



Draft Cross Street Precinct Community Impact Statement

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1 Introduction

The purpose of this Community Impact Statement (CIS) is to explain the potential outcomes and implications of the proposed planning controls outlined in the *Draft Cross Street Precinct Planning and Urban Design Strategy (2021)* (Draft Strategy).

The Draft Strategy provides a new and cohesive planning and urban design framework to guide the future of the Cross Street Precinct as a vibrant and connected place in the heart of Double Bay. Having reviewed current planning controls in *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014) and *Woollahra Development Control Plan 2015* (Woollahra DCP 2015), the Draft Strategy is recommending a new vision for the Precinct¹.

The Cross Street Precinct is defined as the southern side of Cross Street between Goldman Lane and Bay Street (see **Figure 1**).



Figure 1: Cross Street Precinct (SIX Maps, 2019)

Significantly, the Draft Strategy reaffirms Council's commitment to maintaining the existing planning controls and vision for the future of the surrounding Double Bay Centre area as a stylish bayside village.

¹ For this report, the term 'Double Bay' refers to the suburb; 'the Centre' refers to the Double Bay commercial centre; and 'the Precinct' refers to the Cross Street Precinct. The 'community' will refer to all users of the Precinct, including people who live, work, shop and visit.

The commitment to maintaining existing planning controls for the majority of the Centre will help achieve the desired future village character in the Double Bay Centre, consistent with Council's resolution of 26 April 2021:

A. THAT Council:

- 1. Asserts control of its Double Bay Centre Planning Controls*
- 2. Revises the Draft Double Bay Centre Planning and Urban Design Strategy to:*
 - a. Include a statement reaffirming its commitment to the 2015 DCP, and the desired future character of Sydney's Stylish Bayside Village as defined therein, for the bulk of the Double Bay Centre with maximum height limits of 4 storeys and some 5 storey corner sites (and one rezoned 6 storey site at 376-382 New South Head Road).*
 - b. In light of the LEC ruling on 28-34 Cross Street regarding the desired future character of Cross Street being defined by adjoining properties, focus the new Strategy on Cross Street (south side between Knox Lane and Bay Street) with a fine grained, site by site review of each site in order to integrate the remaining sites with recently completed developments on Cross Street and with the existing adjacent streets and pedestrian corridors and being mindful of view sharing opportunities for existing developments south of Cross Street.*
 - c. Ensure that the desired future character of the Double Bay Centre as per (2a) and (2b) above is also reflected in the WLEP.*
- 3. Consistent with the community engagement program, resolves to publicly exhibit the documents which form the Review of the Double Bay Planning Controls which consists of the:*
 - d. Revised Draft Double Bay Centre Planning and Urban Design Strategy as per (2) above*
 - e. Revised Double Bay Transport Study as required by (2) above*
 - f. Draft Community Impact Statement revised as required by (2) above.*

B. THAT the submissions received during the public exhibition are reported to a future meeting of the Environmental Planning Committee.

The Draft Strategy seeks to enhance the existing unique character of the Precinct and provide a coordinated vision for future development, while creating opportunities to address community needs, including:

- The provision of additional housing choices to increase opportunities for people to live and work in Double Bay
- Our continued commitment to placemaking, and improvements to the public domain
- Opportunities to replace older building stock with new buildings demonstrating design excellence
- Opportunities for more people in the Precinct to contribute to its vitality and vibrancy
- More sustainable living
- Supporting local jobs and businesses in the Precinct.

Since 2015, a range of studies have been undertaken to guide the evolution of planning and urban design outcomes in Double Bay. These studies have addressed matters including economic feasibility, traffic and transport, public domain strategies, waste management, and built form modelling to test potential development outcomes.

The recommendations of these studies have informed the Draft Strategy to ensure that the proposed changes to planning controls are supported by a strong evidence base.

This CIS recognises that the proposed changes to the planning controls and the urban fabric contained in the Draft Strategy may have potential impacts on the community. These impacts will extend beyond the Precinct, including the Double Bay Centre and surrounding residential areas.

This CIS has been prepared in response to a Council resolution of 20 August 2018 which sought to ensure that the likely impacts of the proposed changes are explained to the community as part of an inclusive and representative community engagement program.

In the main, this CIS assesses community impacts against the Liveability Directions and objectives of the *Greater Sydney Region Plan: A Metropolis of Three Cities* (2018).

Table 1 below summarises the proposed changes to the planning controls and their potential impacts on the community.

Table 1: Summary of the Draft Strategy recommendations and their potential community impacts

Draft Strategy Recommendations	Potential community impacts
Building height and street wall height: <ul style="list-style-type: none"> • Maximum height of 6 storeys • Lower street wall height of 4 storeys along Cross Street and 2 storeys along Knox Lane 	Maintain the Precinct’s human scale and preserve the village character where people want to live, work and visit. Maintain and improve solar access, particularly along Goldman Lane and Knox Lane by moderating building height and providing setbacks. Encourage the regeneration of older building stock and provide opportunities for high-quality buildings with good internal amenity and design excellence.
Built form recommendations: <ul style="list-style-type: none"> • Setbacks and separation distances • Building depth • Built form transition 	Address overshadowing and create more liveable places. Maintain and enhance the internal amenity of the residential units, including solar access and cross ventilation. Provide opportunities for communal open spaces and urban greening, with the added benefit of mitigating the perceived bulk and scale of development from the public domain.
Unit mix: <ul style="list-style-type: none"> • Capacity for smaller, more compact dwellings in the Precinct 	Potentially attract a new demographic to the community.
Land use: <ul style="list-style-type: none"> • Increase non-residential floor space in the Precinct • Active retail uses on the ground level • Non-residential on Level 1 • Residential development on upper levels 	Retain and enhance the Precinct’s mixed-use function whilst increasing employment opportunities, making the area a destination to both live and work. Discourage developer-led spot rezoning, which is inconsistent with the desired future character. Encourage mixed-use development and active frontages to create a vibrant streetscape, increase passive surveillance and facilitate a night-time economy.

Draft Strategy Recommendations	Potential community impacts
Amalgamation pattern: <ul style="list-style-type: none"> Amalgamation of existing small land parcels 	Maximise active frontages and minimise service/deactivated façades to create a more vibrant and pedestrian-oriented public domain, whilst also facilitating on-site car parking and waste management. Enable more viable and vibrant new development.
Public domain improvements: <ul style="list-style-type: none"> Pedestrian links and arcades Shared laneways 	Increase pedestrian permeability and walkability. Maximise street activation and pedestrian amenity. Enhance pedestrian connections to public spaces. Improve community liveability via public domain improvements which would be consistent with the Double Bay Centre Public Domain and Lighting Strategies.
Active transport and parking requirements: <ul style="list-style-type: none"> Reduce car parking for studio and one-bedroom apartments. Provide active transport infrastructure 	Encourage a modal travel shift by increasing the use of active transport in and around the Precinct Enhance pedestrian and cyclists' safety Encourage and support health and wellbeing outcomes

The recommendations of the Draft Strategy seek to encourage coordinated development in the Precinct that is of an appropriate scale and diversity of uses to support the current and future needs of the community. However, Council is not responsible for the actual delivery of new development as the land in the Precinct is under private ownership. If the Draft Strategy is adopted and the proposed planning controls implemented, this would enable future development to be delivered by the private market in line with the new planning controls under Part 4 of the *Environmental Planning and Assessment Act 1979*.

2 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 findings and recommendations of the economic feasibility study are applicable to the Precinct as a key hub within the Centre.

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.

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 study 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 the provision of studio and/or one-bedroom apartments to attract a younger demographic of 'city makers' and support the 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, Council staff expressed concerns with the proposed land use mix in recent development applications (DAs) in Double Bay. These 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 and 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 was commissioned to provide an economic feasibility test.

The 2018 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.

Council staff initially prepared a planning and urban design strategy for the entirety of the Double Bay Centre in response to the recommendations of the feasibility study. The objective of that original Draft Strategy was to provide a strong and cohesive planning and urban design framework to guide the future of the Centre.

Subsequently, on 26 April 2021, Council resolved to revise the scope of the Draft Strategy to focus on the Cross Street Precinct area and reaffirm Council's commitment to the existing planning controls for the rest of the Centre.

3 Double Bay Transport Study 2021

Council engaged SCT Consulting to undertake a transport study to support the review of planning controls in the Cross Street Precinct. The objective of the *Double Bay Transport Study 2021* (Transport Study) is to identify any potential impacts to the transport network that may arise from the proposed development uplift in the Precinct and develop strategies to mitigate those impacts.

The Transport Study provides an overview of the existing transport infrastructure in the Centre, including parking, traffic and transport conditions, and assesses the capability of the transport network to accommodate future growth in the Precinct.

The Transport Study found that the existing network of public transport, active transport and road infrastructure has sufficient capacity to meet the increased travel demand associated with the potential growth and development uplift in the Precinct.

To cater for the anticipated increased level of trip generation that may occur as a result of development uplift, the Transport Study recommends the following strategies:

- 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.

The Transport Study also encourages a modal shift from private vehicles to active transport, in particular walking and cycling in the Precinct.

The cumulative effect of the above transport strategies will see the Precinct evolve into a well connected, pedestrian friendly area that is easily accessed by a variety of transport options.

4 Context²

The Double Bay Centre is located in the suburb of Double Bay, as shown in **Figure 2**.

The Centre enjoys a privileged position near the southern edge of Sydney Harbour in Sydney's Eastern Suburbs. It is located on New South Head Road, which is the main arterial spine connecting 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 less than 4 kilometres from the Sydney CBD.

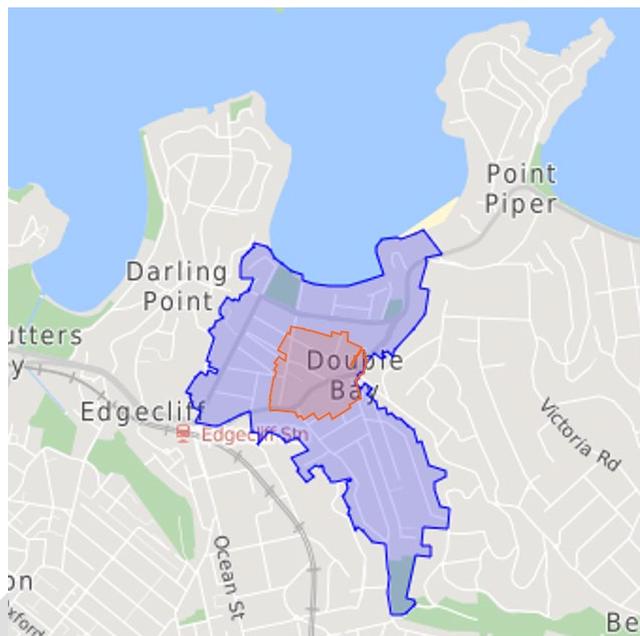


Figure 2: Map illustrating the boundary of the Double Bay suburb (blue), the Double Bay Centre (red), and the Cross Street Precinct (green).

4.1 Population

In 2016, the population of the Double Bay suburb was 4,642, which accounted for 8.56% of the total population of the Woollahra Local Government Area (LGA). Children aged 0 - 14 years made up 11.4% of the population and people aged 65 years and over made up 21.9% of the population. The percentage of the different age groups is summarised in **Table 2**.

The median age of the population was 39 years. A relatively small percentage of the population (5.3%) is in the age groups of 20 to 24 years and 15 to 19 years (3.3%) as compared to the state average of 6.5% and 6% respectively.

The provision of additional housing, especially smaller housing types, will have the potential to encourage a younger age group to live in and activate the Precinct.

Table 2 – Double Bay population by age group

Age group	% of Double Bay population
15-24 Years	8.6%
25-29 years	11.5%
30-34 years	11.7%
35-39 years	7.8%

Age group	% of Double Bay population
40-49 years	11.7%
50-54 years	4.6%
55-59 years	5.7%
60-64 years	5.1%

² The data for the Context section was sourced from the 2016 Census. However, we note that these figures may have been impacted from recent events including the COVID-19 pandemic.

4.2 Housing type and household composition

In 2016, the Double Bay housing stock was dominated by apartments (75% of all dwellings), followed by separate houses (15%) and semi-detached dwellings (10%) (See **Figure 3**).

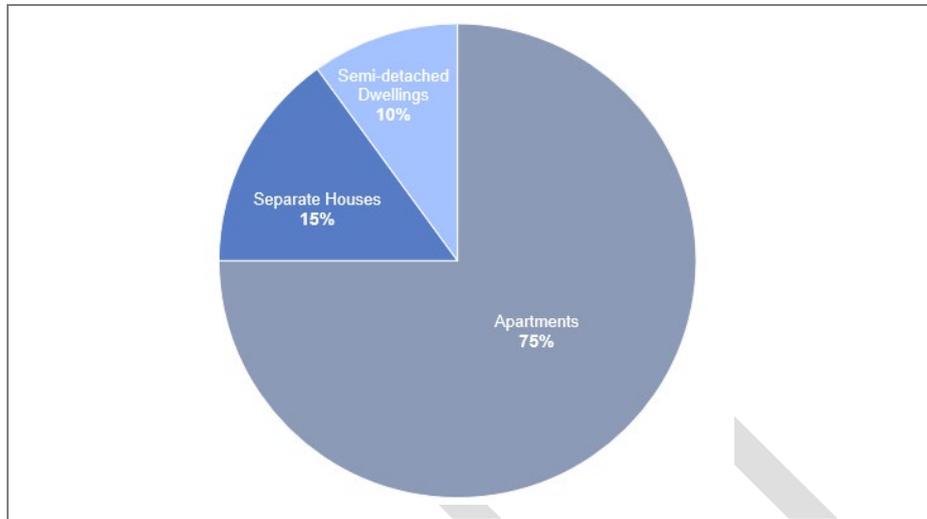


Figure 3: Double Bay housing stock typologies (2016)

The percentage of apartments in Double Bay (75%) was much higher than the average for Woollahra (50%) and NSW (20%) (See **Figure 4**).

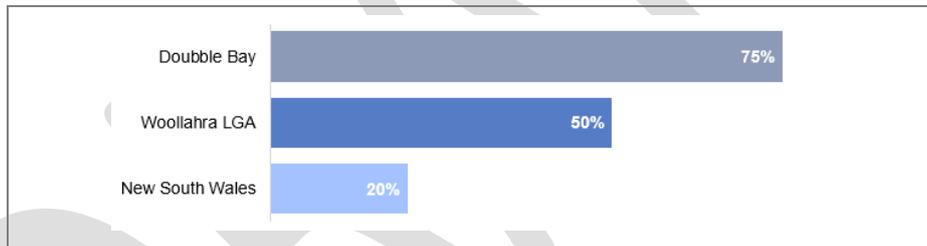


Figure 4: Percentage of apartments compared to other housing typologies across (2016)

The suburb had an average of 2.1 people per household. The predominant composition of households is illustrated in **Figure 5**.

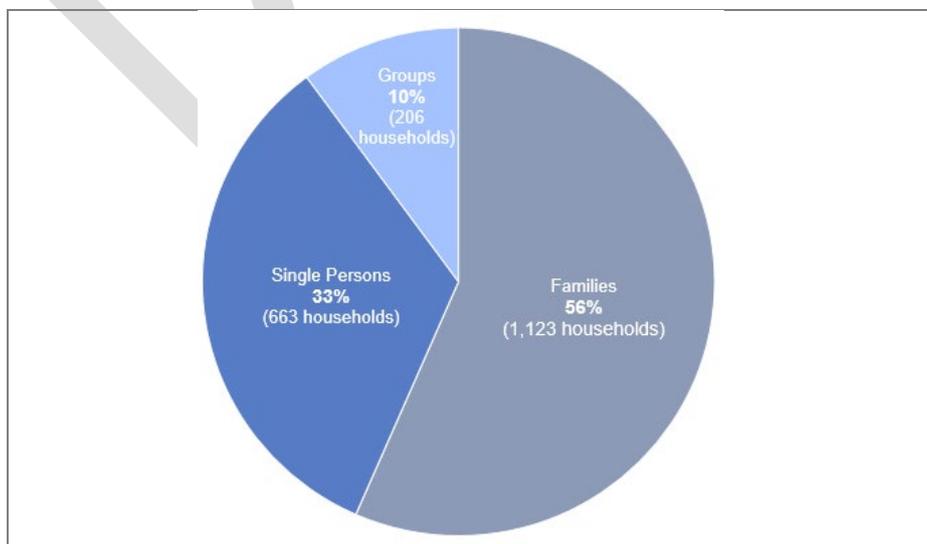


Figure 5: Double Bay household composition (2016)

Of all family households, 52.5% were couples without children, 32.4% were couples with children, and 12.3% were one-parent families. The proportion of single-person households (33.3%) was much larger than the average in NSW (23.8%). Similarly, the proportion of group households (10.3%) was also larger than the average in NSW (4.2%).

Consistent with the Hill PDA studies, encouraging additional housing, particularly smaller housing types such as studios and 1 bedroom apartments will cater to this demand.

4.3 Employment and journey to work

The majority of Double Bay’s population were employed in full or part-time work (93%), with only 3.4% of the population being unemployed.

In 2016, car (as driver) and train were the most common methods of travel to work for employed people (see **Figure 6**).

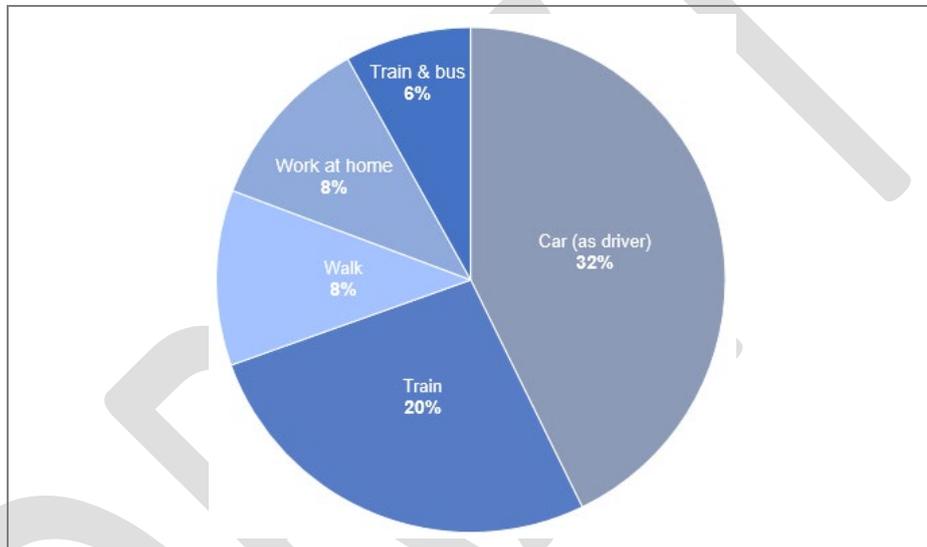


Figure 6: How Double Bay’s employed people travel to work (2016)

Cycling as a form of active transport is encouraged by Council and has been investigated as part of the Transport Study in 2021. The study recommends infrastructure upgrade to encourage a modal shift from private vehicles to active transport, in particular, walking and cycling in and around Double Bay. Council has endorsed the Double Bay Pedestrianisation Study (on 29 September 2020) which provides a series of recommendations for the Double Bay. In addition, Council staff are currently preparing a Council-wide Active Transport Plan.

The Draft Strategy maintains and enhances the residential and non-residential floor space ratio to increase live/work opportunities within the Centre, reducing travel times. It is also anticipated that the suggested public domain improvements (including pedestrianisation) will further encourage people to walk and cycle around Double Bay.

4.4 Housing supply target for the LGA

The Greater Sydney Commission has set housing targets for the LGA in the Eastern City District Plan, which include the following:

- Five-year housing target of 300 dwellings between 2016 and 2021. This time period ended on 30 June 2021.

To comply with the housing objectives and targets of the NSW Government, Action 25 of the Woollahra LSPS 2020 requires that Council prepares a Local Housing Strategy that:

- a. responds to the requirement for the delivery of five-year housing supply targets for the LGA*
- b. responds to the requirement for the delivery of 6-10 year (when agreed) housing supply targets for the LGA*
- c. investigates capacity to contribute to the longer-term 20-year strategic housing target for the Eastern City District.*

On 25 October 2021 Council approved the *Woollahra Local Housing Strategy 2021* (Woollahra LHS 2021) which sets out how housing will be provided to meet changing community needs in short to medium term and identify investigations for longer-term housing outcomes.

Council commissioned SGS Economics and Planning to prepare a residential market analysis for the LGA. This provided a key part of the evidence base to inform the preparation of the Woollahra LHS 2021. Based on their analysis SGS recommended, in part, that:

- *future estimated demand is relatively modest based on the population projections, and particularly once recent and proposed developments are considered*
- *capacity in the planning controls appears constrained and there is a need to provide capacity for around 1000 apartments from 2026 to 2036*
- *planning for additional capacity in Edgecliff and Double Bay represents a prudent and responsible approach to provide a planning buffer, particularly for the period beyond 2026.*

Consistent with the objectives of the strategic framework, local centres such as Double Bay with frequent public transport, community facilities and employment opportunities will provide opportunities to contribute to achieving Woollahra's housing targets.

5 Draft Cross Street Precinct Planning and Urban Design Strategy (2021)

The *Draft Cross Street Precinct Planning and Urban Design Strategy* (Draft Strategy) recommends amendments to the future built form in the Precinct which will be facilitated with changes to the Woollahra LEP 2014 and the Woollahra DCP 2015.

The recommendations in the Draft Strategy were created using detailed building envelope modelling for each of the review sites. These building envelopes were crafted based on building height, street wall heights and detailed setbacks. **Figure 7** below illustrates the review sites and the detailed building envelopes for these sites are shown in orange.



Figure 7: Indicative building envelopes as per the Draft Strategy (2021)

In order to facilitate development in the Precinct, and consistent with the reports prepared by Hill PDA, the Draft Strategy recommends a maximum height of six storeys for the review sites.

In reviewing the potential outcomes of the proposed building envelopes, it is noted that this will have implications to the permissible gross floor area (GFA) on the review sites.

Figure 8 below diagrammatically illustrates³ three different scenarios for each of the review sites.

- **Scenario 1** Illustrates how the existing development on the site might look
- **Scenario 2** Illustrates the current applicable controls (including land use mix) under Woollahra LEP 2014 & Woollahra DCP 2015
- **Scenario 3** Illustrates the proposed controls in accordance with the Strategy.

³ Diagrams are conceptual only, and do not represent the existing or proposed building envelopes.

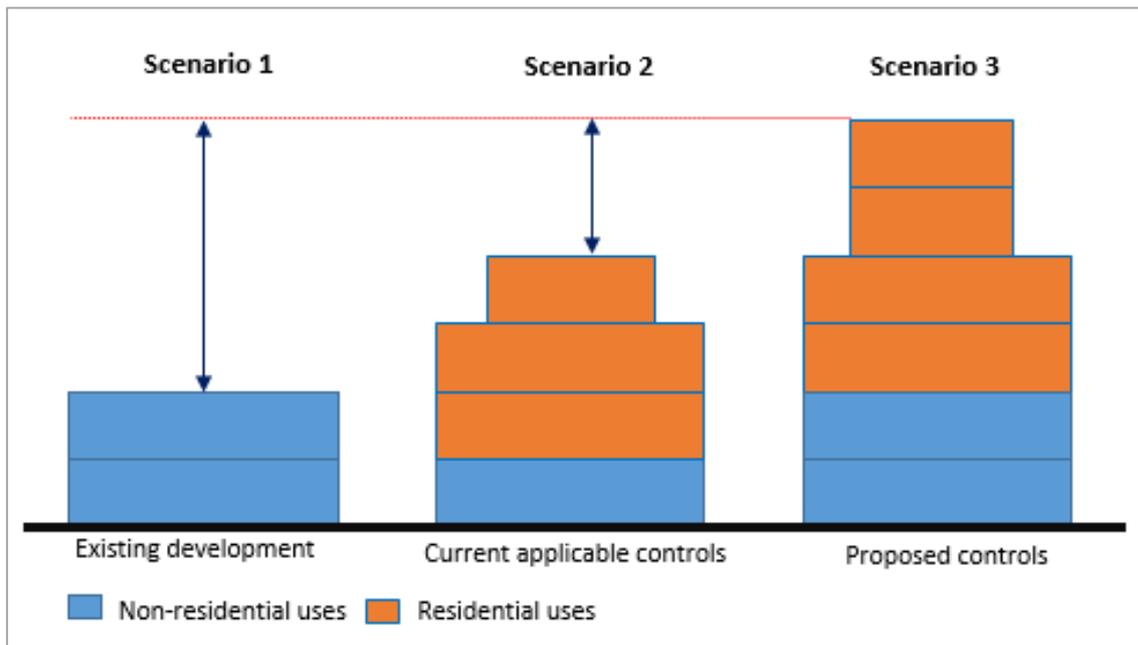


Figure 8: Indicative bulk, scale and land use configuration of a review site based on three scenarios.

Having analysed the potential built form for each of the review sites, Council staff have calculated the total indicative yield based on each of these three scenario. **Table 3** below contains the following for each scenario:

- Total indicative residential and non-residential yield
- Estimated number of dwellings based on an average size of 100m²
- Estimated maximum number of residential and non-residential parking spaces.

The estimated number of residential and non-residential parking spaces was created using the current maximum parking provision rates and parking multipliers within *Chapter E1 Parking and Access* of the Woollahra DCP 2015.

An average unit size of 100m² for two-bedroom apartment was based on market research carried out by Hill PDA in preparing the *Double Bay Economic Feasibility Study 2015*.

Table 3: Indicative total yield of the review sites based on three scenarios

Yield (Estimated)	Scenario 1: Existing development	Scenario 2: Current applicable controls	Scenario 3: Proposed controls
Minimum non-residential uses total GFA (m ²)	5,010	2,510 (Ground floor only)	5,710 – 6,050 (Minimum ground and first floor)
Residential uses Total GFA (m ²)	Nil	5,410	7,210 – 7,690
Number of dwellings (Based on 100m ²)	Nil	49	65 - 69
Maximum non-residential parking spaces	87	44	91 - 99
Maximum residential parking spaces	Nil	59	76 - 82

As identified in **Table 3**, the proposed building envelopes would facilitate approximately 20 additional dwellings when compared to the current planning controls (based on a unit size of 100m²). Whilst this is a relatively modest uplift, as we have been advised by Hill PDA, without the additional uplift the *review sites* will not be economically viable to redevelop. There is a greater uplift in non-residential floor space, where there is an increase of approximately 3,200 – 3,500 m² of GFA compared to the current applicable controls (assuming that there are two levels of non-residential GFA as part of the development).

Any potential traffic and transport implications can be mitigated by implementing the recommendations of the Transport Study. There are also a number of other complementary reports such as the *Draft Woollahra Integrated Transport Strategy*, *Draft Woollahra Active Transport Study* and the *Double Bay Pedestrianisation Study* which, if implemented, will further enhance the liveability of Double Bay and the Precinct.

The Draft Strategy maintains and enhances the existing unique character of the Centre as Sydney's stylish bayside village. It sets a focused vision for the Precinct as a vibrant and connected place in the heart of Double Bay that provides increased lifestyle and economic opportunities, making it an attractive place for people to live, work and visit.

The Draft Strategy creates opportunities to address future community needs including:

- The provision of additional housing choices for people to live and work in the Precinct
- 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 Precinct, contributing to the ongoing vitality and vibrancy of Double Bay
- Supporting local jobs and businesses in the Precinct.

The recommendations of the Draft Strategy, CIS and the Transport Study demonstrate that the Precinct is capable of accommodating the scale and density nominated in the Draft Strategy.

6 Anticipated built form outcome

To assist with illustrating the Draft Strategy and the potential built form outcomes, a series of photomontages from SJB Architects (2021) were prepared. The photomontage images provide an example of the proposed built form if new development is designed and built consistent with the proposed controls for the review sites.

The Draft Strategy seeks to encourage appropriate increases to development density in the Precinct while maintaining its vibrant village character. This approach will ensure future development is sensitively integrated into the existing streetscape, including recently completed developments along the southern side of Cross Street.

Some of the key elements illustrated in the Cross Street photomontage below at **Figures 9 - 11** are:

- Four-storey street wall height along the Cross Street frontage and two-storey street wall height along Goldman Lane and Knox Lane to enhance the human-scaled character of the Precinct
- Recessed built form above the street wall heights to mitigate the perceived bulk and scale from the street and incorporate further landscaping to enhance the streetscape character
- Built form articulation to achieve a fine-grain development especially on lower levels
- Urban greening
- Active retail frontages at the ground level, and non-residential uses on the first floor
- Continuous awning for weather protection.



Figure 9: View looking west down Cross Street just before Transvaal Avenue.



Figure 10: View of Cross Street looking south from Transvaal Avenue.

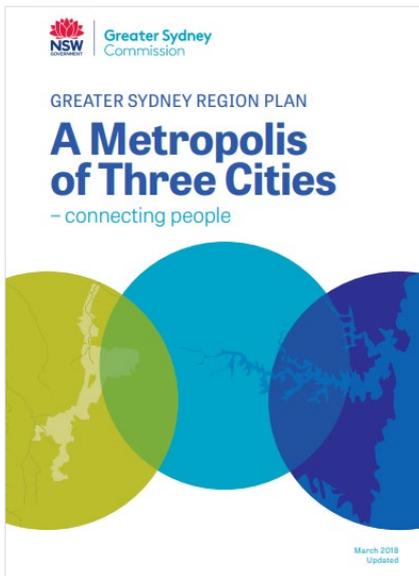


Figure 11: View looking west down Knox Lane.

It is noted that the pedestrianisation of Knox Street (between Bay Street & Goldman Lane) is one of the recommendations of the Double Bay Centre Pedestrianisation Study (endorsed by Council on 29 September 2020). It also recommends that Knox Lane provide shared access for pedestrians, vehicles and cyclists. The proposed upgrades to this part of Double Bay will enhance permeability and walkability and provide opportunities for public art, urban greening and a range of pop-up events and activities near the Precinct.

The pedestrianisation of the eastern side of Transvaal Avenue is also a recommendation of the Double Bay Centre Pedestrianisation Study. This will enhance pedestrian permeability and Centre's walkability and provides increased opportunities for outdoor dining and other social and cultural activities. The Draft Strategy is consistent with the recommendations of the Double Bay Centre Pedestrianisation Study.

7 Discussion of potential community impacts - response to the strategic plans



The Greater Sydney Region Plan is a comprehensive strategic plan which guides change and growth throughout the Sydney metropolitan region.

'The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places'. (P 9 of the plan)

Located within 30 minutes of strategic centres and employment hubs including Bondi Junction and the Sydney CBD via public transport, the Precinct is well-positioned to facilitate the vision of a '30 minute city'.

For the purpose of this report, we have discussed the outcome of the Draft Strategy and the built form implications against the Liveability Directions and objectives of the Greater Sydney Region Plan which are:

- *A city for people (pg 50)*
 - Objective 6. Services and infrastructure meet communities' changing needs*
 - Objective 7. Communities are healthy, resilient and socially connected*
 - Objective 8. Greater Sydney's communities are culturally rich with diverse neighbourhoods*
 - Objective 9. Greater Sydney celebrates the arts and supports creative industries and innovation*
- *Housing the city (pg 58)*
 - Objective 10. Greater housing supply*
 - Objective 11. Housing is more diverse and affordable*
- *A city of great places (pg 73)*
 - Objective 12. Great places that bring people together 73*
 - Objective 13. Environmental heritage is identified, conserved and enhanced*

Annexure 1 provides a comprehensive summary of the community impacts of the Draft Strategy against the relevant strategic documents as well as Council's plans and policies.

7.1 A city for people

- *Objective 6: Services and infrastructure meet communities' changing needs (pg 50).*

Proposed changes to the Woollahra LEP 2014, including increases in height and FSR, as well as specific clauses to guide the residential unit mix and non-residential floor space will have implications on the urban fabric of the Precinct. This residential uplift and the provision of a variety of apartment sizes will draw a new demographic to the Precinct and the provision of non-residential floor space will efficiently cater for these changing needs. It is noted that the demographic shift will most effectively be achieved if there is a limit placed on the maximum size of new residential apartments in the Precinct.

Commercial Waste Study

Council staff commissioned Talis Consultants to provide a Commercial Waste Study for the Centre (CWS). The CWS provides a series of best practice waste management solutions which could be introduced into the Double Bay Centre. Specifically, the CWS was commissioned to provide potential solutions to transform the laneways into attractive, activated places. The recommendations of the CWS include smart waste strategies, sustainable waste education programs and encouraging further innovation. The CWS has informed the Draft Strategy.

The recommendations of the CWS have implications on the different functions of Council. Where relevant to the planning provisions, they will be incorporated into the Draft Strategy and consequently (subject to the implementation of the Draft Strategy) the amendments to the Woollahra LEP 2014 and Woollahra DCP 2015.

Access to services and infrastructure

Figures 12-14 show the Liveability Indicator Mapping prepared by SGS Economics and Planning for the Southern Sydney Regional Organisation of Councils (SSROC) (2017). The Precinct has relatively good access to community facilities, cultural precincts, health services and open spaces, which are all essential pieces of social infrastructure that enhance social opportunity in a centre.

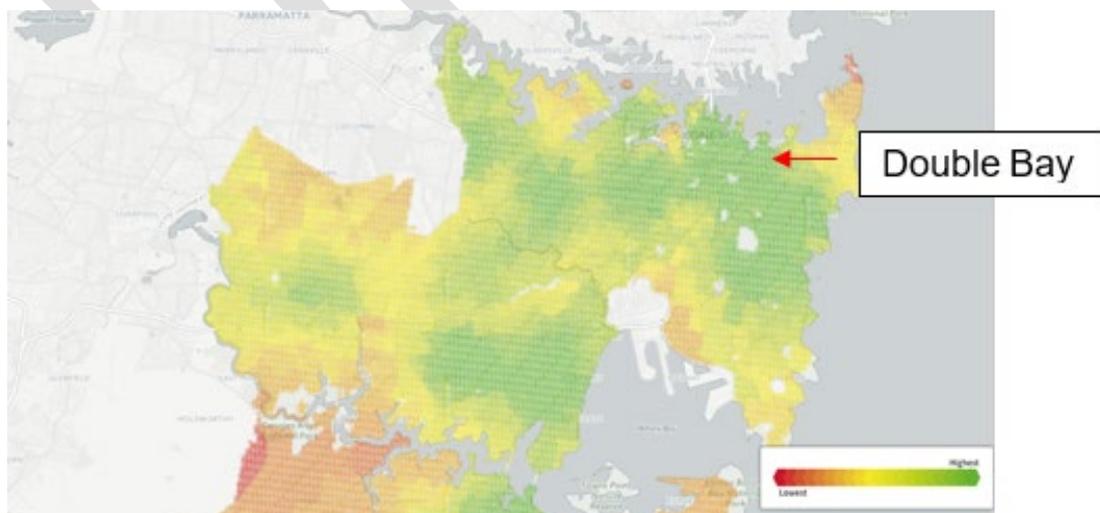


Figure 12: Double Bay has high-level access to major and minor hospitals and health clusters.

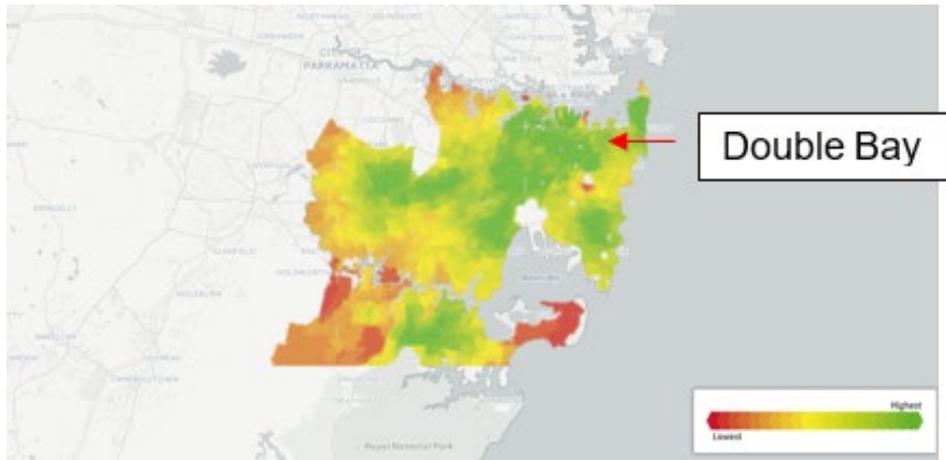


Figure 13: Double Bay has high access to community facilities and cultural precincts.

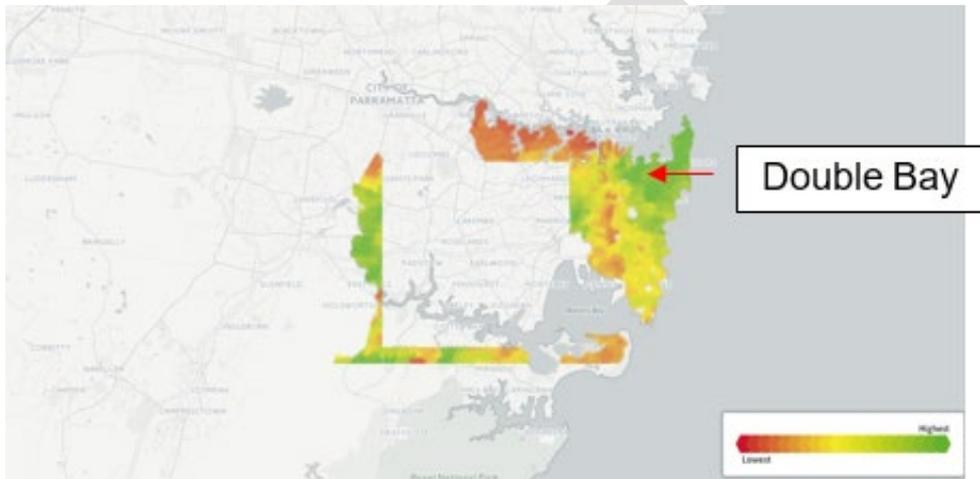


Figure 14: Double Bay has high accessibility to all five categories of open space including local, district passive, district active, regional passive and regional active.

The Precinct is in close proximity to St Vincent's hospital in Darlinghurst, and there are a number of General Practitioner's and specialist health clinics throughout the Centre. The Woollahra Library in Double Bay provides a world-class community facility that is easily accessible from the Precinct. The Precinct also has access to a number of educational institutions:

- According to the Liveability Indicator Mapping (SSROC 2017), the Precinct has mid-level access to public education.
- The Double Bay Public School is at a short walking distance of the Precinct.
- Double Bay has good access to a number of high-quality private high schools.
- Double Bay has good access to the University of Notre Dame and the University of NSW Art and Design campus.

The Precinct has close access to Sydney Harbour and to a number of high-quality parks such as Steyne Park, Yarrabee Park and Cooper Park. It also has relatively good access to open space in the wider area, including Centennial Parklands and beaches such as Double Bay Beach and Murray Rose Pool at Redleaf.

The built form outcomes of the Draft Strategy result in an appropriate residential uplift which can be supported by the existing community infrastructure. All of these components

together foster social opportunity, ensuring that the future community of Double Bay have the facilities and services available to live and belong to the community.

- *Objective 7: Communities are healthy, resilient and socially connected (pg 55).*

The proposed ideas and strategies, as identified in the Double Bay Place Plan will strengthen social connections in the Precinct and Double Bay.

The proposed retention of existing planning controls across the majority of the Centre and the optimisation of planning controls in the Precinct are consistent with the Place Plan's vision for Double Bay as "Sydney's stylish bayside village". The proposed building envelopes are designed to retain and enhance the village character with an appropriate scale and quality of built form. Vibrant street life and enhanced opportunities for spontaneous social interactions will be enhanced by maintaining the fine-grained connectivity through arcades and shared lanes through the Precinct and to the wider Centre.

In addition, the ongoing implementation of the Public Domain Strategy will create a public domain which is people orientated, comfortable, safe, attractive and active. Footway dining, a variety of businesses, community facilities and nearby parks will continue to make Double Bay a great place to be social, to meet and to stay.

- *Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods (pg 56).*

Our Place Plan sets out a range of initiatives to improve the physical attractiveness, providing high quality and flexible public domain that everyone can access and supports a range of business offerings and community activities, events, festivals, arts and cultural programs.

In alignment with the Public Domain Strategy and the Place Plan, the Draft Strategy reinforces the important role of pedestrian oriented public spaces such as arcade connections and a shared street along Knox Lane. Combined with the recommended planning controls that seek to encourage outdoor dining and active frontages, these measures enhance the Precinct's capacity for social opportunities and community cohesion. The Draft Strategy seeks to provide greater diversity in the Precinct by providing a mix of residential unit sizes, including smaller apartments to attract younger people to work and live in the area. Enhancing the unit mix in the Precinct will help to foster a healthy, creative, culturally rich and socially diverse and connected community.

- *Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation (pg 57).*

Implementation of the Draft Strategy and the Place Plan will facilitate events and activities that cultivate arts and creative industries by providing vibrant public spaces and lively streetscapes for community interaction.

The Draft Strategy will increase the amount of non-residential floor space available in the Precinct which will in turn provide opportunities for a variety of creative industries to establish offerings in the area. While Council cannot control the types of businesses that choose to take up the additional retail and commercial floor space, the provision a fine-grained scale of development seeks to encourage a diverse mix of smaller businesses that will attract both residents and visitors to the Precinct. Council also encourages opportunities for innovation and creative hubs in new developments, an example of which is the Edge Offices at 377 New South Head Road.

7.2 Housing the city

- *Objective 10: Greater housing supply (pg 58) &*
- *Objective 11: Housing is more diverse and affordable (pg 68).*

Smaller and potentially more affordable apartments could be facilitated by the inclusion of a clause in Woollahra LEP 2014, which provides that:

- A minimum requirement for a development mix i.e. 30 - 40% of all dwellings to be provided as a studio or one-bedroom apartments within the Precinct.
- All (or the majority) of one-bedroom and two-bedroom apartments are no more than 10% in size above SEPP 65 minimums i.e. 50sqm + 10% and 70sqm +10% respectively.
- Provision of apartments sized below the SEPP 65 guidelines of 50sqm for one-bedroom apartments e.g. 40sqm.

The proposed controls for studio and 1-bedroom apartments is expected to reduce the price point for entry into the Double Bay housing market and increase housing choice in a well-located and well-serviced centre. We anticipate that these housing opportunities will then attract a younger demographic to live and work in the Precinct and Double Bay area.

7.3 A city of great places

- *Objective 12: Great places that bring people together (pg 73).*

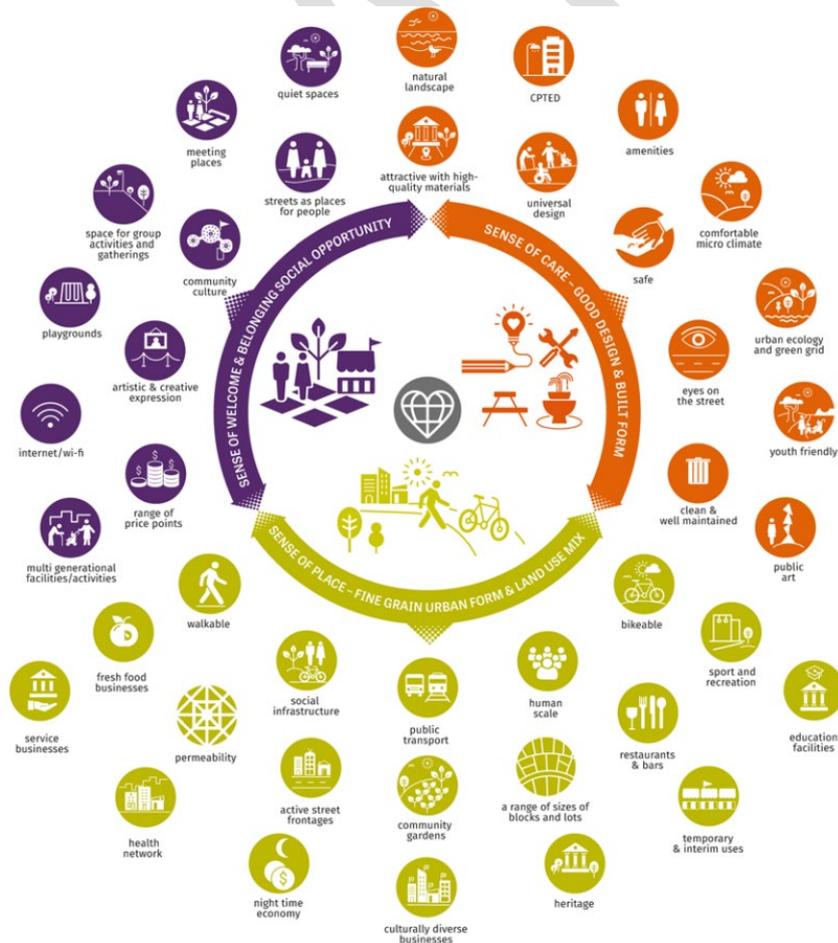


Figure 15: 'Elements of great places' 'A Metropolis of Three Cities' (Greater Sydney Commission, 2018)

As identified in **Figure 15**, 'great places' include:

○ *A sense of welcome and belonging – social opportunity*

The Precinct provides a range of experiences and opportunities for social connection to foster a sense of welcome and belonging. The recommendations of the Draft Strategy and Council's other strategies for Double Bay will improve the character of the public domain and provide opportunities for a range of pedestrian-oriented places for the community to meet and interact in a safe, inclusive and attractive environment. The recommendations include:

- Provision of a human scale streetscape and maximising sunny outdoor dining areas
- Pedestrianisation of Knox Street, Transvaal Avenue (in part) and shared laneways, in particular along Knox Lane, consistent with the recommendations of the Double Bay Centre Pedestrianisation Study
- Introduction of new through-site pedestrian links
- Façade (retail) activation on the ground level
- Active transport study to enhance walking and cycling.

○ *Sense of care – good design and built form*

The Draft Strategy was carried out with a fine-grain approach on a site-by-site basis to ensure that future building envelopes result in appropriate heights, scale, setbacks and floorplates. The proposed envelopes are designed to provide good internal amenity and compliance with SEPP 65 and the Apartment Design Guide. In addition to these changes, Chapter D5 of the Woollahra DCP 2015 contains objectives and controls to ensure a high standard of architectural and landscape design. The proposed built form changes to the Precinct will further enhance the character and liveability of the area into the future.

Increasing economic viability in the Precinct will improve the quality of the built environment by encouraging the replacement of older poor quality buildings with newer buildings, consistent with the vision of a modern and stylish bayside village.

New development will generate increased income through Section 7.11 and 7.12 of the NSW *Environmental Planning and Assessment Act 1979* which will be directed towards implementing public domain improvements to street lighting, commercial waste, wayfinding, laneway activation, open spaces, beaches and waterfronts. These components will improve liveability throughout Double Bay for both its residents and visitors.

The Draft Strategy also enhances the potential to improve community liveability outcomes delivered through the Woollahra Voluntary Planning Agreement Policy (adopted 10 February 2020). These outcomes may be provided as a material public benefit or monetary contributions which can contribute to enhancing Double Bay's public domain through our Public Domain and Lighting Strategies.

○ *Sense of place – fine-grain urban form and land use mix*

The Draft Strategy recommends that building heights in the Precinct are increased up to a maximum of six storeys with appropriate building envelopes, setbacks and transitions.

The proposed building envelopes will maintain a sense of human scale throughout the Precinct and increase the presence of passive surveillance. The upper storey setbacks will provide opportunities for private open spaces and/or communal open spaces whilst mitigating excessive bulk and scale.

Providing a mix of land uses with non-residential uses on the ground and first levels with active frontages will ensure the Precinct is a place people want to visit and stay during the day and at night. Activate frontages will create a vibrant streetscape and encourage a healthy night-time economy.

The Draft Strategy also requires that existing through-site pedestrian arcades and lanes are maintained to retain vibrancy in the public domain. Retaining and enhancing pedestrian permeability through the Precinct will encourage residents and visitors to stay and enjoy the area, providing an attractive, safe and lively streetscapes.

Further aligning with this, the Transport Study encourages a modal shift from private vehicles to active transport, in particular, walking and cycling in the entire Centre. This approach aims to mitigate the potential adverse impacts of vehicle traffic generated by future development. The study also recommends active transport infrastructure to enhance the pedestrian and cyclists' safety.

Council commissioned SCT Consulting to prepare a Pedestrianisation Study to encourage and promote safe connectivity throughout the Centre, significantly enhancing liveability for residents and visitors. The study including the following recommendations was endorsed by Council on 29 September 2020. Council resolved in part:

B. THAT Council staff explore funding opportunities for the following projects identified in the Double Bay Pedestrianisation Study:

- i. Knox Street Pedestrian Only Zone (between Bay Street & Goldman Lane)*
- ii. 40km/hr High Pedestrian Activity Area (HPAA) for streets bounded by New South Head Road, Ocean Avenue and William Street (noting that further reducing the speedlimit in the Double Bay Commercial Centre to 30km/hr will be considered as part of a future report to Council)*
- iii. Transvaal Avenue Pedestrian Only Zone (eastern side)*
- iv. Transvaal Avenue 10km/hr Shared Zone (western side)*
- v. Bay Street 10km/hr Shared Zone*
- vi. Knox Lane 10km/hr Shared Zone*
- vii. Short Street 10km/hr Shared Zone*
- viii. Gum Tree Lane 10km/hr Shared Zone*
- ix. Goldman Lane 10km/hr Shared Zone (Short Street to Knox Street).*

Should these projects be funded and implemented, they would enhance the pedestrian connectivity across the Centre and transform the existing servicing laneways into more lively places.

- *Objective 13 Environmental heritage is identified, conserved and enhanced*

The built form recommendations of the Draft Strategy will maintain Double Bay's village character with high-quality, contemporary architecture that responds to the unique places, heritage and contributory items throughout the Centre.

The Precinct is located just to the south of the Transvaal Avenue Heritage Conservation Area. There is a clear pedestrian line of sight between these two areas. It is important that there is a sensitive built form response in the Precinct that maintains and enhances the character of the nearby heritage area through solutions such as fine-grain façades, building articulation, appropriate building bulk and setbacks, and landscaping.

8 Response to Council's plans and policies

8.1 Woollahra Local Strategic Planning Statement

The proposed changes to the planning controls in the Centre are consistent with the LSPS, a plan which sets out a 20-year vision for the Woollahra LGA and its centres.

Organised under four themes of Infrastructure & Collaboration, Liveability, Productivity and Sustainability, the LSPS aims to:

- *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*

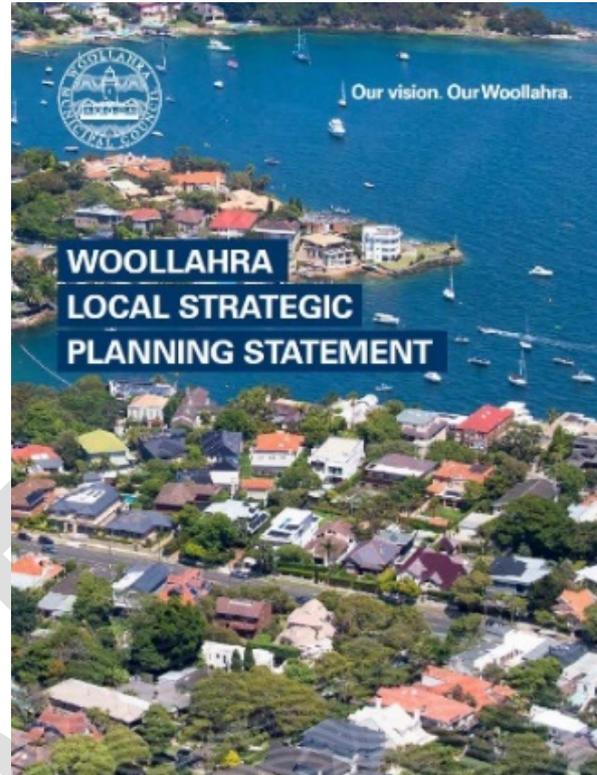


Figure 16: Woollahra LSPS, 2020

In particular, Planning Priority 6 of the LSPS captures the aim of the Strategy for Double Bay:

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

Revitalising the Precinct through the implementation of the proposed controls, and effective place-making strategies will enhance the village character of the area, making it a place the community wants to visit, stay and live.

8.2 Woollahra 2030 - Community Strategic Plan

Adopted in 2018, Woollahra 2030 is our Community Strategic Plan which characterises the community, sets out current and future social, environmental and economic challenges, while additionally guiding potential strategies to address these issues.

Under the theme of ‘Quality places and spaces’, *Goal 4: Well-planned neighbourhoods* and *Goal 5: Liveable places* are both especially relevant to the proposed changes in the Precinct.



Figure 17: Woollahra 2030

Goal 4 aims to utilise good urban design throughout new development and housing within our local business centres to ensure the places are welcoming to their existing and future communities.

Goal 5 aims to enhance public places and open space to ensure they become ‘more attractive, integrated and accessible’ to all members of the community.

The proposed changes in the Strategy are consistent with these Goals and will quality places and spaces in the Precinct.

8.3 Woollahra Community Facility Study 2019

On 29 September 2020 Council endorsed Woollahra Community Facilities Study 2019.

The key findings of this study are:

- There is a strong network of facilities across Woollahra. However, there is a need for more flexible, multipurpose and adaptable facilities to cater for a range of community needs.
- There are currently no integrated multipurpose facilities in Woollahra.
- Provision of libraries is generally sufficient. However, there are challenges with each with regard to capacity and future usage.
- There is a lack of provision for cultural and creative facilities. However, there are imminent opportunities in the future to address this gap.
- Most catchments provide an adequate supply of local facilities. However, minimum floor space requirements for facility types vary across LGA.
- There are opportunities to enhance the accessibility, amenity and condition of facilities through small scale capital work upgrades.

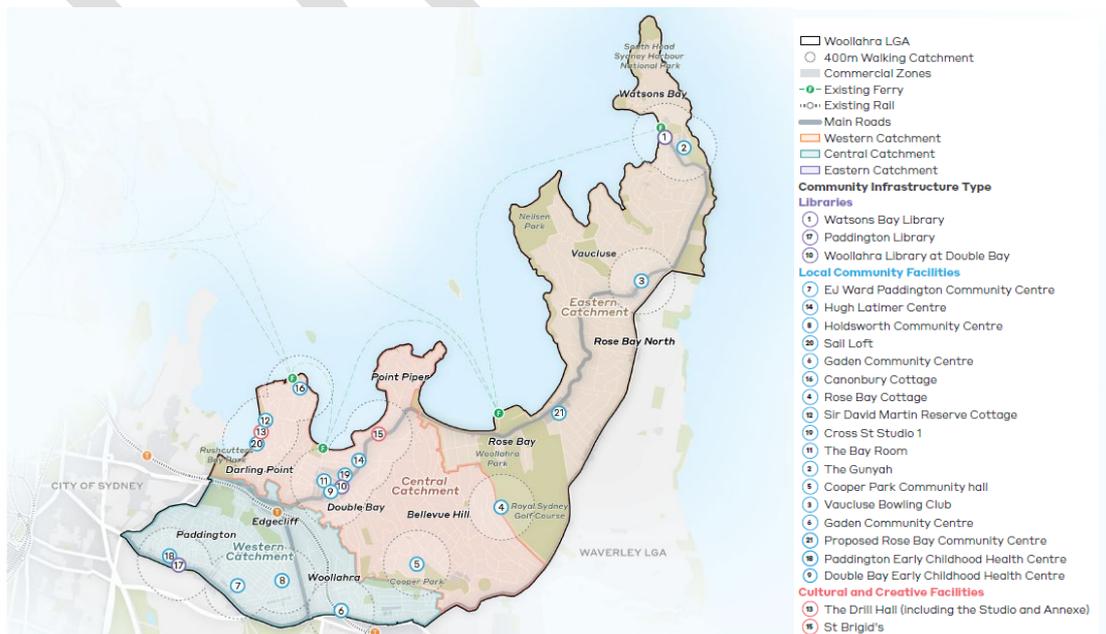


Figure 18: Assessment catchments and existing community facilities.

The study divided the LGA to three assessment catchments shown in **Figure 18** above. The Central Catchment, including Double Bay has a relatively high number of community facilities and is well provisioned with community facilities floor space. Many of these facilities are concentrated around the Centre, which is well served by public transport.

‘Although there is a relatively large number of well-distributed community facilities across this catchment, there are significant opportunities to enhance the flexibility of some existing local community facilities to facilitate a broader range of uses’.

The study identified a number of strategic opportunities for innovation that could further enhance and activate the network of exiting community facilities across Woollahra LGA.

The estimated population increase under the Draft Strategy is consistent with the LGA’s housing target by the Eastern City District Plan. Therefore, the outcome of the Draft Strategy will not have negative impacts on the existing and future community facilities across the LGA. The following information demonstrates how the Draft Strategy responds to the recommendations of the Community Facility Study (dated November 2019):

- *Explore opportunities for activating facilities day and night*
The Draft Strategy recommends active/retail frontages will enhance the Precinct’s vitality and pedestrian amenity. The Precinct’s pedestrian-oriented public domain, including pedestrianised plazas arcades and lane, and proposed shared lane, create opportunities for pop-up spaces to improve community development and the implementation of innovative art and cultural programs such as events and social gatherings. Increasing the Precinct’s activation will foster greater connections between users, local business and organisations.
- *Support start-ups, small business and local enterprise*
The recommendation of the Draft Strategy to maintain and enhance the non-residential floor space ratio in the Precinct provides opportunities for additional community infrastructure to support a range of local enterprise including small businesses, sole practitioners and start-ups.
- *Upgrade the network to ensure accessibility for all users*
The Draft Strategy recommends enhancing the pedestrian permeability and accessibility across the Precinct through introducing a new shared street along Knox Lane and maintaining existing pedestrian through site links and lanes. The Transport Study, Pedestrianisation Plan and Active Transport Plan will encourage a modal shift from private vehicles to active transport, in particular, walking and cycling across the Double Bay Centre. This approach aims to mitigate the potential adverse impacts of vehicle traffic generated by future development.

In alignment with the Public Domain Strategy, Lighting Strategy, the Draft Strategy improves the public domain characteristics such as wayfinding signage and footpath pavement through a developer contribution program.

- *Embed principles of active living and social sustainability across the network*
Consistent with a suite of reports that have been prepared for Double Bay, the proposed recommendations of the Transport Study include active transport network, wayfinding and bicycle parking facilities which provide opportunities to encourage and support health and wellbeing outcomes.

The Draft Strategy also promotes through-site links and shared laneways to increase pedestrian permeability and encourage community members to stay and enjoy all places in the area.

- *Optimise the user experience of Council's community facilities*
As part of the implementation of the Draft Strategy, Council will collaborate with the community to enhance the digital connectivity of the existing and future community facilities through the provision of Wi-Fi services and other digital infrastructure.
- *Explore sustainable funding models for community facilities*
Through the implementation of the Draft Strategy, Council will facilitate innovative partnerships between Council and developers for delivering sustainable funding models that can improve community facilities and liveability in the Precinct.

9 Implementation and next steps

9.1 Woollahra Voluntary Planning Agreement Policy 2020

Adopted by Council on 10 February 2020, Woollahra's Voluntary Planning Agreement Policy (VPA Policy) will play a role in implementing the various strategies and studies mentioned above. As defined in section 7.4 of the NSW *Environmental Planning and Assessment Act 1979*, a VPA is an agreement or arrangement between a planning authority and a developer or applicant, in which the developer is required to 'dedicate land free of cost, pay a monetary contribution, or provide any other material public benefit, or any combination of them, to be used for or applied towards a public purpose.'

VPA's provide an opportunity for the community to secure public benefits that are a result of the increased development potential through a change to planning controls. Ultimately, this flexibility has the potential to achieve better planning and development outcomes for the community's public benefit.

9.2 Community Consultation

To ensure the Precinct is shaped by the ideas and views of its community, Council will conduct public consultation on the Draft Strategy. The exhibition process will include:

- Accessible techniques to allow all community members to participate
- Social media and online surveys to maximise coverage and awareness
- Engaging members of the community, as well as any relevant stakeholders in a COVID-19 safe manner. This would include residents, people who work in the area, business owners in the Centre and visitors.

Feedback received will be used to refine the Draft Strategy and its implementation. .

10 Conclusion

The CIS has been prepared to explain the potential outcomes and implications of the proposed planning controls outlined in the Draft Strategy, which will have potential impacts on the community. In the main, the CIS assesses community impacts against the Liveability directions and objectives of the Greater Sydney Region Plan.

The CIS identifies that the proposed changes to the built form, land uses, open space and streetscapes will guide the Precinct's evolution as a vibrant place that contributes to the characteristic village atmosphere of the Double Bay Centre through providing:

- A fine-grained, village and human-scaled streetscape
- Active frontages to create vibrant places
- A balanced mix of residential and non-residential uses
- A mix of unit sizes
- Permeable and activated public domain areas
- Support for active transport.

The built form outcomes of the Draft Strategy results in an appropriate residential uplift when compared to the current planning controls, which can be supported by existing community and transport infrastructure.

Minor traffic and transport implications can be mitigated by implementing the recommendations of the Transport Study and implementing the recommendations in complementary reports that have been prepared for the Centre, such as the Double Bay Pedestrianisation Study.

The changes to the planning controls for the Precinct will enhance the Double Bay lifestyle and create economic opportunities in an accessible location. The Precinct's enhanced vibrancy and fine-grained village atmosphere will increase the attractiveness of the area as a place to live, work and visit.

Annexure 1

Summary of the community impacts of the Draft Strategy against the relevant strategic documents as well as Council's plans and policies

Document Name	Relevant aims, objectives or priorities	Summary of the Draft Strategy's response	
Greater Sydney Region Plan	A city for people	<p><i>Objective 6: Services and infrastructure meet communities' changing needs.</i></p>	<p>Provide a variety of apartment sizes to draw a new demographic to the Precinct.</p> <p>Provide non-residential floor space to cater for community/demographic changing needs.</p>
		<p><i>Objective 7: Communities are healthy, resilient and socially connected.</i></p>	<p>Retain and enhance the village character with an appropriate built form scale and quality.</p> <p>Maintain the fine-grained connectivity through laneways, arcades and introducing new shared streets to prioritise the pedestrian experience.</p> <p>Create people orientated, comfortable, safe and active public domain across the wider Centre through the ongoing implementation of the Public Domain Strategy.</p>
		<p><i>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.</i></p>	<p>Reinforce the role of pedestrian-oriented public spaces, such as arcades and laneways to provide a high quality and active public domain.</p> <p>Promote outdoor dining to enhance the Precinct's capacity for social opportunities and community cohesion.</p> <p>Foster a healthy, culturally rich and socially diverse community by providing a variety of apartment sizes.</p>
		<p><i>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.</i></p>	<p>Enhance opportunities for innovation and creative hubs in new developments through the provision of non-residential floor space.</p>
	Housing the city	<p><i>Objective 10: Greater housing supply.</i></p> <p><i>Objective 11: Housing is more diverse and affordable.</i></p>	<p>Enhance housing affordability through proposed controls to ensure sufficient provision of studio and one-bedroom apartments.</p> <p>Attract a younger demographic to live and work in the Precinct by providing a diverse unit mix.</p>
A city of great places	<p><i>Objective 12: Great places that bring people together</i></p>	<p>Maintain and enhance the sense of place through :</p> <ul style="list-style-type: none"> • Maintaining a sense of human scale throughout the Precinct and increase passive surveillance • Pedestrianisation of Knox Street, Transvaal Avenue (in part) and shared laneways, in particular Knox Lane, consistent with the recommendations of the Double Bay Centre Pedestrianisation Study • Enhancement of through-site pedestrian links 	

Document Name	Relevant aims, objectives or priorities	Summary of the Draft Strategy's response
<p>Greater Sydney Region Plan</p>	<p><i>A city of great places</i></p>	<p><i>Objective 12: Great places that bring people together</i></p> <ul style="list-style-type: none"> • Provision of a mix of land uses with non-residential uses on the ground and first levels with active frontages to ensure that the Precinct is a place people want to visit and stay during the day and at night • Encouraging a modal shift from private vehicles to active transport, in particular, walking and cycling <p>Improve the quality of the built environment by encouraging the replacement of older poor quality buildings with newer buildings, consistent with the vision of a modern and stylish bayside village.</p> <p>Generate increased income (in new developments) through Section 7.11 and 7.12 of the NSW Environmental Planning and Assessment Act 1979 to assist in implementing public domain improvements.</p> <p>Enhance the potential to improve community liveability outcomes delivered through the Woollahra Voluntary Planning Agreement Policy.</p>
	<p><i>Objective 13: Environmental heritage is identified, conserved and enhanced</i></p>	<p>Maintain and enhance the character of the Transvaal Avenue Heritage Conservation Area through crafting sensitive built form solutions for their nearby/adjacent buildings/development.</p>
<p>Eastern City District Plan</p>	<p><i>Planning Priority E6</i> <i>'Creating and renewing great places and local centres, and respecting the District's heritage'</i></p>	<p>Propose new residential development in a Precinct which will be increasingly walkable.</p> <p>Retain and enhance non-residential floor space.</p> <p>Improve public domain through active frontages, pedestrianised streets and urban greening.</p> <p>Encourage and promote safe connectivity throughout the Precinct to enhance liveability for residents and visitors.</p> <p>Maintain and enhance the Transvaal Avenue Heritage Conservation Area through crafting sensitive built form solutions for their nearby/adjacent buildings/development.</p>
<p>Woollahra Local Strategic Planning Statement 2020</p>	<p><i>Planning Priority 6</i> <i>"Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people."</i></p>	<p>Revitalise the Precinct by implementing the proposed controls, and effective place-making strategies that enhance the village character of the area, making it a place the community wants to live, work and visit.</p>
<p>Woollahra 2030 - Community Strategic Plan</p>	<p><i>Goal 4: Well-planned neighbourhoods</i> <i>Goal 5: Liveable places</i></p>	<p>Similar to the responses listed above, the recommendations of the Draft Strategy enhance the village character of the Precinct and provide a more liveable place for the community to live, work and visit.</p>

Document Name	Relevant aims, objectives or priorities	Summary of the Draft Strategy's response
Woollahra Community Facility Study 2019	<i>Explore opportunities for activating facilities day and night</i>	<p>Enhance the Precinct's vitality and pedestrian amenity through active/retail frontages in streets, lanes and public spaces.</p> <p>Create opportunities for outdoor dining and social connections on Cross Street and the network of arcades and lanes in the Precinct.</p> <p>Increase the Precinct's activation that fosters greater connections between users, local business and organisations.</p>
	<i>Support start-ups, small business and local enterprise</i>	<p>Maintain and enhance the non-residential floor space ratio which provides opportunities for additional community infrastructure to support a range of local enterprise including small businesses, sole practitioners and start-ups.</p>
	<i>Upgrade the network to ensure accessibility for all users</i>	<p>Enhance the pedestrian permeability and accessibility.</p> <p>Encourage a modal shift from private vehicles to active transport, in particular, walking and cycling.</p> <p>Improve the public domain characteristics such as wayfinding signage and footpath pavement.</p>
	<i>Embed principles of active living and social sustainability across the network</i>	<p>Provide opportunities to encourage and support health and wellbeing outcomes through improving active transport infrastructure and modal shift.</p>
	<i>Optimise the user experience of Council's community facilities</i>	<p>Collaborate with the community to enhance the digital connectivity of the existing and future community facilities.</p>
	<i>Explore sustainable funding models</i>	<p>Facilitate innovative partnerships between Council and developers for delivering sustainable funding models that can improve community facilities and liveability in the Precinct.</p>
Woollahra Local Housing Strategy 2021	<i>Objective 1: Sustain a diverse range of housing types and protect low density neighbourhoods and villages.</i>	<p>Increase housing supply in the Precinct by facilitating mixed use developments with a mix of residential unit sizes to provide diverse housing choices.</p> <p>Protect the village character of the Precinct by requiring activated ground and first floor uses.</p>
	<i>Objective 3: Ensure housing conserves heritage, maintains local character and achieves design excellence.</i>	<p>Retain and enhance the village character with an appropriate built form scale and quality.</p> <p>Encourage the regeneration of older building stock and provide opportunities for high-quality buildings with good internal amenity and design excellence.</p>
	<i>Objective 5: Support increased supply of accessible housing and affordable rental housing.</i>	<p>Enhance housing affordability through proposed controls to ensure sufficient provision of studio and one-bedroom apartments.</p>