



## Section 5

# Specific

# Areas

# 5 Specific Areas

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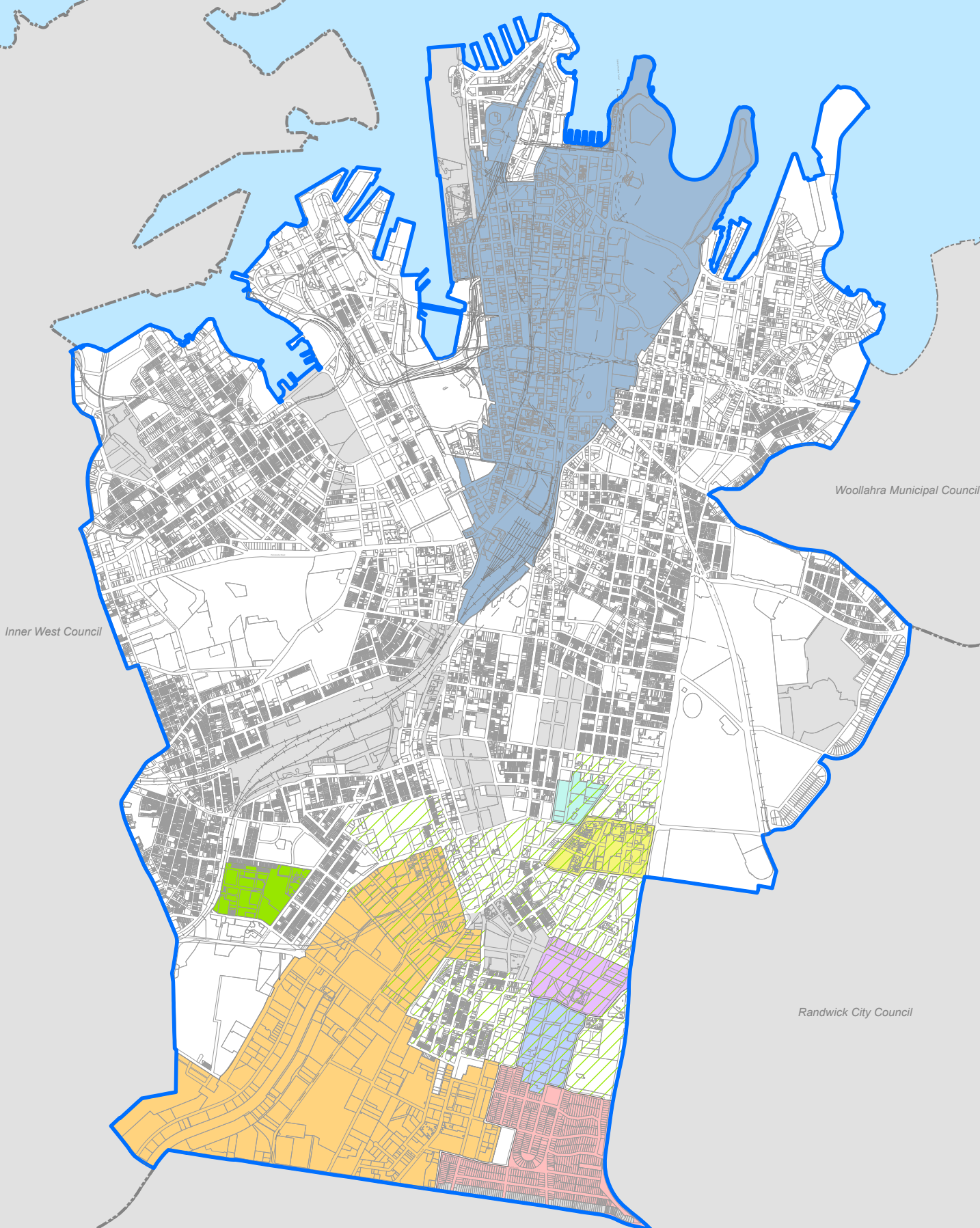
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## Introduction

This Section applies to the areas identified in Figure 5.1 Specific Areas. Refer to Figure 5.1 to determine which, if any of these provisions apply.

This Section establishes additional provisions for specific areas in the local government area including Central Sydney, Green Square, Epsom Park, Lachlan, the Ashmore Neighbourhood, the Rosebery Estate, North Rosebery and the Southern Enterprise Area. Where there is an inconsistency between Section 5 and Sections 1 to 4 of this DCP, Section 5 applies to the extent of the inconsistency. Where there is an inconsistency between Section 5 and Section 6 of this DCP, Section 6 applies to the extent of the inconsistency. When a numerical standard is not specified in this Section, development must be consistent with all other relevant provisions of the DCP.



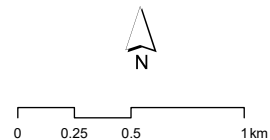
Specific areas map

Figure 5.1

Legend

- City of Sydney - Local Government Area
- Central Sydney
- Rosebery Estate
- North Rosebery
- Lachlan
- Southern Enterprise Area
- Ashmore
- Epsom Park
- Dank Street South
- Land excluded from this DCP

Sydney Development Control Plan 2012



CITY OF SYDNEY

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# 5.1

## Central Sydney

This Section applies to the land identified as Central Sydney in Figure 5.1 *Specific Areas*.

### 5.1.1 Built form controls

Built form controls include:

- Street Frontage Heights
- street, side and rear setbacks
- separations; and
- massing and tapering.

The controls outline the desired future form of Central Sydney and provide the tests to which the consent authority must be satisfied in order to demonstrate compliance with the relevant requirements of Sydney LEP 2012, including Clause 6.16.

#### Value statement

The predominant built form typology of Central Sydney is a podium building with tall building element set back above. A group of podiums form a street wall when viewed from a Public Place. This configuration manages impacts on the amenity of the public domain and surrounding development in a number of ways:

- A tall building that is set back from its site boundaries that sits on a building podium creates space around it that provides light and air into the street.
- A building podium maintains definition of the street at a reasonable pedestrian scale whilst managing climatic effects of tall buildings - including downdrafts, wind funnelling, reduced daylight and overshadowing.
- Street wall buildings create areas of special character throughout Central Sydney as a result of variations in their scale and articulation.
- Heritage items create space between tall buildings that allow more sunlight, daylight and air circulation to the street.

Issues of scale, daylight, wind and character arising from tall buildings can be managed by controlling:

- Street Frontage Heights;
- setbacks;
- building form separations; and
- Building Envelope Areas and dimensions.

These requirements are specifically designed to minimise the impact of tall buildings on the amenity in the public domain. Controls for amenity within developments are contained in other sections of this DCP (see Section 4 Development types and Section 5.1.2 Development outlook and demonstrating amenity compliance) and SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide.

In this section:

**Building Envelope Area** is the area including all internal and external built elements and enclosed voids between that floor level and the next floor level measured in plan.

**Podium** means the base of a tall building that is built close to or along the site boundary or boundaries. It defines the Public Place and is distinct from the part of the tall building above it, which is set back from the boundary or boundaries.

**Public Place** has the same meaning as in the Local Government Act and includes streets, lanes (i.e. narrow streets) and public open space.

**Podium Height** means the Street Frontage Height also applied at side and rear boundaries (note, street, side and rear setbacks do not apply to buildings less than 55 metres in height).

**Street Frontage Height** means the vertical height above ground level of that part of the building closest to a Public Place. Street Frontage Height is the development control that sets the desired street wall or podium height.

**Street Setback** means the setback from the site boundary of that part of the building closest to a public place and applies for any part of the building or building element above the Street Frontage Height (including for example architectural elements like horizontal or vertical fins).

### Objectives

- (a) To maintain daylight and sunlight in streets, lanes and Public Places.
- (b) To manage the wind impacts of development on streets, lanes and other Public Places so that they are safe and comfortable for people.
- (c) To allow comfortable air movement to disperse pollution and cool streets, lanes and Public Places.
- (d) To ensure that occupants of tall buildings have access to daylight and outlook by providing appropriate separation from surrounding buildings.
- (e) To establish Street Frontage Heights in Central Sydney that are appropriate to a site's context and location.
- (f) To ensure small sites that are unable to provide setbacks do not develop as tall buildings above the Street Frontage Height.
- (g) To ensure that each tall building is designed to be seen as a unified composition from all sides – that they are designed to be seen “in the round”.
- (h) To promote streets and laneways as important Public Places.
- (i) To avoid the appearance of contiguous ‘wall of towers’, where groups of tall buildings appear as one solid mass.

### Provisions

#### 5.1.1.1 Street frontage height and street setbacks

##### Value statement

##### Street Frontage Heights

Buildings that are built to the street alignment with a height to street width ratio of at least 1:1 provide a sense of enclosure to the street. In Central Sydney, street widths average under 20m, so in general an appropriate minimum street frontage height for buildings is 20m.

Buildings taller than 45m at the street alignment are greater than 2.25 times the street width, and create an overbearing sense of enclosure. The street frontage height of most existing buildings in Central Sydney ranges between 20 and 45m.



For historical planning reasons many existing buildings in Central Sydney have a height or street frontage height of 45m high.

Buildings with street frontage heights between 20 and 45m reinforce the characteristic built form of Central Sydney. The maximum street frontage height that may be permitted anywhere in Central Sydney is 45m.

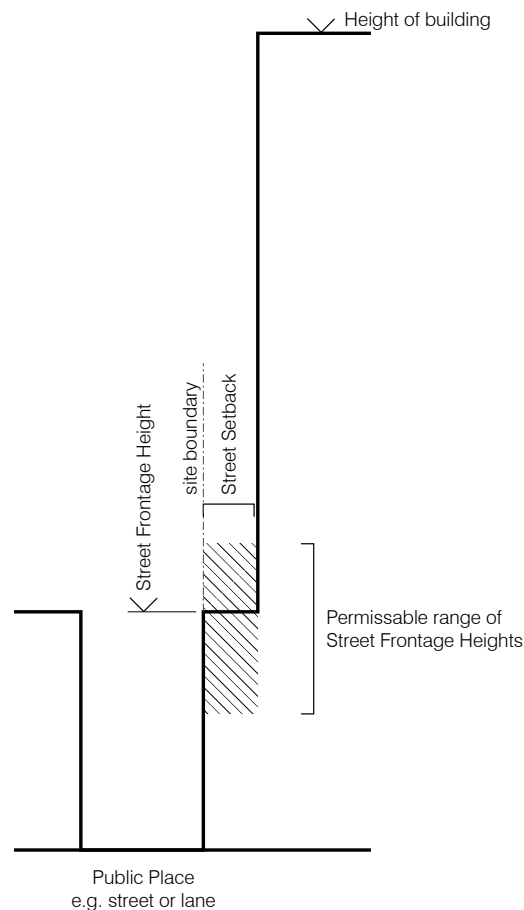
### Street Setbacks

Buildings over 45m high that are built to or close to the street alignment can reduce daylight to streets; overshadow streets and lower levels of buildings; create unpleasant wind conditions; create an overwhelming sense of enclosure; and affect growing conditions for street trees.

Setting back higher elements of buildings preserves reasonable levels of daylight at street level and helps minimise wind problems to create a comfortable street environment.

A 10m setback doubles the amount of sky seen on an average 20m street in Central Sydney and significantly reduces wind impacts.

**Figure 5.2**  
The street frontage height of development outside of special character areas should range between 20m and 45m



### Objectives

- (a) Achieve comfortable street environments for pedestrians with high levels of daylight, appropriate scale, sense of enclosure and wind mitigation.
- (b) Encourage flexibility in building design while reinforcing the character of Central Sydney and ensuring built form is compatible with heritage items and the desired streetscape character.
- (c) To recognise the variety and patterns of street wall heights throughout Central Sydney.

- (d) To ensure that buildings address and define laneways consistent with their special character.
- (e) To provide setbacks above the Street Frontage Height that promote good separation between tall buildings, across streets, maintain views to the sky and create a sense of openness in the street.
- (f) To allow flexibility for setbacks above Street Frontage Height but only where better performance in relation to wind mitigation and daylight access to Public Places can be demonstrated.
- (g) To protect long, low angle views of open sky and landmark features.

### Provisions

- (1) The Street Frontage Height and Street Setbacks of a building must be in accordance with Table 5.1 – Permissible range of Street Frontage Heights and Table 5.2 Minimum Street Setbacks, except for buildings in Special Character Areas that must be in accordance with the Minimum Street Frontage Heights for Special Character Areas in Table 5.3 and the Minimum Street Setbacks and Maximum Street Frontage Heights as shown in the Special Character Area maps at Figures 5.4 to 5.16 in Section 5.1.1.2.

**Note:** Section 5.1.1.1(2) Street Setback variation provisions do not apply to Heritage Items or in Special Character Areas, unless noted on Special Character Area maps.

**Note:** The permissible range of Street Frontage Heights also apply to the side and rear boundaries of a site, being the podium, for buildings over 55m.

**Table 5.1:** Permissible range of Street Frontage Heights

Permissible range of Street Frontage Heights			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	20-35m* Or 20-45 for street block corner sites less than 1000sqm	20-35m*	20-25m*
		Frontage adjacent to a Public Place with a width up to 8m wide (eg. lanes)	20-45m	20-45m	20-25m*
	Heritage items outside Special Character Areas		Existing height	Existing height	Existing height

\* up to 45m subject to Section 5.1.1.1(2)

- (2) Notwithstanding Section 5.1.1.1(1) and Table 5.1, buildings that contain more than 40% residential accommodation including serviced apartment floor space, may have a Street Frontage Height of up to 45m where all floors between the height shown in the table and 45m are used for commercial premises and/or publicly owned facilities or establishments and the street frontage height is compatible with the context.

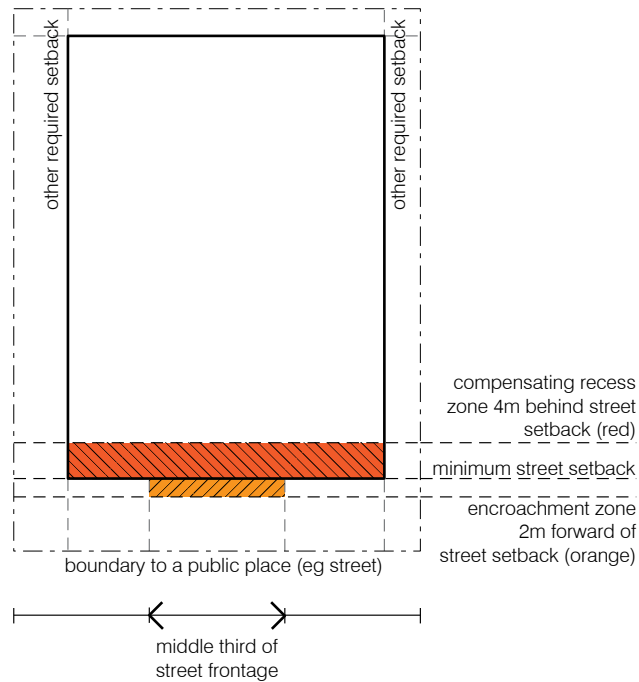
Table 5.2: Minimum Street Setbacks

Minimum Street Setbacks			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	8m or 6m where adjoining sites Street Setbacks are less than 6m	8m*	8m*
		Frontage adjacent to a Public Place with a width up to 8m wide (eg. lanes)	2m	8m*	8m*
	Heritage items outside Special Character Areas		10m to Public Places greater than 8m wide (streets). 2-10m on Public Places up to 8m wide (lanes) determined by heritage values and context.		

\* may be varied subject to 5.1.1.1(3)

- (3) Where noted in Clause(1) Table 5.2 Minimum Street Setbacks and on the Special Character Area maps, variation to Street Frontage Height (excluding sites in Special Character Areas) and Street Setbacks may be permitted to building massing that provides:
- encroachment(s) 2m forward of the minimum Street Setback within the middle third of the frontage to a Public Place and provision of compensating recess(es) of equal to or greater area up to 4m behind the minimum Street Setback; or
  - equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing with complying Street Frontage Heights and Street Setbacks (i.e. variation to massing is governed by achieving equal or better performance); and
  - a high quality urban design outcome will be achieved, through the preparation of a detailed urban design and options analysis that demonstrates how the proposed massing is compatible with the context.
- Procedures for demonstrating compliance with 5.1.1.1(3)(a) and (b) are set out in Schedule 12.
- (4) Notwithstanding Section 5.1.1, greater Street Setbacks may be required through the application of 5.1.1.4 Built form massing, tapering and maximum dimensions, 5.1.2 Development outlook and amenity and/or SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide.

**Figure 5.3**  
Setbacks provide building design flexibility – Minimum Street Setbacks may be varied in accordance with Section 5.1.1.1(3) and the procedures for demonstrating compliance at Schedule 12



### 5.1.1.2 Street frontage heights and street setbacks in Special Character Areas

#### Value statement

Central Sydney contains a number of areas with special and distinctive character (Special Character Areas) that are important to the identity and character of Central Sydney. The boundaries of Special Character Areas are shown in Figure 2.1.

These areas include a number of distinctive qualities: a character unmatched elsewhere in Central Sydney; a concentration of heritage items and quality streetscapes, and; a focus of public life with high cultural significance. They often include a highly distinctive element in the public domain, are structured around a significant park or other Public Place, and are deliberately planned in such a way so as to enhance public view corridors.

Sydney LEP 2012 identifies a number of Special Character Areas that significantly contribute to the quality of the public domain and the distinctiveness of Central Sydney. Development in Special Character Areas can reinforce and enhance the existing character by responding to Special Character Area Street Frontage Heights and setbacks and the locality statements and principles for each Special Character Area in Section 2.

#### Objectives

- (a) To ensure appropriate height transitions between development, heritage items and buildings in Special Character Areas as required by Clause 4.3 of Sydney LEP 2012.
- (b) To enhance the distinctive attributes and qualities of the built form, streetscapes and Public Places of the Special Character Areas.
- (c) To ensure development is compatible with distinctive character and significance of each Special Character Area.
- (d) To enhance the heritage significance of heritage items and their settings.
- (e) To enhance existing public views and public vistas to heritage items and places of historic and aesthetic significance.



- (f) To ensure development has regard to the fabric and qualities of heritage items within Special Character Areas in respect of scale, form, modulation, articulation, proportion, street alignment, materials and finishes
- (g) To enhance the level of sunlight and daylight access to streets, lanes, parks and other public domain spaces.
- (h) To provide clear guidance about permitted heights and setbacks in Special Character Areas by way of detailed Special Character Area Maps.

**Provisions**

- (1) The Street Frontage Height and Street Setbacks of development in a Special Character Area must be in accordance with:
  - (a) Street Setbacks as shown in the Special Character Area maps at Figures 5.4 to 5.16;
  - (b) the minimum Street Frontage Height controls provided in Table 5.3; and
  - (c) the maximum Street Frontage Heights as shown in the Special Character Area maps at Figures 5.4 to 5.16.

**Note:** development adjacent to Heritage Items must also address the requirements of Section 5.1.3.1.
- (2) The minimum Street Frontage Height of development within a Special Character Area, or part thereof, not specified in Table 5.3 must comply with the permissible range of Street Frontage Heights set out in Table 5.1.

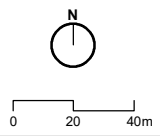
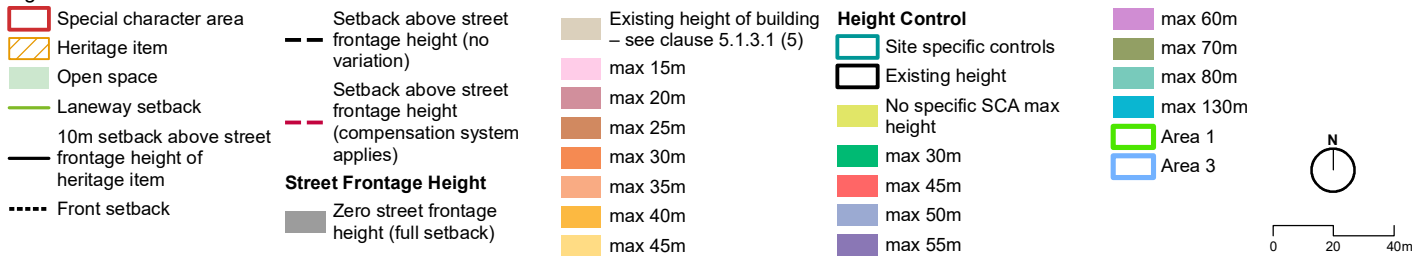
Table 5.3: Minimum street frontage heights for Special Character Areas

Special character area	Map reference	Minimum street frontage height
Bridge Street Macquarie Place Bulletin Place	A	15m
<b>Chifley Square</b>	<b>B</b>	<b>35m</b>
<b>Circular Quay</b>	<b>C</b>	<b>25m</b>
College Street Hyde Park	D	The street frontage height of the nearest heritage item to, or within, the subject site within the same block and on the same side of the street, excluding the Great Synagogue at 187A Elizabeth Street which cannot be used as a minimum.
<b>Farrer Place</b>	<b>E</b>	<b>35m</b>
Haymarket Chinatown	F	15m or the street frontage height of the nearest heritage item to, or within, the subject site within the same block and on the same side of the street, whichever is smaller.
Macquarie Street	G	The street frontage height of the nearest heritage item to, or within, the subject site within the same block and on the same side of the street.  Note: Refer to the conservation management plan controls for sites on the eastern side of Macquarie Street, Sydney
Martin Place	H	45m
Pitt Street Mall	I	35m for sites north of King Street; and 25m for sites south of King Street
<b>Railway Square / Central Station</b>	<b>J</b>	<b>No minimum</b>
Sydney Square Town Hall and St. Andrews	L	20m
Wynyard Park Lang Park	M	45m
York Street Clarence Street Kent Street	N	20m



### Bridge Street / Macquarie Place / Bulletin Place Special Character Area

Figure 5.4

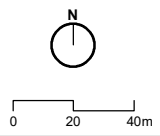




## Chifley Square Special Character Area

Figure 5.5

- |   |  |  |                            |          |
|---|--|--|----------------------------|----------|
| Special character area                                    | Setback above street frontage height (no variation)                | Existing height of building – see clause 5.1.3.1 (5) | <b>Height Control</b>      | max 60m  |
| Heritage item   | Setback above street frontage height (compensation system applies) | max 15m  | Site specific controls     | max 70m  |
| Open space  | <b>Street Frontage Height</b>                                      | max 20m  | Existing height            | max 80m  |
| Laneway setback   | Zero street frontage height (full setback)                         | max 25m  | No specific SCA max height | max 130m |
| 10m setback above street frontage height of heritage item |  | max 30m  | max 30m                    | Area 1   |
| Front setback   |  | max 35m  | max 45m                    | Area 3   |
|   |  | max 40m  | max 50m                    |          |
|   |  | max 45m  | max 55m                    |          |



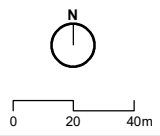


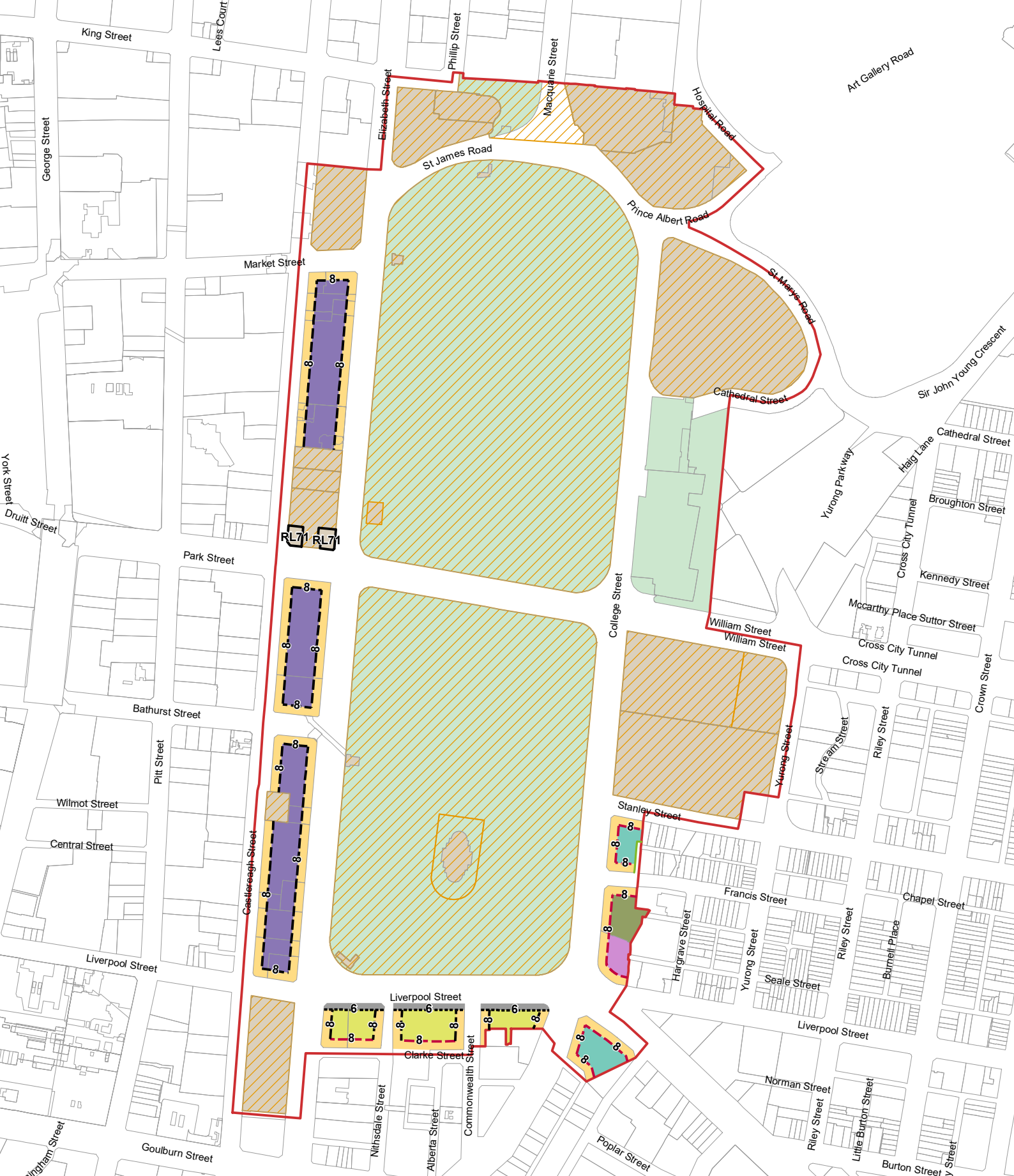


### Circular Quay Special Character Area

Figure 5.6

Special character area	Setback above street frontage height (no variation)	Existing height of building – see clause 5.1.3.1 (5)	<b>Height Control</b>	max 60m
Heritage item	Setback above street frontage height (compensation system applies)	max 15m	Site specific controls	max 70m
Open space	<b>Street Frontage Height</b>	max 20m	Existing height	max 80m
Laneway setback	Zero street frontage height (full setback)	max 25m	No specific SCA max height	max 130m
10m setback above street		max 30m	max 30m	Area 1
frontage height of heritage item		max 35m	max 45m	Area 3
Front setback		max 40m	max 50m	
		max 45m	max 55m	

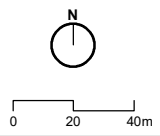




## College Street / Hyde Park Special Character Area

Figure 5.7

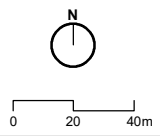
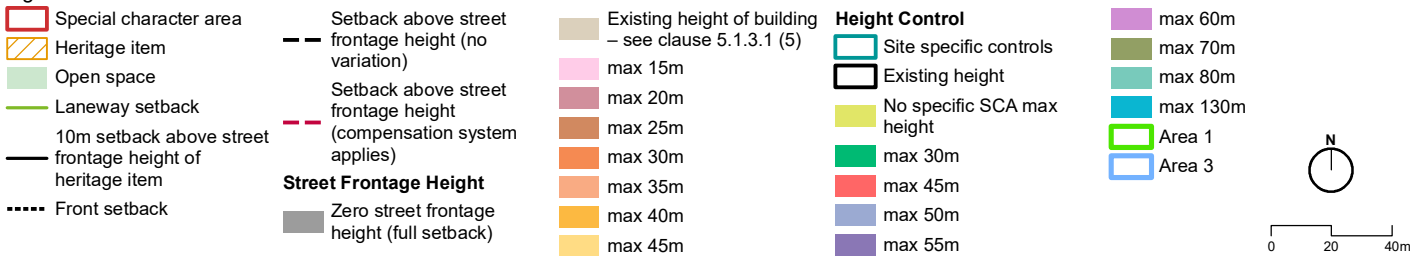
Special character area	Setback above street frontage height (no variation)	Existing height of building – see clause 5.1.3.1 (5)	<b>Height Control</b>	max 60m
Heritage item	Setback above street frontage height (compensation system applies)	max 15m	Site specific controls	max 70m
Open space	Street Frontage Height	max 20m	Existing height	max 80m
Laneway setback	Zero street frontage height (full setback)	max 25m	No specific SCA max height	max 130m
10m setback above street frontage height of heritage item		max 30m	max 30m	Area 1
Front setback		max 35m	max 45m	Area 3
		max 40m	max 50m	
		max 45m	max 55m	





## Farrer Place Special Character Area

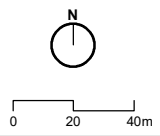
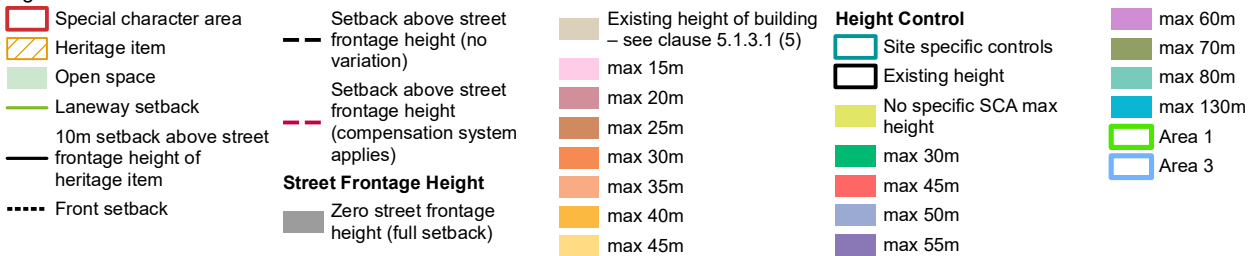
Figure 5.8





## Haymarket / Chinatown Special Character Area

Figure 5.9





## Macquarie Street Special Character Area

Figure 5.10

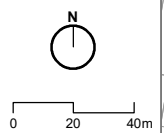
- Special character area
- Heritage item
- Open space
- Laneway setback
- 10m setback above street
- frontage height of heritage item
- Front setback

- Setback above street frontage height (no variation)
- Setback above street frontage height (compensation system applies)
- Street Frontage Height**
- Zero street frontage height (full setback)

- Existing height of building – see clause 5.1.3.1 (5)
- max 15m
- max 20m
- max 25m
- max 30m
- max 35m
- max 40m
- max 45m

- Height Control**
- Site specific controls
- Existing height
- No specific SCA max height
- max 30m
- max 45m
- max 50m
- max 55m

- max 60m
- max 70m
- max 80m
- max 130m
- Area 1
- Area 3







## Martin Place Special Character Area

Figure 5.11

- Special character area
- Heritage item
- Open space
- Laneway setback
- 10m setback above street
- frontage height of heritage item
- Front setback

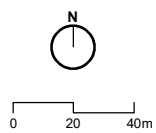
- Setback above street frontage height (no variation)
- Setback above street frontage height (compensation system applies)

- Street Frontage Height**
- Zero street frontage height (full setback)

- Existing height of building – see clause 5.1.3.1 (5)**
- max 15m
  - max 20m
  - max 25m
  - max 30m
  - max 35m
  - max 40m
  - max 45m

- Height Control**
- Site specific controls
  - Existing height
  - No specific SCA max height
  - max 30m
  - max 45m
  - max 50m
  - max 55m

- max 60m
- max 70m
- max 80m
- max 130m
- Area 1
- Area 3



Clarence Street  
Druitt Street

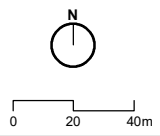


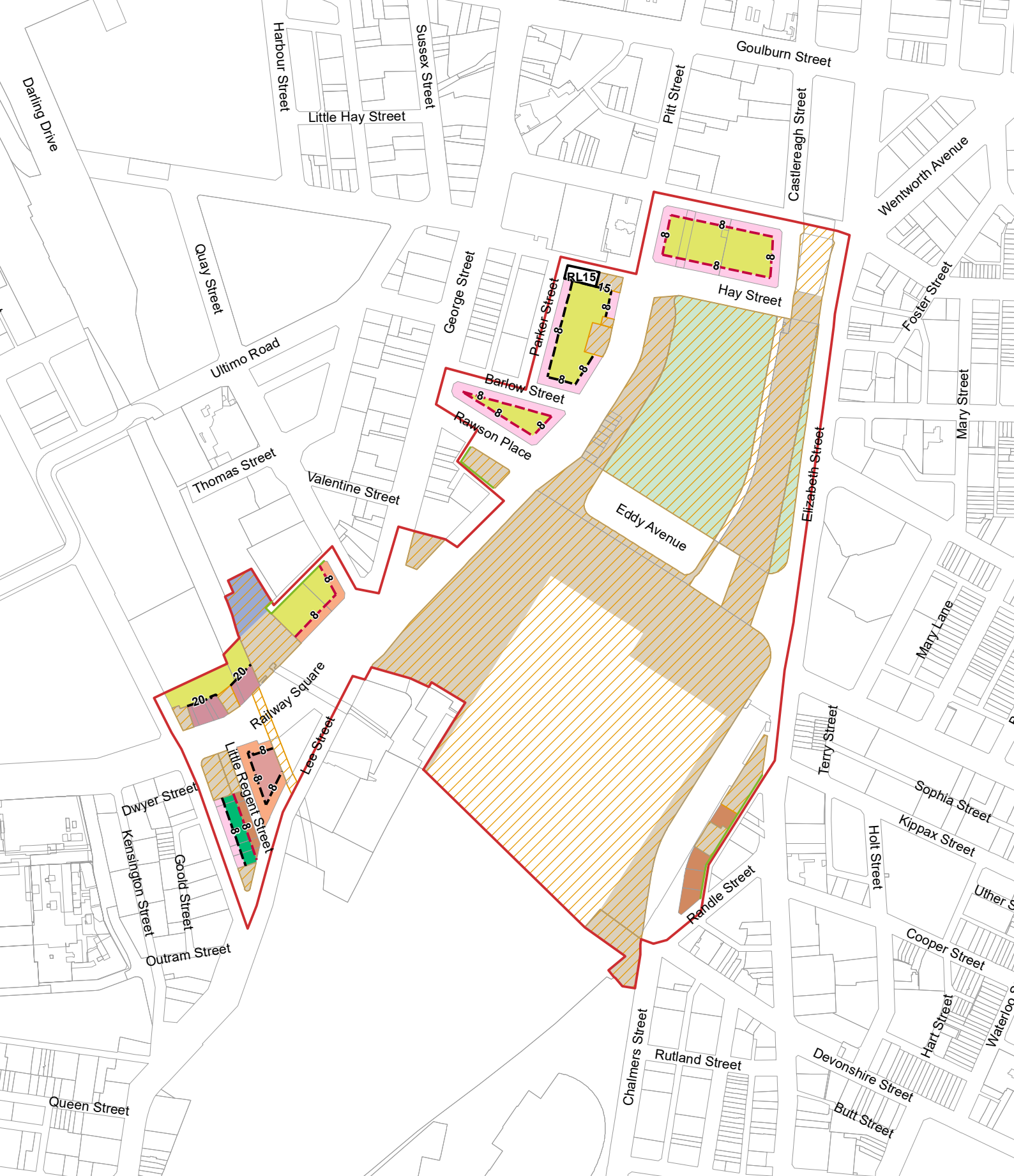


## Pitt Street Mall Special Character Area

Figure 5.12

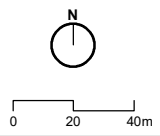
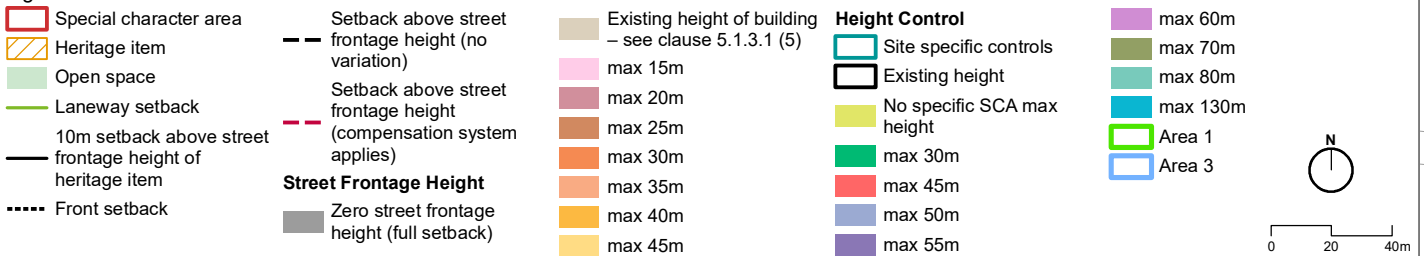
<ul style="list-style-type: none"> <li><span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Special character area</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Heritage item</li> <li><span style="background-color: #d9ead3; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Open space</li> <li><span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Laneway setback</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 15px; margin-right: 5px;"></span> 10m setback above street</li> <li><span style="border-bottom: 1px dashed black; display: inline-block; width: 15px; margin-right: 5px;"></span> frontage height of heritage item</li> <li><span style="border-bottom: 1px dotted black; display: inline-block; width: 15px; margin-right: 5px;"></span> Front setback</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; display: inline-block; width: 15px; margin-right: 5px;"></span> Setback above street frontage height (no variation)</li> <li><span style="border-bottom: 1px dashed red; display: inline-block; width: 15px; margin-right: 5px;"></span> Setback above street frontage height (compensation system applies)</li> </ul> <p><b>Street Frontage Height</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #808080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Zero street frontage height (full setback)</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #d9ead3; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing height of building – see clause 5.1.3.1 (5)</li> <li><span style="background-color: #fce4ec; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 15m</li> <li><span style="background-color: #f8bbd0; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 20m</li> <li><span style="background-color: #ffb74d; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 25m</li> <li><span style="background-color: #ff9800; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 30m</li> <li><span style="background-color: #ff5722; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 35m</li> <li><span style="background-color: #ff175d; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 40m</li> <li><span style="background-color: #ff0000; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 45m</li> </ul>	<p><b>Height Control</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid cyan; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site specific controls</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing height</li> <li><span style="background-color: #ffff00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> No specific SCA max height</li> <li><span style="background-color: #008000; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 30m</li> <li><span style="background-color: #ff0000; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 45m</li> <li><span style="background-color: #6666ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 50m</li> <li><span style="background-color: #6600ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 55m</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #9900cc; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 60m</li> <li><span style="background-color: #666633; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 70m</li> <li><span style="background-color: #008080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 80m</li> <li><span style="background-color: #00b0f0; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> max 130m</li> <li><span style="border: 2px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Area 1</li> <li><span style="border: 2px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Area 3</li> </ul>
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## Railway Square / Central Station Special Character Area

Figure 5.13

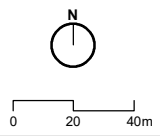




## Sydney Square / Town Hall & St Andrews Special Character Area

Figure 5.14

Special character area	Setback above street frontage height (no variation)	Existing height of building – see clause 5.1.3.1 (5)	<b>Height Control</b>	max 60m
Heritage item	Setback above street frontage height (compensation system applies)	max 15m	Site specific controls	max 70m
Open space	<b>Street Frontage Height</b>	max 20m	Existing height	max 80m
Laneway setback	Zero street frontage height (full setback)	max 25m	No specific SCA max height	max 130m
10m setback above street frontage height of heritage item		max 30m	max 30m	Area 1
Front setback		max 35m	max 45m	Area 3
		max 40m	max 50m	
		max 45m	max 55m	





## Wynyard Park / Lang Park Special Character Area

Figure 5.15

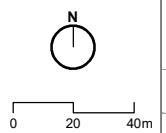
- Special character area
- Heritage item
- Open space
- Laneway setback
- 10m setback above street frontage height of heritage item
- Front setback

- Setback above street frontage height (no variation)
  - Setback above street frontage height (compensation system applies)
- Street Frontage Height**
- Zero street frontage height (full setback)

- Existing height of building – see clause 5.1.3.1 (5)
- max 15m
  - max 20m
  - max 25m
  - max 30m
  - max 35m
  - max 40m
  - max 45m

- Height Control**
- Site specific controls
  - Existing height
  - No specific SCA max height
  - max 30m
  - max 45m
  - max 50m
  - max 55m

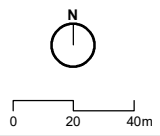
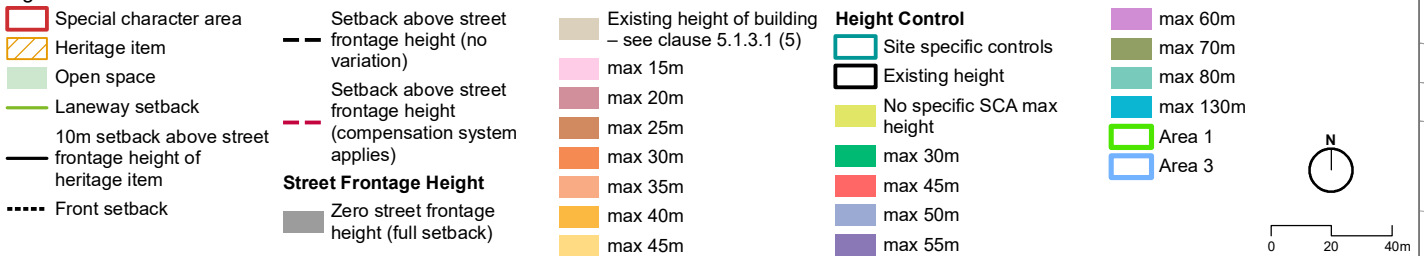
- max 60m
- max 70m
- max 80m
- max 130m
- Area 1
- Area 3





### York Street / Clarence Street / Kent Street Special Character Area

Figure 5.16





### 5.1.1.3 Side and rear setbacks and building form separations

#### Value statement

Side and Rear Setbacks and Building Form Separations allow ventilation, daylight access and help reduce adverse wind effects.

Side and Rear Setbacks and Building Form Separations required by this section of the DCP have been established by giving consideration to building height. Tall buildings should appear 'in the round' so that each face of a building is substantially visible from immediately adjacent Public Places.

The Side and Rear Setbacks and Building Form Separations set out in this section are intended to manage the impact of development on surrounding public domain. Setbacks required for amenity within a development are set out in Section 5.1.2.

#### Objectives

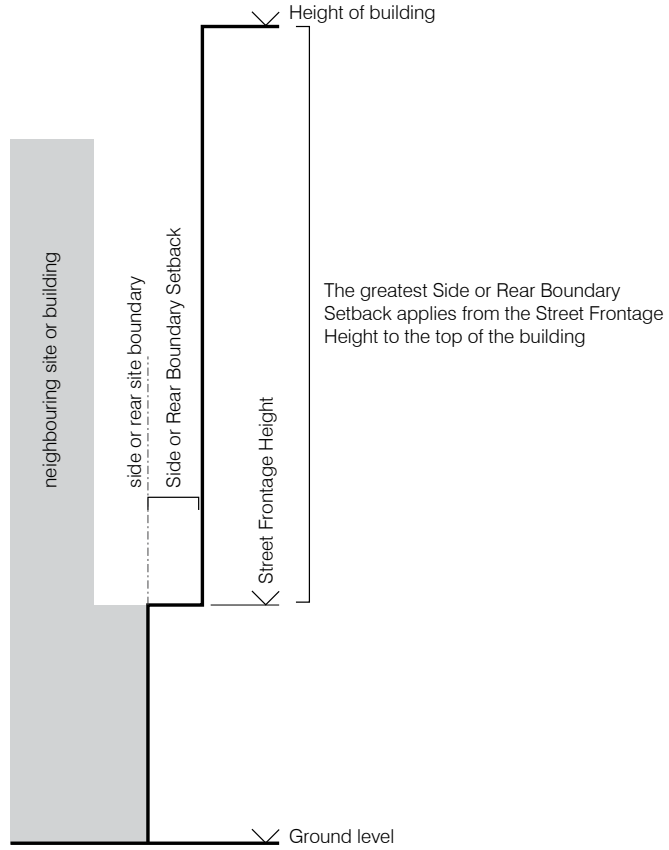
- (a) To enhance the quality of the Public Places in terms of wind mitigation, ventilation and daylight access.
- (b) To ensure tower elements of tall buildings are appropriately setback from side and rear boundaries to:
  - (i) provide definition to building podiums;
  - (ii) ensure that tower elements appear 'in the round', and;
  - (iii) to allow sufficient light and air into surrounding Public Places.
- (c) To avoid the appearance of a contiguous 'wall of towers', where groups of tall buildings appear as one unbroken mass.
- (d) To promote separate buildings that create a layered visual effect when viewed from a distance.

#### Provisions

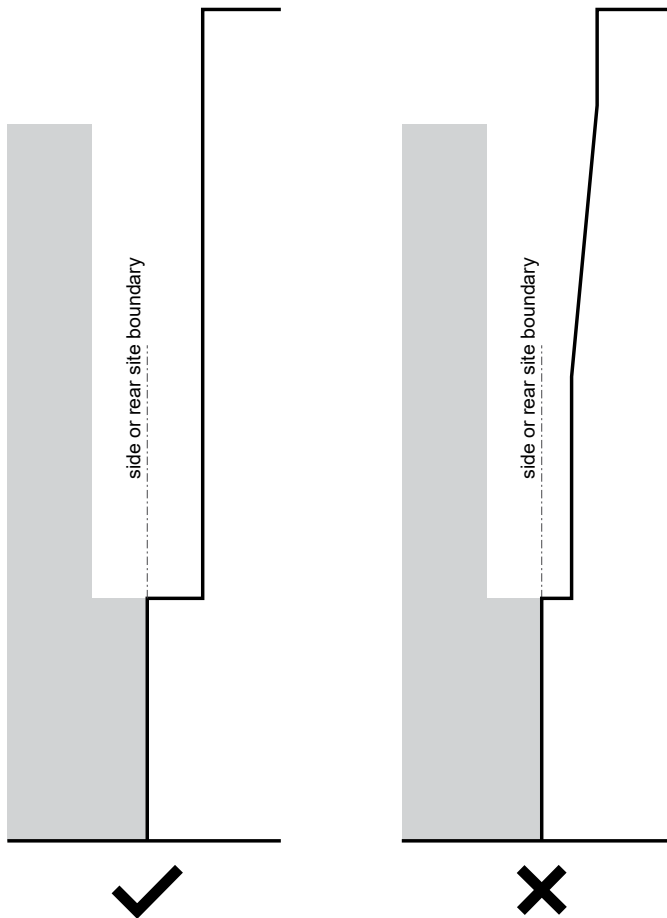
- (1) Side and Rear Setbacks and Building Form Separation controls apply to development massing above Street Frontage Height.
- (2) The Side and Rear Setbacks and Building Form Separations of development must be in accordance with Table 5.4 – Minimum side and rear setbacks and building form separations, including development in Special Character Areas.
- (3) The greatest setbacks and separation required by Table 5.4 must be applied consistently from the Street Frontage Height to the top of the building.
- (4) Side and Rear Setbacks must be provided entirely within the boundaries of the site and the minimum setback is to be applied consistently from the top of the building down to the Podium Height.



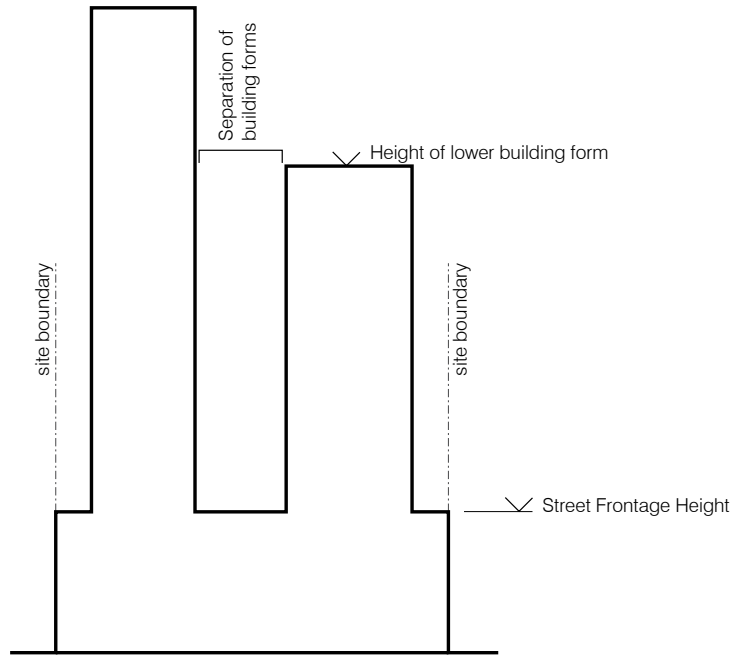
**Figure 5.17**  
Minimum Side or Rear Setbacks above Street Frontage Height applied consistently to the top of the building



**Figure 5.18**  
Minimum Side or Rear Setbacks above Street Frontage Height applied consistently to the top of the building not varying in cross section



**Figure 5.19**  
Separation required  
between building  
forms on the same  
site



**Note:** Building 'Form' Separations is used as a description as technically in most instances the development will constitute one 'building'.

- (5) Notwithstanding (4) above, Side and Rear Setbacks may need to vary in plan where the top of the building has been designed with varied heights.

**Figure 5.20**  
Side and Rear  
Setbacks vary in  
plan as the height of  
the top of building  
varies

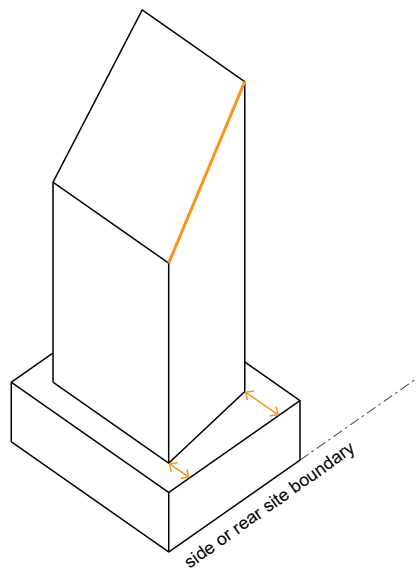


Table 5.4: Minimum side and rear setbacks and building form separations

Minimum side and rear setbacks and building form separations	Proposed total height of building			
	Up to 55m	Greater than 55m up to 120m	Greater than 120m up to 240m	Greater than 240m
Side and rear setback above street frontage height	0m	4m	3.33% of the proposed total height of building	8m
Building form separations on the same site	0m	8m	6.66% of the proposed total height of building	16m

**Note:** For separation on the same site use the lower building form height to determine the required separation.

- (6) Variation to Side and Rear Setbacks and Building Form Separations may be permitted where:
- (a) equivalent or improved wind comfort, wind safety and daylight levels are achieved in adjacent Public Places, relative to the base case building massing as required under Schedule 12 (i.e. variation to massing is governed by achieving equal or better performance), and
  - (b) a high quality urban design outcome will be achieved, through the preparation of a detailed urban design and options analysis, which demonstrates how the proposed massing is compatible with the context.

Procedures for demonstrating compliance with 5.1.1.3(4) are set out in Schedule 12.

- (7) Notwithstanding (6) above, facades that contain windows must be set back from side and rear site boundaries by a minimum of 2m (the setback must extend to the top of the building) to allow maintenance of the façade from a building maintenance unit fully within the site boundary unless an easement exists for maintenance access over the adjoining land or the façade is accessible from a public place.
- (8) Notwithstanding 5.1.1.3 Side and Rear Setbacks and Separations, greater setbacks and separation may be required through the application of 5.1.1.4 Built form massing, tapering and maximum dimensions, 5.1.2 Development outlook and amenity and/or SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide.

#### 5.1.1.4 Built form massing, tapering and maximum dimensions

##### Value statement

The impact of tall buildings on the amenity of the public domain increases as building height increases. It is appropriate to manage building dimensions and massing of tall buildings to ensure that these types of buildings are not overwhelming in scale and impact on the amenity of the public domain.

##### Objectives

- (a) Ensure that tall buildings are slender and do not appear as walls or as overly massive from any direction.
- (b) Ensure residential accommodation, serviced apartment and self-contained hotel developments present as slender buildings.
- (c) Ensure that buildings are slimmest at their peaks so that in the overall city form buildings become less bulky at their upper limits.

This section may require increased setbacks when read in conjunction with other provisions in the DCP.

### Provisions

- (1) Above Street Frontage Height the maximum horizontal dimension of a building including all external elements (for example architectural elements like horizontal or vertical fins) measured in any direction (including diagonally across the building – see Figure 5.21) is not to exceed:
  - (a) 50m for residential accommodation and serviced apartment developments; and
  - (b) 100m for all other developments.
- (2) For residential accommodation, serviced apartments or self-contained hotels with a height above 55m, the size of any floor plate above the Street Frontage Height must not exceed 1,000 square metres floor space area (as per the Gross Floor Area definition).
- (3) Above the Street Frontage Height, the total Building Envelope Area may occupy the following proportion of the site area less any areas of heritage items and required DCP setbacks or other required massing exclusions:
  - (a) 100% up to 120m above ground;
  - (b) 90% above 120m up to 240m above ground; and
  - (c) 80% above 240m above ground.

**Note:** In some circumstances where the top of the building envelope is sloped or steps this form may assist in meeting the above requirement that the cross sectional area of the building reduces as the building's height increases.

- (4) For the purposes of calculating Building Envelope Area:

**Building Envelope Area** is the area including all internal and external built elements and enclosed voids between that floor level and the next floor level measured in plan.

**Note:** Where a heritage item or part thereof is within a required setback that area is only subtracted once.

**Note:** Where compliance with Sections 5.1.1.1(2) and 5.1.1.3(5) has been demonstrated in relation to a varied setback, and the resultant Building Envelope Area fails to comply with Section 5.1.1.4(3), the variation to Section 5.1.1.4(3) may be permitted.

**Note:** Variation to 5.1.1.4 (1) to (3) may be permitted to building massing that provides equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to the base case building massing as required under Schedule 12, with complying Side and Rear Setbacks **and building tapering and maximum dimensions** (i.e. variation to massing is governed by achieving equal or better performance) and that it is also demonstrated that a high quality urban design outcome will be achieved, through the preparation of a detailed urban design and options analysis that demonstrates how the proposed massing is compatible with the context.

**Figure 5.21**  
Maximum horizontal dimension of a building above Street Frontage Height

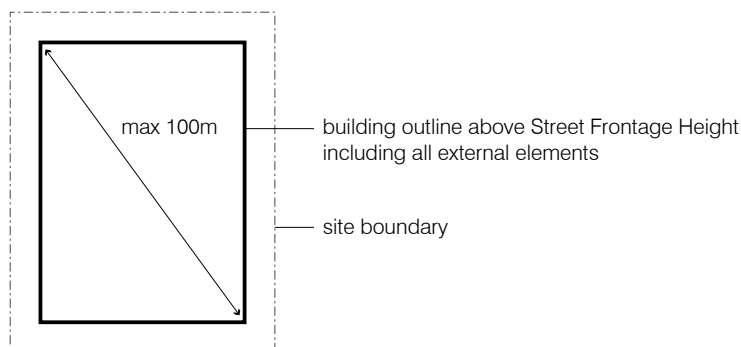
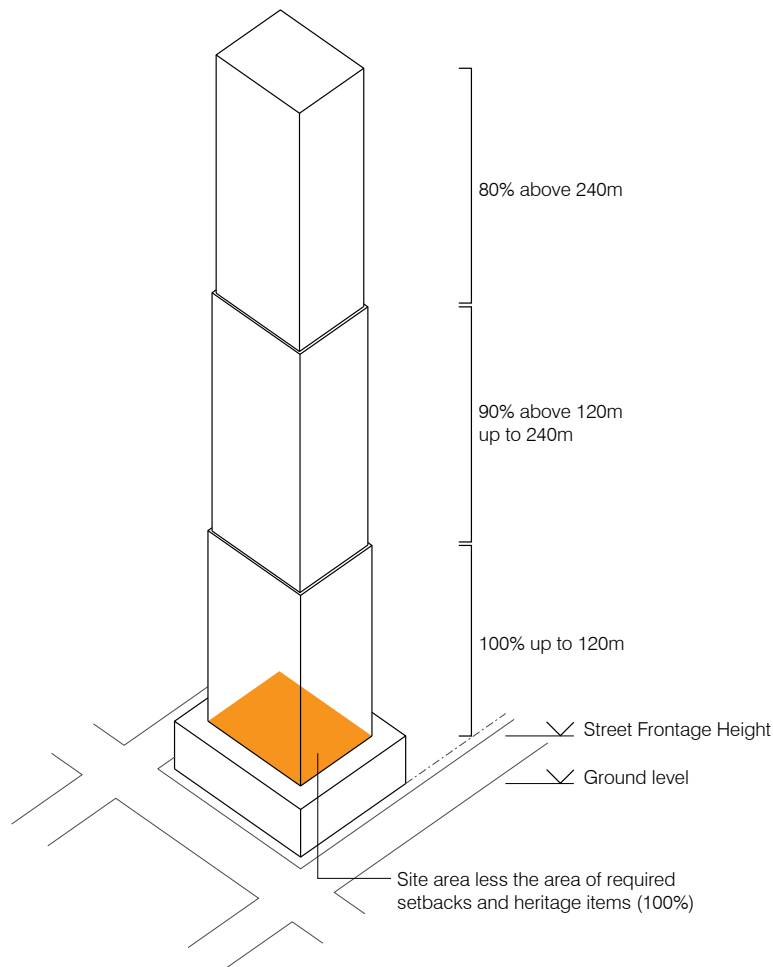


Figure 5.22  
Maximum Building  
Envelope Are above  
Street Frontage  
Height



## 5.1.2 Development outlook and demonstrating amenity compliance

### Value statement

Sydney LEP 2012 and Sydney DCP 2012 purposefully seek to protect and enhance public amenity such as daylight and sunlight to Public Places and public views that are of benefit to the whole community.

In Central Sydney's dynamic and dense development environment certainty for the protection of private amenities such as sunlight and views cannot be guaranteed. The maintenance of sunlight access and private views to existing development should not unduly restrict the economic performance and economic growth of Central Sydney, where proposed development has demonstrated compliance with Sydney LEP 2012, in relation to height and FSR, and Sydney DCP 2012 Section 5.1.1 Built form controls. This is especially the case for proposed employment related developments that impact on existing residential and serviced apartment developments.

### Development outlook

All developments should provide for adequate setbacks within their developments sites so as to guarantee their own minimum outlook, as opposed to a view.

### Demonstrating amenity compliance

Where residential accommodation and serviced apartment developments are proposed, solar and daylight access for future occupants must be measured assuming the full redevelopment of neighbouring sites in the vicinity. This provides a stronger foundation for the amenity of future occupants to be guaranteed.

**Objectives**

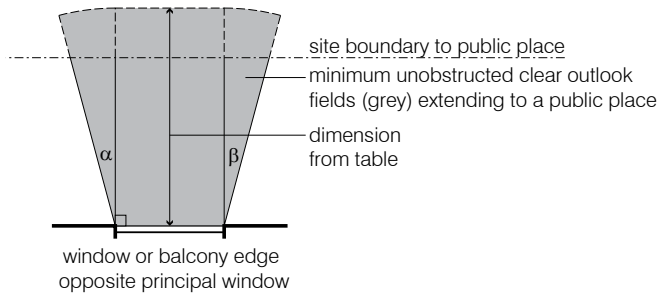
- (a) Ensure that windows and balconies provide adequate outlook.
- (b) Ensure development is self-sufficient in the provision of amenity so that access to outlook and sunlight is reasonably guaranteed for the foreseeable life of the development.
- (c) Ensure that development does not unreasonably borrow amenity from neighbouring sites including access to views and sunlight.
- (d) Ensure residential accommodation and serviced apartment developments provide for adequate solar access over the life of the development.
- (e) Ensure existing residential accommodation and serviced apartment developments do not unreasonably impede the development of commercial and other employment related floor space.

**Provisions**

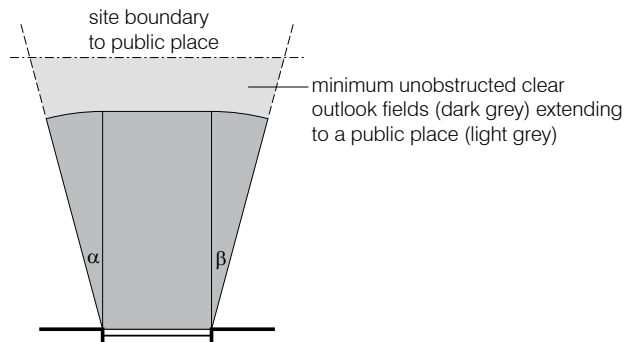
- (1) Outlook from windows, balconies must have a minimum clear Outlook Field that:
  - (a) has a depth set out in Table 5.5 Minimum Outlook Field depths
  - (b) is completely contained within the sites boundaries and/or adjacent Public Place(s); and
  - (c) is completely clear of built obstructions, excluding public domain structures and trees in a Public Place.
- (2) An Outlook Field is defined by extending a visual field horizontally for the width and height of the window or balcony and perpendicular to it, with additional sector shaped fields extending from the edges of the window/ balcony that have a combined angular extent of at least:
  - (a) 30 degrees, where the fields extend unobstructed to a Public Place, or;
  - (b) 90 degrees.
- (3) For the purposes of defining an Outlook Field, windows or balconies within 1m of each other will be treated as one continuous window or balcony.
- (4) Outlook Fields for balconies must be measured from the balcony edge opposite the principal window and parallel to it.



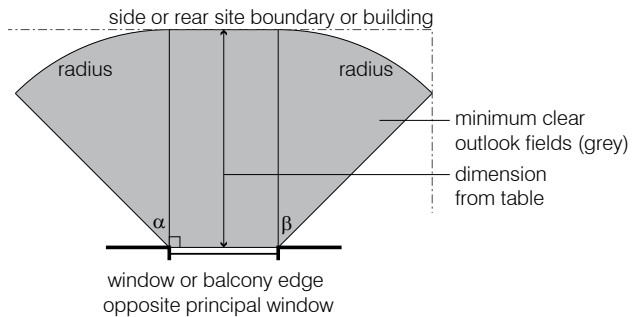
**Figure 5.23**  
Outlook Field extending unobstructed to a Public Place



where the sum of angles  $\alpha + \beta$  is greater than or equal to 30 degrees



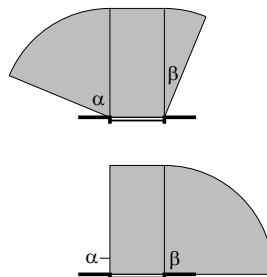
**Figure 5.24**  
Outlook Field not to a Public Place (unobstructed)



where the sum of angles  $\alpha + \beta$  is greater than or equal to 90 degrees

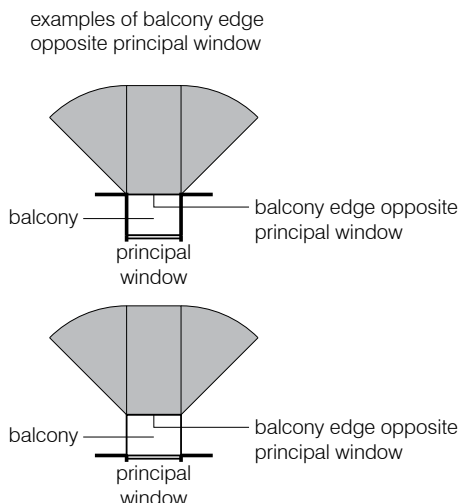
**Figure 5.25**  
Outlook Field sectors are flexible in their application as long as the total minimum angular extent is achieved

examples where the sum of angles  $\alpha + \beta$  is equal to 90 degrees



**Figure 5.26**

Whether recessed, treated with side screens or open, Outlook Fields for balconies must be measured from the balcony edge opposite the principle window and parallel to it



**Table 5.5:** Minimum outlook field depths

Minimum outlook field depths			Window or balcony height above ground				
			up to 12m	>12 up to 25m	>25 up to 45m	>45m up to 120m	>120m
Use and window/ balcony context	Residential, Serviced Apartments and other forms of self-contained accommodation	primary windows to living spaces and associated balconies	6m	9m	12m	12m	12m
		other windows or balconies	6m	6m	9m	9m	9m
	All other forms of accommodation (e.g. non-self contained hotel rooms)	all windows and balconies	6m*	6m*	6m*	9m	9m

\* Windows and balconies may be built to any site boundary adjacent to a Public Place up to the Street Frontage Height set out in relevant Tables 5.1 or 5.3 – i.e. this Table’s value becomes 0m in those instances.

**Note:** The above requirements for outlook are in addition to the requirements for visual privacy set out in the Apartment Design Guide.

**Note:** When measuring visual privacy across streets narrower than 24m the visual privacy separation should be measured from the centreline of the street.

- (5) When demonstrating compliance with SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide in relation to solar and daylight access, proposed residential accommodation and serviced apartment developments must make measurements assuming the full redevelopment of neighbouring sites in the vicinity under Sydney LEP 2012 and Sydney DCP 2012.

Heritage listed and residential strata sites may be excluded for the purposes of assumed redevelopment. For all other sites, full redevelopment must be assumed, including amalgamation and full redevelopment of contiguous sites.

**Note:** An electronic model of a fully redeveloped Central Sydney under Sydney LEP 2012 and Sydney DCP 2012 will be provided to applicants by the City of Sydney for the purposes of demonstrating solar and daylight access compliance.

- (6) When considering the likely impacts of a development on surrounding developments any adverse impacts on existing private views, visual privacy, solar and daylight access are considered reasonable where compliance with Section 5.1.1 and 5.1.2(1), (2) and (3) has been achieved.
- (7) Notwithstanding Section 5.1.2(6), residential accommodation and/or serviced apartment developments that must consider overshadowing and visual privacy of surrounding residential developments under State SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide.

### 5.1.3 Heritage items, warehouses and special character areas

This section applies to all heritage items.

#### Value statement

Central Sydney has a wealth of historic buildings and places; many of which are not only locally significant, but are also significant at a state, national or international level. Many have both individual value and collective value. Their attributes contribute to Special Character Areas in the city centre that have a distinctive identity and sense of place. The former warehouses of Central Sydney also have particular historic features.

Conserving our environmental heritage and Special Character Areas respects Sydney's inheritance and contributes to the diversity, vitality and liveability of the city centre. The diversity of scale, form, and character, of heritage places and areas, provides relief from denser contemporary development and places for cultural and social activities.

The challenge is to create a high quality urban environment that serves the needs of the city centre and provides for new development whilst conserving the value and the distinctive qualities of heritage items and Special Character Areas for future generations.

Special Character Areas offer an effective basis for overarching objectives for urban design and for controls that effectively guide the form of new development. Heritage Items are usually best conserved in their entirety. New development may incorporate a heritage item subject to a conservation management plan that establishes how its heritage significance will be appropriately conserved.

The following objectives and provisions relate to development of and adjacent to Heritage Items, alterations and additions to warehouse buildings and the conservation of public domain features in Special Character Areas. They should be addressed in addition to the requirements of Section 3 where applicable.

#### Objectives

- (a) To conserve heritage items in their entirety.
- (b) To conserve and enhance former warehouses and provide for their appropriate use in a manner that retains significant courtyards, cartways and other historic features.
- (c) To conserve and enhance significant features within the public domain of Special Character Areas.
- (d) To ensure appropriate height transitions between development and heritage items as required by Clause 6.16 of Sydney LEP 2012.
- (e) To enhance existing public views and vistas to heritage items.
- (f) To conserve the setting of heritage items by ensuring that new development respects and reinforces the significant scale, form, modulation, articulation, proportions, street alignment, materials and finishes of heritage items in the vicinity.

**Provisions****5.1.3.1 Additions to heritage items**

- (1) No additions to heritage items will be permitted unless the consent authority is in the opinion that the addition is appropriate after having regard to the following:
  - (a) A Conservation Management Plan approved by the City of Sydney.
  - (b) The City of Sydney heritage inventory for the heritage item.
  - (c) The impact of the proposal upon the setting and views to the heritage item.
  - (d) The advice of a committee appointed in accordance with Section 5.1.3.1(2), where applicable.
  - (e) The impact upon significant form, structure, exterior and interior components, interior spaces and character.
  - (f) The impact of new building services, accessibility upgrades and structural and environmental requirements for compliance with the National Construction Code - Building Code of Australia.
  - (g) Proposed conservation works to remove unsympathetic alterations, restore lost features or other works to enhance the heritage significance or public enjoyment of the heritage significance of the item.
- (2) Notwithstanding Section 3.9.4, where development in Central Sydney will introduce major changes to a heritage item identified in Schedule 5 of the Sydney LEP 2012, and the development involves:
  - (a) demolition that will result in a reduction of the building envelope, or demolition of existing fabric of the heritage item by more than 35%;
  - (b) an increase in the size of the building envelope of the heritage item by more than 20%; or
  - (c) building over more than 20% of a heritage item's building footprint within the airspace above the item, but not within the airspace next to the item.

The consent authority is to:

- (a) appoint a committee that includes heritage professionals to examine and advise on the merits of the proposal;
  - (b) be satisfied that that committee has followed an appropriate public process for the purpose of that examination; and
  - (c) consider the advice of the committee, but is not bound by the advice of the committee.
- (3) Where, in the opinion of the consent authority having considered the advice of the committee, additions are possible to a heritage item, such additions are to be designed with sensitivity to the values and significant qualities of the heritage item.
  - (4) Where a Conservation Management Plan indicates that upper additions to a heritage item should only be undertaken with a setback, the minimum setback is to be in accordance with Section 5.1.1.
  - (5) In Special Character Areas for any site shown on Figures 5.4-5.16 with the note "Existing height of building - see clause 5.1.3.1(5)", any vertical addition to that heritage item must not be visible from adjacent Public Places.

**5.1.3.2 Development adjacent to heritage items**

- (1) New development adjacent to a heritage item should respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage item.
- (2) Consideration must be given to the impact of adjacent development on the significance, setting, curtilage, landmark values and ability to view and appreciate the heritage item from Public Places.

**5.1.3.3 Warehouse buildings**

The following are in addition to the general warehouse provisions in Section 3.10.1.

- (1) New development should conserve the significant form and configuration of warehouse buildings including surviving cartways and courtyards.
- (2) Ensure new uses for warehouses are compatible and minimise change to significant components, spaces and character, including adaptations required to comply with the National Construction Code - Building Code of Australia.
- (3) New development should retain and conserve significant features and spaces of former warehouses, internally and externally. Significant components of warehouses in central Sydney vary according to style and period, and may include:
  - (a) structural components and roof forms;
  - (b) external and internal walls including footings;
  - (c) subfloors, floors and ceilings;
  - (d) roofing and roof plumbing;
  - (e) loading bays, docks, and loading and hoisting components such as pulley beams, pulleys and hoist machinery;
  - (f) the design and placement of openings and attachments including door and window assemblies, grills, glazing, gates, vents, basement lights and hardware;
  - (g) internal and external stairs, chutes, internal lifts and goods hoists;
  - (h) pavements such as stone setts, and drains, steel and iron wheel tracks;
  - (i) early finishes, signage and bollards
  - (j) cartways and cardocks
- (4) Significant features and spaces of courtyards and cartways to retain in new development include their:
  - (a) existing size and configuration;
  - (b) openness to the sky and street;
  - (c) functionality as a passage between the street and internal courtyard; and
  - (d) original level and grade, associated archaeological potential and evidence of early pavements or other in-ground features.

Table 5.6: Known former warehouses with intact cartways, courtyards and infilled cartways

Former warehouses retaining intact cartways or courtyards	Address	Item number
Commercial building including interiors (former warehouse)	1 Barrack Street	I1667
Former warehouse including interiors, cartway and courtyard	152-156 Clarence Street	I1716
Former warehouse including interiors	197-199 Clarence Street/ 342-344 Kent Street	I1720/ I1820
Former warehouse including interior, cartway and courtyard	332 Kent Street	I1816
Former warehouse including cartway, courtyard and interior (formerly 340 Kent Street)	338 Kent Street	I1819
Former warehouse including interiors, cartway, courtyard and interior	346-348 Kent Street	I1821
Former warehouse Edward Dunlop & Co including cartway, goods yard and interiors	435A-441 Kent Street	I1830
Former warehouse "Gerling House" including interiors, cartway and gates	42-44 Pitt Street	I1914
Former "Foley Bros" warehouse including cartway, courtyard and interiors	230-232 Sussex Street	I1963
Former warehouse "Carlton House" including interiors, cartway and courtyard	38-44 York Street	I1979
Former warehouses retaining infilled cartways	Address	Item number
Former Noyes Bros warehouse including interiors	115 Clarence Street	I2272
Former warehouse including interiors (22 York Street)	22-26 York Street	I1976
Former warehouse "Sargood & Co" warehouse including interiors and grounds (144 Clarence Street)	83-87 York Street	I1993

Note: Applicants should also refer to Section 3.10.1 Warehouses and industrial buildings older than 50 years.

#### 5.1.3.4 Conservation of public domain features in Special Character Areas

- (1) The following historic components of streets, lanes, parks and other areas of Public Places are to be conserved if they contribute to the significance of a Special Character Area:
  - (a) evidence of early road and path surfaces and pavements such as stone setts, woodblocks and hewn rock;
  - (b) stone kerbing, guttering, drains and paving;
  - (c) stone steps, fences, railings, retaining walls and hewn rockfaces;
  - (d) light posts, street furniture and cast iron letterboxes;
  - (e) sign posts, historical signs, milestones and ward markers;
  - (f) pavement lights and shafts;
  - (g) fountains, memorials and sculptures; and
  - (h) tree plantings.



### 5.1.4 Building exteriors

#### Value statement

Central Sydney's cityscape and public domain is defined by its buildings, building elements, streets and Public Places. An attractive city and public domain is dependent on the high quality design of new development including the articulation and finish of building exteriors and building elements. Design Excellence requires development to achieve a high standard of design, materials and detailing from the small scale, like advertising signage and shopfronts, to the large scale, like tall buildings and facade systems.

The closer built elements are to a Public Place the greater level of attention is required to ensure they respond to the desired character of the Public Place. Street wall or podium level materials and detailing should respond well to wear, with consideration given to high quality stone, noble metals and high grade timber as contextually appropriate. Taller buildings should respond to their visibility from Public Places, with particular attention paid to designing exposed walls, particularly those adjacent to heritage items and small sites, to achieve visual interest.

The following objectives and provisions relate to how development should respond to existing development, the street and Public Places. The objectives and provisions, together with those contained within Section 3, seek to ensure developments contribute to the life, vitality and activation of Central Sydney's Public Places.

#### Objectives

- (a) Positively contribute to the streetscape with high quality architecture and design.
- (b) Provide richness of detail and architectural interest particularly in prominent parts of buildings.
- (c) Present appropriate design responses to nearby development to complement the streetscape.
- (d) Clearly define adjoining streets, street corners and public spaces.
- (e) Ensure development generally occurs entirely within the site boundaries.
- (f) Retain pedestrian scale in the articulation and detailing of the lower levels of the building.
- (g) Contribute to a visually distinct skyline.
- (h) Ensure that high quality materials and appropriate detailing is provided, particularly at podium and street level.

#### Provisions

- (1) Adjoining buildings, particularly heritage buildings, must be considered in the design of new development in terms of:
  - (a) street alignment;
  - (b) Street Frontage Heights;
  - (c) Street Setbacks; and
  - (d) facade proportions including horizontal or vertical emphasis and enclosed corners at street intersections.

**Note:** for development adjacent to Heritage Items, see also Section 5.1.3.2

- (2) Building exteriors are to be designed so that:
  - (a) they have a predominantly masonry character and articulation (typical of Central Sydney) particularly below the maximum Street Frontage Height; and
  - (b) the materials used, including glass, are predominantly light in colour to reflect better quality light into the streets and respond to characteristic light colours of Central Sydney.
- (3) Extensive expanses of blank glass or solid wall on a building facade are to be avoided.
- (4) Where development proposes an exposed wall and that wall is visible from a Public Place, a visually interesting treatment is required to that wall, including modelling of form, articulation, the use of high quality materials and finishes and/or public art.
- (5) Notwithstanding Schedule 4, in most circumstances any proposed new balcony or bay window in Central Sydney must be contained fully within a site's boundaries. In limited circumstances new balconies or bay windows projecting over a Public Place may be considered in line with Schedule 4, but only where:
  - (a) the balcony or bay window has a frontage adjacent to Public Place with a width greater than 8m wide, and;
  - (b) it does not derogate from the existing daylight levels in the adjacent Public Place.

Projections over Public Places that contain GFA, and, projections within 10m of a street intersection, will not be permitted.
- (6) The top levels of a building are to be designed to integrate with the design of the building and conceal plant and equipment and promote a visually distinctive and interesting Central Sydney skyline.
- (7) The top levels of a building, where stepped, must have a minimum height of 2 storeys.

### 5.1.5 Temporary use and appearance of vacant sites and buildings

#### Value statement

Vacant sites and buildings have a negative effect on the quality of the public domain. Temporary uses to the street frontage are encouraged until permanent uses are implemented. It is important that construction sites and vacant sites present an attractive appearance to the streets and public areas to enhance the amenity of Central Sydney.

#### Objective

- (a) Enhance the streetscape and amenity of an area by requiring vacant sites and buildings to provide temporary uses along street frontages at the ground level.

#### Provisions

- (1) The consent authority may require temporary works to be undertaken as a specified condition of development consent if:
  - (a) a building or site remains vacant for 6 months after consent is granted; and
  - (b) there is suspension in activity for 6 months, or an aggregate of 6 months, after commencement of construction.

- (2) Temporary works on vacant sites or sites where construction activity has been suspended must enhance the streetscape. These works may include the construction of temporary buildings for short term retail or commercial use, landscaping of vacant sites or the provision of hoardings designed by a professional artist.
- (3) Temporary uses for vacant buildings or sites are required to be located along the street frontage at ground level to help active the street.
- (4) Car parking is not permitted as a temporary use for a vacant site.

### 5.1.6 Heritage floor space

#### Value statement

The *Sydney LEP 2012* includes an incentive to conserve and maintain whole buildings in Central Sydney which are heritage items within Schedule 5 Environmental heritage of *Sydney LEP 2012*. The award and allocation procedures include:

- the ability for the owner of a heritage building, subject to meeting certain criteria, to be awarded development potential known as Heritage Floor Space after completing conservation works to that building;
- a requirement that a building in Central Sydney may only exceed the floor space ratio shown on the Floor space ratio map in *Sydney LEP 2012* if an amount of Heritage Floor Space has been allocated or transferred to the development from the register of available Heritage Floor Space; and
- a register held by Council that details awards and allocations of Heritage Floor Space.

Heritage Floor Space (HFS) is created when it is awarded to the owner of a heritage item for undertaking conservation works. It may be used by the owner of the heritage item or on-sold.

Allocation of HFS to a development site extinguishes that HFS, removing it from the stock of HFS available for use and sale.

The City regularly publishes a summary of HFS awards and allocations, known as the Heritage Floor Space Update, so that applicants can identify the owners of HFS to negotiate the purchase of HFS. The update can be viewed on the City's website [www.cityofsydney.nsw.gov.au](http://www.cityofsydney.nsw.gov.au).

The award of HFS is restricted to buildings that are listed in their entirety as heritage items in Schedule 5 of the *Sydney LEP 2012*. It does not apply to heritage items that are only listed as parts of buildings such as 'facade' or 'building element'.

#### Objective

- (a) Provide the formulae and other procedures for the efficient, transparent and equitable operation of the Heritage Floor Space scheme established in the LEP.

#### Definitions

Award means the entry of an amount of Heritage Floor Space on Council's Heritage Floor Space Register in accordance with a resolution by the consent authority and the completion of relevant requirements.

Allocate means the transfer of an amount of Heritage Floor Space from Council's Heritage Floor Space Register for use within a development site.

Heritage building means a heritage item that is a whole building and shown marked with an asterisk in Schedule 5 Environmental Heritage of the *Sydney LEP 2012*. A heritage building is not a building that has only a part of its fabric listed in Schedule 5 such as the listing of only a 'facade' or 'building element'.

Heritage floor Space (HFS) means transferable floor space awarded to heritage listed buildings under the *Sydney LEP 2012*.

Owner means a person awarded Heritage Floor Space or another person who has acquired the Heritage Floor Space.

### Provisions

#### 5.1.6.1 Eligibility of heritage buildings to be awarded heritage floor space

- (1) To be eligible for an award of HFS, a heritage building is to be:
  - (a) located in the Central Sydney area;
  - (b) subject to conservation works in accordance with an approved Conservation Management Plan; and
  - (c) not subject to works that would increase the external envelope and floor space of the building, other than a minor increase to facilitate the adaptive re-use of the heritage building.

#### 5.1.6.2 Pre-requisites for the award of Heritage Floor Space

- (1) Prior to registration of the HFS, the applicant must complete the conservation works in accordance with the Conservation Management Plan and enter into legal agreements and grant covenants on the land which:
  - (a) limit any future redevelopment of the site to the total gross floor area and height of the conserved heritage building; and
  - (b) ensure the ongoing conservation of the building by regular maintenance, including the provision of adequate insurance and a maintenance fund.
- (2) A Conservation Management Plan for the heritage item is to be approved by the consent authority and is to generally include:
  - (a) works to conserve the existing significant fabric of the building;
  - (b) removal of elements that detract from the significance of the building;
  - (c) the schedule of maintenance works;
  - (d) reinstatement of original fabric based on documentary evidence where appropriate; and
  - (e) other works compatible with significance of the building.

#### 5.1.6.3 Calculating the heritage floor space to be awarded

- (1) The maximum amount of HFS, measured in sqm that may be awarded to a heritage building is to be calculated using either Formula 1 or Formula 2.

<b>Formula 1 applies to</b>	rateable buildings in private ownership and Government buildings.
<b>The formula is</b>	$HFSH = 0.5AS \times FSRH$
<b>Where</b>	<p><b>HFSH</b> is the maximum amount of Heritage Floor Space which may be awarded in sqm;</p> <p><b>AS</b> is the site area in sqm occupied by the heritage building; and</p> <p><b>FSRH</b> is the maximum FSR for the site of the heritage building as shown on the LEP FSR Map.</p>

Formula 2 applies to	to non-rateable buildings in private ownership.
The formula is	$HFSH = 0.5 \times GFAH$
Where	<p><b>HFSH</b> is the maximum amount of Heritage Floor Space which may be awarded in sqm; and</p> <p><b>GFAH</b> is the gross floor area in sqm of the heritage buildings.</p>

- (2) The consent authority may reduce the maximum amount of HFS which may be awarded by an amount equivalent to:
- (a) any existing additions or alterations to the heritage building which the consent authority does not consider feasible to be demolished or altered even though those alterations and additions are:
    - (i) of little or no significance to the heritage significance of the building; or
    - (ii) intrusive to the building;
  - (b) any proposed addition which increases the gross floor area of the existing heritage building; and
  - (c) any areas where elements of heritage significance are proposed to be demolished, in order to facilitate the adaptive re-use of the heritage building.

#### 5.1.6.4 Staged awards

- (1) The consent authority may approve a staged award of HFS to facilitate the carrying out of the full extent of work necessary for the conservation of the heritage building.

#### 5.1.6.5 Calculating the heritage floor space to be allocated

*Sydney LEP 2012* enables consent to be granted to a building in Central Sydney which exceeds the maximum FSR for the site shown on the FSR map but only if an appropriate amount of HFS is allocated to the site.

- (1) *Sydney LEP 2012* requires HFS to be allocated to a development site if the development utilises specified additional floor space, namely:
- (a) accommodation floor space in relation to a building in Area 1, 2, 3 or 4 shown on the FSR map;
  - (b) opportunity site floor space;
  - (c) additional floor space awarded as the result of undertaking a competitive design process; and
  - (d) additional floor space as the result of an approved variation of the FSR development standard.
- (2) The appropriate amount of HFS allocation is determined by the *Sydney LEP 2012*, and depends on the circumstance of the development. Generally, the amount of the HFS allocation is to be:
- (a) For a site in Area 1, 2 or 3 – 50% of the accommodation floor space that is utilised; or
  - (b) For a site in Area 4 – 50% of the amount of accommodation floor space utilised above a FSR of 8:1.
- (3) If a development utilises other additional floor space, the total amount of the HFS allocation is to be:
- (a) the amount of any HFS allocation required as a result of utilising accommodation floor space for a development in Area 1, 2, 3 or 4; and

- (b) 50% of any opportunity site floor space utilised; and
  - (c) 50% of any additional floor space awarded as the result of undertaking a competitive design process; and
  - (d) 100% of any additional floor space awarded as the result of an approved variation of the FSR development standard.
- (4) The total amount of the required HFS allocation may be reduced for development that undertakes an architectural design competition or provides a proposed through-site link that is identified in the Through-site links map. The amount of the reduction is to be:
- (a) for a development that undertakes an architectural design competition – 50% of the HFS allocation otherwise required, up to a maximum of 1,000 square metres; or
  - (b) for a development that provides for a proposed through-site link – 50% of the floor area of the through-site link, up to a maximum of 250sqm.

#### **5.1.6.6 Conditions relating to the allocation and change of ownership of heritage floor space**

Where a development proposal utilises additional floor space that requires an allocation of HFS, development consent will be subject to a condition requiring allocation of the appropriate amount of HFS to the building, as discussed above.

- (1) Only HFS registered in the HFS Register can be allocated or sold.
- (2) Any HFS which is registered in the HFS Register may be allocated to a development whether or not that development is part of or separate to a heritage listed site.
- (3) HFS may only be allocated to a development where that development has received development consent.
- (4) HFS may not be allocated to a site where the erection of a proposed building would involve demolition or destruction of a heritage item.
- (5) Council is to be notified of each allocation and change of ownership of HFS and will update the HFS Register accordingly.

#### **5.1.6.7 Heritage floor space procedures and administration**

Information updates of the status of the Register are placed on Council's website. A printed summary can also be provided on request. An administration fee applies.

- (1) An application for an award of HFS is to include a Conservation Management Plan for conservation works and ongoing maintenance of the building.
- (2) The HFS Register is to be available for public inspection and is to include the following:
  - (a) details of each heritage item for which HFS has been awarded, the person to whom the HFS was awarded and the amount awarded;
  - (b) details of each transfer of ownership of HFS, the person to whom the HFS was transferred and the amount transferred;
  - (c) details of each development to which HFS has been allocated and the amount allocated;
  - (d) the total amounts of HFS awarded, HFS allocated and HFS available for sale.
- (3) HFS may be allocated to a development site, as required by a condition of development consent, from any HFS award listed in the HFS Register.
- (4) HFS may only be allocated and used once in a development.



- (5) If a proposed development which has received an allocation of HFS does not proceed, the HFS may be re-entered onto the register and be available for re-allocation.
- (6) Any purchase price of HFS is to be determined between the registered owner of the HFS and the prospective purchaser and is to be disclosed to the City at the time of transfer. The amount disclosed to the City is to be the total of all money or value paid or given to the vendor by the purchaser in consideration for the purchase of the HFS.
- (7) Written confirmation from Council that the HFS required by the development consent has been allocated from the HFS Register is to be provided prior to the issue of a Construction Certificate for the development.
- (8) The cost of any legal agreements, transactions, and other documentation required in connection with the award, allocation or change of ownership of HFS is to be met by the registered owner of the HFS and the proposed purchaser.
- (9) Council will charge an administrative fee for registering an award or allocation of HFS. This fee is levied under the provisions of Sections 608 and 610 of the *Local Government Act 1993*.

#### 5.1.6.8 Penalty

- (1) If a building for which HFS has been awarded is destroyed or substantially damaged, the gross floor area of any subsequent development on the subject site is to be equivalent to that of the destroyed or substantially damaged building or the permissible FSR, whichever is less.

### 5.1.7 Sun protection of public parks and places

#### Value statement

Two control mechanisms in Sydney LEP 2012 limit heights in Central Sydney to protect sunlight into important public parks and places. They are Sun Access Planes (SAP) and No Additional Overshadowing to Certain Public Places Controls (NAO). Despite maximum heights shown on the Sydney LEP 2012 Height of Buildings Map, developments within Central Sydney will always need to demonstrate compliance with SAP and NAO controls.

SAP and NAO controls both establish dates and time periods to protect spaces. Generally, the times for protection are in the middle of the day when the majority of use occurs and the space is most valued by its users.

A **Sun Access Plane** is a geometric, three dimensional, planar surface that is set at the same angle as the sun at a specific date and time and sets the upper building height. A number of Sun Access Planes protect a range of Public Places throughout Central Sydney.

**No Additional Overshadowing** controls protect the existing sunlight to Public Places that are already surrounded by tall development. In contrast to Sun Access Planes, No Additional Overshadowing controls preserve sunlight that passes through gaps between buildings and around buildings to reach public spaces.

Direct sunlight access Central Sydney's special parks and places is important throughout the year. The dates used to generate these controls are set at the most conservative sun angles, which ensures protection throughout the remainder of the year when the sun is higher in the sky.

Dates and times of protection vary for each place according to the type of activities occurring in that place that benefit from sunlight, when those activities are likely to occur, and existing levels of sunlight and overshadowing.

**Objectives**

- (a) To protect and improve sunlight to important public parks and places throughout the year, and during periods in the day when they are most used by the workforce, visitors and the wider community.
- (b) To protect sun access to publicly accessible land to ensure the healthy growth of trees, grass and other vegetation.
- (c) To ensure that all parks potentially overshadowed by tall buildings in Central Sydney are protected by Sun Access Planes, including parks that may lie outside the Central Sydney boundary.
- (d) To protect sunlight to parks on the eastern edge of the city through the morning and midday period
- (e) To protect sunlight to parks on the western edge of the city from midday through to the afternoon.
- (f) To ensure that sunlight to new and planned future important public parks and places are protected by Sun Access Planes or No Additional Overshadowing Controls as Central Sydney grows.

**Provisions****5.1.7.1 Sun Access Planes**

- (1) Sydney LEP 2012 requires buildings to maximise sunlight access to Public Places by establishing Sun Access Planes for 11 major public areas including Royal Botanic Gardens, the Domain, Cook and Phillip Park, Wynyard Park, Land Park, Hyde Park, Belmore Park, Prince Alfred Park, Harmony Park, Macquarie Place and Martin Place. Development must not project above any part of a Sun Access Plane.
- (2) Sydney LEP 2012 describes each Sun Access Plane using points, identified by mapping grid co-ordinates and Reduced Levels, and a specified horizontal bearing and vertical angle.
- (3) Figures 5.27 to 5.38 indicatively show the maximum height achievable for land affected by Sun Access Planes. To determine the actual height of a Sun Access Plane at any point, the description of the Sun Access Planes in Sydney LEP 2012 prevails over the diagrams in Sydney DCP 2012, in the case of an inconsistency.

**Note:** when preparing Sun Access Planes care must be taken to adjust for the difference between grid north and solar north.

- (4) Table 5.7 shows the period of protection, times and dates for Sun Access Planes, cross referenced with the diagrams referenced in Section 5.1.7.1(3) above.

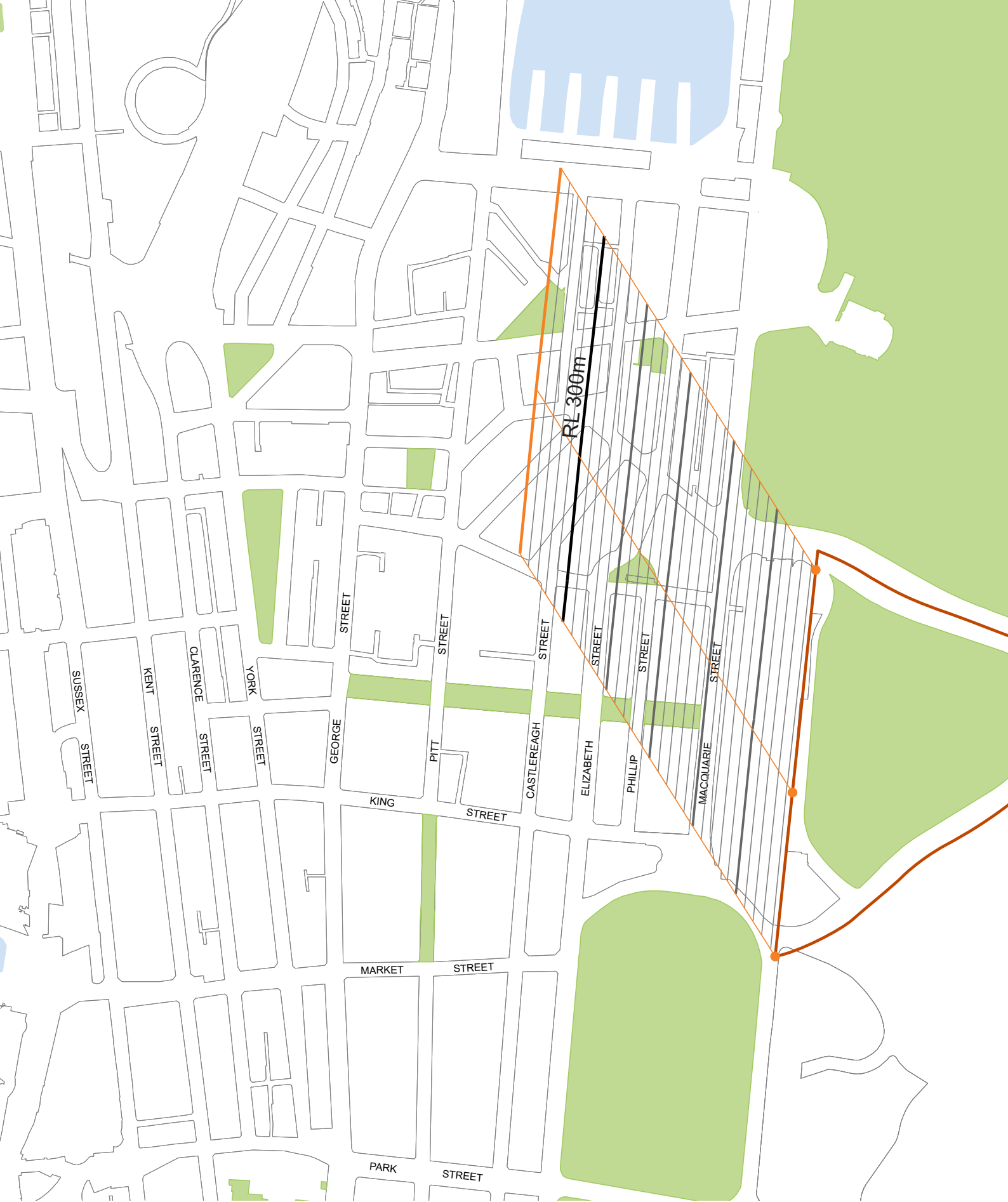
Table 5.7: Summary of Sun Access Planes provisions

Park or Place	Intended period of protection	Primary SAP date	Primary SAP times	SAP Extension Dates & Times
1 The Royal Botanic Gardens	9am-2pm, all year	21 June	2pm	N/A
2 The Domain	9am-2pm, all year	21 June	2pm	N/A
3 Wynyard Park	12-2pm, all year	21 June	12pm 2pm	23 September 21 December
4 Lang Park	12-2pm, all year	21 June	12pm 2pm	23 September 21 December
5 Hyde Park	10-2pm, all year	21 June	10am 12pm 2pm	21 March 23 September 21 December
6 Belmore Park	10-2pm, all year	21 June	10am 12pm 2pm	21 March 23 September 21 December
7 Prince Alfred Park	10-2pm, all year	21 June	10am 12pm 2pm	21 March 23 September 21 December
8 Harmony Park	10-2pm, all year	21 June	10am 12pm 2pm	23 September 21 December
9 Macquarie Place	10-12pm, throughout the year excluding winter months	14 April	10am	N/A
10 Martin Place	12-2pm, outside the winter months	14 April	12pm 2pm	23 September (2pm) 21 December (2pm)



**Figure 5.27**  
The Royal Botanic Gardens Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



**Figure 5.28**  
The Domain Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



Figure 5.29  
Wynyard Park Sun Access Plane

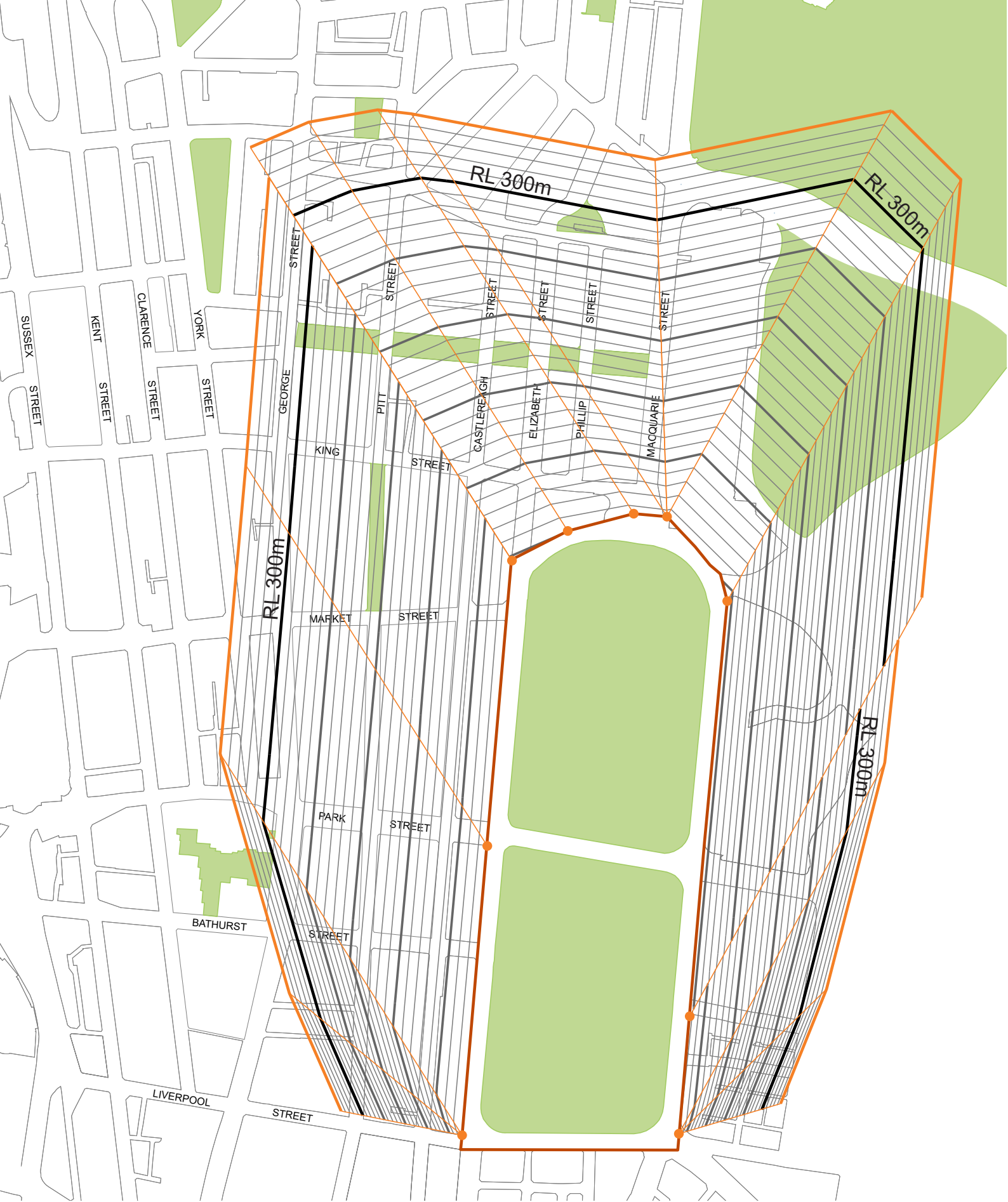
- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours





**Figure 5.30**  
Lang Park Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



**Figure 5.31**  
Hyde Park Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



Figure 5.32  
Belmore Park Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



Figure 5.33

Prince Alfred Park Sun Access Plane A

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours





Figure 5.34

Prince Alfred Park Sun Access Plane B

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



Figure 5.35

Harmony Park Sun Access Plane A

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours





Figure 5.36

Harmony Park Sun Access Plane B

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



Figure 5.37

Macquarie Place Park Sun Access Plan

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours



**Figure 5.38**

Martin Place Park Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours

**5.1.7.2 No Additional Overshadowing**

- (1) Sydney LEP 2012 requires buildings to maximise sunlight access to Public Places by establishing No Additional Overshadowing for 8 major public areas including Macquarie Place (including facades), Martin Place (block containing the GPO including facades), Pitt Street Mall, Australia Square Plaza, First Government House Place, Sydney Town Hall Steps, Sydney Square and Future Town Hall Square.
- (2) Sydney LEP 2012 describes each protected park and place identifying the place name, extent of the place, the No Additional Overshadowing dates and the No Additional Overshadowing times.
- (3) Figures 5.39 to 5.46 indicatively show the maximum height achievable for land affected by No Additional Overshadowing controls. To determine the actual height of a No Additional Overshadowing controls at any point, the description of the No Additional Overshadowing in Sydney LEP 2012 prevails over the diagrams in Sydney DCP 2012, in the case of an inconsistency.
- (4) Table 5.8 shows the dates and times for No Additional Overshadowing, cross referenced with the diagrams referenced in Section 5.1.7.2(3) above.
- (5) To demonstrate compliance with the No Additional Overshadowing controls the following must be submitted in support of a development application:
  - (a) A survey of the protected place and all intervening structures between the subject development site and the protected park and/or place that could affect the overshadowing of that place;
  - (b) A 1 minute interval overshadowing analysis depicting existing (one colour) and proposed (another colour) structures each day in the relevant No Additional Overshadowing period at the relevant No Additional Overshadowing times, where:
    - (i) all proposed building elements are treated as 100% opaque; and
    - (ii) all shadows have sharp edges where the sun is a light source casting only parallel rays of light.

**Table 5.8:** Summary of No Additional Overshadowing provisions

Park or Place	NAO dates	NAO times
1 Macquarie Place	14 April – 31 August	10-2pm
2 Martin Place (block containing the GPO)	14 April – 31 August	12-2pm
3 Pitt Street Mall	14 April – 31 August	10-2pm
4 Australia Square Plaza	14 April – 31 August	12-2pm
5 First Government House Place	14 April – 31 August	10-2pm
6 Sydney Town Hall Steps	14 April – 31 August	10.30-4pm
7 Sydney Square	14 April – 31 August	11-4pm
8 Future Town Hall Square	All year	Midday to sunset

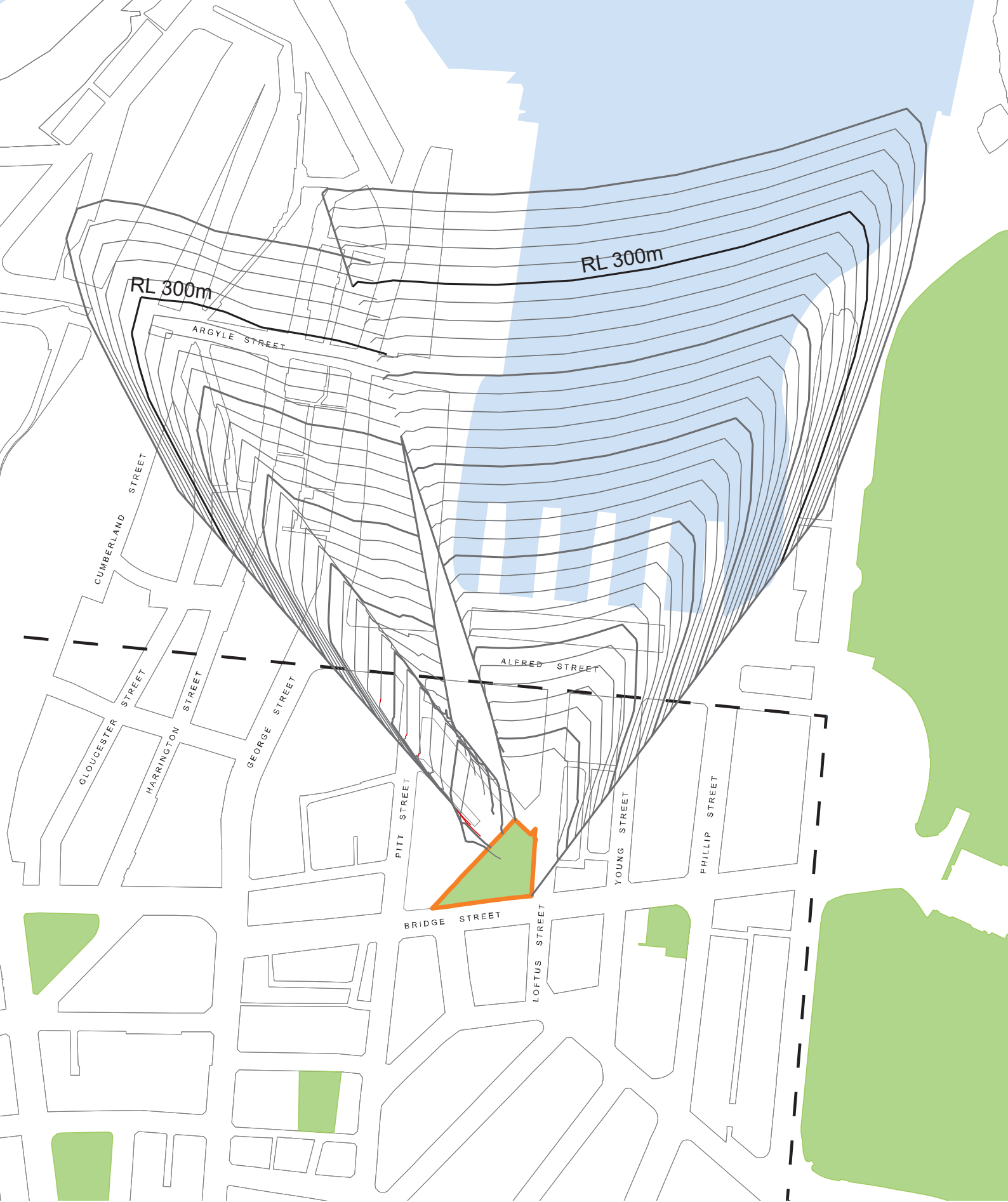


Figure 5.39

Macquarie Place No Additional Overshadowing






-  Protected Space
  -  Edge of Monolith
  -  RL 300m Contour
  -  RL 50m Contours
  -  RL 10m Contours
- Contours are indicative only



Figure 5.40

Martin Place No Additional Overshadowing

- Protected Space
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours
- Contours are indicative only
- Edge of Monolith



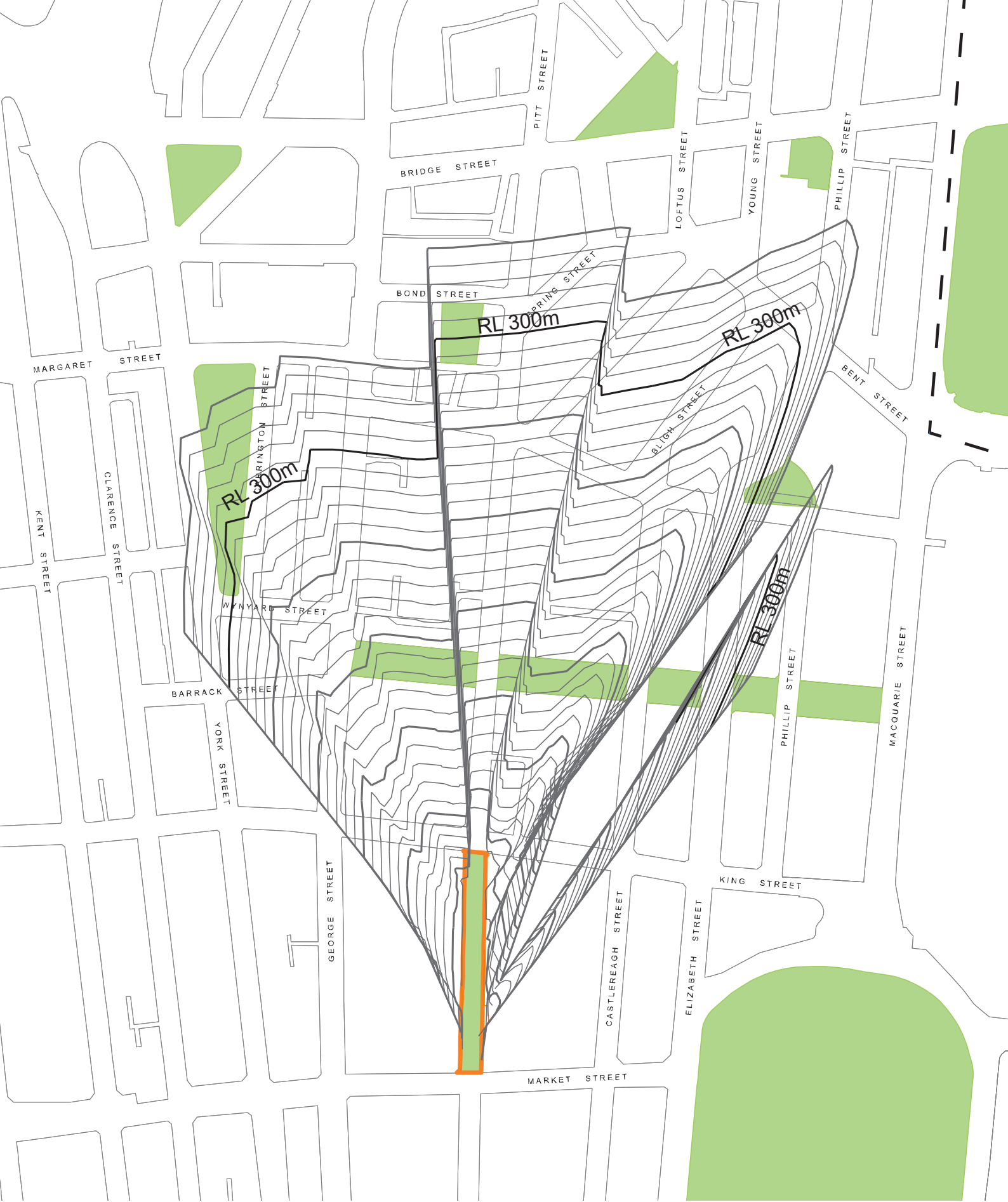


Figure 5.41

Pitt Street Mall No Additional Overshadowing

- Protected Space
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours
- Contours are indicative only
- Edge of Monolith

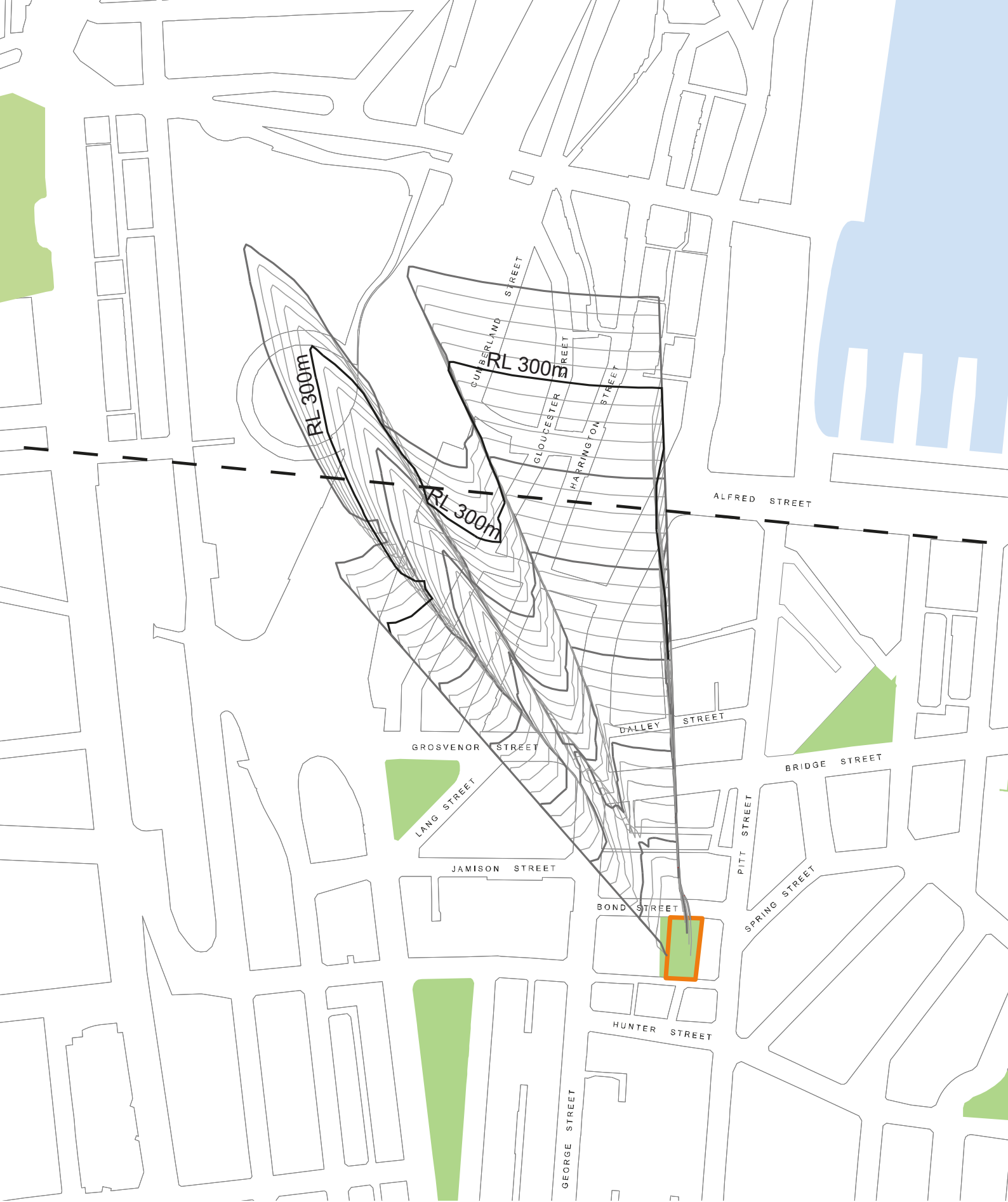


Figure 5.42

Australia Square Plaza No Additional Overshadowing

- Protected Space
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours
- Contours are indicative only
- Edge of Monolith

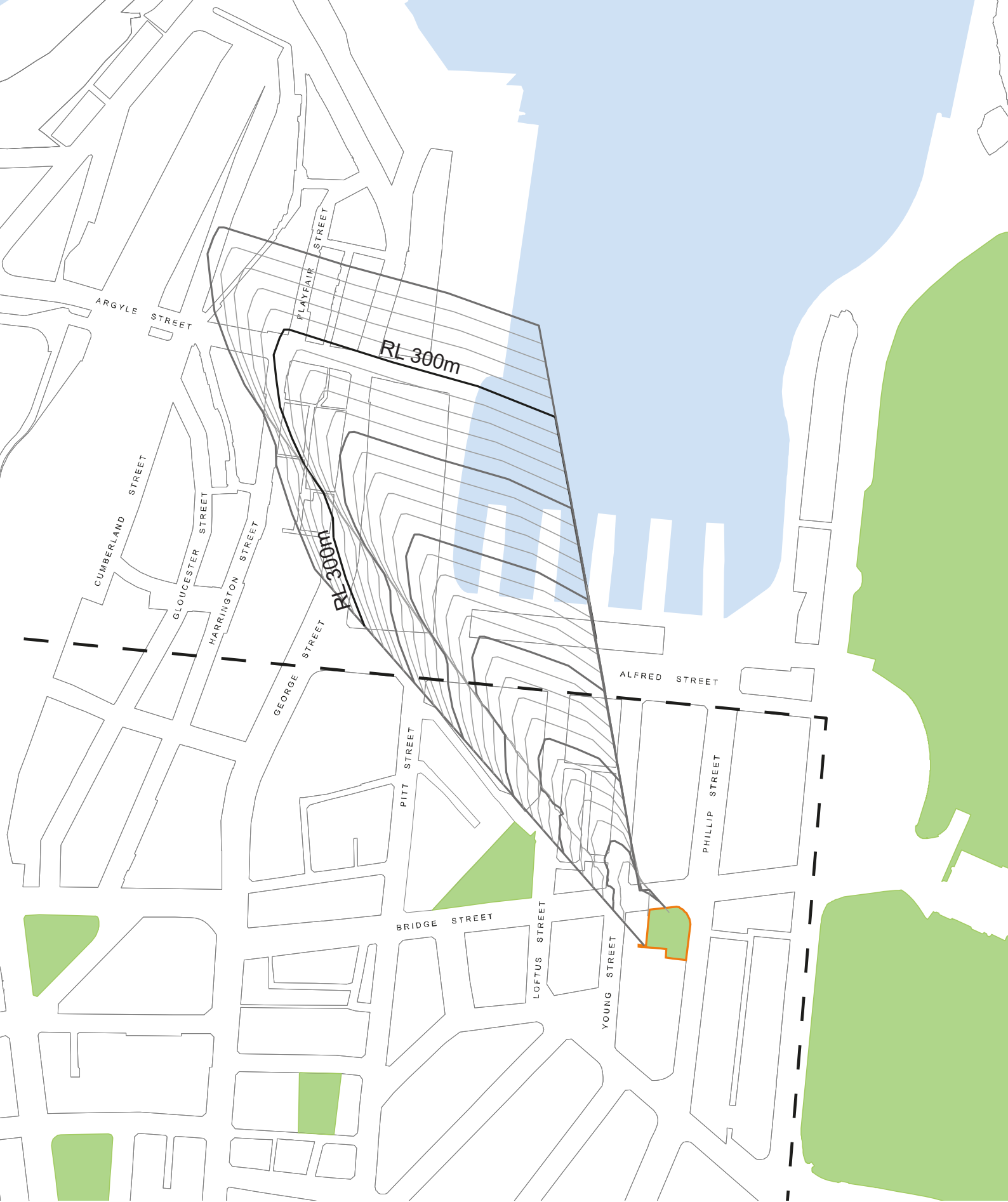


Figure 5.43

First Government House No Additional Overshadowing

- Protected Space
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours
- Contours are indicative only
- Edge of Monolith



Figure 5.44

Sydney Town Hall Steps No Additional Overshadowing

- Protected Space
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours
- Contours are indicative only
- Edge of Monolith



Figure 5.45

Sydney Square No Additional Overshadowing

- Protected Space
  - RL 300m Contour
  - RL 50m Contours
  - RL 10m Contours
  - Edge of Monolith
- Contours are indicative only





Figure 5.46

Future Town Hall Square No Additional Overshadowing

- Protected Space
  - RL 300m Contour
  - RL 50m Contours
  - RL 10m Contours
- Contours are indicative only

## 5.1.8 Views from public places

### Value statement

There are some key views from within Central Sydney, from parks and other well-used Public Places that take in important buildings or urban landscapes that help define Central Sydney. New development can make a positive contribution to the characteristics and composition of designated public views. These views should be preserved and have priority over private views.

### Central Station Clock Tower

Railway Square is the major visual and functional gateway to Central Sydney from west and south. The clock tower of Central Station was purposely composed at the alignment of several streets from the north, south, east and west, so as to maximise the visibility of the clock face. The prominence of the clock tower contributes strongly to the visual prominence of the Square. The clock tower represents a landmark particularly when approaching or departing Central Sydney along Broadway and George Street.

### Martin Place GPO clock tower and Sydney Hospital

Martin Place is of social, cultural and historic significance, being the site of various monuments, in particular the Cenotaph, as well as the site of many historical events, which reinforced its image as the civic and ceremonial heart of the city. Following the siting of the GPO in 1863, Martin Place grew in popularity as a meeting place in front of the GPO. It has since grown as a tourist destination, with its value recognised through the pedestrianisation in 1971. Views to the silhouette and clock face of the GPO clock tower, and, views of the sky at either end of Martin Place, are well remembered in the collective consciousness because their association with one of Sydney's most special places over a long period of time. These views enhance the qualities of the space and protect its valuable history.

### Observatory Hill

The Millers Point area contains numerous original and characterful views to and from the harbour that are formed by a combination of dramatic topography and long physical evolution. Views from Observatory Hill, or more specifically from Observatory Park, allow you to fully appreciate this connection between topography, geography, use and settlement. As you move around the park tangible evidence of the development of Sydney reveals itself; its prominence as one of two rocky sandstone eminences that dominated Sydney Cove or Warrane, its Aboriginal name, where it highly likely that Aboriginal peoples inhabited and sheltered along its cliffs and ridges; its position at the highest point of a north south ridge overlooking the British colony commanding a splendid panorama and therefore a strategic site for catching the prevailing winds, for fortification, for signalling and for astronomical observations, and; the contrast and relief it provides as the green space backdrop to the historic streetscapes and roofscapes of Millers Point below, the shipping and working port activity of the harbour and traffic and train movements on the massive Harbour Bridge structure, and the only means to assess the contrast and the progress of the CBDs modernisation over 200 years.

Views to and from Observatory Hill are therefore perhaps some of Sydney's most historically significant. How development around Observatory Hill impacts on these views has a very real impact on how the public and visitors to Sydney are able to interpret, understand and value the evolution of Sydney as city.

Observatory Hill should remain a prominent hill besides and above the original port of Sydney; it should retain its vast open aspect and distant views, a feature that informed its successive historic uses, and; its existing setting should be maintained where proposed development in Millers Point and the Rocks respects the established patterns of scale and form.



**Objectives**

- (a) To identify and preserve significant public views from Public Places.
- (b) To ensure the silhouette created by existing clock towers, turrets and roof features on heritage listed items are clearly visible against the sky.
- (c) To require development to respond to public views to Sydney Harbour by improving the view through building modulation.
- (d) To require development to respond to significant public views from Public Places by enhancing views through, building modulation and/or high quality materials, finishes and design excellence.

**Provisions**

- (1) Development must not encroach within any of the views nominated on the Public Views Protection Maps and where possible should improve the views to Sydney Harbour (surface of the water) through modulation of built mass.
- (2) Development must minimise impact on existing public views to heritage items with significant architectural roof features (clock towers, spires, lanterns etc) through modulation of proposed built mass, to allow for clear air around the roof feature and legibility.
- (3) Views nominated on the Public Views Protection Maps relate to significant vistas or silhouettes generated by existing built form. The location of public domain structures such as trees and banners are to be considered ephemeral and should not be used as parameters to obstruct or encroach into a protected public view.
- (4) Views from Observatory Hill to the harbour, Millers Point, adjoining areas and distant views to the east, west and north should be maintained. New building in Millers Point and Walsh Bay should be limited. No new building should exceed the established patterns of scale and form, nor should it have an adverse impact on any identified views or the setting of Observatory Hill and Millers Point.
- (5) Development that terminates a public view on the Public Views Protection Map must contribute to its quality through massing, high quality materials and demonstrated design excellence.
- (6) Consideration should also be given to additional significant public views not mapped in the Public Views Protection Map but identified in the Special Character Area Locality Statements.

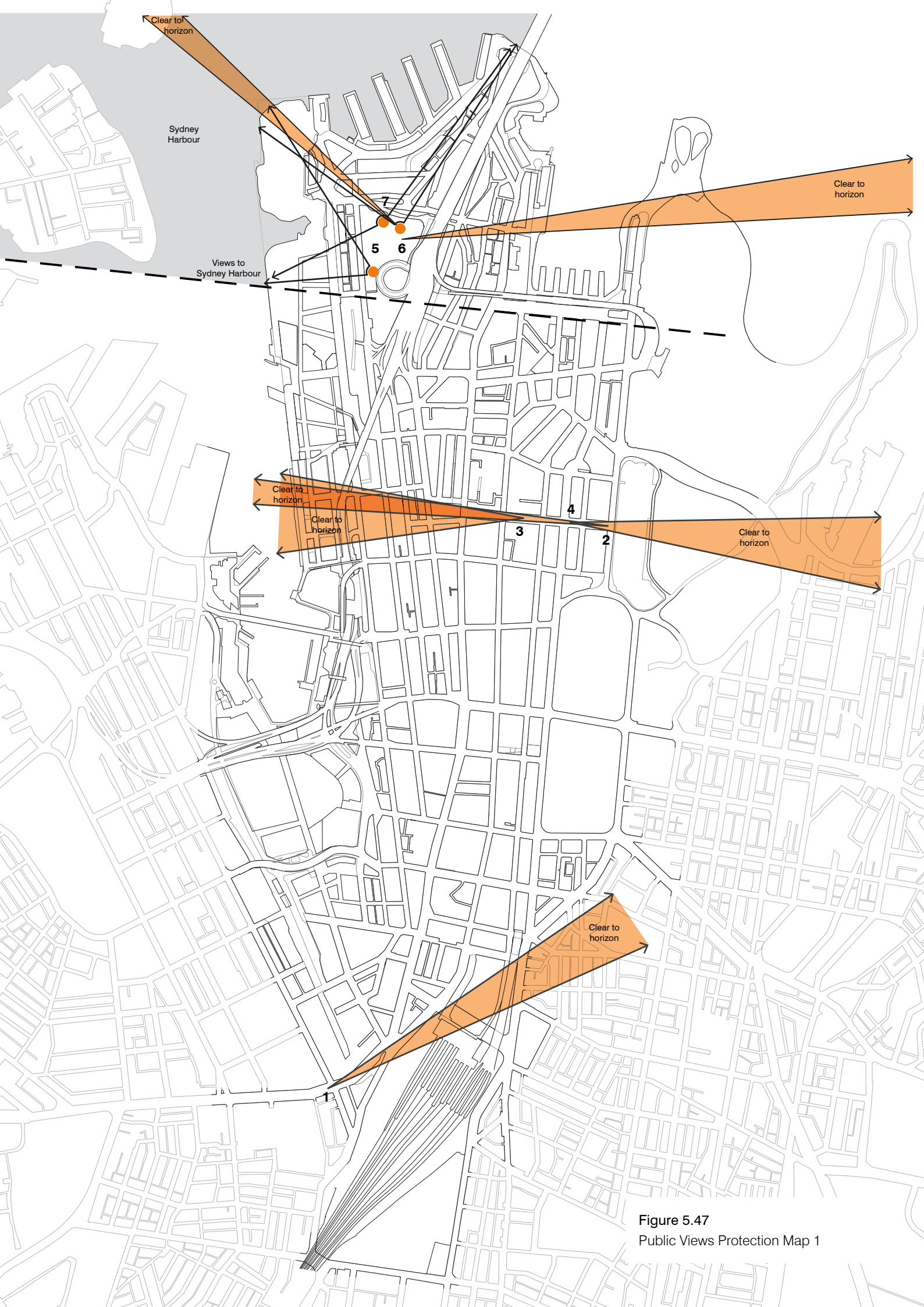
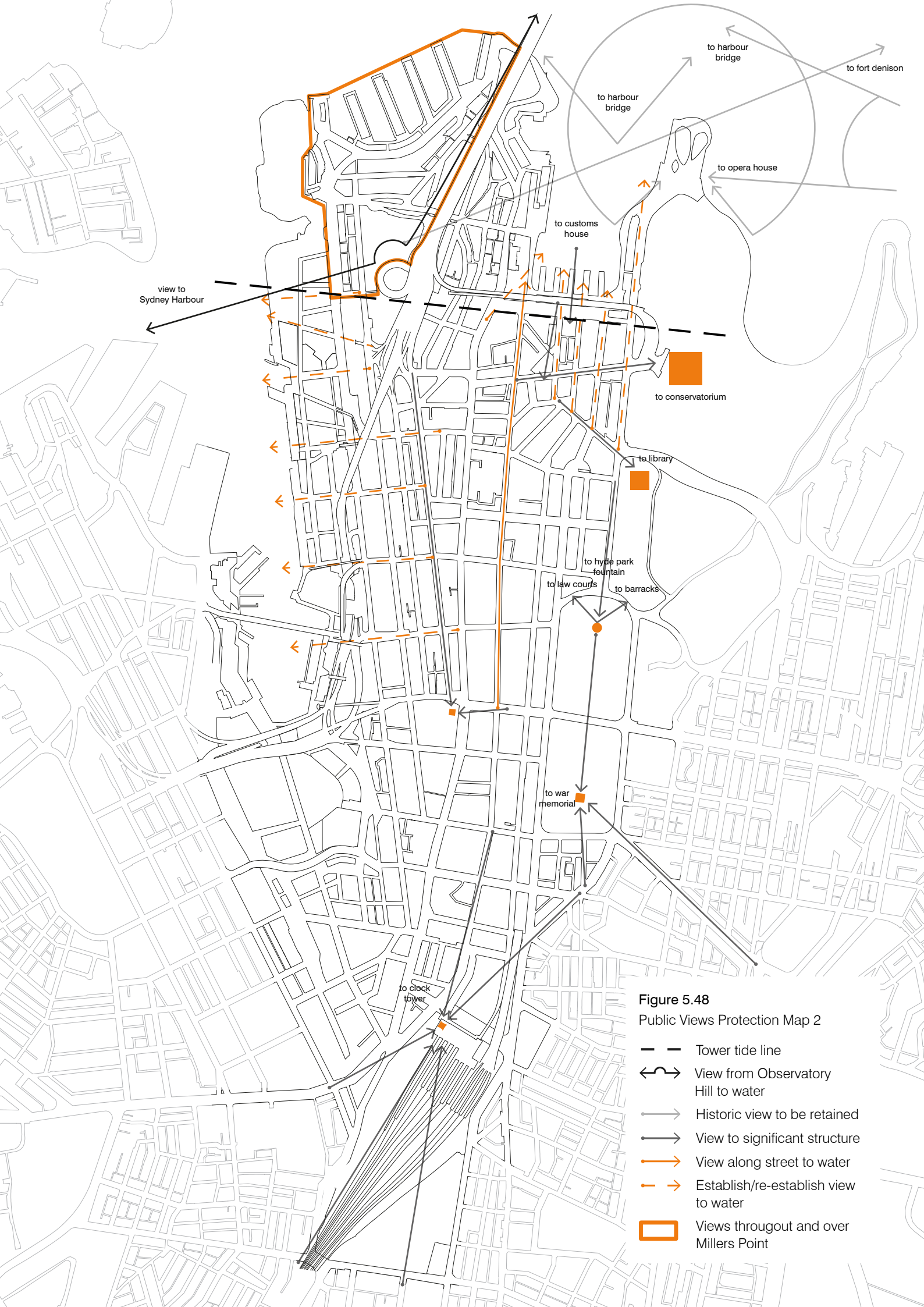


Figure 5.47  
Public Views Protection Map 1



**Figure 5.48**  
Public Views Protection Map 2

- Tower tide line
- ↔ View from Observatory Hill to water
- Historic view to be retained
- View to significant structure
- View along street to water
- - - Establish/re-establish view to water
- ▭ Views throughout and over Millers Point



### 5.1.9 Managing wind impacts

#### Value statement

The wind environment is a major determinant of amenity. Tall buildings can create or exacerbate windy conditions in built up areas and can have a significant effect on the wind environment at street level.

Buildings must be designed to mitigate unsafe and uncomfortable wind effects on Public Places and should create comfortable and pleasant conditions.

Generally the provision of a reasonable sized podium will mitigate the greatest adverse wind effects from tall buildings. Provision of a podium is particularly important at the exposed edges of Central Sydney where buildings are not shielded by their neighbours and on short east-west running streets where wind speeds are highest.

#### Objectives

- (a) To ensure streets and Public Places have wind conditions that are safe and comfortable for walking and to encourage conditions that are comfortable for sitting.
- (b) To ensure new developments mitigate adverse wind effects.
- (c) To ensure air quality does not exceed environmental/health standards.
- (d) To provide wind climate data that can be applied consistently for assessing new developments.

#### Provisions

- (1) A quantitative wind effects report is to be submitted with a development application for development:
  - (a) over 55m in height as measured from the lowest ground level to the highest structure; or
  - (b) with a frontage to an east-west street; or
  - (c) on a site within the B8 zone and within 50m of the zone boundary; or
  - (d) as required by the City of Sydney.
- (2) Development subject to a quantitative wind effects report must not:
  - (a) cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks except where the existing wind speeds exceed the standard; and
  - (b) worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks.
- (3) Development subject to a quantitative wind effects report must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing related to the use of the public place. For example, the Standing criteria should be achieved at bus stops or other places where people wait and the Sitting criteria should be achieved where outdoor dining is located.
- (4) For the purposes of complying with Section 5.1.9 (2) and (3):

**Wind Safety Standard** is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.

**Wind Comfort Standard for Walking** is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.

**Wind Comfort Standard for Sitting in Parks** is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second and applies to Public Places protected by Sun Access Planes and/or No Additional Overshadowing Controls.

**Wind Comfort Standards for Sitting and Standing** is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing.

**Note:** Section 5.1.9 prevails over Section 3.2.6 in Central Sydney.

**Note:** 292 hours is 5% of all hours between 6 am and 10 pm each day (16 hours per day) over a year (365 days).

## 5.2

### Green Square

This Section includes provisions for land identified as Green Square in Figure 5.1 *Specific Areas Map*.

The following provisions do not apply to the Green Square Town Centre.

Green Square includes the suburbs of Zetland and Beaconsfield, and parts of the suburbs of Alexandria, Rosebery and Waterloo. The area has a rich history and is socially, culturally, economically and physically diverse. The Green Square Urban Renewal Area (278 ha) is projected to house at least 61,000 residents and up to 22,000 people are expected to work there by 2030.

#### 5.2.1 Green Square Urban Strategy

The Green Square Urban Strategy identifies the strategic context within which development in Green Square is to take place. The Green Square Urban Strategy is based upon the transformation of Green Square into an attractive, vibrant and sustainable urban area that can accommodate and support the renewal and growth of Green Square over a long period of time.

The Green Square Urban Strategy comprises three parts:

- Section 5.2.2 Objectives for Green Square;
- Figure 5.49 Green Square Structure Plan; and
- Section 2 Locality Statements and supporting principles for the individual neighbourhoods in Green Square.

#### 5.2.2 Objectives for Green Square

- (a) Ensure development contributes to the realisation of the Green Square Urban Strategy.
- (b) Ensure the Green Square Town Centre becomes the major centre for the southern areas of the City of Sydney and a meeting place for the local community.
- (c) Create a hierarchy of centres throughout Green Square that support the primary function of the Town Centre and serve the worker, resident and visitor population. Ensure that the centres are to be accessible by public transport and supported by excellent public domain, open spaces and other community facilities.
- (d) Allow for the sustainable, on-going renewal of Green Square, by encouraging sensitive in-fill development whilst allowing for the continued operation of appropriate existing uses.
- (e) Create residential environments with centres, community facilities, public parks and public streets to improve civic life and support diverse communities.
- (f) Acknowledge Green Square's strategic location in the Airport to Central Sydney corridor, identified in the NSW Government's *Metropolitan Strategy* by facilitating the development of a strong and diverse economy to support the wider economy.
- (g) Ensure that development complements the desired future character of the neighbourhoods and responds to the topography, natural features, orientation, street pattern, street width, existing development, heritage buildings, street block size, land use and protects important public view corridors.



- (h) Provide a variety of high quality and accessible multi-purpose open spaces and walking and cycleways that are well connected to regional green corridors. Incorporate Green Square's characteristic water channels into the design of open spaces and cycleways.
- (i) Provide a new, fine-grain public street network that improves amenity, encourages travel on foot and by bike and, where appropriate, is suitably designed to accommodate future public transport services.
- (j) Encourage a mix of land uses, building types, diverse public spaces and employment and housing choices to support a socially diverse community.

### Definitions

**Note:** Each heading and description is keyed to Figure 5.49 Green Square Structure Plan

*Local villages* is defined under Section 3.4 Hierarchy of Centres, City South.

*Community nodes* act as a meeting place or neighbourhood focal point, but are not necessarily the location of retail or commercial activity. These nodes include transport interchanges, open spaces or the location of community facilities. Active ground floor uses, public domain improvements and increased connectivity, whether by public transport, bike or by foot, are encouraged at community nodes. Where permissible under the land use zone provisions, café and restaurant uses may be appropriate in these locations.

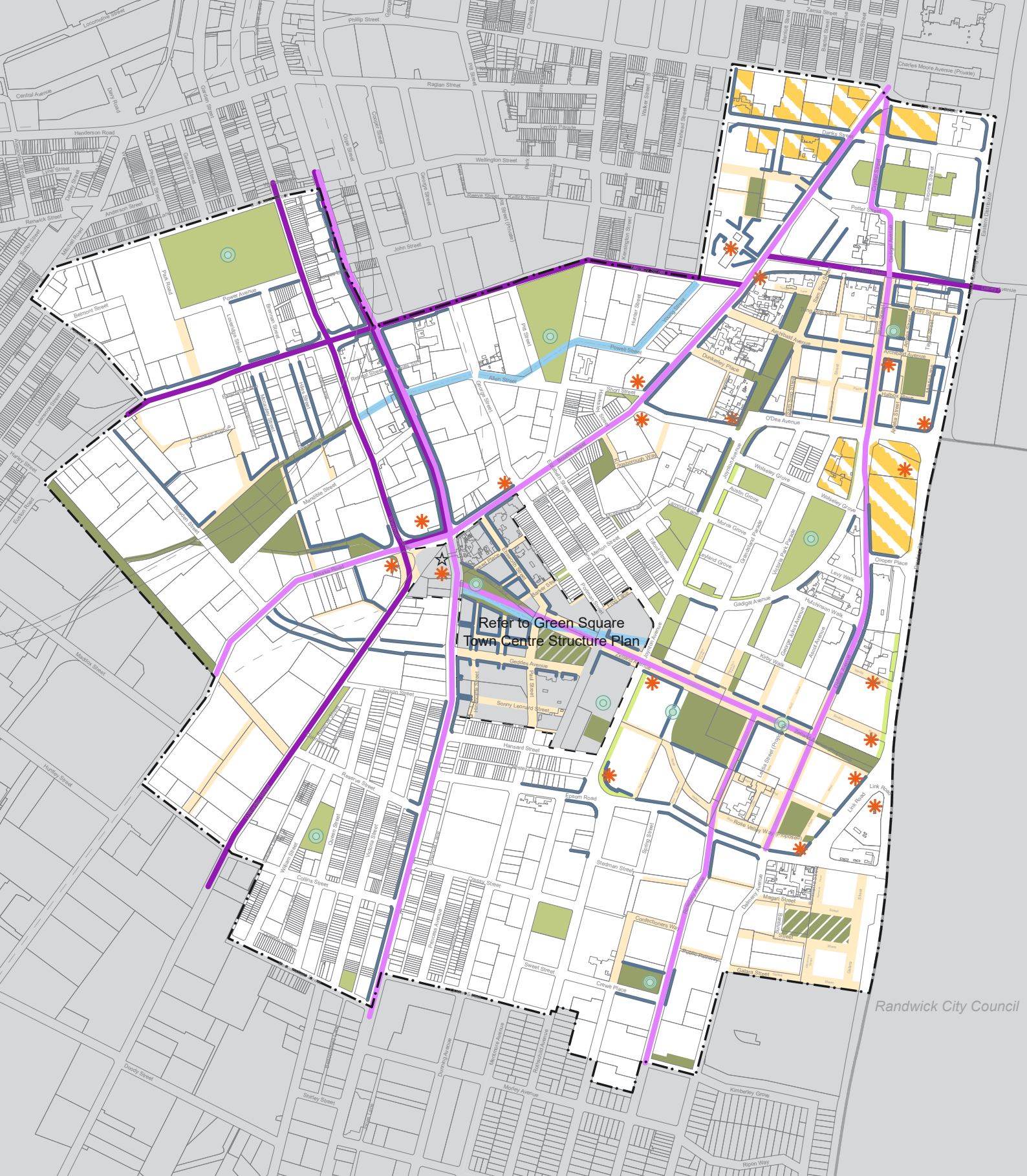
*Existing public open spaces* are to be retained and enhanced to ensure that they provide optimum amenity and accessibility for all users.

*Required public open spaces* are required in the locations shown in Figure 5.49 Green Square Structure plan. Open space is to be of the highest design quality and may be required to provide a stormwater detention function.

*Highly visible sites* is defined in the Glossary.

*Public transport corridors* are the focus for future public transport services provided in Green Square. Mass transit services and facilities should be provided in accordance with the identified alignment of public transport corridors for Green Square.

*Water channel open space links* is a proposed network of open spaces connecting the Green Square Town Centre and the Alexandra Canal along the existing channel network. The channel network is to be the basis of a linear park system that provides connectivity between activity nodes, open spaces, and the Green Square Town Centre. Where the channel cannot be exposed, it is to be interpreted architecturally or through public art.



Randwick City Council

## Green Square - Structure plan

Figure 5.49

### Legend

-  Green Square
-  Green Square Town Centre/Planned Major Centre
-  Local Villages
-  Community nodes
-  Highly visible sites
-  Train station
-  Detention open space
-  Existing open space
-  Landscape setback 10m
-  Required open space
-  Active Frontages
-  Water channel open space link
-  Public transport corridor
-  Major road
-  Proposed streets
-  Land excluded from this DCP

## Sydney Development Control Plan 2012



0 75 150 300m

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### 5.2.3 Community infrastructure

This Section identifies how the community infrastructure floor space may be achieved to deliver local infrastructure in Green Square so as to benefit the immediate and wider community. This Section is to be read in conjunction with Clause 6.14 Community Infrastructure at Green Square under *Sydney LEP 2012* and Schedule 9 of this DCP.

The vision for Green Square is to transform the area from its industrial and manufacturing past, to an attractive, vibrant and sustainable urban place. To accommodate the levels of growth expected, substantial infrastructure is required including streets, pedestrian and bike networks, parks, recreation facilities and stormwater management infrastructure.

Section 5.2 *Green Square* of this DCP identifies the type and location of local infrastructure works that may be included with development towards achieving the community infrastructure floor space.

Developments proposing acceptable above ground car parking do not qualify for additional building height and may not be able to achieve the maximum floor space ratio permitted under *Sydney Local Environmental Plan 2012*.

#### Objectives

- (a) Ensure a high level of amenity and an appropriate level of supporting community infrastructure is achieved in Green Square.
- (b) Establish the circumstances under which development to the maximum gross floor area can be achieved, as determined by the maximum floor space ratio applicable to a development site.
- (c) Identify the public works and community infrastructure to be provided before the land can be developed to the maximum gross floor area.

#### Provisions

- (1) Where infrastructure works are proposed to the satisfaction of the consent authority, consent may be granted for development up to the maximum gross floor area achievable under Clause 6.14 of *Sydney LEP 2012*, but only if the development contributes to the desired character of the locality in which it is located and has little or no impacts on the amenity of that locality.
- (2) The maximum gross floor area permitted under Clause 6.14 of *Sydney LEP 2012* can only be achieved where a development provides public works and community infrastructure including:
  - (a) works within the existing or proposed road reservations including:
    - (i) streetscape, bike and pedestrian improvements such as widened footpaths and landscaped setbacks, local parks, pedestrian and bike paths, overpasses and underpasses, landscape works and lighting;
    - (ii) traffic management works such as street entry thresholds, nodal treatments, pedestrian crossings, road realignment and intersection upgrades; and
    - (iii) bus and traffic turning lanes.
  - (b) public open space including embellishment works to new or existing open space which are over and above those required for public open space under the provisions of the City of Sydney Section 94 Contributions Plan, including upgrades to existing open space such as new play equipment, lighting, sports facilities, furniture, public art and landscape works;
  - (c) drainage and stormwater management works including drainage amplification, integrated water treatment facilities, large scale detention systems, overland flow path works and stormwater channel improvements;

- (d) public transport works that facilitate and enhance existing public transport facilities such as bus layovers and turning lanes, bus and light rail stops;
  - (e) public community facilities including recreation facilities (indoor and outdoor) such as sporting, recreational, cultural and social facilities such as basketball courts, community buildings and meeting rooms, exhibition and performance spaces, child care centres;
  - (f) land dedicated for any of the above works;
  - (g) other works or improvements within the broad categories listed above, at the discretion of the consent authority.
- (3) In granting consent to development that includes community infrastructure, the consent authority is to be satisfied that:
- (a) the community infrastructure is necessary and benefits the immediate and wider Green Square community; and
  - (b) is of an appropriate value as calculated in accordance with the formula at Schedule 9 of this DCP.
- (4) Where proposed community infrastructure is not to the satisfaction of the consent authority:
- (a) development to the maximum gross floor area, as determined by the maximum floor space ratio under clause 6.14 of *Sydney LEP 2012* will not be possible; and
  - (b) development is to be consistent with the maximum gross floor area as determined by the maximum floor space ratio under clause 4.4 of *Sydney LEP 2012*.

## 5.2.4 Local infrastructure

### 5.2.4.1 Street network

The following objectives and provisions for streets within Green Square are to be read in conjunction with Section 3.1.1 General provisions for streets, lanes and footpaths.

Section 5.3 Epsom Park, Section 5.4 Lachlan and Section 5.7 Green Square - North Rosebery also include specific provisions for local infrastructure.

#### Objectives

- (a) Provide an integrated, functional and legible street hierarchy that encourages sustainable travel behaviour.
- (b) Provide a street network with a high degree of amenity, safety and permeability for all users.
- (c) Maintain residential and pedestrian safety by minimising opportunities for vehicles to take shortcuts and avoid the road system.
- (d) Provide high quality and equitable access to the Green Square Town Centre and transport nodes for pedestrians, cyclists, and motorists to maximise the use of existing and future public transport facilities, local centres and community facilities.
- (e) Encourage street types that accommodate multiple activities for example, walking, vehicular access, cycling, social interaction, public transport and parking, with a hierarchy that responds the location and function of the street.
- (f) Optimise the use of on-street parking to assist the viability of neighbourhood retail uses with street activation.
- (g) Provide opportunities for public art to be located in places of public visibility and assist in the identity and amenity of places.



### Provisions

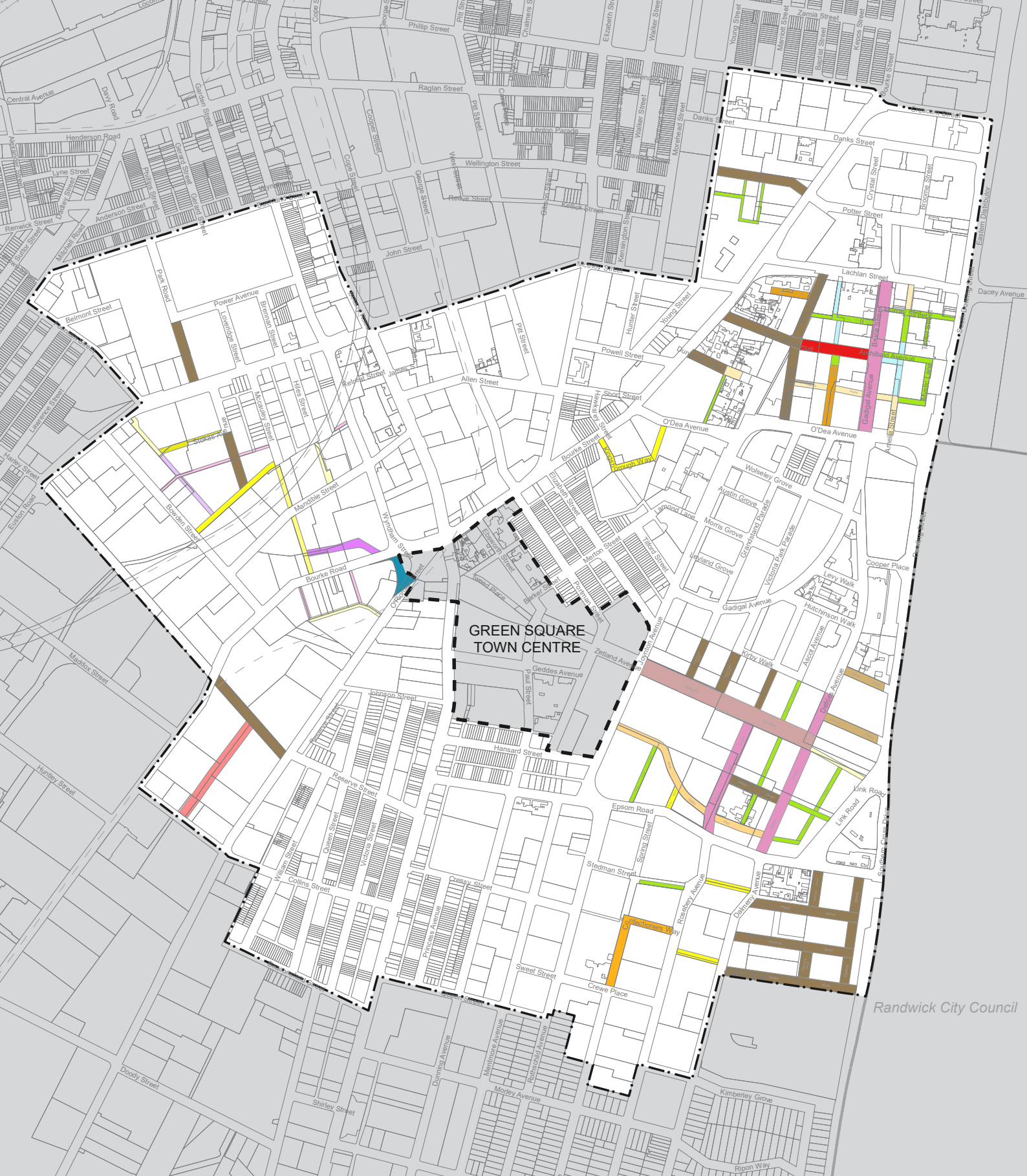
- (1) Where required by Council, new public streets are to be provided in the locations identified on Figure 5.50 *Green Square street hierarchy and layout* and designed and constructed in accordance with Figures 5.51 and 5.52 and the standards set in Table 5.9 New street types for Green Square.

**Note:** The width of travel, parking and bike lanes and footpaths are indicative only and subject to further discussions with Council.

- (2) Design new streets or lanes so that the maximum distance between new and existing streets and lanes is no greater than 120m.
- (3) Continuous paths of travel for all users are to be provided throughout the street network with level or gently sloping surfaces, kerb ramps or flush pavements, where appropriate.
- (4) Streets are to align wherever possible to provide four-way intersections.
- (5) Where new streets are to be dedicated to Council, they must have a minimum width of 8m.

Table 5.9: New street types for Green Square

Type	Reservation width	Design considerations
Zetland Avenue	Refer to Figure 5.61 Epsom Park Street Hierarchy	
Transport Corridor	Refer to Figure 5.61 Epsom Park Street Hierarchy and Table 5.13 Lachlan Precinct Indicative Street Types	
Local Street	Total width - Generally 18m-20m; absolute minimum of 13m where one footpath is absorbed into the adjacent open space or a landscape setback. Traffic – 2 travel lanes at 2.75m in each direction. Parking – Parking bays at 2.1m between trees to one or both sides of the street. Footpath – 4.15m minimum to each side of street.	(a) Local access or neighbourhood street with kerbside parking to one or both sides. (b) Should include bio-retention swales either centrally located or to the side of the roadway to filter polluted low flow water run off prior to entering the stormwater system.
Local Access Only	Total width - minimum 12m to provide access only to local traffic Traffic - 1 lane at 3.2m Parking – Parking bays at 2.1m between trees to both sides of the street. Footpath - 2.4m minimum to each side of street.	(a) Local access street with one way travel. (b) Landscaping is to be provided along both sides of the street to enhance the pedestrian environment.
Lanes	Refer to Figure 5.61 Epsom Park Street Hierarchy	
Future Transport Corridor	The development of this key public transport corridor must not be compromised. The reservation, lane, bike and footpath widths have not yet been determined and are subject to additional work.	



## Green Square - Street hierarchy and layout

Figure 5.50

### Legend

Green Square	Local street 12.6m wide	Collector road 23.8m wide
Green Square Town Centre	Local street 13m wide	Shared zone
Lane 6m wide	Local street 15m wide	Variable
Lane 9m wide	Local street 16m wide	Transport corridor variable
Lane variable	Local street 17m wide	Boulevarde
Local street 9m wide	Local street 18m wide	Pedestrian and cycle
Local street 10m wide	Local street 20m wide	Pedestrian and cycle 10m
Local street 12m wide	Collector road 21m wide	Land excluded from this DCP

## Sydney Development Control Plan 2012



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Randwick City Council



Figure 5.51  
Local Street

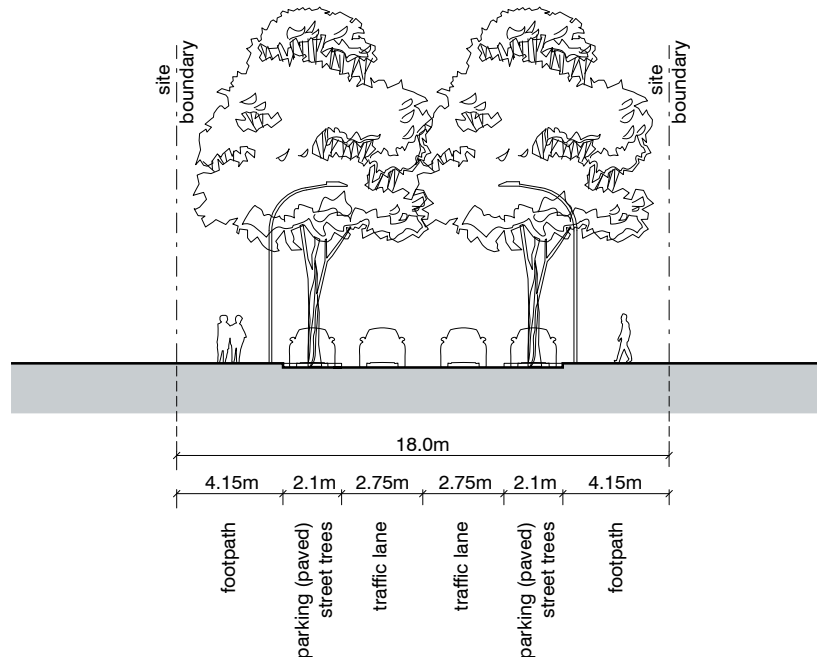
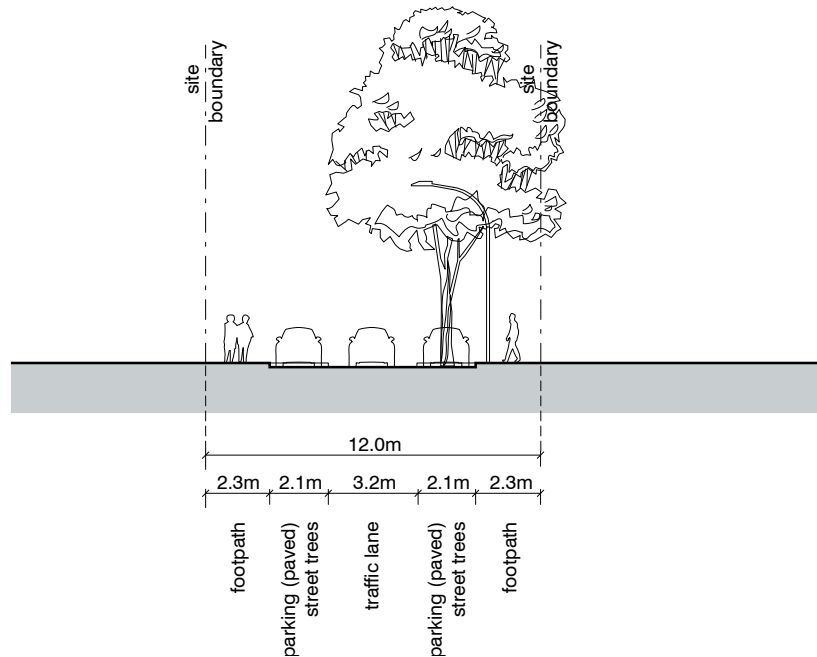


Figure 5.52  
Local Access only



## 5.2.5 Pedestrian and bike networks

This Section identifies the areas where pedestrian and bike links are required in Green Square. These links can be provided in a number of ways including dedication, easement and covenants. When Council requires dedication of pedestrian and bike networks, this is identified in the Section 94 Contributions Plan. Where dedication is not required, the land for the pedestrian and bike network may need to be provided via another means such as an easement.

Refer to Section 3.1.2 General provisions for additional objectives and provisions for pedestrian and bike networks.

**Objectives**

- (a) Encourage walking and cycling for local trips to promote community interaction, increase health benefits and reduce local vehicle traffic generation.
- (b) Use open space corridors and wider footpaths to create safe bike networks that are free of vehicles and connect to regional cycling facilities.
- (c) Improve permeability and provide safe, well connected streets and through-site links that connect private and public open space to main pedestrian and bike networks, public facilities, homes and work places.

**Provisions****5.2.5.1 Bike network**

- (1) Residential streets that are not part of the identified bike network in the *City of Sydney Cycleway Strategy 2007-2017*, are to design road reserves and footpaths to accommodate cycling, depending upon factors such as traffic volume.
- (2) All facilities are to be designed and constructed in accordance with the *Austrroads Guide to Traffic Engineering Practice: Part 14 – Bicycles*, and in consultation with the consent authority.

**5.2.5.2 Through-site links**

- (1) Where required by Council, through-site links are to be provided in the locations identified on the *Through-site links map*.
- (2) Introduce additional through-site links where the distance between streets and lanes is greater than 80m.
- (3) Through-site links are to be designed to generally have a minimum width of 6m, or 8m where bike access is provided.
- (4) Through-site links are permitted to pass through or under a building where the:
  - (a) building's height is greater than 3 storeys;
  - (b) maximum distance of the link under any structure is 18m; and
  - (c) minimum vertical clearance is 9m.
- (5) Encourage active edges and create opportunities for natural surveillance to through-site links.
- (6) Where residential development fronts a through-site link, windows, doors and verandahs must front the through-site link at the ground level.
- (7) Blank walls or carparking facing through-site links is not acceptable.

Figure 5.53  
Example of a  
through-site link  
in a residential  
development



### 5.2.6 Public open space

The following objectives and provisions are to be read in conjunction with the general objectives and provisions in Section 3.1.4 Public open space. For public open space in the Epsom Park, refer to Section 5.3. For public open space in Lachlan, refer to Section 5.4.

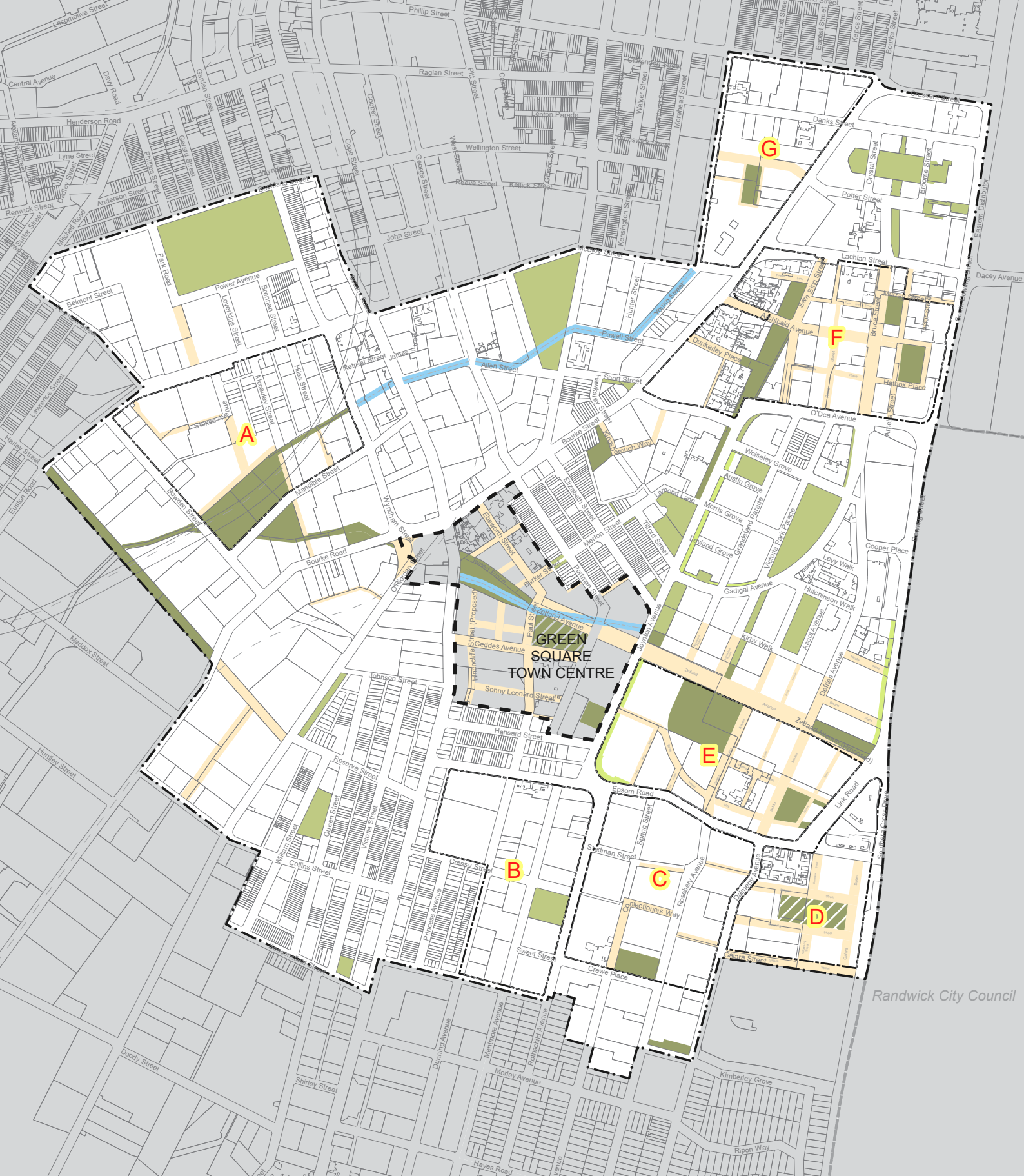
Requirements and design criteria for public open space that is to be dedicated to the council are set out in Schedule 5 Public open space dedication and design criteria.

#### Objectives

- (a) Achieve a public open space network that facilitates generous linkages, continuity and accessibility throughout Green Square and embraces significant buildings and landscape features, including water channels.
- (b) Enable a flexible approach to the location and configuration of public open space within the designated open space catchment area.
- (c) Ensure that the location and size of open space assist with stormwater management.
- (d) Ensure an increase in the total amount of publicly accessible open space.
- (e) Provide a range of active and passive places throughout the neighbourhood for people to meet, walk, and feel safe.

#### Provisions

- (1) Where required to be provided, public open space must be consistent with:
  - (a) the *Proposed open space map*;
  - (b) figure 5.54 *Green Square public open space*;
  - (c) the *Public domain setbacks map*; and
  - (d) the standards set out in Table 5.10 Provisions for open space catchment areas in Green Square.



Randwick City Council

## Green Square - Public open space

Figure 5.54

### Legend

- Green Square
- Green Square Town Centre
- Detention open space - detention
- Required open space - preferred location
- Existing open space
- Landscape setback 10m
- Water channel open space link
- Open space catchments areas
- Proposed streets
- Land excluded from this DCP

## Sydney Development Control Plan 2012



0 75 150 300m

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- (2) District parks are to provide a combination of active and passive recreation opportunities, a range of amenities, and strong planting framework.
- (3) Local parks are to provide shade and seating for passive recreation, play equipment and free play areas for informal activities.
- (4) Linear parks are to function as an open space corridor that link larger open space areas or provide connections through sites or along the water channels.
- (5) Landscaping and the design of the public domain is to be of the highest quality, incorporating features such as indigenous tree species, landmark sculptural elements and pavement design.
- (6) Where open space performs a dual recreation and stormwater detention function, the design of the detention basin is to:
  - (a) include appropriate stormwater management measures to restrict gross pollutants from entering the basin;
  - (b) allow the release of detained water within 24 hours of the end of the stormwater event to protect the soft landscaping within the basin;
  - (c) have one or more embankment batters of not more than a 1 in 6 gradient to allow for the safe exit of persons from the basin after a stormwater event; and
  - (d) provide an appropriate balance between the stormwater management and recreation functions.

**Figure 5.55**

Example of open space with a dual recreation and stormwater detention function



Table 5.10: Provisions for open space catchment areas in Green Square

Catchment	Requirements	Guidelines
<b>Area A</b> East Alexandria neighbourhood	Refer to requirements for North Alexandria in Section 5.8.4.1, Table 5.20.	Refer to guidelines for North Alexandria in Section 5.8.4.1, Table 5.20.
<b>Area B</b> Beaconsfield neighbourhood local park - 5,000 sqm of open space	One park with an area not less than 4,000 sqm, or two parks, with the size of one park no less than 3,000 sqm.	(a) A preferred location for the proposed open space is within the site at 26-58 Rothschild Avenue, Rosebery, or the south-west corner of Epsom Road and Dunning Avenue. (b) Location and configuration of open space is to be determined in response to detailed site planning.
<b>Area C</b> North Rosebery neighbourhood local park - 6,050 sqm of open space	Two parks with one park with an area of not less than 3,000sqm. Other park configured in support of parks and/or pedestrian connections.	(a) The preferred location for a larger local park is at the corner of Rosebery Avenue and Crewe Place within 5-13 Rosebery Avenue. (b) The preferred location of a smaller linear park is on the northern side of Kimberley Grove between Rosebery Avenue and Dalmeny Avenue.
<b>Area D</b> North Rosebery neighbourhood local park - 8,000 sqm	One park with an area not less than 5,000 sqm to be configured for stormwater detention on block south of Epsom Road. Other parks configured in support of parks or water channels and pedestrian connections.	(a) A preferred location for proposed open space is within 87-103 Epsom Road, Rosebery and the western adjoining lot. (b) Location and configuration of open space is to be determined in response to detailed site planning.
<b>Area E</b> Epsom Park neighbourhood district park - 20,000 sqm of open space	One park of approximately 15,500 sqm. Other park configured in support of water channel open space links and pedestrian connections.	(a) Refer to Section 5.3 Epsom Park Neighbourhood for more details on the open space requirements. (b) Open space to include a half-sized sports field and park consistent with the Council's strategy for the provision of community facilities and Section 94 Contributions Plan.
<b>Area F</b> Lachlan neighbourhood local park - 15,000 sqm of open space	One park of approximately 8,850 sqm to link Lachlan Street and O'Dea Avenue. One park of a minimum 4,000 sqm for stormwater detention. One park of approximately 2,000 sqm for community activities.	Refer to Section 5.4 Lachlan for more details on the open space requirements.
<b>Area G</b> Danks Street neighbourhood local park - 6,000 sqm of open space	One central park with an area not less than 3,900 sqm (including shared zones).	(a) The preferred location in the centre of catchment Area G. (b) Centralised main park for passive recreation. (c) Refer to section 5.9 Danks Street South for more details on the open space requirements.



## 5.2.7 Stormwater management and waterways

The Green Square urban strategy requires the integration of stormwater channels with public open spaces and street networks. The revitalisation and opening of the water channel system will improve water management and Green Square pedestrian and bike network.

The management of flood events and drainage requires the integration of water management infrastructure. Drainage and stormwater management works including drainage amplification, integrated water treatment facilities, overland flowpath works and water channel improvements.

This Section should be read in conjunction with the objectives and provisions in Section 3.7 Water and Flood Management.

### Objectives

- (a) Ensure that stormwater management is appropriate to the site and to the proposed development.
- (b) Integrate stormwater channels into the public domain and open space design.

### Provisions

#### 5.2.7.1 Water channels and setbacks

The 'water channel open space link' is the existing channel/open space network that runs through Green Square and connects to Alexandra Canal/the Liveable Green Network. The channel network is to be the basis of a linear park system that connects activity nodes, open spaces and the Green Square Town Centre (where possible).

- (1) Where identified as 'water channel open space links' on the *Public domain setbacks map*, the existing stormwater channels are to be retained and upgraded with new channels or other modern stormwater detention systems and are to be incorporated into the individual site layout and design of the public domain.
- (2) A landscaped setback is to be provided to development adjacent to the existing underground and open stormwater channels identified as 'water channel open space links' on the *Public domain setbacks map*. The setback is to be free of structures and encroachments.
- (3) A 3 metre landscaped setback, measured from the existing site boundary shall be provided on both the eastern and western sides of Young Street where adjacent to the water channel open space link. The landscape setback is to be free of structures and encroachments.
- (4) Development adjacent to the water channel open space link is to interpret the channel architecturally and/or through public art.

#### 5.2.7.2 Water sensitive urban design principles (WSUD)

- (1) Post-development peak flows from development in Green Square must not exceed pre-development peak flows.
- (2) On-site detention stormwater tanks are to be integrated into developments, either in a group or individual basis.
- (3) Detained water is to be used to recharge the Botany Sands Aquifer and recycled for other sustainable practices.

Figure 5.56  
Landscaped swale,  
Victoria Park



#### 5.2.7.3 Flood risk management

Development applications for land within the flood liable portions of the Green Square development area require the submission of a flood study prepared in accordance with the findings and requirements of any Flood Plain Risk Management Plan or Study undertaken in the area.

##### General

- (1) New development is to consider, and where appropriate adopt, the findings and requirements of any Flood Plain Risk Management Study and Plan undertaken in the area, such as *Green Square – West Kensington Flood Study 2010*.

**Note:** The draft Floodplain Risk Management Study and draft Floodplain Risk Management Plan for the Green Square-West Kensington Catchment were publicly exhibited between 9 May and 28 June 2011 and had not been finalised when Council adopted this DCP.

#### 5.2.7.4 Flood management

- (1) Development is to provide a flood management system that:
  - (a) incorporates a combination of overland flowpaths and covered flowpaths; and
  - (b) conveys the existing 1% Annual Exceedance Probability (AEP) and larger flows within acceptable limits of flood hazard defined in the *NSW Floodplain Development Manual 2005*.

#### 5.2.8 Highly visible sites

The following objectives and provisions relate to development on highly visible sites. Highly visible sites are located at the termination of a vista or on the corners of prominent intersections and are to accommodate landmarks which include features or objects on a building and high quality landscaping. Landmarks can be features or objects on a building that will act as points of reference.

In addition to these provisions, refer to Section 3.1.6 Sites greater than 5,000sqm, Section 3.3 Design excellence and competitive design process and Section 4 Development Types.

**Objectives**

- (a) Enable opportunities to create landmarks, provide focal points and reinforce view corridors at the termination of vistas with buildings, structures, public art or landscape treatments.
- (b) Introduce and encourage innovative design that reflects the desired character and responds to the area's industrial history.

**Provisions**

- (1) Development on highly visible sites identified in Figure 5.49 *Green Square structure plan* must provide a landmark in the form of a building or high quality landscaping to the satisfaction of the consent authority.
- (2) Where development consists of a landmark building it must:
  - (a) exhibit design excellence in accordance with Division 4 Design Excellence of *Sydney LEP 2012* and Section 3.3 Design excellence and competitive design processes in the DCP;
  - (b) reinforce the significant view corridor; and
  - (c) incorporate high quality public art or public domain treatment.

**5.2.9 Building design**

The following objectives and provisions must also be read in conjunction with Section 4.2 which includes provisions for Residential flat, commercial and mixed use developments.

**Objectives**

- (a) Ensure buildings address the street frontage, define and reinforce the street edge and enclose spaces to create a secure and protected environment.
- (b) Develop a cohesive architectural expression based on a consistent high quality built form, facade design and external materials and finishes.
- (c) Encourage buildings of a compatible scale that contribute to and enhance the existing and desired neighbourhood character.
- (d) Ensure appropriate building separation on large development sites to facilitate the provision of open space areas, create visual connections between the public domain and courtyard spaces, and achieve appropriate residential privacy and amenity.
- (e) Encourage buildings that enhance significant views to, from and within the area.

**Figure 5.57**  
Residential  
development with  
multiple building  
entries



### Provisions

- (1) Align buildings to the street to define and frame the street edge and provide clear delineation between the public and private domain.
- (2) Locate tall buildings (towers) so they define the hierarchy of the street network and public spaces.
- (3) The location of tall buildings (towers), defined as buildings with a height of 35m (8 storeys) or greater, must contribute to the physical definition of the existing and proposed street network and to the hierarchy of public spaces and streets.
- (4) Buildings are to maintain and, where possible, enhance significant views to the City skyline and other views identified in the locality statement and supporting principles for the neighbourhood.
- (5) Introduce street tree plantings and landscaping along footpaths to enhance the quality of the streetscape and maximise pedestrian amenity.



- (6) Where appropriate private open spaces to dwellings on the ground floor are to be located to address the street and designed to be accessible from the footpath.
- (7) Building facades are to:
  - (a) incorporate a variety of materials and textures;
  - (b) relate sympathetically to existing buildings in the vicinity, particularly if they have heritage or streetscape value; and
  - (c) use of bricks similar to those used on significant buildings and from the brickworks which once characterised the area. The colour of brick should as closely as possible, replicate the traditional Bowral Blue brick of the area.
- (8) Building entrances are to be designed to provide a clear transition from the street to residential interiors.
- (9) Multiple entries are to be provided along the street frontage and along through-site links to maximise passive surveillance and allow residents optimum access to units from the public domain.
- (10) Vehicular entries must be separated from common lobby entries to minimise pedestrian and vehicle conflict.
- (11) Vehicular entries to a site with more than one street boundary are to be located on the street with the least traffic volume, where possible.

### 5.2.10 Setbacks

The following objectives and provisions must also be read in conjunction with provisions for residential uses on the ground and first floor within Section 4 Development Types.

#### Objectives

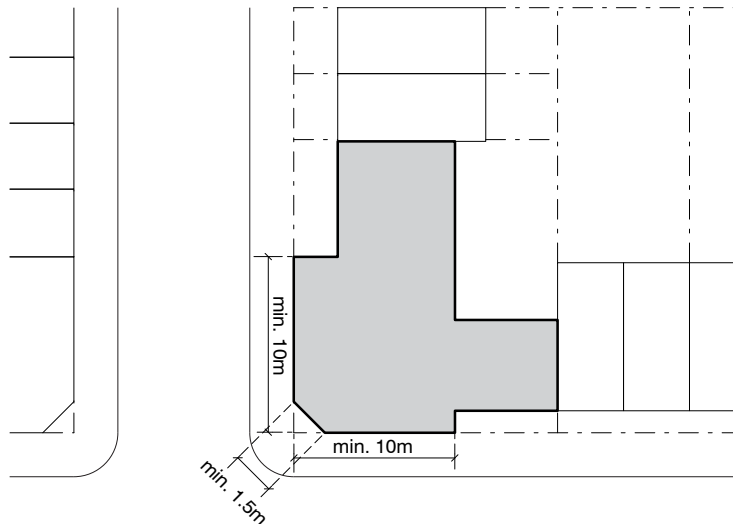
- (a) Introduce landscaped front setbacks to enhance the setting and appearance of buildings.
- (b) Promote privacy and enhance the streetscape with private setbacks from the street edge.
- (c) Enhance the public domain through the provision of setbacks to increase pedestrian amenity and supplement the public open space.

#### Provisions

- (1) Where land is dedicated for community infrastructure including footpath widening and landscaping under Section 5.2.3, it is to be provided in the locations identified on the *Public domain setbacks map*.
- (2) Where land is dedicated under Section 5.2.3, buildings are to be set back from the new street frontage property boundary by a minimum of 1.0m to provide a landscape setback, unless the frontage is a nominated active frontage on the *Active frontages map*. The land dedicated to Council shall be free of encroachments and structures and be clear to the sky.
- (3) Where new streets or public domain dedications are created as part of a development, buildings and landscape setbacks are to be aligned with the new boundary created after the dedication has been determined.
- (4) Where no setback is nominated on the *Public domain setbacks map*, the building setback is to be provided in accordance with the provisions for residential uses on the ground and first floor within Section 4.2.5.4.
- (5) The street setback is to be landscaped and treated in a manner that contributes to the streetscape and the desired future character of the area.

- (6) Where the site boundary includes a splay at the corner, or where splay corners are typical of the area, the building is to be built to the site boundary of the splay as shown in Figure 5.58.
- (7) Where a building is located on a corner, the acceptable street front setback is to be determined separately for each street.
- (8) Where new development occupies one or more whole street blocks, appropriate setbacks are to be established through detailed analysis, for example the preparation of a development control plan in accordance with Clause 7.20 of *Sydney Local Environmental Plan 2012* and respond to any approvals (not yet constructed) on surrounding development.

**Figure 5.58**  
Building setbacks  
on splayed corners



### 5.2.11 Carparks under the public domain

- (1) Underground carparks are not permitted under public domain areas required for dedication to Council, except for tunnels that connect two or more carpark areas as this reduces the number of vehicular entry and exits at the street level.
- (2) If site constraints result in a carpark being located under a public street or lane, the following criteria will apply:
  - (a) only common areas such as circulation space or unallocated visitor parking spaces are to be located below the street or lane; and
  - (b) ownership of the street or lane by the City shall be in stratum above the water-proofing membrane, and to a minimum depth of 1m for clearance for services as measured from the road levels approved by Council.

### 5.2.12 Above ground parking spaces and adaptable car parking spaces

This Section covers above ground and adaptable car parking spaces for all development types in Green Square and is to be read in conjunction with Part 7, Local Provisions – General, Division 1 ‘Car parking ancillary to other development’ under *Sydney LEP 2012*.

#### Objectives

- (a) Allow for flexibility in the provision of car parking spaces where below ground car parking is significantly constrained by a high water table or contamination.
- (b) Ensure the design of above ground car parking spaces and associated vehicular circulation areas are easily adaptable to other future uses, for example retail, commercial or residential.



**Provisions**

- (1) Where the water table is high or where site remediation is environmentally unsustainable, up to 50% of the proposed car parking spaces may be above ground, subject to the provisions within this Section.
- (2) Above ground car parking must be screened along the street frontages.
- (3) The minimum proportion of above ground car parking spaces that are to be designed and laid out to be easily adaptable for other uses in the future is to be consistent with Table 5.11.

Table 5.11

Category of land shown on the Land Use and Transport Integration (LUTI) Map and Public Transport Accessibility Level (PTAL) Map in <i>Sydney LEP 2012</i> :	Percentage of above ground car parking spaces to be designed for future adaptation:
A or D	100%
B or E	80%
C or F	65%

**Note:** As an example, a development proposes 150 car parking spaces. Due to the high water table 50%, or 75 car spaces can be located above ground. The site is shown as Category E on the *PTAL Map*, therefore, at least 80%, or 60, of the above ground car parking spaces must be designed so they can be adapted to another use. For the purpose of this provision the *PTAL Map* applies to non-residential development and the *LUTI Map* applies to residential development.

- (4) Adaptable car parking spaces must remain on common title, and not be strata titled and have a minimum clear height of 3.3m.
- (5) Adaptable car parking spaces are to be designed so that once adapted the space will:
  - (a) be accessible from lift lobbies, the street or public domain;
  - (b) have access to sunlight and ventilation; and
  - (c) be provided with appropriate services.
- (6) The applicant must designate which consolidated group of spaces and including associated vehicular circulation are the adaptable spaces and provide an indicative plan showing the proposed alternative use layout.
- (7) Council may deem above ground spaces to be 'required' for the purposes of calculating GFA where it is satisfied that the development meets other provisions of this DCP.

**5.2.13 Daylight access to circulation space within shopping centres in Green Square**

**Objective**

- (a) Respond to Sydney's temperate climate and improve the amenity for pedestrians in shopping centres by providing access to daylight.

**Provisions**

- (1) Shopping centres are to be designed to primarily front a street. Internal circulation should take the form of streets or lanes and be predominantly open to the sky.
- (2) Any public circulation area servicing a building or that part of a building that includes retail shops must incorporate access to daylight through the use of skylights and atriums in at least 50% of the roof of the circulation area.

## 5.3

### Green Square - Epsom Park

This Section applies to the land identified as Epsom Park in Figure 5.1 *Specific Areas Map*.

Where land is located in Epsom Park, both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 and this Section, this Section applies to the extent of the inconsistency.

#### 5.3.1 Epsom Park Urban Strategy

##### Objectives

- (a) Development in Epsom Park should be undertaken in accordance with the following objectives and Figure 5.59 Epsom Park Urban Strategy.
- (b) Future development is to be of the highest quality, and sympathetic to the existing surrounding local character and history of Epsom Park and its former industrial uses. Redevelopment should be coordinated to effectively manage the redevelopment and provide adequate community facilities and services as required.
- (c) Introduce a mix of dwelling types to provide flexibility and choice that reflects the needs of a diverse community.
- (d) Ensure building heights provide a transition to the surrounding areas. Respond to the urban strategy for the Precinct, locating taller buildings on main streets and lower development on small streets.
- (e) Introduce a permeable network of streets that responds to key connections and maximises opportunities for walking and cycling.
- (f) Create an attractive public domain with pedestrian and bike connections. Links to public transport are to be clear and legible, and are to prioritise pedestrians with slow speed traffic lanes. All streets should include tree planting.
- (g) Provide one main park, known as Gunyama Park, for passive and active recreation.
- (h) High quality streetscapes are to be provided throughout Epsom Park. All new streets will provide trees for shade and amenity and incorporate water sensitive urban design where appropriate.
- (i) Create a strong and consistent landscape character that unites development in Epsom Park by setting back buildings from the public domain and providing native planting in accordance with Council's Landscape Code.
- (j) Introduce an appropriate mix of land uses with commercial/retail uses at ground level on Zetland Avenue and Epsom Road and at the public transport interchange.
- (k) Provide an Aquatic Centre with active frontages to Gunyama Park and Zetland Avenue.

Figure 5.59 Epsom Park Urban Strategy



KEY







- |                   |                      |                          |                                       |
|-------------------|----------------------|--------------------------|---------------------------------------|
| PRECINCT BOUNDARY | ACTIVE EDGE          | PEDESTRIAN / CYCLE LINKS | TRANSPORT INTERCHANGE                 |
| TALL BUILDINGS    | OPEN SPACE           | PEDESTRIAN / CYCLE LANE  | EXISTING BUILDING                     |
| LOW BUILDINGS     | LANDSCAPE DEDICATION | TRANSPORT CORRIDOR       | FUTURE PROOFED FOR PROPOSED TRANSPORT |
| AQUATIC CENTRE    | MEDIAN               |                          |                                       |

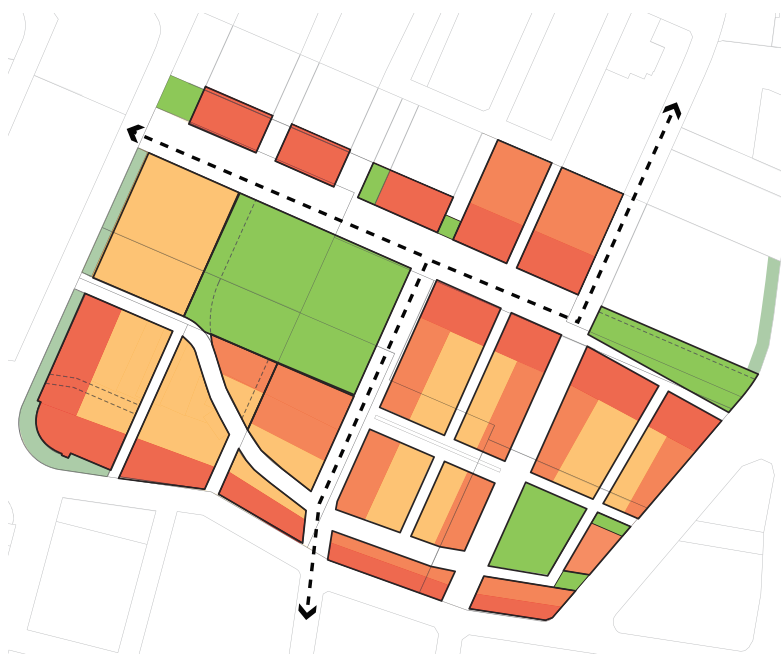


### 5.3.2 Urban Design Principles

The following principles inform the development type, density and the public domain layout.







#### Principle 1 Transition of Building Heights

-  LOW BUILDINGS
-  MEDIUM BUILDINGS
-  TALL BUILDINGS
-  OPEN SPACE
-  LANDSCAPE SETBACK
-  TRANSPORT CORRIDOR



- Provide a predominant street wall height of 4-7 storeys along most streets and 8 storeys to Epsom Road and Zetland Avenue
- Upper levels (above 6 and 8 storeys) to be setback 3m to reduce their visual impact from the street
- Taller buildings to be located on primary and main streets, with lower buildings on small streets and lanes.

#### Principle 2 Land Uses

-  NON RESIDENTIAL USES ON GROUND FLOOR
-  OPEN SPACE
-  LANDSCAPE SETBACK
-  ACTIVE EDGES
-  TRANSPORT CORRIDOR
-  TRANSPORT INTERCHANGE

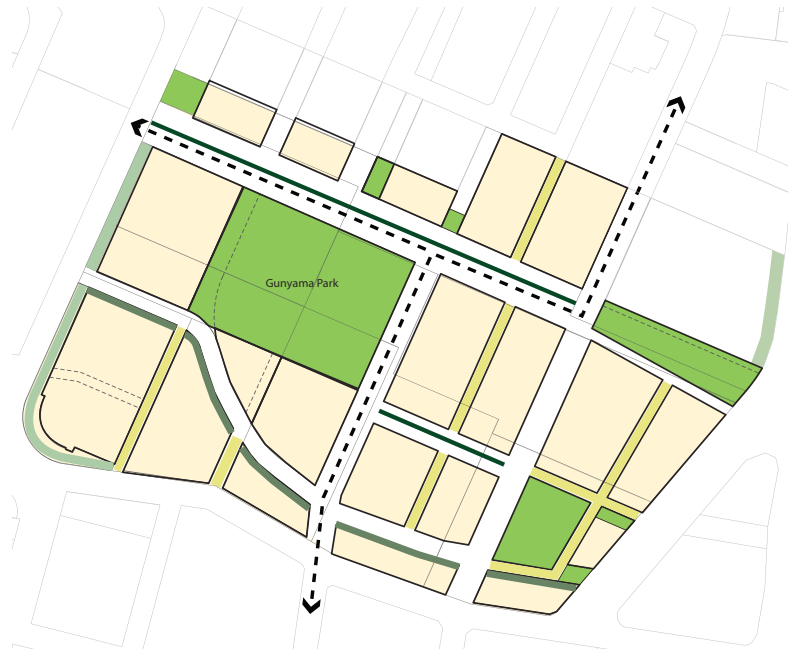


- Epsom Park will be activated by the Green Square Aquatic Centre, Gunyama Park, other proposed open spaces and the public transport interchange on Zetland Avenue

- The Precinct will provide a mix of land uses with commercial/retail uses at ground level on Zetland Avenue and Epsom Road and at the public transport interchange. Residential uses will predominate on upper storeys and on quieter streets
- Appropriate local shops and services (including childcare facilities) will meet the needs of the new population.

**Principle 3**  
Public Domain

- OPEN SPACE
- PLANTED MEDIAN
- PLANTED VERGE
- LANDSCAPE SETBACK
- SHARED ZONES



- Provide one main park of approximately 15,500 square metres for active and passive recreation
- Landscaped setbacks are provided to reduce the perception of scale of buildings at the street level
- Provide bioswales on key streets, and an unobstructed root zone for tree planting for rainwater infiltration
- Use landscaping to assist in managing stormwater.

### 5.3.3 Local infrastructure and public domain

The objectives and provisions within this Section must be read in conjunction with the provisions for streets, lanes and footpaths under Section 3.1.1 within the General provisions and Section 5.2 Green Square which sets out specific provisions for local infrastructure.

#### Objectives

- (a) Introduce a grand east-west boulevard, Zetland Avenue, to connect Epsom Park to the Green Square Town Centre.
- (b) Introduce a green open space that terminates the eastern end of Zetland Avenue.
- (c) Introduce a large central park, Gunyama Park that accommodates a range of active sports facilities and is linked to the Green Square Aquatic Centre.
- (d) Introduce a legible and permeable pattern of new streets that responds to key connections within and adjacent to the neighbourhood and that provides pedestrian and cycle priority.
- (e) Contribute to the regional management of stormwater through facilitating a stormwater connection from Link Road through to Joynton Avenue and the Town Centre and incorporating water sensitive urban design.



Figure 5.60 Epsom Park Dedications and easements



KEY

- PRECINCT BOUNDARY
- 1.4 METRE FOOTPATH WIDENING
- OPEN SPACE
- LANDSCAPE DEDICATION (10M OR VARIES AS SHOWN)
- PUBLIC DOMAIN DEDICATION - STREETS AND LANES
- 9 METRE EASEMENT FOR PUBLIC ACCESS
- 3 METRE EASEMENT FOR PUBLIC ACCESS (OUTDOOR DINING)



## Provisions

### 5.3.3.1 Public open space

The Epsom Park neighbourhood is identified as Catchment Area E 'Epsom Park Neighbourhood' in Figure 5.54 Green Square public open space and Table 5.10 Provisions for open space catchment areas under Section 5.2 Green Square.

- (1) Where required by Council, public open space is to be dedicated to Council in the locations identified on Figure 5.60 Epsom Park Dedications and Easements and in accordance with the standards set out in Table 5.12 Provision for public open space in Epsom Park.
- (2) The landscaping and materials used for open spaces is to respond to the neighbourhood's character and to relate to the history of the Epsom Park precinct.
- (4) Public open space is to include:
  - (a) sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;
  - (b) drought tolerant plants and grasses;
  - (c) water retaining media mixed into soil; and
  - (d) tree planting and landscaping elements such as indigenous tree species, interesting sculptural elements and pavement design.
- (5) Ensure that Gunyama Park is designed so that it provides opportunities for passive and active recreation. Gunyama Park is to:
  - (a) be of a high quality design that creates interest, landmark sculptural elements and other appropriate elements, that reference the former historical uses; and
  - (b) use indigenous tree species.
- (6) Ensure that Mulgu Park is a minimum of 2,500 sqm and is of the highest quality, creates interest and adds character to Epsom Park. The design of Mulgu Park should provide passive recreation space with adequate seating.

Table 5.12: Provisions for public open space in Epsom Park

Type	Requirements	Guidelines
<b>A</b> District Park	One park of approximately 15,500sqm at the centre of the neighbourhood (Gunyama Park).	The park is to: <ol style="list-style-type: none"> <li>(a) provide for deep soil planting;</li> <li>(b) be used for active and passive recreation;</li> <li>(c) provide a flexible active sports pitch;</li> <li>(d) provide passive spaces; and</li> <li>(e) provide a clear link to the Green Square Aquatic Centre to complement the active sports facilities.</li> </ol>
<b>B</b>	One park of 2,500sqm at the south eastern area of the neighbourhood (Mulgu Park).	The park is to: <ol style="list-style-type: none"> <li>(a) provide for deep soil planting; and</li> <li>(b) be used for passive recreation.</li> </ol>
<b>C</b>	An area of public open space to be provided at the termination of Zetland Avenue, east of Defries Avenue.	This space is to: <ol style="list-style-type: none"> <li>(a) provide for deep soil planting;</li> <li>(b) provide a noise and visual buffer to traffic on South Dowling Street;</li> <li>(c) allow for passive recreation; and</li> <li>(d) be flexible in its design to accommodate a range of community based activities, for example performance space, open air theatre and temporary art and sculpture exhibitions.</li> </ol>

**Figure 5.60**  
Example of smaller  
scale spaces at  
edges of open  
space



#### **5.3.3.2 Street network**

- (1) Where required to be provided, new streets are to be introduced and dedicated to Council in the locations identified in Figure 5.62 Epsom Park street hierarchy and designed in accordance with the standards set out in Figure 5.62 Epsom Park Street Hierarchy and Figures 5.63 to 5.79.
- (2) Separated cycleways are to be provided along Zetland Avenue and the transport corridor (George Julius Avenue) (refer to Figures 5.63 to 5.79) and designed as part of the public domain and in accordance with the *City of Sydney Cycle Strategy and Action Plan 2007-2017*.
- (3) Street closure devices and one way systems identified in Figure 5.62 Epsom Park street hierarchy are to be provided and must not impede bicycle or pedestrian movements.
- (4) Leticia Street, Chimes Street, Ascot Avenue and portions of Peters Street and Rose Valley Way are to be provided as shared zones.
- (5) Pony Race and Fuse Streets are to be provided as pedestrian/cycle ways only, however in the short term traffic will be permitted to align with development staging.

Figure 5.62 Epsom Park Street Hierarchy

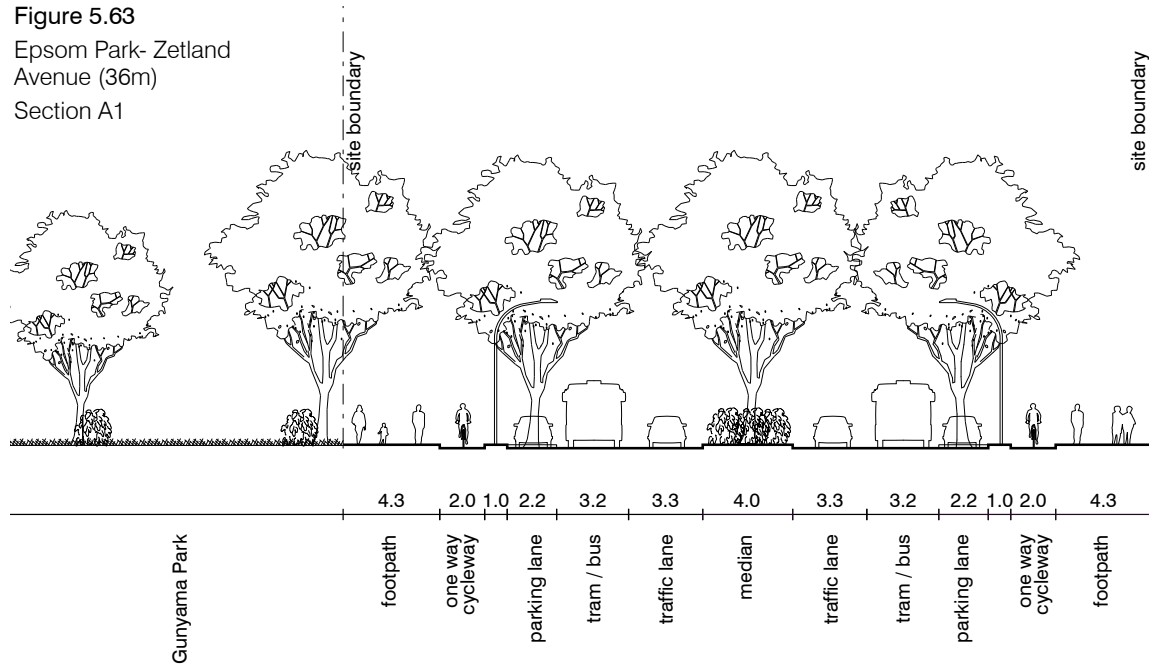


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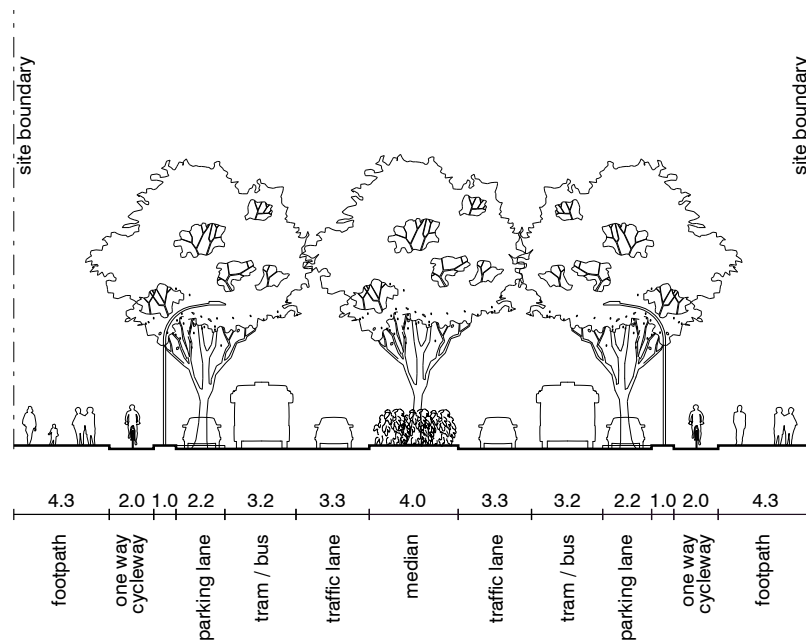
- |  |                         |  |
|--|-------------------------|--|
| PRECINCT BOUNDARY  | 20 METRES - MAIN STREET | SHARED ZONE  |
| 36 METRES - ZETLAND AVENUE                                       | 15 METRES - STREET      | SHORT TERM VEHICULAR ACCESS, LONG TERM PEDESTRIAN AND CYCLE ONLY |
| 23 METRES - TRANSPORT CORRIDOR / PRIMARY STREET                  | 12 METRES - LANE        | 9 METRES PEDESTRIAN / CYCLE THROUGH SITE LINK                    |
| LOCAL STREET - WIDTH VARIES TO MATCH EXISTING NORTHERN CONDITION | 9 METRES - LANE         | OPEN SPACE   |
|  |                         | LANDSCAPE SETBACK  |



**Figure 5.63**  
Epsom Park- Zetland  
Avenue (36m)  
Section A1

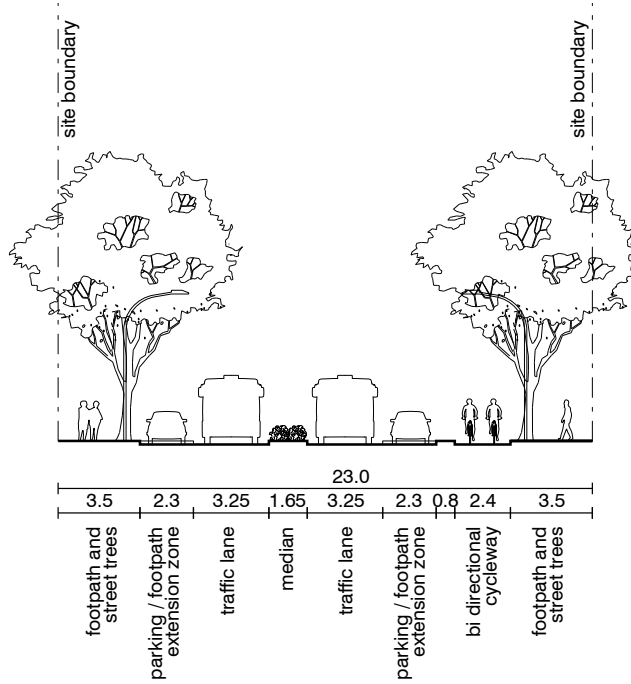


**Figure 5.64**  
Epsom Park- Zetland  
Avenue (36m)  
Section A2

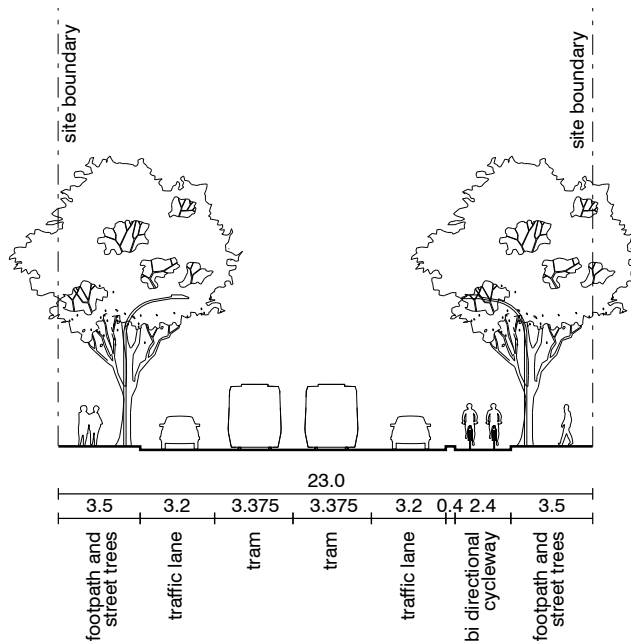




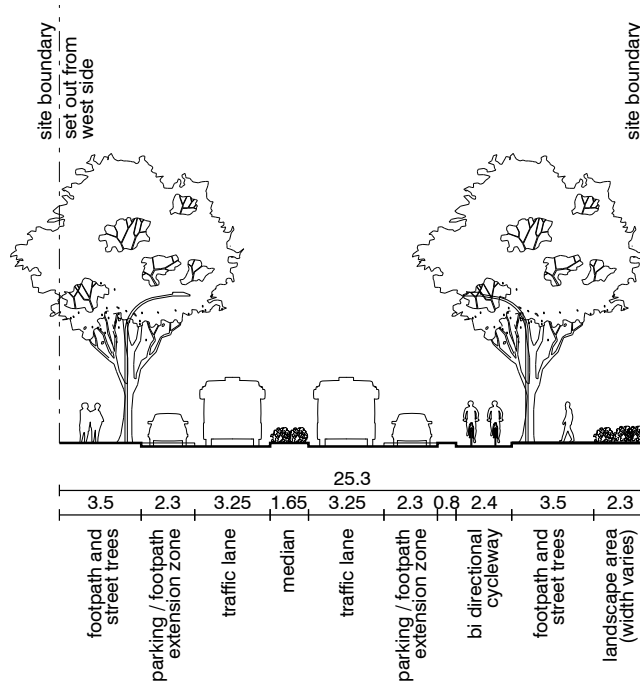
**Figure 5.65**  
Epsom Park -  
Transport Corridor  
(George Julius  
Avenue adjacent to  
park)  
Section B1-  
Short-term



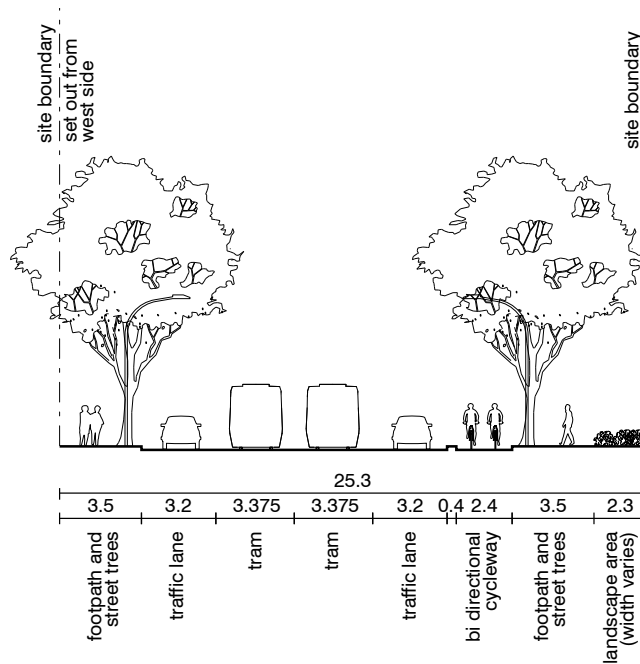
**Figure 5.66**  
Epsom Park -  
Transport Corridor  
(George Julius  
Avenue adjacent to  
park)  
Section B1-  
Long-term



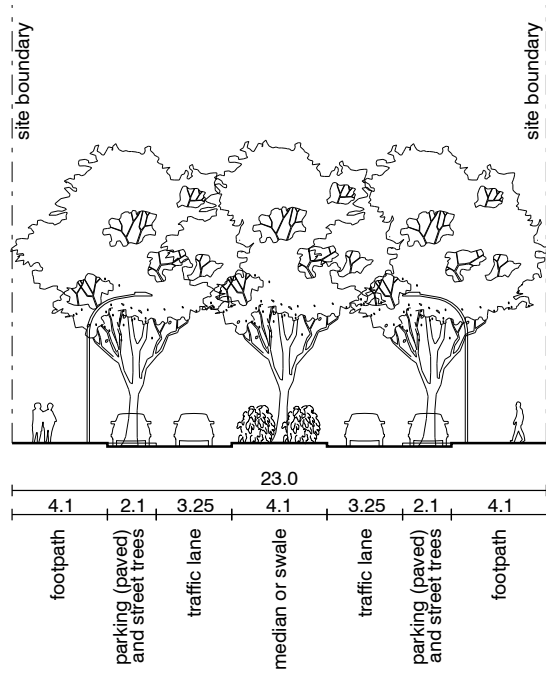
**Figure 5.67**  
Epsom Park -  
Transport Corridor  
(George Julius  
Avenue)  
Section B2-  
Short-term



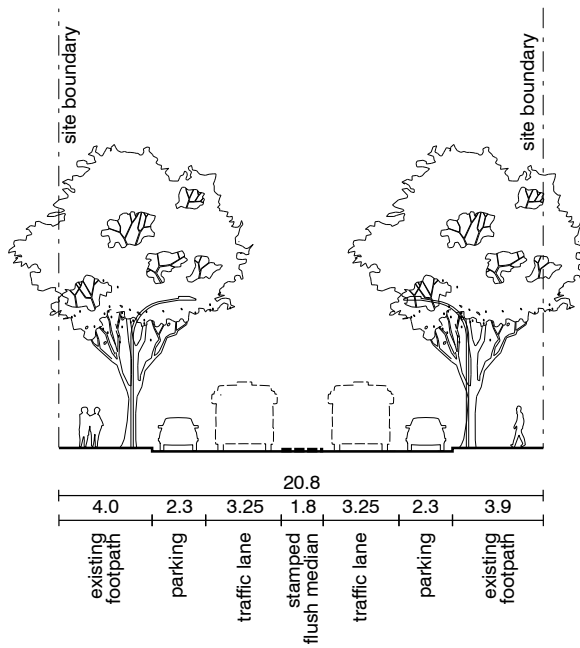
**Figure 5.68**  
Epsom Park -  
Transport Corridor  
(George Julius  
Avenue)  
Section B2-  
Long-term



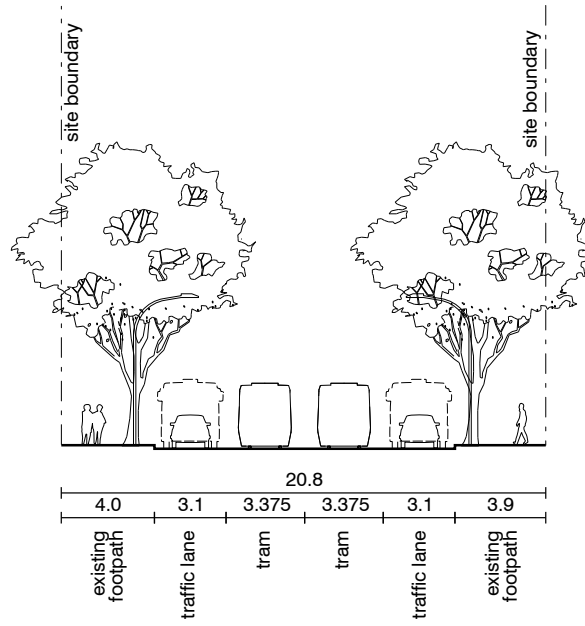
**Figure 5.69**  
Epsom Park  
- Transport  
Corridor (Defries  
Avenue-South of  
Zetland)  
Section C



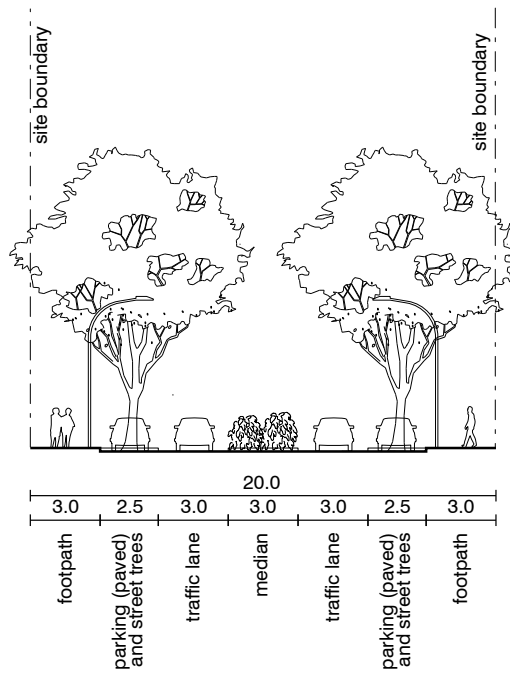
**Figure 5.70**  
Epsom Park -  
Transport Corridor  
(Defries Avenue  
north of Zetland  
Avenue)- Short-term  
Section D1



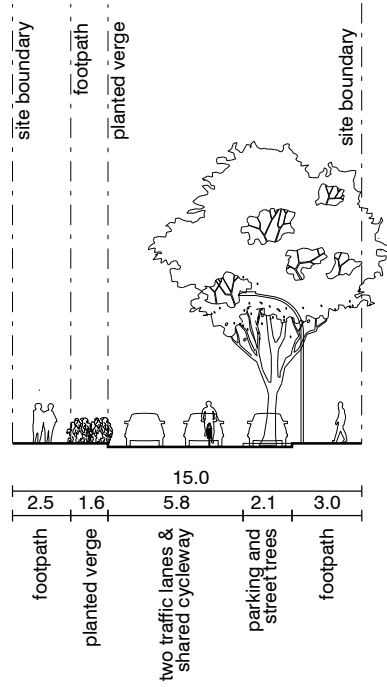
**Figure 5.71**  
Epsom Park -  
Transport Corridor  
(Defries Avenue  
north of Zetland  
Avenue) Long term  
Section D2



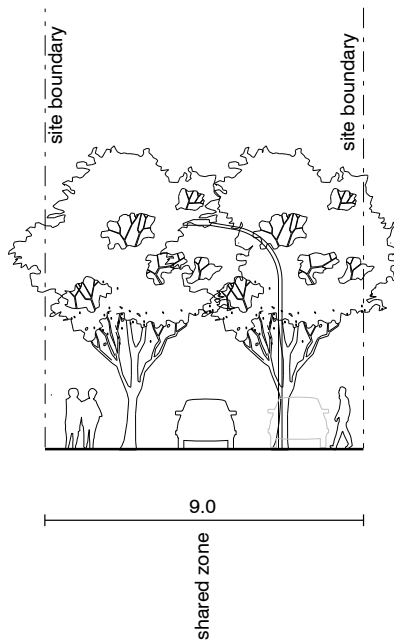
**Figure 5.72**  
Epsom Park –  
Peters Street  
Section E



**Figure 5.73**  
Epsom Park – Rose  
Valley Way  
Section F

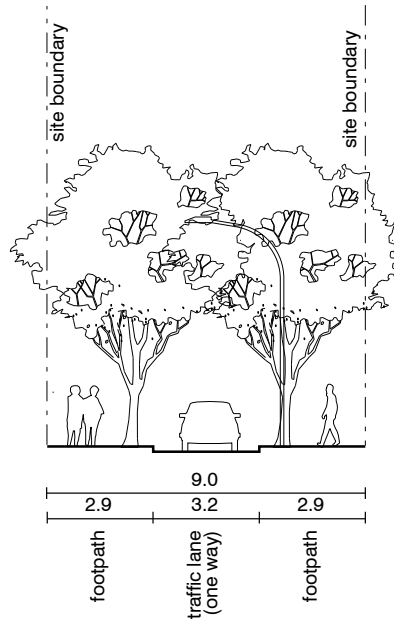


**Figure 5.74**  
Epsom Park –  
Shared zone  
Section G1





**Figure 5.75**  
Epsom Park – Pony  
Race Street- short  
term  
Section G2



**Figure 5.76**  
Epsom Park –  
Shared Zone  
Section H

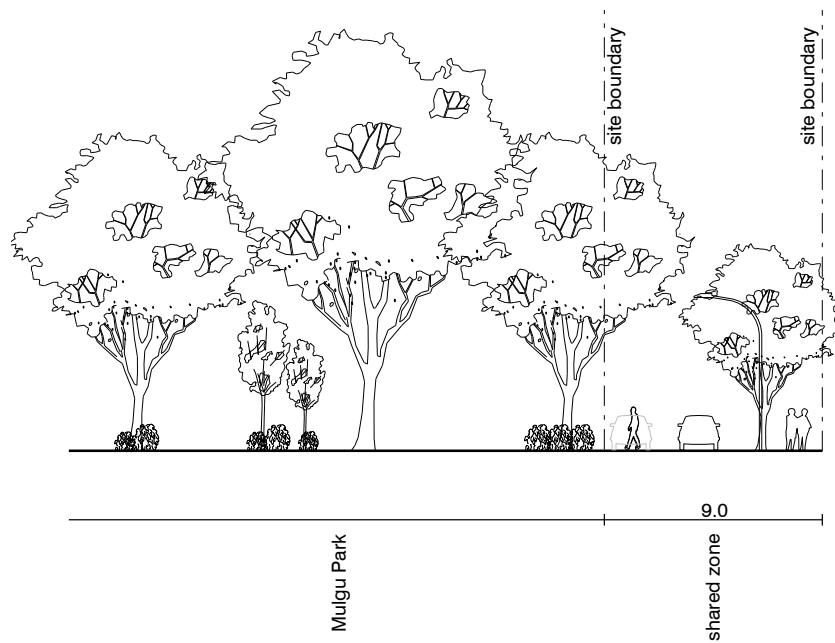


Figure 5.77  
Epsom Park – Fuse  
Street Short term  
Section I

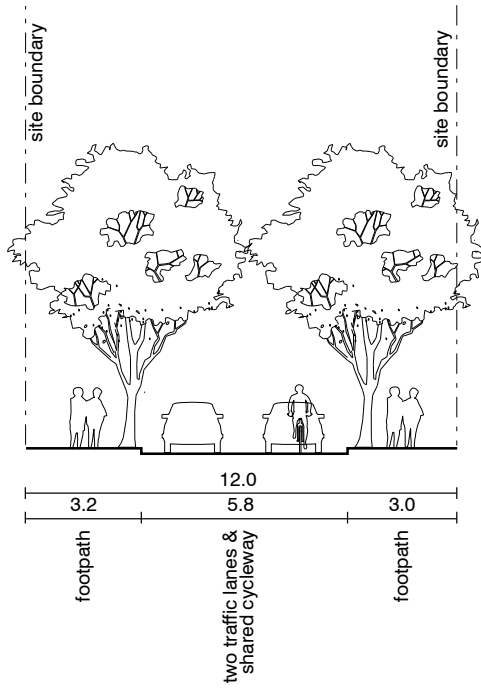


Figure 5.78  
Epsom Park – Fuse  
Street Long term  
Section I

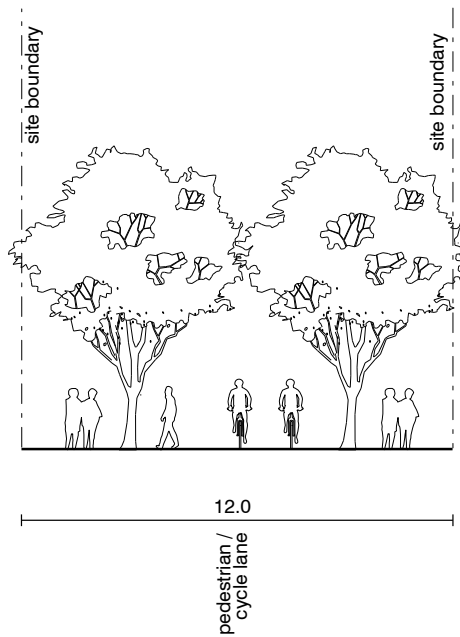
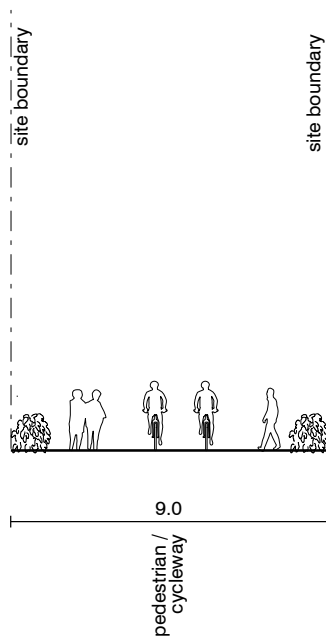


Figure 5.79  
Epsom Park  
(Pedestrian Cycle  
Link)  
Section J



### 5.3.3.3 Movement and Connectivity

- (1) Major access and egress points are to be consistent with Figure 5.80 Epsom Park Circulation and Access.
- (2) Circulation is to be consistent with Figure 5.80 Epsom Park Circulation and Access.
- (3) Introduce traffic signals at the junction of Epsom Road and George Julius Avenue and Joynton Avenue and Zetland Avenue in accordance with Figure 5.62 Epsom Park Street Hierarchy.
- (4) Bollards or other measures in accordance with Council requirements to restrict vehicle access whilst allowing pedestrian and cycle access are to be installed in the following locations:
  - (a) Fuse Street
  - (b) Rose Valley Way east, end
  - (c) Pony Race Street
- (5) Driveways and car park entries are to be in accordance with Figure 5.80 Epsom Park Circulation and Access.
- (6) Underground car parking entries are to be set back from the building line to reduce their visual dominance in the streetscape.

Figure 5.79 Epsom Park Circulation and Access



KEY

- |                                     |   |   |
|-------------------------------------|---|---|
| PRECINCT BOUNDARY                   | VEHICULAR TRAFFIC (INDICATES DIRECTION OF TRAVEL) | FUTURE TRAFFIC LIGHTS   |
| VEHICULAR ENTRIES (PREFERRED SOLID) | ROAD CLOSURES - NO VEHICULAR ACCESS               | EXISTING TRAFFIC LIGHTS   |
| VEHICULAR ENTRIES (OPTIONAL)        | CONSOLIDATED UNDERGROUND CARPARK                  | SHARED ZONES  |
| PEDESTRIAN / CYCLE LINKS            | SEPARATED BICYCLE LANE                            | CENTRE LANES USED FOR PARKING UNTILL PUBLIC TRANSPORT IMPLEMENTED |
| TRANSPORT CORRIDOR                  | PEDESTRIAN CROSSING                               |   |



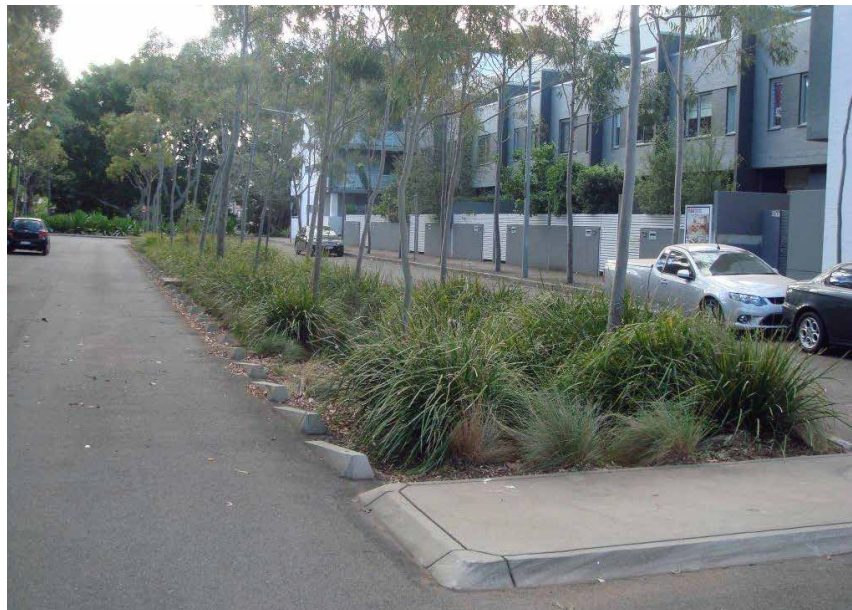
### 5.3.3.4 Stormwater management and waterways

Stormwater flowing through the precinct passes through a system of open channels, a subsurface concrete culvert and pipes. The proposed street network reflects the existing and future realignment of drainage infrastructure for the wider major trunk upgrade from Link Road, through the Green Square Town Centre sites and to Alexandra Canal.

#### Provision

- (1) Realign the existing stormwater culvert as detailed in Figure 5.82 Epsom Park Stormwater Management.
- (2) If identified, bio-swales are to be designed and constructed to allow for pedestrian crossings.

**Figure 5.81**  
Example of Water sensitive urban design street with a central swale



### 5.3.4 Building form and design

#### Objectives

- (a) Ensure built form and height is of a pedestrian scale and contributes to the physical definition of the existing and proposed street network.
- (b) Provide a range of building types and architectural styles to create architectural diversity and visual interest.
- (c) Retain important views in and out of the Epsom Park neighbourhood by extending vistas along new streets and lanes.
- (d) Ensure the use of high quality facade design and finishes throughout the neighbourhood with particular attention to built form terminating a vista.
- (e) Encourage high architectural design and quality for development located along Zetland Avenue.
- (f) Encourage development that draws on the neighbourhood's former industrial uses and as a racecourse.
- (g) Ensure appropriate building lengths and articulation to reduce the perceived scale of development from the public domain.

Figure 5.81 Epsom Park Stormwater Management



KEY

- PRECINCT BOUNDARY
- EXISTING SYDNEY WATER EASEMENT
- PROPOSED SYDNEY WATER EASEMENT REALIGNMENT

DEEP SOIL





Figure 5.82 Epsom Park Building Height in Storeys



**KEY**

- PRECINCT BOUNDARY
- PROPOSED STREET BLOCKS
- OPEN SPACE
- DESIGN EXCELLENCE BUILDING ENVELOPES
- LANDSCAPE SETBACK

**HEIGHTS IN STOREYS**

- |   |   |  |  |
|---|---|--|--|
| <span style="background-color: #FFFF00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 2 STOREYS | <span style="background-color: #8B4513; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 7 STOREYS | <span style="background-color: #800080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 10 STOREYS | <span style="background-color: #4B0082; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 15 STOREYS |
| <span style="background-color: #FFA500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 4 STOREYS | <span style="background-color: #654321; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 8 STOREYS | <span style="background-color: #DC143C; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 12 STOREYS | <b>*</b> SUBJECT TO GREEN SQUARE AQUATIC CENTRE COMPETITION & DESIGN DEVELOPMENT   |
| <span style="background-color: #FF8C00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 6 STOREYS | <span style="background-color: #CD5C5C; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 9 STOREYS | <span style="background-color: #800080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 14 STOREYS |  |

NOTE - HEIGHTS IN BRACKETS AND DASHED ENVELOPES ARE PERMISSIBLE SUBJECT TO DESIGN EXCELLENCE AND COMPETITIVE DESIGN PROCESSES



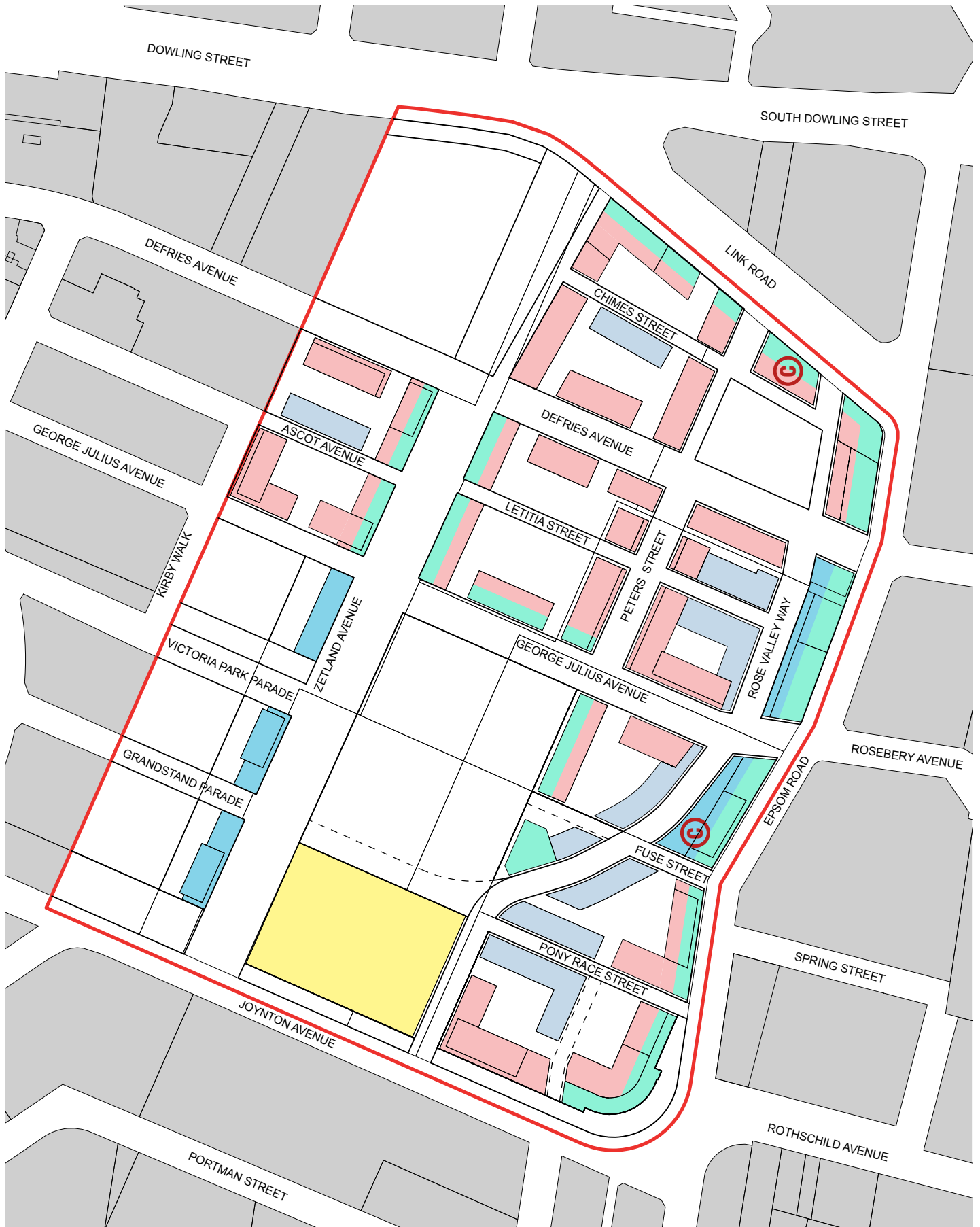
Figure 5.83 Epsom Park Street Frontage Height in Storeys



- KEY**
- PRECINCT BOUNDARY
  - 2 STOREYS
  - 4 STOREYS
  - 6 STOREYS
  - 7 STOREYS
  - 8 STOREYS



Figure 5.84 Epsom Park Building Types



KEY

- PRECINCT BOUNDARY
- COMMUNITY FACILITY
- MAISONETTES / DUPLEX
- APARTMENT
- RETAIL / COMMERCIAL ON GROUND FLOOR WITH APARTMENTS ABOVE
- WORK USES ON GROUND FLOOR ATTACHED TO LIVING ABOVE OR BEHIND STREET FRONTAGE
- POTENTIAL CHILD CARE FACILITY



### Provisions

- (1) Development must not exceed the maximum number of storeys as shown on the *Building height in storeys map* and Figure 5.83 Epsom Park Building Height in Storeys.
- (2) The street frontage height of a building must not exceed the maximum street frontage height shown on Figure 5.84 Epsom Park Street Frontage Height.
- (3) Dwelling types are to comply with Figure 5.85 Epsom Park Building Types.
- (4) A variety of built form options are possible within each of the street blocks. An indicative built form is presented in Figure 5.83 Epsom Park Building Height in Storeys. Alternate building layouts may be considered within each street block provided they respond to the Epsom Park Urban Strategy and Principles, and demonstrate better amenity for the development, neighbouring developments and the public domain.
- (5) For land bounded by Zetland Avenue, Link Road, Epsom Road and the extension of Defries Avenue, an alternative street block layout or built form layout may be considered through a Site Specific DCP under Clause 7.22 of the *Sydney LEP 2012* that accommodates intensified motor showroom uses.
- (6) Private open spaces to all dwellings on the ground floor are to be located to address the street and be accessible from the footpath.
- (7) Individual entries are to be provided to each ground floor unit.

**Figure 5.86**  
Examples of building design that uses a variety of materials, Grandstand Parade, Zetland



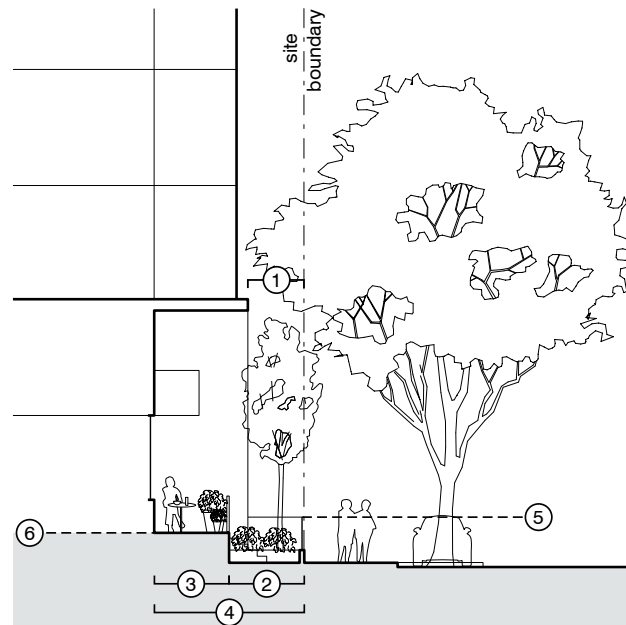
### 5.3.4.1 Building setbacks

#### Provisions

The following objectives and provisions should be read in conjunction with the provisions for residential uses on the ground and first floor within Section 4 Development Types.

- (1) Setbacks are to be provided in accordance with the *Public domain setbacks map* and the *Building Setback and Alignment map*.
- (2) Further to the above, residential uses at the ground and first floor are to be in accordance with Figure 5.87 Epsom Park Ground Floor Condition for Residential Flat Buildings. All ground floor apartments are to provide:
  - (a) a minimum 3.2m setback, preferably 4m setback from the site boundary to the glass line enclosing an internal space at the ground and first floor; and
  - (b) a minimum 2m wide deep soil landscape setback as a private front garden. The garden may be located up to 1.0m above the street level.
- (3) Ground level apartments are to be designed in a manner similar to a two storey terrace house or maisonette.
- (4) Where no upper level setback is specified in the *Building Setback and Alignment map*, all levels above street frontage height are to be setback a minimum of 3 metres from the primary building line.
- (5) Side and rear setbacks are to be provided in a manner which does not impede development on adjoining sites.

**Figure 5.87**  
Epsom Park Ground Floor Condition for Residential Flat Buildings



1. Primary building setback, clear full height – min. 1.5m
2. Deep soil landscape planting area – min. 2m
3. Ground floor private open space deck – min. 1.2m
4. Setback from the site boundary to the glass line – min. 3.2m (preferably 4m)
5. Site boundary fence – max. 1.4m high
6. Ground floor private open space deck max. 1m above street level



#### 5.3.4.2 Splay Corners

##### Provisions

- (1) Splay corners should be provided in the locations identified in Figure 5.88 Epsom Park Potential Splay Corners, unless otherwise determined by the consent authority.

#### 5.3.4.3 Fences

##### Provisions

- (1) Fences on front property boundaries are to:
  - (a) Be sufficiently transparent to enable some outlook from buildings to the street for safety and surveillance;
  - (b) Assist in highlighting entrances and in creating a sense of communal identity within the streetscape;
  - (c) Designed and detailed to provide visual interest to the streetscape; and
  - (d) Be a maximum of 1.4 metres high from footpath level.

#### 5.3.4.4 Other development

##### Provisions

- (1) Active uses are to be provided in the locations identified in Figure 5.89 Epsom Park Active Frontages.
- (2) The primary retail is to be located along Zetland Avenue, George Julius Avenue and adjacent to Gunyama Park as shown in Figure 5.85 Epsom Park Building Types.
- (3) Retail development is to be located in the ground floor and, subject to flooding conditions, incorporates a finished floor level that is at the same level as the adjacent footpath level.
- (4) Active retail frontages are to contribute to the liveliness and vitality of the street by maximising entries to display windows to shops and/or food and drink premises to provide pedestrian interest and interaction.
- (5) Commercial/retail uses, such as car showrooms, are to be located along Epsom and Link Roads.
- (6) The proposed Aquatic Centre should provide activation to Zetland Avenue and Gunyama Park.

#### 5.3.4.5 Deep soil planting

##### Provisions

- (1) The private front gardens required for ground floor apartments, with a minimum dimension of 2m, are to be included as part of the deep soil area.
- (2) All remaining deep soil areas are to comply with the relevant provisions within Section 4.2.3.6 Deep soil planting.

### 5.3.5 Staging and implementation

#### Objectives

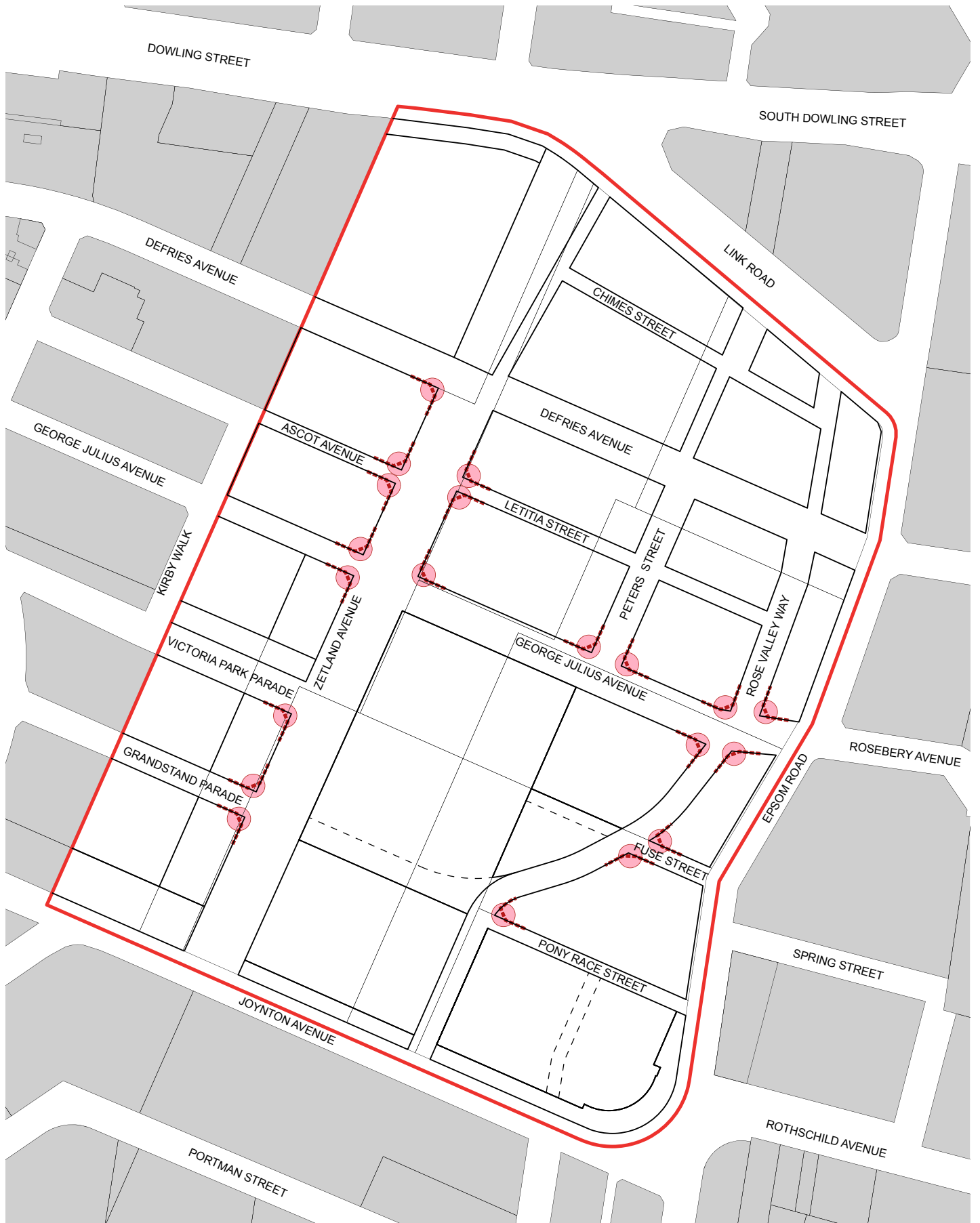
- (a) Ensure the redevelopment of the Epsom Park neighbourhood is coordinated in an orderly manner to ensure activities in adjacent sites are not adversely impacted upon.
- (b) Address stormwater management at the outset of construction works, to ensure adjacent areas are not adversely affected.
- (c) Ensure the development of sites can occur independently, without reliance on infrastructure from adjacent sites.



**Provisions**

- (1) A staging plan is required to be submitted to Council with each development application.
- (2) The staging plan must:
  - (a) Where relevant address how either the extension of Rosebery Avenue (George Julius Avenue) or Defries Avenue, between Epsom Road and Zetland Avenue are to be used as the route for the Eastern Transit Corridor, until the preferred route is established; and
  - (b) Where relevant address how the proposed main park is to be constructed and dedicated to Council prior to the occupation of the Green Square Aquatic Centre.
- (3) George Julius Avenue and Defries Avenue are to be configured to allow for short-term operation as bus routes, and longer term operation as light rail corridors.
- (4) Pony Race Street and Fuse Street are to be provided as pedestrian/cycle ways only, however in the short term traffic will be permitted to respond to development staging.

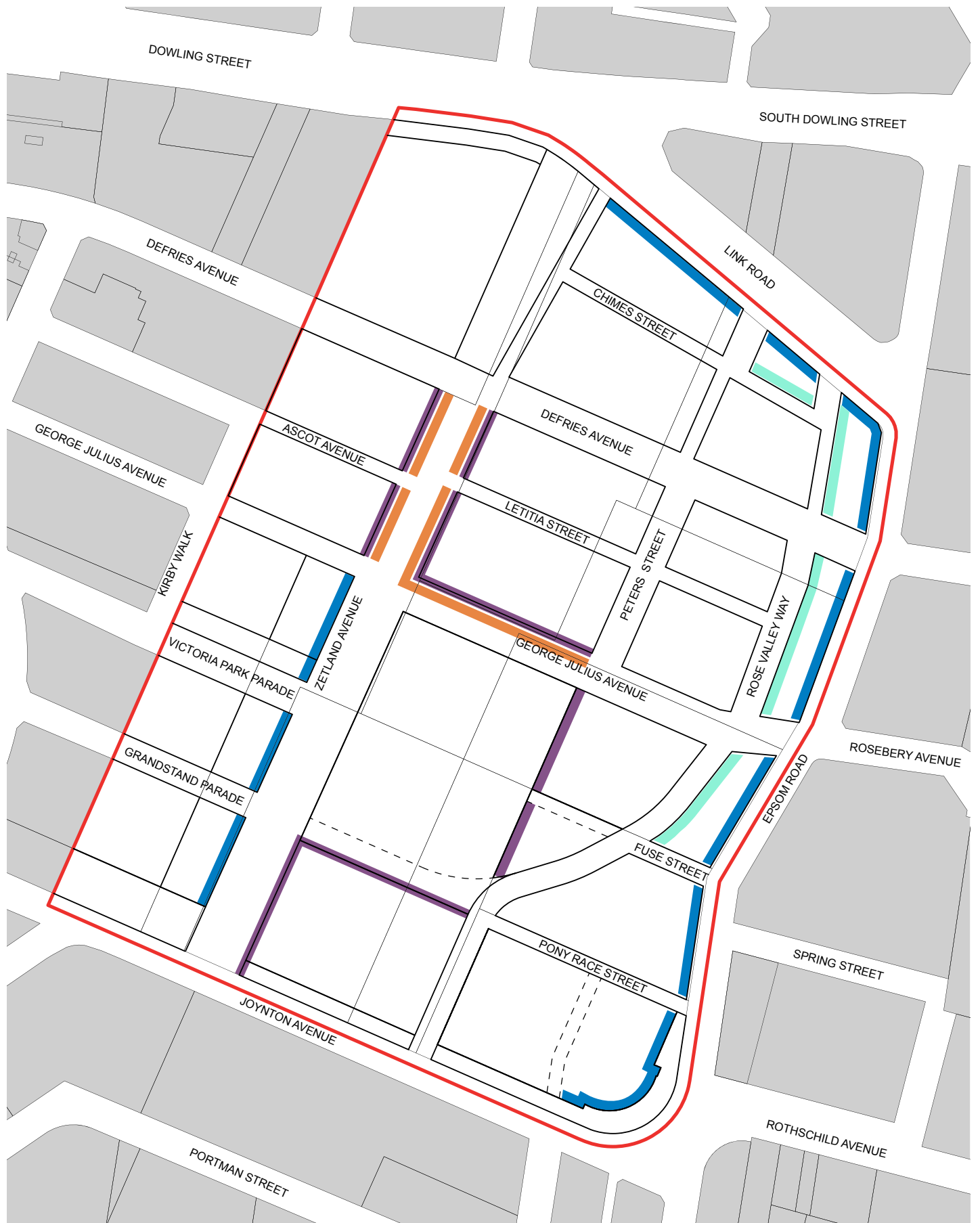
Figure 5.88 Epsom Park Potential Splay Corners



- KEY**
- PRECINCT BOUNDARY
  - POTENTIAL SPLAY CORNER



Figure 5.89 Epsom Park Active Frontages



- KEY**
- ▭ PRECINCT BOUNDARY
  - ▭ ACTIVE EDGE
  - ▭ POTENTIAL RETAIL
  - ▭ AWNINGS
  - ▭ RETAIL OR COMMERCIAL USES ON THE GROUND FLOOR (NON-RESIDENTIAL USES AND NOT CONNECTED TO DWELLINGS)



## 5.4

### Green Square – Lachlan

If a development application has been made before the commencement of Sydney Development Control Plan 2012 (Green Square – Lachlan Amendment), in relation to Lachlan Precinct land, and the application has not been finally determined before that commencement, the application must be determined as if that Development Control Plan had not commenced

This section applies to the land identified as Lachlan in Figure 5.1 *Specific Areas Map*. The Lachlan neighbourhood is bounded by Bourke, Lachlan and South Dowling Streets and O’Dea Avenue, Waterloo. The objectives and controls in this section are supported by the Locality Statement and Principles contained in Section 2.5.7 Lachlan and the provisions in Section 5.2 Green Square.

Where land is located in Lachlan, both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 and this Section, this Section applies to the extent of the inconsistency

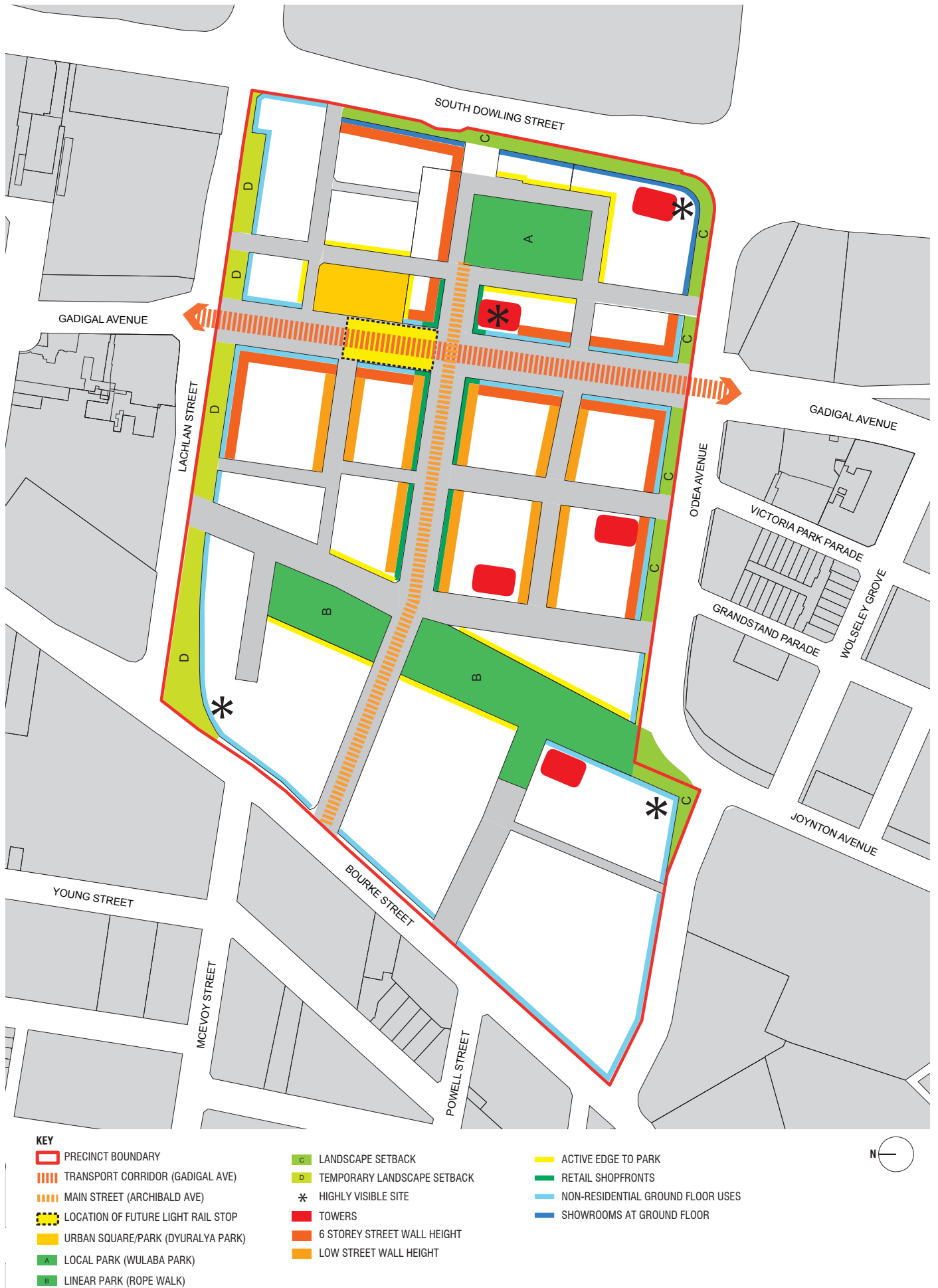
#### 5.4.1 Lachlan urban strategy

##### Objectives

- (a) A permeable pattern of new streets and public open space is to be provided which respond to key connections, stormwater management requirements, local traffic and access considerations and urban design principles.
- (b) High quality streetscapes are to be achieved throughout the neighbourhood. Streets are to prioritise pedestrians with low speed traffic lanes and generous street landscaping for amenity.
- (c) A significant linear park, Rope Walk, is to be created between Lachlan Street and O’Dea Avenue extending the alignment of Joynton Avenue. Two additional parks, Wulaba and Dyuralya, are to be incorporated in the eastern part of the precinct to serve the needs of the neighbouring population.
- (d) The extension of Gadigal Avenue along the alignment of Bruce Street is to continue the transit corridor through the eastern neighbourhoods of Green Square. Retail, commercial and public uses at ground level and high quality public domain along this north-south spine will create a sustainable and vibrant corridor.
- (e) The western half of Archibald Avenue (west of Gadigal Avenue) is to be the focus of retail activity. Built form is to reinforce the pedestrian scale of this street and maximise solar access to the public domain in mid-winter.
- (f) A deep soil, tree-lined landscaped setback is to be introduced to South Dowling Street and O’Dea Avenue.
- (g) Non-residential uses are to be provided along the South Dowling Street, Lachlan Street and O’Dea Avenue frontages to act as a buffer against the impact associated with the heavy traffic use of these roads.
- (h) A variety of building height and form is to be achieved across the neighbourhood, which responds to the hierarchy of streets and open spaces, residential amenity and solar access.
- (i) The principal north-south transit corridor, Gadigal Avenue, the main linear park, Rope Walk, and the key streets are to be defined by carefully sited and well-designed slender tower forms oriented with their long axis north-south.
- (j) The design of buildings, in particular towers, is to be varied and of high architectural quality so that development individually and collectively contributes to the overall urban design quality of Green Square.
- (k) Built form should respond to the lower scale of the buildings in the north-east corner, including the two-storey, heritage listed hotel, by stepping down in height towards the corner of South Dowling Street and Lachlan Street, and using materials which interpret the area’s history.

These objectives are shown in Figure 5.90: Lachlan Precinct Urban Strategy.

Figure 5.90 Lachlan Precinct Urban Strategy



## 5.4.2 Local infrastructure and public domain

Refer also to Section 3 General Provisions.

### Objectives

- (a) Create a neighbourhood with strongly defined streets and public places to give a sense of place and encourage social interaction.
- (b) Introduce a legible and permeable pattern of new internal streets which respond to key connections within and adjacent to Lachlan.
- (c) Create a fine-grained pattern of street blocks which are generally oriented to maximise solar access.
- (d) Establish a key north-south public transport route along the Gadigal Avenue extension as part of the Eastern Transit Corridor which will provide dedicated transit and cycle lanes and high quality public domain.
- (e) Maximise low angle views of the sky along street alignments and between buildings to allow orientation and to reduce the effects of visual enclosure.
- (f) Create a safe, well designed and accessible network for cyclists and pedestrians that links with existing networks and promotes public use.
- (g) Provide intersections, traffic and parking lanes that calm traffic.
- (h) Create a range of open spaces which provides for a variety of passive and active uses appropriate to the location and which can respond to local community needs.
- (i) Create a significant linear park, Rope Walk, between Lachlan Street and O'Dea Avenue, establishing a green corridor through Lachlan as a visual and physical extension of the Joynton Avenue green link.
- (j) Establish significant landscaped setbacks along the eastern and southern edges of Lachlan to create a strong streetscape character and to act as a buffer for new development from adjacent busy roads.
- (k) Manage regional stormwater with an upgraded underground drainage network, overland flowpaths and integration of water sensitive urban design.

### Provisions

#### 5.4.2.1 Street, pedestrian and cycle network

- (1) Where required by Council, new streets are to be provided in the locations identified in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure and Figure 5.92: Lachlan Precinct – Public Domain Dedication.
- (2) All streets are to be designed and constructed generally in accordance with the standards set out in Table 5.13: Lachlan Precinct Indicative Street Types and Figures 5.94 – 5.105: Street Sections, and with the City of Sydney's Lachlan Precinct Public Domain Strategy and Streets Design Code as they apply from time to time.
- (3) Streets are to be finished in accordance with detailed public domain plans, RLs, cross and longitudinal sections and construction specifications to be supplied by the Consent Authority at development application stage. Public domain works are to incorporate underground utilities within the street reservation as agreed with the Consent Authority and in a manner that facilitates street tree planting.
- (4) A setback and dedication is to be provided on the northern side of Murray Street to widen the street and enable a safer vehicle and pedestrian movement. The setback is to follow the alignment of the existing public domain setback at 1-11 Murray Street.



- (5) Where required by Council, street closures and one-way systems are to be provided in accordance with Figure 5.103: Lachlan Precinct – Access and Circulation. Traffic management devices are not to impede cycle or pedestrian movements.
- (6) Where required by Council, separated cycleways are to be provided along:
  - (a) Gadigal Avenue; and
  - (b) Archibald Avenue west of Gadigal Avenue;and in a contraflow direction along:
  - (c) Sam Sing Street north of Hatbox Place; and
  - (d) Hatbox Place.
- (7) Cycleways are to be designed as part of the public domain and integrated with the City of Sydney's Cycle Strategy as it applies from time to time. Where required by Council, all other cycle infrastructure is to be provided in accordance with Figure 5.103: Lachlan Precinct – Access and Circulation.
- (8) Shared zones are to be provided in accordance with Figure 5.103: Lachlan Precinct – Access and Circulation, allowing pedestrians and cyclists to safely share the space with vehicles.
- (9) The following street links are to be designed for pedestrian and cyclist access only:
  - (a) the north-south link between Lachlan Street and Tung Hop Street;
  - (b) the northern half of the north-south link between Tung Hop Street and Archibald Avenue;
  - (c) the north-south link along Amelia Street between the shared zone below Murray Street and Archibald Avenue; and
  - (d) the north south link along Amelia Street between Archibald Avenue and Hatbox Place in the long term. This is to be designed as a shared zone in the short term.
- (10) The eastern quarter of Dunkerley Place is to be designed as an extension to Rope Walk. The design of Dunkerley Place between Hatter Lane and the park extension is to provide a visual transition into Rope Walk and prioritise pedestrians and cyclists, discouraging on-street parking. It is to facilitate access to the adjoining development site.
- (11) Publicly accessible through-site links are to be provided in the locations shown in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure. Additional through-site links are encouraged to create further visual connections between the public domain and communal open space within a site. Through-site links are to be publicly accessible at all hours and have a minimum width of 6m and be clear to the sky.

Figure 5.91 Lachlan Precinct Public Domain and Local Infrastructure



**KEY**















- |   |   |   |
|---|---|---|
|  PRECINCT BOUNDARY         |  LOCAL STREET TYPE 2 (17m)               |  PARK                                  |
|  TRANSPORT CORRIDOR (30m)  |  LOCAL STREET TYPE 3 (13m)               |  SQUARE (DYURALYA PARK)                |
|  MAIN STREET (23.8m)       |  LANEWAY / SHARED ZONE                   |  LANDSCAPE SETBACK                     |
|  LOCAL STREET TYPE 1 (20m) |  LANEWAY - PEDESTRIAN AND CYCLE ONLY     |  EXTENSION OF PARK WITHIN ROAD RESERVE |
|   |  THROUGH-SITE LINK (NO VEHICULAR ACCESS) |  FUTURE ROAD WIDENING                  |



Figure 5.92 Lachlan Precinct Public Domain Dedication



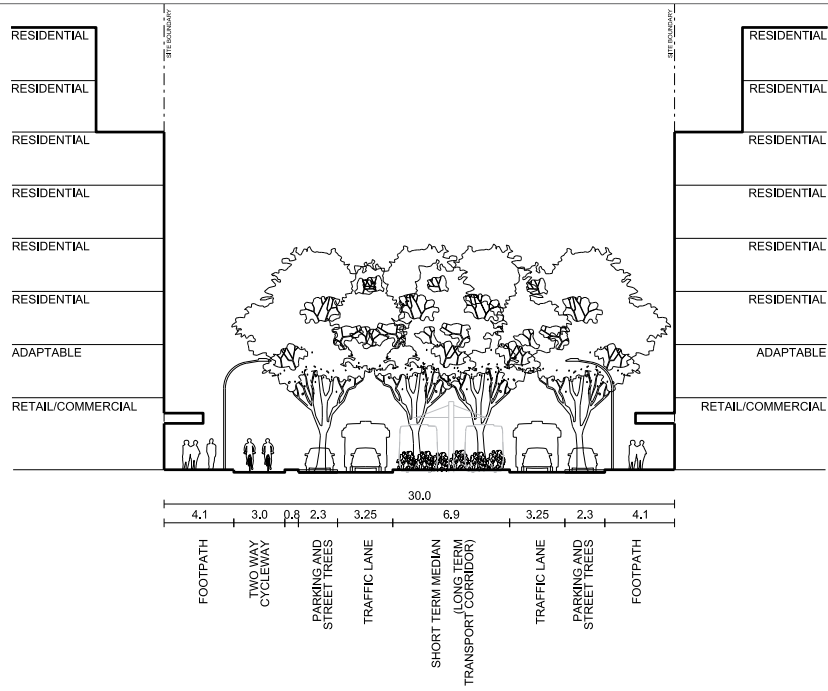
Table 5.13: Lachlan Precinct Indicative Street Types

Type	Reservation Width	Lane width	Median	On road cycle lane	Footpath width
<b>Transport Corridor</b>					
Gadigal Avenue	30m	2 travel lanes: 2 x 3.25m 2 parking lanes: 2 x 2.3m	6.9m median (facilitating longer term light rail)	Bi-directional cycle lane on eastern side: 1 x 3m with 0.8m separator	2 x 4.1m varies
Configuration listed above represents short term arrangement prior to provision of light rail. Alternative layout will be required at bus and tram stops.					
<b>Main Street</b>					
Archibald Avenue	23.8m	2 travel lanes: 2 x 3.2m 1 parking lane on southern side: 1 x 2.4m	3m bio-swale	West of Gadigal Avenue, bi-directional cycle lane on northern side: 1 x 2.4m with 0.4m separator	1 x 5.0m on southern side 1 x 4.2m on northern side
Alternative layout to be achieved west of Sam Sing Street – reservation width of 20m					
<b>Local Street Type 1</b>					
Sam Sing Street - North and South of Archibald Ave	North 20m (varies)	North 2 travel lanes: 2 x 2.75m 2 parking lanes: 2 x 2.1m	North -	North -	North varies
	South 20.3m	South 2 travel lanes: 2 x 2.75m 1 parking lane: 1 x 2.1m	South 5.2m for bio-swale or rain garden	South Contraflow cycle lane northern section of South Sam Sing Street	South 1 x 3.85m
<b>Local Street Type 2</b>					
Reed Street	17m	2 travel lanes: 2 x 2.75m 2 parking lanes: 2 x 2.1m	-	-	2 x 3.65m
Parking may occur staggered or on both sides, in parking bays between trees					
<b>Local Street Type 3</b>					
Hatbox Place	13m	1 travel lane 3m	-	1.5m cycleway with 0.8m separator	2.8m
Amelia Street	Refer to the Lachlan Public Domain Strategy to be issued by City of Sydney				
<b>Shared Zones</b>					
Archibald Avenue	23.8m	1 travel lane: 1 x 3.2m eastbound	3m bio-swale	To prioritise safe pedestrian/cycle movement	
Tung Hop Street	8.9m-13m	2 travel lanes: 2 x 2.75m 1 parking lane: East side only	-	-	West 1.5m – 2m. East 3.1m – 4.4m
Murray Street	14.2m	2 travel lanes: 2 x 2.75m	-	-	3.7m – 5m
Amelia Street	Refer to the Lachlan Public Domain Strategy to be issued by City of Sydney				

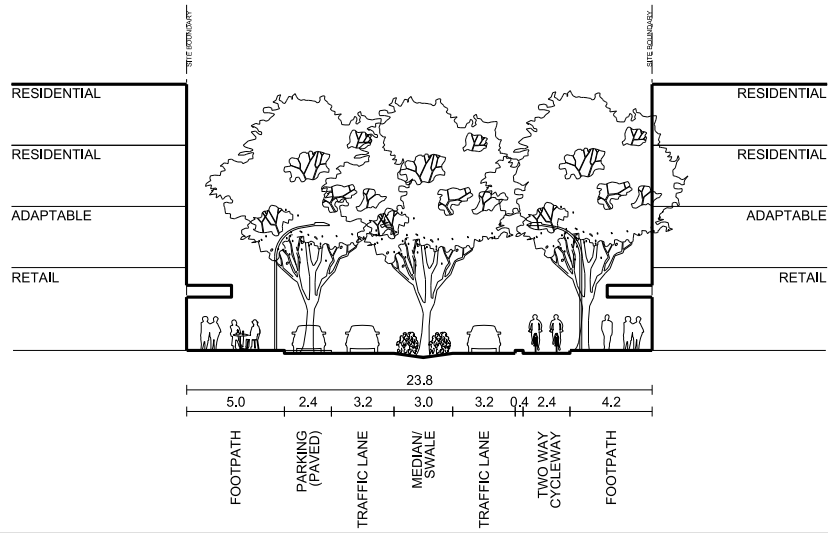
Figure 5.93 Lachlan Precinct Location of Street Sections



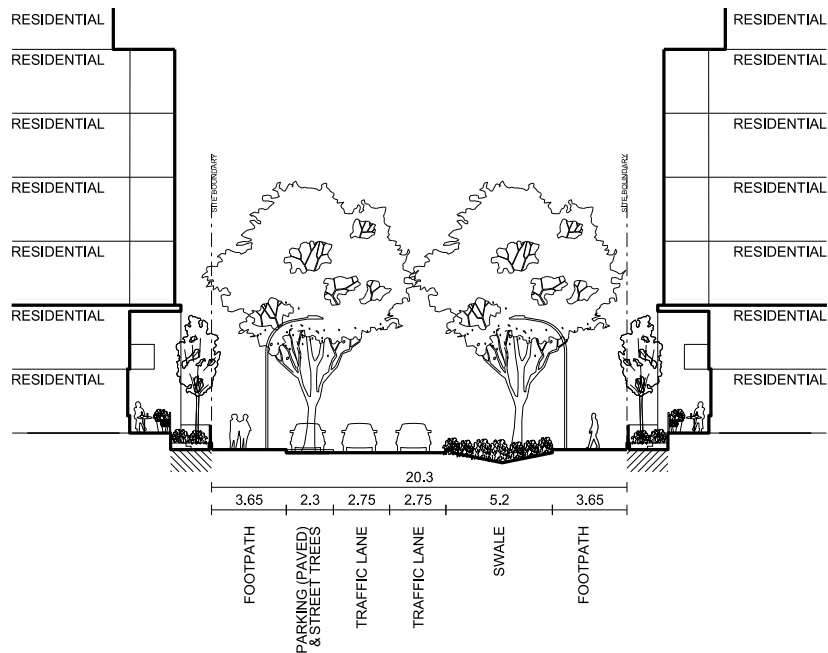
**Figure 5.94**  
Section A –  
Transport Corridor  
Typical Section  
(short term  
arrangement) – 30m  
(Gadigal Avenue)



**Figure 5.95**  
Section B – Main  
Street Typical  
Section – 23.8m  
(Archibald Avenue)

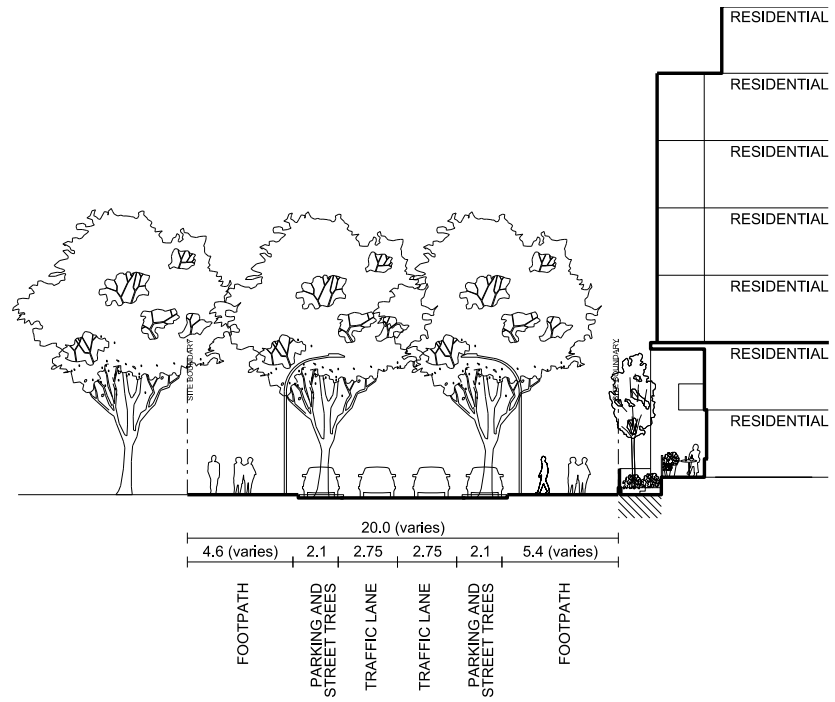


**Figure 5.96**  
Section C – Local  
Street Type 1 Typical  
Section – 20.3m  
(Sam Sing Street  
south)

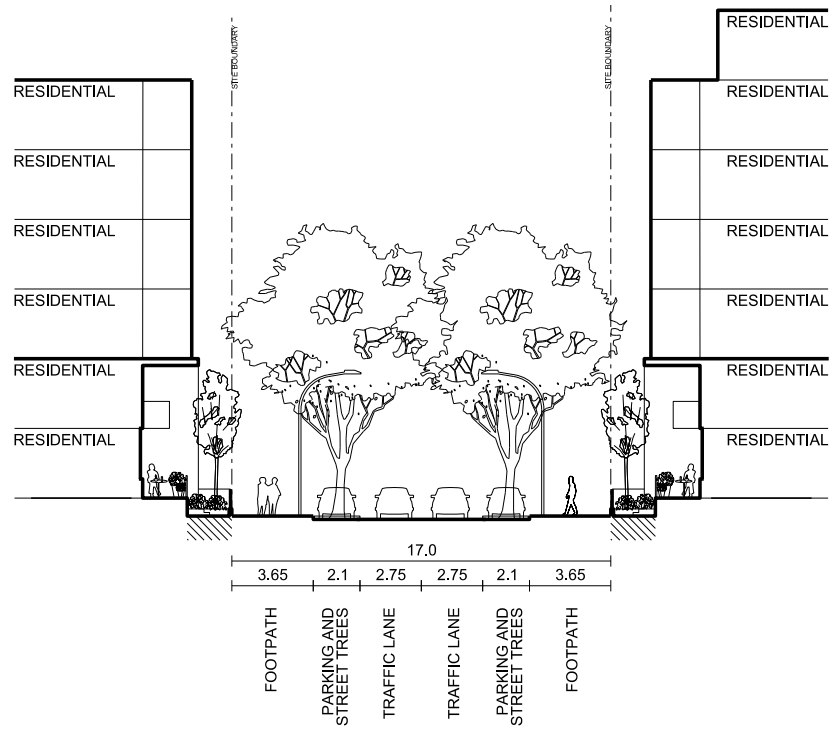




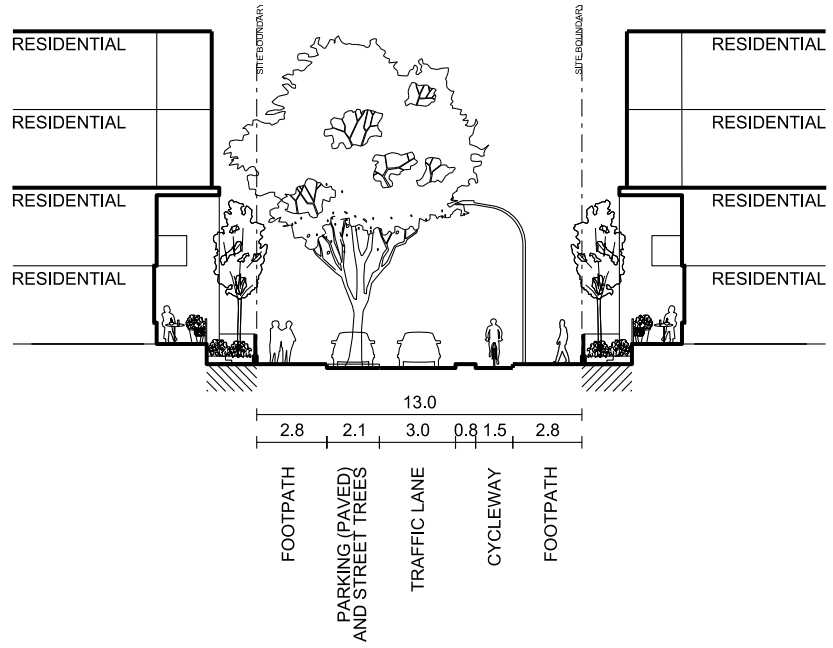
**Figure 5.97**  
Section D – Local  
Street Type 1 Typical  
Section – 20m (Sam  
Sing Street north)



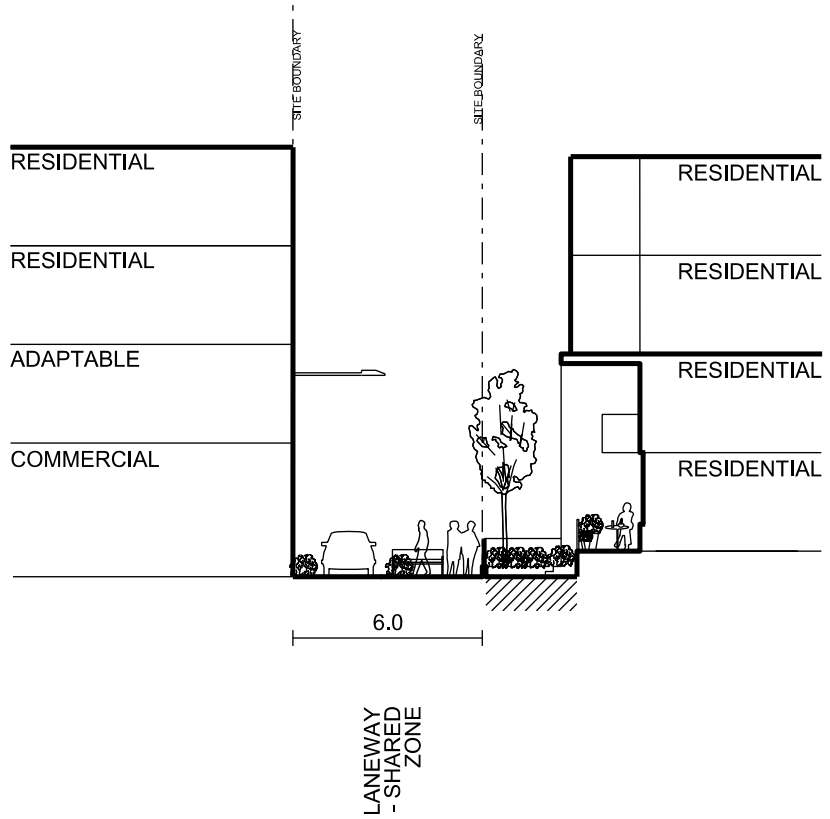
**Figure 5.98**  
Section E – Local  
Street Type 2 Typical  
Section – 17m (Reed Street)



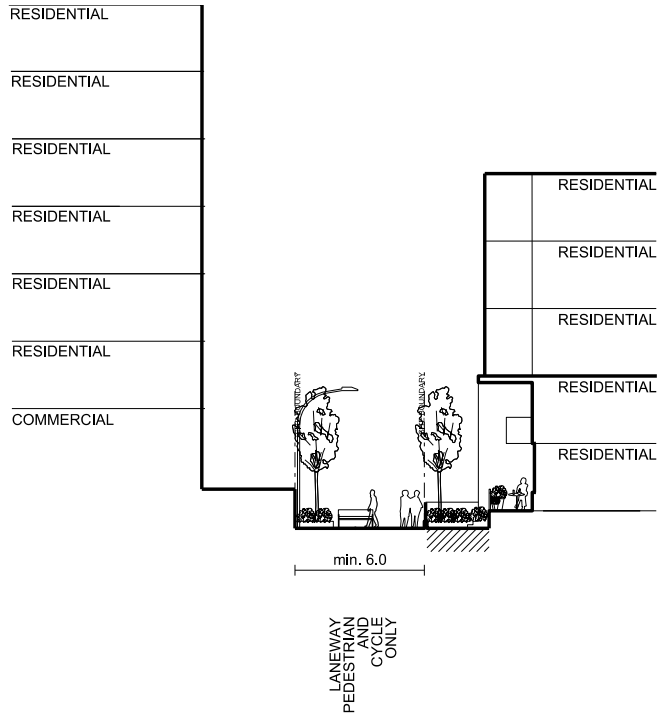
**Figure 5.99**  
Section F – Local  
Street Type 3 Typical  
Section – 13m  
(Hatbox Place)



**Figure 5.100**  
Section G –  
Laneway - Shared  
Zone Typical  
Section – 6m  
(Hatter Lane)



**Figure 5.101**  
Section H  
- Laneway -  
Pedestrian and  
Cycle Only Typical  
Section - 6m



**Figure 5.102**  
Section I - Laneway  
- Pedestrian and  
Cycle Only Typical  
Section - 9m

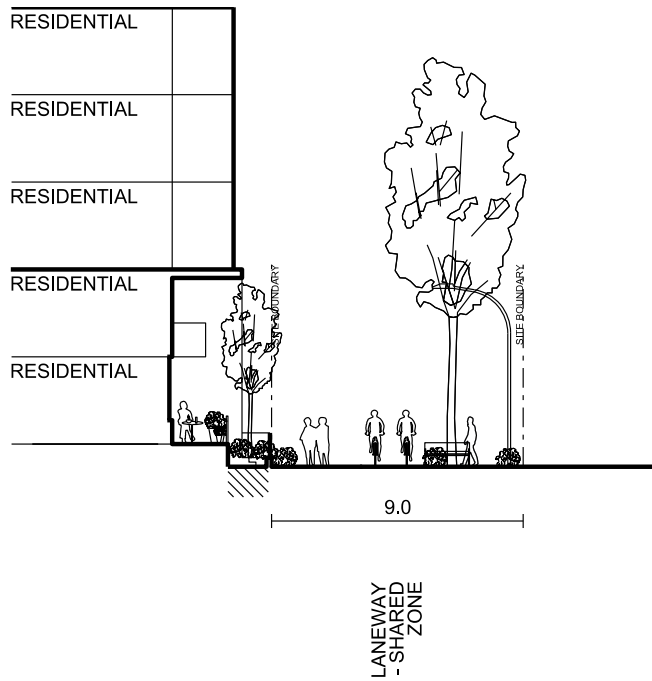
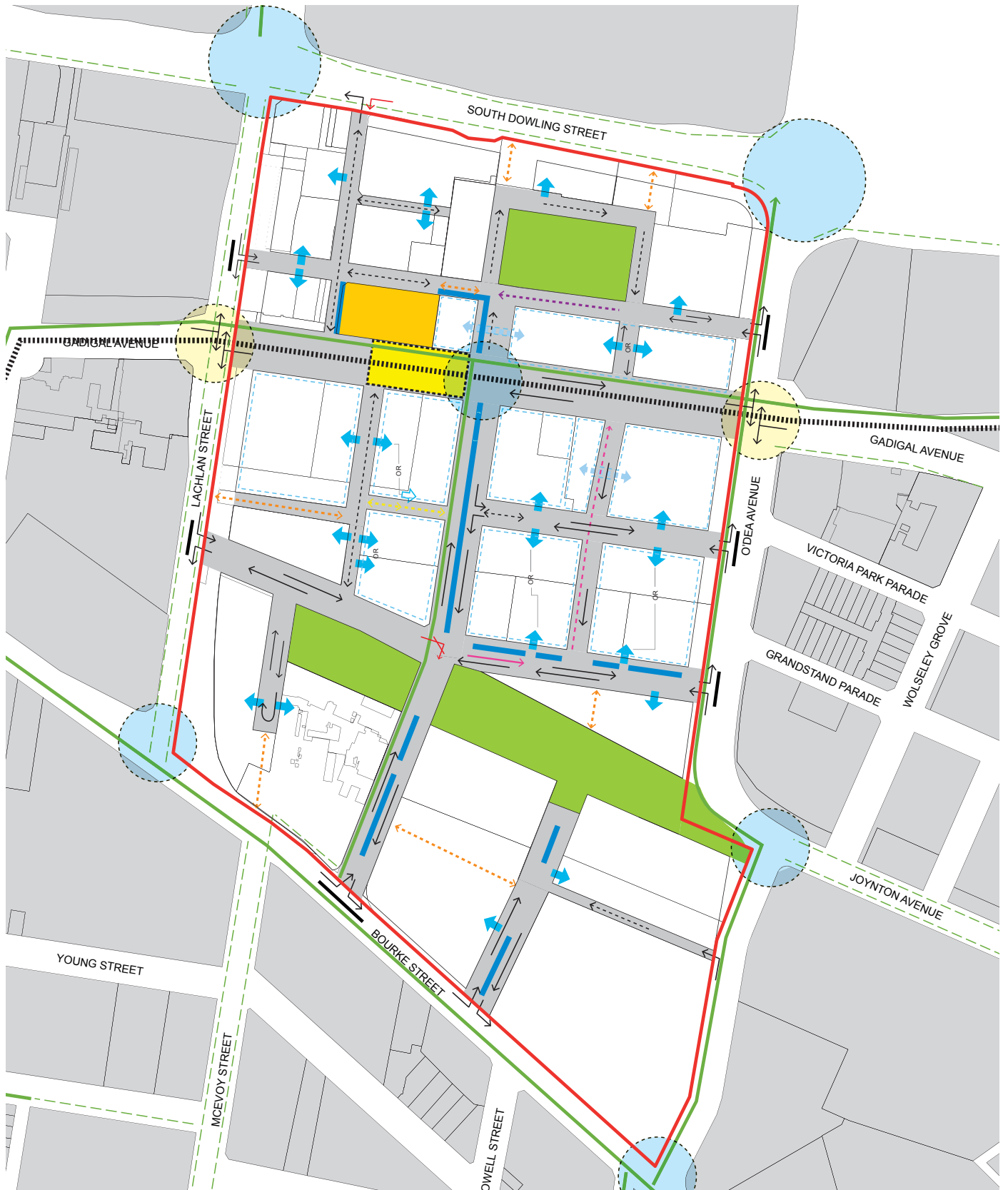


Figure 5.103 Lachlan Precinct Access and Circulation



**KEY**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li><span style="color: red;">▭</span> PRECINCT BOUNDARY</li> <li><span style="background-color: grey; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> STREET NETWORK</li> <li><span style="background-color: yellow; border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> FUTURE LIGHT RAIL STOP</li> <li><span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> PUBLIC SPACE ASSOCIATED WITH TRAM STOP</li> <li><span style="background-color: green; display: inline-block; width: 15px; height: 10px;"></span> PUBLIC OPEN SPACE</li> <li><span style="border-bottom: 1px dashed black; width: 15px; display: inline-block;"></span> FUTURE LIGHT RAIL (SHORT-TERM BUS ROUTE)</li> <li><span style="border-bottom: 1px solid green; width: 15px; display: inline-block;"></span> DEDICATED CYCLE LANE (BI DIRECTIONAL)</li> <li><span style="border-bottom: 1px dashed pink; width: 15px; display: inline-block;"></span> CYCLE LANE (CONTRAFLOW)</li> <li><span style="border-bottom: 1px dashed green; width: 15px; display: inline-block;"></span> SHARED CYCLEWAY</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">↔</span> PEDESTRIAN AND CYCLE LINK (NO VEHICLES)</li> <li><span style="color: blue;">--&gt;</span> SHARED ZONE (INDICATES DIRECTION OF TRAVEL)</li> <li><span style="color: black;">→</span> VEHICULAR TRAFFIC (INDICATES DIRECTION OF TRAVEL)</li> <li><span style="border: 1px dashed blue; padding: 2px;">→</span> INTEGRATED BASEMENT PARKING WITH SHARED ACCESS (ARROW SHOWS ACCESS UNDER STREET)</li> <li><span style="background-color: blue; width: 15px; height: 5px; display: inline-block;"></span> SWALE OR MEDIAN</li> <li><span style="color: blue;">↔</span> PERMITTED VEHICULAR ACCESS POINTS (PREFERRED SHOWN SOLID)</li> <li><span style="color: red;">↔</span> NO RIGHT/LEFT TURN (STRIKE THROUGH - LONG TERM ONLY)</li> <li><span style="color: black;">↔</span> LEFT IN / LEFT OUT</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block;"></span> MEDIAN</li> <li><span style="border: 1px solid blue; border-radius: 50%; width: 15px; height: 15px; display: inline-block;"></span> CONTROLLED INTERSECTION</li> <li><span style="border: 1px solid yellow; border-radius: 50%; width: 15px; height: 15px; display: inline-block;"></span> CONTROLLED INTERSECTION - PUBLIC TRANSPORT AND CYCLE AHEAD ONLY</li> <li><span style="color: pink;">↔</span> CYCLE LANE (CONTRAFLOW) INTERIM SHORT TERM CONSTRUCTION VEHICULAR ACCESS</li> <li><span style="color: blue;">↔</span> PEDESTRIAN AND CYCLE LINK (NO VEHICLES) SHARED ZONE IF REQUIRED TO PROVIDE VEHICULAR ACCESS</li> <li><span style="color: blue;">↔</span> PEDESTRIAN AND CYCLE LINK (NO VEHICLES) SHORT TERM SHARED ZONE TO PROVIDE VEHICULAR ACCESS</li> </ul> |
|--|--|---|



**5.4.2.2 Public open space**

- (1) Where required by Council, public open space is to be provided in the locations identified in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure, and in accordance with the standards set out in Table 5.14: Lachlan Precinct Public Open Space and the City of Sydney’s Lachlan Precinct Public Domain Strategy as it applies from time to time.
- (2) Landscaping and design of public open spaces is to be of high quality, creating interest and character through elements including indigenous tree species, well integrated public art and quality materials and furniture. Choice of materials and design is to be consistent with relevant Council public domain plans.
- (3) Where open space performs a dual recreation and stormwater detention function, the design of the detention basin is to:
  - (a) include appropriate stormwater management measures to restrict gross pollutants from entering the basin;
  - (b) allow the release of detained water within not more than 24 hours after the cessation of the stormwater event to protect the soft landscaping within the basin;
  - (c) have one or more embankment batters of not more than a 1 in 6 gradient to allow for the safe exit of persons from the basin during a stormwater event; and
  - (d) provide an appropriate balance between stormwater management and recreation functions.
- (4) The 10m-wide landscaped setbacks along South Dowling Street and O’Dea Avenue are to be provided in accordance with Figures 5.104 and 5.105 Lachlan Precinct Landscaped Setback Typical Sections (locations shown in Figure 5.93). They are to provide deep soil planting, and be landscaped to act as a visual and acoustic buffer between new development and the impact associated with the heavy traffic use of these routes. They are to incorporate generous provision for safe cycle and pedestrian movement and a centrally located Water Sensitive Urban Design treatment zone.

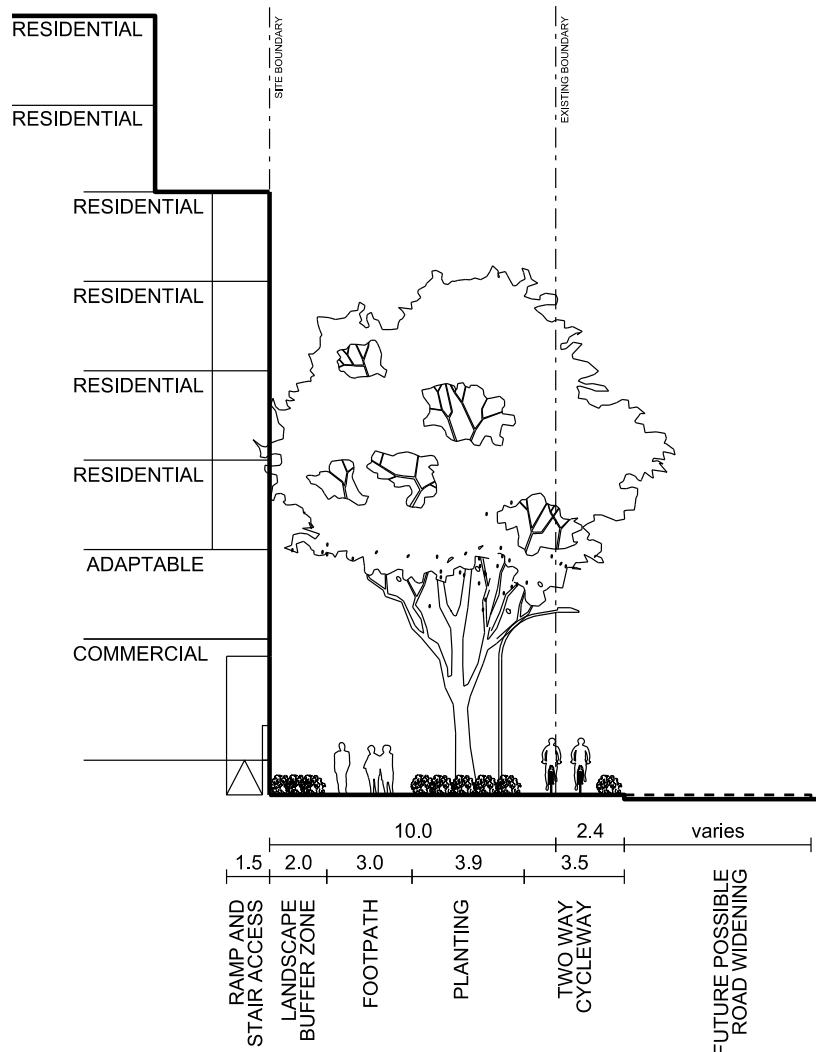
Table 5.14: Lachlan Precinct Public Open Space

Type	Requirements	Guidelines
Local Park – Linear Park: Rope Walk	One park of a minimum 8,850sqm for passive recreation, to link Lachlan Street and O’Dea Avenue in the western third of Lachlan	<p>Located to the west of the alignment of Sam Sing Street</p> <p>Incorporate a stormwater culvert to drain the low point on Lachlan Street</p> <p>Vehicular and pedestrian crossing points to maintain the predominantly open landscape character</p> <p>Continuation of the Joynton Avenue fig trees along the western boundary</p> <p>Provide deep soil garden beds with an emphasis on edible/sensory gardens and planted zones for water treatment</p> <p>Incorporate a variety of seating and gathering zones</p> <p>Integrate incidental play features for children throughout, incorporating lighting or water to enhance play opportunities</p> <p>Provide a pedestrian and cycle link along the western boundary</p>

**Section 5**  
**SPECIFIC AREAS**

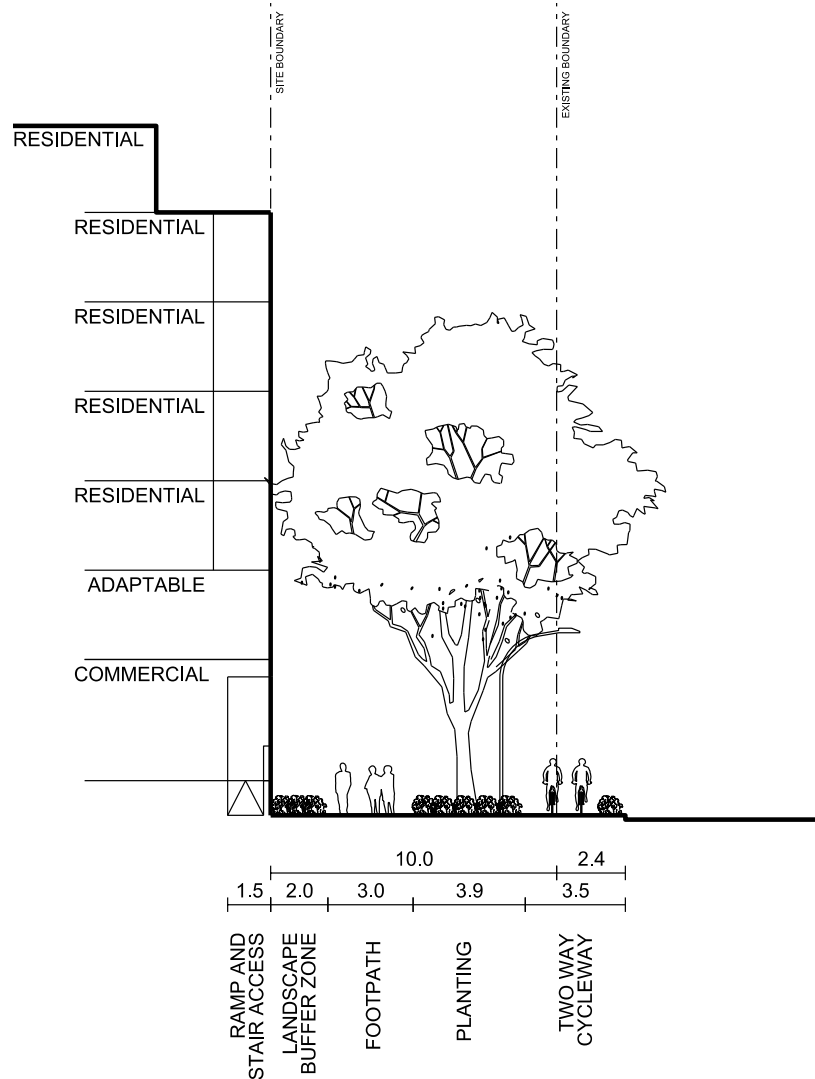
Type	Requirements	Guidelines
Local Park – Wulaba Park	One park of minimum 4,000sqm in the southeast of Lachlan with potential for stormwater detention	<p>Located in the south-eastern section at the low drainage point between Archibald Avenue and Hatbox Place</p> <p>Neighbourhood park with passive recreation space and gardens</p> <p>Incorporate a diverse range of seating and a lawn zone for relaxing and informal play</p> <p>Provide play for all ages, including one set of play equipment and table tennis/tables for card play.</p> <p>Provide for deep soil planting and water treatment gardens</p> <p>Allow for potential dual function as a flood/stormwater detention basin, subject to detailed design</p> <p>Shared street treatments at boundaries maximising pedestrian safety and perception of open space</p>
Local Park – Dyuralya Park	One park of approximately 2,000sqm for a neighbourhood square and focal public space along the eastern alignment of Gadigal Avenue	<p>Located at the intersection of Amelia/Murray Streets</p> <p>Perform a town-square function for Lachlan, incorporating plaza space</p> <p>Provide for passive recreation and be adaptable for a range of community based activities, for example performance space, open air theatre and temporary art and sculpture exhibitions</p> <p>Focal point for local events and night time use</p> <p>Flexible seating and meeting spaces, for informal activities such as chess, mah-jong and outdoor dining</p> <p>Be designed holistically having regard to the adjacent building to the south to ensure the street block appropriately addresses Gadigal Avenue and the bus and future light rail stop</p>

**Figure 5.104**  
Section J -  
Landscaped  
Setback Typical  
Section (Lachlan  
Street)





**Figure 5.105**  
Section K -  
Landscaped  
Setback Typical  
Section (O'Dea  
Avenue)



### 5.4.2.3 Waterways and stormwater management

- (1) Stormwater is to be generally managed within Lachlan as shown in Figure 5.106: Lachlan Precinct Stormwater Management.
- (2) Wulaba Park may have a dual function as a flood/stormwater detention basin and is to be designed and constructed appropriately, to the satisfaction of the Consent Authority. It is not to be used for on-site detention or drainage requirements.
- (3) Pedestrian and cycle only links required to provide overland flowpaths for stormwater are to be dedicated to facilitate necessary access and maintenance of the flowpath and any underground stormwater infrastructure.
- (4) Bio-swales and rain gardens are to be designed and constructed to allow for pedestrian crossings where required.
- (5) All landscaping is to be compatible with flood risk and shall not impede overland stormwater flows.
- (6) All vegetation species and structures, including paths, walls and fences, are to be able to withstand temporary flood inundation in those areas designated as detention basins.

- (7) All new development is to comply with Flood Planning Level requirements as stipulated by the Consent Authority and the provisions in 5.4.3.8 Development Levels. Building surfaces are to be designed to accommodate possible flood flows without damage or potential for erosion.
- (8) Underground drainage pipes may be required to convey stormwater flows and should be designed and constructed appropriately, to the satisfaction of the Consent Authority. Easements on title are required to allow for access and maintenance of the underground pipe network.
- (9) Development spanning the overland flowpath at the eastern end of Hatbox Place may be considered provided that:
  - (a) personal safety is not compromised;
  - (b) the applicant demonstrates an acceptable Velocity Depth product between the built form of 0.4 or below can be achieved for all storm flows including the 1 in 100 year storm event;
  - (c) all overhead structures are a minimum of 6m above the final ground floor levels to allow for access for necessary maintenance and reconstruction;
  - (d) an easement on title is granted to Council under the development for necessary access and maintenance of the flowpath and underground pipe network;
  - (e) entry points to buildings along the contained flowpath are minimised and, where unavoidable, incorporate a non-mechanical flood barrier, such as a hump, to prevent ingress of flood waters up to the Flood Planning Level;
  - (f) adjacent floor levels are 0.5m above the 1 in 100 year storm event flood levels; and
  - (g) any portion of the building or structure along the contained flowpath lower than nominated Flood Planning Levels is to be built from flood compatible materials (i.e. materials that will not experience any significant damage or potential for erosion as a result of the ingress or passage of floodwater, including debris).

Figure 5.106 Lachlan Precinct Stormwater Management



### 5.4.3 Building layout, form and design

Refer also to Section 3 General Provisions and Section 4 Development Types.

#### Objectives

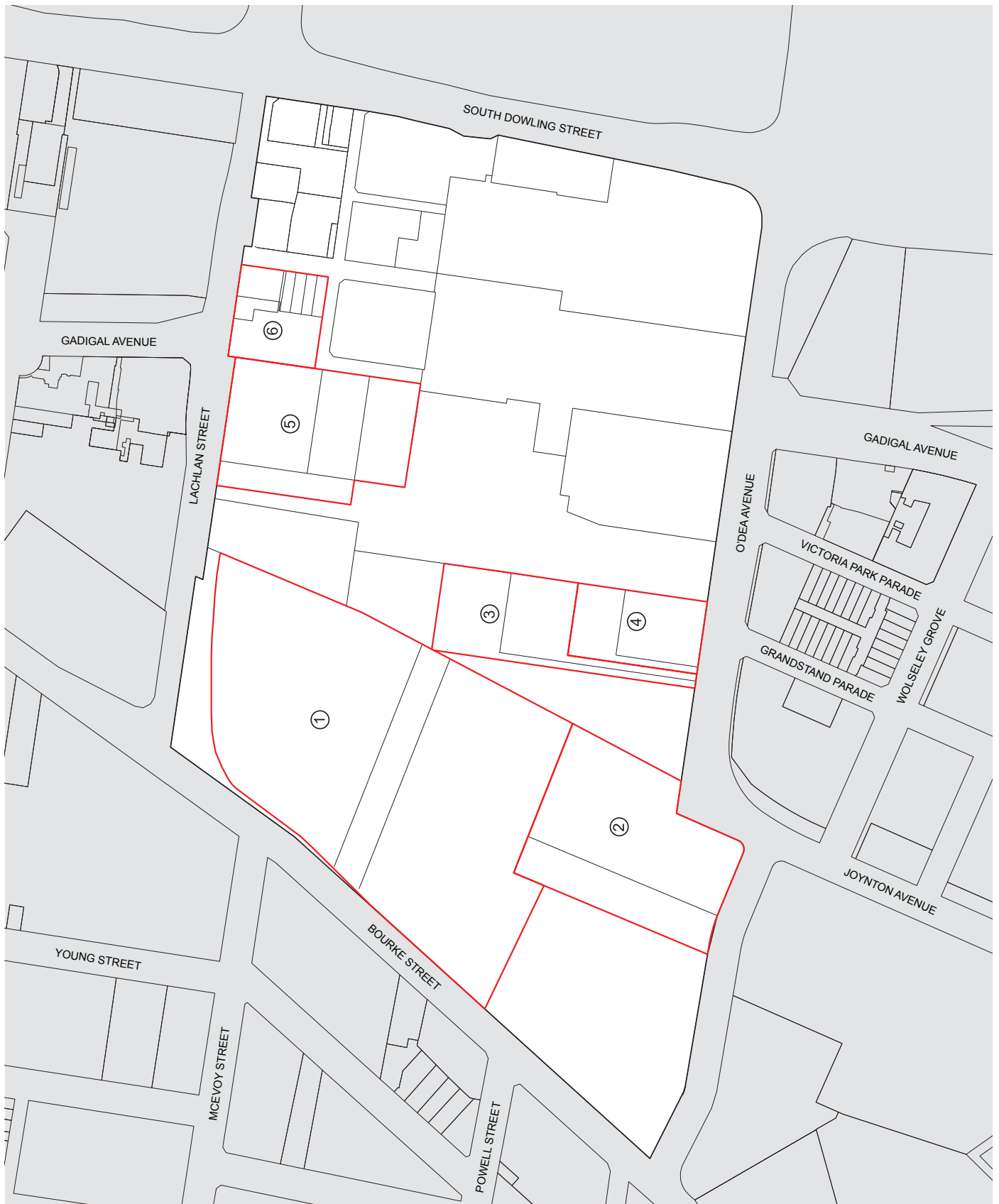
- (a) Achieve a range of building heights across the precinct and within the same street block to create variety and encourage different architectural styles.
- (b) Ensure that building form and scale are varied and contribute to the physical definition of the existing and proposed street network and the hierarchy of public and semi-public spaces and streets.
- (c) Achieve variety in architectural design and character across large developments to provide a fine grain which enriches and enlivens the public realm.
- (d) Ensure good solar access to apartments, public and private open space and public streets.
- (e) Create visual connections and physical links between the public and private domain to reduce the effects of visual enclosure and to help activate spaces.
- (f) Achieve a range of dwelling types that respond to diverse demographics, provide accommodation choice and are flexible in layout so as to be adaptable to the needs of different users.
- (g) Ensure building typology and location of vehicular entries respond to the hierarchy of streets.
- (h) Create strategically located activity strips which encourage social interaction and provide focal points.
- (i) Ensure the use of high quality façade design and finishes throughout, but in particular where development is highly visible or of large scale.
- (j) Ensure excellent and varied design through the use of competitive design processes for prominent developments.
- (k) Maximise opportunities to incorporate the principles of ecologically sustainable development in the design of buildings.

#### Provisions

##### 5.4.3.1 Floor space ratio

- (1) Additional floor space permitted by Clause 6.14 of Sydney Local Environmental Plan 2012 is only achievable where landholdings are amalgamated, in accordance with Figure 5.107: Lachlan Precinct – Required Land Amalgamation, or an alternative land amalgamation pattern which is supported by an urban design study demonstrating that the objectives of this development control plan and the NSW Residential Flat Design Code can still be satisfied.
- (2) In accordance with Clause 6.27 (2) of Sydney Local Environmental Plan 2012, where a development proposes commercial and/or retail uses only, a higher Floor Space Ratio may be achievable generally within the same building envelopes shown in Figure 5.108: Lachlan Precinct – Built Form, up to a maximum 2.5:1 FSR. For the purposes of this Clause, mixed use developments which propose commercial and/or retail in combination with residential are not eligible for a pro-rated amount of additional floor space.

Figure 5.107 Lachlan Precinct Required Land Amalgamation



**KEY**

- PRECINCT BOUNDARY
- LOTS REQUIRED TO AMALGAMATE

- |   |  |   |
|---|--|---|
| <p>① Lot 45 DP624898<br/>Lot 100 DP1172110<br/>Lot 200 DP1175405<br/>Lot 401 DP1177224<br/>Lot 102 DP1172110<br/>Lot 103 DP1172110<br/>Lot 104 DP1172110</p> <p>② Lot 21 DP862254<br/>Lot 22 DP862254</p> | <p>Lot 398 DP1180150<br/>Lot 399 DP1180150<br/>Lot 400 DP1180150</p> <p>③ Lot 12 DP546231<br/>Lot 11 DP530422</p> <p>④ Lot 10 DP530422<br/>Lot 9 DP530422</p> <p>⑤ Lot 1 DP664690<br/>Lot 2 DP317851<br/>Lot 3 DP317851<br/>Lot 1 DP668228</p> | <p>⑥ Lot 18 DP610311<br/>Lot 1 DP606445<br/>Lot 1 DP76985<br/>Lot 4 DP86722<br/>Lot 14 DP80326<br/>Lot 100 DP1171452<br/>Lot 101 DP1171452</p> <p>Part Lot 17 DP610311 (3 Amelia St)<br/>Part Lot 17 DP610311 (5 Amelia St)</p> |
|---|--|---|



Figure 5.108 Lachlan Precinct Built Form



**KEY**

- PRECINCT BOUNDARY
- PROPOSED STREET BLOCKS
- PROPOSED KEY OPEN SPACE
- STREET BLOCKS SUBJECT TO MANDATORY DESIGN EXCELLENCE PROCESS

**HEIGHT IN STOREYS**

- 1-2 LOW STREET WALL
- 3-4 MEDIUM STREET WALL
- 5-6 HIGH STREET WALL
- 7-8 VERY HIGH STREET WALL
- 9+ TALL BUILDING (TOWER/SLAB)

**X** Number denotes MAXIMUM height in storeys.  
 Building envelopes and heights shown represent the maximum FSR achievable without design excellence except for those sites identified by this map, where a competitive design process is compulsory and where the resultant FSR therefore exceeds 2:1.

LOCATION OF TOWER ENVELOPE IS FLEXIBLE - REFER CLAUSE 5.4.3.3 (3)





**5.4.3.2 Height of buildings**

- (1) Building heights are to be in accordance with:
- (a) Figure 5.108: Lachlan Precinct – Built Form;
  - (b) Table 5.15, which shows the equivalent height in storeys for commercial buildings where commercial uses only are proposed on a site; and
  - (c) Tables 5.16 and 5.17, which show the relationship between height of buildings in storeys and height in metres, including and excluding building services.

**Table 5.15:** Lachlan Precinct Public Open Space

Maximum mixed use / residential height in storeys	Equivalent maximum commercial height in storeys
2	2
4	4
5	5
6	5
7	6
8	7
20	17

**Table 5.16:** Storey heights for residential mixed use buildings**Mixed use/residential building height (above flood planning level)**

Use	Storey height (floor to floor)	Minimum floor to ceiling height
Ground floor commercial or retail	4.2m minimum Greater floor to floor height may be required to accommodate certain uses e.g. showrooms, gyms	3.6m
Ground floor residential (adaptable)	3.7m	3.3m
First floor adaptable commercial/residential	3.7m	3.3m
Residential floors above first floor	3.1m	2.7m
Transfer structure at a floor where there is a change in alignment (e.g. an upper level setback)	+0.25m	
Roof, plant, lift overruns etc.	Buildings up to 8 storeys - 3m Buildings greater than 8 storeys – 4.5m	
Green roofs	Additional height to allow balustrades and access lift overruns etc.	

Table 5.17: Storey heights for commercial buildings

## Commercial building height (above flood planning level)

Use	Storey height (floor to floor)	Minimum floor to ceiling height
Ground floor commercial or retail	4.2m minimum Greater floor to floor height may be required to accommodate certain uses e.g. showrooms, gyms	3.6m
Upper commercial levels	3.6-3.8m	3.0m
Transfer structure at a floor where there is a change in alignment (eg. an upper level setback)	+0.25m	3.3m
Roof, plant, lift overruns etc.	Buildings up to 10 storeys – 4.5m Buildings greater than 10 storeys - 6m	
Green roofs	Additional height to allow balustrades and access lift overruns etc.	

- (2) Distribution of building height across Lachlan is to respond to the following key principles:
- (a) the proportion of on-site public domain provision and equity of development capacity across landholdings;
  - (b) street hierarchy and width, with higher buildings on the main arterial and connector streets;
  - (c) street and building orientation, seeking to maximise northern light to the public domain;
  - (d) variety within street blocks and across Lachlan;
  - (e) proximity of open space, seeking to capitalise on amenity and space created by neighbourhood parks;
  - (f) separation of tower forms to prevent regimented clustering, both within Lachlan and in the context of neighbouring precincts; and
  - (g) a general height of 7-8 storeys or less, with a maximum 6 storey street frontage height, to secure an appropriate pedestrian scale.
- (3) In general:
- (a) medium-rise buildings of 7-8 storeys are acceptable where these taller elements are counter-balanced with lower buildings of 4-6 storeys within the same street block and where the building scale is appropriate in the street hierarchy; and
  - (b) low-rise buildings of up to 4 storeys are to be located fronting east-west streets to reinforce the pedestrian scale of these lower-order, more local streets and to achieve good solar access to the public domain.
- (4) Four towers of up to 20 storeys and one tower of up to 25 storeys are permitted in the locations shown in Figure 5.108: Lachlan Precinct – Built Form, to reflect significant provision of precinct infrastructure and facilitate lower building heights on the remainder of the affected landholdings. Achieving this nominated height is dependent on achieving design excellence in accordance with the provisions in Division 4 Design Excellence of Sydney Local Environmental Plan 2012 and Section 3.3 of this development control plan for each affected street block. If design excellence is not demonstrated, a reduction in tower height commensurate to the Floor Space Ratio permitted by Clause 6.14 of Sydney Local Environmental Plan 2012 is required.

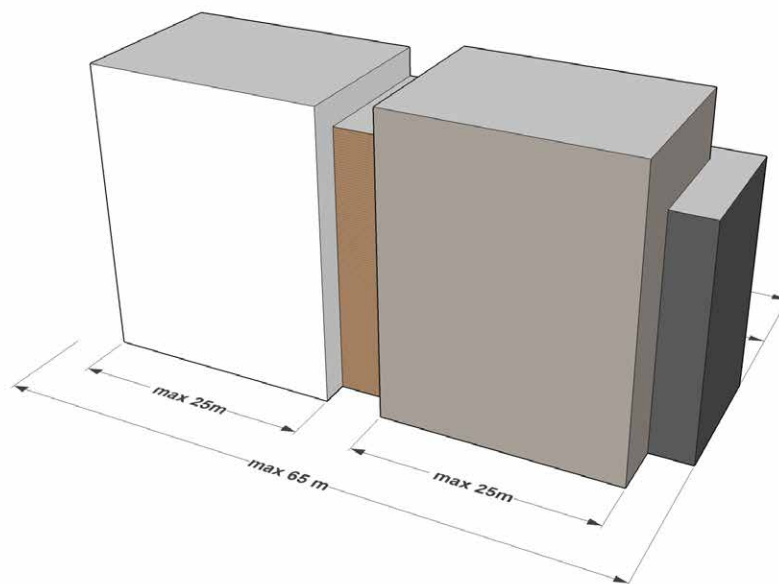
- (5) The Consent Authority may grant consent for development that varies the building heights shown in Figure 5.108: Lachlan Precinct – Built Form following consideration of:
  - (a) meeting the general environmental performance provisions and built form objectives of this DCP;
  - (b) achieving variety in building height and scale within street blocks and across Lachlan;
  - (c) the prevailing scale of the streetscape and the adjacent public domain;
  - (d) the public domain improvements achieved;
  - (e) the cumulative reduction of solar access to the development site and surrounding blocks and public domain; and
  - (f) amalgamating landholdings, where necessary, in accordance with Figure 5.107: Lachlan Precinct – Required Land Amalgamation.

#### 5.4.3.3 Building form and design

- (1) The preferred built form layout is presented in Figure 5.108: Lachlan Precinct – Built Form. The building envelopes respond to the following key layout principles:
  - (a) buildings addressing streets, aligned with streets and responding to street hierarchy;
  - (b) variety in building layout for visual interest, modulated building bulk, achievement of maximum floor space ratio, and maximising solar access;
  - (c) building separation for visual privacy; and
  - (d) variety in building types including showroom uses along South Dowling Street and retail/café uses along the Archibald Avenue activity strip.
- (2) The building envelopes shown in Figure 5.108: Lachlan Precinct – Built Form for the street block bounded by Gadigal Avenue, Archibald Avenue, Amelia Street and Hatbox Place may be further refined to appropriately respond to the four street block frontages and the interface with Wulaba Park. In addition to the key principles in 5.4.3.3(1) above, the built form on this street block is to:
  - (a) define the park edge with built form up to 6 storeys, with potential for two additional storeys if well set back and creating no further overshadowing to the park;
  - (b) provide a safe and active ground floor interface with Amelia Street; and
  - (c) provide surveillance of the park from residential or commercial uses on upper storeys.
- (3) Further to 5.4.3.3(2) above, the location of the building envelope for the tower may be flexible provided the tower floorplate does not exceed 800sqm. This is to enable design of the building to appropriately define this highly visible site at the intersection of the two principal streets. The optimal tower envelope is to be explored through the competitive design process required for the street block, cognisant of impact on solar access within Wulaba Park, and agreed by the Consent Authority.
- (4) The building envelope shown in Figure 5.108: Lachlan Precinct – Built Form for the street block to the immediate south of Dyuralya Park may be further refined to:
  - (a) provide a safe and active ground floor interface with Gadigal Avenue, Archibald Avenue and Dyuralya Park; and
  - (b) provide surveillance of the park from residential or commercial uses on upper storeys.

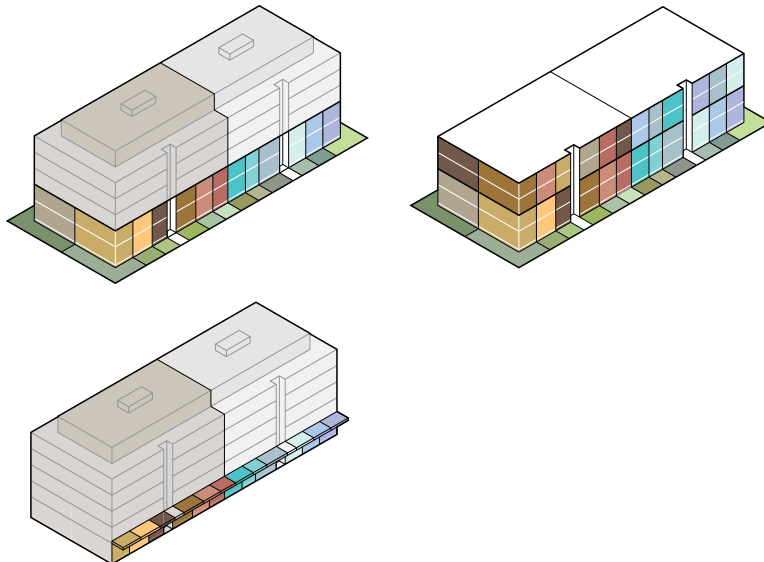
- (5) Tall buildings of 9 storeys or over are to be designed as 'slender form' with a maximum floorplate of 750sqm including balconies, with the exception of the tower referred to in 5.4.3.3 (3).
- (6) Buildings of 10 storeys or over are to be separated from other buildings of 10 storeys or over by a minimum of 60m, unless an urban design study can demonstrate that the objectives of this development control plan and the NSW Residential Flat Design Code can still be achieved.
- (7) Development within street blocks is to vary in size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.
- (8) To achieve diversity and interest in the architectural character of Lachlan, buildings that are located adjacent to or opposite one another are not to be similar in design.
- (9) Each street facade is to be articulated into smaller elements at a scale or grain that reflects:
  - (a) the use of the building and the various components of the building;
  - (b) the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and
  - (c) the details and building elements including building entries, ground floor, lower floors, top floor and roof.
- (10) Buildings in excess of 40m long must be designed with at least two distinct building components, each of which is to have its own architectural character and not exceed 25m in length, as illustrated in Figure 5.109.

**Figure 5.109**  
Distinct building components



- (11) Buildings less than or equal to 40m in length may have a single architectural character provided that the facade elements establish a fine grain vertical and horizontal articulation (rhythm and scale), as illustrated in Figure 5.110.

**Figure 5.110**  
Establishing a 'fine grain' through vertical and horizontal articulation



- (12) Groups of dwellings served by the same vertical circulation lift or stair are to be designed as a distinct 'building component'. Generally for buildings up to 8 storeys high, these groups must not exceed 25 dwellings per core.
- (13) Frontages are to be activated through use, the inclusion of multiple entries and through detailing and materials. Individual entries to ground floor apartments facing a street or through-site link are to be maximised. The maximum length of blank street frontage façades is not to exceed 5m.
- (14) To ensure good levels of residential amenity throughout Lachlan, any departure from the NSW Residential Flat Design Code solar access guidelines is to be appropriately justified.
- (15) In addition to NSW Residential Flat Design Code requirements for private communal open space, inclusion of green roofs should be explored for all development less than 25m above ground level in accordance with the City's Green Roofs Policy as it applies from time to time, particularly where high quality private communal open space may be constrained at ground level by overshadowing.

#### 5.4.3.4 Building setbacks

- (1) All buildings are to be designed to comply with the setbacks on the *Building setback and alignment map* and in Figure 5.112: Lachlan Precinct – Building Setbacks.
- (2) The design treatment of primary setbacks is to be appropriate to the proposed use of the adjacent building(s). Refer to Figure 4.22 Building form controls to determine primary setback.
- (3) A 3m by 3m chamfered setback, as shown in Figure 5.111, must be provided from the site boundary at the ground and first floors at the intersection of streets to ensure adequate sightlines.

**Figure 5.111**  
Minimum chamfered setback

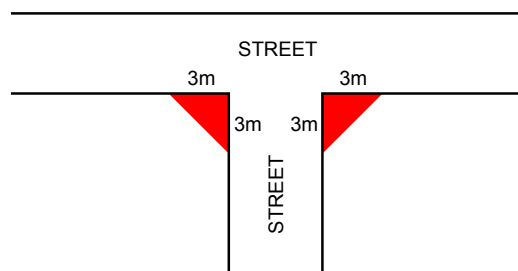


Figure 5.112 Lachlan Precinct Building Setbacks



**KEY**

- PRECINCT BOUNDARY
- ZERO PRIMARY SETBACK TO ACTIVE EDGES (GLAZING ALIGNS WITH SITE BOUNDARY)
- PRIMARY SETBACK 1.5m
- PRIMARY SETBACK 3m
- PRIMARY SETBACK AS NOTED (4m min)
- SECONDARY SETBACK TO UPPER LEVELS 3m
- SECONDARY SETBACK TO UPPER LEVELS 4m
- BUILT FORM ENVELOPES AND SETBACKS IN ACCORDANCE WITH CLAUSE 5.4.3.3 (2)-(4)

**NOTE: SETBACKS SHOWN ARE MEASURED FROM FUTURE STREET BLOCK BOUNDARIES**



Primary setback as required to protect root and canopy zone of existing tree



**5.4.3.5 Building typologies and use**

- (1) Building types are to generally comply with Figure 5.113: Lachlan Precinct – Building Uses and are to be designed appropriately. The Consent Authority may consider alternative uses consistent with the zoning of the site.
- (2) Ground floor non-residential uses are to be located along the main roads bounding the precinct in recognition of the amenity impact associated with the high traffic use of these streets. To ensure acceptable levels of acoustic amenity and air quality, no residential uses are permitted within 8m above ground level along South Dowling Street and Lachlan Street.
- (3) Non-residential uses are also required to be provided to activate the public domain, along Gadigal Avenue, the Archibald Avenue activity strip and fronting the public open spaces.
- (4) Ground floor non-residential uses are to achieve a minimum depth of 10m measured from the line of enclosure, to accommodate amenities, storage space, general back of house activities and other spatial requirements to support non-residential uses.
- (5) The Archibald Avenue activity strip, between Gadigal Avenue and Sam Sing Street, is to have:
  - (a) a vibrant streetscape and a range of street level activities, avoiding vehicular entries to buildings and footpath crossings;
  - (b) built form that is designed to reinforce the pedestrian scale and achieve good levels of solar access to the public domain; and
  - (c) generous footpaths for outdoor café seating, particularly to the southern side, and high quality landscaping.
- (6) Retail active frontages are to have a:
  - (a) glazing line adjacent to the public domain – recessed entries may be appropriate to provide for a traditional style shopfront; and
  - (b) minimum of 15 tenancy entrances per 100m.
- (7) Continuous awnings are to be provided above retail uses. Awnings over entries are to be provided for commercial uses. All awnings should be setback from the kerb line to avoid collision with tall vehicles potentially operating in the parking lane.

Figure 5.113 Lachlan Precinct Building Uses



**KEY**

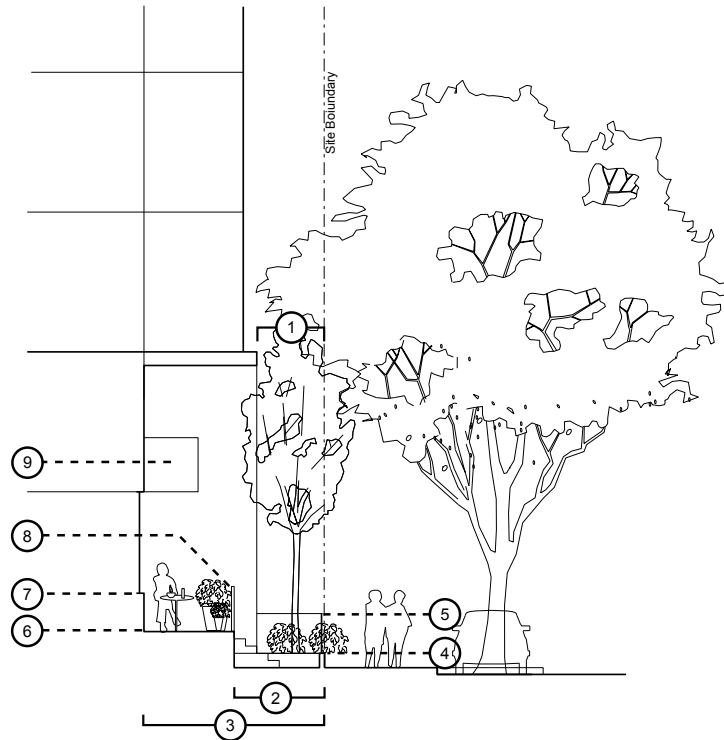
- PRECINCT BOUNDARY
- COMMERCIAL, RETAIL USES OR RESIDENTIAL DWELLINGS
- NON-RESIDENTIAL USES AT GROUND FLOOR ARE ENCOURAGED
- RETAIL USES AT GROUND FLOOR (COMMERCIAL, RETAIL USES OR RESIDENTIAL DWELLINGS ABOVE)
- NON-RESIDENTIAL USES AT GROUND FLOOR (RESIDENTIAL DWELLINGS, COMMERCIAL OR RETAIL USES ABOVE)
- NON-RESIDENTIAL USES AT GROUND FLOOR, ADAPTABLE FIRST FLOOR FOR NON-RESIDENTIAL OR COMMERCIAL USES
- NON-RESIDENTIAL DWELLINGS PERMITTED BELOW 8m ELEVATION FROM GROUND LEVEL - REFER TO CLAUSE 5.4.3.5(2)



**5.4.3.6 Residential uses on the ground and first floor**

- (1) Further to Clause 5.4.3.4(1), residential uses at the ground and first floor are to be in accordance with Figure 5.114 and be provided with a minimum:
  - (a) 1.5m primary building setback;
  - (b) 4m setback from the site boundary to the glass line enclosing the internal space at the ground and first floors; and
  - (c) 2.0m wide deep soil landscape setback as a private front garden. The garden may be located above the street level in accordance with Clause 5.4.3.8(2) and (3).
- (2) Ground floor private open space located facing the street is to be designed as a compact deck up to 2.0m deep.
- (3) The level established for the ground floor is to offer a combination of privacy and passive surveillance and is to be cognisant of the requirements of Clauses 5.4.3.8(1)-(9) regarding development levels.
- (4) Sills or opaque treatments are to be provided to ground floor windows to at least 0.8m above ground floor level to provide privacy.
- (5) Dwellings on the ground floor facing the street are to have individual entries from the street.
- (6) Balustrades to ground floor decks are to be predominantly open, with preference for contemporary steel palisade types.
- (7) Where a site boundary fence is to be incorporated it is to be predominantly open and no higher than 1.4m from footpath level.
- (8) The size of first floor balconies is to be minimised to ensure adequate light reaches ground floor living areas.
- (9) Where appropriate, ground level apartments are to be designed in a manner similar to 2 storey terrace houses, including framing fin walls to delineate individual dwellings.

**Figure 5.114**  
Typical residential  
ground and first  
floor relationship  
to the street



1. Primary building setback, clear full height – min. 1.5m
2. Deep soil landscape planting area – min. 2m
3. Setback from the site boundary to the glass line – min. 4m
4. Private front garden, landscape bed – 2m wide
5. Site boundary fence – max. 1.4m high
6. Ground floor level – to step with the street and be set in accordance with Development Levels Clauses 5.4.3.8(1)-(9)
7. Sills or opaque treatments to ground floor windows – min. 0.8m above ground floor level
8. Balustrade to ground floor deck – predominantly open
9. First floor balcony – optional

#### 5.4.3.7 Acoustic and visual privacy

For the purposes of defining adequate levels of acoustic amenity for residential development, reference is to be made to Clause 102(3) of the Infrastructure State Environmental Planning Policy.

- (1) Dwellings are to be constructed so that the repeatable maximum LAeq (1 hour) level does not exceed:
  - (a) for closed windows and doors:
    - i. bedrooms (10pm-7am), 35dB; and
    - ii. main living area (24 hours), 40dB.
  - (b) for open windows and doors:
    - i. bedrooms (10pm-7am), 45dB; and
    - ii. main living area (24 hours), 55dB.
- (2) The levels above are to include the combined measured level of noise from both external sources and the ventilation system operating normally.

- (3) For areas with predominantly non-residential ground level uses, or with a nominated active frontage, or sites with a frontage to a busy road (carrying more than 20,000 vehicles per day):
- (a) residential uses with a floor level located within 10m above the ground level with good access to daylight (where the angle from a horizontal plane to obstructions of the sky\* is less than 30 degrees) must:
- i. have a minimum 65% solid masonry street frontage (including balustrade); and
  - ii. incorporate a sun-room behind the street frontage with a minimum clear depth of 1.2m to:
    - a. attenuate noise by providing fully retractable glazed screens at the street frontage alignment that when closed create a full acoustic seal (and reasonable acoustic amenity in habitable spaces); and
    - b. ensure visual privacy by providing fully retractable privacy screens at the street frontage alignment.

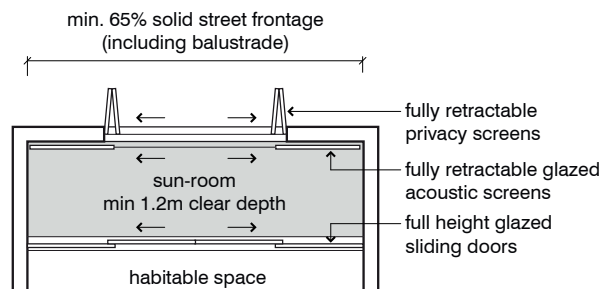
**Note:** The two sets of screens must operate independently.

The sunroom is to be included in any calculations of gross floor area but is not to be considered as a habitable room.

\*See Figure 5.115

**Figure 5.115**

Acoustic and visual privacy treatment for residential units with good access to daylight

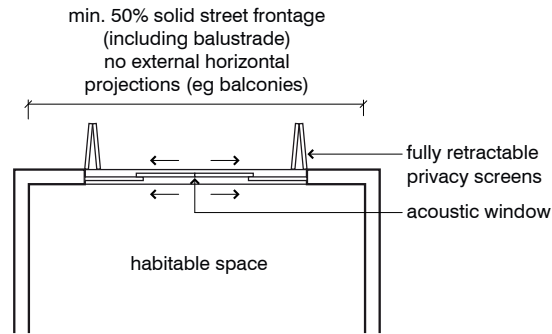


- (b) Residential uses with a floor level located within 10m above the ground level with limited access to daylight (where the angle from a horizontal plane to obstructions of the sky\* is greater than 30 degrees) must:
- i. have a minimum 50% solid masonry street frontage (including balustrade);
  - ii. not include any external horizontal projections above residential windows that block access to daylight (for example balconies);
  - iii. provide exterior windows at the streets frontage alignment that when closed create a full acoustic seal and provide adequate acoustic amenity; and
  - iv. provide visual privacy with fully retractable privacy screens at the street frontage alignment.

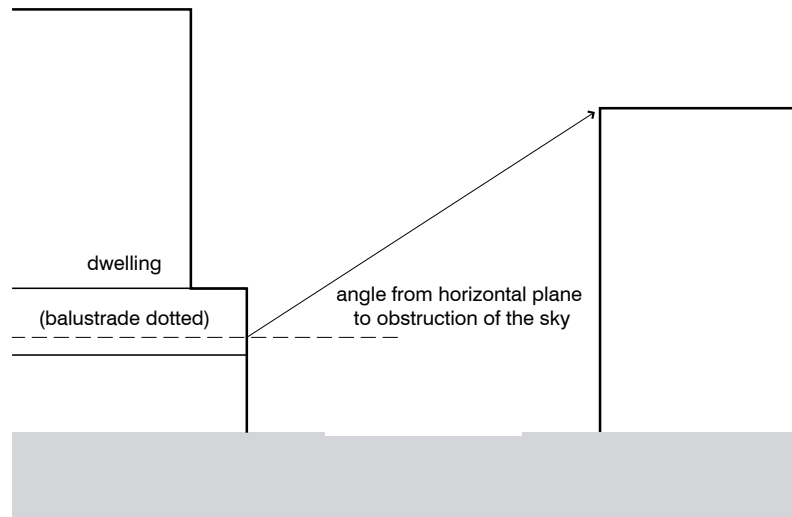
**Note:** The two sets of screens must operate independently.

\*See Figure 5.116

**Figure 5.116**  
Acoustic and visual privacy treatment for residential units with limited access to daylight



**Figure 5.117**  
Angle from horizontal plane to obstruction of the sky



#### 5.4.3.8 Development levels

- (1) Development levels for buildings and public domain are to be set by the Australian Height Datum Reduced Levels (RLs) to be supplied by Council.
- (2) Public domain and street blocks are to be graded appropriately between the supplied RLs across the topography of a site to the satisfaction of Council. The ground floor level of any building is to be as close as possible to the ground level of the adjacent public domain at any point.
- (3) Except where required to achieve a minimum freeboard above the Flood Planning Level, the maximum height in metres of the ground level above the adjacent public domain is to be 1m for residential uses.
- (4) Retail uses along the Archibald Avenue activity strip are to be located at ground level, with underground stormwater infrastructure designed to capture the 1 in 100 year flood.
- (5) Finished floor levels of ground floor retail and commercial uses throughout Lachlan are to be set no higher than the 1 in 100 year flood.
- (6) It is generally preferable for retail and commercial tenancies to have an entry threshold at street level to enable a better visual and physical connection with passing foot traffic. As such, setting the ground floor level below the 1 in 100 year floor level is to be explored and agreed to by the Consent Authority.



- (7) Where a retail or commercial unit is proposed below the 1 in 100 year floor level it will be assessed on merit and considered provided that:
  - (a) it assists in activating the future public domain;
  - (b) a split-level unit is achieved, with an upper level set at the 1 in 100 year flood, accessed via a level transition of stairs, ramp or both incorporated within the internal layout of the unit;
  - (c) any part of the floor space proposed below the 1 in 100 year flood is located along the street frontage and contains no permanent fixtures that are susceptible to damage from flooding;
  - (d) all equipment, including electrical equipment, is located in the elevated section, above the 1 in 100 year flood;
  - (e) each unit is constructed so as not to have any penetrations to other parts of the building and that any flooding that may occur internally is contained and unable to spread to adjacent units; and
  - (f) construction is flood resistant, including the line of enclosure which is to have a solid wall below, and sill set above, the 1 in 100 year flood.
- (8) Where the adjacent public domain slopes, ground floor levels should step to maintain an optimal relationship to the street.
- (9) The Flood Planning Level should be determined at least every 25m along each frontage to avoid ground floor levels being set excessively high relative to the level of the public domain on sloping sites.
- (10) Ramps and steps to provide access up to ground level are not to be provided within the public domain.

#### 5.4.3.9 Parking and access

- (1) Vehicular access points for all developments are to be consolidated to minimise disruption to pedestrians. Vehicles are to enter buildings directly from the street and not from breaks between buildings. Driveway crossings and vehicular access points are not permitted along Gadigal Avenue or within the Archibald Avenue activity strip, and are to be situated instead on lower-order streets, in accordance with Figure 5.103: Lachlan Precinct – Access and Circulation.
- (2) Access to underground parking is to be designed with due regard to flood levels and impact on the street frontage.
- (3) Parking is to be provided underground and located generally within the extent of the building floorplate above.
- (4) Where the topography of the land or constraints of the water table result in the basement parking level projecting above ground level, it is to be designed to:
  - (a) not project more than 1m above ground or as required to comply with Flood Planning Levels; and
  - (b) achieve an attractive ground level relationship between the building(s) and the public domain, with generous vegetation screening.
- (5) Where below ground parking is significantly constrained by the high water table or where site remediation is environmentally unsustainable, up to one level of on-site parking may be considered above ground within the building floorplate provided that it is:
  - (a) incorporated into the building and screened by other uses; and
  - (b) designed with materials, details, proportions and landscaping to complement the building and adjoining buildings.

- (6) Given the limited street block dimensions achievable within 52 O’Dea Avenue and the amalgamated street block north of Dyuralya Park, the provision of basement parking below the footpath of Gadigal Avenue may be considered by the Consent Authority in connection with redevelopment of site, where:
  - (a) the requirements for parking associated with the proposed development cannot reasonably be met within the maximum extent of the street block, including provision of two basement levels;
  - (b) there is no protrusion or evidence of the car park visible above ground level;
  - (c) the car park extends no further than 2m under the footpath;
  - (d) a satisfactory arrangement can be made for the provision and maintenance of stormwater infrastructure, street tree pits and private service connections below the street surface; and
  - (e) an acceptable arrangement to separate the public and private strata can be put in place.
- (7) Design of any parking beneath streets dedicated in stratum is subject to Council’s approval. Where possible any development beneath roads dedicated in stratum must comprise common areas or visitor parking.
- (8) Where required to be provided by Council, a shared/integrated basement car parking area with a single vehicular access point is to be provided in the locations identified in Figure 5.103: Lachlan Precinct – Access and Circulation. Where required, the first site to develop is to make provision for shared access, with necessary easement(s) on title, appropriate circulation paths and siting of breakthrough walls.

#### 5.4.3.10 Staging and implementation

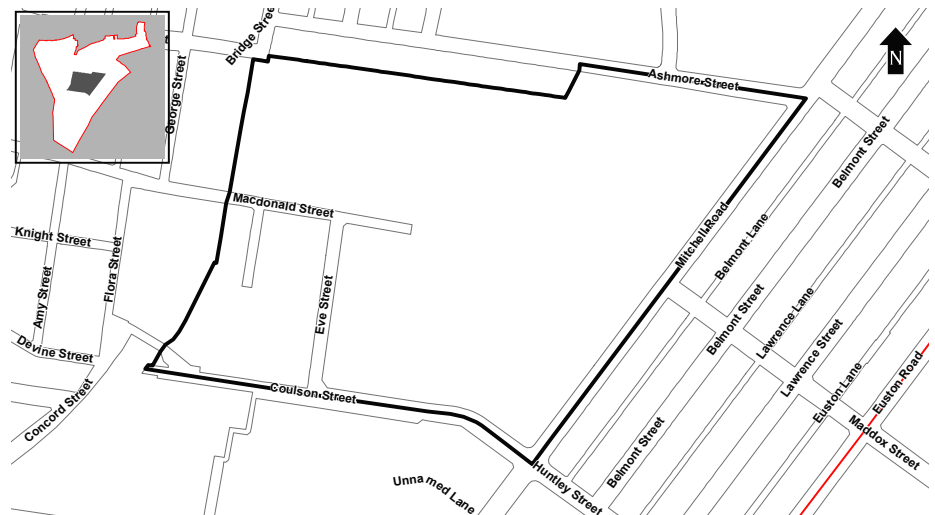
- (1) All sites to be redeveloped are to have a public road frontage and be accessible via a public street.
- (2) An interim alternative street block layout or built form layout may be considered on a site by the Consent Authority to allow for staged redevelopment and/or retention and refurbishment of existing industrial/commercial buildings, provided that:
  - (a) the development secures at least some elements of the required public domain infrastructure for that site as identified in this development control plan in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure and Figure 5.92: Lachlan Precinct – Public Domain Dedication; and
  - (b) any area of proposed development which impedes the achievement of the public domain infrastructure required in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure be of a temporary nature and be conditioned as such; and
  - (c) a strategy outlining a likely development staging plan and delivery sequence for the remaining public domain infrastructure required in Figure 5.91: Lachlan Precinct – Public Domain and Local Infrastructure be submitted to accompany the development application.

## 5.5

### Ashmore Neighbourhood

The Ashmore Neighbourhood is defined in the Ashmore Land Application Map shown at Figure 5.118. It is bound by Ashmore Street to the north, Mitchell Road to the east, Coulson Street to the south and the railway embankment to the west. It is within close proximity to Erskineville Road Village Centre and the King Street retail strip.

Figure 5.118  
Ashmore Land  
Application Map



Ashmore will be a sustainable neighbourhood that offers a variety of dwelling types and will be well integrated with new residential development in Ashmore and the surrounding conservation areas of Erskineville and Alexandria.

Development will be complemented with a high quality public domain, including new streets, a central public park and bike links to facilitate pedestrian and cycle movement throughout Ashmore, and integrated with the surrounding street network and open spaces.

Ashmore will have a strong landscaped character, with new development being setback from the street to provide a landscape buffer between the new buildings and the public domain. New development will be designed to ensure it brings life to the street with individual entries to ground floor dwellings, to provide passive surveillance and opportunities for social interaction.

Figure 5.119 Ashmore Urban Strategy shows an indicative vision for the Ashmore Neighbourhood.

### 5.5.1 Ashmore urban strategy

#### Objectives

- (a) Future development is to be of the highest quality, and sympathetic to the existing surrounding local character and history of Erskineville and Alexandria and their former industrial uses.
- (b) Ensure that redevelopment of the Ashmore Neighbourhood is coordinated to effectively manage the redevelopment and provide adequate community facilities and services as required.
- (c) Introduce a mix of dwelling types to provide flexibility and choice that reflects the needs of 21st century living.
- (d) Ensure building heights in Ashmore provide a transition to the surrounding conservation areas.
- (e) Introduce a permeable network of streets that responds to key connections and the surrounding historic street patterns of Erskineville and Alexandria.
- (f) Create an attractive public domain with pedestrian and bike connections. Links to public transport are to be clear and legible, and are to prioritise pedestrians with slow speed traffic lanes. All streets should include tree planting.
- (g) Provide one main park, known as McPherson Park, for passive and active recreation, and to assist with stormwater management.
- (h) Provide high quality streetscapes throughout Ashmore. All new streets will provide trees to provide shade and amenity and incorporate water sensitive urban design where appropriate.
- (i) Create a strong landscaped character that unites development in Ashmore by setting back development from the public domain and providing native planting that is in accordance with the Council's Landscape Code.
- (j) Introduce an appropriate mix of land uses with retail at ground level on MacDonald Street, adjacent to McPherson Park and some commercial uses at the intersection of MacDonald Street and Mitchell Road.
- (k) Protect key panoramic views from Sydney Park to the CBD skyline and King Street ridge and east-west views throughout the neighbourhood to enhance visual permeability.

Figure 5.119 Ashmore Urban Strategy



KEY

- |                                 |                     |                               |  |
|---------------------------------|---------------------|-------------------------------|--|
| PRECINCT BOUNDARY               | ACTIVE EDGE         | PROPOSED OPEN SPACE           | PEDESTRIAN / CYCLE ONLY LANES<br>- NO VEHICULAR ACCESS |
| 5 STOREY STREET FRONTAGE HEIGHT | COMMERCIAL / RETAIL | PRIMARY STREET WITH CYCLEWAYS | PEDESTRIAN LINKS                                       |
| GREEN LINK - PEDESTRIAN / CYCLE | LOW BUILDINGS       | BIOSWALES                     | ONE WAY STREETS  |
| BUILDINGS UP TO 8 STOREYS       | LOCAL SHOPS         | EXISTING OPEN SPACE           |  |



## 5.5.2 Urban design principles

The following principles have been developed to inform the development of these planning controls. They are the result of an urban design review that has established appropriate building heights for Ashmore, the preferred development type, and density. They ensure that the proposed built form meets the required building standards, and integrates with the context of the surrounding local area.

### Principle 1 Transition of Building Heights



- Ensure a transition of building heights from the surrounding conservation areas;
- Provide 2 storey (plus attic) terraces immediately to the south of the existing terraces on Ashmore Street;
- Provide a predominant street wall height of 3 storeys along Mitchell Road;
- All the upper levels (above 5 storeys) will be required to be setback 4m to reduce their visual impact from the street; and
- Locate higher buildings surrounding McPherson Park (the main public park).



**Principle 2**  
Land Uses



- Provide a predominantly residential neighbourhood;
- Ensure that appropriate local shops and services (such as childcare facilities) are provided to meet the demands of the new population;
- Ensure location of local shops and services are in the optimum location to meet the needs of the new and existing population; and
- Ensure a sufficient quantum of public open spaces is provided to meet the demand of the new population.

**Principle 3**  
Public Domain



- Provide one main park of 7400 square metres, to provide for active and passive recreation;
- Provide a north-south green link for pedestrians and cyclists that links Ashmore to Harry Noble Park in the north and Sydney Park in the south;

- Ensure 3 metre landscaped setbacks are provided to reduce the perception of scale of buildings at street level;
- Provide bioswales on key streets, and unobstructed root zones for planting of trees and help with rainwater infiltration; and
- Use landscaping to help manage stormwater.

### 5.5.3 Local infrastructure and public domain

Refer also to provisions in Section 3 General Provisions.

#### Objectives

- (a) Introduce additional east-west and north-south connections to create a clear, legible and permeable network of streets and pedestrian and bike links that connect the Ashmore Neighbourhood to:
  - (i) transport nodes;
  - (ii) the proposed retail and commercial precinct;
  - (iii) other services on Erskineville Road Village and King Street, Newtown; and
  - (iv) nearby open spaces and neighbourhoods.
- (b) Provide an integrated network of open space and public domain areas for passive recreation, to enhance the lifestyle of residents and promote social interaction.
- (c) Ensure open space and green links are located to assist with stormwater management, provides deep soil zones and maximise rainfall infiltration.
- (d) Ensure Ashmore is accessible, safe, and secure for all members of the community in line with Crime Prevention through Environmental Design (CPTED) principles.

#### 5.5.3.1 Street network

##### Provisions

- (1) New streets, lanes and pedestrian links are to be provided in the locations identified in Figure 5.120 Ashmore Street Hierarchy. All streets and lanes are to be dedicated to Council.
- (2) All streets and lanes must be designed in accordance with Figures 5.122-5.130 Sections – A - H.
- (3) Design of new streets must be in accordance with the Ashmore Public Domain Strategy.
- (4) Ensure that the new street network maximises legibility and orientation throughout Ashmore to reduce effects of visual enclosure. Where existing streets are to be extended they must connect directly and align with existing streets.
- (5) Extend MacDonald Street to the east to connect with Mitchell Road and provide a swale along the length of MacDonald Street to help manage stormwater pollutant loads.
- (6) Extend Goddard Street to Coulson Street southwards to provide easier pedestrian access from the Ashmore neighbourhood to Sydney Park.
- (7) Reinstate Coppersmith Lane.
- (8) Provide a shared zone between MacDonald Street and Bridge Street, immediately adjacent to the railway line.

Figure 5.120 Ashmore Street Hierarchy



KEY

- |                                       |                         |                           |   |
|---------------------------------------|-------------------------|---------------------------|---|
| PRECINCT BOUNDARY                     | 10M (SECTION D)         | PEDESTRIAN LINK           | PROPOSED TRAFFIC LIGHTS                             |
| 20M PEDESTRIAN/CYCLE PATH (SECTION F) | 8M (SECTION G)          | EXISTING STREETS          | GREEN LINK - PEDESTRIAN / CYCLE                     |
| 20M (SECTION A)                       | 6M (SECTION E)          | PROPOSED OPEN SPACE       | PEDESTRIAN / CYCLE ONLY LANES - NO VEHICULAR ACCESS |
| 13.8M (SECTION B)                     | SHARED PATH (SECTION C) | LANDSCAPED STREET CLOSURE |   |



Figure 5.121 Ashmore Dedication Map

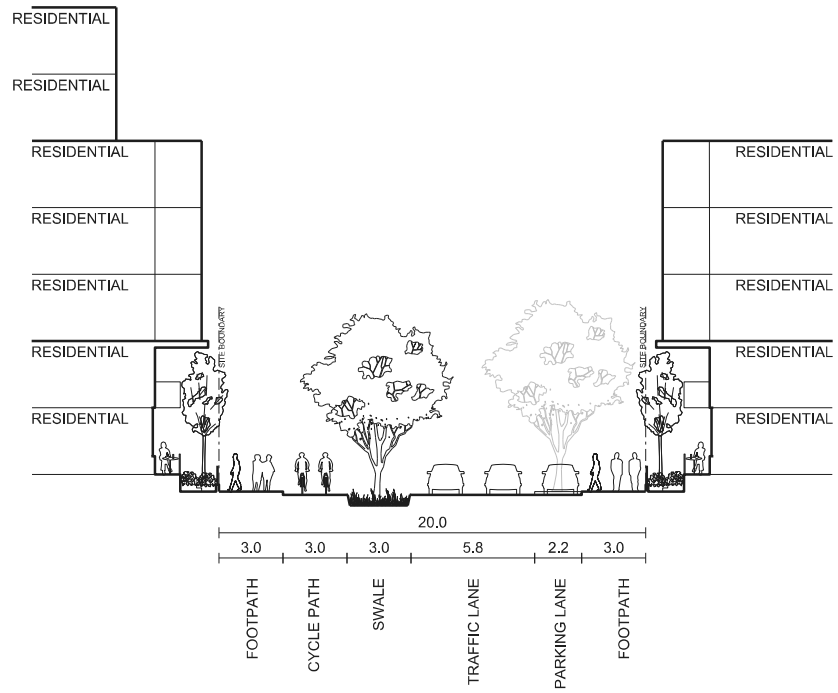


KEY

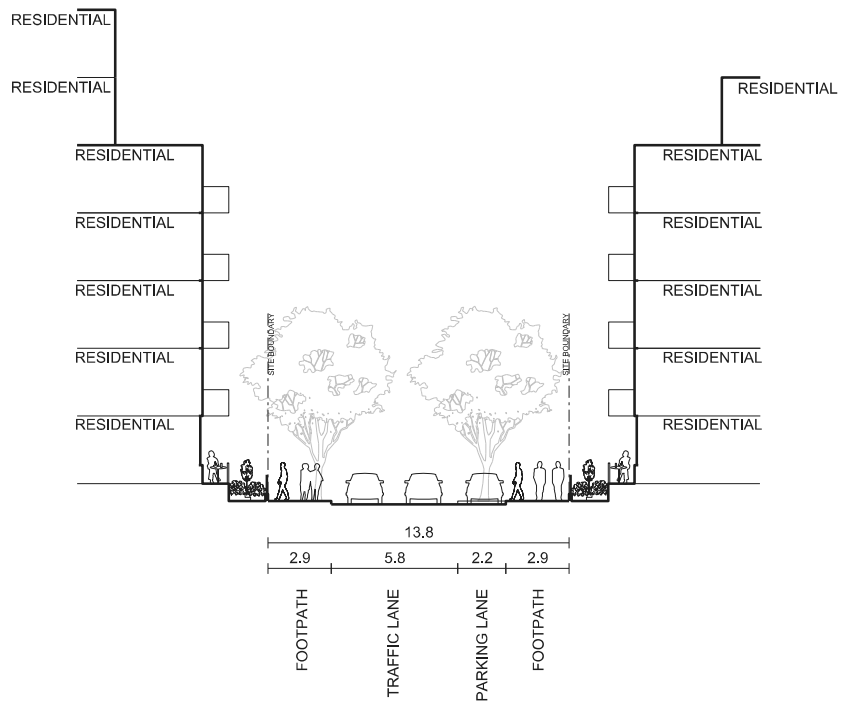
- PRECINCT BOUNDARY
- PROPOSED OPEN SPACE
- 1.2 METRES
- GREEN LINK - PEDESTRIAN / CYCLE ONLY
- 2.5 METRES
- PUBLIC DOMAIN DEDICATION - STREETS AND LANES



**Figure 5.122**  
MacDonald Street –  
Section A

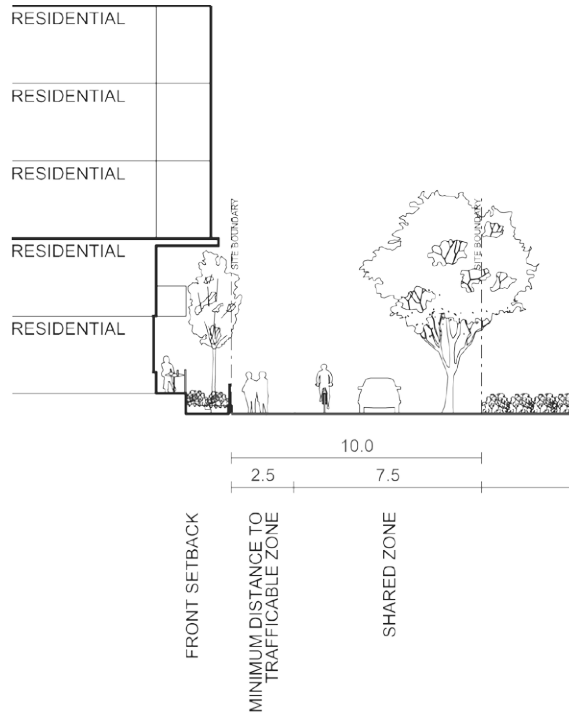


**Figure 5.123**  
13.8 metre Standard  
Street - Section B

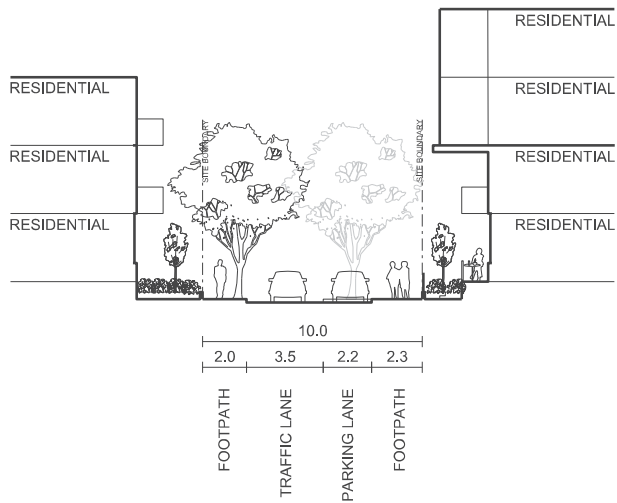




**Figure 5.124**  
Shared Zone -  
Section C

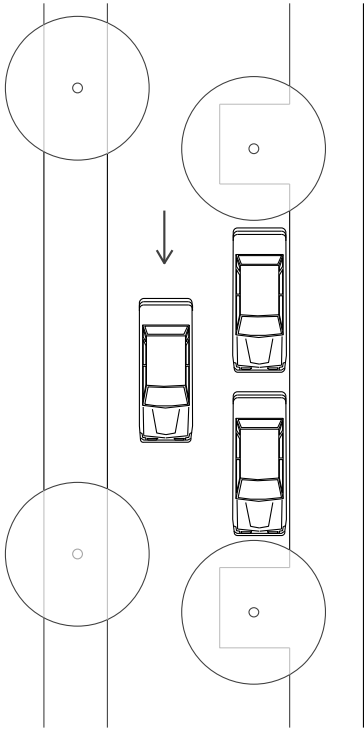


**Figure 5.125**  
Goddard Street -  
Section D

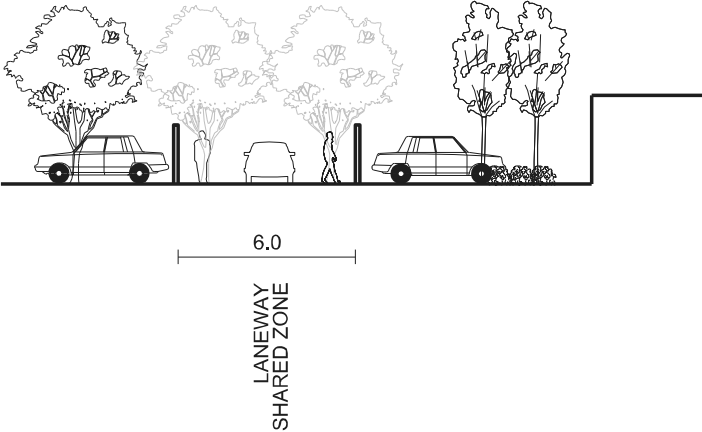




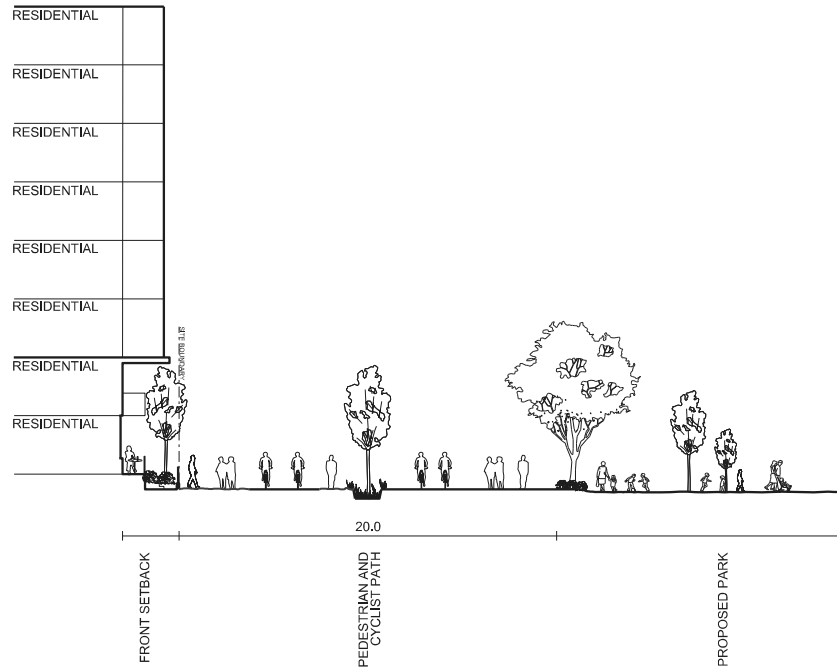
**Figure 5.126**  
Goddard Street -  
Section D (plan view  
indicative)



**Figure 5.127**  
Shared Zone -  
Section E



**Figure 5.128**  
Kooka Walk -  
Section F



**Figure 5.129**  
Small street -  
Section G

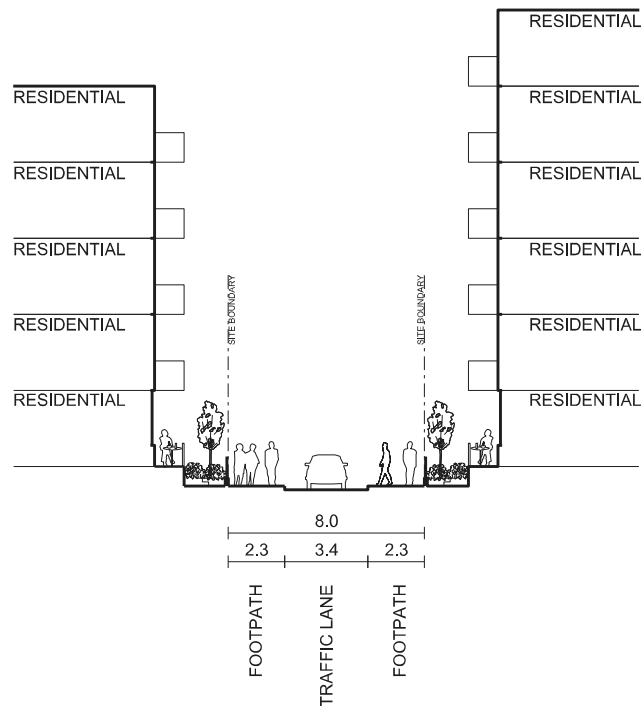
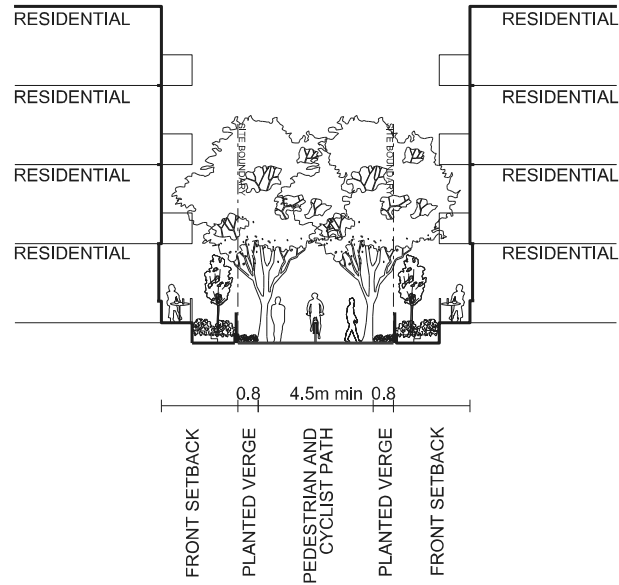


Figure 5.130  
Pedestrian/cyclists  
link - Section H



### 5.5.3.2 Movement and connectivity

#### Provisions

- (1) Major access and egress points are to be consistent with Figure 5.131 Ashmore Circulation and Access.
- (2) Circulation is to be consistent with Figure 5.131 Ashmore Circulation and Access.
- (3) Introduce traffic signals at the junction of Mitchell Road and Maddox Street following the extension of MacDonald Street in accordance with Figure 5.120 Ashmore Street Hierarchy.
- (4) Bollards or other measures that restrict vehicle access but allow pedestrian and cycle access are to be installed in the following locations. Measures must comply with Council requirements:
  - (a) Between Kooka Walk and Ashmore Street
  - (b) Corner of new Bridge Street extension and Victoria Street; and
  - (c) Between Coppersmith Lane and Victoria Street.
- (5) Vehicle access to the retail/commercial centre is to be from Alpha Street. Sufficient space for turning vehicles is to be provided.
- (6) The shared zone on Kooka Walk between MacDonald Street and Alpha Street and Coulson Street and Alpha Street are designed to reduce traffic speed and create a pedestrian friendly space.
- (7) Access to the Sydney Water Pumping Station at the intersection of Bridge Street and Victoria Street must be retained.
- (8) Driveways and car park entries must be in accordance with Figure 5.131 Ashmore Circulation and Access.
- (9) Underground car parking entries are to be set back from the building line to reduce their visual dominance in the streetscape.
- (10) It is preferred that driveway access is not from MacDonald Street, however, due to staging constraints, alternate access points are shown in Figure 5.131 Ashmore Circulation and Access.

Figure 5.131 Ashmore Circulation and Access



KEY

- |  |   |  |  |
|--|---|--|--|
| PRECINCT BOUNDARY                                    | VEHICULAR ENTRIES                                     | INTEGRATED CARPARK<br>- WITH CONNECTION UNDER STREET | GREEN LINK - PEDESTRIAN / CYCLE ONLY                   |
| PEDESTRIAN LINKS                                     | ALTERNATE VEHICULAR ENTRIES<br>- TO ALLOW FOR STAGING | ROAD CLOSURES<br>- NO VEHICULAR ACCESS               | EXISTING OPEN SPACE                                    |
| VEHICULAR TRAFFIC<br>(INDICATES DIRECTION OF TRAVEL) | EXISTING ENTRIES                                      | PROPOSED TRAFFIC LIGHTS                              | PROPOSED OPEN SPACE                                    |
| SHARED ZONE  | SHARED ZONE   |  | PEDESTRIAN / CYCLE ONLY LANES<br>- NO VEHICULAR ACCESS |



**5.5.3.3 Bike routes and facilities**

- (1) Bike facilities, including bike routes and bike-parking facilities are to be designed as part of the public domain and in accordance with the Council's Cycle Strategy, the Ashmore Public Domain Strategy and Figure 5.131 Ashmore Circulation and Access.
- (2) Introduce a separated cycleway along MacDonald Street in accordance with Figure 5.132.
- (3) Kooka Walk must be designed as a green link. It must be a shared path for cycles and pedestrians only. It must be a minimum of 20 metres wide for its full length and connect Ashmore Street to Coulson Street, and be in accordance with Figure 5.134 Ashmore Open Space and Setbacks.

**5.5.3.4 Public open space****Provisions**

- (1) Where required to be provided, introduce an open space network that is consistent with Figure 5.134 Ashmore Open Space and Setbacks.
- (2) The design of all open spaces is to be in accordance with the Ashmore Public Domain Strategy.
- (3) The landscaping and materials used for open spaces is to respond to the neighbourhood's character, to unite and relate to the wider Ashmore Neighbourhood.
- (4) Public open space is to include:
  - (a) sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;
  - (b) drought tolerant plants and grasses;
  - (c) water retaining media mixed into soil; and
  - (d) tree planting and landscaping using elements such as indigenous tree species, interesting sculptural elements and pavement design.
- (5) McPherson Park is to be one contiguous space with a minimum area of 7400 square metres. It must be designed so that it provides opportunities for passive and active recreation. McPherson Park is to:
  - (a) have a dual use function as a flood/stormwater detention basin, but primarily be a soft landscaped area to complement the public domain in particular Kooka Walk through Ashmore;
  - (b) integrate with Kooka Walk and is designed to provide the dual function of a pedestrian and bike path (connecting Sydney Park to Erskineville Oval) and stormwater detention system;
  - (c) be of a high quality design that creates interest, using landmark sculptural elements and other appropriate elements, that particularly reference the former historic uses;
  - (d) McPherson Park and Kooka Walk are to respond to an integrated design, whilst clearly defining the function of each space; and
  - (e) use indigenous plant and tree species.



**Figure 5.132**  
Example of dual  
function park,  
Zetland



- (6) Carter's Park is to be a minimum of 500 square metres and is to be high quality, create interest and add character to Ashmore. The design of the Carter's Park is to provide passive recreation space with adequate seating.

**Figure 5.133**  
Example of dual  
function park,  
Zetland



- (7) All plant species and structures are to be able to withstand temporary flood inundation in those areas designed as a detention basin.



Figure 5.134 Ashmore Open Space and Setbacks



KEY

- PRECINCT BOUNDARY
- 2 METRE LANDSCAPED SETBACK
- 3 METRE LANDSCAPED SETBACK
- 2.5 METRE LANDSCAPED SETBACK
- GREEN LINK - PEDESTRIAN / CYCLE ONLY
- 3 METRE ACTIVE EDGE SETBACK
- PUBLIC OPEN SPACE
- EXISTING OPEN SPACE
- BIOSWALES



## 5.5.4 Accessibility and amenity in the public domain

### Objective

- (a) Provide generous footpaths, local access and connectivity both within Ashmore and the surrounding existing neighbourhoods;
- (b) Design all public space and landscaping to be of the highest quality and a consistent design, that is accessible and safe for all people; and
- (c) Provide a pleasant and safe environment for the enjoyment of pedestrians and cyclists, and improve amenity for residents, workers and visitors through provision of solar access in the public domain.

### 5.5.4.1 Solar access

#### Provisions

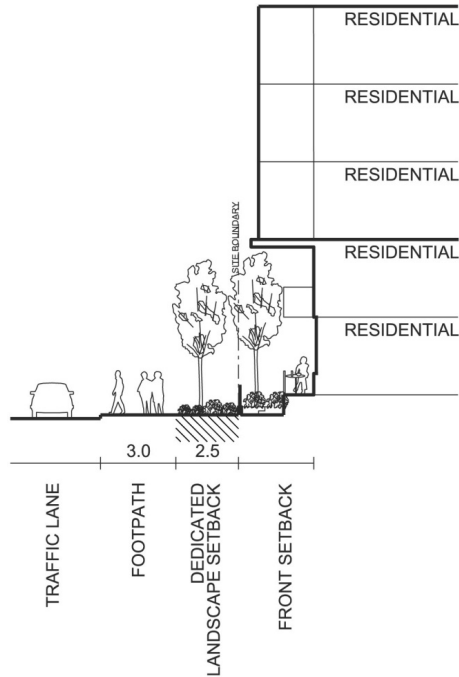
- (1) New development must ensure that it provides a minimum of three hours of direct sunlight between 11am and 2pm on 21 June to the public square (within the Sydney Park Village development) in the southwest corner of Coulson Street and Mitchell Road.
- (2) A minimum of 60% of the total area of McPherson Park is to have direct solar access between 10am and 2pm at the winter solstice.

### 5.5.4.2 Quality of landscaping and landscaped setbacks

#### Provisions

- (1) A minimum of 1 metre of soil is to be provided in planting beds above car parking structures.
- (2) Landscaping, plant species and structures such as walls are to withstand temporary flood inundation in those areas designated as detention basins.
- (3) All setbacks are to be provided in accordance with Figure 5.134 Ashmore Open Space and Setbacks Map.
- (4) All 3 metre landscaped setbacks must be in accordance with the City's Landscape Code and must remain in the private domain with the maintenance the responsibility of the body corporate/strata.
- (5) That a 2.5 metre landscaped setback is to be provided on the corner of Goddard Street and Coulson Street. This setback is required to ensure visibility for vehicles leaving Goddard Street and is to be dedicated to Council. The landscaping of this setback is to be appropriate to ensure it does not block visibility for cars, and is to be in accordance with Figure 5.135 Goddard Street and Coulson Street Section.

Figure 5.135  
Goddard Street  
and Coulston Street  
Section

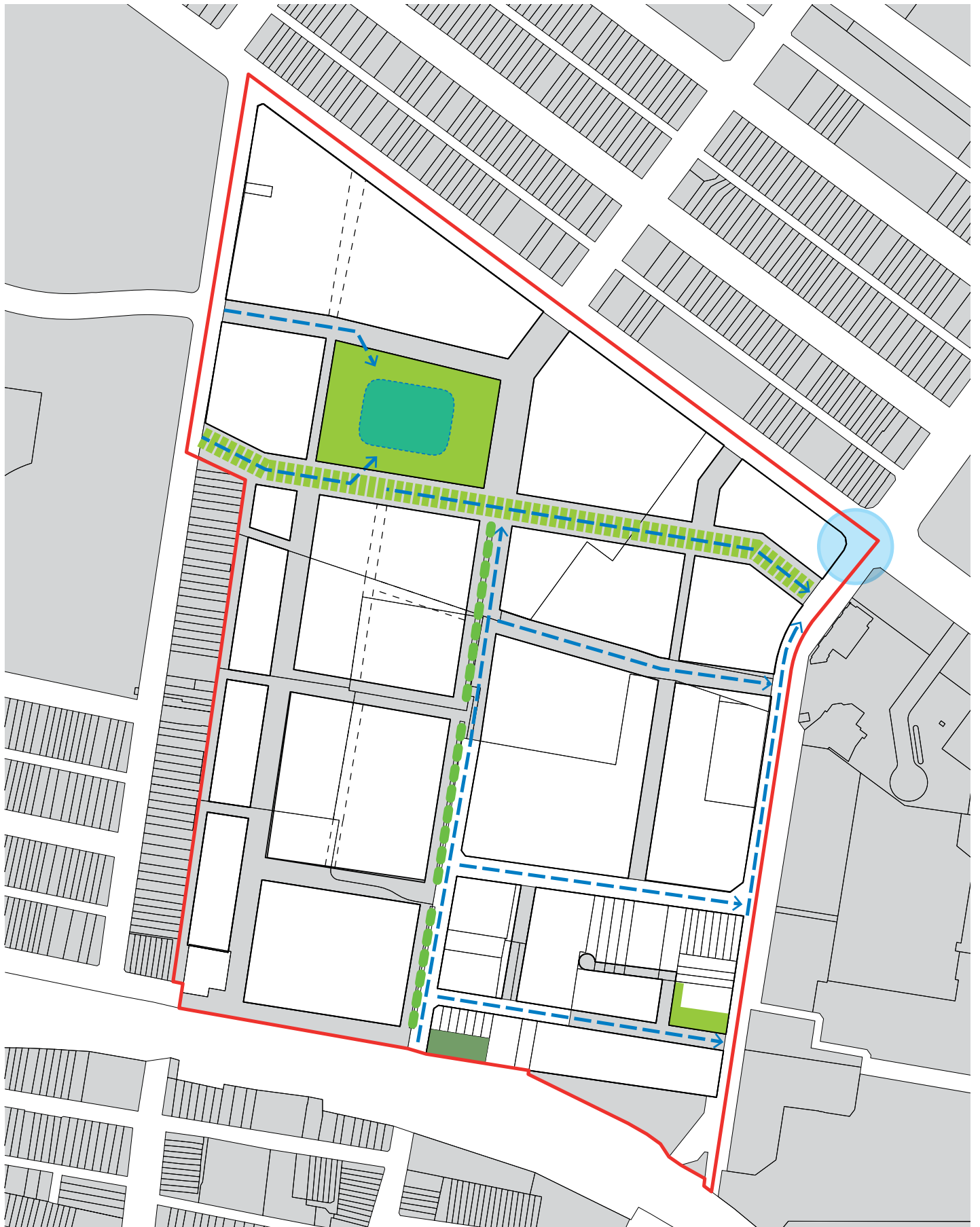


### 5.5.4.3 Stormwater management





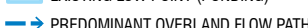

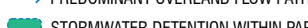
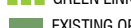
#### Provisions

- (1) McPherson Park is to be one contiguous space with a minimum area of 7400 square metres. It must be designed so as to have a dual use function as a stormwater detention basin and public open space.
- (2) Introduce swales in the design of overland flow paths along MacDonald Street (including the proposed extension) and Kooka Walk as detailed in Figure 5.136 Ashmore Stormwater Management.
- (3) The location of Kooka Walk is to be consistent with Ashmore Street Hierarchy, Ashmore Open Space and Setbacks and Ashmore Stormwater Management, Figures 5.120, Figures 5.134 and 5.136 to assist with the management of stormwater.
- (4) Kooka Walk is to incorporate the following:
  - (a) a stormwater channel to enable the flow of stormwater;
  - (b) formal (paved area with grassed swale) and natural (grassed area/detention) landscaping into the stormwater corridor;
  - (c) consistent tree planting along the length of the stormwater corridor to create a legible space;
  - (d) a walkway that is consistent with the Ashmore Public Domain Strategy; and
- (5) All open spaces are to maximise the infiltration of rainwater by maximising the provision of deep soil.

Figure 5.136 Ashmore Stormwater Management



KEY

- |  |   |
|--|---|
|  PRECINCT BOUNDARY                |  BIOSWALES   |
|  EXISTING LOW POINT (PONDING)     |  OPEN SPACE  |
|  PREDOMINANT OVERLAND FLOW PATH   |  GREEN LINK - INCORPORATING WATER SENSITIVE URBAN DESIGN |
|  STORMWATER DETENTION WITHIN PARK |  EXISTING OPEN SPACE                                     |



### 5.5.5 Staging

It is envisaged that the urban design strategy for Ashmore will be progressively implemented as each property is redeveloped.

#### Objectives

- (a) Ensure that the redevelopment of Ashmore is coordinated in an orderly manner to ensure activities of adjacent sites are not adversely impacted upon.
- (b) Ensure that development can occur independently, without reliance on infrastructure from adjacent sites.
- (c) Address stormwater management upon the outset of construction works, to ensure adjacent areas are not adversely affected.

#### Provisions

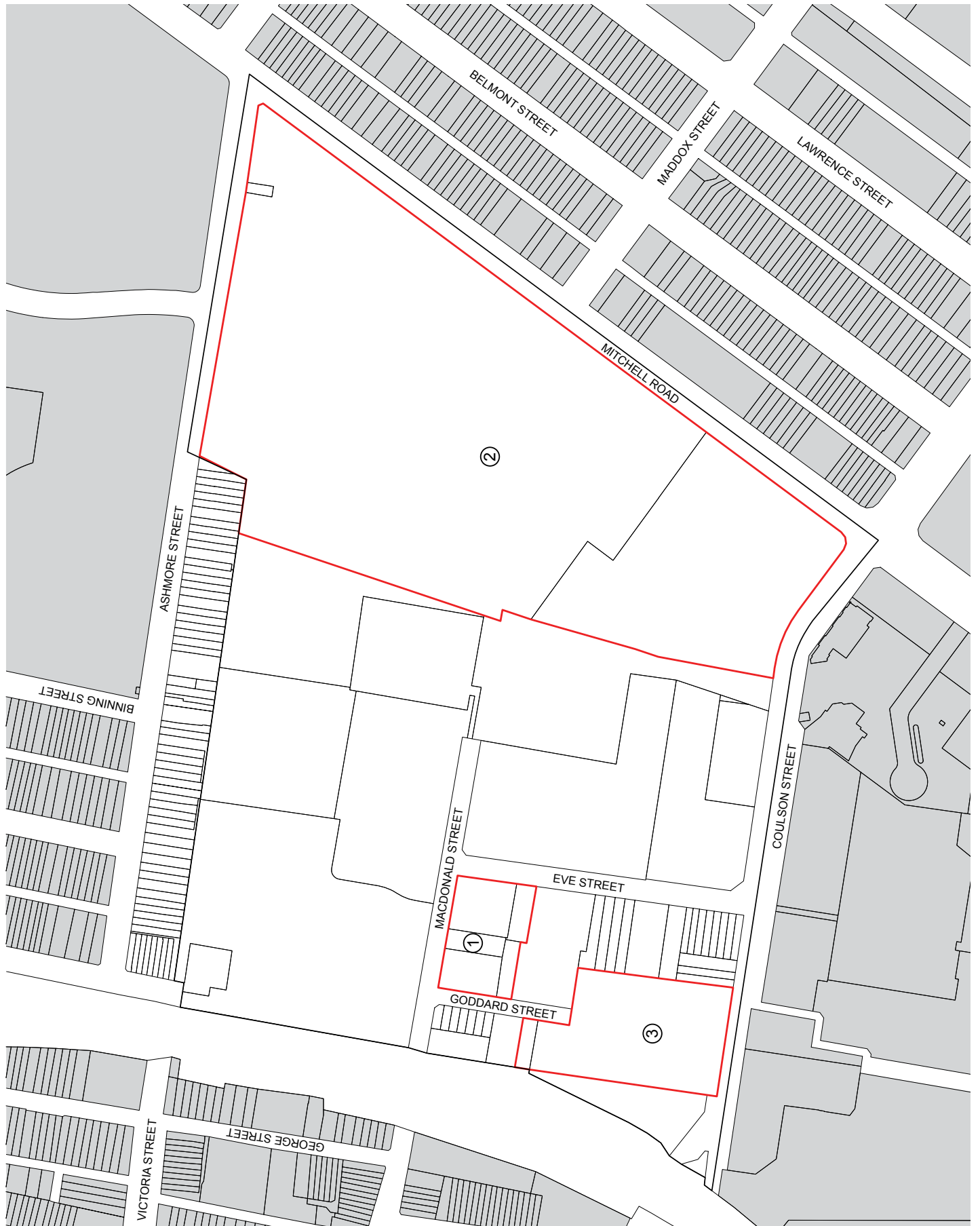
- (1) A staging plan is to be submitted to Council with a development application.
- (2) A temporary connection between Stovemaker Lane and Metters Street (through Kooka Walk) is permitted for access to residential development, but it must be a 'shared zone' and is only until the development of Metters Street in the adjacent lot (Lot 3 DP788543, Lots 1-3 SP74596) is realised. The re-instatement of the bike and pedestrian link is to be to the satisfaction of Council and comply with the Ashmore Public Domain Strategy.
- (3) Measures are to be put into place to protect the amenity of new development without affecting the existing light industrial uses.
- (4) All sites to be redeveloped are to have a public road frontage and be accessible via a public street.

### 5.5.6 Floor space ratio

#### Provisions

- (1) Consolidation of land identified in Figure 5.137 Ashmore Land Amalgamation Map is to occur before a development application can be considered.
- (2) Alternative amalgamation schemes will need to be assessed individually and must be supported by an urban design study.

Figure 5.137 Ashmore Land Amalgamation



KEY

- PRECINCT BOUNDARY
- LOTS REQUIRED TO AMALGAMATE

- ① Lot 1 DP 65859  
Lot 1 DP 127861  
Lot 1 DP 77778  
Lot 1 DP 10851  
Lot 2 DP 218226  
Lot 1 DP 210896

- ② Lot 23 DP 84957  
Lot 2 DP 772101

- ③ Lot C 22910  
Lot D 22910  
Lot E 22910





### 5.5.7 Land use mix

#### Provisions

- (1) A range of retail uses and commercial spaces including one full-line supermarket, fresh food cafes and shops are to be provided on MacDonald Street, adjacent to McPherson Park, as detailed in Figure 5.139 Ashmore Land Use.
- (2) Childcare facilities are encouraged within the precinct. The preferred locations for Childcare facilities considered in the locations identified in Figure 5.139 Ashmore Land Use.
- (3) Ashmore is to be a predominantly residential neighbourhood.

**Figure 5.138**  
Example of  
supermarket with  
other retail uses,  
Waterloo



Figure 5.139 Ashmore Land Use



KEY

- PRECINCT BOUNDARY
- RETAIL / COMMERCIAL WITH APARTMENTS ABOVE
- C PREFERRED LOCATION FOR CHILDCARE FACILITY
- PROPOSED OPEN SPACE
- EXISTING OPEN SPACE
- GREEN LINK - PEDESTRIAN / CYCLE



### 5.5.8 Building layout, form and design

Refer also to Section 3 Development Types.

#### Objectives

- (a) Provide a range of building heights, types and architectural styles to create architectural diversity and visual interest;

**Figure 5.140**  
Example of  
architectural  
diversity, Glebe



- (b) Ensure that terraces complement the built form of terraces in adjoining conservation areas;

**Figure 5.141**  
Adjacent  
conservation  
area, Erskineville,  
Alexandria and  
Macdonaldtown  
Conservation Area



- (c) Minimise overshadowing to existing and proposed built form and parks;
- (d) Ensure appropriate building lengths, building articulation and individual ground floor entries to reduce the scale of the buildings as perceived from the public domain; and
- (e) Ensure side and rear building setbacks are provided in a manner that does not impede development on adjoining sites.



Figure 5.142  
Example of good  
building articulation,  
Walsh Bay



Figure 5.143  
Example of  
individual ground  
floor entries,  
Alexandria



### 5.5.8.1 Height of buildings

#### Provisions

- (1) Development is not to exceed the maximum number of storeys for the land as shown in Figure 5.144 Ashmore Height in Storeys.
- (2) A building is not to be located in the view path of the Sydney CBD, the clock at Central Station, and Bondi Junction (see view corridor A on Figure 5.145 View Corridors from Sydney Park) when viewed from both knolls of Sydney Park. Buildings are not to exceed RL.30.2 A.H.D (Australian Height Datum) at the Eastern Knoll (332219e/6246454n), and RL 26.5 at the Western Knoll (332037e/624659n).
- (3) Street frontage heights are not to exceed the maximum height in storeys, shown in Figure 5.144 Ashmore Height in Storeys.

Figure 5.144 Ashmore Height in Storeys



KEY

- PRECINCT BOUNDARY
- PROPOSED STREET BLOCKS
- DESIGN EXCELLENCE BUILDING ENVELOPES

- PROPOSED OPEN SPACE
- EXISTING OPEN SPACE
- GREEN LINK - PEDESTRIAN / CYCLE

- HEIGHTS IN STOREYS
- 2 STOREYS
  - 3 STOREYS
  - 4 STOREYS
  - 5 STOREYS
  - 6 STOREYS
  - 7 STOREYS
  - 8 STOREYS
  - EXISTING

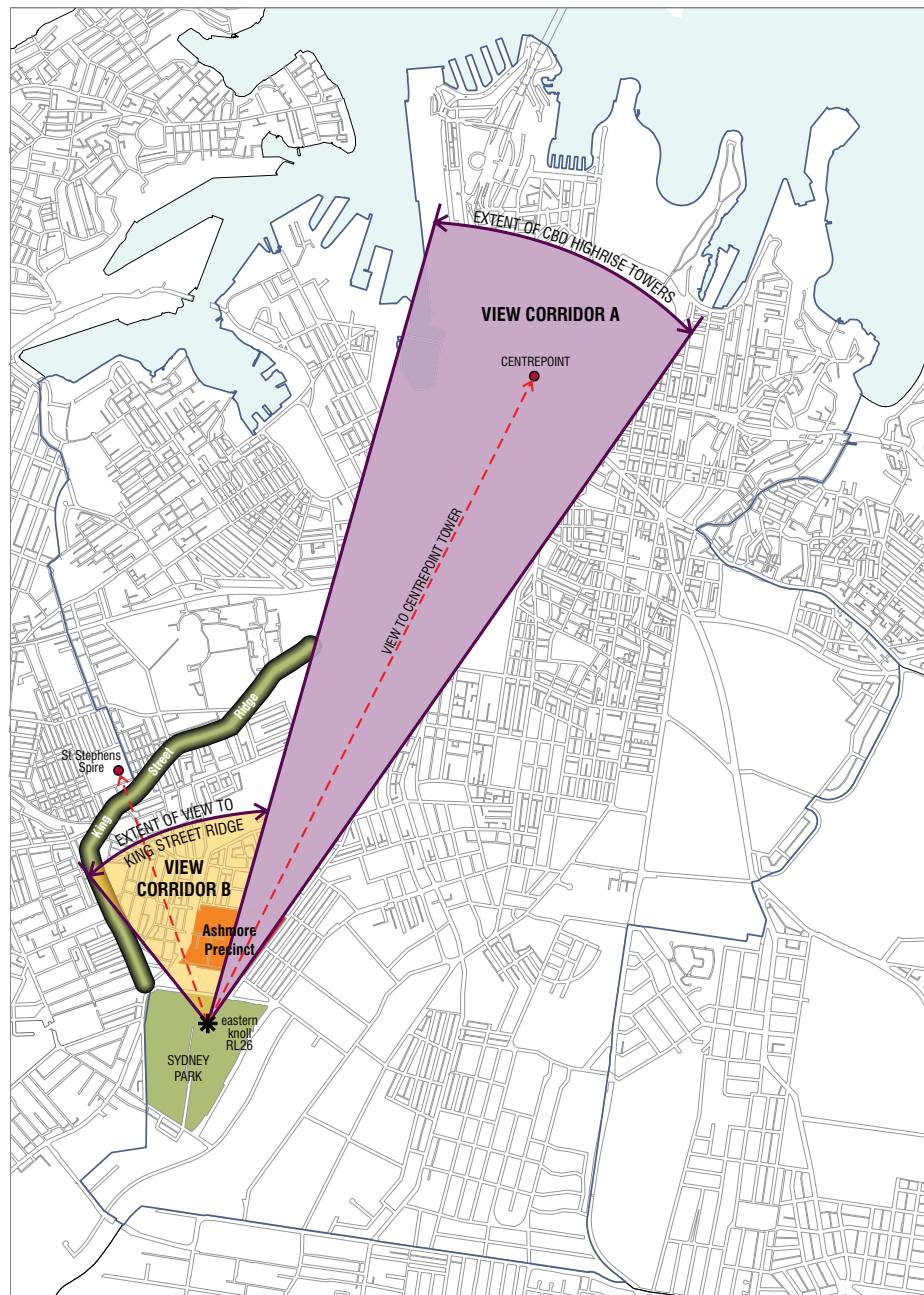


### 5.5.8.2 Views

#### Provisions

- (1) New development is to protect the views (refer to Figure 5.145 View Corridors from Sydney Park) to the following locations:
  - (a) the eastern and western knoll in Sydney Park to the City skyline;
  - (b) the King Street ridgeline;
  - (c) the saw tooth roofline of the Eveleigh Rail Sheds towards the railway clock at Central Station; and
  - (d) district views towards the eastern suburbs.

Figure 5.145  
View corridors from  
Sydney Park





**Figure 5.146**  
CBD views from  
Sydney Park,  
Alexandria



### **5.5.8.3 Dwelling type and location**









#### **Provisions**

- (1) A variety of built form options are possible within each of the street blocks. The preferred building layout is presented in Figure 5.147 Ashmore Building Type. Alternate building layouts may be considered within each street block, where additional public benefit and user amenity is achieved.

Figure 5.147 Ashmore Building Type



KEY

- |   |   |
|---|---|
|  PRECINCT BOUNDARY     |  TERRACE / TOWN HOUSE                                |
|  PUBLIC UTILITIES      |  RETAIL / COMMERCIAL ON GROUND WITH APARTMENTS ABOVE |
|  MAISONNETTES / DUPLEX |  PREFERRED LOCATION FOR CHILD CARE FACILITY          |
|  APARTMENT             |  EXISTING RESIDENTIAL DEVELOPMENT                    |



#### 5.5.8.4 Building form and design

##### Provisions

- (1) To achieve architectural diversity and interest in the architectural character of the neighbourhood, buildings that are adjacent to or opposite one another are not to replicate the same design, provide articulation and a range of materials.
- (2) Future development is to reference Ashmore's former industrial heritage and uses, (for example the Metters Factory) through interpretation, materials or public domain elements.

**Figure 5.148**  
Example of former industrial uses in Ashmore, Erskineville Road, Erskineville



- (3) Development at highly visible sites, such as view terminations and street intersections are to be of the highest architectural quality.
- (4) Dwellings on the ground floor facing the street are to have individual entries from the street.

**Figure 5.149**  
Example of individual entries from the street, Alexandria



- (5) Above ground car parking generally is not permitted, and is to be provided underground and located within the extent to the building floorplate above.
- (6) Where topography of the land or constraints result in the basement car parking projecting above ground it is to be designed to:
  - (a) Not project more than 1 metre above ground or as required to comply with Flood Planning Levels and be screened from the street or any public frontage by landscaping; and
  - (b) Be designed with materials, details, proportions to complement the buildings and adjoining buildings.
- (7) Maintain the existing setback of adjacent development where the setback is larger than the recommended minimum.
- (8) All levels above street frontage height are to be setback a minimum of 4 metres from the primary building line.

**5.5.8.5 Typical ground floor condition for residential flat buildings**

**Provisions**

- (1) Typical Ground floor residential built form conditions are shown in Figure 5.150 Ashmore Ground Floor Residential Flat. They must provide:
  - (1) Primary building setback, clear full height – minimum 2.5 metres;
  - (2) Deep soil landscape planting area – minimum 3 metres;
  - (3) Ground floor private open space deck - minimum 1.2 metre;
  - (4) Setback from the site boundary to the glass line – maximum 4.2 metres;
  - (5) Site boundary fence - maximum 1.4 metres high; and
  - (6) Ground floor private open space deck - maximum 1 metre above street level.

**Figure 5.150**  
Ashmore Ground  
Floor Residential Flat

1. Primary building setback, clear full height - min. 2.5m
2. Deep soil landscape planting area - min. 3m
3. Ground floor private open space deck - min. 1.2m
4. Setback from the site boundary to the glass line - min. 4.2m
5. Site boundary fence - max. 1.4m high
6. Ground floor private open space deck max. 1m above street level

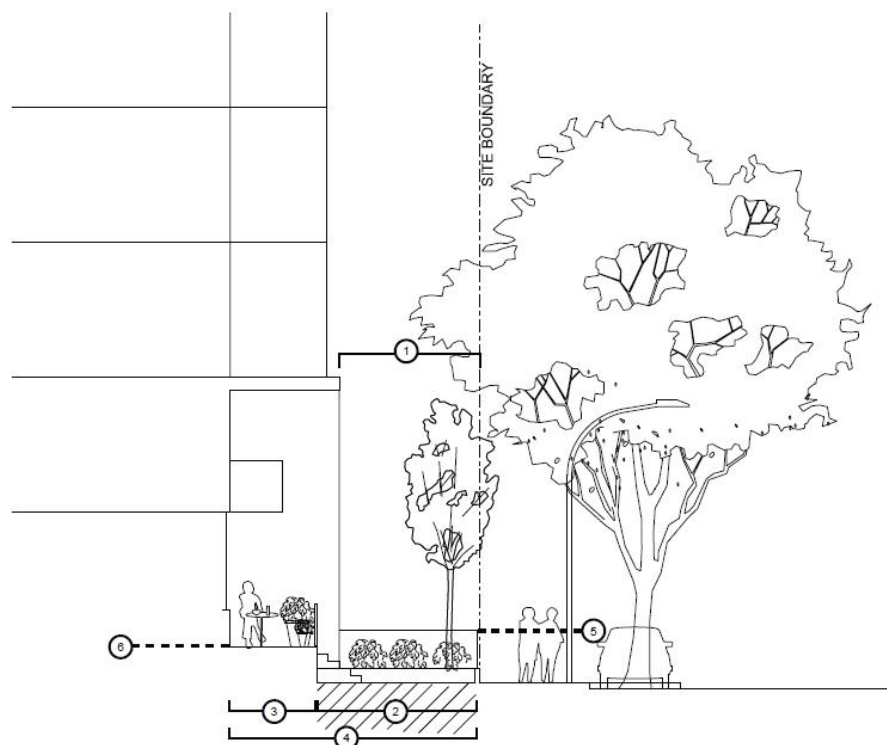
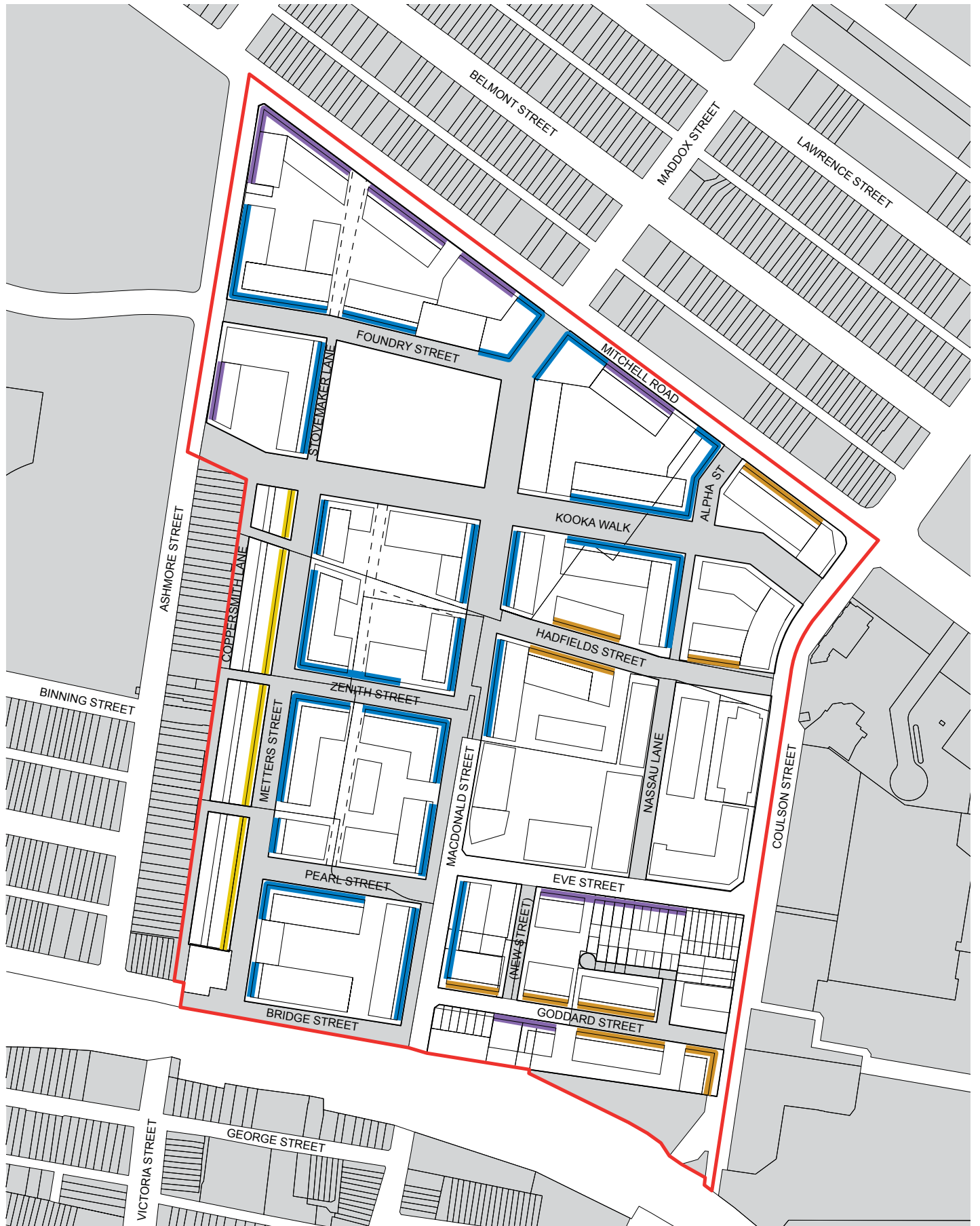




Figure 5.151 Ashmore Street Wall Heights



KEY

- ▬ PRECINCT BOUNDARY
- ▬ 2 STOREYS
- ▬ 3 STOREYS
- ▬ 4 STOREYS
- ▬ 5 STOREYS



### 5.5.8.6 Fences

#### Provisions

- (1) Fences on front property boundaries are to:
  - (a) Enable some outlook from buildings to the street for safety and surveillance;
  - (b) Assist in high-lighting entrances and in creating a sense of communal identity within the streetscape;
  - (c) Provide visual interest to the streetscape through their design and detail;
  - (d) Are to be a maximum of 1.4 metres high from ground level;
  - (e) All fences must be see through to allow passive surveillance: and
  - (f) Complement the architectural style of the building.

Figure 5.152  
Example of front  
fences, Alexandria



### 5.5.8.7 Building materials

#### Provisions

- (1) External finishes and colour palettes are to complement and include existing materials predominantly used in surrounding areas, including blue, red and brown bricks which were formally made in the Sydney Park Brick Kilns.
- (2) Patterned and mottled bricks are not permitted.
- (3) Residential flat buildings and mixed use building are to:
  - (a) relate sympathetically to existing buildings in the surroundings vicinity;
  - (b) include the local brick type that once characterised the local area, (Sydney Park Brick Kilns are built with Bowral Blue); and
  - (c) provide timber and stone finishes for external structures and paving which relates to the landscape setting of courtyards and street trees.



Figure 5.153  
Example of  
developments that  
use a range of  
building materials,  
Alexandria



Figure 5.154  
Example of  
Bowral Blue brick,  
Alexandria



#### 5.5.8.8 Potential splay corners

##### Provisions

- (1) Splay corners should be provided in the location identified in Figure 5.155 Potential Splay Corners, unless further studies do not find them necessary.

Figure 5.155 Ashmore Potential Splay Corners



### 5.5.9 Terrace housing

#### Provisions

- (1) Locate new terrace houses as shown in Figure 5.147 Ashmore Building Type. All terraces are to:
  - (a) provide interest and character and be of good quality contemporary design, complementing existing terraces in adjoining conservation areas;
  - (b) minimise monotonous same design. Terraces rows of more than 5 should be broken up by their design, provide articulation and use of different materials and colour;
  - (c) provide car parking only from rear lanes;
  - (d) be sold as torrens title lots;
  - (e) respond to the following built form elements common to terrace houses in adjacent areas and include front verandahs and balconies:
    - (i) Be a maximum of 2 storeys. An attic room is permissible but must include a dormer window;
    - (ii) Minimum depth of terraces is to be 10 metres, measured from the front building line; and
    - (iii) Rear garages and rooms above garages are not permitted.

Figure 5.156  
Examples of contemporary terrace design, Glebe and Alexandria





**5.5.9.1 Other development****Provisions**

- (1) The primary retail is to be located along the extension of MacDonald Street adjacent to McPherson Park as shown Figure 5.139 Ashmore Land Use where it activates the public domain and limits the potential for land use conflict.
- (2) Retail development is to be located on the ground floor. The finished floor level to retail uses should, where possible, be at the same level as the adjacent footpath level.
- (3) Larger tenancies are to be screened by smaller tenancies to minimise the amount of blank walls adjoining the public domain.
- (4) Internalise, enclosed shopping malls are discouraged. Retail premises and food and drink premises are to open to the public domain.
- (5) Active retail frontages are to be provided to contribute to the liveliness and vitality of the street by maximising entries to display windows to shops and/or food and drink premises to provide pedestrian interest and interaction in accordance with Figure 5.157 Ashmore Active Frontages.

**5.5.10 Biodiversity****Objectives**

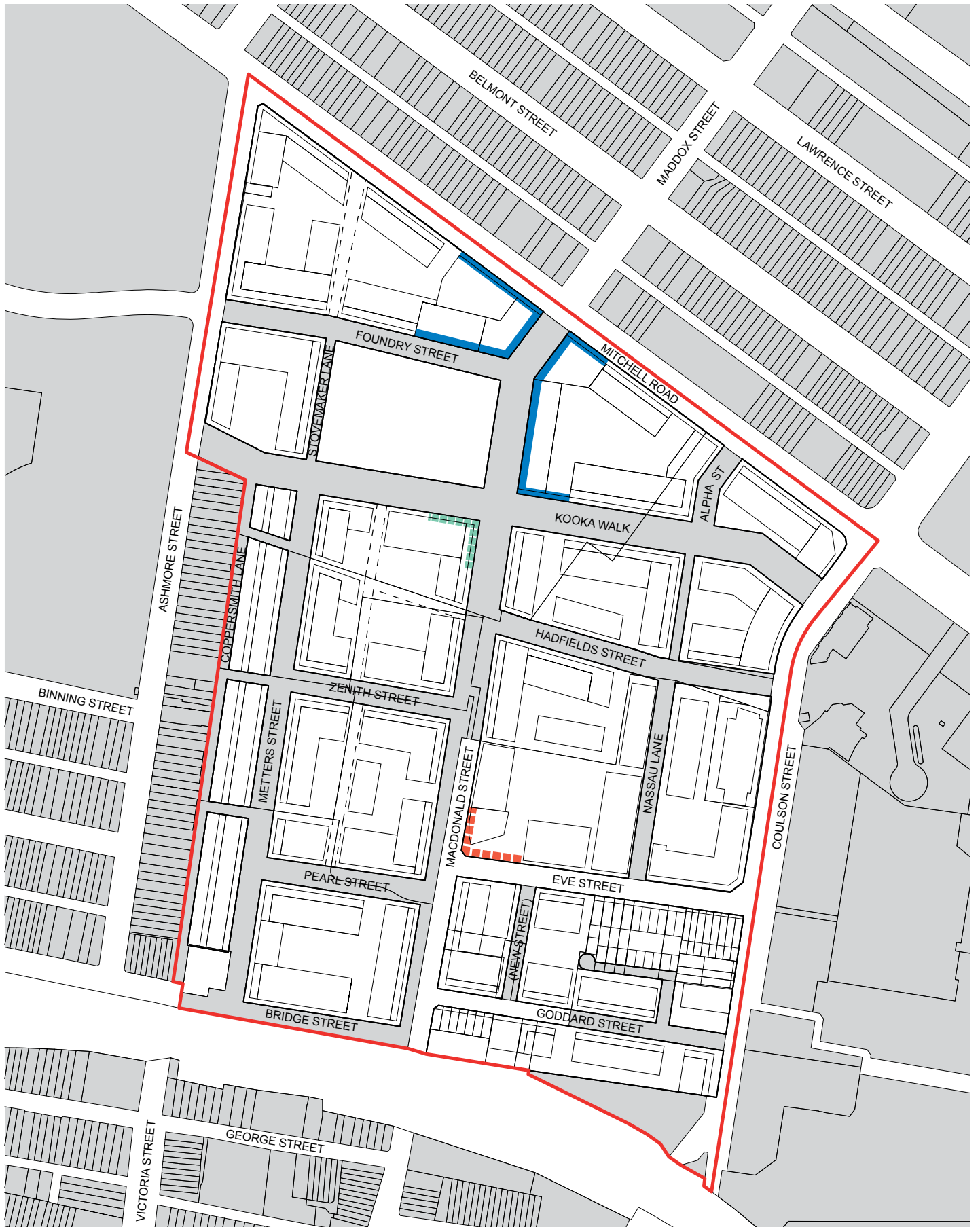
- (a) Ensure the protection of existing habitat features within and adjacent to development; and
- (b) Improve the diversity and abundance of locally indigenous flora and fauna species across the LGA.

**Provisions**

- (1) Development is to be consistent with the Street Tree Master Plan and Park Tree Master Plans.
- (2) Existing habitat features such as waterbodies, rock features such as sandstone retaining walls, gabion walls and rock piles, trees, shrubs and groundcover vegetation are to be retained, where possible.
- (3) New habitat features are to be incorporated into new developments or other activities, including trees, shrubs and groundcover vegetation, waterbodies, rockeries and/or green roofs and walls where possible.
- (4) Opportunities to link to, extend or enhance existing or potential habitat linkages should be realised for new developments or other activities.
- (5) A mix of locally indigenous tree, shrubs and groundcover species should be incorporated into landscaping associated with development of other activity wherever possible, as outlined in Council's Landscape Code.
- (6) Shrubs should be densely planted where trees should be well spaced, as outlined in Council's Landscape Code.
- (7) Prior to determination of any development adjacent to Coppersmith Lane, an Ecological Assessment report is to be submitted, and prepared by a qualified and appropriately experienced ecologist:
  - (a) To determine the likely impacts on flora and fauna species and communities onsite and in the vicinity during demolition, construction and post-construction stages of the proposed development
  - (b) To outline the mitigation measures that will be undertaken to keep any adverse impacts to a minimum; and
  - (c) To demonstrate consistency with the provisions of this Development Control Plan.

- (8) The Ecological Assessment report should:
  - (a) Document the species present on and adjoining the development site;
  - (b) Identify any species that are of particular conservation significance, including threatened species and locally significant species identified in the relevant Urban Ecology Strategic Action Plan;
  - (c) Determine the nature and extent of impacts to flora and fauna, particularly those of conservation significance, that are likely to result from each stage of development;
  - (d) Outline the mitigation measures that will be employed to avoid or minimise such impacts including:
    - (i) Clearance and location of any onsite indigenous flora and fauna prior to work commencing;
    - (ii) Protection of any significant habitat features;
    - (iii) Restoration/creation of compensatory habitat for any important habitat features removed or disturbed as a result of the development; and
    - (iv) Incorporation of suitable locally-indigenous species in the site landscaping, consistent with the relevant Urban Ecology Strategic Action Plan.
  
- (9) A Landscape Plan should be submitted to the City that:
  - (a) Incorporates the recommendations of the Ecological assessment report; and
  - (b) Is consistent with the provisions of this Development Control Plan.

Figure 5.157 Ashmore Active Frontages



- KEY**
- PRECINCT BOUNDARY
  - RETAIL COMMERCIAL USES ON GROUND FLOOR
  - EXISTING ACTIVE FRONTAGES
  - OPTIONAL COMMERCIAL / RETAIL USES ON GROUND FLOOR





## 5.6

### Rosebery Estate, Rosebery

The following objectives and provisions apply to the development of single dwellings, terraces and dual occupancies on land identified in Figure 5.1 *Specific Areas* as Rosebery Estate.

This Section should also be read in conjunction with Section 4.1 Single dwellings, terrace and dual occupancies.

#### Objective

- (a) Protect Rosebery Estate's special character which is defined by a consistent low-scale built form, uniform building setbacks and generous landscaping.

#### 5.6.1 Building height

##### Objectives

- (a) Retain the single storey appearance of built form from the street.
- (b) Provide some flexibility to modify houses in a manner that does not erode the area's single storey appearance.
- (c) Minimise the impact of rear attic additions.

##### Provisions

- (1) Building height within 14m of the front lot line is to be single storey and have a maximum building height of 6m as measured to the ridgeline and shown in Figure 5.158 *Height controls*.
- (2) After 14m from the front property boundary, building height may include an attic with a maximum of 7.5m measured to the ridgeline, as shown in Figure 5.158.
- (3) The roof pitch of any new addition must be informed by the architectural style of the existing building.
- (4) Any new roof of an attic addition must be designed to have the same pitch as the existing original roofline, and is to be between 25 and 35 degrees.
- (5) The pitch of the new roof should slope down towards the side boundary to reduce the bulk and scale of the two storey element.

Figure 5.158  
Height Controls

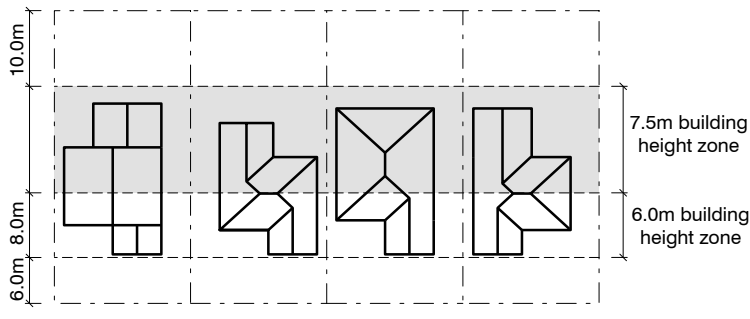


Figure 5.159  
Examples of  
appropriate 2 storey  
additions

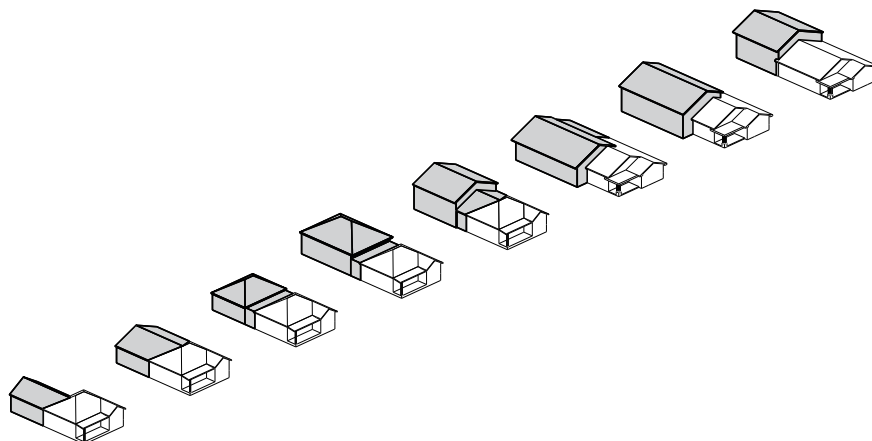
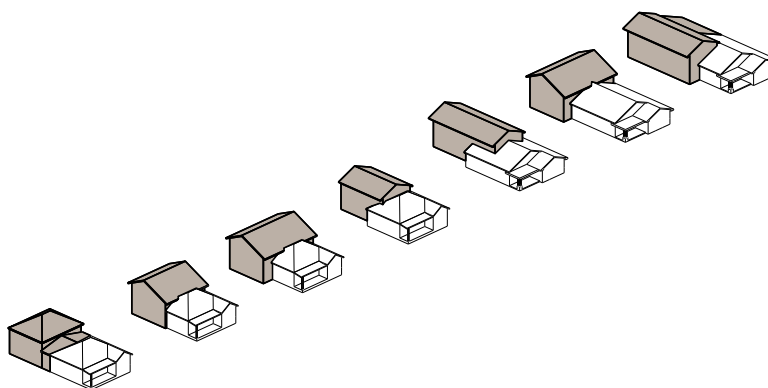


Figure 5.160  
Examples of  
inappropriate 2  
storey additions



## 5.6.2 Site coverage

### Objectives

- (a) Retain the open, spacious character of the Rosebery garden subdivision pattern.
- (b) Retain large areas of planting to the front and rear of properties.

### Provisions

- (1) The maximum site coverage for regular allotments is 50%.
- (2) The maximum site coverage for corner lots is 65%.

## 5.6.3 Dual occupancy development

### Objectives

- (a) Increase the diversity of dwelling types in the area.
- (b) Ensure the design of dual occupancies complement the predominantly detached single dwelling character of the Rosebery Estate.

### Provisions

- (1) Dual occupancy and subdivision will only be permitted on lots with a front lot boundary greater than 12m.
- (2) Dual occupancy development and subdivision is permitted when development is undertaken as an attached dual occupancy and has the appearance of a traditional single dwelling.
- (3) Where possible, existing dwellings are to be retained and adapted for use as two attached dwellings.
- (4) Attic additions are permitted at the rear of dual occupancy developments, where development is in accordance with the height provisions within Section 5.6.1 Building height.
- (5) The subdivision of existing detached dual occupancy development is not permitted. Detached dual occupancy development is inconsistent with the Estate's character and may result in adverse impacts on adjoining dwelling.

Figure 5.161  
Appropriate  
attached, dual  
occupancy design



### 5.6.4 Front setbacks

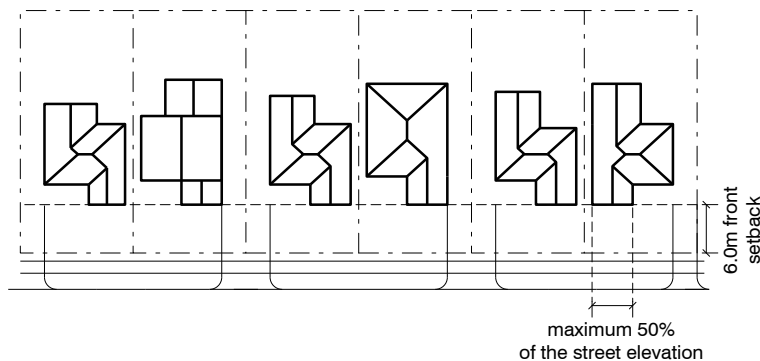
#### Objectives

- (a) Retain and reinforce the established landscaped front setback.
- (b) Establish a predominant building line.

#### Provisions

- (1) Development must be set back a minimum of 6m from the front property boundary.
- (2) For single dwellings on regular allotments, a maximum of 50% of the front elevation of the building can be built to the predominant building line, in accordance with Figure 5.162 *Required front setback and building articulation*.
- (3) For development on corner lots, provisions (1) and (2) apply to the primary frontage only.

Figure 5.162  
Required front setback and building articulation



## 5.6.5 Side setbacks

### Objectives

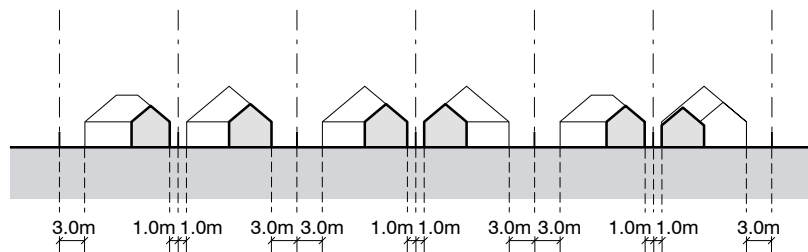
- Retain the established pattern between buildings particularly the rhythm of small and medium gaps that contribute to the character of Rosebery Estate.
- Retain the appearance of detached single dwellings.
- Provide the opportunity for parking behind the predominant building line.

### Provisions

#### 5.6.5.1 Side setbacks for single dwellings

- Buildings are to be set back at least 1m from one side boundary and 3m from the other side boundary.
- The location of the 1m and 3m setback must be consistent with the established predominant side setback pattern in the street. The predominant existing side setback patterns are shown in Figures 5.163 and 5.164.
- A minimum setback of 1m is to be achieved for length of property.
- The 3m setback is to be provided for a minimum of 14m from the front lot line before reducing to 1m, in accordance with Figure 5.165.
- Enclosed car parking is not permitted within 14m of the front property boundary.
- Covered car parking such as a car ports is permitted behind the front building line.

Figure 5.163  
One typical side setback pattern established in Rosebery, where the greater side setback on neighbouring properties are adjoining





**5.6.5.2 Side setbacks for dual occupancies**

- (1) For lots with a frontage between 12m and 14.5m, the building must be setback 3m from one side boundary for a minimum depth of 8m beyond the predominant building line as shown in Figure 5.165 *A minimum setback of 1m is required to the other side boundary.*
- (2) For lots with a frontage of 14.5m or greater, the building must be set back a minimum of 3m from both side boundaries. The 3m setback is to have a minimum depth of 8m beyond the predominant building line, before reducing the side setback to a minimum of 1m, as shown in Figure 5.166.
- (3) Where an existing dwelling is being adapted for dual occupancy, the existing side setbacks must be retained.
- (4) Covered car parking such as car ports, is permitted beyond the building line.

**5.6.6 Rear setbacks****Objectives**

- (a) Retain existing rear setbacks.
- (b) Minimise the visual bulk, overlooking and overshadowing impacts of development on neighbouring properties.

**Provisions**

- (1) Built form is to be set back a minimum of 10m from the rear property boundary.
- (2) Garages and sheds may be permissible within the 10m setback.

**5.6.7 Architectural design controls****Objectives**

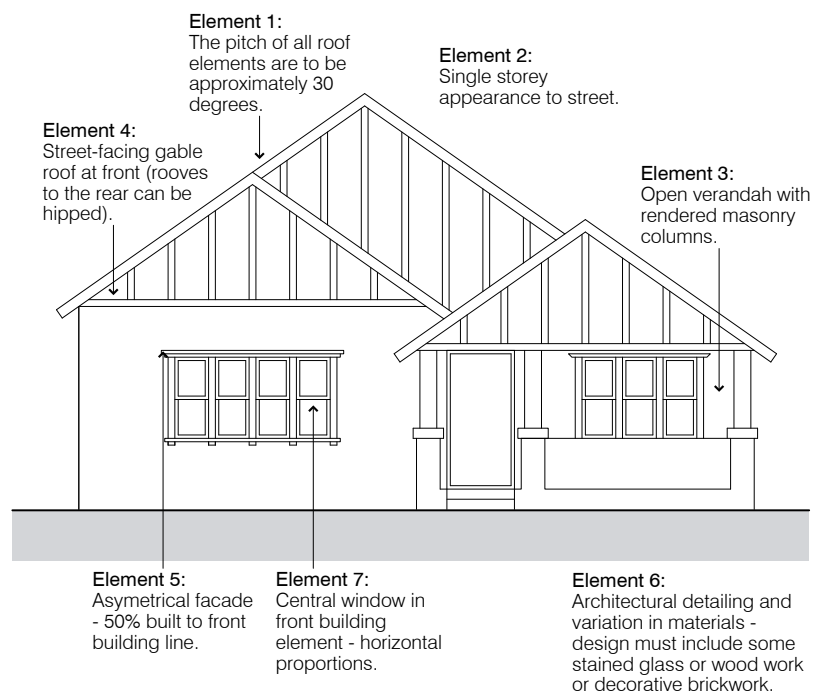
- (a) Ensure that new houses are compatible in style and detail with the original houses in the street.
- (b) Allow appropriate contemporary design that respects the existing character of the area.

**Provisions****5.6.7.1 Facade elements**

- (1) New buildings must not replicate existing architectural styles, but are to reflect the following seven design elements as shown in Figure 5.167 that characterise the area.

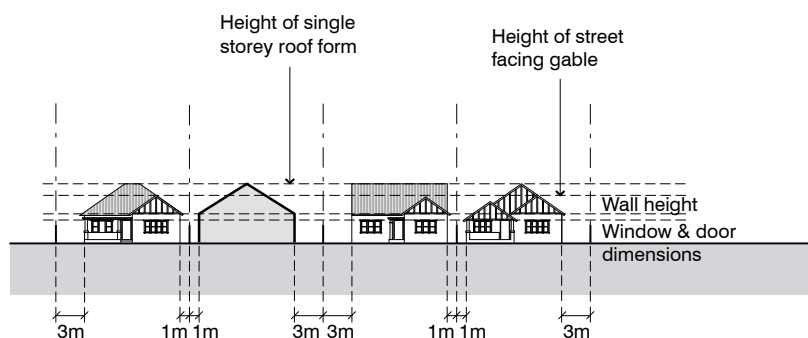


**Figure 5.167**  
Key architectural elements to be reflected in new dwellings



- (2) Facades of new buildings must reflect the following predominant horizontal elements of houses in the street as shown in Figure 5.168 *Consistent horizontal lines to be reflected in new dwellings*:
- (a) base course, height which is the architectural expression of the base of the house and often in different materials or finishes such as rendered brick or rough-cast stone;
  - (b) ground level;
  - (c) verandah and balustrade heights;
  - (d) window sill and head heights;
  - (e) door heights;
  - (f) eave lines; and
  - (g) ridgelines.

**Figure 5.168**  
Consistent horizontal lines to be reflected in new dwellings



**5.6.7.2 Roofs**

- (1) The front most part of the dwelling is to have a street-facing gabled roof in a style consistent with surrounding dwellings.
- (2) The pitch of new roofs is to be within the range of 25-35 degree. This will be informed by the angle of the existing roof pitch.
- (3) The remainder of the roof form must be hipped or gabled, and the roof pitch is to follow the predominant roof pitch of the existing house and street, which is generally 30 degrees.
- (4) Roofs are to have eaves with a 450mm overhang.
- (5) One dormer window may be appropriate on the side and rear elevations, provided they are:
  - (a) sympathetic to the design on the building and designed to minimise impact on the streetscape and on adjoining properties;
  - (b) not within 14m of the front property boundary;
  - (c) set down a minimum 300mm from the ridgeline of the main roof form;
  - (d) for Californian bungalows and other inter-war houses, horizontally proportioned 'eyelid' dormers, with a height to width proportion of 1:3, are preferred; and
  - (e) no more than 25% of the width of the roof plane.

**5.6.7.3 Driveways and parking**

- (1) No more than one driveway with a maximum width of 3m is to be provided on each property developed for a single dwelling.
- (2) Two driveways are only permitted for attached dual occupancy development for lots with a frontage of 14.5m or greater.
- (3) No more than one driveway with a maximum width of 3m is to be provided for dual occupancy development on lots with a frontage between 12m and 14.5m.
- (4) No above ground car parking structures are permitted within the front setback.
- (5) Garages and carports are to be designed sympathetically and be secondary structures to the house.
- (6) A garage can be provided within the building footprint as shown in Figure 5.169 or to the rear as shown in Figure 5.170.
- (7) Driveways are to be gated at the street boundary with a style that is consistent with the front fence design.

Figure 5.169  
Possible car parking configuration

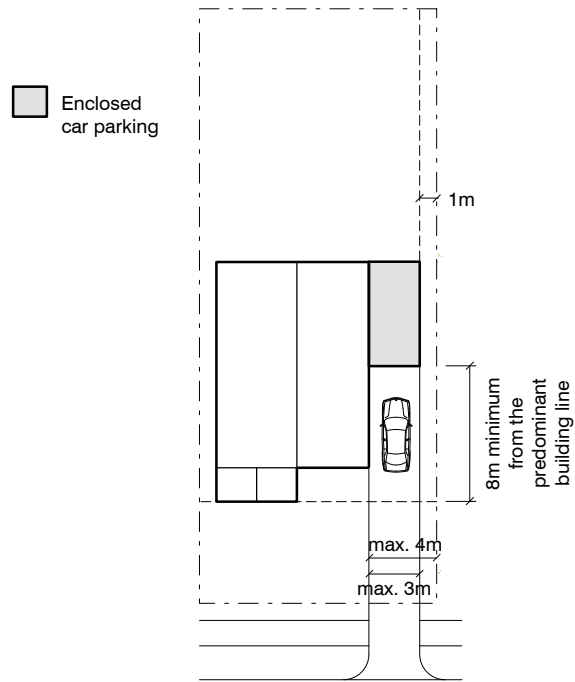
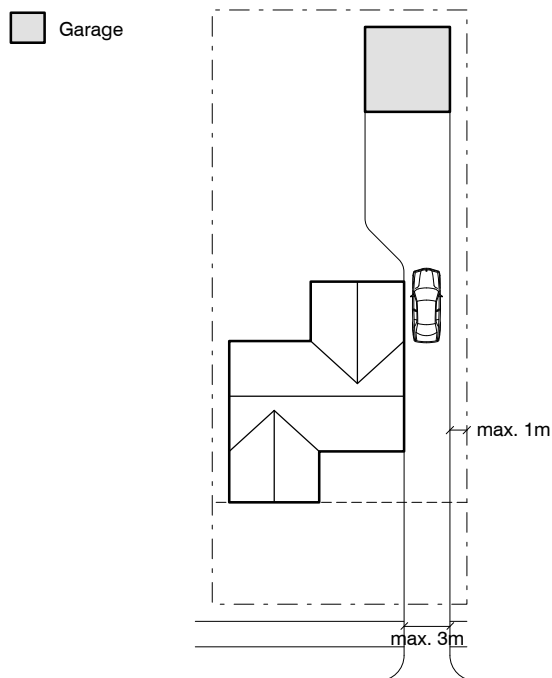


Figure 5.170  
Locate garage to the rear outside the building



#### 5.6.7.4 Verandahs and Balconies

- (1) For new dwellings:
  - (a) an open verandah is to be provided in a location, size and style that is typical to houses in the street; and
  - (b) balconies on elevations facing the street are not permitted.
- (2) For existing dwellings to be retained:
  - (a) original front verandahs are to be retained and restored;
  - (b) infilling an existing front porch or verandah is not permitted;

- (c) balconies on elevations facing the street are not permitted; and
  - (d) the width of the verandah columns and the pitch of the roof are to be similar to the traditional bungalows typical to the Rosebery Estate.
- (3) Balconies and decks above the ground floor are to be:
- (a) located and designed to minimise overlooking of surrounding buildings;
  - (b) of a size, location and design appropriate to the proportions of the building; and
  - (c) avoided at the rear and side of a dwelling.

#### 5.6.7.5 Windows and Doors

- (1) For new dwellings:
- (a) window proportions must respect the window sill and head heights of the original houses along the street by continuing the horizontal lines of the original houses and replicating typical window widths. Refer to Figures 5.171 and 5.172; and
  - (b) the use of leadlight windows is encouraged where it is typical in the street.
- (2) For existing dwellings:
- (a) original windows and doors are to be retained where they make a positive contribution to original house and the streetscape;
  - (b) leadlight windows are to be retained and restored.

**Figure 5.171**

Generally windows for Inter-War dwellings, which are the majority of dwellings in Rosebery, have overall horizontal proportions that are composed of three or four windows. Post war dwellings were designed with similar window dimensions



**Figure 5.172**  
Federation dwellings have more vertically or squarely proportioned windows



**5.6.7.6 Fences and Landscaping**

- (1) Front fences are to be provided in accordance with Section 4.1.6 Fences.
- (2) Front setbacks are to be soft landscaping except for driveways.

**5.6.8 Demolition**

**Objective**

- (a) Retain original houses that contribute to the streetscape character.

**Provisions**

- (1) The front rooms of houses constructed before 1950 that have much of their original character and where they are significant should be retained.

## 5.7

### Green Square - North Rosebery

This section applies to the land identified as North Rosebery in Figure 5.1 *Specific Areas Map*. It should be read in conjunction with the locality statement and principles in Section 2.5.9 *Locality Statements – North Rosebery*. These principles are illustrated in Figure 5.185 North Rosebery Urban Strategy.

Where land is located in North Rosebery, both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 and this Section, this Section applies to the extent of the inconsistency.

#### 5.7.1 Local infrastructure and public domain

The objectives and provisions within this Section must be read in conjunction with the provisions in Section 3 *General Provisions* and Section 5.2 *Green Square*.

##### Objectives

- (a) Introduce a legible pattern of new streets, lanes and pedestrian links that responds to key connections within and adjacent to the neighbourhood.
- (b) Introduce new areas of public open space that offer opportunities primarily for passive recreation and link with existing and future planned open spaces in neighbouring areas.

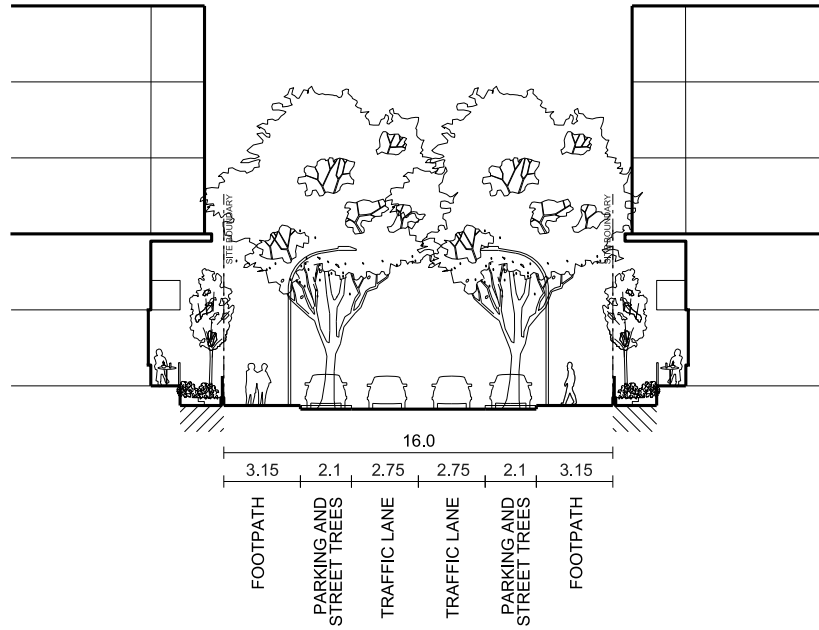
##### Provisions

#### 5.7.1.1 Street network

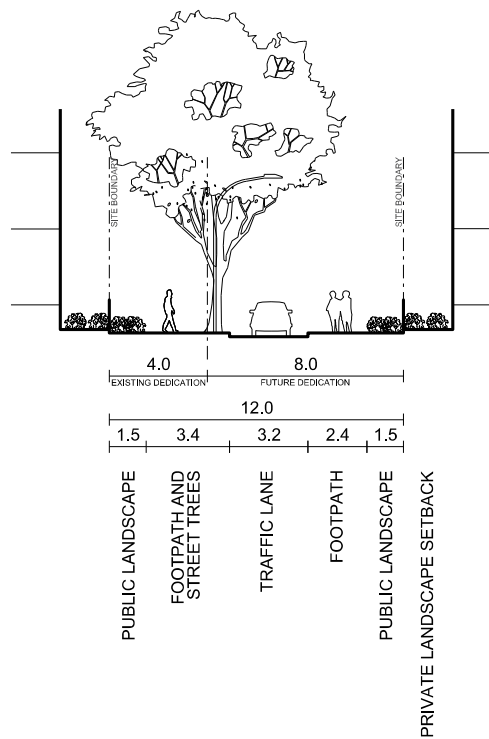
- (1) Where required by Council, new streets and pedestrian lanes are to be provided in the locations identified in Figure 5.186 *North Rosebery Street Hierarchy and Street Sections* and designed in accordance with Figures 5.173 to 5.184 (Cross Sections A to H).
- (2) An indicative arrangement for the proposed street on the boundary between 22-40 Rosebery Avenue and 42-60 Rosebery Avenue is at Figure 5.174. Arrangements for vehicle and pedestrian access and the final design are subject to further detailed analysis and approval by the City and the relevant Roads authority.
- (3) The proposed street on the boundary between 12-20 Rosebery Avenue and 57-65 Epsom Road should be designed as a 6 metre wide pedestrian and cyclist only lane if one site develops before the other. An indicative arrangement is at Figure 5.175. The long term arrangement and final design is subject to further analysis to be undertaken by the City and approval by the relevant Roads authority. If not approved, the dedicated land is to be designed as a pedestrian and cyclist only lane.



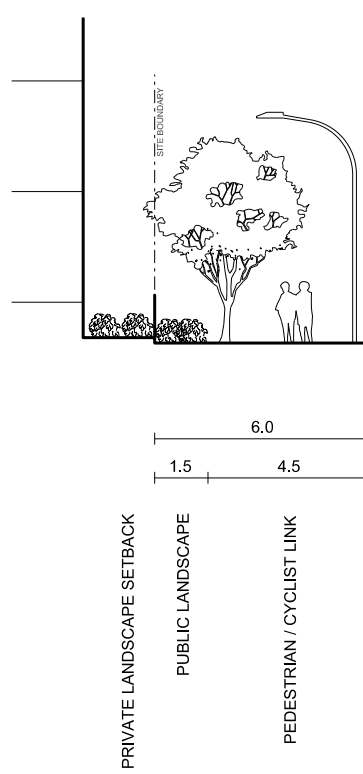
**Figure 5.173**  
Section A - 16m  
Street



**Figure 5.174**  
Section B - 12m  
Street



**Figure 5.175**  
Section C - 6m  
Pedestrian/Cyclist  
Lane (Temporary  
arrangement)



**Figure 5.176**  
Section D - Shared  
Path

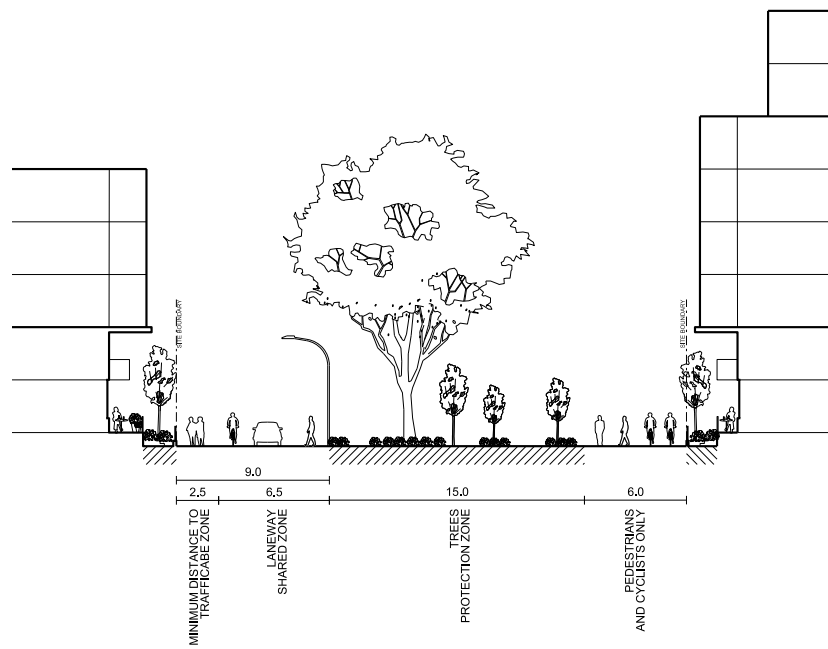


Figure 5.177  
Section E – Green  
Link

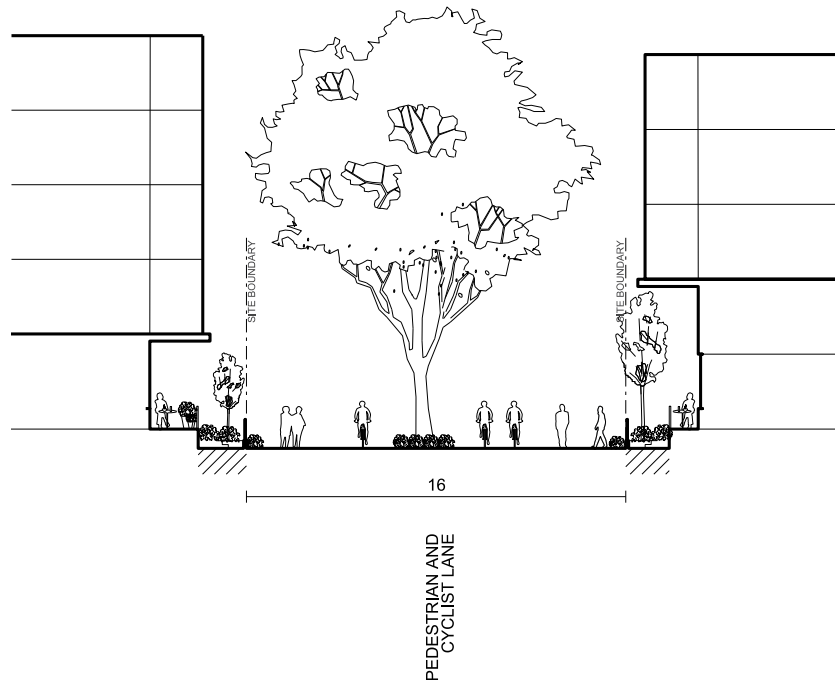


Figure 5.178  
Section F  
Pedestrian/Cyclist  
Lane

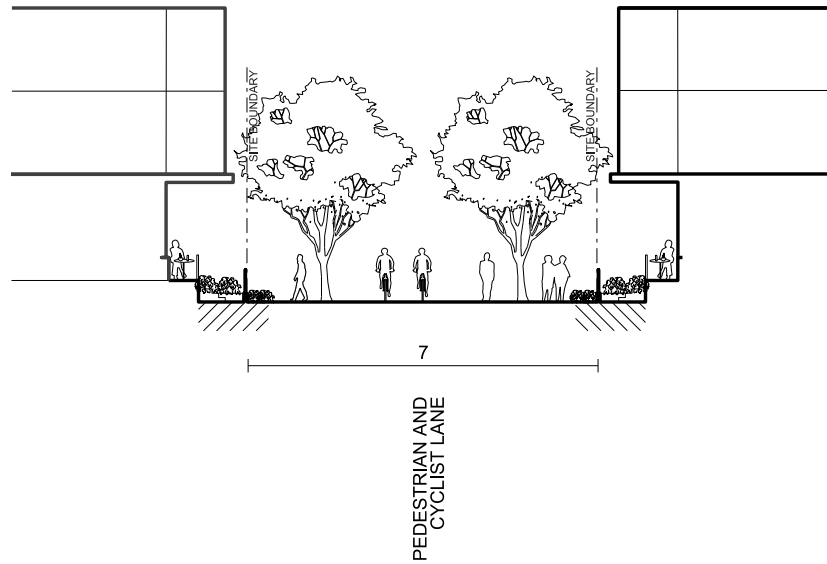


Figure 5.179  
Section F1  
Pedestrian/Cyclist  
Lane

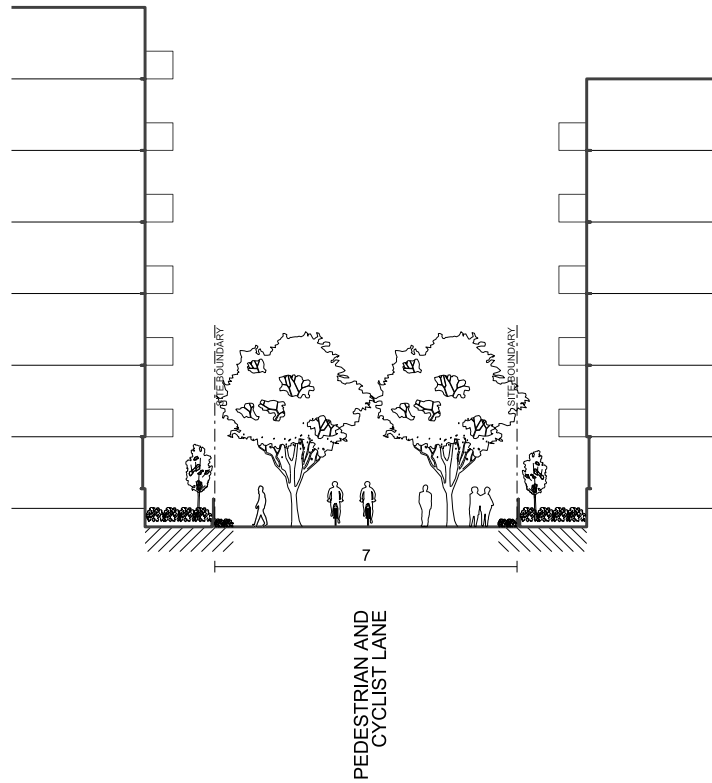
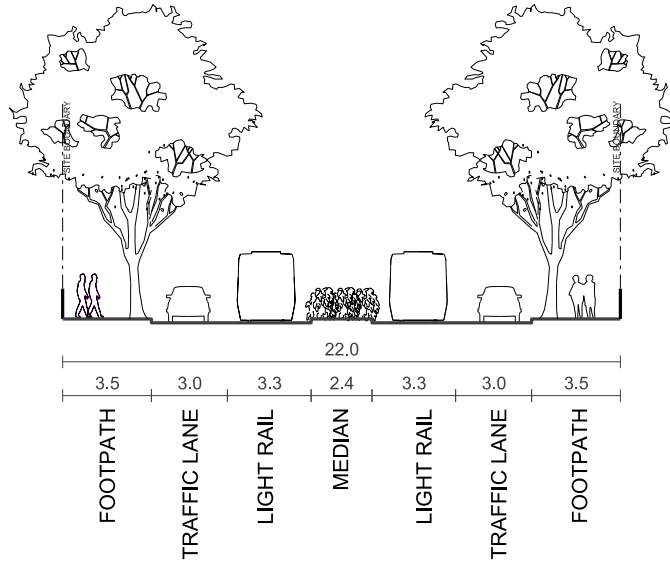


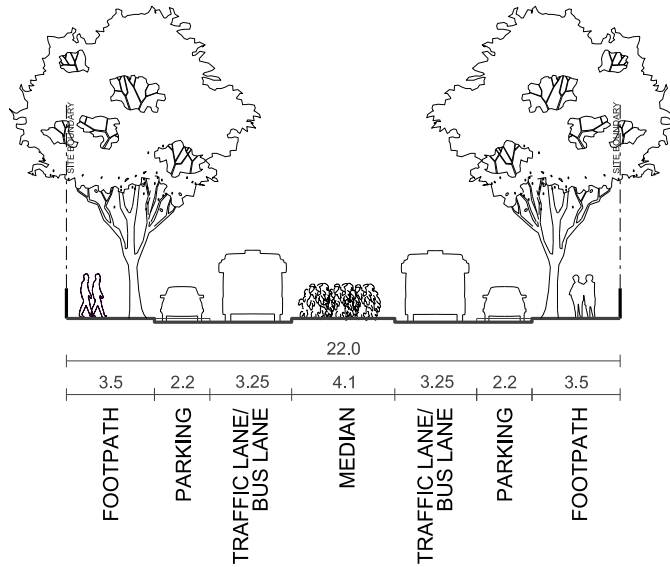
Figure 5.180  
Section G - Open  
Space Interface



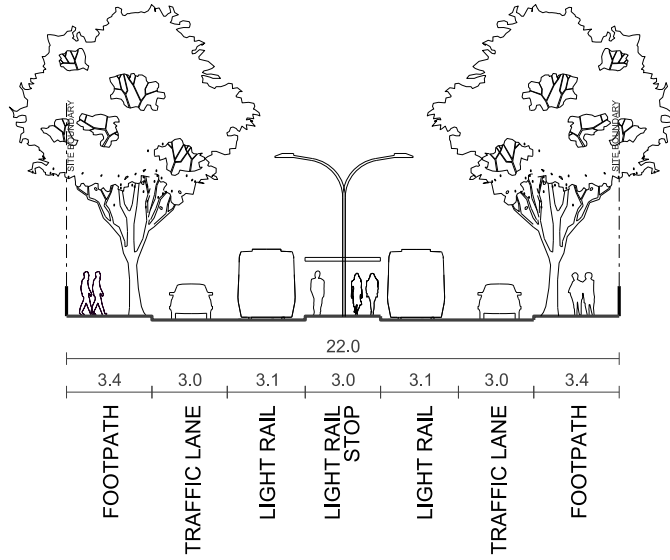
**Figure 5.181**  
Section H1 -  
Rosebery Avenue  
General (Long Term)



**Figure 5.182**  
Section H2 -  
Rosebery Avenue  
General (Short Term)



**Figure 5.183**  
Section H3 -  
Rosebery Avenue  
Light Rail Stop  
(Long Term)

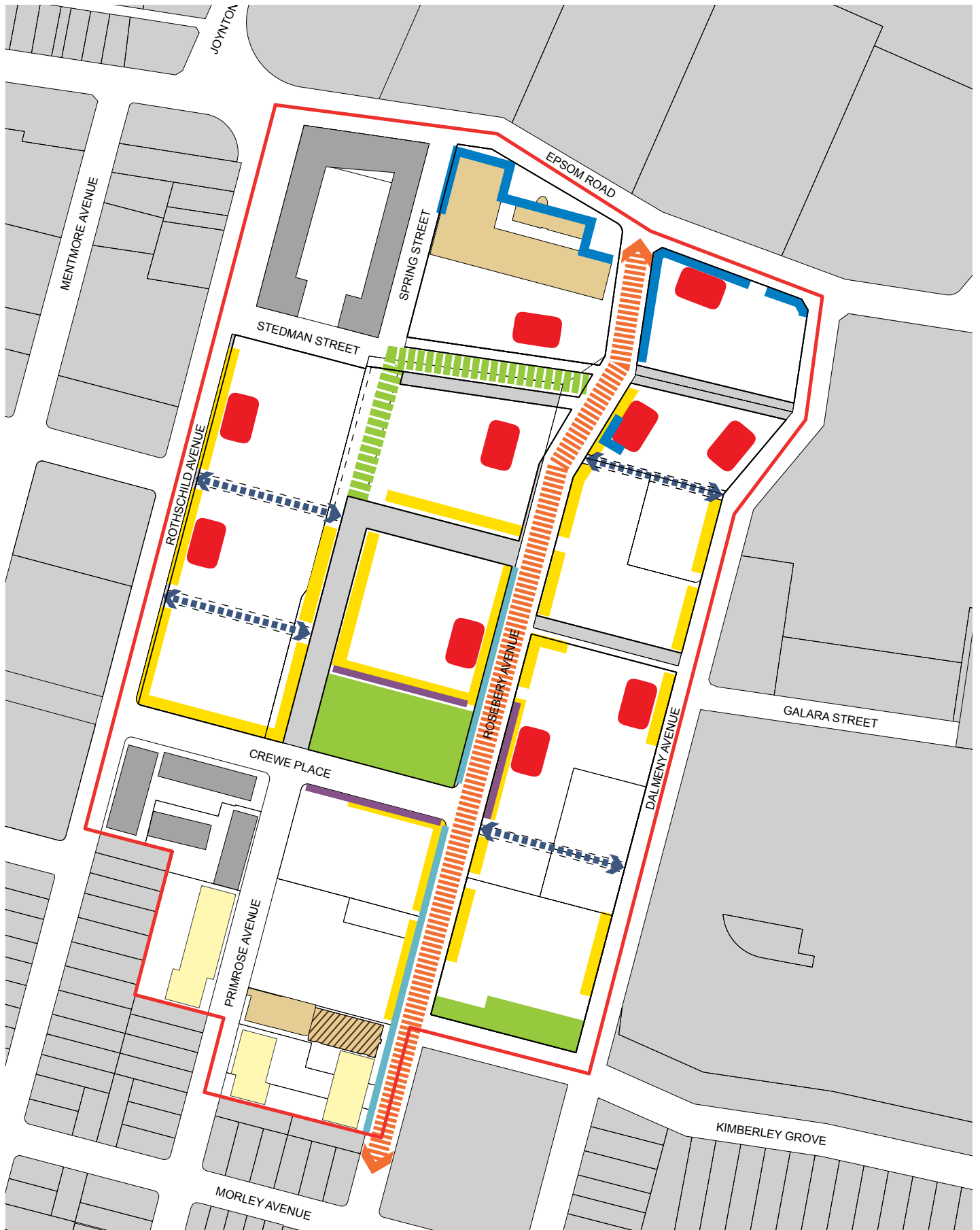


**Figure 5.184**  
Section H4 -  
Rosebery Avenue  
Light Rail Stop  
(Short Term)





Figure 5.185 North Rosebery Urban Strategy



**KEY**

- |   |                                      |                                      |  |
|---|--------------------------------------|--------------------------------------|--|
| PRECINCT BOUNDARY                             | GREEN LINK - PEDESTRIAN / CYCLE ONLY | 5 STOREY STREET WALL HEIGHT          | HERITAGE BUILDING                              |
| FUTURE TRANSPORT CORRIDOR                     | LANDSCAPE SETBACK                    | TALL BUILDINGS 7-10 STOREYS          | BUILDING OVER 50 YEARS OLD RETENTION PREFERRED |
| PEDESTRIAN / CYCLE LANE - NO VEHICULAR ACCESS | LOW BUILDINGS 2-4 STOREYS            | NON-RESIDENTIAL USES ON GROUND FLOOR |  |
|   | EXISTING DEVELOPMENT                 | PROPOSED OPEN SPACE                  |  |



Figure 5.186 North Rosebery Street Hierarchy and Street Sections



KEY

- PRECINCT BOUNDARY
- 16 METRES
- 12 METRES
- SHARED PATH
- GREEN LINK - PEDESTRIAN / CYCLE ONLY
- ↔ PEDESTRIAN / CYCLE LANES (NO VEHICULAR ACCESS)
- PROPOSED OPEN SPACE



**5.7.1.2 Vehicle Access, Entries and Circulation**

- (1) Figure 5.187 *North Rosebery Circulation* indicates the location of future vehicle access points. These locations are indicative only. The final location of vehicle access points should be integrated into the building form, minimise pedestrian and vehicle conflict and avoid the need to remove existing street trees where possible.
- (2) Vehicular traffic circulation is to be consistent with Figure 5.187 *North Rosebery Circulation*.

**5.7.1.3 Public open space**

The North Rosebery neighbourhood is identified as Catchment Area C 'North Rosebery neighbourhood' in Figure 5.54 Green Square public open space and Table 5.18 *Provisions for open space catchment areas* within Section 5.2 *Green Square*.

- (1) Where required by Council, public open space is to be provided in the locations identified on Figure 5.188 *North Rosebery Public Dedication* and in accordance with the standards set out in Table 5.18 *Provision for Public Open Space in North Rosebery*.
- (2) Figure 5.180 *Section G: Open Space Interface* illustrates an indicative design for the interface between development and the two new areas of open space within the precinct. Future development should consider this indicative design.

**Table 5.18:** Provisions for Public Open Space in North Rosebery

Type	Reservation width	Design considerations
<b>Local Park</b>	One park of 4,500 square metres to be provided in the centre of the precinct.	The park is to: <ol style="list-style-type: none"> <li>(a) Provide for deep soil planting.</li> <li>(b) Allow for passive recreation.</li> </ol>
<b>Linear Park</b>	One linear park of 1,550 square metres to be provided as an extension to the existing open space along the northern side of Kimberley Grove.	The space is to: <ol style="list-style-type: none"> <li>(a) Provide for deep soil planting.</li> <li>(b) Serve a similar function to the existing open space along Kimberley Grove which is for passive recreation and as a children's play area.</li> </ol>

Figure 5.187 North Rosebery Circulation



KEY

PRECINCT BOUNDARY

VEHICULAR ENTRIES

PEDESTRIAN / CYCLE LANES  
(NO VEHICULAR ACCESS)

VEHICULAR TRAFFIC (INDICATES DIRECTION OF TRAVEL)

SHARED ZONE (INDICATES DIRECTION OF TRAVEL)

SHARED ZONE

INTERGRATED CARPARK

GREEN LINK - PEDESTRIAN / CYCLE ONLY

PROPOSED OPEN SPACE



Figure 5.188 North Rosebery Public Dedication



- KEY**
- PRECINCT BOUNDARY
  - 1.4 METRES  
- FOOTPATH WIDENING
  - 2 METRES  
- ROAD WIDENING
  - PUBLIC DOMAIN DEDICATION
  - EASEMENT FOR PUBLIC ACCESS
  - PROPOSED OPEN SPACE



## 5.7.2 Building form and design

The objectives and provisions within this Section must be read in conjunction with the provisions in Section 4.2 *Residential Flat, Commercial and Mixed Use Developments* and Section 5.2 *Green Square*.

### Objectives

- (a) Ensure that the height and scale of built form is of a pedestrian scale and contributes to the physical definition of the existing and proposed street network.
- (b) Ensure built form responds to the lower scale of the Rosebery Estate in the southern areas of the precinct.
- (c) Provide a transition from higher buildings in the north to lower buildings in the south.
- (d) Encourage development that draws on the neighbourhood's past industrial uses, particularly in the north and centre of the precinct. This can be through provision of public art, reuse of materials and adaptive reuse of buildings where appropriate.

### Provisions

- (1) Development must not exceed the maximum number of storeys indicated in Figure 5.191 *North Rosebery Height in Storeys*.
- (2) The street frontage height of a building must not exceed the maximum indicated in Figure 5.192 *North Rosebery Street Frontage Height in Storeys*.
- (3) A variety of built form options are possible within each street block. The preferred built form layout is presented in Figure 5.192 *North Rosebery Height in Storeys*. Alternate building layouts may be considered within each street block provided they achieve better amenity for new and existing development and the public domain.
- (4) Private open space to all dwellings on the ground floor is to be located to address the street and be accessible from the footpath.

### 5.7.2.1 Building setbacks

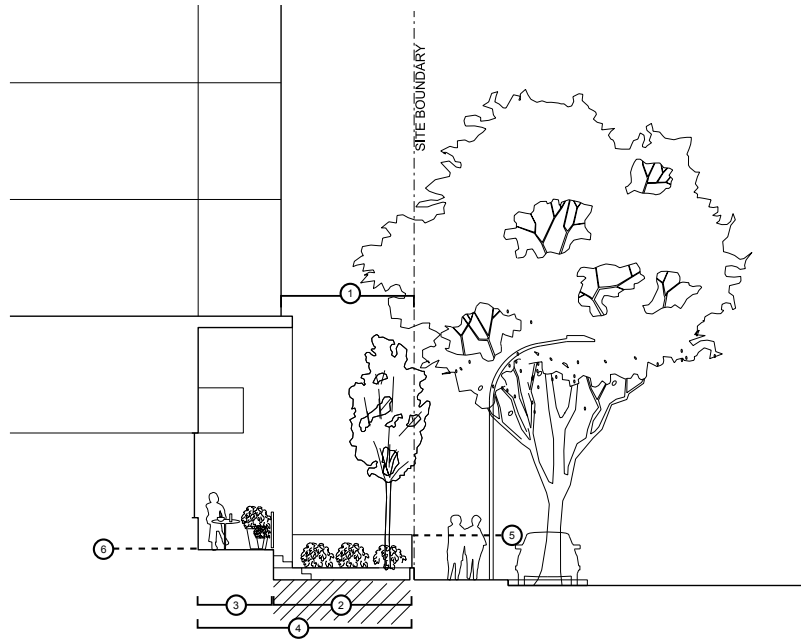
The objectives and provisions within this Section should be read in conjunction with the provisions for residential uses on the ground and first floor in Section 4 *Development Types*.

### Provisions

- (1) Setbacks are to be provided in accordance with the *Building setback and alignment map*.
- (2) Further to the above, residential uses at the ground and first floor are to be in accordance with Figure 5.189 *Typical ground floor condition for residential development*.
- (3) Side setbacks are to be provided between new development and the existing dwellings on Rosebery Avenue and Primrose Avenue in accordance with Figure 5.190 *Primrose and Rosebery Avenue Side Setback*.



**Figure 5.189**  
Typical ground floor condition for residential development



1. Primary building setback, clear full height – landscape setback minimum 2m
2. Deep soil landscape planting area – refer to landscape setback in *Building setback and alignment map*
3. Ground floor private open space deck - min. 1.2m
4. Setback from the site boundary to the glass line
5. Site boundary fence – max. 1.4m high
6. Ground floor private open space deck max. 1m above street level

**Figure 5.190**  
Primrose and Rosebery Avenue  
Side Setback

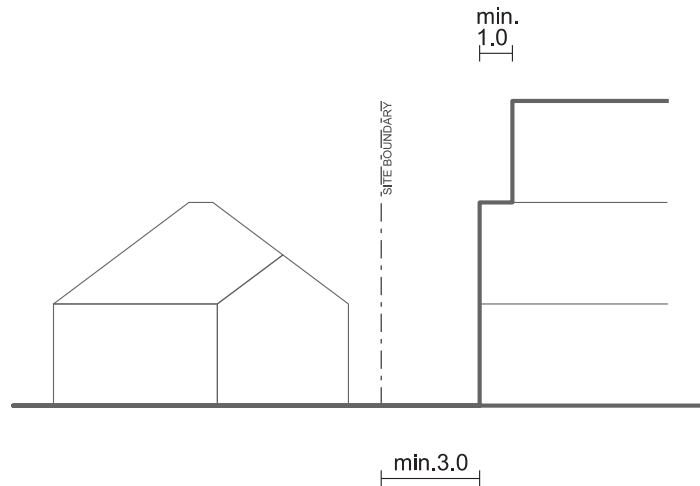


Figure 5.191 North Rosebery Height in Storeys



**KEY**

- PRECINCT BOUNDARY
- PROPOSED STREET BLOCKS
- PROPOSED OPEN SPACE
- DESIGN EXCELLENCE ADDITIONAL BUILDING ENVELOPES

**HEIGHTS IN STOREYS**

- |   |   |
|---|---|
| <span style="background-color: #FFFF00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 2 STOREYS | <span style="background-color: #FFA500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 6 STOREYS |
| <span style="background-color: #FFD700; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 3 STOREYS | <span style="background-color: #8B4513; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 7 STOREYS |
| <span style="background-color: #FF8C00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 4 STOREYS | <span style="background-color: #4682B4; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 8 STOREYS |
| <span style="background-color: #FF4500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 5 STOREYS | <span style="background-color: #800000; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 9 STOREYS |

EXISTING

x Number denotes MAXIMUM height in storeys.

Brackets indicate the preferred location of any additional floorspace awarded through a competitive design process.



Figure 5.192 North Rosebery Street Frontage Height in Storeys



- KEY**
- PRECINCT BOUNDARY
  - 2 STOREYS
  - 3 STOREYS
  - 5 STOREYS
  - 6 STOREYS



### 5.7.2.2 Above ground car parking

This section should be read in conjunction with Section 5.2.12 *Above ground and adaptable car parking spaces*.

#### Provisions

- (1) Where above ground car parking is permissible under Section 5.2.12, it should project no more than 1 metre above ground or as required to comply with Flood Planning Levels.

### 5.7.2.3 Fencing

#### Provisions

- (1) Fences on front property boundaries must:
  - (a) Be predominantly open to enable some overlooking of the street for safety and surveillance;
  - (b) Assist in highlighting entrances and creating a sense of communal identity within the streetscape;
  - (c) Be designed and detailed to provide visual interest to the streetscape; and
  - (d) Be a maximum height of 1.4 metres from ground level where fronting a street or pedestrian lane.

### 5.7.2.4 Deep soil planting

#### Provisions

- (1) The private front gardens required for ground floor apartments are to be included as part of the deep soil area.
- (2) All remaining deep soil areas are to comply with the relevant provisions within Section 4.2.3.6 *Deep soil planting*.

## 5.7.3 Building type and use

#### Provisions

- (1) Dwelling types are to comply with Figure 5.193 *North Rosebery Typology and Uses*.
- (2) Retail/Commercial or Non-residential uses are to be provided at ground floor where indicated in Figure 5.193 *North Rosebery Typology and Uses*.
- (3) Modern terrace and maisonette style development is preferred where indicated in Figure 5.193 *North Rosebery Typology and Uses*. An example of appropriate development is at Figure 5.194.
- (4) Figure 5.193 *North Rosebery Typology and Uses* indicates the location of potential childcare centres in the precinct. These locations are indicative only and final locations should take into consideration the provisions at section 4.4.4 of this DCP. Vehicular parking or drop-off areas for the potential childcare centre at 12-40 Rosebery Avenue must not be provided within the proposed adjacent through site link.

Figure 5.193 North Rosebery Typology and Uses



KEY

- PRECINCT BOUNDARY
- APARTMENT
- TERRACE / TOWNHOUSE

- MAISONNETTES / DUPLEX
- EXISTING HERITAGE ITEM
- C POTENTIAL CHILDCARE FACILITY

- RETAIL / COMMERCIAL USES ON GROUND FLOOR
- NON-RESIDENTIAL USES ON GROUND FLOOR
- BUILDING OVER 50 YEARS OLD RETENTION PREFERRED



Figure 5.194  
Example of modern  
terrace typology in  
Alexandria



#### 5.7.4 Staging and implementation

##### Objectives

- (1) To ensure the redevelopment of the North Rosebery neighbourhood is coordinated in an orderly manner and development of sites can occur independently without impeding adjacent sites.

##### Provisions

- (1) All sites are to have a public road frontage and be accessible via a public street.
- (2) An interim alternative street block layout or built form layout may be considered on a site by the Consent Authority to allow for staged redevelopment and/or retention and refurbishment of existing industrial/commercial buildings provided that:
  - (a) Any area of proposed redevelopment which impedes the achievement of the public domain infrastructure required in Figure 5.188 *North Rosebery Public Dedication* be of a temporary nature and be conditioned as such; and
  - (b) A staging plan and delivery sequence for the remaining public domain infrastructure in Figure 5.188 *North Rosebery Public Dedication* be submitted with the development application.

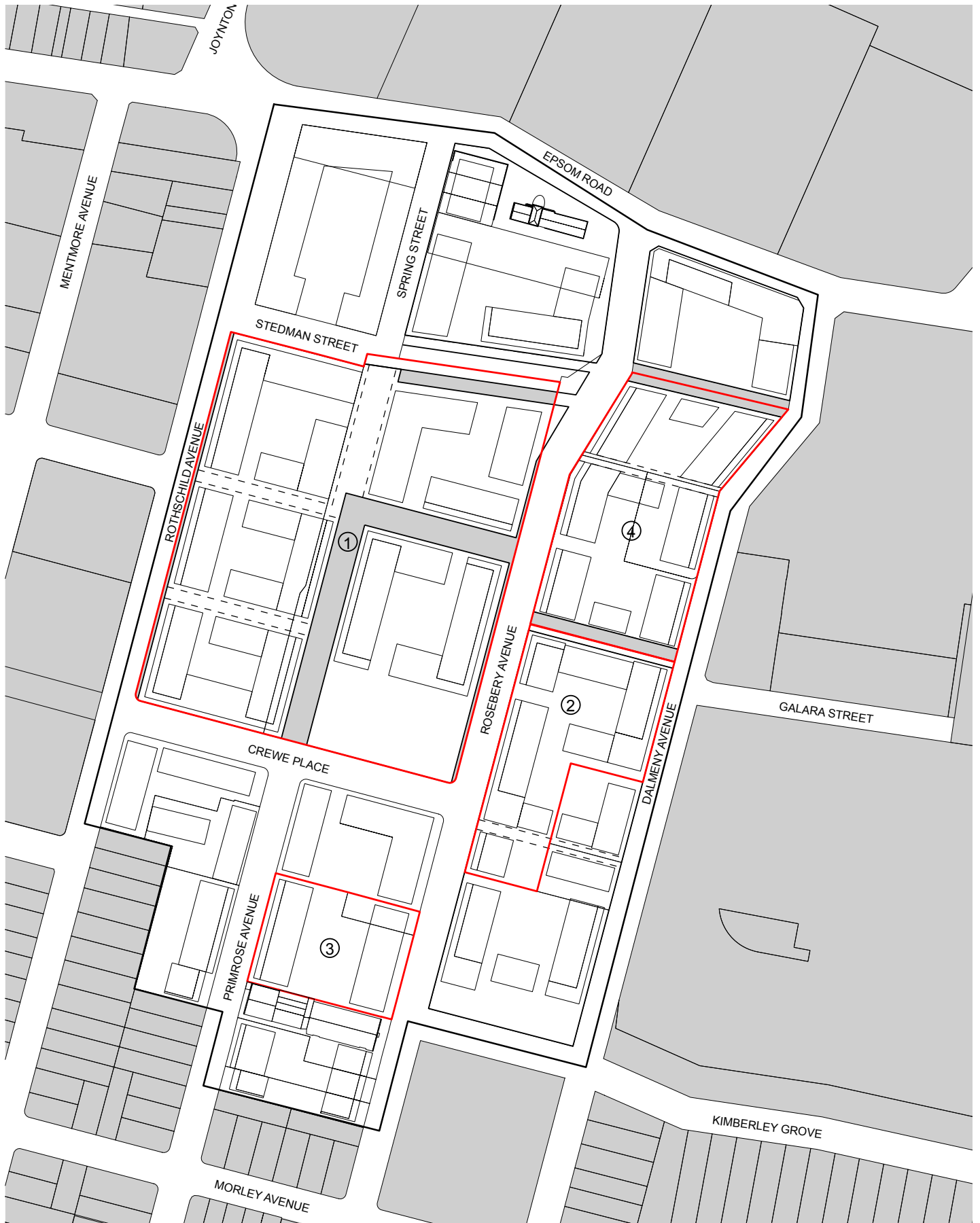
#### 5.7.5 Land Amalgamation

##### Provisions

- (1) The maximum Floor Space Ratio applicable to sites identified in Figure 5.195 *North Rosebery Land Amalgamation* may only be achieved when landholdings are amalgamated in accordance with Figure 5.195 *North Rosebery Land Amalgamation*.
- (2) Any alternative land amalgamation scheme must be supported by an urban design study and will be assessed on its merits.



Figure 5.195 North Rosebery Required Land Amalgamation



KEY

- PRECINCT BOUNDARY
- LOTS REQUIRED TO AMALGAMATE

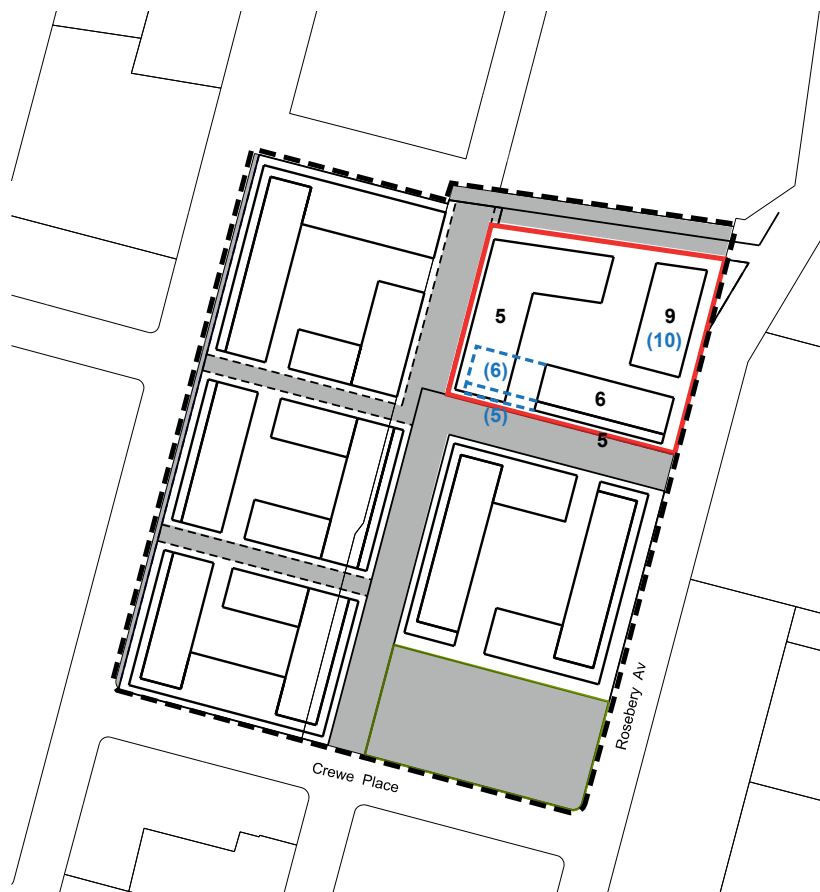
- |   |  |   |  |  |
|---|--|---|--|--|
| <p>① Lot 2 DP 566811<br/>Lot 3 DP 1065657</p> | <p>② Lot 682 DP 7534<br/>Lot 683 DP 7534<br/>Lot 684 DP 7534<br/>Lot 685 DP 7534<br/>Lot 686 DP 7534<br/>Lot 687 DP 7534</p> | <p>Lot 688 DP 7534<br/>Lot 689 DP 7534<br/>Lot 690 DP 7534<br/>Lot A DP 323125<br/>Lot 721 DP 7534<br/>Lot 12 DP 853289</p> | <p>③ Lot 658 DP 7534<br/>Lot 1 DP 880733</p> | <p>④ Lot 2 DP 229802<br/>Lot 100 DP 730818<br/>Lot 1 DP 311533</p> |
|---|--|---|--|--|







### 5.7.6 Design Excellence

- (1) Where a site is the subject of a competitive design process under Clause 6.21D of *Sydney Local Environmental Plan 2012*, which requires such a process for development including tall buildings of 8 storeys or greater (greater than 25 metres), the preferred location of potential additional height is indicated in brackets in Figure 5.191 *North Rosebery Height in Storeys*. Alternative locations for additional height will be assessed on merit.
- (2) Figure 5.196 *5-13 Rosebery Avenue Design Excellence Competition Site* shows as an example the portion of the site at 5-13 Rosebery Avenue that would be subject to a competitive design process under Clause 6.21D(1)(a) of *Sydney Local Environmental Plan 2012*.

Figure 5.196  
5-13 Rosebery  
Avenue Design  
Excellence  
Competition Site

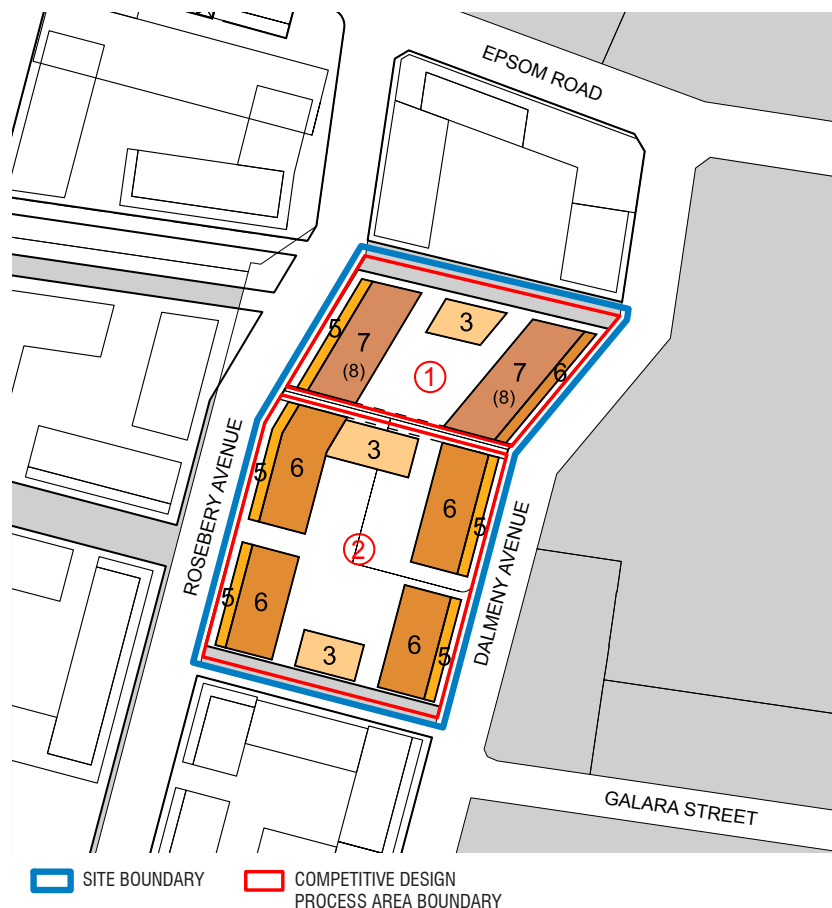


KEY			
	PRECINCT BOUNDARY		HEIGHTS IN STOREYS
	COMPETITIVE DESIGN SITE AREA		HEIGHTS IN STOREYS WITH DESIGN EXCELLENCE BONUS - INDICATIVE
	DEDICATION		

**5.7.6.1 Design Excellence Strategy - 12-40 Rosebery Avenue and 108 Dalmeny Avenue**

- (1) Two separate competitive design processes are to be undertaken for the site in accordance with Division 4 of Sydney Local Environmental Plan 2012. Each competitive design process is to comprise an invited competitive design alternatives process involving a minimum of three architectural firms. Figure 5.197 illustrates the two separate process areas.
- (2) The total additional floor space across the entire site must not exceed the amount set out in Clause 6.36 of Sydney Local Environmental Plan 2012.
- (3) Any additional floor space awarded is to be accommodated within the proposed envelopes as shown in Figure 5.191 *North Rosebery Height in Storeys*.
- (4) The competitive design alternatives processes are to provide for the following ecologically sustainable development outcomes:
  - (a) All townhouses and terraces are to achieve a BASIX energy score of at least 50 and a BASIX water score of at least 45: and
  - (b) All apartments are to achieve a BASIX energy score of at least 30 and a BASIX water score of at least 40.

**Figure 5.197**  
12-40 Rosebery Avenue and 108 Dalmeny Avenue Competitive Design Process Areas



## 5.8

### Southern Enterprise Area

This Section applies to the land identified in Figure 5.1 *Specific Areas* as the Southern Enterprise Area.

Where land is located in Green Square and the Southern Enterprise Area, both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 Green Square and this Section, this Section applies to the extent of the inconsistency.

The Southern Enterprise Area contains strategically important employment lands located between Sydney Airport, Port Botany, the new residential and commercial centres at Green Square and Mascot Town Centres and the Sydney CBD.

The Southern Enterprise Area contains areas that are to be largely maintained and managed for industrial uses over time, while other parts are in transition and will over time accommodate more intense forms of employment generating activities.

#### 5.8.1 General

The Southern Enterprise Area locality statement, provided at Section 2 of this DCP, details the elements that contribute to this area's current and future character and a number of principles that will help to reinforce and enhance that character. The locality statement provides the direction for the development controls and built form guidelines for this area as contained in this section of the DCP.

The Southern Enterprise Area Urban Strategy shows the strategic context within which development in the Southern Enterprise Area is to take place, providing a framework for urban renewal.

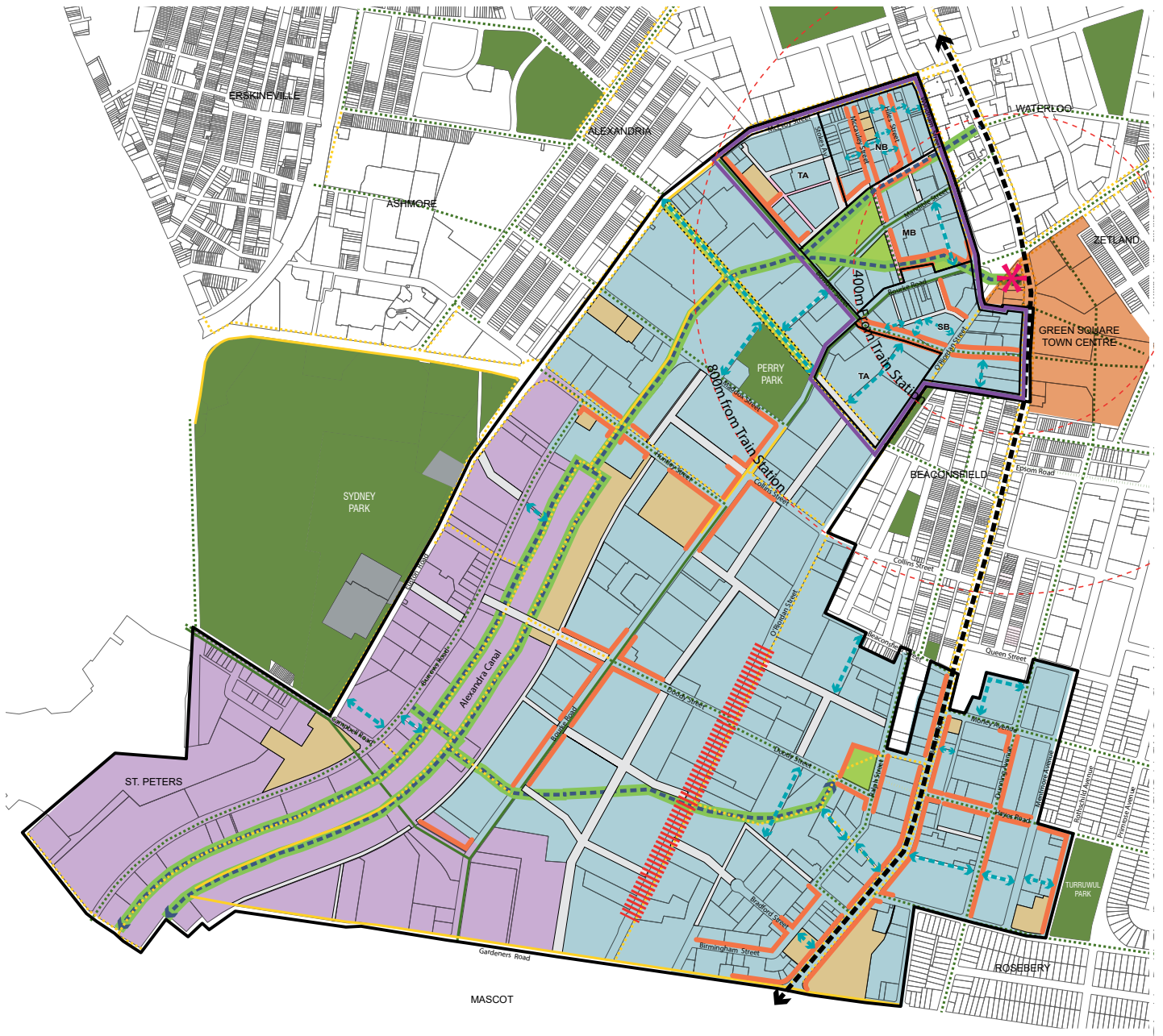
#### Objectives

- (a) Ensure development in the Southern Enterprise Area satisfies the outcomes expressed in the locality statement and supporting principles.
- (b) Provide a cohesive urban strategy to:
  - i. manage and retain strategic industrial uses and critical urban services in key locations;
  - ii. where appropriate, facilitate a more diverse built form to allow the transition of the area to a mixed-business area; and
  - iii. deliver the uplift in amenity and public domain needed to support the area as it grows.









#### Provisions

- (1) Development is to be consistent with the locality statement and supporting principles for the Southern Enterprise Area.
- (2) Development in the Southern Enterprise Area is to be in accordance with Figure 5.198 Southern Enterprise Area Urban Strategy.









Figure 5.198 Southern Enterprise Area Urban Strategy



**KEY**

-  SOUTHERN ENTERPRISE AREA BOUNDARY
-  EXISTING OPEN SPACE
-  PROPOSED OPEN SPACE
-  PROPOSED STREETS
-  PROPOSED STREETS - PEDESTRIANS/CYCLISTS ONLY
-  LIVEABLE GREEN NETWORK
-  MAIN PUBLIC TRANSPORT CORRIDOR
-  THROUGH-SITE LINKS

-  EXISTING SHARED PATHS
-  EXISTING SEPARATED CYCLEWAYS
-  PROPOSED SHARED PATHS
-  PROPOSED SEPARATED CYCLEWAYS
-  BULKY GOODS
-  INDUSTRIAL AREA
-  B6 - ENTERPRISE CORRIDOR AND B7 - BUSINESS PARK
-  HERITAGE ITEMS

-  GREEN SQUARE TRAIN STATION
-  GREEN SQUARE TOWN CENTRE
-  ACTIVE FRONTAGES
-  NORTH ALEXANDRIA
-  NORTH ALEXANDRIA – NORTH BLOCK
-  NORTH ALEXANDRIA – MID BLOCK
-  NORTH ALEXANDRIA – SOUTH BLOCK
-  NORTH ALEXANDRIA – TRANSITION AREAS



## 5.8.2 Land Use

The Southern Enterprise Area is strategically important employment land, critical for the growth of the local, state and national economies. Ensuring the long term economic and operational viability of employment generating uses is therefore of primary importance.

### Objectives

- (a) Ensure the long term economic, operational and environmental viability of the various employment zones in the Southern Enterprise Area.
- (b) Allow opportunities for land use to evolve into more innovative and knowledge-intensive sectors in appropriate locations.
- (c) Minimise the potential for land use conflict.
- (d) Allow for the provision of affordable housing where it does not negatively impact on the primary functions and role of the Southern Enterprise Area as an employment centre.

### 5.8.2.1 Non-industrial uses in the industrial zone

This Section applies only to development on land zoned for industrial uses, as identified on Figure 5.198 Southern Enterprise Area Urban Strategy.

### Objectives

- (a) Allow for appropriate ancillary uses in association with industrial development.
- (b) Encourage active frontages that contribute to the amenity of the streetscape.

### Provisions

#### 5.8.2.1.1 Ancillary uses

- (1) Ancillary office use is to be:
  - (a) directly associated with the industrial use;
  - (b) no larger than 15% of the gross floor area of the development; and
  - (c) located at the street frontage of the development site to provide an active frontage.

#### 5.8.2.1.2 Industrial retail outlets

- (1) Industrial retail outlets are to be:
  - (a) integrated into the design and layout of the industrial building; and
  - (b) located at the street frontage of the development site to provide an active frontage.



### 5.8.2.2 Land uses in North Alexandria

This Section relates only to development in the mixed business area of North Alexandria, as identified on Figure 5.198 Southern Enterprise Area Urban Strategy.

A diverse built form will support a wide range of economic activities in North Alexandria including industrial, commercial, office, entertainment, creative industries, and other urban services, with affordable spaces for innovation to occur. These complementary uses will be carefully sited, cognisant of existing built form character and heritage, the interface with adjoining areas, the potential for land use conflict and the benefits of co-location.

#### Objectives

- (a) Encourage a diverse range of economic activities in North Alexandria including industrial, commercial office, entertainment, creative industries, and other urban services.
- (b) Maximise opportunities arising from current and planned built form, heritage and public domain assets to encourage clusters of appropriate land uses.
- (c) Enhance the unique character of North Alexandria to attract business, workers, visitors and events.
- (d) Encourage intensification of commercial office uses in the south-block near Green Square train station which supports but does not compete with Green Square Town Centre.
- (e) Encourage creative industries in and around the heritage conservation area of the north-block and provide for compatible entertainment and night-time uses in a manner complementary to daytime activation.
- (f) Incorporate active frontages to enliven the public domain in key locations and enhance interactions between buildings and adjoining public spaces.
- (g) Encourage a diverse range of uses in the mid-rise, large floor-plate building stock of the mid-block.
- (h) Provide for areas of gradual transition in use and built form towards surrounding zones.

#### Provisions

- (1) The following uses are encouraged in the locations listed below:
  - (a) North-block: activity-generating, higher-order business uses including innovation, technology and creative industries, and cultural and entertainment uses (including late night entertainment uses);
  - (b) Mid-block: innovation, creative, technology and knowledge-intensive enterprises alongside light industry;
  - (c) South-block: commercial office with ancillary retail; and
  - (d) Transition areas: more 'traditional' industrial uses including warehousing and manufacturing.
- (2) Engaging and activity-attracting uses, which draw visitors and pedestrian traffic or address and enliven adjoining streets through design detail, lighting and alfresco events, are to be incorporated wherever possible at ground level in the lanes within the north-block and adjoining sites fronting the southern side of McEvoy Street.

**5.8.2.3 Affordable housing**

'Affordable housing' is permitted on some land in the Southern Enterprise Area.

This Section is to be read in conjunction with Section 4.2 Residential Flat, Commercial and Mixed Use Developments of this DCP.

**Objectives**

- (a) Ensure affordable housing provides high levels of amenity for its residents.
- (b) Ensure affordable housing does not reduce the potential of the zone to accommodate employment uses.

**Provisions**

- (1) Affordable housing is only to locate where it will not unreasonably restrict existing or planned employment uses in the zone. When determining an application for affordable housing, the consent authority will consider:
  - (a) the proximity of the site to existing and approved employment generating activities;
  - (b) the likelihood that the proposed affordable housing would constrain the operational potential of employment generating uses in proximity to the site;
  - (c) the impact existing and approved employment generating activities in the zone may have on the health, wellbeing and amenity of future residents;
  - (d) the likely impact of the built form, including consideration of:
    - i. its ability to meet State Environmental Planning Policy 65 – Design Quality of Residential Flat Development and the land use and planning controls provided by the Sydney LEP 2012 and the Sydney DCP 2012; and
    - ii. the likely impact on the public domain;
    - iii. the contribution of the development to the objectives of the land use zone; and
    - iv. the suitability of the site for residential use.
- (2) Development for the purposes of affordable housing is to assume non-residential development on adjacent blocks. Amenity requirements for visual privacy, solar and daylight access and natural ventilation for affordable housing must be accommodated within the development site, without requiring building separation or design restrictions on future development on adjacent sites.
- (3) In addition to any other setbacks required by this DCP the minimum setbacks from side and rear development site boundaries (excluding new streets, open spaces, through-site links and the like) are to be:
  - (a) habitable rooms – 12m
  - (b) habitable rooms with windows perpendicular to the boundary – 9m
  - (c) non-habitable rooms – 6m
  - (d) non-habitable rooms with windows perpendicular to the boundary – 4m
- (4) Side and rear setbacks should be landscaped and provide a high-quality visual buffer from adjacent development.
- (5) Communal and private open spaces should, where possible, be located away from busy roads and employment uses.
- (6) Residential entries are to be separate to commercial/retail entries and located on local streets away from busy roads where possible.

#### 5.8.2.4 Addressing land use conflict

The Southern Enterprise Area contains a high proportion of industrial activities whose operations can be adversely affected when lower impact employment uses or sensitive land uses locate nearby.

It is important that as development occurs, it does not undermine the efficient function of existing uses. Equally, as the area changes, new development must remain cognisant that lower impact, more sensitive uses may seek to locate in the area in the future and that land use conflicts must be managed to allow this transition.

##### Definitions

'Sensitive land uses' are references to buildings for residential use (including mixed use buildings), places of public worship, hospitals, educational establishments or childcare centres.

##### Objectives

- (a) Minimise land use conflict and its potential impacts on the operational viability of all employment uses.
- (b) Ensure that development for sensitive land uses does not undermine the long-term viability of the Southern Enterprise Area to accommodate industrial uses.
- (c) Ensure sensitive uses are designed and built to mitigate against the potential impacts that existing and planned industrial uses, or other employment uses, may have on them.
- (d) Ensure new industrial development, or other development for employment uses, is designed and built to mitigate any potential impacts they may have on existing and planned sensitive uses.
- (e) Minimise the exposure of sensitive uses to air and noise pollution from busy roads and industrial sources.

##### Provisions

- (1) Where sensitive uses are proposed, Council may require an Air Quality Assessment report to be prepared by suitably qualified consultants to be submitted with development applications. The Air Quality Assessment report is to demonstrate that air quality is within acceptable limits and/or impacts can be mitigated.
- (2) Where sensitive uses are proposed, development is to be appropriately designed to minimise any impact of air pollution. Design considerations provided in the *NSW Government's Development near Rail Corridors and Busy Roads – Interim Guidelines* are to be addressed.
- (3) New development should not limit the operation of approved truck routes. Where located on an approved truck route, new development is to appropriately mitigate against the 24 hour, 7 days a week operation of that route.
- (4) A Noise Impact Assessment, prepared by a suitably qualified acoustic consultant, is to be provided when submitting a development application for sensitive land uses located in close proximity to existing industrial activities. The Noise Impact Assessment should include mitigation strategies, which must be implemented, that manage noise at the new development. Mitigation strategies may include, for example, landscape buffers, screened and acoustically sealed balconies, green walls, and the use of specific building materials or sound walls.
- (5) Sensitive uses are not to locate where the noise generated by an established industrial activity cannot be appropriately mitigated at the new development.

- (6) A development application for a new building or for a change of use of an existing building, for a land use that is likely to generate external noise, must be accompanied by a Noise Impact Assessment prepared by a suitably qualified acoustic consultant. The Noise Impact Assessment is to include mitigation strategies, which must be implemented, to mitigate the impacts of noise generated by the new development on other activities in the vicinity. Mitigation strategies may include, for example, landscape buffers, sound locks, the use of specific building materials or sound walls.

### 5.8.3 Development

This Section should be read in conjunction with Section 4 Development Types of this DCP. In the event of any inconsistency, this Section applies to the extent of the inconsistency.

#### 5.8.3.1 Subdivision

The Southern Enterprise Area includes land zoned for industrial purposes as well as land zoned for more flexible employment generating uses including light industrial, commercial and retail uses. It is important that the subdivision of land, including strata subdivision, continues to support the objectives of the employment zones and does not inhibit the delivery of new essential infrastructure.

#### Objectives

- (a) Ensure lot sizes and street frontages can support the desired building types and uses and achieve internal spaces appropriate to their function.
- (b) Ensure the subdivision of land does not impede the provision of new streets, through-site links, open spaces or the Liveable Green Network.
- (c) Ensure the subdivision of land zoned for industrial purposes does not impede the efficient operation of the industrial zone that is essential to the operation of the City.
- (d) Ensure that the subdivision of land does not impede the future conservation and adaptive reuse of heritage items.
- (e) Ensure the mid-block of North Alexandria can support flexible, generous building layouts for a range of business activities of different scales and with different operational needs.

#### Provisions

- (1) Subdivision is not to impede setbacks, new streets, pedestrian and cycling routes or through site links where identified on the *Streets and lanes map*, the *Building setback and alignment map*, the *Public domain setbacks map*, *Proposed open space map* or the *Through-site link map*.
- (2) Where located on land zoned for industrial purposes, the minimum lot size for a Torrens title subdivision is 2,500sqm and the minimum street frontage of lots is to be 35m.
- (3) Battle-axe subdivisions are not permitted.
- (4) The minimum allotment size permitted for a strata title subdivision of a single industrial development, a single industrial unit, or the gross floor area of any industrial unit forming part of a multi tenanted development, is 150sqm.
- (5) Where identified on the *Streets and lanes map*, the *Building setback and alignment map*, the *Public domain setbacks map*, *Proposed open space map* or the *Through-site link map*, setbacks, new streets, Liveable Green Network connections, through-site links or open space is to be provided as part of any subdivision or strata subdivision of a lot.
- (6) Subdivision is not permitted in the mid-block of North Alexandria.

### 5.8.3.2 Building height

#### Objectives

- (a) Ensure the height in storeys and street frontage height in storeys reinforces the existing or future neighbourhood character.
- (b) Ensure appropriate floor to ceiling heights that promote daylight access into buildings and contribute to the flexible use of buildings.

#### Definitions

A storey is the space between a floor and the next floor level above, or if there is no floor above, the ceiling or roof above. It does not include an attic, a mezzanine or a space that contains only a lift shaft, stairway or meter room.

Street frontage height in storeys is the vertical height of the primary facade.

#### Provisions

- (1) Development is not to exceed the maximum number of storeys as shown in the *Building height in storeys map* and *Building street frontage height in storeys map*.
- (2) The maximum may only be achieved where it can be demonstrated that the proposed development reinforces the neighbourhood character.
- (3) Where the *Street frontage height of buildings map* does not indicate a maximum height, the maximum street frontage height is to be consistent with the street frontage height in storeys of adjacent buildings, or the predominant street frontage height in storeys in the vicinity of the proposed building.
- (4) Height of buildings and the street frontage height in storeys are not to match anomalous tall neighbouring buildings that are inconsistent with the neighbourhood.
- (5) Buildings that are primarily for an industrial purpose are to have a minimum floor to ceiling height of 5m on the ground floor.
- (6) In the mid-block and transition areas of North Alexandria, buildings are to have a minimum floor to ceiling height of 4.5m for at least 30% of the ground level of the building.

### 5.8.3.3 Building alignment and setbacks

This section should be read in conjunction with Section 5.8.4.2.3 Street, Pedestrian and Cycle Network and Section 5.8.4.3 Liveable Green Network of this DCP.

#### Objectives

- (a) Ensure development provides an appropriate presentation to the public domain through landscaping and setbacks.
- (b) Ensure setbacks to all lot boundaries provide a high-quality frontage and relationships to the public domain and/or adjoining properties.

#### Provisions

- (1) Primary setbacks, upper level setbacks and landscape setbacks are to be provided in accordance with the *Building setback and alignment map* and the *Building street frontage height in storeys map*.
- (2) Where a setback is not identified on the *Building setback and alignment map*, the building setback from any existing and future street is to:
  - (a) where it is identified on the *Active frontages map* and/or is an office building type of more than three storeys – have no setback from the street boundary (i.e. be built on the street boundary); or
  - (b) in all other circumstances – have a landscape setback open to the sky of 6m between the building and the street boundary.

- (3) Setbacks required to the front of buildings are to form a visual extension of the public domain and include landscaping which complements the streetscape to enhance the appearance and reduce the bulk of industrial buildings.
- (4) Landscaped setbacks are to be provided clear to the sky and clear of built obstructions including storage areas, signage, parking and building overhangs, including sun control devices.
- (5) Dedication of landscape setbacks is generally not required.
- (6) Fences are not permitted along street frontages.
- (7) Provide side and rear setbacks that:
  - (a) create high quality frontages to adjoining properties, the Liveable Green Network connections, through site links and open spaces where applicable;
  - (b) create visual interest where public access will occur on that frontage;
  - (c) ensure overland flow paths are not blocked or diverted;
  - (d) locate contiguous areas of soft landscaping and tree planting with vegetation on neighbouring properties; and
  - (e) are generally level with adjoining properties and public domain.

#### 5.8.3.4 Active frontages and street level design

Amenity in the public domain is linked with activity and visual interest at street level. Key locations in the Southern Enterprise Area are to provide active frontages. Elsewhere, the design of building frontages can add interest and vitality to the public realm and provide a level of comfort for pedestrians.

##### Objectives

- (a) Activate important streets and corner sites throughout the Southern Enterprise Area.
- (b) Integrate awnings and colonnades into building design to maximise amenity in areas of anticipated activity.
- (c) Optimise the overall activation of the public domain through the design of building frontages.
- (d) Maximise the fine grain activation of North Alexandria's public domain through use, size and design of street level tenancies.
- (e) Provide colonnades in North Alexandria to maximise pedestrian amenity and create opportunities for comfortable seating and outdoor dining.

##### Provisions

###### General

- (1) Active frontages are to be provided in accordance with the *Active frontage map*.
- (2) Provide awnings over all building entrances and in accordance with the *Footpath, awnings and colonnades map*.
- (3) Buildings on a proposed street (still to be built) are to provide an appropriate frontage to that future street.
- (4) All ground level building frontages to public spaces and through-site links are to have:
  - (a) building entries at least every 20m; and
  - (b) large windows to spaces with high occupancy rates (like offices and showrooms) comprising at least 50% of each frontage.



- (5) Loading docks and roller doors must not be visible from the primary street frontage.
- (6) Industrial and warehouse components of mixed developments are to be screened behind active uses or a commercial component of the development.
- (7) Ensure building foyers are oriented to the street and are appropriately scaled to allow sufficient ground floor space for fine grain active frontages and retail uses as appropriate.

#### **North Alexandria**

- (1) Building frontages along the active frontages in North Alexandria's north-block are to achieve a fine grain, provide visual interest and create opportunities for interactions with pedestrians appropriate to their use.
- (2) The building frontages along the southern edge of the Liveable Green Network north of Mandible Street and along both edges of the Ashmore Connector are to be provided as arcades in accordance with Figures 5.216, 5.223 and 5.224 Indicative cross sections.

#### **5.8.3.5 Building layout and design**

##### **Objective**

- (a) Encourage flexible building design to ensure buildings can be converted for a range of uses.
- (b) Encourage new development to respond to design elements of traditional industrial and commercial development.
- (c) Ensure appropriate landscaping, external break out spaces, drainage and parking.
- (d) Ensure site planning results in high quality, safe and legible spaces that have a positive address to adjoining properties and the public domain.

##### **Provisions**

##### **General**

- (1) Development involving perpendicular orientation of buildings to the street (gun-barrel development) is not permitted. Narrow lots less than 20m in width are, as far as practicable, to be consolidated to enable the orientation of buildings parallel to the primary street frontage.
- (2) Building design is to maximise the use of natural lighting and ventilation.
- (3) Internal courtyards are to be incorporated where floor plates are greater than 2,500sqm.
- (4) Blank walls must be screened with landscaping or treated as sculptural elements incorporating public art, variation in materials and other methods reflecting contemporary architectural design.
- (5) The facade of the development is to:
  - (a) be articulated using architectural elements and a variety of design languages for functional zones within building groups; and
  - (b) use a proportion of solid surfaces, preferably masonry material, which reflects the established character of the surrounding area.
- (6) Buildings located on corner sites must reinforce the corner by massing and facade orientation.
- (7) Office-type buildings of more than three storeys are to be designed to be built boundary to boundary for the first four floors of that development.

- (8) The area's heritage and former industrial past is to be recognised through public art in the private domain.
- (9) Rooftop structures such as plant rooms, solar panels, air conditioning and ventilation systems are to be incorporated into the design of the building and concealed within the roof form or located within a well-designed, integrated roof top element.
- (10) Above ground water tanks are to be located behind the front facade and screened from the public domain. Details, including elevations showing the location and screening method are to be submitted with the development application.
- (11) Where there is a commitment to provide a recycled water network, all buildings are to be constructed to be capable of providing a dual reticulation water system for water services and be capable of fully connecting to a non-potable recycled water network and configured to supply all toilets, washing machine taps, car wash bays, cooling towers and irrigation usage.

#### **North Alexandria – North-block**

- (1) Heritage listed and contributory buildings are to be sensitively adapted for reuse, with attention given to:
  - (a) conserving historic facades;
  - (b) minimising the extent of alterations to structural walls;
  - (c) achieving a flexible layout of internal space which conserves floor structures, internal walls and interfloor heights;
  - (d) any new walls or floor plates not intersecting significant openings; and
  - (e) maintaining a substantial portion of any significant roof form(s).

**Note:** applications will be assessed individually for retention of the building's heritage significance and compatibility of new works with the building and area.

- (2) New buildings are to be sensitive and complementary to the surrounding area's scale, form and materiality.
- (3) Development is to enhance and preserve the fine grain, textured character and low scale industrial heritage fabric.
- (4) Sites facing on to McEvoy Street are to announce the heritage character area to the street through materiality and design.
- (5) Ground floor design is to contribute to 24 hour pedestrian comfort, passive surveillance and indirect lighting.
- (6) Development is to encourage use of the adjoining laneways as flexible, shared, programmable spaces through frequent openings which address the laneway and increased permeability through private sites.
- (7) The internal arrangement of spaces in buildings in the north-block is to be flexible to allow for a variety of creative and knowledge-based industries.
- (8) Development adjoining the Mandible Street Park is to enhance the public domain through well-designed massing and facades.

#### **North Alexandria – Mid-block**

- (1) Development is to enhance the surrounding public domain through well-designed massing and facades which responds to the scale of and continues the fine grain character of the north-block.
- (2) Facades are to be of face brick, including brick detailing and articulation with a depth of at least 350mm to provide visual interest.

- (3) Structural timber framed buildings (with more than 50% of the structure as timber) are encouraged.
- (4) New buildings are to activate and engage with nearby laneways and the Liveable Green Network including, where appropriate, the incorporation of roof terraces to provide activation and passive surveillance.
- (5) The use of coloured panels or cladding to achieve visual interest is not permitted.
- (6) Existing larger floor plates are to be retained and designed with generous, flexible layouts to support enterprise of different scales and activity including light industrial, creative and commercial spaces.
- (7) Buildings exceeding 45 metres continuous frontage are to employ different architectural expressions.
- (8) Development adjoining the Mandible Street Park is to enhance the public domain through well-designed massing and facades.

### 5.8.3.6 Landscape and fencing

#### Objectives

- (a) Enhance visual amenity by providing high quality landscaped setbacks and private communal open space.
- (b) Provide spaces for workers to socialise and recreate outdoors.
- (c) Deliver increased green coverage on roofs in excess of that achievable with trees and ground level landscaping alone.
- (d) Improve thermal performance of buildings through passive cooling.

#### Provisions

### 5.8.3.6.1 Landscaping

- (1) Deep soil planting is to be provided for a:
  - (a) minimum of 15% of a site where it is located in the B6 Enterprise Corridor or the IN1 General Industrial zones; or
  - (b) minimum of 10% of a site for other areas.
- (2) Deep soil planting is to be provided in the front landscape setback and external breakout spaces.
- (3) The minimum dimension for deep soil planting is to be 3m in any direction.
- (4) Landscape design is to be generally consistent with Section 4.2.3.5 of this DCP and:
  - (a) include plant species local to the Sydney region;
  - (b) be compatible with the flood risk, for example dense planting is not to be located in a flow path;
  - (c) have water permeable paving for low traffic and pedestrian areas;
  - (d) include water efficient irrigation systems installed below mulch level;
  - (e) enhance the appearance of the building and car parking areas without creating opportunities for concealment;
  - (f) clearly delineate paved surfaces of different uses including pedestrian areas, car parking spaces and driveways; and
  - (g) create attractive views to and from the public domain and help reduce the visual bulk and scale of the development.

**5.8.3.6.2 On-structure plantings**

- (1) Where it is demonstrated that the deep soil planting (including tree canopy) requirements of 5.8.3.6.1(1) cannot be provided, development is to incorporate green roofs (as defined by schedule 9 of this DCP).
- (2) On long span structures that cannot support green roofs (for example the long span roof structures typical of warehouse buildings) Council may accept the substitution of green roofs with solar panels.

**5.8.3.6.3 Fences**

- (1) Fences are not permitted between the building and the primary street frontage. Where front fencing is required for security purposes, it is to be integrated into the overall design of the development and screened by the landscaped setback.
- (2) Solid fences are not permitted. Palisade fences are preferred.
- (3) The maximum height of side and rear fences is to be 1.8m.
- (4) Fences are to be constructed in a dark colour to reduce visual impact.

**5.8.3.6.4 Private communal open space**

- (1) Where development is located in the B6 Enterprise Corridor or the IN1 General Industrial zones, and where the site area is greater than 5000sqm, it is to provide at least one area of private communal open space unless located within 400m of existing public open space.
- (2) Private communal open space is to:
  - (a) be directly accessible from the main office component of the development;
  - (b) include appropriate landscaping, shading, paving and a place for tables and chairs;
  - (c) where provided at grade, be one area of level, visible open space outside the front setback area; and
  - (d) have a minimum contiguous area of 100sqm and a minimum dimension of 8m in any direction.
- (3) Private communal open space may be accommodated on a green roof or roof terrace, provided that space is accessible to all building users.
- (4) Front landscape setback areas are not to be included as part of the calculation of private open space.

**5.8.3.7 Parking, access and loading and servicing**

This Section should be read in conjunction with Section 3.11 Transport and Parking of this DCP.

**Objectives**

- (a) Minimise visual impact of parking and loading areas on the public domain.
- (b) Encourage parking, vehicle access, loading and servicing areas that are:
  - (a) integrated with the use, form and arrangement of buildings on the site;
  - (b) safe, functional, accessible and easy to maintain; and
  - (c) landscaped to minimise large expanses of hard paving and provide an area of high amenity.
- (c) Maximise pedestrian and cyclist safety inside and around developments by slowing vehicles and/or separating areas for pedestrians, cyclists and vehicles.

**Provisions**

- (1) No parking is permitted in the landscape setback.
- (2) All vehicles are to enter and leave the site in a forward direction.
- (3) The design of parking and servicing areas is to:
  - (a) enable uninterrupted two way vehicle movements to and from the site where required by Australian Standards Parking Facilities: Off-street Parking;
  - (b) slow vehicles to <30 km/hr;
  - (c) separate parking and loading areas;
  - (d) provide separated pedestrian access routes to the main entries to the building both from the public domain and within the site from parking areas;
  - (e) provide a separated pedestrian walkway for the main pedestrian flows from customer carparks with greater than 50 car spaces; and
  - (f) locate parking access ramps within the building footprint.
- (4) Where shared access and turning areas are proposed, a single development application is required for all development which will use the shared arrangements, and it is to address how the land is to be subdivided and resulting easements.
- (5) Design all major vehicular circulation, including strata industrial circulation, generally to be 'street like' in appearance and include a carriageway, kerbs, footpaths and tree planting.
- (6) Development is to be consistent with the Street Tree Master Plan, Park Tree Management Plans and the Landscape Code.
- (7) Where at grade car parking is proposed, at least one tree of medium size (or larger) is to be planted and maintained in deep soil, in addition to perimeter planting. In addition, for every four car parking spaces provided (or part thereof), another tree of medium size (or larger) is to be planted and maintained in deep soil. This planting is to:
  - (a) be planted in bays that contain deep soil with a minimum dimension of 3m bays are to be provided with a raised kerb barrier that facilitates passive irrigation, and native ground cover planting;
  - (b) be planted in soil with a suitable rooting volume for the required number of trees;
  - (c) use trees that develop a clear trunk height greater than 4.5m to provide adequate shade and vehicle clearance;
  - (d) improve pedestrian amenity;
  - (e) not to hinder the visibility of either drivers or pedestrians, with open sightlines maintained between parking areas, public streets and paths;
  - (f) not conflict with lighting and services; and
  - (g) break up large areas of impervious surfaces.
- (8) Minimise the visual impact of vehicular access and servicing areas on the public domain by:
  - (a) minimising the size of the vehicular access (width and height);
  - (b) setting roller shutters back from the street frontage of the building; and
  - (c) providing landscaping to screen views to the roller shutter.

- (9) Locate vehicular access points away from active pedestrian areas on secondary streets or lanes.
- (10) Minimise the width of driveway footpath crossings and maximise the width of pedestrian clear paths of travel.

#### 5.8.3.8 Adaptable parking

This Section is to be read in conjunction with Part 7, Local Provisions – General, Division 1 'Car parking ancillary to other development' under Sydney LEP 2012 and with the provisions of Section 3.11 Transport and Parking of this DCP.

This Section does not apply to development in North Alexandria, where above ground floor parking is not permitted due to its potential impact on that area's desired character.

#### Objectives

- (a) Allow for flexibility in the provision of car parking spaces where below ground car parking is demonstrated to be significantly constrained by a high water table, acid sulphate soils or contamination.
- (b) Ensure the design of above ground car parking spaces and associated vehicular circulation areas are easily adaptable to other future uses, for example retail, commercial or residential.

#### Provisions

- (1) Above ground car parking must be screened along the street frontages.
- (2) The minimum proportion of above ground car parking spaces that are to be designed and laid out to be easily adaptable for other uses in the future is to be consistent with Table 5.19 Adaptable Parking.

Table 5.19: Adaptable parking

Category of land shown on the Public Transport Accessibility Level (PTAL) Map and the Land Use Transport Integration Map (LUTI) in <i>Sydney LEP 2012</i> :	Percentage of above ground car parking spaces to be designed for future adaptation:
A or D	100%
B or E	80%
C or F	65%

**Note:** As an example, a development proposes 150 car parking spaces. Due to the high water table 50%, or 75 car spaces can be located above ground. The site is shown as Category E on the PTAL map, therefore, at least 80%, or 60, of the above ground car parking spaces must be designed so they can be adapted to another use. For the purpose of this provision the PTAL Map applies to commercial development and the LUTI Map applies to residential development.

- (3) Adaptable car parking spaces must remain on common title, and not be strata titled and have a minimum clear height of 3.3m.
- (4) Adaptable car parking spaces are to be designed so that once adapted the space will:
  - (a) be accessible from lift lobbies, the street or public domain;
  - (b) have access to sunlight and ventilation; and
  - (c) be provided with appropriate services.



- (5) The applicant must designate which consolidated group of spaces and including associated vehicular circulation are the adaptable spaces and provide an indicative plan showing the proposed alternative use layout.
- (6) Council may deem above ground spaces to be 'required' for the purposes of calculating GFA where it is satisfied that the development meets other provisions of this DCP.

#### 5.8.3.9 Storage areas

##### Objective

- (a) Mitigate the visual and environmental impact of storage areas.

##### Provisions

- (1) Locate storage within the primary building.
- (2) Open storage areas that are visible from the public domain are not permissible.
- (3) Where materials are to be stored outside the primary building, storage areas are to be located next to the primary building and fully enclosed with solid fencing, surrounded by mature vegetation.
- (4) Open storage areas must not compromise truck or vehicle manoeuvring and car parking areas.
- (5) Ancillary buildings and storage sheds are to be located behind setback and front building lines, and must be consistent with the design of the main building and the design of the entire development.
- (6) Details of proposed ancillary buildings, open storage, service areas, solid and liquid waste storage and collection areas are to be provided with the development application.

#### 5.8.4 Public domain

This section should be read in conjunction with section 3.1 Public Domain Elements of this DCP.

##### 5.8.4.1 Public open space

Public open space is relatively scarce in the Southern Enterprise Area and new open space is needed to support the transition of the area from mostly 'low demand' industrial activity to higher employment, higher value land uses that demand greater amenity in the public domain and better connections to infrastructure, such as public transport.

Public open space is to support a range of recreational and cultural activities, both active and passive.

##### Objectives

- (a) Increase the amount of publicly accessible open space in the Southern Enterprise Area.
- (b) Provide a network of high quality, publicly accessible and safe open spaces that meet the active and passive recreational needs of both workers and residents in and around the Southern Enterprise Area and encourage a sense of community.
- (c) Maximise opportunities for increasing the amount of public open space by enabling a flexible approach to its required locations, configurations and elements.
- (d) Ensure that the location and size of open spaces assist with stormwater management.

**Provisions**

- (1) Public open space is to be provided and designed in accordance with:
  - (a) the Public Open Space Map;
  - (b) Schedule 5 - Public open space dedication and design criteria; and
  - (c) Table 5.20: Provisions for open space by locality in the Southern Enterprise Area.
- (2) Landscaping and public domain design is to be of high quality and include indigenous species, landscape sculptural elements and reference to the area's industrial heritage.
- (3) Public art is to recognise the heritage and former industrial past of the area.
- (4) Public open spaces are to have good solar access and protection from wind and noise.
- (5) Public open space is to provide shade and seating for passive recreation.
- (6) Small pocket parks are to function as small break out parks linked to linear spaces. Pocket parks may incorporate:
  - (a) outdoor gym equipment; and
  - (b) landscaping using indigenous species.
- (7) Linear parks are to function as open space corridors that link larger open spaces. Linear parks may incorporate:
  - (a) pedestrian and cycle paths;
  - (b) facilities for dog walking;
  - (c) outdoor gym equipment; and
  - (d) where appropriate, a minimum of 1.5 metres of continuous landscaping using indigenous species.
- (8) Local parks are to function as larger recreation spaces for workers and residents. Local parks may incorporate:
  - (a) play equipment and free play areas for informal activities; and
  - (b) continuous landscaping using indigenous species.
- (9) Active parks are to provide spaces for physical and recreational activity. Active parks may incorporate:
  - (a) spaces for ball sports, including multi use sports fields, half sports fields or multi-purpose courts; and
  - (b) play equipment and free play areas for informal activities.
- (10) Where open space performs a dual recreation and stormwater detention function, the design of the detention basin is to:
  - (a) include appropriate stormwater management measures to restrict gross pollutants from entering the basin;
  - (b) allow the release of detained water within 24 hours of the end of the stormwater event to protect the soft landscaping within the basin;
  - (c) have one or more embankment batters of not more than a 1 in 6 gradient to allow for the safe exit of persons from the basin after a stormwater event; and
  - (d) provide an appropriate balance between the stormwater management and recreation functions.

Table 5.20: Provisions for open space by locality in the Southern Enterprise Area

Locality	Requirements	Guidelines
North Alexandria (note localities overlap with Area A of Section 5.2.6)	One active park/s with a combined area of about 23,000sqm.	To include one sports field, subject to flooding/stormwater management restrictions. Provide for amenities and explore provision of space for sports courts and urban sports. Carefully design boundaries to interface well with the Liveable Green Network and pedestrian connections. Where appropriate, adapt and re-use existing industrial buildings within proposed Mandible Street Park to facilitate sports courts, amenities, bike hub or other community uses. Consider the need for flexible paved public space, capable of hosting public events, which engages with the park-lands and the Active precinct in the north block. Consider inclusion of space for community events.
	The Liveable Green Network will operate as a Linear Park with an area of about 1,200 sqm being in the McEvoy East and East Alexandria locality.	Refer to provisions for Liveable Green Network in Section 5.8.4.3.
Rosebery West	One local park with an area not less than 4,000 sqm, or two parks, with the size of one park no less than 3,000sqm.	Ideally to be located west of Botany Road. Location and configuration of open space to be determined by Council.
Enterprise Corridor	One local park located at the corner of Ralph and Doody Streets with an area not less than 5,500sqm.	Where possible it is to be located adjacent to the Liveable Green Network via Alexandria Canal. To include landscaping for habitat enhancement.
	At least 3 pocket parks, ideally connected to the Liveable Green Network, totalling no less than 600sqm.	Location and configuration to be determined by Council.
	Sydney Pipes Park (10,000sqm) a 20-metre wide linear park or ecological reserve located in the existing location of Sydney water pipeline, or alternative linear park of minimum width 15m.	Location and configuration to be determined by Council.
	One active park of at least 6,000sqm, incorporating a half-sized sports field.	Location and configuration to be determined by Council.
	The Liveable Green Network will operate as a Linear Park with an area of about 11,500 sqm in the Enterprise Corridor locality.	Refer to provisions for Liveable Green Network in Section 5.8.4.3.
Alexandra Canal	At least 3 pocket parks connected to the Alexandra Canal, totalling no less than 600sqm.	Location and configuration to be determined by Council.
	The Liveable Green Network will operate as a Linear Park with an area of about 30,000 sqm in the Alexandra Canal locality.	Refer to provisions for Liveable Green Network in Section 5.8.4.3.
Outdoor courts in all localities	Multiple outdoor courts, including rooftop courts.	ocation and configuration to be determined as opportunities arise. Courts should generally be 31x 18m to allow for multiple uses. Courts can be co-located with community hubs and/or sports fields. They may also be accommodated on rooftops in some circumstances.

#### 5.8.4.2 Street, pedestrian and cycle network

The Southern Enterprise Area are near a number of Australia's major trip generators such as the airport, port and Sydney CBD. The area is divided by the major transport and economic corridor between the airport and port and the Sydney CBD with thousands of people passing through every day. This corridor also contains two new planned centres, including the Green Square Town Centre and Mascot Town Centre precinct, which will also generate substantial demand for road space, public transport seats and pedestrian and cycling infrastructure.

As the area grows, new streets and pedestrian and cycling routes are essential to increase permeability and connectivity within and through the area, providing for greater and more direct route choices and the opportunity for additional future public transport connections. The movement of vehicles, pedestrians and cyclists around the Southern Enterprise Area is critical to its success as an efficiently functioning employment area and as a pleasant place to spend time.

Where required by Council, street closures and one-way systems can provide legible circulation patterns for movement and access, whilst shared streets can enhance street amenity and provide opportunities for alfresco activation. Through-site links provide more direct and pleasant walking routes for pedestrians and cyclists.

This Section should be read in conjunction with any other relevant provisions for streets and pedestrian and bike networks and building alignment and setbacks of this DCP.

#### Objectives

- (a) Ensure new streets, pedestrian and cycling routes and through-site links are provided to improve permeability and walkability and support the growing worker population.
- (b) Ensure new streets, pedestrian and cycling routes and through-site links respond to key connections within and adjacent to the Southern Enterprise Area.
- (c) Ensure new development does not impede the delivery of proposed roads, pedestrian and cycling routes and through-site links.
- (d) Provide connections through street blocks and large sites to provide street addresses for new development where necessary.
- (e) Provide a legible and safe circulation pattern for vehicular movement which responds to access requirements and encourages safe vehicle speeds.
- (f) Create a safe, well designed and accessible network for cyclists and pedestrian movements that links with existing networks and promotes public use.

#### Provisions

##### 5.8.4.2.1 Street network - General

- (1) Where required by Council, the street network is to be provided and dedicated in accordance with:
  - (a) the Streets and lanes map and the Public domain setbacks map;
  - (b) Figure 5.199: Southern Enterprise Area Street Hierarchy and Layout; and
  - (c) Figure 5.200: North Alexandria Public Domain Dedications and Easements.

- (2) Streets are to:
  - (a) be provided generally in accordance with Figures 5.201 – 5.227 Indicative street sections;
  - (b) where practicable include bio-retention swales or rain gardens, either centrally located or to the side of the roadway, to filter polluted low flow water run-off prior to entering the stormwater system;
  - (c) provide landscaping along both sides of the street to enhance the pedestrian environment;
  - (d) where practicable, provide street tree pits for passive irrigation via stormwater run-off and harvest;
  - (e) where appropriate, design tree pits soil specs and tree selections for enhanced bio-retention capacity and tree performance;
  - (f) utilise strata cell systems or similar to expand harvest opportunity and treatment within available planting areas;
  - (g) provide grassed/ planted verges where practicable to reduce extent of hard stand within footways; and
  - (h) provide for improved street lighting appropriate to levels of anticipated night-time activity.
- (3) New development is not to be located where a new street, pedestrian and cycling route and/or through-site link is proposed unless it is of a temporary nature.
- (4) Where only part of a collector road can be achieved, it is to be provided generally in accordance with Figures 5.201 Indicative half local street section.
- (5) Proposed streets are generally to be dedicated to Council at the time of development, however an alternate approach may be agreed where Council does not intend to provide the road in the short to medium term.
- (6) Where a site comprises three or more buildings, staged delivery of streets may be considered to allow for partial or staged redevelopment of the site or retention/refurbishment of existing buildings.
- (7) Staged delivery of streets may only be supported where an access staging plan is provided that demonstrates a long-term strategy for delivering vehicular, pedestrian and cycle movement on and connections through the site. An access staging plan is to demonstrate:
  - (a) layout of all buildings showing locations of primary and secondary entries and extent of active frontages;
  - (b) provision of all existing and future streets, Liveable Green Network connections, through-site links and open spaces including setbacks from existing and future boundaries;
  - (c) vehicular, servicing and pedestrian circulation systems within and through the site;
  - (d) site grading strategy; and
  - (e) indicative development staging.
- (8) An alternative street arrangement may be considered by the Consent Authority to that shown in Figure 5.199: Southern Enterprise Area Street Hierarchy and Layout for 138 -196 Bourke Road, Alexandria, provided that satisfactory north-south and east-west connectivity is still achieved across the site.

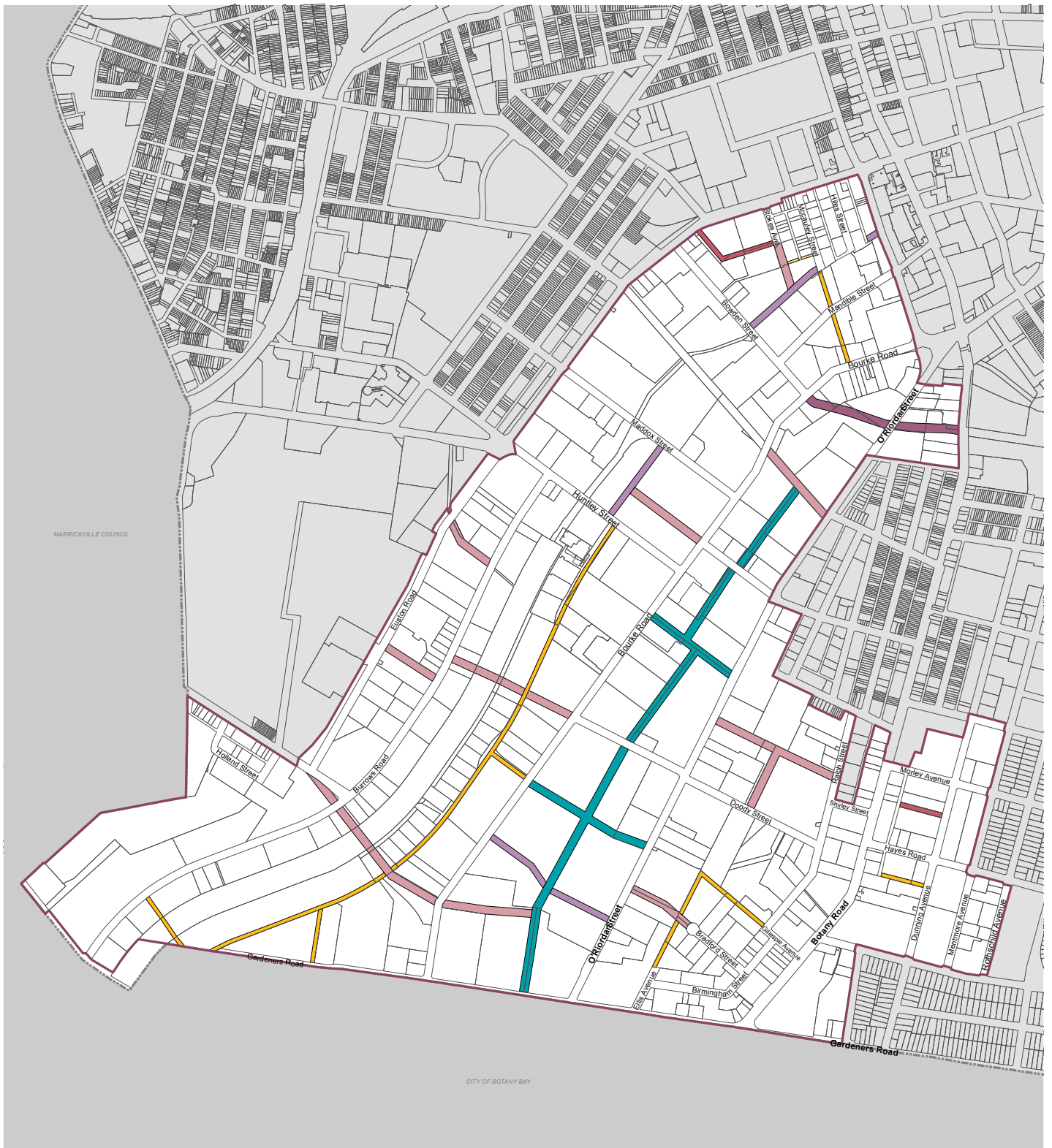
- (9) In North Alexandria, and where required by the Consent Authority, street closures, one-way systems, shared zones and new traffic signals are to be provided in accordance with Figure 5.228 North Alexandria Movement of Vehicles and Figure 5.229 North Alexandria Movement of Pedestrians and Cyclists.
- (10) Traffic management devices are not to impede cycle or pedestrian movements.

#### 5.8.4.2.2 Street network - North Alexandria

- (1) Where required by the Consent Authority, street closures, one-way systems, shared zones and new traffic signals are to be provided in accordance with Figure 5.228 North Alexandria Movement of Vehicles and Figure 5.229 North Alexandria Movement of Pedestrians and Cyclists.
- (2) Circulation and major vehicle access and egress points are to be consistent with Figure 5.228 North Alexandria Movement of Vehicles.
- (3) The following lanes in the north-block are to be treated and operate as shared zones to increase amenity, improve walkability and enable alfresco activation:
  - (a) McCauley Lane;
  - (b) Hiles Lane;
  - (c) Balaclava Lane



Figure 5.199 Southern Enterprise Area Street Hierarchy and Layout



KEY










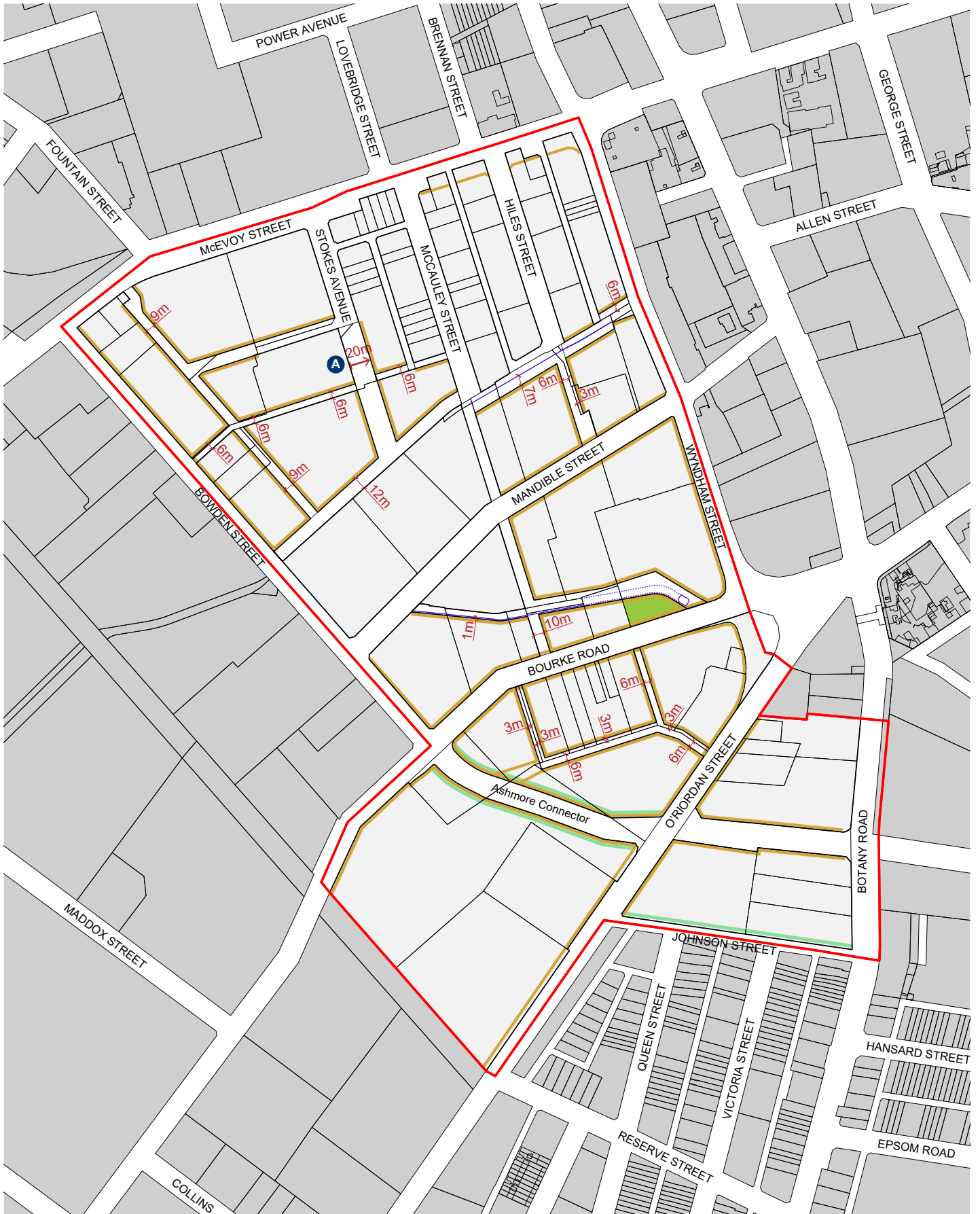
- |  |   |   |
|--|---|---|
|  EMPLOYMENT LANDS STRATEGY BOUNDARY |  LOCAL STREET 12.6M WIDE |  COLLECTOR ROAD 22M WIDE |
|  CITY OF SYDNEY LGA                 |  LOCAL STREET 16M WIDE   |   |
|  LANE 6M WIDE                       |  LOCAL STREET 20M WIDE   |   |
|  LOCAL STREET 10M WIDE              |  COLLECTOR ROAD 21M WIDE |   |



Figure 5.200 North Alexandria Public Domain Dedications and Easements

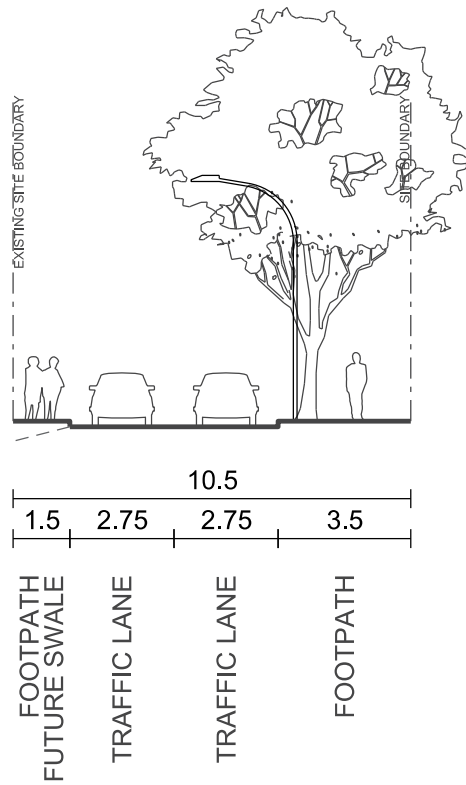


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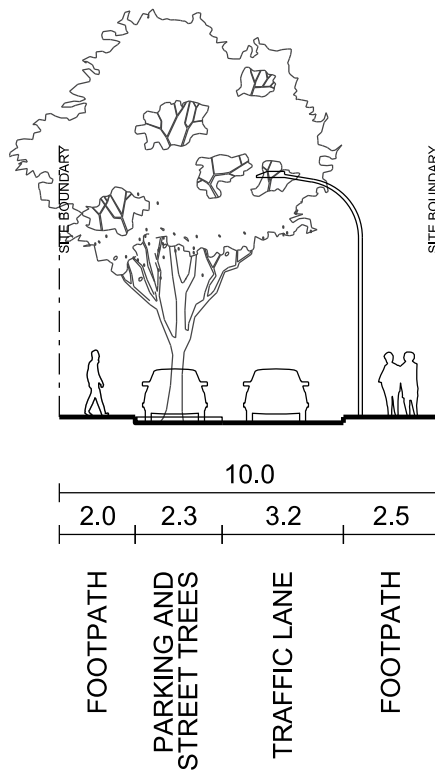
- ▭ PRECINCT BOUNDARY
- ▭ LANDSCAPE SETBACK
- ▭ PROPOSED PUBLIC DOMAIN DEDICATION OR EASEMENT
- CANAL EDGE
- ▭ NEW DEDICATED PUBLIC OPEN SPACE
- Ⓐ NB: WIDTH TO BE MEASURED FROM THE WESTERN BOUNDARY OF 12-18 STOKES AVENUE



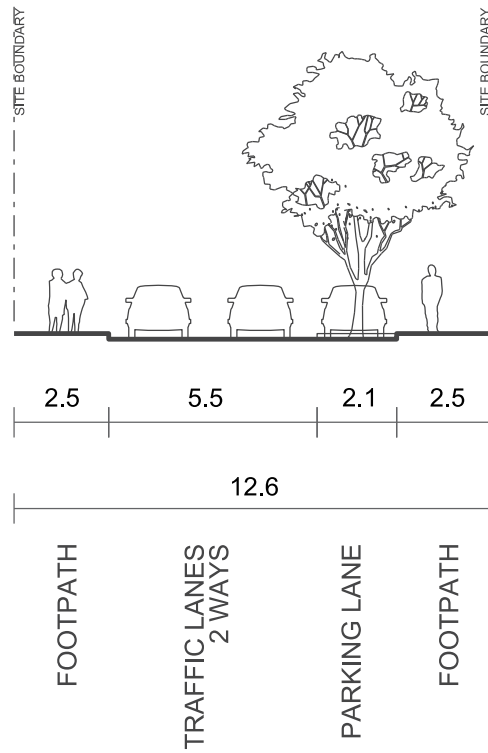
**Figure 5.201**  
Indicative street section – Half local street (10.5m)



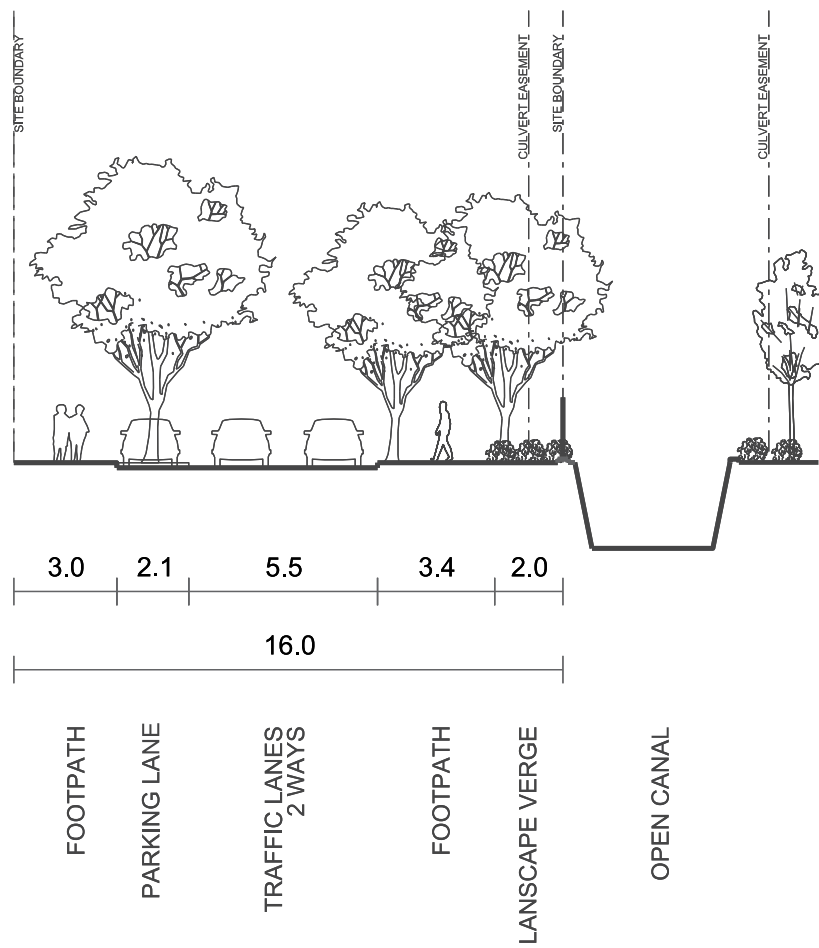
**Figure 5.202**  
Indicative street section – Local street (10m)



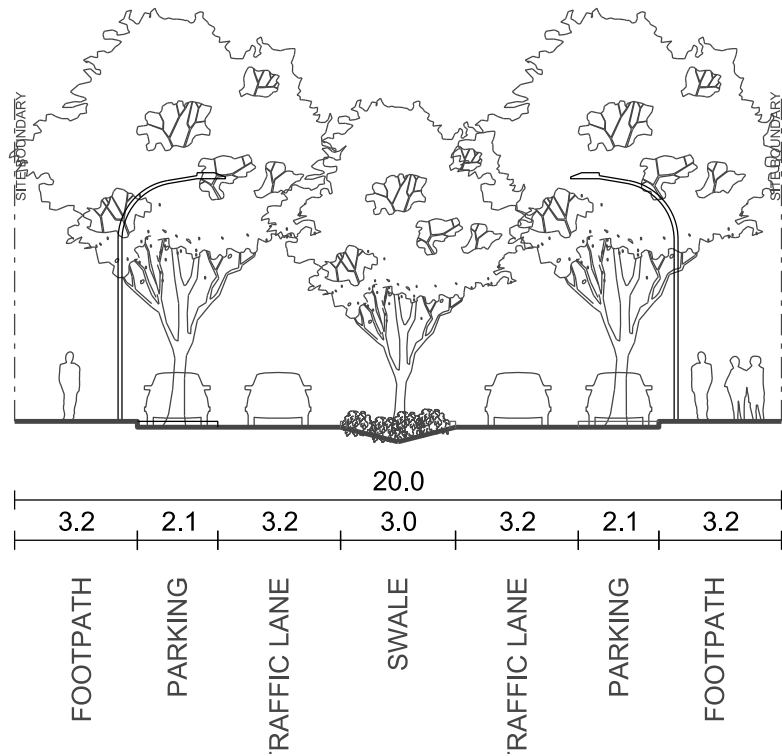
**Figure 5.203**  
Indicative street section – Local street (12.6m)



**Figure 5.204**  
Indicative street section – Local street along canal (16m)



**Figure 5.205**  
Indicative street  
section – Local  
Street (20m)



**Figure 5.206**  
Indicative street  
section – Collector  
Road (21m)

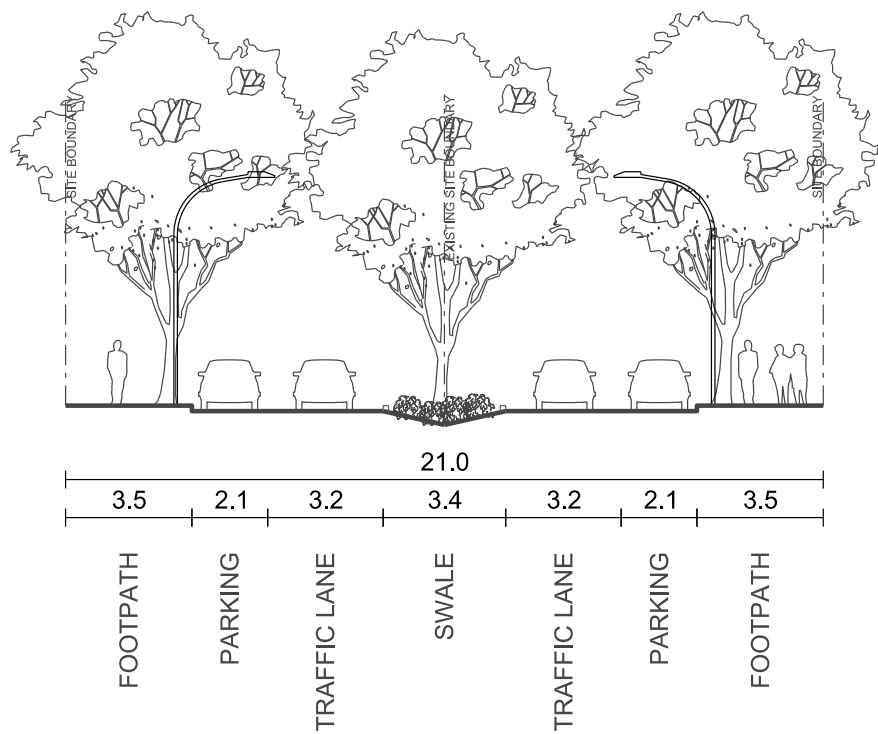
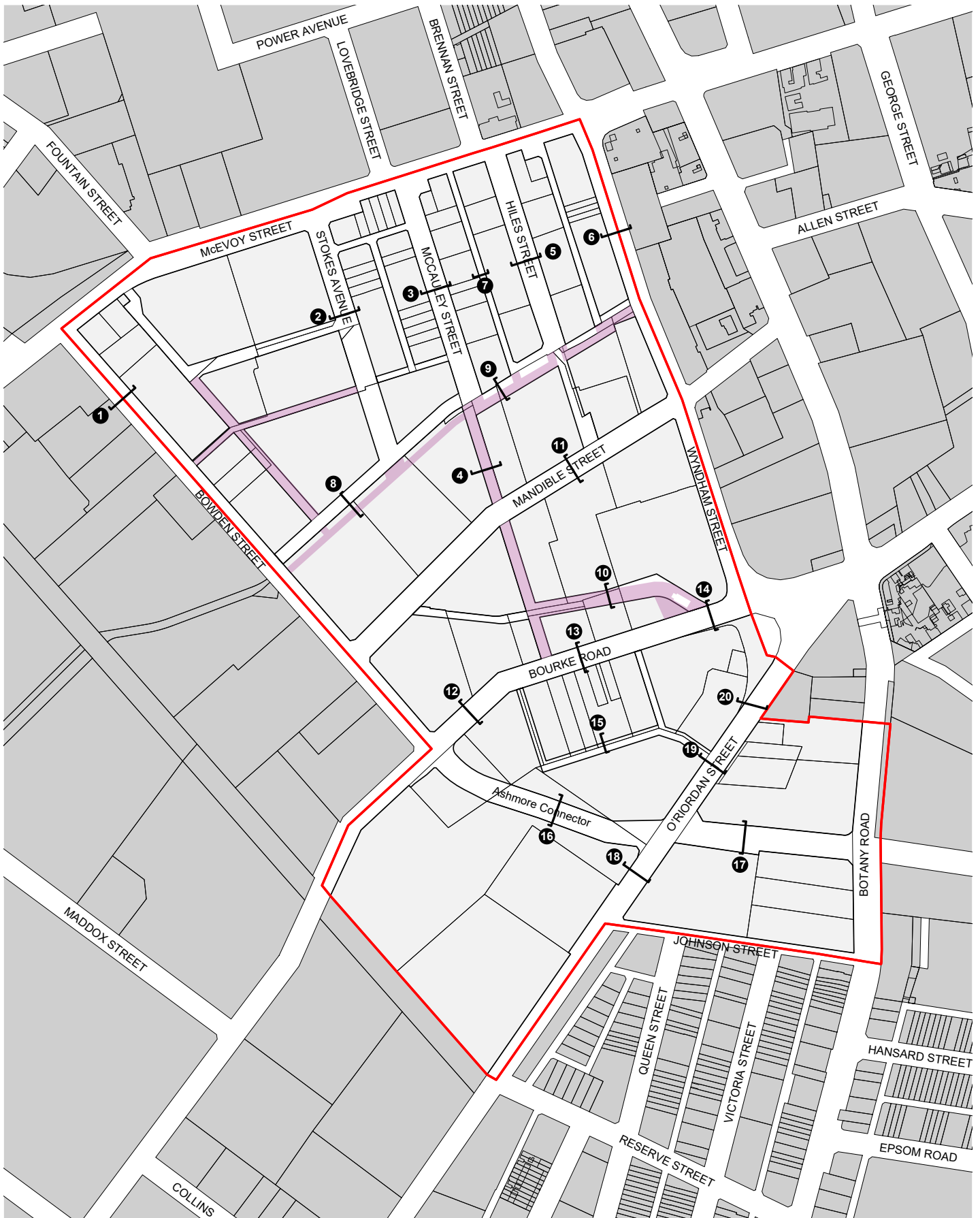




Figure 5.207 Index of indicative street sections - North Alexandria



KEY

- 1 BOWDEN STREET
- 2 STOKES AVENUE
- 3 MCCAULEY STREET
- 4 MCCAULEY STREET EXTENSION
- 5 HILES STREET

- 6 WYNDHAM STREET
- 7 NORTH-BLOCK LANEWAYS
- 8 CANAL STREET
- 9 LIVEABLE GREEN NETWORK (NORTH)
- 10 LIVEABLE GREEN NETWORK (SOUTH)
- 11 MANDIBLE STREET

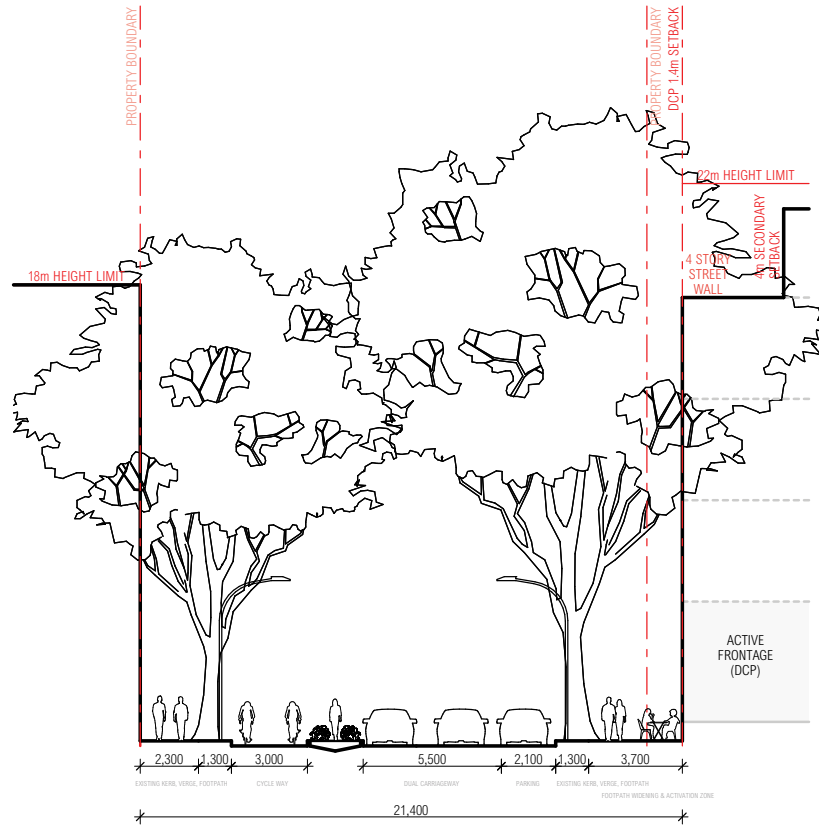
- 12 BOURKE ROAD (A)
- 13 BOURKE ROAD (B)
- 14 BOURKE ROAD (C)
- 15 SOUTH-BLOCK LANEWAY
- 16 ASHMORE CONNECTOR (WEST)
- 17 ASHMORE CONNECTOR (EAST)

- 18 O'RIORDAN STREET (A)
- 19 O'RIORDAN STREET (B)
- 20 O'RIORDAN STREET (C)

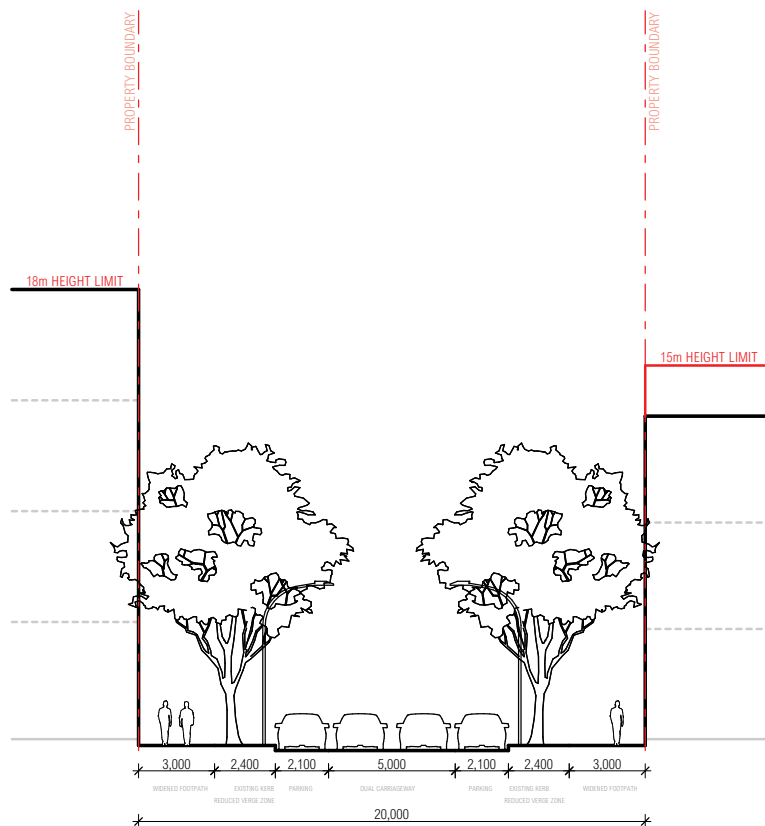




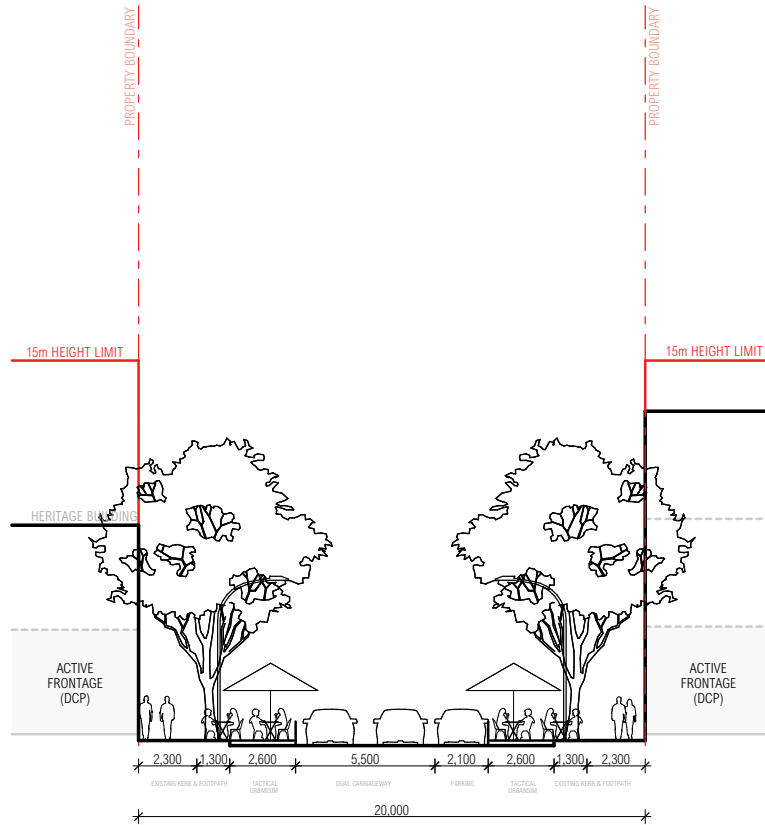
**Figure 5.208**  
Indicative street section – Bowden Street, North Alexandria



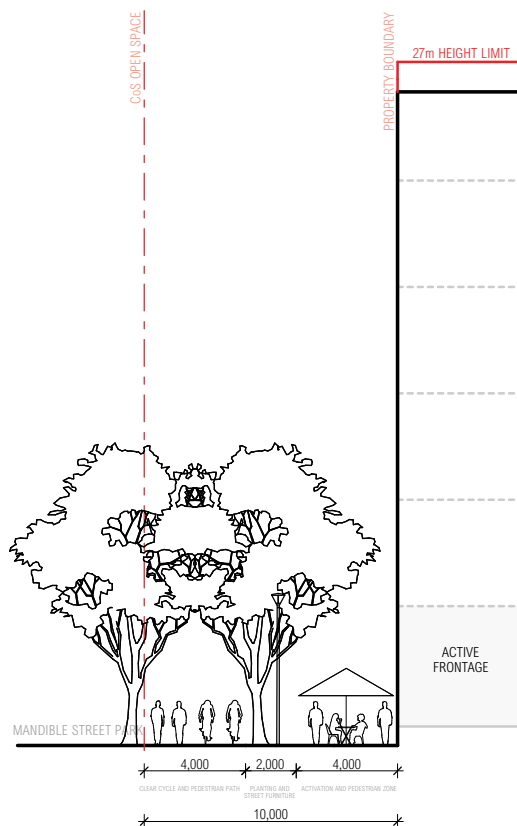
**Figure 5.209**  
Indicative street section – Stokes Avenue, North Alexandria



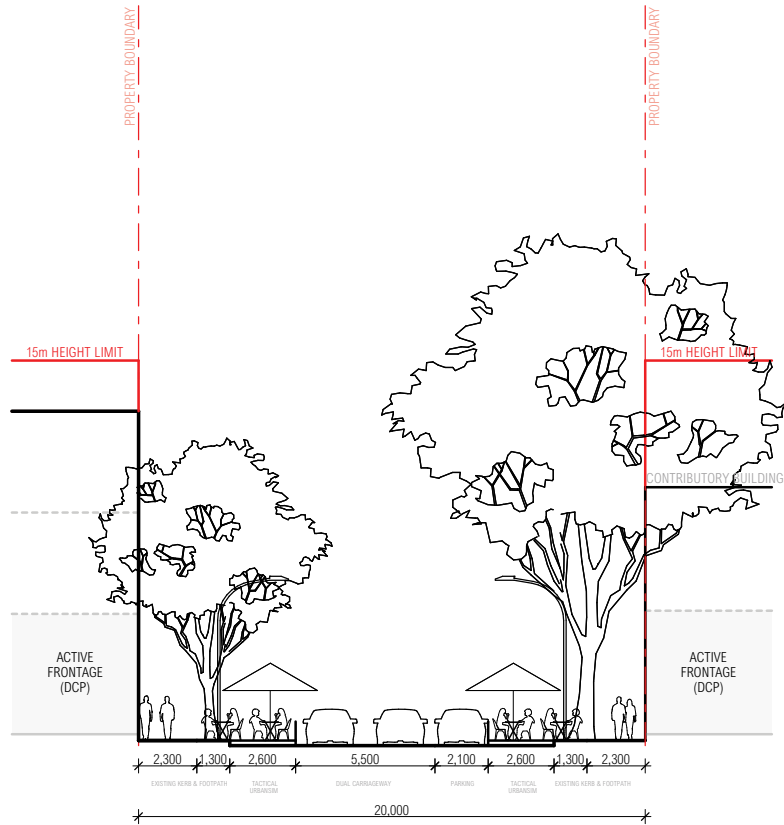
**Figure 5.210**  
Indicative street section – McCauley Street, North Alexandria



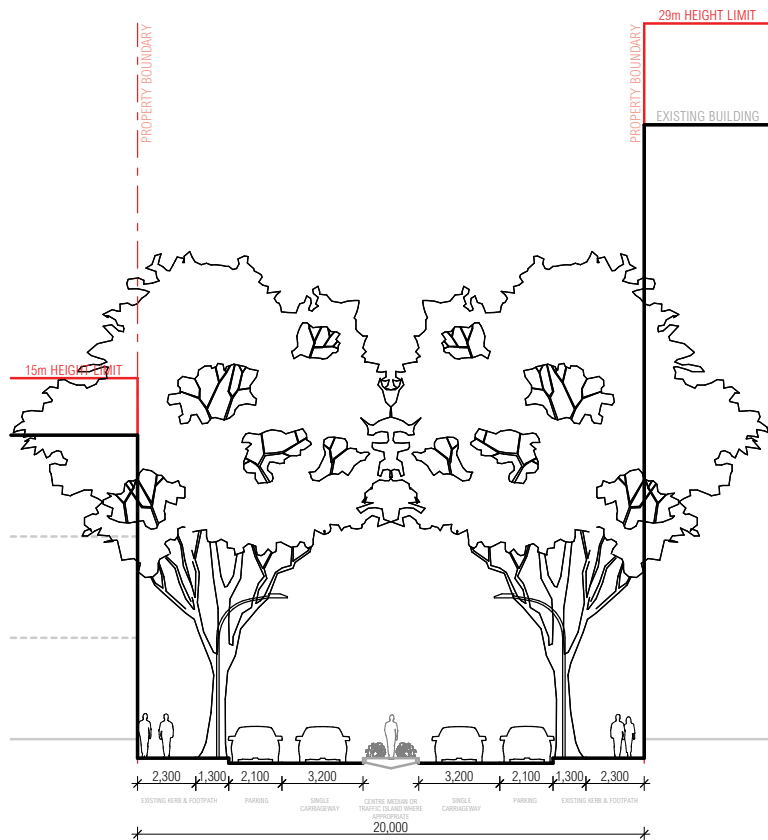
**Figure 5.211**  
Indicative street section – McCauley Street extension, North Alexandria



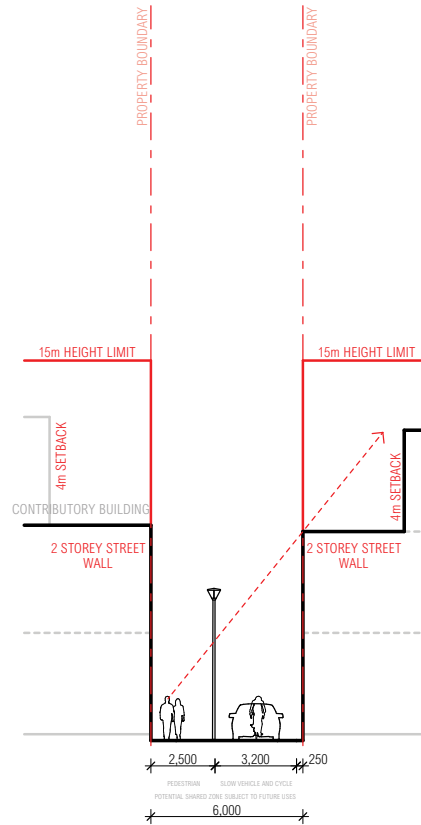
**Figure 5.212**  
Indicative street section – Hiles Street, North Alexandria



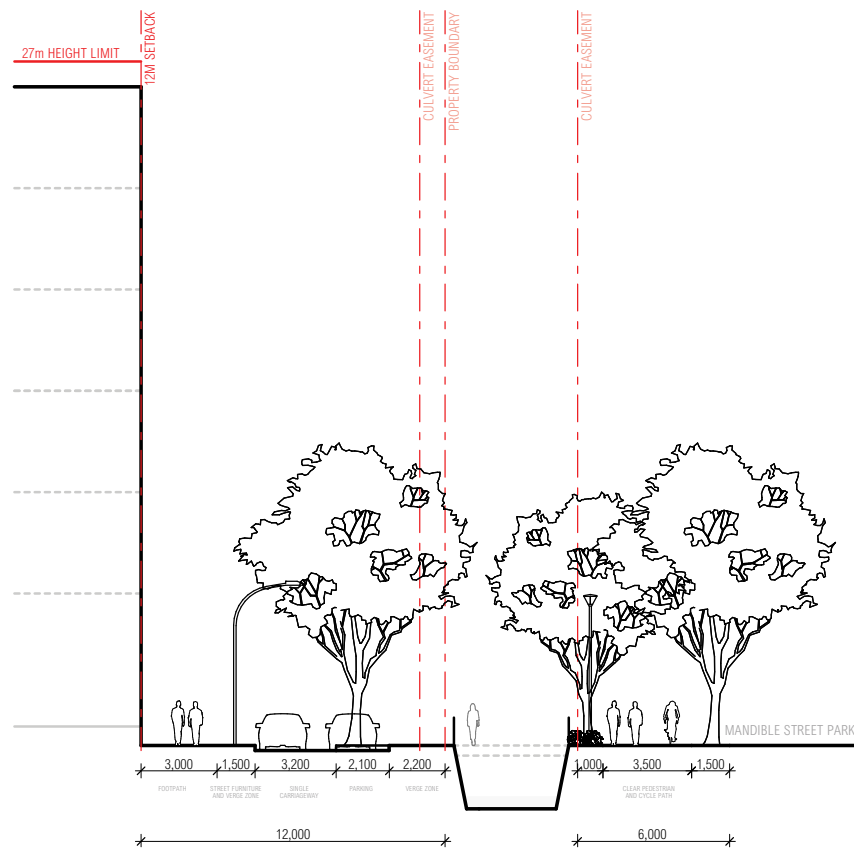
**Figure 5.213**  
Indicative street section – Wyndham Street, North Alexandria



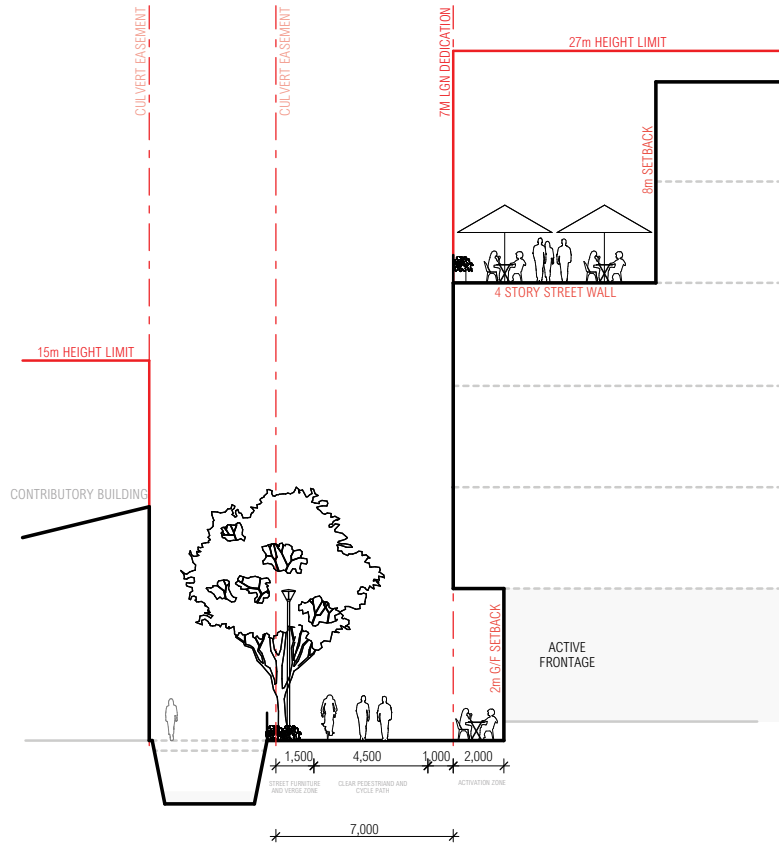
**Figure 5.214**  
Indicative street section – north-block laneways - North Alexandria



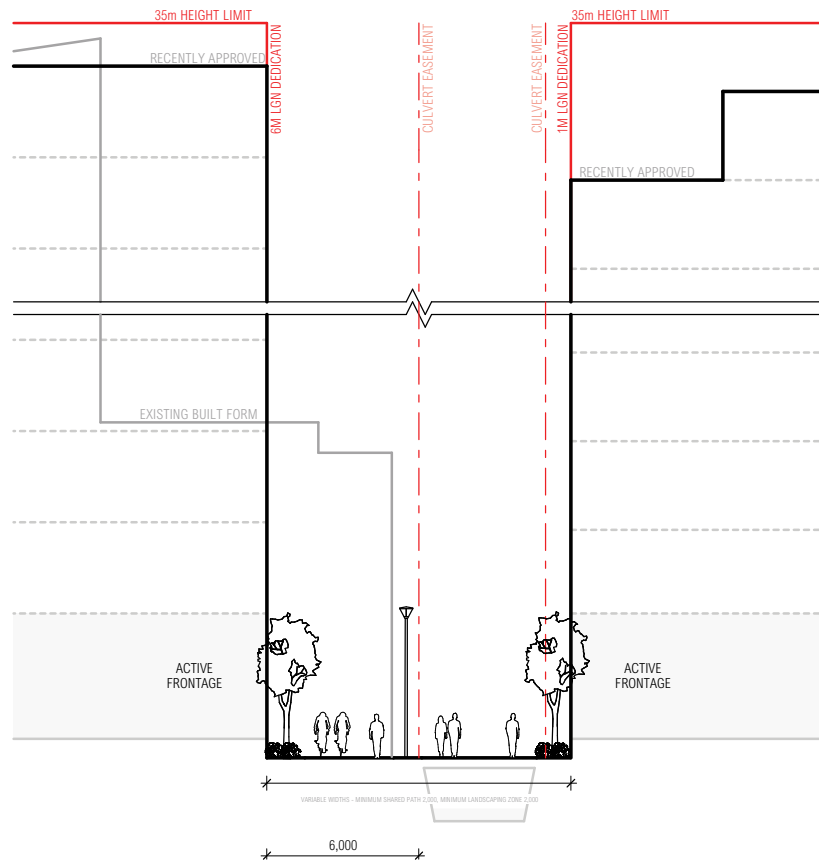
**Figure 5.215**  
Indicative street section – Canal Street, North Alexandria



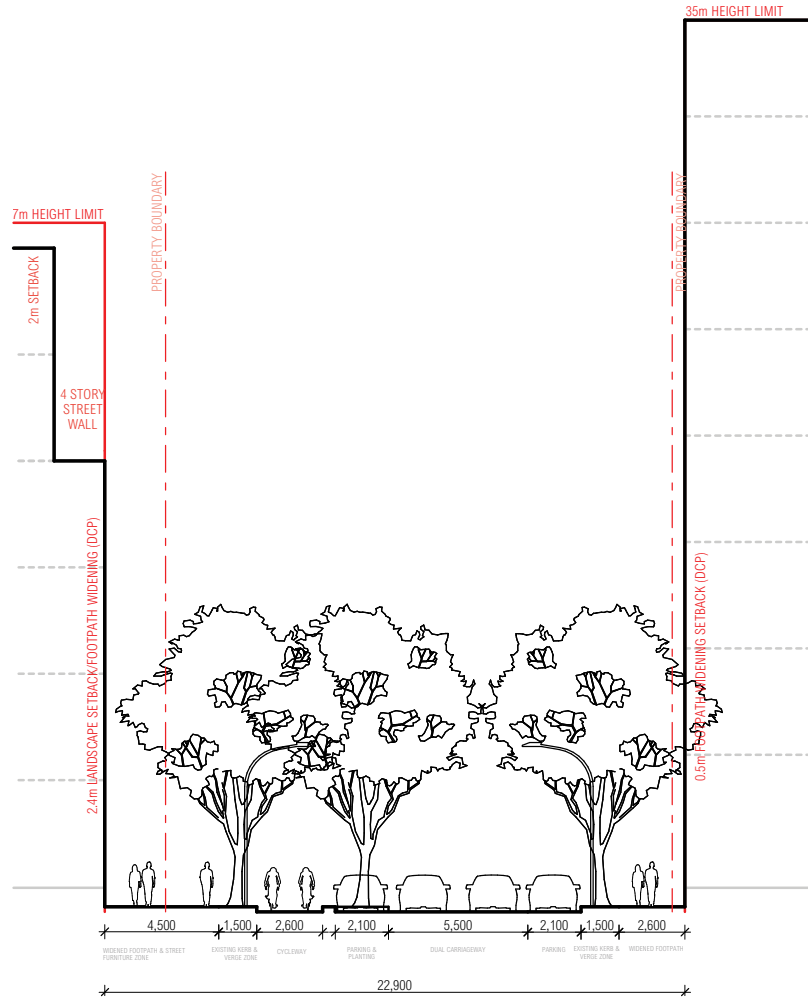
**Figure 5.216**  
Indicative street section – Liveable Green Network North, North Alexandria



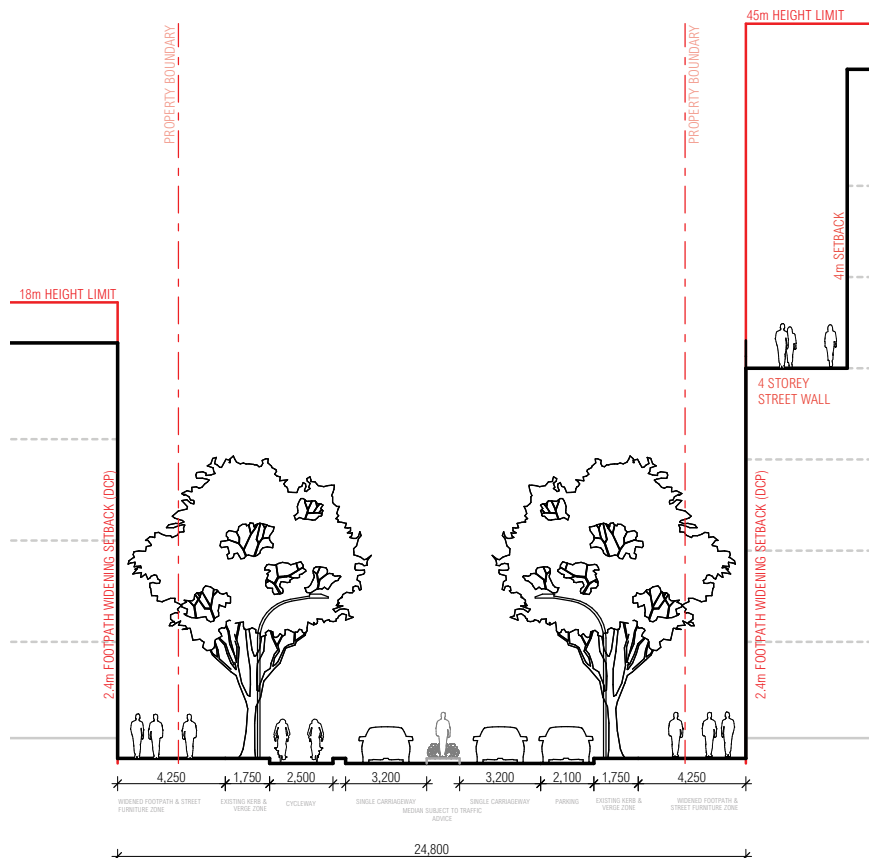
**Figure 5.217**  
Indicative street section – Liveable Green Network South, North Alexandria



**Figure 5.218**  
Indicative street section – Mandible Street, North Alexandria

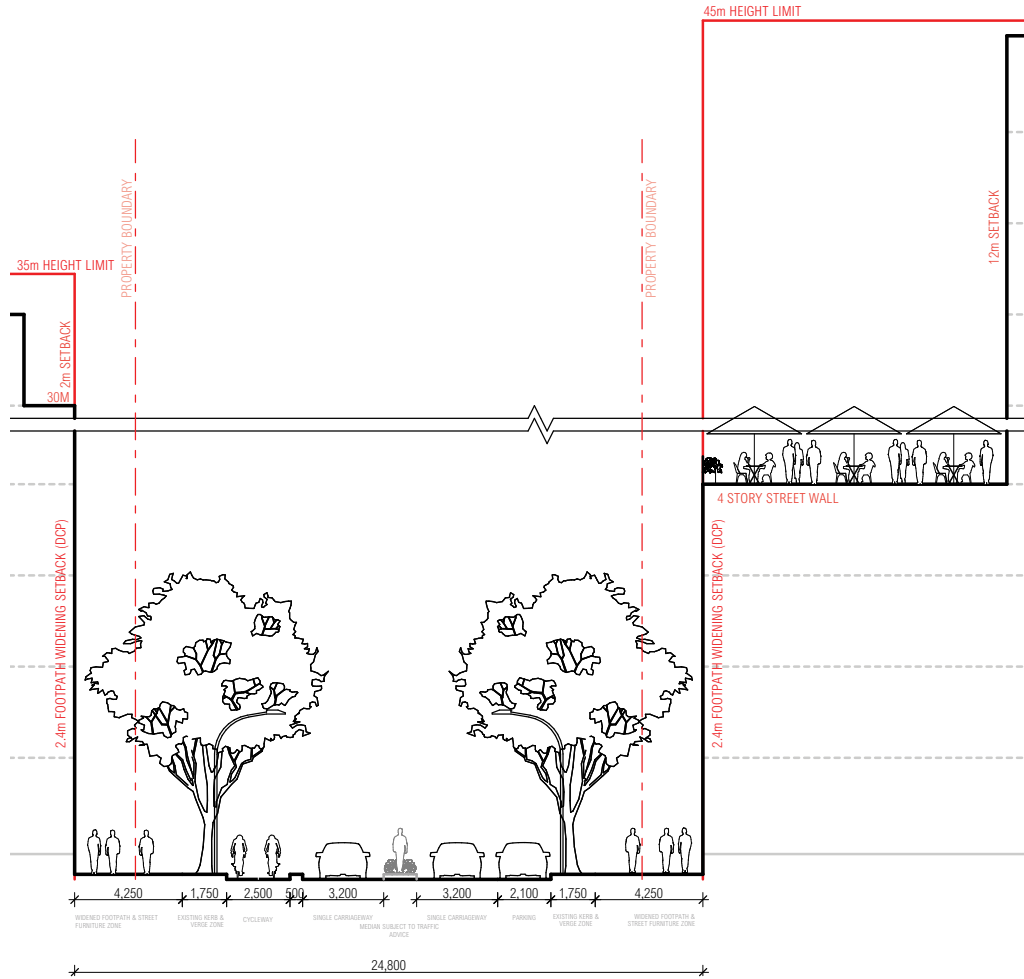


**Figure 5.219**  
Indicative street section – Bourke Road (A), North Alexandria

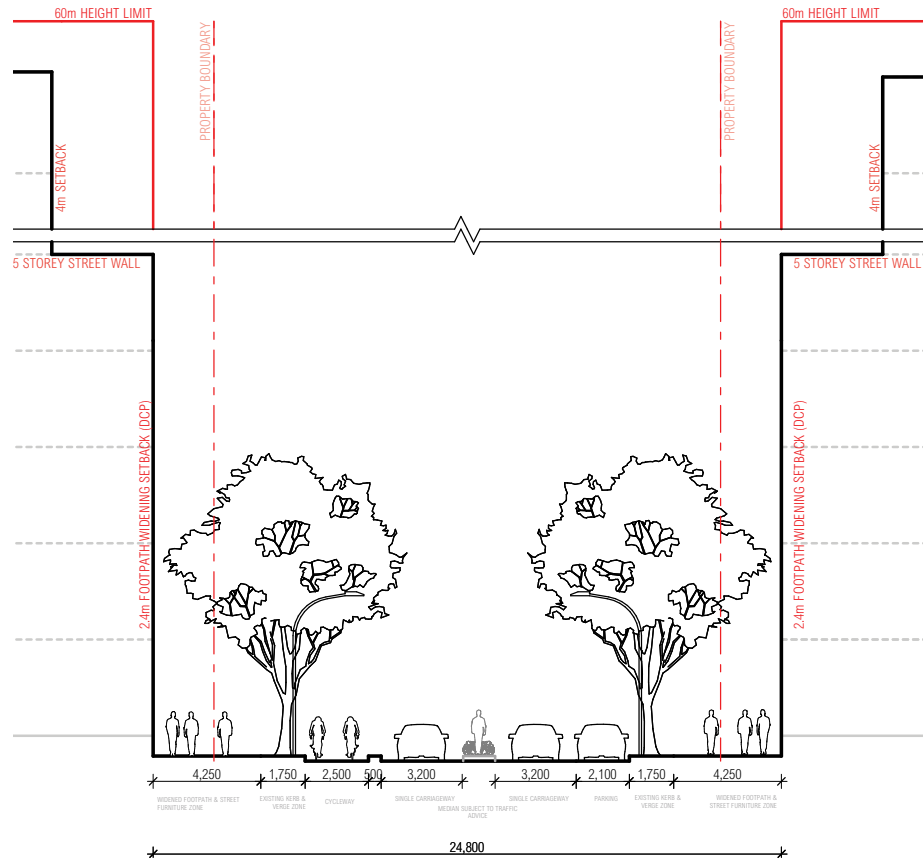




**Figure 5.220**  
Indicative street section – Bourke Road (B), North Alexandria

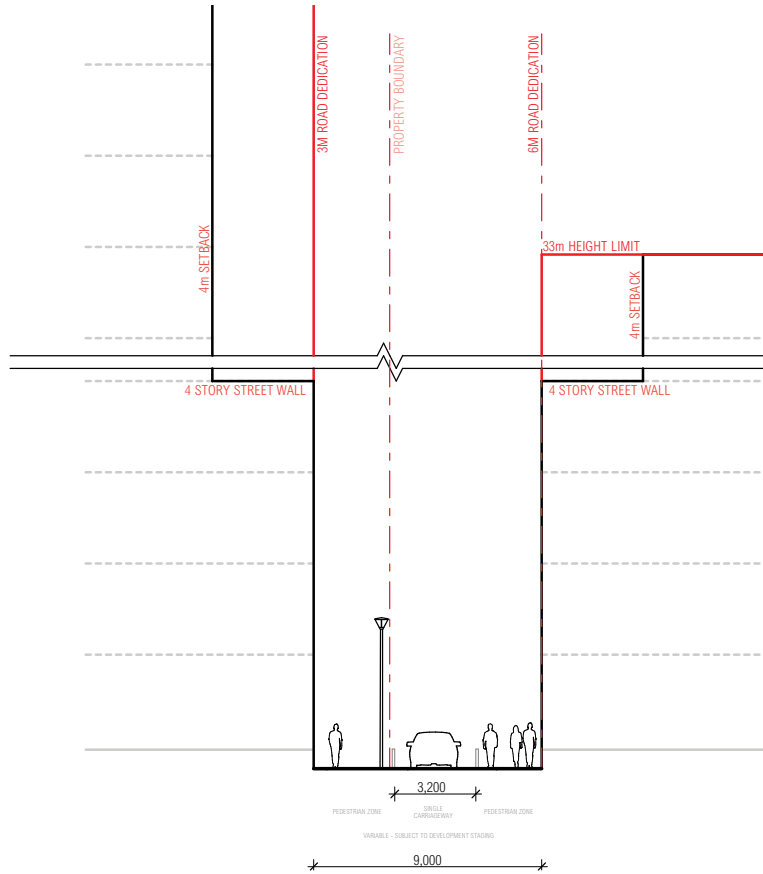


**Figure 5.221**  
Indicative street section – Bourke Road (C), North Alexandria



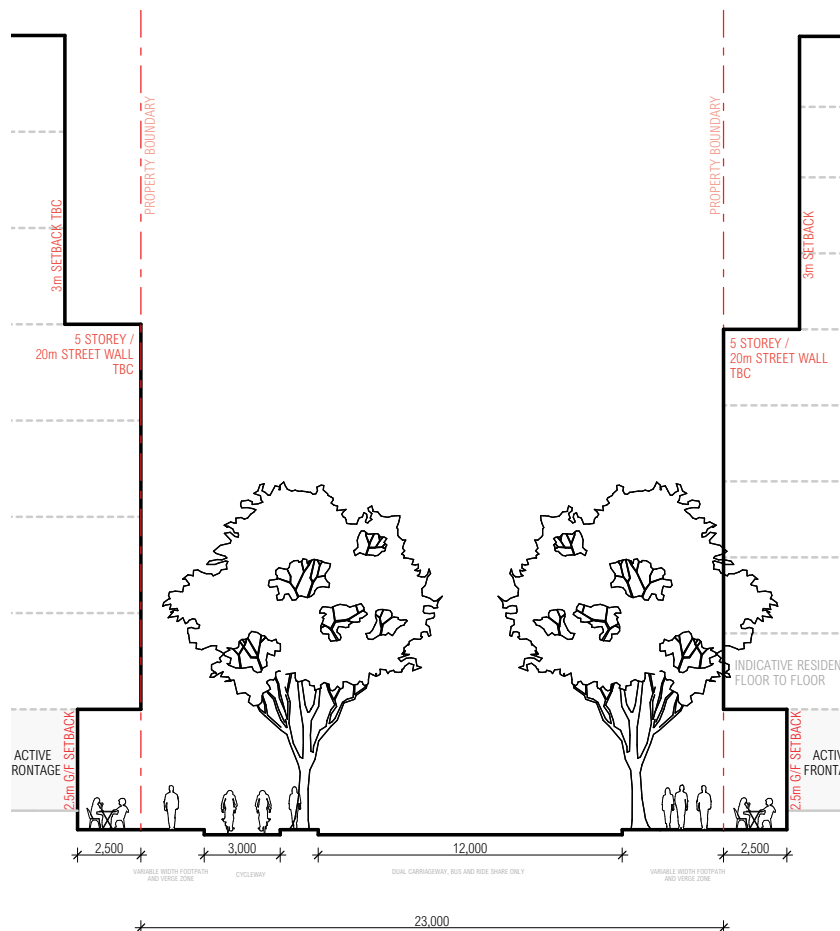
**Figure 5.222**

Indicative street section – South-block laneway, North Alexandria



**Figure 5.223**

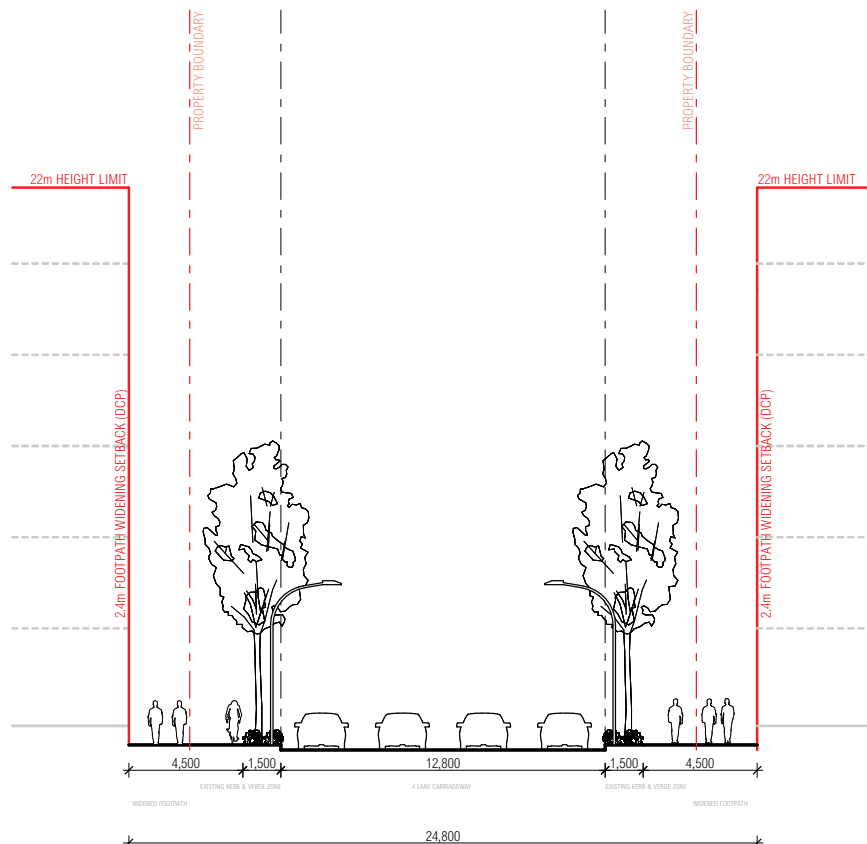
Indicative street section – Ashmore Connector East, North Alexandria



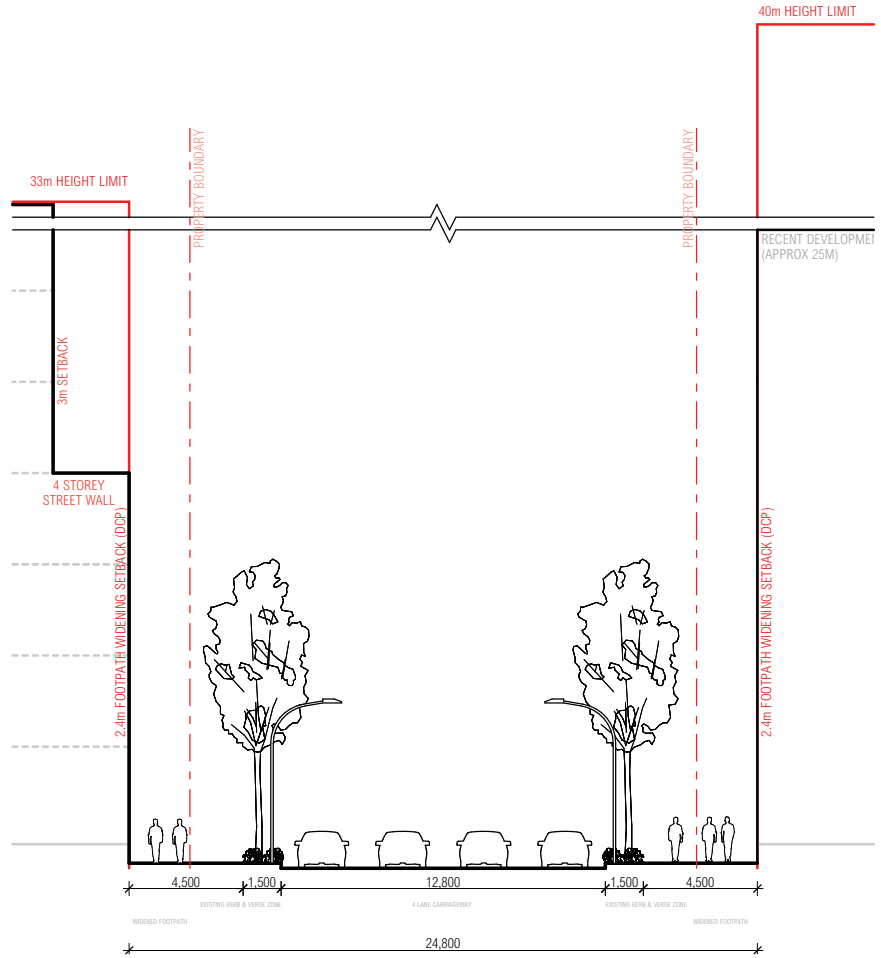
**Figure 5.224**  
Indicative street section – Ashmore Connector West, North Alexandria



**Figure 5.225**  
Indicative street section – O’Riordan Street (A), North Alexandria



**Figure 5.226**  
Indicative street section – O’Riordan Street (B), North Alexandria



**Figure 5.227**  
Indicative street section – O’Riordan Street (C), North Alexandria

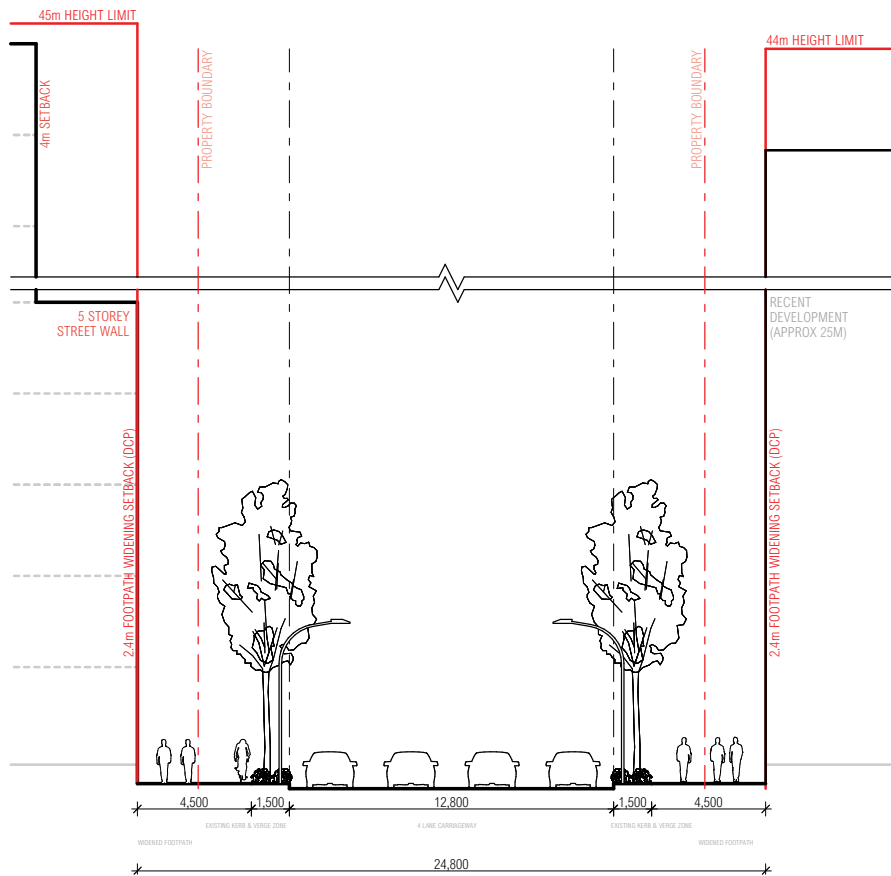
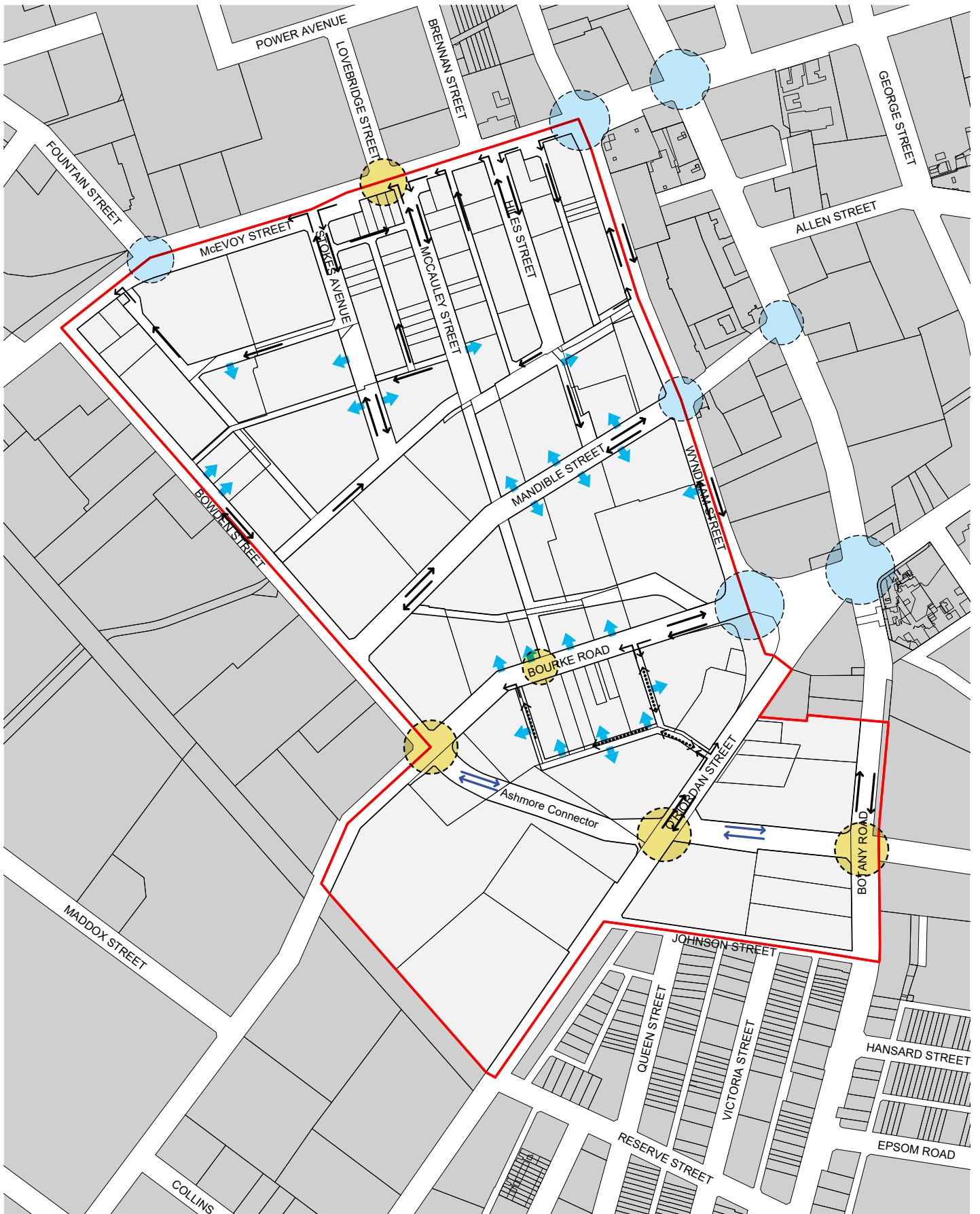


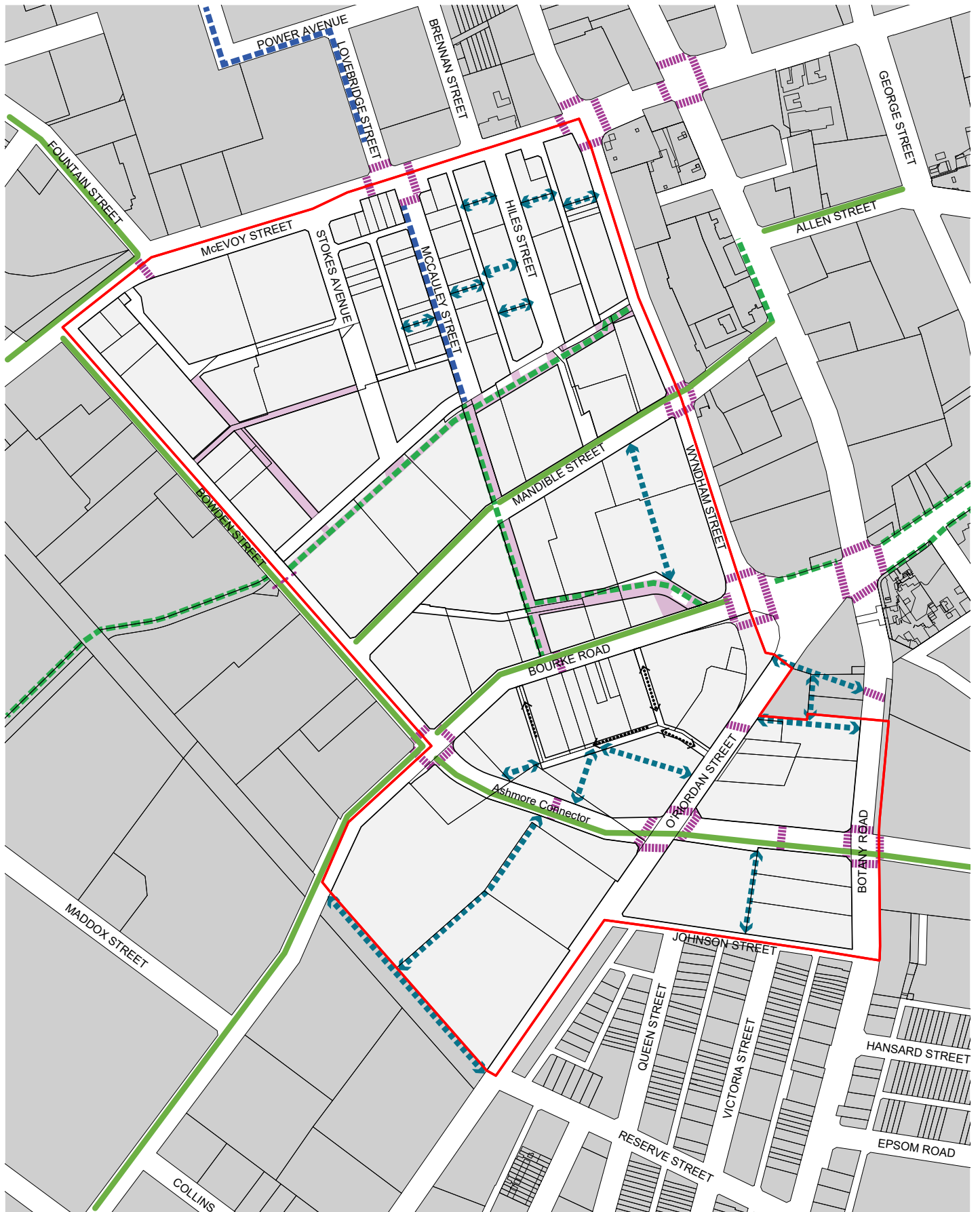
Figure 5.228 North Alexandria Movement of Vehicles







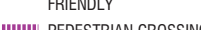



- KEY**
- ▭ PRECINCT BOUNDARY
  - BUS OR RIDE SHARE ONLY
  - VEHICLE, DIRECTION OF TRAVEL
  - PREFERRED VEHICLE ENTRY
  - PROPOSED SIGNAL INTERSECTION
  - EXISTING SIGNAL INTERSECTION
  - - - - - VEHICLE AND PEDESTRIAN ACCESS LANE



Figure 5.229 North Alexandria Movement of Pedestrians and Cyclists



KEY

- |   |   |  |
|---|---|--|
|  PRECINCT BOUNDARY         |  LOW TRAFFIC - CYCLE FRIENDLY            |  VEHICLE AND PEDESTRIAN ACCESS LANE |
|  DEDICATED CYCLE LANE      |  PEDESTRIAN CROSSING                     |  DEDICATED PEDESTRIAN               |
|  SHARED PEDESTRIAN & CYCLE |  SUGGESTED LOCATION OF THROUGH-SITE LINK |  |





**5.8.4.2.3 Pedestrian and Cycle Network**

- (1) Where required by Council, through-site links, pedestrian and cycle routes and pedestrian crossings are to be provided and/or dedicated in accordance with:
  - (a) Public domain setbacks maps and Through site links map; and
  - (b) Figure 5.229 North Alexandria Movement of Pedestrians and Cyclists.
- (2) New development is not be located where a new pedestrian and cycling route and/or through site link is proposed, unless it is of a temporary nature.
- (3) Land required for the purpose of footpath widening as identified in Public domain setbacks maps is to be dedicated to Council and provided clear to the sky. An additional building setback may be required from the site boundary as detailed in Section 5.8.3.3 Building alignment and setbacks in this DCP.
- (4) Through-site links are to be designed:
  - (a) with a minimum width of 6m, or 8m where bike access is proposed;
  - (b) to be open to the sky;
  - (c) to be level with any adjoining footpath and fully accessible;
  - (d) to be accessible to pedestrians and cyclists 24 hours a day;
  - (e) to provide a safe environment including lighting and clear sightlines; and
  - (f) be activated and surveyed through the design of adjoining buildings.
- (5) Design of the public domain is to provide sufficient space for cyclists and pedestrians to move around each other and is to be consistent with the City of Sydney Street Design Code.

**5.8.4.3 Liveable Green Network**

The Liveable Green Network forms part of the City's pedestrian and cycling network that connects people to the City Centre, village centres and neighbourhoods, public transport, education and cultural precincts and major parks and recreation facilities. The network extends from the Alexandra Canal, along its tributaries and throughout the City.

This Section relates to development along the Liveable Green Network that is within the Southern Enterprise Area. This section should be read in conjunction with the various sections of this DCP that relate to public domain, pedestrian and cycle links, built form and urban ecology.

**Objectives**

- (a) Facilitate a Liveable Green Network along the Alexandra Canal and its tributaries that provides opportunities for walking, cycling and active and passive recreation.
- (b) Ensure future development positively addresses the Liveable Green Network.
- (c) Improve and increase pedestrian and cycle connections to centres, public transport nodes, open spaces, facilities and services both in and around the Southern Enterprise Area.
- (d) Ensure the Liveable Green Network is legible and safe.
- (e) Ensure the Liveable Green Network includes landscaped spaces that provide habitat.
- (f) Increase the proportion of trips made by walking and cycling in and through the Southern Enterprise Area.

## Provisions

### General

- (1) New development along the Liveable Green Network is to:
  - (a) maximise opportunities for surveillance;
  - (b) provide interest and minimise blank walls and incorporate building entries and large windows at least every 20m;
  - (c) provide a minimum of 25% of any frontage on to the Liveable Green Network as active frontage;
  - (d) provide direct access, locating entries to the building along the Liveable Green Network.
- (2) Setbacks and building alignments are to be consistent with the *Public domain setbacks map*, *Through-site links map*, Figure 5.200 *North Alexandria Public Domain Dedications and Easements* and Table 5.21 Landscape setbacks for the Liveable Green Network.
- (3) Setbacks to facilitate the Liveable Green Network are generally required to be dedicated to Council with new development being built to the new site boundary.
- (4) New development is not to be located where the Liveable Green Network is proposed unless it is of a temporary nature.
- (5) Landscaping is to incorporate locally indigenous species and features such as rockeries to provide habitat.

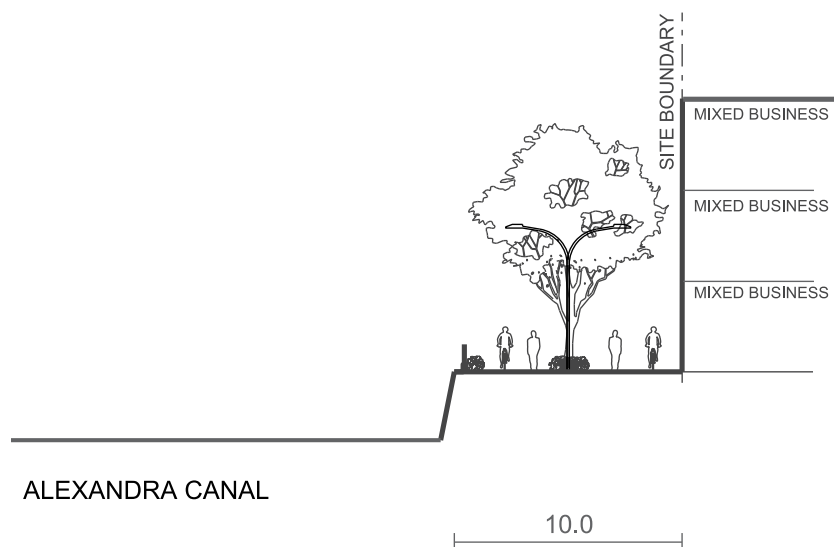
### North Alexandria

- (1) Opportunities to re-invigorate the Sheas Creek canals are to be explored in North Alexandria, including:
  - (a) covering the canal between Hiles Lane and Wyndham Street to provide space for a potential public plaza at the threshold to this section of the network;
  - (b) covering over the canal to create additional public spaces where recent development has restricted the width of the Liveable Green Network corridor;
  - (c) preserving the open canal at the Bourke Road junction where it is visible from Green Square Train Station plaza;
  - (d) providing frequent footbridges to maximise pedestrian connectivity, particularly between the north- and mid-blocks;
  - (e) allowing space between buildings and public domain to encourage increased activation and alfresco dining;
  - (f) investigating opportunities to expose the canal elsewhere for visual amenity and character; and
  - (g) connecting the cycle and pedestrian path over Bowden Street to the continuation of the Liveable Green Network.

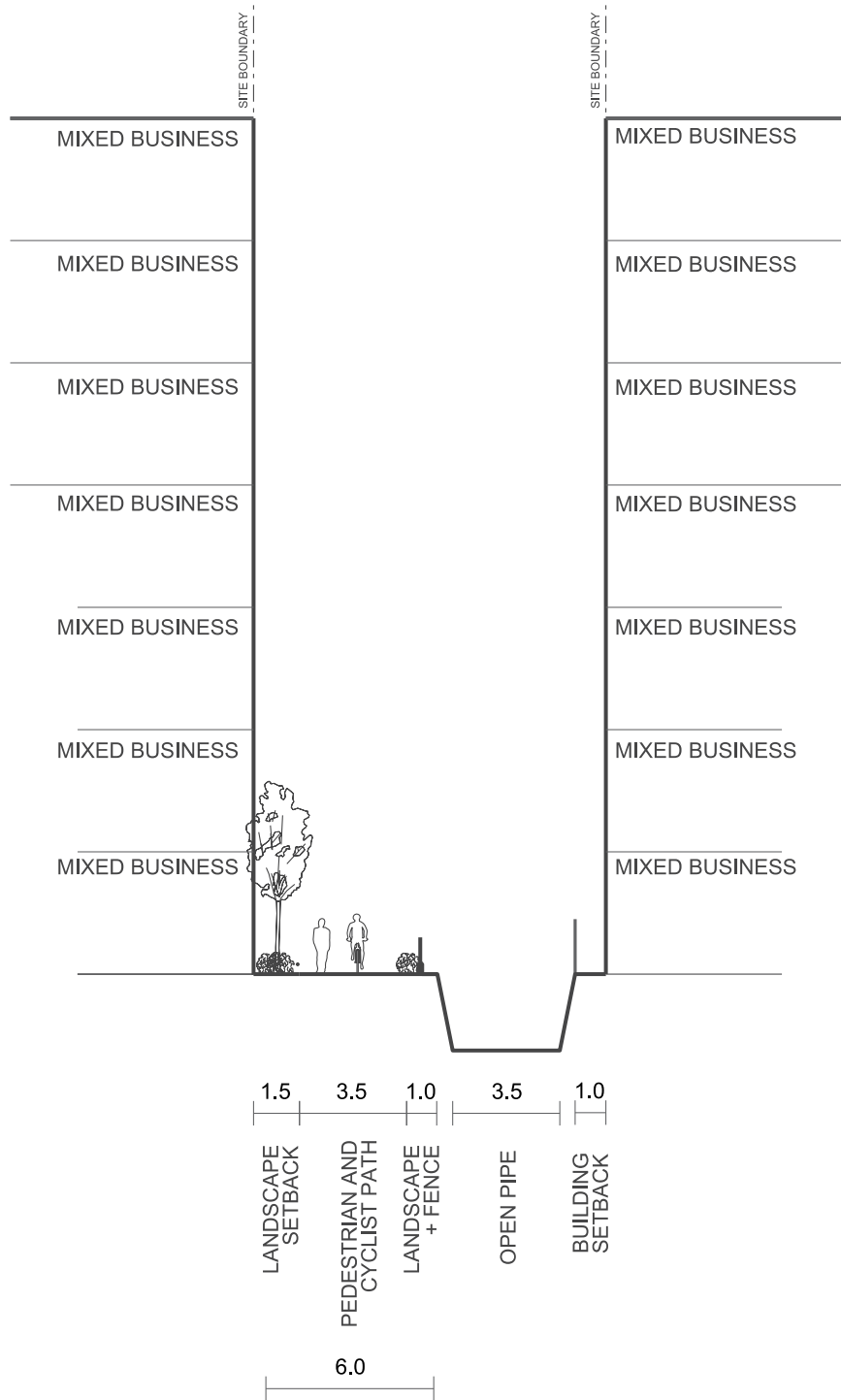
**Table 5.21:** Landscape setbacks for the Liveable Green Network

Condition	Setback
Where located along the Alexandra Canal i.e. Gardeners Road to south of Huntley Street (for indicative section see Figure 5.230: Alexandra Canal section)	10 metres measured from the edge of the canal.
Where located along the Liveable Green Network length between Mandible Street and Bourke Street (for indicative section, see Figure 5.231: Mandible Street to Bourke Road section)	6m on the north side of the canal and 1m setback on south side. Setback to be measured from the edge of the open channel.
Where the located in the Liveable Green Network length between Bourke Road and Doody Street (for indicative section see Figure 5.232: Bourke Road and Doody Street section)	10 metres measured from the edge of the open channel on both sides of the channel.
Where not detailed above, and where the existing water channel (pipe) is closed (for indicative section see Figure 5.233: Closed channel section)	5 metres measured both sides of the centreline of the pipe.
Where not detailed above, and where the existing water channel is open (for indicative section see Figure 5.234: Open channel section)	6 metres measured from the edge of the open channel on both sides of the channel.

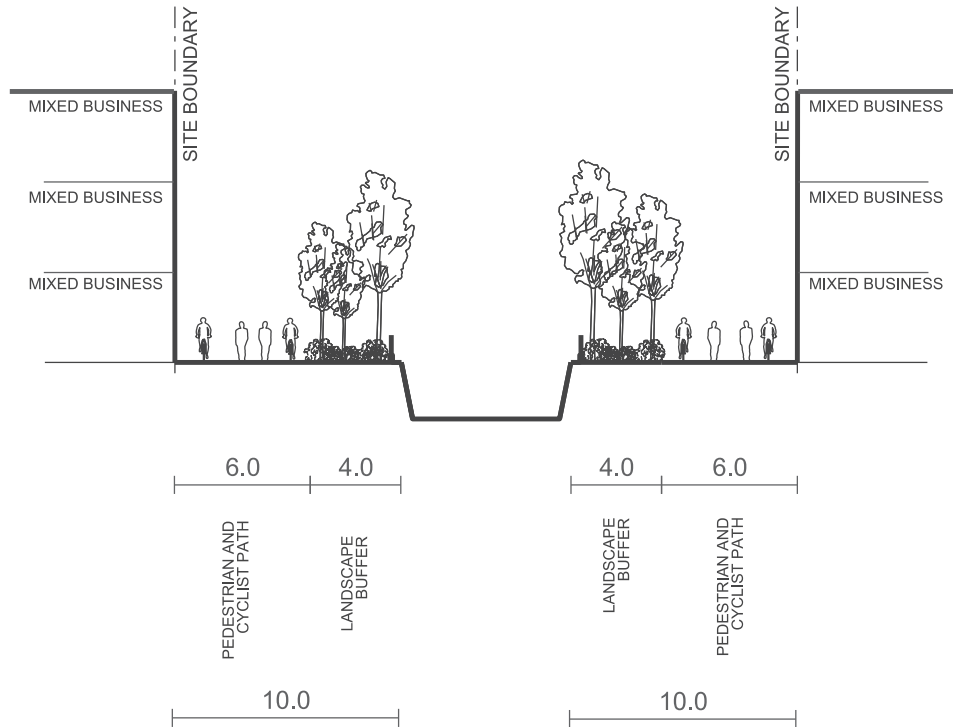
**Figure 5.230**  
Alexandra Canal  
section



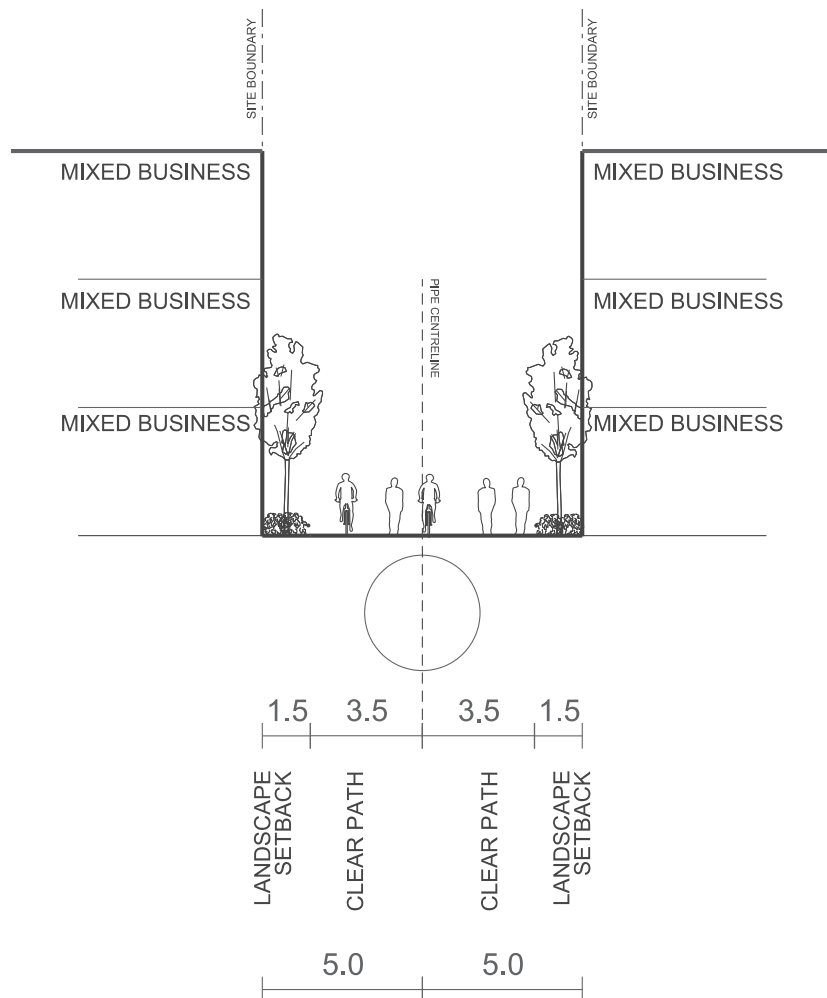
**Figure 5.231**  
Mandible Street  
to Bourke Road  
section



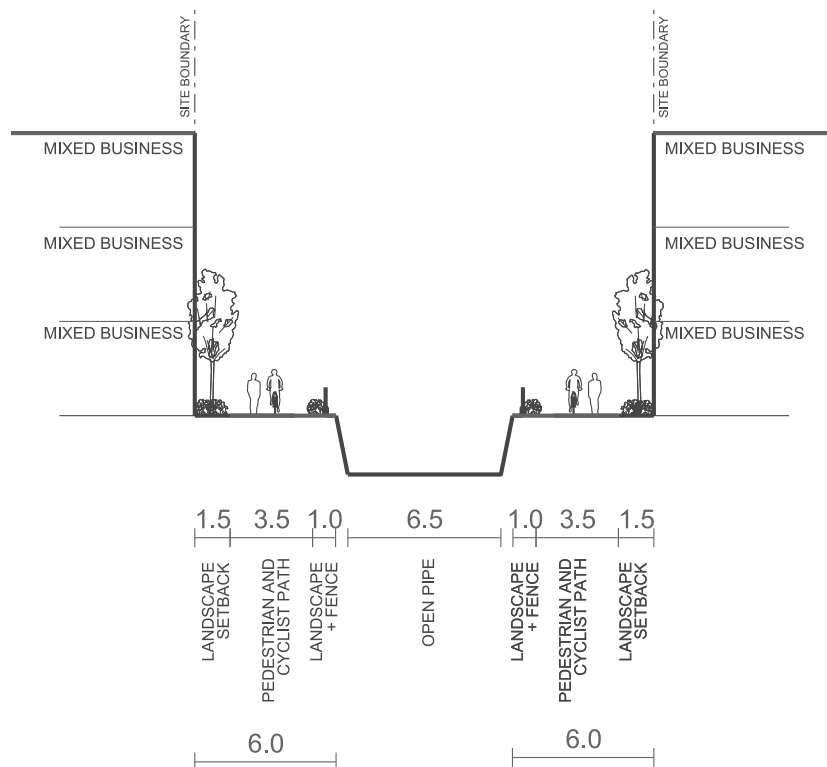
**Figure 5.232**  
Bourke Road  
to Doody Street  
section



**Figure 5.233**  
Closed channel  
section



**Figure 5.234**  
Open channel  
section



#### **5.8.4.4 Public domain in the Enterprise corridor**

This Section applies to the land in the Enterprise corridor in *Sydney LEP 2012*. It is to be read in conjunction with Clause 6.28 of the *Sydney LEP 2012*.

This Section identifies how additional height or floor space may be achieved where the development proposes the dedication of land for public domain in the Southern Enterprise Area.

#### **Objectives**

- (a) Ensure a high level of amenity and an appropriate level of public domain is achieved in the Southern Enterprise Area.
- (b) Establish the circumstances under which development may achieve additional height or additional floor space pursuant to Clause 6.28 of the *Sydney LEP 2012*.

#### **Provisions**

- (1) Where land is proposed to be dedicated for the purpose of public domain then development may achieve additional height or floor space in accordance with Clause 6.28 of the *Sydney LEP 2012*, but only where Council determines there is a need for public domain.
- (2) The additional height or floor space can only be achieved under Clause 6.28 of the *Sydney LEP* where:
  - (a) the development contributes to the desired character of the locality in which it is located and has little or no adverse impacts on the amenity of that locality; and



- (b) development:
  - i. dedicates land for a public road identified on the Streets and lanes map,
  - ii. dedicates land for a footpath widening or Liveable Green Network setback identified on the Public domain setbacks map;
  - iii. dedicates land for substantial public open space; or
  - iv. dedicates land for or provides a public access easement for a through-site link identified on the Through-site links map.
- (3) Where this DCP identifies multiple public domain requirements, the development may achieve additional height or floor space in accordance with Clause 6.28 of *Sydney LEP 2012*, but only where all public domain is proposed to be dedicated, and where the consent authority determines there is a need for public domain.
- (4) Additional height or floor space cannot be achieved under Clause 6.28 of *Sydney LEP 2012* for public domain works undertaken by the developer where no land is dedicated or otherwise provided to Council for public domain.

### 5.8.5 Managing transport demand

To address high levels of traffic congestion in the Southern Enterprise Area it is essential that sustainable transport use is actively promoted.

This Section should be read in conjunction with Clause 7.26 under Sydney LEP 2012 and the requirements of Section 3.11 Transport and Parking and Schedule 7, of this DCP.

The requirements of Section 3.11.1 are superseded by this Section.

#### Objectives

- (a) Promote sustainable transport use to reduce traffic congestion on local and regional roads in and around the Southern Enterprise Area.
- (b) Achieve a minimum mode share target of people arriving at work by sustainable transport modes of:
  - i. 45% of workers in North Alexandria are to arrive at work by public transport or active transport; and
  - ii. 40% of workers in the remaining mixed business areas are to arrive at work by public transport or active transport.

#### Provisions

- (1) Development is to actively promote sustainable transport modes.
- (2) Where development increases the amount of carparking on a site:
  - (a) a Transport Impact Study is required to address the potential impact of the development on surrounding movement system;
  - (b) a Green Travel Plan is to be prepared which includes initiatives to promote sustainable transport modes. Green Travel Plans are to be prepared in accordance with Schedule 7 and demonstrate how initiatives to promote sustainable transport options are to be implemented and maintained over time; and
  - (c) a Transport Access Guide and a strategy is to be prepared and made available for employees and visitors.

## 5.8.6 Environment

### 5.8.6.1 Stormwater management and waterways

This Section should be read in conjunction with provisions of Section 3.7 Water and Flood Management of this DCP.

#### Objectives

- (a) Assist in the management of stormwater to minimise flooding and reduce the effects of stormwater pollution on receiving waterways.
- (b) Ensure that development manages and mitigates flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain.
- (c) Ensure that flood risk management addresses public safety and protection from flooding.

#### Provisions

- (1) Development applications are to be prepared in accordance, and be compatible with, the assumptions and flood information documented in the Alexandra Canal Catchment Floodplain Risk Management Study and Floodplain Risk Management Plan available from the Council as it applies to the Southern Enterprise Area.
- (2) Development is to comply with Council's floodplain management policies and flooding provisions of this DCP.
- (3) Any portion of the building or structure lower than the 1% AEP + .50 metre freeboard is to be built from flood compatible materials (i.e. materials that will not experience any significant damage as a result of the ingress or passage of floodwaters, including debris).
- (4) All services associated with the development are to be flood proofed to the 1% AEP + .50 metre freeboard or, where associated with critical services, the Probable Maximum Flood (PMF). Flood proofing is to be undertaken using a combination of measures sufficient to ensure that the structure and building contents are able to withstand the forces due to the ingress or passage of floodwaters, including debris.
- (5) A suitably qualified engineer is to certify that the structure can withstand the forces of floodwater, debris and buoyancy for the 1% AEP + .50 metre freeboard or the PMF in cases with significant safety or evacuation issues.
- (6) Overland flowpaths and other stormwater management systems must be designed such that personal safety is not compromised and damage to property is minimised. In designing for the PMF flood vertical evacuation procedures must be considered.
- (7) All buildings that are accessible to the public, and where the depth of the PMF at the site access is greater than 0.8m, are to provide temporary refuge for persons escaping floodwaters.

### 5.8.6.2 Urban ecology

This section should be read in conjunction with the provisions of Section 3.5 Urban Ecology of this DCP.

The large industrial sites, warehouses and generally less intensely used sites that characterise much of the Southern Enterprise Area can provide habitat for a range of plant and animal species, including birds, bats and reptiles. This is particularly the case where sites have remained vacant or unused for an extended period of time.

Landscaping associated with new development will serve many purposes including enhancement of amenity and air quality, managing stormwater runoff and protecting and enhancing the urban ecology.

**Objectives**

- (a) Protect and enhance existing habitat and create new areas of habitat in the Southern Enterprise Area, contributing to the wider urban biodiversity of the City.
- (b) Ensure landscaping improves, protects and enhances urban biodiversity.
- (c) Protect and promote the recovery of priority species and groups of fauna and flora and reinstate original locally indigenous vegetation.

**Provisions**

- (1) New development is to retain and enhance existing habitat and create opportunities for new areas of habitat.
- (2) Buildings and structures should be sited to protect existing areas of vegetation and habitat.
- (3) Landscaped areas are to be designed and located to create a buffer between potential habitat and development, for example along property boundaries.
- (4) Where development is proposed on sites with substantial vegetation and/or sites and buildings that have remained undisturbed for 1 or more years, Council may require an ecological assessment of priority species or groups as identified in the City of Sydney Draft Urban Ecology Action Plan. In the Southern Enterprise Area, relevant species include the:
  - (a) long-nosed bandicoot;
  - (b) small birds such as the Superb Fairy Wren, New Holland Honeyeaters;
  - (c) reptile species; and
  - (d) microbat species.
- (5) Where development is in close proximity to known sightings of a threatened or endangered species, population or community, an assessment of significance is required.
- (6) Where a priority species or habitat is identified, Council may require protection or species relocation measures to be undertaken.
- (7) When undertaking stormwater works along the Alexandra Canal, any impacts on habitats must be assessed and appropriately mitigated.

## 5.9

### Danks Street South

This Section applies to the land identified as Danks Street South in Figure 5.1 Specific Areas. It should be read in conjunction with the locality statement and principles in Section 2.5.3 Danks Street and Section 2.13.7 Young Street.

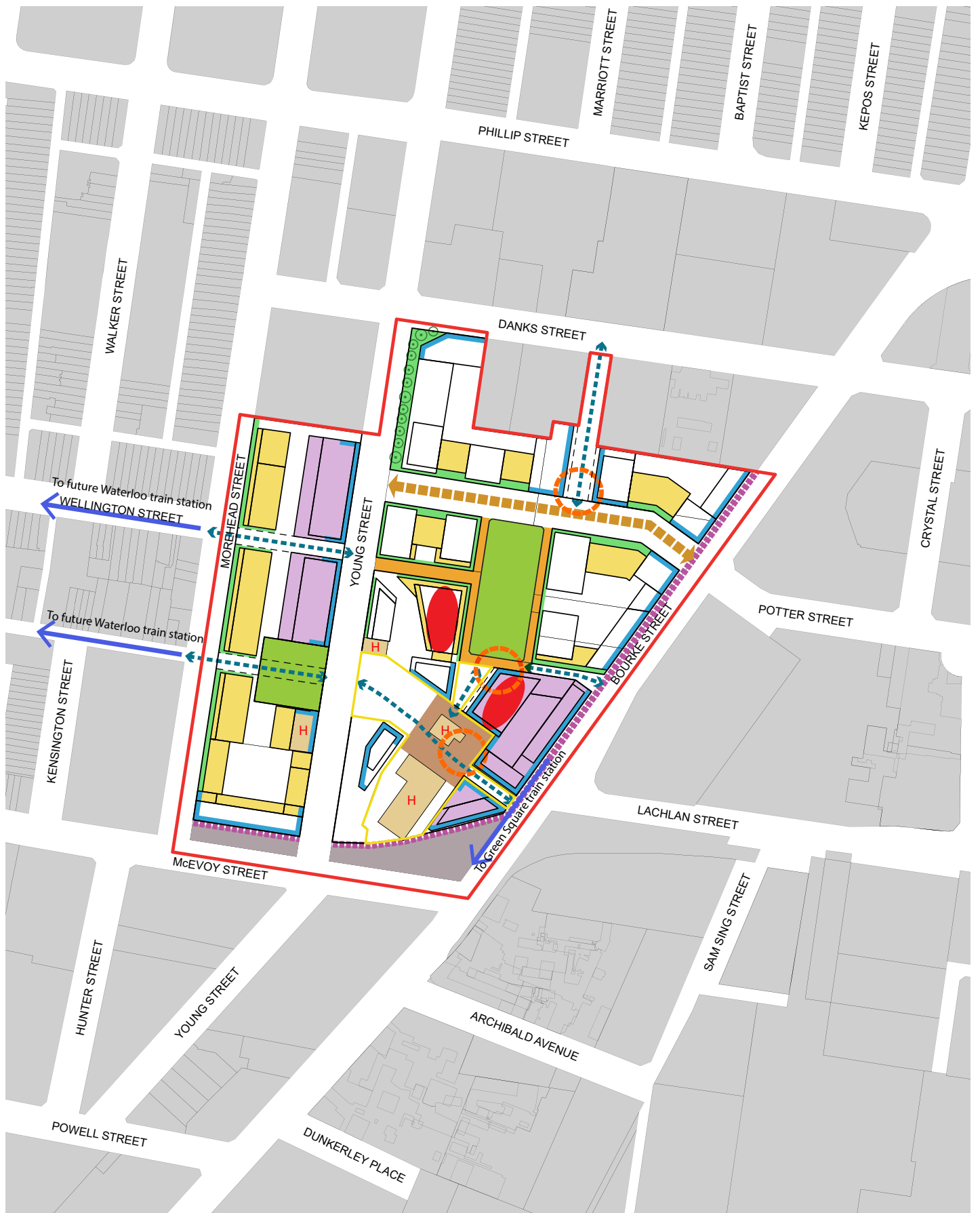
Where land is located in Danks Street South both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 and this Section, this Section applies to the extent of the inconsistency.

#### 5.9.1 Danks Street South urban strategy

##### Objectives

- (a) Development in Danks Street South is to be undertaken in accordance with the following objectives and Figure 5.235 Danks Street South Urban Strategy.
- (b) Ensure development is of the highest quality, and responds to the existing surrounding local character and its history, particularly its former industrial uses.
- (c) Ensure that redevelopment is coordinated and effectively managed to provide appropriate community facilities and services as required.
- (d) Introduce a mix of dwelling types to provide flexibility and choice for a diverse community.
- (e) Provide a variety of building heights and forms which respond to the hierarchy of streets and open spaces, residential amenity and solar access.
- (f) Ensure towers are designed to minimise wind impact and overshadowing to the public domain, including the use of setbacks and podiums.
- (g) Introduce a permeable network of streets and pedestrian links that respond to key desire line connections and maximise opportunities for walking and cycling.
- (h) Design new streets to prioritise pedestrians and cyclists and slow traffic speeds.
- (i) Ensure all streets include tree planting. Large street trees species should be located in central medians to provide shade, amenity and reduce the scale of surrounding buildings.
- (j) Use landscaping to assist in the management of stormwater quality.
- (k) Provide one central park within the precinct of 3,900 square metres (including shared zones) and one smaller park on Young Street of 1,500 square metres. The design of the parks should allow for passive recreation.
- (l) Provide one new heritage plaza area around the heritage listed Sydney Water buildings for passive recreation, social interaction opportunities and small scale community events.
- (m) Provide a pedestrian and cycle connection between Danks Street and the central park.
- (n) Create a strong and consistent landscape character throughout the precinct. Retain and protect established trees in the area. Native plants should be a characteristic feature of new planting.

Figure 5.235 Danks Street South Urban Strategy



KEY

- PRECINCT BOUNDARY
- SHARED ZONE
- THROUGH SITE LINKS
- ACTIVITY NODE

- NOISE CONSIDERATION
- TALLER ELEMENTS
- LARGE FLOORPLATES
- LOW BUILT FORM

- HERITAGE BUILDING
- RMS ACQUISITION
- PUBLIC OPEN SPACE
- PUBLIC SQUARE

- EAST-WEST CONNECTION
- ACTIVE FRONTAGES
- HERITAGE PLAZA
- LANDSCAPE SETBACKS

- TREES



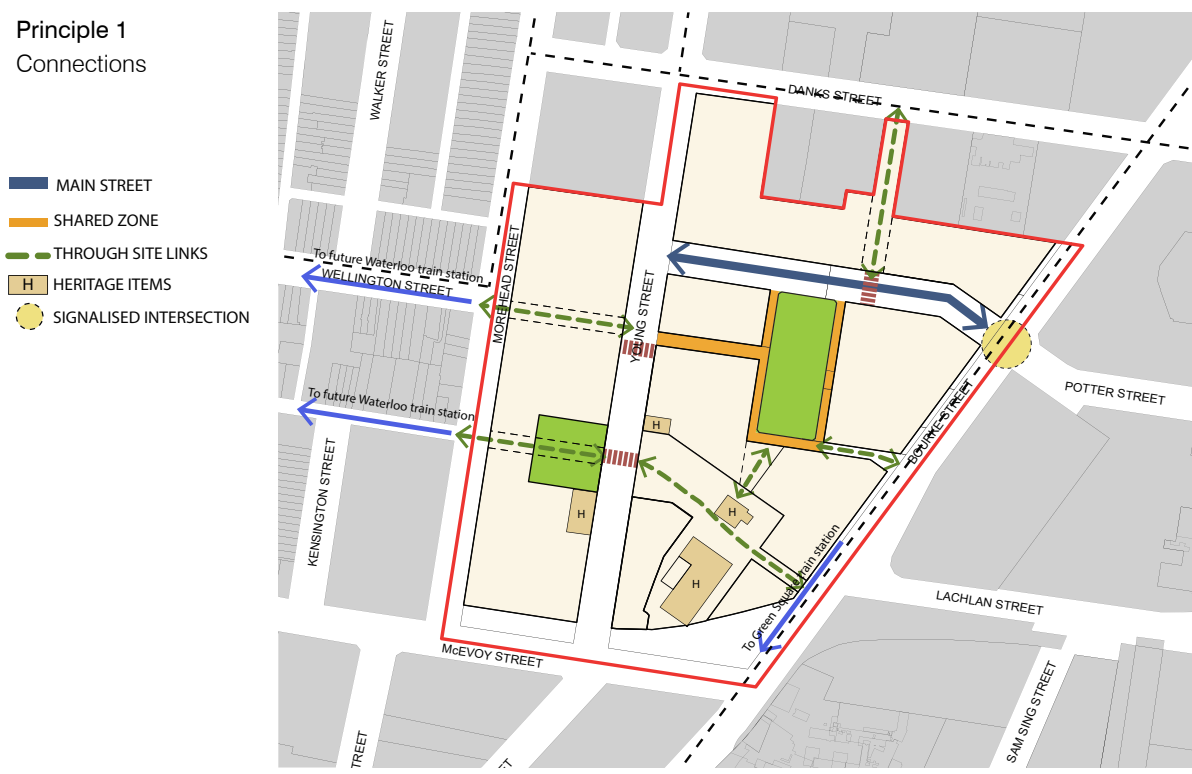
- (o) Introduce a mix of land uses with commercial and retail uses at ground level on Danks Street, Bourke Street, McEvoy Street, Young Street and around the heritage plaza.
- (p) Provide large floorplate buildings to accommodate commercial / retail uses particularly along Bourke and Young Streets.
- (q) Provide local shops and services (including childcare facilities) to meet the needs of the population.
- (r) Provide Sydney Water 24-hour vehicular and pedestrian access to their assets, namely the Valve House and Pump House.
- (s) Minimise the exposure of habitable areas of buildings and public spaces to traffic noise and ensure dwellings can be naturally ventilated while not exceeding appropriate internal noise levels.

## 5.9.2 Urban design principles

### Principle 1: Connections

- Provide a north-south connection from Danks Street to the new central park and heritage plaza.
- Increase permeability with new east-west connections through the precinct.
- Incorporate pedestrian and cycle links between Morehead Street and Young Street.
- Provide clear and direct access to public transport routes.
- Integrate the precinct with surrounding neighbourhoods.

#### Principle 1 Connections












### Principle 2: Land uses

- Locate commercial/retail uses at ground level along Danks Street, Bourke Street, McEvoy Street, parts of Young Street and around the new heritage plaza.
- Carefully locate residential uses cognisant of noise and other potential land use conflicts.
- Provide one central park for passive recreation.
- Provide one heritage plaza area for interaction and passive recreation, associated retail uses and access to Sydney Water's Pump House and Valve House.
- Provide a public square within the heritage plaza around the Valve House.
- Provide an additional park adjacent to the heritage item at 198-222 Young Street.
- Ensure sites are appropriately remediated to a condition suitable for their proposed use.

#### Principle 2 Land Use

-  PUBLIC SQUARE
-  COMMERCIAL/RETAIL USE
-  ACTIVE FRONTAGES
-  HERITAGE ITEMS
-  THROUGH SITE LINKS
-  LARGE FLOORPLATES
-  ACTIVITY NODE



### Principle 3: Built form

- Provide a variety of building types and scales.
- Taller buildings are to be located in the centre of the precinct and are to minimise overshadowing impact to open space and surrounding residential properties.
- Provide street frontage heights that provide a human scale to buildings.
- Provide building heights that transition down to meet the Waterloo Heritage Conservation area to the west of Morehead Street.
- East-west oriented buildings are to be of low scale to maximise solar access to site.

- Minimise overshadowing and wind impact to open space and surrounding developments.
- Protect, maintain and respond to the heritage listed buildings within the precinct.

**Principle 3**  
Built Form

- TALL BUILDINGS
- MEDIUM BUILDINGS
- LOW BUILDINGS
- HERITAGE BUILDINGS
- LARGE FLOORPLATES



### 5.9.3 Local infrastructure and public domain

The objectives and provisions within this Section must be read in conjunction with the provisions for streets, lands and footpaths in Section 3.1.1 under the General provisions, and Section 5.2 Green Square, which set out specific provisions for local infrastructure.

#### Objectives

- (a) Introduce a main east-west street that connects Young Street to the intersection of Bourke Street and Potter Street.
- (b) Introduce a central park with frontage to the new east-west street that accommodates passive recreation.
- (c) Introduce a north-south pedestrian/ cycle link from Danks Street to the heritage plaza through the central park.
- (d) Introduce an east-west pedestrian/ cycle link through the heritage plaza connecting Young and Bourke Streets.
- (e) Introduce a legible, open and permeable pattern of streets, lanes and generous footpaths that respond to key connections to the adjacent neighbourhoods and within Danks Street South and are designed for pedestrian and cycle priority.
- (f) All public open space and landscaping is to be designed to be the highest quality, and of consistent design throughout that is accessible for all people.
- (g) Provide a pleasant and safe environment for the enjoyment of pedestrians and cyclists, which encourages interaction and improves the amenity of the area for residents, workers, and visitors through provision of solar access and mitigation of noise in the public domain.

**Provisions****5.9.3.1 Public open space**

Section 5.2 Green Square locates part of the Danks Street South precinct within Catchment Area G 'Danks Street neighbourhood' in Figure 5.54 Green Square Public Open Space and Table 5.10 Provision for open space catchment areas.

- (1) Where required by Council, public open space is to be dedicated to Council in the locations identified on Figure 5.236 Danks Street South Open Space, and Figure 5.237 Danks Street South Dedication and Easements.
- (2) Provide one central park no less than 3,900 square metres (including shared zones) and one park of no less than 1,500 square metres as identified in Figure 5.236 Danks Street South Open Space.
- (3) Provide a heritage plaza as identified in Figure 5.236 Danks Street South Open Space to provide curtilage to the two heritage listed Sydney Water buildings – the Valve House and Pump House. The plaza is to include a public square of around 1,400 square metres around the Valve House.
- (4) Design of the parks, heritage plaza and through site links is to incorporate and be in accordance with the requirements set out in Table 5.24: Danks Street South - Open Space Design Requirements and relevant Council public domain plans, including *Open Field Agency: Public Domain and Public Art Strategy for Danks Street South*.
- (5) Provide a high quality landscape setting that enhances the built form, public domain and heritage of the precinct.
- (6) Create active, engaging and unique spaces that respond to the site, context and sense of place, and respect, enhance, and celebrate the Sydney Water heritage listed buildings.
- (7) Create spaces that foster informal encounters, community participation and understanding of the local environment, including influences from the past occupants of the site, natural history and landforms, past uses, location and climate.
- (8) Ensure all existing significant trees and heritage curtilages are protected and enhanced as part of the public domain design.
- (9) Create public spaces that are flexible, adaptive and positively address environmental performance and sustainability.
- (10) Maximise visual permeability and opportunities for passive surveillance including improving views from the surrounding streets and identified view corridors.
- (11) All public spaces are designed to be inclusive and universally accessible, to cater for all ages, enrich the community and provide infrastructure that promotes leisure time and maximises social interaction.
- (12) Meeting places, points of interest, shade and grouped social seating opportunities are to be located at predicted nodes of activity.
- (13) Seamlessly integrate new public spaces with streets, access requirements and through site links in adjacent development sites.
- (14) Utilise a broad range of distinctive place making elements.

**Key site considerations**

- (15) Achieve a consistent and integrated precinct-wide design of public art and public domain, guided by relevant Council plans, including *Open field agency: Public domain and public art strategy for Danks Street South* and related public domain concept plans as they apply from time to time.
- (16) The central park is to provide flexible spaces that provide for a range of passive recreation activities and interests.
- (17) Ensure the interface between the central park and surrounding buildings is clearly delineated with a laneway/ shared zone to invite public use of the park.
- (18) Provide an open and legible route for pedestrian/cycle movement through the precinct between Danks Street in the north and McEvoy Street in the south.
- (19) Provide legible links to the Bourke Street cycle network.
- (20) Respond to the planned future road widening and signalised intersection upgrades along Lachlan and McEvoy Street, in particular noise and high level vehicular movement, to maximise pedestrian amenity.

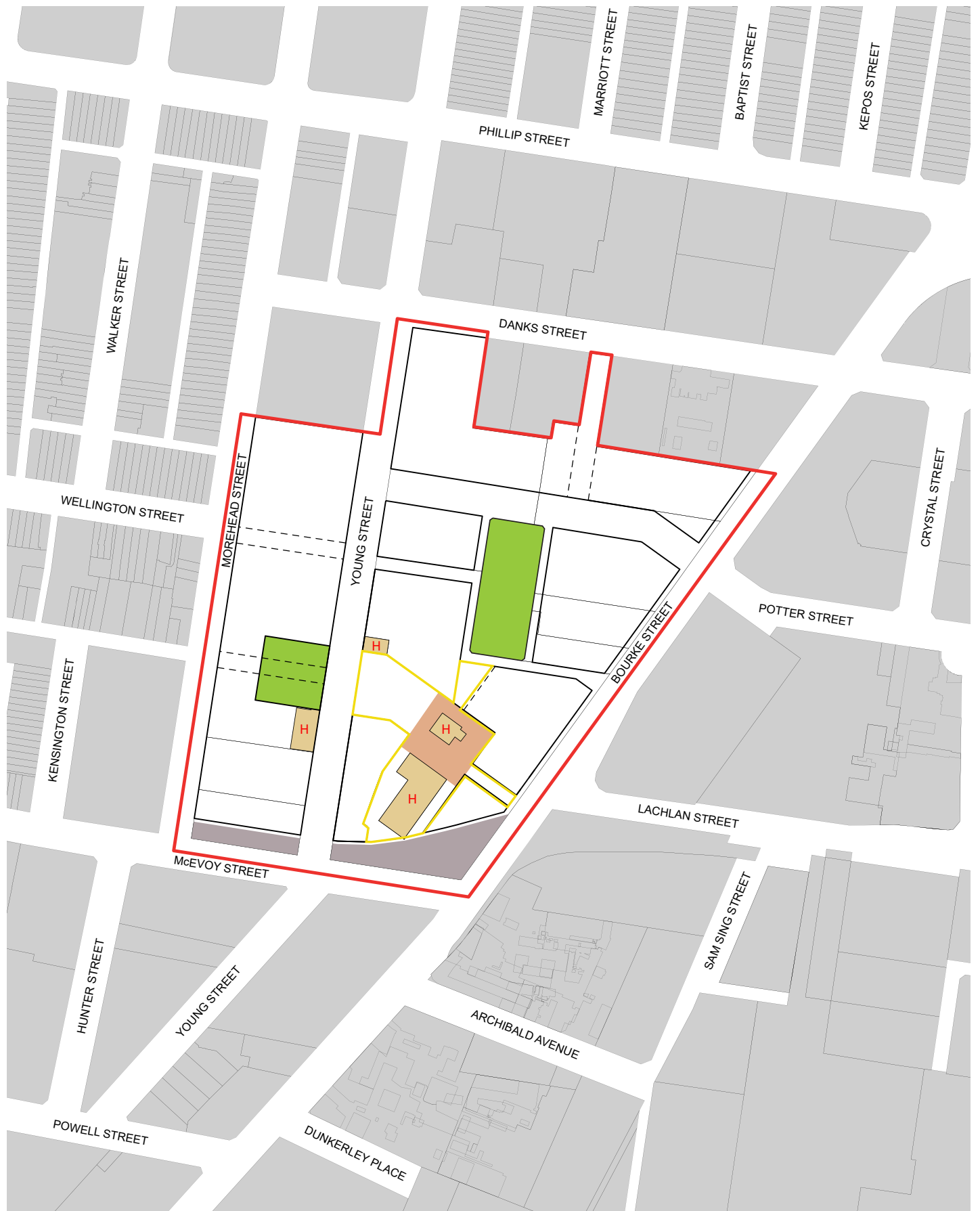
**Heritage Plaza**

- (21) The heritage plaza, as shown in Figure 5.238 Danks Street South Heritage Plaza, is to include:
  - (a) A public square of around 1,400 square metres surrounding the Valve House, which will predominantly be dedicated to Council, as identified in Figure 5.237 Danks Street South Dedications;
  - (b) A publicly accessible private plaza space around the Pump House;
  - (c) An east-west through site link which provides a pedestrian and bicycle connection between Bourke Street and Young Street;
  - (d) A north-south through site link connecting the public square and the central park; and
  - (e) Small areas of private open space, adjoining the public square, associated with the development blocks to the north of the heritage plaza.
- (22) Ensure a holistic approach to the design and experience of the heritage plaza across public, publicly-accessible and private spaces within the whole.
- (23) Celebrate the history of the Sydney Water site, the living function of the heritage buildings and the raw, unfinished quality of the space to respect the past of the site whilst making it a living place.
- (24) The heritage plaza area may include seating and spaces for outdoor dining where the plaza interfaces with adjacent buildings, where appropriate and sensitively designed, whilst allowing for Sydney Water and essential services vehicular access. (See also 5.9.4.4 Land Uses.)
- (25) The heritage plaza must be designed to provide vehicular access for essential services and Sydney Water vehicles only and must not impede ongoing Sydney Water operations.
- (26) The north-south through site link is to read as a transitional plaza space to the north of the Valve House which links the softer, green central park and the hard heritage plaza and maximises visual connections between the two spaces. It is to incorporate some planting elements, permeable pavers and active edges.

Table 5.22: Danks Street South - Open Space Design Requirements

Type	Requirement	Guidelines
Central park	2,830sqm (excluding shared zones)	<ul style="list-style-type: none"> <li>(a) Provide for deep soil planting</li> <li>(b) To be used for passive recreation</li> <li>(c) Where appropriate provide informal active spaces, such as fitness stations, that complement the public domain and provide activity in the park</li> <li>(d) Provide a clear link from the heritage plaza area to the park</li> <li>(e) Park design should accommodate passive recreation spaces and some areas of mass planting</li> <li>(f) Tree species should be native species with good tree canopy cover.</li> </ul>
Young Street park	1,500sqm	<ul style="list-style-type: none"> <li>(a) Explore opportunities for community garden</li> <li>(b) Provide for deep soil planting</li> <li>(c) Be used for passive recreation</li> <li>(d) Tree species should be native species that provide good tree canopy cover.</li> </ul>
Heritage Plaza	To include a public square of around 1,400sqm, generally dedicated to Council	<ul style="list-style-type: none"> <li>(a) Limit vehicular access to essential services and Sydney Water vehicles only</li> <li>(b) Provide a seamless public domain that integrates with adjacent areas and buildings</li> <li>(c) Provide outdoor dining opportunities at the interface with adjacent buildings for local cafes and restaurants, where appropriate in the context of the need for vehicle access and which do not interrupt visual connections throughout the public domain network</li> <li>(d) Predominantly hard surface, with careful definition between public and private areas within the heritage plaza</li> <li>(e) Open and flexible space able to cater for a range of gatherings, day and night</li> <li>(f) Provide for clear and legible pedestrian and cycle through-site links; one east-west, connecting Bourke and Young Streets and one north-south, connecting the central park and the public square</li> <li>(g) Be designed holistically across public and private ownership within the heritage plaza having regard to the heritage listed Pump House and Valve House</li> <li>(h) Utilise suitable paving materials which retain an industrial character.</li> </ul>
Danks Street through site link	1,170sqm	<ul style="list-style-type: none"> <li>(a) Provide a safe pedestrian and cycle connection between Danks Street to the main east- west street</li> <li>(b) Provide a tree lined walkway using native tree species</li> <li>(c) Provide soft landscaping with mass planting and good tree canopy cover</li> <li>(d) Allow private vehicular entry to the existing car park at 9-15 Danks Street, if no other option is possible</li> <li>(e) Design the through site link to ensure landscape is maximised considering the need to provide vehicular access, if it arises from (e) above.</li> </ul>

Figure 5.236 Danks Street South Open Space

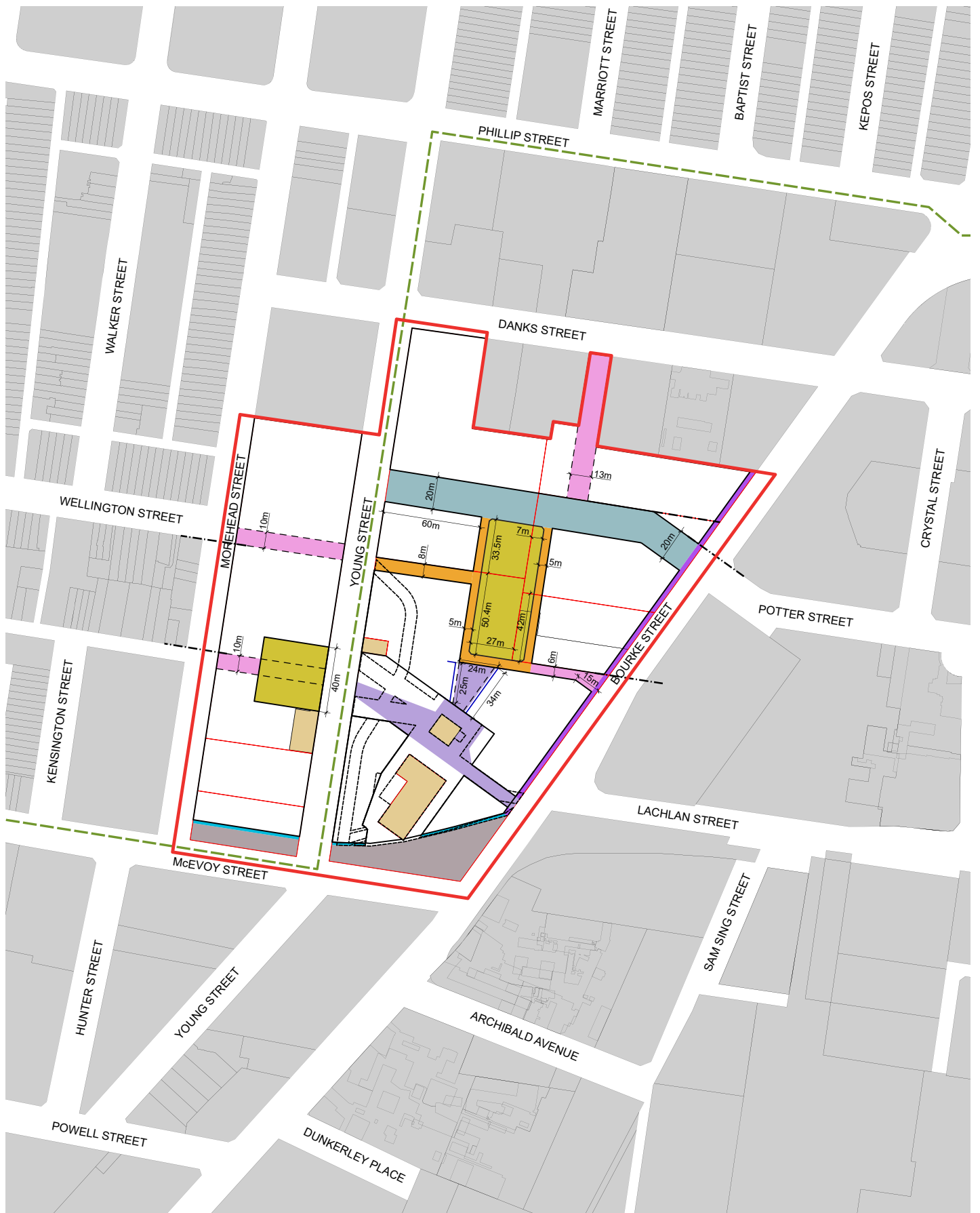


- KEY**
- PRECINCT BOUNDARY
  - PUBLIC OPEN SPACE
  - HERITAGE BUILDINGS
  - PUBLIC SQUARE
  - RMS AQUISION
  - HERITAGE PLAZA





Figure 5.237 Danks Street South Dedications

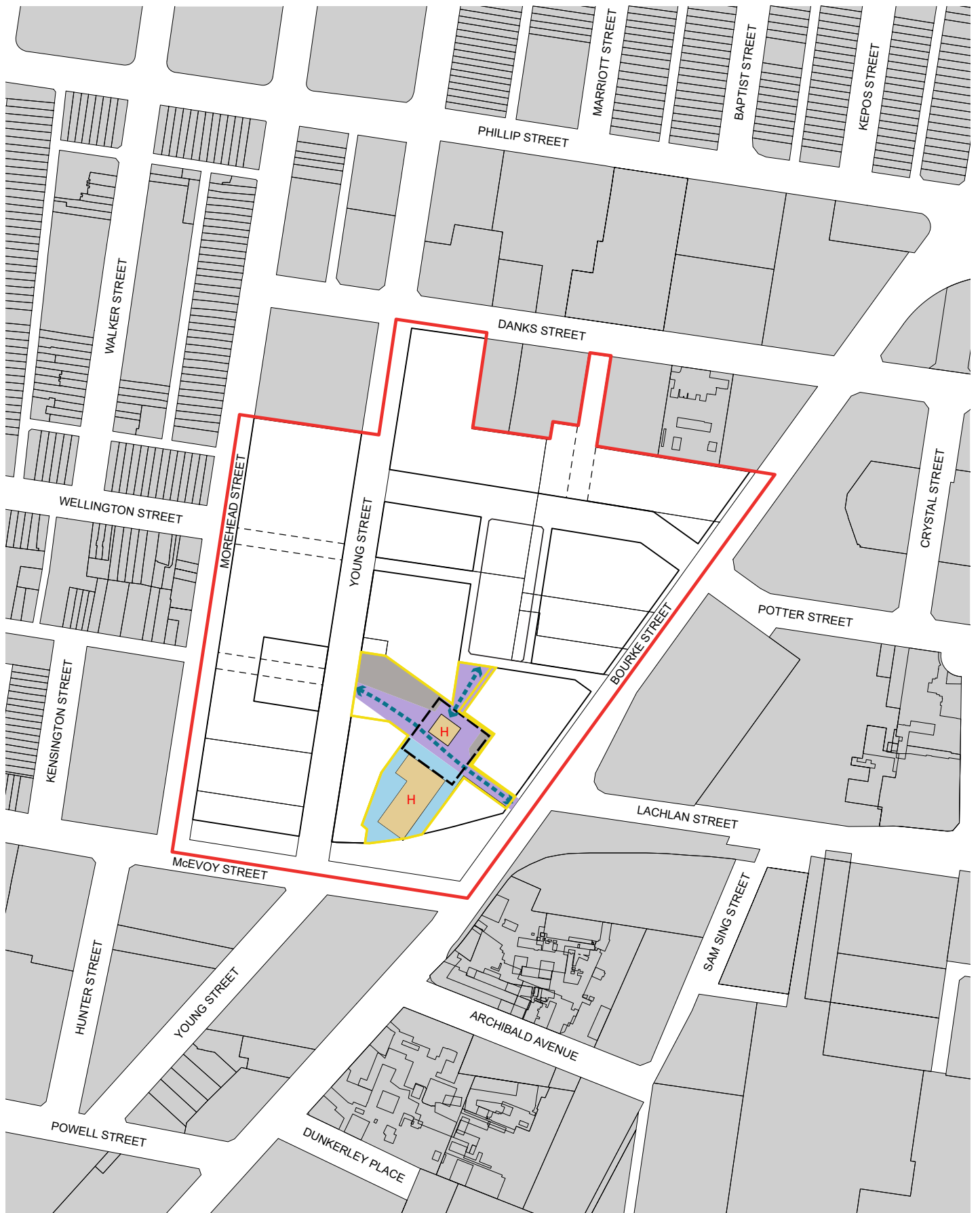


KEY

- |                                |   |  |                       |                       |
|--------------------------------|---|--|-----------------------|-----------------------|
| PRECINCT BOUNDARY              | DEDICATED PUBLIC OPEN SPACE                         | ROAD WIDENING - ROAD AND MARITIME SERVICES | HERITAGE BUILDING     | BUILDING EDGE         |
| DEDICATED 2M FOOTPATH WIDENING | DEDICATED STREET                                    | DEDICATED THROUGH SITE LINKS - OPEN TO SKY | SYDNEY WATER EASEMENT | ALIGNMENT             |
| DEDICATED 3M FOOTPATH WIDENING | DEDICATED SQUARE OPEN TO PUBLIC 24HRS - OPEN TO SKY | DEDICATED SHARED ZONE                      | PROPERTY BOUNDARIES   | GREEN SQUARE BOUNDARY |



Figure 5.238 Danks Street South Heritage Plaza











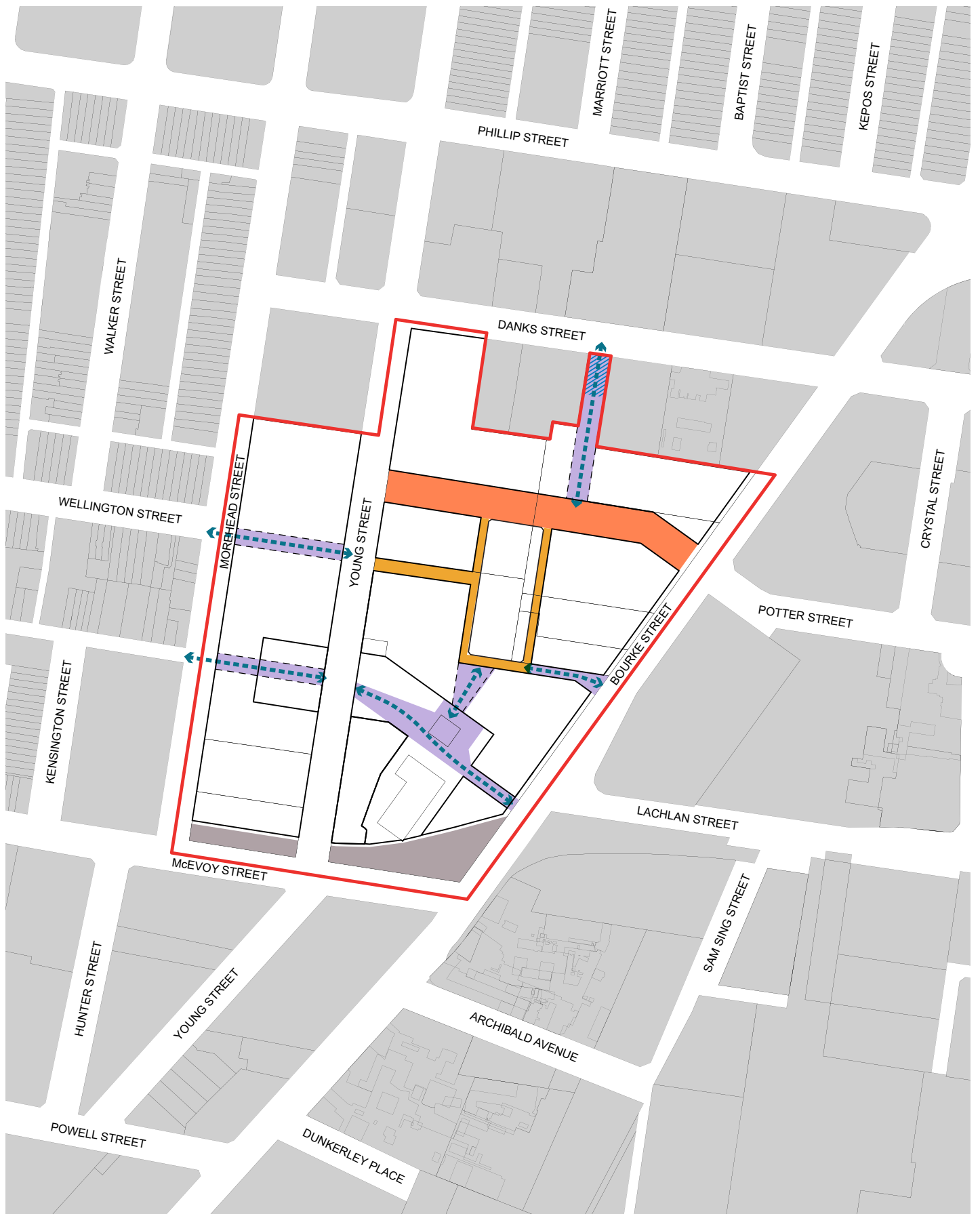
- |   |                   |   |  |   |                   |
|---|-------------------|---|--|---|-------------------|
|  | PRECINCT BOUNDARY |  | HERITAGE PLAZA                             |  | HERITAGE BUILDING |
|  | THROUGH SITE LINK |  | PRIVATE AREAS                              |  | THROUGH SITE LINK |
|  | PUBLIC SQUARE     |  | PUBLICLY ACCESSIBLE AREA (ON PRIVATE LAND) |   |                   |



Figure 5.239 Danks Street South Street Hierarchy



- KEY**
- PRECINCT BOUNDARY
  - LOCAL STREET
  - SHARED ZONE
  - RMS ACQUISITION
  - THROUGH SITE LINKS
  - DRIVEWAY ACCESS

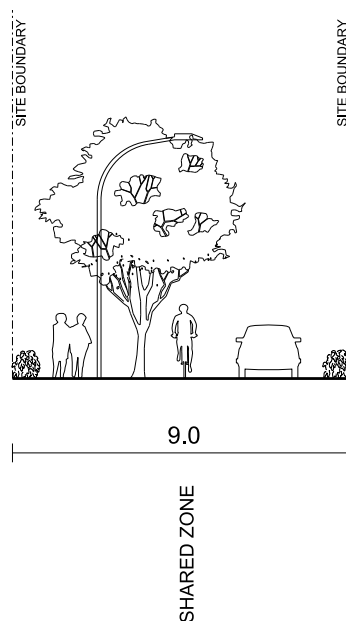


### 5.9.3.2 New streets

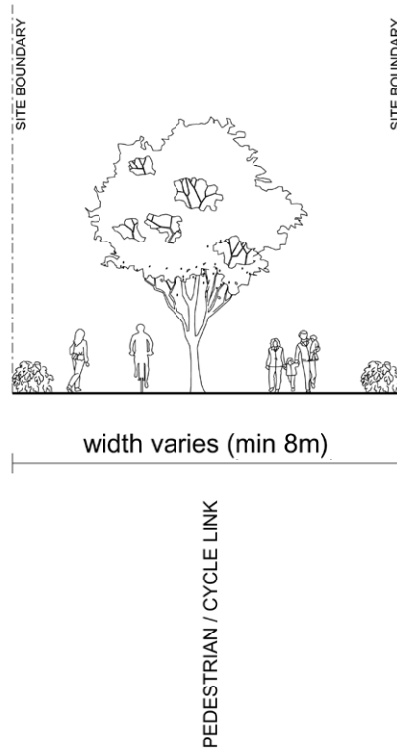
The following provisions for streets within Green Square are to be read in conjunction with Section 3.1.1 General provisions for streets, lanes and footpaths.

- (1) Where required to be provided, new streets and lanes, are to be:
  - (a) introduced and dedicated to Council in the locations identified in Figure 5.237 Danks Street South Dedications and Figure 5.239 Danks Street South Street Hierarchy; and
  - (b) designed in accordance with the standards set out in Figure 5.240 – 5.241 Danks Street South Street Sections.
- (2) Street furniture elements and material palettes are to be consistent with the City of Sydney design code and relevant Council public domain strategies and plans as they apply from time to time, including *Open field agency: Public domain and public art strategy for Danks Street South*.
- (3) A three metre setback is to be dedicated along Bourke Street in accordance with Figure 5.237 Danks Street South Dedications to provide a shared cycle/ pedestrian zone, and is to be designed as part of the public domain and in accordance with the *City of Sydney Cycle Strategy and Action Plan 2007-18*.
- (4) The new street surrounding the central park is to be one-way (clockwise) and be provided as a shared zone.
- (5) The design of the shared zone along the new park's edge should be incorporated into the overall design of the park.
- (6) If necessary, in the short term, traffic may be permitted on the pedestrian/ cycle link (from Bourke Street) for construction staging requirements only.

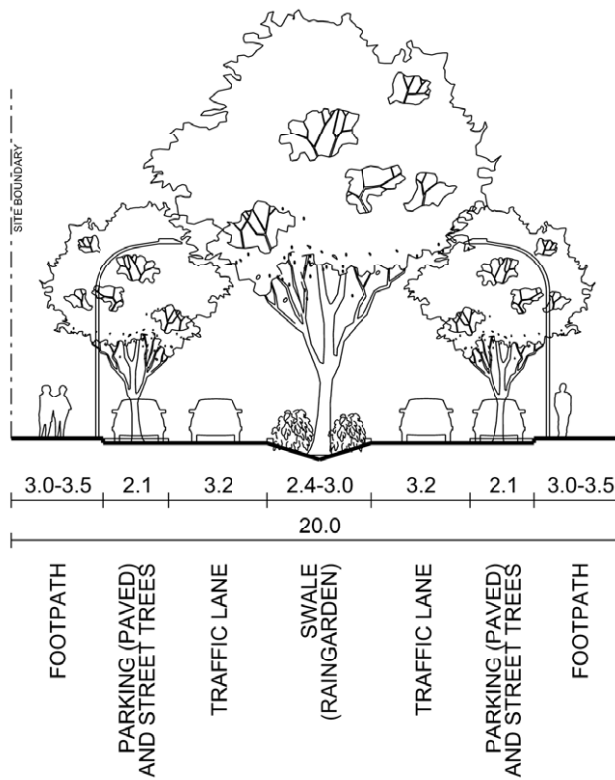
**Figure 5.240**  
Danks Street South  
– Street Section  
– Park Edge (9m  
shared zone)



**Figure 5.241**  
Danks Street South  
– Street Section –  
Pedestrian/cycle link  
(width varies)



**Figure 5.242**  
Danks Street South  
– Street Section –  
East - West Street  
(20m)

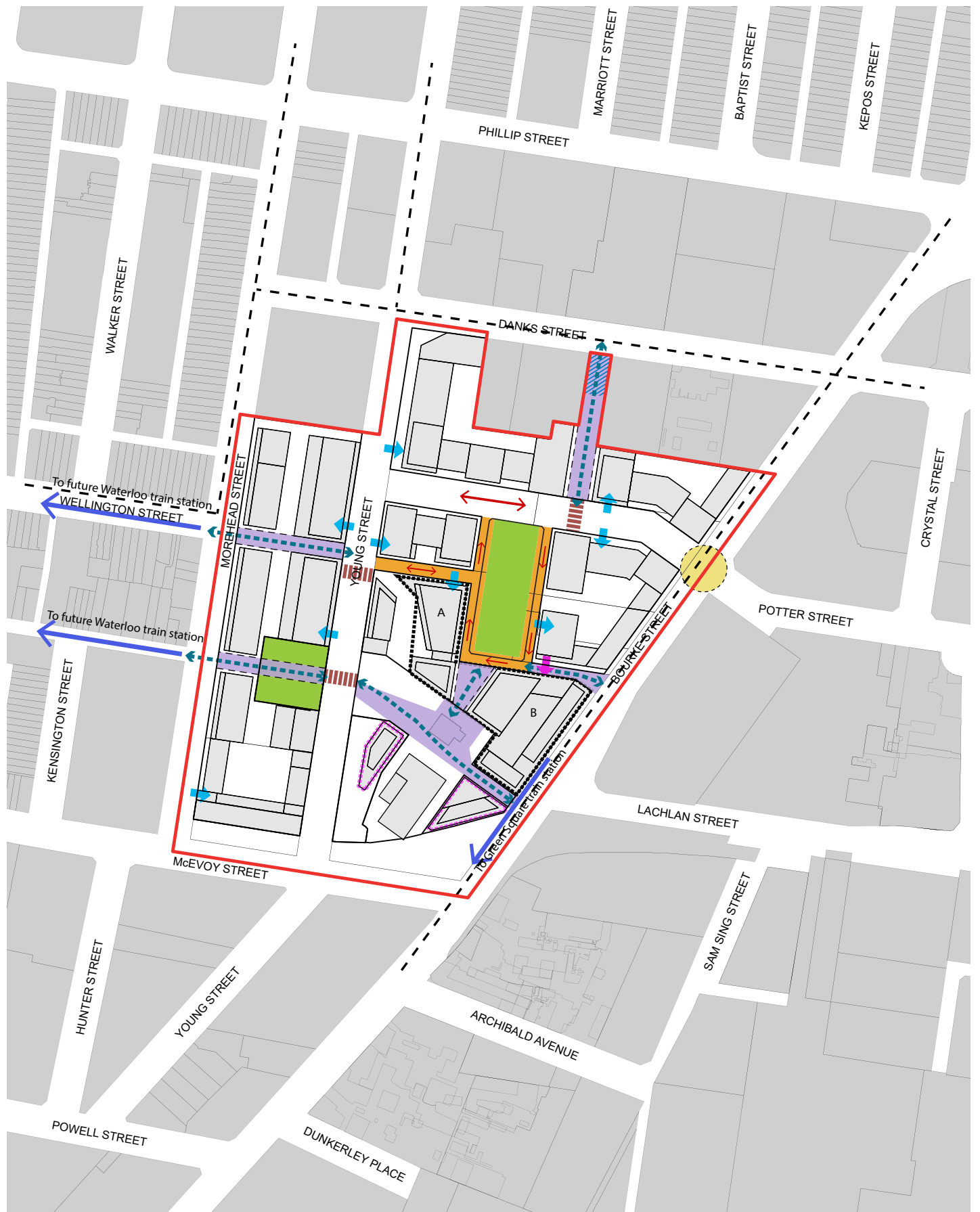


**5.9.3.3 Movement and connectivity**

- (1) Circulation and major vehicular access and egress points are to be consistent with Figure 5.243 Danks Street South Circulation and Access.
- (2) Introduce new traffic signals at the junction of the new main east-west street and Bourke Street in accordance with Figure 5.243 Danks Street South Circulation and Access.
- (3) Car parking is not permissible in the buildings identified in Figure 5.243 Danks Street South Circulation and Access.
- (4) Driveways and car park entries are to be consolidated and minimised in accordance with Figure 5.243 Danks Street South Circulation and Access.
- (5) Consolidated car parks are not to be built under proposed parks or other public domain identified for dedication in Figure 5.237 Danks Street South Dedications. Cut throughs under the public domain between Blocks A and B are permitted to facilitate the consolidated basement carpark identified in Figure 5.243 Danks Street South Circulation and Access.
- (6) At grade or above ground car parking is not permissible.
- (7) All basement car parks are to be setback 3 metres from the property boundary.
- (8) The short term carpark entry for the City West Housing development (895-901 Bourke Street) is to be provided off Bourke Street until the new north-south shared zone adjacent to the central park is provided. Long term carpark entry is to be provided off this shared zone.
- (9) To ensure that the laneway around the central park can operate safely as a shared zone, any short term carpark entry to Block B on the site at 903-921 Bourke Street (shown in Figure 5.243 Danks Street South Circulation and Access), which is required for staging purposes, is to be closed following development of a long term entry from Block A at 903-921 Bourke Street via a consolidated basement.
- (10) A permanent vehicular access point into Block B on the site at 903-921 Bourke Street may be considered, where necessary for commercial servicing requirements only, providing that:
  - (a) the access can be designed to be restricted to non-residential users;
  - (b) there is no access to any car parking connected with the residential component of the development; and
  - (c) it can be demonstrated that the laneway around the central park can still operate safely as a shared zone.
- (11) Private vehicle usage of the pedestrian and cycle link from Bourke Street to the central park may be considered in connection with the commercial servicing requirements of Block B on the site at 903-921 Bourke Street, providing that:
  - (a) It can be demonstrated that a vehicular access point in this location along Bourke Street can operate safely and not impact on traffic flows at the Bourke/McEvoy/Lachlan Street intersection;
  - (b) The link is designed as a shared zone and is clearly demarcated for use for commercial servicing purposes only; and
  - (c) Vehicular traffic is prevented from driving beyond the access point to Block B and no through-routes to or from the central park are created as a result.



Figure 5.243 Danks Street South Circulation and Access



KEY

- PRECINCT BOUNDARY
- ← VEHICULAR ENTRIES
- PRIVATE DRIVEWAY ACCESS

- SHARED ZONE (WITH DIRECTION OF TRAVEL)
- ↔ DIRECTION OF TRAVEL
- PEDESTRIAN CROSSING

- NO CAR PARKING
- CONSOLIDATED CAR PARK (OPTIONAL)
- SIGNALISED INTERSECTION

- PUBLIC OPEN SPACE
- THROUGH SITE LINK 24 HOURS PUBLIC ACCESS
- ← VEHICULAR ENTRIES (COMMERCIAL SERVICING ONLY)

CYCLE ROUTES



- (12) Private vehicular access to the entry of 9-15 Danks Street may be considered along part of the pedestrian and cycle link between Danks Street and the central park providing that the green, landscaped nature of the link can be maximised and safe pedestrian and cycle movement can be accommodated.
- (13) Design of the public domain is to provide sufficient space for cyclists and pedestrians to move around each other, and be consistent with the Sydney Street Design Code requirements for Activity Strips and mid to high activity Local Streets.
- (14) A clear and open east-west pedestrian and cycle through site link is to be achieved across the heritage plaza to provide an alternate connection between Bourke and Young Streets away from busy roads. It is to be carefully designed and demarcated so as to prevent conflict with Sydney Water vehicles within the plaza.
- (15) Provision of parking spaces for Sydney Water maintenance vehicles only is to be provided adjacent to the Sydney Water heritage buildings and is not to interfere with pedestrian movement.

#### **5.9.3.4 Bike routes and facilities**

- (1) Bike facilities, including bike routes and bike parking facilities, are to be designed as part of the public domain in accordance with the Council's *Cycle Strategy 2007-2018*, Figure 5.243 Danks Street South Circulation and Access and relevant Council public domain plans as they apply to the precinct from time to time, including *Open Field Agency: Public Domain and Public Art Strategy for Danks Street South*.
- (2) A three metre setback clear to the sky is to be dedicated in accordance with Figure 5.237 Danks Street South Dedications along the full length of Bourke Street for a shared footpath extension for bicycles and pedestrians.
- (3) A bicycle and pedestrian link from Danks Street is to connect Danks Street through to the central park and the heritage plaza. Its design must fully cater for bikes and pedestrians with crossing points in accordance with Figure 5.243 Danks Street South Circulation and Access and Figure 5.236 Danks Street South Open Space.
- (4) Bicycle and pedestrian links are to be provided connecting Morehead Street to Young Street. Where there are changes in level, ramps may be considered to provide for bicycle connections.
- (5) All pedestrian and bicycle through site links are to be clear to the sky with windows and entries to ground floor apartments providing passive surveillance and activation.

#### **5.9.3.5 Quality of landscaping and landscape setbacks**

- (1) All setbacks are to be provided in accordance with Figure 5.252 Danks Street South Setback and Alignment.
- (2) All landscaped setbacks are to be designed in accordance with the City's Landscape Code and are to remain with the maintenance responsibility of the body corporate/strata.
- (3) A minimum dimension of 2 metres of the private front gardens required for ground floor apartments is to be included as deep soil.
- (4) Private open spaces to all dwellings on the ground floor are to be located to address the street and be accessible from the footpath.

**5.9.3.6 Street trees**

- (1) Tree planting details and spacing requirements must be in accordance with the City's *Street Tree Master Plan*.
- (2) The minimum pot size for new trees should be 100 litres for smaller growing species and between 200–400 litres for larger growing species.

**Species Type:**

- (3) The following species are indicative of the size and form of tree for each street/location.
  - East West Street Median:
    - Brush Box (*Lophostemon confertus*)
  - East West Street footpath:
    - Maple (*Acer buergarianum*)
  - Shared zones:
    - Water Gum (*Tristaniopsis laurina*)
    - Tulip Tree (*Liriodendron tulipifera*) or
    - Ash (*Fraxinus pennsylvanica*)

**Soil Volume:**

- (4) The minimum volume of soil available to support the growth of each tree is to be not less than 30 cubic meters. The following is to be considered in the calculation of available soil volumes:
  - (a) the space occupied by rock (structural soil) or other structural pavement supports is generally to be excluded from the soil volume calculation;
  - (b) existing site soil is included in soil volume calculations only if it can be demonstrated that the soil has acceptable physical and chemical qualities to sustain long term tree growth and tree roots have unrestricted access to it; and
  - (c) the alignment of service trenches, the space they occupy, and their possible restriction of natural root spread and development is considered in the calculation of available soil volumes.

**5.9.4 Building layout, form and design**

The objectives and provisions within this Section must be read in conjunction with Section 4 Development types.

**Objectives**

- (a) Provide a range of building heights, types and architectural styles to create architectural diversity and visual interest.
- (b) Ensure the design of the built form and heights contribute to the physical definition of the existing and proposed street network.
- (c) Retain important views in and out of Danks Street South by extending vistas along new streets, parks and plazas.
- (d) Achieve variety in architectural design and character across large developments to provide a fine grain which enriches and enlivens the public realm.
- (e) Ensure excellent and varied design through the use of competitive design processes for prominent developments.

- (f) Ensure the use of high quality façade design and finishes throughout the precinct, with particular attention to tall buildings and built form that terminates a vista or is highly visible.
- (g) Provide a transition of building heights to the built form in adjacent precincts.
- (h) Ensure new development is designed to minimise negative impacts on surrounding development in terms of privacy and solar access. Ensure buildings provide articulation and a human scale to the public domain.
- (i) Ensure new development appropriately addresses noise and wind impacts.
- (j) Ensure ground floor entries are clearly demarcated and distinguishable from the rest of the development.
- (k) Create pockets of mixed uses across the precinct to activate the precinct during the day and in the evenings.
- (l) Ensure land uses cater to the needs of the local community.
- (m) Provide active frontages along nominated streets and public places to encourage a vibrant urban environment that facilitates community activity, safety, natural surveillance and territoriality.
- (n) Reduce the visibility of attics from the street.

### Provisions

#### 5.9.4.1 Floor Space Ratio

- (1) Consolidation of land identified in Figure 5.244 Danks Street South Land Amalgamation is to occur before a development application can be considered by the consent authority.
- (2) Alternative amalgamation schemes are to be assessed individually and are to be supported by an urban design study.
- (3) Site amalgamation may not be necessary for simple refurbishment of existing buildings.
- (4) Any land that is identified for acquisition by the NSW Government's Roads and Maritime Service is not to be included in the developable site area calculations.
- (5) Any staged development application or application for subdivision is to identify how the gross floor area will be distributed through the site.

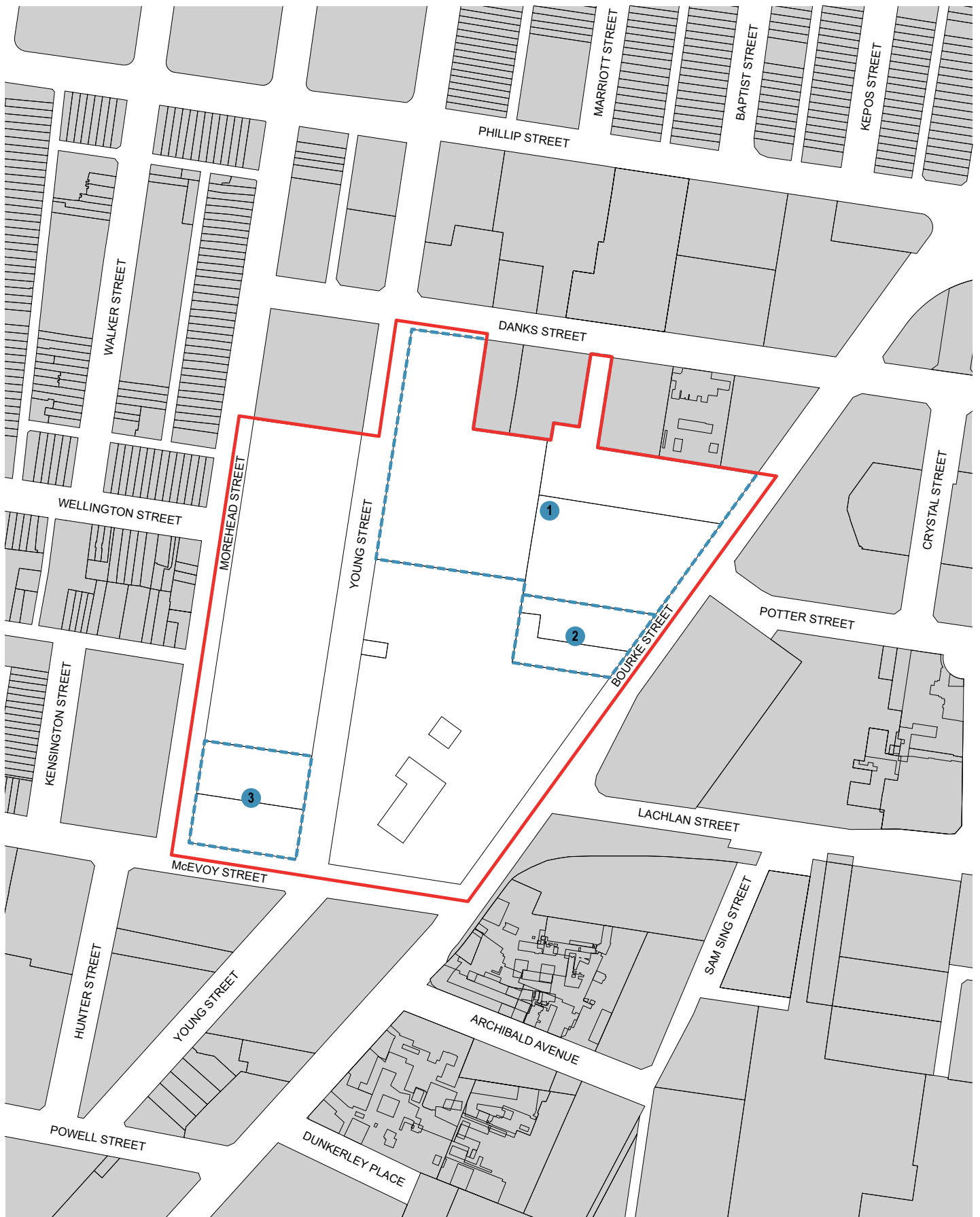
#### 5.9.4.2 Height of buildings

- (1) Development is not to exceed the maximum number of storeys as shown in Figure 5.245 Danks Street South Height in Storeys.
- (2) Street frontage heights are not to exceed the maximum height shown in Figure 5.246 Danks Street South Street Frontage Heights. Above this, additional storeys are to be set back in accordance with 5.9.4.9(1).
- (3) Plant and lift overruns are to be incorporated within the roof form.

#### 5.9.4.3 Indicative built form

- (1) A variety of built form options are possible within each of the street blocks. An indicative built form is presented in Figure 5.247 Danks Street South Indicative Built Form which responds to the objectives and constraints noted in this Development Control Plan. Alternate building layouts may be considered within each street block provided they respond to the Danks Street South Urban Strategy (Section 5.9.1) and Urban Design Principles (Section 5.9.2) and demonstrate better amenity for the development, neighbouring developments and the public domain in relation to sunlight, daylight, wind and noise.

Figure 5.244 Danks Street South Land Amalgamation



KEY

▭ PRECINCT BOUNDARY

▭ LOTS REQUIRED TO AMALGAMATE

1 LOT 3 DP 775039, LOT 4 DP 600884, LOTS A & B DP 438772 and LOT 1 DP 89250

2 LOT 1 DP 88482 and LOT B DP 88095

3 LOT 1 DP 68206 and LOT 2 DP 592165



Figure 5.245 Danks Street South Height in Storeys



- KEY**
- PRECINCT BOUNDARY
  - PROPOSED STREET BLOCKS
  - PUBLIC OPEN SPACE
  - HERITAGE

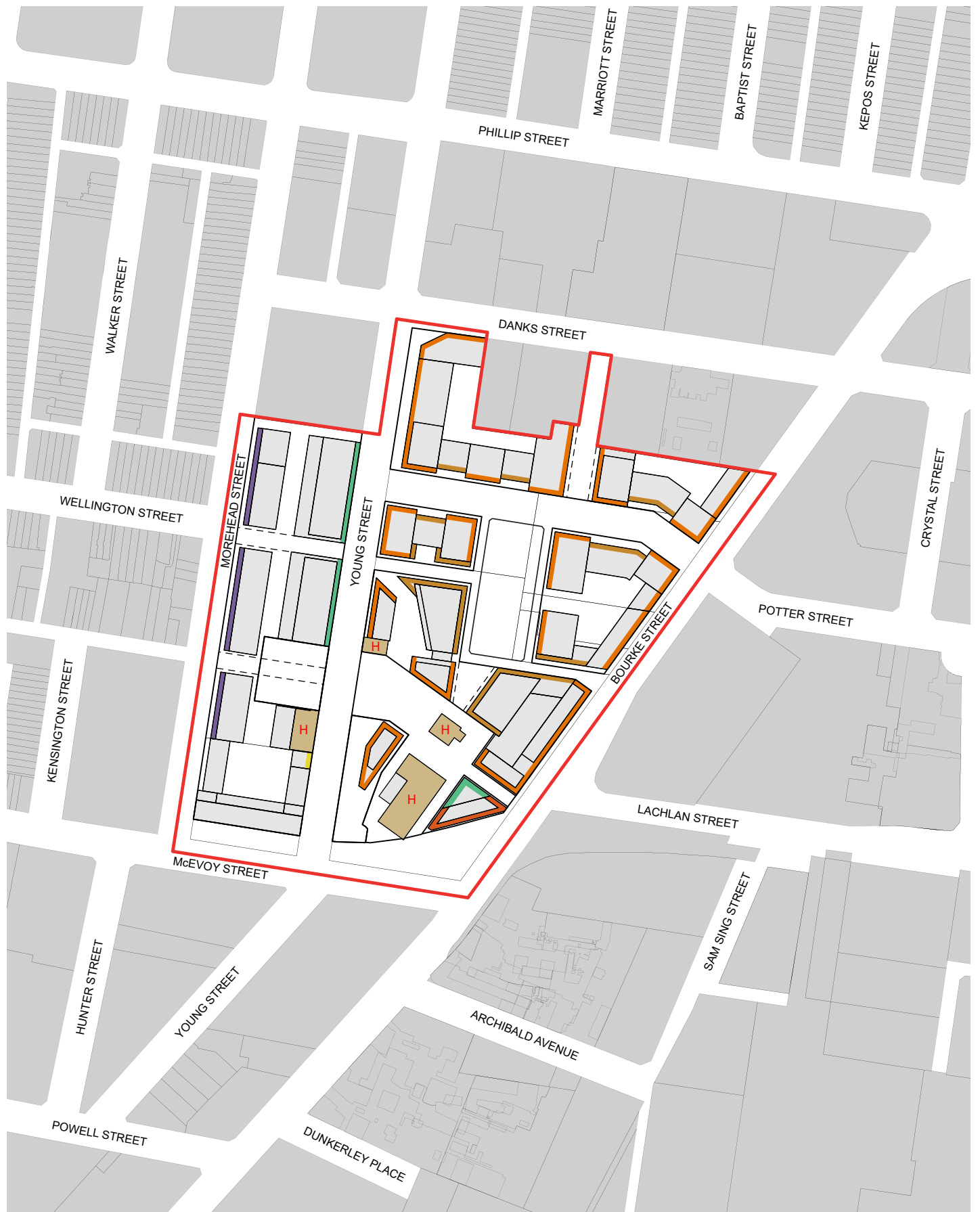
- HEIGHTS IN STOREYS**
- 2 STOREYS
  - 3 STOREYS
  - 4 STOREYS
  - 6 STOREYS
  - 7 STOREYS
  - 8 STOREYS
  - 12 STOREYS
  - 20 STOREYS

NOTE - HEIGHTS IN STOREYS INCLUSIVE OF DESIGN EXCELLENCE BONUS





Figure 5.246 Danks Street South Street Frontage Height



- KEY**
- PRECINCT BOUNDARY
  - 1 STOREYS
  - 2 STOREYS
  - 3 STOREYS
  - 4 STOREYS
  - 6 STOREYS
  - H HERITAGE BUILDINGS



Figure 5.247 Danks Street South Indicative Built Form



KEY

- PRECINCT BOUNDARY
- PROPOSED STREET BLOCKS
- PUBLIC OPEN SPACE
- HERITAGE

HEIGHTS IN STOREYS

- |   |   |  |
|---|---|--|
| <span style="background-color: #FFFFE0; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 1 STOREY  | <span style="background-color: #FFDAB9; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 4 STOREYS | <span style="background-color: #DC143C; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 8 STOREYS  |
| <span style="background-color: #FFD700; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 2 STOREYS | <span style="background-color: #FF8C00; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 6 STOREYS | <span style="background-color: #800080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 12 STOREYS |
| <span style="background-color: #FFA500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 3 STOREYS | <span style="background-color: #FF4500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 7 STOREYS | <span style="background-color: #483D8B; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 20 STOREYS |

- a** ATTIC
- (x)** HEIGHTS IN BRACKETS REPRESENT HEIGHTS BEFORE DESIGN EXCELLENCE AND COMPETITIVE DESIGN PROCESS



**5.9.4.4 Design excellence**

This Section applies to competitive design processes in Danks Street South. Competitive; Design Process sites, identified in Figure 5.248 Danks Street South Competitive Design Process Sites are required to undertake a competitive design process. Where there is an inconsistency between Section 3.3.5 Awarding additional floor space and this Section, this Section applies to the extent of the inconsistency.

The following provisions complement Clause 6.43 under Part 6, Division 5 of Sydney LEP 2012.

- (1) Each competitive design process site in Danks Street South is to be the subject of a separate competitive design process. The number of competitive design processes and the location and extent of each is to be in accordance with Figure 5.248 Danks Street South Competitive Design Process Sites.
- (2) A Design Excellence Strategy is required for each development site as shown in Figure 5.248 Danks Street South Competitive Design Process Sites, and is to be approved by Council prior to the commencement of a competitive process, unless already detailed in this Section.
- (3) The sequencing of competitive design process sites is to be commensurate with the project staging plan prepared for each development site.
- (4) Floorspace is not to be transferred across competitive design process sites.
- (5) Only additional building height is to be awarded as a result of a competitive design process. It is to be accommodated within the building heights as shown in Figure 5.245 Danks Street South Height in Storeys.
- (6) If design excellence is not demonstrated, a reduction in building height commensurate to the lower building height in storeys shown in brackets in Figure 5.247 Danks Street South Indicative Built Form is required.
- (7) No additional floor space is to be awarded as a result of a competitive design process.
- (8) To achieve diversity across a development site, no architectural practice which is selected a winner for a competitive process may be invited to participate in any other competitive process.

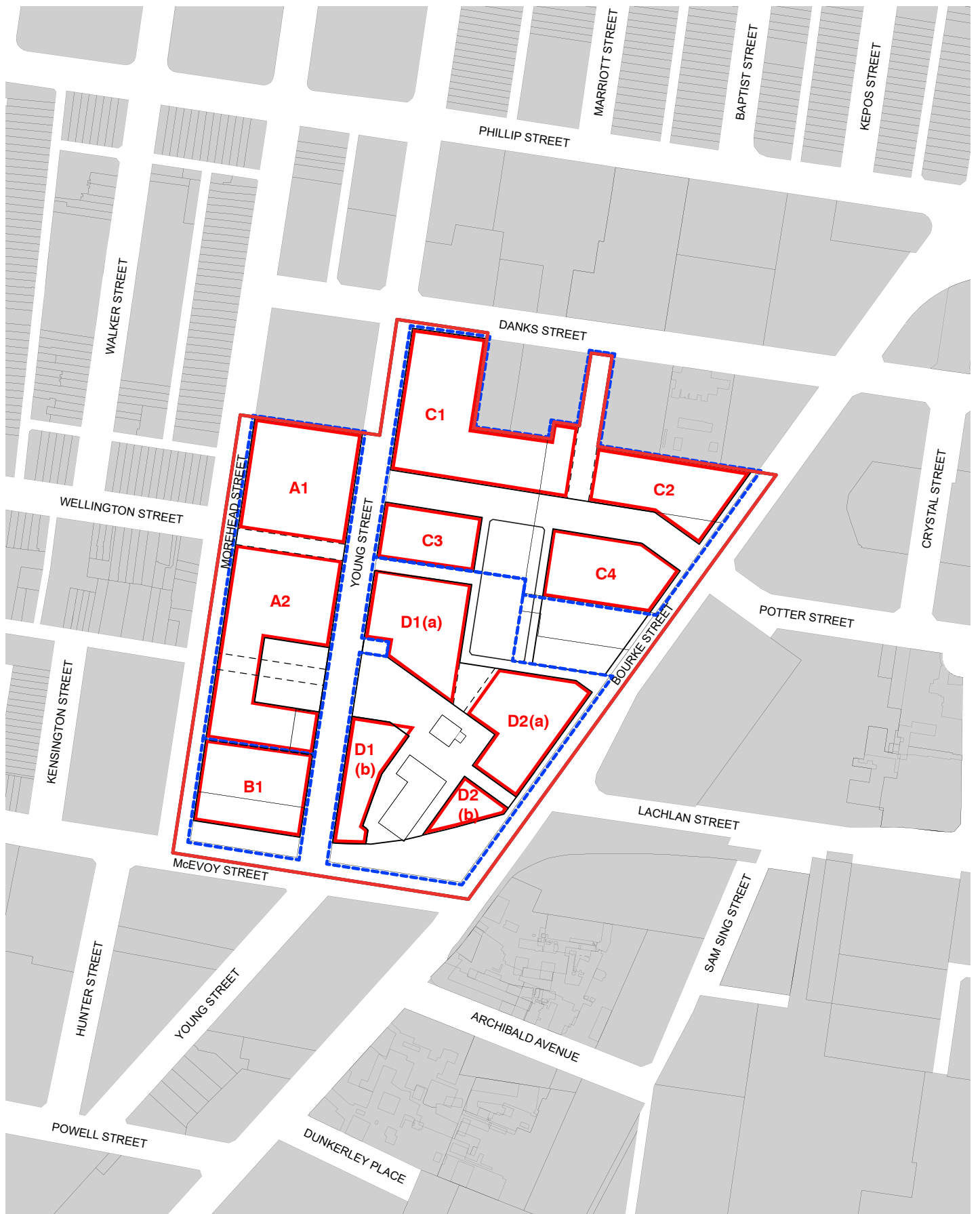
**Design Excellence Strategy – 903-921 Bourke Street, Waterloo**

In addition to provisions (1) to (8) above, the competitive design processes to be undertaken on the site at 903-921 Bourke Street, Waterloo are to be in accordance with the following site-specific Design Excellence Strategy.

- (9) Two separate invited competitive design alternatives processes are to be undertaken for the development site. The location and extent of each competitive design process site is shown in Figure 5.248 Danks Street South Competitive Design Process Sites, identified as D1(a) + D1(b) and D2(a) + D2(b).
- (10) For each competitive design process site, a minimum of 3 competing consortiums must participate, comprised of the following:

Competitive Design Process Site	Block Reference	Constitution of Each Competing Consortium
1	D1(a) + D1(b)	Emerged and established Competitors for Block D1(a) and an emerging architectural firm for Block D1(b)
2	D2(a) + D2(b)	Emerged and established Competitors for Block D2(a) and an emerging architectural firm for Block D2(b)

Figure 5.248 Danks Street South Competitive Design Process Sites



- KEY
- PRECINCT BOUNDARY
  - DEVELOPMENT SITE
  - COMPETITIVE DESIGN PROCESS SITE

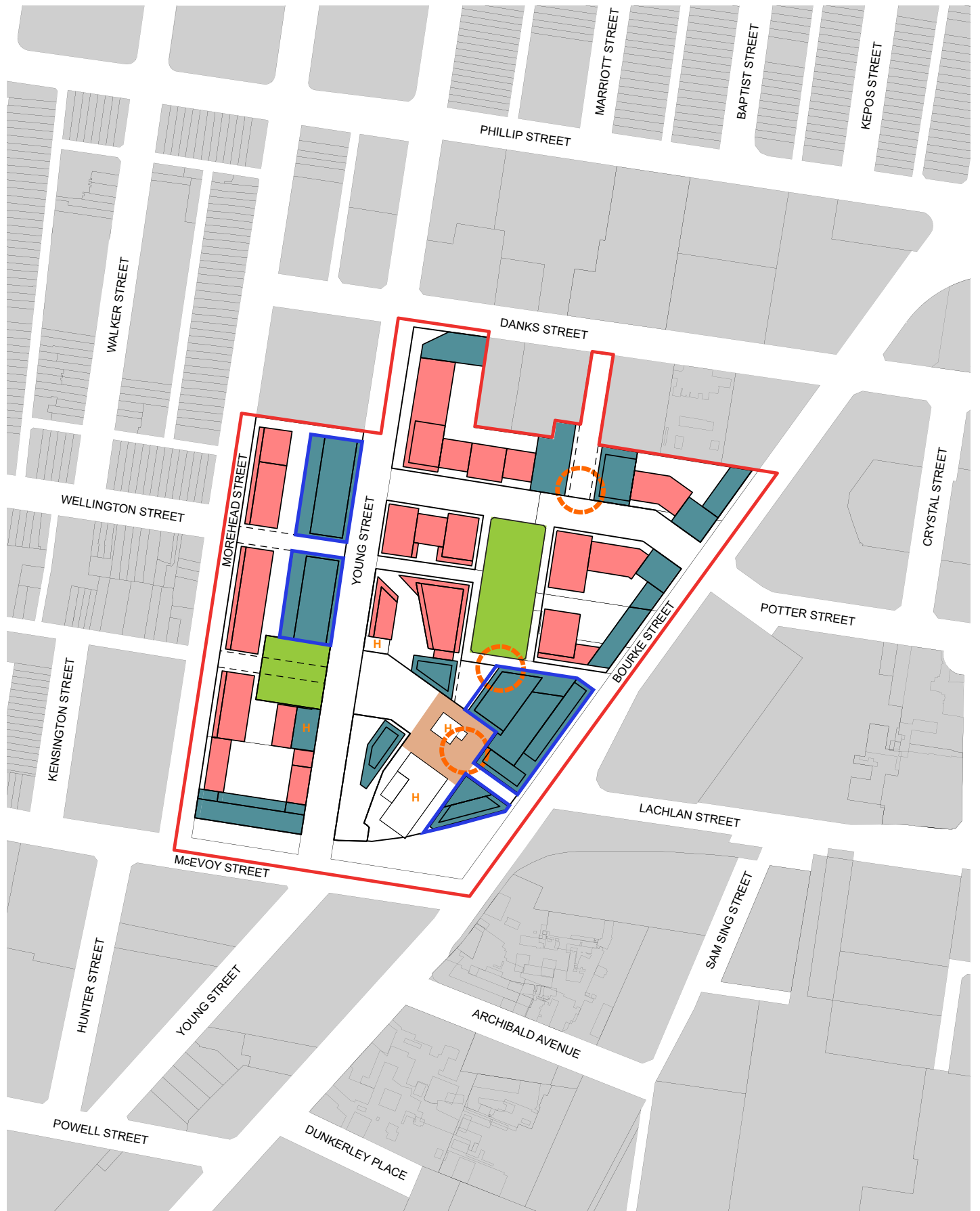


- (11) The Selection Panel for each competitive design process is to comprise a total of six (6) members. The proponent is to nominate three (3) panel members and the City of Sydney is to nominate three (3) panel members.
- (12) Any additional building height that results from a competitive design process is already accommodated within the building heights Figure 5.245 Danks Street South Height in Storeys and the upper building heights shown in Figure 5.247 Danks Street South Indicative Built Form. No additional floor space is to be awarded as a result of a competitive design process.
- (13) Each competitive design process is to be coordinated to ensure the integration of individual development blocks to achieve whole of site planning and design excellence.
- (14) Each competitive design process is to provide for the following ecologically sustainable development outcomes:
  - (a) BASIX Energy 50 for residential buildings below 6 storeys;
  - (b) BASIX Energy 40 for residential buildings above 6 storeys;
  - (c) BASIX Water 45 for all residential development; and
  - (d) 5.5 stars NABERS Energy rating for any commercial office premises with a net lettable area of 1,000sqm or more.

#### 5.9.4.5 Uses

- (1) Ground floor land uses are to be consistent with Figure 5.249 Danks Street South Ground Floor Level Uses in location and extent.
- (2) Active uses including retail and commercial uses are to be provided in the locations identified in Figure 5.250 Danks Street South Active Frontages with a minimum tenancy depth of 10 metres from the line of enclosure.
- (3) A range of retail and commercial spaces are to be provided at ground level throughout the precinct, in accordance with Figure 5.249 Danks Street South Ground Floor Level Uses.
- (4) Large footprint buildings are to be provided in accordance with Figure 5.249 Danks Street South Ground Floor Level Uses and Figure 5.251 Danks Street South Building Typology to ensure commercial and retail uses can be accommodated.
- (5) Showrooms, fresh food, small scale supermarkets, and tenancies to accommodate dentists, accountants and medical practices are encouraged in the precinct to serve the future and existing community.
- (6) Dwelling types are to comply with Figure 5.251 Danks Street South Building Typology.
- (7) Childcare and community facilities are encouraged to be located within the precinct.
- (8) At grade or above ground car parking is not permissible.
- (9) The privately owned plaza area around the Sydney Water Pump House shown in Figure 5.238 Danks Street South Heritage Plaza is to be publicly accessible during daylight hours.
- (10) Use of the privately-owned sections of public square to the north of the through-site link may be acceptable in the locations shown in Figure 5.238 Danks Street South Heritage Plaza provided that:
  - (a) The nature of the use and any enclosure or installation is sufficiently temporary in nature so as to be compatible with occasional disruption due to Sydney Water operations;
  - (b) The scale and form of any physical installation is in-keeping with the overall heritage character of the plaza;

Figure 5.249 Danks Street South Ground Floor Level Uses

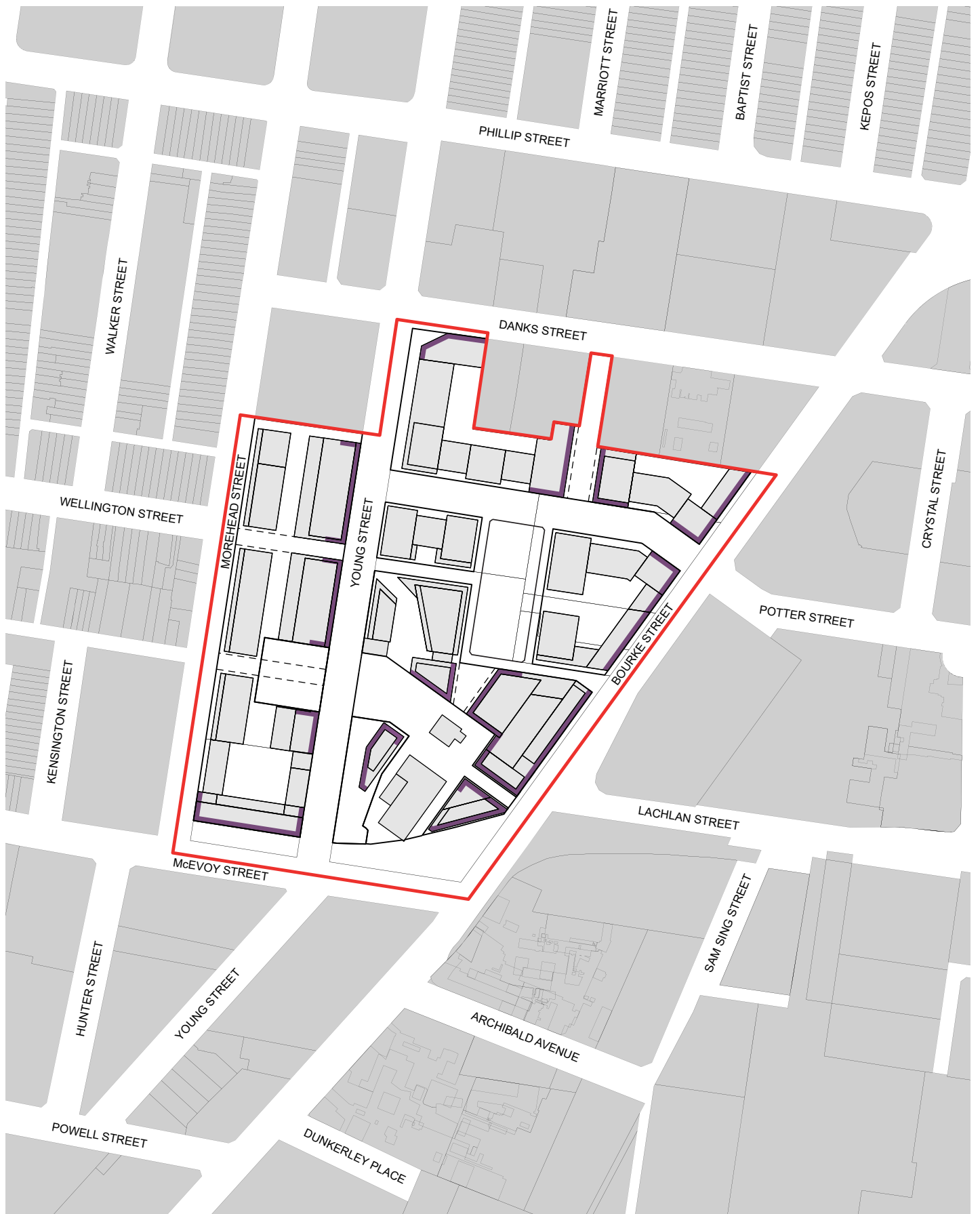


- |  |   |
|--|---|
|  PRECINCT BOUNDARY      |  PUBLIC OPEN SPACE |
|  COMMERCIAL/RETAIL USES |  HERITAGE BUILDING |
|  ANY USE EXCEPT PARKING |  LARGE FLOORPLATES |
|  PUBLIC SQUARE          |  ACTIVITY NODE     |





Figure 5.250 Danks Street South Active Frontages



- KEY
- PRECINCT BOUNDARY
  - ACTIVE FRONTAGE



- (c) The height and positioning of any enclosure does not interrupt views to or from the heritage buildings or impede visual connections and sightlines through the heritage plaza to the wider public domain network;
  - (d) Any method of demarcation between the public square, the wider heritage plaza and any private use is sensitively designed and subtly achieved cognisant the heritage context and wider heritage plaza public domain treatment;
  - (e) The grading of the overall heritage plaza is consistent throughout; and
  - (f) Any method of enclosure does not exacerbate the noise impact to adjoining development associated with surrounding roads or operation of the Sydney Water buildings on the site.
- (11) The habitable areas of residential development are to be oriented away from high traffic impact and potential land use conflicts, both horizontally and vertically.
- (12) Where required by Council, appropriate noise studies to quantify the potential impact associated with road traffic or other potential land use conflicts are to be undertaken to assist with the design, layout and form of new development.

#### 5.9.4.6 Design and architectural diversity

- (1) Provide diversity and interest in the architectural character of the precinct. Buildings that are located adjacent to or opposite to one another are not to be of the same or similar design.
- (2) Large development sites which have multiple buildings or building cores are to be designed to provide individual character so that each core is recognisable from the street (including different architectural languages for elements such as building entrances, balconies and balustrades, awnings, planters, pergolas, boundary walls and fences.
- (3) Development adjacent to the heritage listed Pump House and Valve House is to include the use of traditional materials, preferably face brick in a mod brown colour, similar to those used in the now-demolished Central Workshops.
- (4) The articulation and design of the buildings fronting the new east-west street between Bourke Street (at Potter Street) and Young Street is to respond to the rhythm of the varied building setback and the achievement of carefully designed landscaping within this setback.

#### 5.9.4.7 Public art

- (1) Public art is to be provided in accordance with the City's Public Art Policy, City Art Strategy and Interim Guidelines for Public Art in Private Developments as they apply from time to time.
- (2) To ensure a consistency of approach across the neighbourhood, all public art is to have regard to *Open Field Agency: Public Domain and Public Art Strategy for Danks Street South*, and to any associated public domain concept plans.

#### Public Art Strategy – 903-921 Bourke Street, Waterloo

In addition to provisions (1) and (2) above, public art to be provided within the site at 903-921 Bourke Street, Waterloo is to be in accordance with the following site-specific Public Art Strategy.

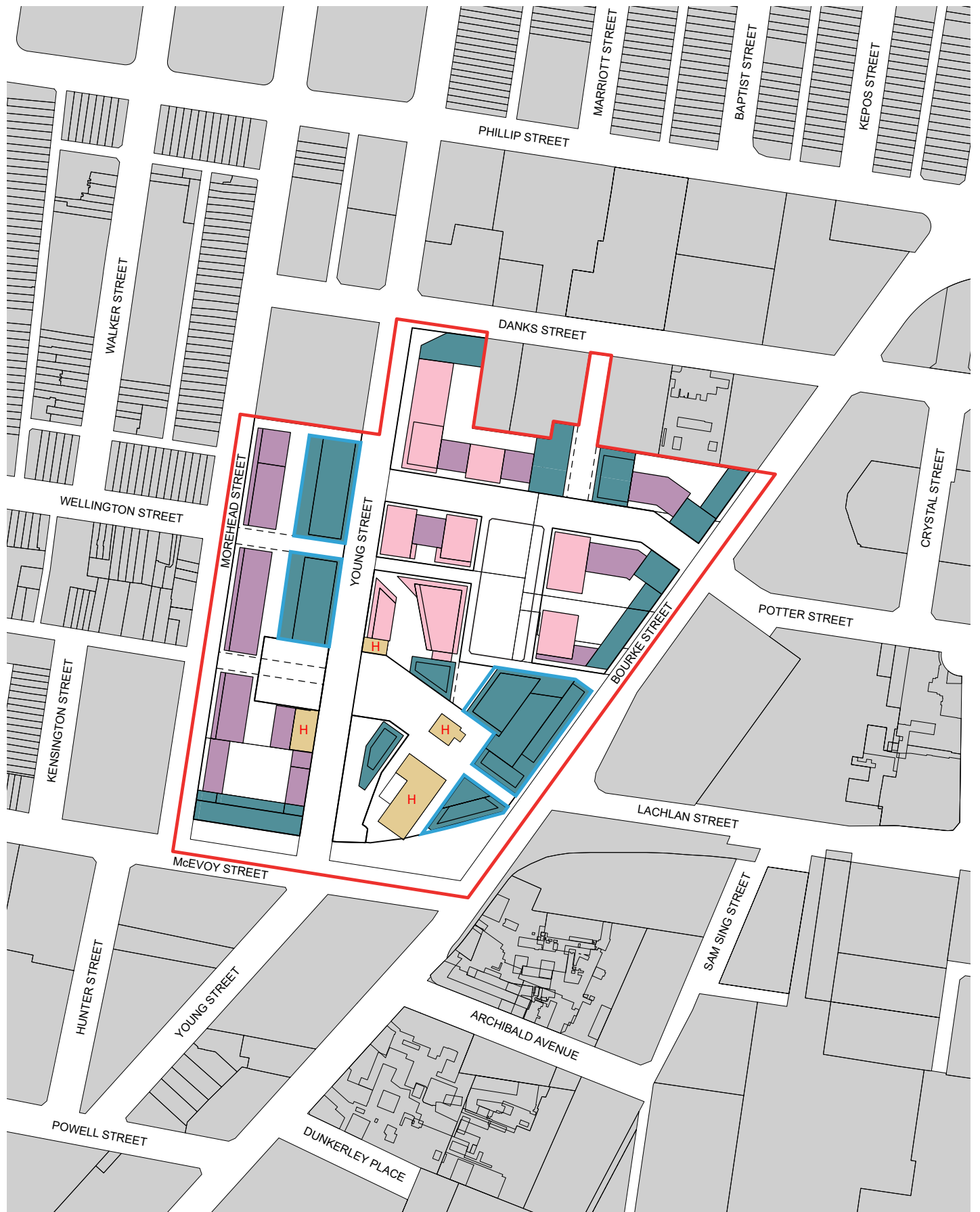
- (3) Public art is to be provided within the site and the fabric of new buildings on the site which recognises and responds to:
  - (a) The traditional custodians of the land and their cultural practices;

- (b) The history of the site, including past natural environments, land uses and industry, with a particular celebration of the site's contemporary utility-based uses, the living function of the pumps, old building outlines and the raw, unfinished quality of the site;
  - (c) The site's ability to provide an accessible and inclusive common space for established and emerging communities;
  - (d) Opportunities to retain the unique and increasingly rare vast open spaces within the locality to provide areas of visual stillness and quiet contemplation;
  - (e) Opportunities for a sense of place to evolve through exploratory and experimental interplay between people, architecture, urban design, heritage and landscape over time and throughout development.
- (4) Opportunities for high quality public art to be integrated within the architectural and public domain design are to be identified for each stage of development and are to be included in the brief for each competitive design process on the site. In any design competition, submissions must respond to *Open Field Agency: Public Domain and Public Art Strategy for Danks Street South*.
  - (5) A Preliminary Public Art Plan is to be submitted and approved with any Stage 2 development application on the site in accordance with the City's Guideline for Public Art in Private Development.
  - (6) The approved Preliminary Public Art Plan is to inform a Detailed Public Art Plan which reflects the public art elements chosen for each development stage and/or designed through any associated competitive design process and which is to be submitted and approved by the City of Sydney Public Art Advisory Panel prior to the issue of a Construction Certificate for that relevant stage.

#### 5.9.4.8 Development sites and building layout

- (1) The layout of buildings within the development sites is to be consistent with the following principles:
  - (a) The built form layout is generally consistent with that shown in Figure 5.251 Danks Street South Building Typology. Changes to this built form will only be considered where an improved public benefit and design excellence is demonstrated.
  - (b) Building forms and depths must respond to noise from busy roads and allow habitable spaces to be naturally ventilated whilst meeting internal noise criteria, where cross ventilation cannot be achieved in line with Apartment Design Guide criteria.
  - (c) Buildings face the street or heritage plaza to provide street address to apartments.
  - (d) Full height gaps are provided between buildings for solar access and visual connections between street and private open spaces, but not adjacent to busy roads to minimise noise intrusion within sites.
  - (e) Low angle views between buildings are maximised to allow orientation throughout the precinct and to reduce the effects of visual enclosure.
  - (f) All ground floor building entrances integrate with the shared cycleway on Bourke Street.
  - (g) Building entries are clearly demarcated for residents of buildings and pedestrians.
  - (h) Building entrances are not located adjacent to bus stops.

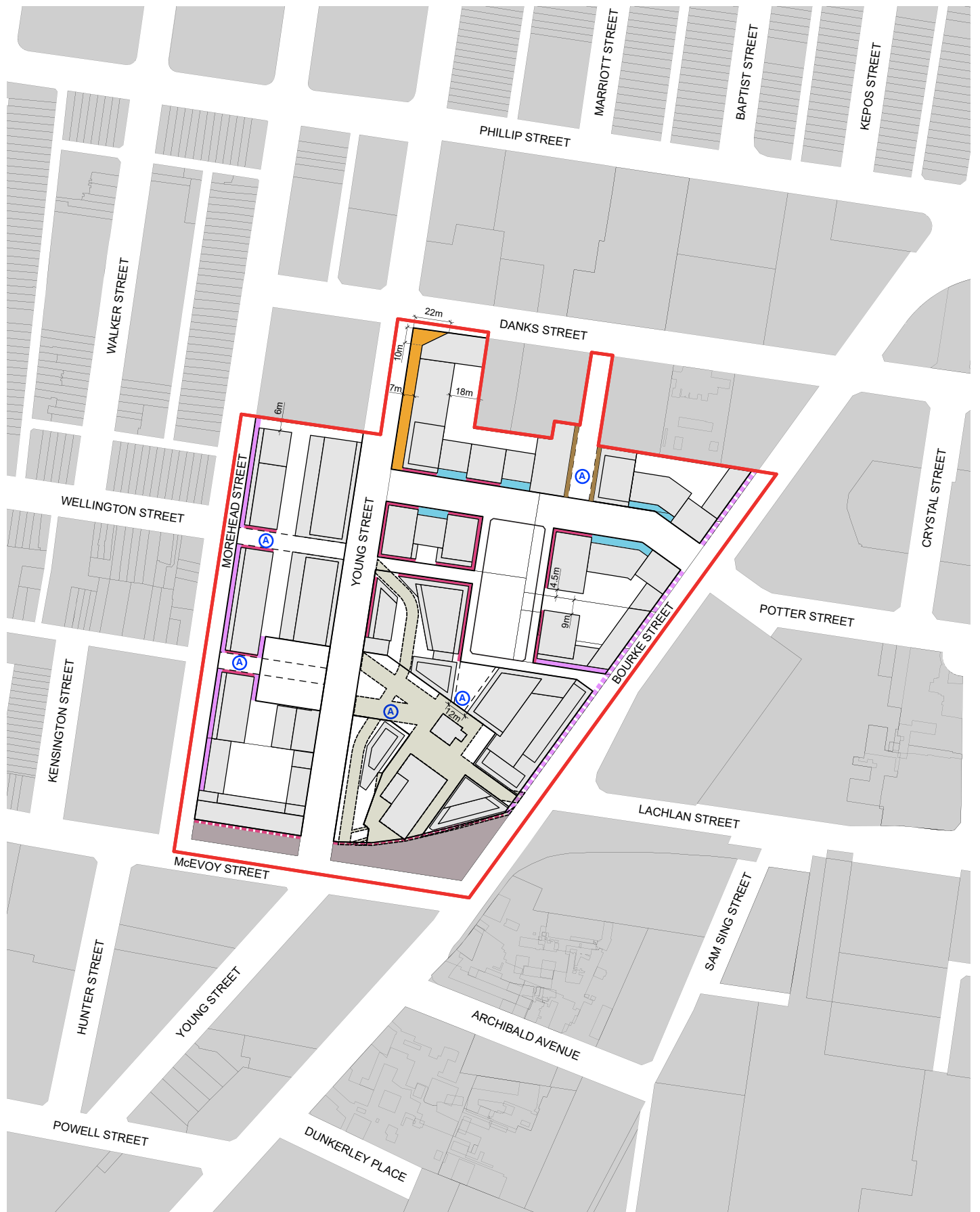
Figure 5.251 Danks Street South Building Typology



- |  |   |   |
|--|---|---|
| <span style="color: red;">▭</span> PRECINCT BOUNDARY | <span style="color: teal;">▭</span> GROUND FLOOR COMMERCIAL/RETAIL<br>USES WITH APARTMENTS ON TOP | <span style="color: blue;">▭</span> LARGE FLOORPLATES                             |
| <span style="color: pink;">▭</span> APARTMENT        | <span style="color: purple;">▭</span> MAISONNETTES / DUPLEX                                       | <span style="border: 1px solid yellow; padding: 2px;">H</span> HERITAGE BUILDINGS |



Figure 5.252 Danks Street South Setback and Alignment



**KEY**

- PRECINCT BOUNDARY
- A EASEMENTS (REFER TO PUBLIC DOMAIN + EASEMENTS PLAN)

- LANDSCAPE SETBACK**
- 2M LANDSCAPE SETBACK
  - 3M LANDSCAPE SETBACK
  - 4M LANDSCAPE SETBACK
  - 7M LANDSCAPE SETBACK

- BUILDING SETBACK**
- 2.5M BUILDING SETBACK
- FOOTPATH WIDENING**
- 2M FOOTPATH WIDENING
  - 3M FOOTPATH WIDENING

- ROAD WIDENING - ROAD AND MARITIME SERVICES
- SYDNEY WATER EASEMENT



**5.9.4.9 Building alignment and setbacks**

- (1) All levels above the street frontage height are to be setback a minimum of 3 metres from the primary building line in accordance with Figure 5.246 Danks Street South Street Frontage Height.
- (2) Ground floor apartments are to provide a minimum of 2 metre landscape setback clear to the sky for the full height of the building and/or in accordance with Figure 5.252 Danks Street South Setback and Alignment, whichever is the greater.
- (3) Ground and first floor residential street setbacks may be delineated by vertical fin walls to mark individual dwellings.
- (4) Side and rear building setbacks are to be provided in a manner that does not impede development on adjoining sites and maximises privacy.

**5.9.4.10 Attics**

- (1) All attic spaces are to have a maximum coverage of 50% of the floor below.
- (2) Lift and plant overrun is to be accommodated within the attic space.
- (3) Attics in apartments are to be setback a minimum of 3 metres from the edge of the floor below.

**5.9.4.11 Fences**

- (1) Fences at the front of a property are to:
  - (a) Be sufficiently transparent to enable some outlook from the front doors of ground level apartments to the street for safety and surveillance.
  - (b) Assist in highlighting entrances and in creating a sense of communal identity within the streetscape.
  - (c) Be designed and detailed to provide visual interest to the streetscape.
  - (d) Be a maximum of 1.4 metres high from footpath level.

**5.9.4.12 Substations**

- (1) Substations are to be integrated into the design of buildings and landscaped where appropriate, to minimise their visibility and intrusion in the public domain.

**5.9.4.13 Contamination and remediation**

Given the current and historic land uses within the precinct, there is a high likelihood of contamination in Danks Street South. Development applications for changes of use of existing buildings or construction of new buildings must be supported by information sufficient to allow Council to meet its obligations under State Environmental Planning Policy No.55, as it applies from time to time, to determine the suitability of land for redevelopment. In addition, the following clauses apply:

- (1) A contamination study and remediation strategy demonstrating that contaminants can be reduced to a level appropriate for the proposed land use(s) is to be submitted with any site specific DCP or a Stage 1 development application.
- (2) The use of long term Environmental Management Plans to secure an appropriate remediation outcome is generally unacceptable to Council. Remediation of the site to a suitable condition for the proposed use is to be achieved without reliance on a long term Environmental Management Plan.

**5.9.4.14 Noise and ventilation**

The Danks Street South Precinct is highly impacted by noise associated with surrounding busy roads, Sydney Water pumping infrastructure and a nearby active Hillsong Church campus. The provisions in this Section must be read in conjunction with the NSW Apartment Design Guide objectives on noise and ventilation.



- (1) Residential apartment buildings are to respond to both noise criteria in this DCP and natural ventilation criteria in the NSW Apartment Design Guide. Maximum noise levels, in a naturally ventilated state, must not exceed the following levels:
  - (a) LAeq 1 hour 35dB for bedrooms between 10pm and 7am;
  - (b) LAeq 40dB at any time for all other habitable space and;
  - (c) LAeq 1 hour 45dB at any time for all other habitable space in development in all other locations.
- (2) A noise study is required to be undertaken to establish the level of noise pollution affecting any residential development site in the Danks Street South precinct.
- (3) If the noise study indicates the likelihood of a noise issue, the impacts of external noise and pollution are in the first instance to be minimised, while achieving natural ventilation, through careful siting and layout of buildings. Where it is proposed to address noise and natural ventilation through the siting and layout of apartments, alternative approaches to the following design criteria of the NSW Apartment Design Guide are permitted for noise-affected apartments:
  - (a) Solar and daylight access
  - (b) Private open space and balconies
  - (c) Natural cross ventilation
- (4) Acoustic attenuated natural ventilation devices may be used where siting and layout cannot mitigate noise.
- (5) Noise mitigation measures in the operational Sydney Water buildings are to be completed prior to the occupation of any surrounding buildings. These can include, but are not limited to, upgrades to roof cladding, glazing, facades and doors. Any mitigation measures are not to detract from the heritage significance of the building.

#### 5.9.4.15 Wind testing

- (1) Development is to provide wind tunnel testing that demonstrates that all streets comply with the following wind standards:
  - (a) Wind Safety Standard, being an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.
  - (b) Wind Comfort Standard for Walking, being an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.
- (2) Development is to provide wind tunnel testing that demonstrates that all non-active use areas of public open spaces comply with the following wind standard:
  - (a) Wind Comfort Standard for Sitting in Parks, being an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second.
- (3) Development is to provide wind tunnel testing that demonstrates that all active use areas of public open spaces comply with the Wind Comfort Standard for Walking (as defined in provision 1(b) above).

### 5.9.5 Heritage

There are four heritage listed buildings within Danks Street South. These are an electricity sub-station (still operational), two operational buildings housing key infrastructure owned by Sydney Water (the Valve House and Pump House) and 198-222 Young Street. These provisions apply to these heritage items and development within the vicinity of these items.

Depending on the degree of subsurface and historical disturbance, there is potential for Aboriginal or historical archaeology in the precinct. Development proposals will need to undertake further detailed archaeological assessments of their own sites and, if required, ensure monitoring during construction to ensure that there is no impact upon archaeology.

The following provisions should be read in conjunction with the provisions in Section 3.9 Heritage.

#### Objectives

- (a) Ensure development is undertaken in accordance with the principles of the Burra Charter (ICOMOS Australia) and appreciates the Conservation Management of this precinct.
- (b) Ensure development maintains the heritage significance of the individual buildings and the group of buildings as a whole.
- (c) Ensure development in the vicinity of the heritage items is designed and sited to minimise impact on the heritage significance of the item and its setting.
- (d) Ensure the indigenous and European cultural heritage is conserved and development impact is minimised.
- (e) Ensure development is appropriately designed to protect and manage the potential archaeological resources.

#### Provisions

- (1) Development affecting a heritage item is to retain an appropriate setting to allow for the continued appreciation, prominence and integrity of the item including the following minimum setbacks:
  - (a) 3 metre setback around the Sydney Water Pump House.
  - (b) 3 metre setback around the Sydney Water Valve House.
- (2) Development affecting a heritage item is to achieve the following:
  - (a) Minimise the extent of exterior alterations.
  - (b) Use traditional techniques and materials, unless contemporary techniques and materials result in a better conservation outcome.
  - (c) Provide interpretation of each building including their significance, history and ongoing use.
  - (d) Where required to be adapted, to meet contemporary needs or safety standards, alterations should be reversible and minimal, where possible.
- (3) Where practicable, development should enhance the heritage items by:
  - (a) Removing unsympathetic additions, alterations, particularly the area facing the heritage plaza and central park.
  - (b) Face-brick and sandstone not to be rendered, painted or otherwise coated.

- (c) Noise mitigation measures in the Sydney Water buildings to be completed prior to the occupation of any surrounding buildings. Mitigation measures to not detract from the heritage significance of the building.
- (d) Provide interpretation of each building including their significance, history and ongoing use.
- (4) Development proposals across the precinct are to undertake detailed Aboriginal and historical archaeological assessments regarding their site prior to detailed design development.
- (5) Any new interventions are to be carefully designed so as to avoid any disturbance of potential archaeological items located within these areas.
- (6) In the event of any disturbance to the site having to take place, a suitable heritage consultant or archaeologist is to be engaged to assess, record and monitor the works. Archaeologists are to meet the current Heritage Council requirements for an Excavation Director and obtain appropriate approvals, exemptions to or excavation permits required under Section 57(1) or sections 139-146 of the Heritage Act 1977 prior to any excavation of areas of identified archaeological potential.
- (7) Any archaeological evidence uncovered on the site is to be retained in situ wherever possible, so long as it will not be damaged by any works on site.
- (8) Any archaeological finds retained in situ are to be appropriately catalogued for future reference.

### 5.9.6 Staging and implementation

It is envisaged that development in Danks Street South will be delivered in stages, progressively implemented as each property is redeveloped.

#### Objectives

- (a) Ensure the redevelopment of Danks Street South is coordinated in an orderly manner to ensure the activities on adjacent sites and amenity of residential neighbours are not adversely impacted on.
- (b) Secure high quality, legible and useful public domain at the earliest opportunity, in particular the shared zone between Morehead Street and Young Street, the through-site link across the heritage plaza and the 3 metre setback on Bourke Street.
- (c) Provide 24 hour access for Sydney Water maintenance vehicles on the site at 903-921 Bourke Street.
- (d) Ensure the heritage plaza can accommodate all users appropriately.
- (e) Ensure that as far as practicable, the development of sites can occur independently, without reliance on infrastructure from adjacent sites.
- (f) Provide vehicular access during the construction phase of sites.
- (g) Address stormwater management upon the outset of construction works, to ensure adjacent areas are not adversely affected.

#### Provisions

- (1) A staging plan is to be submitted to Council with a staged development application.
- (2) All sites are to have a public road frontage and be accessible via a public street or shared zone.
- (3) Development is to ensure any necessary flood / stormwater management solutions or required decontamination / remediation works are co-ordinated appropriately across each stage of development.

- (4) An interim alternative street block layout or built form layout may be considered on a site by the Consent Authority to allow for staged redevelopment and/or retention and refurbishment of existing industrial/commercial buildings, provided that:
  - (a) the development secures at least some elements of the required public domain infrastructure for that site as identified in Figure 5.237 Danks Street South Dedications; and
  - (b) any area of proposed development which impedes the achievement of the public domain infrastructure required for the precinct in Figure 5.237 Danks Street South Dedications be of a temporary nature and be conditioned as such; and
  - (c) a strategy outlining a likely development staging plan and delivery sequence for the remaining public domain infrastructure required in Figure 5.237 Danks Street South Dedications be submitted to accompany the development application.
- (5) Access to the Sydney Water buildings is to be maintained for Sydney Water and Ausgrid maintenance vehicles, as well as emergency vehicle, throughout all construction phases.
- (6) Appropriate acoustic treatments and noise mitigation measures to operational Sydney Water buildings are to be completed prior to the occupation of any surrounding buildings.
- (7) A Plan of Management detailing arrangements for essential vehicular access, private use and public accessibility in the southern half of the heritage plaza area surrounding the heritage listed Pump House is to be submitted and approved as part of any Stage 2 development application associated with the land.