

SECTION 5 NORTH CREMORNE PLANNING AREA

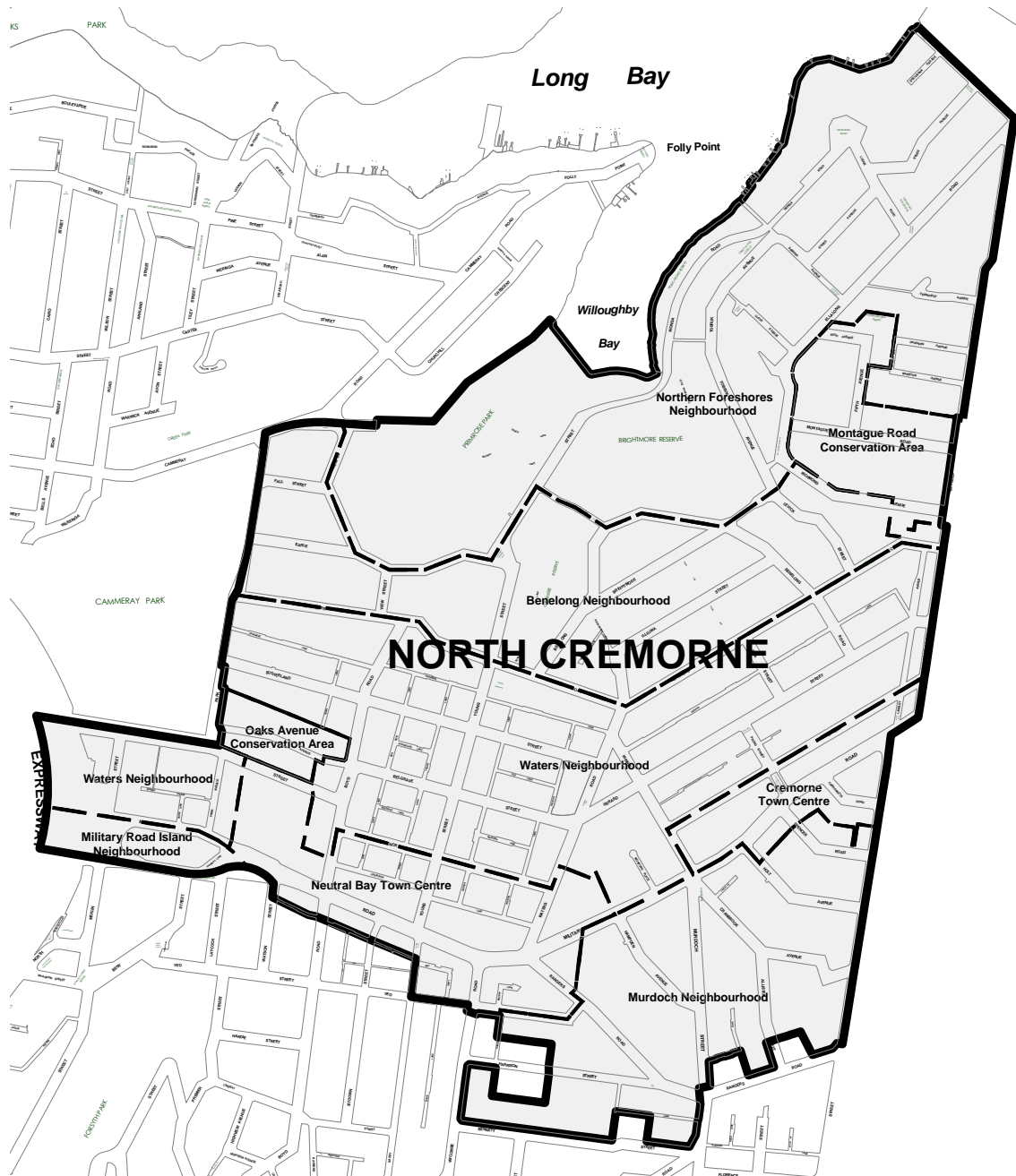
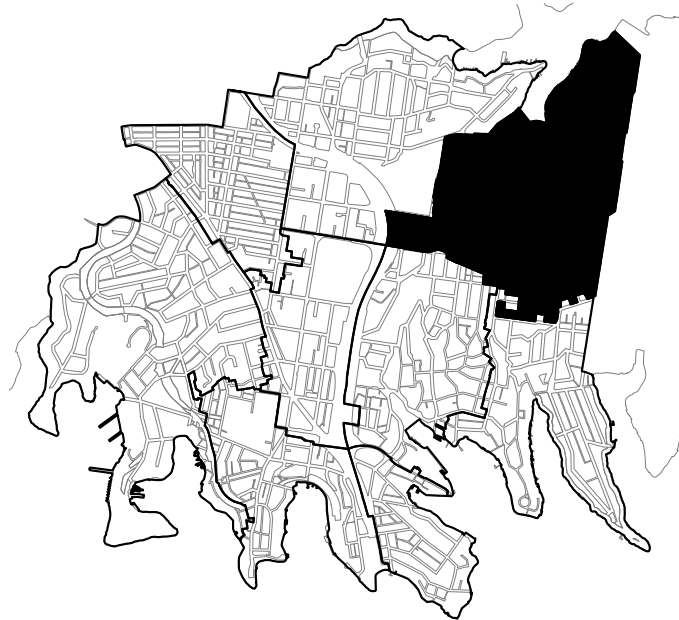


Figure C-5.1: North Cremorne Planning Area and associated Locality Areas

5.0 NORTH CREMORNE PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the North Cremorne Planning Area.

North Cremorne is a primarily residential neighbourhood providing a diverse range of housing forms for a mixed population. It is bound on its southern side by the Neutral Bay and Cremorne Town Centres, which are bustling places where people live, shop, eat, work and socialise providing a high level of amenity for all users.

Development within the Planning Area should result in:

- residential growth being provided in accordance with Council's Local Housing Strategy, with the growth concentrated within the Mixed Use zones of the Town Centres located on or in the vicinity of Military Road, and the remainder comprising of multi dwelling housing and residential flat buildings in the surrounding residential areas
- residential densities not being increased in foreshore areas and areas of steep terrain
- development within the *R2 Low Density Residential* zone being of a similar scale to existing characteristic development
- a wide range of residential types and sizes being distributed throughout the area according to zone
- a range of retail and commercial premises, services and facilities being available to the local community within the Town Centres

and where:

Function

- there are safe and accessible community facilities and meeting places
- the few non-residential uses operate without an adverse effect to the amenity of the residential neighbourhood

Area Character Statements - North Cremorne Planning Area

- services and facilities meet the needs of different population groups
- accessible and safe pedestrian routes are extended throughout the neighbourhood linking to the open spaces of Primrose Park and Brightmore Reserve
- additional public open space is provided for increased residential population
- public transport, cycling and walking are preferred means of transport
- local icons, cultural resources and heritage provide tangible evidence of the area's past and reflect the community's cultural values

Environmental Criteria

- parkland and natural foreshore areas are conserved, protected and easily accessible to pedestrians
- ecology of bushland and wetland areas are protected from adverse impacts of development such as stormwater runoff, dumping of fill soil and vegetation, leaching of fertilisers, spread of introduced plants and weeds and visual impact of structures
- habitat for native fauna is provided through the planting and maintenance of local flora
- good sunlight is available to both public and private spaces

Quality Built Form

- high quality residential accommodation in the Town Centre incorporates internal amenity for residents and energy efficient design
- open meeting places in the form of courtyards act as focal points, and are located in areas that provide relief from traffic noise
- residential development respects and maintains existing characteristic built form with buildings setback from all boundaries and landscaped front gardens, softening the built form
- the built environment is sympathetic to the topography and vegetation, allowing views of the surrounding area and Willoughby Bay
- heritage items are protected and significant streetscape elements are conserved in the Oaks Avenue and Montague conservation areas

Quality Urban Environment

- backyards are provided for a variety of practical and recreational needs of residents
- car parking does not adversely affect the character of the area and quality of residential streets
- front fences are low and offer good outlooks to house fronts and gardens

Efficient Use of Resources

- existing residential buildings are maintained to prevent unnecessary waste of building materials
- stormwater is captured and re-used on site

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

Section 5.1: Neutral Bay and Cremorne Town Centres

Section 5.1.4: Tram Depot



Section 5.1.5: 1-11 Rangers Road, 50 Yeo Street & 183-185 Military Road

Section 5.1.6: Grosvenor Plaza

Section 5.2: Military Road Island Neighbourhood

Section 5.3: Waters Neighbourhood

Section 5.3.4: 14-16 Military Road

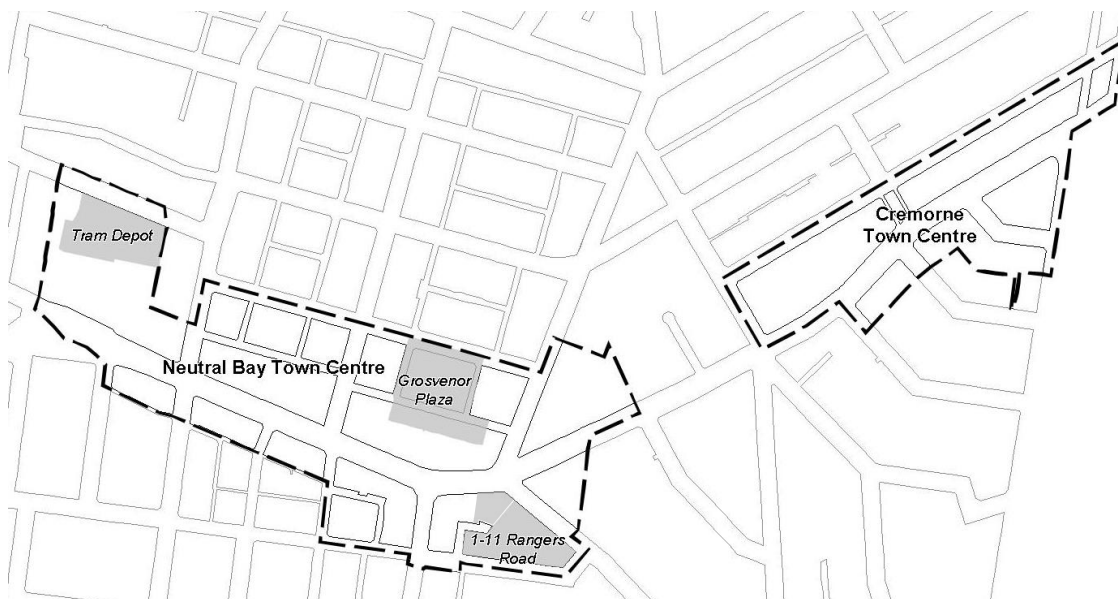
Section 5.4: Benelong and Northern Foreshore Neighbourhood

Section 5.5: Murdoch Neighbourhood

Section 5.6: Montague Road Conservation Area

Section 5.7: Oaks Avenue Conservation Area

5.1 NEUTRAL BAY AND CREMORNE TOWN CENTRES



5.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Generally flat, straddling the topmost part of the ridge along Military Road.

Natural Features

P3 Area forms the topmost part of a ridge following Military Road.

Views

P4 The following views and vistas are to be preserved and where possible enhanced:

- (a) District views to Middle & Sydney Harbours from the upper levels of some buildings.

Identity / Icons

P5 Orpheum Theatre is a community focal point and regional attraction that enhances the identity of the area.

P6 Military Road, a major regional thoroughfare.

Subdivision

P7 A diverse mixture of large consolidated sites intermixed with long narrow sites with dual frontages.

Streetscape

P8 Wide fully paved footpaths incorporating outdoor dining areas.

P9 Buildings built to street and laneway frontages.

P10 Continuous awnings along Military Road.

P11 Irregular planting of street trees.

P12 Active frontages to Military Road, Grosvenor Street.

P13 90° on-street parking to Parraween Street.



Public transport

- P14 Development is to take advantage of high levels of accessibility to high frequency public bus services along Military Road.

5.1.2 Desired Future Character

Diversity of activities, facilities, opportunities and services

- P1 Mixed commercial and residential development, primarily focused on Military Road.
- P2 A variety of commercial, retail, restaurants and cafes are provided at footpath level, non-residential or residential on the first floor and residential only on the upper floors.
- P3 Commercial activities should be maintained to all street frontages at ground level to stimulate pedestrian activity.
- P4 Activities should not have a detrimental impact to the safety and efficiency of vehicular traffic on Military Road.

5.1.3 Desired Built Form

Subdivision

- P1 Redevelopment sites should have a frontage of approximately 25m-30m.

Form, massing and scale

- P2 Generally 4-5 storeys.
- P3 5-6 storeys in the block bounded by Military Road, Cabramatta Road and Spofforth Street.
- P4 Larger facades are broken up with changes in building frontage alignment and architectural detailing to reflect the former subdivision patterns, especially fronting Military Road.

Public spaces and facilities

- P5 Outdoor dining areas:
- (a) are located within clearly defined spaces;
 - (b) are located away from main roads;
 - (c) are weather protected; and
 - (d) provide equal and unobstructed pedestrian movement.
- P6 Pedestrian arcades should be provided between Military Road and parallel laneways/streets to the north and south of Military Road to enhance pedestrian connectivity.
- P7 Views of shop fronts should not be obstructed from footpaths and roadways.
- P8 Encourage the retention and enhancement of trees within the public domain to improve public amenity.

Setbacks

- P9 Buildings should be built to all street frontages at ground level, except as follows:
- (a) Setback 1.5m from the northern side of Military Road, at ground level between Young Street and Waters Road, and
 - (b) Setback 1.5m at ground level from all laneways.

Podiums

- P10 Podium of 8.5m (two storeys) to Military Road, east of Hampden Avenue, with a setback of 3m above the podium.

Area Character Statements - North Cremorne Planning Area

- P11 Podium of 10m (three storeys) to Military Road, west of Hampden Avenue, with a setback of 3m above the podium.
- P12 Podium of 8.5m (two storeys) to laneway frontages and frontages not to Military Road, with a setback of 3m above the podium.
- P13 Podium of 8.5m (2 storeys) to the east and west of Barry Street Plaza, with a setback of 3m above the podium.
- P14 Provide adequate podium setbacks where a site adjoins residential or open space zones.

Building design

- P15 Ground floor access to shops is to be provided to all properties with a frontage to Military Road, a frontage to the Grosvenor Lane car park / plaza, and those with a dual frontage between Military Road and Parraween Street.
- P16 Building elements, materials, finishes, and windows should relate to neighbouring buildings.
- P17 Laneways should be provided with active frontages, wherever possible.

Car Parking & Access

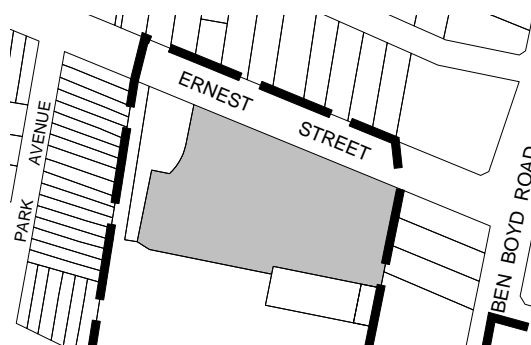
- P18 Vehicular access from sites should not be provided to Military Road.

Noise

- P19 Elevations of buildings fronting Military Road and Ernest 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).
- P20 Services located at the rear of buildings at the interface with a residential zone should be carefully designed and located to ensure that they do not have a detrimental impact to the residential amenity of the neighbouring property.

Awnings

- P21 Awnings are provided along all street frontages.

5.1.4 North Sydney Bus Depot**Diversity of activities, facilities, opportunities and services**

- P1 Continued operation of the bus depot as important public transport infrastructure.
- P2 If the bus depot ceases to operate, then the site should be used for mixed use development.
- P3 Incorporate community functions in the form of open space, through site links and / or other community uses.



- P4 Development provides active frontages to Ernest Street and internal public spaces.
- P5 Amalgamation with Big Bear site provides further opportunities for public benefit.
- P6 P6 Redevelopment of an amalgamated Bus Depot and Big Bear site should be informed by a masterplan for the entire street block.

Form, massing and scale

- P7 Transition scale of built form down from central / southern portion of site to surrounding lower scale development and heritage conservation area.
- P8 Maximise solar access to internal public spaces.

Public Benefit

- P9 Provide public benefit with any proposed change to existing planning controls.
- P10 Affordable housing is a public benefit priority for the site.

Podiums

- P11 Podium of 10m (three storeys) to Ernest Street.

Ecologically Sustainable Development

- P12 In implementing ESD best practice, explore opportunities to incorporate ESD demonstration project in redevelopment.

Access

- P13 Create safe and active pedestrian links between Ernest Street and Military Road, particularly where possible via the Big Bear site.
- P14 Vehicular access minimises the impact on the flow of traffic along Ernest Street.

Noise

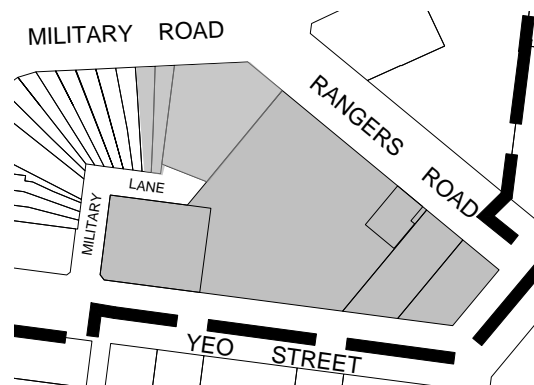
- P15 Elevations of buildings fronting Ernest Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of vegetation, cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

Heritage

- P16 Protect and respond architecturally to existing heritage items.
- P17 Subsurface archaeological material is assessed prior to excavation.

5.1.5 1-11 Rangers Road, 50 Yeo Street & 183-185 Military Road

** This section has been informed by the Neutral Bay Village Planning Study (2024).*



Diversity

- ~~P1 Supermarket (if possible), small shops at footpath level fronting streets and lanes, non-residential/residential on lower floors, residential above.~~

Subdivision

~~P2—All allotments should be consolidated to establish a reasonable building footprint.~~

Form, massing and scale

~~P3—Modern commercial building generally built to the boundary.~~

~~P4—Development addresses laneways with active uses.~~

Setbacks

~~P5—Buildings should be built to all street frontages at ground level, except as follows:~~

~~(a)—Setback 1.5m at ground level from Rangers Road.~~

Podiums

~~P6—Podium of 13m (four storeys) to Rangers Road, with a setback of 3m above the podium~~

~~P7—Podium of 10m (three storeys) to Yeo Street and Military Lane, with a setback of 3m above the podium.~~

Landscaping

~~P8—Internal spaces provide a safe and pleasant meeting place.~~

Access

~~P9—Vehicular access to be provided from Military Lane.~~

5.1.5.1 Diversity

Objectives

O1 To provide a mixture of uses that contribute to enhancing of the amenity, identity and desirability of Neutral Bay.

O2 To increase access to open public spaces with high levels of amenity.

Provisions

P1 Provide a mixed use building typology, with retail at the ground level, commercial space on the second storey and residential accommodation above.

P2 Provide a fine grain of retail and other business premises fronting all street frontages, the future public plaza and where practical, to laneways.

P3 Relocate the existing supermarket underground to assist in positively activating streets and future public plaza.

P4 Create a new public plaza across both 183-185 Military Road and 1-7 Rangers Road with a minimum size of 1,000sqm.

P5 Maximise opportunities to accommodate outdoor dining.

P6 Provide a mixture of commercial tenancy sizes and flexible floorplates.

5.1.5.2 Form, massing and scale

Objectives

O1 To ensure that density and scale is concentrated toward Military Road and provides a positive transition in height and scale down to the adjoining residential areas.

O2 To maximise year round solar access to existing and new public open spaces to be created in the Planning Area.

O3 To minimise overshadowing impacts on residential development to the south of Yeo Street.



Provisions

- P1 Allotments should be consolidated to establish suitable building footprints to accommodate additional height and the establishment of a new public plaza.
- P2 Height should transition from Military Road and the northern portion of Rangers Road down to Yeo Street.
- P3 Development addresses laneways with active uses, where practical.
- P4 Ensure that 70% of dwellings on the southern side of Yeo Street receive a minimum of 2 hours sunlight at the winter solstice.
- P5 Building elements located above the podium level must not exceed 45m in horizontal width or length, unless punctuated with a significant visual break or articulation element.

5.1.5.3 Setbacks

Objectives

- O1 To reinforce the spatial definition of streets and public spaces.
- O2 To provide a wider footpath to Military Road to enhance pedestrian movement and comfort and provide outdoor dining opportunities.

Provisions

- P1 Buildings must be setback from the following road frontages:
- (a) 2.5m from Military Road, and
 - (b) 0m from Rangers Road, except the ground level which is to be setback a minimum of 1.5m, and
 - (c) 0m to Yeo Street and Military Lane.
- P2 Where a whole of building setback is required to Military Road, 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 equivalent of 4 storeys in height.
- P3 Buildings must be setback 0m to the public plaza.
- P4 Buildings should be setback 0m from all side boundaries.

5.1.5.4 Podium Height

Objectives

- O1 To positively relate to the heritage context surrounding the site.
- O2 To create a human scaled interface within the public plaza and adjoining laneways.
- O3 To positively relate to the scale of development of the opposite side of Rangers Road and Yeo Street.

Provisions

- P1 A podium must be:
- (a) 2 storeys in height to Military Road, the east-west alignment of Military Lane and to the proposed public plaza, and
 - (b) 4 storeys to Rangers Road, and
 - (c) 3 storeys to Yeo Street and the north-south alignment of Military Lane.

5.1.5.5 Above Podium Setbacks

Objectives

- O1 To provide a consistent street frontage and minimise overshadowing impacts to the public plaza.
- O2 Minimise overshadowing impacts to residential properties on the southern side of Yeo Street.
- O3 To reduce the scale and bulk of buildings when viewed from the public domain.

Provisions

- P1 The following minimum setbacks (measured from the outer wall of the podium) must be provided above the podium level:
 - (a) 3m to Military Road, Rangers Road and Military Lane.
 - (b) 3m to Yeo Street, with a further 3m setback to any part of the building above 5 storeys.
 - (c) 3m to any podium facing the public plaza and through site link.
 - (d) 0m to the entire length of the side boundary between 183-185 Military Road and 181A Military Road, with 6m above 6 storeys.
 - (e) 6m to the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, along the Rangers Road frontage.
 - (f) 0m to the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, along the Yeo Street frontage
- Note.** Setbacks are measured to the outer face of any part of the building including balconies, architectural detailing and the like.
- P2 Despite P1(e) and (f), a 6m setback is required to the entire length of the side boundary between 1-7 Rangers Road and 9-11 Rangers Road, if the through-site link is not provided open to the sky.

5.1.5.6 Public Plaza

Objectives

- O1 To create additional publicly accessible space.
- O2 To ensure that the space is sufficiently sized to provide a mixture of passive and active recreational opportunities.
- O3 To maximise the amenity of the public space.
- O4 Maximise the activation of the space.
- O5 To increase landscaping and tree canopy within the Neutral Bay Town Centre.

Provisions

- P1 A public plaza of at least 1,000sqm is to be provided across both 183-185 Military Road and 1-7 Rangers Road. The minimum area of the plaza is to exclude any pedestrian through-site link between the plaza itself and Yeo Street and is to open to the sky.
- P2 The public plaza is to be located adjacent to the Military and Rangers Road intersection.
- P3 At least 50% of the public plaza must be able to receive solar access between 10am and 1pm at the Winter Solstice.
- P4 All ground level frontages to the public plaza are to be appropriately activated.



P5 Provide a variety of functions to activate the space, including outdoor dining, public seating, community lawn, playground, water feature, public artwork, landscaping, fixed bicycle parking.

P6 If 183-185 Military Road is to be redeveloped in isolation from 1-7 Rangers Road, then the building at 183-185 Military Road must be setback from its eastern boundary, to ensure that appropriate pedestrian access arrangements can be made independently, without reliance on reciprocal rights of way between 183-185 Military Road and 1-7 Rangers Road.

5.1.5.7 Through-site Link

Objectives

O1 To improve pedestrian permeability through the area.

O2 To provide clear visual connections between different parts of the Neutral Bay Town Centre.

O3 To maximise casual surveillance over the space.

Provisions

P1 A minimum 6m wide through-site link is to be provided between the proposed public plaza and Yeo Street to enable pedestrians to traverse between the intersection of Military Road and Rangers Road and Yeo Street.

P2 The through-site link should be open to the sky to maximise legibility in wayfinding through the area and avoid the creation of extensive wall lengths along Yeo Street.

P3 Despite P1 and P2, a through-site link may only be built over, but only where the consent authority is satisfied that the through-site link is widened to a minimum of 8m and have a minimum 7m clearance to any storey located above.

P4 The ground level of buildings fronting the through-site link are to be appropriately activated.

P5 The through-site link is to be publicly accessible at all times.

P6 The through-site link should be integrated with the proposed public plaza.

5.1.5.8 Activation

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.

Area Character Statements - North Cremorne Planning Area

P2 Despite P1, active frontages to public laneways are encouraged where practical.

P3 Buildings which have a direct interface with the proposed public plaza are to provide an active frontage to that interface.

P4 Active frontages are to be provided along both sides of all through-site links.

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.

5.1.5.9 Access

Objectives

O1 To prioritise pedestrian movements along Military Road, Rangers Road and Yeo Street.

Provisions

P1 No vehicular access is to be provided from Military Road or Rangers Road.

P2 Vehicular access should be provided from Military Lane.

P3 Despite P2, vehicular access may be provided from Yeo Street, subject to adequate demonstration that it will not create any adverse pedestrian conflicts.

P4 Where practical, commercial and residential vehicular access should be separated.

P5 All service access is to be provided from Military Lane.

5.1.5.10 Landscaping

Objectives

O1 To minimise privacy impacts of residents within and adjoining the development.

O2 To soften the appearance of buildings and their interface with neighbouring buildings and the public domain.

O3 To minimise heat island effects.

Provisions

P1 Terrace planting is to be provided to soften the building appearance and contribute to the overall aesthetic of building facades.

P2 Perimeter planting is to be established along the edges of the podium and rooftop terraces.

P3 Where practical, landscaping should be used to screen any rooftop plant.

P4 Consideration is to be given to the use of green roofs and green walls.