

PROPOSED CHANGES TO CHAPTER D5 - DOUBLE BAY CENTRE  
FOR THE ENVIRONMENTAL PLANNING COMMITTEE MEETING OF  
15 OCTOBER 2018

Insertions - identified in blue and underlined

~~Deletions—identified in red and strikethrough~~

\*NB: Only sections/sub-sections containing proposed changes are shown in this document

## Chapter D5 Double Bay Centre

### Part D ► Business Centres



# Chapter D5 ► Double Bay Centre

## Contents

<b>D5.1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	D5.1.1 Land where this chapter applies .....	1
	D5.1.2 Development to which this chapter applies .....	2
	D5.1.3 Objectives .....	2
	D5.1.4 Relationship to other parts of the DCP .....	3
	D5.1.5 How to use this chapter .....	3
<b>D5.2</b>	<b>UNDERSTANDING THE CONTEXT .....</b>	<b>6</b>
	D5.2.1 Siting .....	6
	D5.2.2 Historical development .....	6
	D5.2.3 Built form .....	7
	D5.2.4 Public parks and facilities .....	7
	D5.2.5 Access and circulation .....	8
	D5.2.6 Building uses .....	8
<b>D5.3</b>	<b>URBAN STRUCTURE .....</b>	<b>9</b>
	D5.3.1 Structure of the Double Bay Centre .....	9
	D5.3.2 Key strategies for the Double Bay Centre .....	11
<b>D5.4</b>	<b>STREET CHARACTER .....</b>	<b>14</b>
	D5.4.1 Desired future character .....	14
	D5.4.2 Common street strategies .....	14
	D5.4.3 New South Head Road .....	14
	D5.4.4 Bay Street (south) .....	16
	D5.4.5 Bay Street (centre) .....	19
	D5.4.6 Knox Street .....	20
	D5.4.7 Cross Street .....	21
	D5.4.8 The Lanes .....	23
	D5.4.9 Knox Lane .....	23
	D5.4.10 Short Street .....	25
	D5.4.11 Gumtree Lane .....	26
	D5.4.12 Goldman Lane .....	27
	D5.4.13 Kiaora Lane .....	28
<b>D5.5</b>	<b>BUILT FORM ENVELOPES: CONTROL DRAWINGS .....</b>	<b>30</b>
	D5.5.1 Urban form methodology .....	30
	D5.5.2 Explanatory legend .....	32
	D5.5.3 Double Bay Centre built form envelopes, ground and first floors (levels 1 and 2) .....	33
	D5.5.4 Double Bay Centre built form envelopes (levels 3 and above) .....	34
	D5.5.5 Control drawing 1 .....	36
	D5.5.6 Control drawing 2 .....	38
	D5.5.7 Control drawing 3 .....	40
	D5.5.8 Control drawing 4 .....	42

---

D5.5.9 Control drawing 5 .....	44
D5.5.10 Control drawing 6 .....	46
D5.5.11 Control drawing 7 .....	48
D5.5.12 View 1: 3D view of building envelopes .....	50
D5.5.13 View 2: 3D view of building envelopes .....	52
<b>D5.6 DEVELOPMENT CONTROLS .....</b>	<b>54</b>
D5.6.1 Format .....	54
D5.6.2 Use.....	54
D5.6.3 Urban character .....	57
D5.6.4 Relationship to public domain .....	73
D5.6.5 Amenity .....	82
D5.6.6 Solar access and natural ventilation.....	90
D5.6.7 Geotechnology and hydrogeology .....	93
D5.6.8 Parking and servicing .....	95
D5.6.9 Application of concessions .....	99
<b>APPENDIX 1: TRANSVAAL AVENUE HERITAGE CONSERVATION AREA.....</b>	<b>100</b>
A1.1 Introduction.....	100
A1.2 Historical outline .....	100
A1.3 Character and description.....	100
A1.4 Summary statement of significance .....	101
A1.5 Management policy.....	102
<b>APPENDIX 2: KIAORA LANDS .....</b>	<b>105</b>
A2.1 Background .....	105
A2.2 Objectives.....	106
A2.3 Development framework .....	107
A2.4 Built form envelopes .....	114
A2.5 Development controls.....	119

---

## D5.1 Introduction

This is Chapter D5 of the Woollahra Development Control Plan 2015 (DCP), Part D Business Centres. It establishes detailed controls to guide future development in the Double Bay Centre.

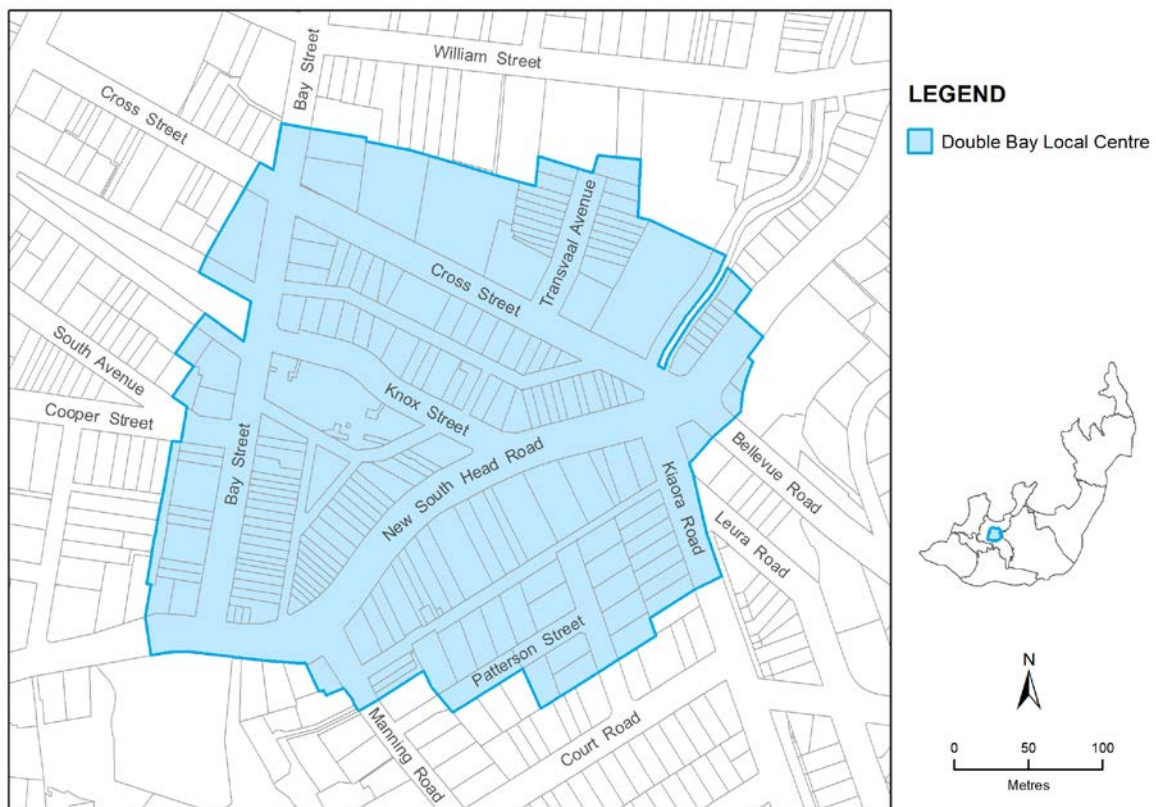
Double Bay is a unique local centre, which enjoys a privileged position near the southern edge of Sydney Harbour at the base of a large natural amphitheatre.

Its accessibility and distinctive landscape quality evoke an appealing cosmopolitan character that is warmly valued by local residents and users of the centre.

### D5.1.1 Land where this chapter applies

This chapter applies to the Double Bay Centre, as identified in Figure 1.

**FIGURE 2** Location plan



---

### D5.1.2 Development to which this chapter applies

---

This chapter applies to development that requires development consent.

Generally this will be mixed use retail, business, office and /or residential development, but may also include permitted uses such as child care centres, community facilities, and other uses as permitted by Woollahra LEP 2014.

Development should contribute to a vibrant centre that offers a unique living, working and shopping experience within a pedestrian friendly and attractive urban environment.

**FIGURE 2** View along Bay Street towards New South Head Road indicating possible future development



---

### D5.1.3 Objectives

---

The objectives of this chapter are:

- O1 To retain and enhance through block connections which allow pedestrians to move freely within the Double Bay Centre.
  - O2 To develop the particular qualities of different parts of the Double Bay Centre.
  - O3 To encourage a diverse mix of uses in the Double Bay Centre and maintain [active](#) uses at ground level.
  - [O4 To provide a range of employment generating non-residential land uses on the first floor.](#)
  - O4 To conserve and enhance the visual and environmental amenity of all buildings and places of heritage significance in the Double Bay Centre.
  - O5 To ensure a high standard of architectural and landscape design in any new developments within the Double Bay Centre.
  - O6 To preserve and enhance the diversity of uses in the Double Bay Centre.
  - O7 To ensure that new development is compatible with the existing built form, and streetscape and village character.
  - O8 To encourage view sharing and individual privacy.
-

## D5.4 Street character

Describes the desired future character of the streets in the Double Bay Centre.

### Using the built form controls

The development controls are derived from the Double Bay Centre Urban Design Study. They respond to the strategies set out in Section 5.3.2 of this chapter and the desired future character described in Section 5.4.1.

Controls have been designed for each individual site in the Double Bay Centre to optimise development, whilst taking into consideration the potential of adjoining properties and public spaces. The adopted Urban Form Methodology (Section 5.5.1) provides a greater certainty of outcome for Council, community and site owners.

Built form controls in the Double Bay Centre are expressed in graphic form as built form envelopes on the control drawings and in written and illustrated form as development controls.

## D5.5 Built form envelopes: Control drawings

The controls are in the form of building envelopes, which set the position of development on each site. There are two control drawings for every site in the Double Bay Centre; one showing the ground and first floor levels and the other showing all levels above.

The control drawings are accompanied by a descriptive legend, and further explanation is provided in Section D5.6. Three dimensional images of the building envelopes assist in the interpretation of the development controls.

## D5.6 Development controls

These explain in written and illustrated form the following areas of building development:

- ▶ **Use** which refers to building use such as retail, ~~commercial~~ [business premises](#), [office premises](#) and residential.
- ▶ **Urban character** which includes building envelopes, setbacks, heritage, architectural resolution, roof design, awnings, privacy, signage and advertising, and outdoor eating.
- ▶ **Relationship to public domain** which includes awnings, colonnades, arcades, outdoor eating and ground floor frontage to lanes.
- ▶ **Amenity** which includes landscaped areas, above ground open spaces such as balconies and roof terraces.
- ▶ **Solar access and natural ventilation** which addresses these two matters.
- ▶ **Geotechnology and hydrogeology** which addresses geotechnical and hydrogeological impacts on any surrounding property and infrastructure as a result of development.
- ▶ **Parking and servicing** which includes pedestrian access and mobility, on-site parking, vehicular access, and site facilities.

There is an additional section that deals with the application of concessions for cultural facilities and for corner lots.

### D5.2.5 Access and circulation

---

The centre has limited street connections to the surrounding area along New South Head Road, Manning Road, Kiaora Road and Bellevue Road. The scarcity of connections arises from topographical constraints and very large block sizes that limit pedestrian accessibility and concentrates traffic into a few access points.

Vehicular traffic in the centre operates reasonably effectively, despite relatively few access points and the presence of through traffic. Parking is concentrated in council car parks on Cross Street and Kiaora Road. On-street parking is heavily used throughout the centre and adjoining areas.

The Double Bay Centre is serviced by a number of bus routes. Edgecliff Railway Station and the ferry wharf at the end of Bay Street provide further public transport links to the city centre and other parts of Woollahra.

The centre has an attractive ambience for pedestrians due to the generally continuous shop fronts along streets and through block arcades on shallow lots.

The harbour is accessible across Steyne Park and from Beach Street, Bay Street and Ocean Avenue. Extending streetscape improvements down to the ferry wharf will strengthen the connection of Bay Street to the waterfront.

### D5.2.6 Building uses

---

The Double Bay Centre contains a mix of retail, ~~commercial~~ [business premises](#), [office premises](#), service and residential uses. The retail activity is concentrated between Knox and Cross Streets, and along New South Head Road, Bay Street and Cross Streets.

High quality small scale speciality retailing defines the image and character of the Double Bay Centre. [Active street frontages at ground level provide continuous business and retail land uses that open directly to the footpath providing active, people orientated street frontages. They enhance public security and passive surveillance and improve the amenity of the Centre by encouraging pedestrian activity.](#)

~~And~~ In late 2014 the InterContinental Hotel opened on the former site of the Ritz Carlton Hotel after a significant renovation of the existing building.

[As one of the largest employment generating centres in the Woollahra Municipality, Double Bay Centre provides a range of jobs in major industries including retail, tourist and visitor accommodation and food services. It also contains significant health care services such as general practice, dental and medical services.](#)

The provision of more local services such as the Double Bay Library, which is part of the Kiaora Lands development, ~~will~~ [benefits](#) residents in and near the centre.



### D5.3.2 Key strategies for the 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 intention of this chapter is to strengthen and enrich the existing urban structure of Double Bay and to create a memorable character for the Double Bay Centre by incorporating the following:

#### Enhance and improve the public domain and the provision of public facilities

- a) Enhance the public domain of Double Bay by applying a coordinated approach to the public domain and streetscape.
- b) Encourage multiple uses of Council car park sites such as providing community services and facilities at the ground floor and/or street façade and/or the roof terrace of Council's car park properties.
- c) Promote the important role that public transport plays in Double Bay.

#### Ensure that the centre maintains its commercial viability and competitive position within the Sydney ~~retail~~ market

- a) Foster ~~the existing~~ a diverse mix of uses ~~of~~ in the centre such as hotels, retail, medical services, ~~and commercial~~ business premises, office premises and ~~upper level~~ residential.
- b) Encourage development ~~a flexible built form~~ that ~~can potentially accommodate a range of non-residential uses and~~ supports a diverse mix of uses in the centre.
- c) Consolidate the retail centre and intensify its usage by encouraging active ~~retail and~~ frontages to laneways and establishing transition areas on the edge of the centre to mediate between the centre and residential areas beyond.
- d) Enhance the image of Double Bay as a premier boutique and designer fashion store destination.
- e) Encourage increased food and service retail uses.

#### Develop the particular qualities of different parts of the centre

- a) Encourage redevelopment of Double Bay's address to New South Head Road by:
  - intensifying the urban scale and vitality of New South Head Road;
  - encouraging development that responds to and continues to describe the strong curved form of New South Head Road through the centre; and
  - retaining the views to large areas of vegetation existing at each end of the centre, beyond Bellevue Road to the east and Manning Road to the west.
- b) Retain and enhance the sunlit block of arcades between Knox Street and Cross Street.
- c) Spatially define the distinctive street geometry of Knox Street.
- d) Reinforce the Bay Street promenade and vista to the harbour foreshore.

- e) Retain the scale of small lot development and street character of Bay Street south of Short Street.
- f) Reinforce the urban space at the end of Guilfoyle Park, using built form controls.
- g) Create a new local focus on Kiaora Lane by completing the Kiaora Lands development which includes new retail shops, a library and public plaza.

#### Retain and enhance pedestrian access and amenity in and around the centre

- a) Reinforce the intimate scale, active ~~retail~~ street frontage and pedestrian amenity of the lanes and little streets in the centre.
- b) Improve the pedestrian environment by:
  - increasing connectivity through the large block bound by Cross, Bay and William Streets, and Jamberoo Lane;
  - providing building setbacks and footpaths in lanes;
  - requiring continuous awnings in nominated areas.
- c) Improve the pedestrian environment by encouraging well designed arcades and open air connections at nominated locations that complement the street and lane structure and which:
  - promote public access across private land;
  - are transition spaces between public places;
  - are activated by retail frontage;
  - have through-site visibility.

#### Improve Double Bay's built form to provide appropriate definition to the public domain

- a) Provide direction and certainty of outcome in relation to built form to ensure:
  - a coherent street scale;
  - compatibility with existing urban fabric;
  - a variety of building types;
  - a high level of environmental amenity.
- b) Promote high quality architectural design throughout the centre that positively contributes to the streetscape.
- c) Ensure that new development is compatible with the existing built, streetscape and village character
- d) Establish building envelopes that define building height and building lines (at lower and upper levels) to provide coherent street definition.
- e) Reinforce continuous active street ~~retail~~ frontages along street boundaries.
- f) 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.
- g) Encourage view sharing and privacy.

## D5.4 Street character

### D5.4.1 Desired future character

The street is the primary organising element of urban structure. The street edge is the place where the public and private domains meet. By defining a particular vision for each street, public domain improvements and private development can be coordinated to produce a desired outcome.

This section describes the desired future character of each street in the Double Bay Centre. The Double Bay Centre Public Domain Improvements Plan (1999) should be used as a reference for works in the public domain, such as street tree planting, footpath design, street furniture and traffic devices.

The following is provided for each street in the centre:

- ▶ Existing character, which describes elements such as built form, streetscape, lighting, landscape and views;
- ▶ Desired future character, which outlines the urban design criteria for each street;
- ▶ Annotated street sections, which illustrate the existing and the desired future built form.

This information sets the context for development control described in Sections D5.5 and D5.6.

### D5.4.2 Common street strategies

- ▶ Strengthen the spatial definition of streets by encouraging building to the street boundary.
- ▶ Provide continuous active ~~retail~~ [street](#) frontage at ground floor level.
- ▶ [Provide non-residential uses on the first floor such as office premises, business premises, medical services and community facilities.](#)
- ▶ Increase street surveillance and promote a safe environment.
- ▶ Strengthen all built form on corner sites.

### D5.4.3 New South Head Road

#### Existing character

New South Head Road is a historically significant road connecting the city to South Head. The road traverses the Double Bay Centre where it has a strong curved form punctuated with

### D5.4.8 The Lanes

---

#### Existing character

Most of the lanes are currently the “back” of lots. These are characterised by their lack of pedestrian amenity and extensive vehicle crossovers, and tend to be visually blighted by service areas and unscreened rubbish areas.

#### Desired future character

- a) Facilitate the service role of lanes, while encouraging increased active ~~retail~~ [street](#) frontage.
- b) Improve pedestrian amenity by providing adequate footpaths, limiting the width and numbers of vehicle crossovers, setting buildings back on one side and preserving natural daylight to the lanes.
- c) Enhance the spatial definition of lanes with ground and first floor building lines and buildings up to two storeys in height.

### D5.4.9 Knox Lane

---

#### Existing character

Knox Lane has an intimate scale which is partly due to the lane's changing alignment and related spatial enclosure. Physical and visual connection to other spaces at street level is primarily via

through-site connections to Knox Street and courtyards to Cross Street. The spatial definition along the lane varies although most of the buildings are two to three storeys.

### Desired future character

- Retain and enhance the varied spatial definition of Knox Lane.
- Retain and enhance the honeycomb of arcades and courtyards which connect Knox Street to Cross Street.
- Encourage visual and physical connections between Knox and Cross Streets using:
  - arcaded and/or outdoor connections;
  - north oriented courtyards; and
  - arcade and courtyard creating buildings, which may vary from the control drawings in Section 5.5.8.

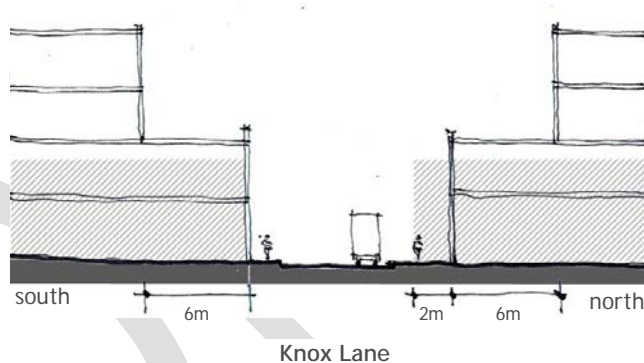
### Location map and section direction



The use of roof terraces as open space is encouraged

Widen footpath to increase pedestrian activity

Increase active ~~retail~~ street frontage



Indicative existing built form

Two storey buildings along the lane frontage may be interspersed with arcades and courtyards.

Each development site may be permitted to build to 4 storeys on 50% of the Knox Lane frontage if it is interspersed with 2 storey development.

The build-to line is setback to expand the public domain at street level and improve pedestrian amenity

### D5.4.10 Short Street

#### Existing character

The building on the northern side of Short Street, and its extensive vehicle crossovers, establishes an overbearing scale and unmodulated façade which dominates the spatial quality of Short Street.

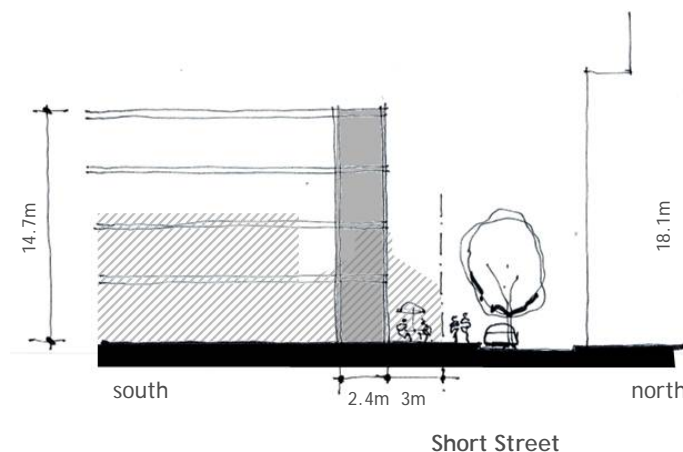
#### Desired future character

- Increase active **retail street** frontage.
- Moderate the scale of built form along the north side of the lane with buildings of predominantly two storeys, set back 2m from the lane boundary, and interspersed with four storey development.
- Apply a 3m setback on No.2 Short Street at the Short Street frontage.
- Protect the amenity of the lane by preventing uninterrupted four storey buildings constructed to the street boundary along the northern built edge.
- Widen footpath to southern side of Short Street.

#### Location map and section direction

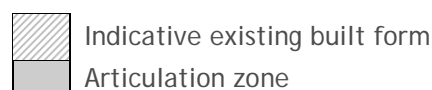


The building line is setback to expand the public domain at street level and improve pedestrian amenity



Each development site may be permitted to build to 4 storeys on 50% of Short Street frontage if it is interspersed with 2 storey development.

Increase active **retail street** frontage



### D5.4.11 Gumtree Lane

#### Existing character

Gumtree Lane is spatially defined by the discontinuous two storey built form on its west side and the lane geometry that creates a central triangular site.

#### Desired future character

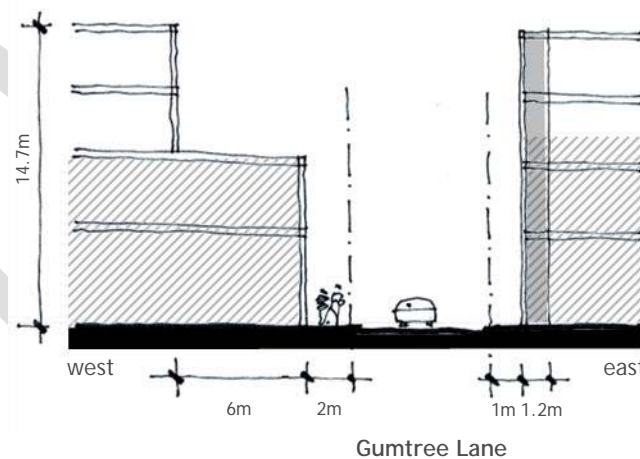
- Retain the two storey built form and 2m setback on the west side.
- Apply a 1m setback to the eastern side of Gumtree Lane.
- Increase the spatial definition of the lane, and street surveillance with an articulated building addressing the lane from the central triangular site.

#### Location map and section direction



The use of roof terraces as open space is encouraged

Increase active **retail** street frontage



The building line is set back to expand the public domain at street level and improve pedestrian amenity



Indicative existing built form

Articulation zone



## D5.4.12 Goldman Lane

### Existing character

The character of Goldman Lane is quite intimate with restaurant entrances on both sides of the lane and through-site links connecting to New South Head Road. Its spatial quality could be improved by strengthening the built form along each side.

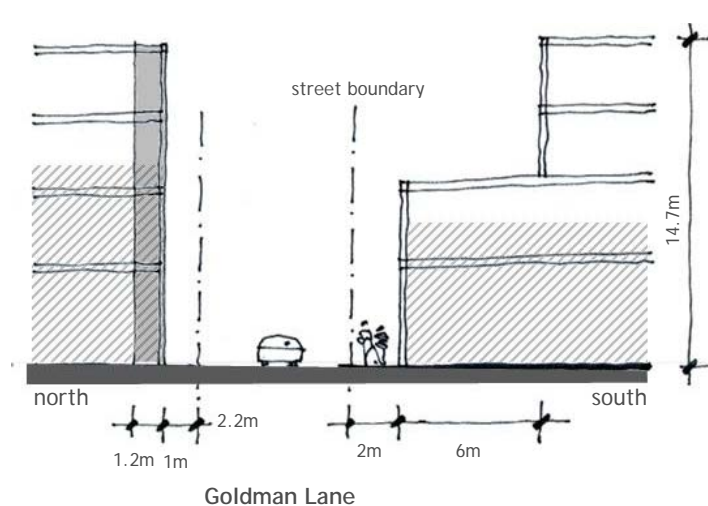
### Desired future character

- Increase the spatial definition of the lane and street surveillance with an articulated building addressing the lane from the central triangular site.
- Retain and extend the 2m setback on the south-eastern side of Goldman Lane.
- Apply a 1m setback on the north-western side of Goldman Lane.

### Location map and section direction



The building line is setback to expand the public domain at street level and improve pedestrian amenity



The use of roof terraces as open space is encouraged  
Increase active ~~retail~~ street frontage



Indicative existing built form  
Articulation zone



### D5.4.13 Kiaora Lane

---

#### Existing character

The character of Kiaora Lane is compromised by its current “back of house” status, with loading vehicles, exposed on-site loading bays and rubbish bins. Recent lane widening creates a framework within which to improve the general character and particularly pedestrian amenity. A setback zone to its north side has been partially built.

Kiaora Lands occupies the southern side of the laneway. It comprises a three storey retail development with public space opposite the Double Bay Library and public car park. An arcade provides access from Kiaora Lands to New South Head Road near Knox Street.

#### Desired future character

- a) Improve the civic quality of the lane and this side of the centre with a public building and public square adjacent to a through-site link to New South Head Road.
- b) Enhance pedestrian amenity with a car park on the existing car park site with active frontages ~~retail~~ addressing the lane.
- c) Moderate the scale of built form along the north side of the lane with buildings of predominantly two storeys, set back 2m from the lane boundary, and interspersed with four storey development.
- d) Protect the amenity of the lane by preventing uninterrupted four storey buildings constructed to the street boundary along the northern built edge.

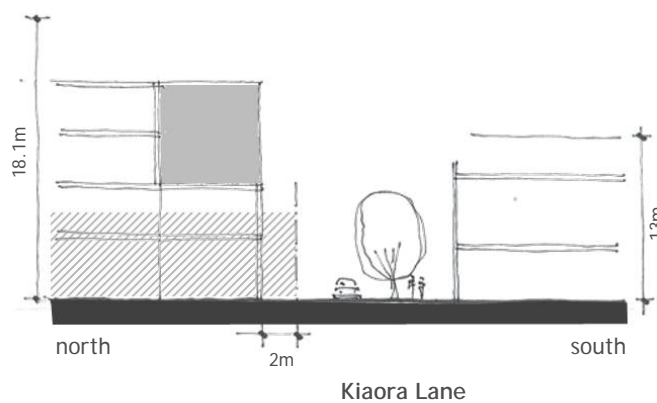
#### Location map and section direction



A variety of roof forms is encouraged

4 storey development may be permitted on 50% of the site frontage.

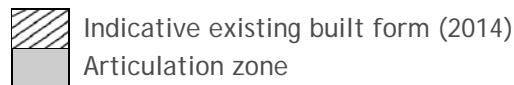
A 2m setback is required to expand the public domain at street level and improve pedestrian amenity



Provide an active **retail** edge to the lane

Provide retail on the ground floor with car parking above or below retail levels.

Colonnade edging the lane



Note: Refer to the built form envelopes in Appendix 2 Kiaora Lands for objectives and strategy for Kiaora Lane as it relates to the Kiaora Lane site.

## D5.5 Built form envelopes: Control drawings

### D5.5.1 Urban form methodology

This section contains control drawings which show building envelopes for every site in the Double Bay Centre.

The envelopes generally establish:

- four storey heights along streets;
- two storey heights along lanes; and
- lesser building depths above the first floor to achieve high amenity development flexible for residential or [non-residential commercial](#) uses.

This framework has been tailored to each site, taking into consideration its particular characteristics. These include:

- the relationship of buildings to the public domain such as the street, public park or square;
- the desired future character of the street in which the site is situated;
- its size and orientation;
- the significance of existing buildings and landscape;
- its optimum development potential; and
- managing the impact of its development on adjoining [non-residential commercial](#) or residential properties.

This urban form methodology defines a physical outcome for the centre, while encouraging innovative architectural design within the building envelopes. It provides more certainty of outcome for Council, community and site owners.

Controls for levels 1-2 (ground and first floor) differ to those for levels 3-5.

At street level the integration of retail and [other non-residential commercial](#) uses, vehicular access and street awnings, are the primary needs to be considered. Upper floor level envelopes are designed to facilitate quality [non-residential with](#) residential [and commercial](#) development [above](#).

For this reason there are two control drawings for each urban block in the Double Bay Centre, illustrating the level 1 and 2 and level 3-5 envelopes for every site. Summary built form drawings for the Double Bay Centre are provided in Sections 5.5.3 and 5.5.4.

The maximum floor space permitted is determined by the floor space ratio (FSR) in Woollahra LEP 2014. All development must comply with the applicable FSR control.

The control drawings use building envelopes to illustrate how floor space is to be distributed over the site. The envelopes have been designed to achieve a loose fit with the FSR to encourage building articulation, through-site connections, and some variation of building form and building character. The envelopes allow varied and innovative design; they are not to be used as a justification for FSR in excess of the LEP control.

## D5.6 Development controls

### D5.6.1 Format

This section contains the development controls for building and site elements in the Double Bay Centre. It provides further explanation of the Section D5.5 Built Form Envelopes: Control Drawings, and introduces additional controls not described in these drawings.

The following format is used:

#### Introduction

For most controls there is an introduction which explains the need and importance of including that particular element.

#### Objectives

The objectives define Council's intention. They relate to the aims and objectives in Section D5.3 Urban structure, and the desired future character outlined in Section D5.4 Street character.

#### Controls

The controls establish the means of achieving the objectives. This section must be read in conjunction with the Built Form Envelopes: Control drawings that illustrate the site specific controls. Diagrams are incorporated with the development controls to assist interpretation.

Not all controls will be relevant to every development. The applicant must nominate and provide justification for any controls they consider irrelevant to their development.

If a development proposal departs from a relevant control the applicant must demonstrate how the development satisfies the underlying objectives of the control.

### D5.6.2 Use

The distinctive mix of small scale shops, boutiques, restaurants, cafes, hotels ~~commercial premises~~ and the like in the Double Bay Centre creates a friendly street environment that caters for the daily needs of the centre's users and creates an attractive environment for visitors.

Continuous ground level retail frontage offers the benefits of safety, commercial activity and street life. The provision of mixed development can make a significant contribution to the local character, providing street surveillance and after hour activity in the centre.

Commercial activity and employment generating uses are a vital component of the centre's economy. To prevent the loss of the employment capacity in the centre, the ground and first

floor should accommodate non-residential uses such as business premises, office premises, medical services and community facilities.

~~Previously there was very little residential use within the Double Bay Centre. Development in the last 10 years has tended to be mixed use, with ground floor retail with residential above.~~

Residential development as part of a mixed used building is encouraged within the centre to:

- increase the areas activity and vibrancy at night;
- encourage the provision of a range of retail services, particularly food stores; and
- reduce the reliance on cars to access the centre.



**FIGURE 18** Building use

Retain the range and intensity of existing retail uses in Double Bay and increase the level of activity in the centre by ~~increasing the~~ providing a mix of non-residential and residential uses ~~component of mixed use development~~

## Objectives

- ~~O1—Encourage upper storey residential development within the centre to enhance the cosmopolitan character of the Double Bay Centre.~~
- ~~O2—Encourage mixed use development to reduce transport and travel requirements.~~
- ~~O3—Encourage the continuation of retail and commercial uses at street level in the centre.~~
- ~~O4—Encourage first floor retail and commercial use.~~
- O1 To provide local employment opportunities and reduce transport and travel requirements through the development of mixed use buildings.
- O2 To provide continuous active retail and other active non-residential uses at street level.
- O3 To provide first floor non-residential uses such as businesses, offices, medical services and community facilities.
- O4 To allow for upper storey residential development in order to enhance the centre's cosmopolitan character, whilst maintaining active retail at ground level and other active non-residential uses at the first floor.
- O5 Encourage arcades and double fronted shops that provide through block connections for pedestrians.
- O6 Limit the width of retail frontage to preserve the small shop character of the centre.

- O7 Encourage multi-level dwellings on the upper storeys of development as a means of redeveloping small narrow allotments.
- O8 Encourage activities which do not have unacceptable noise or other environmental impacts.
- O9 Ensure that buildings are designed and constructed to minimise noise and other impacts on building occupants and adjoining properties.



**FIGURE 19** Reinforce existing small lot development prevalent in the centre

Site amalgamation is particularly discouraged on these lots.

Where small lots (lots that are less than 6m wide and/or less than 30m deep) are amalgamated, the façade of the new buildings should be articulated and modulated to reflect the historic subdivision pattern.

### Controls

- C1 Design for a mix of uses within buildings.
- C2 Design durable and adaptable buildings, spaces and places.
- ~~C3 Design for retail, commercial and community uses at ground and first floor levels. Consider design solutions that promote retail, commercial use at first floor level such as galleried arcades.~~
- C3 Provide active non-residential uses at ground level and non-residential employment generating uses at first floor level.
- C4 Access to residential uses should not occupy more than 20% of the ground floor frontage.
- C5 The maximum retail frontage at street level for individual premises identified on the diagram above must correspond with current lot widths. Other lots must not exceed 15m for each street frontage.
- C6 The architectural resolution of buildings on amalgamated small lots identified in Figure 19 must express existing lot widths.

### D5.6.3 Urban character

---

#### 5.6.3.1 Building envelopes

Building envelopes illustrate the limits of permissible building height, depth and location and are described on the control drawings, Section 5.5.5—5.5.11. The envelopes allow development that maintains the environmental amenity of buildings and the public domain with regard to building bulk, overshadowing, access to natural light and ventilation and views.

The building envelopes have been developed to foster a mix of uses in the centre, and to promote built form not reliant on artificial lighting, heating and ventilation. The deep ground and first floor building envelopes are suitable for retail and [non-residential commercial](#) uses, while the depths of envelopes for levels 3-5 are suitable for residential uses. The depth of residential buildings promoted in this chapter is based on the guidelines contained in the Residential Flat Design Code.

The building envelopes have been considered in conjunction with FSR. The FSR controls in Woollahra LEP 2014 limit the amount of floor space in the centre. The building envelopes illustrate the permitted distribution of floor space in the centre. The permissible floor space for each site (determined by FSR) is generally 80% of the theoretical floor space achievable within the building envelopes.

Uniform FSR facilitates development equity between sites; the envelopes allow flexibility in the ways the built form will be realised including the provision of arcades and through-site links.

Car parking above ground is not encouraged. If car parking is proposed at or above ground level (i.e. within the building envelope) the development may not achieve its maximum permissible floor space, and Council will not support a larger building envelope to provide for additional floor space.

## Objectives

- O1 Development should contribute to the desired future character of streetscapes with appropriate and consistent building forms.
- O2 Encourage courtyards and light wells at ground and first floor level of deep blocks to allow natural lighting and ventilation.
- O3 Enable the provision of through-site links and arcades.
- O4 Encourage a variety of interior volumes, i.e. split levels, double height spaces and arcades.

## Controls

- C1 Development must occur within the building envelopes shown on the Built Form Envelopes: Control Drawings, Section 5.5.5—5.5.11.
- C2 To create built form which is not reliant on artificial heating and cooling:
  - a) habitable rooms should generally achieve a minimum floor to ceiling height of 2.7m; and
  - b) level 3-5 building depth is limited to 15.6m including the articulation zones. When this is difficult to achieve in the residential component of a development, Council will consider variations to the overall building depth providing a minimum 80% of dwellings have windows that can be opened and/or doors in walls with differing orientations, to facilitate cross ventilation.
- C3 Deep building footprints are permitted at the ground and first floor only.
- C4 Building forms allow for:
  - a) natural day lighting and ventilation; and
  - b) privacy between dwellings ~~or~~ and non-residential commercial premises.

### 5.6.3.2 Height

The permissible height of development in the Double Bay Centre is set in Woollahra LEP 2014. The control drawings in Section 5.5.5—5.5.11 illustrate the desired number of storeys for each part of the centre.

Building height has been determined by the need to preserve a pedestrian scale in the centre. Factors which play a role in achieving an appropriate scale relate to the width, orientation and character of streets and lanes. The envelopes generally establish three to four storey building heights along streets, and two storey building heights along lanes. Building above this height is required to be setback from the street or lane boundary to preserve amenity in the public domain.

Short Street, Kiaora Lane and Knox Lane have the potential to be more like little streets than lanes being wider than other lanes in the centre, and may include four storey buildings along the



lane frontage interspersed with two storey buildings, provided that at least 50% of lane frontage is two storeys or less.

The building height accommodates:

- [ground floor retail](#)
- [first floor non-residential and](#)
- [residential above.](#)

### Objectives

- O1 Encourage buildings to achieve the heights along street and lane frontages described by the control drawings.
- O2 Provide floor to floor heights that provide amenity to building users and allow adaptable reuse of levels.

### Controls

- C1 To reinforce the built definition of streets, buildings should be well designed and achieve the maximum prescribed height along the primary street frontage.
- C2 To achieve a variety of roof forms the floor level of the uppermost habitable storey must be at least 3.5m below the maximum permissible building height.
- C3 The building (including lift tower machinery plant rooms and storage space) must be contained within the envelope height, with the following exclusions: chimneys, flues, masts, flagpoles communication devices, satellite dishes and antennae.
- C4 The minimum floor to floor heights for the Double Bay Centre comply with the table below.

Level	Use	Height
Ground floor	Retail <sup>1</sup>	4m
Levels 2-5	Commercial office	3.4m
Levels 2-5	Residential	3.1m

Level	Use	Height
Ground floor (Level 1)	Retail <sup>1</sup>	4m
<a href="#">Level 2</a>	<a href="#">Non-residential</a>	<a href="#">3.4m</a>
Levels <a href="#">3</a> -5	Residential	3.1m

<sup>1</sup> Applicants may choose to vary storey height using 3.7m height for ground floor and Level 2 to create double storey spaces with a combined floor to floor height of 7.4m.

---

## Objectives

- O1 Promote high quality architectural design throughout the Double Bay Centre to create a desirable and memorable environment.
- O2 Encourage coherent streetscapes based on common design principles for each street and lane.
- O3 Minimise the negative impacts of glare and reflectivity on adjoining public and private properties.
- O4 To ensure that development enhances the visual quality and identity of the centre through well considered design, high quality materials and facade colours that do not dominate the street.
- O5 The colour of the building facade is not intrusive or unreasonably dominant within the streetscape, and is compatible with the character of the centre.

## Controls

- C1 Provide a clear street address to each building. Clearly define pedestrian entries.
  - C2 Provide predominantly glazed shopfronts to ground floor retail areas. Roller shutters to shopfronts are not permitted.
  - C3 New buildings and facades do not result in glare that causes discomfort or threatens safety of pedestrians or drivers.  
  
Note: A reflectivity report that analyses the potential glare from the proposed new development on pedestrians or motorists may be required.
  - C4 New buildings and facades must minimise the impact of glare and reflectivity on adjoining land.
  - C5 Materials must be compatible with the existing urban context, such as red face brick and rendered masonry, in street facade design.
  - C6 The external painting of a building in bright colours, corporate colours or fluorescent colours should be avoided.
  - C7 Any individual business branding and identity in external painting and colour schemes is to be subordinate to the main colour schemes in the street. (Also refer to the signage controls in Part E7 of the DCP, Section 7.2.2 When external painting of a building constitutes a wall sign.)
  - C8 The design of window and balcony openings must account for streetscape, heritage items, privacy, orientation and outlook.
  - C9 Richly articulate facades to express the different levels of the building and/or its functions.
  - C10 Blank party walls are to be avoided.
  - C11 Design non-residential ~~commercial~~ space to permit maximum flexibility for future uses.
-

#### 5.6.4.3 Arcades, walkways and courtyards

One of the defining characteristics of Double Bay is its honeycomb of external walkways and arcades. Good quality arcades have active [non-residential retail](#) frontages, and contribute to a vibrant pedestrian shopping environment. The provision of good quality arcades and walkways with a light and airy character is encouraged.



**FIGURE 41** Goldman Lane

This walkway off Knox Street has retail frontages on both sides and a light airy character, which is promoted in this chapter



**FIGURE 42** Locations of existing arcades and through site links

When redeveloping a site, existing arcades or through site links must be retained

- arcade
- - - - walkway



**FIGURE 43** Desirable through block connections

Arcades are permitted throughout the centre except on corner lots. This drawing shows the most desirable through block connections. Consider the proximity of nearby arcades when providing a new arcaded connection

- arcade
- - - - walkway

### Objectives

- O1 Encourage new arcades and walkways that provide:
  - a) public access across private land; and
  - b) connections between streets and other parts of the public domain.
- O2 Create arcades with active ~~retail~~ street frontages.
- O3 Encourage arcades that are supplemented with outdoor areas such as courtyards or outdoor rooms.
- O4 To provide suitable amenity within arcades.

### Controls

- C1 All existing arcades and walkways must be retained or replaced when a site is redeveloped.
- C2 Arcades must be mostly naturally lit and ventilated.
- C3 External walkways must be paved in accordance with the standard Double Bay pavers (refer to the Public Domain Improvements Plan 1999 and Council's Technical Services Division for advice).
- C4 The proportions and character of arcades should reflect their importance in expanding the public domain and their location in the centre.
- C5 Arcades must have a minimum:
  - a) width of 3m; and
  - b) ceiling height of 3.6m.
- C6 Arcades must, to the extent possible, provide a clear sightline from one end to the other for surveillance and accessibility.

#### 5.6.4.4 Outdoor eating

The Double Bay Centre is a desirable location for the provision of outdoor eating facilities due to the temperate climate, favourable orientation, leafy quality of streets and active street frontage.

Outdoor eating facilities have the potential to add to the liveliness of streets and activate other outdoor places.



**FIGURE 44** Outdoor eating

Outdoor eating establishments can provide lively street activity in suitable locations

#### Objectives

- O1 Encourage outdoor eating establishments where they provide a pleasant outdoor eating environment with minimal disturbance to pedestrian circulation and where they comply with Councils associated codes and policies.

#### Controls

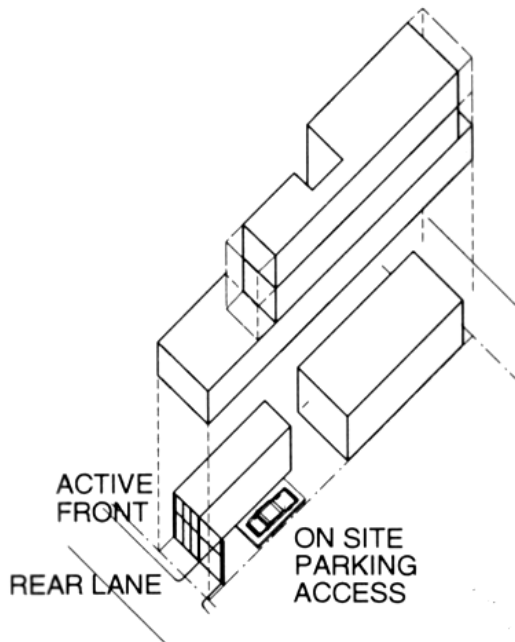
- C1 Development is to comply with Council's policy for footway restaurants.

#### 5.6.4.5 Ground floor active lane frontage

Active street frontage is characterised by liveliness and activity associated with pedestrian activity, building entrances, shop entries and attractive shop displays.

The Double Bay Centre benefits greatly from a network of lanes that work in conjunction with arcades to provide pedestrian connections. As active pedestrian environments, the laneways have unrealised potential to intensify retail activity in the centre.

Note: An active frontage is defined as one or a combination of the following: entrance to retail, retail shopfront, entrance to residential/~~commercial~~ [non-residential uses](#) above, cafe or restaurant if accompanied by an entry.



**FIGURE 45** Active retail frontage

Consider using a car hoist with basement parking as a means of maximising active **retail street** frontage. Lane address should incorporate active frontage and minimise the impact of access to on-site parking

### Objectives

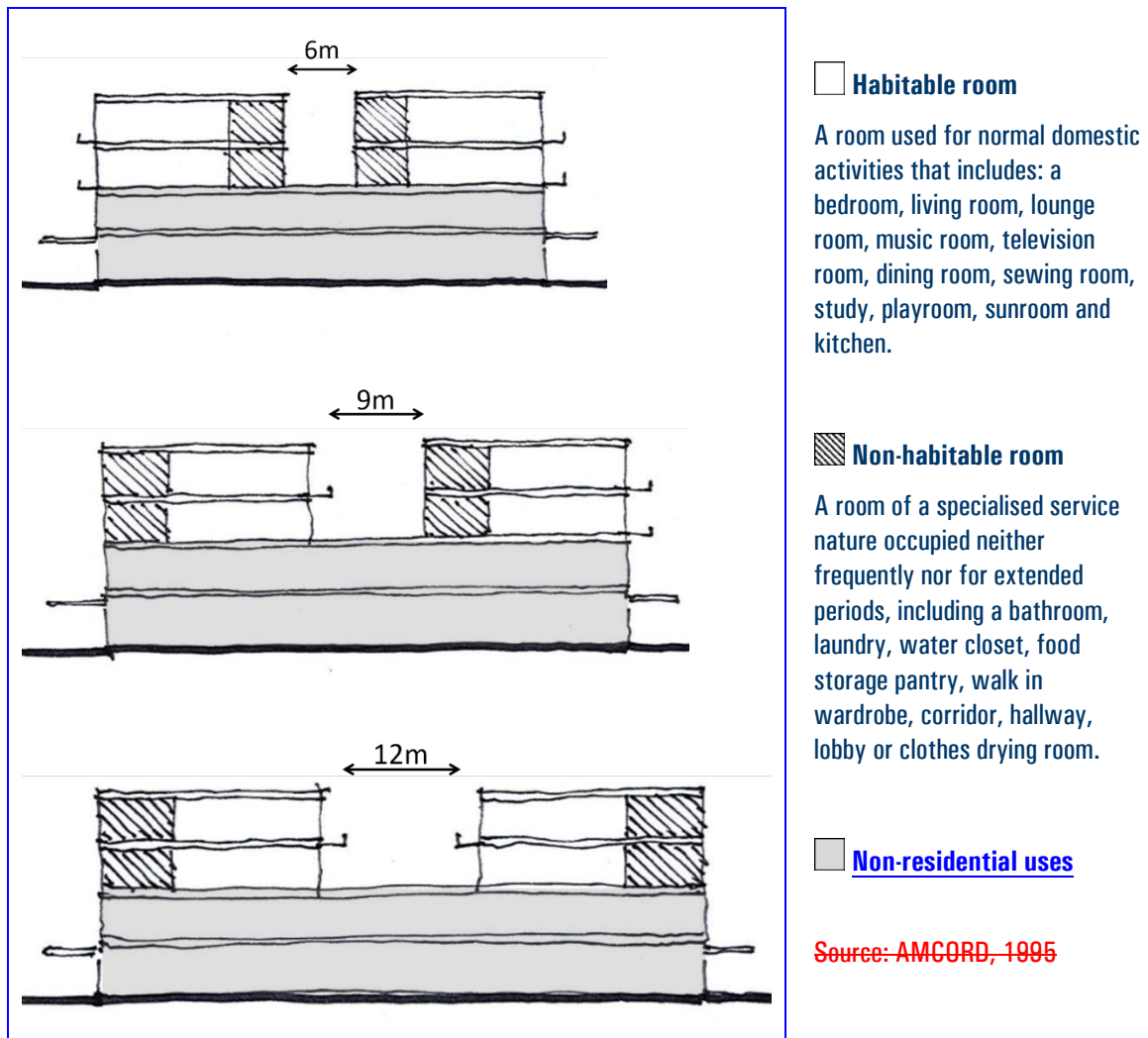
- O1 Provide an active frontage at the ground level of buildings facing lanes to add to the vitality, and usefulness of both lane and building.
- O2 [Provide non-residential uses at first floor to enhance activity and employment in the centre.](#)
- O3 Coordinate the provision of vehicular and service access to maximise ground floor activity along lanes.
- O4 Improve the pedestrian amenity of lanes to encourage a wide range of uses.
- O5 Improve safety and security by providing active shopfronts to improve general lane surveillance.
- O6 Discourage off-street loading facilities in laneways if on-street loading bays are available.

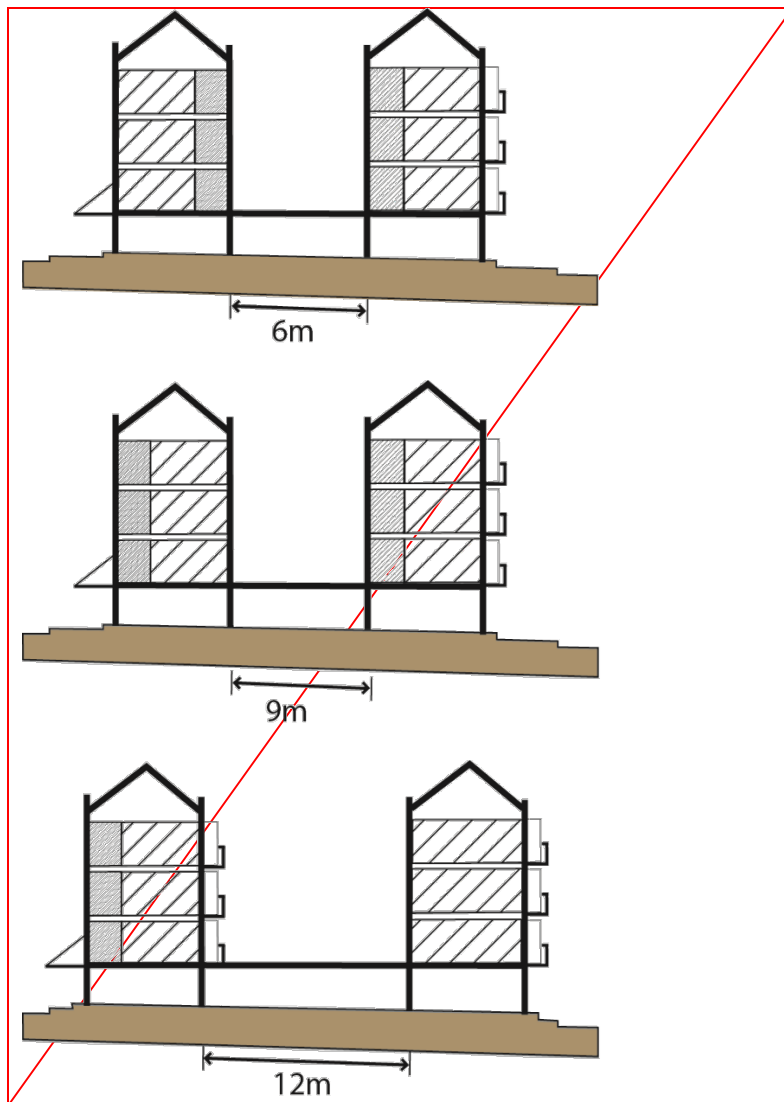
## D5.6.5 Amenity

### 5.6.5.1 Visual privacy

Visual privacy is an important consideration for residential development within the centre, and neighbours adjacent to the centre, as it is a major determinant of amenity.

**FIGURE 46** Recommended minimum separations between openings to achieve visual privacy





### Objectives

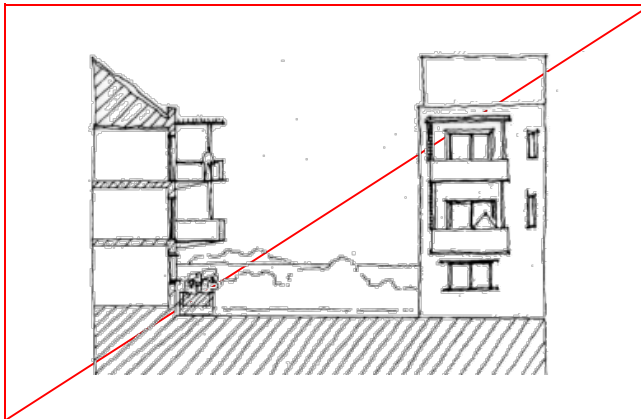
- O1 Ensure development protects the privacy of adjacent residential neighbours.
- O2 Ensure residential apartments and private open spaces have adequate visual privacy.

### Controls

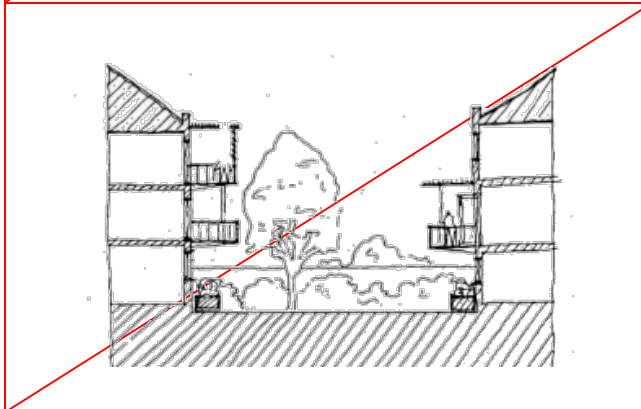
- C1 Orientate main living spaces, and their primary openings, to the street or rear garden to avoid overlooking between neighbouring properties. Living areas with primary openings facing the side boundary should be avoided.
- C2 Where openings face the side boundaries of properties, protect visual privacy between neighbouring dwellings by:
  - a) providing adequate distance between opposite windows - use the illustrations in this section as a guide;
  - b) offsetting facing windows of neighbouring dwellings; and



- c) providing obscure glazing, screening or planting.
- C3 Protect privacy between dwellings proposed on a single development by adopting the recommended distance between openings illustrated in Figure 46. Alternatively use vegetation and balcony screening to protect privacy.
- C4 Use building articulation, particularly in required building articulation zones, to provide visual privacy between buildings and the public domain.
- C5 Primary door and window openings in residential living areas should be located towards the street and/or rear to protect privacy. Living areas with primary openings facing the side boundary should be avoided.



**FIGURE 47** Carefully locate balconies to protect privacy



**FIGURE 48** Vegetation and balcony screening must be used to enhance privacy when the recommended separations are not able to be achieved.

Source: AMCORD, 1995

### 5.6.5.2 Acoustic privacy

Acoustic privacy is an important consideration in relation to the ~~residential component of the~~ centre, and neighbours adjacent to the centre, because it is a major determinant of amenity.

#### Objectives

- O1 Ensure ~~adequate~~ appropriate acoustic privacy to all adjoining uses including non-residential uses, residential apartments and private open spaces in the centre.
- O2 Protect the acoustic privacy of residential neighbours adjacent to the centre.
- O3 Ensure the viability of housing, and greatly increase the amenity of dwellings, by minimising the impact of external noise sources.

#### Controls

- C1 Building siting and layout, particularly with regard to the location of courtyards, terraces and balconies and the like, should minimise the transmission of noise to other buildings and private open space on the site and on adjacent land. The use of openings, screens and blade walls, and the choice of materials, should also be designed to minimise the transmission of noise.
- C2 Minimising the impact of external noise sources on dwellings near noise sources by:
  - a) addressing New South Head Road with recessed balconies, enclosed balconies, kitchens and/or living rooms; and
  - b) locating bedrooms away from noise sources.
- C3 Bedrooms should be located away from noise sources such as goods delivery and early morning garbage collections.
- C4 Restaurants should be designed to minimise the impact of noise associated with late night operation on nearby residents.
- C5 Rear courtyards are only permitted for restaurant use if Council is satisfied that the hours of operation do not have an unreasonable impact on residential amenity.

Note: Council may require a noise impact assessment report to accompany a development application.

## Objectives

- O1 Minimise overshadowing of adjoining properties or publicly accessible spaces.
- O2 Building form, separation and plan layout should facilitate good solar access to internal and external living spaces, to maximise natural heating and cooling and minimise the use of artificial systems.

## Controls

- C1 Preserve solar access to Guilfoyle Park and the footpath on the south side of Knox Street, Cross Street, and New South Head Road between 12 noon and 2pm on 21 June.
- C2 Development should comply with the control drawings in Section D5.5 to ensure adequate solar access is provided to neighbouring properties.
- C3 Development which does not comply with the control drawings must maintain existing solar access to existing development for at least three hours between 9am and 3pm on 21 June to north facing windows of habitable rooms, and at least two hours to at least 50% of the private open space.
- C4 Access to sunlight should be achieved for a minimum period of three hours between 9am and 3pm on 21 June to windows of habitable rooms and two hours to private open space of new development.
- C5 Locate main living spaces including lounge, dining, kitchen and family rooms toward north where possible.
- C6 Skylights which provide the sole source of daylight and ventilation to habitable rooms are not permitted in residential or non-residential ~~commercial~~ development.

### 5.6.6.2 Cross ventilation

The design of buildings provides an opportunity to reduce long term energy consumption. Building envelopes in this plan promote thin cross section buildings which do not rely on artificial

## Controls

- C1 Vehicular access to a building is only permitted via a rear lane or rear right of way where possible.
- C2 If loading facilities are provided they must be located in a rear lane or side street.
- C3 Driveway widths should be kept to minimum dimensions. Driveway crossings should generally be 3m, however a maximum width of 6m may be considered depending on the site, the location of the access point, and the capacity of the car park. Wider driveways are permitted only when it is necessitated by compliance with Australian Standards.
- C4 Driveways to car parking above, below and at the ground floor level should be designed with minimal visual impact on the street, and maximum pedestrian safety. Pedestrian access to the development should be separate and clearly defined.
- C5 Garage doors should be set back from the building line.
- C6 Access ways to car parking should not be located in direct proximity to doors or windows to habitable rooms.
- C7 Devices such as car hoists and turntables may be incorporated to provide access to car parking above and below the ground floor.

Note: Driveways and kerb crossings must be sited to have minimum impact on the root zone of existing street trees, and be designed having regard to the Public Domain Improvements Plan (1999) and Streetscape Design Manual and advice from Council's Technical Services Division.

### 5.6.8.3 First floor car parking

This chapter aims to maximise the active frontage at street level throughout the Double Bay Centre. As car parking is an inactive space that can disrupt the vitality of a street, the provision of street level car parking should be minimised. Where basement car parking is not possible, first floor car parking may be permitted. Where first floor car parking is necessary, careful design should ensure it is unobtrusive and does not detract from the streetscape.

## Objective

- O1 Ensure first floor car parking is unobtrusive and does not have a negative impact on streetscapes [or the provision of employment generating uses](#).

## Controls

- C1 First floor car parking is not permitted to address street fronts. Parking space must be located in the middle of blocks or toward the rear of the allotment.
- C2 [Developments incorporating first floor car parking must provide functional and well-designed floor space suitable to accommodate:](#)
  - a) [Ground floor retail uses](#)

b) One level for non-residential uses above the car park area.

- C3 First floor car parking that is incorporated within the building must be behind the building alignment and screened from the street.
- C4 Facades screening car parks from the street must be high quality and allow natural lighting and ventilation.
- C5 Vehicle access to first floor car parking must be integrated with the provision of active frontage to laneways. Vehicle access may not ramp along the street or lane alignments.
- C6 Innovative approaches to car access and changing level, that minimise street impact and use space efficiently, such as car hoists, are encouraged.

#### 5.6.8.4 Site facilities

Site facilities include loading areas, garbage areas, mailboxes, external stores, laundries and clothes drying areas. Development should provide appropriate site facilities for ~~retail, commercial~~ non-residential and residential uses, and minimise impact on the streetscape.

#### Objectives

- O1 Ensure adequate provision of site facilities.
- O2 Ensure site facilities are accessible, functional and unobtrusive.

#### Controls

- C1 Site facilities, particularly garage areas, are to be visually integrated with the development to minimise their visibility from the street. Preferably orientate service areas within the building envelope, perpendicular to lane frontage. Such facilities must be located away from operable windows to habitable rooms to avoid amenity problems associated with smell. They must be located close to rear lanes where access is available.
- C2 Ensure service areas are unobtrusive and have minimal lane presence. Preferably orientate service areas within the building envelope, perpendicular to lane frontage.
- C3 Fire hydrants and booster pumps must be integrated into the front of the building façade and enclosed with doors. The enclosure should be clearly identified in a colour that suitably contrasts the façade.
- C4 Lockable mailboxes must be provided close to the street, integrated with front fences or building entries.
- C5 Buildings are designed to accommodate venting from ground floor uses to avoid potential impacts from exhaust and odour such as cooking smells.
- C6 Air conditioning units and other plant equipment should not be readily visible from the public domain.