

Double Bay Centre Development Control Plan 2002



Version of 29 August 2012 including Amendment No. 1, 2, 3 and 4

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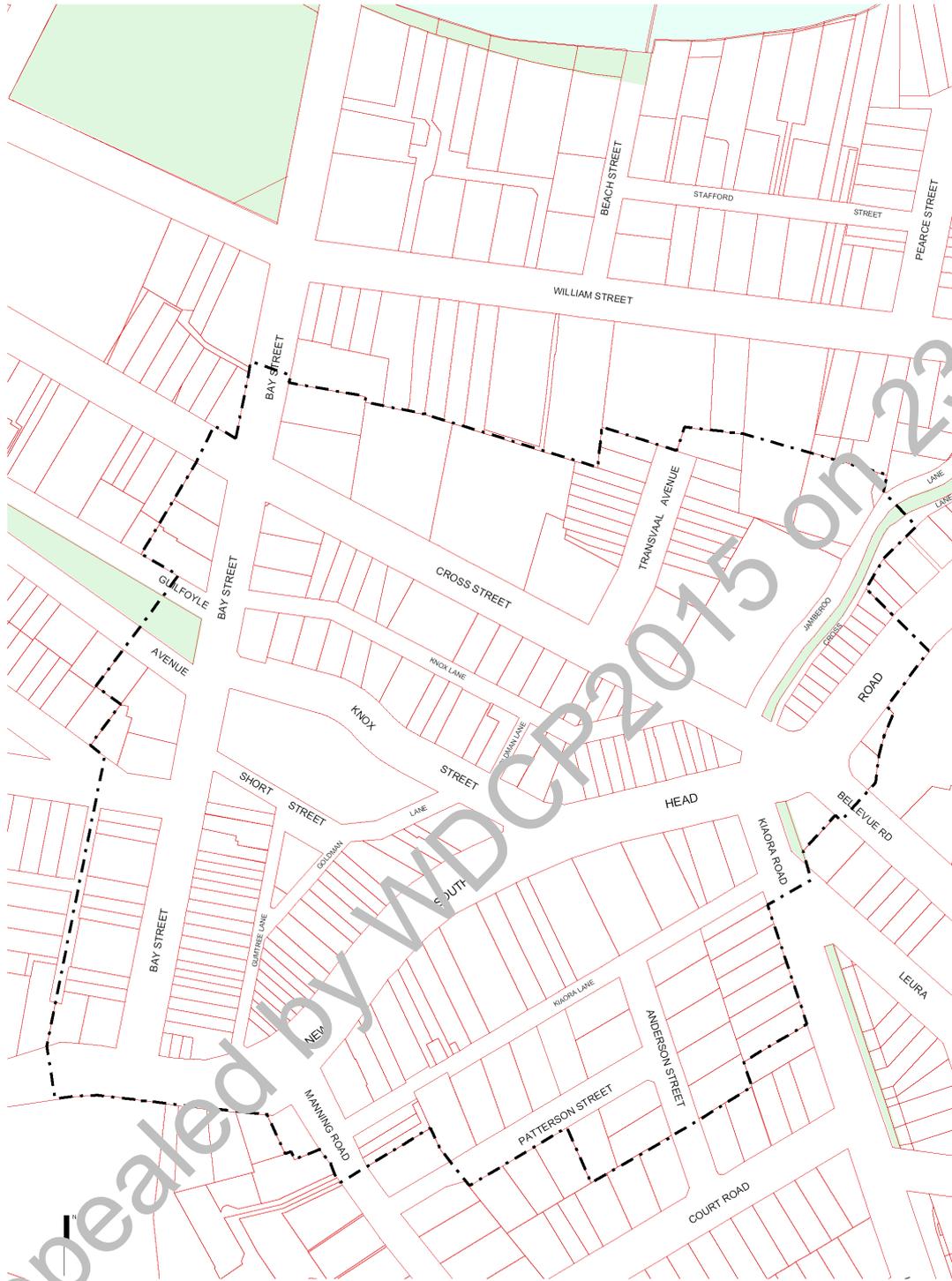


Figure 1 Location plan – area to which this DCP applies

Acknowledgements

This Development Control Plan and the accompanying Double Bay Centre Urban Design Study and Double Bay Centre Public Domain Improvements Plan, have been prepared for Woollahra Municipal Council, by the following consultants:

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Appendix 1: Transvaal Avenue Heritage Conservation Area was prepared by Woollahra Council's Heritage Officers, Libby Maher and Zoltan Kovacs

Community Reference Group

The involvement of the community reference group was instrumental in the preparation of these documents. The authors wish to thank all its participants:

- Councillors
- Double Bay Chamber of Commerce
- Community Representatives
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Part 1. Preliminary

1.1 Introduction

Double Bay is a unique local centre, which enjoys a privileged position just near the southern edge of Sydney Harbour at the base of a large natural amphitheatre.

Its accessibility and distinctive landscape quality evoke an appealing cosmopolitan character that is warmly valued by local residents and users of the centre.

Woollahra Council established the *Woollahra Planning Program* as a broad strategic planning exercise to identify specific areas within the Municipality for their distinctive and varying characteristics. Each separate area is examined and a series of area specific planning documents produced. Outputs of this planning process for Double Bay are the Double Bay Urban Design Study, the Double Bay Centre Development Control Plan (DCP), and the Double Bay Public Domain Improvements Program that incorporates a Streetscape Design Manual.

The Double Bay Centre DCP establishes controls for the future built form of Double Bay. The Double Bay Public Domain Improvements Program nominates a series of interrelated streetscape, square and park projects, which can be incrementally implemented. The Streetscape Design Manual specifies the public domain elements such as street furniture, street tree planting and paving details.

Council selected a multi-disciplinary consultant team to undertake the Double Bay Centre Urban Design Study. A community reference group was formed, with representatives from the Double Bay Chamber of Commerce, local residents, Council staff and Double Bay Ward Councillors. The consultants worked with the reference group at a series of workshops, and through a public meeting open to the general community.

The study covered a wide range of issues pertinent to Double Bay such as the topography, public facilities, landscape, pedestrian amenity, parking, traffic, social and economic context, drainage, heritage, built form and existing development controls in the centre and its periphery. Information from this detailed study and input from the reference group were consolidated to form the controls for this DCP and the Double Bay Centre Public Domain Improvements Plan.



View along Bay Street towards New South Head Road indicating possible future development under this development control plan

1.2 Our vision for Double Bay

A vibrant centre that offers a unique living, working and shopping experience within a pedestrian friendly and attractive urban environment.

1.3 The purpose of this DCP

This DCP provides detailed controls for the future development of the Double Bay Centre, which serves the daily needs of a sizeable catchment of the harbourside eastern suburbs. These controls demonstrate Woollahra Council's commitment to preserving and enhancing the unique urban character of the Centre. Section 6.0, entitled "Development Controls" contains the detailed design controls for development in the Centre.

1.4 The name of this DCP

This DCP is called the "Double Bay Centre Development Control Plan 2002".

1.5 The objectives of this DCP

The objectives of this DCP are:

- i To provide appropriate development control for the future development of Double Bay Centre.
- ii To retain and enhance through block connections which allow pedestrians to move freely within the Double Bay Centre.
- iii To develop the particular qualities of different parts of the Double Bay Centre.
- iv To encourage a diverse mix of uses in the Double Bay Centre and maintain retail uses at ground level.
- v To conserve and enhance the visual and environmental amenity of all buildings and places of heritage significance in the Double Bay Centre.
- vi To ensure a high standard of architectural and landscape design in any new developments within the Double Bay Centre.
- vii To preserve and enhance the diversity of uses in the Double Bay Centre.
- viii To ensure that new development is compatible with the existing built form, and streetscape and village character.
- ix To encourage view sharing and individual privacy.
- x To ensure new development is designed to be compatible with the heritage significance of listed heritage items.
- xi To consider the needs of people with access difficulties.

1.6 Land to which this DCP applies

This DCP applies to certain land within the Woollahra Local Government Area as shown on Figure 1.

1.7 Local Environmental Plan applying to the land to which this DCP applies

The Woollahra Local Environmental Plan (LEP) 1995 (as amended) applies to the land the subject of this DCP. The LEP contains specific provisions relating to land use and building density.

1.8 Relationship to the Act, the Regulation, and to other plans and policies

This DCP has been prepared in accordance with section 72 of the *Environmental Planning and Assessment Act 1979* (the "Act") and Part 3 of the *Environmental Planning and Assessment Regulation 2000*. The DCP provides more detailed provisions than those contained in the Woollahra Local Environmental Plan 1995 (the "LEP") for development in the Double Bay Centre. Under section 79C(1) of the Act, the Council is required to take into consideration the relevant provisions of this DCP in determining an application for development in the Double Bay Centre.

This DCP supplements the requirements of Woollahra Local Environmental Plan 1995 (as amended). It must be read in conjunction with that LEP and other relevant Council DCPs codes and policies.

In the event of any inconsistency between this DCP and Woollahra LEP 1995 the LEP will prevail.

The following codes, policies and plans are repealed in so far as they apply to the land to which this DCP applies:

- Double Bay Development Control Plan 1995
- Residential Development Control Plan 1999
- Residential Development Control Plan 2003

In the event of any inconsistency between this DCP and any other development control plans, codes and policies of the council, this DCP will prevail unless otherwise specified in this DCP or in the other plans codes or policies.

The provisions of clauses 4.4, 4.5 and 4.6 of the Woollahra Parking DCP prevail over the provisions of this DCP.

The provisions of Woollahra Section 94 Contributions Plan 2002 relating to the exemption of change of use proposals prevail over the provisions of this DCP.

1.9 Approval and commencement of this DCP

This DCP was approved by Woollahra Council on 9 September 2002 and came into effect on 6 December 2002.

This DCP has been amended by:

Amendment	Approval date	Commencement date
Double Bay Centre DCP (Amendment No.1)	3 November 2003	27 February 2004
Double Bay Centre DCP (Amendment No. 2)	26 May 2008	6 June 2008
Double Bay Centre DCP (Amendment No. 3)	31 January 2011	10 June 2011
Double Bay Centre DCP (Amendment No. 4)	13 August 2012	29 August 2012

1.10A Savings and transitional arrangements

This DCP (as commenced 10 June 2011) continues to apply (in respect of land to which this DCP applies) to development applications, applications to modify consents under section 96 of the *Environmental Planning and Assessment Act 1979* and applications for review of determinations under section 82A of the *Environmental Planning and Assessment Act 1979* that were made prior to but not determined before the commencement of Amendment 4 to this DCP.

1.10 Interpretation

In this DCP certain terms have the meaning defined in Part 7. Other terms may be defined in the *Environmental Planning and Assessment Act 1979* and Woollahra Local Environmental Plan 1995.

1.11 How to use this DCP

Proponents seeking to redevelop or alter sites within the Double Bay Centre must consider carefully the context of their proposal and identify the Built Form Envelopes: Control Drawings and Development Controls in this DCP which will apply.

Compliance with the provisions of this DCP does not guarantee that consent to a development application (DA) will be granted. Each DA will be assessed having regard to Woollahra LEP 1995, this DCP, other matters listed in S.79C of the Act and any other relevant DCP's codes and policies adopted by the Council.

The accompanying Double Bay Public Domain Improvements Plan was prepared concurrently with this document. It is relevant to works in the public domain, and includes details of street tree planting, footpaths, street furniture, and vehicular and pedestrian crossings.

The provisions of Appendix 2 prevail over the diagrams, figures, controls and other provisions in Parts 3, 4 and 5 that relate to Kiaora Lands unless otherwise specified.

This DCP should be used as set out below:

1.11.1 Understanding the purpose of the DCP

This section of the DCP provides general information about the Double Bay Centre DCP, including why the DCP was prepared, its objectives and its relationship to other planning documents.

1.11.2 Understanding the urban context

Part 2 of the DCP provides a summary description of the existing urban context. The Double Bay Centre Urban Design Study, on which the DCP was based, provides a more detailed description and analysis of the existing urban context.

Part 3 of the DCP provides an understanding of the current urban structure of the Double Bay Centre. Objectives for the future character, form and function of the Double Bay Centre are also described in Part 3.

Part 4 describes the desired future character of the street/s in the Double Bay Centre.

1.11.3 Using the built form controls

The development controls are derived from the Double Bay Centre Urban Design Study. They respond to the objectives set out in Part 3.2 of this DCP and the desired future character described in Part 4. Controls have been designed for each individual site in the Double Bay Centre to optimise development, whilst taking into consideration the potential of adjoining properties and public spaces. The adopted Urban Form Methodology (Part 5.1) provides a greater certainty of outcome for Council, community and site owners.

Built form controls in the Double Bay Centre are expressed in graphic form as building envelopes on the control drawings, and in written and illustrated form as development controls.

1.11.4 Built form envelopes: Control drawings

Refer to Part 5 for the Built Form Envelopes: Control Drawings. The controls are in the form of building envelopes, which set the position of development on each site. There are two control drawings for every site in the Double Bay Centre; one showing the ground and first floor levels and the other showing all levels above. The control drawings are accompanied by a descriptive legend, and further explanation is provided in Part 6. Three-dimensional images of the building envelopes assist in the interpretation of the development controls.

1.11.5 Development controls

Refer to Part 6 for the built form development controls. These explain in written and illustrated form the following six areas of building development:

- Use which refers to building use such as retail, commercial and residential.
- Urban character which includes building envelopes, setbacks, heritage, architectural resolution, roof design, awnings, privacy, signage and advertising, and outdoor eating.
- Relationship to public domain which includes awnings, colonnades, arcades, outdoor eating and ground floor frontage to lanes.
- Environmental amenity which includes soft landscaping, above ground open spaces such as balconies and roof terraces.
- Sustainable design principles which includes solar access, natural ventilation, glazing, environmentally sustainable building materials, solar power, recycling facilities, low energy appliances and stormwater management.
- Pedestrian access, parking and servicing which includes access and mobility, on-site parking, vehicular access, and site facilities.
- There is a special section that deals with the application of concessions for cultural facilities and for corner lots.

1.11.6 Transvaal Avenue heritage conservation area

Refer to Appendix 1 for controls relating to development in the Transvaal Avenue Heritage Conservation Area.

1.11.7 Kiaora Lands

Refer to Appendix 2 for controls relating to development within the Kiaora Lands site.

The provisions of Appendix 2 prevail over the diagrams, figures, controls and other provisions in Parts 3, 4 and 5 that relate to Kiaora Lands unless otherwise specified.

Repealed by WDCCP2015 on 23/05/15

Part 2. Understanding the context

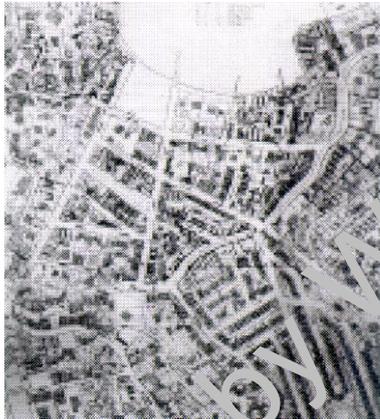
2.1 Siting

The Double Bay Centre is located in Sydney's eastern suburbs, in a large natural amphitheatre close to, but visually separated from the harbour foreshore. It sits at the base of a valley, cradled between the two ridges of Darling Point/Edgecliff and Bellevue Hill.

The principal entry into Double Bay is New South Head Road which traverses the centre. Other street connections include Ocean Avenue, Bellevue, Kiaora and Manning Roads and Greenoaks Avenue. New South Head Road is characterised by its unique street geometry, views to extensive landscape elements beyond, and a sense of spatial containment from the street edge building and surrounding landscape.

2.2 Historical development

The settlement of Double Bay was established in 1834 by the creation of five streets between Ocean Avenue and Bay Street, forming the blocks containing fifty generously sized allotments. The catalyst for the establishment of the Double Bay village was the opening of New South Head Road as a private tollway.



Historical plan circa 1950

The development of Double Bay intensified and shifted toward New South Head Road around the time of the tramline extension past Edgecliff in 1898. This shift is revealed by the extension of Cross Street east to connect to New South Head Road, the creation of Short Street, and the tightly knit terrace house subdivision on the corner of Bay Street and New South Head Road.

Development between the wars concentrated along the New South Head Road corridor. During the 1960s and 1970s, the commercial area expanded into the adjoining predominantly residential areas of Bay, Cross, Knox and Patterson Streets.

The centre has two heritage listed properties: The interwar Golden Sheaf Hotel, and a reused Federation period substation in Short Street. A conservation area in Transvaal Avenue comprises single storey semi-detached cottages, and is a remnant of the centre's former housing stock.

2.3 Built form

The building stock in and around the centre reveals a cross-section of architecture of varying quality. The built form of the centre reflects a mix of periods, building types and scale with no particular period predominating. The architectural and streetscape quality is generally undistinguished, with a few exceptions.

The buildings between New South Head Road, Bay and Short Streets have retained the fine grain evident in the early subdivision pattern. The allotments and buildings between Knox Street and Cross Streets are generally wider and shallower, but are coherent as a group in terms of grain, scale and massing. These buildings are honeycombed with arcades that allow a variety of pedestrian connections between the two streets.

The recent amalgamation and redevelopment of some sites along the north side of Cross Street have created buildings of different height and bulk to the predominant building stock. Some site amalgamation and redevelopment has also occurred along Bay Street and south of New South Head Road.

2.4 Public parks and facilities

The centre has one small park as a median in the centre of Guilfoyle Avenue. Two other parks adjoin the centre. Foster Park includes a baby health centre and local history library, with a virtually unusable park due to its steepness. Steyne Park on the harbour is very well used and its facilities include two playing fields, a playground and Double Bay's only public toilet. It is also regularly used by the school children attending Double Bay Public School across William Street.

The minor community buildings include the small church hall at the corner of Transvaal Avenue and Cross Street, in the centre and the synagogue nearby in Kiaora Road.

Despite extensive public ownership of properties throughout the centre, there is a lack of community facilities. There is potential to introduce community facilities to both public carpark sites and improve them in terms of multiple uses, street address and public safety.

2.5 Access and circulation

The centre has limited street connections to the surrounding area along New South Head Road, Manning Road, Kiaora Road and Bellevue Road. The scarcity of connections arises from topographical constraints and very large block sizes, which limits pedestrian accessibility and concentrates traffic into few access points.

Vehicular traffic in the centre operates with a reasonable level of service, despite relatively few access points and the presence of through traffic. Parking is concentrated in council carparks on Cross Street and Kiaora Lane and on-street parking is heavily used throughout the centre and adjoining areas. A traffic and parking study of the Double Bay Centre was prepared concurrently with the urban design study. Recommendations from that traffic and parking study seek to improve parking management particularly in terms of the needs of short and long stay parkers. A parking strategy is included with the Public Domain Improvements Plan.

The Double Bay Centre is serviced by a number of bus routes. Edgecliff Railway Station and the ferry wharf at the end of Bay Street provide further public transport links to the city centre and other parts of Woollahra.

The centre has an attractive ambience for pedestrians due to the generally continuous shop fronts along streets and through block arcades on shallow lots. An improvement program including paving, footpath widening and pedestrian crossings was carried out in the 1980s and 1990s contributing towards a better streetscape.

The harbour is accessible along Steyne Park, Beach Street and Sherbrooke Avenue. Extending improvements down to the ferry wharf will strengthen the connection of Bay Street to the waterfront.

2.6 Building uses

The Double Bay Centre contains a mix of retail, commercial, service and residential uses. The retail activity is concentrated between Knox and Cross Streets, and along New South Head Road, Bay Street and Cross Streets. Some larger hotel developments have occurred recently such as the former Ritz Carlton. High quality small-scale speciality retailing defines the image and character of the Double Bay Centre. The provision of more local services would benefit residents in and near the centre.

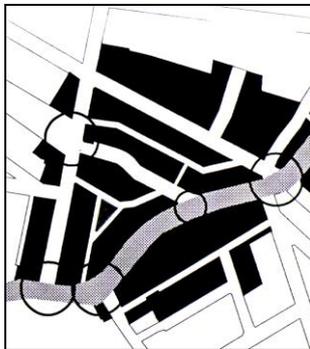
Refer to the Double Bay Centre Urban Design Study for a more detailed analysis of the existing urban structure.

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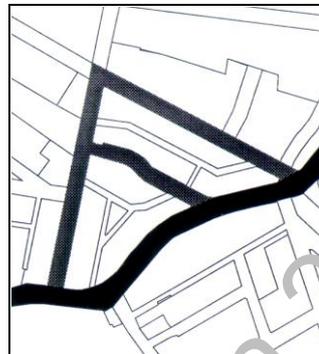
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Part 3. Urban structure

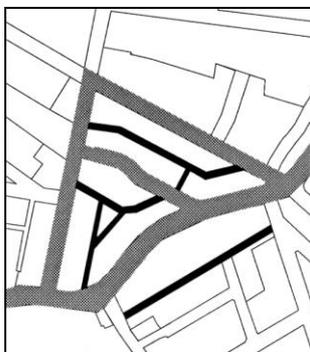
3.1 Structure of the Double Bay Centre



**3.1.1
Urban structure**
The extent of the Double Bay Centre showing significant places and the axis of New South Head Road



**3.1.2
Layout - major streets**
Four or five storey street wall buildings are encouraged along the major street, to provide spatial definition



**3.1.3
Layout - lanes**
The lanes are considerably narrower than the streets. Generally 2 storey buildings are encouraged to spatially define lanes. Lanes provide discrete service access necessary for retail centres



**3.1.4
Layout - pedestrian connections**
The pedestrian connections shown in this diagram indicate their most desirable locations. They supplement the existing layout of streets and lanes, increasing their accessibility. Through block connections are encouraged in most locations but not on corner sites



**3.1.5
Layout - pedestrian axis**
This plan recognises the importance of the structure of public places from Guilfoyle Park along Knox Street to New South Head Road. Extending this pedestrian axis to a new community centre and square at Anderson Street should be encouraged to strengthen the connection between places on each side of New South Head Road



**3.1.6
Subdivision layout - small lots**
This plan encourages the continuity of the fine building grain of Double Bay by applying a rationale of controls for small lots which differ from controls for other lots



**3.1.7
Built form - street wall buildings**
Street wall buildings spatially define the street. Building controls in this plan respond to street width and orientation, and adopt a consistent rationale relating to:

- street alignment
- build to lines
- building height
- building articulation depth



**3.1.8
Built form - prominent corners**
The unusual street geometry creates prominent corner sites and significant urban spaces. This plan recognises the importance of these places and encourages well designated street wall buildings which contribute to their spatial definition

Note: Clauses 3.1.1 (*Urban structure*), 3.1.3 (*Layout – lanes*), 3.1.5 (*Layout – pedestrian axis*) and 3.1.7 (*Built form – street wall buildings*) do not apply directly to Kiaora Lands. Refer to Appendix 2 for the relevant provisions for Kiaora Lands.

3.2 Key objectives and strategies for the Double Bay Centre

Our vision for Double Bay is as a vibrant centre that offers a unique living, working and shopping experience within a pedestrian friendly and attractive built environment.

The intention of this DCP is to strengthen and enrich the existing urban structure of Double Bay and to create a memorable character for the Double Bay Centre by incorporating the following:

3.2.1 Enhance and improve the public domain and the provision of public facilities

- i Enhance the public domain of Double Bay by applying a coordinated Public Domain Improvement Plan and Streetscape Design Manual.
- ii Encourage multiple uses of Council carpark sites such as providing community services and facilities at the ground floor and/or street façade and/or the roof terrace of Council's "carpark" properties.
- iii Maintain the important role that public transport plays in Double Bay.

3.2.2 Ensure that the centre maintains its commercial viability and competitive position within the Sydney retail market

- i Foster the existing mix of uses of the centre such as hotels, retail and commercial and upper level residential.
- ii Encourage a range of flexible accommodation to support the diverse mix of uses in the centre.
- iii Consolidate the retail centre and intensify its usage by encouraging active retail frontage to laneways and establishing transition areas on the edge of the centre to mediate between the centre and residential areas beyond.
- iv Enhance the image of Double Bay as a premier boutique and designer fashion store destination.
- v Encourage increased food and service retail uses.

3.2.3 Develop the particular qualities of different parts of the centre

- i Encourage redevelopment of Double Bay's address to New South Head Road by:
 - intensifying the urban scale and vitality of New South Head Road;
 - encouraging development that responds to and continues to describe the strong curved form of New South Head Road through the centre;
 - retaining the views to large areas of vegetation existing at each end of the centre, beyond Bellevue Road to the east and Manning Road to the west.
- ii Retain and enhance the sunlit block of arcades between Knox Street and Cross Street.
- iii Spatially define the distinctive street geometry of Knox Street.
- iv Reinforce Bay Street's promenade and vista to the harbour foreshore.
- v Retain the scale of small lot development and street character of Bay Street south of Short Street.
- vi Reinforce the urban space at the end of Guilfoyle Park, using built form controls.
- vii Create a new local focus on Kiaora Lane by multiple uses of Council carpark sites.

3.2.4 Retain and enhance pedestrian access and amenity in and around the centre

- i Reinforce the intimate scale, active retail frontage and pedestrian amenity of the lanes and little streets in the centre.
- ii Improve the pedestrian environment by:
 - increasing connectivity through the large block bound by Cross, Bay, William Streets and Jamberoo Lane;
 - providing building setbacks and footpaths in lanes;
 - requiring continuous awnings in nominated areas.
- iii Improve the pedestrian environment by encouraging well-designed arcades and open air connections at nominated locations that complement the street and lane structure and which:
 - promote public access across private land;
 - are transition spaces between public places;
 - are activated by retail frontage;
 - have through-site visibility.

3.2.5 Improve Double Bay's built form to provide appropriate definition to the public domain

- iv Provide direction and certainty of outcome in relation to built form to ensure:
 - a coherent street scale;
 - compatibility with existing urban fabric;
 - a variety of building types;
 - a high level of environmental amenity.
- v Promote high quality architectural design throughout the centre that positively contributes to the streetscape.
- vi Establish building envelopes that define building height and “build to” lines (at lower and upper levels) to provide coherent street definition.
- vii Reinforce continuous active retail frontages along street boundaries.
- viii Reinforce the presence of corner buildings addressing the public domain, recognising their importance in the centre in terms of street vistas, urban scale and identity.
- ix Encourage discrete vehicle access from rear lanes, while retaining some active use and address to those lanes.
- x Improve the feasibility of redevelopment of small lots prevalent in the centre.
- xi Preserve the 'small shop', urban character of the centre by limiting the width of retail frontages.

3.2.6 Promote sustainable design principles and objectives in the development and use of the built environment

- i Promote Environmentally Sustainable Design (ESD) principles such as conserving energy, facilitating natural ventilation and lighting, limiting the depth of buildings and providing favourable orientation.
- ii Promote developments that innovatively combine ecological, social, cultural and economic objectives.
- iii Value the resources inherent in older buildings and encourage their reuse and adaptation.

- iv Conserve resources in the selection of ecologically responsible building materials and in the construction, use and disposal of buildings.
- v Avoid or minimise the generation of waste.
- vi Reduce water consumption by matching water quality to its use.
- vii Manage the quantity and quality of stormwater entering the harbour.

3.2.7 To preserve and enhance the visual and environmental amenity of all buildings and places of heritage significance in the Centre

- i Conserve properties which are listed as heritage items in the Woollahra LEP 1995.
- ii Improve parking and traffic conditions in the centre
- iii Employ traffic and parking strategies to improve traffic and parking management in the centre and minimise vehicular/pedestrian conflicts.
- iv Initiate a parking management strategy of short and long stay public parking.
- v Augment public carparking in the vicinity of Kiaora Lane.
- vi Provide adequate parking in new developments at basement level, in the centre of blocks or in other discrete locations.
- vii Limit the impact of overflow commercial parking in predominantly residential areas.

Part 4. Street character

4.1 Desired future character

This DCP aims to promote development that contributes to our vision for Double Bay.

The street is the primary organising element of urban structure. The street edge is the place where the public and private domains meet. By defining a particular vision for each street, public domain improvements and private development can be coordinated to produce a desired outcome.

This section describes the desired future character of each street in the Double Bay Centre, based on a synthesis of the public domain objectives set out in section 3.2. Objectives and Strategies for the Double Bay Centre. Refer to the **Double Bay Centre Public Domain Improvements Plan** for detailed information about works in the public domain, such as street tree planting, footpath design, street furniture and traffic devices.

The following is provided for each street in the centre:

- Street character, which briefly outlines the existing street character of each street;
- Street strategies, which briefly outline the urban design criteria for each street; and,
- Annotated street sections, which indicate the existing urban context and illustrate the desired future character.

This information sets the context for development control described in sections 5 and 6.

4.2 Common street strategies

- Strengthen the spatial definition of streets by encouraging street wall buildings.
- Provide continuous active retail frontage at ground floor level.
- Increase street surveillance and promote a safe environment.
- Strengthen all built form on corner sites.

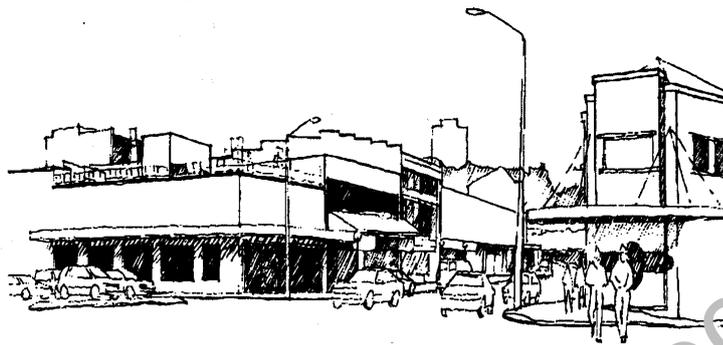
4.3 New South Head Road

4.3.1 Street character

New South Head Road is a historically significant road connecting the city to South Head. The road is the front door to the Double Bay Centre and has a strong curved form which is terminated with vistas of green at either end. The current standard and scale of buildings do not yet realise the urban potential of the space.

4.3.2 Strategy

- Accentuate the curved street geometry of New South Head Road with four and five storey buildings.
- Retain green vistas at each end of New South Head Road.



Existing view at the five way intersection of Cross Street and New South Head Road



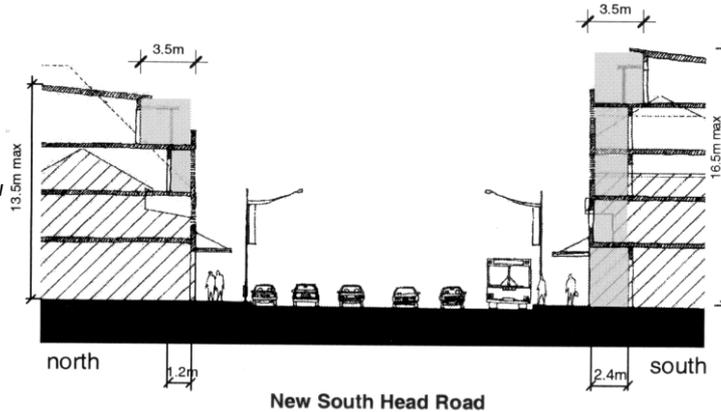
Potential development at the five way intersection and New South Head Road based on the controls in this DCP

Repealed by WDCP 2015 on 23/05/15

Setback development of the upper - most floor level from the street boundary

Build to the street alignment with masonry walls, articulated with deep window reveals or punched openings

Integrate sound attenuation devices into the design of the built street edge with enclosable balconies, articulated window sills, string courses, double glazing and the like



Parapets encouraged
Use the ground floor level articulation zone to encourage transition from the street to the shop – this space could also be used for outdoor dining or shop display
Provide for public amenity

4.4 Bay Street (south)

4.4.1 Street character

Bay Street connects New South Head Road with the harbour. Its north-south orientation results in the street being sunny throughout the day. It is generally addressed by modest buildings on narrow lots, with irregular setbacks at street level. Together the elements contribute to an intimate and relaxed atmosphere. There are a number of buildings that have been identified as contributory in Section 6.3.8 Heritage and contributory character. These include several Victorian terraces that have been modified for retail use.

4.4.2 Strategy

- Retain the existing modest, lot-related building widths and retail frontages.
- Provide setback areas at ground level that can be used for outdoor eating or public circulation.
- Retain the contributory buildings along Bay Street.



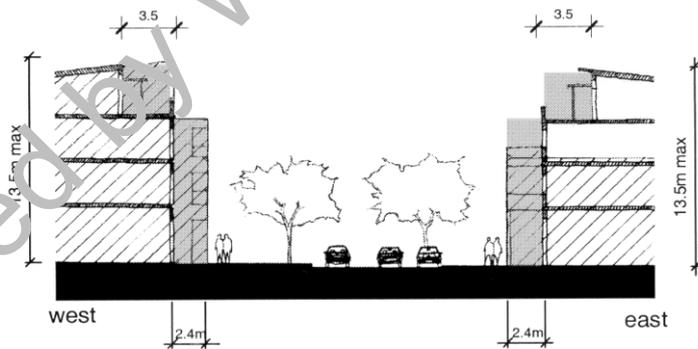


Existing view down Bay Street to Cross Street



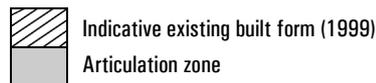
Potential architectural resolution and address on Bay Street (south) based on the controls in this DCP

- A variety of roof forms is encouraged
- Balconies and rooms should overlook the street
- Use adjustable screening to protect rooms from low angle summer sun



- Partially build to the street alignment with shop fronts, projecting rooms and balconies
- Outdoor dining at street level is encouraged

Bay Street - South



4.5 Bay Street (centre)

4.5.1 Street character

The central section of Bay Street is focused on Guilfoyle Park, which together with the surrounding streets creates a generous area of open space. This space is partially defined and contained by the buildings on Bay Street and the southern side of Guilfoyle Avenue.

4.5.2 Strategy

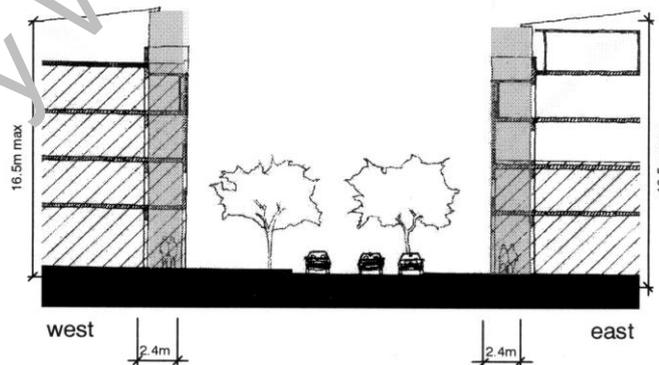
- Allow lot amalgamations on blocks in proximity to Guilfoyle Park.
- Expand the public domain at street level and improve the civic character with street level building colonnades that face central Bay Street and Guilfoyle Park. Provide a built form that responds to the scale and civic importance of Guilfoyle Park.
- Higher buildings are permitted around the park because they will help to provide appropriate definition of the space.



A variety of roof forms is encouraged

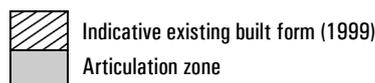
Build to street alignment with loggias and balconies

Provide adjustable screening to protect rooms from low angle summer sun



Design colonnades including the size and spacing of the columns integral with the building design and with regard to adjoining colonnades if they exist

Bay Street - Centre



4.6 Knox Street

4.6.1 Street character

Knox Street is located at the physical centre of Double Bay, and has high value retail premises. The street section is asymmetrical with the Cosmopolitan Centre having a higher form to the south. The lower built edge to the north is fragmented and varied, and some buildings suggest street level connections to other streets. The street has a pronounced curve which is articulated by the buildings on the north side and the lower levels of the Cosmopolitan Centre.

4.6.2 Strategy

- Retain the asymmetrical street section.
- Accentuate the curved street geometry of Knox Street by encouraging street wall building and continuous awning cover on the south side.
- Retain street level connections to Knox Lane.
- Allow a limited variety of permissible 4 storey built forms on the north side.

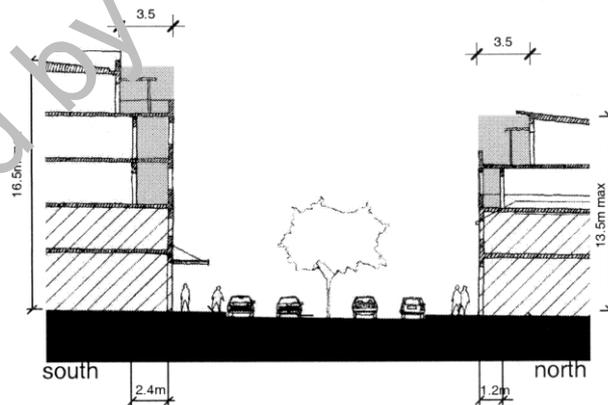


Generally setback level 5 development from the street boundary

Continuous awning

Build to street alignment with articulated deep window reveals and balconies

Extend median planting of Oriental Plane trees



-  Indicative existing built form (1999)
-  Articulation zone

4.7 Cross Street

4.7.1 Street character

The subdivision on each side of Cross Street differs significantly resulting in highly differentiated built form. The southern side of the street has wide and shallow lots, with arcades and sunny courtyards, which perforate the built form. The large buildings on the northern side are generally coarsely modelled and articulated. Corner buildings on Cross Street do not, in the main, provide good street definition.

4.7.2 Strategy

- Unify the street on the north side with street wall buildings.
- Retain street level connections to Knox Lane.
- Encourage a limited variety of permissible 4 storey built forms on the south side.
- Encourage arcades and courtyards on the south side that cater for outdoor eating and informal gathering.
- Strengthen built form on corner sites.

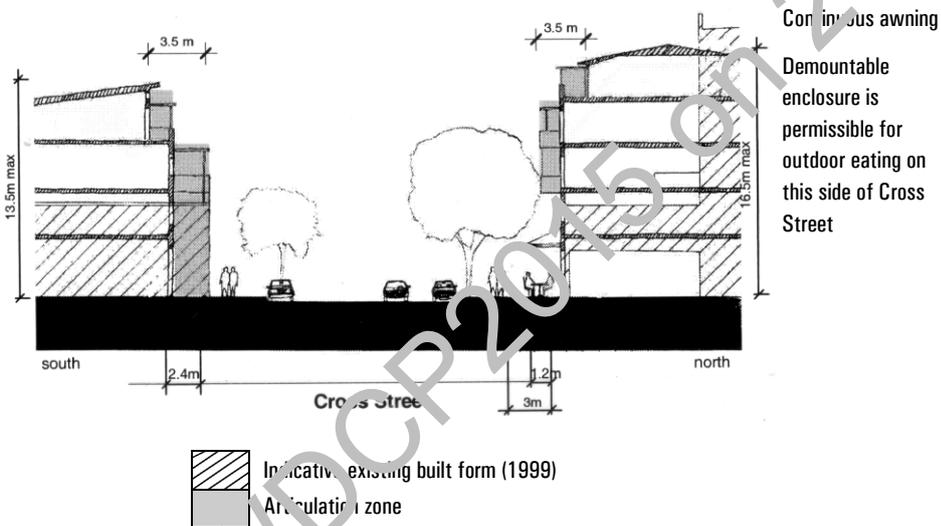


Existing view down Cross Street at the corner of Transvaal Avenue



Potential street character on Cross Street based on the proposed controls

- Set back level 4 development from the street boundary
- Use the ground level articulation zone to create courtyards or outdoor rooms which activate the street edge
- Continuous retail frontage



4.8 The Lanes

4.8.1 Character

Most of the lanes are currently the “back” of lots. They are characterised by their lack of pedestrian amenity and extensive vehicle crossovers, and are visually blighted by service areas and unscreened rubbish areas.

4.8.2 Strategy

- Facilitate the service role of lanes, while encouraging increased active retail frontage.
- Improve pedestrian amenity by reducing the carriageway width, providing adequate footpaths, and limiting the width and numbers of vehicle crossovers, setting buildings back on one side and preserving natural daylight to the lanes.
- Enhance the spatial definition of lanes with ground and first floor build-to alignments and buildings up to two storeys in height.

4.9 Knox Lane

4.9.1 Character

Knox Lane has an intimate scale which is partly due to the lane's changing alignment and related spatial enclosure. Physical and visual connection to other spaces at street level is primarily via through-site connections to Knox Street and courtyards to Cross Street. The spatial definition along the lane varies although buildings of two to three storeys predominate.

4.9.2 Strategy

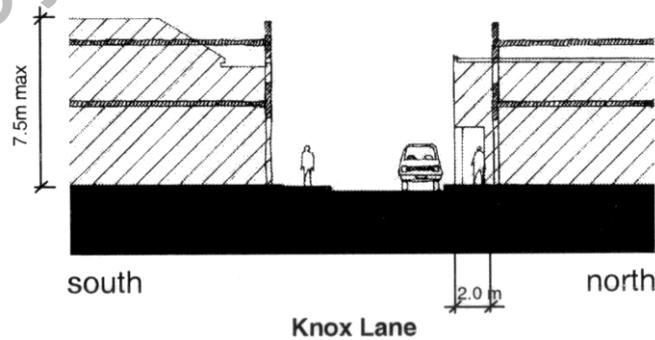
- Retain and enhance the varied spatial definition of Knox Lane.
- Retain and enhance the honeycomb of arcades and courtyards which connect Knox Street to Cross Street.
- Encourage visual and physical connections between Knox and Cross Streets, using:
 - arcaded and/or outdoor connections;
 - north oriented courtyards; and
 - arcade and courtyard creating buildings, which may vary from the control drawings, Section 5.5 - 5.11.



The use of roof terraces as open space is encouraged

Widen footpath to increase pedestrian activity

Increase active retail frontage



 Indicative existing built form (2000)

Two storey buildings along the lane frontage may be interspersed with arcades and courtyards creating buildings up to four storeys in height

The build-to line is setback to expand the public domain at street level and improve pedestrian amenity

4.10 Short Street

4.10.1 Character

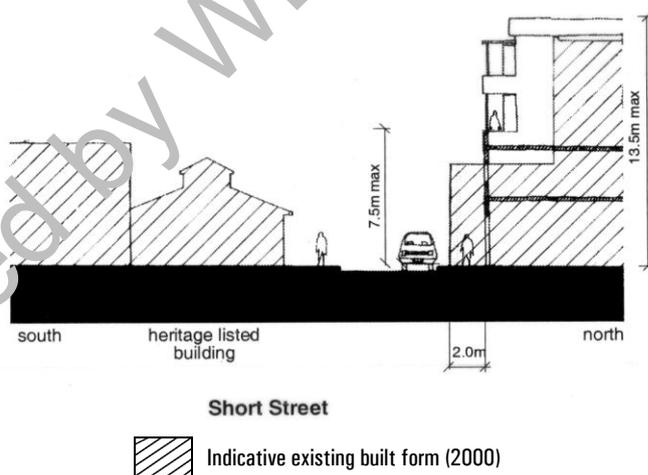
The overbearing scale and unmodulated facade of the building on the northern side with extensive vehicle crossovers dominates the spatial quality of Short Street.

4.10.2 Strategy

- Increase active retail frontage.
- Moderate the scale of built form along the north side of the lane with buildings of predominantly two storeys, set back 2 metre from the lane boundary, and interspersed with four storey development.
- Protect the amenity of the lane by preventing uninterrupted four storey street wall development along the northern built edge.



Development on sites with a heritage listed building should respond to the listed item and must comply with the heritage provisions contained in Woollahra LEP 1995



4 storey development along the lane frontage may be permitted if it is interspersed with 2 storey development.

The build-to line is setback to expand the public domain at street level and improve pedestrian amenity

Increase active retail frontage

4.11 Gumtree Lane

4.11.1 Character

Gumtree Lane is spatially defined by the discontinuous two storey built form on its west side and the lane geometry that creates a central triangular site.

4.11.2 Strategy

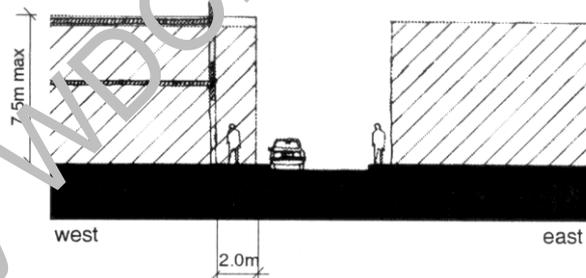
- Retain the two storey built form and 2m setback on the west side.
- Increase the spatial definition of the lane, and street surveillance with an articulated "street wall" building addressing the lane from the central triangular site.



The use of roof terraces as open space is encouraged

The build-to line is set back to expand the public domain at street level and improve pedestrian amenity

Increase active retail frontage



Gumtree Lane

 Indicative existing built form (2000)

Development on sites with a heritage listed building should respond to the listed item and must comply with the heritage provisions contained in the Woollahra LEP 1995

4.12 Goldman Lane

4.12.1 Character

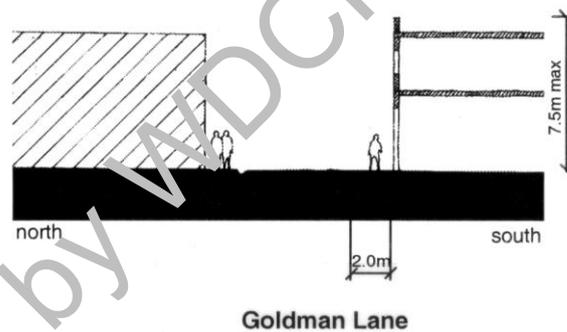
The character of Goldman Lane is quite intimate, with restaurant entrances, on both sides of the lane and through site links connecting to New South Head Road. Its spatial quality could be improved by strengthening the built form along each side.

4.12.2 Strategy

- Increase the spatial definition of the lane, and street surveillance with an articulated “street wall” building addressing the lane from the central triangular site.
- Retain and extend the 2m set back on the south eastern side of the lane.



Development on sites with a heritage listed building should respond to the listed item and must comply with the heritage provisions contained in the Woollahra LEP 1995



The use of roof terraces as open space is encouraged

Increase active retail frontage

The built-to line is setback to expand the public domain at street level and improve pedestrian amenity

 Indicative existing built form (2000)

4.13 Kiaora Lane

4.13.1 Character

The character of Kiaora Lane is compromised by its current “back of house” status, with loading vehicles, exposed on-site loading bays and rubbish bins. Recent lane widening creates a framework within which to improve the general character and particularly pedestrian amenity. A set back zone to its north side has been partially built. The lane lacks containment and activity on its south side due to the at-grade carparking station.

4.13.2 Strategy

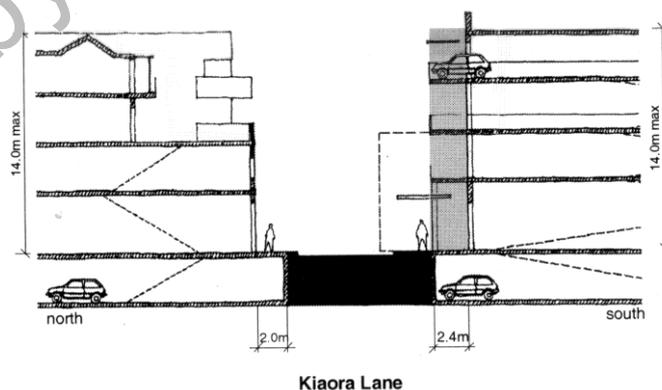
- Improve the civic quality of the lane and this side of the centre, with a community centre and public square adjacent to a through-site link to Knox Street.
- Enhance pedestrian amenity with a colonnaded structured carpark on the existing carpark site with active retail addressing the lane.
- Moderate the scale of built form along the north side of the lane with buildings of predominantly two storeys, set back 2m from the lane boundary, and interspersed with four storey development.
- Protect the amenity of the lane by preventing uninterrupted four storey street wall development along the northern built edge.



A variety of roof forms is encouraged

4 storey development along the lane frontage may be permitted if it is interspersed with two storey development

The build-to line is set back to expand the public domain at street level and improve pedestrian amenity



Kiaora Lane

Articulation zone

Provide basement parking with active retail edging the lane

A structured carpark is possible on the existing carpark

Colonnade edging the lane

Note: Refer to A2.4.2.1 in Appendix 2 Kiaora Lands for objectives and strategy for Kiaora Lane as it relates to the Kiaora Lane site.

Repealed by WDCCP2015 on 23/05/15

Part 5. Built form envelopes: Control drawings

5.1 Urban form methodology

This section contains control drawings which show building envelopes for every site in the Double Bay Centre. The envelopes generally establish four storey street wall heights along streets, two storey street wall heights along lanes, and limit the depth of buildings above the first floor to achieve high amenity development flexible for residential or commercial uses. This framework has been tailored to each site, taking into consideration its particular characteristics. These include:

- the relationship of buildings to the public domain such as the street, or public park or square;
- the desired future character of the street in which the site is situated;
- its size and orientation;
- the significance of existing buildings and landscape;
- its optimum development potential; and,
- managing the impact of its development on adjoining commercial or residential properties.

This urban form methodology defines a physical outcome for the centre, whilst encouraging innovative architectural design within the building envelopes given. It provides more certainty of outcome for Council, community and site owners.

Controls for levels 1-2 (ground and first) differ to those for levels 3-5. At street level the integration of retail and commercial uses, vehicular access and street awnings, are the primary needs to be considered. Upper floor level envelopes are designed to facilitate quality residential and commercial development. For this reason there are two control drawings for each urban block in the Double Bay Centre, illustrating the level 1 and 2 and level 3-5 envelopes for every site. Summary built form drawings for the Double Bay Centre are provided in figure 5.3 and 5.4.

The maximum floor space permitted is determined by the floor space ratio contained in Woollahra LEP 1995. All development must comply with the applicable FSR control.

The control drawings use building envelopes to illustrate how floor space is to be distributed over the site. The envelopes have been designed to achieve a loose fit with FSR, to encourage building articulation, through site connections and some variation of building form and building character. The envelopes are not designed to accommodate more floor space than that permitted by the LEP and are not designed to be filled.

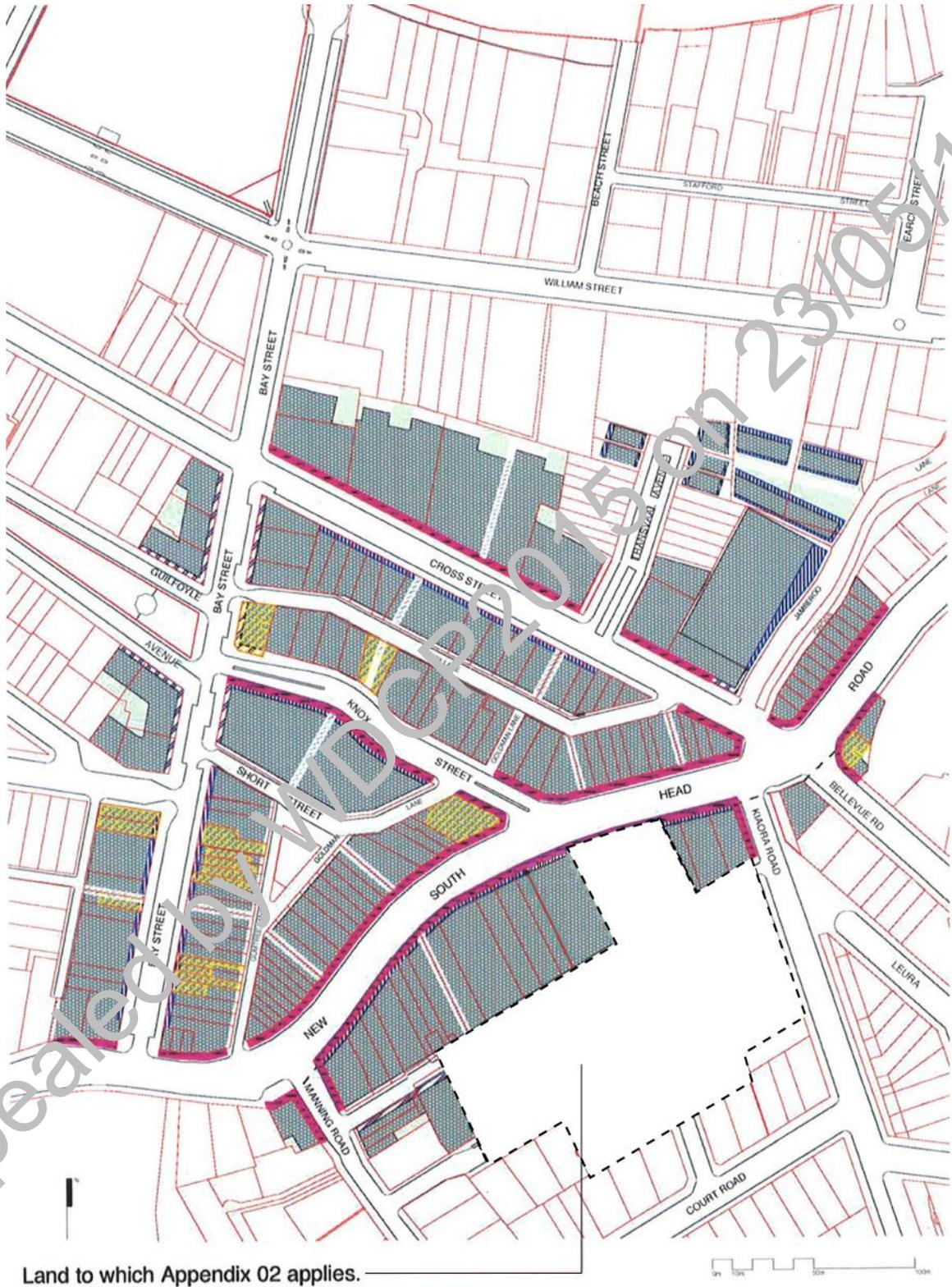
The control drawings in this section should be read in conjunction with section 6.0 which provides further explanation of the envelopes, and introduces other relevant controls.

5.2 Explanatory legend

The following drawings incorporate these graphic symbols

	BUILDING ENVELOPE
	Maximum 100% of occupiable area
	Maximum 50% of occupiable area
	Area for building articulation Refer to 6.3.3 for percentage of floor space permitted
	Possible roof, roof terrace or courtyard below
No OF LEVELS	MAXIMUM PERMISSIBLE BUILDING HEIGHT
2	7.5m height
3	10.5m height
4	13.5m height
4.5	14m height - carparks only
5	16.5m height
	BUILD TO LINES Continuous built to line - 100%
	Build to line 50% - 100%
	UPPER LEVEL SETBACK 3.5m setback of uppermost floor level (either level 4 or 5)
	RELATIONSHIP TO THE PUBLIC DOMAIN Colonnade
	Continuous awning
	Arcades and walkways (indicated on 5.3 Double Bay built form envelopes - ground and First Floor)
	HERITAGE + CONTRIBUTORY BUILDINGS Refer to 6.3.8 Heritage and contributory character Sites with heritage listed items
	Footprint of heritage listed building
	Contributory buildings
	LANDSCAPED OPEN SPACE

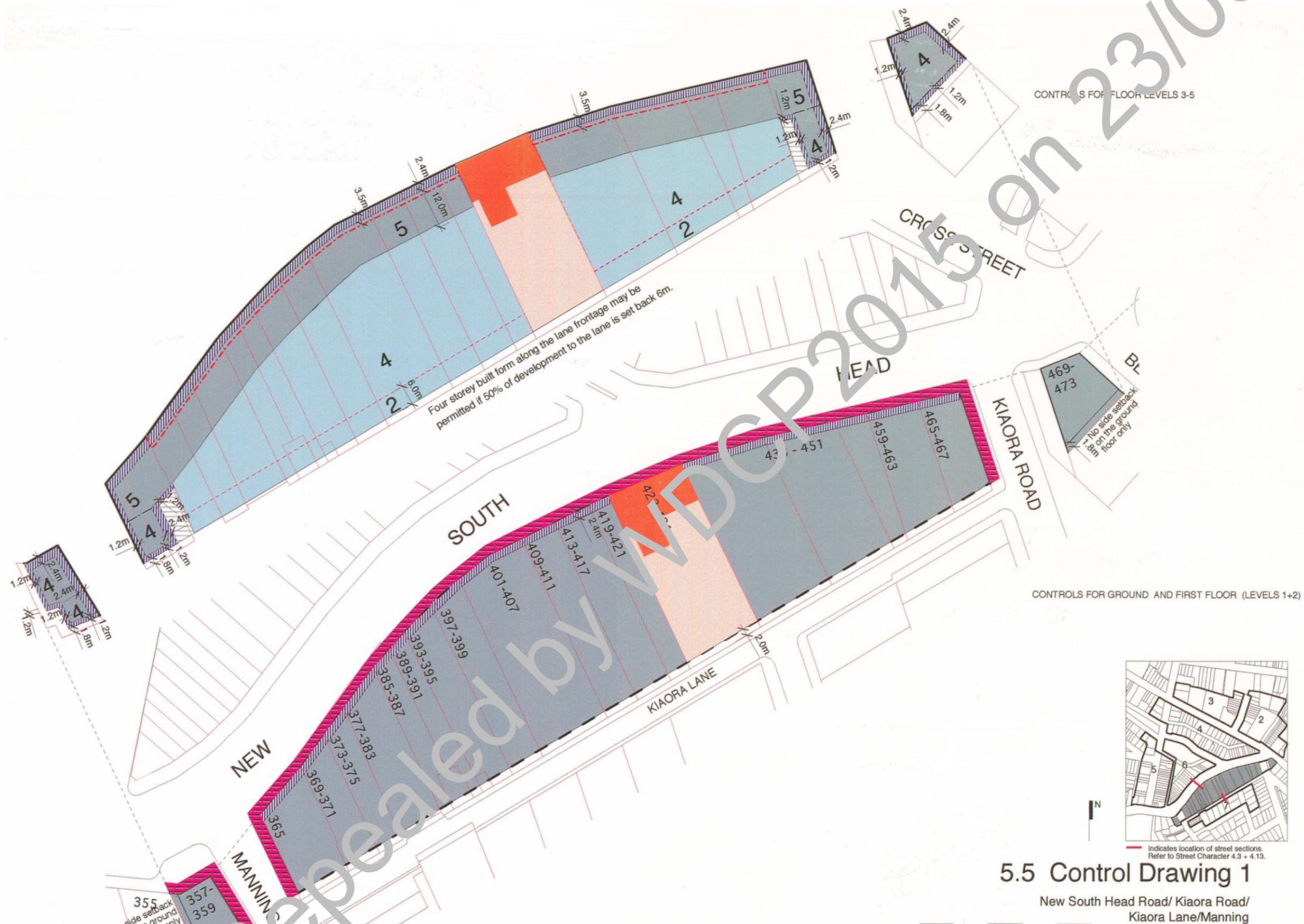
5.3 Double Bay Centre built form envelopes, ground and first floors (levels 1 and 2)



5.4 Double Bay Centre built form envelopes (levels 3 and above)



5.5 Control drawing 1



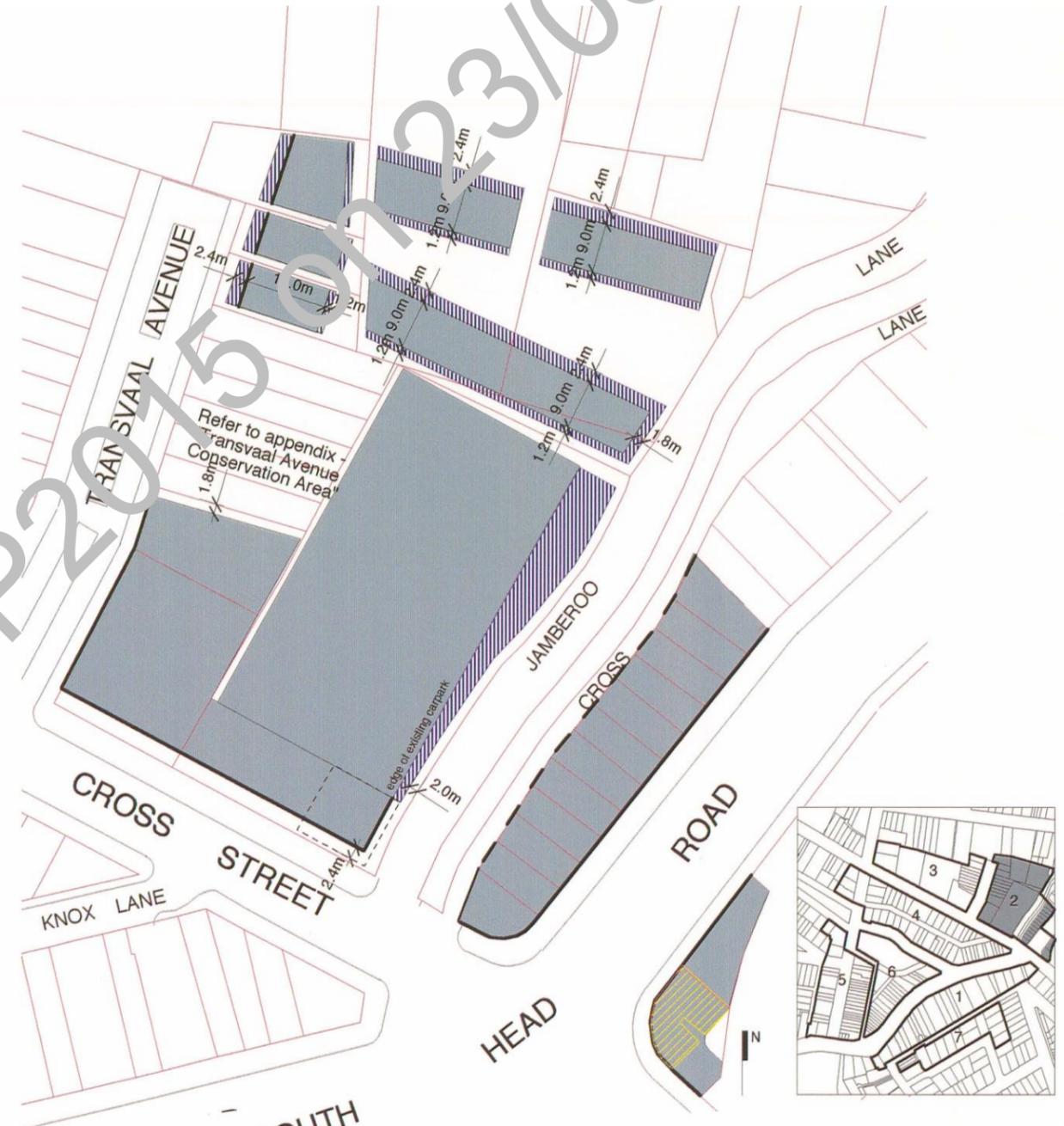
Note: The built form envelope controls for land shown on this control drawing that forms part of the Kiaora Lands site are replaced by the controls shown in clause A2.4 (*Built form envelopes*) of Appendix 2 Kiaora Lands 2011.

Repealed by WDCP2015 on 23/05/15

5.6 Control drawing 2



CONTROLS FOR FLOOR LEVELS 3-5



CONTROLS FOR GROUND AND FIRST FLOOR (LEVELS 1+2)
5.6 Control Drawing 2

Transvaal Avenue/Cross Street/
Jamberoo Lane

Repealed by WDCP2015 on 23/05/15

5.7 Control drawing 7



CONTROLS FOR FLOOR LEVELS 3-5

CONTROLS FOR GROUND AND FIRST FLOOR (LEVELS 1+2)

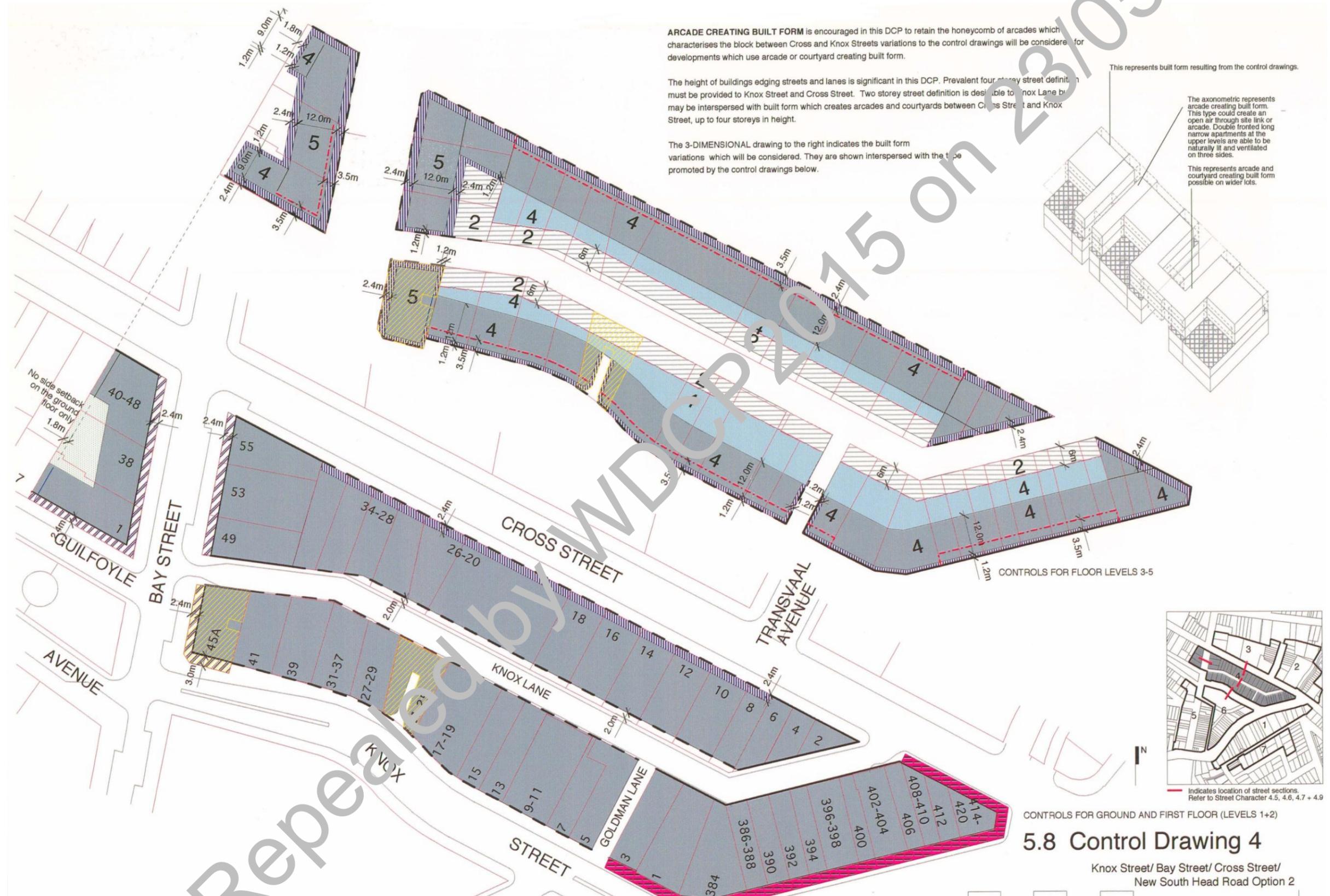


Indicates location of street sections. Refer to Street Character 4.7

5.7 Control Drawing 3
Bay Street/Cross Street/
Transvaal Avenue

Repealed by WDCP2015 on 23/05/15

5.8 Control drawing 4



Repealed by WDCP2015 on 23/05/15

5.9 Control drawing 5



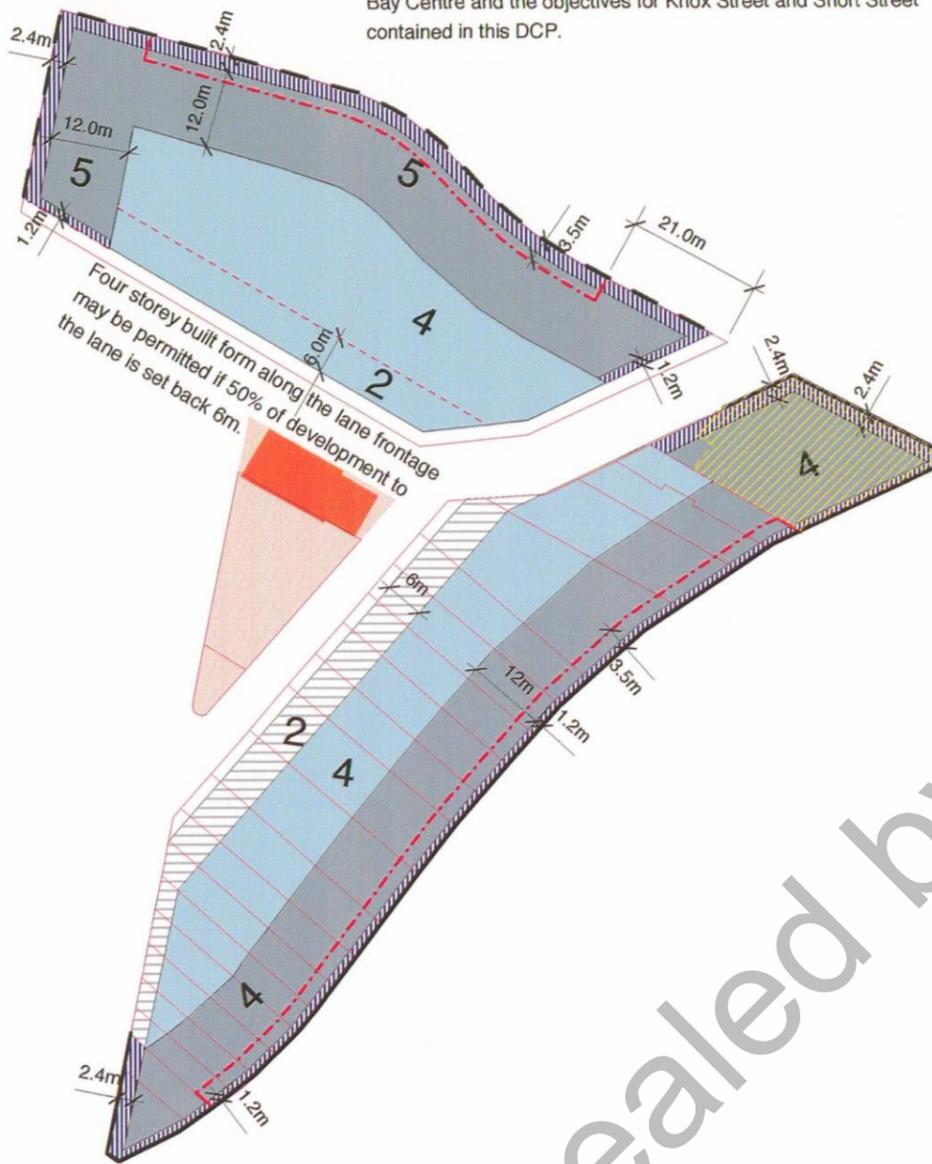
Repealed by WDCP2015 on 23/05/15

5.10 Control drawing 6

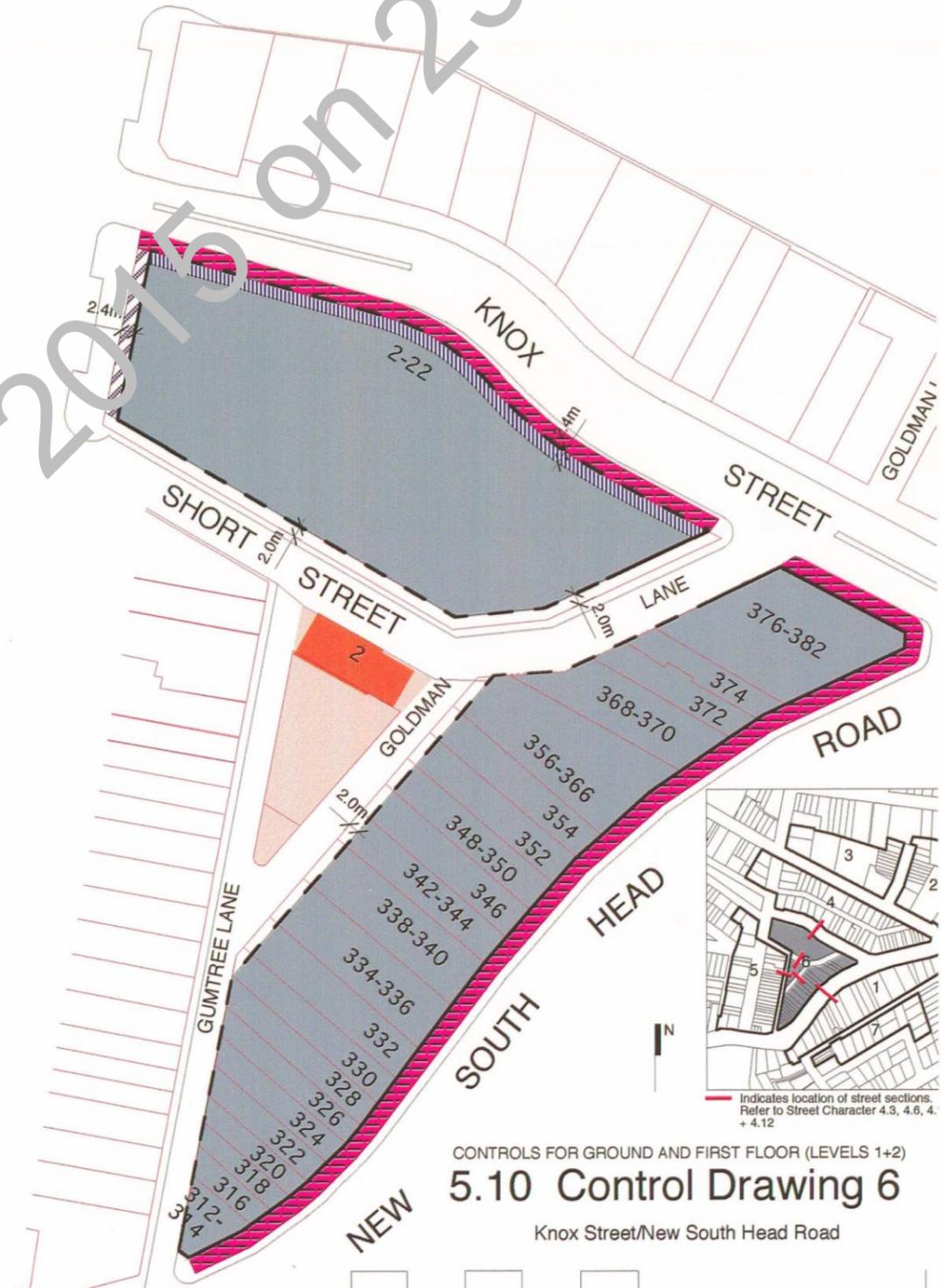
The Sir Stamford Hotel site, occupying an entire block is unique in the centre, providing an opportunity for a significant land mark building in the Centre.

The building form may vary from the envelope indicated if a design competition is to be conducted to determine an appropriate alternative built form.

The design brief will have regard to the Objectives for the Double Bay Centre and the objectives for Knox Street and Short Street contained in this DCP.



CONTROLS FOR FLOOR LEVELS 3-5



CONTROLS FOR GROUND AND FIRST FLOOR (LEVELS 1+2)

5.10 Control Drawing 6

Knox Street/New South Head Road

Repealed by WDCP2015 on 23/05/15

5.11 Control drawing 7

Community Centre

The community centre is to be a modelled and well resolved public building, having a forecourt which complements and expands the new public square edging Kiaora Lane. It may achieve a total height of 10.5m with generous floor to floor height, double height spaces and mezzanines.

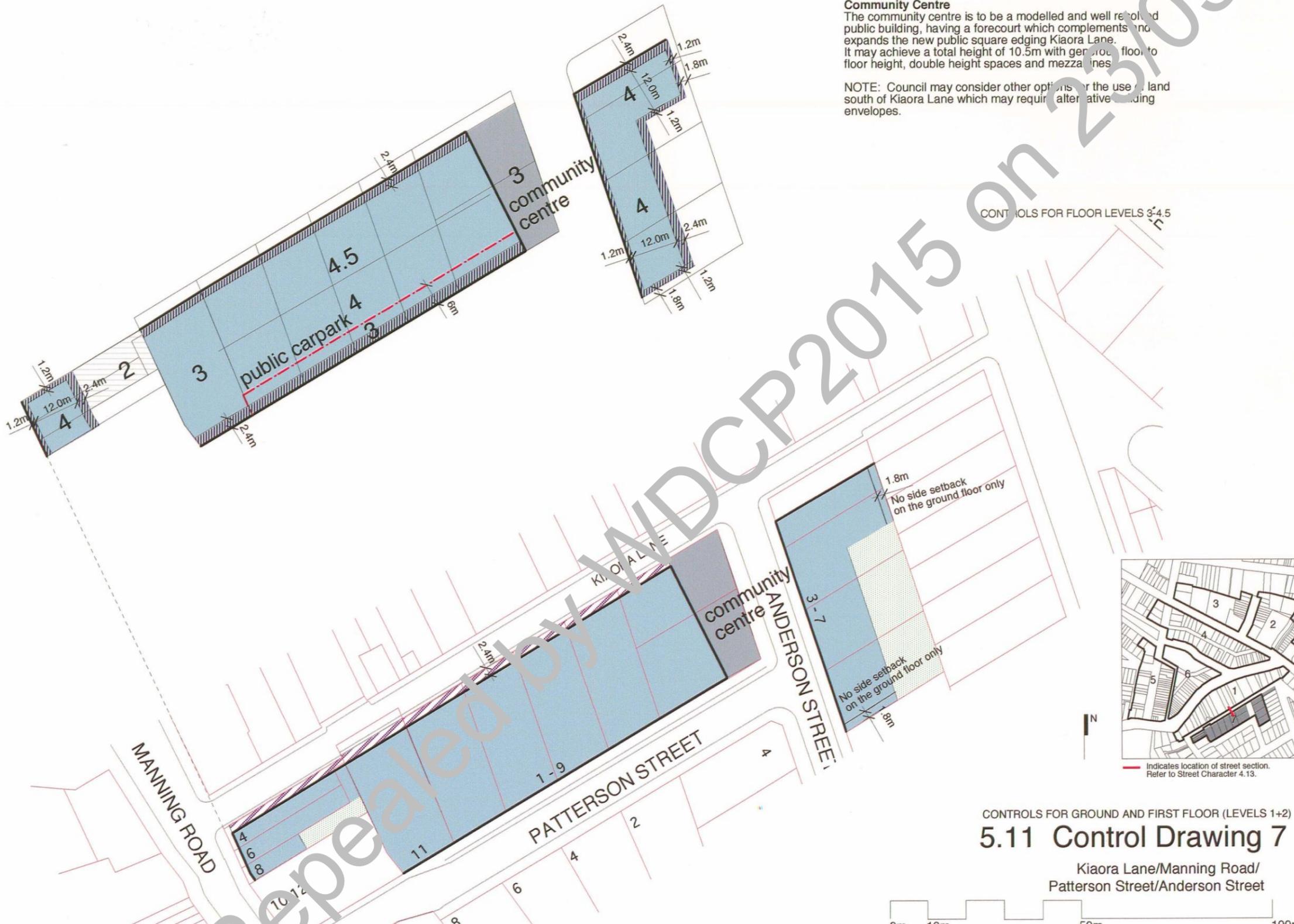
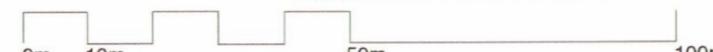
NOTE: Council may consider other options for the use of land south of Kiaora Lane which may require alternative building envelopes.

CONTROLS FOR FLOOR LEVELS 3-4.5

CONTROLS FOR GROUND AND FIRST FLOOR (LEVELS 1+2)

5.11 Control Drawing 7

Kiaora Lane/Manning Road/
Patterson Street/Anderson Street



Note: The built form envelope controls for land shown on this control drawing that forms part of the Kiaora Lands site are replaced by the controls shown in clause A2.4 (*Built form envelopes*) of Appendix 2 Kiaora Lands 2011.

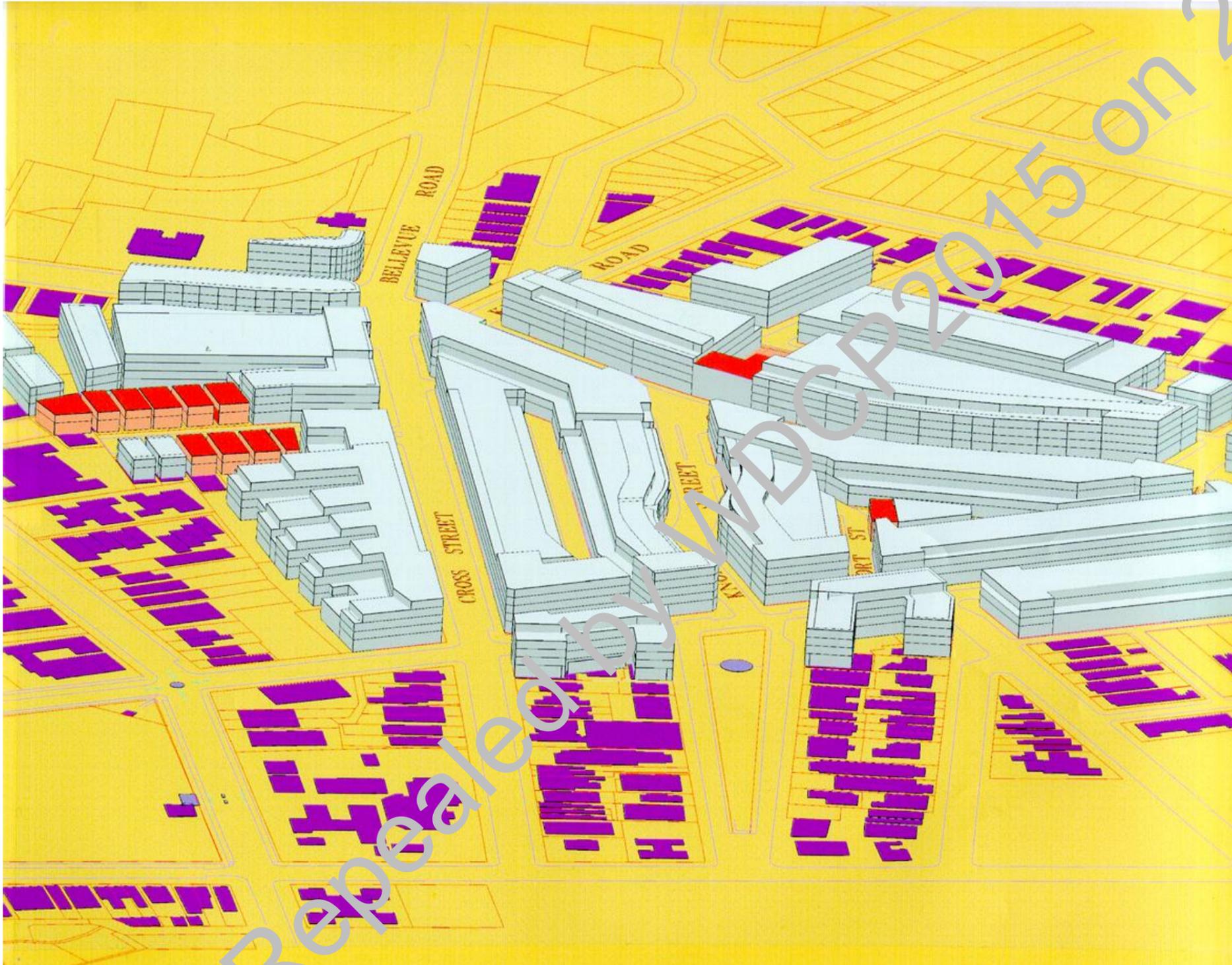
Repealed by WDCP2015 on 23/05/15

5.12 View 1: 3D view of building envelopes

View east along Cross Street

The building envelopes illustrate the permitted distribution of floor space in the centre. The FSR controls in Woollahra LEP limit the amount of floor space in the centre.

Note: This 3D view does not illustrate building envelopes as described in A2.5 in Appendix 2 Kiaora Lands.



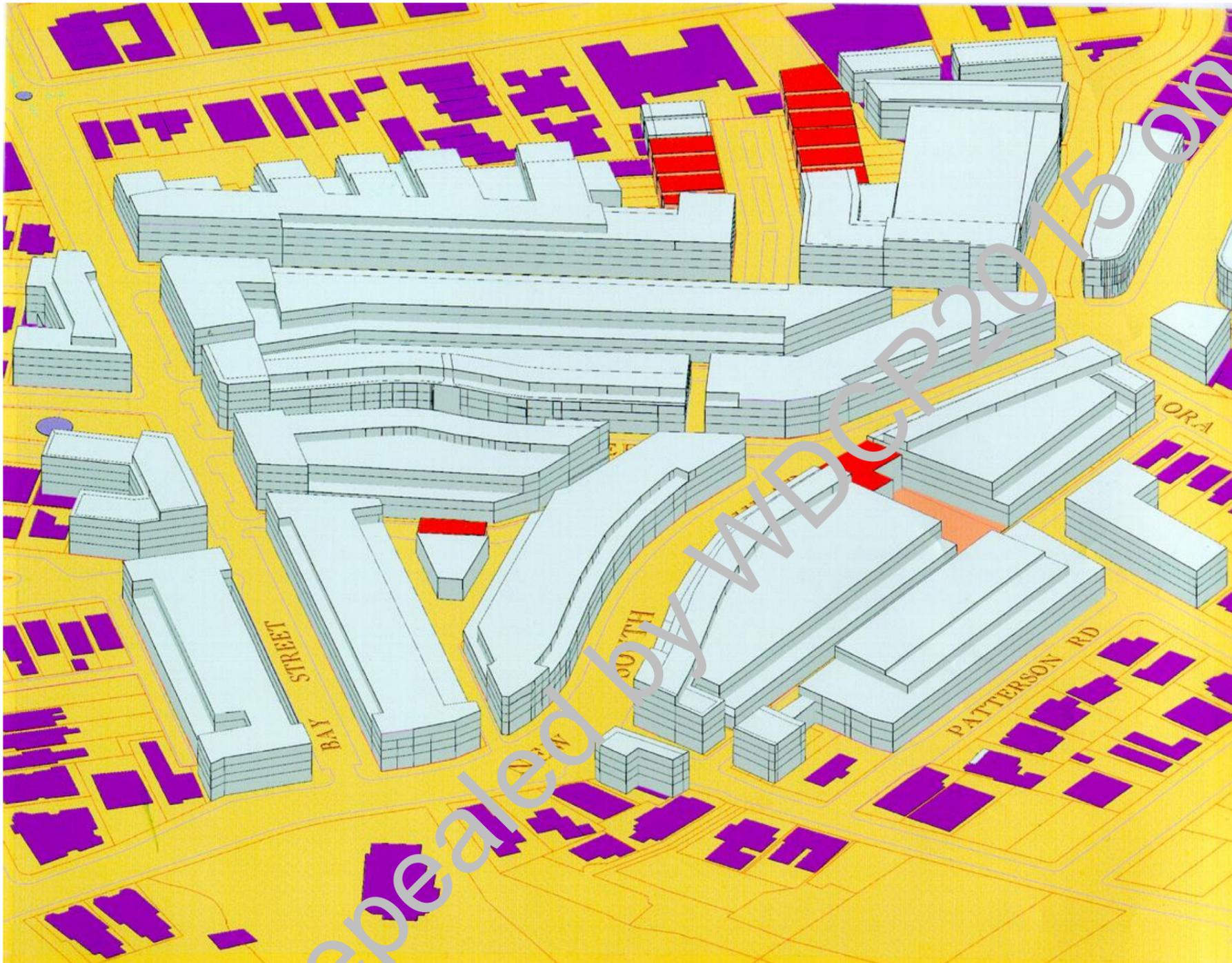
Repealed by WDCP2015 on 23/05/15

5.13 View 2: 3D view of building envelopes

View north along Bay Street

The building envelopes illustrate the permitted distribution of floor space in the centre. The FSR controls in Woollahra LEP limit the amount of floor space in the centre.

Note: This 3D view does not illustrate building envelopes as described in A2.5 in Appendix 2 Kiaora Lands.



Repealed by WDCP2015 on 23/05/15

Part 6. Development controls

6.1 General format

This section contains the development controls for building and site elements in the Double Bay Centre. It provides further explanation of the section 5, Built Form Envelopes: Control Drawings, and introduces additional controls not described in these drawings.

The following common format is used:

Introduction

For most controls there is an introduction which explains the need and importance of including that particular element.

Principle

P1 The principles define Council's intention. They relate to the aims and objectives in section 3.0 Urban structure, and the desired future street character outlined in section 4.0 Street character.

Controls

- C1 The controls establish the means of achieving the objectives. This section of the DCP must be read in conjunction with the Built Form Envelopes: Control Drawings that illustrate the site-specific controls. Diagrams are incorporated with the development controls to assist interpretation.
- C2 Not all controls will be relevant to every development. The applicant must nominate and provide justification for any controls they consider irrelevant to their development.
- C3 If a development proposal departs from a relevant control the applicant must demonstrate how the development satisfies the underlying objectives of the control.
- C4 Development must comply with the Building Code of Australia and relevant Australian Standards.

6.2 Use

The distinctive mix of small scale shops, boutiques, restaurants, cafes, hotels, commercial premises and the like in the Double Bay Centre creates a friendly street environment that caters well for the daily needs of the centre's users and creates an attractive environment for visitors. Continuous ground level retail frontage offers the benefits of safety, commercial activity and street life. The provision of mixed development can make a significant contribution to the local character, providing street surveillance and after hour activity in the centre.

There is currently very little residential use within the Double Bay Centre. Residential development is encouraged within the centre to: increase the areas activity and vibrancy at night; encourage the provision of a range of retail services, particularly food stores; and reduce the reliance on cars to access the centre.



Building use

Retain the range and intensity of existing retail uses in Double Bay and increase the level of activity in the centre by introducing residential developments.

Principles

- P1 Encourage upper storey residential development within the centre to enhance the cosmopolitan character of the Double Bay Centre.
- P2 Encourage mixed-use development to reduce transport and travel requirements.
- P3 Encourage the continuation of retail and commercial uses at street level in the centre.
- P4 Encourage first floor retail and commercial use.
- P5 Encourage arcades and double fronted shops that provide through block- connections for pedestrians.
- P6 Encourage limited width of retail frontage to preserve the small shop character of the centre.
- P7 Encourage multi-level dwellings on the upper storeys of development as a means of redeveloping small narrow allotments.
- P8 Encourage activities with appropriate levels of noise or other environmental impacts.



Reinforce existing small lot development prevalent in the centre

Site amalgamation is particularly discouraged on these lots. If these lots are amalgamated the building design should reflect the existing lot structure.

Controls

- C1 Design for a mix of uses within buildings.
- C2 Design durable and adaptable buildings, spaces and places.
- C3 Design for retail, commercial and community uses at ground and first floor levels. Consider design solutions that promote retail, commercial use at first floor level such as galleried arcades.
- C4 Access to residential uses should not occupy more than 20% of the ground floor frontage.

- C5 The maximum retail frontage at street level for individual premises identified on the diagram above must correspond with current lot widths. Other lots must not exceed 15 metres for each street frontage.
- C6 The architectural resolution of buildings on amalgamated small lots identified on the diagram above must express existing lot widths. Refer to 6.7.2 for parking strategy on small lots.

6.3 Urban character

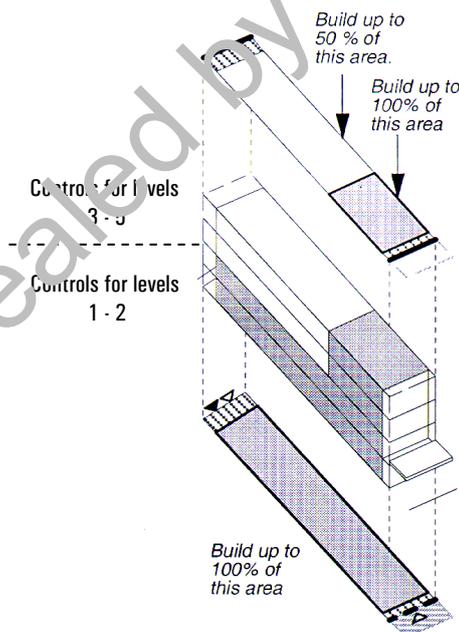
6.3.1 Building envelopes

Building envelopes illustrate the limits of permissible building height, depth and location and are described on the control drawings, section 5.5-5.11. The envelopes allow development that maintains the environmental amenity of buildings and the public domain with regard to building bulk, overshadowing, access to natural light and ventilation and views.

The building envelopes have been developed to foster a mix of uses in the centre, and to promote built form not reliant on artificial lighting, heating and ventilation. The deep ground and first floor building envelopes are suitable for retail and commercial uses, whilst the depths of envelopes for levels 3-5 are suitable for residential uses. The depth of residential buildings promoted in this DCP is based on the guidelines contained in "Better Urban Living - Guidelines for Urban Housing."

The building envelopes have been considered in conjunction with floor space ratio (FSR). FSR controls contained in Woollahra LEP 1995 limit the amount of floor space in the centre. The building envelopes illustrate the permitted distribution of floor space in the centre. The permissible floor space for each site (determined by FSR) is generally 80% of the theoretical floor space achievable within the building envelopes. Uniform FSR facilitates development equity between sites and the envelopes allow flexibility in the ways the built form will be realised including the provision of arcades and through-site links.

Carparking above ground is not encouraged. The inclusion of carparking at or above ground level will not warrant an increase in the size of the building envelope, and such a development may not achieve its permissible floor space.

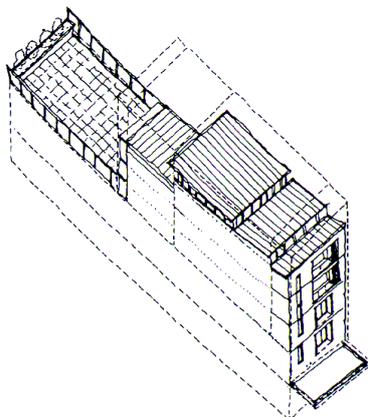


3-dimensional controls

Highlighting the building envelopes.

Building envelope

Potential architectural resolution within 100% and 50% building envelopes.



Principles

- P1 Development should contribute to the desired future character of streetscapes with appropriate and consistent building forms built to the street alignment.
- P2 Permit deep building footprints at ground and first floor level only.
- P3 Promote building forms that allow natural day lighting, natural ventilation and privacy between dwellings or commercial premises.
- P4 Encourage courtyards and light wells at ground and first floor level of deep blocks to allow natural lighting and ventilation.
- P5 Enable the provision of through-site links and arcades.
- P6 Encourage a variety of interior volumes, i.e. split levels, double-height spaces and arcades.

Controls

- C1 Development must occur within the building envelopes shown on the Built Form Envelopes: Control Drawings, section 5.5-5.11.
- C2 To create built form which is not reliant on artificial heating and cooling
 - habitable rooms should generally achieve a minimum floor to ceiling height of 2.7m
 - level 3-5 building depth is limited to 15.6m including the articulation zones. When this is difficult to achieve Council will consider variations to the overall building depth providing a minimum 80% of dwellings have windows that can be opened and/or doors in walls with differing orientations, to facilitate cross ventilation.

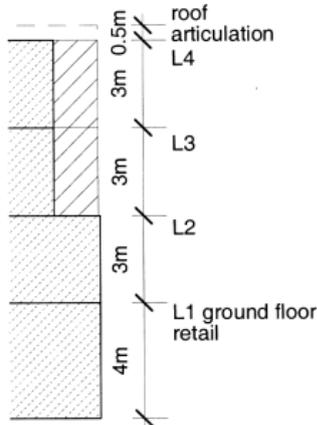
6.3.2 Height

The permissible height of development in the Double Bay Centre is indicated on the control drawings, section 5.5-5.11- controls for floor levels 3-5.

Building height has been determined by the need to preserve a pedestrian scale in the centre. Factors which play a role in achieving an appropriate scale relate to the width, orientation and character of streets and lanes. The envelopes generally establish three to four storey building heights along streets, and two storey building heights along lanes. Building above this height is required to be setback from the street or lane boundary to preserve amenity in the public domain.

Short Street, Kiaora Lane and Knox Lane have the potential to be more like little streets than lanes being wider than other lanes in the centre, and may include four storey buildings along the lane

frontage interspersed with two storey buildings, provided that at least 50% of lane frontage is two storeys or less.

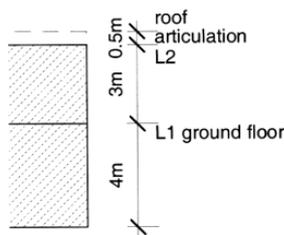


Maximum building height

Has been calculated from storey heights indicated.

“4” represents 4 storeys and 13.5m maximum building height.

Applicants may choose to vary storey height using 3.5m height for ground floor (L1) and (L2), create double storey spaces of 7m and the like.



2 storey building height

“2” represents 2 storeys and 7.5m maximum building height.

Storey height may be greater than these nominal heights, however, buildings will still be required to be within the height permitted by the envelope.

Principle

P1 Encourage buildings to achieve the heights along street and lane frontages described by the control drawings.

Controls

- C1 To reinforce the built definition of streets, buildings should be well designed and should achieve the maximum prescribed height along the primary street frontage.
- C2 To achieve a variety of roof forms the floor level of the uppermost habitable storey must be at least 3.5m below the maximum permissible building height.
- C3 The building (including lift tower machinery plant rooms and storage space) must be contained within the envelope height, with the following exclusions: chimneys, stacks, vent pipes, and television antennae.

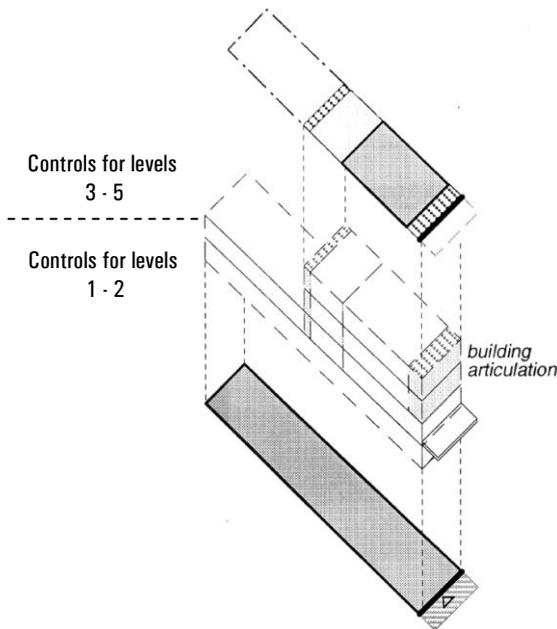
6.3.3 Building articulation

Building articulation refers to the three dimensional modelling of a building facade. The control drawings indicate the area for building articulation on a site by site basis. (refer to section 5.4 – 5.10)

Building articulation along the street frontage establishes the relationship between a building and the street, through the use of entry porches, loggias, balconies, bay windows and the like. Building facades can be articulated to create a strong street address, and enrich the character of the street.

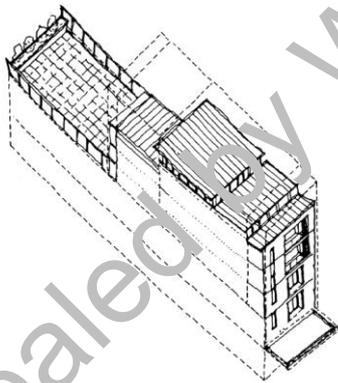
Existing buildings along the south-eastern side of Bay Street in particular demonstrate a range of transition areas and modelled facades.

Building articulation should respond to environmental conditions such as orientation, noise, breezes, privacy and views, through the use of appropriate sun shading devices, noise barriers, privacy screens, and the careful location of balconies, terraces and loggias.



3-dimensional controls

Highlighting the area for building articulation.



Building articulation

The written controls nominate percentages of the building articulation zone to be "external articulation elements". These include loggias, balconies, terraces, open stairs and walkways, and the like and must be wholly contained within the envelope.

Principles

- P1 Promote buildings of articulated design and massing, with building facades that contribute to the character of the street, and provide useable external spaces.
- P2 Utilise building articulation to:
 - generate high quality architectural resolution
 - provide private open space which addresses and overlooks streets and lanes
 - provide environmental amenity such as noise reduction and visual privacy through building articulation

- provide thermal amenity within buildings such as screening and balconies for summer sunshading and maximising solar access in winter, appropriately scaled to their use and context
- encourage activity such as outdoor eating along street edges, to help animate the street

Controls

C1 To promote the use of a variety of articulation elements, for different buildings along streets, building articulation may utilise, but is not limited to the following elements.

C2 Floor area elements

- habitable rooms
- non habitable rooms
- entries
- bay windows
- glazed balcony enclosures

C3 External articulation elements

- private open space elements
- balconies
- terraces
- verandahs
- pergolas
- loggias
- decks
- porches

C4 External built elements

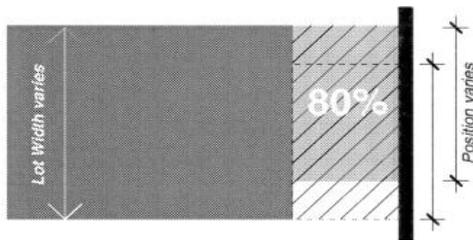
- external access stairs
- external walkways
- letter boxes
- seats
- garden walls
- pergolas
- planters
- parapet walls up to 1m in height

C5 Solar protection elements

- roof overhangs
- awnings
- deep reveals
- external louvred walls
- shutters
- screens
- sound barrier elements glazed balcony screening

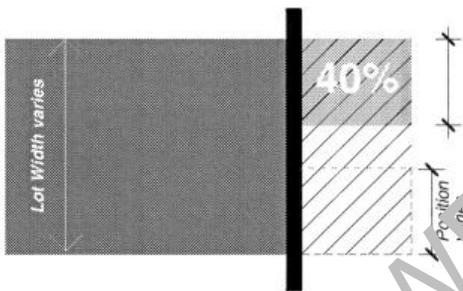


Ground floor articulation zone



New South Head Road

Up to 80% of the level 2-5 building articulation area per floor, should include floor area elements



Bay Street South + South side of Cross Street

Up to 40% of the articulation zone per floor must be occupied with either or both floor area elements and private open space elements



All other areas

Up to 40% of the level 3-5 building articulation area per floor, may include floor area elements

-  **Build To Line**
-  **Building Mass**
-  **Articulation Zone**
-  **Floor Area Elements/
Private Open Space Elements
(position varies)**

The use of a palette of articulation elements is recommended to achieve high quality architectural resolution.

The percentage of floor area and non-floor area elements below should be incorporated with the composition of the building to achieve high quality architectural resolution.

- i Along New South Head Road up to 80% of the level 2-5 building articulation area per floor, should include 'floor area elements' such as habitable rooms and glazed balcony enclosures and would be counted in the floor space calculations. The remaining 20% must be taken up with 'external articulation elements' such as loggias, which are not counted in the floor space.
- ii Along New South Head Road up to 40% of the ground floor building articulation area should include 'floor area elements'. The remaining 60% must be level with the footpath and should be part of the building or shop entry.
- iii Along Bay Street south, and along the south side of Cross Street 40%, of the articulation zone per floor, must be occupied with either or both 'floor area elements' and 'private open space elements'. The percentage of each may vary but should create a well modelled and proportioned façade.
- iv For all other areas, up to 40% of the level 3-5 building articulation area per floor, may include 'floor area elements' such as internal rooms and glazed balconies. The remaining 60% must be taken up with 'external articulation elements' such as loggias, terraces and verandahs.

6.3.4 Setbacks

Setbacks at street level can increase pedestrian amenity. Street level setbacks are most successful when they establish continuous and consistent building alignments.

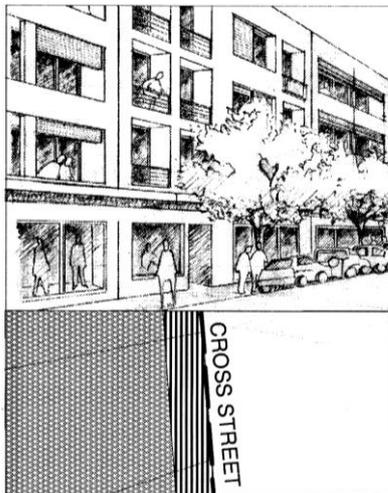
Upper level setbacks generally allow solar access to streets, and establish an appropriate relationship between building height and street width.

The controls include a continuous or discontinuous 'build-to' line that requires development to meet this alignment to reinforce or create a particular street character. For example the build-to lines and articulation zones will create: an articulated highly modelled street wall (New South Head Road), an articulated street wall highly modelled with recessed balconies (Knox Street), and a setback street wall modelled with projecting rooms or balconies (Bay Street).



Continuous build-to line outside building articulation

A lightly modelled street wall building – using expressed openings, projecting sills and enclosed recessed balconies



Discontinuous build-to line outside building articulation

A heavily modelled street wall building – predominantly using recessed balconies as well as expressed window openings



Continuous build-to line inside building articulation

The building wall is set back from the street. The wall is modelled with projecting rooms or balconies

Principles

- P1 Encourage consistent 'build-to' lines to provide coherent streetscapes.
- P2 Where required in laneways introduce new setbacks at street level to improve pedestrian amenity.
- P3 Where indicated provide street setbacks to the upper level of development to permit mid winter sunlight.

Controls

- C1 Building alignment must comply with the 'build-to' lines shown on the Built Form Envelopes: Control Drawings, section 5.5-5.11.
- C2 Front setbacks are identified as 'build-to lines' on the control drawings, section 5.5-5.11. Front setbacks must define a coherent alignment to the public domain.
- C3 Side setbacks must:
 - protect privacy to adjoining buildings, and
 - protect access to natural light and ventilation to adjoining buildings and residential areas.

C4 Rear setbacks must:

- where required, accommodate vehicle access to the rear of lots, provide consolidated deep soil landscape areas where blocks adjoin residential areas. These areas are indicated on the Control Drawings. Protect privacy and facilitate solar access to adjoining buildings and gardens.
- C5 Primary door and window openings in residential living areas should be located towards the street and/or rear to protect privacy. Living areas with primary openings facing the side boundary should be avoided.
- C6 Upper level street setbacks are identified on the control drawings, section 5.5-5.11. Building articulation excluding floor area elements may be used between the setback line and the street boundary. Refer to 6.3.3 Building articulation.

6.3.5 Corner buildings

Corner buildings are highly visible and provide the opportunity for notable design solutions. Strong corner buildings can provide valuable street definition. Existing buildings within the study area that provide this definition include the Westpac Bank building on the corner of Knox St and New South Head Rd, and Coopers Corner on the corner of Bellevue Rd and New South Head Rd.

Due to the distinctive street geometry strong corner buildings can play an important urban design role in the Double Bay Centre.



Corner lots and prominent corners

Corner lots that may be granted additional floor space are listed in Control C4

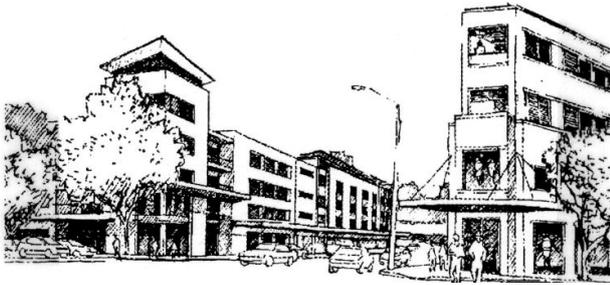


Cooper's Corner

Located on the corner of Bellevue Road and New South Head Road, demonstrates good corner address



Existing corner buildings at the five way intersection near Cross Street currently lack the scale to adequately address this large space



The five-way intersection could become a distinctive entry to the Double Bay Centre with street wall buildings that strongly address the intersection

Where street geometries permit – design entries and windows to address the corner such as the building to the left

Principle

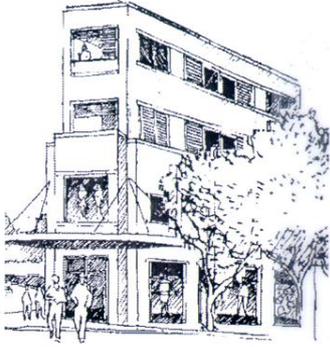
P1 Encourage building massing and articulation that creates strong corner buildings.

Controls

- C1 Consider the design of corner buildings in relation to street geometry, topography, sight lines and the design of skyline elements.
- C2 Distribute building massing, such as height, to enhance the corner.
- C3 Corner buildings are encouraged to achieve the maximum prescribed height along the street edge.
- C4 Developments on sites listed below, that comply with the development controls may be granted up to 0.5:1 additional FSR. (Refer to the floor space provisions in clause 11 of Woollahra LEP 1995)
- Bay Street – 26, 28, 30/36, 40/48, 43, 45A, 49, 55
 - Cross Street – 53
 - Guilfoyle Avenue – 1
 - New South Head Road – 298, 302, 304, 304A, 306/310, 312/314, 357/359, 365, 376/382, 408/410, 412, 414/420, 422/424, 465/467, 469/473.

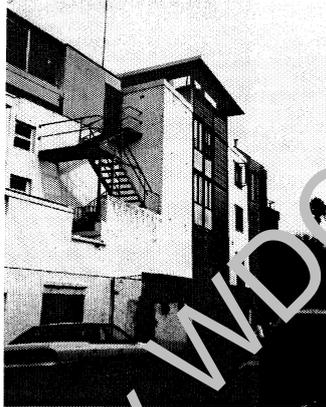
6.3.6 Architectural resolution

Buildings in the Double Bay Centre represent a mixture of twentieth century buildings that are of variable style and quality. High quality architectural resolution will improve living and working environments, contribute toward an improved built definition of the public domain, and can help to define a local identity.



Architectural resolution

The masonry elements of a building can give coherence



An existing building at Knox Lane showing an articulated upper level and roof



Architectural resolution

The building wall is set back from the street and is modelled with attached building elements



Twenty One Espresso demonstrates fine grained building form in Knox Street

Principles

- P1 Promote high quality architectural design throughout the Double Bay Centre to create a desirable and memorable environment.
- P2 Encourage coherent streetscapes based on common design principles for each street and lane.

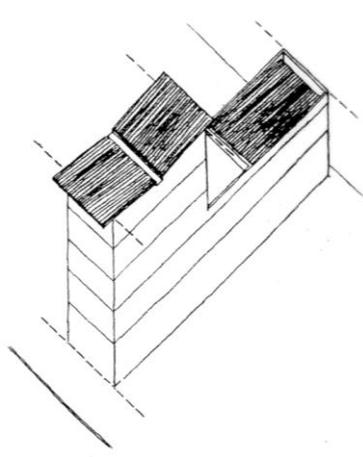
Controls

- C1 Provide a clear street address to each building. Clearly define pedestrian entries.
- C2 Provide predominantly glazed shopfronts to ground floor retail areas. Roller shutters to shopfronts are not permitted.
- C3 Materials must be compatible with the existing urban context, such as red face brick and rendered masonry, in street facade design.
- C4 Design window and balcony openings to take into account streetscape, heritage items, privacy, orientation and outlook.
- C5 Richly articulate facades to express the different levels of the building and/or its functions.
- C6 Avoid blank party walls and model building facades.
- C7 Design commercial space to permit maximum flexibility for future uses.
- C8 All rooms above ground floor level, including kitchens and bathrooms, are to have windows or skylights wherever possible.
- C9 Encourage a variety of apartment sizes and layouts within each residential component of development.
- C10 Vehicular entries must be discrete and minimise conflicts with pedestrians.

6.3.7 Roof design

The Double Bay Centre is located at the base of a large natural amphitheatre. As a result building roof forms are highly visible, often forming the foreground to a harbour view, and require a well considered design response.

Existing roof forms vary with building type and architectural style and include a range of hip roofs, gables, flat roofs, parapets and roof decks. A predominance of buildings with parapets contributes to the urban quality of New South Head Road.



Roof design

A variety of roof types are possible in The Double Bay Centre. Roof forms need to be articulated to control the apparent scale of the building when viewed from above

Principles

- P1 Encourage highly articulated roof design that responds to building orientation and the location and character of Double Bay.
- P2 Encourage roof design that creates a distinctive silhouette to buildings.
- P3 Encourage a variety of articulated roof forms for the Double Bay Centre such as hips, gables, flat roofs, parapets and roof decks.
- P4 Discourage the provision of air conditioning plant and equipment on the roofs of buildings.

Controls

- C1 Roof design must form a coherent part of the whole building and be articulated.
- C2 A variety of roof tops are permitted, including gabled and hipped roofs with habitable attic spaces, flat roofs and roof decks.
- C3 The use of parapets is encouraged for buildings along New South Head Road.
- C4 The profile and silhouette of parapets, eaves and roof top elements must be considered in roof design.
- C5 Roof design must minimise building bulk and overshadowing.
- C6 Air conditioning plant and equipment must be concealed from the exterior and be within the building. When roof plant is proposed it must be screened from neighbours and be integrated with the design of the roof and the composition of the building.

6.3.8 Heritage + contributory character

Woollahra Council supports the conservation of the rich mixture of buildings, parks and places of special significance within the Municipality. Woollahra Local Environmental Plan 1995 contains various controls relating to the conservation of heritage items and areas. LEP 1995 also contains incentives for developments that include the conservation of heritage items.

The centre has two properties listed in the Woollahra LEP 1995 as heritage items : the interwar Golden Sheaf Hotel and a reused Federation period substation in Short Street. The Transvaal Avenue Heritage Conservation Area, comprises single storey Federation semi-detached cottages.

In addition, a number of contributory buildings have been identified within the centre:

- Westpac Bank 376-382 New South Head Road,
- Cooper Corner 475-479 New South Head Road,
- Twenty One 21-25 Knox Street,
- 45A Knox Street,
- 24-26 Bay Street,
- 14 Bay Street,
- 37 Bay Street,
- 35 Bay Street,
- 29 - 33 Bay Street,
- 9 Bay Street,
- 11 Bay Street,
- 13 Bay Street,
- 15 Bay Street.

These buildings are considered to be of high streetscape value because of their strong architectural character and the way in which they address the street.



Heritage items and contributory buildings



The Golden Sheaf Hotel

The Golden Sheaf Hotel is a heritage listed building. It demonstrates the contribution street wall buildings can make to the public spaces they address

Principles

- P1 Protect and enhance heritage items and conservation areas.
- P2 Encourage the sensitive adaptation or reuse of buildings that contribute to the spatial definition of the urban spaces they address.

Controls

- C1 Development proposals must comply with the heritage provisions in Woollahra LEP 1995.
- C2 All new developments and works to existing developments are to be designed to be compatible with the heritage significance of listed heritage items, conservation areas and nominated contributory buildings.
- C3 For development within the Transvaal Avenue Heritage Conservation Area refer to Section A1.5 in Appendix 1.
- C4 When submitting an application with respect to a contributory building the applicant is to demonstrate that an addition would complement and enhance the contributory characteristics including:
 - street edge definition
 - its material , detailing and character
 - its holistic building character related to articulation, massing, and patterns and distribution of wall opening
- C5 Council may consider variations to the building envelope which support the sensitive adaptive reuse of contributory items relating to the building's massing.
- C6 Council must be of the opinion that an application that proposes the replacement of a contributory will equal or improve the quality of the contributory building's material, character and detailing.
- C7 When submitting an application in respect of a contributory building the onus is on the applicant to demonstrate that the architectural streetscape value of the building would be retained or enhanced by the proposal.

6.4 Relationship to public domain

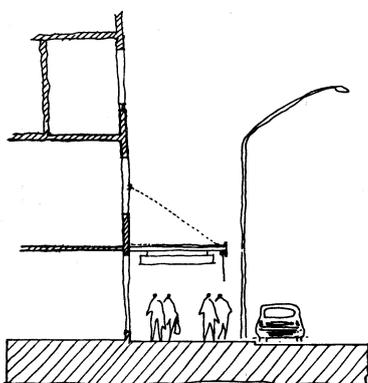
6.4.1 Awnings

Continuous awnings contribute to the street character of retail centres and provide wet weather protection and shade for pedestrians. There are currently continuous awnings on both sides of New South Head Road and along a considerable part of the southern side of Knox Street. Awnings elsewhere in the Centre are more varied and less continuous, and are often used to highlight building entrances.



Continuous awnings

Continuous awnings are required in these locations



Awning design

Suspended steel box section type with a minimum soffit height of 3.2 metres

Principles

- P1 Retain and supplement the existing awnings along New South Head Road, Knox Street (south side) and Cross Street (north side) to provide continuous awning cover.
- P2 Encourage consistent awning design throughout the centre.

Controls

- C1 Development must provide continuous awnings to street frontages as indicated on the control drawings, section 5.5-5.11. Awning cover should be within 5 degrees of horizontal, with a minimum soffit height of 3.2 metres. The awning design should provide protection from sun and rain and must be integrated with the building's architectural resolution.
- C2 Provide generous cover to building entrances where no awnings are indicated on the control drawings section 5.5-5.11.
- C3 Canvas blinds along the outer edge of awnings may be used to provide sun shading to the east and west facades.
- C4 The provision and operating cost of under awning lighting is the responsibility of the building owner. Under awning lighting may be recessed into the soffit of the awning or wall mounted on the building.

6.4.2 Colonnades

A colonnade is created when a building is set back from the boundary at street level with vertical supports such as columns supporting the building directly above. A continuous colonnade improves pedestrian amenity by extending the footpath at ground floor level, and providing shelter. Consistently spaced colonnade posts establish a pedestrian related rhythm.

Colonnades are most successful when they are continuous and consistent. Guilfoyle Park on Bay Street makes a substantial contribution to the ambience of the centre. This quality could be enhanced through appropriate built form which interprets the park's civic importance in its address to the park.



Colonnades

Colonnades are required in the e locations

Note: The colonnade requirements for land shown on this diagram that forms part of the Kiaora Lands site are replaced by the built form envelope controls shown in clause A2.4 of Appendix 2 Kiaora Lands 2011.



Colonnades on Bay Street would articulate the importance of Double Bay's main public place – Guilfoyle Park

Principle

- P1 Encourage colonnaded buildings in Bay Street, between Cross Street and Short Street, which interpret Guilfoyle Park's civic importance and establishes a spatial relationship between the park and the buildings which address it.

Controls

- C1 Colonnades should be provided at ground floor level to street frontages as indicated on the control drawings, section 5.5-5.11 and the street sections.
- C2 Colonnade width, maintained for the height of the colonnade, in Bay St (Centre), must be 2.4m.
- C3 Colonnades must have a minimum soffit height of 3.6m.
- C4 Colonnade supports must be integrated with the building design and adjoining colonnades if they exist, and not unduly impact upon pedestrian thoroughfare, or obscure ground floor activity from the street.
- C5 Colonnade design must respond to the articulation of adjacent buildings, and the broader street character.
- C6 Colonnades must be level with the street paving, and be paved in accordance with the standard Double Bay pavers. (Refer to the Public Domain Improvements Plan)

6.4.3 Arcades, walkways and courtyards

One of the defining characteristics of Double Bay is its honeycomb of external walkways and arcades. Good quality arcades have active retail frontages, and contribute to a vibrant pedestrian shopping environment. The provision of good quality arcades and walkways with a light and airy character is encouraged.



Soldman Lane

This walkway off Knox Street has retail frontages on both sides and a light airy character, which is promoted in this DCP



Locations of existing arcades and through site links

When redeveloping a site, existing arcades or through site links must be retained

- arcade
- - - - - walkway



Desirable through block connections

Arcades are permitted throughout the centre except on corner lots. This drawing shows the most desirable through block connections. Consider the proximity of nearby arcades when providing a new arcaded connection

- arcade
- - - - - walkway

Principles

- P1 Encourage new arcades and walkways that provide public access across private land, and provide connections between streets and other parts of the public domain.
- P2 Create arcades with active retail frontages.
- P3 Consider supplementing arcades with outdoor areas such as courtyards or outdoor rooms.

Controls

- C1 All existing arcades and walkways must be retained or replaced when a site is redeveloped.
- C2 Arcades must have substantial natural lighting and ventilation.
- C3 External walkways must be paved in accordance with the standard Double Bay pavers. (Refer to the Public Domain Improvements Plan)
- C4 The proportions and character of arcades must reflect their importance in expanding the public domain and their location in the centre.

6.4.4 Outdoor eating

Due to the temperate climate, favourable orientation, leafy quality of streets and active street frontage the Double Bay Centre is a desirable location for the provision of outdoor eating facilities.

Outdoor eating facilities have the potential to add to the liveliness of streets and activate other outdoor places



Outdoor eating

Outdoor eating establishments can provide lively street activity in suitable locations

Principle

- P1 Encourage outdoor eating establishments where they provide a pleasant outdoor eating environment with minimal disturbance to pedestrian circulation and where they comply with Councils associated codes and policies.

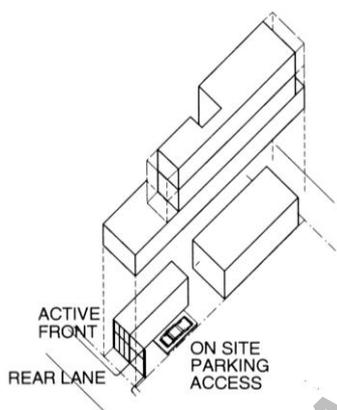
Control

- C1 The requirements for footpath restaurants are contained in Council's "Footpath Restaurant Code" adopted on 19 February 2001.

6.4.5 Ground floor active lane frontage

Active street frontage is characterised by liveliness and activity associated with pedestrian activity, building entrances, shop entries and attractive shop displays.

The Double Bay Centre benefits greatly from a network of lanes that work in conjunction with arcades to provide pedestrian connections. As active pedestrian environments the laneways have unrealised potential to intensify retail activity in the centre.



Active retail frontage

Consider using a car hoist with basement parking as a means of maximising active retail frontage. Lane address should incorporate active frontage and minimise the impact of access to on-site parking

Principles

- P1 Accommodate active uses at the ground level of buildings facing lanes to add to the vitality, and usefulness of both lane and building.
- P2 Co-ordinate the provision of vehicular and service access with maximising ground floor activity along lanes.
- P3 Improve the pedestrian amenity of lanes to encourage a wide range of uses.
- P4 Improve safety and security by providing active shopfronts to improve general lane surveillance.
- P5 Discourage off-street loading facilities in laneways if on-street loading bays are available.

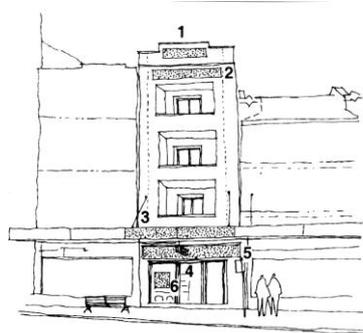
Controls

- C1 Active frontage is defined as one or a combination of the following: entrance to retail; retail shopfront; entrance to residential /commercial above; cafe or restaurant if accompanied by an entry.
- C2 A minimum of 75% active frontage to lanes, measured as a linear ratio across the width of a lot, is generally required. Development on narrow lots may vary this requirement if applicants demonstrate that the vitality and usefulness of the lot frontage is maximised.

- C3 Separate and clearly articulate vehicle access points and building entrances to avoid pedestrian and vehicular conflicts.
- C4 Ensure service areas are unobtrusive and have minimal lane presence. Preferably orientate service areas within the building envelope, perpendicular to lane frontage.
- C5 Retail, restaurant, cafe shopfronts should be glazed and able to be opened and /or provide through shop / lot visibility.

6.4.6 Signage and advertising

Individual signage is essential to commercial premises. Collectively, signage contributes significantly to the character of the public domain and needs to be considered in this context. It is important for signage to be of a quality that enhances the character of the Double Bay Centre and helps define a local identity.



Advertising signs

- 1. Parapet sign – Building identification only
- 2. Façade bay sign – Building identification only
- 3. Awning fascia sign
- 4. Under awning sign
- 5. Top hamper sign
- 6. Painted or etched window sign



Permitted signage and advertising on awning, top hamper and windows

Principles

- P1 Ensure that signage and advertising structures are unobtrusive, informative and compatible with an attractive shopping environment.
- P2 Avoid physical and visual clutter of the public domain.
- P3 Ensure there is no conflict between advertising signs and any nearby safety, public directional or traffic signs.
- P4 Protect the amenity of residential development.

P5 Preserve the existing and future roofscapes and protect views.

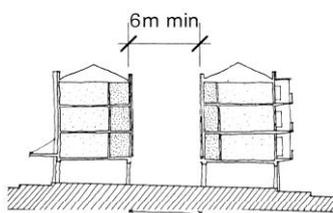
Controls

- C1 Signage is to be integrated with the building design. Refer to the illustrations on the previous page.
- C2 A coordinated approach for all signs is required where there are multiple occupancies or uses within a single building development.
- C3 Building identification is the only signage permitted above awning height. The use of affixed individual letters and street numbers is encouraged.
- C4 Signage may be integrated with awnings and/ or be suspended under awnings.
- C5 Signage and advertising should be constructed of non-combustible materials.
- C6 The total permissible signage area must not exceed a factor of 0.5 square metres for each metre of the building width, at its street or lane frontage.
- C7 Servicing and delivery signs must not exceed a size of 0.35m².
- C8 Electrical conduits to illuminated signs are to be taken directly into the building, or be otherwise screened to the satisfaction of Council.
- C9 Advertising which is not related to the business being conducted from the premises is not permitted.
- C10 Roof signs are not permitted.
- C11 Advertising signs are not permitted on public footpaths.
- C12 Advertising signage is not permitted facing service lanes, or on sidewalls abutting residential properties.

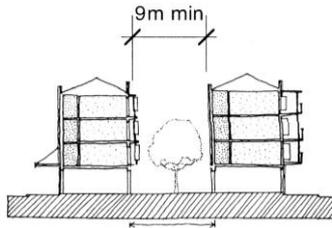
6.5 Environmental amenity

6.5.1 Visual privacy

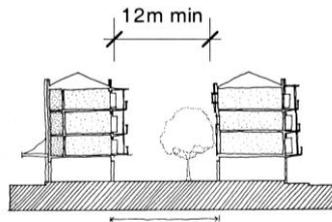
Visual privacy is an important consideration with regard to residential development within the centre, and neighbours adjacent to the Centre, because it is a major determinant of environmental amenity.



Distance between windows of service rooms and/or edges of secondary balconies



Distance from windows of service rooms and/or edges of secondary balconies, to windows of living rooms and edges of primary balconies



Distance between windows and doors to living rooms and/or edges of primary balconies

"LIVING" ROOM - a room used for normal domestic activities that include, livingroom, lounge room, music room, television room, dining room, sewing room, study, playroom, sunroom, bedroom and kitchen.

SERVICE ROOM - a room associated with a specialised use occupied neither frequently nor for extended periods, including a bathroom, laundry, water closet, food storage pantry, walk-in wardrobe, hall way, lobby or clothes drying room

Recommended minimum separations

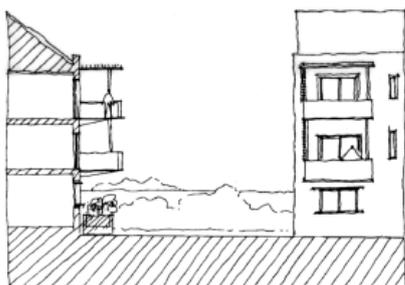
Between openings to achieve visual privacy

Principles

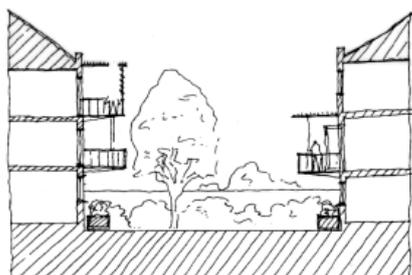
- P1 Ensure development protects the privacy of adjacent residential neighbours.
- P2 Ensure residential apartments and private open spaces have adequate visual privacy.

Controls

- C1 Orientate main living spaces, and their primary openings, to the street or rear garden to avoid overlooking between neighbouring properties. Living areas with primary openings facing the side boundary should be avoided.
- C2 Where openings face the side boundaries of properties protect visual privacy between neighbouring dwellings by:
 - providing adequate distance between opposite windows – use the illustrations on this page as a guide
 - off setting facing windows of neighbouring dwellings
 - providing obscure glazing, screening or planting
- C3 Protect privacy between dwellings proposed on a single development by adopting the recommended distance between openings illustrated on the previous page. Alternatively use vegetation and balcony screening to protect privacy.
- C4 Utilise building articulation, particularly in required building articulation zones, to provide visual privacy between buildings and the public domain.



Carefully locate balconies to protect privacy



Vegetation and balcony screening must be used to enhance privacy when the recommended separations are not able to be achieved.

Source of diagram: AMCORD, 1995

6.5.2 Acoustic privacy

Acoustic privacy is an important consideration in relation to the residential component of the Centre, and neighbours adjacent to the Centre, because it is a major determinant of environmental amenity.

Principles

- P1 Ensure adequate acoustic privacy to residential apartments and private open spaces in the centre.
- P2 Protect the acoustic privacy of residential neighbours adjacent to the centre.
- P3 Ensure the viability of housing, and greatly increase the amenity of dwellings, by utilising noise barrier planning principles.

Controls

- C1 Building siting and layout, particularly with regard to the location of courtyards, terraces and balconies, should minimise the transmission of noise to other buildings and private open space on the site and on adjacent land. The use of openings, screens and blade walls, and the choice of materials, should also be designed to minimise the transmission of noise externally.
- C2 Utilise noise barrier planning principles in the planning of dwellings near noise sources such as New South Head Road:
 - address New South Head Road with, recessed balconies, enclosed balconies, kitchens and/or living rooms
 - locate bedrooms away from noise sources
- C3 Noise impact associated with goods delivery and garbage collection, particularly early morning, should be minimised.
 - locate bedrooms away from noise sources

- C4 Restaurants and cafes should be designed to minimise the impact of noise associated with late night operation, on nearby residents.
- C5 Council may require a noise impact assessment report to accompany a development application. During construction developments are to comply with Council's Code for the Control of Noise on Building Sites, or applicable DCP.

6.5.3 Landscaped open space

Private gardens at the rear of residential blocks adjoining the centre collectively create large-scale open spaces. To ensure development immediately adjoining these blocks preserves and extends these open spaces a landscaped open space requirement is included in the control drawings, section 5.5 - 5.11. Landscaped open space may be private, communal or publicly accessible.



Landscaped open space

Landscaped open space provides a transition between the commercial area and adjoining residential properties.

Note: The landscaped open space location for land shown on this diagram that forms part of the Kiaora Lands site is replaced by the open space shown on the built form envelope controls in clause A2.4 (*Built form envelopes*) of Appendix 2 Kiaora Lands 2011.

Principles

- P1 Ensure development immediately adjoining residential blocks continues the pattern of built form and open space established in the block.
- P2 Provide landscaped open space, typically in the centre of blocks, to preserve and extend established open spaces.
- P3 Provide landscaped open space that preserves neighbouring residences' access to day light and natural ventilation and provides visual privacy.
- P4 Mature trees and other planting is encouraged within landscaped open space to maintain Double Bay's existing leafy quality. Permeable surfaces are also encouraged to maximise the on-site infiltration of stormwater.

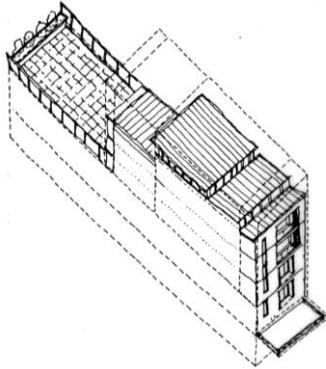
Controls

- C1 Above ground development may not occur within the landscaped open space shown on the control drawings, section 5.5-5.11. 50% of the area designated as landscaped open space must be a deep soil landscape area.
- C2 Wherever possible locate carparking under the building footprint to maximise deep soil landscaping.
- C3 Provide a minimum of 500mm of soil above underground carparking areas to allow sustainable planting.

C4 One large mature tree, planted in deep soil, is required for every 100sqm of landscaped open space.

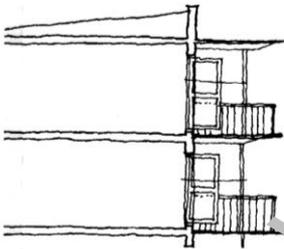
6.5.4 Private open space

Private open space includes ground floor garden areas and above ground open spaces such as roof terraces, loggias, balconies, and verandahs. The availability and accessibility of comfortable private and communal outdoor living areas is a major determinant of the ability of occupants to enjoy living and working in the Double Bay Centre.



Above ground open space

Above ground open space may be created as a roof terrace



Above ground open space

Above ground open space may be created within the articulation zone and should utilise prevalent breezes



Lightweight pergolas, sun screens and planters can enhance the quality of roof spaces, and provide privacy

Principles

- P1 Ensure every dwelling in the Double Bay Centre has direct access to private open space.
- P2 Encourage occupied roof areas with roof gardens behind parapets where private open space at ground level is not available.

Controls

- C1 Provide at least one balcony, terrace, verandah, loggia, roof terrace or deck for each dwelling, within the area nominated for building articulation. This open space must be accessible from a principal living area.
- C2 The preferred depth of the required open space is 2.4m and the minimum permissible depth is 1.8m. The minimum area of private open space is determined by the dwelling size and is listed below:
- | | | |
|-----------------|-------------------------------------|------------------|
| small dwelling | less than 60m ² | 8m ² |
| medium dwelling | 60m ² - 90m ² | 12m ² |
| large dwelling | more than 90m ² | 16m ² |
- C3 Roof terraces and balconies must protect the privacy of neighbours.
- C4 Lightweight pergolas, sunscreens, privacy screens and planters are permitted on roof terraces, provided they do not increase the bulk of the building. These elements should not significantly affect the views available from adjoining properties, the immediate vicinity or on the nearby ridges.
- C5 The profile and silhouette of parapets, eaves and roof top elements must be considered in roof terrace design.

6.6 Sustainable design principles

Environmental changes such as global warming, ozone depletion and rapid species extinction have led to an awareness that in meeting human needs irreversible damage is caused to ecological processes on which all life fundamentally depends. The concept of sustainable design combines concern for the well being of the planet with continued human growth and development.

This DCP requires the incorporation of sustainable design principles in all new developments and alterations to existing structures.

General design principles

- P1 Incorporate sustainable principles in the design, construction, and use of the built environment. This is achieved by:
- considering the energy consumption in the construction, use and disposal of the development,
 - considering water consumption and whether water quality is fit for particular use,
 - avoiding or minimising the generation of waste,
 - conserving resources and selecting ecologically responsible building materials.

6.6.1 Energy efficiency and conservation

The consumption of electricity generated by the burning of fossil fuels contributes to CO₂ production, the greenhouse effect and global warming. The construction and use of buildings accounts for a very large proportion of overall energy consumption and consequently presents opportunities for energy savings and reductions in CO₂ emissions. A wide body of literature is available for detailed design guidance.



Passive solar design

Design the building form and layout to achieve good (north facing) solar access to both the internal and external living spaces

Principles

- P1 Re-use existing buildings and design buildings capable of adaptation in the long term.
- P2 Reduce energy demand by designing buildings that do not need additional heating or cooling and that are naturally lit and ventilated.
- P3 Substitute non-renewable fuels for renewable fuels such as solar hot water systems.
- P4 Utilise recycled and/or low embodied energy building materials.

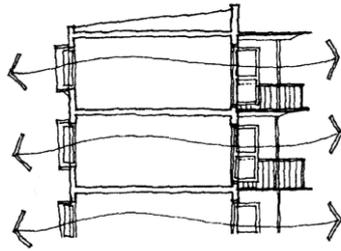
Controls

- C1 Wherever possible, incorporate passive solar design principles in building design to avoid the need for additional heating and cooling.
- C2 Design energy efficient buildings; isolate select spaces to be heated or provide individual room controls if using a centralised system; select low energy lighting such as compact fluorescent light fittings, and low energy appliances (minimum 3-Star rating).
- C3 A report on energy efficiency is required to accompany development applications for any new building with a construction cost of \$500,000 or more. A list of accredited certifiers is available from Council.
- C4 Development applications for new residential buildings must comply with the principles of the National House Energy Rating System, (NatHERS) efficiency rating of 3.5 stars.
- C5 Wherever possible, roof-top solar heating panels are to be installed so as not to be visible from the street.

Note: Additional energy efficiency requirements for development of the Kiaora Lands site are provided in clause A2.5.9 (*Environmentally sustainable design*) of Appendix 2 Kiaora Lands 2011.

6.6.2 Natural daylight and natural ventilation

The design of buildings provides an opportunity to reduce long term energy consumption. Building envelopes in this plan promote thin cross section buildings which are not totally reliant on artificial lighting and ventilation. They reflect best practice internationally and are also promoted by Department of Urban Affairs guidelines "Better Urban Living" and "Mixed Use in Urban Centres". Building design for natural ventilation should capitalise on Double Bay's harbourside location and on-shore breezes.



Cross ventilation

Thin cross-section design achieves good cross ventilation and assists day lighting of rooms

Principles

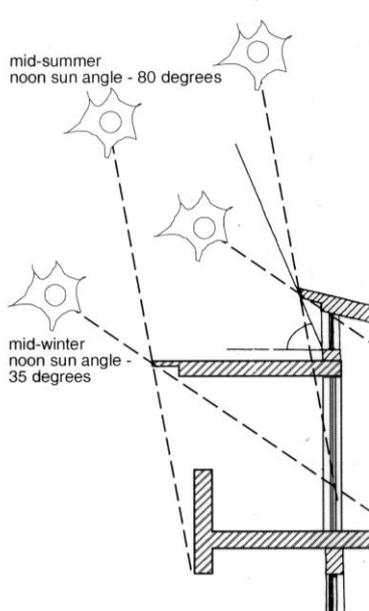
- P1 All buildings should be designed to achieve natural ventilation.
- P2 Design buildings with naturally lit habitable rooms.

Controls

- C1 The maximum building depth of development for levels 3-5 is 15.6m to achieve buildings that are substantially naturally lit and ventilated.
- C2 Encourage the provision of windows to all rooms, including kitchens and bathrooms, to facilitate natural light and ventilation. Avoid or minimise the reliance on mechanical ventilation or air conditioning.
- C3 Encourage building articulation such as light wells and courtyards that allow daylight into ground and first floor levels.
- C4 All dwellings in each development must have windows that can be opened and /or doors in walls with differing orientations, to facilitate cross ventilation by locating windows opposite each other. When this is difficult to achieve on non-rectangular lots with limited street address, a minimum 80% of dwellings within that development must comply.
- C5 Skylights that provide the sole source of daylight and ventilation to habitable rooms are not permitted.

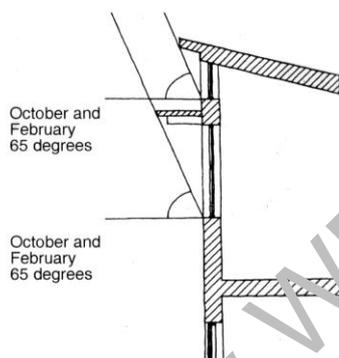
6.6.3 Solar access

Solar access is a major determinant of environmental comfort and residential amenity. Good passive solar design offers financial and environmental benefits, by reducing the need for artificial heating and cooling.



Mid-winter and mid-summer solar angles for openings facing true north

The design of north facing balconies and rooms should aim to admit low angle winter sunlight, and exclude high angle summer sunlight



Solar angles for windows facing true north

Source: Energy Information Centre information sheet May 1994

Eaves, screens and the size of openings for north facing balconies and rooms, should be designed with regard to the noon 17 October / 26 February sun angles to maximise winter sunlight penetration, and minimise summer sunlight penetration

Principles

- P1 Minimise overshadowing of adjoining properties or publicly accessible spaces.
- P2 Building form, separation and plan layout should facilitate good solar access to internal and external living spaces, to maximise natural heating and cooling and minimise the use of artificial systems.

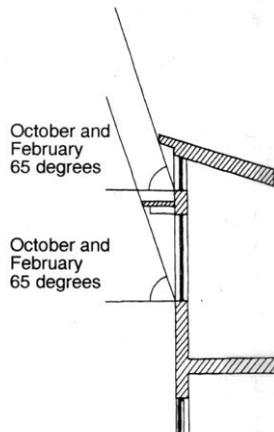
Controls

- C1 Preserve solar access to Guilfoyle Park and the footpath on the south side of Knox Street, Cross Street, and New South Head Road between 12noon and 2pm on June 22.
- C2 Where already existing, access to sunlight should be maintained for a minimum period of 4 hours between 9.00am and 3.00 p.m. on June 22nd to windows of habitable rooms and private open space of adjoining properties.
- C3 Access to sunlight should be achieved for a minimum period of 3 hours between 9.00am and 3.00 p.m. on June 22nd to windows of habitable rooms and private open space of new development.

- C4 Locate main living spaces including lounge, dining, kitchen and family rooms toward north where possible.
- C5 Skylights which provide the sole source of daylight and ventilation to habitable rooms are not permitted in residential or commercial development.

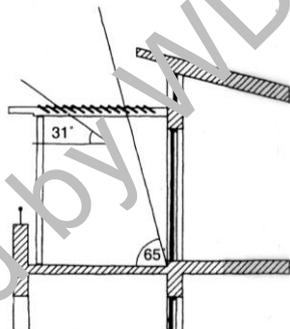
6.6.4 Glazing

Glass allows heat in the form of sunlight to enter buildings, yet is a poor insulator of heat. The design of windows and other glazed areas should consider the environmental impacts of both heat gain, and heat loss in relation to thermal comfort. Issues such as glare, privacy, architectural resolution and views should also be considered in relation to window and glazing design.

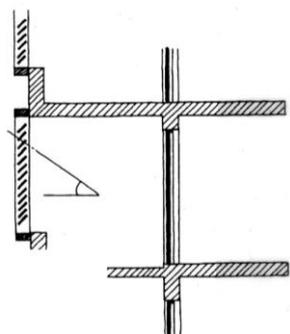


Solar angles for north facing windows

To shade glazing in summer



Solar angles for fixed louvre pergolas



Adjustable louvres or sliding

Screens can be used to shade windows to rooms facing east or west

Principles

- P1 Avoid energy loss and unwanted energy gain through inappropriately located or treated areas of glass.
- P2 Minimise the negative impacts of glare and reflectivity on adjoining public and private properties.

Controls

- C1 Appropriate sun protection during summer should be provided for glazed areas facing north, west and east. Extensive areas of glazing unprotected from solar access during summer will not be permitted. Shading devices include eaves, awnings, colonnades, balconies, pergolas, external louvres and planting. Unprotected tinted windows will not be accepted.
- C2 New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
- C3 A Reflectivity Report that analyses potential glare from proposed new development on pedestrians or motorists may be required.

6.6.5 Water conservation

Measures can be implemented to match water quality with its intended use, to reduce water demand and use water more efficiently.

Principles

- P1 Source and treat water on site wherever possible.
- P2 Match water quality with its intended use.
- P3 Implement demand management and water efficiency measures.

Controls

- C1 Wherever possible implement 'fit for purpose substitution' by matching water quality with its intended use. (Refer to Part 7 Glossary for a definition of 'fit for substitution'). Collect and store rainwater and use it for flushing toilets, and for outdoor uses such as garden watering, cleaning and irrigation.
- C2 Alternatively consider recycling grey water for toilet flushing or external use.
- C3 Water conservation devices with a "AAA" Australian Standards Water Conservation Rating must be installed, including tap flow regulators, shower head roses and dual flush toilets.

Note: Additional water conservation requirements for development of the Kiaora Lands site are provided in clause A2.5.8 (*Flooding and water sensitive urban design*) of Appendix 2 Kiaora Lands 2011.

6.6.6 Stormwater and pollution minimisation

The Double Bay Centre is located at the base of an extensive catchment area adjoining the harbour foreshore. Landowners can contribute to stormwater management for the whole catchment, and thereby help quality of water flowing into harbour, by controlling the quality and volume of urban run off from individual sites.

Principles

- P1 Ensure urban runoff is free from nutrients and pollution so it does not affect the quality of the harbour and the broader water system.

- P2 Minimise the volume of stormwater, especially peak flows, entering the Bay.
- P3 Protect the existing drainage system in the Double Bay Centre and the adjacent residential areas.

Controls

- C1 Wherever possible minimise the volume of water entering the existing stormwater system, particularly at peak times. Collect rainwater/ stormwater for non-potable use on site, or retain stormwater on site before releasing it into the stormwater system.
- C2 Provide required soft landscaping where indicated on the control drawings, section 5.5-5.11, to maximise permeable surfaces and on site drainage.
- C3 Developments must provide for the on-site retention and discharge of stormwater in accordance with Woollahra Council's Stormwater DCP.

6.6.7 Waste minimisation

The incineration and landfilling of waste is the cause of earth, air and water pollution. Much of what is considered waste may also be seen as a resource.

The design of buildings, and construction processes, can minimise and even avoid the generation of waste.

Principles

- P1 Avoid, or minimise, the creation of waste.
- P2 Separate different waste streams at source.
- P3 Encourage reuse and recycling of materials.

Controls

- C1 In the design of buildings minimise waste by; matching building dimensions to standard sizes of building materials, using recycled materials, selecting materials that can be re-used or recycled in the future, utilising component parts that may be easily replaced.
- C2 Provide source separation facilities in kitchens for waste to be divided into separate waste streams to encourage the composting and recycling of materials.
- C3 Provide source separation facilities on building sites so that different waste streams may be easily separated during construction and demolition to encourage the reuse and recycling of materials. Council may require as a condition of consent the submission of a Construction Management Plan prior to the issue of a construction certificate.
- C4 Provide communal or individual composting facilities for garden waste and organic kitchen waste.
- C5 A suitable area should set aside in all new developments in the Double Bay Centre for the recycling of waste products. Such an area should be located so as not to cause offence to adjoining property owners or occupiers with regard to smell, visual appearance or noise disturbance.

6.6.8 Environmentally sustainable building materials

Building materials are the cause of environmental impacts before they reach the building site, in their life in the building and in their eventual disposal.

Principle

P1 In principle, select building materials for each particular application which provide the required performance with the least overall environmental impact.

Controls

C1 The use of building materials with the following characteristics are encouraged:

- with low embodied energy
- that are durable
- that are recycled or able to be recycled
- that are sourced from renewable resources and materials
- that are non-polluting in manufacture, use and in disposal
- that are non toxic, do not "outgas", and contribute to healthy indoor air quality.

C2 The use of rainforest timbers and timbers from old growth forests is discouraged.

C3 The use of bulk and / or reflective insulation to walls ceilings and roofs is recommended.

6.6.9 Geotechnology and hydrogeology

Generally the subsurface conditions within the Double Bay Commercial Centre comprise water charged alluvial sediments to great depth. The alluvium is predominantly sand which is typically loose near the surface but may at some locations be interlayered with soft compressible clay or peat bands at depth.

The groundwater level in the valley area is generally high and varies between RL1.0 and RL 2.5.

Any proposed development with below ground structures must consider the sub-surface conditions and the effects of construction on adjacent properties. In addition, those which are likely to extend below the level of seasonal fluctuations in the groundwater table, must also consider the effect of any changes induced in the sub-surface water levels and the groundwater flow patterns on adjacent properties. Unless site specific information exists to the contrary, excavations deeper than 1.0m must be assumed to have this potential to intersect the groundwater level.

Council's principal objective is to ensure there are no adverse geotechnical and hydrogeological impacts on any surrounding property and infrastructure as a result of development, during and after construction. Typically, adverse geotechnical impacts may include vibration induced settlements from construction methods and equipment and inadequate support of adjacent land during and after construction. Typically adverse hydrogeological impacts may include settlement induced by changes in the groundwater level and seepage problems.

Principles

Buildings must be designed and constructed with appropriate support and retention systems to ensure that:

P1 There will be no ground settlement or movement, during and after construction, sufficient to cause an adverse impact on adjoining properties and infrastructure.

P2 There will be no change to the ground water level, during and after construction, sufficient to cause an adverse impact on surrounding properties and infrastructure.

- P3 Vibration during construction is minimised or eliminated to ensure no adverse impact on surrounding properties and infrastructure.
- P4 The risk of damage to adjacent existing property and infrastructure by the new development will be reduced to a level no greater than that from an event with an “unlikely” likelihood of occurrence and “minor” consequence.

In this clause “adverse impact” means any damage caused to the improvements on adjoining properties by the demolition, excavation or construction on the development site.

Controls

- C1 All development must satisfy the above design principles.
- C2 Development Applications must include a design statement and supporting drawings (if necessary) that show the design measures proposed to minimise risk to ensure that no adverse impacts will occur.
- C3 Geotechnical and Hydrogeological reports with supporting design statements must be submitted with all development applications which include below ground structures.
- C4 The reports must be prepared in accordance with, and must contain the information required in, Council’s Guidelines for Preparation of Geotechnical and Hydrogeological Reports, as may be amended from time to time.
- C5 A qualified and experienced geotechnical and/or hydrogeological engineer must prepare the reports.
- The reports must include a site specific risk assessment matrix with appropriate definitions for qualitative measures of likelihood and consequences for assessing the risk of damage to existing developments by the new development.
- C6 Where groundwater is present and dewatering is likely to occur on the site the following measures must be implemented:
- A minimum of two piezometers must be located within the site or in close proximity to it
 - A minimum of two piezometers must be located offsite, as close to the site as possible, but outside the zone of influence of groundwater level disturbance by the new development
 - Where piezometers are established in the footpath area a permanent installation with a cast iron cover and concrete surround must be provided
 - Existing piezometers must be used where they are available
- The groundwater level monitoring must be undertaken using either electronic data loggers, or manual monitoring on regular time intervals commensurate with the expected groundwater level fluctuations. This will allow fluctuations in the site groundwater level to be calibrated against natural fluctuations in the groundwater level.
- C7 Permanent earth or rock anchors must not be used on, or below, any road reserve or other Council property. Council may accept the use of temporary anchors if the applicant can adequately demonstrate that the use of temporary anchors would sufficiently improve the safety of the retention of excavations. The installation of such temporary anchors must comply with the Council’s Rock Anchor Policy.
- C8 Permanent support and retention measures are preferred to be set back a minimum of 900mm from adjacent property boundaries. Council may consider construction of new development to the boundary on a merit based assessment.
- C9 Temporary changes to the groundwater level, during construction, must be kept to within the historical range of natural groundwater fluctuations. Where data is limited or unavailable, changes in the level of the natural water table, during construction, must not exceed 0.3m,

unless calculations using the results of specific field testing, support a greater change and demonstrate no adverse impact to surrounding properties and infrastructure.

- C10 In areas where construction affects existing development within a shadow zone of an earlier construction, temporary changes in the level of the water table during construction must not exceed 0.15m, unless calculations using the results of specific field testing, support a greater change and demonstrate no adverse impact to surrounding properties and infrastructure. The temporary shadow zone during dewatering should be taken as an area within 20m of the earlier construction, unless site-specific calculations can demonstrate that a different lateral extent should be adopted.
- C11 Where data is limited or unavailable, the permanent change in the level of the natural water table due to the carrying out of the development must not exceed 0.2m, unless calculations using the results of specific field testing, support a greater change and demonstrate no adverse impact to surrounding properties and infrastructure.
- C12 In areas where construction affects existing development within a shadow zone of an earlier construction, the permanent change in the water table due to carrying out of the development must not exceed 0.1m. The permanent shadow zone of an earlier construction with full penetrating cut-off walls but without appropriate subsurface drainage should be taken as a distance equal to one building width along the groundwater flow path both in front and behind the earlier construction, unless site-specific calculations can demonstrate that a different lateral extent should be adopted.
- C13 Ground water drainage systems must be designed to transfer ground water through or under the proposed development without change in the range of the natural groundwater fluctuations.
- C14 Groundwater drainage systems must be designed for a life of 100 years. In the absence of historical or empirical experience in this regard, the geotechnical engineer must provide a statement of opinion as to the expected life and performance of the proposed drainage system.
- C15 The groundwater drainage system must be designed to be easily maintained.
- C16 A positive covenant, to ensure the continued functioning and maintenance of the approved groundwater drainage system, is required. Laboratory tests to approved standards should be carried out to determine the clogging potential of any proposed filters used in the design of the drainage system for the new development.
- C17 Where there is the potential for a damming effect created by several consecutive below ground structures, this potential impact must be the subject of hydrogeological modelling to demonstrate no adverse impact on the surrounding property or infrastructure. The extent of modelling must consider the potential for future development to extend the damming effect and must, as a minimum, extend between street blocks.
- C18 Where below ground structures are in close proximity to each other (typically less than 3m) no allowance for natural groundwater flow through these narrow corridors is to be included in the design of perimeter or through drainage.
- C19 Construction vibration must not exceed the standards contained in AS 2187.2 –1993 Appendix J, unless a qualified geotechnical engineer carries out an appropriate review and calculations to determine the maximum allowable vibration with due considerations given to the sensitivity of the improvements on the adjoining properties. Damage, either due to direct vibration of the structure or by settlement induced movement of the foundation stratum, must be considered.
- C20 As required by Council's Guidelines, geotechnical and hydrogeological reports must contain an Implementation Plan, including a Monitoring Program, Contingency Plan and Construction Methodology.

The applicant is advised to have an appropriate current insurance policy to cover the reinstatement/repair of damages to adjoining properties as a result of new development. In addition, statements for the design and construction of the below ground structures must be supplied from a suitably qualified and experienced geotechnical or hydrogeological engineer. The design statement must confirm that the design of the below ground structure has been undertaken in accordance with approved standards (such as Australian or British Standards, etc.) where applicable. The engineer must also provide a certificate to confirm that the completed structure conforms to the design.

6.7 Access

6.7.1 Pedestrian access and mobility

All buildings and places in the Double Bay Centre should be accessible to people with mobility disabilities, including the aged, people with prams, wheelchairs, walking difficulties, the sight or hearing impaired, or intellectually handicapped.

Principle

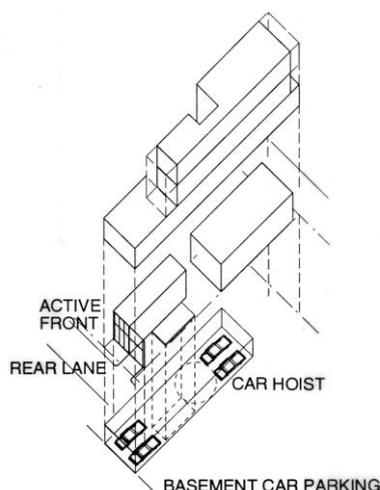
P1 Provide for the needs of people with access difficulties.

Controls

- C1 Provide access for people with mobility disabilities from the public domain to shops and all facilities and amenities normally available to building users.
- C2 Developments are to comply with the Building Code of Australia, relevant Australian Standards and Woollahra Council's "Access DCP".
- C3 At least one main entry with convenient, barrier-free access must be provided in all new developments and redevelopments.
- C4 Access should be direct and without unnecessary barriers. Avoid obstructions, which cause difficulties including:
- uneven and slippery surfaces
 - steep stairs and ramps
 - narrow doorways, paths and corridors
 - devices such as door handles which require two hands to operate.
- C5 Provide adequate parking for people with mobility disabilities, and safe, easy and convenient access to the building.
- C6 Maximise the proportion of visitable dwellings.

6.7.2 On-site parking

The opportunity for on-site parking is restricted in many areas of the Double Bay Centre. The narrow width of some lots makes it impossible to accommodate more than two spaces on-site, and the level of the existing water table in the centre may make site excavation for underground parking difficult. This DCP aims to satisfy the parking demand likely to be generated by future development, whilst facilitating the redevelopment of narrow lots and discouraging over-reliance on cars.



On site parking

If on site parking is provided consider using a car hoist and turntable to maximise the efficiency of basement parking

Principles

- P1 Council would prefer to accept a monetary contribution in lieu of carparking for retail and commercial development on narrow sites, where carparking can not be reasonably provided. This principle does not apply to the exemptions for certain development proposals, including change of use proposals, described in the Woollahra Parking Development Control Plan and the Woollahra Section 94 Contributions Plan 2002.
- P2 Ensure the impact of carparking on the site and streetscape is handled discretely.
- P3 Ensure the design of on-site carparking is safe and efficient, and integrated with the overall site and building design.
- P4 Maximise natural light and ventilation to parking areas where possible.
- P5 Encourage co-operative approaches to carparking provision between adjoining small lots.
- P6 Ensure underground carparking facilities do not collectively create a continuous barrier to sub-surface water flow.

Controls

- C1 Carparking provision must comply with the Woollahra Parking Development Control Plan except where detailed below.
- C2 Consolidated parking areas are preferred below ground level where possible and concentrated under building footprints to maximise the area for soft landscaping.
- C3 Major developments on the north western side of New South Head Road are encouraged to provide spaces additional to their development requirements, for public parking. This should be negotiated with Council during the pre-DA stage.
- C4 A co-operative approach to carparking provision, where carparks may be amalgamated and share access and egress points, are encouraged between two or three small lots.
- C5 Opportunities for the natural ventilation of basement carparking must be maximised.

Retail and commercial components

Commercial and retail development is required to provide 100% of required carparking on-site as private parking. Developments on small sites, which do not readily accommodate carparking, due to site width depth or shape, (these sites are indicated on the drawing in 6.2), and which are

required to provide less than 15 retail/commercial car spaces may make a monetary contribution in lieu of all, or part of, the required parking. Any option for making a contribution in lieu of on-site parking must be discussed with Council at the time the development concept is being prepared, prior to submission of a development application. (Refer to Woollahra Councils S94 Contributions Plan)

These requirements do not apply to the exemptions for certain development proposals, including change of use proposals, described in the Woollahra Parking Development Control Plan and the Woollahra Section 94 Contributions Plan 2002.

	Retail	Commercial — Office/Personal Services /Financial
Spaces per 100m ² (GFA)	3.5	2.0
Short stay:long stay	60:40 %	15:85 %

Residential component (of a mixed development)

The following table outlines the maximum carparking generation rates for the residential component of a mixed development in the Double Bay Centre, notwithstanding the provisions of the Woollahra Parking Development Control Plan:

Dwelling size	Maximum number of spaces provided per dwelling ¹
1 bedroom	0.5
2 bedroom	1
3+ bedroom	1.5
Visitor parking shall be provided at a maximum rate of 0.2 spaces per dwelling.	

¹ Average for entire development. Round up to nearest whole number, with halves (i.e. 0.5) to be rounded up.

Applications that seek to vary the number of parking spaces must address all parking related controls in this DCP and the relevant matters listed in clause 2.2.1 of the Parking Development Control Plan.

If the above level of visitor parking is not be possible, Council may consider accepting a contribution for off-site visitor parking under Woollahra Council S94 Contributions Plan.

6.7.3 Vehicular access

The continuity of retail frontages is essential to the liveliness of the Double Bay Centre and its urban character. Vehicular crossings interrupt street activity, diminish amenity, and reduce the area for public on-street parking.

Principles

- P1 Maximise retail frontage in streets and lanes.
- P2 Maximise pedestrian safety and amenity by minimising conflict between pedestrians and vehicles.
- P3 Encourage discrete access to carparking and servicing.
- P4 Encourage cooperative approaches to carparking provision to reduce the number of vehicle access and egress points.
- P5 Coordinate vehicular access with the provision of active frontages to lanes.

Controls

- C1 In the centre vehicular access to a building is only permitted via a rear lane or rear right of way where possible.
- C2 Driveway widths should be kept to minimum dimensions. The preferred width of driveway crossings is 3m however a maximum width of 6m is permitted. The provision of more or wider driveways is permitted only when it is necessitated by compliance with Australian Standards.
- C3 Driveways to carparking above, below and at the ground floor level should be designed with minimal visual impact on the street, and maximum pedestrian safety. Pedestrian access to the development should be separate and clearly defined. Garage doors should be set back. Access way to carparking should not be located in direct proximity to doors or windows to habitable rooms.
- C4 Consider incorporating car maneuvering devices such as car hoists and turntables to provide access to carparking above and below the ground floor.
- C5 Driveways and kerb crossings must be sited to have minimum impact on the root zone of existing street trees, and be designed in accordance with the Public Domain Improvements Plan and Streetscape Design Manual.

6.7.4 First floor carparking

This DCP aims to maximise the active frontage at street level throughout the Double Bay Centre. As carparking is an inactive space that can disrupt the vitality of a street, the provision of street level carparking should be minimised. Where basement carparking is not possible first floor carparking may be permitted. Where first floor carparking is necessary, careful design should ensure it is unobtrusive and does not detract from the streetscape.

Principle

- P1 Ensure first floor carparking is unobtrusive and does not have a negative impact on streetscapes.

Controls

- C1 First floor carparking is not permitted to address streetfronts. Parking space must be located in the middle of blocks or toward the rear of the allotment.
- C2 First floor carparking that is incorporated within the building, must be behind the building alignment, and be screened from the street.
- C3 Facades screening carparks from the street must be of a high quality and allow natural lighting and ventilation.
- C4 Integrate vehicle access to first floor carparking with the provision of active frontage to laneways. Vehicle access may not ramp along the street or lane alignments.
- C5 Innovative approaches to car access and changing level, that minimise street impact and use space efficiently, such as car hoists, are encouraged.

6.7.5 Site facilities

Site facilities include loading areas, garbage areas, mailboxes, external stores, laundries and clothes drying areas. Development should provide appropriate site facilities for retail, commercial and residential uses, and minimise impact on the streetscape.

Principles

- P1 Ensure adequate provision of site facilities.
- P2 Ensure site facilities are accessible, functional and unobtrusive.

Controls

- C1 Adequate garbage and recycling areas must be provided. These areas are to be visually integrated with the development to minimise their visibility from the street. Preferably orientate service areas within the building envelope, perpendicular to lane frontage. Such facilities must be located away from operable windows to habitable rooms to avoid amenity problems associated with smell. They must be located close to rear lanes where access is available.

Note: Information relating to specific requirements for garbage and recycling is contained in Annexure 10 of Council's DA Guide. This note does not form part of the approved DCP, but is provided for guidance.

- C2 Lockable mailboxes must be provided close to the street, integrated with front fences or building entries.
- C3 Vents shall be provided to commercial kitchens to minimise the negative impact of smells on occupants on upper levels.
- C4 If loading facilities are provided they must be located in a rear lane or side street.
- C5 Ensure service areas are unobtrusive and have minimal lane presence. Preferably orientate service areas within the building envelope, perpendicular to lane frontage.

6.8 Application of concessions

6.8.1 Concessions for cultural facilities

Cultural facilities are encouraged within the Double Bay Centre. Where applicants can demonstrate that the building form required for a cultural facility does not comply with the building envelope, flexibility with regard to the building envelopes may be granted.

Concessions

- The following building uses are considered cultural facilities:
 - theatres + auditoriums
 - cinemas
 - other performance spaces
 - public meeting rooms
- Cultural facilities may be granted concessions with regard to permissible building envelope. No concessions with regard to the height and FSR requirements for the site will be permitted.
- To warrant concessions applicants need to demonstrate the proposed cultural facility.
 - maintains a building form compatible with the surrounding built form and streetscape
 - meets the objectives of solar access
 - provides natural lighting and ventilation where possible.

6.8.2 Concessions for corner lots

Strong corner buildings, which enhance the spatial definition of the public spaces they address, are encouraged.

Controls

- C1 Refer to section 6.3.5 Corner buildings, which describes the principles, controls that relate to corner buildings.
- C2 Corner buildings that comply with the development controls may be granted an additional 0.5:1 FSR. (See Clause 11 (3) and (4) of WLEP 1995 and Section 6.3.5 of this DCP)

Repealed by WDCCP2015 on 23/05/15

Part 7. Glossary

Adverse impact	means any damage caused to the improvements on adjoining properties by the demolition, excavation or construction on the development site.
Amenity	means the enjoyment of the environment, whether public or private lands, by individuals or the community, which includes the enjoyment of privacy, sunlight, views, quiet and the like free of nuisance.
AMCORD	means the national resource document for residential development prepared by the federal Department of Housing and Regional Development, known as the Australian Model Code for Residential Development, 1995.
Balcony	means an upper storey platform projecting from the wall of a building supported by posts or brackets, and enclosed by a balustrade.
BCA	means the Building Code of Australia.
Below ground structure	means excavation or construction to a depth greater than 300mm below the existing groundwater level for excavations within 900mm of the boundary or otherwise greater than 1.0m depth.
Building articulation	refers to the three-dimensional modelling of a building facade.
Building envelope	the three-dimensional space within which a building is to be confined.
Build-to line	means a designated alignment for the external face of a building
Carparking contribution scheme	means the Double Bay parking scheme that allows financial contributions to be made in lieu of the provision of on-site carparking in order to finance additional public carparking in Double Bay. This scheme is contained in the Woollahra Section 94 Contributions Plan.
Communal open space	means useable shared open space for the recreation and relaxation of residents of a housing development and which is under the control of a body corporate or equivalent.
Contributory buildings	means buildings of some architectural or historical merit that contribute to the overall character of the area.
DCP	means Development Control Plan
Development controls	means provisions, either qualitative or quantitative, which are accepted without any further evidence being required as one means of achieving the objectives and the design principles.
Control drawings	means drawings contained in section 5.5-5.11 of this DCP which illustrate site specific development controls for each lot in the Double Bay Centre.
Deep soil landscape	means that area of a site with no above ground, ground level or subterranean development.
Dwelling	means a room or suite of rooms occupied or used or so constructed or adapted to be capable of being occupied or used as a separate domicile.
Embodied energy	means a term to describe the sum of energy consumed in the extraction, manufacture, production and transportation of a building material.
ESD	means ecologically sustainable development as defined by the National Strategy for Ecological Sustainable Development as "development that uses, conserves and enhances the community's resources so that ecological processes, on which life depends, are maintained and the total quality of life

now and in the future can be increased.” ESD encompasses objectives of energy efficiency, the minimisation of greenhouse gas emissions, the efficient use of land and resources, the conservation of biodiversity and equity within and between generations.

EPA 1979	means the Environmental Planning and Assessment Act 1979 being the current NSW State Act which institutes a system of environmental planning and assessment for the state of NSW.
Facade	means the face or front of a building.
Fit for purpose substitution	means mains water supply that delivers potable water for all household needs. This water is sourced, treated, and distributed through networks at considerable environmental and economic expense. In households, large amounts of treated potable water is then used for non-potable purposes. Water of an adequate quality, say rainwater, may be substituted for these uses.
Floor space ratio	means the ratio of the gross floor area of the building to the site area of the land on which the building is, or is proposed to be erected.
Frontage	means the alignment at the public street reserve at the front of a lot and in the case of a lot that abuts two or more streets, the boundary of which, when chosen, would enable the lot to comply with these provisions.
Grey water	means water that has been used for residential purposes such as kitchen sink, bath water, and washing machine waste water, but not toilet flushings. Grey water may be used for residential garden irrigation, firefighting, car washing and similar outdoor uses.
Height	In relation to a building, means the greatest distance measured vertically from any point on the building to the existing ground level immediately below that point.
Habitable room	means a room used for normal domestic activities such as bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, play room and sun room.
Internal plan depth	means the depth of a building measured from the outside face of the front facade to the outside face of the rear facade.
LEP	means Woollahra Local Environmental Plan 1995 the “LEP”
Lot	means a defined area on an approved plan of subdivision.
Loggia	means an open-sided roofed space attached to the side of a building.
NatHERS	means National Housing Energy Rating Scheme which is a computer program, developed by the CSIRO, that models the energy efficiency of buildings.
Natural ventilation	means ventilation by natural airflow, unassisted by mechanical means, through doors, operable windows and louvres.
Non-habitable room	means a service room such as a bathroom, laundry, water closet, food storage pantry, walk-in wardrobe, corridor, hallway, lobby and the like, occupied infrequently for short periods only.
Noise barrier planning principles	means design principles to minimise the impact of external noise sources on dwelling amenity.
Occupiable area	means the maximum permissible percentage of plan area per floor permitted to be built as floor space elements or non-floor space elements.

On-site parking	means surface parking areas, carparking structures, semi-basement and underground parking areas.
Open space	means that part of the site (including both communal and private open space areas) that is landscaped by way of the planting of gardens, lawns, shrubs or trees but does not include that part of the site used for driveways and parking.
Parapet	means an upstand wall or barrier, placed at the edge of a platform, balcony, roof.
Passive solar design	means design principles that aim to prevent unwanted heat, in the form of sunlight, entering the building during summer and to maximise solar access into the building during winter. Building orientation, the location and treatment of glazing, thermal mass, insulation, and ventilation all work to exclude and dissipate heat in summer and retain and capitalise on heat in winter.
Potable	means water quality of a drinkable standard.
Private open space	means an area of land, terrace, balcony, roof garden or the like which is appurtenant to a dwelling and intended for the exclusive use of the occupants of the dwelling, and located and designed so as to offer visual privacy to the occupants.
Roof terrace	means an unroofed, paved area, connected to and accessible from one or several rooms above another storey of development.
Setback	means the distance of the wall of a building from the site boundary, sometimes referred to as the alignment of a building.
Shadow zone	means the plan area where the groundwater level has been/is being influenced by an earlier development. The influence could be temporary as a result of dewatering during construction, or permanent when the equilibrium of the groundwater flow pattern has been altered by the presence of the earlier below ground structure. The shadow zone thus allows the cumulative impact of successive developments to be taken into consideration.
Small lots	means lots less than 6m wide and/or less than 30m deep.
Soffit	means the lower face or visible undersurface of a ceiling, eave, projecting slab, or the like.
Soft landscaping	means the area of deep soil landscape that includes garden areas and permeable surfaces such as lawn, gravel and semi-porous paving.
Street wall height	means building height measured on the front street boundary.
Street wall building	means a building which helps to define the spatial character of the street it edges. A street wall building is built up to or parallel to the street boundary for the majority of its vertical face.
Streetscape	means the combination of elements that create the urban form and character of that street, including in the public domain elements such as kerbs and pavements, landscaping and street furniture, and private domain elements fronting the street such as building facades, awnings, gardens and the like.
Vehicular access frontage	means the preferred location of vehicular access to the site.

Repealed by WDCCP2015 on 23/05/15

Part 8. Appendices

Appendix 1: Transvaal Avenue Heritage Conservation Area

A1.1 Introduction

A1.1.1 Objectives

To retain and enhance the existing contributory buildings in Transvaal Avenue and to ensure that they retain their visual prominence in the streetscape.

To conserve the characteristics which give the Transvaal Avenue group of former residences its special sense of identity.

To encourage replacement of buildings that detract from the townscape character of Transvaal Avenue.

A1.1.2 Application of management policy

The management policy contained in clause A1.5 applies to the Transvaal Avenue Heritage Conservation Area.

A1.2 Historical outline

The property developer Edward Knox Harkness established Transvaal Avenue in 1900. The residential street was developed in the early 1900s with eight pairs of semi-detached houses, each named after the Transvaal victories that the British forces were enjoying in South Africa in the Boer War. The houses on the east side, Nos. 1-13 were named after the battles of the campaign and the houses on the west, Nos. 2-16 after the victorious British commanders, including Colonel Robert Baden Powell.

Transvaal Avenue was extended to its current length in the early 1920s, with the subdivision of the Lowlands Estate and the construction of six new detached dwellings. The avenue remained a quiet residential street until the 1970s when pressure mounted to develop the area. The ensuing debate finally resulted in the street being declared a conservation area under Woollahra LEP 1995.

A1.3 Character and description

A1.3.1 Street character

The character of Transvaal Avenue is formed by a unique relationship between the consistent and richly decorated Federation style semi-detached cottages, the street trees and landscaped central garden, the subdivision pattern which does not allow for car parking on site and its distinctive building form. Each cottage has a steeply pitched terracotta hipped roof with chimneys and a gable with decorative timber barges. Occasionally bays occur at the street frontage. Low roof forms occurring towards the rear are covered in corrugated sheet metal.

The combination of these factors makes the shapes of buildings in relation to the street highly visible and its general bulk and massing critical.

The façade treatment and consistency of detailing are very important contributors to the streetscape character. The lack of awnings, the single storey building mass and close proximity of each pair of buildings tie the buildings together into a cohesive group within the street, while the

variety of façade decoration adds visual interest and creates diversity within that overall cohesiveness.

A1.3.2 Description of former residential building groups — Nos. 2-16 and 3-13

Roof	Terracotta hipped roof form with projecting gables at street front. Chimneys in face brickwork with unpainted stucco detail and terra cotta chimney pots.
Verandahs	Verandahs with timber fretwork across the width of the building as a continuation of the main roof plane with a tiled projecting bay or gable. End blade walls with decorative brackets and urns. Tessellated tiled verandahs with marble thresholds.
Walls	Tuck pointed face brickwork with rendered base course.
Entrance doorways	Separated by projecting party walls.
Fences	Dividing front fences with timber square top palings.
Windows	Vertically proportioned double hung in painted timber.
Small front gardens	Now all paved.
Original interiors to the front two rooms	Coffered plaster ceilings with marble fireplaces separating the front two rooms.

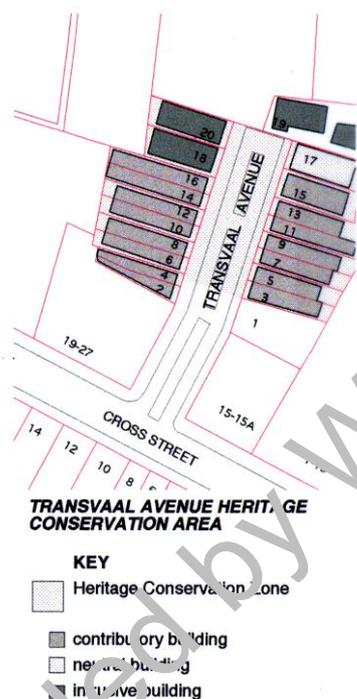
A1.4 Summary statement of significance

1. The Transvaal Avenue retail strip provides a physical record of a significant historical phase in the evolution of the Double Bay Commercial Centre.
2. The group of buildings provides physical evidence of the working class residential boom at the end of the 19th century by a renowned local developer, Edward Knox Harkness, who was responsible for many fine Federation styled semi-detached cottages within the Double Bay area.
3. The quality and distinction of the architectural decoration of the turn of the century buildings exemplifies the economic boom of the turn of the century and the expansion by residential development after the introduction of the tram service to the City in 1894 and from Rose Bay in 1898.
4. The area provides an historical record of the time through the naming of each of the properties and the avenue after the victories of the British force in the South African Boer War. Transvaal being the alternate name of the South Africa Republic.
5. The consistency and relative intactness of the cottages with their fine Federation but Gothic style brick and tile construction, stucco details and timber fretwork creates a distinctive and aesthetically pleasing character.
6. The uniformity of form and scale within the Harkness development of the single storey brick and tile semi-detached cottages contributes to the unique qualities of the housing group within the Double Bay commercial precinct.
7. The streetscape has high aesthetic value which is enhanced by the closed vistas and the carefully maintained street trees and landscape works at the northern end.
8. The area has social significance to the local community, demonstrated through the involvement of the local community during the 1980s when the area was granted heritage conservation area status after the number of objections raised to the proposed redevelopment of the group.

A1.5 Management policy

The following policy statement encapsulates the approach to the development and care of the heritage significance of the Transvaal Avenue Heritage Conservation Area.

- In recognition of the heritage significance of the Transvaal Avenue Heritage Conservation Area and its contributory buildings, the impact of proposed development on individual buildings, on the character of the streetscape and on the overall significance of the area must be considered as part of the assessment of all development applications in the area.
- A heritage impact statement must accompany all development applications involving proposed changes to the external appearance of properties within the area, unless those proposed changes are deemed by Council to be of a minor nature and to not result in adverse heritage impacts.
- Evidence of the historical fabric of the buildings must be retained and conserved, including evidence of the previous residential historical uses. Former place names and the decorative architectural features of the front two rooms and of the front roof form and elevations are of particular interest and must be retained and conserved.



- The original terracotta roof forms, chimneys and chimney pots must be retained and conserved.
- Significant and contributory shopfronts and interiors must be retained and conserved. Other shopfronts may either be retained or replaced unless identified as intrusive, in which case, replacement is the preferred option.
- Buildings identified as 'contributory' in the Transvaal Avenue Heritage Conservation Area map, must be retained and conserved. These are buildings numbered 2-16 and 3-15.
- Contributory buildings which have been structurally altered should be reconstructed to their original appearance as viewed from the street front.

- Buildings whose contribution is ranked as neutral in the Transvaal Avenue Heritage Conservation Area map shall (preferably) be retained and enhanced, but alternatively, may be redeveloped.
- Additions must be located at the rear behind an extension of the existing terra cotta tile roof form, screened by a gablet form as indicated in the diagram of proposed controls. Additions must have regard to their potential impact on the character of the streetscape and should not result in changes in the apparent scale, form or bulk of existing buildings.
- Off-street car parking is not permitted.
- Significant street trees must be retained. The planting of trees and shrubs on the verges by property owners is discouraged unless the species and location is in accordance with Council's Street Tree Master Plan.

Development must not exceed a floor space ratio of 1:1.

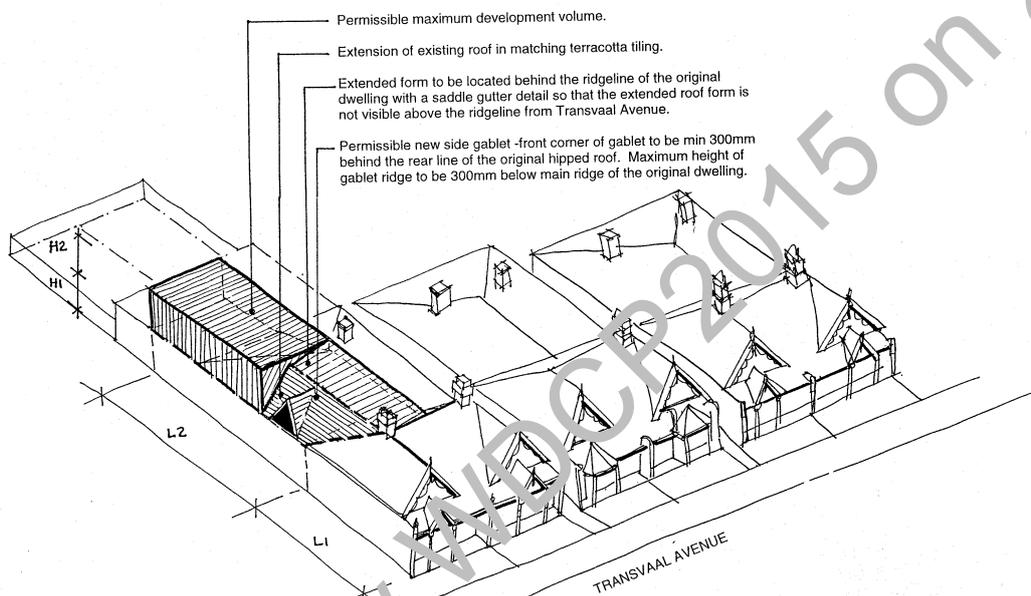


Diagram of proposed controls

KEY

- L1** Existing main section with tiled hip roof
- L2** Existing secondary wing with corrugated steel roof
- H1** Height to be equal to existing eaves
- H2** Maximum permissible height to be equal to the height of the existing front ridgeline

Appendix 2: Kiaora Lands – 2011

A2.0 Background

The Kiaora Lands site is a significant local precinct within the Double Bay Commercial Centre. The site comprises substantial public and private land holdings. In recognition of the precinct's importance to the Double Bay Centre's function and commercial vitality special provisions have been prepared.

Appendix 2 provides development objectives, strategies, principles and controls for the Kiaora Lands site. Other relevant objectives and controls are provided in Parts 1 to 6 of this plan. The provisions of Appendix 2 prevail over those in other parts unless otherwise specified.

The Kiaora Lands site is shown on Figure 1.

Land beyond the boundary shown on Figure 1 may be included within the site for the purpose of development such as awnings, signs, architectural features, public domain improvement works and carparking.

A2.1 Kiaora Lands site

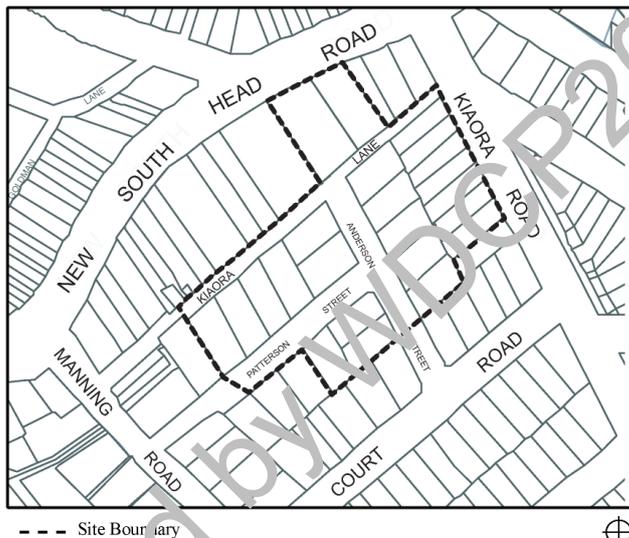


Figure 1 Kiaora Lands

A2.2 Objectives for development of the Kiaora Lands site

The objectives for development of the Kiaora Lands site are:

- To maximise the public benefit from ownership and development of the Council owned lands that form part of the site.
- To develop a high quality public domain that demonstrates a high standard of planning, urban design and landscape architecture.
- To protect and enhance the commercial role of the Double Bay Centre both locally and generally throughout Metropolitan Sydney.
- To provide a catalyst for increased business activity and private sector development in Double Bay.

- To increase the attractiveness of Double Bay as a place to live, work and shop.
- To improve traffic and pedestrian safety in Kiaora Lane.
- To minimise the effects of traffic, carparking and loading on local residents.
- To provide sufficient accessible and safe public and private carparking for development on the site.
- To provide additional public carparking that assists with meeting future needs within the Double Bay Centre.
- To establish high quality community facilities and public domain.
- To establish high quality commercial and retail development, including an expanded supermarket.
- To integrate the new private and public domain development with Double Bay's existing public spaces and built form.
- To maintain or improve the amenity of adjoining residential areas and to protect the surrounding environment.
- To minimise the impact of development on adjoining properties and properties in the immediate locality.
- To ensure that development on private and public land is accessible.
- To provide a prominent public connection between Kiaora Lane and the public spaces of Knox Street and Guilfoyle Park.
- To ensure that the development meets best practice standards in environmentally sustainable design.

A2.3 Development framework

A2.3.1 Urban structure of Kiaora Lane site

Layout and street pattern

- Provides pedestrian connections.
- Provides a large footprint for a potential supermarket.
- Allows the closure of public roads to provide for a large footprint supermarket and carparking.

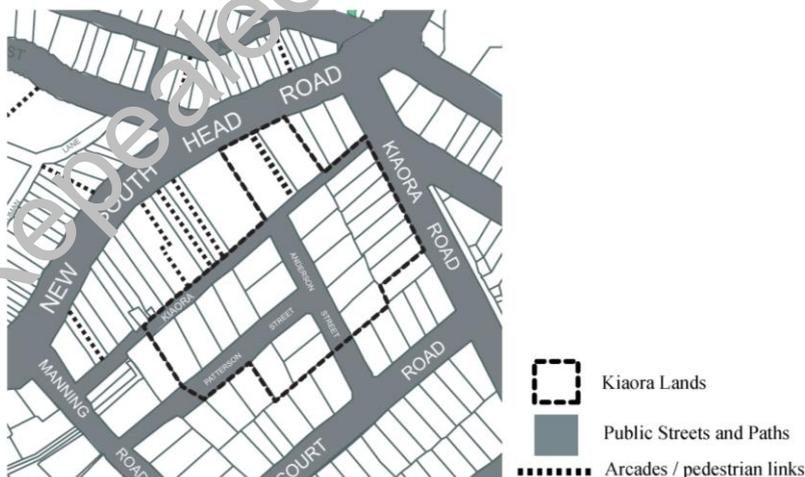


Figure 2 Existing structure

Built form

- Reinforces the street wall of New South Head Road.
- Provides a transition between commercial and residential areas.

Public domain

- Provides a new arcade between Kiaora Lane and New South Head Road.
- Upgrades Kiaora Lane.
- Provides a public plaza adjoining Kiaora Lane.
- Provides new street tree planting.
- Provides an integrated pedestrian network.



Figure 3 Future structure

A2.3.2 Street character

This section describes the desired future character of existing streets within the Kiaora Lands site.

It takes into consideration the scale of each street and the interface between the public and private domains. The redevelopment of the Kiaora Lands site will bring about changes to the character of the existing streets.

Refer to the Double Bay Centre Public Domain Improvements Plan for information about works in the public domain such as street tree planting, pavement design and street furniture.

The description of street character is to be read in conjunction with the built form envelope controls in section A2.4 of this Appendix.

A2.3.2.1 Kiaora Road**Existing character**

The Kiaora Road section of the Kiaora Lands site is currently residential and is dominated by modest scaled attached and detached bungalows. It is located opposite the Jamberoo Creek stormwater channel, which has been identified as one of several urban projects in the Double Bay Centre Public Domain Improvements Plan. Kiaora Road forms an edge of the commercial centre and reads as a continuum of the important Post Office intersection on New South Head Road.

Desired future character objectives

- Ensure that the built form on Kiaora Road is integrated with the desired future character of the commercial centre.
- Create a distinctive and identifiable edge to the commercial centre.

Strategy

- Provide a highly articulated street wall building.
- Strengthen the built form at the corner of Kiaora Road and Kiaora Lane.
- Design loading docks to minimise conflicts between pedestrian and vehicles. Pedestrians are to be given priority where carpark and loading dock crossovers occur.
- Provide new street planting to contribute to the tree lined nature of Kiaora Road.

A2.3.2.2 Patterson Street**Existing character**

Patterson Street is currently a leafy residential street with detached single storey dwellings on the south side with the Council carpark and a three storey residential flat building on the north side.

Desired future character objectives

- Allow the closure of the eastern part of Patterson Street to accommodate a suitable footprint for a supermarket and carparking.
- Reinforce the existing leafy character at the western part of Patterson Street.
- Provide a transition between the commercial centre and the adjacent residential areas.

Strategy

- Retain the existing London Plane tree on the northern side of Patterson Street opposite No.4 Patterson Street.
- Retain existing street trees where feasible and supplement with new street tree planting.
- Minimise conflict between pedestrians and vehicles.
- Provide a dedicated pedestrian connection between Patterson Street and the carpark.
- Built form should be designed to contribute to the street. Outlook from the supermarket retailing area should be considered at the end of these streets as a means of providing surveillance along the street, hence increasing safety and animating and enlivening the building, particularly at night.

A2.3.2.3 Anderson Street**Existing character**

Anderson Street is currently a leafy tree lined street with carparks to both sides at the northern end.

Desired future character objectives

- Allow for the closure of part of the street to provide a suitable footprint for a supermarket and carparking.
- Reinforce the existing leafy character at the southern end of Anderson Street.

Strategy

- Provide a dedicated pedestrian access and egress point between Anderson Street and the carpark.
- Built form should be designed to contribute to the street. Outlook from the supermarket retailing area should be considered at the end of these streets as a means of providing surveillance along the street, hence increasing safety and animating and enlivening the building, particularly at night.

A2.3.2.4 New South Head Road**Existing character**

The New South Head Road frontage is currently occupied by the single storey Woolworths supermarket.

This building provides a blank single storey frontage which is setback from the back of pavement approximately 1.2m.

Desired future character objectives

- Reinforce the street wall character of New South Head Road.
- Provide a built form that recognises, and is sympathetic to, the adjacent heritage item.
- Establish a new civic building and presence.
- Provide a new, clearly visible arcade which connects New South Head Road to development south of Kiaora Lane.

Strategy

- Comply with the street edge profile specified in Part 5 of this DCP (Built form envelopes: Control Drawings). Except as stated in the following:
 1. Clearly indicate the entry point to the arcade on the elevation. Refer to section A2.5.5.2 The new arcade.
 2. Setback the building to the west of the arcade at least 1.35m from the street boundary. Refer to edge condition D(West).
 3. Omit the 3.5m setback at the upper level of the New South Head Road frontage east of the arcade. Refer to edge condition D(East).
- Provide a sophisticated high quality design response that reflects the civic role of the building.

A2.3.2.5 Kiaora Lane**Existing character**

The existing character of Kiaora Lane is compromised by its 'back of house' status, with loading vehicles, exposed on-site loading bays and rubbish bins. The lane lacks containment and activity on its south side due to the at-grade carpark.

Pedestrian activity is generated by the carpark and the four existing arcades that feed onto the lane from New South Head Road. Narrow and inadequate pathways on the lane cause conflict between vehicles and pedestrians.

Desired future character objectives

- To make Kiaora Lane into a significant part of the public domain within the Double Bay Centre. The controls for Kiaora Lane are located in section A2.5.5 The new public domain.

A2.3.2.6 Street trees**Existing character**

The existing character of Kiaora Lands is strongly influenced by the mature trees on the site.

Desired future character objectives

- Retain the tree lined character of streets on and surrounding Kiaora Lands.

Strategy

Retain the following trees:

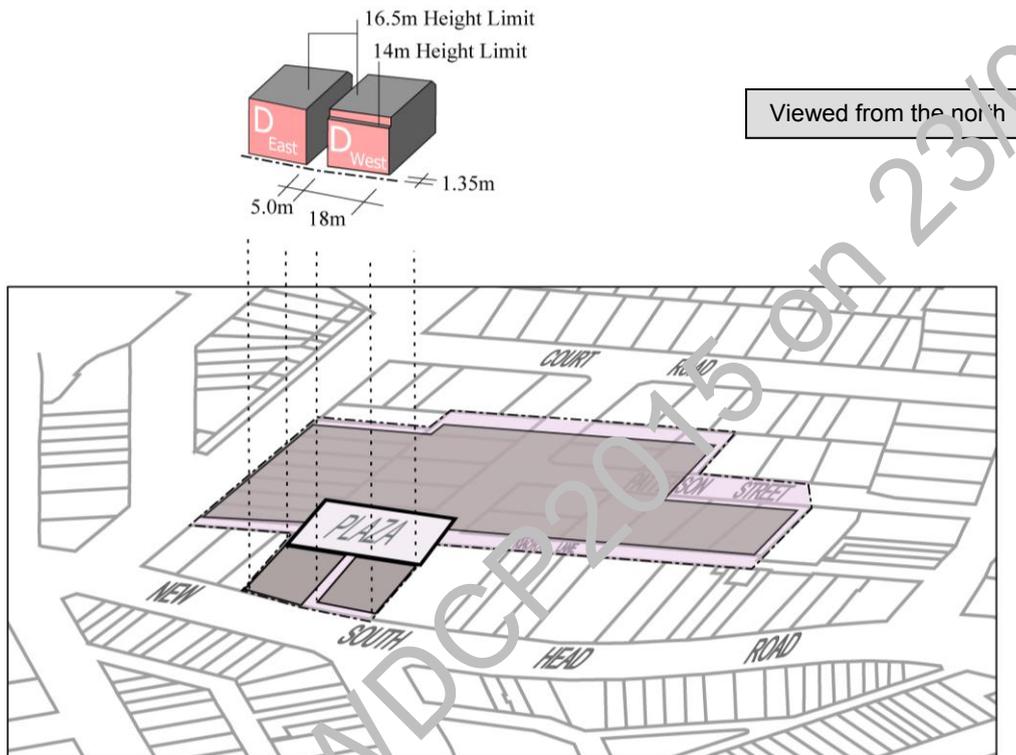
	Tree type	Botanical name	Location
1	London Plane	<i>Plantanus orientalis</i>	Road verge north side of Patterson Street approx. 85m east of Manning Road
2	London Plane	<i>Plantanus orientalis</i>	Road verge south side of Patterson Street approx. 85m east of Manning Road
3	London Plane	<i>Plantanus orientalis</i>	Road verge south side of Patterson Street approx. 65m east of Manning Road
4	London Plane	<i>Plantanus orientalis</i>	Road verge north side of Patterson Street approx. 45m east of Manning R Road
5	London Plane	<i>Plantanus orientalis</i>	Road verge east side of Anderson Street approx. 40m north of Court Road
6	London Plane	<i>Plantanus orientalis</i>	Road verge west side of Anderson Street approx. 35m north Court Road
7	London Plane	<i>Plantanus orientalis</i>	Road verge west side of Anderson Street approx. 20m north of Court Road
8	London Plane	<i>Plantanus orientalis</i>	Road verge east side of Anderson Street approx. 15m north of Court Road
9	Swamp Mahogany	<i>Eucalyptus robusta</i>	Road verge west side of Kiaora Road approx. 20m south of Kiaora Lane
10	Southern Mahogany	<i>Eucalyptus botryodios</i>	Road verge west side of Kiaora Road approx. 30m south of Kiaora Lane
11	Oak	<i>Genus quercus</i>	Road verge south side of Kiaora Lane approx. 55m east of Manning Road

A2.4 Built form envelopes

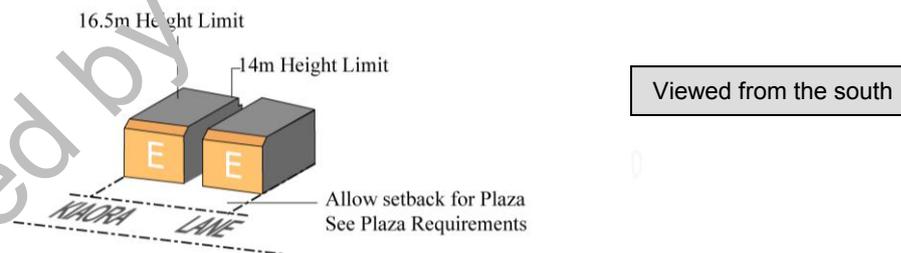
Building envelopes illustrate the limits of permissible building height, depth and location and are described on the control drawings for New South Head Road and Kiaora Lane/Patterson Street.

Note: The statutory maximum building heights are in the Woollahra Local Environmental Plan 1995. The maximum building heights are also shown in the DCP to provide detail to the envelope controls.

Figure 4



Note: The shape and location of the plaza in the diagram above is indicative only



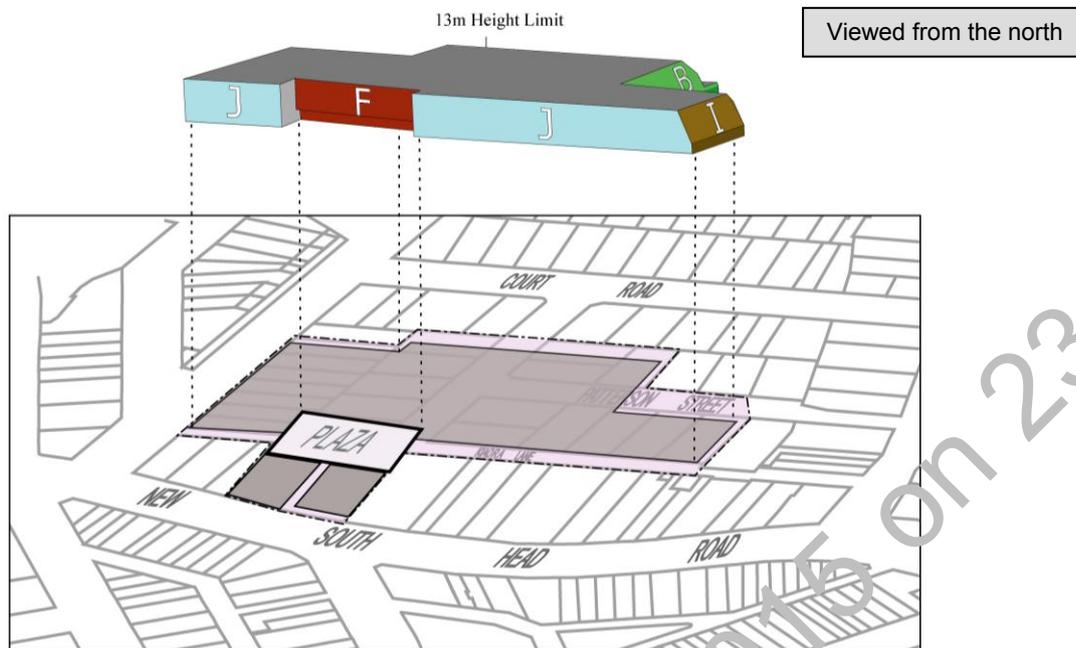
Edge conditions

D (East) – Boundary edge façade up to 16.5m to the east part of the frontage.

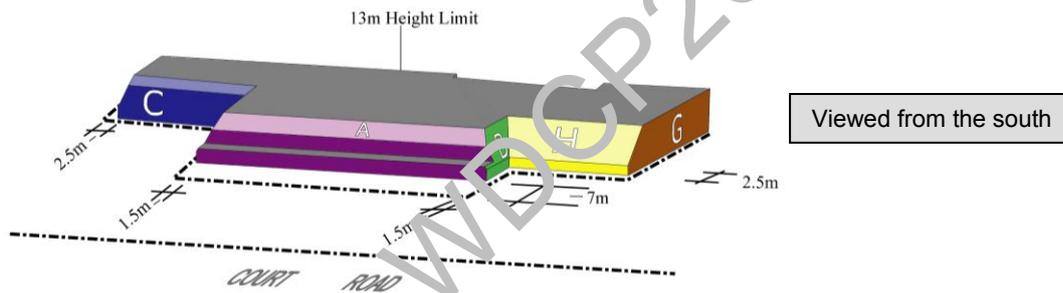
D (West) – A 1.35m setback to west part of frontage up to 14m and with a 3.5m setback up to 16.5m.

E – 32° inclined plane springing from the southern edge of the Plaza. Frontage a minimum of 18m from the southern edge of the Plaza. Variation to the inclined plane may be considered if the principal dining /public area on the south side of the plaza has sunlight access at 12 noon in mid winter.

Figure 5

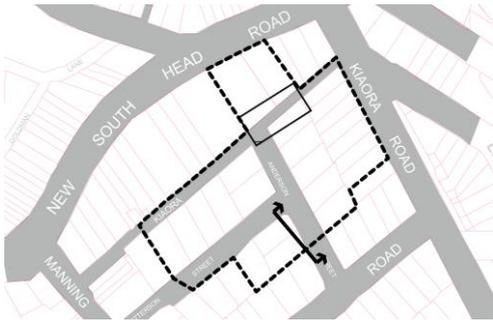


Note: The shape and location of the plaza in the diagram above is indicative only



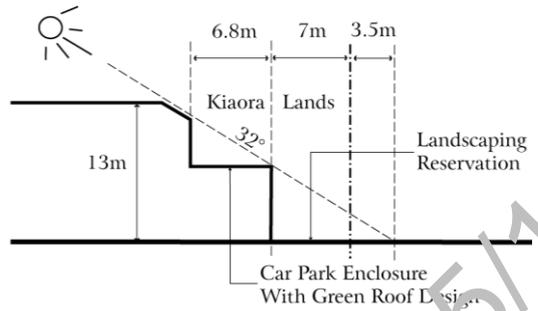
Edge conditions

- A – 32° inclined plane springing from 3.5m south of the boundary, and with a building setback from the boundary of 7.0m for the ground floor level and 12.8m for levels above.
- B – 64° inclined plane springing from the boundary, and a building setback of 1.5m from the boundary.
- C – 32° inclined plane springing from the southern side of Patterson Street.
- F – Plaza edge façade up to 13m. 2m deep colonnade at ground level.
- G – Kiaora Road edge frontage up to 13m.
- H – 45° inclined plane springing from a point 3m above ground level and 2.5m from the boundary to the adjacent property.
- I – 64° inclined plane springing from the boundary, and a building setback of 2.5m from the boundary.
- J – Kiaora Lane edge frontage up to 13m. A minimum of 7.9m from northern boundary of Kiaora Lane.



Condition A

Location

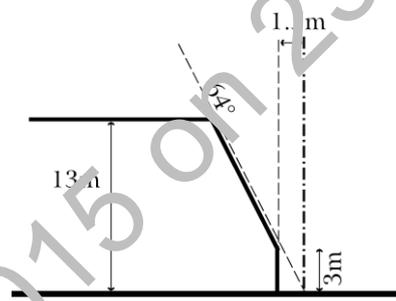


Section

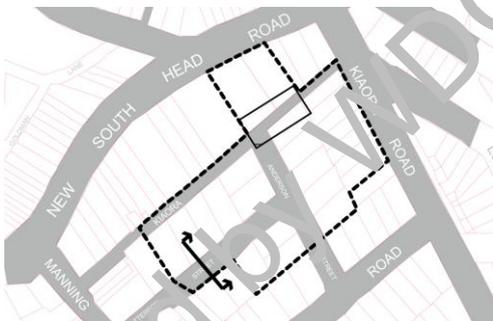


Condition B

Location

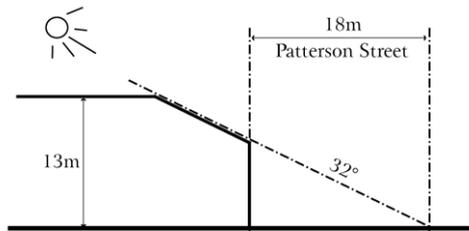


Section



Condition C

Location

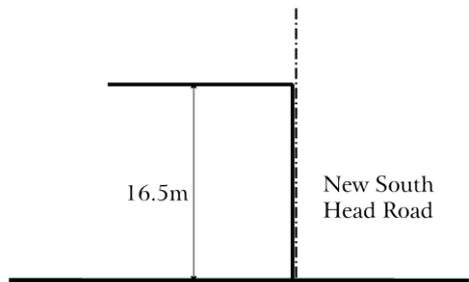


Section

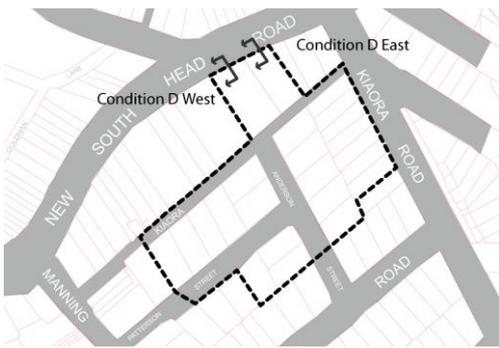


Condition D (East)

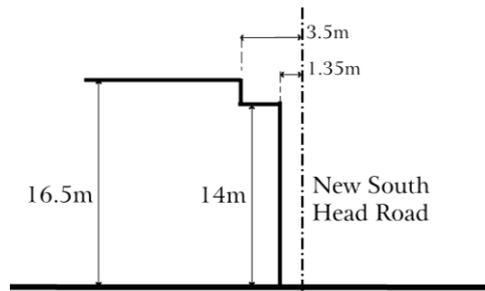
Location



Section



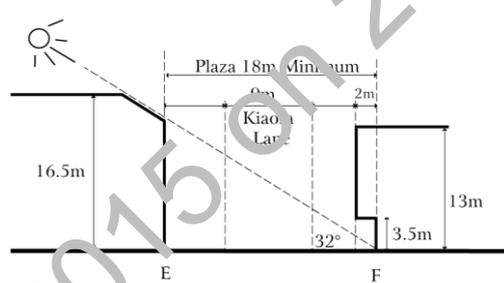
Condition D (West) Location



Section



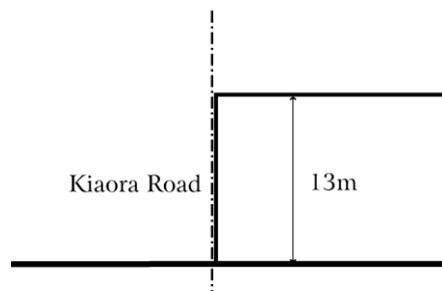
Conditions E + F Location



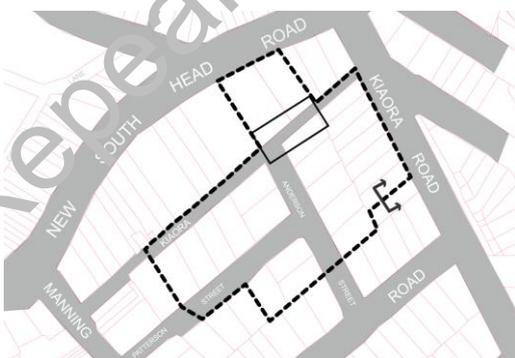
Section



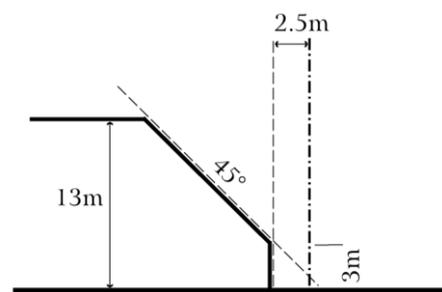
Condition G Location



Section



Condition H Location

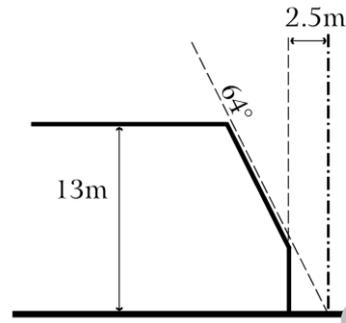


Section



Condition I

Location

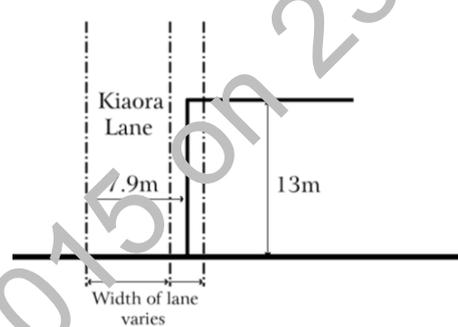


Section



Condition J

Location



Section

A2.5 Development controls

This section contains development controls that apply specifically to the Kiaora Lands site. These are to be read in conjunction with the relevant development controls in sections 6.1 - 6.7 of this DCP.

A2.5.1 Use

The image and vitality of the Double Bay Centre will benefit from the mix of uses that is permissible on the Kiaora Lands site. These uses include:

- Shopping facilities such as a major supermarket, speciality food outlets and additional retail floor space, all of which supplement the existing distinctive mix of small scale shops, boutiques, restaurants, cafes and commercial premises that characterise the centre,
- Community facilities that will give a civic presence to the centre,
- Commercial premises,
- Parking.

A2.5.2 Height

The height of the building envelope for the Kiaora Lands site is indicated on the control drawings in section A2.4 Built form envelopes.

The following table provides the approximate floor to floor heights for different uses:

Retail (small footprint)	4.0m
Supermarket	6.0m
Library	5.5m
Commercial	3.5m
Carparking	3.0m

A2.5.3 Built form south of Kiaora Lane

Principles

- P1 The functional and operational requirements of large retail outlets should not compromise the qualities of the adjacent public domain.
- P2 The built form should not compromise the amenity of adjoining properties.
- P3 The built form should be compatible with producing attractive public domain.

Controls

- C1 Comply with edge conditions in section A2.4 Built form envelopes, Figure 5.
- C2 The building setback included in edge condition A is to accommodate deep soil landscaping to mitigate the impact of the built form. The minimum width for deep soil landscaping is 4.5m.
- C3 The supermarket should not present uninterrupted blank walls onto streets and public spaces.
- C4 The building frontage facing Kiaora Lane, Patterson Street and Kiaora Road is to be articulated so as to break up the length of the built form and reflect the vertical proportions of development in the Double Bay Centre.
- C5 The main frontage of the supermarket is to be highly transparent and activated.
- C6 Access to specialty retail outlets is to be directly from the public domain.
- C7 Awnings are to be provided along the Kiaora Road and Kiaora Lane retail frontages.
- C8 Provide wet weather protection at the entrance of the supermarket.
- C9 The retail and office development at Kiaora Road should provide articulated walls and windows to street.
- C10 All mechanical plant is to be designed on the basis that if that equipment could operate at any time of the day or night, then its noise emission component, when measured at the nearest, or at any other residential property façade, must not exceed the nocturnal background level. The cumulative noise level from all relevant items of mechanical plant and equipment, when measured at the same location must not exceed the nocturnal background level by more than 5dB(A).

Note: The background noise level is to be measured on a windless Tuesday night which is normally the quietest night of the week. The results of this measurement must not be degraded by the noise of passing traffic, or by the noise from vehicles entering, or exiting the

Anderson Street entry and exit. This may require the background noise level to be measured when the Anderson Street entry and exit is closed.

- C11 The use of the premises must not give rise to noise which exceeds the relevant nocturnal background sound levels by more than 5dB(A) when measured at the façade of the nearest, or any other residential premises.
- C12 External pipes, vents, fans or other items of plant must be individually specified to produce components of noise emission which are less than the relevant background sound level at the façade of the nearest of any other residential property. All such plant is to be located as far away as possible from residential properties. In the event that pipes, high velocity air discharge outlets or other pipe work are installed on the face of the building or extend through the rooftop, those outlets must be equipped with acoustically effective discharge silencers and have their directional discharge pointing in a north-westerly direction.
- C13 The façade to Patterson Street is to be highly articulated with the use of a variety of materials and finishes to mitigate its bulk and visual impact.
- C14 Screen landscaping sufficient to mitigate the bulk of the building is to be provided in the perimeter landscape areas.
- C15 The landscaping reservation between the Court Road property boundaries and the proposed supermarket is to be a minimum of 7.0m wide.
- C16 The landscaping reservation is to be free of carparking.
- C17 The ground floor carparking where it faces residential properties to the south is to be completely enclosed.
- C18 The ground floor level carpark roof is to have a green roof design.

A2.5.4 Built form north of Kiaora Lane

Principles

- P1 The building is to be of exemplary design commensurate with its civic function.
- P2 The building should not compromise the adjoining heritage item.
- P3 The pedestrian connection between New South Head Road and Kiaora Lane is to be strengthened.

Controls

- C1 Comply with edge conditions in section A2.4 Built form envelopes, Figure 4.
- C2 At the New South Head Road frontage, the setback between the adjacent heritage item to the west and the northern end of the arcade is to be a minimum of 1.35m from the street boundary to reflect that point on the adjoining heritage item where the gable parapet wall springs up from the façade parapet.
- C3 The building is to accommodate a clearly visible arcade which connects New South Head Road to development south of Kiaora Lane. Refer to section A2.5.5.2 The new arcade.
- C4 A public plaza is to be provided to the south of the building. Refer to section A2.5.5.3 The new public plaza.
- C5 Active retail or civic frontages are to be provided to the New South Head Road frontage, the plaza and the arcade.
- C6 Access to specialty retail outlets is to be directly from the public domain.

A2.5.5 The new public domain

The public domain of Double Bay is characterised by an intricate pedestrian network of streets, lanes, walkways and arcades, making it a highly permeable shopping centre.

The planning and urban design provisions for the Kiaora Lands site reinforce this permeability with requirements for a new arcade between New South Head Road and Kiaora Lane, a new plaza, restrictions on vehicle movements along Kiaora Lane and the maintenance of pedestrian links between Kiaora Lane and Anderson Street.

The Double Bay Centre is also characterised by a series of distinctive public places such as Knox Street, Bay Street, Guilfoyle Park and Transvaal Avenue.

The public domain of the Kiaora Lands site will be a premier public space within the centre's hierarchy of spaces. The character of the public domain is largely derived from the relationship between the buildings that address and form the public domain. It is also dependent upon the nature and quality of streetscape elements such as paving, street furniture, lighting and planting material.

Principles for all public domain on Kiaora Lands

- P1 Ensure the public domain is of a high standard and exemplary urban design.
- P2 Provide a high level of pedestrian amenity and create improved public spaces with a community focus.
- P3 Consider the needs of people with access difficulties.
- P4 Reduce conflicts between pedestrians and vehicles.
- P5 Enrich and enliven the main spaces by providing high quality design elements and/or works of contemporary art.

Controls

- C1 The public domain design is to be consistent with the Double Bay Centre Public Domain Improvement Plan.
- C2 The pavement system used in the main spaces is to be of predominantly segmental stone elements (laid on a suitable concrete base).
- C3 The pavement system is to comply with AS/NZS 4586 Slip resistance classification of pedestrian surface materials for safety and slip resistance.
- C4 Ensure that shops are level with the adjacent external public spaces.
- C5 Reinstate the tree lined nature of the streets and lanes.
- C6 Awnings must be designed to accommodate street trees.
- C7 Minimise the presence of vehicles in Kiaora Lane and the plaza.
- C8 Use bollards to allow freedom of pedestrian movement while preventing vehicular access to specific areas. Bollards are to be used sparingly and are not to be used simply to define edges to vehicular paths.
- C9 Minimise use of signage.
- C10 The Davis Cup commemorative plaque is to be reinstated and is to be explained with interpretive signage. The position of the plaque is to be determined with regard to the location of the original tennis courts.

A2.5.5.1 Kiaora Lane

Kiaora Lane is to function as a shared pedestrian and vehicular way for the whole of its length.

Its role as a service lane will continue but this is to be subservient to its primary role as a high quality public space. The predominant character of the lane is to be that of a high quality, pedestrian dominated space that maximises pedestrian connections between other public spaces and building entrances.

Principles

- P1 Ensure that Kiaora Lane has good connections to existing arcades.
- P2 Enhance the pedestrian experience and amenity of the lane.
- P3 Reinforce the spatial definition of the lane.
- P4 Encourage a mix of uses onto the lane including community facilities and food retailing.
- P5 Enhance public safety and security of the lane.
- P6 Encourage an active shared zone.
- P7 Provide a high quality urban space.

Controls

- C1 Frontages to Kiaora Lane are to be active retail or civic functions.
- C2 Kiaora Lane is to be a shared zone as defined by the Roads and Traffic Authority.
- C3 Provide a high quality unified pavement treatment along the full length of Kiaora Lane from Manning Road to Kiaora Road.
- C4 The selection of materials for the shared zone in Kiaora Lane is to identify it as a space where pedestrians have priority.

A2.5.5.2 The new arcade

A major arcade is to be provided between New South Head Road and Kiaora Lane.

Principles

- P1 Provide a major public pedestrian link between New South Head Road and Kiaora Lane.

Controls

- C1 The arcade must be naturally lit from above and naturally ventilated.
- C2 The arcade is to be a minimum width of 5m at the ground and upper levels.
- C3 The arcade is to be designed for 24 hour public access.
- C4 The entrance to the arcade at New South Head Road is to be clearly identified through architectural design.
- C5 The shop frontages to the arcade are to be designed to create a visually unified whole.
- C6 The floor treatment to the arcade should read as a continuation of the adjacent public spaces.

A2.5.5.3 The new public plaza

A new pedestrian plaza is required as part of the redevelopment of the site. The plaza is to be designed as a special place. It will require site specific design elements and the incorporation of public art. The space should be modulated to allow for defined areas of public circulation, seating areas and potential outdoor eating areas.

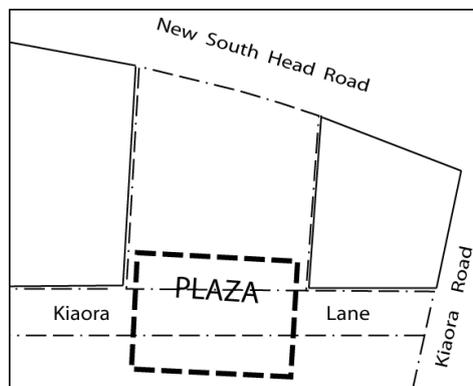


Figure 7 Location of plaza

Note: The shape and location of the plaza in the diagram above is indicative only

Principles

- P1 Ensure that the plaza has a distinctive character that is commensurate with its importance as a key civic space in the Double Bay Centre and the civic role of the adjoining building which fronts New South Head Road.
- P2 Active retail and civic uses are to face the plaza.
- P3 Ensure the plaza is animated by sunlight.

Controls

- C1 Provide a space which accommodates the section diagram (see edge condition diagram E + F in section A2.4 Built form envelopes).
- C2 Ensure that the floor of the plaza receives solar access at midday on June 21.
- C3 Provide a 32° inclined plane as a component of the building envelope controls to ensure solar access during winter. Refer to condition E of section A2.4 Built form envelopes.
- C4 The plaza is to be designed as an identifiable public space, allowing 24 hour access.
- C5 The plaza is to be designed primarily as a place for people, but will permit vehicles to pass through under the shared zone arrangements for Kiaora Lane.
- C6 The plaza is to be a minimum of 18m in any direction. It is to have an area of at least 500sqm. which is a single space such that people in any two places in the plaza can see each other.
- C7 Frontages to the plaza are to accommodate active retail or civic functions.
- C8 The majority of the area of the plaza is to be uncovered and free of overhanging buildings, colonnades and awnings.
- C9 An overhang of 2m, 3.5m above the finished ground level of the plaza is permitted on the southern side of the plaza.
- C10 Overhanging balconies of 2.4m on the first floor level are permitted on up to 30% of the building on the northern side of the plaza.

C11 The northern edge of the supermarket, where it adjoins the plaza, should provide windows overlooking the plaza.

C12 The plaza shall have a distinctive unified ground treatment.

A2.5.5.4 Public toilets

Public toilets are to be provided.

Principles

P1 Provide public toilet facilities on the Kiaora Lands site.

P2 Public toilets are to be in a safe and convenient location.

Controls

C1 Position the public toilets close to the plaza in a safe and convenient location.

C2 Ensure adequate surveillance to the entries of the public toilets.

C3 Access from the plaza to the public toilets is to comply with the performance criteria in the Building Code of Australia DP1 DP2 DP3.

A2.5.6 Carpark and loading dock design

Principles

Ensure the design of the carpark:

P1 Facilitates ease of access.

P2 Facilitates walking and bicycle use.

P3 Provides a high level of safety for all uses.

P4 Minimises opportunities for crime to property and persons through consideration of crime prevention through environmental design principles.

P5 Minimises the amenity impacts of the carparking and loading docks on surrounding properties and public domain.

Controls

C1 Provide a carpark layout that maximises visibility and legibility.

C2 Ensure dedicated pedestrian entry and egress points to the public carparking are available from the plaza, Kiaora Lane, Patterson Street, Anderson Street and the supermarket entry.

C3 Access to liftwells and stairways or directions to the carpark access points must be clearly visible from every carparking space.

C4 Carparking spaces for disabled people should be located in highly visible and accessible locations and in proximity to lifts and ramps.

C5 Dedicated bicycle parking is to be provided in a convenient location at the rate of 1 bicycle per 25 car spaces.

C6 Dedicated motorbike parking is to be provided in a convenient location at the rate of 1 motorbike per 25 car spaces.

C7 Lighting throughout the carpark must conform to the requirements of AS 2890 *Off Street Carparking* and AS 1680.2 *Interior Lighting*

C8 Pedestrian access ways to, from and around the carpark must be well lit.

- C9 A ground level through-site pedestrian footpath linking the plaza and Anderson Street must, as a minimum, incorporate the following design and operational features:
- Dignified, direct and unobstructed access from the plaza to Anderson Street.
 - Have a minimum clear width of 2.5m.
 - Have a minimum headroom of 3.0m.
- C10 Vehicular access to the carpark and loading docks south of Kiaora Lane is not to be provided from Kiaora Lane, unless it can be demonstrated that a turntable solution for the Kiaora Lane/Patterson Street loading dock is not feasible.
- C11 Access to loading docks may be from Kiaora Road and Patterson Street only, unless it can be demonstrated that a turntable solution for the Kiaora Lane/Patterson Street loading dock is not feasible.
- C12 If a loading dock is located off Patterson Street, the design and size of the dock must be limited to accommodate fixed rigid vehicles only (i.e. not semi-trailers).
- C13 Vehicle ramps between carparking levels are to be enclosed to contain noise and light spill impacts. The walls and ceiling of the ramp enclosure are to be provided with an appropriately selected and effective fire resistant, sound absorbing facing (an approved acoustical spray, or modular acoustical panels/tiles) to provide an effective reduction of the reverberant characteristics of that area.
- C14 Loading docks are to be designed to minimise conflict between pedestrians and vehicles.
- C15 Loading docks are to be as unobtrusive as reasonably possible.
- C16 Loading dock doors are to be no larger than the dimensions required for functional operation.
- C17 Loading docks must be fully enclosed.
- C18 The loading docks are to provide for the forward entry and exit of service vehicles. The docks are to be designed so that all truck reversals can take place within the loading docks with the loading dock doors closed.
- C19 The loading docks are to be provided with automated doors with a surface mass greater than 3kg/m² and the sides, head and thresholds of each is to be designed to obviate, or minimise any undesirable sound leakage.
- C20 The loading dock doors are to be designed so that their noise emission components when either opening or closing are no more than 5dB(A) above the background sound level when measured at the façade of the nearest, or any other residential property.
- C21 The ceiling, as well as significant areas of the walls of the loading docks are to be provided with an appropriately selected and effective fire resistant, sound absorbing facing (an approved acoustical spray, or modular acoustical panels/tiles) to provide an effective reduction of the reverberant characteristics of that area and ensure there is minimum possibility of the loading docks impacting on neighbours.
- C22 The consent authority may impose conditions restricting the operation of the loading docks and carparks to specified hours.
- C23 A *Carparking and Loading Dock Plan of Management* is to be prepared and submitted with the development application for the comprehensive redevelopment of the site. The Plan of Management must address the following matters:
- the designated areas in which motorcycles will be permitted to park.
 - the areas within the carpark from which motorcycle traffic will be excluded.
 - the hours of operation, or restrictions, that may be imposed in relation to the use of the upper level carpark and the mechanisms through which any such restrictions may be further strengthened in order to deal with unexpected situations.

- explicit restrictions in relation to times of use of specific entries or exits which may be imposed to control, or minimise potentially intrusive nocturnal noise emission. This requirement most aptly applies to the Anderson Street entry and exit because vehicular movement both within, and outside the carpark will be exacerbated by the nocturnal use of that entry and exit.
 - signage to identify entry restrictions for vehicles which may be too large, too high or too noisy to enter the carparks.
 - appropriate signage and designated areas of the ground floor carpark where patrons of licensed premises should park their vehicles in order to minimise the potential for neighbour noise at night.
- C24 Appropriately designed and acoustically effective barriers are to be provided around the perimeter of the ground floor carpark. The uppermost 2m or 3m section of the acoustic barrier is to be angled inwards. The acoustic barriers are to be provided with a sound absorbing lining to reduce the sound reflections and reverberant characteristics of the carpark.
- C25 To achieve the noise goal referred to in A2.5.3 C11, a roof is to be provided over the carpark, adjacent to the Kiaora Road vehicular entry and exits at the rear of No. 8 Kiaora Road. The underside of that roof is to be provided with an appropriately selected and effective fire resistant, sound absorbing facing (an approved acoustical spray, or modular acoustical panels/tiles) to provide an effective reduction of the reverberant characteristics of that area.
- C26 The soffit of the supermarket floor is to be provided with an appropriately selected and effective fire resistant, sound absorbing facing (an approved acoustical spray, or modular acoustical panels/tiles) to provide an effective reduction of the reverberant characteristics of that area.
- C27 The carpark floors, as well as the interconnecting ramp between the ground level and rooftop carpark are to have a surface that will not generate tyre squeal. The development application must include the specifications for the quality of the surface finish which may be achieved by the addition of an appropriate and functionally effective particular dusting or surface coating or by the application of fine sand on the finished floor surface before it has cured which will ensure positive tyre adhesion, and preclude tyre squeal problems.
- C28 The interconnecting ramp between the ground level and rooftop carpark is to have a smooth primary surface and not parallel ribbed surfaces. The ramp should incorporate small angled parallel grooves in a chevron pattern which may be cut into the surface of the cured concrete. The surface must be designed to preclude structural vibration and adverse related intrusive noise levels (or noise radiation from the main building structure) as well as provide positive tyre adhesion in the presence of water or oil.
- C29 The carpark is to be equipped with an effective electronic vacant car space identification system through which a driver may more rapidly find an empty car space to minimise the need to circle around the carpark to find where they can park.
- C30 Appropriately designed and effective acoustic barriers are to be provided around the perimeter of the rooftop carpark to prevent noise impact on surrounding residential properties.
- C31 The carpark ramp is to be fully enclosed as required to meet the noise goal set out in A2.5.3 C11. If necessary, the enclosure is to extend beyond the point where the ramp surface intersects with the upper level carpark floor.
- C32 The ceiling and walls of the entry and exit structure to Kiaora Road are to be provided with an appropriately selected and effective fire resistant, sound absorbing facing (an approved acoustical spray, or modular acoustical panels/tiles) to provide an effective reduction of the reverberant characteristics of that area.
- C33 The south-eastern wall of the carpark entry/exit to Kiaora Road must extend to the street alignment.

A2.5.7 Roof design

The roofscape is a significant visual component of the development and can be seen from the surrounding suburbs of Edgecliff, Darling Point and Bellevue Hill. These controls seek to reduce potential visual and amenity impacts of the roof top parking.

Principles

- P1 The roofscape should not present as an obtrusive and single unarticulated mass.
- P2 The roof is to be designed to minimise the amenity impacts to surrounding residences.

Controls

- C1 A combination of landscape treatments and shade structures should be used so that the roofscape does not present as an obtrusive and single unarticulated mass.
- C2 A combination of landscape treatments and shade structures should be used to minimise glare from the surface of the roof top and the cars parked on the roof.
- C3 The roof treatment is to provide shade structures for vehicles.
- C4 Surface treatments which minimise noise are to be used to minimise tyre squeal.
- C5 To contain noise, motorbike parking should be limited to the ground level.
- C6 The roof design should minimise light spill from cars.
- C7 The design of fixed lighting on the roof should comply with AS 428- 1997 *Control of the Obtrusive Effects of Outdoor Lighting* (urban standards).

A2.5.8 Flooding and water sensitive urban design

The Kiaora Lands site is flood prone land. Major redevelopment of the site will affect existing overland flow paths. The new plaza should provide an overland flow path for stormwater. Thorough and informed consideration of flooding issues at the design stage is essential to ensure that redevelopment does not have detrimental impacts on the surrounding development, infrastructure and public domain.

Principles

- P1 Ensure there is no increase in stormwater runoff from the site.
- P2 Ensure the built form on the site does not block overland flow, in such a way as to impact on adjoining properties.
- P3 Use water sensitive urban design techniques to reduce demand on the Sydney water supply and to provide water for plant irrigation.
- P4 Ensure development on the site is adequately protected from flooding.
- P5 The new plaza should act as a part of the overland flow path for stormwater.

Controls

- C1 Development is to be designed having regard to the recommendations of a flood study prepared by a suitably qualified hydraulic engineer. The flood study must identify how property on and off the site, including the public domain, will be protected from the 1 in 100 years flood event.
- C2 Development, including services, below the 1 in 100 years flood level is to be designed to be safe in a flood event.

- C3 Provide a Site Emergency Response Plan (SERP) demonstrating the ability to safely evacuate persons to a safe refuge area.
- C4 On site detention is not required.
- C5 Collect rainwater for non-potable uses on site.
- C6 The treatment of the roof should ensure that stormwater runoff is not increased and that the quality of runoff from the site fulfils the requirements of the Australian and New Zealand Environment Conservation Council and Agriculture and Resource Management Council of Australia and New Zealand Guidelines 2000 (www.deh.gov.au/water/quality/nsqms/index.html).

A2.5.9 Environmentally sustainable design

The Kiaora Lands project is to provide best practice environmentally sustainable design. Refer to section 6.6 Sustainable design principles of this DCP for principles and controls for energy efficiency, natural ventilation and lighting, solar access, glazing design, water conservation, waste minimisation, stormwater pollution minimisation and sustainable building materials.

Principles

- P1 Promote environmentally sustainable design.

Controls

- C1 Development must be designed to provide for best practice environmentally sustainable design outcomes as may be established through the Green Star Certified Rating system, or a similar tool.

Repealed by WDCCP2015 on 23/05/15

Part 9. Table of amendments

Amendment	Dates of approval and commencement	Description of amendment
No 1	a: 3 November 2003 c: 27 February 2004	<ul style="list-style-type: none"> ▪ Part 1 is amended by : <ul style="list-style-type: none"> – replacing clause 1.8 – amending clause 1.9 – inserting clause 1.11.7 – Kiaora Lands ▪ Part 4 is amended by inserting a note at the end of 4.13 ▪ Part 5 is amended by the following: <ul style="list-style-type: none"> – replacing drawing 5.3 – replacing drawing 5.4 – adding a 'note' to drawings 5.5 Control drawing 1 and 5.11 Control drawing 7 – adding a 'note' to 5.12 and 5.13 ▪ Part 8 is amended by inserting Appendix 2 – Kiaora Lands
No 2	a: 26 May 2008 c: 6 June 2008	<ul style="list-style-type: none"> ▪ Part 1 is amended by : <ul style="list-style-type: none"> – amending clause 1.8 – amending clause 1.9 ▪ Part 6 is amended by : <ul style="list-style-type: none"> – adding a 'note' to clause 6.7.2 Principle P1 – adding a 'note' to clause 6.7.2 retail and commercial components
No 3	a: 31 January 2011 c: 10 June 2011	<ul style="list-style-type: none"> ▪ Part 1 is amended by : <ul style="list-style-type: none"> – amending clause 1.9 – amending clause 1.11.7 ▪ Part 3 is amended by : <ul style="list-style-type: none"> – adding a 'note' to clause 3.1 ▪ Part 5 is amended by : <ul style="list-style-type: none"> – replacing drawing 5.3 Double Bay Centre built form envelopes, ground and first floors (levels 1 and 2) – replacing drawing 5.4 Double Bay Centre built form envelopes, ground and first floors (levels 3 and above) – amending a 'note' to clause 5.5 Control Drawing 1 – amending a 'note' to clause 5.11 Control Drawing 7 ▪ Part 6 is amended by : <ul style="list-style-type: none"> – adding a 'note' to clause 6.4.2 Colonnades – adding a 'note' to clause 6.5.3 Landscaped open space – adding a 'note' to clause 6.6.1 Energy efficiency and conservation – adding a 'note' to clause 6.6.5 Water conservation ▪ Part 8 is amended by : <ul style="list-style-type: none"> – deleting Appendix 2 – Kiaora Lands – adding Appendix 2 – Kiaora Lands 2011 ▪ Add Part 9 – Table of amendments

No 4	a: 13 August 2012 c: 29 August 2012	<ul style="list-style-type: none">▪ Part 1 is amended by:<ul style="list-style-type: none">– amending clause 1.9▪ Part 6 is amended by:<ul style="list-style-type: none">– changing the residential component of mixed use parking generation rates from minimums to maximums in clause 6.7.2– clarifying how to round parking generation rates in clause 6.7.2.– specifying the matters applications should address when seeking to vary the number of parking spaces provided by this DCP.
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Repealed by WDCP2015 on 23/05/15