

ATTACHMENT B

**SYDNEY DEVELOPMENT CONTROL
PLAN 2012
(AMENDMENT NO. 2)**

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Sydney Development Control Plan 2012

Amendment No. 2 -

87 Bay Street, Glebe

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1. The purpose of this Development Control Plan

The purpose of this Development Control Plan is to amend the draft *Sydney Development Control Plan 2012*, endorsed by CSPC and Council on 10 and 14 May 2012 respectively, to:

- a. provide a series of objectives and design requirements to control future built form on the site;
- b. ensure provisions for the site are consistent with *Sydney Local Environmental Plan 2012* (Amendment No. 2); and
- c. amend the following Sydney Development Control Plan maps:
 - i. Active Frontages Map;
 - ii. Building Street Frontage Height in Storeys Map; and
 - iii. Building Setback and Alignment Map.

2. Citation

This Plan may be referred to as the *Sydney Development Control Plan 2012* (Amendment No. 2).

3. Land covered by this plan

This plan applies to the site known as 87 Bay Street, Glebe (also 2-8 Wentworth Street) which is Lot 1 in Deposited Plan 874988.

4. Relationship of this plan to *Sydney Development Control Plan 2012*

This plan amends the *Sydney Development Control Plan 2012* in the manner set out in Schedule 1 below. This DCP was adopted by Council on [date] and came into effect on [date].

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Schedule 1 – Amendment to *Sydney Development Control Plan 2012*

[1.] Figure 6.1

Amend Figure 6.1: Specific Sites Map to include 87 Bay Street, Glebe.

[2.] Section 6.1 – Specific sites

At the end of this section (i.e. following section 6.1.9), insert new section 6.1.10 and figures 6.32 and 6.3 as follows:

6.1.10 87 Bay Street, Glebe

Section 6.1.10 applies to 87 Bay Street, Glebe (also known as 2-8 Wentworth Street) as shown in Figure 6.1 Specific Sites Map, where the provisions of the *Sydney Local Environmental Plan 2012* (Amendment No. 2) are implemented.

Objectives

- a. Deliver a high quality built form that provides a transition between Ultimo and Glebe, defines Wentworth Park Road, improves the interface with the public domain, and increases site connectivity;
- b. Provide for residential development consisting of both market and affordable housing of a sufficient density to make use of the subject land's proximity to public transport, infrastructure, services, community facilities and employment;
- c. Maintain a range of commercial and retail employment activities on site which are compatible with surrounding residential uses; and
- d. Deliver a publically accessible, high quality through-site link that provides for a variety of both passive and active uses, and responds to community needs.

Provisions

6.1.10.1 Land uses

1. Establish a range of retail and commercial unit sizes suitable for a diversity of large scale to fine grain uses.

6.1.10.2 Built form

1. Building heights are to be consistent with Figure 6.32: Height in Storeys, Figure 6.33 Street Frontage Heights Map and Figure 6.37 Indicative height cross-section.
2. At least two hours of sunlight access is to be provided in mid-winter for 70% of adjoining dwellings to the south.

6.1.10.3 Setbacks

1. Provided that a 1.5 metre strip of land along Wentworth Park Road is dedicated to Council for footpath widening, any future development shall be made exempt from the requirements of Clause 3.1.7.4 Deep Soil.

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2. Provide a 3m setback for the first 2 levels fronting Wentworth Park Road, reducing to 1.5 metres for levels 3 to 9, in accordance with provision 1 above.
3. Any floors above the street frontage height map nominated in Figure 6.33 should be set back 3 metres from the building line of the floor below.

6.1.10.4 Through-site link

1. Introduce a publically accessible through site link bisecting the site that has a minimum width of 7 metres and aligns with the eastern edge of the new roadway to the south of the site, consistent with Figure 6.36: Through Site Link Map.
2. Maintain public access to the through-site link 24 hours a day, 7 days per week.
3. Design the through-site link to be open to the sky with features that will serve and attract people from a wide catchment.
4. Incorporate high quality landscaping and design of the through-site link with features such as indigenous tree species, public art and sculptural elements.
5. Provide a safe, universally accessible and legible means for pedestrians and cyclists to comfortably traverse the level change between Wentworth Street and Wentworth Park Road.

6.1.10.5 Parking and vehicular access

1. No vehicle access is permitted from Wentworth Park Road or Bay Street.

Figure 6.32: Height in storeys map

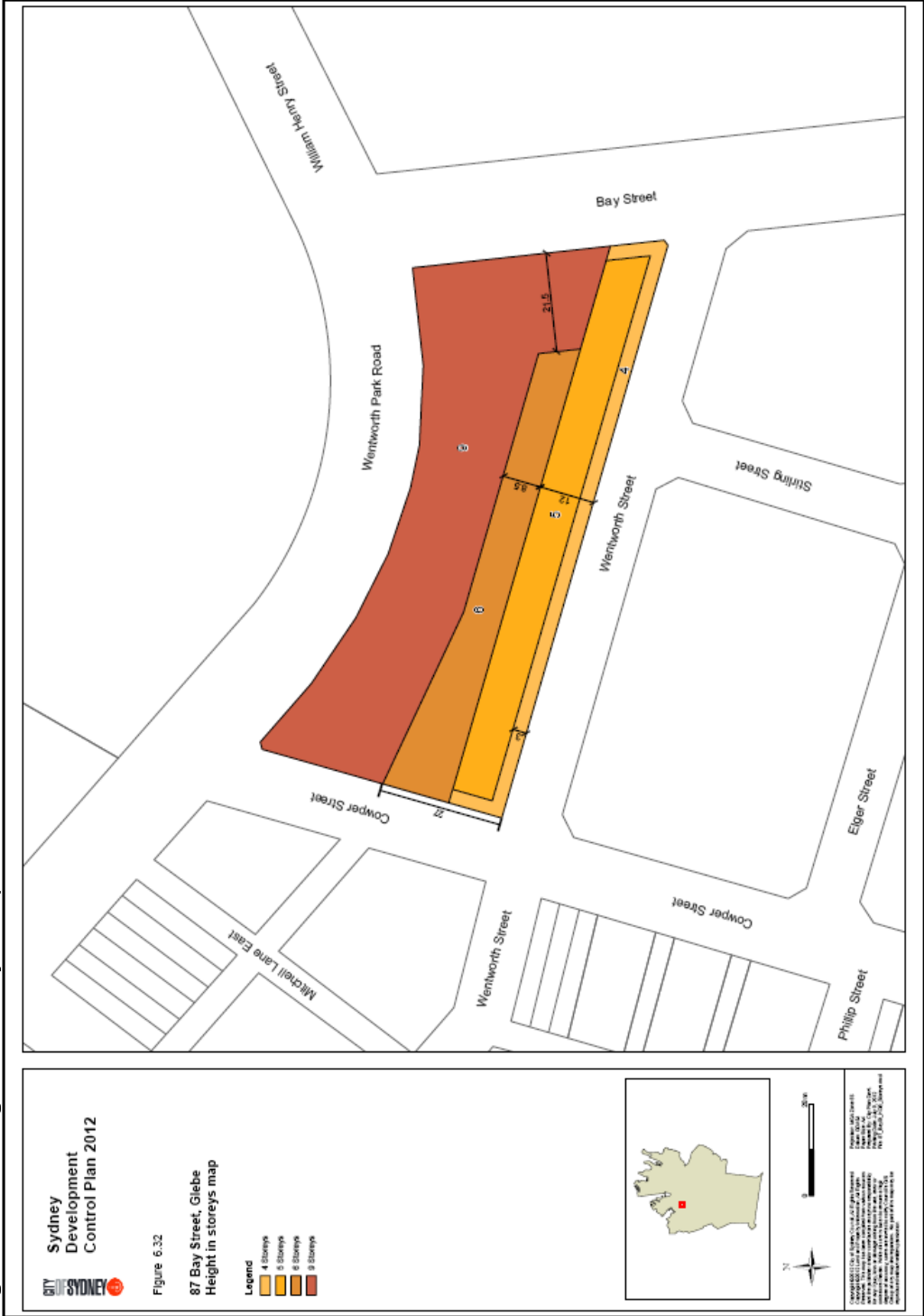


Figure 6.34: Building setback and alignments map

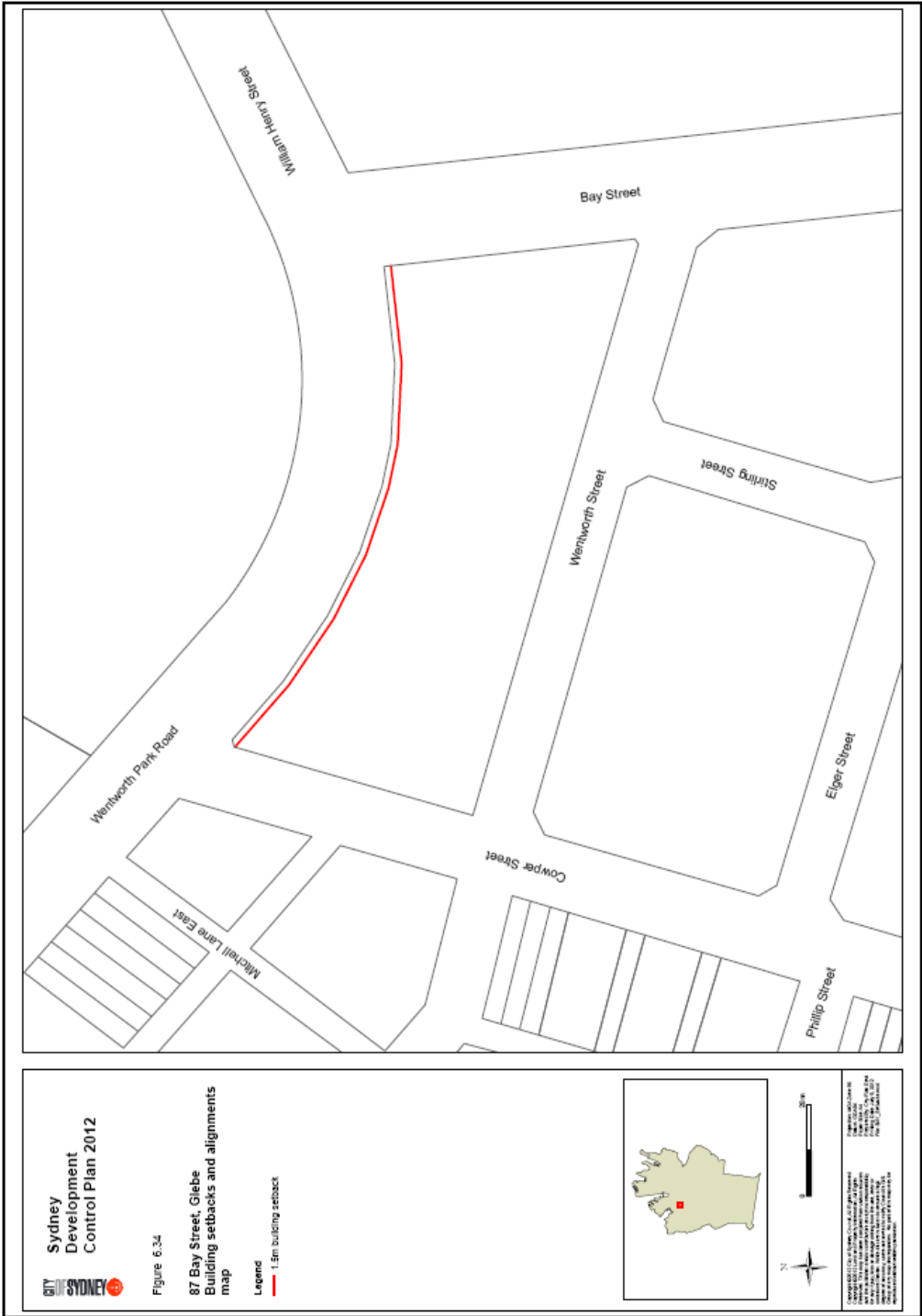


Figure 6.36: Proposed through site link map

