

8.4. Draft amendment to NSDCP 2013 - St Leonards / Crows Nest 2036 Plan

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ATTACHMENTS:

1. Draft Amendment to NSDCP 2013 Part C Sections 3&10 Tracked changes version [8.4.1 - 58 pages]
2. Draft Amendment to NSDCP 2013 Part C Sections 3&10 Accepted Changes Version [8.4.2 - 47 pages]

PURPOSE:

To seek Council's endorsement to amend *North Sydney Development Control Plan 2013* (NSDCP 2013) to provide built form guidance for medium and tall towers enabled under the *St Leonards and Crows Nest 2036 Plan* and improve public space and street level amenity; and place that draft amendment on public exhibition.

EXECUTIVE SUMMARY:

St Leonards and Crows Nest are undergoing a period of increased development interest following the making of the *St Leonards and Crows Nest 2036 Plan (2036 Plan)* by the Department of Planning and Environment (DPE) in 2020. The 2036 Plan recommends substantial change and uplift adjacent to St Leonards Railway Station and the future Crow Nest Metro Station and along the Pacific Highway. In particular, it seeks in part, increasing the maximum building height, amending the minimum non-residential Floor space Ratio (FSR) and establishing maximum FSR controls under North Sydney Local Environmental Plan 2013 (NSLEP 2013). These controls are currently being amended via site-specific planning proposals lodged by landowners.

To manage the impacts of the increased density and height uplift, the *2036 Plan* also recommends built form controls on building setback, street wall (or podiums) height and solar protection. This report proposes to amend NSDCP 2013 to implement the intent of these recommendations, and provide amended and additional design guidance to:

- minimise the impacts of tall towers;
- create a human scale to the street and transition to lower density areas; and
- improve public spaces and street level amenity.

It is recommended that the attached draft DCP amendment is adopted by Council for the purposes of public exhibition.

As previously reported to Council, the DPE did not consult Council following the exhibition of the draft *2036 Plan* and significant post exhibition changes were made to the final *2036 Plan*. In preparing this draft DCP amendment, several problematic issues have been identified with

the final plan including FSR controls that don't match proposed heights, reduced and limited employment capacity on land near the Railway and Metro Stations and mapping errors. This report recommends the DPE be advised of these issues. This will make it easier for Council to implement the intent of the *2036 Plan* when it amends NSLEP 2013 via landowner-initiated planning proposals.

FINANCIAL IMPLICATIONS:

There will be relatively modest expenses with respect to the public exhibition of the DCP amendment and its implementation which can be funded through existing recurrent budgeting lines.

RECOMMENDATION:

- 1.THAT** Council resolves to adopt the draft amendments to NSDCP 2013, as provided in Attachments 1 and 2.
- 2.THAT** the draft amendments to NSDCP 2013 be placed on public exhibition for a minimum period of 42 days.
- 3.THAT** Council write to the Department of Planning and Environment outlining the identified issues and inconsistencies with the implementation of the *2036 Plan* as discussed in this report.
- 4.THAT** a Councillor Briefing be held prior to or in the early stages of the exhibition period.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
 - 1.3 Clean and green places
 - 1.4 Well utilised open space and recreational facilities
2. Our Built Infrastructure
 - 2.2 Vibrant public domains and villages
3. Our Innovative City
 - 3.1 Our commercial centres are prosperous and vibrant
 - 3.3 Distinctive sense of place and design excellence
4. Our Social Vitality
 - 4.1 North Sydney is connected, inclusive, healthy and safe
 - 4.3 North Sydney's history is preserved and recognised
5. Our Civic Leadership
 - 5.1 Lead North Sydney's strategic direction

BACKGROUND

In July 2016, the Minister for Planning announced that the Department of Planning and Environment (DPE) would undertake a strategic planning investigation into the Crows Nest, St Leonards and Artarmon industrial areas.

On 29 August 2020, a finalised version of the *2036 Plan* was made. The finalised Plan seeks to deliver significant jobs and dwellings growth in St Leonards and Crows Nest to 2036, taking advantage of state government investment in the new metro infrastructure for Sydney.

The Plan is accompanied by a Section 9.1 Ministerial Direction which requires planning decisions to be made consistent with the *2036 Plan*.

The *2036 Plan* contains a vision, priorities, objectives and actions to realise the opportunity for urban renewal and growth within the precinct. The *2036 Plan* also identifies indicative building heights (HOB), density (FSR), employment (non-residential FSR), land use, overshadowing, street wall height and building setback provisions. It is important to note that there are significant differences between the draft and final versions of the *2036 Plan* for some of the sites in terms of the increased maximum building height and FSR. These changes were not subject to any further community consultation by DPE. This issue was the subject of a Notice of Motion and Council resolution on 30 November 2020. A copy of the Notice of Motion and outcome can be found here: [Council Meeting Minutes - 30 November 2020](#)

Another important change between the draft and final versions of the *2036 Plan* relates to the accompanying urban design report prepared by design consulting firm SJB. The draft report recommended implementing a minimum 1,500sqm site area and minimum 40m tower separation controls to encourage site amalgamation and provide a better transition to lower density areas and gaps between towers. These recommended controls were not ultimately incorporated into the final published *2036 Plan* but represent a better opportunity to deal with the dramatic height and scale interface.

On 26 April 2022, Council considered a report with regard to the assessment of Planning Proposal 7/21 which related to the amendment of North Sydney Local Environmental Plan 2013 (NSLEP 2013) in relation to land at 378-390 Pacific Highway. Council resolved to not support the progression of this Planning proposal to Gateway Determination. In addition, it resolved:

1. *THAT Council progress amendments to the North Sydney Development Control Plan 2013 for the St Leonards and Crows Nest Precinct to better manage and accommodate the height limits and densities foreshadowed in the 2036 Plan in relation to interface issues, character, internal and external amenity and other matters relevant to accommodating the significant extent of change in the most place sensitive manner possible*

On 9 May 2022, Council staff presented an overview of the *2036 Plan* and preparation work on a draft amendment to NSDCP 2013 for St Leonards and Crows Nest Planning Area at a Councillor Briefing. Whilst generally supportive of the need to amend the DCP to address the *2036 Plan*, Councillors also questioned whether to include additional Ecological Sustainable Development (ESD) controls should be included within the DCP. There is an immediate need to include DCP built form controls to provide more design detail to the broad-brush approach of the *2036 Plan*. As ESD matters are far more reaching than just development within the *2036 Plan* area and will take longer to develop, it is recommended that these matters are addressed in a separate amendment to the DCP.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

DETAIL

1. Need for the draft DCP amendment

1.1. The 2036 Plan

The *2036 Plan* provides planning capacity for an additional 16,500 new jobs and 6,683 new homes within the Precinct across three separate Local Government Areas (LGA). It is also accompanied by a set of proposed planning controls, to support the objectives and actions within the Plan, including:

- Land zoning;
- Building height;
- FSR;
- Minimum non-residential FSR;
- Street wall height;
- Setbacks; and
- Solar access

Blocks that include land identified for increased density in the North Sydney LGA under the *2036 Plan* is shown in Figure 1.



FIGURE 1: St Leonards and Crows Nest Planning Area

The *2036 Plan* is a strategic document that requires amendments to Council's planning controls to align with it. Despite being a State lead planning strategy, the *2036 Plan* requires the three effected councils to implement its intent.

Controls relating to zoning, building height, non-residential FSR, and FSR are dealt with under NSLEP 2013. These controls are currently being amended on a needs basis via site-specific planning proposals lodged by landowners.

All other controls proposed by the *2036 Plan* are typically located in a DCP that supports the LEP.

Part C – Area Character Statements of NSDCP 2013 contains specific development controls for certain localities with more generic controls located within Part B – Development Controls of NSDCP 2013.

The *2036 Plan* affects the following Planning and Locality Areas in Part C of NSDCP 2013:

- Section 3 St Leonard / Crows Nest Planning Area Character Statement
- Section 3.1 St Leonards Town Centre
- Section 3.2 Crows Nest Town Centre
- Section 10 Wollstonecraft / Waverton Planning Area Character Statement
- Section 10.2 Upper Slopes Neighbourhood

Currently, Section 3 and 3.1 to Part C of NSDCP 2013 reflects the proposed built form control changes from the St Leonards/Crows Nest – Precincts 1 and Precincts 2 & 3 Planning Studies which were endorsed by Council in 2012 and 2015. With the significant density uplift released in the *2036 Plan*, Council needs to amend the DCP to better reflect the proposed density envisaged and better manage the urban structure of these two Town Centres.

It was noted that there appears to be a historic anomaly, where the land zoned B4 Mixed Use located between Bruce Street and Rocklands Road and fronting the Pacific Highway had been included in the Upper Slopes Neighbourhood Locality Area, which is predominately residential based. It is intended to correct this anomaly as part of this amendment.

1.2. Crows Nest Metro Station and the OSD

On 31 August 2020, State Environmental Planning Policy Amendment (Crows Nest Metro Station) 2020 was gazetted which resulted in the amendment of NSLEP 2013 by imposing new height, FSR and non-residential FSR controls and a design excellence clause as it related to land acquired for the creation of the Crows Nest Metro Station.

In December 2020, DPE approved the State Significant Development Application (SSDA) Concept Plan for the Crows Nest Metro site to accommodate 9, 17 and 21 storey buildings. The station is currently under construction and scheduled to be operational in 2024.

While the new station and the over station development (OSD) provide an opportunity to improve the connectivity and support increased jobs and housing, it also represents significant impacts to the precinct. The approved OSD envelopes have bulky scaled built forms which will significantly overshadow the residential areas to the west of Pacific Highway, Ernest Place and Willoughby Road streetscape. The excessively long (up to approximately 120m) and tall built form of Building A will have a major impact when viewed from the street.

The *Final Crows Nest Over Station Development Design Quality Guidelines* published in November 2020 by Sydney Metro sets design guidelines for the future built form. However, these guidelines are not sufficient to minimise the full impacts of the OSD above the podium. In addition, the *2036 Plan* is silent on above podium setback controls and tower width / length controls, which should be considered and reviewed together with the height increase to minimise any potential amenity impacts.

The draft DCP amendment proposes additional controls to guide the future OSD envelopes and reduce the impacts on the neighbouring areas.

1.3. Development pressures

Since the making of the *2036 Plan*, St Leonards/Crows Nest has been experiencing strong development interest. Over the last two years, nine (9) planning proposals have been lodged with Council seeking to amend NSLEP 2013 to achieve the proposed building height and FSR controls under the *2036 Plan*.

While most of the planning proposals technically comply with the few numerical controls outlined in the *2036 Plan*, the combination of limited tower setbacks, inadequate tower separation and potential isolation of sites have the potential to undermine the desired future outcomes for St Leonards and Crows Nest Town Centres.

Some of the planning proposals being submitted to Council are also being accompanied by site specific DCP controls to give some certainty over the envisaged built form controls. However, this piecemeal approach results in a lengthening and difficult to interpret DCP. To provide a greater level of consistency across the entire Precinct, it is proposed to incorporate the intent of the *2036 Plan* in a single amendment. This will also assist in managing developer's expectations when submitting planning proposals and establishing a new FSR requirement for a site.

The draft amendment to NSDCP 2013 provides additional controls to better manage the high density and urban form and minimise the impacts on surrounding sites.

2. Aims and Objectives

The following aims and objectives inform the review:

- To minimise the impacts of tall towers:
 - Maximise solar and daylight access to the public domain and surrounding areas
 - Limit tower width and provide adequate tower separation to allow sky views and reduce overshadowing impacts
- To create a human scale to the street & transition to lower density areas:
 - Provide consistent street wall heights that respond to the site context
 - Ensure sufficient above podium setback is preserved
 - Provide building setbacks to the mixed use lot boundary where there is a major height transition to the adjacent residential zone
- To improve public spaces:
 - Provide footpath widening and outdoor dining opportunities through increased setbacks
 - Ensure street frontages are activated with retail uses
 - Encourage through site links with active frontages and landscape treatments

Reducing the environmental impact of tall mixed-use towers is also desirable. It is noted that at its meeting on 25 July 2022, Council endorsed reduced parking rates in this Precinct in recognition of the excellent public transport accessibility available. That draft amendment will be exhibited separately.

3. Methodology

The following methodology was used to inform the proposed amendments to the DCP:

- Undertake site by site built form testing with the proposed planning controls under the *2036 Plan*;
- Identify any issues with the built form controls under the *2036 Plan* and explore alternative recommendations;
- Proceed with:
 - those recommendations from the *2036 Plan* that are deemed reasonable and fit for purpose
 - the approved Metro OSD building envelope setbacks and street wall heights
- Refine other recommendations from the *2036 Plan* to ensure the existing site context and plans for the area are recognised;
- Develop additional controls to address necessary design guidance that is missing in the *2036 Plan*; and
- Test the draft DCP amendments to ensure that redevelopment of sites can achieve the proposed height and FSR controls under the *2036 Plan*

4. What the draft DCP amendment does

The proposed draft amendments to NSDCP 2013 can be found in Attachments 1 and 2 to this report. The amendments are limited to the following sections within Part C – Area Character Statements to NSDCP 2013:

- Section 3 - St Leonard / Crows Nest Planning Area Character Statement
- Section 3.1 - St Leonards Town Centre
- Section 3.2 - Crows Nest Town Centre
- Section 10 - Wollstonecraft / Waverton Planning Area Character Statement
- Section 10.2 - Upper Slopes Neighbourhood

The key proposed amendments to NSDCP 2013 include the following:

Planning Area and Locality Area boundaries (Sections 1, 3, 3.2, 10 and 10.2)

- Amend the St Leonards / Crows Nest Planning Area boundary to include all land zoned *B4 Mixed Use* fronting Pacific Highway between Bruce Street and Rocklands Road.
- Amend the Crows Nest Town Centre Locality Area boundary to include all land zoned *B4 Mixed Use* fronting Pacific Highway between Bruce Street and Rocklands Road.
- Amend the Wollstonecraft / Waverton Planning Area to exclude all land zoned *B4 Mixed Use* fronting Pacific Highway between Bruce Street and Rocklands Road
- Amend the Upper Slopes Locality Area to exclude all land zoned *B4 Mixed Use* fronting Pacific Highway between Bruce Street and Rocklands Road

St Leonards Town Centre and Crows Nest Town Centre Objectives (Section 3.1 and 3.2)

- Add objectives to better describe the preferred planning outcomes in light of the 2036 Plan.

Building Setbacks (Sections 3.1.3.3 and 3.2.3.3)

- Adopt the reasonable recommendations from the *2036 Plan* and the approved Metro OSD building envelope setbacks.
- Refine other recommendations from the *2036 Plan* and the existing DCP to better reflect the existing site context and plans for the area. Key amendments, indicated in Figure 2, are:
 - 1) Ensure consistent setbacks are provided along Oxley Street.
 - 2) Provide setbacks along Clarke Street (some of which already exist but are not included in the *2036 Plan* or existing DCP) to enable the outdoor dining opportunities facing Hume Street Park.
 - 3) Adopt the wider setback provided along Hume Lane and Pole Lane in recently constructed developments.
 - 4) Add rear boundary whole of building setbacks to the *B4 Mixed Use* zone where it directly adjoins a residential zone to provide better height transition and increased amenity in terms of solar access and privacy.



FIGURE 2: Key recommendations – Setbacks

Podium Heights (Sections 3.1.3.4 and 3.2.3.4)

- Adopt the reasonable recommendations from the *2036 Plan* and the approved Metro OSD building envelope street wall heights.
- Refine other recommendations from the *2036 Plan* and existing DCP to better reflect the existing site context and plans for the area. Key amendments, indicated in Figure 3, include:
 - 1) Ensure consistent street wall heights along Christie Street and Pacific Highway.

- 2) Retain the street wall height of the “Marco” building (575 Pacific Highway) - an identified heritage item and enable redevelopment above.
- 3) Reduce the street wall height to minimise residential levels within the podium.
- 4) Provide new controls fronting the future Hume Street Plaza/link to enable adequate solar access to the public open space.
- 5) Reduce the street wall height along Holtermann Street to minimise the shadow impact on the future “Holtermann Park”.
- 6) Adopt the street wall height provided along Hume Lane and Pole Lane in recently constructed developments.
- 7) Add new street wall height to maps to reflect recent approvals in Crows Nest to contribute to human-scale streetscapes.



FIGURE 3: Key recommendations – Street wall heights

Above Podium Setbacks (Sections 3.1.3.5 and 3.2.3.5):

- Amend the controls to better reflect the existing site context and plans for the area. Key amendments, indicated in Figure 4, are:
 - 1) Set an above podium setback of 3m for the 18 storey commercial building at 655 Pacific Highway.
 - 2) Set an above podium setback of 2m (Atchison Street) and 6m (Christie Street) for the 50 storey mixed use building at 619-621 Pacific Highway.
 - 3) Provide above podium setbacks along Albany Lane to create a human-scale laneway.
 - 4) Ensure a top level setback is provided to building in the *R4 High Density Residential* zone.

- 5) Increase the above podium setback along Clarke Lane to 3m to minimise the visual impacts and improve the amenity of the laneway.
 - 6) Provide above podium setbacks of 3m along the future Hume Street Plaza/link to enable adequate solar access to the public open space.
 - 7) Increase the above podium setback to 6m for the block bounded by Falcon Street, Pacific Highway and Alexander Street to provide a better transition to the surroundings.
- Introduce a new control to ensure adequate building separation above the podium level for buildings in the *B3 Commercial Core* and *B4 Mixed Use* zone as follows:
 - a) A minimum 6m setback is required from all side and rear boundaries above the podium level for developments up to 18 storeys;
 - b) A minimum 12m setback is required from all side and rear boundaries above the podium level for developments over 18 storeys.
 - Introduce a new control to ensure additional above the podium setback is required where the *B4 Mixed Use* zone or *B3 Commercial Core* zone directly adjoins a residential zone to provide better height transition and increased amenity in terms of solar access and privacy.
 - Add a new control to ensure only one step in the built form between the podium walls and tower is permissible.

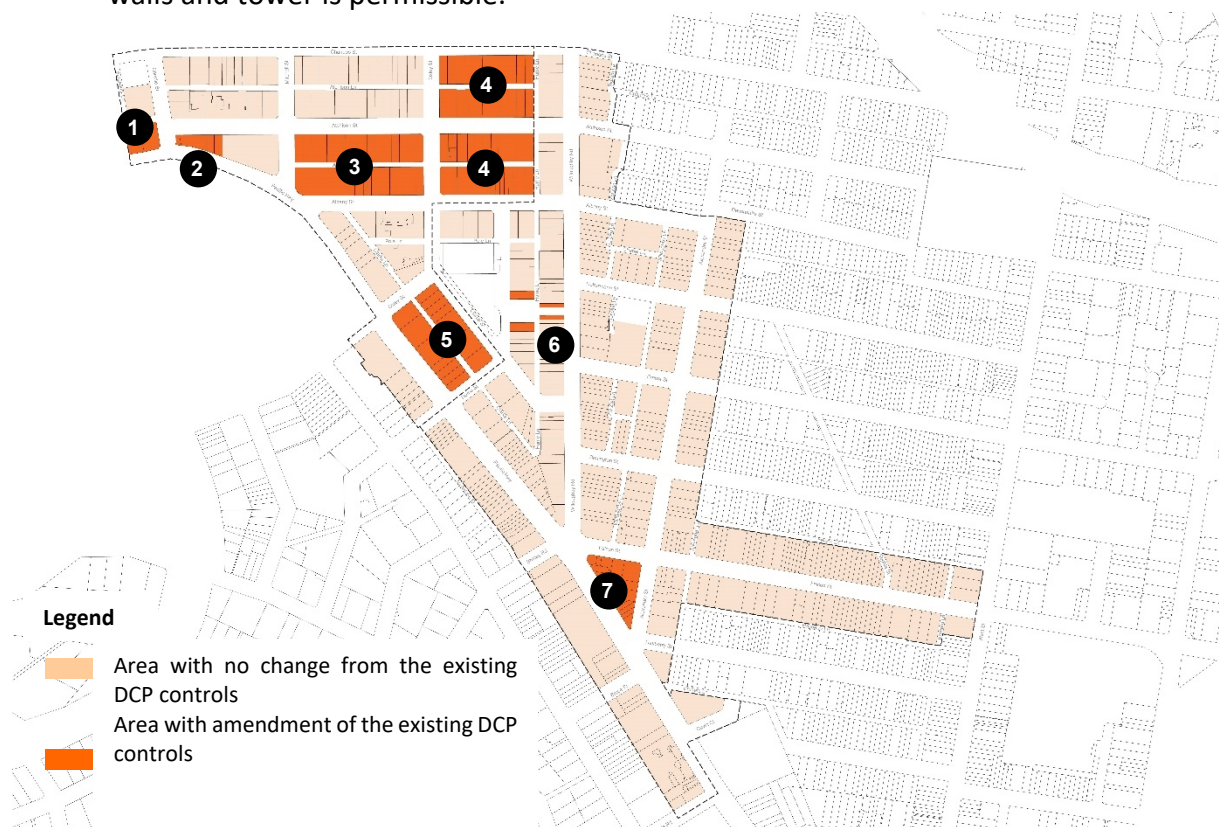


FIGURE 4: Key recommendations – Above Podium Setbacks

Through Site Links (Sections 3.1.2.1 and 3.2.2.2)

- Provide new Through Site Links Maps to indicate the existing and the future proposed through site link locations.
- Introduce three future through site links for the blocks along Pacific Highway in Crows Nest.

Solar Access (Sections 3.1.3.8 and 3.2.3.7)

- Adopt the solar access recommendations from the *2036 Plan* for Christie Street Reserve, Hume Street Park, Ernest Place.
- Adopt the solar access recommendations from the *2036 Plan* for Willoughby Road, Oxley Street and Mitchell Street road reserves and extended pedestrian zones.
- Provide a new solar access control to protect solar access to the proposed Holtermann Park.

5. Issues in the 2036 Plan

In preparing the DCP amendment, a number of issues were identified with the proposed controls under the *2036 Plan*. The following sections detail these issues and what should be considered in rectifying those issues.

5.1. Increased maximum building heights after the public exhibition

It is worth noting post exhibition increases to the proposed maximum building heights have been made to at least 29 sites, which have resulted in increased amenity impacts on surrounding low-density residential areas. These changes were not subject to community consultation.

5.2. Conflicts between the recommended maximum FSR and building height

Built form testing has revealed a significant number of discrepancies between the achievable maximum height and FSR controls proposed under the *2036 Plan*.

These issues have also come to light in the assessment of a number of planning proposals in the Precinct.

There are six (6) sites in St Leonards and one (1) site in Crows Nest that have been allocated a maximum height limit which cannot be achieved if the maximum FSR requirement is complied with. This indicates some of the building heights recommended under the *2036 Plan* could be reduced to limit the impacts on the surrounding sites, and still meet the recommended FSR.

Conversely, there are four (4) sites in St Leonards and two sites in Crows Nest that have been allocated a maximum FSR which cannot be achieved if the maximum height is complied with. This indicates some of the recommended FSRs in the *2036 Plan* would potentially lead to undesirable urban forms with insufficient building separations and building articulations.

5.3. Reduction of employment capacity

One of the key objectives of the *2036 Plan* is to increase the commercial floor space capacity in St Leonards and Crows Nest.

However, the *2036 Plan* proposes to reduce the non-residential FSR of some sites in the blocks bounded by Mitchell, Albany, Oxley and Chandos Streets, compared to that envisaged under Council's *St Leonards/Crows Nest – Precincts 2 & 3 Planning Study* and existing NSLEP 2013 controls. This outcome is contrary to the *2036 Plan's* objectives and a missed opportunity with the opening of the new metro station.

It also results in a poor urban design outcome with a podium supporting only ground level and level 1 commercial uses (Figure 5).

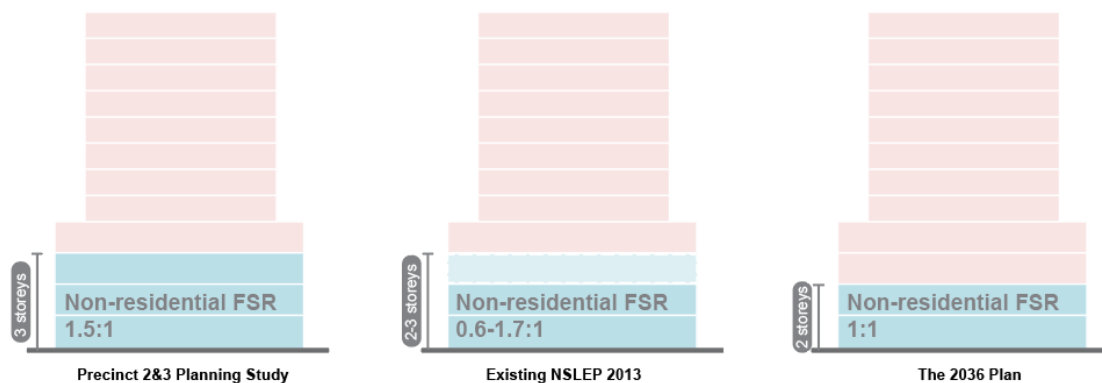


FIGURE 5: Non-residential FSR controls for the blocks bounded by Mitchell Street, Albany Street, Oxley Street and Chandos Street

The block bounded by Clarke Street, Hume Street, Clarke Lane and Oxley Street includes Metro Site C with a Metro Station entry facing Clarke Street. The 2036 Plan proposes a non-residential FSR for Metro Site C of 5:1. The rest of the sites in the block retain the existing NSLEP 2013 non-residential FSR of 0.5:1 (equivalent to 1 storey retail/commercial only).

It is worth mentioning that the existing buildings in this block provide retail/commercial spaces which are more than the minimum NSLEP 2013 requirement. The building at 20 Clarke Street is a 5 storey commercial building. The adjacent site at 22-26 Clarke Street is a mixed use building with 2 storeys retail/commercial spaces. It is acknowledged that with the number of strata titles in the existing buildings, the opportunities for redevelopment may be limited.

Nevertheless, given the sites are adjacent to the Metro Station and have a 1-3 storey uplift in the 2036 Plan, it is an ideal location for additional employment spaces. The proposed no change to the non-residential FSR misses the opportunity to capture the value of the sites and contribute to the commercial/employment capacity of the precinct.

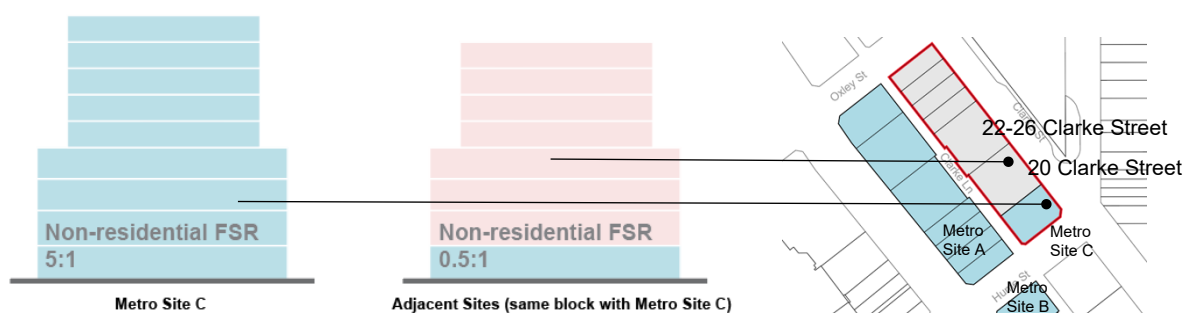


FIGURE 6: Non-residential FSR controls for the block next to Metro Site C

5.4. Built Form Mapping Errors

A number of mapping errors have been identified under the 2036 Plan which are described in detail in the following subsections.

5.4.1. 2 Atchison Street

The *2036 Plan* identifies a 29 storey building height for the site at 2-4 Atchison Street (Figure 7) with a 13:1 FSR and a 3:1 non-residential FSR. In Council's Precinct 2&3 Planning Study, this site has a 16 storey building height and the adjacent site to the east at 6-16 Atchison Street (Air Apartments) has a 29 storey building height (Figure 8). It is assumed this is in error.



FIGURE 7: Recommended Building Height in Precinct 2&3 FIGURE 8: Recommended Building Height in the 2036 Plan

5.4.2. 198 Pacific Highway and 50 Rocklands Road

The *2036 Plan* identifies a 17 storey building height for the site at 198 Pacific Highway and 50 Rocklands Road with a 3:1 FSR and a 2:1 non-residential FSR. It appears that these sites have been incorporated into the adjoining site at 200-220 Pacific Highway which contains a repurposed 17-storey motel. The width of the site (approximately 12m) at 198 Pacific Highway and 50 Rocklands Road, would prevent a tower element to be provided above the podium due to the proposed above podium setbacks and the requirement not to overshadow residential development outside the *2036 Plan*'s study area. It is assumed this is in error.

5.5. Uncharacteristic setbacks

Ground level setbacks are encouraged at some street frontages to provide opportunities for landscape treatment, footpath widening and outdoor dining. In the *2036 Plan*, there are a few sites that have uncharacteristic setbacks which do not consider the existing site context.

For example, the *2036 Plan* recommends a 5m landscaped street setback along the western side of Oxley Street between Chandos Street and Christie Street to provide a new linear park. However, this 5m setback is unfeasible for the southern block bounded by Oxley Street, Albany Street and Clarke Lane (refer to Figure 9). In this block, two recently constructed developments have a 3m and a 0m whole of building setback along Oxley Street which is unlikely to be redeveloped in the long term. The site at the southern end has the potential to be redeveloped, however, the site has a small site area of 540sqm and is narrow in depth. If the 5m whole of building setback control was strictly complied with, it would leave a developable area of approximately 325sqm, that cannot achieve the proposed FSR under the *2036 Plan*, rendering the redevelopment of this site unfeasible. Therefore, the recommended 5m setback does not reflect the site context, and as a result, it will provide an inconsistent street frontage and a risk of potential isolated site. This issue has been addressed in the draft DCP amendment - Sections 3.1.3.3 and 3.2.3.3 Building Setbacks.

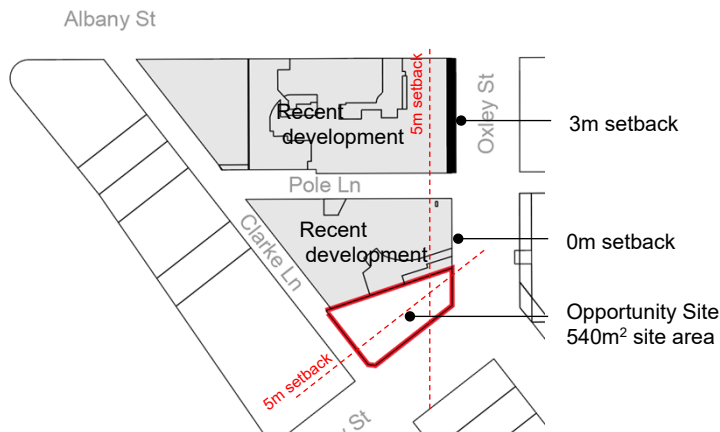


FIGURE 9: Existing site conditions - setbacks

5.6. Uncharacteristic podium / street wall heights

To provide consistent streetscapes, street wall height recommendations should take into consideration the existing site context and respect adjoining heritage items. In the *2036 Plan*, there are a few sites that have uncharacteristic street wall heights. In particular, the block bounded by Pacific Highway, Albany Street and Oxley Street has a recommended 6 storey podium / street wall height. Within this block, most of the sites have been recently redeveloped with the constructed street wall heights varying from 3 to 5 storeys to deal with changes in topography. Accordingly, the recommended 6 storey street wall height does not reflect the existing and potentially long term site context, and as a result, will provide an inconsistent podium height and a poor contextual response. This issue is proposed to be addressed in the draft DCP amendment through the incorporation of revised podium heights.

6. Car Parking

The *2036 Plan* recommends the reduction of parking rates within the Precinct to ensure the maximising the uptake of public transport services provided within the Precinct. This amendment is being pursued under a separate amendment to NSDCP 2013.

On 25 July 2022, Council resolved to proceed with the public exhibition of a draft amendment to the car parking section of NSDCP 2013. In particular, it seeks to lower car parking rates in high growth areas, including St Leonards and Crows Nest Planning Area, and which have high public transport accessibility. This draft amendment will be exhibited separately.

7. Public Exhibition

Under Schedule 1 to the Environmental Planning and Assessment Act 1979, DCPs are required to be placed on public exhibition for a minimum period of 28 days (4 weeks). Due to the extent of changes being made to NSDCP 2013, it is recommended that the exhibition period be extended to 42 days (6 weeks) to enable sufficient time for people to comment.

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.

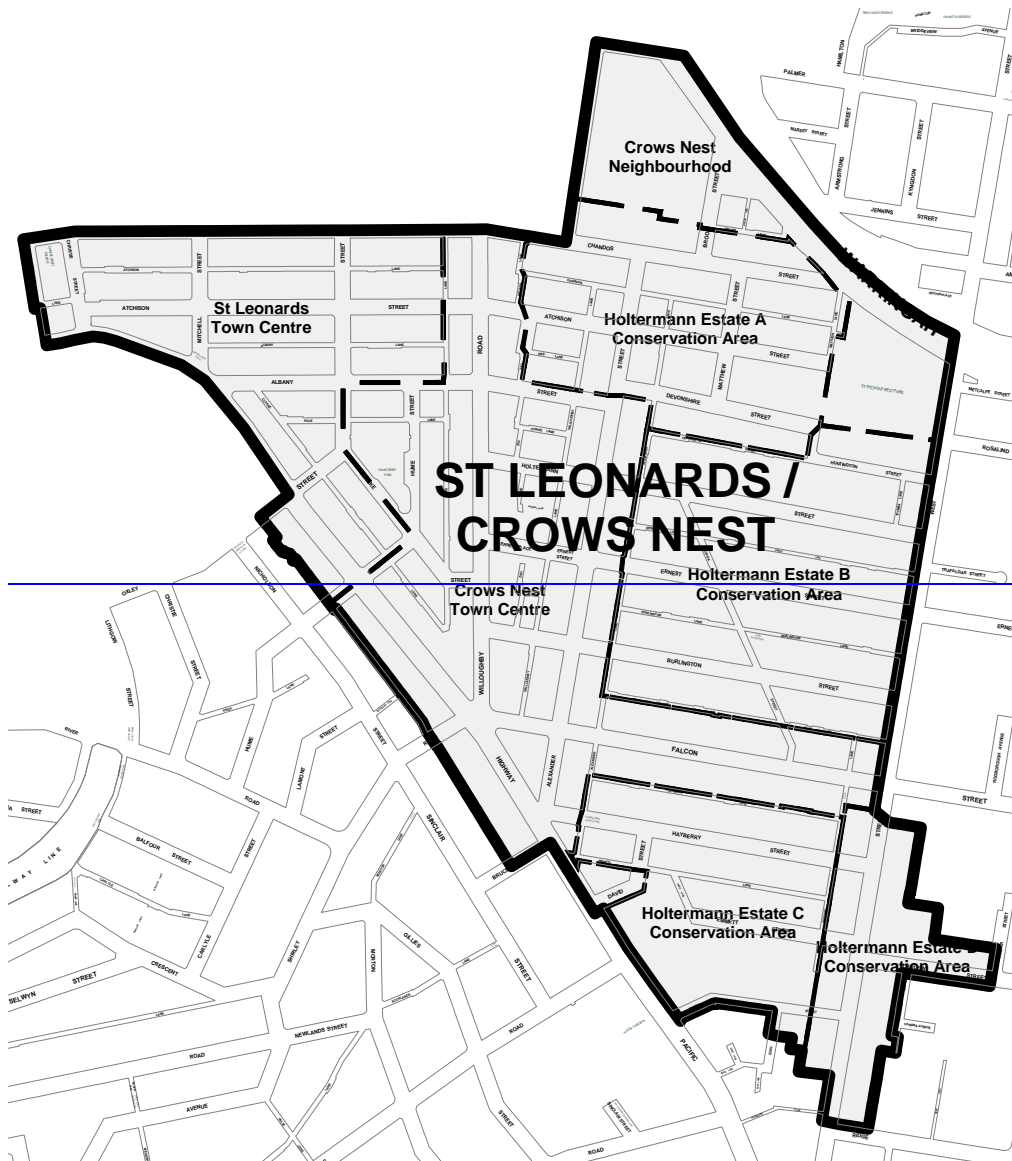


**SECTION 3 ST LEONARDS / CROWS NEST
PLANNING AREA**



DRAFT AMENDMENT - North Sydney Development Control Plan 2013

Area Character Statements - St Leonards / Crows Nest Planning Area



C	Part
C3-2	Page

North Sydney Development Control Plan 2013 – **DRAFT AMENDMENT**

Area Character Statements - St Leonards / Crows Nest Planning Area

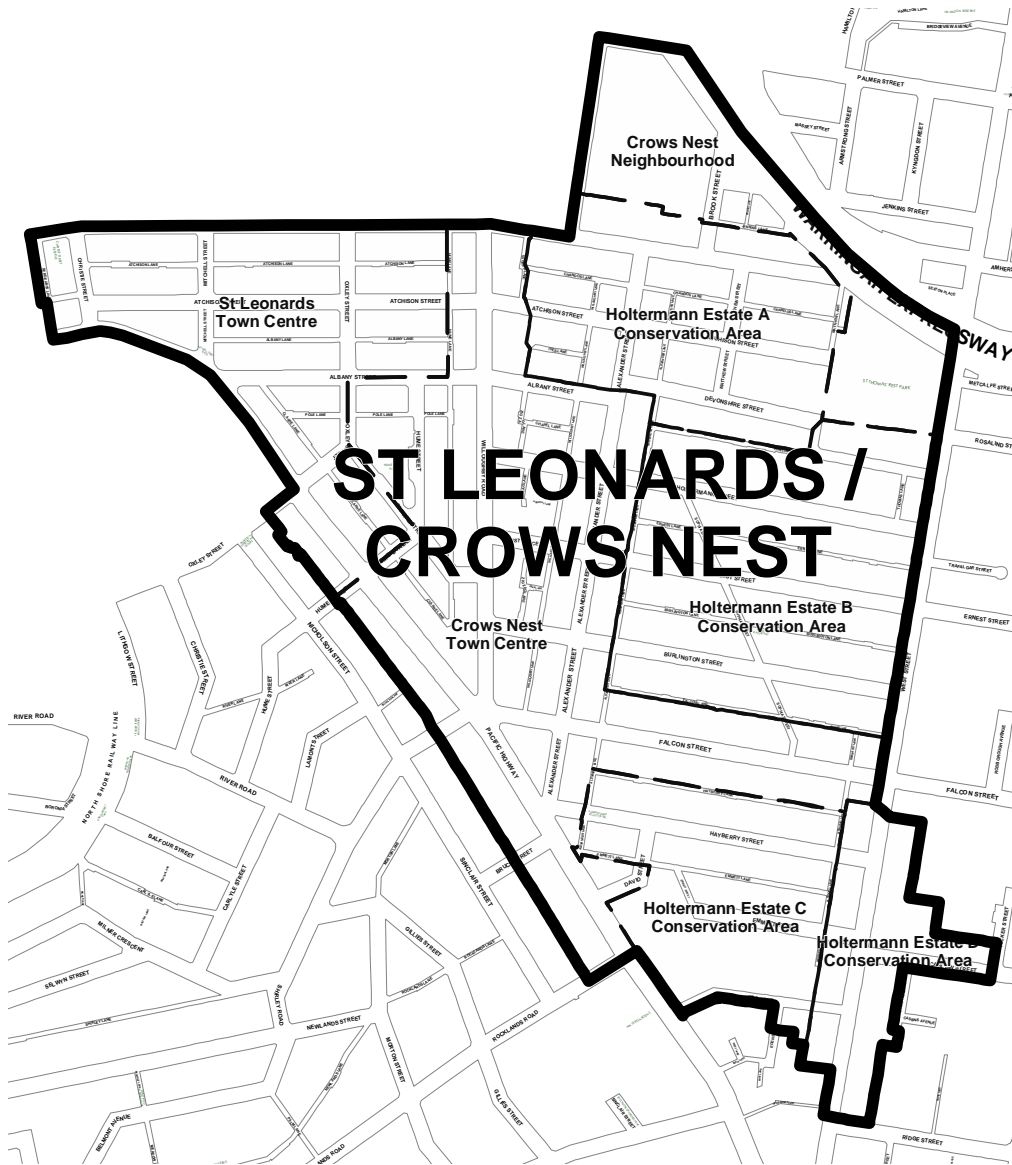


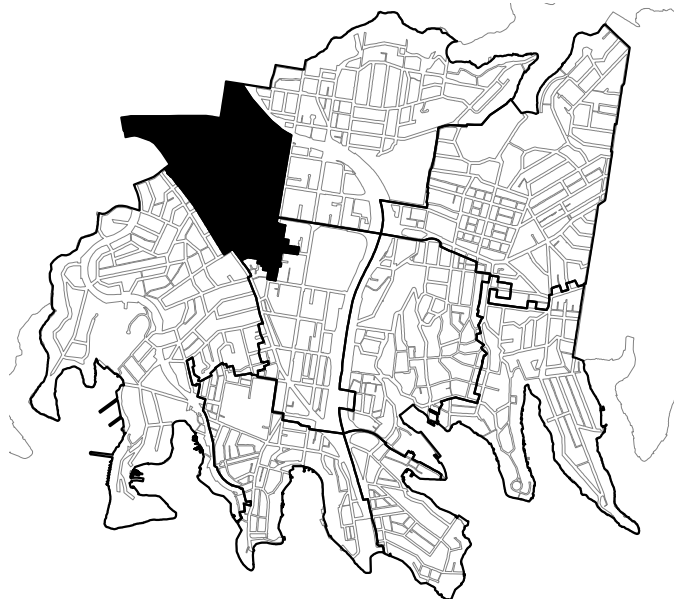
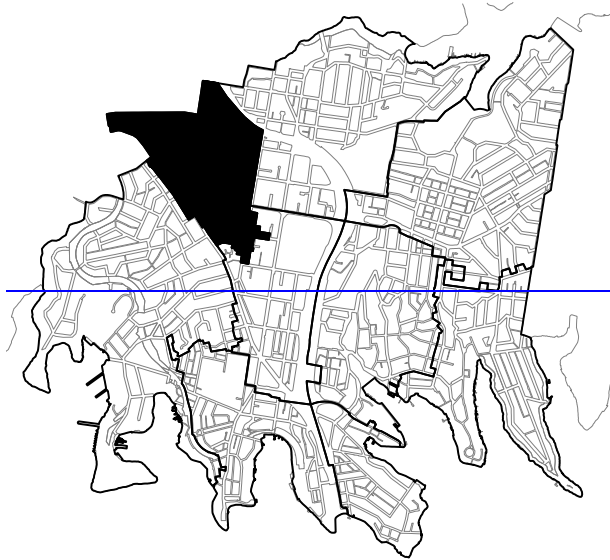
Figure C-3.0: St Leonards / Crows Nest Planning Area and associated Locality Areas



DRAFT AMENDMENT - North Sydney Development Control Plan 2013

Area Character Statements - St Leonards / Crows Nest Planning Area

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

C Part

C3-4 Page

North Sydney Development Control Plan 2013 – DRAFT AMENDMENT



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 and 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

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- 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

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- 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



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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.

P8P12 Hume Street Park.

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~~P9~~**P13** Generally rectilinear grid pattern with dual frontages

Streetscape

~~P10~~**P14** Wide fully paved footpaths along Pacific Highway and adjacent to other commercial and mixed use buildings.

~~P11~~**P15** Atchison Street between Christie Street and Mitchell Street is one way only, with wide paved footpaths, landscaping and other urban furniture.

~~P12~~**P16** Awnings provided along the Pacific Highway and for other commercial and mixed use buildings.

~~P13~~**P17** Irregular planting of street trees.

Public transport

~~P14~~**P18** Development is to take advantage of high levels of access to high frequency public train, Metro and bus services.

~~P15~~**P19** 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~~ P5 High density residential accommodation within mixed use buildings is concentrated closest to the railway and metro stations and along the Pacific Highway.

~~P5~~**P6** Retention of the medium density residential precinct in the north-eastern corner of the Locality Area.

Public spaces and facilities

~~P6~~**P7** 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.

~~P7~~**P8** Outdoor dining to be concentrated along widened footpaths to Atchison, Chandos, Mitchell, and Oxley and Clarke Streets.



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~~P9~~ 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

~~P8~~ P10 Maintain and enhance Mitchell Street Public plaza ~~at is provided at the closure~~ the intersection of Mitchell Street ~~and the~~ with Pacific Highway.

~~P9~~ P11 A linear landscaped park is provided along the western side of Mitchell and Oxley Streets, between Chandos and ~~Albany Street~~ Pacific Highway.

~~P10~~ P12 A shared way is provided along Mitchell Street ~~from~~ between Atchison Street ~~and to~~ properties in Albany Lane.

~~P11~~ P13 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.

~~P12~~ P14 Plazas incorporate space for public entertainment and expression of community identity, large enough to hold an open air performance or market.

~~P13~~ P15 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.

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- (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.



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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.
- ~~P4~~P9 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.

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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.

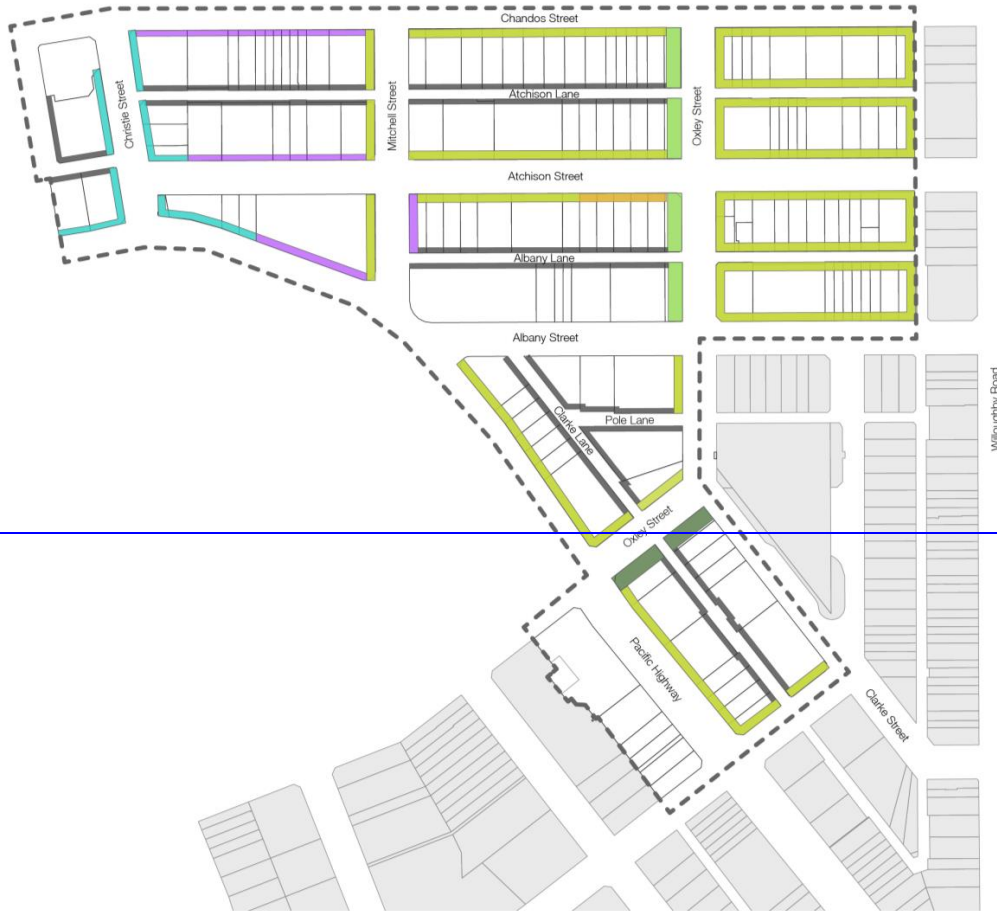
P8 Building alignments and setbacks should also respond to important elements of the nearby context including public spaces and heritage buildings, monuments and landscape elements, in order to complement the streetscape. In some places, this may require greater building setbacks than those specified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



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- | | | | |
|---|-------------------------------------|---|-------------------------------------|
|  | 3m ground level setback - 2 storeys |  | 3m whole of building setback |
|  | 3m ground level setback - 1 storey |  | 6m whole of building setback |
|  | 1.5m whole of building setback |  | 5m whole of building setback |
| | |  | 6m ground level setback - 2 storeys |

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Figure C-3.1-3: Building Setbacks Map

3.1.3.3.1.3.4 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-3.1-4).
- P2** Despite **P8**, 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.



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

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Figure C-3.1-43: Building Podium Heights Map

3.1.3.4.3.1.3.5 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 to the street level to enable the successful growing of street trees.
- O5 To permit sky views from the street and neighbouring residential areas.
- O6 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- O7 To ensure development does not prejudice the re-development of adjoining sites in the future.
- O8 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.



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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~~0~~, 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.

~~P3~~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.

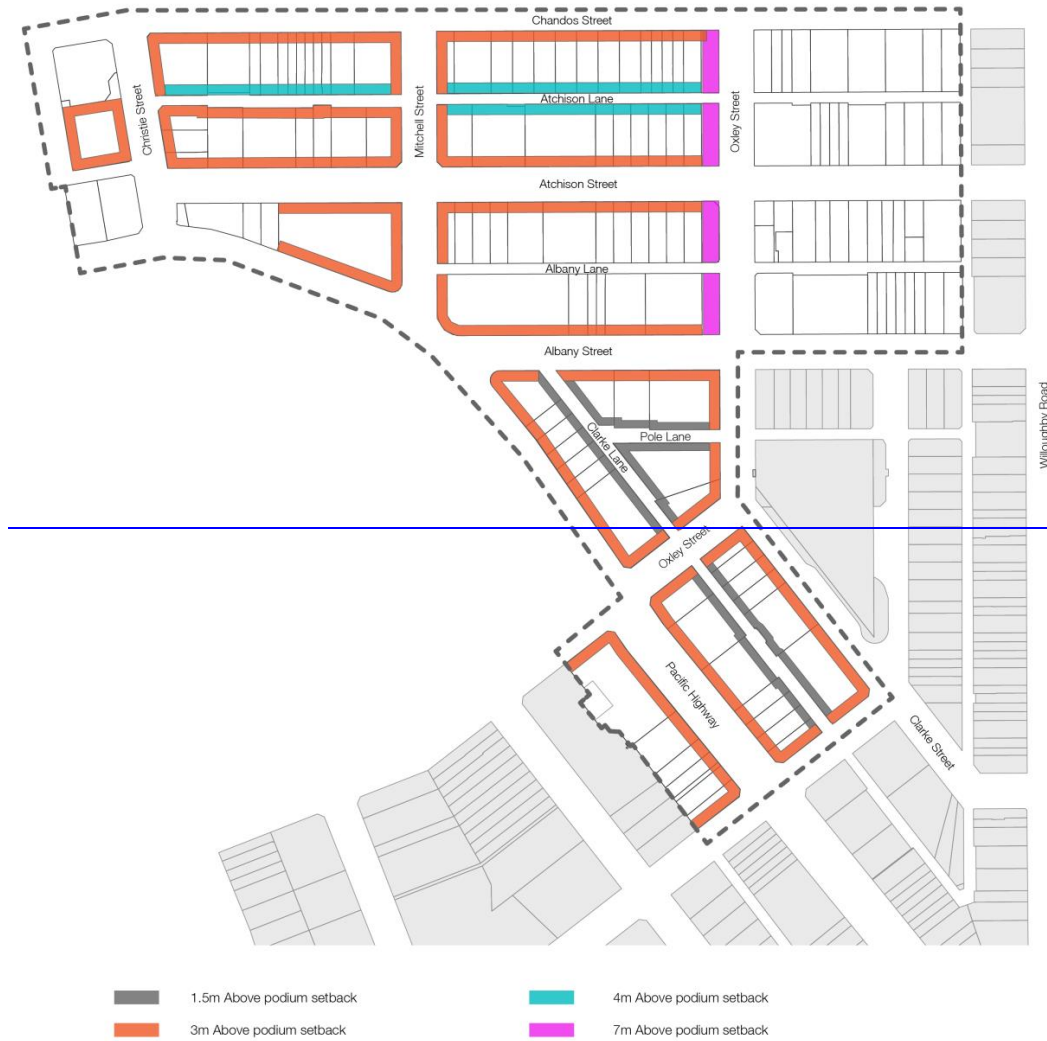
Note. Setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.

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Figure C-3.1-54: Above Podium Setbacks Map

3.1.3.6 Active Frontages

Objectives

- 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 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.

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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

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(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.

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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.~~



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3.2 CROWS NEST TOWN CENTRE

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Figure C-3.2-1: Locality Area Map

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3.2.1 Significant elements

Land Use

P1 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 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.

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~~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 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 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.

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- (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.

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Figure C-3.2-2: Through Site Link Map



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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.

North Sydney Development Control Plan 2013 – DRAFT AMENDMENT**Area Character Statements - St Leonards / Crows Nest Planning Area****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.
- P6P10 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.



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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 1.4.67 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).

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Figure C-3.2-3: Building Setbacks Map



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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.

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Figure C-3.2-4: Podium Heights Map



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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.

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Figure C-3.2-5: Above Podium Setbacks Map



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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):

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- (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.



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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.~~

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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*.~~

~~3.2.5.4~~3.2.5.3 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.

~~3.2.5.5~~3.2.5.4 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.

~~3.2.5.6~~3.2.5.5 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.

~~3.2.5.7~~3.2.5.6 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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North Sydney Development Control Plan 2013 – DRAFT AMENDMENT**Area Character Statements - St Leonards / Crows Nest Planning Area**

- 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.



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Area Character Statements - St Leonards / Crows Nest Planning Area



Figure C-3.5: Site Layout Plan

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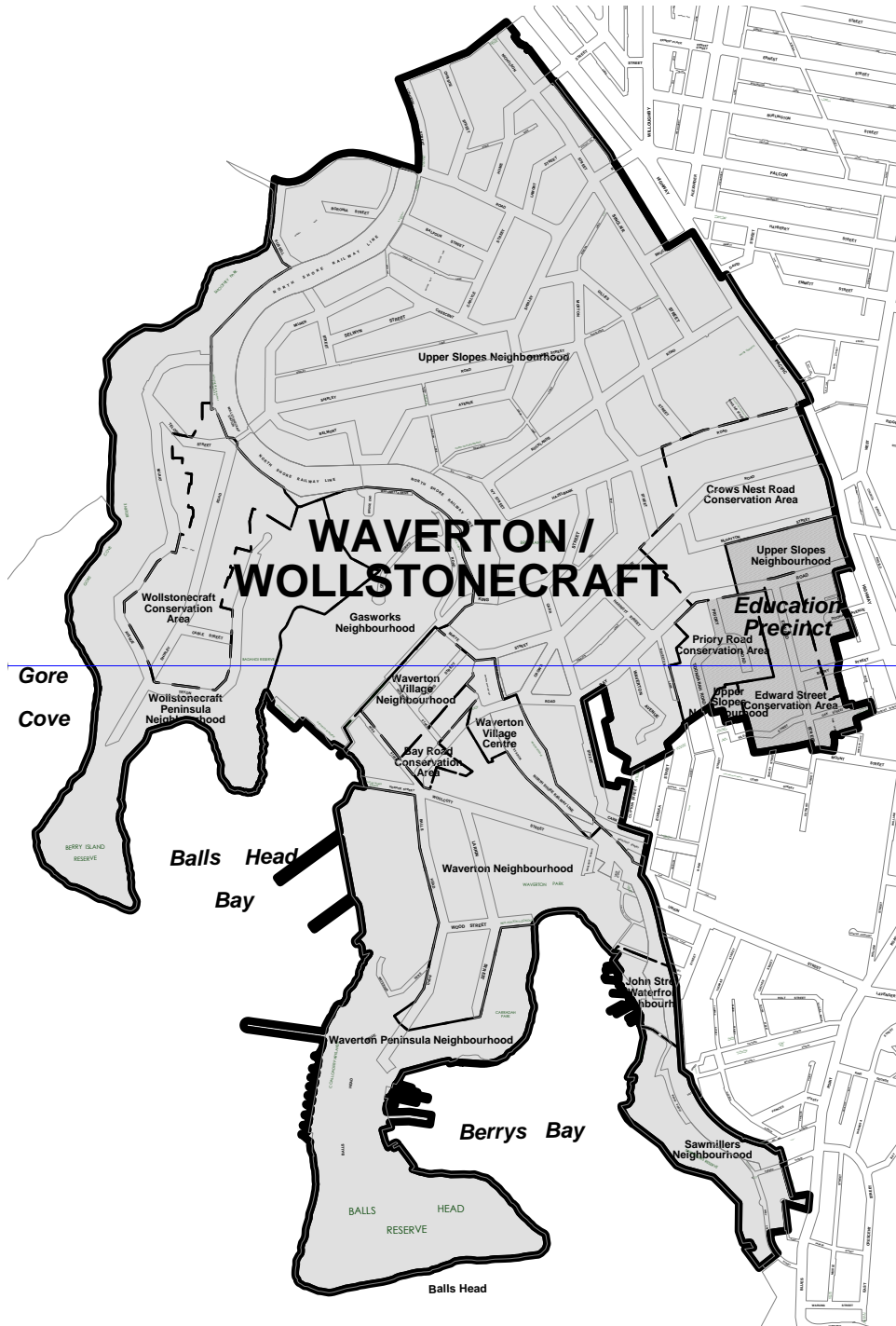


**SECTION 10 WAVERTON / WOLLSTONECRAFT
 PLANNING AREA**



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Area Character Statements - Waverton / Wollstonecraft Planning Area



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Area Character Statements - Waverton / Wollstonecraft Planning Area

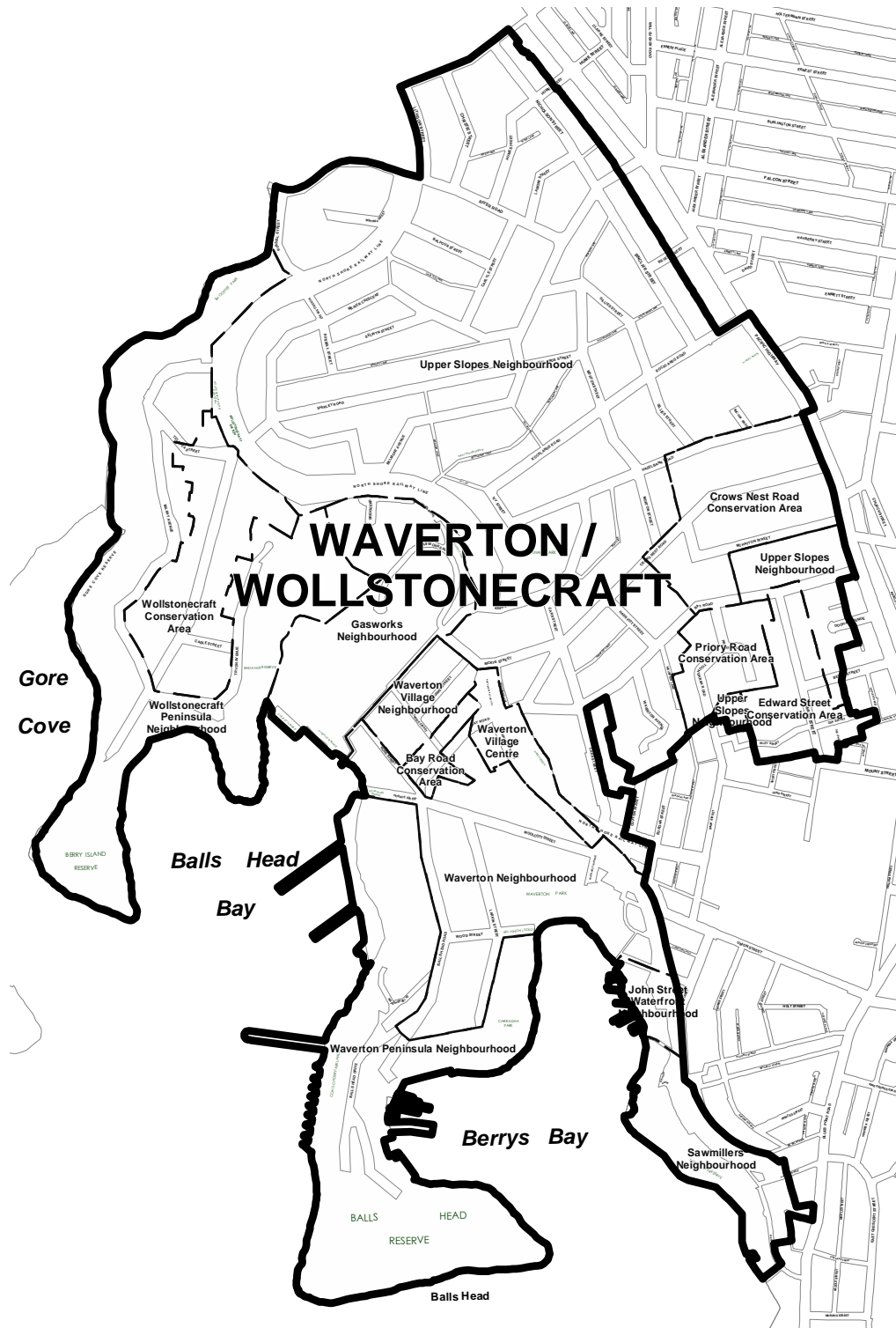


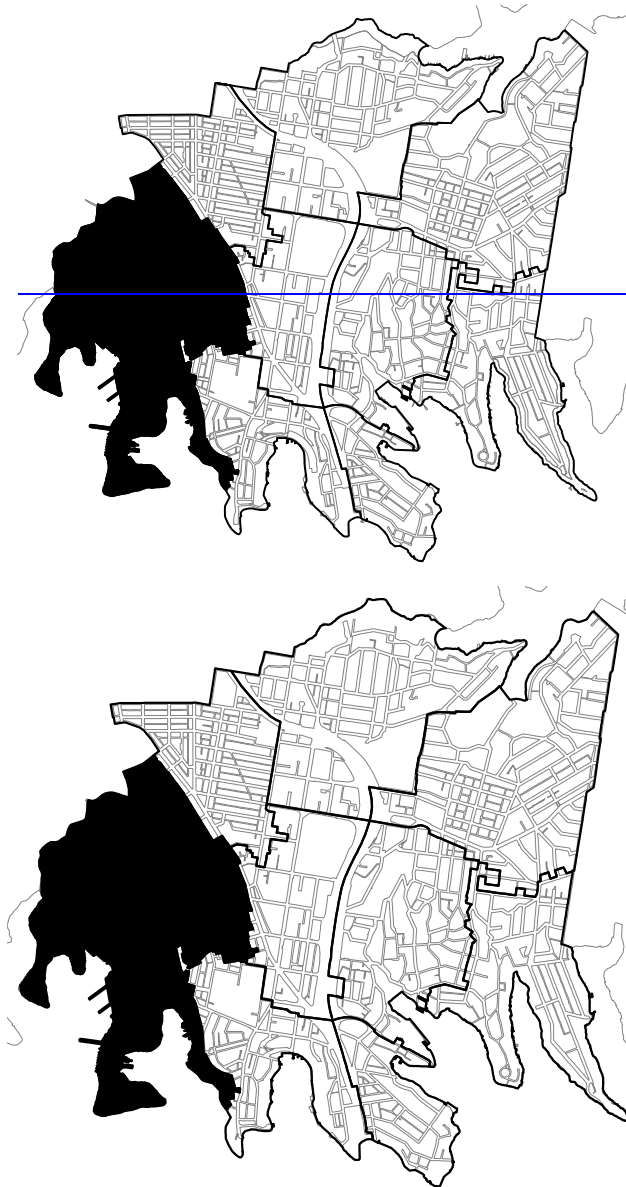
Figure C-10.1: Waverton / Wollstonecraft Planning Area and associated Locality Areas



DRAFT AMENDMENT - North Sydney Development Control Plan 2013

Area Character Statements - Waverton / Wollstonecraft Planning Area

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

North Sydney Development Control Plan 2013 DRAFT AMENDMENT**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 McMahons 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

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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

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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

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Area Character Statements - Waverton / Wollstonecraft Planning 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.

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North Sydney Development Control Plan 2013 **DRAFT AMENDMENT****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.



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Area Character Statements - Waverton / Wollstonecraft Planning Area

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.

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10.2 THE UPPER SLOPES



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Area Character Statements - Waverton / Wollstonecraft Planning Area



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Area Character Statements - Waverton / Wollstonecraft Planning Area



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.

Draft Amendment to North Sydney Development Control Plan 2013

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

The following pages represent an “**accepted 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

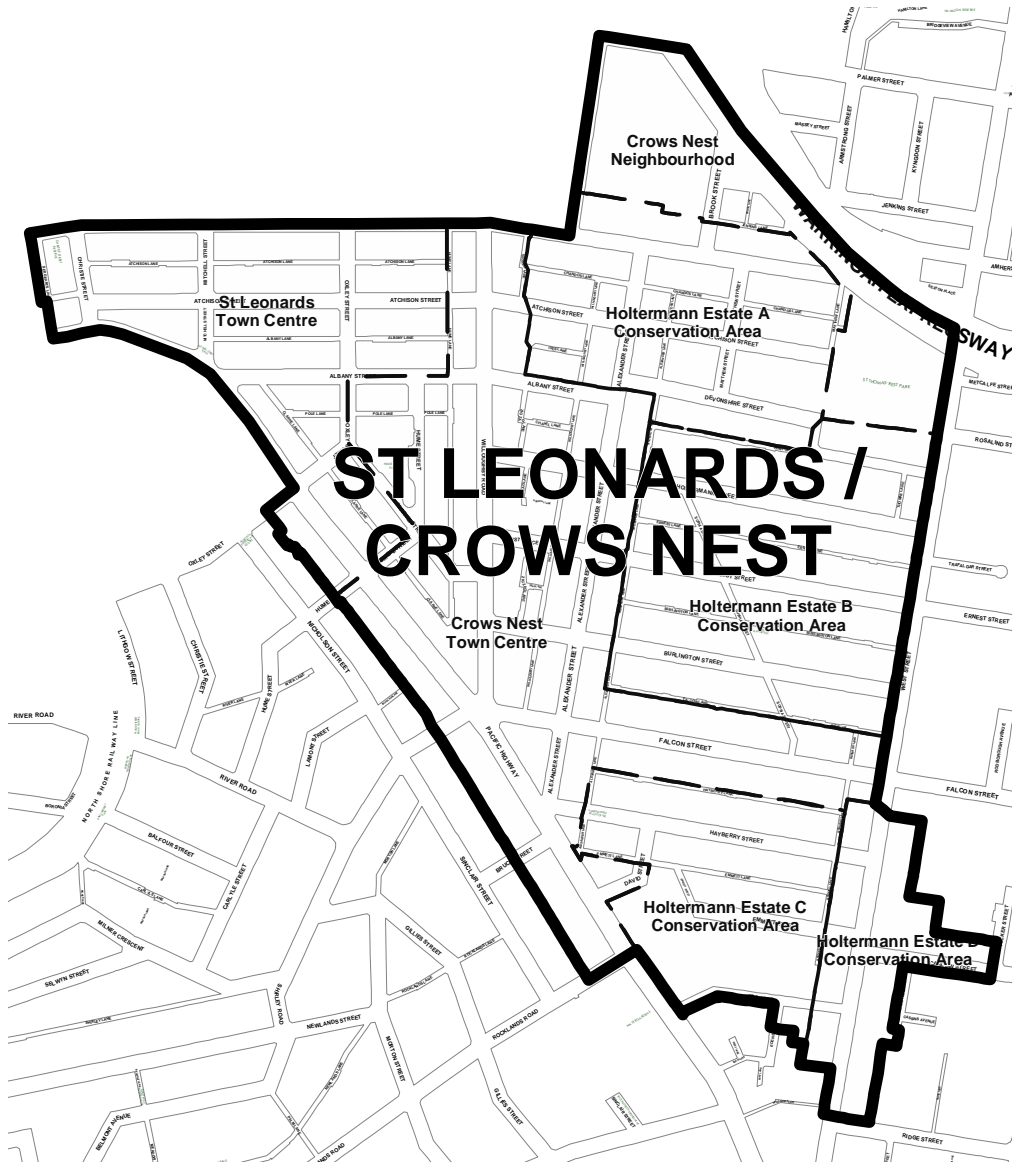


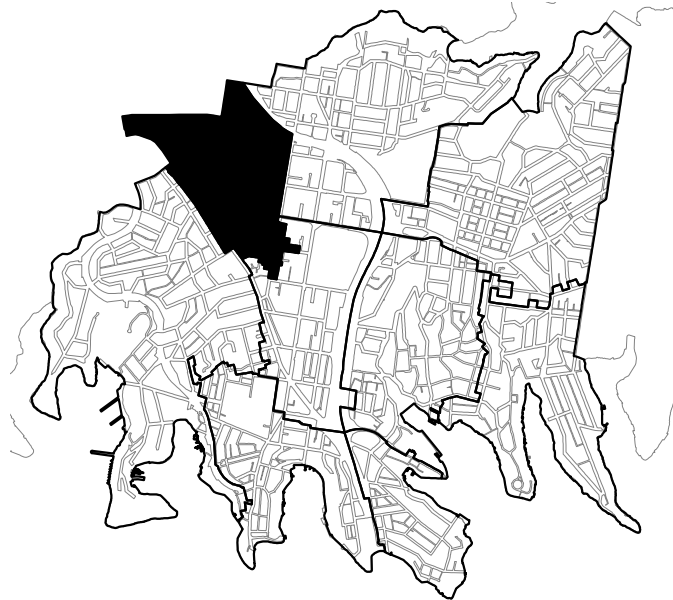
Figure C-3.0: St Leonards / Crows Nest Planning Area and associated Locality Areas

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Area Character Statements - St Leonards / Crows Nest Planning Area

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 Local Government Area, both of which are situated on major vehicular traffic routes. The remainder of the Planning Area comprises a number of predominantly low-density residential neighbourhoods, much of which is characterised by retention of the historic subdivision pattern.

The St Leonards Town Centre is identified as a Strategic Centre within the heart of the Eastern Economic Corridor and forms part of an identified Health and Education Precinct under the Greater Sydney Region Plan. 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 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.

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North Sydney Development Control Plan 2013 – DRAFT AMENDMENT**Area Character Statements - St Leonards / Crows Nest Planning Area**

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 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 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

- 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 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.
- community facilities meet the needs of the 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 Town Centres
- the grid pattern of streets and lanes imposes order and allows freedom of movement
- 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 sharing of views within the area

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Area Character Statements - St Leonards / Crows Nest Planning Area

- additional public open space is provided and existing spaces embellished to cater for increases in resident 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
- buildings are scaled down from the railway and metro stations 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
- the visual characteristics of the Crows Nest neighbourhood's heritage conservation areas are reflected in new development, with low rise small scale dwellings predominating
- heritage items retain their heritage significance, and contribute to area's 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 traffic generation
- pedestrians are assisted to safely cross barriers such as the Pacific Highway and the railway at grade
- 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

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

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Area Character Statements - St Leonards / Crows Nest Planning Area

- 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



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Area Character Statements - St Leonards / Crows Nest Planning Area

3.1 ST LEONARDS TOWN CENTRE



Figure C-3.1-1: Locality Area Map

3.1.1 Significant elements

Land Use

- P1 Predominantly retail and mixed commercial and residential development.
- P2 Commercial development.
- P3 High density residential development.
- P4 Community facilities.
- P5 Passive and active recreational spaces.

Topography

- P6 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.
- P7 Slight fall to the west along the Pacific Highway from Albany Street.

Identity / Icons

- P8 The Forum development and plaza.
- P9 St Leonards Railway Station and Crows Nest Metro Station, major transport interchange hubs.
- P10 Pacific Highway, a major sub-arterial thoroughfare.
- P11 Christie Street Reserve.
- P12 Hume Street Park.

Subdivision

- P13 Generally rectilinear grid pattern with dual frontages

Streetscape

- P14 Wide fully paved footpaths along Pacific Highway and adjacent to other commercial and mixed use buildings.

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Area Character Statements - St Leonards / Crows Nest Planning Area

- P15 Atchison Street between Christie Street and Mitchell Street is one way only, with wide paved footpaths, landscaping and other urban furniture.
- P16 Awnings provided along the Pacific Highway and for other commercial and mixed use buildings.
- P17 Irregular planting of street trees.

Public transport

- P18 Development is to take advantage of high levels of access to high frequency public train, Metro and bus services.
- P19 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 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, Atchison, 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 closes to the railway and metro stations and along the Pacific Highway.
- P6 Retention of the medium density residential precinct in the north-eastern corner of the Locality Area.

Public spaces and facilities

- P7 Establish Atchison Street as the civic main street by:
- 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;
 - maximising active uses such as retail, food and drink and outdoor dining at the ground level; and
 - improving the public domain in accordance with Council's Public Domain Style Manual and Design Codes.
- P8 Outdoor dining to be concentrated along widened footpaths to Atchison, Chandos, Mitchell, Oxley and Clarke Streets.
- P9 Maintain and enhance Christie Street Reserve as a sunny and inclusive landscaped space which is activated along its southern edge with ground floor retail premises to 100 Christie Street
- P10 Maintain and enhance Mitchell Street Plaza at the intersection of Mitchell Street and the Pacific Highway.
- P11 A linear landscaped park is provided along the western side of Mitchell and Oxley Streets, between Chandos and Pacific Highway.
- P12 A shared way is provided along Mitchell Street between Atchison Street and Albany Lane.



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- P13 Consideration be given to integrating artworks, water features and wind breaks into the design of Mitchell Street Plaza.
- P14 Plazas incorporate space for public entertainment and expression of community identity, large enough to hold an open air performance or market.
- P15 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 The through site links identified in Figure C-3.1-2 are to be provided, retained and enhanced.
- 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.

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Area Character Statements - St Leonards / Crows Nest Planning Area



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.



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Area Character Statements - St Leonards / Crows Nest Planning Area

- 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 St Leonards Railway Station, Crows Nest Metro Station and 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 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.
- P9 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.
- 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 all street frontages in accordance with the Building Setbacks Map (refer to Figure C-3.1-3).

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- 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).
- P9 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-3.1-3: Building Setbacks Map



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3.1.3.4 Podium 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 Podium Heights Map (refer to Figure C-3.1-4).
- 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-3.1-4: Podium Heights Map

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3.1.3.5 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 to the street level to enable the successful growing of street trees.
- O5 To permit sky views from the street and neighbouring residential areas.
- O6 To reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.
- O7 To ensure development does not prejudice the re-development of adjoining sites in the future.
- O8 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-3.1-5). 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, 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.
- 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. *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-3.1-5: Above Podium Setbacks Map

3.1.3.6 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 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.

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- 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 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):

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- (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

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 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).

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 prevail over the provisions under s.3.1.1-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 5 storeys in height, with flat roofs and the topmost storey setback from the levels below.
- P2 Height of development responds to adjacent building height and form.
- P3 Landscaped areas should be accessible to all residents and not fenced off into separate courtyards.
- P4 Rear open spaces must be accessible from the street.
- 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 Where a property has a frontage to a laneway, vehicular access must be provided from the laneway.

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- 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.



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3.2 CROWS NEST TOWN CENTRE



Figure C-3.2-1: Locality Area Map

3.2.1 Significant elements

Land Use

- P1 Predominantly retail and mixed commercial and residential development.
- P2 Commercial development
- P3 Public parking facilities.
- P4 Community facilities.
- P5 Medium and high density residential accommodation.
- P6 Passive and active recreational spaces.

Topography

- P7 Slight falls to the east and north east from the Pacific Highway which generally follows the ridgeline.
- P8 Substantial fall down from Alexander Street to Alexander Lane south of Falcon Street.

Natural Features

- P9 Ridge line following the alignment of Pacific Highway.

North Sydney Development Control Plan 2013 – DRAFT AMENDMENT**Area Character Statements - St Leonards / Crows Nest Planning Area****Views**

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

- P11 Crows Nest Fiveways intersection.
- P12 Formalised outdoor dining on Willoughby Road, Burlington, Ernest and Holtermann Streets.
- P13 Pacific Highway and Falcon Streets, major sub-arterial thoroughfares.
- P14 Crows Nest Metro Station.
- P15 Hume Street Park.
- P16 Ernest Place, Crows Nest Community Centre and the proposed Holtermann Street Park.

Subdivision

- P17 Regular grid pattern interrupted by diagonal streets.
- P18 Generally long narrow allotments with dual street frontages.

Streetscape

- P19 In mixed use areas, buildings are generally built to the street and aligned with the street frontage.
- P20 Continuous awnings provided for shops, cafes and other commercial uses.
- P21 Wide footpaths with designated outdoor dining areas on Willoughby Road, Burlington, Ernest, Holtermann and Clarke Streets.
- P22 Landscaping provided along Willoughby Road to improve amenity for pedestrians and outdoor diners.
- P23 Traffic calming and pedestrian crossings provided near shops and cafes on and around Willoughby Road.
- P24 Irregular planting of street trees and shrubs.

Public transport

- 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 podium levels and residential above.
- P2 Maintaining a low scale built form to Willoughby Road, between Falcon Street and Albany 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.
- P3 Predominantly medium rise mixed use development, built boundary to boundary, with setbacks to laneways, and above the podium, with shops at ground level, non-residential/residential on first floor and residential above.
- P4 Medium density residential development along Falcon Street, consistent with its residential zoning.

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

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).

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.

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Figure C-3.2-2: Through Site Link Map



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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.
- P3 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.
- 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.

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.

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- 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.

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- P1 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).

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Figure C-3.2-3: Building Setbacks Map



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3.2.3.4 Podium 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 Podium Heights Map (refer to Figure C-3.2-4).
- 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.

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Figure C-3.2-4: Podium Heights Map



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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.

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Figure C-3.2-5: Above Podium Setbacks Map



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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):

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- (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.

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,
 - (b) Pacific Highway, or
 - (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.
- P5 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.

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Area Character Statements - St Leonards / Crows Nest Planning Area

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.

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:

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- (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 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.

3.2.5.4 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.

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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.

3.2.5.5 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.

3.2.5.6 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.

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

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Non-residential development	1/60sqm of non-residential GFA
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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.



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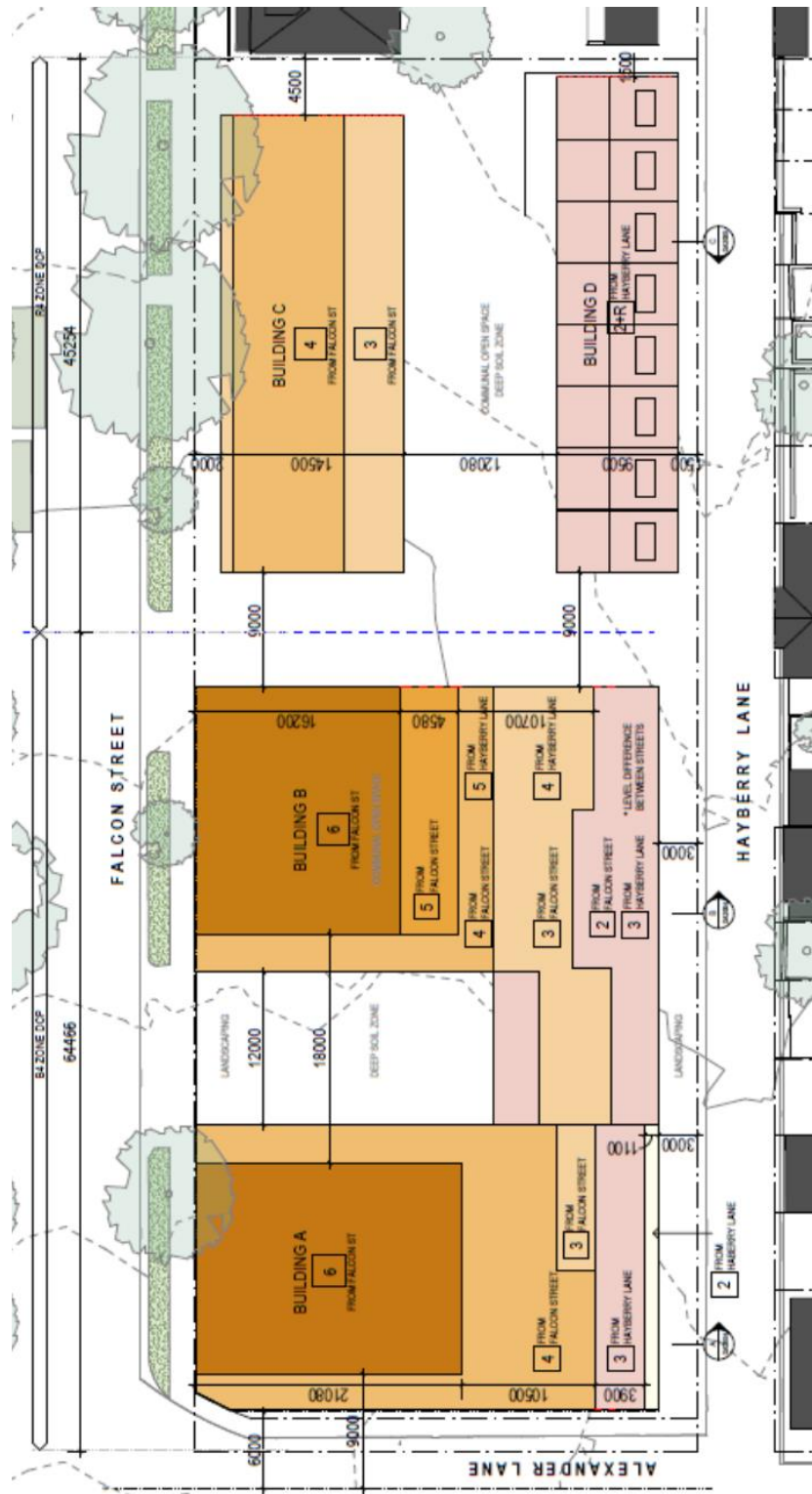


Figure C-3.5: Site Layout Plan

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SECTION 10 WAVERTON / WOLLSTONECRAFT PLANNING AREA

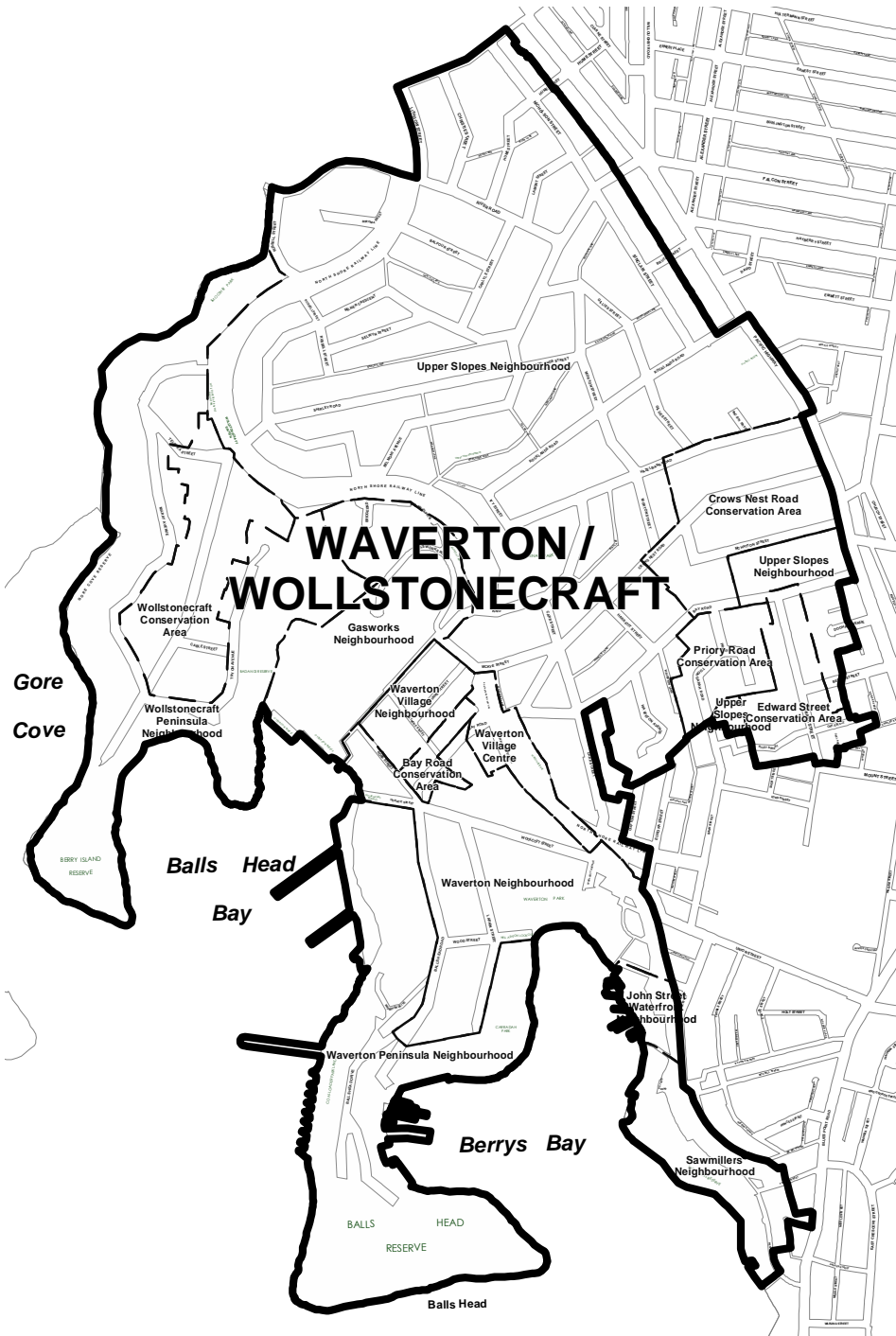


Figure C-10.1: Waverton / Wollstonecraft Planning Area and associated Locality Areas



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Area Character Statements - Waverton / Wollstonecraft Planning Area

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 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

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Area Character Statements - Waverton / Wollstonecraft Planning Area

- 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 Smoothery Park to Waverton Park and on to McMahons 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
- 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

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Area Character Statements - Waverton / Wollstonecraft Planning Area

- 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
- 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

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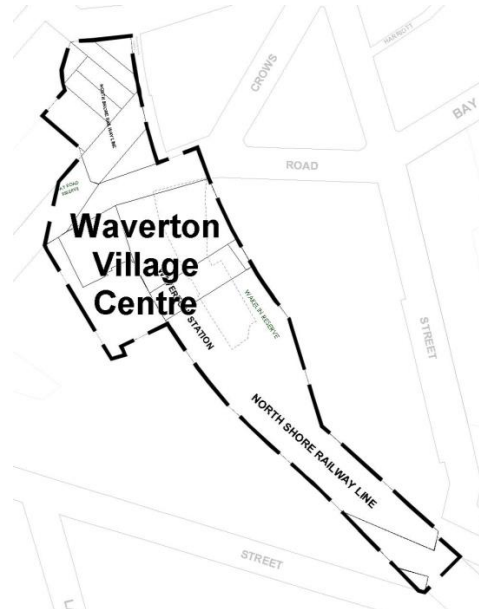
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Area Character Statements - Waverton / Wollstonecraft Planning Area



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.



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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.

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North Sydney Development Control Plan - 2013 DRAFT AMENDMENT**Area Character Statements - Waverton / Wollstonecraft Planning Area**

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.



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Area Character Statements - Waverton / Wollstonecraft Planning Area

10.2 THE UPPER SLOPES



ills Head

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.

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North Sydney Development Control Plan - 2013 DRAFT AMENDMENT**Area Character Statements - Waverton / Wollstonecraft Planning Area****Identity / Icons**

- P8 Mater Hospital.
- P9 Bradfield College.
- P10 North Sydney Demonstration School.
- P11 Pacific Highway, a major regional thoroughfare.
- P12 North Shore railway line.
- P13 Brennan Park.
- P14 Smoothey Park.

Subdivision

- P15 A diverse mixture of allotment sizes and shapes reflective of the street alignments which follow the undulating topography of the land.

Streetscape

- P16 Wide streets with trees set into the carriageway.
- P17 Grass verges and concrete paths.
- P18 Buildings setback and generally aligned with the street frontage.
- P19 Low masonry fences.
- P20 Garages built to the boundary along the southern side of Rocklands Road and set into the slope of the land.

Public transport

- P21 Development is to take advantage of the high levels of accessibility to public train and bus services.

10.2.2 Desired Future Character**Diversity**

- P1 Predominantly residential accommodation, comprising
 - (a) Residential flat buildings on garden lots, according to zone.
 - (b) Attached dwellings and multi dwelling housing, according to zone.
 - (c) Dwelling houses and dual occupancies, particularly in the Balfour and Carlyle Street area.
 - (d) Rows of semi-detached housing in Sinclair Street.
- P2 Supporting community facilities such as educational establishments and health care facilities.
- P3 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

10.2.3 Desired Built Form

- P1 Development in the form of residential flat buildings and multi dwelling housing in the relevant zones.
- P2 Educational development on the Bradfield College land is residential in scale, similar to attached dwellings and smaller residential flat buildings – with bulk and scale of larger buildings broken down into a number of elements.
- P3 Educational establishments must address and activate the public domain areas including streets, pedestrian links, laneways and public spaces.

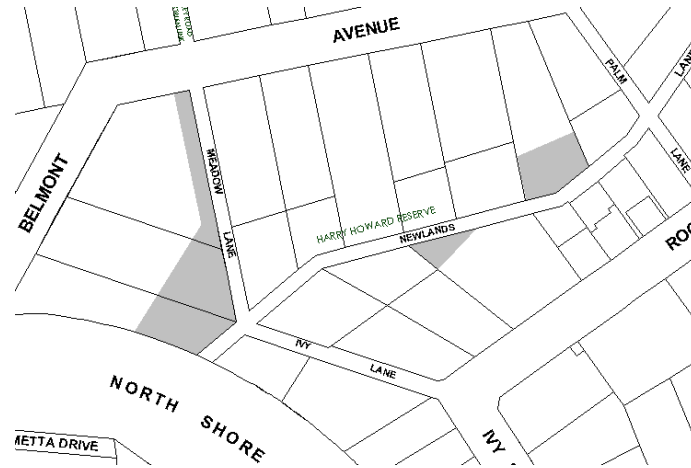
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Area Character Statements - Waverton / Wollstonecraft Planning Area

10.2.4 Newlands Lane Open Space Area



Objectives

- O1 Development should maintain the established open landscaped setting provided by the area.
- O2 Development should maintain the established scenic, environmental and cultural qualities of Newlands Lane.
- O3 Restrict development within the open space area subject area to works relating to the provision of landscaping or open space.
- O4 Development should encourage a native bushland setting.

Provisions

- P1 Development should not be undertaken in the open space building line area identified by shading in the figure to this section.
- P2 Fences of a height of no more than 900mm may be permitted.

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