

Annexure 1

374-382 New South Head Road, Double Bay Planning Proposal for a Mixed Use Development



On behalf of
Fivex Pty Ltd
December 2016



Project Director

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Signed*

.....

Date

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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Appendix 1 – Urban Design Report

1 Introduction

This Planning Proposal report has been prepared by Mecone Pty Ltd (Mecone) on behalf of Fivex Pty Ltd. The proposal is to increase the maximum building height and floor space ratio for the site at 374-382 New South Head Road, Double Bay (the site). The proposal will facilitate an additional level to the approved building on the site and will create a 6 storey development.

This Planning Proposal pertains to the land described as follows:

- 374 New South Head Road, Double Bay (Lot 11 DP608859); and
- 376-382 New South Head Road, Double Bay (Lot B DP162458).

It is proposed to amend the Woollahra Local Environmental Plan 2014 (WLEP2014) to allow for:

- An increase in height of buildings from 14.7m to 23.5m (6 storeys); and
- An increase in the maximum floor space ratio from 2.5:1 (374 New South Head Road) and 3:1 (376-382 New South Head Road) to 4.5:1.

This Planning Proposal has been prepared in accordance with:

- Section 55 of the *Environmental Planning and Assessment Act 1979*; and
- NSW Department of Planning *A Guide to Preparing Planning Proposals* (August 2016).

This Planning Proposal includes the following information:

- A description of the site in its local and regional context;
- A statement of the objectives or intended outcomes of the proposed instrument;
- An explanation of the provisions that are to be included in the proposed instrument; and
- The justification for those objectives, outcomes and provisions and the process for implementation, including:
 - o Compliance with relevant directions under s117;
 - o The relationship to the strategic planning framework;
 - o Environmental, social and economic impacts;
 - o Any relevant State and Commonwealth interests; and
 - o Details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

1.1 Proponent and Project Team

The Planning Proposal has been prepared on behalf of Fivex Group. Table 1 identifies the project team.

Table 1: Project Team	
Item	Description
Urban Planning	Mecone and Tony Moody
Architects	Eeles Trelease
Design Opinion	Hill Thalys

1.2 Background

Existing Development Consent

On 7 July 2014 Council approved alterations and additions to the existing building at 376-382 New South Head Road under DA 568/2013 for:

Mixed Residential/Commercial Alterations and additions to the existing building including a change of use of level 4 from commercial to residential and a new levels 5 and 6 for residential use (15 x studio/1 bedroom units)

This consent allows for a single additional storey on top of the existing 4-storey building (for a total of 5 storeys).

It is highlighted that the existing building currently exceeds the height of buildings control by 4% (0.6m) and the floor space ratio control by 4% (80sqm). The approved 5th storey will further breach the height control by 32% (4.7m) and the floor space ratio control by 47.3% (951sqm).

Note: the subject Planning Proposal relates to the land at 376-382 New South Head Road *plus* the adjoining land at 374 New South Head Road, which was not covered under the abovementioned development consent.

Planning Proposal History

A Planning Proposal for the site was originally submitted by Eeles Trelease to Council on 10 June 2015 for a building height of seven (7) storeys. On 16 November 2015 Council resolved the following:

That a decision on the planning proposal for 374 and 376-382 New South Head Road, Double Bay be DEFERRED until March 2016, in order to allow sufficient time for the Hill PDA report [Economic Feasibility Study] to be considered fully by Council and for further discussion to take place between Council Officers and the Applicant.

A revised Planning Proposal featuring a building height of six (6) storeys was submitted to Council on 1 March 2016. Council officers advised (via email) that assessment of any proposal for the site should be deferred until the review of the planning controls has been completed. In addition, Council requested the following:

- That the Planning Proposal be treated as a new concept, rather than an amendment to the previous one; and

- That the Planning Proposal be revised to address the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals'.

On 10 October 2016 Council resolved the following:

THAT the revised planning proposal for land at 374 and 376-382 New South Head Road, Double Bay, submitted by Eeles Trelease Pty Ltd Architects in association with Tony Moody, Consultant Planner and Hill Thalys Architecture + Urban Planning Pty Ltd on behalf of the owner Fivex Pty Ltd, as contained in the report to the Urban Planning Committee on 10 October 2016, be submitted to the Minister for Planning requesting a gateway determination to allow public exhibition.

This Planning Proposal has been prepared in response to Council's resolution on 10 October 2016 and in response to Council's officers advice related to revisions to the Planning Proposal.

Mecone has been engaged to compile a new PP document for the '6 storey' concept, in accordance with Council's resolution and the Department of Planning and Environment's 'A Guide to Preparing Planning Proposals' (August 2016).

2 Site and Context

2.1 Site Location and Description

The site is located at 374 and 376-382 New South Head Road, Double Bay as shown in Figure 1 below.



Figure 1 – Aerial view of site

Source: SIX Maps

Table 2 provides the legal description and a brief summary of the site and its surrounding context.

Table 2: Site Description	
Item	Detail
Legal description	Lot 11 DP608859 Lot B DP162458
Total site area	669.8sqm
Shape	The site is roughly parallelogram in shape.
Frontage	Approx. 28m frontage to New South Head Road Approx. 25m to Knox Street Approx. 30m to Goldman Lane
Site topography	The site is generally flat.
Existing buildings/	No. 374 New South Head Road comprises the eastern half of single

Table 2: Site Description

structures	storey shops, currently occupied by the pizzeria “Crust”. At the rear of No. 374 is a substation kiosk accessed off Goldman Lane. Nos. 376-382 New South Head Road contain a 4-storey retail and commercial building on the corner of Knox Street and New South Head Road, wrapping around in to Goldman Lane. The building is exemplary of good corner treatment and has received multiple awards for architectural excellence and sustainability. The existing building exceeds the height of buildings control by 4% (0.6m) and the floor space ratio control by 4% (80sqm). While this building currently features 4 storeys, Council has approved (568/2013) a 5th storey which would breach the height control by 32% (4.7m) and the floor space ratio control by 47.3% (951sqm). The approved 5th storey has not yet been constructed but the development consent is active.
Surrounding uses	To the north across Goldman Lane is a 6-storey mixed use development known as The Stamford Cosmopolitan Centre, with retail on the ground level and residential uses above. To the south across New South Head Road is a strip of 2-3 storey commercial buildings and The Sheaf. To the east cross Knox Street is a strip of 2 storey shops. Immediately to the west is a 1 storey shops, with 3-storey shops beyond this.
Access and parking	Pedestrian access to the site is via all three street frontages. There is no on-site vehicular parking at the site or vehicular access into the site.
Transportation	The site is well serviced by high-frequency bus services along New South Head Road, including: Route 323 (Dover Heights to Edgecliff) Route 324 (Watsons Bay to City – Walsh Bay) Route 325 (Watsons Bay to City – Walsh Bay) Route 326 (Edgecliff to Bondi Junction) The site is located less than 700m walking distance from Edgecliff railway station and Edgecliff bus interchange. The site is approx. 550m from Double Bay Wharf.

Figures 2-5 below illustrate the site from all the street frontages.

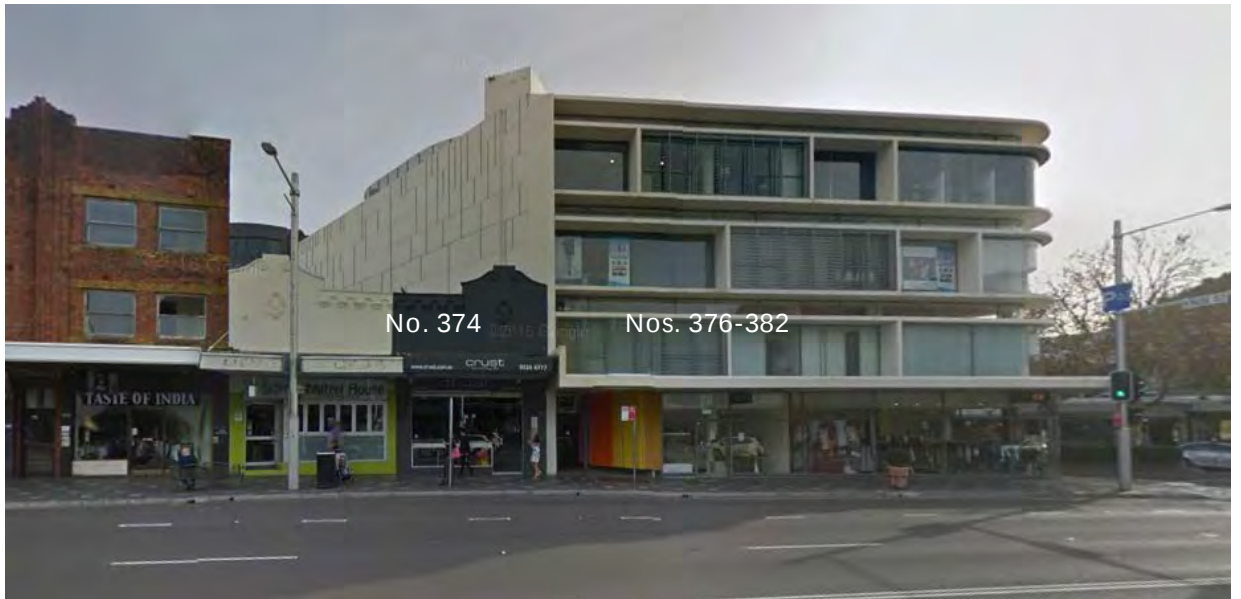


Figure 2 – View of site from New South Head Rd looking north
Source: Google



Figure 3 – View of site from New South Head Road looking north west
Source: Google



Figure 4 – View of site from Goldman Ln looking southeast
Source: Google



Figure 5 – View of site from intersection of Knox St and Goldman Lane looking south
Source: Google

2.2 Site Context

The site is located within the suburb of Double Bay, which is a part of the local government area of Woollahra. Within Double Bay, the site is located within Double Bay Town Centre at the western corner of New South head Road and Knox Street, refer to figure 6 below.

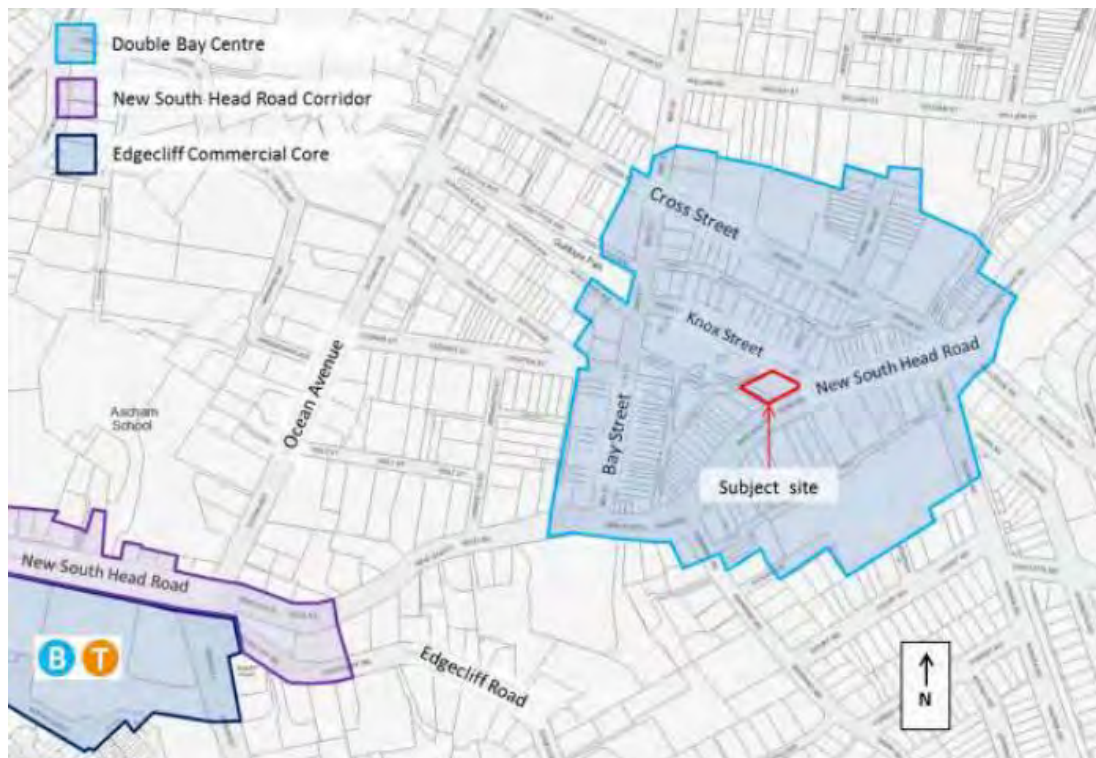


Figure 6 – Local context

Source: Woollahra Council

The Double Bay Town Centre features a range of amenities, including retail shops, cafes/restaurants and. Notable nearby services and facilities include:

- Kiaora Lands Development which includes a large supermarket, retail shops and cafes/restaurants (80m to the south);
- Steyne Park (280m to the west);
- Guilfoyle Avenue Park (130m to the northwest);
- Double Bay Wharf (430m to the north);
- Double Bay Public School (280 to the northwest);
- Cranbrook School (900m to the northeast); and
- Blackburn Gardens and Redleaf Beach (670m to the northwest).

Buildings in the Town Centre generally range from two to seven storeys with taller (10+ storeys) buildings on the surrounding slopes of Edgecliff and Bellevue Hill. A large proportion of existing buildings within the Town Centre are underdeveloped and do not achieve the maximum height and floor space ratio requirements in the LEP. The locality is generally undergoing a transition with larger scale developments being introduced as outlined below (also refer to figures 7-12 below):

- The Stamford Cosmopolitan Centre (2-22 Knox Street): includes a 6 storey mixed use development with ground floor retail and residential above. Council approved a floor space ratio of 2.49:1 and a maximum height of 20.7m for the development;
- Kiaora Lands Development (1-9 Patterson Street): is a 3-6 storey mixed use development which incorporates a supermarket, retail shops and residential accommodation. The proposal incorporated the Woollahra Council Library which fronts New South Head Road and is part 4/part 5. Council approved a maximum height of 24.24m for the development;

- Hunters Lodge (16-18 Cross Street): is a 6 storey mixed use development which was approved 25 July 2016 (reference DA571/2014). The DA allowed an FSR of up to 4.54:1 while there was an FSR control of 2.5:1 under the Woollahra LEP 1995;
- 20-26 Cross Street: is a 6 storey mixed use development which was approved 12 September 2016 (reference DA390/2016). The DA allowed an FSR of up to 3.5:1 while there was an FSR control of 2.5:1 under the Woollahra LEP 2014 and a height up to 21.1m which was in excess of the 14.7m height of buildings control in the Woollahra LEP 2014;
- The Gallery (45 – 51 Cross Street): is a 6 storey mixed use development with ground floor retail, offices to the first floor and residential above; and
- Intercontinental Hotel (33 Cross Street): is a 7 storey mixed use development with retail tenancies to the ground floor and residential above. Council approved a floor space ratio of 4.74:1 and a maximum height of 26.95m.



Figure 7 – The Stamford Cosmopolitan Centre (2-22 Cross Street)

Source: Google maps



Figure 8 – Hunters Lodge (16-18 Cross Street)
Source: Bates Smart



Figure 9 – 20-26 Cross Street
Source: JRPA



Figure 10 – The Gallery (45-51 Cross Street)

Source: Google maps

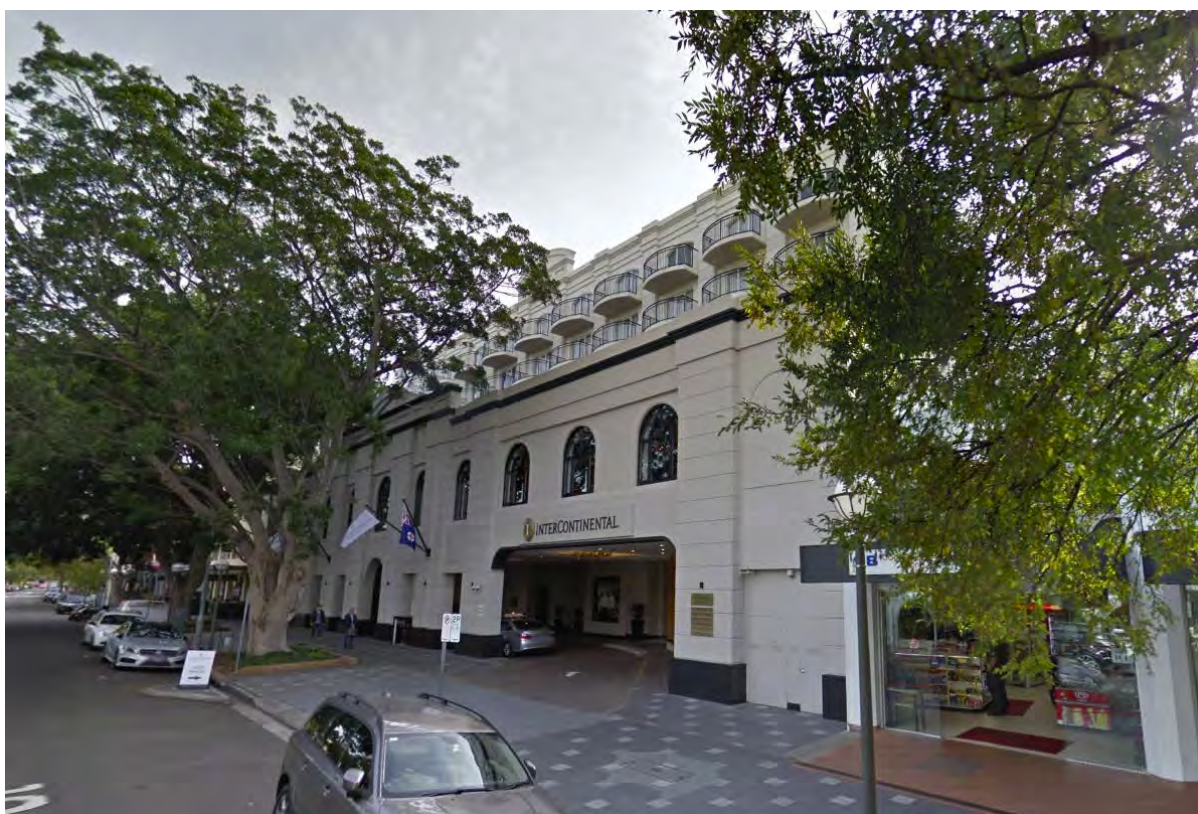


Figure 11 – Intercontinental Hotel (33 Cross Street)

Source: Google maps



Figure 12 – Woollahra Council library (451 New South Head Road)
Source: Google maps

2.3 Regional

The site sits approximately 4km east of Sydney's CBD. The site is located within the global economic corridor is within close proximity of the urban renewal corridor linking Sydney's CBD and Bondi Junction. Figure 13 below illustrates the regional context of the site.

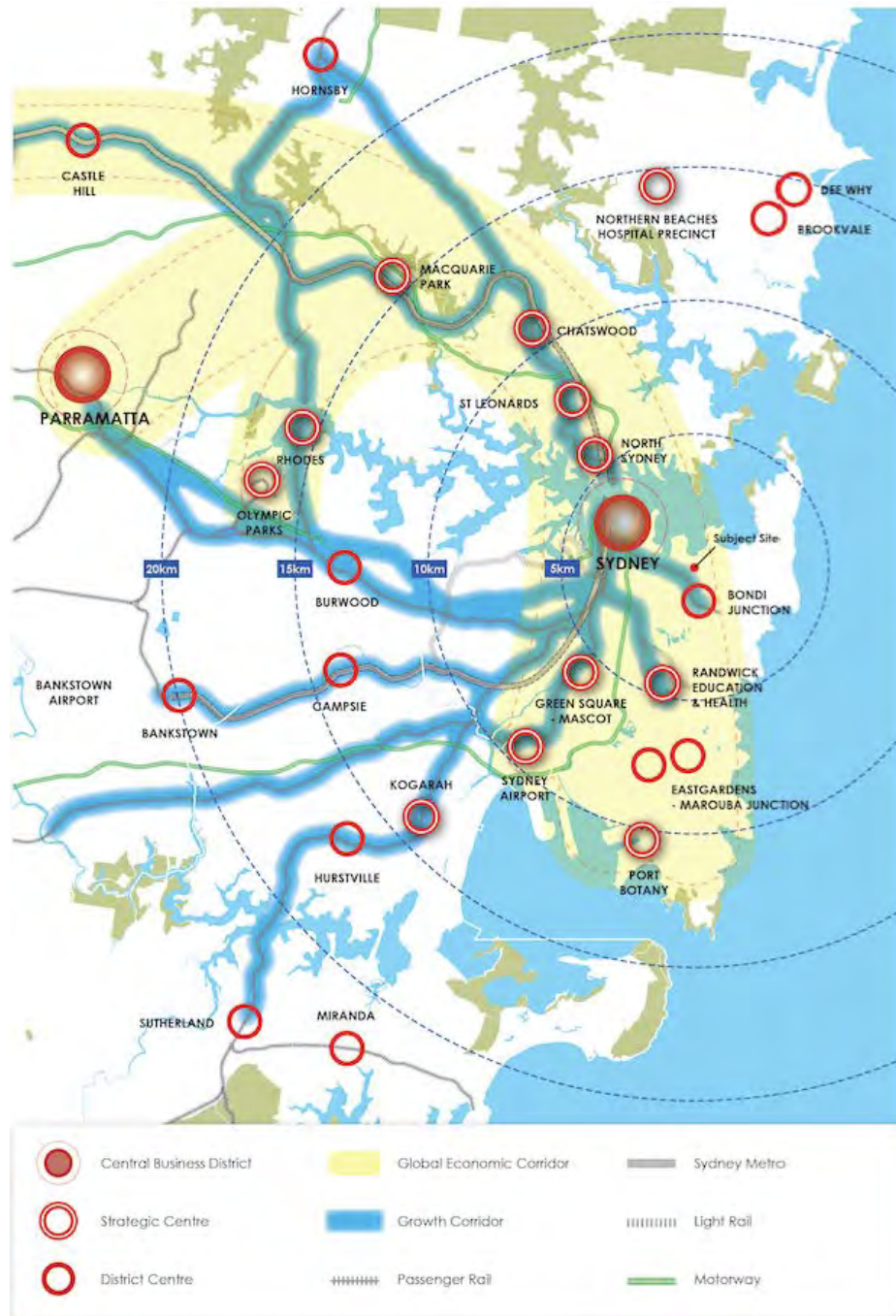


Figure 133 – Regional context map

Source: *A Plan for Growing Sydney*, modified by Mecone

3 Existing Local Planning Standards

3.1 Woollahra Local Environmental Plan 2014

The site is subject to the Woollahra Local Environmental Plan (WLEP) 2014. Table 3 below provides an overview of the key WLEP 2014 standards that relate to the site and figures 14 and 15 illustrate the existing LEP maps.

Table 3: Woollahra LEP 2014		
Item	374 New South Head Road	376-382 New South Head Road
Zoning	B2 Local Centre	B2 Local Centre
Maximum building height	14.7m	14.7m
Maximum floor space ratio	2.5:1	2.5:1, with 3:1 allowed under Clause 4.4A <i>Exceptions to floor space ratio (Area1—Double Bay)</i> . Clause 4.4A states that development at the site can achieve up to 3:1 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.

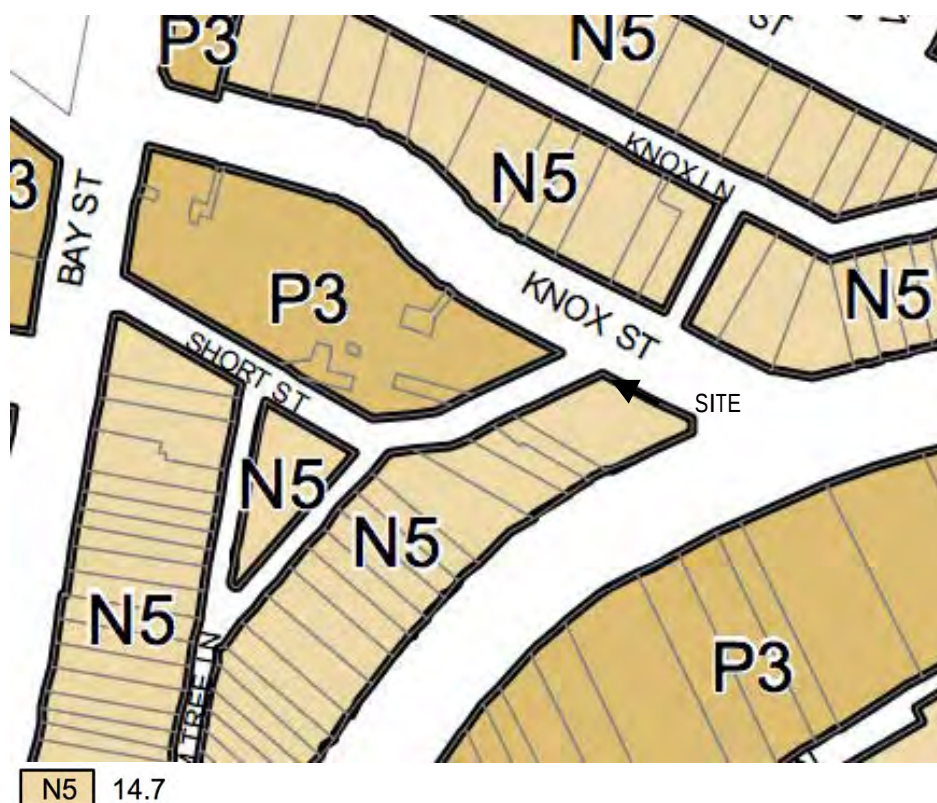


Figure 14 – Height of Buildings Map (Sheet HOB_03)
Source: WLEP 2014

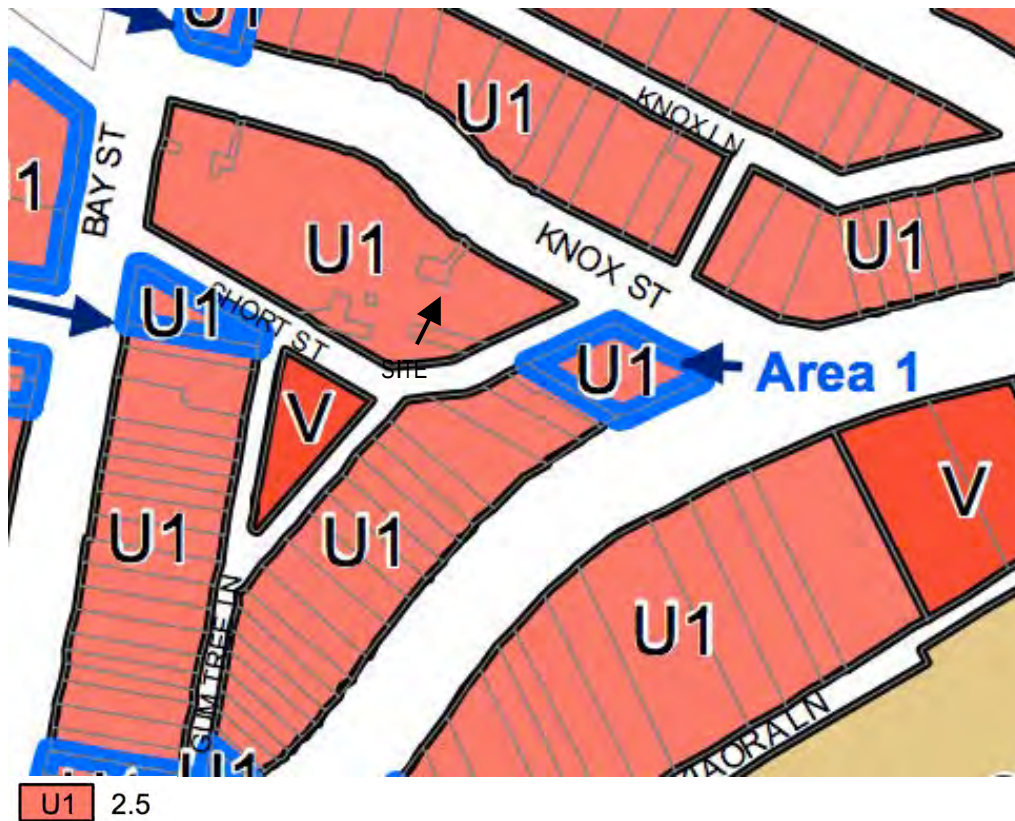


Figure 15 – Floor Space Ratio Map (Sheet FSR_03)
Source: WLEP 2014

4 Planning Proposal Overview

Section 55(2) of the *Environmental Planning and Assessment Act 1979* outlines the required contents of a planning proposal. DP&E has produced *A Guide to Preparing Planning Proposals* (August 2016), which divides these requirements into six parts. These parts are addressed in the next chapters as follows:

- Chapter 5 addresses Part 1 – a statement of the objectives and intended outcomes;
- Chapter 6 addresses Part 2 – an explanation of the provisions to be included in the proposed instrument;
- Chapter 7 addresses Part 3 – justification of the objectives, outcomes and the process for implementation;
- Chapter 8 addresses Part 4 – maps to identify the modifications required to the proposed instrument and the area to which it applies;
- Chapter 9 addresses Part 5 – details of the community consultation to be undertaken; and
- Chapter 10 addresses Part 6 – draft timeline for the planning proposal.

5 Part 1: Objectives and Intended Outcomes

The objectives and intended outcomes of the proposal are:

- To amend the WLEP 2014 to enable the redevelopment of 374-382 New South Head Road, Double Bay, for a 6 storey mixed use development with 4 levels of commercial and 2 levels of residential accommodation. It is noted that the proposal will provide for an additional residential level to the approved mixed use development at 376-382 New South Head Road (from five to six storeys) and for the associated redevelopment of the adjoining site at 374 New South Head Road (up to 6 storeys);
- To facilitate the intensification of a prime site on the corner of New South Head Road and Knox Street and within the Double Bay Town Centre;
- To enhance the site's prominent corner location by creating a gateway to the Double Bay Town Centre and provide for a built form that is compatible with the existing and future surrounding context;
- To provide additional housing and jobs in a local centre with good access to public transport, services and facilities which will also assist in achieving state and local government targets;
- To provide high quality residential accommodation, improving housing choice and affordability;
- To facilitate high quality architectural design that responds to the corner and surrounding land uses; and
- To contribute to the local economy and provide further employment opportunities for the community.

6 Part 2: Explanation of Provisions

This Planning Proposal seeks to achieve the intended outcomes by proposing the following amendments to the WLEP 2014 in relation to the subject site:

- An increase in height of buildings from 14.7m to 23.5m (6 storeys) which will amend Clause 4.3A of the LEP; and
- An increase in the maximum floor space ratio from 2.5:1 (374 New South Head Road) and 3:1 (376-382 New South Head Road) to 4.5:1 which will amend Clause 4.4A of the LEP.

These changes will be achieved through amendments to the “exceptions” clauses in WLEP2014 (i.e. Clauses 4.3A and 4.4A) and associated maps (i.e. Height of Buildings Map Sheet HOB_3 and Floor Space Ratio Map Sheet FSR_03).

In relation to the height of buildings, the proposal seeks to insert ‘Area J’ in Clause 4.3A and on the height of buildings map. Despite Clause 4.3 which allows a height of 14.7m (as per N5 on the height of buildings map), Clause 4.3A will be amended to allow a height of up to 23.5m for the subject site.

In relation to the floor space ratio provision, the proposal seeks to insert ‘Area 1A’ in Clause 4.4A and on the floor space ratio map which allows for a floor space ratio of 4.5:1. It is highlighted that currently ‘Area 1’ only relates to the sites 376-382 New South Head Road and the proposal seeks to insert ‘Area 1A’ which is to relate to the entire subject site (including 374 New South Head Road).

The specific proposed amendments to the relevant WLEP2014 clauses are provided below (amendments in red). The proposed changes to the associated mapping are contained in Section 8 (Part 4 – Mapping) of this report.

4.3A Exceptions to building heights (Areas A – J)

(1) The objectives of this clause are as follows:

(a) to ensure new development is consistent with the desired future character of the neighbourhood,

(b) to ensure new development is consistent with the surrounding buildings and the streetscape,

(c) to protect views and vistas that are in the public domain.

(2) This clause applies to land identified as “Area A”, “Area B”, “Area C”, “Area D”, “Area E”, “Area F”, “Area G”, “Area H” and “Area J” on the Height of Buildings Map.

(3) Despite clause 4.3, the height of a building on land to which this clause applies, in an Area indicated in Column 1 of the table to this clause, at the highest part of the land (exclusive of any access handles), must not exceed the height shown opposite that Area in column 2.

<i>Column</i>	<i>1 Column 2</i>
<i>Area A</i>	<i>3.0 metres</i>
<i>Area B</i>	<i>4.0 metres</i>
<i>Area C</i>	<i>6.5 metres</i>
<i>Area D</i>	<i>7.5 metres</i>
<i>Area E</i>	<i>8.0 metres</i>
<i>Area F</i>	<i>10.5 metres</i>

Area G	11 metres
Area H	14 metres
Area J	23.5 metres

4.4A Exceptions to floor space ratio (Areas 1 and 1A – Double Bay)

(1) The objective of this clause is to encourage the development of prominent corner buildings in Double Bay.

(2) This clause applies to land identified as “Area 1” and “Area 1A” on the Floor Space Ratio Map.

(3) Despite clause 4.4, development consent may be granted to development on land to which this clause applies that results in a floor space ratio that does not exceed 3:1 (Area 1) or 4.5:1 (Area 1A) 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.

7 Part 3 –Justification

7.1 Section A – Need for the proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal responds to the changing nature of the Double Bay Town Centre which is undergoing a transition with larger scale mixed developments being introduced which are up to 7 storeys in height. The Kiaora Lands Development, The Stamford Cosmopolitan Centre, Hunters Lodge, 20-26 Cross Street, The Gallery and Intercontinental Hotel are key examples of where larger scale buildings have been introduced in Double Bay Town Centre. It is noted that a large proportion of existing buildings in the Double Bay Town Centre are currently underdeveloped and do not achieve the maximum height and floor space ratio controls with the WLEP 2014.

A Plan for Growing Sydney identifies the site within the Central Subregion and one of the key priorities for the subregion is to accelerate housing supply, choice and affordability and build great places to live. Councils are to identify suitable locations for both housing intensification particularly around established centres and along key public transport corridors. The Planning Proposal seeks to support this priority by providing additional housing choice within the existing Double Bay Town Centre, a highly accessible location close to public transport services including bus services along New South Head Road, Edgecliff train station, Edgecliff bus interchange and Double Bay ferry.

The draft District Plans were recently released by the Greater Sydney Commission and identify priorities and actions for each District. The subject site falls within the Central District. The draft Plan encourages the '30 minute city' by enhancing access to a broader range of jobs and services within 30 minutes of housing. Furthermore, the draft Plan provides 5-year housing targets for each Local Government Area (LGA) and promotes housing diversity. The Planning Proposal will be consistent with the draft Plan in that it will provide additional housing less than 30 minutes from jobs and services located in the Town Centre. The Planning Proposal will also provide housing to assist in achieving the LGA housing targets and will provide a diversity of housing without impacting on the commercial floor space.

The Planning Proposal also responds to the recent Double Bay Economic Feasibility Study prepared by Hill PDA, which was commissioned by Council to investigate opportunities for increased residential development within Double Bay Centre. The study recommends increased densities for the Centre (up to 3.5:1) to facilitate new residential development. The Planning Proposal exceeds the recommended minimum density, thus ensuring the economic feasibility of redevelopment of the site for residential purposes.

Q2. Is the Planning Proposal the best means of achieving the objectives and outcomes, or is there a better way?

The Planning Proposal is the most appropriate means of achieving the intended outcomes. The intended outcomes require an increase in the maximum building height and floor space ratio for the site. As such, a Planning Proposal to amend the allowable building height and floor space ratio for the site under Woollahra Local Environmental Plan 2014 is needed to achieve these outcomes.

7.2 Section B – Relationship to strategic planning framework

Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal is consistent with the objectives and actions contained within the following plans and strategies:

NSW State Plan

NSW 2021 is a plan to make NSW number one. It is a 10-year plan based on strategies to rebuild the economy, return quality services, renovate infrastructure, strengthen local government and communities and restore accountability to government. The plan sets a number of goals, targets and actions to achieve the NSW 2021. Of the 32 goals outlined this proposal contributes to Goal 5 and 20 as shown in the table below.

Table 4: Consistency with NSW State Plan 2021			
Goal	Target	Action	Consistency
5. Place downward pressure on the cost of living.	Improve housing affordability and availability.	This includes ensuring that targets for housing and growth are reflected in local plan making instruments.	The proposal will contribute to housing targets by incorporating additional residential dwellings. The proposed increase of FSR and height to the site will enable a greater number of dwellings in the LGA. This proposal will increase housing availability to put downward pressure on the cost of living and improve housing affordability, in a location well serviced by transport.
20. Build liveable centres.	Increase the percentage of the population living within 30 minutes by public transport of a city or major centre in metropolitan Sydney.	This includes outlining clear local housing and employment targets and working closely with Councils to deliver local land use zones that support the delivery of housing and employment targets in the metropolitan strategies.	The proposal will provide additional housing and employment opportunities within the Double Bay Town Centre which supports the government targets. The additional housing and employment is highly accessible to public transport services including bus services along New South Head Road, Double Bay ferry, Edgecliff train station and Edgecliff bus interchange.

A Plan for Growing Sydney

A Plan for Growing Sydney is Sydney's metropolitan strategy outlining the State government's strategy to guide Sydney's future growth for the next 20 years. Table 5 below provides an overview of the consistency of the proposal with the relevant directions and actions contained in the metropolitan strategy.

Table 5: A Plan for Growing Sydney 2014

Goal/Direction	Action	Consistency
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles		
2.1 Accelerate housing supply across Sydney	2.1.1 Accelerate housing supply and local housing choices	The Government is working to achieve its target of an additional 664,000 new dwellings by 2031. The Planning Proposal is consistent with increasing housing supply and addressing housing affordability and choice. The most suitable areas for housing capacity are those areas best connected to public transport and employment. The site is located within the Double Bay Town Centre which has a range of employment opportunities and is well connected with public transport services.
2.3 Improve housing choice to suit different needs and lifestyles		The Planning Proposal will improve housing choice for the locality by providing a range of unit types. The units will provide housing for different needs and lifestyles including singles, couples and families.
Goal 3: Great Places to Live		
3.3 Create healthy built environments		The Planning Proposal is consistent with creating a healthy built environment. The proposal provides for additional residential density in close proximity to a range of services. This promotes healthy activity such as walking to the shops or school, cycling to the train station as part of the daily commute, or meeting friends at a local park or café.
Goal 4: A Sustainable and Resilient City		
4.3 Manage the impacts of development on the environment		The Planning Proposal is consistent with managing the impacts of the environment, as it will provide for modestly increased densities in an urban location while having any unreasonable adverse impacts on the environment.

Central Subregion

The subject site falls within the Central Subregion under *A Plan for Growing Sydney*, refer to figure 16 below. The site is also located within the Global Economic Corridor and in proximity to the Urban Renewal Corridor located between Sydney CBD and Bondi Junction.

One of the key priorities for the subregion is to accelerate housing supply, choice and affordability and build great places to live. Councils are to identify suitable locations for both housing intensification particularly around established centres and along key public transport corridors. The Planning Proposal seeks to support this priority by providing additional housing within the existing Double Bay Town Centre which is highly accessible to a range of public transport services and jobs.

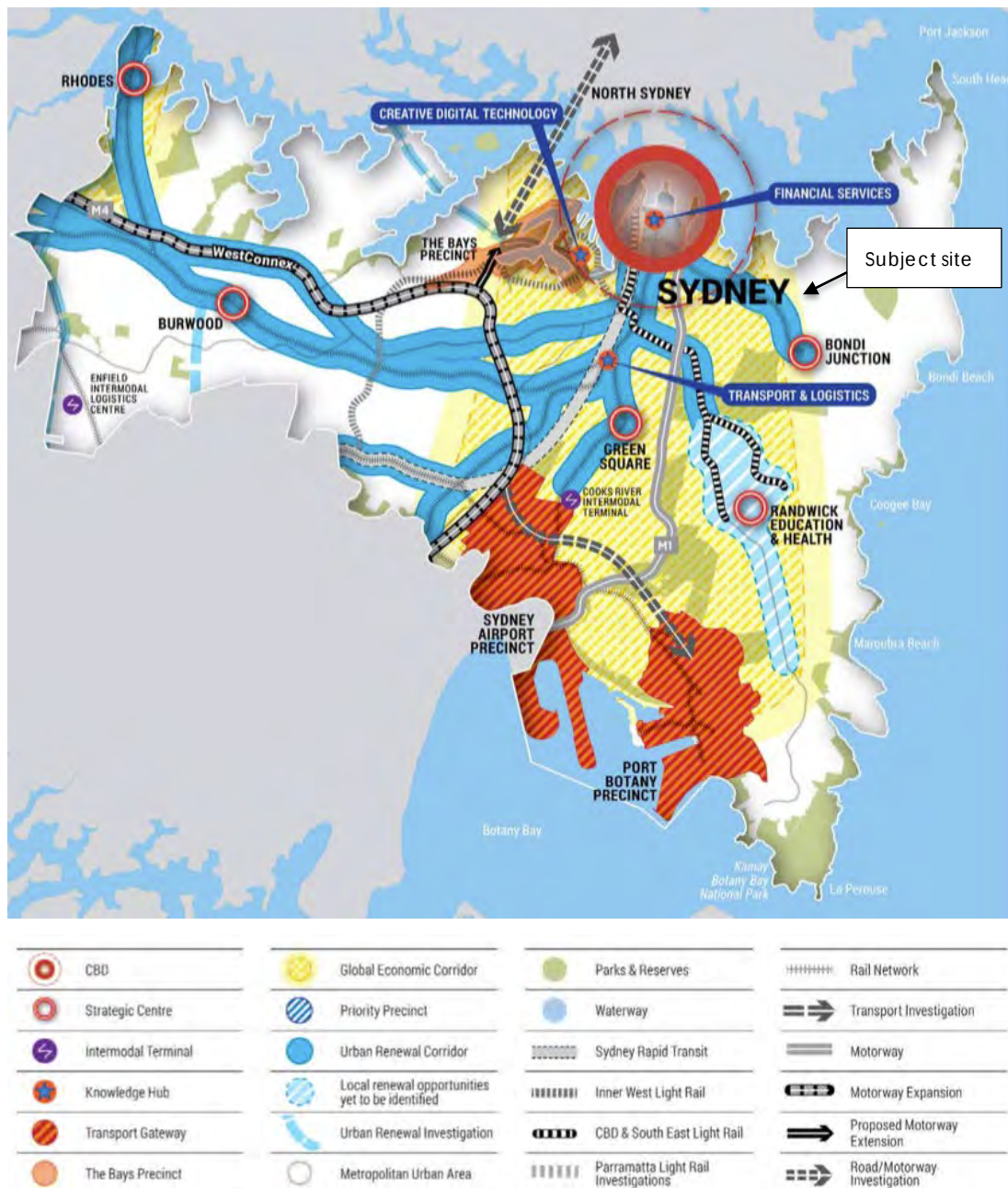


Figure 16 – Central Subregion
Source: *A Plan for Growing Sydney*

Draft Towards our Greater Sydney 2056

In November 2016, the Greater Sydney Commission released a draft amendment to *A Plan for Growing Sydney* titled draft *Towards our Greater Sydney* (TGS). The document outlines a draft amendment to *A Plan for Growing Sydney* which aligns with the draft District Plans.

The draft TGS introduces the concept of three cities—Eastern City, Central City and Western City (refer to Figure 15 below). The Eastern City is focused on the existing Sydney City and economic corridors from Macquarie Park in the north through Sydney Airport and Port Botany south to Kogarah, the Central City focuses on

Greater Parramatta and the Olympic Peninsula at its core and the Western City will focus on the Western Sydney Airport.

The draft TGS identifies three priorities including 'A Productive Sydney', 'A Liveable Sydney' and 'A Sustainable Sydney' which are consistent with the priorities in the draft District Plans.

One of the key priorities in the draft TGS is to create a '30 minute city' which is similar to the draft District Plan. The '30 minute city' seeks to increase the range of jobs, services and other opportunities that people can get to within 30 minutes to improve the overall quality of life and give businesses better access to a broad labour pool. Another priority of the draft TGS is to create an equitable and polycentric city where residents have equal access to employment education, services, shops and recreational areas. Furthermore, similar to the draft District Plan the draft TGS encourages a city of housing choice and diversity by:

- supporting a range of housing choices at different price points to suit people through all stages of life;
- increasing housing supply that broadens choice and diversity;
- locate more jobs close to where people live; and
- in existing areas, prioritise new housing in places where daily needs can be met within walking distance or by public transport.

The Planning Proposal will provide additional housing and employment which will contribute to the '30 minute city'. The proposal will increase employment opportunities in the Double Bay Town Centre. It will also provide additional housing in the Double Bay Town Centre within 30 minutes of Sydney's CBD in The Centre and close to surrounding parks and Redleaf Beach. The residential accommodation will be within walking distance to daily needs in the Double Bay Town Centre and a range of public transport services. The Planning Proposal will also provide a range of residential accommodation at various price points which will suit people through all stages of life.

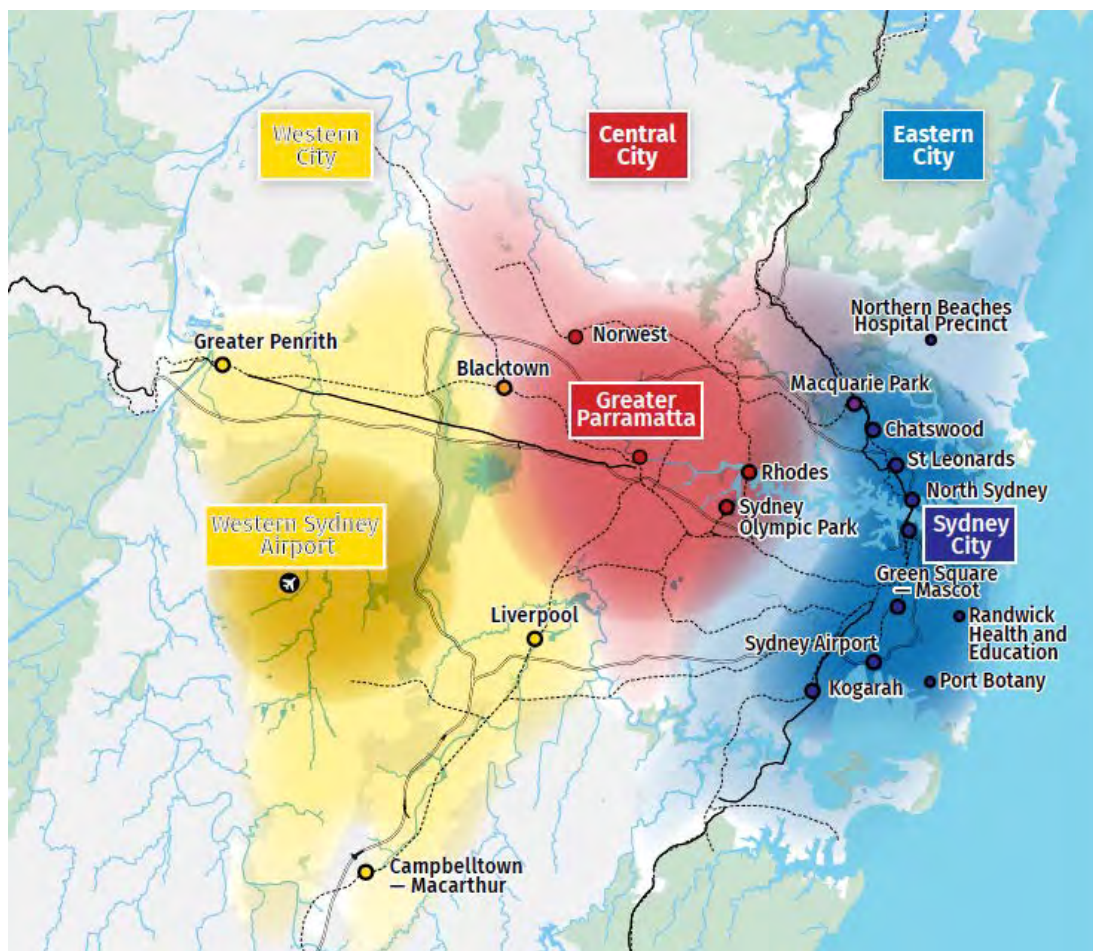


Figure 17 – Location of Three Cities

Source: Greater Sydney Commission, November 2016

Draft Central District Plan 2016

Concurrently with the release of the draft *Towards our Greater Sydney*, the Draft *Central District Plan* was released. The subject site is located within the Central District.

There are three priorities for the Central District: Productivity, Livability and Sustainability. Each of these priorities has a series of related sub-priorities and actions. Table 5 below outlines the Planning Proposal's consistency with relevant priorities, sub-priorities and actions.

Table 5: Draft Central District Plan		
Priority	Sub-priority/action	Consistency
A Productive City		
Productivity Priority 1: Creating opportunities for the growth of commercial floor space		The Planning Proposal will provide additional commercial space to the Double Bay Town Centre on the ground and first floors of 374 New South Head Road. The additional commercial floor space will support the economic viability of the Double Bay Town Centre and increase the opportunities for

Table 5: Draft Central District Plan

Priority	Sub-priority/action	Consistency
		the commercial space to diversify.
Productivity Priority 2: Support the growth of innovation and creative industries		-
Productivity Priority 3: Manage growth and change in strategic and district centres and, as relevant, local centre		The site falls within Double Bay local Town Centre under the draft Central District Plan. The proposal will extend the existing commercial area to ground and first floor of 374 New South Head Road. The additional commercial floor space will assist Government in achieving job targets. The commercial use will be within close proximity to public transport services which will promote the use of these services. The proposal will provide further causal surveillance while the residential and commercial uses will be separated to improve safety of each component.
Productivity Priority 4: Prioritise the provision of retail floor space in centres		The Planning Proposal will create additional commercial floor space in the Double Bay Town Centre. The increase in commercial floor space will allow different commercial types.
Productivity Priority 5: Protect and support employment and urban services land	3.6 Improving 30-minute access to jobs and services	The Planning Proposal will contribute to the vision of a '30-minute city' by locating additional density in an existing urban area well serviced by public transport and within close proximity to major employment hubs, including the Strategic Centre of Sydney City.
A Liveable City		
Liveability Priority 1: Deliver Central District's five-year housing targets	4.3 Improving housing choice 4.3.3 Deliver Central District's five-year housing supply target	The draft District Plan provides 5 year housing targets for each Local Government Area (LGA) and the target for Woollahra LGA is an additional 300 dwellings by 2021. The Planning Proposal is consistent with improving housing choice, as it will allow for increased residential densities in an area with good transport connectivity and services.
	4.3.4 Establish the Central District's 20-year strategic target Action L2: Identify the opportunities to create the capacity to deliver 20-year strategic	The draft District Plan also suggests that 20 year strategic dwelling targets will be established in the final District Plans and the DP&E will work with Council to identify investigation areas for additional housing capacity to form part of a housing strategy. The draft District Plan identifies three ways in which additional capacity can be accommodated and one of these is

Table 5: Draft Central District Plan

Priority	Sub-priority/action	Consistency
	housing supply targets	through introducing medium density infill development. The Planning Proposal seeks to provide additional housing in the existing Double Bay Town Centre which has access to jobs, services and high frequency public transport services.
	4.3.5 Create housing capacity in the Central District Action L3: Councils to increase housing capacity across the District	The draft District Plan suggests that the Central District is to increase its housing target by 157,500 dwellings from 2016 to 2036. The draft Plan further suggests that Woollahra Council is to investigate local opportunities to address demand and diversity in and around local centres and infill areas and other areas with high accessibility. The Planning Proposal is consistent with this action as it will provide additional housing around the existing Town Centre to contribute to the housing targets.
Liveability Priority 2: Deliver housing diversity	4.4 Improve housing diversity and affordability 4.4.1 Plan for housing diversity Action L4: Encourage housing diversity	The Planning Proposal is consistent with this action in that it will provide housing for different needs and lifestyles including singles, couples and families and housing at differing price points.
Liveability Priority 3: Implement the Affordable Rental Housing Target		<i>A Plan for Growing Sydney</i> requires affordable housing to be provided in Government-led urban renewal projects and on Government-owned sites to meet the shortfall in affordable housing. Furthermore, <i>A Plan for Growing Sydney</i> requires local Councils to include affordable housing in the their local housing strategies to respond to local demand. The subject site does not fall within a Government led urban renewal project or on a Government owned site. It is noted that affordable housing is not required in any of Woollahra's local housing policies. Furthermore, the proposal will only result in a minor increase in residential units.
Liveability Priority 4: Increase social housing provision		-
Liveability Priority 5: Facilitate the delivery of safe and healthy places		The proposal will provide further causal surveillance which will minimise potential crime in the locality.
4.6 Create great		The Planning Proposal is consistent with creating great places as it will facilitate a

Table 5: Draft Central District Plan

Priority	Sub-priority/action	Consistency
places		sympathetic addition to an existing award-winning building at a prominent location, which will simultaneously recognise and respect the existing valued characteristics of the area while maximising improvements that come with growth and change.
	4.6.1 Provide design-led planning Action L11: Provide design-led planning to support high quality urban design	The Planning Proposal is consistent with design-led planning as it capitalises on the strengths of the site's prominent corner location and existing architecture.
Liveability Priority 6: Facilitate enhanced walking and cycling connections		The proposal will promote walking given there are a range of facilities and public transport services within walking distance.
	4.7 Foster cohesive communities	The Planning Proposal is consistent with fostering cohesive communities in that it does not impact adversely upon any identified environmental heritage items or areas, including Aboriginal European and natural.
Liveability Priority 7: Conserve heritage and unique local characteristics		-
Liveability Priority 8: Foster the creative arts and culture		-
Liveability Priority 9: Share resources and spaces		-
Liveability Priority 10: Support innovative school planning and delivery		-
Liveability Priority 11: Provide socially and culturally appropriate infrastructure and services		-
Liveability Priority 12: Support planning for health infrastructure		-
Liveability Priority 13: Support planning for		-

Table 5: Draft Central District Plan		
Priority	Sub-priority/action	Consistency
emergency services		
Liveability Priority 14: Support planning for cemeteries and crematoria		-
A Sustainable City		
Sustainability Priority 1: Maintain and improve water quality and waterway health		-
Sustainability Priority 2: Protect and conserve the values of Sydney Harbour		-
Sustainability Priority 3: Enhance access to Sydney Harbour foreshore and waterways		-
Sustainability Priority 4: Avoid and minimise impacts on biodiversity		-
Sustainability Priority 5: Align strategic planning to the vision for the Green Grid		-
Sustainability Priority 6: Maximise benefits to the public from the innovative use of golf courses		-
Sustainability Priority 7: Protect, enhance and extend the urban canopy		-
Sustainability Priority 8: Improve protection of ridgelines and scenic areas		-
Sustainability Priority 9: Support opportunities for District waste management		Issues surrounding waste management would be addressed in further detail in the development application.
Sustainability Priority 10: Mitigate the		The proposal essentially relates to the additional level on top of the approved

Table 5: Draft Central District Plan		
Priority	Sub-priority/action	Consistency
urban heat island effect		building envelope and will not impact upon the urban heat island effect.
Sustainability Priority 11: Integrate land use and transport planning to consider emergency evacuation needs		-
Sustainability Priority 12: Assist local communities develop a coordinated understanding of natural hazards and responses that reduce risk		-
	4.3 Manage the impacts of development on the environment	The Planning Proposal is consistent with managing the impacts of the environment, as it will provide for modestly increased densities in an urban location while having any unreasonable adverse impacts on the environment.

Assessment Criteria

a) Does the proposal have strategic merit? Is it:

- *Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*

The Planning Proposal is consistent with the relevant directions and actions in *A Plan for Growing Sydney*. One of the overarching priority in *A Plan for Growing Sydney* is to accelerate housing supply, choice and affordability and to build great places to live. The most suitable locations for housing intensification are those around established centres, along key public transport corridors and with a range of employment opportunities. The Planning Proposal is an excellent opportunity to facilitate additional housing in the established Double Bay Town Centre which has access employment and public transport services.

The *draft Towards our Greater Sydney* (TGS) is an outline document for the draft amendments to *A Plan for Growing Sydney*. The Planning Proposal is consistent with the 'productivity' and 'liveability' priorities outlined in the draft TGS. One of the key priorities in the draft TGS is to create a '30 minute city' and to increase the range of jobs, services and other opportunities that people can get to within 30 minutes.

The Planning Proposal will contribute to the '30 minute city' by locating additional housing and employment in an existing centre which is well serviced by public transport and close to employment opportunities in

Sydney's CBD, recreational facilities and services. The proposal will improve the quality life of future residents and give businesses better access to a broader labour pool.

The Planning Proposal is also consistent with the priorities set out in the draft Central District Plan. The additional residential accommodation will assist the LGA in achieving the 5 year housing targets. One of the key actions in the draft District Plan is to deliver housing diversity and choice. The Planning Proposal seeks to provide a range of housing at different price points and to suit couples, singles and families. The residential accommodation will be located in an established Town Centre where daily needs can be met within walking distance.

- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*

The Planning Proposal is consistent with the Double Bay Economic Feasibility Study prepared by Hill PDA. The study recommends increased densities for the Centre (up to 3.5:1) to facilitate new residential development. The Planning Proposal exceeds the recommended minimum density, thus ensuring the economic feasibility of redevelopment of the site for residential purposes. While this local report has not been endorsed by the Department, the proposal is still consistent with the report.

- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The draft TGS suggests that since the release of *A Plan of Growing Sydney* the housing projections to 2036 have increased by 105,000 dwellings owing to revised population projections. The Planning Proposal will assist in providing further dwellings which will contribute to the housing targets. Furthermore, the Planning Proposal is consistent with State Government Policies in that it will provide further housing and employment within an existing centre that is highly accessible to public transport and services.

b) Does the proposal have site-specific merit, having regard to the following:

- *the natural environment (including known significant environmental values, resources or hazards); and*

The site has been used as mixed use premises over many years and is located in a highly urbanised area. Accordingly, no significant environmental values will be impacted by the proposal.

- *the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and*

The existing building is mixed use and incorporates commercial uses and residential accommodation. The Planning Proposal will maintain the existing land use however it will increase the commercial and residential components. The existing and proposed uses will be consistent with the surrounding land uses.

- *the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.*

The site is in close proximity to a number of bus services along New South Head Road which provides links to Sydney CBD, Watsons Bay, Walsh Bay and Bondi Junction. Furthermore, the site is within walking distance (700m) to

Edgecliff train station and Edgecliff bus interchange. The site is afforded by high frequency and superior public transport which will support the intensification of the site. The proposal will leverage existing utilities and other services.

Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is consistent with the objectives and actions contained within the following local strategies:

Woollahra 2025 – Our community, our place, our plan

Woollahra 2025 is Council's Community Strategic Plan that presents a long term vision for Woollahra. Goal 4 of the Plan is to create well planned neighbourhoods. The following relevant actions are contained under Goal 4:

- Action 4.1: Encourage and ensure high quality planning and urban design outcomes.
- Action 4.2: Promote sustainable design in future private and public development.
- Action 4.3: Protect local heritage and residential amenity, including protection of significant architecture and the natural environment.
- Action 4.4: Encourage diversity in housing choice to suit a changing population.
- Action 4.5: Support and enhance the form and function of the local village atmosphere.

The Planning Proposal is consistent with these actions in that it will provide for development that is high quality, is appropriate for its corner location, responds to the pressure for new housing, maintains the area's existing village character and features a range of dwelling types.

Double Bay Place Plan 2014

The Double Bay Place Plan sets out a series of strategies, priorities and actions aimed at achieving a new vision and place story for Double Bay. It introduces a place-making approach to the management, future planning and development of Double Bay to ensure that the vision and place story are achieved.

Strategy 3.1 of the Plan seeks to make Double Bay a place for people to live, work and play by encouraging retail, commercial and residential mixed use developments. The proposed mixed use development will provide commercial and residential uses thereby creating a development in which people can live and work.

Strategy 3.2 of the Plan is to provide increased housing and opportunities for people to live in Double Bay. Action 3.2.1 contains four parts:

- Commissioning an economic study to examine the opportunities for an additional residential population accommodated in Double Bay in smaller apartments with car share.
- Reporting the outcome of that study to Council.
- Amendment of Council's planning controls in the Woollahra LEP 2014 and Woollahra Development Control Plan 2015 as required to encourage new moderate scale housing.

- Working with and providing assistance to landowners to implement the revised planning controls.

Stages one and two of this action are complete. On 28 December 2015 Council resolved to receive and note the Double Bay Economic Feasibility Study prepared by Hill PDA, conduct a review of planning controls in the Double Bay Centre and prepare a community engagement strategy.

The Hill PDA report recommends that Council consider a review of the planning controls to permit a minimum FSR of 3:1 and 3.5:1 in the Centre to ensure future development is viable. This range, the report concludes, would allow for viable development. The purpose of the Hill PDA report is not to set an upper limit on densities in the Centre or to provide guidance on built form but rather to provide a density baseline for economic feasibility. The Planning Proposal meets the report's suggested density baseline and provides for additional density in a suitable location.

The subject Planning Proposal thus responds directly to Step 3 of Action 3.2.1 by providing an amendment to Woollahra LEP 2014 to encourage new moderate scale housing. Whilst the Planning Proposal is site-specific, it is anticipated that it will be consistent with any future broader amendments to planning controls in the Centre.

Priority 3.6.1 of the Plan seeks to create distinctive gateways and one of the actions under the priority is to review the planning controls for corner sites to better define and activate street corners. The existing building has an excellent corner treatment which addresses both street frontages and has received multiple awards for architectural excellence and sustainability. The proposed building envelope will be create to define the street corner and will activate both New South Head Road and Knox Street.

Q5. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The Planning Proposal is consistent with all relevant Environmental Planning Policies (SEPPs). The following outlines the intent of the relevant SEPPs and consistency of the Planning Proposal.

Table 6: State Environmental Planning Policies

SEPP	Consistent	Comments
SEPP No. 1- Development Standards	Not Applicable	-
SEPP No. 14 – Coastal Wetlands	Not Applicable	-
SEPP No. 19 – Bushland in Urban Areas	Not Applicable	-
SEPP No 21 – Caravan Parks	Not Applicable	-
SEPP No. 26 – Littoral Rainforests	Not Applicable	-
SEPP No. 30 – Intensive Agriculture	Not Applicable	-

Table 6: State Environmental Planning Policies

SEPP No. 32 – Urban Consolidation (Redevelopment of Urban Land)	Consistent	The proposal is an example of infill development and provides for multiple uses on site. The proposal meets the aims and objectives of this SEPP.
SEPP No. 33 – Hazardous and Offensive Development	Not Applicable	-
SEPP No. 36 – Manufactured Home Estates	Not Applicable	-
SEPP No. 44 – Koala Habitat Protection	Not Applicable	-
SEPP No. 47 – Moore Park Showground	Not Applicable	-
SEPP no. 50 – Canal Estate Development	Not Applicable	-
SEPP No. 52 – Farm Dams and Other Works in Land and Water Management Plan Areas	Not Applicable	-
SEPP No. 55 – Remediation of Land	Consistent	No change of land use zoning is proposed for the site. The site has been used for commercial and residential uses for some time. It is high unlikely the land would be subject to a level of contamination that would preclude its use for residential accommodation.
SEPP No. 62 – Sustainable Aquaculture	Not Applicable	-
SEPP No. 64 – Advertising and Signage	Not Applicable	-
SEPP No. 65 – Design Quality of Residential Flat Development	Consistent	The concept design has been prepared in consideration of SEPP 65 and demonstrates consistency with the 9 Design Principles. Refer to Appendix 1 for the Urban Design Report by Eeles Telease, which provides an assessment of the design against key design criteria contained in the Apartment Design Guide (ADG), including natural cross ventilation and solar access. Any future Development Application for the site would be subject to a detailed assessment under SEPP 65 and associated ADG. Refer to additional discussion below table.

Table 6: State Environmental Planning Policies

SEPP No. 70 – Affordable Housing (Revised Schemes)	Consistent	The proposal would not affect the schemes within this SEPP, nor does it propose any new scheme for affordable housing that would need to be included in this SEPP. The Planning Proposal is consistent with the objectives of this SEPP.
SEPP No. 71 – Coastal Protection	Not Applicable	-
SEPP (Affordable Rental Housing) 2009	Consistent	This proposal does not inhibit any operations of this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent	This proposal does not inhibit any operations of this SEPP. Any future Development Application for residential uses at the site would be accompanied by a BASIX certificate.
SEPP (Exempt and Complying Development Codes 2008	Consistent	This proposal does not inhibit any operations of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent	This proposal does not inhibit any operations of this SEPP.
SEPP (Infrastructure) 2007	Not Applicable	-
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not Applicable	-
SEPP (Kurnell Peninsula) 1989	Not Applicable	-
SEPP (Major Development) 2005	Consistent	The proposal does not inhibit the operations of the former Part 3A provisions or the replacement measures.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable	-
SEPP Penrith Lakes Scheme	Not Applicable	-
SEPP (Rural Lands) 2008	Not Applicable	-
SEPP (State and Regional Development) 2011	Not Applicable	-

Table 6: State Environmental Planning Policies

SEPP (State Significant Precincts) 2005	Not Applicable	-
SEPP (Sydney Drinking Water Catchment) 2011	Not Applicable	-
SEPP (Sydney Region Growth Centres) 2006	Not Applicable	-
SEPP (Three Ports) 2013	Not Applicable	-
SEPP (Urban Renewal) 2010	Not Applicable	-
SEPP (Western Sydney Employment Area) 2009	Not Applicable	-
SEPP (Western Sydney Parklands) 2009	Not Applicable	-
SREP No. 8 – Central Coast Plateau Areas	Not Applicable	-
SREP No. 9 – Extractive Industry (No 2 – 1995)	Not Applicable	-
SREP No. 16 – Walsh Bay	Not Applicable	-
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)	Not Applicable	-
SREP No. 24 – Homebush Bay Area	Not Applicable	-
SREP No. 26 – City West	Not Applicable	-
SREP No. 30 – St Marys	Not Applicable	-
SREP No. 33 – Cooks Cove	Not Applicable	-
SREP (Sydney Harbour Catchment) 2005	Not Applicable	-

SEPP 65 – Design Quality of Residential Flat Building

The concept scheme for the site by Eeles Trelease has been prepared with regards to the nine design principles in SEPP 65 and with the relevant design criteria in the Apartment Design Guide (ADG). It is anticipated that any future Development Application for the site for residential apartments would be capable of achieving general consistency with SEPP 65 and ADG.

As demonstrated in figure 10 below, it is clear that at least 70% of apartments achieve the required 2 hours of direct sunlight to private open space and living areas between 9am and 3pm at mid-winter. Given the building's orientation, the majority of apartments will benefit from both morning and afternoon sunlight. Furthermore, at least 60% of units will achieve natural cross ventilation which is consistent with the ADG requirement, refer to figure 17 below.

The scheme does not achieve the full 18m of building separation from the development to the north (No 2-22 Knox Street), with only 12m provided. However, visual privacy will be maintained through the use of fixed privacy screens and this would be addressed in further detail during the development application stage.

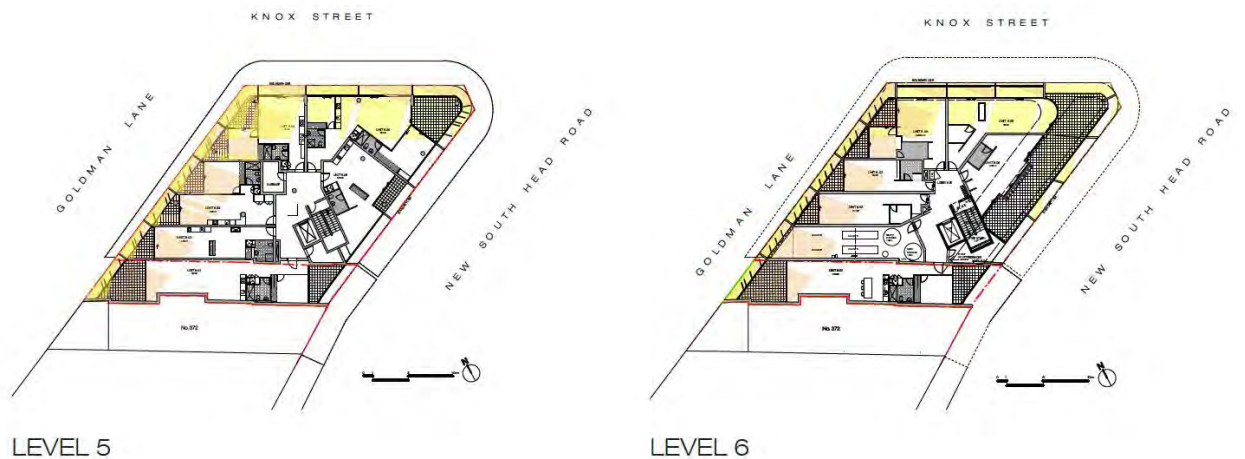


Figure 18 – Solar access diagrams

Source: Eeles Trelease

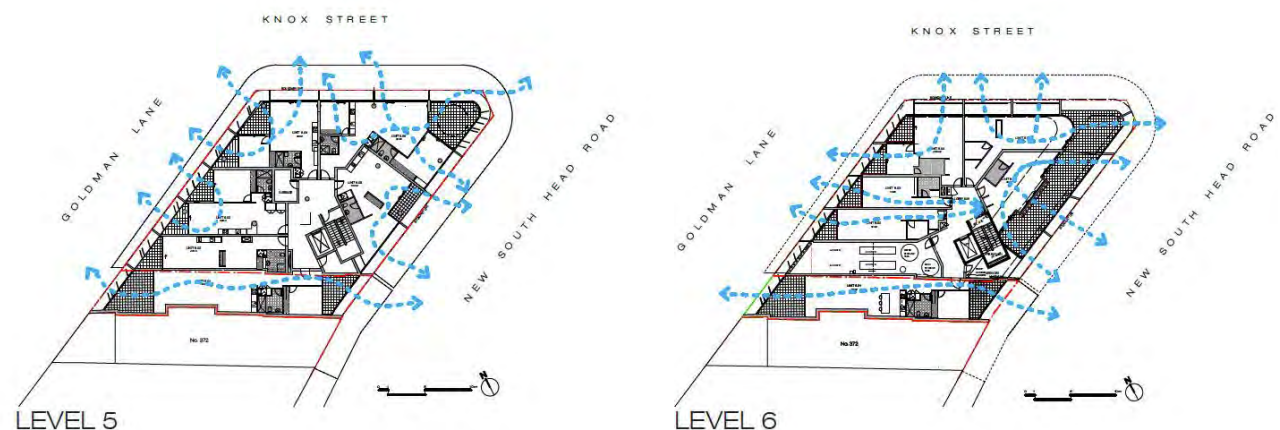


Figure 19 – Cross ventilation diagrams

Source: Eeles Trelease

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?

The Planning Proposal is consistent with all relevant S117 Directions. The assessment of these is outlined in the table below.

Table 7: Section 117 Ministerial Directions			
Clause	Direction	Consistent	Comments
1. Employment and Resources			
1.1	Business and Industrial Zones	Consistent	The proposal is consistent with this direction in that it maintains existing B2 lands. The proposal does not propose a land use change, and it does not reduce the potential floor space area for employment uses. In fact, the proposal increases potential floor space available for employment purposes.
1.2	Rural Zones	Not Applicable	-
1.3	Mining, Petroleum Production and Extractive Industries	Not Applicable	-
1.4	Oyster Aquaculture	Not Applicable	-
1.5	Rural Lands	Not Applicable	-
2 Environment and Heritage			
2.1	Environment Protection Zones	Not Applicable	-
2.2	Coastal Protection	Not Applicable	-
2.3	Heritage Conservation	Not Applicable	-
2.4	Recreation Vehicle Areas	Not Applicable	-
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not Applicable	-
3 Housing, Infrastructure and Urban Development			
3.1	Residential Zones	Not Applicable	The proposal allows for a range of residential unit types, consistent with the existing trends and market demands.
3.2	Caravan Parks and Manufactured Home Estates	Not Applicable	-

Table 7: Section 117 Ministerial Directions

3.3	Home Occupations	Consistent	-
3.4	Integrating Land Use and Transport	Consistent	The proposal is consistent with this direction in that it increases density (for potential residential and commercial uses) in a location that is close to a range of public transport options, including bus, ferry and rail. The site is located within proximity to services in Double Bay Town Centre and employment opportunities in Sydney's CBD.
3.5	Development Near Licensed Aerodromes	Not Applicable	-
3.6	Shooting Ranges	Not Applicable	-
4 Hazard and Risk			
4.1	Acid Sulfate Soils	Consistent	The proposal is consistent with this direction in that it is 'of minor significance'. Refer to additional discussion below this table.
4.2	Mine Subsidence and Unstable Land	Not Applicable	-
4.3	Flood Prone Land	Not Applicable	-
4.4	Planning for Bushfire Protection	Not Applicable	-
5 Regional Planning			
5.1	Implementation of Regional Strategies	Not Applicable	-
5.2	Sydney Drinking Water Catchments	Not Applicable	-
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable	-
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	Not Applicable	-

Table 7: Section 117 Ministerial Directions

5.6	Sydney to Canberra Corridor (Revoked 10 July 2008. See Amended Directions 5.1)	Not Applicable	-
5.7	Central Coast (Revoked 10 July 2008. See amended Directions 5.1)	Not Applicable	-
5.8	Second Sydney Airport: Badgerys Creek	Not Applicable	-
5.9	North West Rail Link Corridor Strategy	Not Applicable	-
5.10	Implementation of Regional Plans	Not Applicable	-
6 Local Plan Making			
6.1	Approval and Referral Requirements	Consistent	The proposal does not include consultation, referral or concurrence provisions, nor does it identify development as designated development.
6.2	Reserving Land for Public Purposes	Consistent	The proposal does not contain any land that has been reserved for a public purpose, and no requests have been made to reserve such land.
6.3	Site Specific Provisions	Consistent	The proposal is for a site-specific increase in maximum height of building and floor space ratio in accordance with existing clauses in the Standard Instrument WLEP2014. It does not impose any unnecessarily restrictive site-specific planning controls.
7 Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney	Consistent	The proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways in <i>A Plan for Growing Sydney</i> and associated draft <i>Towards Greater Sydney 2056</i> and draft <i>Central District Plan</i> .
7.2	Implementation of Greater Macarthur Land Release Investigation	Not Applicable	-

Direction 4.1 Acid Sulfate Soils

This direction states:

(6) A relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Director General prior to undertaking community consultation in satisfaction of section 57 of the Act.

[...]

(8) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are: (a) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or (b) of minor significance.

The Planning Proposal constitutes as an intensification of land use on land identified as having a probability of containing acid sulfate soils [Class 2 Acid Sulfate Soils as identified on the Acid Sulfate Soils Map within WLEP2014 (Sheet ASS_0030)]. This inconsistency is considered justifiable as the Planning Proposal is of minor significance. The site is relatively small (669.8sqm), and the Planning Proposal is essentially for an additional two levels above the existing building and does not propose any basement levels. This degree of intensification is considered insignificant from an Acid Sulfate Soil perspective. Further, the intent of the Planning Proposal is to provide for an addition to the existing building, which would involve any excavation and accordingly, no potential Acid Sulfate Soils impacts.

7.3 Section C – Environmental, Social and Economic Impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no critical habitat or threatened species, populations or ecological communities, or their habitats on or around the site that will be affected by this planning proposal.

Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal will not result in any unreasonable adverse environmental impacts, as discussed below.

Built Form and Scale

It is highlighted that development consent 568/2013 was granted on 7 July 2014 by Council for nos. 376-382 New South Head Road (excludes 374 New South Road)

which included a height of 19.4m and floor space ratio of 3.8:1. The approved height and floor space ratio already exceeds the LEP provisions by 32% (4.7m) and 47.3% (951sqm), respectively. It is noted that this Planning Proposal is essentially creating an additional level to the approved building while the 6 storey built form will be extended to no. 374 New South Head Road. It is also noted that the overall building height has been reduced from 7 to 6 storeys from when the Planning Proposal was originally submitted to Council.

The Town Centre is undergoing a transition with larger scale mixed use developments being introduced up to 7 storeys in height. Some key examples of recent large scale mixed use developments are outlined below:

- The Stamford Cosmopolitan Centre (2-22 Knox Street): includes a 6 storey (20.7m) mixed use development;
- Kiaora Lands Development (1-9 Patterson Street): is a 3-6 storey (24.24m) mixed use development which incorporates a supermarket, retail shops and residential accommodation;
- Hunters Lodge (16-18 Cross Street): is a 6 storey mixed use development which allowed an FSR of up to 4.54:1 while there was an FSR control of 2.5:1 under the Woollahra LEP 1995;
- 20-26 Cross Street: is a 6 storey mixed use development which allowed an FSR of up to 3.5:1 while there was an FSR control of 2.5:1 under the Woollahra LEP 2014 and a height up to 21.1m which was in excess of the 14.7m height of buildings control in the Woollahra LEP 2014;
- The Gallery (45 – 51 Cross Street): is a 6 storey mixed use development with ground floor retail, offices to the first floor and residential above; and
- Intercontinental Hotel (33 Cross Street): is a 7 storey (26.95m) mixed use development with retail tenancies to the ground floor and residential above.

The Planning Proposal is supported by a detailed Urban Design Report prepared by Eeles Trelease Architects and an Urban Design Opinion prepared by Phillip Thalys of Hills Thalys Architects (refer to Appendix 1). The design approach for the site recognises and maximises the importance of the site's prominent corner location by providing a high quality, sympathetic addition to the existing building.

Figures 20 and 21 below places the proposed built form within the context of LEP-permissible heights in the area. As seen, the proposed built form is modest in scale and very compatible with the existing and potential future character of the area. The built form define the corner while the upper level along New South Head Road will incorporate an open style terrace to reduce the bulk and scale along this elevation.

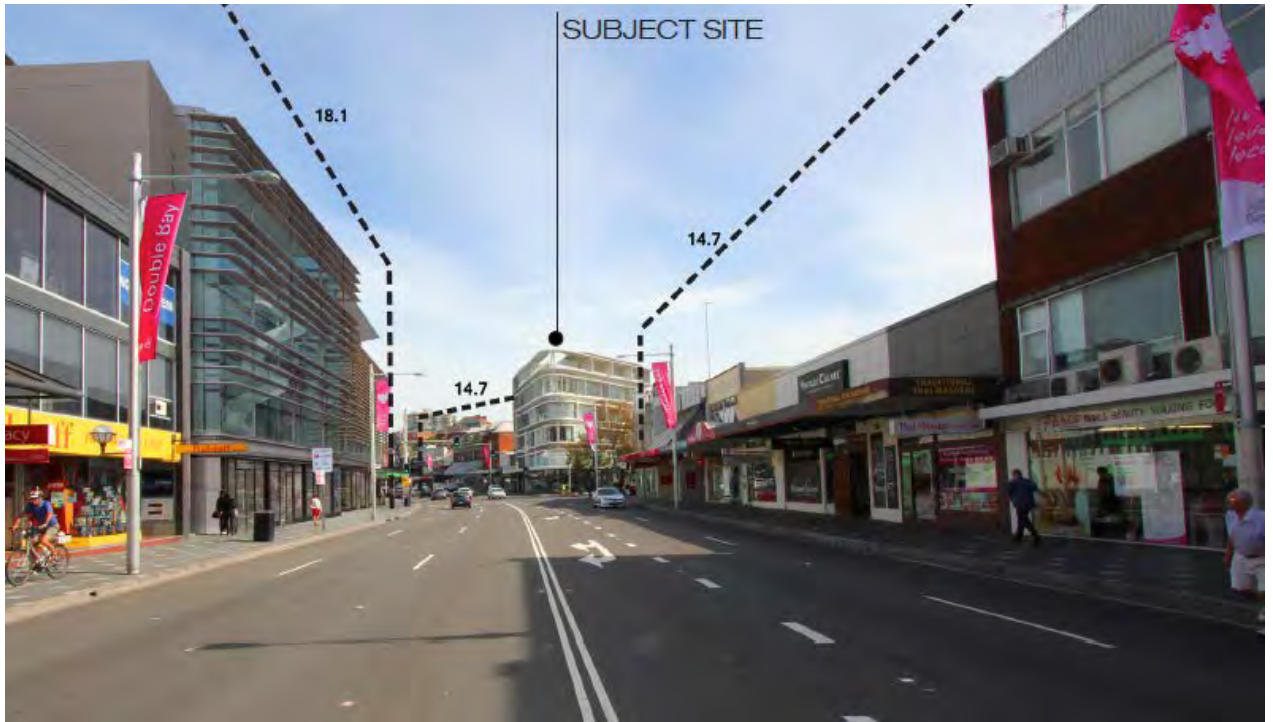


Figure 20 – Built form context – looking west along New South Head Rd
Source: Eeles Trelease



Figure 21 – Built form context – looking south along Knox St
Source: Eeles Trelease

The key conclusions from the Urban Design Opinion prepared by Phillip Thalís are outlined below:

- The architecture (of the concept design) is very compatible with the existing structure, being the work of the same architects (Eeles Trelease);
- The architecture takes full account of the importance of the site's corner location and have design a distinguished building appropriate to the context;
- The scale of the built form will make the building more prominent in Knox Street and New South Head Road, and will be comparable in height to the large Sir Stamford development adjoining the site to the west and smaller than the nearby InterContinental Hotel; and
- The built form would not impede any views from conservation areas or heritage items.

The Urban Design Opinion Report provides showa that the subject site can be redeveloped within the proposed building envelope and have no unacceptable impacts. The report also provides potential massing and solar impact analysis for the adjoining commercial sites, indicating how the proposal might fit in with future development.

Overshadowing

As shown in the Urban Design Opinion Report (refer to Appendix 1), the built envelope established by the Planning Proposal supports an additional height that minimises overshadowing to neighbouring properties and public domain.

Figures 22 and 23 below provide a comparison of overshadowing impacts between the approved 5-storey scheme and the 6-storey scheme envisioned by the Planning Proposal.

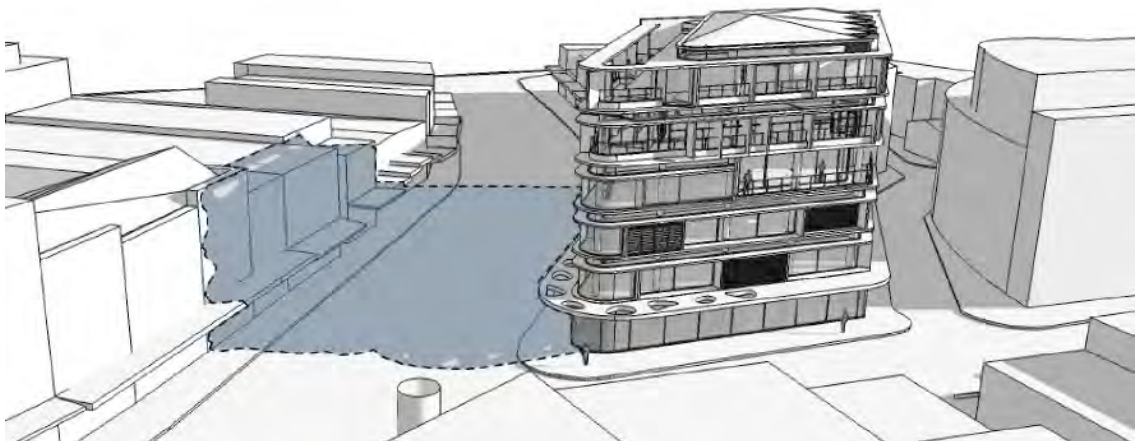


Figure 22 – Overshadowing 3pm on 21June – Planning Proposal

Source: Eeles Trelease

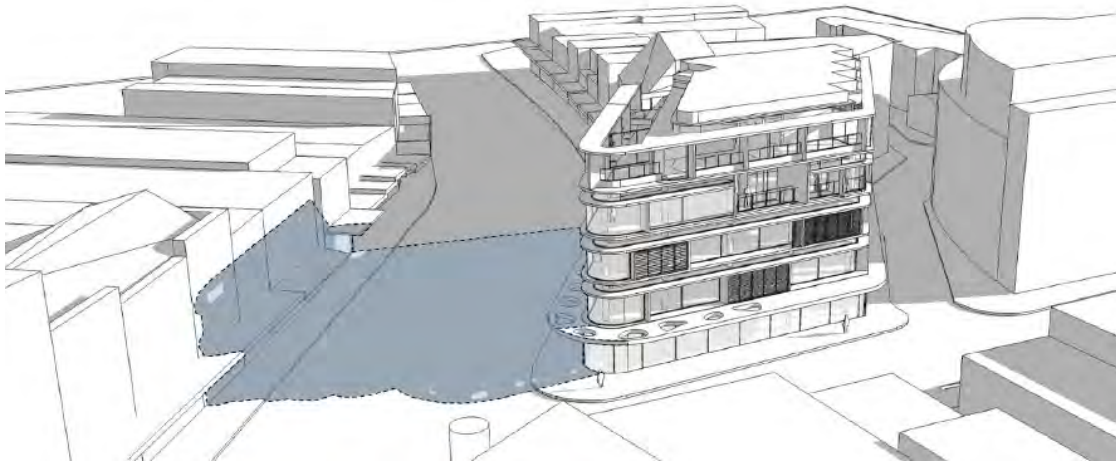


Figure 23 – Overshadowing 3pm on 21June – Approved DA 563/2015

Source: Eeles Trelease

Due to the orientation of the site, the additional overshadowing created by the proposed additional height will primarily fall across New South Head Road.

Compared to the approved 5 storey scheme, the Planning Proposal's overshadowing impact to the south side of New South Head Road commences approximately 60 minutes earlier and contributes an additional 7% of overshadowing. It is considered that this additional overshadowing is minor and would not have any unreasonable adverse impacts on pedestrian amenity.

At all times, daylight access is maintained to surrounding properties for a minimum of two hours between 9am and 3pm at mid-winter.

Parking and Traffic

The Planning Proposal is expected to result in negligible traffic and parking impacts. It is noted that the existing building on the site features no on-site parking, and no on-site parking is provided under the Planning Proposal. It is anticipated that future residents at the site will utilise the various convenient public transport options in the area, including bus, ferry and rail.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will result in positive social and economic effects as outlined below:

Social Effects

The planning proposal will create a number of positive social outcomes, including:

- Providing residential accommodation in close proximity to transport, employment in Sydney's CBD and services within Double Bay Town Centre meeting the overall objectives of *A Plan for Growing Sydney*;
- Providing a range of dwelling types and sizes at different price points which will minimise the pressure on existing housing stock and improve housing diversity;
- Increasing commercial space which will create further employment opportunities for the community; and

- Creating a high quality mixed use building which responds to the corner and provides further activation along the streetscape.

Economic Effects

The Planning Proposal will provide positive short-term and long-term economic impacts, including:

- Additional output and jobs during the construction process;
- Additional retail expenditure from future residents;
- Contributing of new dwellings to the housing supply in Woollahra LGA. This accords with State and local government objectives and promotes economic activity, infrastructure viability and business investment opportunities; and
- Efficient use of urban infill land, easing pressure on less suitable locations to accommodate residential need.

7.4 Section D - State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Double Bay Town Centre is well serviced by existing public transport, infrastructure and services. Further investigations will be undertaken as part of the preparation of the Development Application to determine whether any upgrade of existing facilities is necessary.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

At this stage, the views of appropriate State and Commonwealth public authorities have not been obtained. This will occur following the Gateway Determination.

8 Part 4 – Mapping

This chapter provides information on the maps that support the proposed changes.

Table 8: Proposed Mapping Changes			
Item	Current Controls		Proposed Controls
Height	14.7m		14.7m with 23.5m allowed under Area J in Clause 4.3A
FSR	2.5:1 (374 New South Head Road)	2.5:1, with 3:1 allowed under Clause 4.4A (376-382 New South Head Road)	FSR: 2.5:1, with 4.5:1 allowed under Area 1A in Clause 4.4A

The following maps that relate specifically to WLEP2014 have been drafted:

- Height of Building Map; and
- Floor Space Ratio Map.

The proposed maps, extracts of which are shown below in Figures 24-25 are provided in full form at Appendix 1.

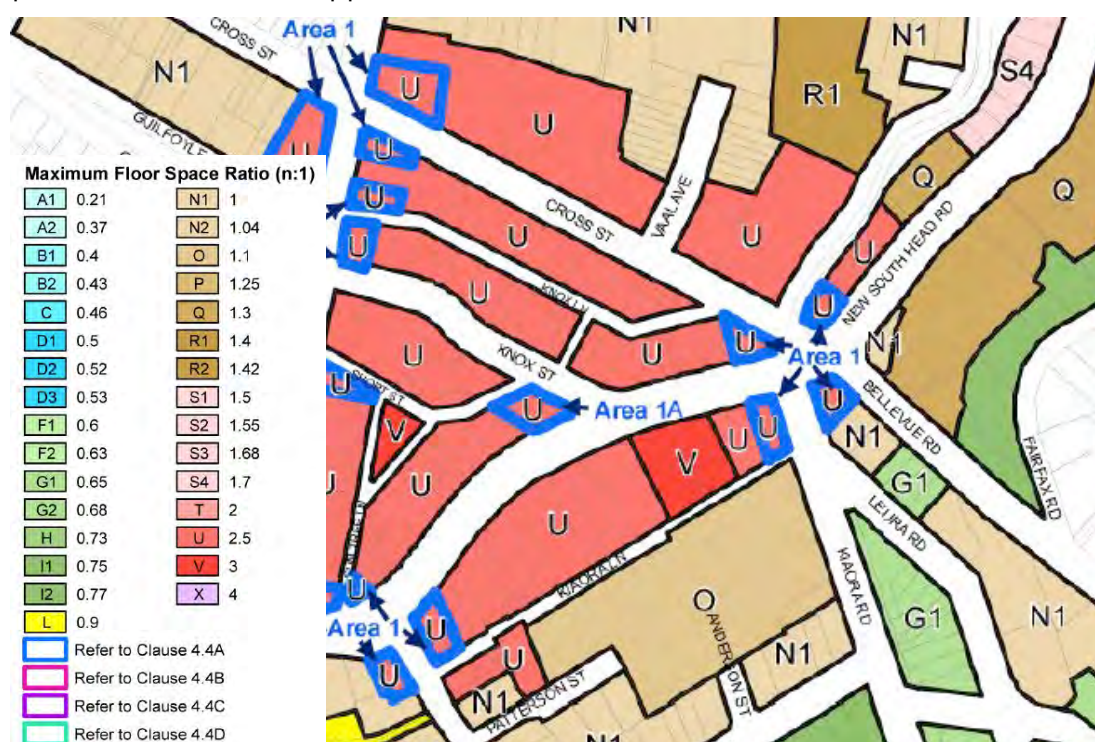


Figure 24 – Amended Floor Space Ratio Map

Source: WLEP2014; modified by Eeles Trelease

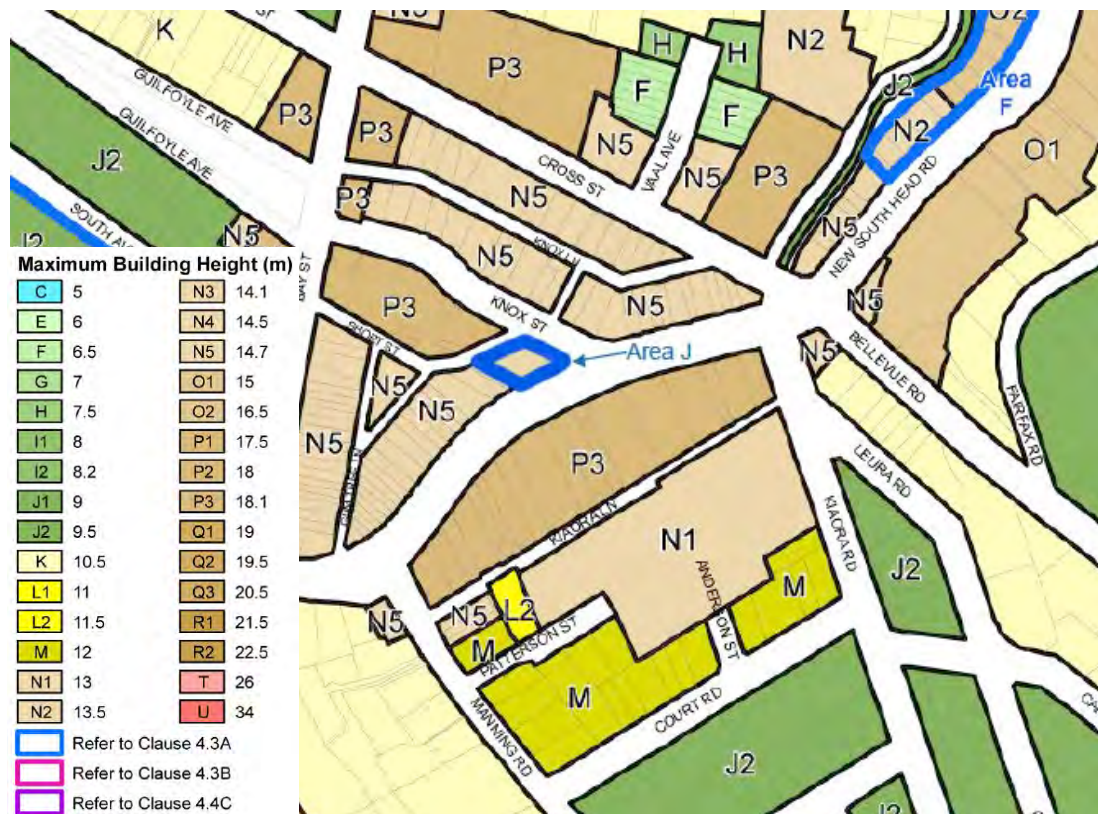


Figure 25 – Proposed Height of Buildings Map
Source: WLEP2014; modified by Eeles Trelease

9 Part 5 – Community Consultation

Community consultation would take place following a Gateway determination, in accordance with Section 56 and 57 of the *Environmental Planning and Assessment Act 1979*. It is anticipated that public exhibition would include:

- Notification on the Woollahra Council website;
- Advertisement in local newspapers that are circulated within the local government area;
- Notification in writing to adjoining landowners and neighbours, and any other relevant stakeholders; and
- A four-week exhibition period.

10 Part 6 – Project Timeline

This project timeline has been provided to assist with monitoring the progress of the Planning Proposal through the plan making process and assist with resourcing to reduce potential delays.

Table 9: Project Timeline		
Milestone	Date	Comments
Anticipated commencement date (date of Gateway determination)	March 2017	
Anticipated timeframe for the completion of required technical information	Completed prior to lodgement	Updates to be made if necessary
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	April 2017	Other relevant agencies to be consulted as necessary or required by the Gateway determination
Commencement and completion dates for public exhibition period	May 2017	
Dates for public hearing (if required)	Within exhibition period	
Timeframe for consideration of submissions	June – July 2017	
Timeframe for consideration of a proposal post exhibition	As above	
Date of submission to the department to finalise the LEP	August 2017	
Anticipated date for publishing of the plan	September 2017	
Anticipated date RPA will forward to the department for notification	As above	

11 Conclusion

This Planning Proposal report has been prepared in accordance with:

- Section 55 of the *Environmental Planning and Assessment Act 1979*;
- NSW Department of Planning and Infrastructure *A Guide to Preparing Planning Proposals* (August 2016); and
- Relevant s.117 directions.

The Planning Proposal pertains to the land, currently described as Lot 11 DP608859 and Lot B DP162458.

This report provides a full justification of the proposal in line with the Department of Planning and Environment template for gateway rezonings. The justification demonstrates that the proposal:

- Is consistent with *A Plan for Growing Sydney* (2014), draft *Towards Greater Sydney 2056* and draft *Central District Plan*.
- Is consistent with relevant Section 117 directions;
- Is consistent with relevant State Environmental Planning Policies;
- Supports Council's local strategies 'Woollahra 2025 – Our community, our place, our plan' and the 'Double Bay Place Plan 2014' by providing for additional residential accommodation in Double Bay Centre while having no unreasonable adverse impacts;
- Provides for a high quality residential development that enhances the site's corner location and is compatible with the existing and future built form context;
- Provides for additional residential accommodation and commercial space in a location in close proximity to a range of public transport and services; and
- Contributes to State and local housing targets.

The benefits of the proposal include:

- The provision of quality housing within close proximity to public transport and amenities in the existing Double Bay Town Centre meeting the overall objectives of *A Plan for Growing Sydney*;
- The provision of a range of housing at different price which will suit couples, singles and families;
- An increase commercial floor space potential which will support the ongoing growth of Double Bay Town Centre and create additional employment opportunities;
- The activation of the Double Bay Town Centre which will create a place where people can live, work and play; and
- The provision of additional housing and commercial space will contribute to the '30 minute city' and improve the quality of life for future residents.

Revised Planning Proposal No. 374 and Nos. 376-382 New South Head Road, Double Bay

15th MAY, 2015 - AMENDED 1ST MARCH, 2016
 - AMENDED 29TH MARCH, 2016

Eeles Trelease pty ltd architects

1.0 INTRODUCTION *page 01*

1.1 Introduction, objectives and intended outcome

2.0 PRECINCT STUDY *page 02*

2.1 Subject Precinct

2.2 Subject Sites

3.0 COUNCIL CONTROLS *page 04*

3.1 Woollahra Local Environment Plan 2014

3.2 Woollahra Development Control Plan 2015 -
Double Bay Centre**4.0 REVISED PLANNING PROPOSAL** *page 05*

4.1 Revised Planning Proposal

4.2 Terms of Revised Planning Proposal; explanation of
provisions**5.0 JUSTIFICATION** *page 12*

5.1 Revised Planning Proposal Requirement

5.2 Relationship to Strategic Planning Policy

5.2.1 Sydney Metropolitan Strategy

5.2.2 Woollahra 2025 - Our Community, Our Place, Our Plan

5.2.3 SEPP 65 - Design Quality of Residential Flat Development
2002

5.3 Amenity Impacts

5.3.1 Streetscape

5.3.2 Assessment of Existing Character of the Site

5.3.3 Assessment of Proposed Impact on the Site

5.3.4 Future Precinct Analysis

5.3.5 Overshadowing

5.3.6 New South Head Road Solar Access

5.3.7 Privacy

5.3.8 Social

6.0 VIEW LOSS *page 26*

6.1 Valleys and Ridges

6.1.2 Neighbouring Views

7.0 CONCLUSION *page 28*

7.1 Conclusion

APPENDIX A *page 29*

A .1 Philip Thalís Report 12 May 2015

A . 2 Philip Thalís Report: Addendum to Urban Design Opinion of
12 May 2015, dated 19th February 2016**APPENDIX B** *page 37*

B.1 Philip Thalís CV

B.2 Eeles Trelease CV

ADDENDUM *page 47*

Revised Planning Proposal Matrix

1.1 INTRODUCTION

This report dated 1st March 2016 is a revision of the Planning Proposal for 7 levels dated May 2015. The Applicant has decided to proceed with a 6 Level Revised Planning Proposal. Eeles Trelease does not resile from it's support of the 7 Level Proposal, but acknowledges that the Revised Planning Proposal for 6 Levels is in response to a concern by the Officers of Woollahra Council.

This report has been prepared on behalf of the owner of No. 374 and Nos. 376-382 New South Head Road, Double Bay (subject sites), Fivex Pty Ltd, for consideration by Woollahra Council for a Revised Planning Proposal to amend the *Woollahra Local Environment Plan 2014 (WLEP)*.

This report has been prepared by Eeles Trelease Pty Ltd Architects and Tony Moody, Consultant Planner with expert opinion by Philip Thalís of Hill Thalís Architecture + Urban Planning. Refer to Appendix B for Curriculum Vitaes.

The Revised Planning Proposal seeks amendment of the WLEP in terms of Height and FSR over the subject sites.

This report supports a Revised Planning Proposal for the subject site as reflected in the concept plans attached to this report.

The report examines the impacts future development of the combined sites, No. 374 and Nos. 376-382 New South Head Road, Double Bay (subject sites), will have on the Double Bay Commerical Centre in terms of:

- Streetscape
- Social
- View Loss
- Overshadowing

A range of documents have been considered in the preparation of this revised report including, but not limited to, the following:

- Woollahra Local Environment Plan 2014 (WLEP)
- Woollahra Development Control Plan 2015 - Double Bay Centre
- State Environmental Planning Policy 65 (SEPP65)



2.1 SUBJECT PRECINCT

No. 374 and Nos. 376-382 New South Head Road, Double Bay are located within the heart of the Double Bay Commercial Centre on the corner of New South Head Road and Knox Street.

The area is mixed use: commercial, retail and residential varying from 2 storeys to 6 storeys, with taller (10+ storeys) buildings on the surrounding slopes of Edgecliff and Bellevue Hill.

The Double Bay Commercial Centre is well serviced by buses along New South Head Road, Edgecliff Train Station, a 15 minute walk from the Commercial Centre and ferries from Double Bay Wharf. The Kiaora Lands development (item D on Study Area Image) houses a large supermarket with extensive on site parking.

Open green space is a seven minute walk from the subject sites: Steyne Park, which has a large playing field, playground and access to the Harbour and Double Bay ferry wharf, and Guilfoyle Park on Bay Street, which provides a quiet sitting place within the Centre.

The subject precinct therefore enjoys a very high amenity.



A.6-STOREY
2-22 Knox Street



B.3-STOREY HERITAGE LISTED
GOLDEN SHEAF HOTEL



C.PART 4 / PART 5
STOREYS LIBRARY UNDER
CONSTRUCTION (IMAGE
WOOLLAHRA MUNICIPAL
COUNCIL WEBSITE)



D.KIAORA LANDS
DEVELOPMENT WOOLWORTHS
(IMAGE WOOLLAHRA MUNICIPAL
COUNCIL WEBSITE))



E. VIEW LOOKING NORTH
EAST NEW SOUTH HEAD
ROAD



F. VIEW LOOKING WEST ALONG
NEW SOUTH HEAD ROAD



G. VIEW LOOKING EAST
KNOX STREET

2.2 THE SUBJECT SITES

No. 374 + Nos. 376-382 New South Head Road are located on the North side of New South Head Road within the Double Bay Commercial Centre. Nos. 376-382 New South Head Road are noted within the Woollahra DCP 2015 - Double Bay Centre as highly visible and (an) opportunity for notable design solutions, (refer 5.6.3.5 Corner Buildings, Figure 27).

No. 374 New South Head Road is the eastern half of a set of single storey shops, currently occupied by the pizzeria “Crust”. At the rear of No. 374 New South Head Road is a substation ‘kiosk’ accessed off Goldman Lane.

Nos. 376-382 New South Head Road contain a 4 storey retail and commercial building on the corner of Knox Street and New South Head Road wrapping around in to Goldman Lane.

The building has been awarded for architectural excellence and sustainability; RAIA NSW Commercial Award, RAIA NSW Sustainable Architecture Commendation and API NSW Environmental Development Award among others. The building has also been referred to by numerous Councils throughout Sydney as an excellent example of treatment of the corner position.

Nos. 376 - 382 New South Head Road enjoy an active Development Consent, 568/2013, which allows for the conversion of the current L4 commercial floor to residential and an additional floor of studio and 1 bed apartments with no on site parking.

NO. 374 NEW SOUTH HEAD ROAD



FRONT NO. 374 NEW SOUTH HEAD ROAD

NO. 374 NEW SOUTH HEAD ROAD



REAR NO. 374 NEW SOUTH HEAD ROAD

NOS. 376-382 NEW SOUTH HEAD ROAD



NOS. 376 - 382 NEW SOUTH HEAD ROAD.
VIEW TO THE CORNER OF NEW SOUTH HEAD ROAD AND
KNOX STREET



NOS. 376 - 382 NEW SOUTH HEAD ROAD.
VIEW FROM KNOX STREET TO GOLDMAN LANE

3.1 WOOLLAHRA LOCAL ENVIRONMENT PLAN 2014 (WLEP)

The WLEP has been gazetted and came into force on 23d May 2015. Under WLEP, the following controls apply:

- Allowable FSR:
 - No. 374 New South Head Road - 2.5: 1
 - Nos. 376 - 382 New South Head Road (item 4) 3:1 *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.*
- Allowable Building Height:
 - No.374 + Nos.376-382 New South Head Road - 14.7m

The existing building currently occupying Nos.376 - 382 New South Head Road already exceeds the newly gazetted controls for Building Height and FSR:

- Height - 15.3m
- FSR - 3.12:1

The Development Consent 568/2013 granted on 7 July 2014 for Nos.376-382 New South Head Road further exceeds these controls:

- Height - 19.4m
- FSR - 3.8:1

WLEP does not acknowledge the current approved envelopes for Double Bay Commercial Centre.

3.2 WOOLLAHRA DEVELOPMENT CONTROL PLAN 2015 - DOUBLE BAY CENTRE

The Woollahra Development Control Plan 2015 - Double Bay Centre acknowledges the importance of corner sites within the Centre.

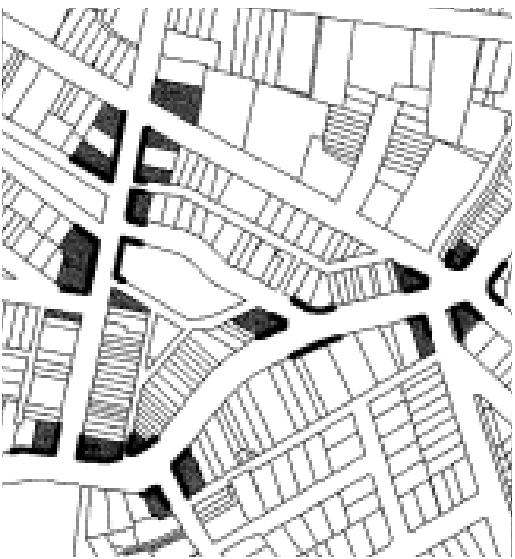
5.6.3.5 Corner buildings

Corner buildings are highly visible and provide the opportunity for notable design solutions. Strong corner buildings can provide valuable street definition

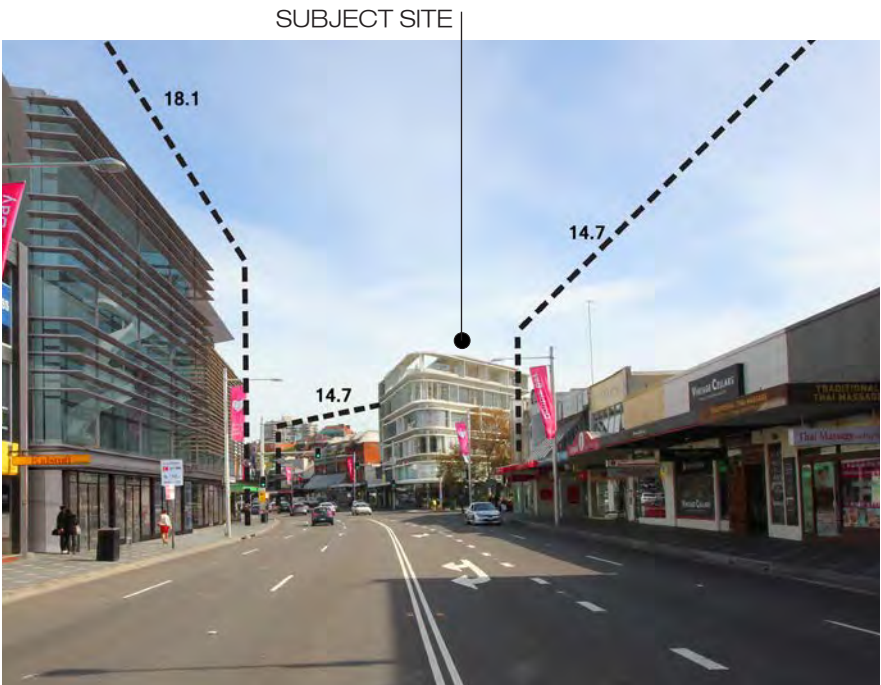
Objective 01 - Encourage building massing and articulation that creates strong corner buildings.

To achieve this desired streetscape outcome, additional height should be granted in the WLEP to the significant corner sites. There are a range of authoritative Planning and Architectural publications which stress the guideline of strong building elements on corner sites combined with the local Planning Controls.

job ref: 0412



SIGNIFICANT CORNERS
(IMAGE DOUBLE BAY CENTRE -
PREVIOUS DEVELOPMENT CONTROL
PLAN)



LEP HEIGHT LINES
NEW SOUTH HEAD ROAD



LEP HEIGHT LINES
KNOX STREET

4.1 THE REVISED PLANNING PROPOSAL

The Revised Planning Proposal for No. 374 and Nos. 376-382 New South Head Road recognises the accepted guidelines to strengthen built forms on corner sites and establish a mixed use precinct comprising of both residential and commercial developments.

The Revised Planning Proposal seeks to add an additional storey to Nos. 376-382 New South Head Road above the approved 5 storeys and extend that across to the adjoining property, No. 374 New South Head Road, to create a combined 6 storey mixed use building. The ground floor across both sites would remain retail, the new L2 - L4 of No. 374 would remain commercial extending the floor plate of Nos. 376 - 382 and opening internal walls. The additional L5 and L6 is to be residential: L5 with 6 studios/1 beds with balconies along all street frontages; L6 with 5 studios/1 beds with balconies and plant room. L6 would have the building bulk set against Goldman Lane and the corner of Knox Street taking advantage of northern orientation and views to Sydney Harbour. The prominent corner of New South Head Road and Knox Street would be highlighted by a roof garden on L6, with a cutaway roof allowing views through the corner to the sky.

The Revised Planning Proposal will create an iconic corner building in the heart of the Double Bay Commercial Centre.



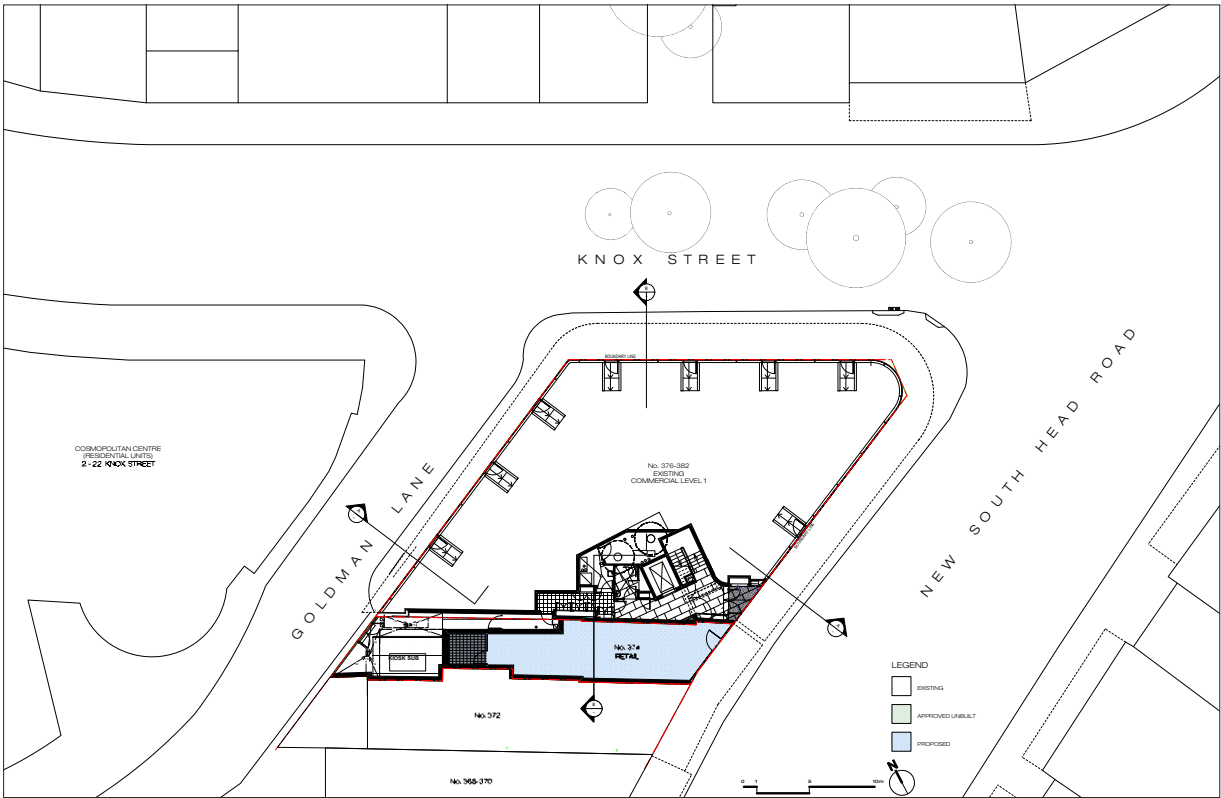
NO. 374 + NOS. 376 - 382 NEW SOUTH HEAD ROAD
PHOTOMONTAGE OF PROPOSED VIEW TO THE CORNER OF NEW SOUTH HEAD ROAD



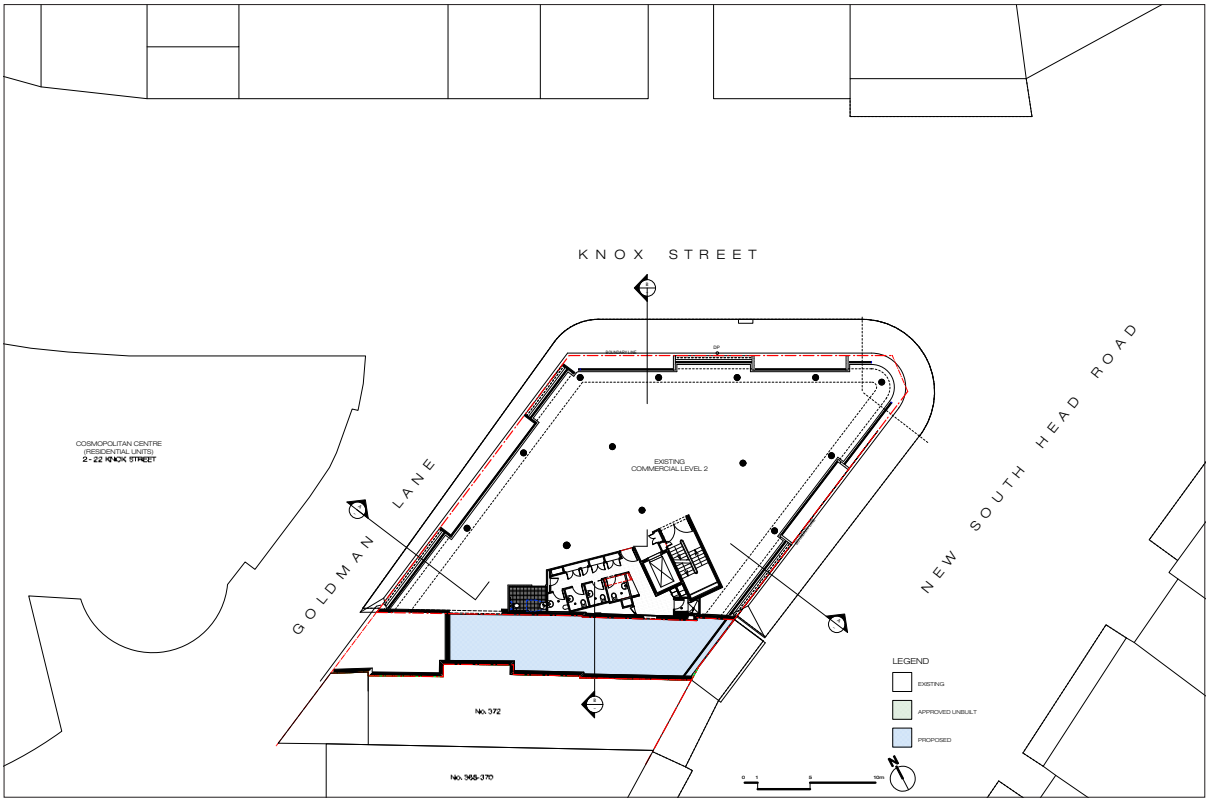
NO. 374 + NOS. 376 - 382 NEW SOUTH HEAD ROAD
PHOTOMONTAGE OF PROPOSED VIEW ALONG KNOX STREET

LEGEND

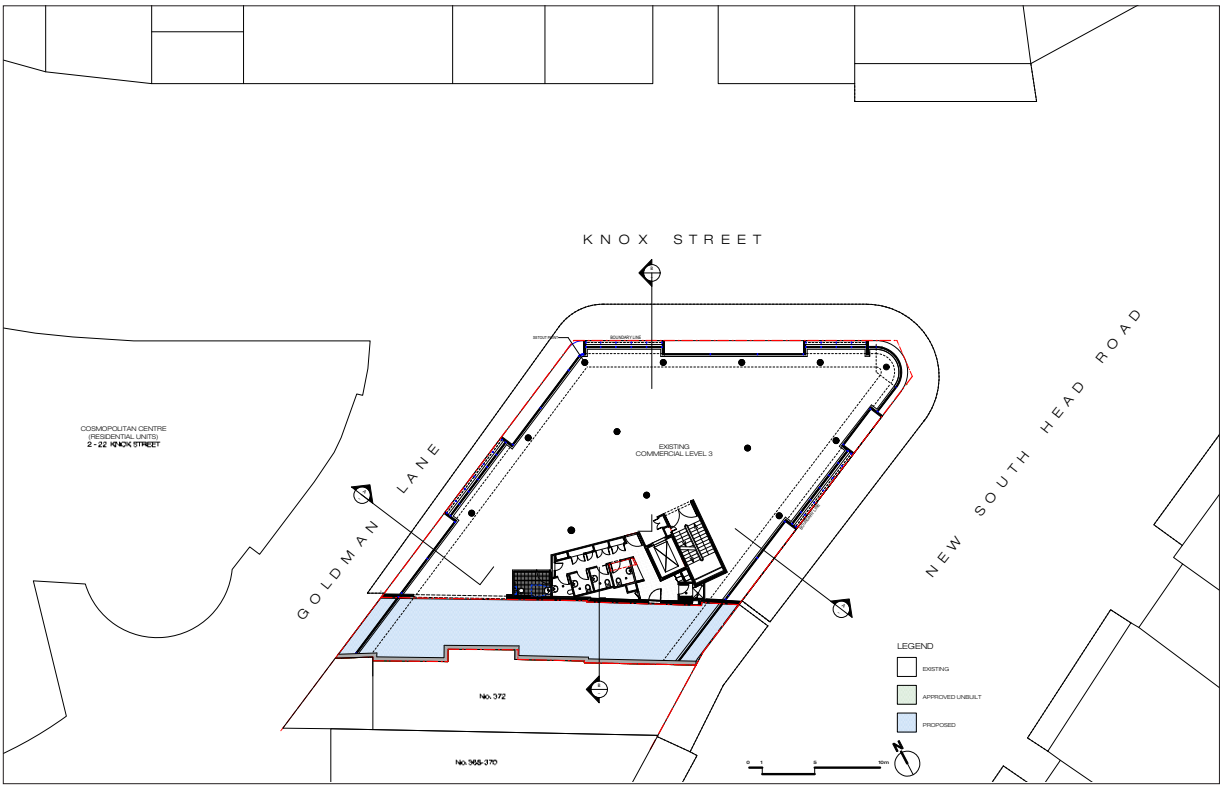
- EXISTING
- APPROVED UNBUILT
- PROPOSED



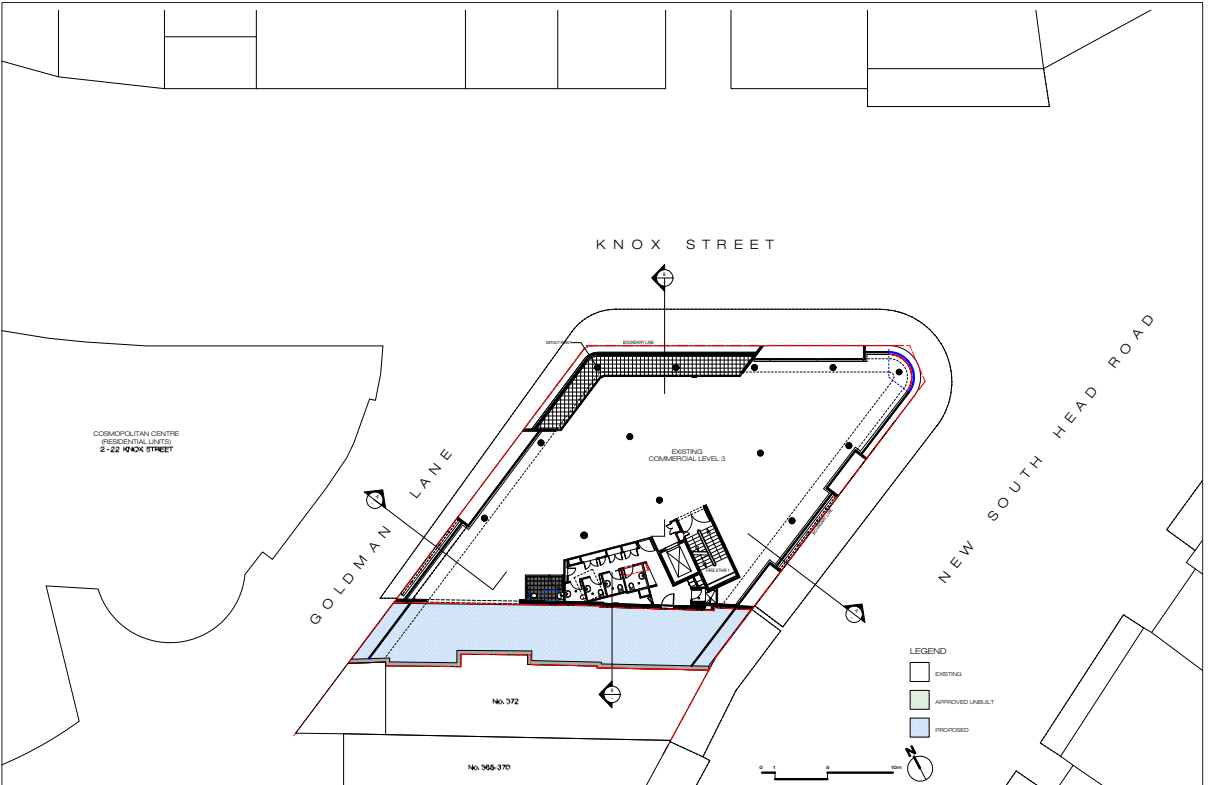
NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 1**



NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 2**



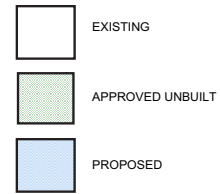
NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 3**



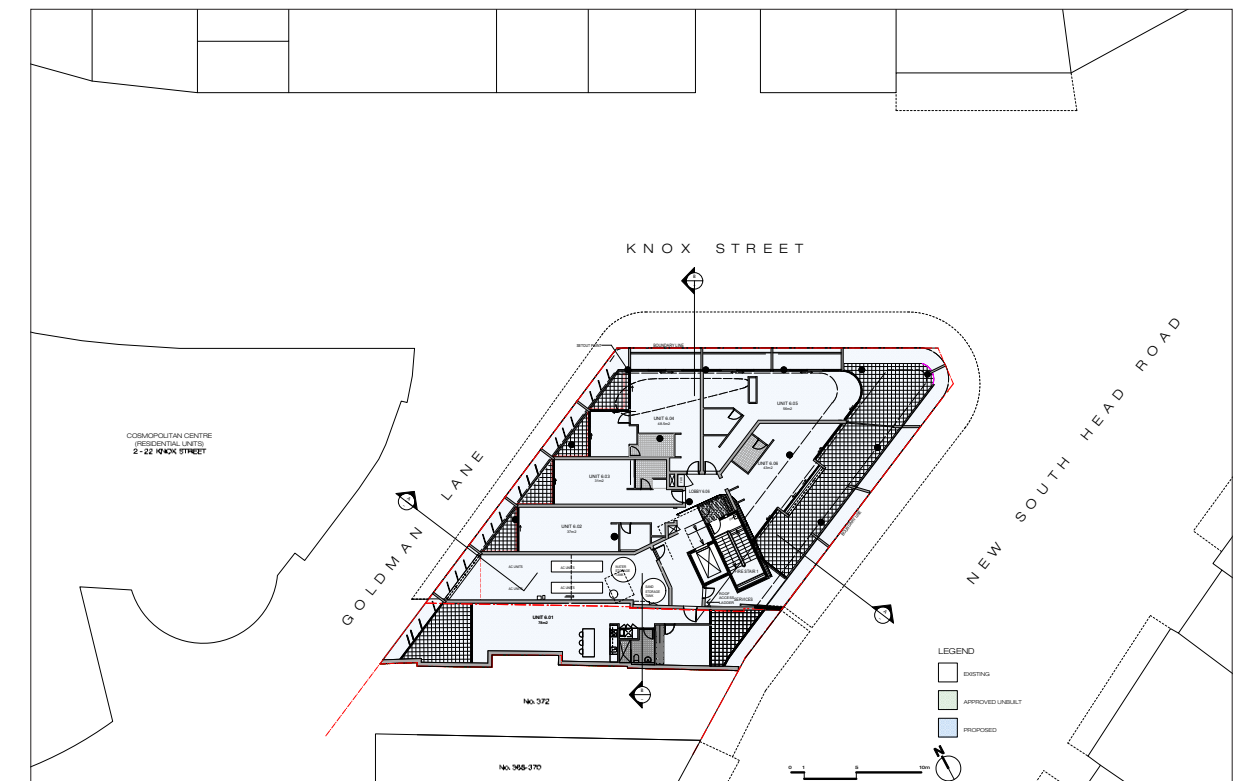
NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 4**

PLANNING PROPOSAL PLANS: LEVEL 5 - ROOF

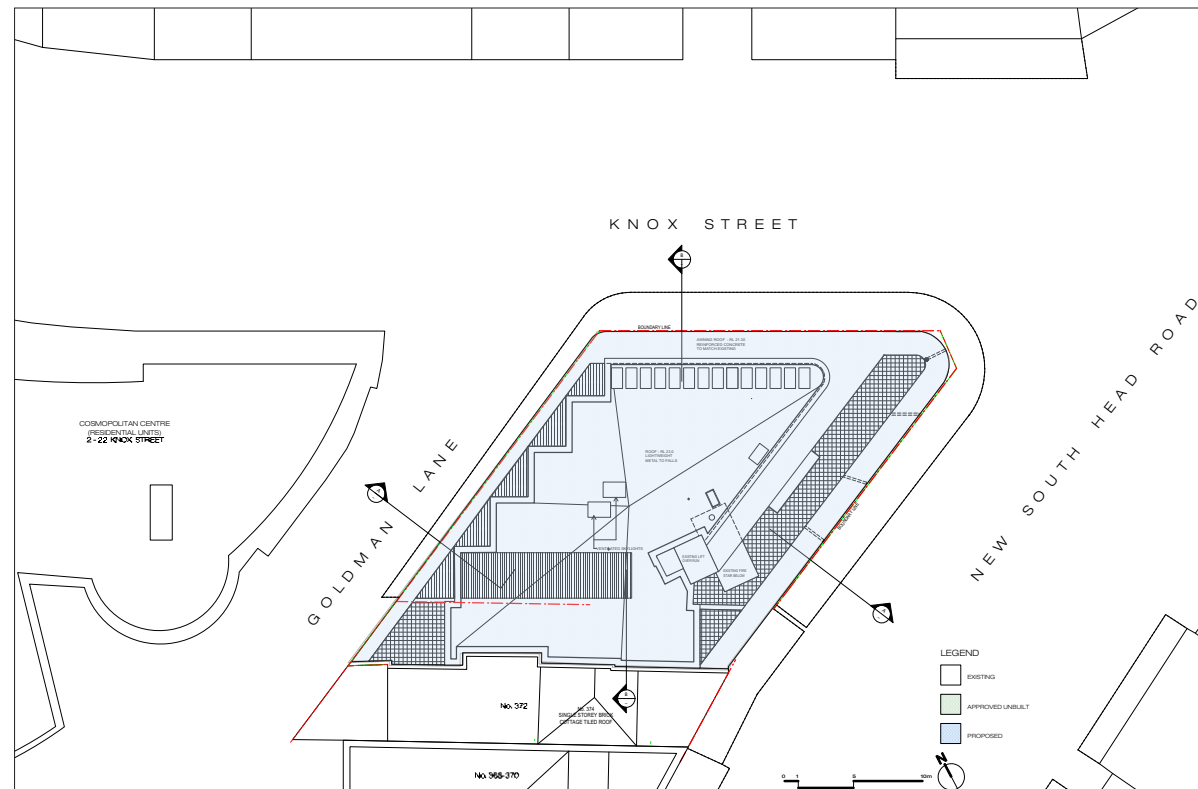
LEGEND



NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 5**



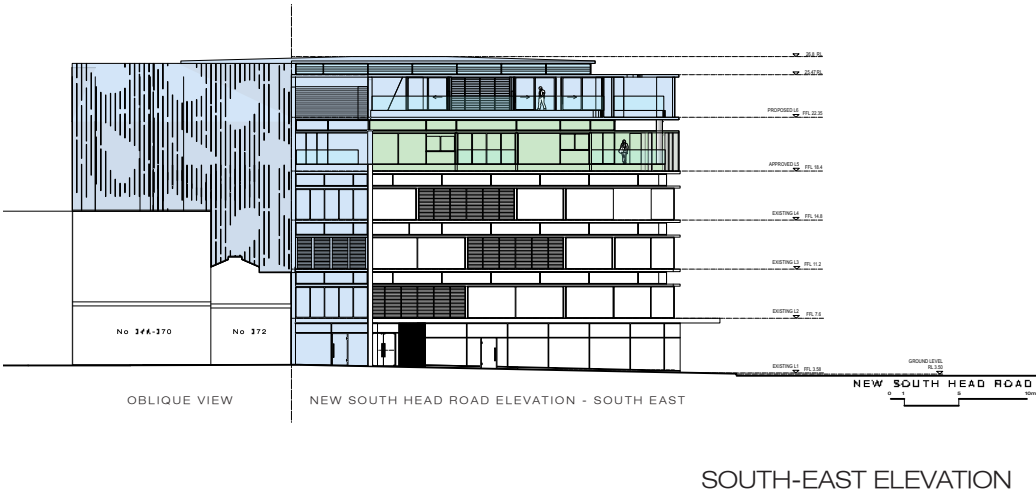
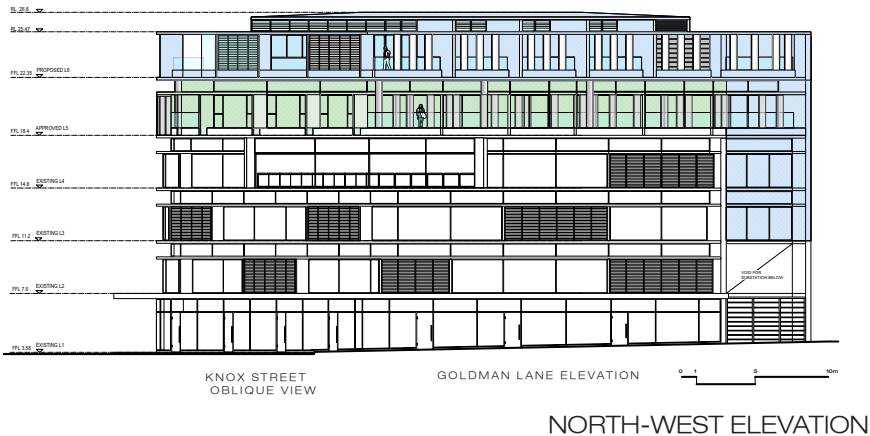
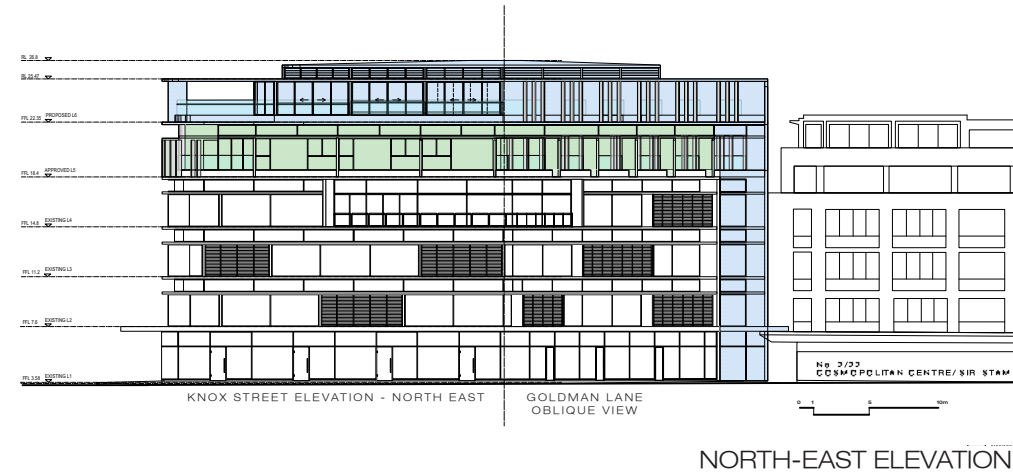
NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **LEVEL 6**



NO. 374 + NOS. 376-382 NEW SOUTH HEAD ROAD: **ROOF**

LEGEND

- EXISTING
- APPROVED UNBUILT
- PROPOSED



4.2 TERMS OF REVISED PLANNING PROPOSAL

The objective of the Revised Planning Proposal is to amend WLEP to grant additional Height and FSR across the subject sites. It is proposed that a site specific clause be inserted in WLEP reflecting the Height and Floor Space Ratio of the Revised Planning Proposal. By amending these controls, the Revised Planning Proposal establishes a building envelope which will reflect the significance of the subject sites and the intent of the Woollahra Development Control Plan 2015 Double Bay Centre, “(Our) vision for Double Bay is as a vibrant centre that offers a unique living, working and shopping experience within a pedestrian friendly and attractive built environment”.

The following clauses and maps are proposed to be amended: Height of Buildings and Floor Space Ratio

4.3A Exceptions to building heights (Areas A - J)

- (1) The objectives of this clause are as follows:
- (a) to ensure new development is consistent with the desired future character of the neighbourhood,
 - (b) to ensure new development is consistent with the surrounding buildings and the streetscape,
 - (c) to protect views and vistas that are in the public domain.
- (2) This clause applies to land identified as “Area A”, “Area B”, “Area C”, “Area D”, “Area E”, “Area F”, “Area G”, “Area H” and “Area J” on the Height of Buildings Map.
- (3) Despite clause 4.3, the height of a building on land to which this clause applies, in an Area indicated in Column 1 of the table to this clause, at the highest part of the land (exclusive of any access handles), must not exceed the height shown opposite that Area in column 2.

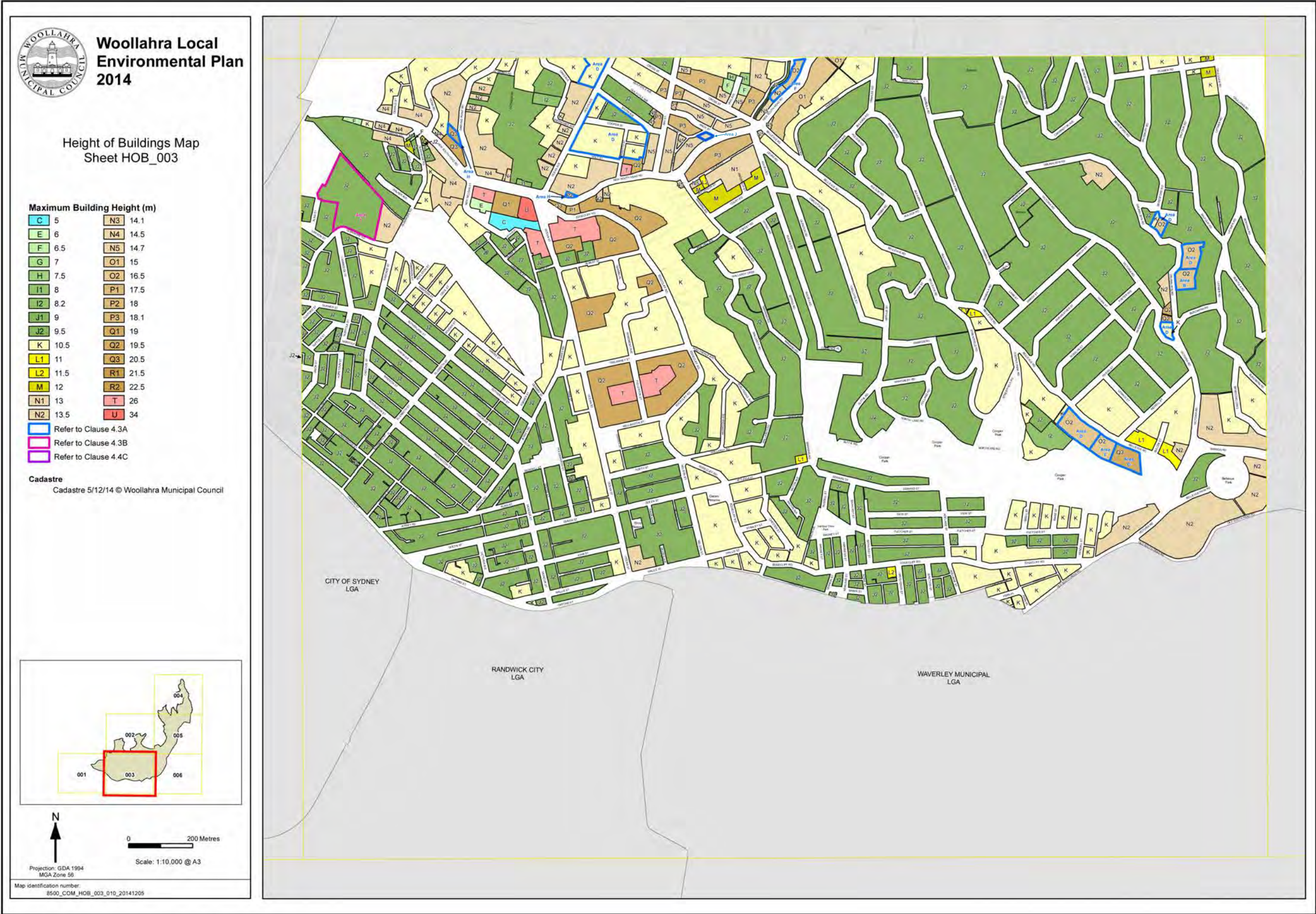
Column 1	Column 2
Area A	3.0 metres
Area B	4.0 metres
Area C	6.5 metres
Area D	7.5 metres
Area E	8.0 metres
Area F	10.5 metres
Area G	11 metres
Area H	14 metres
Area J	23.5 metres

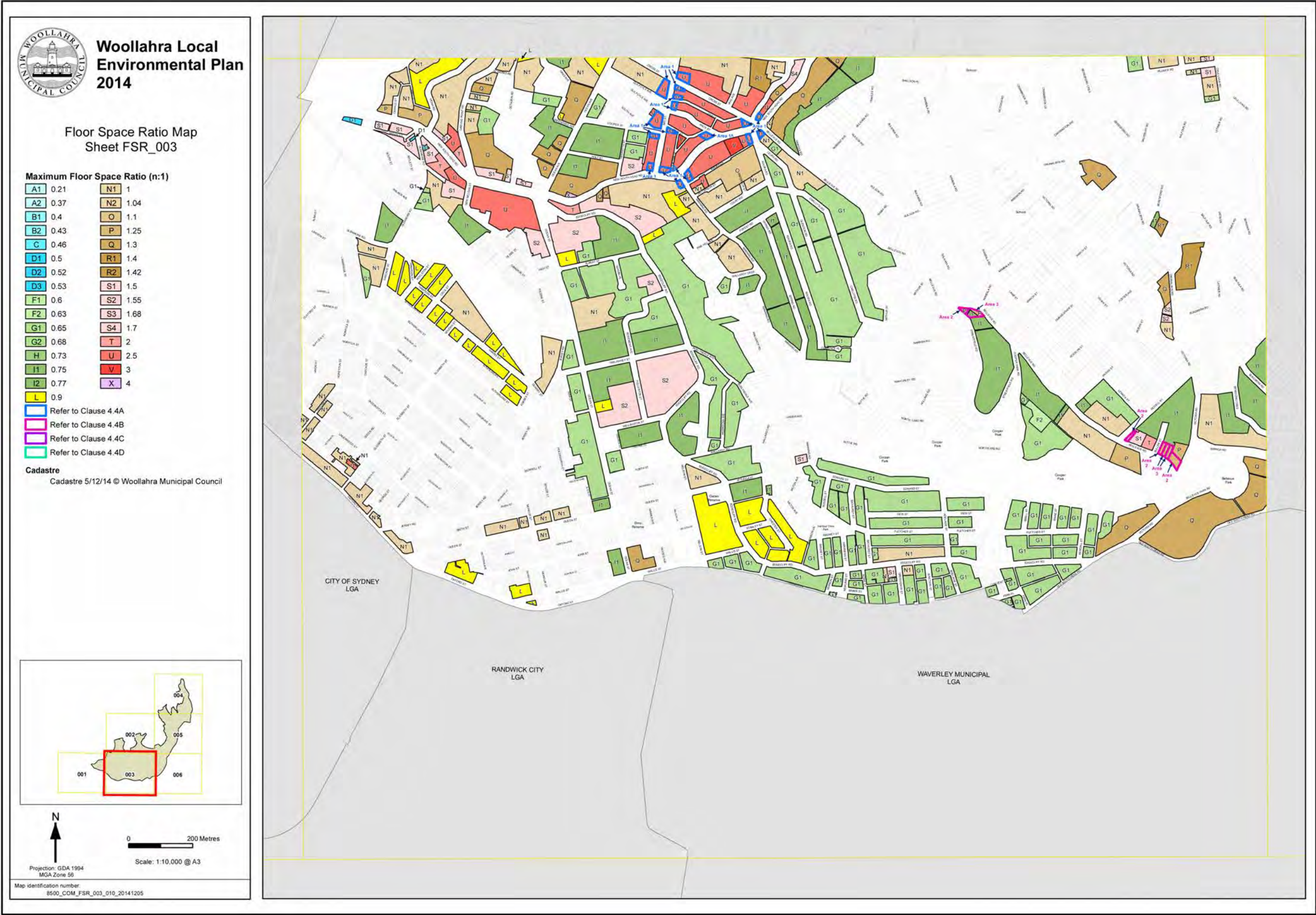
refer to amended Height of Buildings Map

4.4A Exceptions to floor space ratio (Area 1 and 1A - Double Bay)

- (1) The objective of this clause is to encourage the development of prominent corner buildings in Double Bay.
- (2) This clause applies to land identified as “Area 1 + Area 1A” on the Floor Space Ratio Map.
- (3) Despite clause 4.4, development consent may be granted to development on land to which this clause applies that results in a floor space ratio that does not exceed 3:1 (Area 1) or 4.5:1 (Area 1A) 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.

refer to amended Floor Space Ratio Map.





5.1 REVISED PLANNING PROPOSAL REQUIREMENT

The Revised Planning Proposal is required to seek the appropriate development of these key sites with the Double Bay Commercial Centre. The Applicant discussed the possibilities of the sites with Senior Council staff and the Mayor before preparing the Planning Proposal.

This Revised Planning Proposal is supported by the:

Proposed Development, No. 374 + Nos. 376 – 382 New South Head Road, Double Bay Urban Design Opinion Report 12 May 2015 by Urban Design Consultant, Philip Thalys, with Addendum to Urban Design Opinion of 12 May 2015, dated 19th February 2016, (Appendix A)
The Planning Report by Consultant Town Planner, Tony Moody (under separate cover).

5.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

5.2.1 SYDNEY METROPOLITAN STRATEGY

*A Plan for Growing Sydney
Issued by the NSW Planning and Environment*

The Revised Planning Proposal is consistent with the directions of the NSW Planning Environment Plan for land use over the next 20 years. Double Bay Commercial Centre is within a nominated ‘Urban Renewal Corridor’ and Woollahra Council Municipality is nominated within the ‘Central’ sub region.

The Urban Renewal Corridors are nominated as essential areas required to meet the demand for new housing in Sydney over the next 20 years. The locations for urban renewal are located ‘in or near the public transport network’ with new housing being supported by ‘social infrastructure’ and by providing a ‘variety of housing...that suits (their) lifestyle, household size and their budget.’

Woollahra Council sits within Central subregion which is ‘a desirable place to live, work and visit.’ The Revised Planning Proposal supports the directions of Urban Renewal and sub regions by creating a truly mixed use development; retail, three levels of commercial space and three levels one studio and one bed apartments in the heart of Double Bay commercial centre.

job ref: 0412

5.2.2 WOOLLAHRA 2025 - OUR COMMUNITY, OUR PLACE, OUR PLAN

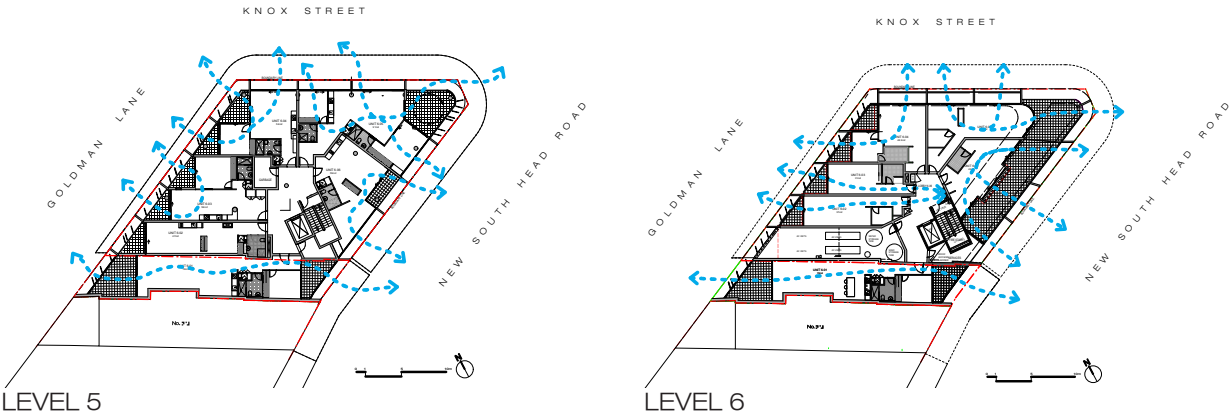
The Woollahra Council’s Community Strategic Plan is the long term vision for the Municipality. The Planning Proposal is consistent with the outcomes of Goal 4 - Well Planned Neighbourhoods

4.4 Encourage diversity in housing choice to suit a changing population.

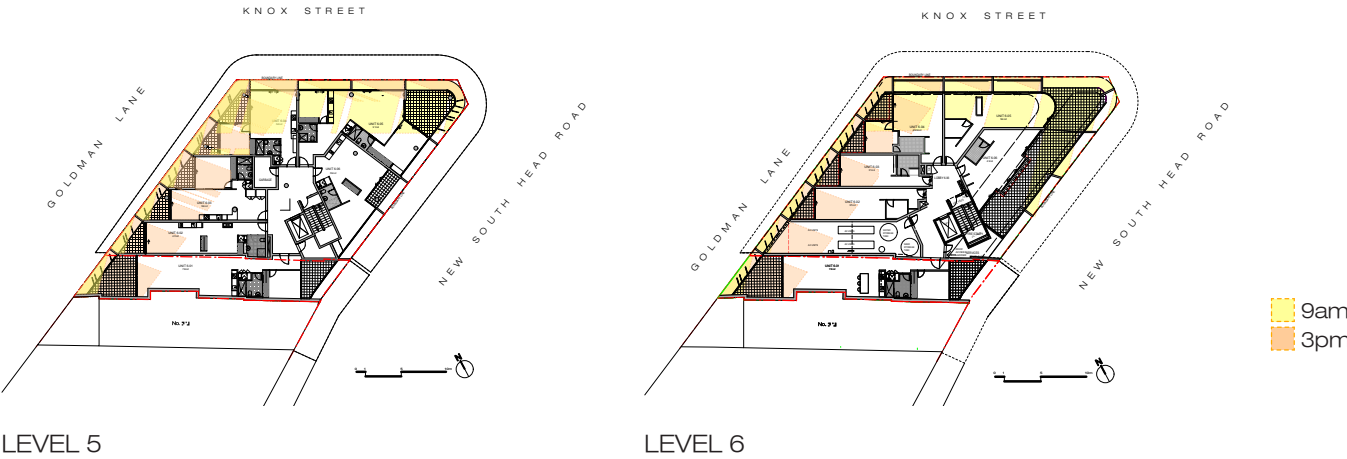
5.2.3 SEPP 65 - DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT 2002

The Revised Planning Proposal will meet the requirements of SEPP 65 in terms of design quality.

**SEPP 65
CROSS VENTILATION DIAGRAMS: MINIMUM 60% OF CROSS VENTILATION APARTMENTS**



**SEPP 65
DAYLIGHT DIAGRAM: MINIMUM 70% 2 HOURS SUNLIGHT BETWEEN 9AM AND 3PM JUNE 21ST TO PRINCIPAL LIVING ROOMS**



The additional height sought in the Revised Planning Proposal will allow this corner site to remain a prominent feature within the Commercial Centre and into the future as surrounding buildings are developed under the Woollahra DCP 2015 - Double Bay Centre. Refer to Appendix A for opinion of Philip Thalys.



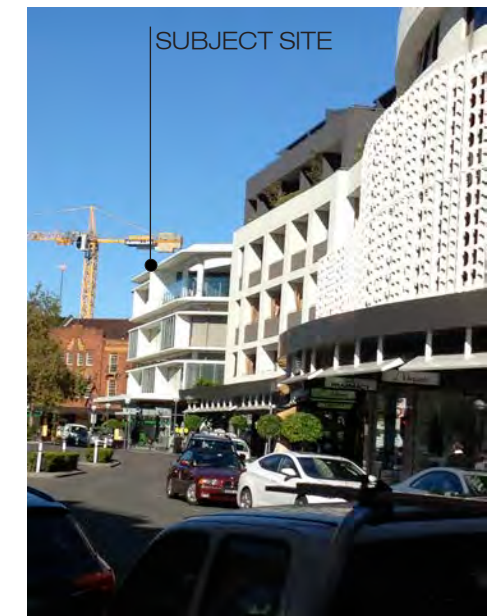
5.3.2 ASSESSMENT OF EXISTING CHARACTER OF THE CENTRE

Clause 5.3.2 (f) in Woollahra DCP 2015 - Double Bay Centre states the aims to “reinforce the presence of corner buildings addressing the public domain, recognising their importance in the centre in terms of street vistas, urban scale and identity.” It is considered that the current New South Head Road and Knox Street corner condition lacks the presence and prominence to reflect the above aim. The current building sits modestly within its immediate context, and does not take the opportunity to enhance the corner and strengthen the position of the Double Bay Commercial Centre.

This is further eroded by reviewing the future streetscape adjusted by the construction of the new Double Bay Library. The corner site runs the risk of failing to provide a strong definition of the New South Head Road curvature as well as a strong corner identity.



EXISTING CHARACTER
NEW SOUTH HEAD ROAD



EXISTING CHARACTER
KNOX STREET

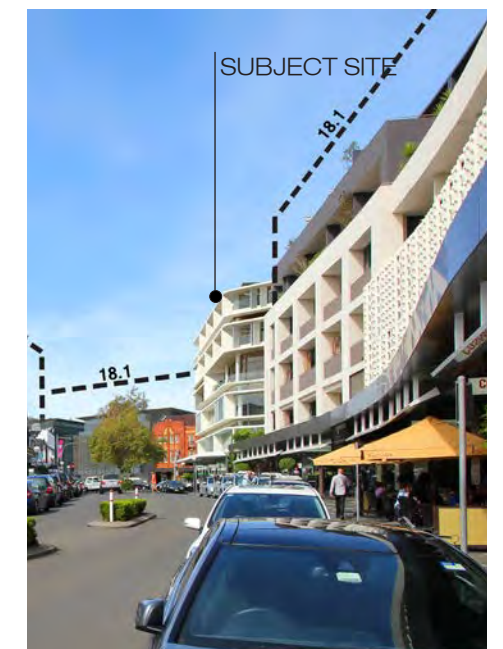
5.3.3 ASSESSMENT OF PROPOSED IMPACT ON THE CHARACTER OF THE CENTRE

The Revised Planning Proposal for the subject sites complements the Kiaora Lands development in its siting, framing and defining the corner of New South Head Road. Strengthening the visual appeal of the Commercial Centre as a ‘go-to’ destination for both locals and visitors as noted on the Woollahra Council vision for the Double Bay Commercial Centre.

The development of Woollahra Council Library on New South Head Road and the volume of the Cosmopolitan Centre at 2-22 Knox Street already establish a higher built form on adjoining properties which further supports a higher built form on the subject site in recognition of this key corner site.



PROPOSED CHARACTER
NEW SOUTH HEAD ROAD



PROPOSED CHARACTER
KNOX STREET

5.3.4 FUTURE PRECINCT ANALYSIS

The Revised Planning Proposal for No. 374 and Nos. 376-382 New South Head Road has a positive impact on the future character of the Centre. The proposed scale of the Revised Planning Proposal assist in balancing the future proportions of New South Head Road and Knox Street, as determined by the Woollahra DCP 2015 - Double Bay Centre and WLEP Height and Setback Controls; refer to Figure 1 and Figure 2.



FIGURE 1: NEW SOUTH HEAD ROAD



FIGURE 2: KNOX STREET

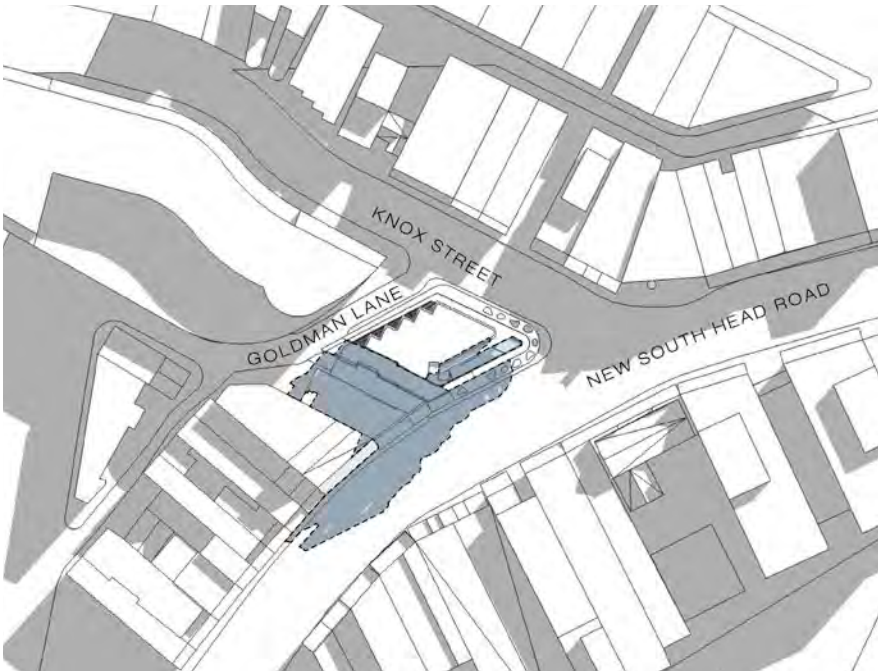
5.3.5 OVERSHADOWING

Due to the orientation of subject sites and New South Head Road, the additional overshadowing created by proposed height and bulk primarily falls across New South Head Road.

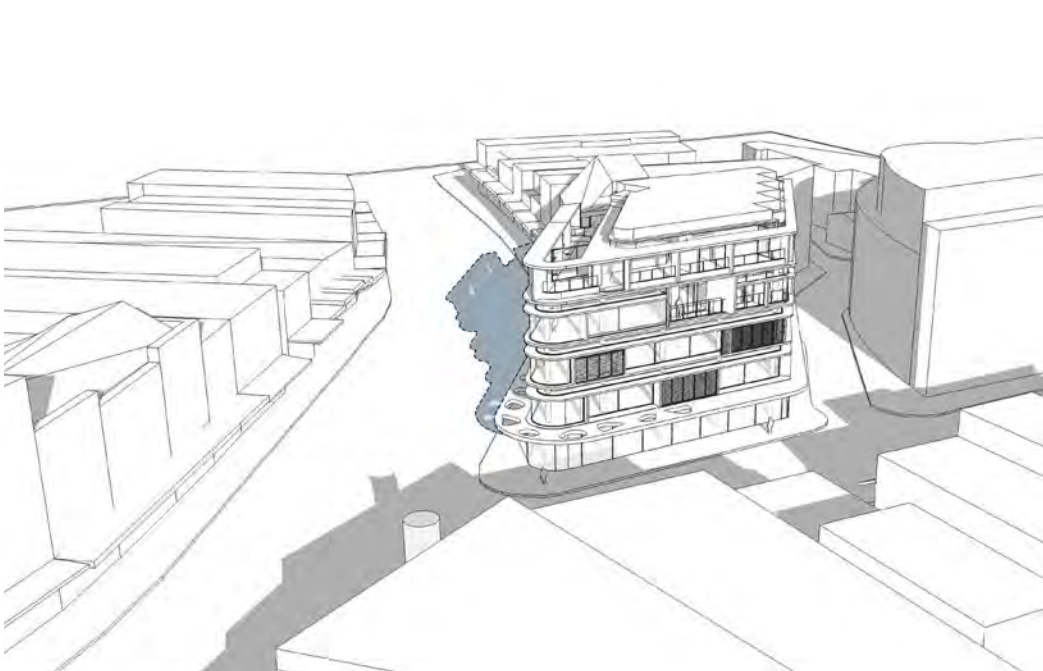
Compared to the 5 Level approved scheme at the Equinox, there is some additional over shadowing of the southern footpath of New South Head Road after 2.30pm.

In mid Winter, the over shadowing of the south side of New South Head Road commences approximately 60mins earlier than the approved 5 storey consent. At all times, daylight access in maintained to the surrounding properties for a minimum of 2 hours between 9am and 3pm throughout the year. Refer to the Shadow Diagrams

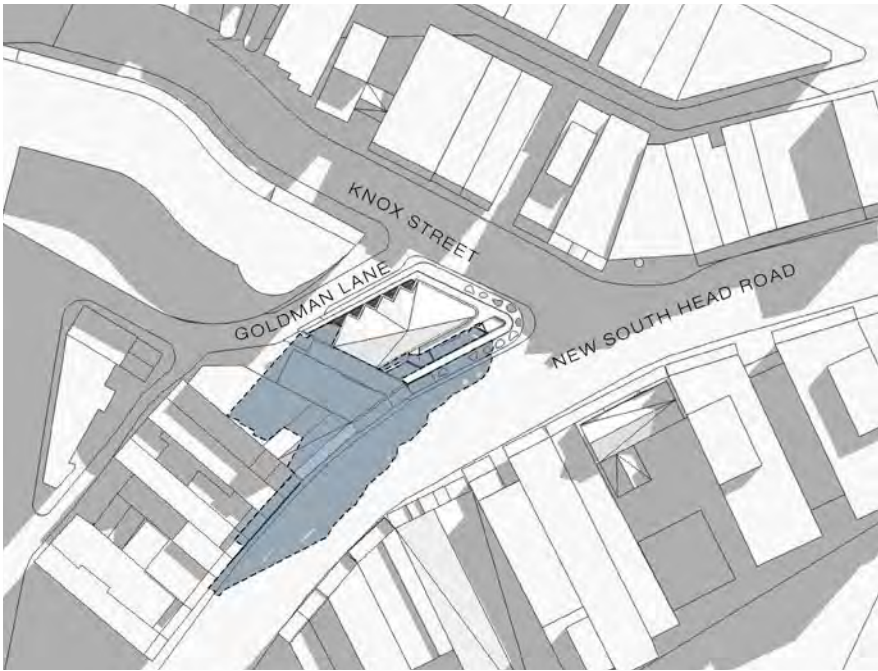
JUNE 21ST 9AM



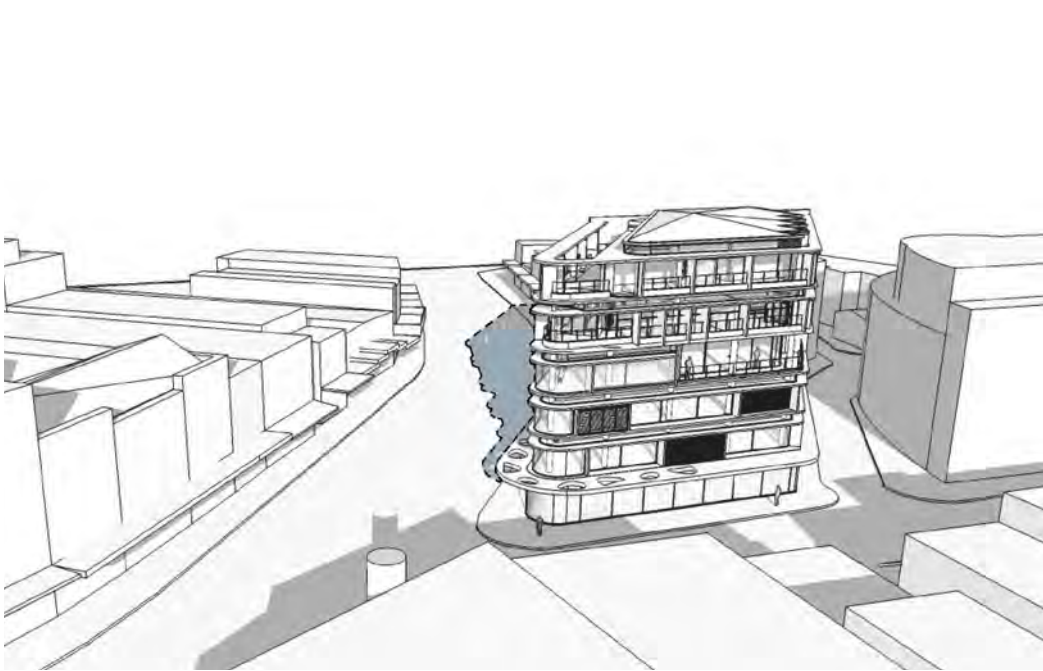
APPROVED 5 STOREY



APPROVED 5 STOREY

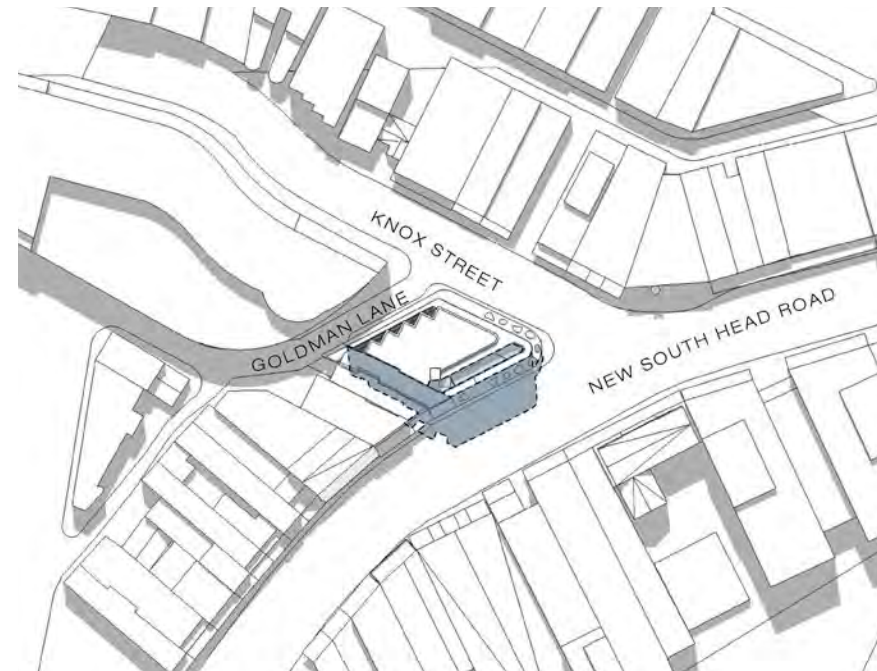


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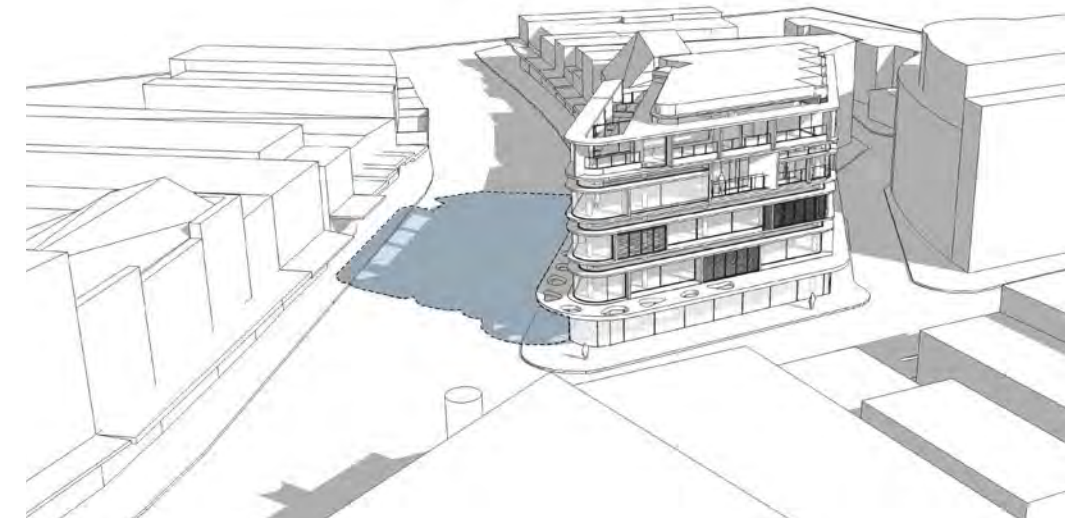


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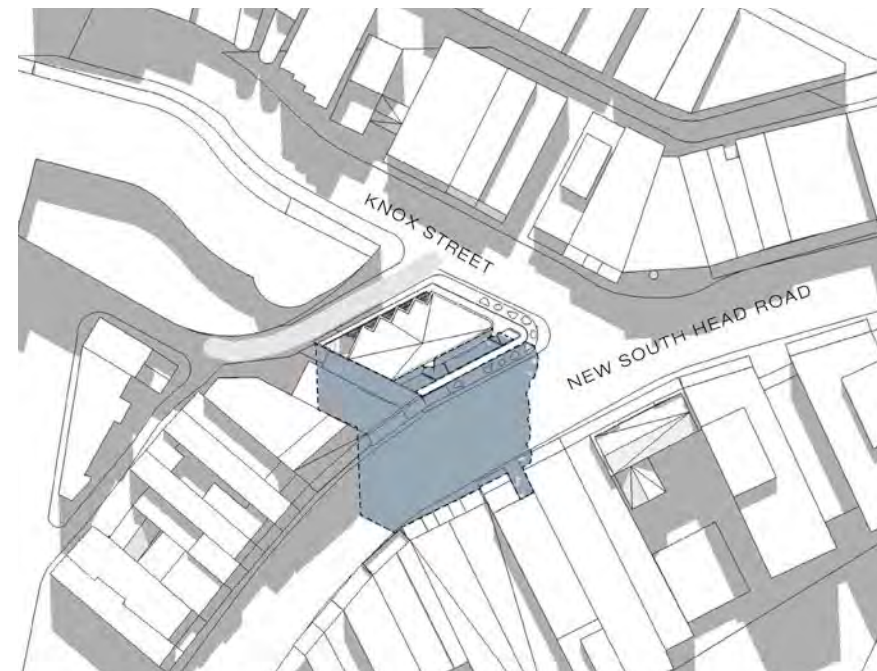
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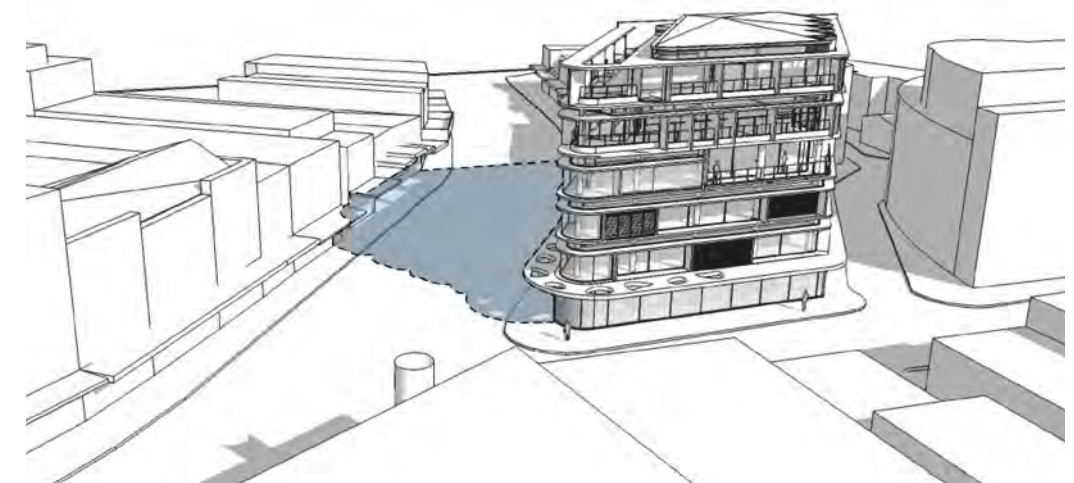
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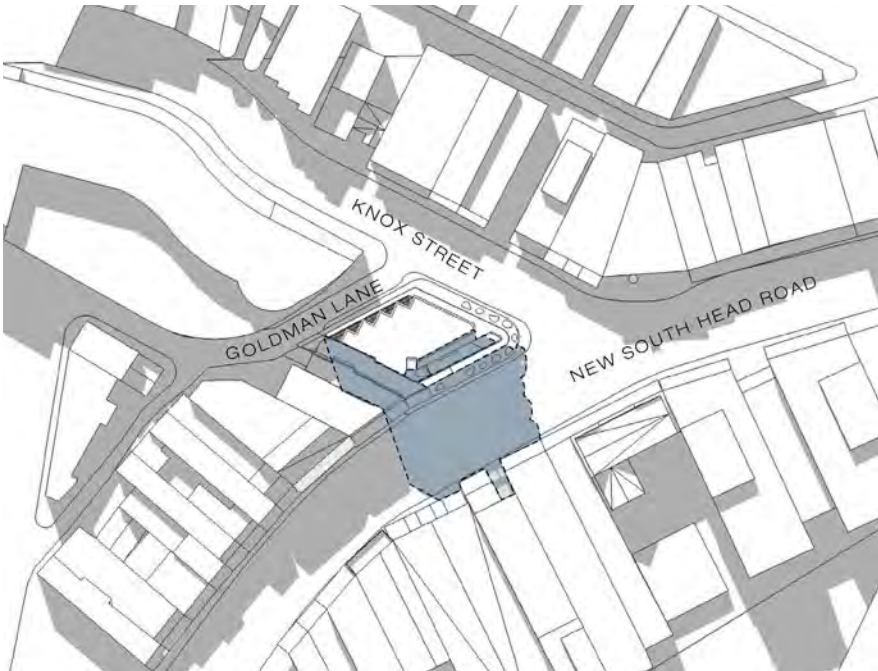


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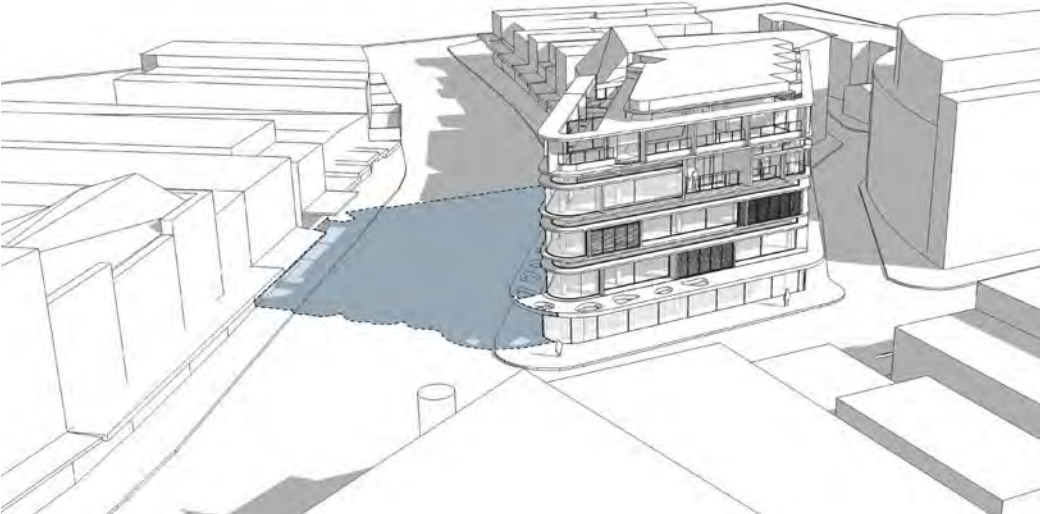


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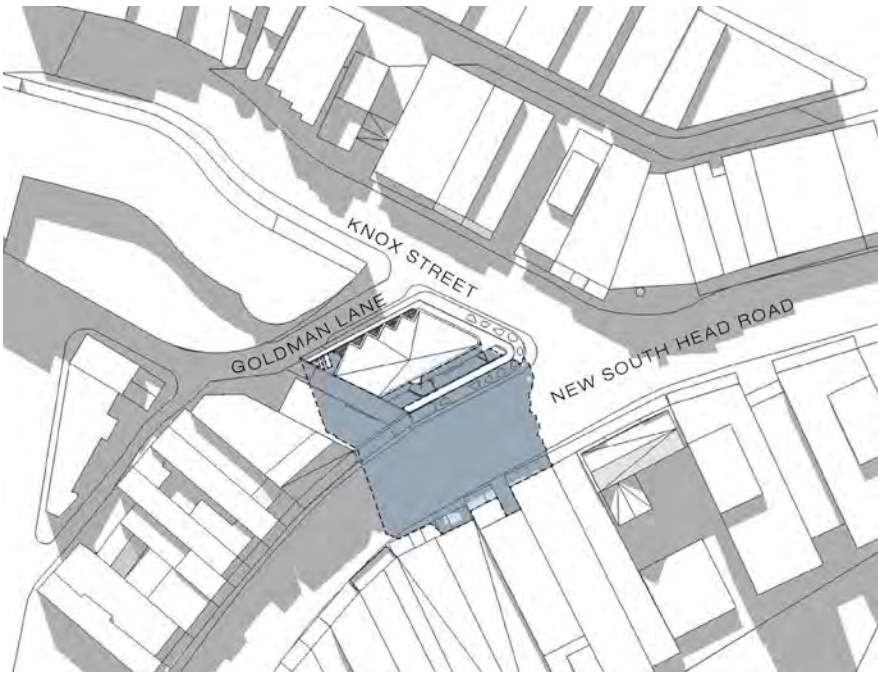
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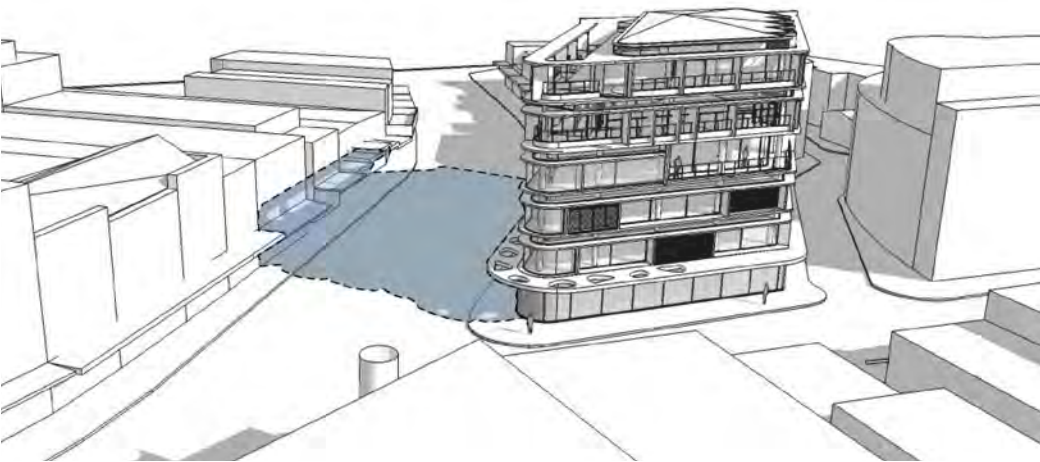
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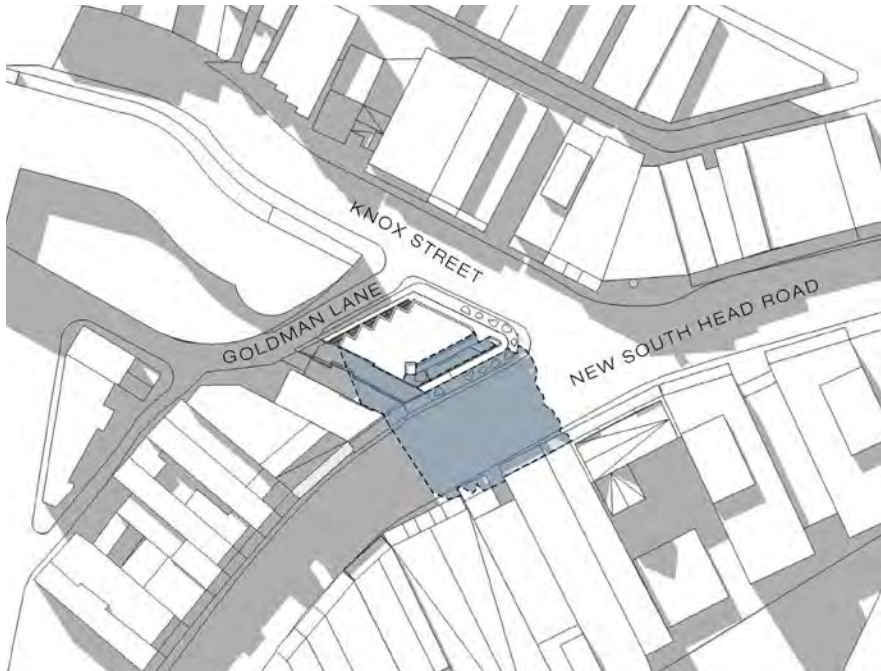


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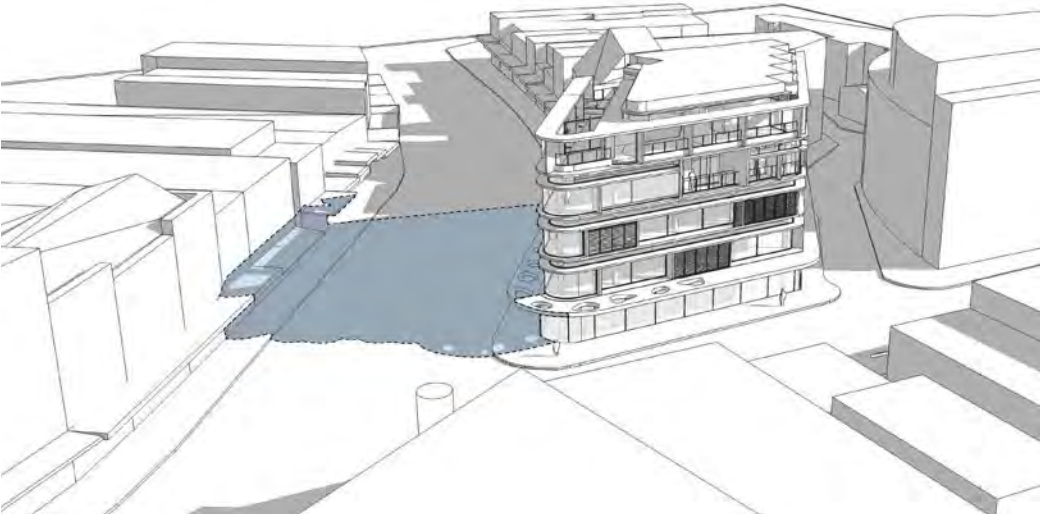


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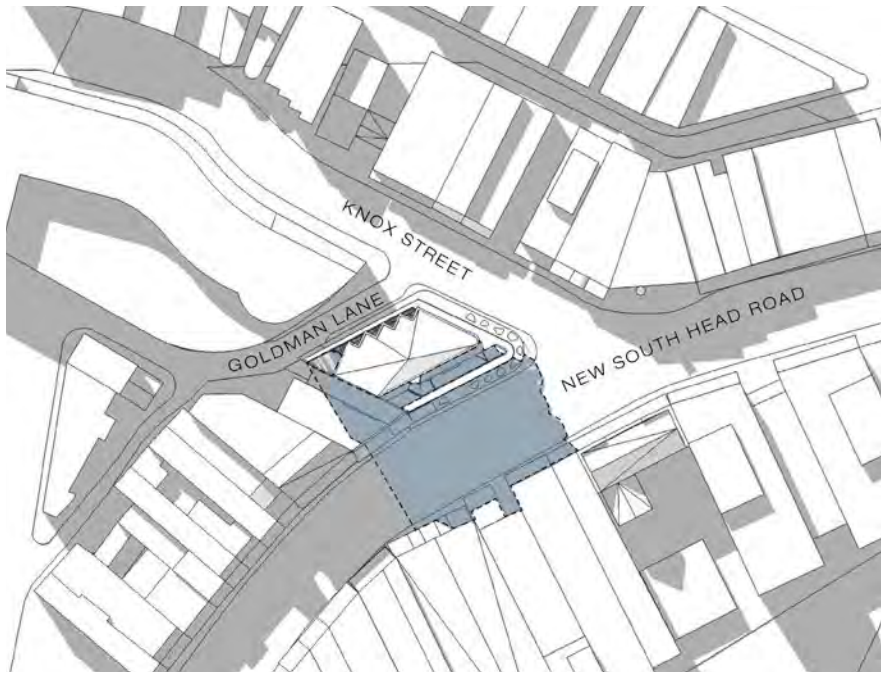
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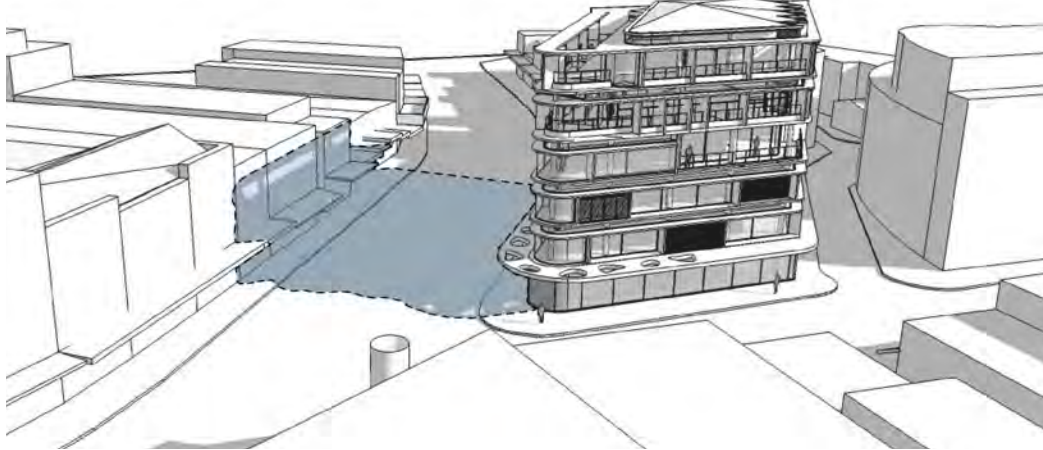
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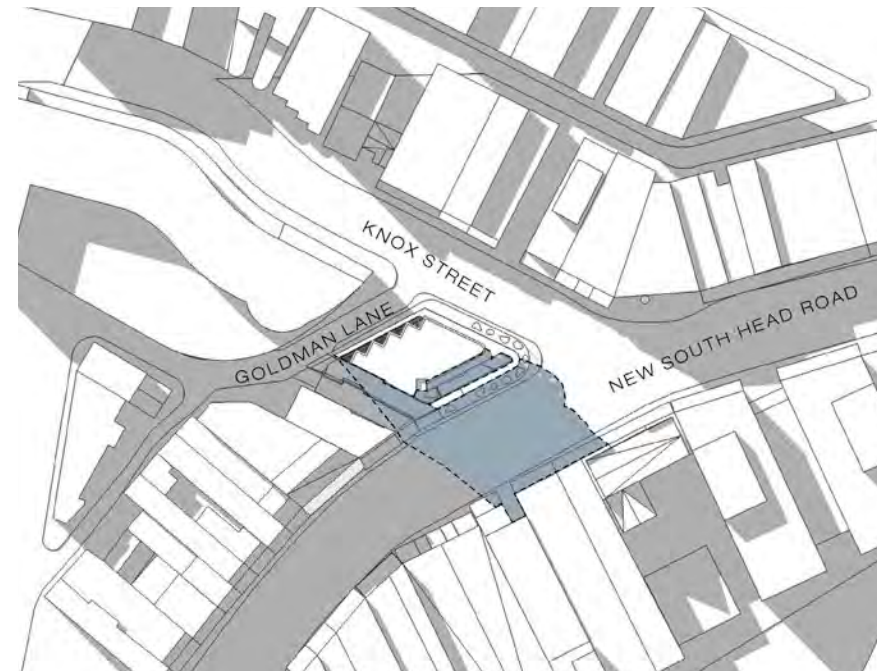


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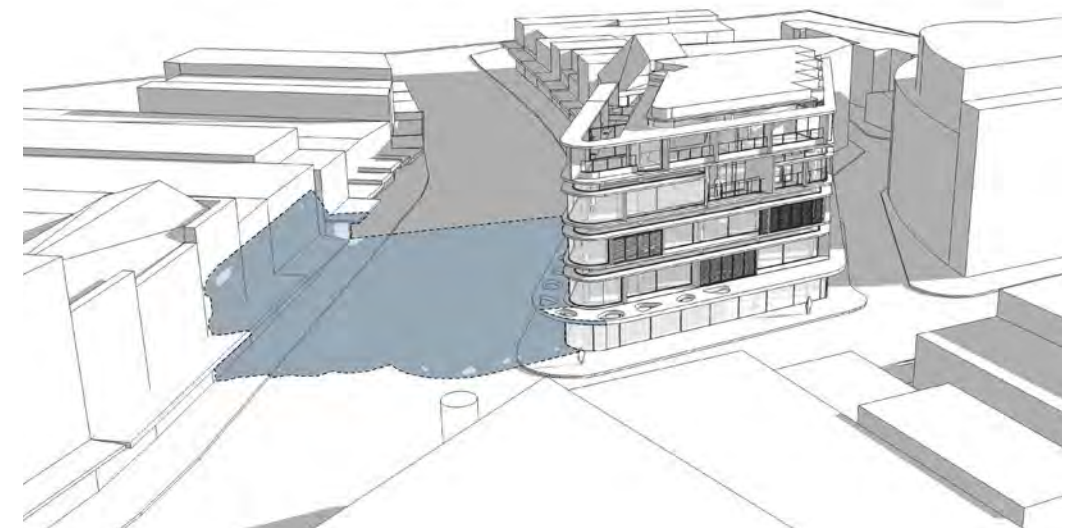


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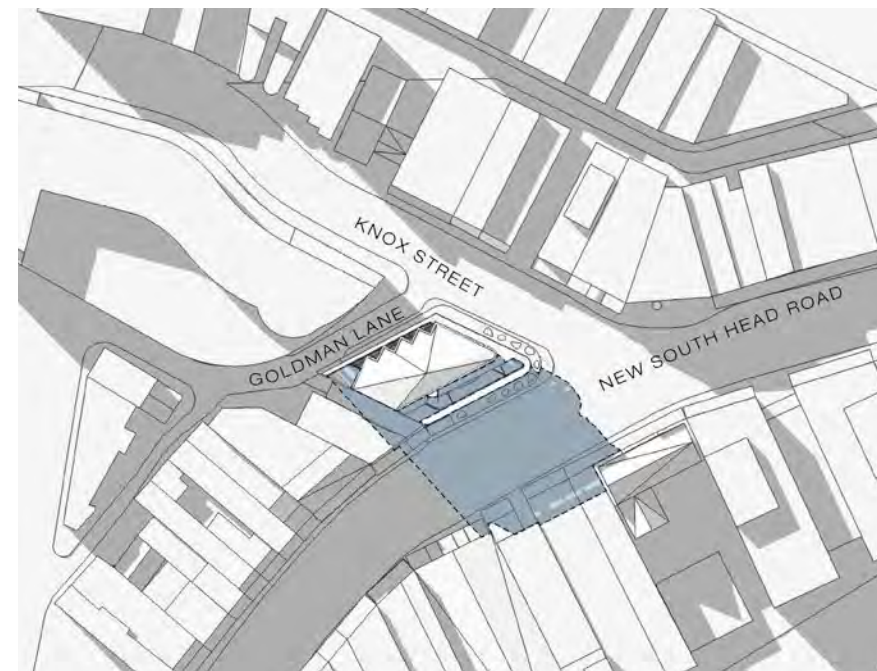
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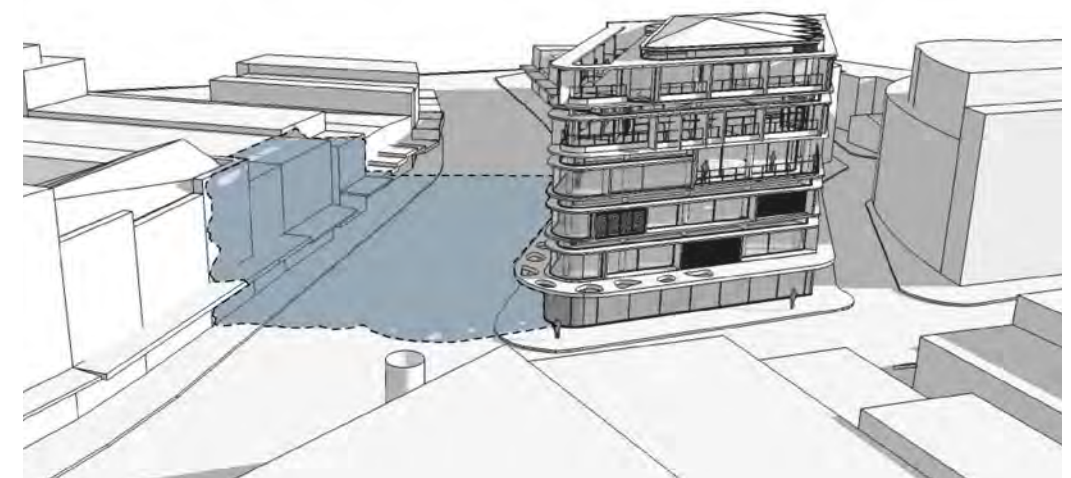
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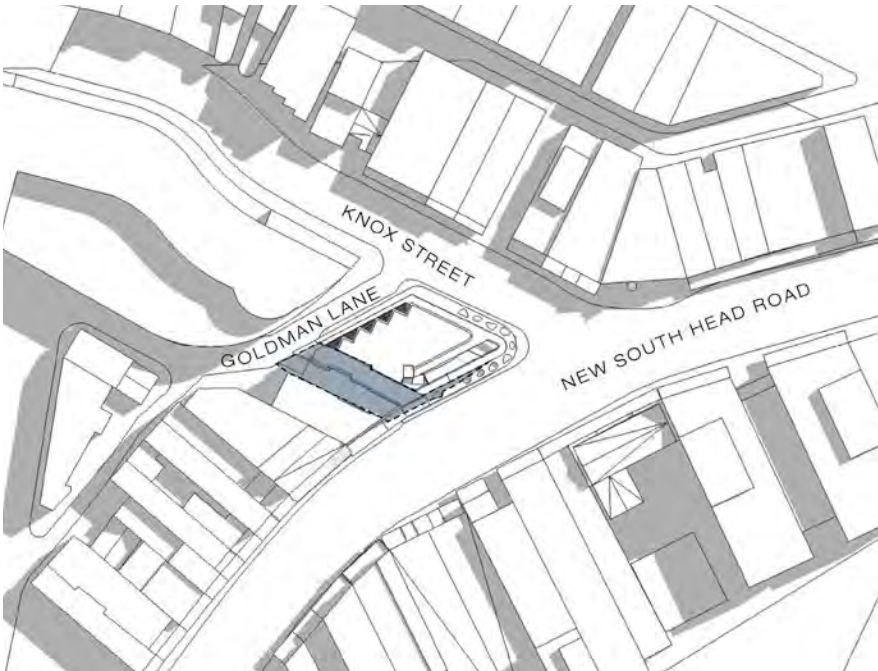


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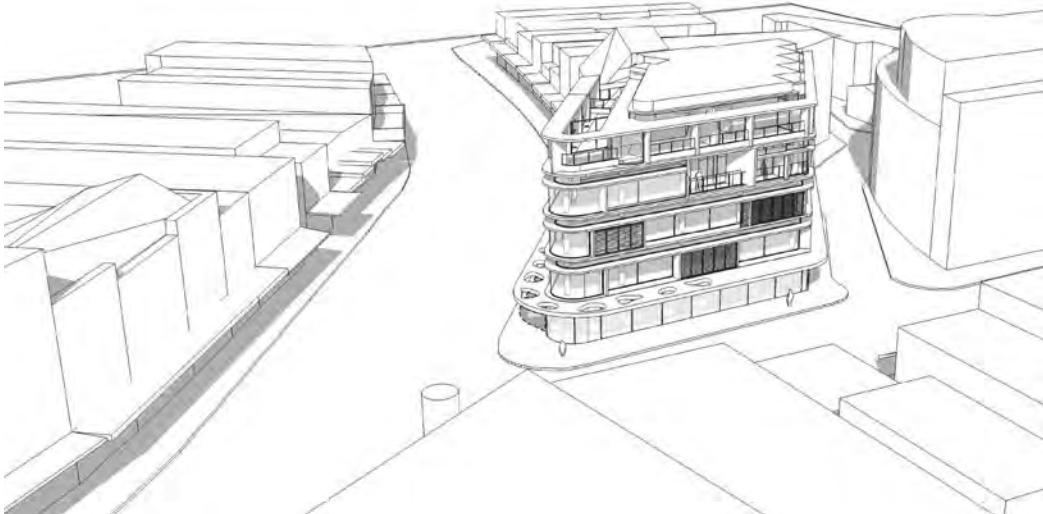


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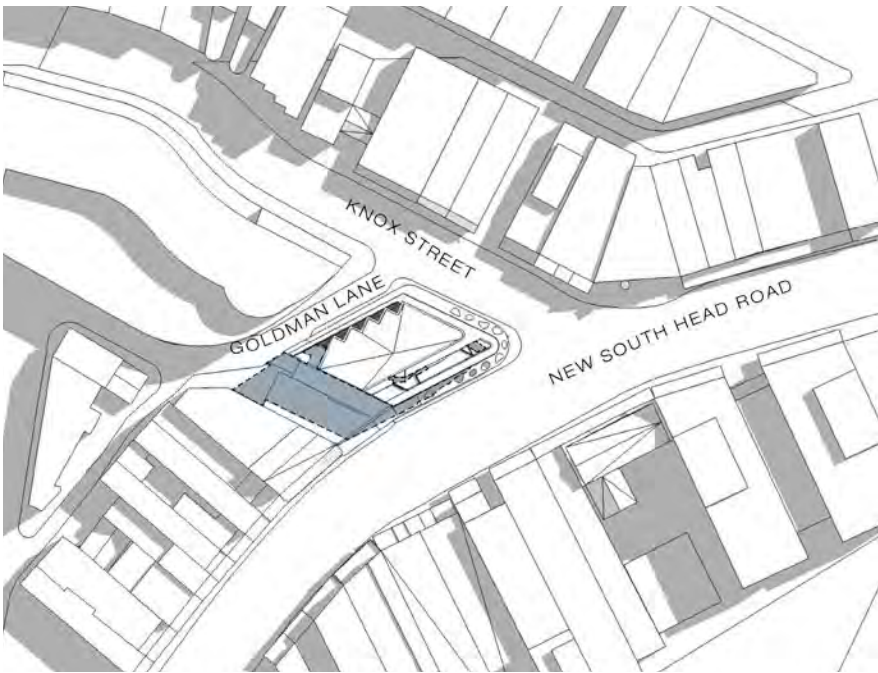
MARCH & SEPTEMBER 22 9AM



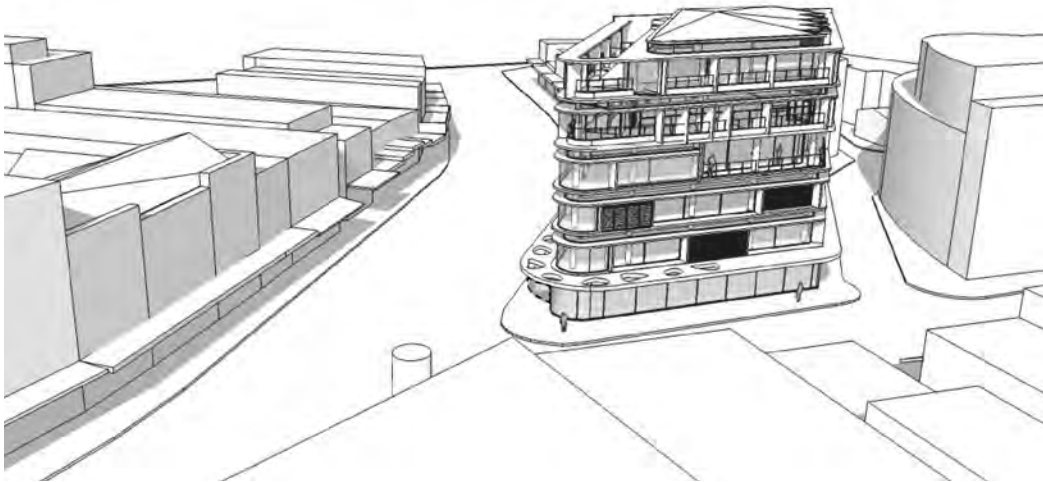
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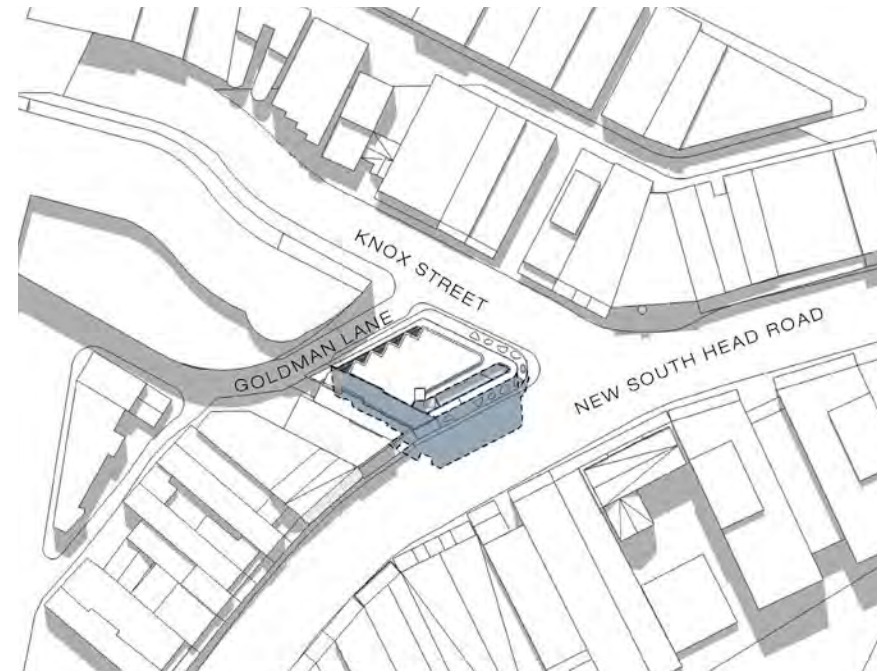


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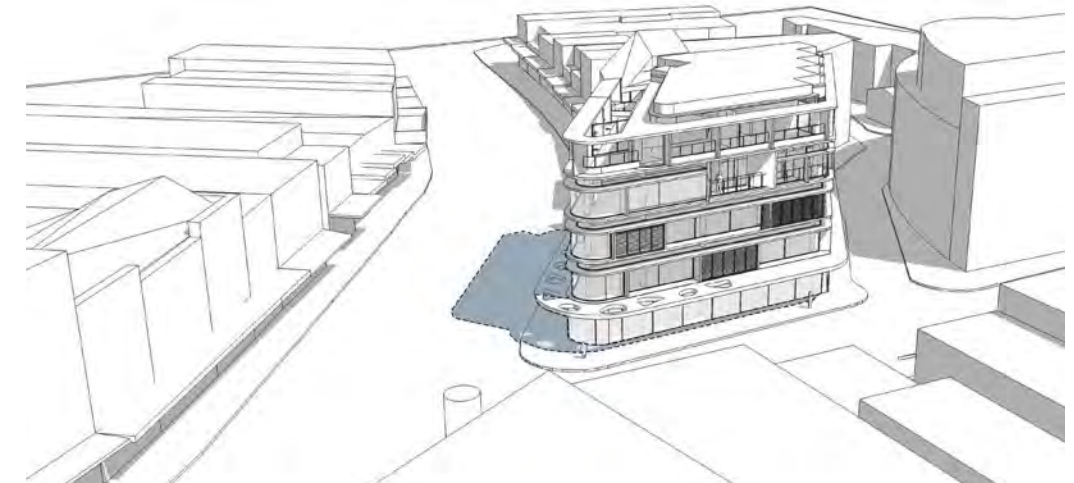


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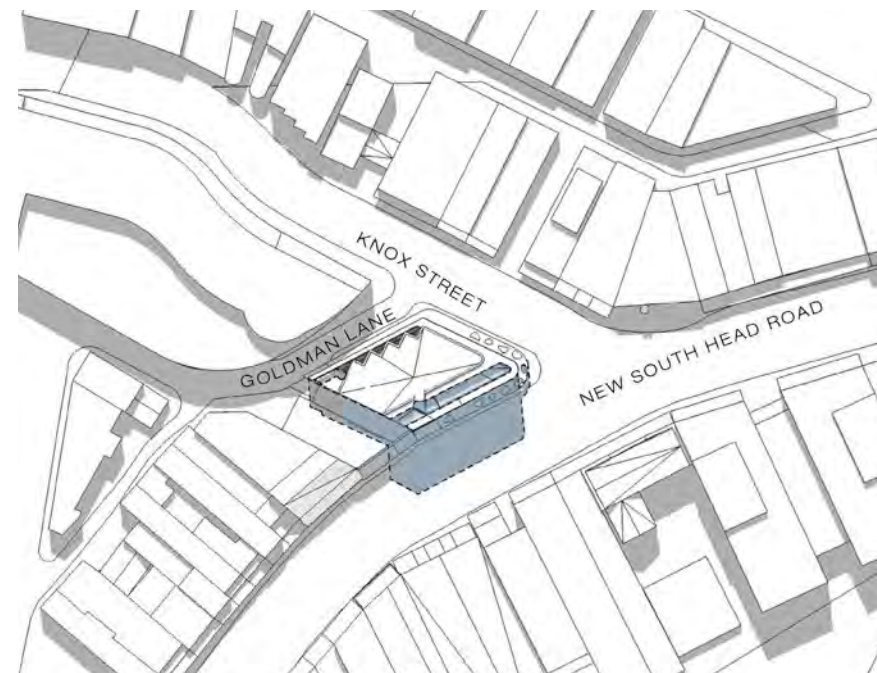
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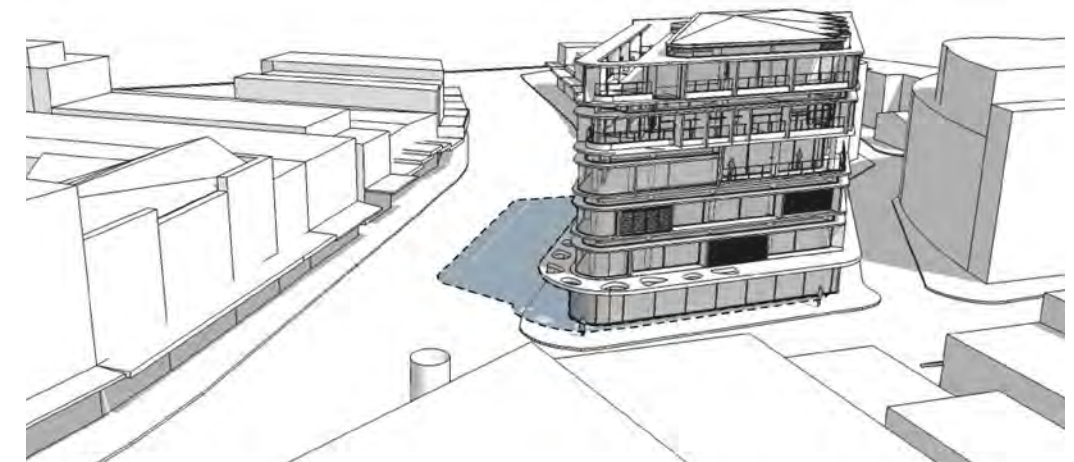
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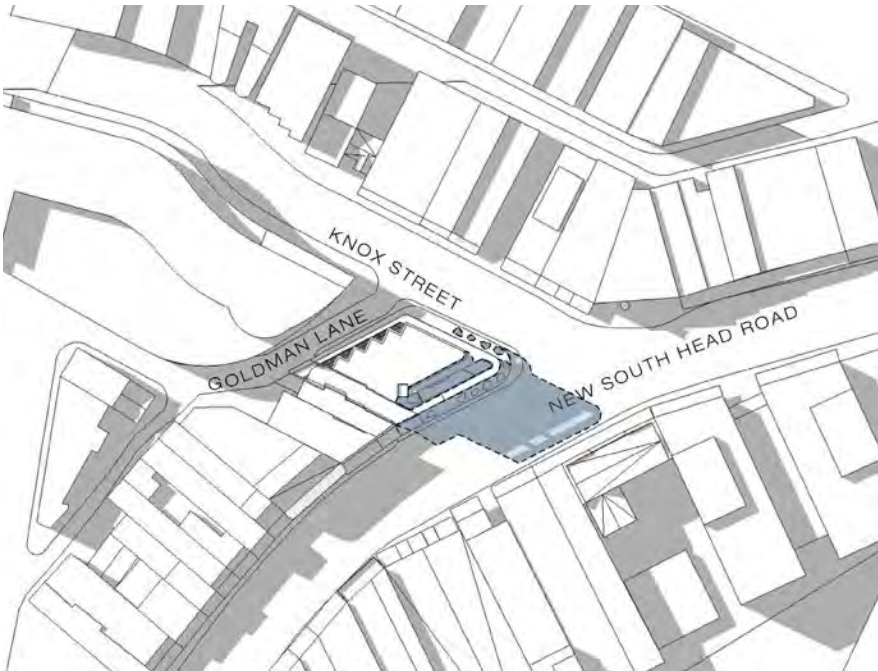


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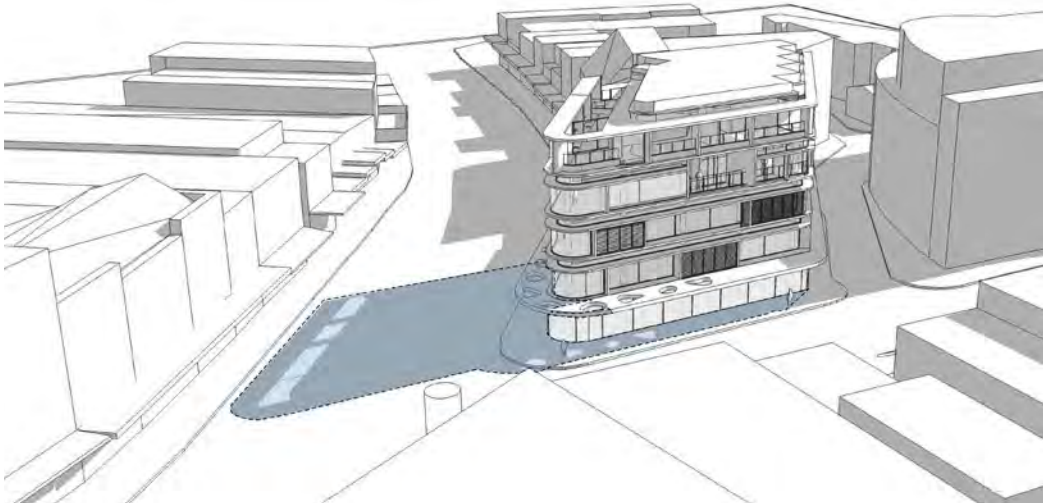


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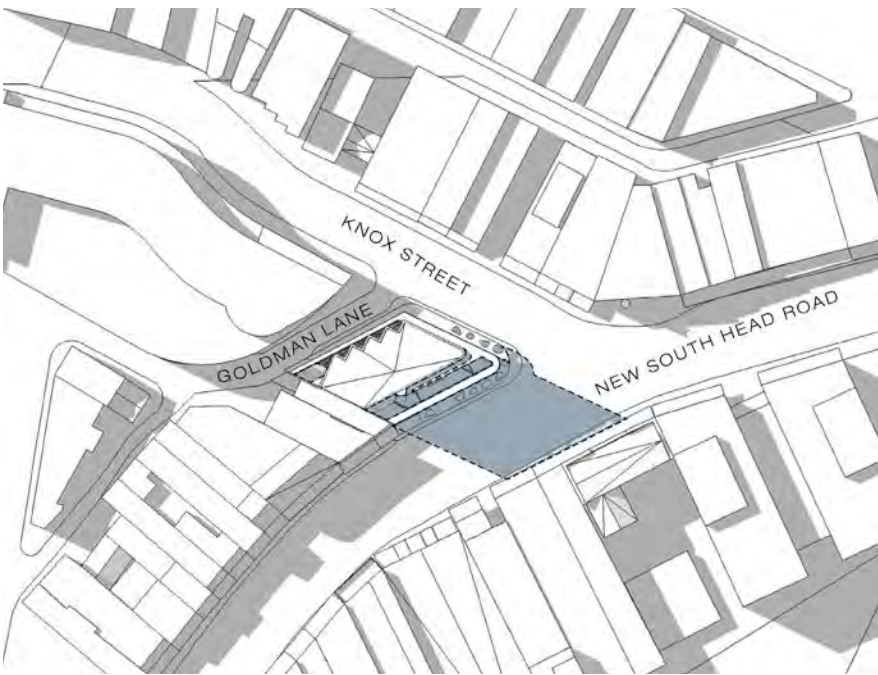
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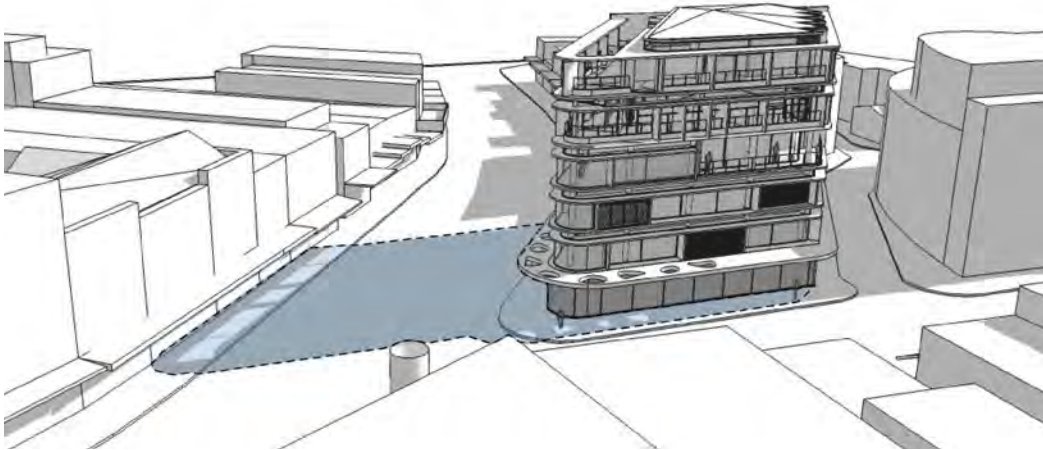
APPROVED 5 STOREY



APPROVED 5 STOREY



PROPOSED 6 STOREY



PROPOSED 6 STOREY

CONTROL 6.6.3 C1 SOLAR ACCESS: COMPLYING HEIGHT CONTROL LEP 2014



374+376-382 NEW SOUTH HEAD ROAD 7 LEVELS (LEP 2014 HEIGHT CONTROLS)

5.3.6 NEW SOUTH HEAD ROAD SOLAR ACCESS

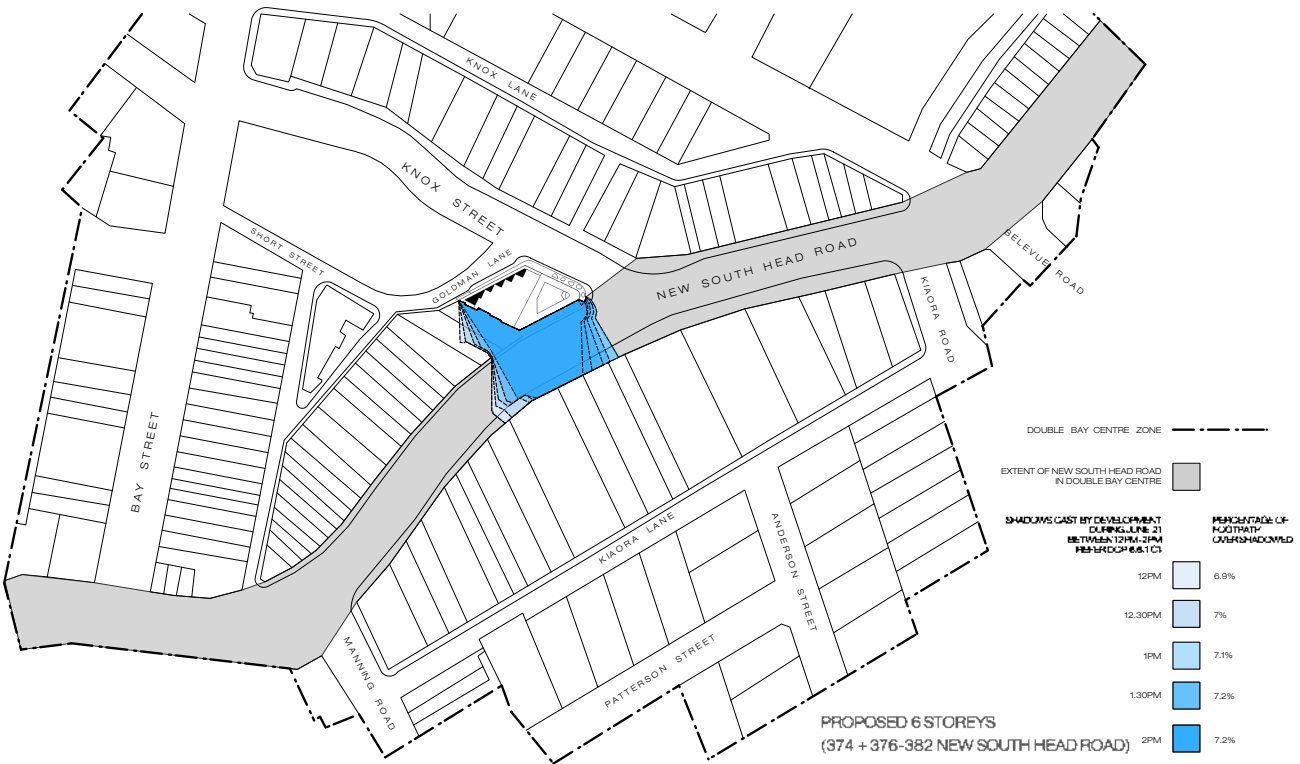
Solar access to the southern side of New South Head Road is expressed in clause 5.6.6.1 C1 of Woollahra DCP 2015 - Double Bay Centre which states '.....preserve solar access tothe footpath on the south side..New South Head road between 12 noon and 2pm on 21 June'.

An analysis of the overshadowing created by Woollahra DCP 2015 - Double Bay Centre and WLEP Height Controls, the approved development for the subject sites and the Revised Planning Proposal reveals that the overshadowing of the southern side of New South Head Road within the Double Bay Commercial Centre is over less than 7% of New South Head Road.

This overshadowing will not have a detrimental effect on the properties along New South Head Road and is within expectations for established City Centres.



376-382 NEW SOUTH HEAD ROAD APPROVED 5 LEVELS



374+376-382 NEW SOUTH HEAD ROAD 6 LEVELS

5.3.7 PRIVACY

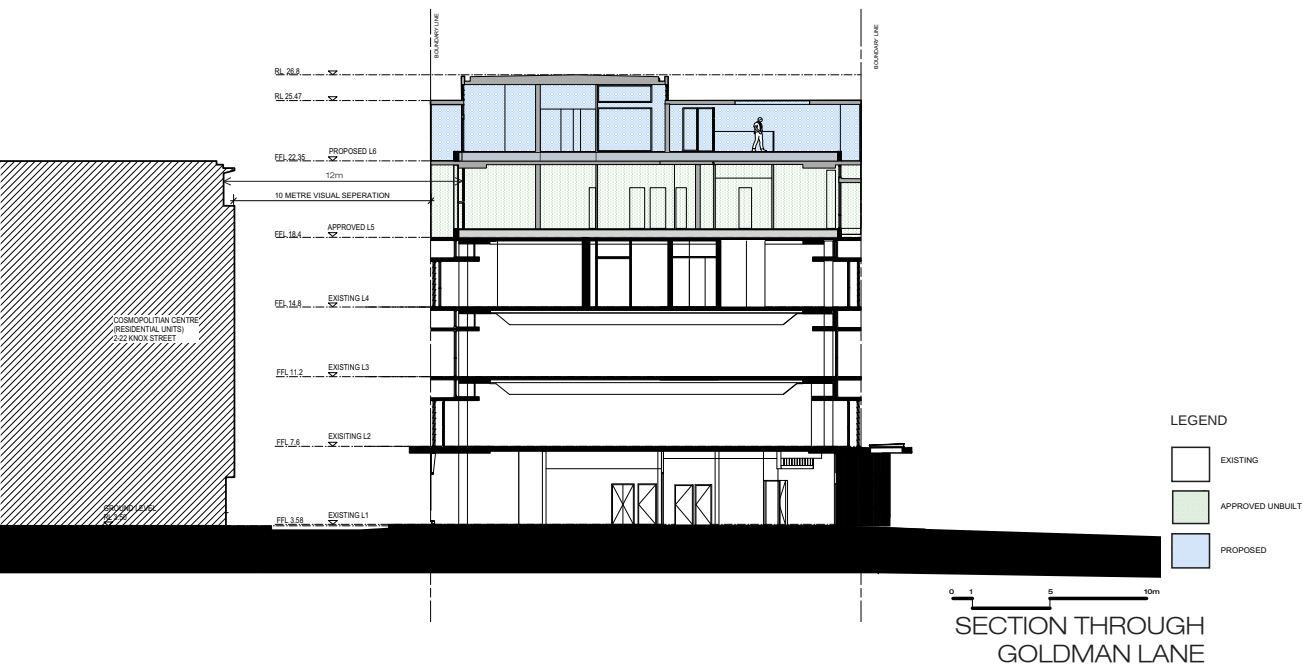
Visual privacy between the subject sites and its closest residential neighbour, No 2-22 Knox Street is maintained by the physical separation of 12m between the main living areas and bedrooms and the inclusion of obscure privacy screens along the western boundary.

5.3.8 SOCIAL

Double Bay Commercial Centre has the potential to be a vibrant working and living hub. The development of the subject sites as a truly mixed use building: ground floor retail, 3 levels of commercial and 2 levels of housing, provides this opportunity. By providing studio and 1 bed apartments within the Centre, large plate commercial floor plates and retail opportunities the Revised Planning Proposal can be a positive addition to the Commercial Centre. The development will assist in providing a unique opportunity for cultivating variety and density within the Double Bay Centre, strengthening the “livable communities” concept outlined in the *Woollahra 2025: Our community, our place, our plan*. Already in close proximity to existing infrastructure, hospitals, public transport and shopping centres, the additional residents would benefit local businesses that would now be readily accessed on a daily basis.

The Revised Planning Proposal will also complement the Kiaora Lands Redevelopment project. By establishing housing in the Double Bay Centre, the Revised Planning Proposal will provide an immediate community to foster the growth of the commercial hub, and an increase in pedestrians in the heart of the Commercial Centre would favour the use of the intimate ground level networks, activating the existing and developing lane ways.

Examples like the Five-Dock Mixed Use Development, Boheme at Bondi Beach (by Bates Smart), St Margarets’ redevelopment at Surry Hills (SJB) and The Tides in Collaroy provide precedents to the steps other Sydney Villages are taking in favouring density and improving the livability of the Urban Centre context. On a larger scale, this could be noted in the mixed use developments in the CBD such as the Hilton Hotel (Johnson Pilton Walker) and Aurora Place (Renzo Piano) which improves and regenerates the character of their site through constant building use.



BOHEME, BONDI BEACH
BATES SMART



HILTON HOTEL, CBD
JOHNSON PILTON WALKER



AURORA PLACE, CBD
RENZO PIANO



ST MARGARETS, SURRY HILLS
SJB



THE TIDES, COLLAROY
BILLARD LEECE PARTNERSHIP



FIVE DOCK MIXED USE
BATES SMART

6.0 VIEW LOSS

6.1 VALLEYS AND RIDGES

Situated in a large natural amphitheatre, the relevant consideration would be the roof structure forming a foreground and obstructing Harbour views. However, as can be demonstrated in the diagram on this page, the scale of the Revised Planning Proposal is not significant enough to obstruct any views, either from the primary ridge locations, or at ground level.

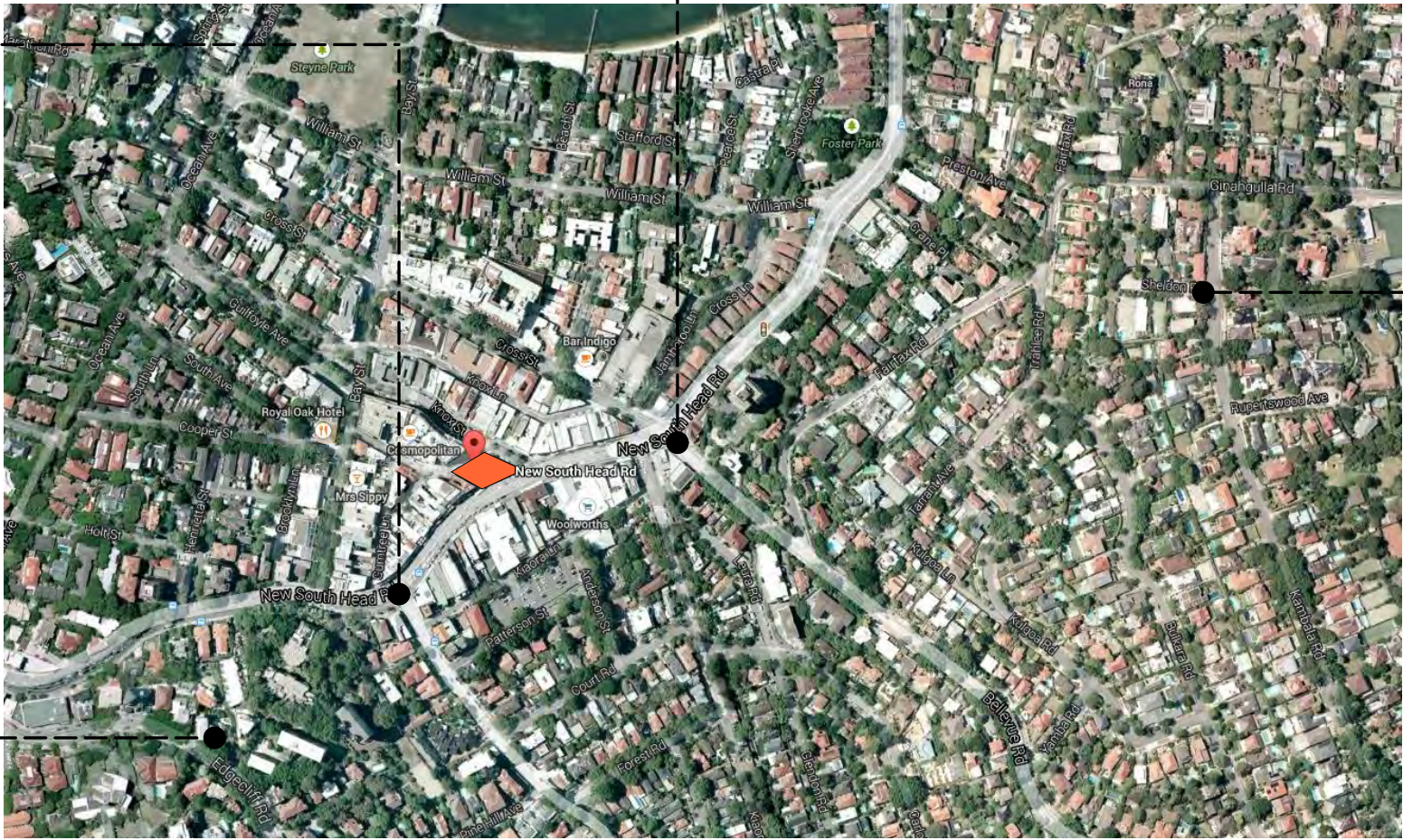
Due to its positioning along the curvature of New South Head Road and at the base of the amphitheatre, the Revised Planning Proposal complies with the Woollahra DCP 2015 - Double Bay Centre 5.3.2 (a), which requires the retention of views to large vegetation existing beyond Bellevue Road and Manning Road, and does not impede on the strategy to retain green vistas at each end of New South Head Road.



BOTTOM OF NEW SOUTH HEAD ROAD:
Looking North-East onto Double Bay Town Centre



BOTTOM OF NEW SOUTH HEAD ROAD:
Looking South-West onto Double Bay Town Centre



DOUBLE BAY SITE MAP



TOP OF EDGECLIFF ROAD:
Looking North-East onto Double Bay



TOP OF KAMBALA ROAD:
Looking South-West onto Double Bay