

Chapter D2

Mixed Use Centres

Part D ▶ Business Centres

CHAPTER D2 APPROVED ON 27 APRIL 2015
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Chapter D2 ▶ Mixed Use Centres

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D2.1 Introduction

This is Chapter D2 of the Woollahra Development Control Plan 2014 (DCP), Part D Business Centres.

This chapter contains controls for three centres, zoned B4 Mixed Use under Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014).

This chapter seeks to ensure that development has regard to its context and is compatible with the desired future character of each centre as described in this chapter.

D2.1.1 Land where this chapter applies

This chapter applies to the following centres, as identified on the map below:

- ▶ New South Head Road Corridor, Edgecliff
- ▶ Rose Bay North, Rose Bay
- ▶ Rose Bay South, Rose Bay.



D2.1.2 Development to which this chapter applies

This chapter applies to development that requires development consent.

A key objective of the B4 Mixed Use zone is to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

The B4 zone permits a wide range of retail premises, business premises, office premises, community facilities, restaurants and cafes and shop top housing. (Refer to Woollahra LEP 2014 for all the types of development permitted in the zone.)

D2.1.3 Objectives

The objectives of this chapter are:

- 01 To support the long term retail health of the mixed use centres.
- 02 To facilitate development in a way that reflects desired future character objectives for each centre.
- 03 To preserve the small shop character where this is indicative of the traditional streetscape.
- 04 To ensure a high standard of architectural and landscape design.
- 05 To ensure that the design and siting of development is compatible with the surrounding built form.
- 06 To ensure that development enhances the visual quality and identity of the centre through well considered design, high quality materials and facade colours that do not dominate the street.
- 07 To encourage active ground floor uses that contribute to the vitality of the centre.
- 08 To encourage a complementary mix of retail, business, office and residential uses compatible with the desired future character of the centre.
- 09 To facilitate people living in mixed use developments in the centres, and provide for good residential amenity.
- 010 To provide a range and mix of dwellings that are compatible with retail and/or commercial uses.
- 011 To minimise adverse impacts of development on the amenity of adjoining and neighbouring properties.
- 012 To retain significant views and vistas.
- 013 To improve the amenity of public domain and pedestrian safety.

D2.1.4 Relationship to other parts of the DCP

This chapter is to be read in conjunction with the other parts of the DCP that are relevant to the development proposal, including:

- ▶ Part D: Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.
- ▶ Part E: General Controls for All Development - this part contains chapters on Parking and Access, Stormwater and Flood Risk Management, Tree Management, Contaminated Land, Waste Management, Sustainability, Signage and Adaptable Housing.
- ▶ Part F: Land Use Specific Controls - this part contains chapters on Child Care Centres, Educational Establishments, Licensed Premises and Telecommunications.
- ▶ Part G: Site Specific Controls - for land at 73-79 New South Head Road, Edgecliff, the provisions of this chapter are supplemented by the relevant provisions for the land in Part G on White City. The provisions of Part G prevail in the event of any inconsistency with Chapter D2.

D2.1.5 How to use this chapter

The primary controls for the mixed use centres are contained in two chapters:

- ▶ Chapter D2 Mixed Use Centres; and
- ▶ Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.

Chapter D2 Mixed Use Centres

Each section in this chapter represents an individual centre. Applicants need only refer to the particular centre that is relevant to their site.

The controls for each centre comprise the following elements:

- ▶ map showing the extent of the centre;
- ▶ centre character statement, providing a brief description of the centre;
- ▶ desired future character objective describing the direction and outcomes to be achieved through development in the centre; and
- ▶ table of objectives and controls relating to uses, built form, amenity, the public domain, etc. The controls represent specific ways in which a development proposal can meet the objectives. A street section diagram is also provided for the Rose Bay North and Rose Bay South centres to illustrate certain controls.

The objectives and controls in this chapter are to be read in conjunction with the general controls in Chapter D3 General Controls for Neighbourhood and Mixed Use Centres.

Chapter D3 General Controls for Neighbourhood and Mixed Use Centres

The general controls apply to all B4 zoned land addressed in Chapter D2, regardless of the centre in which the land is located.

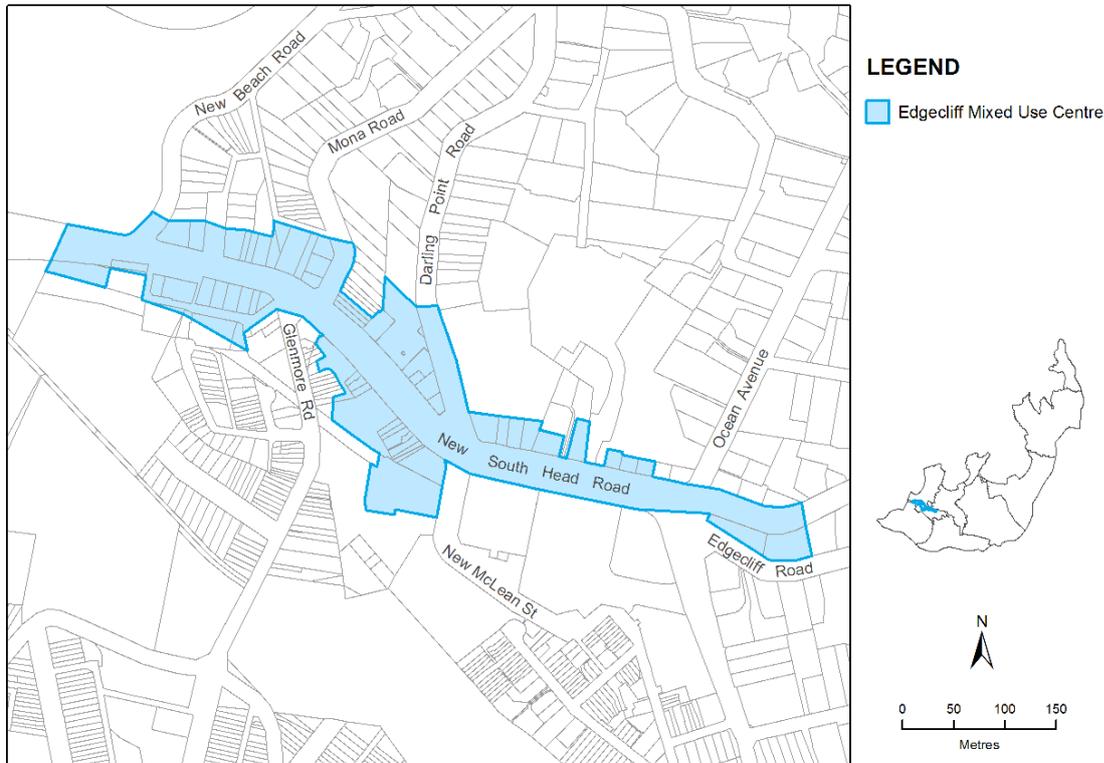
Development is required to fulfil the relevant requirements of all general controls. Unless otherwise indicated, where there is a disparity between the objectives and controls in Chapters D2 and D3, the centre specific objectives and controls in this chapter take precedence over the general controls.

Applicants need to demonstrate how their development fulfils the relevant objectives and preserves or enhances the important character elements for the centre, having particular regard to:

- ▶ surrounding building height, bulk and scale;
- ▶ any predominant architectural styles, roof forms, materials and colours;
- ▶ prevailing building lines;
- ▶ existing and proposed uses;
- ▶ landscape and vegetation features;
- ▶ topography;
- ▶ view corridors;
- ▶ pedestrian access and amenity;
- ▶ traffic and parking impacts;
- ▶ interface between the private and public domain; and
- ▶ adjacent residential areas and heritage conservation areas.

D2.2 New South Head Road Corridor, Edgecliff

MAP 1 Edgecliff centre map



Notes:

The controls in this chapter do not apply to Zone B4 Mixed Use land on the eastern and western sides of Glenmore Road at Edgecliff; this land is located within the Paddington Heritage Conservation Area (HCA). The controls for business centres in the Paddington HCA are contained in Part C of this DCP, Chapter C1 Paddington HCA.

For land at 73-79 New South Head Road, Edgecliff, the provisions of this chapter are supplemented by the relevant provisions for the land in Part G of this DCP, regarding White City. The provisions of Part G prevail in the event of any inconsistency with this chapter.

D2.2.1 Centre character statement

The mixed use corridor at Edgecliff applies to both sides of New South Head Road, and generally extends from New Beach Road to Edgecliff Road, excluding the land zoned B1 Local Centre between New McLean Street and Ocean Street.

The mixed use corridor developed along the tram line. Originally businesses were dependent on passing traffic, however with increased traffic volumes on street parking was replaced by transit clearways in peak periods and the retail component contracted. As a consequence, this location has tended to attract office premises, residential flat buildings, hotel accommodation, and comparison furniture or homewares stores rather than convenience retailing.

Historical development

Edgecliff was extensively quarried in the early days of European settlement. The development of Edgecliff west of Ocean Street began along New South Head Road. The area was dominated for some time by the Glenrock Estate on the north side of New South Head Road, where the Ascham School is now located.

Early photographs dating from the 1860s reveal clusters of dwellings and businesses along the southern side of New South Head Road, followed by the subdivision of new areas behind the main road. Bentley's Bridge was a stone structure built to cross the watercourse which drained the valley behind Rushcutters Bay. A toll gate was established for the privilege of using New South Head Road.

In September 1894 a cable tram service opened; it operated from King Street in the city to Ocean Street in Edgecliff. The tramline was extended past Edgecliff in 1898. In 1905 the tram line was electrified, but ceased operating in 1960. Edgecliff railway station opened in 1979 when the Illawarra line was extended from Town Hall railway station to Bondi Junction.

Built form

Development along New South Head Road includes residential flat buildings, commercial and mixed use buildings. These present a diverse mix of architectural styles as well as building heights, which range from single storey to approximately 12 storeys.

Heritage items

Woollahra LEP 2014 identifies heritage items at 2a Mona Road and on New South Head Road (Nos. 136, 188, and 287-289). The New South Head Road corridor adjoins the Paddington HCA around Glenmore Road.

Public parks and community facilities

There are no public parks within the New South Head Road mixed use corridor, however, Rushcutters Bay Park is located at the western end of the corridor.

Access and circulation

The New South Head Road mixed use corridor has excellent access to public transport. The Edgecliff train station and bus interchange is within walking distance, and the corridor contains a major road serviced by a number of bus routes.

On-street parking is limited due to transit clearways operating during peak hours. Some sites have vehicular access from a secondary street and opportunity to include on-site parking.

Views

The centre is located on a ridgeline and has views west to the city and east to Double Bay.



D2.2.2 Desired future character

This mixed use corridor is a highly urban environment and it is important that it meets high standards of visual quality and pedestrian amenity.

This part of New South Head Road is a main entry point to the Municipality and it is important that the experience and journey through the centre makes a positive impression. Everything that can be seen and experienced in the street is therefore relevant.

Development fronting New South Head Road will generally contain four to six storey mixed use buildings. Building facades, in terms of detailing and building materials, should be well designed, with particular consideration to how the buildings are interpreted from moving vehicles, so that the view driving along New South Head Road contributes to the public domain. At street level, buildings should respond to pedestrians by providing human scale design elements, interesting frontages and awnings for protection.

Development within this corridor must consider its impact on the adjoining Paddington heritage conservation area, including Glenmore Road, which is an important gateway entry to Paddington. Development should protect and respond to the character and scale of the heritage conservation area.

The New South Head Road mixed use corridor permits a range of residential and commercial land uses, including restaurants and cafes which should contribute to a more vibrant centre, particularly at night. Though certain types of convenience retailing opportunities are constrained by the restricted parking, it is expected that comparison specialist retailing, such as homewares and furniture shops, and complementary offices, such as medical suites, will capitalise on the excellent access to public transport, high visual exposure and proximity to the Sydney CBD.

D2.2.3 Objectives and controls

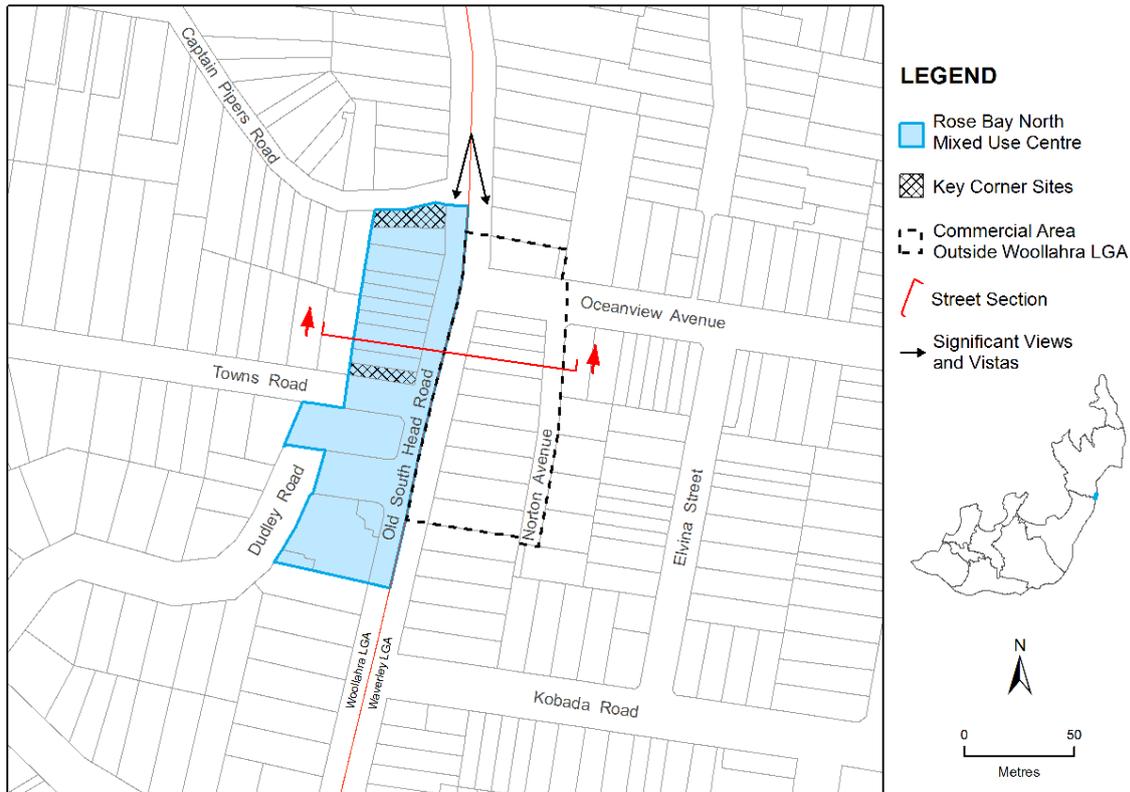
Objectives		Local controls	
O1	To support the integration of appropriate retail and commercial uses with housing.	C1	The ground level contains active uses, preferably speciality retailing and personal services that do not generate high parking demand.
O2	To provide active street frontages.	C2	Offices and residential uses are generally located above street level.
O3	To promote an attractive street wall along New South Head Road.	C3	Facade design is of high aesthetic quality, and complements the form, roofline, fenestration, material, finishes and colour of adjoining buildings.
O4	To promote an urban environment which meets high standards of visual quality.	C4	Facade design incorporates similar proportions of glazed and non-glazed surfaces and achieves a balance between vertical and horizontal divisions. The extensive use of glass is avoided.
O5	To improve the relationship of buildings to the public domain.	C5	Facade elements are generally contained in vertical planes aligned with the street. Sloping facades are avoided.
		C6	Side and rear facades are the same visual quality as street facades. Large areas of blank unrelieved walls are avoided.
		C7	The design of the lower part of the street facade relates to the scale of pedestrians.
		C8	Large expanses of highly reflective, brightly coloured or black surfaces are not used on facades.
		C9	The front setback defines a coherent and consistent alignment to the public

Objectives	Local controls
	<p>domain.</p> <p>Note: For land affected by the arterial road reservation, the street alignment is determined from the reservation.</p> <p>C10 Structures below ground level may be permitted underneath the setback area.</p>
<p>O6 To improve the visual quality of the streetscape and provide for attractive and comfortable pedestrian areas.</p>	<p>C11 Awnings are provided for mixed use and commercial buildings.</p> <p>C12 The design of the awnings is in harmony with the facade of the building and with other awnings in the immediate vicinity.</p> <p>C13 Awnings may be permitted above the setback area.</p> <p>C14 Public domain improvements, including street tree planting and pavement upgrading are consistent and unify the corridor.</p> <p>C15 Street tree planting and footpath works reduce the sensory impact of the traffic on New South Head Road.</p>
<p>O7 To ensure development is sympathetic to the adjoining development.</p> <p>O8 To protect access to natural light and ventilation of adjoining sites.</p> <p>O9 To provide for the amenity of occupants and adjoining residential uses.</p>	<p>C16 At ground level, the building may have a zero setback to side and rear boundaries.</p> <p>C17 A side boundary setback of at least 1.8m applies to the fifth storey and above, if relevant.</p> <p>Note: This control is relevant to sites where the maximum building height is 20.5m in the LEP.</p> <p>C18 A rear setback of 2.4m applies to all levels of the building above ground level.</p> <p>C19 A 2.4m building articulation area applies at the rear to all levels above the first floor. The articulation area is occupied by a combination of external and internal elements.</p> <p>Note: This articulation area is calculated</p>

Objectives	Local controls
	<p>from the rear setback established in C18 above.</p> <p>Note: Part D3.7 Acoustic and Visual Privacy also applies.</p>
<p>O10 To recognise the role of Glenmore Road as an important entry to Paddington and ensure that development protects and enhances the character of the adjoining heritage conservation area.</p>	<p>C20 Development on land in proximity to the adjoining heritage conservation area is in architectural harmony with the adjoining historical buildings in respect of massing, modelling of facades, fenestration and external materials, colours and finishes.</p> <p>Note: Zone B4 Mixed Use land on Glenmore Road is located within the Paddington heritage conservation area. The planning controls for that land are in Part C of this DCP, Chapter C1 Paddington HCA.</p>
<p>O11 To ensure that signage and structures do not compromise the visual amenity of the streetscape.</p>	<p>Refer to Part E of the DCP, Chapter E7 Signage.</p> <p>Note: Advertising signage is not permitted.</p>

D2.3 Rose Bay North

MAP 2 Rose Bay North centre map



D2.3.1 Centre character statement

Rose Bay North shopping centre is located on Old South Head Road at the junction of the suburbs of Vaucluse, Rose Bay and Dover Heights. The business area is split between the Waverley Council area to the east of Old South Head Road and the Woollahra Council area to the west, with Old South Head Road forming the boundary between the two councils.

The centre, including the retail strip on the Waverley side, provides a reasonable range of services and facilities to meet the daily needs of local residents. In particular, it includes a Coles supermarket located on the southern side of Dudley Road in the Kings Theatre building. The traditional main street development provides a range of shops including cafés, take away food stores, grocer, chemist, bakery and newsagent.

Historical development

Old South Head Road was formed in 1811 to provide access to the signal station at Watsons Bay. The subdivision of larger estates into town allotments occurred in the 1920s and 1930s. The Kings Theatre was constructed on the corner of Dudley Street and Old South Head Road in 1935, and was likely to be the commercial hub at that time.

Built form

Aside from the Coles supermarket located in the former Kings Theatre, the centre is characterised by two to four storey shop top buildings which address the street with continuous awnings. The scale and form of buildings is generally consistent with the buildings on the Waverley side of Old South Head Road.

Heritage buildings

The former Kings Theatre at 694-696 Old South Head Road, built in 1935 in the Art Deco style, is a heritage item. It is a strong corner building and contributes to the character of the centre.

Public parks and community facilities

There are no community facilities or public parks in the centre.

Access and circulation

The centre is well serviced by buses and is located on a bike route on Towns Road and Old South Head Road.

There are opportunities for short stay parking of up to one hour on both sides of Old South Head Road.

Rear lane access for service vehicles is provided from Dudley Avenue for the Coles supermarket. Few other sites on the western side of Old South Head Road have rear lane access. To facilitate this, Woollahra LEP 2014 provides a bonus floor space ratio for corner sites between Captain Pipers Road and Towns Road if vehicular access is provided to adjoining sites.

Views

The centre is located at the top of a south-facing slope and has a distant view of Bellevue Hill.

Old South Head Road and Towns Road



D2.3.2 Desired future character

The Rose Bay North centre provides a mix of residential and non-residential land uses with active street frontages that preserve and enhance the commercial viability of the centre.

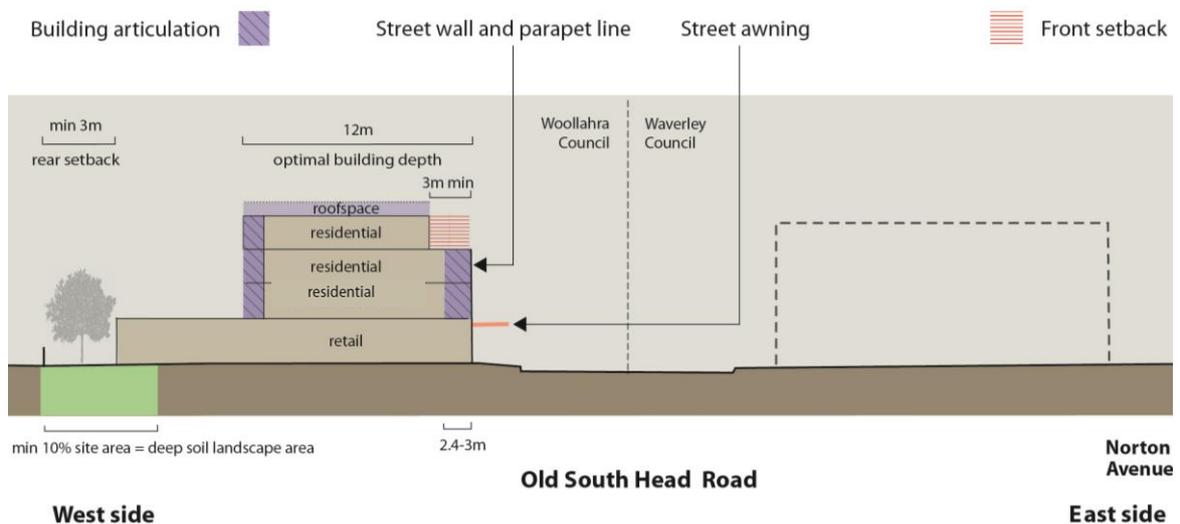
The focus for future development is on upgrading or replacing the existing building stock with well designed contemporary buildings. These will be four storey mixed use developments, predominantly containing residential or office space above ground floor retailing. Buildings should address the street, in keeping with the traditional main street development pattern, and retain the continuous street awnings. The design, materials and colour schemes of new buildings is to be sympathetic to the character of the existing buildings.

Development in the Rose Bay North mixed use centre should not detract from the amenity of the adjoining Rose Bay and Vaucluse East residential centres.

D2.3.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

FIGURE 1 Rose Bay North section

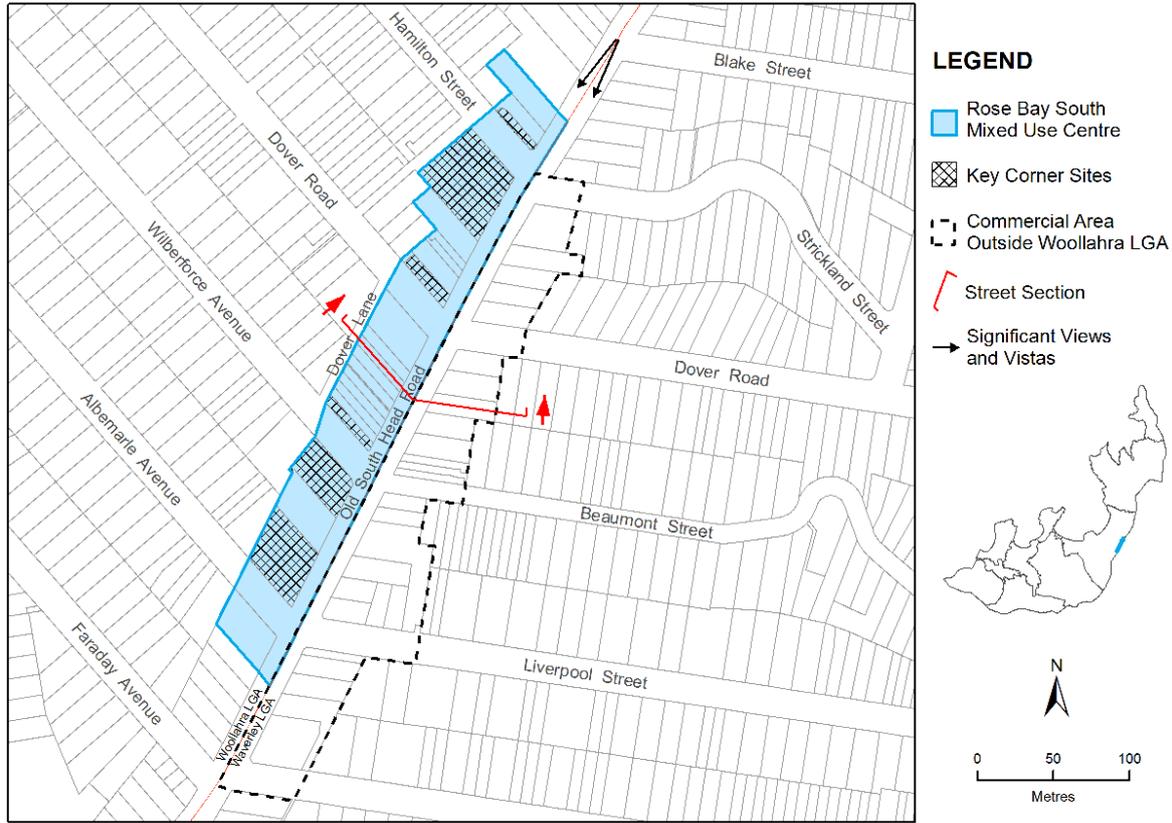


Objectives	Controls
<p>O1 To provide uses that are consistent with the desired future character of the centre.</p>	<p>C1 The ground level contains active uses, preferably retail, business and personal services that address the needs of the local community.</p> <p>C2 Offices and residential uses are generally located above street level.</p>
<p>O2 To achieve a consistent built form and presentation to the street.</p>	<p>C3 Development is a maximum four storeys.</p> <p>C4 Development provides three storeys built to the street alignment, with a continuous and consistent parapet line above.</p> <p>C5 Development on the fourth level is setback at least 3m from the street boundary.</p> <p>C6 Development includes a continuous, solid, suspended awning over the public footpath of Old South Head Road and along the secondary frontage of corner sites.</p>
<p>O3 To encourage good building design and limit building bulk.</p>	<p>C7 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.</p> <p>C8 At the street alignment, the depth of the recessed balconies and loggia is between 2.4m to 3m.</p>
<p>O4 To define and reinforce corner sites.</p>	<p>C9 Development on the key corner sites to Captain Pipers Road and Towns Road (as shown in the centre map above) provides four storeys built to the street alignment with a continuous and consistent parapet line above.</p> <p>Note: A bonus floor space ratio applies to these corner sites. Refer to Woollahra LEP 2014 clause 4.4B.</p>

Objectives		Controls	
O5	To encourage continuous active retail street frontages.	C10	Development does not include vehicular access from Old South Head Road.
O6	To provide for the amenity of occupants and adjoining properties.	C11	The building depth for storeys above the ground floor level is generally not more than 12m.
		C12	The building is setback from the rear boundary by at least 3m.
		C13	At least 10% of the site is provided as deep soil landscaped area.

D2.4 Rose Bay South

MAP 3 Rose Bay South centre map



D2.4.1 Centre character statement

Rose Bay South mixed use centre is less than 2km from the Rose Bay local centre travelling east along Dover Road. It extends over at least four blocks along Old South Head Road. The centre provides a good mix of services including a range of health services for local residents, as well as a number of shops serving the cultural requirements of the local community.

As with Rose Bay North, the mixed use centre is split between Woollahra and Waverley Council areas. The traditional main street development provides a broad range of shops including cafés, take-away food stores, hair dresser, a church and a petrol station.

Historical development

Old South Head Road was formed in 1811 to provide access to the signal station at Watsons Bay. The tram was extended along Old South Head Road in 1903, and this was followed by the subdivision of larger estates into town allotments in the 1920s and 1930s. The Rose Bay Uniting Church and hall at the corner of Dover Road and Old South Head Road was constructed in 1924.

Built form

The centre contains a mix of architectural styles, but is generally characterised by two to four storey shop top housing, with buildings addressing the street with continuous awnings.

The building stock between Wilberforce and Hamilton Streets was largely constructed in the Inter-War period and is characterised by strong rectilinear parapet lines, continuous awnings and shopfronts built to the street alignment.

Public parks and community facilities

The church, adjacent hall and the kindergarten are a focus for community activity.

Access and circulation

The centre is well serviced by buses and is located on a bike route along Old South Head Road.

There are opportunities for short stay parking of up to one hour on both sides of Old South Head Road.

Rear lane access for service vehicles is available between Wilberforce Avenue and Dover Road, and from Short Lane off Hamilton Street. To address this, Woollahra LEP 2014 provides a bonus floor space ratio for corner sites if vehicular access is provided to adjoining sites.

Views

The centre is located on a south-west facing slope and has a distant view of Bellevue Hill.

Old South Head Road



D2.4.2 Desired future character

The Rose Bay South centre provides a good mix of cafés and restaurants and personal services to address the local community’s needs.

As with the Rose Bay North mixed use centre, the existing building stock is due for upgrading or replacement. The focus for future development is on upgrading or replacing the existing building stock with well designed contemporary buildings. These will take the form of four storey mixed use development containing residential or office space above ground floor retailing.

Buildings should be built to the Old South Head Road street alignment, address the street, and provide continuous street awnings. Redevelopment of the southern corner of Wilberforce Avenue at 498 Old South Head Road provides a significant opportunity to create a strong corner building built to the street alignment and a consistent parapet line to 494-496 Old South Head Road.

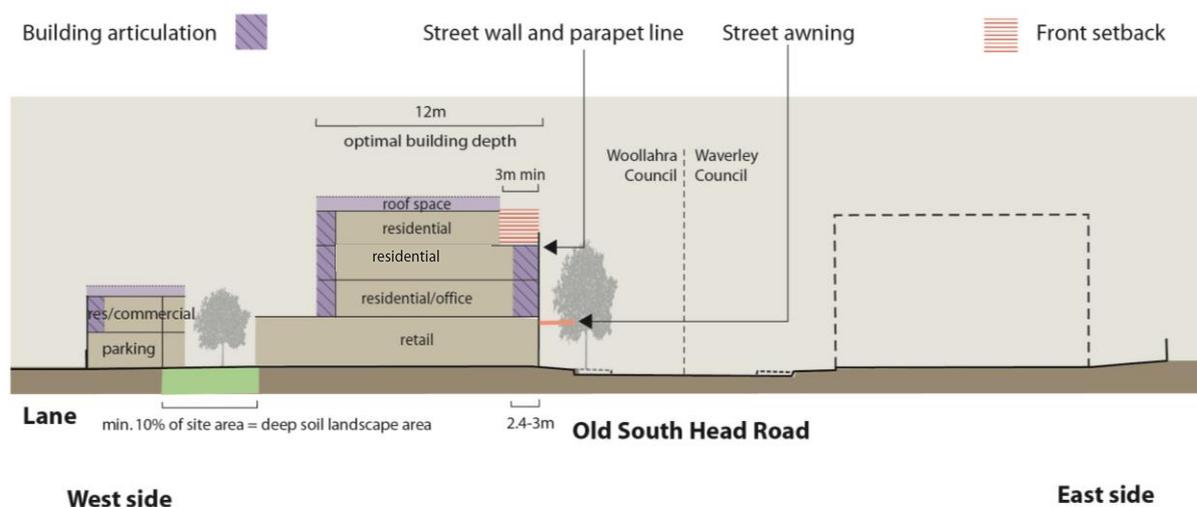
The Uniting Church at 518A Old South Head Road provides a local landmark at the Dover Road intersection.

Development in the Rose Bay South mixed use centre must not detract from the amenity of the adjoining Rose Bay residential centre.

D2.4.3 Objectives and controls

The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

FIGURE 2 Rose Bay South section



Objectives		Local controls	
01	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.
02	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.
03	To achieve a consistent built form along Dover Lane.	C7	Development is a maximum two storeys and 7m height built to the lane.
04	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.
05	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.
06	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.
07	To support redevelopment of the key site at the intersection Wilberforce Avenue and Old South Head Road.		

Objectives		Local controls	
O8	To encourage continuous active retail street frontages.	C11	Development does not include vehicular access from Old South Head Road.
O9	To provide for the amenity of occupants.	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.