Section 6

Specific Sites
### 6 Specific Sites

#### Contents

<table>
<thead>
<tr>
<th>6.1</th>
<th>Sites identified in previous DCPs, masterplans or development consents</th>
<th>6.1-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1.1</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.1.2</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.1.3</td>
<td>Commonwealth Bank “Money Box” site 108-120 Pitt Street, Sydney (Lot 120 in Deposited Plan 882436)</td>
<td>6.1-1</td>
</tr>
<tr>
<td>6.1.4</td>
<td>The APDG site (bounded by Alfred, Pitt, Dalley and George Streets)</td>
<td>6.1-3</td>
</tr>
<tr>
<td>6.1.5</td>
<td>Local Infrastructure and Public Domain</td>
<td>6.1-4</td>
</tr>
<tr>
<td>6.1.6</td>
<td>Built Form and Design</td>
<td>6.1-6</td>
</tr>
<tr>
<td>6.1.7</td>
<td>Parking and Vehicular Access</td>
<td>6.1-7</td>
</tr>
<tr>
<td>6.1.8</td>
<td>261-263 Oxford Street, St. John’s Church, Hall &amp; Manse, Paddington</td>
<td>6.1-18</td>
</tr>
<tr>
<td>6.1.9</td>
<td>50-58 &amp; 60-72 Sir John Young Crescent, Former Sydney Eye Hospital, Woolloomooloo</td>
<td>6.1-22</td>
</tr>
<tr>
<td>6.1.10</td>
<td>Victoria Park – South Dowling Corridor</td>
<td>6.1-24</td>
</tr>
<tr>
<td>6.1.11</td>
<td>Email Site – 13 Joynton Avenue, Zetland</td>
<td>6.1-27</td>
</tr>
<tr>
<td>6.1.12</td>
<td>AMP Circular Quay Precinct</td>
<td>6.1-30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6.2</th>
<th>Sites identified through Urban Design Studies</th>
<th>6.2-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2.1</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.2.2</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.2.3</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.2.4</td>
<td>18 Huntley Street, Alexandria (Huntley St and Sydney Park Rd)</td>
<td>6.2-1</td>
</tr>
<tr>
<td>6.2.5</td>
<td>Repealed</td>
<td></td>
</tr>
<tr>
<td>6.2.6</td>
<td>25-33 Erskineville Road, Erskineville</td>
<td>6.2-10</td>
</tr>
<tr>
<td>6.2.7</td>
<td>349-351 and 361-379 Oxford Street, Paddington (Telecommunications Building)</td>
<td>6.2-11</td>
</tr>
<tr>
<td>6.2.8</td>
<td>397-399 Cleveland Street and 2-38 Baptist Street, Surry Hills Shopping Village, Redfern</td>
<td>6.2-13</td>
</tr>
<tr>
<td>6.2.9</td>
<td>164-172 and 174-194 William Street, Bayswater Car Rental, Woolloomooloo</td>
<td>6.2-26</td>
</tr>
<tr>
<td>6.2.10</td>
<td>219-241 Cleveland Street (Australia Post site)</td>
<td>6.2-28</td>
</tr>
<tr>
<td>6.2.11</td>
<td>97-101 Pyrmont Bridge Road, Pyrmont</td>
<td>6.2-29</td>
</tr>
<tr>
<td>6.2.12</td>
<td>Darlinghurst Road, Potts Point</td>
<td>6.2-30</td>
</tr>
</tbody>
</table>
### Section 6

<table>
<thead>
<tr>
<th>6.3</th>
<th>Specific site controls prepared as part of a Planning Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3.1</td>
<td>87 Bay Street, Glebe</td>
</tr>
<tr>
<td>6.3.2</td>
<td>287-289 Crown Street, Surry Hills</td>
</tr>
<tr>
<td>6.3.3</td>
<td>904 Bourke Street, Zetland</td>
</tr>
<tr>
<td>6.3.4</td>
<td>60 Martin Place</td>
</tr>
<tr>
<td>6.3.5</td>
<td>65-79 Sussex Street, Sydney</td>
</tr>
<tr>
<td>6.3.6</td>
<td>230-238 Sussex Street, Sydney</td>
</tr>
<tr>
<td>6.3.7</td>
<td>505-523 George Street, Sydney</td>
</tr>
<tr>
<td>6.3.8</td>
<td>45 Murray Street, Pyrmont</td>
</tr>
<tr>
<td>6.3.9</td>
<td>51-55 Missenden Road, Camperdown</td>
</tr>
<tr>
<td>6.3.10</td>
<td>296-298 Botany Road and 284 Wyndham Street, Alexandria</td>
</tr>
<tr>
<td>6.3.11</td>
<td>7-15 Randle Street, Surry Hills</td>
</tr>
<tr>
<td>6.3.12</td>
<td>2-32 Junction Street, Forest Lodge</td>
</tr>
<tr>
<td>6.3.13</td>
<td>102-106 Dunning Avenue, Rosebery</td>
</tr>
<tr>
<td>6.3.14</td>
<td>4-6 Bligh Street, Sydney</td>
</tr>
<tr>
<td>6.3.15</td>
<td>225-279 Broadway, Glebe</td>
</tr>
</tbody>
</table>
This Section includes objectives and provisions for each of sites identified on Figure 6.1 Specific sites map.

Section 6 is divided into three separate sections.

Section 6.1 comprises provisions for sites that have been identified in a pre-existing DCP or masterplan (deemed DCP) and for sites with a pre-existing masterplan development consent.

Section 6.2 consists of provisions for other sites identified in the urban design studies undertaken for the different neighbourhoods. The sites were identified as having potential to make a significant contribution to the desired future character of their neighbourhood.

Section 6.3 contains provisions to guide development on sites identified through a Planning Proposal.
Specific sites map

Figure 6.1

City of Sydney - Local Government Area
Land excluded from this DCP
Section 6 specific sites
6.1 Sites identified in previous DCPs, masterplans or development consents

This DCP repeals the DCPs listed in Section 1 Introduction as well as all deemed DCPs and masterplans that previously applied within the City of Sydney LGA.

The objectives and provisions for the following sites are a translation of the controls of repealed DCPs (including masterplans) and relevant development consents.

Development on these sites is to be designed with regard to Section 3 General Provisions and Section 4 Development Types of this DCP, with an emphasis on the specific requirements within this Section.

6.1.3 Commonwealth Bank “Money Box” site 108-120 Pitt Street, Sydney (Lot 120 in Deposited Plan 882436)

The following objective and provisions apply to the Commonwealth Bank “Money Box” site 108-120 Pitt Street, Sydney, being Lot 120 DP882436, as shown in Figure 6.1 Specific sites map.

Objective

(a) Establish the building envelope requirements for the Money Box site.

Provisions

(1) The development of the Commonwealth Bank “Money Box” site is to be in accordance with the development control envelope illustrated in Figure 6.2 and Figure 6.3 Money Box Development control envelope.

(2) To ensure suitable light clearances above lightwells, development must be undertaken in accordance with the section diagrams in Figure 6.4 and Figure 6.5.
Section 6
SPECIFIC SITES

Figure 6.3
Money Box development control envelope

Figure 6.4
Money Box light well – north south section

Figure 6.5
Money Box light well – east west section
6.1.4 **The APDG site (bounded by Alfred, Pitt, Dalley and George Streets)**

The following objectives and provisions apply to the APDG site bounded by Alfred, Pitt, Dalley and George Streets, Sydney as shown in Figure 6.1 Specific sites map and Figure 6.6 The APDG Site Plan.

If a development proposal within the APDG site is subject to Clause 6.25 APDG block in Sydney LEP 2012, then the provisions contained in this section of the DCP override similar provisions in this DCP, where there is inconsistency.

If development proposed for 1 Alfred Street retains the design integrity and is generally in accordance with the winning entry of the architectural competition held in November 2009, known as the Kerry Hills Architects Scheme, then the building envelope controls shown in Figure 6.17 1 Alfred Street Site Development Control Envelope (Kerry Hill Architects Scheme), override similar provisions where there is inconsistency.

**Figure 6.6**
The APDG Site Plan

Clause 6.25 APDG block in *Sydney LEP 2012* enables taller buildings to parts of the street block in order to provide an integrated lane network, a central publicly accessible open space and greater tower separation for better views and daylight access. These benefits can be achieved by certain landholdings being developed cooperatively.

There are a number of alternate outcomes to achieve these objectives. Development Blocks 1, 2 and 3 under clause 6.25 of SLEP 2012 are one option while Development Block 4 under clause 6.25 of SLEP 2012 allows for another option.

In this DCP Figures 6.7 to 6.17 apply to the development of Blocks 1, 2 or 3 and Figures 6.7A to 6.16A apply to the development of Block 4.
Objectives
(a) Provide detailed controls to satisfy the provisions of Clause 6.25 APDG block in Sydney LEP 2012.
(b) Facilitate the redevelopment of the site to achieve a high quality urban form.
(c) Ensure that development on the APDG site results in major public benefits.
(d) Ensure the publicly accessible open space is fronted with active uses and linked to surrounding streets with a network of lanes and through-site links.
(e) Maintain the legibility of the historical alignment of laneways and through-site links within the site.
(f) Enable additional building height at certain sites where the development of the site provides for publicly accessible open space, lanes and through-site links.
(g) Encourage commercial uses at the southern end of the site.
(h) Protect sunlight access to Australia Square.
(i) Create opportunities for views to and from Circular Quay.

6.1.5 Local Infrastructure and Public Domain

Provisions

6.1.5.1 General
(1) Where required to be provided, new streets, lanes and through-site links are to be provided in the locations identified in Figure 6.7 Public domain plan for blocks 1, 2 and 3 and in Figure 6.7A Public domain plan Option B for block 4 and are to be designed and constructed in accordance with Figure 6.8 Streets, lanes and through-site links for blocks 1, 2 and 3 and in Figure 6.8A Streets, lanes and through-site links Option B for block 4.
(2) Ensure the design of the laneway network and square integrates with the ground floor uses of adjoining buildings and provides opportunities for external leisure activities.

6.1.5.2 Streets, lanes and through-site links
(1) Through-site links are to be provided in the locations identified on the Through-site links map and Figure 6.9 Public domain principles plan for blocks 1, 2, and 3 and in Figure 6.9A Public domain principles plan Option B for block 4.
(2) Extend the existing north-south alignment of Underwood Street up to Alfred Street to enhance pedestrian movement on the site.
(3) Create opportunities for outdoor dining along Alfred and George Streets.
(4) Bridge the level change between George and Pitt Streets through terracing along Alfred Street whilst maintaining equal access.
(5) Design Pitt Street to allow safe crossing points between Bulletin Place and Rugby Place and Bulletin Place and Underwood Street.
(6) Dalley Street is to have the character of a wide lane and function as a service street fronting with the service entries of the Stock Exchange building facing Bridge Street.
(7) Introduce widened footpaths on the southern side of Underwood Street, adjoining the new square and on the northern side of Dalley Street to the crossing of George Street at Grosvenor Street.
(8) Design laneway thresholds that indicate pedestrian crossing priority.
(9) Ensure lane alignments maintain clear sight-lines from each end.

(10) Where required to be provided, introduce a north-south lane and through-site link in the location shown as 1A in Figure 6.9 and Figure 6.9A Public domain principles plan. The link will connect Herald Square and Dalley Street and have the character of a narrow through-site pedestrian link to the north and shared use lane to the south.

(11) Rugby Place identified as 1B on Figure 6.9 and Figure 6.9A Public domain principles plan is to be a narrow lane for its entire length and is to widen towards the approach to the Rugby Club to create a seating area and encourage outdoor dining.

(12) Enhance pedestrian amenity of the redevelopment of 188-194A George Street by introducing widened footpaths on the southern side of Crane Place, identified as 1C on Figure 6.9 Public domain principles plan.

(13) For a development of block 4, integrate the George St plaza, marked G on Figure 6.9A Public domain principles plan, with the publicly accessible area on the northern part of 188-194A George Street.

(14) For a development of block 1 enhance pedestrian amenity opposite the proposed square by introducing widened footpaths on the southern side of Underwood Street, identified as 1D on Figure 6.9 Public domain principles plan.

(15) Enhance pedestrian amenity by introducing widened footpaths on the northern side of the through-site link identified as 1E on Figure 6.9 Public domain principles plan.

(16) Through-site links are to have a clear height up to the levels indicated on Figure 6.7 and Figure 6.7A Public domain plan.

6.1.5.3 **New Square – generally**

(1) Any new public plaza is to:

   (a) be designed in a manner that minimises changes in level while meeting the existing level conditions at adjoining publicly accessible land;

   (b) be of high quality materials in accordance with the City’s Public Domain Code;

   (c) have the minimum number of signage and lighting structures to avoid visual clutter and minimise the use of bollards;

   (d) provide opportunities for casual outdoor dining.

6.1.5.4 **New Square – development of blocks 1 and 2**

(1) For development of blocks 1 and 2 introduce a publicly accessible square near the centre of the street block in the location shown on Figure 6.7 Public domain plan.

(2) The new square is to:

   (a) have a minimum area of 1,300sqm as shown outlined in red on Figure 6.9 Public Domain Principles plan;

   (b) be defined by development and the convergence of new and existing lanes and through-site pedestrian links;

   (c) be visually activated with doors and windows fronting the square, creating views into circulation spaces and elevated gathering spaces; and

   (d) integrate an interpretive element relating to the historical alignment of the Tank Stream on the eastern boundary of the square.
6.1.5.5 New Square – development of block 4

(1) Public plazas are to be provided as shown generally on Figure 6.7A Public domain plan Option B.

(2) The combined area of the public spaces outlined in red on Figure 6.9A Public Domain Principles plan Option B, shall be a minimum of 1,800sqm.

(3) The new public plaza to George Street, marked G on Figure 6.9A Public Domain Principles Plan Option B, is to:
   (a) have direct access from George Street;
   (b) have a high level of solar access;
   (c) be defined by George Street, new and existing lanes and through-site pedestrian links, and fine grain development;
   (d) contain public access stairs on the northern edge from the plaza to lane level;
   (e) integrate a multi-level building at the eastern edge of the plaza for community and associated uses, access to below plaza level community uses, and an internal passenger lift to facilitate equitable access from George Street to the laneways and Pitt Street;
   (f) be visually activated to the north and east by active edges (including potential balconies and roof terraces) creating views into circulation spaces and gathering spaces; and
   (g) incorporate high quality public art.

(4) The new public plaza at the Pitt Street level, marked P on Figure 6.9A Public Domain Principles Plan Option B, is to:
   (a) integrate laneways and plaza areas with existing and proposed ground floor uses; and
   (b) integrate an interpretive element relating to the historical alignment of the Tank Stream on the eastern boundary of this plaza.

6.1.5.6 Active Frontages

(1) For development of blocks 1, 2, and 3, active frontages are to be provided in the locations nominated on the Active frontages map.

(2) For development of block 4, active frontages are to be provided in the locations nominated generally on Figure 6.12A Active Frontages Option B.

6.1.5.7 Awnings

(1) Footpath awnings are to be provided in the locations nominated on the Footpath awnings and colonnades map.

(2) For development of block 4, retractable canvas awnings are to be provided to internal laneways and squares.

6.1.6 Built Form and Design

6.1.6.1 Building Height

(1) Development must not exceed the maximum height in metres and RL for the land as shown in Figure 6.10 Alternative heights for blocks 1, 2 and 3 and in Figure 6.10A Alternative heights Option B for block 4.

(2) Encourage a variety of built form options within development blocks 1, 2, 3, and 4. The site area of each development block may increase with the addition of one of more optional additions A, B or C as indicated on Figure 6.11 APDG site development blocks 1, 2 and 3 and Figure 6.11A APDG site development blocks Option B.
6.1.6.2 Street Frontage Height and setbacks

(1) The street frontage height of a building is not to exceed the maximum height shown for the land on Figure 6.13 Street frontage height for blocks 1, 2, and 3 and as shown on Figure 6.13A Street frontage height Option B for block 4.

(2) The maximum width of an elevation above the street frontage height of buildings, as shown in Figure 6.13, is to be 35% of the total height of the building, excluding curved facades where the change in tangent across the façade is greater than 60 degrees.

Note: For example, a tower of 200m height may have a maximum elevation width above the street wall of 70m (200m x 35%).

(3) Ensure a minimum of 95% of each of the building frontages are built to the alignment of the public domain to the height shown on Figure 6.13 Street frontage height for blocks 1, 2, and 3 and on Figure 6.13A Street frontage height in metres Option B for block 4.

(4) Provide setbacks above the street-wall in accordance with Figure 6.14 Setbacks above the street frontage height for blocks 1, 2, and 3 and on Figure 6.14A Setbacks above the street frontage height Option B for block 4.

(5) The following minimum setbacks are required for tower forms:

(a) the north–western tower on block 1 - 0m to Alfred and George Streets and the new lane and 3m to southern boundary;

(b) the western tower - 4m to George Street at 188-194A George Street, increasing to 8m at the southern boundary of 196-208 George Street; 3m to the southern boundary and 4m to the eastern side;

(c) the south–eastern tower on block 1 - 8m to all streets and lanes; and

(d) the eastern tower on block 4 - 6m to Pitt Street; 6m to tower building at 188-194A George Street; 6m to podium of approved building envelope for Tower B at 19-31 Pitt Street under development consent D/2015/1049; and variable to other streets and lanes.

(6) The minimum setback for a wall with openings is 3m from a shared boundary.

6.1.6.3 Building design and bulk

(1) Building envelopes are to be in accordance with Figure 6.10 Alternative heights for blocks 1, 2 and 3 and with Figure 6.10A Alternative heights Option B for block 4.

(2) Notwithstanding Figure 6.10 Alternative heights, a reduced building envelope for Block 1 may be permitted on the lot marked ‘X’ in Figure 6.13: Street frontage heights to allow a larger central public square.

(3) Introduce a slender tower in the north-west corner of the site known as 1 Alfred Street, which fronts Circular Quay in accordance with Figure 6.10 Alternative heights.

(4) For blocks 1 and 2 introduce two new commercial towers on the site, one in the south–east corner and the other on the western side fronting George Street as identified in Figure 6.10 Alternative heights for blocks 1 and 2.

(5) For block 4 introduce a new commercial tower on the eastern side of block 4 as identified in Figure 6.10A Alternative heights Option B.

(6) Design the lower levels of the tower fronting Alfred Street to address the pedestrian scale environment at George Street and Herald Square.
(7) For block 4, any building on PT 181 DP606865 (the site of Jacksons on George) shall have a maximum height of RL 16 at the southern boundary of the lot increasing in height to the north in accordance with the 21 June 12pm Sun Angle.

(8) For block 4, the proposed community use building and the portion of the tower podium facing the new north-south lane shall be built to a maximum height of RL24.

(9) The tower on Block 4 shall be designed to mitigate wind impacts on Underwood and Pitt Streets including active systems, form and materials.

(10) New development must not cause the ground level environment on the APDG site or surrounding streets and lanes to have a mean wind speed or Gust Equivalent Mean wind speed exceeding:

(a) 10 metres per second for more than 5% of the year; or
(b) 15 metres per second more than once per year.

6.1.6.4 Design Excellence Strategy for Development Block 4

(1) The following competitive design processes must be completed before the lodgement of a stage 2 development application for Block 4:

(a) An invited architectural design competition for a building on the land shown as Area A on Figure 6.16A Design Excellence Option B; and

(b) The preparation of design alternatives on a competitive basis for a building on the land shown as Area B on Figure 6.16A Design Excellence Option B.

(2) The selection of architectural practices for each competitive design process will be informed by individual design briefs to be developed in accordance with the following:

(a) A range of emerging and established architects will participate in competitive design processes to ensure architectural design variety within Block 4.

(b) To ensure architectural design variety across Block 4, no architectural practice may participate in more than one competitive design process.

(c) A minimum selection of 6 established architectural practices will be invited to participate in the architectural design competition for Area A.

(d) A selection of 4 emerging architectural practices will be invited to participate in the competitive design alternatives process for Area B.

(e) To achieve a whole of site design excellence, the architectural design processes for the land shown as Area A and Area B on Figure 6.16A are to be run concurrently.

(3) For development on Block 4 to be eligible for the maximum additional floor space bonus available under clause 6.21(7) of SLEP 2012, competitive design processes must be completed for both Area A and Area B on Figure 6.16A Design Excellence Option B.

(4) Having regard to the total area of Block 4 for which competitive design processes are required, the amount of any additional bonus floor space available to development on Block 4 under clause 6.21(7) of Sydney LEP 2012 will be as follows:

(f) The amount attributable to a competitive design process for Area A is up to 77% of the maximum additional floor space available under clause 6.21(7);

(g) The amount attributable to a competitive design process for Area B is up to 23% of the maximum additional floor space available under clause 6.21(7).
6.1.7 Parking and Vehicular Access

(1) Vehicle and service entry points are to be consistent with Figure 6.15 Vehicular access plan for blocks 1, 2 and 3 and with Figure 6.15A Vehicular access plan Option B for block 4.

(2) One way vehicular access provided from the new north-south lane to George Street identified as ‘A’ and ‘B’ on Figure 6.15 Vehicular access Plan for blocks 1, 2 and 3 is short term only.

(3) Provide shared basement access between developments to minimise vehicular movements on lanes.

(4) Loading docks are not permitted on George, Pitt or Alfred Streets or on the new public square frontage.

(5) Above ground parking is not permitted.
Figure 6.7

APDG Site - Public domain plan

Legend
- Public domain open to the sky and noted on property title
- Extension of Herald Square Lane - 6m wide minimum (types A & B), open to sky unless height is shown on plan.
- Optional extension of square
- Publicly accessible square

Public domain noted on property title
- Through-site link 4.5m-6m wide, height varies as shown on the plan as RLs.

APDG Site
- Public domain plan

Legend
- Extension of Herald Square Lane - 6m wide minimum (types A & B), open to sky unless height is shown on plan.
- Optional extension of square
- Publicly accessible square

Public domain noted on property title
- Through-site link 4.5m-6m wide, height varies as shown on the plan as RLs.
APDG Site
- Public domain plan (Option B)

Legend
- Extension of Herald Square
- Through-site link 4.5-6.0m wide
- Height varies as shown on the plan as RL's
- Lane - 6m wide minimum
- Open to sky unless height is shown on plan
- Publicly accessible square
- Optional extension of square
Figure 6.8
STREETS, LANCES AND THROUGH SITE LINKS

KEY
A  Footpath with flush kerb 2.5m
B  Shared service road 3.0m
   No vehicle access 8am-6pm M-F
C  Footpath with flush kerb 0.5m
   8am-6pm M-F
X  Seating & retractable awning 2.5m
Y  Seating & umbrellas 1.5m
Z  Min. clearance for pedestrian traffic 2.0m

GENERAL
• All seats, tables and umbrellas in the public domain must be removable
  (consistent with the concept of "naked streets" including minimal signage).
• Laneway awnings must not have fixed elements or vertical screens.
• Other street furniture (eg. planters and temporary bollards) should not be permitted.
• Design of the public domain and lanes should prioritise pedestrian activities and
  provide an equitable clear path of travel, preferably adjacent to the building line.
• Integrated surface treatments may also be used to provide navigational assistance.
• TGSI and fixed barriers are not preferred.
• Seating areas should be in consistent locations throughout a lane.

KEY
Active uses (consistent with SDCP 1996 Part 2.5.2)
Small commercial tenancies <200sqm
Commercial uses (Residential uses on 1 Alfred Street)

KEY
Lanes (Types A & B)
Through Site Links
All seats, tables and umbrellas in the public domain must be removable (consistent with the concept of “naked streets” including minimal signage).

- Laneway awnings must not have fixed elements or vertical screens.
- Other street furniture (e.g. planters and temporary bollards) should not be permitted.
- Design of the public domain and lanes should prioritise pedestrian activities and provide an equitable clear path of travel, preferably adjacent to the building line.
- Integrated surface treatments may also be used to provide navigational assistance.
- TGSI and fixed barriers are not preferred.
- Seating areas should be in consistent locations throughout a lane.
Figure 6.9

APDG Site
- Public domain principles plan

Legend
- New square
- Publicly accessible square within block
- Lane
- Through-site link
- Connected laneway network

Figure 6.10
APDG Site
- Public domain principles plan (Option B)

Legend
- Lane
- Publicly accessible squares (G and P) within block
- Through-site link
- New squares
- Connected laneway network
- Optional extension of square
- X Indicative location of through site link
Figure 6.10

APDG Site - Alternative heights

Legend

Height (in metres above ground)

15
25
45
55
75
126

Tower - height noted on plan
* Max height determined by Clause 6.20 of Sydney Local Environmental Plan 2012

Align with property corners
Figure 6.11

APDG Site - Development blocks

Legend
- Development Block 1
- Development Block 2
- Development Block 3

Optional Additions to Development Block 1
- Development Block A
- Development Block B
- Development Block C

Optional Additions to Development Block 3
- Development Block A
- Development Block B
APDG Site - Development blocks (Option B)

Legend
- Development Block 2
- Development Block 3
- Development Block 4
- Land subject to a separate planning proposal
- Development Block C
- Optional Additions to Development Block 3 or Block 4

- Development Block A
- Development Block B
Figure 6.12A

APDG Site
- Active frontages (Option B)

Legend

Active frontages
**Sydney Development Control Plan 2012**

**Figure 6.13**

**APDG Site**
- Street frontage height in metres

**Legend**

- **Minimum / maximum height**
  - 20m / 25m
  - 40m / 45m
  - 15m / 55m
  - 70m / 185m

- **Public Space**

Refer to clause 6.1.6.3 of this DCP.
Figure 6.13A

APDG Site
- Street frontage height in metres (Option B)

Legend
- 9m / 17m
- 20m / 25m
- 40m / 45m
- 70m / 185m

Publicly accessible spaces/streets/lanes

Land subject to a separate planning proposal
Figure 6.14

APDG Site
- Setback above the street frontage height

Legend
Minimum / maximum setbacks
- 0m
- 4m / 6m
- Transition from 4m to 8m
- 8m / 10m
Publicly accessible spaces/streets/lanes
APDG Site
- Setback above the street frontage height (Option B)

Legend
- 0m
- 4m - 8m
- 6m
- Transition from 4m to 8m
- 8m - 10m
- Transition from 6m to 8m
- Publicly accessible spaces/streets/lanes
- Land subject to a separate planning proposal
APDG Site
- Vehicular access plan

Legend
- Preferred vehicular access location
- No vehicle access 8am-6pm mon-fri
- Short-term access location
- Preferred long-term access location
- One way traffic circulation direction
- No vehicular access
- Publicly accessible space/streets/lanes
- Shared basement/servicing

Figure 6.15

Sydney Development Control Plan 2012
Figure 6.15A

APDG Site
- Vehicular access plan (Option B)

Legend
- Preferred vehicular access location
- Short term access location
- Preferred long term access location
- Access to end trip facility (bike hub)
- Traffic circulation direction
- No vehicular access
- Publicly accessible space/streetlanes
- Shared basement/servicing
- Land subject to a separate planning proposal

Projection: MGA Zone 56
Datum: GDA94
Paper Size: A4
Prepared By: SPUD
Printing Date: 22 June, 2016

Sydney Development Control Plan 2012

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APDG Site
- Design Excellence (Option B)

Legend

A  Area A
B  Area B

Sydney Development Control Plan 2012

Figure 6.16A

Projection: MGA Zone 56
Datum: GDA94
Paper Size: A4
Prepared By: SPUD
Printing Date: 5 June, 2015

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Figure 6.17
Alfred Street site development control envelope (Kerry Hill Architects Scheme)
6.1.8 261-263 Oxford Street, St. John’s Church, Hall & Manse, Paddington

The following objectives and provisions apply to St John’s Church, Hall, Manse & New Manse, at 261-263 Oxford Street, Paddington, being Lot 1 in DP 792757, as shown in Figure 6.1 Specific sites map.

These provisions aim to ensure development is consistent with the Conservation Analysis of the site prepared by Clive Lucas Stapleton & Partners Pty Ltd in 1992 for the Uniting Church. Applicants should make reference to this document to ensure any proposed development is consistent with the heritage significance of the property. A copy of the Conservation Analysis is available from Council.

Objectives

(a) Conserve the heritage significance of heritage-listed buildings on the site.
(b) Carry out refurbishment and alterations of existing buildings with regard to the relative cultural significance and with proper supervised regard for the archaeological significance of the site.
(c) Ensure development is compatible in scale and height with the heritage-listed buildings, with surrounding residential development and streetscapes and the Paddington South Conservation Area.
(d) Protect the amenity of existing residential development with regard to solar access and privacy.
(e) Encourage pedestrian access around the heritage-listed buildings to increase public appreciation and aid interpretation.
(f) Allow for public views around the heritage-listed buildings, particularly to maintain the association between the Church and the old Manse with Oxford Street and between the new Manse and Regent Street.
(g) Maintain existing significant trees.
(h) Extend and enhance the existing public open space.

Provisions

6.1.8.1 Site planning

(1) The location of new buildings is to be restricted to the area shown as 'potential development site' on Figure 6.18 Heritage items & potential development sites.

(2) Part of the Church shown within the potential development sites boundary in Figure 6.18 is subject to the submission and approval of documentary and physical evidence that allows for the reconstruction of the pre-1885 church configuration.

(3) Views between the old manse, the church and Oxford Street are to be retained.

(4) All vehicular access is to be via Renny Lane.
6.1.8.2 Building height

(1) Buildings on the Renny Lane frontage are to be stepped to:

(a) follow the contour of the laneway;
(b) reduce overall building bulk and protect the scale and character of the heritage-listed buildings;
(c) maintain, and where possible improve on existing levels of solar access into adjacent residential property; and
(d) relate to the predominant height of adjoining development.
6.1.8.3 Setbacks

(1) Set back new buildings by 3m from any heritage-listed buildings, except for the area adjacent to the new manse along Renny Lane as shown on Figure 6.19 Design controls.

(2) Minor intrusions into the 3m setback area to the rear of the Church building will be considered where:

   (a) pedestrian access and internal views of and around the heritage listed items are retained;

   (b) a link between the heritage items and new buildings is provided;

   (c) it serves to protect the heritage item against natural elements and provides on-site security; and

   (d) the intrusions are not for useable floor space.

(3) New buildings are to be set back from the northwest property boundary adjacent to 2 Renny Lane by at least 2m, subject to amenity considerations.

(4) Awnings may be permitted within the setback areas.

(5) Structures below ground level may be permitted within the setback areas.

6.1.8.4 Building design

(1) The architectural form and detailing of all new development is to be consistent with the recommendations of the Conservation Analysis prepared for the site by Clive Lucas Stapleton & Partners in 1992 or another conservation management plan prepared in accordance with Burra Charter practice.

(2) Alterations to the external surface or appearance of the heritage-listed buildings must be in character with the historical style of the building and are to be justified by the Conservation Analysis (1992) or other appropriate conservation management plan.

(3) New buildings are to be designed to:

   (a) be in harmony with the massing, facade detailing, roofline, roof form, fenestration pattern and materials, finishes and colours of the heritage-listed buildings; and

   (b) mitigate the effects of building bulk through use the modulation of façade details including choice of materials, landscaping, and the like.

(4) The size and proportion of window and door openings in all walls must be vertically proportioned and designed to reduce overlooking of adjoining properties.

(5) Windows facing the north-western boundary are to be treated to minimise overlooking of the adjoining residential buildings, for example with the inclusion of frosted glass or glass bricks.

(6) The design of new development adjacent to Renny Lane is to:

   (a) be of a high standard of visual quality;

   (b) protect the privacy of adjoining properties;

   (c) incorporate strategic tree plantings to reduce overlooking; and

   (d) be divided into bays, or otherwise provide division or modulation of massing and façade treatment. The dimensions are to be appropriate to the scale of the proposed development and to that of adjoining development in order to create a ‘terrace rhythm’.
6.1.8.5 Pedestrian amenity, landscaping and open space

(1) New development is to be sited to allow pedestrian access around the heritage-listed buildings, generally as shown on Figure 6.20 Open space and landscaping.

(2) Landscaping between Oxford Street, the church and the old manse is to enhance the heritage setting.

(3) Landscaping between the church and Regent Street is to be integrated with the existing public open space in the adjacent closed area of Regent Street.

(4) Trees listed as being of heritage significance must be retained. All other mature trees are to be protected and retained, where practicable.

(5) Ensure that trees to be retained survive both the construction process and the new built form configuration on the site, details are to be submitted with the development application demonstrating:

(a) the extent and effect of excavation on the local water table will not be detrimental to the long-term survival of the trees for the area in Figure 6.20 Open space and landscaping described as “areas where pedestrian access to be preserved for the public”;

(b) the configuration of the new development will allow sufficient aeration and groundwater intake for the long-term survival of the trees; and

(c) measures to be taken to protect the trees from damage during building works.

Figure 6.20
Open space and landscaping
6.1.9 50-58 & 60-72 Sir John Young Crescent, Former Sydney Eye Hospital, Woolloomooloo

The following objective and provisions apply to the former Sydney Eye Hospital site, 50-58 & 60-72 Sir John Young Crescent, Woolloomooloo, being Lots 1-2 DP 882499, as shown in Figure 6.1 Specific sites map.

Objective
(a) Ensure new development provides appropriate setbacks for development above the street frontage and integrates with the scale of nearby development.

Provisions
(1) The street frontage height of any new development on Sir John Young Crescent and Crown Street is to match the existing parapet height of the Sydney Eye Hospital building to the extent shown in Figure 6.21 Sydney Eye Hospital site controls.
(2) The new building on the site is to include articulation comprising vertical bays to promote a sense of rhythm and with strong horizontal elements that respond positively to the Former Sydney Eye Hospital building.
(3) The street frontage height adjacent to the southern property boundary is to be no higher than the Sydney Eye Hospital building.
(4) New development along the southern boundary is to be set back by 3m.
(5) Any built form above the street frontage height is to fit below a plane drawn from the top point of development at the street frontage at 45o to horizontal as shown in Figure 6.21 Sydney Eye Hospital site controls.
(6) Sir John Young Crescent is to be the primary ‘address’ of the development. The building frontage along this street must incorporate the main entrance for both pedestrian and vehicular access to the building.
(7) Active frontages are to be included along both streets, with particular emphasis on Sir John Young Crescent.
The Sydney Eye Hospital Site controls include:

- Maximum height of existing building: 22m
- Frontage height to be the same as the former Sydney Eye Hospital building with a 45° setback.
- 3m setback from boundary.
- Maximum height: 22m
- Street frontage height to be the same as the former Sydney Eye Hospital heritage building.
- Within 45° setback, design options are available for upper level architectural treatment.
6.1.10 Victoria Park – South Dowling Corridor

The following objectives and provisions apply to the land identified as ‘Victoria Park - South Dowling Corridor’ at Victoria Park, Zetland as shown in Figure 6.1 Specific sites map and Figure 6.22 Victoria Park- South Dowling Corridor.

Objectives
(a) Create a gateway to Green Square that reinforces the high level of amenity, innovation and urban character that has been achieved at Victoria Park.

(b) Ensure that development has a fine-grain street network, high architectural quality and diversity, excellence in landscaping and strongly defined streets.

(c) Address the amenity, privacy and solar access for the South Dowling Precinct and impacts on the surrounding neighbourhood.

(d) Integrate the precinct with Epsom Park by ensuring that development to the south relates well to the planned East-West Boulevarde.

Provisions
6.1.10.1 Streets and pedestrian network
(1) Where required to be provided, new streets are to be provided in accordance with the street network identified in Figure 6.23 South Dowling Corridor height in storeys, streets and setbacks.

(2) New streets are to have a minimum reservation width of 17m and are to be dedicated to Council. This includes the existing extension of Defries Avenue.

(3) Where land is required at the southern end of the precinct as shown in Figure 6.23, it is to be dedicated to Council for the purposes of the East-West Boulevard and associated public open space. The area required for dedication is to have a depth of 22m from the southern property boundary.
(4) All streets are to be landscaped to the standard already achieved in Victoria Park.

(5) A secondary lane network is encouraged to achieve a finer urban grain.

(6) Where required to be provided, a publicly accessible 12m wide through-site link is to be provided in accordance with Figure 6.23 South Dowling Corridor height in storeys, streets and setbacks. The link is to be capable of carrying service and emergency vehicles.

6.1.10.2 Open Space

(1) A minimum of 15% of the total precinct area is to be dedicated to Council for public open space and is to include:

(a) a park with a minimum area of 2,000 sqm; and

(b) a pocket park with a minimum area of 300 sqm.

(2) The parks are to be landscaped to the satisfaction of the Council, and no car parking structures are to be located beneath either park.

(3) Where the two parks are provided, the following land dedications may be included for the purposes of calculating the total open space requirement of 15%:

(a) 50% of the land dedicated for the development of the East-West Boulevard; and

(b) 50% of the landscaped setback to South Dowling Street.

(4) A 10m deep soil landscaped setback is to be provided for the length of South Dowling Street. The landscape design is to comprise a high quality, linear design for the whole South Dowling Street frontage.

(5) Landscape plans are to identify any potential locations for a future bike and pedestrian bridge between the precinct and Kensington.

(6) Landscaping and design of the public domain is to be high quality and incorporate features such as indigenous tree species and landmark sculptural elements.

6.1.10.3 Building Envelopes

(1) Development is to be within the building envelopes shown on Figure 6.23 South Dowling Corridor height in storeys, streets and setbacks.

(2) The predominant building height is to be 6 storeys. Buildings C, G, H, I, J, L, M and N may be developed to include a 7th storey setback from the street. The 7th storey is to be a maximum 75% of the floor area of the 6th storey and must be set back a minimum of 4m from the primary street frontage. Where a seventh attic level is proposed, the seventh level is to be differentiated by design to the level below.

(3) Two towers with a maximum 22 storeys are permitted, in the locations shown at Figure 6.23 South Dowling Corridor height in storeys, streets and setbacks. The floorplate (including balconies) of each of the two 22 storey towers are not to exceed 700 sqm.

(4) Buildings are to be set back a minimum 3m from the edge of new east-west streets to allow for private front gardens at the ground level with deep soil planting.
6.1.10.4 Building Design

(1) Buildings A, F, G, L and M facing Defries Avenue and Buildings A, C and E facing the future East-West Boulevarde are to have commercial, retail or community uses at ground level to activate the public domain.

(2) Where non-residential uses are not considered viable for the full extent of the two streets and some residential development is proposed at ground level, the ground floor level is to be adaptable to enable future mixed uses.

(3) The intersection of Defries Avenue and the East-West Boulevard has been identified as a future public transport node. Development for use as food and drink premises and shops is required at this intersection, as is high quality building design that contributes to the safety and activation of this space.

(4) The southern facades of Buildings A, C and E are to be designed as the front of the buildings and not the rear.

(5) Ground floor levels are to be aligned with the existing natural ground level. Where required due to floor risks, the ground floor may be raised to a maximum of 1.2m above the natural ground level. This does not apply to buildings fronting the east-west boulevard or Defries Avenue, where all building and tenancy entries are to be at footpath level and any changes in floor level are to be taken up within the buildings.

(6) The internal planning and façade design of buildings facing South Dowling Street are address and ameliorate the significant road noise.

(7) Balconies at the ninth storey and above are not to be designed to project from the building.

(8) Limit car parking to basements directly below buildings to maximise the extent of deep soil zones. Car parking is not to be provided under central courtyards under street setbacks or above ground.

(9) Notwithstanding (7) above, two levels of above-ground car parking may be introduced for buildings facing South Dowling Street but only if the design of the car parking is integrated with the overall building design and the South Dowling Street facade achieves design excellence. Any above ground car parking must not be visible from the western side of the same building including the internal courtyard.
6.1.11 Email Site – 13 Joynton Avenue, Zetland

The following objectives and provisions apply to the Email Site, 13 Joynton Avenue Zetland as shown on Figure 6.1 Specific sites map and Figure 6.24 The ‘Email’ site.

Objectives

(a) Ensure that the development of this site results in a high quality and safe urban environment that positively responds to the character of the area, introduces new landmarks and enhances permeability.

(b) Create a new public domain including a large neighbourhood park that will benefit the wider community and balance the impacts of increased densities on the site.

(c) Ensure that the development on the site integrates with the building height and bulk, variation in building design and finishes and landscaping of surrounding neighbourhoods.

Provisions

6.1.11.1 Streets and through-site links

(1) A new street with a minimum reservation width of 12m is required to be constructed and dedicated to Council in the location shown at Figure 6.25 Required open space, streets and setbacks.

(2) The provision and dedication of a publicly accessible through-site link with a minimum width of 6m is required in the location shown at Figure 6.25 Required open space, streets and setbacks.

(3) The through-site link is to be designed to allow for one-way vehicular traffic and access for emergency vehicles.
6.1.11.2 Open space
(1) Introduce a new public open space with a minimum area of 4,400sqm in the location shown in Figure 6.25 Required open space, streets and setbacks. The public open space is to be designed in accordance with Section 5.2.4 Local Infrastructure Green Square and dedicated to Council.

(2) The new public open space is to be integrated with the existing Mary O’Brien Park to form a single park.

(3) Macpherson Lane which currently divides the existing and proposed park is to be closed and constructed as a pedestrian and bicycle path.

(4) The design of the open space is to:
   (a) accommodate appropriate native, endemic and exotic planting palettes to suit the environmental constraints and south-west orientation of the park;
   (b) retain mature trees wherever possible;
   (c) include a children’s playground, barbeque facilities, seating, decking, planting and public toilets; and
   (d) incorporate significant permeable areas and a retention basin.

6.1.11.3 Setbacks
(1) A 12.5m wide land dedication for public domain improvements along the Joynton Avenue frontage is to be provided in accordance with Figure 6.25 Required open spaces, setbacks and streets and is to accommodate:
   (a) footpath widening for pedestrians and cyclists;
   (b) additional landscaping; and
   (c) a bio-swale for best practice stormwater management.

(2) Introduce a setback of 2.4m to O’Dea Avenue which will result in a 4m council-owned setback along O’Dea Avenue. The setback area is to be landscaped and accommodate a pedestrian and bicycle path.
Section 6
SPECIFIC SITES

6.1.11.4 Building Envelopes

(1) The height of buildings on the site is not to exceed the heights in storeys shown in Figure 6.26 Email site height in storeys.

6.1.11.5 Staging and dedication

(1) The development and delivery of the public domain, development is to be staged in accordance with the building stages shown at Figure 6.27.

(2) The construction and dedication of any public domain is to be staged in accordance with Figure 6.27.

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Figure 6.26
Email Site Height in Storeys

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Figure 6.27
Staging Plan for development and delivery of the public domain
6.1.12 AMP Circular Quay Precinct

The provisions in this section of the DCP guide future development of the AMP Circular Quay Precinct, when development is subject to Clause 6.26 - AMP Circular Quay Precinct of SLEP2012.

If a development proposed within the AMP Circular Quay Precinct is subject to Clause 6.26 - AMP Circular Quay Precinct in SLEP2012, then the provisions contained in this section of the DCP also apply to the assessment of the proposed development, and override similar provisions in this DCP where there is an inconsistency.

Clause 6.26 - AMP Circular Quay Precinct of SLEP2012 enables floor space area from the Young and Loftus Street block to be used for development on the Bridge and Alfred Street block in order to enable:

- a reduction in scale of the Young and Loftus Street block;
- an extension to the existing commercial tower on 50 Bridge Street;
- improved sunlight access to Macquarie Place;
- an integrated network of activated lanes and through site links; and
- the conservation of heritage items, and improvement of their setting and urtilage.

Objectives

(a) To revitalise and activate the two city blocks which comprise the AMP Circular Quay Precinct.

(b) To redefine the Young and Loftus Street block as a diverse, fine grain, smaller scale mixed use development project within an active laneway precinct, comprising of low to mid-rise buildings.

(c) To transform the Bridge and Alfred Street block to an exemplar global commercial address that will reinforce Sydney’s profile as a global city.

(d) To ensure the significance of heritage items within the Precinct is conserved and that new development responds sympathetically to heritage items.

(e) To ensure that development exhibits design excellence and a high level of environmental performance.

(f) To create a pedestrian friendly precinct and improve the permeability of both blocks.

(g) To prioritise pedestrian movements and reduce points of conflict between pedestrians and vehicles.

(h) To ensure land use conflicts between residential development and late night economic activity will be effectively managed through an appropriate land use mix, location of uses, building design and materials.

Principles

(1) The redistribution of unrealised permissible floor space from the Young and Loftus Street block to the Bridge and Alfred Street block will result in an enhanced urban outcome and significant public benefits both within and near the AMP Circular Quay Precinct.

(2) A reduction in the overall built form within the Young and Loftus Street block will increase sunlight access to Macquarie Place in winter and improve the relationship with heritage items within the block and with Customs House to the north.

(3) The Young and Loftus Street block will be characterised by a diversity of uses, scale, form and materiality.

(4) Loftus Lane is to be retained, pedestrianised and activated.
(5) The Young and Loftus Street block will be a vibrant mixed use
neighbourhood and laneway precinct with low scale boutique developments
that can accommodate late-night uses. This block will support a range of
uses including retail, commercial, hotel, serviced apartments, residential,
educational, bars and restaurants.

(6) The redevelopment of the Bridge and Alfred Street block, by way of an
extension of the existing 50 Bridge Street tower, will result in a contemporary
Global commercial tower built to best practice sustainability standards.

(7) Retention, conservation and ongoing management of existing heritage items
located within the Precinct.

Provisions

6.1.12.1 Streets, lanes, arcades and through-site links

Young and Loftus Street block

(1) Where existing lanes are modified they should be re-established at existing
levels.

(2) Provide laneway expansion zones along Loftus Lane in locations identified
at (A) on Figure 6.28: Lanes map. The expansion zones are to be at the level
of Loftus Lane, open to the sky and available for outdoor dining.

(3) Provide arcades linking streets and lanes with minimum widths noted in the
indicative locations identified at (C) on Figure 6.28: Lanes map.

(4) A stair connection should be provided within the arcade linking Young Street
to Loftus Lane.

Bridge and Alfred Street block

(5) A 6m wide through site link, open to the sky is to be provided in the Bridge
and Alfred Street block at the location identified at (B) on Figure 6.28: Lanes
map.

(6) The through site link at (B) should be predominantly at the level of Young
Street with 4-6m wide stairs and a public lift linking to Phillip Street level at
the eastern end.

(7) A single level fully frameless glazed pedestrian bridge may cross the
through site link at (B) in the Bridge and Alfred Street block, as indicatively
shown on Figure 6.28: Lanes map. This pedestrian bridge should have a
width of no more than one structural bay of the 33 Alfred Street building, and
a maximum height of six metres or two storeys.

(8) Provide elevated internal arcades in the in the Bridge and Alfred Street block
at the indicative locations identified at (D) on Figure 6.28: Lanes map.

(9) A stair connection should be provided linking Young Street to Phillip Street
via an elevated internal arcade.

Both Blocks

(10) Create opportunities for retailing and outdoor dining at grade, along Loftus,
Young and Phillip Streets.

(11) Arcade connections must be accessible with no stairs except as noted
above.

(12) Arcades should have a clear height of 6m and provide clear sight lines end
to end.
(13) All arcades, other than arcade (D) should be publicly accessible at least between 7am and 12am daily.

(14) Arcade (D) should be publicly accessible at least between 7am and 7pm on weekdays only.
6.1.12.2 **Active Frontages**

1. Active street and lane frontages are to be provided in the locations nominated on Figure 6.29: Active frontages map.

2. Active arcade frontages are to be provided to all arcade frontages in the indicative locations nominated on Figure 6.29: Active frontages map.

**Figure 6.29** Active Frontages map

Legend

- Active street / lane / through site link frontages (provide breaks for vehicular access and arcades / links as required)
- Active arcade frontages (locations indicative only)
- Minimise extent of vehicular access and maximise active frontages
6.1.12.3 Awnings

(1) Continuous permanent or retractable awnings are to be provided above all active street frontages in the indicative locations nominated on Figure 6.30: Footpath awnings and colonnades map.

(2) Retractable awnings or removable umbrellas are to be provided above all active laneway and through site link frontages in the indicative locations nominated on Figure 6.30: Footpath awnings and colonnades map.

Figure 6.30 Footpath awnings and colonnades map

Legend
- Continuous permanent or retractable awnings above active frontages (provide breaks for links as required)
- Retractable awnings or removable umbrellas
6.1.12.4 **Building Envelope (Built form)**

1. Development must not exceed the building envelopes described by the combination of Figure 6.31: Envelope setbacks and alignment map and Figure 6.32: Envelope heights map.

2. The envelopes described by the maps are the maximum permissible extent of the built form, and the final building designs must be appropriately massed within the envelope.

3. The addition to the tower at 50 Bridge Street is to provide a minimum 30m curtilage (setback) from the rear façade of the existing tower at 33 Alfred Street. The massing of the addition is to maximise views to the southern façade of the 33 Alfred Street tower from Young and Phillip Streets.

4. Building envelopes within the Young and Loftus Street block may be subject to minor variation, but only if design excellence is demonstrated through a competitive design process in accordance with the provisions of Clause 6.21 of SLEP2012 and the *City of Sydney Competitive Design Policy*.

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**Figure 6.31** Envelope setbacks and alignments map

Legend:
- **Perpendicular setback as noted**
- **Sun angle alignment (at date and time as noted)** through point as noted
- **Indicative laneway expansion zone. Final form determined through competitive design process.**

Points - top of existing building at 50 Bridge Street:
- **north-east corner**
- **south-east corner**
- **south-west corner**
- **edge of southern fin on western face**

Red dimension - alignment to match existing
6.1.12.5 Street Frontage Height and setbacks

(1) Buildings are generally to be built to the street or lane alignment in the Young and Loftus Street block.

(2) Upper level setbacks are to be provided in the locations nominated on Figure 6.31: Envelope setbacks and alignments map.

Figure 6.32 Envelope heights map

Legend
- Flat plane at RL as noted
- Red RL - height and alignment to match existing
- Angled plane with corners/edges at RLs noted
  (Red to match existing, * indicates projected)
### 6.1.12.6 Uses

(1) The Young and Loftus Street block is to contain a mix of uses including food, beverage and entertainment uses, and should be able to accommodate extended late night trading hours including outdoor dining.

(2) Noise mitigation measures must be incorporated into the design and physical fabric of all buildings to ensure that hotel, bar, night-club, restaurant, entertainment uses and the like could operate 24 hours per day with no noise impacts to residential dwellings within the Young and Loftus Street block.

(3) To ensure that a lively mixed-use precinct is provided in the Young and Loftus Street block, a minimum of 50% of the total Gross Floor Area of all Buildings (new and existing) within the Young and Loftus Street block will be non-residential uses.

(4) Residential uses are not to be located at street and first floor levels.

### 6.1.12.7 Parking and Vehicular Access

(1) Basement parking and service vehicle entry and exit points are to be provided in the locations nominated on Figure 6.33: Vehicular access map.

(2) Vehicular footpath crossovers are to be minimised in number and width by providing shared basement access between buildings.

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**Figure 6.33** Vehicular access
6.1.12.8 Sustainability

(1) Buildings should be designed to achieve 6 Star Green Star rating and 5 Star NABERS rating.

(2) The buildings in the Young and Loftus Street block are to reduce the environmental impact of new building materials by maximising the use of reused or recycled materials through:
   (i) substituting industrial waste products or oversized aggregate for Portland cement,
   (ii) reusing steel or substituting post-consumer recycled content in steel,
   (iii) reusing timber or substituting post-consumer recycled timber, and
   (iv) replacing any other materials with reused or recycled materials.

6.1.12.9 Heritage

(1) New buildings, whilst being contemporary, should respect the adjacent heritage items through an appropriate response to height, scale, fine grain quality, materials, craftsmanship and articulation.

(2) Development within the Precinct should improve the setting to the heritage items, within the Precinct and in its vicinity.

(3) Conservation is to be undertaken in accordance with approved conservation management plans prepared to the satisfaction of Council.

(4) An exemplary level of sympathetic adaptive reuse is required of Hinchcliff House, the Gallipoli Club and lower levels of 33 Alfred Street.

(5) The integrity of the sculptural form of the 1962 AMP Tower at 33 Alfred Street must be preserved.

(6) The east-west through site link to the south of 33 Alfred St should provide a clear curtilage to the 1962 AMP Tower and interpretation of the former lane.

(7) The location of new insertions to service heritage items, such as building service plant and risers, fire egress, and lifts, should be external to the heritage items, aiding their sympathetic adaptation.

(8) Accessible on grade access to heritage interiors should be provided via adjacent buildings or through site links.

(9) Where through site links are located adjacent to a heritage item, they should provide exposure of previously hidden heritage fabric.

(10) An interpretation strategy should be developed at an early stage and an outline submitted at Stage 1 DA. This should interpret both non-indigenous and Aboriginal cultural heritage and archaeological potential, within the public domain and within dedicated interior spaces.
6.2

Sites identified through Urban Design Studies

A number of urban design studies were undertaken for each of the neighbourhoods within the LGA which made recommendations about their desired future character for translation into the LEP and DCP.

As part of these studies, the following sites were identified because of their potential role, location and contribution to the desired future character of the neighbourhood. The objectives and development provisions set out below are intended to set the guiding framework to ensure that change on these sites is appropriate to their context. The accompanying diagrams are indicative only and serve to illustrate a possible design solution for each site.

The provisions within this section are to be read in conjunction with the development provisions contained within Section 3 General Provisions and Section 4 Development Types.

6.2.4 18 Huntley Street, Alexandria (Huntley St and Sydney Park Rd)

The following objectives and provisions apply to 18 Huntley Street, Alexandria as shown in Figure 6.1 Specific sites map.

This site is a remnant industrial site in a highly visible location on the Sydney Park Road/ Euston Road intersection. The rest of Sydney Park Road has been redeveloped as mixed use or residential. A building on this site would in preference, provide mixed uses at ground level along the Sydney Park Road frontage to activate and define the street and to provide separation between the busy street and residential above. Building heights will respond to the existing context.

Objectives

(a) Improve the pedestrian amenity, solar access and potential views, by aligning buildings to the street edge and incorporating street tree plantings along the footpaths.

(b) Ensure building depths and separations are consistent with best practice, to provide visual and acoustic privacy and allow for landscaped courtyards and garden areas.

(c) Ensure future development is not adversely impacted by flooding issues caused by the flat site being located on the lowest point on Sydney Park Road.

(d) Set building heights and frontage alignments to respect the local context.
6.2.4.1 Built Form

(1) Design buildings on Huntley Street to a maximum 3 storeys (12m) to provide a transition to the lower scale Belmont Street precinct as shown in Figure 6.35 Height of buildings.

(2) The typology, form and design of the 3 storey building fronting Huntley Street is to reflect the fine grain of the Cooper Estate Conservation Area including the incorporation of multiple entries and the predominant vertical and horizontal proportions of existing buildings.

(3) Respond to the prominent location by ensuring that the design is of high quality so that the buildings present attractively when viewed from a distance particularly from Sydney Park.

(4) Building envelopes are to respond to the proposed stormwater channel alignment as shown in Figure 6.34 Principles. If the proposed stormwater channel alignment is different from Figure 6.34 Principles, building envelopes are to be modified to respond to the alignment.
Figure 6.35  Height of Buildings

Figure 6.36  Street wall heights
6.2.4.2 Building Materials

(1) Materials used are to be of a high quality and complement the character of the Cooper Estate Conservation Area.

(2) External nishes and colour palettes are to complement and include materials predominantly used in surrounding areas, including blue, red and brown bricks (which were formerly made in the Sydney Park Brick Kilns). Glazed bricks may be suitable.

(3) External structures and paving are to be of timber and stone nishes that relate to the landscape setting of courtyards and street trees.

6.2.4.3 Land Uses and Setbacks

(1) Non-residential uses are preferred at ground level along the Sydney Park Road frontage as shown in Figure 6.40 Uses to act as a buffer for residential uses above against traffic noise and air pollution.

(2) Development setbacks are to be in accordance with Figure 6.37 Setbacks and the sections in Figure 6.38 to Figure 6.40.

Figure 6.37 Setbacks
Figure 6.38
Hurley Street interface with adjoining site to west

1. Primary building setback, clear full height - min. 3m
2. 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. Ground floor unit fence - max. 1.5m high measured from path level
6. Private open space fence - max. 1.1m see through to provide passive surveillance
7. Pedestrian walkway - min. 2.8m
8. Ground floor finished level - max. 1m above finished path level

Figure 6.39
Huntley Street frontage

1. Primary building setback, clear full height - 3m
2. Deep soil landscape planting area - min. 3m no basement carpark encroachment
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 measured from footpath level
6. Private open space fence - max. 1.1m see through to provide passive surveillance
7. Ground floor finished level - max. 1m above footpath level
1. Primary building setback, clear full height - 3m (min. 1.5m up to 50% of the length of the facade not affected by Sydney Water easement)

2. Landscape planting area - min. 3m

3. Ground floor private open space deck - min. 1.5m

4. Setback from the site boundary to the glass line - min. 4.5m

5. Site boundary fence - max. 1.4m high measured from footpath level

6. Private open space fence - max. 1.1m see through to provide passive surveillance

(3) If residential uses are provided at ground level along the Sydney Park Road frontage, the development is to:

(a) include appropriate screening devices, plantings and acoustic treatment such as double glazing to mitigate traffic noise and air pollution; and

(b) be set back in accordance with Figure 6.41 Setbacks (Residential) providing a minimum setback of 3 metres for at least 50% of the frontage and a minimum setback of 1.5 metres for not more than 50% of the frontage, excluding the frontage to the stormwater easement setback.
(4) The Basement setback along the Sydney Park Road Frontage may depart from the general DCP provision only where the development exceeds the required minimum area of deep soil landscaping across the site.

6.2.4.4 Through-site link

(1) Provide a through-site pedestrian link from Sydney Park Road to Huntley Street within the central portion of the site, incorporating a view corridor (minimum 10m wide) to Sydney Park from Lawrence Street as shown in Figure 6.34 Principles. The through-site link is to be designed in accordance with Provision 3.1.2.2 – Through-site links.

(2) The design of the through-site link is to ensure that a clear and safe path that is unobstructed by parking and services is available for pedestrians at all times.

(3) The design of the through-site link is to incorporate high quality landscaping with features such as indigenous tree species, public art and sculptural elements.

(4) The through-site link is to include a selection of paving materials that blend with the landscape environment and is in keeping with the building architecture, including natural stone colours and angular stone patterns.
6.2.4.5 Access
(1) Provide parking underground and parking/service access from Huntley Street, as shown in Figure 6.34 Principles.

6.2.4.6 Green Roof
(1) Provide a green roof and/or community garden on the roof of the three storey building fronting Huntley Street as shown in Figure 6.43 Landscape.
(2) The design of the green roof is to:
   (a) allow for access and ease of movement from within the development to and from the green roof and facilities;
   (b) minimise overlooking of neighbourhood properties through use of passive screening or plantings;
   (c) provide a variety of ornamental grasses and hardy low shrubs suitable for the rooftop context soil provisions, planter boxes and lower water usage; and
   (d) incorporate productive garden herbs, vegetables, citrus plants.
6.2.4.7 Common room and music practice room

(1) Development is to provide at least one common room and one music practice room (or combined if of sufficient size) that are:

(a) easily accessible to all residents within the development, preferably at the ground floor level or other common area; and

(b) of a size that can support their intended function.

(2) Music practice rooms are to be appropriately sound proofed so as not to disturb adjoining building occupants when in use.

6.2.4.8 Design Excellence

(1) Any additional floor space that results from a competitive design process is to be accommodated within the building envelopes as shown in Figure 6.35 Height of buildings.

(2) Design Excellence floor space will not add any additional overshadowing to neighbouring properties.

6.2.4.9 Public Art

(1) Public art placement and selection is to consider the opportunities of the site, its history and context when developing a theme and concept.

(2) The preferred location for the public art is the through-site link and the landscaped area on the Huntley Street frontage as shown in Figure 6.44 Uses.
6.2.6  **25-33 Erskineville Road, Erskineville**

The following objectives and provisions apply to 25-33 Erskineville Road, Erskineville (the petrol station site) as shown in Figure 6.1 *Specific sites map*.

**Objectives**
(a) Ensure development exhibits high design quality.
(b) Establish an appropriate building and street wall height.
(c) Introduce uses that activate the street frontage.

**Provisions**
(1) Align the front building line to Erskineville Road to:
   (a) edge the footpath and openings;
   (b) provide awnings and lighting to the public domain;
   (c) establish opportunities for passive surveillance; and
   (d) provide a direct relationship between building entries and the street.

(2) Focus street views along Erskineville Road defined and framed by aligning buildings with the street edge and enhancing street tree planting.

(3) Design buildings to achieve a maximum height of 3 storeys with a 2 storey street wall height.

(4) Set the street wall height datum to match the existing Imperial Hotel located along Union Street.
(5) Encourage commercial, retail, café/dining on the ground floor with residential uses above that is contextually appropriate to the existing strip retail to the east.

(6) Provide parking underground and parking/servicing access from Erskineville Lane, not Erskineville Road, to minimise driveway entries across the pedestrian footpath and blank garage entries.

(7) Where required, provide a minimum 900mm wide footpath (for dedication) on the north side of the site to Erskineville Lane for pedestrian amenity and to minimise the potential for pedestrian-vehicle conflicts.

(8) Undertake a traffic study with any proposal and for new development to investigate the potential impacts on the laneway network.

(9) Provide a continuous awning to new development along Erskineville Road that wraps around the corner to Gowrie and Union Streets, and extending as far as the active ground floor uses.

**Figure 6.45**
Erskineville Road petrol station site

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### 6.2.7 349-351 and 361-379 Oxford Street, Paddington (Telecommunications Building)

The following objectives and provisions apply to the Telecommunications Building site, Oxford Street Paddington as shown in Figure 6.1 Specific sites map. It incorporates William Street, south of Oxford Street and 349-351 and 361-379 Oxford Street, Paddington.

**Objectives**

(a) Contribute to the public domain by enhancing vistas along Oxford Street and south from William Street.

(b) Ensure new development is complementary in design to contributory buildings.

(c) Support the ‘green’ character of the area, by providing generous setbacks to Gordon Street for landscaping, and tree plantings within a new plaza.

(d) Improve the presentation to Gordon Street, and incorporate residential uses that complement established built form on Gordon Street.

(e) Set building heights and frontage alignments to respect the local context.
Section 6
SPECIFIC SITES

Provisions

(1) Provide a shared way from Gordon Street (for entry to underground car parks), becoming a pedestrian plaza at Oxford Street.

(2) Reconfigure the built form to create perimeter development that includes general communal open space.

(3) Provide a new public open space/plaza within William Street.

(4) Provide openings and awnings at Oxford Street level that wrap around to the new public plaza.

(5) Provide a shared accessway along the western boundary of the site, to provide rear access to the heritage terraces on Regent Street and to new development.

(6) Design and position residential apartment buildings to edge, overlook and open onto public streets and spaces, providing opportunities for passive surveillance of the public domain, and include residential uses above ground level on Oxford Street.

(7) Locate car parking underground and within the building envelope to retain deep soil landscaping within the street setback to Gordon Street.

(8) Provide multiple entries to apartments and separate entries for units that are level on Gordon Street to foster a sense of ‘place’ and identity.

(9) Create apartments with northern and eastern aspect where possible, with building depths and building separation that provides visual and acoustic privacy and allows for landscaped courtyards and garden areas.

(10) Focus street views along Oxford Street that are defined and framed by aligning buildings with the street edge and enhancing street tree planting.

(11) Reduce the height of the telecommunications building to 3 storeys and design shallow floor plates to optimise sun access and cross ventilation.

(12) Step the building envelope in plan along the south east of the shared way/through-site link to break down the length (60m) of the facade.

Figure 6.46
Indicative design of Telecommunication Building

KEY
- Site boundary
- Build to line
- Consistent street awning
- Underground parking
- Building envelope zone
- Demolish existing building
- Landscaped/private / Communal open space
- Fenced landscaped/private / communal open space
- Vehicle access (indicative)
- Heritage item
- Contributory building
- Existing open space
- New pedestrian plaza / link
- Prominent site / View termination
- View / Potential link
- Street trees
6.2.8 397-399 Cleveland Street and 2-38 Baptist Street, Surry Hills Shopping Village, Redfern

The following objectives and provisions apply to the Surry Hills Shopping Village site, 397-399 Cleveland Street and 2-38 Baptist Street, Redfern, being Lot 1 in DP 1107252, Lot 2 in DP 112938, Lot 1 in DP 72567 and Lot 31 in DP 1223099, as shown in Figure 6.1 Specific sites map.

All other relevant provisions of this DCP apply. The provisions of this section prevail in the event of any inconsistency.

Objectives

(a) Ensure the bulk, massing and modulation of buildings respond to the low-scale residential and heritage characteristics of the surrounding area.

(b) Conserve the heritage significance of the former Bank of NSW building on the site, its contribution to the streetscape and provide an appropriate setting.

(c) Locate retail and commercial uses on the site to support and improve the relationship between the Crown Street and Cleveland Street retail precincts and activate Cleveland and Baptist Streets.

(d) Locate residential uses to provide passive surveillance and avoid blank walls to the public domain and any new open space.

(e) Ensure residential dwellings provide a high level of amenity through the design and layout of the built form.

(f) Ensure publicly accessible connections through the site to surrounding streets.

(g) Ensure the through site link optimises physical and visual connections to surrounding streets, provides equitable access and is open to the sky.

(h) Ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic on public roads.

(i) Limit the amount of non-residential car parking to prioritise travel by walking, cycling and public transport and to manage congestion and traffic impacts.

(j) Manage potential noise conflicts so that appropriate levels of residential amenity and non-residential activity are achieved.

(k) Establish a design excellence strategy and guide the outcomes of a competitive design process including for building height, ecologically sustainable development and public art.
Provisions

Uses and layout:

(1) Design and locate a mix of residential, retail and commercial uses below ground, at ground level and upper levels in accordance with the land use plans at Figures 6.50 - 6.52.

(2) Design and locate the supermarket to have a floor level RL of 31.45 with equitable pedestrian access via the through site link.

(3) Locate fine grain retail uses at street level fronting Cleveland and Baptist Streets, the northern part of Marriott Street and along the through-site link.

(4) The building fronting Cleveland Street is to have the lower ground, ground and first floors consist of non-residential uses.

(5) Locate residential uses at ground level fronting Marriott Street and the proposed laneway in accordance with Figure 6.51 Land use plan – street level.

(6) Design and locate the following in accordance with Figure 6.49 – Structure Plan.

(a) active frontages with awnings to mixed use buildings;

(b) publically accessible through-site link;

(c) vehicular access points;

(d) public laneway with a minimum 9 metre width that is made up of a shared zoned connecting Baptist Street to Baptist Lane and a pedestrian and cycle path connecting the shared zone to Cooper Street; and

(e) open space.

(7) Dedicate to Council land for the shared zone, pedestrian and cycle path, open space and footpath along Marriott Street in accordance with Figure 6.53 – Dedications, easements and landscape setbacks.

(8) Locate easements and landscape setbacks in accordance with Figure 6.53 – Dedications, easements and landscape setbacks.
Figure 6.51
Land use plan - street level

Figure 6.52
Land use plan - second storey
Built form:

(9) Provide building heights (storeys) in accordance with Figure 6.54 – Building heights (storeys), setbacks and sections.

(10) Design the building fronting Cleveland Street so no development occurs above the heritage building and the pedestrian connection has a two storey height from Cleveland Street to the through site link in accordance with Figure 6.57 – Cleveland Street elevation showing setbacks and street wall heights in storeys to Marriott Street.

(11) Works affecting the heritage item shall maximise the retention, reinstatement and exposure of significant building fabric and spaces.

(12) Provide building setbacks and street wall heights in accordance with:

(a) Figure 6.54 – Building heights (storeys), setbacks and sections;
(b) Figure 6.55 – Baptist Street setbacks and street wall height in storeys;
(c) Figure 6.56 – Cleveland Street setbacks and street wall height in storeys;
(d) Figure 6.57 – Cleveland Street elevation showing setbacks and street wall heights in storeys to Marriott Street;
(e) Figure 6.58 – Marriott Street setbacks and street wall height in storeys;
(f) Figure 6.59 – Southern laneway setbacks and street wall heights in storeys (looking east); and
(g) Figure 6.60 – Southern laneway setbacks and street wall heights in storeys (looking west).

Figure 6.53
Dedications, easements and landscape setbacks

- **DEDICATIONS**
  - FOOTPATH WIDENING - 279 SQ. M.
  - PEDESTRIAN/CYCLE PATH - 9M. WIDE, 294 SQ. M.
  - SHARED ZONE - 9M. WIDE, 316 SQ. M.
  - OPEN SPACE - 517 SQ. M.

- **BOUNDARY CONDITIONS**
  - EXISTING SITE BOUNDARY
  - EXTENT OF DEVELOPABLE SITE AREA

- **EASEMENTS**
  - 6.5M. WIDE THROUGH-SITE LINK ONE STOREY BELOW STREET LEVEL OPEN TO SKY
  - 11.5M. WIDE THROUGH-SITE LINK AT STREET LEVEL OPEN TO SKY
  - 6M. WIDE INTERNAL PEDESTRIAN LINK AT STREET LEVEL - 2 STOREY INTERNAL HEIGHT

- **LANDSCAPE SETBACKS**
  - 3M. SETBACK TO MARRIOTT STREET
  - 2.5M. SETBACK TO SOUTH BOUNDARY
  - 2M. SETBACK TOCOOPER STREET

Built form:

(9) Provide building heights (storeys) in accordance with Figure 6.54 – Building heights (storeys), setbacks and sections.

(10) Design the building fronting Cleveland Street so no development occurs above the heritage building and the pedestrian connection has a two storey height from Cleveland Street to the through site link in accordance with Figure 6.57 – Cleveland Street elevation showing setbacks and street wall heights in storeys to Marriott Street.

(11) Works affecting the heritage item shall maximise the retention, reinstatement and exposure of significant building fabric and spaces.

(12) Provide building setbacks and street wall heights in accordance with:

(a) Figure 6.54 – Building heights (storeys), setbacks and sections;
(b) Figure 6.55 – Baptist Street setbacks and street wall height in storeys;
(c) Figure 6.56 – Cleveland Street setbacks and street wall height in storeys;
(d) Figure 6.57 – Cleveland Street elevation showing setbacks and street wall heights in storeys to Marriott Street;
(e) Figure 6.58 – Marriott Street setbacks and street wall height in storeys;
(f) Figure 6.59 – Southern laneway setbacks and street wall heights in storeys (looking east); and
(g) Figure 6.60 – Southern laneway setbacks and street wall heights in storeys (looking west).
(13) The residential part of the building fronting Cleveland Street should have a depth no greater than 12 metres to provide noise mitigation and natural ventilation.

(14) The depth of the building fronting Cleveland Street can be increased if:

(a) the whole building will be for non-residential uses; and

(b) no additional overshadowing to the through site link is experienced between 31 August and 14 April when compared to the single loaded residential envelope indicated in Figure 6.54 – Building heights (storeys), setbacks and sections; and

(c) a two storey street wall height to Cleveland Street is provided.

(15) Design lift overruns or any other services or plant equipment on the roof with a setback so they are not visible from the street.

(16) The uppermost two metres maximum permissible height under the LEP is to be to be for non-habitable purposes.

(17) Provide a three metre wide public footpath from the kerb to the development boundary along Marriott Street as shown on Figure 6.49 – Structure Plan and Figure 6.58 – Marriott Street setbacks and street wall heights in storeys.

(18) Basement car parking is not to encroach under any areas from the street kerb to the building facade.

(19) Conceal utilities and building services from public view, including all substations, plant rooms and equipment.

(20) Incorporate high quality public art in publicly accessible locations to contribute to the identity and amenity of the place.

(21) Provide green roofs on the roof tops with drought tolerant Australian native plants.

Figure 6.54
Building heights (storeys), setbacks and sections

- EXISTING SITE AREA
- DEVELOPABLE SITE AREA
- HERITAGE BUILDING

- 1 STOREY
- 2 STOREYS
- 4 STOREYS
- 5 STOREYS
- 6 STOREYS

- X NUMBER DENOTES MAXIMUM HEIGHT IN STOREYS
- (a) BRACKETS INDICATE THE PREFERRED LOCATION OF ANY ADDITIONAL HEIGHT AWARDED THROUGH A COMPETITIVE DESIGN PROCESS

SETBACKS TO STOREYS

4m SETBACKS

ENVELOPE CROSS-SECTIONS

SECTION REFERENCE SHOWS LOCATION OF SECTION RELATED TO FIGURE No.
Figure 6.55
Baptist Street setbacks and street wall height in storeys

Figure 6.56
Cleveland Street setbacks and street wall heights in storeys

Figure 6.57
Cleveland Street elevation showing setbacks and street wall heights in storeys to Marriott Street
Figure 6.58
Marriott Street setbacks and street wall height in storeys

Figure 6.59
Southern laneway setbacks and street wall heights in storeys (looking east)

Figure 6.60
Southern laneway setbacks and street wall heights in storeys (looking west)
Through-site link:

Design the through-site link to ensure that:

(22) Design the through-site link to ensure:

(a) a minimum width of 11.5 metres at ground level that is open to the sky as shown in Figure 6.61 – Through site link cross-section;

(b) the level change between Marriott Street and Baptist Street along the through site link minimises the use of stairs;

(c) any stairway must be located at the western end, with a maximum height of 1.25 metres above the finished level of the footpath at the boundary;

(d) any stairway located at Marriott Street has a maximum riser of 160 millimetres and a going of 350-400 millimetres as shown in Figure 6.62 – Through site link long-section; and

(e) a maximum gradient of 1 in 20 for the length of the heritage item as shown in Figure 6.62 – Through site link long-section.

(23) Provide equitable access to the through-site link from Marriott Street, Baptist Street and Cleveland Street.

(24) Provide access to the through-site link from Cleveland Street which is located in accordance with Figure 6.53 – Dedications, easements and landscape setbacks.

(25) Align the through-site link with James Street and Matterson Lane and provide a visual connection between Baptist and Marriott Streets.

(26) Maximise solar access to the through-site link during key daytime periods, such as lunchtime.

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Figure 6.61
Through site link - cross-section

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Parking, vehicular access and servicing:

(27) The maximum number of car parking spaces for a building used for the purposes of retail premises is 1 space for each 44 square metres of gross floor area used for that purpose.

(28) Minimise the width of vehicle footpath crossovers along Baptist Street.

(29) Servicing vehicles for retail and commercial uses must not access the site from Cleveland Street, Marriott Street, Cooper Street, Baptist Lane or the shared zone.

(30) The location of vehicle access for non-residential car parking is to minimise impact on the local street network and residential amenity of areas to the west of the site.

Flooding and Stormwater:

(31) Flood planning levels are to be consistent with the City’s Interim Floodplain Management Policy.

Noise:

(32) Prepare an Environmental Noise Impact Assessment by a suitably qualified acoustic consultant to the satisfaction of Council.

(33) Cumulative commercial noise associated with the development must not cause a noise level external to a relevant premise that exceeds:

(a) the relevant amenity levels in Table 2.1 of the NSW Industrial Noise Policy (2000) for proposed residential and other noise sensitive uses on the site; and

(b) the background noise level plus 3dB for residential and other noise sensitive uses surrounding the site.

(34) Cumulative entertainment noise must:

(a) comply with Table 6.1 Cumulative entertainment noise criteria for proposed residential and other noise sensitive uses on the site; and

(b) not exceed the background + 5dB noise level for residential and other noise sensitive uses surrounding the site.
A variation to the entertainment noise limits in Table 1 may be considered to balance retail noise impacts and residential amenity where a master plan noise assessment satisfies Council and that:

(a) establishes evidence based day, evening and night cumulative internal (and private outdoor space, eg, balconies) noise level criteria for residences and noise sensitive commercial premises with windows and doors open and closed and are suitable for the urban characteristics of the precinct; and

(b) predicts day, evening and night equivalent average levels (and repeatable 1-hour noise levels) in addition to rating background noise levels at noise sensitive locations within and outside of the precinct. Future entertainment noise must not be dominant above ambient environmental noise levels with regard to the above; and

(c) translates the above internal criteria to day, evening and night external criteria which apply to individual retail tenancies; and

(d) ensures cumulative retail tenancy noise limits are not exceeded by establishing lower individual retail tenancy noise limits; and

(e) predicts noise levels for residences and retail tenancies based on assumed patron numbers, location of retail uses and typical noise generation for retail tenancies; and

(f) recommends fit for architectural and urban design features that mitigate noise; and

(g) demonstrates predicted noise levels from retail operations during busy and noise sensitive trading hours will comply with proposed criteria; and

(h) sets amplified noise limits for each retail tenancy and demonstrates how these noise levels will be maintained and not cause patrons to speak above music and exceed criteria; and

(i) considers any other relevant methodology consideration which becomes apparent to the City as part of generating this masterplan.
### Table 6.1: Cumulative entertainment noise criteria

<table>
<thead>
<tr>
<th>Type of entertainment noise</th>
<th>Morning Shoulder Period (6am to 7am)</th>
<th>Day and Evening Period (7am to 10pm)</th>
<th>Night Shoulder Period (10pm to Midnight)</th>
<th>Overnight Period (Midnight to 6am)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumulative conversational discourse noise&lt;sup&gt;1&lt;/sup&gt; measured adjacent to residential facade</td>
<td>$L_{A_{eq}}$ 15 minute 35 dB(A)</td>
<td>$L_{A_{eq}}$ 15 minute 45 dB(A)</td>
<td>$L_{A_{eq}}$ 15 minute 35 dB(A)</td>
<td>Inaudible</td>
</tr>
<tr>
<td>Cumulative conservational discourse noise&lt;sup&gt;1&lt;/sup&gt; measured indoors (residential) with doors and windows closed</td>
<td>$L_{A_{eq}}$ 15 minute 20 dB(A)</td>
<td>$L_{A_{eq}}$ 15 minute 30 dB(A)</td>
<td>$L_{A_{eq}}$ 15 minute 20 dB(A)</td>
<td>Inaudible</td>
</tr>
<tr>
<td>Cumulative music noise&lt;sup&gt;2&lt;/sup&gt; measured adjacent to residential facade</td>
<td>Inaudible</td>
<td>$L_{A_{eq}}$ 15 minute 35 dB(A)</td>
<td>$L_{A_{eq}}$ 15 minute 25 dB(A)</td>
<td>Inaudible</td>
</tr>
<tr>
<td>Cumulative music noise&lt;sup&gt;2&lt;/sup&gt; measured indoors (residential) with doors and windows closed</td>
<td>Inaudible</td>
<td>Refer to Table 6.2</td>
<td>Inaudible</td>
<td>Inaudible</td>
</tr>
</tbody>
</table>

<sup>1</sup> Conservational discourse noise means noise generated by people associated with any activity in a commercial, business or retail premise on the site.

<sup>2</sup> Music noise means music that is amplified or otherwise being played within or associated with any commercial, business or retail premise on the site.

### Table 6.2: Cumulative music noise measured indoors (residential) between 7am to 10pm

<table>
<thead>
<tr>
<th>1/1 Octave Band Centre Frequencies</th>
<th>BB</th>
</tr>
</thead>
<tbody>
<tr>
<td>31.5</td>
<td>63</td>
</tr>
<tr>
<td>$L_{A_{eq}}$ 15 minute music noise levels</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>43</td>
</tr>
<tr>
<td>$L_{A_{eq}}$ 15 minute music noise levels</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>16</td>
</tr>
</tbody>
</table>

### Design excellence:

(36) The competitive design process is to be undertaken in accordance with Clause 6.21 of Sydney LEP 2012 and is to apply to the entire site. The competitive design process is to comprise an invited competitive design alternatives process involving no less than four invited competitors ranging from emerging, emerged and established architectural practices.

(37) The selection process is to comprise a total of four members. The proponent is to nominate two panel members and the City of Sydney is to nominate two panel members.

(38) Any additional building height that results from a competitive design process is to be accommodated in accordance with Figure 6.54 – Building heights (storeys), setbacks and sections and Figures 6.63 to 6.65.

(39) No additional floor space under Clause 6.21(7)(b)(i) of Sydney LEP 2012 is to be awarded as a result of a competitive design process.
For a development to achieve design excellence under 6.21 of the LEP and be awarded additional height as a result of a competitive process it is to achieve the following ecologically sustainable development outcomes:

(a) BASIX energy score that exceeds the state mandated minimum target by 5 points;

(b) BASIX water score that exceeds the state mandated minimum target by 5 points;

(c) Provide 4 star Green Star for the supermarket fit out by maximising greenhouse gas emission credits;

(d) Exceed design for National Construction Code Section J for all other retail and commercial uses.

A report prepared by a suitably qualified sustainability professional is to be submitted with the development application identifying the design and operational measures to be implemented in order to achieve the sustainability outcomes in clause 40.
6.2.9 164-172 and 174-194 William Street, Bayswater Car Rental, Woolloomooloo

The following objectives and provisions apply to the Bayswater Car Rental site, 164-172 and 174-194 William Street, Woolloomooloo (being Lot 52 DP 1049805 and Lot 1 DP 816050) as shown in Figure 6.1 Specific sites map.

William Street is a significant street within the City of Sydney. The streetscape improvements with the construction of the Cross City Tunnel have made a vision for the street as a grand boulevard possible. Several potential redevelopment sites along William Street should reinforce the boulevard vision and define its street edge and built form, including the Bayswater Car Rental site. Existing buildings on this site are 12 to 15m high in the form of large shed-like structures with little architectural merit. Any redevelopment of the site should improve the northern side of William Street by continuing the proposed street wall and providing opportunities for more active uses.

Objective
(a) Activate the William Street streetscape.
(b) Improve the existing vehicular access into and surrounding the site.
(c) Set building heights and frontage alignments to respect the local context.

Provisions
(1) Build to the street alignment and continue the strong street edge to the northern side of William Street.
(2) Provide footpath awnings for active retail/commercial ground floor with frontage to William Street.
(3) Incorporate an active frontage without a footpath awning to Forbes Street to integrate with the Woolloomooloo neighbourhood centre located to the north.
(4) Step down heights for buildings away from William Street to provide a height transition between the 8 storey commercial buildings along William Street and 3 storey scale of residential buildings in Woolloomooloo to the north.
(5) Locate main pedestrian entries on William Street, Forbes Street and Dowling Street.
(6) Introduce a new lane with a minimum width of 7m to connect Dowling and Forbes Streets and to enhance east-west permeability of the area.
(7) Maintain pedestrian priority to the William Street active frontage by locating vehicle site entry points on secondary streets and lanes.
(8) Respect adjacent low-scale residential buildings on Dowling and Forbes Streets with a 3 storey street frontage height control for both streets.
(9) Introduce a 2m minimum landscaped setback from the new lane to facilitate transition to ground floor residential uses. Ensure significant areas of landscaped open space at ground level are incorporated into the development with a minimum of 20% of site area as consolidated open space and overall landscaped area comprising 30% of site area.
Figure 6.66
Indicative design of Bayswater Car Rental Site

Figure 6.67
Bayswater Car Rental Site Sections
6.2.10 219-241 Cleveland Street (Australia Post site)

219-241 Cleveland Street, Redfern is located to the south of Prince Alfred Park.

The following objectives and provisions apply to 219-241 Cleveland Street, Redfern as shown in Figure 6.1 Specific sites map. The Australia Post Building is currently located on the site. The site is located to the south of Prince Alfred Park.

Objectives
(a) Development is to respond to development in the immediate context.
(b) Introduce a public gathering space at the intersection of proposed streets.
(c) Introduce new streets that align with the existing street pattern.
(d) Ensure the location of new streets align with the existing street pattern.

Provisions
6.2.10.1 New streets
(1) Introduce a north-south street with feature planting that is aligned with the street to the south.
(2) Introduce an east-west 5m lane that responds to, and aligns with the existing street pattern.
(3) Introduce a shared zone along the southern boundary with a landscaped verge.

6.2.10.2 Public open space
(1) Introduce a public open space located at the intersection of proposed streets.
(2) Retain the view corridor along the southern boundary.

6.2.10.3 Building height
(1) Building heights must not exceed the maximum height in storeys as shown in Figure 6.68.
(2) Introduce higher built form (6 storeys) at the centre of the site and along Cleveland Street.
(3) A building height of 4 storeys is encouraged along Cleveland Street, Chalmers Street and the proposed shared zone to the south.

6.2.10.4 Street wall height in storeys
(1) Introduce a street wall height of 3 storeys along Chalmers and Pitt Streets to provide an appropriate transition to adjacent low scale development.
(2) Built form on Cleveland and Chalmers streets is to step down to 3 storeys to transition to adjacent low scale development.

6.2.10.5 Building setbacks
(1) Introduce zero lot setbacks for development on the corner of Cleveland and Chalmers Street.
(2) Introduce a 3m landscaped setback along Chalmers and Pitt Streets.

6.2.10.6 Views
(1) Retain the view corridor along the southern boundary of the development.
6.2.11 97-101 Pyrmont Bridge Road, Pyrmont

The following objectives and provisions apply to 97-101 Pyrmont Bridge Road as shown in Figure 6.1 Specific Sites map.

Objectives

(a) Encourage mixed use development on the site that responds to the residential uses of Wattle Crescent and predominant commercial uses and along Pyrmont Bridge Road.

(b) Encourage commercial uses on the ground floor.

(c) Encourage separation between any future residential uses on the site and busy traffic along Pyrmont Bridge Road.

Provisions

6.2.11.1 Building height in storeys

(1) Development on the site is not to exceed a maximum building height of 6 storeys.

6.2.11.2 Setbacks

(1) Introduce a 0m setback for residential development along Wattle Street.

(2) Ground floor uses along Wattle Crescent and Pyrmont Bridge Road should be setback 0m.

(3) Ensure residential uses are set back from Pyrmont Bridge Road as far as possible to reduce the impact of traffic noise.

6.2.11.3 Building design and uses

(1) Building envelopes are to refer to the site principles shown in Figure 6.69.

(2) Encourage commercial or light industrial uses with high floor to ceiling heights on the ground floor with 5 storeys of residential uses above.
6.2.12 Darlington Road, Potts Point

The following objectives and provisions apply to the extent of Darlington Road, Potts Point, as shown in Figure 6.1.

All other relevant provisions in this DCP apply, except where they are inconsistent with these provisions. The provisions of this section prevail in the event of any inconsistency.

Objectives

(a) Ensure development achieves the objectives of the B2 Local Centre zone and contributes to the role of Darlington Road and environs as a local centre by.

(i) providing a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area; and

(ii) including appropriate residential uses so as to support the economic and business vitality of the high street and local centre and ensure development takes place within the height and floor space ratio development standards set by Sydney LEP 2012.

(b) Ensure that new development maintains the diverse and active street frontages that contribute to the vibrancy, diversity and function of the high street and local centre.

(c) Ensure that new development fits in with the existing fine-grain pattern of Darlington Road, surrounding streets and laneways and reflects the historical subdivision pattern.

(d) Ensure new development responds to and contributes to heritage and contributory items and conserves their significance and the significance of the conservation area.
(e) Ensure new development reinforces the architectural character of and is compatible with the existing built form of Darlinghurst Road, and respects heritage items and contributory buildings at 18-32A Darlinghurst Road and in the immediate context of the site through:

(i) Appropriate scale, massing, and modulation that respects the existing built fabric of the high street;

(ii) Defining maximum building envelopes for future development at 18-32A Darlinghurst Road to deliver a high quality built form that ensures an appropriate level of amenity within the site and to surrounding properties;

(iii) Facade articulation, materials, and architectural detailing that contribute and respond to the highest quality heritage and contributory buildings in the surrounding context.

(f) Provide publicly accessible open space to complement the public domain and enhance amenity.

(g) Ensure the architectural character of development at 18-32A Darlinghurst Road is compatible with original fabric retained on the site and responds to the existing development at Kingsley Hall at 1A Elizabeth Bay Road, the Lowestoft at 18-20 Darlinghurst Road, the facade of The Bourbon at 22-24 Darlinghurst Road, and the Commodore at 30-30B Darlinghurst Road.

(h) Establish a design excellence strategy for a competitive design process in accordance with Sydney LEP 2012 and the City of Sydney Competitive Design Policy.

**Provisions – Darlinghurst Road**

The following provisions apply to the land identified in red in Figure 6.70 below.
6.2.12.1 Land use

The area surrounding Kings Cross has a very high residential amenity and density. The local centre at Darlinghurst Road and its retail, commercial and business uses play an important role in supporting the existing significant population, including regional visitors. New development must provide floor space appropriate for business and services that support this population.

(1) Residential accommodation and serviced apartments are not to be located at ground and first floor levels, except for entrances, lobbies and service facilities.

(2) A minimum of 50% of the total gross floor area for each development in the B2 zone must be for uses other than residential accommodation or serviced apartments for all development where a significant addition of floor space, a substantial change in the building envelope or a substantial change in land use is proposed.

(3) The proportion of residential accommodation may exceed 50% if development achieves full compliance with the Apartment Design Guide design criteria relating to solar access, cross-ventilation and visual and acoustic privacy requirements, and all other provisions in this section of the DCP.

Note: Where the combined proportion of residential accommodation and tourist and visitor accommodation uses exceed 50% of the total gross floor area of a site (either existing or proposed), compliance with setbacks, modulation and overshadowing may not be possible.

Where a site with over 50% existing residential floor space is redeveloped, the site may retain its existing quantum of residential floor space provided the development complies with the provisions above.

Clause (3) should not be read to imply that all design criteria and objectives of the ADG are not required to be achieved and addressed.

6.2.12.2 Urban grain and active street frontages

(1) New development including the building frontage above the street wall is to reflect the existing pattern of building arrangement and subdivision of Darlinghurst Road.

(2) An entry to upper levels and vertical circulation core is to be provided for each existing building regardless of any amalgamation of lots.

(3) Each building on Darlinghurst Road is to have an individually distinctive architectural language, expression of floor levels and fine grain tenancies.

(4) The maximum average width of street level tenancies is to be 5m. The maximum width of any one tenancy at the street frontage is 8m. Longer tenancy widths at the street frontage may be considered where they reflect existing tenancies in heritage items and contributory buildings.

(5) A tenancy or part of a tenancy at street level is to have a maximum floor area of 300sq m at that level. The restriction does not apply to tenancies on other levels. Larger tenancies may be considered where they reflect existing tenancies in heritage items and contributory buildings.
Figure 6.71
Maximum tenancy size

Where a tenancy with street-level frontage has additional floors above or below, a maximum of 300 sqm floor area applies only to that part of the tenancy located at street level.

A maximum of 300 sqm applies to tenancies located at street level.

Where a separate tenancy exists below street level, no maximum floor area applies to that tenancy.

Where a separate tenancy exists above street level, no maximum floor area applies to that tenancy.

(6) Each ground floor tenancy is to have its own entry from Darlinghurst Road or side street.

(7) Self-contained lower ground or basement tenancies are to have separate and direct street access.

(8) Ground level tenancies and foyers are to support an active street edge with a maximum of 25% solid wall to the facade area and 75% glazing or opening with visibility into the spaces within.

(9) Ground level tenancies are to have at least 35% of their area at the level of the footpath.

6.2.12.3 Architectural character, articulation and materials

(1) Building facades should be characterised by vertical proportions over the full height of the building.

(2) Facade elements and window openings above ground floor level are to be vertically proportioned.

(3) Window openings above any existing or required awning are to be limited to between 20 and 40% of the facade wall area.

(4) Materials and architectural detail is to be at least equal in quality to the highest quality found in neighbouring contributory buildings and should include materials and design detailing used in surrounding buildings, such as face brickwork, decorative stringer lines, bonds, rendered/painted banding and other compatible masonry work. This is to be demonstrated through a comparative analysis of an existing building elevation and the proposed development, documented with 1:50 elevations and 1:10 details.

(5) Parapets are to be articulated.

(6) All plant and other mechanical equipment is to be fully architecturally integrated in the building roof form.

6.2.12.4 Awnings

(1) All residential entry foyers may have an awning.

(2) Contributory buildings must maintain or reinstate contributory awnings.
(3) Where an awning is not compatible with the heritage significance of a contributory building, the existing awning should be removed, and new awnings should not be constructed, with the exception of (1) above.

(4) Generally, footpath awnings are to be provided for new development on Darlinghurst Road.

6.2.12.5 Public domain
(1) Sites adjoining public spaces such as Fitzroy Gardens, Llankelly Place, Springfield Avenue, Roslyn Street and the corner of Bayswater Road and Darlinghurst Road should provide active land uses at ground floor (such as food and drink premises) that contribute to the activity of the public domain.

6.2.12.6 Amenity of residential development
(1) Where the construction of balconies is limited by heritage and adaptive reuse constraints or significant noise impacts, juliet balconies or bay windows may be appropriate, subject to the provision of other amenity benefits.

(2) Balconies should not project from the facade. Balconies or loggias must be recessed and have solid balustrades of the same materiality as the facade construction.

6.2.12.7 Access
(1) Vehicular access, building services and the like are to be consolidated to minimise impact on public places.

(2) Vehicular access is not permitted in any location subject to an active frontage control as shown on the Active Frontages Map.

Note: Section 3.2.3 Active Frontages applies to development on Darlinghurst Road.

Provisions – 18-32A Darlinghurst Road
The following provisions apply to the land identified in blue in Figure 6.70 and detailed in Figure 6.72.

Figure 6.72
Site plan showing street addresses and building names of the component lots
6.2.12.8 Heritage conservation

(1) New development is to respect the Inter War art deco character of Kingsley Hall at 1A Elizabeth Bay Road through height, scale, materials and detail.

(2) The facade of 18-20 Darlinghurst Road (The Lowestoft) is to be conserved. The level immediately above the existing parapet is to be setback by 3m. The remaining new development above may be built to street alignment, as shown in Figure 6.73.

Figure 6.73
First level setback requirement for 18-20 Darlinghurst Road

(3) New development at 22-28 Darlinghurst Road (The Bourbon) is to conserve the existing facade to the depth shown in Figure 6.74. The ground floor additions at Darlinghurst Road are to be removed. The space is to be designed as an extension of the footpath.
(4) The form, external fabric and floor levels of 30-30B Darlinghurst Road (The Commodore) are to be conserved for the depth of the wing that comprises the street wall frontage to Darlinghurst Road (approximately 8.7m), as shown in Figure 6.75. Any demolition and rebuilding of the hipped roof form of The Commodore must interpret the existing built form.

(5) The Empire Hotel at 32-32A Darlinghurst Road may be demolished and the site redeveloped. Any new building is to interpret the social and historical significance of the site as the original Les Girls venue through an architectural interpretation of the building between 1962-1980s, including the curved corner form, floor and parapet levels, ground level awning, the first and second floor balconies and the corner sign reading “Les Girls”.

(6) To reflect the historical and social significance of The Empire Hotel at 32-32A Darlinghurst Road the ground level and first floor should have commercial food and drink or entertainment uses.

Figure 6.75
Axonometric illustration of heritage and contributory fabric to be retained

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6.2.12.9 Built form and setbacks

(1) Development must not exceed the maximum building envelopes described by ‘Figure 6.76: Building heights and setbacks plan’.

(2) The envelopes described by Figure 6.76 is the maximum permissible extent of the built form and the final building designs must be appropriately massed within the envelope.

Note: The maximum number of storeys noted in Figure 6.76 includes all mezzanine and attic levels.

(3) Setbacks above the street wall height should be provided in accordance with ‘Figure 6.76: Building heights and setbacks plan.’
The objectives of the setbacks described in Figure 6.76: Building heights and setbacks plan are to ensure development:

(a) has a strongly varied massing;
(b) reflects the historic subdivision pattern;
(c) does not increase overshadowing to surrounding residential properties;
(d) minimises overshadowing to Roslyn Street;
(e) creates a positive but subservient relationship between new additional form and heritage and contributory buildings; and
(f) provides an open and publicly accessible area in front of the Bourbon and a new public space on Barncleuth Lane.

In spite of Clause (1), where development achieves these objectives better than the arrangement shown in Figure 6.76, variations to the prescribed setbacks may be considered.
6.2.12.10 Urban grain

(1) Development at 18-32A Darlinghurst Road is to be designed as five distinct buildings as shown in Figures 6.78 & 6.79, each of which must be able to be distinguished by its distinct architectural language, expression of floor levels and fine grain tenancies. Figure 6.79 shows an alternative arrangement for architectural expression that alludes to the historical development patterns of nos. 18 and 20 Darlinghurst Road.

(2) Each of the five buildings is to have multiple ground level tenancies and an entry foyer for upper level tenancies as shown in Figure 6.80. There must be at least 9 ground level tenancy entries and 4 entry foyers to upper levels fronting onto Darlinghurst Road. Street activation along Roslyn Street and Barnaboe Lane is to be consistent with that shown in Figure 6.80.

Figure 6.77
Indicative axonometric of the building heights and setbacks plan (viewed from the west)

Figure 6.78
Streetscape massing showing scheme for distinct articulation to building facades.

Note: with regard to architectural expression, this scheme shows new development above existing street wall responds to existing fabric immediately below
**6.2.12.11 Architectural character and articulation**

1. The width of the structural bays for new upper level development at the Lowestoft at 18-20 Darlinghurst Road and the Bourbon at 22-24 Darlinghurst Road are to follow the width of the structural bays of the original facade fabric on lower levels.

2. New development at the Radnor (shown as 3 in Figure 6.80) at 26-28 Darlinghurst Road is to respond to the vertical proportions, floor levels, and architectural elements of the facade of the Commodore.

**6.2.12.12 Public domain**

1. The design and use of ground floor tenancies at 22-24 Darlinghurst Road are to contribute to the public domain directly in front of those tenancies. The publicly accessible open space at Darlinghurst Road should be used for outdoor dining or trading as shown in Figure 6.81. Materials, finishes and levels must be consistent with the adjacent footpath.
(2) Development at 18-32A Darlinghurst Road is to provide publicly accessible open space and deliver improvements to the public domain along Barnacleuth Lane (where applicable), including landscaping, public artwork, and the widening and pedestrianisation of the lane as shown in Figure 6.81. The configuration of the public space is to be useable, consolidated and visible along the length of the lane.

Figure 6.81
Plan of the development block showing areas within the site to be redesigned as extensions and enhancements to the adjacent public domain (shaded in red/black dotted line)

6.2.12.13 Access

(1) Building services and vehicular access are to be consolidated, are not to be located on Darlinghurst Road and Roslyn Street and are to be designed to support the provisions for public domain in the above clauses. Refer to Figure 6.81 for preferred options for consolidated access location.

6.2.12.14 Awnings

(1) Awnings are to be consistent with Figure 6.82.

(2) A continuous footpath awning is to be provided to Roslyn Street.

(3) Lightweight and retractable awnings for food and drink premises at The Bourbon may be considered.

Figure 6.82
Elevation of the development block showing sections of street facade where entry awnings or interpretations thereof are appropriate (red dotted line).
6.2.12.15 Design excellence strategy

(1) A competitive design process is to be undertaken in accordance with Clause 6.21 of Sydney LEP 2012 for 18-20 Darlinghurst Road and may at the proponent’s discretion cover the whole site (22-32A Darlinghurst Road).

Note: It is desirable that a competitive process is undertaken at the whole site of 18-32A Darlinghurst Road in order to reduce the risk that the design excellence requirements of Sydney LEP 2012 clause 6.21 are not met.

(2) The competitive design process is to comprise an invited competitive design alternatives process involving no less than four architectural firms ranging from emerging, emerged and established architectural firms, with demonstrated experience designing high quality fine grain mixed use infill buildings in conservation areas.

(3) Any additional floor space that may be awarded in relation to any competitive process(es) as per clause 6.21(7) of Sydney LEP 2012 is to be located at lower ground level (basement). No additional building height is to be awarded under Clause 6.21(7).

(4) The setbacks from Darlinghurst Road and Roslyn Street detailed in section 6.2.12.9 may be varied provided a competitive design process has been carried out and the consent authority is satisfied that improved heritage and amenity outcomes are achieved, and the development is consistent with the objectives of this section of the DCP.

Note: Setbacks to Barncleuth Lane are determined by overshadowing requirements and may not be able to be varied.

6.2.12.16 Satisfaction of Clause 7.20(4) under Sydney LEP 2012

(5) This section of the DCP and the following sections of Sydney DCP 2012 address the requirements of SLEP 2012 Clause 7.20(4) for 18-32A Darlinghurst Road:

(i) 3.2 Defining the Public Domain
(ii) 3.6 Ecologically Sustainable Development
(iii) 4.2 Residential Flat, Commercial and Mixed Use Developments.
6.3

Specific site controls prepared as part of a Planning Proposal

The following provisions have been identified through the Planning Proposal process to amend the primary built form controls for specific sites under Sydney Local Environmental Plan 2012. The provisions provide guidance on the built form and/or public domain requirements for specific sites.

Development on these sites is to be designed with regard to Section 3 General Provisions and Section 4 Development Types of this DCP, with an emphasis on the specific requirements within this Section. Where there is an inconsistency between Section 6.3 and other parts of this DCP, the provisions in Section 6.3 prevail.

6.3.1 87 Bay Street, Glebe

The following objectives and provisions apply to 87 Bay Street, Glebe (also known as 2-8 Wentworth Street) as shown in Figure 6.1 Specific Sites Map, where the relevant site specific provisions of the Sydney Local Environmental Plan 2012 are implemented.

Objectives
(a) Deliver a high quality built form that:
   (i) provides a transition between Ultimo and Glebe;
   (ii) defines Wentworth Park Road and improves the interface with the public domain;
   (iii) increases site connectivity; and
   (iv) allows for visual connections and sunlight access through and over the site to and from the public domain and adjacent development.
(b) Provide for residential development consisting of both market and affordable housing of a sufficient density to make use of proximity to public transport, infrastructure, services, community facilities and employment;
(c) Maintain a range of commercial and retail employment activities on site which are compatible with surrounding residential uses; and
(d) Deliver a publically accessible, high quality through-site link that provides for a variety of both passive and active uses, and responds to community needs.

Provisions
6.3.1.1 Land Uses
(1) Establish a range of retail and commercial unit sizes suitable for a diversity of large scale to fine grain uses.
(2) Provide a development mix that ensures the envelope described in this Development Control Plan is not exceeded.

Note: A development mix that respects the building envelope is 2.6:1 residential uses and 1.25:1 commercial and retail uses. Any mix of uses that proposes a higher proportion of residential uses must comply with the building envelope.
6.3.1.2 Built form

(1) Building heights are to be consistent with Figure 6.83 Height in Storeys; Figure 6.84 Street Frontage Heights Map and Figure 6.88 Indicative height cross-section.

(2) Building heights to the Wentworth Park Road frontage should allow for sunlight access and visual connections through and over the site by adopting a form that has a 5 to 6 storey dominant street wall punctuated by up to 3 slender taller elements.

(3) At least two hours of sunlight access is to be provided in mid-winter for 70% of adjoining dwellings to the south.

6.3.1.3 Setbacks

(1) Provided that a 1.5 metre strip of land along Wentworth Park Road is dedicated to Council for footpath widening, any future development shall be made exempt from the requirements of Clause 4.2.3.6 Deep Soil.

(2) Provide a 3m setback for the first 2 levels fronting Wentworth Park Road, reducing to 1.5 metres for levels 3 to 9, in accordance with provision 1 above.

(3) Any floors above the street frontage height map nominated in Figure 6.84 should be set back 3 metres from the building line of the floor below.

6.3.1.4 Through-site link

(1) Introduce a publically accessible through site link bisecting the site that has a minimum width of 7 metres and aligns with the eastern edge of the new roadway to the south of the site, consistent with Figure 6.87 Through site link map.

(2) Maintain public access to the though-site link 24 hours a day, 7 days per week.

(3) Design the through-site link to be open to the sky with features that will serve and attract people from a wide catchment.

(4) Incorporate high quality landscaping and design of the through–site link with features such as indigenous tree species, public art and sculptural elements.

(5) Provide a safe, universally accessible and legible means for pedestrians and cyclists to comfortably traverse the level change between Wentworth Street and Wentworth Park Road.

6.3.1.5 Parking and vehicular access

(1) No vehicle access is permitted from Wentworth Park Road or Bay Street.
Figure 6.83
Height in storeys

- Orange: 4 Storeys
- Yellow: 5 Storeys
- Brown: 6 Storeys
- Red: 9 Storeys

Figure 6.84
Street frontage heights

- Pink: 4 Storeys
Figure 6.85
Building setbacks
and alignments

- 1.5m building setback

Figure 6.86
Active frontages

- Active frontages
6.3.2 287-289 Crown Street, Surry Hills

The following objectives and provision apply to 287-289 Crown Street, Surry Hills as shown in Figure 6.1 Specific Sites map.

The site is part of a mixed use area at the northern part of Crown Street and adjoins residential areas to the south on Crown Street and west on Reservoir Street.

Objectives

(a) Encourage development that is appropriate to its context.

(b) Deliver a high quality built form that provides a transition between Crown Street and the lower scale buildings in Reservoir Street, Surry Hills.
Provisions

6.3.2.1 Built form
(1) Building heights are to be consistent with Figure 6.89 Height in Storeys and Figure 6.90 Indicative height cross-section.

6.3.2.2 Setbacks
(1) Provide a 3m setback above level 4 to the Crown Street frontage.
(2) Provide a 4m setback for levels 3 and 4 to Reservoir Lane, with level 5 to be no more than 50% of the area of level 4.

Figure 6.89
Height in storeys for 287-289 Crown Street, Surry Hills

Figure 6.90
Indicative height cross-section for 287-289 Crown Street, Surry Hills
6.3.3 904 Bourke Street, Zetland

The following principles, objectives, provisions and figures apply to 904 Bourke Street, Zetland as shown in ‘Figure 6.1 Specific Sites Map’.

**Principles**

(a) New development should demonstrate design excellence, respond to the context of the area and define and enhance the public domain.

(b) The amenity and character of the neighbouring Zetland Estate Conservation Area should be respected through appropriate building setbacks, use of materials and transitions in building height.

(c) A new street and pedestrian and cycle only connections should be provided to allow greater connectivity with adjacent areas, encourage use of active and public transport and respond to local traffic and urban design considerations.

(d) New public open spaces should be provided and designed to have a strong landscape character, serve the recreational needs of the community and encourage social interaction.

(e) Individual buildings are to be of high design quality and varied design and should allow for high residential amenity and solar access to public and private open spaces, both within the development and on adjacent properties.

![Figure 6.91](image-url)
6.3.3.1 Pedestrian, Cycle and Street network

Objectives

(a) Provide a legible network of pedestrian and cycle links and a new street to allow for greater permeability through the site and provide greater connectivity to local attractors including the Green Square Town Centre and train station and Mary O’Brien Reserve.

(b) Provide a high level of public domain amenity through street design that maximises pedestrian space and calms traffic.

Provisions

(1) Where required to be provided by Council, a new pedestrian and cycle link, a new pedestrian green link and a new local street are to be provided in the locations shown in ‘Figure 6.92: 904 Bourke Street, Zetland – Public Domain and Local Infrastructure’.

(2) The green link is to provide a pedestrian and cycle connection through the site and serve a secondary function as a public open space. See also provision 6.3.3.2 (3) and (4).

(3) The pedestrian and cycle links should be designed to be integrated with the park and should ensure the privacy and amenity of adjacent dwellings is protected.

(4) The local street is to allow vehicular access from Bourke Street to the Sydney Water site at 900 Bourke Street at all times.

(5) Streets and links are to be designed in accordance with Figure 6.93 to Figure 6.95 (Sections A to C). Locations of sections are shown on ‘Figure 6.92: 904 Bourke Street, Zetland – Public Domain and Local Infrastructure’.

Figure 6.92
904 Bourke Street, Zetland – Public Domain and Local Infrastructure

- PROPERTY BOUNDARY
- 12 METRES - LOCAL STREET
- PEDESTRIAN / CYCLE LINKS
- PUBLIC OPEN SPACE
- GREEN LINK
Figure 6.93
Section A – Local Street

Figure 6.94
Section B – Green Link
6.3.3.2 Public Open Space

Objectives

(a) Create new public open spaces which have a strong landscape character, allow for a variety of recreational uses, promote social interaction and enhance the lifestyle of existing and future residents.

(b) Ensure public open spaces are legible as ‘public’, are highly visible from surrounding streets and sites and integrate with the wider network of public open spaces in the area.

(c) Capitalise on the amenity offered by the existing significant Moreton Bay fig tree fronting McPherson Lane and provide for its protection by creating a new public open space in this vicinity.

Provisions

(1) Where required to be provided by Council, a new local park and green link are to be provided in the locations shown in ‘Figure 6.92: 904 Bourke Street – Public Domain and Local Infrastructure’.

(2) The public park is to be designed and delivered in accordance with the guidelines set out in Table 6.3.

(3) The green link is to be designed as a space for passive recreation and so as to be clearly legible as a public place. It should incorporate high quality landscaping and be activated by individual entries to ground floor units along its edges.

(4) If an opening for pedestrian access to below ground commercial or storage uses is proposed within the green link, it should only be permitted where, in the opinion of the consent authority:

   (a) it does not adversely impact the function of the green link as a public open space for passive recreation;

   (b) generous pedestrian circulation space is provided on both sides of the opening;

   (c) the green link retains a strong landscaped character with significant planting; and

   (d) the function of the green link as a connection through the site remains legible.

(5) Where appropriate, public art which references the history of the site and the locality should be incorporated into public open spaces on the site.
Table 6.3: Public open space design guidelines

<table>
<thead>
<tr>
<th>Type</th>
<th>Requirements</th>
<th>Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Park</td>
<td>One park with a minimum area of 2,650 square metres for passive recreation.</td>
<td>A neighbourhood park with a focus on passive recreation. The park should capitalise on the amenity offered by the existing mature Moreton Bay Fig tree which is to be retained and protected. Provide well designed paths and garden beds with spaces for seating and overlooking. Provide ‘nature play’ features which encourage imaginative and explorative play.</td>
</tr>
</tbody>
</table>

6.3.3.3 Public Dedication

Objectives

(a) Ensure public spaces within the site are appropriately maintained and managed on an ongoing basis by Council and remain legible as public places.

(b) Ensure land dedicated to Council in stratum is of a sufficient depth and appropriate design to accommodate landscape elements and necessary services.

Provisions

(1) Where required to be provided by Council, land identified for a local park, green link, widened footpath or new street in ‘Figure 6.96: 904 Bourke Street, Zetland – Public Dedication’ is to be dedicated to Council

(2) A consolidated underground car park is permitted under the green link. The land required for the green link is to be dedicated in stratum to a depth to be determined by the consent authority and so as to allow landscape elements and necessary services to be accommodated.

Figure 6.96
904 Bourke Street, Zetland – Public dedication

- PROPERTY BOUNDARY
- 1.2M FOOTPATH WIDENING
- 3M FOOTPATH WIDENING
- PUBLIC OPEN SPACE
- GREEN LINK
- NEW STREET
6.3.3.4 Built Form

Objectives

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

(b) Minimise overshadowing and overlooking of existing and proposed buildings and open spaces.

(c) Ensure terrace buildings complement the built form of terraces in the adjoining Zetland Estate Heritage Conservation Area.

(d) Locate taller buildings centrally within the site to allow for an appropriate height transition to surrounding sites.

Provisions

(1) Building heights are to be generally consistent with ‘Figure 6.97: 904 Bourke Street, Zetland – Building heights in storeys’ and ‘Figure 6.98: 904 Bourke Street, Zetland – Street frontage height in storeys’.

(2) Building types are to be consistent with ‘Figure 6.99: 904 Bourke Street – Building Types’.

(3) Any component of a residential building that is above 35 metres high must have a maximum floor plate size of 750 square metres including balconies.

(4) Where a development on the site seeks to utilise additional FSR permitted by the clause specific to 904 Bourke Street under Division 5 of Sydney Local Environmental Plan 2012, the additional floor space must be located solely within the basement. The resulting built form must still comply with the figures and provisions of this section of the DCP.

(5) Where the topography of the land or other constraints result in basement car parking projecting above ground, it should be sleeved by residential or other active uses.

(6) Individual entries are to be provided to ground floor dwellings to provide passive surveillance and opportunities for social interaction.

(7) Buildings fronting McPherson Lane should respond to the character of the neighbouring Zetland Estate Conservation Area through use of complementary materials and design.

(8) Fences on front property boundaries are to be predominantly open to enable some overlooking of the street for safety and surveillance.
Figure 6.97
904 Bourke Street, Zetland – Building heights in storeys

PROPERTY BOUNDARY
PUBLIC OPEN SPACE
ATTIC
HEIGHTS IN STOREYS
3 STOREYS
6 STOREYS
7 STOREYS
8 STOREYS
12 STOREYS

Figure 6.98
904 Bourke Street, Zetland – Street frontage height in storeys

PROPERTY BOUNDARY
6 STOREYS
6.3.3.5 **Setbacks**

**Objectives**

(a) Ensure that buildings contribute to the physical definition of the public domain.

(b) Provide appropriate separation between the public domain and private development.

(c) Provide appropriate separation between new development fronting McPherson Lane and existing properties which back onto the lane.

(d) Maximise a sense of openness and create important view corridors within the site and to adjacent areas.

(e) Reduce the scale of buildings as perceived from the public domain.

**Provisions**

(1) Setbacks at street level and upper levels are to be provided in accordance with Figure 6.100: 904 Bourke Street, Zetland – Setbacks.

(2) Typical designs for setbacks to ground floor residential development fronting the northern and southern parts of McPherson Lane are illustrated in Figure 6.101 (Section D) and 6.102 (Section E) respectively.

(3) A typical design for setbacks to ground floor residential development across the rest of the site is illustrated in ‘Figure 6.103: Typical ground floor condition for the remainder of the site’.

(4) Buildings and solid structures are to be set back by 15 metres from the trunk of the existing mature Moreton Bay fig tree to allow for the future health and protection of the tree.
Figure 6.100
904 Bourke Street, Zetland – Setbacks

PROPERTY BOUNDARY
PUBLIC OPEN SPACE
SETBACK
3M LANDSCAPE SETBACK
UPPER LEVEL SETBACK
3M
4M
6M

PUBLIC PARK
BOURKE STREET
O’DEA AVENUE
JOYNTON AVENUE
MERTON STREET
TILFORD STREET
ELIZABETH STREET
MCPHERSON LANE
COOK LANE
NAVINS LANE

10 25 50 1000

Figure 6.101
Section D – Typical ground floor condition for McPherson Lane North
Figure 6.102
Section E –
Typical ground
floor condition for
McPherson Lane
South

Figure 6.103
Typical ground
floor condition for
remainder of site

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
Section 6
SPECIFIC SITES

6.3.3.6 Parking, Access and Circulation

Objectives

(a) Ensure that the safety and amenity of pedestrians and cyclists is not compromised by off-street parking access points and vehicle movements through and within the site.

(b) Maintain the primary function of McPherson Lane as access to the rear of properties on Elizabeth Street and Merton Street and discourage the use of this lane by additional vehicular through traffic.

Provisions

(1) A single vehicular driveway to off-street car parking is to be provided with regard to prohibitions indicated in 'Figure 6.104: 904 Bourke Street - Access and circulation'.

(2) Vehicle circulation through the site is to be consistent with 'Figure 6.104 – 904 Bourke Street – Access and circulation'.

(3) No vehicular access is to be permitted to or from the site from McPherson Lane.

Figure 6.104
904 Bourke Street, Zetland – Access and circulation
6.3.4 60 Martin Place

The following objectives and provision apply to 60 Martin Place and part 197 Macquarie Street as shown in Figure 6.1 Specific Sites map, where the provisions of the Sydney Local Environmental Plan 2012 – 60 Martin Place are implemented.

Objectives

(a) Deliver a high quality built form that:

(i) respects the civic scale of the site, in particular the development grain provided by significant buildings on Martin Place and Macquarie Street;

(ii) provides a podium that responds to the setting established by the adjacent St Stephen’s Church and Reserve Bank of Australia building; and

(iii) achieves unity in design though connecting the tower and podium as a single readable piece of architecture.

(b) Protects public domain amenity by:

(i) Maintaining, and preferably increasing, solar access to the public domain in Martin Place;

(ii) Minimising any additional overshadowing on open space within Hyde Park Barracks, from the building or any associated plant, lift overruns, or roof feature; and

(iii) Enhancing pedestrian comfort in Martin Place through managing the potential for wind impacts.

(c) Maintain the heritage values of St Stephens Church through ensuring that all elements of the building at 60 Martin Place are designed and placed to be in sympathy with identified heritage values.

(d) Provide for predominantly commercial employment activities on site, supported by a range of complementary uses which activate the public domain.

Provisions

6.3.4.1 Overshadowing

(1) There will be no additional shadow cast on either the ground plane of Martin Place or the facade of the buildings on its southern alignment when measured between 12 noon and 2 pm on 14 April.

(2) There shall be minimal additional overshadowing on the forecourt of Hyde Park Barracks between 12 noon and 2pm on 21 June.

6.3.4.2 Wind

(1) There will be no increase in wind impacts felt by pedestrians on the ground plane of Martin Place.

6.3.4.3 Built form

(1) Building heights are to be consistent with Figure 6.105: Maximum Building Envelope for 60 Martin Place; and

(2) Building setbacks are to be consistent with Figure 6.106: Minimum Building Setbacks for 60 Martin Place, and Figure 6.107: 60 Martin Place Cantilever Profile.

(3) Building setbacks should maintain views from the public domain to elements of heritage items, including elements of St Stephens Church, that have been identified as being of heritage significance.

(4) Building setbacks should promote a continuation of the fine-grain development pattern of Macquarie Street through consideration of massing and scale to the Macquarie Street elevation.

(5) The cantilever element to the tower should form a respectful relationship with St Stephens Church through consideration of separation, massing, and materiality.
(6) The podium element should form a respectful relationship to St Stephens Church through consideration of building separation, materiality, connectivity, and improved views of the church’s significant southern facade.

### 6.3.4.4 Parking and vehicular access

(1) No vehicle access is permitted from Macquarie Street.
Figure 6.106
Minimum building setbacks for 60 Martin Place

Description of Points A1-A4 and B
- O A1 South West topmost corner of existing building (date surveyed)
- O A2 South (Central) topmost inflection in facade of existing building
- O A3 South East topmost corner of existing building
- O A4 Projection of the line from point A2 to A3 intersecting with the minimum setback from Macquarie Street
- O B Edge of southern fin on western face of existing building

Description of Planes
Planes X1 and X2 have sides that extend along a horizontal bearing from True North of 358.4° and a vertical angle measured from horizontal of 47.0°

Plane X1 is coplanar with a line passing through points A1 and A2 and extends west to the defined tower setbacks

Plane X2 is coplanar with a line passing through points A2, A3 and A4 and extends east to the defined tower setbacks

Plane Y is 'The Domain' Sun Access Plane defined in Sydney Local Environmental Plan 2012
6.3.5 65-79 Sussex Street, Sydney

The objectives and provisions in this section apply to 65-79 Sussex Street, Sydney, as shown in Figure 6.1 Specific Sites Map, only where development seeks to access additional building height permitted by Clause 6.31 of Sydney Local Environmental Plan 2012.

Clause 6.31 of Sydney Local Environmental Plan 2012 enables development to exceed the height shown in the height in metres map up to a prescribed amount provided development is for the purpose of ‘hotel or motel accommodation’ and ancillary commercial premises at ground floor and lower ground floor only.

If a development proposed at 65-79 Sussex Street, Sydney seeks to utilise additional height permitted by Clause 6.31, then the provisions in this section also apply to the assessment of the proposed development and override other provisions in this DCP where there is an inconsistency.

Objectives

(a) Provide a development on the site that relates to the surrounding context including other built form on Sussex Street and the proximity of the Western Distributor.

(b) Deliver a high quality built form outcome that provides a sensitive transition between the heritage listed Bristol Arms Hotel and the City Zone North Substation.

(c) Activate Sussex Street through the provision of retail opportunities at ground floor.

Provisions

(a) Building heights are to be consistent with ‘Figure 6.108: 65-79 Sussex Street - Building height in storeys’ and ‘Figure 6.109: 65-79 Sussex Street – Building height RLs’

(b) Development fronting Sussex Street is to have a street wall height no greater than 6 storeys in accordance with ‘Figure 6.110: 65-79 Sussex Street – Street frontage heights’.

(c) Development fronting the Western Distributor is to have a street wall height of no greater than RL 39.65 including roof plant.

(d) A setback of 4m is to be provided between the existing northern elevation of the Bristol Arms Hotel, at 81 Sussex Street, and the southern elevation of the eastern wing of proposed development as illustrated in ‘Figure 6.111: 65-79 Sussex Street - Setbacks’.

(e) Commercial units are to be provided on the ground floor fronting Sussex Street to allow for future retail uses.

(f) Maintaining the amenity of the Bristol Arms Hotel upper level terrace should be a key consideration in the design of the southern elevation of development on the site.
Figure 6.108
65-79 Sussex Street – Building height in storeys

Figure 6.109
65-79 Sussex Street – Building height RLs
Figure 6.110
65-79 Sussex Street – Street frontage heights

Figure 6.111
65-79 Sussex Street – Setbacks
6.3.6 230-238 Sussex Street, Sydney

The following objectives and provisions apply to 230-238 Sussex Street, Sydney – as shown in Figure 6.1 Specific Sites map, where the provisions of the Sydney Local Environmental Plan 2012 – 230-238 Sussex Street are implemented.

Objectives

(1) To ensure that the building is of appropriate bulk and scale for its central Sydney location;

(2) To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence;

(3) To create a high quality urban outcome by:
   (a) improving the appearance of the site;
   (b) improving street level activation on Sussex Street and Druitt Place;
   (c) ensuring that the building podium responds appropriately to existing streetscapes on Sussex Street and Druitt Place, including nearby heritage buildings; and
   (d) limiting additional overshadowing on future Town Hall Square.

(4) To ensure a high level of amenity for occupants of a building on the site, and occupants of nearby residential buildings by including:
   (a) a high level of privacy;
   (b) minimal view impacts; and
   (c) compliance with solar access requirements of the SEPP 65 Apartment Design Guide.

(5) Facilitate the redevelopment of the site in an integrated manner that relates to the surrounding context, with particular regard to the heritage qualities on part of the site.

(6) Ensure redevelopment of the site delivers high quality built form providing a mix of land uses.

(7) Ensure development on the 230-238 Sussex Street site improves the public realm by facilitating street level activation.

(8) Conserve the heritage significance of Foley Bros warehouse, heritage item on the site.

(9) Ensure the podium levels are compatible in scale and proportion with the facade of the Foley Bros Warehouse heritage item at 230-232 Sussex Street.

(10) Encourage the adaptive reuse and integration of the heritage-listed building in accordance with the principles of an approved Conservation Management Plan (CMP).

Provisions

6.3.6.1 Height

(1) The purpose of this clause is to establish a height transition for the site to limit additional overshadowing on future Town Hall Square.

(2) The maximum height transition is not to exceed a plane formed by points at the following Map Grid of Australia 1994 coordinates and reduced levels:
   (a) E333894.128, N6250583.348, RL120.146
   (b) E333929.845, N6250587.106, RL 110.608
6.3.6.2 Building Design and Bulk
(a) Design the podium levels of the building fronting Sussex Street to address the pedestrian scale environment.
(b) Design the podium levels of the building fronting Sussex Street to reference and reinforce the scale and articulation of 230-232 Sussex Street at the lower floors.

6.3.6.3 Street Frontage Height and Setbacks
(a) The street frontage heights should reference and reinforce the scale and articulation of the Foley Bros Warehouse heritage item of 230-232 Sussex Street at the lower floors. The horizontal and vertical articulation should reference the scale and rhythm of the warehouse.
(b) Development fronting Sussex Street is to have a street wall height no greater than four (4) storeys in accordance with ‘Figure 6.113 230-238 Sussex Street - Street frontage height’.
(c) Provide setbacks above the street-wall in accordance with ‘Figure 6.114 230-238 Sussex Street - Setbacks above the street frontage height’.
6.3.6.4 Public Domain

(a) Active frontages are to be provided to Sussex Street and Druitt Place through uses such as shopfronts, café seating, building entries and/or lobbies, and visitor drop-off/ pick-up zones.
6.3.6.5 Heritage
(a) New development, should respect the Foley Bros warehouse heritage item, including cartway, courtyard and interiors, through an appropriate response to height, scale, fine grain quality, materials, craftsmanship and articulation.
(b) Conservation is to be undertaken in accordance with approved conservation management plan prepared to the satisfaction of Council.
(c) An exemplary level of sympathetic adaptive reuse is required of the Foley Bros warehouse heritage item.
(d) The location of new insertions to service the heritage item, such as building services plant and risers, fire egress, and lifts, should be provided by the new development.
(e) Maintaining the amenity of the courtyard at ground level should be a key consideration in the design of the northern elevation of the new development.

6.3.6.6 Parking and vehicular access
(a) Vehicular access from Sussex Street should be removed.
(b) Vehicular access to basement parking is to occur from Druitt Place.

6.3.6.7 Wind
(a) There will be no increase in wind impacts felt by pedestrians on the ground plane of Sussex Street and Druitt Place.
(b) Wind impacts to balconies must be appropriately mitigated.

6.3.6.8 Design Excellence
A competitive design process undertaken in accordance with clause 6.21 of Sydney Local Environmental Plan 2012 is to relate to the entire site, and comprise of an invited architectural design competition involving no less than five designers.

6.3.6.9 Solar Access
Through the design excellence process:
(a) demonstrate that surrounding residential properties are able to meet solar access requirements of the SEPP65 Apartment Design Guide.
(b) demonstrate limited additional overshadowing on future Town Hall Square by articulating the upper limit of a building envelop to conform to the plane prescribed in clause 6.3.6.1.
6.3.7 505-523 George Street, Sydney

The following objectives and provisions apply to 505-523 George Street, Sydney - as shown in Figure 6.1 Specific Sites map, where the provisions of the Sydney Local Environmental Plan 2012 – 505-523 George Street are implemented.

Objectives

(1) To deliver a building comprising of:
   (a) a high-quality, slender tower; and
   (b) a podium containing only non-residential uses.

(2) To ensure that the building is of appropriate bulk and scale for its central Sydney location;

(3) To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence;

(4) To create a high quality urban outcome by:
   (a) improving the appearance of the site;
   (b) setting the tower component of the building back away from George Street, towards Kent Street;
   (c) minimising tower crowding by appropriate tower separation from nearby residential buildings;
   (d) improving street level activation on George Street and Kent Street; and
   (e) ensuring that the building podium responds appropriately to existing streetscapes on George Street and Kent Street, including nearby heritage buildings.

(5) To ensure a high level of amenity for occupants of a building on the site, and occupants of nearby residential buildings by requiring:
   (a) good solar access;
   (b) a high level of privacy;
   (c) minimal view impacts; and
   (d) compliance with building separation requirements of the SEPP 65 Apartment Design Guide.

(6) To enable a mix of non-residential uses within the building podium, for example: retail, commercial, entertainment, food and beverage, child care centres and toilets available for public use;

(7) To create opportunities for a range of complementary active uses at grade which will enhance the public domain – such as food and beverage, outdoor dining and retail;

(8) To minimise overshadowing impacts to the public domain by way of a slender, fast moving shadow; and

(9) To ensure that wind impacts are addressed.
Provisions

6.3.7.1 Building Envelope (Built Form)

(1) Building massing is to be consistent with Figure 6.115 Building Massing Envelope for 505-523 George Street.

(2) Heights and building setbacks are to be consistent with Figure 6.116 Minimum Building Heights & Setbacks for 505-523 George Street.

(3) The envelopes described by Figure 6.115 and Figure 6.116 are the maximum permissible extent of the built form, and the final building designs must be appropriately massed within the envelope.

(4) To ensure design flexibility and appropriate articulation of the tower form, the maximum floor plate area (which includes balcony and terrace areas and the like) of any floor above the top level of the podium may not exceed 1,000 square metres.

6.3.7.2 Podium Design

(1) The maximum street wall height facing George Street may not exceed RL37.5.

(2) The maximum street wall height facing Kent Street may not exceed RL35.

(3) The preferred arrangement of street wall heights, balustrades, and uses within the podium is to be consistent with Figure 6.117 Cinema Use Podium Design, if a floor comprising predominantly of a cinema use is proposed within the podium. Otherwise Figure 6.118 Podium Design is the preferred arrangement.

6.3.7.3 Ground Floor Design

The preferred configuration of ground floor vehicle access, and street level activation is to be consistent with Figure 6.119 Ground Floor Design.

6.3.7.4 Wind

There will be no increase in wind impacts felt by pedestrians on the ground plane of George and Kent Street.

6.3.7.4 Sydney Square/Town Hall/St Andrews Special Character Area

(1) The tower component is to provide an appropriate backdrop to the civic character of the Sydney Square/Town Hall/St Andrews Special Character Area by way of suitable facade composition, building materials, colours and textures, and by appropriate building articulation.

(2) The tower component is to be appropriately articulated to terminate vistas.

6.3.7.5 Design Excellence

A competitive design process undertaken in accordance with clause 6.21 of Sydney Local Environmental Plan 2012 is to relate to the entire site, and comprise of an invited architectural design competition involving no less than five designers.
Figure 6.115
Building Massing Envelope for 505-523 George Street

George Street Elevation

Kent Street Elevation
Figure 6.116
Minimum Building Heights & Setbacks for 505-523 George Street

Figure 6.117
Cinema Use Podium Design
Figure 6.118
Podium Design

Figure 6.119
Ground Floor
Design
6.3.8 45 Murray Street, Pyrmont

The objectives and provisions in this section apply to 45 Murray Street, Pyrmont, as shown in Figure 6.1 Specific Sites Map, only where development seeks to access additional building height permitted by Clause 6.35 of Sydney Local Environmental Plan 2012.

Clause 6.35 of Sydney Local Environmental Plan 2012 enables development to exceed the height shown in the height in metres map up to a prescribed amount provided development is for the purpose of ‘hotel or motel accommodation’ and ancillary uses.

If a development proposed at 45 Murray Street, Pyrmont seeks to utilise additional height permitted by Clause 6.35, then the provisions in this section also apply to the assessment of the proposed development and override other provisions in this DCP where there is an inconsistency.

Objectives
(a) Facilitate the provision of new tourist and visitor accommodation in appropriate locations.
(b) Provide a development on the site that relates to the surrounding context including other built form on Murray Street.
(c) Define maximum building envelope, including setbacks and street wall heights, to deliver a high quality built form that respects the local context and minimises amenity impacts including solar access, view, privacy and acoustic amenity impacts.
(d) Activate Murray Street and Union Lane through appropriate uses and design.

Provisions
(1) Development must not exceed the maximum building envelopes described by ‘Figure 6.120: Maximum building envelope setbacks and alignment’, ‘Figure 6.121: Maximum building envelope heights’, ‘Figure 6.122: Maximum building envelope eastern elevation – Murray Street’, ‘Figure 6.123: Maximum building envelope southern elevation – Union Lane’, ‘Figure 6.124: Maximum building envelope south east perspective’ and ‘Figure 6.125: Maximum building envelope south west perspective’.
(2) The envelopes described by the maps are the maximum permissible extent of the built form and the final building designs must be appropriately massed within the envelope.
(3) Active uses and frontages should be provided on the ground floor fronting Murray Street and Union Lane.
Figure 6.120
Maximum building envelope setbacks and alignment

Figure 6.121
Maximum building envelope heights
Figure 6.122
Maximum building envelope eastern elevation – Murray Street

Figure 6.123
Maximum building envelope southern elevation – Union Lane
Figure 6.124
Maximum building envelope South east perspective

Figure 6.125
Maximum building envelope South west perspective
6.3.9 51-55 Missenden Road, Camperdown

The following objectives and provisions apply to 51-55 Missenden Road, Camperdown as shown in Figure 6.1 Specific Sites Map, where the relevant site specific provisions of the Sydney Local Environmental Plan 2012 are implemented.

**Objectives**

(a) Ensure development of the site is compatible with the heritage listed two-storey Alfred Hotel and surrounding built form.

(b) Retain and enhance the original character of the heritage listed Alfred Hotel.

(c) Identify the location of new development within the building footprint of the existing single storey element at the rear of the site fronting Dunblane Street.

(d) Apply principles and process that contribute to ecologically sustainable development.

**Provisions**

6.3.9.1 Built form and Design Controls – Serviced Apartment building

(1) The maximum building height of the proposed development is 7 storeys.

(2) The proposed 7 storey tower must be located to the rear of the site. The building footprint of the new development is limited to the footprint of the existing single storey element at the rear of the Alfred Hotel as shown in Figure 6.127 Proposed Development Envelope and Figure 6.128 Dunblane Street proposed elevation.

(3) Introduce materials and architectural embellishments that articulate, modulate and emphasise different components along the facade of the tower building.

(4) Respect and complement the heritage item in terms of proportions, materials and finishes to enhance the heritage features and significance of the Alfred Hotel.

(5) Retain at least two horizontal bands of original brickwork in the single-storey facade fronting Dunblane Street.
(6) Introduce a green roof (non-trafficable) and green wall to the top roof plant. The green roof and wall is to be planted with drought tolerant Australian native plants (preferable endemic to the Sydney region).

(7) Minimise the visibility of roof forms and associated plant structures. The roof plant is to be designed as a simple and compact form to ensure that it is visually unobtrusive.

(8) Balconies may be introduced to levels 2-6 on the eastern elevation of the proposed tower. Balconies must not project more than 2 metres from the eastern elevation of the new structure above the Alfred Hotel roof as identified in the 'zone for articulation above hotel roof' in Figure 6.127 Proposed Development Envelope.

(9) Integrate the development with surrounding uses and context, and contribute positively to the public domain and active streetscapes.

(10) Views and outlooks from existing residential development should be considered in the site planning and massing of new development.

(11) Minimise impacts of the proposed development on view corridors.

(12) Provide a legible entry and street address for the serviced apartments.

(13) Consider high quality landscape and public art such as through heritage interpretation into the fabric of buildings.

(14) Ensure amenity is enhanced with landscaping, solar access, ventilation and visual and acoustic privacy.

6.3.9.2 Heritage Conservation works – Alfred Hotel

(1) Undertake heritage conservations works to the Alfred Hotel, including, but not limited to the restoration of timber work and joinery; restoration or replacement of the awning; retention, restoration and protection of windows and window joinery and the conservation and repair of ceilings.

(2) The external form and significant spaces and fabric of the two storey section of the Alfred Hotel is to be retained.
6.3.9.3 Design Excellence Strategy

(1) A competitive design process in accordance with Clause 6.21 of Sydney LEP 2012 is to be undertaken for the proposed development envelope (refer to Figures 6.127 and 6.128) only, and comprise of an invited competitive design alternatives process involving no less than three architectural firms.

(2) Any additional floor space that results from a competitive design process is to be accommodated within the proposed development envelope as shown in Figures 6.127 and 6.128.

(3) Additional floor space of up to 10% available in accordance with Clause 6.21(7) under Sydney LEP 2012 is to be allocated on the basis of the total site area.

Note: the total site area also includes part of the site occupied by the existing two storey Alfred Hotel (as shown in Figure 6.127) that does not form part of the competitive design alternatives process.

(4) The competitive design alternatives process is to provide for the following ecologically sustainable development measures:

- Installation of solar panels to supply energy to the common areas of the tower building (approximately 5-6 solar panels);
- The provision of an extensive (non-trafficable) green roof and green walls to the roof top plant;
- BASIX requirements for energy and water efficiency that apply to residential apartments.
6.3.10 296-298 Botany Road and 284 Wyndham Street, Alexandria

The following section applies to 296-298 Botany Road and 284 Wyndham Street, Alexandria as shown in Figure 6.1 Specific Sites Map and ‘Figure 6.129: Location Plan’.

Objectives

1. Promote redevelopment of the site comprising high quality residential buildings on top of a podium comprising non-residential uses including retail, commercial and childcare.

2. Ensure development is of an appropriate bulk and scale for its location at the interface of the Green Square Town Centre and the Waterloo Park locality.

3. Ensure development is of the highest quality and appropriate to its prominent and highly visible location directly adjacent to the Green Square Town Centre.

4. Define building envelopes which will provide sufficient flexibility for different designs to be explored and for development to achieve design excellence.

5. Provide a high level of amenity for future residents by maximising compliance with the Apartment Design Guide and any other relevant plans, guidelines or policies.

6. Protect and improve public domain amenity by:
   
   (a) increasing street level activation on Wyndham Street, Bourke Road and Botany Road;
   
   (b) providing widened areas of footpath for pedestrian circulation;
   
   (c) retaining street trees for shade and shelter; and
   
   (d) enhancing pedestrian comfort through managing the potential for wind impacts, particularly on Wyndham Street.

7. Protect and enhance the amenity of the Green Square Plaza by minimising any overshadowing caused by any part of the development including plant, lift overruns or roof features.

8. Ensure a high level of amenity and safety in both the through-site pedestrian connection and the outdoor area of the childcare centre by mitigating wind, noise and air quality impacts.
Provisions

6.3.10.1 Built form and design

(1) Building heights are to comply with ‘Figure 6.130 – Height Principles.’ In order to provide an appropriate transition in scale, taller residential towers are to be situated on the western and south-western part of the site. Development on the eastern part of the site, fronting Botany Road, is to be limited in height and provide a transition to the lower scale built form controls of the Waterloo Park locality.
The final building design must be appropriately massed within the envelope shown in ‘Figure 6.131: Building Envelope South West’ and ‘Figure 6.132: Building Envelope South East’. This represents the maximum permissible extent of built form.

Figure 6.131
Building Envelope South West

Figure 6.132
Building Envelope South East
(3) Sections through the maximum envelope are shown at ‘Figure 6.134: Section 1’, ‘Figure 6.135: Section 2’, ‘Figure 6.136: Section 3’ and ‘Figure 6.137: Section 4’. The location of sections is shown at ‘Figure 6.133: Section Key’. Development must not exceed the maximum heights expressed in RLs in these sections.
(4) Development must not exceed the maximum heights expressed in RLs in 'Figure 6.138: Height and Setbacks'.

(5) Setbacks above the street wall height, as defined by the top of the podium, should be provided in accordance with 'Figure 6.138: Height and Setbacks'.

(6) The length and height of residential buildings is to be articulated to limit the overall mass and reduce the sense of scale from the public domain.
6.3.10.2 Lower level podium design

1. A widened footpath along Botany Road and Bourke Road is to be provided in accordance with Public Domain Setbacks Map Sheet 18 and 'Figure 6.139: Public Domain Dedication' to provide additional space for pedestrian circulation. No underground carpark is to be located under these areas.

Figure 6.139
Public Domain Dedication

(2) The lower levels of the podium are to be designed to maximise pedestrian activation by avoiding blank walls and providing entrances to retail tenancies along all three street frontages.

(3) Where at-grade entrances are not able to be provided due to flooding constraints, suitable alternatives are to be explored which still seek to maximise activation and pedestrian activity.

(4) All residential lobbies are to be accessed from the street. Sky lobbies are not permitted.

(5) A through-site connection is to be provided from Botany Road to Wyndham Street in accordance with 'Figure 6.140: Circulation' and is to be legible and direct. The visual connection through the link is to be maximised. The final alignment should be determined in consultation with the relevant NSW Government transport authority to connect as best as possible with future pedestrian crossings.
(6) The through-site connection is to be designed so that the impacts of wind, wind-driven rain, noise and air pollution are minimised through use of awnings, landscaping and materials as appropriate.

6.3.10.3 Upper level podium design
(1) Any proposed childcare centre regardless of location in the podium is to be designed to comply with Section 4.4.4 of Sydney DCP 2012 and any other relevant guideline, policy or plan subsequently approved by Council.
(2) Where above ground car parking is provided, it is to be screened with other uses and should not result in blanks walls to the public domain. Above ground car parking is to be designed to be adaptable to other uses in the future.

6.3.10.4 Tower design
(1) The siting, massing, orientation and detailed design of residential towers is to ensure maximum compliance with the objectives of the Apartment Design Guide and this site specific DCP.

6.3.10.5 Overshadowing
(1) This provision should be read in conjunction with provision 3.1.3 (m) and 3.1.3 (n) and Figure 3.2 of Green Square Town Centre DCP 2012.
(2) Development is not to result in any overshadowing of the consolidated areas of direct sunlight identified in Figure 3.2 of Green Square Town Centre DCP 2012.

6.3.10.6 Wind impact
(1) Residential towers are to be setback from the podium edge in accordance with ‘Figure 6.138: Height and Setbacks’.
(2) The siting, massing and orientation of residential towers are to be determined with regard to the resultant pedestrian level wind environment.
(3) An awning is to be provided along the Wyndham Street frontage to disperse downwash flow and protect pedestrian comfort and safety.
(4) A wind effect report based on wind tunnel testing and prepared by a suitably qualified engineer is to be submitted with a development application. It should analyse existing and new likely wind conditions created by proposed buildings, provide design solutions and show how the development minimises the impact of wind on the public and private domain.

6.3.10.7 Access and circulation
(1) Indicative vehicle access points are shown in ‘Figure 6.140: Circulation’.
(2) Vehicle parking for retail and residential uses are to be separated and accessed via separate driveways.
(3) Driveways are to be minimised. Pedestrian amenity and safety is to be considered in determining the final location, size and number of vehicle crossovers.
6.3.10.8 **Design Excellence Strategy**

1. The competitive design process is to be undertaken in accordance with Clause 6.21 of Sydney Local Environmental Plan 2012.

2. The competitive design process is to comprise an invited Competitive Design Alternatives Process involving a minimum of four architectural firms ranging from emerging, emerged and established architectural firms.

3. Any additional floor space that results from a competitive design process must be accommodated within the proposed building envelope shown at Figures 6.131 and 6.132. No additional building height is to be awarded as a result of the competitive design process.

4. Any additional floor space available in accordance with Clause 6.21(7) of Sydney Local Environmental Plan 2012 is to be calculated on the portion of the development that is subject to the competitive design process. To avoid doubt:

   (i) in calculating the available quantum of additional floor space, any floor space for which there is a current active development consent is to be excluded regardless of whether that floor space is converted or modified to facilitate the redevelopment of the site; and
(ii) the full amount of additional floor space (up to 10%) is only available if the competitive design process applies to the entire developable area on the site.

(5) Any additional floor space available in accordance with (3) and (4) is subject to all BASIX affected development on the site achieving the above-minimum BASIX score for energy set out in clause 6.37(6) of Sydney Local Environmental Plan 2012.

(6) For the purposes of Clause 6.37(5) of Sydney Local Environmental Plan 2012, any additional floor space awarded under clause 6.21(7)(b) of Sydney Local Environmental Plan 2012 is to be identified in any development application to which this clause applies and is to be:

(i) allocated to residential development above a height of 60m; and

(ii) proportionately distributed among an appropriate mix of dwelling types.

6.3.11 7-15 Randle Street, Surry Hills

The following objectives and provisions apply to 7-15 Randle Street, Surry Hills, as shown in Figure 6.1 Specific Sites Map, where relevant site specific provisions of the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) are implemented.

Clause 6.41 (new clause) of Sydney LEP 2012 enables development to exceed the height and floor space shown in the height in metres and floor space ratio maps up to a prescribed amount, provided the entire site is developed for hotel or motel accommodation with ancillary commercial premises at the lowest two levels, also known as the basement and ground levels.

If a development proposed at 7-15 Randle Street, Surry Hills, seeks to utilise additional height or floor space permitted by Clause 6.41 (new clause), then the provisions in this section also apply to the assessment of the proposed development and override other provisions in this DCP where there is an inconsistency.

Objectives

(a) Conserve the heritage item, the former RC Henderson factory at 11-13 Randle Street, Surry Hills, including its exterior, interior and setting.

(b) Ensure new development on the site provides appropriate setbacks and street frontage heights to maintain the integrity and prominence of the heritage item in its setting.

(c) Ensure new infill development and additions are compatible with the heritage item and make a positive contribution to surrounding streetscapes.

(d) Ensure new uses and public domain upgrades at the lane and street levels provide for safe and accessible pedestrian movements, site servicing, and laneway activation.

(e) Establish benchmarks to achieve ecologically sustainable development.

Provisions

6.3.11.1 Built form

(1) Building height in metres must not exceed the maximum shown in ‘Figure 6.141: Building heights and setbacks’ of RL 58.47 metres, with the exception of roof services or architectural roof features within the marked roof services zone to a maximum height of RL 59.47 metres.

(2) Development shall retain and continue floor levels established by the existing building at 11-13 Randle Street and shall not exceed 9 storeys fronting Randle Lane and 8 storeys fronting Randle Street.
(3) Top two levels of the building shall be set back by 3 metres from Randle Street and 2 metres from Randle Lane, free of any obstructions including roof eaves or sunshading and the like, measured from the inside of existing parapet walls at 11-13 Randle Street.

(4) Street frontage heights shall:

(a) match existing parapet wall heights of RL 55.46 metres on Randle Lane and RL 55.48 metres on Randle Street for the heritage item at 11-13 Randle Street; and

(b) not exceed RL 53.58 metres, including balustrades or parapet walls, for 7-9 and 15 Randle Street.

6.3.11.2 Design excellence strategy

(1) The competitive design process is to be undertaken in accordance with clause 6.21 of Sydney LEP 2012 and is to apply to the entire site. The competitive design process is to comprise an invited competitive design alternatives process involving four architectural firms.

(2) The selection panel is to comprise a total of four (4) members. The proponent is to nominate two (2) panel members and the City of Sydney is to nominate two (2) panel members.

(3) A building demonstrating design excellence is eligible for an amount of additional floor space in accordance with the design excellence provisions of Sydney LEP 2012. No additional height is to be awarded as a result of a competitive design process.

(4) Any additional floor space awarded is to be accommodated within the proposed building envelope as shown in ‘Figure 6.141: Building heights and setbacks’.

6.3.11.3 Sustainability

(1) The development is to be designed to achieve a 4-star or higher Green Star Design & As Built certification, exceeding the minimum mandatory energy credits, or equivalent certification.

(2) The development is to specify design measures and targets for each type of use addressing:

(a) energy efficiency, to exceed the requirements of Section J of the Building Code of Australia;

(b) water efficiency, to aim to achieve 0.43 kL/m2/year with cooling tower and laundry or 0.17 kL/m2/year without cooling tower and laundry; and

(c) waste management and resource recovery for building construction and operation.

(3) An accredited NABERS energy and water rating of at least 4-stars is to be obtained after the hotel is constructed, to be disclosed on the NABERS website and to the City of Sydney.

6.3.11.4 Heritage and urban design

(1) Development of the site must maintain the structural and architectural integrity of the heritage item at 11-13 Randle Street.

(2) New uses and works to the heritage item shall maximise retention and exposure of historic building fabric and spaces, internally and externally.

(3) Development of the site shall include conservation works to the heritage item, such as reinstatement of original features including the Randle Street timber windows, laneway basement windows, face brickwork finishes, and removal of detracting alterations.
For the heritage item, investigate and adopt alternative solutions to the Building Code of Australia performance requirements, with the aim of retaining and exposing the existing timber beams and columns and other historic features.

Locate building services for new uses, such as loading, plant rooms, fire egress and lifts, in the infill buildings at 5-7 Randle Street and 15 Randle Street, where possible, to minimise impacts on the heritage item.

Vertical additions to the heritage item and adjacent infill development shall be compatible with the heritage item, maintain the prominence of the heritage item in the streetscapes, and maintain the heritage item parapet walls on street frontages without alteration.

New development adjacent to the heritage item shall include a deep vertical recess on street frontages at the junction with the existing heritage item walls for the full height of the wall.

The setback top two levels shall be designed to present as a discrete, light-weight rooftop addition with articulated northern side wall, to minimise the visual bulk of additions and rooftop services, enclosure of the heritage item, and presentation of a blank side wall to the public domain.

The heritage provisions in sections 3.9 and 3.10 shall apply for proposed works to the heritage item.

### 6.3.11.5 Public domain, lane and street activation and site servicing

(1) Public domain upgrades to the laneway, such as a shared zone conversion or footpath widening, and uses at both street levels will provide for:

   (a) safe and accessible pedestrian movements to pedestrian entrances on Randle Lane;

   (b) the continued function of the lane and street as public roads;

   (c) servicing the site without reversing vehicles, and

   (d) activation of the lane and street.

(2) A transport management plan incorporating hotel operations and servicing shall be submitted with the development application, setting out management strategies to provide for:

   (a) no vehicle parking on Randle Street;

   (b) sufficient clearance for vehicles to pass parked vehicles on Randle Lane; and

   (c) pedestrian safety.
Figure 6.141
Building heights and setbacks

Figure 6.142
Building envelope
6.3.12 2-32 Junction Street, Forest Lodge

The objectives and provisions in this section apply to 2-32 Junction Street, Forest Lodge, as shown in Figure 6.1 Specific Sites Map, only where development seeks to access additional floor space permitted by Clause 6.40 of Sydney LEP 2012.

Clause 6.40 of Sydney LEP 2012 enables development to exceed the maximum floor space ratio shown in the Floor Space Ratio Map up to a prescribed amount provided development provides publicly accessible open space and a link through the site.

If a development proposed at 2-32 Junction Street, Forest Lodge seeks to utilise additional floor space permitted by Clause 6.40, then the provisions in this section also apply to the assessment of the proposed development and override other provisions in this DCP where there is an inconsistency.

Objectives
(a) Define the maximum building envelope to deliver a high quality built form that respects the local context and ensures an appropriate level of amenity within the site and to surrounding properties.

(b) Encourage the provision of identified local open space infrastructure by establishing the circumstances under which the maximum gross floor area can be achieved.

(c) Introduce new high quality publicly accessible open space integrated with Larkin Street Reserve that supports a diversity of uses and responds to residents’ needs.

(d) Increase passive surveillance and opportunities for social interaction from ground floor dwellings fronting Junction Street.

(e) Introduce new and improve existing publicly accessible links through and adjacent to the site that respond to key connections, increases opportunities for walking and cycling and improves accessibility.

(f) Ensure risks to life and property from flooding are managed appropriately and avoid significant adverse impacts on flood behaviour and the environment.

(g) Conserve and enhance the heritage significance of the heritage conservation area including the contribution of the existing Federation warehouse building at 12 Junction Street, Forest Lodge.

Provisions
6.3.12.1 Local open space and access infrastructure
(1) Where local open space and access 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 6.40 of Sydney LEP 2012 but only if the development contributes to the desired character of the locality and has little or no impacts on the amenity of that locality.

(2) The maximum gross floor area under Clause 6.40 of Sydney LEP 2012 can only be achieved where the development provides local public open space and access infrastructure, including embellishment, which is over and above that required under the provisions of the relevant City of Sydney development contributions plan.

(3) Where proposed community infrastructure is not to the satisfaction of the consent authority, development to the maximum gross floor area, as determined by the maximum floor space ratio under clause 6.40 of Sydney LEP 2012 will not be possible and 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.
(4) Local public open space and access infrastructure is to include:

(a) Dedication and embellishment of land identified as ‘A’ in ‘Figure 6.144: Required public open space and setbacks’ for new public open space, to the satisfaction of the Council, and be integrated with the existing Larkin Street Reserve to form a single park,

(b) Dedication and embellishment for land identified as ‘B’ in ‘Figure 6.144: Required public open space and setbacks’ for a new publicly accessible link through the site. The through site link must be universally accessible and have a minimum width of 6 metres, and

(c) Embellishment and public access to land identified as ‘C’ in ‘Figure 6.144: Required public open space and setbacks’ as a pedestrian extension to the existing public access on the boundary of 1-3 Larkin Street to improve the public domain and pedestrian access.

(5) Local public open space and access infrastructure dedicated under subclause (3) is to be fit for purpose and not constrained by contaminated land restrictions.

6.3.12.2 Maximum building envelopes

(1) Development must not exceed the maximum building envelopes described by ‘Figure 6.143: Maximum building envelope setbacks and alignment’, ‘Figure 6.144: Required public open space, through site link, landscape screening and setbacks’, ‘Figure 6.145: Northern section including maximum building heights’ and ‘Figure 6.146: Southern section including maximum building heights’.

(2) Despite subclause 1, the maximum building envelope in the area identified as ‘(i)’ in ‘Figure 6.143: Maximum building envelope setbacks and alignment’ may be increased from four storeys to six storeys’ subject to the development demonstrating design excellence under clause 6.21 of Sydney Local Environmental Plan 2012.

(3) Despite subclause 1, the area identified as ‘(ii)’ in ‘Figure 6.143: Maximum building envelope setbacks and alignment’ may be increased from three storeys to four storeys’ subject to the development demonstrating design excellence under clause 6.21 of Sydney Local Environmental Plan 2012.

(4) Variations to the Height of Buildings Map of Sydney Local Environmental Plan 2012 for clauses 2 and 3 above may be considered under clause 4.6 of Sydney Local Environmental Plan 2012.
**Figure 6.143**
Maximum building envelope setbacks and alignment

- SITE BOUNDARY
- HEIGHT IN STOREYS ABOVE JUNCTION STREET
- BUILDING IDENTIFICATION CODE (LETTER)
- HEIGHT VARIATION CLAUSES APPLY
- DIMENSIONS - MINIMUM SETBACKS & SEPARATIONS AND MAXIMUM BUILDING DEPTHS

**Figure 6.144**
Required public open space, through site link, landscape screening and setbacks

- SITE AREA
- DEDICATION - PARK (AT GRADE WITH LARKIN STREET RESERVE)
- DEDICATION - LANE (EVEN GRADE FROM ST JOHNS ROAD TO LARKIN STREET RESERVE)
- EASEMENT FOR PUBLIC ACCESS - LARKIN STREET EXTENSION
- PRIMARY SETBACK 3M - CLEAR TO SKY
- ABOVE GROUND PARKING SCREEN PLANTING 2M - CLEAR TO SKY
- PAVING DRIVEWAY & PEDESTRIAN ACCESS - CLEAR TO SKY, INCLUDES LANDSCAPED SCREENING COMMUNAL AND/OR PRIVATE OPEN SPACE
- MAXIMUM EXTENT OF CAR PARK (MAX. HEIGHT RL 16.0)

**UPPER LEVEL SETBACK**
- 1.5M ABOVE LEVEL 3
- 2M ABOVE LEVEL 3
- 3M ABOVE LEVEL 3
- ABOVE LEVEL 4-6M ON SOUTH WEST SIDE & 7.2M ON SOUTH EAST SIDE
6.3.12.3 Entries to ground floor dwellings fronting Junction Street

(1) Individual entries are to be provided to ground floor dwellings fronting Junction Street to increase passive surveillance and opportunities for social interaction.

6.3.12.4 Solar Access to open space

(1) Solar access to the existing Larking Street Reserve is to comply with the Provisions in Section 3.1.4 of this DCP. Solar access to the land identified as A in Figure 6.144 is to be maximised.

6.3.12.5 Flood risk management

(1) A site specific flood study consistent with section 3.7 of this DCP and City of Sydney’s Interim Floodplain Management Policy is to be prepared and submitted with the Development Application.

(2) The floor of a new undercroft car park must be elevated to the 5% annual exceedance probability.

(3) The floor of the undercroft car park must be suspended to allow flood inundation beneath so that flood storage is equivalent to or greater than existing conditions, consistent with ‘Figure 6.145: Northern section including maximum building heights’ and ‘Figure 6.146: Southern section including maximum building heights’.

(4) The undercroft car park’s and flood storage area’s walls are to be constructed from permeable architectural screening on all sides except Junction Street to ensure flood waters can flow into and out of the car park. The permeable screening must be of high quality materials and finishes and must be designed to manage acoustic and headlight glare impacts.

(5) The car park and flood storage areas must be screened by mature landscaping at least 2 metres wide in plan, consistent with ‘Figure 6.144: Required public open space and setbacks’. Such landscaping is not to be dedicated for public open space.

(6) A single lane vehicle access point must be located in the north east corner of the site, at Junction Street. Vehicle access from Larkin Street is not permitted.

(7) The area identified as ‘F’ in ‘Figure 6.144: Required public open space and setbacks’ must include mature screen planting along the entire north west boundary.
Three pedestrian flood evacuation points must be provided in the undercroft car park, at the northern, central and southern part of the car park to Junction Street. The southern evacuation point must evacuate to the ground floor of the development away from the St Johns Road overland flow path.

Permanent signs must be placed in all visible key locations of the undercroft car park advising residents the car park is subject to flooding.

The overland flow path from St Johns Road to Larkin Street must be maintained.

6.3.12.6 Heritage conservation

(1) The whole of the original part of the existing warehouse building at 12 Junction Street must be retained and conserved, including the brick walls, internal timber structure and any surviving original ceilings. The existing contemporary rear addition does not need to be retained.

(2) New buildings fronting Junction Street must respond positively to the character of the existing warehouse building and be setback from Junction Street so that they are behind the front building line of the warehouse building.

(3) New buildings fronting Junction Street must be sympathetic to and complement the fine grained character of the conservation area, existing terraces on Junction Street and the warehouse building through:

   (a) A fine grain design and massing that responds to the vertical rhythm and horizontal elements of buildings in the area and reduces the perceived length of the Junction Street elevation,

   (b) The use of materials and finishes compatible with materials and finishes of nearby contributory buildings in the conservation area and the warehouse building, and

   (c) Being compatible with the proportions of contributory buildings within the conservation area including bulk, scale and detailing.

(4) The stone retaining wall along the eastern boundary of the site should be substantially retained and conserved in situ. Due to its condition, this may require the rebuilding of the wall. Where possible, existing stone from the wall is to be reused.

(5) A Conservation Management Strategy, which is to include conservation policies, a schedule of conservation works and a heritage impact statement must be prepared by a suitably qualified heritage consultant and submitted for the purposes of approval by the consent authority with any development application.

(6) A detailed archaeological impact assessment must be prepared and submitted with any future development application.
6.3.13 102-106 Dunning Avenue, Rosebery

The following section applies to 102–106 Dunning Avenue, Rosebery as shown in Figure 6.1 Specific Sites Map and ‘Figure 6.147: 102–106 Dunning Avenue, Rosebery – Location plan’.

Figure 6.147
102–106 Dunning Avenue, Rosebery – Location plan

Objectives

(a) Promote the redevelopment of the site comprising high quality buildings that incorporate a mix of residential, commercial and retail uses.

(b) Provide employment opportunities on the site.

(c) Facilitate development which is sympathetic to the existing local character and history of Rosebery and its former and current industrial uses.

(d) Maintain and support existing industrial, retail and commercial uses in the area.

(e) Ensure development is of an appropriate bulk and scale for its location, the public domain and surrounding development.

(f) Ensure delivery of a high quality built form that contributes to the public domain by:
   (i) defining the street edge and activating Dunning Avenue with commercial uses;
   (ii) providing a widened footpath along Jones Lane;
   (iii) providing appropriate setbacks to Morley Avenue to complement the streetscape; and
   (iv) setting appropriate building heights and scale.

(g) Ensure a high level of amenity for future residents is provided by:
   (i) maintaining sunlight to communal open spaces; and
   (ii) providing built form controls that enable development to comply with the Apartment Design Guide and any other relevant plans, guidelines or policies.
Provisions

6.3.13.1 Land uses

(1) Retail and commercial uses are to locate at the ground level and first floor along Dunning Avenue and at the ground level at the corner of Dunning and Morley Avenues to the extent shown in ‘Figure 6.148: 102–106 Dunning Avenue, Rosebery – Urban strategy’.

(2) Retail or commercial ground floor uses are to activate the street.

6.3.13.2 Built form

(1) Building heights are to be consistent with ‘Figure 6.149: 102–106 Dunning Avenue, Rosebery – Building height in storeys’ and ‘Figure 6.150: 102–106 Dunning Avenue, Rosebery – Street frontage height in storeys’.

(2) The final building design is to be appropriately massed within the envelope shown at Figure ‘6.151: 102–106 Dunning Avenue, Rosebery – Building envelope’. This represents the maximum permissible extent of the built form, including any design excellence floor space resulting from a competitive design process that may be achieved.

(3) Setbacks above the street wall height, as defined by the top of the podium, are to be provided in accordance with ‘Figure 6.152: 102–106 Dunning Avenue, Rosebery – Setbacks’.
Figure 6.149
102–106 Dunning Avenue, Rosebery – Building height in storeys

- SITE BOUNDARY
- 3 STOREYS
- 4 STOREYS
- 5 STOREYS
- 7 STOREYS

Brackets indicate the location of additional floor space awarded through a competitive design process.

Figure 6.150
102–106 Dunning Avenue, Rosebery – Street frontage height in storeys

- SITE BOUNDARY
- 3 STOREYS
- 4 STOREYS
(4) Development is to be designed so that the length and height of buildings are articulated to:
   
   (i) limit the overall mass; 
   
   (ii) reduce the sense of scale from the public domain; and 
   
   (iii) be sensitive to the industrial character of the area.

(5) The siting, massing, orientation and detailed design of buildings is to ensure compliance with the objectives of the Apartment Design Guide.
6.3.13.3 Public domain

(1) A widened footpath along Jones Lane is to be provided as shown in ‘Figure 6.153: Public domain dedication’ to provide a safe footpath for entry to ground floor apartments.

(2) The ground level of the podiums along Morley Avenue and Jones Lane are to provide individual entries to ground floor dwellings to provide passive surveillance and opportunities for social interaction.

(3) The ground level of the podium at the corner of Morley and Dunning Avenues and along Dunning Avenue are to provide entrances to retail to maximise street activation.

(4) Where at-grade entrances are not able to be provided due to flooding constraints, suitable alternatives are to be explored to maximise activation and pedestrian activity.

6.3.13.4 Setbacks and building alignment

(1) Front setbacks are to be consistent with ‘Figure 6.152: Setbacks’, specifically:

(i) where residential development fronts Morley Avenue, a 3 metre landscape setback from the property boundary;

(ii) where retail or commercial development fronts Morley Avenue, a 3 metre hardstand setback from the property boundary, to accommodate outdoor dining opportunities;

(iii) development that fronts Jones Lane is to be built to the new property boundary set by widening of the footpath; and

(iv) retail and commercial development that fronts Dunning Avenue is to be built to the property boundary.

(2) Access ramps are to be integrated into the overall design and are not to encroach on setbacks.
### 6.3.13.5 Heritage

1. The design of building is to relate sympathetically to existing inter-war industrial buildings in the surrounding area.

2. External finishes and colour palettes are to complement and include existing materials used in surrounding areas to respond to the inter-war industrial character of the area.

3. Brick finishes are required at the podium level to complement surrounding development.

4. Fences are to be a maximum of 0.9 metres high from ground level to complement the local character.

### 6.3.13.6 Vehicular access and parking

1. A single vehicular driveway to underground car parking is to be provided in accordance with ‘Figure 6.148: 102–106 Dunning Avenue, Rosebery – Urban strategy’.

### 6.3.13.7 Design Excellence Strategy

1. The maximum number of storeys shown in brackets in ‘Figure 6.149: 102-106 Dunning Avenue, Rosebery – Building height in storeys’ may only be achieved where a competitive design process has been undertaken for the entire site.

2. The competitive design process is to be undertaken in accordance with Clause 6.21 of Sydney Local Environmental Plan 2012.

3. The competitive design process is to comprise an invited competitive design alternatives process involving a minimum of three architectural firms.

4. Any additional floor space that results from a competitive design process must be accommodated within the building heights as shown in ‘Figure 6.149: 102–106 Dunning Avenue, Rosebery – Building height in storeys’.

5. Additional floor space only may be awarded under Clause 6.21(7) of the Sydney LEP 2012 for a building demonstrating design excellence. Additional floor space is to be achieved in accordance with ‘Figure 6.149 Building height in storeys’.

6. The competitive design alternatives process is to provide for the following ecologically sustainable development outcomes:

   (i) all townhouses and terraces are to achieve a BASIX energy score of at least 5 points above the State-mandated minimum score for energy and water; and

   (ii) all apartments are to achieve a BASIX energy score of at least 5 points above the State-mandated minimum score for energy and water.
6.3.14 4-6 Bligh Street, Sydney

The following objectives and provisions apply to 4-6 Bligh Street, Sydney – as shown in Figure 6.1 Specific Sites map, where the provisions of the Sydney Local Environmental Plan 2012 – 4-6 Bligh Street, Sydney are implemented.

All other relevant provisions of this DCP apply. The provisions of this section prevail in the event of any inconsistency.

Objectives

(a) To ensure that the building is of appropriate bulk and scale for its central Sydney location.

(b) To create a high quality urban outcome by:

(i) Maintaining daylight and sunlight in streets, lanes and public spaces

(ii) Managing the wind impacts of development on streets, lanes and other public spaces so that they are safe and comfortable for people;

(iii) Ensuring the building podium responds appropriately to existing streetscape including nearby heritage buildings;

(iv) Allowing comfortable air movements to disperse pollution and cool streets, lanes and public spaces;

(v) Ensure new development provides appropriate setbacks above the street frontage;

(vi) Ensuring that occupants of the tall building have access to daylight and outlook by providing appropriate separation from surrounding buildings; and

(vii) Ensuring the tall building is designed to be seen as a unified composition from all sides – that it is designed to be seen “in the round”.

(c) To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence.

(d) To ensure that development exhibits design excellence and a high level of environmental performance.

(e) To ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic on public roads.

Provisions

6.3.14.1 Setbacks

(1) Provide setbacks above the street-wall in accordance with Figure 6.154 Setbacks above the Street Frontage Height.

(2) The rear podium setback to adjacent heritage items is to respect the significant features of the item including maintaining daylight to light wells, particularly to QANTAS House 1 Chifley Square, where a setback of 4 metres may be appropriate.
### 6.3.14.2 Heritage

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 items.

2. Consideration must be given to the impact of adjacent development on the significance, setting, landmark values and ability to view and appreciate the heritage items from public places.

3. Aboriginal Cultural Heritage is to be assessed if there is evidence of the original land surface/natural soil profiles occurring at the site.

4. Archaeological assessment is to be undertaken to ensure archaeological relics are appropriately identified.

### 6.3.14.3 Managing Wind Impacts

1. A quantitative wind effects report is to be submitted with a development application.

2. Development must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking.

3. Development must not worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard and the Wind Comfort Standard for Walking.

4. Development must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.

5. For the purposes of complying with Section 6.3.14.3(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 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.

6.3.14.4 Parking and vehicular access
(1) Ensure on site loading is usable and delivery and servicing needs do not impact use of footpath.

6.3.14.5 Design Excellence Strategy
(1) An invited architectural design competition is to be undertaken in accordance with clause 6.21 of Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy, for the entire site.

(2) The competition is to involve no less than five competitors from a range of emerging, emerged and established architectural practices with no more than 50% of competitors from international practices.

(3) In the event that the detailed application is not delegated to the City of Sydney for assessment and determination, the composition of the five member jury shall be in accordance with Part 3.4 of the Draft Government’s Architect’s Design Excellence Competition Guidelines (dated May 2018).

(4) Any additional floor space pursued for a building demonstrating design excellence under Clause 6.21(7)(b), is to be accommodated within the building envelope shown in Figure 6.155 Indicative Building Envelope Massing.

6.3.14.6 Sustainability
(1) Buildings should be designed to meet 5.5 star NABERS Energy rating for the commercial component and 4.5 stars for the hotel component.

(2) Buildings should be designed to meet a 4 star NABERS Water scores for both commercial and hotel components.

(3) A green roof, in accordance with the Office of Environment and Heritage (2015) Urban Green Cover in NSW Technical Guidelines, should be incorporated into the development.

(4) Cool roofs and Green walls are also encouraged into the building design.

Figure 6.155
Indicative Building Envelope Massing (Bligh Street frontage and rear)
6.3.15 225-279 Broadway, Glebe

The following objectives and provisions apply to 225-279 Broadway, Glebe as shown in Figure 6.1 Specific Sites map.

Broadway is a prominent and busy street and entry to Central Sydney. The following provisions define a built form that recognises and protects the significant heritage elements along Broadway.

The provisions encourage suitable strategic land use for the surrounding area and aim to renew the active street frontage to Broadway and establish a new active street frontage to Grose Street.

Objectives
(a) To deliver a high quality built form that responds to heritage items along Broadway and the Glebe Point Road Conservation Area.
(b) To set building heights and frontage alignments compatible with the local context.
(c) To promote uses compatible with the busy road environment.
(d) To deliver retail and commercial uses at ground level to provide active frontage to both Broadway and Grose Street.

Provisions
6.3.15.1 Built Form
To ensure the built form responds to significant heritage items along Broadway, respects the local context and mitigates noise impacts:

(1) Development must be designed with a street wall to a height datum of RL38.0 AHD. This will align with the predominant parapet datum of neighbouring heritage items as shown in Figure 6.156 – Street wall height; University Hall, 255 Broadway and the Former Grace Brothers Building (Broadway Shopping Centre).

(2) Development is to be built to the street property boundary with no setback (0m) fronting both Broadway and Grose Street from ground level to a height of RL38.0 AHD.

(3) All built elements above RL38.0 AHD are to be setback from the Broadway street frontage so as not to be at all visible from points A, B and C as shown in Figure 6.157 where:

   (i) A is RL 20.54 AHD (includes pedestrian eye level height of 1.5 metres);
   (ii) B is RL 18.62 AHD (includes pedestrian eye level height of 1.5 metres); and
   (iii) C is RL 15.52 AHD (includes pedestrian eye level height of 1.5 metres).

(4) Development is not to obstruct views from Victoria Park to Central Sydney above RL 42.0 AHD.

(5) Development must minimise the impact of noise from Broadway and Glebe Point Road and adjacent plant and equipment through the careful internal layout of sensitive uses within the development and the design and physical fabric of the facades.
6.3.15.2 Heritage and Character

(1) New buildings, whilst being contemporary, should respond sympathetically to the local character and context of Glebe Point Rd Heritage Conservation Area, neighbouring heritage items; University Hall, 255 Broadway and the Former Grace Brothers Building (Broadway Shopping Centre) and the existing lot subdivision pattern.

(2) Sympathetic design is to be expressed through:

   (i) wall and window arrangement and architectural language that has vertical proportion that relates to the existing subdivision pattern, and

   (ii) predominantly solid masonry facades (rendered and painted or face brick).

(3) Development visible from Glebe Point Road is to be of high quality in relation to its massing, materials and architectural details and is not to reduce the heritage values of the conservation area.

6.3.15.3 Overshadowing

(1) All built elements above RL38.0 AHD are not to create any additional overshadowing of Victoria Park on the 21st of June.
6.3.15.4 **Active Frontages**

Development is to maximise active frontages at both Broadway and Grose Street by providing only retail or commercial uses at ground level. Through-site links are encouraged to improve pedestrian permeability for the public and support the activation of Grose Street:

(1) Separate entries are to be provided from Broadway for each use within the development to maximise activity to Broadway.

(2) Vehicular access is not to be provided from Broadway.

(3) Lots with a frontage to Broadway of 40m or longer are encouraged to provide a public through-site link to Grose Street. Any through-site link is to be designed in accordance with Provision 3.1.2.2 – Through-site links.

6.3.15.5 **Archaeological Assessments**

(1) Prior to demolition or excavation, an archaeological assessment is to be prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office of Environment and Heritage.

(2) An archaeological assessment is to be submitted as part of the Statement of Environmental Effects.

(3) An archaeological assessment is to include:

   (i) an assessment of the archaeological potential of the archaeological site or place of Aboriginal heritage significance;

   (ii) the heritage significance of the archaeological site or place of Aboriginal heritage significance;

   (iii) the probable impact of the proposed development on the heritage significance of the archaeological site or place of Aboriginal heritage significance;

   (iv) the compatibility of the development with conservation policies contained within an applicable conservation management plan or conservation management strategy; and

   (v) a management strategy to conserve the heritage significance of the archaeological site or place of Aboriginal heritage significance.

(4) If there is any likelihood that the development will have an impact on significant archaeological relics, development is to ensure that the impact is managed according to the assessed level of significance of those relics.