

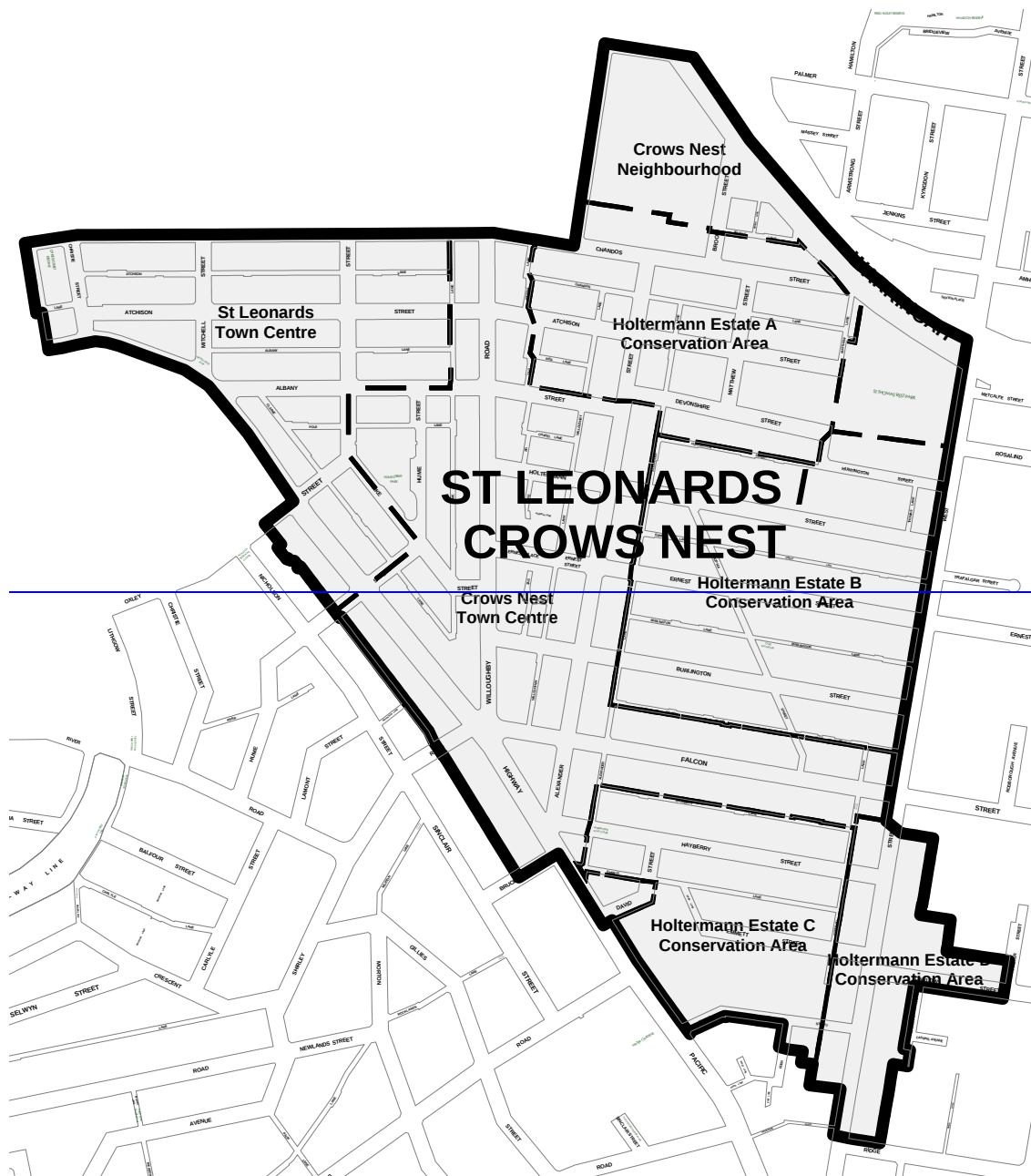
Draft Amendment to North Sydney Development Control Plan 2013

- *Implementation of the St Leonards Crows Nest 2036 Plan*

The following pages represent a “**tracked changes**” version of those pages within Sections 3 and 10 to Part C of NSDCP 2013 which are proposed to be amended. Those parts of these sections which are not proposed to be amended have been specifically excluded.



SECTION 3 ST LEONARDS / CROWS NEST PLANNING AREA



Area Character Statements - St Leonards / Crows Nest Planning Area

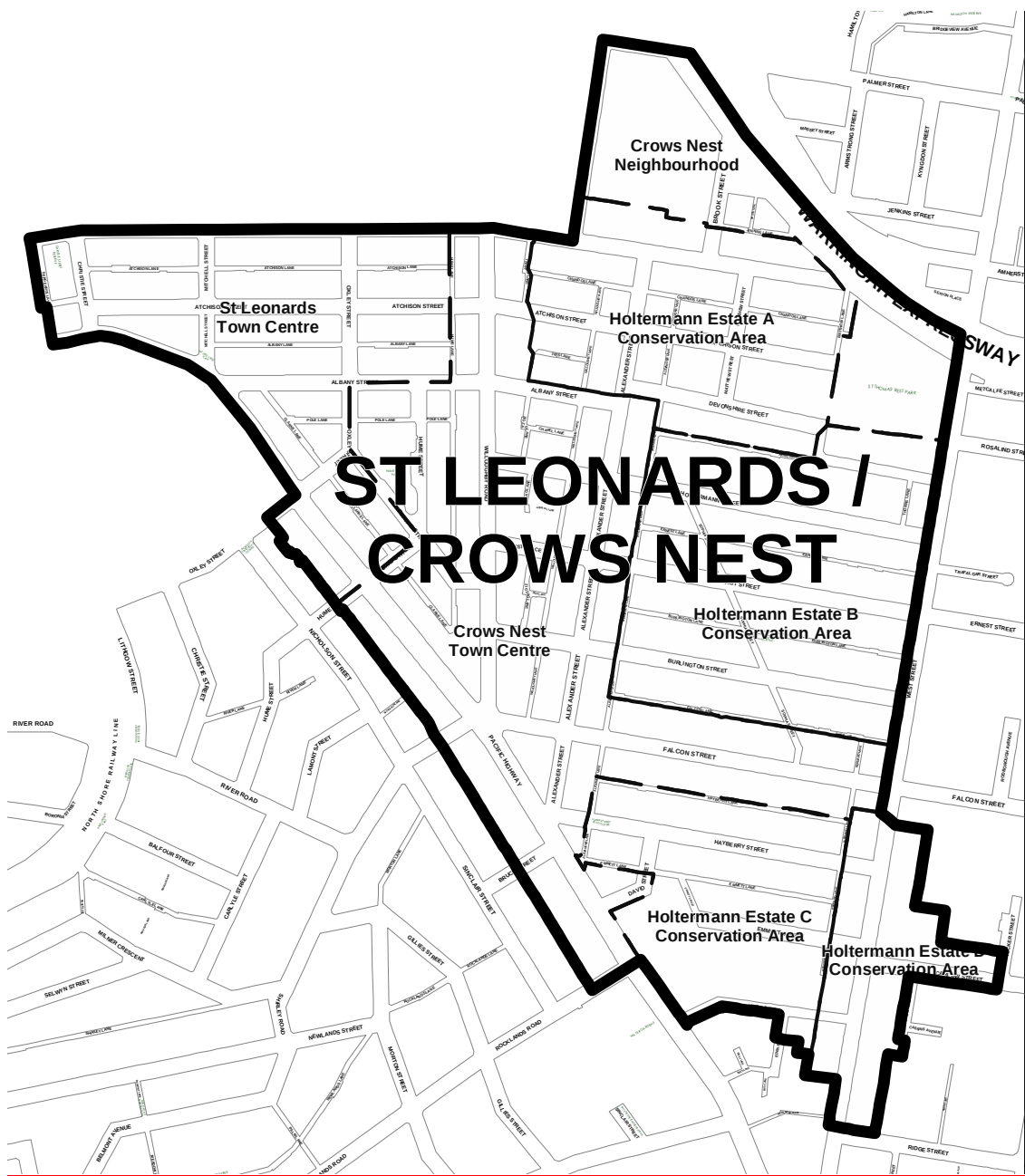
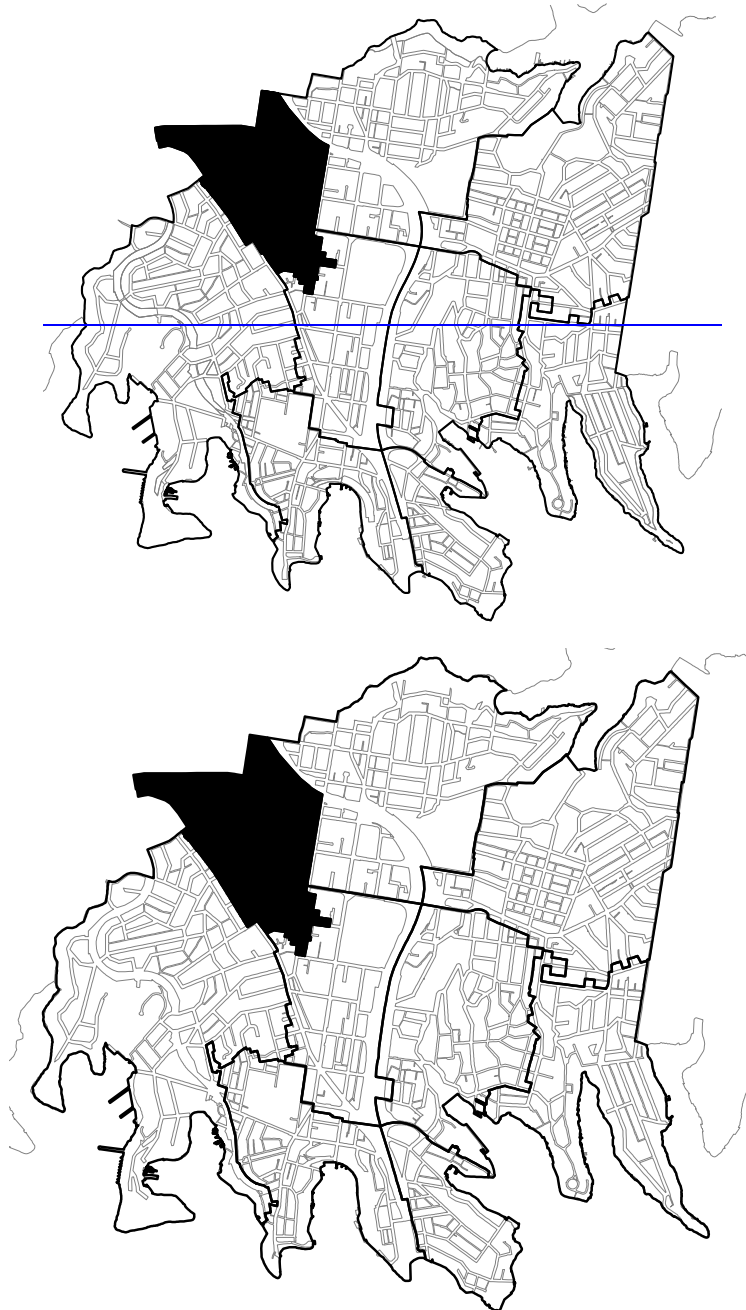


Figure C-3.0: St Leonards / Crows Nest Planning Area and associated Locality Areas

3.0 ST LEONARDS / CROWS NEST PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the St Leonards/Crows Nest Planning Area. This statement has been informed by aims and desired outcomes of Council's Planning Studies undertaken in the Planning Area and the State Government's 2036 Plan for St Leonards Crows Nest.

The Planning Area is focussed around the town centres of St Leonards and Crows Nest in the north-west of the area-Local Government Area, both of which are situated on major vehicular traffic routes. The remainder of the Planning Area comprises a number of predominantly



Area Character Statements - St Leonards / Crows Nest Planning Area

low-density residential neighbourhoods, much of which is characterised by retention of the historic subdivision pattern.

The St Leonards Town Centre, which is identified as a Strategic Centre within the heart of the Eastern Economic Corridor and forms part of an identified Health and Education Precinct Specialist Centre under the Greater Sydney Region Plan Metropolitan Strategy 2036, . In particular, it is a dense, significant, sustainable and busy urban centre where:

- it will accommodate sustained growth in the health and technology sectors, whilst supporting creative industries, small to medium sized businesses, startups, galleries, entertainment and speciality retail are supported to ensure it enhances the economic function of North Sydney
- a diverse range of living, employment, recreation and social opportunities are provided which serve both local and regional populations and contribute to the vibrancy of the Town Centre
- residents, workers and visitors enjoy a high level of amenity and quality of the natural and built environment
- residents, workers and visitors can easily access the Planning Area through excellent public transport links to the Sydney CBD, other suburban centres and many parts of the Sydney Region by rail and bus.

The Crows Nest Town Centre is smaller in scale in comparison to St Leonards, with 19th Century, two storey shopfront parapets along Willoughby Road and parts of the Pacific Highway. The Town Centre services the daily needs of residents and visitors, as well as having a lively dining district. Traffic is actively managed so pedestrians can move freely across Willoughby Road.

The quiet residential neighbourhoods in the east of the Planning Area are low in scale are generally quiet and characterised by wide roads with street tree plantings. Laneways facilitate movement and provide rear lane access to properties. Local shops, dispersed throughout the area, serve both local and regional needs. St Thomas Rest Park, located toward the north-eastern edge of the Planning Area, as well as Hume Street Park, provides much needed open space and complements pocket parks within the area, with access to St Leonards Park on the its eastern edge.

Higher density commercial and mixed use development as a result of the State Government's 2036 Plan for St Leonards and Crows Nest will be located around the rail and metro station and along the Pacific Highway.

and where:

Function

- ~~there is housing choice in the mix of dwelling types and in the range of affordability~~
- various grades and sizes of business spaces are provided in the St Leonards and Crows Nest Town Centres to accommodate a mix of small to and large business premises, retail premises and community services
- the lower levels of commercial and mixed use buildings in the St Leonards Town Centre are designed to provide flexible spaces to support the growth of creative industries, small to medium sized businesses, startups, galleries, entertainment and speciality retail
- active uses outside normal business hours are encouraged to be established to enhance the vitality of the Town Centres
- the village atmosphere of Crows Nest is maintained and enhanced, with Willoughby Road continuing to be an active high street.
- ~~existing uses, such as the fruit market on Atchison Street, which are important to the community, are maintained~~



- community facilities meet the needs of the ~~centre's~~ Planning Area's working and resident population, visitors, and residents of nearby neighbourhoods, in terms of wellbeing, culture and recreation, and add to the diversity and activity of the Town Centres
- there is housing choice in the mix of dwelling types and in the range of affordability
- public transport, including walking and cycling, is the main form of access to the St Leonards-Town Centres
- ~~parking is adequate but is managed in a way that maintains pedestrian safety, the quality of public space and built form, and minimises traffic generation~~
- ~~traffic is managed so that pedestrians can move within the area freely and safely and amenity is maintained~~
- ~~pedestrians are assisted to safely cross barriers such as the Pacific Highway and the railway~~
- the grid pattern of streets and lanes imposes order and allows freedom of movement
- ~~north/south~~ mid-block pedestrian connections provide alternative routes through long street blocks at street level to assist pedestrian movement
- the area is highly permeable for pedestrians

Environmental Criteria

- the extremes of sun, wind and rain are mitigated by continuous awnings and other good building design elements
- natural light reaches buildings, public places and streets
- solar access to existing and proposed public open spaces is maximised and contributes to the enjoyment of those spaces used by the public
- mechanical and other noise is controlled to protect residential amenity
- there is opportunity for ~~all to enjoy~~ sharing of views within the area
- additional public open space is provided and existing spaces embellished to cater for increases ~~ed in~~ residential and worker populations
- increased opportunities for tree planting are provided at the ground level to minimise the urban heat island effect

Quality Built Form

- a safe, high quality urban environment is achieved through careful design of buildings and use of materials, and a well designed and maintained public domain
- the high ridge that underlies St Leonards is reflected in its built form and the skyline is an interesting and distinctive feature in the broader landscape, ~~with the station marked by the Forum development~~
- buildings are scaled down from the ~~Forum~~ railway and metro stations development towards surrounding areas, to fit in with lower scale development and reducing adverse affects on lower scale areas
- high rise development is generally focused along the Pacific Highway and the area generally contained by the Pacific Highway to the west, Oxley Street to the east and south and Chandos Street to the north
- the character in the St Leonards Town Centre is highly urbanised, but softened through urban design and landscaping



Area Character Statements - St Leonards / Crows Nest Planning Area

- the visual characteristics of the Crows Nest neighbourhood's heritage conservation ~~areas~~^{status} are reflected in new development, with low rise small scale dwellings predominating
- ~~the~~ heritage items retain their heritage significance, and contribute to area's ~~illustrate a~~ rich development history and provide interest in the physical fabric of the area

Quality Urban Environment

- tree planting in private and public spaces and small landscaped areas provides softening from the built form
- traffic is managed so that pedestrians can move within the area safely and freely and amenity is maintained
- parking is managed to maintain pedestrian safety, maximise public and active transport modes and minimise the quality of traffic generation
- pedestrians are assisted to safely cross barriers such as the Pacific Highway and the railway at grade
- increase the perceived extent of the public domain is increased through the incorporation of landscaped setbacks and reversed podiums
- rear lanes are used for vehicle access to properties
- ~~pedestrians are assisted in safely crossing barriers such as the Pacific Highway~~

Efficient Use of Resources

- energy efficient design and life cycle assessment of buildings enables the conservation of natural resources and minimal use of non-renewable energy resources
- stormwater runoff is minimised, and reused on-site where possible

In addition to the above character statement for the Planning Area, the character statements for the following Locality Areas also require consideration:

- Section 3.1: St Leonards Town Centre
- Section 3.2: Crows Nest Town Centre
 - Section 3.2.4 Hume Street Park
 - Section 3.2.5 27-57 Falcon Street, Crows Nest
- Section 3.3: Crows Nest Neighbourhood
- Section 3.4 Holtermann Estate Conservation Area A
- Section 3.5: Holtermann Estate Conservation Area B
- Section 3.6: Holtermann Estate Conservation Area C
- Section 3.7: Holtermann Estate Conservation Area D

3.1 ST LEONARDS TOWN CENTRE



Figure C-3.1-1: Locality Area Map

~~A comprehensive master planning process may be required to be prepared in consultation with Council and neighbouring landowners for key sites identified in the St Leonards/Crows Nest Planning Study Precincts 2&3. These sites include:~~

- ~~(a) Christie Street Masterplan: 655 & 657 Pacific Highway and 100 Pacific Highway~~
- ~~(b) Oxley Street Masterplan: 75-89 Chandos Street, 21-35 and 58-64 Atchison Street.~~

3.1.1 Significant elements

Land Use

P1 Predominantly retail and mixed commercial and residential development.

P2 Commercial development.

P2P3 High density residential development.

P3P4 Community facilities.

P4P5 Passive and active recreational spaces.

Topography

P6 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.

P5P7 Slight fall to the west along the Pacific Highway from Albany Street.

Identity / Icons

P6P8 The Forum development and plaza.

P7P9 St Leonards Railway Station and Crows Nest Metro Station, a major transport interchange hubs.

P10 Pacific Highway, a major sub-arterial thoroughfare.

P11 Christie Street Reserve.

P8P12Hume Street Park.



Area Character Statements - St Leonards / Crows Nest Planning Area

Subdivision

P9P13 Generally rectilinear grid pattern with dual frontages

Streetscape

P10P14 Wide fully paved footpaths along Pacific Highway and adjacent to other commercial and mixed use buildings.

P11P15 Atchison Street between Christie Street and Mitchell Street is one way only, with wide paved footpaths, landscaping and other urban furniture.

P12P16 Awnings provided along the Pacific Highway and for other commercial and mixed use buildings.

P13P17 Irregular planting of street trees.

Public transport

P14P18 Development is to take advantage of high levels of access to high frequency public train, Metro and bus services.

P15P19 Public transport, cycling and walking are the main forms of transport to the Centre.

3.1.2 Desired Future Character

Diversity of activities, facilities, opportunities and services

P1 Predominantly high to medium-high rise, commercial and mixed commercial and residential development.

P2 Provision of a variety of different sized commercial office, business, retail, recreation, (indoor and outdoor) community, entertainment, food and drink and other active non-residential uses at the street level in the *B3 Commercial Core* and *B4 Mixed Use* zones.

P3 Intensify the provision of commercial office and business premises in close proximity to the railway and metro stations ~~along Christie Street~~ with active uses such as food and drink premises and retail located at the ground level addressing the public domain.

P4 Maximise ground level activation along Christie, Mitchell, Oxley, Street Atchison, and Chandos and Clarke Streets by focusing food and drink premises and retail within a fine grain built form. This can be achieved through the emphasis of small to medium sized tenancies which directly address the public domain.

P5 High density residential accommodation within mixed use buildings is concentrated closest to the railway and metro stations and along the Pacific Highway.

P5P6 Retention of the medium density residential precinct in the north-eastern corner of the Locality Area.

Public spaces and facilities

P6P7 Establish Atchison Street as the civic main street by:

- (a) ensuring that the design of building exteriors at the lower levels incorporates high levels of architectural modulation (i.e. no blank walls) along with high quality materials and finishes;
- (b) maximising active uses such as retail, food and drink and outdoor dining at the ground level; and
- (c) improving the public domain in accordance with Council's Public Domain Style Manual and Design Codes.

P7P8 Outdoor dining to be concentrated along widened footpaths to Atchison, Chandos, Mitchell, and Oxley and Clarke Streets.



~~P9~~ Maintain and enhance Christie Street Reserve with an as a sunny and inclusive landscaped space which is activated along its southern edge with ground floor retail premises to 100 Christie Street

~~P8P10~~ Maintain and enhance Mitchell Street Public Plaza at is provided at the closure the intersection of Mitchell Street and the with Pacific Highway.

~~P9P11~~ A linear landscaped park is provided along the western side of Mitchell and Oxley Streets, between Chandos and Albany Street Pacific Highway.

~~P10P12~~ A shared way is provided along Mitchell Street from between Atchison Street and to properties in Albany Lane.

~~P11P13~~ Consideration be given to integrating a Artworks, and water features and wind breaks are integrated into the design of Mitchell Street Plaza the plaza artworks and other features act as windbreaks, particularly at the Pacific Highway end of Mitchell Street.

~~P12P14~~ Plazas incorporate space for public entertainment and expression of community identity, large enough to hold an open air performance or market.

~~P13P15~~ Roof top gardens and public facilities that allow public access to district views from higher floors.

3.1.2.1 Accessibility and permeability

Objectives

O1 Improve permeability and provide connections to main pedestrian and cycling networks, key destinations and residential areas.

O2 Ensure that the design of through site links and mid-block connections is high quality, safe, well-lit, accessible and pedestrian friendly.

O3 Encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle movements.

O4 Encourage active frontages along through site link without compromising safe pedestrian access and use.

O5 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

Provisions

~~P1~~ P14 — The following through site links identified in Figure C-3.1-2 are to be provided, retained and enhanced:

~~P2~~ — A north-south pedestrian link from Chandos to Atchison Street across 63-65 or 67-69 Chandos Street and 40-48 Atchison Street.

~~P3~~ — A north-south pedestrian link from Atchison to Albany Street across 15-19 Atchison Street and 22, 26 or 28 Albany Street.

~~P4~~ — A north-south pedestrian link from Chandos to Atchison Street across 33 or 35-37 Chandos Street and 6-16 Atchison Street.

~~P5~~ P15 — Consideration should be given to expanding the existing through site link across 6-16 Atchison Street along the western side of 20 Atchison Street.

~~P2~~ P16 — New through site links are to align as best as possible with existing through site links to maximise permeability.

P3 Through site links that are proposed in addition to those identified under P1 must demonstrate that it meets the objectives and provisions of this subsection.

P4 Through site links are to be provided in accordance with Section 2.4.9 to Part B of the DCP and the following criteria:

(a) The design and finish must be in accordance with the relevant Public Domain Strategy.

- (b) Include landscaping where practical to assist guiding people along the link while maintaining long sightlines.
- (c) Be fully open to the sky. Internal through site links will only be considered where they are provided with double height spaces to convey a sense of publicness.
- (d) Provide public access 24 hours a day 7 days a week.
- (e) Be activated on both sides of the link.
- (f) Be clearly distinguished from vehicular accessways.



Figure C-3.1-2: Through Site Link Map

3.1.3 Desired Built Form

3.1.3.1 Subdivision

Objectives

- O1 To enable the development of feasible built forms which also incorporate suitable side and rear setbacks at the upper levels to afford daylight and ventilation between buildings.

Provisions

- P1 Maintain a frontage of 20m - 40m, which equates approximately to the amalgamation of two or three original allotments.
- P2 Development on consolidated allotments with a frontage wider than 20m - 40m frontage is to be broken down by articulation, design and detailing, change in materials and colours.



3.1.3.2 Form, massing and scale

Objectives

- O1 To ensure that density and scale is concentrated close to the rail and metro stations and along the Pacific Highway.
- O2 To ensure a positive transition in height and scale down from tall towers to neighbouring and adjoining lower density areas.
- O3 To enable the lower levels of buildings to be converted between retail, commercial and community uses over time.
- O4 To increase amenity for the occupants of buildings by providing direct access to sunlight, daylight and natural ventilation.
- O5 To maximise year round solar access to existing and new public spaces to be created within the Planning Area.

Provisions

- P1 Buildings should generally ~~step transition down~~ in height from St Leonards Railway Station, and Crows Nest Metro Station and Pacific Highway ~~the tallest buildings, being the Forum (201-207 Pacific Highway)~~ down to the surrounding areas and the lower scale development on Chandos Street, Willoughby Road, Crows Nest Town Centre, the Upper Slopes Neighbourhood and Crows Nest Neighbourhood.
- P2 Roof design presents a varied, composed and interesting skyline when viewed from a regional context.
- P3 Architectural detailing and ornamentation provides a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.
- P4 Developments on land greater than 1,000sqm should consider the incorporation of internal courtyards adjacent to laneways and through site links to broaden the range and form of open space in the locality.
- P5 Development is to be designed to maximise year round solar access to existing and the new public spaces to be created within the Planning Area.
- P6 Tower elements located above the podium level should not exceed 45m in width, unless it can be adequately demonstrated that sufficient physical vertical articulation can be provided to break the tower elevation into ~~two~~ distinct elements.
- P7 Minimum floor to floor heights on land zoned B3 Commercial Core or B4 Mixed Use must be provided:
 - (a) Ground floor level: 4.0 – 4.5m
 - (b) First floor level: 3.6m
 - (c) Levels above: 3.0m (residential uses) or 3.6m (non-residential uses)
- P8 Residential floor to floor heights should generally not exceed 3.2m, except on the first floor level in accordance with P7 above.
- P4P9 Rooftop plant and structures should be designed and positioned to comprise a minor element of the roofscape and minimise any increases to the building's overall overshadowing impacts.

3.1.3.3 Setbacks

Objectives

- O1 Reinforce the spatial definition of streets and public spaces.
- O2 Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.
- O3 Ensure consistent street frontages along the street alignment.



Area Character Statements - St Leonards / Crows Nest Planning Area

- O4 Recognise the variation in street frontage heights throughout the centre and allow flexibility to respond to context.
- O5 Ensure adequate transition in scale between employment zones and residential zones.
- O6 Enable deep soil planting along the Pacific Highway and identified linear parks.

Provisions

Note. Additional setbacks may be required for any part of the building located above the podium level. Refer to Section 3.1.3.5.

- P1 Buildings are to be setback from ~~Zero setback to~~ all street frontages, ~~with the exception of the setbacks on~~ in accordance with the Building Setbacks Map (refer to Figure C-3.1-3).
- P2 A nil setback is permitted to all side and rear boundaries without a street frontage on land zoned B3 Commercial Core or B4 Mixed Use.
- P3 Despite P2, a minimum 6m setback is required where land zoned B3 Commercial Core or B4 Mixed Use directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.
- P4 A minimum 4.5m setback is required to all side and rear boundaries without a street frontage on land zoned R4 High Density Residential.
- P5 Despite P1 and P2, setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P6 Despite P1-P4, where a site contains a heritage item and that item is to be retained, the heritage item may maintain its existing setback.
- P7 Despite P1-P4, increased setbacks may be required for podium levels that contain residential uses to achieve adequate building separation in accordance with SEPP 65.
- P8 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure C-3.1-3).
- P5P9 Where a whole of building setback is required to the Pacific Highway, Chandos Street, Oxley Street or Mitchell Street, any basement is also required to be setback the same distance, unless it can be adequately demonstrated that sufficient soil depth can be provided to enable the planting of canopy trees capable of growing to at least the height of any adjacent podium.





Figure C-3.1-32: Building Setbacks Map

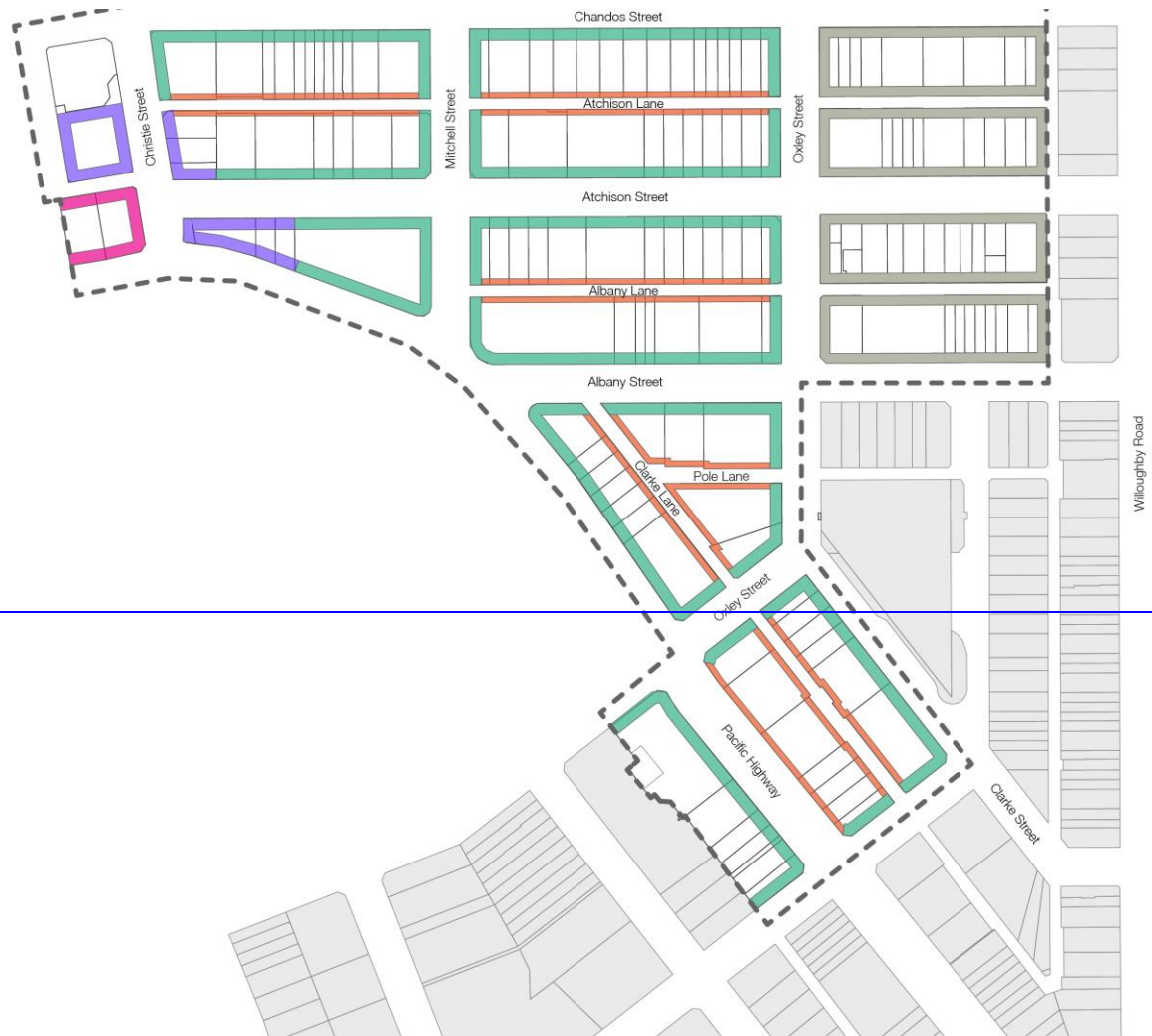
3.1.3.3.4 Podiums Heights

Objectives

- O1 To strengthen the urban form of the Centre with consistent street wall heights.
- O2 To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- O3 To enhance the distinctive character of streets within the Centre.
- O4 To ensure the context of heritage items are not adversely eroded.

Provisions

- P1 Podiums are to be provided in accordance with the Building Podium Heights Map (refer to Figure C-3.1-43).
- P2 Despite P81, corner sites are to maintain a consistent podium height to all street frontages to achieve consistent built form.
- P3 Despite P1, sites containing a heritage item and where that heritage item is to be retained the existing podium height may be retained.
- P4 Despite P1 podium heights may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD). However, distinct architectural elements are to be incorporated to reflect the desired podium heights.
- P2P5 If required, podiums are to step down with the topography.



- | | |
|---|--|
|  3 Storey podium |  As per adjacent building |
|  4 Storey podium |  No podium |
|  6 Storey podium | |



Figure C-3.1-43: Building Podium Heights Map

3.1.3.43.1.3.5 Above Podium Setbacks

Objectives

- Q1 To ensure that built form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.
- Q2 To provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- Q3 To ensure towers are sufficiently separated to be seen in the round and reduce the cumulative overshadowing impact of towers on neighbouring residential areas.
- Q4 To protect daylight access to the street level to enable the successful growing of street trees.
- Q5 To permit sky views from the street and neighbouring residential areas.
- Q6 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- Q7 To ensure development does not prejudice the re-development of adjoining sites in the future.
- Q8 To avoid awkward ziggurat style built forms

Provisions

- P1 All buildings are to be designed to provide setbacks above the podium in accordance with the Above Podium Setbacks Map (refer to Figure C-3.1-54). Setbacks above the podium are to be measured from the outer wall of the podium.



P2 A minimum above podium setback to all side and rear boundaries is required as follows:

(a) 6m for buildings up to 18 storeys in height; or

(a)(b) 12m for buildings over 18 storeys in height.

P3 Despite P1 and P2, above podium setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).

P4 Despite P2, a minimum 15m above podium setback, measured from the property boundary, is required where land zoned B3 Commercial Core or B4 Mixed Use directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.

P5 Despite P1-P4, increased setbacks above the podium may be required to achieve adequate building separation in accordance with SEPP 65.

P6 Only one step in the built form between the podium walls and tower is permissible.

P3P7 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback that would compromise the development potential of the adjacent site in the future.

Note. Setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.



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Figure C-3.1-54: Above Podium Setbacks Map

3.1.3.6 Active Frontages

Objectives

- Q1 To provide for the amenity, interest and liveliness of the street environment and public open spaces.
- Q2 To ensure a positive experience for pedestrians with the necessary fine grain environment of the street.
- Q3 To enable sensory engagement with the street and public spaces.
- Q4 To provide an active ground floor frontage that is accessible and integrated with the design of the public domain.
- Q5 To maximise the extent of active frontages in the public domain.
- Q6 To promote activity, connectivity and variety in the public domain.
- Q7 To increase passive surveillance of the street and other public spaces and enhance safety.

Provisions

- P1 Buildings must contain active frontages to all street frontages with the exceptions of public laneways.
- P2 Despite P1, an active frontage is to be provided to Sergeants Lane along the southern boundary to 100 Christie Street.
- P3 Active frontages to public laneways are encouraged where practical.

P4 Where a site has a direct frontage to an existing or proposed open space, an active frontage is to be provided to that interface. In particular, active frontages are to be provided to:

- (a) Christie Street Reserve;
- (b) Mitchell Street, between Chandos Street and Pacific Highway;
- (c) Oxley Street, between Chandos Street and Pacific Highway; and
- (d) Clarke Street, between Oxley Street and Hume Street.

P5 Active frontages are to be provided along both sides of the through site links.

P6 Where a site has multiple street frontages, all service and vehicular access points must not be provided off the primary street frontage.

P7 Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.

P8 Avoid the use of colonnades along all street frontages.

3.1.3.7 Awnings

Objectives

O1 To maximise pedestrian comfort and continuous protection.

Provisions

P1 Awnings are to be provided along all street frontages in the B3 Commercial Core and B4 Mixed Use zones.

3.1.3.8 Solar access

Objectives

O1 To ensure existing and future parks and public spaces in and around the Centre are afforded a high level of amenity through the maintaining and maximising of solar access during periods in the day when they are most used throughout the year.

O2 To promote active and passive recreation to public spaces to service existing and planned population of the Centre and surrounds.

O3 To ensure the successful growth and survival of trees and vegetation within the parks and public spaces.

Provisions

~~P1 Development to the north of Atchison Street and east of Mitchell Street is restricted in height and massing to maintain and improve existing solar access on June 21 between 12pm and 3pm to the open space area at the south end of Mitchell Street.~~

P1 Development should not increase overshadowing of the existing or proposed public open space area at Hume Street Park bounded by Pole Lane, Oxley Street, Clarke Street and Hume Street between the hours of 9am – 3pm. Development is to be designed to maximise year round solar access to existing and proposed new public spaces to be created within the Planning Area.

P2 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):

- (a) Christie Street Reserve, comprising all land within Lots 2 and 3, DP 733528 and zoned RE1 Public Recreation; and
- (b) Hume Street Park, comprising all land located between Pole Lane, Willoughby Road, Clarke Street and Oxley Street and zoned RE1 Public Recreation; and
- (c) Ernest Place, comprising all land within the Ernest Street road reserve located between Willoughby Road and Willoughby Lane and zoned RE1 Public Recreation; and



(d) Holtermann Reserve (proposed), comprising that part of Lot 1, DP 785343 and zoned SP2 Infrastructure – Car Park.

P3 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):

(a) Willoughby Road road reserve, between Chandos Street and Falcon Street; and

(b) Mitchell Street road reserve and the whole of building setback requirement to the western side of Mitchel Street as required under s.3.1.3.3, between Chandos Street and the Pacific Highway; and

(c) Oxley Street road reserve, and the whole of building setback requirement to the western side of Oxley Street as required under s.3.1.3.3, between Chandos Street and Clarke Street

~~P1~~P4 Despite P2 and P3, development on land located directly adjacent to the identified public spaces may result in a net increase in overshadowing of that space, but only if that development strictly complies with key built form envelope controls that apply to that land under both NSLEP 2013 and this DCP.

3.1.3.9 Noise

Objectives

O1 Ensure adequate amenity to occupants of future development adjacent primary vehicular routes.

Provisions

~~P1~~

P1 Elevations of buildings fronting the Pacific Highway and Chandos Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

Views

~~P2 Slot views to the sky and between higher buildings are to be provided.~~

3.1.3.5 3.1.3.10 R4 – High Density Residential Zone

Note: These provisions only apply to land within the R4 High Density Residential zone. Provisions to s.3.1.3.10~~P17-P28~~ prevail over the provisions ~~P1-P16~~ under s.3.1.13-s.3.1.3.9 to Part C of the DCP to the extent of any inconsistency that arises.

Objectives

O1 Ensure that development compliments the physical form of development in the adjoining mixed use areas.

O2 Promotion of communal open space areas.

O3 Promotion of casual visual surveillance over the public domain.

Provisions

P1 ~~Generally~~Generally 5 storeys in height, with flat roofs and the topmost storey setback from the levels below.

~~P2 Development compliments the physical form of development in the adjoining mixed use areas.~~

~~P3~~P2 Height of development responds to adjacent building height and form.

~~P4~~P3 Landscaped areas should be accessible to all residents and not fenced off into separate courtyards.

~~P5~~P4 Rear open spaces must be accessible from the street.

~~P6~~P5 Laneway fences generally between 900 and 1200mm high.



3.1.3.11 Car accommodation

Objectives

O1 To minimise the impact on pedestrian safety.

O2 Ensure that traffic generation is minimised.

O3 To minimise the visual impact of vehicles.

O4 Ensure high levels of accessibility.

Provisions

~~P1~~

P1 Where a property has a frontage to a laneway, vehicular access must be provided from the laneway.

P2 All off-street car parking must be provided underground.

P3 Pick up and drop off points for public transport and taxi ranks should be located close to public spaces and activities, and main building entries.

P4 Short stay (ten minute) parking spaces should be located close to meeting places.

P5 The level of parking provided on sites in close proximity to the railway and metro stations should be minimised as far as practical to encourage more active forms of transport.

~~P5 The amount of long stay commuter parking is minimised.~~

~~P6 Non-residential parking is minimised.~~



3.2 CROWS NEST TOWN CENTRE



Area Character Statements - St Leonards / Crows Nest Planning Area



Figure C-3.2-1: Locality Area Map



3.2.1 Significant elements

Land Use

~~P1~~ P2 Predominantly retail and mixed commercial and residential development.

~~P1~~ P2 Commercial development

~~P2~~ P3 Public parking facilities.

~~P3~~ P4 Community facilities.

~~P4~~ P5 Medium and high density residential accommodation.

~~P5~~ P6 Passive and active recreational spaces.

Topography

~~P7~~ P8 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.

~~P6~~ P8 Substantial fall down from Alexander Street to Alexander Lane south of Falcon Street.

Natural Features

~~P7~~ P9 Ridge line following the alignment of Pacific Highway.

Views

~~P8~~ P10 The following views and vistas are to be preserved and where possible enhanced:

- (a) Vista north along Willoughby Road and Pacific Highway.
- (b) District views from the upper levels of taller buildings.

Identity / Icons

~~P9~~ P11 Crows Nest Five-ways intersection.

~~P10~~ P12 Formalised outdoor dining on Willoughby Road, Burlington, Ernest and Holtermann Streets.

~~P11~~ P13 Pacific Highway and Falcon Streets, major sub-arterial thoroughfares.

P14 Crows Nest Metro Station.

P15 Hume Street Park.

~~P12~~ P16 Ernest Place, ~~and~~ Crows Nest Community Centre and the proposed Holtermann Street Park.

Subdivision

~~P13~~ P17 Regular grid pattern interrupted by diagonal streets.

~~P14~~ P18 Generally long narrow allotments with dual street frontages.

Streetscape

~~P15~~ P19 In mixed use areas, buildings are generally built to the street and aligned with the street frontage.

~~P16~~ P20 Continuous awnings provided for shops, cafes and other commercial uses.

~~P17~~ P21 Wide footpaths with designated outdoor dining areas on Willoughby Road, Burlington, Ernest, ~~and~~ Holtermann and Clarke Streets.

~~P18~~ P22 Landscaping provided along Willoughby Road to improve amenity for pedestrians and outdoor diners.

~~P19~~ P23 Traffic calming and pedestrian crossings provided near shops and cafes on and around Willoughby Road.

~~P20~~~~P24~~ Irregular planting of street trees and shrubs.

Public transport

~~P21~~~~P25~~ Development is to take advantage of the Area's high levels of accessibility to public metro, train and bus services.

3.2.2 Desired Future Character

3.2.2.1 Diversity of activities, facilities, opportunities and services

~~P1~~ Intensify commercial and mixed use development in close proximity to the Metro station and along the Pacific Highway with active uses at the ground floor levels, commercial within the first floor podium levels and residential above.

~~P22~~~~P2~~ Maintaining a low scale built form to Willoughby Road, between Falcon Street and Albany Street, ~~and Pacific Highway, between Shirley Road and Hume Street,~~ with two storey parapet shopfronts with shops at ground level, non-residential or residential above, with additional height set back above a 2 storey parapet.

~~P23~~~~P3~~ Predominantly ~~Remainder of the Centre~~ medium ~~to low-rise~~ rise, mixed use development, built boundary to boundary, with setbacks ~~at~~ to laneways, ~~public spaces~~ and above the podium, with —shops at ground level, non-residential/residential on first floor, and residential above.

~~P24~~~~P4~~ Medium density residential development along Falcon Street, consistent with its residential zoning.

~~P5~~ Expansion of Hume Street Park ~~K to provide~~ Provision of a large connected piece of open space connecting Willoughby Road to Oxley Street.

~~P25~~~~P6~~ Provision of a new public open space off Holtermann Street and backing onto the Crows Nest Community Centre.

3.2.2.2 Accessibility and permeability

Objectives

~~O1~~ Improve permeability and provide connections to main pedestrian and cycling networks, key destinations and residential areas.

~~O2~~ Ensure that the design of through site links and mid-block connections is high quality, safe, well-lit, accessible and pedestrian friendly.

~~O3~~ Encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle movements.

~~O4~~ Encourage active frontages along through site link without compromising safe pedestrian access and use.

~~O5~~ Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

Provisions

~~P1~~ Provide, retain and enhance through site links for pedestrians identified on the Through Site Link Map (refer to Figure 3.2-2). ~~Pedestrian access from Willoughby Road to through to Alexander and Hume Streets, improves access to the Council car parks.~~

~~P2~~ New through site links are to align as best as possible with existing through site links to maximise permeability.

~~P3~~ Through site links that are proposed in addition to those identified under P1 must demonstrate that it meets the objectives and provisions of this subsection.

~~P4~~ Through site links are to be provided in accordance with Section 2.4.9 to Part B of the DCP and the following criteria:

(a) The design and finish must be in accordance with the relevant Public Domain Strategy.



- (b) Include landscaping where practical to assist guiding people along the link while maintaining long sightlines.
- (c) Be fully open to the sky. Internal through site links will only be considered where they are provided with double height spaces to convey a sense of publicness.
- (d) Provide public access 24 hours a day 7 days a week.
- (e) Be activated on both sides of the link.
- (f) Be clearly distinguished from vehicular accessways.



Area Character Statements - St Leonards / Crows Nest Planning Area

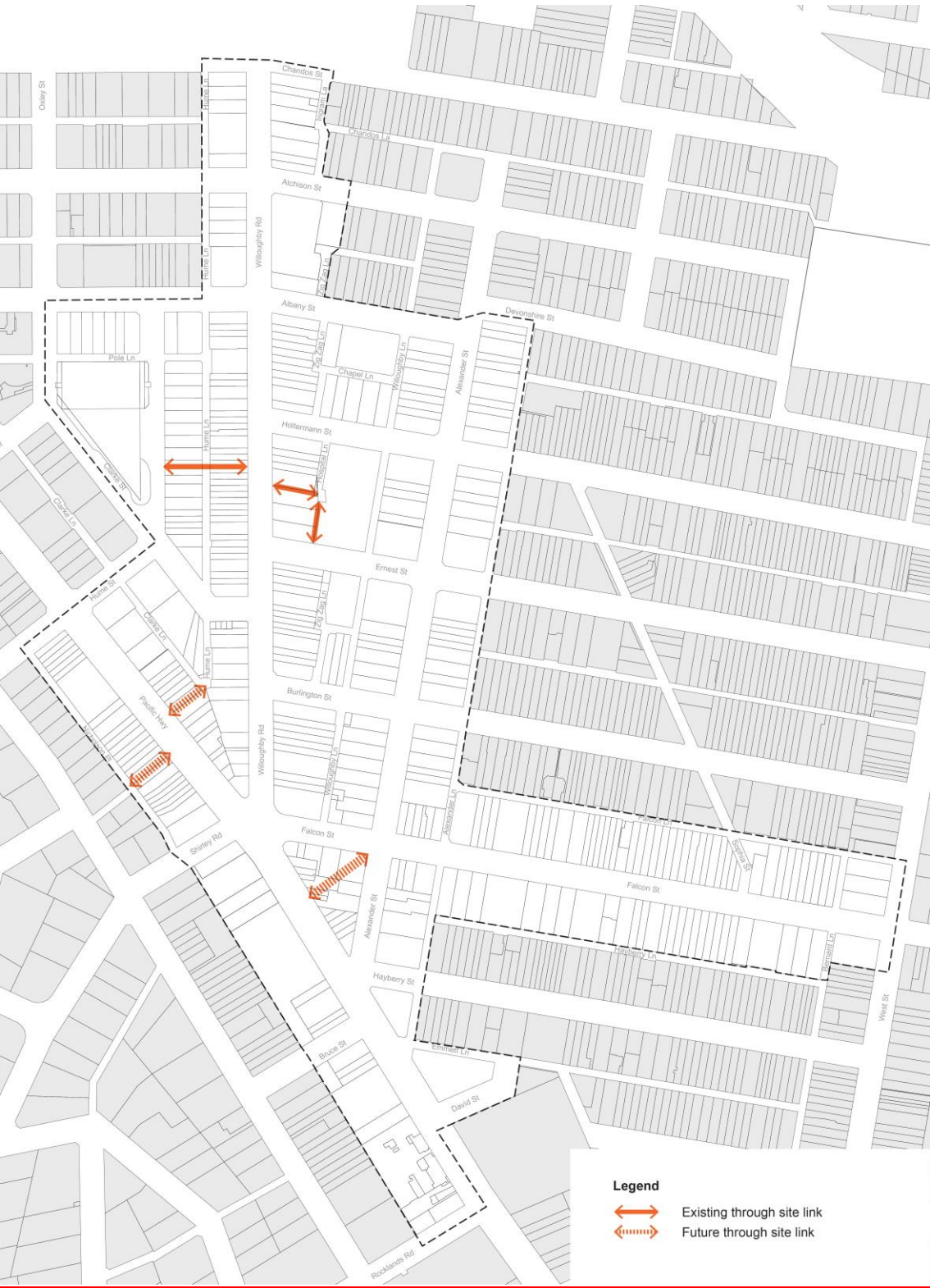


Figure C-3.2-2: Through Site Link Map



3.2.2.3 Public spaces and facilities

Objectives

- O1 To increase the quantum of public open space in the locality.
- O2 To ensure public spaces are enhanced to maximise their amenity.
- O3 Ernest Place provides a strong community focus for the Town Centre.

Provisions

- P1 Maintain Willoughby Road as the civic main street of the Town Centre by:
 - (a) ensuring that the design of building exteriors at the lower levels incorporate high levels of architectural modulation (i.e. no blank walls) along with high quality materials and finishes;
 - (b) maximising active uses such as retail, food and drink and outdoor dining at the ground level;
 - (c) seamlessly integrating with adjoining and neighbouring public open spaces; and
 - (d) improving the public domain in accordance with Council's Public Domain Style Manual and Design Codes.
- P2 Hume Street Park is expanded to provide the principle public open space area within the St Leonards / Crows Nest locality, generally located on land bound by Pole Lane, Oxley Street, Clarke Street and Hume Streets, with an integrated connection through to Willoughby Road.
- ~~P2 Ernest Place is a strong community focus for the Town Centre.~~
- ~~P3 A significant urban park (Hume Street Park) is provided on land bound by Pole Lane, Oxley Street, Clarke Street and Hume Street.~~
- ~~P3 A public plaza with a pedestrian link to Willoughby Road is provided between Hume Street and Hume Lane adjacent to Hume Street Park.~~Creation of a new park off Holtermann Street adjacent to the Crows Nest Community Centre will provide additional public open space with excellent year-round sunlight.
- P4 Ensure that community facilities are integrated with public open spaces to maximise their use.

3.2.3 Desired Built Form

3.2.3.1 Subdivision

Objectives

- O1 To enable the development of feasible built forms which also incorporate suitable side and rear setbacks at the upper levels to afford daylight and ventilation between buildings.

Provisions

- P1 Maintain a frontage of 20m - 40m along the Pacific Highway, which generally equates approximately to the amalgamation of two or three original allotments.
- ~~P5~~P2 Maintain a 10m - 15m frontage in the remainder of the Locality Area (except residentially zoned land) (consistent with two storey parapet shopfront scale), especially along Willoughby Road and Alexander Street.
- P3 Development on consolidated allotments with a frontage wider than that identified in P1 or P2 is to be broken down by articulation, design and detailing, change in materials and colours.~~Frontages of sites larger than this have their apparent width broken down with detailing and design features.~~

3.2.3.2 Form, massing and scale

Objectives

- O1 To ensure that density and scale is concentrated close to the metro station and along the Pacific Highway.
- O2 To ensure a positive transition in height and scale down from tall towers to neighbouring and adjoining lower density areas.
- O3 To enable the lower levels of buildings to be converted between retail, commercial and community uses over time.
- O4 To increase amenity for the occupants of buildings by providing direct access to sunlight, daylight and natural ventilation.
- O5 To maximise year round solar access to existing and new public spaces to be created within the Planning Area.

Provisions

- P1 Buildings should generally transition in height from the Crows Nest Metro Station and Pacific Highway down to the surrounding areas and the lower scale development within the Crows Nest Town Centre, the Upper Slopes Neighbourhood and Crows Nest Neighbourhood.
- P2 Roof design is to present a varied, composed and interesting skyline when viewed from a regional context.
- P3 Architectural detailing and ornamentation is to provide a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.
- P4 Consistent parapet facade heights are provided along Willoughby Road and the Pacific Highway.
- P5 Developments on land greater than 1,000sqm should consider the incorporation of internal courtyards adjacent to laneways and through site links to broaden the range and form of open space in the locality.
- P6 Development is to be designed to maximise year round solar access to existing and the new public spaces to be created within the Planning Area.
- P7 Tower elements located above the podium level should not exceed 45m in width, unless it can be adequately demonstrated that sufficient physical vertical articulation can be provided to break the tower elevation into two distinct elements.
- P8 Minimum floor to floor heights on land zoned B3 Commercial Core or B4 Mixed Use must be provided:
 - (a) Ground floor level: 4.0 – 4.5m
 - (b) First floor level: 3.6m
 - (c) Levels above: 3.0m (residential uses) or 3.6m (non-residential uses)
- P9 Residential floor to floor heights should generally not exceed 3.2m, except on the first floor level in accordance with P7 above.
- P10 Rooftop plant and structures should be designed and positioned to comprise a minor element of the roofscape and minimise any increases to the building's overall overshadowing impacts.

3.2.3.3 Setbacks

Objectives

- O1 Reinforce the spatial definition of streets and public spaces.
- O2 Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.
- O3 Ensure consistent street frontages along the street alignment.



O4 Recognise the variation in street frontage heights throughout the centre and allow flexibility to respond to context.

O5 Ensure adequate transition in scale between employment zones and residential zones.

Provisions

Note. Additional setbacks may be required for any part of the building located above the podium level. Refer to Section 3.2.3.5.

~~P1 Zero setback to all street frontages~~

~~P1 A 1.5m setback to all laneways.~~ Buildings are to be setback from all street frontages in accordance with the Building Setbacks Map (refer to Figure C-3.2-3). Where a street setback is not indicated on the Buildings Setback Map, setbacks are to be in accordance with:

(a) ~~Section 1.4.6~~ to Part B of the DCP for land zoned *R3 Medium Density Residential*; or

(b) ~~Section 3.2.5~~ to Part C of the DCP for land zoned *R4 High Density Residential*.

~~P2 A nil setback is permitted to all side and rear boundaries without a street frontage on land zoned B3 Commercial Core or B4 Mixed Use.~~

~~P3 Despite P2, a minimum 6m setback is required where land zoned B3 Commercial Core or B4 Mixed Use directly adjoins land which is residentially zoned along the zone interface. This requirement does not apply if the land is separated by a public road.~~

~~P4 Side and rear setbacks on residentially zoned land are required to be setback in accordance with Section 1.4.6 to Part B of the DCP.~~

~~P5 Despite P1 and P2, setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).~~

~~P6 Despite P1-P4, where a site contains a heritage item and that item is to be retained, the heritage item may maintain its existing setback.~~

~~P7 Despite P1-P4, increased setbacks may be required for the podium levels contain residential uses to achieve adequate building separation in accordance with SEPP 65.~~

~~P8 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified in Figure C-3.2-3).~~



Area Character Statements - St Leonards / Crows Nest Planning Area

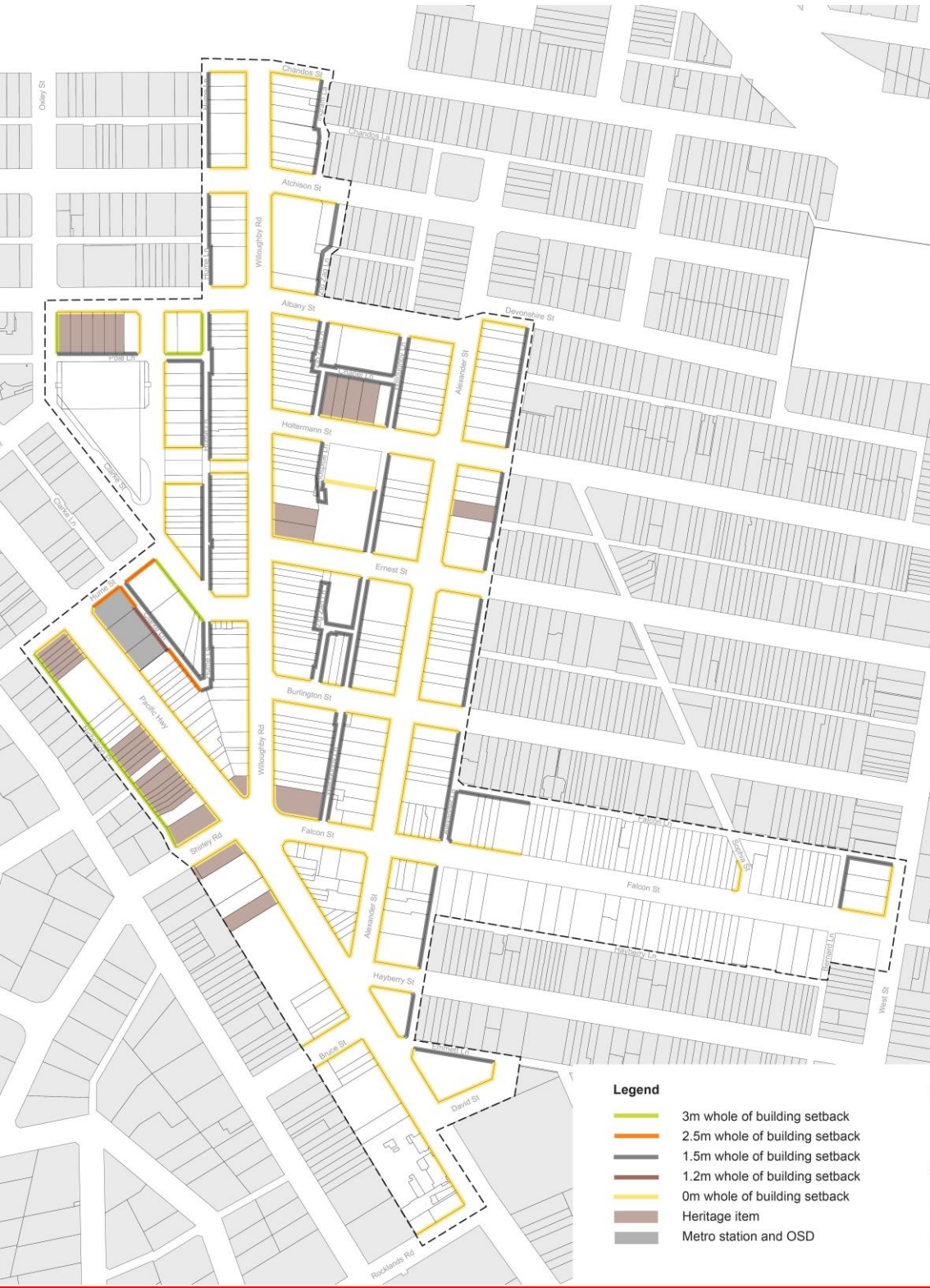


Figure C-3.2-3: Building Setbacks Map



3.2.3.4 Podiums Heights

Objectives

- O1 To strengthen the urban form of the Centre with consistent street wall heights.
- O2 To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- O3 To enhance the distinctive character of streets within the Centre.
- O4 To ensure the context of heritage items are not adversely eroded.

Provisions

- P1 Podiums are to be provided to in accordance with the ~~Building Podium Heights Map (refer to Figure C-3.2-4).~~ A podium of 13m (4 storey) to all streets with a setback of 3m above the podium level, with the following exceptions:
- (a) A podium of 13m (4 storey) with a weighted average setback of 4m above the podium level to:
- P1 the northern, eastern and southern frontages of the street blocks bounded by Falcon Street, Alexander Street, Holtermann Street and Willoughby Lane, and
- (i) the triangular street block bounded by Falcon Street, Alexander Street and the Pacific Highway.
- (a) A podium of 8.5m (2 storey) with a setback of 3m above the podium to:
- P2 Willoughby Road, between Falcon Street and Albany Street, and
- (ii) Pacific Highway, between Shirley Road and Hume Street
- (a) A podium of 10m (3 storeys) to all laneways, with a setback of 3m above the podium.
- P2 Despite P1, corner sites are to maintain a consistent podium height to all street frontages to achieve consistent built form.
- P3 Despite P1, sites containing a heritage item and where that heritage item is to be retained the existing podium height may be retained.
- P4 Despite P1 podium heights may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD). However, distinct architectural elements are to be incorporated to reflect the desired podium heights.
- P5 If required, podiums are to step down with the topography.



Figure C-3.2-4: Podium Heights Map



3.2.3.5 Above Podium Setbacks

Objectives

- O1 To ensure that built form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.
- O2 To provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- O3 To ensure towers are sufficiently separated to be seen in the round and reduce the cumulative overshadowing impact of towers on neighbouring residential areas.
- O4 To protect daylight access at street level and permit views of sky from the street by providing setbacks above the podium that promote separation between buildings and assist in mitigating urban heat.
- O5 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- O6 To ensure development does not prejudice the re-development of adjoining sites in the future.
- O7 To avoid ziggurat style built form outcomes.

Provisions

- P1 All buildings are to be designed to provide setbacks above the podium in accordance with the Above Podium Setbacks Map (refer to Figure C-3.2-5). Setbacks above the podium are to be measured from the outer wall of the podium.
- P2 A minimum above podium setback to all side and rear boundaries is required as follows:
 - (a) 6m for buildings up to 18 storeys in height; or
 - (b) 12m for buildings over 18 storeys in height.
- P3 Despite P1 and P2, above podium setbacks may be varied to be consistent with the built form envelope approved as part of the approval for the Crows Nest Metro Station and Over Station Development (OSD).
- P4 Despite P2, the following minimum above podium setbacks, measured from the property boundary, is required where land zoned B3 Commercial Core or B4 Mixed Use directly adjoins land which is residentially zoned along the zone interface.
 - (a) 12m for buildings up to 8 storeys in height; or
 - (b) 15m for buildings over 8 storeys in height.

This requirement does not apply if the land is separated by a public road.
- P5 Despite P1, P2 and P3, increased setbacks above the podium may be required to achieve adequate building separation in accordance with SEPP 65.
- P6 Only one step in the built form between the podium walls and tower is permissible.
- P7 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback that would compromise the development potential of the adjacent site in the future.

Note. Above podium setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.



Figure C-3.2-5: Above Podium Setbacks Map



3.2.3.6 Active Frontages

Objectives

- O1 To provide for the amenity, interest and liveliness of the street environment and public open spaces.
- O2 To ensure a positive experience for pedestrians with the necessary fine grain environment of the street.
- O3 To enable sensory engagement with the street and public spaces.
- O4 To provide an active ground floor frontage that is accessible and integrated with the design of the public domain.
- O5 To maximise the extent of active frontages in the public domain.
- O6 To promote activity, connectivity and variety in the public domain.
- O7 To increase passive surveillance of the street and other public spaces and enhance safety.

Provisions

- P1 Buildings must contain active frontages to all street frontages, with the exceptions of public laneways.
- P2 Where a site has a direct frontage to an existing or proposed open space, an active frontage is to be provided to that interface. In particular, active frontages are to be provided to:
 - (a) Hume Street Park, including the link between Willoughby Road and Hume Street;
 - (b) Ernest Place, between Willoughby Road and Willoughby Lane; and
 - (c) Holtermann Reserve (proposed).
- P3 Active frontages are to be provided along both sides of through site links.
- P4 Active frontages to public laneways are encouraged where practical but not where they do not have an interface with residentially zoned land.
- P5 Where a site has multiple street frontages, all service and vehicular access points must not be provided off the primary street frontage.
- P6 Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.
- P7 Avoid the use of colonnades along all street frontages.

3.2.3.7 Solar access

Objectives

- O1 To ensure existing and future parks and public spaces in and around the Centre are afforded a high level of amenity through the maintaining and maximising of solar access during periods in the day when they are most used throughout the year.
- O2 To promote active and passive recreation to public spaces to service existing and planned population of the Centre and surrounds.
- O3 To ensure the successful growth and survival of trees and vegetation within the parks and public spaces.

Provisions

- P1 Development is to be designed to maximise year round solar access to existing and proposed new public spaces to be created within the Planning Area.
- P2 Development must not result in a net increase in overshadowing to the following existing and proposed public spaces between 10am and 3pm from the March Equinox to the September Equinox (inclusive):



- (a) Hume Street Park, comprising all land located between Pole Lane, Willoughby Road, Clarke Street and Oxley Street and zoned RE1 Public Recreation; and
- (b) Ernest Place, comprising all land within the Ernest Street road reserve located between Willoughby Road and Willoughby Lane and zoned RE1 Public Recreation; and
- (c) Holtermann Reserve (proposed), comprising that part of Lot 1, DP 785343 and zoned SP2 Infrastructure – Car Park.

P3 Development must not result in a net increase in overshadowing to the Willoughby Road road reserve, between Chandos Street and Falcon Street between 10am and 3pm from the March Equinox to the September Equinox (inclusive).

P4 Despite P2 and P3, development on land located directly adjacent to the identified public spaces may result in a net increase in overshadowing of that space, but only if that development strictly complies with relevant built form envelope controls that apply to that land under both NSLEP 2013 and this DCP.

Building design

~~P3 Consistent parapet facade heights are provided along Willoughby Road and the Pacific Highway.~~

~~P4 Off street car parking must be provided underground except when owned and operated by Council as a public car park.~~

Noise

~~P5 Elevations of buildings fronting Falcon Street and Pacific Highway are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).~~

3.2.3.8 Awnings

Objectives

O1 To maximise pedestrian comfort and continuous protection.

Provisions

P1 Awnings must be provided to all street frontages on land zoned B3 Commercial Core and B4 Mixed Use, except laneways.

3.2.3.9 Car accommodation

Objectives

O1 To minimise the impact on pedestrian safety.

O2 Ensure that traffic generation is minimised.

O3 To minimise the visual impact of vehicles.

O4 Ensure high levels of accessibility.

Provisions

P1 Where a property has a frontage to a laneway, vehicular access must be made from the laneway.

P2 No vehicular access is permitted to:

- (a) Willoughby Road, ~~between Falcon Street and Albany Street, and~~
- (b) Pacific Highway, ~~between Shirley Road and Hume Street, or~~
- ~~(b)(c) Falcon Street.~~

P3 Shared vehicular access to Shirley Road must be maintained to all properties between 286 and 306 Pacific Highway.



P4 All off-street car parking must be provided underground, except when owned and operated by Council as a public car park.

P3P5 The level of parking provided on sites in close proximity to the metro station should be minimised as far as practical to encourage more active forms of transport.

3.2.4 Hume Street Park

Plan of Management

P1 Development is not permitted on the Hume Street Park site:

- (a) until a Plan of Management has been prepared for the site; and
- (b) the development is consistent with the Plan of Management.

Diversity

P2 The principal purpose is to provide a large recreational area and urban plaza with a variety of community, recreational and business purposes provided below ground level.

Form, massing and scale

P3 Development is predominately located below ground, to ensure that the land is highly accessible for pedestrians and can be actively used as a recreational space and urban plaza.

P4 Any development located above ground shall not exceed 1 storey in height.

3.2.5 27-57 Falcon Street

3.2.5.1 Desired Future Character, Design Objectives and Key Principles

P1 Development is to respond to the scale and character of the existing development and desired future character of the surrounding area.

P2 Built form, scale and massing is to transition in scale across the site from a mixed use, higher density typology in the western portion reflective of the Crows Nest Town Centre to a lower to medium density residential typology on the eastern portion.

P3 Development should balance the provision of new residential flat buildings within a Town Centre, while maintaining a reasonable level of amenity, privacy and solar access for low density neighbouring residents on Alexander Lane, Falcon Street and in the Hayberry Conservation Area.

P4 A mixed-use typology with medium rise residential flat buildings built to the boundary with commercial on ground level at the corner of Falcon Street and Alexander Lane. A residential typology to the eastern part of the site along Falcon Street setback from the street, with multi dwelling housing fronting Hayberry Lane to respond to the existing scale of the Hayberry Conservation Area.

P5 Built form to transition to the existing lower scale development in the Hayberry Conservation Area.

P6 Road widening along Alexander Lane with pedestrian amenity and road widening with a landscaped response and pedestrian amenity to Hayberry Lane.

P7 Vehicular access from Alexander Lane with two-way access from / to Falcon Street.

P8 A secure pedestrian through site link between Falcon Street and Hayberry Lane.

3.2.5.2 Desired Built Form

Objectives

O1 To provide for increased opportunity for height and density in the growing Crows Nest Town Centre, close to public transport and services.



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- O2 Building envelopes are to respond to the site's surrounding context which transitions in character from the Crows Nest Town Centre to the lower scale Heritage Conservation Area on Hayberry Street.
- O3 To achieve appropriate separation distances between existing and proposed buildings and ensure reasonable privacy and solar access is maintained to surrounding dwellings, mindful of the need for renewal at the site.
- O4 To ensure appropriate building lengths, a variety of building facades and a 'fine-grain' response to the public domain.

Provisions

Building Height

- P1 Buildings must not exceed the maximum height in storeys as shown on the Site Layout Plan at Figure C-3.5 and the following provisions:
 - (a) Building A - a maximum height of 6 storeys and stepping down in height to a maximum of 3 storeys at the Hayberry Lane frontage.
 - (b) Building B - a maximum height of 6 storeys and stepping down in height to a maximum of 2-3 storeys at the Hayberry Lane frontage.
 - (c) Building C - a maximum height of 4 storeys.
 - (d) Building D - a maximum height of 3 storeys with a maximum 2 storey presentation to Hayberry Lane, with the third storey generally accommodated within the roof form.
- P2 NSLEP 2013 may allow minor exceedances of the maximum heights stipulated on the Height of Buildings Map where it relates to plant and lift overruns only.

Street and Side Setbacks

- P3 Building setbacks must, at a minimum, comply with the setbacks shown on the Site Layout Plan at Figure C-3.5 and the following provisions:
 - (a) The following minimum setbacks are required to Falcon Street:
 - (i) Building A - 0m.
 - (ii) Building B - 0m.
 - (iii) Building C - 2m.
 - (b) The following minimum setbacks are required to Hayberry Lane:
 - (i) Building A - 3m
 - (ii) Building B - 3m.
 - (iii) Building D - 1.5m.
 - (c) The following minimum side setbacks are required to 56-63 Falcon Street:
 - (i) Building C - 4.5m.
 - (ii) Building D - 1.5m.
 - (d) Building A is to be setback a minimum of 6m from the existing centreline of Alexander Lane.

3.2.5.3 Residential Apartment Building Design

Objectives

- ~~O1 Ensure that the residential apartment buildings consider and are consistent with the nine design quality principles within SEPP 65 – Design Quality of Residential Apartment Development.~~



Provisions

~~P1 The residential apartment building design is subject to the requirements of SEPP 65 – Design Quality of Residential Apartment Development including the Design Quality Principles and the Apartment Design Guide.~~

3.2.5.43.2.5.3 Site Coverage

Objectives

- O1 To ensure that development is balanced and in keeping with the optimum capacity of the site acknowledging its unique size and location within the Crows Nest Town Centre at the interface between business and residential zones that accommodates a mix of building typologies.
- O2 To achieve appropriate building envelopes that ensure the development responds to its surrounding context and provides appropriate open space and landscaped area for residents and visitors.

Provisions

- P1 The maximum site coverage for this site is 65%.
- P2 For the purposes of P1, site coverage is to be determined in accordance with P2 to S.1.5.5 to Part B of the DCP.

3.2.5.53.2.5.4 Communal Open Space

Objectives

- O1 To provide high quality communal open space at ground level and on buildings with a reasonable level of outdoor amenity without reducing privacy to neighbouring dwellings.
- O2 To provide a level of communal open space commensurate with *Apartment Design Guidelines* that is mindful of the site's unique location and building typologies.
- O3 To ensure communal open space is useable.

Provisions

- P1 Communal open space is provided in the locations shown on the Site Layout Plan at Figure C-3.5.
- P2 Communal open space can be provided on the Building B rooftop only if the space is designed such that there is no potential for overlooking into private open space and its location will not create any noise issues for surrounding dwellings.

3.2.5.63.2.5.5 Landscaped Area

Objectives

- O1 To ensure that landscaping is used to provide appropriate amenity for development and soften the appearance of buildings and their interface with the neighbouring dwellings and the public domain.
- O2 To provide a level of landscaped area commensurate with *Apartment Design Guidelines* that is mindful of the site's unique location and building typologies.

Provisions

- P1 The minimum landscaped area for the site is 20%.
- P2 For the purposes of P1, landscaped area is to be determined in accordance with P2 to S.1.5.6 to Part B of the DCP.

3.2.5.73.2.5.6 Traffic, Access and Parking

Objectives

- O1 To regulate traffic movements and reduce congestion on Falcon Street.
- O2 To ensure that vehicular access is safe for motorists and pedestrians.



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- O3 To facilitate road widening along Alexander Lane.
- O4 To facilitate road widening and the provision of a shared way along Hayberry Street.
- O5 To create a safe, accessible and shared laneway network.
- O6 To provide appropriate amount of basement parking spaces for residents, visitors and staff.

Provisions

- P1 Vehicular access to the site must be from Alexander Lane and be located as far as practicable from Falcon Street.
- P2 To facilitate vehicular access from Hayberry Lane, Alexander Lane is to be widened to allow for the provision of two-way traffic between Falcon Street and Hayberry Lane.
- P3 Provide on-site parking, including visitor parking at the maximum rates stated Table C-3.1.

TABLE C-3.1: Parking Rates		
Development type		Maximum Parking Rate
Residential accommodation	Studio / 1 bedroom	0.5 space / dwelling
	2 or more bedrooms	1.0 space/dwg 0
	Visitor	0.25 space/dwg
Non-residential development		1/60sqm of non-residential GFA

- P4 On-site car parking provision significantly below maximum rates specified in Table C-3.1 will only be considered if the proposed development has good access to public transport due to the impact that unmet on-site parking demand may have on surrounding residential streets, if viable alternative transport modes are not available.

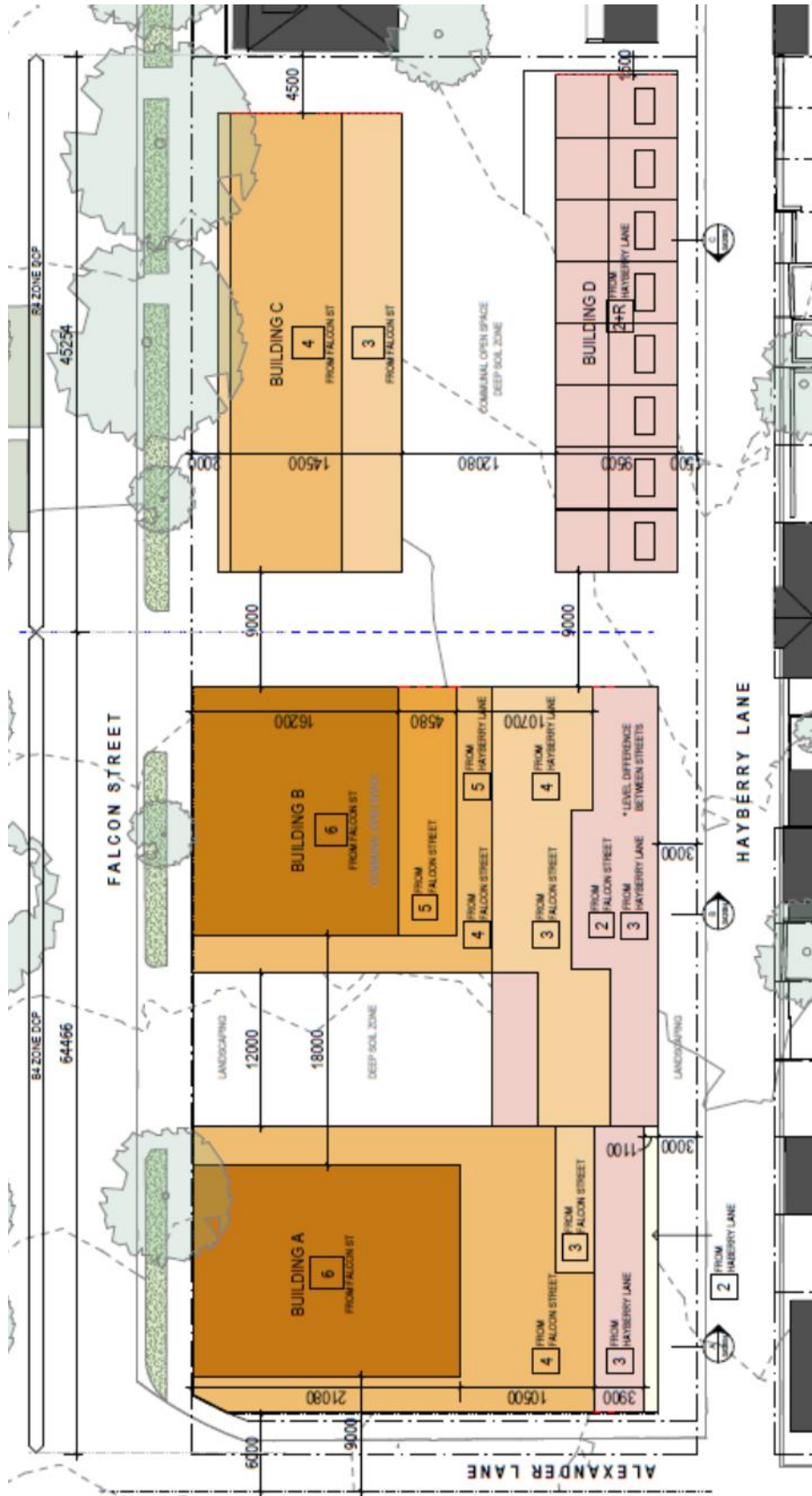
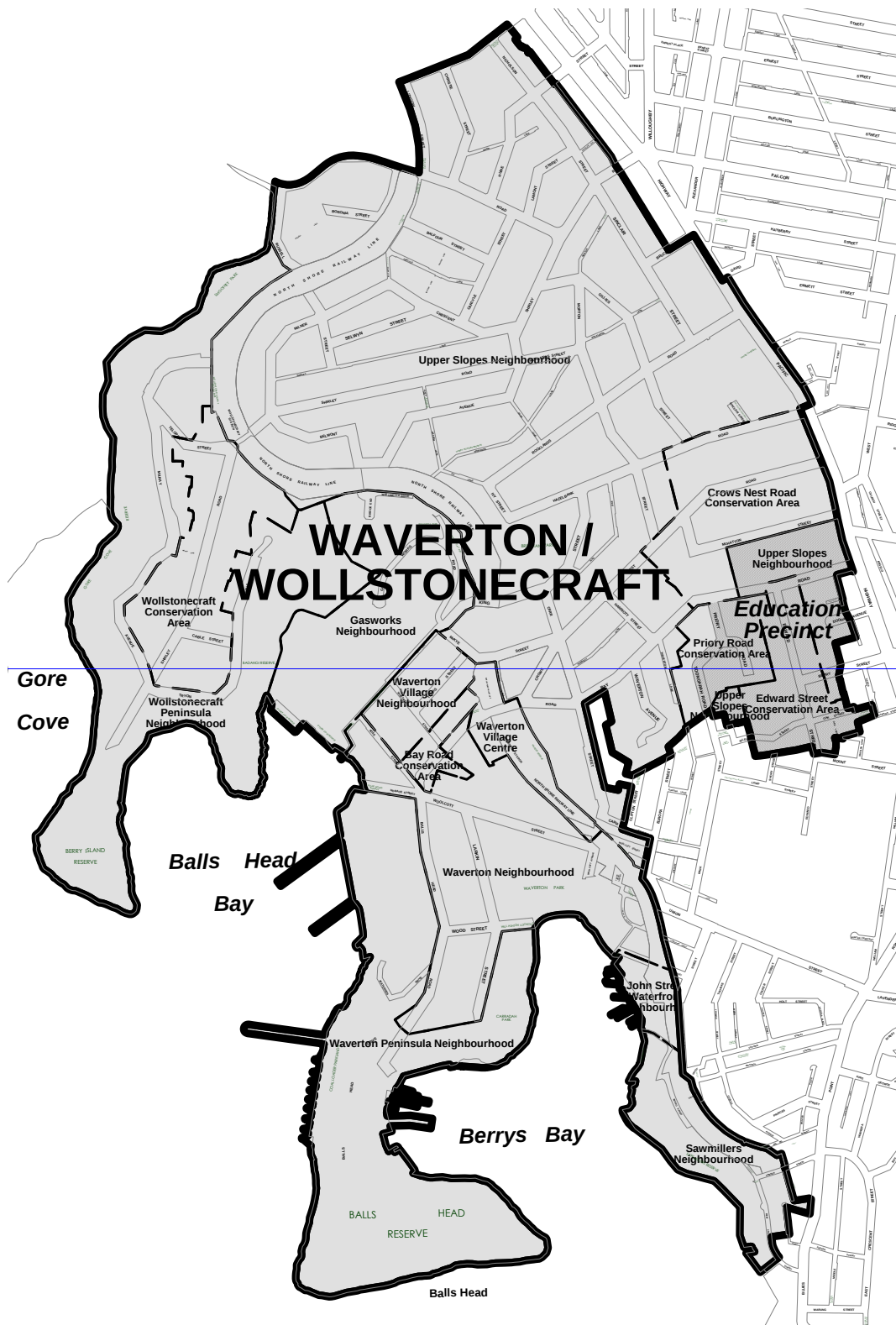


Figure C-3.5: Site Layout Plan



SECTION 10 WAVERTON / WOLLSTONECRAFT PLANNING AREA



Area Character Statements - Waverton / Wollstonecraft Planning Area

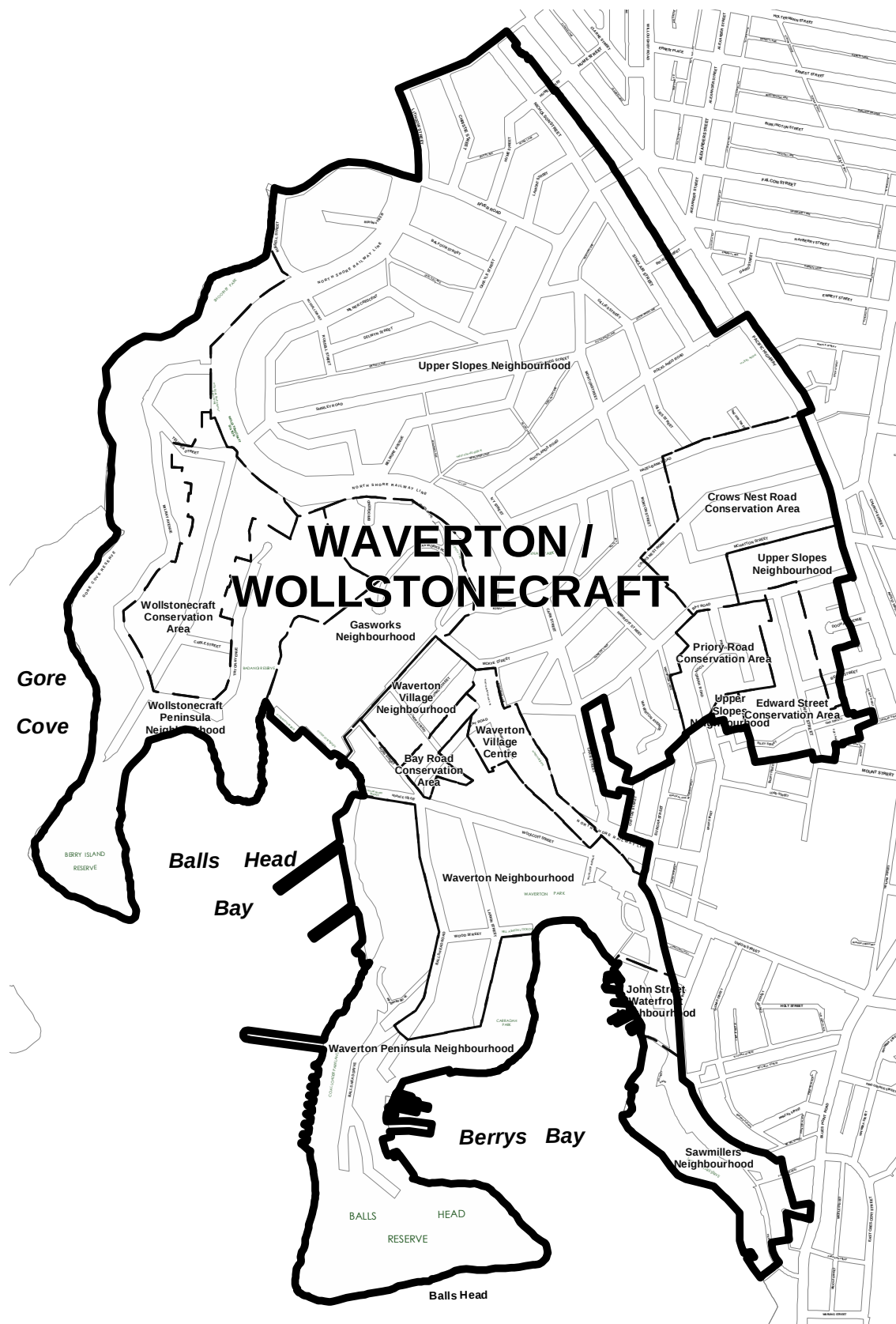
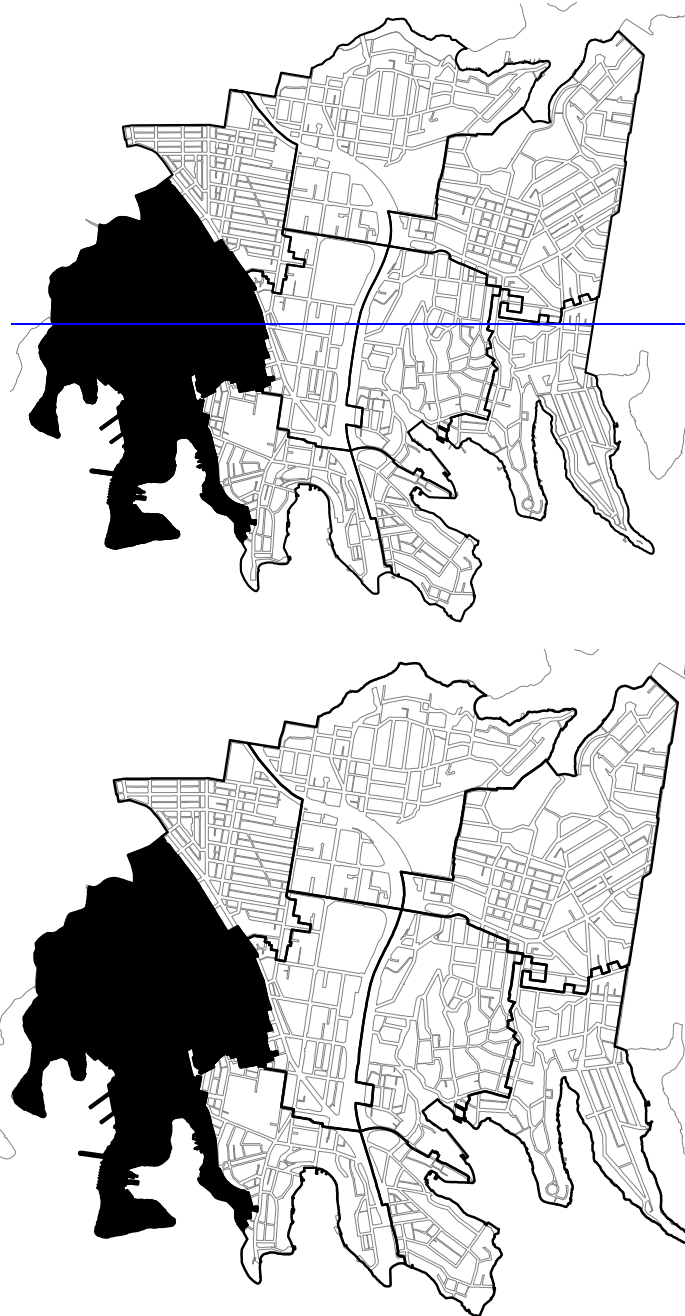


Figure C-10.1: Waverton / Wollstonecraft Planning Area and associated Locality Areas

10.0 WAVERTON / WOLLSTONECRAFT PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the Waverton/Wollstonecraft Planning Area.

The Planning Area generally comprises a diverse residential neighbourhood ranging from low density residential development adjacent to the foreshore areas of Sydney Harbour to high density residential development generally on the upper slopes and in close proximity to railway stations. The suburbs of Waverton and Wollstonecraft essentially align with the two



Area Character Statements - Waverton / Wollstonecraft Planning Area

ridges/peninsulas that project out into Sydney Harbour. The Area is also physically divided by the North Shore Railway line. Both neighbourhoods are in a pleasant setting, as a result of buildings being setback from boundaries, onsite landscaping, street trees and strong links to Sydney Harbour.

A large portion of the Education Precinct is located in the Planning Area, which consists of landmark educational establishments such as the Australian Catholic University (ACU), the Sydney Church of England Grammar School (Shore) and North Sydney Demonstration School and supports a growing student population and workforce of teaching and support staff.

The foreshores of the Planning Area are generally protected from development by recreational and bushland buffers, with the minor exception of maritime industrial activities which are reliant on a land-water interface.

Development within the Planning Area, should result in:

- residential growth being provided in accordance with Council's Residential Development Strategy, predominantly comprising attached dwellings, multi dwelling housing and residential flat buildings in the appropriate zones
- redevelopment of sites respects the existing built form and maintains the character of the area. This includes any alterations and additions to existing buildings
- a wide range of residential types being distributed in a number of distinctive built forms and landscape areas, including purpose built student accommodation to support the functioning of the Education Precinct.
- local shops cater to the local community and are balanced between basic needs of food and grocery, and social needs- such as cafes and galleries
- a vibrant and engaging Education Precinct with safe pedestrian networks, high quality built form and a range of formal and informal public spaces for students to study, socialise and engage with the local community.
- future maritime uses having a minimal impact on residential amenity
- features contributing to local identity are promoted and conserved

and where,

Function

- a community centre being provided in an accessible location in the Waverton Neighbourhood, provides a meeting place for the local community and is part of North Sydney's network of community and cultural centres
- a limited number of non-residential uses such as maritime industrial, defence, hospital and educational establishments coexist peacefully with the residential character without adverse effect
- large areas of open space are used by local residents and the wider regional population for a variety of social and recreational needs
- comfortable and safe pedestrian routes are maintained and extended to achieve a continuous route from Smoothey Park to Waverton Park and on to McMahon's Point
- public transport, cycling and walking are the preferred means of transport
- through traffic is discouraged from using the already overloaded road network and commuter parking managed through parking schemes

Environmental Criteria

- the remaining natural foreshores and water courses are conserved and protected, and pedestrian access to these is extended and improved



Area Character Statements - Waverton / Wollstonecraft Planning Area

- bushland is protected from the adverse effects of development – such as stormwater runoff, spread of introduced plants and weeds, and visual impact of structures
- use of local flora extends habitats for native birds and other fauna
- mechanical noise and other industrial noise is controlled, to protect the ambience of natural features

Quality Built Form

- any development reflects and reinforces the existing distinctive built form/landscape areas and distribution of accommodation types
- cohesiveness is achieved in the area and through landscaping and street tree planting
- development in foreshore areas is carefully designed to consider the existing topography and not disrupt views from neighbouring properties
- significant views from lookouts and other vantage points are not obscured by structures or landscaping
- man-made features such as the railway cutting at Waverton Station and the tank cuttings on the BP site are maintained as local landmarks important to the community
- educational establishments are oriented to the public domain to provide increased surveillance and activation

Quality Urban Environment

- backyards are used for a variety of activities particularly for families with children and for the practical and recreation needs of residents in apartments

Efficient Use of Resources

- existing buildings are maintained to prevent unnecessary waste of building materials
- stormwater is retained for reuse on-site

Public Domain

- streetscape improvements within the Education Precinct occur in accordance with the *North Sydney Centre Public Domain Strategy* and the *Education Precinct Public Domain Masterplan*

In addition to the above character statement for the Planning Area, the relevant character statement for the following Locality Areas also requires consideration:

- Section 10.1: Waverton Village Centre
- Section 10.2: Upper Slopes Neighbourhood
 - Section 10.2.4 Newlands Lane Open Space Area
- Section 10.3: Wollstonecraft Peninsula Neighbourhood
 - Section 10.3.4 12 Shirley Road
- Section 10.4: Gasworks Neighbourhood
- Section 10.5: Waverton Village Neighbourhood
- Section 10.6: Waverton Neighbourhood
- Section 10.7: Waverton Peninsula Neighbourhood
 - Section 10.7.4 HMAS Waterhen – Upper Terrace
 - Section 10.7.5 Former Quarantine Depot
 - Section 10.7.6 Former Woodleys Boatyard



Area Character Statements - Waverton / Wollstonecraft Planning Area

Section 10.8: John Street Waterfront Neighbourhood

Section 10.9: Sawmillers Neighbourhood

Section 10.10: Wollstonecraft Conservation Area

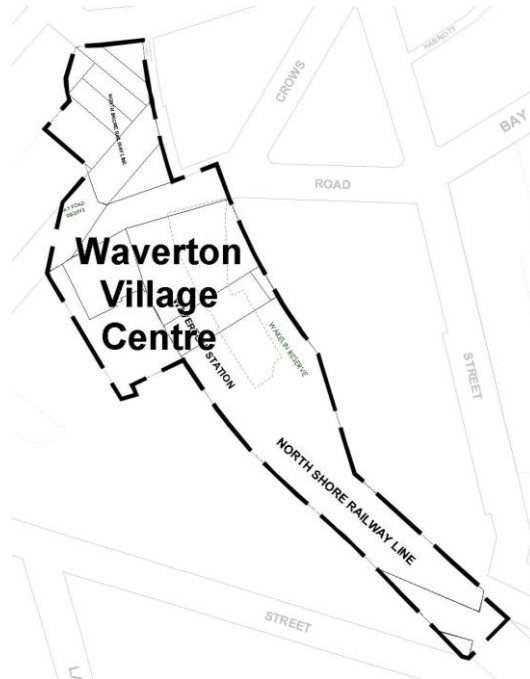
Section 10.11: Crows Nest Road Conservation Area

Section 10.12: Edward Street Conservation Area

Section 10.13: Priory Road Conservation Area

Section 10.14: Bay Road Conservation Area

10.1 WAVERTON VILLAGE CENTRE



10.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Moderate falls to the south.

P3 Large vertical cutting through sandstone to accommodate railway line.

Natural Features

P4 Wakelin Reserve maintained as public park.

P5 Creekline into Wakelin Reserve is conserved.

Views

P6 The following views and vistas are to be preserved and where possible enhanced:

- (a) Unobstructed views, from the Bay Road Bridge, of the railway cutting, tunnel and cliff face.
- (b) Vistas towards Balls Head and water views along Balls Head Road.
- (c) Views toward Railway Station building from Bay Road and Crows Nest Road.
- (d) Views from Wakelin Reserve towards Sydney Harbour.

Identity / Icons

P7 North Shore railway line.

P8 Waverton Railway Station

Subdivision

P9 Irregular subdivision pattern.



Area Character Statements - Waverton / Wollstonecraft Planning Area

Streetscape

- P10 Paved street verges.
- P11 Buildings built to the boundary.
- P12 Continuous awnings to the southern side of Bay Road.

Public transport

- P13 Development is to take advantage of the high levels of accessibility to public train and bus services.

10.1.2 Desired Future Character

Diversity

- P1 Predominantly mixed-use development with retail and commercial premises on ground floor (fronting Bay Road), non-residential or residential accommodation on the first floor, and residential above.
- P2 A community centre is established over the SRA land to the south of the Bay Road.
- P3 Development to the north of Bay Road is to comprise a small commercial building set back from Bay Road in a large landscaped open area and used for a plant nursery, café, or childcare.

Access

- P4 Pedestrian access is provided from Bay Road through to Carr Street.

10.1.3 Desired Built Form

Subdivision

- P1 No further subdivision of land north of Bay Road.

Form, massing and scale

- P2 One storey to the north of Bay Road.
- P3 To the south of Bay Road:
 - (a) One to two storeys at the Bay Road frontage.
 - (b) Any additional storeys are set back at least 6m from the Bay Road frontage above the second storey with little impact on views, overshadowing and privacy.
- P4 Building bulk and facades are articulated providing gaps for natural light and direct sunlight to penetrate onto Waverton Station platforms.
- P5 Where possible, the building to the north of Bay Road should be retained in its current form.

Siting

- P6 Building sited to maintain access to North Shore Railway.
- P7 Views from Wakelin Reserve, surrounding residential properties, and solar access (particularly to Waverton Station platforms), considered when siting building.
- P8 Development to the north of Bay Road is to be located towards the street frontage of the block, with large side and rear yards.

Setback

- P9 To the north of Bay Road:
 - (a) Front: 5m.
 - (b) Side: 3m.
 - (c) Rear: 20m.



P10 To the south of Bay Road:

- (a) Front: 0m.
- (b) To Wakelin Reserve: 3m minimum.
- (c) Setbacks from boundaries that adjoin or are near residential properties and areas of open space land, are maintained to protect the amenity of that land.

Solar Access

P11 Dwellings and ground level retail plaza of Waverton Station north east side of 100 Bay Road have good solar access.

Fences

P12 Buildings and front gardens to the north of Bay Road are seen through and over front fences.

Car accommodation

P13 Emergency vehicle access is provided to the North Shore railway line.

P14 Parking is located underground

P15 Only one access point is provided from Bay Road adjacent to Wakelin Reserve to the SRA Land south of Bay Road.



10.2 THE UPPER SLOPES





10.2.1 Significant Elements

Land Use

- P1 Diverse range of low, medium and high density residential accommodation.
- P2 Passive and active recreational spaces.
- P3 Educational establishments.
- P4 Health services facilities.

Topography

- P5 Generally falls from the ridge following the Pacific Highway down to the south-west.

Natural Features

- P6 Remnant bushland in Smoothey Park.

Views

- P7 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Vistas to Sydney Harbour along Crows Nest Road are maintained.
 - (b) Remaining views from Brennan Park are maintained.