

URBAN DESIGN REPORT

4 - 8 MANNING ROAD, DOUBLE BAY

NEW DOUBLE BAY HOSPITAL

Project: 25-037-1

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Contents	
1.0 INTRODUCTION	3
2.0 CONTEXT ANALYSIS	4
2.1 DOUBLE BAY IN REGIONAL CONTEXT	4
2.2 DOUBLE BAY TOWN CENTRE CONTEXT	5
2.3 STREETScape ANALYSIS OF KIAORA LANE	8
2.4 STREETScape ANALYSIS OF MANNING ROAD	10
2.5 EXISTING USES AND BUILDING HEIGHTS	12
2.6 RECENT DEVELOPMENTS AND APPROVALS IN DOUBLE BAY TOWN CENTRE	14
3.0 PLANNING CONTROLS	16
3.1 STUDY OF DOUBLE BAY PLANNING AND URBAN DESIGN STRATEGY	16
3.2 CURRENT PLANNING CONTROLS - LEP AND DCP	17
4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER	18
4.1 SITE AND IMMEDIATE CONTEXT	18
4.2 SITE SURVEY	20
4.3 SITE OPPORTUNITIES	21
4.4 FUTURE CHARACTER	22
4.5 THE FUTURE URBAN DESIGN CONTEXT	23
5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT	24
5.1 THE VISION	24
5.2 BUILT FORM, ARTICULATION AND CHARACTER	26
5.3 KIAORA LANE AND MANNING ROAD EMERGING CHARACTER	27
5.4 SOLAR ACCESS	38
6.0 CONCLUSION	32
7.0 APPENDIX	35
4.1 REVIEW OF PROPOSALS	36
4.2 SOLAR ACCESS STUDY	41

1.0 INTRODUCTION



Dickson Rothschild (D.R. Design (NSW) Pty Limited) has been engaged by Adrian Tripodina to prepare an Urban Design Report in support of a Development Application (DA) to Woollahra Municipal Council (Council) for a commercial development at No. 4 - 8 Manning Road, Double Bay (the site).

The subject site comprises 3 lots, including:

- 1. Lot 1 (/SP43881)
- 2. Lot 2 (2/829784)
- 3. Lot 3 (3/829784)

The subject site has a total area of 587sqm, with a 16.2m wide street frontage to Manning Road and a 36.4m frontage to Kiaora Lane. The site is currently occupied by 2 storey + roof commercial buildings, which was subdivided into 3 lots.

To understand the site's full potential and the best and most appropriate built form outcome, we have conducted the following background review and context analysis, which includes:

- Conducted a thorough review of the current strategic and local level planning strategies applicable to the site;
- Visited the site and surrounding area to understand its role in relation to Kiaora Lane, Manning Road and the wider Double Bay Town Centre;
- Reviewed existing developments and recent DA approvals;
- Reviewed the survey plan and other consultants' reports/opinions to understand the site's constraints and opportunities;
- Analysed the existing streetscape character of Kiaora Lane and Manning Road for the physical constraints presented around the site, including boundary conditions and existing vehicle access;
- Conducted a detailed review of the current DA Lodgement scheme; and
- Provided guiding design principles and design advice regarding contextual fit, street level activation, built form, massing and scale and building facade expression to create a positive built form, scale and articulation that will enhance the existing and emerging character of Kiaora Lane and Manning road streetscene, as well as positively contributing to the emerging quality and character emerging in the Double Bay Town Centre.

2.0 CONTEXT ANALYSIS

2.1 DOUBLE BAY IN REGIONAL CONTEXT

Double Bay is located approximately 3.5 km east of Sydney's CBD (approximately a 10-minute drive) and is well-connected by the road network and bus services. It is also within a 10-15 minute walking distance (500m) of Edgecliff Railway Station and Double Bay Wharf, providing convenient access to a wider regional area.

Double Bay is a harbourside suburb in Sydney strategically positioned as the gateway to Sydney's eastern suburbs.

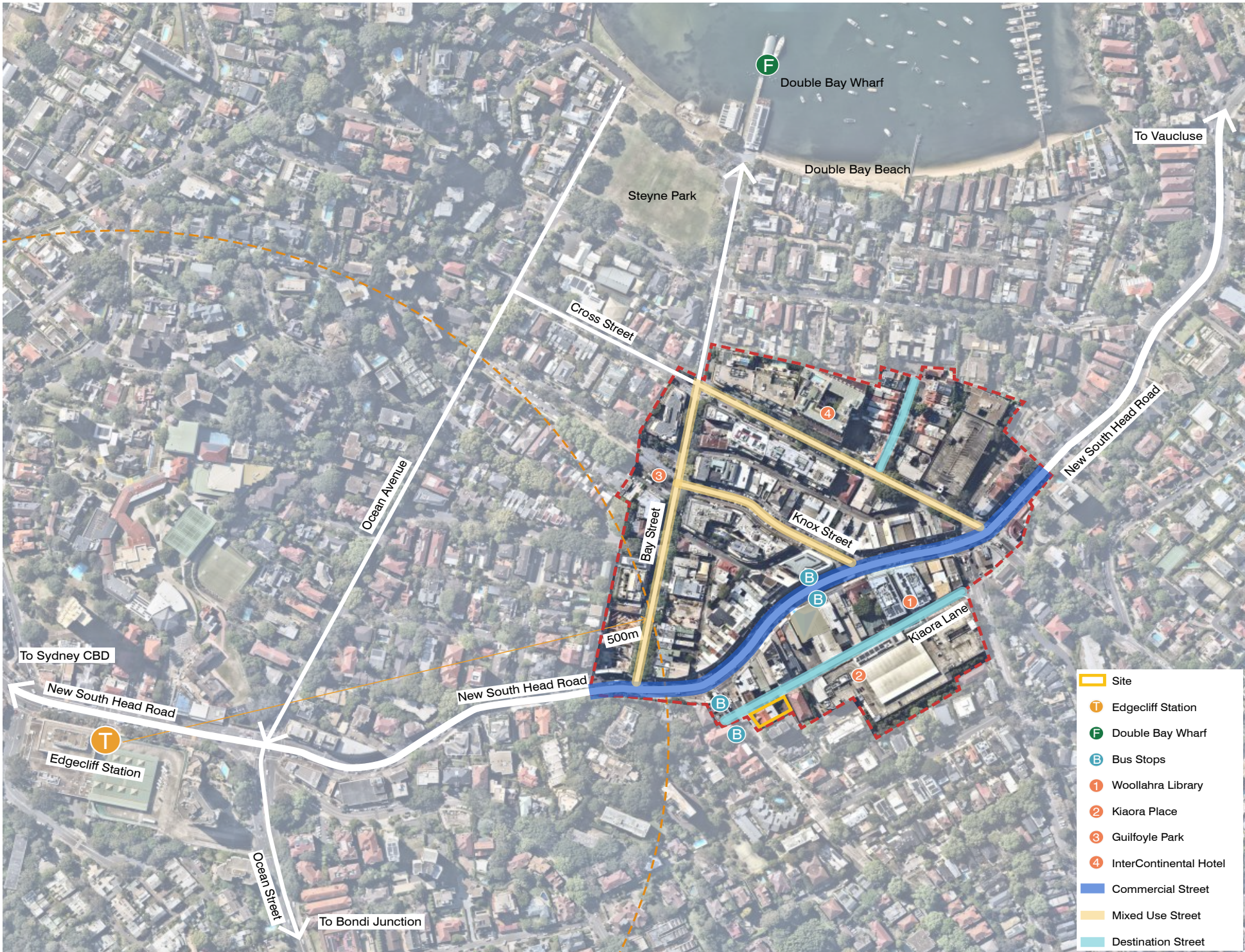
Several key local centres and notable amenities are easily accessible, including:

- Approximately 450m to Double Bay Wharf and Beach (4 minute drive - 11 minute walk)
- Approximately 1.5km to Bondi Junction (7 minute drive - 29 minute walk)
- Approximately 1.7km to Royal Sydney Golf Course (7 minute drive - 40 minute walk)
- Approximately 2.5km to Rose Bay Town Centre and Beach (7 minute drive - 43 minute walk)
- Approximately 4km to Bondi Beach (12 minute drive - 59 minute walk)



2.0 CONTEXT ANALYSIS

2.2 DOUBLE BAY TOWN CENTRE CONTEXT



The study of the existing land use and character pattern of Double Bay suggests the following:

- The Centre provides a range of community services and local businesses for residents and the surrounding neighbourhood.
- As an established neighbourhood centre in close proximity to the beach and amenities, it has the capacity to capture boutique business opportunities due to its unique location at the gateway to the Eastern Suburbs.
- The varied architectural styles and street wall heights suggest increasing density and scale in the town centre.
- Most existing buildings are between 2 to 8 storeys.
- The existing streetscape consists of a combination of older fine-grain developments and more recent developments with larger footprints.
- Predominantly commercial developments are located along New South Head Road, featuring active frontages.
- Recent developments form an emerging character defined by 4 storey street walls with additional levels set back at the upper levels.
- Mixed-use developments are found along Cross Street, Bay Street, and Knox Street, with increased residential options.
- Kiaora Lane serves as a unique pedestrian and public open space, anchored by the shopping mall and Council library.

2.0 CONTEXT ANALYSIS

2.2 DOUBLE BAY TOWN CENTRE CONTEXT



Existing streetscape of New South Head Road - predominate by commercial developments



Existing streetscape of Kiaora Lane - pedestrianised area and activity node



View location map



Existing streetscape of Knox Lane - predominate by mixed-use developments



Existing streetscape of northern side of Cross Street - Intercontinental Hotel



Existing streetscape of southern side of Cross Street- predominate by mixed-use developments

2.0 CONTEXT ANALYSIS

2.2 DOUBLE BAY TOWN CENTRE CONTEXT



Streetscape of southern side of New South Head Road looking towards the site



Streetscape of southern side of New South Head Road looking towards southwest

Based on the site visit to the area, the existing condition of New South Head Road can be summarised as:

- Active street frontages along both sides of New South Head Road
- A well defined street edge with building heights of up to 6 storeys
- A varied architectural style and street wall height while the most recent developments intend to have 4-storey street wall
- Six storey development at the corner of New South Head Road and Knox Street forms the eastern arrival point to the Centre



Streetscape of southern side of New South Head Road to the east of the site



Streetscape of southern side of New South Head Road to the west of the site



Six storey development at 363 New South Head Road form the eastern arrival point to the Centre

2.0 CONTEXT ANALYSIS

2.3 STREETSCAPE ANALYSIS OF KIAORA LANE

CHARACTERS

SECTION 1

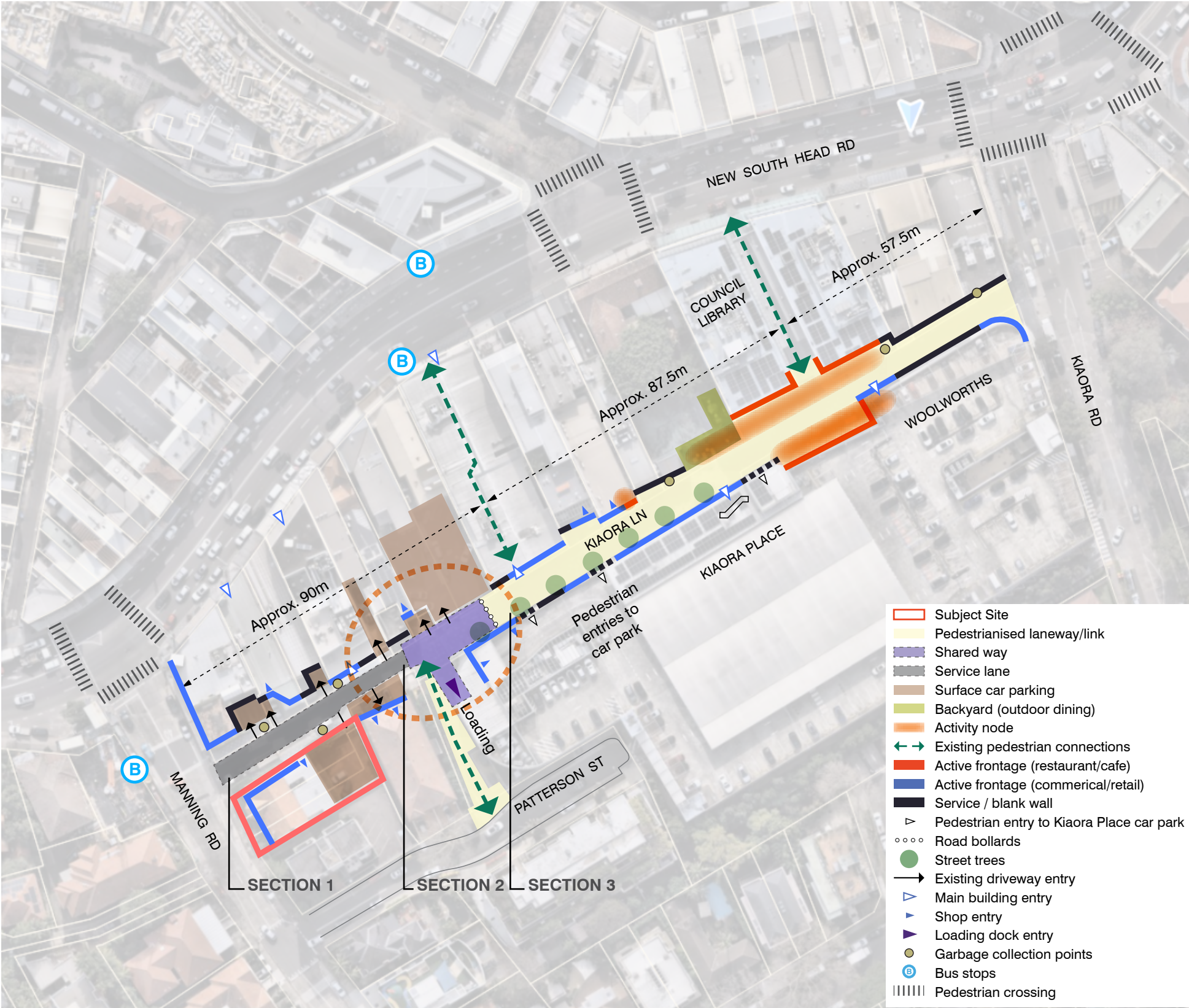
- The western section of Kiaora Lane is predominantly used as a servicing lane providing vehicle access, waste collection and at-grade car parking.
- It also features six vehicle access points along both sides of the lane, which compromises pedestrian movement and amenity.

SECTION 2

- The section in front of the site consists of a shared paved laneway, prioritises vehicle access, loading areas, and manoeuvring space.
- It is loosely defined by varied building setbacks and a series of garages and service rooms that interface with its northern side.
- Two vehicle access points are on the northern side of Kiaora Lane.
- Road bollards and signals indicate restricted access to the pedestrianised section of the lane.

SECTION 3

- The section to the east of the site is fully pedestrianised, with allowances for service entry during designated times, particularly for the eating precinct.
- This section features the eating precinct and maximised commercial and retail frontages, as well as access points from the mall and car park.
- The main activities are centred around the Council Library, Woolworths, and the mall.



2.0 CONTEXT ANALYSIS

2.3 STREETScape ANALYSIS OF KIAORA LANE

SECTION 1



Manning Road access to Kiaora Lane pedestrianised area



Existing Manning Road surface and street condition



Manning Road access towards Kiaora Lane shared pedestrianised area

SECTION 2



Shared pedestrian foot-way connecting Kiaora Lane and Patterson Street



Existing rear parking conditions on Kiaora Lane from New South Head Road rear buildings



Existing rear parking conditions on Kiaora Lane from New South Head Road rear buildings

SECTION 3



Removable road bollards to allow vehicular access if required to the pedestrianised Kiaora Lane from Manning Road access



Pedestrian and main activity area on Kiaora Lane



Pedestrian area on Kiaora Lane with a view towards Manning Road

2.0 CONTEXT ANALYSIS

2.4 STREETSCAPE ANALYSIS OF MANNING ROAD

CHARACTERS

SECTION 1

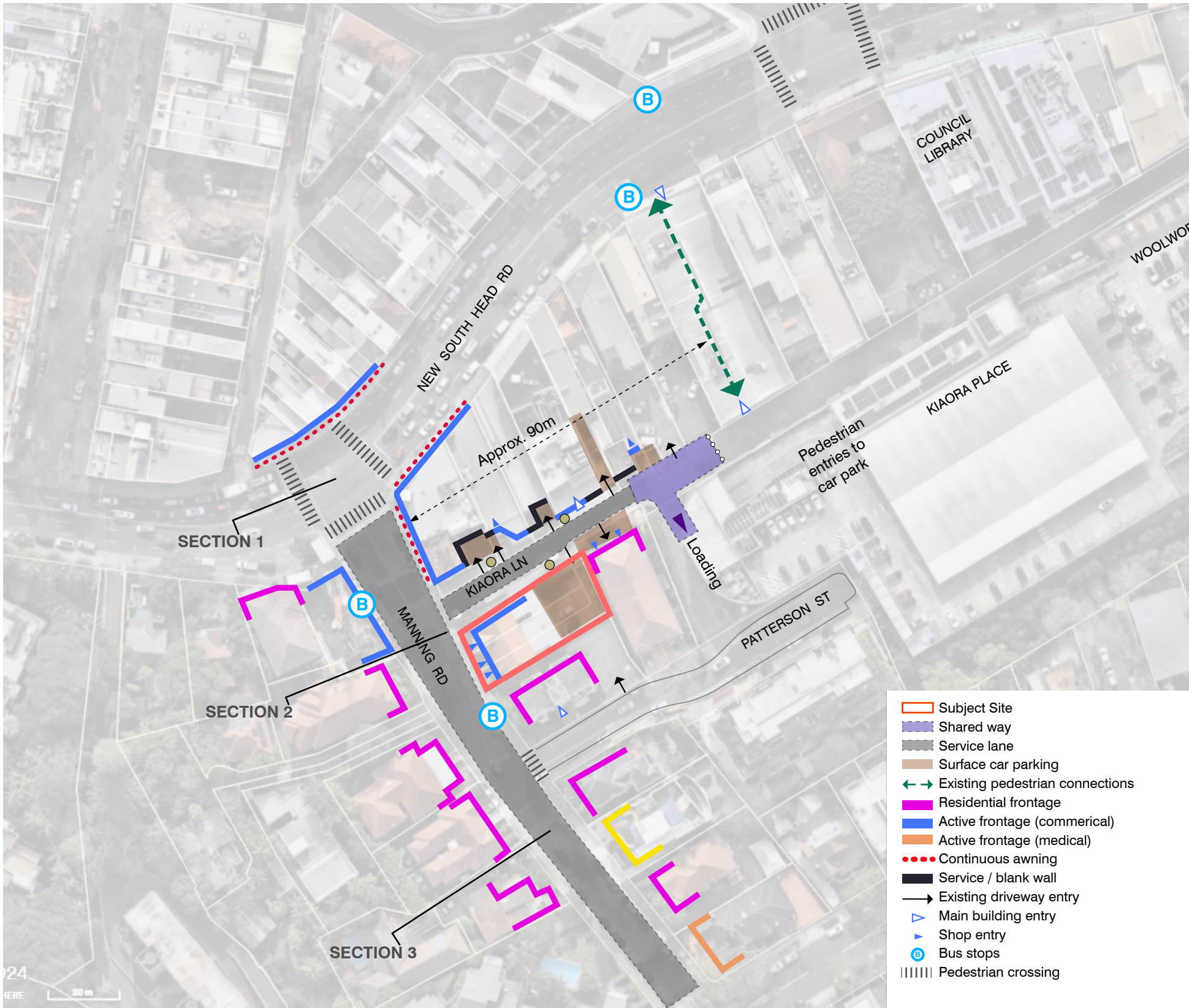
- The northern section is the intersection of New South Head Road and Manning Road, used as a servicing lane providing access towards Bondi Junction and surrounding eastern suburb areas.
- The intersection also features a variety of commercial building with active frontages on to both New South Head Road and Manning Road, which comprises of multiple pedestrian movement patterns along both Roads.

SECTION 2

- Section 2 in front of the site consists of the access to Kiaora Lane, which is the only vehicular access now, with the other access from Kiaora Road now pedestrianised. This access now facilitates all vehicular movement for the Woolworths and Kiaora Place.
- It is loosely defined by varied building setbacks and a series of garages and service rooms that interface with both sides of the Road.
- Two vehicle access points are on the right hand side of Manning Road, accessing both Kiaora Lane and Patterson Street.
- Varying building heights in this section from 2 to 7 storeys.

SECTION 3

- Section 3 on Manning Road has a more residential nature with buildings fronting the street, along with garage access points and front wall / blank walls at ground level working with the changing topography along the Road.
- There is a range in uses along Manning Road including residential, early years education, medical and emerging commercial office building under construction.
- Building heights are ranging between 1 and 9 storeys.



2.0 CONTEXT ANALYSIS

2.4 STREETScape ANALYSIS OF MANNING ROAD

SECTION 1



New South Head Road and Manning Road intersection



Corner of New South Head Road and Manning Road towards the site



View southwards down Manning Road from New South Head Road junction

SECTION 2



Site and access to Kiaora Lane from Manning Road



Access to Patterson Street from Manning Road



Existing residential apartment on Manning Road immediately adjacent to the subject site (7 storeys)

SECTION 3



Existing Residential on Manning Road



Garages on street frontage and 9 storey building



Street character of Manning Road - Garages, blank walls, tall buildings and on-street parking on either side of the road

2.0 CONTEXT ANALYSIS

2.5 EXISTING USES AND BUILDING HEIGHTS

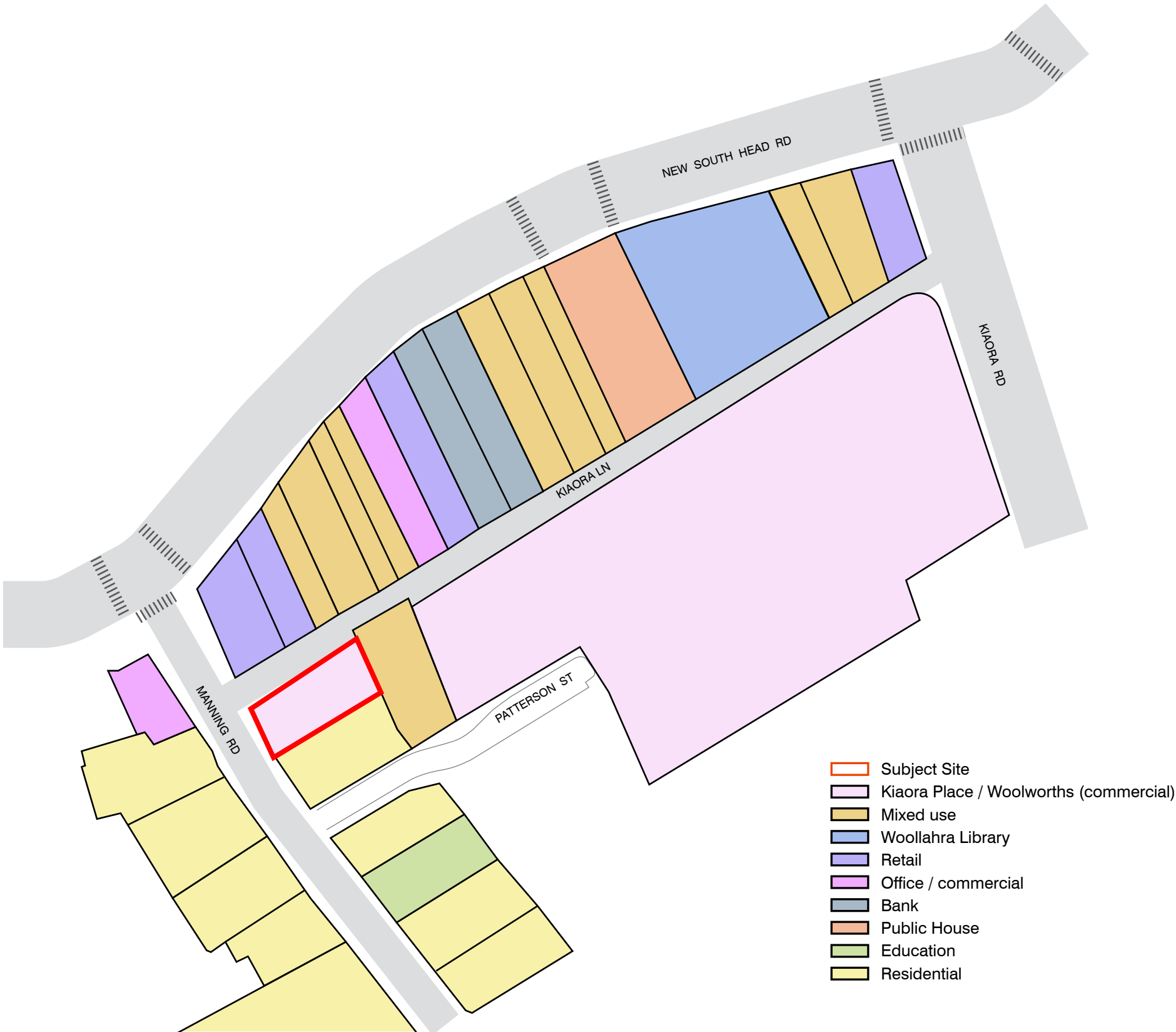
USES

The existing uses in this area of Double Bay Town Centre is very diverse and of a mixed use nature. The emerging context and uses is following the same pattern bringing a wider use of mixes to the immediate proximity to the site.

Overall, the nature of Kiaora Lane is mixed use with the recent development of the Kiaora Place and Woolworths development.

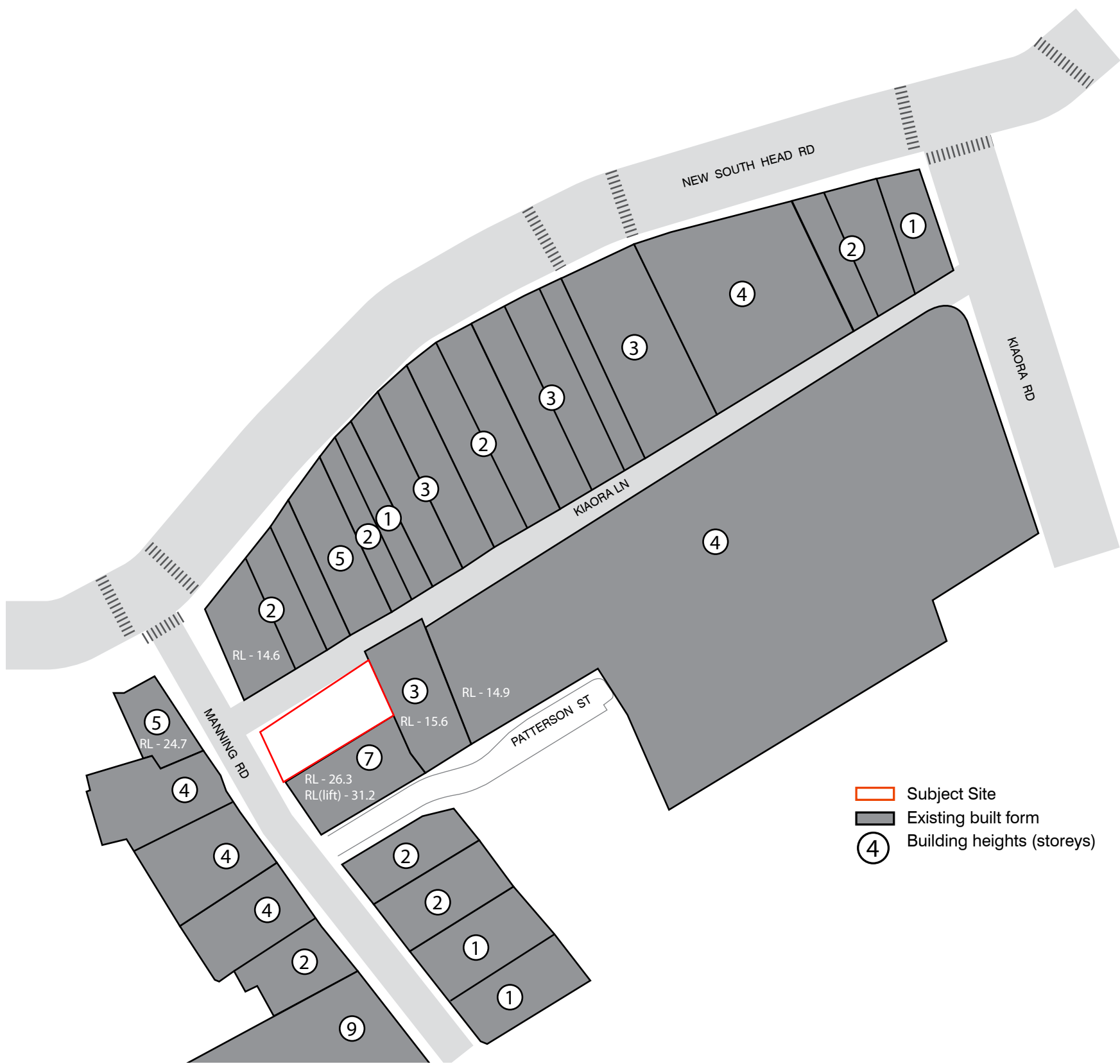
The nature of Manning Road is residential principally, however, the lots closer to the intersection of New South Head Road and Manning Road are commercial and retail uses including the subject site.

The subject site will enhance the diverse offer available to residents and visitors to the Double Bay Town Centre area, which supports its commercial centre role.



2.0 CONTEXT ANALYSIS

2.5 EXISTING USES AND BUILDING HEIGHTS



BUILDING HEIGHTS

The existing building heights in proximity to the subject site vary, with some buildings of similar height and heights that exceed the proposal.

The under construction development on the corner of Manning Lane and New South Head Road, proposed for office space, offers an opportunity to create a key gateway in this area of town and both the subject site and new office building can create a visual relationship between them.

As the following two pages will illustrate the building heights in close proximity to the site and wider Double Bay Town Centre are increasing with various Development Applications currently submitted, as well as projects under construction with increased building heights.

The subject site proposal of 4 storeys (21.4M RL - 21.85M incl. finished service area) is in line with the emerging heights within the area and being a key corner site to Kiaora Lane is justified.

2.0 CONTEXT ANALYSIS

2.6 RECENT DEVELOPMENTS AND APPROVALS IN DOUBLE BAY TOWN CENTRE

Double Bay centre is in the transition with number of developments approved and under construction. A summary of the existing and approved developments shows:

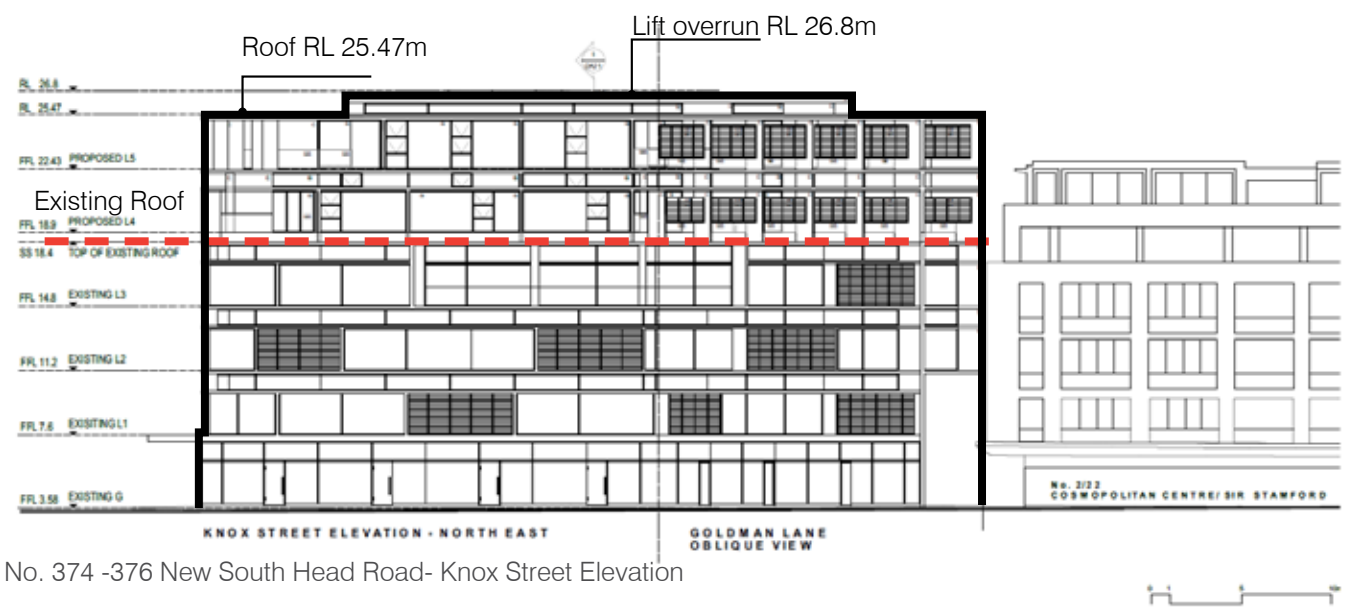
- 374-382 NSH Rd (6st corner mixed use) –
 - RL 26.8 to lift overrun and RL 25.47 to roof
 - Max building height 23.2m
 - 6 storeys in total
- Developments along Cross St (6 storeys)
 - 16-18 Cross St – max building height 20.7m (completed)
 - 20-26 Cross St – 21.21m
 - 28-34 Cross St – 21.21m
- 394-400 NSH Rd-
 - Approved 5st commercial development
 - RL20.745 to roof and RL21.545 to lift overrun
 - Max building height – approx. 18.98m to lift overrun
- 357-359 NSH Rd –
 - Approved 5st commercial (16/12/2021 by LPP)
 - RL24.75 to parapet and RL25.20 to lift overrun
 - Max building height – 18.22m to lift overrun
- 356-366 NSH Rd –
 - Approved 5st commercial (22/12/2023 by LEC)
 - RL23.72 to new roof
- 393-399 NSH Rd –
 - 6st commercial
 - RL26.5 to new roof (RL27.5 to new Balustrade)
- 2& 4-10 Bay St & 294-298 NSH Rd (cnr of NSH Rd and Bay St) –
 - Approved 4-5st commercial development.
 - Max building height 18.54m (RL27.12 to lift overrun and RL26 to NSH street-wall parapet).
- 21-27 Bay St –
 - Approved 5st commercial development (15/02/2024 by LPP)
 - Max building height 17.16 to lift overrun and 16.9m to parapet (RL22.46 to lift overrun and RL21.49 to parapet).
- 19-27 Cross St (S4.55 approved) –
 - 6st mixed use
 - RL 22.75 to street parapet and RL 25.30 to the ridge
 - Building height to parapet 19.5m and 22.05m to ridge

In summary, it is clear that the developments in the Centre show a trend towards 5 to 6 storey buildings, and it is expected that taller buildings will be become more common in the future, exceeding the LEP height control measure.

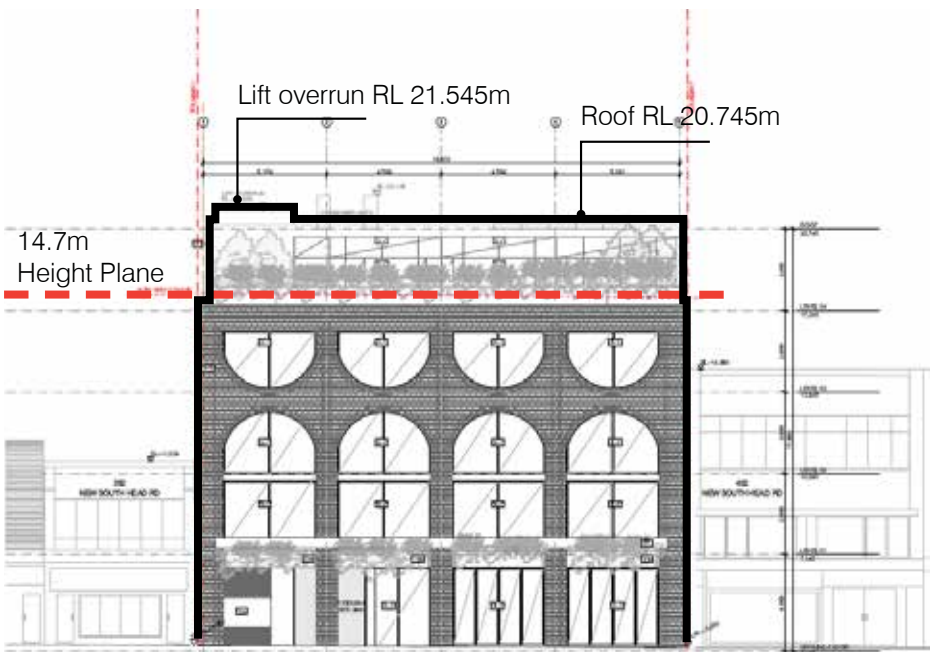


2.0 CONTEXT ANALYSIS

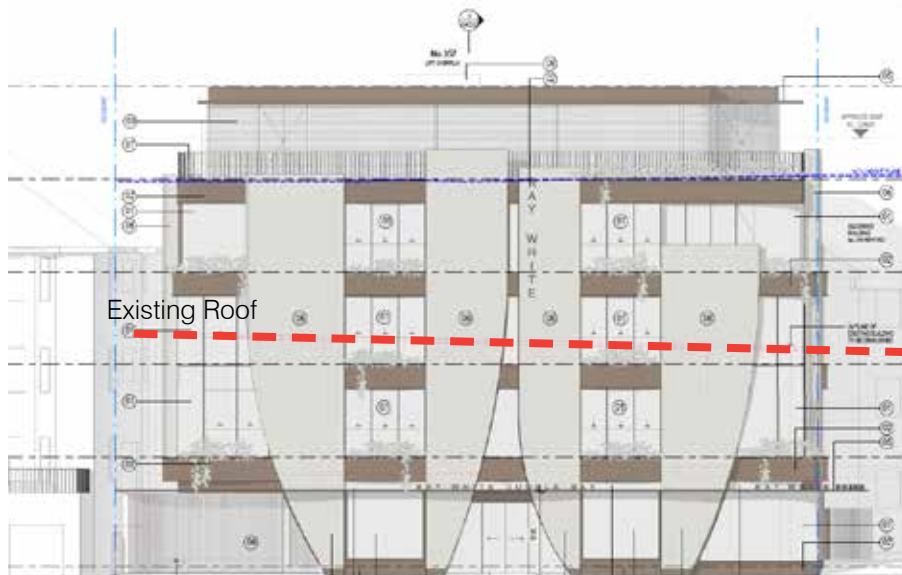
2.6 RECENT DEVELOPMENTS AND APPROVALS IN DOUBLE BAY TOWN CENTRE



No. 374 -376 New South Head Road- Knox Street Elevation



No. 394-400 New South Head Road - New South Head Road Elevation



No. 357-359 New South Head Road - Manning Road Elevation

374-382 New South Head Road (DA 125/2017)

- The development involves significant alterations and additions to the existing 4-storey retail and commercial building, adding 2 new residential levels above.
- The proposed modifications result in a new maximum height of RL 26.8m at the top of the lift overrun and RL 25.47m at the rooftop.
- The existing building establishes a 4-storey street wall that aligns with the prevailing character along New South Head Road.

394-400 New South Head Road (DA 143/2023)

- The development proposal, approved by the Land and Environment Court, entails the demolition of existing buildings and the construction of a new 5-storey commercial building.
- The proposal exceeds the height of building and floor space ratio development standards. The Court supported these exceedances, noting that the proposed height, bulk, and form align with the desired future character of the Double Bay Centre.

357-359 New South Head Road (DA 261/2021)

- The development proposal, entails the demolition of existing buildings and the construction of a new 5-storey commercial building on the corner plot connecting both New South Head Road and Manning Road, in close proximity to the subject site of this report.
- The proposals exceeds the height control limit, and is more in character with the emerging heights and context in Double Bay Town Centre area. The subject site is diagonally opposite and can form a positive relationship with this building in the context of Kiaora Lane and Manning Road.

3.0 PLANNING CONTROLS

3.1 STUDY OF DOUBLE BAY PLANNING AND URBAN DESIGN STRATEGY

BUILT FORM STUDY

The Double Bay Planning and Urban Design Strategy (DBPUDS) endorsed by Council on 27th November 2023 is considered the Council's most recent vision and guideline for the Centre's built form.

The DBPUDS sets the built form as follows:

- 5 storeys
- FSR 3.5:1
- 4-storey street wall on New South Head Road and 2-storey street wall on Kiaora Lane
- 0m setback to New South Head Road at street wall levels and a 3.5m setback above street wall height
- 2m setback to Kiaora Lane at street wall levels and a 6m setback above street wall height

FUTURE CHARACTER OF THE LANE

It is Council's vision to upgrade the western section of the laneway into a pedestrian street. However, given the current context, even with the remaining sites being amalgamated, vehicle access to basement parking is still required.

There is no strategy suggesting that this section of the laneway should not provide parking on-site.

Therefore, we consider this part of the lane is likely to remain as an access/service lane.

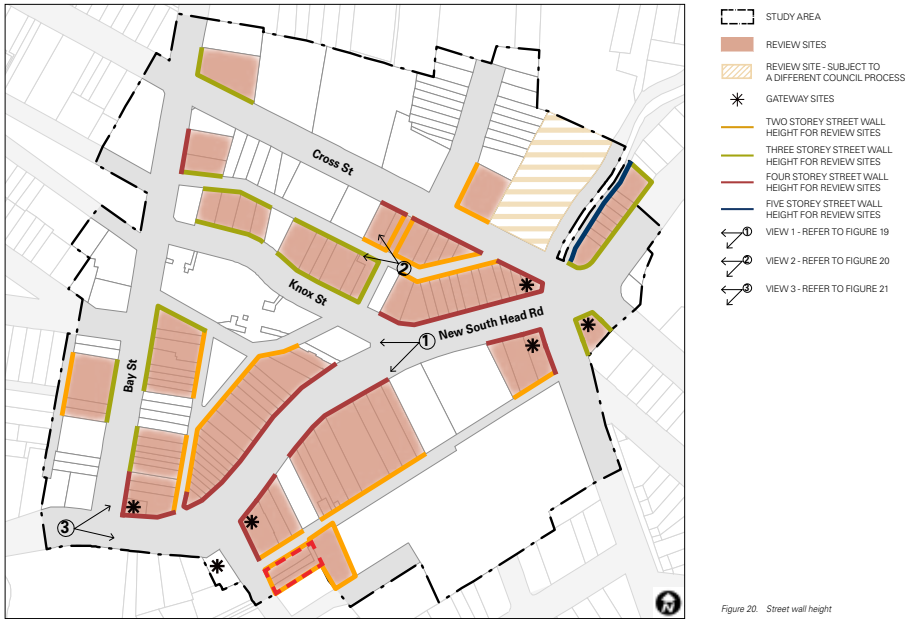


Figure 20. Street wall height

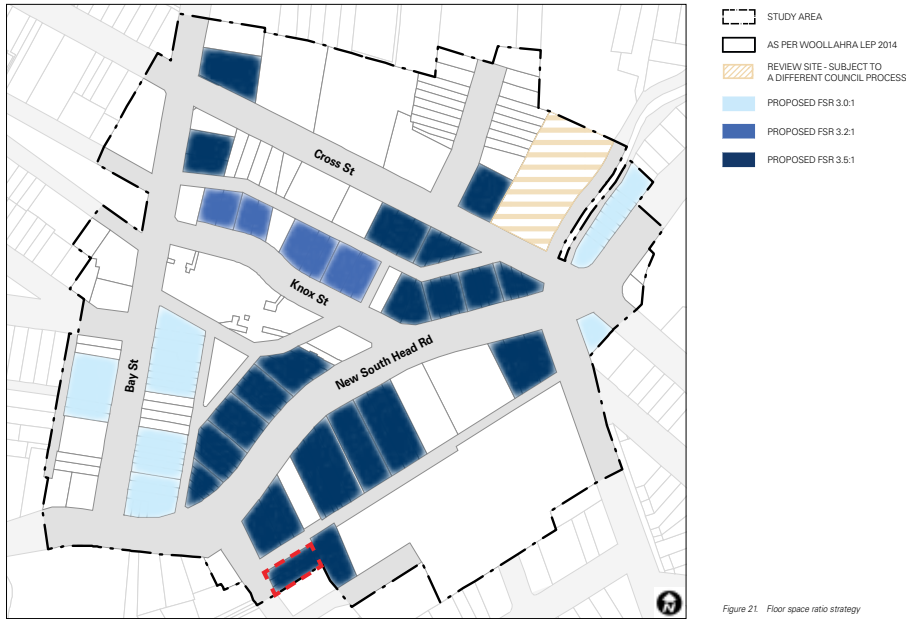


Figure 21. Floor space ratio strategy

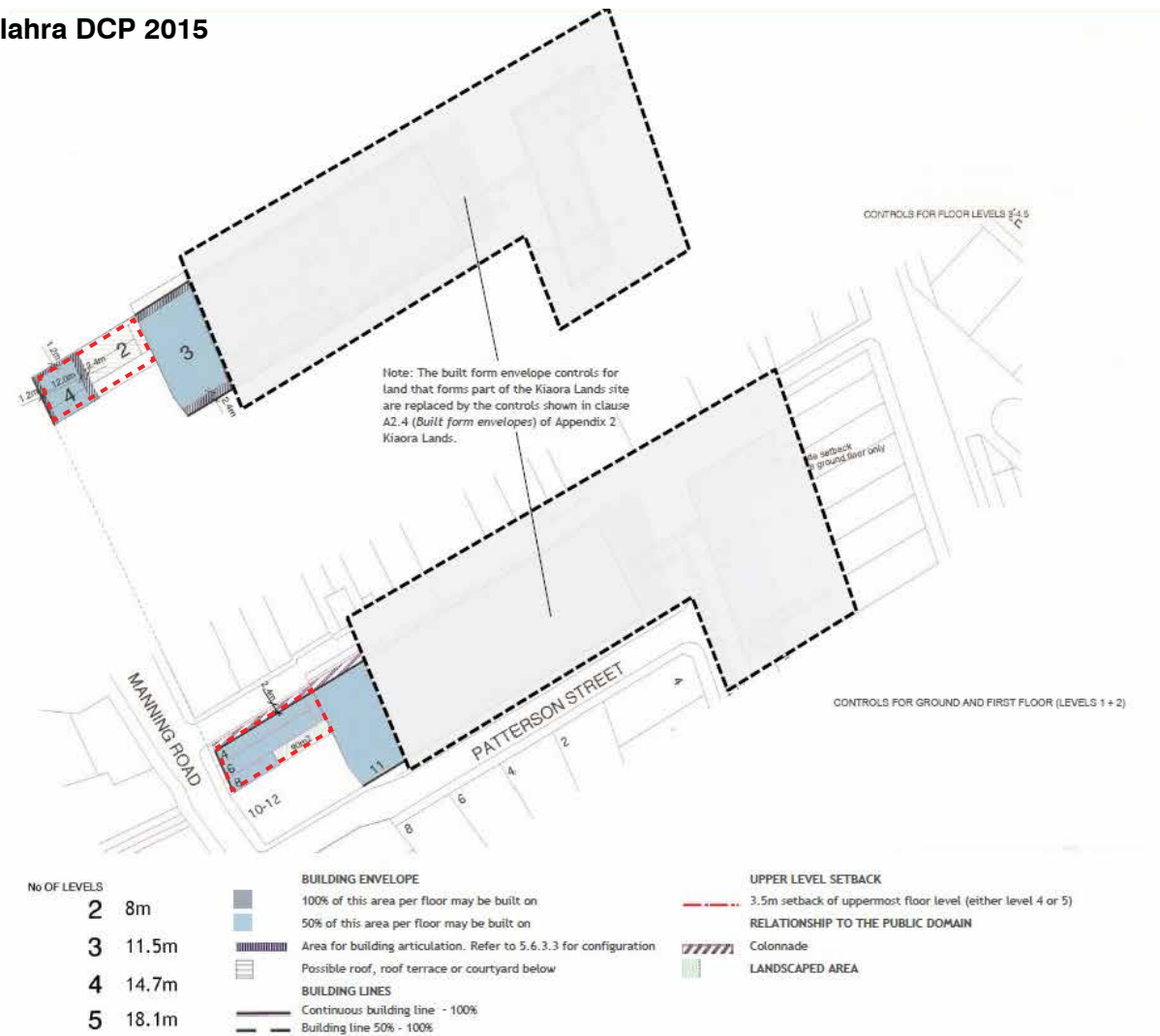


Figure 26. Street front setbacks

3.0 PLANNING CONTROLS

3.2 CURRENT PLANNING CONTROLS - LEP AND DCP

Woollahra DCP 2015



The site is currently zoned E1 under Woollahra Local Environmental Plan (WLEP) 2014.

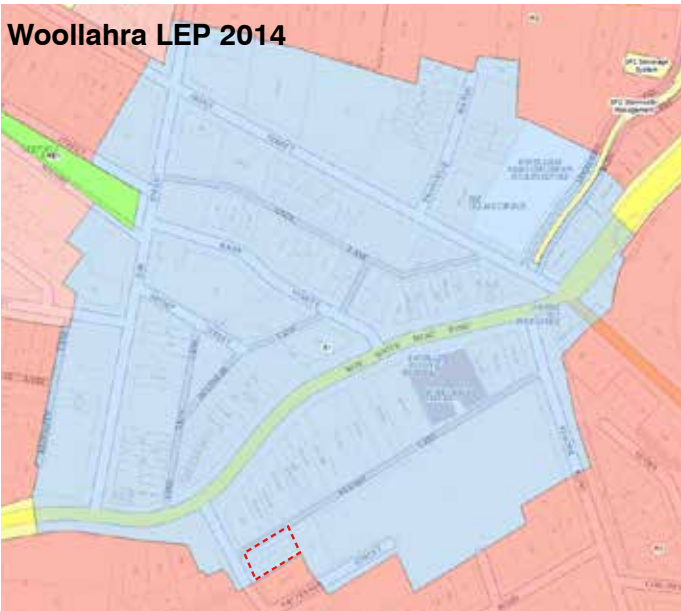
The key WLEP 2014 controls applying to the site are:

- Zoning - E1 Local Centre - Commercial premises are permitted with consent
- HOB - 14.7.1m
- FSR - 2.5:1
- Heritage- NA
- Acid Sulfate Soils - Class 2

The site is subject to Woollahra Development Control Plan 2015. Summary of key built form controls are as follows:

- 4 storeys / 14.7m
- 3.5m setback of uppermost floor level (Either level 4 or 5)
- 2m rear setback to Kiaora Lane from New South Head Road rear
- No setback on Kiaora Lane
- Continuous awning along southern side of New South Head Road
- Minimum floor-to-floor heights are 4m on Ground Floor and 3.4m for commercial office use on Levels 2-5

Woollahra LEP 2014



Zoning Map - E1 Local Centre



Height of Building - 14.7m



Floor Space Ratio - 2.5:1

4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

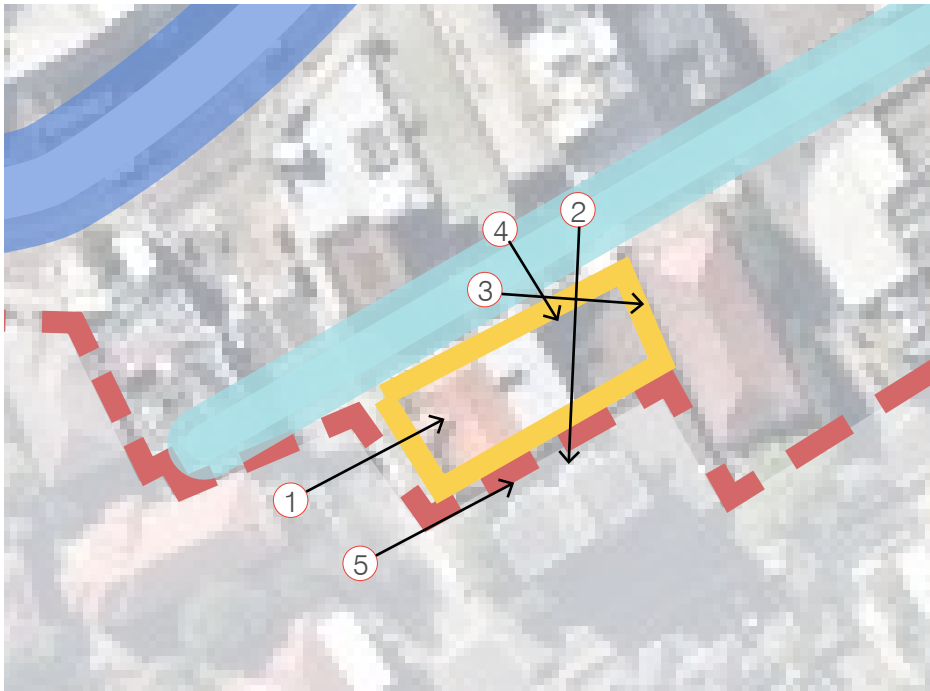
4.1 SITE AND IMMEDIATE CONTEXT



Site frontage of existing building on to Manning Road



Back of existing building and adjacent 7 storey residential apartment building



View location map



Existing rear boundary and No.11 Patterson Street with a long side elevation facing site



View towards existing rear surface car park on Kiaora Lane and no.11 Patterson Street (mixed use with continual commercial on the ground floor)



Existing building and building separation between No.10-12 Manning Road residential apartment building

4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

4.1 SITE AND IMMEDIATE CONTEXT



5 storey commercial / office building on corner of New South Head Road / Manning Road intersection



No. 10 Manning Road and no.11 Patterson Street from Patterson Street viewpoint

Based on the site visit to the area, the existing condition of the site and immediate context can be summarised as:

- Active street frontages along both sides of New South Head Road
- Active street frontages along Kiaora Lane
- Predominantly a residential context along Manning Road
- A varied street setback along Manning Road
- A varied architectural style and street wall height
- Ranging building heights from 1 to 9 storeys
- Under construction 5 storey development at corner of New South Head Road and Manning Road will form an important relationship with the proposed building on the subject site, creating and framing the western entrance to Kiaora Lane



Emerging activation on the northern side of Kiaora Lane from 'backs' of New South Head Road buildings



Pedestrianised nature of north eastern end of Kiaora Lane



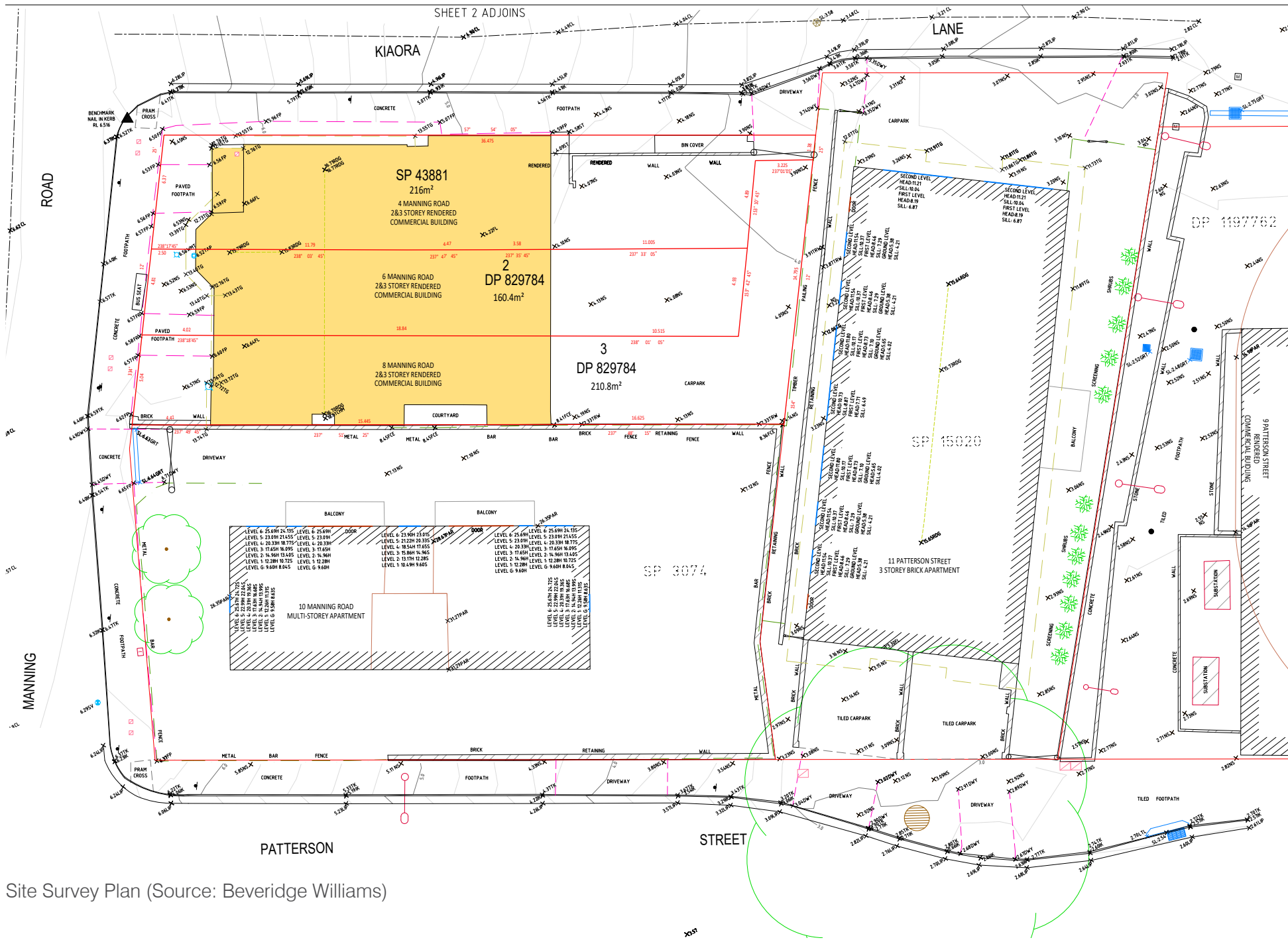
Adjacent existing residential on Manning Road

4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

4.2 SITE SURVEY

The Site Survey Plan accurately highlights the site and immediately surrounding context, mapping information such as: boundary relationships, levels, setbacks, window and door locations, balconies, existing trees and roof levels.

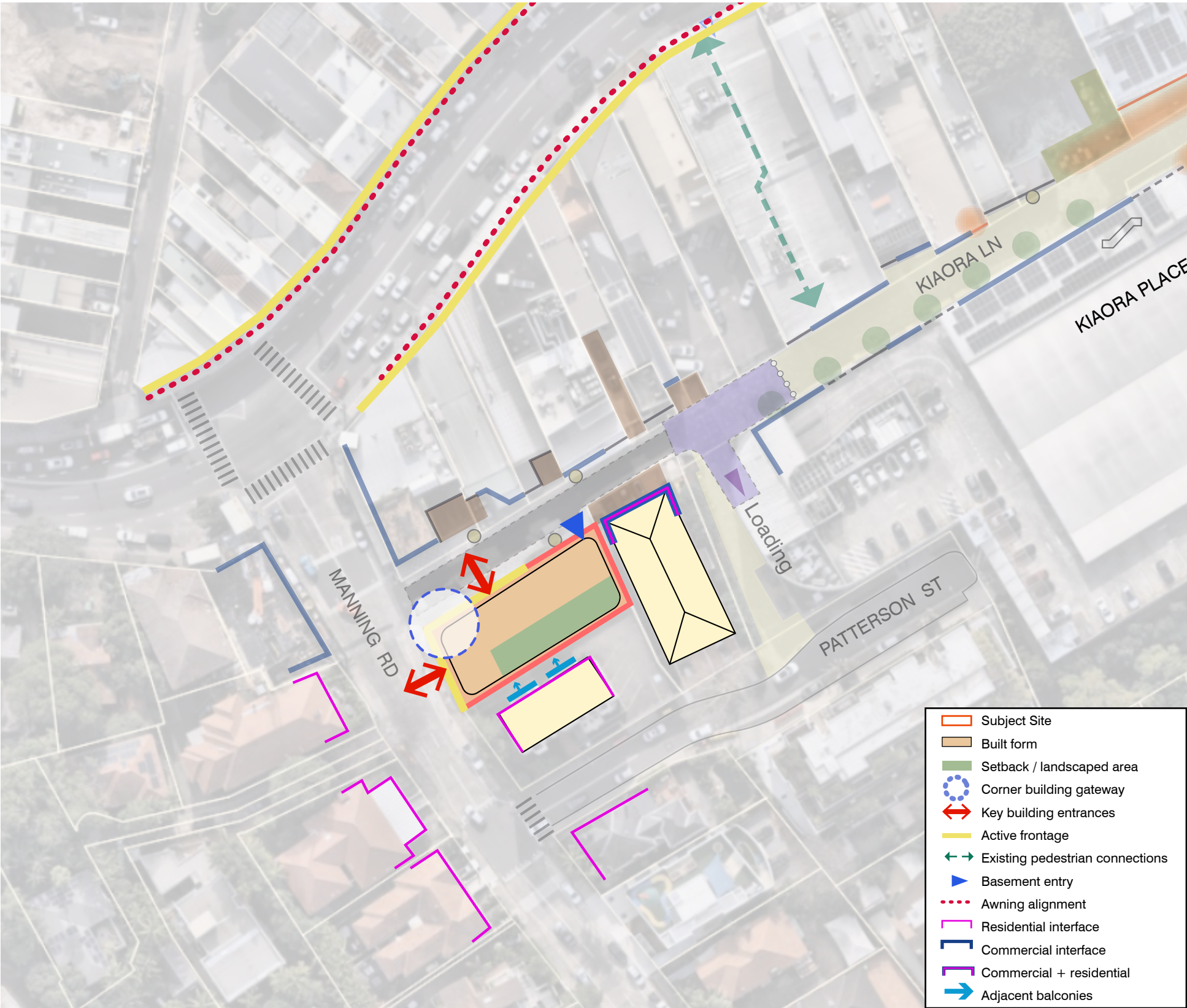
The Survey Plan information has informed the site constraints and opportunities, informing the design of the proposals and overall site.



Site Survey Plan (Source: Beveridge Williams)

4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

4.3 SITE OPPORTUNITIES



As recognised by the context analysis and planning control studies, the site presents an opportunity to accommodate a medium-scale commercial use appropriate development to Double Bay, whilst providing a sympathetic response to an emerging character of New South Head Road, Kiaora Lane and Manning Road, as well as existing residential character, outlook and heights in close proximity to the site.

The site’s characteristics and location offers the following opportunities for re-development of the site to:

LAND USE:

- Provide a high quality commercial building in close proximity to amenities to accommodate increased commercial floor space
- Provision of a high-end commercial building on Kiaora Lane will increase footfall along the Lane and in general to the Double Bay Town Centre area

BUILT FORM, RELATIONSHIP AND ARTICULATION:

- Provide 4 storey streetwall with additional setbacks on the top levels to the existing residential on Manning Road for outlook and amenity purposes
- Provide a key corner building and active frontage to Kiaora Lane and Manning Road
- Creating an active frontage on Kiaora Lane is in line with emerging future character as outlined in Double Bay Planning and Urban Design Strategy and DCP
- Provide a stepped building form with smaller floorplate on the top levels to protect solar access to the neighbouring properties
- Accommodate increased height along Manning Road and Kiaora Lane to support emerging height increase in locality and emerging future character
- 4 storey building on the south western access to Kiaora Lane will enhance the visibility and wayfinding of the Lane from this access point, arriving from New South Head Road and Manning Road

LANEWAY:

- Access is required at this end of the laneway for the basement parking in Kiaora Place, allows for access to a basement on the subject site
- Provide on-site parking in basements
- Provide improved active frontages and commercial frontage to laneway

4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

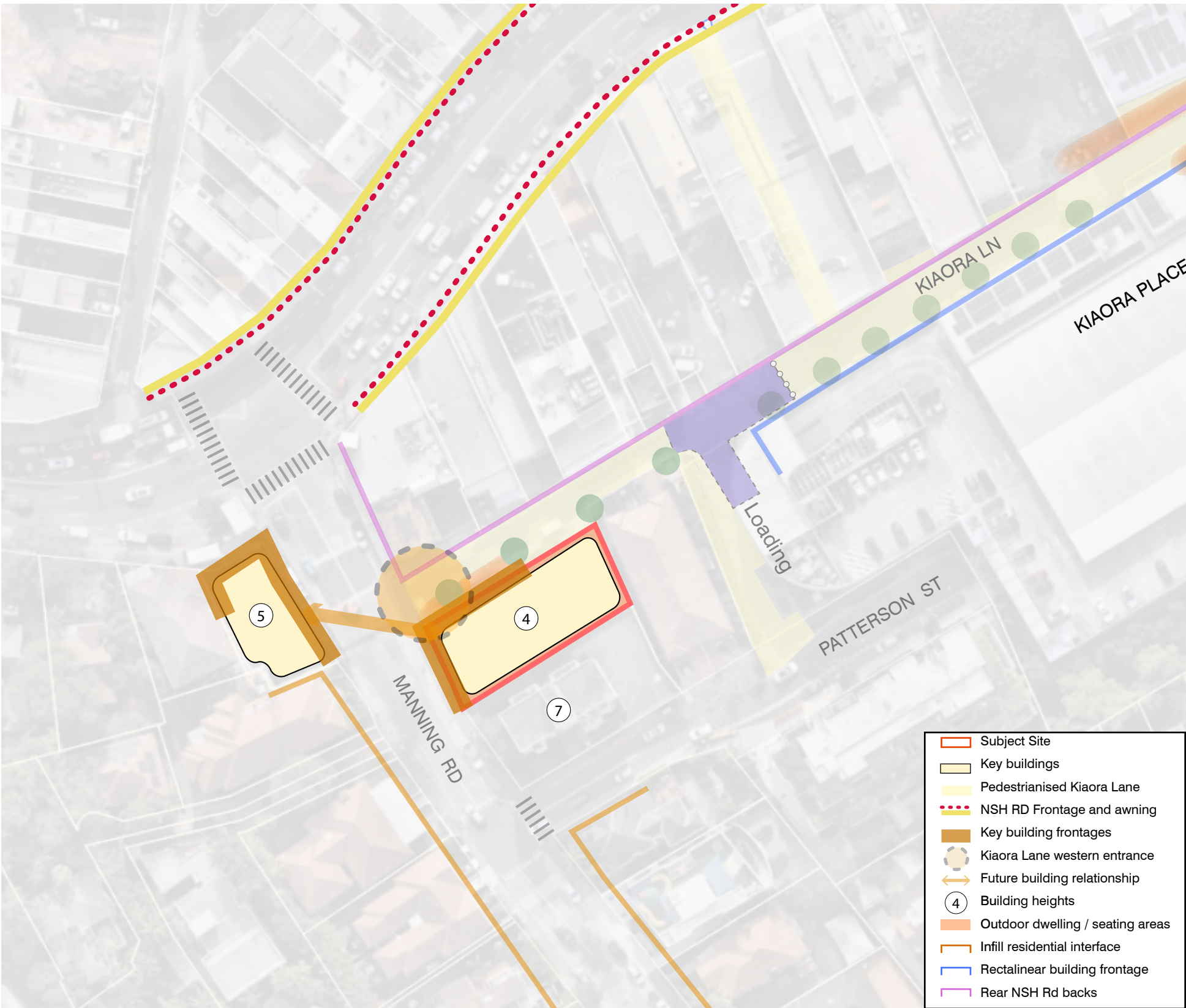
4.4 CONTEXTUAL FUTURE CHARACTER

The emerging character of the street and building character around the site has been illustrated through the Planning and Urban Design study and can be seen evidenced in practice already, the plan left, illustrates how the future character can be visualised as the subject site comes forward, which can inform and contribute to the emerging character, whilst providing a sympathetic response to an emerging character of taller buildings in the vicinity.

The site's characteristics and location offers the following opportunities for re-development of the site to:

EMERGING CHARACTER:

- Building Character emerging on the southern side of Kiaora Lane distinctly different to on the northern side
- On the Southern side the building character is more of a rectilinear form, creating long frontages along the Lane
- Whereas the emerging building character on the northern side is piecemeal and in the form of smaller lots, with less width to the frontage
- Over time this will provide a variety of architectural facades along the northern side
- The northern side will be of piecemeal nature due to various land owners
- The southern side of Kiaora Lane offers an opportunity with the subject site and already completed Kiaora Place and Woolworths to have a near complete streetscene, that is befitting to the Double Bay Town Centre context
- The southern side through the already constructed Woolworths buildings has created a precedent on scale, mass, elevation treatment
- The subject site will continue this emerging character of a rectilinear form and bulk with articulation of the form
- The principal frontage on Kiaora Lane is provided by the southern side of the street, whereas the northern side is the 'rear' frontage of the New South Head Road buildings
- The site can be a key corner building on Kiaora Lane and Manning Road, acting as a wayfinding building and creating legibility to the western end of Kiaora Lane for pedestrians, as a key nodal point in the wider Double Bay Town Centre context
- The site can form a key nodal relationship with the diagonally adjacent site on the corner of New South Head Road and Manning Road, currently under construction for a 5 storey office / commercial building



4.0 SITE OPPORTUNITIES AND FUTURE CHARACTER

4.5 THE FUTURE URBAN DESIGN CONTEXT

Creating built form and height relationship across the access to Manning Road and Kiaora Lane

Corner turning building on principal gateway to Kiaora Lane

Opportunity to fully pedestrianise Kiaora Lane, with partial access to Basement parking

Opportunity to match materiality throughout the lane

The proposed illustrative streetscape plan demonstrates how the proposal can create a positive frontage on to both Manning Road and Kiaora Lane, through a corner turning building. The form of the building creating a rectilinear form is following the emerging pattern on the south-side of the lane, following the Kiaora Place / Woolworths development, and offers the opportunity to have a continuous building line along Kiaora Lane.

This proposal can tie in with the existing streetscene, by adopting the same materiality as the footpath / pedestrianised zone, which would allow in the future for the pedestrianised pattern to complete the street with a sympathetic access retained to basement parking on the corner of Kiaora Place and the subject scheme.



Proposal within illustrative streetscape plan

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

5.1 THE VISION

The updated proposed building form and articulation can provide a 'gateway' building to the south western end of Kiaora Lane, creating a legible entrance to the Lane from Manning Road contributing the emerging and future desired character for the Lane. The building can be an anchor building that provides a corner turning building that also has a positive relationship with Manning Road.

The amended design and proposals have been informed by the Urban Design review of the context of the site and surrounding, planning controls and guidance and the existing proposals that were submitted to Council.

The key changes within the proposal development have focused on the articulation of the building and the relationship it can create with the immediate surrounding context on Kiaora Lane and Manning Road, which has recommended changes to the Northern and Western elevation to create a positive relationship with the street and aid with arrival onto Kiaora Lane and legibility.

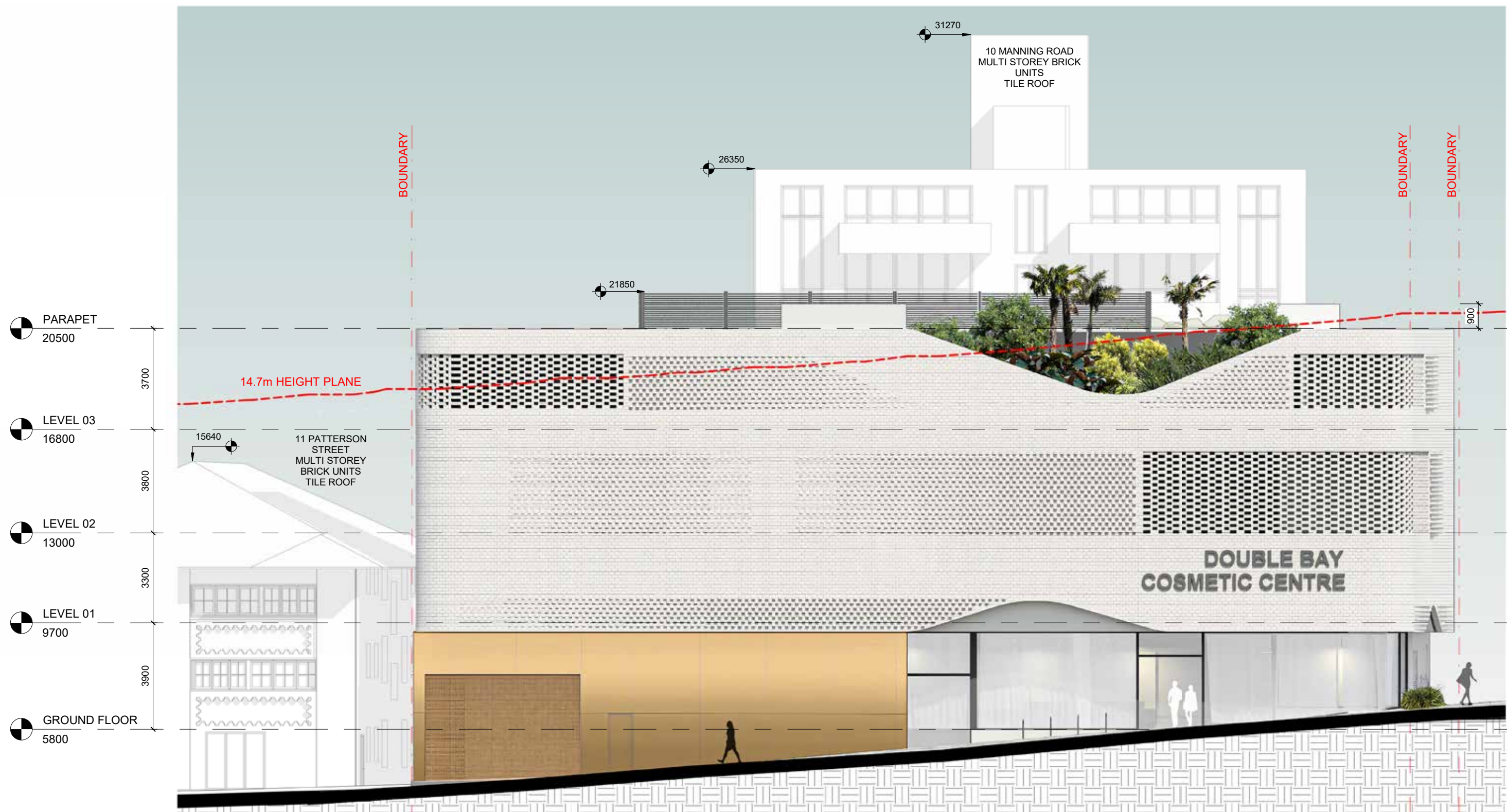
The recommendations and proposal development has made amendments to:

- Raising the ground level to Manning Road finished street level to increase ground floor frontage to street, creating activation;
- Articulation to the elevations on Kiaora Lane and Manning Road, creating a positive relationship with the immediate context;
- Articulate the entrances to the building within the streetscape of Kiaora Lane and Manning Road; and
- Creating the setting of a 'key' corner building within the Kiaora Lane street context, including the building articulation, brick pattern, signage change of location, glazed ground floor with articulated access points

Amended proposal illustrated in the image right.



Proposed development in context of Kiaora Lane and Manning Road (CGI)



Northern Elevation (Kiaora Lane)

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

5.2 BUILT FORM, ARTICULATION AND CHARACTER

As recognised by the context analysis and planning control studies, the site presents an opportunity to accommodate a medium-scale use appropriate development to Double Bay, whilst providing a sympathetic response to an emerging character within immediate proximity to the site and the wider Kiaora Lane and Double Bay Town Centre area.

The following suggested amendments to the proposals for 4 - 8 Manning Road, can create a 'marker' corner building, highlighting the entrance to Kiaora Lane, as well as creating a positive relationship with the street and surrounding buildings. The built form, articulation of the elevations and facades, illustration of levels have taken cues from the emerging character on the southern side of Kiaora Lane.

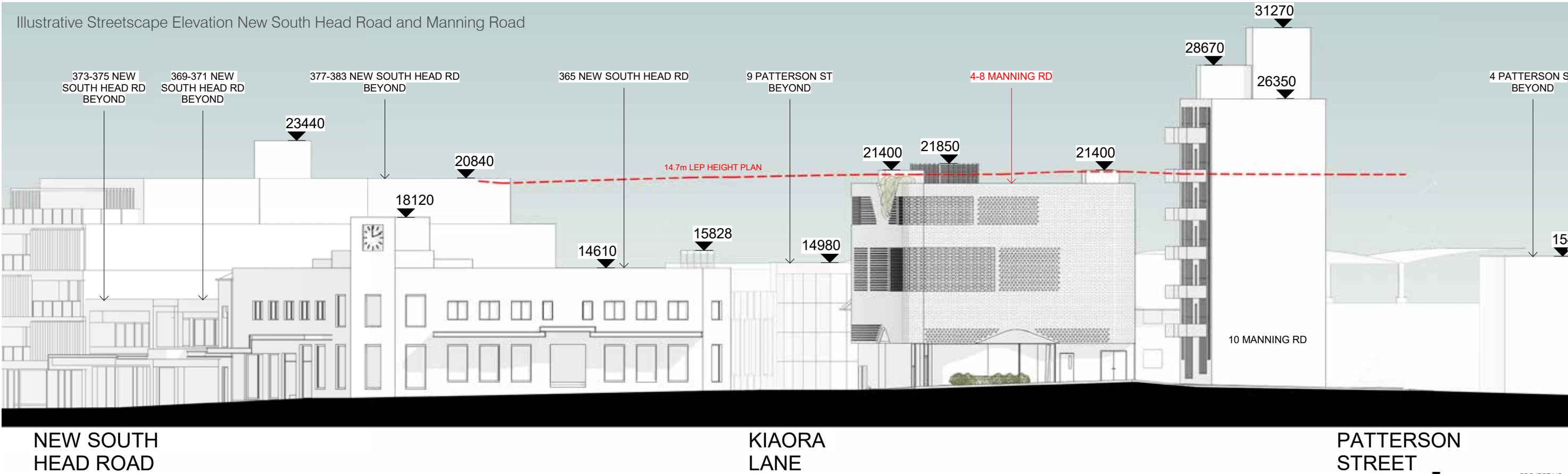
- A prominent corner turning building providing legible entrance to Kiaora Lane from the south western entrance point
- A well-articulated building form that is responding to the emerging character on the southern side of Kiaora Lane in regards to the recent Woolworths development
- A responsive design that adapts to the existing topography, with an activated ground floor that optimises opportunities for street-level

interaction and passive surveillance along both Manning Road and Kiaora Lane

- Maximised commercial active frontage to Kiaora Lane with visual access points in to the building along both Kiaora Lane and Manning Road, articulated through a curved prompt in the facade
- Creating an active frontage on Kiaora Lane is in line with emerging future character as outlined in Double Bay Planning and Urban Design Strategy
- Basement carparking located on corner of building on Kiaora Lane, which would allow smooth transition into a future pedestrian friendly environment, should the existing pedestrianised zone extent further along the Lane. As access will be required to the Woolworths building, the future extension of this zone could be of a shared nature.
- The upper levels of the buildings adopt a vertical language that demonstrates the different levels on the building, which adopts a similar approach to the pattern of the upper levels on the recent Woolworths building.



Western Elevation (Manning Road)

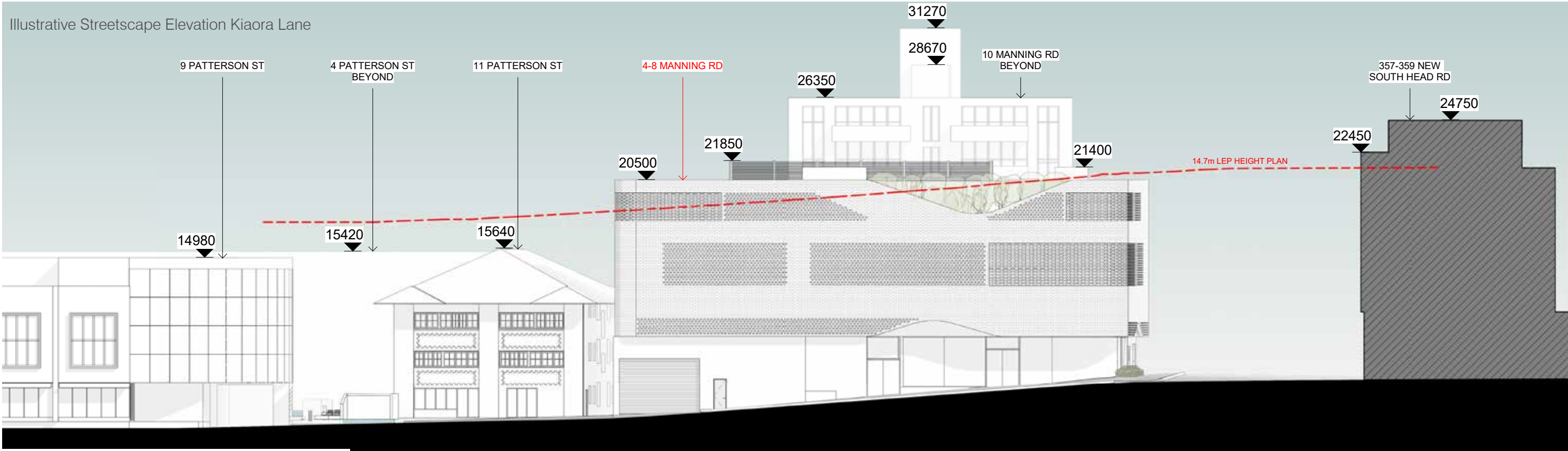


5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

5.3 KIAORA LANE AND MANNING ROAD EMERGING CHARACTER

As recognised by the context analysis and presently under construction, another key corner building is emerging on Manning Road, diagonally adjacent to the subject site.

- The proposed is 5 storeys in height, exceeding the Controlled height limit, however, does not impact negatively on the immediate context
- The proposed is of a rectilinear form and illustrates articulation in the elevation through vertical and horizontal pattern, enhancing that emerging building character in close proximity to the site
- There is an opportunity for both buildings to create a key relationship within a Manning Road / Kiaora Lane gateway that will enhance visibility and legibility to the Kiaora Lane access from Manning Road
- The building is corner turning, similarly to the subject site, adding to the to create multiple positive relationships with the immediate streets surrounding both sites. Creating an active street that people will want to walk along



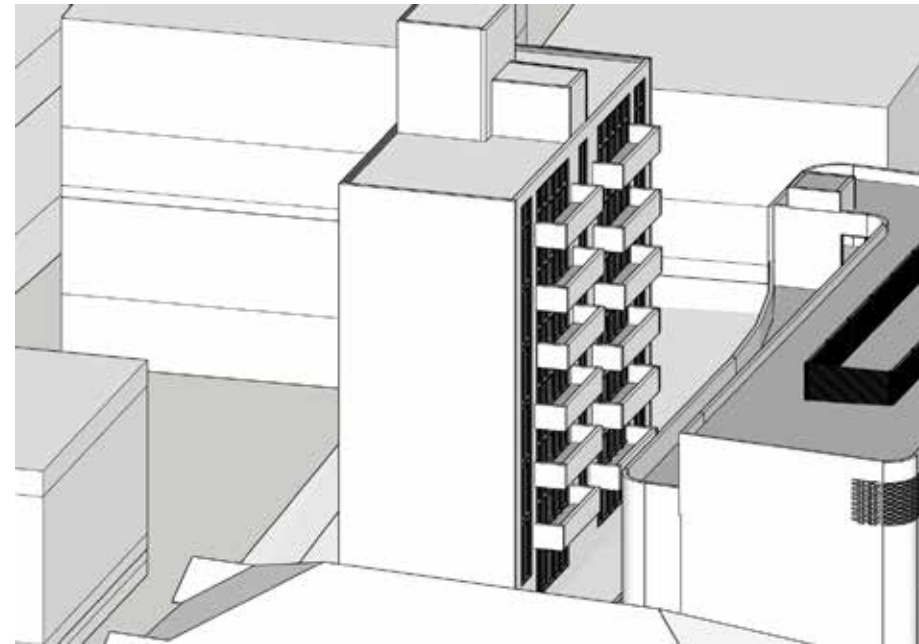
MANNING RD

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

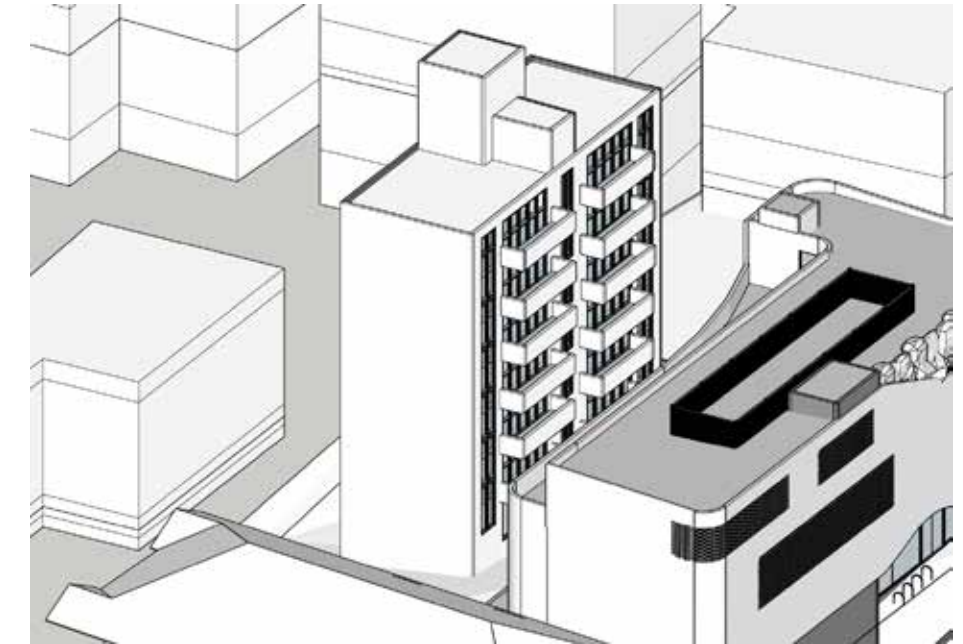
5.4 SOLAR ACCESS

10-12 Manning Road Solar Access

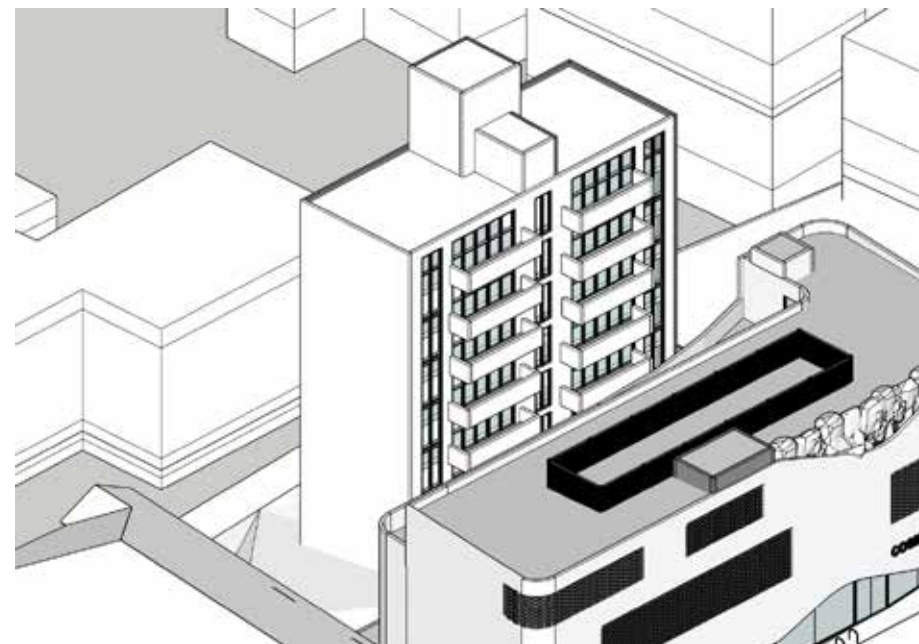
- The following sequence illustrates the sun direction from 9am - 3pm on June 21st
- There are 14 north facing apartments in the 10-12 Manning Road apartment building
- The existing building currently impacts the solar access to the ground, first and second floors throughout the day between 9am - 3pm
- The proposed development will maintain a minimum of 3 hours solar access to 10 upper level apartments (71.4% of total units)
- The 2x apartments on level 1 will still receive one to two hours of sunlight between 9am and 10am
- The 2x ground level apartments will still receive some solar access early in the morning between 9am to 10am
- Given the above, we consider shadow impact caused by the proposed development is at an acceptable level



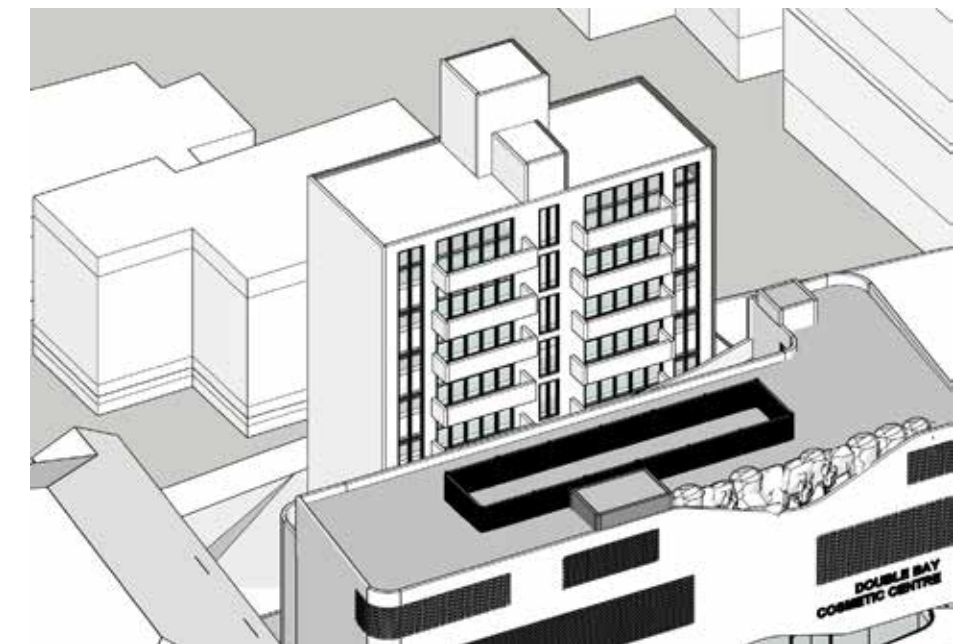
Sun direction - 9am



Sun direction - 10am



Sun direction - 11am



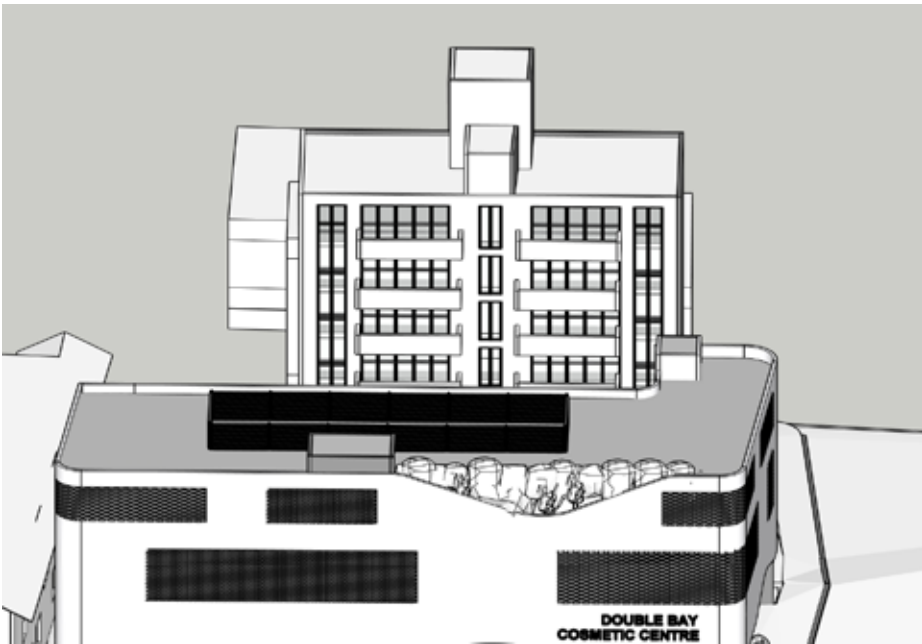
Sun direction - 12pm

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

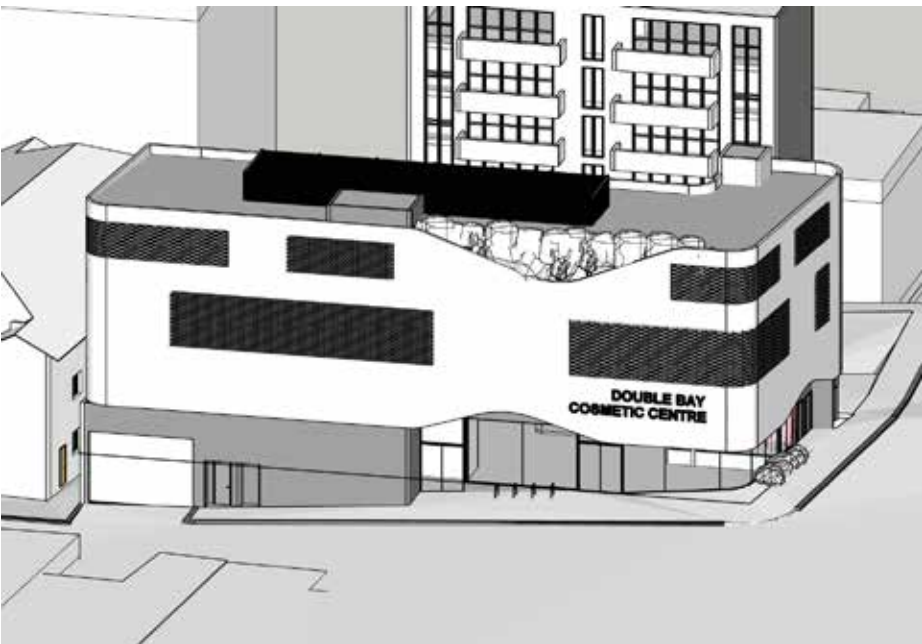
5.4 SOLAR ACCESS



Sun direction - 1pm



Sun direction - 2pm



Sun direction - 3pm

Summary

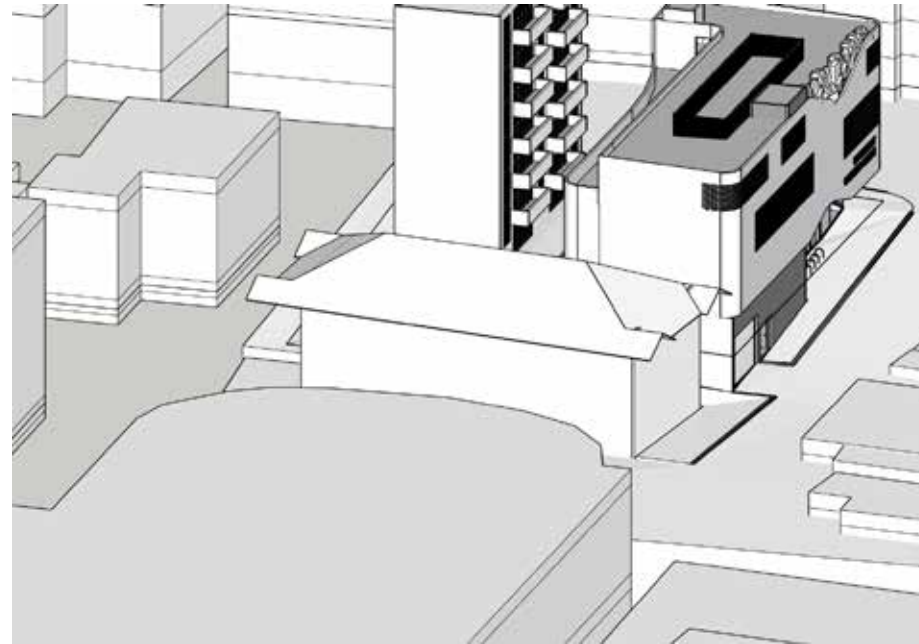
- As per the criteria set out in the NSW Apartment Design Guide and Woollahra DCP 2015, the proposals provide a sufficient amount of solar access to the north facing upper level windows and habitable space to the existing residential apartment building at no.10-12 Manning Road and is compliant with the relevant Planning Controls

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

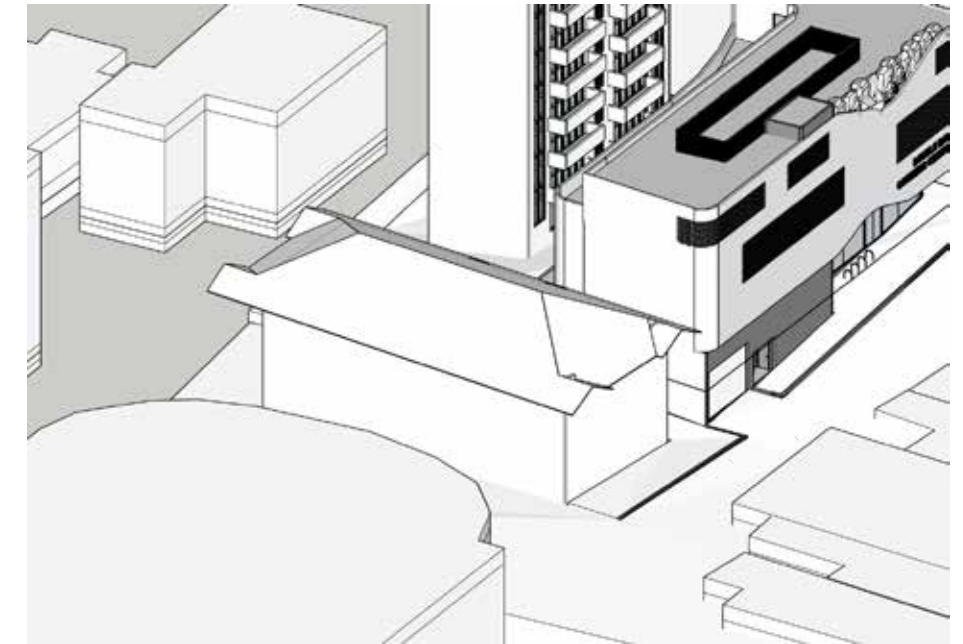
5.4 SOLAR ACCESS

11 Patterson Street Solar Access

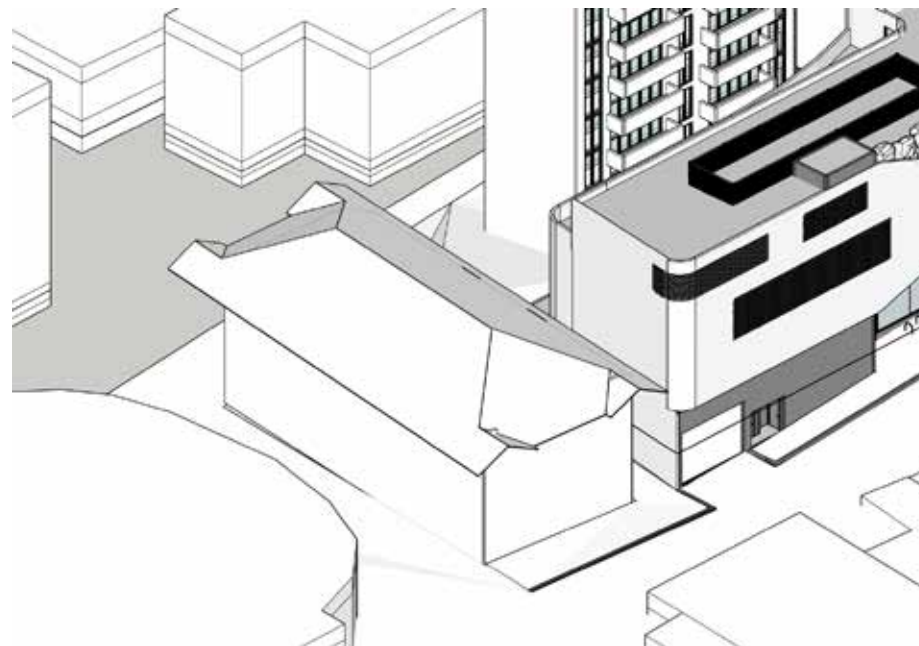
- The following sequence illustrates the sun direction from 9am - 3pm on June 21st
- There are north facing apartments in No.11 Manning Road apartment building with habitable windows also located in the western elevation, overlooking the subject site
- The ground floor of No.11 Patterson Street is occupied by x2 commercial businesses
- No.11 Patterson Street currently does not receive solar access until 2pm due to the existing location and orientation of the building
- The following hour-by-hour sun direction solar access illustrates that the western elevation does not receive solar access until 2pm already due to the existing location and orientation of the building
- The proposed development does not have any solar access impact on to No.11 Patterson Street until 2pm, which is the same as the existing conditions
- Given the above, we consider shadow impact caused by the proposed development is at an acceptable level



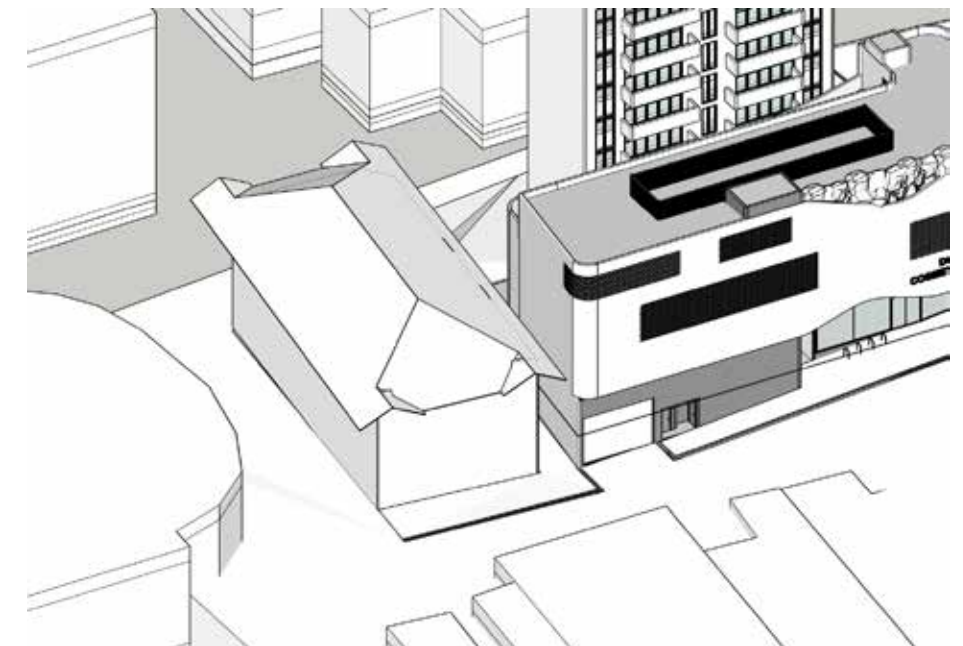
Sun direction - 9am



Sun direction - 10am



Sun direction - 11am



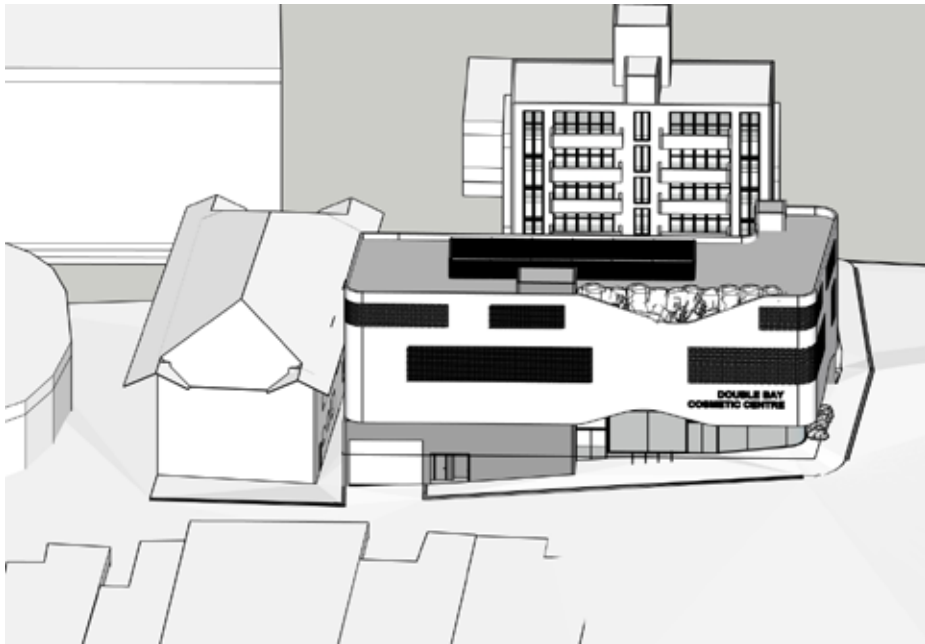
Sun direction - 12pm

5.0 RECOMMENDATIONS AND PROPOSAL DEVELOPMENT

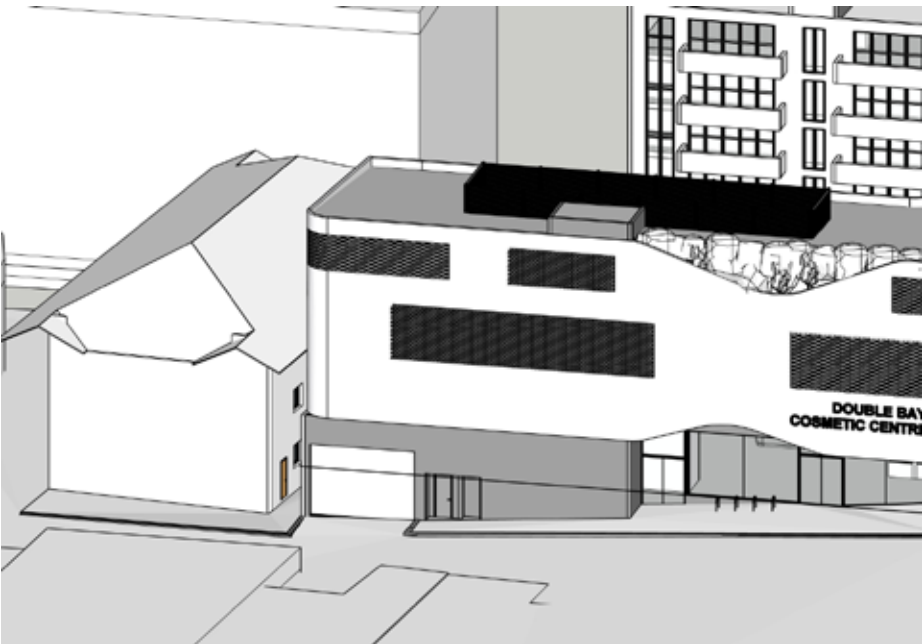
5.4 SOLAR ACCESS



Sun direction - 1pm



Sun direction - 2pm



Sun direction - 3pm

Summary

- As per the criteria set out in the NSW Apartment Design Guide and Woollahra DCP 2015, the proposals provide a sufficient amount of solar access to the north facing upper level windows and habitable space to the existing residential apartment building at no.10-12 Manning Road and is compliant with the relevant Planning Controls

6.0 CONCLUSION

The proposal is developed based on a thorough understanding of the site, its surrounding context, and the existing and desired future character of the streetscape in the Double Bay Town Centre and Kiaora Lane.

The subject site is well-suited to the proposed 4-storey building, with the opportunity that will mark its gateway location and contribute to a stronger sense of arrival along Kiaora Lane. The proposal appropriately responds to the evolution of building stock along the Kiaora Lane corridor, particularly Kiaora Place and Woolworths developments.

The proposal optimises the opportunity to create active frontages on both Kiaora Lane and Manning Road. The proposal achieves a good level of amenity for the commercial tenancy opportunity on the ground floor and enhances the legibility along Kiaora Lane.

The built form is of rectilinear form, which is a building frontage emerging along the southern side of Kiaora Lane, allowing for a continuous building line and frontage to Kiaora Lane.

The built form proposes to create both vertical and horizontal articulation to the streetscene at the upper levels, illustrating a 'break-up' rectilinear northern frontage to Kiaora Lane.

Given the above, the overall design presents a responsive form and is compatible with the existing and future streetscape. It demonstrates design excellence and will be viewed as a positive addition to support the sustainable growth of the Double Bay Town Centre.



NO STOPPING
P

Manning Rd

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Nominated Architect: Robert Nigel Dickson
Registration No.: 5364



7.0 DA LODGEMENT

7.1 REVIEW OF PROPOSALS

As recognised by the context analysis and planning control studies, the site presents an opportunity to accommodate a medium-scale use appropriate development to Double Bay, whilst providing a sympathetic response to an emerging character within immediate proximity to the site and the wider Kiaora Lane and Double Bay Town Centre area.

The current proposal does not maximise the potential opportunity to create a ‘marker’ corner building on the south western access to Kiaora Lane from Manning Road.

The following observations illustrate our assessment of the site, built form, street activation, elevational treatment and relationship with the surrounding context, which will be followed on by design recommendations to enhance the quality of the scheme in relation improving the relationship of the subject site with the context.



Proposed CGI from DA Lodgement (Source: Shellshear Young Architects)

7.0 DA LODGEMENT

7.1 REVIEW OF PROPOSALS

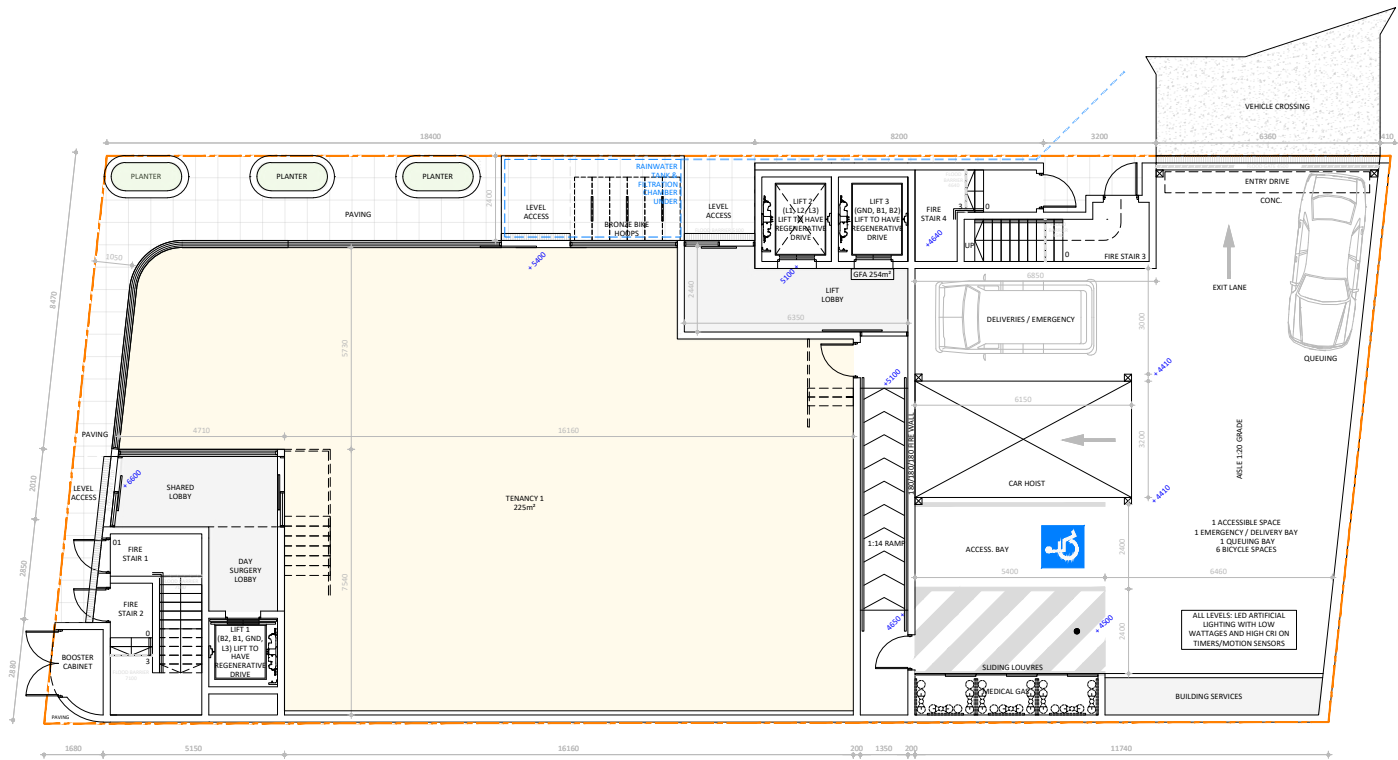
The following pages have taken the architectural drawings from the DA Lodgement (DA 2024/557) and will provide urban design commentary and feedback, which will inform the updated design modification.

RELATIONSHIP WITH CONTEXT:

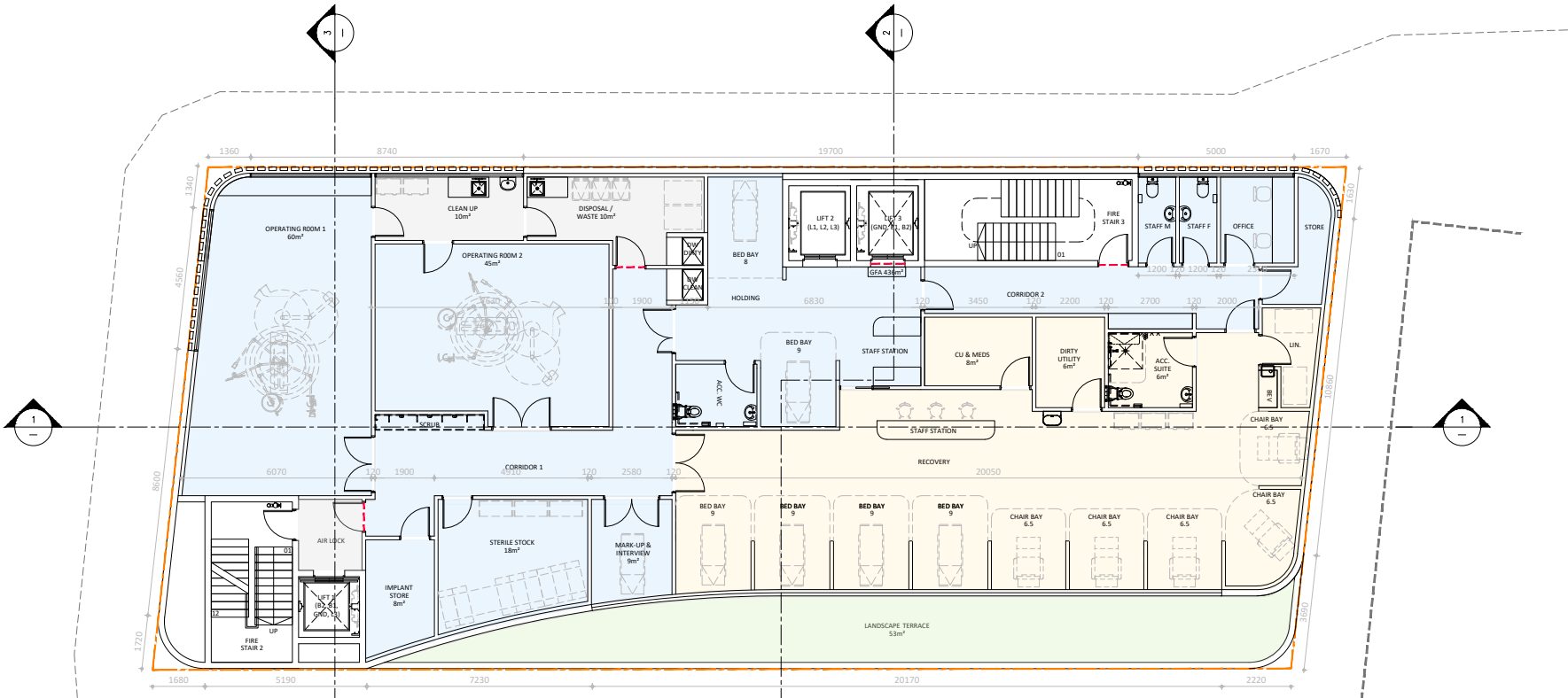
- Illustrating the immediate surrounding context in plan form will assist with understand the relationship with the surrounding buildings and streetscape

LAYOUT AND ENVELOPE:

- The layout illustrates a corner turning commercial space at ground level, there is an opportunity to create a visual connection with the street, which can enhance the legibility and entrance at eye level to Kiaora Lane from the north and south of Manning Road
- The first and second floor layout illustrates a set back from the existing residential building at no.10 Manning Road, this is suggested as positive to allow for solar access to the residential balconies
- The internal layouts generally work from a medical - circulation and operation efficiency perspective



Ground floor plan (source: Shellshear Young Architects)



First and second floor plan (source: Shellshear Young Architects)

7.0 DA LODGEMENT

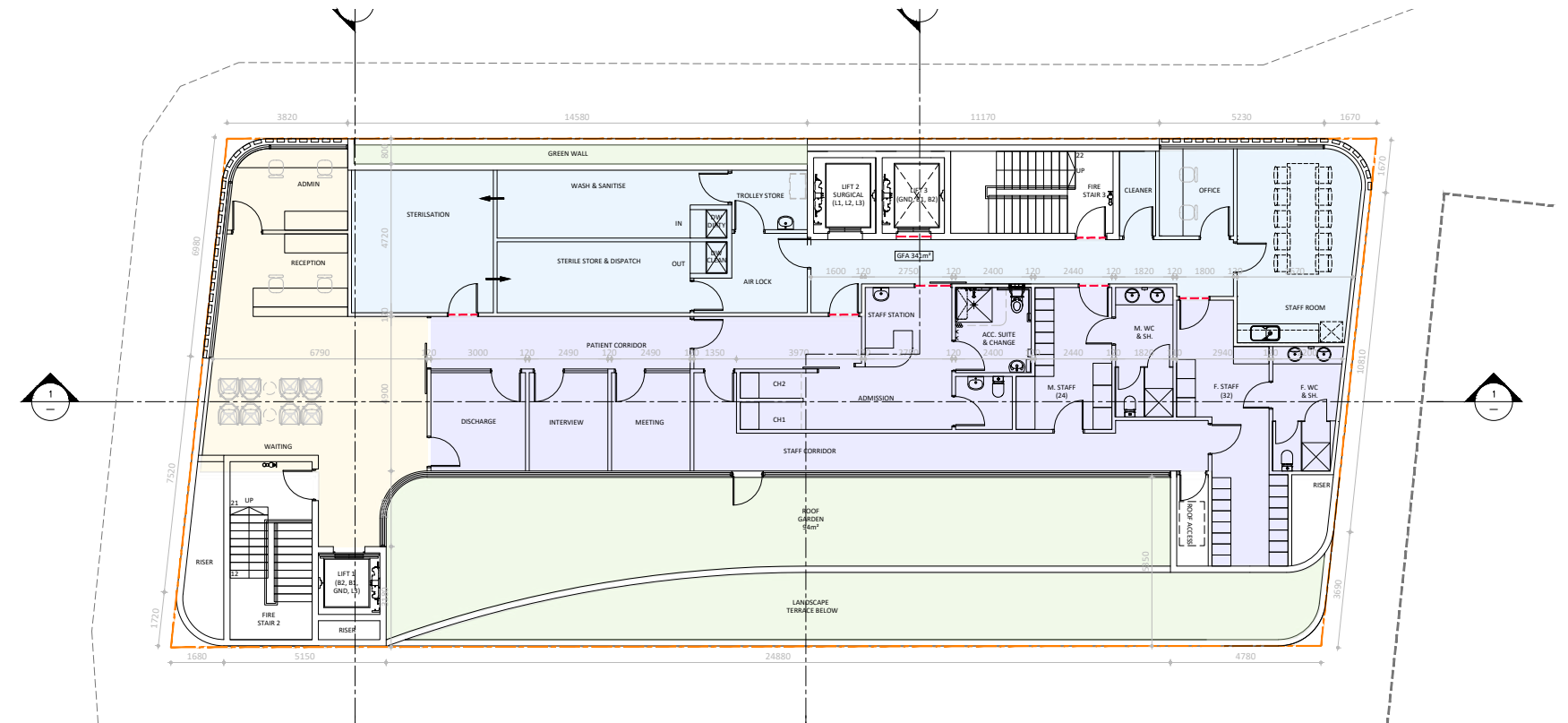
7.1 REVIEW OF PROPOSALS

RELATIONSHIP WITH CONTEXT:

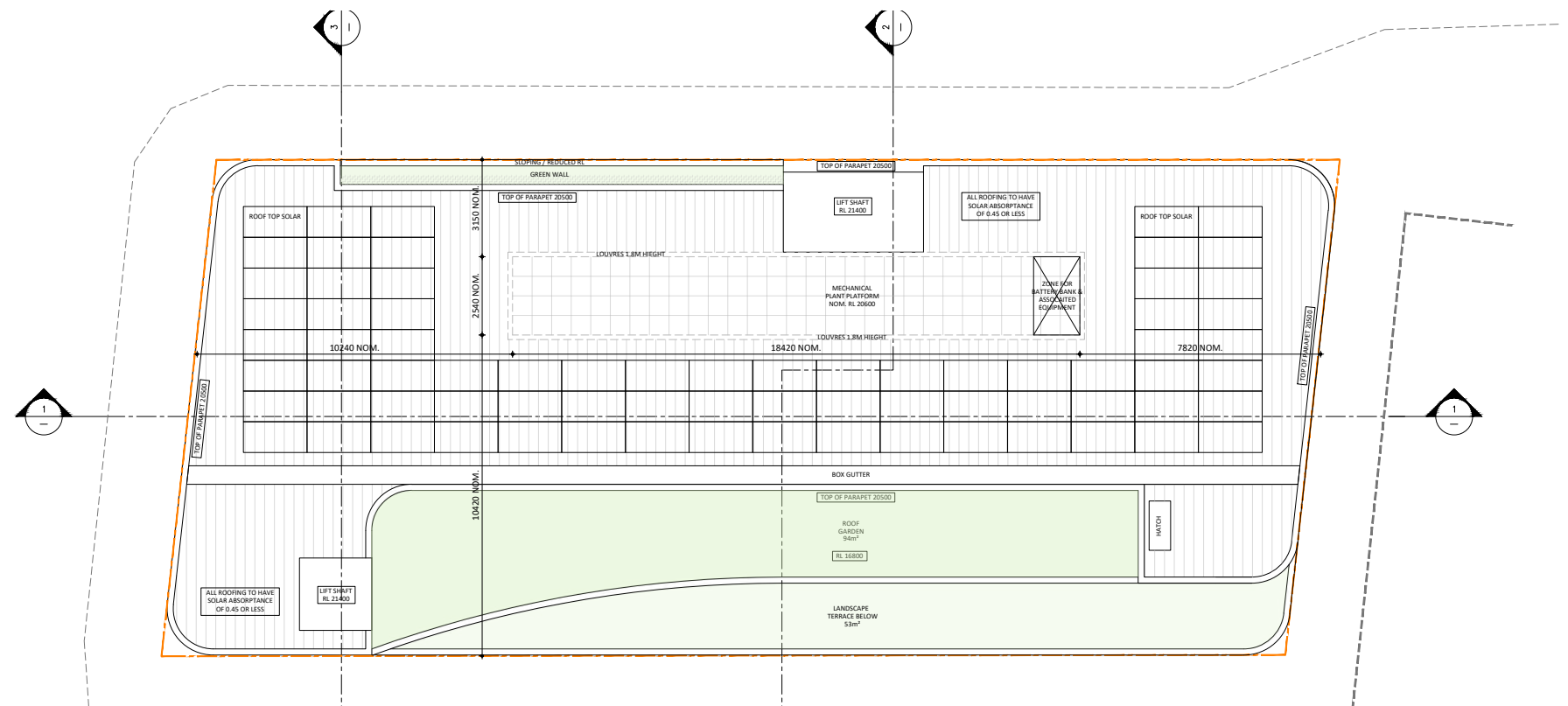
- Similar commentary from the previous page

LAYOUT AND ENVELOPE:

- The stepped nature of the building on the third storey is agreeable to allow for solar access to the immediately adjacent residential building



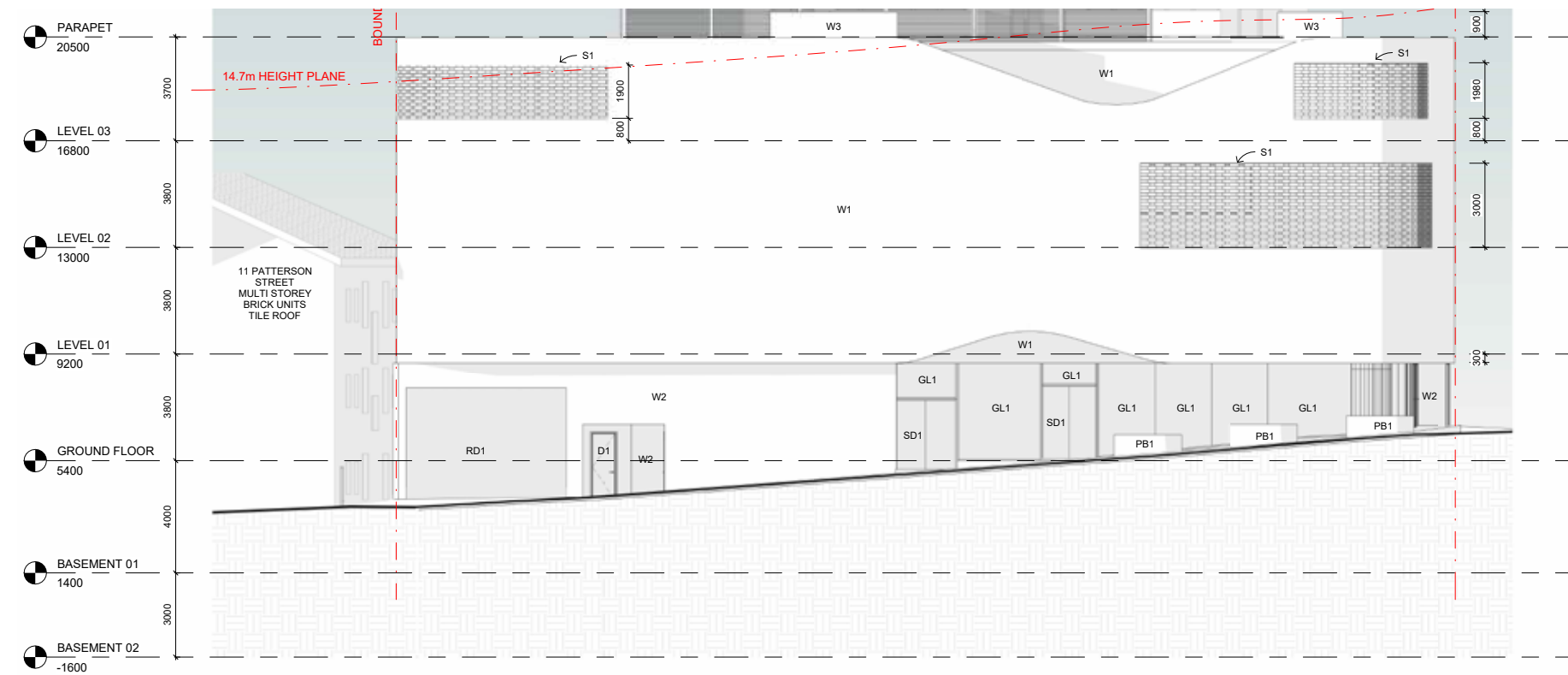
Third floor plan (source: Shellshear Young Architects)



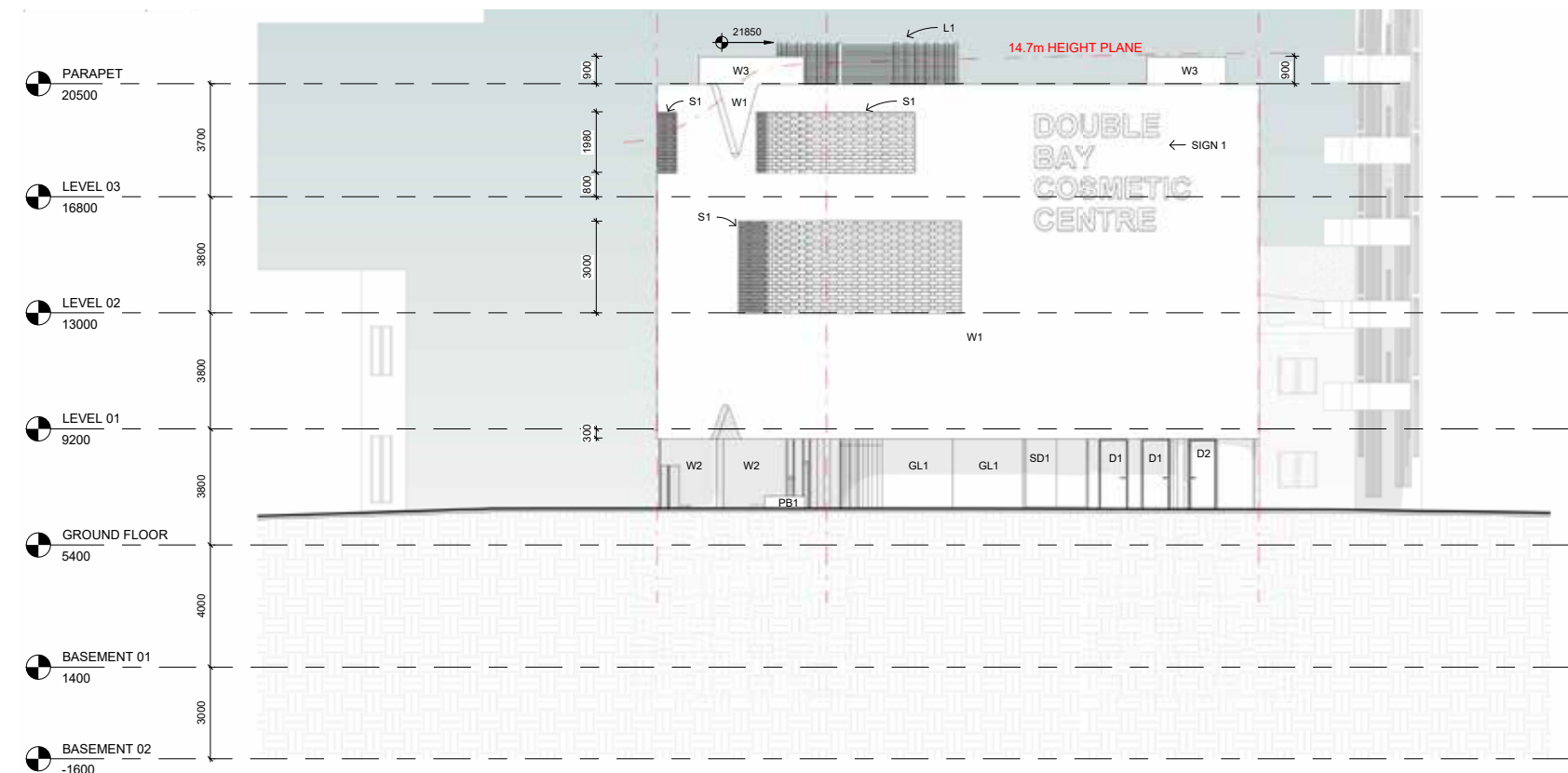
Roof plan (source: Shellshear Young Architects)

7.0 DA LODGEMENT

7.1 REVIEW OF PROPOSALS



Kiaora Lane elevation (source: Shellshear Young Architects)



Manning Road elevation (source: Shellshear Young Architects)

URBAN DESIGN STUDY FOR 4 - 8 MANNING ROAD, DOUBLE BAY

STREET ACTIVATION:

- The ground floor provides activation through the retail space and the proposed glazing wrapping around the corner of Kiaora Lane and Manning Road
- The sunken ground floor below the ground level reduces the maximum activation possible on to both Manning Road and Kiaora Lane, bringing the ground floor level with both streets would tie the building in with the street context and feel a part of the urban fabric

RELATIONSHIP WITH ADJACENT BUILDINGS:

- The building maximises the site area and creates frontages and built form on all four boundaries of the site
- On the northern and western boundary on Kiaora Lane and Manning Road, is the principal opportunity to create a key relationship with the streets and built form and inform an emerging laneway in the Double Bay Town Centre context
- Presently there is no frontage to Kiaora Lane, the subject site provides an opportunity to bring this forward and work towards the desired future character
- The northern and western boundary creates an opportunity to create a gateway arrival into Kiaora Lane from Manning Road, which can be facilitated through a visual connection between the Ray White building and the subject site, this can be achieved through reflective building heights, built form, articulation and material palette

BUILT FORM:

- Building heights are reasonable given locality of site and opportunity to create strong corner building
- The rectilinear form of the building is in line with the Kiaora Place and Woolworths development on Kiaora Lane, with the use of a long building line along the street
- Accommodate increased height along Manning Road and Kiaora Lane to support emerging height increase in locality and emerging future character

ARTICULATION, ELEVATIONS AND BUILDING DESIGN:

- The ground floor appears dominated by the upper built form of the building, with the reduced step / slope below the finished street level
- The 'front' and where to enter the building is unclear, better articulation in the elevation to highlight this would improve the interaction with the street at eye level and assist in enhanced legibility
- The current proposal does not 'break-up' the elevation in a vertical or linear form through pattern or materiality following the emerging pattern on the southern side of Kiaora Lane, including this would fit within the context and commercial elevation nature of Kiaora Lane

7.0 DA LODGEMENT

7.1 REVIEW OF PROPOSALS

BUILT FORM:

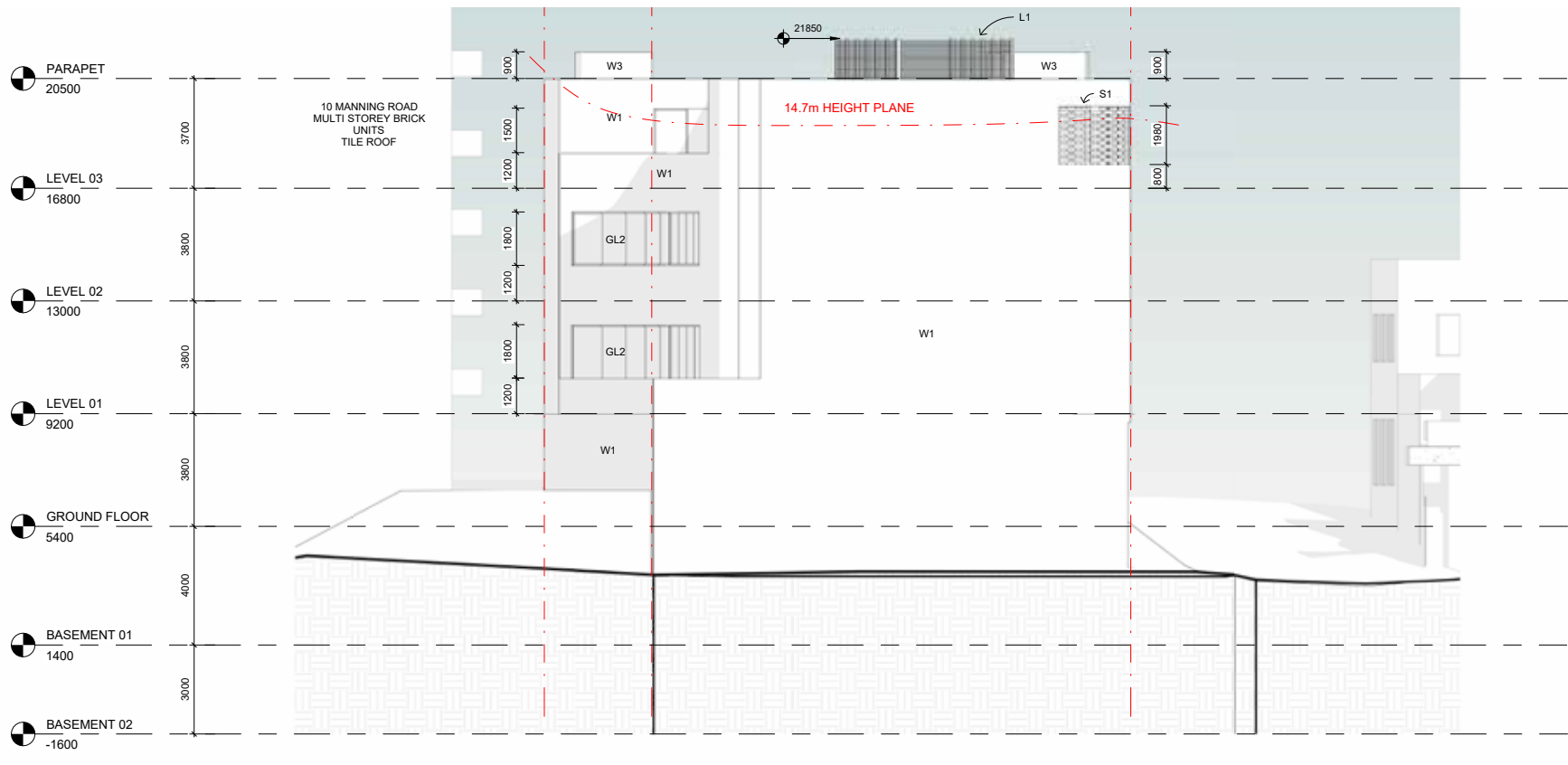
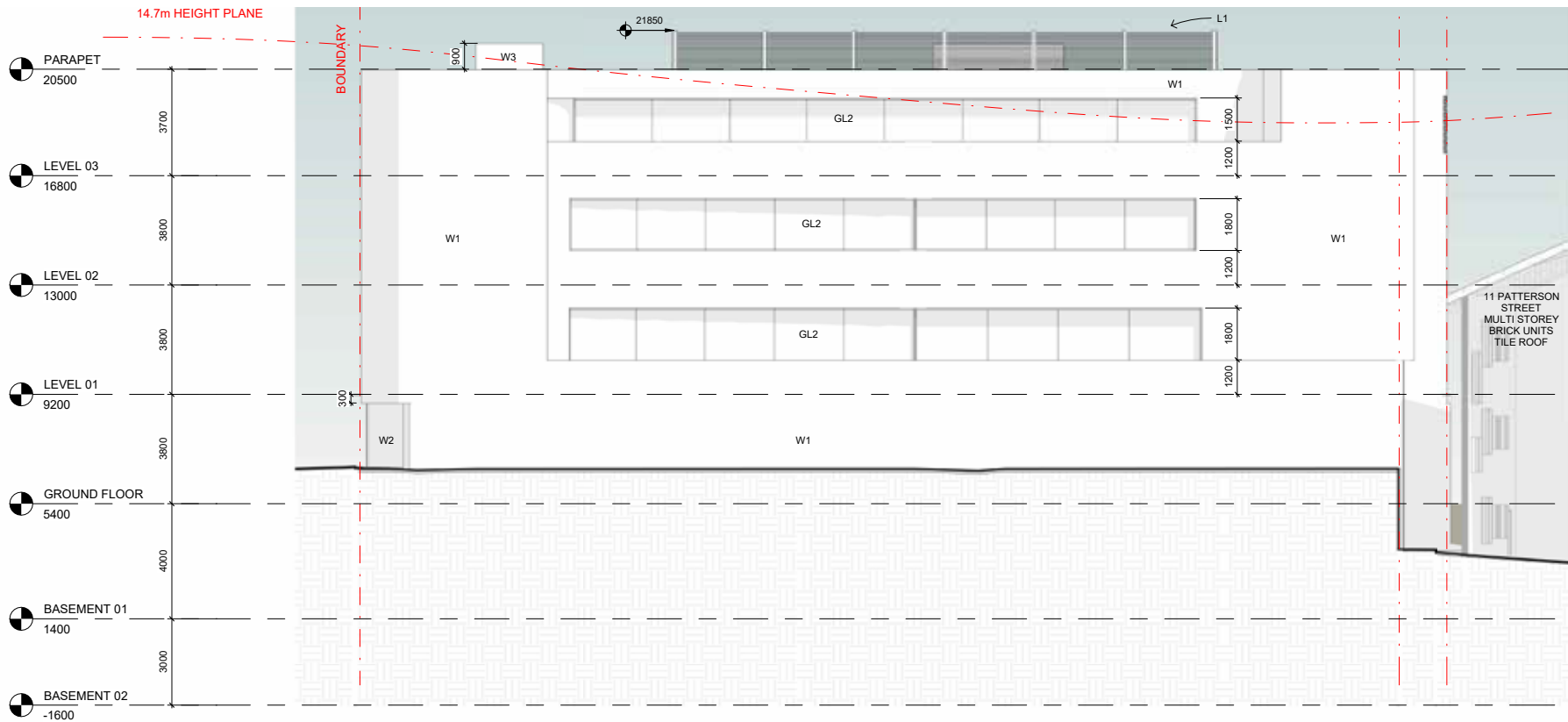
- Building heights are reasonable given locality of site and opportunity to create strong corner building
- The rectilinear form of the building is in line with the Kiaora Place and Woolworths development on Kiaora Lane
- Accommodate increased height along Manning Road and Kiaora Lane to support emerging height increase in locality and emerging future character
- The stepped setback on the southern boundary is appropriate to create the stepped built form here, stepping away from the existing residential, to reduce perceived mass in close proximity to the boundary, as well as solar access to the balconies and habitable windows

ARTICULATION, ELEVATIONS AND BUILDING DESIGN:

- The southern boundary provides articulation through windows, which has been noted will cause privacy and overlooking issues
- The set back of the building assists with reducing this impact
- Additional screening and privacy screening could be introduced to reduce this potential impact further

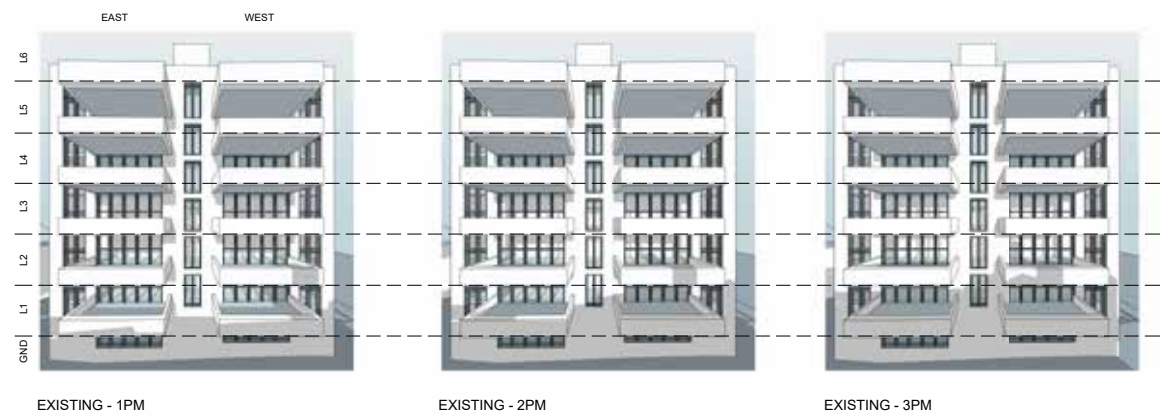
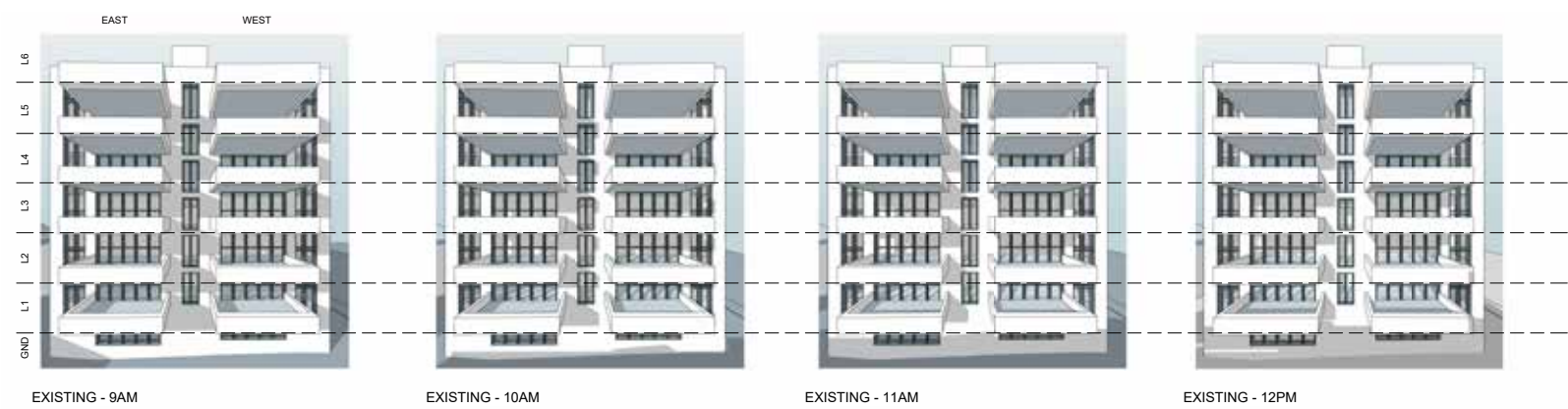
RELATIONSHIP WITH ADJACENT RESIDENTIAL:

- The southern elevation has windows set back within the building that overlook no.10-12 Manning Road residential apartment building, which could have privacy, overlooking and amenity issues. This could perhaps be overcome by use of materiality
- The eastern elevation creates a blank elevation along the boundary with no.11 Patterson Street, which ensures no privacy or overlooking issues
- Landscaping should be introduced at ground level along the boundary to soften the impact of the building with the residential and provide some form of screening and visual buffer

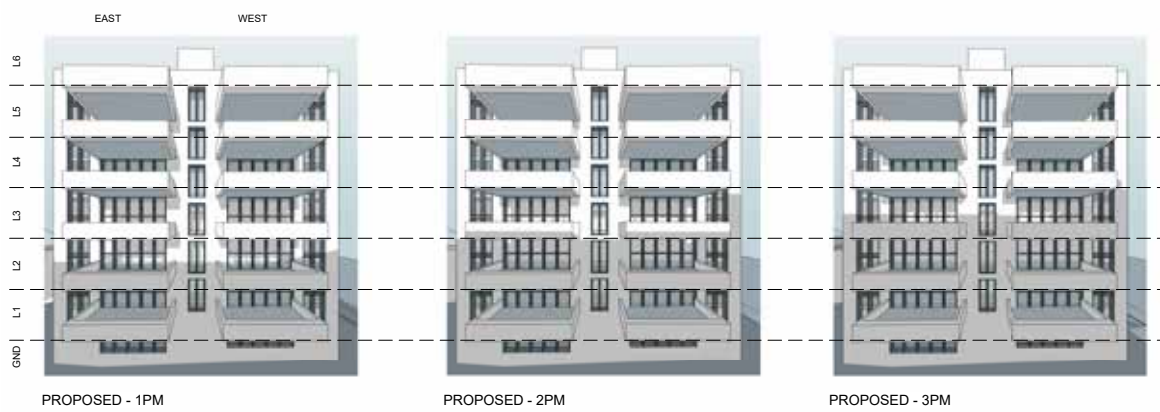
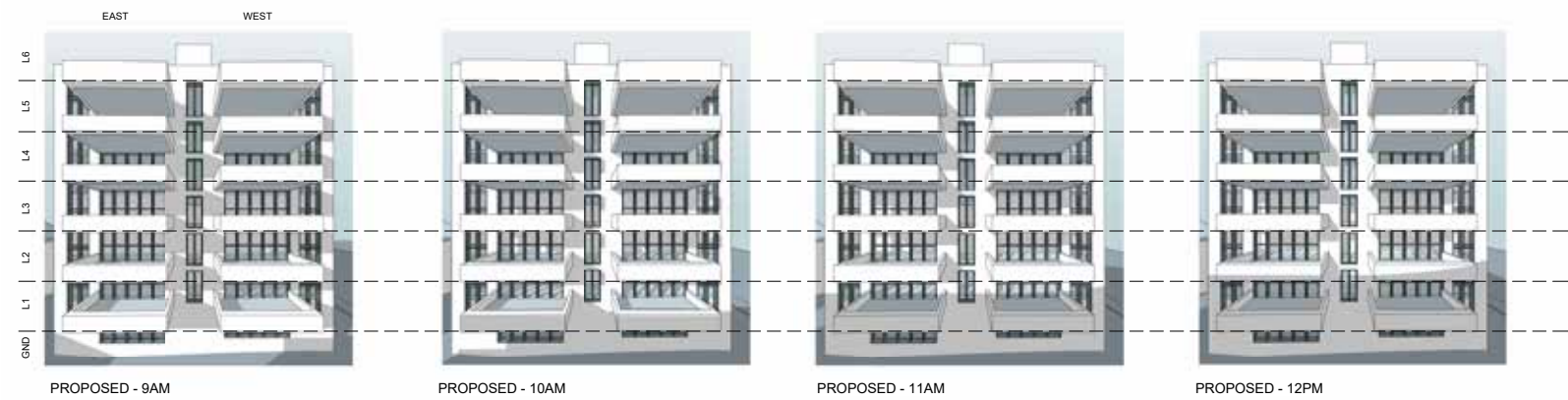


7.0 DA LODGEMENT

7.2 SHADOW STUDY - 10-12 MANNING ROAD AND 11 PATTERSON STREET



No.10. Manning Road Existing Shadow Study



No.10. Manning Road Proposed Shadow Study

SHADOW STUDY: 10-12 MANNING ROAD

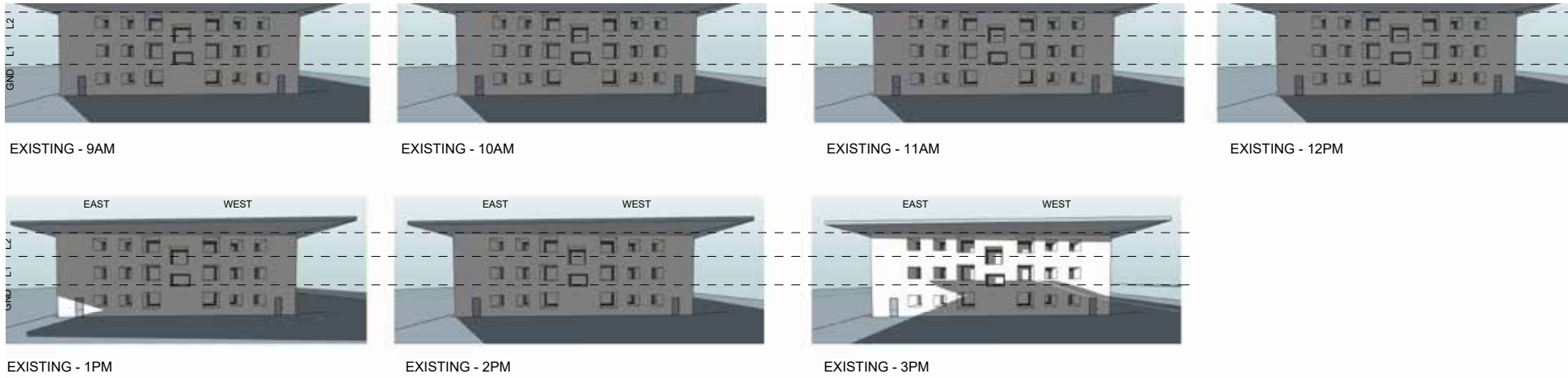
- An hour-by-hour solar access study was undertaken by the project architect Shellshear Young which states the proposals is in line with the LEP shadow outcomes (to be read in conjunction with the Architectural Plans submitted with the DA Lodgement).

7.0 DA LODGEMENT

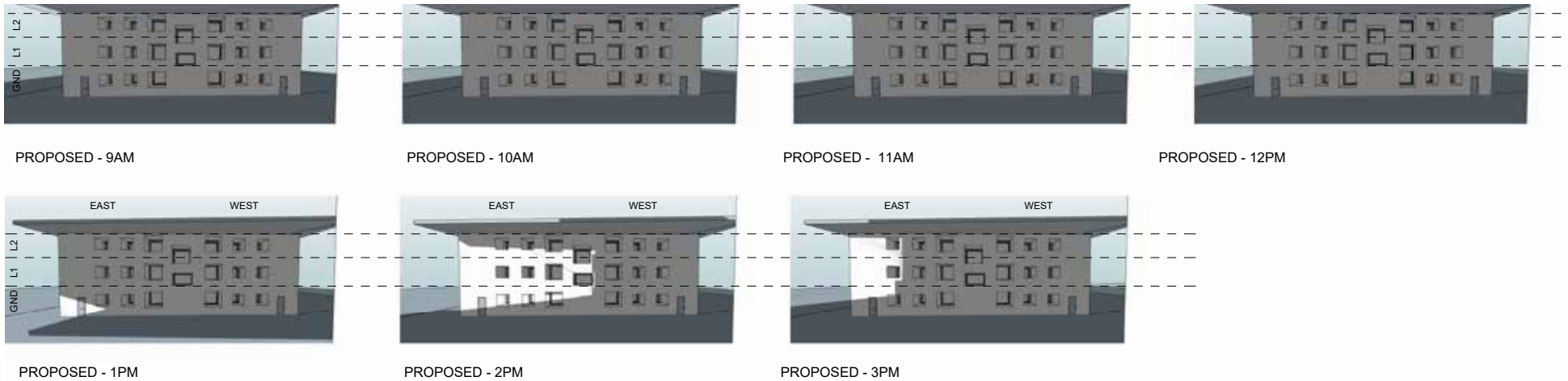
7.2 SHADOW STUDY - 10-12 MANNING ROAD AND 11 PATTERSON STREET

SHADOW STUDY: 11 PATTERSON STREET

- An hour-by-hour solar access study was undertaken by the project architect Shellshear Young which states the proposals is in line with the LEP shadow outcomes (to be read in conjunction with the Architectural Plans submitted with the DA Lodgement).



No.11. Patterson Street Existing Shadow Study



No.11. Patterson Street Proposed Shadow Study