

WE SEE ARCHITECTURE AS  
A QUIET BUT POWERFUL  
MIX OF COLLABORATION  
AND CRAFT.

LET'S GET INTO IT.

## URBAN DESIGN REPORT

: REVISED- MARCH 2023

REVISION	DATE	DESCRIPTION
00	08/2021	Pre-Planning Proposal submission
01	02/2022	Planning Proposal submission
02	03/2023	Revised Planning Proposal submission
03	07/2023	Revised Planning Proposal submission
04	03/2024	Revised to Reflect Gateway Determination Conditions

### LOCATION

488 - 492 OLD SOUTH  
HEAD ROAD & 30  
ALBEMARLE AVE  
ROSE BAY

### DATE

March 2024

### CLIENT

Woolworths Group

### NOMINATED ARCHITECT

Paul Buljevic  
No. 7768



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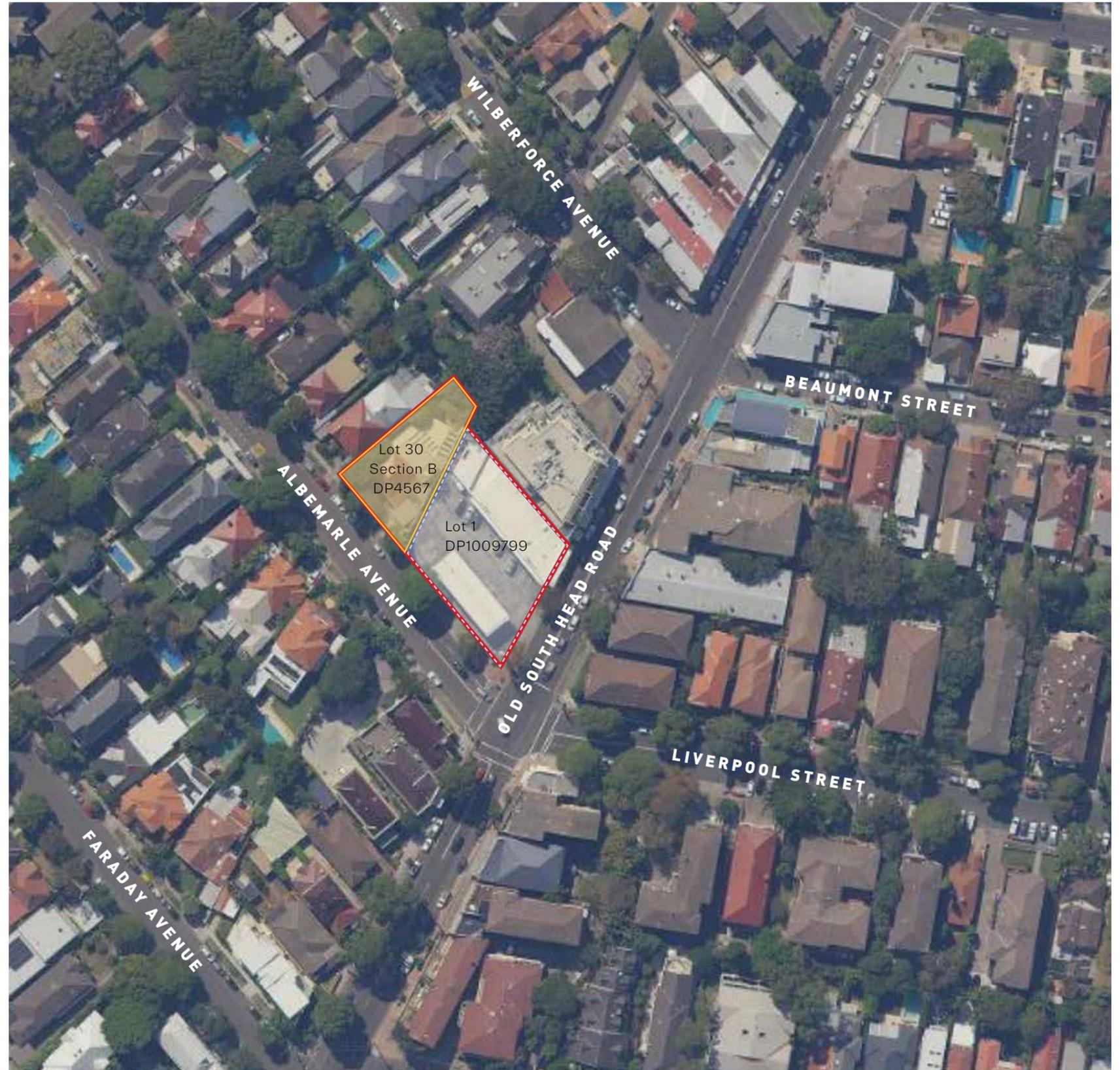
# 01. INTRODUCTION

**PROJECT SUMMARY**

The subject site is located at the intersection of Old South Head Road and Albemarle Avenue, is identified as key corner site within one of three centers of Woollahra LGA, at Rose Bay South. The center provides a good mix of services including a range of health services for residents, as well as mix shops serving the cultural requirements of the local community. As with Rose Bay South, the mixed-use centre is split between Woollahra and Waverley Council areas. The traditional main street development provides a broad range of shops including cafes, take-away food stores, hairdresser, and a church.

PBD Architects is engaged by Fabcot Pty Ltd to provide an Urban Design Study in support of a Planning Proposal for 488 - 492 Old South Head Road, and 30 Albemarle Avenue, Rose Bay.

The purpose of this document is to provide an analysis of the urban context, current and future planning objectives for the site, and investigate the potential for what a built form might take. As a former petrol station site, the subject site presents a prime opportunity for improving the vibrancy and gateway to Rose Bay South centre. This fulfills the Council's key objectives to support the evolution of building styles by introducing well-designed contemporary buildings and defining and reinforcing corner sites with continuous active retail street frontage.



**LEGEND**

- Subject Site
- Caltex site  
488-492 Old South Head Road, Rose Bay
- Residential site  
- 30 Albemarle Avenue, Rose Bay



**EXISTING LEP CONTROLS**

Under Woollahra LEP 2014, development on the site is subject to the below controls:

Zoning	Caltex site MU1 Mixed Use. Commercial premises including "neighborhood supermarkets" and "shops" are permitted with consent.	Residential site R2 Low Density Residential. Commercial premises including "neighborhood supermarkets" and "shops" are prohibited.
Building Height (max.)	14.5m	9.5m
Floor space ratio FSR (max.)	1.5:1 (base map) - max GFA 2,341.5m <sup>2</sup> As the Caltex site is in "Area 2" on the map, a FSR of 2:1 (max GFA 3,122m <sup>2</sup> ) may be granted if: <ul style="list-style-type: none"> <li>the consent authority is satisfied that the development will be compatible with the desired future character of the centre in terms of building bulk and scale, and</li> <li>Adjoining land in "Area 3" (as identified on the FSR map) has, or will have, direct vehicular access or vehicular access via a right of way to a road.</li> </ul>	No FSR control
Heritage	n/a	n/a
Flood Planning Area	The site is in the 'flood planning area', which means that a future DA will need to consider the impacts of the proposal on flood affectation of surrounding properties, as well as measures to manage flood risks to the subject site.	



Figure 1.1 Land Zoning map (source: Woollahra LEP 2014)



Figure 1.2 Height of Buildings map (source: Woollahra LEP 2014)

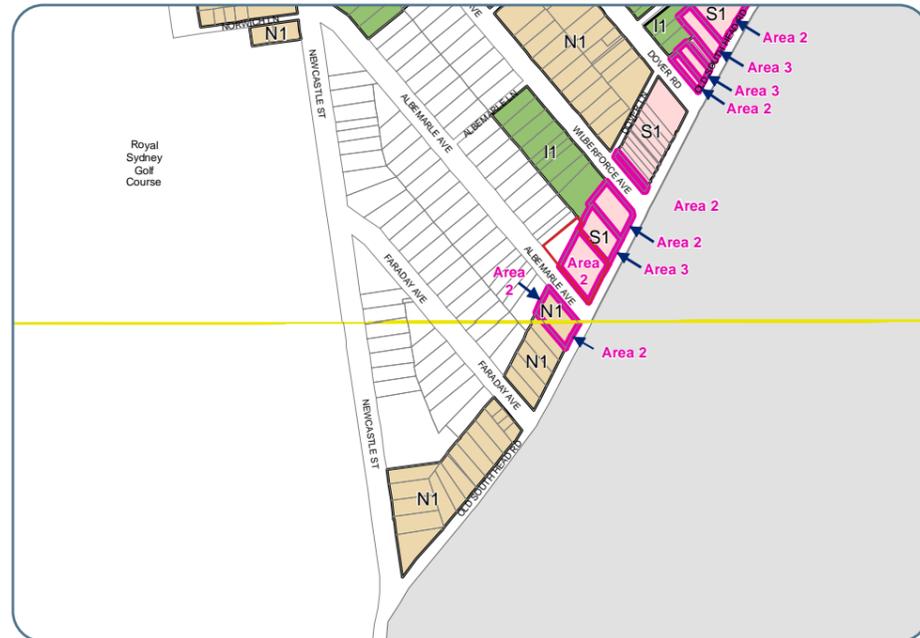


Figure 1.3 Floor Space Ratio map (source: Woollahra LEP 2014)

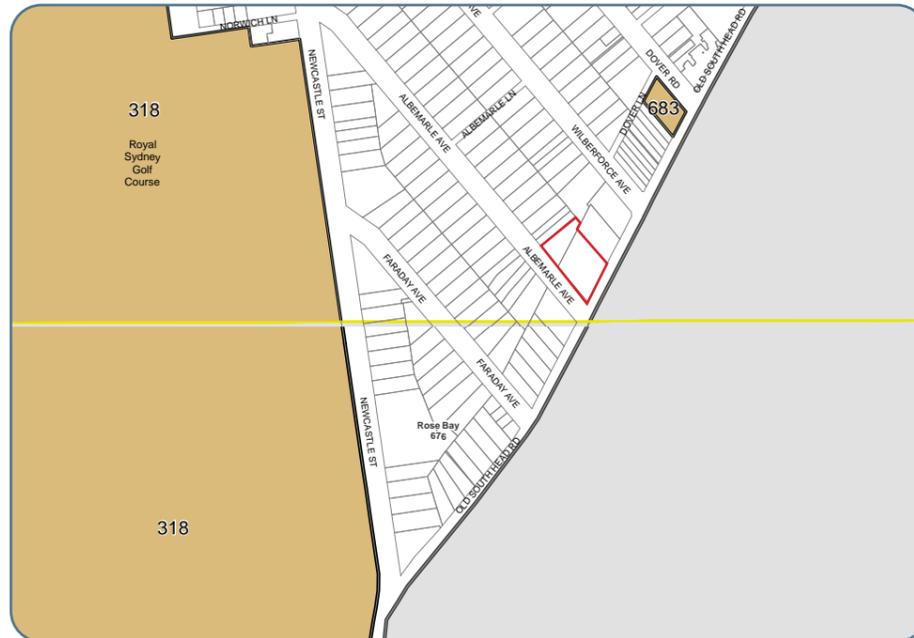


Figure 1.4 Heritage map (source: Woollahra LEP 2014)



Figure 1.5 Flood Planning map (source: Woollahra LEP 2014)

**WOOLLAHRA DEVELOPMENT CONTROL PLAN 2015**

Under Woollahra DCP 2015, development on the site is subject to the below controls:

Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	C1 The ground level contains active uses, preferably retail, business and personal services that address the needs of the local community. C2 Offices and residential uses are generally located above street level.
O2 To achieve a consistent built form and presentation to the street.	C3 Development is a maximum four storeys. C4 For street wall and parapet line, development provides three storeys built to the street alignment, with a continuous and consistent parapet line above. C5 Development on the fourth level is setback at least 3m from the street boundary. C6 For the street awning, development includes a continuous, solid, suspended awning over the public footpath of Old South Head Road and along the secondary frontage of corner sites.
O3 To achieve a consistent built form along Dover Lane.	C7 Development is a maximum two storeys and 7m height built to the lane.
O4 To support the evolution of building styles through the introduction of well designed contemporary buildings.	C8 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.
O5 To encourage good building design and limit building bulk.	C9 At the street alignment, the depth of the recessed balconies and loggia is between 2.4m to 3m.
O6 To define and reinforce corner sites.	C10 Development on corner sites provides four storeys built to the street alignment with a continuous and consistent parapet line above.
O7 To support redevelopment of the key site at the intersection Wilberforce Avenue and Old South Head Road.	C11 Development does not include vehicular access from Old South Head Road.
O8 To encourage continuous active retail street frontages.	C12 The building depth for storeys above the ground floor level is generally not more than 12m. C13 At least 10% of the site is provided as deep soil landscaped area.
O9 To provide for the amenity of occupants.	



Figure 1.6 Rose Bay South center map (source: Woollahra DCP 2015)

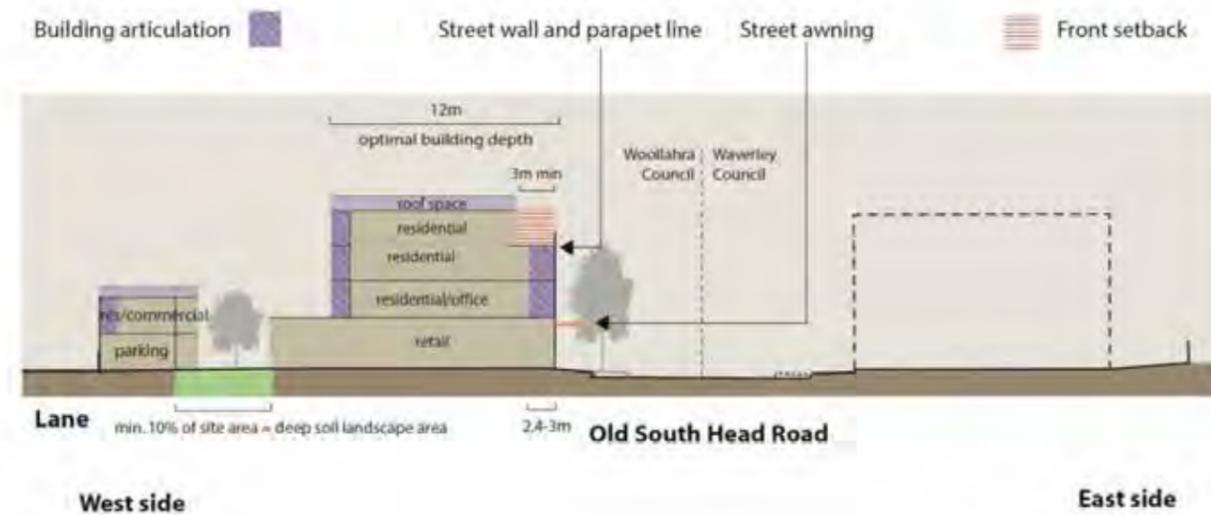


Figure 1.7 Rose Bay South Section (source: Woollahra DCP 2015)

## VISION STATEMENT FROM WOOLWORTHS

Our vision for Rose Bay South is to deliver an integrated, design led retail and residential project that provides a leading customer experience, embracing the latest in technology and innovation, strong sustainability principles and sees us respond to the needs of the Rose Bay community with convenience, quality and community in mind.

*“Creates a new benchmark in retail, strengthens the local centre whilst offering an appropriate transition to the neighboring residential community. Two local sites come together to create a unique opportunity”*



## EVOLVING CONCEPTS

- Evolves Woolworths' offering to deliver a world leading customer experience.
- Integrates the latest in technology and innovation.
- Embraces sustainability in design and operations.
- Delivers great place-making outcomes through design excellence.
- Provide a more diverse product range than current available in the immediate local area.
- Integration with emerging concepts, Direct to Boot and E-commerce in a local mixed-use context.



PROPOSERS



WOOLWORTH'S PREVIOUS DEVELOPMENTS



PROponents (CONTINUE)



Jordan Springs - NSW



Rose Bay - NSW



Mosman - NSW



Rosehill RSL - NSW



Cronulla - NSW



Balgowlah - NSW



# 02. SITE ANALYSIS

## SITE LOCATION AND STATISTICS

The site is located in the Rose Bay South centre under the Woollahra DCP. The Woollahra DCP includes a strong desired future character statement for this locality and controls to deliver as a contemporary local centre. Relevantly, the desired future character includes four storey mixed-use retail/residential development built to the Old South Head Road street alignment. The DCP also seeks to define and reinforce corner sites.

**LOCATION:**  
488 - 492 Old South Head Road & 30 Albemarle Ave,  
Rose Bay

**SITE AREA:** 2,257.0m<sup>2</sup>

**FSR**

(LEP requirement): - MU1: 2:1 -  
subject to compatibility with the desired  
future character of the centre in terms of  
building bulk and scale  
  
- R2: not applicable - refer to DCP controls

**BUILDING HEIGHT:** Caltex site - 14.5 meters  
Residential site - 9.5 meters



## AERIAL VIEW | SITE LOCATION AND TOPOGRAPHY

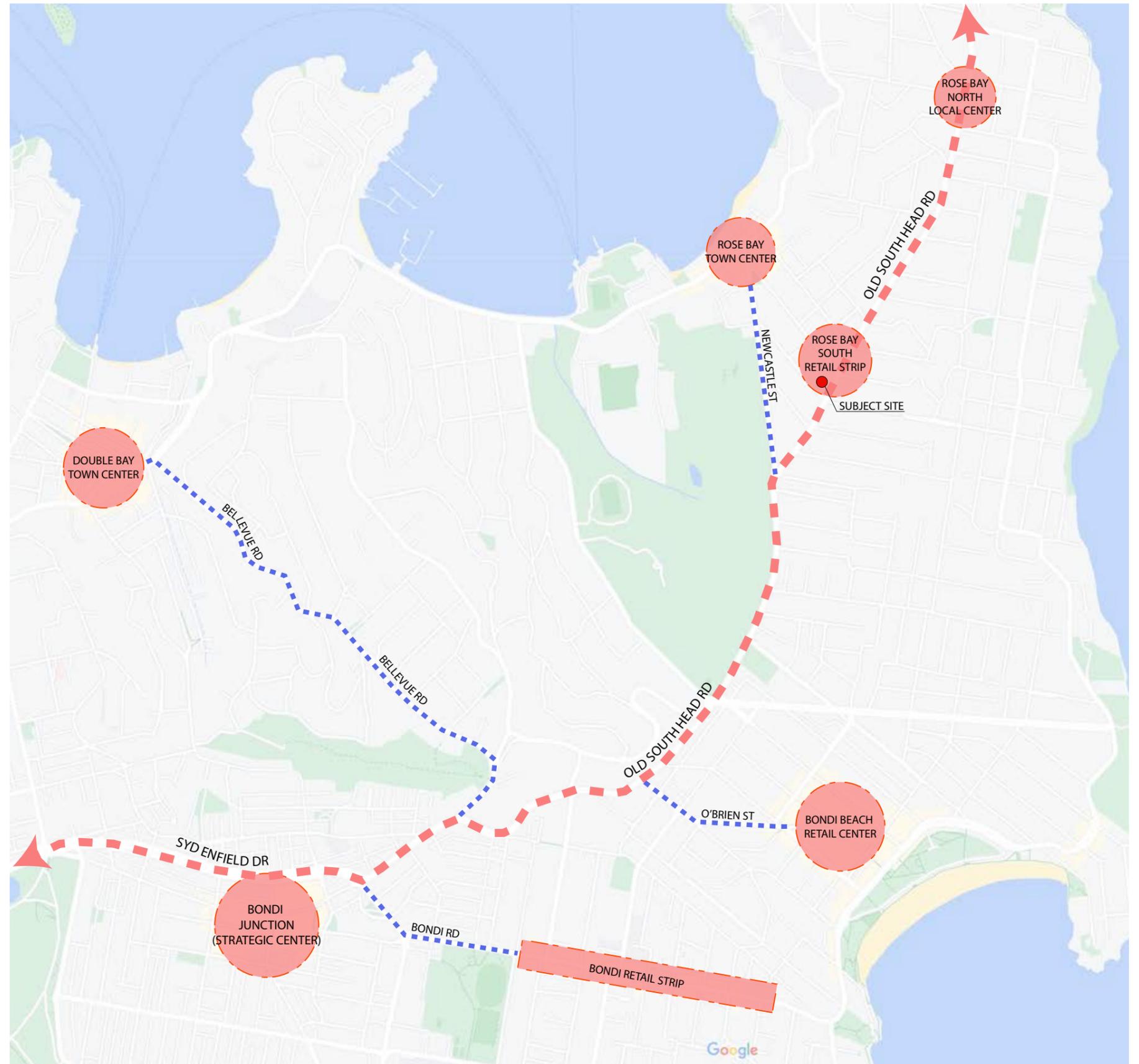
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**NEARBY LOCAL CENTER AND CATCHMENTS**

The site is located within one of the few retail areas in Rose Bay South and presents with its own unique catchment allowing the public the opportunity to shop local without traveling far. The location captures residents both Rose Bay North and South via Old South Head Rd and South East stretching to North Bondi, with well connected roads flowing into other town centers including;

- Bondi Junction Shopping Center / Bus Terminal via Old South Head Rd
- Double Bay Town Center via Bellevue Rd
- Bondi Retail Strip via Bondi Rd
- Bondi Beach Retail Center via O'Brien St
- Rose Bay Town Center via Newcastle St
- Rose Bay South (currently in)
- Rose Bay North



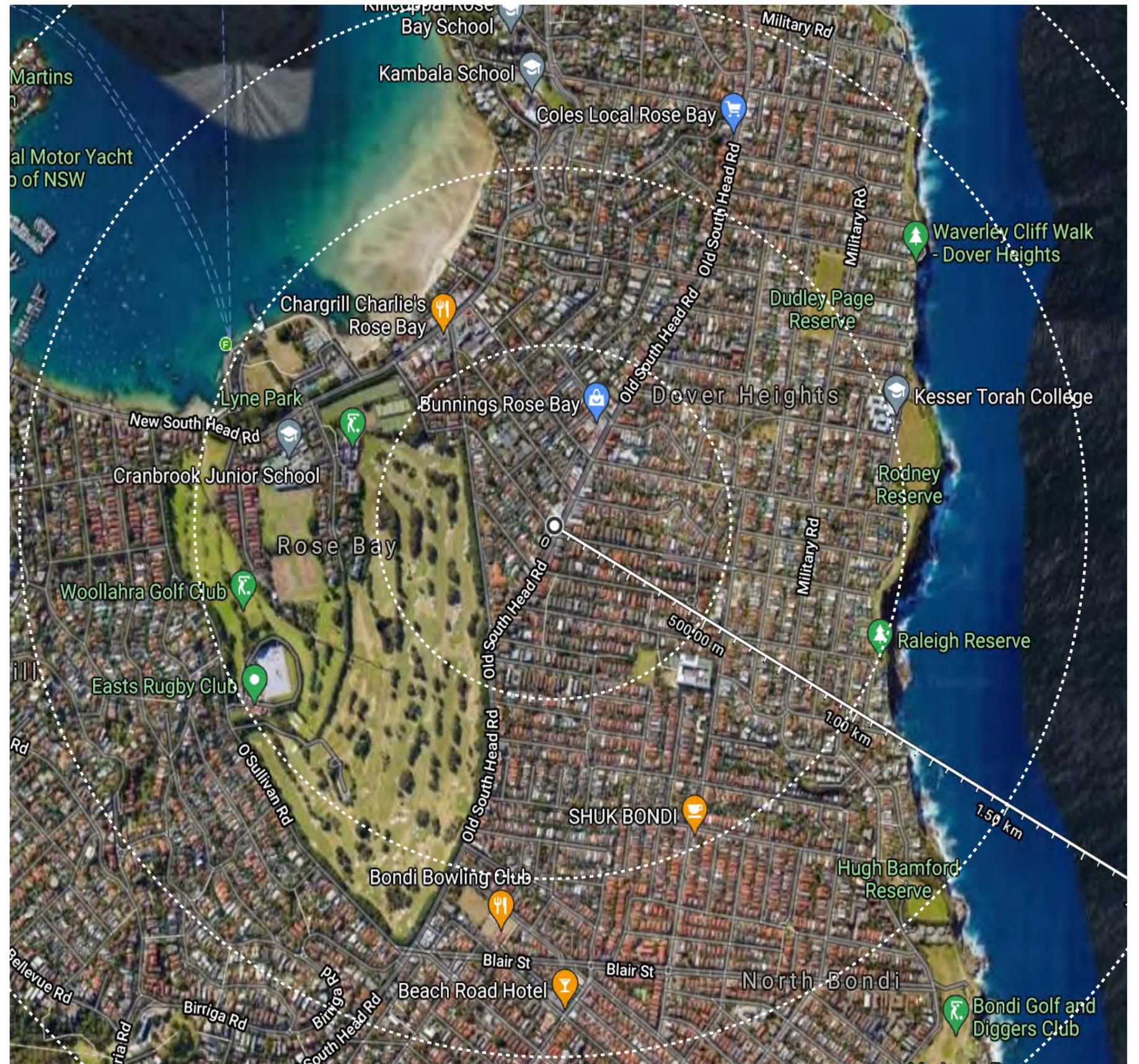
**AERIAL VIEW | CONTEXT MAP**

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## CONTEXT

The site is located in the Rose Bay South centre with the following relationship to significant urban infrastructure:

- Within Rose Bay South shopping precinct
- Immediately adjacent to Old South Head Road
- Approximately 400m north to Rose Bay Public School
- Approximately 600m south to Rose Bay Secondary School
- Approximately 800m north to Rose Bay Beach
- Approximately 1km north west to Rose Bay Wharf
- Approximately 2km south to Bondi Beach
- Approximately 3km west to Bondi Junction transport and shopping hub



## AERIAL VIEW | PROXIMITY MAP

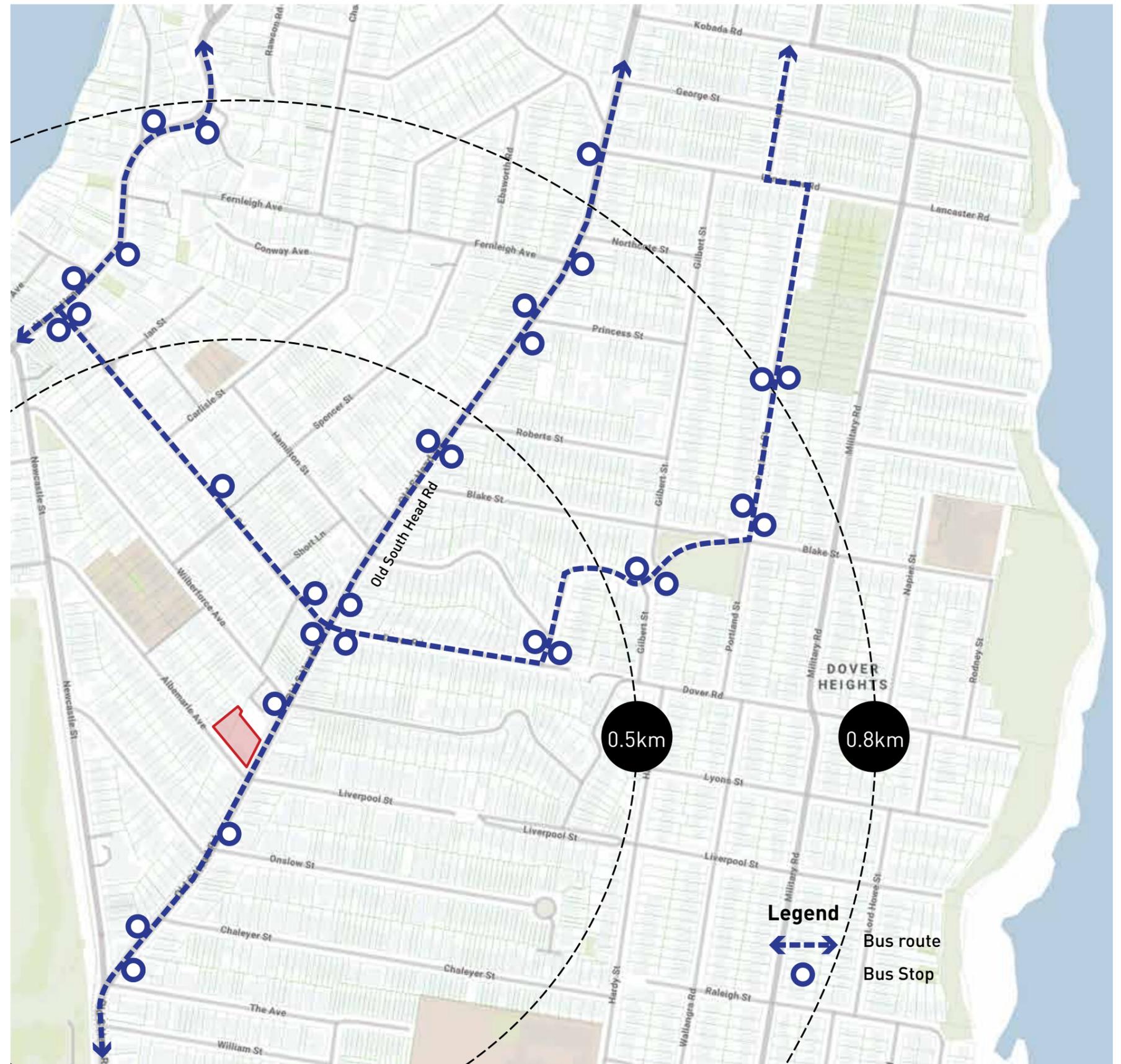
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**PUBLIC TRANSPORT INFRASTRUCTURE**

Fronting Old South Head Road, the subject site is conveniently located within easy access to various services of Public Transport. Bus stops to both sides of Old South Head Road are 150 meters to subject site, and more bus stops along Dover Road within approximately 250 meters from subject site.

Bus Routes are available within 10-minute walk from the site:

- 386 (Vaucluse to Bondi Junction via New South Head Rd & Old South Head Rd)
- 387 (South Head Cemetery to Bondi Junction via New South Head Rd)
- 323 (North Bondi to Edgecliff via New South Head Rd)
- L24 (Vaucluse to City Wynyard via New South Head Rd)
- 325 (Watsons Bay to Walsh Bay via New South Head Rd)
- 324 (Watsons Bay to Walsh Bay via Old South Head Rd)



## CYCLEWAYS & PEDESTRIANS

The subject site's location within the Waverley and Woollahra Bicycle Network is a significant advantage for promoting an active and sustainable lifestyle for both existing and future residents. With access to safe and convenient cycling infrastructure, residents can enjoy the numerous physical and mental health benefits of regular exercise while also reducing their carbon footprint. By prioritizing sustainable transportation options, the development can attract residents who value a healthy and environmentally-conscious lifestyle. Overall, the integration of cycling infrastructure into the community can enhance the livability and desirability of the area.



## SITE OPPORTUNITIES AND CONSTRAINTS

- Access and road network:**  
 A portion of the subject site is the former Caltex petrol station situated at the intersection of Old South Head Road and Albemarle Avenue. Existing traffic movements are characterized by egress and ingress from Old South Head Rd ( a four-way classified road ) and Albemarle Ave ( a two-way residential street ). The other freestanding dwellings have a separate driveway to/from Albemarle Avenue. The intersection is currently signalized with no directional restrictions.
- Surrounding development:**  
 The site is in a mixed retail/ commercial and residential area. Adjoining development to the north and north-west is residential. Albemarle Avenue is a low-density residential street with detached houses, including the adjoining house to the north-west at 28A Albemarle Avenue. The shop top housing development to the north has windows facing the site at the top level and setback. Notwithstanding this physical separation of windows from the site, noise impacts will still need to be considered.
- Flooding:**  
 The site is located in the “flood planning area” under the Woollahra Local Environmental Plan 2014. The Woollahra Development Control Plan 2015 contains controls for development in the flood planning area, including minimum flood planning levels. Advice should be obtained from an engineer regarding the implications of this for the redevelopment of the site.
- Views:**  
 Taking the advantage of the topography, the new development can have clear views of Golf Course and Ocean.

## PROXIMITY AMENITIES



### LEGEND:

#### Analysis

- Subject Site
- Wind Directions
- Views
- Sun Path

#### Land use

- Mixed use
- Medium Density Residential
- Low Density Residential

**SITE OPPORTUNITIES AND CONSTRAINTS (CONT.)**

- **Fine Grain Opportunity**  
The site is located along Old South Head Rd , with main bus routes connecting north and the south of the peninsula. Allow for nearby residents access to the proposed site from both sides. The site become a 'gate-away' when approaching the south.
- **Existing Landscape**  
The existing landscape and greenery along Albemarle Ave allows the site to blend in to its surrounding urban fabric - enhancing the interface of the subject site to the surrounding context, than would otherwise be unable to be achieved if the service station was redeveloped in isolation.
- **Surrounding Retail and Hospitality Services**  
The site is located within a mixed of residential and existing retail strip with an opportunity to add greater convenience and become a local commercial hub for the neighbourhood.



**ADJACENT SITES & BUILT FORM**

The site on the corner of Old South Head Road and Albemarle Avenue.

- 1- North: Three-storey shop-top housing, and generally two-storey retail/commercial properties further to the north.
- 2 - East: Three-storey walk-up residential flat buildings and a two-storey commercial building.
- 3 - West: Single-storey dwelling houses on Albemarle Street, part of a low-density residential area.
- 4 - South: Single-storey retail property (Gaslight Pharmacy) on the opposite corner, and the single-storey dwelling houses on Albemarle Street.

**LEGEND**

-  Subject Site
-  Retails/ Commercial  
Rose Bay South centre



V1 - 503 Old South Head Road



V2 - NE corner of Old South Head Road and Albemarle Avenue



V3 - NE Old South Head Road 2 - 3 storey shop top housing and commercial



V4 - SE Old South Head Road and Albemarle Avenue



V5 - Rose Bay South centre shops character



V6 - Albemarle Avenue Low rise Residential s

**MIXED-USE DEVELOPMENTS ALONG OLD SOUTH HEAD ROAD**

Based on site research, the current and future development of the Old South Head road will be a significant components of this Urban Design Study. The appropriate development of the subject site and the Woolworths supermarket on the Old South Head Road can have a significant impact on the rejuvenation of the area.

This Urban Design Study proposes establishing an appropriate design strategy that integrates and harmonizes with the existing local context whilst adding a new retail experience to the area as the 'gateway' site to Rose Bay South Center.

The images to the right provide a brief overview of the existing character and scale of the current mixed-use development along Old South Head road.

In conclusion, most of these current corner-site developments exploit the expression of horizontal elements to harmonize into the surrounding context. Additionally, corner expressions are highlighted by applying curved corners and a predominate awning feature.



1 | 538-544 Old South Head Rd, Rose Bay



2 | 520 Old South Head Rd, Rose Bay



3 | 554 Old South Head Rd, Rose Bay



4 | 694 Old South Head Rd, Rose Bay North



5 | 698-704 Old South Head Rd, Rose Bay

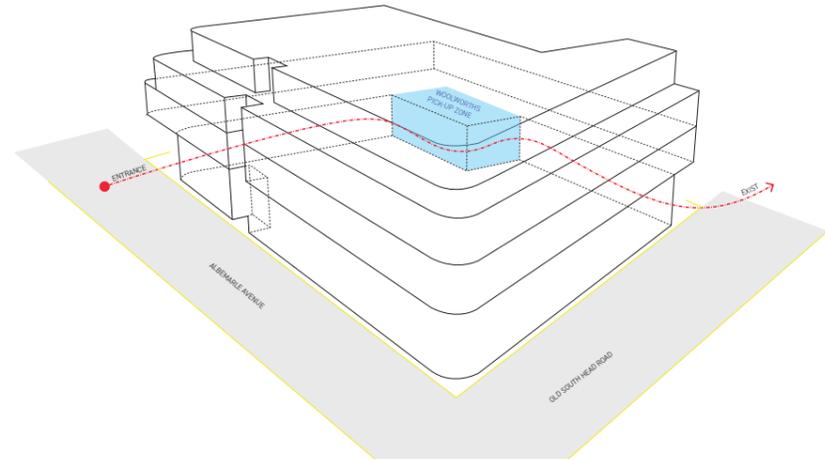


6 | 777 Old South Head Rd, Vaucluse

# 03. DESIGN PROGRESSION

**DESIGN PROGRESSION**

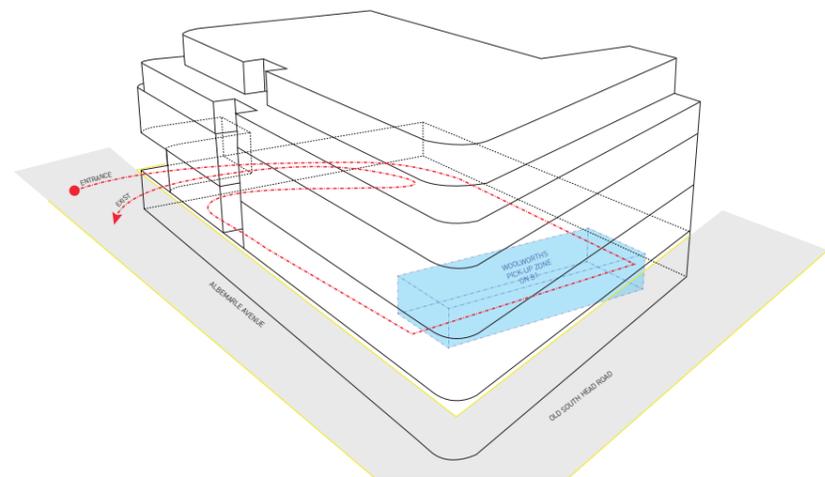
**: COMPARISON TO PRE-PP SCHEME (2021) & ORIGINAL PP SCHEME (2022)**



■ PrePP Scheme (2021) Woolworths Pick-Up Zone Circulation



■ PrePP Scheme (2021) Design Scheme Horizontal Elements



■ PP Scheme (2022) Woolworths Pick-Up Zone Circulation



■ PP Scheme (2022) Design with Street Activation

**LEGEND**  
- - - - - Facade Articulation  
- - - - - Retail Activation

**1. HORIZONTAL / VERTICAL ELEMENT**

-The previous scheme incorporated vital horizontal elements continuous with nearby buildings.

- The new design scheme maintains the previous horizontal plane while significantly improving the horizontal alignment of the parapet and reducing the height of the overall building compared to the previous proposal. It also incorporates vertical breaks and arcs to elevate the overall facade aesthetic and allow the design to blend into the neighbourhood and become more inviting to the public.

**2. STREET ACTIVATION**

- Previous scheme closed off the Old South Head Rd frontage to the general public and had a minimal street connection with the building.

- The new design opens out to the public while integrating with retail, allowing both visual and physical interaction with the locals from street level. Create an opportunity for a local hub for the neighbourhood.

- The new circulation scheme removes the previously proposed pick-up zone egress toward Old South Head Rd and moves the zone down to Basement  
 - This decision erases the conflict between pedestrian and vehicle movement that existed during the service station operation.



■ PrePP Scheme (2021) Design



■ PP Scheme (2022) Design

**LEGEND**

- - - - Public Domain
- - - - Facade Planting

**3. PUBLIC DOMAIN**

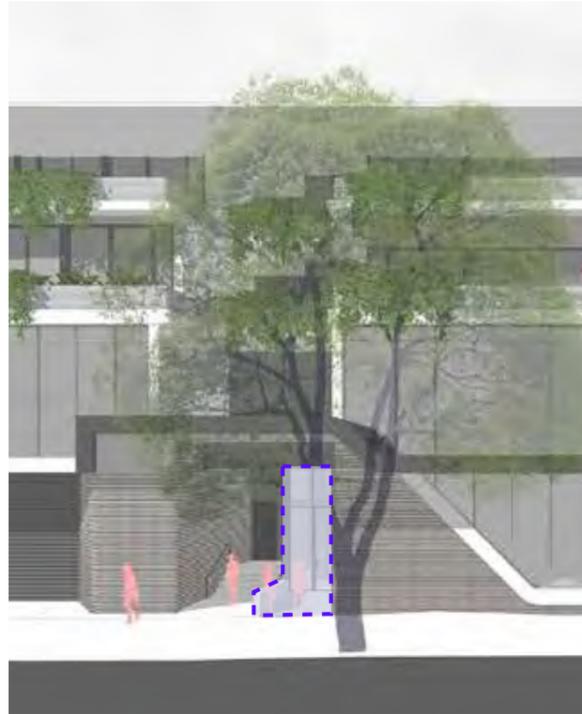
- Previous scheme utilized a solid modern approach, with little to no regard for the public domain.

-The new design scheme possesses integrated public interest along Albemarle Ave via a designated e-bike charging station with sitting benches incorporating the proposed landscape. This activates the public domain, creates a much friendlier site approach and opportunities to integrate local public art.

**4. FACADE PLANTING ARTICULATION**

- The previous scheme included some planters in the residential levels, posing as a privacy buffer at the street level.

- The new facade landscape articulates the planter boxes throughout the residential level to maintain its privacy buffer at street level, with the location fully merging with the new facade vertical elements. Allow for more planting opportunities and add to the existing greenery character on Albemarle Ave.



■ PrePP Scheme (2021) - Residential Entrance

■ PrePP Scheme (2021) - Corner Activation



■ PP Scheme (2022) Design - Residential Entrance

■ PP Scheme (2022) Design - Corner Activation

**5. RESIDENTIAL ENTRANCE**

- Previous scheme utilized a smaller residential entrance, which was hidden underneath the continuous horizontal awning.
- The new scheme opens up and features its own glass awning which brings in more light, allowing this area to be more welcoming and improve the street activation.

**6. CORNER ACTIVATION**

- The entrance to Woolworths on the previous design was shortened by the above awning and the horizontal elements. The decision to raise the level to the entry created a barrier between the shop and the pedestrian access from street level.

The new scheme elongates the supermarket entrance and lowers the previous design level to create permeable and barrier-free pedestrian flow. Whilst allowing for better visual connection and direct access from both Old South Head Rd and Albemarle Ave.

**KEY SUMMARY OF CHANGES (2023)**

The following changes have been made to the building design to comply with height regulations and reduce visual impact:

- Elimination of lift and stair access to the roof level to ensure the building height is within the 14.5m height plane.
- Relocation of all rooftop plant and equipment areas to the ground floor to reduce the building height.
- Removal of three proposed units on Level 3 to increase the setback from the northern boundary and align with the neighboring building.
- Increased balcony setbacks on Levels 2 and 3 to minimize overhang along Old South Head Road and the intersection of Albemarle Avenue.
- Reduction in the size of the awning on the top floor to minimize the visual bulk and scale of the upper level.



Original PP Scheme (2022)



Proposed Amended PP Scheme (2023)

**STREET VIEW FROM CORNER OLD SOUTH HEAD ROAD & ALBEMARLE AVENUE**

STREET VIEW FROM ALBEMARLE AVENUE

ALBEMARLE AVENUE FRONTAGE



Original PP Scheme (2022)

Original PP Scheme (2022)



Proposed Amended PP Scheme (2023)

Proposed Amended PP Scheme (2023)

OLD SOUTH HEAD ROAD FRONTAGE

STREET VIEW FROM ALBEMARLE AVENUE



Original PP Scheme (2022)

Original PP Scheme (2022)



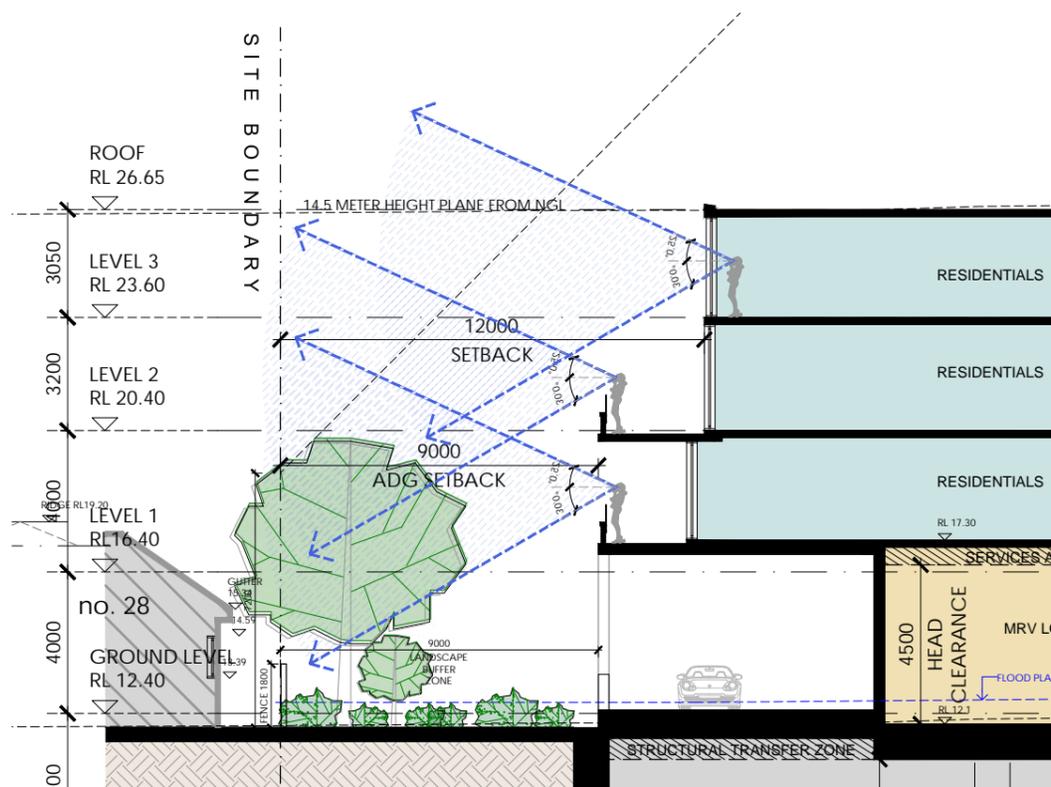
Proposed Amended PP Scheme (2023)

Proposed Amended PP Scheme (2023)

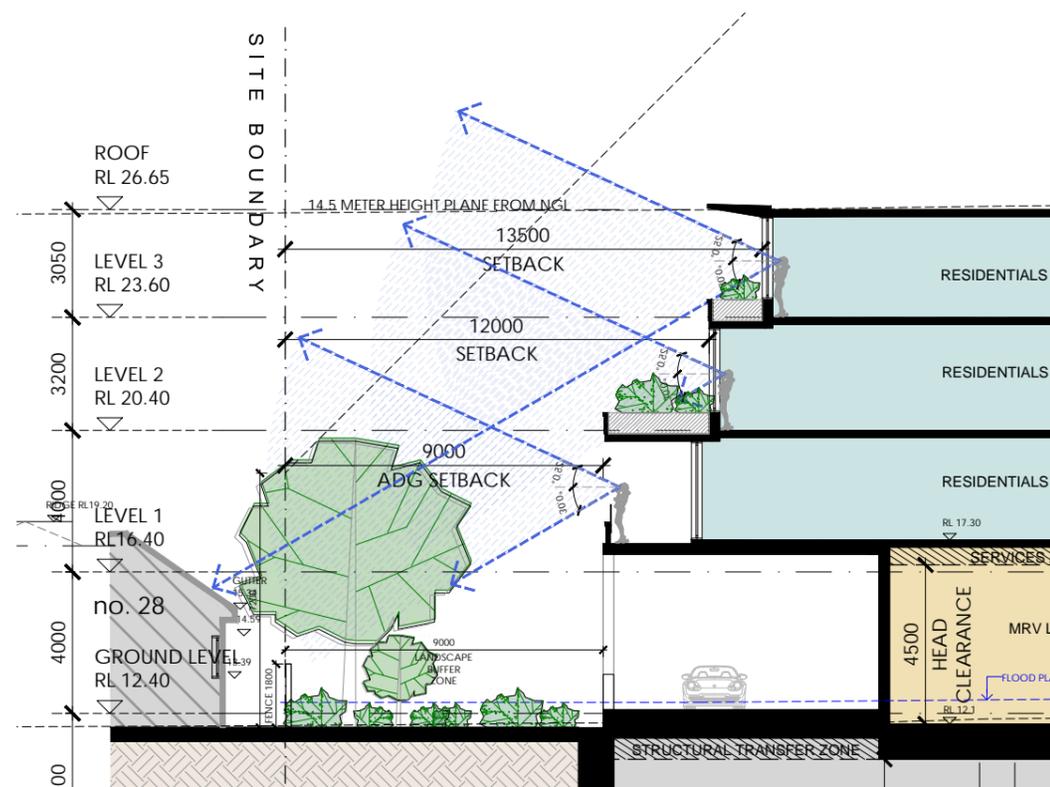
**KEY SUMMARY OF CHANGES (JULY 2023)**

The following changes have been made to the building design to reduce visual impact to low rise residential area:

- An additional landscape buffer has been added to Level 2 of the western elevation, increasing the setback to the glazing line to 12 meters.
- An additional landscape buffer has been included on Level 3 of the western elevation, resulting in an increased setback to the glazing line at 13.5 meters.



Amended PP Scheme (APRIL 2023)  
Sightline Diagram

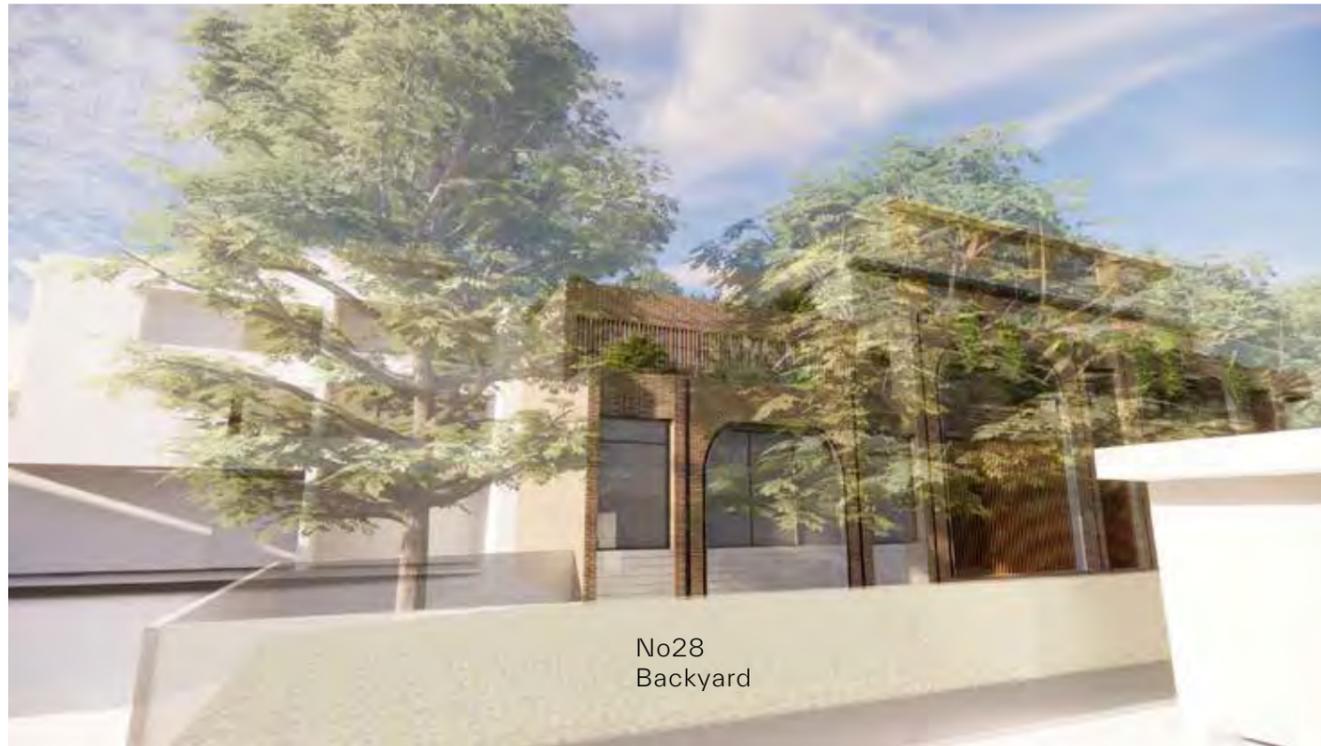


Proposed Increased Western Landscape Buffer (JULY 2023)  
Sightline Diagram



Amended PP Scheme (APRIL 2023)

Proposed Increased Western Landscape Buffer (JULY 2023)



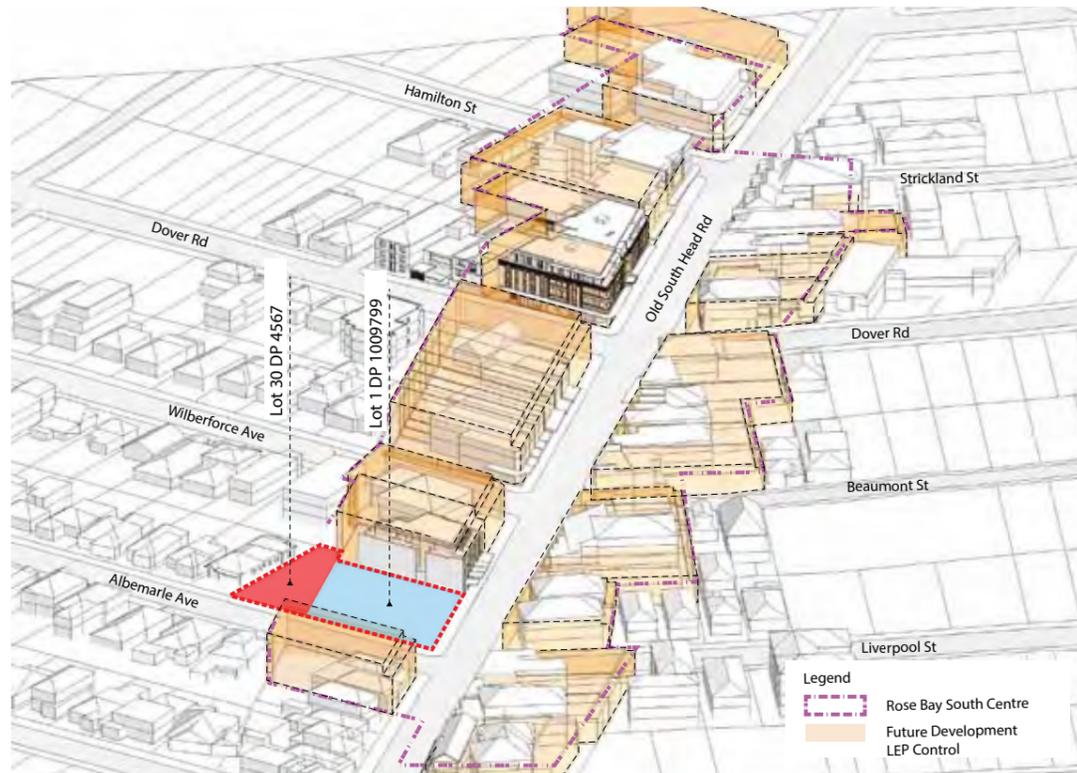
Amended PP Scheme (APRIL 2023)

Proposed Increased Western Landscape Buffer (JULY 2023)

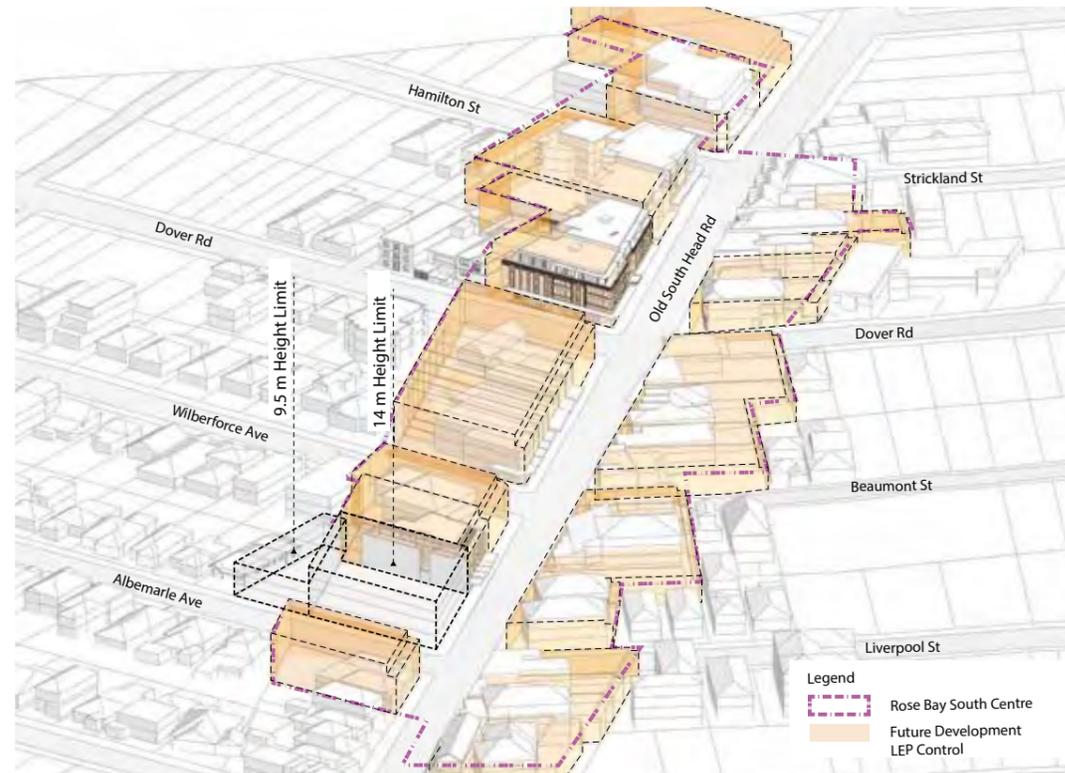
# 04. DESIGN PRINCIPLES

**DESIGN STRATEGIES**

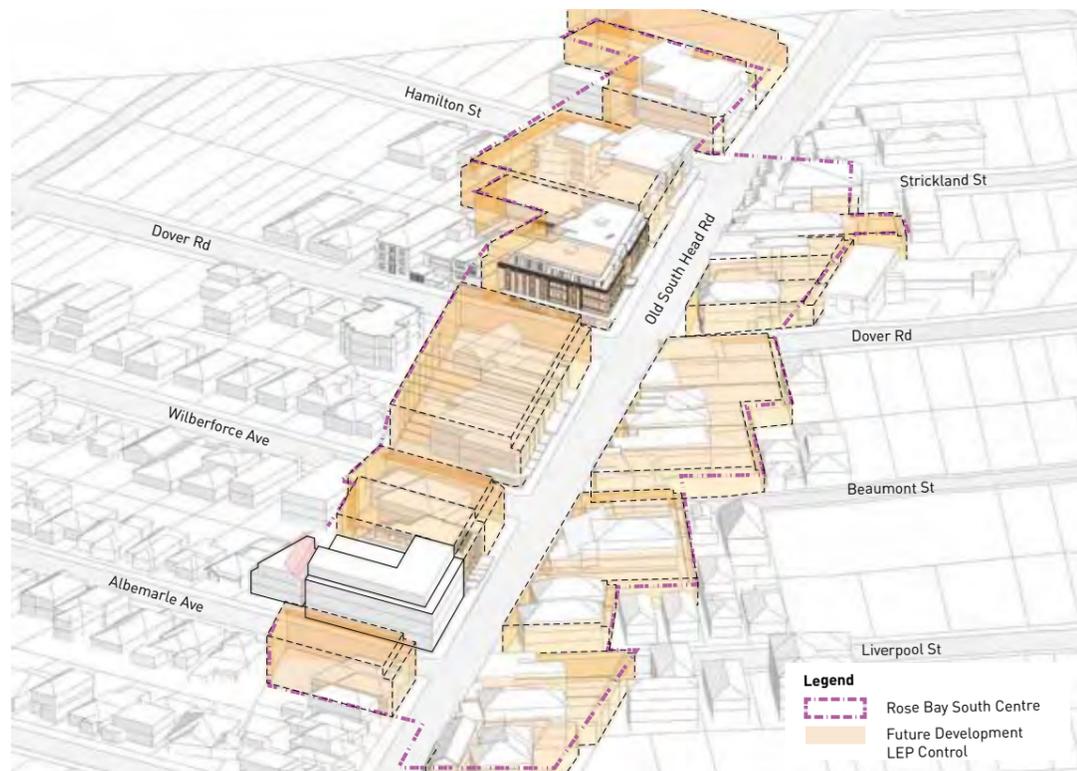
**: DCP ENVELOPE**



■ Applicable Allotment



■ LEP Height Limit



■ DCP Setbacks, Wall height and Inclined Plane



■ DCP Program

**1. EXISTING SITE CONDITION**

- Low Density Residential 9.5m Height Control along Albemarle Avenue
- Mixed Use Commercial 14.5m Height Control on the corner of Old South Head Road and Albemarle Avenue

**2. DCP SETBACK**

- Low Density Residential Area
  - + Front Setback of 6 m - refer DCP Section B 3.2.2
  - + Side Setback of 2.5m- refer DCP Section B 3.2.3
  - + Rear Setback of 13.2m - refer DCP Section B 3.2.4
  - + Wall height (max) of 7.2m max wall height , & 45 degree plane - refer DCP Section B 3.2.5

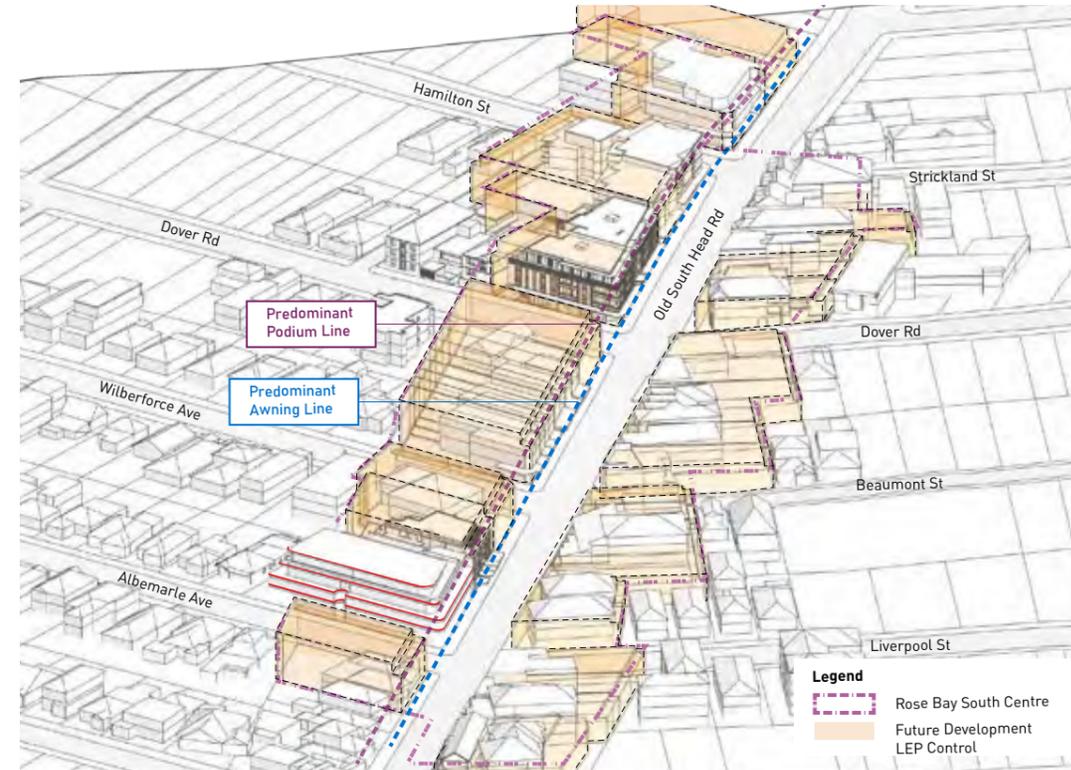
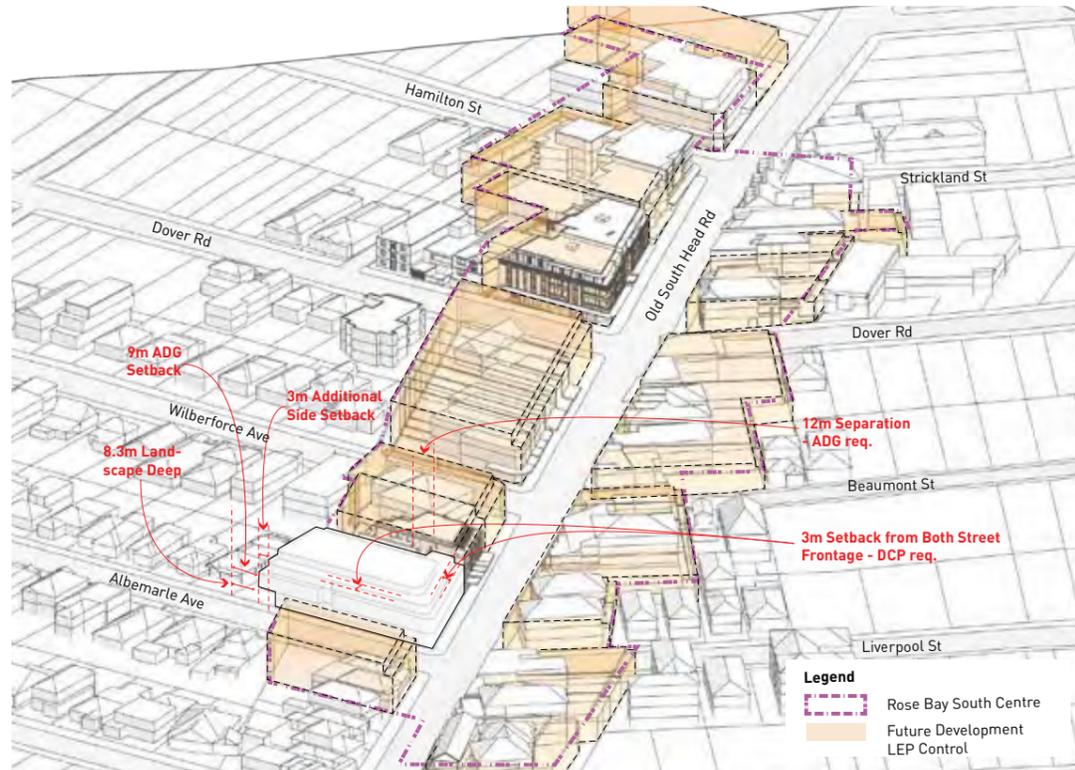
- Mixed Use Commercial Area
  - + Three storeys street wall and parapet line to street alignment, with a continuous and consistent parapet line above - refer DCP Section D 2.4.3
  - + 3m setback on the fourth level from street boundary - refer DCP Section D 2.4.3
  - + Generally 12m building depth above ground - refer DCP Section D 2.4.3

**3. DCP PROGRAM**

- 4 storey shop top housing
- 2 storey podium

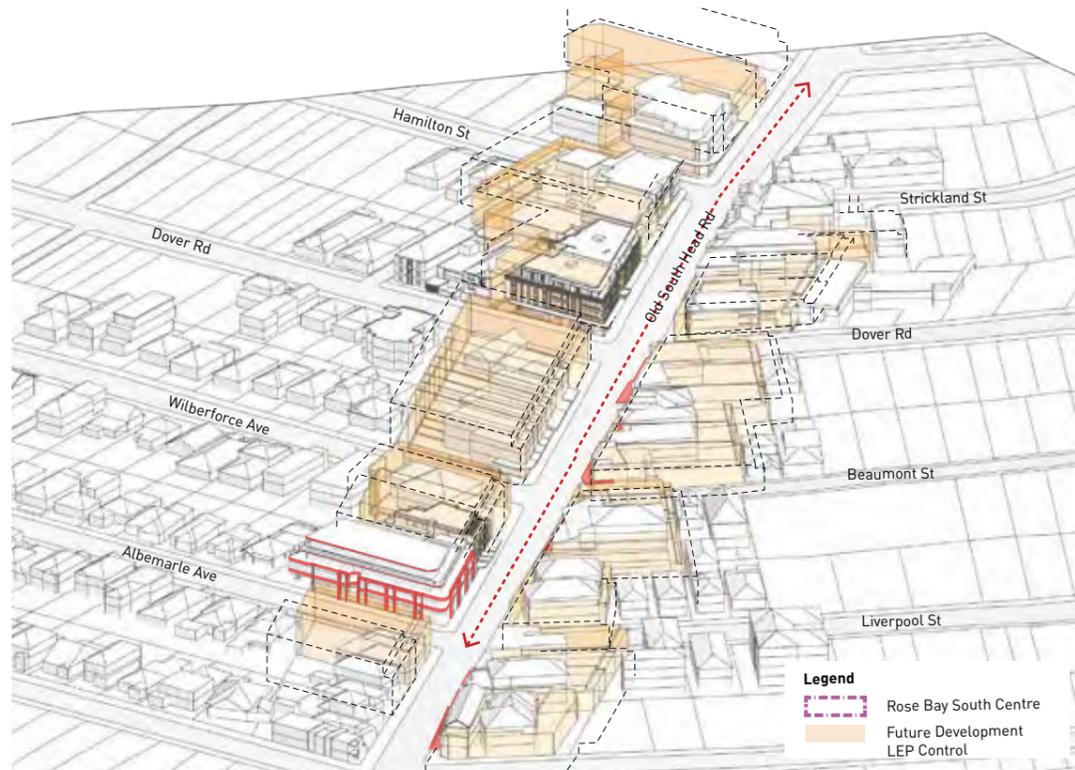
**DESIGN STRATEGIES**

**: DESIGN RESPONSE**



Proposed Massing

Horizontal Elements



Facade Articulation

Proposed Continuous Street Awning

**DESIGN STRATEGIES**

**1. PROPOSED MASSING**

- Buildings built to the Old South Head Road Street alignment, with the proposed built form of four storey mixed use development containing residential above ground floor retailing in accordance with DCP objectives.
- Additional 9 meters landscape buffer setback provided at the side boundary on Albemarle Avenue to low density area.
- A total of 9 meters side setback on Albemarle Avenue from proposed massing on commercials levels and increased to 12m setback on the residential levels.

- Street wall and parapet line are provided with three stories built to the street alignment on both Old South Head Road and Albemarle Avenue Street frontage.

- Additional 3 meters setback at the fourth level from both street frontage.

**2. ARTICULATION**

- Additional building articulation provided on third storey to align predominant street wall and parapet line in consistence to adjoining properties.

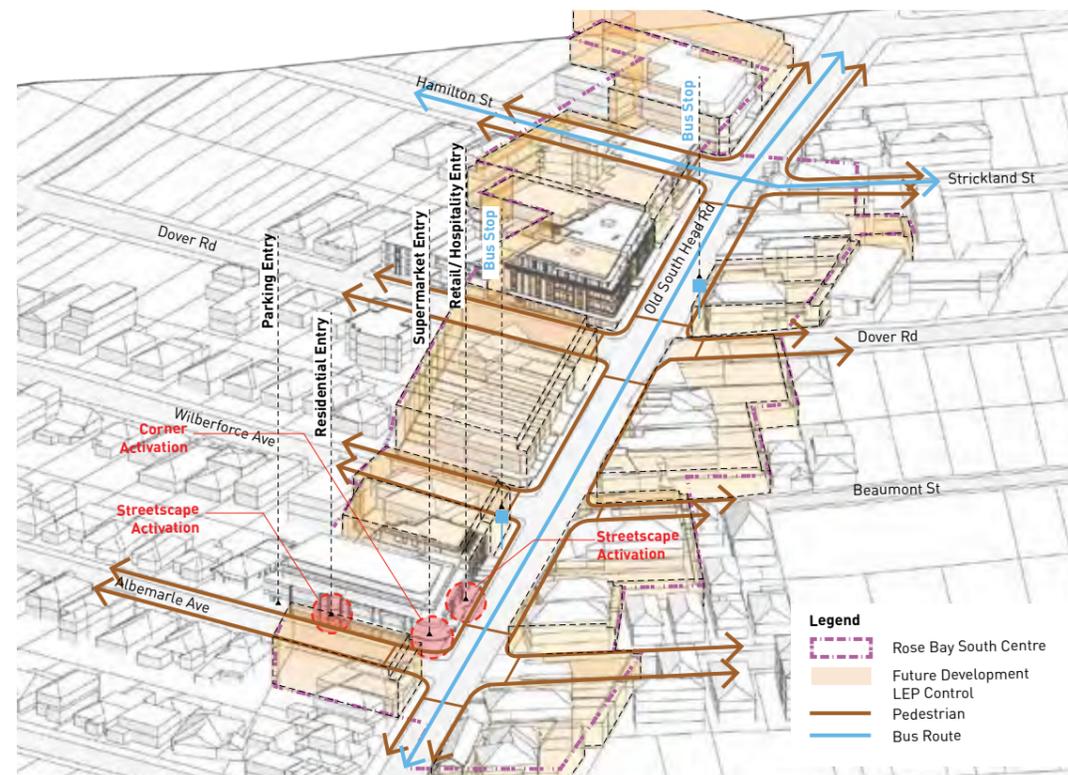
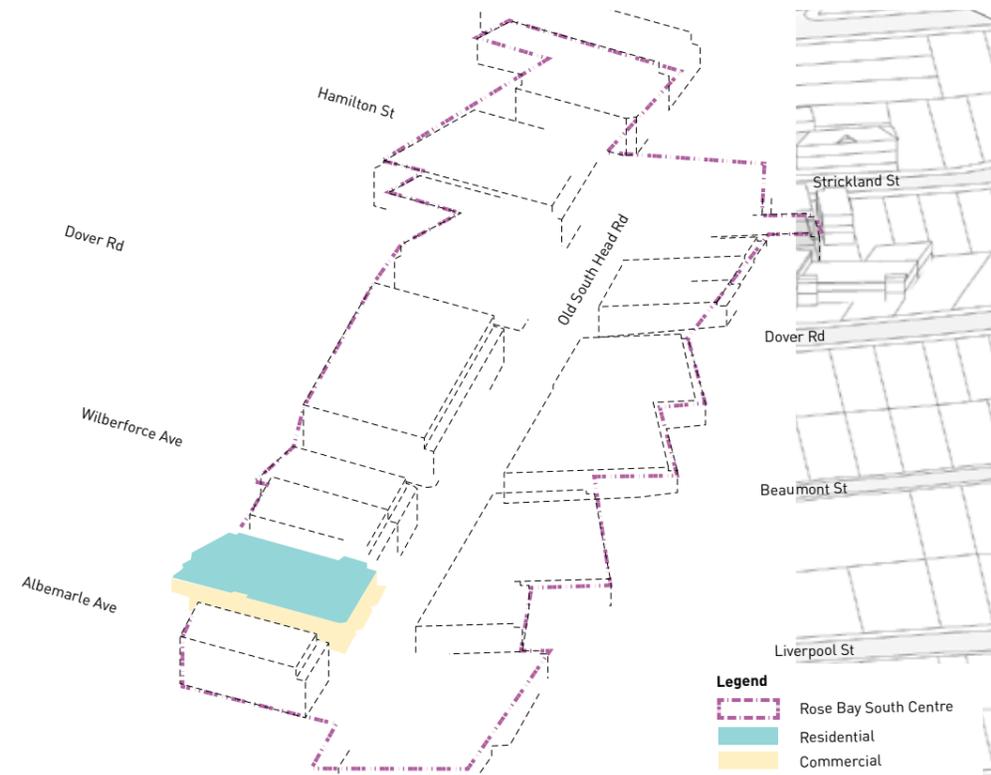
- Vertical elements and arc openings incorporate with the horizontal plane, creating a rhythm to elevate the facade scheme.

**3. AWNING**

- The proposed waviness design on awning creates an express corner exposure and street activation.

**DESIGN STRATEGIES**

**: DESIGN RESPONSE**



**4. PROPOSED PROGRAMS**

- Proposed 2 levels of Commercial (GF & L1) and 2.5 levels of Residential levels (L2 & L3).

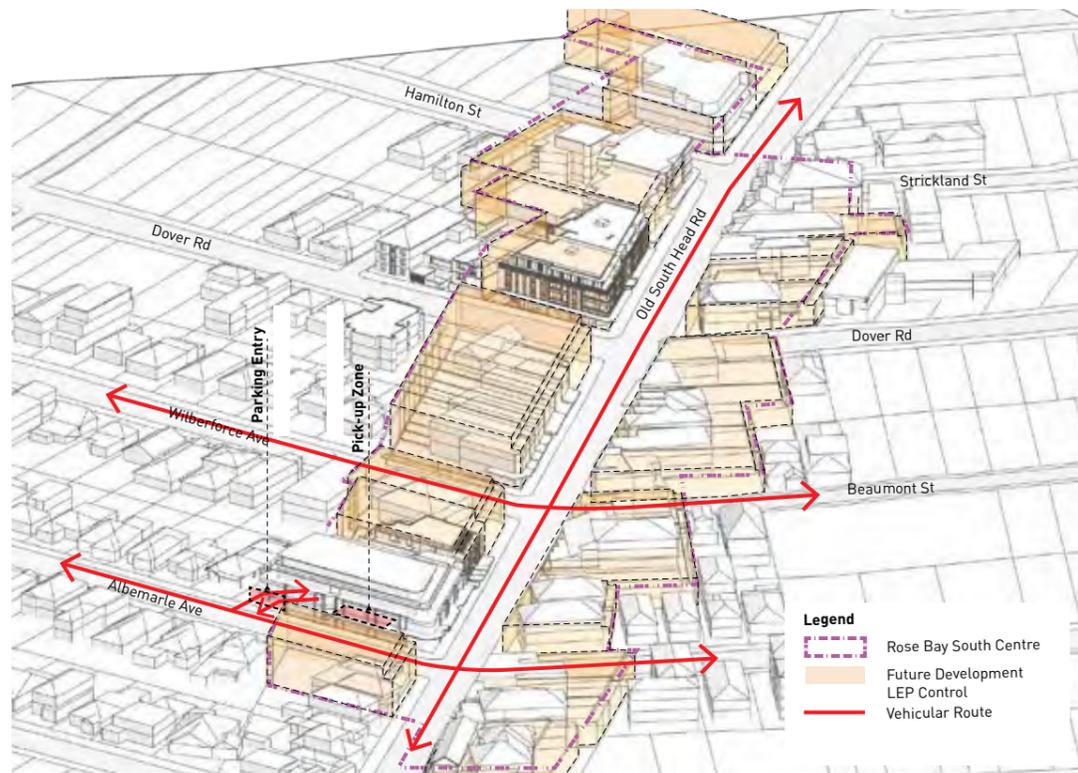
**5. ACCESSIBILITY & CORNER ACTIVATION**

- Corner activation and expression with Supermarket entrance.
- Street scape activation with Residential entrance via Albemarle Avenue.
- Building articulation provided to express residential entrances and vertical greenery.

**6. DEEP SOIL & GREENERY**

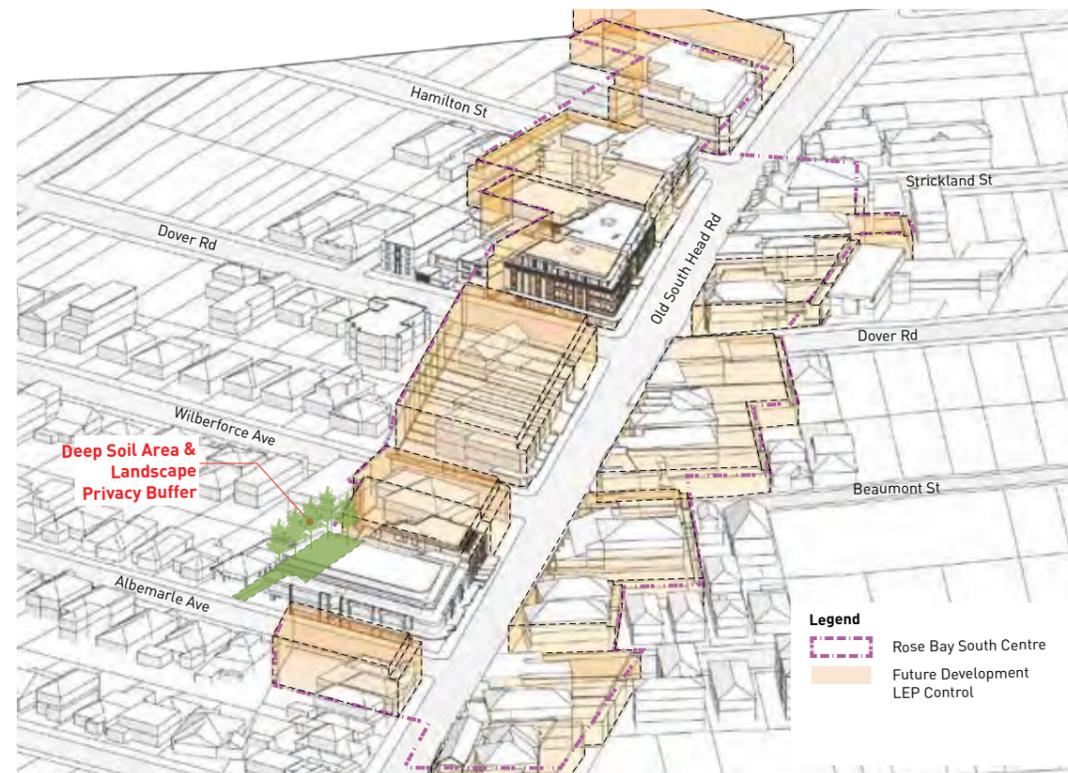
- Deep soil on the side boundary creates landscape buffer to low density residential area creating visual and acoustic buffer effect.

Proposed Program



Accessibility - Vehicle Access

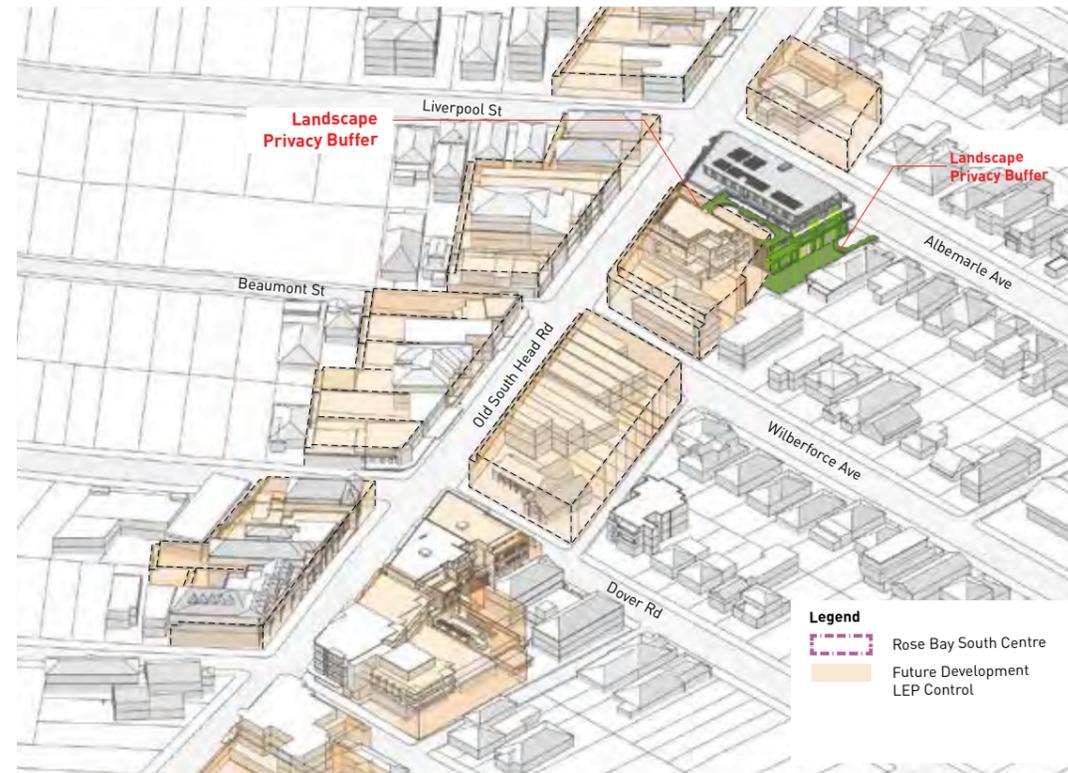
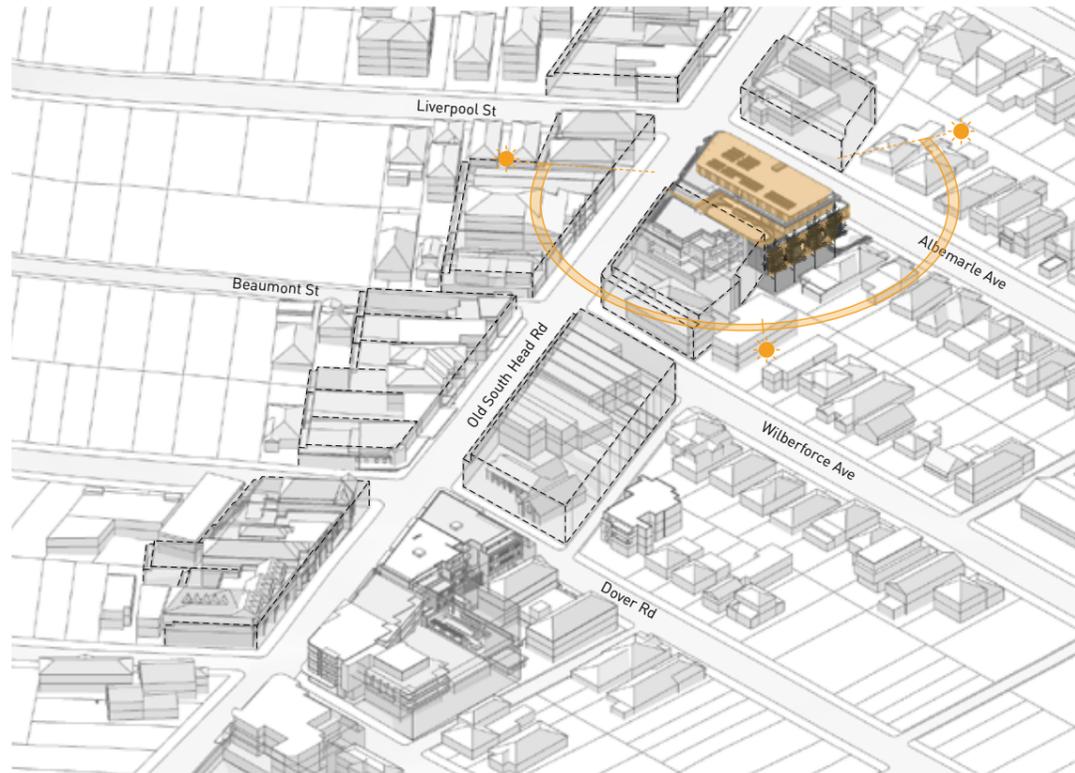
Accessibility | Pedestrian



Deep Soil and Greenery

**DESIGN STRATEGIES**

**: DESIGN RESPONSE**



**7. SOLAR ACCESS**

- With North facing aspect at the rear of the subject site, provides opportunities to maximize solar access to residential units and communal open space above 2 stories.

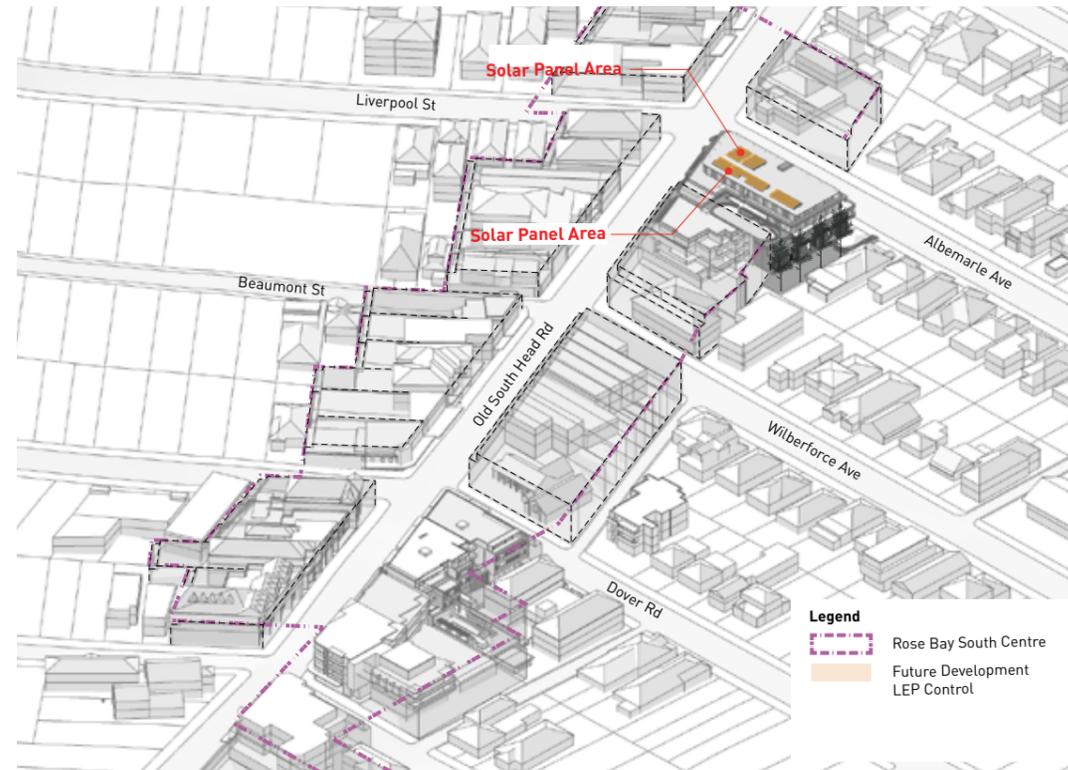
**8. LANDSCAPE**

- Landscaping and landscape privacy buffer provided where possible.

- Landscaping along Albemarle Ave facade frontage blends in with the existing greenery street character.

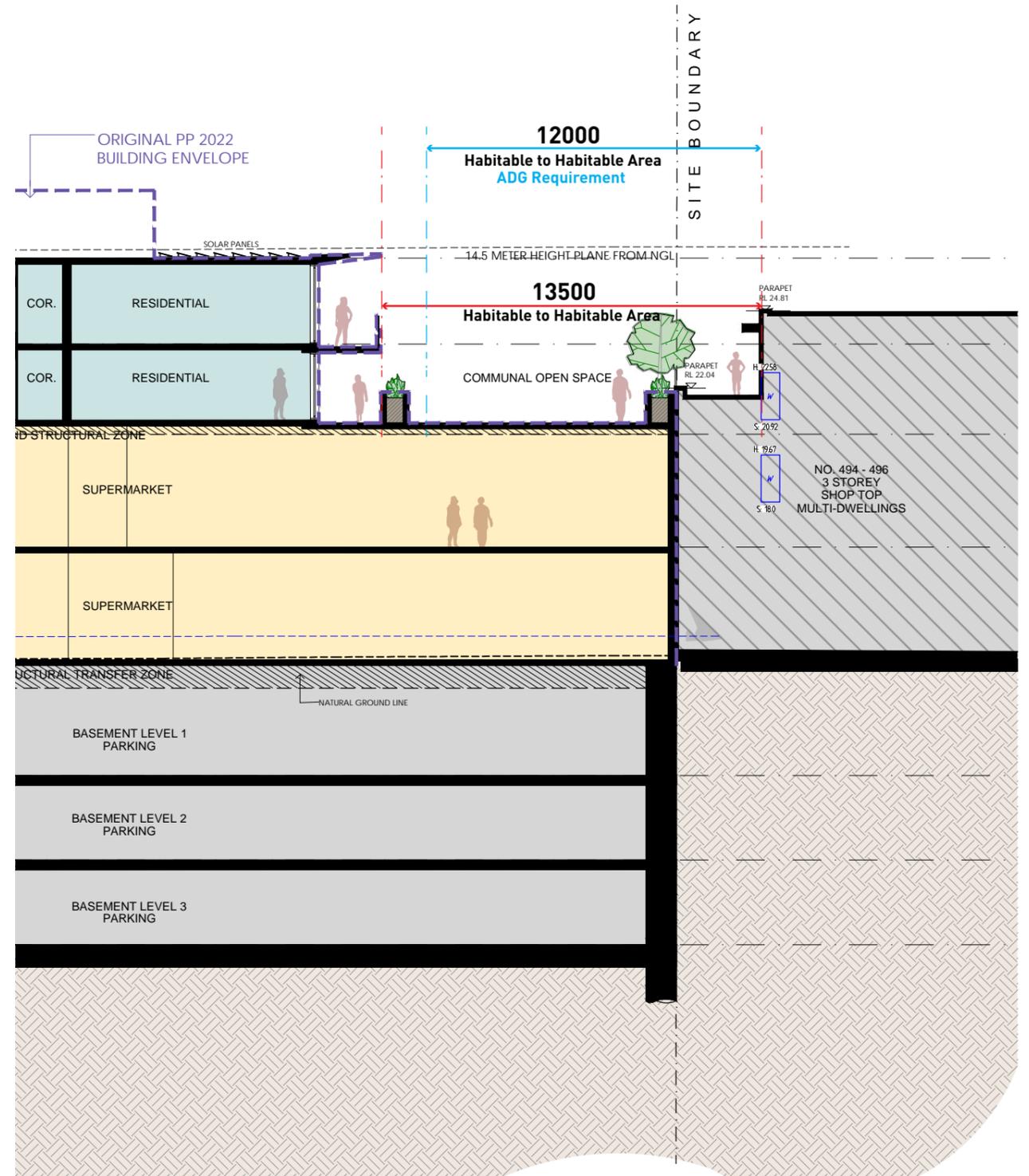
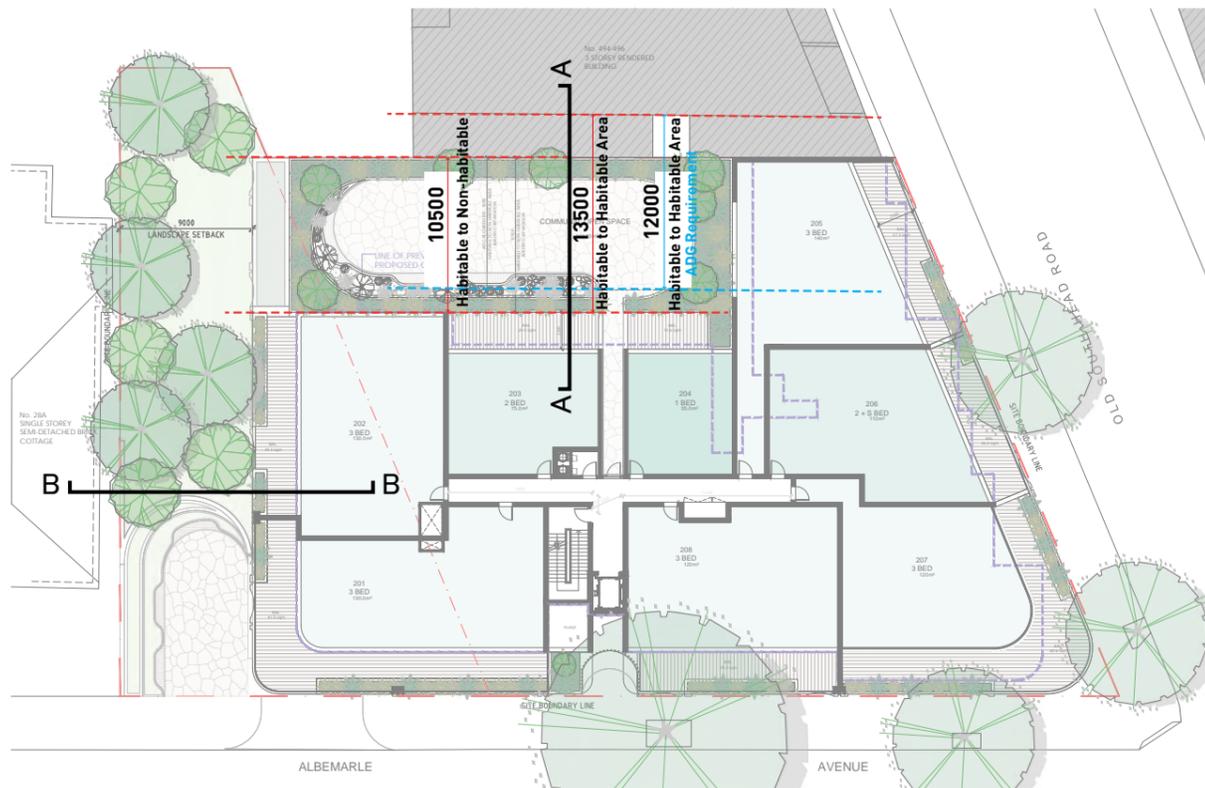
■ Solar Access

■ Landscape Privacy Buffer and Deep Soil Zone



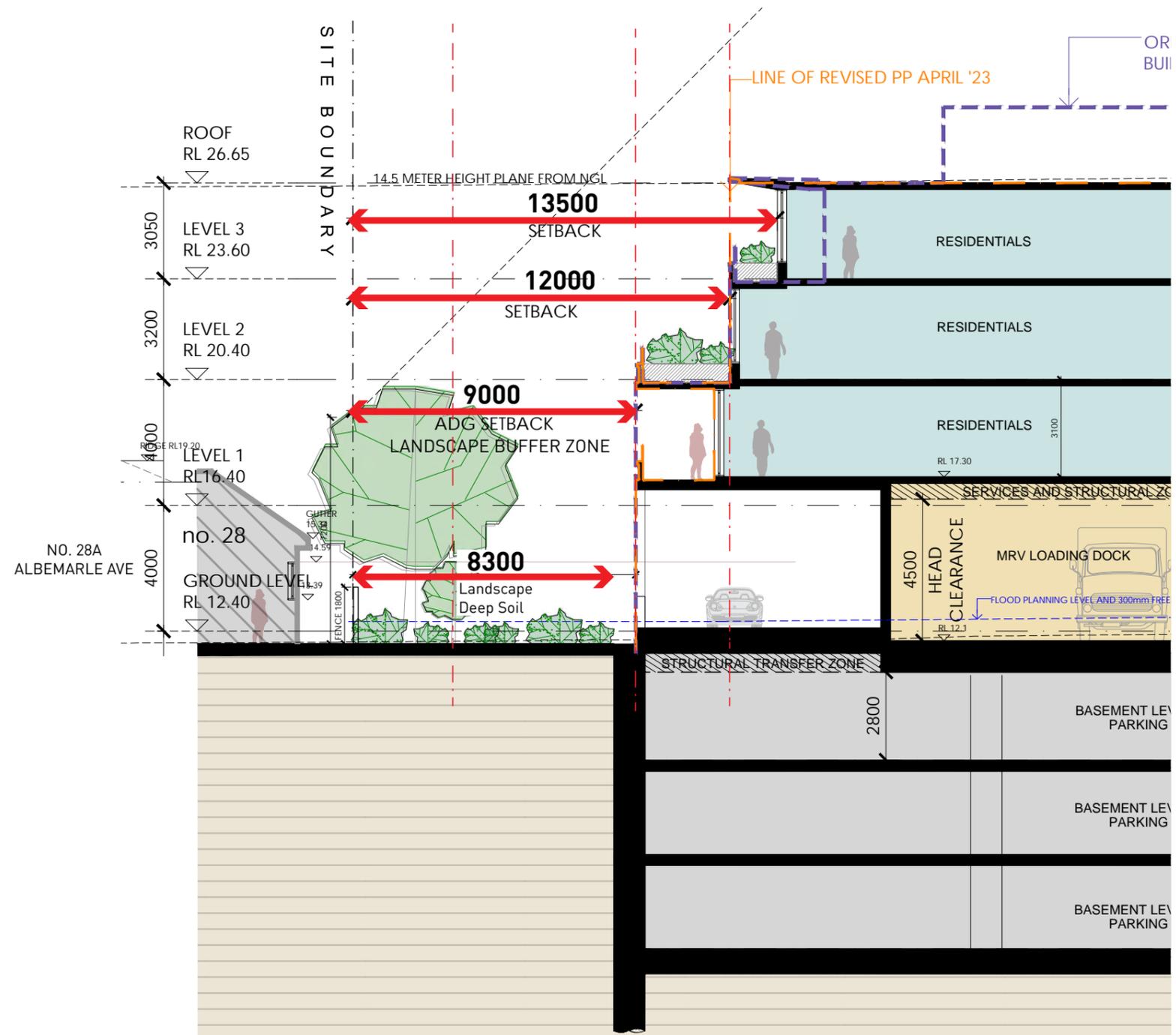
■ Facade Planting Opportunity

■ Spatial Roof Plant Zone



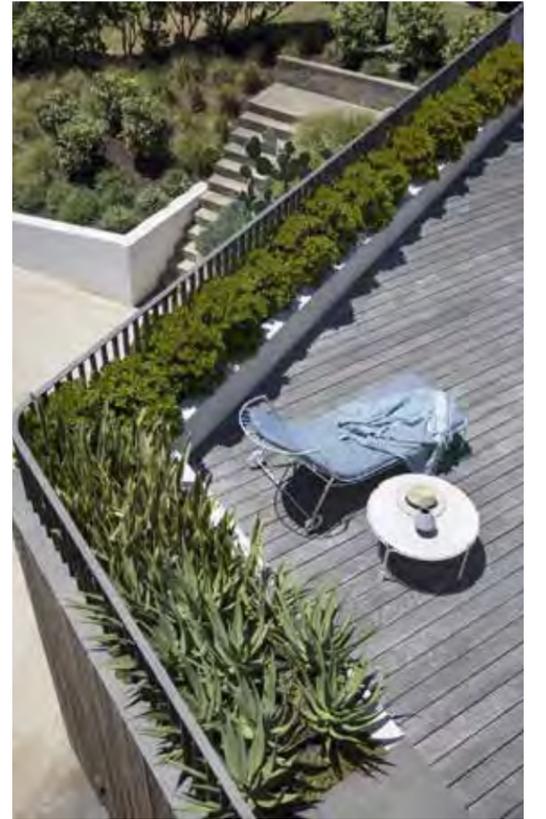
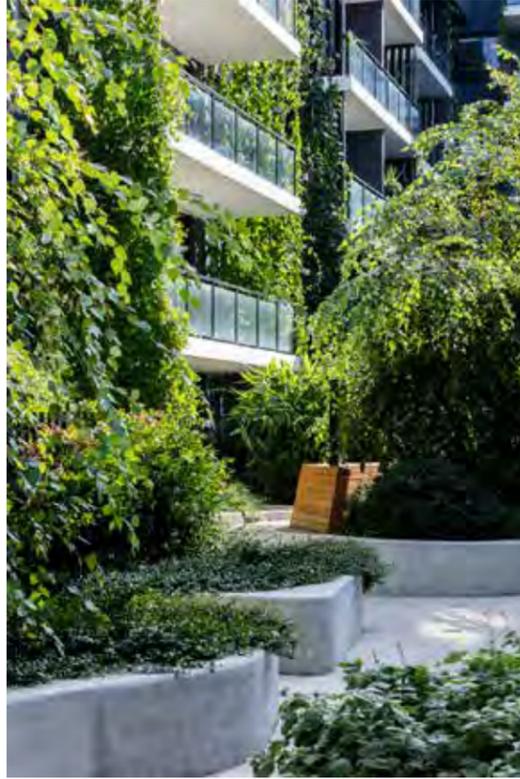
■ Level 2

■ Section A



■ Section B - Deep Soil Area in Side Setback





**DESIGN PRINCIPLES**

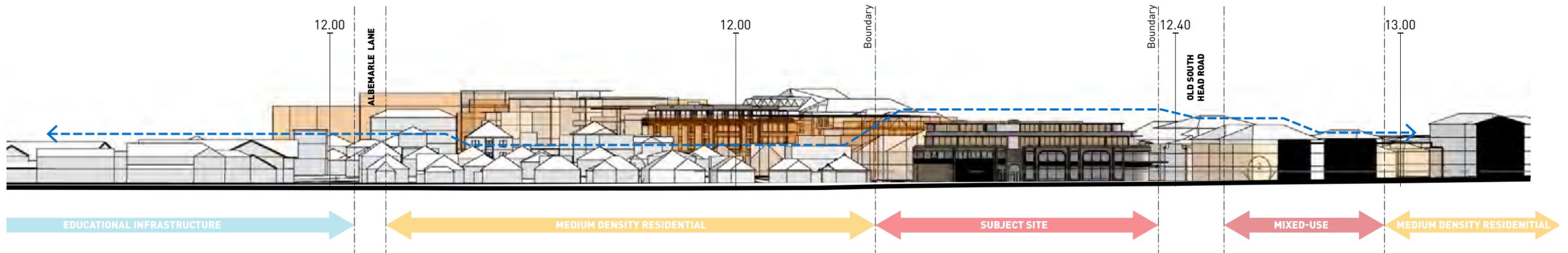
**STREETSCAPE ANALYSIS TO SURROUNDINGS**

The following indicative sections showcase the proposed building heights and their potential impact on the Old South Head road frontages. The proposed street wall scale maintains a suitable proportion for the public realm and creates a balanced visual impact.

Moreover, the alignment of the awnings and parapets enhances the urban character of the Rose Bay South Centre. These design elements contribute to the overall aesthetic appeal of the area and reflect a thoughtful approach to urban planning.

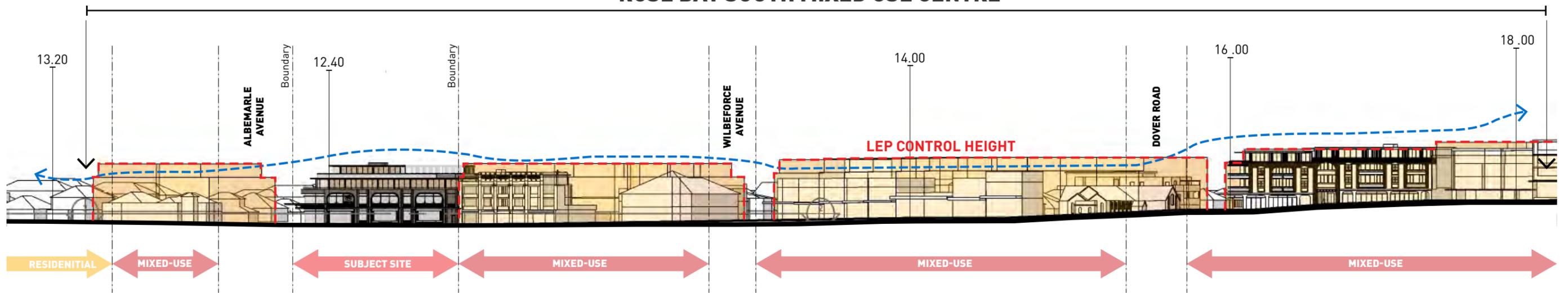


**AERIAL MAP:**  
Image courtesy; Mecone



■ **SECTION 01:** Section through Albemarle Avenue, showing the streetscape

**ROSE BAY SOUTH MIXED USE CENTRE**



■ **SECTION 02:** Section through Old South Head Road, showing the streetscape







**ARTIST IMPRESSION:** Street View from Corner Albemarle avenue & Old South Head road



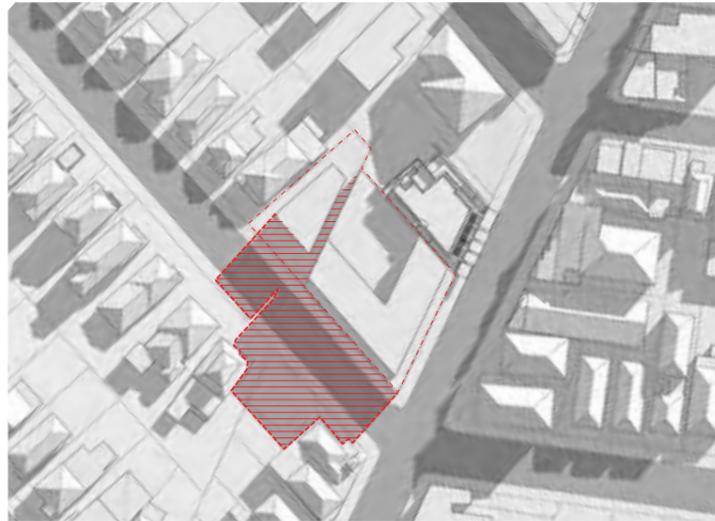
**ARTIST IMPRESSION:** Street View from Albemarle



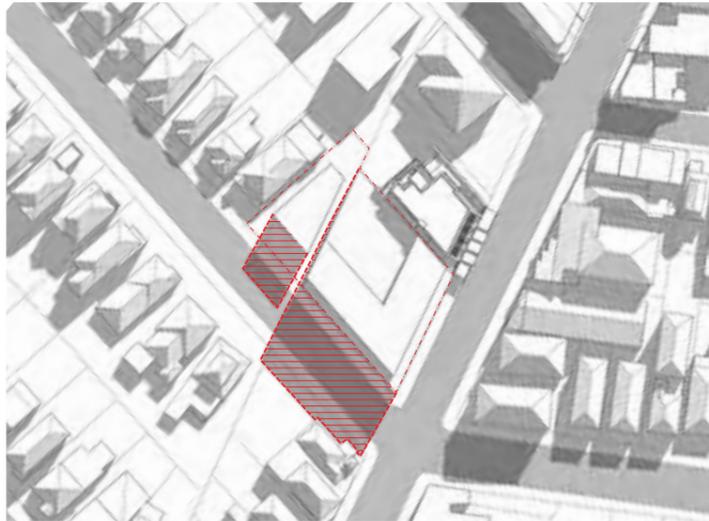
**ARTIST IMPRESSION:** Streetscape Activation - retail frontage



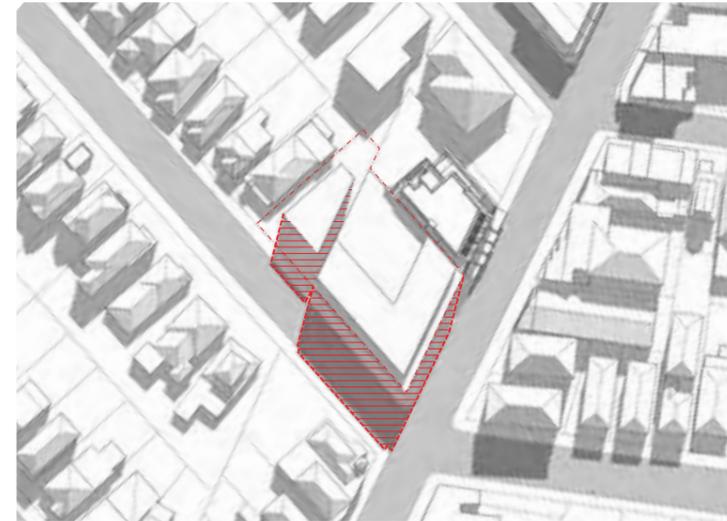
**ARTIST IMPRESSION:** Retail / Hospitality Interaction



■ 21th June | 9 am



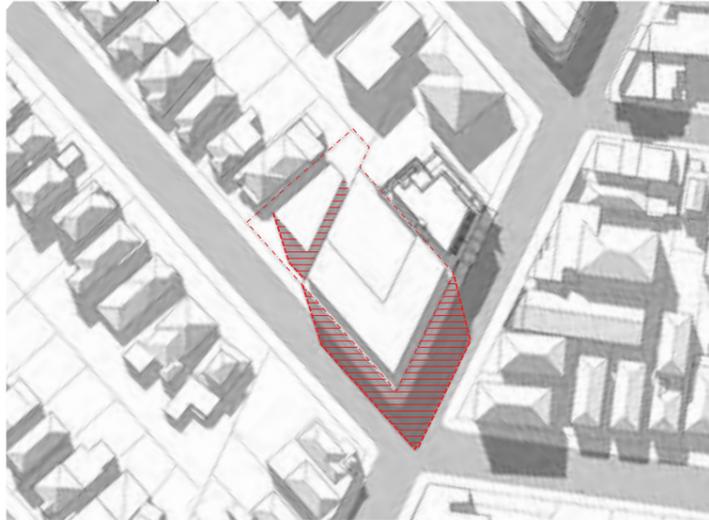
■ 21th June | 10 am



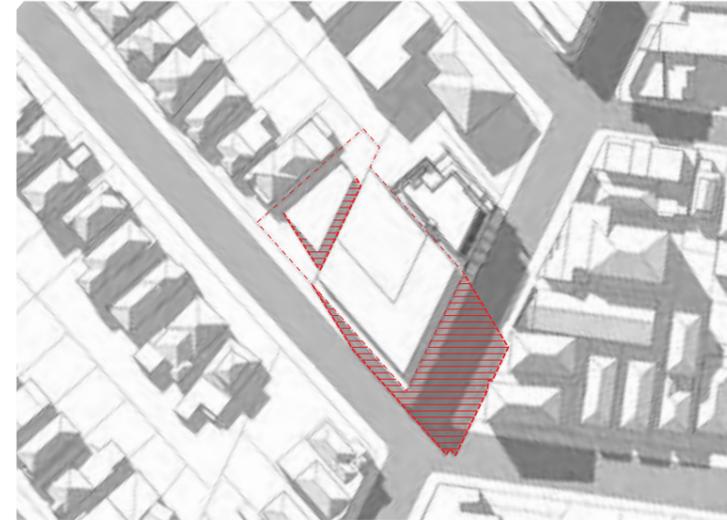
■ 21th June | 11 am



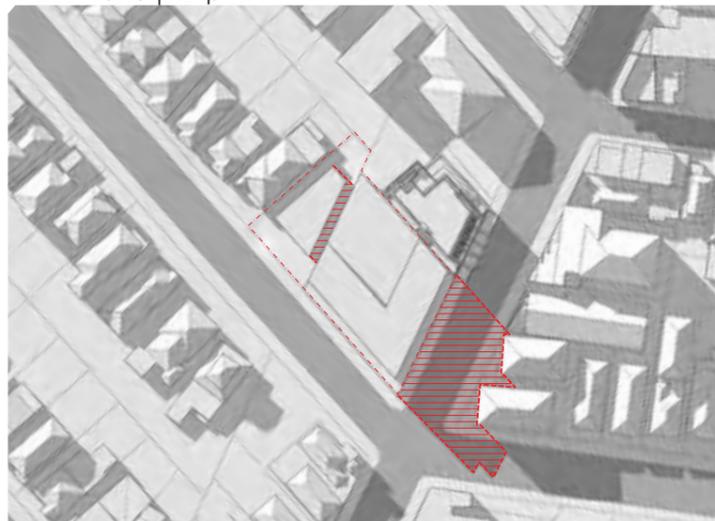
■ 21th June | 12 pm



■ 21th June | 1 pm



■ 21th June | 2 pm



■ 21th June | 3 pm

■ **LEGEND:**

----- DCP Envelope Shadow



■ 21th June | 9 am



■ 21th June | 10 am



■ 21th June | 11 am



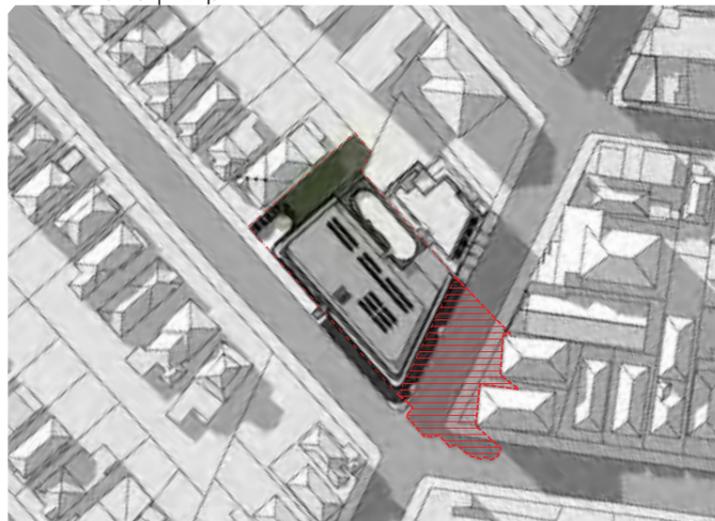
■ 21th June | 12 pm



■ 21th June | 1 pm



■ 21th June | 2 pm



■ 21th June | 3 pm

■ **LEGEND:**

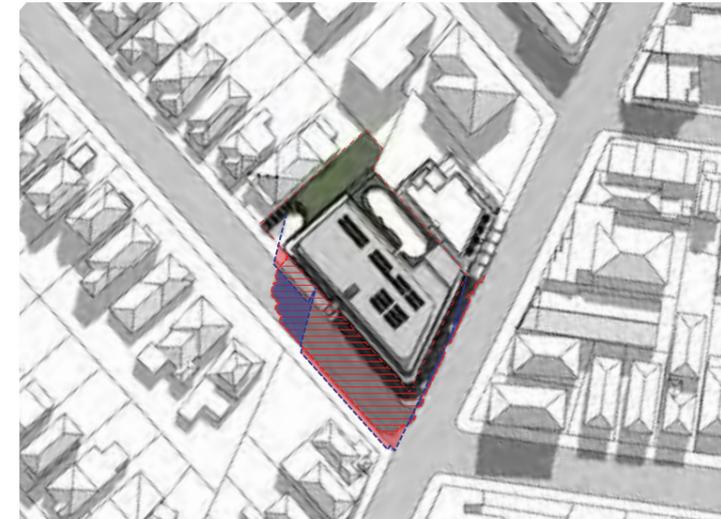
----- Proposed Envelope Shadow



■ 21th June | 9 am



■ 21th June | 10 am



■ 21th June | 11 am



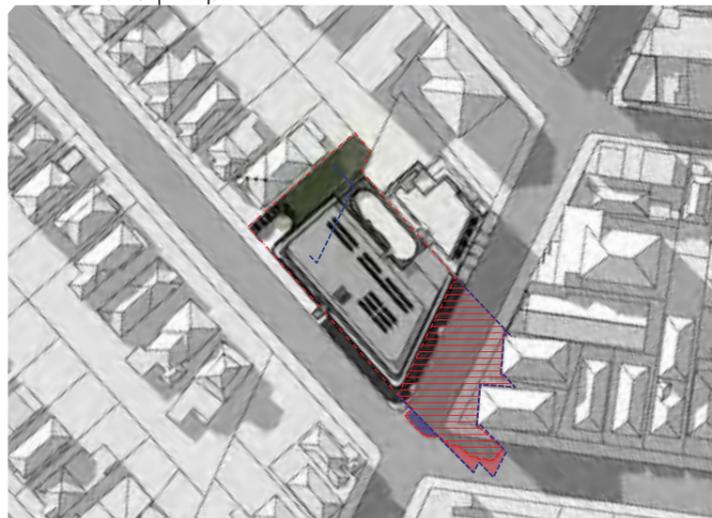
■ 21th June | 12 pm



■ 21th June | 1 pm



■ 21th June | 2 pm



■ 21th June | 3 pm

■ **LEGEND:**

- DCP Envelope Shadow
- Proposed Envelope Shadow
- Additional Shadow cast from Proposed Development compared to DCP envelope
- Reduced Shadow cast from Proposed Development compared to DCP envelope

# 05. AMENDED ARCHITECTURAL CONCEPTS



STREET VIEW FROM CORNER OLD SOUTH HEAD ROAD & ALBEMARLE AVENUE



STREET VIEW FROM ALBEMARLE AVENUE



STREET VIEW FROM ALBEMARLE AVENUE



ALBEMARLE AVENUE FRONTAGE



STREET VIEW FROM ALBEMARLE AVENUE



STREET VIEW FROM ALBEMARLE AVENUE



BIRD EYE VIEW FROM ALBEMARLE AVENUE

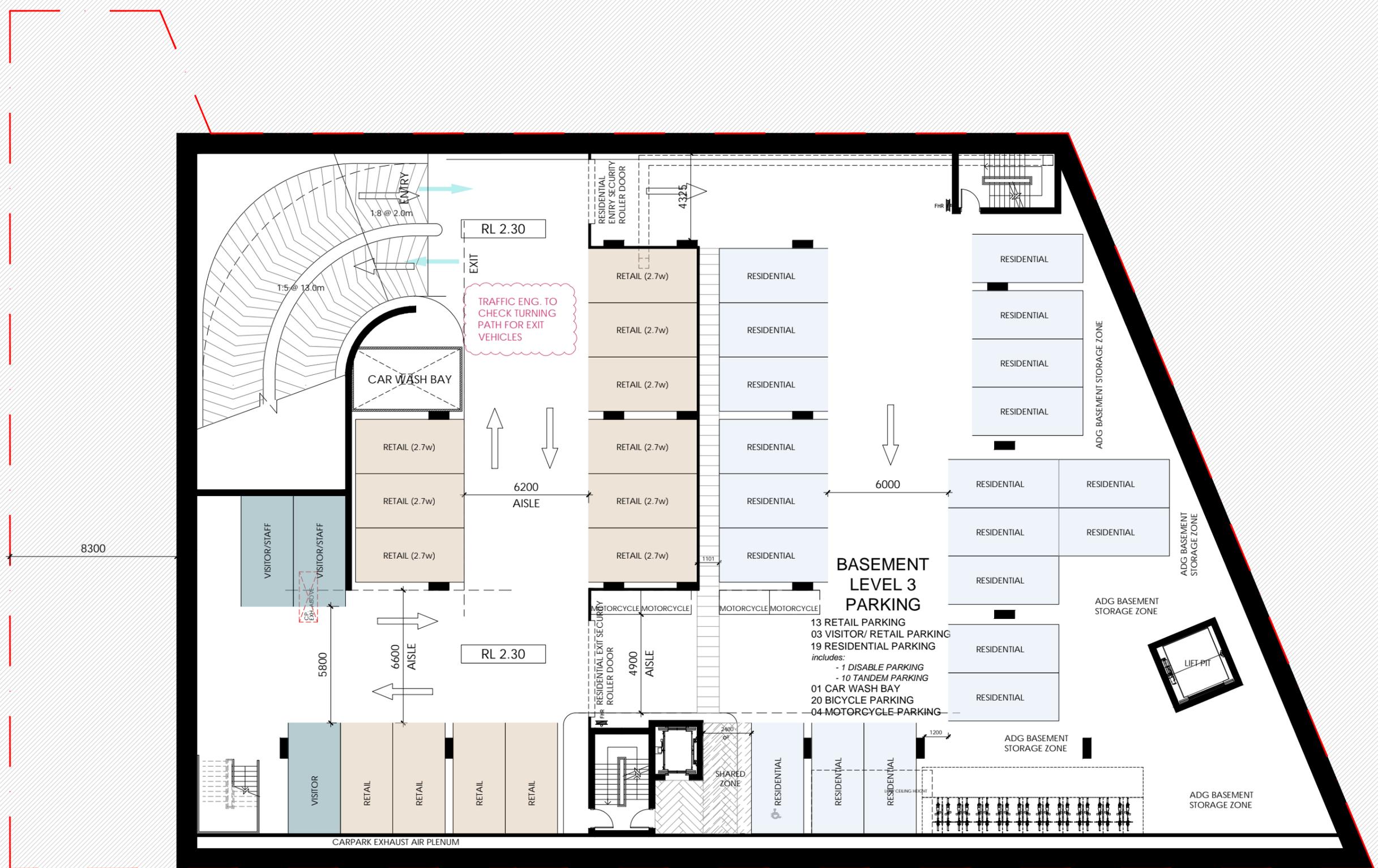


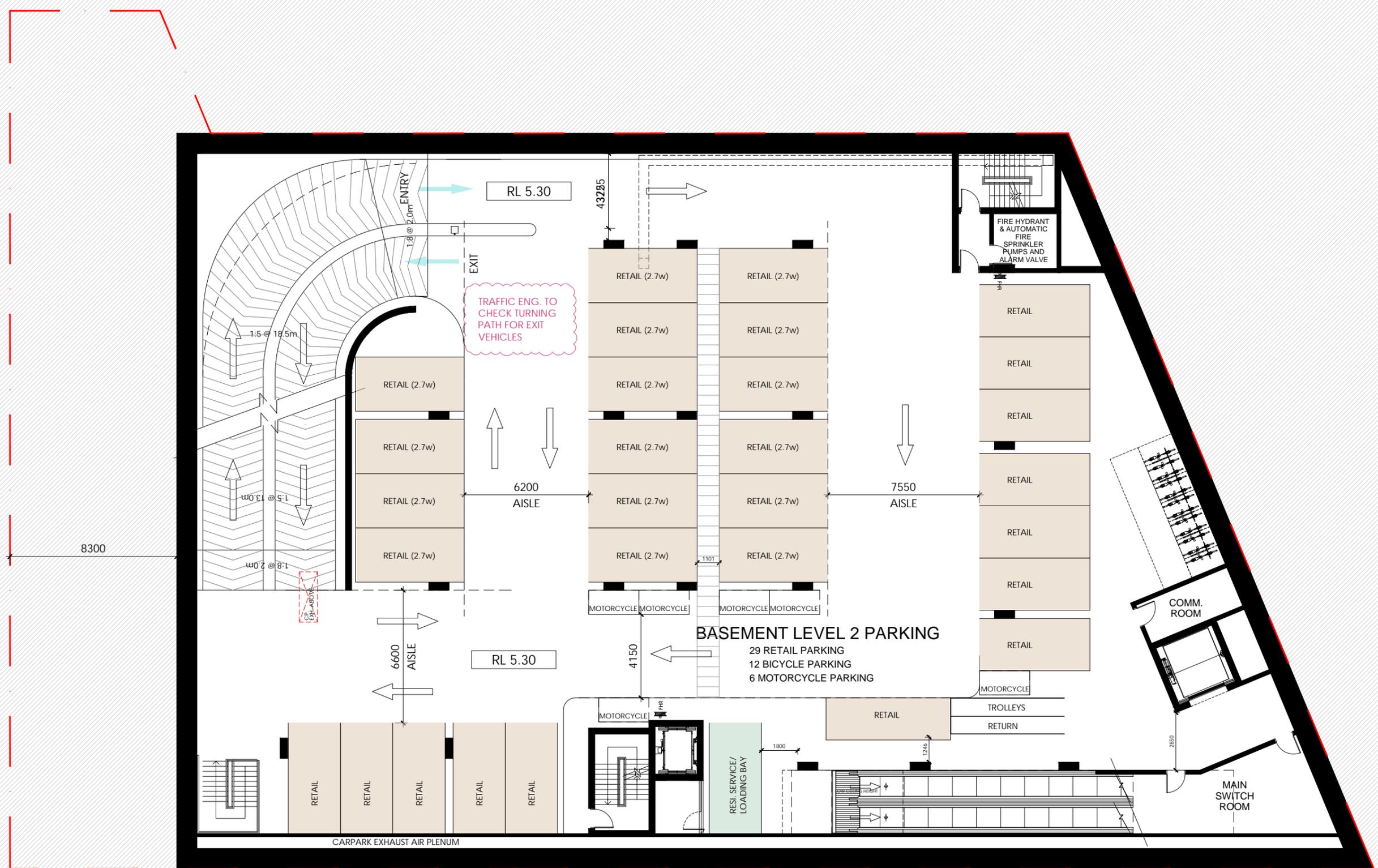
**BIRD EYE VIEW FROM WESTERN BOUNDARY**

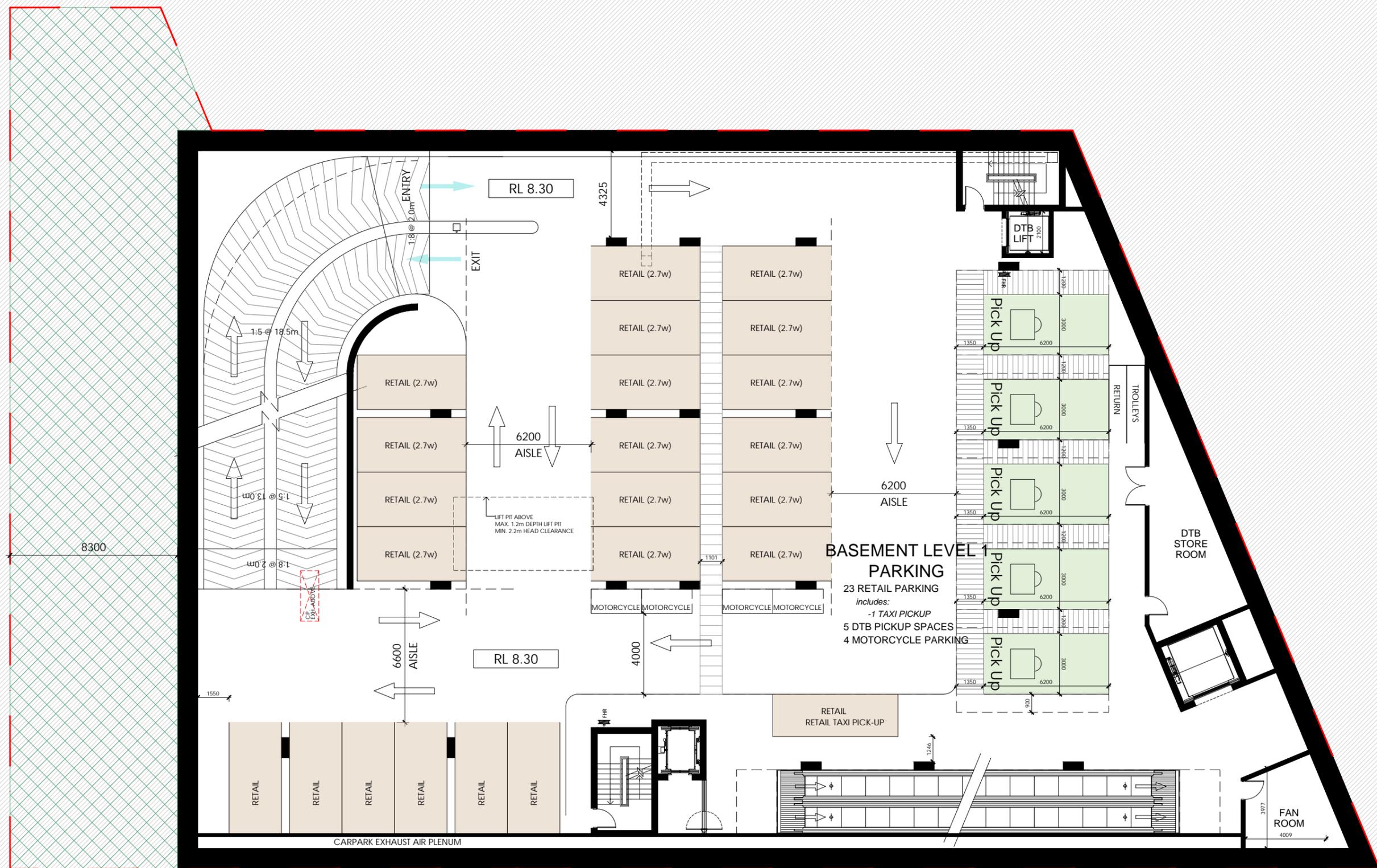


NO 28

VIEW FROM NO28 BACK YARD



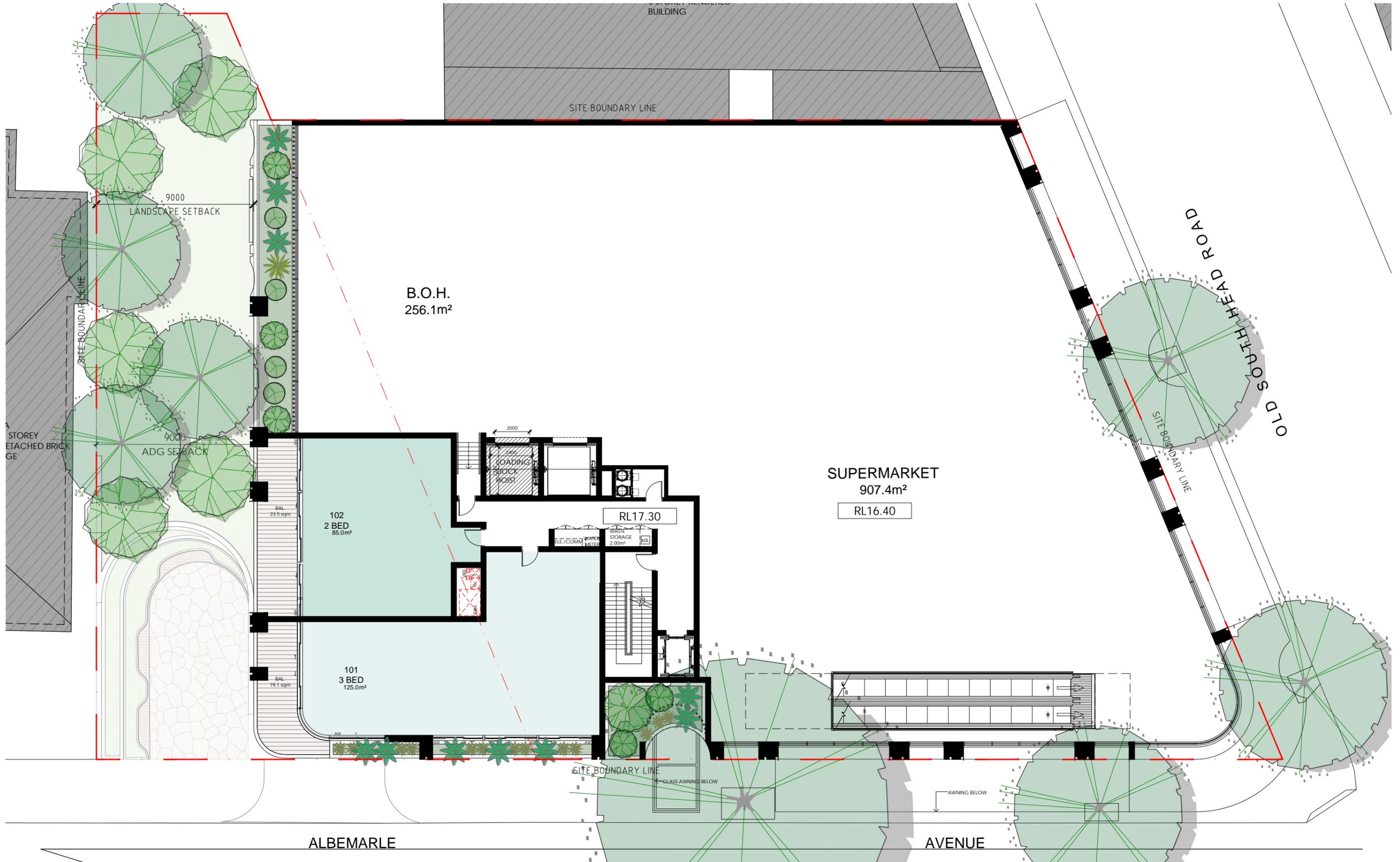


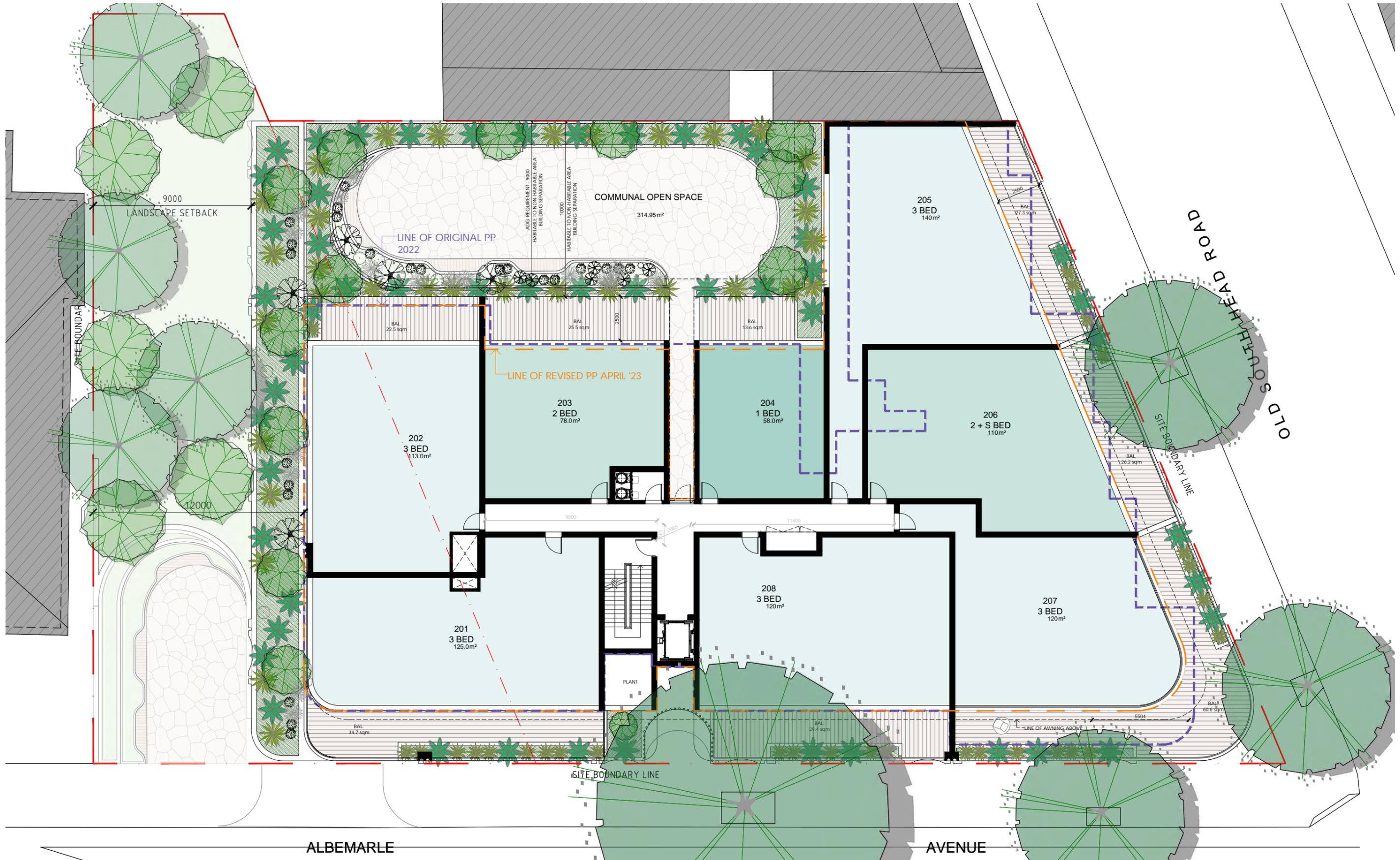


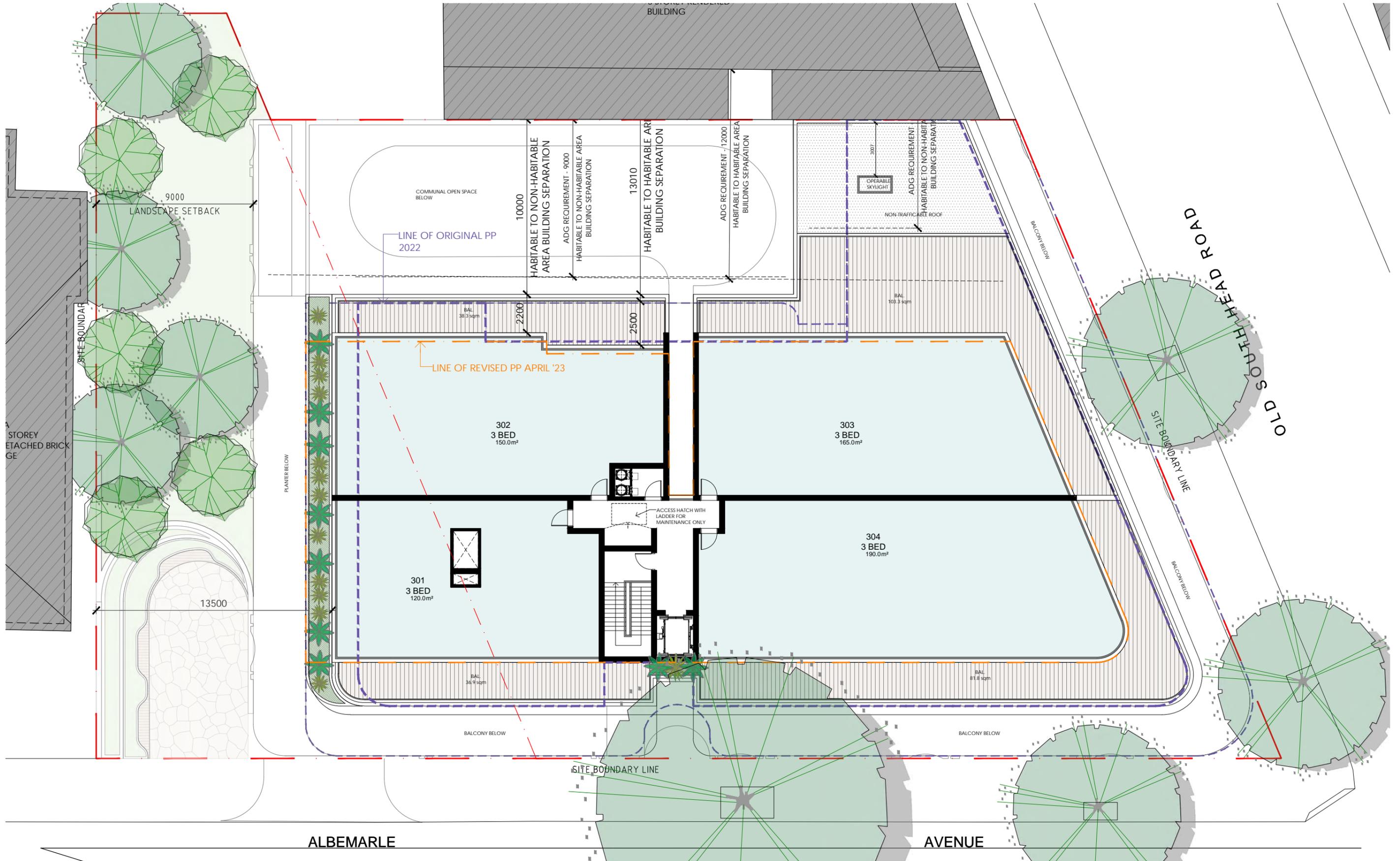


AMENDED ARCHITECTURAL CONCEPTS

LEVEL 2 PLAN

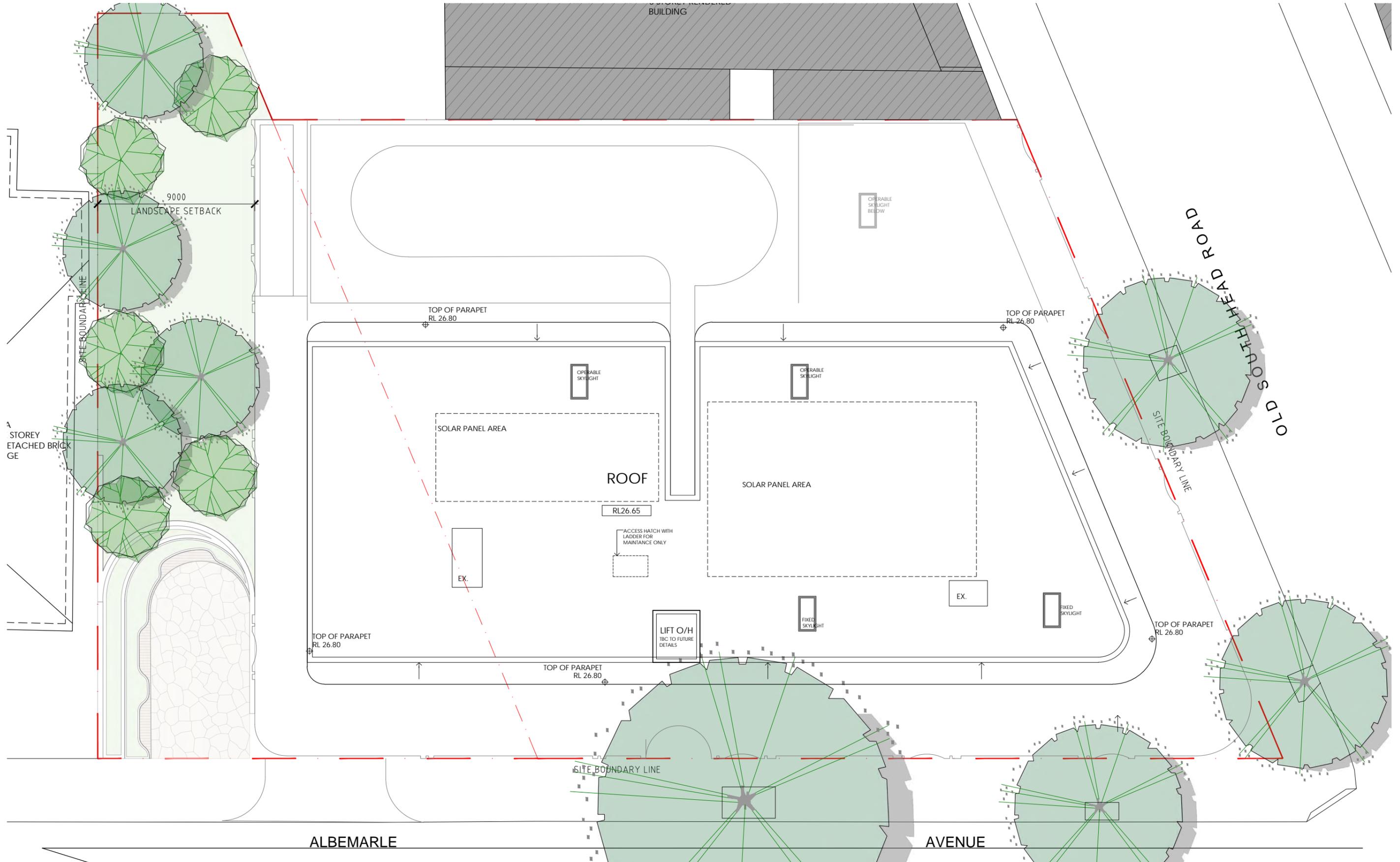






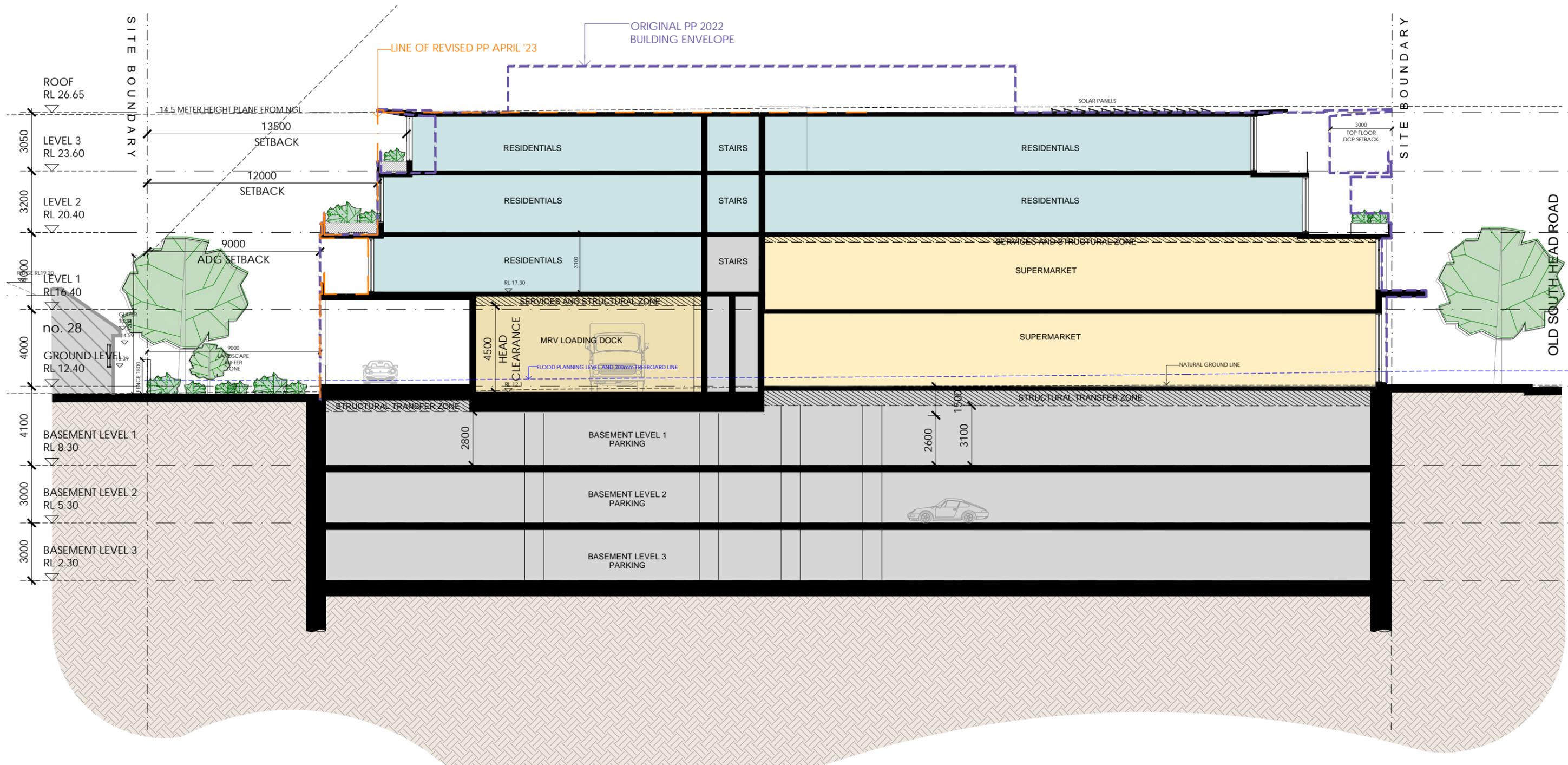
AMENDED ARCHITECTURAL CONCEPTS

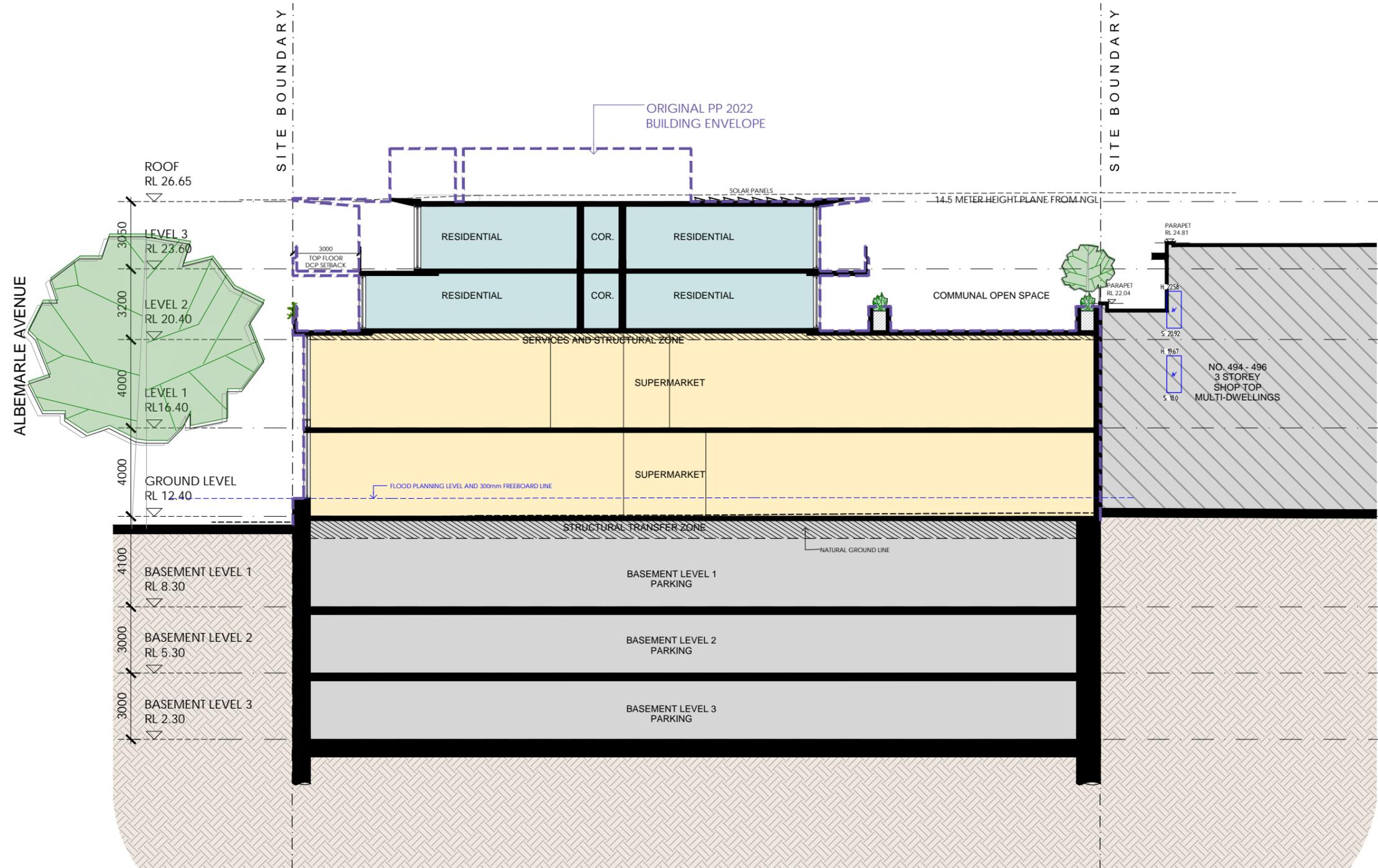
ROOF PLAN













■ LEGEND:

■ 14.5m Height Plane from NGL

# 06. APPENDIX

	Site Area	Height Control
R2 Zone	696.70 m <sup>2</sup>	9.50 m
B4 Zone	1,560.30 m <sup>2</sup>	14.50 m
Overall Development	2,257.00 m <sup>2</sup>	

**Original PP Scheme (2022)**

SuperMarket GFA	2,275 m <sup>2</sup>			
Residential GFA	2,236 m <sup>2</sup>			
unit mix	1bed 1	2bed 7	3bed 9	total 17

GFA Calculations								
	R2 Zone		B4 Zone		Overall Development			
	Retail	Residential	Retail	Residential	Retail	Residential		
Ground Floor		30 m <sup>2</sup>	0 m <sup>2</sup>	1,025 m <sup>2</sup>	25 m <sup>2</sup>	1,055 m <sup>2</sup>	25 m <sup>2</sup>	
Level 1		38 m <sup>2</sup>	154 m <sup>2</sup>	1,182 m <sup>2</sup>	119 m <sup>2</sup>	1,220 m <sup>2</sup>	273 m <sup>2</sup>	
Level 2			153 m <sup>2</sup>		865 m <sup>2</sup>	0 m <sup>2</sup>	1,018 m <sup>2</sup>	
Level 3			86 m <sup>2</sup>		835 m <sup>2</sup>	0 m <sup>2</sup>	921 m <sup>2</sup>	
<b>Total</b>		<b>69 m<sup>2</sup></b>	<b>393 m<sup>2</sup></b>	<b>2,206 m<sup>2</sup></b>	<b>1,844 m<sup>2</sup></b>	<b>2,275 m<sup>2</sup></b>	<b>2,236 m<sup>2</sup></b>	
		<b>461 m<sup>2</sup></b>		<b>4,050 m<sup>2</sup></b>		<b>4,511 m<sup>2</sup></b>		

	Proposed GFA	Proposed FSR
R2 Zone	461 m <sup>2</sup>	0.66 :1
B4 Zone	4,050 m <sup>2</sup>	2.60 :1
Overall Development	4,511 m <sup>2</sup>	2.00 :1

**Amended PP Scheme (April 2023) - Increased BOH on GF, reduce area on other levels**

SuperMarket GFA	2,168 m <sup>2</sup>	-107 m <sup>2</sup> from original scheme	
Residential GFA	2,001 m <sup>2</sup>	-236 m <sup>2</sup> from original scheme	29% reduction
unit mix	1bed 1	2bed 3	3bed 10 total 14

GFA Calculations								
	R2 Zone		B4 Zone		Overall Development			
	Retail	Residential	Retail	Residential	Retail	Residential		
Ground Floor		0 m <sup>2</sup>	0 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>	
Level 1		42 m <sup>2</sup>	154 m <sup>2</sup>	1,193 m <sup>2</sup>	119 m <sup>2</sup>	1,234 m <sup>2</sup>	273 m <sup>2</sup>	
Level 2			153 m <sup>2</sup>		846 m <sup>2</sup>	0 m <sup>2</sup>	998 m <sup>2</sup>	
Level 3			120 m <sup>2</sup>		585 m <sup>2</sup>	0 m <sup>2</sup>	705 m <sup>2</sup>	
<b>Total</b>		<b>42 m<sup>2</sup></b>	<b>427 m<sup>2</sup></b>	<b>2,126 m<sup>2</sup></b>	<b>1,574 m<sup>2</sup></b>	<b>2,168 m<sup>2</sup></b>	<b>2,001 m<sup>2</sup></b>	
		<b>469 m<sup>2</sup></b>		<b>3,700 m<sup>2</sup></b>		<b>4,168 m<sup>2</sup></b>		
		-2% increased from pervious		9% reduction from previous		7.6% reduction from previous		

	Proposed GFA	Proposed FSR
R2 Zone	469 m <sup>2</sup>	0.67 :1
B4 Zone	3,700 m <sup>2</sup>	2.37 :1
Overall Development	4,168 m <sup>2</sup>	1.85 :1

**Amended PP Scheme (April 2023) - Increased BOH on GF, reduce area on other levels**

SuperMarket GFA	2,168 m <sup>2</sup>	-107 m <sup>2</sup> from original scheme	
Residential GFA	2,001 m <sup>2</sup>	-236 m <sup>2</sup> from original scheme	29% reduction
unit mix	1bed: 1, 2bed: 3, 3bed: 10	total: 14	

	R2 Zone		B4 Zone		Overall Development	
	Retail	Residential	Retail	Residential	Retail	Residential
Ground Floor	0 m <sup>2</sup>	0 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>
Level 1	42 m <sup>2</sup>	154 m <sup>2</sup>	1,193 m <sup>2</sup>	119 m <sup>2</sup>	1,234 m <sup>2</sup>	273 m <sup>2</sup>
Level 2		153 m <sup>2</sup>		846 m <sup>2</sup>	0 m <sup>2</sup>	998 m <sup>2</sup>
Level 3		120 m <sup>2</sup>		585 m <sup>2</sup>	0 m <sup>2</sup>	705 m <sup>2</sup>
<b>Total</b>	<b>42 m<sup>2</sup></b>	<b>427 m<sup>2</sup></b>	<b>2,126 m<sup>2</sup></b>	<b>1,574 m<sup>2</sup></b>	<b>2,168 m<sup>2</sup></b>	<b>2,001 m<sup>2</sup></b>
	<b>469 m<sup>2</sup></b>		<b>3,700 m<sup>2</sup></b>		<b>4,168 m<sup>2</sup></b>	
	-2% increased from previous		9% reduction from previous		7.6% reduction from previous	

	Proposed GFA	Proposed FSR
R2 Zone	469 m <sup>2</sup>	0.67 :1
B4 Zone	3,700 m <sup>2</sup>	2.37 :1
Overall Development	4,168 m <sup>2</sup>	1.85 :1

**Post WLPP (July 2023) - Increased Westen Landscape Buffer**

SuperMarket GFA	2,168 m <sup>2</sup>	0 m <sup>2</sup> from previous scheme	
Residential GFA	1,978 m <sup>2</sup>	-23 m <sup>2</sup> from previous scheme	0% reduction
unit mix	1bed: 1, 2bed: 3, 3bed: 10	total: 14	

	R2 Zone		B4 Zone		Overall Development	
	Retail	Residential	Retail	Residential	Retail	Residential
Ground Floor	0 m <sup>2</sup>	0 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>	933 m <sup>2</sup>	24 m <sup>2</sup>
Level 1	42 m <sup>2</sup>	154 m <sup>2</sup>	1,193 m <sup>2</sup>	119 m <sup>2</sup>	1,234 m <sup>2</sup>	273 m <sup>2</sup>
Level 2		144 m <sup>2</sup>		840 m <sup>2</sup>	0 m <sup>2</sup>	984 m <sup>2</sup>
Level 3		94 m <sup>2</sup>		603 m <sup>2</sup>	0 m <sup>2</sup>	697 m <sup>2</sup>
<b>Total</b>	<b>42 m<sup>2</sup></b>	<b>391 m<sup>2</sup></b>	<b>2,126 m<sup>2</sup></b>	<b>1,586 m<sup>2</sup></b>	<b>2,168 m<sup>2</sup></b>	<b>1,978 m<sup>2</sup></b>
	<b>433 m<sup>2</sup></b>		<b>3,712 m<sup>2</sup></b>		<b>4,145 m<sup>2</sup></b>	

	Proposed GFA	Proposed FSR
R2 Zone	433 m <sup>2</sup>	0.62 :1
B4 Zone	3,712 m <sup>2</sup>	2.38 :1
Overall Development	4,145 m <sup>2</sup>	1.84 :1

GFA Calculation

overall development	
Ground Floor	957.75 m <sup>2</sup>
Level 1	1,507.12 m <sup>2</sup>
Level 2	983.78 m <sup>2</sup>
Level 3	696.68 m <sup>2</sup>
<b>GFA</b>	<b>4,145.33 m<sup>2</sup></b>
<b>Site Area</b>	<b>2,257.00 m<sup>2</sup></b>
<b>Proposed GFA equivalent FSR</b>	<b>1.84:1</b>

Car Parking Provision

DCP E1.4.2				
Unit Type	No. of dwellings/ GFA	DCP Parking rate	No. Space Required	Spaces Provided
1 BED	1	0.5/dwelling	0.5	19
2 BED	3	1/dwelling	3	
3 BED	10	1.5/dwelling	15	
<b>Total:</b>	<b>14</b>		<b>18.5</b>	
visitor		0.2/dwelling	2.8	3
<b>Subtotal - Residential:</b>			<b>22</b>	<b>23</b>
Supermarket	2,274.91 m <sup>2</sup>	2.45 /100m <sup>2</sup> GFA	<b>56</b>	<b>65</b>
<b>Total:</b>			<b>78</b>	<b>88</b>

Bicycle Parking

DCP E1.6				
Unit Type	No. of dwellings/ GFA	DCP Parking rate	No. Space Required	Spaces Provided
Residential - residents	14	1/dwelling	14	20
- visitors		1 per 10 dwellings	1.4	
Supermarket	2,274.91 m <sup>2</sup>	1 per 200m <sup>2</sup> GFA	11	12

Motorcycle Parking

DCP E1.7				
Total car parking space provided	DCP Parking rate	No. Space Required	Spaces Provided	
88	1 motorcycle parking per 10 car spaces	8.8	<b>14</b>	

Special Provision

DCP E1.9				
	DCP Parking rate	No. Space Required	Spaces Provided	
Accessible parking	DCP E1.9.5 1 space per 100 space	0.88	1	
EV charging points	DCP E1.11 provision for 100% car space can install EV point			
Green travel plan	DCP E1.12			refer to traffic report for further details
Residential loading bay	DCP E1.14.1	0	1	
Supermarket loading bay	DCP E1.14.1	1	1	
Car Wash Bay			1	

Other requirements

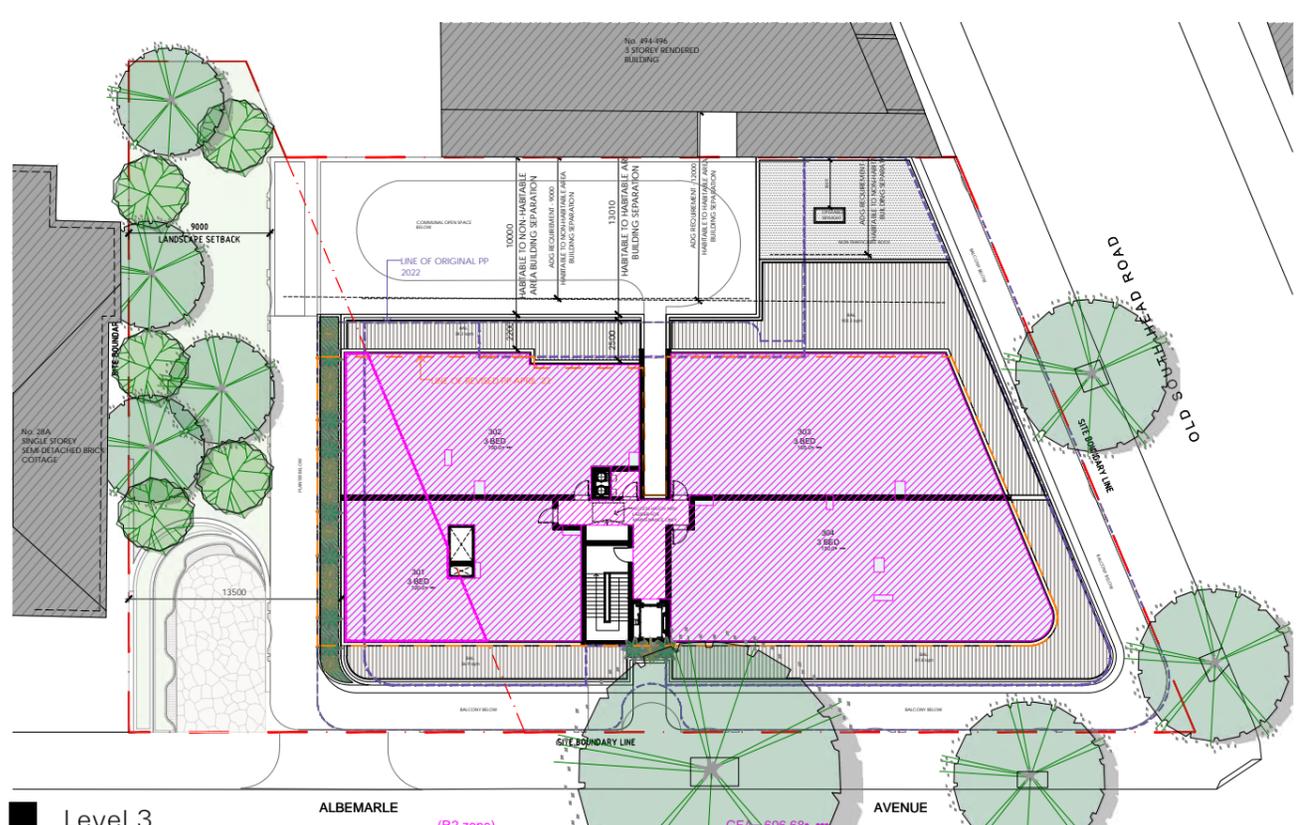
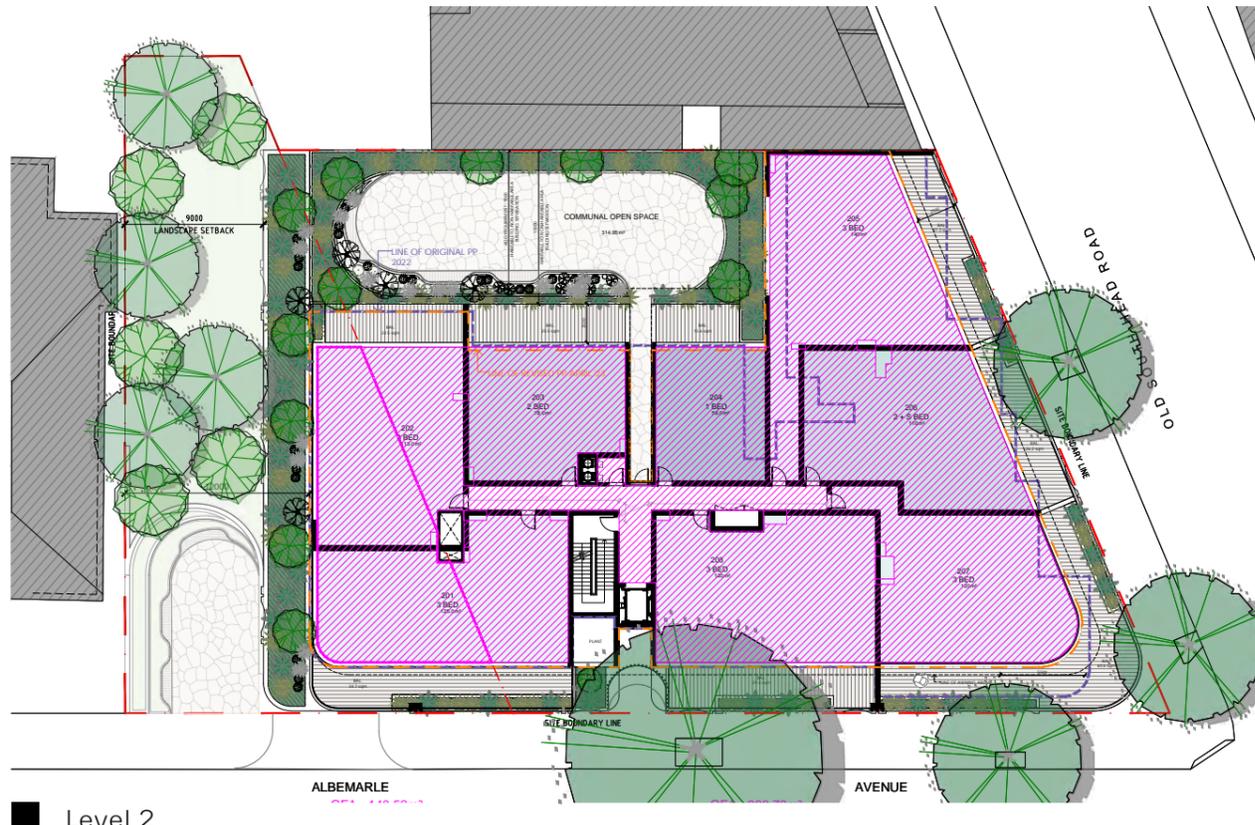
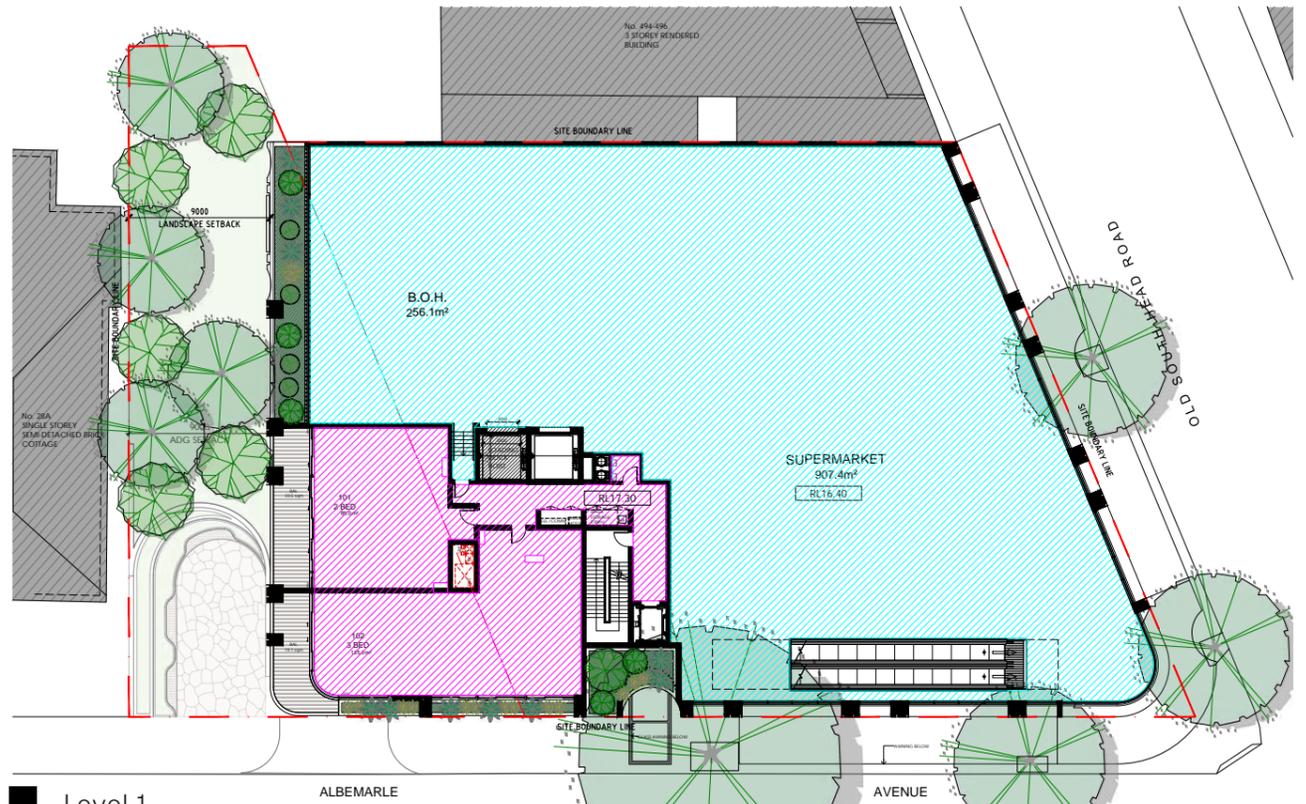
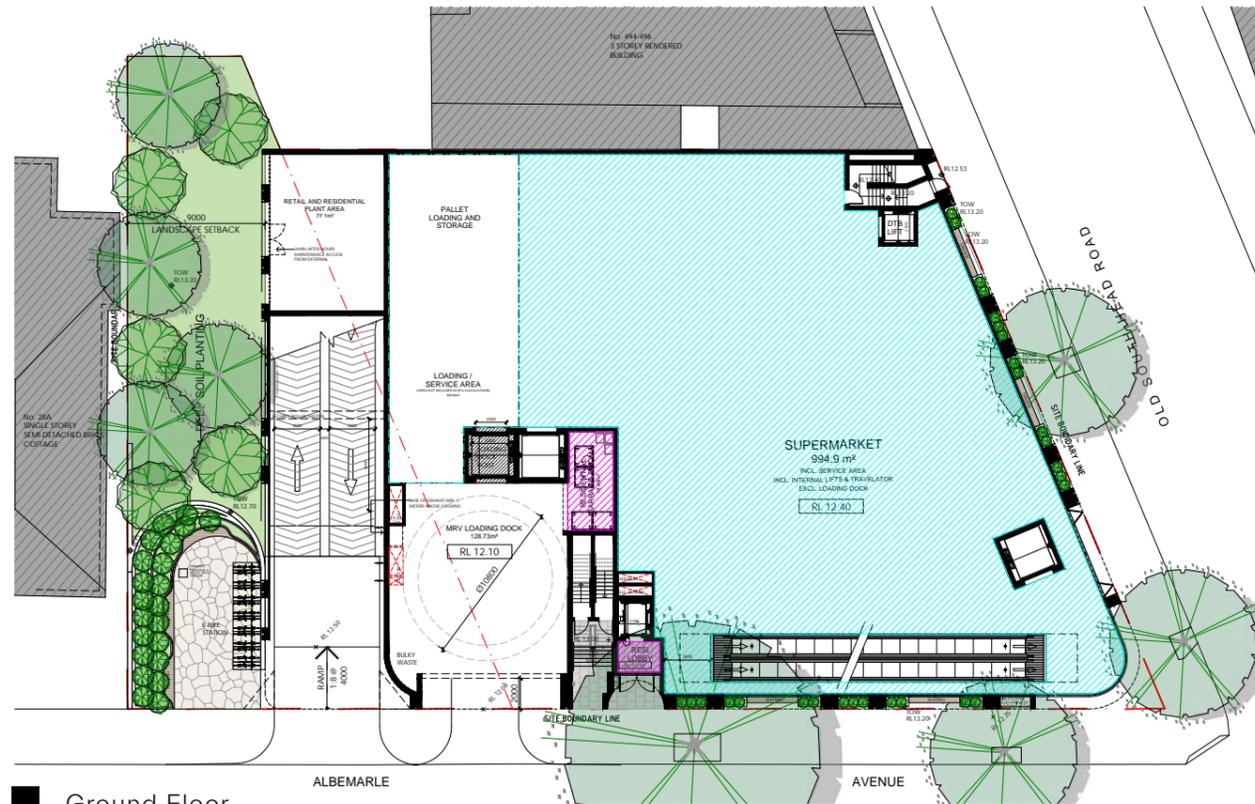
	Authority requirement	Proposed	
<b>Adaptable housing</b>	DCP E8.2 C1 at least 10%	3 Units	21.4%
<b>Livable housing</b>		14 Units	100.0%
<b>Communal Open Space</b>	ADG 25% of site	692.96 m <sup>2</sup>	30.7%
<b>Deep Soil Zone</b>	ADG DCP 7% 10%	259.90 m <sup>2</sup>	11.47%
<b>Solar Access</b>	-2 hrs solar - nil solar	ADG 70% 15%	11 Units 3 Units 78.6% 21.4%
<b>Natural Cross Ventilation</b>	ADG 60%	9 Units	64.3%
<b>Solar Panels</b>	DCP E6.3	provision provided on roof	

Area Breakdown Schedule (July 2023)

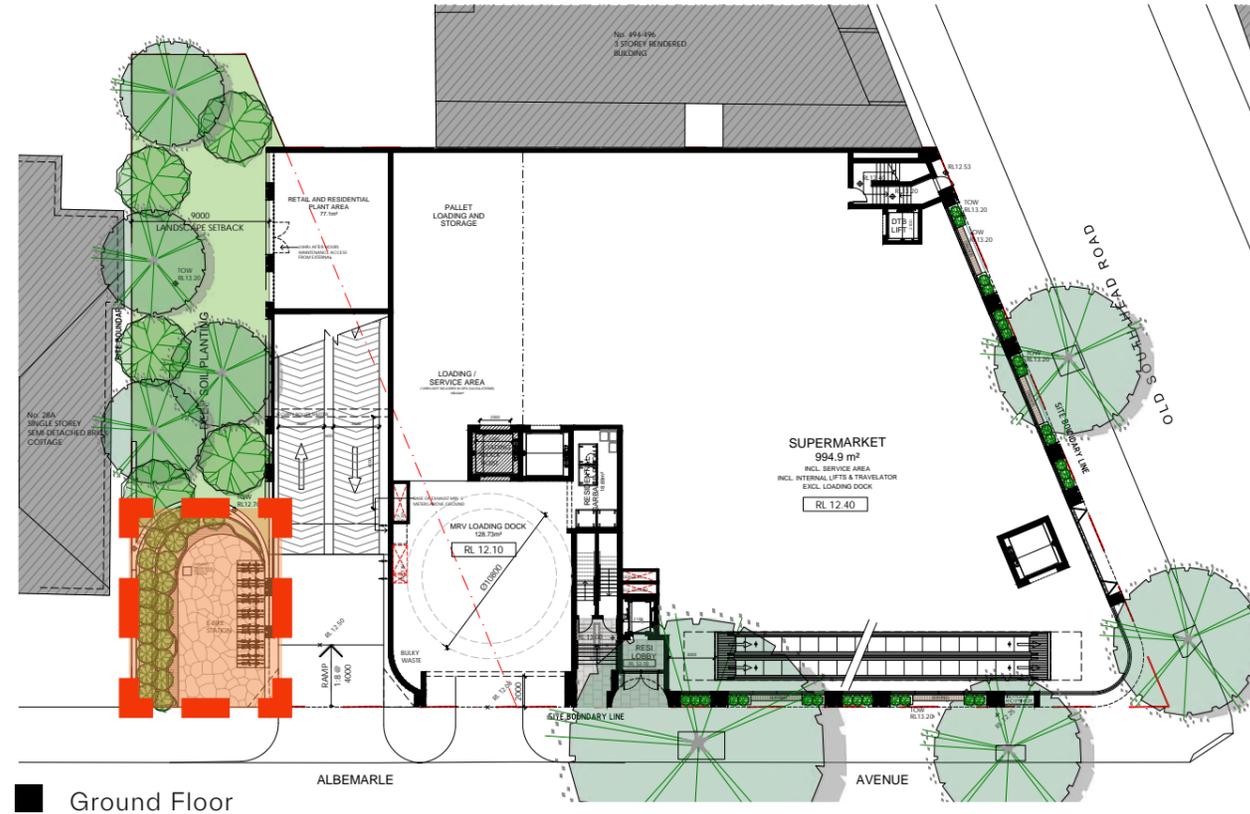
Unit No.	Unit Type	Adaptable	Livable	Int. Area	P.O.S.	Total Unit Area
101	3 BED	Yes	Yes	125.00 m <sup>2</sup>	19.10 m <sup>2</sup>	144.10 m <sup>2</sup>
102	2 BED		Yes	85.00 m <sup>2</sup>	23.50 m <sup>2</sup>	108.50 m <sup>2</sup>
201	3 BED		Yes	125.00 m <sup>2</sup>	34.70 m <sup>2</sup>	159.70 m <sup>2</sup>
202	3 BED		Yes	113.00 m <sup>2</sup>	22.50 m <sup>2</sup>	135.50 m <sup>2</sup>
203	2 BED	Yes	Yes	78.00 m <sup>2</sup>	25.50 m <sup>2</sup>	103.50 m <sup>2</sup>
204	1 BED	Yes	Yes	58.00 m <sup>2</sup>	13.60 m <sup>2</sup>	71.60 m <sup>2</sup>
205	3 BED		Yes	140.00 m <sup>2</sup>	27.30 m <sup>2</sup>	167.30 m <sup>2</sup>
206	2 BED		Yes	110.00 m <sup>2</sup>	26.20 m <sup>2</sup>	136.20 m <sup>2</sup>
207	3 BED		Yes	120.00 m <sup>2</sup>	60.60 m <sup>2</sup>	180.60 m <sup>2</sup>
208	3 BED		Yes	120.00 m <sup>2</sup>	29.40 m <sup>2</sup>	149.40 m <sup>2</sup>
301	3 BED		Yes	120.00 m <sup>2</sup>	36.90 m <sup>2</sup>	156.90 m <sup>2</sup>
302	3 BED		Yes	150.00 m <sup>2</sup>	38.30 m <sup>2</sup>	188.30 m <sup>2</sup>
303	3 BED		Yes	165.00 m <sup>2</sup>	103.30 m <sup>2</sup>	268.30 m <sup>2</sup>
304	3 BED		Yes	190.00 m <sup>2</sup>	81.80 m <sup>2</sup>	271.80 m <sup>2</sup>
<b>14 Units</b>		<b>3</b> <b>21.4%</b>	<b>14</b> <b>100.0%</b>	<b>1,699.00 m<sup>2</sup></b> <i>differences from amended PP scheme (2023)</i> <b>-16.00 m<sup>2</sup></b>	<b>542.70 m<sup>2</sup></b> <b>-45.00 m<sup>2</sup></b>	<b>2,241.70 m<sup>2</sup></b> <b>-61.00 m<sup>2</sup></b>

Unit Mix Schedule

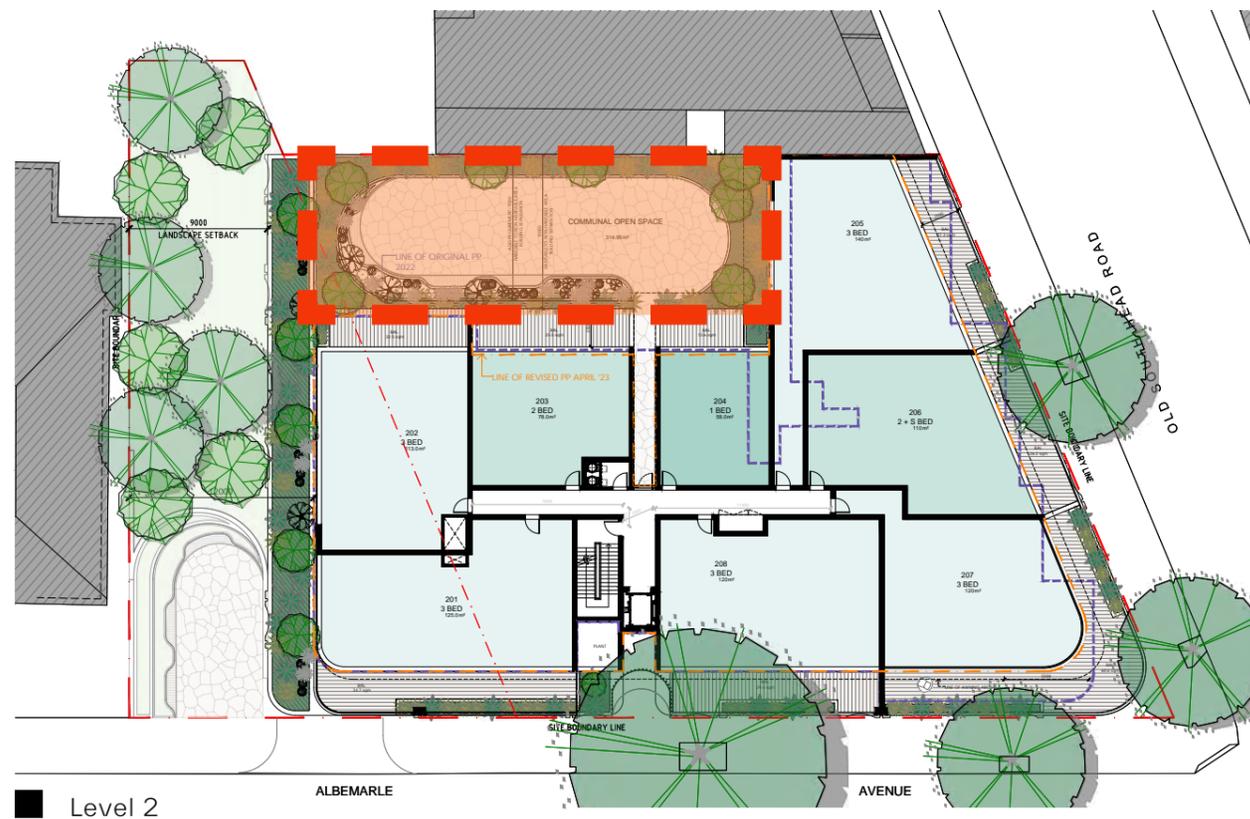
	1 BED	2 BED	3 BED	SUB-TOTAL
Level 1	0	1	1	2
Level 2	1	2	5	8
Level 3	0	0	4	4
<b>TOTAL</b>	<b>1</b> <b>7%</b>	<b>3</b> <b>21%</b>	<b>10</b> <b>71%</b>	<b>14</b>

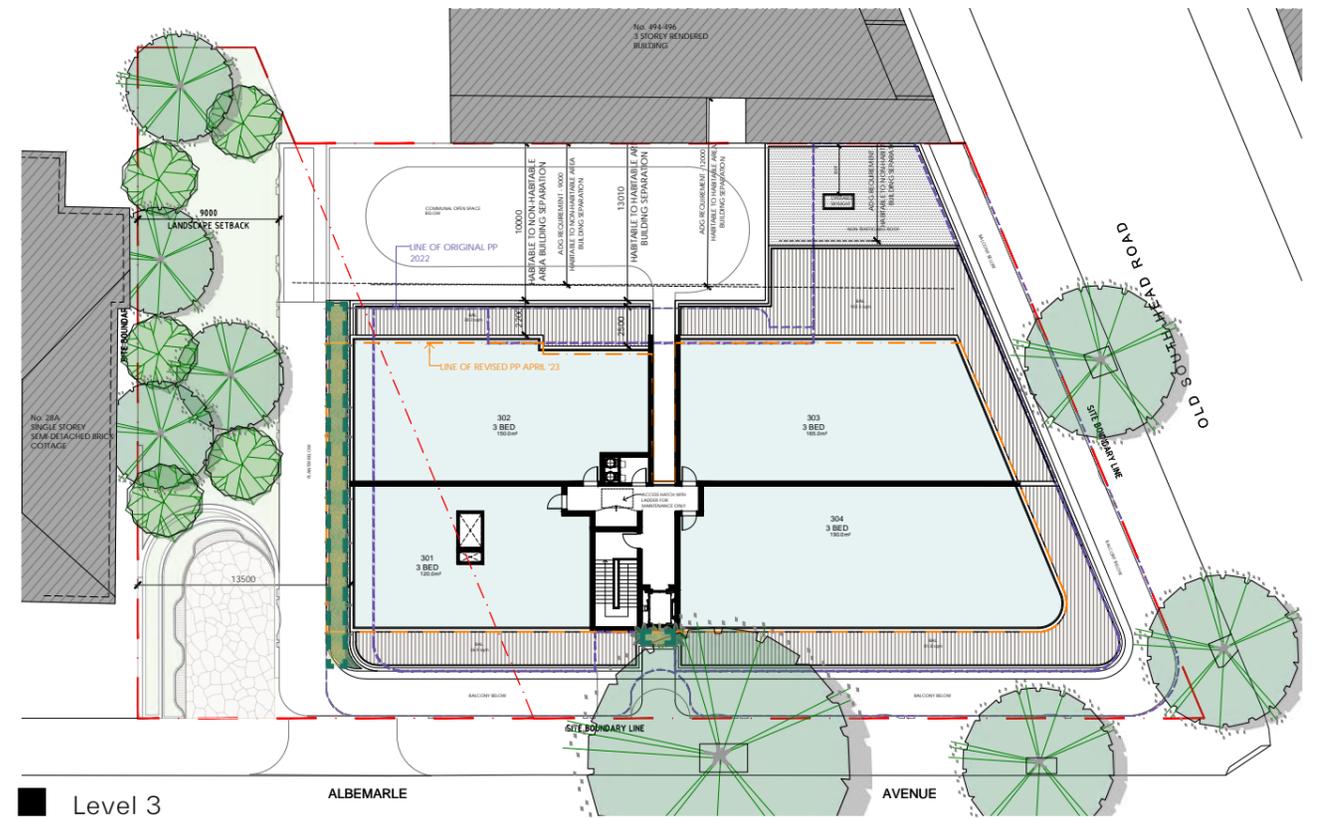
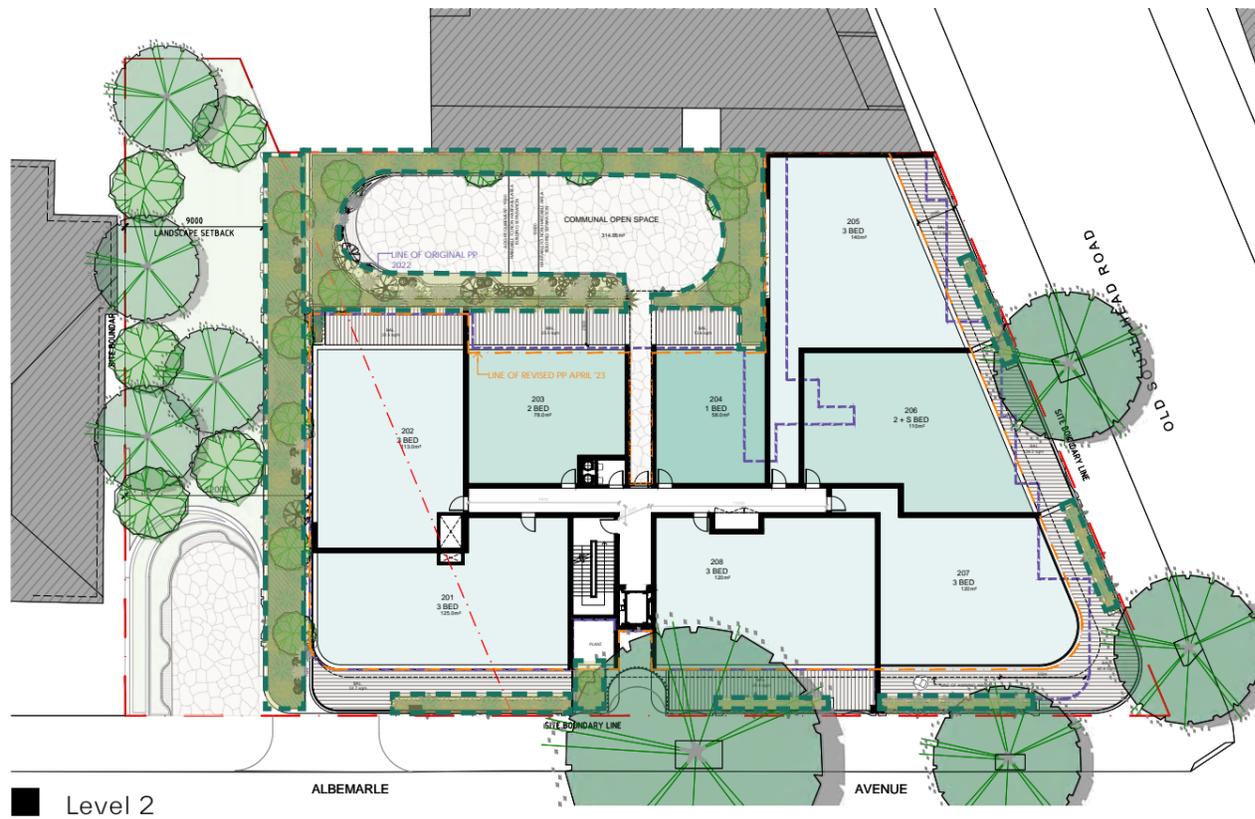
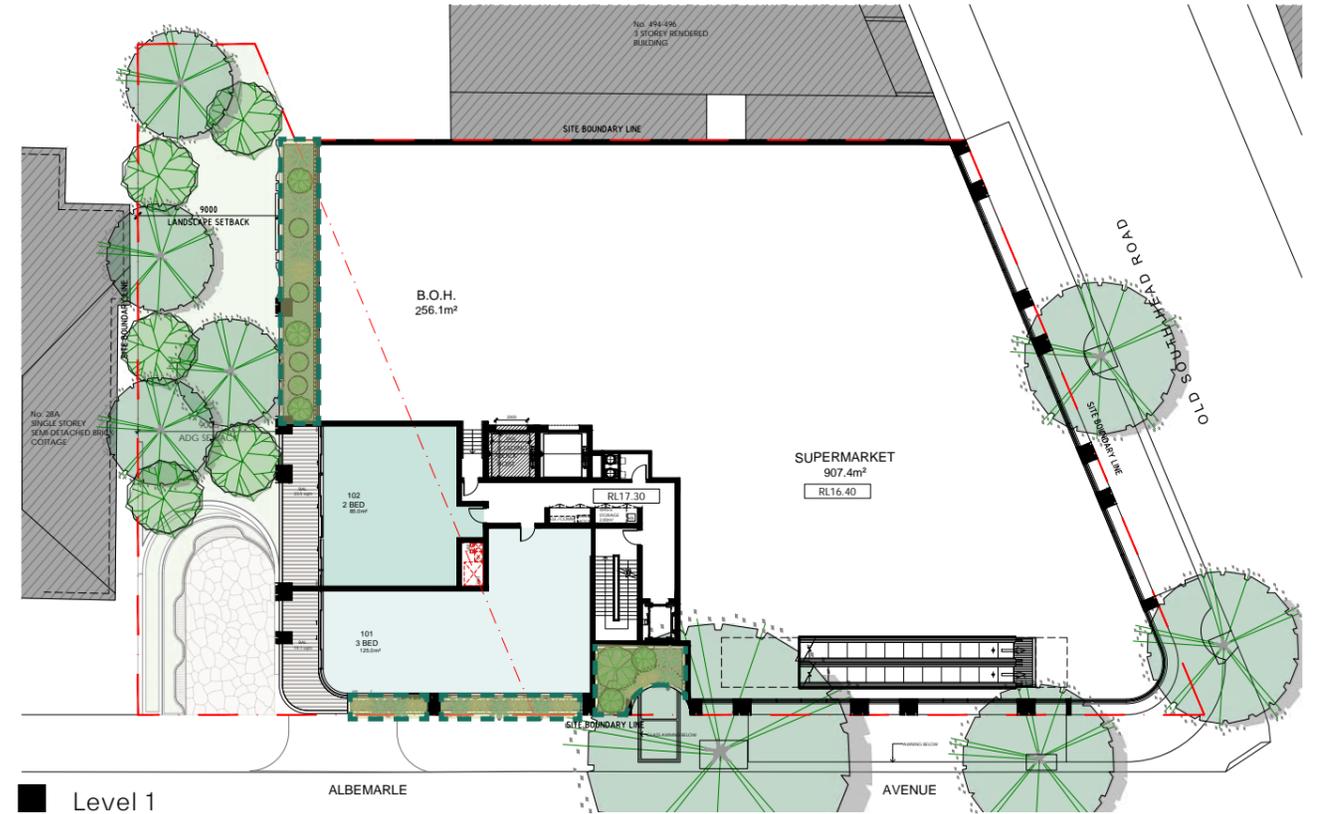
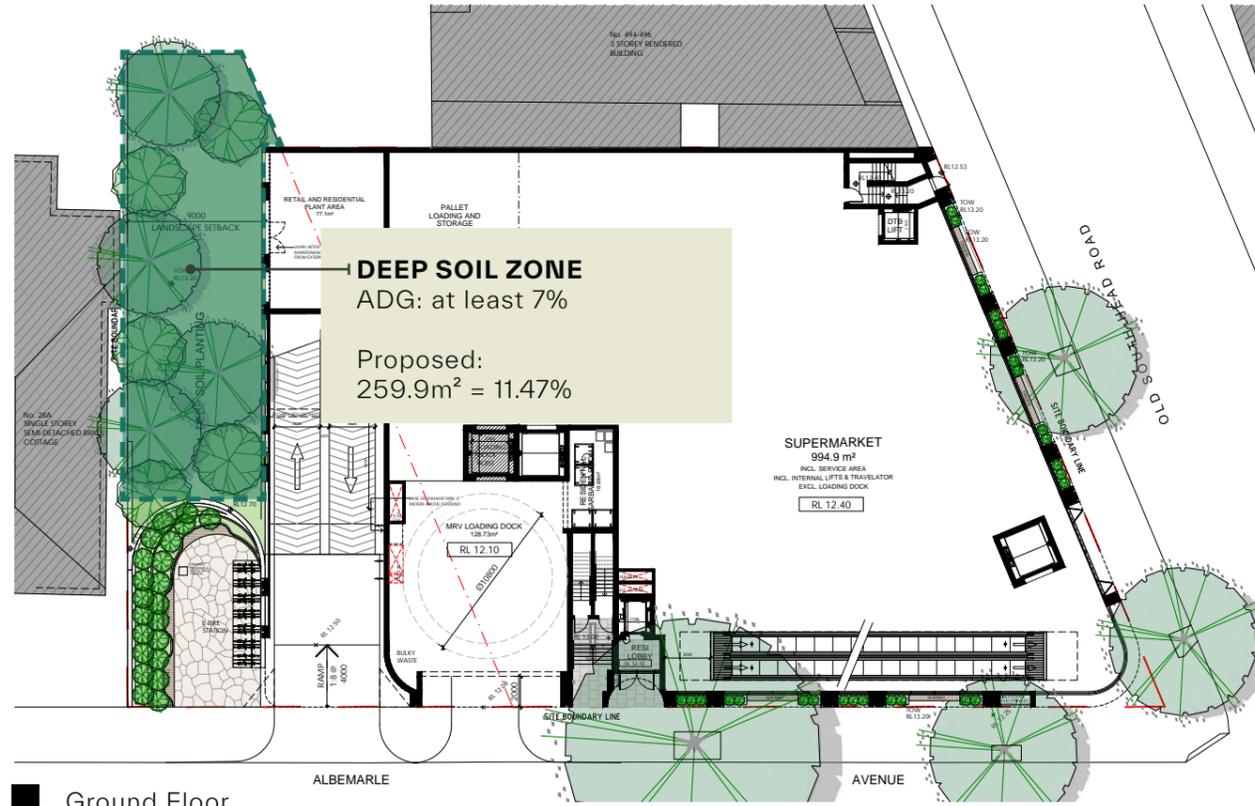


To promote sustainability and encourage active transportation, an open space will be provided on the ground level, complete with secure bicycle parking facilities, a drinking fountain & bottle refill station and power point for recharging electric bicycles.



Residents will have access to a private communal open space on Level 2, designed to optimize the benefits of northern aspect solar exposure. This area will provide a comfortable and sustainable outdoor environment for relaxation and social activities, while enhancing the overall livability and wellbeing of the community.







■ 21th June | 9 am



■ 21th June | 10 am



■ 21th June | 11 am



■ 21th June | 12 pm



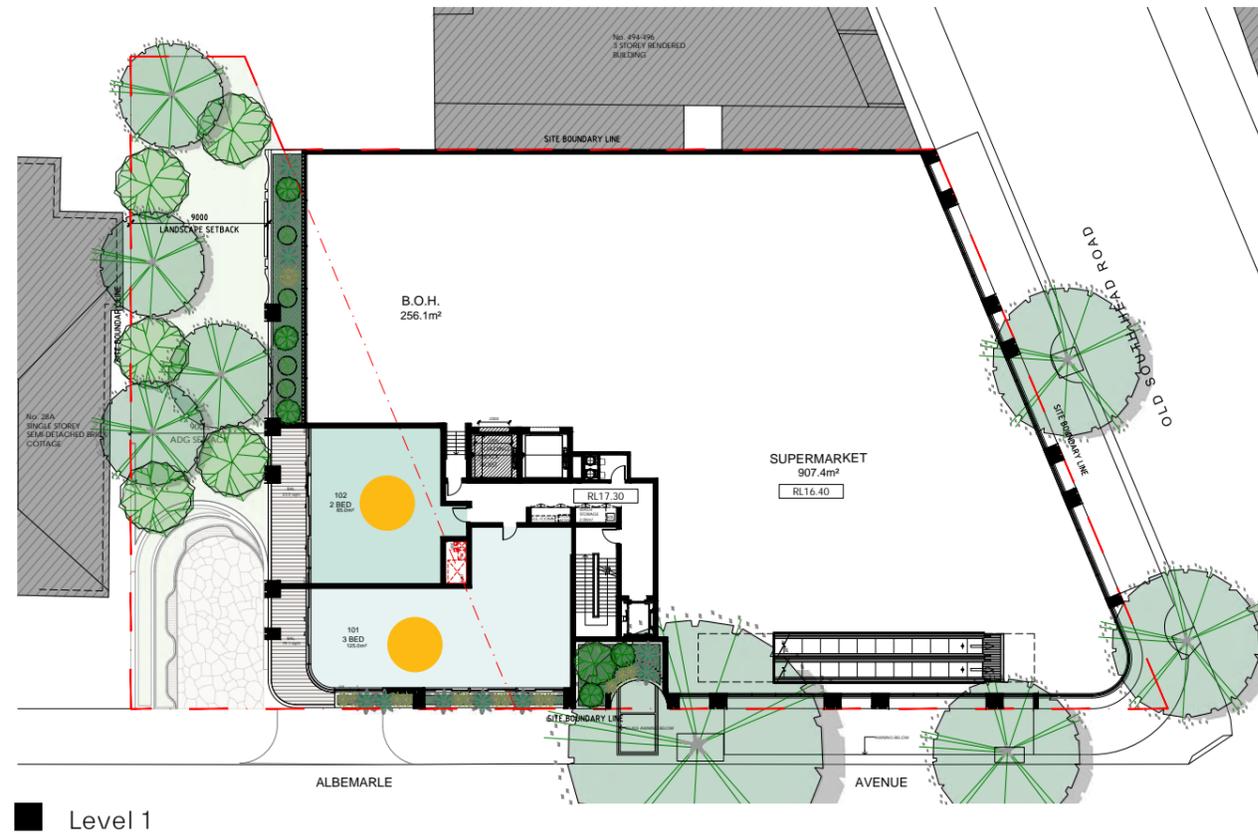
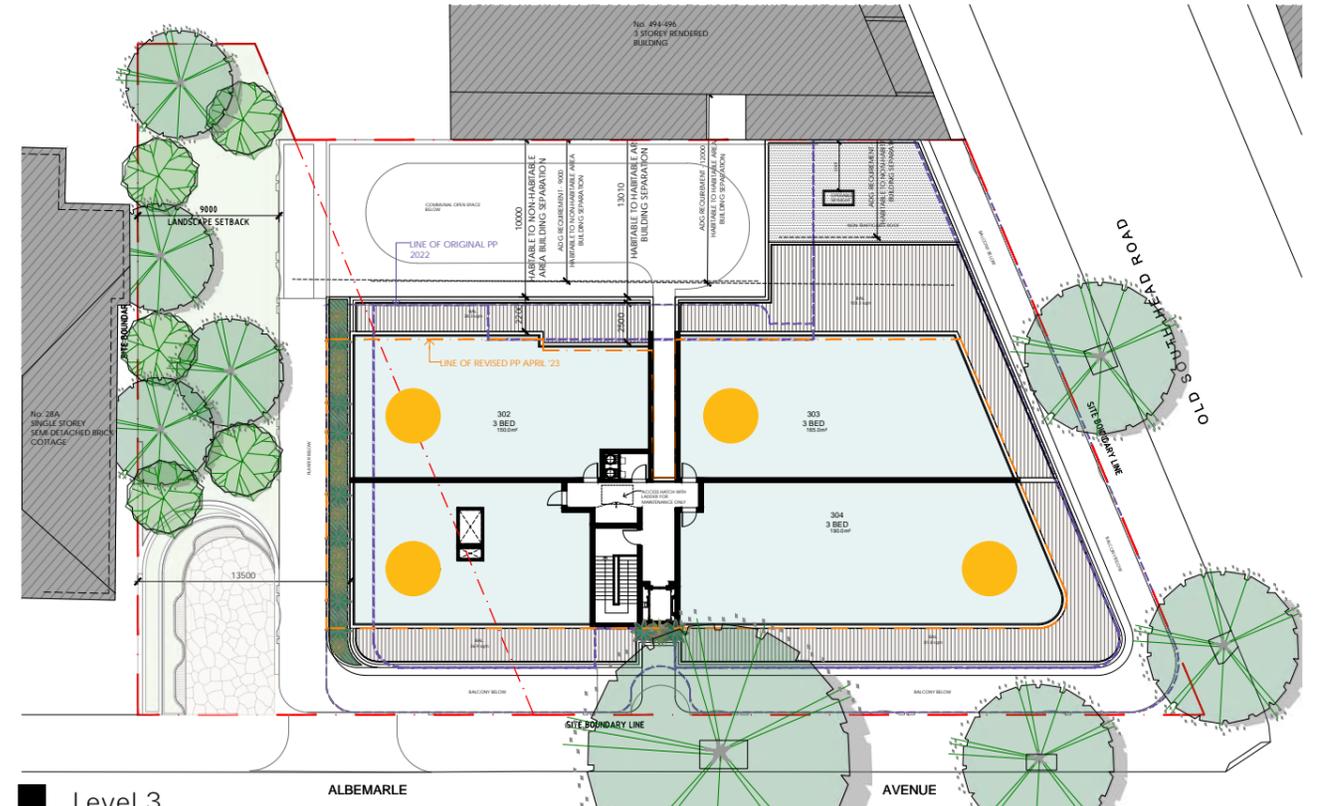
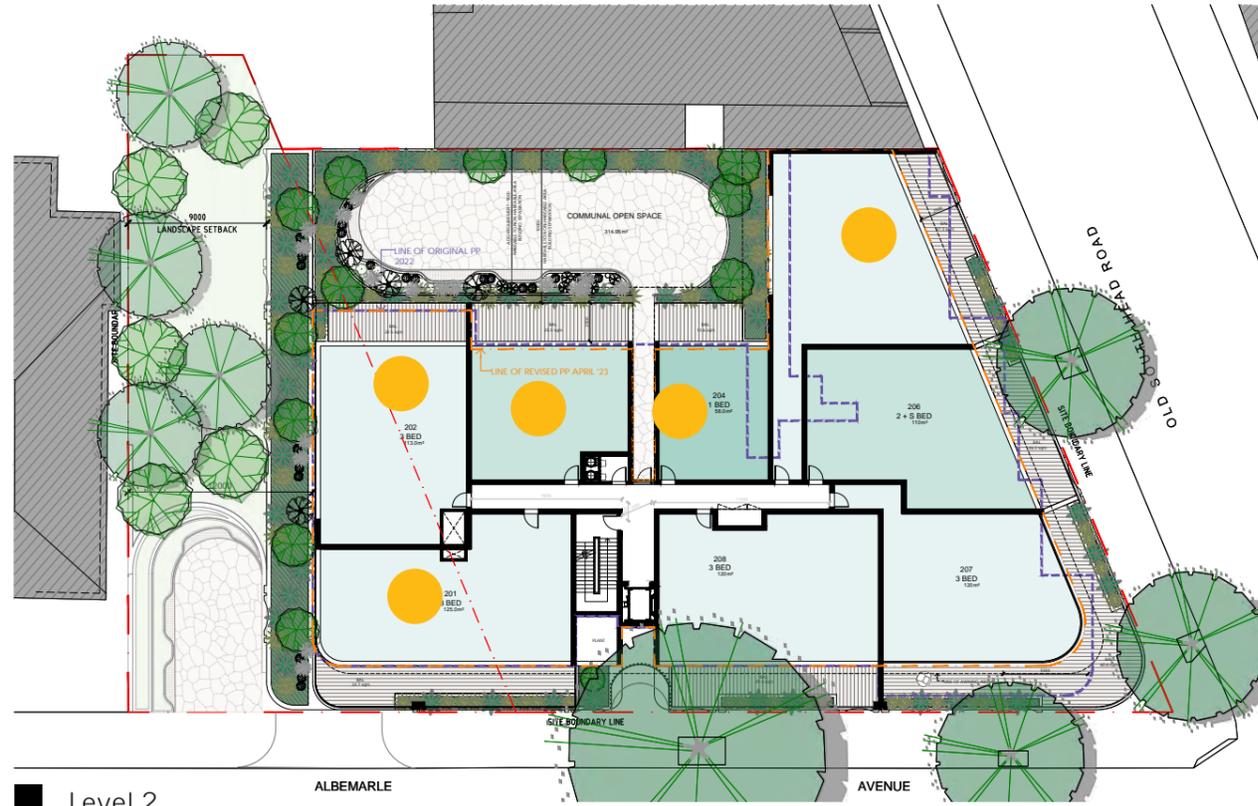
■ 21th June | 1 pm



■ 21th June | 2 pm



■ 21th June | 3 pm



**SOLAR ACCESS SUMMARY:**

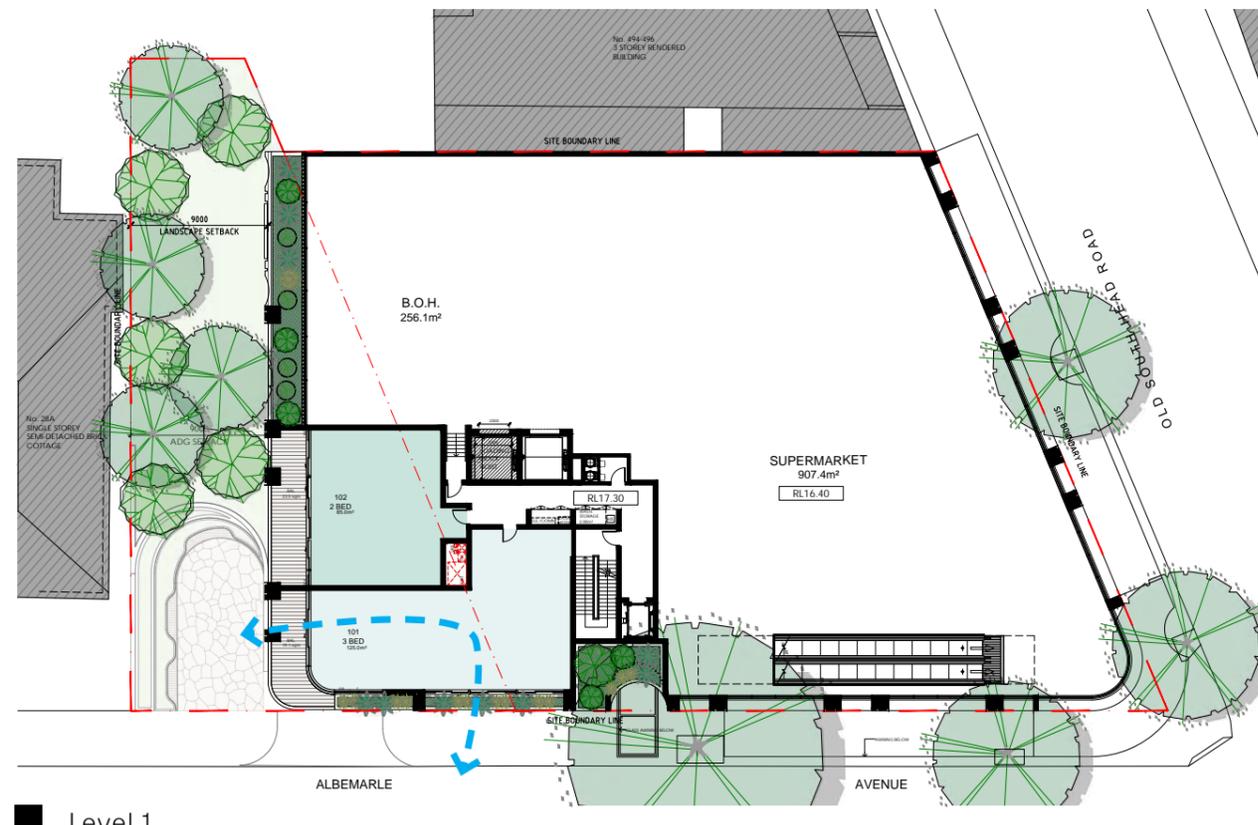
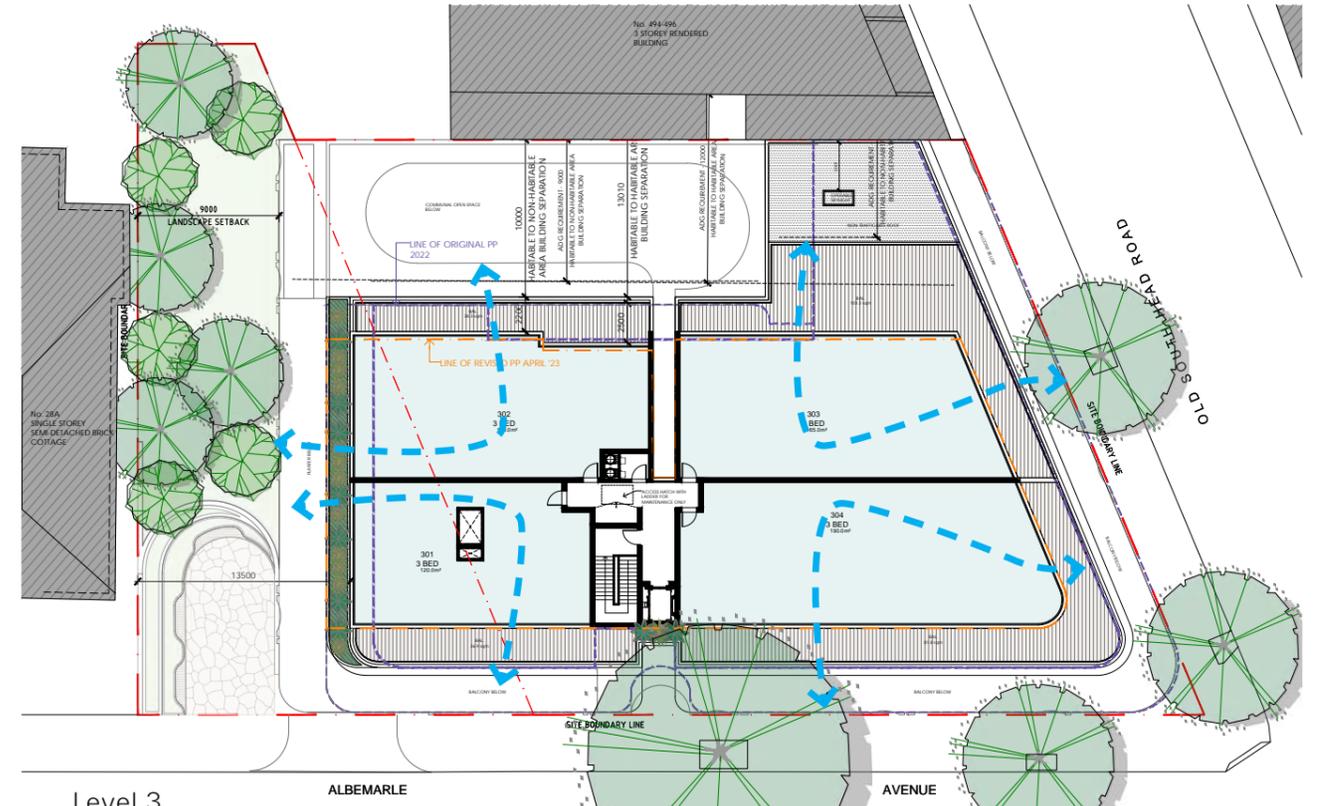
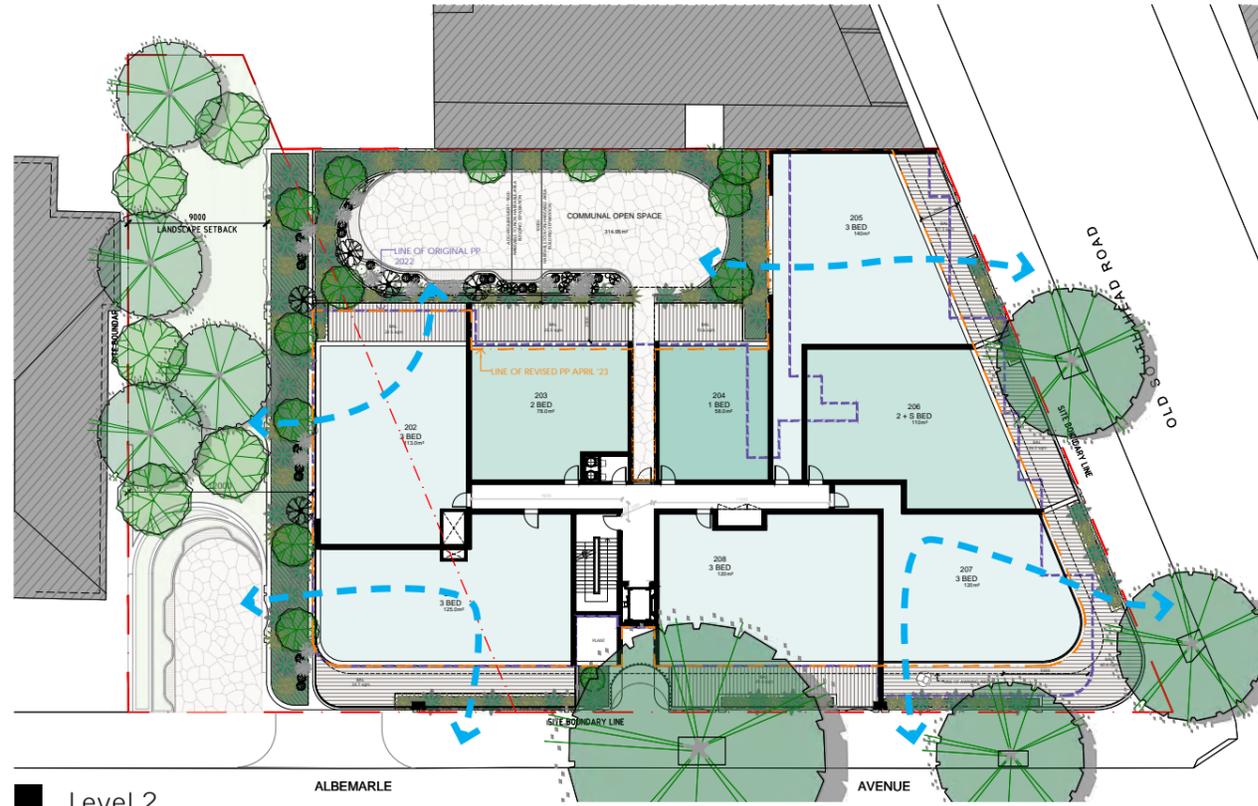
Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at 21st June (ADG Requirement).

Total number of units: 14

Total number of units receive min. 2 hours of sunlights = 11

Percentage: 78.60% - complies to ADG

nil solar = 3  
Percentage: 21.40%



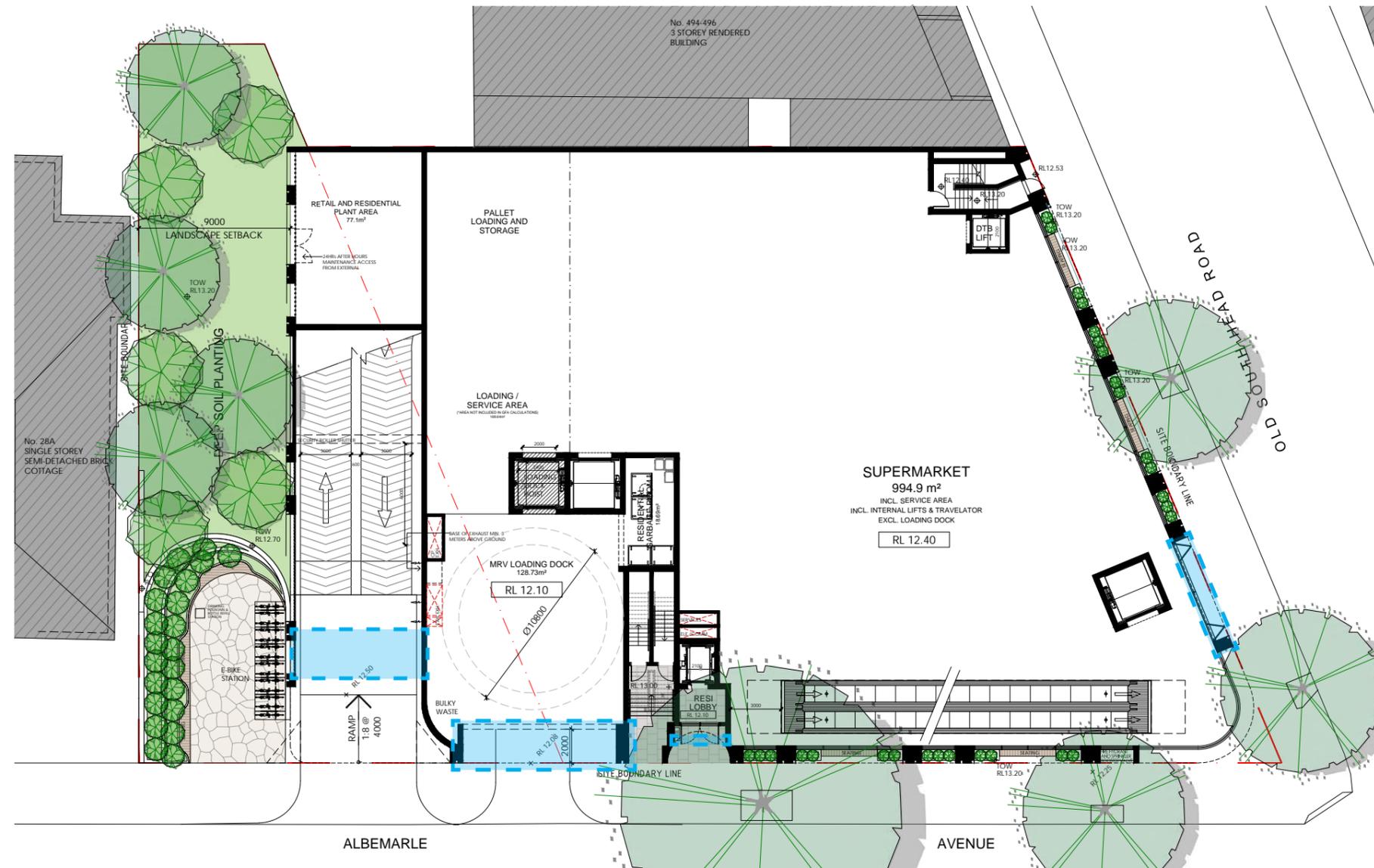
**CROSS FLOW VENTILATION SUMMARY:**

At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. (ADG Requirement)

Total number of units: 14

Total number of units receive cross ventilation = 9

Percentage: 64.3% - complies to ADG



■ Ground Floor - Flood Barrier

# THANK YOU!



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