



Urban Planning Committee

Agenda: *Urban Planning Committee*

Date: *Tuesday, 12 June 2007*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Delegated Authority (“D” Items):

- To require such investigations, reports or actions as considered necessary in respect of matters contained with the Business Agendas (and as may be limited by specific Council resolutions).
- Confirmation of Minutes of its Meeting.
- Any other matter falling within the responsibility of the Urban Planning Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed below:

Recommendation only to the Full Council (“R” Items):

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Broad strategic matters, such as:-
 - Town Planning Objectives; and
 - major planning initiatives.
- Matters not within the specified functions of the Committee.
- Matters requiring supplementary votes to Budget.
- Urban Design Plans and Guidelines.
- Local Environment Plans.
- Residential and Commercial Development Control Plans.
- Rezoning applications.
- Heritage Conservation Controls.
- Traffic Management and Planning (Policy) and Approvals.
- Commercial Centres Beautification Plans of Management.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards" and substantive changes.

Committee Membership:

7 Councillors

Quorum:

The quorum for a committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

7 June 2007

To: The Mayor, Councillor Keri Huxley, ex-officio
Councillors Geoff Rundle (Chair)
 Isabelle Shapiro (Deputy Chair)
 John Comino
 Christopher Dawson
 Wilhelmina Gardner
 David Shoebridge
 John Walker

Dear Councillors

Urban Planning Committee Meeting – 12 June 2007

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Urban Planning Committee** to be held in the **Committee Room, 536 New South Head Road, Double Bay, on Tuesday 12 June 2007 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 28 May 2007	1
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Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Public Domain Improvements – Double Bay Commercial Centre – 527.G Part 19	2
R2	Review of Development Control Plan for Schools and Colleges – 1197.G/Part 1	28
R3	Strategic Planning Working Party Matters – 1167.G WP 1	56

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 28 May 2007**
Author: Les Windle, Manager – Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 28 May 2007 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Urban Planning Committee Meeting of 28 May 2007 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: R1 Recommendation to Council
Subject: **Public Domain Improvements - Double Bay Commercial Centre**
Author: Greg Stewart - Project Manager Strategic Projects & Policy
File No: 527.G Part 19
Reason for Report: Double Bay Public Domain Improvement Program

Recommendation:

- A. That Council endorse the following Public Domain Improvement Program of Works for the Double Bay Commercial Area:
1. Replacement of paving where affected by EnergyAustralia's network upgrade or to rectify deficient or damaged paving.
 2. Replacement planting or upgraded landscaping.
 3. New South Head Road (A)
 - a. Remove clutter of sign poles, decorative streetlight standards, streetlight/power poles, traffic light standards and replace with a rationalised layout of multi-function poles at regular intervals to carry signs, street lighting, decorative lights, hanging baskets, traffic lights where required and decorative banners. The decorative banners will provide colour and movement in the street, promote local events from time to time and emphasise the curve of the road through Double Bay.
 - b. Carry out gateway treatments at the eastern and western approaches to Double Bay comprising footpath widening, clustering of banner poles and entry signage. This will announce that you have entered the Double Bay Shopping Centre and lead into the banner pole avenue treatment.
 - c. Replace the stained white pavers on the north side with grey pavers to match the side streets, in the Double Bay pattern.
 4. New South Head Road (B)
 - a. Explore with the RTA and STA the potential for footpath widening by removing one or both clearways or retaining the clearways and having a moveable centre line (marked by lights).
 5. Goldman Lane, Gumtree Lane and Short Street: Upgrade footpaths, kerb and gutter and road pavements, including raised threshold treatments at the entrances to the lanes and a raised pavement to create a pedestrian plaza outside the new south entrance to the refurbished Cosmopolitan Shopping Mall.
 6. Kiaora Lane: Upgrade footpaths, kerb and gutter and road pavements, including raised threshold treatment to create a pedestrian plaza outside Woolworths.
 7. Cross Street carpark footpath and forecourt.
 8. Guilfoyle Park and Knox Street: Extend the footpath east into Bay Street, install new paving and upgrade the planting.
 9. Install lighting in selected street trees, such as major fig tree specimens in Bay Street, Cross Street and Transvaal Avenue.
 10. Install welcome and way-finding signage at key intersections and entry points.
- B. That it be noted that Kiaora Lane is to be constructed with funds currently available in this years Capital Works Budget.

- C. That the following projects be carried out with the funds currently allocated in the Draft
- D. 2007 / 2008 Capital Works Budget for streetscape improvement works in Double Bay:
- 1 The reinstatement of footpaths disturbed as a result of the works being carried out by EnergyAustralia
 - 2 The replacement of the sections of footpath paving identified as being in poor condition
 - 3 The installation of multi function banner poles in New South Head Road
 - 4 Gateway treatments at either end of New South Head Road
 - 5 The reconstruction of Gumtree Lane, Goldman Lane and Short Street.
- E. That the remaining projects in the Public Domain Improvement Program of Works be carried out as funds can be made available.

Background:

When considering a report on a Public Domain Improvement Strategy for the Double Bay Commercial Centre, Council, on 18 December 2006, resolved as follows (excluding parts of the resolution not relevant to this report):

- A. *That Council endorse a public domain improvement program of works for Double Bay Centre up to an estimated value of \$2m which does not include the cost of footpath repaving in G below.*
- C. *That the programs of works referred to in A above and the cost of reinstating the footpath, as per G below, be funded by a loan repayable over 10 years.*
- F. *That further reports be provided as soon as the necessary information is available for options including decorative street tree lighting, banner poles, landscaping and other urban design options in lieu of the proposed pavement replacement.*
- G. *That a further report be provided in relation to the estimated cost and the most efficient manner of reinstating the footpath damage associated with Energy Australia work and to the other areas where repairs are required.*
- I. *That work proceed on the design of Gumtree Lane and Goldman Lane and the designs along with the cost of the work proposed be submitted to the committee for consideration.*
- J. *That a further report be prepared on urban design options and that this report be linked to the Hill PDA consultants report on Double Bay.*

This report summarises the public domain improvement plans previously adopted by Council, implemented to a varying extent, and the issues to be addressed arising from the Hill PDA report. It proposes a Public Domain Improvement program of works for Double Bay.

Background: Public Domain Improvement Works – Schemes previously adopted by Council

In 1988, Council adopted a Civic Improvements Plan for the Double Bay Shopping Centre (copy attached as Annexure 1). This plan was developed to lift the image of the shopping centre that was, at the time, becoming degraded. Improved pavement design and geometry, footpath widening, tree planting in the parking lane, street furniture and lighting were all components of this Civic Improvements Plan, the majority of which was implemented in the late 1980's and early 1990's.

In 2002, Council adopted a Public Domain Improvements Plan for the Double Bay Centre. This plan sought to extend and capitalise on the public domain improvement works previously carried out by Council and to increase the quality and amenity of the Centre. The Improvements Plan also documented design guidelines for paving, lighting, planting and street furniture. Streetscape works in the Centre have since, generally, followed these guidelines.

As a result of the works carried out by Council as part of the above improvement programmes, there are a number of streets throughout the shopping centre, e.g. Bay Street, Cross Street and Transvaal Avenue, where the streetscape is very attractive and distinctive. The proposed Public Domain Improvement program of works for Double Bay is intended to extend and enhance this character.

Issues raised in Hill PDA report

Strategy 2 of Hill PDA's report on the Double Bay Commercial Centre concentrates on public improvements to the shopping centre. Strategy 2 – Physical Improvements – proposes that “a comprehensive and holistic *Double Bay Private and Public Domain Improvements Plan*” should be prepared that prioritises and further develop the following key initiatives relating to physical improvements to the public domain of the shopping centre:

6. *General improvements are made to the Centre's signage to create a sense of place, a sense of arrival and a better understanding of how to get around. Examples of additional signage may include:*
 - *a 'Welcome to Double Bay Village' sign on New South Head Road;*
 - *a sign on New South Head Road indicating where parking or more retailing is located; and*
 - *a Town Centre Map to help shoppers orientate themselves or learn where more shops are located (particularly within the laneways).*
7. *Visual improvements to the streetscape may also be achieved through the provision of smart poles or banners throughout the Centre. It is recommended that they are provided both along New South Head Road to signal to passing traffic the Double Bay Commercial Centre but also along key roads such as Knox Street and Cross Street. The inclusion of the latter roads would help to visually unify the Double Bay Centre. The smart poles may add colour and vibrancy to the Centre and promote up and coming events. What is more, they may also create additional revenue through advertisements to subsidise future Centre improvements.*
8. *Quick visual improvements may be made through the provision of new trees, planter boxes with colourful flowers, improved lighting and festive lights and new street furniture for sitting or gathering.*
9. *Secure through planning consents and other mechanisms the provision of public art. Investigate opportunities such as art events or festivals in the street.*
10. *There is a need, in some areas, to enhance the quality of the footpaths. This is required for both safety and amenity reasons and should be undertaken using a material that helps to coordinate the visual character and quality of the Centre's environment.*
12. *Invest in quality festive decorations with themes that may be uniformly applied to the entire Centre, ie Christmas in Europe, Easter or Double Bay Week.*

13. *Special attention should be given to improving the visual appearance of New South Head Road, including enhancements to both the private and public environment. This corridor is the gateway to the Centre and presently lacks the visual quality and presence required to promote Double Bay as an attractive location to stop, relax and entertain oneself in.*

Proposed program of works

This program of works addresses parts A, F, G and I of Council's resolution of 18 December 2006, and Initiatives (numbered I1 – I13) from Strategy 2 in the Hill PDA report:

1. Replacement of paving where affected by Energy Australia's network upgrade (3,840 sq m \$1.689m) or to rectify deficient or damaged paving (2,450 sq m (\$1.078m) as shown on the plans attached as Annexures 2&3. (Refer Hill PDA I10)
2. Replacement planting or upgraded landscaping. A number of locations have been identified where the present planting will be rejuvenated or where a more attractive planting scheme will be introduced. Detailed plans are being developed. (Refer Hill PDA I8)
3. New South Head Road (A)
 - a. Remove clutter of sign poles, decorative streetlight standards, streetlight/power poles, traffic light standards and replace with a rationalised layout of multi-function poles at regular intervals to carry signs, street lighting, decorative lights, hanging baskets, traffic lights where required and decorative banners. The decorative banners will provide colour and movement in the street, promote local events from time to time and emphasise the curve of the road through Double Bay (refer to plan and montages attached as Annexures 4&5). Estimated cost \$1.14M. (Refer Hill PDA I7, I8, I13)
 - b. Carry out gateway treatments at the eastern and western approaches to Double Bay comprising footpath widening, clustering of banner poles and entry signage. This will announce that you have entered the Double Bay Shopping Centre and lead into the banner pole avenue treatment (Concept plans are attached as Annexures 6&7). Estimated cost is \$300,000 for the eastern gateway, and \$80,000 for the western gateway (paving costs for this are included in Project 1). (Refer Hill PDA I13)
 - c. Replace the stained white pavers on the north side with grey pavers to match the side streets, in the Double Bay pattern. The pavers in the footpaths of New South Head Road will need to be uplifted to install the new streetlight poles, providing the opportunity to renew the footpath here. This will refresh the presentation of the main street. Estimated cost is \$554,000 which has been included in Project 1 above. (Refer Hill PDA I3)
4. New South Head Road (B)
 - d. Explore with the RTA and STA the potential for footpath widening by removing one or both clearways, or retaining the clearways and having a moveable centre line (marked by lights). If this can be achieved it has the potential to transform the visual presentation of the main road through Double Bay by providing the opportunity for footpath extensions between parking bays, which could allow for street tree planting, street furniture and planters and a more pedestrian friendly environment in New South Head Road. This investigation can proceed without delaying commencement of the physical works described in New South Head Road (A). A plan showing the proposal will be available at the meeting. (Refer Hill PDA I8, I13)

5. Goldman Lane, Gumtree Lane, Short Street: Upgrade footpaths, kerb and gutter and road pavements, including raised threshold treatments at the entrances to the lanes and a raised pavement to create a pedestrian plaza outside the new south entrance to the refurbished Cosmopolitan Shopping Mall. (Plan attached as Annexure 8) Estimated cost \$400,000. (Refer Hill PDA I10)
6. Kiaora Lane: Upgrade footpaths, kerb and gutter and road pavements, including raised threshold treatment to create a pedestrian plaza outside Woolworths. This upgrading is in keeping with plans developed for the former Kiaora Lands Project and can be integrated at a later date with a new proposal for Kiaora Lands adopting the same principles for the public domain. Funds are available in Council's current budget for these works. (Refer Hill PDA I10)
7. Cross Street Car Park footpath and forecourt: Streetscape improvement works may need to be deferred until the property strategy is further developed and determined by Council. Concept design plans are attached as Annexure 9.
8. Guilfoyle Park and Knox Street: Extend the footpath east into Bay Street, install new paving and upgrade the planting. This will strengthen the connection between Knox Street and the paved area of the park and create a more spacious venue for events, markets, etc. Revive the planting scheme of palm trees originally envisaged for Knox Street. The Concept Plans are attached as Annexures 10&11. Preliminary estimated cost \$620,000.
9. Install lighting in selected street trees, such as major fig tree specimens in Bay Street, Cross Street and Transvaal Avenue. This will provide visual landmarks at night by highlighting major trees at key intersections. Design concepts will be available at the meeting. Estimated cost up to \$80,000. (Refer Hill PDA I8)
10. Install welcome and way-finding signage at key intersections and entry points. A way-finding sign is shortly to be installed at the Double Bay Wharf and this will extend this initiative. Design attached as Annexure 12. (Refer Hill PDA I6, I13).

Detailed comments on the projects

New South Head Road

New South Head Road, as the principal gateway to the Double Bay Shopping Centre, presently does not project a high quality image of Double Bay, mainly due to the poor visual quality of the buildings along this street. Planter boxes were installed in recent years along New South Head Road in an attempt to improve the appearance of the street, however, these were heavily vandalised and were subsequently removed due to high ongoing maintenance costs.

Because of the existing narrow footpaths and the presence of overhead awnings along most of the footpath, there is limited opportunity to landscape the footpaths of New South Head Road in their current form. **Project 4**, to remove one or both clearways and widen footpaths, would create the opportunity to introduce street trees; it would result in fewer parking spaces overall but these would be available at all times, not restricted by clearway hours.

Project 3a proposes banner poles to add colour, interest and vitality to New South Head Road, provide an effective medium for promoting local events, reinforce the curvilinear nature of the street as it winds its way through the shopping centre and help screen the poor appearance of some of the buildings along this street.

The metal frames presently installed on street light poles throughout the shopping centre permit only relatively small banners to be displayed. **Project 3a** proposes the installation of multi-function poles which will enable larger banners to be installed and will also be able to carry street lights, traffic lights, parking signage, telecommunications equipment, and CCTV and bicycle facilities, thereby reducing the clutter of signage, lighting, and traffic signal poles along the street. The decorative lights erected throughout the shopping centre will also be affixed to these multi-function poles to maintain continuity of this decorative feature of the shopping centre.

The present road lighting of New South Head Road is incoherent. The street lighting layout will be rationalised to enhance the daytime appearance and provide a uniform level of lighting to the road surface and footpath in accordance with the Road Lighting Codes. The layout is attached as Annexure 4.

Project 3a provides for the installation of the multi functional poles at regular spacing along the street. **Project 3b** includes a cluster of banner poles at either end of the shopping centre to provide visual gateway treatments.

To supply power to the decorative lighting and possible future CCTV installations, as there is minimal low voltage cabling in New South Head Road, underground cabling will need to be installed along both footpaths to supply these services. This, in turn, will require the renewal of the footpath paving along New South Head Road. As the white paving on the northern side of the street is badly discoloured and stained and as the majority of the paving on the southern side is in poor condition, the replacement of the paving in New South Head Road proposed in **Project 3c** will upgrade the presentation of the street.

The estimated cost of providing 39 new multi-function poles connected to the existing street lighting network is \$500,000. To include the decorative lighting, and allow for other powered devices, etc) would cost an estimated further \$460,000 to install a new underground low voltage system. Transfer of traffic signals to these poles is estimated to cost a further \$180,000.

It is proposed to invite expressions of interest for the supply and installation of multi-function poles in the immediate future.

A separate product has become available and has recently been approved by EnergyAustralia which would enable banners to be raised and lowered on existing street lighting poles and on some types of multi-function poles without use of an elevated work platform. This would lower operating costs of a banner program and reduce OHS risk for Council staff.

Depending on the choice to be made, with regard to the multi-function poles, it would be proposed to obtain a quotation for the supply and installation of these devices.

Project 4 proposes to explore the possibility of creating footpath extensions in New South Head Road, mainly between Manning Road and Knox Street, through the removal of one or both of the clearways along the street or by retaining the clearways and having a moveable centreline marked by lights in the road pavement. These footpath extensions, which would need the agreement and approval of the Roads and Traffic Authority and the State Transit Authority, would significantly enhance the streetscape of New South Head Road through the shopping centre. Street trees, planters, seats and bike racks could be installed in the kerb extensions, creating a much enhanced pedestrian environment and adding greenery to the streetscape. There would be a small reduction in the number of car spaces but these spaces would be available at all times, not only outside clearway times. A plan of the proposal will be tabled at the Committee meeting.

Intersection of New South Head Road with Bellevue Road and Kiaora Road - eastern gateway to the shopping centre

The main focal point for people entering the Double Bay Shopping Centre from the east on New South Head Road is the Bellevue Road frontage of the Post Office, the Post Office Building itself and the western footpath of Kiaora Road. The scale of the building is small and the architectural quality indifferent. **Project 3b** proposes to improve the appearance of this important gateway to the shopping centre. A concept plan is attached as Annexure 6. A photomontage will be available at the Committee meeting. The improvements identified comprise the provision of banner poles, an art wall / public sculpture on the Bellevue Road frontage of the Post Office to improve its appearance, widening and landscaping of the eastern footpath of Kiaora Road, new footpath paving around the Post Office corner and entrance signage. Details are still to be developed.

Intersection of New South Head Road and Bay Street – western gateway approach to the shopping centre

The main focal point for people entering the Double Shopping Centre from the west on New South Head Road is the intersection of New South Head Road and Bay Street. **Project 3b** proposes to improve the appearance of this important gateway to the shopping centre. A concept plan is attached as Annexure 7. A photomontage will be available at the Committee meeting. The improvements identified comprise the widening of the footpath on the northern side of New South Head Road just west of Bay Street and the provision of banner poles, additional street tree planting, and entrance signage. Details are still to be developed.

The Roads and Traffic Authority have agreed, in principle, to the widening of the footpath on the northern side of New South Head Road just west of Bay Street.

Intersection of New South Head Road and Manning Road

As an extension of **Project 3b**, a further possible gateway treatment has been identified at the intersection of New South Head Road and Manning Road, where it may be possible to selectively widen the existing footpaths, as shown in the plan attached as Annexure 13. This would enable additional street tree planting on the eastern side of the intersection and the much larger footpath area on the western side could be landscaped and could be used to display public art.

Widening of footpaths at this location will be explored with the Roads and Traffic Authority.

Upgrading of Gumtree Lane / Goldman Lane and Short Street

Project 5, to upgrade these laneways, was identified in the 2002 Public Domain Improvements Plan for Double Bay, and Council, on 18 December 2006, resolved: *That work proceed on the design of Gumtree Lane and Goldman Lane and the designs along with the cost of the work proposed be submitted to the committee for consideration.*

A design has been prepared and is attached as Annexure 8. Where possible, footpaths have been widened and paved in the Double Bay pattern. Where necessary, because of the restricted width of the lanes, there are shared pedestrian/vehicular footpaths paved in interlocking pavers separated from the asphalt road surface by a concrete roll top kerb. At the entrances to the lanes and outside the new south entrance to the refurbished Cosmopolitan Shopping Mall, raised threshold treatments, to reinforce pedestrian priority, are created. Limited street planting is included where opportunities exist.

This project is currently being documented in preparation for the calling of tenders. The estimated cost of these works is \$400,000.

Cross Street Car Park

Project 7 proposes streetscape improvement works in front of the Council's Cross Street Car Park and Jamberoo Lane, which will significantly improve the streetscape of Cross Street and the gateway into the shopping centre from Bellevue Road. These works were identified in both the previous Civic Improvements Plan and the Public Domain Improvements Plan for Double Bay but were not implemented. The car park building and the entrance to Jamberoo Lane do not project an attractive street frontage to Cross Street. This area also forms the gateway for visitors entering the shopping centre from Bellevue Road or turning left from New South Head Road. The proposed paving and landscaping are shown on the concept plan attached as Annexure 9.

The future of the Cross Street Car Park is currently being considered by Council's Assets Working Party as part of the Property Asset Study and Strategy. Part of these streetscape improvement works may need to be deferred until the property strategy is further developed and determined by Council.

Guilfoyle Park and Knox Street

Guilfoyle Park is the main open space area within the shopping centre and is a popular place for people to meet, to have lunch, to sit and relax. It is also used from time to time as an area to hold shopping centre promotions and community events. Guilfoyle Park also frames the western end of Knox Street.

Although the eastern end of Guilfoyle Park was upgraded in the early 1990s, the white paving has become damaged, discoloured and stained over time and the area is starting to look run down and presents as requiring refurbishment.

Details of this scheme are still to be developed.

Project 8 proposes upgrading of this area. A preliminary concept design has been prepared and is attached as Annexure 10. In order to improve the park and better integrate it with the shopping centre, the plan proposes to widen the Bay Street footpath adjacent to the park through the removal of car parking and create an extended plaza for people to gather and for events, performances, markets and the like. The extended footpath would also reduce the barrier that Bay Street creates between Knox Street and the Park and improve views of the Park from Knox Street. The plan also proposes upgrading of the landscaping around the plaza and into the Park in a style similar to that in Transvaal Avenue.

The original Civic Improvements Plan for Knox Street envisaged planting palm trees along both footpaths of Knox Street to link up with the Washingtonia and Livistona Palms in Guilfoyle Park. It is not known why this has not been implemented. The existing planting of plane trees and box hedges is variable in quality with much of the planting in only fair condition. In **Project 8**, it is proposed to revive the original vision by replacing the trees in the centre islands at each end of the street with palms and planting palms in both footpaths in the central section. The form of the palm tree tops and root balls suit them to the relatively restricted space available and the palm tree planting will create a highly distinctive silhouette in Knox Street and emphasise the curve of the street.

Reinstatement of footpath paving following Energy Australia work and other footpath areas requiring repair

Project 1 addresses these works. The EnergyAustralia upgrading works currently in progress will necessitate the restoration of approximately 37% of the footpaths throughout the shopping centre as shown in Annexure 2. In addition to the need to restore the footpaths disturbed by the EnergyAustralia works, as stated in the previous report to Council, there are a number of additional locations throughout the shopping centre where the footpath requires reconstruction.

These include where there has been differential settlement between adjacent pavers, where sections of paving have subsided, where pavers have badly discoloured and stained or where pavers have been cracked and damaged by vehicles being driven on to the footpath. These sections of footpath, which amount to approximately 23% of the total footpath area of the shopping centre, are shown on the plan attached as Annexure 3, and are located at:

- the northern footpath of New South Head Road, between Bay Street and Cross Street, where the white pavers have badly discoloured and stained and require replacement,
- the eastern end of Guilfoyle Park, adjacent to the stage, again where the white pavers have badly discoloured and stained and require replacement,
- the southern side of New South Head Road, between Woolworths and Manning Road, where there is a substantial amount of differential settlement between pavers and adjacent service box covers,
- the northern side of Cross Street, between Transvaal Avenue and the Cross Street Car Park, where sections of the paving, which were re-laid and replaced during the adjacent development works, were incorrectly laid and have also subsided, and
- parts of Knox Lane, where the pavers have been badly stained from oil spillages or have been damaged due to delivery vehicles parking on the paved footpath areas.

Therefore, in total, **Project 1** proposes reinstatement or reconstruction of approximately 60% of the paved footpaths throughout the shopping centre.

EnergyAustralia will only reimburse Council the cost of reinstating that portion of the footpath that has been excavated or damaged as a direct result of their work. In order to achieve a uniform appearance, to reduce the likelihood of future differential settlement between the existing and disturbed sections of footpath, and to extend the life of the footpath, it is proposed to reinstate the full width of the footpath using new pavers laid on a concrete slab base. To reinstate only that section of footpath disturbed by the EnergyAustralia work, would result in a non-uniform and unattractive appearance as the surface texture and colour of the different batches of pavers have changed since they were first laid some 16 years ago. It is also proposed to lay the new pavers on a concrete base to reduce trip hazards occurring between adjoining pavers due to possible future settlement of the sections of footpath disturbed by the EnergyAustralia works and possibly not well compacted.

Provision has been made in the 2007 / 2008 Capital Works Budget for the full width reinstatement of the footpath following EnergyAustralia's work as well as the reconstruction of the footpaths identified as requiring reconstruction due to their current condition. The relevant budget provisions are:

- | | |
|---|---|
| • Paving reinstatement following EA works | \$1,689,000
(incl \$310,000 from EA) |
| • Paving repairs | \$1,078,000 |

As part of **Project 1**, it is also proposed to reinstate the footpath on the southern side of Guilfoyle Avenue and the southern side of Cooper Street, adjacent to the existing retail outlets, in paving rather than in the concrete which currently exists. These works will mirror the paving on the northern sides of these streets, which has been or will be constructed in conjunction with adjoining development works.

We are currently preparing a specification for the new paving. The specification will call for pavers of the same style and colour as that which presently exists, in either high quality concrete or stone, and seek a product which is more durable, less porous and less susceptible to staining and damage than those which currently exist. It is proposed to invite Expressions of Interest in late June for the manufacture and supply of the necessary quantities of paving required.

Street Tree Lighting (Project 9)

It was agreed at the meeting last year with the Chamber of Commerce that the decorative lighting of street trees would be upgraded and this would provide the opportunity to enhance the evening ambience of Double Bay. The existing partly-defective bud lighting has been removed from the trees and alternative systems are being investigated.

A bud lighting system or optical fibre attached to the branches gives the most striking effect but has several drawbacks, e.g. it entails a high level of maintenance, it is vulnerable to damage because of the number of components involved and it has to be adjusted as trees grow. Where the trees are in traffic islands, cables have to be carried over or under the road to the trees.

Up-lighting under the trees can be programmed to include changing lighting effects but again, in some cases, requires cables to be installed over or under the road and the in-ground fixtures can be vulnerable to moisture penetration.

Floodlighting from adjoining buildings can be programmed to give changing effects. This approach avoids the need for cabling to the trees but requires either the agreement of individual building owners or the installation of poles on the footpath adjacent to buildings. A system of floodlighting was demonstrated to the Chamber and Council representatives on 4 October 2006 but those present felt that further options needed to be explored.

A lighting consultant has been engaged to prepare some concept designs for the lighting of street trees. Design concepts will be available for viewing at the Committee meeting.

Reconstruction and upgrading of Kiaora Lane

Project 6 entails the reconstruction of Kiaora Lane, between Manning Road and Kiaora Road, and Anderson Street, between Patterson Street and Kiaora Lane, as part of Council's Infrastructure Renewal Program. An amount of \$355,270 has been provided in the current budget for these works, which comprise the following:

- The reconstruction and re-alignment of the kerb on the northern side of Kiaora Lane to provide at least a 1.6m wide pedestrian path, with 3.1m wide path at the entrances to the arcades at the main crossing points to the Kiaora Lane carpark and the provision of a defined truck zone and loading zone.
- Reconstruction of the kerb on the southern side of Kiaora Lane, including the provision of stormwater harvesting integrated into the kerb adjacent to the existing street trees located at the Kiaora Lane Carpark.

- Reconstruction of the raised pedestrian crossings at the Woolworths exit and the Anderson Street crossing to the Kiaora Lane carpark.
- Provision of kerb access ramps to provide improved pedestrian access at crossing points and into the Kiaora Lane carpark.
- Reconstruction of the footpath on the southern side of Kiaora Lane using concrete and on the northern side of Kiaora Lane using the Double Bay pavers for footpath areas and grey interlocking pavers for driveways and thresholds.
- Upgrading of the stormwater pit and pipe system from Patterson Street and Kiaora Lane draining to the main stormwater channel in Kiaora Road.
- Reconstruction and regrading of the road pavement surface and road pavement sub grade in Anderson Street.

The design of these works is currently being finalised and it is anticipated that the works will be placed out to tender shortly. Plans of the works will be available at the Committee meeting.

Way-finding and Welcome Signage

The way-finding sign to be installed at Double Bay Wharf has been ordered and is scheduled to be installed first week in July. The sign welcomes visitors to Double Bay and includes a map of the commercial centre with places of interest. On the reverse side is a changeable community notice board section that informs visitors and residents alike of forthcoming local events and activities. This first sign has been developed as a prototype. **Project 10** proposes that other signs based on this design be installed in locations to be identified. A design will also be developed for a Welcome to Double Bay sign to be installed at the eastern and western gateways.

Details of the way-finding sign to be installed at Double Bay Wharf are attached as Annexure

Funding

The following funds have been provided in the Draft 2007/2008 for streetscape improvement works in Double Bay:

Double Bay

Paving Reinstatement following EA works	1,689,000
Paving repairs	1,078,000
Goldman/Gum tree Lanes, multi-function (banner) poles, decorative lighting, landscape and gateway treatments, signage and street furniture	2,000,000

Following is a summary of the cost of the different projects listed above, excluding those that are yet to be investigated or are already funded:

Project	Estimated cost	Subtotal
Replacement of paving affected by EnergyAustralia's works	\$1,689,000	
Replacement of deficient or damaged paving	\$1,078,000	\$2,767,000
Installation of banner poles connected to street lighting network	\$500,000	
Connected to low voltage	Extra \$460,000	
Transfer of traffic signals	Extra \$180,000	\$3,907,000

Eastern gateway- New South Head Road	\$300,000	
Western gateway- New South Head Road (excludes. Paving covered elsewhere)	\$80,000	
Upgrading of Goldman Lane, Gum tree Lane and Short Street	\$400,000	\$4,687,000
The projects above will use all funds currently allocated.		
Guilfoyle Park	\$500,000	
Knox Street	\$120,000	
Street tree lighting	Possibly \$80,000	\$5,387,000

The works currently being carried out by EnergyAustralia necessitate the full width reinstatement of the footpaths disturbed as a result of their works. Therefore, all the funds allocated in the draft budget for these works will be required to carry out these works.

Sections of paving identified as being in poor condition will be replaced at the estimated cost of \$1,078,000.

It is proposed that the remaining \$2,000,000 in the 2007/2008 Draft Budget for public domain improvement works, be expended on the installation of multi-function banner poles in New South Head Road, gateway treatments at either end of New South Head Road, and the reconstruction of Gumtree Lane / Goldman Lane / Short Street, and that the remaining projects in the Program be carried out as funds can be made available.

Greg Stewart
Project Manager Strategic Projects & Policy

Warwick Hatton
Director Technical Services

Annexures:

1. 1998 adopted Civic Improvements Plan for Double Bay
2. Plan showing areas of footpath requiring reinstatement following works by Energy Australia
3. Plan showing areas of footpath in poor condition requiring reconstruction
4. Plan showing proposed location of new lighting / banner poles
5. Montage - banner poles along New South Head Road
6. Concept design - eastern gateway New South Head Road
7. Concept design - western gateway New South Head Road
8. Plan of proposed upgrading —Gumtree Lane, Goldman Lane and Short Street
9. Concept design - Cross Street Carpark and Jamberoo Lane
10. Concept design - Guilfoyle Park
11. Concept design - Knox Street
12. Welcome / way -finding sign
13. Concept design – intersection of Manning Road and New South Head Road

Item No: R2 Recommendation to Council

Subject: **Review Of Development Control Plan For Schools And Colleges**

Author: Tom Jones, Urban Design Planner

File No: 1197.G/ Part 1

Reason for Report: To respond to a recommendation from the Strategic Planning Working Party on 30th January 2007 to review the current Development Control Plan for Schools and Colleges.

Recommendation:-

1. That Council resolve to prepare a new Development Control Plan for Schools and Colleges generally in accordance with the conclusions set out in the report to the Urban Planning Committee on 12 June 2007.
2. That the draft DCP for Schools and Colleges be presented to the Urban Planning Committee for consideration prior to public exhibition.

1. BACKGROUND

On 30th January 2007 the Strategic Planning Working Party viewed a power point presentation that identified issues associated with the current Development Control Plan for Schools and Colleges. The Current DCP for Schools and Colleges is attached as **Annexure 1**. The minutes of the meeting are attached as **Annexure 2**. The working party recommended that a report regarding a review of the schools and colleges DCP be brought to the Urban Planning Committee. During consideration of the matter the working party discussed the following issues:

- *Existing setback requirements rely on the controls in the Residential DCP. These should be reviewed as these controls are not always appropriate for school campuses.*
- *Important to identify views and vistas, especially from the public domain*
- *Traffic generation needs to be assessed*
- *The requirement for design excellence should be included - need to consider quality of design for new works and buildings.*
- *Carparking requirements should be reviewed. The merit of relating carparking to staff numbers or gross floor area was discussed.*
- *Specific controls are required for each campus rather than generic controls. Suggestion that site controls similar to precinct controls in RDCP be included.*
- *Caution against use of master plans and approval by Council of such plans as they could be seen as defacto approval by Council of future works.*
- *Need to maintain and/or improve the ratio of open space to buildings.*
- *Don't reduce on-site open space unless certain criteria are met (these not stated) ie. rather than specify an amount of open space, maintain existing open space as a minimum.*
- *Insert ESD provisions such as water and energy conservation*

- *The current culture of children being driven to and from school was discussed, including the associated traffic chaos within drop-off and collection zones. Discussion of ways to reduce car dependence – walking buses, car pooling, restricting numbers of students with cars – but noted that it was difficult for Council to enforce.*
- *Requirement for a traffic and parking management plan that addresses car dependence/ESD issues should be included in DCP.*
- *Support for community use of schools, but not commercial uses. Commercial uses can have a major impact on nearby areas. Need to distinguish between community use and commercial use of school facilities.*
- *Community access to school facilities and grounds should be encouraged, but need to protect infrastructure (security issue).*
- *Encourage community use of facilities and maximise community benefits*

There are 18 schools in the Municipality that are in the area covered by the DCP for Schools and Colleges. This excludes the military training establishment at HMAS Watson at Watsons Bay, which is on Commonwealth land and is not bound by local or state legislation and policy. All the schools in the Municipality are zoned special use, with the exception of McAuley Primary School, Rose Bay which is in a **Residential B** zone. All the campuses are in residential areas, except HMAS Watson which is surrounded by National Park. Three Campuses are in the Woollahra or Paddington Heritage Conservation Areas, twelve campus sites include heritage items. The height of all the campus sites is limited to 9.5m in the Woollahra LEP 1995. The density map does not contain an FSR control for the campuses, with the exception of McAuley Primary School. Approximately 414,250sqm in Woollahra LGA is used for schools or colleges, including the 26,000sqm of HMAS Watson. This is about 3.4% of the total area of the municipality.

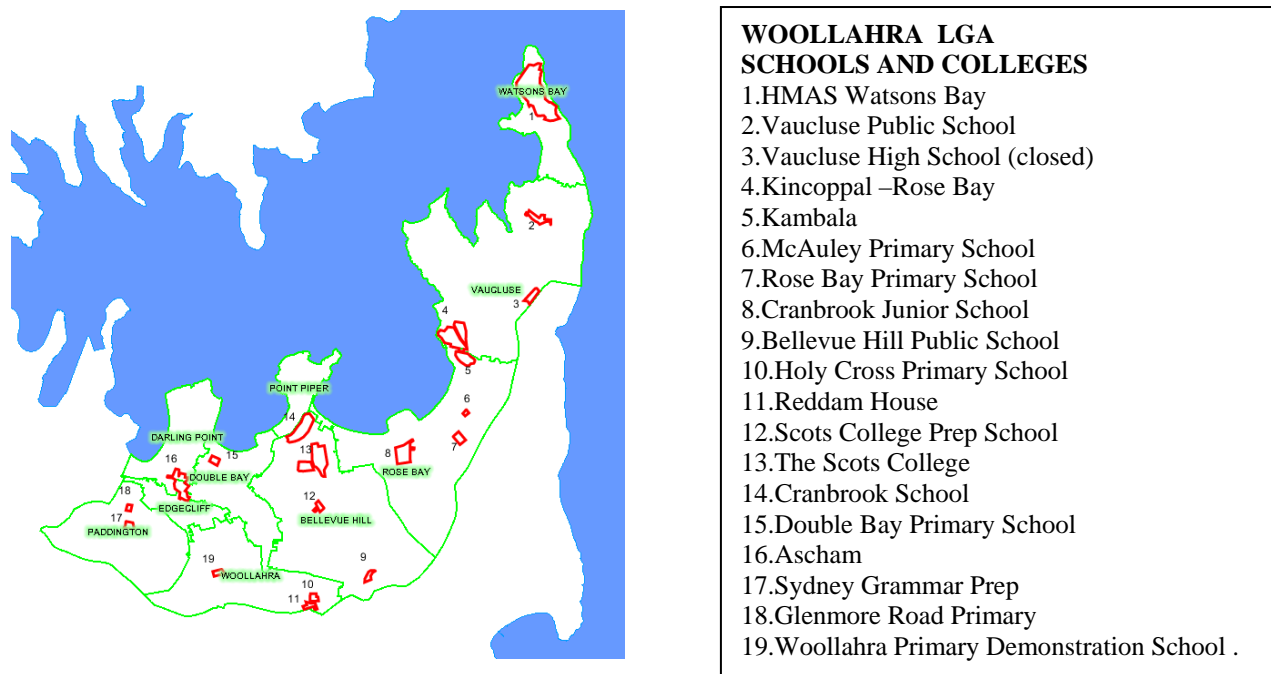


Figure 1: Schools and Colleges in Woollahra LGA

2. OVERVIEW OF THE DEVELOPMENT CONTROL PLAN FOR SCHOOLS AND COLLEGES 1995

The DCP for Schools and Colleges was re adopted on 21 June 1995. The document contains the following heads of consideration:

1. Heritage conservation
2. Building and urban design
3. Siting of development
4. Recreation areas
5. Parking and servicing
6. Traffic and pedestrians
7. Student numbers
8. Noise Generation
9. Landscaping
10. Community and commercial use of school and college facilities
11. Fencing
12. Servicing and utility installations
13. Energy efficiency.

Three of these heads of consideration contain numerical controls. These control site setbacks, car parking requirements and the amount of recreation area. Other considerations are generally merit based. It is considered appropriate to review the controls since conditions have changed considerably since the DCP was originally written. A number of directions were indicated at the Strategic Planning Working Party 30/01/2007 and are addressed in **3. ISSUES** below.

3. ISSUES

3.1 Setbacks

The **Development Control Plan for Schools and Colleges 1995** has a setback requirement as follows.

Part 3 Heads of consideration

9.0 Siting of development

Requirements

Buildings situated near property boundaries are to comply with the minimum setback requirements applicable to residential buildings as contained in the Council's Residential Development Control Plan. This requirement may be varied depending on the nature of adjoining development and amenity issues including privacy, noise generation, overshadowing and views.

The RDCP setback control is potentially ambiguous when applied to campus sites, since it could be read that the setback which applies to the site is the same as that which applies to the adjoining residential property, or it could be understood that the residential control is applied directly to the campus site. If the intention of this control is that the Woollahra Residential DCP 2003 setback controls are applied directly to campus sites, undesirable results could occur. The setbacks in the Residential DCP are intended for residential buildings. They respond to buildings with definable side and rear boundaries. Generally residential buildings are a single building as opposed to the collection of buildings which typify a campus (refer figure 2). Therefore controls intended for residential buildings are not necessarily suited to campus sites.

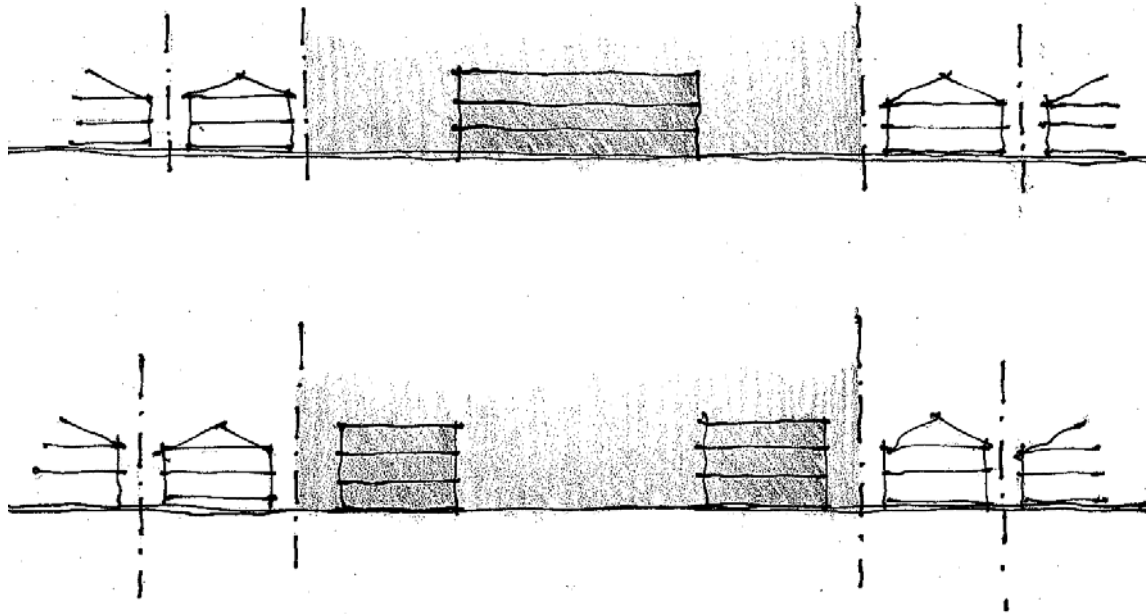


Figure 2: Campuses generally consist of a collection of buildings so they require different setback controls to residential buildings. The top drawing indicates a building location which results from setbacks that treat the campus as a single building and push the recreation space to the periphery of the site where it impacts in surrounding residences. The lower diagram shows the result of setbacks which recognise that the campus consists of a collection of buildings and allow the buildings to shield the recreation space from surrounding residences.

It is recommended that campus setback controls match the setback requirements for the adjoining properties. The control should be inserted in part **3.8.0 Building and urban design** of the DCP.

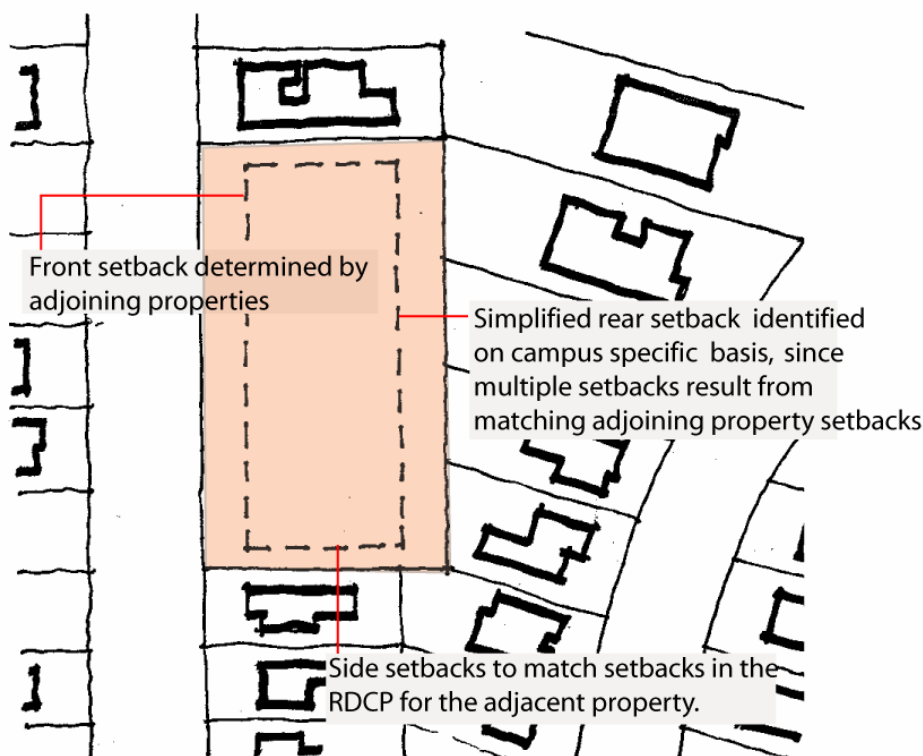


Figure 3: An example of how campus setback controls might be determined. It is noted that the majority of Woollahra campuses are atypical and do not have readily identifiable front side and rear setbacks.

3.2 Parking on Site

The **Development Control Plan for Schools and Colleges 1995** has an on site parking requirement as follows:-

Part 3 Heads of consideration

11.0 Parking and servicing

Requirements

Car parking and facilities for staff, visitors, students and service vehicles is to be provided in accordance with the Council's Development Control Plan for Off-Street Car Parking Provision and Servicing Facilities.

Woollahra Council's **Development Control Plan for Off – Street Car Parking and Services Facilities 1995** requires the following amount of off street parking in Table 2.5:

<i>Preschools, Kindergartens, Child Care Centres and Primary schools</i>	<i>0.5 spaces per 100sqm GFA</i>
<i>Secondary and Special and other Education</i>	<i>1.0 spaces per 100sqm GFA</i>

The DCP for Off -Street Car Parking and Service Facilities 1995 requires half the parking spaces for primary schools that are required for secondary schools. The justification for such a large difference in the rate is unclear as there is unlikely to be such a difference in the parking needs for the staff of primary and secondary schools. This is especially true when the direction of the Strategic Planning Working Party to discourage secondary school students driving cars to school, by not providing parking for them is considered. The situation regarding tertiary colleges is different since a large proportion of students arrive in private vehicles and park for the duration of the classes. There are presently no tertiary colleges (other than HMAS Watson) existing in the Woollahra Municipal area.

The **RTA Guide to Traffic Generating Development** has no requirement for educational establishments. A review of car parking controls in other Local Government Areas (LGAs) indicates that there is a large range of requirements for parking:-

EDUCATION and PARKING –TYPICAL LOCAL GOVERNMENT AREA RATES	
<i>Canterbury City Council</i>	
<i>Educational Establishment</i>	<i>Primary School:</i> <i>Cars</i> <i>1 space per 2 staff</i> <i>Secondary School and Other Educational Establishment:</i> <i>A parking assessment with survey of similar establishments is required</i>
<i>Waverley Municipal Council</i>	
<i>Educational facility</i>	<i>1 car space per 50 students in year12,</i> <i>1 space per 4 employees and</i> <i>1 space per 20 Tertiary students</i>
<i>North Sydney</i>	
	<i>MAXIMUM REQUIREMENTS</i> <i>Educational establishment 1 space / 6 staff</i>
<i>Randwick</i>	
<i>Primary and Secondary Schools</i>	<i>0.7 spaces per 1 staff member</i> <i>0.7 spaces per 1 staff member, plus 1 space per 10 full time students</i>
<i>Tertiary</i>	

Mosman		
<i>Educational</i>	<i>establishment 1 space / 6 staff</i>	<i>Traffic and Parking Impacts Study required. A suitable drop off and pick up point for cars and buses should be provided</i>

Table 1: Car Parking Rates in Sydney LGAs

Further research is required before a specific numerical requirement can be determined. It is suggested that a traffic report identifying off site parking opportunities and other transport options be required for each school campus application that would reasonably be expected to enable an increase in student enrolment or staff numbers. Traffic reports should assess the requirement for parking generated by staff and by students and establish a realistic rate based on the campus' location, catchment and requirements. Student parking is not to be provided on site. However, its potential impact on the surrounding streets should be assessed. The traffic report should also refer to **Issue 3.4 -Drop Off and Pick Up** of this report. Controls regarding this recommendation should be inserted in part **3.11.0 Parking and servicing** of the DCP.

3.3. Recreation Area

The current **Development Control Plan for Schools and Colleges 1995** has a requirement for recreation space as follows:-

Part 3 Heads of consideration

10.0 Recreation

Requirements

When considering the provision of open-air recreation space, schools and colleges should attempt to maximise the amount of useable open-air recreation space on site. As a guide, a minimum rate of 20sqm of open-air recreation space per student should be used. For the purposes of this calculation, car parking areas, driveways, verandahs, service areas and the like are not included as open-air recreation space.

This requirement is the principle control on the density of development allowed on a campus site. Building mass is controlled by relating student numbers to the amount of recreation space available on the campus. There are implications of this form of control which are not immediately obvious and which are not necessarily intended. These are that:-

- It favours schools with attached playing fields since the playing field is counted as recreational space, even though they are not generally used for casual recreation. Playing fields which are separated from the school campus are not counted as recreational space.
- It favours taller buildings, which leave the ground level open and hence usable for recreation. The Woollahra LEP has height controls on campuses (all existing campuses are in a 9.5m area), however a number of schools have existing buildings considerably higher than the control allows.

The control does not respond to different urban contexts since the same rate is applied across the municipality where very different densities and configurations of surrounding development occur. Refer table 2



Figure 4: Reddam House and Kincoppal have very different student/site densities

Woollahra Schools and Colleges Table

	Institution	Private State	Primary Secondary Tertiary	Student #s B-Boarders	Area	Approx site cover	Open Space Per student
1	HMAS Watsons Bay	S	T		173,500sqm	26,025sqm	
2	Vaucluse Public School	S	P	275	20,000sqm	1,980sqm	65sqm
3	Vaucluse High School	-	-	-	12,000sqm	4,500sqm	
4	Kincoppal –Rose Bay	P	P	450	70,750sqm	4,500sqm	56sqm
			S	500 (inc150B)		12,000sqm	56sqm
5	Kambala	P	P	220	21,750sqm	1,800sqm	19sqm
			S	550 (inc 120B)		5,400sqm	19sqm
6	McAuley Primary School	P	P	120	3,800sqm	1,000sqm	15.0sqm
7	Rose Bay Primary School	S	P	320	10,000sqm	3,500sqm	20.5sqm
8	Cranbrook Junior School	P	P	-	40,825sqm		
9	Bellevue Hill Public School	S	P	357	7,000sqm	2,450sqm	12.5sqm
10	Holy Cross Primary	P	P	250	6,400sqm	1,700sqm	18.8sqm
11	Reddam House	P	S	600	9,500sqm	6,000sqm	6.0sqm
12	Scots College Prep School	P	P	300	7,000sqm	2,800sqm	14sqm
13	The Scots College	P	S	1300 (inc 235 B)	61,250sqm	12,250sqm	37.5sqm
14	Cranbrook School	P	S	850 (inc 100B)	46,248sqm	17,574sqm	33.5sqm
15	Double Bay Primary School	S	P	323	7,250sqm	3,480sqm	11.5sqm
	Ascham	P	P	300	45,000sqm	7,500sqm	25sqm
16			S	600 (inc 100B?)		15,000sqm	25sqm
17	Glenmore Road Primary	S	P	279	8,000sqm	2,750sqm	19sqm
18	Sydney Grammar Prep	P	P	305	3,700sqm	2,300sqm	4.5sqm
	If calculated with the adjacent Weigal playing fields				48,500sqm	2,300sqm	151sqm
19	Woollahra Primary Dem.	S	P	539	7,800sqm	3,700sqm	7sqm

Table 2: Schools and Colleges in Woollahra LGA with their statistics relevant to the DCP controls

Note: Over half the schools in the LGA have less than 20sqm of recreation space per student.

It is suggested the characteristics of campus' which contribute to the public domain be identified, protected and enhanced with criteria suited to the particular conditions on and surrounding the site. Controls regarding this recommendation should be inserted in part **3.8.0 Building and urban design** of the DCP.

3.4. Drop Off and Pick Up

The current **Development Control Plan for Schools and Colleges 1995** refers to drop off and pick up facilities as follows:-

Part 3 Heads of consideration

12.0 Traffic and pedestrians

Objectives

The objectives are:

- a. to minimise conflict between vehicles and pedestrians;*
- b. to make adequate provision for vehicle and pedestrian accessibility to, and within, the site; and*
- c. to encourage a safe, efficient and co-ordinated circulation network to, from and within a site, which has regard to emergency vehicles, servicing vehicles, disabled access, cars and pedestrians.*

Requirements

Access and egress arrangements should be in accordance with the Council's Development Control Plan for Off-Street Car Parking Provision and Servicing Facilities.

A layby area adjacent to the principal entry gates or an internal driveway should be provided, to the satisfaction of the Council, for the picking-up and dropping-off of students before and after school, where necessary and/or possible.

Provision should be made on-site for service and emergency vehicles.

Where the site characteristics allow, provision of a bus layby area for the pick-up and drop-off of students should be made.

Suitable provision should be made to facilitate disabled persons access to parking spaces, around the site and within buildings.

Transporting school children in private vehicles has emerged in the last 20 years as a major traffic generator throughout the Metropolitan area. Traditional laybys often cannot accommodate the amount of traffic being generated, resulting in significant public amenity impacts including:-

- Traffic congestion caused by private car usage associated with dropping off and picking up children at schools. This activity means large numbers of vehicles converging, queuing and stopping in a limited area and time period. The effects on traffic flows are often blockages and gridlocks affecting the local road system.
- A loss of child fitness. Children who are driven to school are often not regularly walking or cycling. Poor child fitness, particularly obesity, is a growing health concern in Australia.
- Concerns about road safety resulting from vehicles stopping, queuing and pulling out around school entries. Traffic congestion around school entries produces potentially dangerous road conditions for school children.
- Social interaction between the wider community and students journeying to and from schools and colleges is an important component of our egalitarian society. School children in private vehicles, generally do not have this experience, nor make this contribution.
- Being unsustainable, the use of private motor vehicles for picking up and dropping off students impacts on the viability of shared transport systems and is less energy efficient.

Development Control Plans are limited to providing controls which apply to the site which is the subject of the development application. Vehicle movement off the site is not controllable by a DCP. The DCP for Schools and Colleges requires that the picking up and dropping off of students is accommodated on the site *where necessary and/or possible*. Such a drop off, pick up facility may reduce the safety concerns, however, making part of the school a queuing and turning area for vehicles is not an efficient use of campus land. Furthermore, it accommodates an activity which arguably responsible strategic planning should be discouraging. Only one school in the Municipality (which is not yet built) Cranbrook Junior School will have on site drop off and pick up facilities. It is unlikely that other schools will be able to accommodate this activity on campus.

It is recommended that when schools make a development application that would reasonably be expected to enable an increase in student enrolment, they submit a traffic report which states ways that the school is intending to address the issues associated with drop off and pick up. These may involve initiatives which utilise communal transport systems, safe walking, bicycle or scooter routes and safe storage on the campus. These approaches, if they reduce vehicle numbers in the proximity of the school, may be acceptable alternatives to utilising areas of the campus for drop off and pick up and would become conditions of the consent. Controls relating to this recommendation should be inserted in part **3.12.0 Traffic and pedestrians** of the DCP

3.5. Community Use of Schools

Generally schools are not in use for 13-17 weeks each year. Often schools occupy central positions in our communities and are well served by transport connections. There is a potential demand to utilise these facilities in the evenings, weekends and holiday periods. Secondary uses of school campuses are subject to opposing considerations:

- People living adjacent to schools need and expect the relief the holiday periods provide from continual usage.
- School buildings and grounds require the holiday period for maintenance.
- Requirements such as parking are very different for uses other than schools. Most alternative uses will have greater parking requirements.
- Appropriate uses introduce the wider community to the school, making it a more integrated part of the community's life and providing useful facilities.
- Renting space potentially provides financial support for the school.

The LEP regulates permissible uses, the DCP is able to state acceptable amenity performance standards. The future standard LEP template permits the use of schools site for community uses.

29 Community use of educational establishments [compulsory]

- (1) *The objective of this clause is to allow the use of educational establishments, including their site and facilities, for other community purposes.*
- (2) *An educational establishment (including the site and facilities) may, with consent, be used for any other community purpose, whether or not any such use is a commercial use of the land.*
- (3) *Nothing in this clause requires consent to carry out development on any land if that development could, but for this clause, be carried out on that land without consent.*

Community uses should be assessed on a case by case basis with regard to the event, the school, the time and duration and the likely amenity impacts. In some cases they will have no adverse amenity impact and will be of financial benefit to the school. These activities should meet the parking requirements generated by that activity, as well as all other controls which apply to that usage within the zoning. Controls relating to this recommendation should be inserted in part **3.16.0 Community or commercial use of school or college facilities** of the DCP

3.6 Public Access to School Grounds

Schools are usually fenced to make sure that children and balls etc. are contained within the limits of the school and don't get onto adjoining property and roads. Traditionally these fences have been for keeping children in rather than others out, however there are a growing number of reasons that schools are keen to keep the school grounds secure. These include:-

- The security of the students
- The security of the staff
- The security of the buildings
- Potential liability for injury on the school grounds.

Allowing the general public to enter school grounds creates numerous problems for the school authorities. However school grounds have the potential to contribute to the amenity of the whole community.

- Permeable school grounds allow students to see their school and themselves as connected to the greater locality.
- The casual use of the school playing areas both playing fields and playgrounds for general recreation particularly in the holiday periods is a valuable community asset.

It is recommended that public access to school grounds, when the school is not in use, is encouraged. It is also recognised that the DCP cannot regulate for this to occur and that there are real concerns regarding security. Controls relating to this recommendation to encourage the accessibility of school grounds should be inserted in part **3.17.0 Fencing and access** of the DCP.

3.8 Design Excellence

On 30 January 2007 The Strategic Planning Working Party discussed the inclusion in the DCP for Schools and Colleges of a requirement for design excellence. School campus buildings and the internal and external places they form are where students learn and grow. School campuses should be inspiring places and Woollahra LGA has many fine school campuses. It is recommended that new buildings on campuses should contribute to this inheritance by:

- Responding to the scale, form and fenestration patterns of the existing campus and/or surrounding buildings.
- Responding to the texture and materials used in the existing adjacent buildings.
- Producing pleasant and usable external places.
- Providing a humane and civilised environment conducive to the enjoyment of all users.
- Using passive environmental design to produce places that are comfortable and are responsive to the external environment.
- Retaining and enhancing permeability and connectivity on the campus, by providing movement paths and visual connections.

- Produce built form which contributes to the quality of the surrounding public domain.
- Conserving significant vegetation on campus.

To ensure these requirements are met all significant developments will be the subject of an in house design assessment. Controls relating to this recommendation should be inserted in part **3.8.0 Building and urban design** of the DCP

3.9 Environmentally Sustainable Design

School or College Development should minimise its ecological footprint, while producing a comfortable and enjoyable environment. It is recommended the following principles be followed:-

- Use good design and efficient space planning to maximise the usability of the development.
- Produce a building which has a long life expectancy.
- Produce a building which is flexible and able to accommodate potential future changes of use. This is particularly important on a school campus with evolving educational requirements.
- Produce a building which utilises the natural assets of the location.
- Make use of the solar aspect, the shade and shelter from established vegetation, existing buildings and cooling from breezes.
- Produce a building which does not compromise the amenity of adjacent buildings and spaces.
Produce a building with good light penetration.
- Produce a building which minimises energy usage by considered and coordinated use of:
 - solar access
 - thermal mass
 - cross ventilation
 - convection
 - insulation
 - shading
 - heat sinks
- Use water sensitive urban design (WSUD) techniques to minimise stormwater runoff and retain water on the site.
- Consider the reuse of water.
- Consider alternative energy generation on site.
- Consider waste recycling on site.

Further to these criteria, an energy audit of the proposal similar to BASIX should be carried out. Controls relating to this recommendation should be inserted in part **3.19.0 Energy efficiency and sustainability** of the DCP.

4. Conclusion

The DCP for Schools and Colleges 1995 should be revised and amended generally in accordance with the above recommendations. The proposed changes to the current DCP for Schools and Colleges are outlined below:

- 4.1 The setback controls for development on campus sites should be not less than the setbacks which would apply to development on the adjoining property. (**3.8 Building and urban design**)
- 4.2 A traffic report should be required for school development applications that will increase student enrolments or staff numbers. The report should address requirements for parking generated by staff and students and the dropping off and picking up of students. (**3.11 Parking and servicing**)
- 4.3 A suite of controls should be developed to control the amenity impact of the community uses of the campus facilities allowed with consent in the future standard LEP template. (**3.16 Community or commercial use of school or college facilities**)
- 4.4 Controls should be introduced that generally encourage public access to school grounds when schools are not in use. (**3.17 Fencing and access**)
- 4.5 The DCP for Schools and Colleges requires that development should meet stated design excellence criteria. The characteristics of campus' which make a contribution to the public domain should be identified and protected (**3.8 Building and urban design**)
- 4.7 Comprehensive sustainable design controls should be introduced. These controls would require that the appropriate Development Applications are accompanied by an energy and water audit. These controls would replace the existing controls and consolidate the energy and water management controls (**3.19 Energy efficiency and sustainability**)

In addition to the changes outlined above the document should be re formatted to bring it into line with the present round of Development Control Plans and the new LEP template.

Tom Jones
Urban Design Planner

Allan Coker
Director Planning & Development

ANNEXURES:

- 1 The Current DCP for Schools and Colleges 1995
- 2 Minutes of the Strategic Planning Working Party 30th January 2007.

Item No: R3 Recommendation to Council
Subject: **Strategic Planning Working Party Matters**
Author: Tom Jones Urban Design Planner
File No: 1167.G WP 1
Reason for Report: Informing the Urban Planning Committee of the matters discussed at the Strategic Planning Working Party.

Recommendation:

1. That the matters discussed by the Strategic Planning Working Party be noted.
2. That reporting on the potential need for regulation regarding the transitions between residential zonings is postponed until the determining of the Billgate case.

Background:

This report is bringing to the notice of the Urban Planning Committee the matters discussed at the last two meetings of the Strategic Planning Working Party on the 1 March 2007 (**annexure 1**) and the unconfirmed minutes of the meeting on 2 May 2007 (**Annexure 2**)

Summary:

The SPWP meeting of the 1 March 2007 discussed the draft of the White City DCP. The report is now on exhibition until the 22 June 2007

The SPWP meeting of the 2 May 2007 discussed the transition between planning zones in Double Bay Centre and in residential zones across the municipality.

Conclusion:

The White City DCP has proceeded to exhibition.

Recommendations on the transition zones should be postponed until the determination of the Billgate case which is presently before the courts. This is because the court decision on that case is likely to inform the discussion on whether or not we should alter the 2(a) and 2(b) zones within the Wallaroy Precinct.

Tom Jones
Urban Design Planner

Allan Coker
Director – Planning and Development

ANNEXURES:

1. Minutes of Strategic Working Party 1 March 2007
2. Minutes of Strategic Working Party 2 May 2007