



DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

Draft
March 2022

Acknowledgement of Country

Woollahra Council acknowledges the Gadigal and Birrabirragal people who are the traditional custodians of this land and pay respects to Elders past, present and emerging.



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Executive summary

The Double Bay Centre (the Centre) Planning and Urban Design Strategy (the Strategy) has been prepared to provide a comprehensive and detailed review of the existing planning controls, and to provide a clear and coordinated approach to the future built form of the Centre. The framework for reviewing the Centre's controls was established by recommendations originally contained in the Double Bay Centre Economic Feasibility Study 2015.

Informed by the latest versions of other relevant Council strategies and studies, this Strategy has been prepared using a fine-grained, urban design analysis including 3D modelling. It seeks to maintain and enhance the existing unique character of the Centre as Sydney's stylish harbourside village, whilst creating opportunities to address future community needs including:

- The provision of additional housing choices for people to live and work in the Centre
- Opportunities to replace older building stock with new buildings demonstrating design excellence
- Our continued commitment to placemaking, and improving the public domain
- Sustainable living
- Opportunities for more people to live in and visit the Centre, contributing to its ongoing vitality and vibrancy
- Support local jobs and businesses in the Centre.

The Strategy provides recommendations for the following elements:

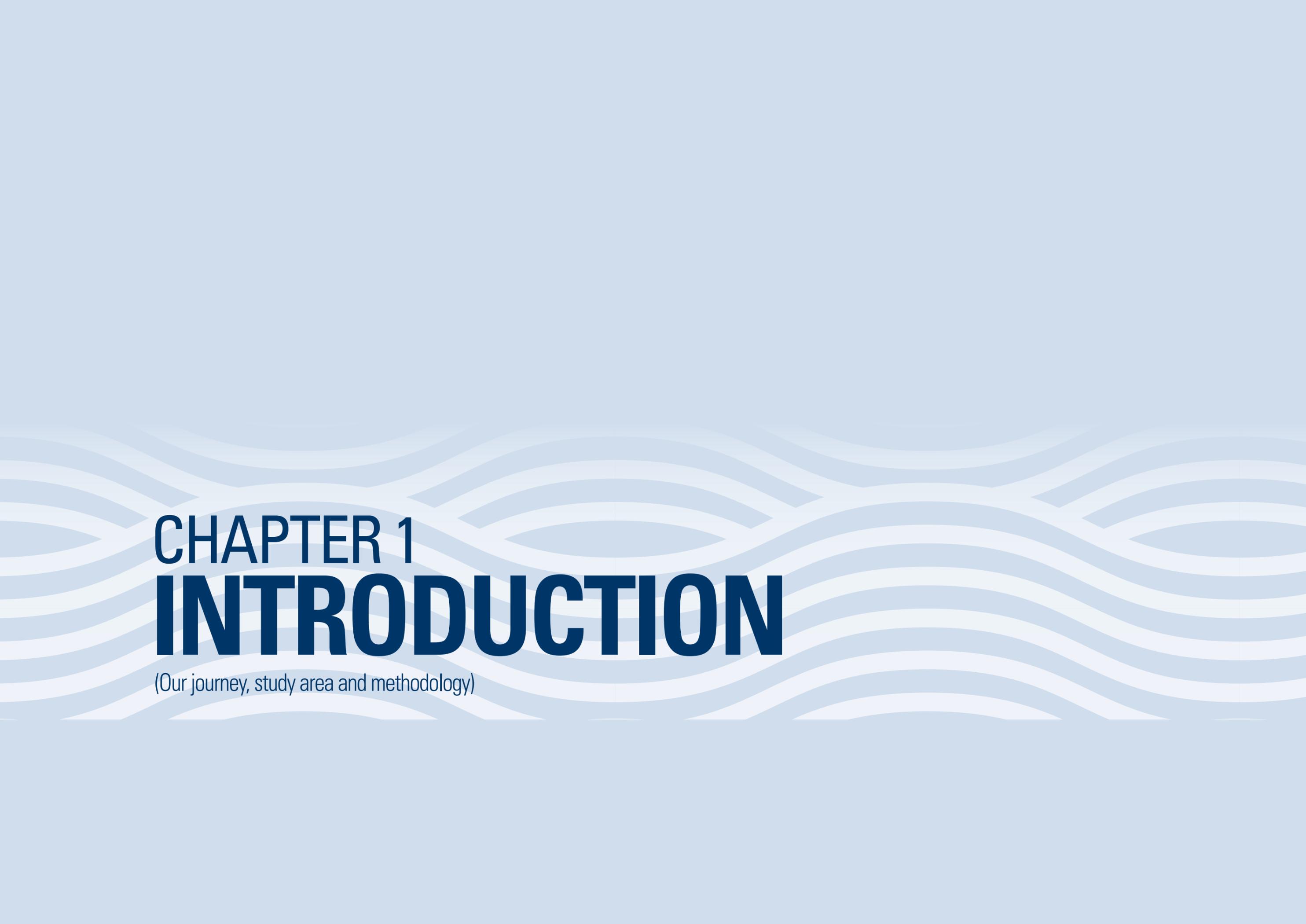
- Maximum building height and street wall height
- Built form envelope controls including building depth, unit mix, setbacks and separation distances
- Land use mix
- Amalgamation pattern
- Active frontages
- Public domain improvements

If supported, the recommendations of this Strategy will inform future amendments to the Woollahra LEP 2014 and Woollahra DCP 2015. The proposed changes to the planning controls will make the Centre a better place to live, work and visit.

In summary, the Strategy recommends the following:

- Increase maximum building heights up to six storeys, on certain sites. Combined with detailed building envelopes, setbacks and transitions, the proposed controls will maintain the Centre's human scale and its character as Sydney's stylish bayside village.
- Facilitate two to four-storey street wall heights with upper storey setbacks. This will provide opportunities for private open spaces and/or communal open spaces, urban greening and avoid excessive bulk and scale.
- Provide the capacity for smaller, and more compact dwellings.
- Increase non-residential floor space to enhance the Centre's economic function and increase employment opportunities.
- Encourage mixed-use development and active frontages throughout the Centre to increase passive surveillance and foster a night-time economy.
- Encourage and increase through-site links, open space and shared laneways to increase pedestrian permeability.
- Maintain and improve solar access in key spaces by moderating building heights and setbacks.
- Encourage more flexible and efficient floorplates for a range of non-residential and retail uses through the introduction of a site amalgamation pattern.
- Encourage shared driveways and loading areas in the Centre which will enhance reducing servicing and increase frontage activation and interest.
- Reduce car parking rates for studio and one-bedroom apartments to encourage active transport and a modal shift.
- Increase the potential to improve community liveability outcomes delivered through the Woollahra Voluntary Planning Agreement Policy.

This report outlines the summary of our analysis and background studies, opportunities and constraints for the future development of the Centre, urban design principles, and the urban design and planning recommendations.



CHAPTER 1

INTRODUCTION

(Our journey, study area and methodology)

1.1 Introduction

This Strategy provides a strong and cohesive planning and urban design framework to guide the future of the Double Bay Local Centre (the Centre) as Woollahra's unique local centre¹. It sets out our recommendations to ensure that future redevelopment contributes to achieving the vision for the Centre.

Double Bay is Sydney's stylish bayside village. (Double Bay Place Plan, 2019)

This Strategy is the result of extensive three dimensional built form modelling and public domain studies. This studies were initiated in 2013 following the 'Future Cities Program' which recommended a review of the planning controls for the Centre.

To prepare this document, we have reviewed current planning controls including the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014) and the *Woollahra Development Control Plan 2015* (Woollahra DCP 2015).

This document is also consistent with relevant Council's policies and strategies:

- Woollahra Local Strategic Planning Statement 2020
- Woollahra 2030 (Community Strategic Plan 2018)
- Woollahra Local Housing Strategy 2021
- Double Bay Place Plan 2014 & 2019
- Double Bay Centre Public Domain Strategy 2016
- Double Bay Centre Public Domain Lighting Strategy 2016
- Double Bay Centre Pedestrianisation Study 2020

Double Bay is our premier shopping and community precinct with a distinctive harbour setting. It provides a wide range of community services and facilities including high-end retail, cafes / outdoor dining, memorable places and gathering areas. The existing built form character of the Centre contains a variety of architectural styles ranging from low to medium density with active frontages along the main streets and arcades, and servicing lanes at the rear.

¹ Woollahra DCP 2015. D5, P1

The Centre is going through a built form transition. Council has recently received a number of enquiries for site-specific planning proposals which usually deal with individual sites. There have also been a number of developments approved that exceed the height and density limits contained in Council's current planning controls.

This results in a fragmented and uncoordinated approach to planning. It is also inconsistent with best practice urban design and planning to create a cohesive and coordinated approach to the Centre's growth.

The purpose of this strategy is to ensure that this transition occurs in a planned and coordinated way. This strategy seeks to create opportunities but also balances the different and sometimes competing needs of all the users of this Centre

This document is structured around five main parts:

- Chapter 1 - Introduction and Methodology
- Chapter 2 - Strategic context analysis
- Chapter 3 - Background study and local context analysis
- Chapter 4 - Vision and urban design principles
- Chapter 5 - Urban design and planning strategies

This Strategy is based on best practice urban design and planning principles. A summary of these principles are to:

- Maintain and enhance the village character of the Centre.
- Reinforce a fine-grain and human-scale streetscape.
- Maintain and enhance the employment/business character of the Centre.
- Achieve design excellence.
- Enhance active frontages.
- Provide a variety of distinctive public open spaces.
- Maintain the structure and design integrity of the character buildings.
- Provide transitions to lower density sites.
- Provide solar access to the private and public open spaces.
- Enhance urban greening.
- Enhance pedestrian permeability.

Having a clear set of urban design principles assists to ensure a coordinated and balanced approach for the future of the Centre.

1.2 Our journey

This Strategy is part of Council's ongoing work to facilitate enhancements to the Centre through placemaking, public domain improvement and up to date planning controls. This process began in 2013 in collaboration with the 'Future Cities Program'. The initial program involved four stages:

- 1- Precinct selection.
- 2- A Mayor's forum, involving presentations, site tours and a series of intensive workshops assisted by local and international experts.
- 3- A US study tour which focused on innovative sustainability and liveability transformations.
- 4- Evaluation and implementation.

The Mayor's Forum recommended eight strategies to deliver a more vibrant, successful and sustainable future for Double Bay, including:

- 1- Gateways – to create a sense of arrival/identity for people arriving at the Centre from both road and water.
- 2- Arts and culture – to develop a distinctive brand and offer a stimulating program of arts and cultural activities.
- 3- Street activation – to promote an alfresco dining culture and more street life.
- 4- Connectivity and movement – to maintain and enhance the Centre's intricate network of small streets and lanes.
- 5- Residential population – to increase the residential population and attract a younger demographic by encouraging the development of small apartments.
- 6- Sustainability – to increase long term sustainability of the Centre by encouraging the development of small apartments.
- 7- Kiaora Lands development – to provide a better local shopping experience, upgrade the public domain and provide a new library with a range of new business, social and cultural programs.
- 8- A new cinema complex– it was agreed that a cinema complex will attract large numbers of people and have positive flow on economic impacts.

In October 2013, following presentation of a detailed report to Council's Urban Planning Committee on the outcomes of the Future Cities Program, Council resolved to prepare a new strategic plan for Double Bay that:

- Takes a placemaking approach.
- Supports and achieves our vision and place story.
- Contains all strategies and actions for Double Bay in one place.
- Is to be developed through a working party of Double Bay stakeholders.
- Includes the strategies arising from the Future Cities Program.
- Includes clear responsibilities and timeframes.

In December 2014, Council adopted the Double Bay Place Plan which was developed in collaboration with the Double Bay Working Party. The plan envisages Double Bay Centre as:

- A great place to live, work and play.
- A vibrant harbourside village.
- A place that provides more affordable housing for young people.
- A place with high quality buildings and public domain.

One of the core priorities of the Place Plan is increasing housing opportunities for young people. Accordingly, an economic study was commissioned to understand the particular development conditions affecting the potential to increase housing in the Centre. The findings of the economic study are discussed in Chapter 3 of this report.

Having considered the economic study prepared by Hill PDA, in September 2015 Council resolved to review the planning controls in the Centre based on the policy options recommended by Hill PDA.

Since that time, staff have been working on a fine-grain review of building envelopes in the Centre, focusing on the strategies recommended by the Mayor's Forum. This report focuses on Strategies 1, 3, 4, 5, 6.

In April 2021, Council considered the review of the Double Bay planning controls and resolved to reaffirm its commitment to the existing planning controls for the majority of the Double Bay Centre and prepare a strategy that focused on the southern side of Cross Street, between Knox Lane and Bay Street (the Cross Street Precinct).

In late 2021, Council exhibited the *Cross Street Precinct Planning and Urban Design Strategy* and accompanying documents to provide an opportunity for our community to have their say.

In February 2022, Council resolved to publicly exhibit the documents which form the *Review of the Double Bay Planning Controls* that were originally reported to Council in April 2021. These documents include the:

- *Draft Double Bay Centre Planning and Urban Design Strategy* (this Strategy)
- *Double Bay Transport Study*
- *Draft Double Bay Community Impact Statement*

The submissions from our community on both the Cross Street Precinct strategy and the Double Bay Centre Strategy (this Strategy) will be considered at a future meeting of council before the Strategy is progressed or implemented.

Figure 1 on the next page shows the work and collaboration that has gone into this project.



Figure 1. Our journey

1.3 Study area

Double Bay is Woollahra's unique local business centre which enjoys a privileged position near the southern edge of Sydney Harbour in Sydney's Eastern Suburbs¹. It is located on New South Head Road which is the main arterial spine connecting the Sydney CBD to the eastern suburbs. The Centre is located within a 10-15 minute walking catchment of Edgecliff Railway Station, approximately 500m from the Double Bay Ferry Wharf, and is less than 4 kilometres from the Sydney CBD.

The Centre plays an important role in community life and the local economy. It provides a range of community services, local businesses, dining opportunities and recreational facilities for residents and surrounding neighbourhoods. This also makes the Centre a popular destination for visitors.

Figure 2 shows the boundary of the Centre. The Centre is mainly defined by the streets of New South Head Road to the south, Cross Street to the north-east and Bay Street to the west. Bay Street provides access to the Double Bay Ferry Wharf and beach.

The Centre is primarily accessed from New South Head Road. It is serviced by frequent public transport services including bus routes such as 323, 324, 325, 326, 327, 328, trains at Edgecliff Station and ferries from Double Bay Wharf. These transport services provide access to the surrounding strategic centres and several destinations such as Sydney CBD, Kings Cross and Bondi Junction.

The Centre is surrounded by residential uses located in tree-lined streets.



Figure 2. The study area (Six maps 2019)

- Study area
- Railway station
- Destinations and attractions

¹ Double Bay Place Plan 2019 - 2023

1.4 Methodology

We have undertaken an extensive fine-grain urban design and planning analysis to identify Double Bay's particular physical and built form characteristics and its key development potential. Our study includes:

- An urban design analysis of the existing built form and streetscape character, movement and access network as well as public domain character.
- Analysing the main opportunities and constraints for the potential future development of the Centre.
- Providing a vision statement, urban design principles and built form strategies to respond to the development pressure in the Centre.
- Commissioning a comprehensive transport study of the Centre.

Our analysis also included a review of the key existing strategic planning framework being::

- A Metropolis of Three Cities by Greater Sydney Commission (GSC) 2018
- The Eastern City District Plan by Greater Sydney Commission (GSC) 2018
- State Environmental Planning Policy No 65 (Design Quality of Residential Flat Development)
- Woollahra Local Strategic Planning Statement 2020
- Woollahra Local Environmental Plan 2014
- Woollahra Development Control Plan 2015
- Double Bay Place Plan 2014 & 2019
- Woollahra 2030 (Community Strategic Plan)
- Woollahra Social and Cultural Plan 2018-2030
- Footway Dining Policy 2019
- Footway Dining Guidelines 2019
- Night Time Economy Policy 2019

This Strategy has been informed by:

- Double Bay Centre Public Domain Strategy 2016, prepared by ASPECT Studios
- Double Bay Centre Public Domain Lighting Strategy 2016, prepared by Arup.
- Double Bay Centre Feasibility Assessment 2015 & 2018, prepared by Hill PDA
- Double Bay Transport Study 2020, prepared by SCT
- Double Bay Centre Urban Design Strategy 2002, prepared by Hill Thalys Architecture and Urban Projects
- Double Bay Centre Pedestrianisation Study 2020
- Double Bay Centre Hydrogeological Study 2020
- Double Bay Centre Commercial Waste Management Study 2020

This report discusses the summary of our analysis and the key urban design and planning strategies. The strategies presented in this report respond to the role of the Centre within its broader strategic context as well as the aims and objectives of local plans and policies.

CHAPTER 2

STRATEGIC CONTEXT

(Review and analysis of State Strategies and Council Policies)

2.1 A Metropolis of Three Cities 2018

'A Metropolis of Three Cities' is the regional strategic plan for all of Greater Sydney. The Plan emphasises the important role of local centres which provide day-to-day goods and services close to where people live. The Plan recommends increasing residential development within walking distance of centres with services and community facilities.

One of the Plan's main goals is to achieve a '30-minute' city where people can live and work within a '30-minute' distance of the metropolitan or strategic centres using public transport. According to the Plan, the 30-minute city aspiration will guide decision making on locations for new jobs and housing and the prioritisation of transport, health, schools and social infrastructure investments.

The Centre is located less than a '30-minute' distance to strategic centres and major job hubs including Sydney CBD and Bondi Junction (via public transport) and Randwick Health and Education Precinct (via private vehicle) (See Figure 3). Frequent public transport Train, Ferry and Bus services connect the Centre to surrounding Strategic Centres and Sydney CBD.

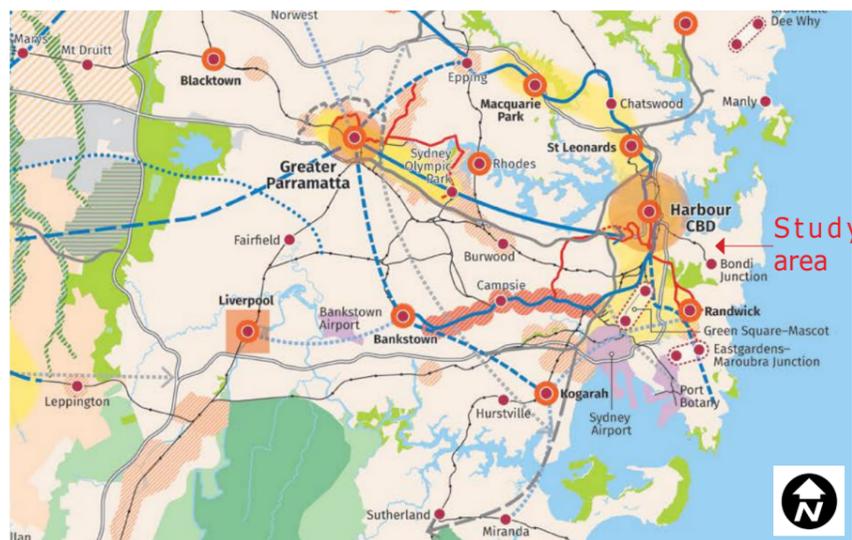


Figure 3. The metropolis of Three Cities, 2018. P. 15



2.2 Eastern City District Plan 2018

Five District Plans set out a vision to implement 'A Metropolis of Three Cities'. The Eastern City District Plan applies to Double Bay.

The Plan identifies Double Bay as a local centre in close proximity to Edgecliff (Local Centre) and Bondi Junction (Strategic Centre) as shown in Figure 4. The Plan has also identified the Centre for potential housing, retail and commercial growth opportunities within 400m walking catchment focusing on its public transport nodes.

Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage (Eastern City District Plan, P 46).

Principles for local centres- *Councils will need to consider which centres:*

- will be appropriate to accommodate additional housing as part of their housing strategy
- will need to grow to provide for the required goods and services of the community
- may also need to grow to deliver other roles for the community, such as recreation, cultural, arts and community hubs. (Eastern City District Plan, P 49).

The Centre's main strategic strengths in terms of its context are:

- Location - in close proximity to several major centres and regional job hubs, including City of Sydney, Randwick Health and Education Precinct, Edgecliff Local Centre, as well as major recreational facilities including The Royal Sydney Golf Club, Bondi Beach, Moore Park and Centennial Park.
- Access to a regional transport corridor (railway, bus and ferry).
- Location on New South Head Road which is the main spine connecting the Centre to its surroundings.
- Proximity to the harbour foreshore area (to the north of the study area) and a number of surrounding parks such as The Royal Sydney Golf Club and Cooper Park which are connected to the Greater Sydney Green Grid¹.

Double Bay is primely positioned in the Eastern City District to facilitate a highly liveable centre with increased and sustainable housing, jobs and services. This provides an opportunity for the Centre to contribute to the future growth of the District by creating additional housing and infrastructure such as services and accommodation.

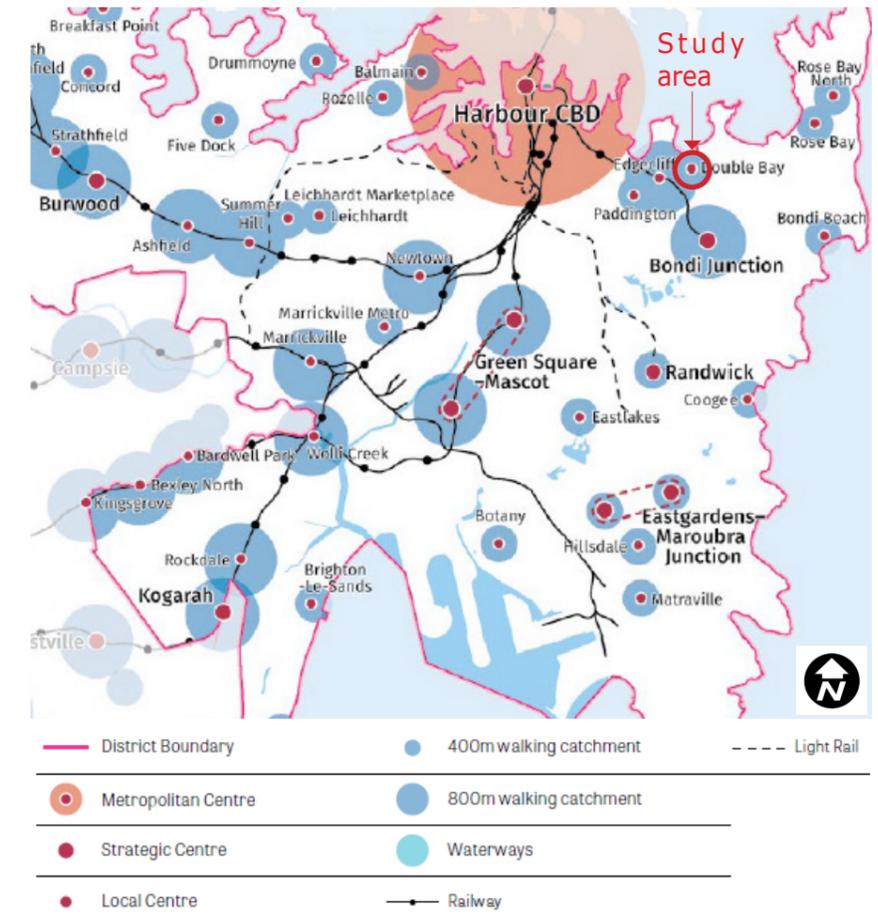


Figure 4. Double Bay as a local centre (Eastern City District Plan, 2018. P. 50)

¹The Eastern City District Plan identifies that the Greater Sydney Green Grid will provide a regional network of high quality green spaces that supports walking, cycling and community access to open spaces with urban tree canopy lining streets and neighbourhoods.

2.3 Woollahra 2030 (CSP)

Woollahra 2030 is Council's community strategic plan which presents a long term vision for Woollahra based on an inclusive community engagement process and informs Council's strategies, plans and policies. It outlines our community's aspirations for the future.

The vision in the Woollahra CSP is that:

- *Woollahra will continue to be a great place to live, work and visit where places and spaces are safe, clean and well-maintained.*
- *Our community will offer a unique mix of urban villages with a good range of shops, services and facilities.*
- *We will make the most of the natural beauty, leafy streetscapes, open spaces, views and proximity to the water and the city.*
- *We will be a harmonious, engaged and connected community that looks out for each other* (Woollahra CSP, P 6).

The Woollahra CSP is set out under five main themes:

- Community wellbeing
- Quality places and spaces
- A healthy environment
- Local prosperity
- Community leadership and participation (Woollahra CSP, P 13).

This Strategy is consistent with the following strategies of Woollahra CSP:

- *Strategy 10.2 - Plan for the future for Woollahra.*
- *Strategy 1.3 - Provide places and spaces for people to connect and interact.*
- *Strategy 4.3 - Protect our heritage, including significant architecture and the natural environment.*
- *Strategy 4.1 - Encourage and ensure high quality planning and urban design outcomes.*
- *Strategy 4.4 - Encourage diversity in housing choice to suit a changing population.*
- *Strategy 5.1 - Enhance local community, cultural and recreation facilities to become more attractive, integrated, and accessible.*
- *Strategy 9.3 - Maintain a high quality public domain to support and promote local business.*

2.4 Woollahra Local Strategic Planning Statement (LSPS) 2020

The Woollahra LSPS sets out a 20-year vision and planning priorities for the future of Woollahra LGA, including how we will:

- *Manage future growth, new technology and changing community needs.*
- *Conserve our heritage, villages, local character and environment.*
- *Ensure resilience and sustainability despite challenges such as climate change.*
- *Identify areas for further detailed strategic planning*
- *Link our plans to the implementation of the NSW Government's strategic plans (WLSPS, P 4).*

Placemaking and a strong focus on our villages are central to Council's approach to promoting productivity and a prosperous local economy (WLSPS, P 50).

The Woollahra LSPS encourages a diverse range of housing choices in well-planned locations that are the right fit for our area and have easy access to public transport, jobs, and community services. This will help to enhance the vibrancy and attractiveness of our villages and destinations whilst protecting our distinctive village character through fine-grain human scale design.

One of the actions (43) is to support the implementation of the Place Plans for centres including Double Bay Centre. This is to ensure that our villages adapt and thrive in response to change and remain a prosperous part of our local economy and community life.

Planning Priority 6 (Action 37) is to undertake community consultation on the Double Bay Centre Planning and Urban Design Study (2020) which includes provisions to promote fine-grain, human-scale, place driven outcomes that prioritise people, local character and place, solar access and design excellence (WLSPS, P 91).

The Woollahra LSPS also emphasises a number of actions in the Centre including potential redevelopment of Cross Street Car park (Action 13, short term) and improving Jamberoo Creek's health and ecosystem (Action 50, medium to long term).

2.5 Woollahra Local Housing Strategy (LHS) 2021

The Woollahra LHS establishes the long term housing vision for our local area. It recognises and responds to evidence about what types of housing will be needed for our future population and where it is best located.

The Woollahra LHS identifies our vision is for housing that is designed to be the right fit for the character, heritage, landscape, and village scale of our area. Planning for future housing considers our constraints including access to public transport, tree canopy, heritage, natural hazards, and infrastructure capacity.

To implement the housing vision for the Woollahra LGA, the LHS establishes the following objectives:

1. *Sustain a diverse range of housing types and protect low density neighbourhoods and villages*
2. *Facilitate opportunities for housing growth in locations identified in the Woollahra Local Housing Strategy*
3. *Ensure housing conserves heritage, maintains local character and achieves design excellence*
4. *Ensure that new housing contributes to tree canopy and to long-term sustainability outcomes*
5. *Support increased supply of accessible housing and affordable rental housing.*

The vision and objectives of the LHS are supported by a number of housing actions. This Strategy is consistent with the aims of the LHS, specifically the following housing actions:

- *Action 2 - Encourage a range of housing choices through unit mix*
- *Action 4 - Ensure new housing does not adversely affect the business, employment and community role of our business zones*
- *Action 13 - Continue to conserve heritage and heritage conservation areas*
- *Action 14 - Encourage design excellence and high levels of amenity.*

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CHAPTER 3

LOCAL CONTEXT

(Background studies and analysis of the local context)

3.1 Current Planning Controls – Woollahra Local Environmental Plan 2014

LAND USE ZONE

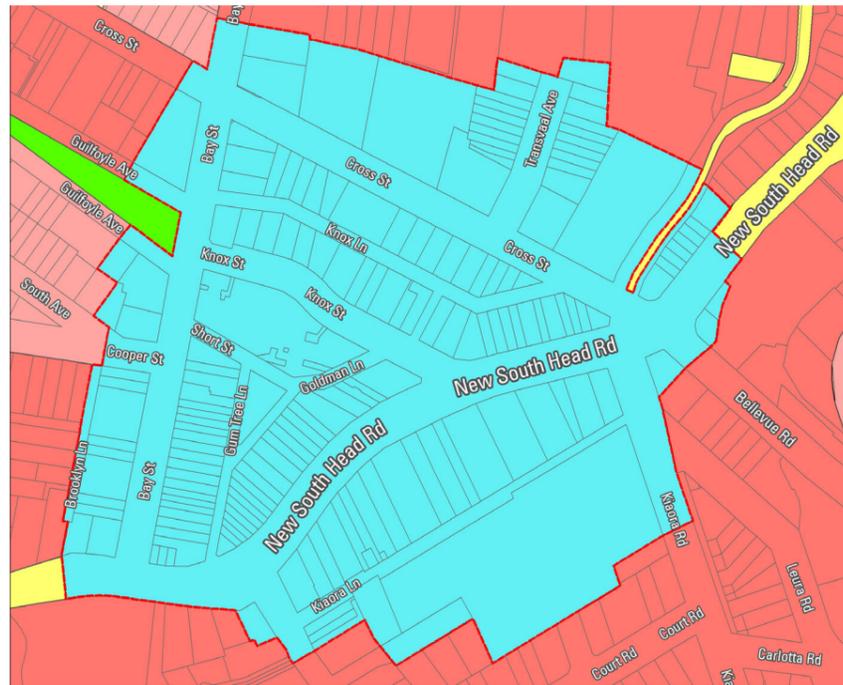


Figure 5. Land Use Zone

B1 Neighbourhood Centre	R2 Low Density Residential
B2 Local Centre	R3 Medium Density Residential
B4 Mixed Use	RE1 Public Recreation
E1 National Parks and Nature Reserves	RE2 Private Recreation
E2 Environmental Conservation	SP2 Infrastructure
	SP3 Tourist

The Centre is zoned B2 Local Centre. The objectives of this zone are to:

- Provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- Encourage employment opportunities in accessible locations.
- Maximise public transport patronage and encourage walking and cycling.
- Attract new business and commercial opportunities.
- Provide active ground floor uses to create vibrant centres.
- Provide for development of a scale and type that is compatible with the amenity of the surrounding residential area.
- Ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.

HEIGHT OF BUILDINGS

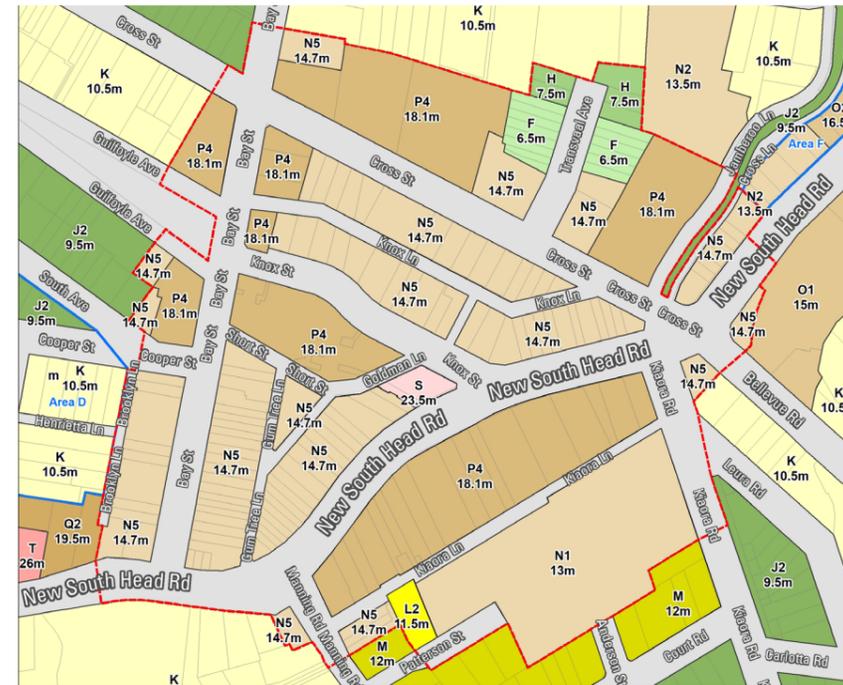


Figure 6. Height of Buildings Map

C 5	J2 9.5	N4 14.5	Q1 19
E 6	K 10.5	N5 14.7	Q2 19.5
F 6.5	L1 11	O1 15	Q3 20.5
G 7	L2 11.5	O2 16.5	R1 21.5
H 7.5	M 12	P1 17.2	R2 22.5
I1 8	N1 13	P2 17.5	S 23.5
J2 8.2	N2 13.5	P3 18	T 26
J1 9	N3 14.1	P4 18.1	U 34

The maximum Height of Buildings Control in the Centre ranges from 6.5m in the Transvaal Heritage Conservation Area up to 23.5m at the intersection of New South Head Road and Knox Street. The majority of sites have a Height of Building Control of 14.7m which supports mixed use developments up to four storeys.

There are some blocks with a greater applicable maximum height control of 18.1m. These are mainly key sites/corner buildings on the northern side of Cross Street, around Guilfoyle Park in Bay Street as well as the block on the southern side of New South Head Road. The site at the corner of Knox Street and New South Head Road has a maximum height of 23.5m.

FLOOR SPACE RATIO (FSR)

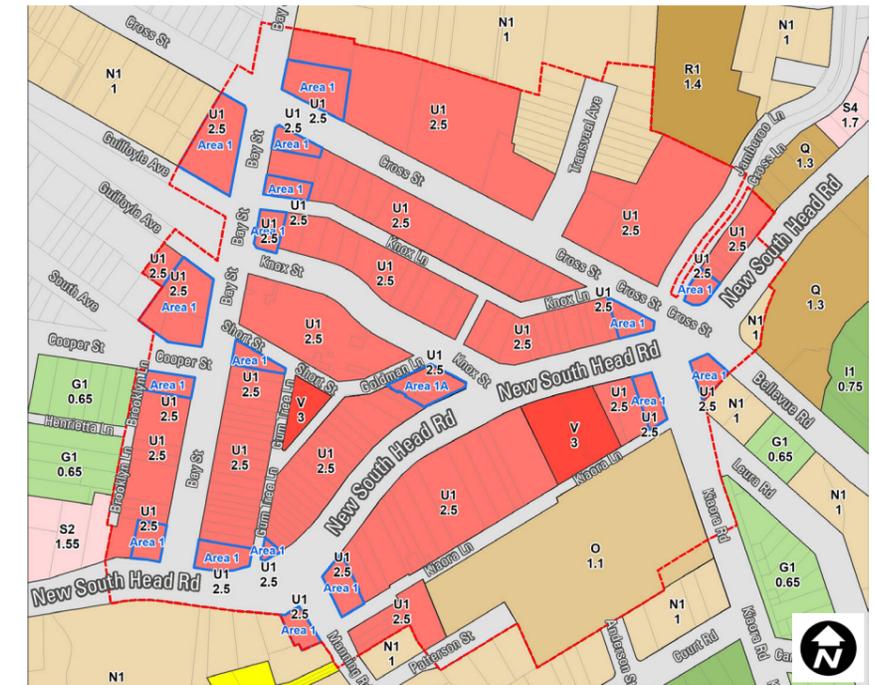


Figure 7. Floor Space Ratio Map

A1 0.21	F1 0.6	N1 1	S2 1.55
A2 0.37	F2 0.63	N2 1.04	S3 1.68
B1 0.4	G1 0.65	O 1.1	S4 1.7
B2 0.43	G2 0.68	P 1.25	T 2
C 0.46	H 0.73	Q 1.3	U1 2.5
D1 0.5	I1 0.75	R1 1.4	U2 2.9
D2 0.52	I2 0.77	R2 1.42	V 3
D3 0.53	L 0.9	S1 1.5	X 4
F1 0.6		S2 1.55	Refer to Clause 4.4A

Most of the Centre has an FSR of 2.5:1. A number of prominent corner sites along New South Head Road and Bay Street have a greater FSR up to 3- 4.5:1. The purpose of this additional FSR is to encourage the development of prominent corner buildings, subject to achieving 'compatibility with the desired future character of the area in terms of building bulk and scale'.

HERITAGE

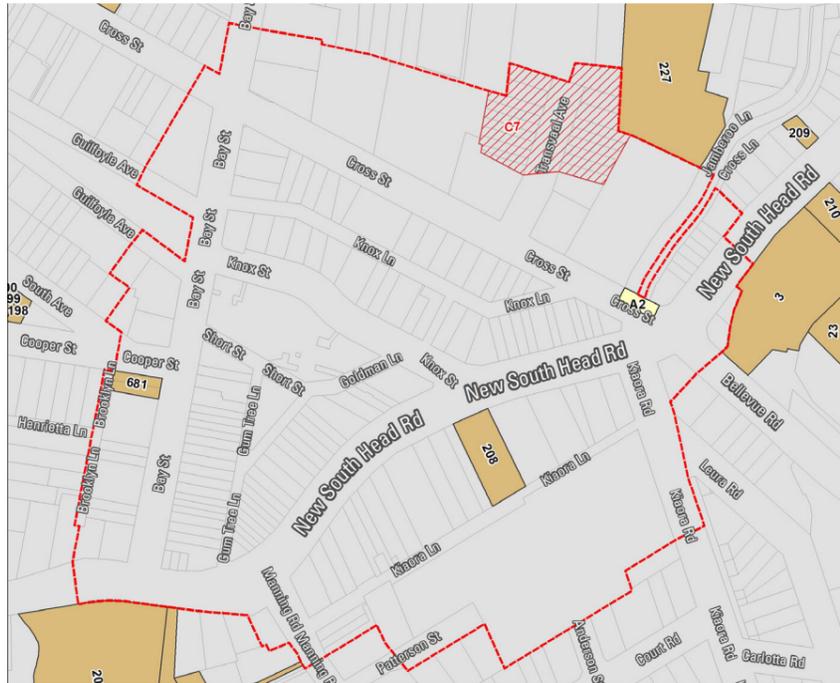


Figure 8. Heritage Map

- | | |
|---|---|
|  Conservation Area - General |  Item - Archaeological |
|  Item - General |  Item - Street Name Inlays |

The objectives of Clause 5.10 of Woollahra LEP are:

- (a) to conserve the environmental heritage of Woollahra,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance

There are two local heritage items, one state heritage item (archaeological site) and one heritage conservation area that have been identified in the Woollahra LEP 2014. These are:

- Local item 681 - Gaden House including interiors
- Local item 208 - The Golden Sheaf Hotel and interiors
- State item A2 - Double Bay Compressed Air Ejector Station
- Transvaal Avenue Heritage Conservation Area.

In addition, there are a number of character buildings identified in Woollahra DCP 2015 which will be discussed later in this report.

FLOOD PLANNING



Figure 9. Flood Planning Map

-  Flood Planning Area

Most of the Centre is identified as Flood Planning Area. This affectation should be taken into account as part of any site future development.

Following the recommendations of a recent hydrogeological study undertaken by GHD Consultants for the Double Bay area, Council staff have progressed projects to strengthen our existing planning provisions to minimise the impacts of dewatering from the construction of underground structures. These projects are further discussed under section 3.8 of this Strategy.

ACID SULFATE SOILS

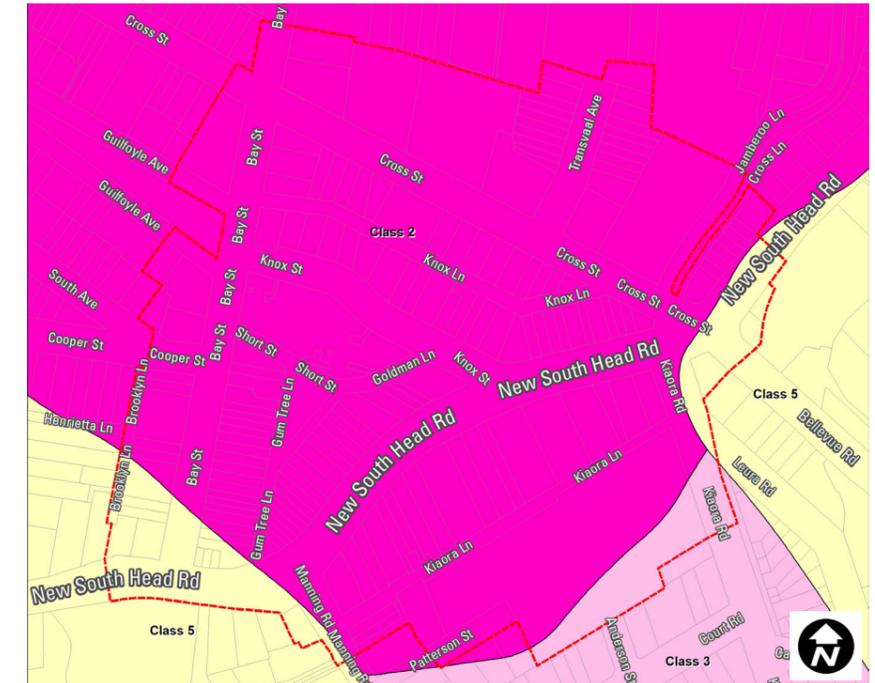


Figure 10. Acid Sulfate Soils Map

-  Class 1
-  Class 2
-  Class 3
-  Class 4
-  Class 5

The majority of the Centre is identified as Class 2 which requires development consent for:

- work below the natural ground surface
- works by which the watertable is likely to be lowered

A small portion of the Centre on its southern boundary is Class 3, which requires development consent for 'works more than 1 metres below the natural ground surface, and works by which the watertable is likely to be lowered more than 1 metres below the natural ground surface'.

The Centre also includes sites in Class 5. They require development consent for 'works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land'.

village character.

- Presence of corner buildings addressing the public domain, recognising their importance in the Centre in terms of street vistas, urban scale and identity.
- Vehicle access from rear lanes, while retaining active use and addressing to those lanes.
- 'Small shop' urban character.

Conserve and enhance the visual and environmental amenity of all buildings and places of heritage significance in the centre. This aims to:

- Identify character buildings within the Centre.
- Ensure that alterations and additions to character buildings and heritage items are *compatible in scale, form and material with these buildings and items, and adjoining developments.*

Improve parking in the Centre. This aims to:

- Improve parking and traffic conditions in the centre.
- To improve traffic and parking management in the centre and minimise vehicular/pedestrian conflicts.

Figure 11 shows an example of a control drawing for Centre taken from Page 44 in Part D5.5.9. This guides the buildings setbacks, separation distances, articulation and building depth.

The control drawings show building envelopes for every site in the Centre. The envelopes generally establish:

- *Four storey street wall heights along streets.*
- *Two storey street wall heights along lanes.*
- *Reduced building depths above the first floor to achieve high amenity development flexible for residential or commercial uses (WDCP D5.5.1).*

Figure 12 shows the 3D view of building envelopes for Centre taken from Page 52 in Part D5.5.13.

Figure 13 identifies those buildings which are identified as 'character buildings' due to their high streetscape value and strong architectural character. Objective 2 of Part D5.6.3.8 '*encourages a sensitive adaptation or reuse of buildings that contribute to the spatial definition of the urban spaces they address.*'

Based on the existing Woollahra DCP 2015 provisions, Chapters 4 and 5 of this Strategy discuss our urban design principles and built form strategies to guide the future of the Centre. They will also inform potential future amendments to the Woollahra DCP 2015.

Subject to this Strategy being endorsed by Council, the detailed planning and design guidelines of the Woollahra DCP 2015 will be updated consistent with this Strategy.



Figure 13. WDCP 2015. D5.6 Character buildings

Note:

No 24-28 Bay Street (Gaden House) has been identified by WLEP 2014 as a local heritage item.

No 21-25 Knox Street has been identified by WDCP 2015 as a character building.

3.3 Double Bay Place Plan 2019–2023

The Place Plan sets out strategies and actions to achieve the vision and place story for the Centre. It sets out a placemaking approach to the management, future planning and development of Double Bay to ensure that the vision and place story are achieved.

Vision: 'Double Bay is Sydney's stylish bayside village' (Double Bay Place Plan, P 7).

The strategies, priorities and actions of the Place Plan have been arranged under five broad themes:

- 1. *Place Governance* – to ensure that the Centre is holistically managed as an important regional asset.
- 2. *People* – which aims to attract people to Double Bay as a place where there are many things to do, a place of arts and culture, a place with regular promotions, events and festivals, a place with vibrant street life.
- 3. *Planning and Place* – to ensure that the planning controls align with the vision and place story, and that there are strategies in place to improve and enhance the amenity and quality of the built environment.
- 4. *Identity and Image* – to ensure The Double Bay 'brand' supports our vision and place story.
- 5. *Business Operations* – which aims to assist businesses to support the vision and place story and to ensure that service and product standards are of the highest quality.

The Place Plan sets a number of strategies, priorities and actions to achieve each theme. Theme 3 is the most relevant to this Strategy, and emphasises the importance of increasing housing opportunities for people to live in Double Bay.

Priority 3.2.1: Create a more diverse housing mix in Double Bay to make housing more affordable for young people and to increase the resident population of the village (The Place Plan, P 23).

3.4 Double Bay Economic Feasibility Study 2015 and 2018

In 2015, Hill PDA was appointed to investigate the challenges and barriers to the future redevelopment in the Centre from an economic perspective. The study was considered necessary to provide a better understanding of why limited development had taken place in the Centre in recent years.

The study identified:

- Significant demand for housing in the Centre due to its distinctive waterfront location and proximity to the Sydney CBD.
- Living in the Centre is attractive to a younger demographic, however this is not attainable based on the current offerings and market values.

The main conclusion of this study was that redevelopment under the current planning controls, in most cases, was not economically viable. The economic constraints were:

- *The high underlying land values in the Centre.*
- *The high investment value of sites (that is the return achieved by the existing businesses and uses on the sites).*
- *The need to amalgamate sites to achieve a development site of a reasonable scale* (Hill PDA, P 11).

The key recommendation from this study was that whilst the Centre has become increasingly attractive for investment, most sites require an FSR of between 3:1 and 3.5:1 to facilitate development. The report qualified that an appropriate FSR in this range will require the consideration of the built form impacts associated with building bulk, scale and heights. The report did not comment on built form impacts. The report recognised that the economic viability of new development was only one of a number of planning and urban design considerations.

Additionally, the report recommended five other options to support appropriate future development:

- A reduction in mandatory car parking rates for studio and one bedroom apartments.
- A minimum requirement for provision of studio and/or one bedroom apartments to attract a younger demographic of 'city makers' and support overall vitality of the Centre.
- A maximum unit size for all (or the majority) of 1 bedroom and 2 bedroom apartments (no more than 10% in size above SEPP 65¹ minimums) with the aim of providing more affordable prices.

- A bonus FSR as an incentive for development proposals to include additional smaller units.
- A range of compact apartments sized below the SEPP 65 guidelines of 50sqm for 1 bedroom apartments e.g. 40sqm to facilitating additional residents and more affordable prices.

In early 2018, staff expressed concerns with the proposed land use mix in recent development applications (DAs) in Double Bay. These recent DAs incorporated retail elements on the ground floor and residential dwellings above. However, no office or business floor space was proposed. The long term benefits of providing office and business floor space are:

- Future proofing/flexible land use opportunities
- Protection of employment opportunities
- Daytime foot traffic to support businesses such as retail uses,
- Encourage live/work opportunities
- Maintain and enhance day time vitality & vibrancy
- High-quality businesses and activities that attract people to the centre
- Products and services for the needs of residents

To maintain and enhance the non-residential character of the Centre, it was recommended to retain two levels of non-residential floor space. However, this requirement may impact the viability of new development in the Centre resulting in higher residential FSRs to offset the commercial value. To test this viability, in May 2018 Hill PDA were commissioned to provide an economic feasibility test.

This report recommends that Council consider a review of the FSRs controls in the Centre to permit an FSR of 4:1 for one floor of commercial floor space and an FSR of 4.5:1 for two floors of commercial floor space. Consistent with the Hill PDA Study from 2015, the most appropriate FSR or FSRs within this range would be dependent on urban design testing and other environmental considerations. Each site and its "tipping point" must be considered on its merits.

¹State Environmental Planning Policy No 65

3.5 Double Bay Public Domain Strategy 2016

The Double Bay Public Domain Strategy (Double Bay PDS) studies the main public domain strengths and opportunities of the Centre. It provides an overarching strategy and detailed designs which improve and activate the public domain in the Centre, by creating a people orientated environment which is comfortable, safe, attractive and active.

The Double Bay PDS sets out key moves for the Centre to:

- Maintain and emphasise outdoor activities and street life.
- Upgrade the streetscapes, laneways, lighting and public spaces.
- Enhance outdoor urban life and experiences.
- Promote active frontages and activate laneways and key public open spaces.
- Improve access to the Centre and its surrounding area (Double Bay PDS, P 6).

The Double Bay PDS has identified nine precincts in and around Double Bay for the purposes of dealing with specific issues and recommending improvements. See Figure 14.

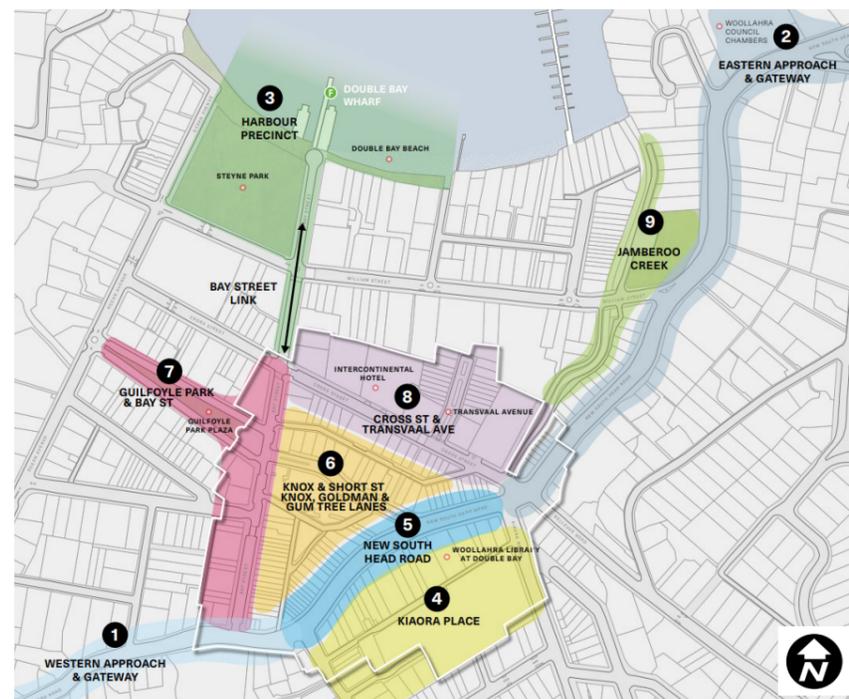


Figure 14. Double Bay Precinct (Double Bay PDS, 2016. P 3)

The main opportunities for each precinct are:

Precincts 1–3: Gateway Precincts

- Enhance the sense of arrival into the Centre.
- Improve the Centre’s sense of connection to its surrounding precincts.
- Improve pedestrian, cycling and public transport access to enhance its accessibility.

Precincts 4-8: Precincts in the Centre

- Strengthen retail activities to improve the public domain.
- Upgrade the existing public domain and create new spaces.
- Encourage new outdoor activities.
- Provide a new retail and hospitality focus in the laneways and smaller streets.
- Enhance legibility and wayfinding in the Centre.

Precincts 9: The northern section of Jamberoo Creek

- Upgrade public open spaces.
- Improve pedestrian connection.
- Celebrate the creek line and improve the connection to the upstream areas.

The Double Bay PDS identified the road and laneway hierarchy, including pedestrian and cycling routes, as shown in Figure 15. It also establishes a number of urban projects with more detailed recommendations at gateway areas, lanes and public open spaces. These projects include:

- Upgrade Knox Lane to the same standard and detail as Kiaora Place
- Upgrade the existing Guilfoyle Plaza
- Create a new public square and urban park at the intersection of Cross Street and Jamberoo Lane
- Upgrade Goldman Lane public domain to allow new retail and hospitality to open to the street

In crafting our proposed built form strategies, we have taken into account the role and hierarchy of the public domain elements identified by the Double Bay PDS. For example, setbacks and street wall heights have been crafted differently to reflect the role of laneways versus streets. The recommendations of the Double Bay PDS, including the role and hierarchy of the streets in the Centre, should be considered by applicants as they progress their development applications.

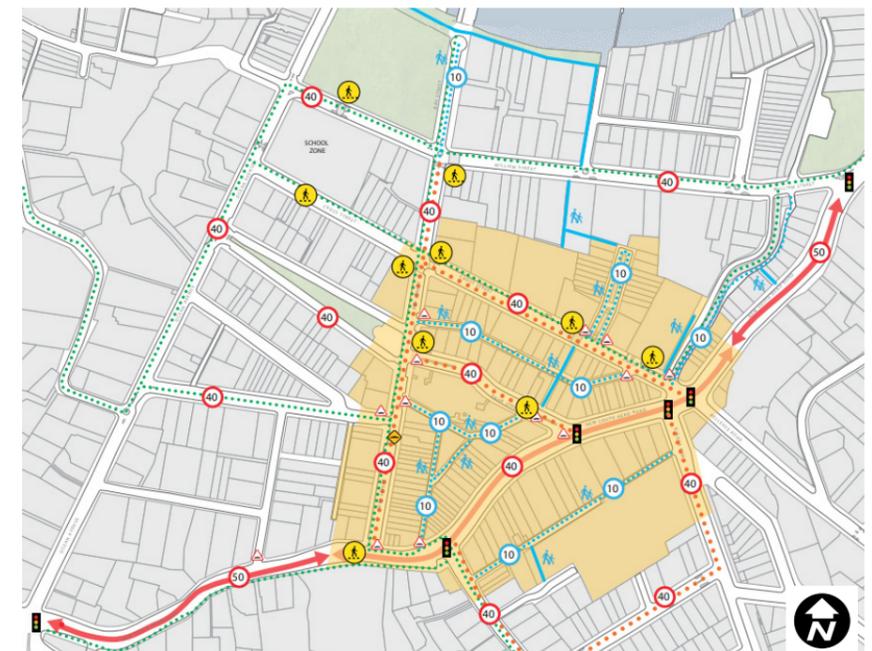


Figure 15. Proposed road and laneway hierarchy (Double Bay PDS, 2016. P 22)

● Double Bay Centre	●●●● Cycle Route
— Arterial State Road	⚠ Zebra Crossing
— Local Road	🚦 Traffic Lights
— Shared Zone	⚠ Raised Road Pavement
— Pedestrian Only	Ⓣ Speed Limit

3.6 Double Bay Centre Public Domain Lighting Strategy 2016

The Double Bay Centre Public Domain Lighting Strategy (Double Bay PDLS) 2016 was developed to facilitate a distinctive and elegant night-time experience whilst also complementing the natural beauty of the area. It provides a set of lighting recommendations and guidelines to create a cohesive night-time experience, enhance the visitor experience and support creativity in the economy.

The themes of future lighting projects in the Centre have been introduced with two types of overlays, as shown in Figures 16 and 17. The functional overlay provides recommendations regarding compliance with relevant design codes and street hierarchy¹. The creative overlay identifies opportunities to illuminate key elements. These elements are corner buildings and gateways, furniture, trees and public art. In addition, the Double Bay PDLS recommended pilot projects for locations such as Knox Street, Kiaora Lane and Short Street.

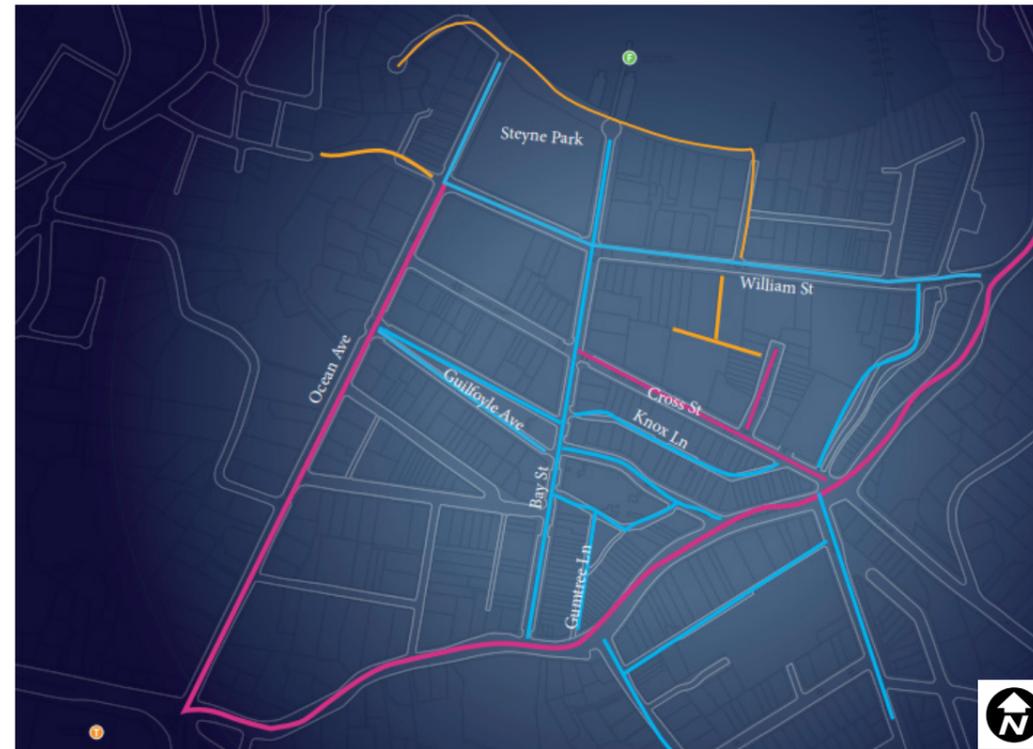
Note: The implementation of Double Bay PDLS is subject to funding.

This process has been informed by and developed to support the Double Bay Place Plan 2014 and is consistent with the principles of placemaking in order to maximise Double Bay’s distinctive brand’ (Double Bay PDLS, P 5)

The objectives and design principles of the Double Bay PDLS are to:

- Develop distinctive gateways from land and water.
- Build on the bay’s natural beauty.
- Connect Guilfoyle Ave to the Centre.
- Activate streets with footpath dining and attractive, vibrant displays.
- Creating a distinctive and elegant after dark ambience in the public domain of Double Bay.
- Provide vertical lighting to heritage and notable buildings.
- Create nodes along axis street by accenting trees and furniture (Double Bay PDLS, P 7 and 8).

¹The Double Bay PDLS identifies its own hierarchy of the street which varies slightly from Double Bay PDS.



- PRIMARY ROUTES
- SECONDARY ROUTES
- TERTIARY ROUTES

Figure 16. Functional overlay - hierarchy of roads and streets (Double Bay PDLS, 2016. P 9)

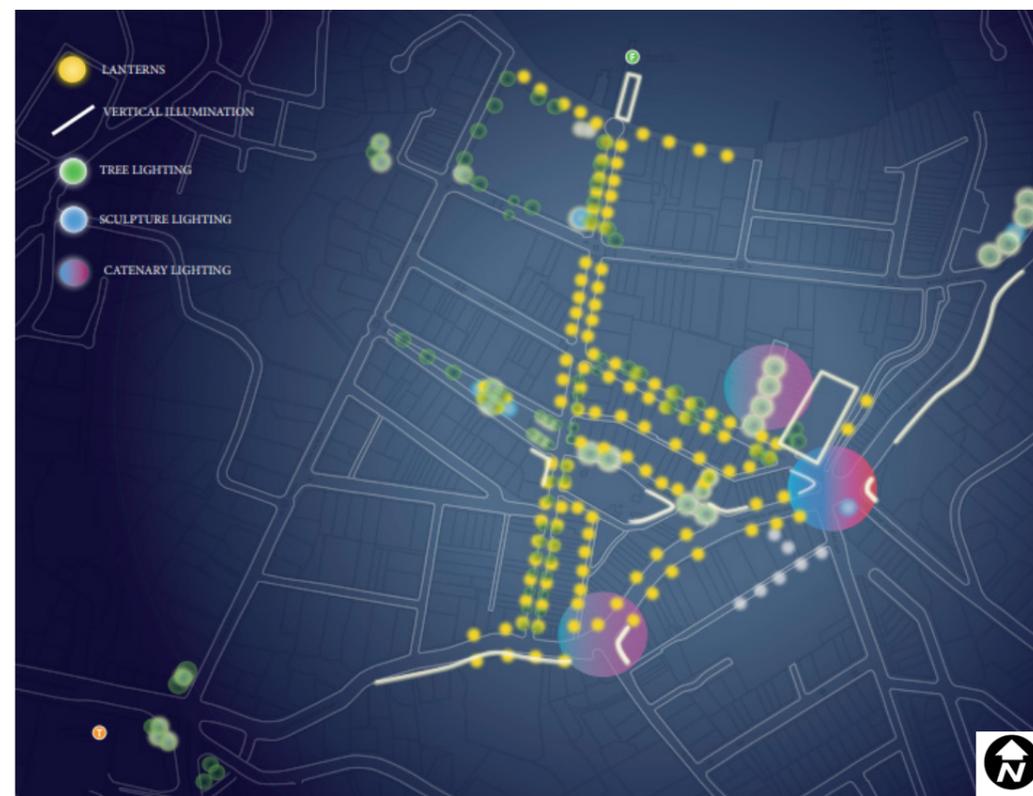


Figure 17. Creative overlay plan (Double Bay PDLS, 2016. P 12)

3.7 Double Bay Centre Commercial Waste Management Study 2021

Talis Consultants were engaged to provide a Commercial Waste Management Study (Double Bay CWS) to inform this Strategy with best practice examples and principles for transforming laneways in the Centre into attractive, activated places.

The key objectives of the Double Bay CWS are to provide recommendations/ solutions to:

- Improve the attractiveness and physical appeal of the Centre.
- Minimise the impact of commercial waste such as noise, odour, amenity and the congestion associated with the management and location of business waste.
- Provide quality cleansing, maintenance and waste services.
- Maintain and improve Double Bay's pedestrian network of roads, footways and laneways and reduce the impact of waste management on these networks.

The Double Bay CWS provides the following recommendations:

- A Sustainable Events Policy guided by the Waste Education Program
- Review of the essential information on businesses within the Centre's laneways to enable adequate waste planning
- Review of the planning documents and Pre DA Service to emphasise/ implement smart city technologies
- Emphasise on liaison with Council's waste staff and waste management experts in the planning process
- Improve waste diversion from landfill by targeting recycling, particularly food organics
- Develop trial recycling spokes in tandem with business recycling collection within a selected laneway/s
- Install a trial recycling hub and smart general waste hub in the vicinity of a selected laneway/s
- Consider the addition of Wheel-Out services to Council's traditional waste collection service.

This Strategy provides redevelopment opportunities for the existing sites in the Centre. Therefore, there is an opportunity to incorporate the recommendations of the CWS towards creating a cleaner, smarter, more sustainable and attractive public domain.

Should this Strategy be endorsed, the recommendations of the Double Bay CWS will be used to inform future changes to planning controls in Chapter D5 Double Bay Centre of the Woollahra DCP 2015. These potential amendments will seek to strengthen the consideration of waste management during the initial planning stages of new development.

3.8 Double Bay Centre Hydrogeological Study 2020

GHD Consultants were engaged to carry out a Geotechnical and Hydrogeological Study of Double Bay to identify the potential impacts of the groundwater lowering as a result of future developments in the Double Bay area, including the Double Bay Centre.

The study was deemed necessary due to concerns regarding the lowering of the groundwater as a consequence of recent development applications. The study includes extensive technical analysis in:

- Identification of the groundwater study area and its groundwater setting
- Assessment of the potential cumulative impact of future developments on long-term groundwater change
- Assessment of the risk of damage to adjacent buildings from short-term construction dewatering.

Following GHD's technical analysis and recommendations, Council staff have progressed the following projects to strengthen our existing planning provisions to minimise the impacts of dewatering from the construction of underground structures:

- A planning proposal to amend the Woollahra LEP 2014 parts 1.2 Aims of the Plan and 6.2 Earthworks. This planning proposal was on public exhibition from 9 February 2022 to 11 March 2022.
- An amendment to the Woollahra DCP 2015 Chapters D5 Double Bay Centre and E2 Stormwater and Flood Risk Management. This amendment came into force on 6 December 2021.

The recommendations of this Strategy have been developed with regard to the enhanced provisions for earthworks and associated dewatering.

3.9 Double Bay Centre Pedestrianisation Study 2020

SCT Consultants were engaged to provide guidance to Council on options to expand on Double Bay's vibrant local centre and create highly activated, safe and exciting pedestrian streets. The intent behind the study is to increase the attractiveness and activity levels in the Centre, so that businesses attract more customers and customers travel by more sustainable modes of transport.

The pedestrianisation study proposes an alternative street network arrangement based on extensive traffic analysis. The alternative arrangement aims to reduce the existing vehicle speeds and traffic volume, enhance pedestrian connectivity, transform servicing laneways into more lively places, and allocate more spaces for pedestrian activities in the Centre. The main recommendations as shown in Figure 18, are:

- Pedestrianising Knox Street (between Bay Street and Goldman Lane) and Transvaal Avenue (east)
- Shared zones along lanes with high pedestrian activity such as Knox Lane and Transvaal Avenue (west).

Council's plans to pedestrianise Knox Street where on public exhibition from 3- 23 February 2022. Future projects such as the pedestrianisation of Transvaal Avenue (east) and the creation of shared zones in laneways will be progressed as funding options become available.

The built form recommendations of this Strategy aim to complement the vision of the pedestrianisation study. The Double Bay Centre Pedestrianisation Study was endorsed by Council on 29 September 2020.



Figure 18. Preferred Pedestrianisation Option (Double Bay Centre Pedestrianisation Study, 2020. P 22)

3.10 Existing built form and streetscape

Double Bay has a variety of buildings with different architectural qualities and styles. The height of buildings are mostly between two to six storeys. They have varied forms, scale and facade materials with no particular period dominating. Heritage items and character buildings create an attractive and distinctive streetscape along Transvaal Avenue, Bay and Knox Streets. Figure 19 illustrates some of the varieties of heights, scales and architectural styles in the Centre.

The existing streetscape consists of a combination of older fine-grain developments and more recent development with larger footprints.

The following section summarises the key characteristics of the primary streets and lanes in the Centre. Images used in this section represent a point-in-time and were taken between 2018 and 2021.

New South Head Road

New South Head Road is the arterial transport spine that runs through the Centre.

Where New South Head Road forms the entrance to the Centre, the natural topography and the distinctive geometry of the street creates a highly visible built form. These locations are natural gateway sites of the Centre. Figure 20 (6) shows the eastern arrival point to the Centre.

The street has a varied architectural style and street wall height, as shown in Figure 20 (4) and (5). The existing buildings are mainly commercial developments. They all define a consistent street edge and active frontages. In addition to Woollahra Library, the recent development at No 385-387 New South Head Road creates a four storey street wall height on the southern side of the road.

Cross Street

Cross Street is one of Sydney's premier shopping precincts. It has a mature tree lined character and a varied street wall height of one to three storeys. (See Figure 21(7)). The streetscape character is dominated by horizontal built form elements. New development at No 16-26 Cross Street create a four storey street wall on the street's southern edge as shown in Figure 21(9).

There are a number of buildings which integrate a colonnade at the ground level. This has the effect of distancing the active retail frontage from the street, therefore diluting the streets activation.



Figure 19. **Variety of height, scale and architectural style:** 01) Four storey building at the intersection of Knox and Bay Streets. 02) Six storey intercontinental Hotel on Cross Street. 03) Character buildings on Bay Street.



Figure 20. **The existing character of New South Head Road:** 04) The new library with three to four storey street wall height. 05) The combination of the original fine-grain context with the new developments. 06) Eastern arrival point to the centre.



Figure 21. **Cross Street streetscape:** 07) The landscaped character of the street. 08) Ground level colonnade reducing street activation. 09) Recent larger scale developments with two to six storey street wall height and horizontal facade rhythm (Images on this page from Google Maps, 2019 - 2021).

Knox Street

Knox Street has a range of one to four storey street wall heights. Compared to the fine-grain streetscape on the northern side, the Cosmopolitan Building to the south dominates the streetscape with strong curved and horizontal articulation (See Figure 22). On both sides of the street, the buildings provide continuous active frontages at the ground level. Commercial uses occupy upper levels in the majority of the buildings.

The Cosmopolitan Cafe and outdoor dining area plays an important role in the Centre's alfresco dining experience.

There are a number of through-site links on the northern side of the street which provide pedestrian connections to Knox Lane and beyond.

Bay Street

Bay Street has evolved as one of the Centre's most popular precincts. By day the street contains a thriving cafe culture, and in the afternoon this evolves into an active night time precinct. The street has a number of well established canopy trees which significantly contribute to the green character of the Centre.

The southern side of Bay Street between Short Street and New South Head Road retains most of its fine-grain character and early subdivision pattern. These smaller sites, many of which are character buildings, provide a unique built form character, including several well-maintained two storey terraces used for commercial purposes. The existing streetscape has two to four storey street wall height, as shown in Figure 23.

Transvaal Avenue

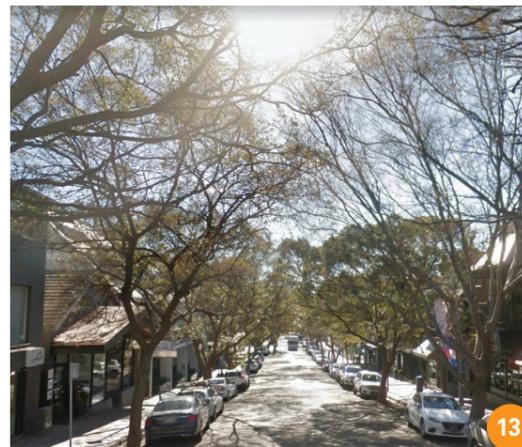
The eastern side of Transvaal Avenue, shown in Figure 24 (16), is a Heritage Conservation Area. The single storey residential buildings have evolved to a Bohemian-style retail strip with high levels of street activation.

The outdoor dining area occupying the central road reservation is shown in Figure 24 (17), is one of the very unique urban settings in Double Bay.



Knox Street

Figure 22. **Knox Street streetscape:** 10) The dominant character of Cosmopolitan Building. 11) Fine-grain streetscape on the northern side. 12) Building with high level of architectural character with through site link to Cross Street (Images from Google Maps, 2019 - 2021).



Bay Street

Figure 23. **Bay Street streetscape:** 13) The landscaped character of the street. 14) Recent development in larger amalgamated site. 15) Fine-grain built form pattern contributes to the streetscape character (Images from Google Maps, 2019 - 2021).



Transvaal Avenue

Figure 24. **Transvaal Avenue and lanes:** 16) Heritage buildings in Transvaal Avenue Heritage Conservation Area. 17) Outdoor dining in the street (Double Bay PDS., 2016., P 5 & 103).

The laneways

The laneways in the Centre have a primary role of servicing and vehicle access to the existing development. Some laneways have buildings with active frontages, most notably Goldman Lane, Short Street, Knox Lane (partially) and Kiaora Lane. See Figure 25 (18) and (19).

Due to the narrow width and a lower street wall height (mainly up to two storeys), the laneways present a more enclosed environment for pedestrians.

Figure 25 (21) shows a building with four storey street wall height facing Knox Lane. This results in an overbearing sense of enclosure which is not recommended.

Other constraints of the laneways include:

- blank walls
- garage doors
- on street waste bins

- on street parking
- unattractive facades
- minimum urban greening
- narrow pedestrian pathways (Figure 25 (20) & (21)).

The Kiaora Lane redevelopment is a recent example which has transformed a lane to an activated and people orientated place through a shared way with limited vehicle access time during certain times of the day. See Figure 25 (18).

This Strategy aims for all laneways in the Centre to create a more pedestrian oriented environment with a balance of servicing and retail frontages.

Consistent with the Double Bay Public Domain Strategy and Place Plan, this Strategy aims to enhance the existing character of the lanes to create more active and attractive places.



Figure 25. **The lanes:** 18) Kiaora Lane Activation. 19) Knox Lane with partially activated frontage. 20) Gumtree Lane with a service function. 21) Knox Lane with four storey street wall height (Images 19 & 20 from Google Maps, 2019 - 2021).

Colonnades

Woollahra DCP 2015 D5.6.4. establishes objectives and controls for the street frontage elements of built form such as awnings, colonnades, arcades, walkways, courtyards and outdoor eating areas. The controls encourage colonnading in the area surrounding Guilfoyle Park as shown in Figure 26.

D5.6.4.2 (O1) 'Encourage colonnaded buildings in Bay Street, between Cross Street and Short Street, which interpret Guilfoyle Park's civic importance and establishes a spatial relationship between the park and the buildings which address it'.

In relation to these controls, the following built forms are noted::

- The five storey "Chancellery" building on the north side of Guilfoyle Park has a colonnade on each of its three street frontages.
- The Cosmopolitan did not integrate colonnades.
- The site at No. 45 Bay Street is identified as a character building (under Woollahra DCP 2015 D5.6.3.8) with an opportunity for '*sensitive adaptation or reuse of building*'. Therefore, implementing a colonnade on the site's current built form may not be possible.



Figure 26. The location of the colonnades



- There are two buildings on the northern side of Cross Street that include colonnades, which were not required by Woollahra DCP 2015.
- The approved development application (2020) at No. 30-36 Bay Street (DA2019/289/1) includes alterations and additions of the existing building which does not include colonnades at its ground level.

In summary, the existing colonnade controls are inconsistently applied. It is noted that Woollahra DCP 2015 has the following statement:

'Colonnades are most successful when they are continuous and consistent. Guilfoyle Park on Bay Street makes a substantial contribution to the ambience of the Centre. This quality could be enhanced through appropriate built form which interprets the park's civic importance in its address to the park' (Woollahra DCP 2015 5.6.4.2).

Contrary to this statement, the existing colonnades have not been successful in creating a consistent streetscape. Based on urban design best practice, the use of colonnades is not supported, as they result in:

- Obscured active frontages
- Visually and physically separated ground level activities from pedestrian activity.
- Reduced capacity for ground floor non-residential floor space.
- Segregation of footpaths.

Due to the reasons given above, colonnades are not supported. Consequently there are very limited Australian examples which have controls relating to colonnades. For example, the City of Sydney DCP 2014. Section 3.2.5 Objective (a) discourages the provision of the colonnades, except in exceptional circumstances where (a) they are continuous for an entire street block

Provision (1) Colonnades are generally not permitted as they obscure views of retail frontages and separate street frontage activity from the street.

Another example is the City of Adelaide Design Manual. This manual discourages colonnades on new developments as they set activity and life back from the footpath and passing pedestrian activity, and create unsafe public areas with concealed spaces and disrupted sight lines. If absolutely necessary, the colonnades should extend across the whole pedestrian pathway to create a continuous walking path (Figure 27, City of Adelaide, 2014).

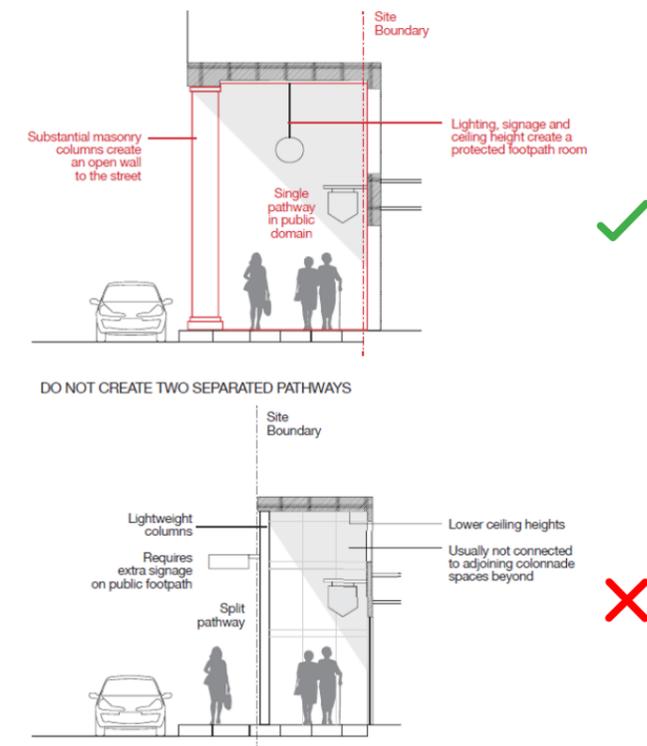


Figure 27. The preferred implementation of colonnades (City of Adelaide, 2014)

The implications of extending colonnades across the whole footpath requires the upper level buildings to move forward beyond the site boundary. This changes the spatial character and the proportion of the street and has the effect of privatising the public domain.

To enhance buildings' relationships with the public domain and improve the civic importance of Guilfoyle Plaza, this Strategy recommends a alternative solution. A better urban design solution is to integrate awnings or verandah's into the front elevation. These will protect the pedestrian pathways in adverse weather conditions and maximise the active frontages.

3.11 Building uses

The Centre contains a mix of retail, commercial, service and residential uses.

Ground level retail activity is concentrated between Knox and Cross Streets, along New South Head Road and Bay Street. High quality small scale specialty retailing defines the image and character of the Centre. See Figures 28 to 30.

Major commercial uses and community facilities such as the InterContinental Hotel, Cosmopolitan Centre, Double Bay Library and supermarket provide high quality offerings to meet the needs of all the users of the Centre. See Figures 29 and 31.

More recent development has consisted of shop-top housing with limited area for retail uses on the ground level and no office or business floor space. This has significantly reduced the commercial floor space of the Centre. See an example at Figure 30.

There are numerous long term benefits of providing non-residential floorspace in the Centre such as providing local employment opportunities and enhancing day time vitality and viability.

Council's policies, including Woollahra LSPS, are consistent in this approach by retaining and reinforcing the mixed uses nature of the Centre, whilst supporting an increase of residential floorspace to further enhance its vitality and economic viability.

Woollahra LSPS- Action 41

Introduce planning controls into the Woollahra Local Environmental Plan 2014 and Woollahra Development Control Plan 2015 to protect and enhance floor space for commercial, retail, business, health and community uses in centres, particularly in Double Bay and Edgecliff.



Figure 28. Existing fine-grain retail uses on Knox Street (Google Map, 2019)

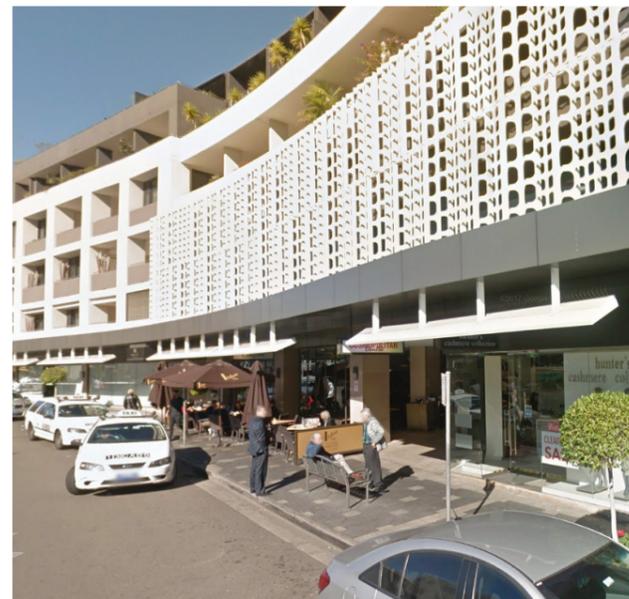


Figure 29. Cosmopolitan Cafe as a memorable gathering place for our community (Google Map, 2019)

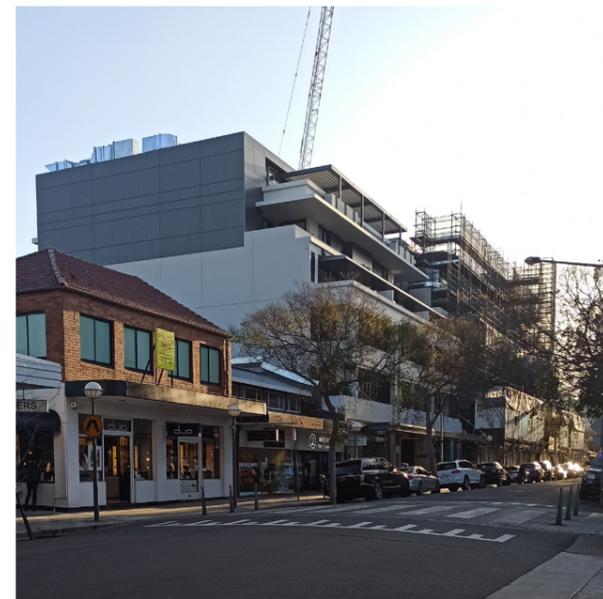


Figure 30. Recent approved development application - shop top housing with retail uses on the ground level



Figure 31. A laneway transformed including facilities to serve the day to day needs of our community.

3.12 Existing movement network and accessibility

In developing the Centre, an extensive urban design analysis of the local movement and public transport networks was undertaken. This included mapping out the Centre's accessibility and the level of connectivity to the surrounding area.

The Centre is well-served by a network of public transport modes (bus, ferry and train, with Edgecliff Station in a 10-15 minute walking catchment), along with vehicle and active transport modes including pedestrian and cycling pathways as shown in Figure 32.

Figures 33 and 34 show the existing pedestrian links, laneways, arcades and cycling pathways. These fine-grained, human scale links and connections significantly enhance the permeability and walkability of

the Centre. They help to give the Centre its village character with higher amenity and convenience for residents and workers alike.

The role of the existing laneways are primarily to service the existing commercial and residential uses including loading/unloading and waste collection with high levels of on street parking.

These arrangements conflict with easy pedestrian movement and reduce the attractiveness of the laneways for pedestrians and as places to linger. Recent upgrades at Kiaora Lane have showcased how a laneway can maintain its service function and also be transformed into an active, human scale and pedestrian-oriented space.



Figure 32. Existing public transport and active transport links (Double Bay PDS, 2016. p. 19)

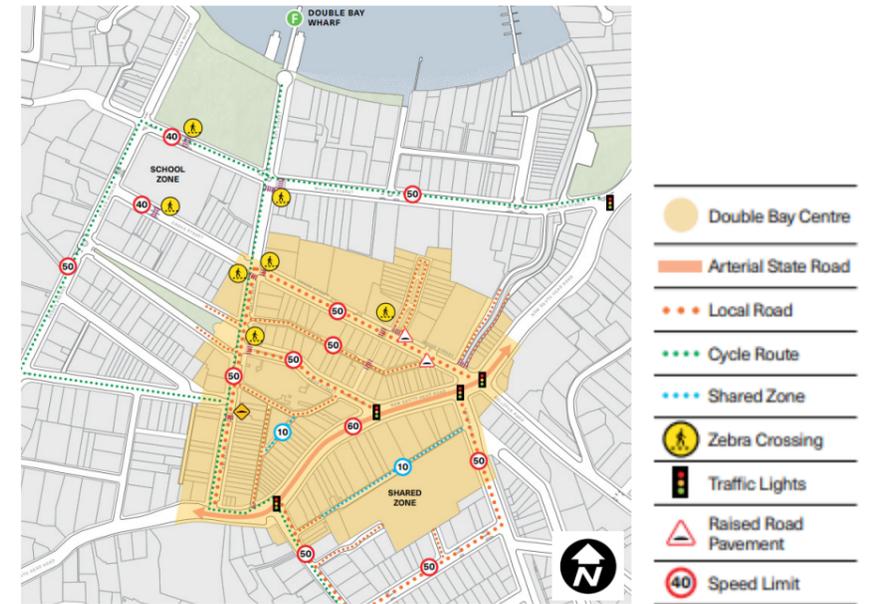


Figure 33. Existing road and laneway hierarchy (Double Bay PDS, 2016. p. 21)

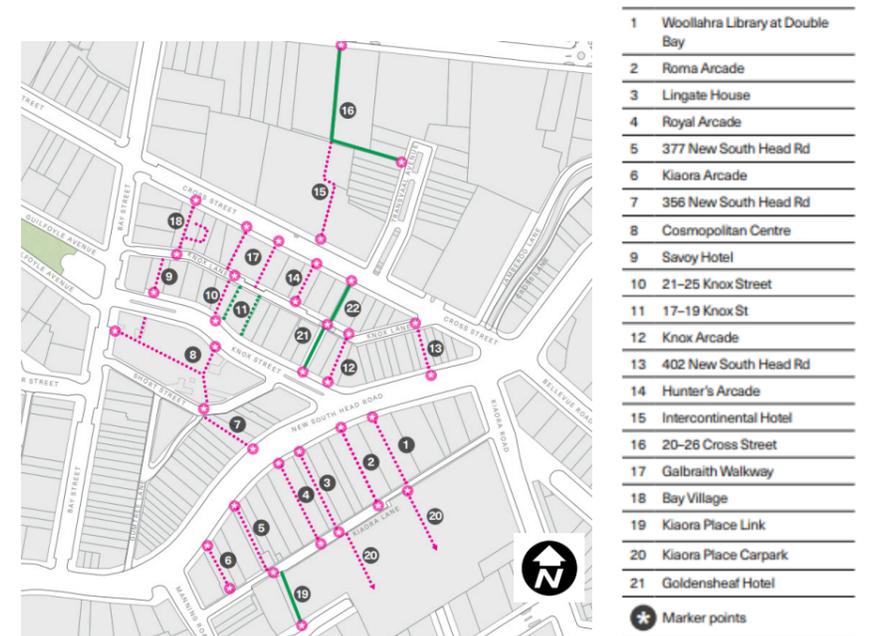


Figure 34. Pedestrian lanes and arcades (Double Bay PDS, 2016. P. 43)

3.13 Topography

The Centre is located at a valley floor and has a gentle downward slope to the north. The Centre is located at a lower level than the surrounding context to the east, west and south. This forms a natural amphitheatre with surrounding residential areas looking over and down on to the Centre and to the harbour.

As New South Head Road approaches the Centre, the topography drops significantly. This provides extended views at the western and eastern gateways and presents an opportunity to mark the Centre's arrival points with visually prominent built form and landscape elements. See Figure 35.

Future development should provide a varied and responsive built form that reflects and reinforces the natural land form whilst sharing views of the harbour and district views.

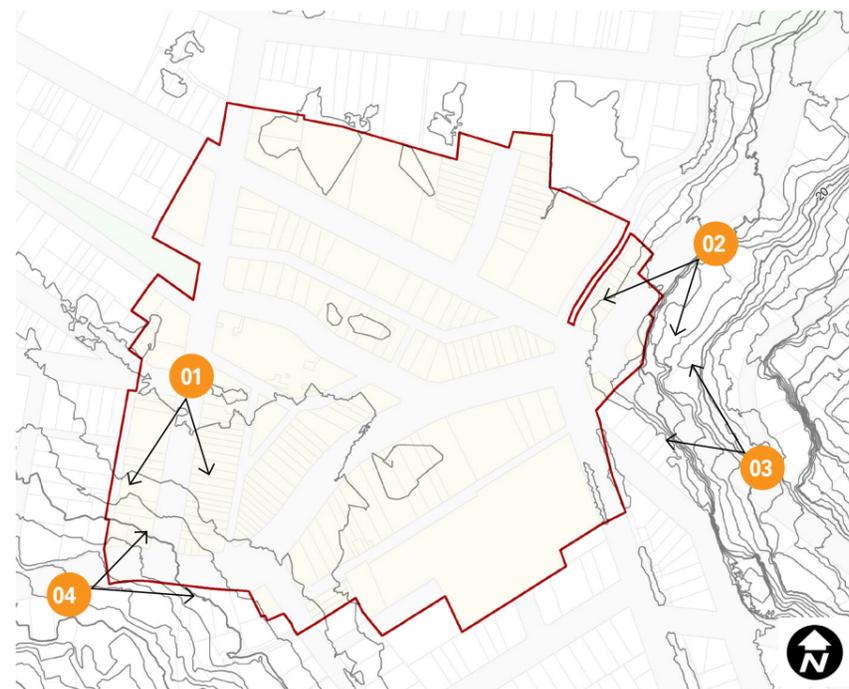


Figure 35. Topography



(Images from Google Maps, 2019)

3.14 Destinations and facilities

The Centre has a wide range of offerings which draws people to the Centre including recreational facilities, open spaces, retail and dining precincts, education and community services. Places such as Kiaora Lane, the Cosmopolitan Cafe, Transvaal Avenue dining area and Guilfoyle Market play an important role in our community's collective memory.

Figure 36 illustrates local destinations including Steyne Park, Murray Rose Pool, Kiaora Place and the library. They are easily accessible via New South Head Road and Bay Street (within a 400- 800m walking catchment).

Good connectivity and access to open spaces and foreshore areas provide opportunities for active and passive recreational activities and support walking and cycling. This combination makes Double Bay a highly desirable and liveable place.

1. Double Bay Wharf
2. Edgecliff Station
3. Edgecliff Centre
4. Ascham School
5. Cranbrook School (St Marks Preschool)
6. Double Bay Public School
7. The Prep School
8. Woollahra Preschool
9. Cranbrook School
10. Eastern Suburbs Artistic School
11. Trumper Oval and Park
12. Yarranabbe Park
13. Double Bay Beach
14. Murray Rose Pool and Blackburn Gardens
15. Foster Park
16. Cosmopolitan Centre
17. Intercontinental Hotel
18. Cross St Car Park
19. Kiaora Place
20. Library
21. Post office and Synagogue
22. Guilfoyle Park
23. Double Bay Creek
24. Steyne Park

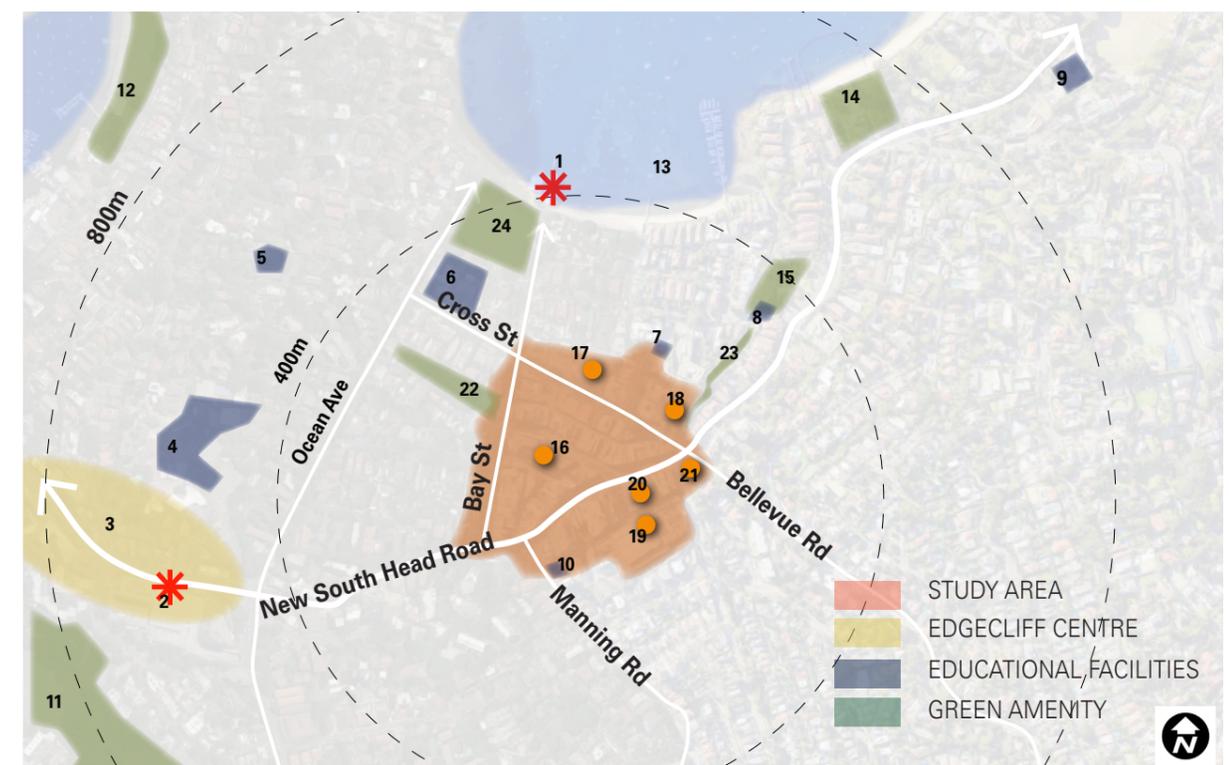


Figure 36. Local facilities and destinations (Six maps 2019)

3.15 Recent development applications and planning proposals

The built form character and the density of the Centre is evolving. As at 4 March 2022, fourteen of the seventeen recently approved development applications are five or six storeys in height. However, the applicable controls for the majority of these sites are a maximum building height of 14.7m, equating to four storeys, and FSR of 2.5:1 (see Figure 37).

The Centre has also been the subject of numerous planning proposal enquiries in recent times. The planning proposal for 374-382 New South Head Road has been finalised and amendments have been incorporated into the Woollahra LEP 2014. This site now has a maximum height control of 23.5m.

These recent developments have resulted in a fragmented and uncoordinated approach to planning. Without a robust and proactive planning and urban design strategy in place, Council and the community are limited in their ability to prevent the continuation of this type of ad hoc development. This Strategy recognises the evolving nature of the Centre, and provides a comprehensive and clear vision for the future.

Number	Address	Proposed height in storeys	Applicable height control (m)	Proposed floor space ratio (FSR)	Applicable FSR control	Status
1	21-27 Bay Street	5	14.7	2.49:1	2.5:1	Approved in 2020
2	30-36 Bay Street	6	18.1	3.33:1	2.5:1*	Construction complete
3	2 Guilfoyle Ave	4	14.7	3.45:1	2.5:1	Approved in 2020
4	55 Bay Street	5	18.1	3.5:1	2.5:1*	Approved in 2021
5	2A Cooper Street	5	14.7	2.99:1	2.5:1*	Approved in 2022
6	294-298 New South Head Road & 2-10 Bay Street	5	14.7	2.5:1	2.5:1*	Approved in 2021
7	357-359 New South Head Road	5	14.7	2.95:1	2.5:1*	Approved in 2021
8	374-382 New South Head Road	6	23.5	4.4:1	2.5:1*	Under construction
9	384 New South Head Road	4	14.7	2.49:1	2.5:1	Approved in 2021
10	426-432 New South Head Road	4-5	14.7	2.97:1	2.5:1	Approved in 2021
11	434-436 New South Head Road	5	14.7	3.02:1	2.5:1	Approved in 2017
12	3 Knox Street	4	14.7	2.6:1	2.5:1	Under construction
13	10 Cross Street	6	14.7	3.07:1	2.5:1	Approved in 2022
14	16-18 Cross Street	6	14.7	3.31:1	2.5:1	Construction complete
15	19-27 Cross Street	6	14.7	3.49:1	2.5:1	Approved in 2021
16	20-26 Cross Street	6	14.7	3.5:1	2.5:1	Construction complete
17	28-34 Cross Street	6	14.7	3.53:1	2.5:1	Under construction

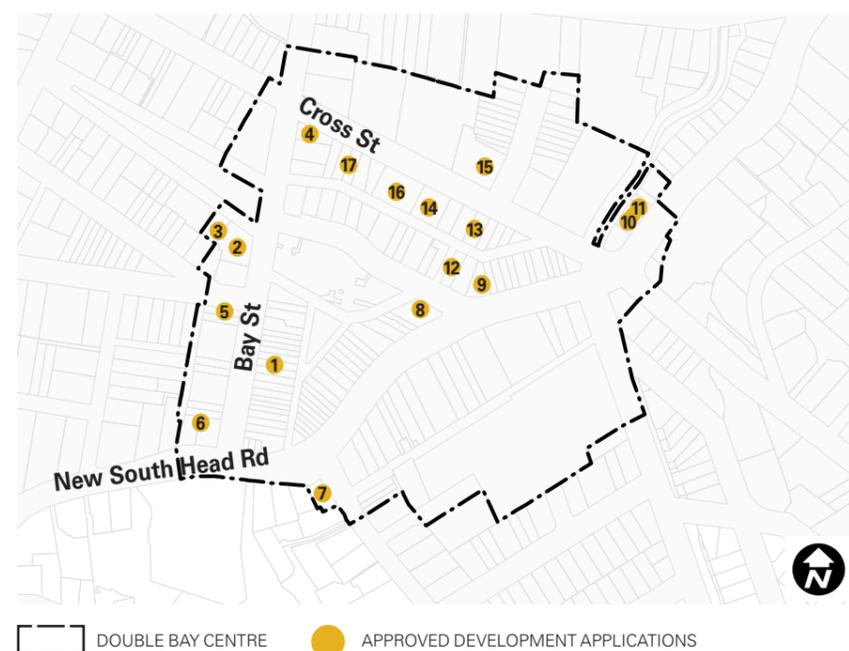


Figure 37. Approved DAs since 2017, as at 4 March 2022. It is noted that, at the time of preparing this report, there are a number of DAs within the Precinct that are with the NSW Land and Environment Court (LEC). DAs that are with the LEC are not indicated on the map to the right.

* Woollahra LEP 2014 Cl. 4.4.A: Sites can achieve a higher FSR if the consent authority is satisfied that the development will be compatible with the desired future character of the zone in terms of building bulk and scale.



Figure 38. Approved development applications at 16-18 Cross Street (L), 384 New South Head Road (M), and 55 Bay Street (R).

3.17 Exclusions & Constraints

This section discusses the constraints that may affect potential redevelopment in the Centre. In particular, matters relating to the built form and public domain.

Site specific exclusions

There are some sites with less redevelopment potential for one or more of the following reasons:

- Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.
- Sites that must facilitate built form transitions to:
 - The lower density developments of the surroundings.
 - Heritage items, character buildings and heritage conservation areas.
- Buildings located in a heritage conservation area, heritage items, character buildings and potential character buildings identified by this Strategy should be retained.

Our Strategy has identified new buildings that could be added to the list of character buildings in the Woollahra DCP 2015. These buildings are the Royal Oak Hotel (28 Bay Street), 12 Bay Street, 39-43 Bay Street, 17-19 Bay Street as shown in Figure 40. These buildings have been identified as their strong architectural character is considered to make a significant contribution to the precinct's streetscape. We recommend that these sites are investigated further to assess if the significance of these buildings satisfy the New South Wales heritage assessment criteria. Future development of these sites must consider their architectural character individually or as a precinct, and provide sensitive design responses through alterations and additions. This strategy does not recommend full demolition of the character buildings.

Having excluded the sites shown in Figure 39, we have reviewed the remaining parcels in the Centre to identify their development potential.

Built form constraints

Built form constraints affect the development potential and thus the economic viability of a site's redevelopment. The main constraints are:

- The deep blocks along New South Head Road, which require carefully crafted built form arrangements on the upper levels to meet SEPP 65 requirements.



Figure 39. Constraints

- Existing lower density buildings on the Centre edges and existing character buildings, which require sensitive built form transitions.
- Overshadowing and privacy impacts on neighbouring sites.
- Existing fine-grain sites with fragmented ownership which limits/compromises their redevelopment potential.
- The cost of constructing basement parking.

Public domain and movement network constraints

A comprehensive analysis of the existing public domain and movement network has been provided in the Double Bay Public Domain Strategy 2016. This Strategy responds to the main public domain constraints which need to be addressed through appropriate built form solutions.

The main public domain and movement network constraints are:

- Recent development with a three to four storey street wall height along narrow streets and laneways has resulted in inappropriate pedestrian enclosure.
- Built form overshadowing impacts on the public domain with high level of pedestrian traffic.
- Servicing role of the laneways.
- Deactivated frontages on narrow streets and lanes.
- On-street parking and waste-management facilities in laneways.
- Minimal visual connection between the ground level retail activities and the public domain in areas with colonnades.
- Existing through site links which constrains the development potential of the small lots.
- Limited street trees and green cover in Knox Street and laneways.

3.18 Opportunities

Any opportunities for redevelopment in the Centre must balance the sometimes competing needs of the residents, workers and visitors. Redevelopment should be at the right scale, in the right locations.

Based on our analysis, appropriate redevelopment in the Centre provides the opportunity to:

- Contribute to achieving the goal of the '30-minute' city.
- Regenerate older building stock and rejuvenate the Centre.
- Promote more sustainable living close to work.
- Protect and enhance the local economy and employment capacity.
- Protect and enhance the village character.
- Reinforce human-scale development.
- Maintain appropriate solar access to adjacent buildings and the public domain.
- Facilitate residential accommodation with high levels of internal amenity.
- Facilitate a mix of units to meet a range of community needs.
- Maximise active frontages.
- Deliver urban greening.
- Enhance pedestrian permeability.

As discussed earlier, we are recommending excluding certain sites which are constrained. The sites remaining are termed 'review sites'. This Strategy investigates and identifies the future development potential of these review sites.

The Double Bay Centre is a rapidly evolving area. A number of the review sites have recently been approved for redevelopment, however despite being approved there is still potential for the built form outcome on these sites to be modified. It is therefore important that those sites are considered as part of this holistic Strategy.

Figure 40 illustrates the review sites and also illustrates some of the key public domain opportunities.

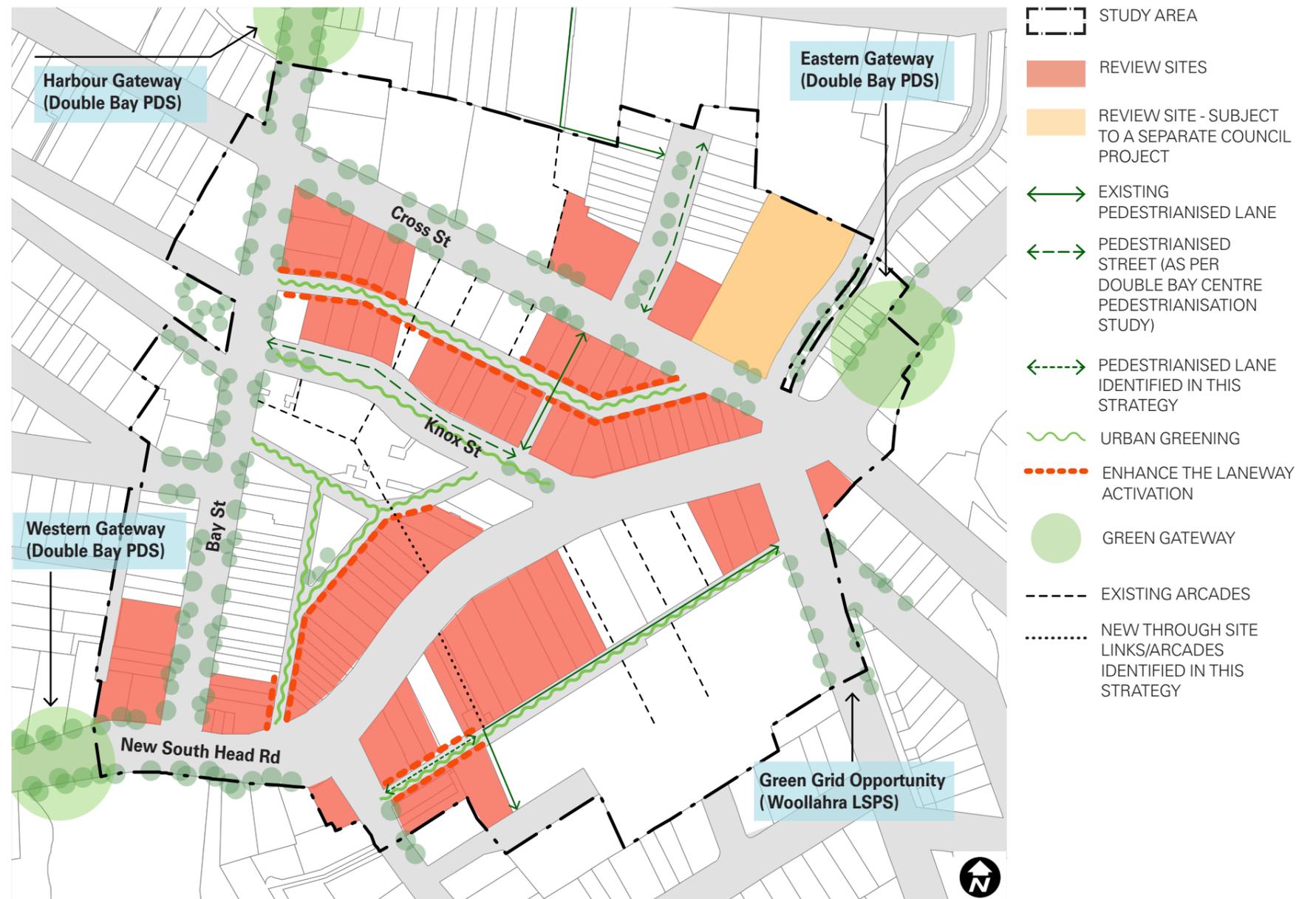
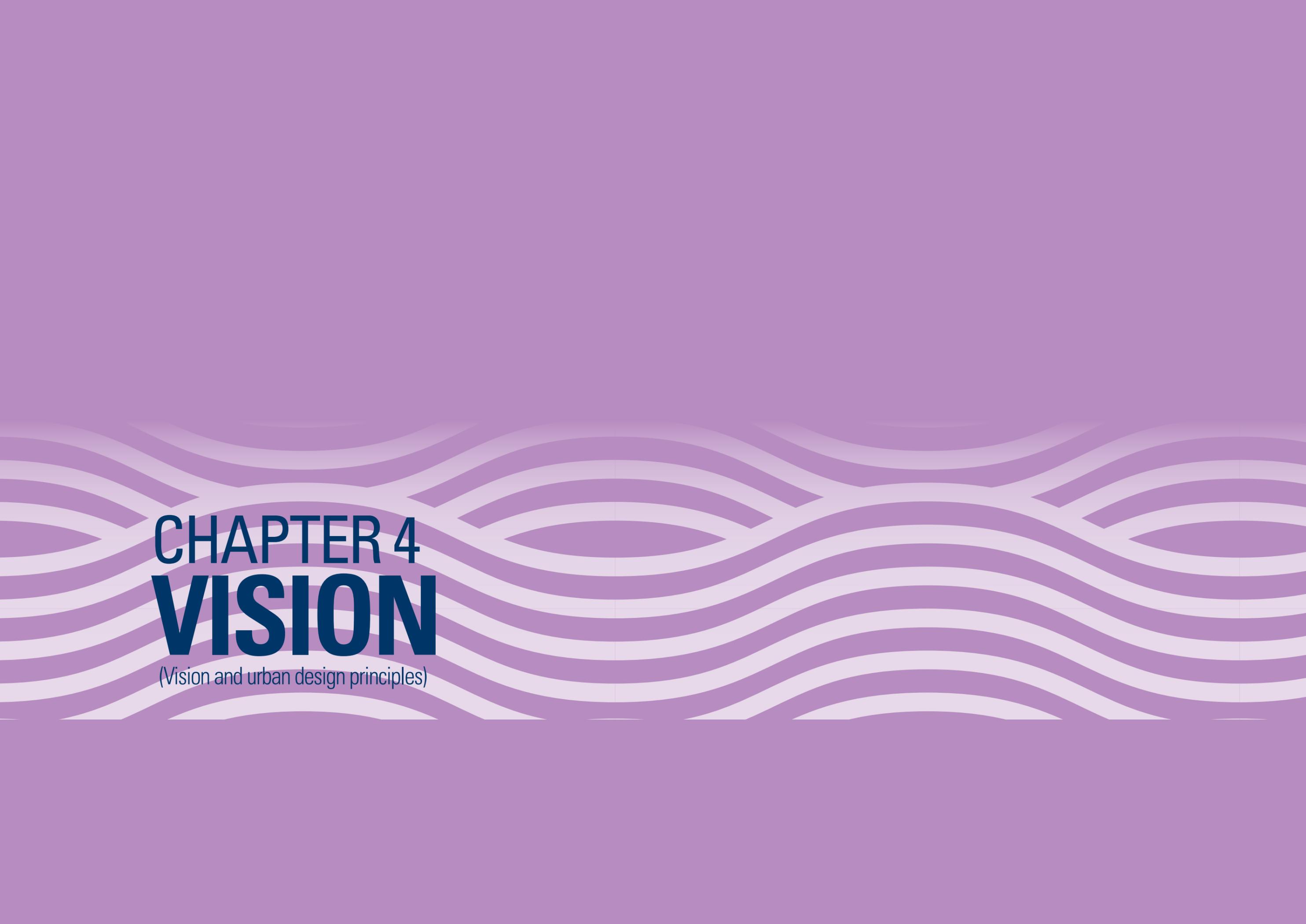


Figure 40. Opportunities

Note: Consistent with other Council documents, this Strategy has identified the Cross Street Car park site as an opportunity site. However, the future of this site is subject to a separate Council process and has not been incorporated into this strategy.

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CHAPTER 4 **VISION**

(Vision and urban design principles)

4.1 Vision

In developing the urban design vision for the Centre, we have taken into account local plans and policies including Woollahra LSPS, Woollahra 2030, Double Bay Place Plan and Public Domain Strategy. The vision is also consistent with the aims and objectives of Woollahra LEP 2014 and Woollahra DCP 2015.

Planning Priority 6

Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people.

Short term Strategies and Actions

37. Undertake community consultation on the Double Bay Centre Planning and Urban Design Study (due 2020) which includes provisions to promote fine-grain, human-scale, place driven outcomes that prioritise people, local character and place, solar access and design excellence. (Woollahra LSPS 2020. P.41).

Double Bay is a stylish bayside village on Sydney's southern harbour. It is characterised by architectural excellence, heritage, a vibrant public domain and a highly liveable lifestyle.

It has a range of local businesses and employment opportunities, housing choices, facilities and services that meet the needs of our community.

The village is well-connected to surrounding areas by walking and cycling and is accessed by frequent public transport services. The high accessibility of the village makes it an attractive location for businesses and provides a strong economic base.

The built form demonstrates the village character with high quality contemporary architecture that responds to its unique places, heritage and contributory items. It promotes human scale interfaces and environmentally sustainable outcomes.

The village's interconnected leafy streets and parks contribute to enhancing its foreshore character. Residents, workers and visitors enjoy the village's sunny civic spaces, parks and plazas, outdoor cafe lifestyle, culture and art by moving through the permeable network of pathways and public open spaces.

Due to its liveability, Double Bay is one of the most attractive destinations in the Eastern suburbs to live, work and enjoy. The mix of uses at the heart of the local community reinforces its village character.

Double Bay is:

A stylish 'bayside village' with:

- Fine-grain and human-scale built form
- High quality and active public domain
- Sunny places
- Live/work opportunities
- Opportunities for social interaction
- Safe and friendly places
- A sense of belonging.

Permeable and well-connected

- To major centres and other destinations such as the Sydney CBD, Kings Cross and Bondi Junction
- To the surrounding residential neighbourhood
- By active transport that provide easy access to foreshore areas, green open space and other local destinations
- By its fine network of laneways, through site links and pedestrian oriented streets.

Vibrant community hub with:

- A sustainable mix of residents, visitors and local workers
- A range of places for outdoor dining and social interaction
- Its stylish high-end shopping and boutique offerings
- Its hubs such as Kiaora Lane, Knox Street and Transvaal Avenue
- Great civic spaces for community activities, events, festivals, markets, arts and cultural programs.

Rich with heritage and architecture that:

- Provides a blend of European heritage and contemporary architecture
- Demonstrates design excellence
- Uses sustainable natural materials
- Creates an active and human-scale streetscape
- Responds to the views and topography
- Sensitively addresses its heritage values.

Green and resilient with:

- An integrated network of green streets, lanes and pathways
- A range of green open spaces including Steyne, Foster and Guilfoyle Parks
- Urban greening incorporated into the building structure including landscaping, green roofs and green walls.



Double Bay PDS, 2016. P 19



Source: www.gettyimages



4.2 Urban Village Character

To achieve our vision and retain the Centre as a stylish village, we have investigated the main characteristics of an 'urban village' in academic and best practice urban design resources.

Six characteristics to define an urban village - London School of Economics and Political Science (LSE)

An independent report by LSE introduced the concept of 'urban village' by:

- a mixture of uses and dwelling types
- a range of employment, leisure and community facilities
- appropriate infrastructure and services
- high standards of urban design
- access to public open space and green spaces
- access to public transport.

The report has identified six main characteristics for new London Villages. The main characteristics are demonstrated in Figure 41.

London School of Economics and Political Science (LSE), 2016. New London Villages, P 13) Available at <http://www.lse.ac.uk/business-and-consultancy/consulting/assets/documents/New-London-Villages-Final-Report.pdf>

1	<p>Small and intimate</p> <ul style="list-style-type: none"> • <i>The area can comfortably be covered on foot.</i> • <i>The scale of the buildings and spaces is suitable and comfortable.</i> • <i>The residential density can sustain a range of key services.</i>
2	<p>Unique (spacial identity, traditions and collective memory)</p> <ul style="list-style-type: none"> • <i>The area has defined boundaries and an identifiable centre.</i> • <i>The area has its own atmosphere and sense of place.</i> • <i>There are community landmarks.</i> • <i>There are regular community events and festivals.</i> • <i>Residents create collective memory.</i>
3	<p>Designed for social interaction</p> <ul style="list-style-type: none"> • <i>There is ample public and green space, which is used in many ways.</i> • <i>Facilities are provided for community events and everyday activities.</i> • <i>The central hub generates social interaction, and there is a network of walkable routes.</i>
4	<p>Locally driven and locally responsive</p> <ul style="list-style-type: none"> • <i>Residents are involved in managing the life of the village.</i> • <i>There is a long-term vision that residents support.</i> • <i>Leaders represent the community and reflect its concerns.</i>
5	<p>Functional</p> <ul style="list-style-type: none"> • <i>The community is well served by both public and private transport.</i> • <i>Core services are available locally.</i> • <i>There is a mix of uses.</i>
6	<p>A mixed community</p> <ul style="list-style-type: none"> • <i>There is a mix of ages, backgrounds, incomes and housing tenures.</i> • <i>Residents know and trust each other.</i> • <i>There are long-term residents who provide continuity.</i>

Figure 41. Six characteristics for new London Villages

Characteristics of urban villages - Curtin University

Another key academic resource prepared by Professor Jeffrey R. Kenworthy¹ (Curtin University) has further informed our definition of 'Urban Village'. Professor Kenworthy identifies that an Urban Village includes:

- *High density land uses within walking and cycling distance.*
- *Mixed land use with offices, shops, businesses and community facilities on main spines or in nodes, surrounded by residential development.*
- *A heavy rail or light rail station near the core.*
- *Considerable landscaping, including gardens on top of buildings and on balconies and attractive gardens in the public spaces.*
- *Extensive provision for children, such as playgrounds.*
- *Recreational opportunities and Community facilities.*
- *Pedestrian and cycle links with car parks placed underground and traffic calming on peripheral roads.*
- *Public spaces with strong design features.*
- *A high degree of self-sufficiency for the community for local needs, but with good rail and bus links to the wider city for employment.*

(Melbourne School of Design. [Online] Available at: <https://msd.unimelb.edu.au/> [Accessed September 2019]).

¹Kenworthy (2000) Techniques of Urban Sustainability

Both definitions refer to the various built form and public domain aspects of an 'urban village' such as scale, public transport, open spaces and land use character. One of the key elements of LSE's definition which we have translated into our strategy is:

A 'suitable and comfortable' built form scale.

What built form scale is appropriate to achieve a village?

To answer this question, we have further studied best practice urban design.

Figures 42 to 45 demonstrate built form aspects that are crucial in creating and enhancing human scale development and a comfortable sense of place for people. The following principles are fundamental to our built form strategies for the Centre:

- Connection between building and street - Jan Gehl identifies that the connection between a building and street is possible from the lowest five floors. Above this height, buildings loose contact with the public domain and the life that is happening in the street.
- Active frontages - Facades with fine-grain shop fronts and doorways, enhance the pedestrians' experience. Approximately 10-20 doorways per 100m are recommended by Jan Gehl¹.
- Built form articulation - As opposed to horizontal articulation, facades with vertical articulation provide a more pleasant walking experience for pedestrians.

- A sense of enclosure - A suitable sense of enclosure (height-to-width ratio) is⁴:
 - 1:1- 1:1.5 for minor streets.
 - 1:1.5- 1:3 for typical streets.
 - 1:4- 1:6 for squares.

"When buildings physically define public spaces particularly through proportions between height and width in an area to create places that are comfortable to pedestrians."

(Haile, C. 2012. A Myth of Urban Design)

The next page introduces an urban village example in Brisbane.

Connection between the building and street

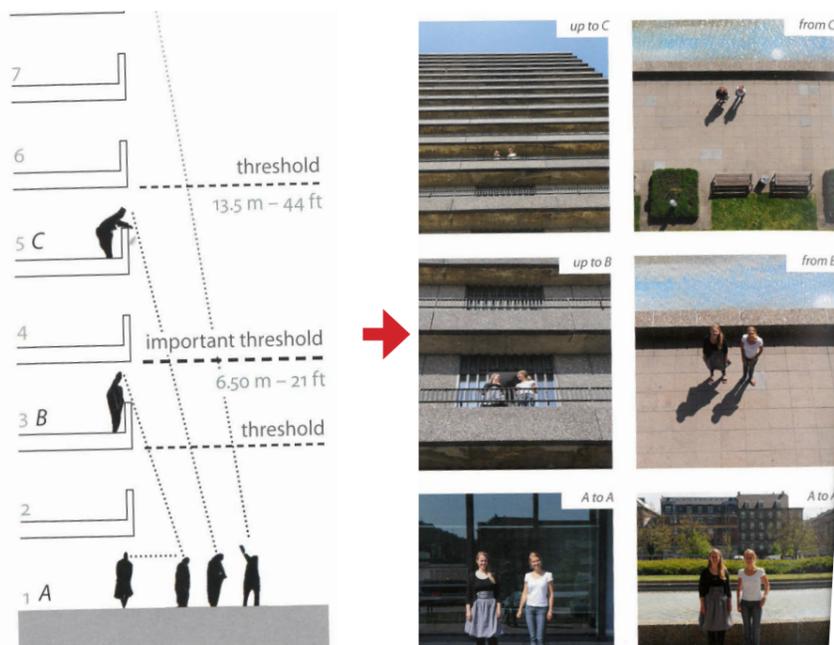


Figure 42. Connection between building and street (Gehl, J., 2010. In: *Cities for People*. p. 41)

Active frontages



Figure 43. Active frontage²

¹(Gehl, J., 2010. In: *Cities for People*. s.l.:s.n., p. 241)

²Image source: <http://centersandedges.org>

Built form articulation



Figure 44. An example of vertical built form articulation³

³Image source: <https://thecityateyelevel.com>

A sense of Enclosure

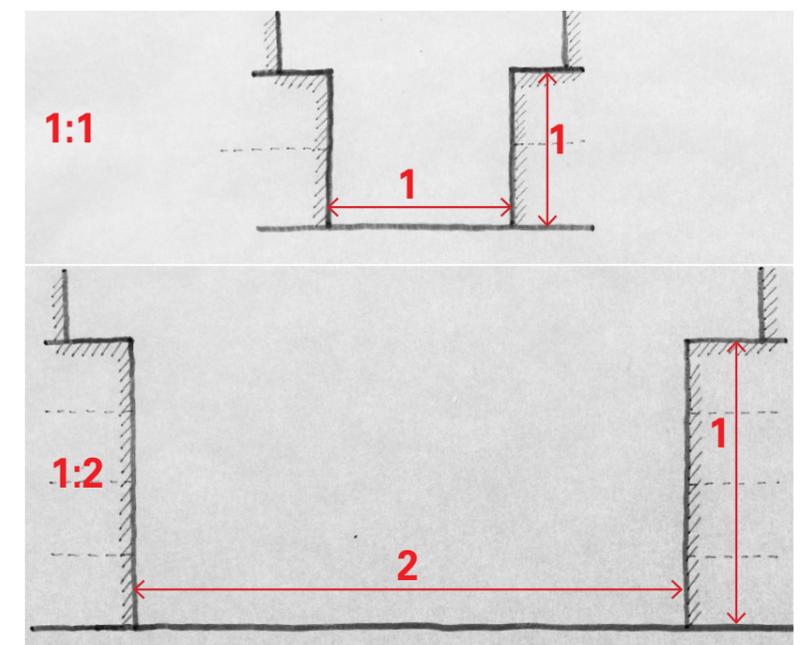


Figure 45. Sense of enclosure

⁴(Haile, C. 2012. A Myth of Urban Design: The 'Sense of Enclosure' Theory. Available at: <http://www.chrisaile.com/2012/01/a-myth-of-urbandesign-the-sense-of-enclosure-theory/>)

Kelvin Grove Urban Village, Brisbane, Queensland

'The Kelvin Grove Urban Village is a master-planned community, bringing together residential, educational, retail, health, recreational and business opportunities into a vibrant new precinct. It demonstrates best practice as a sustainable, mixed use community in an infill (existing) city fringe location'.

'The Village was a partnership between the Queensland Government and Queensland University of Technology'

(Kelvin Grove Urban Village., Available at: <http://www.activehealthycommunities.com.au/case-study-kelvin-grove-urban-village/> [Accessed November 2019]).

The precinct acts as an employment and business node for the residential areas, the existing university campus and the new university uses in the Village. It provides a variety of built form scales.

Development is up to seven storeys with retail and community services on the street level and a variety of commercial, residential and educational uses on levels above (QLD.gov.au, 2005).

The main characteristics of the village are:

- Mixed use community with a range of medium- to high-density residential, employment, retail, open space, and recreational facilities in a walkable catchment.

- Accessible by frequent public transport with transport nodes within 600 metres.
- Architectural design excellence.
- Good provision for cyclists, including on-road and off-road cycle paths.
- Permeable blocks and active street frontages.
- Visually interesting and attractive places for walking and cycling.
- High visual quality particularly in prominent locations.

Kelvin Grove Urban Village has received the Planning Institute of Australia's 2003 State Award for Environmental Planning.

We want to draw on this positive example, and incorporate the elements that made it a success into our built form strategy.



Street character - Mixed use development with active frontage on the ground level (Available at: https://en.wikipedia.org/wiki/Kelvin_Grove_Urban_Village [Accessed 2019])



Built form character of the precinct - medium to high density development (Available at: <https://www.couriermail.com.au/subscribe/news> [Accessed 2019])



Active frontage character of the precinct (Available at: <https://au.myfun.com/en/neighbourhoods/kelvin-grove-4059-qld> [Accessed 2019])

4.3 Urban Design Principles

The following urban design principles provide a comprehensive framework for the future development of the Centre. These principles focus on the opportunities of the Centre and ties this Strategy's vision to the urban design and planning recommendations in the Chapter 5 of this report.

Built form

- Encourage appropriate higher density development on review sites, whilst maintaining and enhancing the village character of the Centre.
- Maintain and enhance floor space for non-residential uses that contribute to the local economy, create employment opportunities and provide for community needs.
- Deliver design excellence.
- Mark arrival points to the Centre through design excellence on gateway sites.
- Provide appropriate transitions to lower density sites through design solutions such as height and scale variations, building articulation, and landscaping.
- Maintain the original structure and design integrity of the character buildings through sensitive adaptation.

Public domain

- Reinforce the vibrancy of the Centre through consistent active frontages.
- Reinforce a human-scale public domain through lower street wall heights, vertical design elements and fine-grain active frontages on streets and lanes.
- Minimising the dominance of servicing functions in lanes and narrow streets through shared access to parking and internal loading and servicing areas.
- Provide additional plantings/street trees, green roofs, and/or above podium landscape (where possible) to enhance the urban greening character of the Centre.
- Enhance the green character of the green gateway locations.
- Provide adequate levels of solar access to residential habitable areas and outdoor public spaces.

Access and movement

- Provide additional through site links to further enhance pedestrian permeability.
[The proposed pedestrian arcades/through site links shown in Figure 47 identifies those locations where new through site links could be accommodated. They will achieve the optimum permeability in the Centre.]
- Reinforce the opportunities for active transport.

It should be recognised that whilst this Strategy applies to the whole Centre, Chapter 5 of this Strategy only applies to the review sites identified in Section 3.16.

The next page illustrates some of this principles in 2-dimensional diagram.

Urban Design Principles



Figure 46. Urban design principles

- STUDY AREA
- REVIEW SITES - DEVELOPABLE AREA ON LOWER LEVELS
- RECESSED BUILT FORM ABOVE THE STREET WALL HEIGHT
- REVIEW SITE - SUBJECT TO A SEPARATE COUNCIL PROJECT
- SENSITIVE ADAPTATION OF THE CHARACTER BUILDINGS
- ▶ GREEN GATEWAYS
- BUILT FORM TRANSITION
- ✱ GATEWAY SITES
- ADDITIONAL STREET PLANTERS, GREEN WALLS AND/OR ABOVE PODIUM GREEN
- EXISTING ARCADES
- FUTURE ARCADES/ THROUGH SITE LINKS
- MINIMUM OF 3 HOURS SOLAR ON WINTER SOLSTICE FOR KEY PUBLIC DOMAIN AREAS:
1- CAFE CULTURE
2- ENTRANCE TO KIAORA LANE
3- OUTDOOR DINING- PEOPLE'S COLLECTIVE MEMORY
4- PLAZA/MARKET
- ACTIVE FRONTAGE OF REVIEW SITES - THE REST OF THE SITES ARE TO BE COMPLIANT WITH WOOLLAHRA DCP 2015 ACTIVE FRONTAGE REQUIREMENTS
- ↔ PEDESTRIANISED STREETS/LANES



CHAPTER 5 **STRATEGIES**

(Planning and urban design strategies)

5.1 Building height

This section discusses the built form elements that deliver our vision. Our strategy responds to the key urban village elements which are:

- Building height
- Street wall height
- Built form
- Land use
- Amalgamation pattern
- Active frontages
- Public domain improvements
- Parking requirements and active transport.

This Strategy is the result of extensive three dimensional built form modelling and public domain studies. We have undertaken a fine-grain review of each site to understand and achieve its development potential.

This Strategy recommends a maximum height of six storeys combined with a lower street wall height where the site adjoins the public domain. Figure 47 shows the maximum height for the review sites.

The maximum heights can only be achieved if the development achieves design excellence. The recommend height also:

- Encourages the regeneration of older building stock.
- Provides opportunity to enhance the non-residential floor space ratio in the Centre.
- Provides consistency with the desired future character of the Centre.
- Responds to the evolving character of the Centre.

Height in meters

The minimum floor to ceiling height is crafted based on the recommendations of the Apartment Design Guide¹ (ADG)- 4C):

- 4m for the ground level
- 3.3m for Level 1
- 2.7m for the residential habitable area above Level 1
- 1m for roof features

The maximum height for new developments up to six storeys is 21.5m. This includes roof features. It should be noted that the proposed height excludes any freeboard requirements.

Having considered our fine-grain detailed built form study, we anticipate that each of the review sites will achieve a FSR ranging from 2.6:1 to 4.6:1. However, the appropriate FSR for each site within this range, will be further investigated once the built form elements have been subject to initial community engagement.

¹The ADG provides design criteria and general guidance about how development proposals can achieve the nine design quality principles identified in SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development).



Figure 47. Height strategy

*Whilst this site has been identified as a character building, due to its location at the centre of the block, an amended urban design solution has been recommended for this site. The site can be redeveloped up to six storeys, but only if it is amalgamated with its adjoining parcels and the original built form character of the site is maintained.

5.2 Street Wall Height

Where the built form adjoins the public domain, this Strategy recommends a lower street wall height. A lower street wall height reduces the sense of enclosure and thus maintains and enhances the human and village scale of the streets. It also has the effect of providing solar access to the public domain and is consistent with the future development potential of the excluded sites.

A street wall height of four storeys is recommended for the following wider streets:

- New South Head Road
- Bay Street
- Cross Street- southern frontage

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for:

- The northern frontage of Cross Street.
- The northern frontage of Knox Street.

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for the laneways of:

- Goldman and Gum Tree Lanes
- Knox Lane
- Kiaora Lane

This street wall height provides an enclosure ratio of approximately 1:1 to 1:2.

Figures 48 to 50 provides some examples of the proposed street wall heights. Figure 51 shows the required street wall height in the Centre.

The set back built form on the upper levels mitigates the perceived bulk and scale from the streets, allows for sufficient solar access to the streets and provides opportunities in the setbacks for outdoor amenity areas for future residents¹.



Figure 51. Street wall height



This Strategy also identifies gateway sites which are located at visually prominent arrival points to the Centre. They provide opportunities to mark the main entrances and enhance the Centre's legibility through distinctive architectural design elements and facade design.

¹The overshadowing impacts of the suggested heights has been tested using Council's three-dimensional modeling software. This testing informed the built form bulk and scale, setbacks and separation distances.

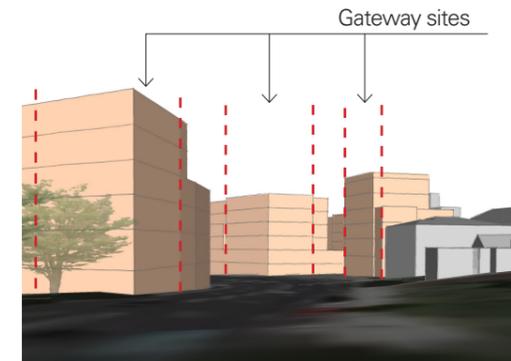


Figure 48. View 3: New South Head Road looking east



Figure 49. View 2: two-storey street wall height on Knox Lane



Figure 50. View 1: Four-storey street wall height on New South Head Road

5.3 Built Form

Building envelope

To understand the potential implications of six storey buildings, we have undertaken a fine-grained building envelope study. The study modelled each site and varied the potential built form based on the site size, orientation, location and its relationship with the public domain.

The proposed building envelope¹ for each of the review sites was crafted taking into account the following elements:

- Setbacks and separation distances.
- Building depth.
- Street wall height.
- Secondary setbacks above the street wall height.
- Built form configuration.
- Contribution to the public domain improvements.

The proposed pedestrianisation of Knox Street has been considered in the built form recommendations. This Strategy recommends a two storey street wall height along the northern side of Knox Street between Bay Street and Goldman Lane with the upper storeys generously set back to preserve solar access and create a human scale street environment.

Figures 52-54 are the snapshots of our fine-grained built form study of the review sites.



Figure 53. Indicative building envelope - View 1: Knox Street looking towards Bay Street



Figure 52. Indicative building envelope for review sites

REVIEW SITES REVIEW SITE - SUBJECT TO A DIFFERENT COUNCIL PROCESS



Figure 54. Indicative building envelope - View 2: Cross Street looking towards Bay Street

¹The indicative building envelope includes balconies.

Setbacks and separation distances

To reflect the hierarchy of the streets and laneways, the Strategy recommends that:

- Review sites along the main streets of New South Head Road, Cross, Bay and Knox Streets provide zero ground level setbacks. This is to create a consistent streetscape and define the street edge.
- Review sites along the laneways being Kiaora Knox, Goldman and Gum Tree Lanes, provide ground level setbacks. This is to expand the public domain at street level and improve pedestrian amenity.

In crafting built forms we also recommend secondary setbacks above the street wall. A minimum 3.5m secondary setbacks will:

- mitigate the perception of the proposed bulk and scale from the street
- avoid a stepping built form (ziggurat form)
- address overshadowing and wind effects
- provide a human scale streetscape
- provide an appropriate transition to the adjoining lower density developments.

The appropriate secondary setbacks are dependent on the depth of the block and the overshadowing impacts on the public domain. Figure 53 shows a snapshot of our detailed built form study which satisfies all of the above criteria. For example, on Knox Street, the secondary setback above the street wall height is approximately 8m. This is to maintain the solar access to the Cosmopolitan Centre.

Figures 55 and 56 show the recommended ground level and secondary setbacks for the review sites.

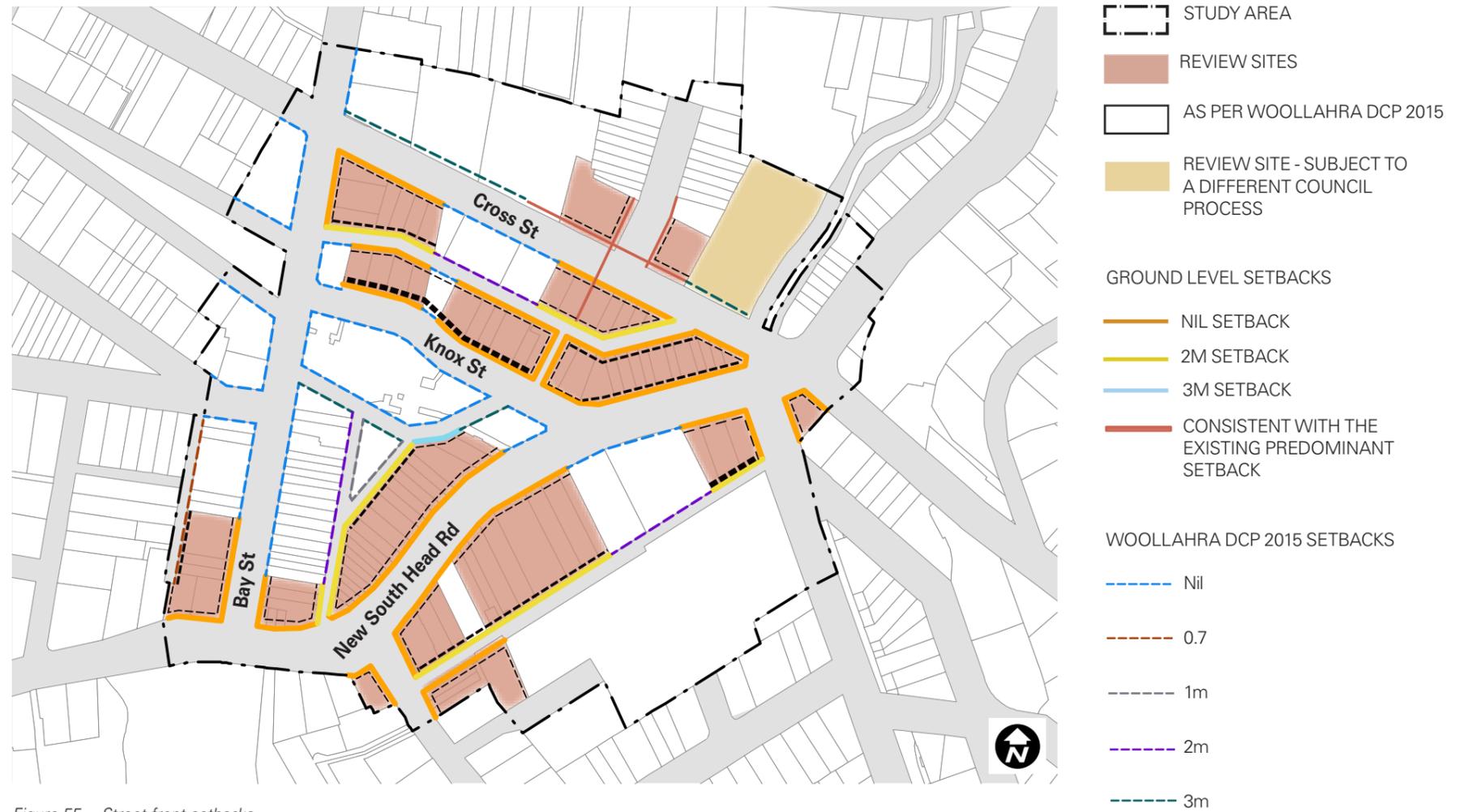


Figure 55. Street front setbacks

Residential development must be consistent with the principles of SEPP 65. Of particular relevance to this Strategy is the minimum separation distances and building depth requirements. This ensures a high level of internal amenity, and has the added benefit of avoiding excessive bulk and scale. The maximum building depth for the residential components is 18m (glass to glass).

The secondary setback areas above the street wall provide opportunities for private open spaces and/or communal open spaces. A combination of setbacks and open spaces enhances the amenity and landscape character of the development and contributes to the public domain and streetscape character.

The detailed built form recommendations of this Strategy will be implemented in a future amendment to the Woollahra DCP 2015 D5.

Built form transition

The built form should transition at the Centre's edges to the lower scale residential uses of the surrounding area. To facilitate this transition, our Strategy recommends greater setbacks and separation distances at critical interfaces combined with high-amenity landscaped buffers and a lower street wall height (See Figure 57).

Sites within close proximity to character buildings, heritage items or heritage conservation areas must also provide sensitive transitions in height and scale to respond to their significance.

Residential unit mix

Consistent with the Double Bay Economic Feasibility Study 2015, this Strategy recommends providing a mix of smaller to larger accommodations. By providing a mix of units we aim to attract a wider range of social groups, particularly young professionals. Consistent with the Feasibility Study (P 13), future development in the Centre is to provide:

- *A minimum requirement for studio and/or one bedroom apartments*—A minimum requirement for a development mix i.e. 30- 40% of all dwellings to be provided as studio or one bedroom apartments within the Centre.
- *Maximum unit size* – all (or the majority) of 1 bedroom and 2 bedroom apartments are no more than 10% in size above SEPP 65 minimums i.e. 50sqm + 10% and 70sqm + 10% respectively. The intention is that they will be presented to the market within a more affordable price bracket suited to younger residents.
- *Compact Apartments* – provision of apartments sized below the SEPP 65 guidelines of 50sqm for 1 bedroom apartments e.g. 40sqm. This results in additional residents within a given development and a more affordable price point for younger professionals.

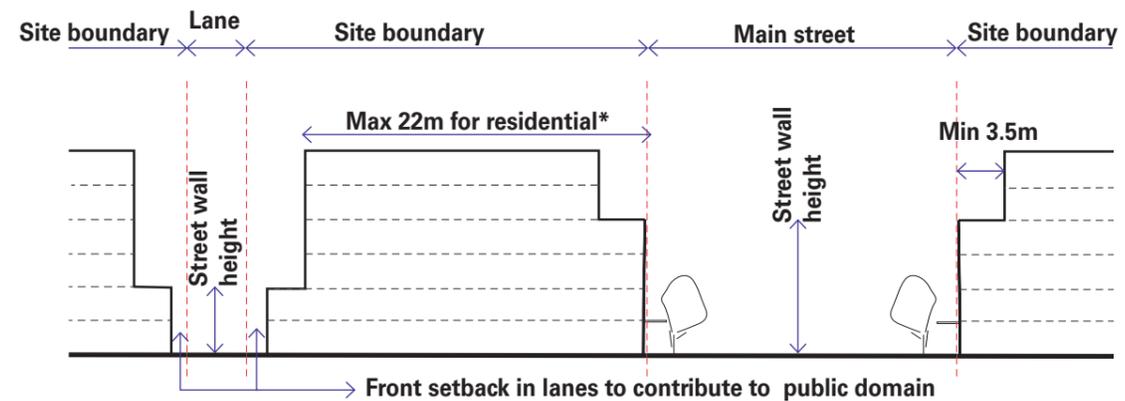


Figure 56. Setbacks, street wall height and separation distances¹ (indicative only)

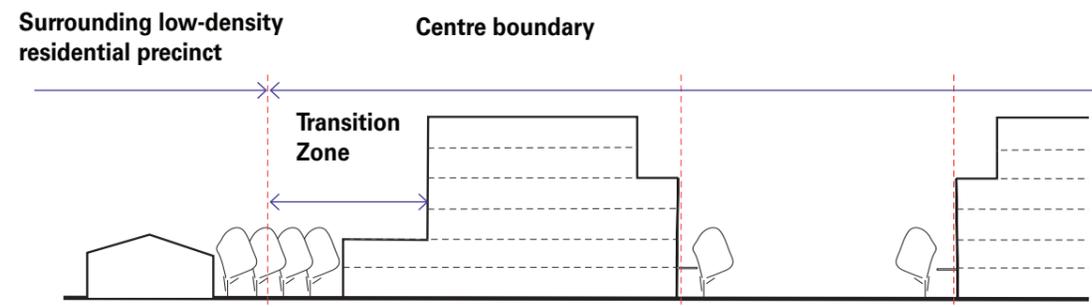


Figure 57. Scale transition (indicative only)

¹The indicative building envelope includes balconies.

Built form and streetscape character

To assist with translating this Strategy into built form outcomes, we have provided a series of photomontages¹. The following images illustrate examples of detailed built form/streetscape elements that could be developed if this Strategy is implemented. These photomontages identify the existing built form and streetscape at the time of preparing this Strategy. They represent a point in time and do not illustrate recent development approvals which may change between approval and final construction stages. The photomontages illustrate the holistic approach to the Double Bay Centre recommended in this Strategy.

The key streetscape elements of Cross Street as shown in Figure 58, are:

- Two-storey street wall height on the northern side of the street.
- Four-storey street wall height on the southern side of the street.
- Recessed built form above the street wall heights.
- Built form articulation to achieve fine-grain development especially on lower levels.
- Urban greening with active retail frontages on the ground level.
- Continuous awning for weather protection.

The key streetscape elements of Transvaal Avenue at the intersection with Cross Street as shown in Figure 59, are:

- Two-storey street wall height.
- Recessed built form above the street wall.
- Built form articulation to enhance the fine-grain character of the street.
- Built form transition to Transvaal Avenue Heritage Conservation Area.
- Ground level setbacks of the site at 19-27 Cross Street to maintain the sight line from Goldman Lane to Transvaal Avenue Heritage Conservation Area.



Figure 58. View 1 - Artist's impression of Cross Street Streetscape (prepared 2018).



Figure 59. View 2 - Artist's impression of Transvaal Avenue Streetscape (prepared 2018).

¹ Subject to Council's endorsement of this Strategy, the photomontages will be amended during the finalisation of the Strategy.



The key streetscape elements of Knox Street, as shown in Figure 60, are:

- Two-storey street wall height on the northern side of the Street.
- Significant secondary setbacks of 8m above the street wall height.
- Rooftop landscape above podium to enhance the street's green character
- Fine-grain facade with active retail frontages on the ground level.

The recommendations for Knox Street take into account the proposed pedestrianisation of the western end between Bay Street and Goldman Lane.

The key streetscape elements of Bay Street, as shown in Figure 61, are:

- Treed and leafy streetscape.
- Four-storey street wall height.
- Sensitive alterations and additions to the character buildings.
- Fine-grain facade.
- Active frontages on the ground level with outdoor dining area.



Figure 62. Artist's impression of the proposed pedestrianisation of Knox Street, as exhibited in February 2022.



Figure 60. View 1 - Artist's impression of Knox Street Streetscape (prepared 2018).



Figure 61. View 2 - Artist's impression of Bay Street Streetscape (prepared 2018).

5.4 Land use

To maintain and enhance the success of the Centre, it is important to have a balance of business, retail, community and residential uses that can serve the needs of people who live, work and play in the Centre.

The importance of protecting floor space for non-residential uses is recognised in the Council's strategic framework including Woollahra LSPS.

Action 41. Introduce planning controls into the Woollahra Local Environmental Plan 2014 and Woollahra Development Control Plan 2015 to protect and enhance floor space for commercial, retail, business, health and community uses in centres, particularly in Double Bay and Edgecliff.

It is also consistent with the broader strategic approach identified in the regional and district plans prepared by the NSW Government.

... housing should not compromise a centre's primary role to provide goods and services, and the opportunity for the centre's employment function to grow and change over time.

(GSC, 2018. Eastern City District Plan, Principles for local centres P 49)

This will help to achieve our vision for Double Bay as Sydney's stylish bayside village and Woollahra's premier shopping and community precinct.

In terms of land use, the main characteristics of future development must at a minimum include:

- Retail uses on the ground level
- Non-residential developments on Level 1
- Residential developments on upper levels

This Strategy does not encourage residential development in the block between New South Head Road, Kiaora Lane, Manning and Kiaora Roads. The main reasons are:

- SEPP 65 contains a number of minimum requirements for residential development. These include a maximum building depth and a minimum separation distances between habitable areas. The depth of the block constrains residential development, and therefore compromises the sites yield.
- Limited vehicular access to the middle parcels as Kiaora Lane is a shared way (and access from New South Head Road is precluded).

Due to the above constraints, the configuration and size of this block lends itself to a high quality commercial uses.

5.5 Amalgamation pattern

The purpose of the suggested amalgamation pattern is to ensure the creation of more efficient floor plates for future development. The suggested amalgamation pattern as shown in Figure 63 aims to:

- Combine 2-5 lots (dependent on their size) with an average minimum street frontage of approximately 20-30m
- Provide more flexible floor plate for a range of non-residential uses
- Provide functional retail floor spaces on the ground level.
- Provide efficient parking layout
- Provide an efficient residential floor plate on the upper levels.
- Minimise the number of vehicle and service entrances
- Facilitate internal loading and waste management areas
- Avoid site isolation
- Achieve a balanced built form scale consistent with the recent developments
- Minimise the need for ancillary uses on the ground level
- Maximise active frontages.

Site amalgamation does not imply blanket uplift on each individual amalgamated site. The built form design including rhythm, bulk and scale should reflect the existing fine-grain/humane scale urban context.



Figure 63. Amalgamation pattern

5.6 Active frontages

Buildings facing the public domain must provide active frontages on the ground level (See Figure 64).

Development is encouraged to:

- Maximise facade transparency on the ground and first level (where relevant) to enhance the visual connection with the public domain.
- Provide vertical articulation (particularly on the lower levels) to reinforce a fine-grain facade whilst adding visual interest.
- Minimise blank walls.
- Avoid recessing the built form on the ground level for the purpose of colonnade.

This Strategy recommends two types of active frontages, as shown in Figure 64:

- Primary active frontages- Buildings in these locations maximise their retail/non-residential frontages on the ground and the first levels. Providing vehicle entry is only allowed if the building does not have access to the laneways.
- Secondary active frontages- Buildings are required to have an appropriate mix of vehicle entrances and retail/non-residential uses on the ground and first levels.



Figure 64. Active frontages



Figure 65. Examples of active frontages in the Centre

5.7 Public domain improvements

This Strategy makes a number of recommendations with regards to:

- Pedestrian links and arcades
- Urban parks and civic spaces
- Shared laneways.

Pedestrian links and arcades

The existing pedestrianised lanes, arcades and through-site links are positive urban elements and a crucial part of Double Bay urban character. They increase permeability by breaking up long street frontages between the main streets and laneways.

This Strategy identifies a number of sites which must provide additional through site pedestrian links as part of future redevelopment. The purpose of these new links are to:

- Integrate with the existing pedestrian network
- Provide connections to the key destinations
- Maximise pedestrian permeability by breaking the long frontages. Based on best practice urban design, block length of 80-90m provides optimum permeability for pedestrian¹. This has been considered in recommending through site links.

Whilst rationalising the number of the new arcades, the overall number is less than the existing. However, the difference does not adversely affect the overall permeability.

Additionally, pedestrianising the western part of Kiaora Lane will be investigated with Council's traffic team. This is to extend the pedestrian activity to the western end of the lane. This complements the recommendation of the Double Bay Pedestrianisation Study.

Urban parks and civic spaces

There are a range of existing places, facilities and community services in and around the Centre which are well used and loved. These are Guilfoyle, Steyne and Foster Parks and the beach.

Double Bay Public Domain Strategy recommends a new urban park and plaza in Jamberoo Lane and a new plaza on Guilfoyle Park.

To further activate the public domain and promote street life, two new urban plazas are recommended:

- Corner of Transvaal Avenue and Cross Street to enhance the role of Transvaal Avenue as a European cafe street and outdoor dining area. It also enhances the visual connection between Goldman Lane and Transvaal Avenue. In 2021, a development application was approved for 19-27 Cross Street which includes a plaza on the corner of Cross Street and Transvaal Avenue in its plans.
- Kiaora Lane as part of the redevelopment of the site at No. 11 Patterson Street. The purpose of this plaza is to strengthen the role of Kiaora Lane and extend pedestrian activity to the western end of the lane.

The network of parks and plazas provides a wide range of outdoor dining spaces and opportunities for cultural activities, markets, street life and art events consistent with Double Bay Place Plan 2019. The network of pedestrianised lanes and arcades aims to further link these places with other community facilities and destinations.

Shared laneways

Consistent with the Double Bay Centre Pedestrianisation Study, this Strategy recommends that the laneways in the Centre provide shared access for pedestrians, vehicles and cyclists.

The built form recommendations under this Strategy provide an opportunity for upgrading the role of the existing lanes to a more pedestrian oriented spaces. This includes Knox Lane, Transvaal Avenue (western side), Gum Tree and Goldman Lanes and Short Street.

Figure 66 Shows the recommendations to enhance the public domain character in the Centre.

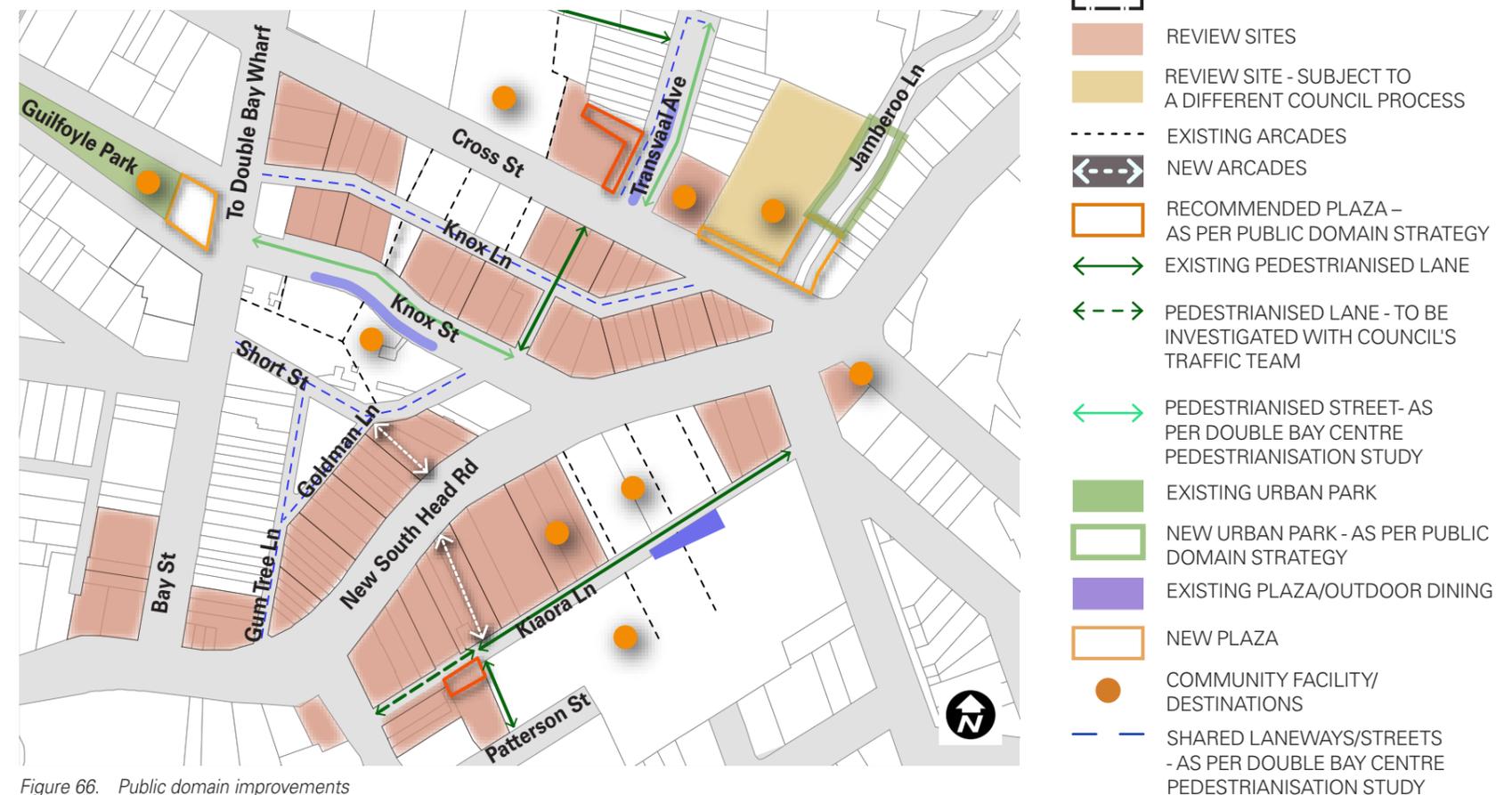


Figure 66. Public domain improvements

¹ Bently, et al. (1985), Responsive Environments. P 17

5.8 Parking requirements and active transport

Parking requirements

The Double Bay Transport Study prepared by SCT Consultants provides an extensive analysis of the existing network and the future capacity within the Centre. The report identifies a number of solutions to ensure that the Centre's existing public transport, active transport infrastructure, and road network will be capable of accommodating the scale of the potential uplift recommended by this Strategy.

To mitigate the potential impact and cater for the anticipated increased level of trip generation, the study recommends the following solutions:

- Providing additional Go Get (car share) parking spaces
- Evaluating existing parking controls
- Monitoring public transport
- Advocating for additional ferry services
- Introducing travel demand management programs within Double Bay
- Expanding the current residential parking permit scheme
- Encouraging a modal shift from driving in private vehicles to walking and cycling to key destinations like Double Bay Centre and Double Bay Public School.

In addition to the above recommendations, Double Bay Economic Feasibility Study 2015 recommends a reduction in the required car parking for studio and one bedroom apartments in the Centre. This is to incentivise the provision of smaller dwellings at lower prices on sites with car parking constraints by reducing the cost of construction.

With regards to the location of public parking including on-street and/or off-street parking, this Strategy is consistent with the Double Bay Public Domain Strategy, Double Bay Transport Study and Woollahra DCP 2015.

Active transport

Double Bay Transport Study encourages a modal shift from private vehicles to active transport, in particular walking and cycling in the Centre. This approach aims to mitigate the potential adverse impacts of vehicle traffic generated by future development.

The study recommends a modal shift towards walking and cycling in the Centre through:

- Introducing programs such as walking groups and walk to school.
- Reviewing speed limits within the Centre to improve pedestrian safety and security.
- Providing street trees along key walking routes, where there are fewer trees, to give pedestrians weather protection.

In addition to the above recommendations, the study also requires active transport infrastructure to enhance the pedestrian and cyclists' safety. These are:

- (7) To provide a separated bicycle path along Ocean Avenue and Cooper Street.
- (8) To refresh and improve signage and linemarking along William Street.
- (9) To provide a dedicated bike parking facility at Guilfoyle Park.
- (10) To provide head start and expanded storage areas along New South Head Road at the intersections with other streets in the Centre.
- (11) To improve pedestrian amenity along key walking routes.
- (12) To enhance pedestrian crossing infrastructure along key walking routes.

Figures 67 and 68 show the above active transport infrastructure.

This study, together with the ongoing Double Bay Centre Pedestrianisation Study, will help to enhance walking and cycling connectivity into and out of the Centre.

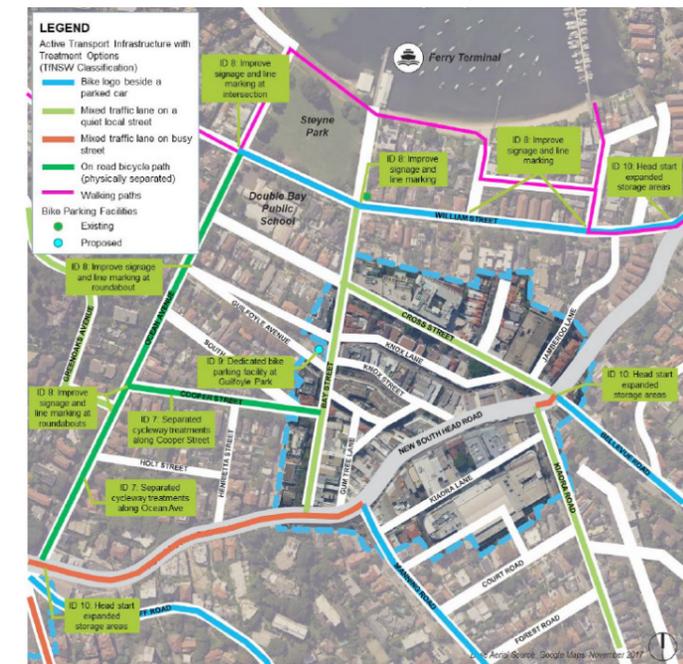


Figure 67. Cycling infrastructure (Double Bay Transport Study, 2020)

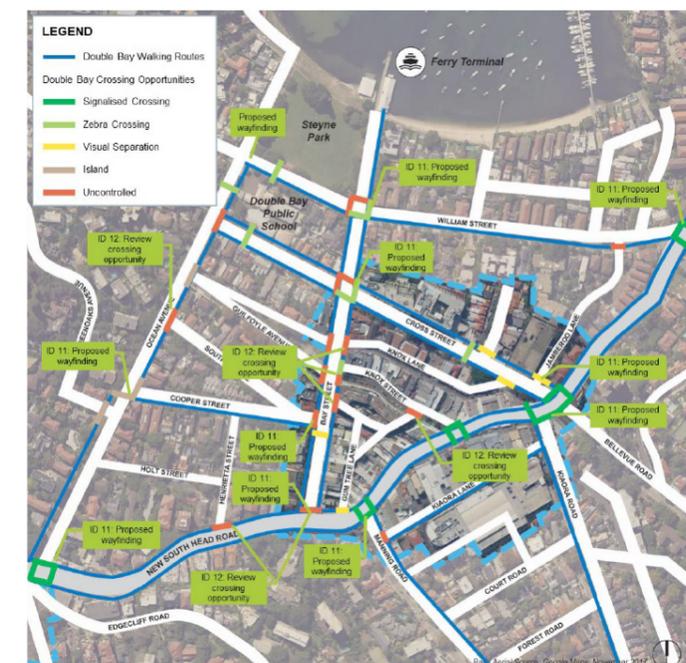


Figure 68. Walking infrastructure (Double Bay Transport Study, 2020)

The background is a solid teal color with a pattern of white, wavy, horizontal lines that resemble water ripples or stylized waves. The lines are of varying thickness and are spaced out across the lower half of the image.

APPENDICES

Glossary

For the purpose of the Double Bay Centre Planning and Urban Design Strategy the following definitions are used:

TERM	MEANING
Active frontage	Building frontage should add life and vitality to the public domain through: <ul style="list-style-type: none"> • Frequent doors and windows with few blank walls, particularly at street level. • Narrow frontage with vertical rhythm to the streetscape. • Articulation of facades. • Lively internal uses visible from the outside, or spilling onto the street.
Active transport	Types of transport that include walking, cycling, and scootering which promote increased sustainability, health and wellbeing, and active lifestyles.
Amenity	The elements of an area, public domain or building that provide facilities and services that are valued by users and enhance their comfort and quality of their life. An amenity can be either tangible, such as open space, seating, a swimming pool or gym; or intangible, such as pleasant views, air quality, or proximity to a local school or supermarket.
Blank wall	A wall which has few or no windows or doors, and has no decoration or visual interest.
Building envelope	A building envelope is a three dimensional volume that defines the outermost part of a site that the building can occupy. For the purpose of this report, building envelope shows the indicative bulk and scale of a building and demonstrates the building footprint, height configuration, setbacks and separation distances. Any part of a building including, articulation, roof form and balcony is to be within a building envelope.
Communal open space	An area within a private site providing for informal recreation activities for common use by building occupants. It is different from private open space.
Fine-grain	For the purpose of this report, fine-grain development, facade or streetscape is (or represented) as small and narrow as is practical, encourages a diversity of forms, uses and tenures and allows a rich variety of buildings to emerge.

TERM	MEANING
Floor space ratio (FSR)	The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.
Gateway site	A site with an opportunity for a signature building or landscape to mark an entrance or arrival to an area.
Urban greening	The concept is about strategically increasing the quality and quantity of all vegetation and open green space on all land types in an urban setting
Human scaled development	The size, texture, articulation, and physical relationships of buildings, places and spaces that match the size and proportions of human sight and speed. It refers to the apparent or perceived size, not the actual size.
Legibility	Legibility refers to the ease with which the spatial structure of a place can be understood and navigated as a whole. The legibility of a place is improved by a street or pedestrian network that provides travellers with a sense of orientation and relative location and by physical elements that serve as reference points.
Passive surveillance (eyes on the street)	Passive surveillance (also termed natural surveillance) refers to an environment where people can see and be seen through casual observation. Observers may include other users of an area, passers-by or people in nearby properties.
(physical) Permeability	The extent to which the urban structure permits, or restricts, movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles. In this Strategy the focus is on pedestrian permeability. Smaller blocks and through-site links enhance pedestrian permeability. In some cases continuous line of sight, view corridor or a vista contributes to maintain and enhance 'visual' permeability. This is a positive characteristic of an urban form which enhances legibility and wayfinding.

TERM	MEANING
Perceived bulk and scale	The volume of the building bulk and scale that is viewed/visible from public domain and recognised by pedestrian.
Public domain	Public domain/space includes the totality of spaces used freely on a day-to-day basis by the general public, such as streets, plazas, parks and public infrastructure. This Strategy focuses on outdoor spaces within an urban environment that the public have common access to, including lanes, streets, squares and parks.
Sense of enclosure	Where the building frontage height, street width and street tree canopy creates a feeling of a contained space within the street. For appropriate sense of enclosure for pedestrian, please see Section 4.2 this report.
Secondary setbacks	A recess of the taller elements of the building above the street wall height to ensure appropriate built form presence on the street edge from a pedestrian point of view.
Scale transition	Gradual change of the bulk, scale or height of a building to provide connection between two districts or centres with different density.

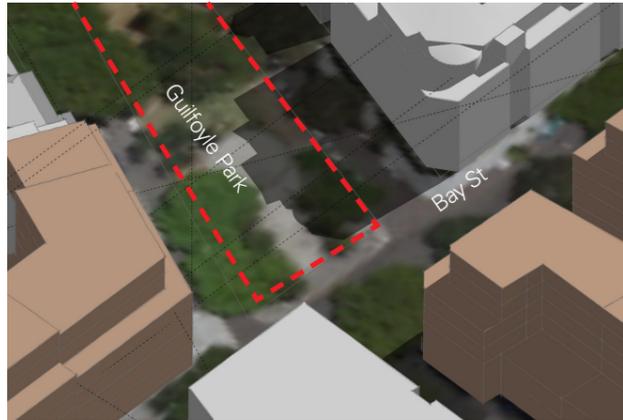
TERM	MEANING
Shared (street)	A shared street is often referred to as a “pedestrian-priority street.” It is an integrated space used to better balance the needs of pedestrians, bicyclists, and low-speed motor vehicles.
Street wall height	The street wall height is measured at the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building at the street edge, with the exception of architectural features and building services.
(Urban design) framework	An urban design framework (UDF) is a detailed planning and design document otherwise known as a strategic plan that sets a long term integrated design vision to guide the future use and development of an area.
Walkable catchment	The area within a specified walking distance of a destination, service or amenity. Often a 400m walking distance is defined as walkable, being about a five minute walk for most people. More important destinations, such as train stations or major centres, may serve a wider walkable catchment. <i>According to the Eastern City District Plan 2018 (P 50), 'actual walking catchments of 5-10 minutes (400-800m) will depend on local connections and conditions and should be determined using a place-based approach within which housing, retail and commercial growth opportunities need to be balanced and planned for by councils'.</i>

Solar access analysis

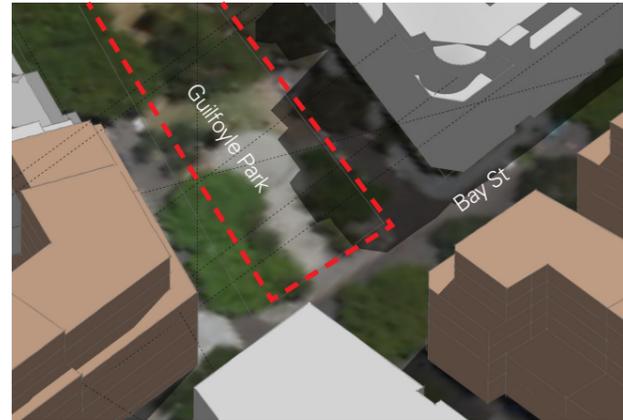
As part of our building envelope study, we have analysed the potential overshadowing impacts of the review sites on the Centre's key public spaces including:

- The Cosmopolitan Cafe- outdoor dining area
- Transvaal Avenue- outdoor dining area
- The Guilfoyle Park and plaza
- Entrance to Woollahra Library

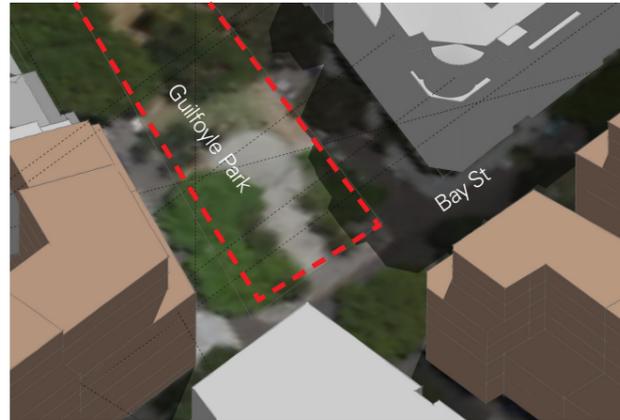
Our recommended building envelopes ensure that our key public spaces receive a minimum of 3 hours solar access during a day. The proposed street wall height, building depth, setbacks and separation distances are designed to facilitate sufficient solar access to the public domain.



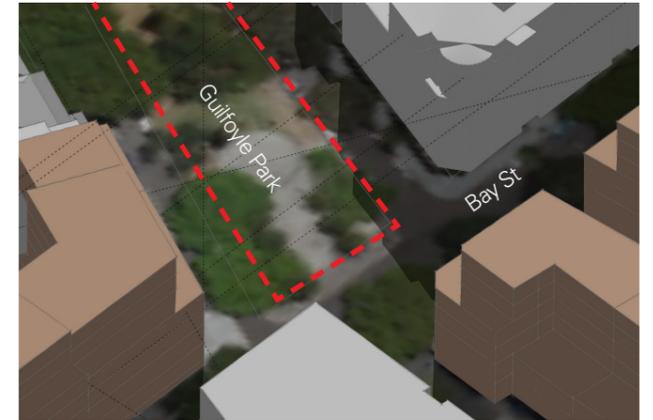
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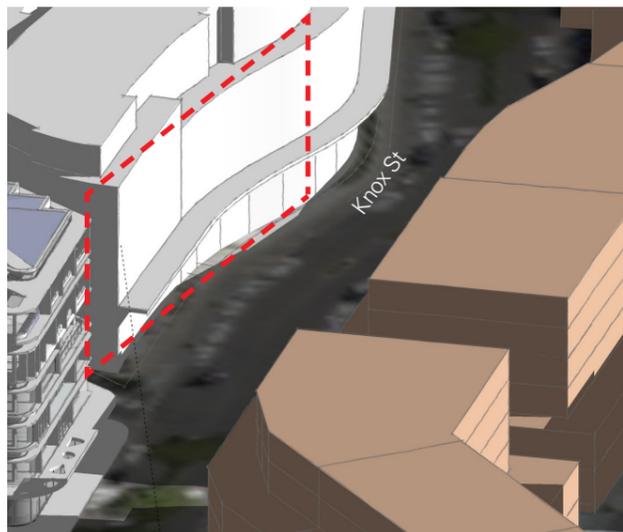
2 - Guilfoyle Park - 12pm 21 June



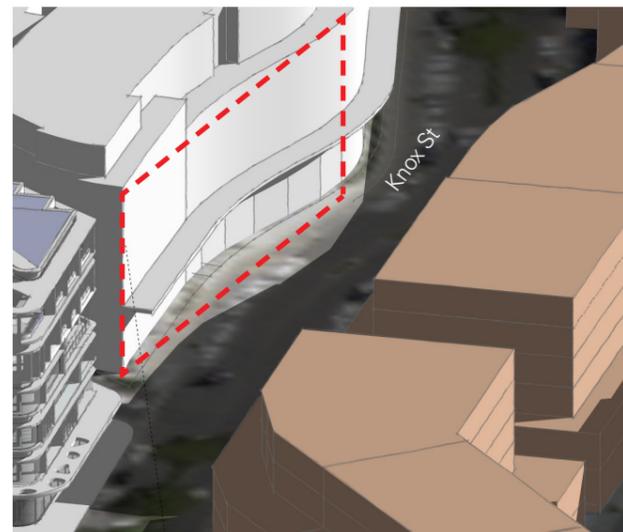
3 - Guilfoyle Park - 1pm 21 June



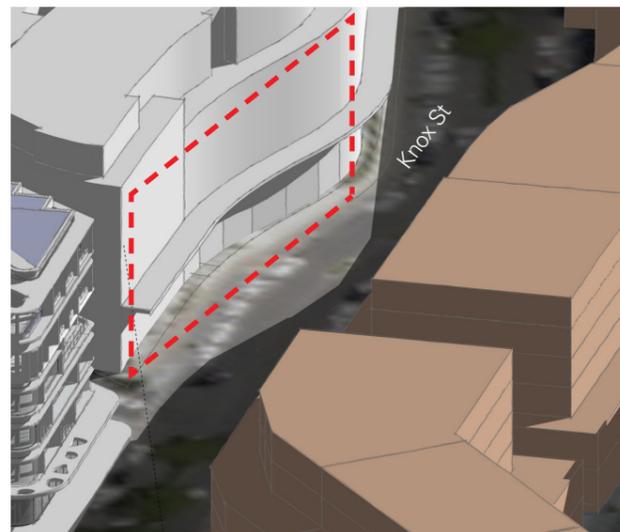
4 - Guilfoyle Park - 2pm 21 June



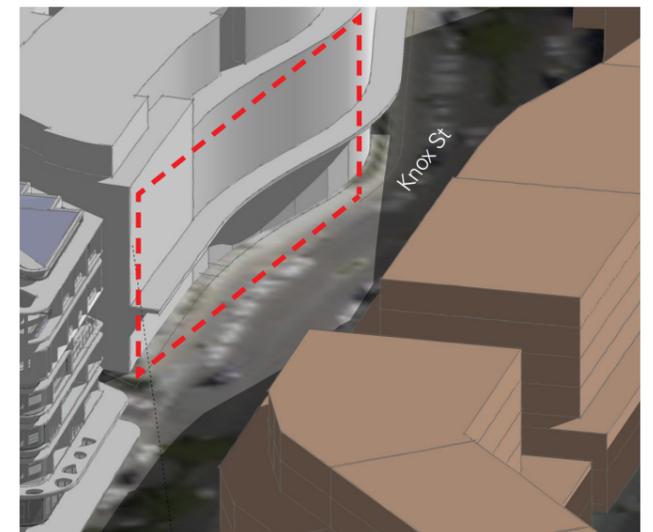
5 - Cosmopolitan Cafe - 11am 21 June



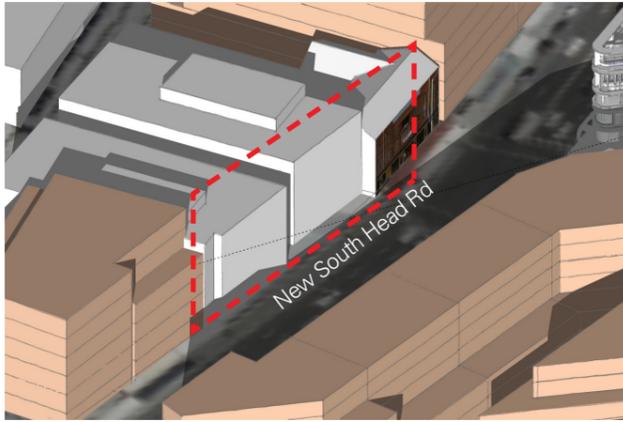
6 - Cosmopolitan Cafe - 12pm 21 June



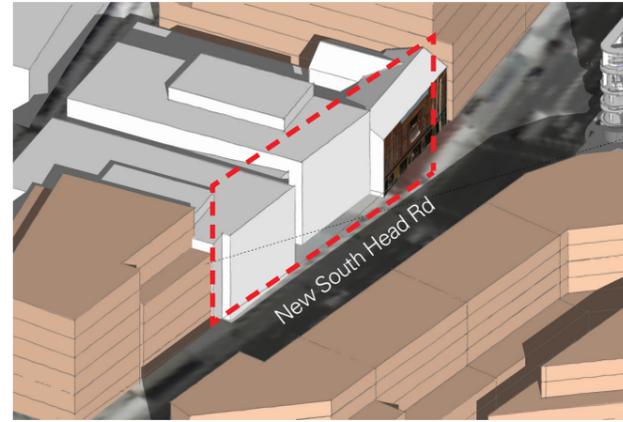
7 - Cosmopolitan Cafe - 1pm 21 June



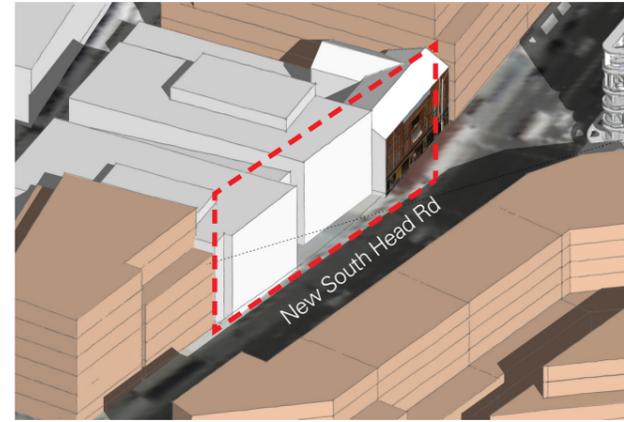
8 - Cosmopolitan Cafe - 2pm 21 June



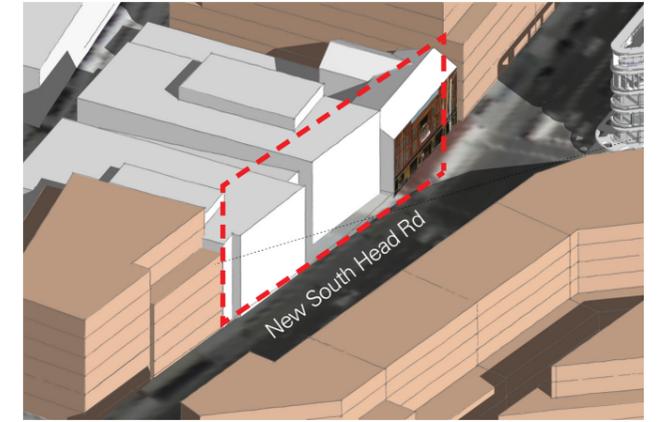
9 - Library - 9am 21 June



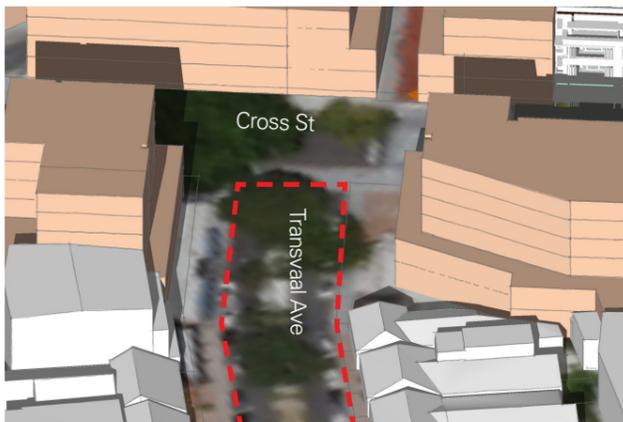
10 - Library - 10am 21 June



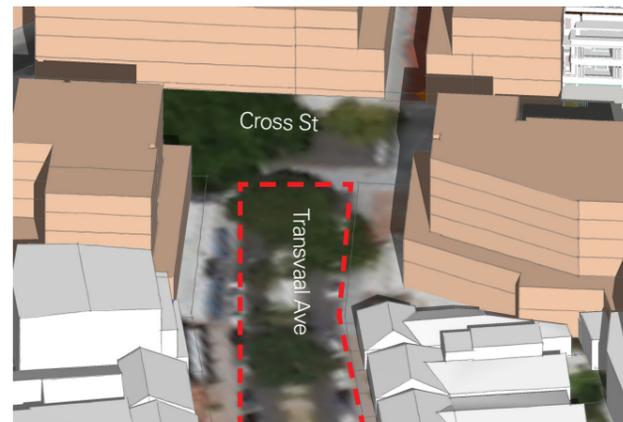
11 - Library - 11am 21 June



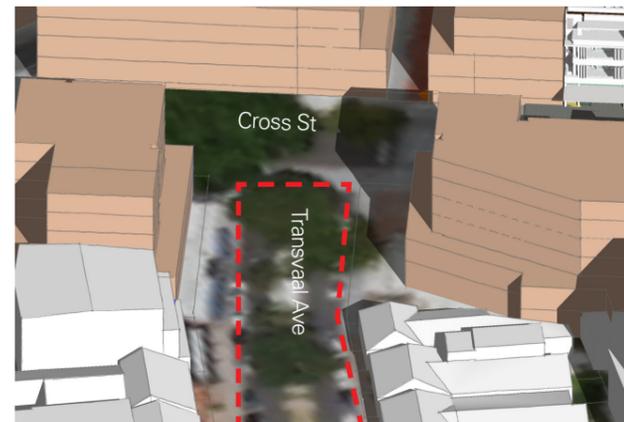
12 - Library - 12pm 21 June



13 - Transvaal Avenue - 10am 21 June



14 - Transvaal Avenue - 11am 21 June



15 - Transvaal Avenue - 12pm 21 June



16 - Transvaal Avenue - 1pm 21 June

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Adopted by Woollahra Council
XX Month 20XX