

# Local Centres

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## **I.0 Introduction**

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### **I.1 Development to which this Part applies**

This Part applies to development permitted within the following zones under *Auburn LEP 2010*:

- B4 Mixed Use;
- B2 Local Centre; and
- B1 Neighbourhood Centre.

These zones apply to Council's local centres hierarchy, which includes town centres, small villages and neighbourhood centres.

### **I.2 Purpose of this Part**

The purpose of this Part is to:

- promote vibrant, attractive and sustainable local centres;
- to ensure development within local centres has a high level of amenity, quality, architectural and design excellence;
- contribute to the overall streetscape;
- minimise the impact on the environment; and
- optimise use of the land.

### **I.3 Structure of this Part**

This Part is structured as follows:

- Sections 2.0 to 13.0 contain controls which apply to all local centre development. These deal with matters such as built form subdivision, public domain, mixed use development, access and car parking and more.
- Sections 14.0 to 16.0 contain specific additional controls applying to the Auburn Town Centre, Lidcombe Town Centre and Newington Small Village.

## **2.0 Built form**

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### **Objectives**

- a. To provide richness of detail and architectural interest, especially to visually prominent parts of buildings such as lower storeys and street facades.
- b. To establish the scale, dimensions, form and separation of buildings appropriate for local centre locations.
- c. To encourage mixed use development with residential components that achieve active street fronts with good physical and visual connection between buildings and the street, and maintain residential amenity.
- d. To achieve active street frontages with good physical and visual connections between buildings and the street.
- e. To ensure consistency in the main street frontages of buildings.

- f. To ensure building depth and bulk appropriate to the environmental setting and landform.
- g. To ensure building separation is adequate to protect amenity, daylight penetration and privacy between adjoining developments.
- h. To ensure that the form, scale, design and nature of development enhances the streetscape and visual quality of commercial areas.
- i. To ensure that the built form and density of a new development respects the scale, density and desired future character of the area.
- j. To ensure development appropriately supports the centres hierarchy.

### **Development controls**

- D1** To allow for their adaptive use, mixed use buildings are to incorporate the following flexible design requirements:
  - the number of internal apartment structural walls are to be minimised; and
  - ceiling heights for the ground floor is to be a minimum of 3.6 metres.
- D2** Residential components are to be provided with direct access to street level with entrances clearly distinguishable from entries to commercial premises.
- D3** Secure entries are to be provided to all entrances to private areas, including car parks and internal courtyards.
- D4** Car parking provided for the residential component of the development is to be clearly delineated and provided separate to general customer parking.
- D5** Development shall be designed to locate loading bays, waste storage/collection areas and any other noise and odour generating aspects of buildings away from residential areas.
- D6** Vehicular circulation areas must be legible and must differentiate between the commercial service requirements, such as loading areas, and residential access.
- D7** Mechanical plant is to be located on the roof or visually and acoustically isolated from residential uses.

## **2.1 Number of storeys**

### **Performance criteria**

- PI** To ensure an acceptable level of amenity and future flexibility is provided for new commercial and residential developments.

### **Development controls**

- D1** The minimum finished floor level (FFL) to finished ceiling level (FCL) shall be as follows:
  - 3300mm for ground level (regardless of the type of development);
  - 3300mm for all commercial/retail levels; and
  - 2700mm for all residential levels above ground floor.

## 2.2 Articulation and design

### Performance criteria

- P2** The bulk, scale and intensity of development is consistent with the scale of surrounding existing and planned developments.
- P3** Existing horizontal or vertical rhythms in a streetscape are complemented by new facades. Visual interest in a building is achieved by: articulation of facade into horizontal divisions of base, middle and top; balcony and fenestration details; and proportion, spacing and modelling of the surface through detail and relief.
- P4** New facades complement the predominant horizontal and vertical proportions in the street and are compatible with surrounding buildings.
- P5** Ensure infill development is well articulated, makes a positive contribution to the streetscape and responds to local urban character.
- P6** Retain the use of awnings as visually dominant and coordinating townscape features.
- P7** Ensure new development maintains a pedestrian scale, and provides weather protection at street level

### Development controls

- D1** Buildings shall incorporate:
- balanced horizontal and vertical proportions and well spaced and proportioned windows;
  - a clearly defined base, middle and top;
  - modulation and texture; and
  - architectural features which give human scale at street level such as entrances and porticos.
- D2** The maximum width of blank walls for building exteriors along key retail streets shall be 5m or 20% of the street frontage, whichever is the lesser.
- D3** Articulation of the building exterior shall be achieved through recesses in the horizontal and vertical plane, adequate contrasts in materials, design features and the use of awnings.
- D4** Features such as windows and doors shall be in proportion with the scale and size of the new building and any adjoining buildings which contribute positively to the streetscape.
- D5** Street awnings which appear as horizontal elements along the façade of the building shall be provided as part of all new development.
- D6** Where development has two (2) street frontages the streetscape should be addressed by both facades.

## 2.3 Materials

### Performance criteria

- PI** Materials enhance the quality and character of the business precinct.

- P2** The use of face brick (smooth faced) is encouraged.
- P3** The use of cement render on building facades is discouraged due to high ongoing maintenance issues.

### **Development controls**

- D1** New buildings shall incorporate a mix of solid (i.e. masonry concrete) and glazed materials, consistent with the character of buildings in the locality. The use of cement rendering shall be minimised.
- D2** Building materials and finishes complement the finishes predominating in the area. Different materials, colours or textures may be used to emphasise certain features of the building.
- D3** Building facades at street level along primary streets and public places consist of a minimum of 80% for windows/glazed areas and building and tenancy entries.
- D4** Visible light reflectivity from building materials used on the facades of new buildings shall not exceed 20%.

## **2.4 Roofs**

### **Performance criteria**

- P1** Roof design is integrated into the overall building design.

### **Development controls**

- D1** Design of the roof shall achieve the following:
- concealment of lift overruns and service plants;
  - presentation of an interesting skyline;
  - enhancing views from adjoining developments and public places; and
  - complementing the scale of the building.
- D2** Roof forms shall not be designed to add to the perceived height and bulk of the building.
- D3** Where outdoor recreation areas are proposed on flat roofs, shade structures and wind screens shall be provided.

## **2.5 Balconies**

### **Performance criteria**

- P1** Balconies contribute positively to the amenity of residents and the visual quality of the local centre.

### **Development controls**

- D1** Opaque glazing and/or masonry for balconies is encouraged.

- D2** Clear glazing for balconies is prohibited.
- D3** Verandahs and balconies shall not be enclosed.
- D4** Balconies and terraces shall be oriented to overlook public spaces.
- D5** The design of the underside of the balcony shall take into consideration the view of the underside from the street and shall not have exposed pipes and utilities.
- D6** Screens, louvres or similar devices shall be provided on balconies so as to screen any drying of laundry.

## **2.6 Interface with schools, places of public worship, and public precincts**

### **Development controls**

- D1** Where a site adjoins a school, place of public worship or public open space:
  - This interface shall be identified in the site analysis plan and reflected in building design;
  - Building design incorporates an appropriate transition in scale and character along the site boundary(s);
  - Building design presents an appropriately detailed facade and landscaping in the context of the adjoining land use.
- D2** The potential for overlooking of playing areas of schools shall be minimised by siting, orientation or screening.
- D3** Fencing along boundaries shared with public open space shall have a minimum transparency of 50%.
- D4** Sight lines from adjacent development to public open space shall be maintained and/or enhanced. Direct, secure private access to public open space is encouraged, where possible.

## **3.0 Streetscape and urban form**

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### **Objectives**

- a. To ensure development integrates well with the locality and respects the streetscape, built form and character of the area.
- b. To encourage innovative development which is both functional and attractive in its context.

### **3.1 Streetscape**

#### **Performance criteria**

- P1** New and infill development respects the integrity of the existing streetscape and is sympathetic in terms of scale, form, height, shopfront character, parapet, verandah design, and colours and materials, in a manner which interprets the traditional architecture, albeit in modern forms and materials.
- P2** New development conserves and enhances the existing character of the street with particular reference to architectural themes.

- P3** To ensure that a diversity of active street frontages is provided which are compatible with the scale, character and architectural treatment of Auburn's local area.
- P4** To maintain the surviving examples of original whole shop frontages where the shop frontages contribute to the local character.
- P5** To encourage new or replacement shop fronts to be compatible with the architectural style or period of the building to which they belong and the overall character of the local centre.

### **Development controls**

- D1** Applicants shall demonstrate how new development addresses the streetscape and surrounding built environment.
- D2** New shopfronts shall be constructed in materials which match or complement materials used in the existing building.
- D3** Development shall provide direct access between the footpath and the shop.
- D4** Development shall avoid the excessive use of security bars.
- D5** Block-out roller shutters are not permitted.
- D6** Signage shall be minimised and coordinated to contribute to a more harmonious and pleasant character for the locality.

## **3.2 Setbacks**

### **Performance criteria**

- P1** The setback of new buildings is generally consistent with the setback of adjoining buildings.
- P2** The built edge of development at the street frontage contributes to a sense of enclosure and scale within the centre.
- P3** Building design minimises building bulk within streetscape through use of setbacks, architectural features, and variations in materials and colour palette.

### **Development controls**

- D1** New development or additions to existing development shall adopt front setbacks, as shown in Figure 2 (refer to section 14.2 Setbacks for Auburn Town Centre) and Figure 8 (refer to section 15.2 Setbacks for Lidcombe Town Centre).

## **4.0 Mixed use developments**

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### **Objectives**

- a. To encourage sustainable development by permitting services and employment-generating uses in conjunction with residential uses.

- b. To provide affordable residential development within close proximity to transport, employment and services.
- c. To enhance the vitality and safety of commercial centres by encouraging further residential development.
- d. To achieve a lively and active street frontage by encouraging the integration of appropriate retail and commercial uses with urban housing.
- e. To manage the bulk, scale and traffic generation of mixed use developments.
- f. To ensure that mixed use developments are designed having adequate regard for the amenity of occupants and surrounding development.

#### **4.1 Building design**

##### **Performance criteria**

- P1** Mixed use developments are designed to architecturally express the different functions of the building while sympathetically integrating into the local centre streetscape.
- P2** Ensure key landmark corner sites are developed to ensure distinctive and unique design of buildings that will form gateways and entrance statements to commercial centres.

##### **Development controls**

- D1** The architecture of ground level uses shall reflect the commercial/retail function of the centre.
- D2** Buildings shall achieve a quality living environment that sympathetically integrates into the character of the commercial precinct.
- D3** Commercial and retail servicing, loading and parking facilities shall be separated from residential access and servicing and parking.
- D4** The design of buildings on corner sites or at the ends of a business/commercial zone shall emphasise the corner as a focal point.

#### **4.2 Active street frontages**

##### **Performance criteria**

- P1** Active frontage uses are defined as one of a combination of the following at street level:
  - front entry to shopfront;
  - shop front;
  - café or restaurant if accompanied by an entry from the street;
  - active office uses, such as reception, if visible from the street; and
  - public building if accompanied by an entry.

##### **Development controls**

- D1** Retail outlets and restaurants are located at the street frontage on the ground level.



- D2** A separate and defined entry shall be provided for each use within a mixed use development.
- D3** Only open grill or transparent security (at least 70% visually transparent) shutters are permitted to retail frontages.

### 4.3 Awnings

#### Performance criteria

- PI** Street frontage awnings are to be provided in all areas with active frontage

#### Development controls

- D1** Awning dimensions shall generally be:
- horizontal in form;
  - minimum 2.4m deep (dependent on footpath width);
  - minimum soffit height of 3.2m and maximum of 4m;
  - steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm;
  - low profile, with slim vertical fascia or eaves (generally not to exceed 300mm height);
  - 1.2m setback from kerb to allow for clearance of street furniture, trees, and other public amenity elements; and
  - In consideration of growth pattern of mature trees.
- D2** Awning design must match building facades, be complementary to those of adjoining buildings and maintain continuity.
- D3** Awnings shall wrap around corners for a minimum 6m from where a building is sited on a street corner.
- D4** Vertical canvas drop blinds may be used along the outer edge of awnings along north-south streets. These blinds must not carry advertising or signage.
- D5** Under awning lighting shall be provided to facilitate night use and to improve public safety recessed into the soffit of the awning or wall mounted onto the building.
- D6** Soft down lighting is preferred over up lighting to minimise light pollution.
- D7** Any under awning sign is to maintain a minimum clearance of 2.8m from the level of the pavement.
- D8** All residential buildings are to be provided with awnings or other weather protection at their main entrance area.

### 4.4 Arcades

#### Performance criteria

- PI** Provide safe and convenient connections to enhance the pedestrian network and to provide linkages between shopping areas, public spaces and car parking.

**P2** Encourage the use of parking at the rear of a development site by providing good access to the front of the site.

**P3** Encourage activity within arcades.

### **Development controls**

**D1** Arcades shall:

- Accommodate active uses such as shops, commercial uses, public uses, residential lobbies, cafes or restaurants;
- Be obvious and direct thoroughfares for pedestrians;
- Provide for adequate clearance to ensure pedestrian movement is not obstructed;
- Have access to natural light for all or part of their length and at the openings at each end, where practicable;
- Have signage at the entry indicating public accessibility and to where the arcade leads; and
- Have clear sight lines and no opportunities for concealment.

**D2** Where arcades or internalised shopping malls are proposed, those shops at the entrance must have direct pedestrian access to the street.

## **4.5 Amenity**

### **Performance criteria**

**PI** The amenity provided for residents of a mixed use development is similar to that expected in residential zones in terms of visual and acoustic privacy, solar amenity and views.

### **Development controls**

**D1** The internal environment of dwellings within mixed use developments in the vicinity of major arterial roads or railway lines shall provide an appropriate level of amenity for privacy, solar access and views.

## **4.6 Residential flat building component of mixed use developments**

Applicants shall consult the Residential Flat Buildings Part of this DCP for the design requirements for the residential flat building component of a mixed use development.

## **5.0 Privacy and security**

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### **Objectives**

- a. To provide personal and property security for residents and visitors and enhance perceptions of community safety.
- b. To ensure that new development achieves adequate visual and acoustic privacy levels for neighbours and residents.
- c. To create a balance of uses that are safe and easily accessible.

- d. To ensure there is adequate lighting and signage to provide a safe environment.
- e. To enhance the architectural character of buildings at night, improve safety and enliven the town centre at night.

### **Performance criteria**

- P1** Private open spaces and living areas of adjacent dwellings are protected from overlooking.
- P2** Site layout and design of buildings, including height of front fences and use of security lighting, minimises the potential for crime, vandalism and fear.

### **Development controls**

- D1** Views onto adjoining private open space shall be obscured by:
  - Screening with a maximum area of 25% openings is permanently fixed and made of durable materials; or
  - Incorporating planter boxes into walls or balustrades to increase visual separation between areas. Existing dense vegetation or new planting may be used as a secondary measure to further improve privacy.
- D2** Site layout and building design shall ensure that windows do not provide direct and close views into windows, balconies or private open spaces of adjoining dwellings.
- D3** Shared pedestrian entries to buildings shall be lockable.
- D4** Buildings adjacent to streets or public spaces shall be designed to allow casual surveillance over the public area.
- D5** Pedestrian walkways and car parking shall be direct, clearly defined, visible and provided with adequate lighting, particularly those used at night.
- D6** Landscaping and site features shall not block sight lines and are to be minimised.
- D7** Seating provided in commercial areas of a development shall generally only be located in areas of active use where it will be regularly used.
- D8** Adequate lighting shall be provided to minimise shadows and concealment spaces.
- D9** All entrances and exits shall be made clearly visible.
- D10** Buildings shall be arranged to overlook public areas and streets to maximise surveillance.
- D11** Development shall be consistent with Council's Policy on Crime Prevention Through Environmental Design.

## **5.1 Lighting**

### **Performance criteria**

- P1** Lighting is provided to highlight the architectural features of a building and enhance the identity and safety of the public domain but does not floodlight the facade.
- P2** The use of integrated lighting systems in retail shops is both functional and decorative.

**P3** Lighting is sufficient for its purpose and used to make bold design statements.

**P4** Lighting does not interfere with amenity of residents or safety of motorists.

### **Development controls**

**D1** Lighting design shall be integrated with the interior design of a retail/commercial premise. The use of low voltage track lighting, recesses spotlighting and designer light fittings is encouraged.

**D2** Lighting systems shall incorporate specific display lighting to reinforce merchandise and provide a contrast against the street lighting generally.

**D3** Surface mounted fluorescent fixtures shall not be considered in any part of the retail areas of the premises.

**D4** The light source shall be selected to provide the desired light effect; however, fitting and methods shall be chosen produce the highest energy efficiency.

**D5** Lighting shall not interfere with the amenity of residents or affect the safety of motorists.

**D6** Excessive lighting shall not be permitted. Light spill onto the street into the public domain shall be minimised.

## **5.2 Shutters and grilles**

### **Performance criteria**

**P1** Security shutters, grilles and screens allow the viewing of shopfront windows and light to spill out onto the footpath.

**P2** Shutters, grilles and screens are to be made from durable, graffiti-resistant materials and compatible with the building style.

### **Development controls**

**D1** Windows and doors of existing shopfronts shall not be filled in with solid materials.

**D2** Security shutters, grilles and screens shall:

- be at least 70% visually permeable (transparent);
- not encroach or project over Council's footpaths; and
- be made from durable, graffiti-resistant materials.

**D3** Solid, external roller shutters shall not be permitted.

## **5.3 Noise**

### **Performance criteria**

**P1** New developments within major arterial roads or railway lines are designed to mitigate noise and vibration impacts.

- P2** All uses in the local centres must minimise noise impacts on adjoining residential areas caused by loading/unloading, late night operations, use of plant and equipment and entertainment activities.

### **Development controls**

- D1** New development shall comply with the provisions of the relevant acts, regulations, environmental planning instruments, Australian Standards and guidelines produced by the NSW Department of Environment, Climate Change and Water, the NSW Roads and Traffic Authority and the NSW Department of Planning as applicable for noise, vibration and quality assurance. This includes:

- Development Near Rail Corridors and Busy Roads, NSW Department of Planning, December 2008 – Interim Guidelines.
- NSW Industrial Noise Policy;
- Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects; and
- Environmental Criteria for Road and Traffic Noise.

Restaurant and cafe design shall minimise the impact of noise associated with late night operation on nearby residents. Operation includes loading/unloading of goods/materials and the use of plant and equipment at a proposed commercial premise.

- D2** An acoustic report shall be submitted with a development application for a proposed commercial use in the local centre that operates during the hours between 10pm and 6am.

## **5.4 Wind Mitigation**

### **Performance Criteria**

- P1** New developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians.

### **Development Controls**

- D1** Site design for tall buildings (towers) shall:
- set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower;
  - ensure that tower buildings are well spaced from each other to allow breezes to penetrate local centres;
  - consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; and
  - ensure useability of open terraces and balconies.
- D2** A Wind Effects Report is to be submitted with the DA for all buildings greater than 35m in height.
- D3** For buildings over 48m in height, results of a wind tunnel test are to be included in the report.

## 6.0 Access and car parking

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In addition to this section, applicants shall consult the Parking and Loading Part of this DCP for other access, parking and loading requirements for all development within local centres.

### 6.1 Access, loading and car parking requirements

#### Development controls

**D1** Car parking rates shall be provided in accordance with the Parking and Loading Part of this DCP.

### 6.2 Creation of new streets and laneways

#### Performance criteria

**PI** All new proposed roads are designed to convey the primary function of the street, including:

- Safe and efficient movement of vehicles and pedestrians;
- Provision for parked vehicles and landscaping, where appropriate;
- Location, construction and maintenance of public utilities; and
- Movement of service and delivery vehicles.

#### Development controls

**D1** On some sites, new streets may be able to be introduced. Where a new street shall be created, the street shall be built to Council's standards, Road Design Specification D1 and relevant Quality Assurance requirements while having regards to the circumstances of each proposal. Consideration will be given to maintaining consistency and compatibility with the design of existing roads in the locality.

**D2** On site car parking shall be provided below ground or located within the building and well screened.

**D3** Development adjoining a new laneway shall contribute to an attractive streetscape and presents a well-designed and proportioned facade and incorporates windows, balconies, doorways and landscaping, where possible.

**D4** New public laneways created within large blocks shall maximise pedestrian and vehicle connections within local centres.

**D5** A minimum width of 6m shall be provided for all carriageways on access roads. If parallel on-street parking is to be provided, an additional width of 2.5m is required per vehicle per side.

**D6** New streets shall be dedicated to Council. The area of any land dedicated to Council shall be included in the site area for the purpose of calculating the floor space ratio.

## 7.0 Landscaping

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### Objectives

- a. To create attractive buildings, public spaces and walkways.
- b. To improve visual quality and contribute to a more positive local centre experience.
- c. To reduce impacts on climate change at the local level and improve the natural environmental features and local ecology of the local centre.
- d. To improve the amenity of business and commercial precincts through preserving and retaining existing mature trees where practical.
- e. To support landscape design that incorporates the planting of endemic landscape species wherever possible.
- f. To ensure that new street furniture is coordinated with existing street furniture and does not create clutter and obstacles in public spaces.
- g. To ensure that public areas respond to the needs of people with sensory and other disabilities.

### Performance criteria

- P1** Landscaping forms an integral part of the overall design concept.
- P2** Landscape reinforces the architectural character of the street and positively contributes to maintaining a consistent and memorable character.
- P3** Landscaped areas are used to soften the impact of buildings and car parking areas as well as for screening purposes.
- P4** Landscaped areas are provided for passive and recreational use of workers.
- P5** Enhance the existing streetscape and promote a scale and density of planting that softens the visual impact of buildings.
- P6** Encourage the planting of low water consumption plants and trees.

### Development controls

- D1** Development shall incorporate landscaping in the form of planter boxes to soften the upper level of buildings.
- D2** At grade car parking areas, particularly large areas, shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large car parks.
- D3** In open parking areas, one (1) shade tree per ten (10) spaces shall be planted within the parking area.
- D4** Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.

- D5** Paving and other hard surfaces shall be consistent with architectural elements.

## **7.1 Street trees**

- D1** Street trees shall be planted at a rate of one (1) tree per lineal metre of street frontage, even in cases where a site has more than one street frontage, excluding frontage to laneways.
- D2** Street tree planning shall be consistent with Council's Street Tree Masterplan or relevant Public Domain Plan or Infrastructure Manual.
- D3** Significant existing street trees shall be conserved and, where possible, additional street trees shall be planted to ensure that the existing streetscape is maintained and enhanced.
- D4** Where street trees and the provision of awnings are required, cut-outs shall be included in the awning design to accommodate existing and future street trees.
- D5** Driveways and services shall be located to preserve significant trees.
- D6** At the time of planting, street trees shall have a minimum container size of 200 litres and a minimum height of 3.5m, subject to species availability.
- D7** Planter boxes (or similar) surrounding trees in the footpath shall be 1.2m x 1.2m, filled with approved gravel and located 200mm from the back of the kerb line.

## **8.0 Energy efficiency and water conservation**

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### **Objectives**

- a. To achieve energy efficient commercial and retail developments.
- b. To encourage site planning and building design which optimises site conditions to achieve energy efficiency.
- c. To minimise overshadowing of the public domain including streets and open space.
- d. To give greater protection to the natural environment by reducing greenhouse gas emissions.
- e. To encourage the installation of energy efficient and water conserving appliances.
- f. To reduce the consumption of non-renewable energy sources for the purposes of heating, water, lighting and temperature control.
- g. To minimise potable water mains demand of non-residential development by implementing water efficiency measures.

### **8.1 Energy efficiency**

#### **Performance criteria**

- PI** Internal building layouts are designed to minimise use of fossil fuel for heating and cooling and to encourage use of renewable energy in their running. Building materials and insulation assist thermal performance.



## Development controls

- D1** Any hot water heaters to be installed, as far as practicable, shall be solar and, to the extent that this is not practicable, shall be greenhouse gas friendly systems that achieve a minimum 3.5 Hot Water Greenhouse Score.
- D2** The practicability of all external lighting and common areas (e.g. undercover car parking) being lit utilising renewable energy resources generated on site shall be investigated. Larger developments (buildings exceeding 400m<sup>2</sup> in area) shall investigate the viability of utilising renewable energy resources for all lighting on site. A statement shall be included with the development application addressing these requirements.

## 8.2 Water conservation

### Performance criteria

- PI** Water efficiency is increased by appropriate building design, site layout, internal design and water conserving appliances.

### Development controls

- D1** New developments shall connect to recycle water if serviced by a dual reticulation system for permitted non potable uses such as toilet flushing, irrigation, car washing, firefighting and other suitable purposes.
- D2** Where a property is not serviced by a dual reticulation system, development shall include an onsite rainwater harvesting system or an onsite reusable water resource for permitted non potable uses such as toilet flushing, irrigation, car washing, firefighting and other suitable purposes.
- D3** Development shall install all water using fixtures that meet the WELS (Water Efficiency Labelling Scheme) rated industry standards.

## 8.3 Stormwater drainage

Applicants shall consult the Stormwater Drainage Part of this DCP for requirements for stormwater management.

## 8.4 Rainwater tanks

### Performance criteria

- PI** Adequate measures are incorporated into new development to encourage the collection and reuse of stormwater and reduce stormwater runoff.

### Development controls

- D1** Rainwater tanks shall be installed as part of all new development in accordance with the following:
- The rainwater tank shall comply with the relevant Australian Standards;
  - The rainwater tank shall be constructed, treated or finished in a non-reflective material that blends in with the overall tones and colours of the subject and surrounding development;

- Rainwater tanks shall be permitted in basements provided that the tank meets applicable Australian Standards;
- The suitability of any type of rainwater tanks erected within the setback area of development shall be assessed on an individual case by case basis. Rainwater tanks shall not be located within the front setback; and
- The overflow from rainwater tanks shall discharge to the site stormwater disposal system. For details refer to the Stormwater Drainage Part of this DCP.

## **8.5 Ventilation**

### **Performance criteria**

**PI** Natural ventilation is incorporated into the building design.

### **Development controls**

**DI** The siting, orientation, use of openings and built form of the development shall maximise opportunities for natural cross ventilation for the purposes of cooling and fresh air during summer and to avoid unfavourable winter winds.

## **8.6 Solar amenity**

### **Performance criteria**

**PI** New buildings are designed to protect solar amenity for the public domain and residents.

### **Development controls**

**DI** Shadow diagrams shall accompany development applications for buildings which demonstrate that the proposal will not reduce sunlight to less than 3 hours between 9.00 am and 3.00 pm on 21 June for:

- public places or open space;
- 50% of private open space areas;
- 40% of school playground areas; or
- windows of adjoining residences.

**D2** Lighter colours in building materials and exterior treatments shall be used on the western facades of buildings.

## 9.0 Ancillary site facilities

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### 9.1 Provision for goods and mail deliveries

#### Performance criteria

- PI** New development incorporates adequate provision in its design for the delivery of goods and mail to both business and residential occupants.

#### Development controls

- D1** Provision shall be made on-site for courier car parking spaces in a convenient and appropriately signposted location, preferably with access off the principal street frontage, for developments incorporating greater than 3,000m<sup>2</sup> of gross leasable floor area devoted to commercial premises.
- D2** Provision of mailboxes for residential units shall be incorporated within the foyer area of the entrance to the residential component of the mixed use developments.

## 10.0 Other relevant controls

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### 10.1 Waste

- D1** Applicants shall consult the Waste Part of this DCP for requirements for disposal.

### 10.2 Access and amenity

- D1** Applicants shall consult the relevant provisions within the Access and Mobility Part of this DCP.

## 11.0 Public domain

---

### Objectives

- a. To ensure private development contributes to a safe, attractive and useable urban environment within the local centres of the Auburn local government area.
- b. To ensure the public domain forms an integrated part of the urban fabric of commercial centres.
- c. To encourage both night and day pedestrian activity in the commercial centres.
- d. To ensure private development contributes to a positive pedestrian environment.
- e. To ensure that outdoor dining areas do not interfere with pedestrian amenity.
- f. To encourage public art in new development.

### **Development controls**

- D1** Any works within the public domain or which present to the public domain shall be consistent with Council's Public Domain Manual and/or the Town Centre Infrastructure Manual and Council's Policy on Crime Prevention Through Environmental Design.
- D2** New buildings shall contribute to the public domain through the provision of awnings, sheltered building entries, verandahs and canopies, safe pedestrian linkages to car parks, landscaping, and open space, where appropriate.
- D3** Outdoor dining on footpaths shall be limited. Refer to Council's relevant Public Domain Plan, Outdoor Dining Policy and Public Art Policy.

## **12.0 Subdivision**

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### **Objectives**

- a. To ensure development sites are of a reasonable size to efficiently accommodate architecturally proportioned buildings and adequate car parking, loading facilities, etc.
- b. To provide lots which are of sufficient size to satisfy user requirements and to facilitate development of the land while having regard to site opportunities and constraints.

### **12.1 Size and dimensions**

#### **Performance criteria**

- PI** The size and dimension of proposed lots contribute to the orderly development of the commercial centres.

#### **Development controls**

- D1** Proposed lots shall be of sufficient area and dimension to allow a high standard of architectural design, the appropriate siting of buildings and the provision of required car parking, loading facilities, access and landscaping.

### **12.2 Utility services**

#### **Performance criteria**

- PI** All essential public utility services are provided to the development to the satisfaction of relevant authorities.

#### **Development controls**

- D1** The applicant shall demonstrate that each proposed allotment can be connected to appropriate utility services including water, sewerage, power and telecommunications and (where available) gas. This may include advice from the relevant service authority or a suitably qualified consultant as to the availability and capacity of services.
- D2** Common trenching for gas, electricity and telecommunications shall be provided in accordance with agreements between the relevant servicing authorities in NSW.

## 13.0 Residential Interface

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### Objectives:

- a. To ensure that commercial development does not have adverse impacts on the amenity of adjoining and nearby residential zones.
- b. To ensure that commercial buildings are appropriately setback from nearby residential zones.
- c. To ensure that heavy vehicles associated with commercial development do not adversely impact upon the residential amenity.

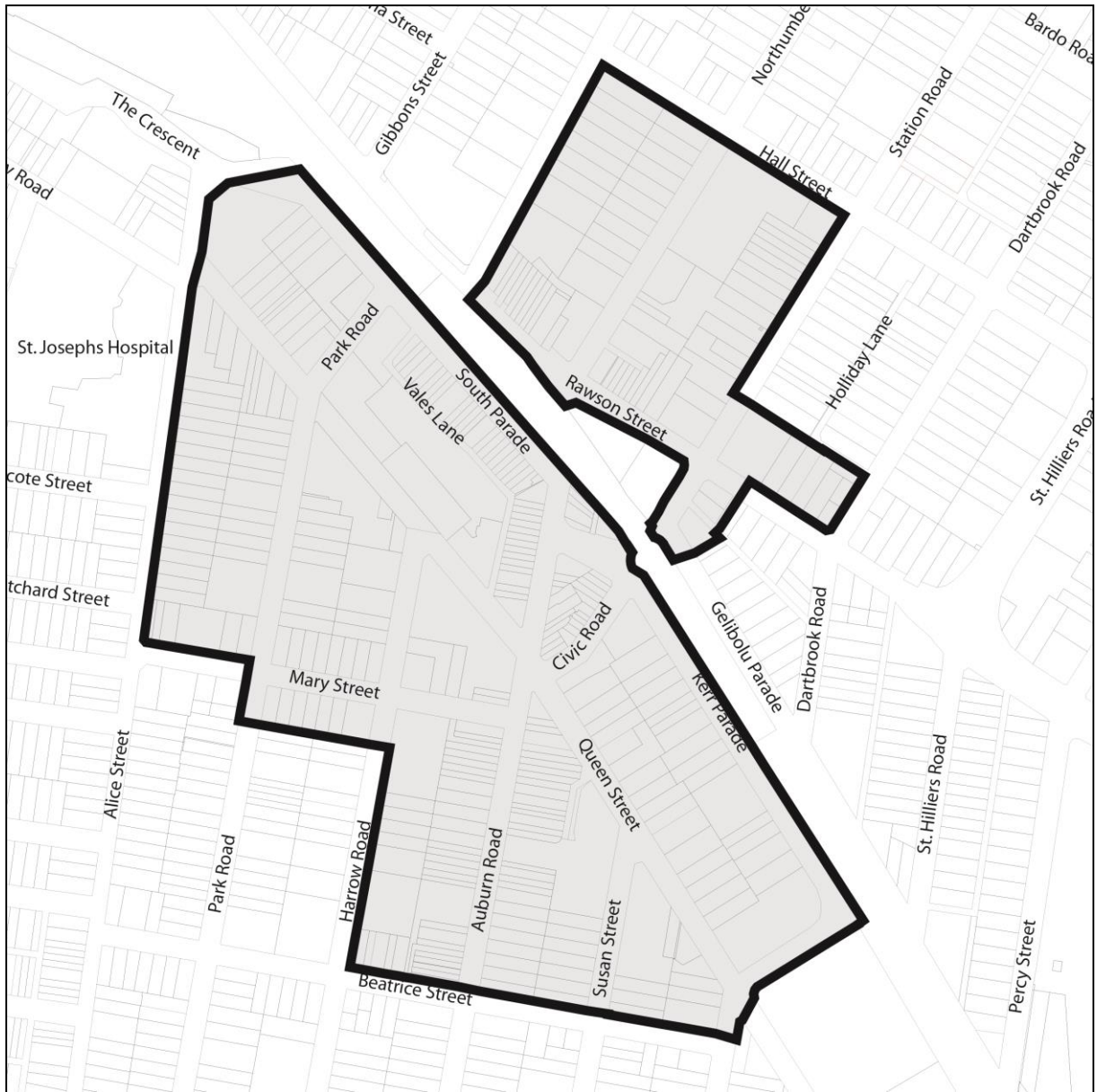
### Development controls

- D1** Buildings adjoining residential zones and/or open space shall be setback a minimum of 3 metres from that property boundary.
- D2** Loading areas, driveways, rubbish, storage areas, and roof top equipment shall not be located directly adjacent to residential zones, or if unavoidable shall be suitably attenuated or screened.
- D3** Any commercial buildings which may have the potential to accommodate the preparation of food from a commercial tenancy shall provide ventilation facilities to ensure that no odour is emitted in a manner that adversely impacts upon any residential zones.
- D4** External lighting shall be positioned to avoid light spillage to adjoining residential zones.
- D5** Where noise generating development is proposed adjacent to residential or other noise sensitive uses, such as places of worship and child care centres, an acoustic report shall be submitted with a development application, outlining methods to minimise adverse noise impact.

# 14.0 Auburn Town Centre

## 14.1 Development to which this section applies

This section applies to the Auburn Town Centre which is zoned B4 Mixed Use under *Auburn LEP 2010*. Refer to Figure 1. The development controls apply in addition to the development controls presented in previous sections of this Part. Where there are inconsistencies between the controls contained within this section and other controls within this DCP, these controls prevail to the extent of the inconsistency.



KEY  
**█** Town Centre Boundary

**Figure 1** - Land to which this section applies.

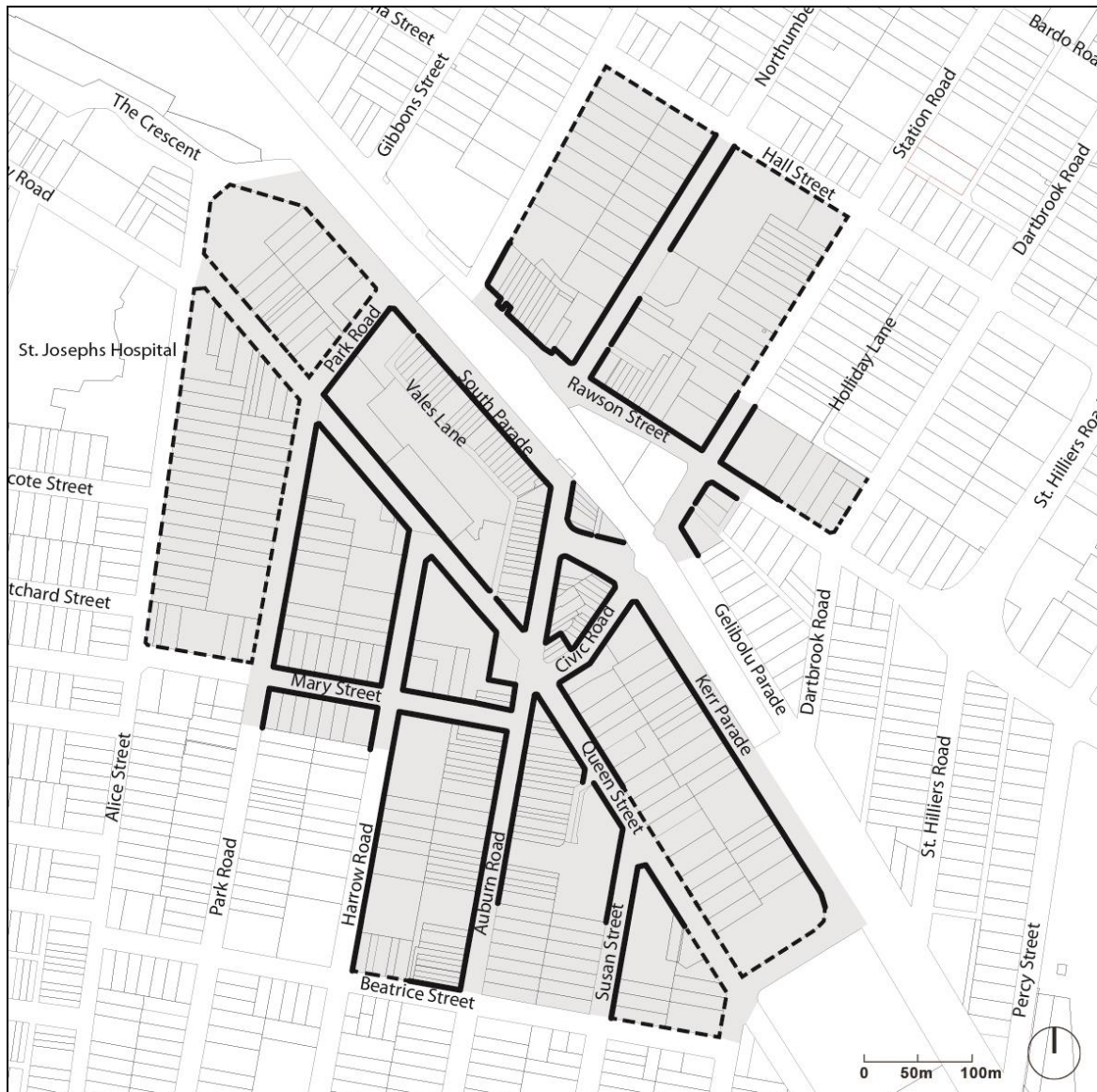
## 14.2 Setbacks

### Performance Criteria

**PI** The built edge of development fronting the street contributes to a sense of enclosure, scale and appropriate transition within the town centre.

### Development controls

**DI** Setbacks within the town centre shall be consistent with Figure 2.



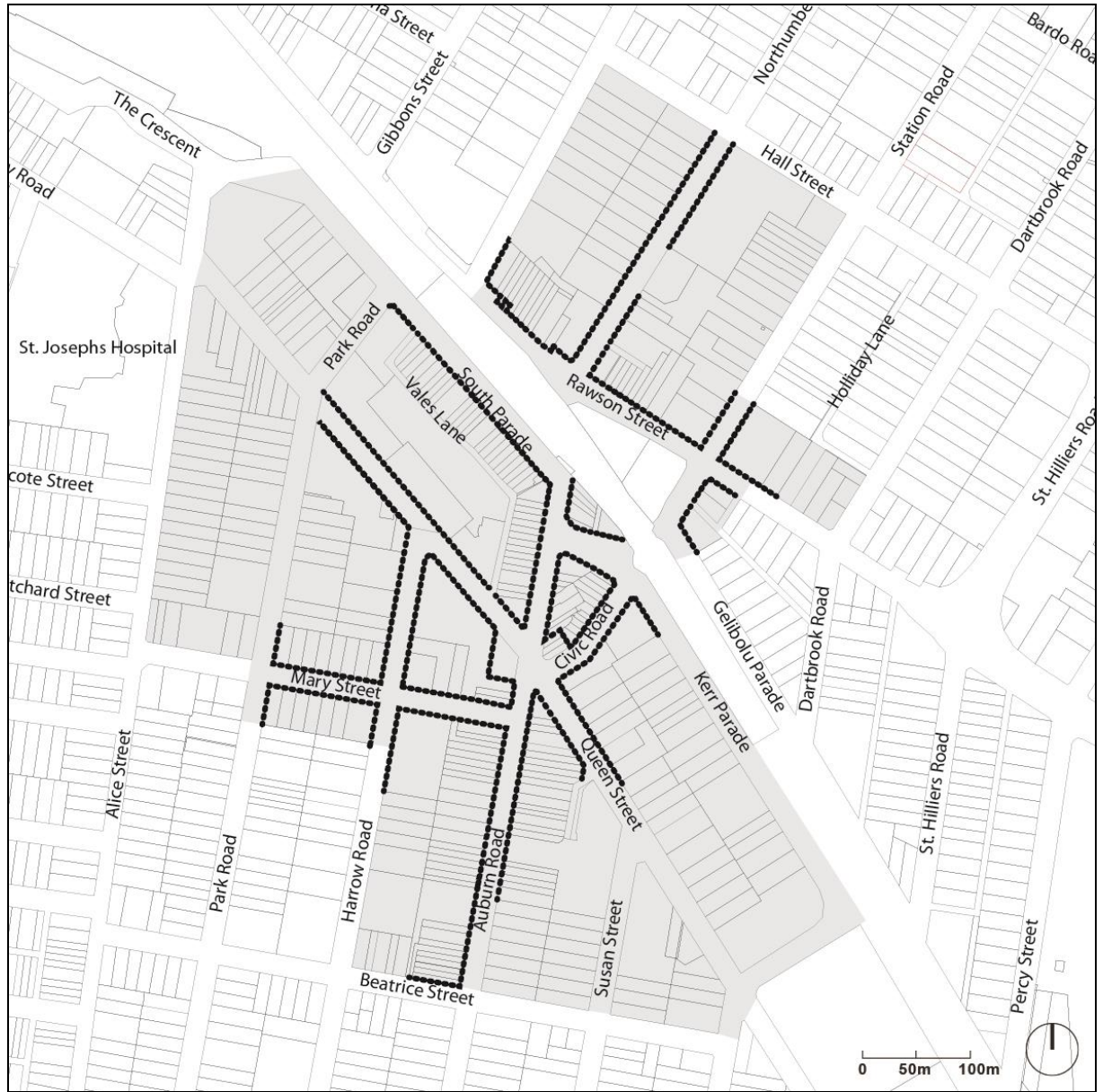
- KEY**
- Town Centre Boundary
  - Build to Boundary
  - - - 4-6 m Setback

**Figure 2** – Building setbacks within the Auburn Town Centre.

### 14.3 Active frontages

#### Development controls

**DI** As a minimum, buildings shall provide active street frontages consistent with Figure 3.



- KEY**
- Town Centre Boundary
  - Active Street Frontages

**Figure 3** – Active street frontages within the Auburn Town Centre.



## 14.4 Laneways

### Development controls

- DI** Redevelopment within the Auburn Town Centre shall make provision for the creation of new laneways as shown in Figure 4.



- KEY**
- Town Centre Boundary
  - Proposed Laneway
  - Existing Public Laneway
  - Existing Private Laneway

**Figure 4** – Location of laneways proposed within the Auburn Town Centre.

## **I4.5 Key Site –Five Ways**

The Five Ways site within the Auburn Town Centre has been identified as having potential for intensification of mixed use development, including commercial and residential uses. The site is bounded by Auburn Road to the east, Queen Street to the north, Harrow Road to the west and Mary Street to the south.

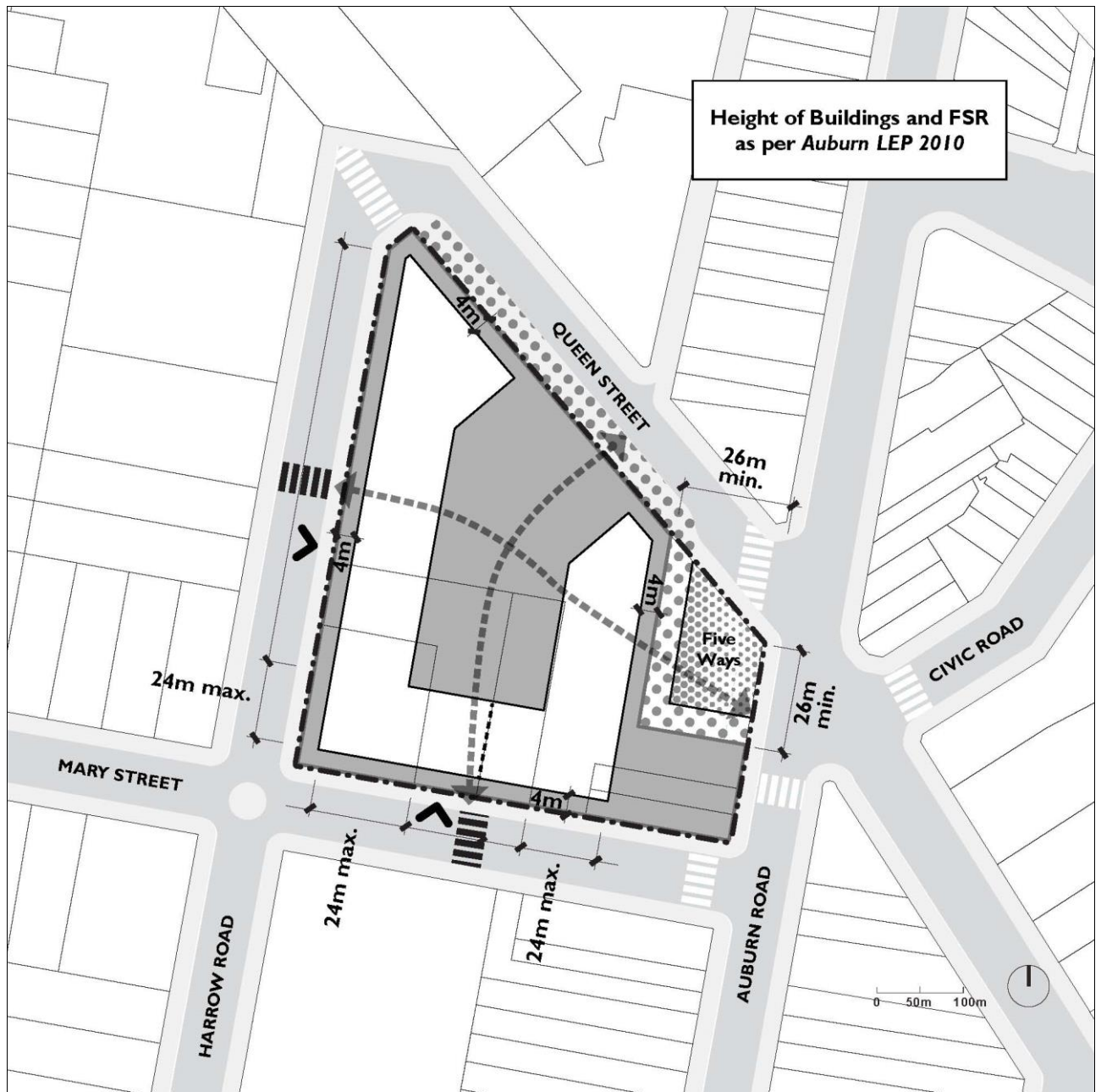
The development controls for this site apply in addition to the development controls presented in previous sections of this Part.

### **Objectives**

- a. To ensure architectural design recognises:
  - the strategic significance of the site within the Auburn Town Centre; and
  - the visual prominence of the site from public areas including the future Five Ways open space and along Auburn Road.
- b. To reinforce Auburn Road as the main street of the southern section of the Auburn Town Centre.
- c. To ensure the new Five Ways open space will become a focal point of the town centre.
- d. To extend the active frontage along Queen Street, Harrow Road and Mary Street.
- e. To ensure development is sensitive in scale and character to the town centre.
- f. To improve pedestrian access and circulation within the town centre.
- g. To minimise overshadowing impact to the surrounding public domain.

### **Development controls**

- D1** Development should be in accordance to Figure 5.
- D2** An open space area shall be provided on the north-east corner of the site at the intersection of Auburn Road and Queen Street with a minimum width of 26m, including a 6m reservation as a pedestrian plaza to accommodate circulation and outdoor dining area.
- D3** Pedestrian through-site links shall be provided to improve circulation and access to the town centre. Where possible, these linkages shall align to existing or proposed crossing points.
- D4** The preferred vehicular access to the site shall be via Harrow Road with secondary access via Mary Street and Queen Street.
- D5** Outdoor dining shall be encouraged within the Five Ways open space and along Auburn Road and Queen Street.
- D6** For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m.



KEY

- Site Boundary
- Indicative Building Envelope
- Indicative Building Podium
- ⋯ Potential for Outdoor Dining
- ⋯ Public Open Space
- ▨ Existing Pedestrian Crossing
- ▨ Proposed Pedestrian Crossing
- Indicative Through-Site Link
- > Indicative Location for Vehicular Access

Figure 5 – Five Ways site - indicative development layout

## 15.0 Lidcombe Town Centre

### 15.1 Development to which this section applies

This section applies to the Lidcombe Town Centre which is zoned B4 Mixed Use, RE1 Public Recreation and RE2 Private Recreation under the *Auburn LEP 2010*. Refer to Figure 6. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.



KEY  
— Town Centre Boundary

Figure 6 – The Lidcombe Town Centre.

## 15.2 Setbacks

### Performance criteria

- PI** The built edge of development fronting the street contributes to a sense of enclosure, scale and appropriate transition within the town centre.

### Development controls

- DI** Setbacks within the town centre shall be consistent with Figure 7.



**Figure 7** – Building setbacks within the Lidcombe Town Centre.

### 15.3 Active Frontages

#### Development controls

**DI** As a minimum, buildings shall provide active street frontages consistent with Figure 8.



**KEY**  
■ Town Centre Boundary  
- - - Active Street Frontages

**Figure 8** – Active street frontages within the Lidcombe Town Centre.

## 15.4 Laneways

### Development controls

- DI** Redevelopment within the Lidcombe Town Centre shall make provision for the creation of new laneways as shown in Figure 9.



**KEY**  
 ■ Town Centre Boundary  
 - - - Proposed Laneway  
 — Existing Public Laneway  
 . . . Existing Private Laneway

**Figure 9** – Location of laneways proposed within the Lidcombe Town Centre.

### 15.5 Key Sites

Several sites within the Lidcombe Town Centre have been identified as having the greatest potential for intensification with commercial, residential and mixed use development, as shown in Figure 10. Each site has an inherent capacity to contribute to the transformation of the urban form into one which will generate more activity and lead the development of the town centre. The development controls for these sites apply in addition to the development controls presented in previous sections of this Part.



- KEY**
- Key Sites
  - 1. Dooleys
  - 2. Mary Street North
  - 3. Mary Street South
  - 4. Tooheys Lane
  - 5. Bridge Street
  - 6. Railway Street
  - 7. Marsden Street

**Figure 10** – Key sites within the Lidcombe Town Centre



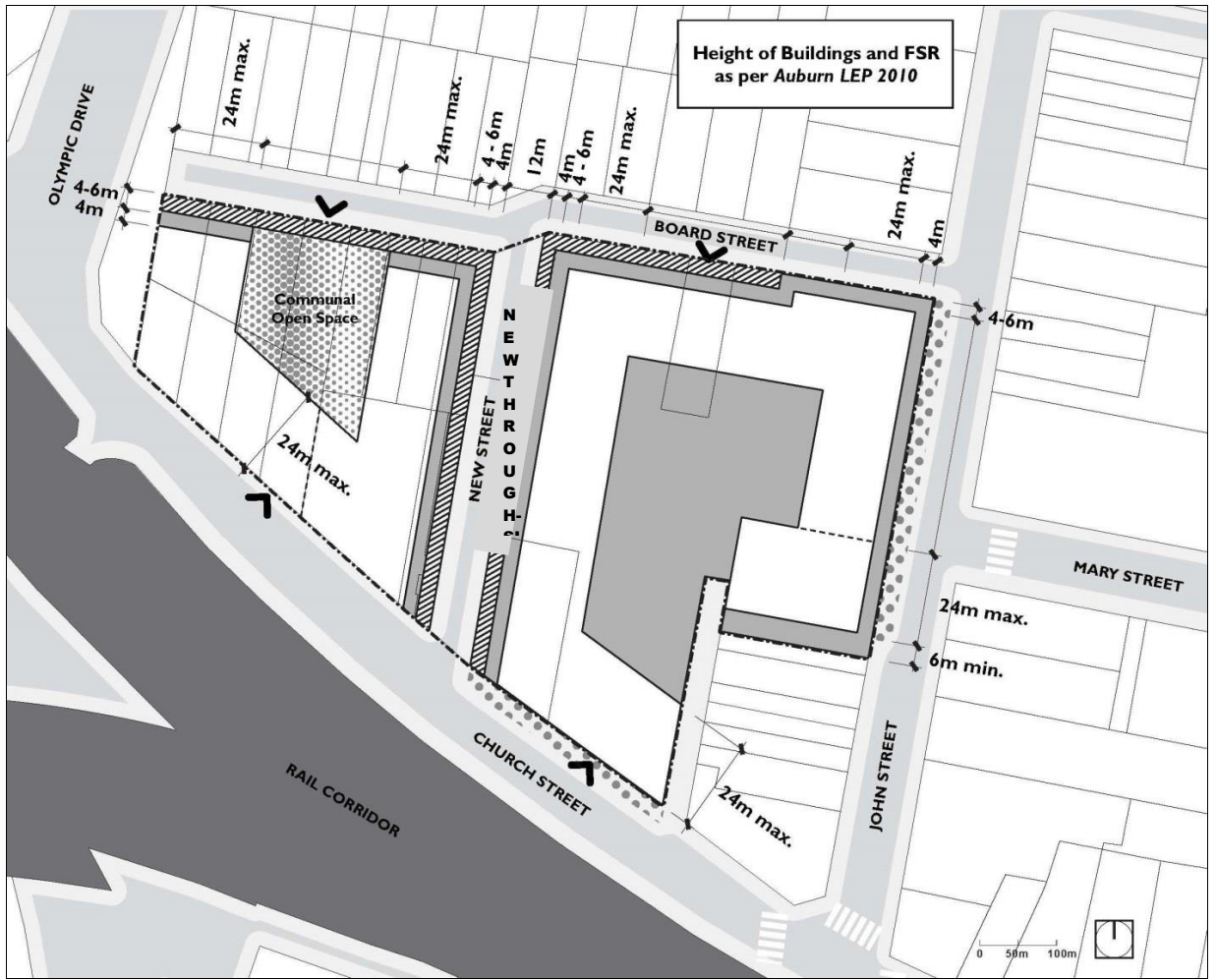
## 15.6 Site I – Dooleys

### Objectives

- a. To ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas including the train station and the approach towards the site from the northern end of John Street.
- b. To reinforce John Street as the main street of the northern area of the Lidcombe Town Centre.
- c. To ensure development is sensitive in scale and character to the heritage item within the site.
- d. To provide an appropriate transition to the residential area to the north of the site.
- e. To improve pedestrian access and circulation within the town centre.

### Development controls

- D1** Development shall be design in accordance to Figure 11.
- D2** Development shall be designed to address Olympic Drive.
- D3** Development shall provide a new pedestrian through-site link, shared way or street between Church Street to Board Street, with a minimum width of 12m.
- D4** Through-site linkages shall be provided for pedestrians and vehicles within the site to improve circulation and access to the town centre. The linkages shall enable connection between Church Street and Board Street and John Street and Board Street.
- D5** The preferred access to the site shall be via Church Street with secondary access via Board Street.
- D6** Outdoor dining shall be encouraged along John Street and Church Street.
- D7** For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m.
- D8** Levels above the podium are to be setback for a minimum of 4-6m from the boundary of adjoining commercial or residential uses.



**KEY**

- - - Site Boundary
- ▭ Indicative Building Envelope
- Indicative Building Podium
- ⋯ Potential for Outdoor Dining
- ⋯ Public Open Space
- ▨ Existing Pedestrian Crossing
- ▨ Landscape Setback
- > Indicative Location for Vehicular Access

**Figure 11 – Dooleys site - indicative development layout**

## 15.7 Site 2 – Mary Street North

### Objectives

- a. To ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas, including the approach towards the site from the northern end of John Street.
- b. To provide a transition in scale from the proposed taller buildings on John Street to the adjacent residential zone.
- c. To provide development that is sensitive in scale and character to the heritage item within the site.
- d. To enhance the public domain and increase accessibility to public open space.
- e. To improve pedestrian access and circulation within the town centre.

### Development controls

- D1** Public open space shall be provided at the intersection of John and Mary Streets, or within close proximity to this intersection.
- D2** Retail frontages shall be provided at street level on John Street.
- D3** Outdoor dining is encouraged along John Street.

## 15.8 Site 3 – Mary Street South

### Objectives

- a. To ensure architectural design recognises the strategic significance of the site within the Lidcombe Town Centre and the visual prominence of the site from public areas, particularly the Lidcombe train station.
- b. To protect the amenity of the adjacent school and ensure appropriate transitions in scale from the proposed taller buildings on John Street.
- c. To encourage development that is sensitive in scale and character to the heritage items within the site.
- d. To enhance the public domain and increase accessibility to public open space.

### Development controls

- D1** Public open space shall be provided at the intersection of John and Mary Streets, or within close proximity to this intersection.
- D2** Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre. The linkages shall enable connection between Church Street and Mary Street.
- D3** Outdoor dining is encouraged along John Street and Church Street.

## 15.9 Site 4 – Tooheys Lane

### Objectives

- a. To encourage a mix of uses within the retail core.
- b. To reinforce Joseph Street as the main street of the southern area of the Lidcombe Town Centre.
- c. To improve the amenity and safety of Tooheys Lane.
- d. To ensure development is sensitive in scale and character to the heritage item within the site.
- e. To improve access to the Lidcombe Town Centre by the upgrading and widening of Tooheys Lane.

### Development controls

- D1** Outdoor dining shall be encouraged along Joseph Street and Bridge Street.
- D2** The preferred primary access to the site shall be provided via Bridge Street.
- D3** Consultation with Council shall be undertaken to investigate opportunities to integrate the upgrading and widening of Tooheys Lane as part of the site's redevelopment.

## 15.10 Site 5 – Bridge Street

### Objectives

- a. To encourage a mix of commercial, entertainment and residential uses in the retail core.
- b. To continue the main street character of Joseph Street and connect to the existing retail shops area on the southern end of the Lidcombe Town Centre.
- c. To encourage development that responds to the heritage significance of Remembrance Park.
- d. To improve pedestrian access and circulation within the town centre.

### Development controls

- D1** Building separation distances shall be determined by having regard to the *State Environmental Planning No. 65 – Design Quality of Residential Flat Development* and accompanying Residential Flat Design Code.
- D2** On the Olympic Drive frontage, development shall be designed to:
- address Olympic Drive; and
  - provide an appropriately landscaped setback with a minimum depth of 6m. A double row of street trees shall be planted along the property boundary.
- D3** Preferred primary access to the site shall be provided via Vaughan Street with a secondary access via Bridge Street.

- D4** Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre. The linkages shall enable connection between Vaughan Street and Bridge Street and Olympic drive and Bridge Street.
- D5** New development shall maintain and enhance pedestrian linkages and view corridors to Remembrance Park.
- D6** Outdoor dining shall be encouraged along Joseph Street and Bridge Street.

### **15.11 Site 6 – Railway Street**

#### **Objectives**

- a. To encourage a mix of uses within the retail core.
- b. To reinforce Joseph Street as the main street of the southern area of the Lidcombe Town Centre.
- c. To ensure architectural design recognises the strategic significance of the site within the Lidcombe Town Centre and the visual prominence of the site from public areas, particularly the Lidcombe train station.
- d. To ensure development is sensitive in scale and character to the heritage items within the site.
- e. To improve pedestrian access and circulation within the town centre.
- f. To improve the amenity and safety of Taylor Street.

#### **Development controls**

- D1** The lane between Taylor Street and Railway Street shall be retained to provide access to parking and loading areas and for waste removal.
- D2** Outdoor dining shall be encouraged along Joseph Street and Railway Street.
- D3** Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre and Remembrance Park. The linkages shall enable connection between the lane and Joseph Street and/or the lane and Railway Street.

## **15.12 Site 7 – Marsden Street**

### **Objectives**

- a. To ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas including Lidcombe train station and Railway Street / Church Street railway bridge.
- b. To provide an appropriate transition to the industrial area to the east of the site.
- c. To improve pedestrian access and circulation within the town centre, by upgrading and widening Davey and Raphael Street to improve their amenity and safety.
- d. To ensure development is sensitive in scale and character to all public open space in the precinct, including Friends Park and the Jewish Reserve.
- e. To enhance the public domain, and increase accessibility and safety to public open space.

### **Development controls**

- D1** Development shall be designed to address Railway, Mark, James, Marsden, Davey and Raphael Streets.
- D2** Vehicular access to new developments shall not be permitted to or from Davey Street, to permit the pedestrianisation of the street.
- D3** Development along Davey Streets shall dedicate to Council sufficient land of a minimum width of 2m to provide a pedestrian footpath on the south side of the street.
- D4** Development along Raphael Streets shall dedicate to Council sufficient land of a minimum width of 2.5m to provide a pedestrian footpath and widened carriageway on the west side of the street.
- D5** New buildings are to be setback a minimum of 4m from all open space uses and the new boundaries of Davey Street and Raphael Street created after the dedication described in control D2 and D3 above.
- D6** New buildings to the north of the central open spaces shall be designed to minimise the loss of solar access to the open spaces.
- D7** Outdoor dining and active uses shall be encouraged facing onto the proposed park on the corner of Railway and Mark Streets, to provide casual surveillance of the park and improve safety.
- D8** Development adjacent to the existing and proposed public open spaces shall be designed to provide overlooking and casual surveillance of the park spaces to improve safety.

**Note** - The site specific provisions listed on the following pages are in addition to those provisions as given in Item 15.12 Site 7 - Marsden Street that currently and will continue to apply to this Site.

### **Site 7a – 4-12 Railway Street, Lidcombe**

**Note:** References to Friend Park/the park means both the existing Friend Park (as at 2018) and the extension to the east.

#### **Objectives**

- f. To ensure adequate solar access to the Park for the amenity and enjoyment of this place by users throughout the year and for the health of the environment..
- g. To improve the amenity for users of the Park by minimising sun reflection, provide visual interest, and by softening the appearance, of the building walls that face the Park.
- h. To protect the amenity of the Park through provision of a landscaped (vegetated) transition that will provide privacy, a visual and noise interruption, and improve the interface and visual outcomes, between the Site (buildings) and the Park.
- i. To encourage the ‘greening’ of the site and improved amenity for Park users through vegetation planting of the buildings’ external walls facing the Park and of the rooftop of the building/s in the southern portion of the Site.
- j. To enhance local biodiversity through the planting of diverse native plant species.
- k. To ensure 3 hours of direct sunlight to a minimum of 50% of Friends Park between 11.00am and 3.00pm on 21 June.
- l. To ensure building mass is arranged to maximise solar access to Friend Park.

#### **Development controls**

**D9** The maximum height of the building in the south-western corner of the site is not to exceed 3 Storeys.

#### **D10. Building setbacks, build to lines, and street wall heights**

##### **A. Setbacks and Built-to Lines**

Minimum setbacks and built-to lines must be provided as follows:

- i. Zero setbacks/build-to lines to Railway Street.
- ii. A 0m setback, for the full wall height, is to be provided for the building/s located on the western boundary of the site.

##### **B. Street Wall Height**

- i. A maximum two storey street wall height is to be maintained along Railway Street and Raphael Street with upper level setbacks.

##### **C. Upper Level Setbacks.**

- i. The building above the street wall is to provide a minimum 2m setback along Railway Street.

- ii. The third storey of the building in the south-western corner of the site is to have a minimum 4m setback from the southern edge of the building below.
  - iii. The residential component along Railway Street, Raphael Street, southern and western boundaries must comply with the building separation recommendations in the NSW Government - Planning & Environment's Apartment Design Guidelines (ADG).
- D11.** Buildings are to be designed to minimise the loss of solar access to Friend Park.
- D12.** To utilise roof space for developing roof gardens (green roof) for those building/s on the southern portion of the Site. Where possible incorporate exterior green walls into the building/s for those walls facing the Park.
- D13.** The land within the rear setback (ie the land between the building and the Park) is to include landscaping and deep soil planting. This landscaped rear setback is to have a minimum width of 6m measured from the rear property boundary. The rear setback area is to be landscaped using native species of trees (minimum pot size 200L) and/or large shrubs (minimum 2m height when mature) which are robust and drought tolerant.
- D14.** To use variation in appropriate materials and neutral/subdued colours for those building walls facing the Park.
- 

## **16.0 Newington Small Village**

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### **16.1 Development to which this section applies**

This section applies to Newington Small Village which is zoned B2 Local Centre under the *Auburn LEP 2010* as shown in Figure 12. The development controls for these sites apply in addition to the development controls presented in previous sections of this Part. Where there are inconsistencies between the controls contained within this Section and other controls within this DCP, these controls prevail to the extent of the inconsistency.

### **16.2 Site planning**

#### **Development controls**

##### **DI Site coverage**

A maximum site coverage of 80% shall be permitted on site.





**Figure 12** – Newington Small Village.

## **D2 Setbacks**

The following setbacks shall apply:

- Setback from residential areas shall be 3-6m.
- Setback from Newington Business Park shall be 1m.
- Setback to retail front shall be 3.5m.

## **D3 Loading areas**

Loading areas shall be screened from public roads and public access areas.

## **16.3 Urban form**

### **Development controls**

#### **D1 Active and defined frontages**

Entrances and windows shall be located on the ground floor of the building to face the public domain and created visual surveillance.

Buildings on street corners or the interface with public space shall emphasise the corner by appropriate architectural treatment.

#### **D2 Materials**

All building materials used shall be durable, low maintenance and of high quality.

#### **D3 Pedestrian amenity**

Public pedestrian networks within sites shall provide solar, wind and rain protection using a colonnade, an awning or other appropriate shading devices.

## **16.4 Architectural elements**

### **Development controls**

#### **D1 Awnings and colonnades**

Awnings/colonnades in buildings shall be designed to a height of 3.5m.

#### **D2 Signage**

Signage shall be located below the awning height of a building.