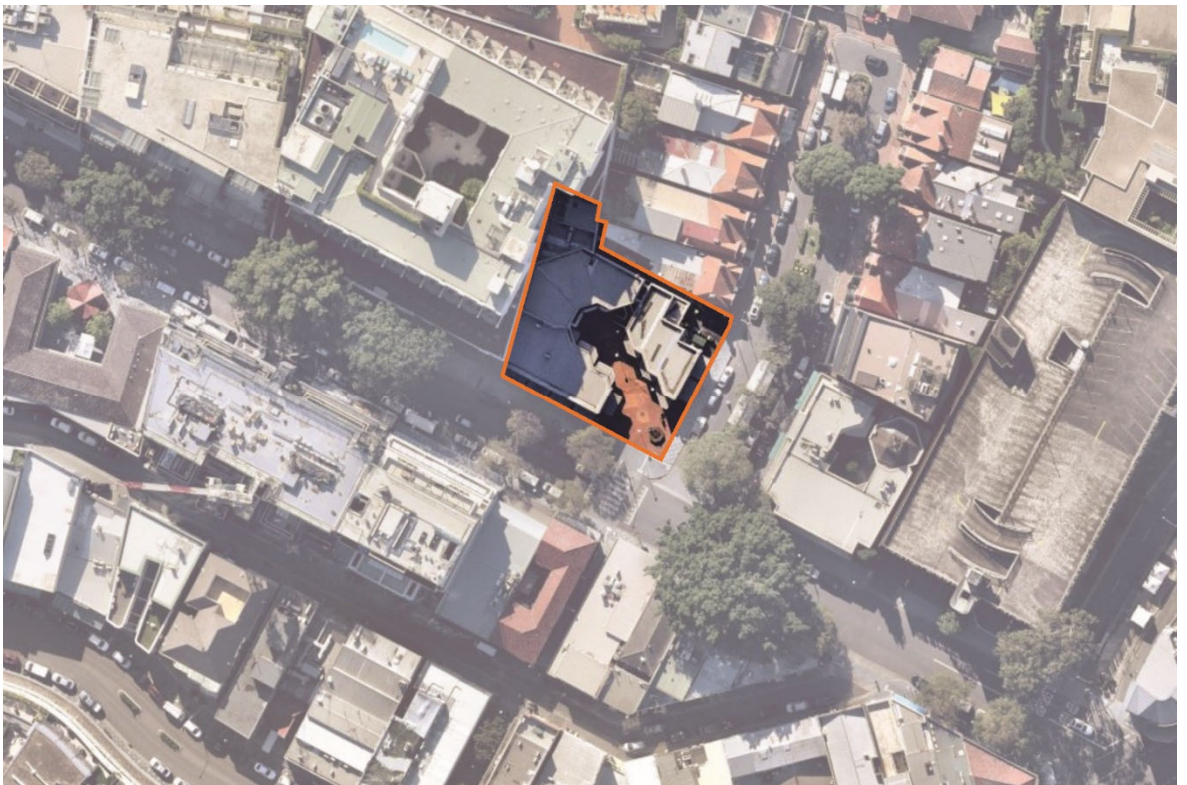


Urban Design Report



Development Application for Mixed-Use Development At Nos. 17-27 Cross Street, Double Bay

Date: 28 August 2020

GMU Ref: 17208

Issue	Date	Status	Prepared by	Reviewed by
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1. Introduction

GM Urban Design and Architecture (GMU) have been appointed by Tri-Anta Pty Ltd to prepare an Urban Design and SEPP 65 report considering the proposal's contextual fit, massing and built form for the site at Nos. 17-27 Cross Street, Double Bay (henceforth the subject site).

The site is being considered for a mixed-use development, which involves the demolition of all existing commercial premises and the construction of a 6-storey mixed-use development and a new public plaza transitioning to the heritage conservation area with frontage to Transvaal Avenue. The development includes 4 commercial/retail tenancies and 18 residential units over 2 levels of basement carpark.

GMU has worked with the applicant and the project team to analyse the site potential and assist in progressing the project to design competition stage. GMU have then worked with the architect and team to further develop and refine the competition winning scheme for the site to the development application. The careful consideration of the context and the preservation of the innovative design intent of the winning scheme has ensured that the DA addresses urban design considerations and achieves an appropriate outcome relative to the developing character of the local area and streetscape.

The purpose of this report is to discuss:

- The proposal and its context
- Whether the proposed design responds to the existing and desired future character as well as the applicable strategies and controls
- The response of the DA to the State Environment Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG).

This urban design report forms part of the supporting documentation of the Development Application for the subject site.

1.1 Documents Reviewed

In preparing this report, GMU has reviewed the following applicable strategies and controls and documents describing the site and its immediate surroundings:

- Development Application drawings prepared by Luigi Rosselli Architects, dated 19/08/2020
- Statement of Environmental Effects prepared by GSA Planning
- Site Survey by LTS Lockley
- Heritage Impact Statement by John Oultram Heritage & Design
- Flood Risk Management Plan by Henry & Hymas
- Arboriculturally Impact Assessment and Tree Management Plan by Redgum Horticultural
- Landscape Plan by Dangar Barin Smith
- Our Greater Sydney 2056 - Eastern District Plan (henceforth the District Plan)
- Woollahra Local Strategic Planning Statement (commenced on 31 March 2020)
- Double Bay Place Plan 2019-2023 (adopted by Council on 25 March 2019)

- Double Bay Centre Economic Feasibility Study by Hill PDA in 2015
- Double Bay Centre Public Domain Strategy adopted by Council 8 August 2016
- Woollahra Local Environmental Plan (LEP) 2014 and Development Control Plan (DCP) 2015
- SEPP 65 and the Apartment Design Guide

GMU has also conducted numerous site visits and conducted photographic documentation of the site and its context. During the design development stage, GMU and the project team have undertaken extensive communication with Council to understand their views, issues and opinions and to seek their preliminary feedback on the proposal.

1.2 Site Description

The subject site is located at the intersection of Cross Street and Transvaal Avenue and is generally flat. It has a total site area of approx. 1,334 sqm and is irregular in shape. There is an approx. 1.6m wide easement along the northern boundary for the right of access. It is legally described as Lot 100, DP 617017.

The site forms part of the northern edge of the Double Bay Town Centre Area (see Figure 1), abutting the Transvaal Avenue Heritage Conservation to its northeast. It is currently occupied by a 1-2 storey commercial/retail building, commonly known as Double Bay Plaza. The majority of the existing shops are set back from the street with entries from the internalised plaza. This arrangement provides a low level of activation to street edges. The plaza is not well used or activated due to its inward facing design with limited connection to the wider public space network or the conservation area.

The site's corner location makes the site an integral part of the streetscape of Cross Street and Transvaal Avenue and part of the 'gateway' to the conservation area. It terminates the view from Goldman Lane to its south-east. However, the existing building does not contribute positively to the prevailing streetscape character, the active retail role of Double Bay centre or its corner location. The existing substation and loading/waste collection area occupies a large portion of Transvaal Avenue frontage and detracts significantly from the amenity of the public domain and the conservation area. There is one tree (not mature) located along the eastern boundary. The Arboricultural Impact Assessment and Tree Management Plan prepared by Redgum Horticultural recommends it to be removed and replaced as part of the proposed landscape plan. Two existing trees in the road reserve will be retained and protected.

The site is subject to the flood planning levels 3.80m AHD - the 100 Year ARI flood level plus 0.3m freeboard. Based on the Double Bay Catchment Flood Study prepared by Bewsher Consulting Pty Ltd, part of the subject site would experience overland flows with a water depth of up to approx. 0.4m in a 1:100 ARI flood event (see Figure 3). This means that any future redevelopment on the site needs to set the habitable floor levels above the flood planning level or flood protection measures are to be introduced.



Figure 1. Aerial photo of the Subject Site (outlined in red and adapted from Nearmap)



Figure 2. Survey of the subject site (source: Plan of detail and levels over Lot 100 in DP 617017 known as 19-27 Cross Street, Double Bay by LTS Lockley).

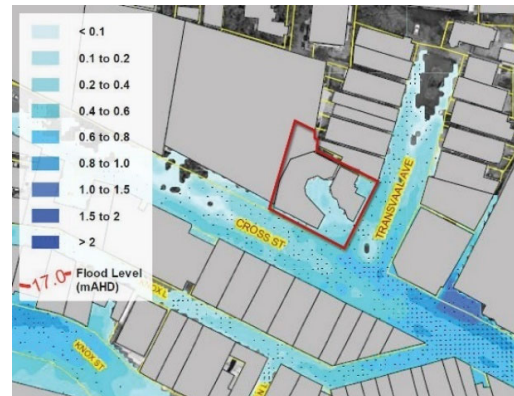


Figure 3. Simulation of 100 Year Flood (excerpt from Double Bay Catchment Study).



Figure 4. The bird's eye view of the subject site (source: Woollahra Council's 3D modelling portal).



Figure 5. The subject site viewed from Cross Street.



Figure 6. The existing plaza with a public view terminated by the Intercontinental Hotel's blank wall facade.



Figure 7. The existing easement and waste collection area fronting Transvaal Avenue.

1.3 The Proposal

The development application (DA) seeks approval for a 6-storey mixed-use development over 2-storey basement car park on the subject site. It includes the following:

- The site works including excavation and demolition of the existing structure on site, etc.
- 18 residential units comprising 2 one-bedroom, 1 two-bedrooms and 15 three-bedrooms
- 4 commercial/retail tenancies (GFA of 680 sqm) located on the ground level
- Roof top communal open space
- Lift overrun and service/plant rooms are expressed as part of the roof form
- 51 car parking spaces, 30 bike parking spaces and 6 motorbike parking spaces within the basement levels
- A new plaza along Transvaal Avenue
- Vehicular entry to Car lift via Cross Street

The gross floor area of the proposal is 4,796 sqm with a total floor space ratio (FSR) of 3.59:1. The overall height of the proposal to the rooftop of the upper-most habitable level is 19.5m (RL 22.75m) and 23.5m (RL 26.75m) to the lift overrun.

The proposal seeks to establish a built form marker to contain and create an appropriate form for the street corner, providing an enhanced streetscape and also creating a new north facing public space that creates the transition to the conservation area.

The building offers a highly sculptured form with the top residential level and roof service/plant rooms contained in a folded roof form which has the benefit of achieving an innovative architectural response whilst also creating a lower street wall height to Cross St and then transitioning into a curved corner form to lead the eye and pedestrian to the conservation area and new public space. The scheme seeks to act as a frame to the conservation area whilst also responding to the existing character of stronger curved corner forms beginning to develop in Double Bay.

The proposed new north-facing public plaza accessed from Transvaal Avenue and abutting the conservation area will provide separation and provide a visual curtilage to the conservation area. It actually creates a more responsive solution with greater opportunities for appreciation of the heritage terraces than the current DCP.

It also encourages the future integration of the adjacent cottage as part of the plaza space with potential future connections to its commercial courtyard to the rear and also encourages development of a secondary pedestrian

laneway network along the rear of the site and the heritage buildings to link into the existing intimate heritage laneway system to the north. The location of the new plaza will also contribute to the existing activity hub at Transvaal Avenue. It presents an increased opportunity as a focal point for potential street festivals and the night-time economy.

The proposed floor level is set at 3.25m AHD achieving relatively level access to the residential lobby and ground floor retail shops. To protect the site from inundation by the 100-year ARI flood, the proposal incorporates a number of flood protection measures i.e. automatic flood barriers. Details please refer to the Flood Risk Management Plan prepared by Henry & Hymas.

The following sections of this report discuss the site in its strategic and local context and the proposal's response to the local character, applicable controls, SEPP 65 design quality principles and its ADG compliance.



Figure 8. Cross Street elevation (Courtesy of Luigi Rosselli Architects)

2. Strategic and Local Context

2.1 Strategic Context

The site is located within Woollahra LGA in the suburb of Double Bay, which is approximately 4km from Sydney CBD (about 15-minute drive) and 15km from Sydney Airport (approx. 30-minute drive). The Double Bay Town Centre is nominated as a Local Centre in close proximity to Edgecliff (Local Centre) and Bondi Junction (Strategic Centre). It is the largest business centre in the LGA, servicing the local community and surrounding suburbs.

The town centre area is well connected to Sydney CBD and surrounding suburbs including Bondi Junction (Strategic Centre) and Edgecliff (Local Centre) as well as tourist destinations such as Watsons Bay and Circular Quay via surrounding road networks and public transport including ferry, train, and bus and tourist services on the main bus corridor along New South Head and Manning Roads.

The Eastern District Plan seeks population growth of 325,000 and an addition of 157,500 new dwellings in the district area by 2036. The Double Bay Town Centre is envisaged as 'Sydney's stylish bayside village' by the Double Bay Place Plan 2019-2023. It is a significant centre with a unique character providing vibrant and well-designed main streets, public open spaces and a rich retail/commercial experience for the local community and visitors. Given its high level of amenity, strategic location close to the Sydney CBD and waterfront with easy access to jobs, services and public transport, it provides the opportunity to contribute to the District's 20-year strategic housing target. This is also supported by Council's Double Bay Place Plan as one of the strategies is to provide increased housing opportunities for people to live in Double Bay.

The subject site is located as part of the heart of the centre and is in close proximity to a range of public amenities and facilities, which include:

- Main transport corridor along New South Head Road (approx. 3-minute walk)
- Edgecliff Station (15-minute walk / 7-minute by bus)
- Double Bay Wharf (5-minute walk)
- Civic/community facilities i.e. Woollahra library (2-minute walk) and Woollahra Municipal Council (10-minute walk / 5-minute drive)
- Educational facilities i.e. Double Bay Public School (5-minute walk)
- Local green open spaces and recreational facilities, including Steyne Park (5-minute walk) and Guilfoyle Park (3-minute walk)
- Kiaora Lane and Woolworths (3-minute walk)

The site's convenient and centralised location is ideal to assist with delivering additional housing within the centre area whilst supporting the sustainable growth of local economy and employment with commercial/retail development as part of the redevelopment strategy. It also presents an opportunity to contribute to the desired renewal of the public domain and open space network within the centre, achieving a better place for people to live close to work.

2.2 Local Context

The Double Bay Town Centre is located in a low-lying area close to the waterfront. Its principal access is from New South Head Road (see Figure 9). The northern half of the centre is mainly defined by 3 major streets with a 'high

street' retail character, including New South Head Road (south), Bay Street (north-west) and Cross Street (north-east).

Knox Street acts as a main pedestrian axis connecting Guilfoyle Park/Plaza through the 'high street' across New South Head Road to Woollahra Library and Kiaora Place (see Figure 10). According to the Double Bay Economic Feasibility Study (2015), there is a significant demand for housing within the town centre area. Its waterfront location, close proximity to the City and diversified retail offering as well as quality street amenity makes it an attractive and desirable place for people to live and work.

The town centre area is well-connected through a fine grain pedestrian network including multiple arcades, laneways and pedestrian links and provides an intimate pedestrian environment. Goldman Lane to the south of the subject site provides a direct pedestrian link connecting Cross Street to Knox Street (see Figure 11). According to the Double Bay Centre Public Domain Strategy, there are currently 4 natural gathering spaces in the centre including the hub at Transvaal Avenue, which provides a rich retail shopping experiences and outdoor dining opportunity in a leafy landscape and street based setting. The subject site sits at the gateway into this precinct and terminates the view from Goldman Lane into the heritage conservation area. It has the opportunity to build on this character and enhance its role as a gathering space

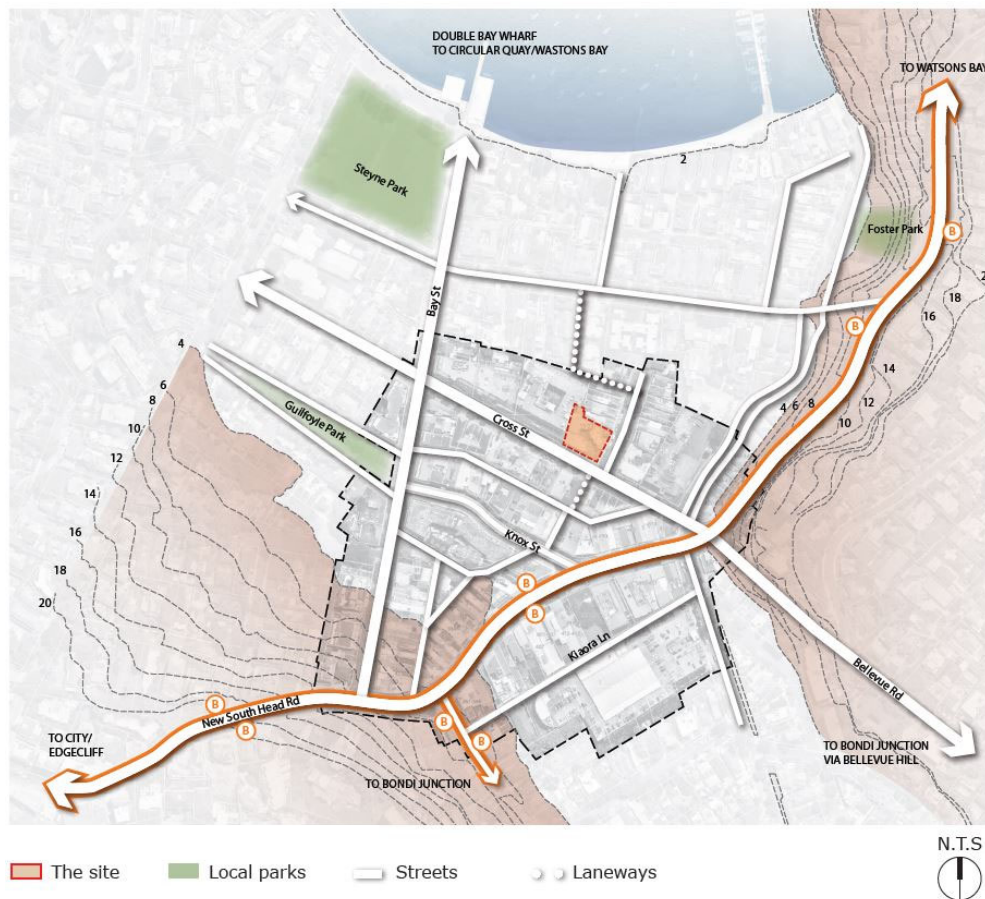


Figure 9. Local context – Topography and connectivity

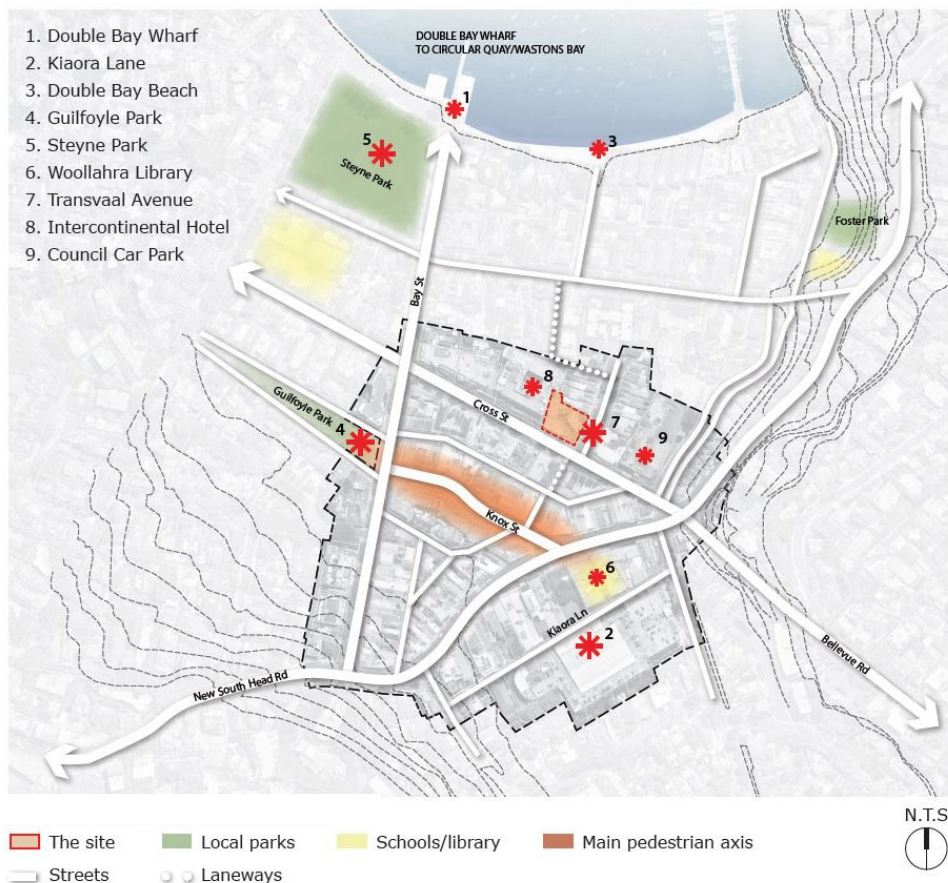


Figure 10. Local context – Local destinations and amenity

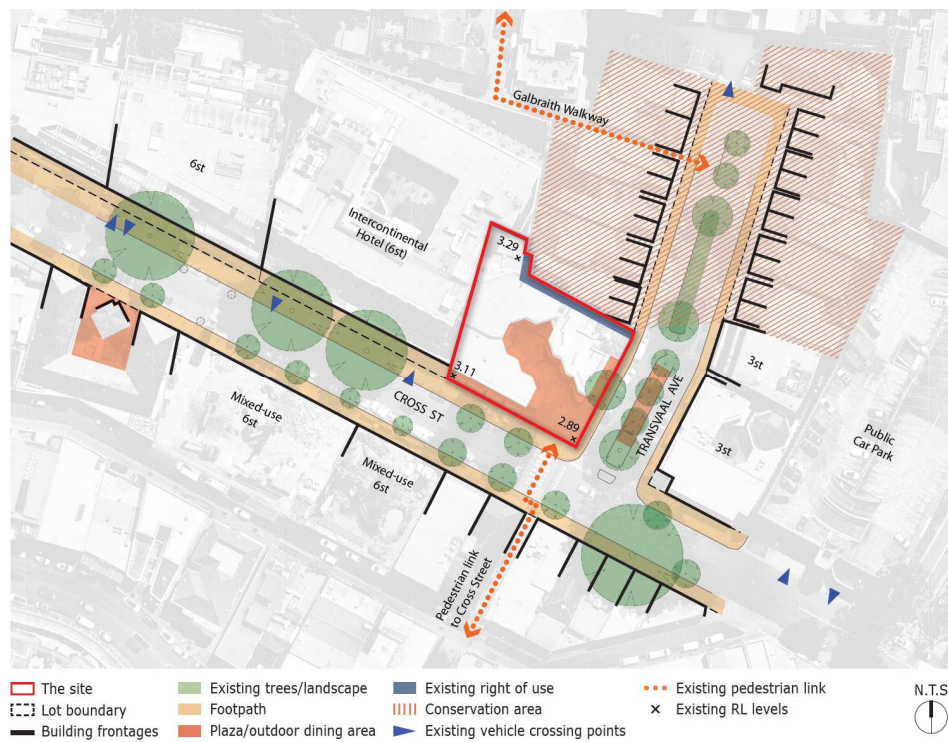


Figure 11. Streetscape analysis of Cross Street and Transvaal Avenue.



Figure 12. Goldman Lane to the south of the site, connecting Cross Street to Knox Street.



Figure 13. Existing median outdoor dining area with large canopy trees on Transvaal Avenue.

In recent years, Double Bay Town centre has undergone a change in the approach to scale and density even if not envisaged by the existing controls. There have been a number of larger scale developments (approximately 6 storeys) which has been supported by Council on larger/consolidated lots, especially along the main 'High-Streets' and around the main intersections (see Figure15). One of the characteristics of some of the recent corner developments is that the building form rises the full 6 storeys from the ground level, reinforcing the corner such as the approved development at No. 374-382 New South Head Road (see Figure 14).



Figure 14. Approved development at 374-382 New South Head Rd

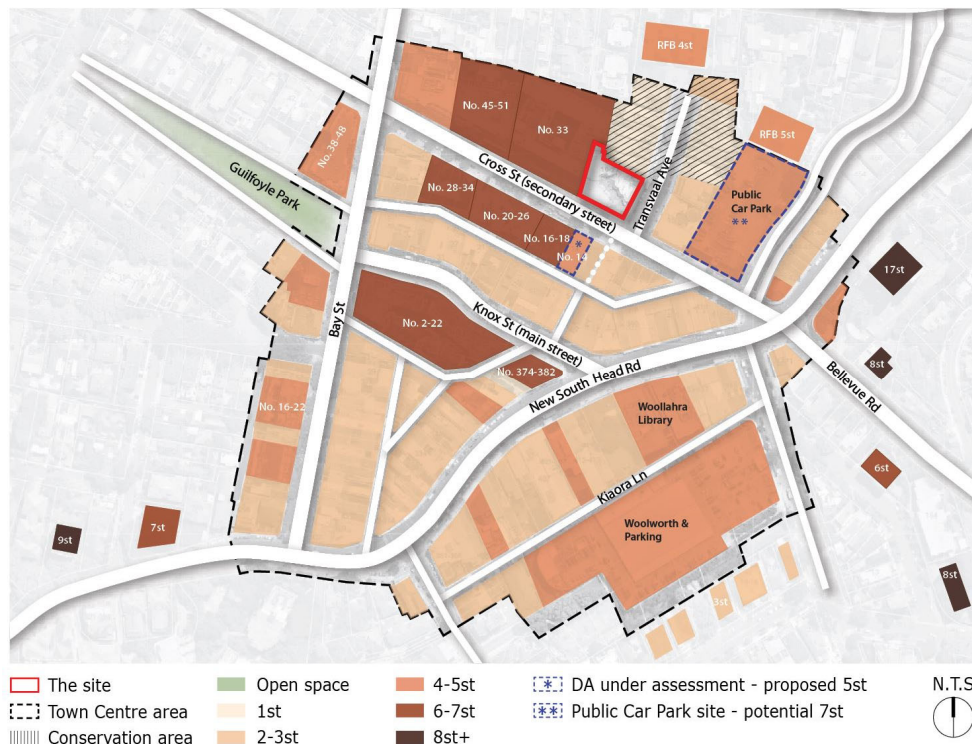


Figure 15. Study of the existing building heights within the town centre area.

The majority of recent taller mixed-use developments recognise that the existing controls are not encouraging the revitalisation of the centre and that to achieve redevelopment consideration needs to be given to exceeding the maximum height and FSR controls under the current LEP on a case by case basis to achieve a better outcome and encourage catalyst sites that will encourage revitalisation.

This issue was identified and discussed in Council's review where the Hill PDA's Double Bay Economic Feasibility Study 2015 recognised that height and density would need to change to incentivise new development to occur within the centre area.

Cross Street (in which the site is located) has been host to a number of these 6 storey developments. This is understandable given the character of Cross St is different due to the presence and scale of the existing hotel building which is 6 storeys with a building height of 22.15m and creates much of the northern street frontage to Cross Street. The subject site completes the block to the east. The new taller development has begun to develop opposite this hotel and immediately across from the subject site.

Cross Street, as one of the main streets, is already seeing its character change from a low scale character to be a more balanced urban high street with taller streetwall buildings i.e. No. 16-18 & 20-26 Cross Street.

The proposed preliminary design of Council's Cross Street Car Park to the east of the site (see Figure 18) intends to provide a cinema complex, a new public car park, retail and community space and residential apartments. Figure 19 shows that the proposed height to the rooftop is at RL 27.25 AHD and RL 29.25 AHD to the lift overrun. The proposed height responds to the Intercontinental Hotel (even though it is not within the immediate visual catchment of the hotel). Given the site location which is on the other side of Transvaal Avenue two lots to the east, it will potentially create a higher scale backdrop for the heritage conservation area.



Figure 16. Recent developments of 6 storeys (under construction) along Cross Street to the south.



Figure 17. Transvaal Avenue Heritage Conservation Area with the hotel in the background.



Figure 18. Artist's impression of the proposed Cross Street Car Park redevelopment.

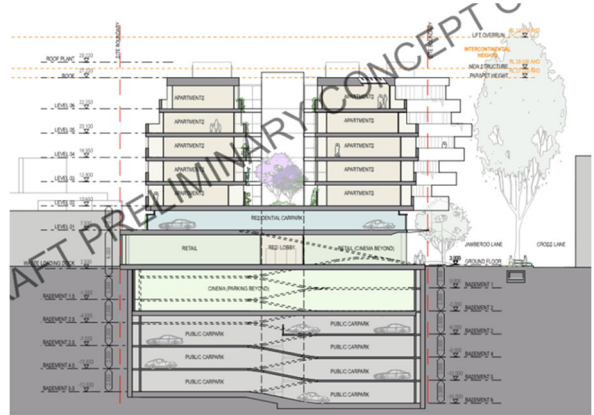


Figure 19. Draft preliminary concept design of Cross Street Car Park redevelopment.

Transvaal Avenue provides a one-way traffic loop, servicing the local shops within the area. It is predominantly characterised by rows of 'fine-grain' single-storey semi-detached Edwardian houses (retail/commercial uses) on both sides of the street within the heritage conservation area and larger scale buildings towards the intersection of Cross Street and Transvaal Avenue. The existing hotel with its blank walls and plant is an unfortunate backdrop to the conservation area currently. It is also characterised by street trees and landscaped central gardens in the centre of the road. An outdoor dining strip shaded by large fig trees in the median area of the street provides an active open space enjoyed by the local residents and visitors (see Figure 13).

The area presents an important and unique streetscape character in Double Bay's commercial precinct. Council's Public Domain Strategy has recommended applying a 10km/h speed limit on Transvaal Avenue with a raised road pavement at the intersection with Cross Street to ensure that this street is more pedestrian in character with low traffic speeds and movement. The redevelopment of the site offers an opportunity to improve the street interface, contribute additional public space not impacted by traffic movement and provide an open space curtilage to the conservation area. The scheme also moves vehicle entry points to Cross Street reducing the vehicle and servicing load to the area opposite the dining and landscaped median which will enhance the character and desired pedestrianisation of the area.

The subject site's location at the corner of Cross Street and Transvaal Avenue makes it a unique site with an opportunity to complement and enhance the existing streetscape character of both streets with an innovative design to acknowledge and celebrate the intersection whilst respecting the conservation area.

The site adjoins the 6-storey Intercontinental Hotel to the east and the Transvaal Avenue Heritage Conservation Area to the north. The extensive blank wall façade of the hotel is a non-contributory element and the subject site directly abuts much of this wall. There is an opportunity for the new development to 'sleeve' this wall and create an improved activation and architectural solution for this backdrop to the conservation area. The little shophouse located at the south of the conservation area is built to the common boundary with the site and has window openings to its side (see Figure 21).



Figure 20. The blank wall façade on the western boundary of the site.

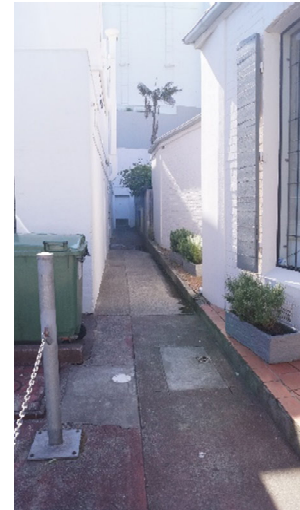


Figure 21. The shophouse to the north of the site.

3. Design Response to the Applicable Planning Controls

There are a number of Council controls in addition to SEPP 65 applicable to the subject site. These controls inform the desired future character of the area and the development form that is encouraged for the town centre area. The DCP is formulated based on the current LEP controls however rather than the newer taller development now being supported in Cross St. Only the most relevant controls that influence the built form are discussed in this section of the report. The general performance of the proposed development against SEPP 65 principles is assessed in Chapter 4. The most relevant outcomes sought by the controls are as follows:

3.1 Woollahra Local Environment Plan 2014

Zoning –

The subject site and the area around it are zoned B2 Local Centre. This zoning allows for shop top housing development. The objectives of the B2 zone that are most relevant to the built form and desired character are to:

- *Provide active ground floor uses to create vibrant centres.*
- *Provide for development of a scale and type that is compatible with the amenity to surrounding residential area.*
- *Ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.*

The proposal will deliver the desired mix of commercial/retail uses on the ground level with residential above. It will create a sustainable development to support the growth of local business and pedestrian patronage with increased housing supply. The proposed 6-storey mixed-use development responds to the established building height of the hotel as well as the recent approvals along Cross Street and it will provide a scale transition to the adjacent lower-scale conservation area through increased separation distances and a delightful public space. The proposal will satisfy the zoning objectives.

The Height of Buildings –

The maximum LEP building height limit for the site is 14.7m. This is roughly equivalent to a 4-storey mixed-use development. The objectives of height of buildings that are relevant to the subject development are to:

- *Establish building heights that are consistent with the desired future character of the neighbourhood.*
- *Minimise the loss of solar access to existing buildings and open space.*
- *Minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion.*

The study of existing and recently approved mixed-use developments along Cross Street and within the centre area in close proximity to the site shows increased scale appearing along Cross St and around the street corners. The existing/approved building heights of these developments to the parapet/rooftop range between 18.4m (RL 22.19 AHD) and 23.22m (RL 26.8 AHD). The maximum height to the lift overrun is up to 29.45m (RL 32.65 AHD). The existing height of the hotel building and the blank wall forming the western boundary of the site is RL 25.32 AHD which equates to 22.15m.

The proposed development (6 storeys) has a maximum building height to its roof form of 22.34m (RL 25.59 AHD) and 23.5m (RL 26.75 AHD) to its lift overrun. The proposed maximum building height exceeds the height limit.

However, it is considered that the proposed height is compatible and consistent with the existing context and therefore reasonable and acceptable. Its height will allow sleeving of the hotel wall and provide the opportunity for a Communal Open Space roof terrace for residents. The proposed building height with increased setbacks to its northern boundary improves the existing view link from Cross Street to the heritage conservation area from a heritage point of view. It will also not result in adverse shadow impact on the surrounding area. Details please refer to Chapter 4.

The proposal will meet the relevant objectives of clause 4.3 Height of buildings.

The Floor Space Ratio (FSR) –

The maximum allowable FSR control for the site and its surrounding area is 2.5:1. There are FSR incentives applied to a number of sites located at major intersections and around Guilfoyle Park with an FSR of 3:1. The maximum allowable FSR for the site located at the corner of Knox Street and New South Head Road is 4.5:1.

The proposal achieves an overall FSR of 3.59:1 which is greater than 2.5:1 however less than other corner sites at 4.5:1. Most of the recent developments within the town centre area and in proximity to the site have achieved a higher density than the current controls with a maximum FSR in the range of 3.15 - 4.4:1. The proposed density for the site sits within this range. Given the hotel site and the Cross St developments are either adjacent to or within the visual catchment of the site and that the site needs to respond to the taller hotel character we consider that the additional density created is appropriate and compatible with the developing form and scale in the street.

3.2 Woollahra Development Control Plan 2015

The Woollahra DCP 2015 - Chapter D5 Double Bay Town Centre provides detailed built form design guidelines that correlate with the LEP controls for the subject site.

General objectives –

The objectives for the development within the town centre area that relates the subject development are:

- *O2 - To development 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 retail uses at ground level.*
- *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 enhance the way development contributes to a sense of place.*
- *O6 – To ensure a high standard of architectural and landscape design in any new developments within the Double Bay Centre.*
- *O7 – To preserve and enhance the diversity of uses in the Double Bay Centre.*
- *O8 – To ensure that new development is compatible with the existing built form, and streetscape and village character.*
- *O9 – To encourage view sharing and individual privacy.*

The proposed 6-storey mixed-use development comprises commercial/retail uses on the ground level and residential above. It provides a responsive built form that considers the emerging urban character of Cross Street but also shows sympathy to the lower street wall height established within the area. It provides scale transition to the podium height of Intercontinental Hotel to the west through upper-level setbacks and a lower street wall height

by having the upper residential level expressed as part of the folded roof form. The corner marker, rising full height from the ground level, forms a strong corner definition to the public domain.

The overall curvilinear design of the building creates a visual interest to the streetscape and the view from Goldman Lane. It also lessens the perceivable bulk and scale of the development when viewed from Transvaal Avenue. The provision of a new plaza fronting Transvaal Avenue, between the conservation area and the subject development, will provide enhanced amenity and increased opportunity for outdoor eating and informal gathering areas. It will further strengthen this section of the town centre as a destination for gathering. The quality architectural design with a greater setback to the heritage conservation area reinforces the corner whilst presenting an open space transition to the conservation area.

In general, the proposal has met all the objectives listed above.

Desired future character for Cross Street –

The DCP (section D5.4.7) recognises that Cross Street is characterised by highly differentiated built form. It acknowledges that *“corner buildings on Cross Street do not, in the main, provide good street definition”*. The desired future character that relates to the subject development is:

- a). *Unify the street on the north side by building to the street boundary*
- e). *Strengthen built form on corner sites*

The proposed design contributes to the desired streetscape character by expressing the corner for the height of the building as seen in other recent development and also providing street and upper-level setbacks to Cross Street that align with the adjacent development. The curved corner form to mark the visual prominence of this corner.

Built form setback controls –

The DCP controls set up a number of numeric controls for the desired built form on Cross Street and Transvaal Avenue (see Figure 22). It recommends a 2-storey podium with additional 2 storeys above in ‘L’ shape on the subject site. It creates a 50/50 height proportion between the taller part of the building and the street wall which could be seen as an unbalanced scale when viewed from pedestrian level. This form and positioning of mass also assume the redevelopment of the hotel. Given the scale of the existing hotel and its current GFA, it is highly unlikely that it would be demolished to make way for a 4-5 storey series of L shaped forms.

The DCP diagram presents 4 storeys hard up against the street boundaries and heritage terraces at the street and then 2 storeys along the entire remainder of the side boundary. A small setback is shown to Transvaal Avenue. The DCP intends to provide a further defined public domain and the street corner as well as an increased level of street activation through the suggested built form, which is supported. However, it shows no or little intention to reveal the heritage conservation area and character. It also limits the opportunity to maintain and enhance the existing open spaces within the area.

It should be noted that DCP development pattern and height along Cross Street bears no resemblance to the current built form along Cross Street. The Intercontinental Hotel is a long continuous form and occupies most of the block. It has an approx. 3.1m setback from the street edge with a 2-storey podium and 6-storey long block tower form (approx. 10.4m away from the street boundary).

The proposal, by contrast, does consider and respond to both the existing built form and the developing new scale and streetscape whilst achieving the objectives apply to the town centre area.

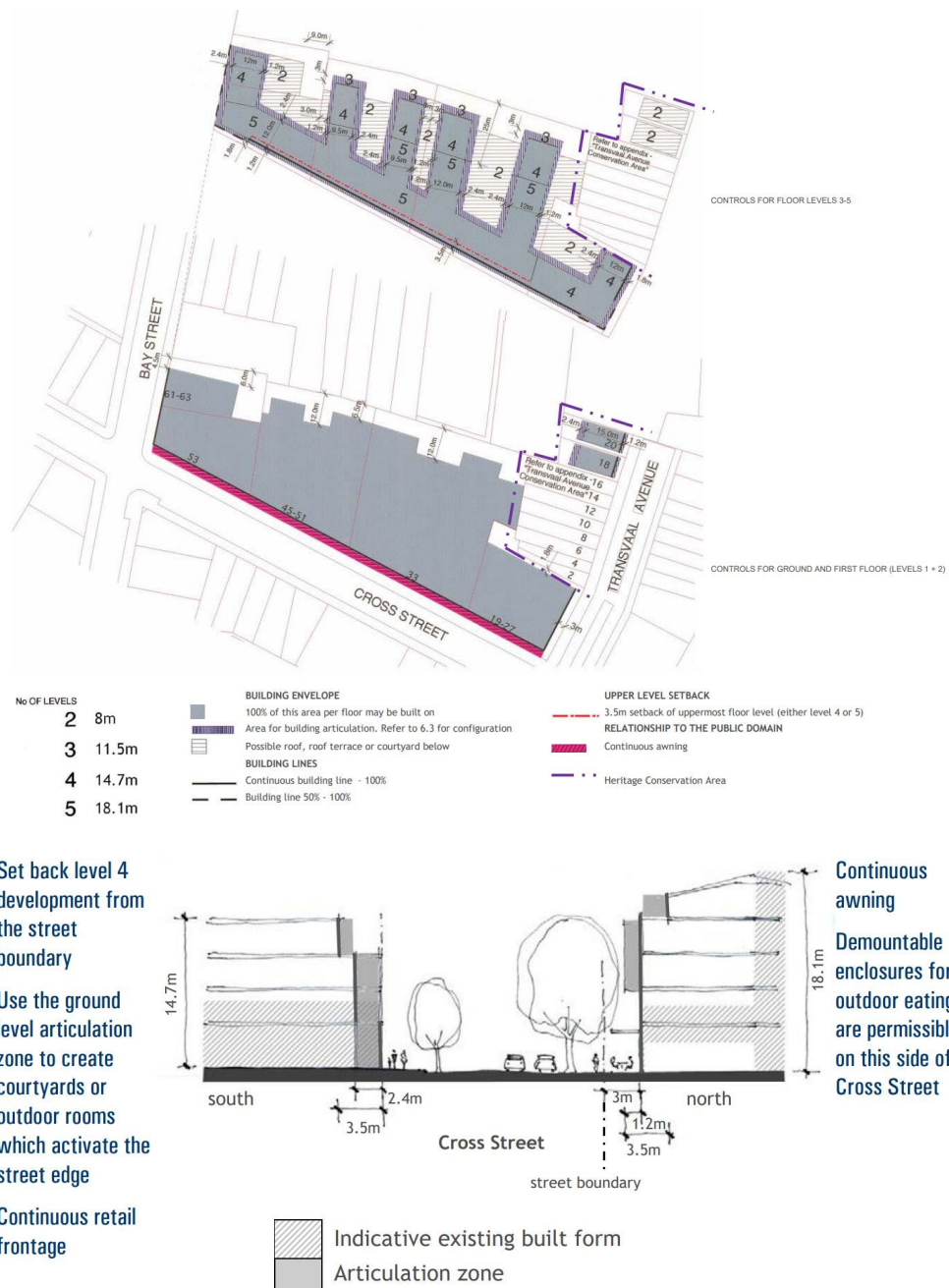


Figure 22. Building envelope and potential street character on Cross Street (source: Woollahra DCP 2015)

4. Design Response to SEPP 65 and ADG

This section of the report provides an overall assessment against the principles of SEPP 65 including consideration of the Apartment Design Guidelines. This section also provides further commentary on the proposal's performance and its response to the surrounding context and the applicable controls.

Principle 1: Context and Neighbourhood Character

Good design responds and contributes to its context. Context is the key natural and built features of the area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

Comment –

As discussed in the previous section, the local centre is undergoing significant transformation with increased scale and density (up to 6 storeys) along the main 'high streets' and around the major activity nodes and intersections. Mixed-use development is encouraged to continue providing a mix of commercial/retail uses at Ground Floor Level with residential above to contribute to a sustainable growth of Double Bay Town Centre whilst enhancing its role as a commercial/retail centre within the region.

The proposed development reinforces the intersection with a 6-storey corner marker expressed in a curved form. It provides a strong and appropriate enclosure to the intimate spaces of Transvaal Avenue whilst improving the views to the heritage conservation area from a heritage point of view.

The smaller retail subdivision on the Ground Floor Level contributes positively to the existing distinct 'village character' of the centre. The activated building frontages with substation and car park entry integrated as part of the building design, create improved street interfaces to both Transvaal Avenue and Cross Street. The proposed mixed uses will boost the night-time economy with enhanced passive surveillance and safety and security to this part of the centre area.

The new development provides a unique, sun-filled plaza to the north that offers an improved congregation space for the local community and visitors. It provides opportunities for restaurants and/or coffee shops spilling onto the new plaza and linking to the existing dining spaces on Transvaal Avenue.

The proposed development will contribute positively to the prevailing streetscape character of Cross Street and the unique 'sense of place' of Transvaal Avenue and the heritage conservation area and therefore satisfies Principle No. 1.

Principle 2: Built Form and Scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Comment –

The proposed building height (6-storeys plus roof form) aligns with the top of Intercontinental Hotel's parapet to the west (see Figure 23), responding to the recent taller block form developments in its vicinity. Figures 23 & 24 demonstrate that the proposed development on the subject site reaches an RL level of 22.75m to the rooftop of the habitable level, which is similar to the approved development at Nos. 16-18 Cross Street (RL 22.70m).

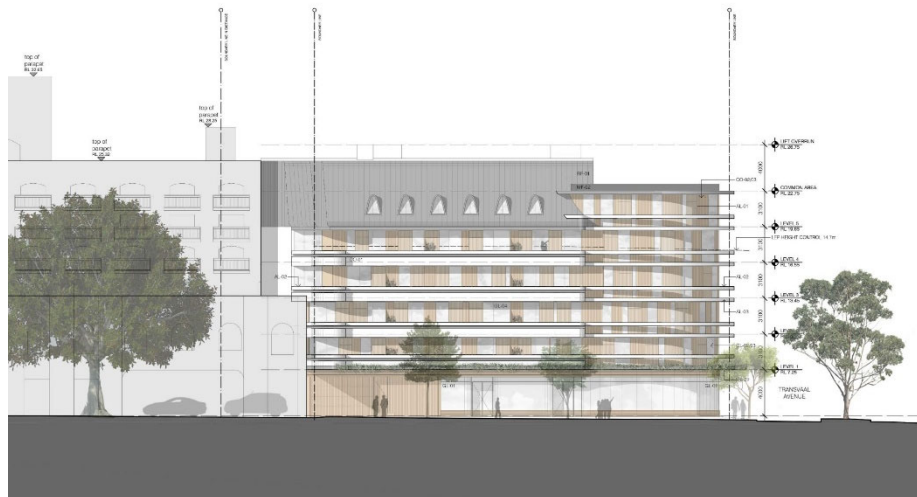


Figure 23. Cross Street elevation (courtesy of Luigi Rosselli Architecture)

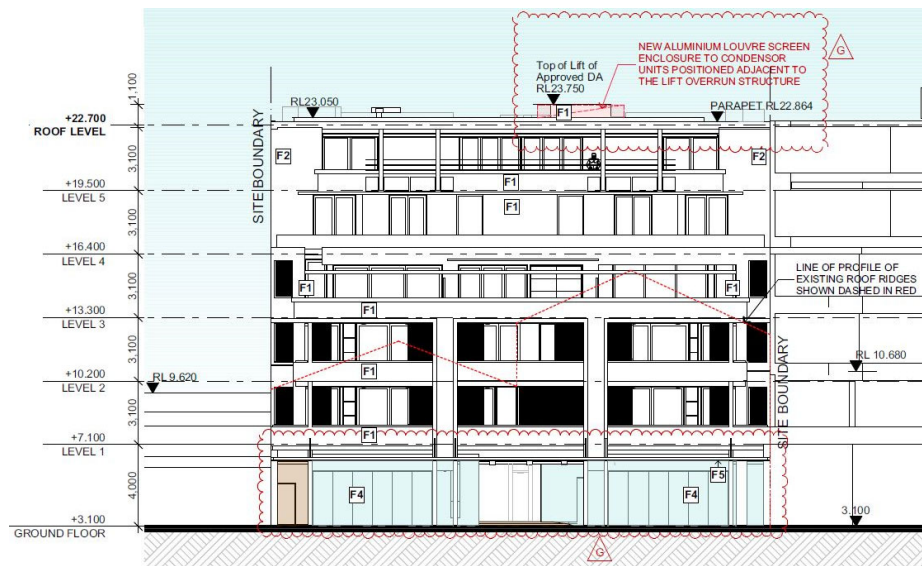


Figure 24. North Elevation of the approved development at 16-18 Cross St (Source: Architectural drawing – Section 4.55 Issue DA17 Rev G by Cottee Parker Architects)

The proposed uppermost residential level and roof service/plant rooms are encapsulated in a folded roof form. Together with the upper-level setback to the Intercontinental Hotel, the design achieves a lower street wall height to Cross Street (see Figure 25). The proposed 'peeling back' of the built form offers increased curtilage area to the heritage precinct whilst shielding it from the less attractive side walls of the existing hotel. The activated north-

facing new public plaza provides desired separation and curtilage to the conservation area whilst also encouraging the integration of the adjacent terrace and the existing eating precinct to the east of Transvaal Avenue.

The curved corner form with increased setbacks (up to approximately 9.6m) transitioning to the heritage conservation area, creates a stronger built form marker that reinforces the intersection and also improves the public visual links to the conservation area and new plaza area. The curvilinear built form design naturally creates vertical indents and shadow lines to the facades. It assists in breaking up the horizontal volume of the building bulk whilst lessening the perceivable scale from the public domain. The new active uses and the widened footpath with residential units above the ground level provides improved street interfaces and activation as well as passive surveillance to the public domain. The new design enlivens Cross Street and Transvaal Avenue with high-quality retail offerings to complement the centre.

The proposed built form presents an appropriate and positive response to the existing and emerging future streetscape character along Cross Street in accordance with Principle No. 2.

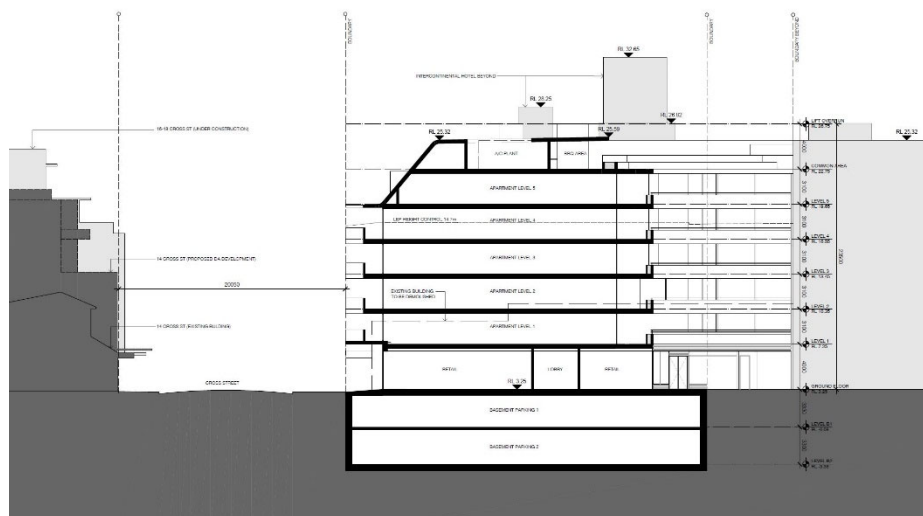


Figure 25. Section AA from Cross St to the heritage conservation area (courtesy of Luigi Rosselli Architecture)

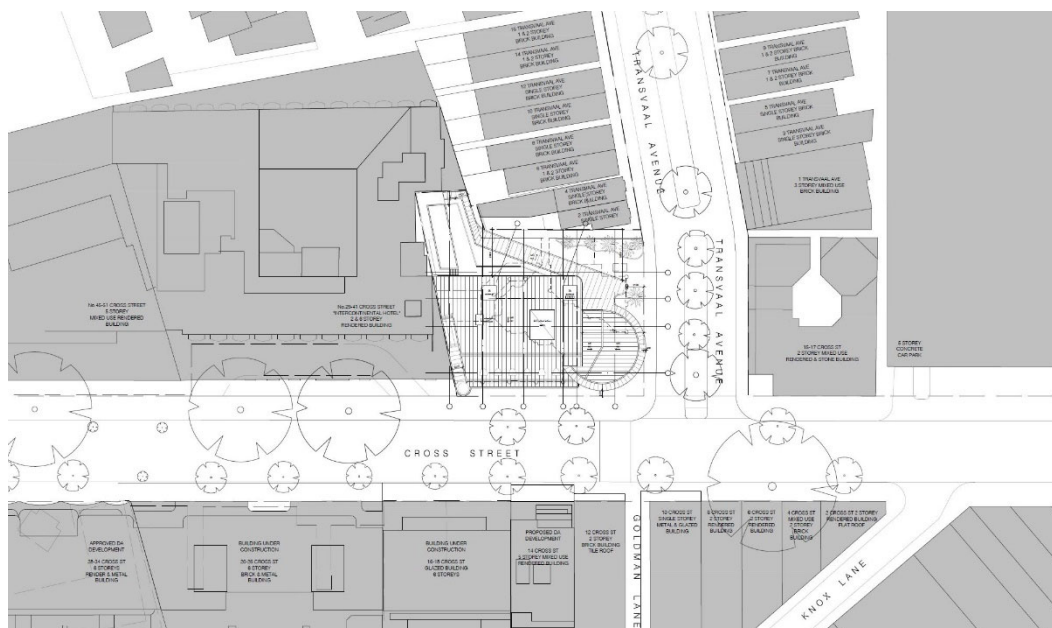


Figure 26. Site Plan (courtesy of Luigi Rosselli Architecture)

Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

Comment –

The proposal's density is consistent with the evolving character along Cross Street. The proposed development achieves a total FSR of 3.59:1 which falls within the density range of other existing and approved larger scale developments (3.15-4.4:1) in the vicinity. It provides a total non-residential FSR of 0.52:1 to continually provide job generations on the site to support the sustainable growth of Double Bay Town Centre as a commercial/retail hub.

Hill PDA's Double Bay Economic Feasibility Study 2015 recommended an increase to permit FSRs in the range of 3-3.5:1 to incentivise the regeneration occurring within the town centre area. The FSR was based on the requirement for ground floor commercial/retail uses and residential on upper levels. It is understood that since the time of the study, land values have risen further which put additional upward pressure on development density and viability. The proposed density and mixed uses generally align with the recommendation.

According to Woollahra LEP 2014 Clause 4.4 Floor Space Ratio, one of the key objectives for buildings in Zone B2 Local Centre is "to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale". The proposed massing and built forms are carefully designed to ensure that it responds to the adjacent developments along Cross Street regarding the podium and overall building heights. The proposed development concentrates bulk and scale to the Cross Street interface, enabling the opportunity to deliver a north-facing plaza as a natural buffer and transition to the heritage conservation area. It improves the visual connections to the conservation area from the public domain and expands the public open space cluster around the intersection, contributing to a high amenity public domain and activity hub. The proposal provides active and quality interfaces to the street and new plaza. The proposed FSR results in a reasonable concentration of increased residents and jobs on the site, responding to the demand for quality housing and job opportunities within the town centre area and close to transport routes.

It presents a sustainable density to encourage the redevelopment of the site whilst being sensitive to the context and offer improved public domain and new open space. Therefore, it fulfils the principle and is considered an appropriate outcome to be supported.

Principle 4: Sustainability

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.

Comment –

The proposal includes 18 apartments of which the majority enjoys high levels of amenity achieved through the well considered built form and layout plan. 15 of 18 units (83.3%) achieve the required minimum 2 hours of solar access as per the ADG guidelines. The good levels of daylight access to main living spaces reduce the requirement for artificial lighting and enhances liveability. 11 of 18 units (61.1%) are cross ventilated, therefore the proposal meets

the ADG requirements for cross ventilated units. It reduces the need for air conditioning units/artificial climate control. The BASIX certificate indicates that the proposal will meet the water, thermal comfort and energy targets. It will meet the NSW government's requirements for sustainability if it is built in accordance with the commitments set out in the BASIX report. For a more detailed discussion on the efficiency of appliances and mechanical services, please refer to the BASIX report.

The proposal is considered to adopt sustainable design practice and is therefore considered to satisfy this principle.

Principle 5: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, coordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks. Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long-term management.

Comment –

Dangar Barin Smith was engaged to prepare a landscape plan for the subject development. The landscape design includes a variety of landscaped areas with mixed species in response to the character and functionality of the private and public accessible open spaces on site. The proposed new plaza is characterised by a strip of vegetated area separating the proposed outdoor activity and seating area and the existing easement along the northern boundary. The row of Cabbage Tree Palms (*Livistona Australis*) will offer a scale that complementing the proposed built form and scale. The proposed plaza design adds a soft green character into the plaza which will also contribute to the overall leafy streetscape character of Transvaal Avenue.

The proposed Lomandra "Lime Tuff" with *Muelenbeckia Axillaris* spilling over the balcony edges will further soften the building edges and achieve a visually green façade to the streetscape and the heritage conservation area. The proposed landscaped ribbon along the edge (including a mix of trees and ground covers) of the roof terrace will provide an increased level of safety for residents to use the area. It also provides visual interest and relaxation for residents to enjoy their leisure outdoor time.

The proposed landscape design presents a positive outcome that will contribute to the local context and provide increased levels of amenity for both residents on site and neighbouring properties. It is considered to meet Principle No.5.

views down to Cross Street, which is considered a positive outcome that contributes to a good level of amenity. The maximisation of north-facing units with their main outlook to the water will contribute positively to the overall amenity available to the future residents. All the residential units will achieve an internal height of 2.7m for habitable rooms and 2.4m for wet areas, allowing an acceptable level of natural ventilation and daylight access.

11 of 18 units are considered naturally cross-ventilated which meets the ADG requirement. Sufficient storage is provided to each unit and additional storage areas have been provided within the basement levels. All living rooms and bedrooms are located on the external face of the building and are generous in size. The majority of the bedrooms are ensuite bedrooms providing greater privacy for residents' use. The internal areas that will not be able to receive natural light are non-habitable rooms i.e. pantry, laundry, cellar etc.



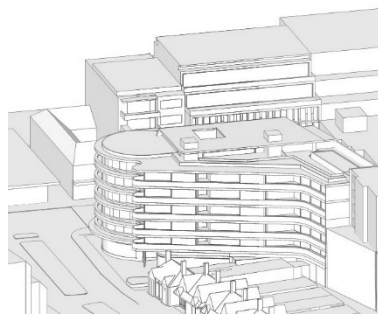
Figure 29 Typical layout plan (courtesy of Luigi Rosselli Architecture)

The proposal provides large balconies to each unit that exceeds the minimum area required by the ADG, some of which have 2 balconies taking advantage of the dual aspect to offer flexible uses. Kitchens are located closer to the living room windows which allow natural light into the spaces. The landscaped balcony edges minimise the opportunity for compromised privacy and potential overlooking issues to neighbouring properties.

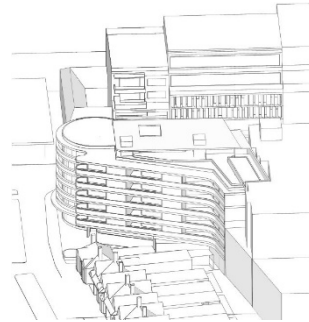
Continuous awnings have been provided to all frontages and integrated into the overall façade design. It provides a protected pedestrian environment from the sun and rain.

The set of sun eye diagrams below shows the extent of shadow cast by the proposed building envelope between 9am and 3pm in mid-winter. The study illustrates that the proposal will have some impact on the front façade of No. 16-18 Cross Street (mixed-use development with commercial/retail on Ground Floor Level and residential uses above, currently under construction) between 9-11am on 21 June. However, all the neighbouring units facing Cross Street will receive direct sunlight between 10-3pm (5hrs) which largely exceeds the minimum requirement of 2 hours. Its Ground Floor Level commercial/retail shops will receive full solar between 12-3pm in the afternoon. There is a new DA for No. 14 Cross Street which seeks approval for a mixed-use development with residential above the ground floor retail. The proposal will maintain full solar access to the potential development between 12-3pm. The

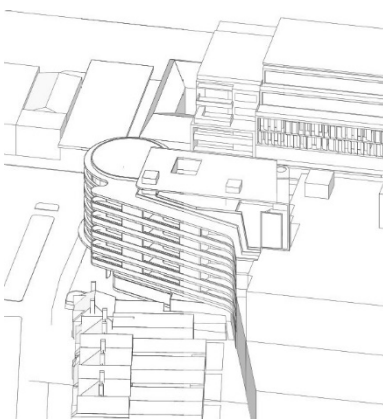
proposal results in only minor impact on the northern end of Goldman Lane between 10-12am and no additional impact after 12pm in the afternoon. The well-considered massing and built form ensure that the subject development will not create unreasonable impacts on the surrounding properties and satisfying the principle.



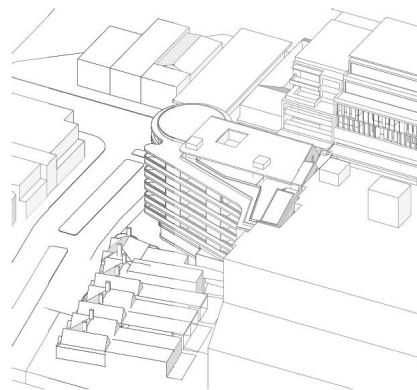
June 21 – 9am



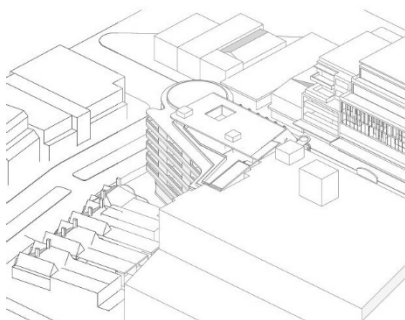
June 21 – 10am



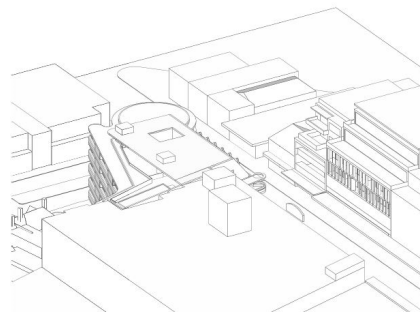
June 21 – 11am



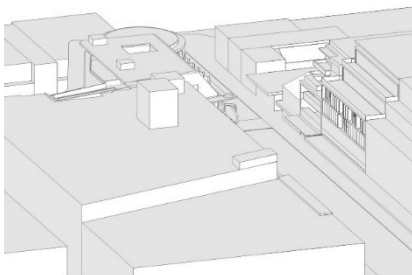
June 21 – 12pm



June 21 – 1pm



June 21 – 2pm



June 21 – 3pm

Figure 30. Shadow analysis (courtesy of Luigi Rosselli Architecture)

Principle 7: Safety

Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.

Comment –

The proposal optimises safety and security for residents by the provision of a clearly defined building entry point to the residential lobby from Transvaal Avenue. The residential lobby oriented perpendicular to the street achieves a direct line of sight to the public domain. It provides increased opportunities for passive surveillance.

The new ground floor plane provides increased activated shopfronts and entries defining the public domain. The design will have improved levels of safety to the pedestrian environments, which currently have lower levels of passive surveillance in this location. The residential on upper levels will further contribute to a good level of passive surveillance to the public domain during the day and night. The proposal is considered to meet Principle No. 7.

Principle 8: Housing Diversity and Social Interaction

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.

Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.

Discussion –

The proposal includes 18 apartments including:

- 2 one-bedroom (11%)
- 1 two-bedrooms (6%)
- 15 three-bedrooms (83%)

The above mix of apartments will support a range of lifestyles and provides choice in living arrangements. It will appeal to young professionals, starting families and downsizers providing its location within the town centre area and proximity to public transport and amenities and facilities.

The proposal provides generous apartment sizes that exceed the minimum requirement as per the ADG. The apartment size allows for future adaptable housing provision. It incorporates universal design principles to allow for improved mobility access and future adaption of the dwelling for the resident's needs. Two large 3-bedroom units (Apartment 2.01 & 3.01) have been designed to be adaptable apartments. GMU considers Principle No. 8 is met.

Principle 9: Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colour and textures.

The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

Discussion –

The proposed built form has been well considered to respond to the evolving character along Cross Street and provide a sympathetic response to the heritage conservation area to its north. The sculpted curvilinear building shape will create an interesting visual marker to Cross Street without dominating the adjacent lower scale development. It also naturally creates desired façade articulation and vertical shadow lines to reduce the bulk and scale. The China White painted off-form concrete eaves/soffits and off-white long format face brickwork at the ground level lobby area as well as the off white rendered walls set up the basic tone for the presence of the building and horizontal lines to soften the verticality of the corner tower form. The copper coloured external aluminium sliding screens, black balcony handrails and metal roofing provide visual contrast and interesting to the main white/off-white tone of the building. The proposal will meet this principle.

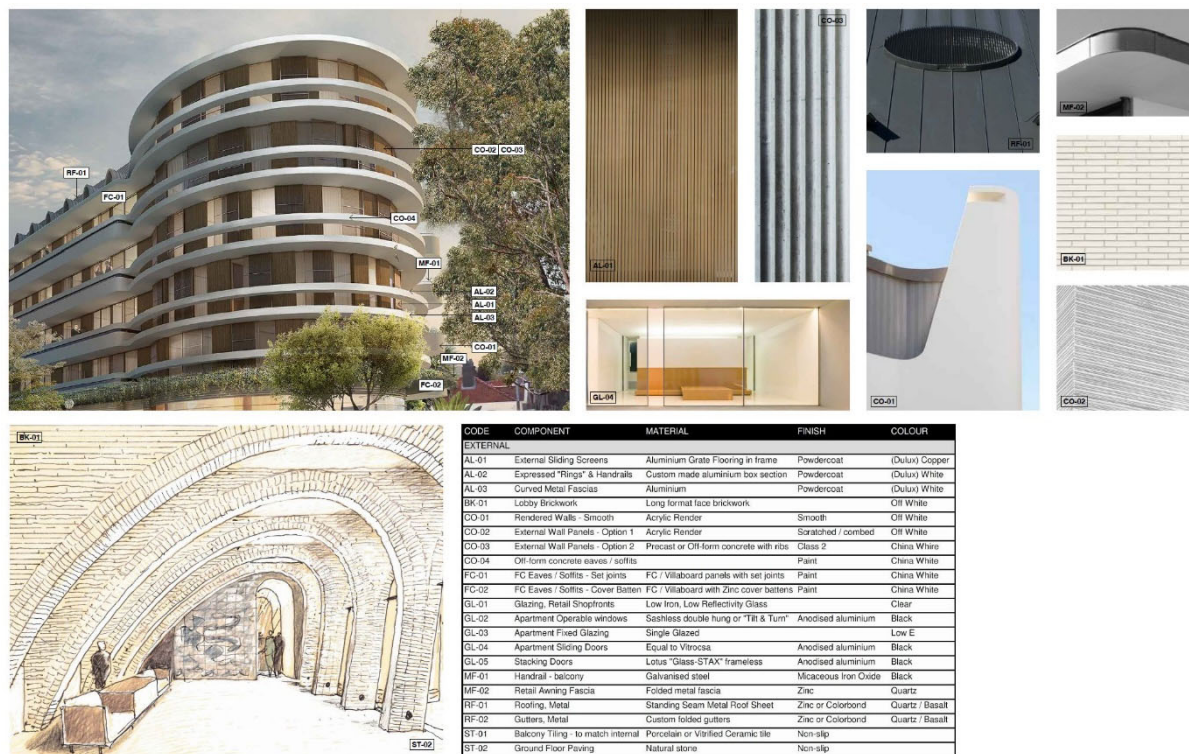


Figure 31. Exterior finishes (courtesy of Luigi Rosselli Architecture)

Apartment Design Guide Compliance Table

Apartment Design Guide	Comment
3A – Site analysis	The proposed development has demonstrated a sympatric design response to the existing and prevailing streetscape along Cross Street and Transvaal Avenue.
3B - Orientation	The proposed development has maximised the north aspect units to ensure a good level of solar access to the internal spaces. The carefully designed building envelope ensures a good level of solar access to the residential properties to the south of Cross Street. The shadow impact study shows that all the residential properties to the south of the site will receive 5 hours solar in mid-winter.
3C – Public domain interface	<p>The proposal integrates the substation and waste collection area as part of the building and basement design. It minimises the blank walls of the services areas and fire exits to Cross Street and Transvaal Avenue. The quality façade design and active ground floor uses provide improved interfaces to the public domain.</p> <p>The residential lobby facing Transvaal Avenue and upper-level residential units with the main outlook to the streets and new plaza will provide further improved passive surveillance and added safety to the public domain during the day and night.</p>
3D – Communal and public open space	The proposed rooftop communal open space is approx. 200 sqm, which equates to approx. 15% of the total site area. The new publicly accessible plaza within the site is considered a communal open space that will be used by future residents as well as the local community. It has an area of approx. 170 sqm. In total, the subject development has provided 370 sqm communal open space which is approx. 27.7% of the total site area. Therefore it complies with the minimum requirement set by the ADG.
3E – Deep soil zone	The site is zoned B2-Local Centre. No deep soil zone has been proposed within the subject development. It is understood that the provision of deep soil zone is not anticipated which is supported by the recommended DCP built form on site.
3F – Visual privacy	The terraces adjacent to the site to the north include commercial/retail uses. The proposed development provides varied setbacks to the terrace within the heritage conservation area. It also incorporates landscape design (approx. 600m wide) at building edges to mitigate the potential visual privacy issues between the development and neighbouring commercial/retail property.

3G – Pedestrian access and entries	The residential entry is from Transvaal Avenue which is entirely separated from the vehicle entry from Cross Street. The proposal provides a desired safe and comfortable walking environment for future residents.
3H – Vehicle access	The proposed vehicle (car lift) entry is from Cross Street and encapsulated within the main building envelope. The garage door width is 5.5m. It is considered a positive outcome in response to the existing streetscape character. It also provides increased opportunity for an improved pedestrian environment to Transvaal Avenue.
4A – Solar and daylight access	15 units out of 18 (83.3% of the total units) will achieve 2 hours solar in mid-winter. 3 south-facing units will receive no direct sunlight which equates 16.7% of total units, greater than the ADG requirement. However, this is considered an unavoidable outcome due to the site orientation and its deep lot depth. The proposed south-facing units have generous internal areas and larger private open spaces with views down to Cross Street, which provides a good level of amenity.
4B – Natural ventilation	61.1% of the total units can achieve natural ventilation which compliance with the ADG requirement. Details please refer to DA 20 – Ventilation diagram.
4C – Ceiling heights	<p>The proposed residential floor-to-floor height is 3.1m which complies with the minimum requirement.</p> <p>The proposal provides a floor-to-floor height of 4m to the ground level which is capable to cater for a variety of commercial/retail use.</p>
4D – Apartment size and layout	The proposal provides generous apartment sizes exceeding the minimum requirements. It achieves 82 sqm for unit of 1 bedroom, 148 sqm for 2 bedrooms and generally over 200 sqm for 3 bedrooms.
4E – Private open space and balconies	The proposed development achieves the minimum requirements of 8sqm for 1-bedroom unit, 10sqm for 2-bedrooms and 12sqm for 3-bedrooms. Furthermore, it provides greater private open spaces for each unit. Details please refer to DA plans prepared by Luigi Rosselli Architecture.
4F – Common circulation and spaces	The proposal achieves 2 units off one circulation core.
4G – Storage	The proposal provides sufficient storage spaces within the units and basement levels. Details please refer to architectural plan DA 21 – ADG Diagrams by Luigi Rosselli Architecture.
4K – Apartment Mix	<p>The proposal provides a variety of apartment mix catering for different needs. It includes:</p> <ul style="list-style-type: none"> • 2 x 1 bedroom

	<ul style="list-style-type: none"> • 1 x 2 bedrooms • 15 x 3 bedrooms
4L – Ground floor apartments	No ground floor apartments are proposed as per the DCP controls.
4M – Facades	The proposed development in a curvilinear shape provides natural articulation to the facades and vertical shadow lines throughout the day. It assists in reducing the perceivable bulk and scale when viewed from public domain. The expressed circle “rings” and off-form concrete eaves/soffits wrapping around the corner tower form creates an interesting visual element that marks the prominence of the corner of Cross Street and Transvaal Avenue.
4N – Roof design	The proposal integrates all the services and plant room within the folded roof form to mitigate the potential visual impact when viewed from the surrounding area. The angled roof form with dormer window design assists in achieving a lower street wall height and create an interesting view from street level. The proposed development provides rooftop communal open space that will provide additional amenity for residents living on site.
4O – Landscape Design	The proposed landscape design includes a variety of landscaped areas with mixed species in response to the character and functionality of the private and public accessible open spaces on site. It complements the proposed built form and scale and contributes positively to the leafy streetscape character of Transvaal Avenue.
4P – Planting on structure	The proposed landscaped area along the edge of the rooftop provides an increased level of safety and relaxation for residents to use the area.
4Q – University design	<p>The proposed level residential entry from the public domain and lobby area (approx. 2-3.8m in width) achieves good accessibility for future residents on site. The wider and barrier-free internal unit space eliminates the trip hazards which provides a safer and easy moving environment for people to live in. The proposed open layout plan and larger sized apartments with various living spaces (i.e. living space, sitting area, etc) provide an opportunity to accommodate changing lifestyle needs.</p> <p>The proposal designs 2 adaptable units (2.01 & 3.01) allowing for future adaption of the internal spaces to accommodate the resident’s needs.</p>
4S – Mixed use	The proposed mixed-use development comprises commercial/retail uses on the ground level and residential above. It will provide increased activity and vibrancy and passive surveillance to public domain during the day and

night. The continued active frontages and residential lobby on the ground level address the street and contribute positively to the public domain. A landscaped communal open space has been provided at the rooftop.

4T – Awnings and signage

The proposal provides continuous awnings along the building frontages, which provides protection from the sun and rain weather.

4W – Waste Management

The proposal integrates the residential and commercial/retail bin storage rooms within the basement level. 2 waste chutes on residential floors have been proposed to allow for convenient disposal of waste and recycling for residents living on site.

An Operational Waste Management Plan has been provided.

5. Conclusion and Recommendations

Double Bay Town Centre is known for its vibrant and unique village character and atmosphere which is distinct from adjacent local centres. Cross Street, including Transvaal Avenue, is one of the 'high' streets in the area providing people with diversified retail experience, well-designed public domain area with leafy streetscape character.

The proposed development provides the opportunity to strengthen the 'sense of place' for the centre. It will enhance the existing public domain with renewed vitality to the intersection of Cross Street and Transvaal Avenue. The carefully designed built form and internal layout will provide high-quality amenity outcomes for future residents and minimal amenity and shadow impacts to the surrounding properties. The proposed maximum scale is comparable with the existing and recently approved development within the centre. It will provide increased residential density and local employment opportunities to support the balanced development of the area and the sculpted curvilinear built form and increased setbacks to the conservation area will create an interesting visual marker to Cross Street without dominating the adjacent lower scale development.

The proposed active ground floor plane and widened street frontage along Cross Street and the new public open space with an improved open vista to the Transvaal Avenue Heritage Conservation Area will establish a quality and sustainable environment for the local community and visitors.

The proposal will contribute positively to the character of the local context and streetscape. We encourage Council to support this Development Application.