



ROSE BAY CAR PARKS URBAN DESIGN STUDY

WOOLLAHRA COUNCIL
DOCUMENT FOR PLANNING PROPOSAL

ROSE BAY CAR PARKS URBAN DESIGN STUDY

WOOLLAHRA COUNCIL



Allen Jack+Cottier Architects Pty Ltd
ABN 53 003 782 250

Principals + Nominated Architects
Michael Heenan 5264
Peter Ireland 6661

Sydney Office
79 Myrtle Street Chippendale
NSW 2008 AUSTRALIA
tel +61 2 9311 8222
fax +61 2 9311 8200

architectsajc.com

JANUARY 10, 2017 12:23 PM

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1 INTRODUCTION

Purpose of the Project



Location Plan with study areas highlighted

1.1 Purpose of the Report

Rose Bay Centre, located at the intersection of New South Head Road and Dover Road, is one of three centres within the Woollahra LGA. It is comprised of several key uses including retail, health, accommodation, food and a number of professional services. Since 2006, it has experienced a contraction in retail and amenity and a subsequent decline in employment with the exception of the real estate sector (SGS Economics, 2014).

Allen Jack+Cottier Architects investigated the opportunities that can be captured by redeveloping two car parks owned by Woollahra Municipal Council (Council) in Rose Bay:

- Wilberforce Avenue Car Park, and
- Ian Street Car Park.

These sites present a prime opportunity for improving the vibrancy within Rose Bay centre as well as fulfilling Council's key objectives of increasing public car parking spaces and providing new community spaces and amenities. Both the Wilberforce Avenue and the Ian Street sites are located centrally and have the potential to be catalysts for the area.

The objectives for development of the Rose Bay car parks outline that an ideal solution for this development would:

- Significantly increase the number of public car parking spaces across the two car parks by a minimum of 100 to 244 spaces;
- Provide a new Community Centre of approximately 750m² GFA and accessible public amenities;
- Provide income-generating opportunities for the Council such as retail, commercial and/or residential development and explores ownership structures with which to deliver the development.

These objectives guided the design of the feasibility models, which are informed by the economic analysis (Hill PDA, 2014 for Council).

As part of the initial feasibility study, four options were developed for Wilberforce Ave and three options for Ian Street. The shortlisted options were based on the Woollahra LEP 2014 commencing on 23 May 2015, but with incremental increases in height limits.

Council Planners reviewed the options and commented on the proposed heights of both car parks. They were comfortable with the heights proposed for Ian Street Options 2/3. However, they had significant concerns regarding the six and seven storey heights proposed in Wilberforce Avenue options 3B and 4. They advised that under the current planning controls, Wilberforce Avenue Option 1 (a four-storey development with a roof-top car park) would present a more desirable outcome in terms of bulk and scale in the current location.

Therefore, this study presents the concept designs of Wilberforce Ave Option 1 and Ian Street Option 3.

A Planning Proposal is required to be submitted to the Minister of Planning for approval to increase the maximum allowable height for both sites and to rezone the Ian St site.

This study undertakes further investigation into the potential for community uses, residential uses and car parking capacity. We believe that the brief and economic study provided by Council positively explores the opportunity to reinforce Rose Bay Centre as one of high convenience and amenity.

2 PLANNING CONTEXT

2.1 Local Environment Plan

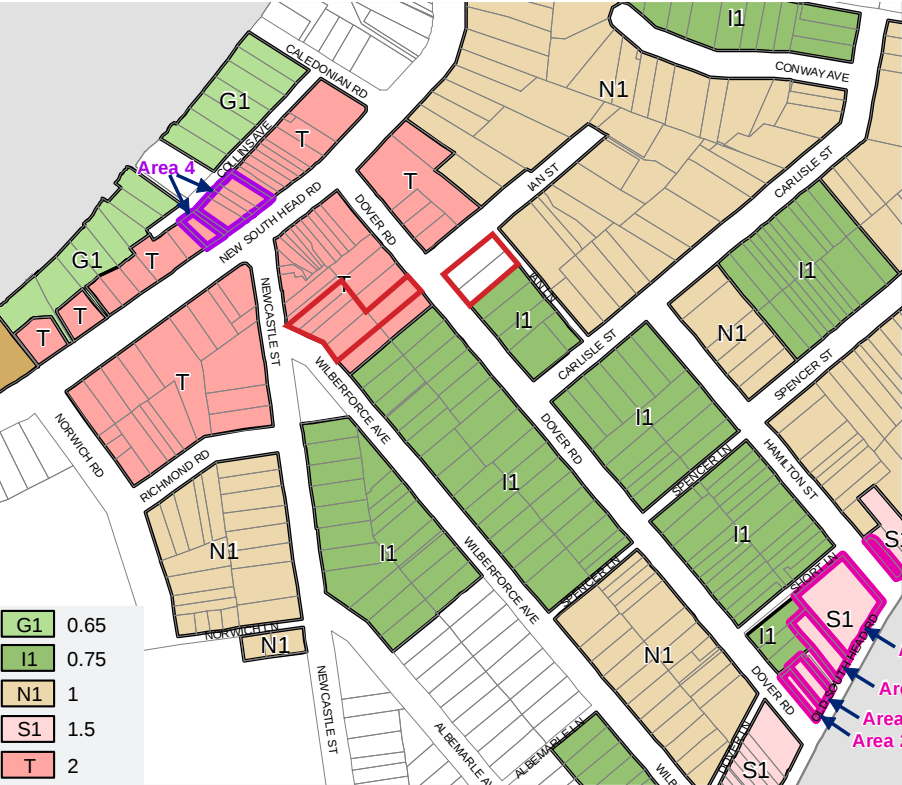
2.2 Development Control Plan

2.3 Rose Bay Centre Public Domain Improvement Plan

2.4 Rose Bay Catchment Flood Study

2 PLANNING CONTEXT

Local Environment Plan



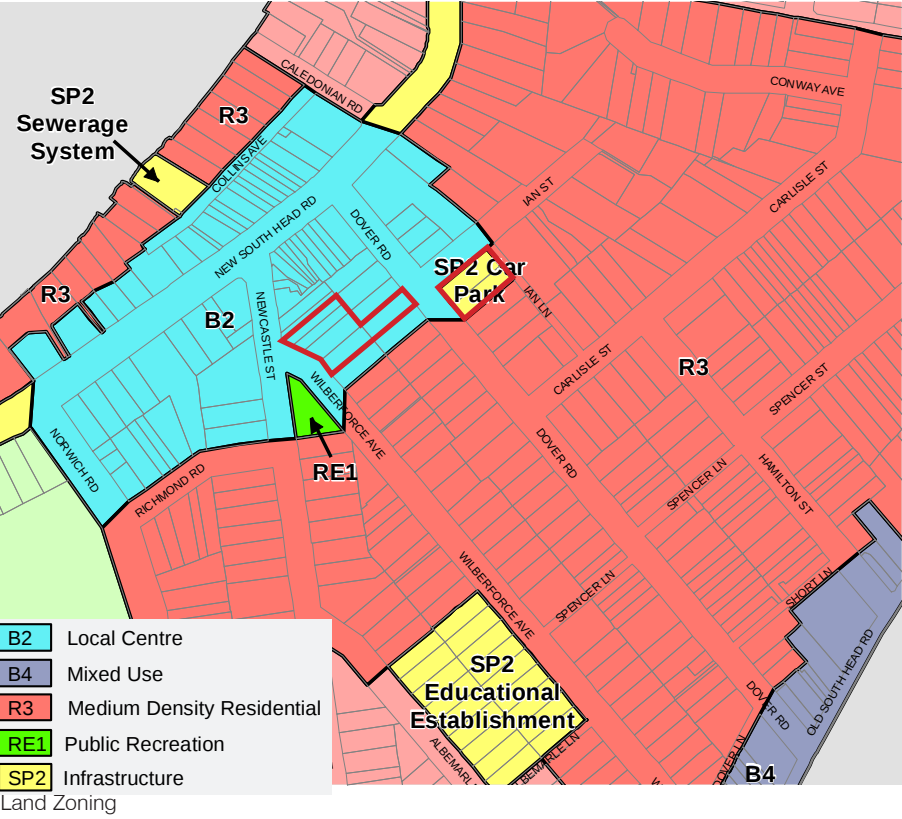
Floor Space Ratio



Height of Buildings



Flood Map



2.1 Local Environment Plan

The relevant planning instrument for the Rose Bay Town Centre (the location of the two Subject Sites) is currently the Woollahra Local Environmental Plan (WLEP) 2014.

Land Use Zoning

Under the WLEP the Wilberforce Street Car Park is zoned B2 Local Centre, while the Ian Street Car Park is zoned SP2 Special Uses (Infrastructure-Car Park).

Height of Buildings

Under the WLEP, the existing maximum height of buildings is 14.1m for the Wilberforce Street Car Park and 10.5m for the Ian Street Car Park.

Floor Space Ratio

The allowable floor space ratio (FSR) for the Wilberforce Street Car Park is 2:1. The allowable FSR for the Ian Street Car Park under the LEP is contained in Clause 4.4 of the written instrument. Clause 4.4 states that the aim of the clause is “to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale”.

Wilberforce Ave Car Park

	Existing	Proposed
Zoning	B2	B2
Maximum Heights	14.1m	17.2m
FSR	2:1	0.86:1

Ian Street Car Park

	Existing	Proposed
Zoning	SP2	B2
Maximum Heights	10.5m	14.1m
FSR	None applied	2:1

2 PLANNING CONTEXT

Development Control Plan

2.2 Development Control Plan

Chapter D6 of the Woollahra Development Control Plan (WDCP) contains controls which define the proposed planning and urban design guidelines for Rose Bay Centre. The objectives that will be addressed in this urban design study are as follows;

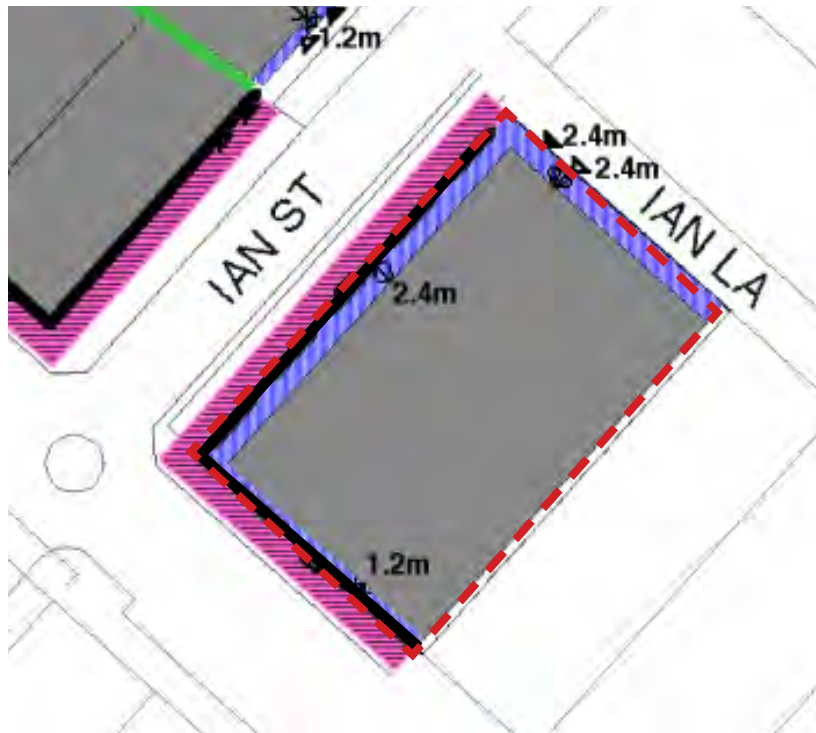
1. To retain and enhance the village atmosphere of the Rose Bay Centre;
2. To improve the Rose Bay Centre's public domain;
3. To foster the diverse mix of uses in the Rose Bay Centre;
4. To conserve and enhance the visual and environmental amenity of all buildings and places of heritage significance in the centre;
5. To improve traffic and parking management in the centre and reduce vehicle and pedestrian conflicts;
6. To introduce storm water management measures to control localised flooding, storm water quality and quantity, and improve the visual and environmental impact of storm water drainage, particularly at the harbour foreshore; and
7. To enhance the diverse character of streets in the Rose Bay Centre.

Section 6.3 of the DCP sets up an urban structure that reinforces the complexity of Rose Bay Centre, while providing opportunities for different building types and uses in various parts of the centre. The implications of this urban structure for the proposed sites are;

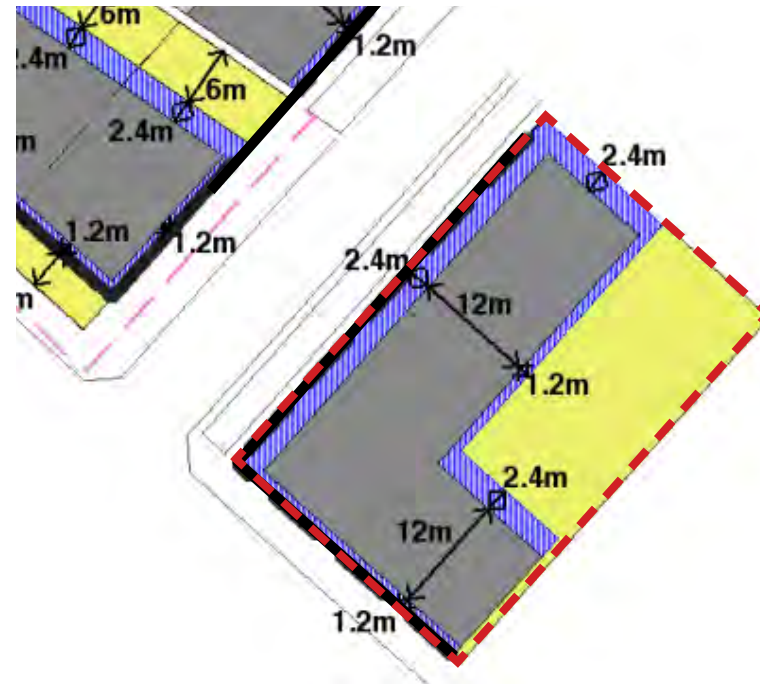
- The Wilberforce Car Park is in the Core Town Centre Zone (Core) whilst Ian Street Car Park is in the Transition Zone;
- The Transition Zone is considered to provide more residential and commercial rather than retail uses, and are characterised by a less continuous building frontage with a stronger landscape presence.
- The Core is considered the focus of retail activity, defined by buildings which reinforce its more urban quality. It is defined by buildings which abut the footpath and have awnings above.

Section 6.6.10.2 refers to the need for better vehicular and pedestrian circulation within the centre. Establishing a through block connection from Wilberforce Avenue to Dover Road has been encouraged by Council. This would facilitate rear site access and servicing to avoid vehicular crossings on principal streets by providing a new lane and right of way.

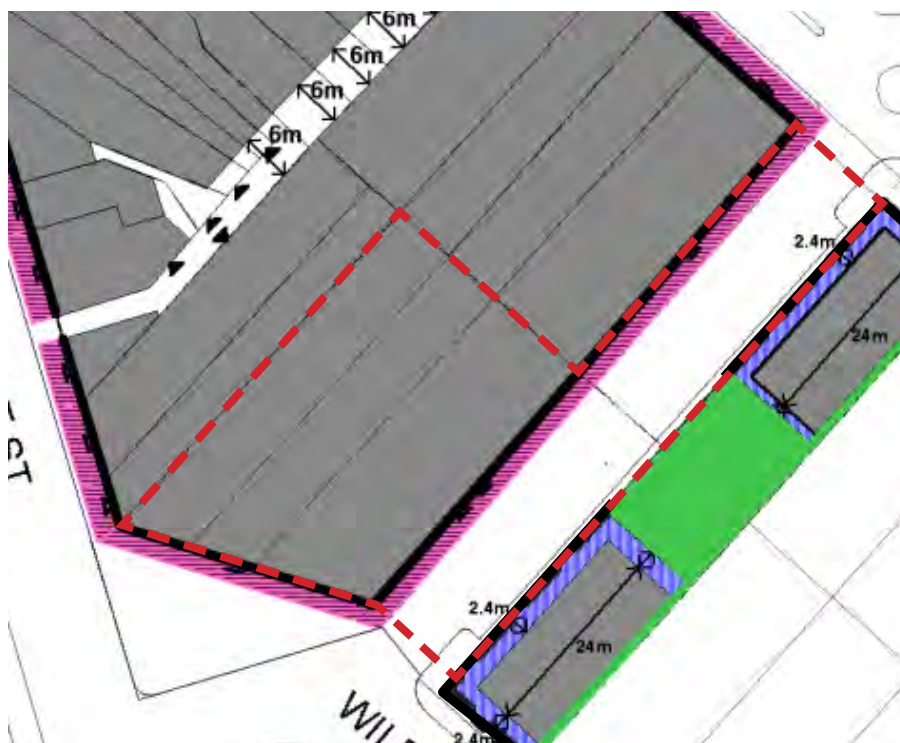
To contribute to a cohesive urban structure, there are significant controls for upper and lower levels for both sites in this urban design study. These controls are shown in the adjacent images, recognising the potential for a through site link.



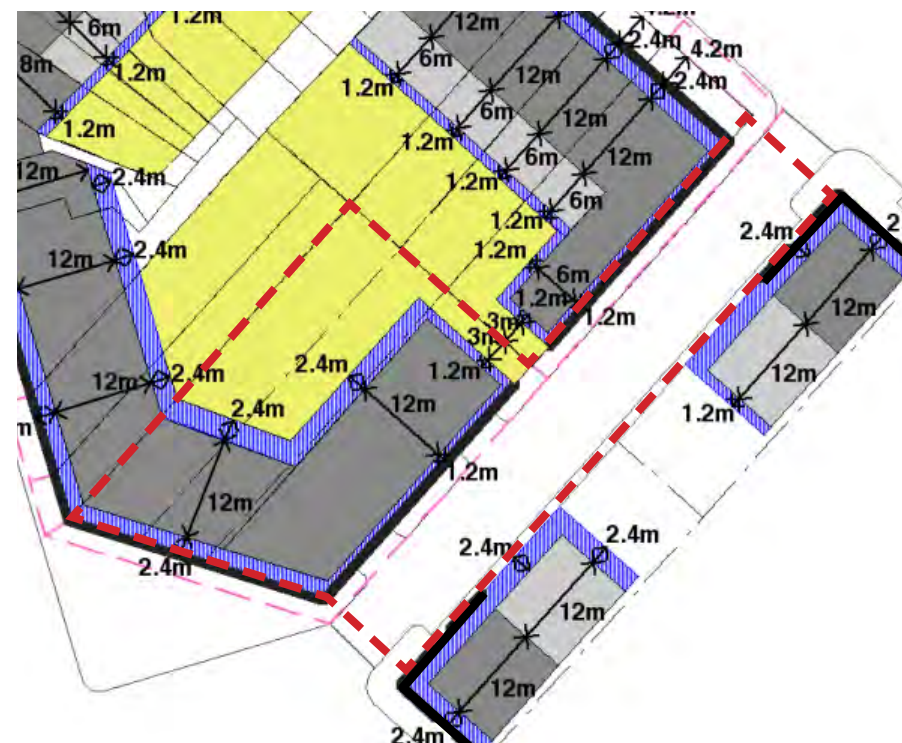
Ground floor control drawing - lan Street site



Upper level control drawing - lan Street site



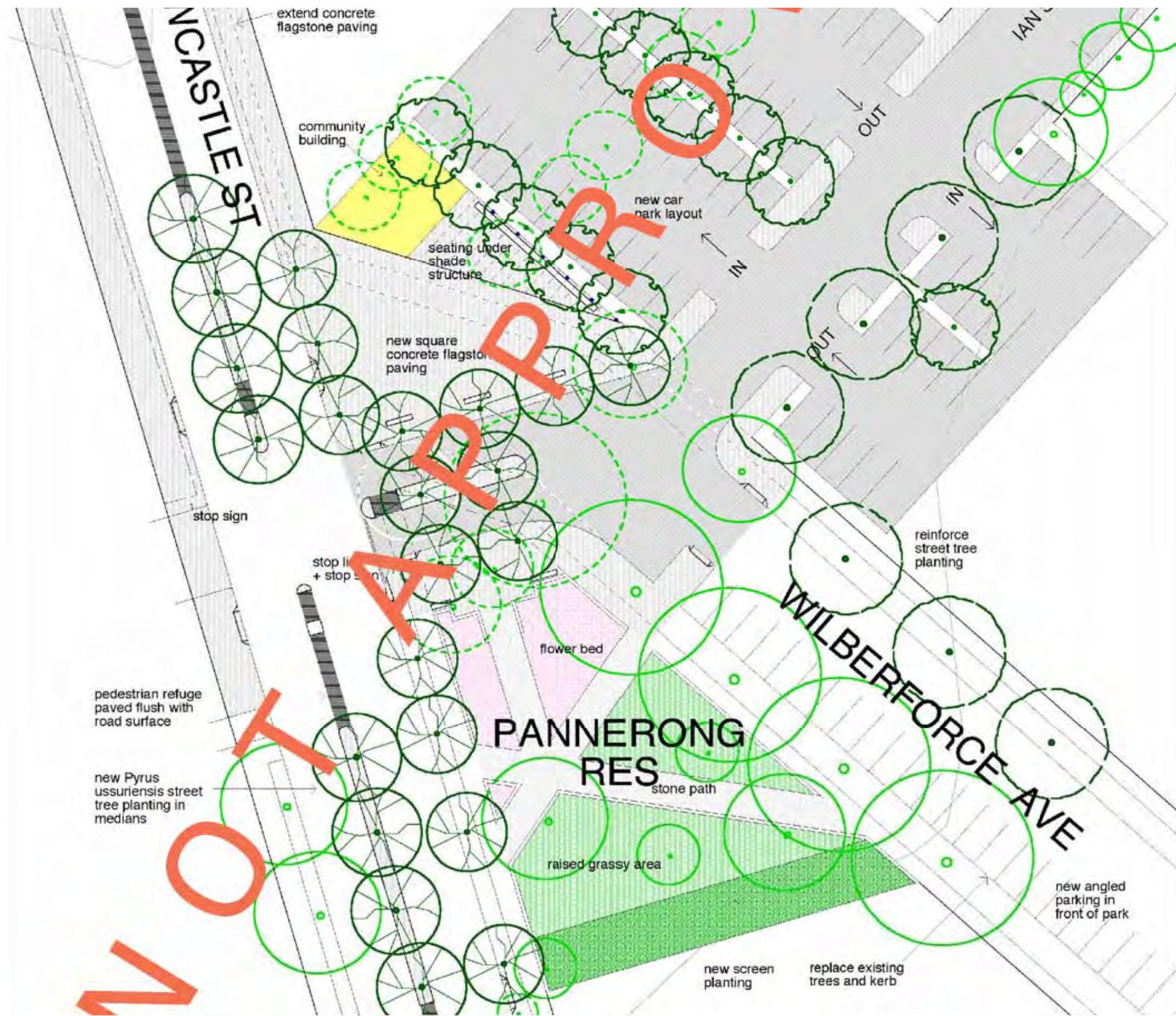
Ground floor control drawing - Wilberforce Avenue site



Upper level control drawing - Wilberforce Avenue site

2 PLANNING CONTEXT

Rose Bay Centre Public Domain Improvement Plan



Source: Rose Bay Centre Public Domain Improvement Plan, Woollahra Municipal Council, 1999

2.3 Rose Bay Centre Public Domain Improvement Plan

The Rose Bay Centre Public Domain Improvement Plan has identified an opportunity to re-align the intersection Wilberforce Avenue and Newcastle Street to provide:

- A new Civic Square with a primary frontage to Newcastle Street and co-located with the Wilberforce Ave carpark re-development
- Upgrade of Pannerong Reserve to improve opportunities for passive recreation and civic gathering spaces
- Adjusted road alignment that reduces traffic speed and improve pedestrian amenity and safety

AJ+C's investigation of the Wilberforce Avenue Car Park site will take into consideration Council's vision for Pannerong Reserve and a potential new Civic Square.

Table 12: Key Flood Levels

	Peak Water Level (mAHD)						
	1y ARI	2y ARI	5y ARI	10y ARI	20y ARI	100y ARI	PMF
cnr Powell & Balfour Rds	3.17	3.29	3.37	3.42	3.47	3.56	3.96
culvert u/s of New South Head Rd	1.37	1.60	1.88	2.03	2.15	2.35	3.41
entrance of Royal Sydney Golf Course carpark	2.32	2.33	2.33	2.33	2.33	2.44	3.66
Rose Bay shopping precinct	4.29	4.53	4.72	4.80	4.93	5.11	5.94
cnr Albermarle Ave & Newcastle St	10.02	10.09	10.11	10.12	10.17	10.23	10.35

Source: Rose Bay Catchment Flood Study, Woollahra Municipal Council, September 2010

2.4 Rose Bay Catchment Flood Study

The Rose Bay Catchment Flood Study was carried out by Woollahra Municipal Council in 2010. The peak flood levels at key locations including Rose Bay shopping precinct are identified in the table on the left.

The 100 year ARI of 5.11m AHD has been adopted during the design process and the proposed ground floor level of each scheme on the subject sites, being the Wilberforce Avenue car park site and Ian Street car park site, is above 5.11m AHD.

Therefore, the ground floor will have direct same level access from the street.

3 SITE ANALYSIS

3.1 Site Analysis Plan

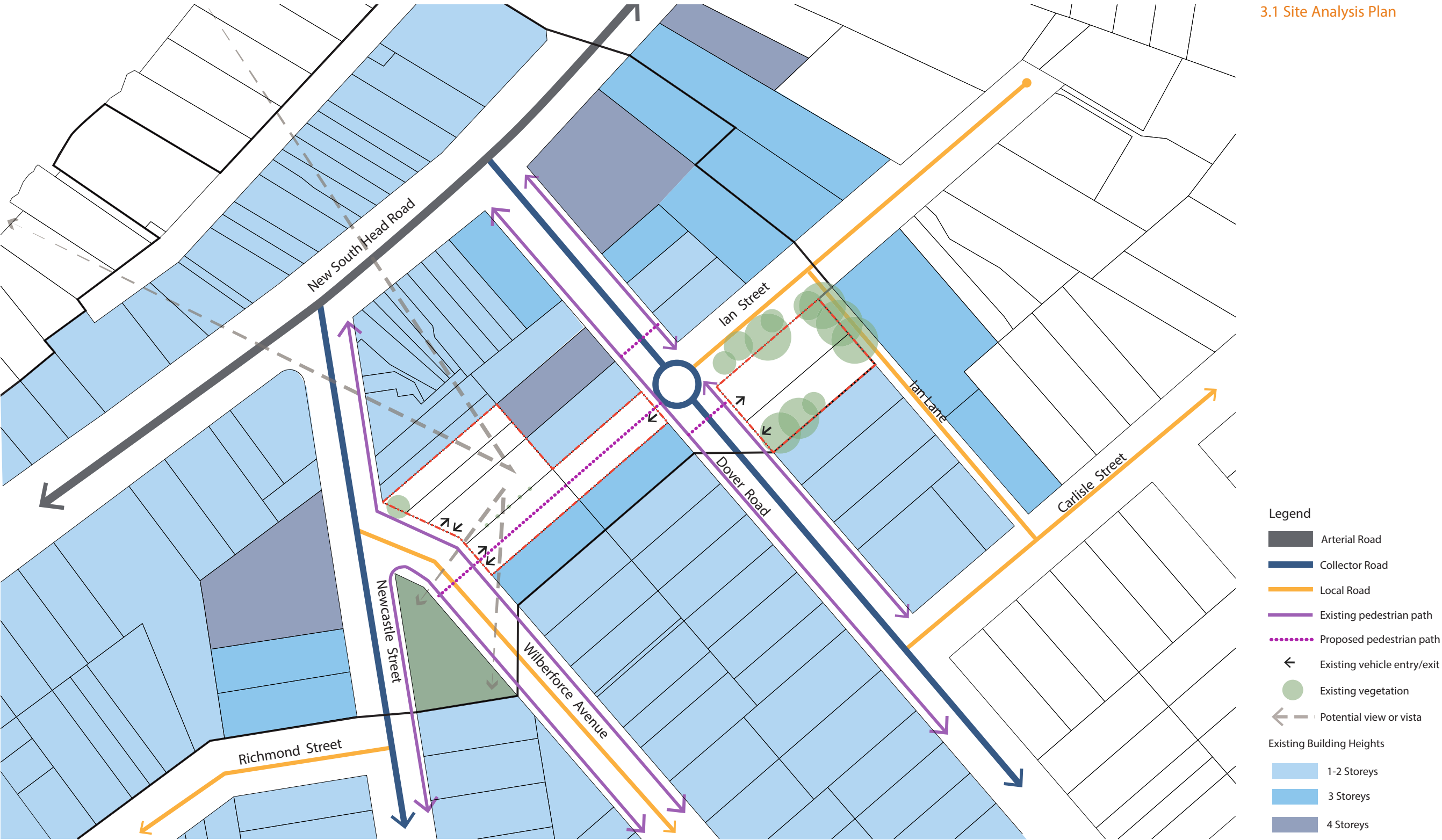
3.2 Opportunities

3.3 Constraints

3 SITE ANALYSIS

Site Analysis, Opportunities and Constraints

3.1 Site Analysis Plan



Summary of Site Analysis, Opportunities and Constraints

3 SITE ANALYSIS

Opportunities and Constraints



Opportunity for a potential through site link from Wilberforce Avenue to Dover Road. Direct view corridor would be maintained, and convenience added with a direct connection between the two car park sites.



The roundabout on Dover Road presents a constraint to access for the Wilberforce Avenue site.



The topography of the lan Street carpark presents an opportunity for well located entry and exit points, which can minimise the need for costly excavation.



Photograph showing significant existing vegetation on the lan Street carpark.

3.2 Opportunities

Parking Access

There is an opportunity to reduce the number of parking entry/exits throughout the Rose Bay Centre. This will improve the pedestrian amenity and safety of the Centre which will encourage retail activation and economic growth.

Community Facilities and Open Space

There is a potential opportunity to incorporate Pannerong Reserve into the public domain adjoining the Community Facility.

Existing Built Form

There is an opportunity for new development on both sites to enhance the existing streetscape character by creating a well defined street edge and encouraging ground floor activation with retail, civic and/or community uses.

Due to the location and size of both sites, there is potential for additional height that will capture views to Rose Bay and Sydney Harbour.

Topography

The current topography of the lan Street site presents opportunities for efficient access to parking. By correctly locating the entry and exit points, the design can minimise the need for costly excavation.

Adjoining Development

There is an opportunity for the Parisi site to be adapted to address the laneway and provide an active edge with retail uses.

3.3 Constraints

Vehicular and Pedestrian Conflicts

The existing roundabout on Dover Road presents a constraint to potential site access and connectivity for both pedestrians and vehicles between the two sites.

Existing Vegetation

The location of the existing tree line adjacent lan Street is significant in size and maturity. Design principles and testing will take these into consideration, though some may need to be assessed for removal subject to meeting the needs of the design brief. Refer also to site photographs.

Underground Water table

The underground water table could impose constraints on the basement construction (further geotechnical study required to assist next stage work).

Overland flows

The potential flooding of the below ground level areas from overland flows. This can be mitigated in the design and testing phase through the placement of entry and exits to the parking from the higher end of Dover Road.

Potential Sewer Main along Dover Road and Wilberforce Avenue

A sewer main runs along the rear of the properties fronting both Dover Road and Wilberforce Avenue and into and through the car park.

4 DESIGN PRINCIPLES

4.1 DP01_Improved connectivity for both pedestrians and vehicles

4.2 DP02_Improved public domain and civic spaces

4.3 DP03_Urban Form

4.4 DP04_Complementary Land Uses

4 DESIGN PRINCIPLES



4.1 DP01_Improved connectivity for both pedestrians and vehicles

Access and connectivity for the Rose Bay carparks has been designed in consideration of the local road network and existing urban structure. The proposal intends to strengthen Dover Road and Newcastle Streets as main streets by facilitating a connection between the two which will result in the following urban design outcomes:

- Provision of a new shared zone/thru-site link from Wilberforce Avenue to Dover Road via the extension of Ian Street. This will improve connectivity between the two carparks and improve the pedestrian permeability of the Rose Bay Centre.
- The new shared zone/thru site link will also improve the vehicular circulation network of the Centre and provide opportunities to consolidate parking Entry/Exit points for both car park sites.
- The reduction and co-location of car parking entries will improve the pedestrian amenity and walkability of the Rose Bay Centre by reducing potential conflicts between vehicles and pedestrians.



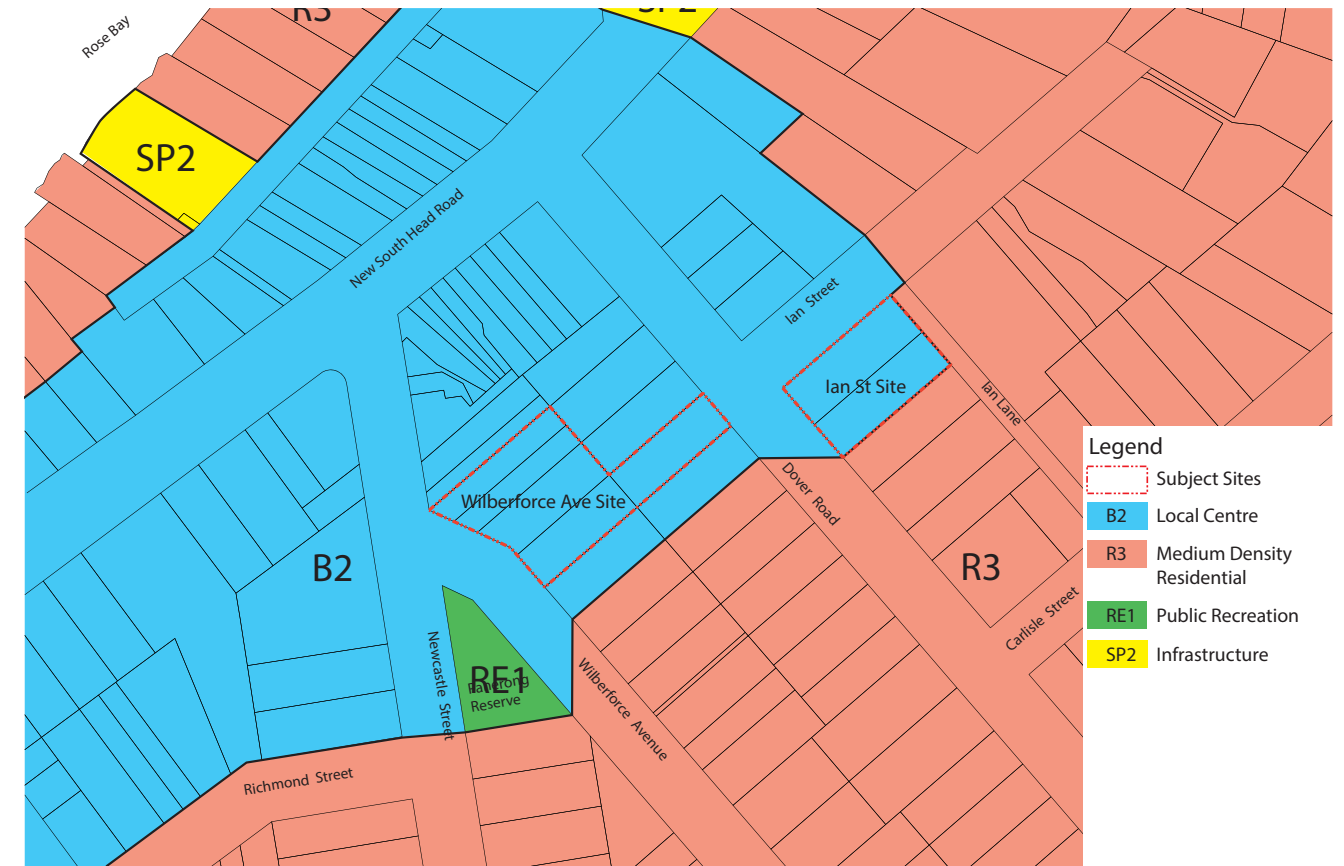
4.2 DP02_Improved public domain and civic spaces

- By establishing a thru-site link between Wilberforce Avenue and Dover Road, there is an opportunity for Council to investigate the opportunity to create a Shared Zone and/or pedestrian priority street as part of the Wilberforce Avenue redevelopment. This connection would be an opportunity for Council to improve the streetscape and public domain quality of the Rose Bay Centre as part of a larger project that would deliver improved parking, community facilities, amenities and open space upgrades.
- The design of the Wilberforce Avenue Car Park will explore opportunities for a new public square and an upgraded Panerong Reserve via the realignment of the intersection of Wilberforce Avenue and Newcastle Street. Co-located with a new Community Centre, this precinct has the potential to become a distinctive and innovative civic public gathering space which Rose Bay lacks.
- There is currently a high level of pedestrian activity along Dover Road due to the number of retail/food tenancies in the vicinity. This results in continuous street activity throughout the day. The proposals will explore the potential to improve footpaths and pedestrian crossings across Dover Road. This will assist in reducing the number of potential conflicts between pedestrians and vehicles in the Rose Bay Centre.



4.3 DP03_Urban Form

- The proposals will seek to strengthen and define the core of the Rose Bay Town Centre by creating consistent streetscapes and continuous building alignments activated with non-residential uses.
- All proposals will consider the outcomes, desired future character and envisioned built form as contained within the Rose Bay Town Centre DCP.
- Align proposed built form envelopes on the Wilberforce Avenue site with the 'core' structure, reinforcing a dense urban quality with footpaths and awnings for permeability.
- Set back buildings on Dover Road to reinforce and enhance a distinctive framed urban shopping street.
- The location, size and layout of the Wilberforce Avenue Site presents an opportunity for taller development with upper level setbacks to be orientated to capture views to Rose Bay and Sydney Harbour without impacting significantly on the existing scale and character of the Rose Bay Centre.



4.4 DP04_Complementary Land Uses

- The re-development of the Ilan Street and Wilberforce Ave car parks will provide an opportunity to strengthen the core of the Rose Bay Centre.
- Explore ways of improving the amenity of Panerong Park, identified in the DCP as underutilised due to its poor visibility and amenity. This has the potential to provide an accessible outdoor space in the centre that will attract visitors and compliment the community facility.
- The commercial and community component has the potential to help protect the employment of the existing commercial centre. With the supply of new residential developments limited by the geography of the outlying areas, sites such as this should be the focus of intensification, bringing residents close to services, jobs and civic infrastructure.

5 ARCHITECTURAL CONCEPTS

5.1 Wilberforce Ave Car Park

- a. Design Concept
- b. Site plan
- c. B1 & B2 Level Floor Plan
- d. Ground Level Floor Plan
- e. Level 1-3 Floor Plan
- f. Level 4 Floor Plan
- g. Section A-A
- h. Section B-B
- i. Table

5.2 Ian Street Car Park

- a. Design Concept
- b. Ground Level Plan
- c. B1 Level Floor Plan
- d. B2 Level Floor Plan
- e. Level 1 Floor Plan
- f. Level 2 Floor Plan
- g. Level 3 Floor Plan
- h. Section C-C
- i. Section D-D
- j. Table
- k. Residential Yield & SEPP65 Checking

5.3 Key Views From 3D Massing Model

5.4 Solar Study

5 ARCHITECTURAL CONCEPTS

Architectural Concepts

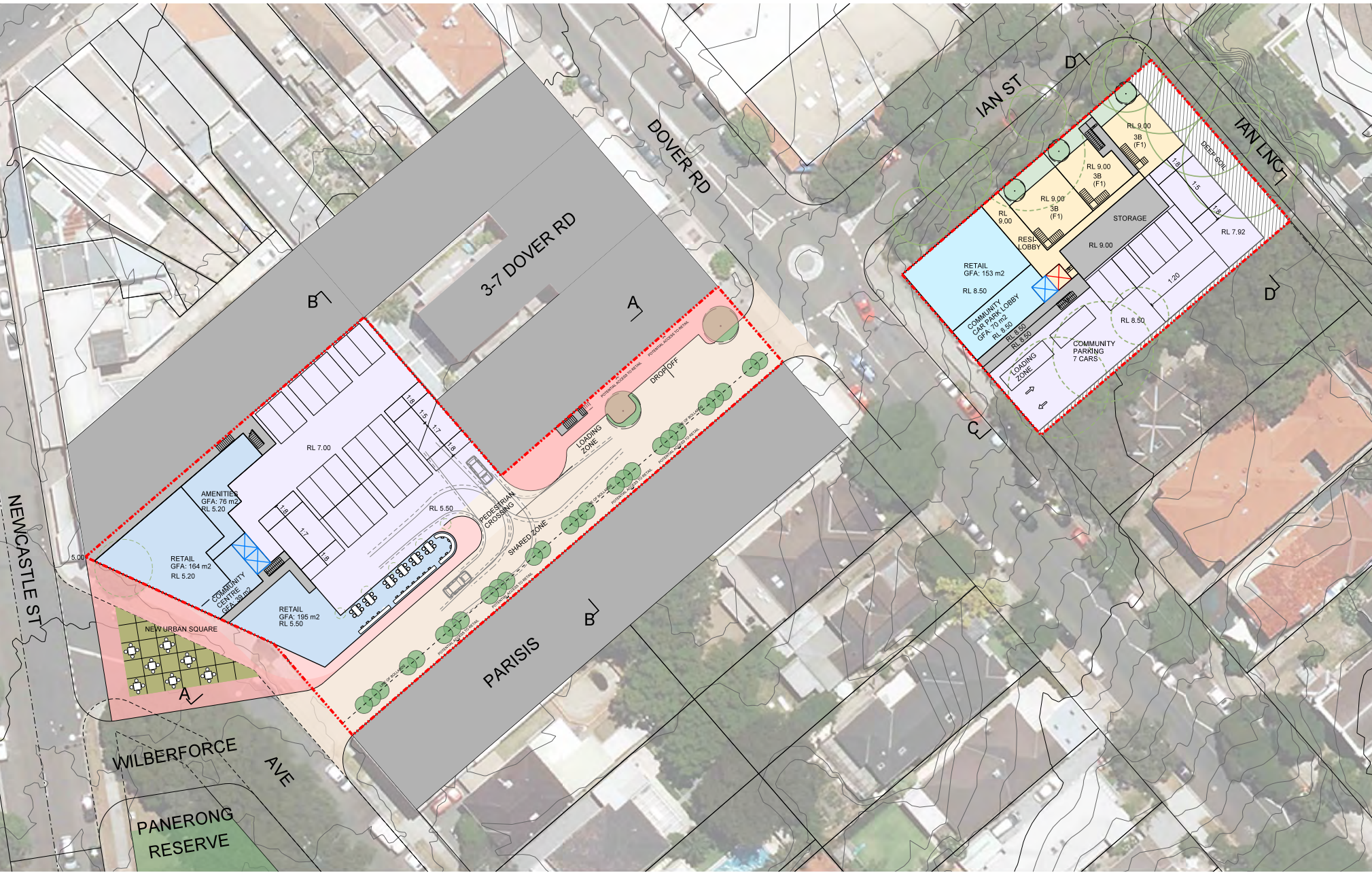
The following architectural concepts show a possible layout for each of the preferred options:

- + Wilberforce Ave - Option 1,
- + Ian St - Option 3.

5.1 Wilberforce Avenue Car Park Site

Design Concept:

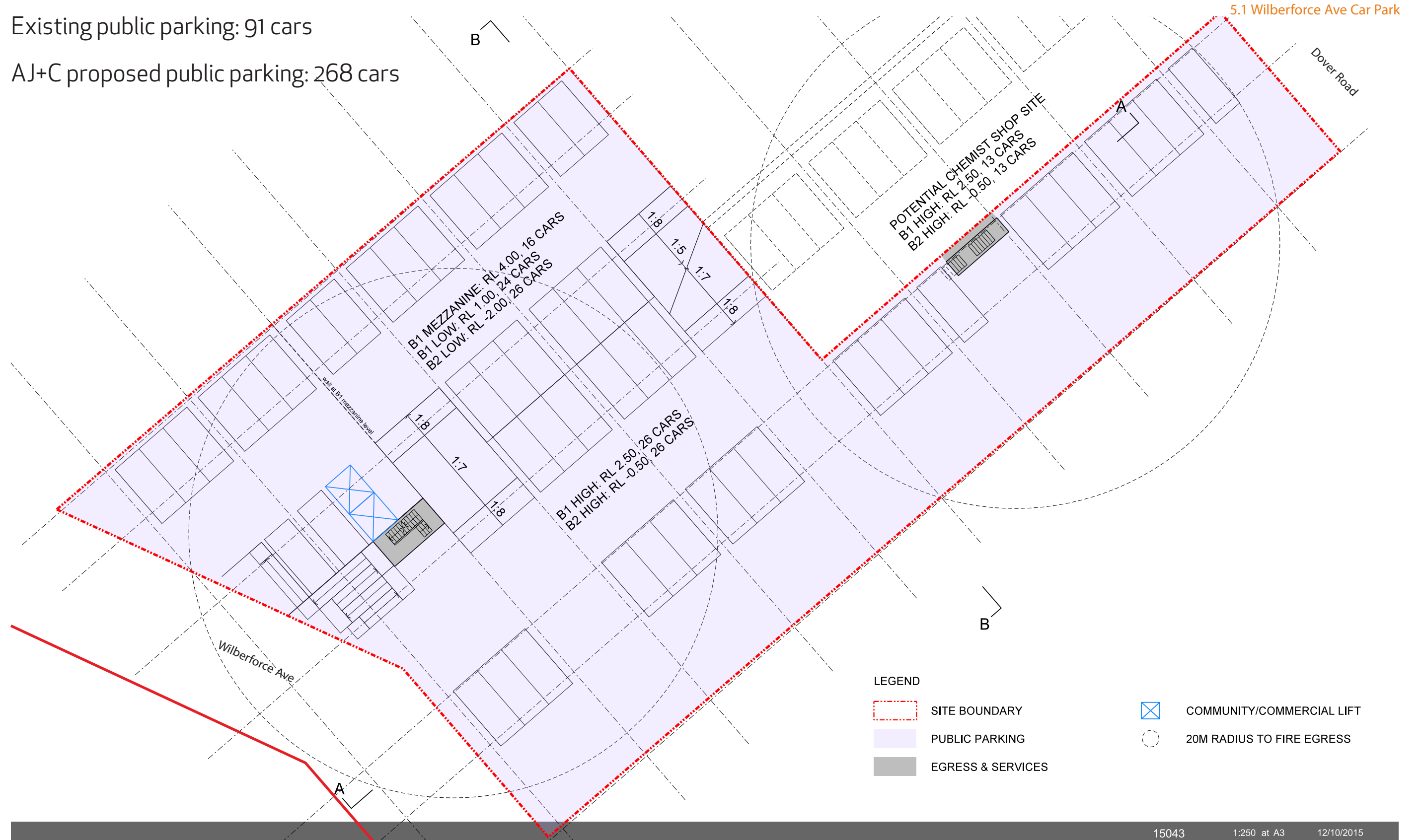
- + Provision of a new thru-site site via the extension of Ian Street between Dover Road and Newcastle Streets. This will aim to reinforce the vehicular and pedestrian access and connectivity, which is consistent with the Woollahra Council DCP 2015.
- + Improved public domain by creating a new public square at corner of Wilberforce Avenue and Newcastle Street, which is in line with Woollahra Council PDIP 1999.
- + Realign the intersection of Wilberforce Avenue Newcastle Streets to mitigate potential traffic hazards for pedestrians.
- + Provide opportunities for retail activation at ground level.
- + Provide a new community centre and amenities for Woollahra Council.
- + Ensure that all above ground parking with an address to a primary road or civic space is 'sleeved' with community + commercial uses.
- + Provide increased public and community parking capacity for the Rose Bay Town Centre.



5 ARCHITECTURAL CONCEPTS

Existing public parking: 91 cars

AJ+C proposed public parking: 268 cars



Rose Bay Car Parks
WILBERFORCE AVE

B1 & B2 LEVEL FLOOR PLAN



B1 COMMUNITY/COMMERCIAL PARKING, 66 CARS;
B2 COMMUNITY/COMMERCIAL PARKING, 52 CARS;
TOTAL COMMUNITY/COMMERCIAL PARKING, 118 CARS

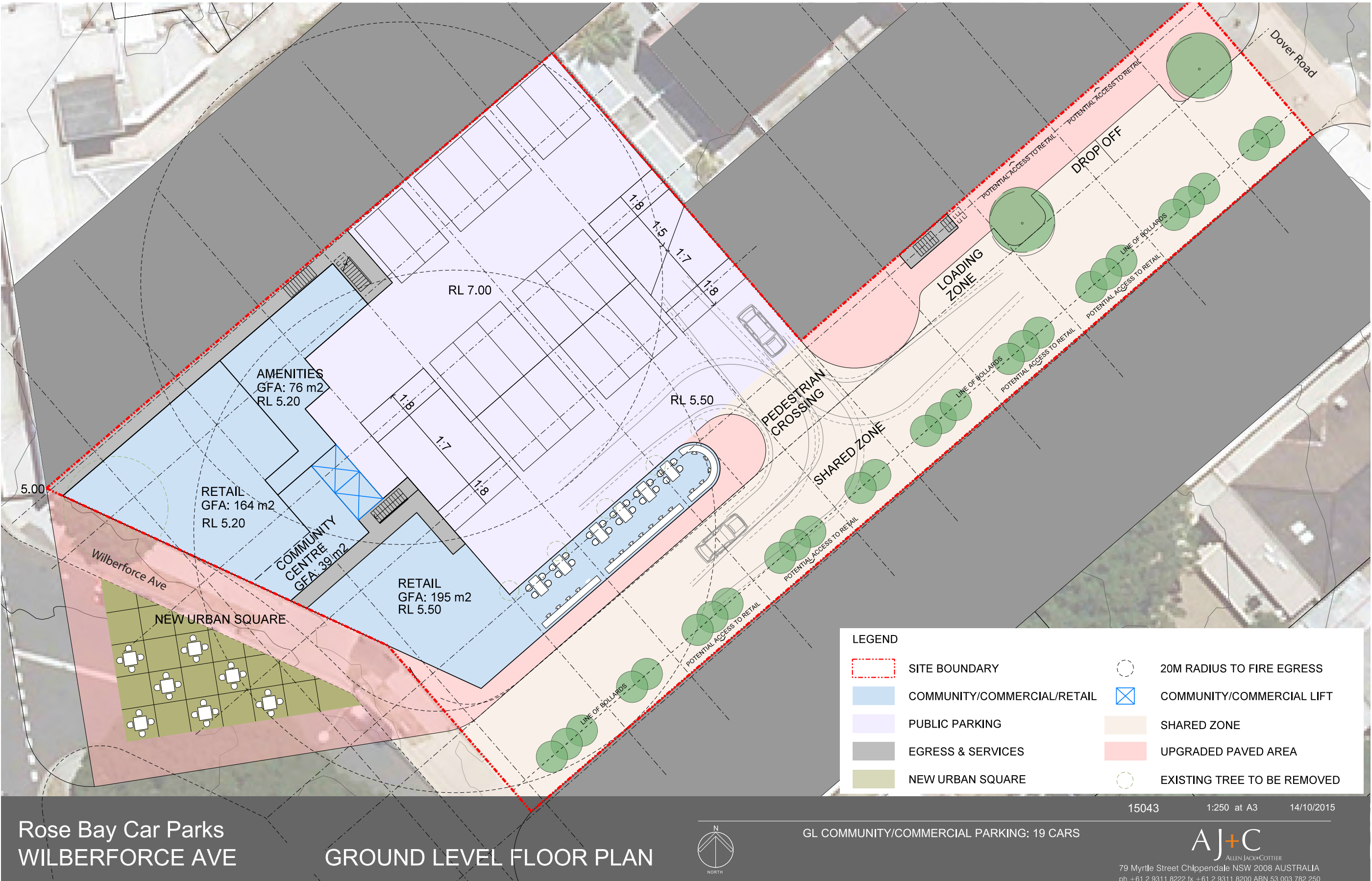
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AJ+C
ALLEN JACK+COTTIER

79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ARN 53 003 782 250

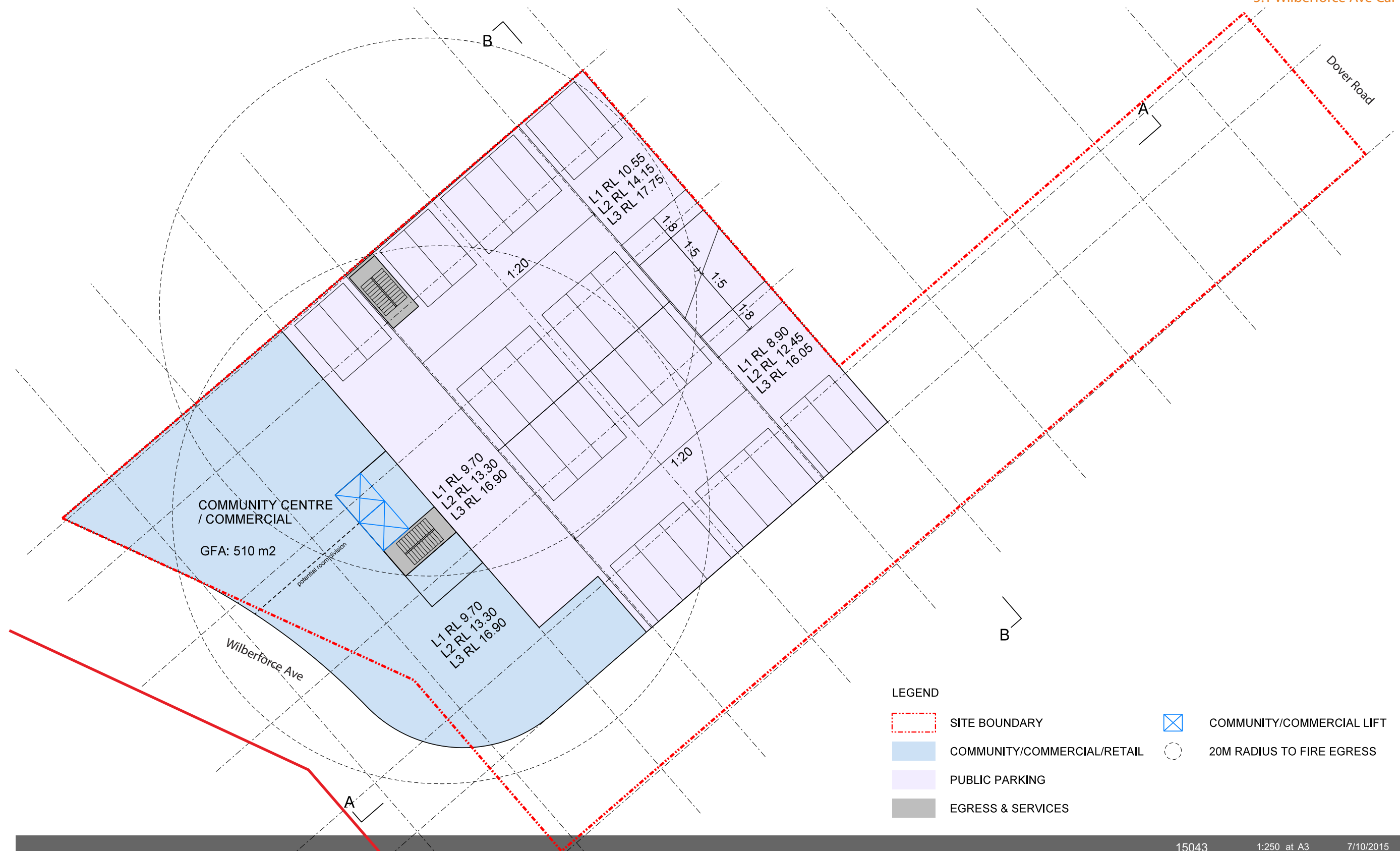
5 ARCHITECTURAL CONCEPTS

5.1 Wilberforce Ave Car Park



5 ARCHITECTURAL CONCEPTS

5.1 Wilberforce Ave Car Park



Rose Bay Car Parks
WILBERFORCE AVE

LEVEL 1-3 FLOOR PLAN



L1-3 COMMUNITY/COMMERCIAL PARKING: 29 CARS/LEVEL
TOTAL 87 CARS

15043

1:250 at A3

7/10/2015

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ALLEN JACK+COTTIER

79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 250

5 ARCHITECTURAL CONCEPTS

5.1 Wilberforce Ave Car Park

