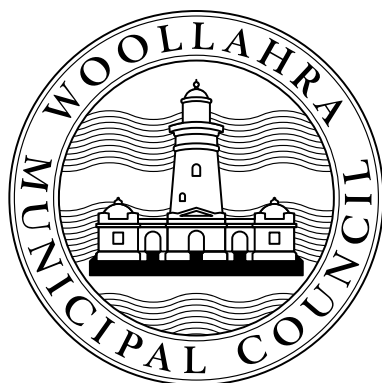


Double Bay Centre Public Domain Strategy

ADOPTED BY COUNCIL 8 AUGUST 2016



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This report

This Public Domain Strategy for the Double Bay Centre and surrounds aims to identify the current strengths and weaknesses of the centre. It provides an overarching framework to guide future policies and capital works projects that will address these challenges across the short, medium and longer term.

The report is structured in two parts:

- Part A provides an overview of the visions, and describes the background to help understand the key issues facing the centre.
- Part B sets out a series of individual urban projects and directions that will enable the majority of the vision to be delivered across time and to suit the specific priorities and budgets of Council over time.

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Executive Summary

This strategy aims to examine the existing strengths of the centre, identify the challenges and opportunities, and propose some overarching ideas that will create a better connected, stronger centre, that can continue to grow and change to suit the local community, workers, shoppers, children and other visitors to the centre and surrounding attractors in Double Bay. The strategy builds on the existing successful public domain framework and urban palette of the 'Double Bay Suite', whilst retaining and refining certain elements and recommending locations for improvements and additions to the public domain where possible.

This Double Bay Centre Public Domain Strategy is set into two parts:
Part A: Overview and Background
Part B: Urban Projects and Details

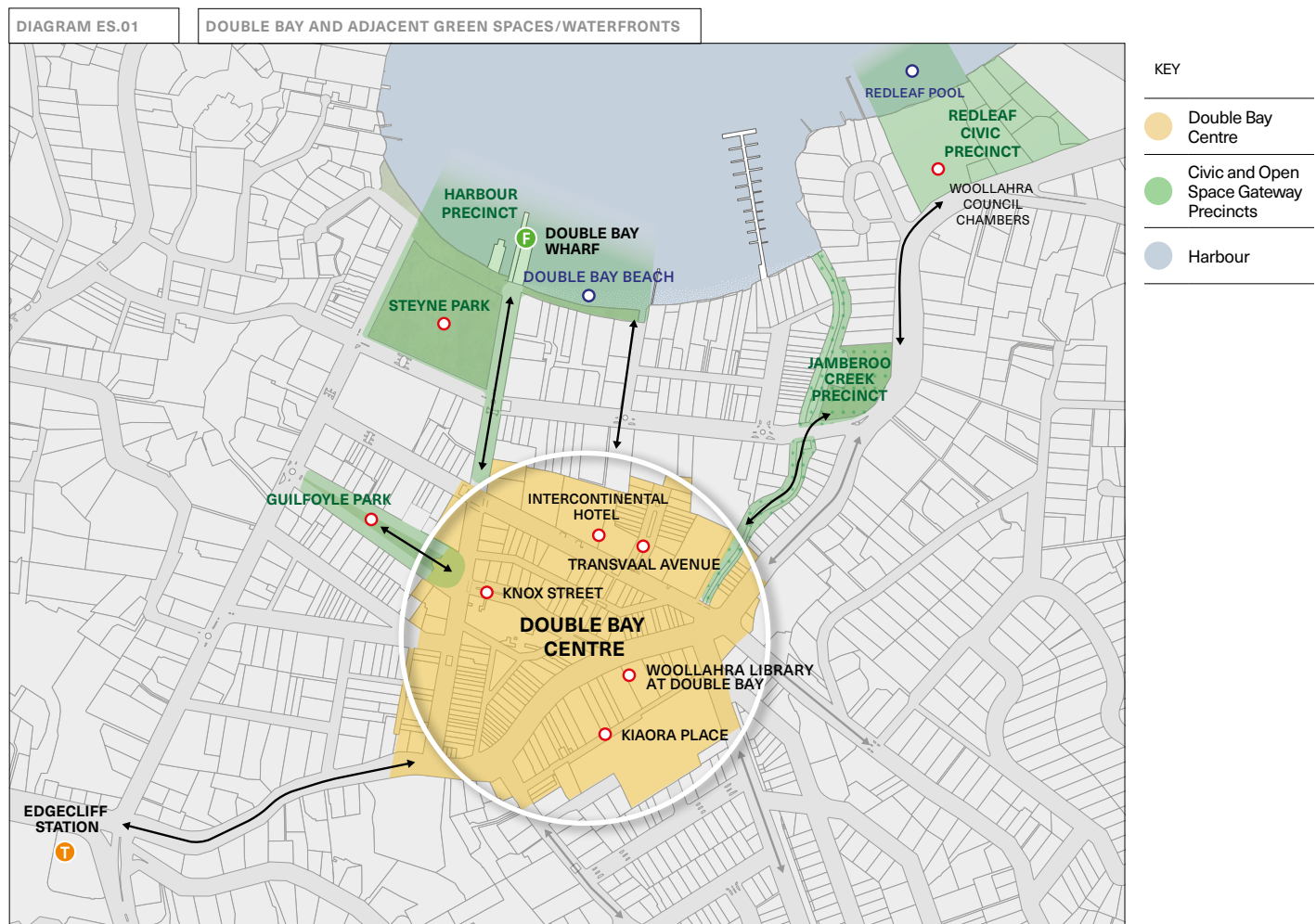
This strategy has identified nine precincts in and around Double Bay for the purposes of dealing with specific issues and recommending improvements. The aim is that these individual projects, across the nine precincts will combine to improve the legibility, connectivity, liveability and the ongoing economic success of the whole of Double Bay.

Precincts 1–3 are referred to as **Gateway Precincts**, as they are the main approaches to the Double Bay Centre, by road and by water. The entry experiences of descending by road, or arriving by water are particularly significant as they set Double Bay apart from other places in Sydney. Within these gateway precincts there are a number of opportunities identified, from which a variety of projects are recommended.

The centre can continue to grow and evolve with a complexity and richness unique to Sydney.

Gateway Opportunities

- Strengthen gateway experiences to enhance the sense of arrival into the Double Bay Centre.
- Improve the presence and sense of connection to Sydney Harbour by creating a more active and visible link from the Harbour Precinct and Ferry Wharf leading to the commercial centre along Bay Street to complement the primary east–west movement axis along New South Head Road.
- Better link the adjacent civic and open space precincts to the centre including Guilfoyle Park, Jamberoo Creek, Steyne Park, Foster Park and the Redleaf Civic Precinct.
- Improve access to the centre for walking, cycling and public transport passengers.



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Precincts 4–8 are component parts of the Double Bay Centre which have different atmospheres that form the richness, diversity and complexity in the centre. Across these precincts there are three 'main street' retail environments—Bay Street, Knox Street and Cross Street. There are three important laneway environments within the centre—Kiaora Place, Knox Lane and Gumtree Lane, which are currently developed and activated to different extents, but all provide important opportunities for activation in more intimate urban spaces. There are three popular public gathering spaces; Guilfoyle Park Plaza the public space at the widening of Kiaora Place, and the hub at the intersection of Cross Street and Transvaal Avenue, which could be further enhanced and connected to a new public space associated with the potential redevelopment to

the nearby Cross Street Car Park site. The wide range of places and spaces are fundamental to making Double Bay an attractive centre, and this strategy recommends ways to improve many of the places, and how they connect.

Opportunities in the Centre

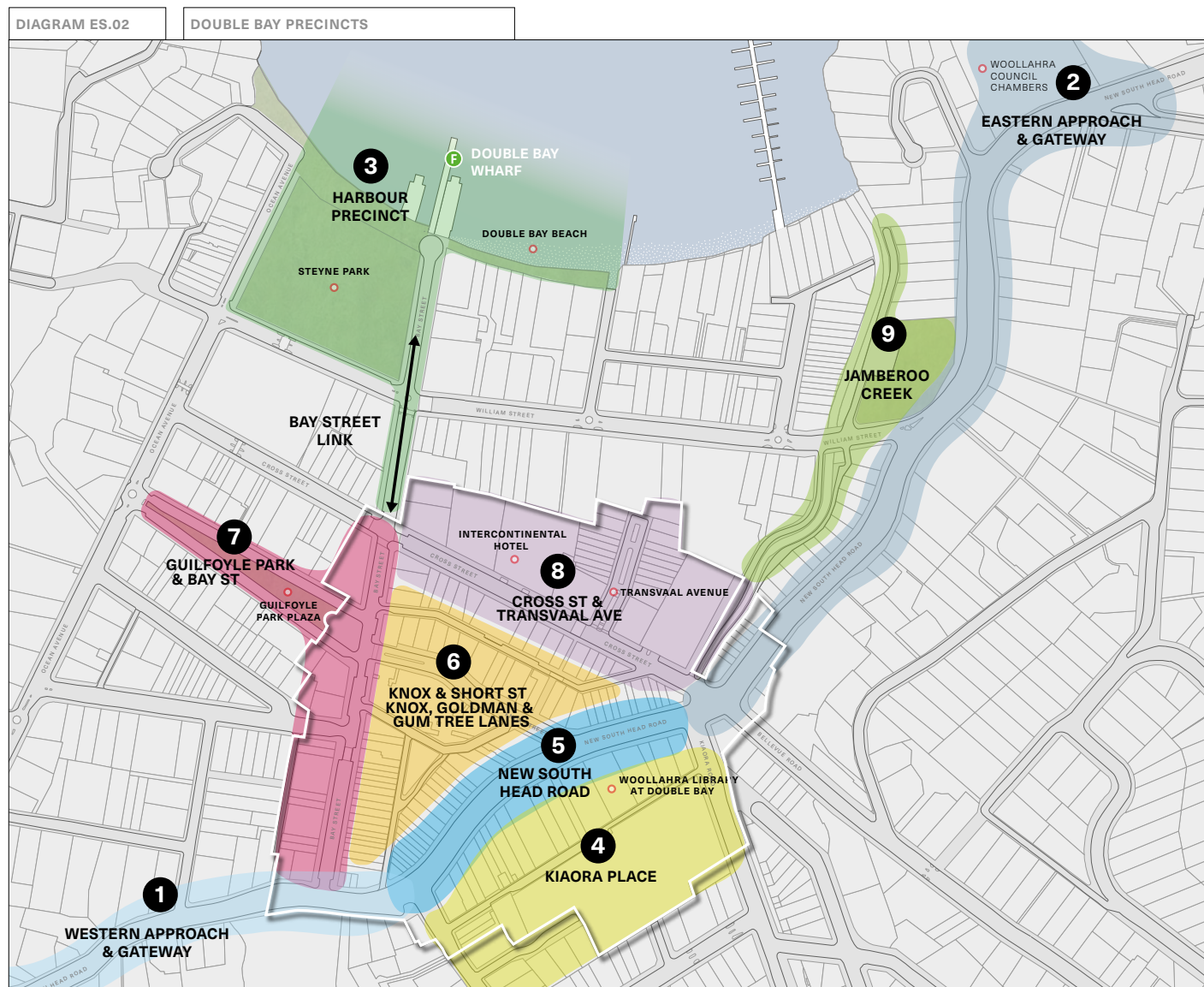
- Strengthen retailing through strategic improvements to the public domain.
- Upgrade existing public spaces and create new spaces that provide a range of experiences for different users and visitors—particularly encouraging outdoor activities.
- Increase the legibility of the centre by improving connections and wayfinding within the centre.
- Provide a new retail and hospitality focus in the laneways and smaller streets, managing the transition from rear service spaces to viable high quality public domain spaces.

- Improve the interface between buildings and the public domain of the street to increase amenity.
- Upgrade lighting of the public domain and individual buildings.

Precinct 9 is the northern section of Jamberoo Creek, which has been a covered stormwater drain for many years, linking through to Foster Park and Sydney Harbour.

Opportunities on Jamberoo Creek

- Potential as a new important environmentally renewed open public space adjacent to the centre.
- Upgrade pedestrian paths and lighting along the creek alignment.
- Reveal and celebrate the creek line and improve the connection to upstream areas and Sydney Harbour.



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Introduction

Double Bay is a unique, self-contained village, located adjacent to Sydney Harbour and surrounded by the lush hills of Woollahra and Bellevue Hill to the south, and Darling Point and Point Piper to the west and east. This quintessential Sydney setting, combined with a variety of scales of streets, lanes and arcades, and a robust urban design palette of materials, street furniture and street trees set up Double Bay as one of Sydney's premier centres.

The fine grained nature of the centre, made up of many smaller lots with a mix of landowners and businesses has been an important part of the historic success of the centre, and will continue to contribute to its popularity in the future. The role of local, district and specialised shopping centres has changed in recent times. The rise of the internet, the development of online stores, delivery services, an increased availability of international brands and the expansion of the major shopping centre at Bondi Junction has shifted demand and consequently changed the role of retail centres in the Eastern Suburbs of Sydney. Double Bay has seen its own redevelopment, and consequently the way people use the centre continues to adjust to this changing retail landscape. The public domain in and around the centre needs to adapt and change to cater for new types of retail and services and attract a new generation of retailers and customers in order to adjust in the face of new competition and be ready to take advantage of these new opportunities.

Double Bay is one of the few significant centres in Sydney located in a valley, on relatively flat land and close to the harbour. The flatter topography of the valley allowed the development of a more complex street and laneway structure, in contrast to the majority of older town centres in Sydney that formed along ridge roads and on peninsulas running to the harbour. A more intricate network of back streets and public spaces beyond the main road has helped promote a diverse mix of commercial properties along the various streets, lanes and arcades. These spaces create a fertile environment and public domain for a more complex offering of civic, retail and hospitality services with a higher level of 'on street' activity occurring than in many other shopping precincts.

Double Bay Aerial 1942



History

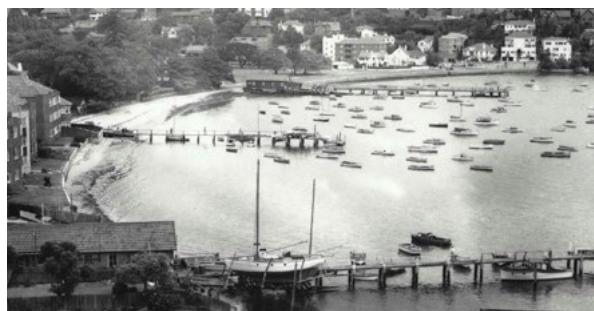
Double Bay is located on New South Head Road, 3.5 km east of the City of Sydney, and 8 km west of South Head, the entry to Sydney Harbour, and the location of South Head signal station, built in 1790 as a marker for arriving ships. The original road between Sydney and the signal station and Macquarie Lighthouse on South Head Road, was built along the ridge on what we now call Old South Head Road and Oxford Street and was completed in 1811.

A new road was built in 1831, which followed the Aboriginal track called Maroo, running along the contours closer to the harbour, requiring a number of bridges across a number of local creeks and inlets. This new road became New South Head Road, and provided access to significant residential lands. By 1909 a tram ran the length of New South Head Road from the city to Watsons Bay.

Double Bay is named for the unique double formation of the bay between Point Piper and Darling Point. The eastern part of the bay, called Blackburn Cove, is the home of Redleaf Pool (Murray Rose Pool), one of the best known and loved harbour swimming enclosures in Sydney. A small point separates Blackburn Cove from the western part of the 'double bay'. Residential properties built on the waters edge at the point restrict public access along the waterfront between the Steyne Park, the Ferry Wharf and the Redleaf Pool.



Double Bay
—Mid 19th Century



Double Bay
—Mid 20th Century



New South Head
Road tram line
—Early 20th Century

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Double Bay Today

Today, Double Bay is the most significant centre in terms of size and diversity along New South Head Road. It provides a wide range of retail, hospitality and services, and has over 2,000 people working in the centre. The nearby centre of Edgecliff has a train station on the Illawarra (T3) Line, although there is a significant topographic difference between the Double Bay and Edgecliff Centres. As a result Double Bay Centre is better serviced in public transport terms by bus and ferry than by rail. The topography creates a significant physical and psychological barrier between Double Bay and the nearby station, although it is only 700m from the heart of the Double Bay Centre at Knox Street. This disconnection, and ways to reduce its impact, are examined in this strategy.

The centre of Double Bay itself sits somewhat removed from the waterfront, and is bisected by New South Head Road, which carries over 40,000 cars per day and is a significant arterial route. The major redevelopment and upgrade work along Kiaora Place has increased significantly amenity and activity in the southern side of the centre, provided more car parking, and improved the overall retail offering of Double Bay. However it has exacerbated the split nature of the centre that is divided by the busy four laned New South Head Road.

The Ferry Wharf sits only a few hundred metres from the heart of Double Bay and remains an important strategic opportunity for improving access and attracting more people to the centre. A direct ferry takes only 15 to 20 minutes to reach Double Bay Wharf from Sydney's CBD at Circular Quay. Double Bay is often not considered as being directly connected to the harbour in the way that the Manly and Watsons Bay centres are connected to ferry wharfs, the ferry system, the wider harbour and other attractions and centres on it.

Double Bay Centre has a number of great streets, lanes, arcades and public spaces that work together to provide a range of pleasant urban experiences for users. These can be further upgraded through better articulated connections and ongoing public domain and civic improvements. The high street shopping, outdoor dining and network of public spaces, laneways and parks all contribute to the urban character of the village and it's ambient atmosphere.

An outdoor neighbourhood for an outdoor city.



Defining Double Bay

- Unique natural village environment in a harbour setting.
- Well serviced centre with a wide range of services, fashion, retail and hospitality
- Memorable and defined public domain used on streets.
- Popular outdoor dining location with 500 street seats.
- Finegrain network of streets, lanes and 20 arcades and links.
- Variety of public meeting and gathering spaces.
- Close to CBD and accessible by ferry, train and bus.

Key moves for the future

- Maintain a strong emphasis on outdoor spaces, outdoor activities, street life and the pedestrian experience.
- Refocus and rebalance the centre with upgraded streetscapes, laneways, public spaces and lighting.
- Boost the centre with a richer cultural and urban life, better linking retail and urban experiences.
- Upgrade laneways and Knox Street and Knox Lane core area to increase active frontages.
- Activate and enhance Kiaora Place as a key public space in the centre.
- Provide a range of smart urban spaces in and around the centre that cater to all ages.
- Better link the centre to the harbour, train station and civic assets at Redleaf.
- Work with residents, traders and owners to enact change.

Part A / Overview & Background

A stylish bayside village in a valley

A1.01

Many of the well known centres in Sydney are located on ridge lines and usually run along a busy main road or high streets set on the ridge. Examples include Oxford Street, Bondi Junction, King Street in Newtown, Glebe Point Road and Military Road in Mosman and Willoughby Road in Crows Nest. Double Bay sits near to sea level, very close to the harbour, giving it attributes unlike many other commercial activity centres of similar size in Sydney.

Double Bay is a relatively unique centre, in that it is the largest full service, mixed use centre by area located directly adjacent to Sydney Harbour, apart from Manly which is arguably as much an ocean front centre as it is a harbourside one. Like Manly, Double Bay has the benefit of a fine web of streets, unlike ridge based centres which generally follow a linear traffic corridor along a main route rather than spreading out perpendicular to the main street. A networked web provides a much more efficient street system with more active frontage and sets up the opportunities that allows a

richer mix of spaces, uses and users—in a stronger hierarchy of street and lane types and arcades.

This structural urban legacy suggests Double Bay should look towards other similar centres for inspiration as to what other elements, facilities and spaces could be added to the centre, such as the better connected active harbour front of Manly which is a significant transport hub and tourist destination, attracting national and international visitors. Watsons Bay also has strong tourism based ferry based visitation, which helps drive a food and beverage economy there, but it lacks a supporting depth of retail services, scale and activity to provide a broader shopping and tourist experience.

Visiting Double Bay should become an important part of the Sydney Harbour tourism experience.

Double Bay, by positioning itself as a 'stylish bayside village' could increase visitation by offering visitors a real and urbane 'Sydney experience' with a cultural, hospitality and retail mix.

The Watsons Bay and Rose Bay (F7 Ferry) stops at Double Bay, however it isn't particularly evident from the wharf that there is a significant centre nearby — let alone one with a reputation for high-end local designer fashion, great coffee, food and hospitality—displaying some of the best qualities of Sydney in an intimate urban environment.

There are opportunities to expand the reach and catchment of Double Bay as a diverse tourist destination, as well as improving the centre for residents and visitors within the local catchment.

DIAGRAM A1.01 DOUBLE BAY IN CONTEXT WITH OTHER CENTRES NEAR THE HARBOUR



- KEY
- Valley/Flat Centre
 - Ridge/Hill Centre
 - Valley
 - Ridge/Hill
 - F7 Ferry

Current status of Double Bay

A1.02

Double Bay is located just 2 km from Kings Cross and Bondi Junction and less than 4 km from both Sydney CBD and Bondi Beach. Double Bay is a diverse fine grain civic, retail and business centre surrounded by established dense residential neighbourhoods.

Harbourside village

Double Bay has an excellent existing structure and public domain amenity that is a good base for continued refinement and improvements that can increase economic activity, liveability and visitation, whilst deepening the offer and success of the centre as a unique village east of the city.

The location of the centre on two bays on the southern shores of Sydney Harbour is a terrific natural asset that should better connect to the centre with a improved public domain experience along Bay Street. The centre has a busy arterial road that runs east-west through it along New South Head Road, but this is complemented and moderated by quieter adjacent streets, arcades and laneways that provide respite from the traffic and noise of this busy road. The centre is highly permeable with a number of private retail arcades that connect parallel streets and activity nodes. In the 2011 census the resident population of Double Bay was 4,687 (56.3%

females and 43.7% males). The median age of the people in Double Bay is 38 years of age only slightly above the national median. 56.7% of people living in the suburb of Double Bay were born in Australia whilst other countries of birth included 5.5% England, 3.4% South Africa, 3.1% New Zealand, 1.6% United States of America, 1.1% Ireland, 1% Hungary, 0.9% Hong Kong, 0.8% Germany, 0.8% China, 0.8% France, 0.7% Poland, 0.6% Israel, 0.6% India, 0.6% Philippines. This range of nationalities and ages in the cosmopolitan local community is further reason to strengthen and improve the diversity and offer of the public domain and retail spaces and places — for the everyday user.

DIAGRAM A1.02

DOUBLE BAY CENTRE AND CIVIC PRECINCTS


KEY

- Double Bay Centre
- Civic and Open Space Precincts
- Harbour

Kiaora Lands

The Kiaora Lands redevelopment to the south side of New South Head Road between Kiaora Road and Manning Road has a supermarket, library, specialty retail, food outlets and major car park. The upgraded Kiaora Place has added life and activity to the southern precinct of the centre. Additional north-south movement and links across New South Head Road are enhanced and activity is further stimulated across the whole centre.

The transformation of the site and Kiaora Place re-energised the centre with new unique businesses choosing to locate in the development and adjacent private owners already looking to further invest in upgrades that front on to this new pedestrian space. The precedent set by Kiaora Place is to be followed by other laneway upgrades in the centre including a renewed focus on upgrading Knox Lane. Double Bay can build on its strength as a traditional outdoor high street centre with active laneways and a wide variety of unique businesses—as a real and attractive retail and entertainment alternative to other mainstream internalised suburban shopping malls.

Double Bay will thrive if it focuses on pedestrian life with bustling footpaths, great shops and high quality urban spaces.

- 1 Woollahra Library at Double Bay, Kiaora Place
- 2 MUD Ceramics, Kiaora Place
- 3 Kiaora Place public domain upgrade



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Double Bay and its role in the Eastern Suburbs of Sydney

A1.03

Double Bay is Sydney's Stylish Bayside Village

Double Bay has a long and varied history as a local centre. Fifty years ago, in the 1960s it was one of the first places in Sydney to feature 'exotic European food', which could be eaten in cafés with outdoor 'alfresco' seating, with what we now consider 'real coffee' — espresso. This is now the norm across Australia as we embraced our multicultural customs and cuisines. High end boutiques sold European clothing and apparel, which added to the unique offering. The centre grew into 'the' place to see and be seen by the wealthy and the 'in-crowd' of Sydney, reaching something of a peak in the 1980s.

As the food and beverage, and particularly 'real coffee' scene spread across Sydney in the 1990s, Double Bay became less unique and needed to compete more directly with other places. Oxford Street in Paddington evolved into a major designer destination for small to medium sized stores selling local and international designer clothing around Paddington Markets. Bondi Junction remained relatively down at heel with unattractive streetscapes and dated department stores and arcades until Westfield Bondi Junction mall opened in 2003, revamping and expanding an existing run down site with almost 450 shops over 100,000 m². Westfield attracted many of the designer clothing stores from Oxford Street and Sydney's CBD to Bondi Junction, when combined with a large collection of convenience retail, cinemas, major and big box

retailers (Myer, David Jones, Kmart) and major supermarkets has managed to shift retail patterns, patronage and hierarchy of the surrounding neighbourhoods and centres—including Double Bay.

This major shift led to a number of concerns around the future of Double Bay and how to compete with the larger and more comprehensive 'full service' centres. Since the early 2000s a number of changes have occurred in the retail and hospitality sectors of Sydney. Online retail has also changed how, where and when people shop. Globalisation is enabling international designers and high volume retailers to more easily compete with local traders, increasing pressure on local shops and boutiques.

Hospitality has also changed with the rise of small bars providing an alternative to once dominant pubs, with an associated rise in preference for small scale cafés, restaurants and shops—often in out-of-the-way locations that add an extra layer of interest and intrigue. Double Bay has an extensive secondary laneway and arcade network, with a large number of out-of-the-way spaces and retail stores. Some of these are not well utilised and could be improved, possibly with the support of Council programs or third party organisations specialising in engagement with small scale operators. This would help strengthen and deepen the diversity of retail and hospitality on offer in the centre, and provide a stronger contrast to Bondi Junction and CBD shopping malls.

Lock-out laws applying to night life districts have also dispersed the demand for late opening premises away from the

traditional precincts of Kings Cross, Oxford Street and the CBD to local centres such as Double Bay.

Changes in tourism are also changing the spatial economics of cities, where new companies such as AirBnB are driving demand for more local experiences by enabling visitors to stay in local private homes and apartments. This in turn has visitors seeking out more authentic experiences, stores, local food and unique activities. Double Bay's shifting fortunes and its location in eastern Sydney means it is well placed to take advantage of these cultural and economic shifts.

The existing street structure provides a range of retail and social opportunities within the strong hierarchy of roads, streets, arcades and lanes. It is very accessible from Sydney CBD by ferry, bus and train and has great tree lined streets that are—in contrast to competing internalised malls—open to the air, in a unique harbourside setting. By improving the connections to the harbour and parks, strengthening the legibility and connectivity of the streets and lanes, particularly the connection across New South Head Road, updating some of the key public spaces and places and helping small scale, fine grain businesses engage and trade out onto the streets and lanes, Double Bay can achieve the desired position as Sydney's leading vibrant, contemporary and stylish bayside village.

Double Bay started to swing in the 1960s. It was one of the first places to feature international cuisine, chic boutiques and cafés with alfresco tables.



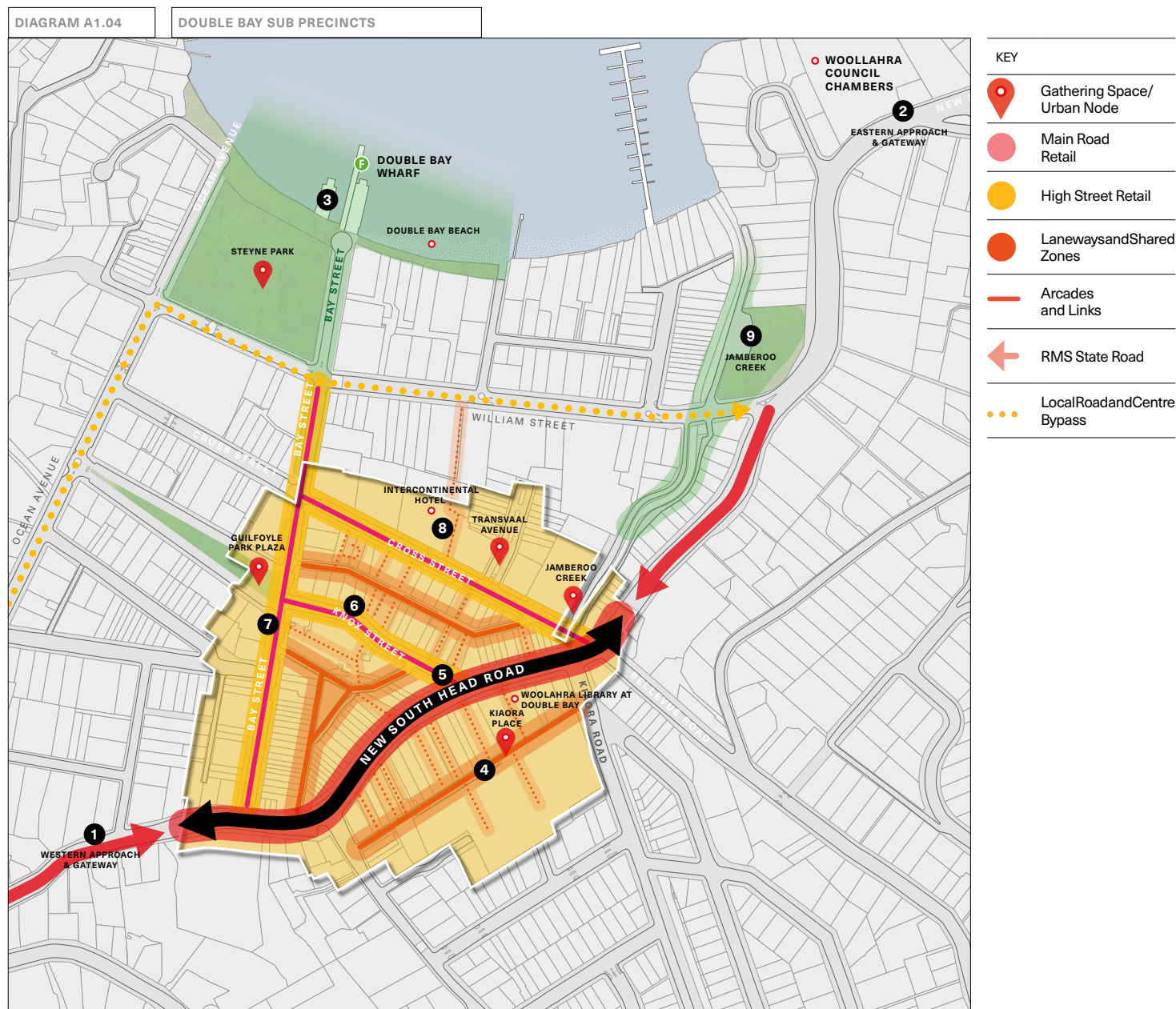
Public Domain Structure Plan for Double Bay

A1.04

The structure of the Double Bay Centre is based on elements connecting to and running from the New South Head Road spine, which is a busy retail strip despite the significant adjacent traffic volumes. The curves and alignment of New South Head Road sets up a cranked grid geometry, that creates a triangulation of the three local and calmed 'high street' retail environments to the north of New South Head Road—along Bay, Knox and Cross Streets. Bay Street being the crucial north–south link that directly connects New South Head Road to the ferry wharf and harbour.

These main streets are connected to a series of lanes and arcades. Three main laneways; Kiaora, Knox and Gumtree Lanes create a secondary layer of activity and means of pedestrian movement through the centre. Kiaora Place is a well activated, high amenity lane, whilst Knox and Gumtree Lanes could potentially be similarly interesting and important spaces for the centre if improvements are made to both the public domain and built form. These spaces are connected through a significant permeable network of arcades, rare in a centre of this size, which creates an extraordinary opportunity to retain and attract diverse retail and hospitality.

There are four natural gathering spaces in the centre; at Steyne Park and the Harbour Precinct, at Guilfoyle Park and Bay Street, at Transvaal and Cross Streets, and the new Kiaora Plaza. These urban nodes could be reinforced and expanded in their role as public spaces, with Guilfoyle Park Plaza already used for farmers' markets and other civic events. Potential for a new gathering space also exists on Cross Street at Jamberoo Lane at the car park redevelopment. The green spaces around the centre are important and could be improved to varying degrees, as could the gateway precincts leading to the centre from the surrounding peninsulas, hills and harbour.



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Review of existing documents relating to Double Bay

A1.05

As part of this study, a range of strategies, codes and policy documents were reviewed. There are aspects of many of these which remain relevant and provide an important historical backdrop to the approach and recommendations made in this Public Domain Strategy.

The 2002 *Double Bay Centre Urban Design Study* and accompanying Public Domain Improvements Plan, prepared by a consultant team lead by Hill Thalís stood out as a document that was particularly insightful, and many of the recommendations remain valid, and align well with the approach and strategic intent of this strategy.

We refer to these in each specific project where recommendations remain largely

as they were since that report, as a validation of the importance of a well researched, thorough and strategic approach to the long term planning of the urban amenity and public domain of Double Bay.

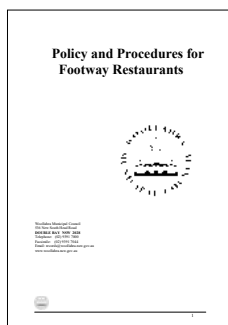
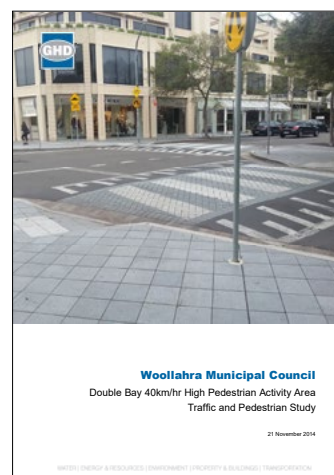
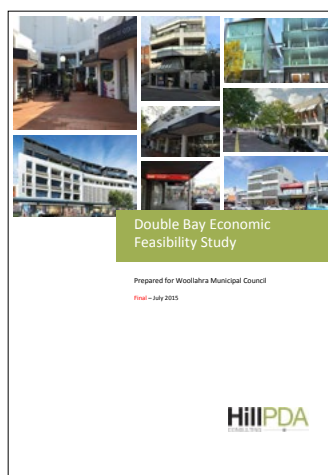
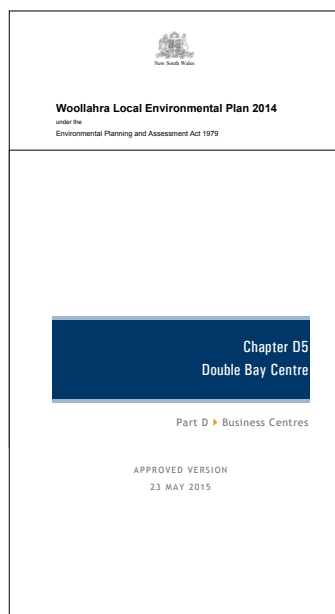
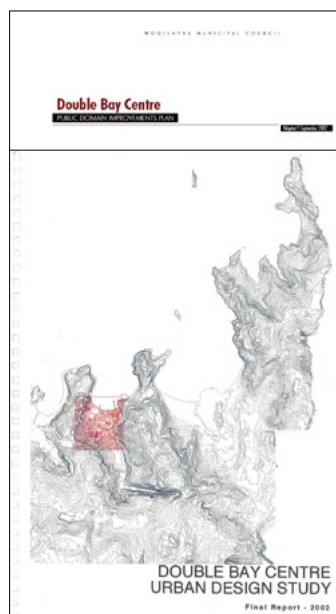
Other documents reviewed reflect to some extent the changing approaches to design and management of the public domain, and where appropriate previous work and recommendations from this suite of documents will be referenced to identify the continuity, or lack of continuity, in the approach to strengthening the amenity and appeal of the Double Bay Centre.

The **Public Domain Lighting Strategy 2016** (prepared by Arup) was adopted by Council on 27 June 2016. This strategy should be read in conjunction with the

Public Domain Lighting Strategy 2016, and any recommendations relating to lighting design and installation must be consistent with the Arup lighting strategy.

Reference documents

- Double Bay Centre Urban Design Study, 2002
- Double Bay Centre: Public Domain Improvements Plan, 2002
- Double Bay LEP, 2014
- Woollahra: Street Tree Master Plan, 2014
- Policy and Procedures for Footway Restaurants
- Woollahra Council Precinct Plans
- Double Bay Place Plan, 2014
- Double Bay 40 km/h High Pedestrian Activity Area Traffic and Pedestrian Study, 2014
- Double Bay Economic Feasibility Study, 2015
- Double Bay DCP, 2015
- Public Domain Lighting Strategy, 2016



Arriving and moving through Double Bay

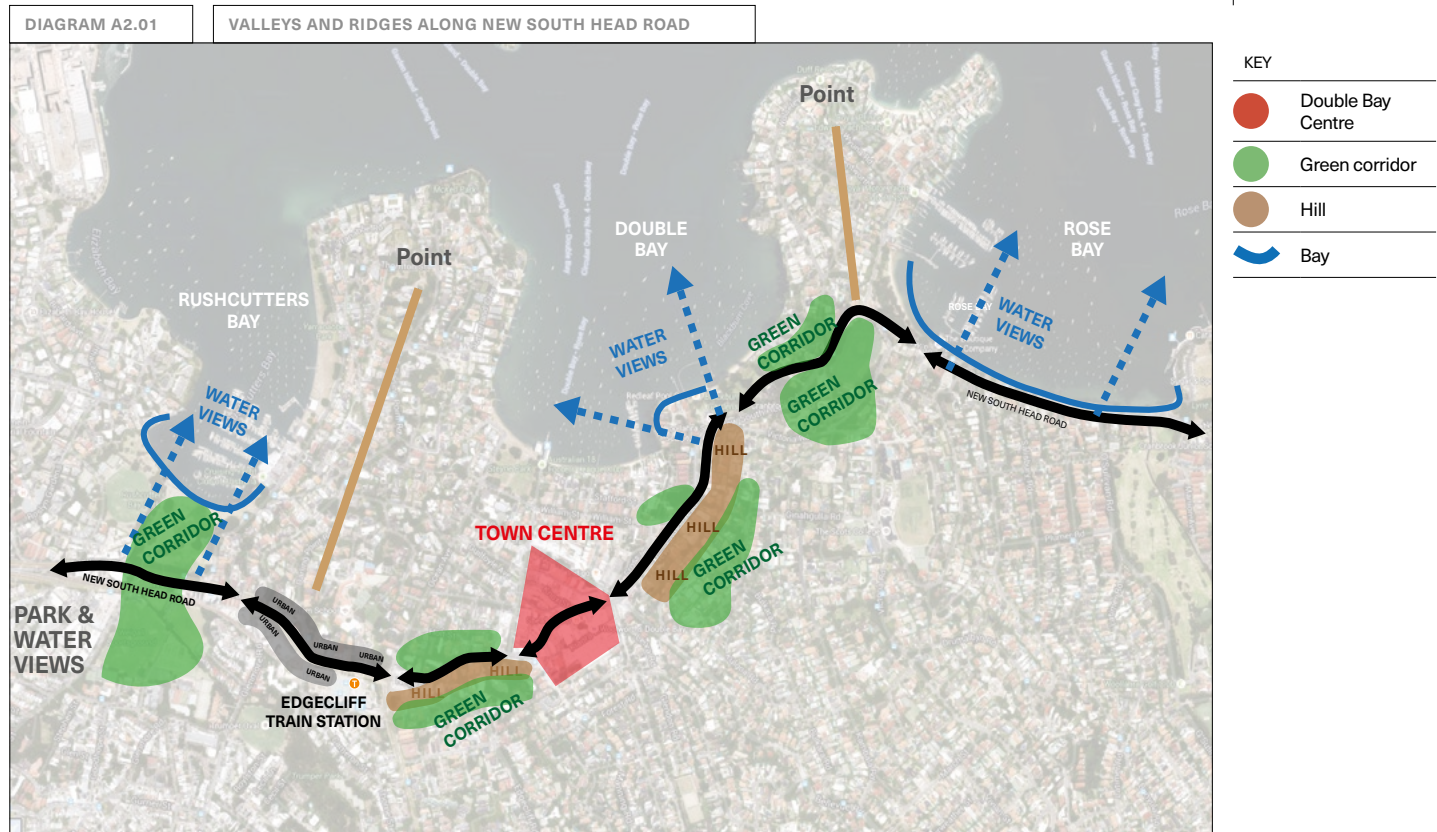
A2.01

The journey along New South Head Road from the city gives the experience of Sydney, with topography, open parks with large mature trees, water and harbour views and moving in and out of urban centres of different scales and typologies at ridges, valleys and the associated ascents and descents.

There is a regular pattern of open and canopied streets, green space, sandstone, cutting and retaining walls along this route. Residential apartments and houses line both the east and west approaches to Double Bay.

On arrival to Double Bay Centre the road flattens and is flanked either side of the road with moderately scaled commercial properties with awnings and kerb side parking.

Double Bay is discovered along the rolling rises and falls of New South Head Road, between harbour glimpses, filtered sunlight through giant fig trees and sandstone cuttings.



- 1 Moreton Bay Figs and Palm Trees on New South Head Road, Rushcutters Bay
- 2 New South Head Road, Rushcutters Bay
- 3 Eucalypt canopy on New South Head Road, Double Bay eastern approach
- 4 Open views Rushcutters Bay Park
- 5 New South Head Road, Double Bay eastern approach
- 6 New South Head Road, Double Bay western approach



Arrival points and gateways to Double Bay

A2.02

Double Bay has entry points on the east and west ridge approaches, and three gateways within the centre. There is a strong sense of arrival or transition to the centre afforded by the topography, tree canopy, harbour and landscape. These gateways and thresholds can be improved with relatively simple measures including footpath widening, repaving, planting, street trees, lighting and wayfinding.

Gateways
Generally topography and landscape are the predominant gateways to the Double Bay Centre. The gateway and entry locations along New South Head Road are generally dominated by traffic movements, and lack urban amenity or real address. The Double Bay Wharf and Steyne Park area provide an attractive and low key point of arrival from the harbour, but is the least used of the five point of arrivals.

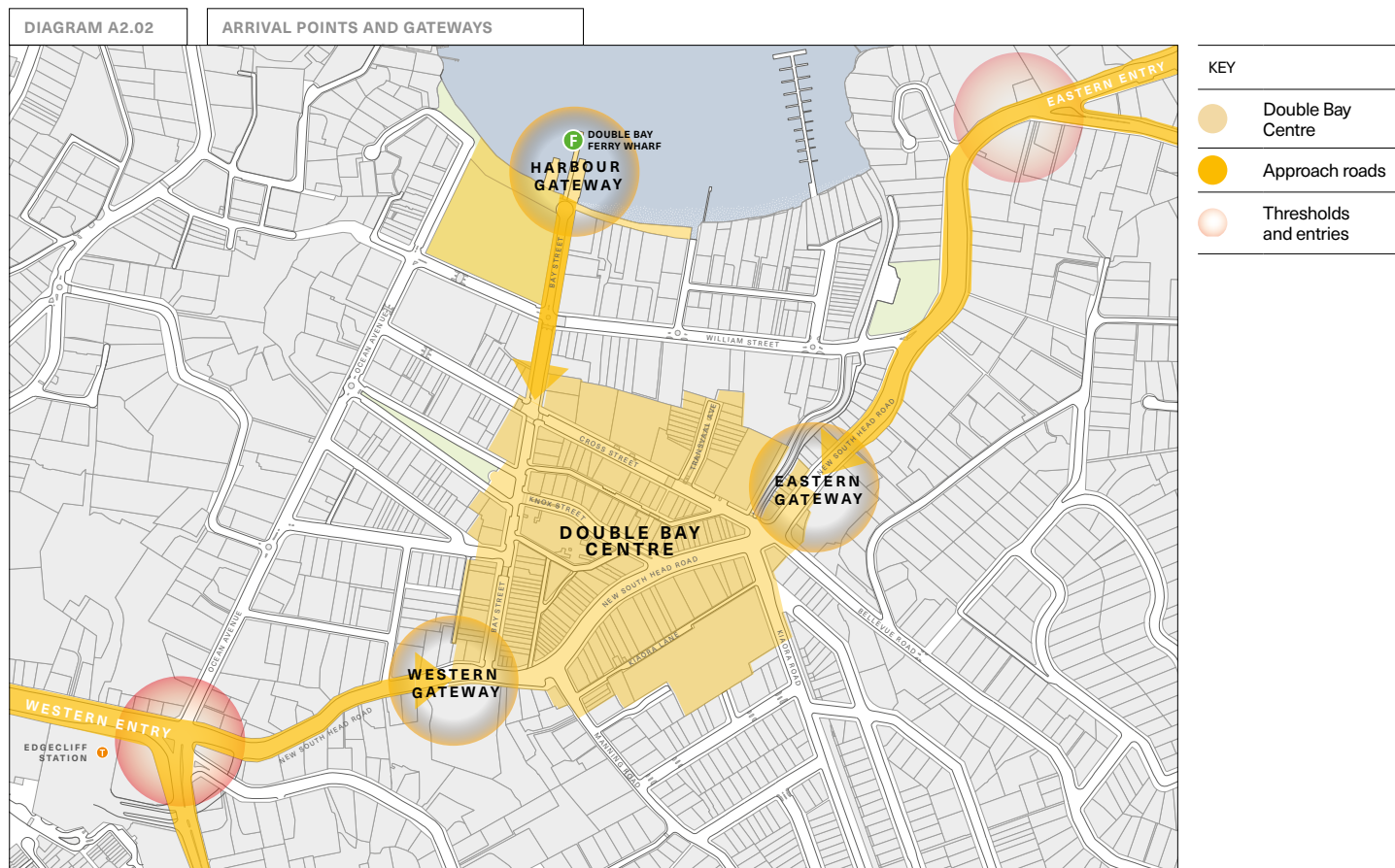
Recommendations and Opportunities

- Reduction in the impact of traffic at key gateway intersections, reduced vehicle speeds and the addition of planting, trees and wayfinding signage to improve pedestrian priority and increase the attractiveness of walking and cycling.
- Increased urban amenity through streetscape design, reduced vehicle speeds and 'wayshowing' can increase non-vehicle travel to and from the centre from the local area and major transport nodes.

Wayshowing

"a consistent use and organisation of definite sensory cues from the external environment"
—Kevin Lynch

Wayshowing is the act of making a location navigable through the creation of an identifiable, understandable, memorable and accessible urban environment.



- 1 Harbour arrival

2 West entry at Ocean Street/Ocean Avenue, Edgecliff

3 Eastern approach along New South Head Road east of centre
- 4 New South Head Road at Bay Street

5 Bellevue Road descent to New South Head Road

6 New South Head Road west of centre



Active and Public Transport Access

A2.03

Active Transport

With wide upgraded streets walking is an attractive option in the centre— but the amenity of footpaths in surrounding areas leading to the centre need to be improved to encourage local trips on foot. Minimal infrastructure is provided for cyclists, with some lane marking, signage and some bike racks available at the Ferry Wharf. Shared paths (cycle/ pedestrian), dedicated bike lanes and additional bicycle racks are to be installed where possible across the centre. Secure bike parking spaces should be allocated in undercover car parking locations and at major public transport nodes.

Public Transport

Double Bay is well serviced by a range of regular public transport services including buses, F7 ferries, T3 trains at Edgecliff Station (500m to the west) and tourist services such as the Explorer buses on New South Head Road and charter ferries at Double Bay Wharf. Increased public transport patronage increases pedestrianisation and reduces demand for the already limited on and off street parking, whilst also reducing vehicle movements and congestion within the centre.

Recommendations and Opportunities

- Unnecessary car trips to and within the centre are to be reduced by encouraging access by active and public transport due to the limited number of on-street and off-street vehicle parking bays.
- Walking is to be the preferred mode of transport within the centre and pedestrian priority should be foremost in the design of footpaths, crossings and public spaces. (See B5.08).
- Walking, public transport and cycling to be supported by clear and legible wayfinding systems. (See B5.02)
- Provide more cycling facilities within the centre, on streets and public places and parks including bike racks and secure bike storage areas.

Public transport, walking and cycling are all good for centres and increase urban amenity and foot traffic to shops, arcades and laneways.



- 1 Pedestrian Priority measures on Cross Street and Knox Lane
- 2 Signage on William and Bay Streets
- 3 Private ferries and water taxis at Double Bay Ferry Wharf
- 4 F7 Ferry, Double Bay to Circular Quay, Rose Bay and Watsons Bay



- 1 Sydney Explorer stop, New South Head Road
- 2 Sydney Buses stop, New South Head Road



Private transport and parking

A2.04

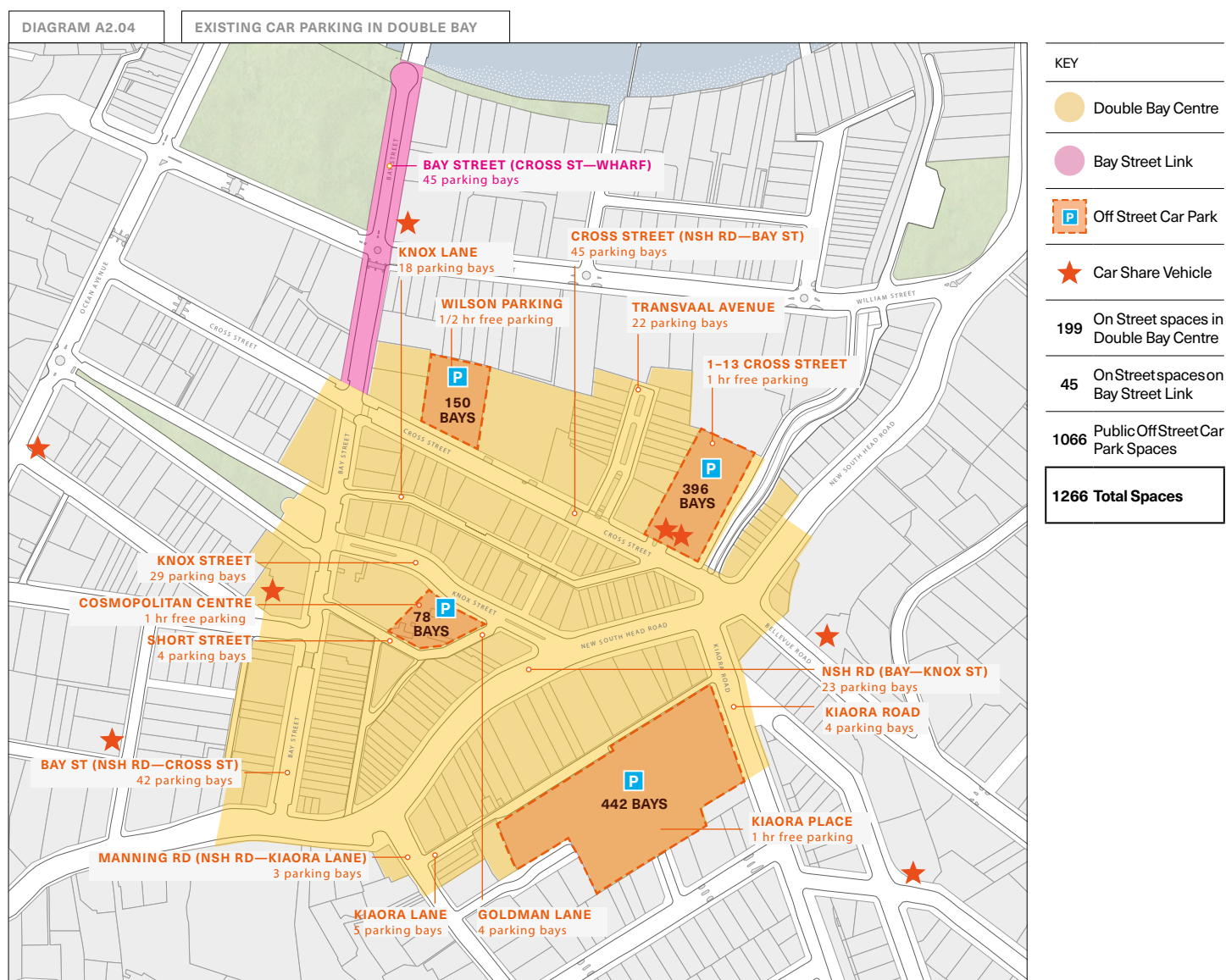
Private motor vehicle remains the most commonly used means of getting to Double Bay. Once parked in Double Bay walking is the easiest way to move around within the centre due to the compact size of the core area as every part of the centre is within five minutes walk (450 m). Greater pedestrian priority at intersections and side street crossings is desirable to slow traffic and improve amenity and safety for pedestrians, shoppers, outdoor diners and visitors.

As of March 2016 there were eight GoGet car share vehicles in and around the Double Bay Centre including two available in the Cross Street Car Park. Given the density of the residential neighbourhoods around the centre and the number of businesses within the centre, it would be expected that car share demand will increase over time. New developments should be encouraged to include car share spaces or pods within new car parking areas and additional spaces made available within existing car parks.

Motorcycles and scooters are also becoming an increasingly important transport option, and measures should be taken to ensure adequate on street and off street spaces are provided for residents and visitors in Double Bay.

Recommendations and Opportunities

- Maintain existing car parking levels in the Centre and discourage additional large car parking stations.
- Increase the number of car share pods and vehicles within Double Bay.
- Provide adequate on-street and off-street parking for motorbikes and scooters.
- Use smart parking technology and signage to better manage traffic and parking access and information.



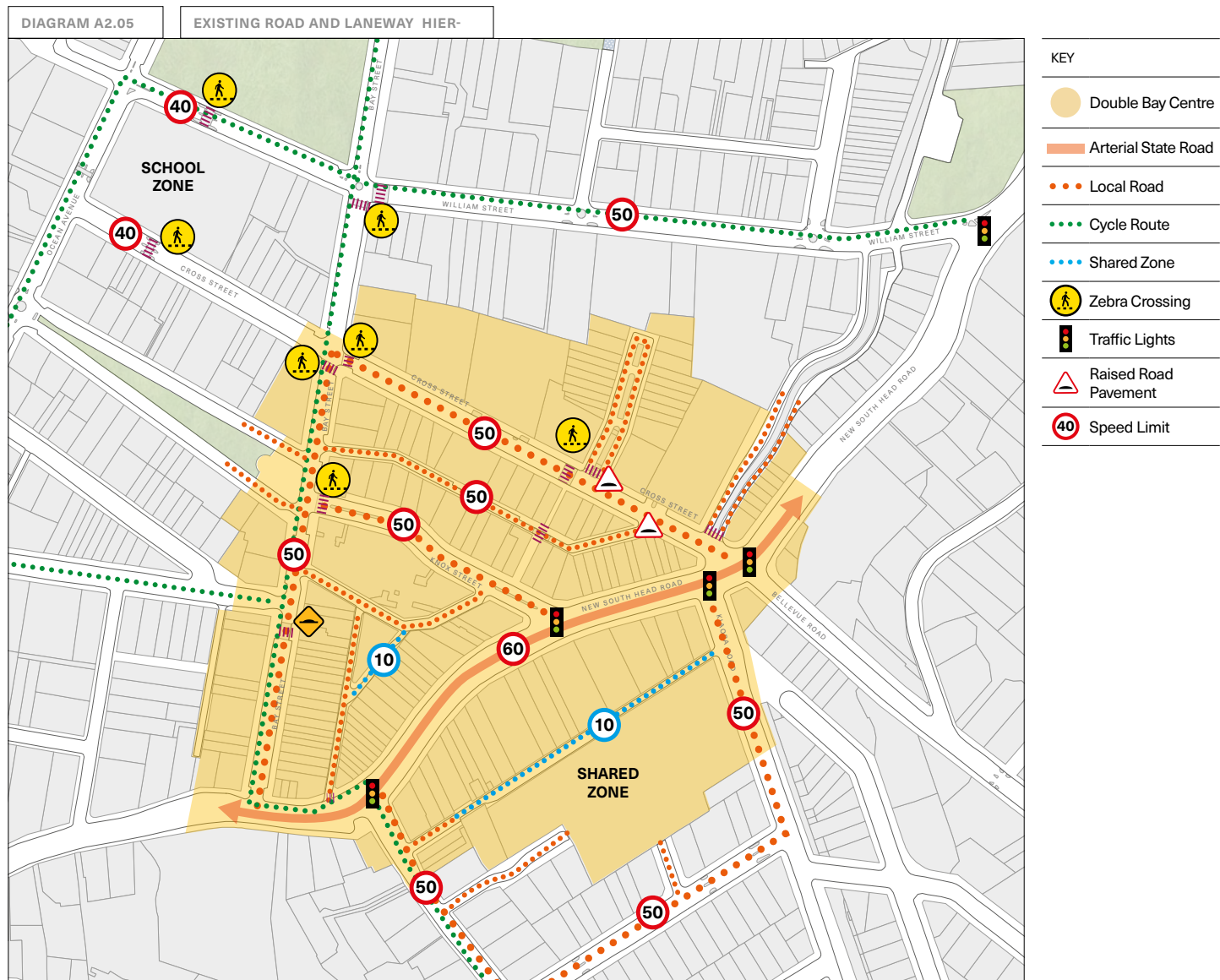
Existing road network

A2.05

The existing roads in Double Bay centre are either local 50km/h roads controlled by Council or the 60 km/h arterial road along New South Head Road controlled by the RMS. An existing 40 km/h school zone applies around Double Bay Public School in the mornings and afternoons.

A general reduction of the speed limit has been studied and promoted by Woollahra Council for all streets in the centre except New South Head Road.

Refer Double Bay 40km/h High Pedestrian Activity Area Traffic and Pedestrian Study 2014



Future street and laneway network

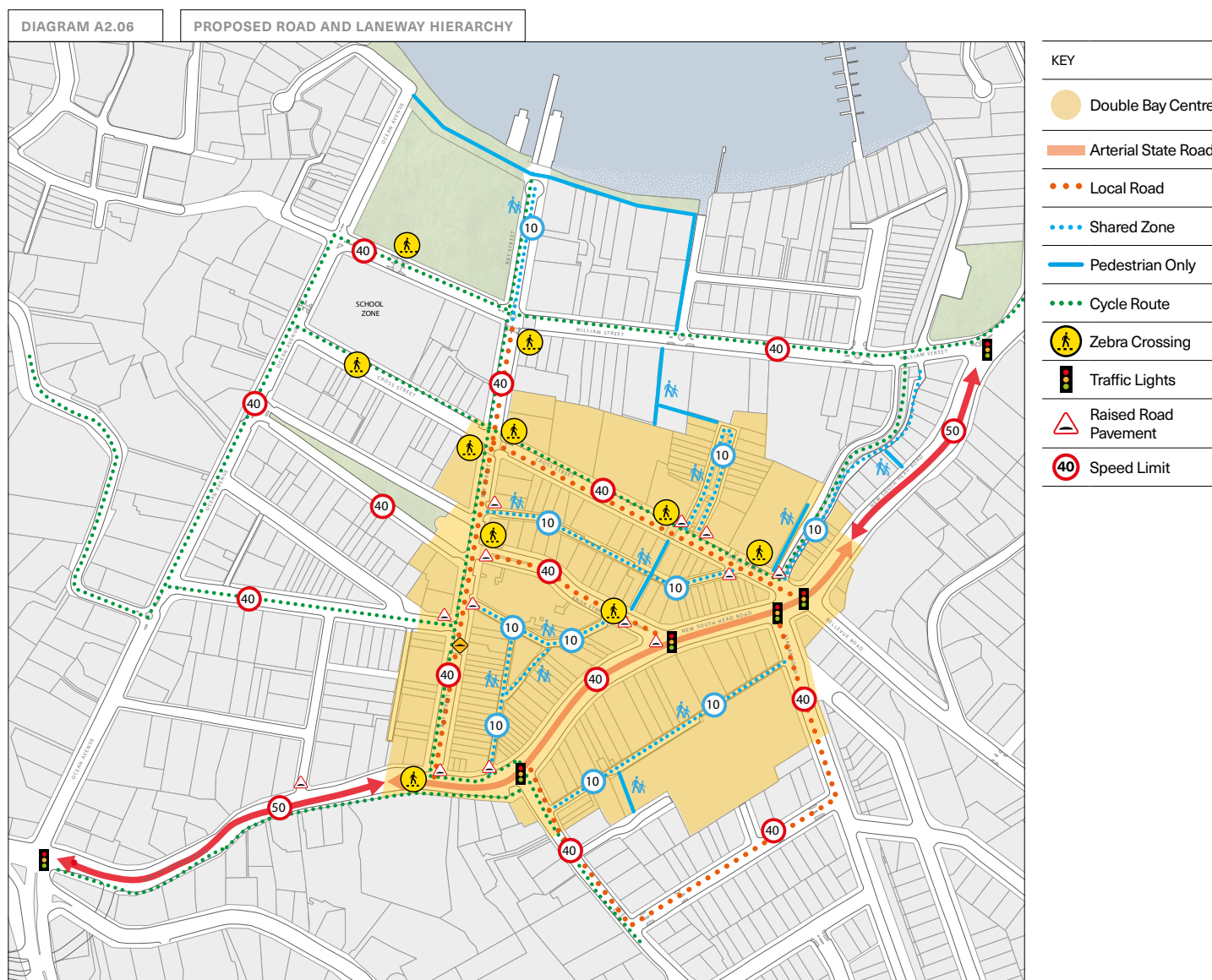
A2.06

A general reduction of the speed limit on local roads to 40 km/h is recommended to improve pedestrian and cycle priority, amenity and safety in the centre. A 40 km/h zone should also be considered for New South Head Road between Cross Street and Bay Street. Further speed limit reductions should be sought to allow for new 10 km/h Shared Zones in Kiaora Place, Knox Lane, Gumtree Lane, Short Street and Goldman Lane, to encourage pedestrian and kerbside activity on the quieter and narrower streets and lanes in the Double Bay Centre.

Recommendations and Opportunities

- Minimise traffic movements within the Double Bay Centre.
- Expand the number of small streets and laneways with 10 km/h shared zones to improve amenity and pedestrianisation.
- Lower traffic speeds to 40 km/h on all streets north of New South Head Road including Ocean and William Streets.
- Work with RM Store to reduce traffic speeds on New South Head Road between William and Henrietta St.
- Investigate opportunities for additional pedestrian crossings and refuge islands where appropriate within the centre.

Making the human, street level experience the most important traffic management strategy is key to an active, vibrant and healthy place.



Part B / Urban Projects & Details

The Centre Knox Street and Knox Lane Core Upgrade

At the heart of Double Bay, Knox Street has long been identified as quintessential part of the village appeal with boutique shopping, hotels, cafés and a concentration of outdoor dining activity. Upgrading Knox Street and Knox Lane to strengthen the core that links Guilfoyle Park to New South Head Road and through to the library, Kiaora Place and the retail activity to the south of the centre. Improving connectivity to laneways and arcades that link through to Knox Street is important for orientation within the centre and for the success of business in these secondary spaces.

KEY CONCEPT

Upgrade Knox Street as a central outdoor dining, café and shopping area linking Guilfoyle Park and New South Head Road through to the south precinct and Kiaora Place. Upgrade the parallel Knox Lane as a new intimate retail and hospitality laneway, with a target of 80% active shop frontage.

WHAT TO DO

1. Improve pedestrian priority on Knox Street at Bay Street, Goldman Lane and New South Head Road intersections.
2. Increase outdoor dining areas on new footpath extensions.
3. Upgrade Knox Lane to the Kiaora Place standard as a 'shared zone' retail and hospitality lane.

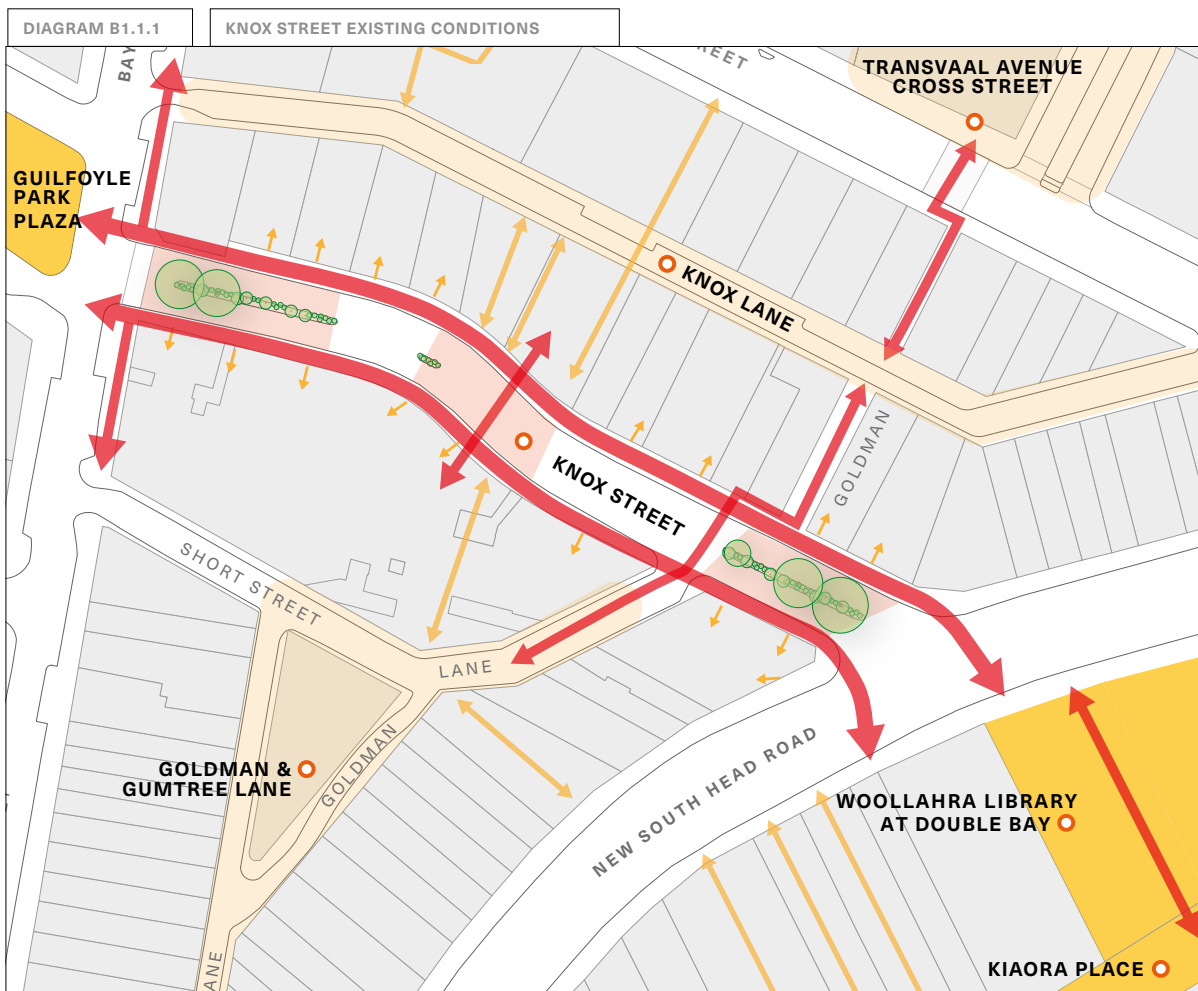
B1.01

Conditions and Issues

Knox Street is currently in good condition, however entrances to side streets, laneways and arcades need improvement. There is a central traffic island and tree planting at the intersections of Bay Street and New South Head Road. The busy intersection of Knox Street and New South Head Road is the main link to retail in the southern precinct of the centre. Some parts of the footpath are cluttered by excessive outdoor seating, windbreaks and planters. Knox Lane still operates primarily as service access point for the rear of properties on Cross Street and Knox Street, with existing retail clustering around the Goldman Lane closure at the eastern end.

Opportunities and Recommendations

- Upgrade Knox Street footpath paving from concrete pavers to stone.
- Additional public and cafe outdoor seating on widened footpath, locations to be considered on Knox Street and Knox Lane.
- Redesign road paving thresholds, tree planting, central island design, thresholds to side streets and lanes.
- Design for pedestrian priority at the intersections of Knox Street with Bay Street and New South Head Road with a potential scramble crossing.
- Upgrade lighting in Knox Street and Knox Lane to illuminate trees and building façades where possible, consistent with the lighting strategy.
- Upgrade Knox Lane to the same standard as Kiaora Place, encouraging new activities and more active frontages on the street that complement Knox Street and the Double Bay retail and hospitality mix.



KEY ELEMENTS

- Upgrade Knox Lane
- New footpath widening
- Extra outdoor dining
- Improve laneway connections
- New lighting
- Upgrade planting and traffic island areas
- Greener streets and more street trees

KEY

- Primary link
- Secondary link
- Retail Entrances
- Arcade Links
- Existing Trees

Knox Street Upgrade

Conditions and Issues

Knox Street is a 180 metre long high street with a mix of retail, hospitality, hotel and office frontages running between New South Head Road and Bay Street. There are a total of eight existing arcades and laneways that connect Knox Lane through to Knox Lane and Short Street, including the Cosmopolitan Centre arcades. Knox Street is the last street still paved in original concrete pavers which are at the end of their life and require replacement to match Cross and Bay Streets.

Knox Street is the heart of Double Bay, both geographically and socially. It is the core of the Double Bay experience with a vibrant and active street life. Historically outdoor dining started on Knox Street and is still a popular location for outdoor dining from early in the morning to well into the evening. There are currently around 100 outdoor dining seats on Knox Street and in locations footpath space is limited with cluttered and less than ideal seating arrangements compromising footpath circulation and *Disability Discrimination Act 1992* compliance.

Vehicle movements and kerbside parking of vehicles tends to dominate the streetscape at the expense of pedestrians and optimum outdoor dining experiences. Although vehicle movements are slow, the bend in the roadway and the lack of mid block crossing points makes pedestrian movements difficult especially for older, disabled and younger pedestrians.

Opportunities and Recommendations

- Upgrade Knox Street with new 'Double Bay Suite' stone paving and street furniture elements.
- Investigate the addition of two mid block (north-south) crossing points at Goldman Lane and an upgraded median island with pedestrian refuge points.
- Use granite sett paving in the roadway at the entrance to Knox Street from New South Head Road to signify to motorists a change in speed and activity levels.
- Give pedestrian priority at the exit of Goldman Lane south.
- Review on street parking and extend footpaths to allow more space for additional outdoor dining areas on widened footpaths.

- Improve the amenity and quality of outdoor dining areas with better furniture (potentially one style for the street), and reduce the number of wind breaks, umbrellas, heaters and planters on the footpath.
- Trial 'parklet' style seating areas in the short term, with a preference for permanent solutions to outdoor dining over temporary.
- Encourage new awnings to existing frontages without footpath cover.
- The built form scale of the street has good access to sunlight which will allow the planting of additional street trees and businesses are to be encouraged to use planting, green walls, wall mounted planters and pots and plants along the street to soften and green the urban environment.
- Encourage new high quality awning signage to properties and businesses fronting Knox Street.



- 1 Knox Street at New South Head Road
- 2 Footpath and awning detail on Knox Street
- 3 Pedestrian crossing at Bay Street and Knox Street
- 4 Excessive and cluttered outdoor dining furniture and street furniture

Knox Lane Upgrade

Conditions and Issues

Knox Lane is a 200 metre long service lane with a limited amount of retail frontage running between Cross Street and Bay Street. It is on average 8.6m wide. There are a total of twelve existing arcades and laneways that connect Knox Lane through to Knox Street and Cross Street, including Hunters Arcade and Bay Village. These connections create a great variety of types and scales of stores and shop fronts in this precinct. Knox Lane has some existing on street parking, and is used by vehicles for deliveries and access to a number of properties. Of all the lanes in Double Bay, Knox Lane has the best combination of urban conditions to undertake a major improvement providing more retail, hospitality and shop frontages in the centre. Knox Lane was previously identified in the 2002 PDIP to become 'Little Knox Street'. During the warmer summer months the street has minimal shade cover or green space and suffers from being a hot and exposed space for pedestrians and outdoor diners.

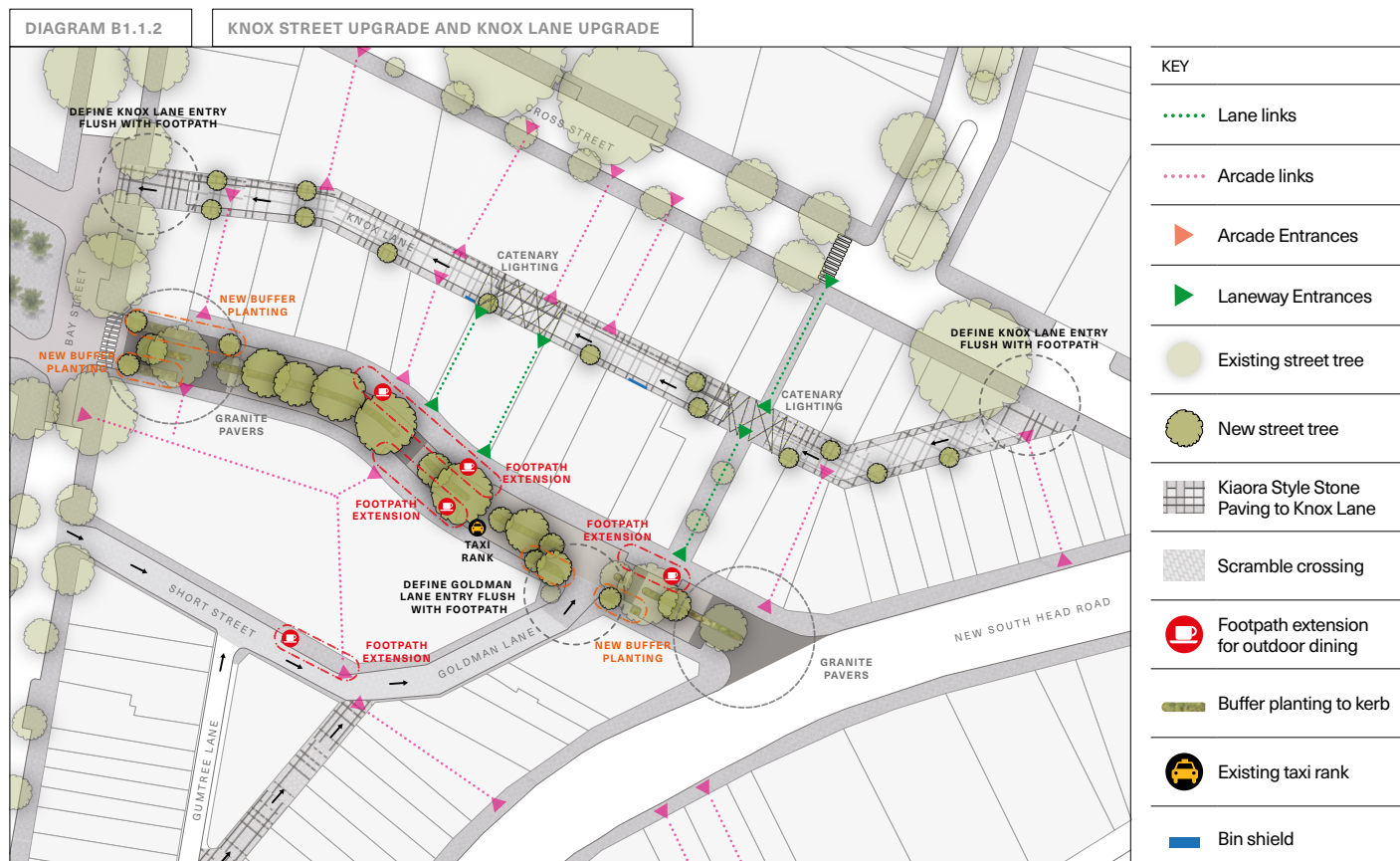
Opportunities and Recommendations

- Give pedestrians priority at the crossing of Goldman Lane and other key access points to arcades on the north and south sides of the lane.
- Upgrade Knox Lane to the same standard and detail as Kiaora Place, encouraging new activities and more active frontages on the street (up to 80% active frontages).
- Encourage existing frontages to be opened up as new premises on the lane way with new openings and awnings.
- Ensure new development considers the Knox Lane frontages equally with other street frontages.
- Reduce through traffic at certain times of the day and reduce car and truck parking in front of businesses that open to the lane.
- Widen footpaths where possible.
- Due to the built form scale of the lane there is good access to sunlight which would allow a variety of trees, vines and plants to grow and thrive. Encourage businesses to use planting, green walls, wall mounted



planters

- and pots and plants along the lane to soften and green the streetscape and cool the lane.
- Improve lighting and investigate catenary ceiling lighting options along the lane at main crossing points and entrances, consistent with the lighting strategy.
- Public art program to be considered



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The upgrade of Knox Lane as a Shared Zone space with emphasis on pedestrian and cycle access to businesses. Encourage new businesses and shop frontages to open on to the lane, with a strong emphasis on greening of the lane with new street trees, pots, planters, vines and green walls.



The Centre Guilfoyle Park Plaza

KEY CONCEPT

Guilfoyle Park is a great urban asset that should be upgraded to better accommodate civic events and farmers' markets. It is also generally an important public square and green space for Double Bay, as it is directly connected to Knox Street and Knox Lane and also fronts residential areas.

WHAT TO DO

1. Remove circular raised paved area.
2. Redesign and extend hard paved square with extra palm trees, new seating and waterplay elements.
3. Upgrade market and event facilities.
4. Upgrade lawns, sculpture garden and park gardens to the western extent of the park.

B1.02

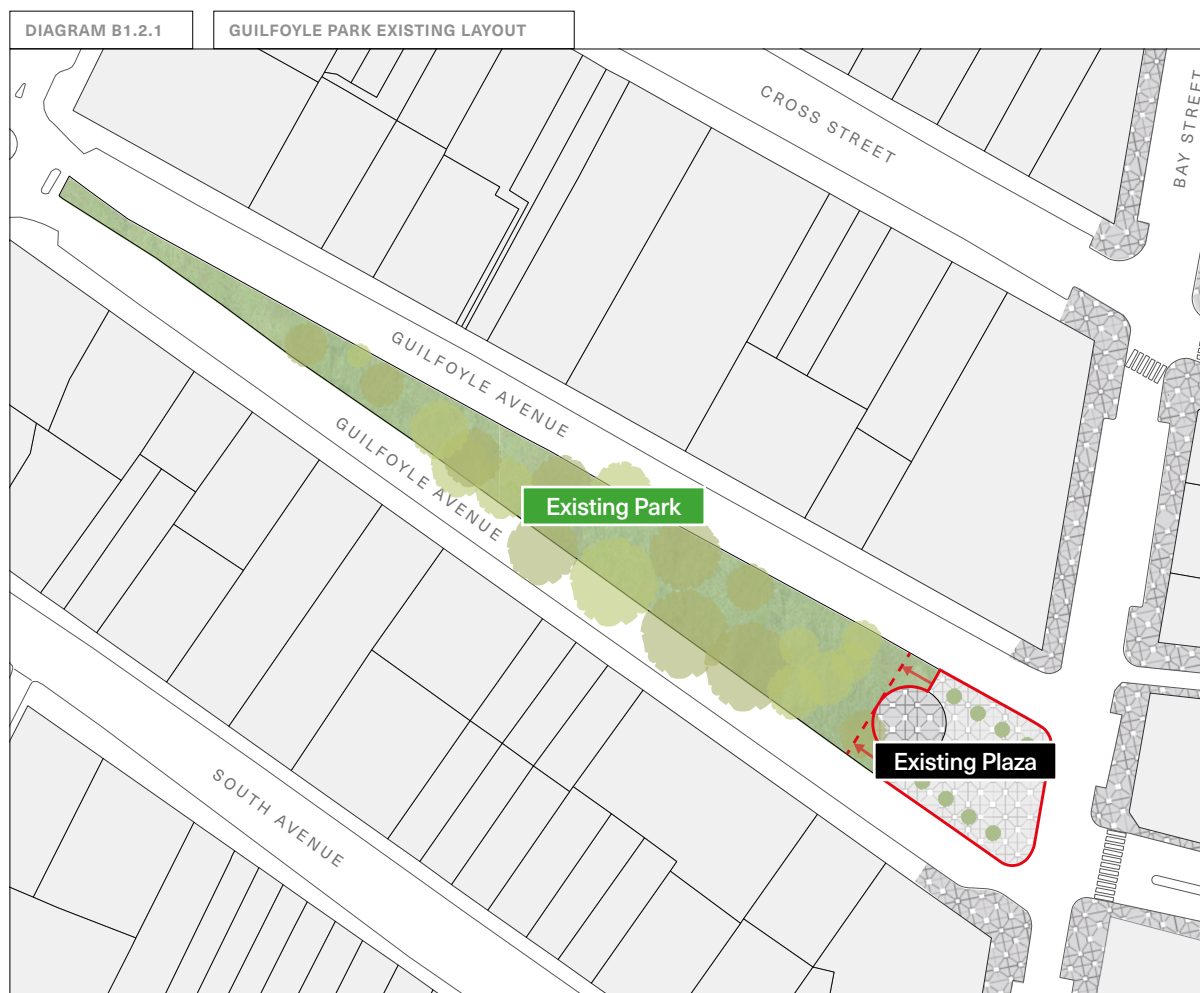
Guilfoyle Park is a long tapered park surrounded by single lane one way traffic lanes and parking bays of Guilfoyle Avenue. It provides around 2400m² of open space in the heart of Double Bay Centre. The park provides a complementary outdoor space to the centre with seating and temporary markets provided at the Bay Street end. The park provides green open space for lunch time users and other during the day. Towards Ocean Street the park tapers down to a very narrow strip, primarily functioning as a traffic island divider.

Conditions and Issues

The park is in poor to moderate condition with broken and/or cracked Double Bay Suite paving in the square at the east end near Bay Street and poor lawn coverage in the park area, from the square up to Ocean Avenue. The park has a number of large trees of a variety of species. Planting generally lacks consistency or appropriateness to the place and activities. Previous reports have recommended removal of some trees. The shade from the tree canopy provides a cool resting place in the centre, but is contributing to a worn grassed surface that is compacted and patchy. There are issues with drainage in the area as it is one of the lowest points in the centre. There is also a recent history of installing memorials and sculptures in the lawn areas of the park.

Opportunities and Recommendations

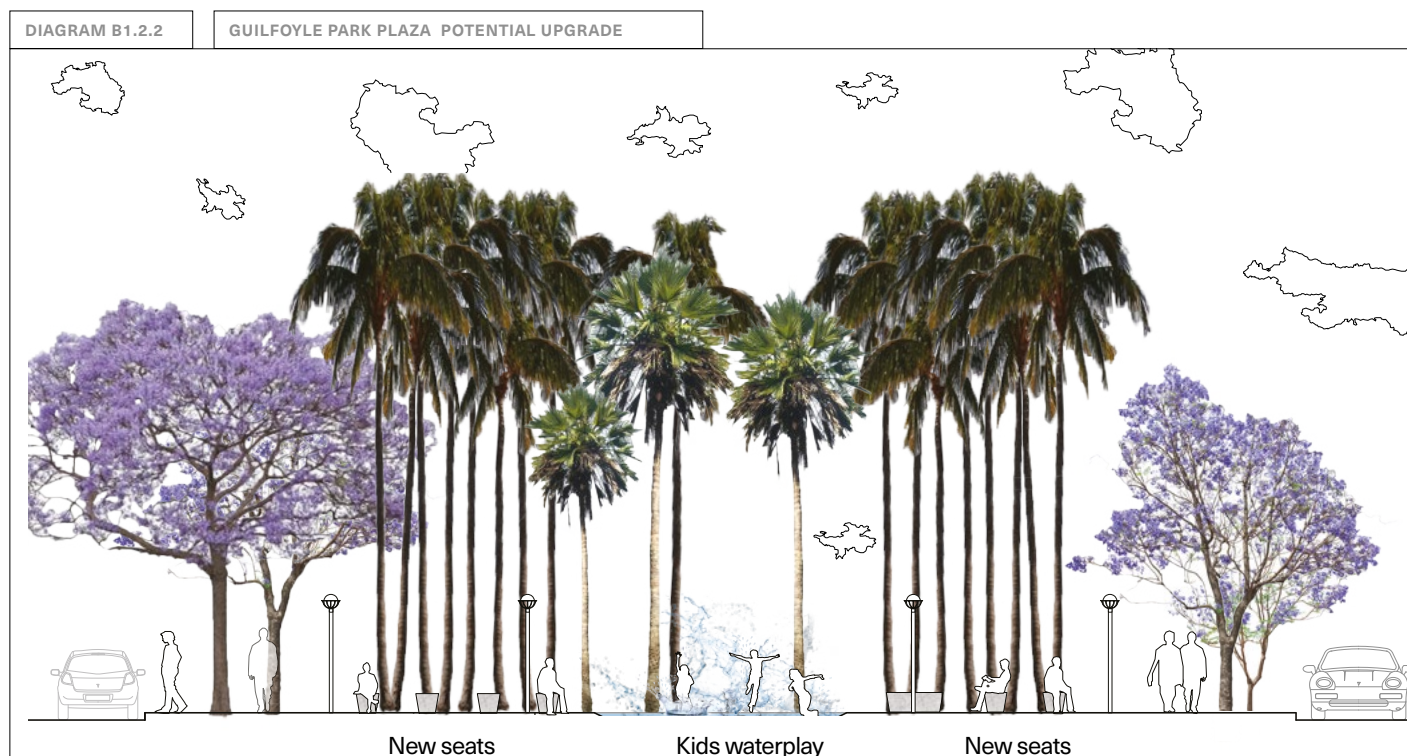
- Remove and level the existing circular paved platform and repave square with new stone paving
- Establish high quality facilities for regular produce/food markets
- Improve pedestrian priority at the intersections of Bay Street and Guilfoyle Avenue.
- Remove some on street parking spaces the eastern end adjacent the square to minimise impacts of vehicles and extend footpaths.
- Provide additional seating, bubblers and lighting.
- Identify a location for water jet/water play area within the upgraded plaza.



Time to revitalise
Guilfoyle Park and the plaza at Bay Street is a very important and unique component of the Double Bay public domain, and should be revitalised to become the centrepiece of the neighbourhood. The condition of the existing paving, kerbs, lawns and footpaths doesn't reflect this significance.

- 1 Cracked and broken paving in the square
- 2 Temporary market structures
- 3 Drainage issues in the square after rain
- 4 Raised paving area has access issues and is not well suited to markets and other civic activities
- 5 Worn grass and pedestrian desire line tracks along park edges
- 6 Poor grass coverage in the central park area





Guilfoyle is an Irish surname. It originates from the Gaelic ‘Mac Giolla Phóil’, meaning ‘son (or descendant) of the follower of St Paul’

An outdoor place to sit and relax in

Providing additional dedicated seating areas and sitting edges on walls allows more people to use the plaza and park to watch the world go by, socialise, have a coffee, strike up a conversation or just sit in the sun or shade. Additional palm trees will be planted to wall the space.



Street Markets

Local farmers' markets are a regular part of life in many towns and villages in Europe and have become a regular weekly activity in some suburbs of Sydney. They can create a great sense of atmosphere and community in local neighbourhoods, each one with a slightly different flavour and offering. With an enhanced plaza the existing Double Bay Markets can be improved and enlarged with a more diverse offer of food, flowers and goods that complement existing retailers in the Centre.

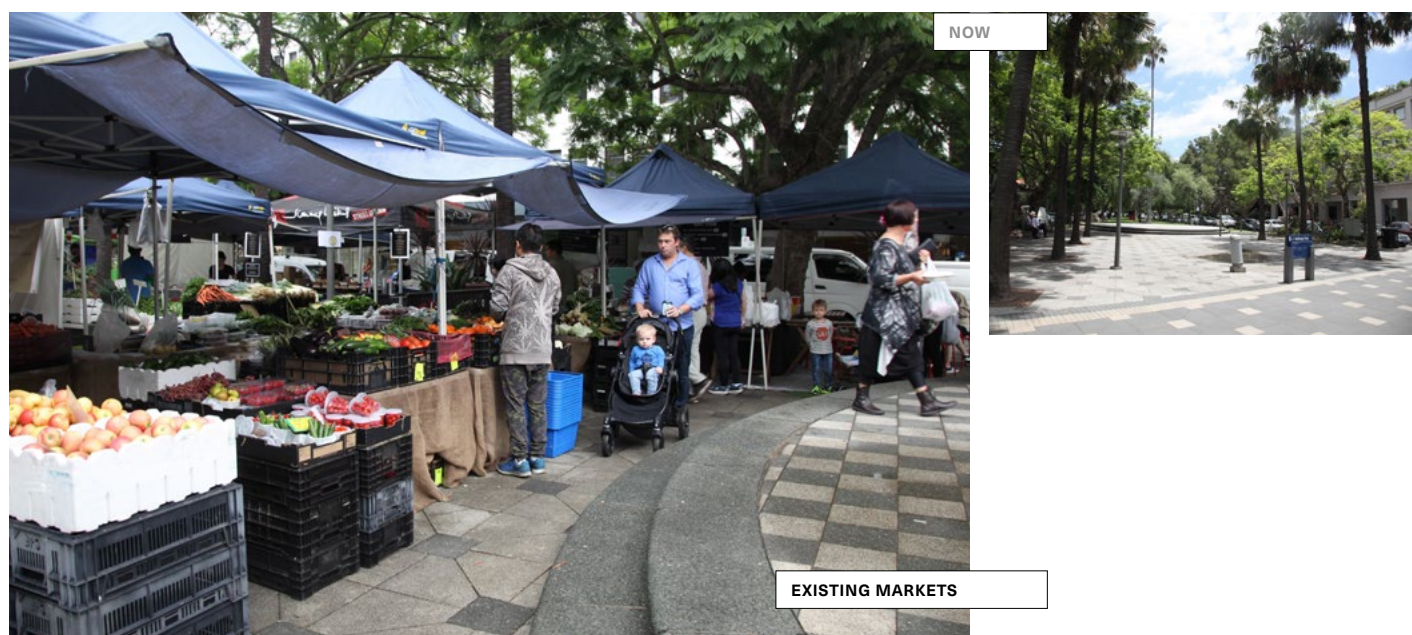
The design of the markets, displays, roof shelters and umbrellas should be designed and considered to improve the visual amenity of the space. Standard hire marquees should be avoided. A coordinated marketing campaign would help attract new and regular visitors and support overall economic vitality across the Double Bay Centre.



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A versatile town square for civic activities

As the landmark public space in the centre of the Double Bay neighbourhood, the plaza should work on a number of levels from everyday use to events, such as concerts, outdoor films, fairs and markets.



The Centre Cross Street & Transvaal Avenue

One of the very unique urban settings in Double Bay is the outdoor dining area occupying the island in the centre of the road space on Transvaal Avenue near Cross Street. The location is a popular sunny location for meeting and watching the activity on the street and forms an identifiable precinct in the northern part of the Double Bay Centre.

KEY CONCEPT

Strengthen the Cross Street and Transvaal Avenue corner with additional outdoor dining areas, new planting and other urban design elements.

WHAT TO DO

1. Upgrade paving with stone paving.
2. Increase outdoor dining areas using tables and chairs.
3. Increase shade with use of umbrellas and tree planting.
4. Install incidental public seating.
5. Install potted plants, vines, trellises and roof gardens to soften and cool the public domain.

B1.03

Conditions and Issues

The intersection of Cross Street and Transvaal Avenue is a well established attractor in Double Bay. Cross Street is paved in Double Bay Suite stone paving between Bay Street and New South Head Road with lighting and seating along the length of the upgraded areas. The existing pedestrian crossing at Transvaal Avenue links to the laneway network along Goldman Lane to Knox Lane and Knox Street.

The median island on Transvaal Avenue contains a number of large trees include Brushbox and hedged areas on the perimeter. The potential upgrade of the Cross Street Car Park site will further enhance the Cross Street and Transvaal Precinct and should be planned in consideration of the existing street life and activity and network of urban spaces.

Opportunities and Recommendations

- Upgrade and repave the open public area of Double Bay Plaza in cooperation with the owner.
- Undertake a minor upgrade to median outdoor dining area with new bollards, tree lighting, paving.
- Investigate temporary events, art and street furniture that will stimulate activity in the plaza and adjacent streets and footpaths.
- Improve the appearance, storage and collection of commercial waste on Transvaal Avenue.



Transvaal is a name associated with the land north across the Vaal River in South Africa.



The existing Double Bay Plaza area is a relatively stark environment with most shop fronts set back from the street edge. Opening up the activity of the plaza, providing more shade, seating and points of interest and activity will contribute positively to the precinct. The Bay Village arcade on Bay Street has been paved in the existing Double Bay Suite stone which assists in integrating the public and private domain more seamlessly. Additional shade from trellises and vines can also help to provide shade and comfort for the plaza users.



The Casba development on the former Winning site on Dank Street, Waterloo has established a central courtyard that provides numerous loose and fixed seating options with pots, palms, paving and a central water element.

The Centre Jamberoo Creek, Jamberoo Lane and Cross Lane

KEY CONCEPT

Develop a vision to upgrade the Jamberoo Creek area between William Street and Cross Street, with improved pedestrian amenity, new public spaces and new environmental improvements to the creek line.

WHAT TO DO

1. Create a new public square and urban park at the intersection of Cross Street and Jamberoo Lane.
2. Rearrange traffic and lane ways to improve pedestrian and cycle amenity.
3. Upgrade lighting and footpaths.

B1.04

A system of open and closed concrete stormwater channels, owned by Sydney Water, runs from an upper catchment area in Cooper Park to the Bay, along the approximate line of the former Jamberoo Creek, with the infrastructure apparent in the centre on an easement along Jamberoo Lane and Kiaora Road.

Any redevelopment of the Cross Street Car Park site with a long frontage to Jamberoo Lane and Cross Lane provides opportunity for this important environmental, infrastructure and public domain upgrade to become a new gathering and meeting space in the centre.

Conditions and Issues

A program of urban projects can develop a preliminary conceptual approach to improving stormwater quality and better integrating these stormwater elements into existing streets, squares and parks. The public space between William Street and Cross Street is currently in poor condition and minimum of dedicated footpath space. Lighting is also poor, which gives a perception of the space being unsafe at night. The creek line contains a number of major trees including eucalyptus, casuarinas and palms. The top of the stormwater channel is an exposed concrete slab, with a second drainage channel located under Jamberoo Lane roadway. Cross Lane provides rear access to 16 apartment buildings and two commercial properties at the corner of New South Head Road.

Opportunities and Recommendations

- Better utilise the existing infrastructure corridor as a potential resource to increase the quality of open space and links available to the centre.
- Create a new public urban square and park at the intersection of Jamberoo Lane and Cross Street.
- Reroute traffic and minimise vehicle movements on Jamberoo and Cross Lanes.
- Improve the urban amenity of the corridor and combine landscape treatment with water quality improvement measures.
- Meet all Sydney Water requirements necessary to protect the structural integrity of drains, ensure public safety and minimise flooding.
- Any design proposals are subject to further detailed design and hydraulic studies undertaken in conjunction with Sydney Water.

DIAGRAM B1.4.1

JAMBEROO CREEK UPGRADE



KEY

- Covered stormwater channel between roadways
- Upgrade square and park with shared zone on Cross Lane

Short term

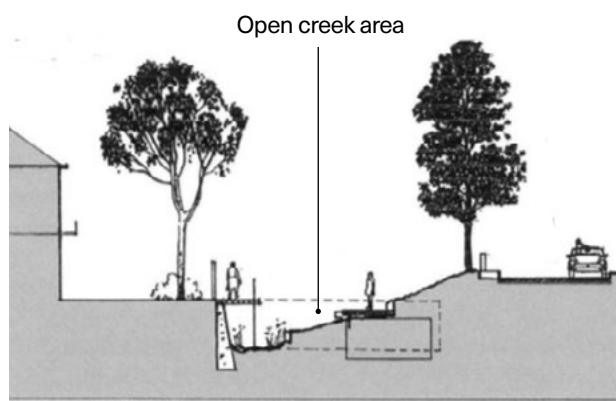
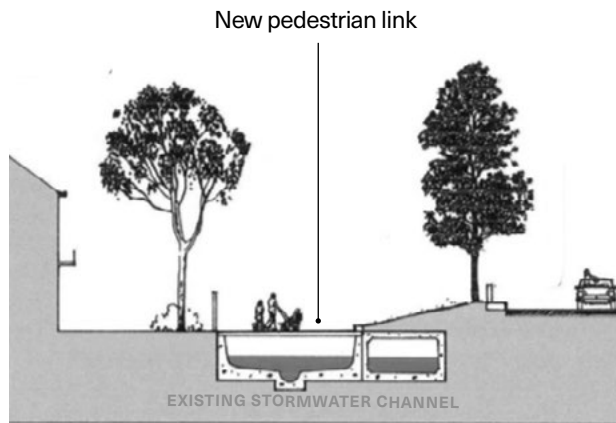
Upgrade the existing stormwater easement surface elements including roads to:

- Create a new public square at the intersection of Cross Street and Jamberoo Lanes minimising traffic movements to the eastern side along Cross Lane.
- Create a safe walkway and cycleway link between Cross Street and William Street with pedestrian priority measures and an upgrade to the stairs linking Cross Lane to New South Head Road.
- Allow new street tree planting to emphasise the curve of lane, and enhance urban amenity (Tree planting is to comply with Sydney Water requirements and the current Street Tree Master Plan).
- Replace/remove chain mesh fences, log barriers and improve existing edges with new fencing, bollards, and planting.
- Reinforce the urbanity of the space through the use of appropriate details, street lighting, upgraded finishes, paving and new street furniture.

Long term

Open and rebuild the stormwater drain to create a more naturalistic waterway and ecosystem.

- Investigate rebuilding the creek in a more natural design with a measure of water treatment, through aeration and macrophyte beds.
- Provide an engaging urban feature which enhances awareness of the water system including water elements and public art.



- 1 View north along exposed lid of the stormwater channel, flanked by log barriers.
- 2 Towards William Street chain wire mesh fences surround the easement.
- 3 View south towards Cross Street.
- 4 View looking over the potential public square area at Cross Street.

Lanes and Small Streets Hierarchy

Categorising and creating a hierarchy of laneway and small street types in Double Bay will help articulate future and current uses, guide future expectations for new developments and set out a typology for upgrades appropriate to the scale and activity of each lane and arcade. Overtime some improvements have been made to lanes, notably Goldman Lane between Knox Street and Knox Lane which was constructed using the Double Bay Suite (see Section B6). The Kiaora Place upgrade introduced a different contemporary paving pattern outside of the public domain design standards.

KEY CONCEPT

Adopt the laneway hierarchy to set out anticipated future capital works upgrades and assist planning approvals of redevelopment sites with lane frontages.

WHAT TO DO

1. Adopt the laneway and small streets hierarchy.
2. Engagewithpropertyownersandbusiness operators.
3. Plan lane and street upgrades.
4. Design and install new lighting.
5. Improve overall public amenity and reduceimpactofcommercialwasteand deliveries at rear of properties.

Proposed Hierarchy

A: High quality space with current retail or potential increases

A1 — Shared Zone with minimised traffic movements. New stone paving to footpaths and road space with managed service access times and minimised on-street parking.

B: Thoroughfare or link with retail frontages

B1 — Pedestrian only spaces in Double Bay Suite materials, furniture and lighting

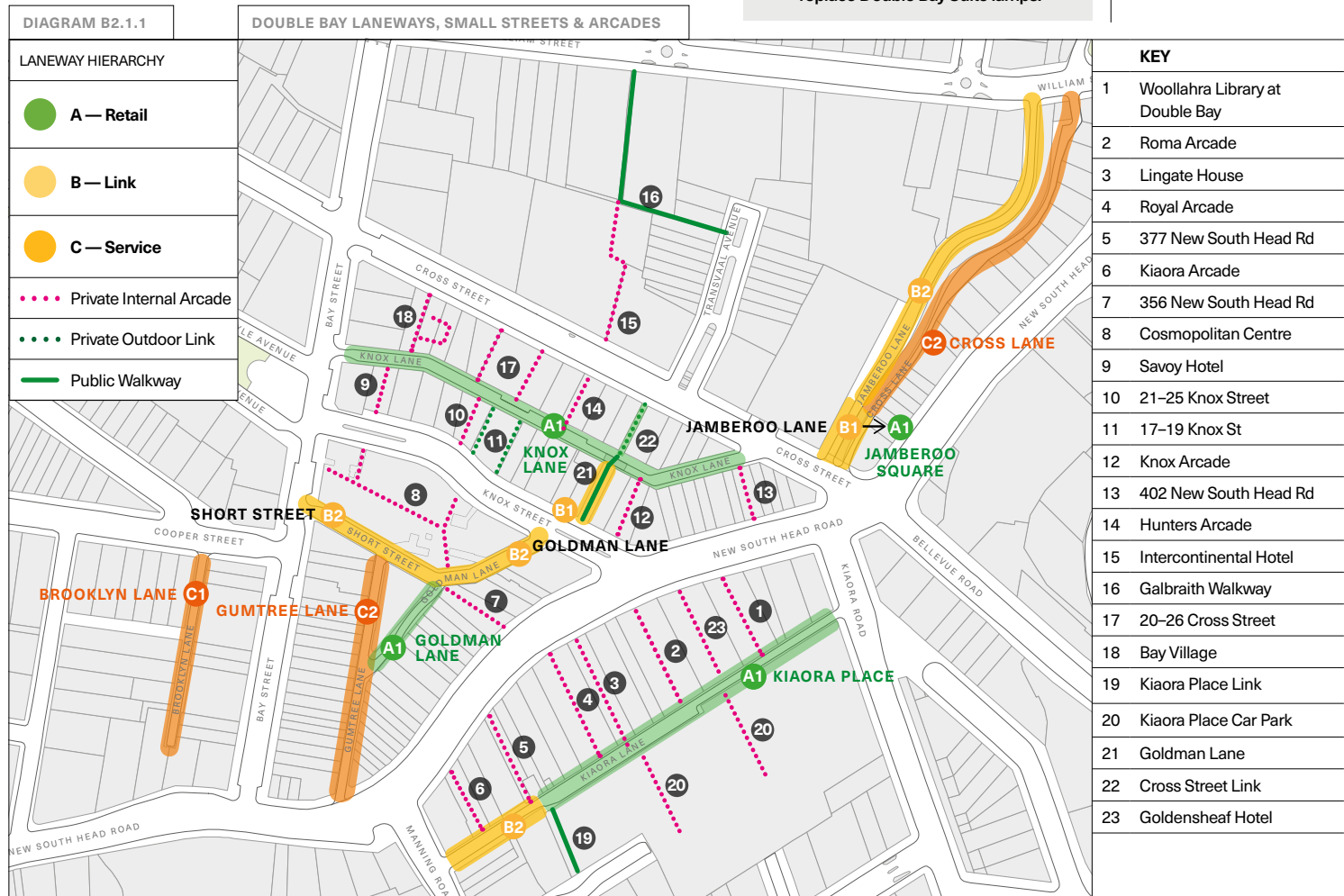
B2 — Asphalt roadway with Double Bay Suite footpaths and lighting.

C: Service laneway with longer term prospects for upgrade

C1 — Asphalt road, small or no kerb area. Standard street lighting as required.

C2 — Asphalt road with protected pedestrian zones, new street lighting to replace Double Bay Suite lamps.

B2.01



Laneways and Small Streets Typical Treatments

KEY CONCEPT

A palette of paving materials, lighting and planting for laneways is to be created to ensure continuity and consistency in the public domain and articulate the character of each laneway typology in the hierarchy.

WHAT TO DO

1. Adopt standards for public domain materials and lighting design for each type of laneway or small street.

2. Improve pedestrian amenity in lanes, with bollards and protection measures where conflict may occur with vehicles, delivery areas and building entrances.

B2.02

Laneways within Double Bay have excellent potential for additional retail and hospitality venues. Standards for the design of paving, awnings, signage and garbage storage areas are critical to the encouragement and success of new businesses on lanes.

Opportunities and Recommendations
Append the Double Bay Public Domain manual with guidelines for laneway refurbishment following the Laneway and Small Streets Hierarchy established (B4.01) for all elements including paving, awnings, signage, lighting and garbage storage.

KEY LANES

- Kiaora Place
- Knox Lane
- Goldman Lane
- Gumtree Lane
- Jamberoo Lane
- Cross Lane
- Short Street



1 Goldman Lane north
2 Knox Lane at Bay Street
3 Goldman Lane south

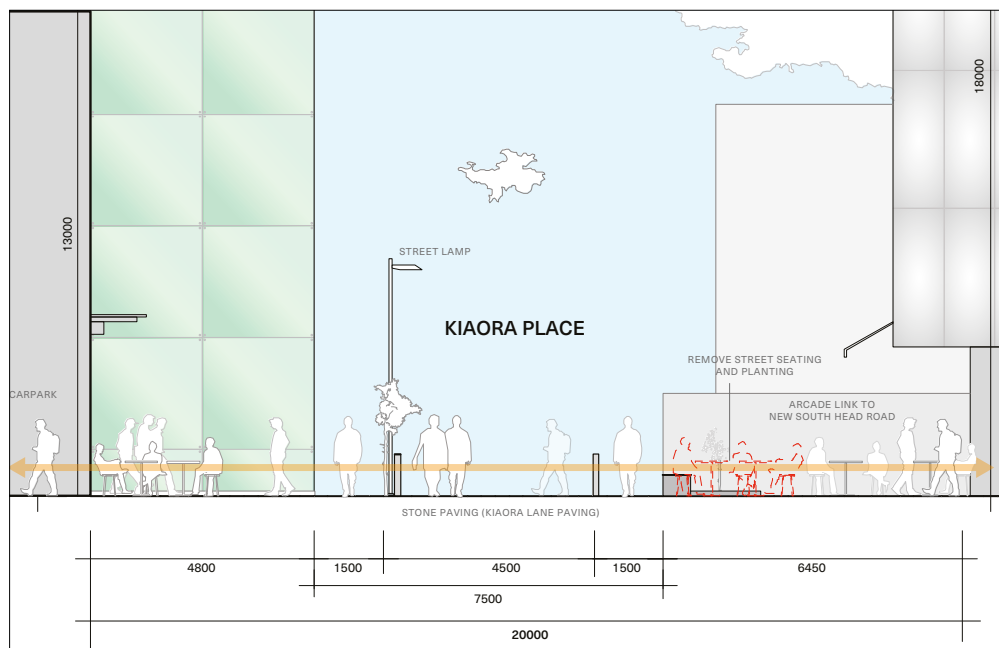


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A1 — Kiaora Shared Zone

Definition

Category A1 lanes have a high level of existing use, are part of the primary retail offer of the centre and have a high percentage of active frontages (over 80%). They should ideally be 'Shared Zones' with low speed vehicle access (10 km/h) and potentially times of the day with no vehicle access at all. They should have few driveways or vehicle entries. Linking through streets and laneways are to be paved in the 'Kiaora Suite' of stone paving, lighting and street furniture. Garbage bins and supplies are not to be stored or located on these streets or lanes or at a minimum, stored in 'garbage bin covers'.



A1

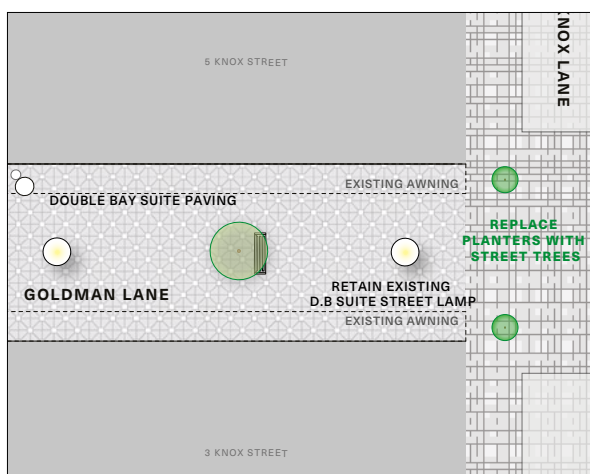
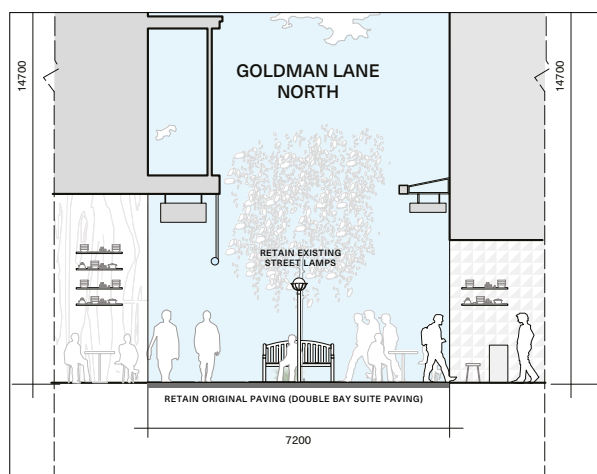
'Kiaora' pattern stone paving. Lighting standard, bollards, loose and fixed bench seating. Pot plants and street trees. Catenary lighting to create 'ceilings' at main gathering and crossing points, consistent with the Arup lighting strategy.



B — Linking Streets and Lanes

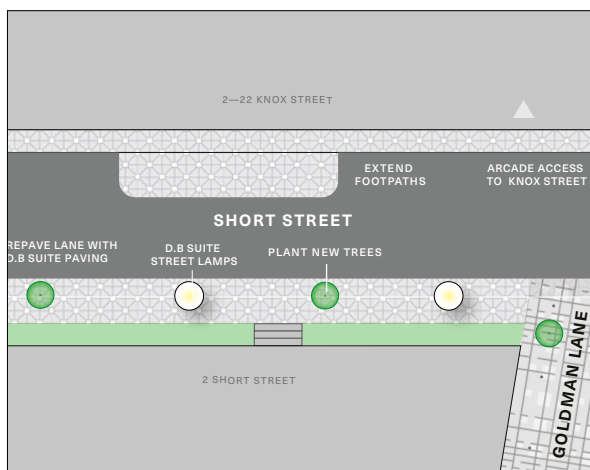
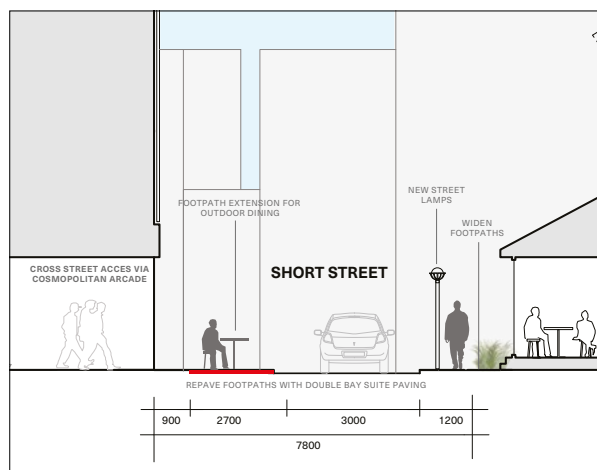
Definition

Category B small streets and lanes have a level of existing use, primary entrances to buildings, and are part of the primary retail offer of the centre with a high percentage of active frontages (over 60%). They have few driveways or vehicle entries and connect two separate nearby streets. Linking through streets and laneways are to be paved in the Double Bay Suite of stone paving and street furniture. Garbage bins and supplies are not to be stored or located on these streets or lanes.



B1

Pedestrian only lane in high quality Double Bay Suite stone paving, lighting and street furniture. Street trees installed where below ground services allow.



B2

Trafficable one way only street or lane with asphalt road and Double Bay Suite stone footpath paving, lighting, street trees and street furniture. Footpath extensions to be considered for new outdoor dining areas.

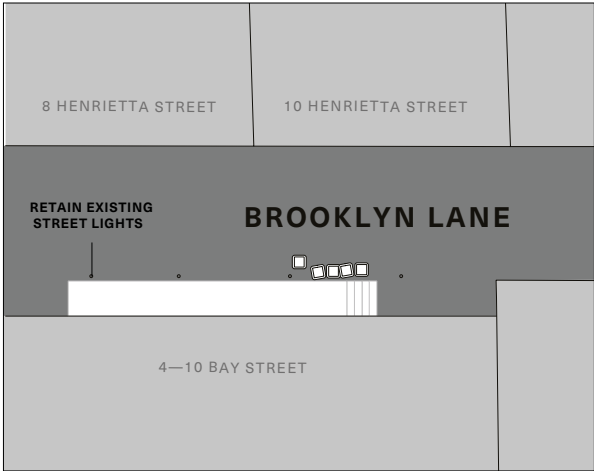
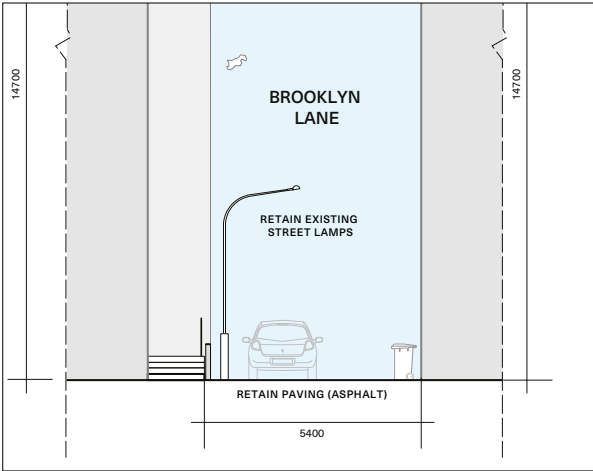


- 1 Goldman Lane north Category B1 (existing)
- 2 Short Street Category B2 (existing)

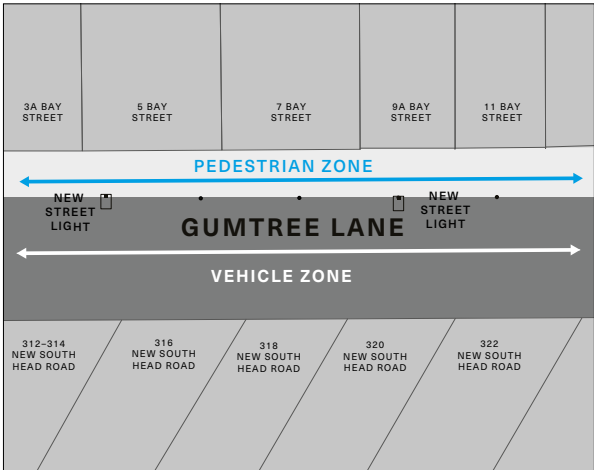
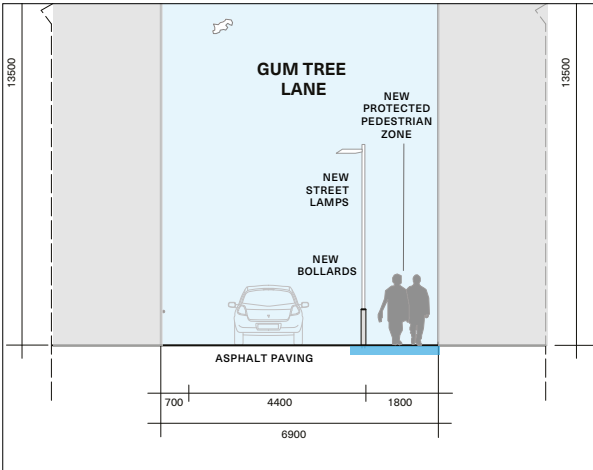
C — Service Lanes

Definition

Category C service lanes primary functions are still to service businesses fronting other streets but may have a small number of active frontages (upto20%) or secondary access points to existing businesses. These lanes maintain a base laneway condition of asphalt paving and standard street lighting. Bollards can be used to create protected pedestrian zones on lanes to improve amenity for greater use, and potential secondary openings for owners that primarily trade to the adjacent main street. Garbage and bin storage areas are to be integrated within new developments or provided in accordance with the commercial waste management plans for the centre.



C1
Standard asphalt paved service only laneway, no footpath.



C2
Trafficable lane-way with protected pedestrian zone formed by bollards and street lights.



1 Gumtree Lane Category C2
2 Gumtree Lane Category C2 looking south (existing)

Laneways and Small Streets

Integration of arcades with pedestrian networks

KEY CONCEPT

Arcades are privately owned links adding permeability to the centre and extra retail frontages within a site. Existing arcades can be better articulated at each entrance with planting, signage, street furniture and wayfinding elements.

WHAT TO DO

1. Articulate each arcade entrance
2. Show all arcades and links on local area wayfinding maps.
3. Use wayfinding to improve legibility.
4. Improve amenity and reduce impact of commercial waste near arcades.
5. Improve pedestrian amenity in arcades including lighting and signage.

B2.03

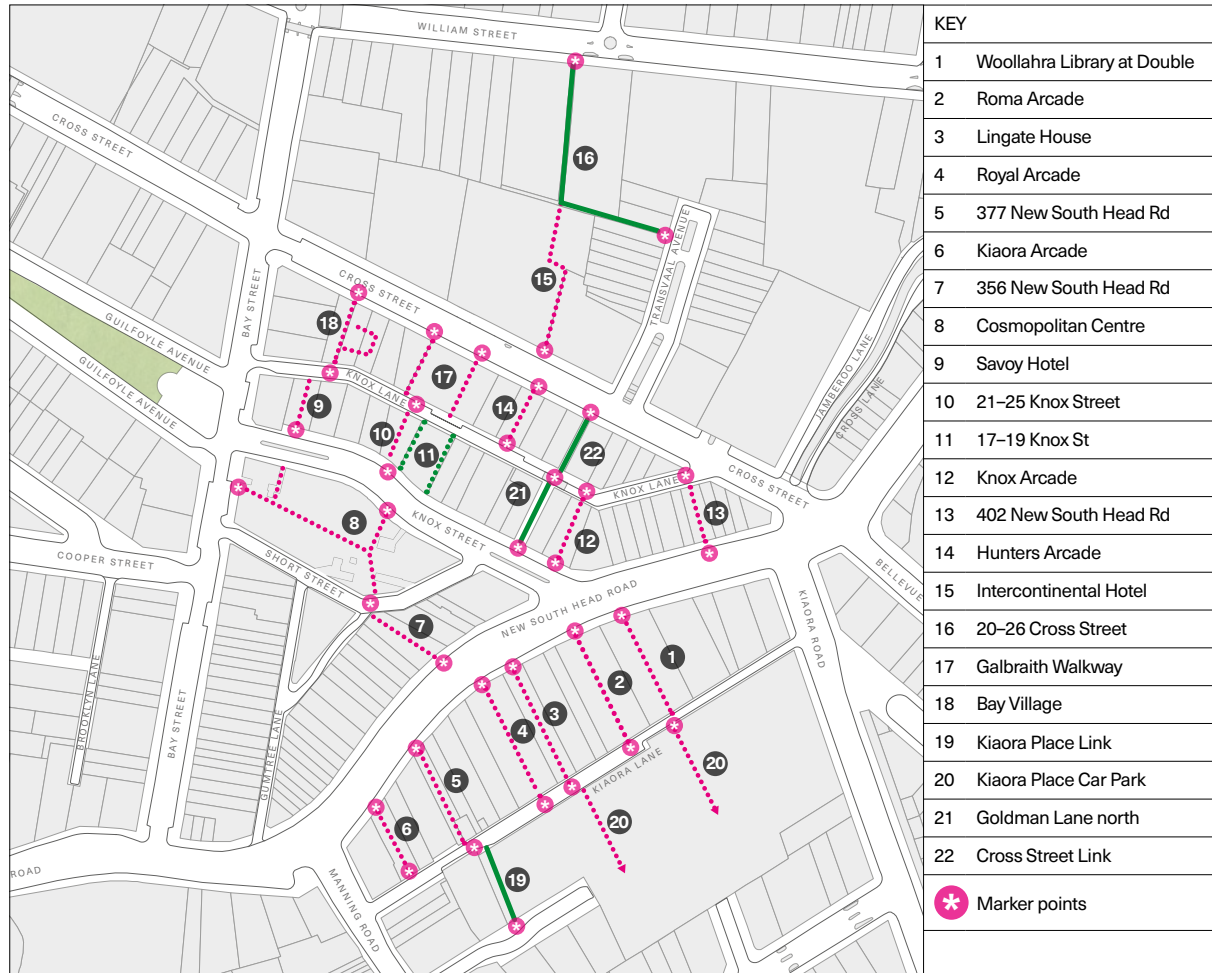
The arcades in Double Bay were generally constructed in the 1960s and 1970s. Some are covered and others are open to the sky. They are a positive urban element that provides alternative pedestrian routes through the centre, increasing permeability and links on long street frontages between the main streets and back laneways. They are a successful and integral part of the centre that should be maintained and encouraged in new developments where possible.

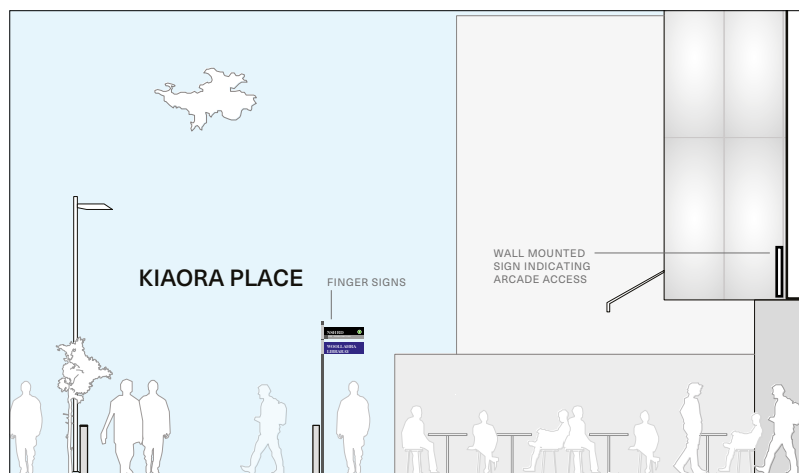
Overview

There are 20 arcades and through links in Double Bay. These arcades connect a number of streets and roads in Double Bay. Running through the Intercontinental Hotel, Knox Street, Knox Lane, Goldman Lane and between New South Head Road and Kiaora Place to the south. Some arcades and plazas are paved in the Double Bay Suite of materials, whilst others have their own palette of materials. Most arcades and their entrances are not well signed, and it is often unclear which street the arcade link connects through to. Markers can signify the major arcades and links to increase awareness of the link and the connecting street or lane at the other end.

Opportunities and Recommendations

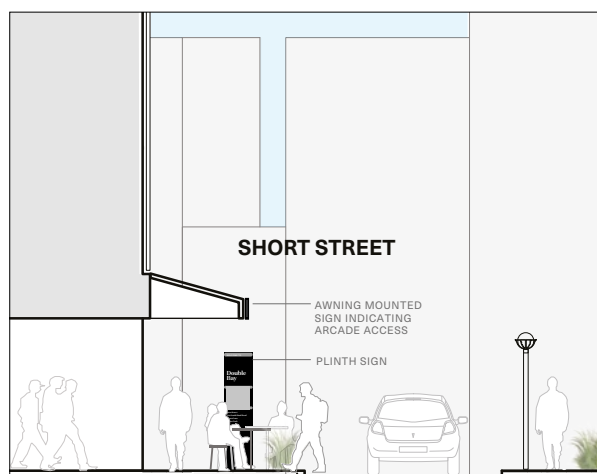
- Increasing the legibility of arcades and entrances on streets will increase use, boost trade within them and awareness of this secondary fine grain pedestrian network.
- Upgrade entrances and utilise a suite of markers at arcade entrances which can include canopies, awnings, tree planting, signage, wayfinding, markers, banners planters, outdoor dining seating and public benches.
- Include arcades and through links as an important component of the wayfinding strategy and mapping of the centre (See B5.1)
- Encourage new developments to include new links through larger sites and retain existing arcades and pedestrian routes where possible.



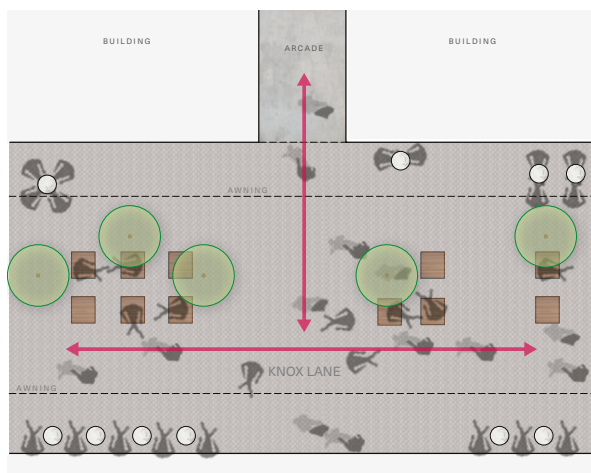
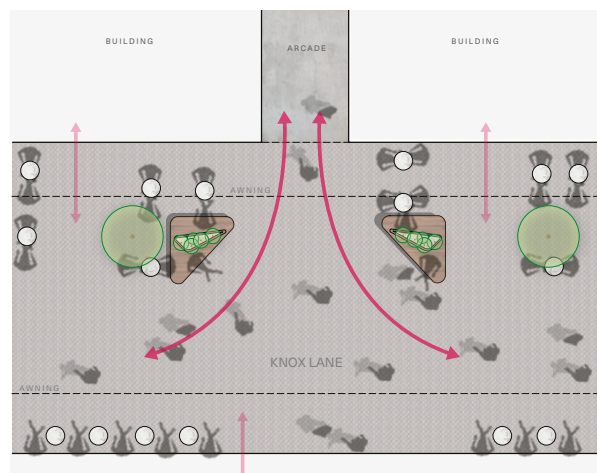


MARKING ENTRANCES

The best visual signifier of a passage-way or connection via an arcade or on a laneway is seeing other pedestrian using the link. Other marker elements can be used to assist in establishing identifiers and points of recognition including outdoor seating arrangements, awnings, fascia and building signage, finger sign posts, map pylons and co-located wayfinding such as existing garbage bins.



CONCEPT WAYFINDING



- 1 Seating Option A to typical arcade entrance with entrance planter, seats and dining
- 2 Seating Option B to typical arcade entrance with seating on laneway



- 3 Cosmopolitan Centre arcade entrance on Short Street through to Knox Street
- 2 Roma Arcade entrance on Kiaora Place through to New South Head Road

Laneways and Small Streets

Kiaora Place

As part of the Kiaora Lands redevelopment Kiaora Place has recently been upgraded from a rear service lane and on grade car park to a high amenity shared street with new street fronting retail, supermarket, cafés, outdoor dining, paving and lighting.

KEY CONCEPT

Kiaora Place has had a successful upgrade with new development on the south side of the lane, and an upgraded public domain including paving. The integration of the existing commercial activities on the north side of the lane with some minor additions will enhance the precinct.

WHAT TO DO

1. Retain shared zone and minimise vehicle movements.
2. Better articulate arcades on the lane.
3. Encourage owners and operators to open to lane and improve façades.
4. Install additional incidental seating.
5. Install additional planters.
6. Upgrade existing lighting and utilise public art in key locations.

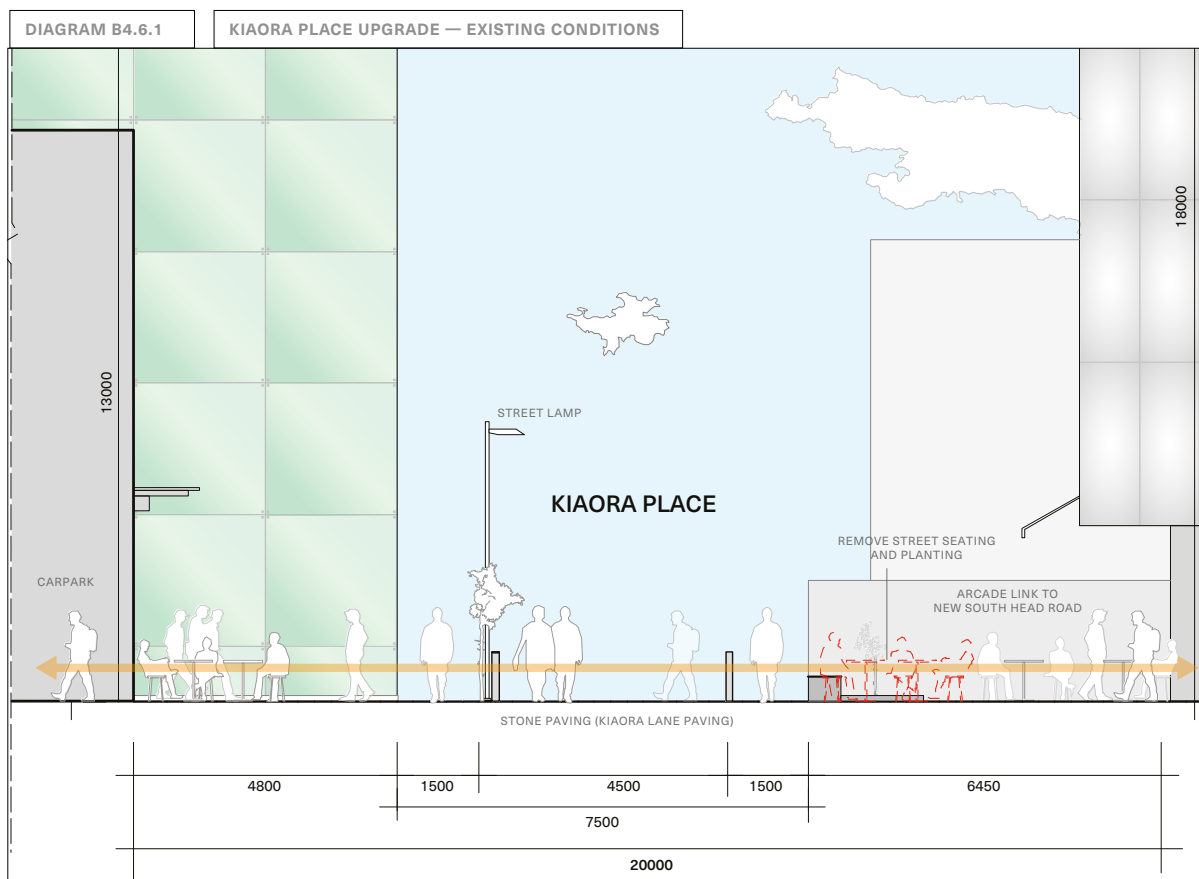
B2.04

Conditions and Issues

Kiaora Place is categorised A1—Shared Zone Retail Lane, and is the primary activity spine for the southern section of Double Bay Centre. As is the case with Knox Lane, there is a comprehensive arcade and small lane network connecting Kiaora Place to adjacent streets, New South Head Road and back into the retail and car park to the south. A small but appropriately scaled public space exists where Kiaora Place widens as place to gather, meet friends and observe the street life. Some tenancies on New South Head Road connect through to Kiaora Place, including The Goldensheaf Hotel, which has established a model for how to activate their laneway frontage. The lane is a shared zone for vehicles and pedestrians. The lane is around 1700m² in area.

Opportunities and Recommendations

- Consider Kiaora Place and Knox Lane as similar types of active lanes, by ensuring similar surface treatment, design approach and activation strategies, to provide a strong secondary layer of retail options and structure to the centre.
- Ensure Kiaora Place remains a shared zone, at least during quieter times if not at all time, to ensure safety after hours, and retain the hustle and bustle of a mix of users.
- Encourage tenancies on the corner of arcades and Kiaora Place to open up onto the Lane.
- Encourage and/or enforce good quality building interfaces onto the lane, with well designed frontages and openings to the lane.
- Encourage outdoor dining and trading/serving directly onto the lane by cafés where possible.



NEW ELEMENTS

- New kerb extensions
- Tree planting
- Wayfinding
- Improved laneway connections and markers
- Street lighting
- Entrance canopies
- Public art
- Events

WOOLLAHRA COUNCIL	DOUBLE BAY CENTRE PUBLIC DOMAIN STRATEGY	JULY 2016
PART B2	LANEWAYS & SMALL STREETS	FINAL



POTENTIAL UPGRADE

Kiaora infill development

With the completion of Kiaora Place there are still areas to upgrade and fine tune. The primary concern is with activating and improving the rear of properties that face the lane and run through to New South Head Road, including the existing open car park areas. New infill development of appropriate scale is the best long term result adding active street frontage to the lane, creating a consistent active urban edge.

ARTISTS IMPRESSION ONLY



NOW

Existing frontages on Kiaora Place.

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PART B2	LANEWAYS & SMALL STREETS	FINAL



POTENTIAL UPGRADE

Kiaora night

Consistent with the lighting strategy, a new layer of lighting is recommended to create a vibrant night time space for evening shopping and hospitality. A combination of catenary, wall mounted or in bollard lighting can be used to add interest and activity to the laneway after hours.



Kiaora casual

Around the edges of Kiaora Place there are new design directions appearing with a softer and more human sense of habitation. These elements help to articulate different types of uses and public domain qualities that are appropriate for certain types of businesses and clientele. The use of seating, planters, artwork and renovation of frontages is encouraged.





TEMPORARY ACTIVATION

Kiaora events

Kiaora Place can be used for regular seasonal events such as Lunar New Year, Spring Carnival, Vivid and Food and Wine Festivals. Lighting, projections, food vans, stalls and outdoor seating can be used to attract visitors to the centre at different times of the year.



TEMPORARY ACTIVATION

Kiaora activation

In the short term, some activation and place making activities may assist in generating pedestrian and retail activity at the west end of the lane. Activation could include managed street closures during lunch times, temporary seating, coffee carts, food vans, table tennis, banners, wall and paving graphics and public art.

Laneways and Small Streets

Goldman Lane south

Goldman Lane south is a short length of lane that is an existing brick paved shared zone, with potential to become a new retail and hospitality laneway space in the heart of Double Bay.

KEY CONCEPT

Goldman Lane public domain to be upgraded with new paving, planting and lighting allowing new retail and hospitality to open to the street.

WHAT TO DO

1. Minimise vehicles and deliveries during lunch and dinner periods.
2. Encourage owners and operators to open to lane and improve façades.
3. Install additional incidental seating.
4. Install additional trees and planters.
5. Upgrade existing lighting and utilise public art in key locations.

B2.05

Conditions and Issues

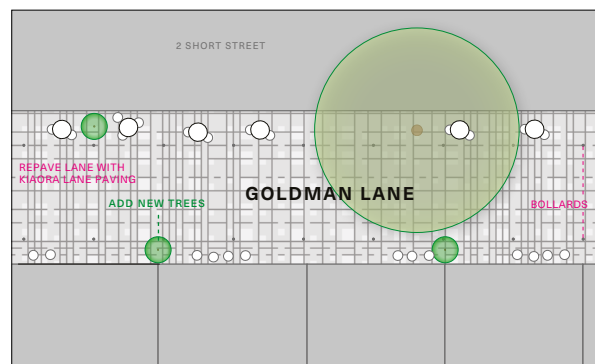
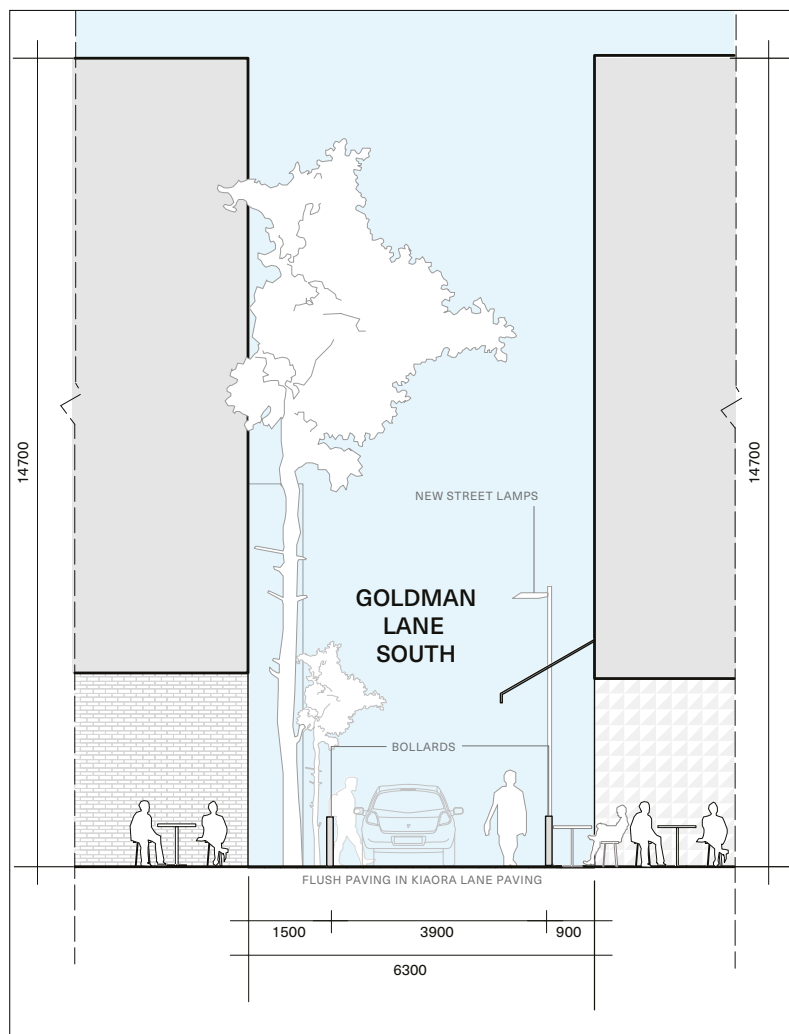
Goldman Lane is currently categorised as C (Service Lane), however it has great potential to be a small, slightly hard to find yet wonderful category A1 Retail Lane with pedestrians only. It runs between Goldman Lane and Knox Street, with the portion connected to Knox Street providing vehicular access to car parks. There are a number of small-scale tenancies that do or could trade out onto Goldman Lane. Access to Goldman Lane is only via other lanes, creating a slightly out of the way atmosphere and is ideal for a 'word of mouth' only retail campaign creating a secret destination within Double Bay.

Opportunities and Recommendations

- Convert the southern part of Goldman Lane—between Gumtree Lane and the intersection of Short Street, into a pedestrian only retail lane similar to Kiaora Place.
- Encourage and/or incentivise retail operators and landlords to build to the lane edge, and to open up and trade directly into the laneway.
- Provide seating, new trees, paving to reinforce the pedestrian nature of the space.
- No commercial waste to be located or stored on the street.
- Improve and increase the number of through block arcade links to New South Head Road where possible.

NEW ELEMENTS

- New paving
- Tree planting
- Wayfinding
- Improved laneway connections and markers
- Street lighting
- Increased retail front-ages
- Bollards
- Outdoor dining





NOW

- 1 Impression of potential upgrade of Goldman Lane south
- 2 View north along Goldman Lane
- 3 Properties facing laneway on Goldman Lane south



POTENTIAL UPGRADE

An upgraded shared zone environment with pedestrian zone protected by bollards, upgraded rear access points and over time new shops and developments can contribute to a calmer and more inviting public domain.



Laneways and Small Streets Short Street

KEY CONCEPT

Gumtree Lane to be upgraded with new lighting and protected pedestrian zone, public art, planted pots and trees where possible.

WHAT TO DO

1. Upgrade with the Double Bay Suite of lighting, paving and street furniture.
2. Widen footpaths where possible.
3. Encourage owners and operators to upgrade frontages and open up to and trade on the street.
4. Construct footpath extensions for outdoor dining areas associated with adjacent businesses.

B2.06

Short Street runs off Bay Street and connects through to Gumtree Lane then Knox Street and Knox Lane via Goldman Lane.

Conditions and Issues

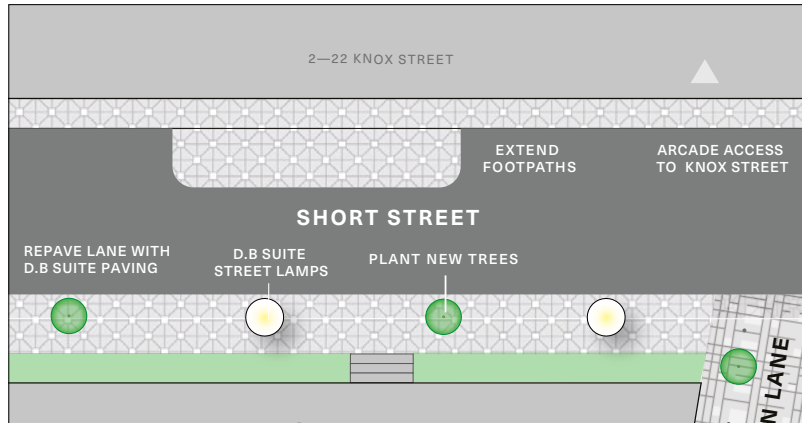
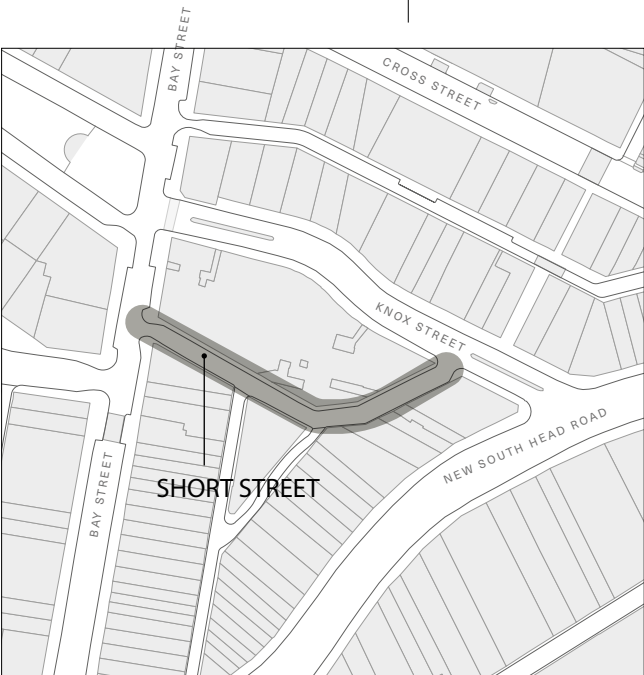
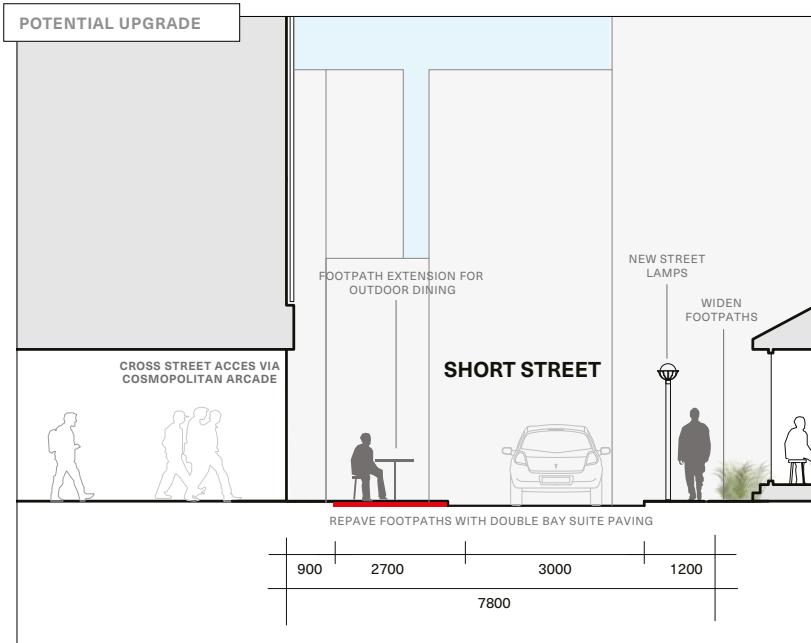
Short Street acts as a linking lane and access point to the Cosmopolitan Centre Car Park entry and exit points. It is currently categorised as a B2 (Linking Lane) that connects Bay Street through to Gumtree Lane, Goldman Lane and Knox Street. The built form facing the street on the southern side is of a good scale with potential for new businesses and improved openings and facade design to better connect with the street environment and passing foot traffic. The footpaths are paved in a combination of brick paving and concrete paver.

Opportunities and Recommendations

- Widen existing narrow footpaths.
- Construct footpath extensions for outdoor dining areas.
- Use the Double Bay Suite stone paving and street furniture palette along a widened southern footpath.
- Incentivise owners and tenants to open businesses to the street.
- Encourage any redevelopment facing to maintain the existing level of built form articulation and scale at the property line.
- No commercial waste to be located or stored on the street.

NEW ELEMENTS

- New paving
- Tree planting
- Footpath extensions
- Outdoor dining
- Improved laneway connections and markers
- Street lighting
- Increased retail frontages
- Planters





- 1 Existing view west along Short Street towards Bay Street
- 2 Impression of the potential upgrade on Short Street
- 3 Short Street looking east to Goldman Lane
- 4 Goldman Lane exit of car park looking south to Short Street



Widening the existing narrow footpaths is a key future project. Upgrading the footpath spaces with the Double Bay Suite of lights, bollards and paving and replacing some parking and loadingspaceswill increase activity and options for the street space.



Laneways and Small Streets Gumtree Lane

Gumtree Lane is a north–south service lane that links New South Head Road and the Western Gateway with Short Street, Goldman Lane, Knox Street and Knox Lane. It has potential to provide more retail frontages to Double Bay in the long term.

KEY CONCEPT

Gumtree Lane public domain to be upgraded with new lighting and protected pedestrian zone, public art, planted pots and trees where possible.

WHAT TO DO

1. Remove existing lights and replace with 'Kiaora Suite' lighting.
2. Encourage owners and operators to upgrade rear access areas and/or open and trade to lane.
3. Utilise planting and public art and murals in selected locations.
4. Remove or reduce all commercial waste on laneway.

B2.07

NEW ELEMENTS

- Realign kerbs and ramps
- Pedestrian zone
- Bollards
- New lighting
- Public art
- Upgrade boundary fences and walls

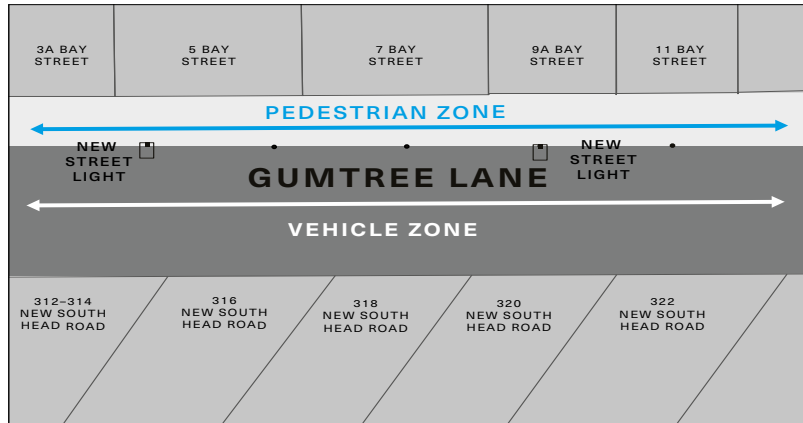
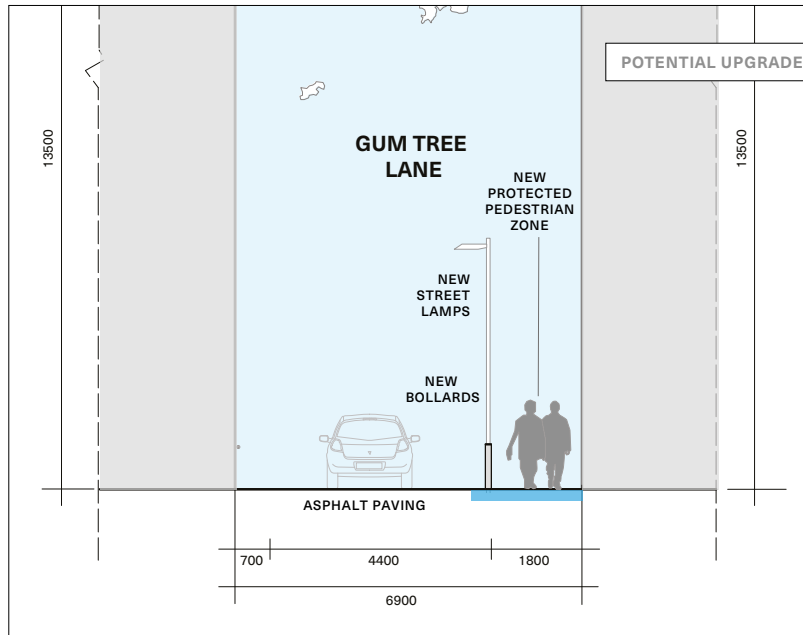
Conditions and Issues

Gumtree Lane is currently categorised as C2 (Service Lane) that connects the Western Gateway at New South Head Road to Goldman Lane and Short Street to the north.

There are a few business owners that already trade on to the lane or could trade out if the environment is right. In general service activities, garbage bins, parking and access areas dominate the laneway streetscape. Double Bay Suite lamps have been installed in the lane to improve night time safety.

Opportunities and Recommendations

- Establish safe zones for pedestrians and outdoor dining as required using bollards and a change of paving material (i.e. concrete)
- Remove Double Bay Suite street lamps and poles and consolidate new lighting to a single axis with bollards to create a safe pedestrian walkway.
- Use the same light design used in Kiaora Place.
- Encourage and/or incentivise retail operators and landlords to build to the lane edge, and to open up and trade directly into the laneway.
- Improve and increase the number of through block links to Bay Street where possible.





- 1 Existing view along Gumtree Lane looking north
- 2 Impression of potential upgrade on Gumtree Lane
- 3 View looking south along Gumtree Avenue from Short Street
- 4 View north from New South Head Road entrance





1 Upgraded intersection of New South Head Road and Ocean Street



2 Existing slip lane from Ocean Street to New South Head Road

Edgecliff Gateway Edgecliff Station at Ocean Street

KEY CONCEPT

Upgrade the intersection of New South Head Road, Ocean Street, Ocean Avenue and Edgecliff Road as the key arrival point to Double Bay from the west to improve pedestrian safety and improve amenity from a busy arterial road to a more pedestrian and cycle friendly place.

WHAT TO DO

1. Improve pedestrian priority and amenity at crossing points and reduce waiting times.
2. Install benches, bubblers and wayfinding to increase amenity.
3. Upgrade footpaths and use kerbside planting to create a buffer between traffic lanes and footpaths .
4. Detailed Active Transport plan.

B3.01

Arriving at Double Bay from the city, via Edgecliff Station has a number of challenges that include busy roads with fast moving traffic, poor quality pedestrian crossings, lack of wayfinding legibility and clear 'address'. The Edgecliff Centre and Eastpoint is a large 1970s train station development that has a number of operational and public domain amenity issues regarding traffic management, pedestrians and entering/exiting vehicles and buses on surrounding streets.

Conditions and Issues

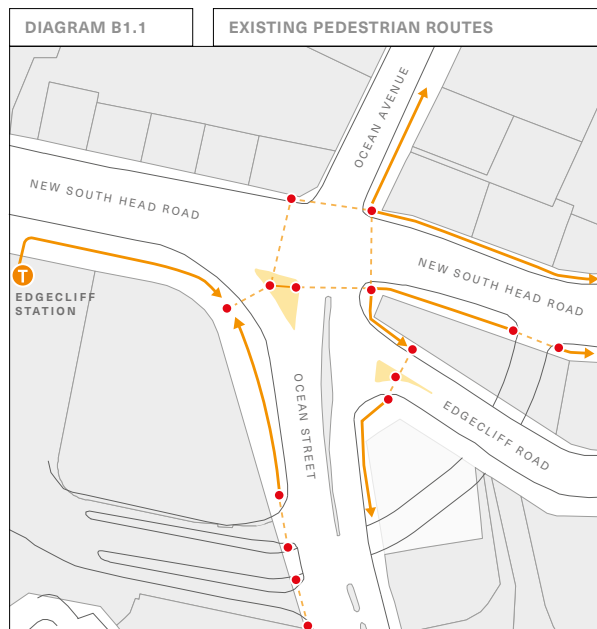
Pedestrian connections and general amenity is compromised at this location by multiple crossing points, interaction with vehicles and generally poor pavement condition. Walking and cycling should be encouraged wherever possible both for health benefits and overall reduction in traffic generation, pollution and the reduction in demand for additional car parking spaces. The current road design at Edgecliff is heavily weighted towards maintaining high speed vehicle movements and traffic flow. To increase active transport levels the streetscape needs redesign and rebalance.

Opportunities and recommendations

- Pedestrian amenity to be improved with shorter crossing times, slower traffic and priority at driveways, entrances and side streets.
- Potential removal of the westbound slip lane from Ocean Street to New South Head Road.
- Install new pedestrian and cycle way-finding maps to Double Bay.
- Install bubblers and seats.
- Reduce 'street heat' generated by hard paved areas by increasing the amount of softscape planted areas and trees
- Planting can also be used to guide pedestrians and create a physical and visual separation between traffic lanes and pedestrian footpaths.
- Upgrades to the gateway are to consider other improvements to the Edgecliff town centre area.

NEW ELEMENTS

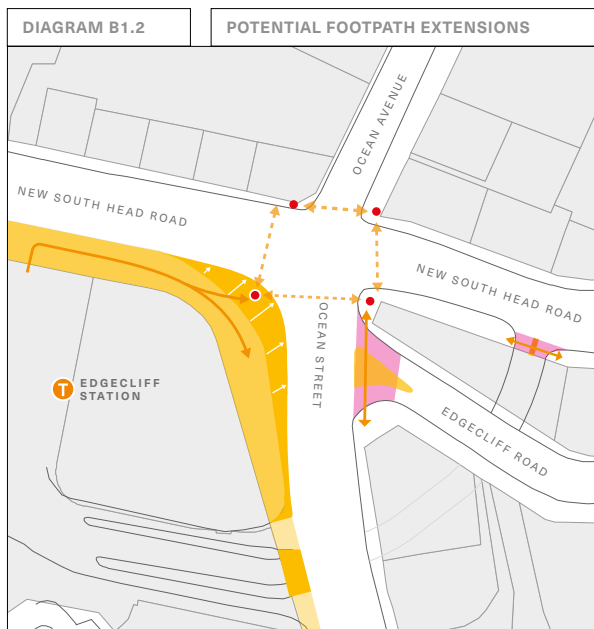
- Pedestrian priority measures
- Reduction in hard paved areas to reduce street heat
- Additional planting
- New trees
- New lighting
- Wayfinding



Arriving as a pedestrian

Pedestrians arriving by train from Edgecliff Station or on foot from Ocean Street, Woollahra need first to negotiate the intersection of Ocean Street and New South Head Road, a major arterial route for vehicles heading to and from the Sydney CBD and Cross City Tunnel to the west. The intersection is over

designed to maintain vehicle speed and traffic flow at the long-term expense of pedestrian safety and urban amenity. Two pathway options to Double Bay Centre are possible, to the east via New South Head Road or to the north via the steeper descent of Ocean Avenue.



Removing the slip lane

Across Sydney, councils along with the RMS have been removing slip lanes to improve pedestrian safety, amenity and to reduce pedestrian wait times at lights. This removal converts a two step pedestrian crossing to a single crossing point. The high speed vehicle entrance to Edgecliff Road from New

South Head Road eastbound should be redesigned for pedestrian priority and all driveways and vehicle entrances to Edgecliff Centre be redesigned for pedestrian amenity and priority. Such changes will require traffic and road engineering plans acceptable to the RMS.

KEY

- Upgrade crossings
- New footpath areas
- Existing footpath

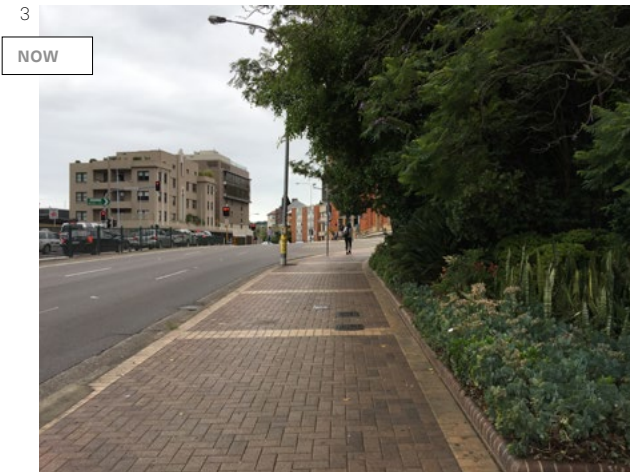
Existing Conditions

The existing footpaths and crossings around Edgecliff Station and the Edgecliff Centre are in varying condition, use various materials and are generally uninviting to pedestrians. There are a number of wide crossings over side streets, car park entries and bus interchange access points that are poorly designed for pedestrians, giving much greater priority to vehicle movements in most situations.

- 1 Excessively wide and stark roadway and crossing point at Ocean Street and Edgecliff Road.
- 2 Existing intersection of New South Head Road at Ocean Street.
- 3 Ocean Street footpath with planted buffer garden to moderate traffic impacts and deter pedestrian crossing.

Potential Improvements

- Upgrade footpaths with new paving and buffer gardens particularly in 'No Stopping' areas and where pedestrian crossings are best deterred and vehicle access is not required.
 - Install new smartpoles with banners, signage and new wayfinding to assist pedestrians getting to Double Bay.
 - Narrow side street and vehicle entry points with better designed intersections that are safer for pedestrians and cyclists.
- 4 Potential upgrade to traffic island and pedestrian crossing at the entrance to Edgecliff Road at Ocean Street.
 - 5 Potential upgrade of footpath area at New South Head Road and Ocean Street with new planting, paving and trees.
 - 6 New South Head Rd footpath with planted buffer verge garden.



Western Approach Ocean Street to Bay Street along New South Head Road

Arriving at Double Bay from Edgecliff Station and Sydney CBD in the west has a number of challenges that include busy roads with fast moving traffic, poor pedestrian crossings, a lack of wayfinding legibility and 'address' along the approach route.

KEY CONCEPT

Upgrade the streetscape to encourage and better accommodate pedestrians and cyclists whilst moderating the impact of vehicle traffic on active transport. Facilitate cycling and walking on a shared path between the centre and Edgecliff Station on the southern footpath.

WHAT TO DO

1. Widen footpaths where possible.
2. Improve crossing points and side street intersections.
3. Install smartpoles, benches, bubblers and wayfinding to increase amenity along the route.
4. Install new street trees.
5. Trial a shared path on the southern footpath for pedestrians and cyclists.

B3.02

Conditions and Issues

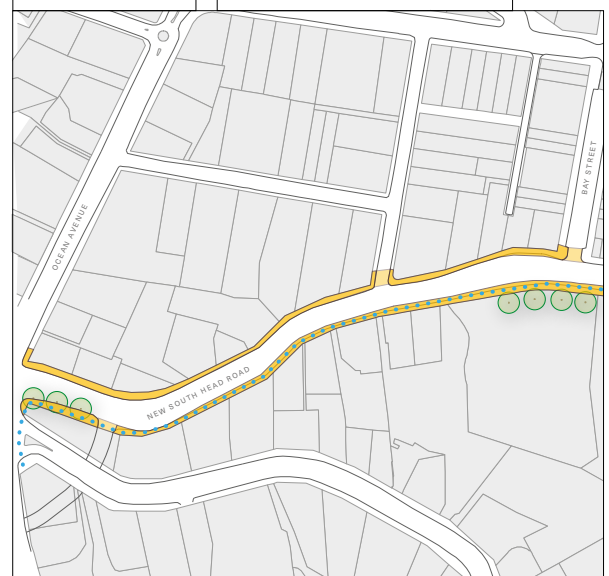
The concrete footpaths between Ocean Street in Edgecliff to Bay Street and Manning Road in Double Bay are generally in poor condition, with recent repaving works undertaken in small sections.

The bus tunnel entrance on New South Head Road and other bus entrance points do not provide pedestrian priority and are not best practice footpath crossing design. Particular issues along the approach include the steep grade, lack of shade and weather protection, poor footpath conditions and poor safety and amenity at vehicular crossing points and side streets. Waiting times at crossing points are also excessive.

Opportunities and Recommendations

- Reduce hard paved footpath areas with additional planting, buffer strips, and planted gardens where possible.
- Install new street trees where space allows in footpaths and review Street Tree Master Plan for these areas.
- Install new pedestrian lighting, bubblers and seats along the route to increase amenity, ease and attractiveness of the route.
- Provide wayfinding to Double Bay Centre and Ferry Wharf at Bay Street along the route. See (B5.02)
- Council to investigate and trial the potential for a marked shared path for cyclists and pedestrians on the southern footpath to Double Bay.
- Construct new traffic calming crossing solutions at key intersections and side streets.

DIAGRAM B1.2.1
WESTERN APPROACH TO DOUBLE BAY

DIAGRAM B1.2.1
NEW SOUTH HEAD ROAD LINK


KEY

- • • • Potential widened and upgraded footpath with shared path from Ocean Street to Manning Road (7min/500m walk time) on the southern footpath, linking to Edgecliff Station and Centennial Park
- Potential widened and upgraded footpath and side street crossing points

Existing Conditions

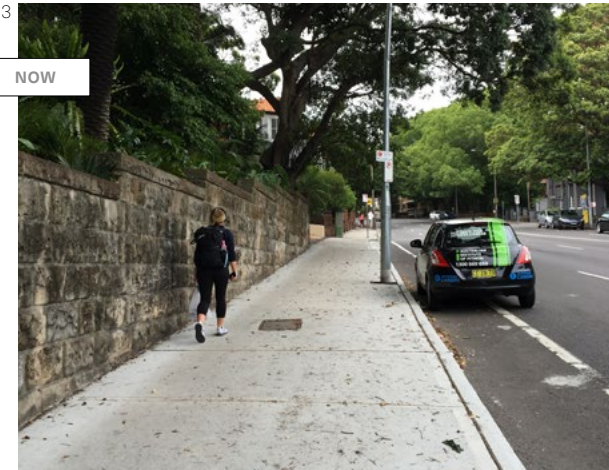
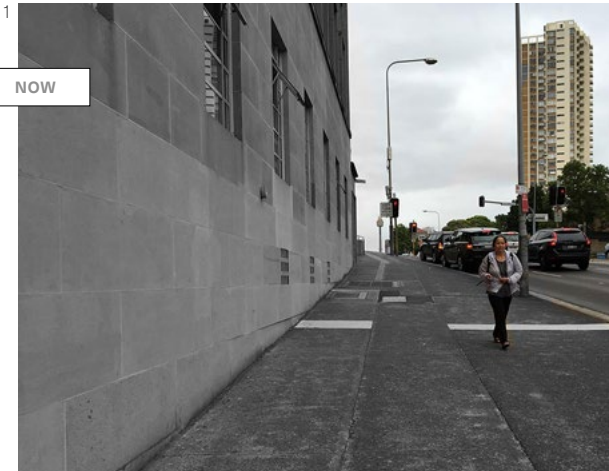
The existing walking route between Double Bay and Edgecliff Station is a 400m walk on low quality concrete footpaths of varying widths, with a high level of exposure to traffic noise and pollution particularly on the southern side of the road. The poor urban amenity and lack of active frontages along the route contribute to low levels of pedestrian use. Conflict points occur at crossings and the bus tunnel entry point to Edgecliff Station approximately 50m east of Ocean Street.

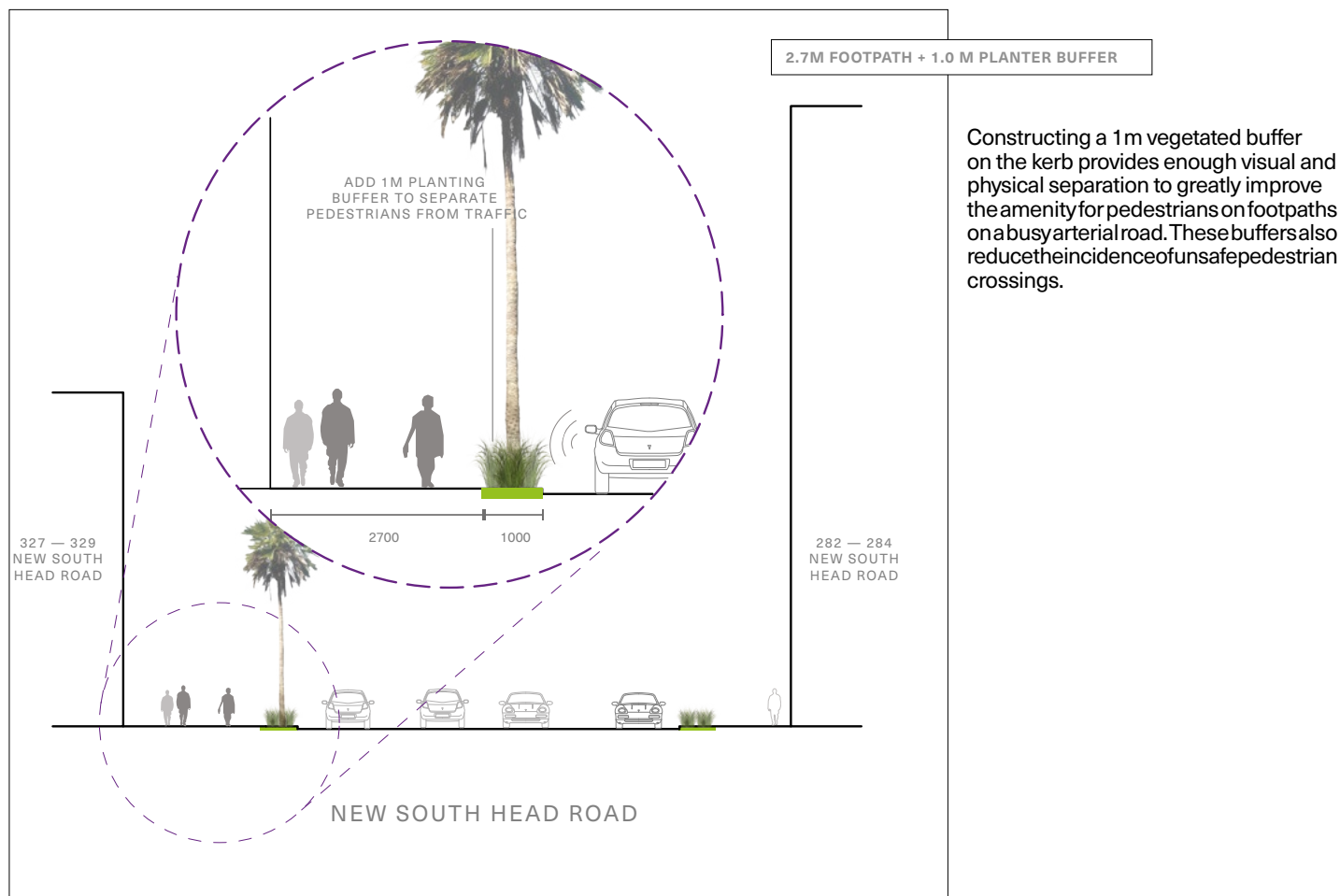
- 1 Existing wide concrete footpath at New South Head Road, Edgecliff
- 2 Existing footpath along New South Head Road southern footpath.
- 3 Existing upgraded footpath along New South Head Road southern footpath.

Potential Improvements

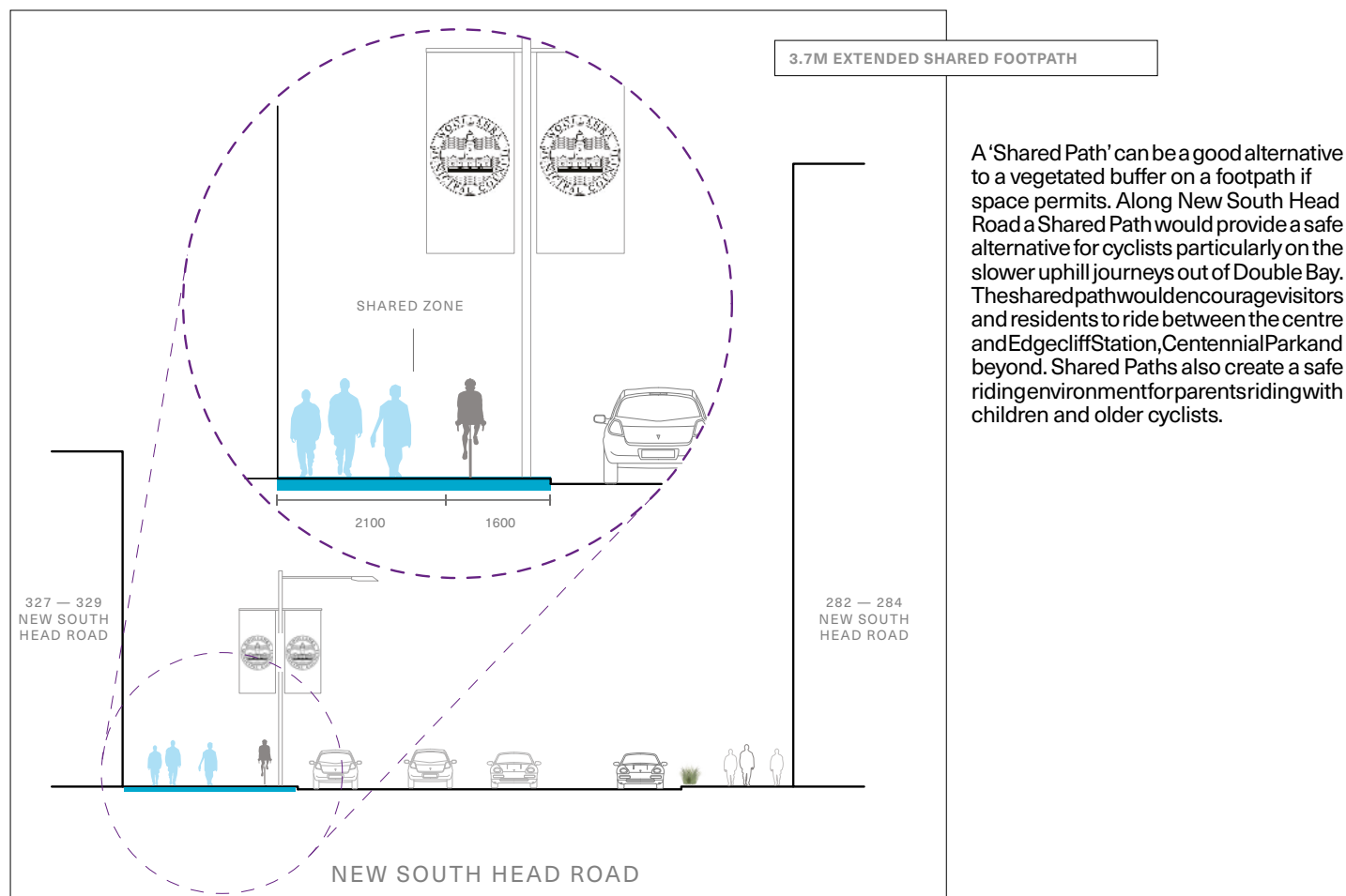
- Moderate the impact of passing traffic by using buffer planting and new street trees to better separate vehicle and pedestrian movements.
- Potential for shared footpath conditions to allow cyclists to use the southern footpath.
- Lighting and signage to be appropriate to the pedestrian scale to encourage increased usage by pedestrians.
- Replace existing street poles with new smartpoles between Bay and Ocean Streets.
- Bubblers and benches to be installed to improve comfort along the route.

- 4 Potential kerbside garden and tree planting on existing footpath area at New South Head Road and Ocean Street.
- 5 Potential footpath widening on south side of New South Head Road.
- 6 Potential footpath widening for a shared path on New South Head Road near Bay Street.





Constructing a 1m vegetated buffer on the kerb provides enough visual and physical separation to greatly improve the amenity for pedestrians on footpaths on a busy arterial road. These buffers also reduce the incidence of unsafe pedestrian crossings.



A 'Shared Path' can be a good alternative to a vegetated buffer on a footpath if space permits. Along New South Head Road a Shared Path would provide a safe alternative for cyclists particularly on the slower uphill journeys out of Double Bay. The shared path would encourage visitors and residents to ride between the centre and Edgecliff Station, Centennial Park and beyond. Shared Paths also create a safe riding environment for parents riding with children and older cyclists.

- 1

Pedestrian route on southern footpath, New South Head Road heading toward the centre
- 2

Existing southern footpath, New South Head Road heading towards Edgecliff
- 3

Potential upgrade to crossing at entrance of bus tunnel, New South Head Road
- 4

On road cyclist on New South Head Road, heading west to Edgecliff
- 5

Shared path footpath markings, Wattle Street, Ultimo
- 6

Example— Flush pedestrian crossing detail, Crown Street, Surry Hills



Eastern Approach

Victoria Road to Bellevue Road and Cross Street along New South Head Road

KEY CONCEPT	WHAT TO DO
Upgrade the streetscape to encourage walking and cycling to the east of the centre. Improve wayfinding and connectivity between Redleaf Pool, Council offices, the centre and the Ferry Wharf, and other pedestrian links originating in the centre including the Jamberoo Creek precinct.	<ol style="list-style-type: none">1. Trial shared paths on approach footpaths for pedestrians and cyclists.2. Upgrade nature strips.3. Install smartpoles, benches, bubblers and wayfinding to increase amenity along the route.4. Improve stair links, crossing points and side street intersections.

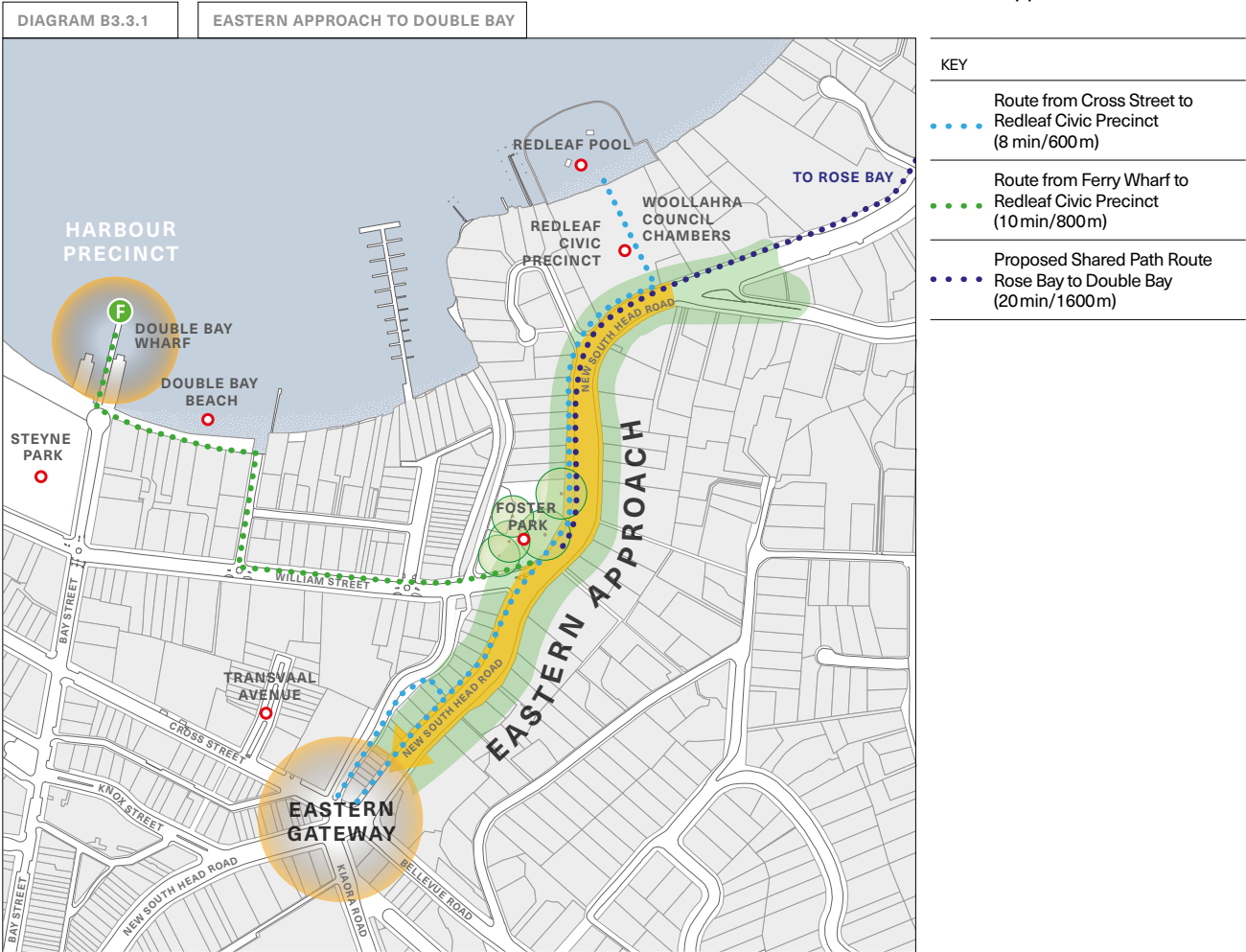
B3.03

Arriving at Double Bay from Rose Bay in the east has a number of challenges that include busy roads with fast moving traffic, lack of pedestrian crossing points, lack of wayfinding legibility and 'sense of address' or clear arrival point. This route provides a link between the civic functions of the Woollahra Council Offices at Redleaf (Murray Rose Pool) and destinations further east including Rose Bay and Watsons Bay with the Double Bay Centre.

Conditions and Issues
The approach is a steady descent with apartments on either side of the road, with Foster Park and the Hugh Latimer Centre at the corner of William Street and New South Head Road. There are areas with existing grassed nature strips and significant street trees. Generally the pedestrian experience is pleasant and the existing tree canopy provides shade cover along the route. Kerbside gardens are generally in poor condition due to shade from the eucalypt street tree canopy. The concrete footpaths between Victoria Road and Cross Street/ Bellevue Road are generally in average condition. A new shared path for pedestrians and cyclists is proposed from William Street to Rose Bay.

Opportunities and Recommendations

- Upgrade footpaths and crossing points and remove the eastbound slip lane from William Street in to New South Head Road.
- Trial new shared paths for cyclists and pedestrians.
- Upgrade nature strips with new shade resistant planting.
- Upgrade the public stair link between Jamberoo Creek/ Cross Lane and New South Head Road.
- Replace existing street light poles with smartpoles between Cross Street and Victoria Road.
- Widen and upgrade the central traffic island with planting, trees and banner poles to improve the visual amenity and to encourage pedestrian crossing at signalled crossings.
- Investigate potential upgrade options at Foster Park and Hugh Latimer Centre that contribute to the approach route.



Existing Conditions

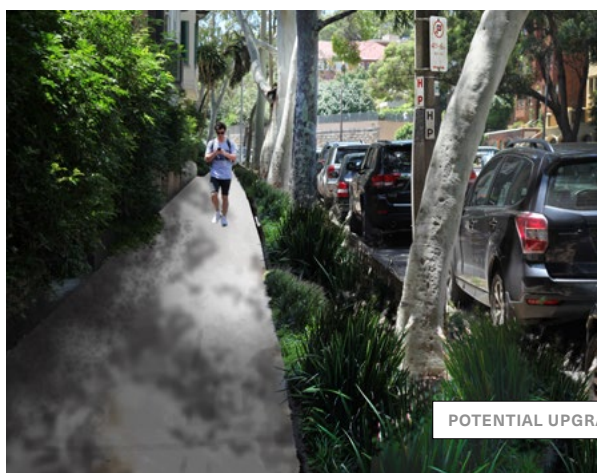
The existing walk between Double Bay Centre and Redleaf Pool and Council Offices is around a 400m walk on foot-paths of varying widths and materials. In general it is a pleasant route with shade and some awning coverage.

- Existing high quality Double Bay Suite paving along New South Head Road with awnings overhead.
- View west towards shops and Cross Street intersection with New South Head Road
- View east along New South Head Road with planted median and banner poles.

Potential Improvements

The use of layered gardens, nature strip, pedestrian priority crossings on side streets, upgrade stairs and links off New South Head Road, widen footpath areas and blisters where possible. Lighting, signage, bikeracks, seating and bubblers to be installed along main pedestrian routes between the centre, Ferry Wharf and Redleaf Pool. Double Bay Suite pavers to be used along with brushed in situ concrete footpaths.

- Existing layered planting and gardens along footpath edges on Bellevue Road
- Stair link to be upgraded between New South Head Road and Cross Lane.
- Western footpath, with potential planted nature strip and mature eucalypt trees creates a shaded canopy on New South Head Rd



Western Gateway New South Head Road at Bay Street and Manning Road

The gateway arrival point from the west is close to the floor of the valley and combines the unsignalled T-junction at Bay Street and T-junction at Manning Road with traffic lights. The southern end of Gumtree Lane falls between these two intersections. At Bay Street the south side of the street is planted with mature palm trees and understorey planting above a sandstone retaining wall which articulates a gateway. The traffic lit intersection at Manning Road is built out with commercial uses on three sides with awnings and public clock tower.

KEY CONCEPT

Upgrade the public domain at the gateway intersection by improving pedestrian priority, upgrading footpaths and lighting. Better articulation of the gateway can be achieved through urban design and built form with appropriate increases in scale and form on all corner sites facing the intersection.

WHAT TO DO

1. Light significant street trees in the gateway at Bay Street.
2. Improve pedestrian amenity and crossing points and widen footpaths where possible.
3. Install wayfinding signage to direct pedestrians between the Ferry Wharf, Guilfoyle Park and laneways.

B3.04

Conditions and Issues

The Western Gateway is currently simple and relatively unannounced. Bay Street is the key north-south street through the centre which leads to the Ferry Wharf and Steyne Park. The importance of Bay Street as the key north-south spine is currently under articulated.

Opportunities and recommendations

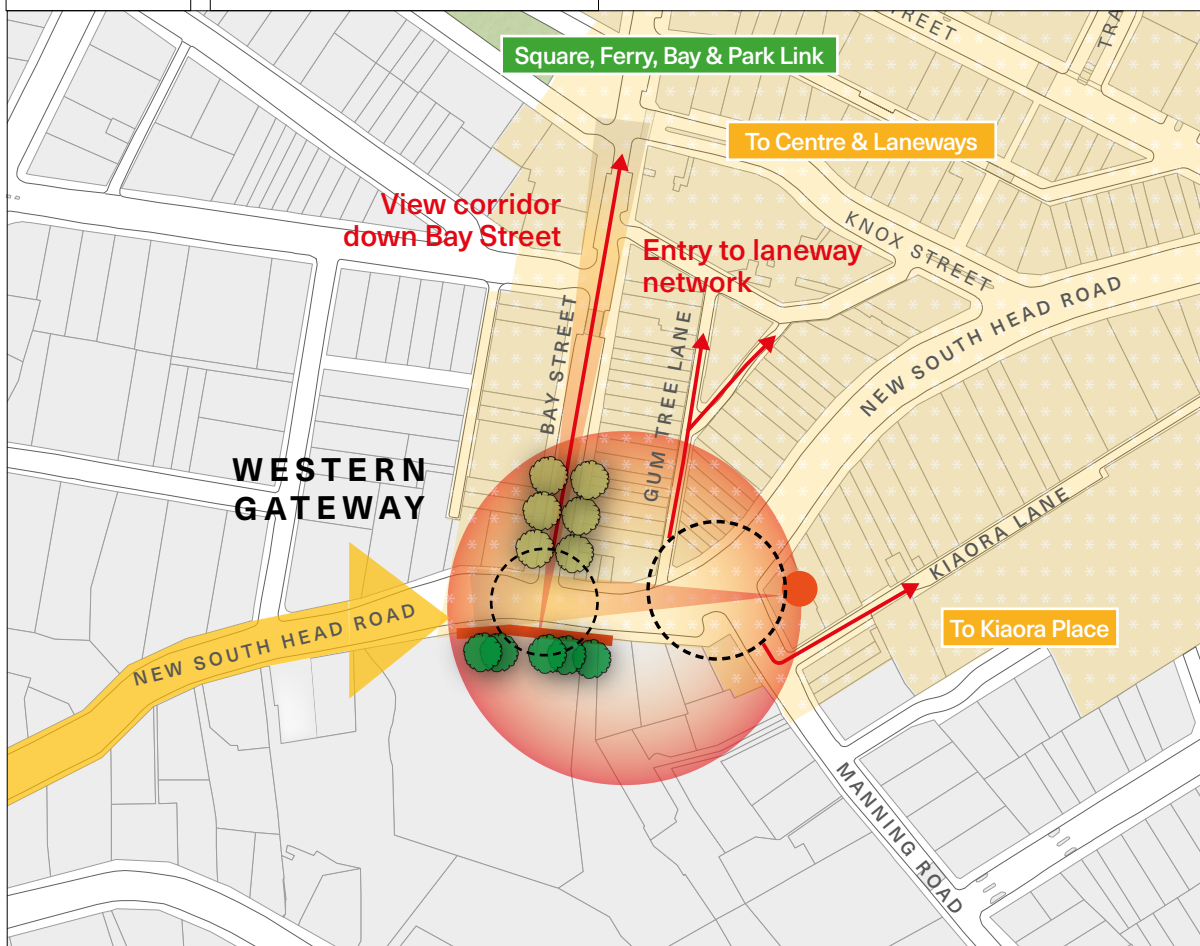
- Enhance the junction of Bay Street and New South Head Road, potentially adding a pedestrian crossing.
- Consistent with the lighting strategy, new lighting of mature trees at Bay Street including palms and elms with

uplighting or 'fairy lights'.

- Install a new 'F' ferry sign at Bay Street and New South Head Road to encourage ferry usage and increase awareness of the nearby ferry services 500 m to the north (6 minute walk time).
- New wayfinding required to Guilfoyle Park, Knox Street, Gumtree Lane and Cross Street to the north and, Manning Road and Kiaora Place to the south.
- Over the long term increase the scale and amenity of the built form at the junction of Manning Road to enhance the gateway intersection.

DIAGRAM B3.4.1

WEST GATEWAY AT BAY ST & MANNING RD



KEY

- Key arrival corner site
- Sandstone retaining walls
- Existing palm trees to be illuminated with feature lighting at gateway
- Existing Chinese Elms on Bay Street trees to be illuminated with feature lighting at gateway
- Access route

- 1

New South Head Road southern footpath with sandstone walls and tree canopy overhead.
- 2

Intersection of Manning Road and New South Head Road
- 3

View north along Bay Street of Chinese Elm tree canopy
- 4

Existing layered planting and gardens along footpath edges on New South Head Road
- 5

New South Head Road and Bay Street intersection, northern footpath.
- 6

Mature canariensis palms and under planting on New South Head Road at the Bay Street intersection



- 1

View corridor to Cross Street Car Park
Site and potential new Jamberoo Square
- 2

Post office site between Bellevue Road and Kiaora Road
- 3

Existing interpretive public artwork 'Return of the Spirit' on Bellevue Hill Road and New South Head Road to be relocated to Jamberoo Creek.
- 4

Corner site at Kiaora Road and New South Head Road.



There are number of examples in Double Bay of built form on important corner sites with good scale, volume and materiality in mixed use buildings.

Harbour Gateway Ferry Wharf, Steyne Park and Double Bay Beach at Bay Street

KEY CONCEPT

Upgrade the Harbour Precinct Gateway including the wharf, beach, park, playground and consider additional retail or hospitality offerings to create a significant and unique urban space and 'harbour front door' for locals, visitors, members of the school and sailing communities and other local stakeholders.

WHAT TO DO

1. Strengthen the pedestrian link to the centre along Bay Street. (B4.01)
2. Upgrade Steyne Park. (B4.02)
3. Upgrade park foreshore and boating activity areas. (B4.03)
4. Upgrade beach foreshore. (B4.04)

B3.06

This harbour precinct gateway is a unique and stunning approach to the centre that needs some upgrading to improve amenity for commuters, locals, tourists and park and beach users.

The gateway arrival point to the north of the centre is reached via ferry, water taxi or private boat on Sydney Harbour. Public ferry services arrive via the timetabled F7 Ferry from Circular Quay, Darling Point, Watsons Bay and Rose Bay.

Conditions and Issues

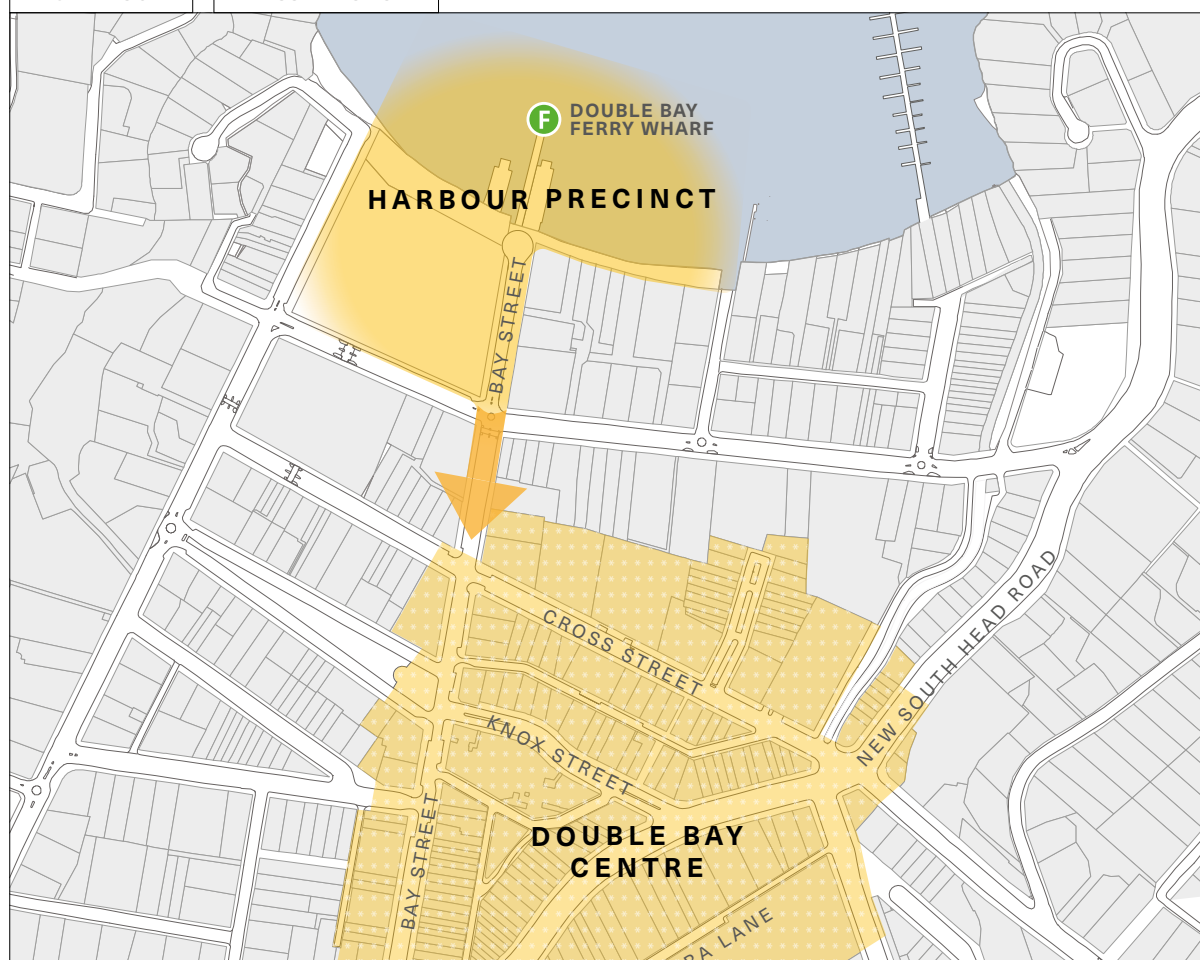
The gateway is formed by the Ferry Wharf, timber sailing club buildings, beach and park. The gateway is at the northern terminus of Bay Street, and is flanked by the large open spaces of Steyne Park, War Memorial and foreshore to the west of the wharf and Double Bay Beach to the east. The precinct is a picturesque and leafy arrival point although with poor visual connectivity to the centre of Double Bay even though it is only two blocks south (400m/5 minute walk).

Opportunities and Recommendations

- Upgrade harbour precinct, wharf, beach, park, foreshores and playground area.
- Upgrade pick and drop off and turning area and construct a covered waiting area near the north end of Bay Street at the cul-de-sac.
- Construct an integrated café, bicycle parking, storage and change rooms adjacent the Ferry Wharf.
- Investigate the creation of a new waterfront area to the northern extent of Steyne Park along the sea wall. (See B4.03)
- Better integrate the boating activities of the 18 Footer and Double Bay Sailing Club sites, and provide additional food and beverage opportunities at the gateway.
- Provide an access point for kayaks, windsurfers and paddle boarders.

DIAGRAM B3.6.1

HARBOUR PRECINCT



NEW ELEMENTS

- Improved link to centre along Bay Street
- New lighting
- Covered pickup waiting area at ferry
- New wayfinding
- Extra seating
- Free wifi
- Benches and tables
- Better integrate boating activities
- Retail services
- Upgrade wharf buildings
- Public art

- 1 Double Bay Sailing Club

2 Arrival point from ferry service

3 Dinghy stands adjacent the Ferry Wharf
- 4 Stone sea wall to the northern foreshore at Steyne Park

5 Double Bay Beach

6 View west across Steyne Park to Darling Point



Ferry Wharf improvements

Activating the gateway

Second to Manly, Double Bay is one of the few urban centres located on the harbour serviced by regular ferries. Double Bay has larger retail, hospitality and entertainment offer within a shorter walk from the ferry than Watsons Bay, Rose Bay, Milsons Point, Kirribilli, Mosman or Balmain. There is the potential to increase visitation rates from tourists and other Sydneysiders via ferry arrivals. Upgrading of the wharf to provide more amenity that supports the park, beach and ferry users will increase ferry patronage and overall use of the park.

KEY CONCEPT	WHAT TO DO
Develop options for improving waiting areas, drop off and pick up areas, existing structures and providing space for additional retail services such as kiosks, cafés and additional toilets, coordinated with the future upgrade of the Double Bay Wharf to be undertaken by RMS.	<ol style="list-style-type: none">1. Coordinate with RMS prior to wharf upgrade and coordinate customer service improvements.2. Investigate opening up the southern end of the 18 Footer Club.3. Redesign and relocate cul-de-sac drop off area to provide more pedestrian space and a covered waiting area.

B3.07

Conditions and Issues

The existing wharf is a simple timber structure that also accommodates the 18 Foot Sailing Club with a floor area of 500m². The club building presents a blank facade on the southern elevation, with deliveries and some storage occurring near the roadway. The wharf currently lacks a covered waiting area for passengers, ticket sales and has limited tourist information about Double Bay. In general the level of service provided is minimal. A Transport for NSW wayfinding map has recently been installed at the entrance to the wharf, Transport 'F' Pylon Sign and a Double Bay map has also been installed by council. The future RMS upgrade of the Ferry Wharf with a 'floating pontoon' structure with covered roof, seating, timetable screens and signage will improve the level of service for ferry passengers.

Opportunities and Recommendations

- Council to maximise improvements and level of service provided on the landside of the wharf in coordination with the RMS Ferry Wharf upgrade.
- Investigate the addition of a covered kiss-and-ride area, a redesigned and calmed shared zone vehicular drop off 'ferry plaza' in Bay Street.
- Investigate the redesign and upgrade the southern facade of the wharf building to include food, kiosk and/or coffee service and public toilets for commuters and beach and park users.
- Work with the 18 Footer Club and DBSC to improve the visual amenity of foreshore and wharf structures as part of the arrival experience to Double Bay.





Opening up of the southern wall of the 18 Foot Sailing Club can cater for commuters, tourists and locals using the adjacent park and the beach.



EXAMPLES

Small kiosk and café structures near to the park and Ferry Wharf can provide both urban amenity and activity that encourage visitation and services new and existing public domain users.

The architectural design of these smaller structures can be used to refine and reinforce commitment to design quality and innovation in the public domain.



- 1 Example—Kiosk at Rushcutters Bay, City of Sydney
- 2 Example—Roof over ferry waiting area, Naoshima, Japan
- 3 Example—Kiosk at Tamarama Beach
- 4 Example—Kiosk roof structure at Sydney Park, St Peters

Harbour Precinct Bay Street Link

B4.01

KEY CONCEPT

Bay Street is the key north-south spine that connects the Double Bay centre and New South Head Road to the wharf and Sydney Harbour. Using the Double Bay Suite from Cross Street to the wharf will enhance the link and improve amenity and pedestrian priority along the route.

WHAT TO DO

1. Remove/replace existing street trees in poor condition.
2. Pave footpaths with Double Bay Suite paving.
3. Install new lighting, wayfinding and seating using the Double Bay Suite.
4. Improve crossing points.
5. Plant new trees in the road space between William and Cross Street.

Arriving ferry passengers and Steyne Park visitors at the north end of Bay Street are roughly around 400m — a very easy five minute walk — to the centre of Double Bay at Knox Street. The current link to the centre is poorly articulated and in poor condition. The block between William Street and Cross Street is most in need of improvement as it is the critical missing link between the park and foreshore and the commercial activity of the centre.

Conditions and Issues

Existing concrete footpaths, nature strips, street trees and roads are generally not in good condition and require upgrading and repaving. Existing lighting is of minimum standard and quality. Some street trees require removal and/or replacing. The existing fences to the War Memorial and park playground require upgrading with a more complementary fence design. The need for the completion of the link between the centre and the harbour has been identified for over 15 years and was outlined in the 2002 *Public Domain Improvement Plan (Part 3.4)*. This extension is well overdue.

Opportunities and Recommendations

- Provide an upgraded, attractive and safe link along Bay Street to improve urban amenity and public transport accessibility to the centre.
- Extending the existing 'Double Bay Suite' of paving, lighting and furniture elements along Bay Street from Cross Street north to the wharf to connect the harbour precinct, park, wharf and foreshore to the centre.
- Redesign the turning circle at north end of Bay Street and move it 50 metres south to improve the pedestrian priority at the arrival area and movements between the park and beach.
- Upgrade the beach, park and playground area to attract extra users from the Double Bay centre.
- Upgrade War Memorial and playground fences sympathetic to the Double Bay Suite.

DIAGRAM B4.1.1

BAY STREET LINK TO HARBOUR



NEW ELEMENTS

- Extend paving south to Cross St
- New street trees
- Improve crossings
- Upgrade park and picnic areas
- New planting
- New lighting
- New wayfinding
- Retail services
- Extra seating
- Upgrade War Memorial fences

- 1

North end of Bay Street from wharf looking towards Steyne Park
- 2

William Street and Bay Street roundabout
- 3

Bay Street between William Street and Cross Street
- 4

Canopy created by mature Chinese Elms along the southern section of Bay Street
- 5

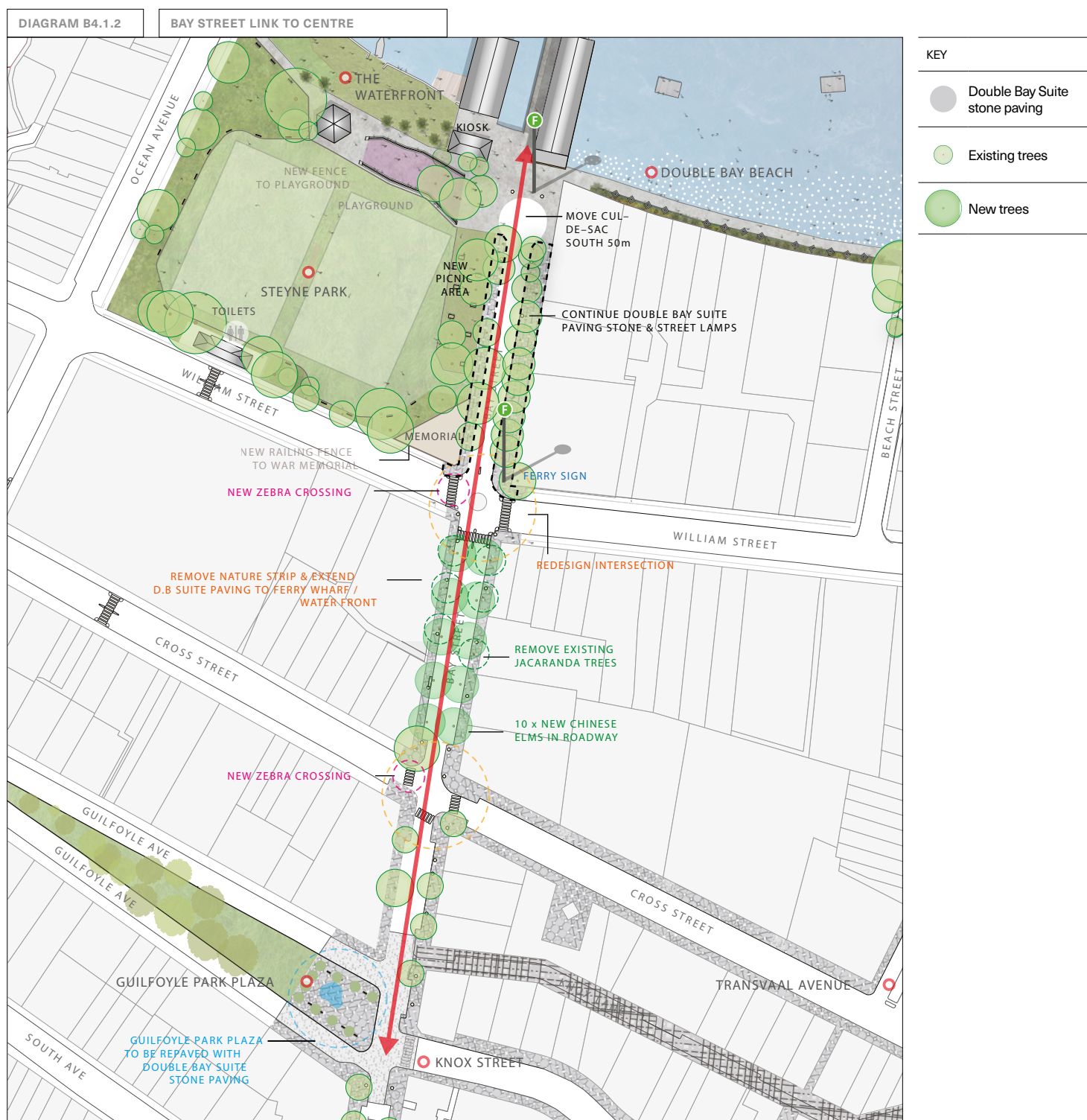
Bay Street at Cooper Street intersection
- 6

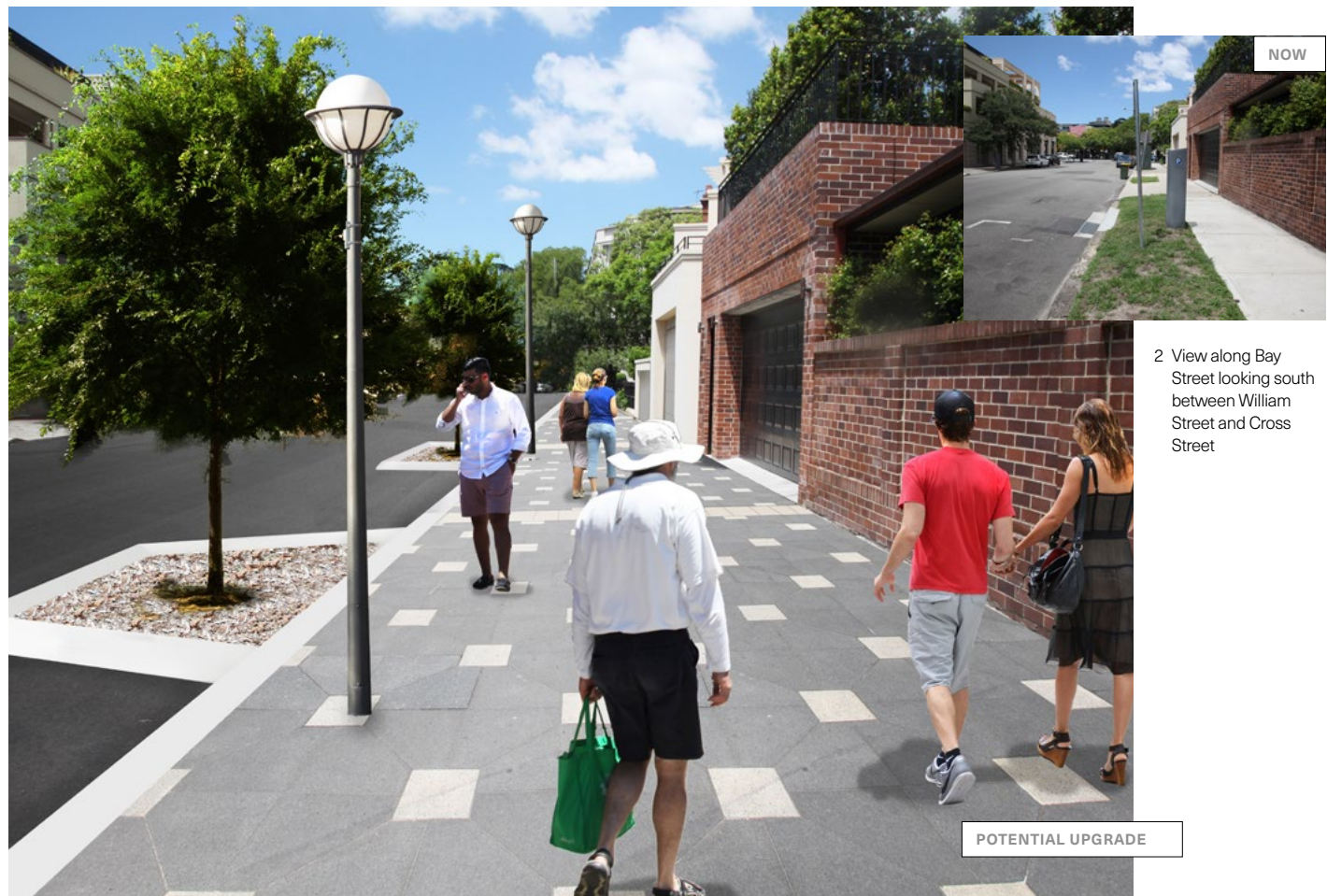
Bay Street at Guilfoyle Park Plaza



KEY CONSIDERATIONS

- Redesign and repave footpaths between the Ferry Wharf and Cross Street using the Double Bay Suite stone paving to strengthen the link to the centre.
- Install new street furniture including pedestrian lighting, signage, seating, bubblers using the Double Bay Suite of urban elements.
- Replace existing trees with 10 new Chinese Elms in the roadway between Cross and William Street to extend the existing street tree canopy north to Steyne Park.
- Consider improvements to address pedestrian priority at the intersection of Cross and William Street.
- Move the terminating cul-de-sac at the north end of Bay Street approx. 50 metres south to improve the public domain at the wharf and with enhanced pedestrian priority around the wharf, beach and park activities.
- Reduce speed limit to 10 km/h shared zone north of William Street and 40 km/h along Bay Street between William Street and New South Head Road from the current 50 km/h limit.
- Improve bicycle access to and around the Ferry Wharf with additional cycle facilities such as bike lanes, shared footpaths and bike racks.





Harbour Precinct

Steyne Park upgrade

KEY CONCEPT

Upgrade Steyne Park to improve the level of service provided, to create a local attractor that provides activities, spaces and opportunities for all ages and all types of stakeholders.

WHAT TO DO

1. Update the Plan of Management.
2. Enlarge playground with water play elements and extra seating.
3. Upgrade picnic seating areas on the eastern side of the park.
4. Provide more incidental seating.
5. Upgrade War Memorial perimeter and pathways.
6. Establish new garden areas.

B4.02

Steyne Park is a large local foreshore park with significant trees, open lawns, playing fields, upgraded public toilets, a fenced playground and a local War Memorial. The park provides spectacular open views to Sydney Harbour and boating activities.

Conditions and Issues

Steyne Park is a well used park that serves a number of purposes and is the largest park in the area. Double Bay Public School makes regular use of the park, playing fields and the oval. There is a small enclosed playground in the north east corner of the park, close to the Ferry Wharf. Upgraded public toilets are provided on William Street. Standard park bench seating in the park are well used but not versatile for other incidental uses and do not contribute to the overall park design. The park provides a complementary green and shaded alternative open space for Double Bay Centre. The harbour is not well incorporated in the park design and gathering spaces, with limited views to the water and little interpretive acknowledgement of the location.

Opportunities and Recommendations

- Update the Plan of Management for Steyne Park to include a larger playground, including additional water play elements, public art and interpretive concepts.
- Revise planting garden beds around the perimeter of the park, retain sports fields in the central area of the park.
- Upgrade seating and picnic table furniture, and better integrate seating and paths within the park design.
- Update lighting and provide feature lighting of large trees and the War Memorial.
- Replace existing fences to the playground and War Memorial sympathetic to the Double Bay Suite.
- Identify additional facilities to be located within or on the perimeter of the park, and a potential kiosk/cafe location (coffee cart, food vans etc).
- Provide additional wayfinding ele-



NEW ELEMENTS

- Food kiosk/café
- Expanded playground
- New garden areas
- Upgraded paths
- New seating areas
- Extra picnic tables and seating arrangements
- Wayfinding
- Free wifi

KEY	
●	Steyne Park
●	Steyne Park Waterfront
●	Double Bay Beach grassed area

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KEY CONSIDERATIONS

- Enlarge the existing playground with sand play and water play areas and harbour related public art and interpretive design concepts.
- Upgrade gardens and planted areas around the perimeter of the park.
- Increase the number of public seats and introduce a variety of seating options and picnic table areas.
- Integrate foreshore park design and 'Waterfront' concept to the north of the park along the sea wall.

- 1 Existing playground in Steyne Park
- 2 Existing picnic area in Steyne Park eastern area near Bay Street
- 3 War Memorial on Bay Street and William Street



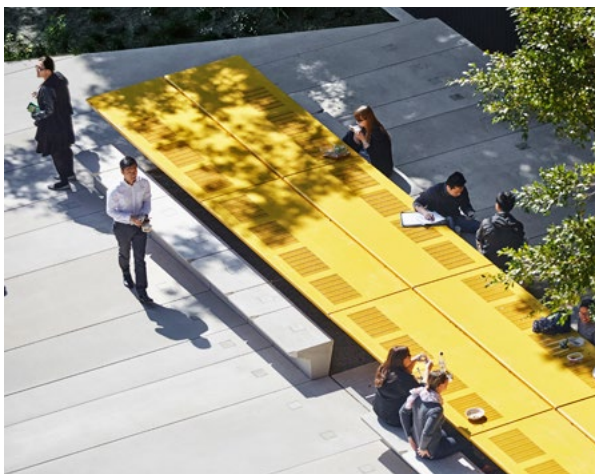


EXAMPLES

Steyne Park can be upgraded and improved to increase visitation and opportunities for new user groups as a contemporary urban park space.

This can be achieved with compatible and sympathetic additions to the park environment such as new perimeter planting areas, lighting, seating, furniture and upgraded play spaces that could include water, sand and nature play.

New play equipment, discovery play, water play, large communal tables, and bespoke seating options can all add urban vitality to the park and harbour precinct.



The Waterfront 'Bay to Ocean'

KEY CONCEPT

Upgrade the waterfront area west of the ferry wharf to better accommodate sailing and boating activities, and provide a waterfront area that is more suitable for the community outside of race event times, that also improves access to the harbour. Design the public domain to suit multiple users.

WHAT TO DO

1. Construct a new multi-purpose waterfront area.
2. Reconfigure dinghy storage area and access around boat clubs and wharf.
3. Preserve sandstone sea wall.
4. Encourage new activities, seating and picnic areas along the waterfront for year round use.

B4.03

The waterfront between Bay Street cul-de-sac and Ocean Avenue is large area of public domain 125 m in length (approx 2000 m²) protected from the harbour by a 1.5 m high sandstone wall. The area is primarily used for access to a boat ramp and preparation area for the 18 footer skiff boats and associated vehicles and trailers and as an off-leash area for dogs at other times.

Conditions and Issues

The area north of Steyne Park along the waterfront is in poor condition with sparse grass cover due to high pedestrian traffic, boating use and exposure to salt water. Concrete paths are also in poor condition. The area is currently an off-leash dog area north of the path. There are a number of existing drainage issues, potholes and cracked pavements along the Steyne Park waterfront.

Opportunities and Recommendations

The 18 foot skiff racing over the summer period and uses by other sailing and boating groups is an important activity that can be built on as a key attractor at the Double Bay Harbour Precinct. Improved facilities and positioning of Double Bay as first class sailing centre and racing precinct should be a priority.

- Review and/or relocate off-leash dog areas within Steyne Park or to the western end of the waterfront
- Prepare a new master plan to accommodate a variety of sailing and maritime activities along the waterfront.
- Review and/or relocate dinghy storage near Ferry Wharf.
- Provide a location for kayak, wind surfer and paddle board access to the harbour.
- Upgrade the foreshore park with new paving, lawns, seating, tables and garden to the perimeter. Possible surface materials could include a combination of concrete, decking, artificial turf or a more appropriate natural turf.
- Investigate options for penetrating parts of the sea wall to allow new places to connect to the water and encourage new activities and jetty structures on the waterside.
- Identify areas for additional trees to be planted along the waterfront.

NEW ELEMENTS

- Upgraded boat launch area
- Seating and benches
- New boat stands
- Kayak and paddleboard access
- New jetty
- Open up Ocean Ave vista to harbour



1 18 footer spinnakers drying in Steyne Park after racing

2 Setting up and rigging boats in Steyne Park foreshore area

3 Setting up and rigging boats

4 Concrete boat ramp launch area west of the Ferry Wharf and Sailing Club

Existing Conditions

The Steyne Park waterfront area is currently in poor condition. The sandy soil, lack of trees, poor grass coverage, erosion and high levels of regular vehicle and pedestrian traffic and exposure to the marine environment of the harbour have contributed to current levels of deterioration. The variety of concrete pathways are of varying qualities and ages and require upgrading. The sand-stone sea wall is in excellent condition and is a strong urban element to be considered and incorporated with any future upgrade.

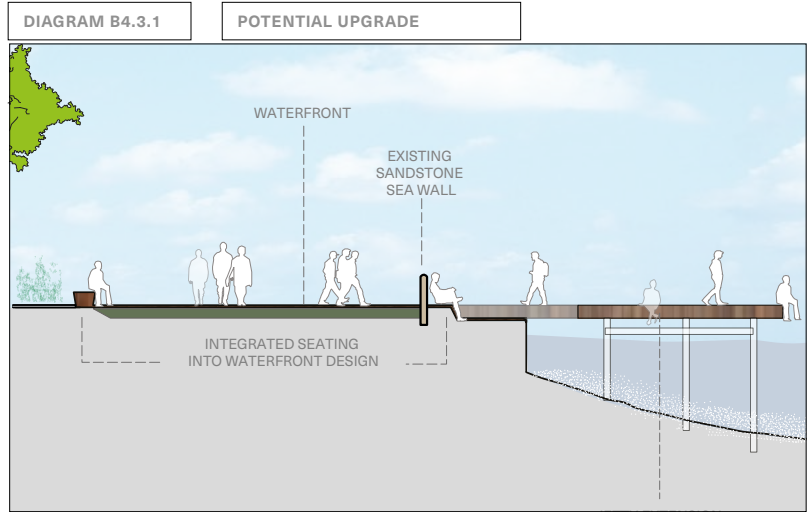
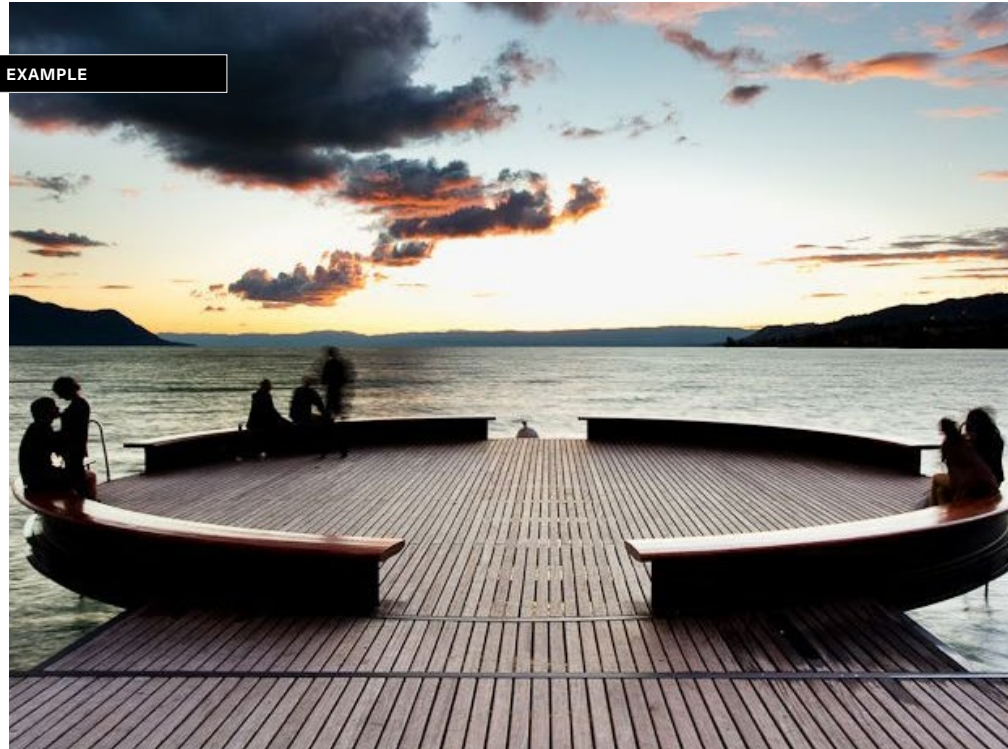
18 Footer Season

Each Sunday over the summer months the 18 Footer Skiffs set off from Double Bay for high speed yacht racing on Sydney Harbour creating a harbourfront hub of activity and colour. A spectator ferry follows the race up and down the central harbour setting off from and returning to Double Bay.

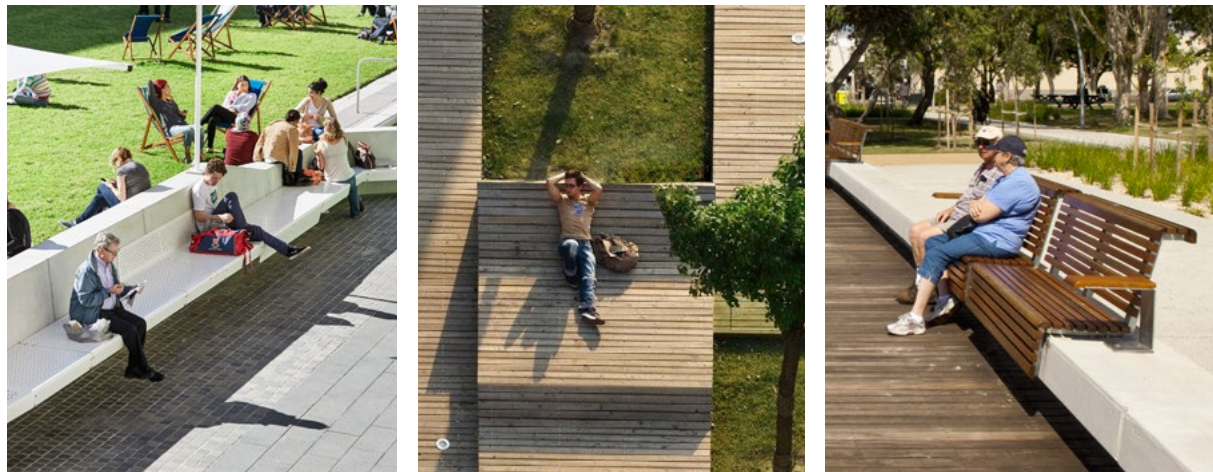
- 1 Poor quality paths, edges, lawns and fencing to northern edge of park.
- 2 Degraded grass surface near boat launch area
- 3 Existing opening in sea wall near Ocean Avenue
- 4 Degraded grass surface and timber railings along path
- 5 Dinghy storage at southern end of sailing club
- 6 Existing concrete boat ramp and sailing club



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Break out viewing platforms can provide alternative views and opportunities, with platforms for seating, sun baking, looking out on to the harbour. Seating options along the waterfront area can provide opportunities for rest, taking in the view and harbour activities, sunbathing and socialising.



Harbour Precinct Double Bay Beach 'Bay to Beach'

KEY CONCEPT

Upgrade waterfront area east of the Ferry Wharf to better accommodate swimming, sunbathing and seating options with new shade, bubblers, paved areas and swimming pontoons.

WHAT TO DO

1. Redesign foreshore and pathway between Bay Street and Beach Street.
2. Investigate new kiosk or cafe nearby to service beach area.
3. Install new signage and wayfinding
4. Install new shade structures and plant additional trees for shade.
5. Install a swimming pontoon.

B4.04

The 125 metre long Double Bay Beach between the Bay Street cul-de-sac and Beach Avenue is a well formed natural sandy beach with a single concrete footpath, and turfed areas garden areas between the path and the property boundary (total area approx 1000m²). The beach is a pleasant area to enjoy the northerly views of the harbour, moored boats and ferry activity at the wharf.

Conditions and Issues

The Double Bay Beach is a short north facing harbour beach of around 125m with sandy shore, and grassed area beyond a 1.2m concrete path running between from the Ferry Wharf on Bay Street and Beach Street to the east. There are some existing park benches installed along the foreshore and a small garden strip.

Opportunities and Recommendations

- Update the Plan of Management as required for the beach area, as part of the Steyne Park master plan.
- Improve the grassed area with a combination of land forms, hard seating edges, paving, furniture and new elements to provide shade.
- Provide improved facilities for swimmers and children using the beach to benefit the local community.

- Install new swimming pontoons similar to the pontoons at Redleaf Pool.
- Create a number of seating combinations to allow for different sized groups, activities and ages.
- Allow for new trees and/or shade structures and/or permanent umbrellas along the beach.
- Use landform and concrete steps to provide a reformed foreshore edge.
- Improve bike parking facilities near the beach to be increased with new bike racks and signage.





Urban beach examples

The beach front at Double Bay Beach should be upgraded with new concrete paving, swimming pontoons, shading, new seating and additional recreational opportunities to become a more popular beach.



New formed seating terraces and edges, shades and timber seating platforms can be used to provide more diverse seating and sunbathing options.



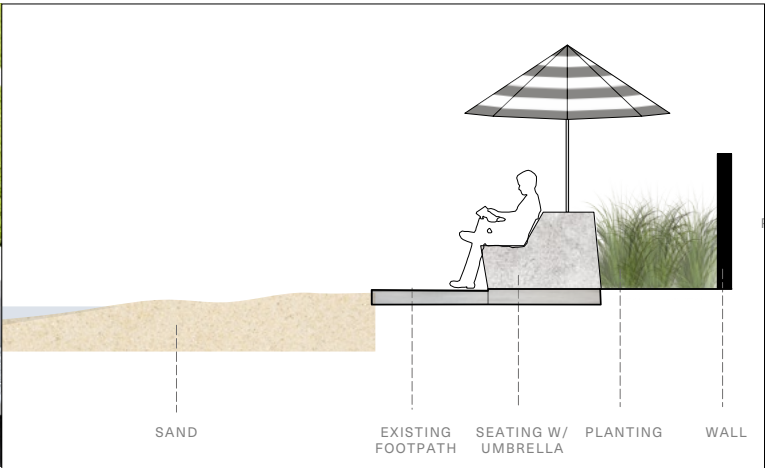
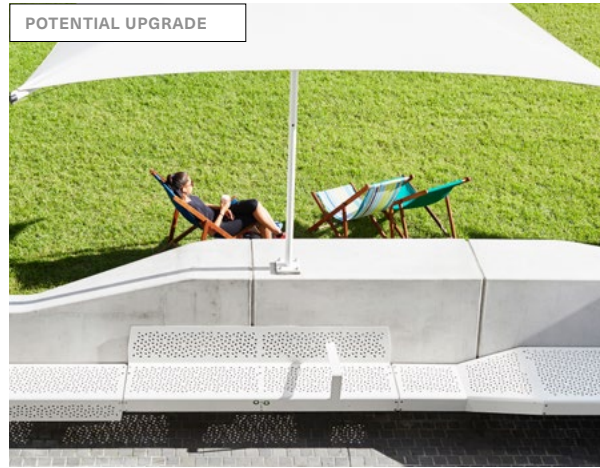


Urban beach examples

The Murray Rose Pool at Redleaf is one of the great urban assets of Double Bay and the Eastern Suburbs.

This simple arrangement of shady trees, seating edge, promenade path and sandy beach works as a unique Sydney variation on traditional public squares. Two pontoons in the pool and the perimeter board walk provide a focus to swimming activities.

Double Bay Beach is more accessible to less mobile visitors and nearby residents than Redleaf and could provide a secondary swimming spot close to the centre and park.



1 Double Bay Beach path and lawn
2 View west to ferry wharf from Beach St

Public Domain Details

Double Bay Suite

KEY CONCEPT

Maintain and extend the existing Double Bay Suite of paving and furniture for main streets within the centre. Extend and develop the suite options for gateways, laneways and foreshore areas.

WHAT TO DO

1. Review and update the existing manual to include elements and new guidelines for laneways including the Kiaora Suite.
2. Maintain the existing paving and furniture suite and use in new public spaces as appropriate, in a comprehensive manner in accordance with the guidelines.

B5.01

Double Bay has a strong existing palette of public domain materials, designs and furniture that have reinforced public domain of the centre. The palette can be extended to include new lighting options and elements for gateways, foreshores, linking streets and laneways.

The *Public Domain Lighting Strategy 2016* (prepared by Arup) was adopted by Council on 27 June 2016. This strategy should be read in conjunction with the *Public Domain Lighting Strategy 2016*, and any recommendations relating to lighting design and installation must be consistent with the Arup lighting strategy.

Conditions and Issues

The palette of greys, whites and stone and aggregate materials is a strong and memorable component of the Double Bay street character.

The original ‘Urbanstone’ paving suite pavers have not weathered well over time and have been replaced with granite in most locations. Replacement of these older pavers with stone should continue.

Where the suite is used all elements must be used in a clear and consistent manner, and not be mixed between laneway and street typologies or alternatives used without approval.

Opportunities and Recommendations

- Identify new areas that the Double Bay Suite and Kiaora Suite palettes are to be used.
- The full suite of elements; paving, light standards, seats, bollards and bins should always be used together—and not used in an ad hoc manner as has been the case in some laneways and pedestrian links.
- Add the Kiaora Suite to an updated Double Bay Centre design manual.
- Opportunities exist to improve on the existing standard lamp and develop a new pedestrian street lamp that increases luminance and pedestrian amenity.
- Updated public seats and benches may also be developed to suit both the laneway and street designs.



- 1 Double Bay Suite stone paving at Guilfoyle Park on Bay Street
- 2 View east along Cross Street showing paving, street lights and seating.
- 3 Bay Street footpath extension,
- 4 View north along Bay Street towards the harbour precinct.



- 1 Double Bay Suite standard lamp (potentially upgraded)
- 2 Double Bay standard bollards
- 3 Double Bay standard bench seat at Guilfoyle Park
- 4 Planters on Cross Street
- 5 Standard garbage bin cover
- 6 Double Bay standard tree planter boxes



There are elements of the Double Bay Suite that require updating and applications of some elements that do not contribute to a consistent and legible public domain. The use of the Double Bay Suite elements in laneways and pedestrian links is not recommended. A new set of update streetscape manual details for laneways (Kiaora Suite) needs to be developed.

- 1 Galvanised street poles and standard signage is not preferred within the centre
- 2 Asphalt back fill to be replaced with stone
- 3 Street light attachment to smart pole on New South Head Road
- 4 Double Bay Suite lights on Gumtree Lane
- 5 Double Bay Suite lights on Galbraith Walk



Public Domain Details

Wayfinding

KEY CONCEPT

Council to develop a unique wayfinding system for Double Bay utilising the Double Bay branding guidelines. Public transport nodes to be better signed. New technology should also be utilised for vehicle based wayfinding and car park information systems to reduce congestion and improve convenience.

WHAT TO DO

1. Prepare detailed designs for wayfinding and other signs.
2. Coordinate with RMS and TfNSW to better connect pedestrians and cyclists to transport services.
3. Provide 'smart' car park capacity signage on approach and internal parking systems to reduce vehicle congestion within the centre.

B5.02

Wayfinding is essentially the ability to navigate and orientate oneself within a space or between places. Finding your way around an unfamiliar place can seem daunting and also an exciting adventure of discovery. People generally use a number of sensory and cognitive devices to navigate and map their journeys. These can be maps, signs, digital devices, landmarks or even topography. Less prescriptive wayfinding occurs naturally or intuitively. People wandering or discovering may be directed by the lay of the land, landscape or architectural prompts in the built form or just follow other people along visibly popular routes and networks.

Issues

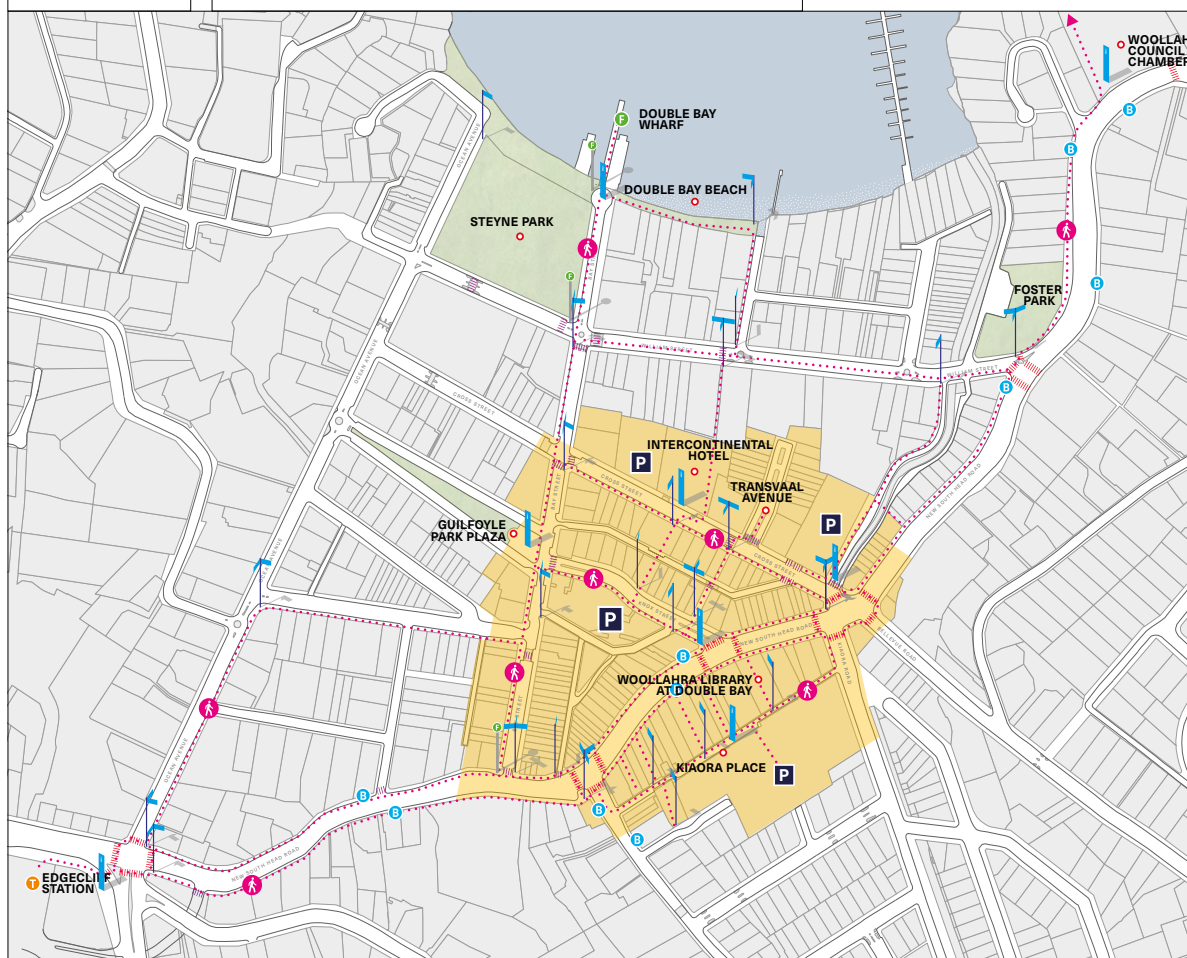
There is a lack of wayfinding and mapping systems that describe how far Double Bay destinations are from one another. The existing Woollahra street name, park and signage suite lacks refinement for pedestrian and cycling users and is generally designed for vehicle drivers in vehicles viewing from a distance.

Opportunities and Recommendations

To assist in journey planning and navigation awayfinding systems should provide the following:

- Provide a consistent, legible and coherent communication system that includes pictograms, maps and time and distance information.
- Provide concise information at the right time, only show what is needed.

- Locate wayfinding elements at key decision points for users: car parks, squares or meeting points.
- Develop a suite of street name signs, arcade name signs, map pylons and finger signs to be used through the centre to assist pedestrian connections in the centre in coordination with brand and marketing strategies.
- New signage is to complement the Double Bay Suite of elements and be coordinated with other marketing strategies and platformssuchassmart phone apps and websites.
- Double Bay branding to be used to more clearly articulate the centre within the council area.
- Use technology and variable message boards to indicate numbers of car spaces available in each off street car park and shared data with apps and GPS data systems.
- Coordinate with Transport for NSW.

DIAGRAM B4.2.1
DOUBLE BAY PEDESTRIAN ROUTES AND WAYFINDING LOCATIONS


KEY

- Finger sign
- Pylon sign
- Bus Stop
- Train Station
- Ferry Wharf
- Off Street Car Park
- Pedestrian Routes
- Pedestrian crossing at zebra crossings
- Pedestrian crossing at traffic lights
- Double Bay Centre

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- 1 Ferry Wharf roundel signage
- 2 Woollahra Suite at Double Bay wharf
- 3 Existing street name signage
- 4 Sydney Ferries information and timetable panels
- 5 Doubled up signage installed by Council and TfNSW
- 6 Poor combined signage on the Bay Street Link to Ferry Wharf

Transport for NSW's citywide 'TBFL' signage system is a positive improvement for increasing awareness of the location of services that should benefit the centre as it is rolled out. Ferry 'F' marker signs and new 'B' bus stops signs will improve the level of service provided for public transport users.



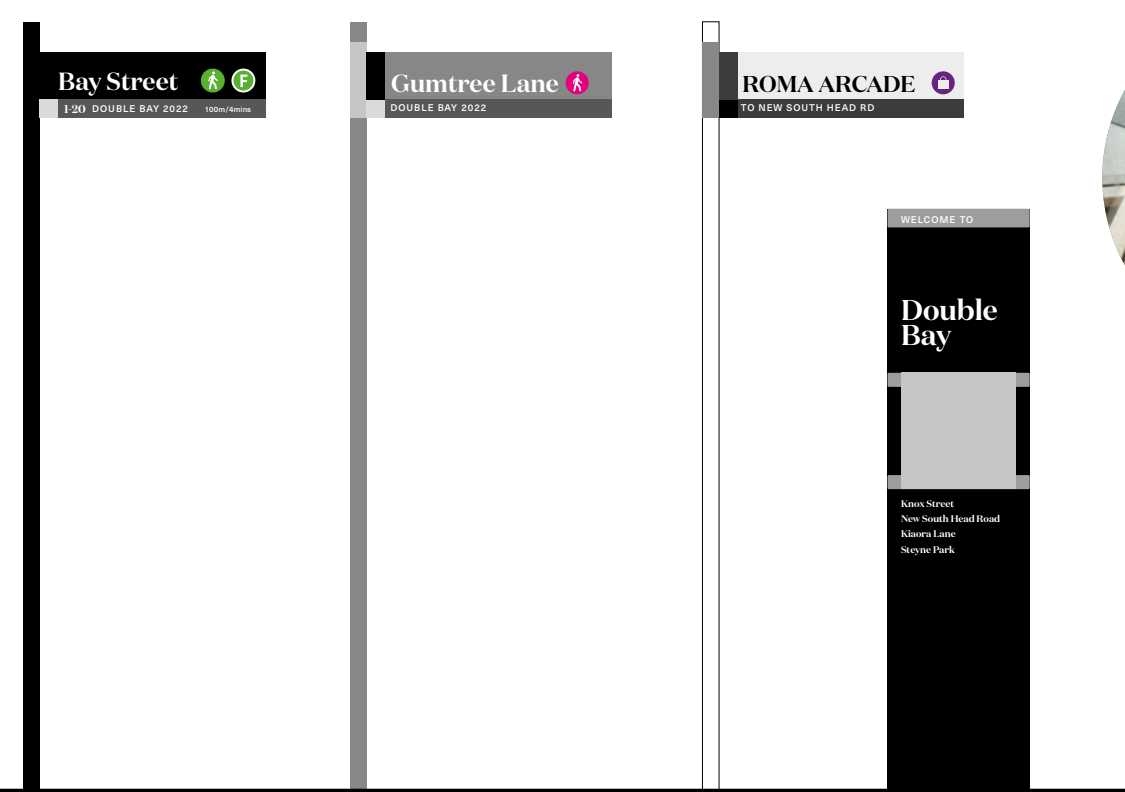


DIAGRAM B4.2.2

CONCEPT WAYFINDING / DOUBLE BAY SUITE

- 1 Co-located signage to garbage bin covers
- 2 Co-located signage to existing poles





Touch screen map panels at arrival points such as car parks can assist pedestrians find their destination, event or retailer more easily. Providing a higher level of service to match that provided at other shopping centres is imperative to increase economic activity and visitation.



New technology car park counters systems should be used on larger car parks to both increase awareness of car park locations, entrance points and the availability of parking within each car parking station.



Internal car park and street based 'smart' parking information can greatly improve access to car parks, and reduce congestion and pollution by reducing the amount of time spent searching for a car space.

Public Domain Details

Outdoor seating for dining and drinking

KEY CONCEPT

Double Bay was one of the first centres in Sydney to provide outdoor dining areas on public footpaths. The centre has the urban scale, form and footpath areas to become the foremost outdoor dining precinct in Sydney. A busy street life should be a key goal for Double Bay.

WHAT TO DO

1. Encourage outdoor seating where suitable, extend footpaths and reduce red tape and costs for operators.
2. Complement high quality, classic options with quirky individual options for various types of hospitality operators.

B5.03

Outdoor ‘alfresco’ cafés, dining and drinking areas are an essential component of the Double Bay streetscape with around 500 outdoor seats in 2016. The outdoor dining island in Transvaal Avenue is a quintessential and unique part of the Double Bay experience. The protected nature of the Double Bay valley provides an amenable climate year round for outdoor dining protected from colder southerly winds in winter and enjoying cooling sea breezes in warmer months. Well selected outdoor furniture provides more than just comfortable seating for patrons. It helps inform diners of the style of dining on offer, allows establishments to differentiate themselves and contributes positively to a richly detailed and interesting streetscape.

Conditions and Issues

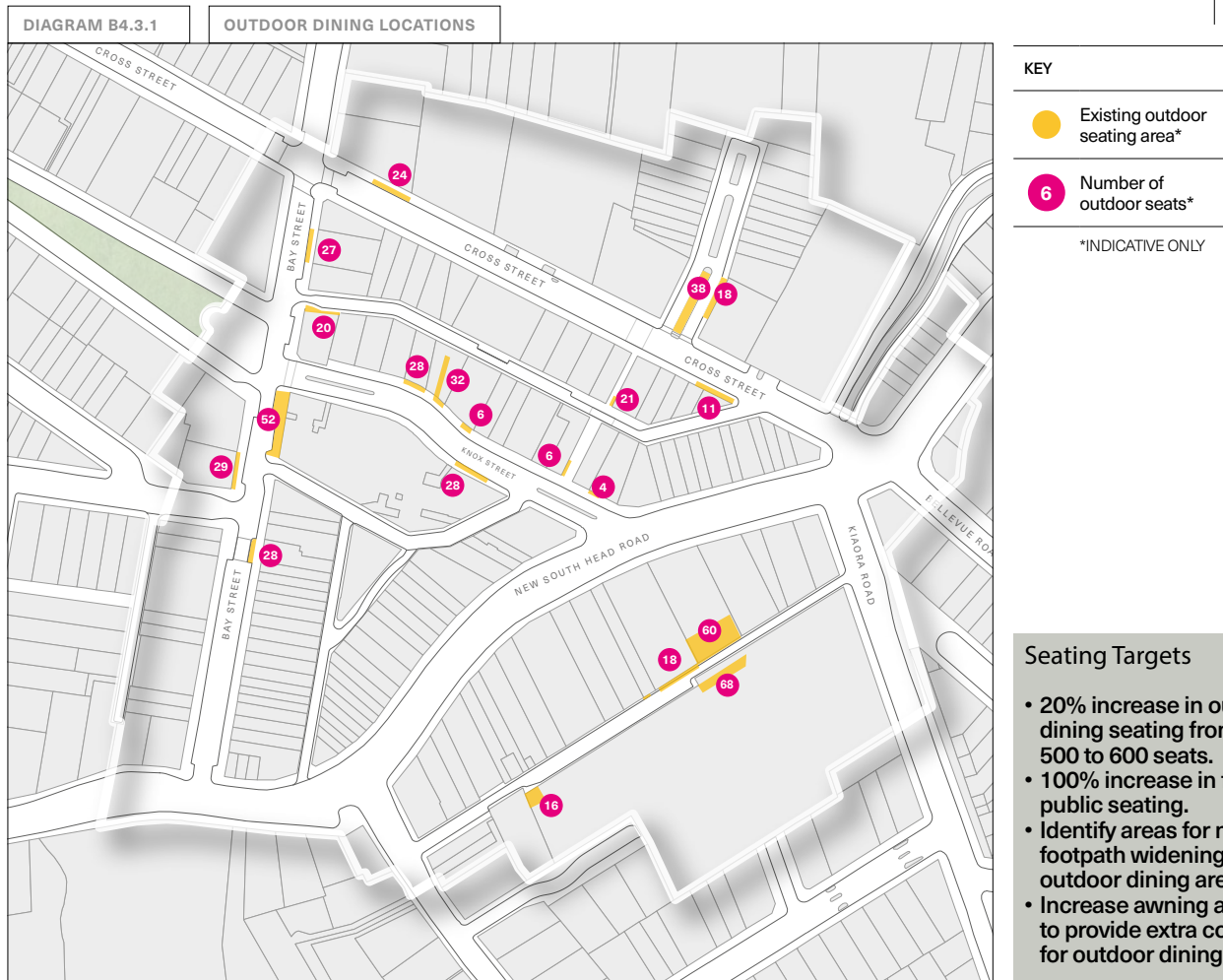
The annual costs of leasing public domain areas for outdoor seating are to be reviewed to encourage additional footpath seating. The review should be framed in terms of the positive impact of greater activity levels on streets, corners and laneways as well as the increased passive surveillance across the day and in to the evening.

Some furniture is dated and not well maintained, but in general Double Bay businesses are self regulating and providing good seating and dining options for their customers.

Council is to encourage the use of diverse, high quality, removable outdoor furniture in styles that enhances the identity of the business and the quality of the streetscape.

Opportunities and Recommendations

- Encourage more outdoor seating where appropriate.
- Outdoor dining areas should only use loose furniture that is packed away at the end of each day.
- Recommended furniture types to include umbrellas, retractable awnings, seats/benches/stools/tables.
- Discourage extraneous windbreaks, banners, menu boards, planters, waiter stations and unnecessary items that clutter the public domain.
- Outdoor dining is to be encouraged as a weather dependent activity, not a 365-day guarantee, negating any need for permanent structures.



Opportunities and Recommendations

- Encourage a selection of removable outdoor dining furniture that works with the entire suite of removable outdoor elements and adjacent building to create a coherent identity for the establishment.
- Encourage businesses to select furniture that is best suited to the style of dining and, where appropriate, offers a variety of seating options and combinations for patrons.
- Encourage a consistent furniture approach over individual and idiosyncratic choices. Dining furniture that is appropriate to the type/style of the establishment helps to inform

potential diners and enhance their experience. For example, cafés and takeaway/fast food businesses can use smaller tables with stools, suited to the informal nature of the place, suitable for smaller or single groups of patrons and the limited time diners are expected to linger.

- Casual dining venues that are suited to groups and sharing of dishes may use bench style tables and seating, or rectilinear tables to allow flexibility in table arrangements.
- Larger venues in can benefit from offering patrons a variety of seating and table options inside and out, including bench tables, stools at a counter or window and bar seating.

- 1 Loose outdoor tables and chairs, Bay Street
- 2 Island dining area, Transvaal Avenue
- 3 Indoor/outdoor dining area on Kiaora Place
- 4 Loose outdoor tables, umbrellas and chairs, Bay Street
- 5 Loose outdoor tables and chairs, Knox Street
- 6 Stools to bench opening to street on Knox Lane



- 7 Loose outdoor tables, umbrellas and chairs, with table settings on Cross Street
- 8 Loose outdoor tables and benches, Kiaora Place
- 9 Stools and bench at cafe on Knox Lane

Provide:

- Maintain a clear passageway on footpaths.
- Furniture should have a classic and timeless quality.
- Provide table service to outdoor seating and keep tables clean.
- Use tablecloths and linen to provide a higher quality experience and street presence.
- Provide a variety of seating options and table sizes for different groups of patrons.
- All furniture to be stored off the street when not in use.

Avoid:

- Permanent elements.
- Fixed tables and chairs.
- 'Feature' outdoor furniture that contrasts with the character of the building or the precinct.
- Excessive variety of furniture types in the one business.
- Moulded PVC chairs.
- Bulky, oversized furniture.
- Waiters stations and electronic equipment on the street.
- Advertising panels and vinyl banners.
- Storing anything in the public domain.

✓ APPROPRIATE FURNITURE TYPES

REMOVABLE

TIMBER

OPTIONS

BENCHES

CONSISTENCY

NATURAL

COMFORT

COLOUR

SERVICE

CLASSIC

LINEN

VARIETY

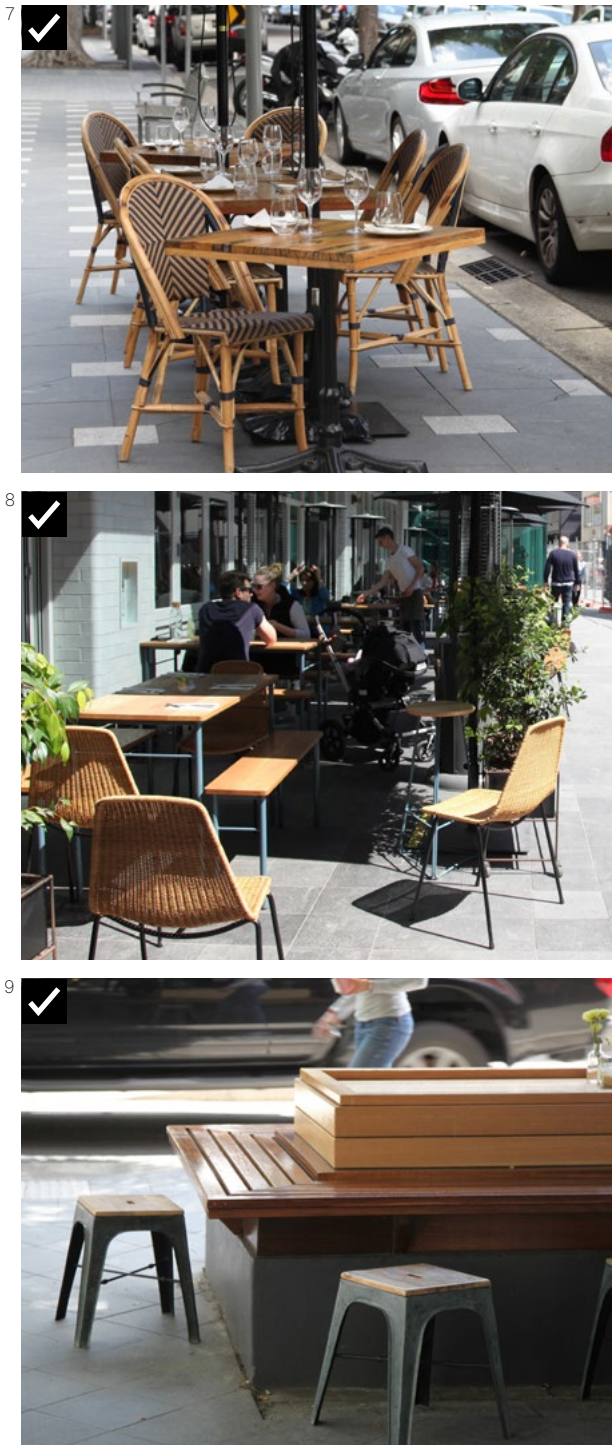
✗ INAPPROPRIATE FURNITURE TYPES

MOULDED PVC

FIXED

BULKY/PLASTIC

EXCESSIVE VARIETY



Public Domain Details

Awnings and covered seating

KEY CONCEPT

Maintain and expand a network of covered footpaths and arcades with awnings across the centre to create an outdoor pedestrian weatherproof network.

WHAT TO DO

1. Require awnings on all new developments where there is active street frontage or an continuous existing awning on the street.

2. Complement high quality, classic options with quirky individual options for various types of hospitality operators.

B5.04

As businesses come to rely on outdoor table spaces they often look to enclose outdoor spaces for year round use. The addition of large roofs or walled structures detracts from the urban amenity of the centre. Permanently privatising the public domain should be avoided. Awnings are to be included along nominated active street edges to complete a connected network of comfortable footpath environments for pedestrians. Awnings and verandahs should be 3.6—4.2 m above ground level; at least 3.6 m wide (or 80% of the available footpath space); and have a maximum fascia depth of 0.6 m. Generally an awning should not be deeper than 5 m with a nominal setback of 0.6 m from the kerb, or 1.0 m from an adjacent street tree.

Issues
Double Bay has a relatively disconnected network of footpaths covered by awnings. Awnings provide environmental protection from hot sun and rain. The varied architectural styles in the centre means there are old buildings with original awnings to flat modernist street façades of the 1960s and 1970s. Awnings help to create an interface zone between the building and the public domain, and offer a level of generosity and civic spirit in their form and concept. Contemporary architecture often overlooks or fails to understand the role that a well designed awning can play in the success of a building. Understanding local context and pedestrian networks is important. Awnings also encourage window shopping and prolong browsing in a shopping area.

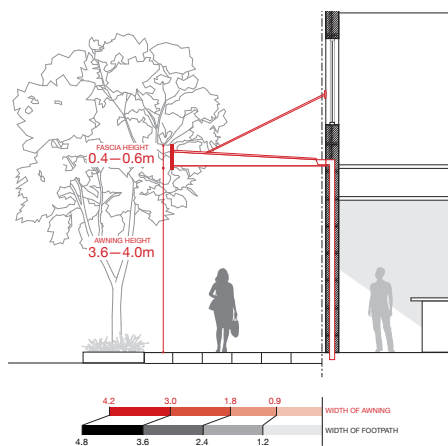
Opportunities and Recommendations

- Awnings are to be provided in new or refurbished development where possible in accordance with the DCP.
- Awnings should generally be solid, horizontal or have a nominal pitch for drainage purposes. Downpipes and drainage should be concealed.
- Encourage outdoor seating to be only for weather suitable days or be located under existing fixed or extendable awnings.
- Coverings and protection from rain or sun should only be gained from umbrellas, retractable or solid awnings and large trees or trellis structures.
- Awnings are lacking mostly on Bay Street and Cross Street and should be encouraged in these locations.



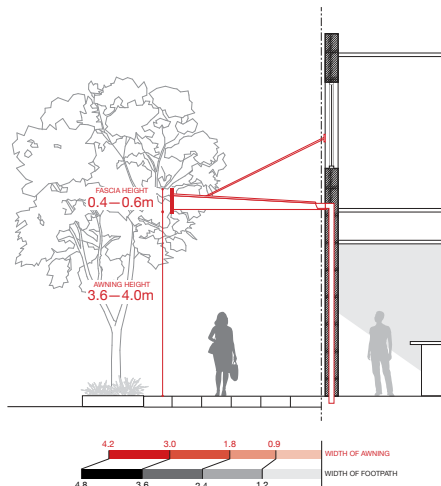
Solid awnings

Solid awnings are the preferred model in most situations as they reinforce the predominant typology on local streets. They are effective in shading hot sunny footpaths and allow the concealment of drainage plumbing and electrical conduits. Awnings may be internally cantilevered or use traditional suspension rod systems. Fascias provide an area for signage to the tenants of the ground floor areas. Canvas roll down blinds may be added to underside of fascia.



Partly glazed awnings

Awnings using a combination of glass and solid materials may be appropriate in some locations, to increase natural light to a facade, especially on south facing elevations.



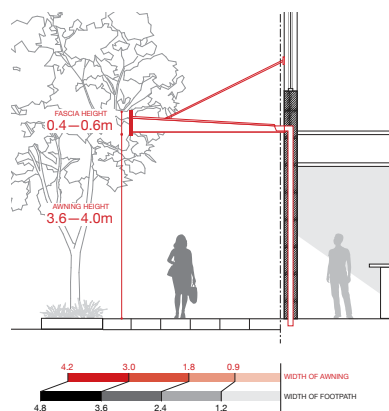
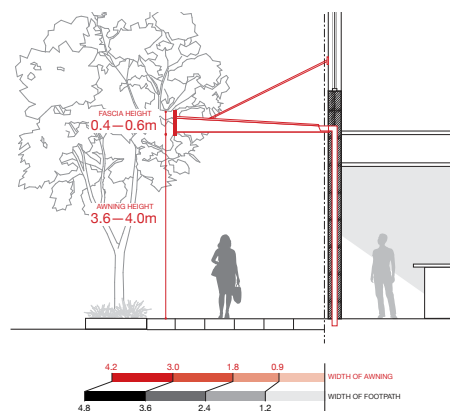
- 1 Solid pressed metal ceiling awning, Golden Sheaf Hotel, New South Head Rd
- 2 Short awning to cover bench and stools opening on to Knox Lane
- 3 Contemporary solid awning with skylights, New South Head Road

Glazed awnings

In general fully glazed awnings are not preferred. Whilst providing rain shelter they provide little shade or environmental cooling effect on the interior spaces and appear dirty. The lack of a solid streetfacing fascia means that signage is often difficult to attach which can have a negative effect on retail trade within the building or business. Glazed awnings are more suited to shorter lengths and some heritage buildings — preferably on masonry façades as a counterpoint to the architectural language of the building.

Canvas and extendable awnings

Fixed and extendable canvas awnings can provide protection to entrances and shop windows or outdoor dining areas. In general they can be mounted lower than fixed awnings. Extendable awnings should generally be responsive to the activities that occur within the building and are usually retracted after hours — thus not providing a permanent covered footpath space. Roll down canvas awnings are also appropriate to provide sunshade to glazed shop fronts.



- 1 Glazed awnings Kiaora Place
- 2 Striped canvas sun shading, Bay Street
- 3 Extendable awnings on Kiaora Place

Public Domain Details

Opening to the street

KEY CONCEPT

Businesses that open to the street invite people in, animate façades and create connectivity to passers-by. Openings facilitate trade and create open air spaces that can adapt to climate and time of day.

WHAT TO DO

1. Establish design controls and a list of examples for best practice examples of shopfront design opening to the street.
2. Allow for innovation in materials and design in shop fronts and openings.

B5.05

A street needs variation and interest along its entirety. Opening doors, windows and walls improve the connection between inside and out, allowing commerce to spill out and contribute positively to the activity of the street. Places to sit inside looking out through an open window connect people with the street. Openings can also create a sense of outdoor dining for indoor tables without adding furniture or clutter to the street where there is limited space on a street or lane.

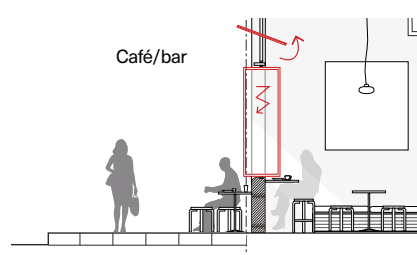
Conditions and Issues

Large areas of fixed standard shopfront glazing units can create dull and unappealing street edges. Furthermore, the interesting sights, smells and sounds of indoor activities become limited in their ability to contribute to the liveliness of the street and enjoyment of pedestrians. Entirely fixed façades are less likely to invite people to congregate and meet on either side of the threshold, and thus fail to capitalise on the natural dynamism and protection offered at this point, as well as failing to contribute to passive surveillance of the street. Double Bay has a number of businesses that open directly to the street and potential for additional premises to also open to the adjacent street, lane or public space.

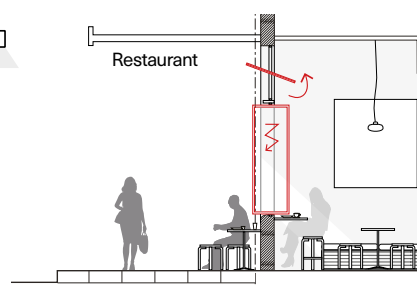
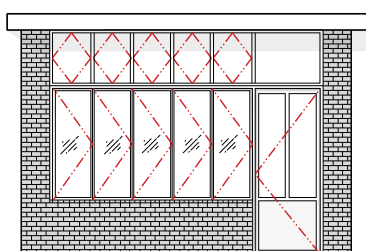
Opportunities and Recommendations

Building owners should be encouraged to open particular uses to the street wherever possible. Increasingly hospitality operators like to blur the boundary between indoors and outdoors, with the threshold being an appealing place to sit. Operable walls/sliding doors can help expand a retail/hospitality space to maximise the location and engage with activities on the street. Cafés prefer to serve directly onto the street, which also activates the street or lane with movement and brings servers to the front of a tenancy, creating local 'eyes on the street' which helps community building and improves safety outcomes.

✓ OPENING WITH BUILT IN SEATING AT STREET EDGE



✓ OPENING WITH INTERNAL BENCH LOOKING TO THE STREET

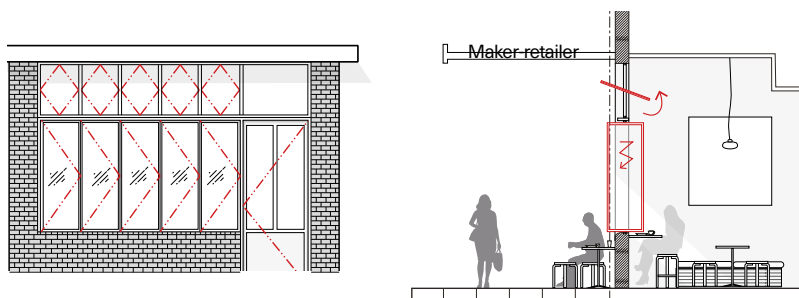


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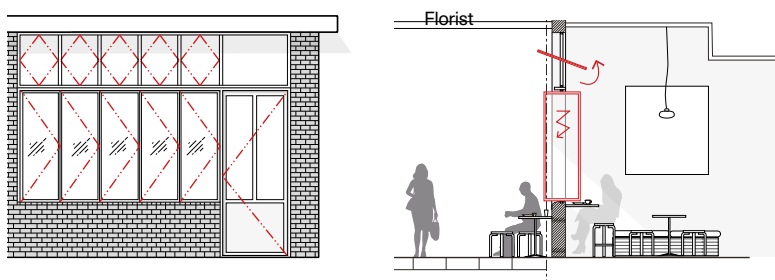
- 1 Cafe opening directly to the street, St Kilda
- 2 Cafe opening directly to the street, St Kilda
- 3 Cafe opening to Manning Street, Double Bay
- 4 Bench seating facing the street on Bay Street



BI-FOLD DOORS CREATE WIDER OPENINGS



TOP HUNG FOLDING DOORS CREATE OPENNESS AND GIVE COVER



Public Domain Details

On street trading display

KEY CONCEPT	WHAT TO DO
Allow shops to use the footpath for the display and sale of goods where suitable to create stimulating interesting streets that reflect the businesses that are located on them.	1. Establish guidelines for street display. 2. Council to consider a one metre interface zone to allow 'retail spill' on to the footpath.

B5.06

The sale and display of goods on the footpath can be an attractive addition to a retail area, helping to activate and enliven frontages.

Issues
There is currently only a small amount of on street trading display areas within Double Bay. To date cafés, restaurants and pubs have been the main businesses to utilise adjacent footpaths for commercial purposes, helping to activate the street and make the street a social, meeting and 'hanging out' space. Other types of traders can also make a positive contribution to the street by having displays of products on the footpath. Protection for outdoor trading from rain or sun can be gained from umbrellas, retractable awnings or existing awnings, large trees or trellis structures over footpath areas.

Opportunities and Recommendations
Establish simple controls for retail spill and trading on footpaths immediately adjacent to a trading premise. Council to consider allowing a blanket one metre interface zone along the property boundary to be used for retail spill on the footpath, maintaining a clear pedestrian path. Approvals may be sought for trading areas outside this allocated space.

Suitable businesses can include

- Flowers and fresh produce
- Garden supplies
- Homewares/dry goods
- Book Shops
- Music Shops
- Hardware
- Clothing
- Shoe shops
- Delicatessens
- Supermarkets
- Newsagents



- 1 Fruit and vegetable shop trading to street, Rozelle
- 2 Flower shops provide colour and activity to a street
- 3 Small baskets on the front step at Cyrils, Haymarket
- 4 Display tubs on wheels
- 5 Coffee cart extending into the street, Adelaide
- 6 Bookseller display, Gleebooks, Glebe



Public Domain Details

Commercial waste management

KEY CONCEPT

Minimise the impact of commercial waste on streets and laneways to improve the amenity of the public domain — allowing better activation of street

WHAT TO DO

1. Audit all existing waste management controls, standards and key locations where waste storage is an issue.
2. Design new bin storage units that better conceal the visual impact of bins on lanes and streets.
3. Designate streets, lanes and other locations where bin storage is restricted.
4. Use a commercial waste manager.

B5.07

The increase in businesses seeking to use laneways as primary or secondary addresses has created issues around the management and location of commercial waste bins on laneways.

Laneways were originally designed as an access point to back-of-house areas for storage of materials and removing waste generated on site which is now creating conflict where existing businesses are looking to trade on to these lanes and small streets.

Conditions and Issues

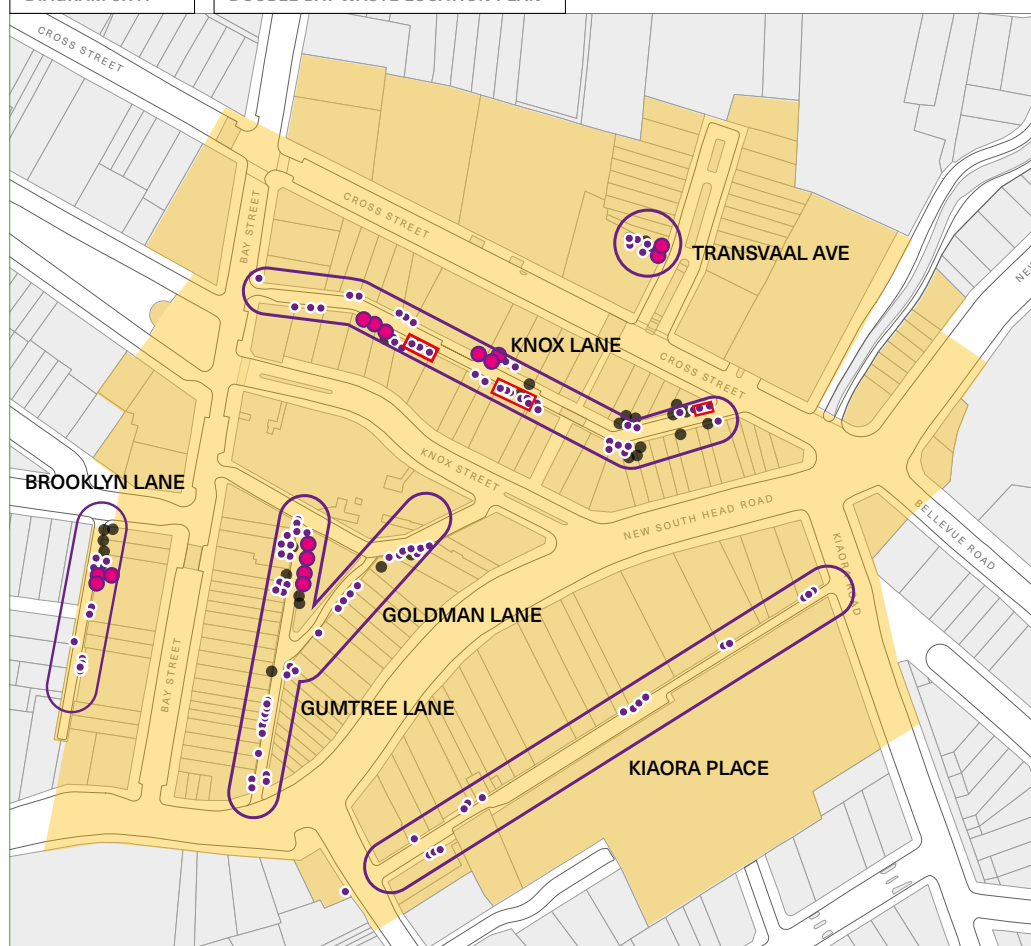
Different businesses have differing requirements for waste storage and different types of waste generated as part of their business operations. Hospitality and food related businesses usually generate larger volumes of food waste that can generate odours, and recycling wastes such as bottles, cans and other items such as gas bottles and food storage items like milk crates, oil cans etc. Clothing and dry good sales generate more cardboard and paper waste. Private waste collection can mean there is always waste waiting to be collected on streets, rather than at a regular time or regular day. The lack of adequate on site storage of bins is significant issue on laneways. Noise from the collection of bottles can also be an issue for residents and some businesses.

Opportunities and Recommendations

- Review existing waste volumes, collection patterns and existing locations where waste is problematic.
- Employ a waste management officer to help businesses better deal with ongoing waste issues.
- Review times and regularity of commercial waste collections.
- Address private storage area issues.
- Design new communal wheelie bin storage areas for Knox Lane, Gumtree Lane and other locations as required.
- Review existing waste management controls and review effectiveness in implementation at the DA stage.
- Establish consistent design and serviceability controls for waste storage areas and access points in new developments.
- Remove/relocate all waste storage that is permanently located on public footpaths.

DIAGRAM 5.7.1

DOUBLE BAY WASTE LOCATION PLAN

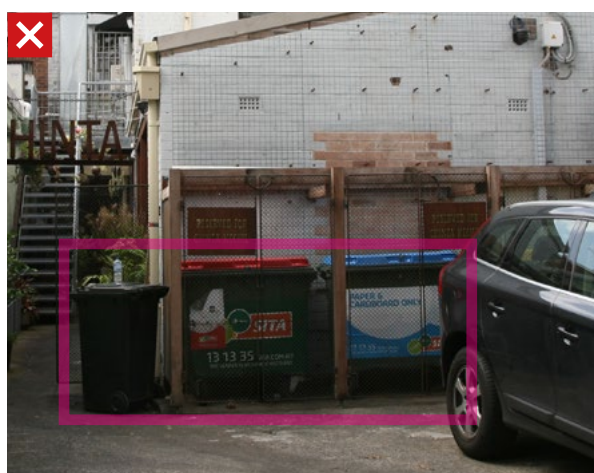


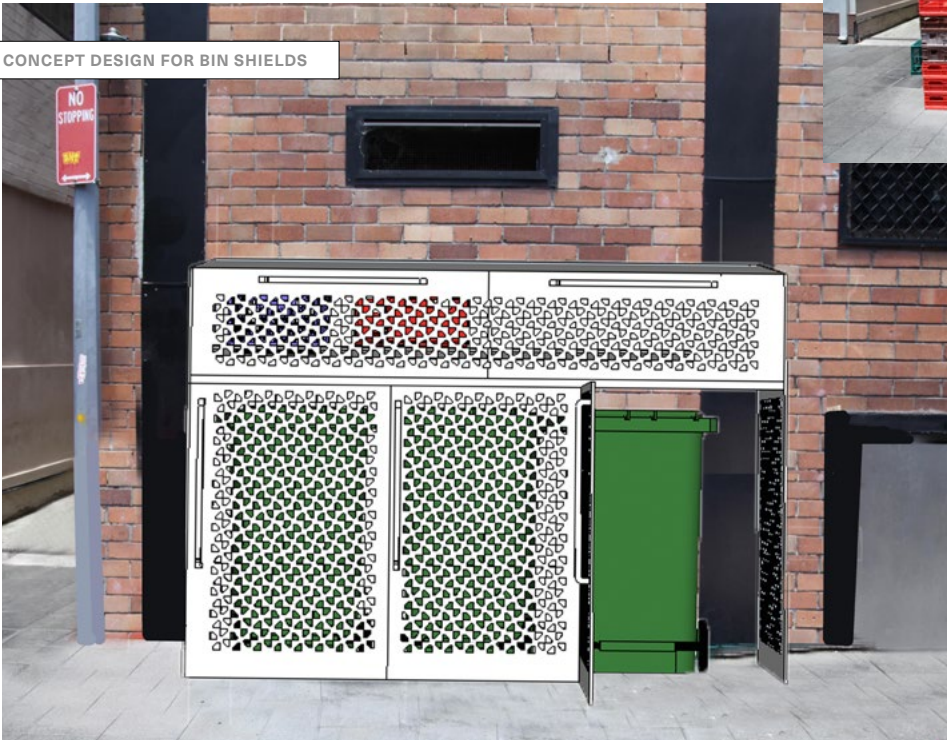
KEY

- Large exposed wheelie bin
- Small exposed wheelie bins
- Wheelie bin shield
- Loose waste and storage is an issue
- Key areas where waste is an issue

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- 1 Bins, storage, milk crates on Gumtree Lane
- 2 Large commercial waste bins on the north end of Gumtree Lane
- 3 Large bins on Transvaal Avenue
- 4 Existing bin covers on Knox Lane
- 5 Wheelie bins on Gumtree Lane
- 6 Large commercial bins visible from the street on Goldman Lane





To deal with the existing garbage bin, and crate storage in Double Bay laneways an updated 'garbage bin shield' is proposed to provide a more effective camouflage and reduce the visual impacts of storage of waste in the public domain. This design is a development on the existing cover and includes lockable door to reduce the visual impact of the wheelie bins. It would be constructed of laser cut aluminium with a two-pack paint finish.

EXAMPLES



- 1 Laser cut aluminium garbage bin cover, Alumni Green, UTS
- 2 Digitally printed wraps on bins
- 3 Bin enclosure with garden bed roof.
- 4. Taller, slatted open air bin enclosure for private property locations



Public Domain Details

Pedestrian priority measures

KEY CONCEPT	WHAT TO DO
Improve all crossings and areas of conflict between vehicles and pedestrians to encourage a walkable neighbourhood. Increased pedestrian measures also assist to calm traffic speeds in high pedestrian areas by creating thresholds.	<ol style="list-style-type: none">1. Reduce vehicle speeds in the centre, especially in laneways and at intersections and crossing points.2. Extend footpaths across entrances to smaller side streets and laneways to increase pedestrian amenity.

B5.09

Pedestrian priority shifts busy urban areas from the historical hierarchies of movement once defined by traffic management that gave high priority to vehicles and the free flow of traffic, often at the expense of town centres, pedestrians and cyclists. Correcting this imbalance has been undertaken in recent times across Sydney and in urbanised areas around the world.

Conditions and Issues
There are streets and intersections that are difficult to cross in places throughout Double Bay. There are other places where some effort has been made to improve pedestrian amenity which have been later modified or changed. The low lying level of some streets in the centre and flooding issues need to be considered when removing gutters or drainage points.

Opportunities and Recommendations

- Reduce traffic speeds on all streets the centre and create shared zones in designated lanes and small streets.
- Undertake a safety and accessibility audit for existing streets and crossing locations and identify issues and problem areas. (*Disability Discrimination Act 1992* compliance)
- Remove traffic slip lanes where possible (coordinate with RMS).
- Provide pedestrian crossing points on all sides of intersections.
- Build out kerb blisters and kerb extensions, especially across smaller side streets and laneway entrances to reduce crossing distances.
- Use kerb gardens to create buffers and diversion barriers between vehicle lanes and pedestrians.
- Install additional elements on footpaths that provide comfort for pedestrians such as wayfinding, bubblers, seats, awnings and shade.



1 Proposed upgrade crossing at the entry to Knox Lane from Cross Street.

Public Domain Details

Green streets, planters, trellis and vines.

KEY CONCEPT

Increase the visual amenity and attractiveness of Double Bay's streets, squares and lanes with a range of planters, pots, window boxes, trellis and vines. These details will provide environmental and visual improvement in a short time especially in areas where space is limited or services are in the footpath.

WHAT TO DO

1. Select appropriate plant types, container and pot sizes and materials, 2. Encourage business and property owners to participate in a council supported greening program.

B5.10

Providing additional green space and planting options will improve the amenity of Double Bay's streets and laneways. The addition of extra trees, planters and vines will improve visual amenity but also help to alleviate urban heat issues in summer.

Conditions and Issues
In streets with mature street trees Double Bay projects a green and comfortable ambience, but there are a number of streets and laneways that suffer from lack of shade and have an abundance of hard surfaces. These streets include Short Street, Knox Lane and Kiaora Place. Some streets have issues with service and lack of space for deep planting.

Opportunities and Recommendations

- Develop a suite of pots, wall planters, trellises, green walls and hanging planters to increase the level of greenery and visual interest in Double Bay.
- Establish a seasonal program of planter displays and a regular monthly maintenance regime.



Implementation strategy and specific projects over time

C1.01

The implementation and roll out of new public domain works in Double Bay need to be staged to minimise their impacts and for planning and managing budgetary spending for new capital works in the centre.

Overview

New works and upgrades should be focussed for best outcomes and improvements over the short, mid and long term capital works programs.

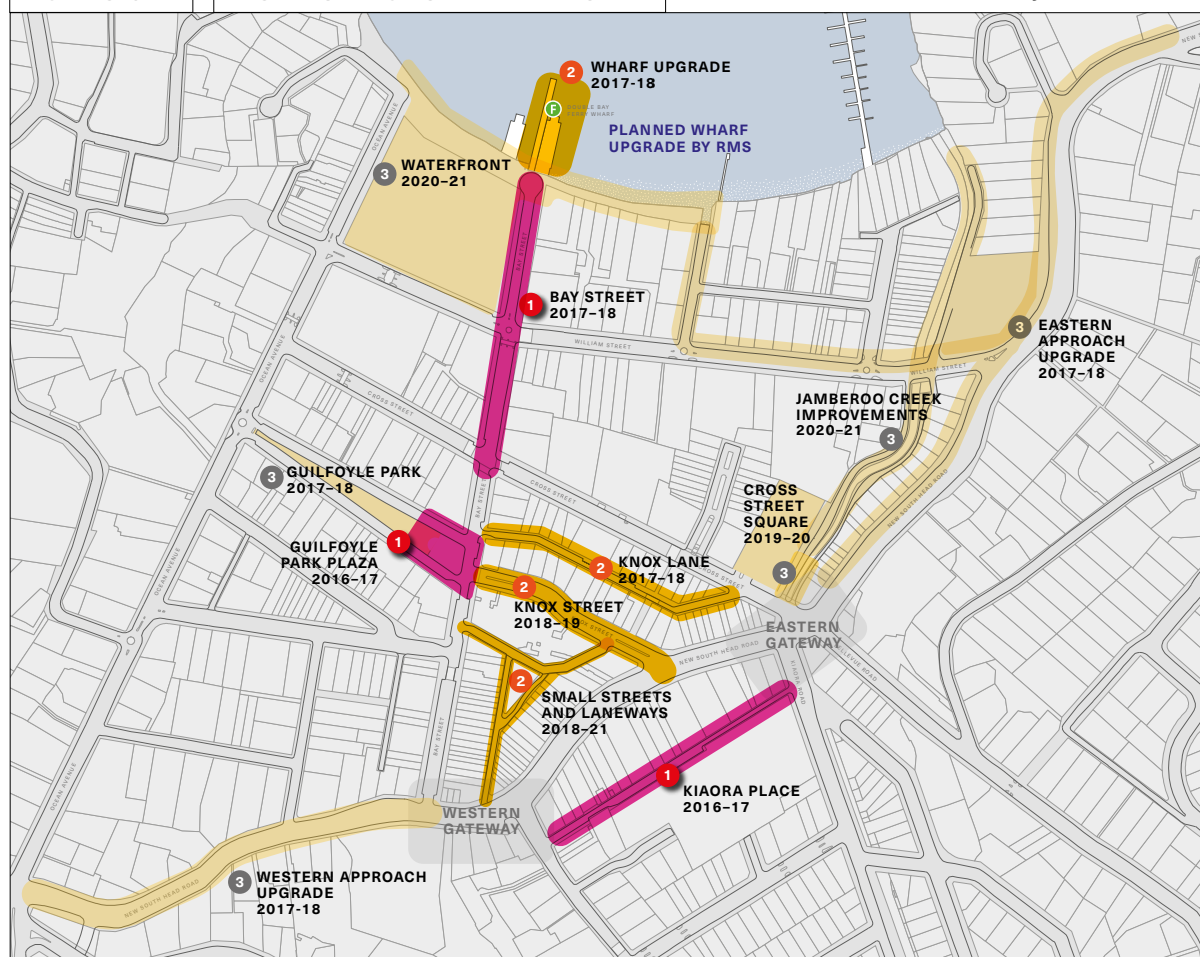
The upgrade of Kiaora Place with supermarket, retail outlets and large car park and an upgraded laneway has reinvigorated the retail area on the southern side of New South Head Road. Increased retail activity in this area may affect activity to the north in the short term but should contribute to more visitors and economic activity across the entire centre. The ability to easily move between the two areas and across New South Head Road is a key consideration to boost civic, business and retail activity.

Opportunities and Recommendations

- Priority should be given to linking the waterfront to the centre, with a strengthened Bay Street link and new wayfinding, connecting the Harbour to the centre.
- Reposition Knox Lane as the northern pair to Kiaora Place, introducing the same paving suite, selected trees for shading and some parking, designating it as a special street, and then activating the street edges for retail activities.
- Pedestrian safety and amenity improvements, improving laneways, better integrating arcades.
- Improved pedestrian and cycle links from Edgecliff Station to Bay Street and Rose Bay to William Street.
- Harness new major development site public domain contributions including the potential Cross Street development site, and sites fronting on to small streets and laneways.

DIAGRAM C1.01

INDICATIVE STRATEGY FOR IMPLEMENTATION



KEY

1 High priority

- Guilfoyle Park Plaza
- Bay Street Link
- Kiaora Place minor works
- Western Approach
- Wayfinding
- Commercial Waste Strategy

2 Medium priority

- Knox Lane
- Knox Street
- Small laneways

3 Long term priority

- Guilfoyle Park
- Ferry Wharf
- Steyne Park
- Waterfront & Beach
- Jamberoo Creek Improvements
- Eastern Approach & Gateways
- Cross Street Square

Executive Summary
Double Bay centre and civic precincts

ES.01
A1.02

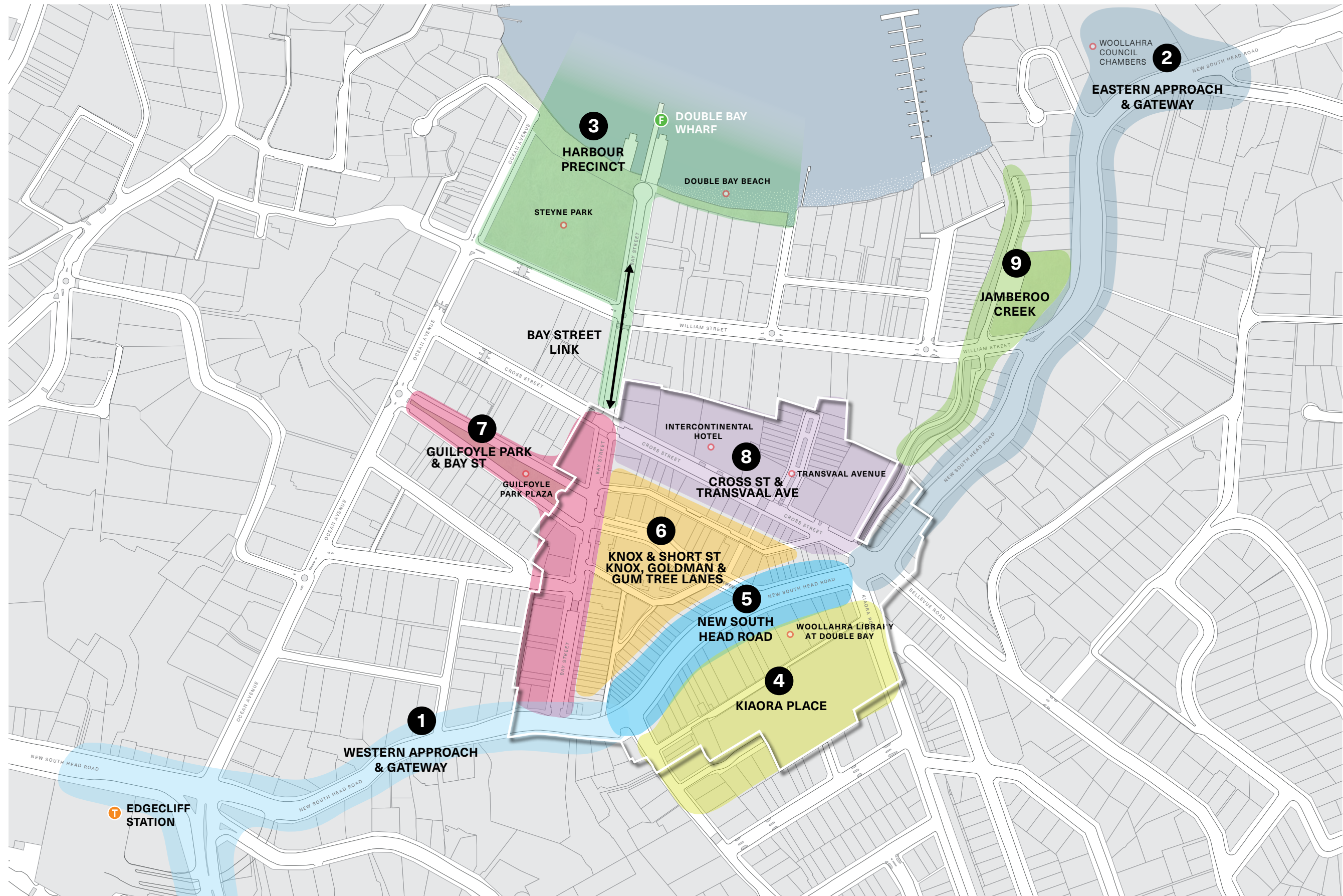


- KEY
- Double Bay Centre
 - Civic and Open Space Precincts
 - Harbour

Executive Summary

Double Bay precincts

ES.02



Public Domain Structure Plan for Double Bay

Double Bay sub precincts

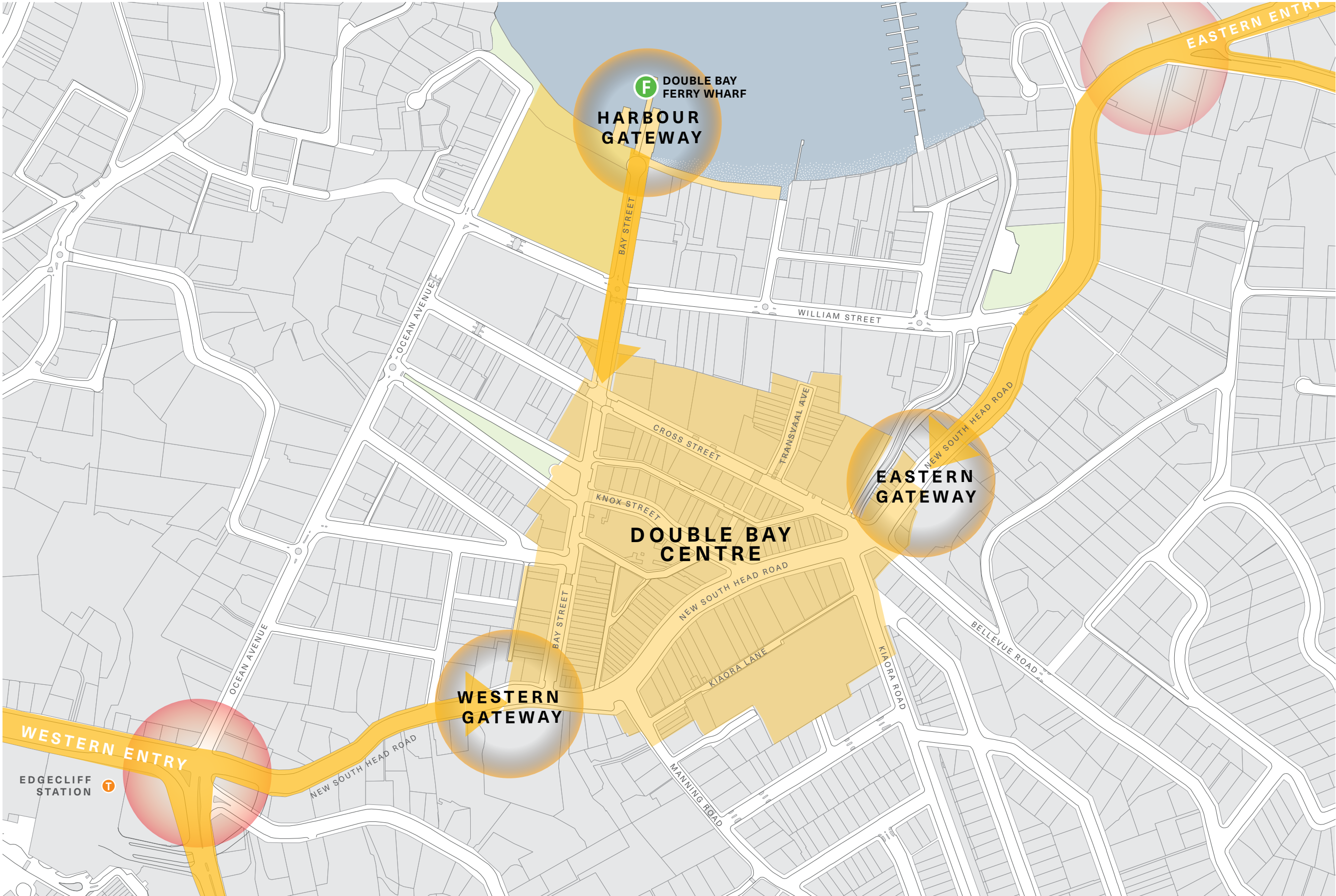
A1.04



Arrival points and gateways to Double Bay

Gateway and thresholds overview

A2.02



KEY

Double Bay Centre

Approach Roads

Thresholds & Entries

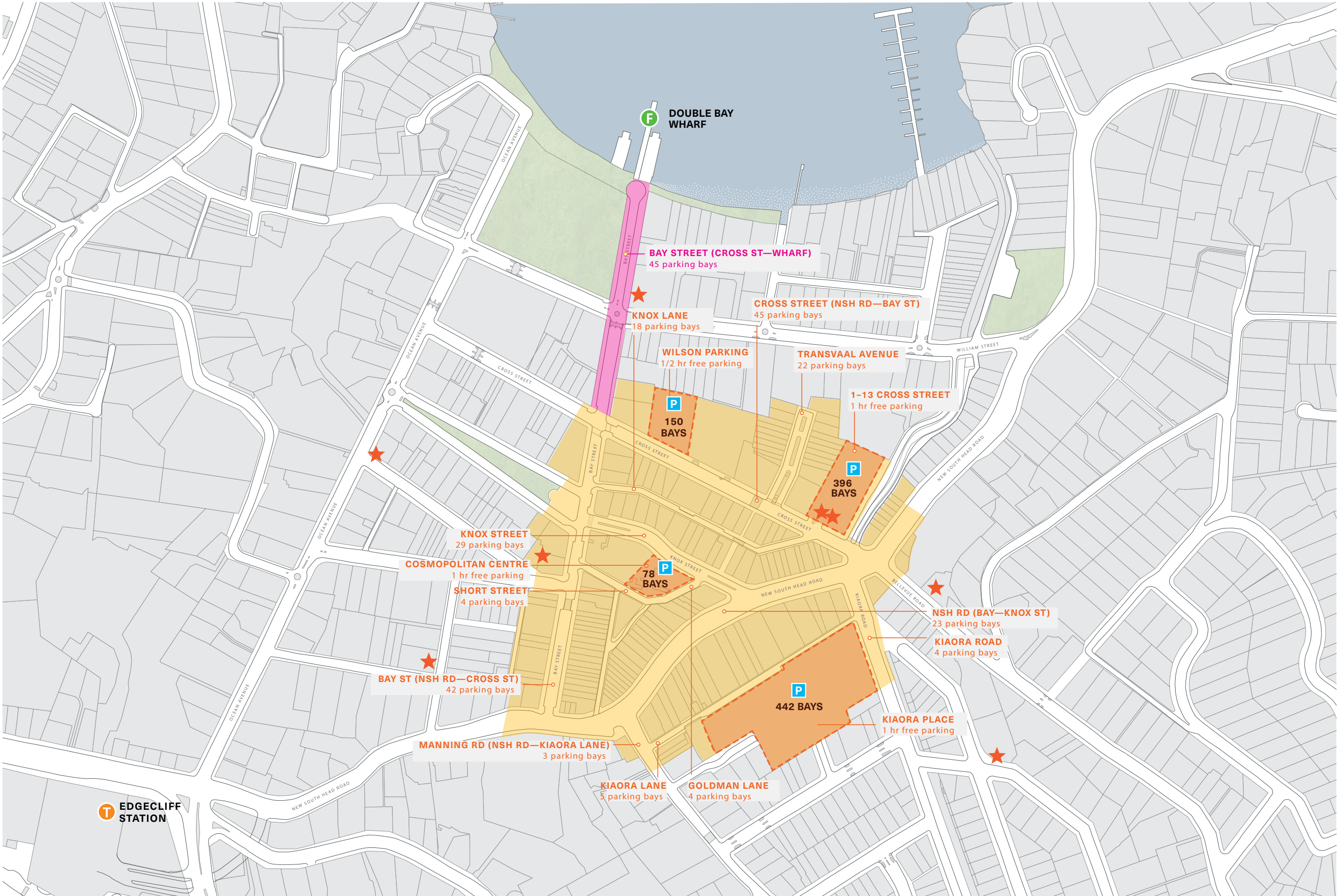
A2.03



Private transport and parking

Existing carparking in Double Bay

A2.04



KEY

Double Bay Centre

Bay Street Link

Off Street Car Park

Car Share Vehicle

199 On Street spaces in Double Bay Centre

45 On Streetspaceson Bay Street Link

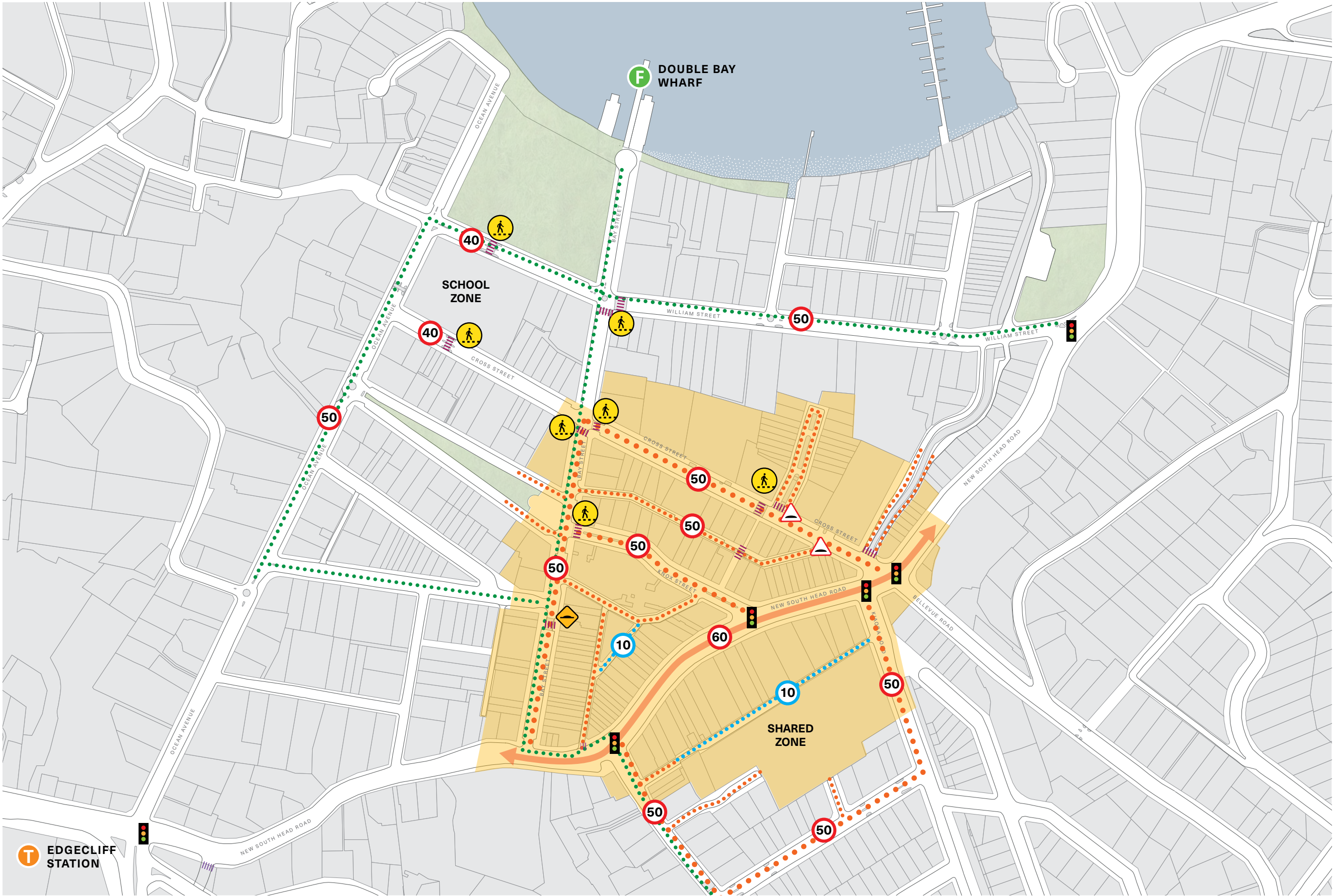
1066 PublicOffStreetCar Park Spaces

1266 Total Spaces

Existing road network

Existing road hierarchy

A2.05

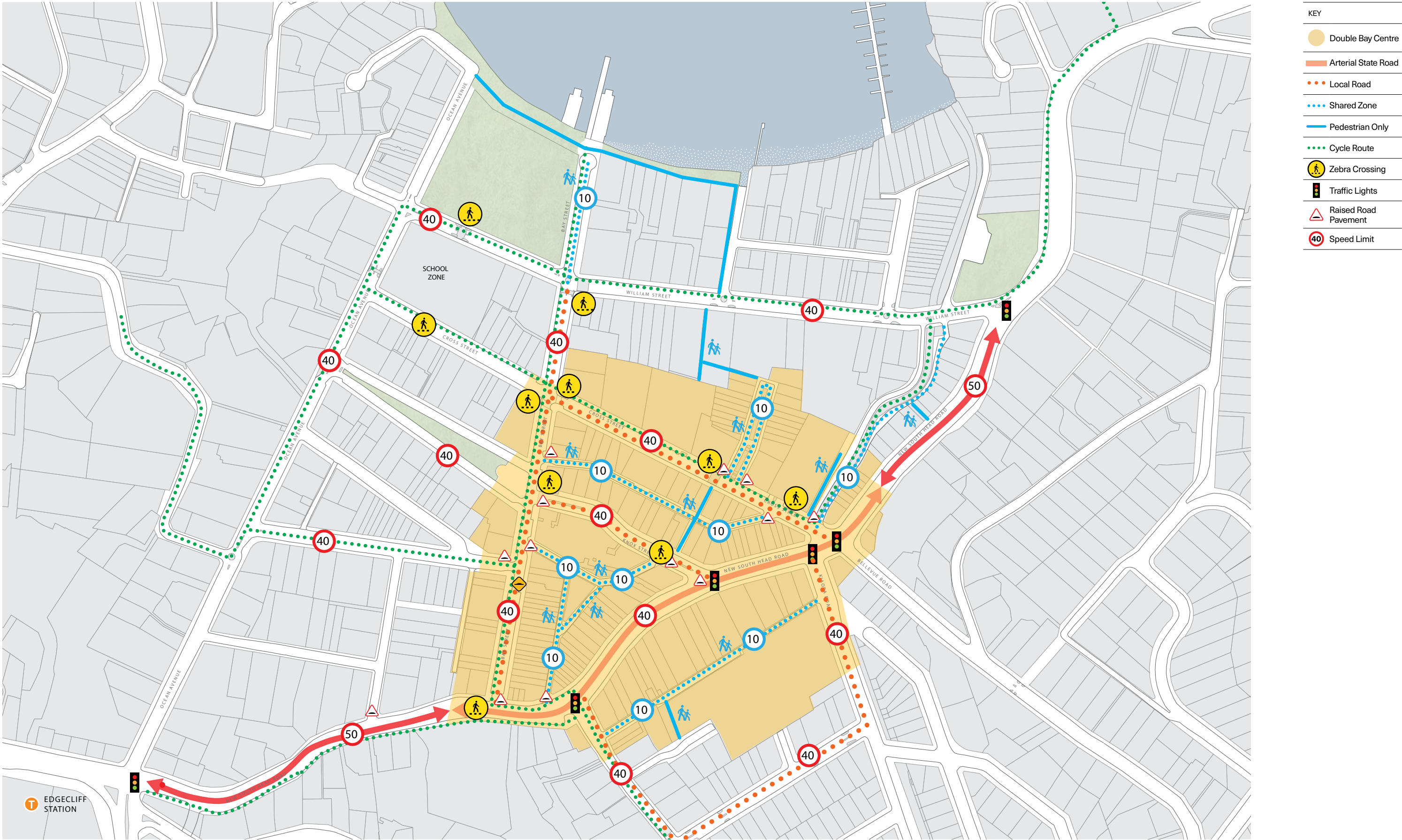


- KEY
- Double Bay Centre
 - Arterial State Road
 - Local Road
 - Cycle Route
 - Shared Zone
 - Zebra Crossing
 - Traffic Lights
 - Raised Road Pavement
 - Speed Limit

Future street and lane network

Proposed street and laneway hierarchy

A2.06



Knox Street and Knox Lane core upgrade
Knox Street existing conditions

B1.01

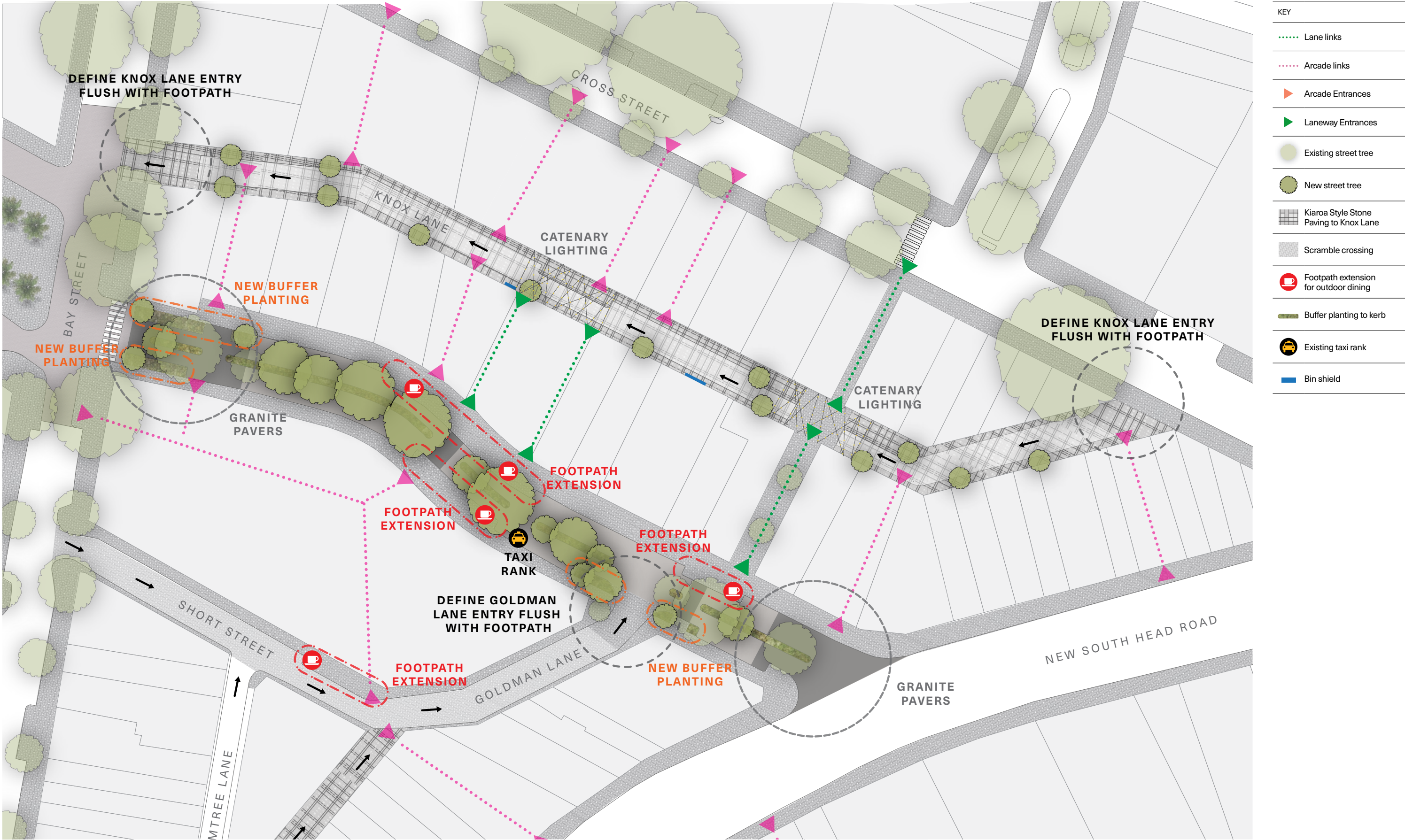


- KEY
- Primary link
 - Secondary link
 - Retail Entrances
 - Arcade Links
 - Existing Trees

Knox Street and Knox Lane core upgrade

Knox Street and Knox Lane upgrades

B1.01



Lanes and small streets

Double Bay laneways, small streets and arcades

B2.01

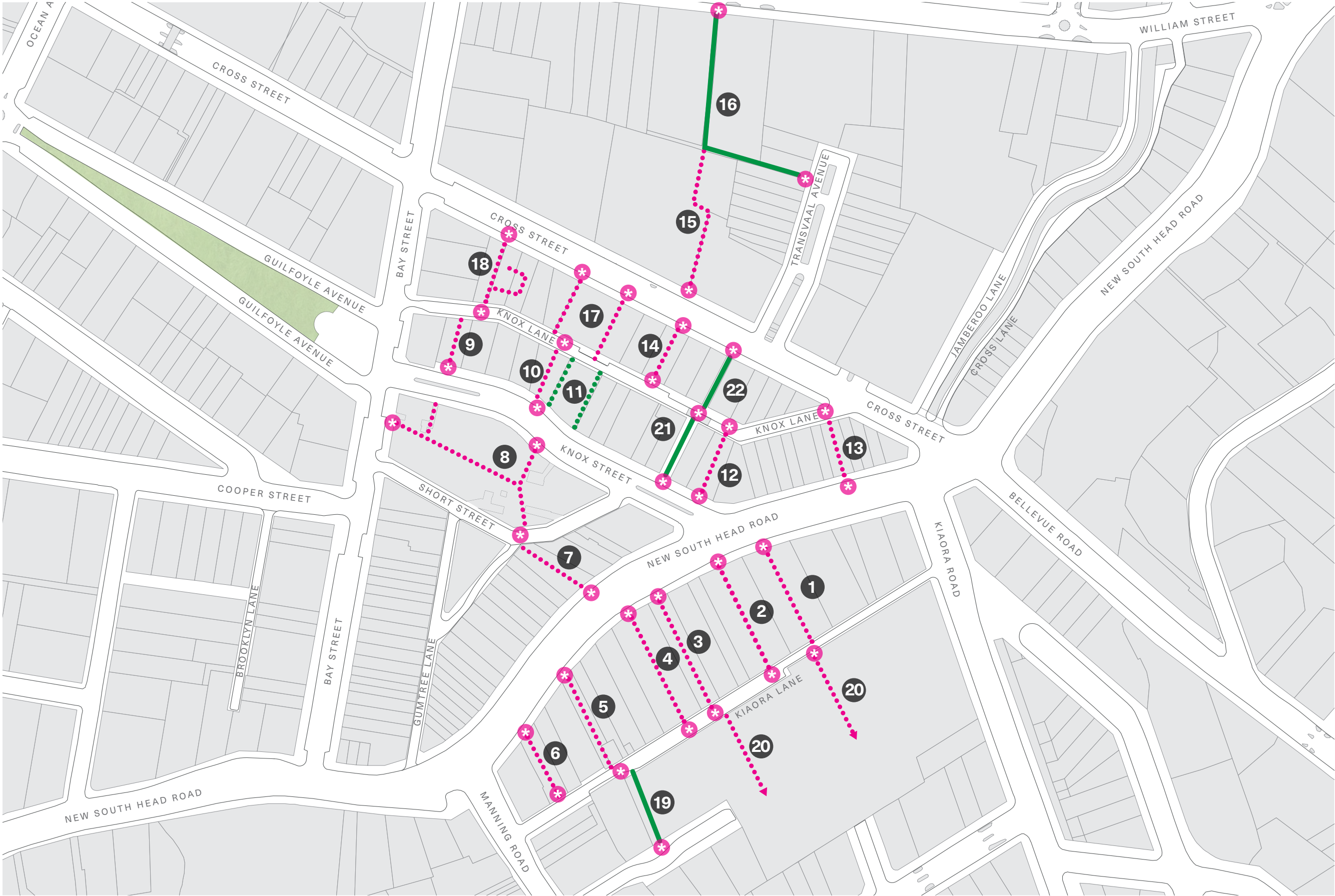


LANEWAY HIERARCHY	
●	A: Retail
●	B: Link
●	C: Service
⋯	Internal Arcade/Link
⋯	Pedestrian Link

Laneways and small streets

Integration of arcades with pedestrian networks

B2.03



- 1 Woollahra Library at Double Bay
- 2 Roma Arcade
- 3 Lingate House
- 4 Royal Arcade
- 5 377 New South Head Rd
- 6 Kiaora Arcade
- 7 356 New South Head Rd
- 8 Cosmopolitan Centre
- 9 Savoy Hotel
- 10 21-25 Knox Street
- 11 17-19 Knox St
- 12 Knox Arcade
- 13 402 New South Head Rd
- 14 Hunter's Arcade
- 15 Intercontinental Hotel
- 16 20-26 Cross Street
- 17 Galbraith Walkway
- 18 Bay Village
- 19 Kiaora Place Link
- 20 Kiaora Place Carpark
- 21 Goldensheaf Hotel
- * Marker points

Eastern Approach

Eastern approach to Double Bay

B3.03

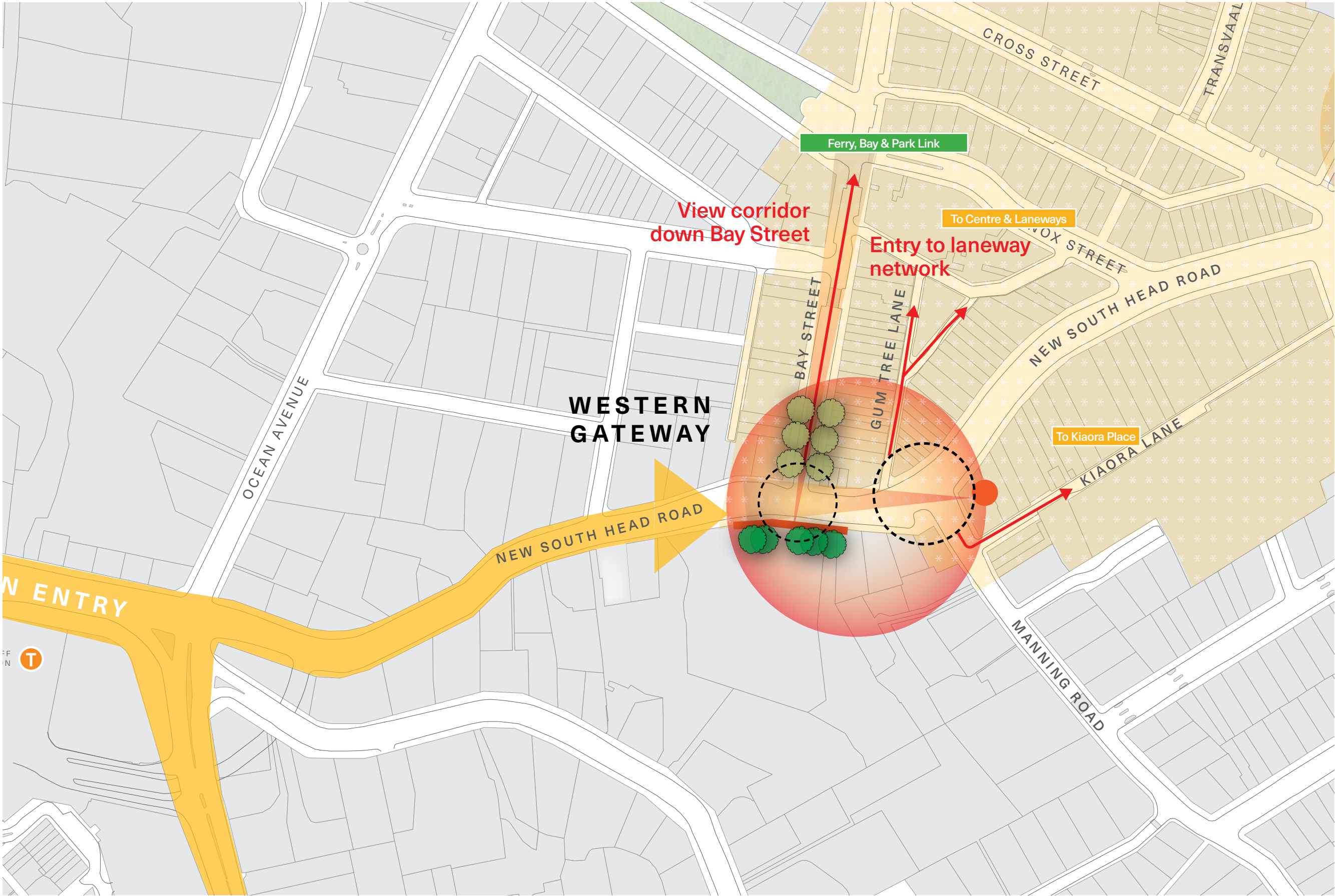


KEY	
.....	Route from Cross Street to Redleaf Civic Precinct (8 min/600m)
.....	Route from Ferry Wharf to Redleaf Civic Precinct (10 min/800m)
.....	Proposed Shared Path Route Rose Bay to Double Bay (20 min/1600m)

Western Gateway

New South Head Road at Bay Street and Manning Road

B3.04

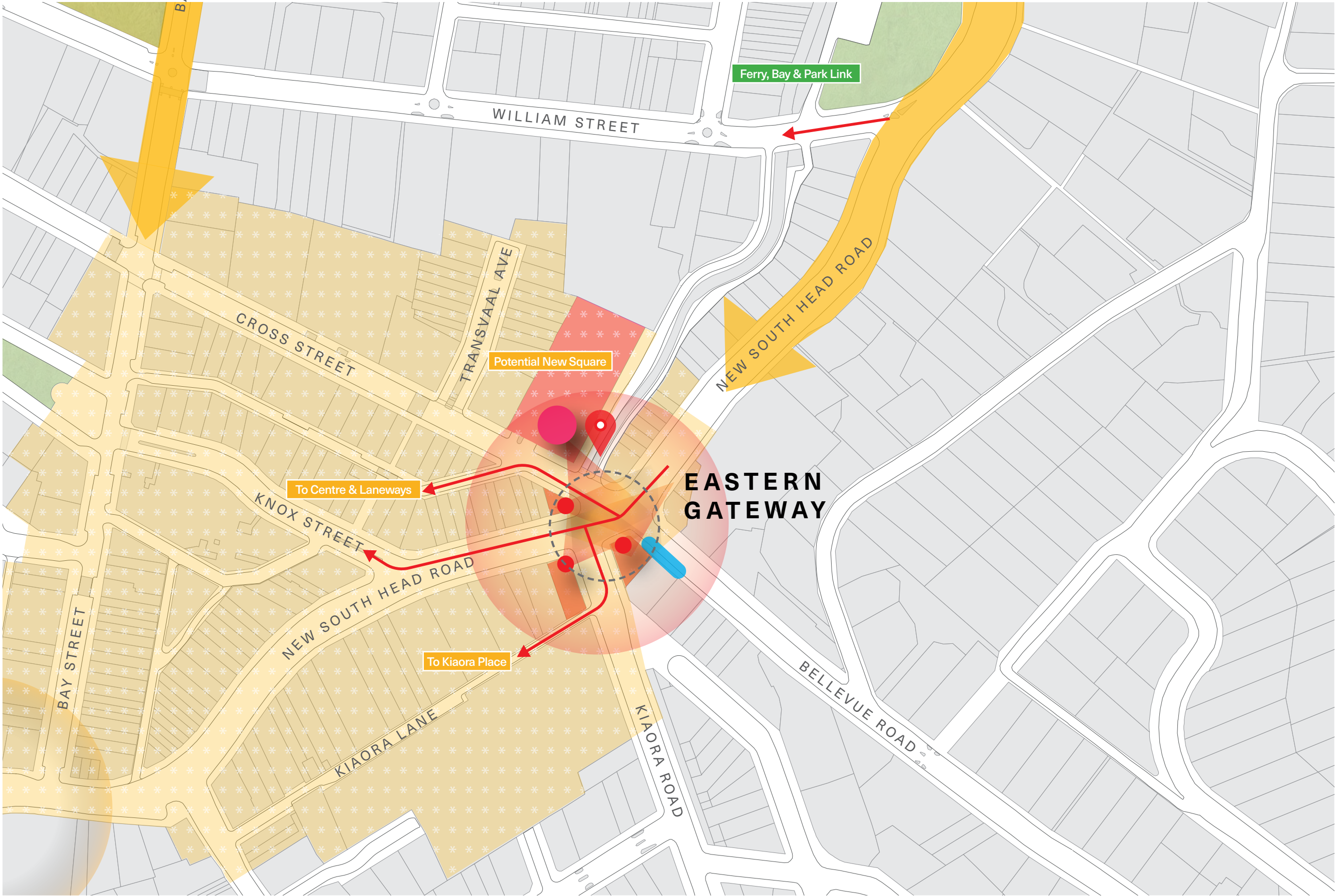


- KEY
- Key arrival corner site
- Sandstone retaining walls
- Existing palm trees to be illuminated with feature lighting at gateway
- Existing Chinese Elms on Bay Street trees to be illuminated with feature lighting at gateway
- Access route

Eastern Gateway

Eastern Gateway at Bellevue Road, Cross Street and Kiaora Road

B3.05



- KEY
- Existing public artwork
 - Key gateway corner site
 - Cross Street Car Park redevelopment
 - New public gathering space
 - Access route

Harbour Precinct
Bay Street link

B4.01



- KEY
- Double Bay Suite stone paving
 - Existing trees
 - New trees

Public Domain Details

Wayfinding

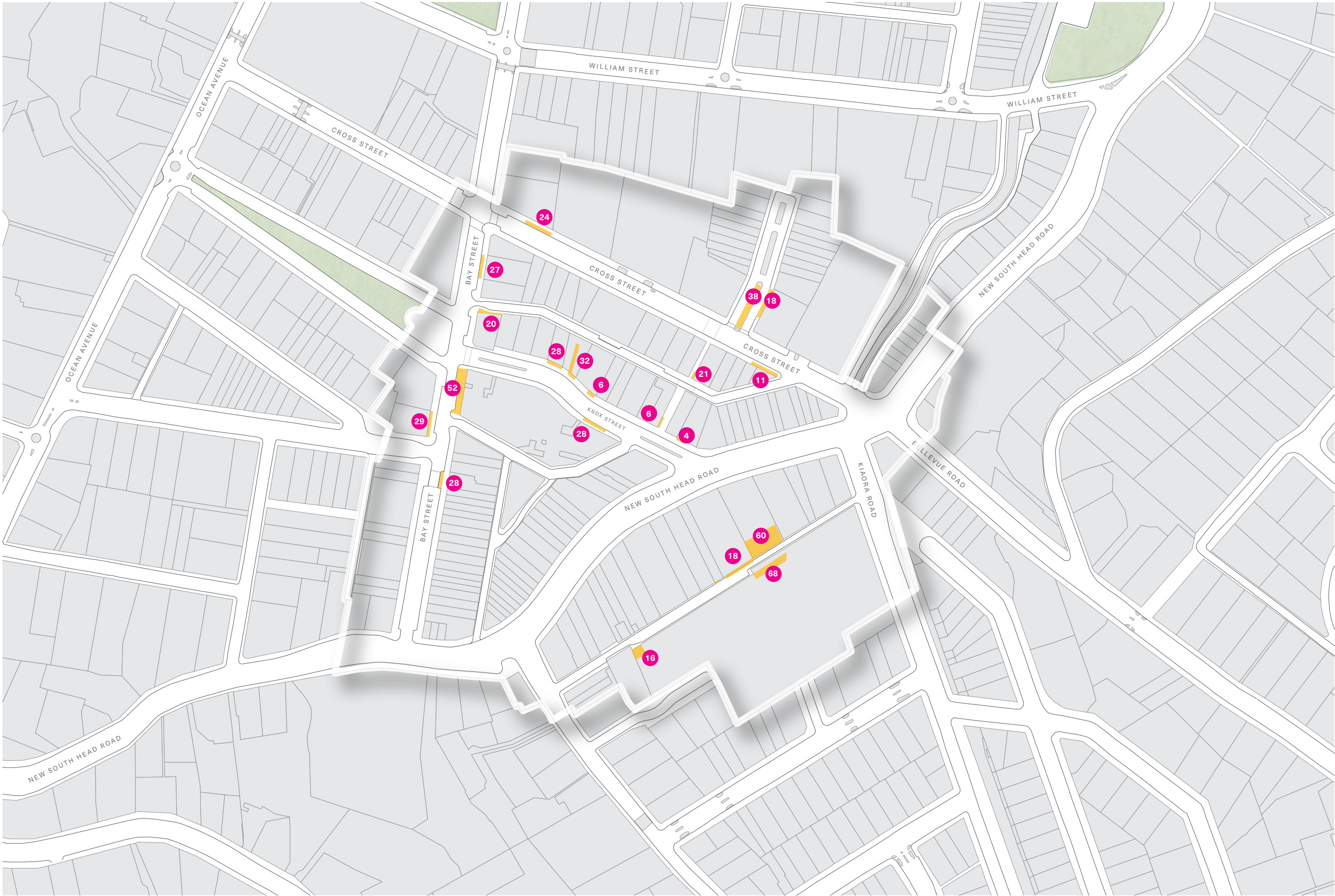
B5.01



KEY	
	Finger sign
	Pylon sign
	Bus Stop
	Train Station
	Ferry Wharf
	Off Street Car Park
	Pedestrian Routes
	Pedestrian crossing at zebra crossings
	Pedestrian crossing at traffic lights
	Double Bay Centre

Public Domain Details
Outdoor dining location map

B5.03

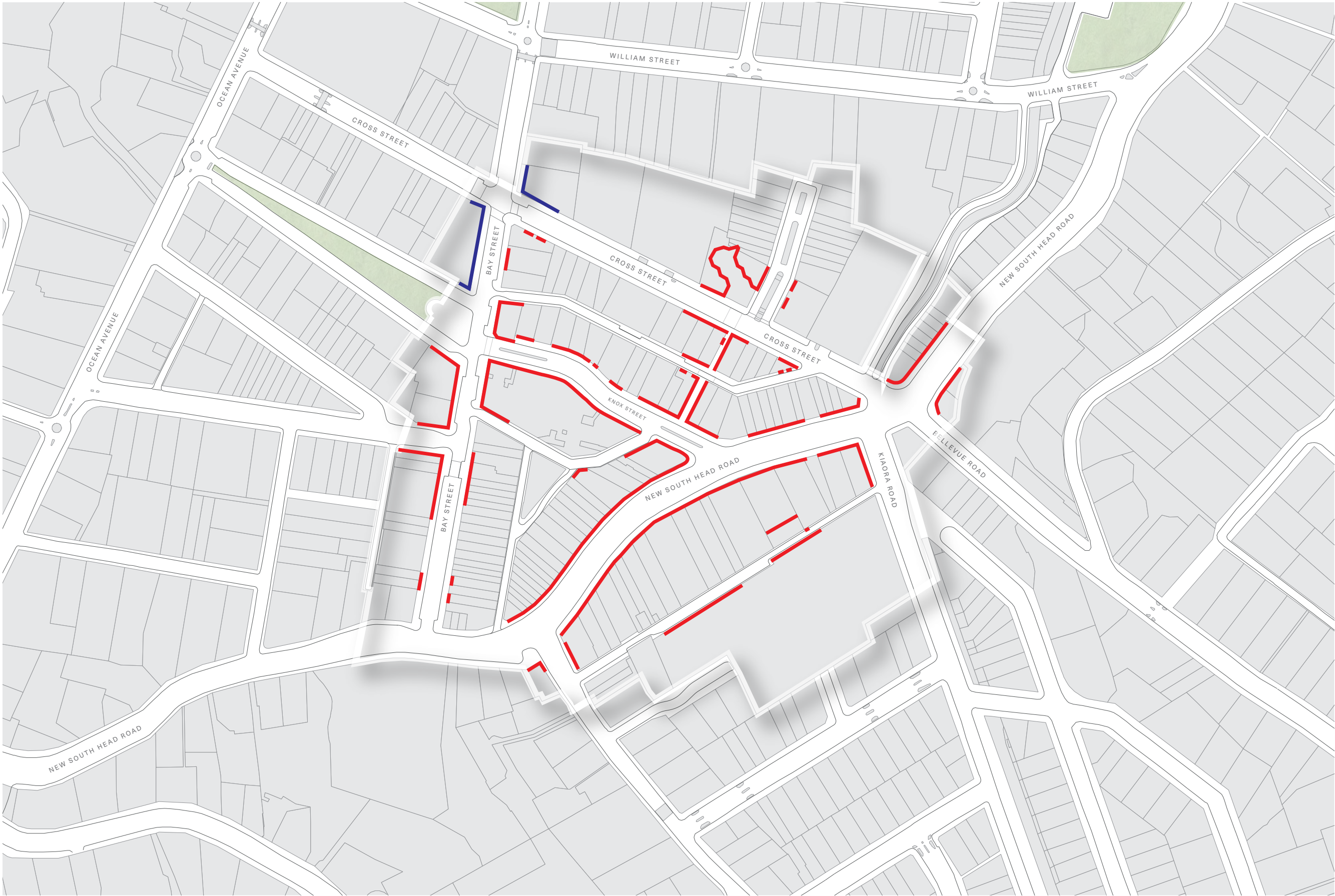


KEY

Outdoor seating

Public Domain Details
Awning map

B5.04



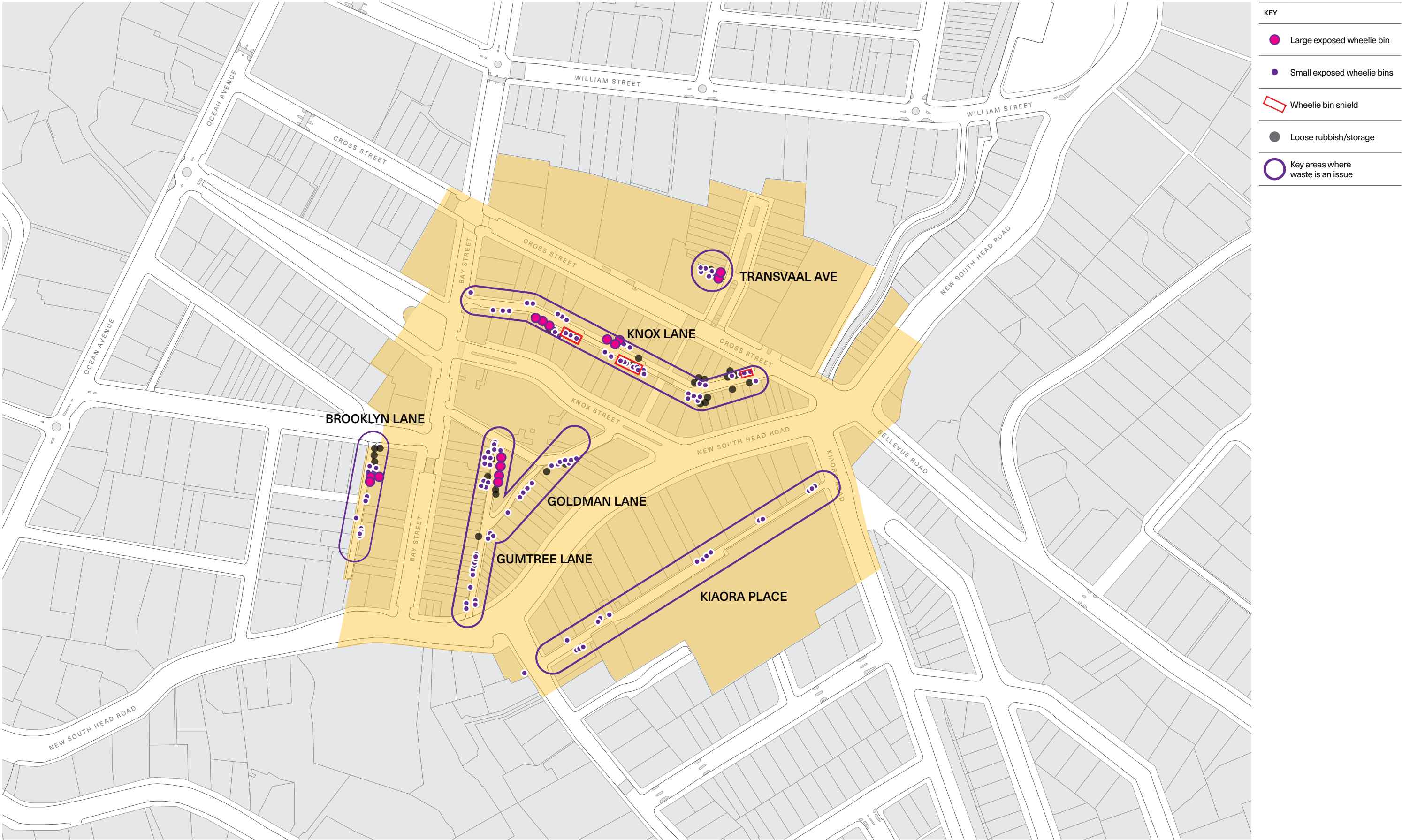
KEY

- Existing Awning
- Existing Colonnade

Public Domain Details

Double Bay waste location plan

B5.07



Implementation strategy and specific projects over time

Indicative strategy for implementation

C1.01

