

**Liverpool Development Control Plan 2008**  
**Development on the site at**  
**93-145 Hoxton Park Road, 51**  
**Maryvale Avenue, 260 Memorial**  
**Avenue & 20 and 48 Dale Avenue,**  
**Liverpool NSW**

**X Month 20XX**

**Part 2.X must be read in conjunction with Part 1**

Refer to Part 3.2 – 3.7 for residential development in residential zones

Refer to Part 3.8 for non residential development in residential zones

**Liverpool Development Control Plan 2008**  
**Part 2.X 93-145 Hoxton Park Road, 51 Maryvale Avenue, 260 Memorial Avenue, 20 Dale Avenue and 48 Dale Avenue, Liverpool**

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# 1. Preliminary

## Applies to

1. This Part applies to land identified in **Figure 1**, being the site located at 93-145 Hoxton Park Road, 51 Maryvale Avenue, 260 Memorial Avenue, 20 Dale Avenue and 48 Dale Avenue, Liverpool.
2. Part 3.7 (Residential Flat Buildings in the R4 zone) of the Liverpool Development Control Plan 2008 also applies to the site.

## Purpose of this DCP

The purpose of this Development Control Plan ('DCP') is to outline the 'site specific controls' (the detailed planning and design framework) that relates to 93-145 Hoxton Park Road, 51 Maryvale Avenue, 260 Memorial Avenue & 20 and 48 Dale Avenue, Liverpool (refer to **Figure 1**). Where there is an inconsistency between this document and provisions contained elsewhere in the Liverpool Development Control Plan 2008, the site-specific controls contained in this document shall apply to the extent of the inconsistency.

## Objectives

To ensure that:

- a) A high-quality standard of development is carried out.
- b) The development of land parcels is co-ordinated.
- c) A framework for high quality amenity and character for the development is set.
- d) The environmental integrity of the area is protected.
- e) High quality landscaped and deep soil areas are provided.



**Figure 1 – Land to which this Part applies**

## 2. Vision and general objectives

### 2.1 Vision

To enable a high-quality residential development can be achieved within the Hoxton Park Road transport corridor. Sufficient building separation and compatibility of materials, colours and finishes will ensure a suitable development is provided and able to integrate with adjoining R4 zoned high density development to the rear.

#### Objectives

- a) Facilitate redevelopment of an underutilised site adjacent to a public transport node and main road corridor between the Liverpool CBD and Western Sydney Aerotropolis.
- b) Provide a highly connected, safe and permeable network with convenient access to public transport, public spaces and facilities, and amenities.
- c) Facilitate the transition of the Hoxton Park Road corridor to an activated, transit-oriented, higher density mixed use environment.
- d) Prioritise healthy living, including design to mitigate and adapt to heat, and design for active transport.
- e) Buildings are sited, positioned and designed to maximise climatic responsiveness and provide high levels of desirable solar access and natural ventilation

### 2.2 Indicative master plan

The vision and principles for the site as identified above are spatially expressed in the urban structure for the site as shown in **Figure 2**. To ensure that development provides key elements, where variations to the master plan are proposed, the development application is to demonstrate how the vision and principles have been achieved.

#### Controls

1. Green spaces are to be provided between each building on site.
2. Two through site links are to be located to provide access between Dale Ave and Hoxton Park Road, generally in accordance with **Figure 2**.
3. Retail nodes will anchor and activate the publicly accessible through site links.
4. The through site links are to be publicly accessible and must:
  - a. Include a combination of soft and hard landscaping with tree plantings for shading and cooling,
  - b. Be activated with retail uses oriented towards the links,

- c. Be visible and accessible from Hoxton Park Road and Dale Avenue,
- d. Include universal design provisions, and
- e. Include passive irrigation measures for tree planting and vegetation within the public domain.

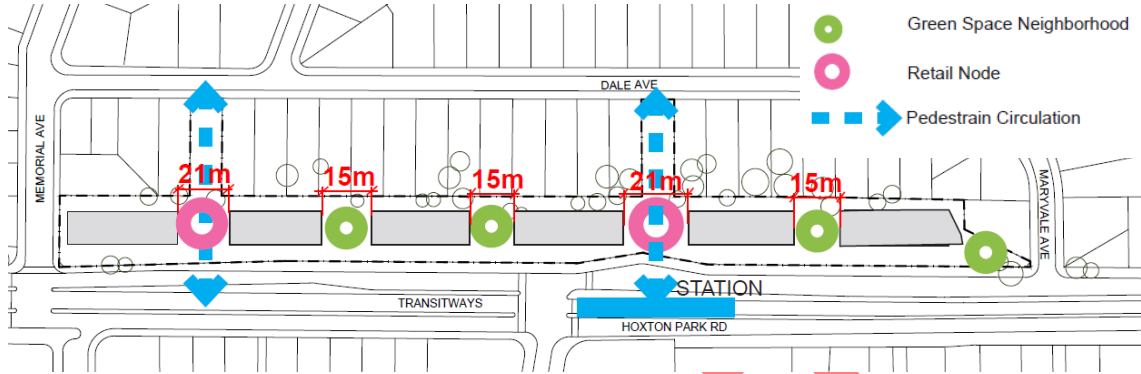


Figure 2 – Urban Structure Plan

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### 3. Specific objectives and controls

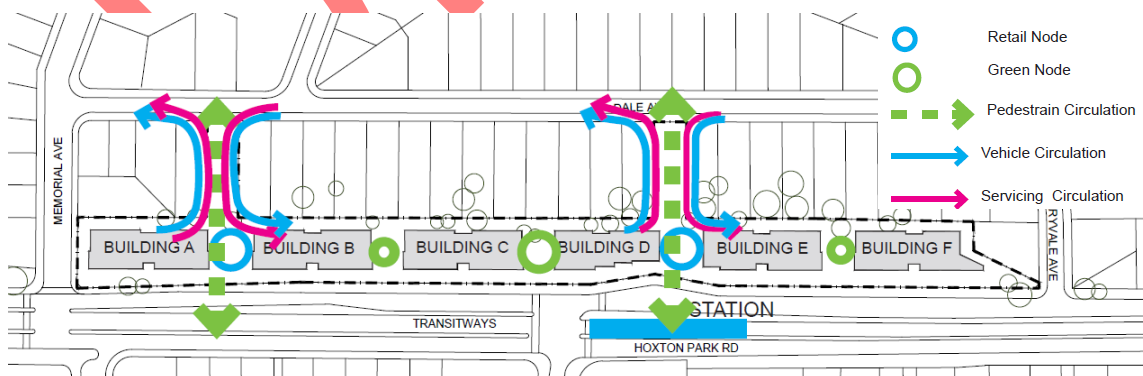
#### 3.1 Site Planning

##### Objectives

- a) Ensure the design of the buildings and location of uses responds appropriately to the site circumstances, particularly Hoxton Park Road.
- b) Promote an articulated frontage to Hoxton Park Road, with active uses included within or adjacent to the through site linkages on the ground floor.
- c) Reduce visual and built form impacts on neighbouring R4 zoned residential properties to the north.
- d) Ensure the building interfaces positively with public areas and contributes to an attractive public domain and desirable setting for its intended uses.
- e) To ensure the retention of existing trees within the site, and that development of the site provides for 40% tree canopy cover.

##### Controls

1. Development is to be generally in accordance with the layout in **Figure 3**, with:
  - a. Site access and through site links shall be provided per **Figure 3** to create a permeable and accessible ground floor that separates buildings and encourages a walkable environment and direct travel lines through the site; and
  - b. Neighbourhood shops, as permitted in the R4 zone, are to be located off the through site link to activate the site and provide natural surveillance opportunities.



**Figure 3 – Site Access and Through Site Links**

## 3.2 Building Design

### Objectives

- a) To promote high architectural quality on the site.
- b) To ensure that new developments have facades which define and enhance the public domain and desired street character.
- c) To ensure that building elements are integrated into the overall building form and facade design.
- d) To ensure that the design of buildings provide for adequate visual privacy and for both active and passive surveillance of the public domain and open links through the site.

### Controls

1. Blank facades are to be avoided on Hoxton Park Road frontage and through site links.
2. Residential buildings are to be designed to minimise overlooking of adjoining residential land to the north. Measures to preserve visual privacy may include one or a combination of the following:
  - a. Retention of existing mature trees along the northern side of the site,
  - b. New deep soil areas incorporating deep soil space for the planting of large trees,
  - c. Increased building setbacks at higher levels within residential flat buildings,
  - d. The provision of non-transparent balustrades for balconies, and
  - e. Providing adjustable screens for north-facing balconies.
3. The placement of balconies and windows within residential buildings are to maximise passive surveillance opportunities to public spaces, including:
  - a. Hoxton Park Road,
  - b. Through-site links, and
  - c. Public and communal areas within the site.

## 3.3 Setbacks

### Objectives

- a) To provide adequate space for landscaping and public domain works.
- b) To ensure that the development is sensitive to adjoining development.
- c) To provide adequate separation between different land uses.

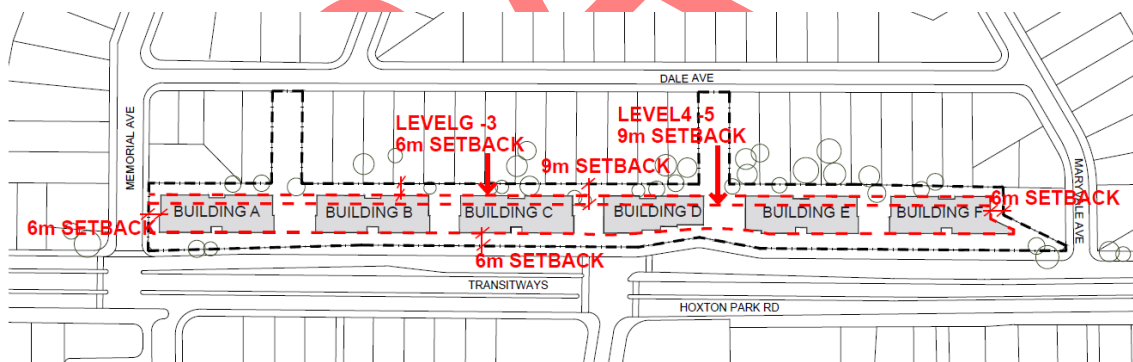


- d) To maintain an effective landscape buffer along Hoxton Park Road to protect against noise impacts.
- e) To reduce visual impacts to adjoining residential properties to the north.
- f) To ensure that streetscape amenity is achieved along Hoxton Park Road.

**Controls**

- 1. The buildings to be designed to provide setbacks and separation distances generally in accordance with **Figure 4** below.
  - a. Minimum 6 metre landscape setbacks from the boundary to Hoxton Park Road
  - b. Minimum 6 metre setbacks from the side boundaries to Memorial Ave and 51 Maryvale Ave,
  - c. Minimum 6 metre rear setbacks for the ground level to the third level,
  - d. Minimum 9 metre rear setbacks from the fourth level to the sixth level.

Note: Unless otherwise permitted by any requirement building separation requirements within the Apartment Design Guide (ADG) (e.g. building separation between habitable and non-habitable areas).



**Figure 4 – Building separation and setbacks**

**3.4 Building mass and scale**

**Objectives**

- a) To ensure adequate building mass and scale.
- b) To ensure that the development is sensitive to adjoining development.
- c) To provide adequate separation between different land uses.
- d) To ensure that streetscape amenity is achieved along Hoxton Park Road.



### **Controls**

1. Setbacks on upper levels of the building are to be progressively increased to minimise building massing and scale. Refer to Section 3.3 of this part of the DCP for further detail.
2. Extensive layout of development on the site is include landscaped areas around the periphery of the site. Such landscaped areas are to include deep soil areas that provide areas and depths capable of accommodating trees with mature heights and canopy spreads that are capable of visually filtering the height and scale of development from surrounding sites and the public domain.

## **3.5 Landscaping, Communal Open Space and Deep Soil Zones**

### **Objectives**

- a) To encourage soft landscaping and pervious areas.
- b) To enhance the existing streetscape and soften the visual appearance of the development.
- c) To provide for the amenity and needs of future residents and local businesses
- d) Assist in improving the climate of the local environment.
- e) To ensure the impacts of Hoxton Park Road on the development and its uses are mitigated and addressed.

### **Controls**

1. Deep soil zones, landscaped area and communal open space areas are to be provided generally in accordance with **Figure 5** below.
2. Extensive landscaped areas with planting are to be provided within the setback along Hoxton Park Road (subject to the agreement of TfNSW). The designs of such landscaped areas shall incorporate one or a combination of the following:
  - a. A layered landscape arrangement that provides spaces comprising of turf, small and medium-sized shrubs and vegetation, and large plants/trees,
  - b. A range of communal open space areas that can support a variety of activities, and
  - c. Areas on the southern side of the site (i.e. areas addressing Hoxton Park Road) shall provide landscaping measures as part of any private and/or communal space areas that assists in buffering dwellings and associated outdoor spaces from heat, noise, wind and air pollution within Hoxton Park Road.
  - d. All communal open spaces and landscaping areas are to provide appropriate footpath and cycle path connections along Hoxton Park Road and between Hoxton Park Road and Dale Avenue.

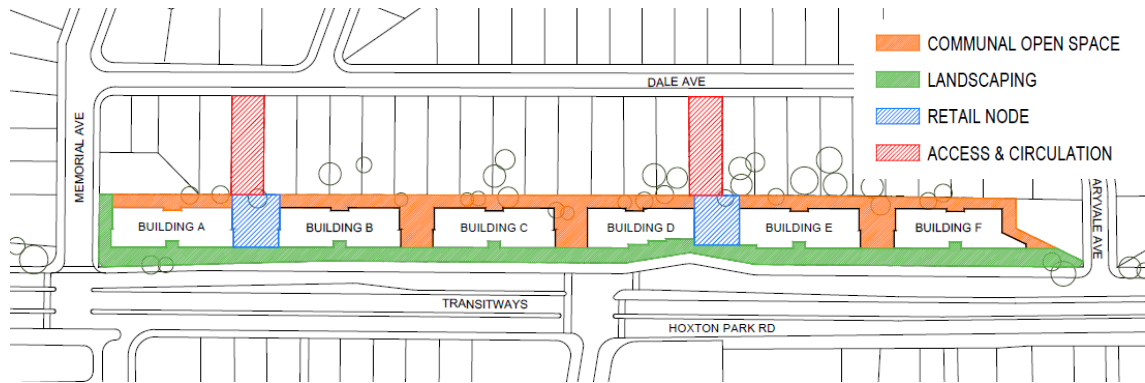


Figure 5 – Landscaping and deep soil zones

### 3.6 Dwelling Diversity

#### Objectives

- a) To provide for a variety of housing choice within residential areas with Liverpool.
- b) To increase the housing and lifestyle choices available in dwelling buildings.

#### Controls

1. In addition to apartment mix requirements within the ADG, apartment buildings within the site are to provide for a variety of apartment types and sizes, ideally comprising of studio, one-bedroom, two-bedroom and three-bedroom apartments.

The specified diversity of dwellings on the site is as follows:

- a. Studio and one-bedroom apartments shall not be less than 10% of the total mix of units within each development,
  - b. Three or more-bedroom apartments shall not be less than 10% of the total mix of units within each development, and
  - c. At least 10% of all dwellings (or at least one dwelling, whichever is greater) are to be capable of being adapted for habitation by seniors and/or persons with disabilities
2. The layouts of apartment buildings are to provide for dwelling types that are both oriented in a range of directions and which provide for some dual-aspect layouts.

## 4. Car Parking, Access and Active Transport

### Objectives

- a) To provide convenient, accessible, and safe onsite car parking for residents and visitors.
- b) To ensure that car parking and pedestrian access is integrated into the development.
- c) To ensure that street character, landscaping, pedestrian amenity, and safety are prioritised.
- d) To provide active transport links through the site that connect to the surrounding footpath/cycle path network

### 4.1 Car Parking and Access

#### Controls

1. All vehicular access (including access by waste management and service vehicles) is to be provided via Dale Avenue. No vehicular access is to be provided to or from Hoxton Park Road.
2. Vehicular access arrangements are to provide for forward entry and exit from the site.
3. Car parking is to be provided below ground or wholly integrated into the design of the development, while ensuring deep soil planting can be achieved.

### 4.2 Active and Public Transport

#### Controls

1. The movement of pedestrians and cyclists is to be prioritised throughout the site
2. Any pedestrian and shared pathways providing connection points from the site to the shared pedestrian and cycle pathway within Hoxton Park Road are to be sited to provide adequate sightlines for cyclists approaching the site.
3. Any landscaping provided adjacent to active transport links is to be placed and designed to provide for adequate sightlines and to avoid the creation of 'blind spots' near any intersection point within the active transport network.
4. Any pedestrian and shared pathways within the site that are to provide connection points to the shared pedestrian and cycle pathway within Hoxton Park Road should be integrated into the design of the retail nodes, to provide for direct linkages through the site between Hoxton Park Road and Dale Avenue (refer to **Figure 3**).
5. The design of the retail nodes:

- a. Is to provide adequate space for all users (i.e. drivers, cyclists and pedestrians), and
  - b. Is to promote a low-speed environment for vehicular and bicycle traffic moving through retail nodes. Such measures may include traffic-calming devices (e.g. speed bumps) and signage.
6. Bicycle parking (including car parking for any affordable housing) is to be provided in accordance with rates specified by the Liverpool Development Control Plan.
  7. For buildings where placement and design provide for clear paths of travel to the public domain, ground floor designs should provide secure bicycle parking facilities.

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## 5. Tree Preservation

### Objectives

- a) To ensure the protection of trees that contribute to ecological and aesthetic values within the affected area.
- b) To ensure trees are maintained in an appropriate manner as not to cause harm or damage to trees or the community.
- c) To ensure that construction works protect identified trees.
- d) To ensure that trees providing high ecological or amenity benefits are protected where possible.
- e) To provide 40% tree canopy cover.

### Controls

1. The design and layout of development on the site is to provide for deep soil areas that will enable retention and protection of existing trees along the northern boundary of the site. The design of basement carparking should provide a setback to the northern boundary to retain mature trees adjacent to the northern boundary where possible, in accordance with **Figure 6**.
2. Where tree removal cannot be avoided, each tree to be removed is to be replaced at a two to one replacement ratio. Replacement tree selection shall predominantly comprise of native species.
3. The design of development for the site shall provide a minimum 40% tree canopy cover.

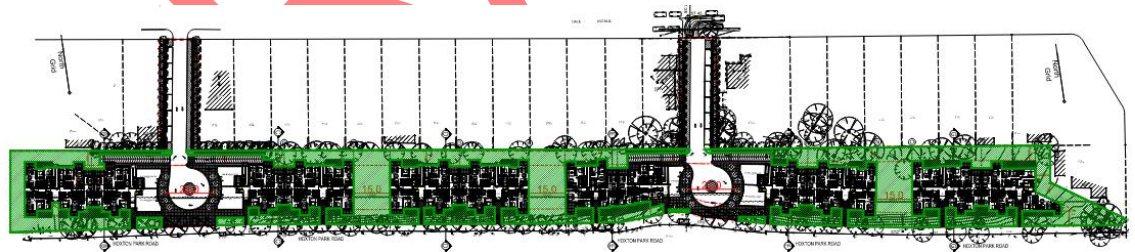


Figure 6 – Green Space diagram

**LIVERPOOL  
CITY  
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