

FINAL EXHIBITION DRAFT 10/10/2017

ST LEONARDS SOUTH

DRAFT DEVELOPMENT CONTROL PLAN

LOCALITY 8 – ST LEONARDS SOUTH

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For: Lane Cove Council

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1.0 Preliminary

1.1 Introduction

This Part provides a framework to guide future development in the St Leonards South Transit-Oriented Development Precinct. It sets in place Urban Design Guidelines to facilitate the Vision for St Leonards South.

1.2 Citation

This Part may be cited as Location 8 of Lane Cove DCP (2017).

1.3 Relationship With Other Documents

This DCP Part supplements the Lane Cove LEP by providing detailed development principles, controls and guidelines. This DCP was brought into effect on 2017 to support planning incentives contained in the Lane Cove LEP

In addition, SEPP No 65 – Design Quality of Residential Development, Apartment Design Guide and other relevant State Policies should be taken into account.

It is envisaged that Development Applications (and pre-DA) will be assessed by a Design Review Panel comprising an architect, an urban designer and a landscape architect. Panel reports will be provided to the applicant and will inform Planning/DA Reports to Council and determination by Council.

Note that:-

- Site specific clauses in this section of the DCP prevail over earlier general clauses.
- This document shall invoke some flexibility (for south facing slopes) with respect to solar access requirements where conflicts with the ADG exist.

1.4 Land Covered by this DCP – Location 8

The DCP applies to the Area shown in Figure 8.1 which is located immediately south-west of the St Leonards Railway Station. It is bounded by Marshall Avenue, Canberra Avenue, Park Road and River Road.



Fig 8.1 St Leonards South DCP Area

1.5 Aims and Purpose of this Part

The purpose of this Part is to provide objectives, controls and design criteria to achieve desirable development outcomes in line with Council's Vision for the St Leonards South Precinct.

The key aims of this Part are:

1. To facilitate a Precinct that has a high degree of liveability and that incorporates the principles of ecologically sustainable development.
2. To ensure the Precinct will be characterised by a high-quality, well-designed and safe environment that reflects the natural setting and promotes a sense of identity.
3. To create an urban structure that will:
 - a. Promote Transit-Oriented Development in close proximity to the St Leonards Station
 - b. Provide a transition from the more intense development around the Station to peripheral areas characterised by lower-scaled development.
 - c. Focus street and place-making activities to create an accessible and vibrant precinct.
4. To create an access network that will:
 - a. Achieve a more permeable network promoting greater connectivity and integration between residential and the station and commercial precincts.
 - b. Achieve a safe and convenient pedestrian environment that encourages walkability, public transport use and social interaction.
 - c. Create additional streets and paths that will:
 - i. Reduce pressure on the existing road and pedestrian infrastructure; and
 - ii. Provide new opportunities for pedestrian connectivity.
5. To create an open space network that will:
 - a. Include a network of diverse, active and passive recreation spaces to support the residential populations of the Precinct.
 - b. Provide safe, accessible, sustainable, well-used and designed public open spaces within the Precinct.

2.0 VISION

The Desired Future Character of the St Leonards South Precinct is for a liveable, walkable, connective, safe, dense, Transit-Oriented Precinct which builds upon the transit and land use opportunities of St Leonards Station and commercial centre. This Vision is the result of the Masterplan prepared with extensive community consultation in 2015 and supplementary report in 2016.

OBJECTIVES

1. To create a Precinct with a high level of liveability within close proximity of St Leonards Station.
2. To ensure new development achieves design excellence.
3. To manage traffic and noise impacts from Pacific Highway and River Road.
4. To integrate new development with the St Leonards Rail Station and proposed over-rail public plaza.
5. To provide incentives for the provision of key worker housing.
6. To facilitate an extensive access network and appropriate levels of community infrastructure.



Fig 8.2 Vision

3.0 STRUCTURE

3.1 Introduction

The Structure Plan sets the broad framework for development within the St Leonards South Precinct in close proximity to the St Leonards Railway Station and the St Leonards mixed-use/commercial centre.

3.2 Urban Structure Plan

The Urban Structure Plan builds on the existing urban framework, dramatically increases density around the Station and improves East-West connectivity and walkability to the Station.

The “perimeter block” building form is supported by communal “green spines” running North-South in the centre of each block.

Community infrastructure is proposed along the E-W links.

	Control	Provision	Notes/Location
3.3	Land Use	<ul style="list-style-type: none">• Density residential shall be provided as per Fig 8.3• Height and FSR incentives only apply according to Schedule 8.1• Community facilities and child care should be located as shown on Fig 8.3 and 8.5 (areas 5 and 17) with associated public lifts to provide accessibility E-W access• Small scale retail (convenience store, coffee shop restaurant etc) may be provided on major E-W link in area 17 where it can serve the parks, community facilities, child care and the E-W link	
3.4	Heritage	<p>Architectural Character</p> <ul style="list-style-type: none">• Retain and conserve significant streetscape elements including street trees and sandstone walls (and period fences and hedges)• Provide for complementary transitions with Highway commercial development to north and residential development to the south <p>Streetscape Conservation</p> <ul style="list-style-type: none">• Retaining walls and other construction should visually contribute to the natural landform.	

	Control	Provision	Notes/Location
3.4	Heritage (continued)	Public Domain <ul style="list-style-type: none"> Existing public open space, reserves and parklands should be enhanced by open space corridors and landscaping. Items such as sandstone walls which cannot be retained should be photographically recorded. 	



Fig 8.3 Structure Plan



4.0 ACCESS

OBJECTIVES

- To provide improved access and circulation (vehicular, bicycle and pedestrian) within the Study Area, whilst not facilitating through traffic.
- To improve connectivity within the Precinct and to the external context (pedestrian linkages to St Leonards and Wollstonecraft Railway Stations, St Leonard's Commercial Centre and the Lane Cove River.

	Control	Provision	Notes/Location
4.1	Access Network	<ul style="list-style-type: none"> • Provide new public streets and pedestrian connections in accordance with Figure 8.4 Access Network • Lighting, paving, street furniture and landscaping to be provided according to LMP and consultation with Council. <p>The following links are to be provided (see Fig 8.5)</p> <ul style="list-style-type: none"> - E-W link – path - E-W link – path - E-W link – road/lane - E-W link – pathway - E-W link – EW-link path - Interim connective lane - Berry Road - Holdsworth Avenue - Marshall Ave/Holdsworth Ave Berry Road - Marshall Ave/Canberra Ave 	<ul style="list-style-type: none"> • New paths will be maintained by the landowner under Section 88 E of the Conveyancing Act 1919/ <p>Stairs</p> <p>Stairs / ramps</p> <p>Public road</p> <p>Stairs plus lifts/ramps</p> <p>Stairs plus lifts/ramps</p> <p>Interim connection to Berry Lane (commercial) for access/egress to lane</p> <p>Additional street closure for open space</p> <p>Additional street closure for open space</p> <p>Pocket Park</p> <p>Pocket Park</p>

	Control	Provision	Notes/Location
4.2	Streets	<ul style="list-style-type: none"> • Create new road/lane between Berry and Park Roads to improve traffic circulation and access to southern end of Berry Road and Holdsworth Avenue • Close Berry Lane and incorporate into development sites 	Provide interim connections to maintain function of Berry Lane until fully redeveloped
4.3	Pedestrian Connections	<ul style="list-style-type: none"> • Create E-W pedestrian links as indicated on Fig 8.4 with associated stairs/ramps and lifts to optimise accessibility • Pedestrian links are to be as specified in the LMP (and should be a minimum 6m wide with paving a minimum of 2m wide and landscaping as per LMP) and to Council satisfaction • Each site must coordinate E-W link construction with adjacent developers to ensure connective paths, levels, landscape, materials and treatments • Each site should ensure that "Green Spine" connects/ integrates with E-W links 	Provide a pedestrian link that has the potential to be upgraded to a shareway between Berry Road and Holdsworth Avenue to improve E-W connectivity and provide alternative access/egress to the southern end of Holdsworth Avenue should future traffic necessitate.
4.4	Bicycle Network	<ul style="list-style-type: none"> • Facilitate E-W connections to establish a local bicycle network • Investigate connecting Canberra Avenue to south across River Road to extend bicycle potential from St Leonards Station to Wollstonecraft Station and beyond to the Lane Cove River • Traffic calm streets within the Precinct to provide a safe cycle environment 	

	Control	Provision	Notes/Location
4.5	Sustainable Transport	<ul style="list-style-type: none"> Facilitate improved pedestrian access to the Railway Stations and Station Square Investigate the use of innovative measures (GoGet, car share, Uber etc) to reduce car ownership Reduce parking demand in response to improved transit accessibility 	To satisfaction of Council Traffic Manager



Fig 8.4 Access Network

5.0 INFRASTRUCTURE

OBJECTIVES

To identify and provide opportunities for additional public infrastructure including:

- a. East-West links (pedestrian)
- b. Open space
- c. Community facilities
- d. Child care centres
- e. Key worker housing
- f. Vehicular access and circulation
- g. Undergrounding of services

	Control	Provision	Notes/Location
5.1	E-W links	<ul style="list-style-type: none"> • Create E-W links as shown on Figure 8.5 and 8.19 a) Pathway to be provided b) Pathway/stairs to be provided c) Road/lane to be acquired and provided d) Path/stairway (with connecting lift) e) Path/stairway (with connecting lift) f) Exit lane (from Berry Lane to Park Road) 	<p>By Area 20 By Area 11 By Council</p> <p>Area 17 to provide lift and Areas 15 and 16 to provide path to Council specifications) Area 5 to provide lift and Areas 7 and 8 to provide path/stairway/ramps to Council specifications To maintain circulation (to be provided by Area 21)</p>
5.2	Pocket Parks	<ol style="list-style-type: none"> g) Expand and landscape the closure of Berry Road south as possible with development. h) Expand and landscape the closure of Holdsworth Avenue south as possible. i) Provide park to LMP specification on Marshall Avenue (between Berry Road and Holdsworth Avenue) j) Provide park to LMP specification on Marshall Avenue (between Holdsworth and Canberra Avenues) 	<p>Dependent on location of driveways (to be agreed at DA stage)</p> <p>To emphasise the Green Pedestrian Link through the Precinct to the Railway Station and Rail Plaza. Publically accessible but managed by areas 12 and 13.</p> <p>As above but managed by area 1 and 2.</p>

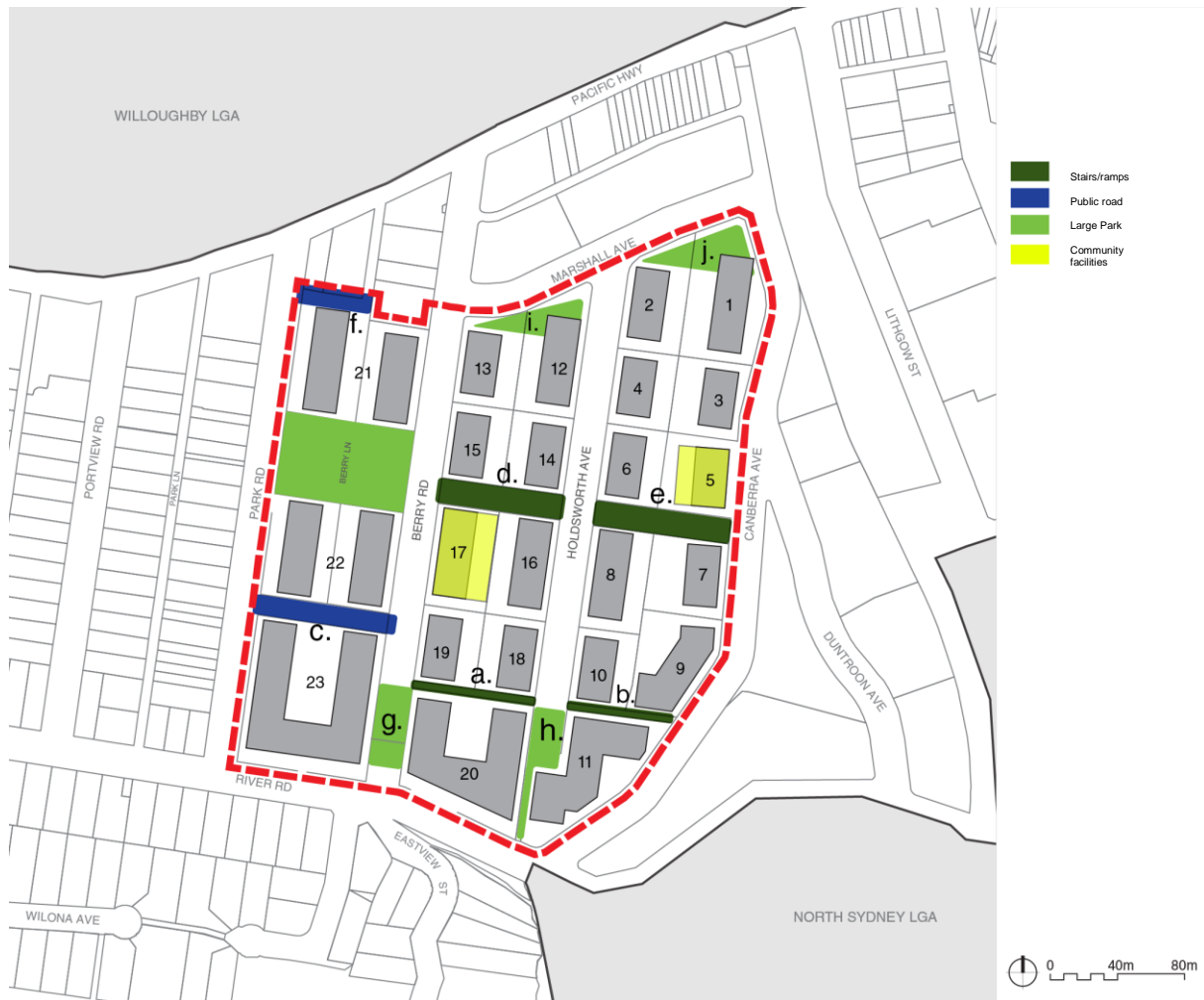


Fig 8.5 Public Infrastructure

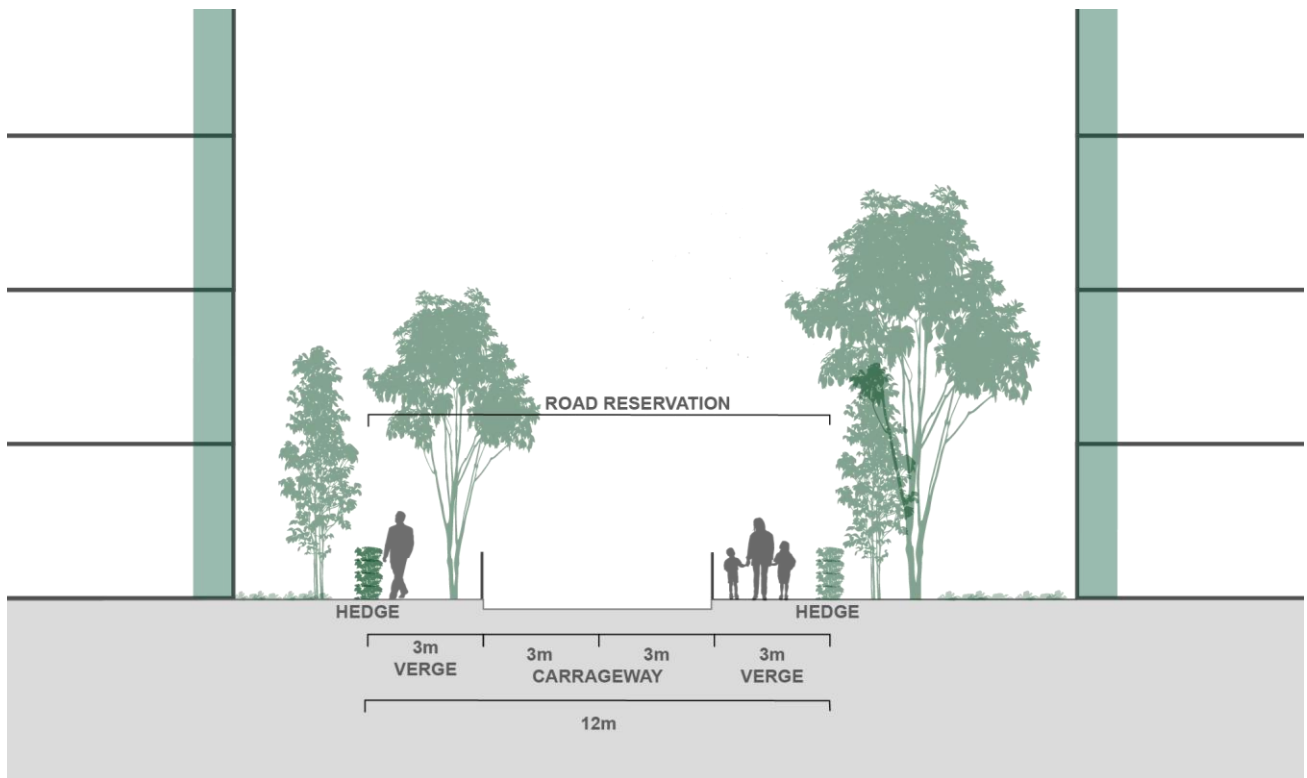


Fig 8.6 (a) Section - New Connecting Road – (Berry – Park Road)

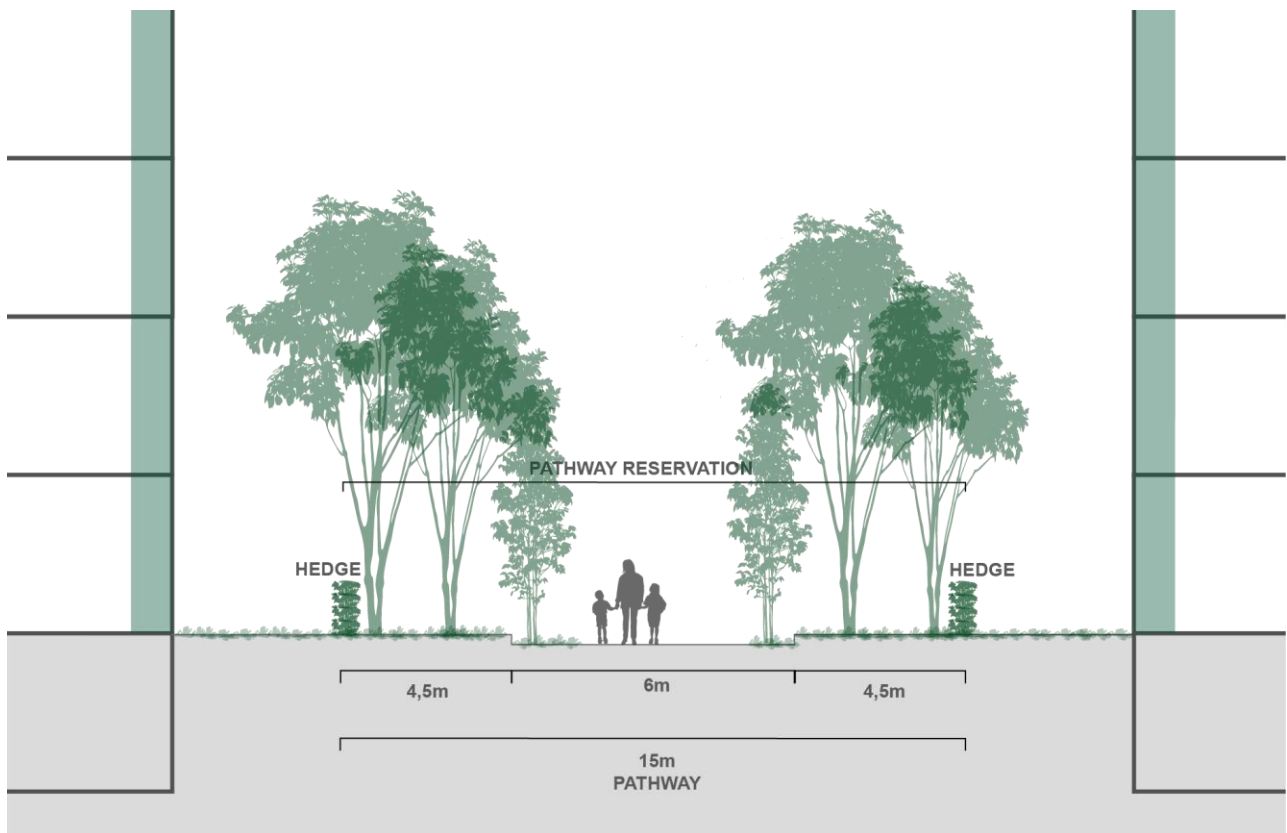


Fig 8.6 (b) Section - New E-W Path

	Control	Provision	Notes/Location
5.3	Local Park	<ul style="list-style-type: none"> Council to acquire, design and construct the central park as shown on Fig 8.5 and to specification in LMP 	
5.4	Local Retail	<ul style="list-style-type: none"> Local retail (café, restaurant, convenience store) should desirably be provided in Area 15 to service Central Park and community facilities 	
5.5	Community infrastructure	<p>Community facilities are to be provided as set out in Schedule 8.1 and fig 8.5</p> <ul style="list-style-type: none"> Provide a multi-purpose facility (Berry Road) as specified (see Incentives) Provide a multi-purpose facility (Canberra Avenue) as specified (see Incentives) 	<p>Mix of child care and community facility (to be provided by Area 17 to Council specification)</p> <p>Mix of child care and community facility (to be provided by Area 5 to Council specification).</p>
5.6	Key Worker Housing	Key worker housing should be provided in Areas 1, 2, 3, 4, 6, 13 and 14.	
5.7	Undergrounding of Utility Services	<ul style="list-style-type: none"> All utility services within a public road reserve are to be placed underground for the total frontage of each site All utility services within each site are to be placed underground or encapsulated within the building Design and construction of these works is to be at the cost of the developer Light poles are to be designed and provided as specified by Council These works are to be to the satisfaction of Council's Manager of Assets and comply with relevant Australian Standards 	This should be consistent with the "Street Tree Masterplan" See text in LMP

6.0 BUILT FORM

OBJECTIVES

- To facilitate amalgamation opportunities for economic and aesthetic redevelopment.
- To step the heights from tallest adjacent to the Railway Station, reducing with distance to the south and west (River Road and Park Road)
- To provide transitional built form at edges of rezoning.
- To locate building as “perimeter block” development fronting N-S streets in order to maximise solar access to building facades and open spaces.
- To limit the length of façade of buildings, to provide appropriate levels of articulation, and to use a complementary palette of materials which will relate positively to the streetscape and enhance the public domain.
- To encourage a stepped-back building form in order to reduce building bulk and scale to the street. To facilitate street and front setback (deep soil) tree planting to further reduce apparent bulk and scale.
- To ensure that parking basements are located beneath perimeter building footprints, wherever possible, in order to protect ‘central’ deep soil zones (Green Spines).
- To optimise solar access to all buildings, public domain and private open space.
- To activate and engage with the public domain in a manner which optimises public interaction and public safety

	Control	Provision	Notes/Location
6.1	Site Planning Staging	<ul style="list-style-type: none">• Sites are to be designed to comply with LEP amalgamations and levels proposed in LMP• Each site must integrate and connect with adjacent sites and public domain in order to facilitate the implementation of the LMP• Sites must allow for the provision of all community infrastructure as per Fig 8.5	
6.2	Activity Centre	<ul style="list-style-type: none">• Provide some local retail (café, convenience store, restaurant or similar) associated with community facilities and new park on the proposed new pathway (Area 15) as per Fig 8.5	LEP Control

	Control	Provision	Notes/Location
6.3	Amalgamation	<ul style="list-style-type: none"> Sites are to amalgamated as per Figure 8.7 in order to qualify for additional LEP Height & FSR Alternative amalgamation patterns will only be considered if it can be demonstrated that all outcomes can be delivered without compromising the ability of other identified sites and amalgamations to deliver outcomes identified in Schedule 8.1 	Larger amalgamations (consisting of multiple amalgamation areas) will be considered

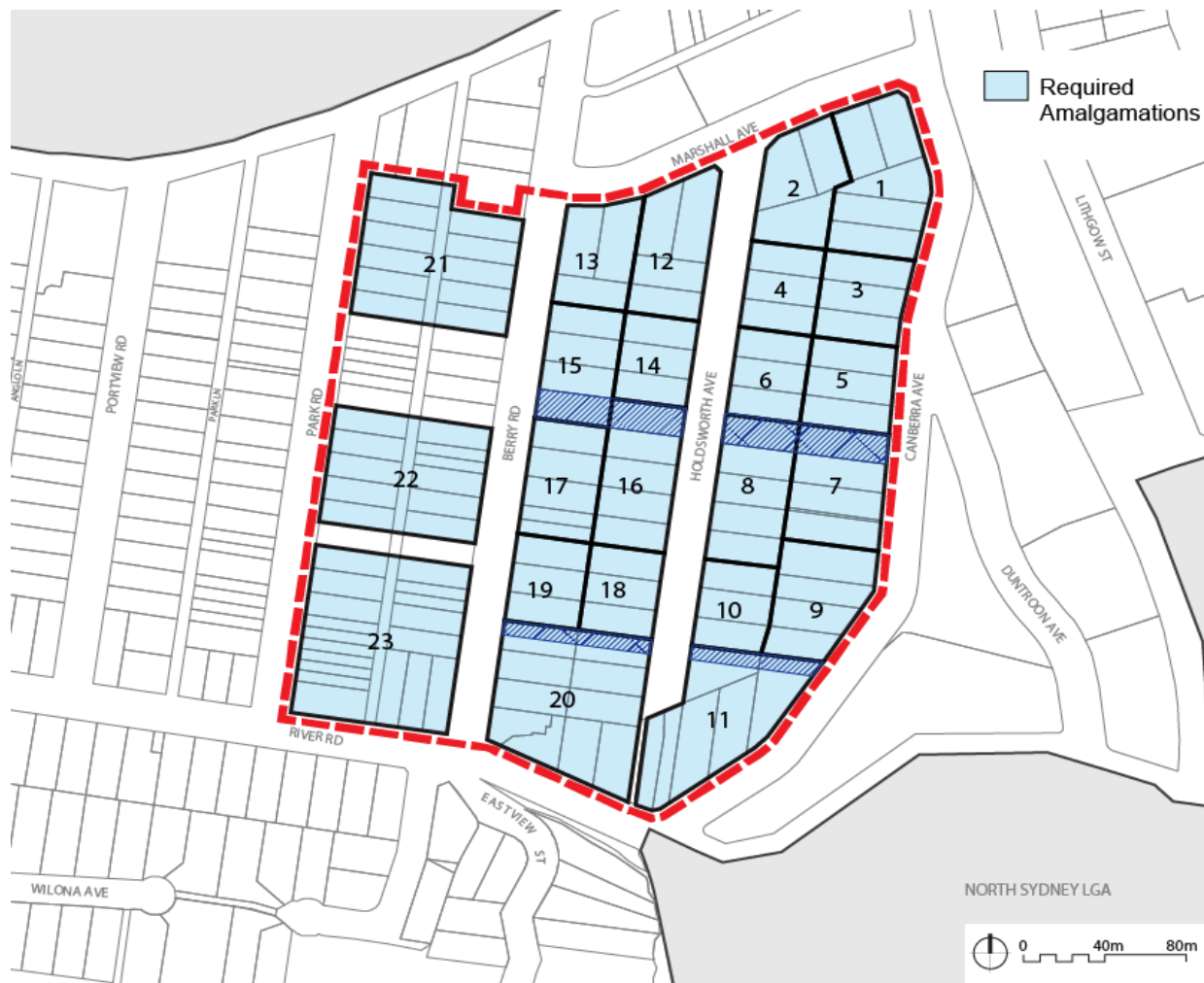


Fig 8.7 Required Amalgamations

6.4 Building Envelope

	Control	Provision	Notes/Location
6.4.1	Building Setbacks	A <ul style="list-style-type: none"> 4m at street level + 3m at and above Level 6 	To Canberra, Marshall, Holdsworth & Berry (1-19) + east (21-23)
		B <ul style="list-style-type: none"> 4m at street level +3m at and above Level 3 +3m at and above Level 6 	To Park Road (south) (23)
		C <ul style="list-style-type: none"> 10m at street level +3m at and above Level 3 +3m at and above Level 6 	To Park Road (north) (21 & 22)
		D <ul style="list-style-type: none"> 10m at street level +7m at and above Level 4 +7m at and above Level 6 	River Road (20, 23 and 11)
6.4.2	Building Separation	As per ADG / SEPP No 65	
6.4.3	Building Depth	Maximum depth 18-22m	As per Figure 8.8



Figure 8.8 Building Setbacks / Building Depth

	Control	Provision	Notes/Location
6.4.4	Building Orientation/Length	<ul style="list-style-type: none"> • Create north-south perimeter block buildings oriented to address N-S streets as shown in Fig 8.8. • Maximum building length should not be greater than 35m (unless strongly articulated) • River Road (lower levels) may be longer but only with strong articulation to lower levels of River Road 	To optimise solar access to buildings and open space areas
6.4.5	Building Articulation	<ul style="list-style-type: none"> • Create major indentation 3-6m and 6m wide for full height of building 	Strongly articulated means 6m x 3m indentation

	Control	Provision	Notes/Location
6.4.6	Incentive Heights	<ul style="list-style-type: none"> Incentive heights nominated in Figure 8.9 may be permissible subject to development providing outcomes described in Schedule 8.1 	<p>Qualification for the LEP Incentive Height of Buildings only applies if Council is satisfied the outcomes in Schedule 8.1 can be provided.</p> <p>Note that the definition of height should enable the nominated number of full storeys. (Part storeys resulting from excavation of steep slopes and as activating frontages for basement or semi basement parking will not count as storeys ... neither will community facilities and child care centres)</p>



Fig 8.9 Maximum Height of Buildings (with incentives)

	Control	Provision	Notes/Location
6.4.7	Incentive FSR	Incentive FSR's nominated in Figure 8.10 may be permissible subject to development providing outcomes described in Schedule 8.1	<p>Qualification for the LEP Incentive FSR only applies if Council is satisfied that the outcomes in Schedule 8.1 can be provided.</p> <p>FSR's nominated are maximums and may not be achievable on every site within height limits</p>
6.4.8	Solar Access	<ul style="list-style-type: none"> Strive to comply with ADG solar access requirements wherever possible 	Permit some flexibility because of desire for taller buildings adjacent to the Railway Station, existing solar inhibition by approved/ existing tall buildings and the impact of south facing slopes

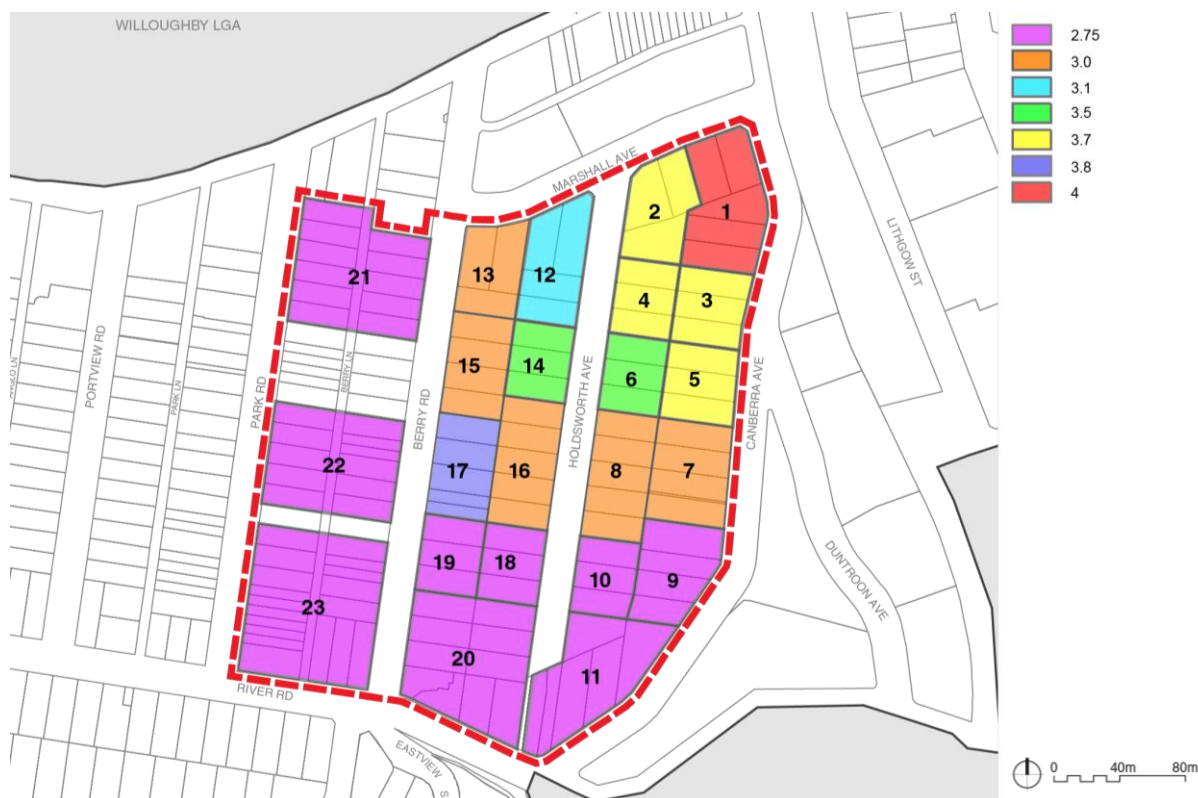


Fig 8.10 Maximum FSR's (with incentives)

	Control	Provision	Notes/Location
6.4.9	Building Floor Levels	<ul style="list-style-type: none"> Building floor levels should be consistent with Fig 8.24 from the LMP in order to facilitate the creation of the "Green Spine" and ease of access to these "Green Spines" 	Variations will only be permitted where it can be demonstrated that continuous accessible "Green Spines" can be delivered

6.4.10 Incentives

The following schedule (Schedule 8.1) sets out nominated amalgamation packages, approximate minimum areas required for amalgamations, the Maximum FSR, the Maximum Building Height of envelope (as per Special Provisions Map – Figure 8.11) and the required outcomes which must be delivered in order to qualify for these incentives.

Development consent may be granted for the erection of a building on land in an Area referred to in column 1 of the Table below if the site area is equal to or greater than the amount shown in column 2 of the Table and:

- a) The floor space ratio does not exceed the amount shown for the Area in Column 3 of the Schedule; and
- b) The height does not exceed the amount (expressed in number of storeys) shown for the Area in Column 4 of the Schedule on that part of the land identified as “Building Envelope” on the Lane Cove Special Provisions Area Map; and
- c) The consent authority is satisfied that the development provides all of the outcomes shown for the Area in Column 5.
- d) The consent authority is satisfied that the development does not inhibit optimal outcomes on other adjacent sites.

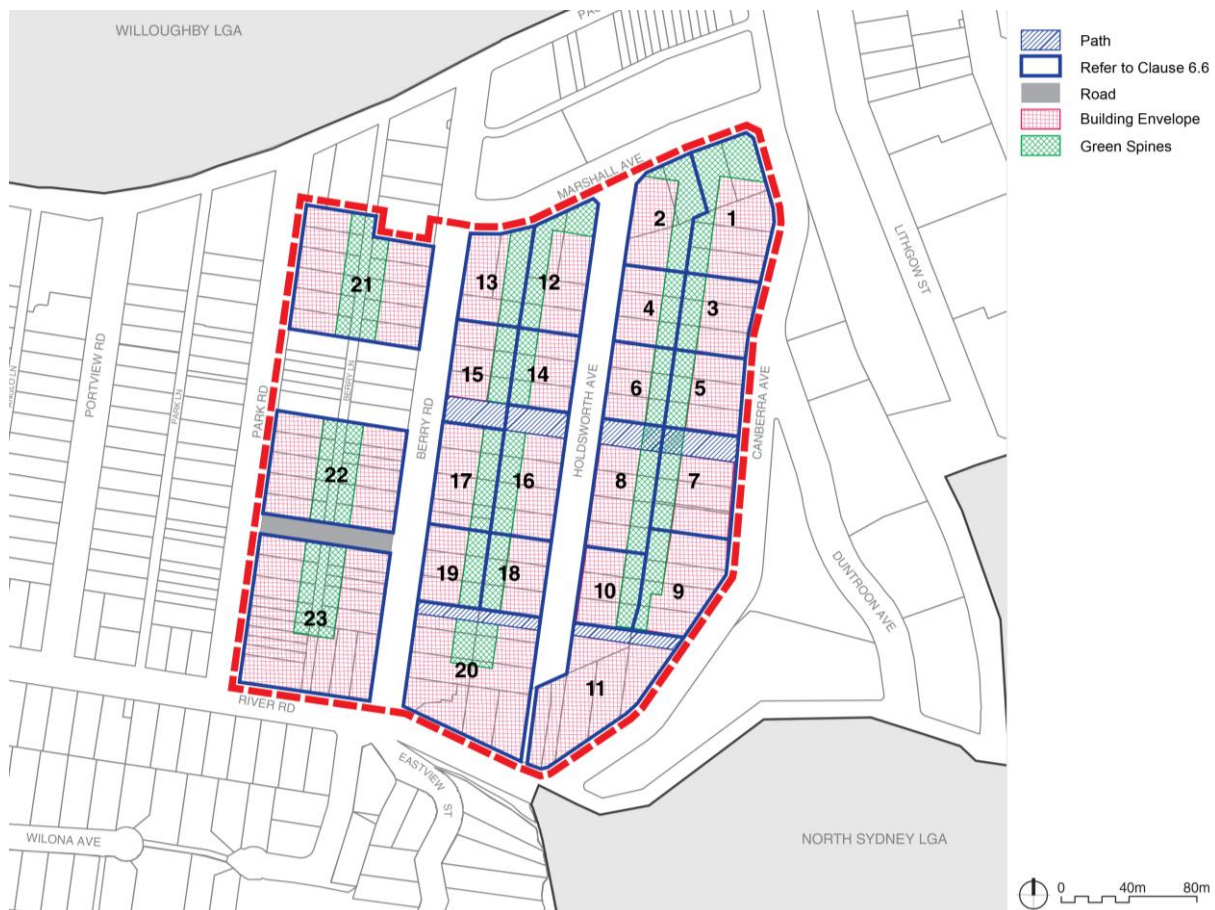


Figure 8.11 Special Provisions Map

Schedule 8.1

Special Provisions Area	Minimum site area	Maximum FSR	Maximum Height of Building (storeys)	Outcomes
Area 1	3,000m ²	4:1	(19)	a) Approximately 900sqm of public open space (Marshall Avenue); b) consistency with the St Leonards South Landscape Master Plan; c) Component of Key Worker Housing; and d) Consolidate into a single lot.
Area 2	2,000m ²	3.7:1	(15)	a) Approximately 400sqm of public open space (Marshall Avenue); b) consistency with of the St Leonards South Landscape Master Plan; c) Component of Key Worker Housing; and d) Consolidate into a single lot.
Area 3	1,600m ²	3.7:1	(15)	a) Component of Key Worker Housing; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 4	1,500m ²	3.7:1	(12)	a) Component of Key Worker Housing; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 5	1,500m ²	3.7:1	(12)	a) A multi-purpose (child care centre and community hall) facility of 600sqm minimum at ground floor level; b) Child care centre to Council specification c) With direct connection to an outdoor play space of 450sqm; d) Consistency with part A of the St Leonards South Landscape Master Plan; and e) Consolidate into a single lot.
Area 6	1,500m ²	3.5:1	(10)	a) Component of Key Worker Housing; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 7	2,500m ²	3:1	(10)	a) A 15m wide, path linking Canberra Avenue and Holdsworth Avenue; b) consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.

Special Provisions Area	Minimum site area	Maximum FSR	Maximum Height of Building (storeys)	Outcomes
Area 8	2,500m ²	3:1	(10)	a) A 15m wide, landscaped path linking Canberra Avenue and Holdsworth Avenue; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 9	2,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 10	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 11	4,000m ²	2.75:1	(8 & 4)	a) A 6m wide, path linking Canberra Avenue and Holdsworth Avenue; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 12	2,500m ²	3.1:1	(12)	a) Approximately 400sqm of public open space (Marshall Avenue); b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 13	1,600m ²	3:1	(10)	a) Component of Key Worker Housing; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 14	1,600m ²	3.5:1	(10)	a) Component of Key Worker Housing; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 15	2,000m ²	3:1	(10)	a) A 15m wide, shareway/path linking Berry Road and Holdsworth Avenue; b) Consistency with part A of the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot;

Special Provisions Area	Minimum site area	Maximum FSR	Maximum Height of Building (storeys)	Outcomes
Area 16	2,500m ²	3:1	(10)	a) A 15m wide, shareway path linking Berry Road and Holdsworth Avenue; b) consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot;
Area 17	2,200m ²	3.8:1	(10)	a) A multi-purpose (child care centre and community hall) facility of a minimum of 600sqm minimum at ground floor level; b) Child care centre to Council specification c) With direct connection to an outdoor play space of about 450sqm; d) Consistency with the St Leonards South Landscape Master Plan; and e) Consolidate into a single lot;
Area 18	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 19	1,500m ²	2.75:1	(8)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.
Area 20	5,200m ²	2.75:1	(8, 6, & 4)	a) A 6m wide path linking Berry Road and Holdsworth Avenue; b) Consistency with the St Leonards South Landscape Master Plan; and c) Consolidate into a single lot.
Area 21	4,500m ²	2.75:1	(8 - 10)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot;
Area 22	4,200m ²	2.75:1	(8 - 10)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot;
Area 23	6,400m ²	2.75:1	(10, 8, 6 & 4)	a) Consistency with the St Leonards South Landscape Master Plan; and b) Consolidate into a single lot.

Council will not consent to development on land identified on the Special Provisions Map as “Green Spines” unless conditions are imposed by the consent authority to the effect that a right of foot way and public positive covenant will be registered, before the date of issue of the occupation certificate, against the title of the property on which development is to be carried out, in accordance with section 88E of the Conveyancing Act 1919.

	Control	Provision	Notes/Location
6.5	Pedestrian Entry/ Address	<p>Building Entry should be from public street frontage:</p> <ul style="list-style-type: none"> • Seek level street access to minimise ramps • Provide direct access to GF/street level units wherever possible 	
6.6	Edge Treatments	<ul style="list-style-type: none"> • Limit basement protrusions to <1.5m wherever possible • Treat exposed basements with textural materials and landscape to minimise visual impact • Provide 1.2m front fence/ hedge combination at front boundary to create privacy for GF and semi-basement units 	
6.7	Transition to Lower Densities	<ul style="list-style-type: none"> • Increase setback for Park Road (areas 21, 22 & 11) and River Road to 10m • Plant large tree species in this setback where possible • Strengthen street tree planting • Seek to integrate with context in terms of landscape, fence/ hedge, treatments, colour and materials 	

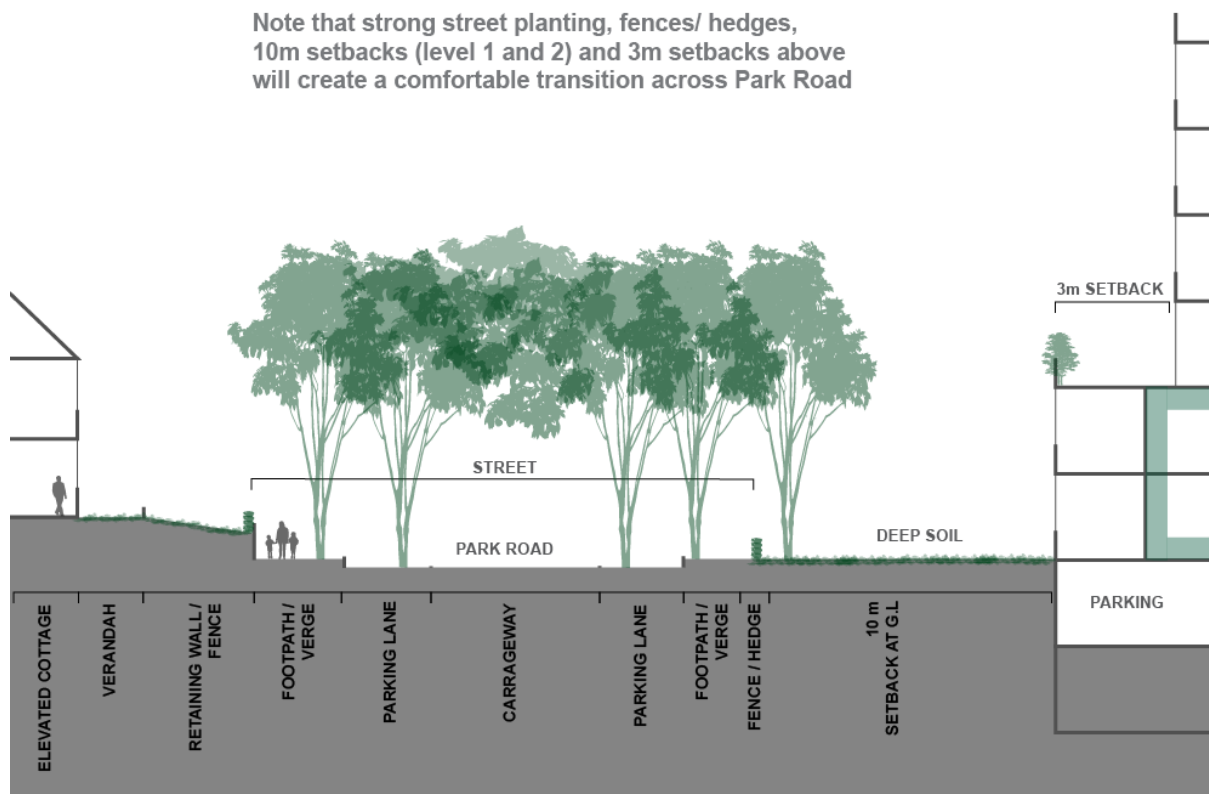


Fig 8.12 Density Transition

	Control	Provision	Notes/Location
6.8	Vehicle Access	<ul style="list-style-type: none"> • Provide vehicle access from street frontage at lower end/edge of site • Restrict vehicle access from River Road wherever possible • Note: Temporary arrangements may be required to Berry Lane to facilitate ultimate closure 	Variations will be at the discretion of Council's Traffic Manager
6.9	Parking	<ul style="list-style-type: none"> • Parking is to be in basements approximately 20-25m width under the building footprint but NOT: <ul style="list-style-type: none"> • under designated deep soil zones as per LMP • under front setback • under Green Spine except as shown on Figure 8.13 and only if absolutely necessary • Parking basements should desirably not project >1.5m out of ground and should be sensitively treated to avoid major amenity impacts on streetscape and "Green Spines" 	<ul style="list-style-type: none"> • Parking provision to be at the discretion of RMS and Council Traffic Management • Where basements project out of the ground they should be treated as set out in Landscape details (LMP) Figures 8.31



Fig 8.13 Indicative Vehicle Access / Parking