

# DEVELOPMENT CONTROL PLAN

## MORTLAKE POINT DCP

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## Part A - Introduction

### 1. Introduction

The Mortlake Peninsula has traditionally been an area typified by industrial land uses. Recent economic change and development in this area has indicated that alternative land uses, in conjunction with existing land uses, will determine the future of the Mortlake Peninsula.

This Development Control Plan is a continuation of the study of the Mortlake Peninsula, contained in the Mortlake Point Planning Study 1999. This study recommended that the most appropriate future land use for the area would be based on “mixed” pattern of development that incorporates residential land uses and non-residential land uses, in a manner that promotes new residential development while not compromising the operation of existing non-residential land uses.

The Mortlake Point Development Control Plan is to act as the principle planning instrument for the area to which it applies. Particular reference has been given to the Sydney Regional Environmental Plan (Sydney Harbour Catchment) and the Sydney Harbour Foreshore and Waterways Area Development Control Plan in the preparation of this DCP, in order to provide development that is acceptable for its waterfront setting and meets the State Objectives for development along the Parramatta River foreshore.

Therefore, the overall aim of this DCP would be to guide future development that promotes a reasonable level of amenity in a Mixed Use area and ensure that all development is appropriate for its Sydney harbour foreshore setting.

This DCP varies from most DCPs in that it is not based on the segregation of land uses. Instead, it is based on identifying the surrounding conditions carefully and then ensuring that new development is designed and operated to become compatible and mutually supportive neighbour. Accordingly, these DCPs requirements are described in terms of desired outcomes rather than rigid standards. This “performance based” approach enables both developers and Council to deal with each application as a unique proposal in a unique context.

#### 1.1 Title

This Plan is entitled Mortlake Point Development Control Plan.

#### 1.2 Adoption Date

The purpose of this Development Control Plan is to amend Concord Development Control Plan No. 35: Mortlake Point, thus creating a new DCP. These amendments are a result of the new requirements for Development Control Plans in Part 3 of the Environmental Planning and Assessment Act 1979 introduced under Schedule 2 of the Environmental Planning and Assessment Amendment (infrastructure and Other Planning Reform) Act 2005.

This DCP was adopted by Council on 4 September 2007 and came into effect on the date of gazettal of the City of Canada Bay LEP.

#### 1.3 Area to which this DCP Applies

This Development Control Plan applies to the area shown on Map 1.



Map 1

#### 1.4 Relationship to other Plans, Policies and Documents

This Development Control Plan has been formulated having regard to Mortlake Point Planning Study 1999, Sydney Regional Environmental Plan (Sydney Harbour Catchment) and the Sydney Harbour Foreshore and Waterways Area Development Control Plan.

This DCP should be read in conjunction with:

- a. The City of Canada Bay Local Environmental Plan (CBLEP);
- b. The City of Canada Bay Specification for the Management of Stormwater;
- c. The City of Canada Bay Contaminated Land Policy;
- d. The City of Canada Bay Section 94 Contribution Plans; and
- e. The City of Canada Bay Planning Agreements Policy.

Reference should also be made to the Height and Floor Space Ratio Map which accompanies the City of Canada Bay LEP for applicable statutory controls.

#### 1.5 Assessment of Development Applications

An applicant, in preparing a development application, and the Council, in the assessment of a development application, will take into account the provisions of this Development Control Plan and the degree to which all the Objectives of this DCP will be satisfied.

#### 1.6 Purpose and Aims of this DCP

In addition to the objectives for the area as contained in the City of Canada Local Environmental Plan, the general objectives of this DCP are:

- To encourage appropriate development that satisfies the objectives, standards, criteria and otherwise of this DCP;

- To ensure that development will not have a negative effect on adjacent land uses, in particular between non-residential land uses and residential land uses;
- To ensure that new development makes a positive contribution to the public domain of the Mortlake Peninsula and promotes the positive physical aspects of the site including views, vistas and foreshore open space;
- To ensure that residential development is designed in a manner that minimises the impact of existing non-residential development while not compromising its continued operation; and
- To ensure that the nuisance generated by non-residential development such as operating hours, noise, privacy, vehicular and pedestrian traffic and other factors, is controlled so as to preserve the quality of life for residents in the area.

## 1.7 Structure of this Plan

### Part A - Introduction

This section provides the preliminary information pertaining to the DCP, including the area to which the DCP applies, the overall objectives of the DCP, how to use the DCP and the necessary considerations that all development must adhere to in the process of obtaining development consent from Council.

### Part B - Urban Design Principle

This section comprises an analysis of the urban character of the Mortlake Point area. The purpose of this study is to gain an appreciation of the existing built character including built forms, streetscapes, public domain and open space and building materials/finish. From this analysis, a perspective can be gained of the aspects of the built character that are worthy of retention and emphasis in future development principles. This section illustrates the aspects of the Mortlake Peninsula identified in the Mortlake Point Planning Study and the Urban Character Analysis as being important aspects of the area that should be maintained and emphasised by new development. These principles underpin the major objectives of the DCP.

## 1.8 Additional Provisions

- a. This Development Control Plan adopts the following provisions of the City of Canada Bay Development Control Plan:
  - i) Part 2 Notification and Advertising;
  - ii) Part 3 General Information;
  - iii) Part 4 Heritage;
  - iv) Part 5.3.8 Parking & Access; Part 6.4.8 Parking and Access; Part 7.7 Parking; Part 8.6 Parking & Access;
  - v) Part 6.5.3 Waste Management;
  - vi) Part 9 Signs and Advertising; and
  - vii) Part 10 Child Care Centres.
- b. A provision of this Plan will have no effect to the extent that:
  - i) It is the same or substantially the same as a provision in the CBLEP or another environmental planning instrument (EPI) applying to the same land; or
  - ii) It is inconsistent with a provision of the CBLEP or another EPI applying to the same land, or its application prevents compliance with a provision of the CBLEP or another EPI applying to the same land,

And the provision in the CBLEP or other EPI will apply.

## 1.9 Design Quality Principles

The controls contained within this DCP support the design quality principles of State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65).

The Principles apply to proposals subject to SEPP 65, that is, residential flat buildings that comprise or include:

- a. 3 or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and

- b. 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops), but do not include a Class 1a building or a Class 1b building under the Building Code of Australia (e.g. townhouses or villas where dwellings are side by side).

The following principles are taken directly from SEPP 65. Building designers and architects are also referred to the publication Residential Flat Design Code, Department of Planning, September 2002.

#### **Principle 1: Context**

Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.

Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.

#### **Principle 2: Scale**

Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.

#### **Principle 3: Built form**

Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

#### **Principle 4: Density**

Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).

Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

#### **Principle 5: Resource, energy and water efficiency**

Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.

#### **Principle 6: Landscape**

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.

Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management.

#### **Principle 7: Amenity**

Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.

#### **Principle 8: Safety and security**

Good design optimises safety and security, both internal to the development and for the public domain.

This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.

#### **Principle 9: Social dimensions**

Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

#### **Principle 10: Aesthetics**

Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

## **2. Using this DCP**

The following is a step-by-step guide to using this DCP.

1. Consult with a Duty Planner about the DCPs and other policies that apply to your project.  
All applicants should first discuss their project particulars with a Duty Planner in order to determine which policies are relevant.
2. Review those DCPs and policies which apply to your Project.
3. List and explain the Potential Compatibility Impacts of your Project.  
A Potential Compatibility Impact statement should be included in the Statement of Effects for your project and should specifically address the potential impacts of a development where non-residential and residential properties will adjoin one another. This Statement should firstly assess the site's overall compatibility for the proposed land use in relation to the adjoining land uses and where potential impact is evident; outline the aspects of the proposal that will minimise this impact. The potential impacts identified in this statement should become key criteria in the design of your development.
4. Check your area in the Urban Character Analysis.  
In Part B of the DCP is an Urban Character Analysis that identifies the major characteristics of each street in the Mortlake peninsula, and identifies certain characteristics that potential development will be required to take into

consideration. In the process of designing a proposal, the applicant must check the street analysis for the area that they are working in to identify any relevant design issues that may affect their development.

5. Design of Proposal, Council Consultation and Completion of DA.

This is the principal design phase. Re-read the applicable Design Elements in this DCP and consider each requirement in relation to your evolving design. This DCP and the Design Guide can thus be used as sources of ideas and as design assistance tools, as well as providing the evaluation criteria for Council.

Prepare your Statement of Effects for your Project in conjunction with designing it. During this stage, you should review your evolving DA with a Duty Planner in order to expedite and focus your DA.

The plans and Statement of Effects should document- how the design has responded to the Potential Compatibility Impacts, and how it has satisfied the relevant Design Elements in the DCP.

6. Submit Your DA.

If you have successfully followed the above steps, Council should be able to quickly review your DA. The general intention of these six steps is to save time and money for proponents and reduce Council time and overhead. The main intention of this process, which the applicant must be fully aware, is to encourage thoroughly compatible development in Mortlake Point.

It must be noted that Council may refuse consent to a development which does not substantially comply with this DCP, or may modify the development by way of conditions or direct negotiation with the proponent, so that it does comply.

Please refer to the Development Application Flow Chart on Page 10.

### 3. Mortlake Point Development Application Flow Chart

<p>PART A – Introduction</p> <p style="text-align: center;">INVESTIGATE</p>	<p>Discuss your development proposal with Council’s Duty Planner. You need to ask the Duty Planner the following questions:</p> <ol style="list-style-type: none"> <li>1. Does my development need the consent of Council?</li> <li>2. Is my development permissible with the consent of Council?</li> <li>3. Do I need to prepare a Compatibility Statement?</li> </ol> <p>If the answer to Questions 1 to 3 is YES please move on to Part B</p>
<p>PART B – Urban Character</p> <p style="text-align: center;">THE CONTEXT</p>	<p>Look at the Urban Character Analysis for the street that your development is located in. Before finalising any preliminary design, take particular note of any urban design recommendations that are made in your particular area. Your proposal must adequately respond to any applicable requirement made in Part B.</p> <p>Once the requirements of Part B have been resolved, please move on to Part C.</p>
<p>PART C – Urban Design Elements</p> <p style="text-align: center;">DESIGN</p>	<p>If a Land Use Compatibility Statement is required under Part. C — 1, prepare this assessment before finalising any preliminary design.</p> <p>Ensure that Design Elements in Part C provide a basis for your design and complies with the Objectives and Design Requirements of each Element.</p>
<p style="text-align: center;">SUBMIT YOUR DA</p>	<p>If -the applicant is satisfied that the proposed development complies with the Objectives and Design Requirements of Part A, B and C., the proposal may be submitted to Council.</p>

### 4. Development Principles

In the consideration of a development application to land to which this DCP applies, the Council shall only grant development consent where it is satisfied that the proposed development satisfies the following development principles:

1. Land Use compatibility
  - i) Potential amenity impacts of proposed development on existing adjacent development are to be mitigated through appropriate design responses;
  - ii) New residential development is to provide an acceptable level of amenity where located adjacent to non-residential land uses, through design responses that mitigate any impact from existing non-residential land uses;
  - iii) New residential development is not to in any way affect lawful non-residential land uses; and

- iv) Potential amenity impacts generated by new non-residential development, such as operating hours, noise, privacy, vehicular and pedestrian traffic and other factors are to be controlled so as not to affect the amenity of adjacent residential development.
2. Public domain
    - i) Development is to define and contribute to the public domain so as to create a high quality physical setting for buildings and provide safe and accessible environments for residents and workers; and
    - ii) Development of a high quality public domain is to ensure that the East-West streets in the area to which this DCP applies provide adequate access to open space from future residential areas and vista termination (North-South).
  3. Built form and design
    - i) Built form in the area to which this DCP applies is to reflect its Parramatta River foreshore location and provide an appropriate design response with regard to the natural/physical environment of the location.
  4. Foreshore access
    - i) Foreshore access is to be encouraged and promoted by securing public access to the foreshore areas of open space for improvement of and linkages with local and regional areas of open space;
    - ii) All development on land located along the foreshore in the area to which this DCP applies is to ensure that adequate public access is provided, to a width of eight (8) metres; and
    - iii) The Council is to consider all opportunities to increase public access to the foreshore through acquisition, dedication or right-of-way.
  5. Foreshore Building Lines
    - i) Reference should be made to the Foreshore Building Line Map which accompanies the Canada Bay LEP.

## Part B – Urban Character Analysis

Part A of this DCP provides an urban character analysis of the area within Mortlake Point. In designing a development proposal, the applicant is to refer to the street analysis where the proposed development is to be located to determine any relevant consideration required for their proposal.

### 5. Introduction

Analysis of the urban character within the Mortlake Point area was performed to identify the predominant characteristics of the area and identify those characteristics of the area that need to be emphasised in new development. An assessment of each street in the area has been performed, which examines the specific details of the built form in each street including:

- Lot patterns;
- Building frontages, setbacks and massing;
- Roof style;
- Entry treatments;
- Parking/access,
- Open space and landscaping; and
- Materials, finishes & details.

In the course of this analysis, those elements of the urban character of Mortlake Point that warrant retention and/or emphasis in new development will be identified and recommended on a street-by-street basis.

In this manner, those elements of the natural and built environment in the Mortlake peninsula that would enhance new development have been identified and included in this section of the DCP as being broad principles to guide future development in Mortlake.

## 6. Urban Character Analysis and Development Applications

It is the express intention of this urban character analysis to recommend specific elements of the built form that new development in each street should take into account during the design of development proposals.

Each street in the Mortlake Peninsula is contained within this Urban Character Analysis and contains specific recommendations as to the built elements that potential development should take into consideration.

When preparing a development proposal, the applicant should refer to the street in the Urban Character Analysis in which they are proposing to develop, and incorporate any recommendations made into this analysis, in addition to the relevant design requirements included in Part C and D of this DCP.

### 6.1 Tennyson Road

Tennyson Road forms the principal access into the Mortlake Peninsula by acting as a collector road for the other local streets in the area. Development is fragmented along the western side and consolidated into one lot on the eastern side. A brick fence, approximately 2 metres in height (constructed in the 19th century as part of the AGL Gasworks) is located along the eastern side of the street. Industrial developments predominate, with a number of commercial activities between the intersections of MacDonald Street and Edwin Street. Residential development is limited to several interspersed cottages.

#### **Lot Pattern**

The lot pattern on Tennyson Road is composed of lots generally between 400 and 700m<sup>2</sup> in area, with frontages between 7 - 12 metres in width.

#### **Building Frontage, Setback and Massing**

Building frontages vary between 0 to 8 metres from the property boundary, with the majority of properties being setback approximately 3 metres from the boundary. Buildings are generally evenly massed and present as uniform building mass to the frontages of Tennyson Road, particularly industrial buildings. Non-industrial buildings (Palace Hotel and shops) are two storeys in height with residential cottages one-storey in height.

#### **Roofs**

Roof forms on non-residential properties are generally flat, with the occasional saw-tooth roof. Residential properties generally have pitched hipped roofs.

#### **Parking/Access**

All vehicular access is from Tennyson Road, with a high proportion of on-street parking adjacent to the Palace Hotel and adjacent shops.

#### **Materials, Finishes & Details**

Predominantly dark brick, best characterised by the 19th century wall on the eastern side of Tennyson Road. This is also utilised in other predominant structures along Tennyson Road, including the Palace Hotel and shops.

#### **Recommendations**

New development should retain dark brick or use materials that are compatible with this material.

Enhance "village" aspect of intersection with MacDonald Street and Edwin Street.

Promote development frontages that perpetuate the existing lot pattern, by promoting individual dwellings clearly defined from street level.

New development is to provide a front setback of between 0 to 3 metres from the property boundary, to maintain the “street edge” form of development that currently occurs along Tennyson Road.

## 6.2 Bennett Street

Bennett Street runs north-south on the western side of the Mortlake peninsula. The street slopes slightly upwards to the south and represents a general fall from the southern to northern end of approximately 4.5 metres along a distance of approximately 250 metres. Development consists of entirely industrial properties. Built forms tend to be uniform along the western side of the street with 1-2 storey industrial buildings. Minor views are available to Majors Bay. A large vacant site dominates the eastern side of the street, currently occupied by a four storey industrial building. Residential properties on Edwin Street flank this site on its southern boundary.

### **Lot Pattern**

The lot pattern shows a degree of variance. On the eastern side of the street, lot widths range between 8 to 20 metres (although most of these lots are amalgamated under one ownership) with areas ranging from approximately 400m<sup>2</sup> to 1000m<sup>2</sup>. On the western side of the street, lots are generally larger with 20 metres frontages leading to the foreshore.

### **Building Frontage, Setbacks and Massing**

The frontages on the western side of the street range between 8 to 20 metres. No particular street setback pattern is evident, with setbacks ranging between 3 to 15-20 metres. One to two storey industrial buildings predominate.

### **Open Space/Landscaping**

Mature landscaping fronts the western side of the street.

### **Roofs**

Flat roofs on industrial development predominate.

### **Parking/Access**

Parking is provided on-site for industrial developments, very little on-street parking.

### **Materials, Finishes & Details**

No uniform elements in terms of material, finish or detail is discernible in the streetscape.

### **Recommendations**

New development to ensure that views to Majors Bay are enhanced.

Future development on the eastern side of Bennett Street to ensure that potential views from the western side of Bennett Street are not disrupted.

## 6.3 Edwin Street

Edwin Street runs in an east-west direction from a T-intersection with Tennyson Road, intersects Hilly Street, Bennett Street and terminates at Majors Bay. Development between the intersections with Tennyson and Bennett Street is typified by one-storey residential cottages, interspersed with small-scale industrial buildings. Development west of the Bennett Street intersection is generally larger-scale industrial operations. Vistas to the west and Majors Bay are apparent, from all sections of the street.

### **Lot Pattern**

The lot pattern along Edwin Street is varied, with residential properties being located on lots varying between 250 to 350m<sup>2</sup>. Industrial developments range between 800 to 2000m<sup>2</sup>.

### **Building Frontage, Setback and Massing**

Building frontages are generally 7-8 metres in width. Building setbacks -range between 2 to 3 metres.

### **Roofs**

Roofs on residential development are simple pitched roofs, with industrial buildings providing flat roofs.

### **Parking/Access**

Residential properties generally provide on-site parking, with smaller cottages providing no on-site access.

### **Open Space and Landscaping**

An area of open space is located- at the western junction of Edwin Street, fronting Majors Bay. An elevated platform provides access into foreshore mangrove forest. Foreshore pedestrian access continues south-west towards Majors Bay Reserve. On the south-western corner of the intersection with Hilly Street is Tom Murphy Reserve, an area of public open space approximately 400-500m<sup>2</sup>.

### **Materials, Finishes & Details**

Residential developments consist of a range of materials and finishes ranging from weatherboard, fibro to red brick. Housing styles-range between Interwar to 1950's brick Austerity.

### **Recommendations**

Ensure that new development provides a setback of at least 3 metres to enhance views to Majors Bay and Tennyson Road. Improve legibility between Edwin Street foreshore access and Tom Murphy Reserve by providing consistent and compatible landscaping themes with new development.

## **6.4 Hilly Street**

Hilly Street runs north-south along the centre of the Mortlake peninsula, extending from Tennyson Road and terminating at a cul-de-sac at Wangal Point Reserve. This road acts as a collector road and runs parallel with Tennyson Road. The Mortlake Ferry is accessed via Hilly Street. The northern end of Hilly Street is typified by recent residential development with industrial development predominating at its southern sections. The street is generally flat, between Wangal Point Reserve and Northcote Street, with a rise between Northcote Street to Edwin Street and gentle undulations between Edwin Street and Tennyson Road. Views to Majors Bay and Yaralla Bay are evident, particularly at the intersection with Edwin Street.

### **Lot Pattern**

Lot patterns along Hilly Street are varied, with lot sizes ranging from approximately 600m<sup>2</sup> to over 2500m<sup>2</sup>.

### **Building Frontage, Setback and Massing**

Residential properties are set back between 1 to 4 metres from the property boundary. These developments tend to be multi-unit developments of around two to four storeys. Entries are generally treated as trellised gates, with front fencing provided as pickets and some solid front fencing 1.5 to 2 metres in height. Industrial buildings are generally one-storey, between 7 to 8 metres in height.

### **Roofs**

Roof treatments on residential developments are generally pitched, broken into smaller elements to denote individual dwellings within the total structure.

### **Parking/Access**

For recent residential development, off-street parking is provided. Industrial development provides off-street parking with direct access from Hilly Street.

### **Open Space and Landscaping**

Wangal Reserve is on the northern terminus of Hilly Street and provides a significant area of public foreshore open space and native flora species habitat. Punt Park is approximately 400m<sup>2</sup> of open space adjacent to the Mortlake Ferry and on the eastern side of Hilly Street. Tom Murphy Reserve is located at the intersection of Edwin Street. Landscaping is generally sporadic with no elements of great value excepting the fig species located at the north-eastern boundary of the Northcote Street intersection.

### **Materials, Finishes & Details**

No implicit building character is evident along Hilly Street, with residential and non-residential development of a varied stylistic detail.

### **Recommendation**

New development to ensure that views to Majors Bay and Yaralla Bay are enhanced. New development should be “transparent” to encourage views to these points within the development itself by providing at least one structural break through the development (see- Part C - Views and Vistas).

## **6.5 Whittaker Street**

Whittaker Street connects Tennyson Road and Hilly Street on the northern end of Mortlake Peninsula. The street is relatively short, running for total length of approximately 100 metres. Industrial developments predominate of one-two storeys in height. Vistas are restricted, to east by the brick wall along Tennyson Road and to the west by existing development along Hilly Street. Opportunities for northerly aspects may be facilitated by development above three storeys.

### **Building Frontage, Setback and Massing**

Buildings tend to share frontages with Tennyson Road and Hilly Street. Setbacks vary between 0 to 2 metres. Buildings present as uniform, oblique frontages.

### **Roofs**

Generally flat roof style predominates.

### **Parking/Access**

Access is provided at the rear of the properties by small lanes.

### **Recommendation**

New development to ensure adequate solar access to street by minimising building heights on frontages on the northern side of the street.

## **6.6 Northcote Street**

Northcote Street runs east-west and connects Tennyson Road, Hilly Street and Bennett Street. The street begins in at a T-intersection with Tennyson Road and terminates at a cul-de-sac on the foreshore at Majors Bay. A prominent vista lies westwards towards Majors Bay. Industrial developments predominate, generally one-storey in height.

### **Lot Pattern**

No uniform lot pattern. Lots not orientated towards the street.

### **Building Frontage, Setback and Massing**

Setbacks between 0 to 3 metres from the property boundary. Brick and steel industrial buildings with varying structure.

### **Parking Access**

No active access from this street, between Tennyson Road and Hilly Street. Industrial properties on the southern side of the intersection with Bennett Street.

### **Open Space and Landscaping**

An area of open space is located at the western junction of Northcote Street, fronting Majors Bay. A concrete and steel pier provides access into Majors Bay. Foreshore pedestrian access continues north towards Wangal Reserve.

### **Recommendations**

Ensure that new development provides a setback of at least 3 metres to enhance views to Majors Bay.

Improve legibility between Northcote Street foreshore access and Tennyson Road, by providing consistent and compatible landscaping themes with new development.

## **6.7 McDonald Street**

McDonald Street runs east-west and intersects with Tennyson Road, Hilly Street and junctions at Bennett Street. Vistas extend to the west to Majors Bay and there are limited views to the east towards prominent elements of Tennyson Road (Palace Hotel). Development is typified by one-storey residential cottages, interspersed with small-scale industrial buildings and residential properties utilised for industrial purposes.

### **Lot Pattern**

The lot pattern along McDonald Street is based on residential cottage development, with lots varying between approximately 350 to 400m<sup>2</sup>.

### **Building Frontage, Setback and Massing**

Buildings are generally setback approximately 2 to 3 metres from the property boundary.

### **Roofs**

Roofs are traditional hipped roofs with low pitches.

### **Parking/Access**

Properties are accessed on the southern side of the street by MacDonald Lane. Limited off-street access is provided on the northern side of the street.

### **Materials, Finishes & Details**

Dark brick predominates, along with rendered surfaces and Interwar housing styles.

### **Recommendation**

New development to ensure that views to Majors Bay and Tennyson Road are enhanced.

## **6.8 Bertram Street**

Bertram Street runs in generally an east-west direction, intersecting with Hilly Street and terminating at the foreshore of Majors Bay. The street is predominantly residential, with a number of residential properties utilised for industrial purposes. A small number of purpose-built industrial properties also exist. The street slopes steadily to the west, with views of Majors Bay on the upper levels of the street.

### **Lot Pattern**

The lot pattern is regular, with lot sizes ranging between 300 to 400m<sup>2</sup>.

### **Building Frontage, Setback and Massing**

Residential properties are setback an average of approximately 4 metres from the property boundary and are one to two storeys in height.

### **Roofs**

Roof shapes are predominantly pitched, with a general pitch at around 30°.

### **Parking Access**

Properties on Bertram Street are accessed by MacDonald Lane and Bertram Lane.

### **Materials, Finishes & Details**

Residential properties are typified by post-war period styles, incorporating predominantly brick and fibro as prime building material.

### **Recommendation**

New development to ensure that potential views to Majors Bay are enhanced. New development in Bertram Street is to also ensure compatibility with the residential areas to the west of Bertram Street.

## **6.9 Herbert Street**

Herbert Street runs in a north-south direction beginning at Tennyson Road and junctioning at Herbert Lane. The street is typified by a mixture of residential and industrial developments, with residential properties predominating on the western side of the street and industrial properties on the eastern side of the street. A number of brick Federation cottages are located on the western side of Herbert Street.

### **Lot Pattern**

Regular lot pattern, with lots varying between 200 to 400m<sup>2</sup>.

### **Building Frontage, Setback and Massing**

The setbacks are generally 3-4 metres from the property boundary. Residential properties on the eastern side of Herbert Street are of a uniform nature.

### **Roofs**

Pitched roof forms predominate for residential development. Non-residential development incorporates generally flat-roofed forms.

### **Parking/Access**

No off-street parking for residential properties and limited off-street parking for industrial properties. High demand for on-street parking, particularly during the day.

### **Materials, Finishes & Details**

Residential properties range between fibro, weatherboard and dark brick with tiled roofs. Non-residential properties are generally constructed of brick and steel cladding.

**Recommendation**

With the exception of the Federation cottages on the western side of Herbert Street which should be included as individual heritage items, there is no particular element worthy of retention or emphasis in future development on Herbert Street.

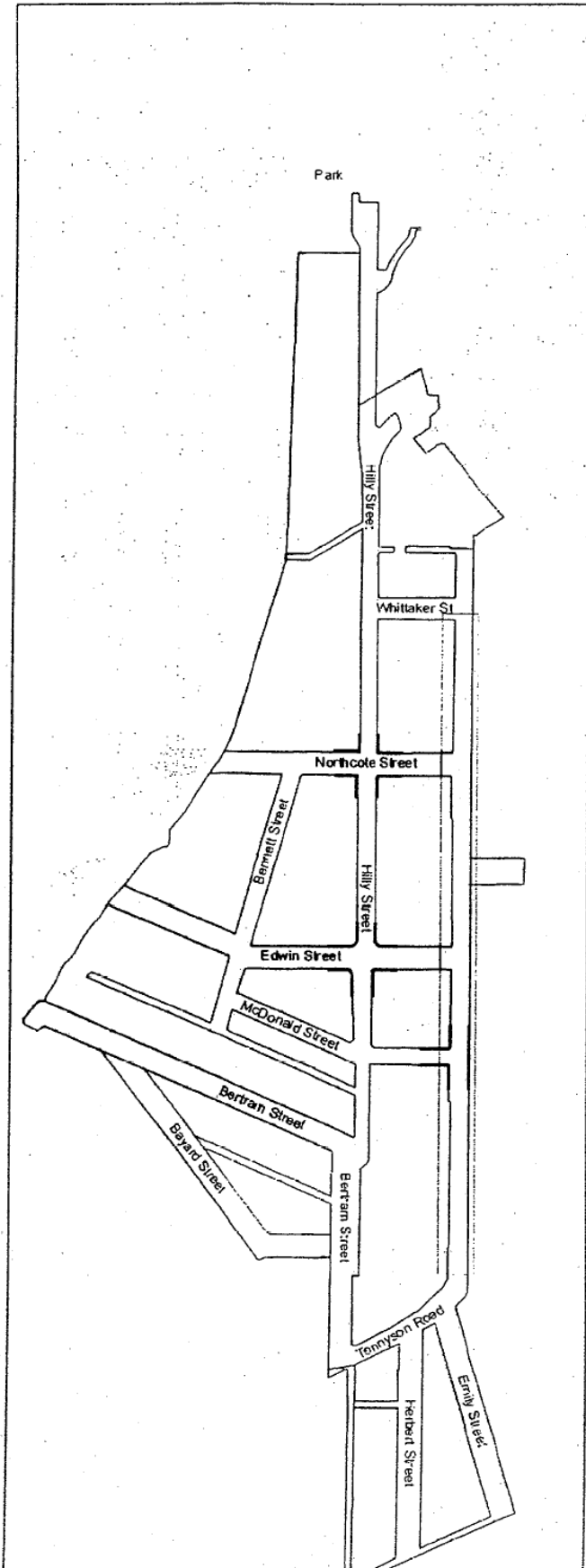
**6.10 Emily Street**

Emily Street runs in a north-south direction and is principally accessed by Tennyson Road. Development occurs along the western side of the street, with the eastern side of the street undeveloped land, subject to the AGL Mortlake site. Industrial developments predominate with brick buildings one to two storeys in height. Properties are accessed from Emily Street frontages, with developments being setback at varying distances from the property boundary (4 - 8 metres). No particular urban character element occurs at a uniform pattern.

**Recommendation**

No particular element worthy of retention or emphasis in future development in Emily Street.

# MAP A1 - URBAN CHARACTER ANALYSIS



- Vista Termination Corridor
- Corner Feature
- Open Space
- Streetscape:  
emphasise existing elements
- Pedestrian access

Scott Carver  
Urban Planning

## Part C – Urban Design Elements

Part C of this DCP outlines objectives and design requirements for general design elements of all development in the Mortlake Mixed Use Zone. In designing a development proposal, the applicant is to consider all the design elements contained in this section of the DCP

### 7. Land Use Compatibility

As outlined in the Mortlake Point Planning Study, future development on the Mortlake peninsula is to be of a mixed nature that accommodates residential and non-residential land uses. As such, it is required that new development must not create an adverse impact on adjacent land uses, in particular where residential development is proposed adjacent to non-residential land-uses or vice-versa. As such, new development, irrespective of it being residential or non-residential, must be designed in a manner that:

- Mitigates the impact that it will have on adjacent land uses; and
- Ensures that existing adjacent land uses to the proposed development would not cause any negative amenity impact on the proposed development nor require any modification in the lawful operation of that or those adjacent land uses.

Where applicable, all development within Mortlake Point must prove to the satisfaction of Council that the proposed development is compatible with the adjacent land use/s.

#### Objectives

The objectives of the Land Use Compatibility component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

- 01 Ensure that all potential amenity impacts of proposed development are mitigated through appropriate design responses.
- 02 Ensure that new residential development provides an acceptable level of amenity where located adjacent to non-residential land uses, through design responses that mitigate any impact from existing non-residential land uses.
- 03 Ensure that residential development would not in any way affect the lawful consent of existing non-residential land uses.
- 04 Ensure that the impact generated by new non-residential development, such as operating hours, noise, privacy, vehicular and pedestrian traffic and other factors is controlled so as to not affect the amenity of adjacent residential development.
- 05 Ensure that Council is provided with relevant and sufficient information that allows Council to determine the land use compatibility impacts of a proposed development.

#### Requirements

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point.

#### General Compatibility Standards for All Development

- R1 Residential and non-residential development should generally not front each other. Where this is the case, the proposed development must demonstrate design measures that would mitigate any potential impact.
- R2 All development is to utilise a continuous buffer treatment along the interface with adjacent non-compatible land uses. In particular, this should apply to the side and rear boundaries of proposed developments.

- R3 While frontages must be designed so as to create an unnecessary “solid” frontage that would be unacceptable as streetscape treatment.
- R4 Development is to use appropriate site layouts that use buildings, walls and other physical aspects to minimise environmental impact on adjacent land uses.
- R5 Adequate provision shall be made for off-street parking on all developments to ensure that no conflicts arise between residential and non-residential developments in the utilisation of on-street parking generally.

**Design Requirements for Non-Residential Development**

- R6 New non-residential development adjacent to residential development should not generate industrial airborne emissions causing noise, odour, fumes and dust to the extent to which it will affect the amenity of adjacent residential development.
- R7 External walls facing residential properties are to be constructed of materials with good sound insulating quality and no large openings that would transmit noise.
- R8 Plant equipment and machinery is to be located within the building or screened from adjacent residential uses.
- R9 Vehicular access must not be provided along the boundary adjacent to residential uses.
- R10 Loading and manoeuvring areas are to be located within the building or screened from adjacent residential uses.
- R11 The development must be designed so that any traffic generated has a minimal impact on adjacent residential uses and on the local road system.
- R12 Signage must be of a character that does not detract from the visual amenity of the existing residential uses.
- R13 Lighting systems with the development must not create light spillage onto adjacent residential uses.
- R14 Hours of operation (including waste collection) being limited to between 7am and 6pm, Monday to Friday, with limited hours on Saturday for some uses and no operation on Sunday.
- R15 New non-residential development is to use site layouts that use buildings, walls and other physical elements to provide further protection for noise-sensitive uses from off-site noise.

**Compatibility Requirements for Residential Development**

- R16 External walls facing non-residential properties are to be constructed of materials with good sound insulating quality and no large openings (including windows) that would transmit noise.
- R17 The building plan; walls, windows, doors and roof are to be designed to reduce intrusive noise levels from potential sources of noise emanating from adjacent non-residential uses. Attention should be paid to re-orientating noise sensitive rooms (living, dining, bedrooms) away from potential sources of noise.
- R18 Balconies and other external building elements are to be located, designed and treated to minimise noise infiltration.

R19 Where windows are to face non-residential development, they are to be fitted with noise-attenuating glass to minimise the impact of background noise from non-residential development.

R20 Landscaping with appropriate setbacks is to be provided on communal and private open space to create a visual buffer between adjacent non-residential development and filter any air-borne particles generated by industry.

### **Compatibility Statement**

Applications for development in Mortlake Point must be accompanied by a Compatibility Statement, outlining the general compatibility of the proposed development. In considering a Compatibility Statement, Council may determine the extent to which the development proposal meets the objectives and design requirements of this DCP.

A Compatibility Statement is to be submitted in the instances where:

- A residential development is proposed on land that directly adjoins non-residential development at the side and rear boundaries and directly fronts non-residential development; and
- A non-residential development is proposed on land that directly adjoins residential development at the side and rear boundaries and directly fronts residential development.

In other situations Council may require a Compatibility Statement should there be concern regarding the compatibility of a proposed development in relation to its immediate context.

The Compatibility Statement should include an analysis of the proposed site and any adjacent non-compatible land uses, illustrating for non-residential development.

- A description of the type of activities carried out on the adjacent sites;
- The location of potential noise generation factors including plant and machinery, loading docks and other associated noise sources;
- The location of existing walls including the dimensions of any windows and external openings in those walls that may affect acoustic and visual privacy;
- The building material used in the external construction and its sound insulating qualities;
- Any potential sources of airborne emissions including dust, smoke and vapour;
- Any potential sources of vibration;
- Any potential source of visual impact including signage, lighting, storage areas and waste areas;
- The location of vehicular access points, internal circulation routes and service/delivery points, and
- The hours of operation valid in the existing consent(s).

For residential land uses adjacent to proposed non-residential development, the Statement should illustrate all areas of potential impact including;

- The location of balconies, windows and other external openings;
- Areas of private open space and washing/drying areas;
- The building material used in the external construction and its sound insulating qualities; and
- The location of vehicular access points and parking areas.

The applicant, in the Compatibility Statement, must assess and identify the potential impacts of adjacent non-compatible land uses and illustrate those aspects of their design proposal that will ameliorate those impacts.

## **8. Built Form/Architectural Character**

### **Objectives**

01 The objectives of the Built Form/Architectural Character component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

02 Create an integrated, high quality development.

- 03 Ensure built forms which respond to the natural and built environment of the Mortlake peninsula.
- 04 Encourage view sharing to major vistas and other significant landmarks in the vicinity of the Mortlake peninsula.
- 05 Encourage built forms that improve the public domain by maximising the relationship of new development with street frontages.

### **Requirements**

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point.

- R1 In general, the facades on all elevations of new development should be highly articulated to reduce the general bulk and scale of new development. As a general rule, new development should appear taller than it is wide.
- R2 Traditional roof-forms predominated by hipped roofs that as a general rule do not exceed pitch of approximately 30°.
- R3 Development is to incorporate regular bays or recesses that reduce bulk and scale and provide public domain improvements.
- R4 Recessed window elements that are vertically proportioned.
- R5 Recessed balconies that provide internal openings which reduce bulk and scale.
- R6 On any extended wall element beyond 15 metres there should be minor articulations in plan along facades (perhaps 150mm) from grade to roof usually, to cause vertical shadow lines.
- R7 Articulated cornice elements that reduce bulk and scale and create visual interest.

## **9. Building Height and Scale**

### **Objectives**

To ensure that new development:

- 01 Provides appropriate scale and compatibility with the Mortlake streetscape and the Parramatta River foreshore context.
- 02 Ensures reasonable access of all development to significant views, vistas and landmarks within and around Mortlake Point.
- 03 Maintain and enhance environmental amenity in the immediate context of the development, including reasonable solar access, adequate levels of privacy and an acceptable level of view sharing.
- 04 Achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure, as well as providing a healthy environment for street vegetation.

## Requirements

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in the Mixed Use Zone.

- R1 Maximum height of new development is not to exceed 12 metres from natural ground level to the uppermost point of the roof structures.
- R2 Building heights are to respond to the topography of Mortlake Point through building heights that ensure the sharing of views to significant land marks and encourage appropriate response to the natural topography.
- R3 Where appropriate, new development is to adopt the predominant height and shape of adjoining development and have similar bulk and mass, taking into account the size and shape of the lot, with taller building or elements of one building placed on the higher parts of the site.

For industrial and other forms of non-residential development, the following standard is to apply;

- R1 Maximum height on new development is not to exceed 12 metres, on the basis that the part of the development between 10 and 12 metres is not: visible from the street frontage immediately adjacent the development.

## 10. Building Setbacks

### Objectives

To ensure that new development:

- 01 Provides appropriate relationship to the existing streetscape, by ensuring uniform built form patterns in new development.
- 02 Ensures that new development contributes to the public domain in Mortlake Point by providing front setbacks that ensure a comfortable street environment for pedestrians in terms of providing solar access, appropriate human scale and a healthy environment for street vegetation.
- 03 Strengthens the relationship of new development in Mortlake Point to significant landmarks in the immediate and broader context.
- 04 Provide side and rear setbacks that provide adequate opportunity for ventilation, solar access, view sharing and privacy in residential buildings.

### Design Requirements

All development in Mortlake Point is to comply with the following Design Requirements:

- R1 In areas where the maximum building height is 8 metres, development is to be set back a minimum 3 metres from the neighbouring property boundary.
- R2 In areas where the maximum building height is 12 metres, development is to be set back a minimum 3 metres from the neighbouring property boundary.
- R3 The general setback requirements in R1 and R2 may vary as set out in the Street Frontage Setback Table C1.

Residential development in Mortlake Point is to comply with the following Design Requirements:

- R1 In areas where the maximum building height is 8 metres, development is to be set back a minimum 3 metres from the property boundary.
- R2 In areas where the maximum building height is 12 metres, development is to be set back a minimum 3 metres from the property boundary.
- R3 The general setback requirements in R1 and R2 may vary, as set out in the Street Frontage Setback Table C1.
- R4 On the frontages to Northcote Street, Edwin Street, McDonald Street and Bertram Street, a minimum frontage of 7.5 metres is required to facilitate vista termination and visual access to significant views to the west.

Non-Residential development in Mortlake Point is to comply with the following Design Requirements:

- R1 Where Non-Residential development is directly adjacent to Residential development, development is set back at least 4.0 metres.
- R2 In areas where the maximum building height is 12 metres, development is to be set back a minimum 3 metres from the property boundary.
- R3 The general setback requirements in R1 and R2 may vary as set out in the Street Frontage Setback Table C1.

**Street Frontage Heights and Street Setbacks**

All development in Mortlake Point is to comply with the following Design Requirements:

**Table CI: Street Frontage Setbacks**

Special Area	Minimum Front Setback	Objective
Tennyson Road	6.0 metres	To ensure uniform built characteristics of the street are maintained and enhanced by new development.
Hilly Street	7.5 metres	To ensure adequate solar access to the public domain.
Whittaker Street	6.0 metres	To ensure adequate solar access to the public domain.
Bennett Street	7.5 metres	To ensure adequate solar access to the public domain.
Northcote Street	7.5 metres	To ensure adequate solar access to the public domain.
Edwin Street	7.5 metres	To ensure adequate solar access to the public domain.
McDonald Street	7.5 metres	To ensure adequate solar access to the public domain.
Bertram Street	7.5 metres	To ensure adequate solar access to the public domain.
Herbert Street	7.5 metres	To ensure adequate solar access to the public domain.
Emily Street	7.5 metres	To ensure adequate solar access to the public domain.

## 11. Streetscape and Public Domain

As outlined in the Mortlake Point Planning Study, future development on the Mortlake peninsula is to be of a mixed nature that accommodates residential and non-residential land uses. As the incidence of residential development within Mortlake Point increases, it will be necessary to ensure that new development provides an adequate standard of streetscape and public domain that balances the expectations of new residents and those of existing industrial/commercial developments.

### Objectives

The objectives of the Streetscape and Public Domain component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

- 01 To create a high quality environment for local residents and workers in Mortlake Point.
- 02 To ensure that new development within Mortlake Point makes a positive contribution to the streetscape and public domain in the area by ensuring a safe, attractive and comfortable environment.
- 03 Ensure that development positively contributes to all works on the public domain carried out by any public authority.
- 04 Ensure that development includes aspects of landscaping that add to the habitat values of the area.

### **Requirements**

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point:

- R1 Development is to comply with the specific recommendations outlined for the specific area in Part B - Urban Character Analysis.
- R2 Mid-block connections are to be provided for pedestrians on large sites, in particular those sites directly abutting public foreshore areas. Links should be a minimum of 3 metres in width and where appropriate, be dedicated as public right of way.
- R3 Landscaping is to be utilised by development to encourage improved pedestrian amenity through the provision of shade-giving trees spaced at regular intervals of at least 6 metres.
- R4 Landscaping should incorporate, where possible, native vegetation to improve the habitat potential of the area.
- R5 Pedestrian access is to be clearly legible from the street, with multiple vehicular access points minimised to improve pedestrian comfort.

## **12. Views and Vistas**

The foreshore location of Mortlake Point provides significant opportunities to ensure that future development in the area is provided with adequate access to significant views and prominent landmarks in the area.

### **Objectives**

The objectives of the Views and Vistas component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

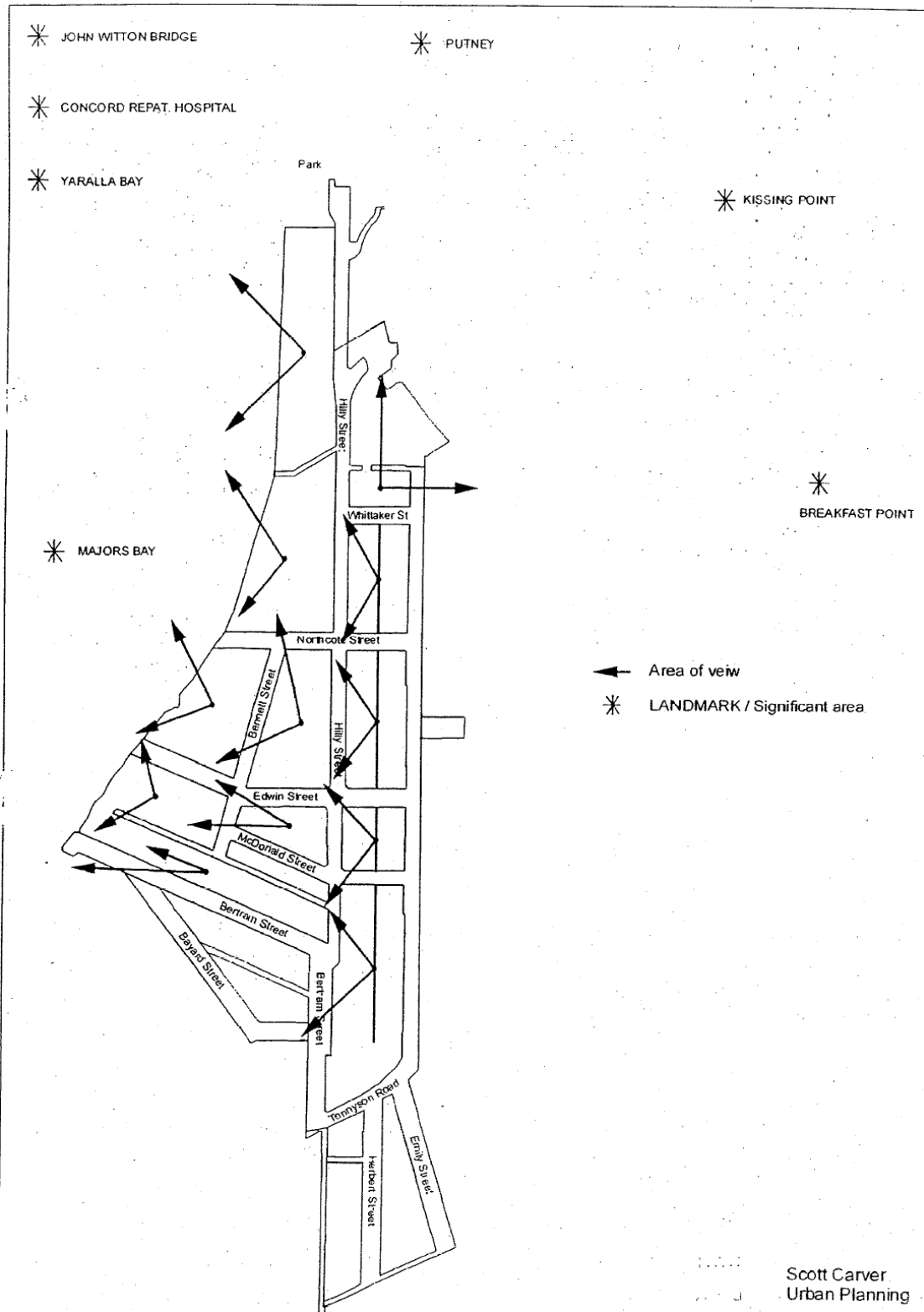
- 01 To ensure that new development provides reasonable access to local views and vistas.
- 02 To encourage view-sharing and ensure that new development will not affect existing or potential access to views and vistas of neighbouring development.

### **Requirements**

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point.

- R1 All development is to ensure that access to those significant views identified in Map C1 - Views and Vistas are adequately maintained.

# MAP C1 - VIEWS AND VISTAS



## 13. Parking and Access

Parking and access arrangements for Mortlake Point need to be controlled in order to respond to the foreshore location of the area.

### Objectives

The objectives of the Parking and Access component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

- 01 To ensure that new development provides vehicular access that adequately serves the needs of all forms of development in Mortlake Point.
- 02 To ensure that vehicular access is safe and efficient and minimises any potential conflict with non-vehicular forms of traffic.
- 03 To ensure that parking is adequately integrated into new development and does not affect the amenity of Mortlake Point or foreshore areas.

### Requirements

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point:

- R1 Adequate manoeuvring areas for all land uses are to be provided in accordance with the provisions of the NSW Roads and Traffic Authority's Guide To Traffic Generating Development.
- R2 Parking and access is to be provided in accordance with the relevant provisions adopted from the Canada Bay DCP, as listed under Section 1.8 *Additional Provisions* within this DCP. They include Part 5.3.8 Parking & Access; Part 6.4.8 Parking & Access; Part 7.7 Parking, and Part 8.6 Parking & Access of the Canada Bay DCP.
- R3 All above-ground parking is to be screened in a manner that is an integral part of the external design. Above-ground parking on street frontages is not considered appropriate.
- R4 Parking adjacent to the public foreshore is not considered appropriate and must be relocated or reduced where possible. Where parking adjacent to the foreshore is provided, this area is to be screened by low-level planting.
- R5 Permeable surfaces are to be incorporated into parking areas to minimise stormwater run-off. A combination of impermeable surfaces for laneways and permeable surfaces for car spaces is suggested. Where stormwater removal is required, consider installing soakage pits to dissipate/recycle water to ground.

## 14. Lighting and Reflectivity

Lighting is an important component of the urban character of an area, particularly a locality like Mortlake Point which is proposed to be intensively developed. Lighting can be used positively to enhance the architectural character of a building, to add colour and interest to an area, to provide exposure and advertising for businesses and for safety and security purposes. Lighting can also create conflict between residential and non-residential uses. Conversely, during daytime periods, the potential of building materials on development to create unnecessary glare on the harbour and foreshore should be minimised.

### **Objectives**

The objectives of the Lighting and Reflectivity component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

- 01 To allow for appropriate and attractive feature lighting of buildings.
- 02 To provide for night time security of pedestrians.
- 03 To protect the amenity of residents from excessive light spill and reflectivity from foreshore areas.

### **Design Requirements**

All development in Mortlake Point is to comply with the following Design Requirements:

- R1 Business display, advertising or security lighting should have regard to the potential nuisance such lighting may cause to nearby residential development.
- R2 New residential developments should be designed to minimise the nuisance to residents from nearby business lighting.
- R3 Bright lighting and especially floodlighting which reflects on the water can cause problems with night navigation and should be avoided. External lights should be directed downward, away from the water. Australian Standard [AS4282-1997] Guidelines for Outdoor Lighting, should be complied with.
- R4 Except where otherwise required for navigation purposes, all lights on structures shall be shielded seawards and positioned to avoid disturbance to neighbouring properties.
- R5 Use of reflective materials is minimised and the relevant provisions of the Building Code of Australia are satisfied.

## **15. Safety and Security**

Community safety, particularly the perception of safety for pedestrians on streets, is crucial to the success of the public domain and is very much a function of design of both a development and its context. The design of development in Mortlake Point is to encourage personal safety and improve confidence of existing and future residents in the general safety of the area. Mortlake Point ensures constant presence that promotes informal community surveillance.

### **Objectives**

To ensure that new development:

- O1 Encourages the design and siting of new buildings to provide visual overlook and easy physical access to adjacent streets, parks and open spaces, and to allow clear views to parks and open spaces from the street.
- O2 Improves existing streets, buildings, parks and other publicly accessible areas, where existing conditions do not promote public safety and security.
- O3 Promotes publicly-active evening uses within Mortlake Point that establishes a greater personal presence in the area.

## Design Requirements

All development in Mortlake Point is to comply with the following Design Requirements:

- R1 Front fences to all development is to not exceed 1.8 metres where transparent materials are used, nor exceed 0.7 metres for solid fences. As a general rule, fences on street frontages should be of transparent nature to encourage passive surveillance.
- R2 All residential dwellings are to provide at least one (1) habitable room that provides adequate. visual surveillance to the street and other public areas.
- R3 All pedestrian access way, either private or subject to public right-of-way, are to be provided with adequate lighting and easily sighted from residential dwellings and/or non-residential development.

## 16. Privacy

### Objectives

The objectives of the Privacy component of this DCP are to provide visual and acoustic privacy to adjoining properties and within the development itself.

### Requirements

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point:

- R1 The location, design and layout of the buildings, building openings and balconies are to minimise direct overlooking into habitable rooms and private open space and provide acoustic privacy to habitable rooms and private open space.
- R2 Where there are direct views between living areas or into adjoining private open space, fixed windows should be obscured or windows offset appropriately.
- R3 Balconies facing blank walls are to have a separation of at least 6 metres, and a minimum separation of at least 12 metres where those balconies directly face a wall that comprises balconies and windows.
- R4 Bedrooms within dwellings should not be placed opposite to living rooms or garages of adjacent dwellings.

## 17. Environmental Design

### Objectives

The objectives of the Environmental Design component of this DCP are outlined below. All development in Mortlake Point is to comply with these Objectives.

- 01 Ensure that new development contributes to broader objectives of ecological sustainable development through energy efficient site layout, building design and construction materials.
- 02 Ensure that new development minimises urban stormwater run-off, achieves water conservation and protects water quality.

## Requirements

The following design requirements are standards determined to assist in meeting the objectives of this DCP for all types of development in Mortlake Point:

- R1 New development on the site should be orientated to maximise energy gain in winter and minimise energy gain in summer, in particular residential development, short-term accommodation and commercial development (or any area in the building that will be used most by its occupants). Areas of public domain should be located on the northern end of the site, to provide climate protection in the winter months.
- R2 New development should incorporate energy efficiency into its design, by utilising glass areas to capture sun, shading devices (which could also provide weather protection if at street level), thermal insulation, ventilation to encourage air flow and landscaping to encourage shade and temperature control.
- R3 Encourage passive systems that reduce the reliance on mechanical systems, including solar collector panels, efficient plumbing and storage tanks for rain or “grey” water. The lighting and atmospheric control systems should be designed so as to minimise energy use.
- R4 Pedestrian access is to be clearly legible from the street, with multiple vehicular access points minimised to improve pedestrian comfort.

## Appendix A - Definitions

**boardwalk** means a structure providing pedestrian access which extends over or beyond the intertidal zone but is not intended to provide direct access to a vessel.

**Committee** means the Foreshores and Waterways Planning and Development Advisory Committee constituted under Sydney Regional Environmental Plan No. 22 - Parramatta River.

**development** has the same meaning as in section 4 of the Environmental Planning and Assessment Act 1979, and includes the clearing of land, earthworks, the placement of mooring piles and dredging.

**foreshore (backdrop)** means the section of land extending from the property boundary most distant from the waterway of the first line of properties to the ridge line or hill top as viewed from the waterway.

**foreshore (immediate)** means the section of land extending from low water mark to the property boundary most distant from the waterway of the first line of properties as viewed from the waterway.

**foreshore building line** means a line fixed by or in pursuance of an environmental planning instrument to indicate an area adjacent to the shoreline in which the erection of building is prohibited or restricted.

**multi-unit residential development** means a building containing two or more dwellings.

**the Act** means the Environmental Planning and Assessment Act 1979.