



4.00 SITE PLANNING OBJECTIVES

The following objectives of Breakfast Point Master Plan 2002, apply to this Concept Plan where relevant:

To establish a new community within an urban village which embodies the principles of traditional neighbourhoods.

To positively relate new development to its urban context.

To provide a high level of continuity to existing urban elements through access links, built form, landscape and open space linkages.

To achieve a transition from existing residential areas to new development.

To provide a hierarchy of streets which respond to different types of circulation.

To provide convenient access to public transport options.

To provide convenient parking for residents, employees, visitors and commuters.

To create a network of pathways for pedestrians and cyclists throughout the site.

To ensure the creation, retention and enhancement of significant vistas to and from the site, and to and from the Parramatta River.

To maximise views, access and connection to the waterfront.

To ensure that the views of the site from the street and the harbour should form a harmonious vista which includes vegetation in harmony with the buildings and view corridors to and from the water.

To recognise the unique characteristics, opportunities and constraints of different precincts.

To achieve quality urban design with high levels of amenity at the street level and create a sense of community.

To provide significant areas of parkland providing easy access for the community to the waterfront.

To establish a village centre which includes a convenience shopping centre, shops and services for the community and surrounding area.

To provide a variety of focal points for the community with different characters and functions.

To provide a choice of residential dwellings in a variety of forms.

To give definition to the public domain by ensuring buildings address the streets and give form to open spaces.

To conserve heritage items with compatible uses and ensure adjacent development is of sympathetic scale and character.

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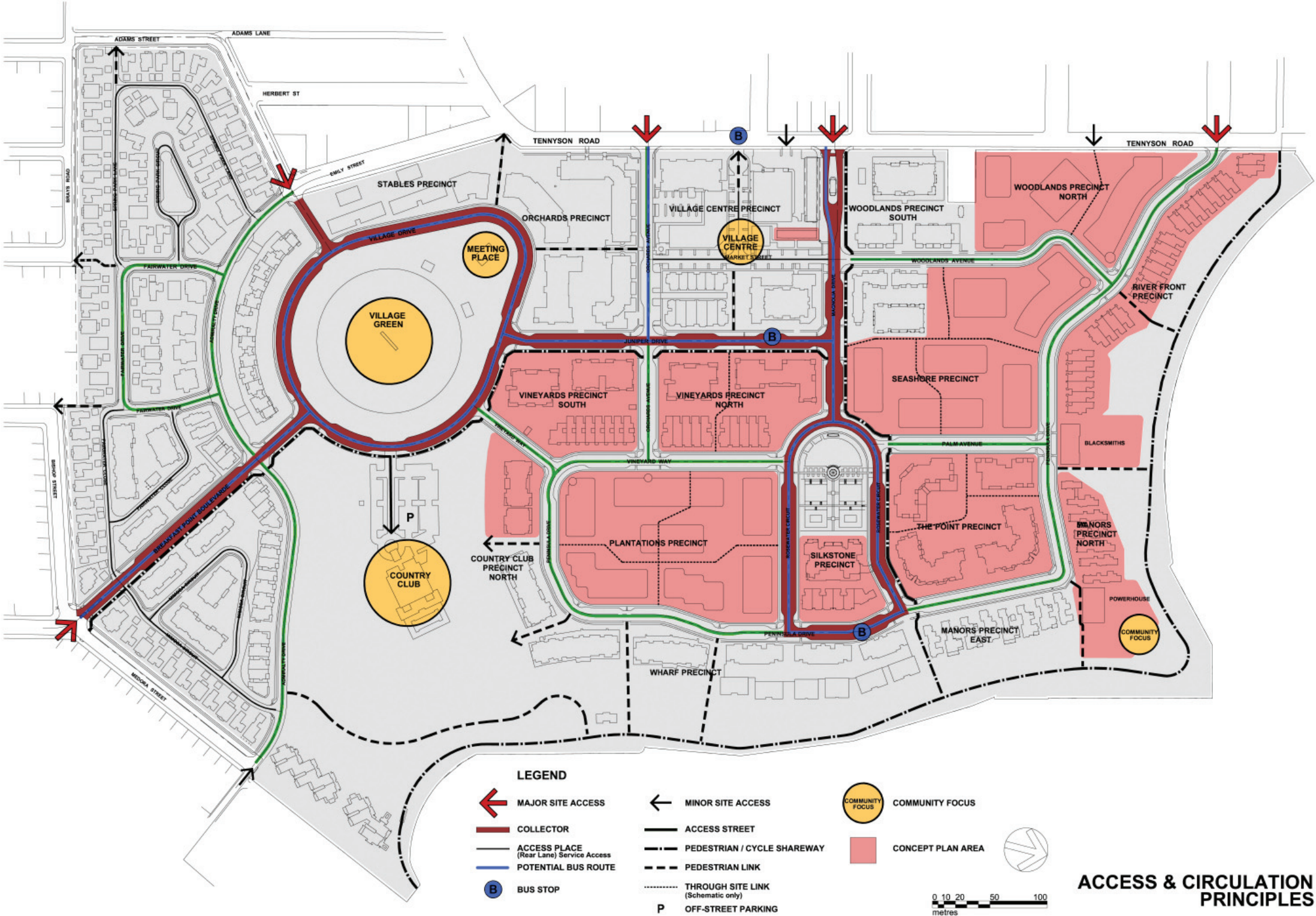


Fig 5.01

5.00 ACCESS PARKING & CIRCULATION

5.01 GENERAL

The Breakfast Point road network, pedestrian and cycleways systems are all approved are substantially constructed and are outside the application of this Concept Plan.

This Concept Plan applies to development sites only. The public domain components of the following information is provided for background purposes only. Nothing in this plan requires any change to approved or constructed works.

The plan (Fig 5.01) indicates primary access, and circulation network established at Breakfast Point.

5.02 TRAFFIC GENERATION & THIS CONCEPT PLAN

Concord LEP No.91 Clause 41(G)(4) requires that Council must be satisfied that the traffic impact of all development on the land on the external road network meets a certain maximum standard.

An assessment by Colston Budd Hunt & Kafes demonstrates that the Concept Plan meets the LEP standard.

In granting consent to any development under this Concept Plan the consent authority must be satisfied the traffic impact does not exceed this standard.

5.03 OBJECTIVES

The Master Plan traffic and circulation objectives have been substantially fulfilled.

5.04 EXTERNAL TRAFFIC IMPROVEMENTS

All works agreed between the developer and Council have been completed in accordance with the contributions agreement

5.05 SITE ACCESS
All site access requirements under Master Plan 2002 have been completed.

5.06 INTERNAL STREETS

All Breakfast Point internal streets have been constructed. They will form part of Lot 1 in the Community Scheme. They are to be owned and maintained under the Community Management Plan.

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5.07 CROSSOVER CO-ORDINATION

Street tree positions, pavements at Breakfast Point are pre-planned and light poles, sub-stations, pits, grates and power supply kiosks are in place. All development works, particularly crossovers are to be design co-ordinated to fit with these items.

5.08 PUBLIC ACCESS

All Breakfast Point internal streets are 'open access' ways under the Community Land and Management Act. 'Open access' ways are effectively 'public space' under the Local Government Act 1993.

Private access ways are provided on development sites for resident or service access to individual buildings or precincts. Public access to private access ways will be restricted.

5.09 PUBLIC TRANSPORT

Bus Service

The streets indicated as "Potential Bus Routes" in Fig 5.01 are designed to accommodate STA bus services. As at November 2005 there has been no commitment from the Authority to extend existing perimeter bus services into Breakfast Point. The location and design of suitable bus shelters will be agreed between the owners and the STA when and if the STA commit to extending bus services into Breakfast Point.

Bus/Ferry Interchange

LEP 91 objective Clause 41B (e) encourages the establishment of a ferry wharf, and Clause (f) encourages integrated public transport systems to service the land and adjoining neighbourhoods. The planning of Breakfast Point makes allowance for the provision of these objectives.

Water based facilities are beyond the Breakfast Point site and are subject to separate owner and authority consents.

5.10 TRAFFIC CONSULTANTS REPORTS

Provision of car parking spaces to commercial, retail, restaurants, community, recreational, and other special uses is to be to the recommendation of a recognised Traffic Consultants report to be submitted with the Project Application.

5.11 CAR PARKING STANDARDS

Car park design and access is to be in accordance with AS 2890. Unless otherwise approved by the consent authority, car parking provision is to be in accordance with the following table:

Use	Provision	Notes
Residential		
Single Family Dwelling or Attached Dwelling	2 spaces garaged	
Townhouse/ Apartment 3 or more Bedrooms	2 spaces garaged	
Townhouse/ Apartment 2 Bedrooms	1.5 spaces garaged	0.5 space available for allocation to a specific unit
Apartment 1 Bedroom	1 space garaged	
Residential Visitors	Min 1 space per 5 dwellings	Provided On-street
Shops	1 space per 20sqm Gross Floor Area	
Offices	1 space per 40m2 Gross Floor Area	

5.12 VISITOR PARKING

The streets at Breakfast Point have been specifically designed for residential visitor parking to be provided on-street. All visitor parking is to be located on-street unless the required provision cannot be provided within 100 metres of the development it serves.

5.13 ACCESS FOR PEOPLE WITH DISABILITIES

Provision for access for people with disabilities will be incorporated in development in accordance with the Building Code of Australia.

5.00 ACCESS PARKING & CIRCULATION

5.14 PEDESTRIAN MOVEMENT

Foreshore Access
A combined public pedestrian/ cycleway is provided linking the northern end of Tennyson Road and Cabarita Park on a foreshore strip of land to be in public ownership. Pathways connecting streets to the foreshore open space are located approximately 200 metres apart. Access to foreshore pathways is to be provided for maintenance and emergency vehicles.

Internal Access
Traditional pavements are to be provided to all streets in accordance with the approved civil works documents.

Through Site Links
Pedestrian links are to be provided through development sites where necessary for reasonable convenience.

Links indicated on Fig 5.01 are schematic for the purposes of illustration. The exact location of any through site links is to be determined at the Planning Application stage.

5.15 CYCLEWAYS AND BICYCLE PARKING

A 3.5m wide combined pedestrian/cycle path is provided to the full extent of the foreshore open space. 2.5m wide combined pedestrian/cycle paths are to be provided to the collector link and foreshore connector link where shown on the map. Apartment buildings are to incorporate resident bicycle storage where individual garaging is not provided. Bicycle parking is to be provided generally in accordance with "Guide to Traffic Engineering Practice" (Austroads) Part 14 Bicycles Combined pedestrian/ cycle ways are to comply with relevant Australian Standards & Austroads guidelines.

5.16 EMERGENCY AND SERVICE VEHICLE ACCESS

The road network has been designed to facilitate emergency and service vehicle access. Large sized trucks must be able to safely negotiate to within 20m of every building. Roads and turning areas are to be designed to discourage reversing movements.

5.17 SUSTAINABLE DEVELOPMENT

All roads and movement systems are to be designed to minimise hardstand area and surface run-off, and to maximise the area available for soft landscape .

6.00 LAND USE PRINCIPLES



Uses in the Concept Plan are residential and a range of potential adaptive uses for heritage items possible under the Remediation Certification (See 12.00)
Permitted land use at Breakfast Point is in accordance with LEP 91. No land uses are delineated on the LEP map.
The Land Use map (Fig 6.01) and details below describe the land use principles:

- 6.01 RESIDENTIAL (1)
Breakfast Point is planned as primarily a residential neighbourhood. The LEP permits and encourages other compatible and sustainable uses to the extent that they contribute residential amenity, convenient services and employment.
- 6.02 RESIDENTIAL (TRANSITIONAL) (2)
The initial development planned at Breakfast Point was single family dwelling sub-division to the south and south west of the site to provide an early environmental buffer between long-term development and neighbouring residential areas.
- 6.03 OPEN SPACE (PUBLIC) (3)
A 15m wide open space extending the full length of the water frontage of the site is to be dedicated for public foreshore access. This area is immediately behind the sea wall which is owned and maintained under the Community Scheme.
- 6.04 OPEN SPACE (COMMUNITY) (5)
Open Space planned and provided under the Community Scheme includes the Village Green, Silkstone Park and all landscaped areas within the Community Scheme. Community buildings, eg the Meeting Hall, the Recreation Club and active recreation facilities are planned and built within this open space. This area also includes some restricted private open space 'rights' under easements.
- 6.05 RECREATION & SOCIAL USES (4)
The Meeting Hall , Recreation Club and related recreation facilities are located on Open Space within Lot 1 of the Community Scheme
- 6.06 VILLAGE CENTRE (6)
Adjacent to the remnant Mortlake Village precinct, a neighbourhood community convenience shopping and service centre has been built. Proposed are a convenience store, café, several small shops, a child care centre and market square, together with Community Scheme management and security offices. Work/live terraces and shop-top apartments have been also built in this village precinct to enhance 24 hour activity and security.
- 6.07 HERITAGE/ADAPTIVE RE-USE (7)
The uses for LEP 91 scheduled heritage items are to be appropriate to the heritage preservation guidelines for the individual items, and comply with the relevant remediation certification. The economic sustainable preservation of the item will be a primary issue in the consideration of applications.
- 6.08 COMMERCIAL / HERITAGE CURTILAGE (8)
The curtilage of heritage items certified for 'non-residential' uses. Uses compatible with heritage constraints and remediation certification.



Hunters Wharf Walkway



Pavillion at Silkstone Park



Community Hall, Village Green



Silkstone Park Fountain



Pavillion overlooking Village Green



Silkstone Park



The Village Green



Kendall Bay Waterfront

7.00 LANDSCAPE & OPEN SPACE

The community open space structure is substantially in place at Breakfast Point. Landscape design and construction is proceeding in both public and private domains in accordance with the Landscape Master Plan. A significant proportion of the public domain landscape works have been approved and implemented at Breakfast Point.

This Concept Plan applies only to 'Development Lots' and the private open space and landscape within those lots.

The following is for background information only:

7.01 LANDSCAPE VISION

Landscape will be a major defining characteristic of Breakfast Point. The most memorable impressions will be of a planned community in a landscaped setting.

7.02 PUBLIC ACCESS TO COMMUNITY OPEN SPACE

Public access to open space is well defined, and provides a safe and active high quality public domain. Accessible open space for the recreation needs of residents has been provided. Foreshore access is clearly identifiable for public use.

7.03 COMMUNITY OPEN SPACE

Community Open Space provided and landscaped includes:

Village Green
A formal fenced playing field has been constructed with additional areas extending to include the multi-purpose community meeting hall.

Waterfront Park
An informal east sloping area linking the Village Green to the Foreshore area. This park includes the community recreation club building, associated outdoor leisure facilities and the 15 metre wide dedicated public foreshore access extending the full length of the waterfront.

Central Park (Silkstone Park)
A formal, elevated, passive recreation park, providing a sense of arrival from the Tennyson Road approach and providing vistas to the harbour and beyond.

Pocket Park (Spring Park)
A pocket park has been provided in Spring Park Close.

Market Square
This intimate landscaped space has been completed as part of the Village Centre.

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7.00 LANDSCAPE & OPEN SPACE

7.03 DEVELOPMENT LOTS: COMMUNAL & PRIVATE OPEN SPACE

Community and private open spaces are to be provided and integrated into the design of each development precinct or project to adequately meet the needs of its residents.

Professionally prepared Landscape Plans are to accompany each Project Application, generally in accordance with the Landscape Principles.

Issues to be considered in landscape design include:

- Streetscape enhancement
- Privacy Landscaping and screening
- Climate, sun control, Shade
- Swimming pools etc
- BBQ areas
- Private outdoor living and dining
- Service areas
- View & outlook enhancement
- Public/Private Boundary delineation
- Solar Access
- Environmentally Sustainable Design
- Colour and seasonal effect
- Security

7.04 PRIVATE OPEN SPACE

The quantity and quality of communal and private open space and landscape treatment will be on a merits based assessment of each Project Application.

Private open space provisions are to be in accord with the relevant SEPP 65 guidelines.



Breakfast Point Boulevard



The Orchards Pedestrian Link



Mimosa Apartments



Silkstone Park



Orchards Avenue Streetscape



Breakfast Point Boulevard Streetscape



The Orchards Precinct

7.00 LANDSCAPE & OPEN SPACE

7.05 PLANTING PRINCIPLES

An informal, indigenous planting palette has been adopted for passive open space areas, foreshore reserve and to the major recreation centre open space.

A formal planting palette has been adopted for streets, squares and areas of strong urban character.

Deciduous species are extensively used to passively manage solar access and shade control and to provide seasonal variety and colour.

To maximise the impact of planting on the visual environment:
-paving, fences, garden walls, and all other built or service elements in the landscape are to be designed for minimum impact , to blend with soft landscape and be visually inconspicuous.
-Vertical walls and horizontal paving are to be separated by a planting strip of ground cover or shrubs.



Fig 7.01