

4. ALEXANDRA CANAL

The canal and its subsidiary channels extend from the Cooks River near Botany Bay northward into the Southern Industrial district of South Sydney. It ends about 100m south of Huntley Street where it is channelled into open concrete channels. The precinct area covered by this DCP includes the western and eastern side of the canal bounded by Burrows Road to the west, a private road to the east, Canal road to the south and Huntley Street to the north. It also includes subsidiary channels which are part of a system radiating out to Coulsen Street and Wyndham street to the north.

Alexandra Canal is a dominant geographical feature and has strongly influenced the subdivision and land use characteristics of the Southern industrial precincts.

The reconstruction of Shea's Creek to form Alexandra canal during the 1890s, was intended to drain swamp areas and provide water communication between Botany Bay and the north. The plan was considerably reduced in scale and never fully used for water carriage.

The wool sheds that line the eastern boundary of the canal are the remainder of past industrial activities, the canal being used for the transporting of wool in barges down the canal to ships in Botany Bay. The sheds are now in poor condition, but they provide opportunities for redevelopment and the creation of an open space corridor through to the Cooks River.

The canal and its tributaries are historically and scientifically significant. The canal is a designated heritage item in LEP 1996 and development must comply with relevant provisions in that instrument. It is important that development adjacent to or on the canal itself involves the least possible physical intervention to its fabric and takes into account the heritage significance of the canal.

Urban design objectives

To encourage initiatives to create a unique and innovative working and living environment.

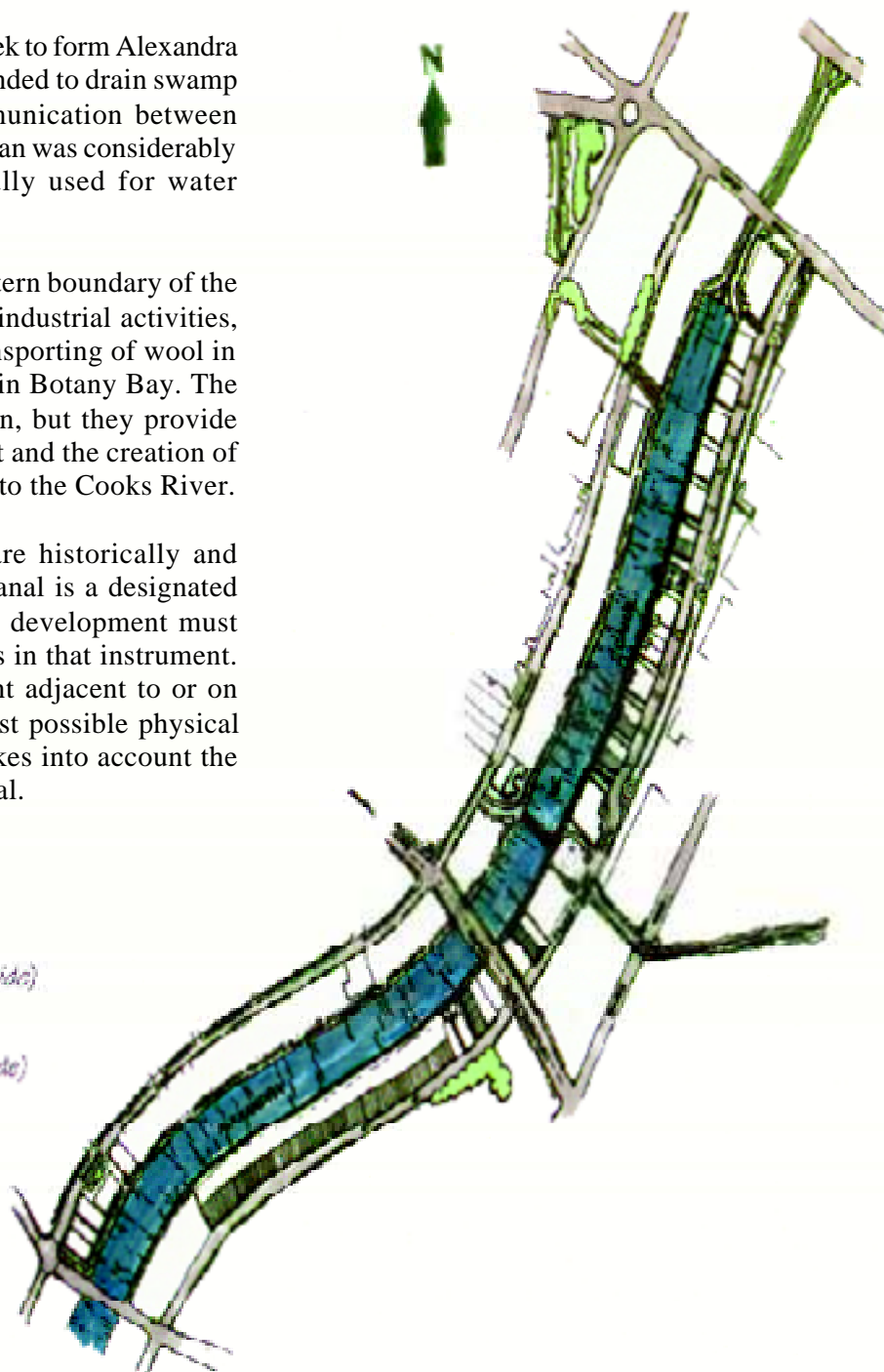
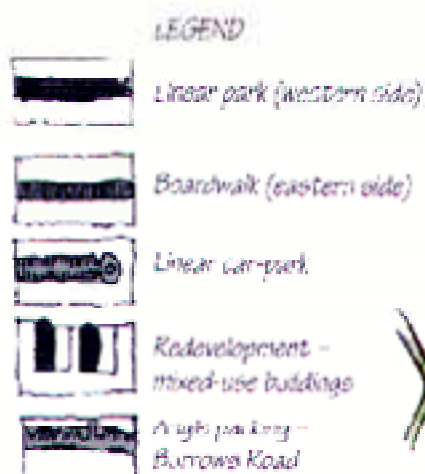
To improve services and facilities for employees such as take away shops and cafes, seating and rest areas, and footway improvements.

To implement the initiatives in the Public Domain Improvement Plan and encourage development adjacent to the canal and its tributaries that enhances the precinct and allows landscaping and provision of recreational activities.

To open-up land adjoining the canal to create a linear pathway with links to other open space networks and pedestrian/bike routes.

To improve the water quality of the canal and introduce native vegetation to rejuvenate the waterways edge and invite the re-establishment of indigenous fauna and flora.

To ensure alterations to existing buildings reflect the desired future character of the precinct.



4.1 Parking and Servicing

The size and slope of allotments adjacent to the western side of the canal are relatively small and to compensate for the loss of buildable site area for the proposed linear open space network, Burrows Road could incorporate angle parking along its length to supplement the short fall in parking.

Objective

To permit parking and loading/unloading that responds to the constraints and opportunities of the site.

Performance criteria

Parking is adequate for the development and uses proposed, and is not located in the setback area adjacent to the canal.

Servicing can satisfactorily be carried out on the site.

Control

Parking and servicing complies with the requirements of the code.

Refer to:

- Part E – Building envelope
- Part E – FSR

4.2 Floor space ratio

To attract potential developers, a floor space ratio bonus has been incorporated into the maximum permissible FSR. The bonus increases the development potential of sites subject to the dedication of a 10 metre strip along the canal to provide a linear park on both sides of the canal. Alternatively, the park would be provided by the developer subject to the public right of way being created to allow public access along the length of the canal.

Objective

To ensure the floor space proposed taken into account the constraints of the site and the proximity of the canal.

Performance criteria

The floor space ratio proposed will not be detrimental to the appearance of the site and takes into account the need to protect the canal from excessive development.

Control

The FSR proposed complies with the maximum FSR on the FSR MAP.

4.3 Urban design

Objectives

- To ensure buildings are designed to address the street and the canal, and that materials used are compatible with the canal precinct.
- To ensure a high standard of urban design.

Performance criteria

Buildings are creatively designed to address both the street and the canal and create a unique public domain.

Materials used are compatible with the area and modern industrial design is used to achieve unique streetscapes.

Any structure built in the canal itself (such as a boardwalk) is designed to complement the proposed canal bank landscaping and to take into account the heritage significance of the canal.

Public Domain improvements take into account the Public Domain Improvement Plan.

4.4 Open space and landscaping

Objective

To ensure adequate landscaping and open space is provided adjacent to the canal and/or its tributaries, and is integrated with pedestrian pathways and cycleways.

Performance criteria

Landscaping and open space improvements take into account the Public Domain Improvement Plan.

Public pedestrian and bicycle access is provided along the banks of the canal.

Landscaping is integrated with pedestrian paths and cycleways.

Landscaping along the canal is planted out with appropriate native species compatible to the adjacent marine environment.

Control

A 10 metre wide open space strip is provided adjacent to the canal on both sides and its open tributaries, and is appropriately landscaped and integrated with public paths and cycleways.

4.5 Alexandra Canal Concept Plan

Industrial uses along the canal in the past made no attempt to utilise the canal from a visual point of view nor has the canal been seriously recognised as a significant urban feature of the City that can support native fauna and flora.

The canal can be enhanced to improve the working environment in the precinct. The canal foreshores together with the existing drainage easements provide an opportunity to extend waterfront open space into the heart of South Sydney and create links to nearby parks and the extensive parkland areas along the Cooks River.

The open space improvements along the banks of the canal would provide the impetus for new development on sites that back onto the canal and the removal of industrial dereliction. Larger sites can be converted to mixed use fine grain development, to create a precinct unique to the industrial areas of South Sydney.

Opportunities for new development

- Intensification of uses to include a mix of industrial, commercial, airport related industry, bulky goods retailing, ancillary work based studio type residential accommodation and small scale shops and cafes.
- Upgrading and landscaping of the canal edges to improve the amenity of the area and create a unique working and recreational environment that extends waterfront open space into the heart of

South Sydney and creates links to nearby parks and parklands along the Cooks River.

The concept illustrated proposes the creation of a linear park along the western bank of the canal stretching from Huntley Street up to the existing bridge on Canal Road. Fronting Burrows Road, small scale work/living studio type mixed use buildings focus into internal courtyards which open to views of the banks of the canal.

Compatible activities should be encourage and promoted, including local shops and cafes.

On the eastern side, the escarpment situated to the south of the existing wool stores may be used to provide a multi-level linear car park which is linked by bridges to existing wool store buildings. The stores would be refurbished and adapted to provide for special type uses such as showrooms for bulky goods retailing or new mixed use development.

Ancillary shops and restaurants open up to an artificial boardwalk and landscaped open space along the banks of the canal providing direct pedestrian access from Huntley Street through to Canal Road. A supplementary pedestrian path on the western side offers the casual user and worker a safe, relaxing and pleasant walk along the banks of the canal opening up a new experience in the industrial precinct.

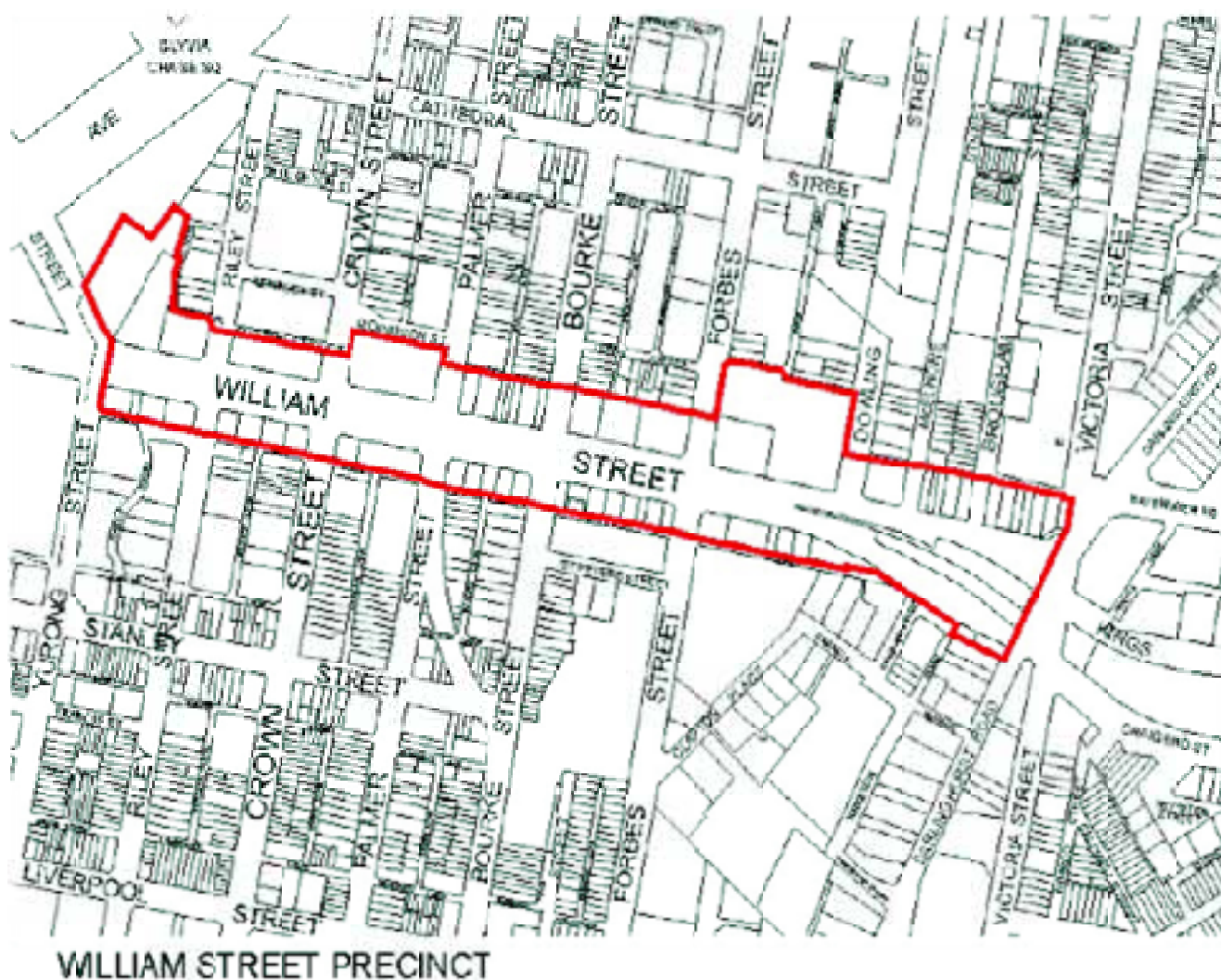


Proposed concept of linear open space

5. WILLIAM STREET PRECINCT

A joint State Government and Council study was prepared to develop visions and strategies to revitalise William Street over the long-term within an overall urban design framework. This work is known as the William Street Revitalisation Strategy. The Revitalisation Plan provides a conceptual framework agreed to by the Steering Committee and community stakeholders and was prepared by the Urban Design Advisory Service, a business unit of the Department of Urban Affairs and Planning.

This section focuses on William Street and its immediate urban context. This extends from the tunnel at Kings Cross and terminates at the intersection of Yurong Street, Boomerang Street and William Street, and includes one block [approximately 250m] on either side of William Street.



The desired character and long-term vision for William Street is:

"A pedestrian friendly boulevard edged with a diverse range of shops and attracting a mix of people. Public spaces will be enhanced, the street lined with trees and durable, high quality street furniture installed. The scale of the southern side of the street will be retained and reinforced, with heritage items refurbished and upgraded. Gaps in the street edge will be completed with new public spaces or infill buildings".

(William Street Revitalisation Strategy**)

Objective

To implement built form and urban design guidelines outlined in the William Street Revitalisation Strategy.



5.1 Built Form

William Street is characterised by an asymmetrical cross section, with substantially higher buildings on the north side as compared to the south. As a consequence of the intensive development of the north side of William Street, there are now limited opportunities on this side of the street.

A range of building types and heights are proposed. These are proposed relative to their location within the precinct to ensure an appropriate fit with the existing physical context and range of uses in the surrounding area. It will also provide an incentive for building owners to upgrade and refurbish buildings, particularly on the south side. Heights have been determined to minimise impact on existing views to significant vistas such as the harbour and the city skyline.

Objectives

- To retain the existing scale and character of the street, particularly on the southern side of William Street.
- To encourage revitalisation and refurbishment of the existing southern buildings;
- To retain the pattern and proportion of existing building forms and urban blocks.
- To reinforce the existing view corridor of the street.

Performance criteria

Development should:

- Retain the character of the south side of the street through relating the number of additional storeys to existing building heights and proportions;
- Maintain existing setbacks;
- Retain the existing 'heritage character' buildings on the north side of William Street, between McElhone and Brougham Streets;
- Retain all of the existing heritage items [as identified within the South Sydney City Council LEP]; and
- Retain and where possible improve upon the existing solar access to the southern side of William Street and to the Carroll's site.

5.1.1 Height Control

Objectives

- To maintain the existing view corridors, from the public and private domain to significant vistas such as the city skyline and the harbour; and
- To ensure buildings are appropriate in scale.

The Maximum Building Height (MBH), for any building within the William Street Precinct, including all fixtures, is not to be greater than the height specified in the 'Height Control Map' for this section.

For the purposes of this section, the MBH means the maximum vertical height of a building permitted, measured from the natural ground level to the uppermost point of any permanent fixture/structure of the building (including plant, lift towers and the like).

5.1.2 Building, Depth and Length

Objectives

- To ensure that daylight access and cross ventilation are maximised.
- To optimise long-term flexibility of building usage.
- To optimise energy efficiency of buildings.
- To minimise the impacts on the streetscape.

Control

Ceiling Heights

Minimum floor to ceiling heights:

- 3.6m [ground floor, retail]
- 2.7m [residential levels above ground level]
- 3.3m [commercial levels above ground level]

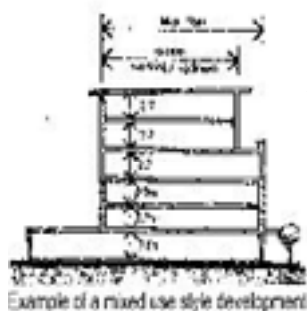
Building Depth

Preferred maximum building depth of 10m - 18m, however:

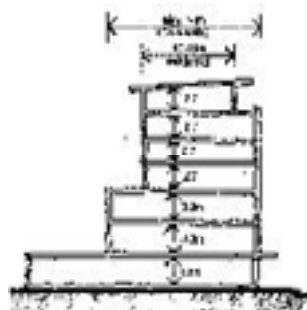
- Maximum building depth may be exceeded on the ground/retail level, particularly where there are existing deep showrooms; and
- Maximum building depth may be exceeded on the first two levels, above the ground floor level, where the first two levels have only commercial usage; and
- Buildings which deviate from this standard must demonstrate how optimum daylight and natural ventilation is to be achieved.

Building layouts are to optimise solar access and cross ventilation. At least :

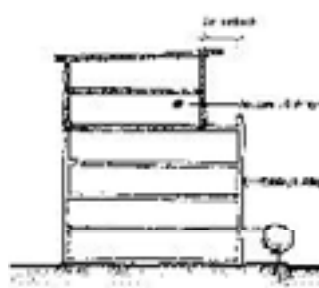
- 25% of residential units in any development are to be cross-ventilated.
- Rooftop additions/levels must be a minimum of 2m behind the parapet.



Floor to ceiling heights
for future new buildings:
- *ground floor retail*
- *residential above*



Floor to ceiling heights
for future new buildings:
- *retail*
- *commercial*
- *residential*



*New rooftop additions
for existing
buildings.*

- Residential uses are not to front William Street at ground level.
- Address cross streets at ground level with commercial space or habitable rooms of residential space to provide surveillance of the street and to animate the building frontage.
- Provide separate entrances in mixed use buildings so that there are separate and readily identifiable entrances to the commercial and residential portions of buildings.
- Provide awnings to all buildings in William Street [buildings with colonnades are excepted].
- Awnings are to:
 - Be 3.5m - 4m high and 3m deep;
 - Provide shade and shelter from rain;
 - Be continuous with adjoining awnings in terms of height and width;
 - Step in relation to street level changes and building entrances;
 - Have under awning lighting to optimise safety; and
 - Respond to the streetscape in terms of proportion, scale, materials and detail, and may have transparent or opaque roofs; and
 - Provide architectural detail for all exposed structures and joints.

5.1.3 Building Setbacks and Street Frontages

Objectives

- To reinforce the existing spatial system of the street;
- To activate the street edge through increased ground level activity; and
- To optimise surveillance and actual safety of the public domain.

Performance criteria

- Site all buildings, on William Street and secondary streets [including Yurong, Riley, Bourke, Crown and Forbes Streets] to ensure they maintain the existing street alignment.
- Buildings on the northern side of William Street may setback an additional 3m to allow for colonnades. Where this occurs they should align with existing colonnades.
- Design buildings such that they allow for active uses in shop-fronts behind colonnades.
- Ensure that all major pedestrian entrances to buildings are located on William Street and are clearly visible.
- Incorporate active street level uses such as retail shop-fronts, commercial showrooms and building entrances to all buildings.
- Cafes and restaurants with out-door dining areas are encouraged.

step awnings with street level
change and building entrances



awnings provide good
pedestrian amenity

new awnings should follow the
general alignment of awnings in
the street.

5.1.4 Building Expression

Objectives

- Achieve sufficient modulation in building facades so that buildings contribute to the desired character of the streetscape, reinforcing existing proportions of rhythm and scale.

Performance criteria

General

- Provide effective external sun shading on buildings, which are exposed to direct summer sun.
- Design all buildings so that they have openable windows to maximise natural ventilation.
- Design balconies and terraces with an optimal depth of 2m. Balconies should be semi-recessed and may extend over a public street by 450mm.
- Bay window and French [Juliet] balconies are also encouraged.
- Provide fenestration [windows] to all facades, including rear facades. Blank walls, except for party walls are not permitted.
 - Achieve building expression through modulation of the façade through the use of cornices, balconies, fenestration and other elements to ensure:
 - Shadow lines create a sense of depth when viewing the street elevation;
 - Facade elements relate to adjacent facades in the streetscape;
 - There is a balance of horizontal and vertical elements [and that using only horizontal or vertical elements is avoided]; and
 - The facade is subdivided into base, middle and top.

Shop Fronts

- Build shop fronts to the building line. Only entrances may be setback or recessed.
- Provide a surround and base to a minimum height of 300mm to shop fronts. Robust materials that can be easily cleaned should be used to minimise wear and tear such as stone, ceramic tiles and metal.
- Optimise display areas to the street, through utilising transparent glass to shop front and showroom windows. Minimise obscuring of windows by elements such as signs and storage.
- Illuminate window displays at night for security and pedestrian amenity.
- Utilise security screens, where necessary behind window displays only. Security roller shutters are not permitted on the external face of the building.

Roof Design

- Integrate lift over runs, plant equipment, communication devices, solar collectors and the like into the design of the building.
- Incorporation of penthouses, roof decks and roof gardens are encouraged in residential developments to create an interesting skyline.
- Landscape and adequately shelter outdoor recreation areas on flat roofs to optimise usability.

5.1.5 Signage and Advertising

Objectives

- To achieve an appropriate balance between the dominance of building forms and the dominance of signage.
- To minimise visual clutter associated with signage.
- To minimise the impact of signage on residential amenity.

Performance criteria

General

- Contain all signage within the envelope of the building with no rooftop signs permitted.
- Limit commercial signage to identification signs only. These may be located above entrances, suspended under awnings or painted on the external face of the awning.
- Limit painted signage on windows so that it does not obscure more than 25% of the window area.

Advertising

- Integrate signs with the building it is located on and with the streetscape generally. Consideration must be given to the cumulative impact of the advertising to avoid visual cluttering and minimise its impact on information-type signage such as directional, information and locational signage.
- Position signs so as not to obstruct, disguise or interrupt significant view lines or vistas to identifiable landmarks.
- Minimise visual and amenity impact on residential properties by:
 - Careful selection of site; and
 - Consideration of the illumination of signs, with no flashing or animated, nor highly illuminated or reflective signs permitted.
- Incorporate facilities for the regular maintenance of all signs, including their structure and changing of the sign message. Sign companies must carry the responsibility for ensuring that all materials, structures and finishes are maintained in good order.

- Conceal lighting sources to externally illuminated signs. The lighting shall be directed only to the surface of the sign with no overspill.

NB: This part should be read in conjunction with DCP 7 - Guidelines for Outdoor Advertising and State Environmental Planning Policy No. 64 - Advertising and Signage.

5.1.6 Access and Car Parking

Objectives

- To minimise the impact of vehicles and in particular, driveway thresholds on pedestrian amenity.
- To encourage the use of sustainable modes of transport.

Performance criteria

- Provide separate pedestrian and vehicular access to buildings.
- Provide access to building car parks and showrooms from side streets.
- Where a driveway is provided on William Street, exit and entry is to be provided in a forward motion.
- Ensure that surface or multi-level car parking is not visible from public streets.
- Provide car-parking underground or semi-underground parking wherever possible.
- Where parking is provided at or above ground level it must be located behind the building line and screened from view.
- Easily accessible and useable bicycle storage is to be provided within all car parks and all residential developments.
- Roof decks of surface parking areas should be designed as landscaped roof gardens to contribute to the useable open space of the development.

Control

- Service and / or car park entries are to be a maximum of 6m in width.
- Premises are to have a maximum of one entry [max. 3m in width] and one exit point [max. 3m in width].

NB: This part should be read in conjunction with DCP 11 - Transport Guidelines for Development.

5.1.7 Corner Buildings

Objectives

- Retain the existing pattern of low corner buildings on the south side of William Street.

Performance criteria

- Design corner buildings, so as to mark their position in the urban fabric, and optimise their double frontage.
- Provide retail uses at the ground floor where possible, with mixed use, commercial or residential above [depending on zoning].
- Provide awnings to both the William Street frontage and around the corner into the secondary cross street. The awning should extend into the secondary street for the length of the corner building.

Control

- Awnings must be 3.5m - 4m from ground level; and
- A minimum of 3m deep.

Other References

- The William Street Revitalisation Strategy;
- South Sydney Development Control Plan No. 11 - Transport Guidelines;
- South Sydney Development Control Plan No. 7 - Outdoor Signage;
- State Environmental Planning Policy No. 64 - Advertising and Signage;
- South Sydney Local Environmental Plan 1998;
- For all other relevant planning provisions refer to the remainder of DCP 1997.



6. FORMER ROYAL ALEXANDRA HOSPITAL FOR CHILDREN SITE, CAMPERDOWN

6.1 Introduction

The site of the former Royal Alexandra Hospital for Children (RAHC) at Camperdown is bounded by Pymont Bridge Road, Booth Street, Johnstons Creek Stormwater channel, Orphan School Creek stormwater channel, Foss Street, and Cross Street, Camperdown. The site adjoins the boundary with the Municipality of Leichhardt.

The site is strategically positioned, being close to open space, public and private transport routes, and the Sydney Central Business District. It is located within an area of land characterised by a range of institutions, and commercial, retail and light industrial land use precincts.

The surrounding area has developed historically as a working class residential area with associated employment including industry and commerce related activities. To the north and north-east, low rise residential uses predominate. To the west and south is a mixture of commercial, light and small scale industry, residential and institutional uses.

The site itself is currently occupied by numerous buildings of various forms, ranging from 1 to 6 storeys, built progressively from around 1904.

The history of the site, its location, the needs of the surrounding community, and the nature of surrounding land uses means that the redevelopment of the site must respond to a wide range of issues. Having regard to these needs and issues, specific guidelines have been developed to supplement other controls in South Sydney DCP 1997.

6.2 Relevant Planning Controls

- The site is proposed to be zoned as Zone No. 2(f) (RESIDENTIAL “F” ZONE) under an amendment to South Sydney Local Environmental Plan (LEP) No. 66.
- Under LEP No.66 development on the site would be subject to a height limit ranging from 6 to 15 metres, and maximum Floor Space Ratio of 1.25:1.
- Development would also be subject to other statutory requirements set out in the amended LEP No.66, including heritage and conservation considerations and contamination requirements.
- Development on the site should be designed with regard to the relevant provisions of Council’s Development Control Plan 1997 : Urban Design including:
Part D: Social Planning Design Criteria;
Part E: Environmental Design Criteria;
Part F: Design Criteria for Specific Types – Mixed

use development;

- Other relevant documents include:
The Former Royal Alexandra Hospital for Children Camperdown Planning Study, undertaken for the site in May 1995;
The Former Royal Alexandra Hospital for Children Camperdown Conservation Study, January 1995; and
South Sydney Council Heritage Study.

6.3 Planning intent

The intent of these site specific controls is to:

- Identify opportunities for mixed use development, while maintaining a predominantly “residential” character;
- Integrate economic viability, environmental amenity, and encourage the enhancement of the positive attributes of the site;
- Ensure functional and physical integration of the site with the surrounding area;
- Encourage the development of a range of land uses which provide services to the surrounding population;
- Encourage a high standard of urban design, particularly in relation to the interaction of land uses and open space, and the retention and enhancement of the distinctive character of the locality;
- Ensure the protection of outstanding features of the site, such as vegetation and heritage elements;
- Minimise the impacts of re-development on the Orphan School Creek Gully; and
- Safeguard the amenity of surrounding residential areas.

In the assessment of a development application for this site, Council will examine the extent to which the planning intent will be met by the proposal.

A masterplan is to be lodged with Council before or with a development application for the site. The masterplan must take into consideration the design principles of this plan and illustrate a number of options that show how the development satisfies all requirements.

6.4 Site analysis

6.3.1 Design considerations

The following issues are considered important in the planning and design of development on the RAHC site. These design considerations relate specifically to this site and should be read in conjunction with the urban design requirements and development controls in South Sydney DCP 1997. The development of the site should consider:

- Patterns of development in surrounding areas and visual and functional integration of the proposed development on the site with the locality.
- The achievement of a mix of development that is appropriate to the site and locality, in terms of physical form, density and land use.
- Staging of development so as to ensure economic viability throughout the development process and a rational development of the site.
- Creation and reinforcement of an identity which respects the history and characteristics of the site and locality.
- The provision of services and facilities according to the demands of the existing, and likely future, users of the site.
- The protection and enhancement of significant attributes of the site and surrounds, including Orphan School Creek gully, the identified landscape elements, the heritage significance of the former Administration building and past use of the site, and the natural topography of the site.
- Potential negative environmental effects, such as traffic and noise and the preservation of amenity in surrounding areas.
- Strategies for remediation of any contaminated areas of the site.

6.5 Integration

6.5.1 Physical integration

Objectives

- To ensure that development of the site achieves physical integration in terms of the scale, density, layout, external appearance of buildings and provision of open space.
- To ensure that vehicle and pedestrian access to the site are maximised, and that road layout and open space linkages are consistent with the established design of surrounding areas.
- To maintain and enhance views to and from the site through the appropriate design and location of buildings, streets, open space, and landscaping.

Development guidelines

- Development should not exceed an overall FSR of 1.25:1;
- View corridors as indicated in the diagram and planning study should be created or maintained;
- Visual integration should be encouraged through continuation of surrounding street patterns within the site;
- Building envelopes should reflect the site topography with low scale in areas fronting Orphan School Creek, gradually increasing across the contours towards the corner of Pyrmont Bridge Road and Booth Street;
- Development should provide a landscaped open space buffer (**10m minimum**) along Orphan School Creek, to ensure its protection and enhancement. **Buildings should be set back 12m minimum from the open space corridor along the Creek (generally from the top of the embankment).**
- Development should create publicly accessible streets and paths that provide connections within and beyond the site.
- Predominant surrounding building lines and setbacks should be recognised in the siting of development within the site. Setbacks along Pyrmont Bridge Rd and Booth St should allow for retention of significant trees.
- A visual identity for the site should be created through a landmark building at the corner of Pyrmont Bridge Road and Booth Street.
- Development in the area bounded by Cross Street, Foss Street, and Pyrmont Bridge Road is to extend the two storey terrace nature of surrounding residential development.

6.5.2 Functional integration

Objectives

- To allow a mix of land uses consistent with the nature of the locality, and the demands of the local population, but with a predominantly residential character.
- To provide attractions on site to encourage pedestrian access through the site.
- To ensure functional integration of vehicle and pedestrian networks into existing systems, and to minimise negative impacts arising from the development.
- To enhance the importance of Orphan School Creek as open space corridor and fauna habitat.

Development guidelines

- Non-residential uses should be appropriate to the demands of the local population, be accessible to the broader community, and take into account existing patterns of service provision in the locality. Such uses should be located in the southern corner of the site;
- Open space, pedestrian and vehicle links should link the site and surrounding areas, and relate to external networks, especially Orphan School Creek;
- Land uses within the site should be compatible with each other, and with surrounding residential areas;
- Traffic and servicing requirements of the development should not place unreasonable demands on the capacity of external networks;
- Access points should align with existing intersections.

6.5.3 Land use mix

Objectives

- To enable a balance of residential and non-residential uses, consistent with patterns of development in the locality.
- To ensure that the scale and intensity of non-residential use on the site is consistent with the scale of non-residential uses in the surrounding area.
- To ensure adequate public and private/communal open space is provided on site.
- To ensure non-residential uses are environmentally compatible with residential uses.

Development guidelines

- Land uses in areas fronting Orphan School Creek should be of a low intensity and scale;
- Non-residential uses in other areas should be of a scale appropriate to the locality;
- Uses within the southern corner portion of the site should reflect the need to provide a buffer between higher intensity non-residential use and residential areas in the north of the site;
- Non-residential uses on the site should complement services and facilities within the locality;
- Commercial and retail uses should predominantly serve the demands of the local population, and be concentrated in the southern corner of the site;
- All open space contributions under s. 94, including provision and embellishment, should be achieved on site.

6.5.4 Heritage and conservation

Objectives

- To ensure that the development of the site complements the history of the site, and is consistent with the findings of the Scott Carver Conservation Study (January 1995) prepared for the site.
- To conserve and re-use buildings which make a positive contribution to the physical amenity of the site and locality.
- To conserve and enhance landscape features of significance.
- To ensure the design of public spaces recognises the significance and makes reference to the history of the site.

Development principles

- A suitable use should be found for the former Administration building, which does not compromise its significance and which reflects the history of the site;
- The trees along Pyrmont Bridge Road should be maintained up to the preferred vehicle entry point opposite Lyons Road;
- Significant trees on the site should be protected and integrated into the development.
- Any existing structures which detract from the former Administration building should be demolished to reinstate its identity and significance;
- Other existing buildings on the site which by their character and previous use possess historical significance, should be assessed for their adaptive re-use potential prior to demolition (refer to Category B buildings in the Conservation Study for the site);
- An appropriate curtilage for buildings to be retained on the site is to be established in accordance with the NSW Heritage Manual – Heritage Curtilages (DUAP 1996).
- Settings for memorial plaque(s) to commemorate persons formerly associated with the Hospital, including benefactors, staff and children who have died on the site, should be integrated into the design of public spaces.
- Open space provision and landscape works should afford the retention of significant trees and landscape settings.

6.5.5 Building design

Objectives

- To ensure building facades are responsive to and reinforce the character and continuity of the streetscape.
- To ensure the design of buildings contributes to the aesthetic qualities of the area and enhances the public domain.
- To ensure buildings are designed to respond to environmental conditions (e.g. traffic and noise) and incorporates energy efficient design principles for solar access and energy saving.

Development principles

- Buildings visible from public vantage points or from surrounding properties **should** include vertical proportions to openings; roof pitches greater than 30° or parapet details; render wall finishes; metal, slate or dark coloured roof materials; and open style boundary fencing to expose landscape treatments and architectural forms.
- Any elements, projections or works above the roof structure of a building must be designed to be integrated with the overall design of the building, having regard to:
 - their visibility from public vantage points or from surrounding areas;
 - protection of views from surrounding areas;
 - setback from the outer edges of the building;
 - their scale in relation to the scale of the building; and
 - their colour and materials.
- Perimeter buildings at the edges of the site **should** respect the character, scale and form of nearby land uses, where these are typical of the surrounding area.
- Passive and active solar design methods **should be used** to increase the comfort level of buildings and minimise energy consumption from non-renewable energy sources.
- Private open space areas **should be orientated** to maximise energy efficiency.

6.5.6 The natural environment

Objectives

- To respect natural processes, and the physical features and inherent characteristics of the site.
- To embrace the principles of ecologically sustainable development including energy efficiency, waste minimisation, water conservation and re-use.
- To ensure the redevelopment of contaminated land on the site does not pose risk to public health or the environment and is suitably assessed to determine the extent of contamination and is suitably remediated.

Development principles

- Open space provision **should be integrated** with natural landscape features, drainage patterns, and runoff retention requirements;
- An expanded landscaped open space buffer **(10m minimum) should be provided** along Orphan School Creek to facilitate its protection and enhancement;
- Landscape design, particularly along the Creek, should be complementary to the gully character, with species consistent with the revegetation strategy for the gully.
- Adequate stormwater filtering and retention **should be provided** so as to minimise impacts on existing drainage systems and natural water bodies;
- Contaminated land **should be** re-instated to a condition suitable for its intended use.
- Demolition of buildings and removal of contaminated material **should be** in accordance with Health and Safety legislation.
- Ecological sound building materials that are renewable, energy efficient and can reduce fossil based energy consumption **should be used.**

N.B.: Further investigation of all sources of **contamination** is to be carried out prior to Masterplan/DA stage.