

Chapter 2

Commercial Development

Urban Design in the Lismore CBD

and the Lismore Health Precinct Brewster Street B3 Commercial Core Zone Precinct

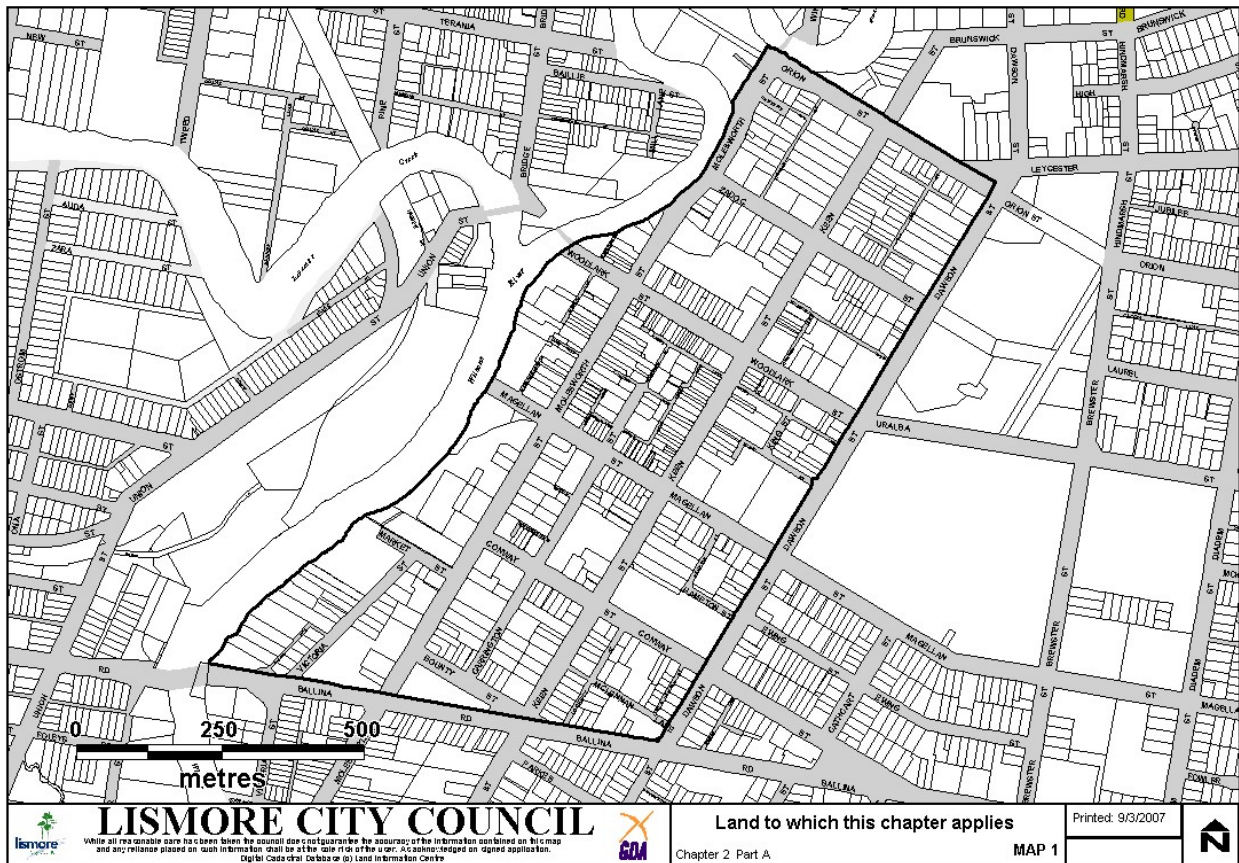


Part A - Urban Design in the Lismore CBD

A.1 Purpose

The purpose of Part A is to identify general design principles for new and renovating buildings within the CBD (as shown on Map 1). Design principles include protection of building occupants and pedestrians from the extremes of Lismore weather, ensuring access for the disabled, incorporation of crime prevention measures and recognition of Lismore's heritage values.

Map 1 – Land to which Part A of this chapter applies



Urban design seeks to preserve and enhance the aesthetic and amenity qualities of an area. The quality of the built environment is a key factor which sets the stage for all economic activity and influences the local and regional image of a commercial precinct. Good urban design responds to local features and needs as well as having the ability to strengthen economic life and improve prosperity within a CBD. Design of Lismore's urban environment is vital to the city's economic competitiveness within the region. The design quality of the urban landscape affects the city's ability to attract investment and generate wealth, which is vital to the economic and social fabric of the city. By adopting and implementing good urban design principles, function and amenity within the CBD will be improved for the businesses, employees, their patrons and visitors alike.

Historically significant buildings contribute to the identity of the CBD. It is important to prevent loss of character through permitting new buildings which are inappropriate to their setting by reason of architecture, scale, bulk, form, material, or colour. Existing buildings should be well-maintained and future development designed in such a way as to avoid compromising the appearance of existing buildings and the streetscape.

Adequate weather protection will enhance the attractiveness of walking, assisting in reducing traffic in the area by allowing shoppers to park and walk comfortably to their destination without fear of excessive heat, cold, wind or rain.

Urban weather protection is not entirely the responsibility of commercial developers. Parks and other public places in the CBD should include areas where day to day activities can be undertaken in conditions which are comfortable and protected from exposure to sun, rain and wind.

A.2 Objectives of Part A

The primary objective of this Chapter is to create an aesthetically pleasing, comfortable, safe and functional CBD streetscape environment, which exploits and improves upon the existing distinctive built form and locational attributes of the city.

New buildings, or redevelopment of existing buildings, should include in their design

- Weather protection for pedestrians
- Energy efficiency
- Crime prevention design principles
- Disabled access
- Respect for streetscape and adjoining buildings.

A.3 How to Use Part A

This Part sets out Lismore City Council's requirements for the incorporation of measures for weather protection, energy efficiency, disabled access, respect for streetscape and heritage values and crime prevention to be included in new and renovating buildings in the central business district.

The part contains:

- an overview of guidelines for development, and
- specific requirements and advice regarding design, including roof form, doors and windows, heritage values, scale/mass, setbacks, materials, colour and signage.

The relevant sections of this Chapter must be studied by an applicant **before** a building is designed and a building subject to this part of the DCP must comply with the DCP principles. Council acknowledges that attempting, either by negotiation or condition of consent, to add the required design attributes to a building **after** it has been fully designed, may result in a poor outcome. If considered early in the design process inclusion of the required design elements can be easy and cost effective.

Council will assess each application on its individual merit, taking into account the adjacent building design, context and form as well as the overall character of the surrounding streetscape.

A.4 Lismore CBD Characteristics

The Lismore CBD is the financial and commercial centre of the Lismore region and currently supports a large range of commercial and light industrial activities including retail shops, workshops, offices, banks, hotels and a cinema. Most retail activity in Lismore is centred on “the Block”. This was the block on the original village plan bounded by Molesworth, Magellan, Keen and Woodlark Streets. Social and economic factors, architectural fashions and statutory control have determined the form of Lismore’s Central Business District.

Although the majority of buildings in the precinct are relatively undistinguished in terms of individual architectural integrity, a variety of architectural styles are evident amongst the facades which often go unnoticed above shop front awnings and advertising signs. Sections of the CBD have been affected by unsympathetic, modern developments. Some buildings actively disrupt the rhythm of the streetscape. The flood liability has resulted in less capital improvement in the precinct.

Surveys of the Central Business District have identified a number of short-comings for pedestrians particularly in regard to weather protection, the general aesthetics and consistency of facades and awnings. For example, recently constructed buildings on the west side of Molesworth Street provide little shelter from weather for pedestrians.

A.5 Historical Development

Lismore’s CBD character is a reflection of its historic sporadic development. The consequences of this are evident in the diverse nature of designs and the types of materials used in construction. The majority of the building stock dates from the twentieth century and heritage buildings are dispersed throughout the precinct with the prime groupings in Molesworth Street. Brick buildings predominate although a number of rare sandstone examples exist.

The appearance of Lismore’s CBD changed markedly in 1938, when Council decided to apply Section 267 of the *Local Government Act, 1919* to enforce the removal of all post supported verandas in business streets by July 1, 1940. Cantilevered awnings began to appear in 1941, the policy resulting in redevelopment of some sites fuelled by a need to incorporate replacement awnings.

Development since 1950 has generally been of a scale that has a lack of sensitivity to human comfort at a street level. Some recent commercial development has not been sympathetic to the character of the CBD in terms of both built form and materials used. The inconsistent character of building stock has been referred to undesirably in a number of studies of the area such as the Lismore City Wide Heritage Study.

A.6 Urban Design Initiatives

In 1991 Council proposed a City Centre Strategy which addressed:

- Urban design and landscape;
- Land use, employment and retail analysis;
- Traffic and parking; and
- Public Consultation.

As a result of this Strategy a plan for upgrading CBD infrastructure and streetscape was prepared and is being implemented as funds permit.

A.7 General Guidelines

The guidelines for the CBD are intended to reinforce the existing urban form and character.

Building forms within the CBD should:

- Relate to Lismore's climate by incorporating weather protection elements for pedestrians;
- Draw from local issues, including cultural, existing built form, landscape and other environmental influences;
- Not detract from existing vistas and views;
- Be energy efficient;
- Make a positive contribution to the streetscape; and
- Be compatible with local heritage values.

A.8 New Buildings (Infill Development)

Infill development is a term used when a new building is to be built amongst old in an established streetscape. The designer should always take into account the height and proportions of neighbouring buildings and continue themes common to these buildings while introducing contributory elements that are unique to the new building.

The first principle of infill development is to be guided by the established character of the area, to clearly identify the elements that contribute to the special qualities of the place. The aim should be to harmonise with and complement the existing streetscape fabric rather than competing with it. It should not try to dominate its surrounds, but relate sympathetically with existing scale, mass and proportion.

The following principles should be observed when infill development is being established:

- Ensure new buildings maintain an appropriate scale, mass, detail and continuity of facade to the street; for example, bulky buildings can be broken into smaller components to better reflect the character of the neighbours;
- Infill development should be of contemporary design. It is essential however that the design is sympathetic to adjoining developments and the existing streetscape;
- The principles of energy efficiency should be used in the design of the new building.
- Unless the building is set back from the street, the street frontage should contain elements to protect pedestrians from weather extremes.
- Where the proposal is to establish a traditional veranda style structure, it must be of construction and design that will safely absorb vehicular impacts and not obstruct pedestrians using the footpath; and
- A pedestrian friendly environment should be created as part of any new development and should be suitable for disabled access.

Corner Buildings

In the event of a corner block becoming available for development the design should make an effort to address the corner either in the form of a building itself, or in the awning treatment. Particular care needs to be taken with corner allotments as they have a greater impact on the overall impression of the street than the more central sites and can contribute greatly to the character and identification of the area.

Shop Fronts

While there is no need to faithfully recreate the earlier style of shop front, the design should harmonise with and complement the existing streetscape character.

Large Scale Developments

Large-scale developments such as shopping centres, registered clubs, bulky goods premises and office premises are particularly difficult to integrate unobtrusively into the streetscapes of older regional urban centres. Developments of this scale have potential to dominate the streetscape and accordingly careful design is required. Building facades should relate to the street and be of a human scale. It is important to minimise visual impact by breaking up the expanse of the facade and there are a number of methods by which this can be achieved:

- Horizontal elements such as awnings and cornice detailing may be introduced;
- The roofline can be broken with a pediment or rounded elements;
- Plantings, landscape elements and lattice screening can be used to integrate the development into the landscape; and
- Large walls or facades should incorporate vertical and horizontal elements or shop fronts to break up the massing of the buildings.
- Minimising the use of bright or intrusive colours.

A.9 Additions to Existing Buildings

Complete or partial demolition of any building requires development consent from Council.

When renovating or adding to an existing building within the CBD precinct, the following requirements apply:

- Any redevelopment should retain a form and scale that complements the existing streetscape;
- Where possible, verandas can be reinstated;
- Ensure any additional awnings or verandahs are sympathetic to adjoining buildings and the existing streetscape;
- The materials and colours to be used in additions or renovations should be similar to and complement those used in existing structures;
- Awnings should be connected to adjoining buildings to provide continuous weather protection and should extend to the kerb line.
- The redevelopment of alleyways and laneways in compliance with the adopted streetscape plans.

Redevelopment of buildings fronting laneways will not be required to include awnings if such would conflict with traffic movement or truck deliveries.

A.10 Weather Protection

Provision of shade which screens ultraviolet radiation must be integral in the design of buildings in the CBD.

When designing and implementing for weather protection within the CBD, the following principles are to be followed:

- Buildings constructed to front property boundary are to include features to protect pedestrians from rain, wind and summer sun;
- Setting of upper levels of building back above an existing/specified parapet line, will allow mid-winter sun penetration to the street during the midday period;
- Shading devices which permit winter and exclude summer sun should be used.
- Redevelopment of buildings constructed to street boundary is to make provision for extending weather protected routes, particularly along main pedestrian routes to transport centres;
- Awnings should be designed to respect and complement the existing streetscape, character and buildings to which they are attached. Where this involves heritage items, the design and use of awnings will need to be considered carefully;
- Individual entrance canopies are generally inappropriate on frontages to streets as they tend to distract even further from the visual continuity of the streetscape;
- Buildings set back from the street are to use landscaping to enhance climate control by shading walls and windows in summer;

- All plantings should place an emphasis on shade provision wherever possible and conform with the rainforest theme currently evident in the CBD, and as proposed in the City Centre Streetscape Study, and should serve to unify the street planting environment.

A.11 Surface Treatment and Street Furniture

The term 'street furniture' incorporates all the ancillary elements of the streetscape and includes such fixtures as benches, rubbish bins, bus shelters, post boxes, bollards, signage and light standards. As well as providing an amenity to the community, street furniture has the ability to improve the visual appearance of a place. Careful selection of appropriate street furniture has the capacity to enhance and contribute to the overall attractiveness of the streetscape in which it is being placed.

The following principles should be considered when planning and designing street furniture within the CBD:

- Footpaths that are in poor condition should be replaced for both safety reasons and aesthetic ones. The treatment of footpaths should be durable and of a non-slip surface;
- A mixture of paving materials, textures and patterns can be incorporated to achieve a suitable finish and design that enhances the streetscape of the CBD. Tactile tiles should be included as they assist visually impaired people to negotiate independently through the CBD;
- The design of street furniture will vary depending on location and circumstances to which it is being placed. Preference will be given to designs which complement the existing character of the CBD and streetscape consideration shall be given to Clause 27 of AS1428.2 in the selection and location of street furniture suitable for use by the disabled.
- Street furniture is to be made from robust materials, not have components that can be easily removed and should be made of durable materials to ensure its long term use and low maintenance;
- Seating is to be constructed from comfortable and aesthetically pleasing materials.
- In public spaces provide public seating for groups as well as individuals;
- Bollards can be effective in delineating between pedestrian and vehicular areas as well as adding a decorative heritage style finish to the streetscape.
- Bus shelters should be located with consideration for the entire streetscape as well as public transport accessibility.

A.12 Disabled Access

Access for disabled persons must always be considered in the planning, designs and use of public facilities and public spaces. Access to buildings for the disabled shall comply with the Building Code of Australia.

There are a number of design principles that may be included when designing for disabled access in Lismore's CBD:

- Platform steps with short risers and wide tread are preferred;
- The provision of sheltered drop-off and pick-up points should be considered;
- Disabled carparking spaces should be close to amenities;
- Ensure access to buildings and other public spaces are available to people of all abilities;
- Changes in level of less than 150mm and single steps are to be avoided as they can easily be missed by visually impaired people;
- The tread surface on stairs should be constructed with a non-slip surface;
- At least the first step and the last step in a flight of steps should be painted white or in a light colour, or be constructed in a light material and tactile ground indicators at the top and bottom of the stair.

This is not an exhaustive list. Reference should be made to the Building Code of Australia for requirements for access for disabled persons.

Crime Prevention

Although there is growing community concern with crime statistics, research suggests that fear of crime affects people more than the actual risk to their safety. As a consequence, this perceived risk tends to limit the mobility of the more vulnerable members of our community, including women,

children and the elderly. Evidence suggests that by diminishing the opportunities of unobserved crime and ease of escape, criminal activities can be reduced.

Chapter 13 sets out design requirements for new buildings in accordance with Crime Prevention through Environmental Design principles.

Heritage Buildings

Heritage plays a vital role in Lismore CBD's cultural identity and character. Accentuation of the City's special attributes through careful consultation, planning and design is essential.

Molesworth Street retains a large amount of its heritage. Building designs in Molesworth Street therefore need to pay particular attention to the streetscape and the integrity of individual heritage buildings. In Keen, Woodlark and Magellan Streets a greater degree of flexibility may be exercised, however, several basic characteristics need to be recognised in order to maintain compatibility with existing contributory facades.

The designer should take into account the height and proportions of neighbouring buildings and continue the themes common to both buildings while introducing contributory elements that are unique to each. Elaborate details should be avoided, as should awning forms that are not traditional to the Lismore streetscape. New structures in the main street should refer to the vertical and horizontal lines evident in adjoining buildings. All future development undertaken in the CBD should recognise the heritage significance of buildings identified in Lismore LEP 2012, and in the Lismore Citywide Heritage Study, and seek to conserve rather than detract from that significance.

Refer also to Chapter 12 – Heritage Conservation.

The following design features should be considered when a development is in the proximity of an item of environmental heritage or within a conservation area:

- The character of an individual heritage item and its setting should be maintained or enhanced through careful consideration of alterations and additions or construction of new structures;
- The removal or alteration of any distinctive architectural feature should be avoided and deteriorating architectural or decorative features should be repaired rather than replaced where possible. Local Heritage Assistance Grants may be available for this purpose;
- Existing heritage buildings should form the basis for design guidelines for new development by:
 - aligning horizontal elements
 - repeating major vertical bay widths
 - re-interpreting proportion and articulation of facade components
 - providing examples of materials and colours.
- Proposals for complete or partial demolition of listed heritage buildings or buildings within the nominated conservation precincts shall be assessed in the context of the buildings contribution to streetscape and likely effect on individual architectural integrity; and
- The design, style, materials and colour for new construction shall be considered on an individual basis on the premise that contemporary styles may be more appropriate than emulating traditional designs.

Retention of Trees

Trees perform important functions of providing shade habitat and contributing to urban amenity and streetscapes. Every effort should be made to retain mature trees and shrubs on both private and public land.

Chapter 14 - Preservation of Trees or Vegetation applies to all residential, business, industrial, special use and recreation zones in Lismore. Chapter 14 provides that the ringbarking, cutting down, topping, lopping, removing, injuring and wilful destruction of any tree or trees shall not be undertaken without the written consent of Council. Council will view any contravention of these requirements

most seriously and will take legal action appropriate to the circumstances of the case against any person who does not comply with this clause.

Where Council consents to the removal of a tree, Council will normally require its replacement with two or more trees for each tree removed. Replacement trees should be compatible to the locality and take into account the existing and likely human altered environment. Where approval is granted to significantly lop or top a tree Council may require the planting of one or more further trees. The other requirements of Chapter 14 also apply here. Council will expect the owners and occupiers of the premises to nurture any replacement trees.

A.13 Specific Requirements

For new developments or redevelopments within the CBD precinct identified by this plan, there are a number of additional requirements that will have to be met before council will give approval. Additional development and building requirements, including state government regulations, should be ascertained before applications are made to Council.

A site analysis is to be prepared and submitted as part of the Development Application for any new building in the CBD. This analysis is to illustrate the relationship of the new building to those adjoining so that impact on the streetscape may be evaluated.

Building Heights

Building height controls have long been used as town planning regulatory tools in Central Business Areas undergoing redevelopment or expansion, for the purpose of avoiding overdevelopment of sites leading to undesirable effects on the environment and amenity of the centre. The potential adverse effects of overdevelopment of tall buildings include:

- overshadowing of streets, pedestrian areas and other buildings, making these places less pleasant by restricted availability of sunlight;
- adverse visual impact of tall or bulky buildings which may be out of scale with the existing or desired built form and amenity of the centre, including when viewed from some distance; (see Figure 1)



Figure A.1: Adverse visual impact of tall, bulky buildings with inconsistent building heights.

The Manchester Unity building currently is the only building in the CBD, which exceeds fourteen metres in height. The Lismore City Centre Strategy recognises that buildings over six (6) storeys are unlikely to be economically viable in Lismore in the foreseeable future. Heritage buildings are

generally 2 storeys and have many variations of façade form and design. Other buildings within the precinct range from 2 to 5 storeys.

Height controls on new building are desirable to certain street frontages where excessive overshadowing of key pedestrian areas may result, or where tall buildings may be significantly out of scale and character with existing building facades. The height of a building within the CBD is not to exceed the maximum height shown for the land in Lismore LEP 2012 Height of Buildings Map.

Continuity of the streetscape can be achieved by maintaining consistent parapet heights (see Figure 2). Generally, the height of infill development should be determined by the ridge heights of adjoining development unless the additional height is set back from the street frontage.

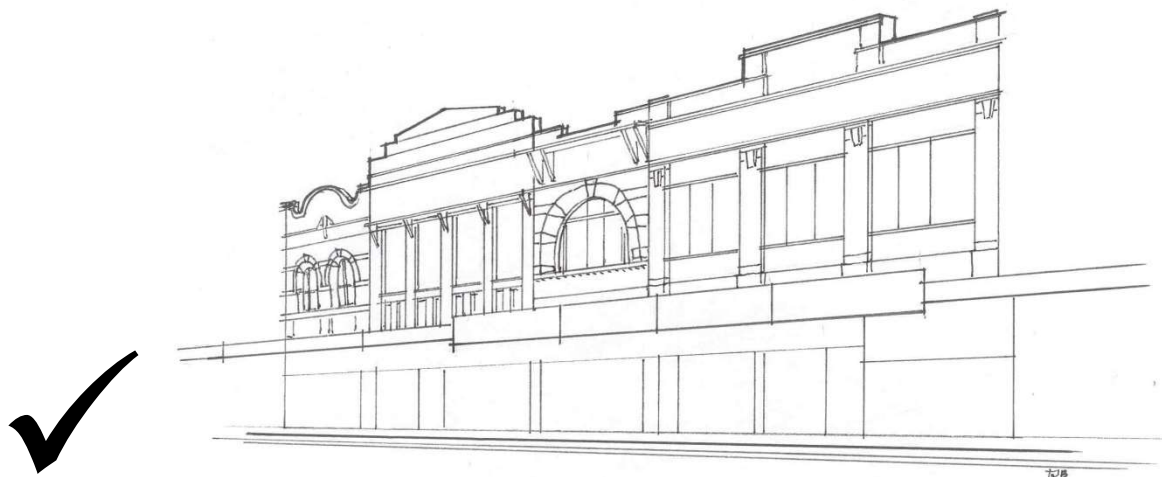


Figure A.2: Consistent parapet heights and the continuous line of the facades give continuity to the streetscape.

Roof Form

Roof form is one of the most important features determining overall building appearance. Most typical in the CBD are parapet designs. Parapets and other facades often conceal flat roofs. It is desirable for all new development within the CBD to have a parapet or similar structure, in a design that complements the existing built environment (see Figure 2). Roof forms should relate to adjoining buildings by matching style and pitch. Roof materials should be carefully selected to harmonise with neighbouring buildings. The shape of the roof and the pattern it makes against the sky is often distinctive.

Windows and Doors

The placement of doors and windows has the potential to visually impact upon the surrounding streetscape. Large blank walls with no openings will create a negative visual impact from the streetscape, as well as reducing the amount of natural light entering the building (see Figure 3). Due to the climatic conditions in Lismore, the placement and design of openings in buildings should be considered carefully at planning stage. By reducing the size of west facing windows or by designing appropriate window covers or awnings (See Figure 4), it is possible to reduce summer heat gain but still allow cross ventilation and some natural light throughout the building. However, Council does acknowledge the difficulties that developers face within the constraints of street alignment.

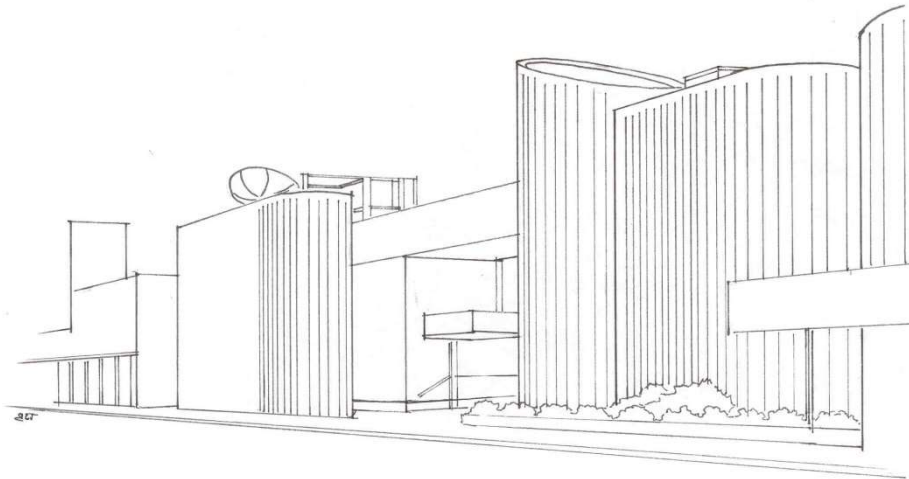


Figure A.3: Large blank walls create negative visual impact.

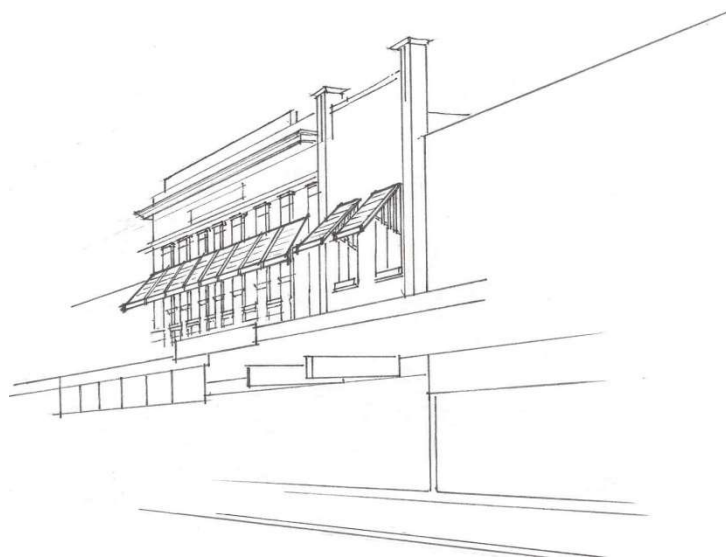


Figure A.4: Appropriate window awnings, which are in context with the building style and age.

Display windows should not comprise uninterrupted expanses of glass; there should be a regular rhythm of glass and framing. Above the awning line, facades can be broken-up by installing parapet windows (see Figure 5). It may be worthwhile investigating the facades of many of the older buildings within the CBD, as ornate facades may have been covered.

Glass curtain walls or large areas of featureless blank walls will not be permitted. The visual impact of such elevations needs to be 'broken up' or articulated.

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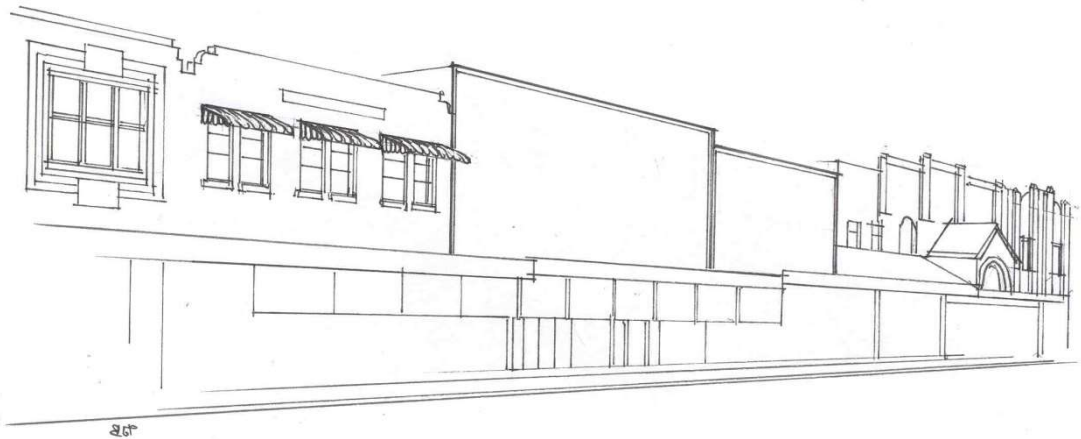


Figure A.5: Large blank facades above the awning line are undesirable. Parapet windows should be installed to break-up the facade.

To counteract the visual impact of large blank walls with new developments in the CBD no external wall should be greater than 14m in length unless a return, buttress, balcony, or recess to a depth of at least 600mm, or some other acceptable design feature is used to break up the straight run of the wall.

Design

In building design, concepts of fashion in adornment change from decade to decade and generation to generation. Contemporary design can be well integrated within the streetscape and relate harmoniously with its neighbours. The roof, gable, slope, form and materials relate to building style, age and character. New developments should not directly copy existing designs of historic buildings, but may incorporate design elements, which complement neighbouring buildings and the surrounding streetscape (See Figure 7). The façade of the building should incorporate symmetrically placed upper level windows of vertical proportions and contain no greater than equal portions of glass to masonry.

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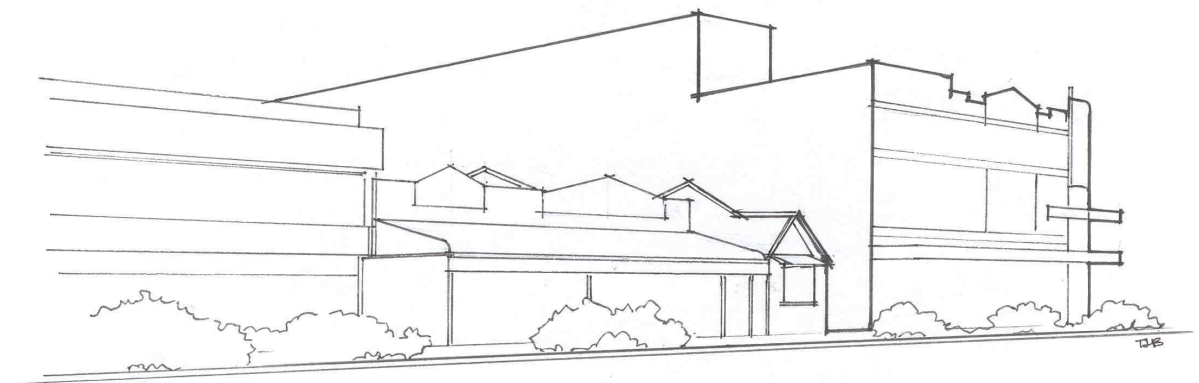


Figure A.6: The designs of these buildings do not relate harmoniously with their neighbours and do not integrate with the streetscape.



Figure A.7: New developments need not copy existing buildings, but rather incorporate design elements. Roof pitch, gable and form should complement the existing buildings as shown in this example.

Scale/Mass

The mass of a building is its overall bulk and arrangement of its parts. It is important that buildings across wide frontages do not dominate the streetscape by their bulk and scale. The apparent mass of a development can be reduced if the building is ‘broken down’ into a number of parts. Many of the older buildings in the CBD used this design principle, thus creating a distinct visual richness.

Corner buildings are very important as anchor points in defining the streetscape and need careful treatment. New developments should be designed to blend with, rather than dominate the existing streetscape. Oversize buildings that overwhelm existing structures and dominate the streetscape will be discouraged (See Figure 8). Infill design should identify the predominant massing and then design in sympathy with these forms. For example, bulky buildings can be visually broken down into smaller components to better reflect the character of their neighbours. The major massing can be placed behind a small façade (See Figure 9).

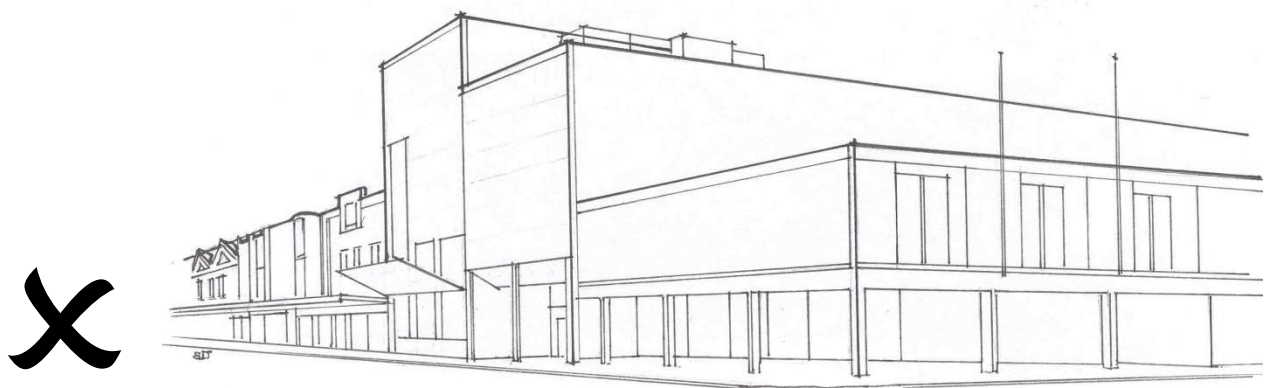


Figure A.8: Buildings, which exhibit poor scale and mass, tend to dominate the streetscape and should be discouraged.

Buildings should relate in scale to their site and setting. Existing buildings and mature trees can be used as reference points to ensure new developments are in scale with the established streetscape. Each development will be assessed on individual merit, and will consider its position in the streetscape and adjoining buildings.



Figure A.9: Bulky buildings can be visually broken down into smaller components to better reflect the character of their neighbours. The bulk of the central building has been placed behind a smaller facade so it does not dominate the streetscape.

Setback

Infill buildings should be sympathetic additions to the streetscape. Conforming to requirements for scale and mass alone is inadequate if the infill building does not have the same relationship to the street as the adjacent buildings. Where facades create a relatively continuous line, this pattern should be repeated (see Figure 2). Buildings which do not create a continuous line with adjacent buildings for the first two storeys will be discouraged, especially within “the Block” (see Figure 10). The placement of carparking areas between a building and the front boundary is undesirable.

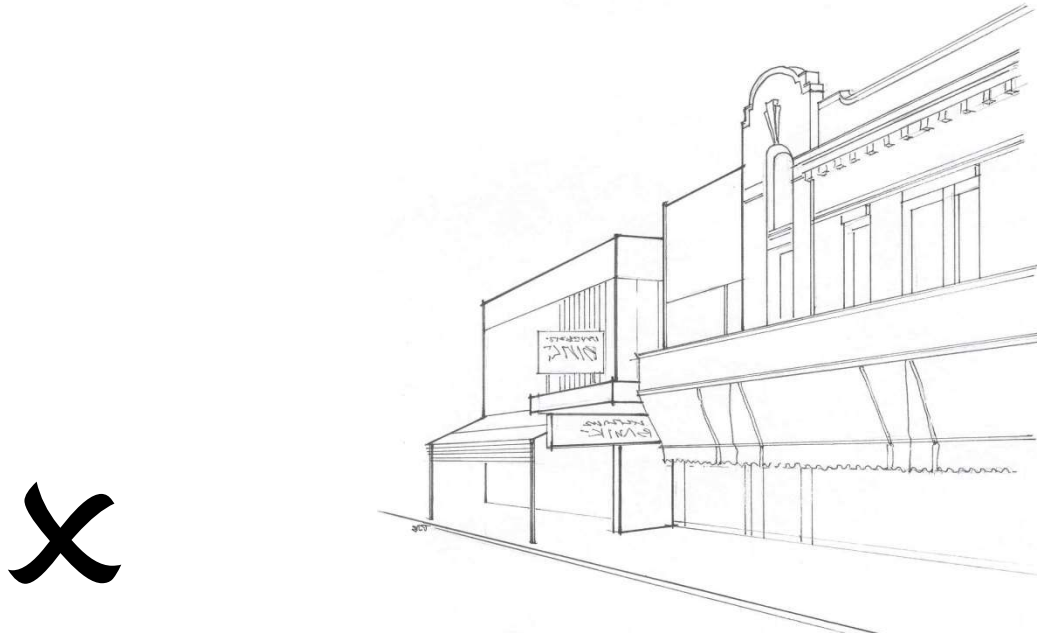


Figure A.10: Buildings that do not create a relatively continuous building line with adjacent buildings will be discouraged.

It is suggested that any new infill development, which is not within “the Block” and is adjacent to older style buildings or heritage items, should be setback from the existing building line to allow landscaping to be established. By placing landscaping in front of new buildings, the visual impact can be lessened (See Figure A.11).



Figure A.11: Setting back new infill development and establishing landscaping can lessen the visual impact of a new building on the streetscape.

Materials

Building materials and finishes should be similar to traditional finishes predominant in the area. Architectural character is derived from distinctive materials and their usage from era to era. It is usually preferable to use contemporary matching materials well, rather than attempting to “dress up” a facade by adding reproduction materials and details. Building elevations that are visible to the street should utilise materials common in the precinct. Council will ensure that buildings with glazed facades, roofs and awnings minimise glare by restricting use of highly reflective glass, which should reduce hazardous or uncomfortable glare from reflective materials.

Colour

Reconstruction of early colour schemes can greatly assist the enjoyment of streetscapes and their significance. Existing brickwork which has not previously been painted should be retained. Infill development should have a colour scheme that will harmonise and enhance the existing buildings with the streetscape. Colour schemes should be unobtrusive. Colour is an inexpensive way to complement existing character. The use of bright colours will be discouraged as they have the potential to adversely affect the visual amenity of the CBD, however, applications will be assessed on individual merit, taking into consideration adjoining buildings and the existing streetscape. Extra skill is required in the case of prominent corner sites to ensure that the existing character is not overwhelmed by an inappropriate colour scheme.

In the case of items environmental heritage identified in Schedule 5 of the *Lismore LEP 2012*, Council will also assess applications in light of the published guidelines for heritage colours which have been recognised by the Australian Heritage Commission and other official heritage organisations. Council can assist owners by providing information on such publications.

Signage

Excessive use of signage distracts the eye from the messages the signs are designed to convey. Signs placed on a building in an inappropriate manner also detract from the form of the building (see Figure A.12). Many of the buildings in Molesworth Street have facades which may, to varying degrees, be marred by the placement of inappropriate or excessive signage. Signage should not dominate facades and should be sympathetic to the building on which it is being placed (see Figure A.13).

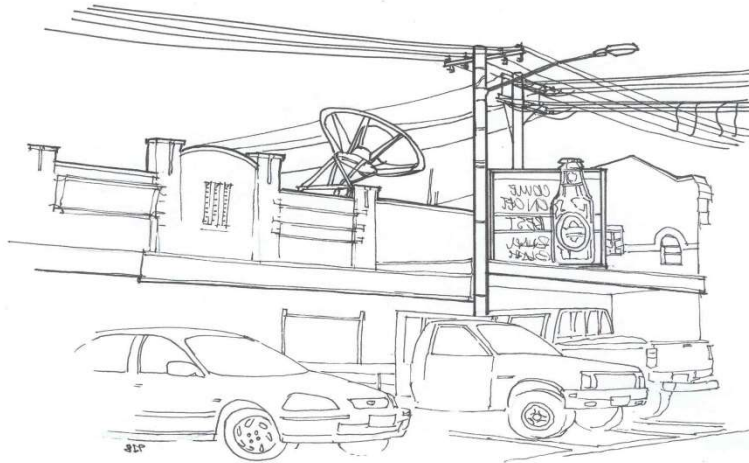


Figure A.12: Excessive signage detracts from the streetscape and the form of the building on which it has been placed.

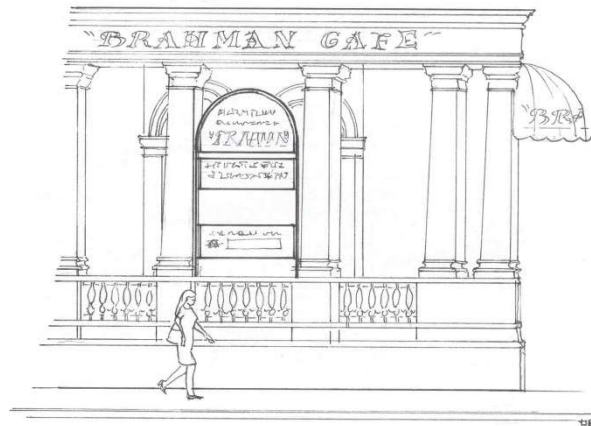


Figure A.13: Signage should not dominate facades and should be sympathetic to the building on which it is being placed.

Advertising and signage should be in accordance with Chapter 9 - Outdoor Advertising Structures of the Lismore Development Control Plan. Signs on heritage buildings should:

- Be restricted to discrete panels of the building;
- Not dominate the facade;
- Be of heritage character, with details of size, style and colour to be provided with Development Applications.

Council will pay particular attention to how all proposed signage that is to be placed on buildings within the 'Block' complies with Council's regulations.

Quality Infrastructure

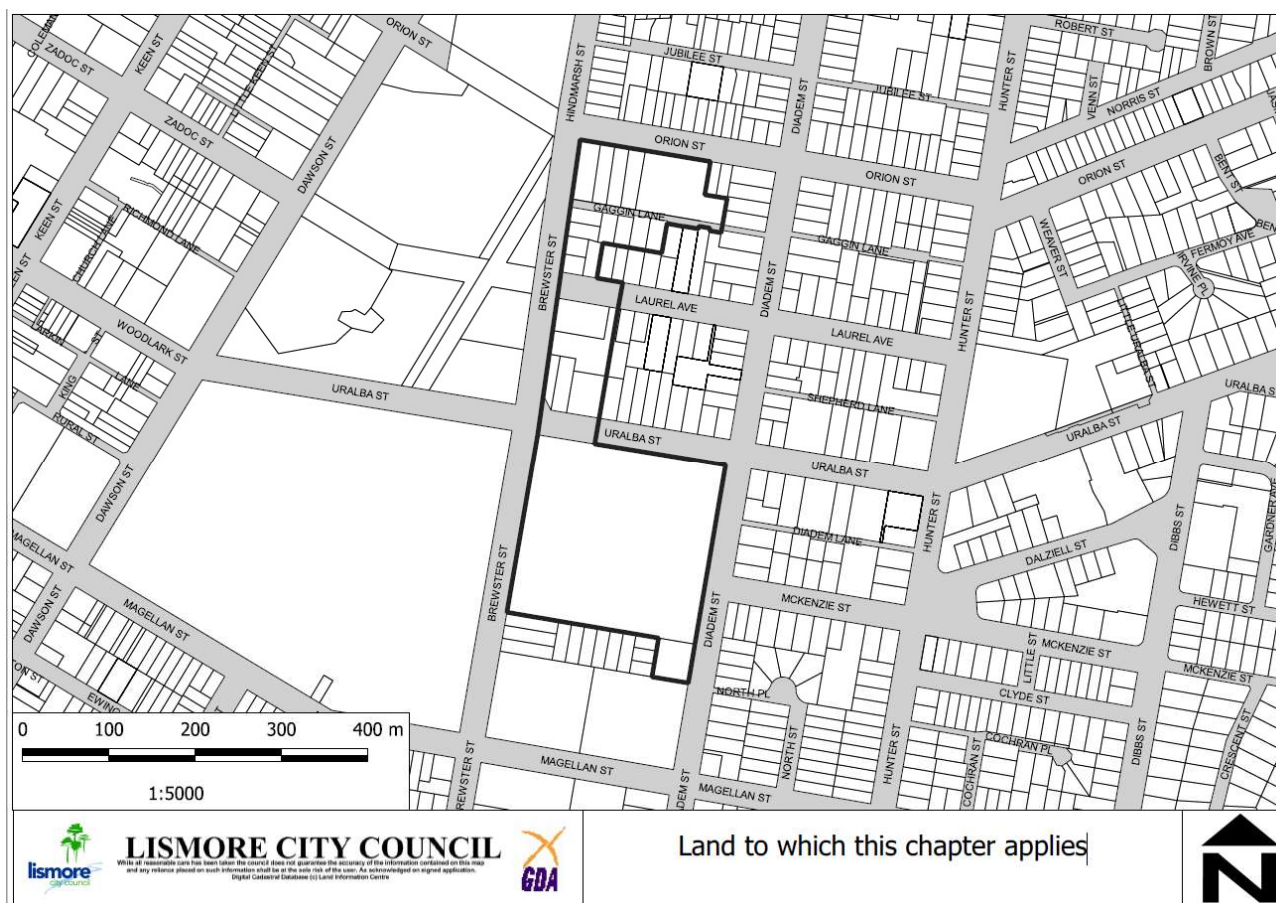
Where development will result in increased traffic generation, upgrades of the road frontages or other external road works will be required to ensure the standard of the road meets the requirements set out in chapters 5A, 5B and 6 of the DCP.

Part B – Lismore Health Precinct Brewster Street B3 Commercial Core Zone

B.1 Purpose

The purpose of Part B is to identify general design principles for new buildings within the land zoned B3 Commercial Core in the vicinity of Brewster Street within the Lismore Health Precinct. This is the area generally bounded by Brewster Street, Orion Street and Uralba Street and in the B3 zone, see map 2.

Map 2 – Land to which Part B of this chapter applies



B.2 Lismore Health Precinct

The Lismore Health Precinct comprises the area surrounding the Lismore Base Hospital, generally as bounded by: Brewster Street to the west; Leycester Street to the north; Hunter Street, Bent Street and Rotary Park Reserve to the east; and McKenzie Street and Uralba Street to the south.

Council's planning objectives for the Health Precinct are to:

- Encouraging additional residential densities in a location which is readily accessible to employment, transport, education and recreation facilities;
- Supporting additional specialist medical practices and health services facilities to be established in close proximity to the Lismore Base Hospital; and
- Providing design controls to encourage and facilitate change, in a manner which is compatible with or does not detract from the existing residential character of the much of the locality.

In 2016, Council changed the Lismore LEP and DCP to provide for increased building heights and densities within parts of the Precinct. The introduction of specific design controls in the vicinity of Brewster Street in 2016 formed part of Council’s package of planning initiatives for the Lismore Health Precinct.

B.3 Pre-lodgement Consultation

The Lismore Health Precinct is the key urban redevelopment area in Lismore. Applicants are strongly encouraged to contact Council early in the design process, so that development plans may be prepared which are consistent with Council’s vision for the Health Precinct. It is Council’s experience that early engagement assists in minimising conflicts through the development application process and reduces Council’s assessment timeframes.

B.4 Preferred Design Outcomes

The B3 Commercial Core Zone provides for a range of commercial and visitor accommodation developments to be permissible with the consent of Council. Council is seeking to enable a wide range of development types within the Brewster Street B3 Zone (in the Health Precinct), with the view to encouraging the intensification of building form and activity in this centrally located area of Lismore. Council is particularly keen to promote an ‘active’ building interface with Brewster and Uralba Streets to facilitate the longer term pedestrian activation of these streets.

In addition, Brewster Street is located directly opposite a large playing field complex. This provides opportunities for unimpeded views from any future visitor accommodation developments in this locality. Council is keen to ensure that development within the Precinct takes advantage of this opportunity by providing balconies and internal living areas overlooking this open space area, as well as commercial activities on the ground floor to service both residents and users of the fields (such as cafes).

The Brewster Street B3 Zone does, however, maintain a direct interface with areas zoned for residential purposes. As such, Council is keen to ensure that development within the Brewster Street B3 Commercial Core Zone is designed such that a sympathetic interface is provided between residential and non-residential development in the Precinct.

To achieve these outcomes, the design criteria documented in Table B1 apply. Figure B1 provides an example of a building form which Council considers sympathetic to the scale and form of development in the Brewster Street B3 Commercial Core Zone (Health Precinct).

Table B1 – Preferred Design Outcomes Health Precinct Brewster Street B3 Commercial Core Zone

Performance Criteria	Acceptable Solution
Street Setbacks	
P1 Development is sited and designed taking into account the relationship to adjoining premises and the street.	<p>A1.1 Buildings are setback an equal or greater distance from the street as buildings on adjoining lots. Where there is no adjoining development (or the setback is greater than 6m) the setback shall be 6 metres.</p> <p>A1.2 For a corner allotment, the setback is 6m from the primary street and 4m from the secondary road where there is no adjoining development.</p>
Street Address	

<p>P2 Buildings are oriented to the public street and provide for passive observation of the street network.</p>	<p>A2.1 Buildings address the public street, with ground floor commercial premises provided with direct pedestrian access from the street.</p> <p>A2.2. Windows and deep balconies and / or decks are provided facing the public street.</p> <p>A2.3 Buildings are designed to provide a 2 storey presentation to the street, with the 3rd / 4th storey set back at least 3m from the front building elevation.</p> <p>A2.4 The building facade is provided with architectural features to articulate and visually 'break up' long expanses of wall.</p>
<p>Flooding</p>	
<p>P3 Development is designed taking into account the flood characteristics of the area.</p>	<p>A3.1 Non-residential land uses are provided on the ground floor.</p> <p>A3.2 Developments comply with the provisions of DCP Chapter 8.</p>
<p>Brewster Street & Uralba Street</p>	
<p>P4 Active street frontages and pedestrian friendly environments are provided to Brewster Street and Uralba Street.</p>	<p>A4.1 Small scale retail and commercial shop frontages are provided to the street.</p> <p>A4.2 The front building setback is landscaped and includes shade trees.</p> <p>A4.3 Awnings (for weather protection) and street furniture are provided within the front building setback.</p> <p>A4.4 Vehicle and pedestrian points of entry are separated.</p>
<p>On-Site Carparking & Loading Facilities</p>	
<p>P5 Adequate provision is made for on-site car parking and loading facilities.</p>	<p>A5 On site car parking is provided in accordance with Chapter 7 of this DCP.</p>
<p>P6 On-site car parking and loading areas do not dominate the front setbacks.</p>	<p>A6.1 Carparking areas are provided either at the rear of the site or integrated into the building form via undercroft parking.</p> <p>A6.2 Car parking access is provided via integrated access points.</p> <p>A6.3 No car parking is provided within the front building setback.</p> <p>A6.4 Loading docks and the like are located at the rear or side of the premises.</p>
<p>Signage</p>	
<p>P7 Signage does not dominate facades and is included as an integral part of the building design.</p>	<p>A7 Advertising and signage is provided in accordance with Chapter 9 - Outdoor Advertising Structures of the Lismore Development Control Plan.</p>
<p>Taller Buildings (3 levels or more)</p>	
<p>Site Area P8 Taller buildings (3 levels or more) are located on sites of a suitable size to enable buildings to be offset from property boundaries, achieve good orientation and to provide substantial onsite landscaping.</p>	<p>A8 The site has an area of at least 1200m².</p>

<p>Interface with Residential Areas P9 Taller buildings adjoining the R2 Low Density Residential zone are designed and sited having regard to the residential character of the locality and to reduce the visual and amenity impacts on adjoining properties.</p>	<p>A9.1 The development is provided as a series of buildings rather than one large building.</p> <p>A9.2 A variety of building materials are incorporated into the design, including masonry brick and lightweight cladding materials such as weatherboard.</p>						
<p>P10 For taller buildings adjoining the R2 Low Density Residential Zone adequate building separation distances are shared equitably between neighbouring sites to achieve reasonable levels of external and internal visual privacy.</p>	<p>A10 Minimum separation distances from side and rear boundaries adjoining the R2 Low Density Residential Zone are as follows:</p> <table border="1" data-bbox="786 510 1439 712"> <thead> <tr> <th data-bbox="786 510 1002 629">Height</th> <th data-bbox="1002 510 1222 629">Habitable Rooms & Balconies</th> <th data-bbox="1222 510 1439 629">Non-habitable rooms</th> </tr> </thead> <tbody> <tr> <td data-bbox="786 629 1002 712">Up to 11.5 metres</td> <td data-bbox="1002 629 1222 712">6 metres</td> <td data-bbox="1222 629 1439 712">3 metres</td> </tr> </tbody> </table>	Height	Habitable Rooms & Balconies	Non-habitable rooms	Up to 11.5 metres	6 metres	3 metres
Height	Habitable Rooms & Balconies	Non-habitable rooms					
Up to 11.5 metres	6 metres	3 metres					
Road Quality							
<p>P11 Any additional traffic generated from a proposal will require the upgrade of frontages or other external road works.</p>	<p>A11 Road standard along the frontage must meet the requirements set out in Chapters 5A, 5B and 6 of the DCP respectively.</p>						

Figure B1 Building Form Example – B3 Commercial Core Zone – Health Precinct



Brewster Street Section - The desired future character of the Brewster St precinct is to encourage a wide range of development types including retail or commercial uses to the ground floor (where compatible with flood constraints) to create an active edge, and visitor or tourist accommodation above. The deep verge provides good opportunity for landscape and public domain improvements which could include outdoor dining associated with ground level food and beverage uses.

The 11.5m (3 storey) building height provides compatible scale to the wide Brewster Street Road reserve and maximises view opportunities over the open space towards the CBD. Given the flooding constraints its is likely the ground level would primarily be utilised for limited retail / commercial uses and car parking. Upper level balconies would provide outdoor amenity for visitor and tourist occupants and assist in providing elevation articulation and architectural interest.