F10 Croydon Street Precinct, Lakemba

F10.1. Land to which this section applies

This section applies to the land shown in figure F10.1, namely The Croydon Street Precinct Area.

The Croydon Street Precinct area comprises the following lots:

- No. 194-214 Lakemba Street, Lakemba; lot 1 DP839201, lot 2 DP9727, lot 3 DP369191, Lot 4 DP369191, Lot 5 DP16610, Lot 6 DP356540, Lot 7 DP359878 and Lot 8 DP601048.
- No. 5-19 Croydon Street, Lakemba; Lot 1 DP 974686, Lot 2 DP 971844, Lot 3 DP 365853, Lot 4 DP 357959, Lot 5 DP372287, Lot 6 SP2331, Lot 7 DP372287 and Lot 8 SP63852.
- No. 53-55 Railway Parade, Lakemba; Lot 1 DP302644, Lot 2 DP325674, Lot 3 DP325674 and Lot 4 SP6720.

F10.2. Relationship of this part of the DCP with other controls

This part should be read in conjunction with Part B General Controls, Part C Residential Accommodation, Part D Business Centres and Part F1 Signage of this DCP.

The objectives and controls of this part will prevail if there is any inconsistency with any other part of this DCP.

SEPP 65 and the Apartment Design Guide should also apply to any Residential Development Application within this precinct. Where there is a discrepancy between the Apartment Design Guide (ADG) and this site-specific DCP, this DCP should prevail (other than those matters noted within SEPP 65).

Figure F10.1: The Croydon Street Precinct Area

F10.3. Character Statement

F10.3.1. Introduction

The Croydon Street Precinct (the precinct) is located to the north of Lakemba Train Station bounded by Croydon Street to the east, Lakemba Street to the north, Railway Parade to the south and Jubilee Park to the west. The precinct contains two different zones; B2 zone (local centre) to the north along Lakemba Street, and R4 zone (high-density residential) for the rest of the precinct.

The key objectives of this section are to revitalise the precinct, achieve design excellence, improve pedestrian permeability and vehicular access.

F10.3.2. Desired Future Character Statement

The character of the precinct is to be enhanced by high-quality architecture using natural materials and finishes that are sympathetic to the predominant character of the locality and exhibits a high degree of design excellence.

A new laneway connecting Croydon Street to Railway Parade is to be introduced through the precinct to improve the pedestrian permeability, enhance vehicular access and provide future developments with a strong and legible street address.

A continuous tree canopy along the streets and laneway reinforced by generous deep soil areas will enhance the public interface and provide a green and leafy character to the precinct.

Future residential developments provided along the new laneway (within the R4 zone) should respond to the streetscape along Croydon Street while transitioning to the adjacent low strata buildings at 11 and 15-19 Croydon Street that are unlikely to be redeveloped in the near future. Taller buildings will be located along the western side of the precinct overlooking Jubilee Park to the west.

Well-considered separation distances between the buildings within the precinct will ensure good amenity of the future residents, allow for local view corridors and landscape buffers.

An overland flow path will be retained in the north-western side of the precinct creating a new view corridor to Jubilee Park and Railway Parade. The edge to the path (within the B2 zone) should be treated to create an active interface with a raised pedestrian walkway above the freeboard.

Redevelopment of the sites along Railway Parade shall respond to the residential streetscape character by providing medium rise residential flat buildings with generous front and rear setbacks for high-quality landscaping. Design solutions should be considered to mitigate the noise level for apartments facing the railway.

Figure F10.2: The Precinct Structure Plan

The next sections of this DCP provide objectives and controls to guide the desired built form for the precinct.

F10.4. General Objectives

O1 To achieve design excellence in any new development.

O2 To achieve a high-quality development outcome that is responsive to the existing and desired future built form context around the site.

O3 To strengthen the residential streetscape and landscape character along Railway Parade and Croydon Street.

O4 To revitalise Lakemba Street.

O5 To improve the block's north-south and east-west permeability.

O6 To provide quality and generous landscape to the precinct.

O7 To create a meaningful and useful open space along the overland flow path with a vibrant active built form edge while ensuring the provision of shelter in place and/or safe evacuation in case of flood hazard.

O8 To minimize vehicular and pedestrian conflicts and allow for the orderly storage of private vehicles as well as the movement of servicing emergency vehicles.

O9 To maintain a high standard of residential amenity to adjacent developments and a high-quality amenity for new developments within the precinct.

F10.5. Building Envelopes

Objectives

O1 To encourage lively business centres capable of accommodating a mix of retail, commercial and residential uses.

O2 To achieve an appropriate distribution of height across the precinct within the LEP height controls that achieve transition, appropriate scale and reasonable amenity.

O3 To reduce the apparent bulk and scale of buildings by modulation of form and articulation of facades.

O4 To achieve high quality spatial and amenity outcomes.

O5 To allow for view sharing.

O6 To maximise the opportunities for sufficient and high-quality landscape outcomes.

Controls

C1 Future developments should be consistent with ADG recommedations for building separation.

Note: the achievement of the maximum FSR is dependent on satisfying the other objectives and controls in this DCP.

F10.5.1. Building Depth

C1 The maximum overall building depth for residential uses is 18m glass line to glass line or 22m balcony edge to balcony edge.

F10.5.2. Building Length

C1 The maximum building length is to be 40m with articulation provided through indentations every 10-15m. The proportions of indentations should comply with ADG objective (4B-2) where width to depth ratio should be a minimum of 2:1.

F10.5.3. Building Height

C1 The maximum height allowable under the LEP is intended to accommodate all built form including plant, lift and stair access and rooftop communal open space and structures.

C2 The floor to ceiling height of retail/commercial floors is to be a minimum of 3.3m with floor to floor height of minimum 3.7m.

C3 The floor to ceiling height of all residential floors is to be a minimum of 2.7m with floor to floor height of minimum 3.1m.

F10.5.4. Building Density

C1 The maximum floor space ratio shall comply with the Canterbury Local Environment Plan 2012 Clause 4.4.

C2 The maximum floor space ratio may not be achievable if adverse visual, acoustic or privacy amenity or overshadowing impacts occur to adjacent dwellings, the open space or streetscape in the area.

F10.5.5. Street Setbacks and Street Wall Heights

C1 The minimum ground level setbacks are to be in accordance with Table F10.2 setbacks and upper level setbacks.

C2 Buildings with commercial and retail uses on the ground floor level may build to the boundary line with nil setbacks to both Lakemba and Croydon Streets.

C3 Residential ground floor uses should accommodate front terrace areas and landscape gardens and provide reasonable amenity.

C4 The street setback area is to be free from any projections or encroachments from any part of new buildings where possible.

C5 Street wall heights shall be relative to the building height in storeys as per table F10.1.

Buildings Height In Storeys	**Street Wall Heights**
6 storeys (Croydon Street and Railway Parade)	4 storeys
7 storeys	6 storeys

Table F10.1: Street Wall Heights

Otherwise, the street wall height shall be the same as the building height.

F10.5.6. Upper Levels Setbacks

C1 The minimum upper levels setbacks are to be 3m as per table F10.2 Setbacks and Upper Levels Setbacks.

C2 Upper level setbacks must be free of any projections or encroachments from any part of the building.

C3 The setback area is to be used for private open space where appropriate. The edge is to be created by landscaped planters.

C4 All plant rooms and lift overruns are to be positioned to minimise their visibility. The preference is for all plant to be located within the building envelope or basements rather than the roof.

F10.5.7. Setbacks and Upper Levels Setbacks to the Overland Flow Path –B2 Zone

C1 Setbacks to the overland flow path edge for developments facing the north-western boundary of the precinct should be consistent with the objectives and controls shown in section F10.10: Overland Flow Path of this DCP

C2 A 6m setback from the overland flow path edge is required to the ground floor level to allow for the provision of an elevated walkway with adequate public interface in line with figures F10.7 and F10.8.

C3 A 3m setback from the overland flow path edge is required for all floors above ground floor level to allow for adequate solar access to the elevated walkway.

C4 An additional 3m setback from the building edge is to be provided above the street wall height as per table F10.1: Street Wall Heights.

Location	Ground Level Setback	Upper level Setback
B2 Zone		
Active uses on the ground level	Zero setbacks	3m above the street wall height
Buildings transitioning to residential uses may reflect the residential character on the ground level and allow for street setback	Setbacks should transition to adjoining residential zoned land	
New laneway	3m (street setback to allow for a footpath along one side of the new laneway)	
Overland flow path for active uses	6m from the overland flow path edge to the ground floor. See section F10.10 of this DCP	3m from the overland flow path edge for all floors above ground 3m from the building edge above the street wall height
R4 Zone		
Croydon Street	Average 4.5m setback (minimum of 3m to a maximum of 6m) transitioning to zero to the B2 zone.	3m above street wall height
New laneway	Setbacks are to be varied to improve articulation. Setbacks should be an average of 1.5m (minimum of 1.1m to a maximum of 1.9m)	
Railway Parade	6m	

Table F10.2: Setbacks and Upper Levels Setbacks

F10.5.8. Separation

C1 Provide separation distances between building forms in accordance with the ADG recommendations for building separation.

C2 Deep soil zones shall be provided within the separation distances between the Residential Flat Buildings within R4 zone.

C3 When it is not possible to achieve deep soil requirements as suggested by the ADG objectives, possible alternative forms of planting can be provided on top of podium/structures.

F10.6. Streetscape

Objectives

O1 To improve the character and sense of place of the precinct.

O2 To ensure new developments respond to the existing and desired future character of the locality.

O3 To ensure the inter-relationships between new developments, existing buildings and the public and private domain are coherent and harmonious.

O4 To maintain the residential character and enhance the landscape character along Railway Parade and Croydon Street.

O5 To create a mixed-use character along Lakemba Street.

O6 To maximise opportunities for natural surveillance and activation along the new links/laneway, the public domain and Jubilee Park.

O7 To provide a human-scale and pedestrian-friendly streetscapes to all streets and laneway interfaces within the precinct.

O8 To minimise the impact of services on the front setbacks of the site and adjacent streetscape.

O9 To enhance the landscape character of the streets and the public domain.

Controls

F10.6.2. Street Activation – B2 Zone

C1 Active street frontages shall be provided within the B2 zone along Lakemba Street, the new laneway and along the overland flow path.

C2 New developments within the B2 zone should create a “fine grain” retail/commercial response with narrow frontage shops, level/direct pedestrian entries at the footpath level and display areas to promote window shopping as shown in figures at F10.3.

F10.6.3. Streetscape Character – B2 Zone

C1 Proposals shall demonstrate how new developments will respond to and reinforce both the existing and the desired future streetscape.

C2 New developments along any street or laneway should complement the required street wall heights and setbacks.

C3 All mixed-use developments should provide a human scale and relate to the composition and character of existing buildings at street levels even where taller building forms are provided.

F10.6.4. Awning Locations

C1 Awnings are to be provided within the B2 zone along Lakemba Street, Croydon Street and the new links/laneway where retail or commercial uses are provided.

C2 Awnings shall define building entries.

C3 Awning design, height and materials are to be generally in accordance with Council standards.

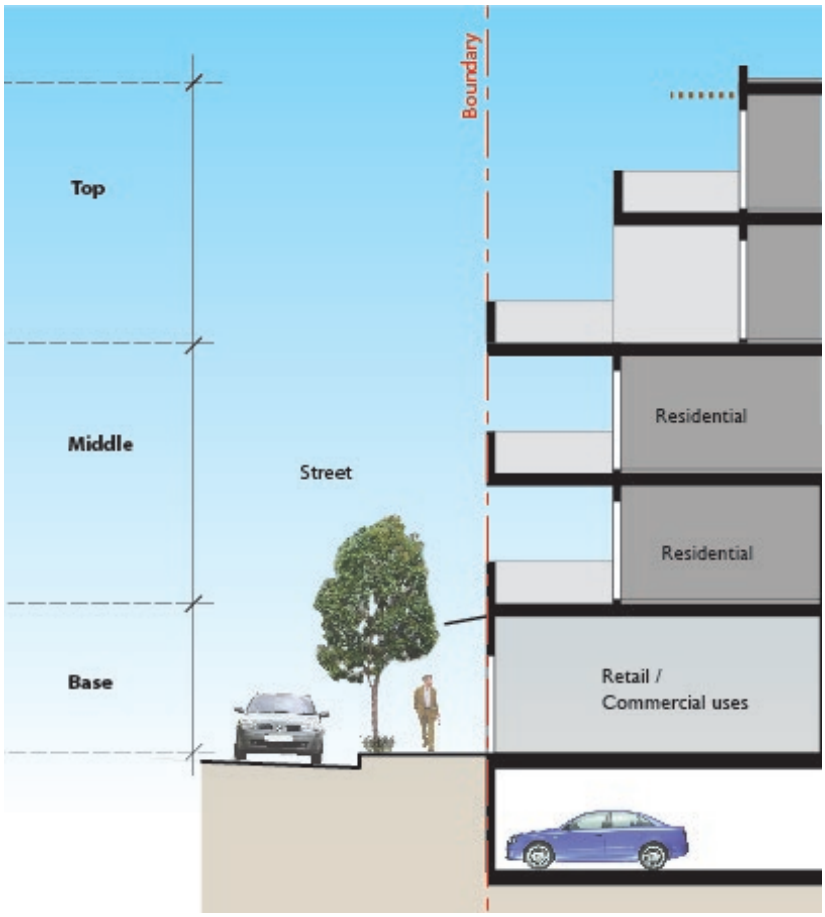

Figure F10.3: Streetscape Character – B2 Zone

Figure F10.4: Examples of Similar Streetscape Character – Rouse Hill Town Centre – source: Google

F10.6.5. Streetscape Character – R4 Zone

C1 Residential character along Railway Parade and Croydon Street shall be reinforced. Street setbacks with high-quality landscaping are to be provided along these streets.

C2 North facing landscaped open spaces should be provided between the proposed buildings.

C3 All apartments facing the public domain at ground level in the R4 Zone are to have a direct street access.

C4 A terrace area with a depth (minimum 1.1m to a maximum 1.9m) consistent with the setback (Table F10.2) of new laneway with landscape and deep soil beds is to be provided within the front setback area.

C5 A level difference is encouraged between the ground level of the apartment and their terrace and the street.

C6 All substations are to be incorporated into the building form.

C7 Fire stairs are to be provided within the building form and are not to be located in front or side setbacks.

C8 Driveways are to be located within the building form and are not to be located in the side setbacks or building separation areas.

C9 No bin enclosure is to be provided in the front or side setback.

F10.7. Landscaping

Objectives

O1 To ensure the provision of adequate deep soil area to support mature tree planting.

O2 To provide a pleasant outlook and contribute to visual privacy between buildings.

O3 To reinforce the desired ‘green and leafy character’ of the precinct.

O4 To assist in heat reduction and provide habitat for fauna.

Controls

F10.7.2. Deep Soil Zones

C1 Deep soil areas should be provided along Croydon Street, Railway Parade and the new links/laneway.

C2 Street trees with high canopies and a mature height of min 5m are to be provided along the length of the new links/laneway to frame views.

C3 Basements are to be contained within the building footprint.

C4 High-quality landscape and canopy trees shall be provided within deep soil area and within street setbacks.

C5 Street trees in accordance with Council’s street tree policy/ public domain plan are to be provided to Lakemba Street, Railway Parade, Croydon Street and the new laneway.

F10.7.3. Communal Open Space

C6 Communal open spaces are to be provided either in the rear setbacks or the wider open space areas.

C7 An area of central communal open space with minimum dimensions of 28m × 28m comprising a minimum of 900m^2 of contiguous communal open space is to be provided in the R4 zone.

F10.7.4. View Corridors

C1 The built form shall not obscure the view corridors along the new links.

C2 The landscape within view corridors should frame views to public open spaces and should not block eye line level views.

F10.8. Pedestrian and Vehicular Links / Access

Objectives

O1 To enhance the permeability of the precinct and improve the vehicular and pedestrian access.

O2 To ensure building address the street.

O3 To promote pedestrian activation of streets and public places.

O4 To promote safer and crime prevention principles.

O5 To protect views and vistas along streets.

O6 To minimize the impact of vehicle access points on the quality of the public domain.

O7 To minimize the impact of driveway crossovers on pedestrian safety and streetscape amenity.

O8 To ensure service requirements do not have adverse amenity impacts.

O9 To establish appropriate access and location requirements for servicing.

Controls

F10.8.2. New Vehicular and Pedestrian Links / Access

C1 The street reserve width of the new laneway connecting Railway Parade and Croydon Street is to be a minimum of 8.9m including a 6.5m carriageway with a kerb of 1.2m and a verge of 0.6m on one side and a verge of 0.6m on the other side as shown in figure F10.5: Typical New Laneway.

C2 The laneway is to provide full public access at all times.

C3 In the R4 zone, built form is to be setback to allow for front terraces and landscaped planters to buffer the ground floor levels and provide a reasonable degree of privacy.

F10.8.3. Vehicular and Building Entries

C1 All buildings are to have a direct address from a street or the new laneway. Wide exposed driveways and driveways in the side setbacks or the separations between buildings are not supported.

C2 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C3 Vehicle access, where possible, is to be a single lane crossing with vehicle passing bays to be provided in the basement. Traffic management measures as required by Council are to be provided.

C4 Vehicle entry points are to be encapsulated into the building design and to be visually recessive.

C5 Driveway widths must comply with the relevant Australian Standards.

C6 Vehicle and service entries are not to be adjacent to residential entries.

C7 Pedestrian entry shall be clearly defined in the built form, visible from the public domain and directly accessible from the street (not along the side boundaries).

F10.8.4. Site Facilities and Services

C1 Access for waste collection and storage is to be from the new laneway where possible.

C2 Waste storage is to be in basements. Temporary waste collection areas can be at ground level within a discreet service area that is not visible from the street frontage and is screened from the adjacent developments overlooking the area.

F10.8.5. Parking

C1 Parking provision shall comply with Part B1 of this DCP.

C2 In the B2 zone, on-site parking is to be accommodated either within the basement or if above ground is to be ‘sleeved” from the public domain.

C3 A minimum depth of 8m as a “sleeved” zone is to be provided between above ground parking areas and the public domain or private external spaces. The “sleeve” zone allows for active uses fronting the public domain.

C4 In the R4 zone, car parking is to be provided in basements below ground unless Council is satisfied that unique site conditions prevent achievement of parking in full basements.

C5 Basement car parking is to be generally located below the natural ground level. Any protrusion above natural ground level is not to exceed 1m.

C6 The basement walls visible above natural ground level must be appropriately finished and appear as an integrated part of the landscaping.

C7 Basements are to be located directly below building footprint other than narrow links to another building basement to maximise deep soil areas.

C8 Bicycle parking is to be in secure and accessible locations with relevant protection.

C9 Visitor parking should be freely available.

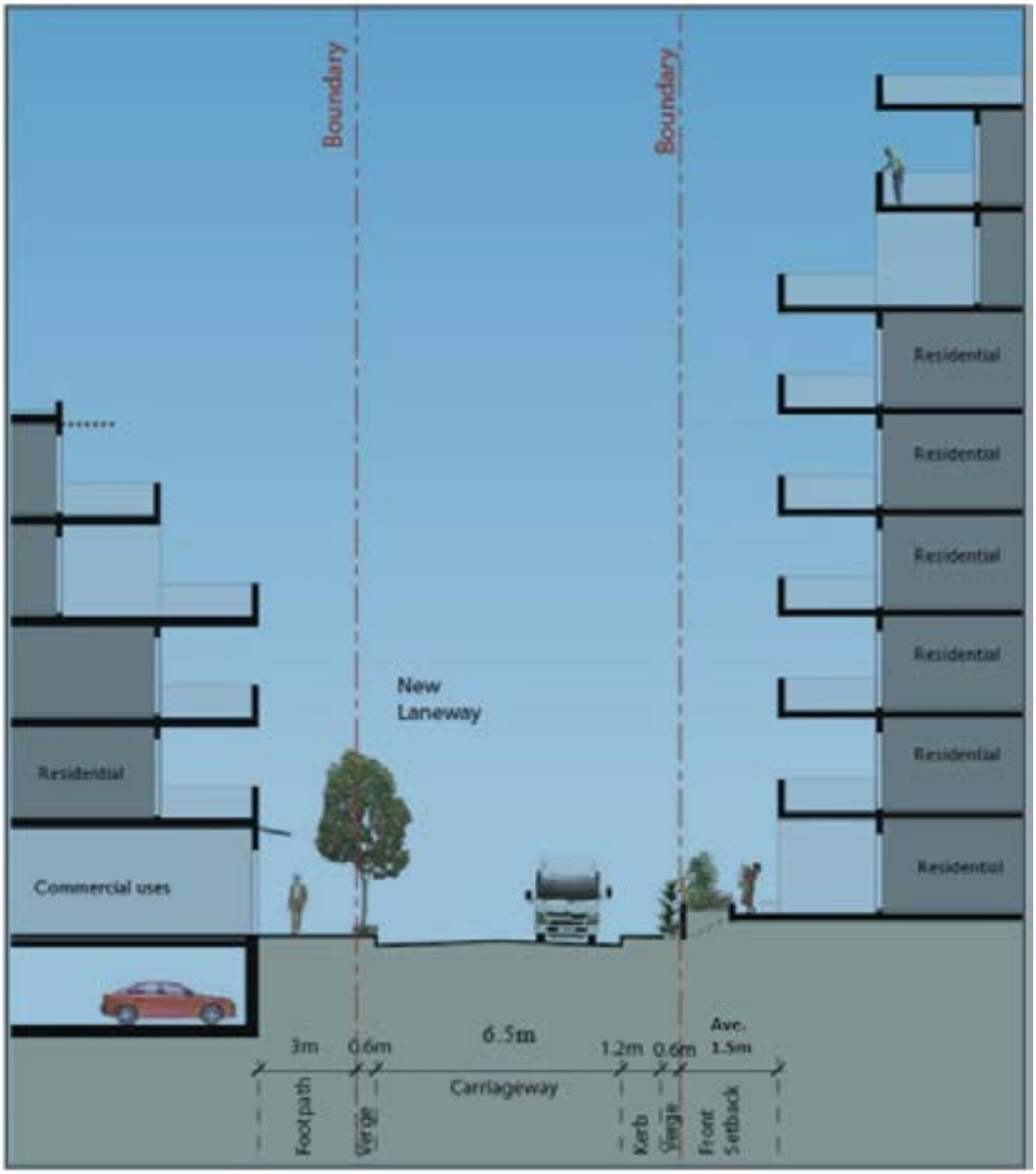

Figure F10.5: Typical New Laneway

F10.9. Building Articulation

Objectives

O1 To create visual interest.

O2 To moderate and reduce bulk and scale.

O3 To respond to the traditional lot pattern.

O4 To create a contemporary architectural character by using durable natural and high-quality materials and finishes.

Controls

F10.9.2. Building Exteriors

C1 Facades shall be articulated and elements such as fins, bays and insets shall be used to reduce scale and provide visual interest.

C2 External colours and materials shall reflect the local identity and shall provide a good contextual fit.

C3 High quality and durable materials and finishes shall be used within the precinct.

C4 Painted render shall be minimised. Low maintenance and graffiti resistant materials are encouraged within the precinct.

C5 Extensive expanses of blank glass or solid walls are not supported.

C6 A combination of solid and glass balustrades to balconies is encouraged to screen cloth drying areas.

Figure F10.6: Examples of Articulation of Facades – R4 Zone

F10.10. Corner Buildings

Buildings located on corner sites play a particularly important role in the streetscape, strengthening the form of blocks, streets, and intersections. Corners play an important role in centres by identifying junctions and pedestrian routes.

Controls

C1 Corner buildings should address both frontages and use architectural features and materials to reinforce the corner.

C2 Additional height is not supported to reinforce corners.

F10.11. Overland Flow Path

An overland flow path exists in the north-western side of the precinct which is supported by major underground Council drainage pipes.

The overland flow path will provide a new view corridor and a potential active pedestrian link connecting the Baptist Church and Lakemba Street to Jubilee Park and Railway Parade.

Measures are required to mitigate the flood hazards on the ground floor level for developments facing the overland flow path to allow for shelter in place and safe evacuation.

Successful use requires careful design of level changes, pedestrian access, public domain elements, plantings and material finishes as well as flood-proof building design.

A Floodplain Risk Management Study is to be provided for developments adjacent to the overland flow path which will incorporate the relocation and necessary upgrade of existing stormwater infrastructure within the proposed overland flow path corridor.

Objectives

O1 To create a meaningful and useful open space along the overland flow path with a “whole of street” approach to ensure that a vibrant daily life is supported while taking safety measures to manage the flood hazard.

O2 The whole street approach requires the following:

- A consistent setback.
- A continuous and universally accessible ground floor promenade that connects across property boundaries.
- Ensuring each lot contributes to providing a range of practical and attractive amenities that encourage a lively pedestrian promenade.

O3 Provide safe temporary storage for valuable items away from the flood waters and a space to shelter in place.

O4 Relocate and upgrade the existing stormwater drainage infrastructure within the proposed overland flow path.

Controls

C1 All developments (within B2 zone) should allow for active edges and high-quality streetscape while ensuring the provision of shelter in place and/or safe evacuation in case of flood hazard.

C2 A level change between the pedestrian link and the building ground floor of maximum 900mm should be provided. If a higher flood threshold is required, the total rise can be divided into two sections; up to 900mm on the front to the link and then an upper-level pedestrian promenade. It is essential that links maintain the same levels and connects to adjacent properties and the public domain.

C3 The raised ground floor level should feature space for accessibility, circulation, and activities. Circulation requires activation, direct access to lobbies and inviting connections to the public domain as shown in figures F10.7 and F10.8.

C4 A 6m setback is required on the ground floor level to the edge of the overland flow path to enable integration of stairs and ramps with landscaping, feature lighting, generous terraces, seating, bike racks and the like. The ground level must provide ample opportunities for window shopping, cafes external seating and pedestrian movement as shown in figures F10.7 and F10.8.

C5 A 3m upper levels setback from the overland flow path edge is required for all floors above ground to allow for adequate solar access to the raised walkway.

C6 An additional 3m setback from the building edge is to be provided above the street wall heights.

C7 A high frequency of pedestrian connections (stairs, ramps, terraces) are to be provided along the step to ensure maximum permeability and safe evacuation.

C8 The use of floodable steps, ramps and terraces is encouraged outside flood events to utilize floodplain areas while still achieving flood protection through the grade changes.

C9 Any development within or adjacent to the overland flow path must prepare a site emergency floodplain plan and demonstrate safe evacuation.

C10 Development of lots that are impacted by the existing overland flood path or contain existing underground stormwater infrastructure shall produce plans for approval for the relocation and upgrade the existing stormwater drainage infrastructure within the proposed overland flow corridor. These works shall be undertaken at the developer’s costs and may require a specific agreement with Council.

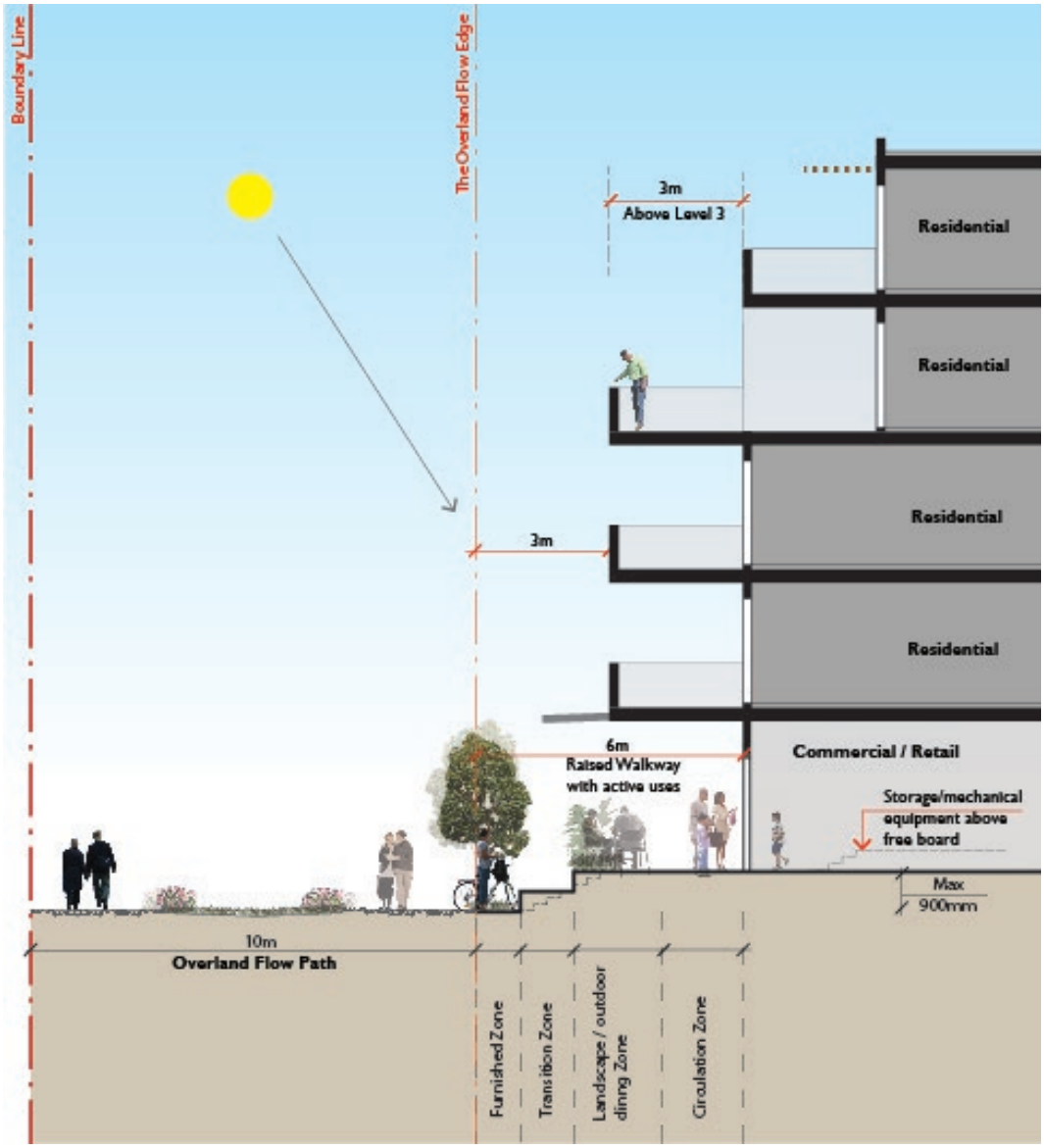

Figure F10.7: Overland Flow Path - Active Edge Section

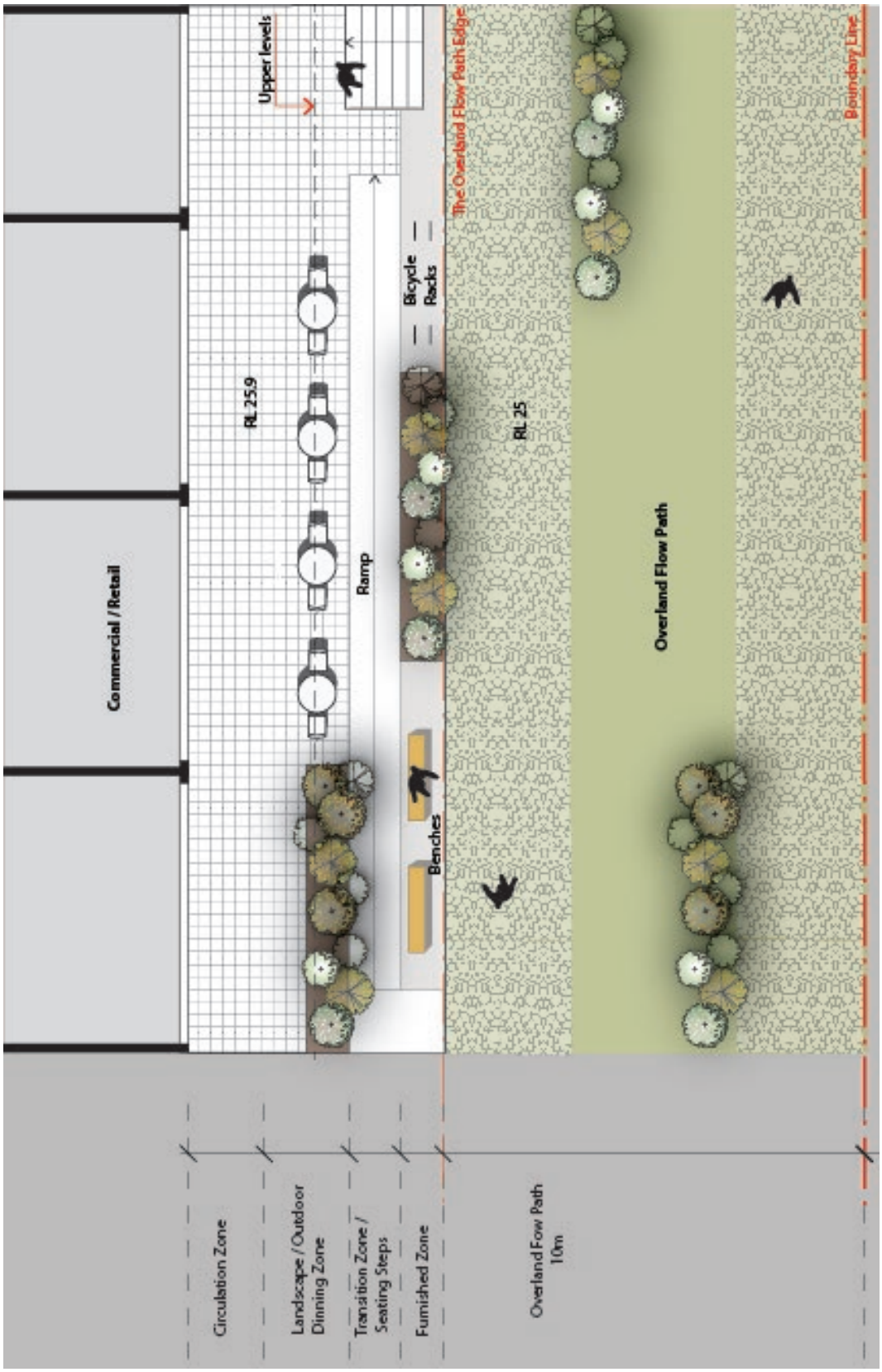

Figure F10.8: Overland Flow Path - Active Edge Plan