



Discussion Paper

Local Character in Woollahra

Date	June 2021
Division/Department:	Planning and Place/Strategic Planning
HPE CM Record Number:	21/101052

Acknowledgement of country

Woollahra Council acknowledges the Gadigal and Birrabirragal people who are the traditional custodians of this land and pay respects to elders past, present and emerging.

1 We want to hear from you about the local character of our area

Local character is what makes an area or place distinctive. It is highly valued by our community. Reflecting this, protecting and enhancing local character is an important priority in the [Woollahra local Strategic Planning Statement 2020](#) (Woollahra LSPS 2020).

We want to hear your views on local character to help inform preparation of a new Local Character Statement for our area.

Think about your home, your street and your area. What do you value about these places? What makes them unique? What elements should be prominent and what do you want to see more of? What do you think can be improved in the future?

Having considered the local character of your area, do you think it is reflected in our current local character and desired future character statements in the Woollahra DCP 2015 (see **Annexure 1**).

2 What is local character?

Local character is what makes an area or place distinctive. It is defined by the community and comprises a mix of elements, both tangible and intangible. The [Local Character and Place Guideline](#), provides the following descriptions of local character and desired future character:

Local Character (page 7)

Character is what makes a neighbourhood distinctive and is the identity of a place. It encompasses the way it looks and feels. It is created by a combination of land, people, the built environment, history, culture and tradition including Aboriginal and non-Aboriginal, and looks at how they interact to make a distinctive character of an area.

Local character is distinctive, it differentiates one area apart from another. It includes the sense of belonging a person feels to that place, the way people respond to the atmosphere, how it impacts their mood, their emotional response to that place and the stories that come out of peoples' relationship with that place.

Local character contains many different facets. It is important to understand character in a holistic way, which involves examining the relationship with people and the social, environmental and economic factors of place. Global trends across these factors have shaped places over time and will continue to have a significant influence in the future. Local character should guide how to manage a changing urban environment so that any changes are sympathetic to the valued characteristics.

Desired future character (page 12)

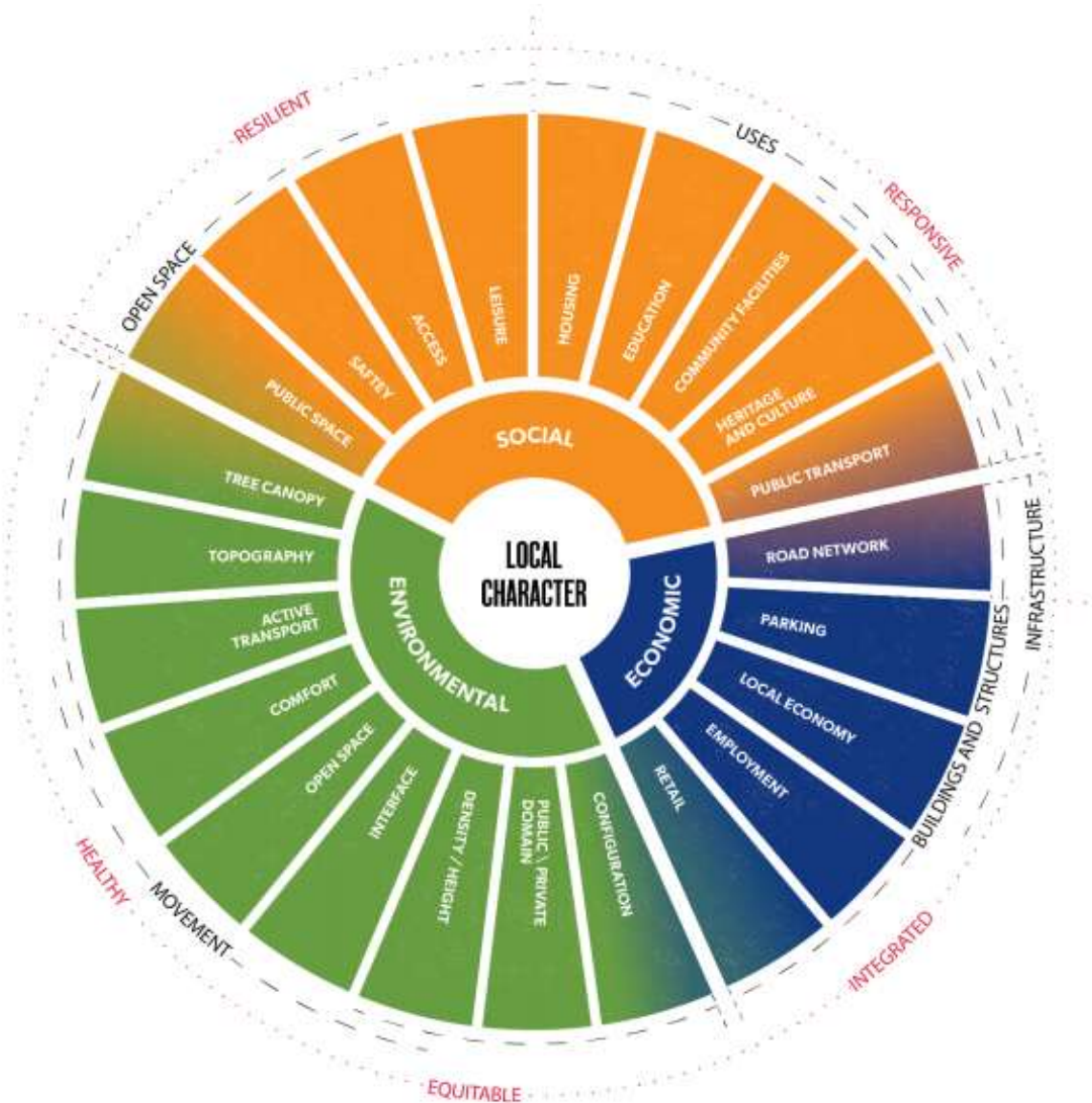
Desired future character refers to an agreed vision of how an area will change over time, including an identification of characteristics to be retained or enhanced.

Desired future character is often articulated through a character statement or integrated into development controls.

The guideline sets out a process for assessing local character and preparing a local character statement. The Local Character Wheel (**see figure 1**) outlines the broad social, environmental and economic features that may be considered when identifying an area's character.

3 What is a local character statement?

A Local Character Statement is an optional, standalone document comprising a description of an area's existing character and detailing its desired future character. It can also describe a community's preferences for how an area could change while retaining its unique character.



Local character wheel from the Local Character and Place Guideline (DPIE page 21)

4 How will local character statements affect development

The NSW Department of Planning, Industry and Environment (DPIE)¹ advises that these statements could be implemented through introducing a local character overlay and associated standard instrument clause within a local environmental plan (LEP)².

If a Local Character Statement is incorporated into local planning controls, future development must have regard to the desired future character described in the Statement.

A local character statement cannot stop development or prevent change. However, it can help us to preserve the best of what we have and ensure that the 'new' fits in harmoniously with our local character and vision for the future.

5 Policy context

DPIE is currently developing a standard approach for how local character will be incorporated in LEPs across the state. Relevant documents by DPIE and the Government Architect NSW include:

- Exhibition of SILEP [SILEP model clause and map overlay](#) (2020)
- [Local Character and Place Guideline \(2019\)](#)
- [Planning System Circular PS 18-001 respecting and enhancing local character in the planning system.](#)
- [Local Character discussion paper \(2019\)](#)
- [Government Architect NSW Introducing Better Placed](#)

The DPIE guidelines establish that the desired future character for an LGA should include more than one characterisation of what level of change can be accommodated (page 30). The characterisations are:

- Change character
- Enhance character
- Maintain character.

Council's intention is to ensure that we work with the new framework being developed by DPIE to ensure our local planning controls continue to represent best practice and are used to assess development proposals.

6 Council's current local character provisions

Council's commitment to place-based planning was recently reaffirmed by Woollahra LSPS 2020. The Woollahra LSPS 2020 supports our planning controls and links local planning to NSW Government strategic planning to set out a clear path for how land use planning in Woollahra will respond to changes over the next 20 years. Local character is a critical part of the vision, planning principles and actions it established for our LGA.

¹ Local character and place guideline, page 12

² An LEP sets out our zoning and principles development standards to provide a framework for planning decisions and regulate how land can be used in our area. The Woollahra LEP 2014 applies to our area.

The [Woollahra Local Environmental Plan \(LEP\) 2014](#) contains 18 references to desired future character in its aims and in the objectives for development standards such as maximum height of buildings and maximum floor space ratio.

More detailed provisions for the desired future character of various precincts, localities and streets are contained in the [Woollahra Development Control Plan \(DCP\) 2015](#) (see list of chapters in **Annexure 2**). These guide the interpretation of DCP controls and the design of development.

The character statements in the Woollahra DCP 2015 have been prepared at a precinct level which in some cases crosses the suburb boundaries. **Annexure 1** contains extracts of the current local character provisions for the following precincts:

General Residential precincts

- Darling Point
- Double Bay
- Wallaroy
- Manning Road
- Point Piper,
- Bellevue Hill South
- Bellevue Hill North
- Rose Bay
- Vaucluse West
- Vaucluse East.

Business precincts

- Rose Bay North
- Rose Bay South
- Hopetoun Avenue, Vaucluse
- South Head Roundabout, Vaucluse
- Vaucluse Shopping Village, Vaucluse
- Plumer Road, Rose Bay
- O'Sullivan Road, Rose Bay
- Streatfield Road, Bellevue Hill
- Bellevue Hill Shops, Bellevue Hill
- Manning Road, Woollahra
- Darling Point Road, Darling Point.

It is Council's intention that the drafting of a local character statement will be informed by these existing provisions and issues raised in submissions during community consultation.

7 Purpose of this discussion paper

Council will soon start preparing our first stand-alone local character statement for the Woollahra LGA. This is a new strategic document introduced by the NSW Department of Planning, Industry and Environment (DPIE).

As identified in section 6, our current planning provisions for local character are contained in the [Woollahra Development Control Plan \(DCP\) 2015](#)³. These will be updated to fit in with the new local character framework being developed by DPIE.

Preparing a local character statement under the new framework will help ensure our local planning controls continue to represent best practice and facilitates development that respects and enhances our local character.

Community consultation is vital to establish how we define our local character. It will help us prepare a local character statement that reflects the aspirations and values of our whole community. This discussion paper starts the conversation about local character in our area.

³ The Woollahra DCP 2015 sets out objectives and detailed planning controls to guide development that is permissible under the *Woollahra Local Environmental Plan 2014*.

7.1 Areas not included in this discussion paper

Annexure 1 of this discussion paper includes our existing character statements from the *Woollahra Development Control Plan (DCP) 2015*. However, it does not include the following:

- **Heritage Conservation Areas (HCAs)**

HCAs are subject to the specific requirements for the assessment, identification and conservation of heritage significance.

- **Edgecliff Commercial Centre**

The area subject to the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* is not included in this discussion paper. For more information about this project visit yoursay.woollahra.nsw.gov.au/edgecliff

- **Double Bay and Rose Bay local centres**

These centres are currently subject to active planning and urban design projects.

7.2 Council's planning proposal about the interpretation of the Woollahra LEP 2014 objectives for desired future local character

This discussion paper does not affect the planning proposal relating to the interpretation of objectives for desired future character in the Woollahra LEP 2014. The planning proposal is currently with DPIE awaiting Gateway Determination.

The purpose of the planning proposal is to ensure our local character objectives continue to operate as intended. This is in response to a court judgement that found the legal link between the LEP and DCP was not clear enough for our local character provisions to prevail when a DA is appealed.

If the introduction of a future local character statement require amendments to the Woollahra LEP 2014, this will occur as a separate process. However, our intent will remain the same that we seek to ensure that local character is used to interpret development standards and planning controls.

8 Have your say

We want to hear your views on local character to help inform preparation of a new Local Character Statement for our area.

What are the key elements of the local character of your area? Do you think this is reflected in our current local character and desired future character statements in the Woollahra DCP 2015 (see **Annexure 1**).

It's easy to have your say. Register for **Your Say Woollahra** and get started now.

You feedback will help ensure our local character statement reflects the aspirations and values of our whole community.

Annexure 1 - Extracts from the Woollahra DCP 2015

This annexure contains extracts of our existing local character provisions contained in the Woollahra DCP 2015 relating to:

- Local character descriptions
- Desired future character descriptions
- Character objectives.

It is Council's intention that the drafting of a local character statement will be informed by these existing provisions and issues raised in submissions during community consultation.

Heritage Conservation Areas (HCAs) are not included

HCAs are not included in this discussion paper. HCAs are subject to the specific requirements for the assessment, identification and conservation of heritage significance.

Double Bay and Rose Bay local centres

The following centres have not been included in this discussion paper:

- The Double Bay Local Centre as this area is currently subject to a planning and urban design review.
- The Rose Bay Local Centre (on New South Head Road) as this area is currently the subject of the Rose Bay Place Plan project.

Edgecliff Commercial Centre

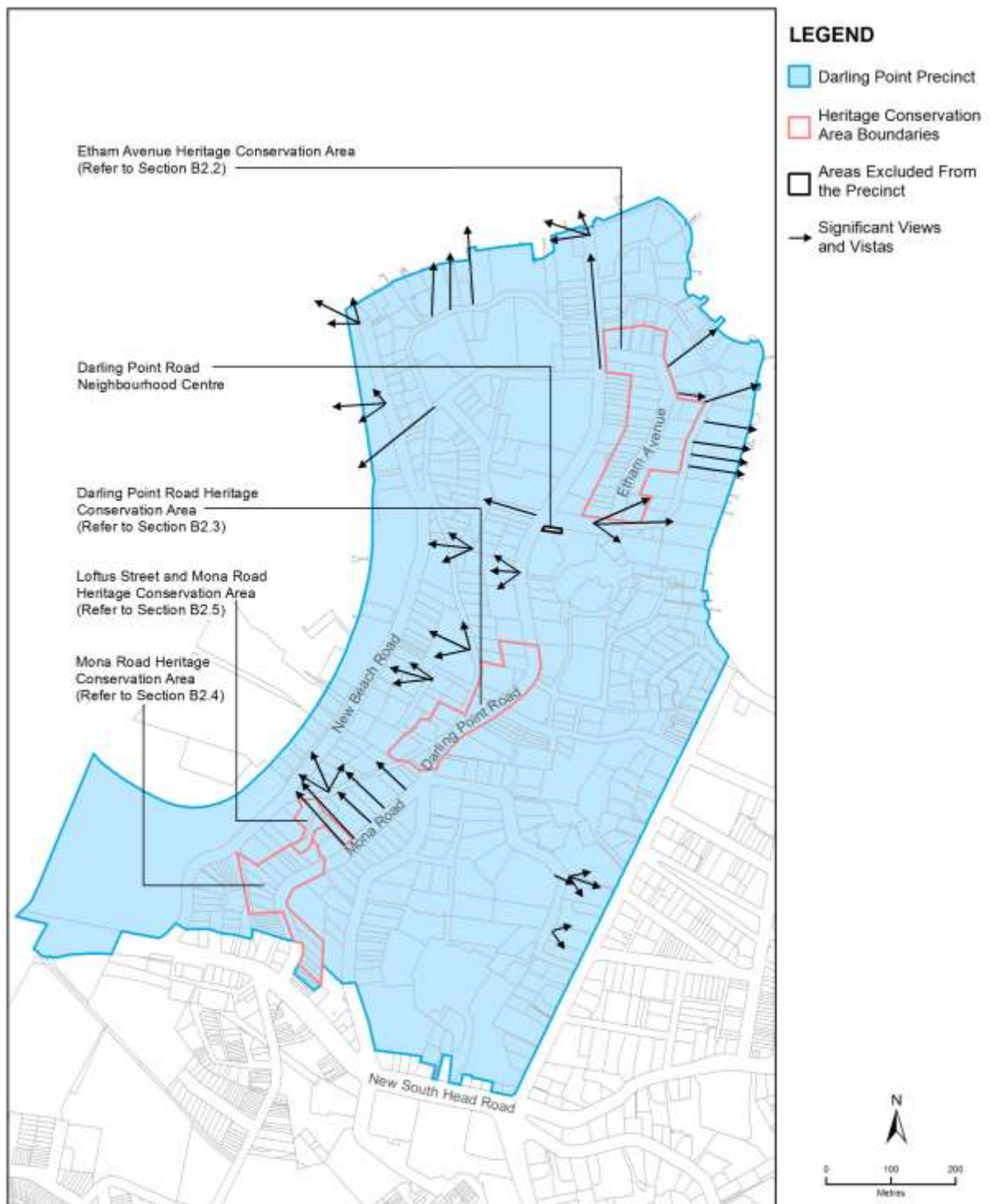
The area subject to the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* is not included in this discussion paper (see area outlined by orange dashed line on map below).



For more information about our draft strategy for the future of the Edgecliff Commercial Centre visit yoursay.woollahra.nsw.gov.au/edgecliff

General Residential Precincts

Darling Point Precinct



Darling Point Precinct character statement

The Darling Point precinct is located on a highly prominent peninsula on Sydney Harbour sited between Rushcutters Bay and Double Bay. Darling Point provides spectacular views to the harbour from both private houses and public spaces. The street trees and trees in private yards provide the peninsula with a soft landscape quality.

Significant landmarks within the precinct include: St Mark's church, Ascham School, the heritage properties of Babworth House and Bishops court, harbourside reserves at McKell Park and Yarranabbe Park, and the heritage listed Sir David Martin Reserve which contains the Drill Hall, former HMAS Rushcutter and HMAS Rushcutter slipway.

The built environment is notable for the wide variety of architectural styles and housing types. The precinct also contains a significant number of heritage items (refer to Woollahra LEP 2014) and encompasses the heritage conservation areas at Etham Avenue, Darling Point Road, Mona Road and Loftus Road /Mona Road.

A significant element of the heritage items and heritage conservation areas is the siting of buildings within a landscaped setting. Additional planning provisions for the four neighbourhood heritage conservation areas within the Darling Point precinct are set out in Chapter B2 in this Part of the DCP.

Streets surrounding the ridgeline of Darling Point Road include residential flat buildings up to eight storeys, dwelling houses, semi-detached dwellings and groups of terraces (attached dwellings).

Existing groups of relatively intact period terraces that are not heritage items but contribute to the architectural diversity of the precinct, such as those along New Beach Road (11-14, 48-52 and 70-71), Ocean Avenue (71-73 and 77-81) and Darling Point Road (125-127).

In the post-war period, high rise residential towers of up to 20 storeys were developed along the ridgeline of Darling Point. Significantly, many of the towers contain extensive landscaped grounds and gardens which provide an openness and allow for distant views. Some of these towers are located along the waterfront and represent intrusive development when viewed from the Sydney Harbour.

Similarly other residential flat buildings that have not been designed to step down and follow the slope of the land, also present to the harbour as a sheer façade.

The Rushcutters Bay foreshore area comprises a mix of buildings, including heritage listed semi-detached dwellings on the south-eastern side of New Beach Road, as well as commercial uses relating to the marinas at Rushcutters Bay. These include the Cruising Yacht Club of Australia, Ship Chandlers, and d'Albora Marina.

Darling Point Precinct desired future character

The Darling Point precinct is an established residential area with a rich mixture of architectural styles and forms. Development is to retain the visual prominence of the tree canopy, particularly along the ridgeline of Darling Point Road.

Most development is in the form of alterations and additions to the existing housing stock.

Where a building comprises historic or aesthetic values, it is important that development reflects the scale of the existing built form and retains the character of the original building particularly in regard to the roof form, massing, details, materials and finishes. For example, the groups of period terraces at New Beach Road, Ocean Avenue and Darling Point Road should be retained and enhanced.

Development adjoining a contributory item or heritage conservation area is to have regard to the architectural values of the building and establish a sympathetic interface.

Where an existing building does not comprise historic or aesthetic value, sympathetic contemporary design is permitted.

Where new development occurs, the buildings are to provide a height, bulk, and scale compatible with those buildings that are predominantly two to four storeys in height, and have regard to the visual impact of the development from the harbour.

Existing intrusive high rise and tower developments are not to be reproduced.

On the low side of streets where existing development predominantly presents as single or two storey, the height and scale of this built form to the street should be retained and the development designed to step down and follow the slope of the land. This will minimise cut and fill and also limit overshadowing and privacy impacts to neighbouring properties.

Attention must also be given to retaining views from the public domain and providing for view sharing from private properties; these can be achieved by providing suitable side boundary setbacks, roof forms and thoughtful distribution of building form across the site.

Streetscape character and key elements of the precinct

Development respects and enhances the existing elements of the character that contribute to the precinct including:

- a) the rich mixture of architectural styles;
- b) the stepping of development on the hillside to minimise visual impact and follow the landform;
- c) the significance of heritage items and the adjacent heritage conservation areas of Darling Point Road, Etham Avenue, Mona Road and Loftus Road/Mona Road and individual heritage items;
- d) well established gardens and trees;
- e) remnant estate gardens;

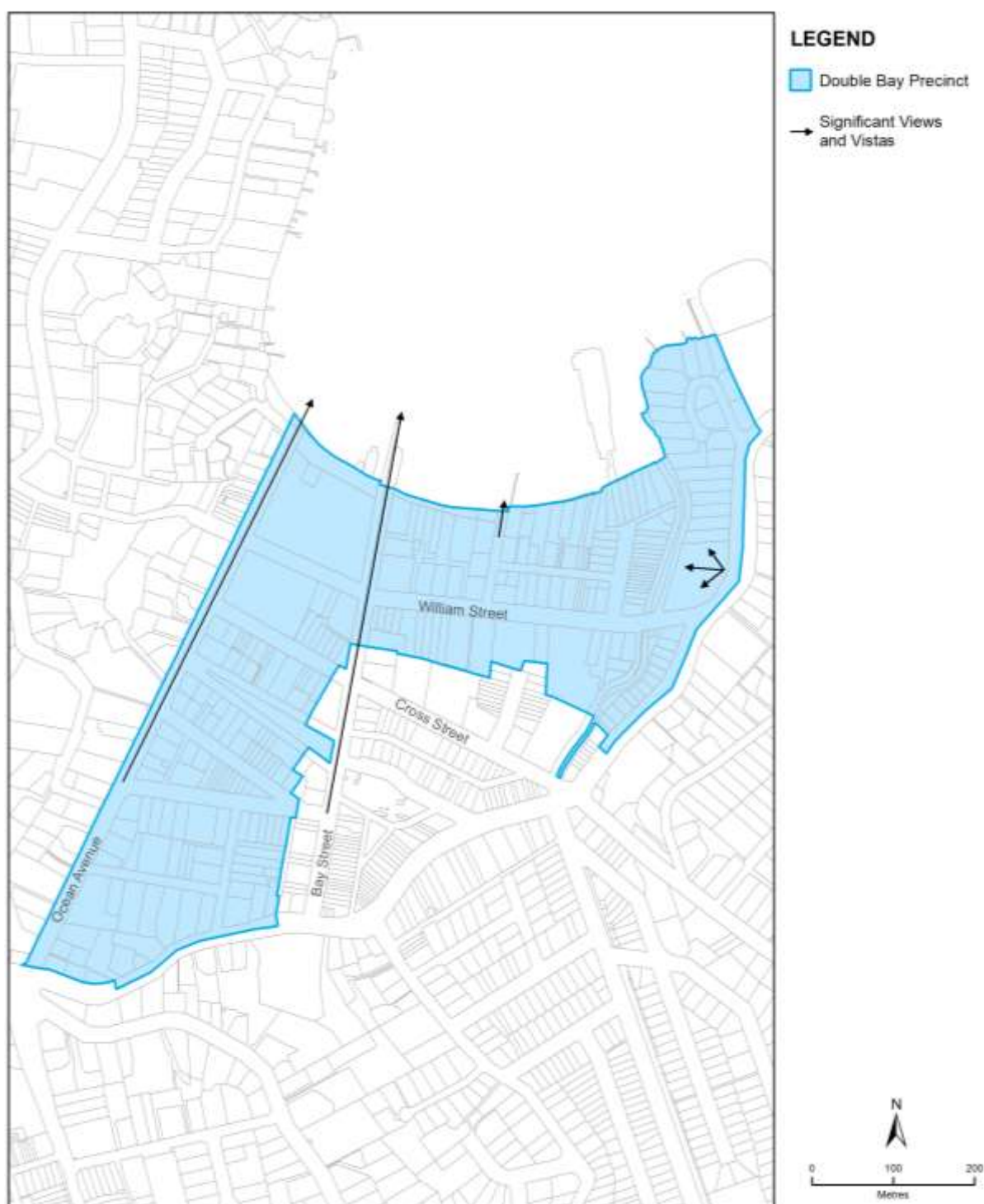
- f) historic stonewalls on private and public land;
- g) historic stairway and streetscape elements;
- h) pedestrian links through the precinct;
- i) mature street trees especially along the ridgeline;
- j) the highly visible tree canopy providing a dense green backdrop to views from Sydney Harbour and surrounding lands;
- k) extensive views afforded from the public spaces including corridors between buildings and the preservation of important iconic and harbour views; and
- l) waterfront reserves and parks.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To maintain the sense of the historic grand estates.
- O3 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings incorporating modulation and a varied palette of materials.
- O4 To maintain the heritage significance of heritage items and buildings in adjacent heritage conservation areas.
- O5 To ensure that development does not reproduce or match existing intrusive buildings.
- O6 To ensure that alterations and additions to period buildings, such as semi-detached dwellings and attached dwellings, do not detract from the character of these buildings and their presentation to the street.
- O7 To ensure roof forms are articulated to provide attractive roofscapes and designed to minimise view loss.
- O8 To design and site buildings to respond to the topography and minimise cut and fill.
- O9 To ensure that development is subservient to the tree line along the ridge of Darling Point Road when viewed from the harbour.
- O10 To retain and reinforce the setting of mature street trees and garden plantings especially along the ridgeline by retaining existing trees and providing appropriate replacement planting.
- O11 To retain the landscape setting of the locality by maintaining landscaped areas around buildings and minimising hard stand areas.

- O12 To retain and reinforce the stone and brick retaining walls that characterise the sloping streets of the precinct.
- O13 To protect important iconic and harbour views from public spaces and to provide additional important views from public spaces when possible.

Double Bay Precinct



Double Bay Precinct character statement

The Double Bay residential precinct is located to the north and west of the Double Bay centre and includes the Double Bay Public School and 'Steyne Park' between the school and the waterfront. It also includes Council's local history library within Foster Park and a child care centre.

The Double Bay precinct has a strong feeling of community and convenience due to the facilities located within the precinct and the proximity of the adjacent town centre.

The precinct sits within a low lying basin, framing the Double Bay foreshore. The precinct is notable for both the density of its built form and its green landscape character. The tree canopy, formed by both street trees and private plantings, is a prominent element in the municipality's presentation from Sydney Harbour and should be maintained.

The street pattern allows for long views to the harbour, and distant views to surrounding hillsides. Three major streets dominate the precinct: the curvilinear New South Head Road which forms an edge to the precinct to the south; Ocean Avenue, the north-south oriented boulevard that divides Double Bay from the hillside of Darling Point; and the east-west oriented William Street. Due to the topography and location, each of these major streets presents unique settings within the broader common elements of the precinct.

The precinct contains dwelling houses, terraces (attached dwellings) and residential flat buildings, including a number of Inter-War flat buildings that make a significant contribution to the precinct character. The quality of buildings within the precinct represents an evolution and mix of building styles that often maintain a consistent scale across both sides of the street.

Double Bay Precinct desired future character

The precinct is an established area comprising many residential flat buildings. Development will generally be in the form of improvements to the existing residential flat buildings.

There are a significant number of Inter-War flat buildings that contribute to the precinct character and are worthy of retention, especially around William Street, New South Head Road and Gladswood Gardens. Alterations and additions to the Inter-War flat buildings are to retain the character of the original building through appropriate use of materials, and should not significantly alter significant and traditional building elements visible from the street.

New development on sites in the R2 Low Density Residential zones along Guilfoyle Street, Cooper Street and the southern side of William Street are to be well-designed and address the street so that development make a positive contribution to the public domain.

On sloping land, new development should step down the site to reinforce the topography and minimise cut and fill. Attention must also be given to protecting views, particularly views from public spaces down Ocean Avenue, Bay and Beach Streets to the harbour, and views from New South Head Road to the harbour.

Streetscape character and key elements of the precinct

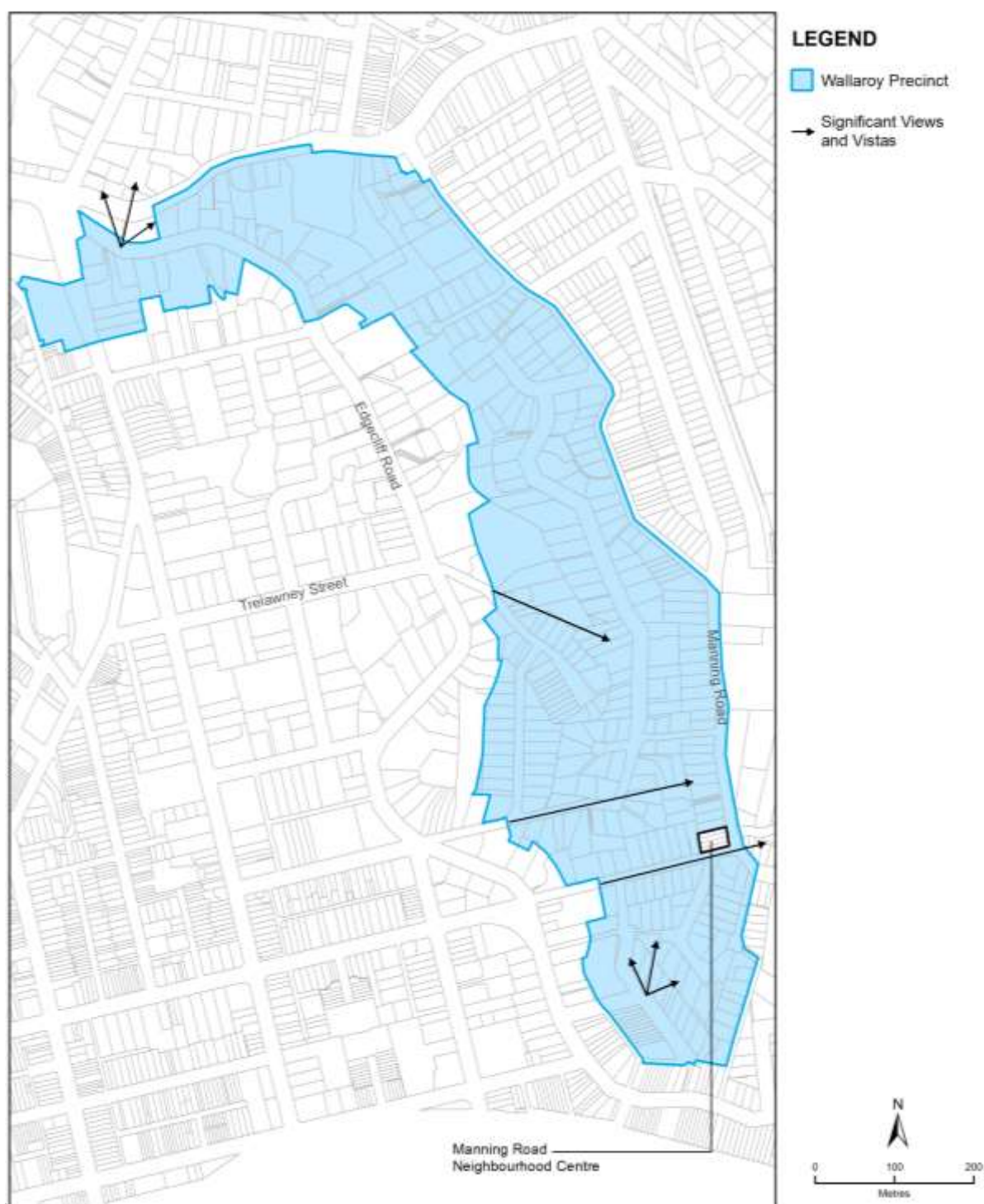
Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the rich mixture of architectural styles and building forms;
- b) the topography and the siting of development on New South Head Road, which descends into (and ascends out of) the Double Bay centre;
- c) well established gardens and trees including the avenue plantings in Ocean, Guilfoyle and South Avenues, Bay Street and William Street;
- d) the established tree canopy;
- e) the harbour views and view corridors from public places;
- f) the character of Inter-War flat buildings; and
- g) the heritage significance of the adjoining Transvaal Avenue Heritage Conservation Area.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To reinforce a consistent building scale within streets.
- O3 To design and site buildings to respond to the topography and minimise cut and fill.
- O4 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings, incorporating modulation and a varied palette of materials.
- O5 To ensure that rooflines sit within the predominant street tree canopy.
- O6 To maintain the significance of heritage items within the precinct, and the character of the adjoining Transvaal Avenue Heritage Conservation Area.
- O7 To encourage the retention of Inter-War flat buildings, particularly significant and traditional building elements visible from the street.
- O8 To provide a transition between the higher density buildings of the Double Bay centre and the lower density buildings of the residential area.
- O9 To retain and reinforce the green setting of mature street trees, private trees and garden plantings.
- O10 To protect important iconic and harbour views from the public spaces.
- O11 To maintain on-street parking and minimise kerb crossings, particularly on Bay Street and Ocean Avenue.

Wollaroy Precinct



Wollaroy Precinct character statement

The Wollaroy precinct is sited along a ridgeline and hillside overlooking Double Bay and Sydney Harbour. The precinct extends from the valley floor at Manning Road to the main arterial road at New South Head Road and the Woollahra Heritage Conservation Area adjacent to Edgecliff Road.

The steeply sloping topography allows for expansive views from the streets as they wind down the hill from Edgecliff Road.

This is a predominantly low density residential precinct. It contains a mix of mainly one and two storey dwelling houses along Wollaroy Road, the eastern part of Attunga Street, Milton Avenue and the western side of Manning Road. There are some two storey houses with garaging underneath in Manning Road and Linden Avenue, establishing a three storey presentation to the street.

Residential flat buildings are located in the northern part of the precinct towards New South Head Road, and in the western and southern parts of the precinct towards Edgecliff Road and Bondi Junction.

Wollaroy Precinct desired future character

Development is to establish a transition from the large subdivisions and residential flat buildings at New South Head Road and Edgecliff Road to the dwelling houses situated on the slopes.

There is a mix of old and new buildings within this precinct. Alterations and additions to the period houses should retain key elements of the original buildings, including sense of the spacious grounds, setbacks and traditional roof forms, as viewed from the street.

New dwellings may have contemporary designs, but should not detract from adjoining period housing or the predominant character of the streetscape immediately surrounding the site. Particular consideration should be given to establishing consistent front and side setbacks, and providing compatible materials, roof forms and street walls.

On sloping sites, development should step down the site to maintain views, protect the privacy and solar access of adjoining and adjacent properties, and minimise cut and fill.

Residential flat buildings are permitted in the northern part of the precinct up to a height of six storeys. Where these sites adjoin properties with a lower height limit, development is to establish a sympathetic transition to the boundaries; this may be through a graduation of building bulk and height, increased setbacks, or both.

Development adjacent to the Woollahra Heritage Conservation Area must suitably respond to the significance of the HCA.

Streetscape character and key elements of the precinct

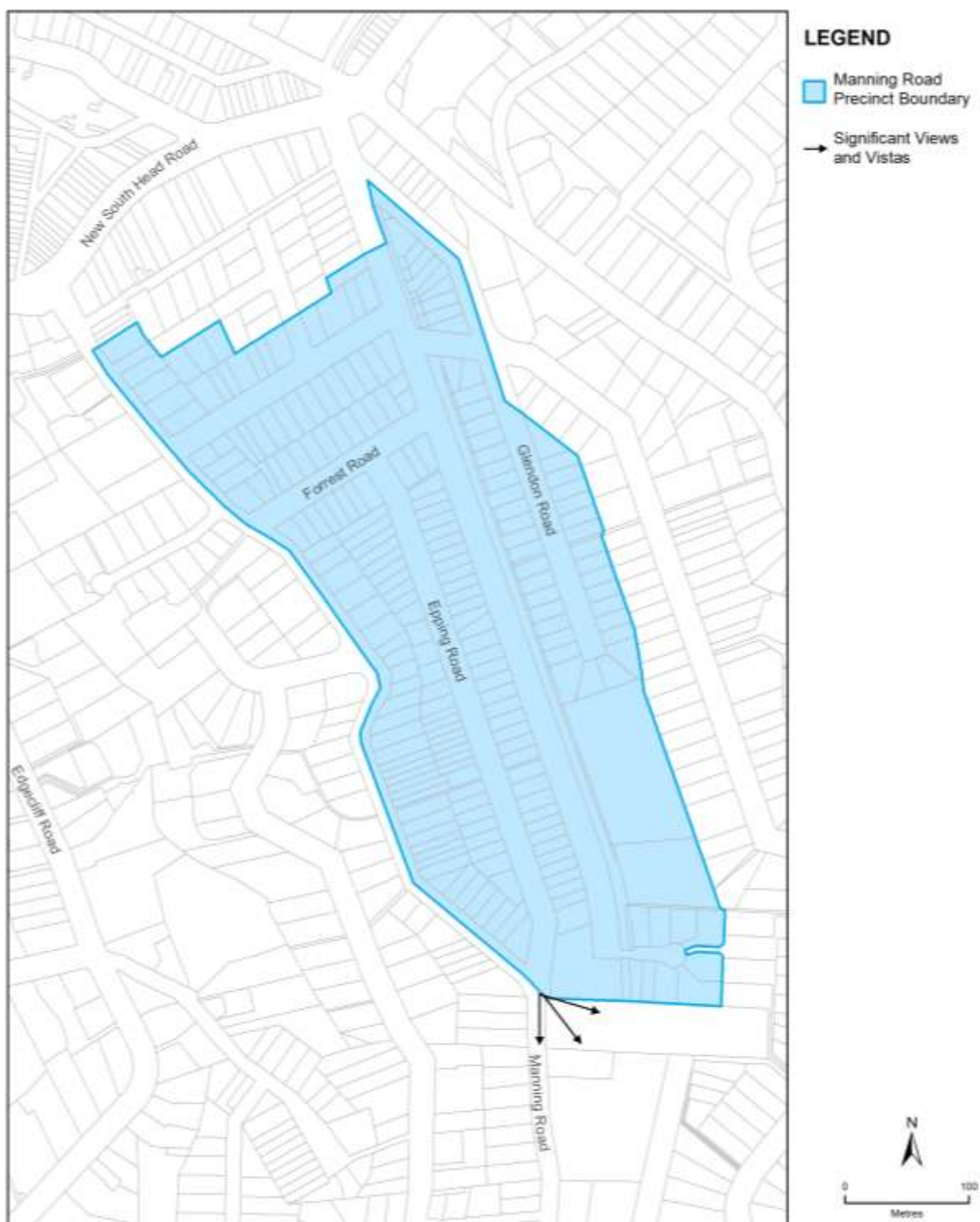
Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the period housing, including large Federation and Inter-War houses set within spacious grounds;
- b) pitched roof or articulated roof forms;
- c) the stepping of development on the hillside;
- d) well established private gardens and trees;
- e) grassed verges and mature street trees;
- f) sandstone garden walls at the street;
- g) the highly visible tree canopy providing a dense green backdrop to views from Sydney Harbour and surrounding lands; and
- h) the preservation of view corridors from public places, including view corridors between buildings.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To establish a development transition from the large residential flat buildings and lots at New South Head Road and Edgecliff Road to the smaller dwelling houses situated on the slopes.
- O3 To design and site buildings to respond to the topography and minimise cut and fill.
- O4 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings, incorporating modulation and a varied palette of materials.
- O5 To protect iconic, harbour and other significant views from the public spaces of the precinct.
- O6 To promote view corridors between buildings to significant views, particularly harbour views.
- O7 To ensure that development on the western boundary of the precinct does not have an adverse impact on the heritage significance of the adjoining Woollahra Heritage Conservation Area.
- O8 To retain and reinforce the green setting of mature street trees, private trees and garden plantings.

Manning Road Precinct



Manning Road Precinct character statement

The Manning Road precinct lies at the base of the Double Bay valley. To the south, east and west are residential areas situated on the hillside, and to the north is the Double Bay centre. The planning controls establish a transition area by graduating the intensity of residential development from the Double Bay Centre to the residential areas.

Although the precinct is zoned R3 Medium Density Residential, the historic subdivision pattern of small single lots provides for the dominant building form of dwelling houses and semi-detached dwellings. The exception is Court Road and parts of Manning Road where lot sizes are relatively larger and some residential flat buildings have been developed.

Forrest Road, Glendon Road and parts of Manning Road are characterised by single storey bungalows and semi-detached dwellings, interspersed with two storey contemporary dwellings.

A significant amount of redevelopment has occurred in Epping Road. The development has predominantly taken the form of two storey semi-detached dwellings or dwellings houses with reduced side setbacks, reflecting the narrow frontages of lots along that street.

Manning Road Precinct desired future character

The precinct's exceptional characteristic is its landscape quality provided by its location at the base of the valley, the highly visible private gardens and the prominent street tree plantings and grassed verges. Development is to reinforce the landscape character by maintaining a landscape setting.

There is a mix of old and new buildings within this precinct. Development for residential flat buildings is generally occurring in the transition area around Court Road close to the Double Bay Centre. However, this precinct is zoned R3 Medium Density Residential and is identified for change.

Development is to recognise the character of the existing built fabric and other prevailing characteristics in the street, such as front gardens, side setbacks and roof forms. Contemporary designs should respond to the streetscape character or adjoining period housing.

Carports and other parking structures must not to dominate the streetscape, and for development on the eastern side of Epping Road vehicle access will only be allowed from the rear lane.

Streetscape character and key elements of the precinct

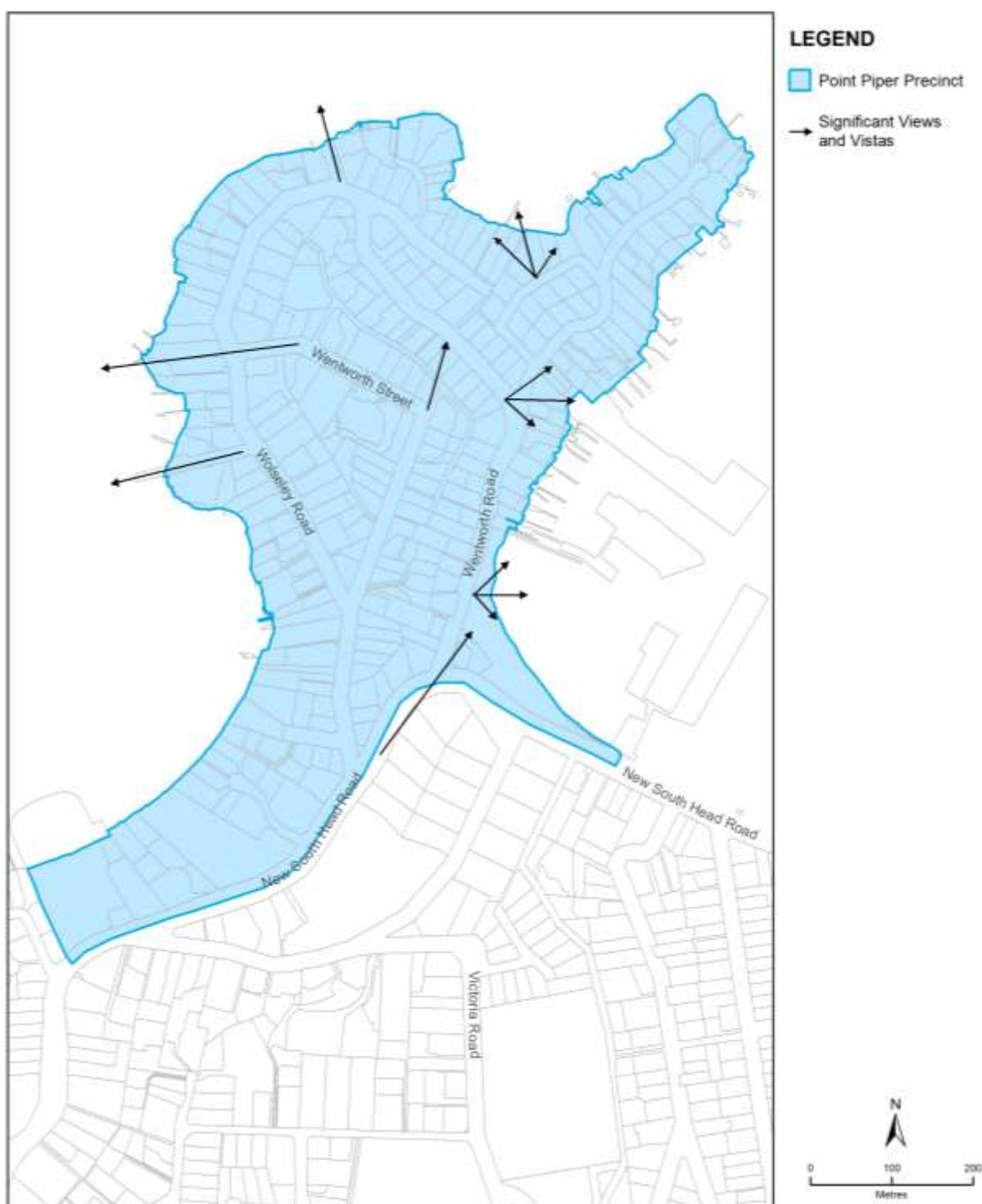
Development respects and enhances the existing elements of the neighbourhood character that contributes to the precinct including:

- a) the period housing, including modest Federation and Inter-War bungalows in landscape settings;
- b) buildings and roof forms sited beneath the highly visible tree canopy;
- c) regular separation and rhythm of spaces between buildings;
- d) uniform street and rear setbacks incorporating highly visible soft landscaping;
- e) mature street trees and grassed verges; and
- f) the highly visible tree canopy as it appears from the surrounding lands.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To establish a transition between the urban quality of the Double Bay centre and the landscape setting and built form character of the residential precinct.
- O3 To reinforce the landscape character and low scale residential character of the Double Bay valley floor.
- O4 To retain and reinforce the green setting of mature street trees, private trees and garden plantings.
- O5 To ensure on-site parking does not dominate the streetscape.
- O6 To ensure that contemporary housing designs do not detract from the streetscape character or adjoining period housing.

Point Piper Precinct



Point Piper Precinct character statement

The Point Piper precinct is a prominent peninsula on Sydney Harbour between Double Bay and Rose Bay. The location provides extensive views across the harbour and surrounding harbourside suburbs.

The precinct contains a range of housing types and styles including an excellent group of Inter-War flat buildings at Longworth Avenue (substantially retained in their garden settings), large post World War II apartment buildings at Wolseley Road, and more recent substantial harbourside houses on large lots (including battle-axe lots).

However, the streetscapes within the precinct vary in quality, and often front fences, walls and garages fronting the street block harbour views from the footpath.

Point Piper Precinct desired future character

The Point Piper precinct is an established residential area with a mixture of architectural styles and forms. It contains both R2 Low Density and R3 Medium Density Residential zoned land.

In the areas zoned R2, development will generally take the form of dwelling houses set within landscaped garden settings. Development must provide opportunities for view sharing from both public spaces and private properties. In particular, buildings should step down the site, also minimising cut and fill. The design of roofs, garages and fences should also facilitate view sharing opportunities and must not dominate the streetscape.

Development on the low side of the street should also contribute to maintaining a consistent front setback, generally set as a 4 metre setback.

Properties at 10, 12 and 14 Longworth Avenue must establish a single storey presentation to the street and provide for view sharing to surrounding properties.

The western side of the peninsula is predominantly zoned R3 zoning, and development for residential flat buildings and multi dwelling housing is encouraged.

The area between Longworth Avenue and Wunulla Road comprises a number of well maintained Inter-War flat buildings. These buildings make a significant contribution to the streetscape. Alterations and additions to these Inter-War flat buildings are to retain the character of the original building through appropriate use of materials, and should not significantly alter significant and traditional building elements visible from the street.

Streetscape character and key elements of the precinct

Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

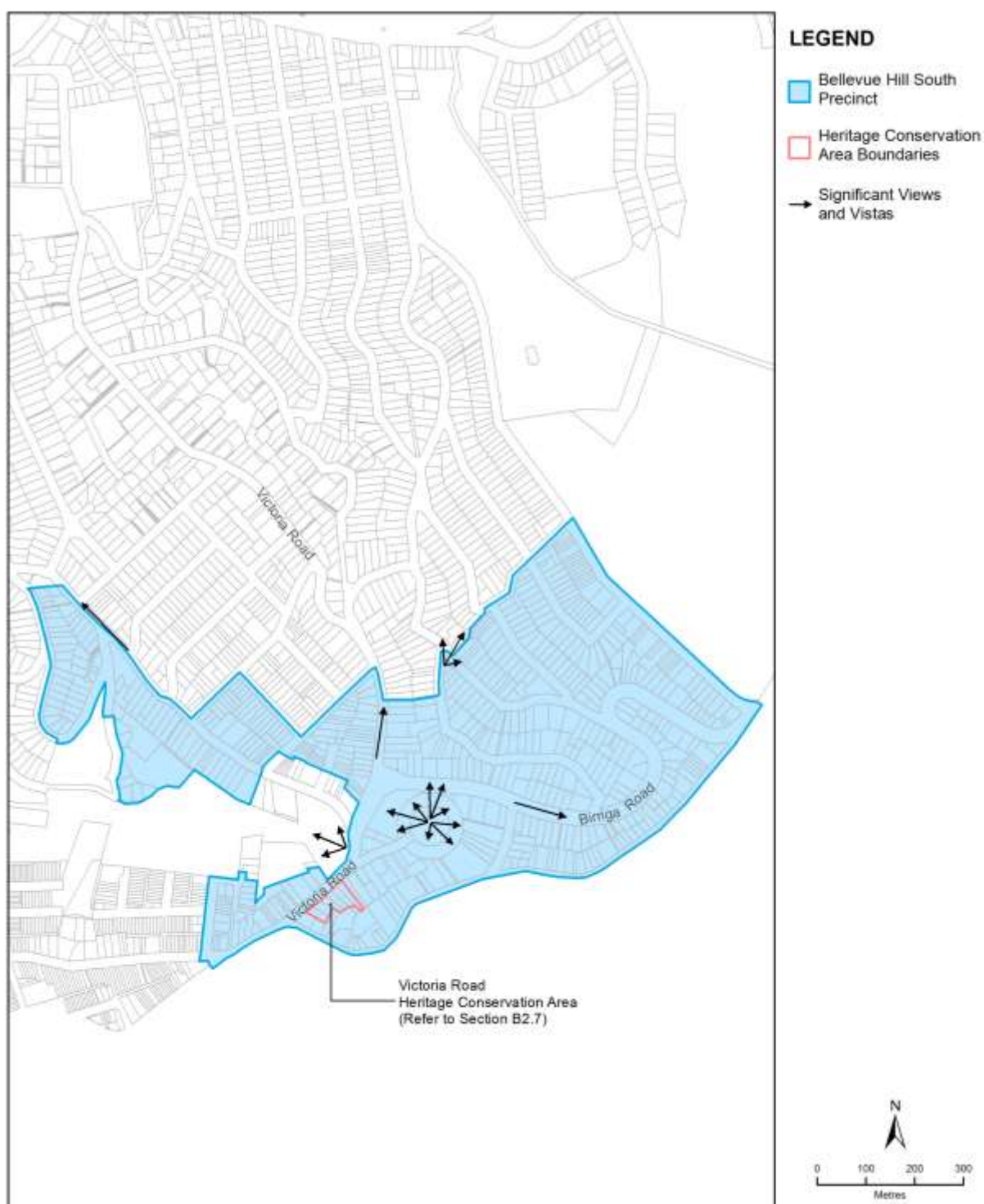
- a) the rich mixture of architectural styles and forms;
- b) views and glimpses of the harbour between buildings from public spaces;

- c) the stepping of development down the hillside;
- d) well established private gardens and trees;
- e) mature street trees;
- f) stone and brick retaining walls on public and private land; and
- g) Inter-War flat buildings.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings, incorporating modulation and a varied palette of materials.
- O3 To ensure that development on the low side of the street maintains a consistent front setback.
- O4 To design and site buildings to respond to the topography and minimise cut and fill.
- O5 To protect iconic and harbour views from the street and other public spaces in the precinct, including views between buildings and over or through front fences.
- O6 To ensure that development facilitates view sharing to adjoining and adjacent private properties.
- O7 To maintain the sense of the historic grand estates by retaining the garden settings and streetscape elements.
- O8 To encourage the retention of the Inter-War flat buildings, particularly significant and traditional building elements visible from the street.
- O9 To retain and reinforce the stone and brick retaining walls that characterise the sloping streets of the precinct.

Bellevue Hill South Precinct



Bellevue Hill South Precinct character statement

The Bellevue Hill South precinct is sited along the ridgeline and plateau of Bellevue Hill. The precinct contains a wide range of housing types and styles. As with many of the residential areas across the municipality, the built fabric is set within a landscaped setting.

Land within this precinct is zoned R3 Medium Density Residential, but the form and scale of buildings vary from the Inter-War flat buildings and more recent apartment buildings to low density dwelling houses and semi-detached dwellings.

The street pattern in this part of Bellevue Hill responds to the nature of the landform, curvilinear in hillside areas, and rectilinear in flat areas. Distant views to the city skyline and the harbour are available from some parts of the precinct.

The precinct contains a number of street types in an identifiable hierarchy, and the precinct is generally divided into two sections based on the road hierarchy.

The main roads include Birriga Road, Old South Head Road, Victoria Road and Bellevue Road. Development along these roads is characterised by Inter-War and contemporary residential flat buildings, interspersed with semi-detached and detached dwelling houses. The housing stock includes original dwellings from the early 20th century and Inter-War period with more substantial contemporary dwelling houses.

Development along the local roads contains a mix of dwelling houses, semi-detached houses, multi-dwelling housing and residential flat buildings. Development on the sloping sites steps down the hillside. The precinct contains a diverse mix of building styles from early 20th century buildings to well-designed contemporary buildings.

The precinct also incorporates, or is adjacent to, significant public parklands and open spaces. The upper part of Cooper Park, the Woollahra Golf Course and Bellevue Park all contribute to the identity of the precinct.

Bellevue Hill South Precinct desired future character

New development on the major streets of Birriga Road, Victoria Road and Old South Head Road will generally take the form of residential flat buildings and multi dwelling housing, and maintenance of existing Inter-War flat buildings. New development should be designed to step down sloping sites and provide side boundary setbacks that allow for views between buildings. Development should not detract from the amenity of adjoining and adjacent lower density forms of residential development.

Development along the local roads will provide a mix of housing densities and styles in well designed contemporary buildings, which reinforce the natural topography and provide opportunities for view sharing. This may include multi-dwelling housing, attached dwellings and dwelling houses in the transition area at Boronia Street, Blaxland Road and the northern side of Bundarra Road, and semi-detached dwellings, as well as dwelling houses, in Pringle Place and Buller Street.

Development must provide opportunities for view sharing from both public spaces and private properties. In particular, buildings should step down the site, also minimising cut and fill.

Streetscape character and key elements of the precinct

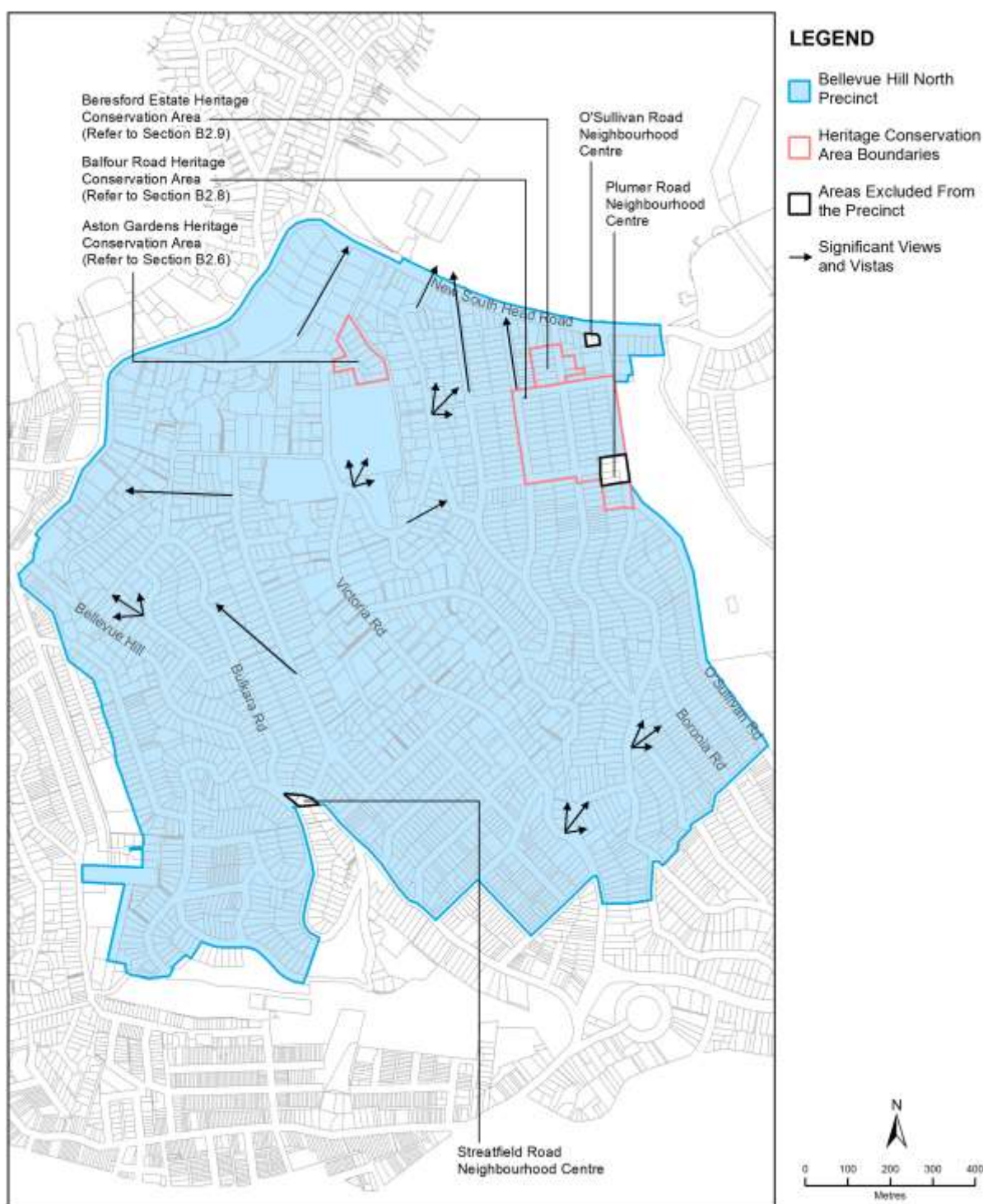
Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the rich mixture of architectural styles and forms;
- b) the stepping of development down the hillside;
- c) interconnected streets following the contours of the land;
- d) deep soil landscaping within the front and rear setbacks;
- e) mature street trees and grassed verges;
- f) the highly visible tree canopy providing a dense green backdrop to views from Sydney Harbour and surrounding lands; and
- g) the preservation of views from public places, including view corridors between buildings.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings, incorporating modulation and a varied palette of materials.
- O3 To establish a transition of development scale from the detached dwelling houses at the northern end of Bellevue Hill to the residential flat buildings that address the major streets - Birriga Road, Old South Head Road and Victoria Road – situated along the precinct ridgeline.
- O4 To ensure that alterations and additions to the Inter-War flat buildings do not detract from the character of these buildings and their presentation to the street.
- O5 To design and site buildings to respond to the topography and minimise cut and fill.
- O6 To preserve significant views and vistas to surrounding areas from the streets and parks.
- O7 To reinforce the landscape setting and maintain the existing tree canopy.

Bellevue Hill North Precinct



Bellevue Hill North Precinct character statement

The Bellevue Hill North precinct is sited on the slopes and plateau of Bellevue Hill. New South Head Road, the main arterial road, forms the northern edge of the precinct.

The precinct contains three distinct settings:

- the edge development fronting New South Head Road (between Bellevue Road and Victoria Road) which contains predominantly substantial residential flat buildings set behind sandstone walls, garages and steps;
- development opposite the Rose Bay promenade on New South Head Road, typically large detached buildings within a landscape setting; and
- the one to three storey dwelling houses and residential flat buildings set in the winding streets that follow the contours of Bellevue Hill.

As with many of the higher parts of the municipality, significant views and vistas are available from many of the public spaces. This precinct also contains two large private school campuses: Cranbrook School and Scots College.

Bellevue Hill North Precinct desired future character

The Bellevue Hill North precinct is an established residential area with a rich mixture of architectural styles and forms. Development is to be compatible with the existing built fabric, subdivision pattern and other prevailing characteristics in the street, such as setbacks and roof forms.

On sloping sites, development should step down the site to maintain views, protect the privacy and solar access of adjoining and adjacent properties, and minimise cut and fill. The design of roofs and fences should also facilitate view sharing opportunities, and carports and other parking structures must not to dominate the streetscape.

There are pockets of Inter-War flat buildings along Drumalbyn Road that contribute to the precinct character, and the retention of these buildings is encouraged. Alterations and additions to the Inter-War flat buildings are to retain the character of the original building through appropriate use of materials, and should not significantly alter significant and traditional building elements visible from the street.

Development is to retain views of the harbour from public spaces and provide for view sharing from private properties. Development adjacent to the heritage conservation areas must also suitably respond to the significance of the HCA.

Streetscape character and key elements of the precinct

Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

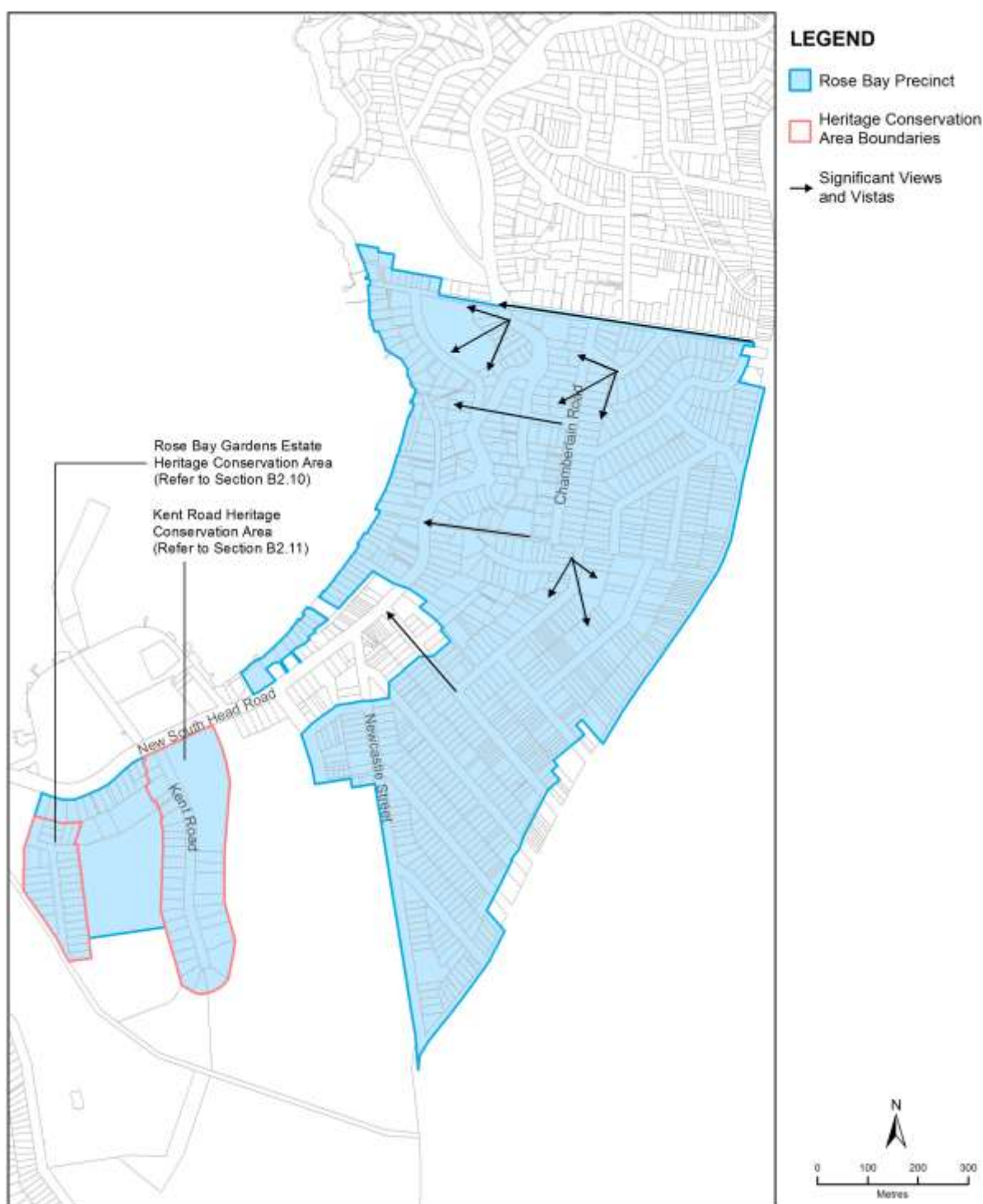
- a) the rich mixture of residential architectural styles and forms, including dwelling houses and residential flat buildings;
- b) the relationship of development along New South Head Road to the promenade and the harbour;
- c) buildings set within highly visible gardens;
- d) the tree canopy formed by both street and private yard plantings;
- e) mature street trees, grassed verges and sandstone walls;
- f) harbour views available from the streets within the precinct; and
- g) the heritage significance of the adjoining Aston Gardens, Beresford Estate and Balfour Road Heritage Conservation Areas.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings incorporating modulation and a varied palette of materials.
- O3 To maintain a transition of development scale from the residential flat buildings that address New South Head Road, to the dwelling houses that dominate the majority of the precinct.
- O4 To reinforce a consistent building scale with streets.
- O5 To ensure that development responds in form and siting to the street and subdivision pattern.
- O6 To design and site buildings to respond to the topography and minimise cut and fill.
- O7 To reinforce the landscape setting and maintain the existing tree canopy which forms a green backdrop when viewed from the harbour and the surrounding districts.
- O8 To retain and reinforce the green setting of mature street trees, private trees and garden plantings and minimise hard stand areas.

- O9 To protect important views from the public spaces of the precinct to the harbour and city skyline, including view corridors between buildings.
- O10 To ensure that development facilitates view sharing to adjoining and adjacent private properties.
- O11 To ensure on-site parking does not dominate the streetscape.

Rose Bay Precinct



Rose Bay Precinct character statement

The Rose Bay residential precinct incorporates the hillside at the neck of the eastern suburbs peninsula and the lowest part of the Rose Bay basin (adjacent to the large park and recreational area). The street block system in the low lying areas is generally rectilinear, allowing for regular building lots. On the hillsides, irregular street and block patterns occur reflecting the topography.

Prominent building types within the precinct include Inter-War detached housing and Art Deco apartment buildings. More recent development, particularly in Spencer and Carlisle Streets, has seen the subdivision pattern altered to create larger lots for residential flat buildings.

The Rose Bay residential precinct is sited between the two main urban connectors of Old South Head Road and New South Head Road. The Rose Bay Centre is located on New South Head Road in the western part of the precinct. The mixed use centres of Rose Bay North and Rose Bay South are located on Old South Head Road. These centres frame the precinct and serve the daily and weekly shopping needs of the local community.

This precinct also includes the Kambala School, Lyne Park and the Royal Sydney Golf Club.

Rose Bay Precinct desired future character

This precinct includes land zoned R2 Low Density Residential and R3 Medium Density Residential. Most of the R3 Medium Density Residential land is located near the business centres and the main connector roads. Although much of this R3 zoned land currently contains many dwelling houses, this area is identified for change and will be redeveloped for medium density residential uses such as residential flat buildings, manor houses, multi dwelling housing, multi dwelling housing (terraces) and attached dwellings.

In particular, there is opportunity for redevelopment along Old South Head Road, with a view to providing a greater intensity of development adjacent to this classified road.

The residential areas zoned R2 Low Density Residential will continue to experience an evolution of residential building styles through the introduction of well-designed contemporary dwelling houses, which reinforce the natural topography and provide opportunities for view sharing.

On the hillsides and steeply sloping sites, the built form should step with the land to ensure development reflects the existing topography and minimises the need for excavation.

Streetscape character and key elements of the precinct

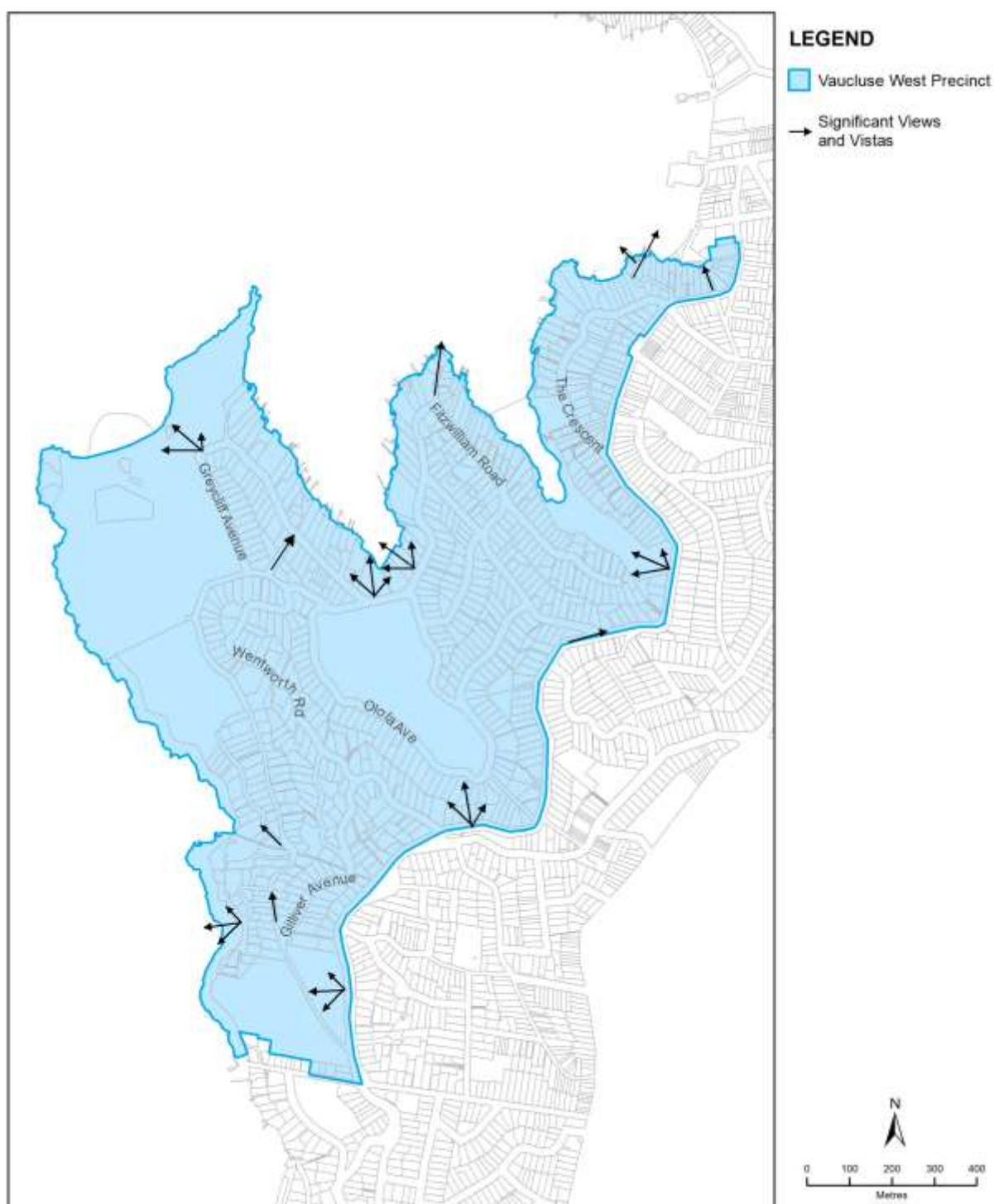
Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the rich mixture of residential architectural styles and forms, including dwelling houses and residential flat buildings;
- b) the pattern of rectilinear residential streets within the valley basin, and curvilinear streets in the steeper areas;
- c) dwelling houses set within highly visible gardens;
- d) the visual relief within streetscapes provided by the separation of buildings, the articulation of facades and building forms;
- e) the tree canopy formed by both street and private yard plantings;
- f) sandstone garden walls at the street;
- g) the relationship of residential development to the open spaces (including Lyne Park and the Royal Sydney Golf Club) and the harbour; and
- h) the iconic and harbour views available from the streets and other public spaces, including view corridors between buildings.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To encourage development at a scale which relates to the function and role of the streets they address, i.e. larger scale development on the major streets (Old South Head Road and New South Head Road adjacent to the commercial centre) and a range of housing types on the minor streets.
- O3 To provide for an evolution of building stock from dwelling houses to medium density development in the R3 zoned areas.
- O4 To maintain the evolution of residential building styles through the introduction of well designed contemporary buildings incorporating modulation and a varied palette of materials.
- O5 To reinforce a consistent building scale within streets.
- O6 To design and site buildings to respond to the topography and minimise cut and fill.
- O7 To protect important iconic and harbour views from the public spaces of the precinct.
- O8 To reinforce the landscape setting and maintain the existing tree canopy.

Vaucluse West Precinct



Vaucluse West Precinct character statement

The Vaucluse West precinct is sited along the foothills of the harbour foreshore between Rose Bay and Watsons Bay. The precinct is one of outstanding natural beauty and includes foreshore waterfront reserves and waterfront parks, including Nielson Park and Parsley Bay, as well as two large park-like estates: Strickland House and Vaucluse House. The precinct also contains the heritage listed Kincoppal School.

It is a low density residential precinct characterised by large dwelling houses. Though the architectural styles and forms vary, these dwelling houses are generally located within a garden setting and have common street setbacks and side setbacks that allow for views between buildings. Recent development has tended to take the form of three storey dwelling houses with flat roof designs.

The landform, street trees, domestic gardens and substantial foreshore parklands create a dominant visual impression of a well treed landscape. The location adjacent to the harbour also provides for water and parkland views from the streets.

Streetscape character and key elements of the precinct

Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the relationship of the precinct to the harbour;
- b) the rich mixture of architectural styles, and the emphasis on their connection to the landform;
- c) buildings set within highly visible gardens;
- d) buildings addressing the street; and
- e) the harbour and iconic views available from the streets of the precinct, including view corridors between buildings.

Vaucluse West Precinct desired future character

The Vaucluse West precinct is to maintain the evolution of low density residential development through the introduction of well-designed contemporary dwelling houses that retain views of the harbour from public spaces and provide for view sharing from private properties.

Development may be three storeys, but should establish a two storey presentation to the street with a reduced scale on the third floor, which will help reduce building bulk and scale.

On sloping sites, development should step down the site to maintain views, protect the privacy and solar access of adjoining and adjacent properties, and minimise cut and fill.

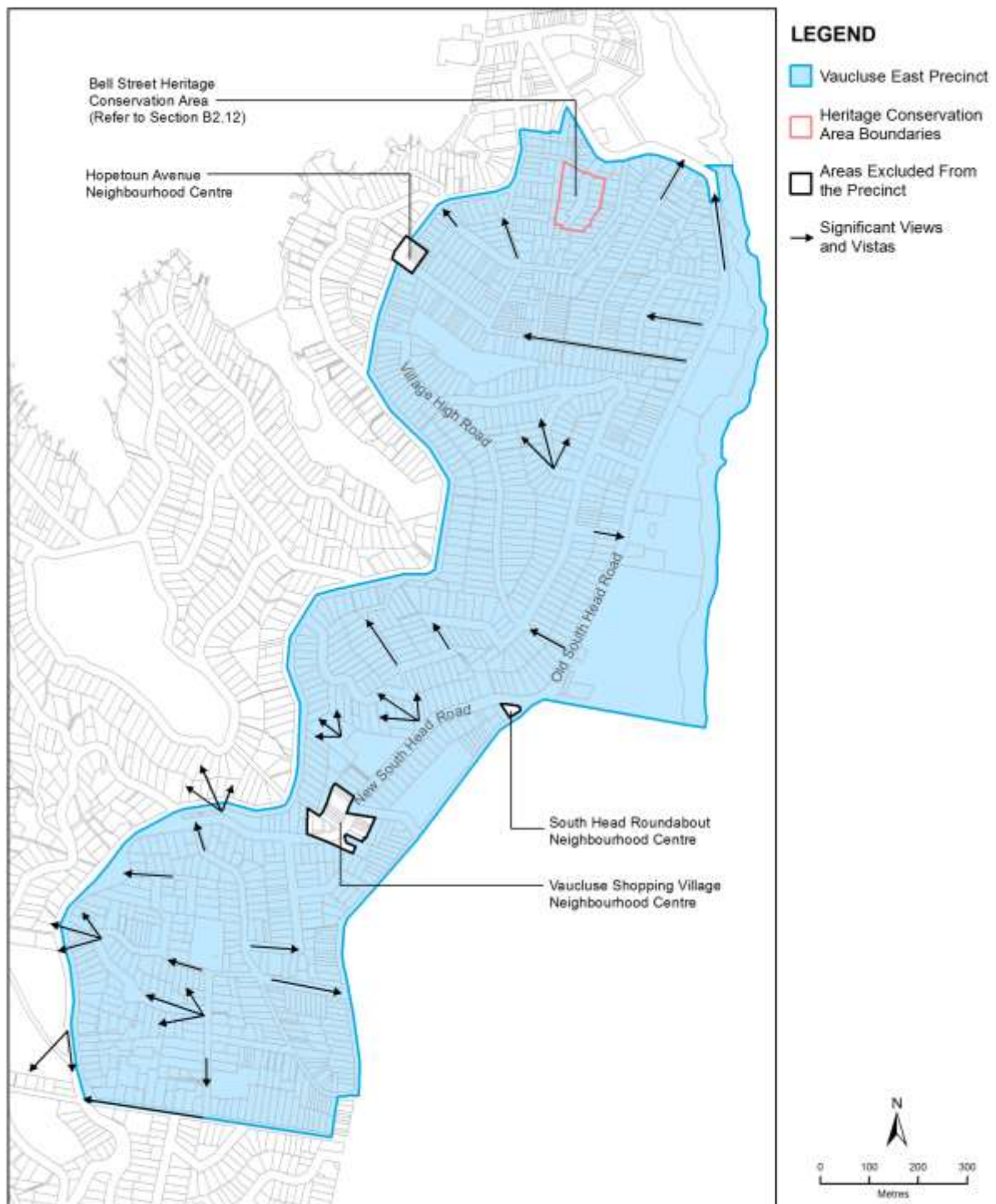
In particular, development is to retain views of the harbour from public spaces and provide for view sharing from private properties; these can be achieved by providing suitable side boundary setbacks and fencing, roof forms and thoughtful distribution of building form across the site.

The built form should not detract from the unique features of the natural landscape, or be of such a scale that it dominates adjoining development, or is visually intrusive when viewed from the streetscape or the harbour.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To retain the scenic qualities provided by the dramatic topography and natural vegetation that provide an attractive setting on Sydney Harbour.
- O3 To maintain the evolution of residential building styles through the introduction of good contemporary buildings incorporating modulation and a varied palette of materials.
- O4 To minimise building bulk and scale of three storey development by designing development to generally present as a two storey form to the street.
- O5 To design and site buildings to respond to the topography and minimise cut and fill.
- O6 To protect important views from the public spaces of the precinct to the harbour and the city skyline including view corridors between buildings.
- O7 To reinforce the landscape setting and maintain the existing tree canopy.
- O8 To retain and reinforce the green setting of mature street trees, private trees and garden plantings.

Vaucluse East Precinct



Vaucluse East Precinct character statement

The Vaucluse East Precinct comprises an elevated plateau which provides an extensive backdrop and significant scenic presentation to Sydney Harbour along its eastern foreshore.

A spectacular feature of the precinct is the public foreshore land on the eastern side of Old South Head Road which contains the Macquarie Lighthouse, a prominent harbour landmark and parkland. The highest parts of the precinct afford 360° views of both the harbour and ocean. Vantage points include Johnsons Lookout, Samuel Park, Gap Park, Christison Park and Lighthouse Reserve.

The precinct contains a wide range of housing types and styles reflecting important stages in its development. Large areas are characterised by Federation and Inter-War bungalows.

Inter-War residential flat buildings are also important contributors to the local character. However, the dominant development type is the dwelling house, located within a garden setting and highlighted by consistent street setbacks and side setbacks that allow for views between buildings.

The precinct's exposed location at the plateau of the peninsula has resulted in a sparser foliage and tree canopy compared with the more protected streets of the Vaucluse West precinct.

Vaucluse East Precinct desired future character

The Vaucluse East precinct is to maintain the evolution of low density residential development, generally through the introduction of well-designed contemporary dwelling houses.

Development may be three storeys, but should establish a two storey presentation to the street with a reduced scale on the third floor, which will help reduce building bulk and scale.

On sloping sites, development should step down the site to maintain views, protect the privacy and solar access of adjoining and adjacent properties, and minimise cut and fill.

The built form should not detract from the unique features of the natural landscape, or be of such a scale that it dominates adjoining development, or is visually intrusive when viewed from the streetscape or the harbour.

In particular development is to retain views of the harbour from public spaces and provide for view sharing from private properties; these can be achieved by providing suitable side boundary setbacks and fencing, roof forms and thoughtful distribution of building form across the site.

Within this precinct, some land fronting Old South Head Road is zoned R3 Medium Density Residential, and may provide opportunities for renewal of existing building stock.

Streetscape character and key elements of the precinct

Development respects and enhances the existing elements of the neighbourhood character that contribute to the precinct including:

- a) the relationship of the precinct to the coastal parklands;
- b) the rich mixture of architectural styles, and their emphasis on their connection to the landform;
- c) buildings set within highly visible gardens;
- d) buildings addressing the street; and
- e) the iconic and harbour views available from the streets of the precinct, including view corridors between buildings.

Desired future character objectives

- O1 To respect and enhance the streetscape character and key elements of the precinct.
- O2 To retain the scenic qualities provided by the dramatic topography and natural vegetation within the precinct.
- O3 To maintain the evolution of low rise residential building styles through the introduction of good contemporary buildings incorporating modulation and a varied palette of materials.
- O4 To minimise building bulk and scale of three storey development by designing development to generally present as a two storey form to the street.
- O5 To design and site buildings to respond to the topography and minimise cut and fill.
- O6 To protect important views from the public spaces of the precinct to the harbour and the city skyline, including view corridors between buildings.
- O7 To reinforce the landscape setting and maintain the existing tree canopy.
- O8 To retain and reinforce the green setting of mature street trees, private trees and garden plantings.

Business Precincts

Note: Edgecliff, Rose Bay Local Centre (New South Head Road) and Double Bay Local Centre are not included in this discussion paper.

Hopetoun Avenue, Vaucluse



Hopetoun Avenue, Vaucluse centre character statement

The Hopetoun Avenue neighbourhood centre is located on an elevated slope on Hopetoun Avenue, at the corner of Cambridge Street Vaucluse; it is within a kilometre of Watsons Bay.

This is a relatively small centre, comprising a row of seven shop top premises, including a neighbourhood shop. Other businesses currently located in the centre are a pool shop and food catering business. Some of the ground floor shopfronts do not provide active uses, and one of these appears to contain a residential use. These inactive shopfronts detract from the role of the centre, its vitality and amenity.

Historical development of the area

Land in and near the centre was subdivided in the early 1900s. Access to Vaucluse was by ferry landing at nearby Parsley Bay or near Gibson Reserve. Larger waterfront blocks were released and built upon first. Substantial housing development followed in the 1920s and 1930s, whilst Vaucluse Council resisted residential flat building in the municipality. The nearby Vaucluse Primary School opened in 1925.

Built form

The centre comprises two groups of buildings at 167-171 and 173-179 Hopetoun Avenue. These are a short row of Inter-war two storey shop top housing with some recent three storey additions. The shop top buildings are all built to the street alignment with continuous awnings and parapets. The building stock around the centre is represented by larger detached residential dwellings of generally high quality and set in generous gardens.

Public parks and community facilities

Gibson Park, Parsley Bay Reserve and Vaucluse Public School are located close to the centre.

Public domain

The asphalt footpath and minimal street furniture provide a basic standard of pedestrian amenity.

Access and circulation

The centre is on the Watsons Bay bus route, although most shoppers would use car transport or arrive on foot from nearby residences. On street parking is adequate for the low levels of retail activity.

Views and aspect

The centre enjoys a pleasant elevated north-westerly aspect. The church steeple of Our Lady Star of the Sea on New South Head Road at Watsons Bay may be seen when looking north-east from the upper levels of the shop top housing in the centre.

Hopetoun Avenue



Hopetoun Avenue, Vacluse centre desired future character

The Hopetoun Avenue neighbourhood centre is a small centre located within a continuous row of shop top housing. The Inter-war buildings 167-171 and 173-179 Hopetoun Avenue make an attractive contribution to the streetscape, exhibiting a cohesive street wall, strong character elements, and establishing the scale and character of the centre.

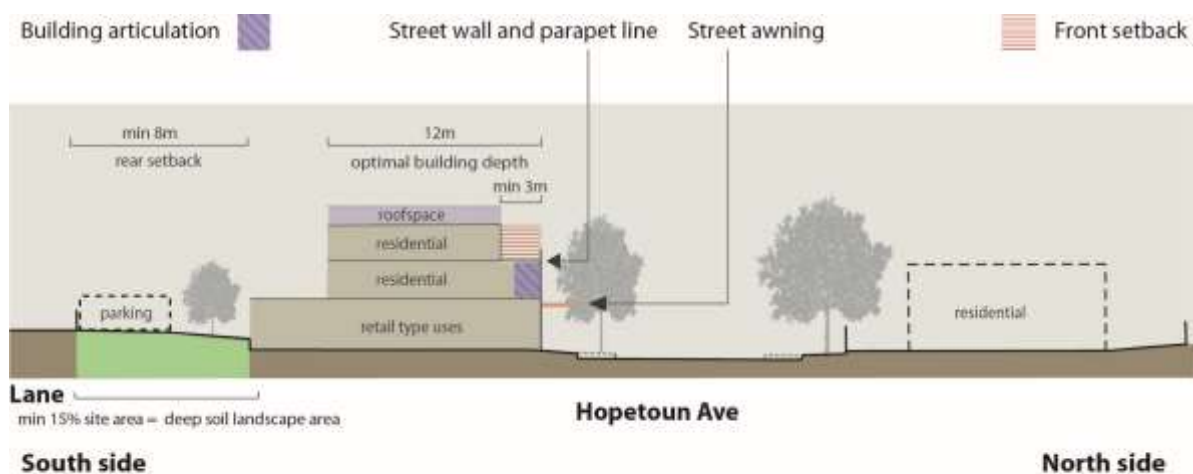
Redevelopment within the centre should protect the fabric and character of these buildings.

The centre is located within an established residential area and there is great potential for the centre to become more of a community hub. The ground floor uses are to establish active frontages with small scale shops and services, particularly those that provide for the daily convenience needs of surrounding residents, such as a cafe, bakery and grocers. Residential uses will occur on the upper levels.

Hopetoun Avenue, Vacluse centre objectives and controls

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

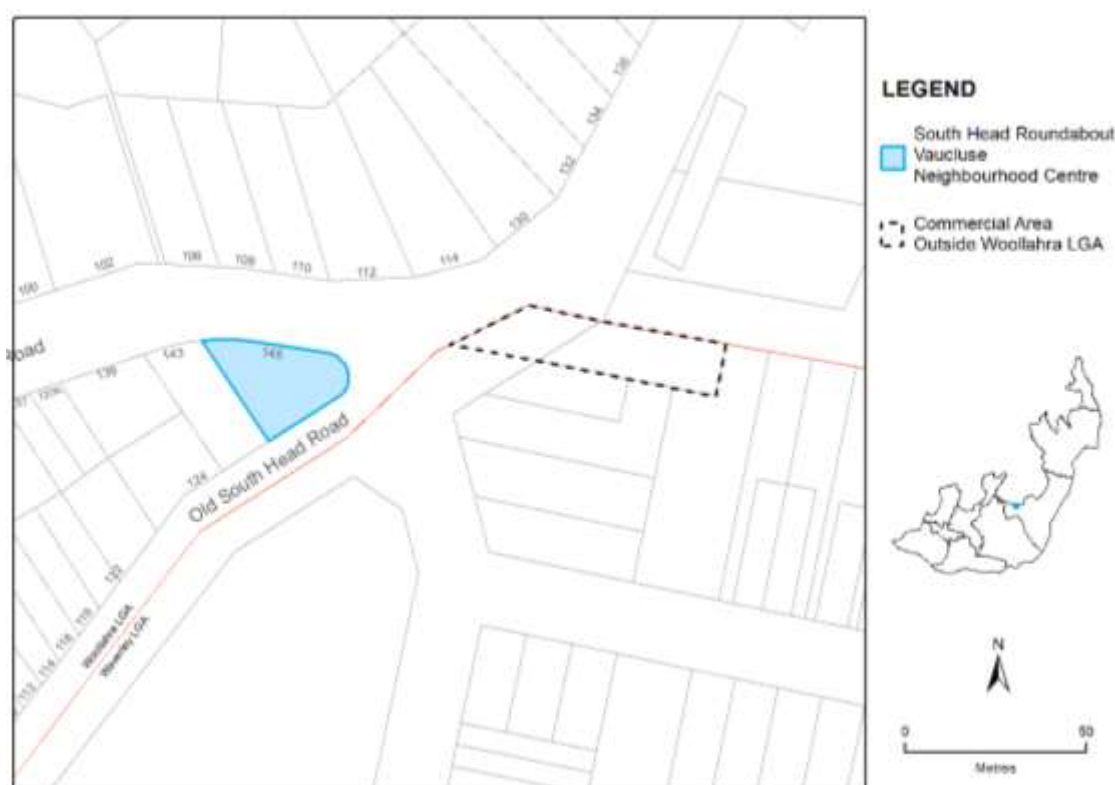
Hopetoun Avenue street section



Objectives	Controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 Development supports the adaptive re-use of existing shop top units.</p> <p>C2 The ground level contains active uses, preferably shops, and cafés including outdoor dining, that meet the daily convenience needs of the local community.</p> <p>C3 Residential uses located above street level in the form of shop top housing.</p>
O2 To protect the fabric and character of the existing Inter-war shop top buildings.	<p>C4 Development does not include infill of original verandahs.</p> <p>C5 Development includes a continuous solid suspended awning over the public footpath and along the return into Cambridge Street.</p>
O3 To retain a coherent streetscape with a consistent street wall and parapet line.	<p>C6 Development is a maximum of three storeys.</p> <p>C7 Development retains two storeys built to the street alignment, as well as the continuous parapet line.</p> <p>C8 Development on the third level is setback from the street boundary as shown.</p> <p>C9 Development does not include vehicular access off Hopetoun Avenue.</p>
O4 To encourage good building design and limit building bulk.	C10 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.

Objectives	Controls
O5 To provide for the amenity of occupants and adjoining properties.	<p>C11 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C12 The building is setback from the rear boundary by at least 8m.</p> <p>C13 At least 15% of the site is provided as deep soil landscaped area.</p>
O6 To improve the pedestrian environment.	C14 Development includes advanced tree planting as a formal row of shade trees.
O7 To encourage footpath dining in areas with good solar access.	C15 Footpath dining areas receive a minimum 2 hours solar access each day.

South Head Roundabout, Vaucluse



South Head Roundabout, Vaucluse centre character statement

South Head Roundabout shops are located on New South Head Road at the junction with Old South Head Road. These shops are located in an Inter-war building which provides a significant landmark at this broad open intersection. The centre provides a small selection of specialty shops and personal services, such as a hair dresser, clothes alterations, art gallery, homewares shop and fitness studio. Residential uses occur on the upper level.

This centre is located across the road from a small group of two shopfronts currently used as a café and bakery, located in the Waverley Council area. The connections and relationship between these centres are compromised by the relatively busy roundabout at the intersection New South Head Road and Old South Head Road.

Historical development of the area

New South Head Road was constructed as a link to Watsons Bay during the 1830s. The South Head Cemetery was dedicated in 1845. Land in and near the centre was subdivided in the early 1900s at the same time as a tramline along New South Head Road was introduced. However, substantial housing development did not proceed until the 1920s and 1930s. Vaucluse Council resisted residential flat building in the municipality, but there were

some Inter-war flat buildings built on New South Head Road near the centre. Vaucluse High School adjacent to the centre opened in 1960, the same year that the tram service ceased.

Built form

This neighbourhood centre is contained in a single well conserved Inter-war building that includes a sympathetic third floor addition for residential use. The building addresses the corner at the roundabout and New South Head Road, and has a continuous parapet line and a series of canvas awnings. Across the roundabout in the Waverley Municipality is a mix of 20th century architecture of varying quality and scale, and a recent five storey residential flat building facing Christison Park.

Public parks and community facilities

Christison Park and the South Head Cemetery are both within 100m of the site. Christison Park offers recreational opportunities in proximity to the neighbourhood centre.

Public domain

The standard asphalt footpath pavement and the exposed corner situation on the roundabout afford little pedestrian amenity.

Access and circulation

The centre is well located on bus routes operating on both New South Head Road and Old South Head Road. It is accessible by car and provides a limited number of off-street car parking spaces. The speed and volume of vehicles moving through the roundabout compromise pedestrian amenity and safety.

Views and aspect

To the north-east, beyond the roundabout, the centre has a distant outlook to Christison Park. To the north, harbour views are afforded from the upper storeys of the Inter-war building.

New South Head Road and Old South Head Road



South Head Roundabout, Vacluse centre desired future character

The South Head Roundabout neighbourhood centre will continue to be a relatively small centre that provides a range of specialty shops and personal services that service the local community, and supplement the nearby Vacluse village which provides a greater range of local convenience shops and services. Office and residential uses will occur on the upper levels.

This neighbourhood centre is located in an Inter-war building which provides a strong and visually attractive landmark at this major intersection of New South Head Road and Old South Head Road. The building is a good intact example of the ocean liner style and it is important that the building and key elements, such as the continuous parapet line, stay intact. Although the original face brickwork has been painted and the original awning has been removed, the consistent canvas awnings and under-awning signage make a positive contribution to the streetscape and this visual unity should be retained.

At the street level, large glass shop frontages provide great opportunity for interesting and attractive shopfront displays that contribute to the amenity of the pedestrian environment; the surface area of these windows should generally remain transparent to provide for permeability into shopfronts and promote active street frontages.

South Head Roundabout, Vaucluse centre objectives and controls

Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 Development supports adaptive re-use of existing retail units.</p> <p>C2 The ground level contains active uses, preferably a range of local and speciality shops and business premises that meet the needs of the local community.</p> <p>C3 The upper levels generally contain office uses, and/or residential uses.</p>
O2 To protect the fabric and character of the existing Inter-war building.	<p>C4 Development is sympathetic to the existing character and fabric of the Inter-war building.</p> <p>C5 Development retains a coherent streetscape with a consistent street wall and parapet line.</p> <p>C6 Development is a maximum of three storeys.</p> <p>C7 Development reinstates a fixed stepped awning, on its original alignment, to the building façade. The colour and materials of the awning respect the architecture and character of the building.</p>
O3 To improve the pedestrian environment and connections to commercial activity on the eastern side of the roundabout.	C8 Development improves the existing landscape treatment and includes streetscape improvements.

Vaucluse Shopping Village, Vaucluse



Vaucluse Shopping Village, Vaucluse centre character statement

Vaucluse Shopping Village is located on the ridgeline on a curved section of New South Head Road. It provides a good mix of local convenience retailing and services, including a post office, newsagent, fruit and vegetable grocer, butcher, cafes, bottle shop and florist.

The centre is characterised by two storey shop top housing, with some recent three storey infill development on the western side.

Historical development of the area

New South Head Road was constructed as a link to Watsons Bay during the 1830s. In 1880 the Shaftesbury Institute was opened on land currently occupied by Samuel Park and the site known as the former Vaucluse High School. The Shaftesbury Institute operated as a girls' reformatory and then was used as an institution for non-criminal men in 1915.

Land in and near the centre was subdivided in the early 1900s and at the same time the tram line along New South Head Road was introduced. However, substantial housing development did not occur until the 1920s and 1930s.

In 1930 three acres of land from the Shaftsbury Institute grounds was dedicated to Council for public recreation purposes and named "Samuel Park".

Although Vaucluse Council resisted residential flat building in the municipality, some Inter-war flat buildings were built on New South Head Road near the centre. In 1960, the Vaucluse High School opened. In that same year the tram service ceased.

Built form

The building stock in and around the centre includes 20th century architecture of varying quality.

The built form generally consists of:

- shop top housing in the form of predominantly two storey Inter-war buildings interspersed with more contemporary buildings;
- two and three storey mixed use developments at the north-eastern and south-western end of the centre; and
- a two storey mixed use building on the corner of New South Head Road and Laguna Street.

The buildings generally address the street, provide continuous awnings, and have parapet or hipped rooflines.

Public parks and community facilities

Samuel Park, which also includes the Vaucluse Bowling Club, is located close to the centre.

Public domain

The centre provides a relatively good standard of pedestrian amenity, and fairly consistent footpath treatment, street furniture and planting.

Access and circulation

The centre is on the Watsons Bay bus route. However, most shoppers access the centre by car and are reliant on car transport and turnover of on-street car parking spaces. Pedestrian safety is somewhat compromised by the restricted sightlines on New South Head Road.

Views and aspect

The north-eastern end of the shopping centre has views towards the Vaucluse Bowling Club and Samuel Park.

New South Head Road and Laguna Avenue



Vaucluse Shopping Village, Vaucluse centre desired future character

The Vaucluse neighbourhood centre is a lively village that provides for the daily convenience needs of the local community. It is expected that this role will continue and strengthen.

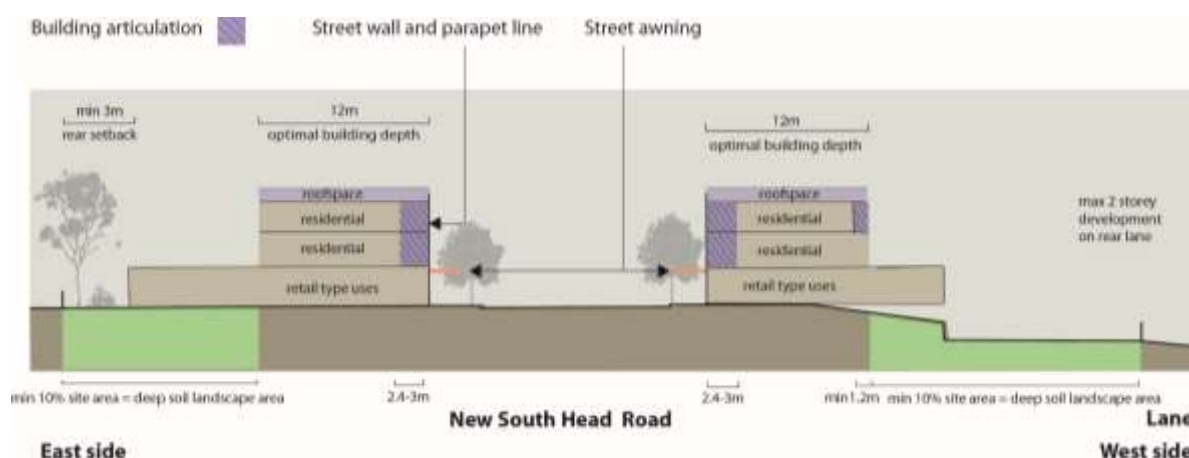
Higher order retailing, such as banking and weekly shopping, will be provided at larger centres such as the Rose Bay local centre.

The redevelopment of the former Vaucluse High School site for seniors living will increase the residential population within walking distance of the centre and increase the demand for daily goods and personal services. Possible redevelopment on the carwash site for mixed use development will also provide for a small extension of the centre along the eastern side. New and infill development will reinforce the village feel of the centre, providing well designed buildings that reflect the scale and rhythm of the existing built form and shopfronts.

Vaucluse Shopping Village, Vaucluse centre objectives and controls

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

Vauluse Village street section



Note: Street section does not apply to 26-36 New South Head Road

Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	C1 Development supports adaptive re-use of existing retail units. C2 The ground level contains active uses, preferably local and speciality shops, business premises and cafes and restaurants that meet the needs of the local community. C3 Residential uses located above street level in the form of shop top housing.
O2 To develop a coherent streetscape with a consistent street wall.	C4 Development is a maximum of three storeys at the New South Head Road frontage.
O3 To ensure consistency of built form and presentation to the street.	C5 For properties 26-36 New South Head Road, development provides: <ul style="list-style-type: none"> a) two storey street wall built to the street alignment, with a continuous and consistent parapet line; and b) an upper level setback of at least 1.2m for at least 80% of the frontage, where setback walls are

Objectives	Local controls
	<p>aligned parallel to the street boundary.</p> <p>C6 For all sites other than 26-36 New South Head Road, development provides a three storey street wall built to the street alignment, with a continuous and consistent parapet line above.</p> <p>C7 For development on the west side of the street, as identified in the street section diagram:</p> <p>a) building form responds to the fall of the land; and</p> <p>b) development is a maximum of two storeys to the rear lane.</p> <p>C8 Development includes a continuous solid suspended awning over the public footpath of New South Head Road and along the secondary frontage of corner sites.</p> <p>C9 Development does not include vehicular access off New South Head Road.</p>
<p>O4 To define and reinforce the corner sites in the centre.</p>	<p>C10 Development on corner sites provides three storeys built to the street alignment with a continuous and consistent parapet line above.</p>
<p>O5 To encourage good building design and limit building bulk.</p>	<p>C11 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p> <p>C12 At the street alignment, the depth of these balconies and loggia is between 2.4m to 3m.</p>

Objectives	Local controls
O6 To provide for the amenity of occupants and adjoining properties.	<p>C13 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C14 For development on the eastern side of New South Head Road, the building is setback from the rear boundary by at least 3m.</p> <p>C15 For development on the western side of New South Head Road, the building may be built to the rear lane.</p> <p>C16 At least 10% of the site is provided as deep soil landscaped area.</p>
O7 To increase tree planting in the public domain.	C17 Development which includes public domain use, includes advanced tree planting in the footpath.

Plumer Road, Rose Bay



Plumer Road, Rose Bay centre character statement

The Plumer Road neighbourhood centre is a group of purpose built shops with residential uses above, located at the intersection of Plumer and O'Sullivan Roads opposite Woollahra Golf Club. This is a vibrant neighbourhood centre for the local community, providing a good range of convenience shops, including a local store, bakery, butcher and cafes.

The area has a flat topography and is characterised by mature fig trees along O'Sullivan Road. The centre is located within the Balfour Road Heritage Conservation Area, characterised by Inter-war flat buildings built between Powell Road, Salisbury Road, Plumer Road and O'Sullivan Road.

Historical development of the area

Speculation to create an exclusive marine estate along the esplanade at Rose Bay was commenced in the 1830s, but apart from the 1835 construction of Rose Bay Lodge (in what is now Salisbury Road) the district remained substantially undeveloped throughout the 19th century. More intensive subdivision of the land surrounding Rose Bay Lodge

commenced after the introduction of the Rose Bay tram service in 1903, but development in the area was slow.

The Plumer Road shops were part of the Beresford Estate and were subdivided from 1925 to 1928 as business sites. Development of residential blocks occurred in the area from the early to mid-1920s. The Balfour Road Heritage Conservation Area represents the intensified residential development of Rose Bay during the Inter-war period.

Built form

Like most buildings in the Balfour Road Heritage Conservation Area, the Plumer Road shops are two and three storey builder's blocks of flats (i.e. speculative, not architect designed) built in the 1920s and mid 1930s displaying distinctive architectural characteristics of the Inter-war Art Deco style.

The buildings form a highly distinctive collection of traditionally detailed retail building forms, dating back to the Inter-war period. Some of the important built form characteristics include continuous awnings and a hipped roof form, buildings built to the street alignment with large display windows on the ground floor, and windows and balconies overlooking the street.

Heritage and contributory buildings

The centre is located within the Balfour Road Conservation Area. The shop top housing at Nos 89-93 O'Sullivan Road and 9-23 Plumer Road make an important contribution to the Balfour Road HCA as they form a gateway to the centre.

Public parks and community facilities

Woollahra Golf Club is located immediately opposite the shops on O'Sullivan Road.

Public domain

The centre has high visual amenity. The continuous awnings, common fascia signage and well maintained concrete footpaths and buildings provide good amenity for pedestrians. The fig tree planting on O'Sullivan Road provides a leafy backdrop to the centre. The setback area on O'Sullivan Road facilitates outdoor dining.

Access and circulation

The centre is located close to the Bondi Junction to City bus route and routes on New South Head Road. However, most shoppers access the centre by foot or are reliant on car and a turnover of the on-street car parking spaces.

Views and aspect

The centre enjoys views to Woollahra Golf Club, and from O'Sullivan Road there is a tree canopied vista to the harbour.

Plumer Road and O'Sullivan Road



Plumer Road, Rose Bay centre desired future character

The Plumer Road neighbourhood centre will remain a small but lively village providing for the daily convenience shopping needs of the local community, and serving as a social hub for the community to meet and interact. Higher order retailing, such as banking and weekly shopping, will be provided at larger centres including the Rose Bay and Double Bay local centres.

The centre has a high aesthetic value, predominantly derived from the Inter-war shop top buildings. These contributory buildings should not be altered, and the consistent colour schemes applied to these buildings, awnings and signage are to be retained, as these provide a unifying theme throughout the centre and contribute to its visual amenity and character.

The existing development at 95 O'Sullivan Road detracts from the centre and any future redevelopment on this site should more suitably respond the character of the centre and the significance of the adjoining HCA.

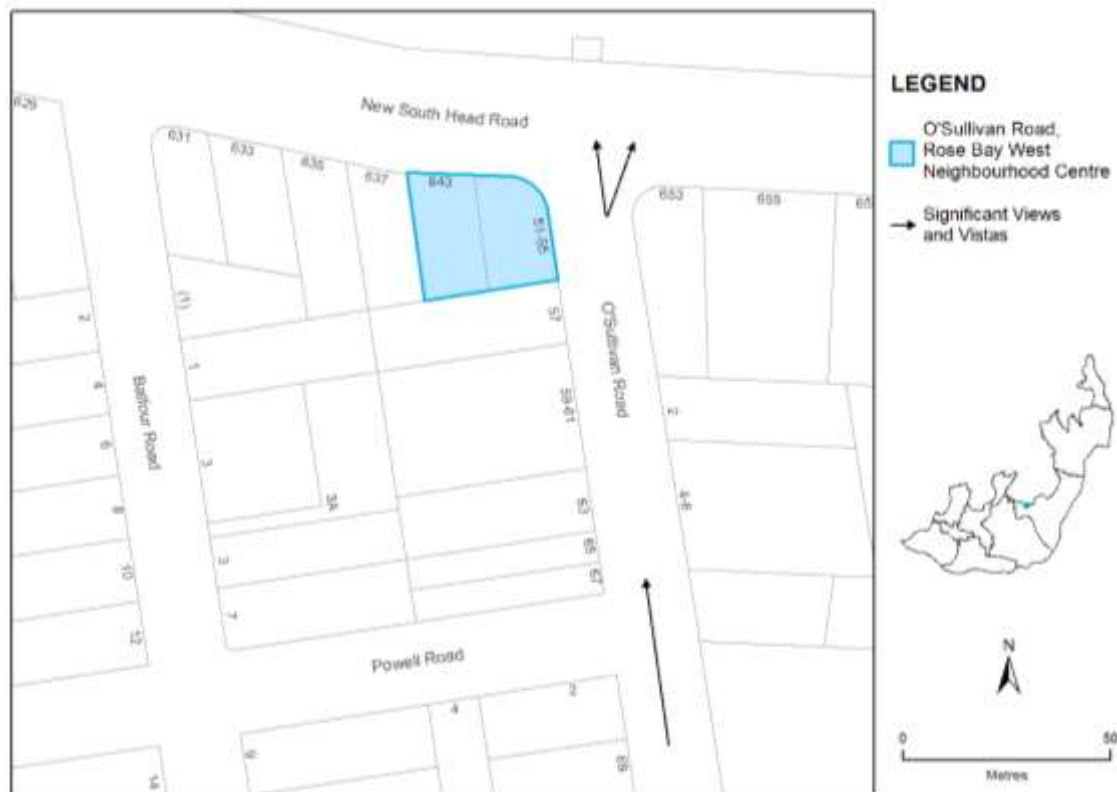
Plumer Road, Rose Bay centre objectives and controls

Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 Development supports the adaptive re-use of existing shop top units.</p> <p>C2 The ground level contains active uses, preferably local shops, cafes and restaurants that meet the needs of the local community.</p> <p>C3 Residential uses are located above street level in the form of shop top housing.</p> <p>C4 Development provides high amenity outdoor dining in the O'Sullivan Road setback area.</p>
O2 To maintain the existing built form so that the centre remains the "gateway" to the Balfour Road Centre Heritage Conservation Area.	<p>C5 Development at 89-93 O'Sullivan Road and 9-23 Plumer Road maintains existing building height, scale and form.</p> <p>C6 Parking is located at the rear of the building. No parking spaces or garages permitted in the front setback area.</p> <p>C7 Development maintains the existing building separation pattern to neighbouring residential lots by retaining the existing driveway crossovers on the edge of the centre.</p>
O3 To retain and enhance the contributory buildings and ensure these retain their streetscape context.	<p>C8 Development at 89-93 O'Sullivan Road and 9-23 Plumer Road maintains and retains the heritage significant fabric.</p> <p>C9 Development provides a continuous awning to the street frontage to match existing awnings at 89-93 O'Sullivan Road and 9-23 Plumer Road.</p>

Objectives	Local controls
	C10 Development does not include habitable space in the roof structure of an existing building, and does not include any dormer window.
	C11 Any replacement of heritage significant building fabric is of similar material and type (e.g. timber for timber).
	C12 Development reinstates heritage significant architectural detailing as appropriate.
	C13 Development retains and conserves any original chimneys.
	C14 Development does not include any painting, bagging or rendering of original face brickwork.
	C15 Development retains window and door hardware that have heritage significance.
	C16 Development does not include any infill (by glazing or otherwise) of original verandahs or balconies.
	C17 Security grilles on windows and doors, if installed, complement the frame and glazing pattern, are fitted on the inside of windows or doors, and should not be visually intrusive.
	C18 Security fly screens, if installed, are retractable.
	C19 Skylights, solar panels and the like, are not visible from any street frontage.

Objectives	Local controls
<p>O4 To support redevelopment of buildings that detract from the streetscape character.</p>	<p>C20 Development at 95 O'Sullivan Road is a maximum of three storeys.</p> <p>C21 Development at 95 O'Sullivan Road presents a similar roof form and pitch as adjoining buildings, when viewed from the public domain.</p> <p>C22 Development is setback from O'Sullivan Road to match existing commercial buildings and does not include structures within the setback area.</p>
<p>O5 To maintain the leafy character and ambience of O'Sullivan Road.</p>	<p>C23 Development which includes public domain use provides advanced tree planting in the O'Sullivan Road setback area that reinforces and complements the existing avenue of mature trees.</p>
<p>O6 To minimise the impact of signs on the amenity and character of the buildings and the significance of the heritage conservation area.</p>	<p>C24 New signage is of a compatible design and colour to existing signage in the centre. A coordinated approach to the signs within the centre is preferred.</p> <p>C25 Colours used in signs are consistent with the architectural style of the building. Fluorescent and iridescent colours are not permitted.</p> <p>C26 Fonts used in signs are consistent with the style of the building and the historic character of the area.</p>

O'Sullivan Road, Rose Bay



O'Sullivan Road, Rose Bay centre character statement

This small group of shops, located within two buildings, is sited at the junction of New South Head Road and O'Sullivan Road. The corner site contains a single storey heritage listed building, which was originally established as a service station and is now used as a drive through dry cleaning business. The other uses in the centre are restaurants and cafes.

The location enjoys views overlooking the Rose Bay waterfront and promenade. However, the quality of the public realm is compromised by the proximity of the busy New South Head Road and a streetscape which would benefit from street trees and a consistent footpath treatment to soften the environment.

Historical development of the area

The Rose Bay area was originally part of the Cooper Estate. Speculation to create an exclusive Marine Estate along the esplanade commenced in the 1830s, but apart from the construction of Rose Bay Lodge in 1835, the district remained substantially undeveloped throughout the 19th century.

More intensive subdivision of the land surrounding Rose Bay Lodge commenced after the introduction of the Rose Bay tram service in 1903, but development in the area was slow. Early residential flat development in the area dates from the early to mid-1920s. The nearby Balfour Road Heritage Conservation Area represents the intensified residential development of Rose Bay during the Inter-war period.

This small neighbourhood centre occupies land subdivided from the grounds of Rose Bay Lodge in 1900, called the Beresford Estate. The three lots created at O'Sullivan Road and New South Head Road were subsequently merged and re-subdivided in 1928. In that same year, land now known as 51-55 O'Sullivan Road was developed as a service station and shops in response to the increasing number of motorists in the area. The building was constructed in the Spanish Mission style, popular at the time, and is now a heritage item.

Built form

The O'Sullivan Road shops occupy a single storey Spanish Mission style corner building with driveway apron (that was previously a garage and service station), and a two storey late 20th century shop top built to the New South Head Road street alignment.

Surrounding buildings are typically three storey brick builder's blocks of flats with hipped roof form, setback from the boundary on both O'Sullivan Road and New South Head Road.

Heritage item

The Spanish Mission style building at 51-55 O'Sullivan Road is a heritage item. It has significance as a rare and representative surviving example of early service station architecture influenced by Californian design.

Public parks and community facilities

The Rose Bay promenade is located across the road from the centre on the northern side of New South Head Road. The Woollahra Golf Club is located immediately opposite the Plumer Road shops in O'Sullivan Road.

Public domain

The site has excellent north and east sun access and exposure to harbour breezes. High traffic volumes, fragmented pavement areas, lack of street trees or continuous awnings and the poorly defined corner adversely affect the public domain.

Access and circulation

The centre is well served by bus routes on New South Head Road. However, most people dining at the restaurants or collecting dry cleaning walk to the centre, or access the centre by car.

There is an existing parking bay for three cars immediately in front of the centre on New South Head Road. Additional on-street parking is available on the other side of New South Head Road, as well as O'Sullivan Road.

Views and aspect

The centre enjoys broad views over Rose Bay and a green outlook to tree lined O'Sullivan Road.

New South Head Road and O'Sullivan Road



O'Sullivan Road, Rose Bay centre desired future character

This centre has recently emerged as a small café centre with outdoor dining. There is opportunity for the amenity of the centre to improve if the existing building stock is redeveloped and improvements are made to the public domain to help soften the impact of traffic along New South Head Road, whilst maintaining views across the road to the Rose Bay promenade and Sydney Harbour.

Any redevelopment of the Spanish Mission style building must respect the existing façade elements on O'Sullivan Street, which are built to the boundary. The existing setback of the building to New South Head Road should be maintained to preserve the corner forecourt. For example this area may be suitable as an outdoor dining area.

The corner site contains a heritage item, which has a prominent corner location. Development is to have regard to the original character of the building.

O'Sullivan Road, Rose Bay centre objectives and controls

Objectives		Local controls	
O1	To provide uses that are consistent with the desired future character of the centre.	C1	Development provides active shop frontage and high amenity outdoor trading.
O2	To provide a high amenity pedestrian and outdoor trading area overlooking Rose Bay and the promenade.	C2	The ground level contains active uses, preferably cafes and restaurants that meet the needs of the local community.
		C3	Residential uses are located above street level in the form of shop top housing.
O3	To protect the fabric, character and significance of the existing Spanish Mission style heritage building.	C4	Key original architectural features of the building are retained.
		C5	The spatial relationship of the existing forecourt to the building is retained.

Objectives		Local controls	
O4	To support redevelopment of buildings to enhance the streetscape character.	C6	Development is a maximum of three storeys.
		C7	Development is sympathetic to the existing character, fabric and heritage significance of the Spanish Mission style building.
O5	To protect identified views within the centre.	C8	Development retains views from the centre across New South Head Road to the Rose Bay promenade and Sydney Harbour.

Streatfield Road, Bellevue Hill



Streatfield Road, Bellevue Hill centre character statement

The Streatfield Road shops are a small group of shops on the western side of Bellevue Road, approximately halfway between Double Bay and Bellevue Hill, at the junction with Streatfield Road. The centre provides a small selection of local and specialty shops, personal services and cafes.

The appearance and amenity of this neighbourhood centre is largely defined by the Inter-war shop top building at 98B Bellevue Road, but the centre also contains two other buildings at 100A Bellevue Road. These have a single storey elevation to Bellevue Hill Road and contain a bottle shop, dwelling house and café.

Historical development of the area

In the early 19th century the Bellevue Hill area was part of the Point Piper Estate, an extensive private land grant made to Cooper and Levey in 1820. The Bellevue Hill and Bellevue Park Estates were subdivided and re-subdivided from the estate between 1883 and 1912, producing smaller lots on the higher slopes and areas away from the harbour. Early urban development intensified in 1909 following the extension of the tramline along Old South Head Road.

The Streatfield Road centre is located on Point Piper Estate land subdivided in 1920. The Inter-war building at 98B Bellevue Road was purpose built shop top housing and dates from 1929.

Built form

The neighbourhood centre is contained in three buildings: a well conserved two to three storey Inter-war residential retail complex that follows the curve and grade of Bellevue Road, a single storey flat roof building of poorer quality, and a two storey cottage on the corner.

These buildings contain active frontages to Bellevue Road, while presenting a more residential character to the Streatfield Road elevation.

Access and circulation

The centre is well located adjacent to a bus stop for services operating on Bellevue Road. It is readily accessible by car with a limited number of on-street parking spaces. Pedestrian amenity and safety is compromised by vehicular traffic speeds and limited sight lines on Bellevue Road.

Views and aspect

The centre has a pleasant outlook along Bellevue Road.

New South Head Road and O'Sullivan Road



Streatfield Road, Bellevue Hill centre desired future character

The Streatfield Road shops will retain its role as a small but vibrant neighbourhood centre that meets the needs of the local community by providing a mix of daily convenience shopping, cafes as well as specialty shops and personal services.

Development should ensure a visually attractive and coherent physical environment recognising the character of the existing built environment, with a built form that addresses Bellevue Road and the corner of Bellevue Road and Streatfield Road.

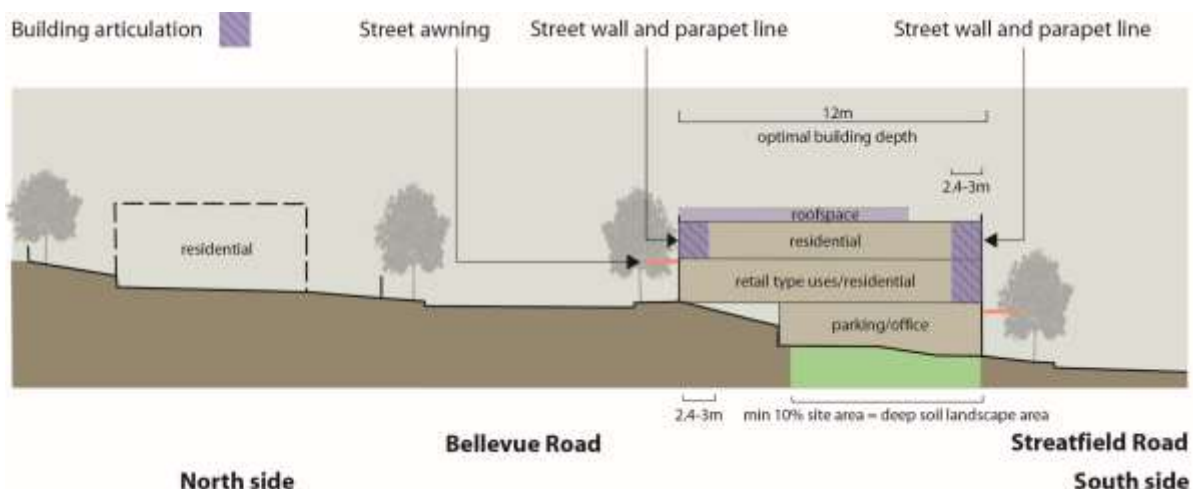
The building at 98B Bellevue Road is a face brick Inter-war residential retail complex with a two storey frontage to Bellevue Road. It is envisaged that this character will remain largely intact. This building is in good condition with much of the external fabric sympathetically maintained. The building establishes a strong street wall and parapet line that responds sensitively to the grade and curve of the site and establishes a strong street wall and parapet line that responds sensitively to the grade and curve of the site and creates a landmark presence. The original stepped awning has been replaced with lightweight structures of varying colours and styles. The appearance of this building would be enhanced if the awnings, including the style and colour, were consistent and more sympathetic to the original character of the building.

Redevelopment at 100A Bellevue Road is to complement the built form and character of the built form at 98B Bellevue Road.

Streatfield Road, Bellevue Hill centre objectives and controls

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

Streatfield Road street section



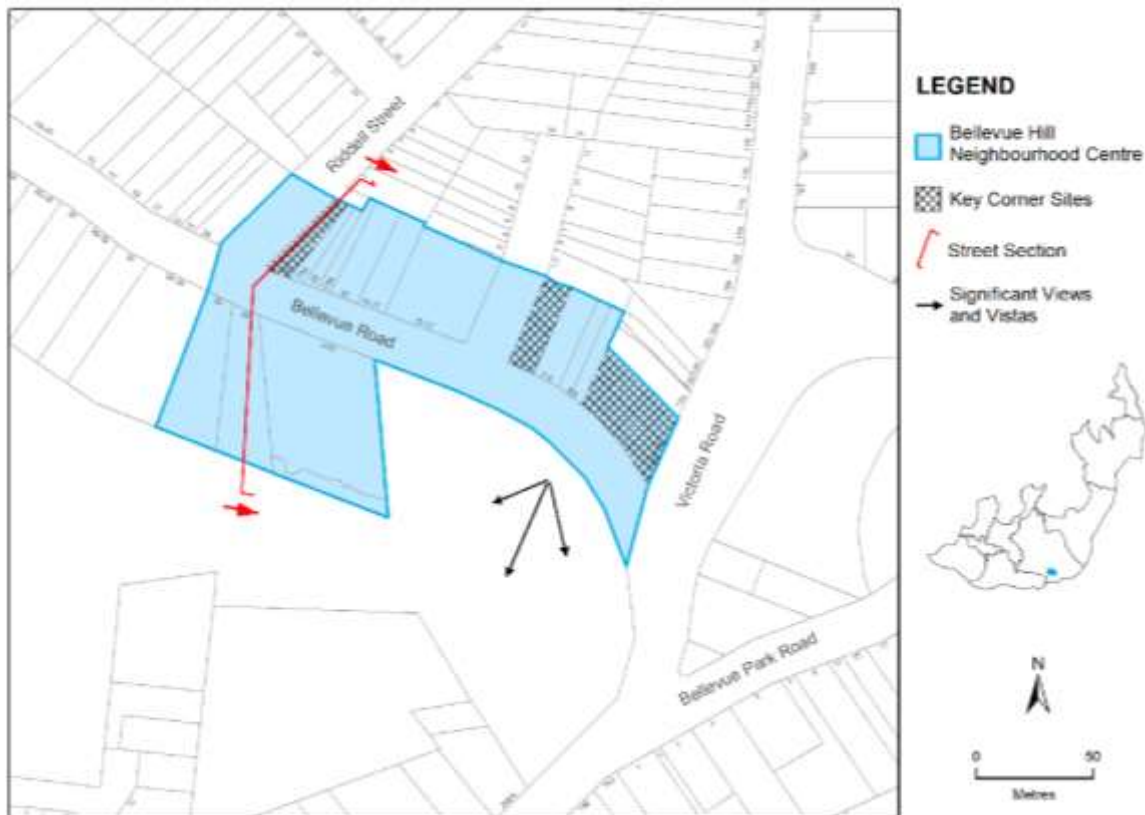
Note: Street section refers to 100a Bellevue Road only

Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 Development supports the adaptive re-use of existing shop top units at 98B Bellevue Road.</p> <p>C2 The ground level contains active uses, preferably local and speciality shops, business premises and cafes and restaurants that meet the needs of the local community.</p> <p>C3 Residential uses are located above the street level in the form of shop top housing.</p> <p>C4 Office uses may be located at the Streatfield Road frontage.</p>
O2 To establish a strong and continuous built form that addresses both Bellevue Road and Streatfield Road.	<p>C5 Development provides two storeys built to the Bellevue Road street alignment, with a continuous and consistent parapet line above (refer to the street section diagram).</p> <p>C6 Development provides three storeys built to the corner intersection at Streatfield Road, with a continuous but stepped parapet line above.</p> <p>C7 Development provides a built form with small scale shopfronts that step with the street grade.</p> <p>C8 Development includes a continuous but stepped awning over the public footpath of Bellevue Road and around the corner radius into Streatfield Road.</p> <p>C9 Development at 100A Bellevue Road complements the built form and character of 98B Bellevue Road.</p>

Objectives	Local controls
O3 To protect the fabric and character of the Inter-war building at 98A Bellevue Road.	<p>C10 Key original architectural features of the building are retained, or if required synthetically restored or replaced.</p> <p>C11 Development re-instates the fixed stepped awning at 98B Bellevue Road.</p> <p>C12 Colours used in signs are consistent with the architectural style of the building. Fluorescent and iridescent colours are not permitted.</p> <p>C13 Fonts used in signs are consistent with the style and character of the building.</p>
O4 To encourage good building design and limit building bulk.	<p>C14 At both street frontages at least 80% of the articulation zone is occupied by floor area elements or recessed balconies.</p> <p>C15 The depth of the floor area elements and recessed balconies is between 2.4 to 3m.</p>
O5 To provide for the amenity of occupants.	C16 The building depth is generally not more than 12m.
O6 To provide good pedestrian access, amenity and connectivity between Bellevue Road and Streatfield Road.	<p>C17 Development of 100A Bellevue Road includes no more than one single width vehicle access crossing that is located on Streatfield Road.</p> <p>C18 Development of 100A Bellevue Road maintains a direct public accessway from Streatfield Road to Bellevue Road between properties at 98B and 100A Bellevue Road.</p> <p>C19 Development of 100A Bellevue Road provides at least 10% of the site as deep soil landscaped area on the</p>

Objectives	Local controls
	boundary to 98B Bellevue Road adjacent to the accessway.
O7 To improve the public domain for outdoor uses.	<p>C20 Development enhances the amenity of the footpath area.</p> <p>C21 Development includes tree planting along both the Bellevue Road and Streatfield Road frontages, where this can be accommodated with the provision of awnings.</p>

Bellevue Hill Shops



Bellevue Hill Shops centre character statement

The Bellevue Hill Shops neighbourhood centre is a relatively large group of shops located on the ridgeline at the junction of Bellevue Road and Victoria Road (both of which are important urban collector roads linking New South Head and Old South Head Roads). To the south, the centre overlooks the upper extent of Cooper Park.

The centre provides a good mix of local convenience shopping and personal services, such as a post office, newsagent, fruit and vegetable grocer, butcher, chemist, hairdressers, real estate agents, cafes, bottle shop, and dry cleaner.

Historical development of the area

Hill top 'BelleVue' (now Bellevue Park) was known in the early 19th century for its panoramic views to the harbour and the ocean. The area was then part of the Point Piper Estate, an extensive private land grant to Cooper and Levey. The Bellevue Hill and Bellevue Park Estates were subdivided and re-subdivided from the estate between 1883 and 1912, producing smaller lots on the higher slopes away from the harbour. Following the extension of the tramline along Birriga Road in 1909 urban development intensified.

Residential flats were built on larger sites overlooking Cooper Park from the end of World War I. However, retail and business uses were not permitted on the northern side of Bellevue Road between Victoria Road and Riddell Street until 1929. Around this time the Bellevue Hill Primary School (1925) and St Stephens Church (1928) were also established close to the centre on Victoria Road.

The centre has seen a continuous process of development, creating a vibrant mix of retail, business and residential uses.

Built form

The building stock in and around the centre is represented by a cross section of 20th century architecture of varying quality. This includes:

Inter-war shops with one storey above for residential or commercial uses, typically built to the boundary with a street parapet line and a deep solid suspended awning over the footway.

One free standing mixed use Inter-war building comprising shops at street level with two storeys of residential above at 22 Bellevue Road.

A 1960s-70s large mixed use building on the western corner of Buller Street and Bellevue Road with shops at street level and a nine storey tower setback from Bellevue Road. This building has a porte cochere to Buller Street.

Contemporary mixed use buildings comprising shops at street level with two to three storeys of residential above at street level, such as development at 11 Bellevue Road and the development on the corner of Bellevue Road and Victoria Road. More recent development at 2-16 Bellevue Road is three storeys built to the street alignment with approximately six levels stepping down the hillside.

Parks and community facilities

Bellevue Hill Public School is immediately east of the centres with Bellevue Hill Park beyond. The eastern part of the retail centre overlooks the extensive gully of Cooper Park which runs down to Double Bay.

Public domain

The pedestrian amenity varies depending on the location of awnings and shade trees; for example, there is limited solar access to the footpath on the northern side.

At street level there is a variety of building setbacks, alcoves, colonnades and recessed entrances and driveways that could attract antisocial behaviour. Opportunities exist for the improvement of public domain.

Access and circulation

The centre is well served by buses although most shoppers drive to the centre and are reliant on turnover of limited on-street car parking spaces. Angle parking has been introduced in Riddell Street to increase yield.

A few properties on the northern side of Bellevue Road have rear lane access from Riddell Lane and can provide on-site parking.

Views and aspect

Good views of Cooper Park are available from upper levels at the eastern end of the centre, and from the southern side of Bellevue Road.

Bellevue Road and Riddell Street



Bellevue Hill Shops centre desired future character

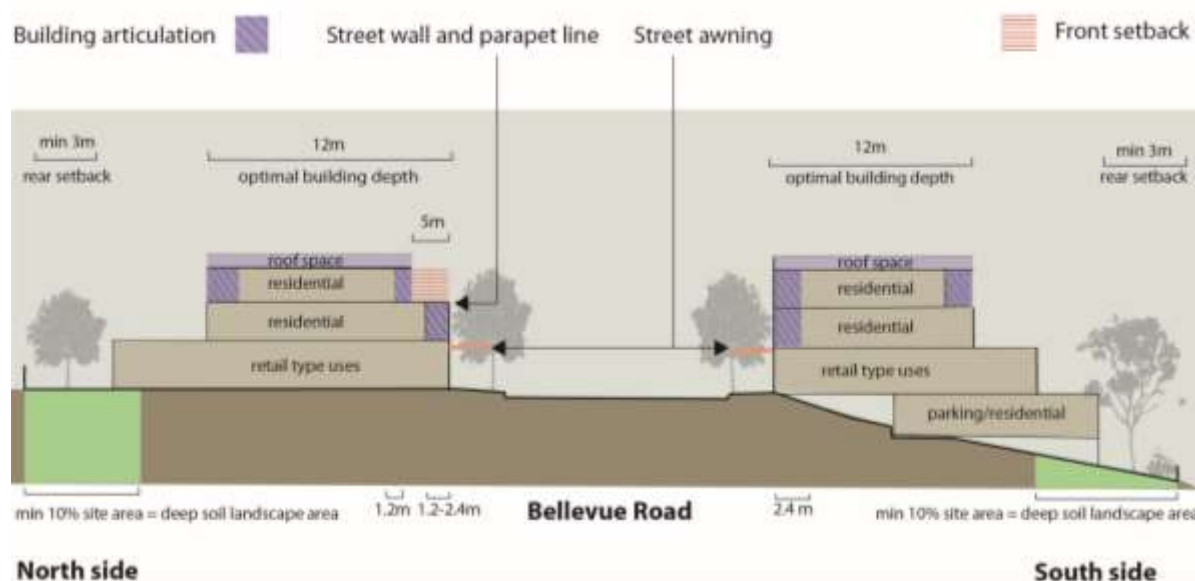
The Bellevue Hill Shops neighbourhood centre should continue to provide a good mix of daily convenience shopping, food premises and personal services. The development of outdoor dining will also help create a more vibrant centre.

Mixed use developments with active street frontages and residential uses above are encouraged and will promote the ongoing vitality of this centre. Street plantings and street furniture will contribute to a more visually attractive environment.

Bellevue Hill Shops centre objectives and controls

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

Bellevue Hill Shops street section



Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 The ground level contains active uses, preferably local and speciality shops, business premises and cafes and restaurants that meet the needs of the local community.</p> <p>C2 Residential uses are located above the street level in the form of shop top housing.</p>

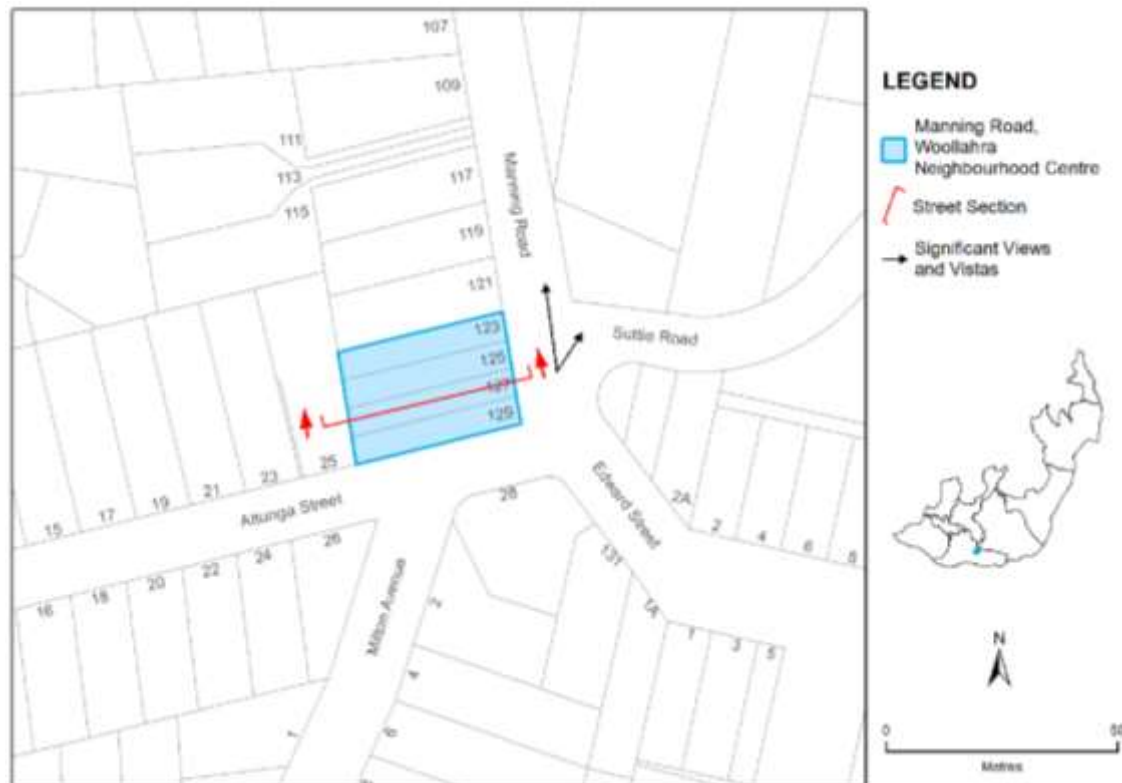
Objectives	Local controls
O2 To develop a coherent streetscape with a consistent street wall and consistent upper level setbacks.	<p>C3 Development on the south side of Bellevue Road:</p> <ul style="list-style-type: none"> a) is a maximum of three storeys at the street frontage; b) is built to the street alignment, with a continuous and consistent parapet line above; and c) building form responds to the fall of the land, but does not exceed maximum LEP height for this site at any point at the rear. <p>C4 Development on the north side of Bellevue Road:</p> <ul style="list-style-type: none"> a) is a maximum of 3 storeys; b) is two storeys built to the street alignment, with a continuous and consistent parapet line above; and c) development above the second storey is set back from the street alignment by at least 5m. <p>C5 Development includes a continuous solid suspended awning over the footpath at Bellevue Road and along the secondary frontage of corner sites.</p> <p>C6 Development on the north side of Bellevue Road does not include vehicular access from Bellevue Road.</p>
O3 To encourage good building design and limit building bulk.	<p>C7 At least 80% of the articulation zone is occupied by floor area elements or balconies.</p> <p>C8 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p>

Objectives	Local controls
	<p>C9 At the street alignment on the southern side, the depth of the balconies and loggia is at least 2.4m.</p> <p>C10 At the street alignment on the northern side, the depth of the balconies and loggia is:</p> <ul style="list-style-type: none"> a) between 2.4 to 3m for the first floor; and b) at least 1.2m for the upper floor.
O4 To improve the architectural quality of building stock.	<p>C11 Alterations and additions to 13-17 Bellevue Road provide a three storey retail or commercial corner element built to both street alignments.</p>
O5 To strengthen poorly defined corners.	
	<p>C12 Development upgrades and reinforces the landmark corner of Victoria and Bellevue Roads by:</p> <ul style="list-style-type: none"> a) building to the street alignment up to three storeys; b) improving the awning; c) increasing frontage glazing; and d) introducing a parapet line. <p>C13 Development on corner site provides three storeys built to the street alignment with a continuous and consistent parapet line above.</p>
O6 To provide for the amenity of occupants.	<p>C14 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C15 The building is setback from the rear boundary by at least 3m.</p> <p>C16 At least 10% of the site is provided as deep soil landscaped area.</p>

Objectives	Local controls
O7 To encourage outdoor dining to improve the vitality of the centre.	C17 Development provides a small north facing outdoor dining space with good sun access.
O8 To enhance the visual connections between the centre and Cooper Park.	C18 At the eastern end of Bellevue Road, on the northern side, development introduces outdoor dining that has an outlook to Cooper Park.
	C19 Development on the south side of Bellevue Road provides retailing units designed with an elevated outlook over Cooper Park.

Manning Road, Woollahra

MAP 8 Manning Road centre map



Manning Road, Woollahra centre character statement

The Manning Road neighbourhood centre is located at the lower end of the Cooper Park Gully at the junction of Manning Road and Edward Street. It is a very small centre situated about midway between Double Bay and the Edgecliff Road centre.

The centre comprises four ground floor premises, currently occupied by a café and specialist services.

Historical development of the area

Edgecliff Road was formed in 1844 as the eastern boundary of the Cooper Estate that skirted around the top of the slopes of the Double Bay valley. The Harbour View Estate was released in 1900 and extends from Edgecliff Road down to the lower end of Cooper Park (dedicated in 1919). Following the introduction of the tram on Edgecliff Road in 1909, Inter-war subdivision of land occurred along Manning Road.

Built form

The small group of business and retailing premises occupy two double storey residential buildings that have been modified by the addition of awnings and hard pavement to the front setback area.

South-east of the centre along Edward Street, the built form is mainly attached housing (terraces) and cottages on small allotments with little or no front setback. Development to the north and west of the centre generally comprises large two storey detached houses and a few small residential flat blocks of three to four storeys, set in established treed gardens.

Public parks and community facilities

The Manning Road neighbourhood centre overlooks the Lough Playing Field and treed slopes in the filled gully of Cooper Park.

Public domain

The centre has reasonable pedestrian amenity with deep awnings, small street trees and a wide paved setback area for outdoor dining. The resolution of pavement levels and accessibility from the street is generally poor. Pedestrian movement to and from Cooper Park is compromised by speed of vehicular traffic and limited sightlines.

Access and circulation

The centre is served by buses running along Manning Road, although most people who use the centre either walk to the centre or drive, relying on the turnover of on-street car parking spaces.

Views and aspect

The centre faces east to the Lough Playing Field and Cooper Park.

Manning Road and Attunga Street



Manning Road, Woollahra centre desired future character

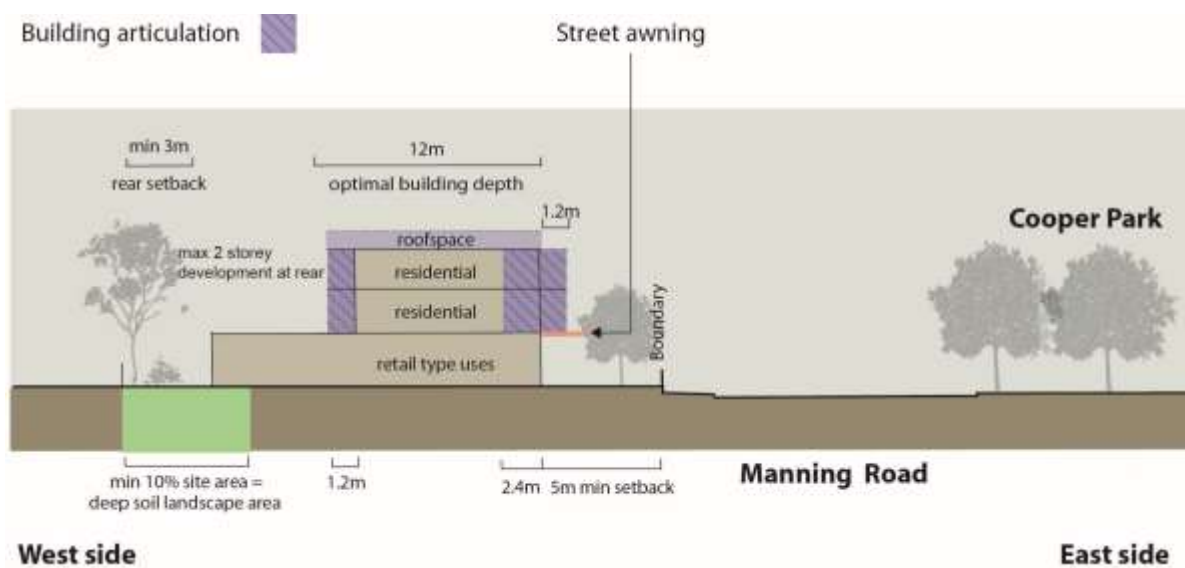
The Manning Road shops are a small centre that will continue to serve the needs of the local community, particularly with uses such as cafes and neighbourhood shops.

Redevelopment of the existing buildings should retain the large setback from Manning Road to provide continued opportunity for outdoor dining, as well as enhance the public realm through improved landscaping and pavement treatments.

Manning Road, Woollahra centre objectives and controls

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

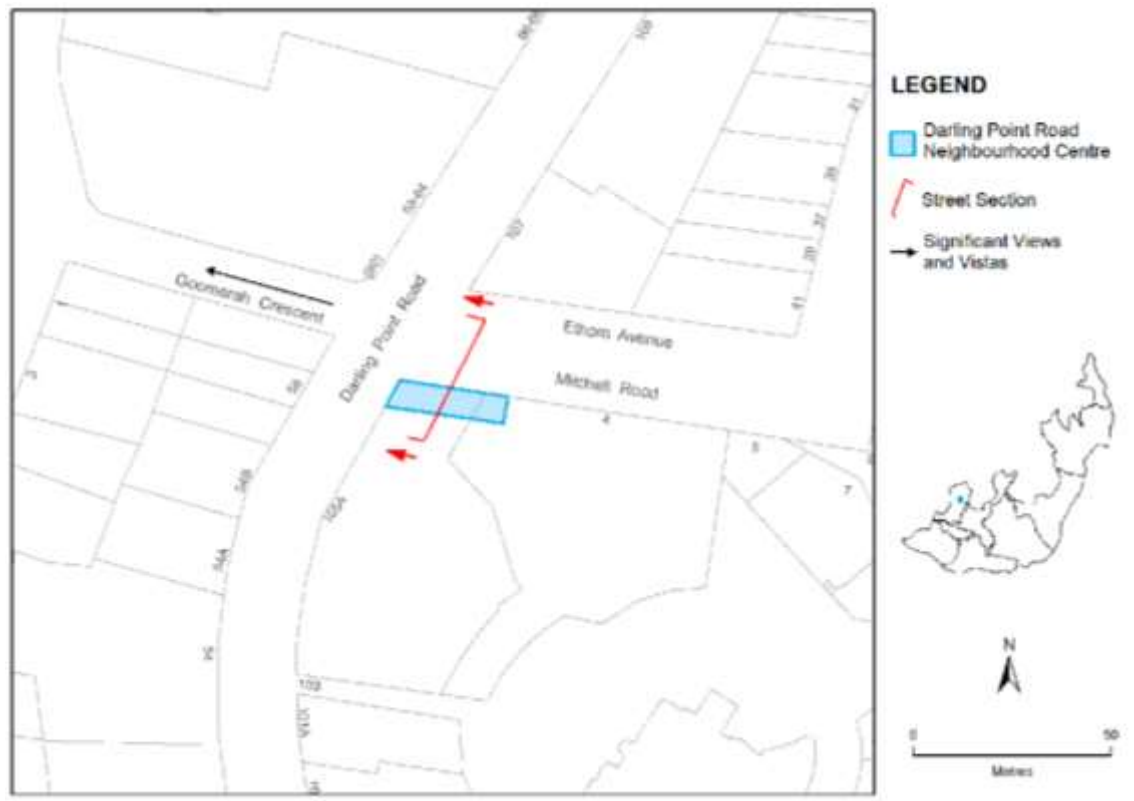
Manning Road street section



Objectives	Local controls
<p>O1 To provide uses that are consistent with the desired future character of the centre.</p>	<p>C1 The ground level contains active uses, preferably local shops and cafes and restaurants that meet the needs of the local community.</p> <p>C2 Residential uses are located above the street level in the form of shop top housing.</p> <p>C3 The existing traditional small shop front widths are maintained.</p>
<p>O2 To retain a coherent streetscape with a consistent street wall.</p> <p>O3 To minimise impact on adjoining residential land.</p>	<p>C4 Development is a maximum of three storeys at the Manning Road frontage.</p> <p>C5 Development is a maximum of two storeys at the rear of the site.</p>
<p>O4 To encourage good building design and limit building bulk.</p>	<p>C6 Building articulation is in the form of:</p> <ul style="list-style-type: none"> a) projecting balconies over the front awning; and b) recessed balconies and loggia within the building mass. <p>C7 At the street alignment:</p> <ul style="list-style-type: none"> a) the projecting balconies extend from the building line onto the awning by no more than 1.2m; and b) the depth of the recessed balconies and loggia is at least 2.4m. <p>C8 At the rear alignment, the depth of the balconies and loggia on the upper levels is at least 1.2m.</p>

Objectives	Local controls
O5 To provide for the amenity of occupants and adjoining properties.	C9 The building depth for storeys above the ground floor level is generally not more than 12m. C10 The building is setback from the rear boundary by at least 3m. C11 At least 10% of the site is provided as deep soil landscaped area.
O6 To retain the setback areas to Manning Road for outdoor dining and public use.	C12 Development is setback at least 5m from the Manning Road boundary. C13 Development does not include vehicular access from Manning Road.
O7 To improve the pedestrian connection between the centre and Cooper Park.	C14 Development includes a continuous solid suspended awning over the Manning Road setback area (refer to street section diagram). C15 Development includes advanced tree planting and landscape works to improve amenity of the setback area, where this can be accommodated with the provision of awnings.
O9 To protect views from the centre to Cooper Park.	C16 Development, including any public domain improvements, maintains the views to Cooper Park.

Darling Point Road, Darling Point



Darling Point Road, Darling Point centre character statement

This is a very small centre comprising just the Darling Point Village Store. This is a local shop offering daily convenience goods and services and a cafe.

This centre is located on the corner of Darling Point Road, facing Mitchell Street on the perimeter of the former Babworth House Estate. The gardens and tree canopy immediately behind the centre provide an understanding of the site's relationship to the adjoining Babworth House Estate, which is listed as a heritage item.

Historical development of the area

Significant subdivision of Darling Point occurred in the early 1830s with a number of large estates established at that time. Its position and aspect to Sydney Harbour ensured that the wealthy reserved this small promontory for their grand residences.

However, by the late 1800s, smaller residences were also numerous, and during the 20th century development intensified as more allotments were subdivided from the grounds of the great houses and gentleman's villas. The Etham Estate (1900) was one such subdivision located close to this centre.

During the second half of the 20th century, a number of high rise units were built throughout Darling Point. The Darling Point neighbourhood centre was constructed during this period.

Built form

This shop is located in a single storey flat roofed building. It is built to the street alignment with a small canvas awning. High rise apartment blocks are located within the grounds of the former Babworth House Estate.

There are a diverse mix of dwelling types in walking distance to the centre, including grand 19th century two storey dwelling houses, attached dwellings (terraces) and residential flat buildings.

Public domain

The centre has reasonable pedestrian amenity with a northerly aspect and a wide paved area for outdoor uses. Mature street trees in Darling Point Road and nearby gardens provide the centre with a leafy ambience. Amenity would be further improved if street trees were planted in the footpath outside the centre.

Access and circulation

The centre is served by buses running along Darling Point Road, although people tend to walk or drive to the centre.

Views and aspect

There is a view of the harbour looking west down Goomerah Crescent.

Mitchell Street at Darling Point Road



Darling Point Road, Darling Point centre desired future character

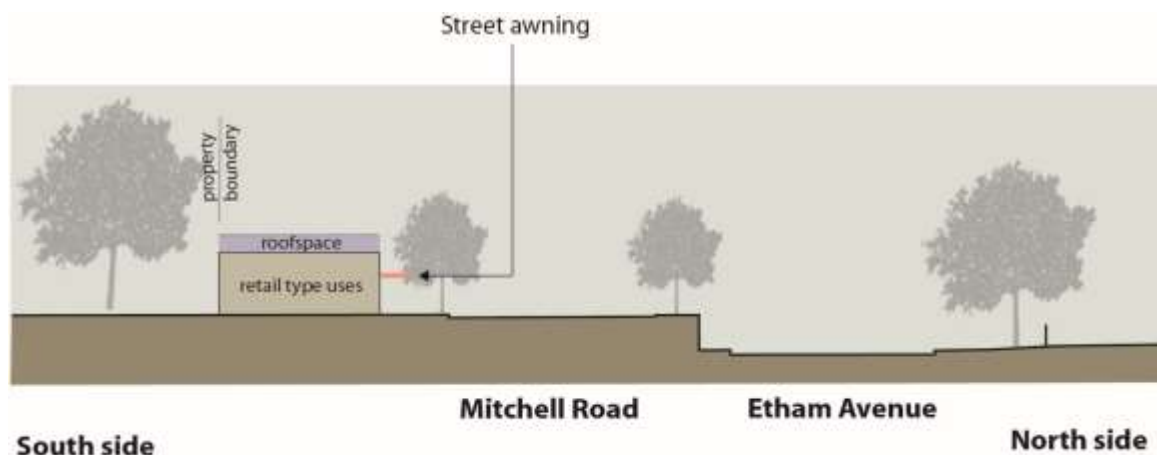
The Darling Point Road centre will be a small neighbourhood centre, providing for the daily needs of the local community.

Any redevelopment of the existing shop should be in the form of a contemporary one storey building which retains the existing front setback to accommodate footpath dining. Public domain improvements, such as street trees would also enhance public amenity.

Darling Point Road, Darling Point centre objectives and controls

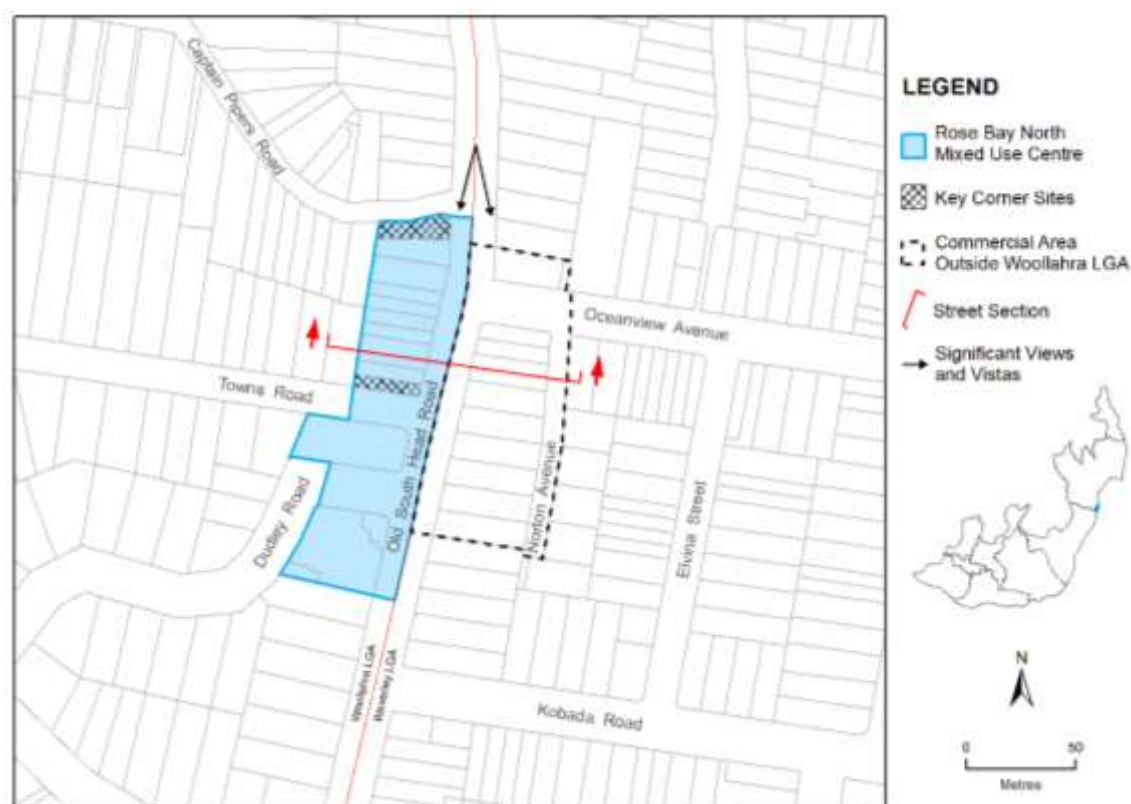
The street diagram illustrates some of the controls, and is to be read in conjunction with the table of objectives and controls below. Note, the maximum building height and FSR are in Woollahra LEP 2014.

Darling Point Road section



Objectives	Local controls
O1 To provide uses that are consistent with the desired future character of the centre.	C1 Development provides active uses, preferably a neighbourhood shop and café that meet the daily convenience needs of the local community.
O2 To ensure that the building form and scale does not detract from the Babworth House and grounds.	C2 Development provides for an interpretation of the perimeter walling to Babworth House. C3 Development is a maximum of one storey. C4 Development establishes a low scale and profile. C5 The roof form respects the perimeter walling to Babworth House (refer to street section diagram).
O3 To retain views to the leafy backdrop provided by the gardens of the Babworth Estate.	C6 Development maintains views of the garden of the former Babworth Estate from Darling Point Road.
O4 To protect views from the public spaces within the centre to the harbour.	C7 Development maintains the views and vista corridors towards the harbour from Goomerah Crescent.
O5 To improve the amenity of the pedestrian and outdoor dining area.	C8 Development includes all weather protection to the shop entrance (refer to street section diagram). C9 Development includes advanced broad canopy tree planting in the footpath to provide shade and shelter (refer to street section diagram). C10 Development does not include vehicular access from Mitchell Street.

Rose Bay North



Rose Bay North centre character statement

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

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

Historical development

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

Built form

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

Heritage buildings

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

Public parks and community facilities

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

Access and circulation

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

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

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

Views

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

Old South Head Road and Towns Road



Rose Bay North centre desired future character

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

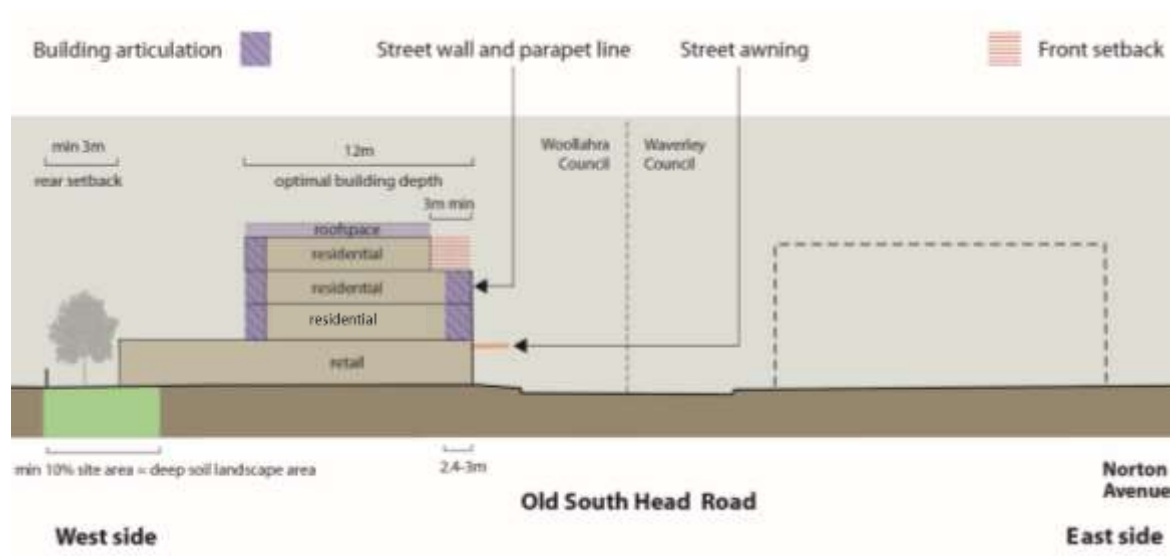
The focus for future development is on upgrading or replacing the existing building stock with well designed contemporary buildings. These will be four storey mixed use developments, predominantly containing residential or office space above ground floor retailing. Buildings should address the street,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

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

Rose Bay North centre objectives and controls

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

Rose Bay North section



Objectives	Controls
O1 To provide uses that are consistent with the desired future character of the centre.	<p>C1 The ground level contains active uses, preferably retail, business and personal services that address the needs of the local community.</p> <p>C2 Offices and residential uses are generally located above street level.</p>
O2 To achieve a consistent built form and presentation to the street.	<p>C3 Development is a maximum four storeys.</p> <p>C4 Development provides three storeys built to the street alignment, with a continuous and consistent parapet line above.</p> <p>C5 Development on the fourth level is setback at least 3m from the street boundary.</p> <p>C6 Development includes a continuous, solid, suspended awning over the public footpath of Old South Head</p>

Objectives	Controls
	Road and along the secondary frontage of corner sites.
O3 To encourage good building design and limit building bulk.	<p>C7 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p> <p>C8 At the street alignment, the depth of the recessed balconies and loggia is between 2.4m to 3m.</p>
O4 To define and reinforce corner sites.	<p>C9 Development on the key corner sites to Captain Pipers Road and Towns Road (as shown in the centre map above) provides four storeys built to the street alignment with a continuous and consistent parapet line above.</p> <p>Note: A bonus floor space ratio applies to these corner sites. Refer to Woollahra LEP 2014 clause 4.4B.</p>
O5 To encourage continuous active retail street frontages.	C10 Development does not include vehicular access from Old South Head Road.

Objectives	Controls
O6 To provide for the amenity of occupants and adjoining properties.	<p>C11 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C12 The building is setback from the rear boundary by at least 3m.</p> <p>C13 At least 10% of the site is provided as deep soil landscaped area.</p>

Rose Bay South



Rose Bay South centre character statement

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

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

Historical development

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

Built form

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

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

Public parks and community facilities

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

Access and circulation

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

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

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

Views

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

Old South Head Road



Rose Bay South centre desired future character

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

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

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

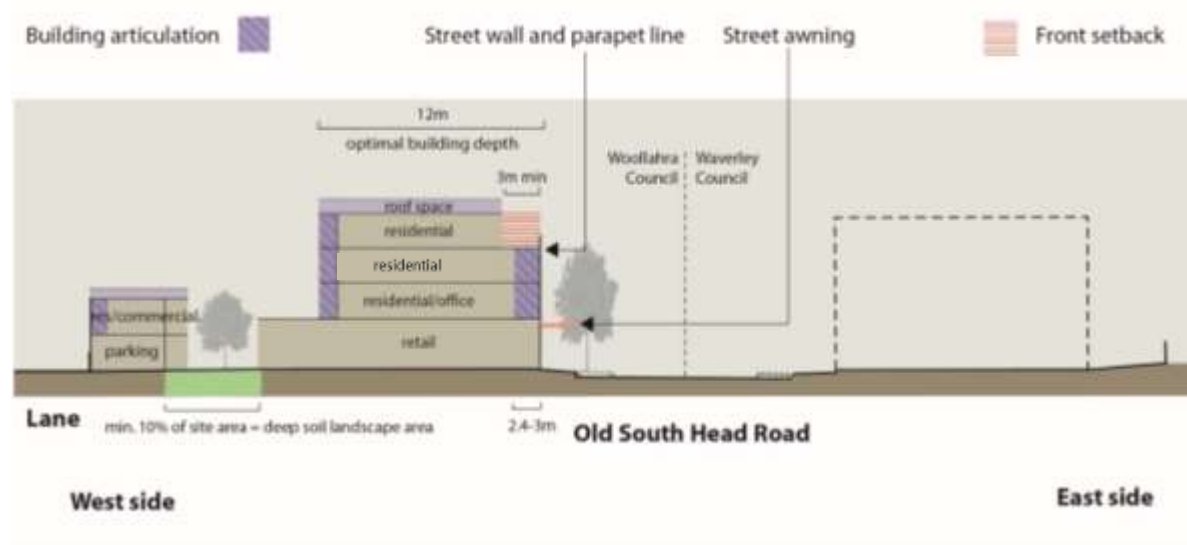
The Uniting Church at 518A Old South Head Road provides a local landmark at the Dover Road intersection.

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

Rose Bay South centre objectives and controls

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

Rose Bay South section



Objectives	Local controls
<p>O1 To provide uses that are consistent with the desired future character of the centre.</p>	<p>C1 The ground level contains active uses, preferably retail, business and personal services that address the needs of the local community.</p> <p>C2 Offices and residential uses are generally located above street level.</p>
<p>O2 To achieve a consistent built form and presentation to the street.</p>	<p>C3 Development is a maximum four storeys.</p> <p>C4 For street wall and parapet line, development provides three storeys built to the street alignment, with a continuous and consistent parapet line above.</p> <p>C5 Development on the fourth level is setback at least 3m from the street boundary.</p> <p>C6 For the street awning, development includes a continuous, solid, suspended awning over the public footpath of Old South Head Road and along the secondary frontage of corner sites.</p>
<p>O3 To achieve a consistent built form along Dover Lane.</p>	<p>C7 Development is a maximum two storeys and 7m height built to the lane.</p>
<p>O4 To support the evolution of building styles through the introduction of well designed contemporary buildings.</p> <p>O5 To encourage good building design and limit building bulk.</p>	<p>C8 Building articulation at the street alignment is in the form of recessed balconies or loggia only. Elsewhere it may be in the form of verandahs, balconies, loggia or wall offsets.</p> <p>C9 At the street alignment, the depth of the recessed balconies and loggia is between 2.4m to 3m.</p>

Objectives	Local controls
<p>O6 To define and reinforce corner sites.</p> <p>O7 To support redevelopment of the key site at the intersection Wilberforce Avenue and Old South Head Road.</p>	<p>C10 Development on corner sites provides four storeys built to the street alignment with a continuous and consistent parapet line above.</p>
<p>O8 To encourage continuous active retail street frontages.</p>	<p>C11 Development does not include vehicular access from Old South Head Road.</p>
<p>O9 To provide for the amenity of occupants.</p>	<p>C12 The building depth for storeys above the ground floor level is generally not more than 12m.</p> <p>C13 At least 10% of the site is provided as deep soil landscaped area.</p>

Annexure 2

List of all parts of the Woollahra DCP 2015 which contain character provisions

DCP Chapter	Precincts
Chapter B1 General Residential precincts	<ul style="list-style-type: none"> • Darling Point • Double Bay • Wallaroy • Manning Road • Point Piper, • Bellevue Hill South • Bellevue Hill North • Rose Bay • Vaucluse West • Vaucluse East.
Chapter B2 Neighbourhood Conservation Areas	<ul style="list-style-type: none"> • Etham Avenue • Darling Point Road • Mona Road, • Loftus Road and Mona Road • Aston Gardens, • Victoria Road • Balfour Road • Beresford Estate, • Rose Bay Gardens Estate • Kent Road • Bell Street.
Part C Heritage Conservations Areas	<ul style="list-style-type: none"> • C1 Paddington HCA • C2 Woollahra HCA • C3 Watsons Bay HCA.
Part D Business Centres	<ul style="list-style-type: none"> • Edgecliff • New South Head Road Corridor, Edgecliff • Double Bay • Rose Bay Centre • Rose Bay North • Rose Bay south • Hopetoun Avenue, Vaucluse • South Head Roundabout, Vaucluse • Vaucluse Shopping Village, Vaucluse • Plumer Road, Rose Bay • O'Sullivan Road, Rose Bay • Streatfield Road, Bellevue Hill • Bellevue Hill Shops, Bellevue Hill • Manning Road, Woollahra • Darling Point Road, Darling Point.
Part G Site specific	<ul style="list-style-type: none"> • G1 Babworth House, Darling Point • G2 Kilmory, Point Piper • G3 Hawthornden, Woollahra • G4 9a Cooper Park Road, Bellevue Hill • G5 3-9 Sisters Lane, Edgecliff • G6 4A Nelson Street & 118 Wallis Street, Woollahra • G7 Former Royal Women's Hospital, Paddington.

Annexure 3

More information on local character and place in the NSW planning system can be found in the following locations:

- **NSW Government's Local Character policies**

For more information on the NSW Government's local character and place framework visit www.planning.nsw.gov.au/Policy-and-Legislation/Local-Character

- **Government Architect of NSW**

The Government Architect of NSW has also published a number of policies and guides which inform character and place within the NSW planning system. For more information visit <https://www.governmentarchitect.nsw.gov.au/resources>