

23/05/2019  
G483king

## **SCHEDULE 21 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO21**.

**1231-1237, PART 1239 NEPEAN HIGHWAY, 60 – 64 MATTHIESON STREET, HIGHTT**

### **1.0**

20/01/2011  
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#### **Design objectives**

To provide a high quality contemporary development.

To recognise the site as an important gateway to the Southland Activity Centre.

To address the neighboring residential areas through appropriate transition across the sites and building design which does not adversely affect the amenity of these areas.

To introduce active frontages along Karen Street and Nepean Highway, to improve surveillance and engagement with the street.

To provide a pedestrian friendly environment along all street frontages and within the development.

To encourage improvements to the public domain through strengthened pedestrian links, including the provision of public open space.

To ensure new development does not adversely impact on local traffic conditions.

To encourage environmentally sustainable building design.

To achieve a high quality urban design and landscape outcome for the area which considers existing vegetation (including the retention of the significant Eucalypt of the Significant Tree Register Ref #57) and to ensure that the development's interface contributes positively to the street edges.

To ensure that the land is developed in an orderly and integrated manner, and is not compromised through staged development.

### **2.0**

20/01/2011  
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#### **Buildings and works**

##### **Building height**

Buildings and works should not exceed a maximum height of:

- 8 storeys to the Nepean Highway and Karen Street corner.
- 3 storeys to Matthieson Street frontage and boundary with adjoining properties at 1227-1229 Nepean Highway and 58 Matthieson Street.

##### **Setbacks**

Buildings and works should provide the following minimum set backs:

- 5 meters from Nepean Highway;
- 5 meters from Matthieson Street;
- Setbacks to Karen Street and the Nepean Highway corner should respond to the gateway location of the site.

##### **Building design**

Development should be designed to:

- Incorporate increased footpath widths to provide for active frontages to Karen Street and vehicle sight lines along Karen Street.
- Have appropriate street setbacks from the Karen Street and Nepean Highway corner to respond to the gateway location of the site.
- Provide direct access from the footpath with minimal change of level.
- Allows visual 'interaction' between active ground floor uses and the street.

- Avoid inappropriate design outcomes through the location of car parking areas, half-basement or ground floor car parks at street frontages.
- Encourage the strategic location of higher built form elements at the intersection of Nepean Highway and Karen Street, in order to create the presence of a “landmark” building to Nepean Highway, and to transition down to reduce amenity impacts to adjoining residential areas
- Show consideration for design and orientation of any private open space so as to minimise unnecessary screening for overlooking.
- Be based on contemporary architectural and innovative urban design principles.
- Avoid blank walls and unarticulated facades.
- Ensure that party walls within a staged development are provided with design treatment to ensure good interim visual amenity.

#### **Urban / landscape design**

Urban / Landscape design must:

- Show a preference for native and indigenous plantings where appropriate;
- Provide landscape treatments to soften the urban built form environment where development of land has an interface with residential properties particularly in Matthieson Street;
- Retain existing significant vegetation on the subject land. Development must take into account the critical root zone area and the implications of proposed basement car parking and site vehicular access;
- Provide a public open space or other feature to the south east corner of the precinct, to strengthen the pedestrian connection to the core of the Southland Activity Centre.

#### **Environmentally sustainable design**

Design must demonstrate:

- A high standard of ESD has been achieved, including the use of low embodied energy materials in its construction and measures for a low energy intensive building operation;
- Good control of solar radiation including orientation, natural light and shading.

#### **Pedestrian linkages, vehicle access and car parking**

Future development must address the traffic and parking impacts by:

- Providing a new pedestrian link proximate to the intersection of Karen and Matthieson Streets to ensure safety and connectivity between the subject land and the entry to the adjacent Southland Shopping Centre.
- Providing for primary vehicle access from Matthieson Street. Secondary access is permitted at the property boundary of 1231 and 1233-1227 Nepean Highway. Shared primary vehicle access is strongly encouraged;
- Ensuring car parking is provided at basement level or if constructed above ground is designed to present an attractive building interface away from street frontages.
- Providing additional car parking to support the Southland Shopping Centre as a consequence of any car parking on the subject land lost through its redevelopment as required by the traffic impact assessment report.
- Providing for mitigation works to ensure that the development does not compromise the functionality, nor exacerbate any existing congestion problems already occurring at the intersection of Nepean Highway, Karen Street and Bay Road and surrounding streets as required by the traffic impact assessment report.

**3.0**20/04/2014  
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A permit is required to subdivide land.

Consolidation of land to facilitate the creation of viable development sites is strongly encouraged.

**4.0**23/05/2019  
G103king**Signs**

None specified.

**5.0**23/05/2019  
G103king**Application requirements**

A Site Analysis and Urban Context Report explaining how the development achieves the design ‘Objectives’ and considerations outlined in *Buildings and Works* sections of this schedule.

An appropriate design response will also address the following considerations:

- Existing and preferred built form and character of adjacent and nearby buildings.
- Land use mix and subdivision pattern.
- Energy efficiency, waste management and water sensitive urban design initiatives.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- How new buildings are designed to ensure a high degree of solar penetration into private and public spaces.
- Stages of construction as applicable to ensure overall site integration.
- Drainage infrastructure.

A Traffic Impact Assessment Report (TIAR) explaining how the development achieves the requirements of the *Pedestrian Linkages, Vehicle Access and Car Parking* sections of this schedule. An appropriate Report will also provide direction should the development of the land be staged as to how access and car parking for the respective stages is being sufficiently integrated.

An Environmentally Sustainable Design Management Plan (EMP) that illustrates how the development achieves the requirements of the *Environmentally Sustainable Design* section of this schedule.

**6.0**23/05/2019  
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The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The effect of the building height, scale and the siting of balconies on neighbouring residential properties and the broader amenity of the surrounding area.
- The staging of any development to ensure that key integration issues between land parcels can be suitably accommodated
- Whether the development encourages activation of Nepean Highway and Karen Street.
- Whether the development achieves a human scale at the street level and contributes to a sense of place.
- Whether the layout provides for the safe access/egress to and from the site and that the layout provides for the separation of vehicle and pedestrian traffic.
- Whether the development provides for sufficient integration between the subject land and the adjacent Southland Shopping Centre through improvements to pedestrian and vehicular connectivity.
- Whether sufficient car parking is provided on site.

- Whether the development shows a high standard of environmentally sustainable design.
- Whether the development contributes to the amenity of the area with a high quality architectural design.

**Background documents**

*Urban Design Report* (mgs architects, April 2009)