

## Part D ► Business Centres

WOOLLAHRA DEVELOPMENT CONTROL PLAN 2015



# Chapter D1 Neighbourhood Centres

Part D ▶ Business Centres

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# Chapter D1 ► Neighbourhood Centres

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## D1.1 Introduction

This is Chapter D1 of the Woollahra Development Control Plan 2015 (DCP), Part D Business Centres.

This chapter contains controls for nine centres, zoned B1 Neighbourhood Centre under Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014).

This chapter seeks to ensure that development has regard to its context and is compatible with the desired future character of each centre as described in this chapter.

### D1.1.1 Land where this chapter applies

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This chapter applies to the following centres, as identified on Map A (see next page):

- ▶ Hopetoun Avenue, Vaucluse
- ▶ South Head Roundabout, Vaucluse
- ▶ Vaucluse Shopping Village, Vaucluse
- ▶ Plumer Road, Rose Bay
- ▶ O'Sullivan Road, Rose Bay
- ▶ Streatfield Road, Bellevue Hill
- ▶ Bellevue Hill Shops, Bellevue Hill
- ▶ Manning Road, Woollahra
- ▶ Darling Point Road, Darling Point.

### D1.1.2 Development to which this chapter applies

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This chapter applies to development that requires development consent.

A key objective of the B1 zone is to provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.

The B1 zone permits a limited range of retail premises including shops, restaurants and cafes, take-away food and drink premises; the zone also permits business premises, office premises, community facilities and shop top housing. (Refer to Woollahra LEP 2014 for all the types of development permitted in the zone.)

**MAP A** Land where Chapter D1 applies



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### D1.1.3 Objectives

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The objectives of this chapter are:

- 01 To support the long term retail health of the neighbourhood centres.
- 02 To facilitate development in a way that reflects desired future character objectives for each centre.
- 03 To preserve the small shop character of each centre.
- 04 To ensure a high standard of architectural and landscape design.
- 05 To ensure that development enhances the visual quality and identity of the centre through well considered design, high quality materials and facade colours that do not dominate the street.
- 06 To ensure that the design and siting of development is compatible with the surrounding built form.
- 07 To encourage active ground floor uses that contribute to the vitality of the centre.
- 08 To encourage a complementary mix of small scale retail, business, office and residential uses compatible with the desired future character of the centre.
- 09 To facilitate people living in mixed use developments in the centres, and provide for good residential amenity.
- 010 To provide a range and mix of dwellings that are compatible with shops and/or business and office uses.
- 011 To minimise adverse impacts of development on the amenity of adjoining and neighbouring properties.
- 012 To retain significant views and vistas.
- 013 To improve the amenity of public domain and pedestrian safety.

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### D1.1.4 Relationship to other parts of the DCP

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This chapter is to be read in conjunction with the other parts of the DCP that are relevant to the development proposal, including:

- ▶ Part D: Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.
- ▶ Part E: General Controls for All Development - this part contains chapters on Parking and Access, Stormwater and Flood Risk Management, Tree Management, Contaminated Land, Waste Management, Sustainability, Signage and Adaptable Housing.
- ▶ Part F: Land Use Specific Controls - this part contains chapters on Child Care Centres, Educational Establishments, Licensed Premises and Telecommunications.

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## D1.1.5 How to use this chapter

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The primary controls for the neighbourhood centres are contained in two chapters:

- ▶ Chapter D1 Neighbourhood Centres; and
- ▶ Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.

### Chapter D1 Neighbourhood Centres

Each section in this chapter represents an individual centre. Applicants need only refer to the particular centre that is relevant to their site.

The controls for each centre comprise the following elements:

- ▶ map showing the extent of the centre;
- ▶ centre character statement, providing a brief description of the centre;
- ▶ desired future character, establishing the direction and outcomes to be achieved through development in the centre; and
- ▶ table of objectives and controls relating to uses, built form, amenity, the public domain etc. The controls represent specific ways in which a development proposal can meet the objectives. A street section diagram is also provided for some centres to illustrate certain controls.

The objectives and controls in this chapter are to be read in conjunction with the controls in Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.

### Chapter D3 General Controls for Neighbourhood and Mixed Use Centres

The general controls apply to all B1 zoned land addressed in Chapter B1, regardless of the centre in which the land is located.

Development is required to fulfil the relevant requirements of all general controls. Unless otherwise indicated, where there is a disparity between the objectives and controls in Chapters D1 and D3, the centre specific objectives and controls in this chapter take precedence over the general controls.

Applicants need to demonstrate how their development fulfils the relevant objectives and preserves or enhances the important character elements for the centre, having particular regard to:

- ▶ surrounding building height, bulk and scale;
- ▶ any predominant architectural styles, roof forms, materials and colours;
- ▶ prevailing building lines;
- ▶ existing and proposed uses;
- ▶ landscape and vegetation features;
- ▶ topography;
- ▶ view corridors;

- ▶ pedestrian access and amenity;
- ▶ cumulative traffic and parking impacts;
- ▶ interface between the private and public domain; and
- ▶ adjacent residential areas and heritage conservation areas.

## D1.2 Hopetoun Avenue, Vaucluse

MAP 1 Hopetoun Avenue centre map



### D1.2.1 Centre character statement

The Hopetoun Avenue neighbourhood centre is located on an elevated slope on Hopetoun Avenue, at the corner of Cambridge Street Vaucluse; it is within a kilometre of Watsons Bay.

This is a relatively small centre, comprising a row of seven shop top premises, including a neighbourhood shop. Other businesses currently located in the centre are a pool shop and food catering business. Some of the ground floor shopfronts do not provide active uses, and one of these appears to contain a residential use. These inactive shopfronts detract from the role of the centre, its vitality and amenity.

#### Historical development of the area

Land in and near the centre was subdivided in the early 1900s. Access to Vaucluse was by ferry landing at nearby Parsley Bay or near Gibson Reserve. Larger waterfront blocks were released and built upon first. Substantial housing development followed in the 1920s and 1930s, whilst Vaucluse Council resisted residential flat building in the municipality. The nearby Vaucluse Primary School opened in 1925.

### Built form

The centre comprises two groups of buildings at 167-171 and 173-179 Hopetoun Avenue. These are a short row of Inter-war two storey shop top housing with some recent three storey additions. The shop top buildings are all built to the street alignment with continuous awnings and parapets. The building stock around the centre is represented by larger detached residential dwellings of generally high quality and set in generous gardens.

### Public parks and community facilities

Gibson Park, Parsley Bay Reserve and Vaucluse Public School are located close to the centre.

### Public domain

The asphalt footpath and minimal street furniture provide a basic standard of pedestrian amenity.

### Access and circulation

The centre is on the Watsons Bay bus route, although most shoppers would use car transport or arrive on foot from nearby residences. On street parking is adequate for the low levels of retail activity.

### Views and aspect

The centre enjoys a pleasant elevated north-westerly aspect. The church steeple of Our Lady Star of the Sea on New South Head Road at Watsons Bay may be seen when looking north-east from the upper levels of the shop top housing in the centre.

### Hopetoun Avenue



## D1.2.2 Desired future character

The Hopetoun Avenue neighbourhood centre is a small centre located within a continuous row of shop top housing. The Inter-war buildings 167-171 and 173-179 Hopetoun Avenue make an

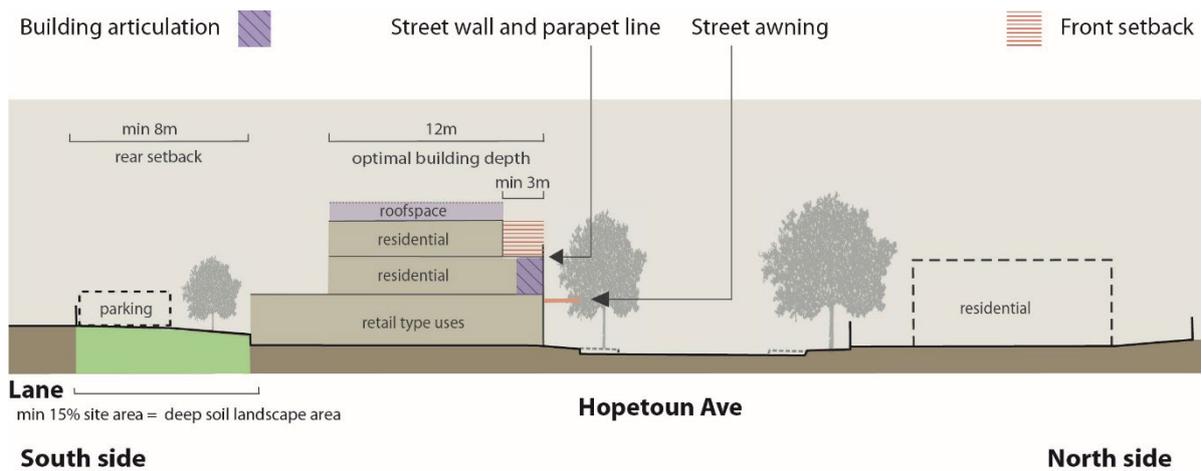
attractive contribution to the streetscape, exhibiting a cohesive street wall, strong character elements, and establishing the scale and character of the centre. Redevelopment within the centre should protect the fabric and character of these buildings.

The centre is located within an established residential area and there is great potential for the centre to become more of a community hub. The ground floor uses are to establish active frontages with small scale shops and services, particularly those that provide for the daily convenience needs of surrounding residents, such as a cafe, bakery and grocers. Residential uses will occur on the upper levels.

### D1.2.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

**FIGURE 1** Hopetoun Avenue street section



Objectives		Controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development supports the adaptive re-use of existing shop top units.
		C2	The ground level contains active uses, preferably shops, and cafés including outdoor dining, that meet the daily convenience needs of the local community.
		C3	Residential uses located above street level in the form of shop top housing.
O2	To protect the fabric and character of the existing Inter-war shop top buildings.	C4	Development does not include infill of original verandahs.
		C5	Development includes a continuous solid suspended awning over the public footpath and along the return into Cambridge Street.
O3	To retain a coherent streetscape with a consistent street wall and parapet line.	C6	Development is a maximum of three storeys.
		C7	Development retains two storeys built to the street alignment, as well as the continuous parapet line.
		C8	Development on the third level is setback from the street boundary as shown.
		C9	Development does not include vehicular access off Hopetoun Avenue.
O4	To encourage good building design and limit building bulk.	C10	Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.

Objectives		Controls	
05	To provide for the amenity of occupants and adjoining properties.	C11	The building depth for storeys above the ground floor level is generally not more than 12m.
		C12	The building is setback from the rear boundary by at least 8m.
		C13	At least 15% of the site is provided as deep soil landscaped area.
06	To improve the pedestrian environment.	C14	Development includes advanced tree planting as a formal row of shade trees.
07	To encourage footpath dining in areas with good solar access.	C15	Footpath dining areas receive a minimum 2 hours solar access each day.

## D1.3 South Head Roundabout, Vaucluse

MAP 2 South Head Roundabout centre map



### D1.3.1 Centre character statement

South Head Roundabout shops are located on New South Head Road at the junction with Old South Head Road. These shops are located in an Inter-war building which provides a significant landmark at this broad open intersection. The centre provides a small selection of specialty shops and personal services, such as a hair dresser, clothes alterations, art gallery, homewares shop and fitness studio. Residential uses occur on the upper level.

This centre is located across the road from a small group of two shopfronts currently used as a café and bakery, located in the Waverley Council area. The connections and relationship between these centres are compromised by the relatively busy roundabout at the intersection New South Head Road and Old South Head Road.

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### Historical development of the area

New South Head Road was constructed as a link to Watsons Bay during the 1830s. The South Head Cemetery was dedicated in 1845. Land in and near the centre was subdivided in the early 1900s at the same time as a tramline along New South Head Road was introduced. However, substantial housing development did not proceed until the 1920s and 1930s. Vaucluse Council resisted residential flat building in the municipality, but there were some Inter-war flat buildings built on New South Head Road near the centre. Vaucluse High School adjacent to the centre opened in 1960, the same year that the tram service ceased.

### Built form

This neighbourhood centre is contained in a single well conserved Inter-war building that includes a sympathetic third floor addition for residential use. The building addresses the corner at the roundabout and New South Head Road, and has a continuous parapet line and a series of canvas awnings. Across the roundabout in the Waverley Municipality is a mix of 20th century architecture of varying quality and scale, and a recent five storey residential flat building facing Christison Park.

### Public parks and community facilities

Christison Park and the South Head Cemetery are both within 100m of the site. Christison Park offers recreational opportunities in proximity to the neighbourhood centre.

### Public domain

The standard asphalt footpath pavement and the exposed corner situation on the roundabout afford little pedestrian amenity.

### Access and circulation

The centre is well located on bus routes operating on both New South Head Road and Old South Head Road. It is accessible by car and provides a limited number of off-street car parking spaces. The speed and volume of vehicles moving through the roundabout compromise pedestrian amenity and safety.

### Views and aspect

To the north-east, beyond the roundabout, the centre has a distant outlook to Christison Park. To the north, harbour views are afforded from the upper storeys of the Inter-war building.

### New South Head Road and Old South Head Road



#### D1.3.2 Desired future character

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The South Head Roundabout neighbourhood centre will continue to be a relatively small centre that provides a range of specialty shops and personal services that service the local community, and supplement the nearby Vaucluse village which provides a greater range of local convenience shops and services. Office and residential uses will occur on the upper levels.

This neighbourhood centre is located in an Inter-war building which provides a strong and visually attractive landmark at this major intersection of New South Head Road and Old South Head Road. The building is a good intact example of the ocean liner style and it is important that the building and key elements, such as the continuous parapet line, stay intact. Although the original face brickwork has been painted and the original awning has been removed, the consistent canvas awnings and under-awning signage make a positive contribution to the streetscape and this visual unity should be retained.

At the street level, large glass shop frontages provide great opportunity for interesting and attractive shopfront displays that contribute to the amenity of the pedestrian environment; the surface area of these windows should generally remain transparent to provide for permeability into shopfronts and promote active street frontages.

### D1.3.3 Objectives and controls

Objectives		Local controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development supports adaptive re-use of existing retail units.
		C2	The ground level contains active uses, preferably a range of local and speciality shops and business premises that meet the needs of the local community.
		C3	The upper levels generally contain office uses, and/or residential uses.
O2	To protect the fabric and character of the existing Inter-war building.	C4	Development is sympathetic to the existing character and fabric of the Inter-war building.
		C5	Development retains a coherent streetscape with a consistent street wall and parapet line.
		C6	Development is a maximum of three storeys.
		C7	Development reinstates a fixed stepped awning, on its original alignment, to the building façade. The colour and materials of the awning respect the architecture and character of the building.
O3	To improve the pedestrian environment and connections to commercial activity on the eastern side of the roundabout.	C8	Development improves the existing landscape treatment and includes streetscape improvements.

## D1.4 Vaucluse Shopping Village, Vaucluse

**MAP 3** Vaucluse Shopping Village centre map



### D1.4.1 Centre character statement

Vaucluse Shopping Village is located on the ridgeline on a curved section of New South Head Road. It provides a good mix of local convenience retailing and services, including a post office, newsagent, fruit and vegetable grocer, butcher, cafes, bottle shop and florist.

The centre is characterised by two storey shop top housing, with some recent three storey infill development on the western side.

#### Historical development of the area

New South Head Road was constructed as a link to Watsons Bay during the 1830s. In 1880 the Shaftesbury Institute was opened on land currently occupied by Samuel Park and the site known as the former Vaucluse High School. The Shaftesbury Institute operated as a girls' reformatory and then was used as an institution for non-criminal men in 1915.

Land in and near the centre was subdivided in the early 1900s and at the same time the tram line along New South Head Road was introduced. However, substantial housing development did not occur until the 1920s and 1930s.

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In 1930 three acres of land from the Shaftsbury Institute grounds was dedicated to Council for public recreation purposes and named "Samuel Park".

Although Vaucluse Council resisted residential flat building in the municipality, some Inter-war flat buildings were built on New South Head Road near the centre. In 1960, the Vaucluse High School opened. In that same year the tram service ceased.

### **Built form**

The building stock in and around the centre includes 20th century architecture of varying quality.

The built form generally consists of:

- ▶ shop top housing in the form of predominantly two storey Inter-war buildings interspersed with more contemporary buildings;
- ▶ two and three storey mixed use developments at the north-eastern and south-western end of the centre; and
- ▶ a two storey mixed use building on the corner of New South Head Road and Laguna Street.

The buildings generally address the street, provide continuous awnings, and have parapet or hipped rooflines.

### **Public parks and community facilities**

Samuel Park, which also includes the Vaucluse Bowling Club, is located close to the centre.

### **Public domain**

The centre provides a relatively good standard of pedestrian amenity, and fairly consistent footpath treatment, street furniture and planting.

### **Access and circulation**

The centre is on the Watsons Bay bus route. However, most shoppers access the centre by car and are reliant on car transport and turnover of on-street car parking spaces. Pedestrian safety is somewhat compromised by the restricted sightlines on New South Head Road.

### **Views and aspect**

The north-eastern end of the shopping centre has views towards the Vaucluse Bowling Club and Samuel Park.

## New South Head Road and Laguna Avenue



### D1.4.2 Desired future character

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The Vaucluse neighbourhood centre is a lively village that provides for the daily convenience needs of the local community. It is expected that this role will continue and strengthen. Higher order retailing, such as banking and weekly shopping, will be provided at larger centres such as the Rose Bay local centre.

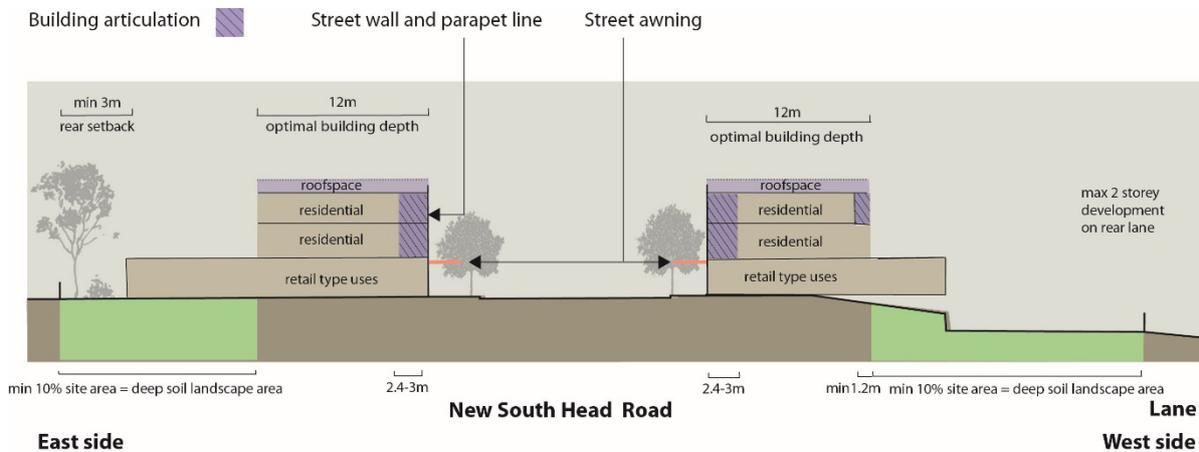
The redevelopment of the former Vaucluse High School site for seniors living will increase the residential population within walking distance of the centre and increase the demand for daily goods and personal services. Possible redevelopment on the carwash site for mixed use development will also provide for a small extension of the centre along the eastern side. New and infill development will reinforce the village feel of the centre, providing well designed buildings that reflect the scale and rhythm of the existing built form and shopfronts.

### D1.4.3 Objectives and controls

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The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

**FIGURE 2** Vaucluse Village street section



Note: Street section does not apply to 26-36 New South Head Road

Objectives		Local controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development supports adaptive re-use of existing retail units.
		C2	The ground level contains active uses, preferably local and speciality shops, business premises and cafes and restaurants that meet the needs of the local community.
		C3	Residential uses located above street level in the form of shop top housing.
O2	To develop a coherent streetscape with a consistent street wall.	C4	Development is a maximum of three storeys at the New South Head Road frontage.
O3	To ensure consistency of built form and presentation to the street.	C5	For properties 26-36 New South Head Road, development provides: <ul style="list-style-type: none"> <li>a) two storey street wall built to the street alignment, with a continuous and consistent parapet line; and</li> <li>b) an upper level setback of at least 1.2m for at least 80% of the frontage, where setback walls are aligned parallel to the street boundary.</li> </ul>
		C6	For all sites other than 26-36 New South Head Road, development provides a three

Objectives	Local controls
	<p>storey street wall built to the street alignment, with a continuous and consistent parapet line above.</p> <p>C7 For development on the west side of the street, as identified in the street section diagram:</p> <ul style="list-style-type: none"> <li>a) building form responds to the fall of the land; and</li> <li>b) development is a maximum of two storeys to the rear lane.</li> </ul> <p>C8 Development includes a continuous solid suspended awning over the public footpath of New South Head Road and along the secondary frontage of corner sites.</p> <p>C9 Development does not include vehicular access off New South Head Road.</p>
<p>O4 To define and reinforce the corner sites in the centre.</p>	<p>C10 Development on corner sites provides three storeys built to the street alignment with a continuous and consistent parapet line above.</p>
<p>O5 To encourage good building design and limit building bulk.</p>	<p>C11 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p> <p>C12 At the street alignment, the depth of these balconies and loggia is between 2.4m to 3m.</p>

Objectives	Local controls
<p>O6 To provide for the amenity of occupants and adjoining properties.</p>	<p>C13 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C14 For development on the eastern side of New South Head Road, the building is setback from the rear boundary by at least 3m.</p> <p>C15 For development on the western side of New South Head Road, the building may be built to the rear lane.</p> <p>C16 At least 10% of the site is provided as deep soil landscaped area.</p>
<p>O7 To increase tree planting in the public domain.</p>	<p>C17 Development which includes public domain use, includes advanced tree planting in the footpath.</p>

## D1.5 Plumer Road, Rose Bay

**MAP 4** Plumer Road centre map



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The Plumer Road shops were part of the Beresford Estate and were subdivided from 1925 to 1928 as business sites. Development of residential blocks occurred in the area from the early to mid-1920s. The Balfour Road Heritage Conservation Area represents the intensified residential development of Rose Bay during the Inter-war period.

### **Built form**

Like most buildings in the Balfour Road Heritage Conservation Area, the Plumer Road shops are two and three storey builder's blocks of flats (i.e. speculative, not architect designed) built in the 1920s and mid 1930s displaying distinctive architectural characteristics of the Inter-war Art Deco style.

The buildings form a highly distinctive collection of traditionally detailed retail building forms, dating back to the Inter-war period. Some of the important built form characteristics include continuous awnings and a hipped roof form, buildings built to the street alignment with large display windows on the ground floor, and windows and balconies overlooking the street.

### **Heritage and contributory buildings**

The centre is located within the Balfour Road Conservation Area. The shop top housing at Nos 89-93 O'Sullivan Road and 9-23 Plumer Road make an important contribution to the Balfour Road HCA as they form a gateway to the centre.

### **Public parks and community facilities**

Woollahra Golf Club is located immediately opposite the shops on O'Sullivan Road.

### **Public domain**

The centre has high visual amenity. The continuous awnings, common fascia signage and well maintained concrete footpaths and buildings provide good amenity for pedestrians. The fig tree planting on O'Sullivan Road provides a leafy backdrop to the centre. The setback area on O'Sullivan Road facilitates outdoor dining.

### **Access and circulation**

The centre is located close to the Bondi Junction to City bus route and routes on New South Head Road. However, most shoppers access the centre by foot or are reliant on car and a turnover of the on-street car parking spaces.

### **Views and aspect**

The centre enjoys views to Woollahra Golf Club, and from O'Sullivan Road there is a tree canopied vista to the harbour.

## Plumer Road and O'Sullivan Road



### D1.5.2 Desired future character

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The Plumer Road neighbourhood centre will remain a small but lively village providing for the daily convenience shopping needs of the local community, and serving as a social hub for the community to meet and interact. Higher order retailing, such as banking and weekly shopping, will be provided at larger centres including the Rose Bay and Double Bay local centres.

The centre has a high aesthetic value, predominantly derived from the Inter-war shop top buildings. These contributory buildings should not be altered, and the consistent colour schemes applied to these buildings, awnings and signage are to be retained, as these provide a unifying theme throughout the centre and contribute to its visual amenity and character.

The existing development at 95 O'Sullivan Road detracts from the centre and any future redevelopment on this site should more suitably respond the character of the centre and the significance of the adjoining HCA.

### D1.5.3 Objectives and controls

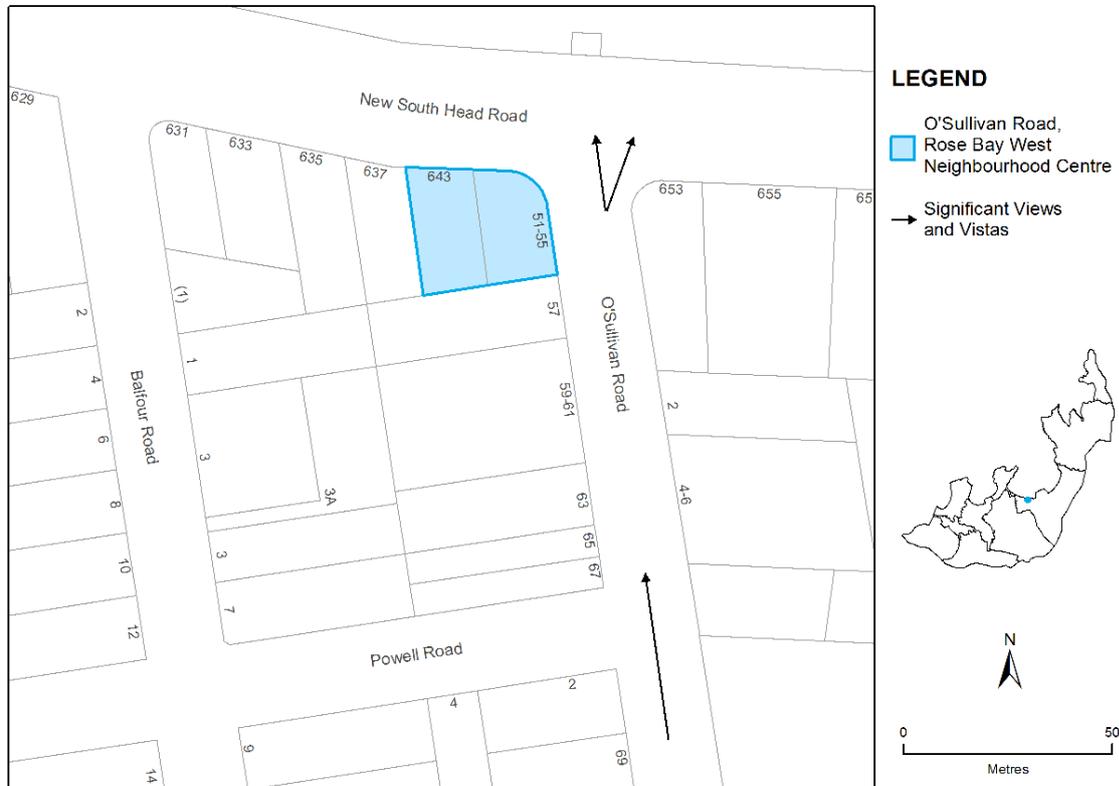
Objectives	Local controls
<p>O1 To provide uses that are consistent with the desired future character of the centre.</p>	<p>C1 Development supports the adaptive re-use of existing shop top units.</p> <p>C2 The ground level contains active uses, preferably local shops, cafes and restaurants that meet the needs of the local community.</p> <p>C3 Residential uses are located above street level in the form of shop top housing.</p> <p>C4 Development provides high amenity outdoor dining in the O'Sullivan Road setback area.</p>
<p>O2 To maintain the existing built form so that the centre remains the “gateway” to the Balfour Road Centre Heritage Conservation Area.</p>	<p>C5 Development at 89-93 O'Sullivan Road and 9-23 Plumer Road maintains existing building height, scale and form.</p> <p>C6 Parking is located at the rear of the building. No parking spaces or garages permitted in the front setback area.</p> <p>C7 Development maintains the existing building separation pattern to neighbouring residential lots by retaining the existing driveway crossovers on the edge of the centre.</p>
<p>O3 To retain and enhance the contributory buildings and ensure these retain their streetscape context.</p>	<p>C8 Development at 89-93 O'Sullivan Road and 9-23 Plumer Road maintains and retains the heritage significant fabric.</p> <p>C9 Development provides a continuous awning to the street frontage to match existing awnings at 89-93 O'Sullivan Road and 9-23 Plumer Road.</p> <p>C10 Development does not include habitable space in the roof structure of an existing building, and does not include any dormer window.</p> <p>C11 Any replacement of heritage significant building fabric is of similar material and</p>

Objectives	Local controls
	<p>type (e.g. timber for timber).</p> <p>C12 Development reinstates heritage significant architectural detailing as appropriate.</p> <p>C13 Development retains and conserves any original chimneys.</p> <p>C14 Development does not include any painting, bagging or rendering of original face brickwork.</p> <p>C15 Development retains window and door hardware that have heritage significance.</p> <p>C16 Development does not include any infill (by glazing or otherwise) of original verandahs or balconies.</p> <p>C17 Security grilles on windows and doors, if installed, complement the frame and glazing pattern, are fitted on the inside of windows or doors, and should not be visually intrusive.</p> <p>C18 Security fly screens, if installed, are retractable.</p> <p>C19 Skylights and the like, are not visible from any street frontage.</p> <p>Note: Solar energy systems such as photovoltaic electricity generating systems, solar hot water systems, or solar air heating systems are addressed in Chapter E6, Section 6.3 Solar Energy Systems.</p>

Objectives		Local controls	
O4	To support redevelopment of buildings that detract from the streetscape character.	C20	Development at 95 O’Sullivan Road is a maximum of three storeys.
		C21	Development at 95 O’Sullivan Road presents a similar roof form and pitch as adjoining buildings, when viewed from the public domain.
		C22	Development is setback from O’Sullivan Road to match existing commercial buildings and does not include structures within the setback area.
O5	To maintain the leafy character and ambience of O’Sullivan Road.	C23	Development which includes public domain use provides advanced tree planting in the O’Sullivan Road setback area that reinforces and complements the existing avenue of mature trees.
O6	To minimise the impact of signs on the amenity and character of the buildings and the significance of the heritage conservation area.	C24	New signage is of a compatible design and colour to existing signage in the centre. A coordinated approach to the signs within the centre is preferred.
		C25	Colours used in signs are consistent with the architectural style of the building. Fluorescent and iridescent colours are not permitted.
		C26	Fonts used in signs are consistent with the style of the building and the historic character of the area.

## D1.6 O’Sullivan Road, Rose Bay

**MAP 5** O’Sullivan Road centre map



### D1.6.1 Centre character statement

This small group of shops, located within two buildings, is sited at the junction of New South Head Road and O’Sullivan Road. The corner site contains a single storey heritage listed building, which was originally established as a service station and is now used as a drive through dry cleaning business. The other uses in the centre are restaurants and cafes.

The location enjoys views overlooking the Rose Bay waterfront and promenade. However, the quality of the public realm is compromised by the proximity of the busy New South Head Road and a streetscape which would benefit from street trees and a consistent footpath treatment to soften the environment.

#### Historical development of the area

The Rose Bay area was originally part of the Cooper Estate. Speculation to create an exclusive Marine Estate along the esplanade commenced in the 1830s, but apart from the construction of Rose Bay Lodge in 1835, the district remained substantially undeveloped throughout the 19th century.

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More intensive subdivision of the land surrounding Rose Bay Lodge commenced after the introduction of the Rose Bay tram service in 1903, but development in the area was slow. Early residential flat development in the area dates from the early to mid-1920s. The nearby Balfour Road Heritage Conservation Area represents the intensified residential development of Rose Bay during the Inter-war period.

This small neighbourhood centre occupies land subdivided from the grounds of Rose Bay Lodge in 1900, called the Beresford Estate. The three lots created at O'Sullivan Road and New South Head Road were subsequently merged and re-subdivided in 1928. In that same year, land now known as 51-55 O'Sullivan Road was developed as a service station and shops in response to the increasing number of motorists in the area. The building was constructed in the Spanish Mission style, popular at the time, and is now a heritage item.

### **Built form**

The O'Sullivan Road shops occupy a single storey Spanish Mission style corner building with driveway apron (that was previously a garage and service station), and a two storey late 20th century shop top built to the New South Head Road street alignment.

Surrounding buildings are typically three storey brick builder's blocks of flats with hipped roof form, setback from the boundary on both O'Sullivan Road and New South Head Road.

### **Heritage item**

The Spanish Mission style building at 51-55 O'Sullivan Road is a heritage item. It has significance as a rare and representative surviving example of early service station architecture influenced by Californian design.

### **Public parks and community facilities**

The Rose Bay promenade is located across the road from the centre on the northern side of New South Head Road. The Woollahra Golf Club is located immediately opposite the Plumer Road shops in O'Sullivan Road.

### **Public domain**

The site has excellent north and east sun access and exposure to harbour breezes. High traffic volumes, fragmented pavement areas, lack of street trees or continuous awnings and the poorly defined corner adversely affect the public domain.

### **Access and circulation**

The centre is well served by bus routes on New South Head Road. However, most people dining at the restaurants or collecting dry cleaning walk to the centre, or access the centre by car.

There is an existing parking bay for three cars immediately in front of the centre on New South Head Road. Additional on-street parking is available on the other side of New South Head Road, as well as O'Sullivan Road.

### **Views and aspect**

The centre enjoys broad views over Rose Bay and a green outlook to tree lined O'Sullivan Road.

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New South Head Road and O'Sullivan Road



### D1.6.2 Desired future character

This centre has recently emerged as a small café centre with outdoor dining. There is opportunity for the amenity of the centre to improve if the existing building stock is redeveloped and improvements are made to the public domain to help soften the impact of traffic along New South Head Road, whilst maintaining views across the road to the Rose Bay promenade and Sydney Harbour.

Any redevelopment of the Spanish Mission style building must respect the existing façade elements on O'Sullivan Street, which are built to the boundary. The existing setback of the building to New South Head Road should be maintained to preserve the corner forecourt. For example this area may be suitable as an outdoor dining area.

The corner site contains a heritage item, which has a prominent corner location. Development is to have regard to the original character of the building.

### D1.6.3 Objectives and controls

Objectives		Local controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development provides active shop frontage and high amenity outdoor trading.
O2	To provide a high amenity pedestrian and outdoor trading area overlooking Rose Bay and the promenade.	C2	The ground level contains active uses, preferably cafes and restaurants that meet the needs of the local community.
		C3	Residential uses are located above street level in the form of shop top housing.
O3	To protect the fabric, character and significance of the existing Spanish Mission style heritage building.	C4	Key original architectural features of the building are retained.
		C5	The spatial relationship of the existing forecourt to the building is retained.
O4	To support redevelopment of buildings to enhance the streetscape character.	C6	Development is a maximum of three storeys.
		C7	Development is sympathetic to the existing character, fabric and heritage significance of the Spanish Mission style building.
O5	To protect identified views within the centre.	C8	Development retains views from the centre across New South Head Road to the Rose Bay promenade and Sydney Harbour.

## D1.7 Streatfield Road

MAP 6 Streatfield Road centre map



### D1.7.1 Centre character statement

The Streatfield Road shops are a small group of shops on the western side of Bellevue Road, approximately halfway between Double Bay and Bellevue Hill, at the junction with Streatfield Road. The centre provides a small selection of local and specialty shops, personal services and cafes.

The appearance and amenity of this neighbourhood centre is largely defined by the Inter-war shop top building at 98B Bellevue Road, but the centre also contains two other buildings at 100A Bellevue Road. These have a single storey elevation to Bellevue Hill Road and contain a bottle shop, dwelling house and café.

#### Historical development of the area

In the early 19th century the Bellevue Hill area was part of the Point Piper Estate, an extensive private land grant made to Cooper and Levey in 1820. The Bellevue Hill and Bellevue Park Estates were subdivided and re-subdivided from the estate between 1883 and 1912, producing smaller lots on the higher slopes and areas away from the harbour. Early urban development intensified in 1909 following the extension of the tramline along Old South Head Road.

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The Streatfield Road centre is located on Point Piper Estate land subdivided in 1920. The Inter-war building at 98B Bellevue Road was purpose built shop top housing and dates from 1929.

### Built form

The neighbourhood centre is contained in three buildings: a well conserved two to three storey Inter-war residential retail complex that follows the curve and grade of Bellevue Road, a single storey flat roof building of poorer quality, and a two storey cottage on the corner.

These buildings contain active frontages to Bellevue Road, while presenting a more residential character to the Streatfield Road elevation.

### Access and circulation

The centre is well located adjacent to a bus stop for services operating on Bellevue Road. It is readily accessible by car with a limited number of on-street parking spaces. Pedestrian amenity and safety is compromised by vehicular traffic speeds and limited sight lines on Bellevue Road.

### Views and aspect

The centre has a pleasant outlook along Bellevue Road.

### New South Head Road and O'Sullivan Road



### D1.7.2 Desired future character

The Streatfield Road shops will retain its role as a small but vibrant neighbourhood centre that meets the needs of the local community by providing a mix of daily convenience shopping, cafes as well as specialty shops and personal services.

Development should ensure a visually attractive and coherent physical environment recognising the character of the existing built environment, with a built form that addresses Bellevue Road and the corner of Bellevue Road and Streatfield Road.

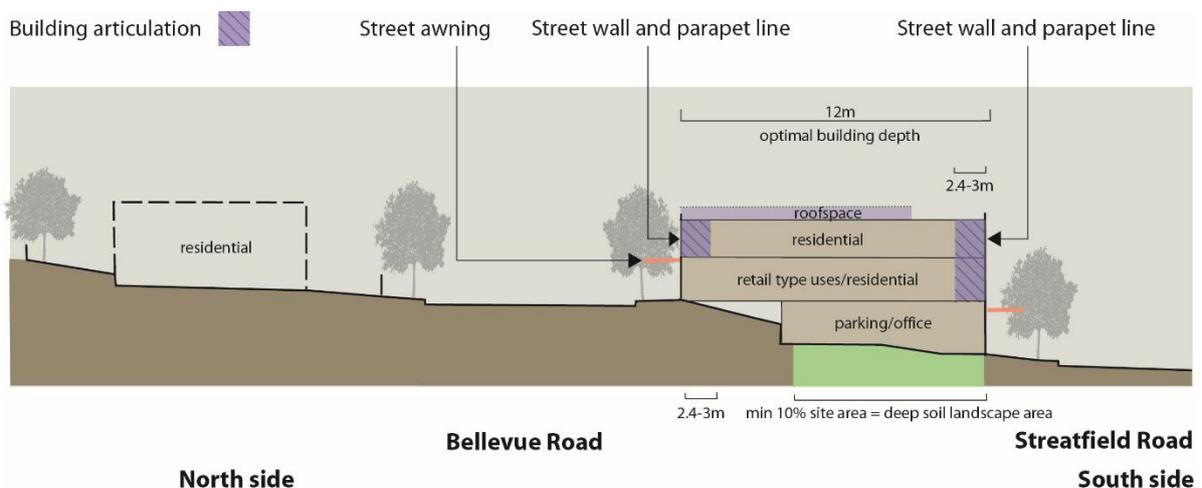
The building at 98B Bellevue Road is a face brick Inter-war residential retail complex with a two storey frontage to Bellevue Road. It is envisaged that this character will remain largely intact. This building is in good condition with much of the external fabric sympathetically maintained. The building establishes a strong street wall and parapet line that responds sensitively to the grade and curve of the site and establishes a strong street wall and parapet line that responds sensitively to the grade and curve of the site and creates a landmark presence. The original stepped awning has been replaced with lightweight structures of varying colours and styles. The appearance of this building would be enhanced if the awnings, including the style and colour, were consistent and more sympathetic to the original character of the building.

Redevelopment at 100A Bellevue Road is to complement the built form and character of the built form at 98B Bellevue Road.

### D1.7.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

**FIGURE 3** Streatfield Road street section



Note: Street section refers to 100a Bellevue Road only

Objectives	Local controls
<p>O1 To provide uses that are consistent with the desired future character of the centre.</p>	<p>C1 Development supports the adaptive re-use of existing shop top units at 98B Bellevue Road.</p> <p>C2 The ground level contains active uses, preferably local and speciality shops, business premises and cafes and restaurants that meet the needs of the local community.</p> <p>C3 Residential uses are located above the street level in the form of shop top housing.</p> <p>C4 Office uses may be located at the Streatfield Road frontage.</p>
<p>O2 To establish a strong and continuous built form that addresses both Bellevue Road and Streatfield Road.</p>	<p>C5 Development provides two storeys built to the Bellevue Road street alignment, with a continuous and consistent parapet line above (refer to the street section diagram).</p> <p>C6 Development provides three storeys built to the corner intersection at Streatfield Road, with a continuous but stepped parapet line above.</p> <p>C7 Development provides a built form with small scale shopfronts that step with the street grade.</p> <p>C8 Development includes a continuous but stepped awning over the public footpath of Bellevue Road and around the corner radius into Streatfield Road.</p> <p>C9 Development at 100A Bellevue Road complements the built form and character of 98B Bellevue Road.</p>

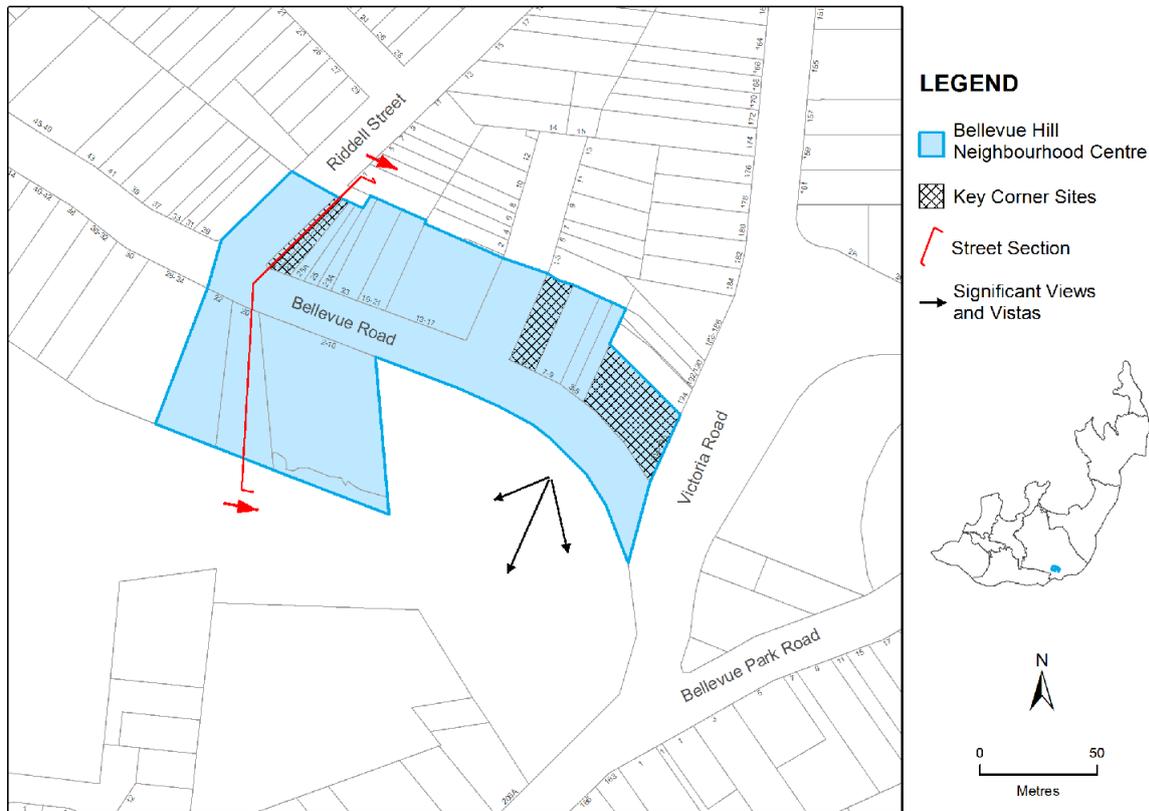
Objectives		Local controls	
O3	To protect the fabric and character of the Inter-war building at 98A Bellevue Road.	C10	Key original architectural features of the building are retained, or if required synthetically restored or replaced.
		C11	Development re-instates the fixed stepped awning at 98B Bellevue Road.
		C12	Colours used in signs are consistent with the architectural style of the building. Fluorescent and iridescent colours are not permitted.
		C13	Fonts used in signs are consistent with the style and character of the building.
O4	To encourage good building design and limit building bulk.	C14	At both street frontages at least 80% of the articulation zone is occupied by floor area elements or recessed balconies.
		C15	The depth of the floor area elements and recessed balconies is between 2.4 to 3m.
O5	To provide for the amenity of occupants.	C16	The building depth is generally not more than 12m.
O6	To provide good pedestrian access, amenity and connectivity between Bellevue Road and Streatfield Road.	C17	Development of 100A Bellevue Road includes no more than one single width vehicle access crossing that is located on Streatfield Road.
		C18	Development of 100A Bellevue Road maintains a direct public accessway from Streatfield Road to Bellevue Road between properties at 98B and 100A Bellevue Road.
		C19	Development of 100A Bellevue Road provides at least 10% of the site as deep soil landscaped area on the boundary to 98B Bellevue Road adjacent to the accessway.

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Objectives	Local controls
07 To improve the public domain for outdoor uses.	C20 Development enhances the amenity of the footpath area.  C21 Development includes tree planting along both the Bellevue Road and Streatfield Road frontages, where this can be accommodated with the provision of awnings.

## D1.8 Bellevue Hill Shops

MAP 7 Bellevue Hill Shops centre map



### D1.8.1 Centre character statement

The Bellevue Hill Shops neighbourhood centre is a relatively large group of shops located on the ridgeline at the junction of Bellevue Road and Victoria Road (both of which are important urban collector roads linking New South Head and Old South Head Roads). To the south, the centre overlooks the upper extent of Cooper Park.

The centre provides a good mix of local convenience shopping and personal services, such as a post office, newsagent, fruit and vegetable grocer, butcher, chemist, hairdressers, real estate agents, cafes, bottle shop, and dry cleaner.

#### Historical development of the area

Hill top ‘BelleVue’ (now Bellevue Park) was known in the early 19th century for its panoramic views to the harbour and the ocean. The area was then part of the Point Piper Estate, an extensive private land grant to Cooper and Levey. The Bellevue Hill and Bellevue Park Estates were subdivided and re-subdivided from the estate between 1883 and 1912, producing smaller lots on the higher slopes away from the harbour. Following the extension of the tramline along Birriga Road in 1909 urban development intensified.

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Residential flats were built on larger sites overlooking Cooper Park from the end of World War I. However, retail and business uses were not permitted on the northern side of Bellevue Road between Victoria Road and Riddell Street until 1929. Around this time the Bellevue Hill Primary School (1925) and St Stephens Church (1928) were also established close to the centre on Victoria Road.

The centre has seen a continuous process of development, creating a vibrant mix of retail, business and residential uses.

### Built form

The building stock in and around the centre is represented by a cross section of 20th century architecture of varying quality. This includes:

- ▶ Inter-war shops with one storey above for residential or commercial uses, typically built to the boundary with a street parapet line and a deep solid suspended awning over the footway.
- ▶ One free standing mixed use Inter-war building comprising shops at street level with two storeys of residential above at 22 Bellevue Road.
- ▶ A 1960s-70s large mixed use building on the western corner of Buller Street and Bellevue Road with shops at street level and a nine storey tower setback from Bellevue Road. This building has a porte cochere to Buller Street.
- ▶ Contemporary mixed use buildings comprising shops at street level with two to three storeys of residential above at street level, such as development at 11 Bellevue Road and the development on the corner of Bellevue Road and Victoria Road. More recent development at 2-16 Bellevue Road is three storeys built to the street alignment with approximately six levels stepping down the hillside.

### Parks and community facilities

Bellevue Hill Public School is immediately east of the centres with Bellevue Hill Park beyond. The eastern part of the retail centre overlooks the extensive gully of Cooper Park which runs down to Double Bay.

### Public domain

The pedestrian amenity varies depending on the location of awnings and shade trees; for example, there is limited solar access to the footpath on the northern side.

At street level there is a variety of building setbacks, alcoves, colonnades and recessed entrances and driveways that could attract antisocial behaviour. Opportunities exist for the improvement of public domain.

### Access and circulation

The centre is well served by buses although most shoppers drive to the centre and are reliant on turnover of limited on-street car parking spaces. Angle parking has been introduced in Riddell Street to increase yield.

A few properties on the northern side of Bellevue Road have rear lane access from Riddell Lane and can provide on-site parking.

**Views and aspect**

Good views of Cooper Park are available from upper levels at the eastern end of the centre, and from the southern side of Bellevue Road.

**Bellevue Road and Riddell Street**



**D1.8.2 Desired future character**

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The Bellevue Hill Shops neighbourhood centre should continue to provide a good mix of daily convenience shopping, food premises and personal services. The development of outdoor dining will also help create a more vibrant centre.

Mixed use developments with active street frontages and residential uses above are encouraged and will promote the ongoing vitality of this centre. Street plantings and street furniture will contribute to a more visually attractive environment.



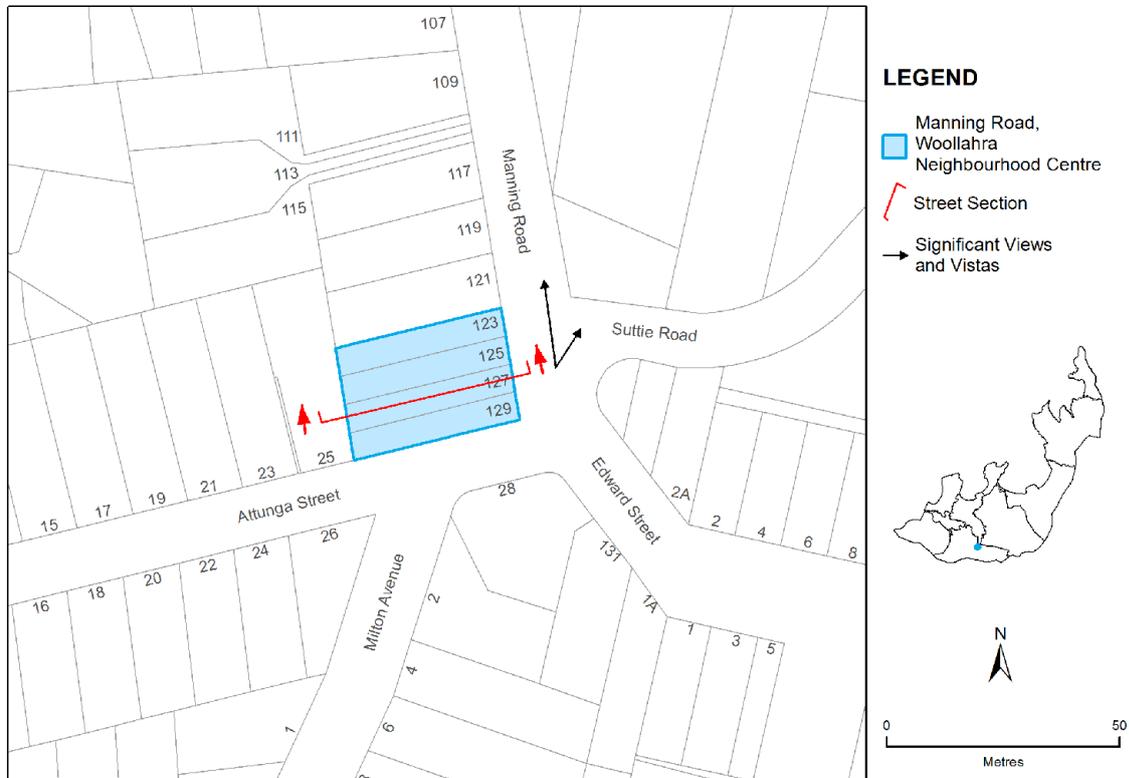
Objectives	Local controls
<p>O2 To develop a coherent streetscape with a consistent street wall and consistent upper level setbacks.</p>	<p>C3 Development on the south side of Bellevue Road:</p> <ul style="list-style-type: none"> <li>a) is a maximum of three storeys at the street frontage;</li> <li>b) is built to the street alignment, with a continuous and consistent parapet line above; and</li> <li>c) building form responds to the fall of the land, but does not exceed maximum LEP height for this site at any point at the rear.</li> </ul> <p>C4 Development on the north side of Bellevue Road:</p> <ul style="list-style-type: none"> <li>a) is a maximum of 3 storeys;</li> <li>b) is two storeys built to the street alignment, with a continuous and consistent parapet line above; and</li> <li>c) development above the second storey is set back from the street alignment by at least 5m.</li> </ul> <p>C5 Development includes a continuous solid suspended awning over the footpath at Bellevue Road and along the secondary frontage of corner sites.</p> <p>C6 Development on the north side of Bellevue Road does not include vehicular access from Bellevue Road.</p>
<p>O3 To encourage good building design and limit building bulk.</p>	<p>C7 At least 80% of the articulation zone is occupied by floor area elements or balconies.</p> <p>C8 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p> <p>C9 At the street alignment on the southern side, the depth of the balconies and loggia is at least 2.4m.</p>

Objectives		Local controls	
		C10	At the street alignment on the northern side, the depth of the balconies and loggia is: <ul style="list-style-type: none"> <li>a) between 2.4 to 3m for the first floor; and</li> <li>b) at least 1.2m for the upper floor.</li> </ul>
04	To improve the architectural quality of building stock.	C11	Alterations and additions to 13-17 Bellevue Road provide a three storey retail or commercial corner element built to both street alignments.
05	To strengthen poorly defined corners.	C12	Development upgrades and reinforces the landmark corner of Victoria and Bellevue Roads by: <ul style="list-style-type: none"> <li>a) building to the street alignment up to three storeys;</li> <li>b) improving the awning;</li> <li>c) increasing frontage glazing; and</li> <li>d) introducing a parapet line.</li> </ul>
		C13	Development on corner site provides three storeys built to the street alignment with a continuous and consistent parapet line above.
06	To provide for the amenity of occupants.	C14	The building depth for storeys above the ground floor level is generally not more than 12m.
		C15	The building is setback from the rear boundary by at least 3m.
		C16	At least 10% of the site is provided as deep soil landscaped area.
07	To encourage outdoor dining to improve the vitality of the centre.	C17	Development provides a small north facing outdoor dining space with good sun access.

Objectives	Local controls
<p>O8 To enhance the visual connections between the centre and Cooper Park.</p>	<p>C18 At the eastern end of Bellevue Road, on the northern side, development introduces outdoor dining that has an outlook to Cooper Park.</p> <p>C19 Development on the south side of Bellevue Road provides retailing units designed with an elevated outlook over Cooper Park.</p>

## D1.9 Manning Road, Woollahra

**MAP 8** Manning Road centre map



### D1.9.1 Centre character statement

The Manning Road neighbourhood centre is located at the lower end of the Cooper Park Gully at the junction of Manning Road and Edward Street. It is a very small centre situated about midway between Double Bay and the Edgecliff Road centre.

The centre comprises four ground floor premises, currently occupied by a café and specialist services.

#### Historical development of the area

Edgecliff Road was formed in 1844 as the eastern boundary of the Cooper Estate that skirted around the top of the slopes of the Double Bay valley. The Harbour View Estate was released in 1900 and extends from Edgecliff Road down to the lower end of Cooper Park (dedicated in 1919). Following the introduction of the tram on Edgecliff Road in 1909, Inter-war subdivision of land occurred along Manning Road.

#### Built form

The small group of business and retailing premises occupy two double storey residential buildings that have been modified by the addition of awnings and hard pavement to the front setback area.

South-east of the centre along Edward Street, the built form is mainly attached housing (terraces) and cottages on small allotments with little or no front setback. Development to the north and west of the centre generally comprises large two storey detached houses and a few small residential flat blocks of three to four storeys, set in established treed gardens.

**Public parks and community facilities**

The Manning Road neighbourhood centre overlooks the Lough Playing Field and treed slopes in the filled gully of Cooper Park.

**Public domain**

The centre has reasonable pedestrian amenity with deep awnings, small street trees and a wide paved setback area for outdoor dining. The resolution of pavement levels and accessibility from the street is generally poor. Pedestrian movement to and from Cooper Park is compromised by speed of vehicular traffic and limited sightlines.

**Access and circulation**

The centre is served by buses running along Manning Road, although most people who use the centre either walk to the centre or drive, relying on the turnover of on-street car parking spaces.

**Views and aspect**

The centre faces east to the Lough Playing Field and Cooper Park.

**Manning Road and Attunga Street**



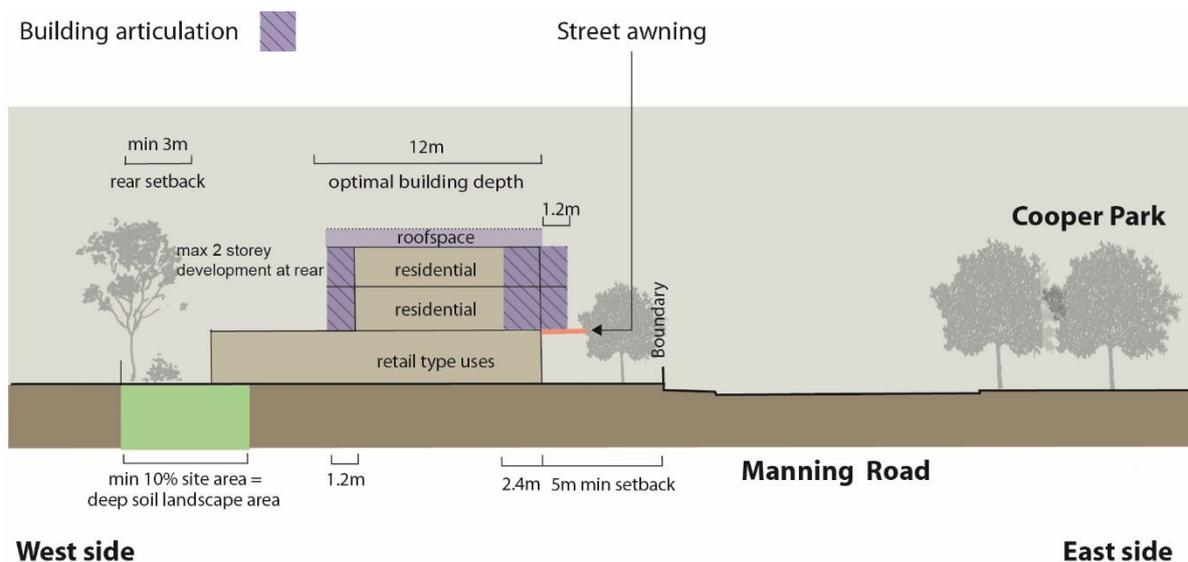
**D1.9.2 Desired future character**

The Manning Road shops are a small centre that will continue to serve the needs of the local community, particularly with uses such as cafes and neighbourhood shops. Redevelopment of the existing buildings should retain the large setback from Manning Road to provide continued opportunity for outdoor dining, as well as enhance the public realm through improved landscaping and pavement treatments.

### D1.9.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

**FIGURE 5** Manning Road street section



Objectives	Local controls
<p><b>O1</b> To provide uses that are consistent with the desired future character of the centre.</p>	<p><b>C1</b> The ground level contains active uses, preferably local shops and cafes and restaurants that meet the needs of the local community.</p>
	<p><b>C2</b> Residential uses are located above the street level in the form of shop top housing.</p>
	<p><b>C3</b> The existing traditional small shop front widths are maintained.</p>
<p><b>O2</b> To retain a coherent streetscape with a consistent street wall.</p>	<p><b>C4</b> Development is a maximum of three storeys at the Manning Road frontage.</p>
<p><b>O3</b> To minimise impact on adjoining residential land.</p>	<p><b>C5</b> Development is a maximum of two storeys at the rear of the site.</p>

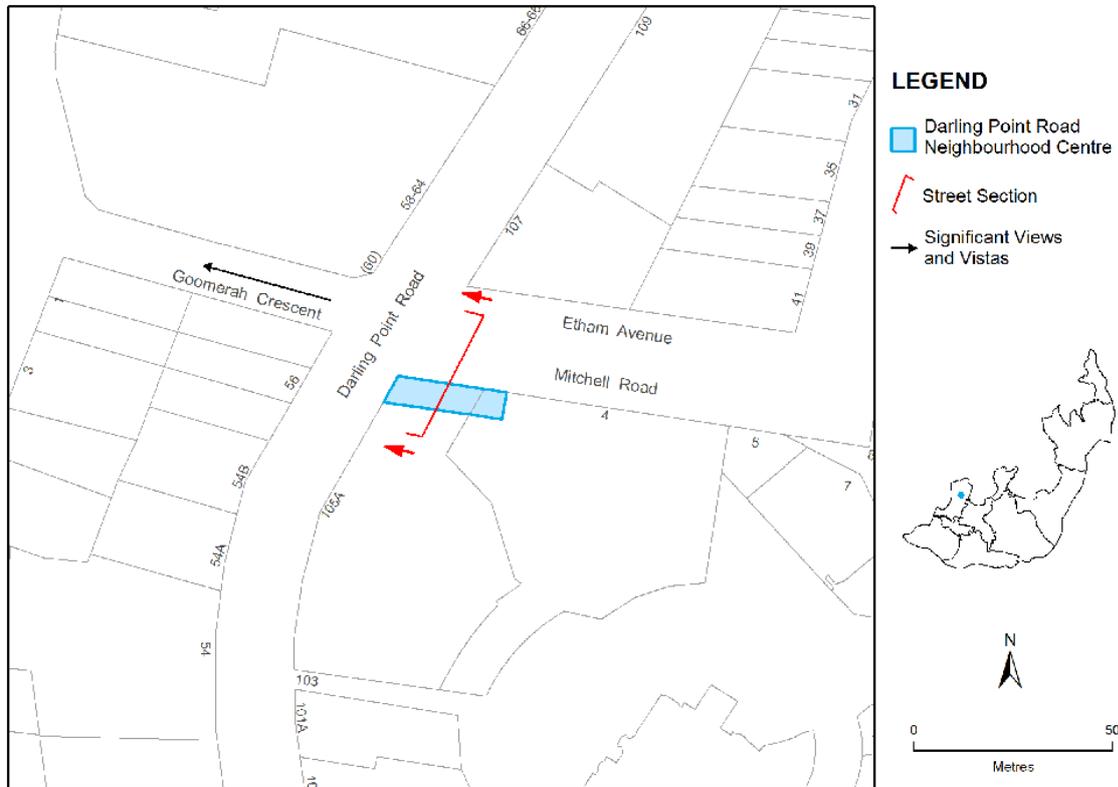
Objectives		Local controls	
O4	To encourage good building design and limit building bulk.	C6	Building articulation is in the form of: <ul style="list-style-type: none"> <li>a) projecting balconies over the front awning; and</li> <li>b) recessed balconies and loggia within the building mass.</li> </ul>
		C7	At the street alignment: <ul style="list-style-type: none"> <li>a) the projecting balconies extend from the building line onto the awning by no more than 1.2m; and</li> <li>b) the depth of the recessed balconies and loggia is at least 2.4m.</li> </ul>
		C8	At the rear alignment, the depth of the balconies and loggia on the upper levels is at least 1.2m.
O5	To provide for the amenity of occupants and adjoining properties.	C9	The building depth for storeys above the ground floor level is generally not more than 12m.
		C10	The building is setback from the rear boundary by at least 3m.
		C11	At least 10% of the site is provided as deep soil landscaped area.
O6	To retain the setback areas to Manning Road for outdoor dining and public use.	C12	Development is setback at least 5m from the Manning Road boundary.
O7	To improve the pedestrian connection between the centre and Cooper Park.	C13	Development does not include vehicular access from Manning Road.
O8	To improve the amenity of pedestrian and outdoor trading areas.	C14	Development includes a continuous solid suspended awning over the Manning Road setback area (refer to street section diagram).
		C15	Development includes advanced tree planting and landscape works to improve amenity of the setback area, where this can be accommodated with the provision of awnings.

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Objectives	Local controls
O9 To protect views from the centre to Cooper Park.	C16 Development, including any public domain improvements, maintains the views to Cooper Park.

## D1.10 Darling Point Road, Darling Point

MAP 9 Darling Point Road centre map



### D1.10.1 Centre character statement

This is a very small centre comprising just the Darling Point Village Store. This is a local shop offering daily convenience goods and services and a cafe.

This centre is located on the corner of Darling Point Road, facing Mitchell Street on the perimeter of the former Babworth House Estate. The gardens and tree canopy immediately behind the centre provide an understanding of the site’s relationship to the adjoining Babworth House Estate, which is listed as a heritage item.

#### Historical development of the area

Significant subdivision of Darling Point occurred in the early 1830s with a number of large estates established at that time. Its position and aspect to Sydney Harbour ensured that the wealthy reserved this small promontory for their grand residences.

However, by the late 1800s, smaller residences were also numerous, and during the 20th century development intensified as more allotments were subdivided from the grounds of the great houses and gentleman’s villas. The Etham Estate (1900) was one such subdivision located close to this centre.

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During the second half of the 20th century, a number of high rise units were built throughout Darling Point. The Darling Point neighbourhood centre was constructed during this period.

### Built form

This shop is located in a single storey flat roofed building. It is built to the street alignment with a small canvas awning. High rise apartment blocks are located within the grounds of the former Babworth House Estate.

There are a diverse mix of dwelling types in walking distance to the centre, including grand 19th century two storey dwelling houses, attached dwellings (terraces) and residential flat buildings.

### Public domain

The centre has reasonable pedestrian amenity with a northerly aspect and a wide paved area for outdoor uses. Mature street trees in Darling Point Road and nearby gardens provide the centre with a leafy ambience. Amenity would be further improved if street trees were planted in the footpath outside the centre.

### Access and circulation

The centre is served by buses running along Darling Point Road, although people tend to walk or drive to the centre.

### Views and aspect

There is a view of the harbour looking west down Goomerah Crescent.

### Mitchell Street at Darling Point Road



### D1.10.2 Desired future character

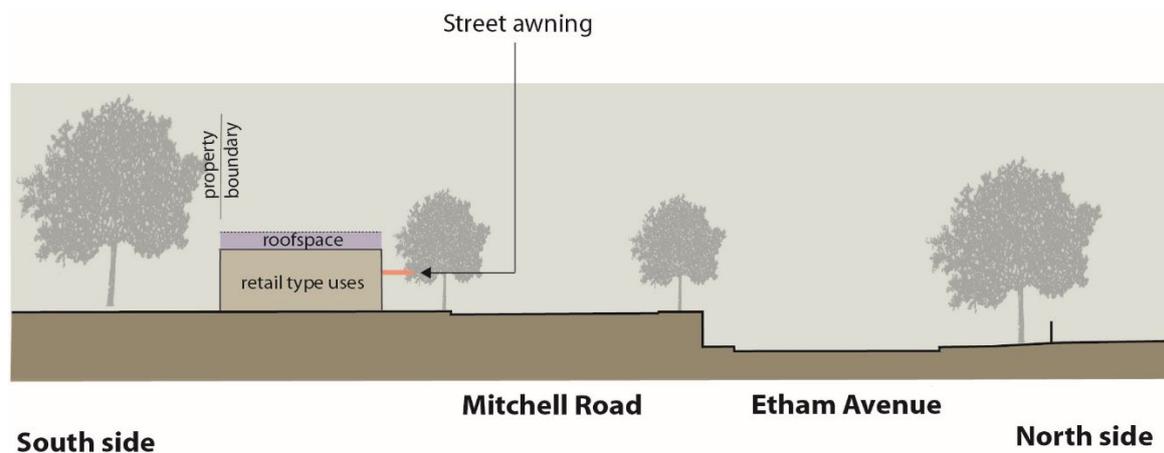
The Darling Point Road centre will be a small neighbourhood centre, providing for the daily needs of the local community.

Any redevelopment of the existing shop should be in the form of a contemporary one storey building which retains the existing front setback to accommodate footpath dining. Public domain improvements, such as street trees would also enhance public amenity.

### D1.10.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

**FIGURE 6** Darling Point Road section



Objectives		Local controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development provides active uses, preferably a neighbourhood shop and café that meet the daily convenience needs of the local community.
O2	To ensure that the building form and scale does not detract from the Babworth House and grounds.	C2	Development provides for an interpretation of the perimeter walling to Babworth House.
		C3	Development is a maximum of one storey.
		C4	Development establishes a low scale and profile.
		C5	The roof form respects the perimeter walling to Babworth House (refer to street section diagram).
O3	To retain views to the leafy backdrop provided by the gardens of the Babworth Estate.	C6	Development maintains views of the garden of the former Babworth Estate from Darling Point Road.
O4	To protect views from the public spaces within the centre to the harbour.	C7	Development maintains the views and vista corridors towards the harbour from Goomerah Crescent.
O5	To improve the amenity of the pedestrian and outdoor dining area.	C8	Development includes all weather protection to the shop entrance (refer to street section diagram).
		C9	Development includes advanced broad canopy tree planting in the footpath to provide shade and shelter (refer to street section diagram).
		C10	Development does not include vehicular access from Mitchell Street.