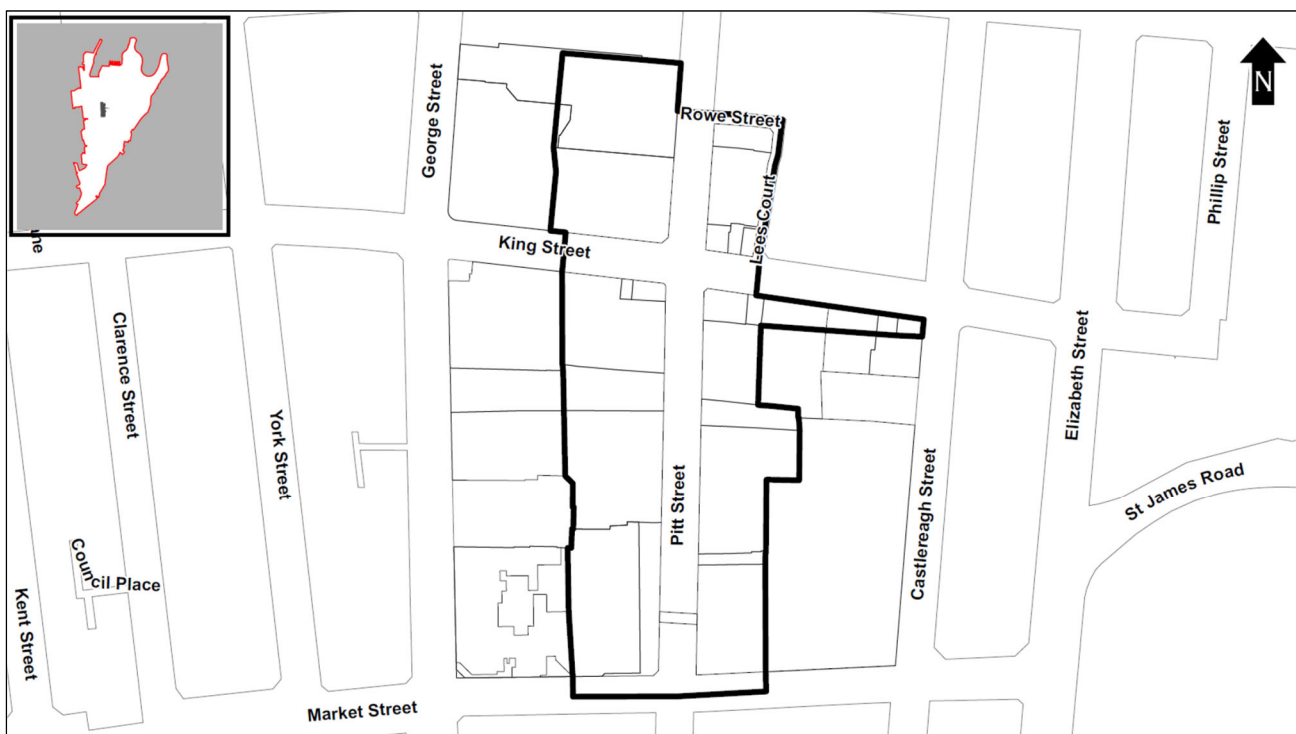


- (c) Retain and enhance the urban character, scale and strong linear enclosure of Martin Place by requiring new buildings to:
 - (i) be built to the street alignment;
 - (ii) have street frontage heights consistent with the prevailing form of buildings in the area; and
 - (iii) to have building setbacks above those street frontage heights.
- (d) Protect and extend sun access and reflected sunlight to Martin Place during lunchtime hours from mid-April to the end of August.
- (e) Provide sun access to significant sandstone buildings in Martin Place to improve the ground level quality of the public space.
- (f) Protect existing significant vistas to the east and west and ensure new development will not detrimentally affect the silhouette of the GPO clock tower.
- (g) Retain human scale at street level, while respecting and positively responding to the monumental nature of the place.
- (h) Conserve and enhance the heritage significance of the nineteenth and twentieth century institutional and commercial buildings and their settings.
- (i) Conserve the significant lane network, activated with ground and floor uses and public art work, where compatible with buildings heritage significance.

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2.1.8 Pitt Street Mall Special Character Area



Locality Statement

Pitt Street Mall is a major retail node and pedestrian space in the City centre. The wide variety of shopping and leisure activities in the area attracts a wide range of users.

The intense network of through-site links connecting to Castlereagh and George Streets enhances permeability within the area. The concentration of small-scale (4–5 storeys) Victorian commercial buildings standing on either side of the Mall contributes to the character of the area.

The consistent low street wall allows sunlight access to the Mall, especially during lunchtime in winter, which along with its high accessibility makes it a popular meeting place.

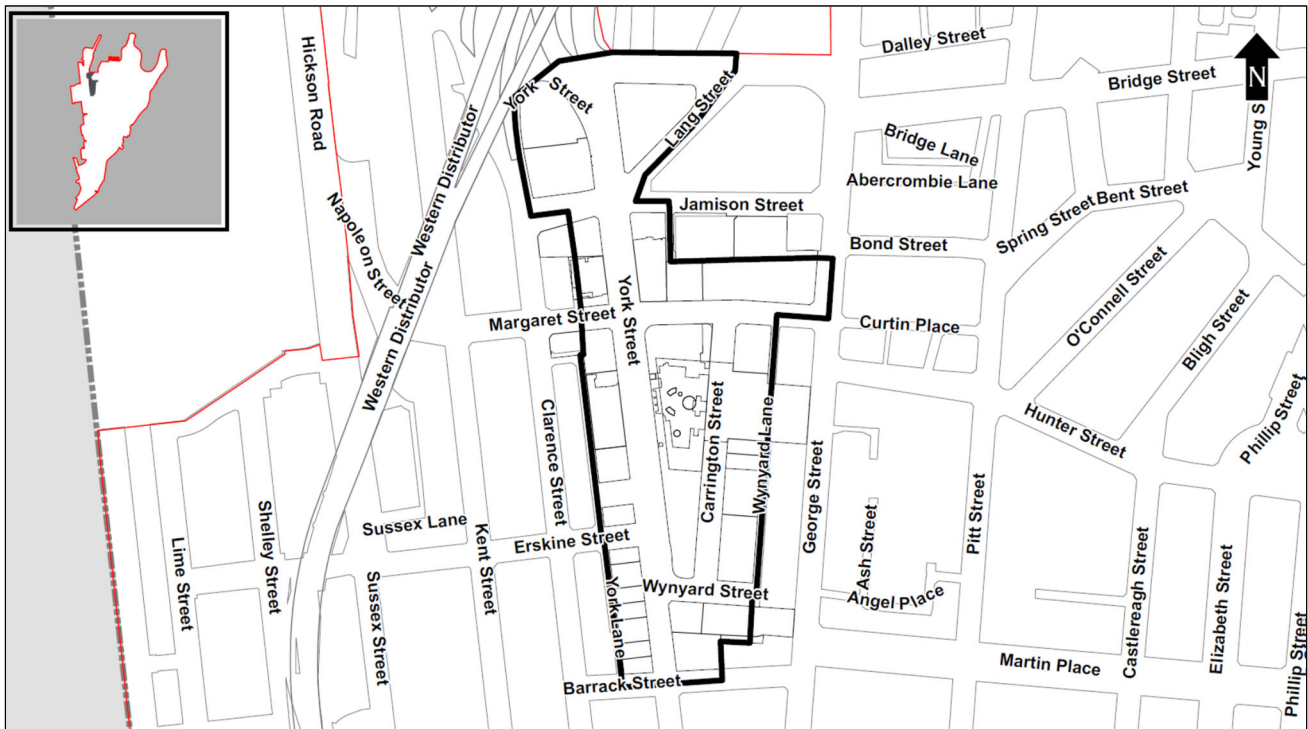
Principles

- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Recognise and enhance Pitt Street Mall as a key element of Central Sydney’s retail core.
- (c) Retain and improve the urban character and scale of Pitt Street Mall and its sense of linear enclosure by requiring new development to:
 - (i) be built to street alignment;
 - (ii) have street frontage heights consistent with the prevailing form of existing buildings in the area; and
 - (iii) have building setbacks above those street frontage heights.
- (d) Protect and extend lunchtime and late morning sun access to the Pitt Street Mall from mid-April to the end of August.
- (e) Enhance permeability within the area by reinforcing and expanding the network of arcades and through-site links in this Special Character Area.

- (f) Enhance and encourage the use of the Mall as a major pedestrian space and an informal meeting place.
- (g) Conserve and enhance the heritage significance of the area including the significance of the nineteenth and twentieth century commercial buildings and their settings.
- (h) Protect and enhance the east west vistas along King Street.
- (i) Conserve nineteenth century facades incorporated into contemporary development.

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2.1.9 Wynyard Park/Lang Park Special Character Area



Locality Statement

Wynyard Park is an important space within the public domain and fabric of Central Sydney. The Park is of a Victorian layout and was used as a military parade ground from 1792 to 1848. It was known as Wynyard Square from 1848–1887, and was officially dedicated as a park and an open space for public recreation in 1887.

It is distinguished as a major public transport node. The street edges provide a strong sense of urban enclosure, created by the uniformity of the buildings lining the streets, resulting in the effect of “an urban room”. The majority of these buildings are of a consistent height and street alignment and exhibit similar architectural themes.

Lang Park derives its significance from its dedication as one of the early urban parks in 1866 and its association with the earlier Scot’s Church. The park provides a visual relief in this highly developed area.

St Philip’s Church, located on York Street, is the oldest Anglican church parish in Australia, it was built in June 1793 using convict labour. Alongside Lang Park, St Philip’s church are considered as a northern gateway to Central Sydney.

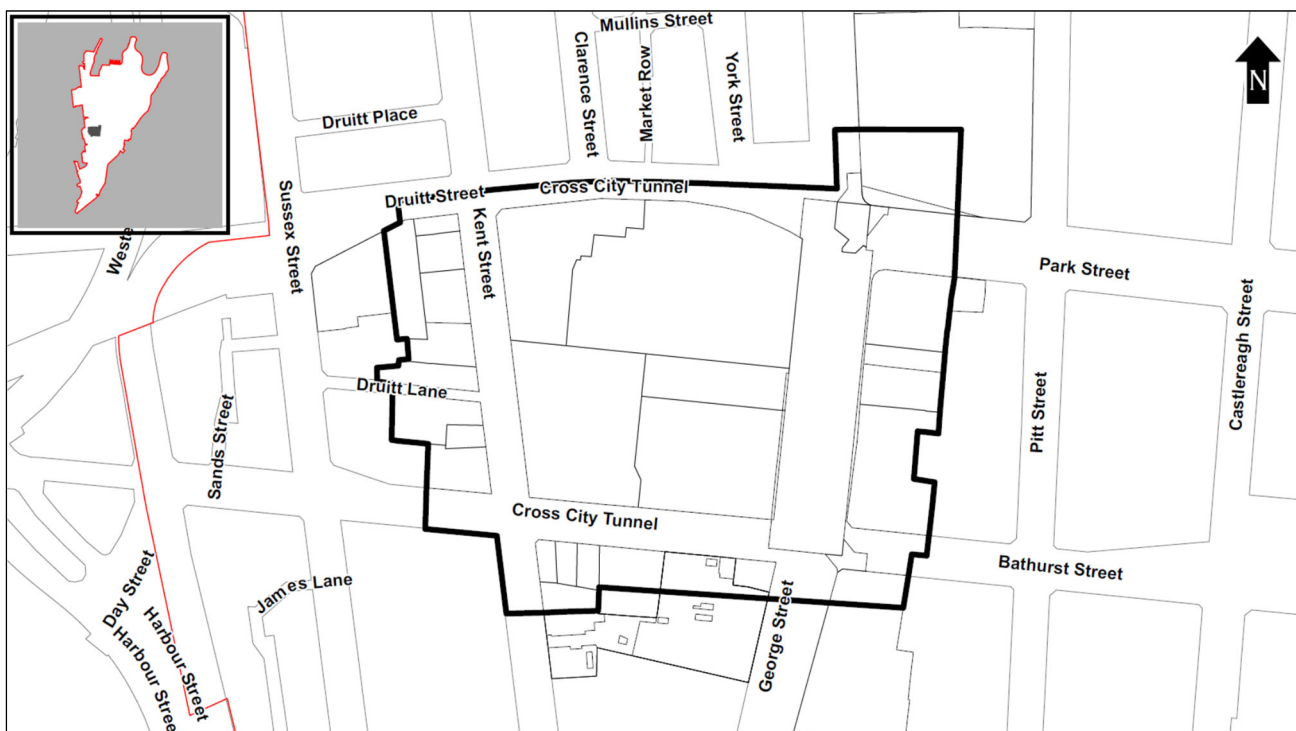
Principles

- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Recognise Wynyard Park and Lang Park as important elements of the public domain in the northern part of Central Sydney as well as the role of Lang Park and St Philip’s church as a northern “gateway” to Central Sydney.
- (c) Protect and extend mid-winter lunchtime sun access to Wynyard Park and Lang Park.

- (d) Retain the sense of urban enclosure provided to Wynyard Park by requiring new buildings to be built to the street alignment, and the street frontage heights and setbacks above them to be compatible with the prevailing form and scale of existing buildings surrounding Wynyard Park.
- (e) Enhance the terminating vistas along Carrington Street, and York Street to the south at its corner with Wynyard Street.
- (f) Ensure that new development protects and enhances east-west vistas along Regimental Square, Margaret Street and Erskine Street.
- (g) Ensure that any development associated with the important public transport interchange provided at Wynyard is consistent with enhancement of the public domain of Wynyard Park.
- (h) Conserve and enhance the heritage significance of the area by respecting the significance of the nineteenth and twentieth century public, religious and commercial buildings and their settings.
- (i) Ensure that new development lining the edges of Lang Park provides an appropriate backdrop in terms of scale and materials and greater compatibility with the Rocks area to the north and the St. Phillip's Church precinct to the west.
- (j) Conserve and enhance the heritage significance of St Philip's Church and maximise its visual prominence along York Street and Clarence Street.
- (k) Ensure new development is designed and sited to protect the heritage significance of St Philip's Church.

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



Locality Statement

Sydney Square is a major public open space framed by the Town Hall and St Andrews Cathedral.

The Town Hall is one of the State’s most important civic buildings. The Town Hall and its civic setting symbolise the long tradition of city government and has been involved in the development of Sydney City since the mid 19th century. The building is one of the grandest and most elaborate and largely intact examples of the 19th century High Victorian style surviving in Australia. The Sydney Town Hall together with St Andrews Cathedral and the Queen Victoria Building in the adjoining York Street/Clarence Street/Kent Street Special Character Area to the north form a remarkably homogeneous group by virtue of their similarities in scale, texture and materials.

The precinct represents the symbolic and visual focus and centre of the city and serves as a landmark feature along George Street, due to its prominent location and association with major civic events. The clock tower of the Town Hall and spires of St Andrews Cathedral either appear in, or terminate many significant vistas, particularly those from Park, George, York and Bathurst Streets.

The area is one of the busiest parts of the City, in terms of both vehicular and pedestrian movement, and with the underground Town Hall Station functions as a major transport node. The steps of the Town Hall attract many people and the Square acts as a major meeting and gathering place (formal and informal) with a wide variety of activity on various levels.

Though the buildings lining the edges of Sydney Square exhibit a diverse range of styles and scales, they provide a sense of enclosure to the Square.

Council’s plans for a new square opposite the Town Hall between George and Pitt Streets, together with better pedestrian amenity on George Street will provide further focus for the civic life of the City.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Recognise and enhance Sydney Square as the pre-eminent public space for civic events and as a community meeting place.
- (c) Protect and extend morning sun access to the steps of the Town Hall and lunchtime sun access to Sydney Square and all sun access to the Future Town Hall Square.
- (d) Reinforce the urban character and scale of Sydney Square by requiring new buildings surrounding the street block of Sydney Square to be built to the street alignment, and to have street frontage heights and setbacks at higher levels consistent with the prevailing form of buildings in this Special Character Area.
- (e) Ensure that new development lining the four edges of the Square visually continues the Square and provides an appropriate backdrop to the civic character of the area and does not dominate its significant civic buildings that give it a sense of civic significance.
- (f) Ensure that any development associated with the important public transport interchange at Town Hall is consistent with enhancement of the public domain of Sydney Square.
- (g) Ensure that new development around Sydney Square contributes positively to the definition of the space and is of a scale and character that complements the civic buildings, in terms of facade composition, building materials, colours and textures and exhibits a rhythm and richness in articulation.
- (h) Maintain and enhance important existing views and vistas to:
 - (i) the clock tower of the Town Hall from Park, George and York Streets; and
 - (ii) the spires of the Cathedral from Bathurst and George Streets to allow the silhouette of the Cathedral and Town Hall to be viewed and read against the sky.
- (i) Achieve a new civic square opposite Town Hall between George and Pitt Streets as an active civic outdoor focus for the City (including preservation of sun access to the future square) and to provide a complementary urban space in front of Town Hall with active uses at multi-levels along its southern edge.
- (j) Encourage the interpretation of the former lane and St Andrews Place through Sydney Square.
- (k) Encourage the reinterpretation of the former gardens in front of St Andrews Cathedral and Sydney Town Hall.
- (l) Discourage visual clutter, including non-essential car parking and temporary signage, within the George Street front setback to St Andrews Cathedral.

2.1.11 Railway Square/Central Station Special Character Area



Locality Statement

This special character area covers the Central Railway Station and surrounding streets, street intersections, parks and open spaces. The Railway Square, formed by merging streets, is the significant part of the area. The special character area largely covers the land resumed by the State at the turn of the 20th century for the construction of the Central Railway Station. Historically, it has an association with the first railway line and terminal opened further south in 1855 and also has

symbolic importance as the focus of a rail system, which has had a great influence on the development of NSW.

While the Central Station complex is independent and separated from other sites by open space and streets, it, together with buildings on the surrounding streets, forms a visual enclosure for the area.

The Central Railway Station was opened in 1902, but was not in a complete form at that time. The station was fully completed in 1921 by the addition of the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the Square. The clock tower was skilfully placed to align with many nearby streets, including Broadway, Wentworth Avenue, and Pitt, Valentine, Albion and Foveaux streets. The civic heritage of the Central Railway precinct provides historic continuity and physical links to the precinct's past.

Railway Square is the major visual and functional gateway to the city from west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The original intersection was of a Y shape and was formed in 1807 by the junction of the old and new connection between George Street and Parramatta Road. The continuation of George Street to the south (Lee Street) in 1843 created the existing X shape of the Square. The Square has functioned for over 150 years, and still acts as a major transport interchange node, allowing change between buses, and heavy and light rail. Belmore Park at the north of Central Station is flanked by sandstone clad via-ducts and ramps on its east and west. It provides a vital parkland in front of the central station terminus building and has a strong visual relationship with the station building itself. The park was an important part of the planning of the central station. The area is typified by a concentration of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of uses and activities, including commercial, industrial, institutional, residential and hotels. The predominant built form is the multi-storey warehouse typology, as opposed to the tower form, which prevails in the City centre to the north of the area.

Principles

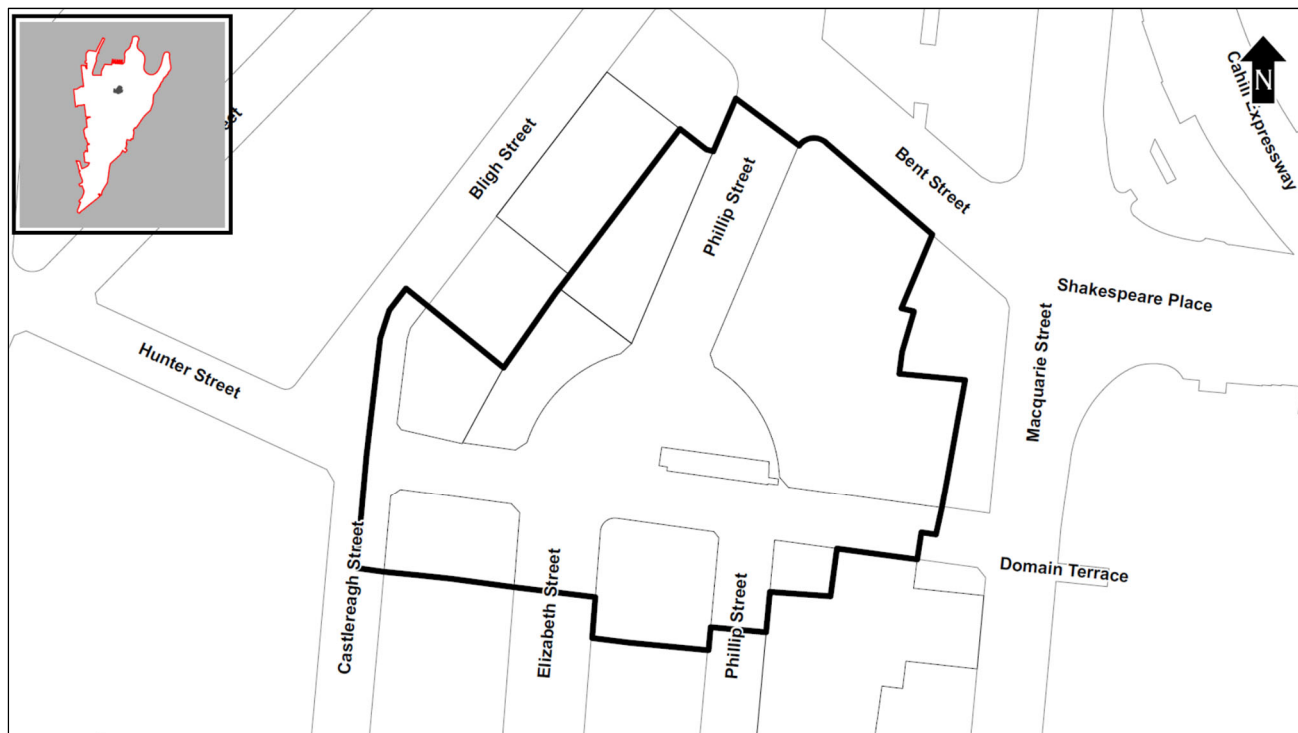
- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Recognise the role of Central Railway Station as the hub of public transports of Sydney and Railway Square as the western and southern gateway to Central Sydney.
- (c) Conserve existing heritage buildings including their fabric and features. The heritage buildings represent the historic layers and substance of the local area and they are the character defining elements of the special character area. Developments on heritage sites or adjacent to heritage sites must complement heritage buildings with high quality contemporary building form and design.
- (d) Maintain a high level of daylight access to Railway Square, Belmore Park and other open spaces associated with Central Station.
- (e) Maintain and enhance the visual prominence and landmark significance of the clock tower and the terminus building of Central Railway Station in the views and vistas from surrounding streets, particularly along Broadway, George and Pitt Streets.
- (f) New development is to maintain and enhance vistas to and from Central Railway Station, including those from its concourse.

- (g) Reinforce the urban character and scale of the Special Character Area by requiring new buildings surrounding the station and square -to:
 - (i) be built to the street alignment;
 - (ii) have street frontage heights consistent with the prevailing form of buildings adjacent to this Special Character Area;
 - (iii) adopting complimentary building form and solid high quality building materials; and
 - (iv) have building setbacks above the street frontage height.
- (h) Ensure that any development associated with the important public transport interchange provided at Central Station and Railway Square is consistent with enhancement of the public domain of the area. The existing parkland and open spaces are to be conserved;
- (i) Conserve and enhance the character of the area by encouraging the retention and reuse of existing nineteenth and early twentieth century commercial buildings;
- (j) Enhance the pedestrian amenity of Central Railway Station and Square and environs.
- (k) Maintain the visual connections of Central Station complex with the surrounding heritage buildings and with Haymarket Special character area.

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2.1.12 Chifley Square/Richard Johnson Square Special Character Area

Amended Map Boundary



Locality Statement

The area is characterised by town squares, fine commercial architecture with a strong civic presence, and integrated public art, concentrated around irregular intersections of Hunter Street within Sydney's financial district. The precinct of buildings, artwork and squares predominantly date from the post-war period of the 1940s to 1960s, interspersed with some earlier and more contemporary buildings. The two town squares of Chifley Square and Richard Johnson Square demonstrate significant stages in the twentieth-century planning of Sydney city.

The non-grid street pattern in this area survives from Sydney's early town plan when the streets reflected the original shoreline, north of Macquarie Place, before it was extended to form Circular Quay. Today's post-war buildings and squares in this location creatively respond to the irregular street junctions through curved and other distinctive building forms, integrated into the public domain.

The semi-circular form of Chifley Square was originally proposed in 1908 by John Sulman in response to the Royal Commission into the Improvement of Sydney. The concept resurfaced again in 1937 when proposed by City Engineer Garnsey to relieve traffic congestion, and was finally realised in 1947. The place was officially named Chifley Square in 1961 in honour of the late Hon J.B. Chifley, former Prime Minister of Australia. The following year, Elizabeth Street was extended to create a public square with a traffic island at its centre.

The curved form of buildings constructed to the new street alignments for Chifley Square, including Qantas House in 1957, Wentworth Hotel in 1966, then Chifley Tower in 1993, reinforce the amphitheatre effect of the space. Further works to the public domain were constructed in the 1990s to reclaim and improve the public plaza.

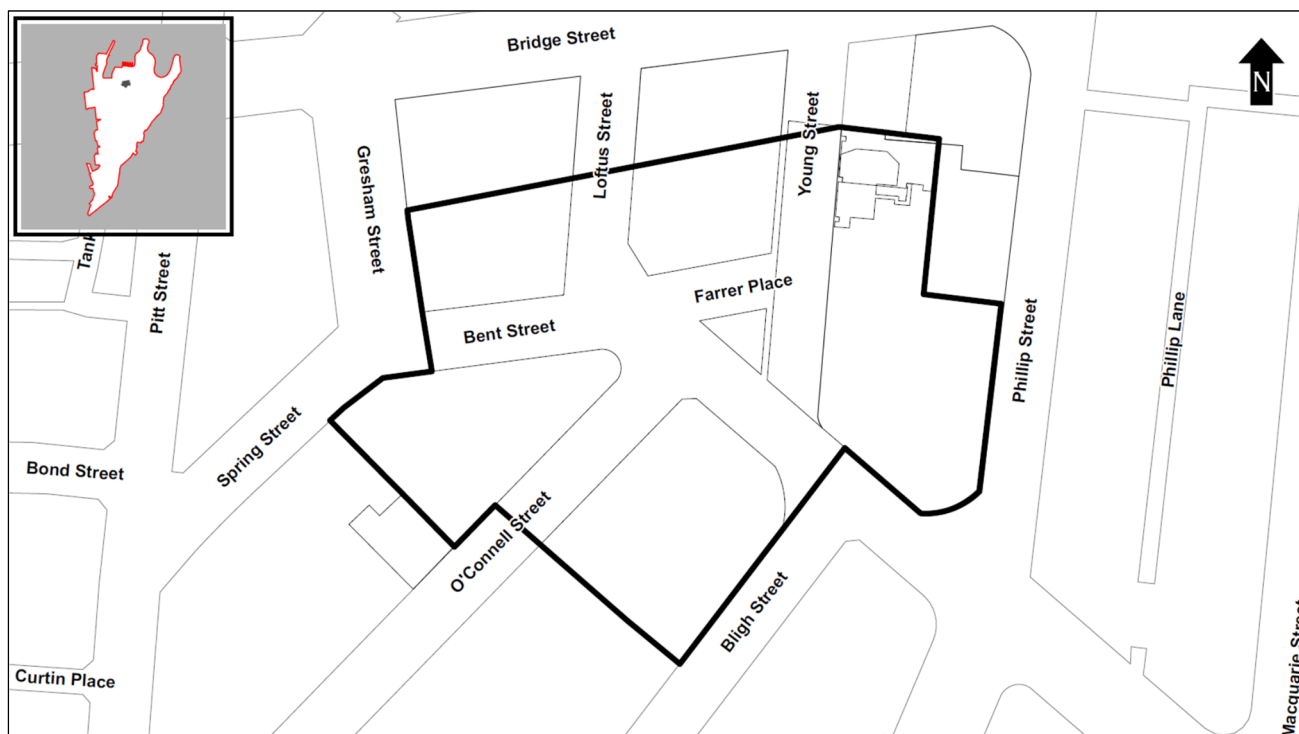
Richard Johnson Square at the intersection of Castlereagh, Bligh and Hunter Streets was named after Sydney's first appointed 'Chaplain to the Settlement' who arrived in the colony in 1788 on the First Fleet. Richard Johnson is believed to have held the first Christian service in the settlement. A 1925 sandstone monument at the centre of the square commemorates Australia's first church erected in this location in 1793. The plaza at Richard Johnson Square demonstrates council's public works to reshape Sydney as a result of its first strategic plan of 1971. It was designed by architects, Clarke Gazzard.

The buildings within this area form a cohesive avenue down Hunter Street, viewed from the high point of Macquarie Street. They enhance the public domain of the streets by both enclosing the distinctive public spaces within the area, and allowing views through to the squares. The buildings connect to the street level through stairs, open loggias and public art, most notably the 1963 Tom Bass sculpture along the podium of the former P&O building. The two squares and surrounding buildings provide visual relief and a break in the intensely built up area of the financial centre.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Recognise and enhance Chifley Square and Richard Johnson Squares as two important public open spaces in the heart of the financial centre of the city.
- (c) Promote and encourage the use of the spaces as a destination and meeting place for people.
- (d) Interpret the history of the place and in the design of both the public and private domain.
- (e) Reinforce the urban character and distinct sense of place of Chifley and Richard Johnson Squares by:
 - (i) emphasising the semi-circular geometry of Chifley Square;
 - (ii) retaining views from public spaces through to Chifley Square and Richard Johnson Square;
 - (iii) maintaining and enhancing the quality of the street edge formed by buildings and their loggias, such as with public art;
 - (iv) requiring new buildings to be integrated with the form of existing buildings; and
 - (v) limiting the height of new buildings.

2.1.13 Farrer Place Special Character Area



Locality Statement

Historical evidence shows that Farrer Place dates back as early as 1865 mainly being a street. Its original name was Fountain Street as known in 1871 and the name was changed in 1880 to Raphael Street, after the name of an alderman between the 1860s and 70s.

In 1935, the Minister for Agriculture requested that Raphael Street and the triangular plantation space fronting the building housing the Department of Agriculture which, at the time, occupied the southern wing of the Department of Education, be renamed as “Farrer Place”. This was to commemorate William J. Farrer, a noted wheat breeder whose work had incalculable benefit to the wheat growing industry.

The closure of Young Street to traffic formalised the space and gave it the character of a plaza. The place was further enhanced by the development of Governor Macquarie Tower as a major public building, complementing the public and institutional character provided by the Departments of Lands and Education buildings to the west.

The area’s location in the heart of the financial core of the city has resulted in large-scale high rise towers, interspersed with lower scale development, mostly with high quality design and elegant rooftops contributing to the skyline of the city. The limited height of the heritage buildings to the north and west allows solar access and provides some visual relief in this highly built up area.

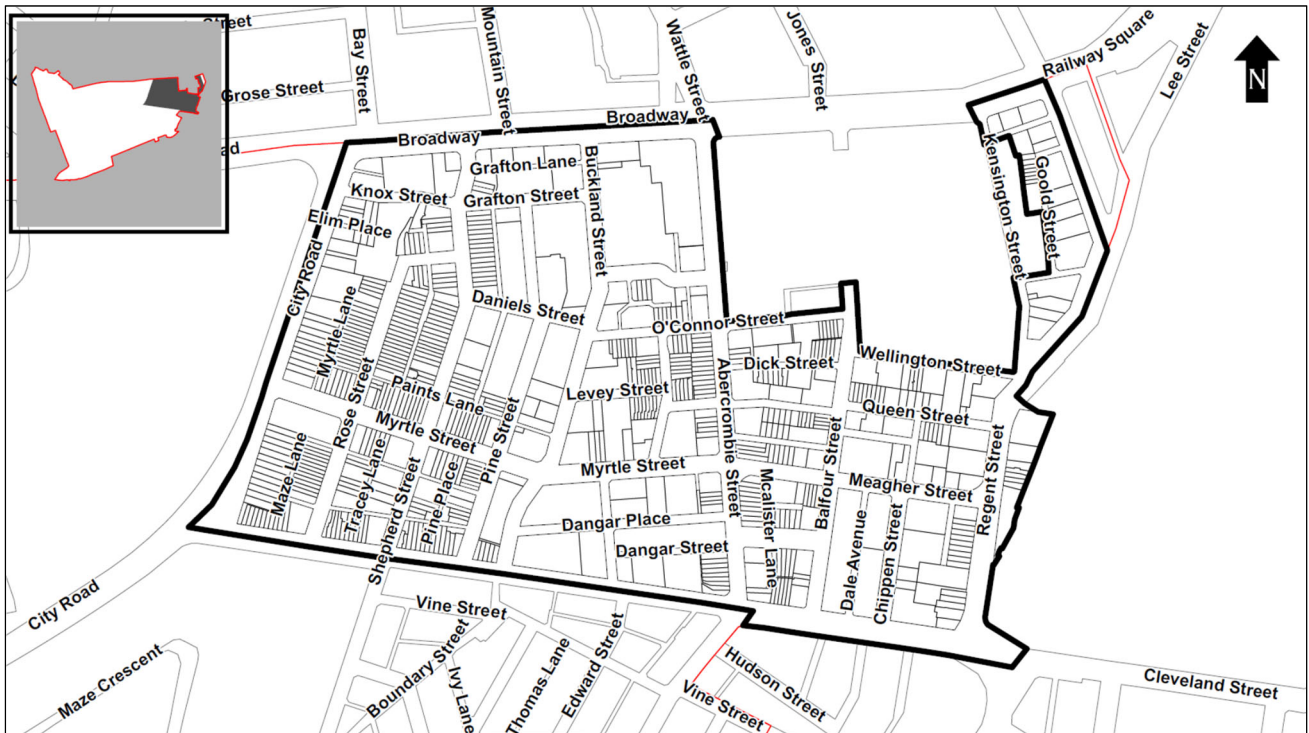
The orientation of the place to the north allows for views to the water and the Harbour Bridge, while the clock tower of the Lands Department building to the west enhances the views from the place and adjoining streets.

Principles

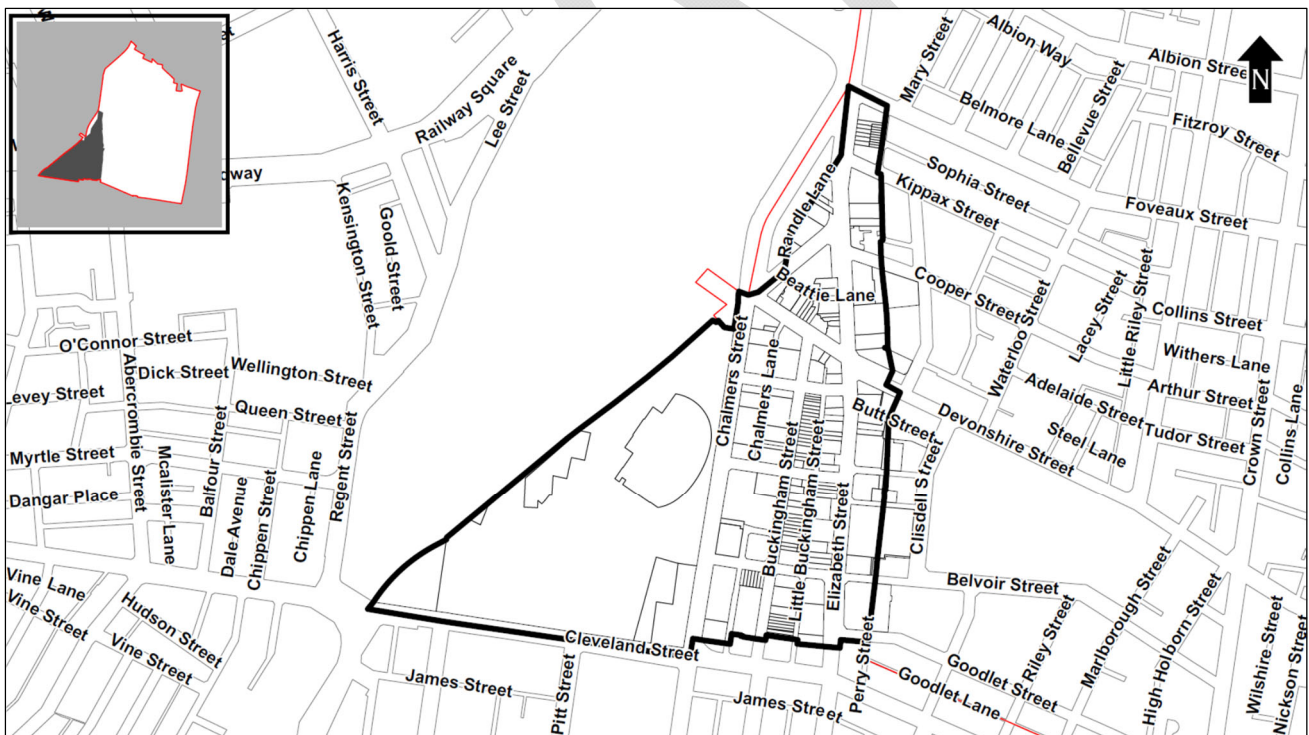
- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.
- (b) Reinforce the urban character and sense of enclosure of Farrer Place by requiring new buildings to:
 - (i) be built to the street alignment; and
 - (ii) have adequate setbacks above the street alignment.
- (c) Restrain the building bulk and scale of new development, particularly to the east and south of the place.
- (d) Protect and extend winter sun access to the place, particularly during lunchtime.
- (e) Interpret the history of the place and its evolution in the design of new buildings and elements within the public domain and give it its own sense of place.
- (f) Improve, enhance and activate the public domain within the place.
- (g) Maintain and enhance existing views to Sydney Harbour and the Harbour Bridge to the north and vistas to the tower of the Lands Department building to the west.

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2.3.1 Chippendale



2.11.1 Prince Alfred Park East



[4] Section 3 – General Provisions

In response to the City's Draft Signs and Advertising DCP, Sydney Observatory sought a control to help manage the impacts of sky glow. Sky glow is caused by upwardly directed or blue light associated with LED lights. This reduces the visibility of iconic astronomical objects, such as the Southern Cross, and affects the operation of the Observatory. The control is proposed as part of this Draft DCP because it largely affects buildings in Central Sydney and to enable consultation.

Insert the following objective and provisions at 3.16 Signs and Advertisements:

Objective

To minimise environmental impacts from light spill.

Provisions

Top of building signs should reduce light spill impacts on viewing the night sky from Sydney Observatory by:

- (a) locating signs so they are not in the line of sight of the Observatory,
- (b) minimising the emission of blue wavelengths of light below 550nm, or
- (c) reducing the light emitted above the sign by using shields and non-reflective materials.

[5] Section 4 – Development Types

Retain existing Section 4 in full.

[6] Section 5.1 – Central Sydney

Introduction

Include the following revised paragraph clarifying the relationship between Section 5 and 6 controls:

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

Replace existing 5.1.1 to 5.1.6 and 5.1.8 as follows, including relevant figures, tables and maps:

5.1.1 Built Form Controls

Built form controls include:

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

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

Value Statement

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

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

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

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

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

In this section:

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

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

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

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

Street Frontage Height means the vertical height above ground level of that part of the building closest to a Public Place ~~and any other part of the building built to the site boundaries. Where multiple street Street frontage Frontage Hheights apply each height extends to the centre of the site.~~ Street Frontage Height is the development control that sets the desired street wall or podium height.

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

Objectives

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

Provisions

5.1.1.1 Street Frontage Height and Street Setbacks

Value Statement

Street Frontage Heights

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

Buildings taller than 45m at the street alignment are greater than 2.25 times the street width, and create an overbearing sense of enclosure. The street frontage height of most existing buildings in Central Sydney ranges between 20 and 45m. For historical planning reasons many existing buildings in Central Sydney have a height or street frontage height of 45m high.

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

Street Setbacks

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

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

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

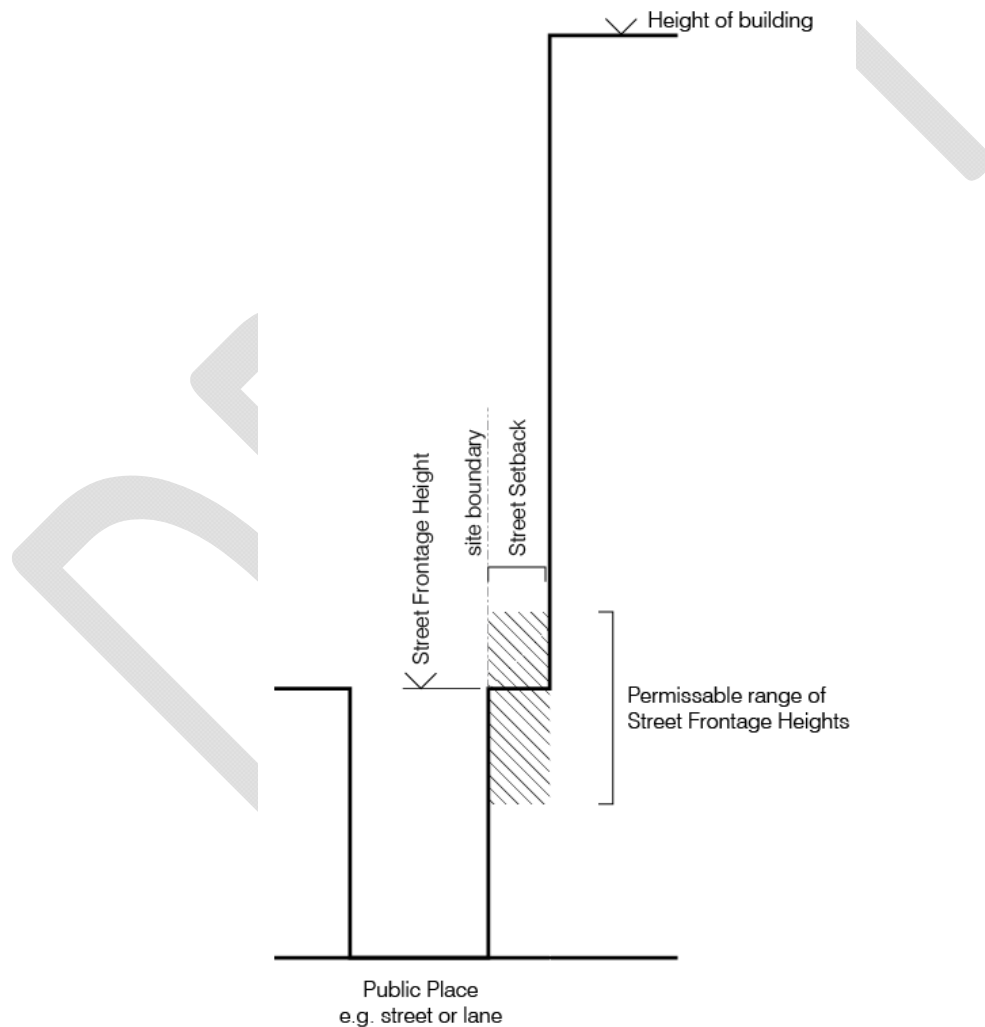


Figure 5.1: The street frontage height of development outside of special character areas should range between 20m and 45m

Objectives

- (a) Achieve comfortable street environments for pedestrians with high levels of daylight, appropriate scale, sense of enclosure and wind mitigation.
- (b) Encourage flexibility in building design while reinforcing the character of Central Sydney and ensuring built form is compatible with heritage items and the desired streetscape character.
- (c) To recognise the variety and patterns of street wall heights throughout Central Sydney.
- (d) To ensure that buildings address and define laneways consistent with their special character.
- (e) To provide setbacks above the Street Frontage Height that promote good separation between tall buildings, across streets, maintain views to the sky and create a sense of openness in the street.
- (f) To allow flexibility for setbacks above Street Frontage Height but only where better performance in relation to wind mitigation and daylight access to Public Places can be demonstrated.
- (g) To protect long, low angle views of open sky and landmark features.

Provisions

- (1) The Street Frontage Height and Street Setbacks of a building must be in accordance with Table 5.1 – Permissible range of Street Frontage Heights and Table 5.2 Minimum Street Setbacks, except for buildings in Special Character Areas that must be in accordance with the Minimum Street Frontage Heights for Special Character Areas in Table 5.3 and the Minimum Street Setbacks and Maximum Street Frontage Heights as shown in the Special Character Area maps at Figures 5.3 to 5.15 in Section 5.1.1.2.

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

~~**Note:** The permissible range of Side and Rear Podium Height and Setbacks Street Frontage Heights also apply to the side and rear boundaries of a site, being the podium, for buildings over 55m. For example, if the maximum Street Frontage Height for a building is 25m then the podium adjoining the side and rear boundaries also has a maximum height of 25m.~~

Table 5.1: Permissible range of Street Frontage Heights

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

| | | | | |
|---|---|------------------------|------------------------|------------------------|
| | Frontage adjacent to a Public Place with a width up to 8m wide (eg lanes) | 20-45m | 20-45m | 20-25m* |
| | Heritage items outside Special Character Areas | Existing height | Existing height | Existing height |
| * up to 45m subject to Section 5.1.1.1(2) | | | | |

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

Table 5.2: Minimum Street Setbacks

| Minimum Street Setbacks | | | Proposed total height of building | | |
|---------------------------------------|--|--|---|-----------------------------|-------------------|
| | | | Up to 55m | Greater than 55m up to 120m | Greater than 120m |
| Context | Non-heritage items outside Special Character Areas | Frontage adjacent to Public Places with a width greater than 8m wide | 8m or 6m where adjoining sites Street Setbacks are less than 6m | 8m* | 8m* |
| | | Frontage adjacent to Public Places with a width up to 8m wide (eg lanes) | 2m | 8m* | 8m* |
| | Heritage items outside Special Character Areas | | 10m to Public Places greater than 8m wide (streets). 2-10m on Public Places up to 8m wide (lanes) determined by heritage values and context. | | |
| * may be varied subject to 5.1.1.1(2) | | | | | |

(3) Where noted in [Clause\(1\)](#) Table 5.2 Minimum Street Setbacks and on the Special Character Area maps, variation to [Street Frontage Height \(excluding sites in Special Character Areas\)](#) and Street Setbacks may be permitted to building massing that provides:

(a) encroachment(s) 2m forward of the minimum Street Setback within the middle third of the frontage to a Public Place and provision of compensating recess(es) of equal to or greater area up to 4m behind the minimum Street Setback; or

(b) equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing with complying Street Frontage Heights and Street Setbacks (i.e. variation to massing is governed by achieving equal or better performance); and-

(c) a high quality urban design outcome will be achieved, through the preparation of a detailed urban design and options analysis that demonstrates how the proposed massing is compatible with the context.

Procedures for demonstrating compliance with 5.1.1.1(3)(a) and (b) are set out in Schedule 11.

(4) Notwithstanding Section 5.1.1, greater Street Setbacks may be required through the application of 5.1.1.4 Built form massing, tapering and maximum dimensions, 5.1.24 Development outlook and amenity and/or SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) and the Apartment Design Guide.

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