



Part D – Locality Based DCPs / Precinct Plans

Chapter D12: Thirroul Village Centre

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2 RELATIONSHIP TO OTHER PARTS OF THE DCP

1. The Thirroul Village Centre Precinct Plan is included in Part D of the DCP. Parts A and E of the DCP generally apply to all lands contained within the Thirroul Village Centre. Part C of the DCP relates to Development within the Business Zone and hence, applies to the lands contained within the Thirroul Village Centre. Part B may apply to specific developments.
2. In the event that the provisions contained in the Thirroul Precinct Plan are inconsistent with the provisions of any other part of the DCP, the provisions of the Thirroul Precinct Plan shall prevail to the extent of the inconsistency.

3 AIMS & OBJECTIVES

3.1 Aim of the plan

1. The aim of the Thirroul Village Centre Precinct Plan is to strengthen the role of the centre as an economic and cultural hub through enhancing the existing character of Thirroul. Improvements to pedestrian, bicycle and vehicular connections into and out of the Village Centre, the consolidation of parking facilities, as well as the encouragement of residential and retail/commercial uses particularly in a variety of mixed use developments is promoted.
2. The strategies and controls in this part of the DCP will ensure new developments contribute to the desired streetscape character of the Village Centre and maintain environmental sustainability through appropriate built form and public domain elements including building setbacks and height, architectural design, materials and finishes, open spaces and footpaths, parking facilities and pedestrian circulation.

3.2 Objectives

1. The key objectives of the Thirroul Village Centre Precinct Plan are:
 - a) To support retail frontage along Lawrence Hargrave Drive wherever possible;
 - b) To encourage retail activities along Lawrence Hargrave Drive;
 - c) To encourage a viable village through a variety of uses and activities;
 - d) To create and consolidate open spaces for the local community;
 - e) To create a place that recognises cultural identity;
 - f) To maintain efficient traffic flows whilst enhancing pedestrian amenity along Lawrence Hargrave Drive;
 - g) To provide adequate parking to maintain viable retail activity;
 - h) To maintain a village character with a safe pedestrian environment;
 - i) To create a built form that compliments the existing urban fabric;
 - j) To reinforce links to surrounding areas, in particular Thirroul Beach; and
 - k) To retain key views to the escarpment.

4 EXISTING CHARACTER AND FUTURE DESIRED CHARACTER OF THIRROUL VILLAGE CENTRE

4.1 Existing character of Thirroul Village Centre

1. The existing character of the Thirroul Village Centre is defined by two contrasting natural scenic elements - the escarpment to the west and the ocean to the east. The unique history of Thirroul contributes to its cultural identity and its establishment as the focus of commercial, cultural and community activities within the northern suburbs of Wollongong.
2. Thirroul is the gateway to the northern suburbs of the Illawarra. It is a focal point for residents of the northern suburbs and provides an important connection for commercial, cultural and community activities. It is situated between the Bulli Pass Scenic Reserve to the west and the Pacific Ocean to the east. To the south lies the old historical township of Bulli and to the north the suburb of Austinmer. Thirroul is an appealing and attractive suburb that offers a relaxed beachside lifestyle and a friendly environment. Thirroul has a distinctive cultural identity that is supported by the retail amenity and the convenient clustering of community and educational facilities in or near the Village Centre.
3. Thirroul's Village Centre is separated into two distinct areas by the South Coast Railway line. The northern side of the village is the core focal point for retail and community services within the suburb. The southern side comprises of a small mix of retail and community services with a more village, compact character, highlighted by its close proximity to the Thirroul Railway Station.
4. The two sides of the Village Centre are unique and offer a variety of services and facilities that promote and improve the quality of life of all residents.
5. The north and south sides of the Village Centre are linked via a railway bridge on Lawrence Hargrave Drive and a footbridge at the Thirroul Railway Station providing vehicular and pedestrian access.
6. The Village Centre is connected to surrounding areas by Lawrence Hargrave Drive, which runs directly through Thirroul's Village Centre. This provides a key arterial connection to Wollongong, suburbs to the south and the coastal villages to the north. Bulli Pass, which separates Thirroul and Bulli to the south, connects Thirroul with the F6 allowing quick and direct access to Sydney.
7. Two local bus companies operate services both to the north and the south. All passenger trains service Thirroul Railway Station, with the station acting as a changeover point for travellers from southern suburbs waiting for express services to Sydney.
8. Thirroul Railway Station has recently been upgraded to provide for disabled access lifts to all platforms. This is complemented by the general improvement of other elements of the station including awnings, lighting and plantings.
9. Parking facilities for commuters are provided on the eastern and western sides of the Railway Station. On the eastern side commuters use the parking facilities available for Thomas Gibson Park. On the western side, situated between Lawrence Hargrave Drive and the South Coast Railway Line, commuters can utilise either a small bitumen car park or an unsealed car park.
10. On street parking is available along Lawrence Hargrave Drive on both sides of the Village Centre. On the northern side of the Village Centre parking is predominantly provided in the Thirroul Village Plaza car park and the Franklins supermarket car park. On the southern side, a car park adjacent to Lawrence Hargrave Drive is accessible from Philip Street. Additionally, there is a small car park at the eastern end of the retail strip adjacent to Railway Parade.

4.1.1 Retail

1. Thirroul Village Centre has a successful retail mix that includes Thirroul Village Plaza and a range of commercial operations. Lawrence Hargrave Drive is the focus of commercial and retail activities within the Village Centre. The Village Plaza is an open-air plaza that predominantly consists of a Bi-Lo supermarket and a number of specialty shops. The Plaza's central location provides easy access to other services available on the northern side of the Village Centre including a Franklins and associated car parking, numerous cafes, restaurants and specialty shops. The northern side of the Village Centre offers the greatest variety and volume of services for residents.
2. The southern side of the Village Centre has a more prominent village theme due to the provision of services that meet the day-to-day needs of residents through services such as a newsagent, video shop, deli, fruit shop, take away shops and numerous cafés and restaurants.

4.1.2 Community Facilities

1. The Village Centre has a well-developed community focus with the location of its community and youth support services and facilities. Facilities such as the Thirroul Neighbourhood Centre provide a range of programs, support services and community information functions as well as providing community meeting spaces. Thirroul Library provides library services and also has a strong information and community support focus. The location of these services allows easy access for residents and forms a part of the day-to-day functions of the Village Centre.
2. A new Thirroul Library and community centre is to be constructed on the southern side of the Village Centre. This will provide services and facilities that support the demand that currently exists within Thirroul and surrounding suburbs.

4.1.3 Education

1. There are two primary schools located within close proximity to the Village Centre. Thirroul Public School is located to the west of the Village Centre along Roxburgh Avenue. St Michael's Catholic Primary School is located on the northern side of the Village Centre.
2. There are no high school facilities located within Thirroul with the nearest State High School, Bulli High located at Bulli, one suburb to the south. The nearest Catholic High School, Holy Spirit College is located at Bellambi, 8 kilometres south of Thirroul.

4.1.4 Religious and Cultural Organisations

1. Religious institutions are found throughout the Village Centre. St Michael's Parish is located diagonally across from Thirroul Village Plaza and forms a prominent part of the streetscape. The Oasis Christian Church is also located on Lawrence Hargrave Drive, 200 metres north of Thirroul Village Plaza. The Thirroul Anglican Church is located adjacent to Thirroul Public School on Roxburgh Avenue, with the Christian City Church situated adjacent to Thirroul Railway Station.
2. The Thirroul Surf Lifesaving Club forms a prominent part of Thirroul Beach and associated beach reserve areas. It however lacks eating facilities and is only used for day-to-day beach patrols in summer.
3. 'The Beaches Thirroul' is a focal point of Thirroul's main street as it is located directly adjacent to the Thirroul Village Plaza, and provides an outdoor plaza style area for customers. It is Thirroul's most successful hotel, with it also supporting many local community activities through its sponsorship of sporting clubs.
4. The Thirroul Sea Side and Arts Festival is an annual festival held over a weekend in April. Currently in its fourteenth year, this festival is a celebration of visual and performing arts from

community organisations, educational institutions, sporting groups, and the general public. It is a unique event for the Wollongong region and highlights the area's sense of community.

4.1.5 Open Space and Landscape Character

1. Thirrour's Village Centre has a number of recreational and open space facilities. Thomas Gibson Park is located adjacent to Thirrour Railway Station, and is a major recreational and sporting facility for residents. This open space area consists of a full sized football oval with night lighting, a number of soccer fields and tennis courts and an outdoors grandstand. The park is utilised by many local sporting organisations as well as both local primary and secondary schools for sporting activities and carnivals.
2. Located between the Thirrour Library and Senior Citizens Centre is a small parcel of grassed land with a small number of bench seats. This area is used to hold large community meetings. This area and W.F. Jackson Park, located directly to the south, forms the major areas of open space in the Northern Village.
3. The War Memorial and associated landscaped areas, located on the southern side of the Village Centre form the prominent public open space areas for the Southern Village.
4. Thirrour Beach Reserve offers extensive open space for residents and visitors through its open grassed areas, playground equipment, undercover beach huts, barbeque facilities, and its beach and pool access.
5. No cycleway exists through Thirrour. A cycle network begins at McCauley's Beach at the south-eastern boundary of Thirrour and follows the Illawarra coastline all the way to Wollongong. A pedestrian network links both the northern and southern sides of the Village Centre to Thirrour Beach and surrounding residential areas, however limited pedestrian access is provided to Bulli and Austinmer via a single footpath along Lawrence Hargrave Drive. Opportunities exist in creating a pathway and walkway system along existing streets linking residential areas to:
 - (a) The Village Centre;
 - (b) The existing community facilities;
 - (c) Thirrour Beach Reserve;
 - (d) Thomas Gibson Park;
 - (e) Austinmer to the north and Bulli to the south; and
 - (f) The cycleway.

4.2 Desired future character of Thirrour Village Centre

1. The significance of the Thirrour Village Centre as a commercial and retail precinct with cultural linkages to the community of Thirrour as well as Thirrour's history can be strengthened through the expansion of existing commercial/retail operations, the encouragement of mixed-use development designed to foster a lively main street Village Centre, and improvements to community facility provisions.
2. The linkages between the Village Centre, the history of Thirrour and the community will be accommodated through the adoption of appropriate built forms and land uses that respond to the social and cultural aspirations of the community. The Village Centre will retain its identity as a low-rise township and a social / cultural hub.

3. Thirroul's historic 'gateway' role to the Northern Suburbs will be maintained through the provision of retail and parking areas servicing Lawrence Hargrave Drive.
4. Promoting economic growth within the Village Centre particularly in retail and small businesses will provide local employment and support the needs of the community. A strong local economy will enable people to shop, work and relax near their home and enjoy the benefits of high accessibility to services in regional centres.
5. Development of the Village Centre should appropriately respond to the natural environment in Thirroul, which includes but is not limited to the conservation and protection of natural resources, the coastal climate, the Illawarra Escarpment and the Pacific Ocean.

Refer to Figures 2 and 3.



Figure 2: Context Plan



Figure 4. Structure Plan

Figure 3: Structure Plan

6. The South and North Villages will retain the character provided by the two contrasting natural scenic elements of the Illawarra Escarpment to the west and the ocean to the east. Future built forms must maintain these views and sightlines to preserve connections to the escarpment and water. To ensure this, building separation, building height limits and roofline controls will ensure a built form that does not obstruct views from the Village Centre. The Villages will also retain their distinctive cultural identity, but be better supported by retail amenity and the convenient clustering of community and educational facilities in or near the Village Centre.
7. The existing street and built form character of the Village Centre should be retained. New buildings should be designed and articulated through vertical components and roof forms and contribute to the character of the Village Centre by adding visual interest to the skyline when viewed from street level or surrounding key vantage points. Street frontages should continue to have an active character with continuous retail uses on the ground level. Continuous awnings will also be retained along footpaths.
8. The distinctive characteristics of the South and North Villages give them individual identities, functions and forms. These are described below.

4.2.1 South Village

1. The southern sector of the Village Centre will retain the characteristic traditional strip retail village, but will also have new developments which still retain the two storey height limit of the existing built form. The height and scale of the existing patterns of development along both sides of Lawrence Hargrave Drive will be retained. The southern sector will become a more vibrant area by enhancing its mix of retail and community services.
2. The existing built form pattern, characterised by separations between buildings, will create framed views of the Illawarra Escarpment and will maintain the relationship of the built form to the escarpment.
3. The public space character will be maintained with consistent built edges within the Village Centre and a zero front setback.

4.2.2 North Village

1. The northern sector of the Village Centre will retain core retail village components, including supermarkets, the Beaches Hotel and the Thirroul Plaza. Additional residential activity will be provided; residences will retain the architectural character of the proximity and views to the ocean will be maintained.
2. The ocean views and view to Kennedy Hill from Lawrence Hargrave Drive at the crossing of the railway bridge will be maintained. The northern sector will be the focal point for retail. It will be characterised by a two storey street wall that maintains the village scale. Three storey buildings are located in the vicinity of the Thirroul Plaza and the Beaches Hotel. The street character will be enhanced and improved by providing increased setbacks to the public domain.
3. Access, appearance and views throughout the Northern Village will be maintained.

5 VIEWS

5.1 General

1. Existing views from the Village Centre to the escarpment and water are important visual components which should be maintained as a backdrop to the Village Centre.

2. Future built forms need to maintain views to the escarpment and sightlines that preserve connections to the escarpment and water. In this regard, building separation, building height limits and roofline controls need to maintain a built form rhythm that does not obstruct views from the Village Centre.

5.2 Strategies

5.2.1 South Village

- a) Retain the two storey height limit in order to maintain the relationship of the built form to the escarpment;
- b) Maintain the built form, characterised by one and two storey buildings with separations between buildings, which create framed views of the escarpment.

5.2.2 North Village

- a) Retain Ocean views and view to Kennedy Hill from Lawrence Hardgrave Drive at the crossing of the railway bridge
- b) Setback the third storey of any development to minimise the impact on ocean views; and
- c) Setback the third storey of any development to maintain the existing street scale.

5.3 Development Controls

5.3.1 South Village

- a) Maintain parapet lines for existing two storey buildings.
- b) Provide a 4 metre side setback between buildings at a minimum of every 40 metres.
- c) Development must not be more than 2 storeys in height, as indicated in Figure 9.
- d) Any development above 1 storey requires lodgement of a photomontage to Council, demonstrating that the bulk and scale of any proposed development does not detract from the views of the escarpment.

5.3.2 North Village

- a) Limit development to three storeys, as indicated in Figure 10.
- b) The third storey of a development must be setback a minimum distance of 6 metres from the front boundary;
- c) Any new development may be required to lodge a photomontage to Council, demonstrating the proposed development does not detract from views of the escarpment;
- d) Any development above 1 storey, within the boundaries of Lawrence Hargrave Drive, McCauley Street, Station St. and Raymond Road, must demonstrate that views to the ocean northbound on Lawrence Hargrave Drive are not obstructed. Refer to Figure 4.



Figure 4: Ocean Views northbound on Lawrence Hargrave Drive

6 ACTIVITIES

6.1 General

1. In order to maintain the beach side character of the Village Centre, retail and commercial uses are to be maintained and promoted along Lawrence Hargrave Drive.
2. The potential to increase residential uses to support additional retail activity in the Village Centre is facilitated by the provision of second and third storeys in some of the buildings fronting Lawrence Hargrave Drive in the northern Village. Additional storeys above ground floor can be used for commercial or residential uses.

6.2 Strategies

- a) Facilitate mixed-use development in the Village Centre by requiring retail, commercial and community uses to be located on the ground floor and residential and commercial uses above.
- b) Ensure the design of the buildings can accommodate a mix of activities and uses over the life of the building.
- c) Promote the southern sector of the Village Centre as a vibrant place by maintaining and enhancing its community services and facilities.
- d) Consolidate the northern sector as the core retail area, whilst providing additional residential activity.

6.3 Development Controls

- a) 1. In the 3(a) General Business Zone, retail or commercial activities must be provided at ground floor along Lawrence Hargrave Drive; and
- b) 2. Commercial and residential activity is permitted above ground floor.

7 PUBLIC DOMAIN

7.1 General

1. Good pedestrian circulation in the Village Centre is important to the success of the Village Centre in meeting the needs of the community and maintaining economic viability.
2. In order to create a safe pedestrian environment, pathways will be upgraded, high-speed traffic will be discouraged and an emphasis on the physical beauty of the suburb will be promoted. This will create a better relationship between pedestrians, the street and passing traffic.

3. Clear pedestrian routes will be provided to facilitate access to and from important components of the Village Centre.
4. The placement of elements such as paving, street furniture and street trees influence the functioning of spaces. The correct placement of these elements improves the moveability and accessibility of streets, in creating viable mixed use and pedestrian environments.
5. Public art is an important component of the public domain in the relationship of the Village Centre and its cultural environment. Public art combines cultural and design elements to enhance the quality of the public environment and the relationship between the built form and the community. Visual amenity in the public domain is enhanced with the use of various installations, fixtures and decorative elements such as:
 - (a) Paving treatments;
 - (b) Lighting design;
 - (c) Sculptures;
 - (d) Decorative architectural elements;
 - (e) Landscape and planting; and
 - (f) Temporary works of art.

7.2 Strategies

- a) Strengthen the north-south connections between the two sides of the Village Centre across the rail way line.
- b) Strengthen the east-west pedestrian links between the Village Centre and Thirroul Beach.
- c) Provide additional pedestrian links to public transport nodes and key locations within the Village Centre. Refer to Figure 5.
- d) Any new development must be designed to allow equitable access to all people, including people with disabilities.
- e) Improve the bicycle network through the Village Centre, particularly in linking the cycleway that runs from Wollongong to Thirroul, but terminates at McCauley's Beach.
- f) Provide improved pedestrian links between the two sides of the Village Centre.
- g) Provide clear pedestrian routes from parking areas to retail and commercial areas wherever site amalgamation is possible.
- h) Maintain and enhance the existing open space street system with landscaped links to surrounding open spaces.
- i) Retain identified significant vegetation within the Thirroul Village Centre such as the two Moreton Bay Figs on the eastern and western sides of the railway line.
- j) Retain and enhance the landscape character of the area to reinforce the identity and function of the Village Centre and its relationship with the escarpment.
- k) Improve the visual amenity of public spaces and parks throughout the Village Centre especially W. F. Jackson Park, the War Memorial, and the proposed Southern square.
- l) Enhance pedestrian amenity with appropriately located art works and elements including lighting and landscape treatments.

Refer to Figures 5, 6, 7 and 8.

8 PEDESTRIAN AND BICYCLE CIRCULATION

1. Safe and good pedestrian circulation is important to the success of the Village Centre in meeting the needs of the community and maintaining economic viability.
2. Clear pedestrian routes with pedestrian crossings will be provided to facilitate access to and from important community services and facilities.
3. Provide cycle ways which connect open space to the Village Centre and public transport links.

8.1 Development Controls

- a) Where sites are procured with a street frontage of 50 metres or more, pedestrian laneways must be incorporated into the development in order to increase the viability of the Town Centre.
- b) Vehicular laneways should also provide direct and unimpeded pedestrian access where car parking areas for retail and commercial activities would otherwise be inaccessible for pedestrians.
- c) Access points must be appropriately lit and clearly legible from adjoining circulation spaces.
- d) Provide at grade access to retail and commercial uses along the street.
- e) The location of cycle ways and cycle racks must support cycle access to local amenities and public transport links.
- f) Provide cycle racks for bicycle parking which comply with council's standards. Refer to Figure 6 for proposed and existing pedestrian and bicycle routes.

9 FOOTPATHS AND PARKS

1. The provision of direct pedestrian access is crucial to the success of the Village Centre. Legible and accessible pedestrian pathways that enable movement within the Village Centre and connection to adjoining transport, residential areas and open spaces will be provided.
2. Parks in the Thirroul Village Centre contribute to the creation of identifiable spaces for the community to use as meeting, recreation and leisure areas. A sense of place will be created by implementing distinctive treatments to each park is to respond appropriately to the individual character and constraints of the open spaces.

9.1 Development Controls

- a) Provide parks with pedestrian linkages to the Village Centre. These connections will be strengthened with direct, accessible and legible pathways.
- b) Provide continuous pedestrian footpaths.
- c) Enhance the quality of open spaces by increasing useable spaces for active and passive recreational activities.
- d) Ensure appropriate landscape treatments exist along pedestrian access ways.
- e) Provide storage facilities for bicycles.

Refer to Figure 5.

10 PUBLIC TRANSPORT

10.1 General

1. Public transport access for the local community and tourists will be integrated with the Village Centre to provide linkages to buses, trains and taxis that service the area.

10.2 Development Controls

- a) Provide bus stops as indicated in Figures 7 and 789.
- b) Bus shelters must be located at every bus stop.

11 PARKING FOR VEHICLES AND BICYCLES

11.1 General

1. The location, quantity and form of parking areas are a critical component of achieving an accessible and sustainable Village Centre. Parking will be provided in the form of designated car park areas and on-street parking. Car park areas allow for the clustering of a large number of spaces while on-street parking provides high levels of access to activities and creates a buffer between passing vehicles and pedestrians on the footpath.

Refer to Figure 6.

11.2 Development Controls

- a) Maintain parallel parking along Lawrence Hargrave Drive.
- b) Provide on-street parking as indicated in Figure 6.
- c) Pedestrian safety must be provided for in the design of parking areas.
- d) Incorporate pedestrian access into vehicular laneways where car parking areas for retail and commercial activities would otherwise be inaccessible to pedestrians.
- e) Provide rear vehicle access lanes as indicated in this part of the DCP, if site amalgamation occurs.
- f) Redevelopment of properties within the building envelope controls between Lawrence Hargrave Drive, McCauley Street and Raymond Road should provide rear service access. This need not entail the proposed street (or part thereof) to be dedicated unless the scale of redevelopment justifies this.
- g) Parking entry and exit ramps must be at grade for an entire car length before crossing the pedestrian pavement, so that drivers have a level space from which to stop their vehicles and look for pedestrians.
- h) Well-lit parking areas must be provided for night time use.
- i) Parking areas must contain shade trees to interrupt the mass of the car park and so that they shade 70% of the surface area within 10 years of planting.
- j) Driveways must have minimal impact on developments to the street and/or laneway through appropriate design measures.
- k) Provide surface parking for retail / commercial uses in accordance with the Car Parking requirements contained in Part E of the DCP.
- l) Residential parking standards must be in accordance with the Car Parking requirements in Part E of the DCP.

- m) Council will consider parking concessions where sufficient market evidence indicates that this is acceptable.
- n) Parking for residential uses can be underground.
- o) No additional access to Lawrence Hargrave Drive will be provided unless exceptional circumstances apply.
- p) Where rear service lanes exist or can be created in redevelopment, parking or servicing must not access Lawrence Hargrave Drive.
- q) Maintain servicing areas to the rear of properties to minimise disruption to the streetscape.
- r) Provide waste servicing not from the Main Street by way of bulk waste containers.
- s) Air conditioning facilities must not be visible from the street.
- t) Promote underground car parking within the major retail portions of the Village Centre. Underground car parking is recommended for all new two or three storey developments.
- u) Vehicles must enter and exit sites in a forward direction.
- v) Provide the following minimum rates of bicycle parking for retail use;
 - i) 1 space per 300 square metres of GFA for employees;
 - ii) 1 space per 200 square metres of GFA for shoppers.
- w) A further 10 bicycle parking spaces will be provided in the Village Centre for the location of these refer to Figure 5.



Figure 5: Pedestrian and Cycle Movement



Figure 6: Parking facilities



Figure 7: Public Domain - South



Figure 8: Public Domain - North

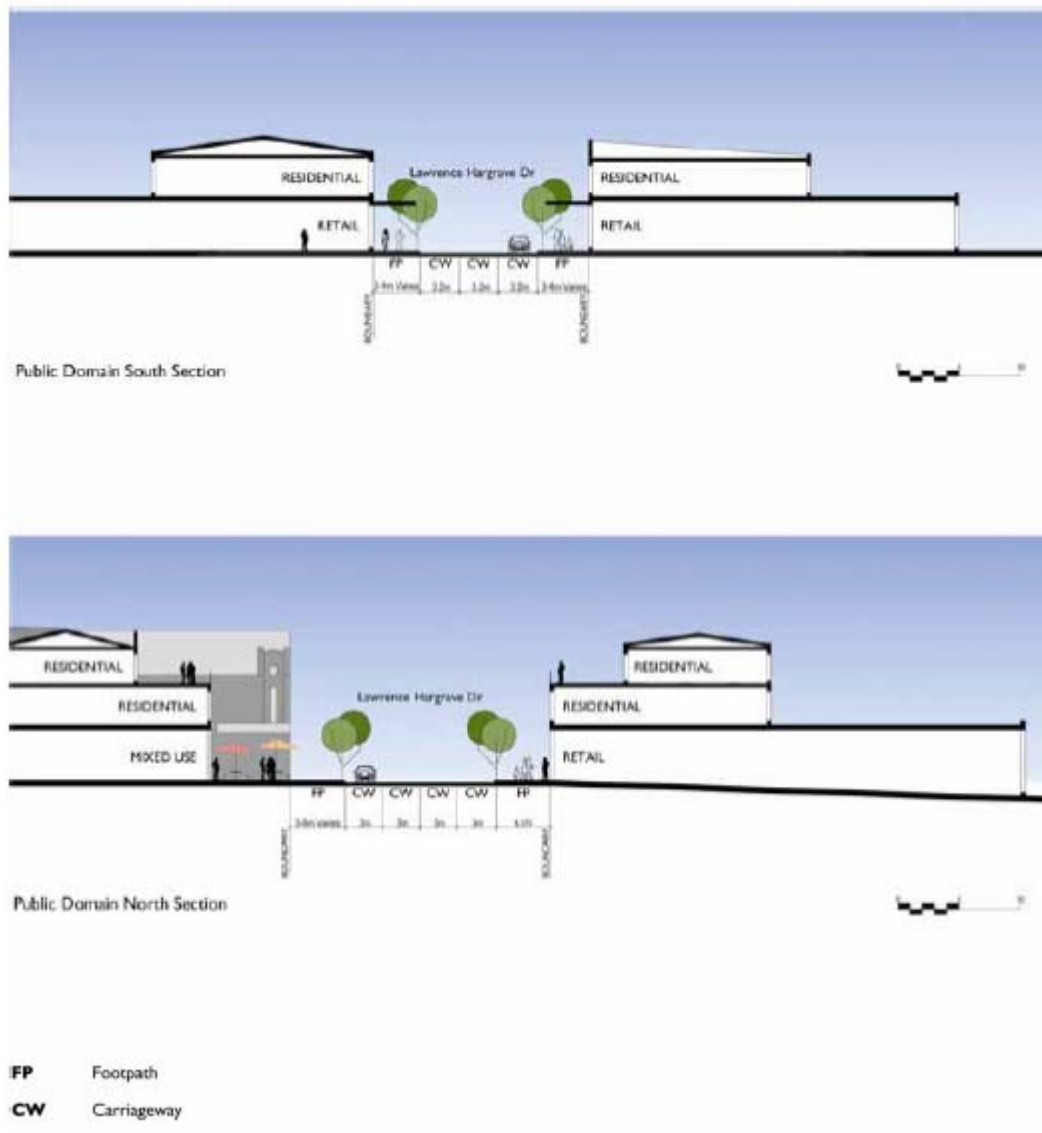


Figure 9: Public Domain - Sections

12 BUILT FORM

12.1 General

1. In order to create an identifiable and memorable environment the built form will be developed with the principle that shops must front important streets and public spaces wherever possible.
2. To retain views to the escarpment and the Pacific Ocean, three storey developments will be permitted only within the core retail area (north precinct).

12.2 Strategies

- a) Enhance the definition of public spaces in the Village Centre by maintaining a zero front setback and consistent built edges.
- b) Provide rear setbacks so that laneways and/or driveways can be implemented.
- c) Design and articulate buildings with strong vertical proportions, reflective of the existing buildings in the Village Centre.
- d) Promote a two storey built form within the southern part of the Village Centre.
- e) Promote a three storey built form with a two storey street wall within the core retail area in the northern part of the Village Centre to maintain a village scale.
- f) Enhance and improve street character through providing increased setbacks in the Thirroul Plaza and Beaches Hotel vicinity so that access and visual appearance throughout the northern section of the Village Centre is maintained.
- g) Accommodate retail and commercial uses by allowing deeper building footprints for the retail component within buildings, but maintain the town centre's character by avoiding 'big box' built form typology.
- h) Limit building depth above ground floor to 18 metres to enable both residential and commercial uses to achieve cross ventilation and solar access.

Refer to Figures 12, 13, 18 and 19.

*It must be noted that site amalgamation is not necessary for development to occur.

13 BUILDING HEIGHT

13.1 General

1. Building heights contribute to enhancing view corridors, emphasising the identity and legibility to significant structures, as well as framing important views and vistas. Coordinating the scale of buildings can also assist in the development of street character. In this regard, Thirroul Village Centre is best served by a uniform building height and scale that relates well to each other and provides appropriate definition to the street.

13.2 Development Controls

Building Heights

- a) Building height is limited to two storeys except where specified in Figure 10.

Floor to Floor Heights

- a) The ground floor of a retail development must have a floor-to floor height of no more than 4.5 metres (minimum height of 4.2 metres floor to ceiling).
- b) The maximum floor-to-floor height of levels above the ground floor is 3 metres (minimum floor to ceiling height of 2.7m).

Roof Height

- a) The maximum height from the upmost level to the top of the roof is 1.5 metres (Part 5).

Refer to Section 24.2 Roof Form Controls.

14 BUILDING DEPTH

1. The building depth provided must respond to both current and potential building uses.

14.1 Development Controls

- a) A maximum building depth of 30 metres is permitted for the ground floor for retail and commercial uses unless otherwise indicated on the block diagrams.
- b) Retail and commercial buildings, with a depth exceeding 30 metres, must be sleeved with fine grain retail in order to avoid 'big box' style malls.
- c) A maximum building depth of 18 metres is permitted for the second and third storeys to accommodate for residential or commercial uses unless otherwise indicated on the block diagrams.
- d) The maximum depth for any residential use is 18 metres including balconies unless otherwise indicated in the block diagrams.
- e) The maximum depth for single aspect apartments is 8 metres from a window.

15 BUILDING SETBACKS.

15.1 General

1. Buildings in retail centres are typically built to the street and side boundaries, creating a continuous retail strip that addresses the street and is directly accessible from the footpath. The maintenance of perimeter block developments defines streets and public spaces. This pattern of development contributes to the intensity of retail developments, reinforces the potential for economies of scale and offers pedestrian amenity and weather protection particularly where awnings are provided.

15.2 Development Controls

1. *Unless otherwise indicated in the block diagram in Part 5 of this DCP the following setbacks apply.*

15.2.1 Street Setback

- a) Zero street setback and a street wall of up to two storeys to be maintained to retain the character of the locality.
- b) The third storey of a proposed development is required to be setback a minimum of 6 metres from the front building line.

15.2.2 Side Setback

- a) Buildings are to generally have zero side setbacks throughout the Northern Village, reinforcing the block perimeter character of the village centre.
- b) Separation distances between buildings, as indicated in Figure 12 are required throughout the Southern Village.

15.2.3 Rear Setback

- a) Refer to the block diagrams for other setback controls.

Refer to Part 5.

16 SITE COVERAGE

16.1 General

1. Site coverage controls refer to the percentage of the building footprint in relation to the site area. The remainder of the land should have a minimum percentage of pervious surfaces.

16.2 Development Controls

1. Mixed Use Buildings with Ground Floor Retail
 - a) The maximum site coverage for mixed-use buildings is 80% of the site.

Refer to Figures 13 and 17.

17 CONTRIBUTORY BUILDINGS

17.1 General

1. Contributory buildings are those that have cultural value or provide value to the streetscape. Contributory buildings are not necessarily heritage items.
2. Contributory buildings are indicated in the block diagrams in clause 18 of this plan.

17.2 Development Controls

- a) New developments are to refurbish and/or integrate contributory buildings.

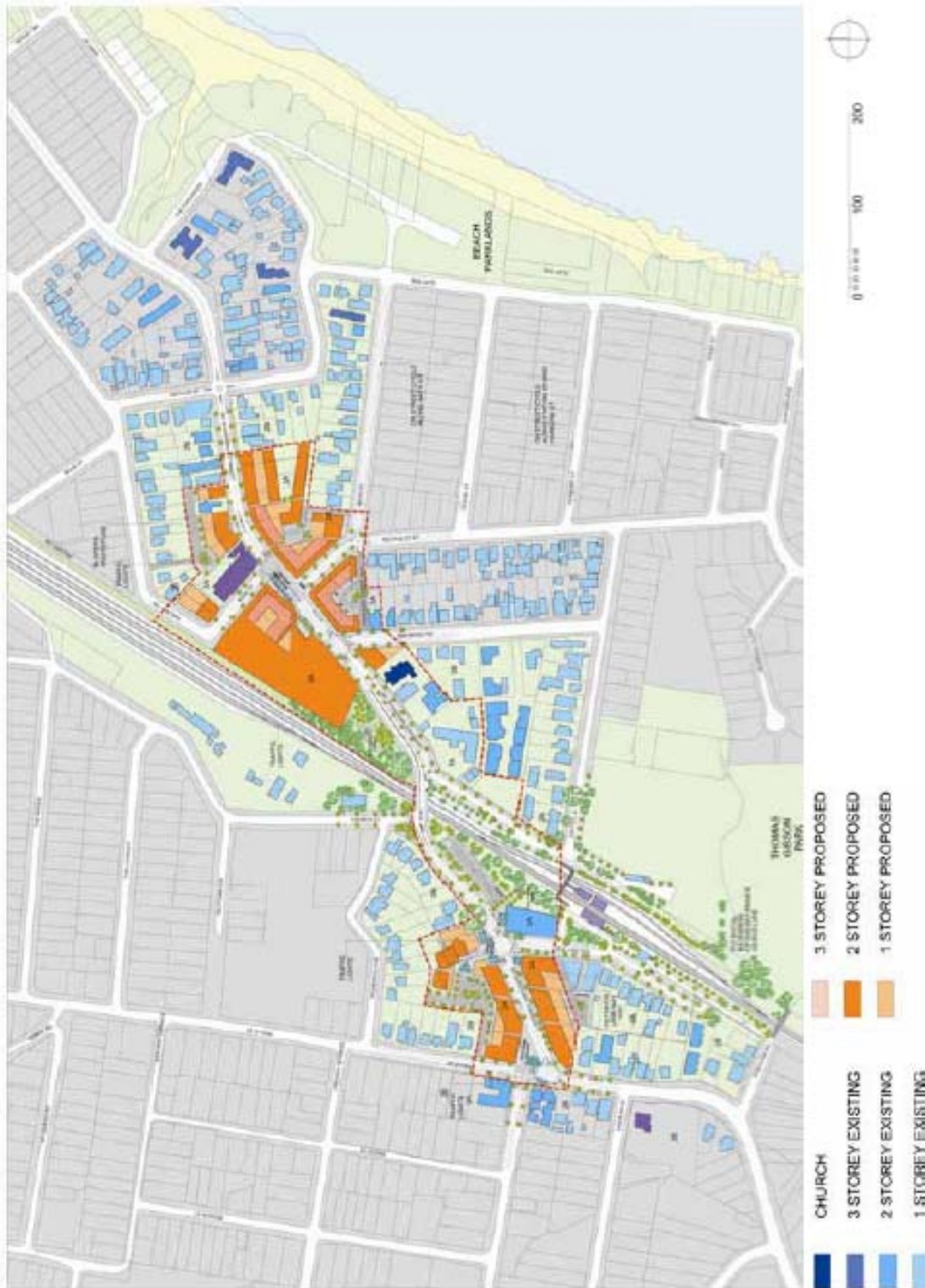


Figure 10: Building Heights

18 BLOCK DIAGRAMS

18.1 General

1. This part of the Precinct Plan sets out building envelope controls for the Northern and Southern sectors of the Thirroul Village Centre. The controls address heights, setbacks, build-to-lines, building depth and site coverage.
2. The aim of the design controls are to ensure that all development proposals are of an appropriate bulk and scale and maintain the desirable aspects of the local character, as well as taking into account environmental considerations.
3. This part of the Precinct Plan sets out the design controls for each block in the Thirroul Village Centre (refer to Figures 11 and 15). The building envelopes provided describe and give expression to required building forms and location, and may be found at the conclusion of each locality.
4. The building envelopes for the Northern Village and the Southern Village are defined by the following design controls as specified in Clauses 12 – 16 of this Precinct Plan, namely:
 - a) Building heights;
 - b) Building depths;
 - c) Build to lines;
 - d) Building setback;
 - e) Building separation; and
 - f) Site coverage.
5. The specified building envelopes are critical in achieving the desired future character of Thirroul. Any deviation from these diagrams or controls must be sufficiently justified and must be consistent with the vision and strategies contained in this plan.

18.2 Block diagrams - Southern sector



Figure 11: South Sector block diagram

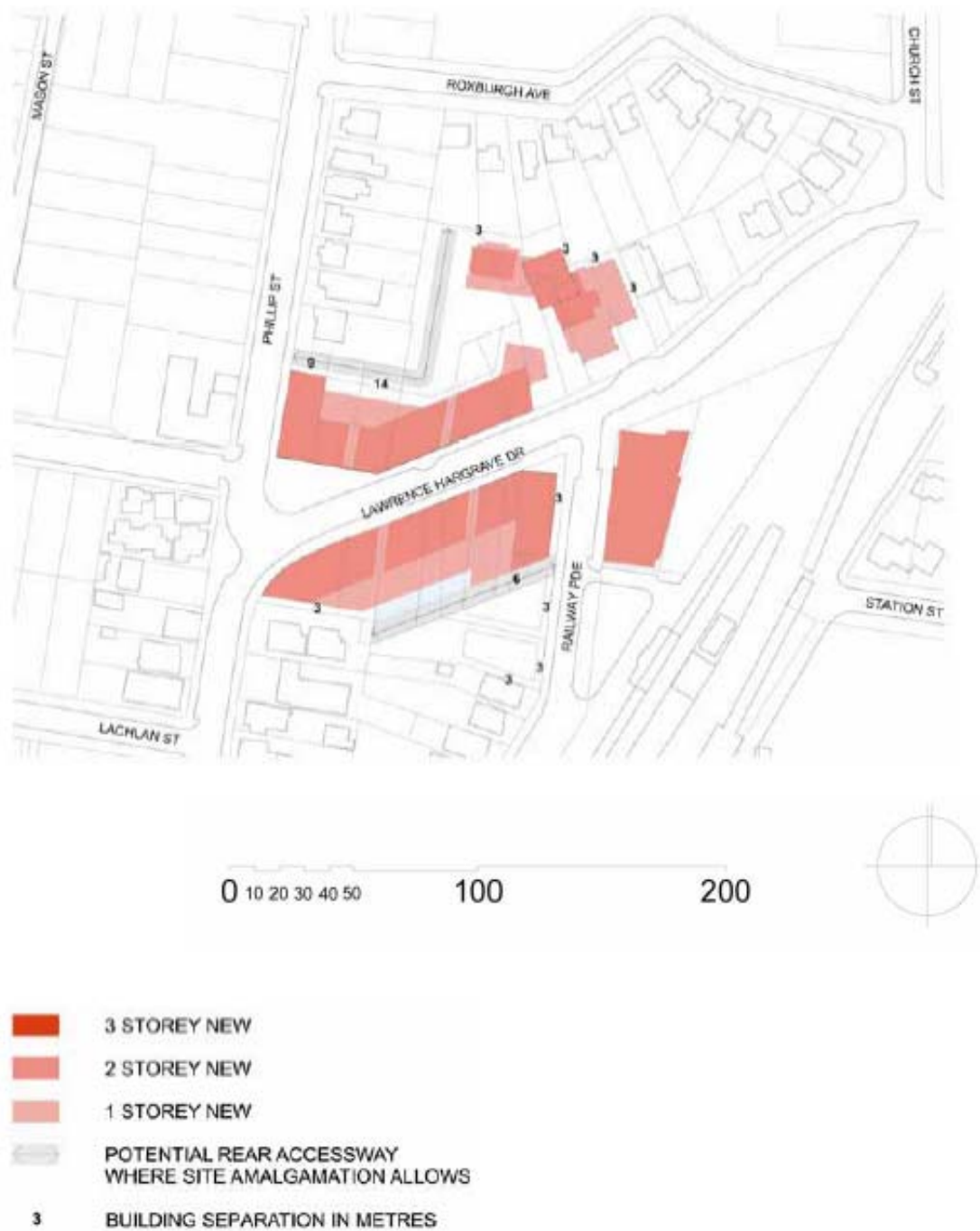


Figure 12: Building Form Control - South



Figure 13: Site coverage - South



Figure 14: Indicative Building Envelope - South



Figure 15: North Sector block Diagram

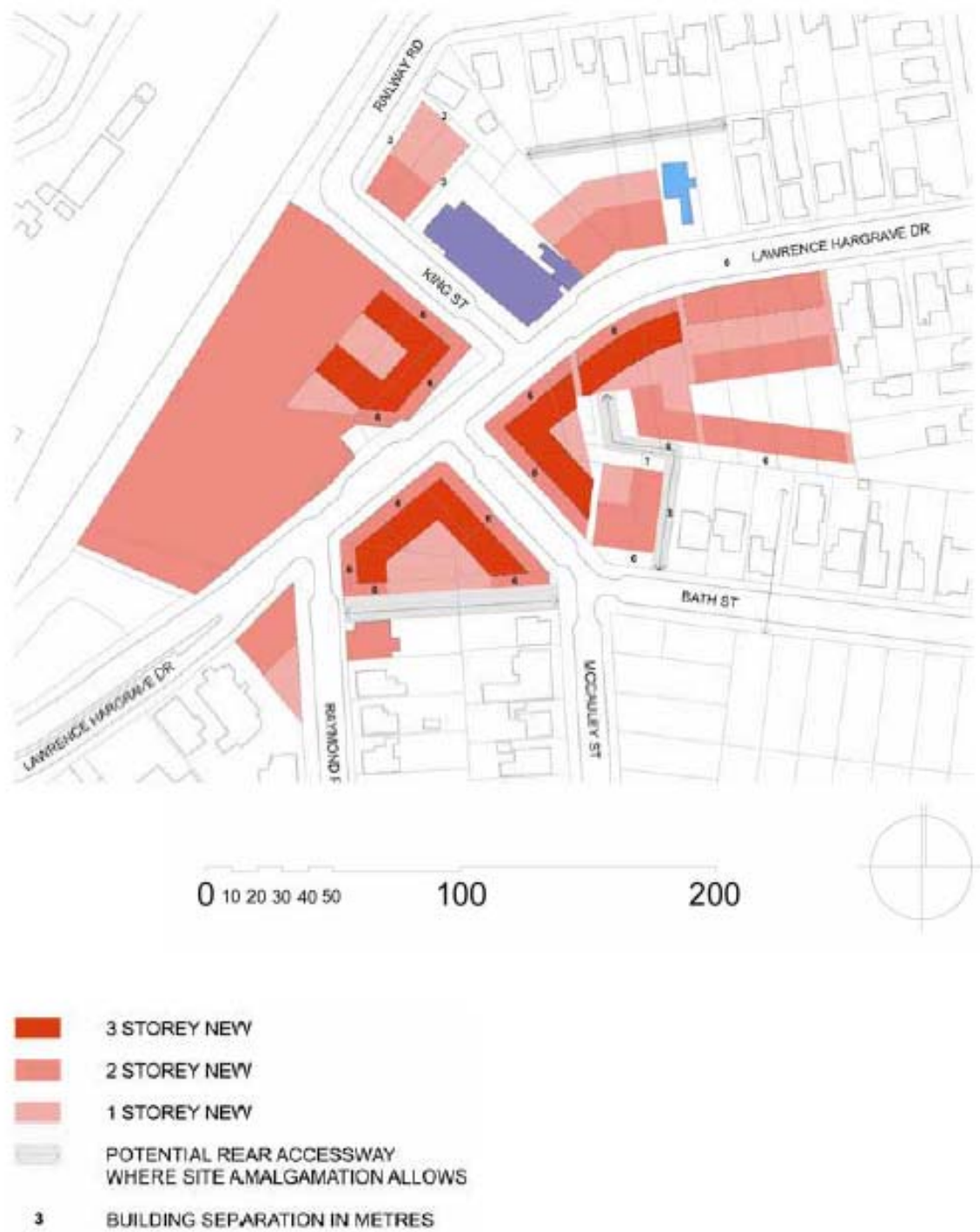


Figure 16: Building Form Control - North



Figure 17: Site Coverage - North

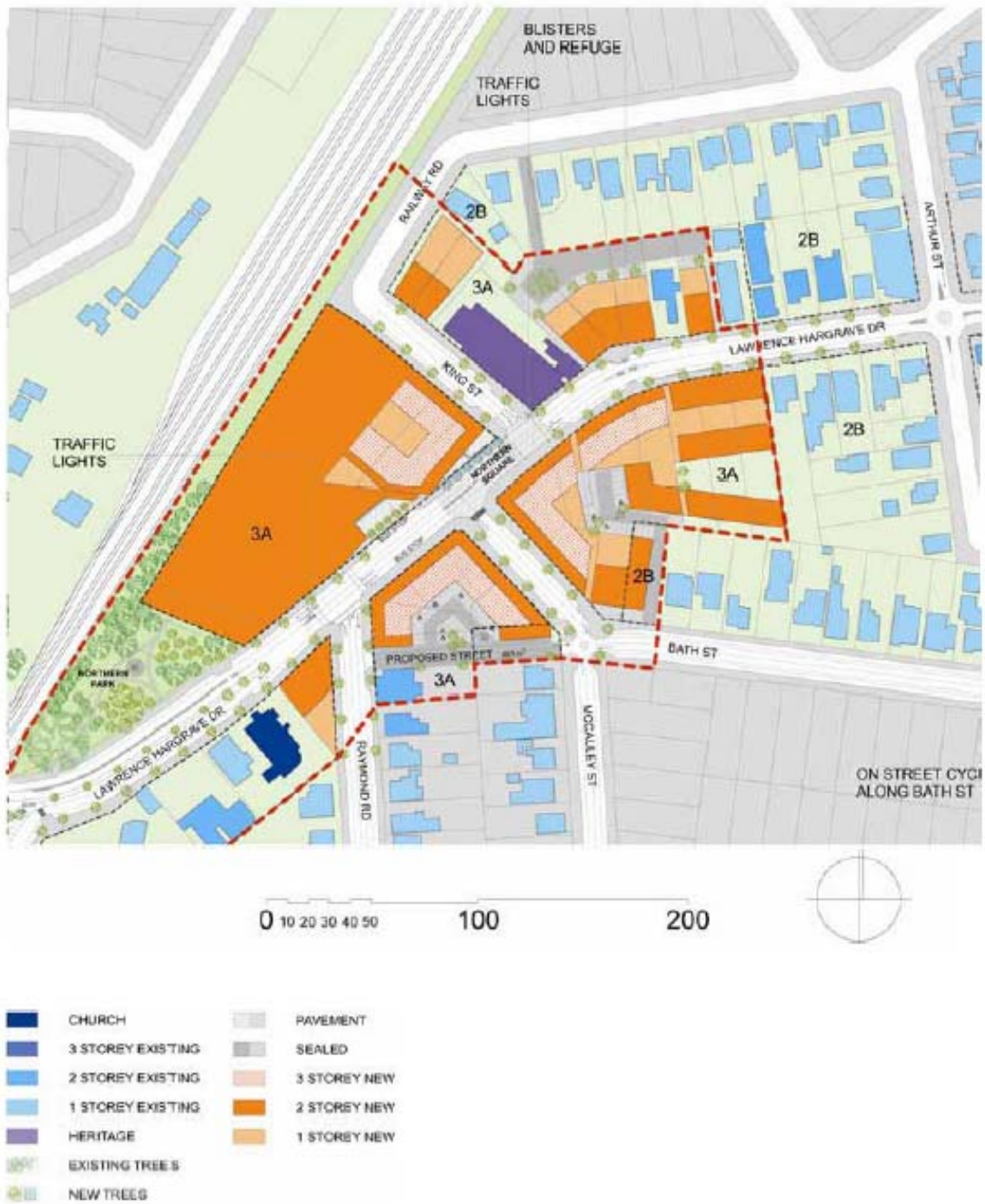


Figure 18: Indicative Building Envelope - North

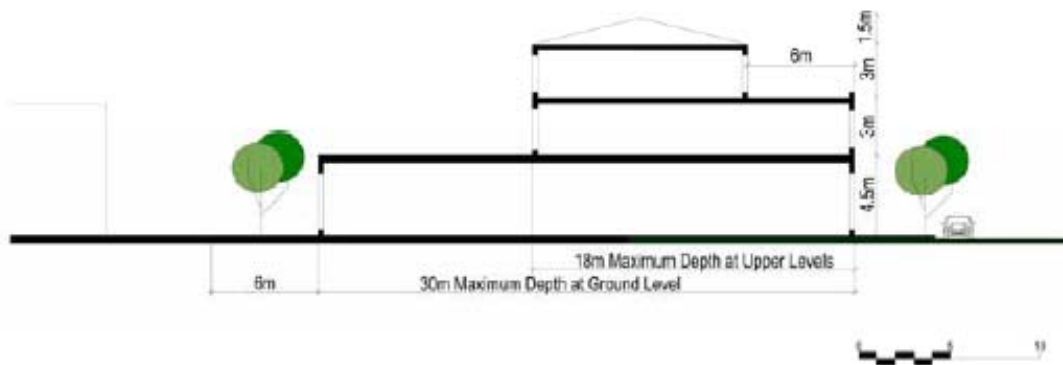


Figure 19: Generic Section/ Building Heights

19 ARCHITECTURAL CHARACTER

19.1 General

1. A high level of urban design quality is greatly dependent on the design and appearance of buildings. Well-designed buildings not only improve the character and appearance of the streetscape but also contribute to the coherence of the Village Centre.

19.2 Objectives

- a) To promote high quality architectural design;
- b) To ensure building designs reinforce the character of the street; and
- c) To ensure building designs reflect the cultural distinctness of the local culture.

19.3 Development Controls

- a) Express vertical elements within the façade rather than floor levels.
- b) Use windows with vertical proportions.
- c) Provide predominately glazed shop fronts to all ground floor retail areas and minimise blank walls at street level.
- d) Limit opaque or blank walls for ground floor uses to 20% of the street frontage.
- e) Highly reflective finishes and curtain wall glazing are not permitted above the ground floor.
- f) All buildings must express internal functions in their facade.
- g) Adopt vertical emphasis above awnings and avoid horizontal emphasis, particularly broad opaque, blank walls, and horizontal windows above the awning level.
- h) Articulate and fragment building walls addressing the street to add visual interest.
- i) Emphasise built form corners that are significant in the urban form of the Village Centre without adding additional height or obstructing existing views to the escarpment.

Refer to Figures 20 to 22.

19.3.1 South Village

- a) Development must not be more than 2 storeys in height.
- b) Maintain the existing built form, characterised by separations between buildings that create framed views of the Illawarra Escarpment.
- c) Maintain the existing height and scale of the existing patterns of development along both sides of Lawrence Hargrave Drive.
- d) Implement a continuous street wall that maintains the traditional strip retail character of the locality.

Refer to Figure 20.

19.3.2 North Village

- a) Development must not be more than 3 storeys in height, with the upper storey set back a minimum of 6 metres from the street.
- b) Maintain the architectural character of the Northern part of Thirroul Village by responding to its proximity to Thirroul Beach and also to its surrounding residential areas.

- c) Implement a continuous two storey street wall along Lawrence Hargrave Drive; and
- d) Three storeys in the area confined to the vicinity of McCauley Street and King Street to increase the vibrancy of Thirroul's core retail identity.

Refer to Figure 21.

19.3.3 Beaches Hotel

- a) Maintain a 75% solid to void at building ends on Lawrence Hargrave Drive frontage.
- b) The third floor setback is a minimum of 6 metres recessed from the building line.
- c) Balconies addressing the street must be recessed.
- d) Third floor roof forms are specified as monopitch skillion sloping to either the east or west.

Refer to Figure 22.

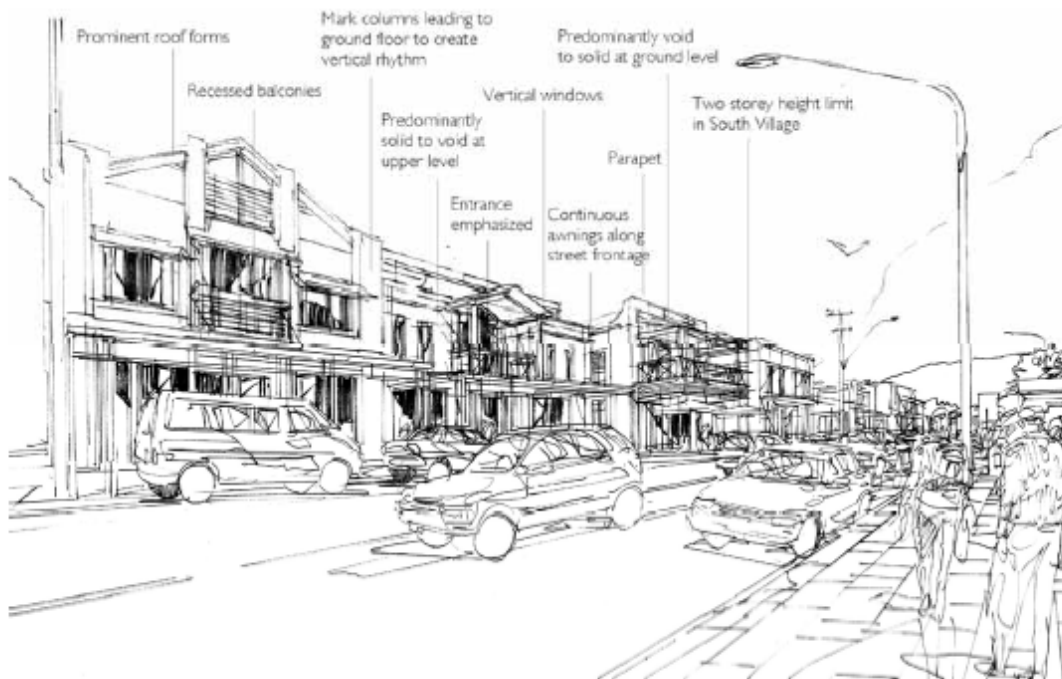
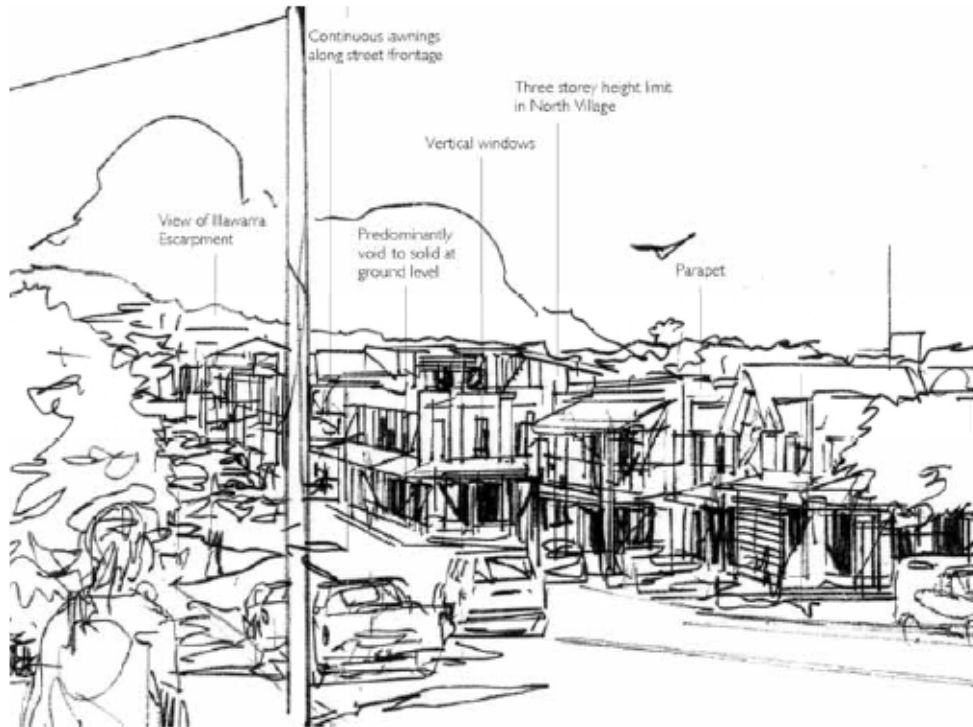


Figure 20: South Village



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Figure 21: North Village

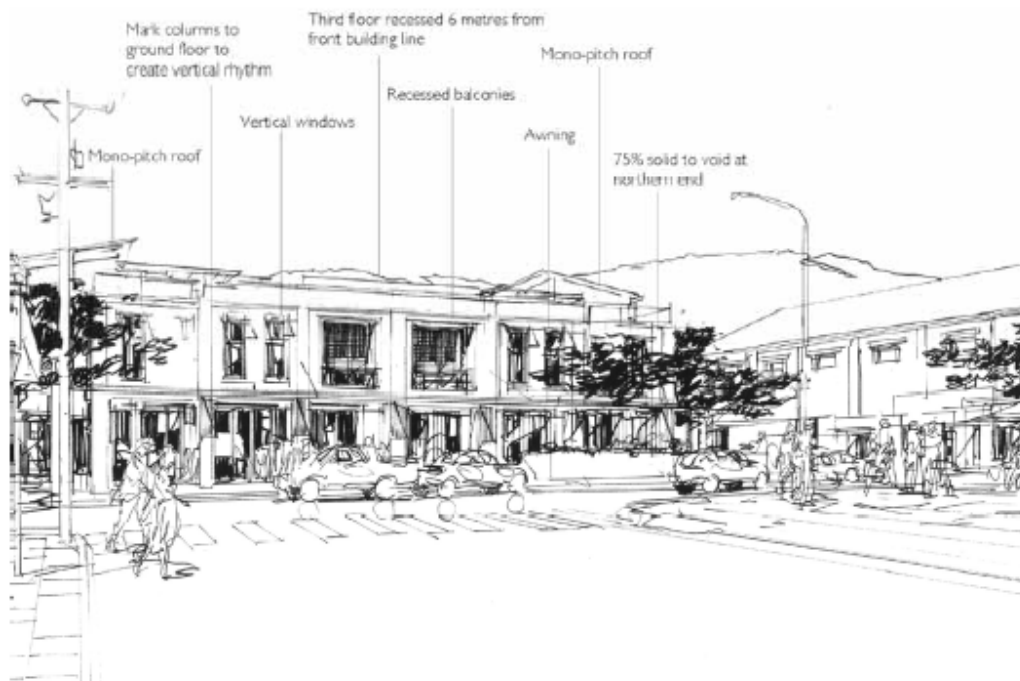


Figure 22: The Beaches Hotel

20 AWNINGS

20.1 General

1. Awnings are used to define active street uses and provide pedestrian amenity in the form of weather protection.

20.2 Objectives

- a) To provide weather protection and improve pedestrian amenity.

20.3 Development Controls

- a) Provide continuous awnings along the street frontage to all new developments within the Village Centre.
- b) Provide awnings in modules to match building frontages.
- c) Provide almost flat awnings with slim vertical fascias and/or eaves (not to exceed 300mm).
- d) Awnings are to be located over all building entries to indicate entry points.
- e) Awnings must be setback from the kerb a minimum of 600mm and where possible have a minimum depth of 3 metres.

21 ADVERTISING AND SIGNAGE

21.1 General

1. Signage is used to identify and promote uses within a building and should not detract from the visual character of the street.

21.2 Objectives

- a) To ensure signage does not detract from the architectural character of the building or contribute to the visual clutter of streets.
- b) Signage should convey business identification information in an attractive manner and be at a compatible scale to the building.
- c) To ensure appropriate and equitable provisions for signage for businesses.
- d) To promote signage that does not detract from the built form when viewed from key vantage points.

21.3 Development Controls

- a) The scale and placement of signage should be compatible to the signage on adjoining buildings.
- b) The design of signage must respond to the architectural elements of the building and adjoining buildings.
- c) Wording is limited to the identification of business activities and persons occupying the premises. Images associated with the business name, activities or persons, such as logos are permitted.
- d) One under awning sign not exceeding 2.5m x 0.5m is permitted per shopfront. The sign should be a distance of 600mm from the kerb line.

- e) Window signs shall not obscure more than 30% of the area of any window and are permitted on street level.
- f) Window signs are permitted on the first floor of buildings to enable the identification of businesses that are not associated with uses on the ground level. The sign should not obscure more than 20% of the area of any window.
- g) A top hamper sign should be positioned above the head of the door way or window on street level. The maximum width of the sign is 600mm with a total area not greater than 5 square metres.
- h) Illuminated signs are permitted only where Council is satisfied that signs do not detract from the character of the building or the street during daylight. The proposed colours of signs must not distract motorists or pedestrians from traffic signals particularly at night.
- i) Flashing neon signs, above awning signs, vertical projecting wall sign, billboards and roof signs are not permitted.

22 ACTIVE STREET FRONTAGES

22.1 General

1. Active street frontages within the Village Centre will be created with continuous built form and retail uses along the ground level.

22.2 Objectives

- a) Provide separate street addresses for retail, residential and commercial uses within each building.
- b) To maintain fine grain retail along main streets; and
- c) To ensure shop fronts address the street.

22.3 Development Controls

- a) The street address to residential, retail and commercial uses within each building is required to be separate.
- b) The uses of basements are to be limited to car parking, servicing and access to upper floors.
- c) Appropriate materials and treatments such as slip resistant materials, tactile surfaces and contrasting colours must be used at building entries to ensure legibility and safety for all users.
- d) Shop fronts along all streets must be predominately glazed and accompanied by an entry.
- e) Roller shutters on shop fronts are not permitted unless they provide adequate visual permeability.

23 BUILDING ENTRANCES

23.1 General

1. Building entrances provide an interface between the public and private domain. Entrances give a building an identity and define the entry to the street.

23.2 Objectives

- a) To provide an identifiable and desirable street address to each building.

23.3 Development Controls

- a) Entrances are to be visible from the street and well lit.
- b) Entrances must accommodate the movement of furniture.

24 ROOF FORMS

24.1 General

1. The relative consistency in roof height and form assists in defining the street wall and the cohesiveness of the retail frontage.
2. A range of roof forms and parapets contribute to the skyline or silhouette of the Village Centre.

24.2 Objectives

- a) To ensure roof forms contribute to the proposed character of the Village Centre;
- b) To ensure the prominence of the roof forms and parapets; and
- c) To ensure new developments incorporate well-designed rooftops that add visual interest to the skyline when viewed from street level or surrounding key vantage points.

24.3 Development Controls

- a) The maximum slope of a roof must be 20 degrees.
- b) All roof forms and roof top elements must not exceed the maximum allowable height limit for the site. This must be in the form of 4.5 metres for the ground floor, 3 metres for the second and third storeys, and 1.5 metres for the roof.
- c) Use parapets in the core retail areas.
- d) Skillion and vaulted roofs are permitted.
- e) Flat roofs are not to dominate the built form.
- f) Flat roofs are not to occupy more than 50% of the total roof area.
- g) Where flat roofs are proposed, the design must incorporate parapets or rooftop features to make unsightly lift overruns, air conditioning facilities, rooftop plant and machinery obscured from view.

25 MATERIALS AND FINISHES

25.1 General

1. Thirroul Village Centre comprises a broad palette of materials, finishes, and colours. The palette contributes to the perceived image and assists in creating a memorable streetscape.
2. The selection of materials, finishes, and colours should have regard to the character of the Village Centre and the surrounding areas to allow for unity as well as appropriately responding to environmental elements.

25.2 Objectives

- a) To ensure new materials do not detract from existing materials found within the Village Centre;
- b) To use materials which reinforce building proportions and façade articulation;

- c) To encourage the use of materials and colours that respond to the natural environment.

25.3 Development Controls

25.3.1 Materials

- a) Utilise high quality and durable materials and finishes.
- b) Avoid expanses of any single material.
- c) The following materials are preferred:
 - i) Face brick with coloured render;
 - ii) Plain glass windows; and
 - iii) Timber windows.

25.3.2 Colours

- a) Avoid the use of primary colours.
- b) Colour schemes should compliment the surrounding natural environment, particularly in regards to the colours from the escarpment and the coastline. These colour schemes include but are not limited to natural shades of:
 - i) Sand
 - ii) Ochre,
 - iii) Turquoise and
 - iv) Light blue green.

26 VISUAL AND ACOUSTIC PRIVACY

26.1 General

- 1. When managing the impacts of a new development, the ability to maintain adequate visual and acoustic privacy is a critical contribution to the quality of life.

26.2 Objectives

- a) To minimise the direct overlooking of internal and external living areas through site layout and building layout, the location of windows and balconies, the design of windows, as well as the use of screening devices; and
- b) To ensure adequate visual and acoustic privacy to residential developments in the Village Centre and associated private open spaces.

26.3 Development Controls

26.3.1 Visual Privacy

- a) Provide adequate distances between opposite windows and private open spaces.
- b) Comply with:
 - i) 6 metres between non habitable rooms in adjoining buildings;
 - ii) 9 metres between a habitable room and a non-habitable room in adjoining buildings; and

- iii) 12 metres between two habitable rooms in adjoining buildings.
- c) Ensure adequate screening between balconies.
- d) Offset windows from one building to another building to minimise overlooking.
- e) Orientate the main living spaces within apartments to the street and/or rear gardens.

26.3.2 Acoustic Privacy

- a) Design the internal layouts of apartments and the location of courtyards, terraces / balconies, and openings to minimise noise transmission.
- b) Sound insulation requirements between separating floors, ceilings and walls of adjoining dwellings must exceed the Building Code of Australia minimum specifications.
- c) Incorporate noise attenuation measures, such as double-glazed windows in all development.
- d) Minimise the noise impacts of goods and service deliveries as well as waste and garbage collections.
- e) Minimise the noise impacts associated with restaurants and cafes.
- f) Any residential development above entertainment venues must address this potential conflict at conceptualisation stage and lodge a noise report with the development application. Council's conditions of consent may include limited hours for noisy activities and / or requirements for acoustic treatment.

27 SOLAR ACCESS, OVERSHADOWING AND NATURAL DAYLIGHT

27.1 General

- 1. Where a new development is proposed, reasonable access to sunlight for living spaces within existing buildings and existing private and public open spaces need to be maintained. Likewise, new buildings need to be designed to maximise access to natural daylight in all living areas.
- 2. Solar access is a major determinant of environmental comfort. Good passive solar design solutions offer a resource and financial benefit by reducing the need for artificial heating and cooling.

27.2 Objectives

- 1. To maximise the use of natural light and reduce energy consumption;
- 2. To ensure new developments will not unduly overshadow public open space, or unduly impact on the solar or natural daylight access to habitable areas and rooms of other dwellings;
- 3. To ensure building layouts facilitate good solar access to both internal and external living spaces; and
- 4. To minimise the need for artificial lighting during daylight hours.

27.3 Development Controls

- a) Comply with BASIX Design Guidelines.
- b) Ensure that habitable rooms receive a minimum of 3 hours of sunlight between 9:00am and 3:00pm on the winter solstice (21 June).

- c) Principal private open space must receive at least 3 hours of sunlight to 50% of its area 9.00am and 3.00pm on the winter solstice (21 June).
- d) Access to sunlight is to be substantially maintained so that private and public open spaces and existing windows of all habitable rooms in adjoining buildings receives at least 3 hours of sunlight between 9:00am and 3.00pm on 21 June.
- e) Provide certified shadow diagrams prepared by a suitably qualified person such as an architect, engineer or a town planner that accurately describe the overshadowing impact of the proposed built form.
- f) Design dwellings so that main living areas are north facing, or oriented toward the primary outlook and aspect, for example street frontage or courtyards.
- g) Locate living spaces and open spaces to maximise access to sunlight.
- h) Provide south facing units with alternative orientation to ensure the provision of solar access.
- i) Locate non-habitable rooms such as laundries, bathrooms and kitchens in the southern parts of the buildings, unless the primary outlook and / or aspect are in a southerly direction.
- j) Provide adjustable shading devices for shading and glare control.
- k) Ensure windows are of adequate size and proportion to maximise access to natural daylight.
- l) Use reflected light from light coloured walls and ceilings.
- m) Appropriate insulation must be used to achieve the best possible energy efficiency. Roofs and ceilings must achieve an R-value of 3 whilst walls must achieve an R-value of 1.5.
- n) Building design and construction to include large eaves, shading on windows, insulation in ceilings (walls and floor) and materials with high thermal mass.
- o) Developers are encouraged to make considerations for new developments to harvest and reuse rainwater, as well as the possibility of roofs that accommodate photovoltaic cells.

28 GLOSSARY OF TERMS

The following glossary assists in defining terms which are used throughout the DCP.

Access way means any internal street or driveway providing local access for shared traffic, pedestrian and/or recreation use, but with pedestrian priority within a development. An access way does not include a vehicular ramp or driveway crossing defined elsewhere within this DCP.

Acoustic privacy refers to the measure of sound between dwellings, and between external and internal spaces.

Balcony means an open area above ground level, not being an enclosed room or area, attached to or integrated with a dwelling for the exclusive enjoyment of the occupant or occupants of a dwelling but does not include a basement podium or roof terrace defined elsewhere within this DCP.

Basement podium means the structure over any portion of the basement or sub-basement. The basement podium may be accessible for use from the dwelling/s it adjoins and does not include a balcony or roof terrace defined elsewhere within this DCP.

Block refers to a group of subdivided lots, the edge of which is bound by public roads, and in some cases, public roads and public open space.

Building envelope means a three dimensional shape within which a development must fit. It defines the limits for the siting (including setbacks) and height of any dwelling or buildings.

Building footprint means the area of land measured at finished ground level that is enclosed by the external walls of a building.

Building height means the vertical distance between the natural or finished ground level (whichever is the lowest) and the ceiling level of the uppermost storey, and is defined in terms of storeys and height in metres.

Communal open space means useable shared open space within the proposed development for the recreation and relaxation of all residents of a multi-unit housing development.

Car space means the area of pavement to park one car and is usually delineated.

Council means Wollongong City Council.

Driveway crossing refers to a roadway extending from the edge of the frontage roadway to the property boundary to connect to the first vehicular ramp or access way encountered and carrying one or two way traffic.

Dwelling means a room or number of rooms occupied or so used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.

Floor means that space within a building, which is situated between one floor level and the floor level above, or if there is no floor above, the ceiling of roof above.

Finished ground level means the level of the finished ground surface.

Habitable room means a room used for normal domestic activities, and:

Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room and sunroom; but,

Excludes a bathroom, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, laundry, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Height measured in metres means:

The vertical distance measured between natural or finished ground level (whatever is the lowest) at any point at which the building is sited, and the ceiling of the topmost floor of the building above that point; and

Foundation spaces, garages, workshops, store rooms and the like which do not project more than 1 metre above natural ground level (at any point) are not counted as storeys.

Height measured in storeys means:

The number of storeys is the maximum number of storeys which may be intersected by the same vertical line, not being a line which passes through any wall of the building;

Roof space will not be considered as a storey if the roof angle is less than 36 degrees, that is, the angle between the top story ceiling of the dwelling and the roof slope from the gutter to the roof ridge cannot exceed 36 degrees; and

Roof space will not be considered as a storey if the angle between the parapet and the roof ridge is less than 36 degrees.

Heritage items means:

A building, work, archaeological site or place specified in an inventory of heritage items that is available at the office of the Council.

Pervious surface is material that allows water to pass through to the soil below.

Living area means a room used for normal domestic activities excluding non-habitable rooms and bedrooms.

Lot refers to an allotment of land.

Natural ground level means the level of the ground surface before any changes have been made by human operations such as excavations or filling.

Parapet means a low protecting wall or railing along the edge of the roof.

Roof terrace means the flat roof over any portion of the building, which is both directly accessible for use from the dwelling/s it adjoins and also open to the sky, except for a pergola or similar sun control devices. A roof terrace may be designated for either private or communal open space purposes but does not include a balcony or basement podium defined elsewhere within this DCP.

Setback means the distance between the boundaries of a lot and the external wall of a building erected or proposed to be erected.

Shadow means that caused by a proposed structure, together with any existing structures to be retained. It does not include that cast by trees and vegetation or boundary fences.

Shop means a building used for the purpose of selling by retail or hiring or displaying (whether goods or materials); but does not include a bulky goods salesroom or showroom.

Site area means that area of land to which an application for consent relates.

Storey means a floor within a building, including a floor used for storage or parking, but not including:

A roof, or part of a roof, used as an uncovered garden, terrace or deck;

Useable roof space;

Basement or sub-basement car parking areas as defined; or

Sub-floor areas not greater than 1.5m in height above the natural or finished ground level (whichever is the lower) when measured adjacent to side and / or rear boundaries.

Vehicular ramp refers to a vehicular circulation roadway which connects a driveway crossing to an internal off street car park on a substantially different level, or which connects two levels in a multi level car park.