



# STRATHFIELD DEVELOPMENT CONTROL PLAN NO 26

2-6 Pilgrim Avenue and 9-13  
Albert Road, Strathfield

Adopted by Council on 6 October 2020

In force from 13 October 2020

**STRATHFIELD**  
**COUNCIL**

**AMENDMENTS**

<b>Amendment No.</b>	<b>Description</b>	<b>Adopted by Council</b>	<b>Date Effective</b>
1	Deletion of Part L. Part L has been repealed by a separate document, the Strathfield Community Participation Plan (CPP). All references to Part L deleted and General Housekeeping amendments.	6 October 2020	13 October 2020

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## 1.0 INTRODUCTION

### 1.1 Name of this Plan

This Development Control Plan shall be cited as “STRATHFIELD DEVELOPMENT CONTROL PLAN NO 26 2-6 Pilgrim Avenue and 9-13 Albert Road, Strathfield.”

### 1.2 Commencement of Development Control Plan

TBC

### 1.3 Land to which plan applies

This plan applies to the land in SP8785, Lots 8 and 9 DP15917, Lots A and B DP100558 and Lot 100 DP807807 known as 2, 4 and 6 Pilgrim Avenue and 9, 11 and 13 Albert Road, Strathfield.

**Table 1 – Lots subject to this DCP**

Street address	Legal description	Area
2 Pilgrim Avenue	SP8785	500 m2
4 Pilgrim Avenue	Lot 9 DP15917	472 m2
6 Pilgrim Avenue	Lot 8 DP15917	433 m2
13 Albert Road	Lot A DP100558	748 m2
11 Albert Road	Lot B DP100558	715 m2
9 Albert Road	Lot 100 DP807807	2,017 m2



**Figure 1: Land subject to this DCP**

#### 1.4 Local Environmental Plan applying to the land

The Strathfield Local Environmental Plan 2012 (SLEP 2012) applies to the land.

#### 1.5 Purpose of this DCP

The primary purpose of this DCP is to provide detailed controls for development on the site to accompany the SLEP 2012.

#### 1.6 Aims of the Development Control Plan

The aims of this plan are:

- a) To provide appropriate development control principles for the development of the site for residential purposes;
- b) To provide for a distribution of height across the site;
- c) To ensure that the future development of the land is compatible with similar adjacent development;
- d) To specify landscape elements and concepts to be incorporated into any redevelopment of this land;

- e) To ensure suitable provision is made for vehicular access across the site, including the provision of public car parking in the uppermost basement;
- f) To provide an acceptable acoustic environment for residents through appropriate design, layout and construction measures, which mitigate noise and vibration impacts from the nearby road and rail transport activities;
- g) To ensure that the site is adequately provided with water, sewerage and stormwater drainage services; and
- h) To ensure environmental, flooding and contamination matters are addressed at the Development Application stage.

## 1.7 Relationship to Other DCPs and Policies

This DCP should be read in conjunction with:

- i) Strathfield Local Environmental Plan 2012;
- ii) Strathfield Section 94 Direct Development Contributions Plan 2010-2030
- iii) Strathfield Section 94A Indirect Contributions Plan 2010

Development of the site is governed by SLEP 2012. This site specific DCP should be read in conjunction with the provisions and controls in Council's other relevant DCP's. This DCP adopts the following provisions of the Strathfield Consolidated Development Control Plan 2005.

- Part C – Multiple Unit Housing
- Part F – Bed and Breakfast Establishments
- Part H – Waste Minimisation and Management
- Part I – Provision of Off Street Parking
- Part J – Advertising Signs and Structures
- Part K - Development on Contaminated Land
- Part N – Water Sensitive Urban Design
- Part P – Heritage
- Part Q – Urban Design Controls
- Strathfield Community Participation Plan

If there is any inconsistency between controls in this DCP and Council's other DCP's the controls in this DCP shall prevail as they relate to the site.

## 2.0 PLANNING PRINCIPLES

### 2.1 Density, bulk and scale

- To ensure that maximising the site's development potential is balanced with environmental and aesthetic considerations and that the scale of development is appropriate to the site's context and its proximity to the Town Centre and railway station
- To promote redevelopment in the form of a mixed-use scheme comprising ground floor commercial uses with residential above
- To ensure that building envelopes (in terms of height, scale and set back) respect the desired character, topography and built form of the site and locality
- To relate building forms to private open spaces across the site

- To allow adequate daylight, sunlight and ventilation to living areas and private open spaces of new development
- To provide a high level of amenity for future occupants

## 2.2 Site access and circulation

- To ensure the principle point of vehicular access to the site is from Pilgrim Avenue
- To provide easy, convenient and safe access to all future buildings
- To promote pedestrian access via the existing intersection across Raw Square to the Town Centre and Strathfield Railway Station

## 2.3 Parking

- To provide sufficient on-site parking to satisfy the demand likely to be generated by development
- To include car parking for public use in the uppermost basement
- To ensure that parking facilities are designed in accordance with relevant RMS guidelines and Australian Standards
- To enable the efficient use of car spaces and accessways, including safe manoeuvrability for vehicles between the parking areas and the street
- To encourage the integrated design of access and parking facilities to minimise visual and environmental impacts

## 2.4 Environmental Amenity

- To ensure future residential apartments achieve a high level of amenity for future occupants, with particular regard to the adjoining railway corridor
- To protect the visual privacy and amenity of surrounding residents
- To ensure reasonable levels of solar access, privacy and security to adjoining properties and users

## 2.5 Open space and landscape

- To ensure that redevelopment of the site incorporates landscaping
- To provide adequate communal space for the recreational needs of residents
- To provide planting along site's northern boundary to soften the interface between future development and the railway corridor

## 2.7 Safety and security

- To ensure a safe environment by promoting crime prevention through environmental design
- To ensure personal and property safety and surveillance for residents and visitors and enhance perceptions of community safety

## 2.8 Site remediation

- To ensure that the site is suitable for residential development
- To accurately identify and remediate any contamination of the site

## 2.9 Building design and materials

- To ensure that future development on the support is designed to a high quality
- To provide design solutions which will assist in achieving residential development which is attractive, functional and convenient for residents

- To ensure a choice of housing is available on the site
- To encourage the use of materials that are compatible with the character of surrounding developments and the Town Centre style streetscape in terms of type, form and colour
- To encourage building materials and insulation which assist in thermal performance and maintain internal comfort levels

### 2.11 Site drainage and water management

- To protect the physical environment and receiving waters of the catchment
- To encourage the installation of water saving appliances

## 3.0 DEVELOPMENT CONTROLS

The following controls will be used to assess development applications in relation to the site.

### 3.1 Site Layout

Development on the land is to comprise a podium component with taller elements above. Buildings are to present attractive active frontages to the street and be designed to respond to principles of SEPP65 and the Apartment Design Guide. Any development of either site is to take into consideration the likely future built form layout of the adjacent site to ensure that an appropriate consolidated design solution is achieved.

### 3.2 Built Form

#### 3.2.1 Building Height

Building heights are expressed in storeys as illustrated in **Figure 2**. Maximum building heights within the site are to be read in conjunction with the maximum building heights shown on the SLEP 2012 Height of Buildings Map.

#### Objectives

1. To ensure building heights visually reinforce the Strathfield Town Centre's role as a key focal point and transit connection to broader Sydney
2. To ensure building heights contribute to the creation of a high density, urban neighbourhood character compatible with the sites location directly adjacent to the Strathfield Town Centre and Strathfield Railway Station
3. To ensure building heights are varied across the site to create a visually interesting urban form and skyline, as illustrated in **Figure 2**

#### Controls

1. Building height is to be in accordance with SLEP 2012
2. Building height is to be generally distributed in accordance with the heights/number of storeys illustrated in **Figure 2**
3. Building height is to implement an appropriate transition of height away from the Railway Station
4. Building heights are to be higher nearest to the Railway Station and rail corridor
5. The use of the rooftop for communal open space is encouraged., Any facilities and associated structures (including lift overruns, plant rooms and the like), including access to them, are to be in accordance with the Maximum Building Height in SLEP 2012.
6. The tallest building on the site is to be located nearest to the Strathfield Railway Station

### 3.2.2 Building Form and Materials

#### Objectives

1. To create a physical street edge that clearly defines Raw Square and Albert Road
2. To ensure the buildings achieve visual interest and respond to the local context
3. To ensure the buildings are designed to address and engage with the public domain
4. To ensure buildings are designed to address acoustic impacts from the rail corridor
5. To ensure articulation in the building form

#### Controls

1. Buildings are to address existing and proposed streets or shared spaces
2. Buildings are to incorporate design measures to visually articulate and vary building facades, through façade modulation, including but not limited to:
  - a. recessed and / or projecting balconies
  - b. windows and other openings
  - c. sun control devices such as eaves, louvres and screens
  - d. privacy screens
  - e. blades or fins
3. Building facades are to be expressed within a cohesive overall design composition
4. High quality communal open space is to be provided and designed to be usable and appealing to maximise activity and to provide amenity for residents
5. Any building on the site is to be designed to have a podium component that is visually distinct from the upper level built form
6. Building designs are to be designed to a high quality that positively contributes to the visual amenity of the area
7. Designs will have regard to the principles of good residential flat building design as outlined in the Apartment Design Guide
8. Access to common areas should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include:
  - a. uneven and slippery surfaces
  - b. steep stairs and ramps
  - c. narrow doorways, corridors and paths
  - d. devices such as door handles that require two hands to open
9. Colours used on the proposed finishes are to provide visual interest fronting the Town Centre and intersection of Raw Square and Albert Road. Where cement rendering or textured finishes are proposed to be used, the colours of the proposed finishes are to be provided by way of colour charts submitted with the development application

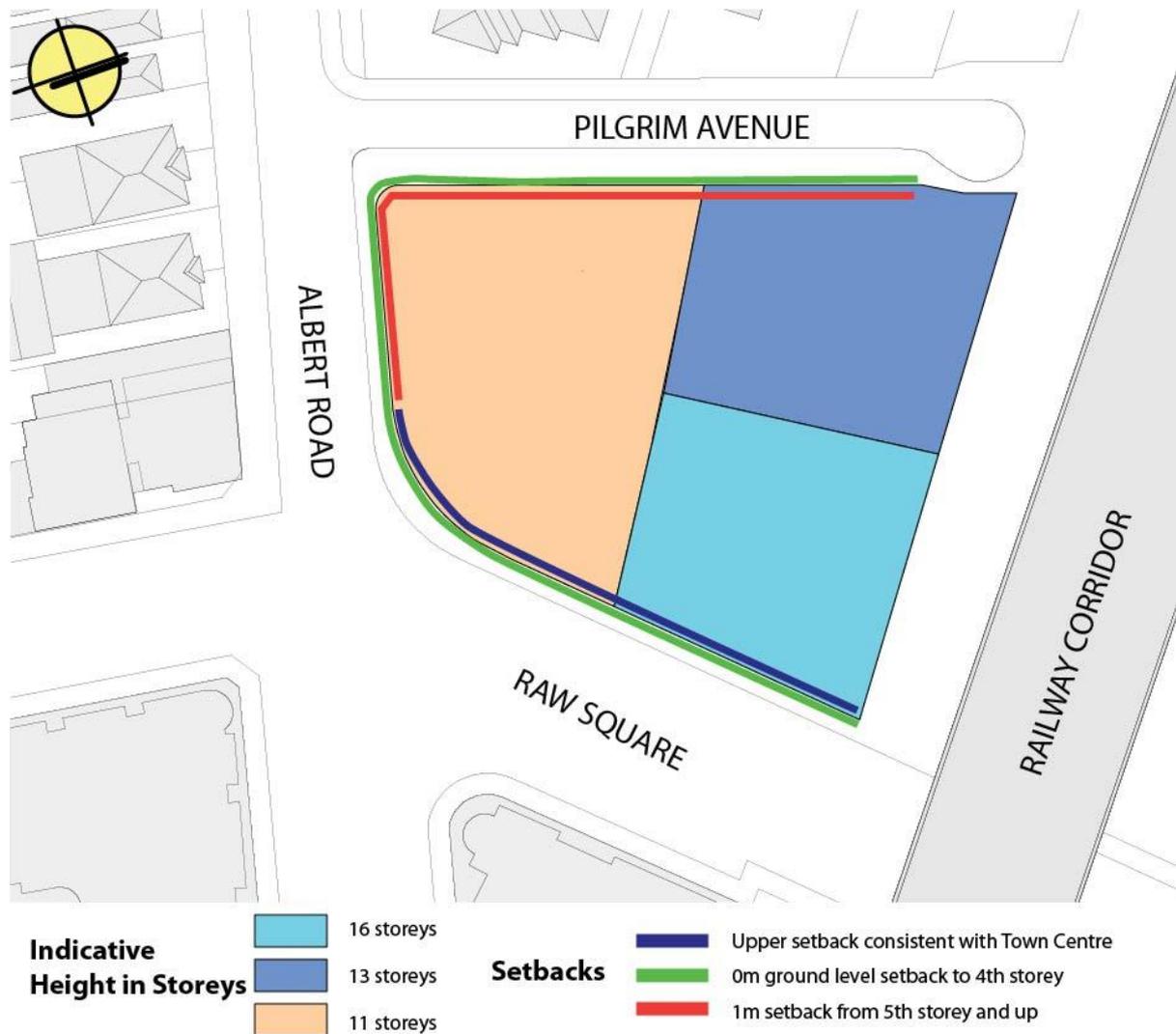
### 3.2.3 Setbacks

#### Objectives

1. To ensure that buildings along Albert Road and Raw Square create a coherent street wall consistent with the Town Centre, with a 4-storey primary street wall height
2. To ensure that buildings provide appropriate human scale
3. To reflect the existing built form of other development in the Town Centre
4. To achieve articulation in the building form

## Controls

1. Setbacks are to be in accordance with **Figure 2**
2. The buildings are to create a coherent street wall of 4 storeys
3. Zero setbacks are to be provided to buildings facing Raw Square
4. Zero setbacks are to be provided to the first four storeys of buildings facing Albert Road and Pilgrim Avenue
5. From the 5th storey and up, buildings facing Albert Road and Pilgrim Avenue are to be setback a minimum 1m



**Figure 2: Development Controls**

### 3.3 Building Design and Adaptable Housing

#### Objectives

1. To ensure that a choice of housing is available throughout the Strathfield Municipality.
2. To ensure that housing is accessible to older people and people with mobility disabilities.
3. To encourage materials used in new developments to be compatible with adjoining developments and the streetscape in terms of type, form and colour.

#### Controls

1. A minimum of 15% of the total number of dwellings within every multiple unit development must be designed in accordance with Australian Standard AS 4299 – Adaptable Housing (Class C) to ensure units are internally designed to allow occupation by older people and people with disabilities.
2. For mixed use or residential flat developments, at least one main entry which is convenient and provides a barrier free access must be provided for access (complying with AS1428.1) to ground floor units.
3. Access to common areas should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include:
  - uneven and slippery surfaces
  - steep stairs and ramps
  - narrow doorways, corridors and paths
  - devices such as door handles that require two hands to open.
4. Adequate and convenient seating and amenities for people with mobility disabilities is to be provided.
5. Adequate parking for people with mobility disabilities, and safe, easy and convenient access to the building shall be provided. Parking spaces for persons with disabilities which is provided within basements is to have wheelchair access to the residential units by either a ramp with a 1:14 gradient, a passenger lift complying with AS1735.12 1999 or a fixed stair lift complying with AS1735.7 - 1998.
6. Design of the building must comply with the Building Code of Australia and Australian Standard AS1428 1 – 2001 Design for Access and Mobility.

### 3.4 Affordable Housing

#### Objectives

1. Provide diverse housing options for people at all lifecycles.
2. Provide affordable housing for key workers and very low to low income workers.

#### Controls

- 1 A minimum of 5% of the total number of units be provided as affordable housing in Council ownership (in perpetuity) at no cost to Council.

### 3.5 Landscaping

#### Objectives

1. To ensure an area of open space for residents of future development on the site with high amenity, solar access and protection from acoustic impacts from the rail corridor
2. To ensure an acoustic screen of natural vegetation is provided along the rail corridor boundary of the site to the north
3. To ensure communal open space within the development is designed to incorporate landscaping

#### Controls

1. Communal open space areas are to be designed to incorporate tree species that provide canopy coverage
2. Landscaping is to be provided in accessible spaces for use by residents as common open space

### 3.6 Active Frontages

#### Objectives

1. To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along main streets
2. To encourage greater pedestrian activity along Raw Square in order to reinforce its role as a commercial corridor
3. To ensure active frontages make a positive contribution to the public domain and streetscape

#### Controls

1. The location of active land uses and frontages at ground level is to be in accordance with **Figure 3**
2. Buildings with active frontages are to be built to the street alignment
3. Active frontages are to be designed to provide equitable access
4. Active frontages incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as residential foyers, seating and dining areas for any food and drink premises
5. Development provides fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses
6. Commercial premises or shops are to be provided along the street frontages to Albert Road and Raw Square to support the adjacent Town Centre
7. Frontage to Pilgrim Avenue is to address the residential character of the street through materiality and design

### 3.7 Access and Linkages

#### Objectives

1. To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling
2. To minimise vehicular access from Raw Square
3. To ensure clearly defined connections to the Strathfield Railway Station and Town Centre

## Controls

1. Development within the site should be generally consistent with **Figure 3** that includes:
  - a. Internal pedestrian access to on-site public car parking;
  - b. Direct access to the existing traffic light crossing on Raw Square to ensure safe, controlled access to the Strathfield Railway Station and Town Centre
2. Pedestrian access is to be provided to the site from Albert Road and Raw Square
3. The number of vehicle entry points per block should be minimised and located to maximise safety and visual amenity within the public domain
4. Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity
5. Provision for future vehicle access to the site is to be from Pilgrim Avenue only and is to be included in any future development
6. Vehicular access is to be provided to the site from Pilgrim Avenue as shown in **Figure 3**. No vehicle access is permitted from Albert Road or Raw Square.

## 3.8 Parking

### Objectives

1. To ensure adequate provisions of on-site public car parking for use by members of the public to access the railway station and Town Centre
2. To ensure the off-street car parking provisions support the demand generated by the development

### Controls

1. Basement car parking is to be designed and provided in accordance with the applicable planning controls
2. Parking is to be provided in accordance with the relevant Council parking rates
3. Additional public car parking is to be provided on-site, with a minimum of 60 car spaces allocated for public use as follows:
  - a. Pilgrim Avenue: 30 allocated public car spaces (Site 1)
  - b. Raw Square: 30 allocated public car spaces (Site 2)

The spaces are to be in addition to the parking requirement for the development, they are to be provided to the public at no cost to Council, with the owner/developer entering an agreement with Council, which will include the registration of a *restriction on the use of the land* pursuant to section 88E of the Conveyancing Act 1919 (NSW) and then entering into a licence agreement in Council's favour, who will manage and maintain the public parking spaces in perpetuity.

4. Vehicular access to development sites 1 and 2 is to be restricted to Pilgrim Avenue.
5. Future development within the site is to be designed to support an integrated basement that services both Site 1 and Site 2, with vehicular access from Pilgrim Avenue with relevant easements and rights of carriage-way over site 1 in favour of site 2.
6. Pedestrian access to the public car parking to each of Site 1 and Site 2 is to be provided from the Albert Road frontage.

## 3.9 Noise

### Objectives

1. To ensure that development does not unreasonably impact on the amenity of the surrounding residential area and other sensitive land uses by way of noise or vibration

2. To ensure buildings are designed and orientated in such a way to ensure adequate internal acoustic privacy for occupants

#### Controls

1. An acoustic assessment is to be submitted with development applications proposing residential development on the site and any noise mitigation measures that are recommended are to be implemented
2. Any development of the site is to consider and address various matters raised within the Department of Planning's publication titled 'Development Near Rail Corridors and Busy Roads – Interim Guideline' or the applicable publication at the time of DA lodgement

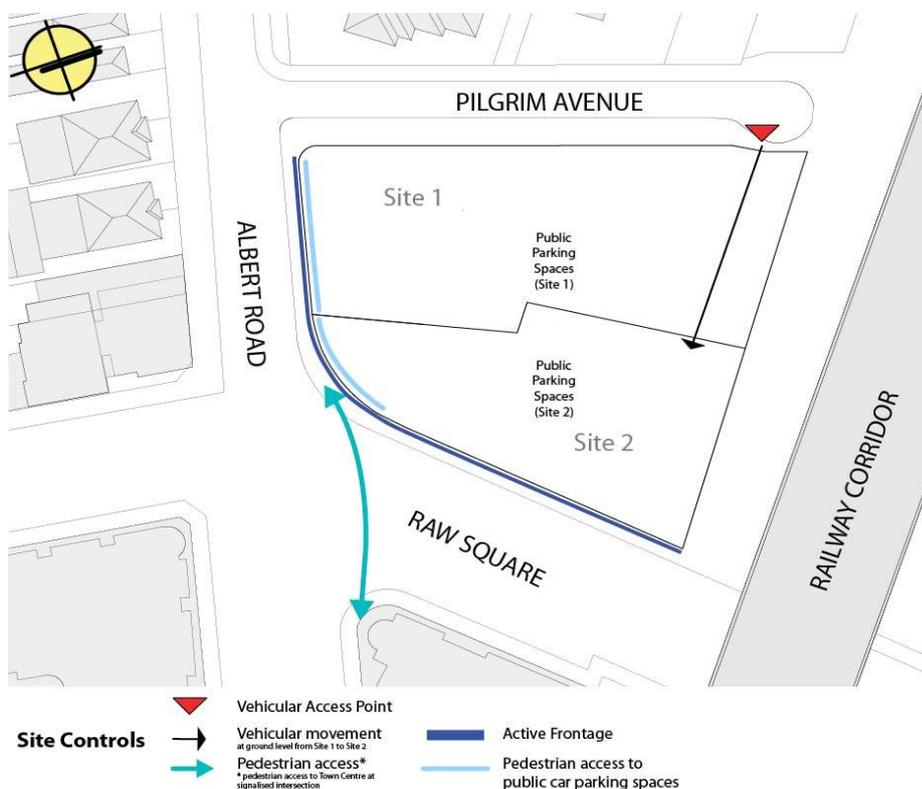
### 3.10 Stormwater Management

#### Objectives

1. To ensure that stormwater management is integrated within the layout and design of the development
2. To ensure that stormwater management is appropriate to the site and the proposed development
3. To ensure that stormwater management measures effectively treat and dispose of stormwater and protect future development from flooding

#### Controls

1. Any future development of the site is to incorporate stormwater design measures that are designed in accordance with the stormwater management measures set out in SCDCP 2005
2. Driveways providing access to the site are to be designed to achieve the necessary flood free planning level for the site



**Figure 3: Development Controls for active frontages, access and landscaping**