

Kira Green

From: Lisa Harrison <[REDACTED]>
Sent: Saturday, 21 May 2022 4:51 PM
To: Records
Subject: Double Bay Centre Planning & Urban Design Strategy - Submission

Hello,

I'd like to comment on the Double Bay Centre Planning & Urban Design Strategy.

Any attempt to raise the height limits in Double Bay village will end the unique character of the village. It is increasingly rare to find an area that has resisted the voices of developers to knock down older buildings and redevelop, which invariably sees an increase in the height of the building. Double Bay has in the main been able to protect its village, and as such offers a near-unique insight into what a traditional local center would have been like. Consider Bondi Junction and everything that has been lost there.

I do not support Double Bay height limit increases; or replacing existing 1, 2, 3, or 4 storey buildings with 6 storeys. It is not in keeping with the village character that is so dearly loved. The only individuals to prosper from this move will be the private developers who do not have our best interests at heart – recall the wholesale destruction of the historical estates in Darling Point in the 1960's before we came to our senses.

If the argument presented by the developers is that we require more housing to meet our targets, Woollahra in the period 2016-21 exceeded its target of building new homes by almost 90%, building 564 when only 300 were required. For the period 2021-26 we are expected to exceed our target by almost 30%, building 640 when only 500 are required.

These facts and the proposed changes encompassed in the Double Bay Centre Planning & Urban Design Strategy make me feel that the Council is being lead, perhaps unknowingly, by what developers want. Developers do not care about the charm or unique character of the village. The people who live in Double Bay do, and the Council needs to hear our voice and recognise it.

Regards,

Lisa Harrison

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Kira Green

From: Gabrielle Casper [REDACTED]
Sent: Sunday, 22 May 2022 11:51 AM
To: Records
Subject: FW: Objections: Re Council's Draft Double Bay Centre Planning and Urban Design Strategy

Dear Councillors,

Re:DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

Thank you for all the wonderful work you do to

I am submitting my objection to the WMC proposal to increase maximum building height to 6 storeys (21.5m).

I have lived in an apartment at 349 New South Head Road Double bay 26 years

I moved from Melbourne and was attracted to Double Bay due to the "village" atmosphere as opposed to so many Sydney suburbs that simply have towering buildings and wind tunnel streets

Recently I was told Woollahra Council was endorsing the public exhibition of the Double Bay Planning and Urban Design Strategy at the meeting on Monday 26 April 2021. My understanding is this would increase the height limits from four storeys to six storeys.

I have spoken with patients, friends and business people who live and work in Double Bay and very few know about the development of these plans and they also strongly object

Personally, I am concerned that the increased height will mean

1. The village atmosphere of Double Bay will be gone forever and It will just look like a concrete jungle with no appeal
2. No reason to walk around, eat or shop in the area – may as well just go to bondi junction and the family businesses will die
3. The streets will become dark wind tunnels
4. With the increased density of offices and units traffic will worsen
5. Developers will access 6 story with ease and thus believe with a bit of a push and low cost accommodation 8 stories would be within their reach

As Covid-19 and it's even more deadly variants will be with us for many years and the vaccines will struggle to keep up there is no doubt Double Bay is a very appealing area to visit and live.

We have a true opportunity for double bay to be designed to attract people with our wonderful air circulation across our 2-3 story buildings lets not bring in the concrete jungle and stagnant air.

Please confirm the receipt of my objection.

Yours, sincerely,

With best wishes
Prof Gabrielle Casper
[REDACTED] Bibaringa
[REDACTED] New South Head Road
Double Bay NSW 2028
Ph [REDACTED]

Kira Green

From: Nancy Handler [REDACTED]
Sent: Sunday, 22 May 2022 1:39 PM
To: Records
Subject: DOUBLE BAY CENTRE AND PLANNING URBAN DESIGN STRATEGY

Dear Councillors,

RE: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

I write in regard to the above mentioned.

As a Double Bay resident for over 20 years, I am submitting my objection to the Woollahra Municipal Council's proposal, to increase the building height to 6 storeys (21.5m).

The suburb is already choking with the amount of developments occurring and also coming through the pipeline. It is a great travesty to the village appeal of Double Bay.
The traffic and congestion is now, unbelievable. These developments will only add to what is already, the bottleneck of New South Head Road and the rest of the Eastern Suburbs, in its direct vicinity.
I am quite surprised the town planners are executing ideas to raise the height of buildings on this main artery !

It is far more appealing to keep Double Bay's charming character and not turn it into, yet another urban concrete jungle.

Kindly confirm receipt of this email.

Yours sincerely,
Nancy Handler-Radnai
[REDACTED] New South Head Rd
DOUBLE BAY NSW 2028

Sent from my iPhone

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Kira Green

From: Dr Yvonne White <[REDACTED]>
Sent: Sunday, 22 May 2022 5:16 PM
To: Records
Subject: proposed 6 storey buildings throughout Double Bay

I strongly object to increasing buildings above 4 stories This will destroy the existing low-rise stylish village character. There will be loss of sunlight and amenity and blocking of existing harbour views .There will be increased traffic congestion and nowhere to park. There will also be severe problems with excavation due to the high water table. I especially object to any height increase in Knox Street . Dr Yvonne White , [REDACTED] New South Head Road , Double Bay

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Kira Green

From: Ellis Varejes [REDACTED] >
Sent: Saturday, 7 May 2022 4:18 PM
To: Emma Williamson
Subject: REF SC 6868

Hi Emma

As requested, here is my written submission.

My wife and I live at [REDACTED] Edgecliff Road, Woollahra on the crest of the hill that runs down to Double Bay.

We are keen on alfresco dining, bars and live music being considered in the proposals for renewal of Double Bay. We are, however, not keen on built form developments higher than three floors in Double Bay. We consider that would detract from the village atmosphere.

We have a particular concern with noise emanating from the Golden Sheaf.

Music (love or otherwise) is played at high volumes on most nights, often well after midnight. The Sheaf is essentially open to the outside and the late-night music disturbs us as the sound travels up the gully to where we live. If the sound affects us, it must affect many others, not only to the west of the Sheaf, but in other directions too. The construction of the venue with an open-air beer garden is the obvious cause. A possible solution would be to have high clear glass walls on the west, east and south boundaries extending vertically and then sloping inwards on all sides at a high point to funnel the sound waves to the north. (This is not my expertise and is offered only to initiate possible solutions. This is not a problem that is unique to this site. It must have been encountered all over the world and there must be many ways to solve the problem.)

Besides the music, the noise from the expanded patronage increased significantly when closures were imposed on venues at Kings Cross, and the volume of activity at the Sheaf consequently increased. This was good for the Sheaf, but the significant increase in patron numbers has had a negative effect on the Double Bay neighbourhood in general, both because of the increased noise from the patrons and the significantly increased visiting night population. Police presence has had to increase as a consequence. Woollahra Council ratepayers are paying for the gentrification of Kings Cross and that is unfair.

We do not want to restrain the activities at the Sheaf. It is a local amenity and brings business to the area. But the consequences need to be managed.

Kind regards
Ellis

Ellis Varejes

M [REDACTED]

E [REDACTED]

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Kira Green

From: Rosemary Mann [REDACTED]
Sent: Monday, 23 May 2022 1:42 PM
To: Records
Subject: Double Bay Centre Planning and Urban Design Strategy

Dear Sir/Madam

As a Double Bay owner and resident for many years I am submitting my **strong objection to the WMC proposal to increase maximum building height to 6 storeys (21.5m).**

--

Rosemary Mann OAM
[REDACTED] New South Head Road
Double Bay NSW 2028
[REDACTED]

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Kira Green

From: Susan Hardie [REDACTED]
Sent: Monday, 23 May 2022 4:08 PM
To: Records
Cc: Double Bay Residents' Association
Subject: Draft Double Bay Centre

The General Manager
Woollahra Municipal Council
PO Box 61
Double Bay 1360

23rd May 2022

Dear Sir,

As a resident and ratepayer of Double Bay I am writing to express my horror at the proposal to increase the height of buildings throughout Double Bay to 6 storeys. Is it your intention to ruin what's left of the Village atmosphere and turn Double Bay into a sunless, cold, soulless, windy place like Bondi Junction?

Yours faithfully,

Susan Hardie

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Kira Green

From: Todd Hayward [REDACTED] >
Sent: Monday, 23 May 2022 4:40 PM
To: Records
Subject: SC5174 Submissions

Dear Council officers

Re Draft Double Bay Centre Planning & Urban Design Strategy

I find the exhibited strategy to be extremely confusing and misleading.

The Strategy is accompanied by the *Double Bay Transport Study*. That Study mentions Knox Street on 61 occasions, but at no point records Council's plans to fully pedestrianize Knox Street, and thereby change traffic and parking patterns across the entire Double Bay Centre.

You also attach the *Draft Double Bay Community Impact Statement*, with input from the same traffic consultants, which flags the pedestrianization plans.

What is the point of exhibiting one Study that is clearly out of date and does not reflect Council's current intentions?

Why didn't SCT address full pedestrianisation in the transport study? Did they suddenly change their mind about it?

Where is the evidence of community consultation that led to the shift in position between the dates of the two studies?

Where is the updated Transport study that takes into account traffic, parking, public transport and emergency vehicle impacts of the proposed pedestrianization of Knox Street?

It looks a lot like another rushed process that is not providing the community with accurate information on which to make an assessment.

Any light you can shed on the questions above would be welcomed.

Kind regards
Todd Hayward

Sent from [Mail](#) for Windows

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Kira Green

From: Isabella Walker-Smith [REDACTED]
Sent: Tuesday, 24 May 2022 12:29 AM
To: Records
Subject: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

Dear Councillors,

Re: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

As a Double Bay resident for 16 years, I am submitting my objection to the WMC proposal to increase the maximum building height to 6 storeys (21.5m).

Isabella Walker-Smith

[REDACTED] **New South Head Road**

Double Bay

NSW 2028

Thank you for your time and consideration of my submission.

Please confirm the receipt of my objection.

Regards,

Isabella

--

Warmest wishes,
Isabella Walker-Smith
Stylist

MELISSA PENFOLD

Style Guide www.melissapenfold.com @melissa_penfold

email: [REDACTED]

mobile: [REDACTED]

PO BOX [REDACTED]

Bondi Junction NSW 2022



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Kira Green

From: Melissa Penfold [REDACTED]
Sent: Tuesday, 24 May 2022 12:28 AM
To: Records
Subject: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

Dear Councillors,

Re: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

As a Double Bay owner and resident for 16 years, I am submitting my objection to the WMC proposal to increase the maximum building height to 6 storeys (21.5m).

Melissa Penfold

[REDACTED] **New South Head Road**

Double Bay

NSW 2028

Thank you for your time and consideration of my submission.

Please confirm the receipt of my objection.

Regards,

Melissa

--

MELISSA PENFOLD

Style Guide www.melissapenfold.com @melissa_penfold

email: [REDACTED]

mobile: [REDACTED]

PO BOX [REDACTED]
Bondi Junction NSW 2022



Kira Green

From: [REDACTED]
Sent: Tuesday, 24 May 2022 9:16 AM
To: Records
Subject: Objection to Double Bay Centre Planning raising height restrictions

As a long time owner and resident of the Double Bay and the Woollahra Council area, I was concerned when I became aware of the raising of height restrictions from the current 2 to 3 storeys to 6 storeys.

Double Bay is unique in that it has retained a casually elegant village feel – attracting people to sit in outdoor cafes and restaurants. A large degree of this ambience is because of the style and height of the buildings. My concerns for the raising of the height restrictions are:

- The unique character of the Double Bay precinct will be lost, with it looking more like other centres.
- Traffic and parking is already congested, more offices/accommodation will only exacerbate this
- Higher buildings will cast more shadows on the streets below, losing the charm that attracts people to the area

Double Bay has suffered for many years after a number of council decisions in the early 2000s. I believe the Bay is now regaining its status with developments such as that around Kiora Lane and increased height of buildings threatens to set this back with the creation of wind tunnels and over shadowed streets.

Sincerely

Maree Argy
Owner [REDACTED] New South Head Road, Double Bay
Resident [REDACTED] Newcastle Street Rose Bay

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Kira Green

From: Richard Reisner [REDACTED]
Sent: Tuesday, 24 May 2022 4:43 PM
To: Records
Subject: SC6808 Draft Double Bay Centre Planning and Urban Design Strategy

Dear Council,

I don't know how to express how thoroughly I am against the council's plans to destroy the Double Bay we know and love.

The proposed development in an already overdeveloped area, will be great for developers and benefit council's income in the short term but it is fundamentally negative for residents and visitors. It's a short term strategy that cannot be undone.

The proposed building heights will overshadow the streets in an already dark area (it's a Bay at the bottom of a hill) will not be a 'village' atmosphere, but a dark, windy concrete jungle much like Bondi Junction.

The area is already bottlenecked with traffic and is short on parking. It's naive to think that people will ride bikes or walk. Double Bay is at the bottom of a hill and the public transport has been cut back to such a level it's unreliable. Older residents such as myself and visitors rely on cars for reliable transport, whether these are taxis/rideshares or private vehicles. It is also worth mentioning that all the extra development will bring more traffic and noise to the area and combined with the other proposed ill-advised plan to close Knox Street to cars, Double Bay will be a knot of congestion at all times. It's short term as people will go elsewhere once they find it unbearable.

The only thing that is positive in the whole plan is putting a cinema back in.

Finally, I am very disappointed that counselors have backtracked on their pre-election commitments to stop overdevelopment.

This part of the Eastern Suburbs is already high density and developed enough. Please keep the character of Double Bay and don't move ahead!

Thank you,

Richard Reisner

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Kira Green

From: Anne Raymond
Sent: Wednesday, 25 May 2022 8:01 AM
To: Emma Williamson
Cc: Anne White
Subject: FW: Acknowledgement of Submission RE: Draft Double Bay Centre Planning and Urban Design Study, Darling Point Society
Attachments: DoubleBay development.pdf

Dear Emma

The GM asked me to acknowledge the submission of the DPS and pass on to Anne White.

If you could please include this in submissions received and I will leave it to you to create a record in HPE.

Many thanks, Anne



Anne Raymond
Administration Officer Executive Support

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We acknowledge the Gadigal and Birrabirragal people as the traditional custodians of the land in our local area.

From: Anne Raymond
Sent: Wednesday, 25 May 2022 7:59 AM
To: [REDACTED] >
Subject: Acknowledgement of Submission RE: Draft Double Bay Centre Planning and Urban Design Study, Darling Point Society

Dear Charlotte

The General Manager, Craig Swift-McNair, has asked me to acknowledge your email and submission on the Draft Double Bay Centre Planning and Urban Design Strategy.

The submission of the Darling Point Society has been forwarded to the Strategic Planning Department and will be considered with other submissions received.

Kind regards, Anne



Anne Raymond
Administration Officer Executive Support

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We acknowledge the Gadigal and Birrabirragal people as the traditional custodians of the land in our local area.

From: Mail Admin [REDACTED]
Sent: Tuesday, 24 May 2022 6:59 PM
To: Craig Swift-McNair [REDACTED]
Subject: Double Bay Development plan

Dear Craig
Please find attached the Darling Point Society's submission to the development in Double Bay.
Regards

Charlotte Feldman
DPS

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THE DARLING POINT SOCIETY INC

P.O. BOX [REDACTED] EDGECLIFF NSW 2027

[REDACTED]
[REDACTED]
[REDACTED]
ABN [REDACTED]

Mr Craig Swift McNair
General Manager
Woollahra Municipal Council
By email

Dear Craig,

This letter is to advise WMC that the Darling Point Society is opposed to the current Council Proposal for high rise buildings in Double Bay from 4 to 6 storeys for the following reasons:

- No benefit to residents and visitors
- Traffic Congestion
- Lack of parking
- Loss of low rise existing village character
- Water issues with excavation
- Loss of sunlight and amenity
- Serious disruption during construction
- Tasteless and soulless development.

We request that the Urban design Strategy and Double Bay Centre Planning be abandoned .

In developing this strategy Woollahra Council has failed to consult residents again and has provided no justification for this massive increase in density and over-development.

Regards

Charlotte Feldman

Charlotte Feldman
President
Darling Point Society Inc.

24 May 2022.

Kira Green

From: Vera Boyarsky [REDACTED]
Sent: Monday, 2 May 2022 4:24 PM
To: Records
Subject: Woollahra Council - Submission to public exhibition of the draft Double Bay and Urban Design Strategy
Attachments: Woollahra Council - Submission to public exhibition of the draft Double Bay and Urban Design Strategy.pdf

For your consideration.

Regards

vera

VERA BOYARSKY

ANKA PROPERTY GROUP

[REDACTED] New South Head Rd
PO BOX [REDACTED]
Edgecliff NSW 2027

M [REDACTED]
P [REDACTED]
[REDACTED]



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Our ref: 21050

29 April 2022

The General Manager
Woollahra Council

By email to Woollahra Council

Dear Sir/Madam,

**RE: Submission to public exhibition of the draft Double Bay
Planning and Urban Design Strategy**

I own Apartment [REDACTED] Knox Street Double Bay and have reviewed the exhibited documentation and to consider if there is any potential for adverse impacts on my home arising from the draft Strategy. Having undertaken this review I am of the view that the proposed increases in height and FSR will create the potential for significant and unreasonable impacts on the amenity of my home and the area generally. This is discussed below.

Consistency with strategic context

Whilst Double Bay is a local centre under the Eastern City District Plan 2018, it is a centre with unique character and is less accessible than other local centres in Woollahra such as Edgecliff. The draft Strategy notes the following from the District Plan:

Principles for local centres - Councils will need to consider which centres:

- *will be appropriate to accommodate additional housing as part of their housing strategy*
- *will need to grow to provide for the required goods and services of the community*
- *may also need to grow to deliver other roles for the community, such as recreation, cultural, arts and community hubs. (Eastern City District Plan, P 49).*

In regard to the first point above, Council has adopted the Woollahra Housing Strategy 2021 (WHS). The WHS notes in relation to 'Opportunities' for additional housing that only Edgecliff and Cross St Double Bay are being investigated for this purpose. In the sections on Housing targets and Housing Actions, only Edgecliff is referred to.

On this basis it is concluded that there is no strategic support for the investigation of additional housing in Double Bay.

Local context

Double Bay has been the subject of a recent boom in new approvals and construction of commercial and mixed use development. This indicates that the existing planning regime is doing its job in facilitating redevelopment to assist in the revitalization of the centre as envisaged by the draft Strategy. This is clearly shown in the table in Section 3.15 of the draft Strategy which indicates 17 recently approved large scale developments. Clearly changes to the control are not needed or can be considered on a site by site basis.

The stated principles of the draft Strategy do not include the need for additional development. The principles are very broad and there are many other actions that Council can take to achieve these outcomes without changing the existing planning controls.

It is noted that Council has previously resolved not to proceed with any planning control change in Double Bay with the exception of Cross Street. In relation to Cross Street, I am of the view that no changes are required as the majority of the area subject of the review is now subject of development consents already granted. Each remaining site should be considered on its merits having regard to the relevant current controls and the existing context.

The approvals have already involved breaches of the current controls and therefore have created impacts that were not envisaged either by Council or the community. These impacts include both loss of amenity within the public domain from overshadowing and visual impacts and also regarding private properties including my apartment which has had its harbour views obliterated by these developments. Being within the heart of the village, these impacts are detrimental to the overall objective to maintain the existing low key character of the centre.

Feasibility

The Hill PDA Study noted that: *most sites require an FSR of between 3:1 and 3.5:1 to facilitate development.* The current planning regime allows up to 3:1 and almost all the recent approval have exceeded this. As noted above these approvals and the commencement of construction on many of them is evidence that the current controls are working to encourage redevelopment.

Land use

I support retaining and enhancing commercial uses within the centre however the LEP and DCP controls need to be strengthened to protect residential amenity. When the controls were created commercial uses predominated in Double Bay. However one of the objectives of the controls was to encourage residential development and this has been successful. Double Bay is now a true mixed use centre. However, this exacerbates issues that can arise between commercial and residential uses and care needs to be taken to ensure that potential adverse impacts from commercial

uses are limited. This can be done by strictly prohibiting any commercial uses at upper levels that create amenity impacts. No elevated commercial open space such as roof terraces should be permitted and there should be controls on operating hours and use of lighting to ensure residential amenity is protected.

Opportunities

The map in Section 3.18 identifies a significant number of sites that are able to be redeveloped. However this includes sites that already have approval. This is particularly the case in the Cross/Knox Street precinct. The true character of Double Bay as a 'stylish bayside village' is found at its core, which is based around this precinct. The approved developments already diminish from the village atmosphere the Centre is known for and this should not be further threatened by changes to the planning controls.

If growth is needed it should be focused on the area that has the poorest existing amenity and less potential for adverse impacts – along New South Head Road. The Cross Street 'horse' has well and truly bolted and Council should focus on New South Head Road. Here, higher buildings can be accommodated with less impact and the contribution funds can be used for much needed public domain improvements.

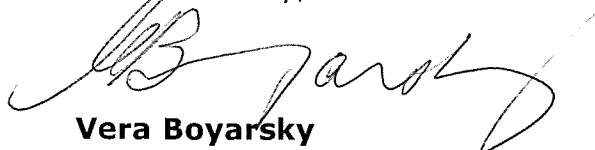
Conclusion

Double Bay is a special place and the key features that make it special should be preserved. These features are most prominent at the core of the centre in the Cross/Knox Street precinct and these are already under threat from recent development. If growth is needed it should not be at the expense of this unique character and should be focused on other parts of the centre where the existing character is of poorer quality and needs improvement such as New South Head Road.

Planning controls should be amended not only to facilitate improvements to the centre but to minimise land use conflict and protect residential amenity. There needs to be stronger controls prohibiting elevated open space for commercial use and limits on hours and use of lighting.

I support redevelopment but agree with Council's strategies that state it should be focused in Edgecliff only or at worst only include the New South Head Road precinct within Double Bay.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Vera Boyarsky', written over a horizontal line.

Vera Boyarsky

Kira Green

From: [REDACTED]
Sent: Monday, 9 May 2022 4:23 PM
To: Records
Subject: SC6808

Dear Sir

I have examined Council's draft Double Bay Centre planning and Urban Design Strategy and the CIS. I have lived in Double Bay for the past 33 years and am strongly opposed to the proposed changes for the following reasons:

Loss of Village Character

Woollahra Council's vision for the suburb was stated in the Double Bay Place Plan only three years ago in 2019 – "Double Bay is Sydney's Stylish Bayside Village". This clear statement underlined what makes Double Bay different from just about every other suburb in this city. It has a unique charm characterized by the low-rise buildings, quiet laneways and gorgeous tree canopies which makes it such an attractive place for both residents and visitors.

It is simply impossible to maintain this vision if the height limits are raised by the proposed 50%. Double Bay would immediately lose its point of difference – it would be indistinguishable from all the other Sydney suburbs. It could no longer be called "stylish" and it would cease to be "a village". It would become yet another soulless suburb.

Excavation issues

Developers who take advantage of the proposed new height limits will want underground parking for prospective buyers. Because of the extremely high water table, all excavations in the Double Bay Centre require pumping operations running throughout the day and night. The lowering of the water table by dewatering inevitably impacts nearby buildings. Sadly I have personally experienced this - my wife and I have suffered damage to our home in Court Road as a result of the dewatering process associated with the development at 4-8 Patterson Street. We were one of the many objectors to the DA for this development because we were aware of the potential damage from underground excavation so close to our property. Despite Objections lodged by us and many other neighbouring properties the DA was eventually passed. As we feared, the impact not only on our home, but on many other properties, was significant – the cracks in one house in Forest Road (about 200 metres from the development) were so severe that the front half had to be demolished and rebuilt.

Given the history of the extraordinary damage created by excavation in the Double Bay Centre it is difficult to understand how any development involving underground parking can be contemplated.

Regards

Philip Mason
[REDACTED] Court Road
Double Bay NSW 2028

Phone: [REDACTED]

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Kira Green

From: Prim Murray [REDACTED]
Sent: Monday, 9 May 2022 3:11 PM
To: Records
Subject: Double Bay Development / Planning Strategy

Dear. sir/madam

I strongly object to your new planning strategy on the following grounds . It is over development in the extreme. DB is already losing its unique village atmosphere enough is enough

.6 stories is outrageous

. You will create another disgusting Bondi Junction if you continue to allow these apartment blocks .If there are no new car parks and existing ones demolished, no one will go to DB they will continue to go to Westfield .it will no longer be a tourist destination as it will have no atmosphere .learn from other well developed wealthy areas like Noosa Palm Beach Pearl Beach where proper zoning rules have preserved the character of the area . Where next Watson's Bay please have some fore sight and develop appropriately

Yours faithfully

Prim Murray

[REDACTED] Bellevue Gardens

Bellevue Hill

[REDACTED]

Sent from my iPhone

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Kira Green

From: Amanda Stewart [REDACTED]
Sent: Tuesday, 24 May 2022 7:16 PM
To: Records
Subject: Draft Double Bay Centre Planning and Urban Design Strategy and Community Impact Statement

Dear General Manager,

I attach our submission and comments (below) in regards to the Draft Double Bay Centre Planning and Urban Design Strategy and Community Impact Statement. Please provide our submission to current Woollahra Councillors and to any other Council representatives who are relevant to this matter.

We strongly object to the proposal to significantly increase building heights in the Double Bay Centre as proposed in the strategy. Our objections are outlined below.

Kind Regards,

Amanda Stewart

Please keep our contact details confidential

The General Manager,

Woollahra Municipal Council,

PO Box 61,

DOUBLE BAY NSW 1360.

24th May 2022

RE: Draft Double Bay Centre Planning and Urban Design Strategy and Community Impact Statement

Dear General Manager and Councillors,

We have looked at the Draft Double Bay Centre Planning and Urban Design Strategy and Community Impact Statement which is currently on exhibition and wish to express our strong objection in regards to the draft strategy's proposal to increase the permitted height limits for undeveloped sites in the Double Bay Centre from 14.7 metres (4 stories) to 21.5 metres (6 stories).

This proposal for a massive 50% height increase is unprecedented and, if enacted, would have significant deleterious impacts on the Double Bay Centre, destroying its current, attractive, low-rise character for the long-term. In addition, it would significantly impact the communities of Edgecliff, Woollahra, Darling Point, Bellevue Hill and Bondi Junction in the surrounding amphitheatre, blocking harbour views and reducing the amenity and value of properties in these areas. These proposed changes are of national significance as they would permanently affect the attractiveness and character of this part of Sydney Harbour with Double Bay becoming an anomalous, concrete eyesore instead of its current, attractive, leafy, low-rise character which is consistent with other suburbs north-east of the centre such as Rose Bay and Vaucluse.

Our objections are as follows:

1. Contravenes long-term planning principles/view obstruction

The proposal to significantly increase height limits in the Double Bay Centre to 6 stories is in contravention to long-established planning principles that tall buildings should be restricted to the ridge line and not be located in the basin near the harbour. There are very good reasons as to why these principles have remained so long. They are eminently sensible, fair and benefit the local and broader community.

If this proposal to raise height levels in Double Bay were approved, it would significantly block our harbour views at our property in Edgecliff Road, permanently impacting its value and our amenity. We wish to express our strongest objection to any increase to the current permitted building heights of 14.7metres - 4 stories.

If this increase in permitted heights were approved it would also steal harbour views from countless other properties in Double Bay and the surrounding hills of Double Bay, Edgecliff, Woollahra, Bellevue Hill, Darling Point and Bondi Junction impacting on their amenity and value.

Approval of these proposed height increases could also result in further inappropriate high-rise in Double Bay, Rose Bay and Watsons Bay. These areas near the harbour are of national significance and should have heritage protection.

It is unreasonable and is not in the public interest to propose such an unprecedented and significant change which would disadvantage so many.

The impact of the proposed increased building heights on views from the surrounding hills, the amphitheatre and harbour seems not to have been taken into account in the Draft Strategy. We cannot understand why not, given that this proposal would have such significant and widespread longterm impacts. The Draft Strategy should not be considered until details of these impacts are provided to the community.

Developers Seek Exemptions in regards to Height Regulations

Developers frequently seek to exceed Council Height regulations by 1-2 floors. There are many recent examples of such approvals being granted by Council in Cross Street (16-34) and Bay Street (16- 26) due to Council abandoning its own controls.

If heights of 6 stories were permitted, it is likely that buildings of 7 or 8 stories would be proposed and approved in the Double Bay Centre creating devastating impacts on harbour views throughout the amphitheatre and surrounding suburbs and on the amenity, privacy and access to sunlight of those in the Centre. There would also be overshadowing of public spaces within Double Bay, destroying its low-rise, village character.

Loss of Village Character of Double Bay

Woollahra Council's DCP outlines its vision for the Double Bay Centre as being "*Sydney's stylish, bayside village.*"

The proposal to allow 6 story (and likely higher) high rise developments in the Centre completely contradicts this vision. 6 storey buildings create the opposite of a 'village character' with low-rise buildings and sunny, leafy streets. If such large buildings were permitted, they would permanently destroy the village character of the Centre replacing it with an ugly, concrete jungle with significant overshadowing of public and private spaces.

This is not in the public interest and should not be permitted. On Page 40, the document extols the virtue of the Kelvin Grove Urban Village, Brisbane as if this development is desirable. The heritage and leafy, low-rise character of Double Bay is unique, renowned and irreplaceable. Council must prioritise preserving it in its Draft Strategy which should not allow any high rise developments over 4 stories in this sensitive area.

Strategy at odds with Recent Council Imperatives

Over the past year, Council Development Control Planners, with support from the Woollahra Local Planning Panel and also the Land and Environment Court, have been largely successful in keeping development in the Centre to a maximum of 5 stories (ie. 49-53 and 55 Bay Street, 14 Bay Street and 294-298 New South Head Road).

This current Draft Strategy appears to be completely at odds with these determinations and their rationales for limiting the size of high-rise developments to protect both private amenity and the public interest. This inconsistency is of concern. The current Draft strategy proposal to radically increase permitted heights has, in effect, already been deemed inappropriate by these bodies and any Draft strategy should reflect this, not contradict it with this proposal to significantly raise building heights in the Centre.

In relation to height limits on New South Head Road, Council voted against height increases on the road when the Draft Strategy was debated in 2021, yet this current document does not reflect that decision and instead proposes to increase limits to 6 stories which would block the harbour views of a great number of properties south of the Centre and in the amphitheatre, yet this has not been canvassed or modelled in the current Draft Strategy.

Specific Areas - Transvaall Avenue, Kiora Lane, Bay Street and Knox Street.

We are strongly opposed to 6 story buildings being permitted in these areas. 6 storey buildings would destroy their essential character and steal views, sunlight, privacy and create an oppressive, over-developed eyesore.

There should be no increase in height permitted on Bay Street. To allow tall buildings along the west side of Bay Street will create an inconsistent and ugly streetscape that will undermine the character and beauty of the street and also significantly block views in the surrounding amphitheatre.

The four storey limit for Knox Street should be maintained to protect its current, sunny, low-rise appearance and character.

Overpopulation and Overdevelopment

There has been unprecedented development in Double Bay over recent years. Many in the community now feel that Double Bay has reached a level of overdevelopment and overpopulation that is unsustainable. Congestion, traffic and parking problems are significant problems in the Centre now, as well as noise impacts, loss of views, overcrowding, overshadowing and loss of privacy. These issues need to be addressed but this current proposal to raise heights would further exacerbate these problems.

The argument that extra height is needed to encourage development is a myth. As mentioned, there has been unprecedented development in Double Bay over the past decade. Height limits have not impeded this in any way. Development has already exceeded what is reasonable and has already greatly exceeded housing targets with 564 dwellings constructed recently instead of 300 - almost double what was required (see SMH report 24/5/22 below). The congestion, parking and infrastructure problems that have resulted from overdevelopment and over-population should be addressed by the Draft Strategy. This proposal to increase height limits would dramatically worsen these problems. Double Bay cannot sustain the significant increase in population that would occur if such large developments were permitted.

Traffic and Parking problems

Since overdevelopment has occurred, Double Bay now experiences significant traffic congestion problems. The geographical nature of the area and its positioning around New South Head Road, the main artery that services the suburbs to its north-east and east, means that it struggles to cope with current demand. It cannot sustain further increases in population and overdevelopment. The resultant traffic congestion also impacts thousands of other commuters in the eastern suburbs on a daily basis, as well as Double Bay residents.

Parking is now also a very significant problem as there is not enough on-street or off-street parking to service the current population and visitors, disadvantaging both businesses and residents on a daily basis. Parking problems and the other issues caused by overpopulation must be addressed.

No information re: FSR and other controls

The Strategy does not detail what FSR and bulk controls are proposed for the Centre. It is incomplete and should not be considered until details are provided to the public. The only mention of this that we could find seemed to suggest a possible substantial increase in FSR controls which we strongly oppose.

We realise that there is a great responsibility and difficulty in making planning decisions but to raise permitted heights from 14.7metres (4 stories) to 21.5 metres (6 stories). is an extreme measure which could transform the Centre permanently and impose a range of significant negative consequences which are not in the public interest. The guidelines must include keeping Sydney beautiful and not letting it become a concrete jungle. Part of that must surely be to save important areas of the Eastern Suburbs, particularly those areas close to the harbour. We request that any increase to the current permitted height levels of 14.7 metres is reconsidered and soundly rejected and that Council saves Double Bay, its surrounding amphitheatre and the essential character of this part of the harbour from inappropriate, high rise developments.

Kind Regards,

Amanda Stewart

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Kira Green

From: Miranda Marshall [REDACTED]
Sent: Wednesday, 25 May 2022 10:11 AM
To: Records
Subject: Draft Double Bay Centre Planning & Urban Design Strategy
Attachments: WMC OBJ to DOUBLE BAY STRATEGY PLAN.docx

Please find attached my objection to the Draft Double Bay Centre Planning & Urban Design Strategy.

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OBJECTION to the Draft Double Bay Centre Planning & Urban Design Strategy

Dear Councillors

My family have a 4-generation history with growing up in Double Bay. My grandmother was born in Ocean Avenue across the road from Double Bay Park (now Steyne Park), my father was born a few doors up at [REDACTED] Ocean Avenue and my brother and I grew up there till that was sold and the family moved to [REDACTED] Bay St Double Bay in 1971. My mother lived there till 2015 and we still own that property. My matrimonial home (with my 4 sons) was in Arthur Street from the early '80s till 2012 and now I reside up the top of Bellevue Hill.

SO I have a long long history with the village of Double Bay, which shapes my view on how it should be developed going forward. I am NOT against development but it must follow what the community wants and how it will benefit our precinct in amenity and character.

The Double Bay centre is renowned for its village character, vibrant outdoor dining and diverse mix of local businesses. Its proximity to Sydney harbour and Edgecliff train station make it an attractive place for people to live, work and visit.

Village is the operative word here, preserving its charm and character – preserving its interesting and unique mix of different buildings and styles developed over the last 150 years – this must be the focus for the planning strategy.

Your plan replaces our village with buildings of uniform bulk and scale 10 times human height and there will be loss of sunlight and amenity. Raising the height limit across Double Bay village by 50% - Why? Replacing 1,2,3 and 4 story buildings with 6 stories throughout the Double Bay centre– many (around 15) of which have already been approved recently at this new height. There must be NO MORE approvals of this scale. Double Bay should be known as Sydney's low-rise, stylish, harbourside village with unique character – not another soulless suburb with corridors of uniform, bulky, dominating buildings.

Adding commercial and residential space will increase the already appalling severe traffic issues in the Double Bay precinct, as well as places to park.

One of my greatest concerns is that with all the excavation there will be SEVERE problems with the high-water table. This came to our attention when buildings were erected along the Northern side in Cross Street and our garage in Bay Street flooded. At considerable expense we had to put in pumps. The Hydrogeological Engineer's Report commissioned recently high lighted these massive issues with the water table and environmental damage – Council must clearly take this into account.

Woollahra Council has provided NO justification for this massive increase in density and over-development. The only people who profit from it are the Developers!

Kind regards

Miranda Marshall

■ Bradley Ave, BELLEVUE HILL NSW 2023

Kira Green

From: Jenny Hall [REDACTED]
Sent: Wednesday, 25 May 2022 3:20 PM
To: Records
Subject: Objection

Mayor,
We would like to register our objection to increasing the height of buildings in Double Bay and support the position of the DBRA on this matter.

Regards,
Jenny and John Hall
[REDACTED] Forest Road, Double Bay

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Kira Green

From: Michele [REDACTED]
Sent: Thursday, 26 May 2022 2:01 PM
To: Records
Subject: Proposed Draft Centre Planning and Urban Design Strategy - SC6808

Attention Mr Craig Swift-McNair, General Manager

Double Bay, our much loved local village, will be no more if it is encouraged and allowed to become a grossly overdeveloped Centre towering over its inhabitants.

I have lived in Double Bay for over 60 years and no matter what my age I have always felt comfortable and there were always shops reflecting my wants and needs, from Rumpus Room, to teenage dress shops and on to the wonderful array of food shops and on to adult clothes and a plant nursery. What more could one want for a place in which to live. There were even two service stations. The list goes on.

We could always meet and walk in sunny streets with beautiful trees and stylish buildings of varying ages, containing shops of varying sizes accomodating the diverse types of businesses we all enjoyed. But alas no longer if the Strategy proceeds. Double Bay will become the Bondi Junction at the bottom of the hill. All the shops in recent developments are, so far, all designed for big business.

The Double Bay height limit must stay at four stories and all new buildings must provide varying sized small and large tenancies. The set proportions of small and larger tenancies must be no compromise.

Please listen to the people who live in and love what is left of our stylish and character filled "Bay".

With Regards
Michele Wearn

[REDACTED] Court Road
Double Bay.
26 May, 2022

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Kira Green

From: Sean Macken [REDACTED]
Sent: Friday, 27 May 2022 8:57 AM
To: Records
Cc: Records
Subject: Response to the Double Bay Planning and design Strategy May 2022 SC6808 Submissions
Attachments: Response to the Double Bay Planning and design Strategy May 2022 SC6808 Submissions.pdf

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Craig Swift-McNair
General Manager
Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360

24th May 2022

Double Bay Centre Planning and Urban Design Strategy.
Reference SC6808

Dear Sir,

I am writing in response to the Double Bay Centre Planning and Urban Design Strategy (the Strategy) on behalf of Woollahra-Double Bay Uniting Church, owners of Chapel Court, 15 Cross Street, Double Bay. We welcome the opportunity to contribute to the future planning of our neighbourhood and congratulate Council for the thoughtful and considered approach to managing development pressures on our community.

The Uniting Church, and its antecedents, have been active participants in the spiritual, cultural, and social life of the Double Bay community since the early days of colonial settlement. Our Church on Cross Street provides a range of community services that extend far beyond providing a place for our parishioners to congregate. Our meetings rooms are used by community groups, NGOs, and local agencies, including Council. We provide space for local exhibitions, public performances, and cater for a range of cultural and artistic groups. We also provide a range of social services and out-reach programs for people in need within our local community. Our Church has some commercial tenancies which provide a rental income which helps fund our civic and charitable works and contributes to maintaining our other heritage buildings and churches in the Woollahra LGA.

The Strategy has identified Chapel Court as an important community facility and an asset which should be retained as the Double Bay Centre grows and develops. We agree. We remain committed to maintaining our centuries long presence in the heart of Double Bay and to continuing to cater for the diverse needs of our local community. Furthermore, we believe that we can expand the many community services we provide and provide a more effective and usable community and cultural asset, through a future redevelopment of our property. Our hope is to one day develop a flexible, multipurpose space to better meet the needs of our congregation, the local groups we support and the wider Double Bay community. We would also like to explore the provision of new community services such as crisis and affordable accommodation, a quality second hand clothing, and wellbeing/counselling centre and trust that these services will be supported in any future planning controls Council adopts.

To this end we are supportive of many of the proposed changes to planning controls outlined in the draft Strategy. However, we would like the following issues to be considered before Council proceeds to the next stage of preparing a new Local Environment Plan.

Built form, density, and height limits.

The Strategy foreshadows a number of changes to the existing planning controls to increase the development density of the Double Bay Centre, while at the same time seeking to improve the quality of urban design. We support this approach and welcome the suggested increase in Floor Space Ratios (FSR) and heights. We are also pleased to see greater emphasis on improving the quality of urban design and ensuring new development does not detract from or overwhelm the local streets and public realm. In recent years there have been several ad hoc developments which have not always delivered a better public realm nor made a positive contribution to the Double Bay community. A new Local Plan which elevates the consideration of urban design above simple numerical controls will help prevent this in the future.

The suggestion in the Strategy of an indicative height limit of six storeys is reasonable in many circumstances, however we think Council's future Plan should not be overly reliant on numerical codes to deliver the desired built form. On larger parcels of land, it is possible and sometimes desirable to accommodate taller developments without compromising the three Urban Design Principles in the strategy or impacting on the public realm. The Strategy cites the award winning, Kelvin Grove Village in Brisbane, as an example of good urban development and seeks to replicate its built form and design into the Double Bay Centre. We agree, but would note that Kelvin Grove Village allows for taller buildings than six storeys. We also note that plans for the large Council owned carpark, adjacent to our Church, is likely to accommodate a development of up to eight storeys.

We believe that where a development proposal can demonstrate both design excellence and compliance with the three Design Principles, there is merit in allowing buildings taller than six storeys, especially on larger development sites where extra height can be set back from boundary.

We support the suggestion to apply a more flexible, Mixed-Use Zone, across the Double Bay Centre and that a minimum of two storeys of non-residential floor space is appropriate to support employment and services. This Zone should allow the expanded range of services and activities the Church may seek to provide in the future.

Financial feasibility and community infrastructure.

The economic feasibility studies and constraints analysis contained in the Strategy provide a good summary of the financial difficulties faced by new developments in Double Bay. Flooding, acid sulphate soils, and a difficult sub-stratum, make building in this area both expensive and difficult. While the increases in height and FSR will address the feasibility issues for private landowners and developers, this is not the case for our Church.

In any future development of Chapel Court, we would see a considerable portion of the commercial floorspace being dedicated to providing community meetings rooms, community services and a place of worship for our congregation. While this is a valuable social and community asset, it makes no contribution to the financial feasibility of the development. We would like Council to consider excluding community spaces and meeting rooms from the Floor Space Ratio calculations and development contributions of new development. Alternatively, we would welcome consideration of other development incentives and bonuses to support the provision of community infrastructure which our Church provides.

The Strategy identifies our property as one of the few opportunities to provide the community spaces and meeting rooms Double Bay needs and this should be supported in any new Local Plan.

Without special consideration or bonuses, the Strategy will have the perverse effect of reducing the amount of space dedicated to community and civic uses in any redevelopment of Chapel Court or incentivise the relocation of the Church out of the Double Bay Centre, something neither Council nor the Uniting Church would want.

Shared infrastructure and servicing:

While the Strategy outlines a suite of policies to improve the public realm and urban design, we note that there is no mention of shared servicing, particularly access arrangements. Nothing detracts more from the amenity of the street than the proliferation of access ramps for underground parking and loading docks. As far as practical, all new development should make provision to share access for parking with neighbouring development and minimise the number of places vehicles need to cross pedestrian footpaths. For example, the redevelopment of Council's Cross Street carpark site should be conditioned to allow access for vehicles to any future development of Chapel Court next door.

The Uniting Church would welcome the opportunity to work with Council on the next steps in implementing the Strategy. We remain committed to having an ongoing presence in the Double Bay Centre and to contributing to the spiritual, cultural, and social life of our community. We trust this submission has been of use and we welcome the positive consideration of our suggested changes. Please do not hesitate to contact me on 0417 238 212 if you need any further information. We look forward to hearing from you in due course.

Yours Sincerely

Sean Macken
[REDACTED] Abercrombie St
Darlington 2008
[REDACTED]

Kira Green

From: Lisa O'Brien [REDACTED]
Sent: Friday, 27 May 2022 10:25 AM
To: Records
Subject: DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

Woollahra Council - records@woollahra.nsw.gov.au

Dear Councillors,

Re:DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY

As a Double Bay owner and resident for several years, I am submitting my objection to the WMC proposal to increase maximum building height to 6 storeys (21.5m).

Thank you for your time and consideration of my submission.

Please confirm the receipt of my objection.

With thanks for your consideration

--

Lisa & Greg O'Brien

Bibaringa

Ph: [REDACTED]

[REDACTED]

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Kira Green

From: Barbara Mortimer [REDACTED]
Sent: Friday, 27 May 2022 11:27 AM
To: Records
Subject: SC6808 Draft Double Bay Centre Planning and Urban Design Strategy

Friday 27th May 2022

The General Manager
Woollahra Council
PO Box 61
Double Bay 1360

Dear Sir,

This Draft Strategy to rezone all of the Double Bay Centre height limits to increase from 4 to 6 storeys is a truly inspired plan.

No more need to properly examine each DA on its merits.

No need to uphold the right of the residents & businesses to have access to sunshine, light, air or views.

New height limits and excavation depths can be passed by this 'Draft' method regularly.

No need to time waste to renegotiate new DCP or LEP with your residents or businesses & other stake holders.

All that intellectual capital that went into drawing them up will be disregarded from now on. Such time saving.

Once Double Bay has completely lost its charm what then?

Barbara Mortimer
[REDACTED] Wallaroy Road
Woollahra 2025

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Kira Green

From: diana yeldham [REDACTED]
Sent: Thursday, 26 May 2022 4:42 PM
To: Records
Subject: Objection to the proposed six storey LEP for Double Bay

Dear Councillors....I Strongly Object to the future proposal of Double Bay being a 6 floor Concrete Jungle
The Environment

It is surprising that a 6 floor concrete jungle is the proposal of Woollahra Council when we are all trying to focus on a greener healthier environment....I am in the midst of making enquiries about a class action against the council if this proposal is accepted.

Traffic & Pedestrian Issues

I have written many emails over the past years to Council but regrettably I have received no communication regarding any of the issues raised . The proposed changes to the Double Bay LEP comes with great concern.

It was only last year that it was voted and agreed that Double Bay would remain at 4 levels. However Council regrettably had a plan and that was to get rid of the members who opposed the fur increase in height and put the issue up again for election.

I live in The Chancellor Cnr Bay & Cross St. I have written numerous letters to council regarding this intersection and the constant near accidents that occur. I requested two years ago that a camera be placed here for a one month period to monitor the issues . My letters have been ignored.....a fatality seems to be the only situation that might attract attention.

A resident from The Chancellor was knocked over outside Margaret's earlier this year and every day I see a near miss in these narrow overcrowded streets.

I have suggested a paring back of the pavements and round a bouts installed to relieve the dangers.

Council's plan to increase the level of buildings to 6 floors can only but increase the volume of cars and therefore increase the traffic issues . The closing of Knox St will add dramatically to this problem.

Maintaining the Village

Keeping the hight to 4 levels is the only way you can maintain the uniqueness of Double Bay Village. Regrettably this has already been violated and I would hope that the council would now not bow to developers wishes and they themselves be remembered for creating a fantastic unique international low lying village .

Law & Order

I am aware of the police addressing their concerns to Council regarding Council's intentions to create further night life in Double BayThey are aware of the concerning issues !!!

I would like those councillors who are in favour of this proposal to make themselves very aware of what is already happening around the streets and laneways of Double Bay in the early hours of the morning particularly at week ends and during summer.

I had always hoped that who ever was elected to Council would always try and preserve a safe and peaceful abiding environment for all who live here and for all who wish to visit and be sure of dining and enjoying a well managed Double Bay this is already being tested.

Priorities are of the essence and it does not appear that the Residents are being given that priority and respect.

A fair balance is essential for a successful and happy community ...this is what is expected of local Council.

Hope

I remain hopeful that this proposal will not be accepted

Sincerely,
Di Yeldham

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Kira Green

From: Jasmine Steel [REDACTED]
Sent: Friday, 27 May 2022 2:44 PM
To: Records
Subject: Attention Mr Craig Swift-McNair and All Councillors SC6808

Re Proposed increase in Building Height for Double Bay Centre.

I am opposed to Woollahra Councils proposal to increase building height from 4 to 6 storeys. This will result in an increase of bulky buildings, overshadowing the footpaths and cafe seating, other buildings and blocking previous views. An attractive and well lit outlook contributes to better mental health. Removal of this is confronting and depressing for those who have lost the view they originally had.

The Double Bay Centre area consists of Bay St, Cross St, Knox St and Kiaora Lands, an area of not more than 0.02 kms. There is a real risk that what was once a " Village ", could resemble Lego Land. There appears to be an irregular style of architecture developing in Double Bay, apparently what the developers can squeeze onto a site, just to give them a " footprint " in the area.

Double Bay sits on a valley floor, accommodating water runoff from the surrounding suburbs (into an aged stormwater system) to the harbour. After an extended period of wet weather, climate change has now become an issue Residents are fearful of. Indeed, the new Federal Member for Wentworth has won a seat in the new Parliament, campaigning on this very issue.

Any increase in the Double Bay population must be accompanied by a sizeable increase in human to Green Space ratio. Only Steyne Park is a useable Green Space in the area, already catering to school children, sports, different forms of exercise and training, sailing boats and a children's playground, meditation and lots of dogs.

The Traffic congestion increases in the surrounding streets and New South Head Road, coming to a standstill at different times of the day.

I ask you to consider what Lego Land look like and reject this silly idea !

Regards
Jasmine Steel

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Kira Green

From: [REDACTED]
Sent: Friday, 27 May 2022 3:01 PM
To: Records
Subject: Woollahra Council's draft Double Bay Centre Planning and Urban Design Strategy SC6808 - submission
Attachments: Woollahra Council Draft Planning Submission, 20220527.docx

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Woollahra Councillors

I wish to record my opposition to Woollahra Council's draft planning strategy for the Double Bay shopping precinct ('the Double Bay village'). I consider that raising the height limits of buildings in Double Bay shopping precinct review sites by 50 per cent to a theoretical maximum of 6 storeys (and quite possibly eight in practice) is not sustainable for this part of Double Bay and will damage the area economically, socially, and structurally.

I acknowledge I am concerned in part about the effect on land values on property I own in this part of Double Bay (as I and other property owners should be and the Council should be.) However, I consider the Double Bay shopping area, and the review sites singled out, are already adequately supplied, and will be adequately supplied, by units and other dwelling places under the current height restrictions (which appear to be particularly flexible). I note that even if more units and other dwellings are built in Double Bay and cause dwelling prices to fall, they will still be expensive and unlikely to satisfy the demand for the types of dwellings required by home buyers – first home buyers and existing owners upgrading or downsizing. The current height restrictions are more likely (or at least less unlikely) to result in demand-appropriate properties being built. (As an aside, I noticed on a recent trip to Sydney a very large, unsightly multi-storey development of apparently small apartments – single or perhaps two bedroom – in another part of Woollahra. This would be a completely inappropriate type of development, especially if six storeys high, for Double Bay and Double Bay residents should be afraid of it.)

As far as commercial property is concerned, the Double Bay shopping district is already oversupplied and there are often vacant properties. There does not appear to be a need for new commercial developments outside the current restrictions (ie two storeys of non-residential premises with four storeys of residential buildings on top). Indeed when shops and similar premises become vacant in the Double Bay shopping district, they appear to be replaced solely with residential units, not further office or retail developments.

I fully agree with the points made in the Double Bay Residents Association submission of 9 April 2022. These points do not need to be reiterated but I am particularly concerned about (i) the flexibility with which existing height regulations are applied; and (ii) the greater likelihood of cracking and flooding of properties in upstream areas to a development. Flooding is of great concern to me because based on the geological structure of Double Bay and the engineering consequences of the development, my property would be highly vulnerable to flooding and cracking by development on or near a Cross Street review site. I have not sought legal advice on this matter but if flooding and cracking occurs in some properties in the Double Bay village due to an excessively high building nearby and/or underground parking (two or more levels – a likely consequence), affected property owners may consider suing the Council for inadequate (negligently formulated?) planning regulations. If successful, such suits will create a further burden on ratepayers. If other land values in this part of Double Bay diminish due to loss of amenity or other reasons, this may offset any gain in rates from a higher land value on a high storey property approved in the review site.

Thank you for considering this submission.

Yours sincerely

David King

 Ijong St
Braddon ACT 2612

From: Fenja Berglund [REDACTED]
Sent: Friday, 27 May 2022 3:30 PM
To: Records
Subject: SC6808 Submissions

Submission regarding the Draft Double Bay Centre Planning & Urban Design Strategy

This submission addresses *section 5.8 - parking requirement and active transport*, which is the only aspect of the strategy which concerns us.

In principle the idea of promoting alternatives to private car use is admirable, whether through increased active transport, increased public transport or the use of share car. It also makes sense to encourage the construction of relatively affordable smaller apartments to diversify housing options in the area. However, there are a number of difficulties in reducing the required parking spots for new development before there is any certainty regarding the success of those strategies:

1. There is currently, as far as we are aware, no way to legally prevent owners or occupiers of 1 bedroom/studio apartments without a car space from registering a car anyway. Unless that changes, the idea that people residing in the apartments without parking spaces will simply not own cars is more of a hope than a certainty.
2. While Council can lobby for more or better targeted public transport, that is largely in the hands of the state government which may well have priorities in other (and arguably already less well serviced) parts of Sydney.
3. If the proposed share car spaces are to be outsourced to existing commercial providers such as GoGet, their availability and success depends on the continued existence and success of those providers and whether those spaces remain commercially viable for the provider.
4. Council can certainly encourage walking and cycling and this is a good initiative, but the extent to which residents will adopt these, particularly in the shorter term, is uncertain.

Living on the corner of Kiaora Road and Carlotta Road not far from the Woolworths/Kiaora Place retail areas, we are acutely aware that it is already very difficult to find online parking at certain time of the day and week, even in the designated resident parking spots. If the strategies proposed do not succeed in reducing private car ownership, yet buildings have been approved with fewer parking spaces for 1 bedroom and studio apartments, what will result is more private cars being parked on the street. This will exacerbate an already difficult parking situation.

We note that the current intention is framed as a principle and does not propose a specific numeric reduction per apartment. We submit that any such reduction in off street parking requirements should either not be implemented, or at least remain a very modest reduction, until it is known how successful alternate transport strategies are likely to be. Since Council has no power to wind back development consents once granted, it will be too late to resolve the problem if the alternative transport strategies fail, or fail to meet expectations.

Transport Study – Kiaora Road

Finally, we note the Double Bay Transport Study includes as one recommendation the closure of (or timed limitation on) the right hand turn from New South Head Road to Kiaora Road and Bellevue Road. The study focuses on how this will assist the function of New South Head Road but does not analyse in detail how this would affect the local traffic around Kiaora/Carlotta/Court/Manning Roads and the surrounding area other than to assert there is "capacity". In our view this should be investigated much more carefully before resorting to closing that intersection as there is already considerable traffic locally particularly at the morning and afternoon peak hours. Combined with the Woolworths car park entries/exits, pedestrian traffic and the child care centre entrance, there are potential safety concerns as well as congestion issues associated with increased local traffic around Kiaora/Court/Manning Roads which would inevitably result from a closure intended to ease pressure on New South Head Road.

Fenja Berglund and Michael Barr-David
[REDACTED] Carlotta Road, Double Bay

Kira Green

From: Eleanor Manchee [REDACTED]
Sent: Friday, 27 May 2022 3:43 PM
To: Records
Subject: Fwd: Re altering height limits in Double Bay to 6 stories.

Sent from my iPad

Begin forwarded message:

From: Eleanor Manchee [REDACTED]
Date: 27 May 2022 at 3:36:22 pm AEST
To: records@woollahra.nsw.gov.au
Subject: Re altering height limits in Double Bay to 6 stories.

Dear councillors,

I am strongly opposed to this idea. We came to Double Bay ten years ago because of the village feel of the shopping centre and environs and believed the council had a policy to keep it that way. I fear that raising the height limit will detract from Double Bay's desirability.

Taller buildings will make the streets shadier, colder and windier. Not nice.

Please councillors stay with your four story height limit. Places with only low rise buildings are treasured living spaces all over the world.

Yours faithfully
David and Jane Manchee.

Sent from my iPad

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For more information please visit <http://www.symanteccloud.com>

Kira Green

From: Harsha Yadav [REDACTED] >
Sent: Friday, 27 May 2022 3:56 PM
To: Records
Cc: Sophy Purton; John Wynne; Matt Hill; Scarlett Nalpas; Paul Fridman
Subject: Double Bay Centre Planning and Urban Design Strategy - Submission (Reference No. SC6808)
Attachments: Draft Double Bay Centre Planning and Urban Design Strategy – Submission.pdf

Hi Emma,

Hope you are well.

I am writing this in relation to the draft Double Bay Centre Planning and Urban Design Strategy which is on public exhibition from 16 March 2022 – 27 May 2022 (Reference No. SC6808). Please see attached our submission relating to the same.

Kind regards,

HARSHA YADAV
CONSULTANT

D [REDACTED]
E [REDACTED]

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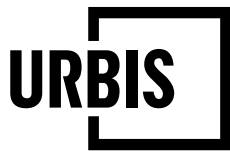


ANGEL PLACE, LEVEL [REDACTED] PITT STREET
SYDNEY, NSW 2000, AUSTRALIA
T + [REDACTED]

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PITT STREET
SYDNEY NSW 2000

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Urbis Pty Ltd

27 May 2022

General Manager
Woollahra City Council
536 New South Head Road, Double Bay NSW 2028
Att: Emma Williamson – Strategic Planning Unit

Via Email: records@woollahra.nsw.gov.au

Dear Emma,

DRAFT DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY (REFERENCE NO.: SC6808)

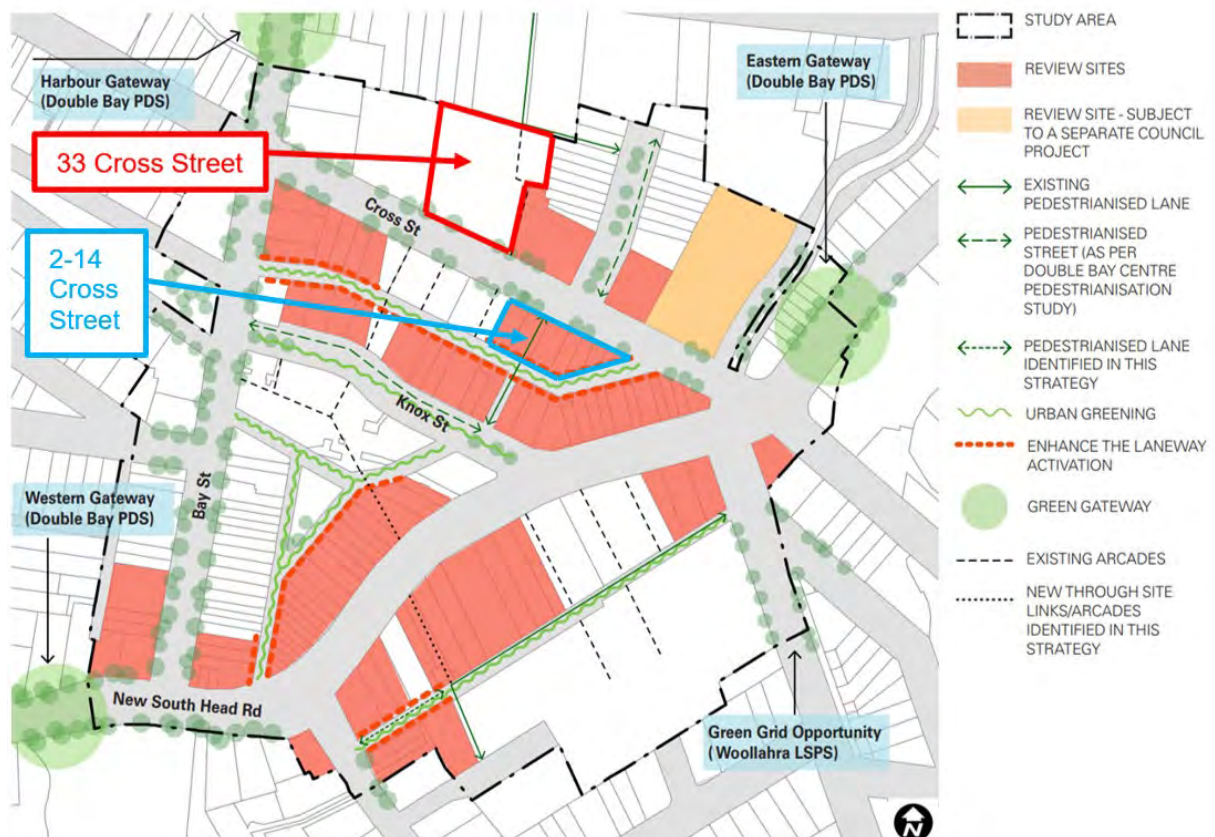
1. INTRODUCTION

This submission is prepared by Urbis Pty Ltd (**Urbis**) on behalf of Fridcorp, and in relation to the site at 33 Cross Street, Double Bay (Lot 1 in DP 793525) occupied by the Intercontinental Hotel and 2-14 Cross Street, Double Bay (Lot 2 in DP 517064, DP 510972, DP 509585, DP 515801, DP 513307, DP 509551, DP 513005).

This submission is prepared in response to the draft Double Bay Centre Planning and Urban Design Strategy (**the draft Strategy**) which is on Public Exhibition from 16 March 2022 – 27 May 2022 (Reference No. SC6808).

The draft Strategy identifies certain sites within the Centre as 'Review Site'. 33 Cross Street is not identified as a 'Review Site' within the draft Strategy. However, 2-14 Cross Street is, as shown in Figure 1 below.

Figure 1 Study Area



Source: Double Bay Centre Planning and Urban Design Strategy

The draft Strategy provides the following built form and land use recommendations for Review Sites:

- Maximum building height of six storeys (21.5m).
- Floor space ratio (FSR) ranging from 2.6:1 to 4.6:1.
- Street wall height: a street wall height of two storeys for the northern frontage of Cross Street and a street wall height of four storeys for the southern frontage of Cross Street.
- Setbacks and separation distances: provide an appropriate transition to the adjoining lower density developments.
- Land use: retail uses on the ground level, non-residential uses on Level 1, residential uses on upper levels.
- Residential unit mix: provide a larger proportion of smaller apartments including:
 - A minimum of 30 - 40% of all dwellings to be provided as studio or 1 bedroom apartments within the Double Bay Centre.

- All (or the majority) of 1 bedroom and 2 bedroom apartments are no more than 10% in size above SEPP 65 minimums i.e. 50sqm + 10% and 70sqm +10% respectively.
- Provision of apartments sized below the SEPP 65 guidelines of 50sqm for 1 bedroom apartments e.g. 40sqm.

The Strategy also provides recommendations on car parking requirements and active transport initiatives including provision for Go Get (car share) parking spaces, expanding the current residential parking permit scheme, and introducing travel demand management programs within Double Bay.

Urbis has undertaken a review of the draft Strategy, as it relates to 33 Cross Street and 2-14 Cross Street.

At a high level, Fridcorp welcomes and supports the vision to achieve design excellence, enhance active frontages and allow for public domain improvements contribution to an improved future for the Double Bay centre. This submission also supports the identification of 2-14 Cross as a 'review site' and building envelope recommendations for this site, being reflective of the evolving nature of Double Bay.

However, as discussed below, this submission requests that Council review and revise elements of the draft Strategy and in particular, include 33 Cross Street as a 'Review Site' with associated FSR, land use and residential unit mix recommendations.

2. KEY ISSUES

2.1. IDENTIFICATION OF 33 CROSS STREET AS 'DEVELOPED SITE'

33 Cross Street is identified as 'Developed Site' in the draft Strategy document as shown in the Figure 2 below and therefore is not included as a 'Review Site'.

Figure 2 Developed Site - 33 Cross Street



Source: Double Bay Centre Planning and Urban Design Strategy

33 Cross Street is one of the largest sites (3,675m²) within the town centre. The property occupies a prominent location within the prestigious Double Bay town centre, with an extensive frontage to Cross Street. The site provides multiple pedestrian links in the form of right-of-ways at ground level connecting to adjoining development to the west, Galbraith Walkway to the north and Transvaal Avenue to the east.

The site is currently developed and used for the purposes of the InterContinental Hotel. Key features of existing development include the following:

- 140 room hotel with associated function rooms, restaurants and bars.
- Basement car parking for 156 car spaces.
- A GFA of 19,545m² with an FSR of 5.32:1 which significantly exceeds the maximum permitted under the current planning controls.
- The Hotel includes a two-storey podium form (approximately 10m in height), with 4 storeys of hotel suites, a bar and rooftop level above. The Hotel is seven storeys and approximately 22 metres to the parapet. The lift over-run is identified as being 28.65m (RL 32.67). The existing building height significantly exceeds the maximum permitted under the current planning controls.

The site has been subject to a long history of proposals and Development Approvals seeking to redevelop the site to enhance the existing use of the site responding to the evolving character and needs of Double Bay. Fridcorp is currently preparing concept plans for the potential redevelopment of the site to comprehensively redevelop the site to provide an enhanced hotel and mixed-use building in a manner enhancing the quality and appeal of Double Bay as one of Sydney's premier town centres. Fridcorp has discussed their concept plans with Council Officers and is preparing pre-lodgement process documentation.

We submit that the draft Strategy incorrectly excludes 33 Cross Street as a 'Review site' and therefore does not recognise the development potential of this site as part of the overall future development of the centre. 33 Cross Street is located in the heart of the Centre and plays an essential role in strengthening the evolving mixed-use character of the Centre. Planned redevelopment of the site offers significant opportunities to make significant contribution to the future desired character through incorporation of high-end retail, dining and large exclusive apartments suited to the Double Bay lifestyle. The ground floor street façade and realigned through-site link will significantly improve the public domain and enhance key linkages.

Existing development on 33 Cross Street is not consistent with the built form controls as envisaged in the Woollahra Local Environment Plan 2014 (**the LEP**) due to the applications approved in the past allowing for a higher yield on this site than what is prescribed under the LEP. Since the draft Strategy will inform future amendments to the LEP and Woollahra Development Control Plan 2015 (**the DCP**), this is an ideal opportunity to include 33 Cross Street in the Strategy for amendment to the LEP and DCP to ensure the built form controls represent the current built form of the development on 33 Cross Street.

We recommend the Council should identify 33 Cross Street as a 'Review Site' on the basis that the current the LEP controls do not reflect the built form that has been established on the site since 1991 and therefore now is an opportune time to bring the statutory planning controls in line with the site. 33 Cross Street must also be identified on the following maps:

- **Street Wall Height Map (Figure 51)** - a two storey wall height for the site as per the recommendation under the draft Strategy.
- **Street Front Setbacks (Figure 55)** – existing setback provision to remain.
- **Active Street Frontages Map (Figure 64)** - as the existing development on site provides active uses on the ground level.

Note: in identifying 33 Cross Street as a ‘Review Site’, the Strategy must be clear that the building height and FSR recommendations do not apply on this site as the built form of the existing development on this site surpasses the recommended height and FSR.

2.2. FLOOR SPACE RATIO

The Economic Feasibility Study prepare by Hill PDA recommends that most sites require an FSR of between 3:1 and 3.5:1 for the development to be viable. The draft Strategy recommends FSR ranging from 2.6:1 to 4.6:1.

We recommend a detailed analysis is conducted to ensure that a blanket approach does not jeopardise development potential for the sites.

Commercial floor space

This submission supports an FSR of 4:1 and 4.5:1 for one and two floors of commercial floor space respectively, as recommended in the Hill PDA Study from 2015.

We suggest the Council allow other mechanisms for uplifting commercial FSR such as through design excellence, delivery of community infrastructure, car parking reduction floor space and end of journey floor space. Where an uplift in commercial FSR is provided through such mechanism, this needs to be matched with flexibility in the height of buildings via bonus provisions, to ensure that developments can continue to comply with the LEP height controls.

2.3. LAND USE

The draft Strategy requires future development on site to include, at a minimum, *retail uses on the ground level, non-residential developments on Level 1, residential developments on upper levels.*

The minimum requirement of non-residential developments on Level 1 stands contrary to the definition of ‘shop top housing’ which allows residential developments on Level 1. Shop top housing is permissible with consent in the B2 Local Centre zone and is prominent in the existing character of the Centre.

Further, the minimum requirement of residential developments on upper level may limit inclusion of a purely commercial development on the sites and stands contrary to the LEP which allows purely commercial developments as commercial premises are permissible with consent in the B2 Local Centre zone.

We would recommend that Council remove reference to the minimum requirement of non-residential developments on Level 1 and residential developments on upper levels, ensuring the draft strategy remains consistent with the definition of land uses and does not restrict land uses that are currently permitted with consent in the B2 zone.

2.4. MINIMUM REQUIREMENT FOR STUDIO AND/OR ONE BEDROOM APARTMENTS

The draft Strategy recommends a minimum requirement of 30-40% of all dwellings to be studio or one-bedroom apartments. This was based on an Economic Feasibility Study prepared in 2015 which predates COVID and may not represent the current market demands.

We recommend that the minimum requirement for small/studio apartment should be amended to represent current market demands, if not withdrawn.

3. SUMMARY

In summary, we support the work undertaken by Council and believe that this will deliver improved development outcomes through built form controls that are consistent with the emerging character of the Double Bay Centre, and create a desirable place for range of community, commercial, retail, and residential uses.

However, as stated above, this submission identifies four key issues that need to be addressed prior to the finalisation of the draft Strategy. These issues relate to:

1. Inclusion of 33 Cross Street as a 'Review Site' to ensure the current built form of the development on site is consistent with the statutory controls under the LEP and DCP.
2. Adopt an FSR that is reflective of a detailed analysis and does not jeopardise the development potential of the sites. Explore other mechanisms for FSR uplift such as through design excellence, delivery of community infrastructure, car parking reduction floor space and end of journey floor space.
3. Removing limitation of residential developments on Level 1 and purely commercial developments by removing the minimum requirement of non-residential developments on Level 1 and residential developments on upper levels.
4. Removing the minimum requirement of 30-40% of dwellings to be studio or one-bedroom apartments as this was requirement is based on a historic study that may not represent the current market demand.

Please do not hesitate to contact the undersigned, should you wish to discuss the issues in further detail.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Sophy Purton".

Sophy Purton
Associate Director



Kira Green

From: Tanya Wallis [REDACTED]
Sent: Friday, 27 May 2022 4:05 PM
To: Records
Subject: SC6808 Submissions ATTN: Emma Williamson - Fortis Submission of Support
Attachments: Fortis Letter of Support - Draft DB Strategy - 27 May 2022.pdf

Hi Emma,

Hope you are well.

On behalf of our client, please find **attached a Submission in Support** of the Draft Double Bay Centre Planning and Urban Design Strategy.

Thank you,

Tanya Wallis | **Planner**
BPlan (MQU)



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[REDACTED] paddington street, paddington

t: [REDACTED]
e: [REDACTED]

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OUR REF: 22005

27 May 2022

The General Manager
Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360

paddington st, paddington nsw 2021
ph: [REDACTED]
email: [REDACTED]

ATTENTION : Ms Emma Williamson – Strategic Planner

Dear Emma,

**RE: SUBMISSION IN SUPPORT OF THE DRAFT DOUBLE BAY CENTRE PLANNING &
URBAN DESIGN STRATEGY,
ON BEHALF OF FORTIS DEVELOPMENT GROUP**

Thank you for the opportunity to provide a submission to the Draft Double Bay Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy). This submission is in support of the Draft Strategy, and has been prepared by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning) on behalf of our client, Fortis Development Group. GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

This submission in support of the Draft Strategy includes an introduction; overview of the relevant sites; and a conclusion.

1.0 INTRODUCTION

The overall aims of the Draft Strategy and its proposed provisions are to encourage increased building heights and number of storeys, street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. The proposed uplift across the local centre will enhance the economic viability of Double Bay through increasing high quality commercial floor space, whilst also ensuring provision of new residential accommodation.

The vision and strategies outlined in the Draft Strategy will allow a more consistent pattern of development in the centre, with consideration of various recently approved and constructed developments in the area. These approvals have contributed to the desired future character for the Double Bay Centre, with fourteen of seventeen recently approved development applications (DAs) being five or six storeys in height. The approvals have revealed the need for a more coordinated approach to the current and future planning of the rapidly evolving Double Bay Centre.

Fortis Development Group own various sites within Double Bay, and are committed to enhancing the built form in the local centre, particularly along Bay Street and adjoining roads. This has been demonstrated through a number of recently approved and constructed quality developments.

The sites within the Study Area that are owned by our client, and subject to approved DAs, are as follows:

- No. 30-36 Bay Street;
- No. 2 Guilfoyle Avenue;
- No. 24 Bay Street & No. 2A Cooper Street;
- No. 19-27 Bay Street; and
- Nos. 294-298 New South Head Road & 2-10 Bay Street.















These sites are identified in **Figure 1** below:



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 1: Urban Design Principles Strategy Map

 Sites Owned by Client

 STUDY AREA	 SENSITIVE ADAPTATION OF THE CHARACTER BUILDINGS	 ADDITIONAL STREET PLANTERS, GREEN WALLS AND/OR ABOVE PODIUM GREEN	 MINIMUM OF 3 HOURS SOLAR ON WINTER SOLSTICE FOR KEY PUBLIC DOMAIN AREAS:	 ACTIVE FRONTAGE OF REVIEW SITES - THE REST OF THE SITES ARE TO BE COMPLIANT WITH WOOLLAHRA DCP 2015 ACTIVE FRONTAGE REQUIREMENTS
 REVIEW SITES - DEVELOPABLE AREA ON LOWER LEVELS	 GREEN GATEWAYS	 EXISTING ARCADES	1- CAFE CULTURE	 PEDESTRIANISED STREETS/LANES
 RECESSED BUILT FORM ABOVE THE STREET WALL HEIGHT	 BUILT FORM TRANSITION	 FUTURE ARCADES/ THROUGH SITE LINKS	2- ENTRANCE TO KIADRA LANE	
 REVIEW SITE - SUBJECT TO A SEPARATE COUNCIL PROJECT	 GATEWAY SITES		3- OUTDOOR DINING- PEOPLE'S COLLECTIVE MEMORY	
			4- PLAZA/MARKET	

A background of our client's sites, and an evaluation of the sites in relation to the Draft Strategy, are provided in the following sections.

2.0 No. 30-36 Bay Street

This site is located on the corner of Bay Street and Guilfoyle Avenue, opposite Guilfoyle Park. The site comprises a recently constructed five storey commercial building, with restaurants at the ground floor, and offices above. This site was subject to a DA approval for alterations and additions to the existing commercial building, from the Woollahra Local Planning Panel in May 2020 (see **Figure 2**). There have also been a number of Section 4.55 Modifications approved for internal and external modifications to the approved development.



Source: Fortis Development Group

**Figure 2: Constructed Development at Nos. 30-36 Bay Street
(Commercial Scheme)**

As the approved five storey development has been constructed, we understand it has been excluded as a Review Site in the Draft Strategy based on the below:

There are some sites with less redevelopment potential for one or more of the following reasons:

- *Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.*
- *Sites that must facilitate built form transitions to:*
 - *The lower density developments of the surroundings.*
 - *Heritage items, character buildings and heritage conservation areas.*
- *Buildings located in a heritage conservation area, heritage items, character buildings and potential character buildings identified by this Strategy should be retained.*

We accept this aspect of the Draft Strategy.

3.0 No. 2 Guilfoyle

This site is located directly to the west of No. 30-36 Bay Street. The site is currently under construction, with a DA for alterations and additions to the existing four storey commercial building approved in June 2020 approved by the Woollahra Local Planning Panel (see **Figure 3** on the following page). There were also a number of Section 4.55 Modifications approved for internal and external modifications to the development.



Source: Fortis Development Group

Figure 3: Approved Development at No. 2 Guilfoyle Avenue (Commercial Scheme)

As the approved alterations and additions to the existing four storey development is nearing completion, we understand it has been excluded as a Review Site in the Draft Strategy based on the below:

There are some sites with less redevelopment potential for one or more of the following reasons:

- *Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.*
- *Sites that must facilitate built form transitions to:*
 - *The lower density developments of the surroundings.*
 - *Heritage items, character buildings and heritage conservation areas.*
- *Buildings located in a heritage conservation area, heritage items, character buildings and potential character buildings identified by this Strategy should be retained.*

We accept this aspect of the Draft Strategy, however note that redevelopment of the site (in terms of construction) has not been completed as of yet.

4.0 No. 24 Bay Street & No. 2A Cooper Street

This site is located on the corner of Bay Street and Cooper Street, and is a heritage listed building (Item 681 – Gaden House including interiors). This site was subject to DA approval for alterations and additions to the existing three storey commercial building, including two additional levels above the existing building, from the Land and Environment Court in February 2022 (see **Figure 4** on the following page).



Source: Fortis Development Group

**Figure 4: Approved Development at No. 24 Bay Street & 2A Cooper Street
(Commercial Scheme)**

As there are approved alterations and additions to the existing development, and the site is currently identified as containing a heritage item, we understand it has been excluded as a Review Site in the Draft Strategy based on the below:

There are some sites with less redevelopment potential for one or more of the following reasons:

- *Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.*
- *Sites that must facilitate built form transitions to:*
 - *The lower density developments of the surroundings.*
 - *Heritage items, character buildings and heritage conservation areas.*
- *Buildings located in a heritage conservation area, heritage items, character buildings and potential character buildings identified by this Strategy should be retained.*

We generally accept this aspect of the Draft Strategy, and note that redevelopment of the site (in terms of construction) has not yet been completed. Further, despite the building being identified as a heritage item under the LEP and therefore excluded from the Draft Strategy, alterations and additions including internal and external works, and notably two additional levels, were approved by the Court. Council may wish to identify this in the Strategy.

5.0 No. 19-27 Bay Street

This site is located on Bay Street, with a secondary frontage to Gum Tree Lane. The site has been identified as containing 'character buildings' in the Draft Strategy, and therefore has been excluded from consideration as a Review Site. However, we note Nos. 21-27 Bay Street which forms majority of this site holds 2x recent DA approvals for a five storey mixed use development (commercial and residential uses) with two levels of basement parking; and a separate five storey commercial building with three levels of basement parking (see **Figure 5** on the following page). A DA for a new commercial building incorporating No. 19 Bay Street into the site has been lodged with Council, and is yet to be determined. The approvals and new DA all involve demolition of existing buildings on-site.



Source: Fortis Development Group

**Figure 5: Approved Development at No. 21-27 Bay Street
(Commercial Scheme)**

A more detailed submission with recommendations for this site in relation to the Draft Strategy has been separately submitted.

6.0 Nos. 294-298 New South Head Road & 2-10 Bay Street

This site is located on the corner of New South Head Road and Bay Street. The site at Nos. 2-10 Bay Street was subject to DA approval for construction of a new five storey shop-top housing development with three stepped levels of basement parking, from the Land and Environment Court in November 2021 (see **Figure 6**).



Source: Tzannes Architects

**Figure 5: Approved Development at No. 294-298 New South Head Road
& 2-10 Bay Street (Shop-Top Housing Scheme)**

This site has been identified as a Review Site, which anticipates a future built form up to six storeys (21.5m), with recessed upper levels, as well as an associated increase to the permitted FSR.

We accept this aspect of the Draft Strategy, as it has been subject to a previous DA with increased height and FSR above the permitted LEP standards; and its inclusion as a Review Site reflects a height and scale appropriate for the prominent corner site. We respectfully recommend that the amalgamation pattern as per Figure 63 (Section 5.5) in the Draft Strategy is revised to amalgamate all lots within this site into one lot, to reflect the built form across these lots in the approved DA.

7.0 CONCLUSION

Overall, we support the proposed uplift and improvements to the public and private domain. This submission of support provides an overview of our client's acceptance of aspects of the Draft Strategy as it relates to their site. Please refer to the separate submission (REF: Job No. 21470) prepared and submitted in relation to Nos. 19-27 Bay Street, which contains further recommendations for that particular site.

We commend Council for taking an informed and coordinated approach to uplift in Double Bay based on the scale of approved and constructed buildings in the area, and look forward to finalisation of this Draft Strategy.

If you require further information, do not hesitate to contact our office on [REDACTED].

Yours faithfully,



George Karavanas
MANAGING DIRECTOR

Kira Green

From: Tanya Wallis [REDACTED] >
Sent: Friday, 27 May 2022 4:05 PM
To: Records
Subject: SC6808 Submissions ATTN: Emma Williamson - Submission on behalf of No. 19-27 Bay St, DB
Attachments: Planning Submission - 19-27 Bay Street, Double Bay - 27.5.22.pdf

Hi Emma,

Hope you are well.

On behalf of our client, please find **attached** a Submission to the Draft Double Bay Centre Planning and Urban Design Strategy, in relation to the site at No. 19-27 Bay Street.

We look forward to receiving Council's feedback on this submission. Any queries, please don't hesitate to contact our office.

Kind regards,

Tanya Wallis | **Planner**
BPlan (MQU)



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[REDACTED] paddington street, paddington

t: [REDACTED]
[REDACTED]

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PLANNING SUBMISSION

Draft Double Bay Centre Planning and Urban Design Strategy

As it applies to Nos. 19-27
Bay Street, Double Bay

Prepared on Behalf of:
Fortis Development Group
[REDACTED] Bay Street
Double Bay NSW 2028

Prepared by:
GSA PLANNING
Urban Design, Environmental & Traffic Planners
(A.B.N 89 643 660 628)
[REDACTED] Paddington Street, Paddington NSW 2021
p: [REDACTED]
e: [REDACTED]

REF: JOB NO. 21470
May 2022

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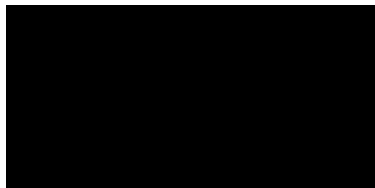
Job No: 21470

Revision No: **FINAL**

Report prepared by: **Tanya Wallis**
Planner

Anthony Roydhouse
Assistant Planner

Report reviewed by:



George Karavanas
Managing Director

Date : 27 May 2022

For and on behalf of: **GSA Planning**
 Paddington Street
PADDINGTON NSW 2021

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Abbreviation	Abbreviation Meaning
ADG	Apartment Design Guide
AHD	Australian Height Datum
ANEF	Australian Noise Exposure Forecast
AS	Australian Standard
ASS	Acid Sulfate Soils
CBD	Central Business District
CMP	Construction Management Plan
Council	the Council
CRZ	Critical Root Zone
DA	Development Application
DCP	Development Control Plan
DP	Deposited Plan
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TfNSW	Transport for NSW
VENM	Virgin Excavated Natural Material
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1.0 INTRODUCTION

This submission is in response to the Draft Double Bay Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy), and has been prepared by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning) on behalf of Fortis Development Group, owners of Nos. 19-27 Bay Street. GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

The overall aims of the Draft Strategy and its proposed provisions encourage increased building heights and number of storeys (generally to six storeys across the local centre), street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. This will ensure a more consistent pattern of development in the centre, with consideration of recently approved and constructed developments which range from five to six storeys in the area. It will also enhance the economic viability of Double Bay, whilst ensuring provision of ample residential accommodation. Overall, the proposed uplift and improvement to the public and private domain is commended and supported.

This submission provides recommended amendments to the Draft Strategy, as it applies to the site at Nos. 19-27 Bay Street, Double Bay (hereafter referred to as 'the subject site'). The subject site is within the Double Bay Centre and as existing, accommodates a mix of two and three storey commercial buildings. The site previously comprised Nos. 21-27 Bay Street, which has approval for a five storey mixed use building (residential and commercial uses) with basement parking (DA 33/2018); and a separate approval for a five storey commercial building with basement parking (DA 14/2021). Since these approvals, our client acquired No. 19 Bay Street, and a new DA for Nos. 19-27 Bay Street has been lodged with Council for a five storey commercial building with basement parking.

The site, despite being in the local centre and included in the Draft Strategy's Study Area, has not been included as a Review Site in the Draft Strategy, and instead is identified as a site containing 'character buildings'. We are of the opinion that, as the amalgamated site of Nos. 19-27 Bay Street still has a DA under assessment, it should be included as a Review Site. Review sites have a blanket uplift of six storey/21.5m height, and 2.6:1 – 4.6:1 FSR.

The proposed inclusion of this site in the Draft Strategy will facilitate a new building that is similar in height, bulk and scale to the approved development, and development under assessment, on site. Other developments in the vicinity, particularly on Cross Street, are approved or constructed up to six storeys. The Draft Strategy also nominates six storey heights to sites along the extent of New South Head Road, nearby the site.

In this submission, we have discussed how inclusion of the subject site would be more suitable as a Review Site rather than a site containing character buildings, and would be consistent with the Draft Strategy's vision and overall strategy. The associated uplift with Review Sites generally reflect that of development already approved for the subject site. Acknowledged uplift on the site would be an excellent opportunity to contribute to economic growth and viability of the Double Bay Local Centre.

This submission contains a brief description of the subject site and background; the subject site in relation to the draft strategy; suggested amendments to the draft strategy; and a conclusion.

2.0 SUBJECT SITE & BACKGROUND

2.1 Subject Site

The subject site is located approximately 2.5km east of the Sydney CBD, is within the Double Bay Town Centre, and is located within the Local Government Area (LGA) of Woollahra (see **Figure 1**). The site contains the following lots:

- No. 19 Bay Street (Lot 1 in DP 90466)
- No. 21 Bay Street (Lot 1 in DP 196796)
- Nos. 23-25 Bay Street (Lot 12 in DP 85469 and Lot 13 in DP 81623)
- No. 27 Bay Street (Lot 14 in DP 200891)

When combined, the sites have a primary frontage of approximately 31m to Bay Street and secondary frontage of approximately 31m to Gum Tree Lane, with depth of approximately 34m.



Source: SIX Maps


 Subject Site

Figure 1: Location Plan

The site is currently occupied by four attached commercial buildings ranging between two and three storeys. The buildings have flat roofs, awnings, large display windows and multiple shopfronts facing Bay Street. Directly in front of the buildings on Bay Street are two street trees and a wide footpath (see **Photographs 1 – 4** on the following page). To the rear of the buildings, on Gum Tree Lane and adjacent to Goldman Lane, is rear access, ground floor parking and bin storage. These buildings have been approved for demolition as part of DAs for the subject site.

The site is located on the western side of the Double Bay Local Centre. Existing and approved buildings in the area contain an eclectic mix of traditional and contemporary architectural styles. Commercial buildings, and shop-top housing developments, are prevalent in the area.



Photograph 1: No. 19 Bay Street, as viewed from Bay Street



Photograph 2: No. 21 Bay Street, as viewed from Bay Street



Photograph 3: Nos. 23-25 Bay Street, as viewed from Bay Street



Photograph 4: No. 27 Bay Street, as viewed from Bay Street

The existing key development standards and provisions for the site is as follows:

- **Height of Buildings:** 14.7m
- **FSR:** 2.5:1
- **Zoning:** B2 Local Centre

The approved height and FSR for the site is as follows:

- **Height of Buildings:** 17.7m (DA 14/2021); and 20.05m (DA 33/2018)
- **FSR:** 3.25:1 (DA 14/2021); and 2.49:1 (DA 33/2018)

2.2 Background

On 18 February 2020, a development application (DA 33/2018) was approved in the Land and Environment Court for the demolition of the existing buildings and construction of a five storey, mixed use development with 15 residential units on the subject site (*Thing Net Pty Limited v Woollahra Municipal Council* [2020] NSWLEC 1063). The proposal resulted in an approved building height of 20.05m; GFA of 2,040m²; and FSR of 2.49:1 (see Figure 2).



Approved Development from Bay Street



Approved Development from Gum Tree Lane

Source: MHN Union Design

Figure 2: Approved Development Front and Rear View (DA 33/2018)

On **6 October 2021**, a development application (DA 14/2021) was approved in the Land and Environment Court for the demolition of the existing buildings and construction of a five storey, commercial development on the subject site (*Pallas Development Management Pty Limited trading as Fortis Development Group v Woollahra Municipal Council* [2021] NSWLEC 1585). The approval provided a building height of 17.715m; GFA of 2,661m²; and FSR of 3.25:1 (see **Figure 3**). The height and FSR was considered acceptable because the proposal remained in keeping with the desired future character and did not result in unreasonable environmental impacts.



Source: MHN Union Design

Figure 3: Approved Montage from Bay Street (DA 14/2021)

No. 19 Bay Street was then also acquired by the proponent, providing the opportunity to provide additional commercial floorspace consistent with the approved and desired future character.

On **18 November 2021**, a Development Application for demolition of the existing buildings at Nos. 19-27 Bay Street, and construction of a five-storey commercial development with four levels of basement parking (DA 535/2021) (see **Figure 4**). The proposed building has a building height of up to 18.1m and an FSR of 3.41:1. This proposal has not yet been determined.

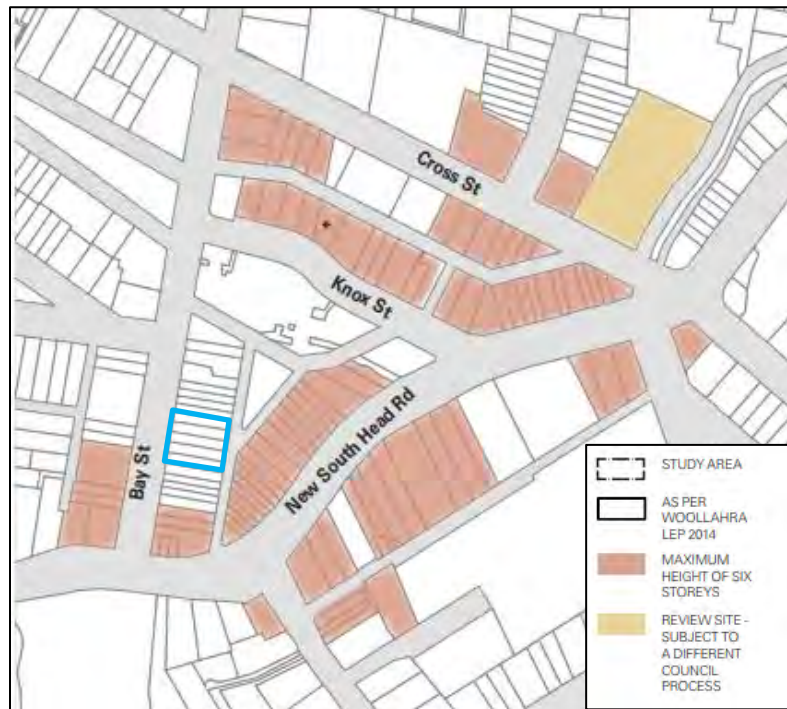


Source: MHN Design Union

Figure 4: The Proposed Development in the Streetscape (DA 535/2021)


3.0 SITE IN RELATION TO THE DRAFT STRATEGY

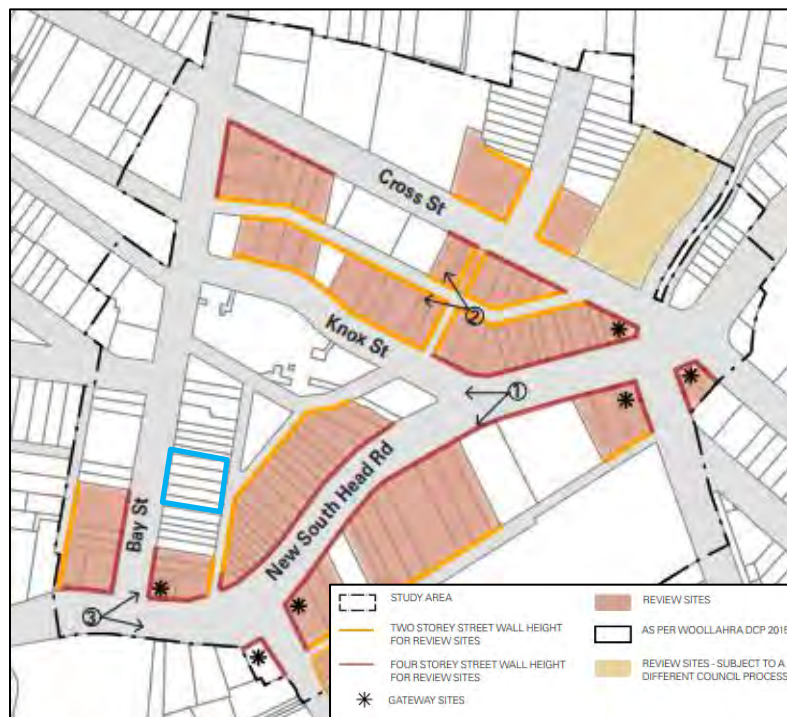
The subject site is identified within the Study Area in the Draft Strategy, however, has not been identified as a Review Site (see **Figures 5 and 6**). The key aspect of the identified Review Sites is their increased height to six storeys (21.5m), associated FSR increase (between 2.6:1 – 4.6:1), and a mix of four storey street wall heights to main streets and two storey street wall heights to laneways/secondary streets.



Source: Draft Double Bay Centre Planning and Urban Design Strategy


Figure 5: Height Strategy Map

 Subject Site



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 6: Street Wall Height Strategy Map


 Subject Site

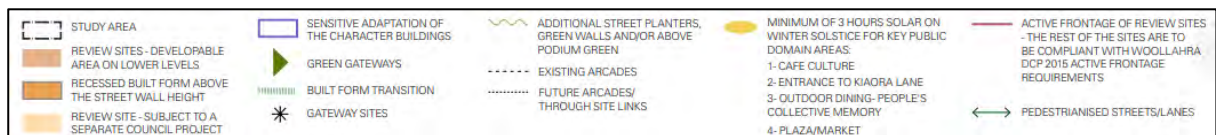
The urban design investigation within the Draft Strategy identifies the site as an area of ‘sensitive adaptation of the character buildings’, as part of a broader row of properties on Bay Street between Nos. 9A and 43 Bay Street (see **Figure 7**). The existing buildings have been approved for demolition by Council and have not previously been considered to be character buildings in the DCP. It is noted that neither the Council Officer Report or Court Judgement for the approved DAs had identified the site as containing character buildings, nor as having heritage significance.



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 7: Urban Design Principles Strategy Map

 Subject Site




The site is also not identified for amalgamation (see **Figure 8**). The lots which comprise the subject site are under the same ownership, with an approved DA for single building on Nos. 21-27 Bay Street.



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 8: Amalgamation Pattern Strategy Map

 Subject Site

4.0 SUGGESTED PLANNING AMENDMENTS TO DRAFT STRATEGY

Council's proposed changes to building heights, FSR, and general uplift to a number of sites throughout Double Bay, as well as public domain improvements, are generally supported. The subject site, although not currently identified for uplift, would benefit from being identified as a Review Site rather than character buildings, given it has already been approved for additional height and FSR. The site is also subject to a current DA that is under assessment for a new five storey commercial development with basement parking (DA 535/2021).

The subject site has appropriate merit for uplift, given its location and context; DA approvals for the site; and surrounding future uplift. We recommend amending the Draft Strategy as follows, in relation to the subject site:

- Inclusion of the site at Nos. 19-27 Bay Street as a Review Site;
- Exclusion of the site at Nos. 19-27 Bay Street as 'Sensitive Adaptation of the Character Buildings'; and
- Amalgamation of lots which make up Nos. 19-27 Bay Street.

The inclusion as a Review Site rather than character buildings better reflects the site as being subject to approvals for development up to 20.05m in height. When considering the above, and the fact that the site has not yet been redeveloped with a current DA still under assessment, we believe that the site should be considered as a Review Site. This is partly due to the fact that the site does not meet the criteria for site specific exclusions outlined in the Draft Strategy. The criteria, and our responses, are outlined below:

Site specific exclusions

There are some sites with less redevelopment potential for one or more of the following reasons:

- *Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.*

Response: Although the subject site has recently received approval for 2x five storey developments, a new DA that was lodged has not yet been determined. Further, these approvals have not yet been constructed. The site therefore has not technically been 'recently developed'.

- *Sites that must facilitate built form transitions to:*
 - *The lower density developments of the surroundings.*
 - *Heritage items, character buildings and heritage conservation areas.*

Response: The site has been approved for development up to five storeys, which was found to be an acceptable transition to adjoining lower density development and character buildings identified in the DCP.

- *Buildings located in a heritage conservation area, heritage items, character buildings and potential character buildings identified by this Strategy should be retained.*

Response: The site is not a heritage item or in a HCA under the LEP; and should not be considered a character building as all buildings on site have already been approved for demolition.

The site should not be identified for sensitive adaptation of character buildings, given both Council and the Court have recently approved demolition of these buildings. Lastly, the lots which form part of the subject site should be earmarked for amalgamation, particularly as various DAs have indicated a singular building across the site.

The proposed amendments will facilitate a built form which align, in particular, with the following strategies and outcomes contained within the Draft Strategy:

5.1 Building Height

This Strategy recommends a maximum height of six storeys combined with a lower street wall height where the site adjoins the public domain. Figure 47 shows the maximum height for the review sites. The maximum heights can only be achieved if the development achieves design excellence.

The recommend height also:

- ***Encourages the regeneration of older building stock.***
- ***Provides opportunity to enhance the non-residential floor space ratio in the Centre.***
- ***Provides consistency with the desired future character of the Centre.***
- ***Responds to the evolving character of the Centre.***

...

5.4 Land Use

In terms of land use, the main characteristics of future development must at a minimum include:

- ***Retail uses on the ground level***
- ***Non-residential developments on Level 1***
- ***Residential developments on upper levels***

...

5.5 Amalgamation Pattern

The purpose of the suggested amalgamation pattern is to ensure the creation of more efficient floor plates for future development. The suggested amalgamation pattern as shown in Figure 63 aims to:

- ***Combine 2-5 lots (dependent on their size) with an average minimum street frontage of approximately 20-30m***
- ***Provide more flexible floor plate for a range of non-residential uses***
- ***Provide functional retail floor spaces on the ground level.***
- ***Provide efficient parking layout***
- ***Provide an efficient residential floor plate on the upper levels.***
- ***Minimise the number of vehicle and service entrances***
- ***Facilitate internal loading and waste management areas***
- ***Avoid site isolation***
- ***Achieve a balanced built form scale consistent with the recent developments***
- ***Minimise the need for ancillary uses on the ground level***
- ***Maximise active frontages.***

Therefore, in our opinion, the proposed amendments to the Draft Strategy are appropriate for the subject site.

Further strategic merit and justification for the abovementioned amendments are summarised in the following paragraphs:

FSR and Building Height Objectives & Recent Approvals

A built form with an increased height and FSR across the lots within the subject site, is able to meet the relevant objectives of the development standards, as follows:

FSR

- (a) *for buildings in Zone B1 Neighbourhood Centre, Zone B2 Local Centre, and Zone B4 Mixed Use—to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale.*

Height of Buildings

- (a) *to establish building heights that are consistent with the desired future character of the neighbourhood,*
- (b) *to establish a transition in scale between zones to protect local amenity,*
- (c) *to minimise the loss of solar access to existing buildings and open space,*
- (d) *to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,*

(e) to protect the amenity of the public domain by providing public views of the harbour and surrounding areas.

Response: The building height and FSR proposed for Review Sites will provide a built form on the subject site consistent with Council's vision for the strategy, and approved development on-site and nearby. The approved developments were subject to Clause 4.6 Applications to vary the height and FSR development standards, which Council or the Court found to be satisfactory.

In *Woollahra Municipal Council v SJD DB2 Pty Limited* [2020] NSWLEC 115 [63], which relates to development in a business zone in Double Bay, Preston CJ states, inter alia:

...the desired future character of the neighbourhood or area can be shaped not only by the provisions of WLEP, including the development standards themselves, but also other factors, including approved development that contravenes the development standard.

Accordingly, the desired future character is shaped by the LEP and approvals in the vicinity. There are a number of approvals for the subject site, as well as along Cross Street and New South Head Road, some which have been constructed. These include built forms ranging from 5-6 storeys including, but not limited to, the sites in **Table 1** below:

Table 1: Nearby Approved Height Developments and Variations				
DA No.	Location	Development Standard	DA Consent	Final Variation
617/2017	28-34 Cross Street	14.7m	21.21m	44%
390/2015	20-26 Cross Street	14.7m	21.21m	44%
571/2014	16-18 Cross Street	14.7m	20.7m	41%
321/2020	19-27 Cross Street	14.7m	21.5m	46%
452/2020	10 Cross Street	14.7m	19.6m	33%
359/2017	30-36 Bay Street & 2 Guilfoyle Ave	Bay Street: 18.1m	Bay Street: 19.96m	10.2%
289/2019	30-36 Bay Street	18.1m	20.84m	15%
33/2018	21-27 Bay Street	Bay Street: 14.7m	Bay Street: 20.05m	36.4%
14/2021	19-27 Bay Street	Bay Street: 14.7m	Bay Street: 17.7m	20.4%
40/2021	55 Bay Street	18.1m	18.7m	5%
261/2021	357-359 New South Head Road	14.7m	16.21m	13%

Surrounding future DAs as a result of the proposed height and FSR increases under the Draft Strategy will also shape the desired future character of the Double Bay Centre.

The inclusion as a Review Site for uplift will reflect a height and scale not dissimilar to approvals for the site, which provide a more coherent height and massing to transition between the future density of development in the Double Bay Centre. Further, uplift in height, bulk and scale anticipated on the site can be designed to minimise impacts upon solar access, privacy, visual intrusion, and views to neighbours, as demonstrated in the approved DAs.

The uplift to the subject site will facilitate a new well-designed building on site which fits well in the streetscape amongst future development along Bay Street. The proposed massing for the subject site, if a height of up to six storeys/21.5m is permitted as per the blanket uplift for Review Sites, will be consistent with the desired future character envisaged by Council's Draft Strategy. It also will not be dissimilar from the approved built forms (DA 33/2018 and DA 14/2021); and DA 535/2021 which has not yet been determined.

Eastern City District Plan

The proposed inclusion of the site as a Review Site in the Draft Strategy has strategic merit, through facilitating a built form and uses that are consistent with the aims and principles of the Eastern City District Plan. Finalised in February 2018 by the Greater Sydney Commission, it provides a 20-year plan to manage growth of the Greater Sydney region while enhancing liveability, productivity and sustainability.

Woollahra LGA is identified within the Eastern City District Plan, detailing the ideal land use, transport and infrastructure outcomes for the area. Within the Eastern City District, the Sydney CBD commercial market is larger than all other major metropolitan commercial markets combined. However, as stated in the Eastern City District Plan, there is limited capacity available to attract the investment that will support **expansion of Sydney's CBD's footprint, and increase the supply of premium and A-grade commercial space**. For this reason, place-based planning for centres should address the following principles:

- *Protect or expand retail and/or commercial floor space*
- *Protect or expand employment opportunities.*
- *Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.*

Response: The proposed uplift will enhance capacity for new commercial and retail space at the ground and lower floor levels, close to public transport infrastructure and the CBD. The increased floorspace as a result of additional FSR and height uplift will have the ability to accommodate additional retail and commercial tenancies, in turn encouraging the local centre to grow as an economic hub and offer new employment opportunities, and goods and services for the community.

The Eastern City District Plan also cites a 'place-based and collaborative approach is required to maintain and enhance the liveability of the Eastern City District'. The Plan notes an additional 300 dwellings as a target for the Woollahra LGA. The following relevant planning principles for liveability, and our response, is as follows:

- *Providing housing supply, choice and affordability, with access to jobs, services and public transport*
- *Creating and renewing great places and local centres, and respecting the District's heritage.*

Response: Uplift to height and FSR, both resultant from the approvals on site and if the site is included as a Review Site, has the potential to accommodate additional residential units above retail/commercial tenancy lower levels. This would be consistent with the surrounding pattern of development under the Draft Strategy. The height and FSR uplift will therefore have the ability to provide additional diverse housing close to jobs, services and bus and train routes in the commercial hub.

Accordingly, the proposed amendments to include the subject site in the Draft Strategy as a Review Site, rather than as character buildings, has strong strategic merit with regard to meeting a number of planning principles within the Eastern City District Plan.

5.0 CONCLUSION

This submission provides various reasons in support of the proposed amendments to the Draft Double Bay Strategy. We believe that the overall aims of the Draft Strategy and its proposed provisions to encourage increased density in the Double Bay Centre, as well as improvements to the public domain, will be beneficial to the local centre. The proposed uplift across the local centre will enhance the economic viability of Double Bay through increasing high quality commercial floor space, whilst also ensuring provision of new residential accommodation.

In our assessment, the suggested amendments to the Draft Strategy are consistent with the vision and strategies contained within the Draft Strategy. Through including the subject site as a Review Site, it better reflects the evolving character of Double Bay, and has strategic merit based on consistency with relevant development standard objectives; consistency with recent approvals for the subject site and surrounding approvals and development, with consideration of the DA under assessment for the subject site (not yet determined); and consistency with the broader Eastern City District Plan.

The site's amalgamation and inclusion as a Review Site responds to the desired future character, and will facilitate a well-designed building which respects the massing of future development as well as surrounding development. As discussed throughout this report, the existing buildings on site have been approved for demolition, and therefore should not be considered as character buildings.

For the reasons outlined in this planning submission to the Draft Strategy, we recommend that the requested site-specific amendments at Nos. 19-27 Bay Street are adopted. The proposed inclusion as a Review Site will better reflect the surrounding uplift and desired future character, and further enhance the future built form on the site.

Kira Green

From: Jane Mckenzie [REDACTED]
Sent: Friday, 27 May 2022 8:42 PM
To: Records
Subject: Double Bay Development

Dear Woollahra Council

I am writing to record my objection to the proposal to allow developments of 6 stories in height in Double Bay (SC6808)

I have lived in Sydney for 25 years in the Eastern Suburbs and recently moved to Double Bay attracted by the bayside village atmosphere.

I have been extremely disappointed to find that development proposals have been entertained to raise building heights to 6 stories and that the entire area could be transformed to block city with none of the village atmosphere including the local Post Office.

I believe that the current height restrictions maximise the village atmosphere, cross ventilation, parking availability and attraction for visitors to the area.

I hope that you will act to preserve the current height restrictions and preserve the valuable atmosphere of Double Bay.

Yours Sincerely

Jane McKenzie
[REDACTED] New South Head Road
Double Bay NSW 2028

Kira Green

From: Prudence Layton [REDACTED]
Sent: Friday, 27 May 2022 10:02 PM
To: Records
Subject: Submissions SC808

I am writing to comment on the draft for the Double Centre. I object to the increased development, increased height of buildings.

The Double Bay village that Woollahra was aiming for has long gone and the residency of the municipality has changed for the worse.

Where is the heritage and character that Woollahra council say they are preserving?..... the toilet block in Steyne Park and the Masonic Hall!

How disappointing that our Council is pushing ahead with continued 'have says' all promoting development with increased height of buildings.

What is the population increase in Woollahra residents in the last 10 years?

Major roads.....Bellevue rd, Edgecliff rd, New south Head rd, Old south Head rd are a crawl twice a day 8am to 9.30 and 3 pm to 4.30 due to the increased population in Woollahra and the same roads! The only new road in the municipality is Sid Einfeld drive!

What is the drive for the huge number of apartment buildings in the municipality?

Are the council planners beholden to the developers or is it the state government that is pushing for the increase in residents in Woollahra? Surely we well and truly have our quota.!

I strongly object to the increased height limits ,and over development in Double Bay.

Prue Layton

M [REDACTED]

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For more information please visit <http://www.symanteccloud.com>

Kira Green

From: [REDACTED]
Sent: Friday, 27 May 2022 10:09 PM
To: Records
Subject: Re Double Bay Urban Design Strategy- 6 Story development -

Dear Sir or Madam,

We object to the general increase of building height in Double Bay to 6 storeys

1. Streets and laneways are already narrow
2. Traffic already cannot cope at times, especially in the main streets of the village and through traffic lights and STOP signs, and right of ways
3. Bay St is already congested especially in the narrow blockage between Knox and Cooper, and around Cross St
4. It will change the Village atmosphere, which the Council is seeking to preserve by its Plaza proposal (which is also of concern due to the obvious traffic and behavioural problems) If the Plaza does go ahead, the Plaza will be overshadowed.
5. Evidence of such high rise in narrow streets is already a problem in the closeness of buildings in Short St and Goldman Lane.

Yours Faithfully,

Emil N Dan AM and Voulette Dan
[REDACTED] Knox St, Double Bay NSW 2028

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For more information please visit <http://www.symanteccloud.com>

Kira Green

From: Tanya Wallis [REDACTED]
Sent: Friday, 27 May 2022 4:37 PM
To: Records
Subject: SC6808 Submissions ATTN: Emma Williamson - Submission on behalf of Nos. 422-440 NSHR, DB
Attachments: Planning Submission - 422-440 NSHR Double Bay - 27.5.22.pdf; Urban Design Analysis - 422-440 NSHR, Double Bay.pdf

Hi Emma,

Hope you are well.

On behalf of our client, please find **attached** a Submission to the Draft Double Bay Centre Planning and Urban Design Strategy, in relation to the site at No. 422-440 New South Head Road. The documents attached include a Planning Submission and an Urban Design Analysis.

We look forward to receiving Council's feedback on this submission. Any queries, please don't hesitate to contact our office.

Thank you,

Tanya Wallis | **Planner**
BPlan (MQU)



[Planning](#) | [Urban Design](#) | [Expert Evidence](#) | [Traffic Planning](#) | [Development Advice](#)

[REDACTED] paddington street, paddington
t: [REDACTED]
e: [REDACTED]
[REDACTED]

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GSA PLANNING

Paddington Street, Paddington NSW 2021

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This report has been prepared and reviewed in accordance with our quality control system. The report is a preliminary draft unless it is signed below.

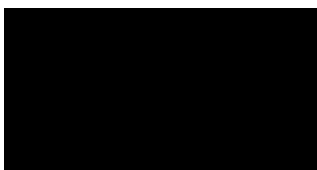
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Job No: 21643

Revision No: **FINAL**

Report prepared by: **Tanya Wallis**
Planner

Report reviewed by:



George Karavanas
Managing Director

Date : 27 May 2022

For and on behalf of: **GSA Planning**
 **Paddington Street**
PADDINGTON NSW 2021

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TfNSW	Transport for NSW
VENM	Virgin Excavated Natural Material
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1.0 INTRODUCTION

This submission is in response to the Draft Double Bay Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy), and has been prepared by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning) on behalf of Mr George Karageorge, Mr Andy Chow, and Mr Jay Sayed, owners of Nos. 422-424, 426-432, and 434-440 New South Head Road respectively. GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

The overall aims of the Draft Strategy and its proposed provisions encourage increased building heights and number of storeys (generally to six storeys/21.5m across the local centre), street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. This will ensure a more consistent pattern of development in the centre, with consideration of recently approved and constructed developments up to six storeys in the area. It will also enhance the economic viability of Double Bay, whilst ensuring provision of ample residential accommodation. Overall, the proposed uplift and improvement to the public and private domain is commended.

This submission provides recommended amendments to the Draft Strategy, as it applies to the site at Nos. 422-440 New South Head Road, Double Bay (hereafter referred to as 'the subject site'). The subject site is positioned in a prominent location within Double Bay along the New South Head Road corridor, connecting the Double Bay Centre with the predominantly low and medium density residential environment to the north. The site, as existing, accommodates a mix of commercial and shop top housing developments ranging from two to four storeys. These sites, despite being in the local centre and included in the Draft Strategy's Study Area, are not included as Review Sites in the Draft Strategy. Instead, they are identified as Developed Sites (Nos. 422-424 New South Head Road), and Transition Sites (Nos. 426-440 New South Head Road).

The client has engaged GSA Planning and Atlas Urban to provide advice and undertake massing studies to determine if the subject site could instead be nominated as a Review Site, with increased height and associated FSR. The investigations concluded that the consolidated sites could accommodate an overall height of six storeys to New South Head Road and Cross Lane at the rear, with four storey street wall heights. We also note that the sites are not earmarked for amalgamation under the Draft Strategy, which is a matter for consideration in this submission. Further, a number of public domain benefits will result from the subject site's inclusion Review Site.

The proposed inclusion of these sites as Review Sites will facilitate buildings that are more consistent with surrounding uplift, including the anticipated future built form opposite at the Cross Street Carpark Site. We understand this site is earmarked for redevelopment in excess of six storeys. Other developments in the vicinity, particularly on Cross Street, are already approved or constructed up to six storeys. The Draft Strategy nominates six storey heights to sites along the extent of New South Head Road, to the west of the subject site.

In this submission, we have discussed how inclusion of the subject site as a review site to accommodate would be consistent with the Draft Strategy's vision and overall strategy, and has strong strategic merit. The increased height on this site would be an excellent opportunity to contribute to economic growth, housing and the public domain of the Double Bay Local Centre.

This submission contains a brief description of the subject site and background; the subject site in relation to the draft strategy; suggested amendments to the draft strategy; and a conclusion.

2.0 SUBJECT SITE & BACKGROUND

2.1 Subject Site

The subject site is located approximately 3.2km east of the Sydney CBD, within the Double Bay Local Centre. The subject site is located at No. 422-440 New South Head Road, Double Bay (see **Figure 1**). The site comprises three lots (inclusive of consolidated lots at Nos. 434-440 New South Head Road), that are as follows:

- Nos. 422-424 New South Head Road (Lot 1 in DP 1060385)
- Nos. 426-432 New South Head Road (Lots 4 & 5 in DP 14000)
- Nos. 434-440 New South Head Road (i.e. Nos. 434-436 & 438-440 New South Head Road) (Lots 6, 7, 8 & 9 in DP 14000)

When combined, the sites have a primary frontage of approximately 54m to New South Head Road and secondary frontage of approximately 58m to Cross Lane, with a wide frontage and narrow site depth. The subject site has a south-eastern orientation and slopes from New South Head Road to Cross Lane.



Source: SIX Maps, 2022

 Subject Site

Figure 1: Location Plan

Nos. 422-424 New South Head Road contains a three to four storey contemporary commercial and residential building, with basement parking below accessible from Cross Lane (see **Photograph 1** on the following page). Nos. 426-432 New South Head Road contains a three to four storey shop-top housing building, with the lower level at Cross Lane accommodating garage parking (see **Photograph 2** on the following page). Nos. 434-440 New South Head Road contains two buildings, being a two to three storey shop-top housing development, and a three to four storey shop-top housing development, with the lower level at Cross Lane accommodating garage parking for the building at Nos. 434-436 New South Head Road (see **Photograph 3** on the following page).



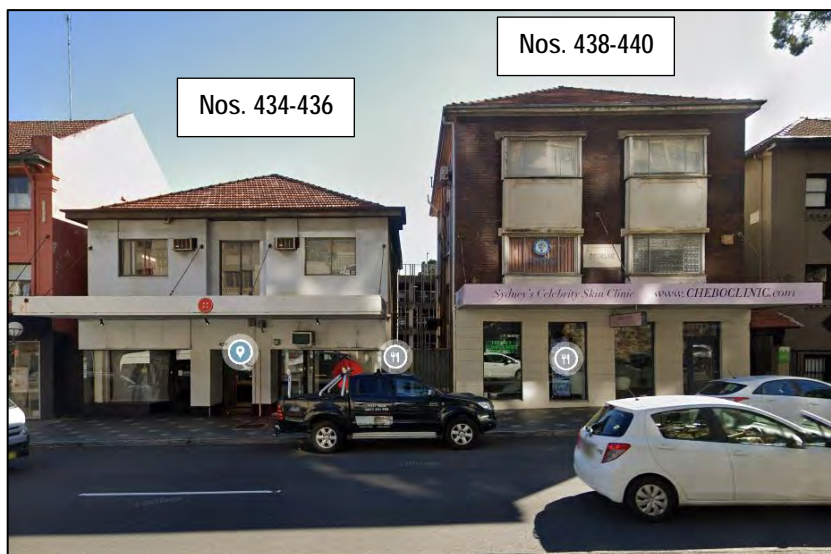
Source: Google Street View

Photograph 1: Nos. 422-424 New South Head Road, as viewed from the intersection of New South Head Road and Bellevue Road



Source: Google Street View

Photograph 2: Nos. 426-432 New South Head Road, as viewed from New South Head Road



Source: Google Street View

Photograph 3: Nos. 434-440 New South Head Road, as viewed from New South Head Road

The existing key development standards and provisions for the sites are as follows:

- **Height of Buildings:** 14.7m
- **FSR:** 2.5:1 (Note: No. 422-424 New South Head Road is Area 1 – FSR of 3:1)
- **Zoning:** B2 Local Centre

2.2 The Surrounds

The site is located on the eastern side of the Double Bay Local Centre. Existing and approved buildings in the area contain an eclectic mix of traditional and contemporary architectural styles. To the north-east are a number of traditional and art-deco style residential flat buildings generally ranging from two to three storeys. Retail shopfronts and commercial premises are prominent at street level, and a number of recently approved and constructed six storey buildings in the immediate vicinity contain office or residential uses at the upper levels (see **Figure 2**).

Directly opposite the subject site is the Cross Street Carpark. This site is earmarked for redevelopment into a Mixed Use Building (6+ storeys) containing basement parking (public and private), retail and office space, residential units, cinema complex, and community space.

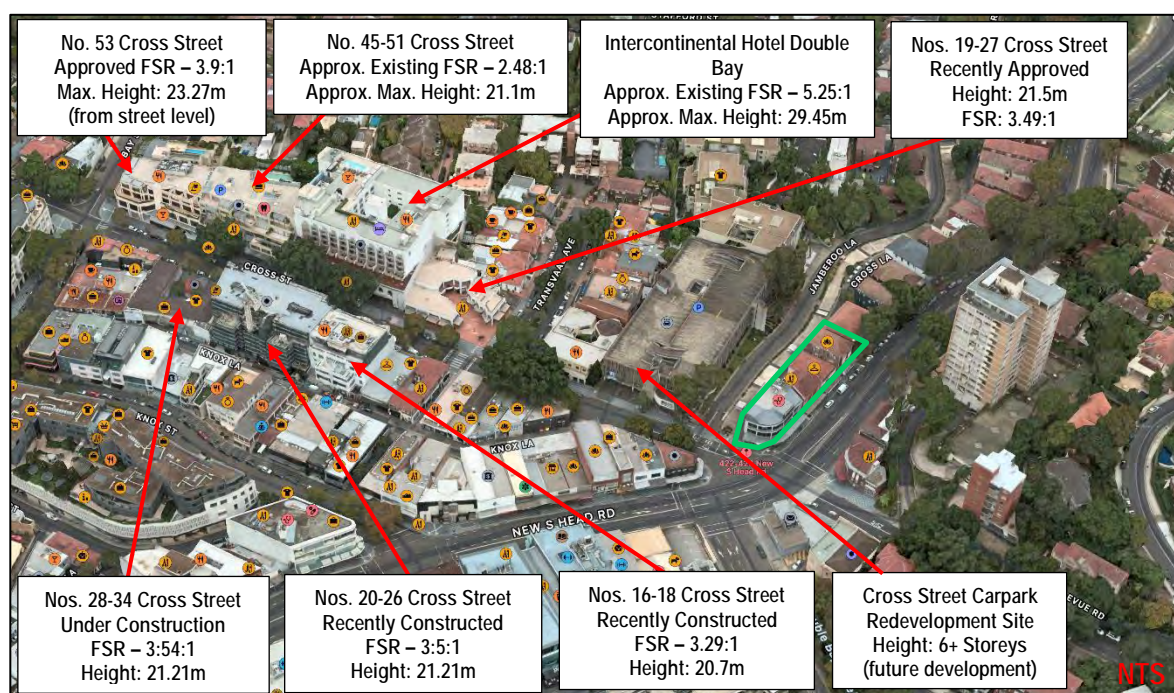



Figure 2: Aerial View from the South-East Showing Nearby Approved and Constructed Development in the Double Bay Centre

 Subject Site

2.3 Background

Nos. 422-424 New South Head Road

This site received an approval in 2001 for a four storey commercial and residential development (DA-902/2001). The constructed development has been subject to a number of associated approved DAs and Section 4.55 modifications between 2002-2017, including internal fit out, signage, and modification of approved operating hours for one tenancy.

Nos. 426-432 New South Head Road

This site recently received approval from the Local Planning Panel in 2021, for demolition of the existing building and construction of a new part four and part five storey shop-top housing development (DA-450/2020). The approved development is 13.52m to New South Head Road, and 15.89m to the rear at Cross Lane; with an FSR of 2.97:1 (see **Figure 3**). Both the maximum height and FSR are above the LEP standards, which are 14.7m and 2.5:1 respectively.

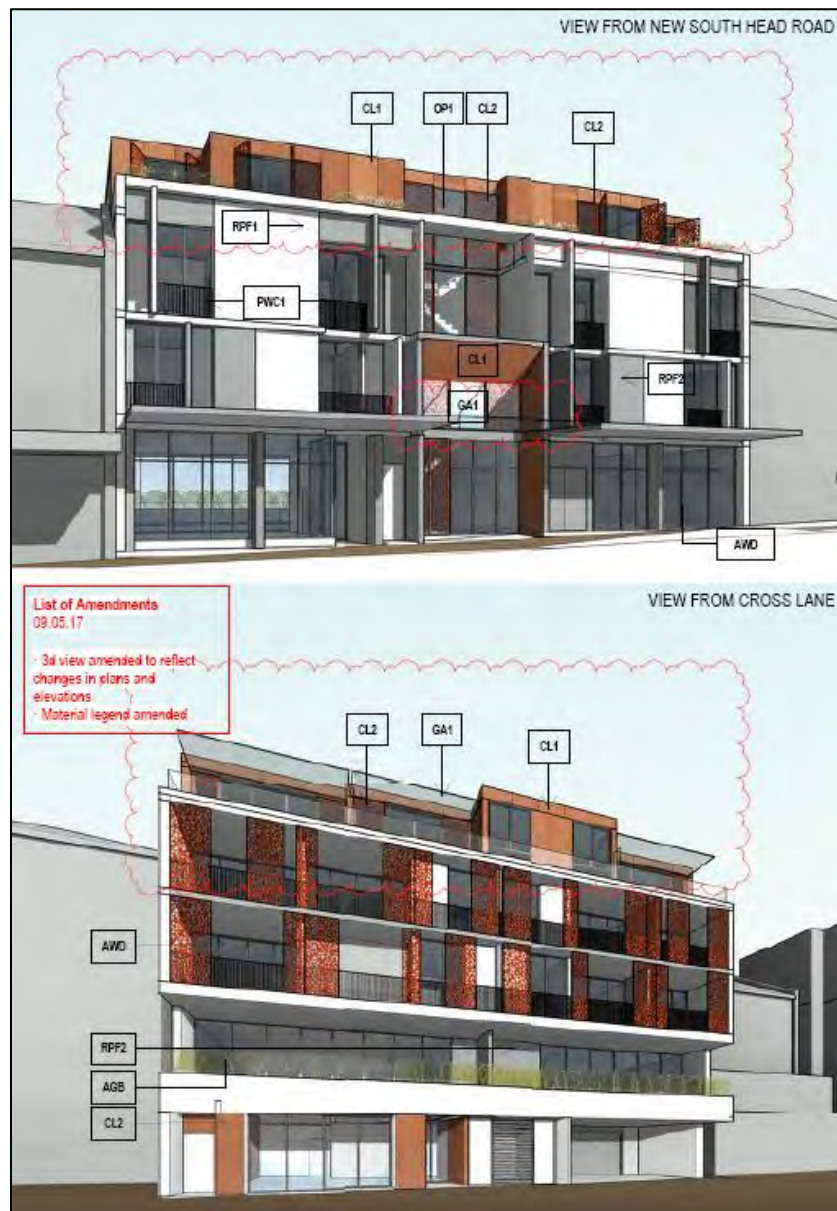


Source: Luigi Rosselli Architects

**Figure 3: Approved Development at Nos. 426-432 New South Head Road
(as viewed from New South Head Road)**

Nos. 434-440 New South Head Road

This site received approval from the Land and Environment Court in 2017 for demolition of existing structures and construction of a five storey mixed use development, comprising 11 residential units, 3 commercial shops, and basement parking for 21 cars (DA-489/2016). The approved development is approximately 13.96m at New South Head Road, and 16.8m to the rear at Cross Lane (see **Figure 4** on the following page). Both the maximum height and FSR are above the LEP standards, which are 14.7m and 2.5:1 respectively.

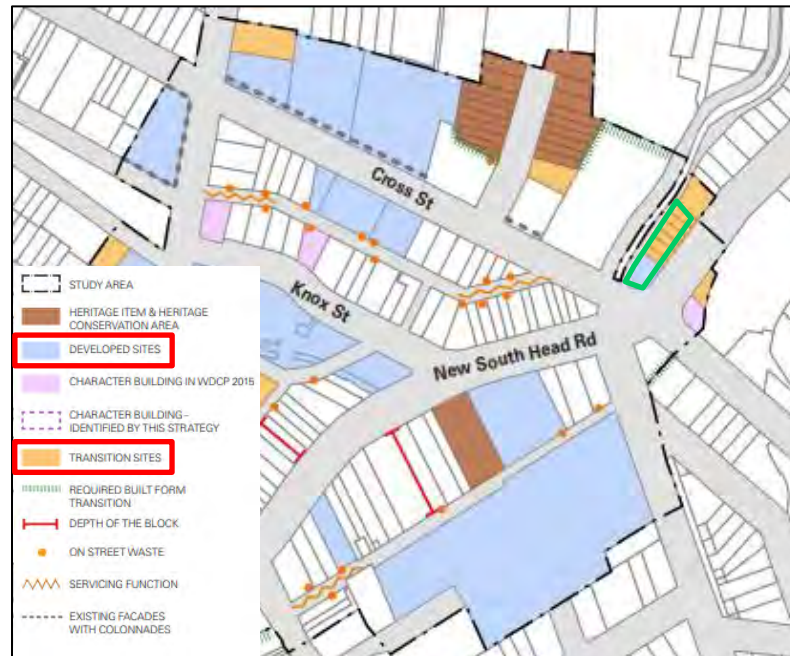


Source: CD Architects

Figure 4: Approved Development at Nos. 434-440 New South Head Road
(as viewed from New South Head Road and Cross Lane)

3.0 SITE IN RELATION TO THE DRAFT STRATEGY

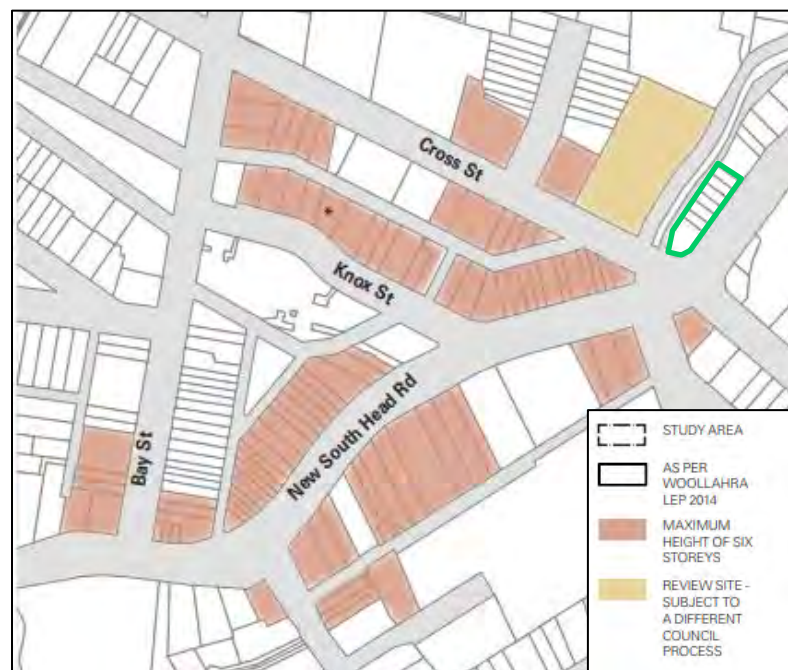
The three sites that comprise the subject site are identified within the Study Area in the Draft Strategy, however, have not been identified as Review Sites. Instead, No. 422-424 New South Head Road has been identified as a Developed Site, and Nos. 426-440 New South Head Road has been identified as Transition Sites (see **Figure 5**).



Source: Draft Double Bay Centre Planning and Urban Design Strategy Subject Site

Figure 5: Exclusions and Constraints Map

The key aspect of Review Sites under this Draft Strategy is their increased height to six storeys (21.5m), associated FSR increase (between 2.6:1 – 4.6:1), and (generally) four storey street wall heights to main streets and two storey street wall heights to laneways/secondary streets (see **Figures 6 and 7**).



Source: Draft Double Bay Centre Planning and Urban Design Strategy Subject Site

Figure 6: Height Strategy Map



Source: Draft Double Bay Centre Planning and Urban Design Strategy

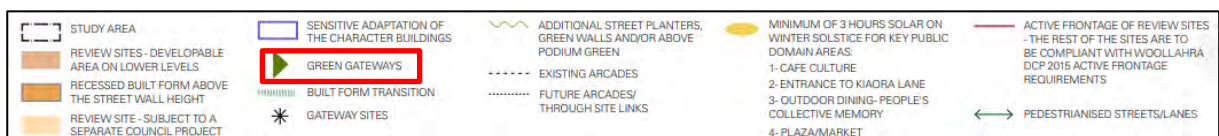
Figure 7: Street Wall Height Strategy Map Subject Site

The urban design investigation within the Draft Strategy identifies a 'green gateway' adjacent to the subject site (see **Figure 8**). We agree with this area being a green gateway and including additional street tree plantings and greening. The additional greening will soften a future built form on the subject site.



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 8: Urban Design Principles Strategy Map Subject Site



The Draft Strategy also indicates amalgamation of various sites within the Double Bay Centre, with the subject site not identified as a site for amalgamation (see **Figure 9**).

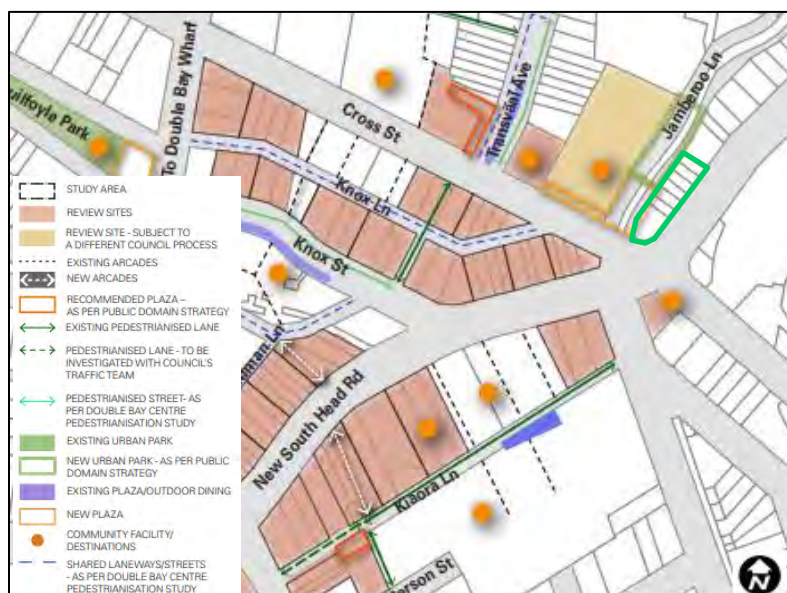


Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 9: Urban Design Principles Strategy Map


 Subject Site

The site is also adjacent to an existing urban park, and proposed new plaza, along Jamberoo Lane and Cross Lane to the north-west (see **Figure 10**).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 10: Public Domain Improvements Map

 Subject Site

4.0 SUGGESTED PLANNING AMENDMENTS TO DRAFT STRATEGY

Council's proposed changes to building heights, FSR, and general uplift at a number of sites throughout Double Bay is generally supported. The subject site, although not currently identified for uplift, would benefit from an increase in height and FSR. The requested uplift for the subject site as per this submission would provide consistency in height and FSR with uplift proposed to the west along New South Head Road, and future uplift to the Cross Street Carpark site to the north-west (as part of a different Council process/strategy). The massing will also provide a transition to the existing three to four storey built form directly to the north-east along New South Head Road.

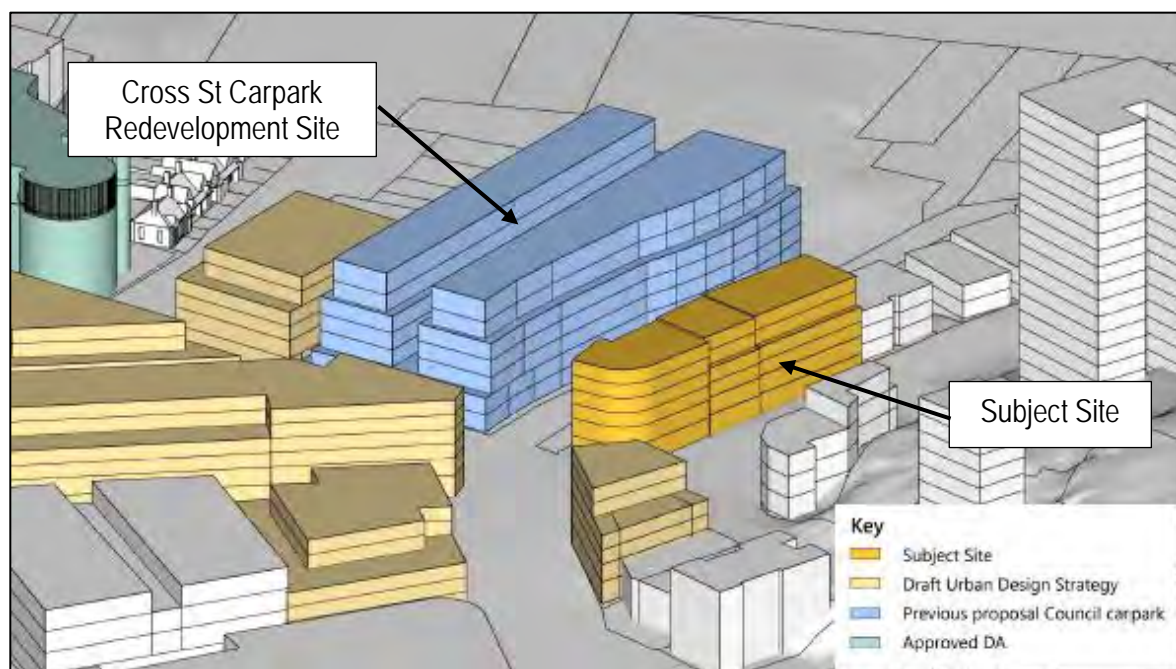
The subject site has appropriate merit for additional uplift, given its location and context, and surrounding future uplift. We recommend amending the Draft Strategy as follows, in relation to the subject site:

- Declassify Nos. 424-424 New South Head Road as a Developed Site;
- Declassify Nos. 426-440 New South Head Road as Transition Sites;
- Inclusion of lots at Nos. 422-440 New South Head Road as Review Sites, with associated increase in height and FSR; and
- Inclusion of lots at Nos. 422-440 New South Head Road for amalgamation.

The provisions associated with inclusion as a Review Site are discussed in **Table 1** below:

Table 1: DRAFT STRATEGY PROPOSED PROVISIONS FOR THE SUBJECT SITE			
Provision Under Review Site	Draft Strategy	Requested Amendment	Comment
Height of Buildings	Not included	Consideration for height to be increased to 6 storeys	Request to be Amended. The proposed building heights will provide a built form which better addresses the corner location of the combined site. The increased height provides an appropriate transition between neighbouring / nearby existing and future development.
Floor Space Ratio (FSR)	Not included	Consideration for FSR to be increased based on height (testing results in FSR ranging from 3.52:1 – 4.7:1)	Request to be Amended. A proposed FSR increase enables a massing which facilitates uplift in height, as per above. The increased FSR will provide a bulk and scale which allows an appropriate transition between existing and future neighbouring development.
Street Wall Height	Not included	Consideration for street wall height to be increased to 4 storeys	Request to be Amended. Four storey street walls will minimise the bulk and scale of the development, and takes into consideration the sloped topography from the front to the rear of the site.
Amalgamation	Not included	Potential amalgamation of lots at Nos. 424-440 NSHR	Request to be Amended. Potential amalgamation of these lots, or a coordinated approach to their development, will provide consistency with the Draft Strategy's broader consolidation pattern. It will also allow for potential to integrate/consolidate circulation and servicing at the rear of the lots, which maximises active frontages to the public spaces on Cross Lane/Jamberoo Lane.

The massing studies undertaken by Atlas Urban demonstrate that uplift can be achieved on site, within the parameters of the height and FSR anticipated for Review Sites generally (see **Figure 11**). Buildings with additional height and FSR are able to sit well within the green gateway, and between the existing two to three storey development to the north-east, and proposed six storey development to the west. This is supported in the Urban Design Analysis prepared Atlas Urban (separately submitted).



Source: Atlas Urban

Figure 11: Massing Model for the Subject Site with Proposed Review Site Uplift, in the Surrounding Context

The proposed height and massing is supported in the Urban Design Analysis, which states, inter alia:

Circumstance has changed for the site 422 to 440 New South Head Road (The Site) since the Draft Strategy was prepared. The site was excluded from the review and was not identified in the category of 'Review Site' because it was nominated as 'Developed Site' (422-424 NSHR) and 'Transition Site' (426-440 NSHR). A consortium has been formed to facilitate the coordination of the three sites.

...

Suggested Massing

The proposed height adopts the pattern applied generally in the Draft Strategy. Upper-level setbacks should adopt the setbacks of the existing DCP in recognition of the narrowness of the block. The proposed height is appropriate given the width of the surrounding streets and the gateway position of the site. Furthermore, the position and orientation of the site will ensure that overshadowing will not impact any adjoining properties or public domain.

The proposed massing includes:

- *Six storeys overall height*
- *Four storeys mid-block street wall*
- *Setback above street wall, Cross Lane - 2.5m (per DCP)*
- *Setback above street wall, NSHR - 1m (per DCP)*
- *Six storey corner*

...

The Site and its resolution and integration is important for a set of contextual reasons. These relate both to the existing constraints and circumstances, additionally council proposals for the car park site and public domain improvement further elevates the significance:

- Strategic position at the Eastern Gateway
- Cross Lane currently functions as a service lane for each individual site
- New Urban Park is planned in Cross Lane adjacent to the site
- Access from NSHR for servicing is impossible (State Road)
- The constrained narrow site is highly unusual in Double Bay
- Redevelopment of Council car park site if completed concurrently with The Site would transform the whole setting

The proposed amendments will facilitate a built form which align, in particular, with the following strategies and outcomes contained within the Draft Strategy:

5.1 Building Height

This Strategy recommends a maximum height of six storeys combined with a lower street wall height where the site adjoins the public domain. Figure 47 shows the maximum height for the review sites. The maximum heights can only be achieved if the development achieves design excellence.

The recommend height also:

- **Encourages the regeneration of older building stock.**
- **Provides opportunity to enhance the non-residential floor space ratio in the Centre.**
- **Provides consistency with the desired future character of the Centre.**
- **Responds to the evolving character of the Centre.**

...

5.4 Land Use

In terms of land use, the main characteristics of future development must at a minimum include:

- **Retail uses on the ground level**
- **Non-residential developments on Level 1**
- **Residential developments on upper levels**

...

5.5 Amalgamation Pattern

The purpose of the suggested amalgamation pattern is to ensure the creation of more efficient floor plates for future development. The suggested amalgamation pattern as shown in Figure 63 aims to:

- **Combine 2-5 lots (dependent on their size) with an average minimum street frontage of approximately 20-30m**
- **Provide more flexible floor plate for a range of non-residential uses**
- **Provide functional retail floor spaces on the ground level.**
- **Provide efficient parking layout**
- **Provide an efficient residential floor plate on the upper levels.**
- **Minimise the number of vehicle and service entrances**
- **Facilitate internal loading and waste management areas**
- **Avoid site isolation**
- **Achieve a balanced built form scale consistent with the recent developments**
- **Minimise the need for ancillary uses on the ground level**
- **Maximise active frontages.**

Accordingly, in our opinion, the proposed amendments to the Draft Strategy are appropriate for the subject site. Further strategic merit for the requested uplift is discussed in the following section:

4.1 Strategic Merit

The strategic merit and key justification for an increased FSR and height of building on this site is summarised in the following paragraphs:

FSR and Building Height Objectives

A built form with building and street wall heights demonstrated in the preferred massing study, undertaken by Atlas Urban (refer to Urban Design Analysis, separately submitted), are able to meet the relevant objectives of the development standards, as follows:

FSR

- (a) for buildings in Zone B1 Neighbourhood Centre, Zone B2 Local Centre, and Zone B4 Mixed Use—to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale.

Height of Buildings

- (a) to establish building heights that are consistent with the desired future character of the neighbourhood,
(b) to establish a transition in scale between zones to protect local amenity,
(c) to minimise the loss of solar access to existing buildings and open space,
(d) to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,
(e) to protect the amenity of the public domain by providing public views of the harbour and surrounding areas.

Response: The additional building height and FSR will provide a built form consistent with Council's vision for the strategy, and approved development at nearby sites. In *Woollahra Municipal Council v SJD DB2 Pty Limited* [2020] NSWLEC 115 [63], which relates to development in a business zone in Double Bay, Preston CJ states, *inter alia*:

...the desired future character of the neighbourhood or area can be shaped not only by the provisions of WLEP, including the development standards themselves, but also other factors, including approved development that contravenes the development standard.

Accordingly, the desired future character is shaped by the LEP and approvals in the vicinity. There are a number of approvals along Cross Street and New South Head Road, some which have been constructed, which include built forms up to 6 storeys. These include, but are not limited to, the sites in the following table:

Table 1: Nearby Approved Height Developments and Variations				
DA No.	Location	Development Standard	DA Consent	Final Variation
617/2017	28-34 Cross Street	14.7m	21.21m	44%
390/2015	20-26 Cross Street	14.7m	21.21m	44%
571/2014	16-18 Cross Street	14.7m	20.7m	41%
321/2020	19-27 Cross Street	14.7m	21.5m	46%
452/2020	10 Cross Street	14.7m	19.6m	33%
359/2017	30-36 Bay Street & 2 Guilfoyle Ave	Bay Street: 18.1m	Bay Street: 19.96m	10.2%
289/2019	30-36 Bay Street	18.1m	20.84m	15%
33/2018	21-27 Bay Street	Bay Street: 14.7m	Bay Street: 20.05m	36.4%
40/2021	55 Bay Street	18.1m	18.7m	5%
261/2021	357-359 New South Head Road	14.7m	16.21m	13%

Surrounding future DAs as a result of the proposed height and FSR increases under the Draft Strategy will also shape the desired future character of the Double Bay Centre.

The forthcoming redevelopment of the Cross Street Carpark, directly opposite the subject site to the north, will also inform the desired future character of the immediate locality. It is understood that the carpark site will have a proposed height in excess of six storeys, with the following uses included:

- A new multi-screen cinema complex.
- Retail space of 1,860m² (approx), with the potential inclusion of a supermarket
- New office space of 3,150m² (approx.)
- 4,000m² (approx.) of residential space, including an estimated 18 apartments
- Dedicated community space, including replacement of the existing early childhood centre
- A new 380-space basement public car park, plus additional parking for cinema, retail, commercial and residential tenants.

Source: <https://yoursay.woollahra.nsw.gov.au/cinema>

The proposed uplift for the subject site will provide a more coherent height and massing to appropriately transition between the future density of development in the Double Bay Centre, including at the Cross Street Carpark site, and the existing density of the residential flat buildings to be retained to the north-east. Further, given the location and topography of the site and surrounding development, the increase in height, bulk and scale is unlikely to impact upon solar access, privacy, visual intrusion, and views to neighbours.

The additional height and FSR will facilitate new well-designed buildings, which fit well in the streetscape amongst future development along New South Head Road generally. The proposed massing for the subject site will be consistent with the desired future character envisaged by Council's Draft Strategy.

Public Domain Improvement

The proposed inclusion as a Review Site will allow a number of public domain improvements and benefits. This is further explained in the accompanying Urban Design Analysis, inter alia:

Benefits of Renewal

The Site is uniquely capable of providing a set of public benefits that will only be realised if the site is included as a renewal site. Benefits of inclusion of The Site as a Review Site:

- Potential site consolidation / co-ordination across 3 sites*
- Consolidate/integrate vehicular access*
- Consolidate/integrate site servicing*
- Improve activation of the Cross Lane frontage (new park)*
- Expedite redevelopment of the corner site*
- Appropriately scaled corner*
- Strengthen the character of Double Bay Gateway*

Gateway Definition

The Eastern Gateway occupies a distinct position in the urban structure, this is a significant five-way traffic intersection marking the entry to the town centre. The built form has an important role to help define the gateway and modifying perception. Importantly, driver behaviour responds to the perception of cues such as enclosure of the threshold. The objective in this regard should be to alert the driver to slow down and take care as they enter the town centre.

In the drivers' approach from the east along NSHR, the descent is characterised by a median-separated roadway of six lanes on a curving downslope. The ground plane of the five-way intersection itself presents as a wide expanse of asphalt. The descent along New South Head Road must change from "road character" to "street character". The modification in perception should occur to the east of Cross Street. The Site is particularly visible in the approach along NSHR and Belview Road. Therefore, greater building height on The Site can assist the perception of enclosure.

New Square Activation

The proposed redevelopment of the council car park site and new public plaza and Square are important new initiatives that will significantly improve this part of Double Bay. A design challenge for the space will arise from the need for servicing of the Subject Site. Key factors will be number and extend of vehicular entries, fire escapes, substations etc. Conversely, the opportunities for activation will derive from retail frontage to the space and the availability of space next to the shopfronts for outdoor dining, display etc. Therefore, the quality of the space will be much improved if the site can be redeveloped such that servicing is consolidated and integrated as proposed in this report.

Consistency in the Context

Development in the Double Bay Centre comprises an evolving mix of buildings, with a variety of commercial and residential uses. The building envelope resultant from the sites' inclusion as a Review Site (as outlined in this submission), provides an acceptable transition in building height and massing to surrounding existing and future development. The potential building and street wall heights at both New South Head Road and to Cross Lane, as outlined in the massing study provided by Atlas Urban, will facilitate a built form which provides a transition from future six storey development to the west along New South Head Road and the six+ storey development anticipated on the Cross Street Carpark Site, to the adjoining transition site at No. 442 New South Head Road and the residential flat buildings further to the north-east.

A future built form with massing up to six storeys on the site will sit well within the streetscape of New South Head Road, and has the potential to provide an attractive, contemporary built form when approaching from the north-east or west along New South Head Road; the north-west along Cross Street; and the south/south-east along Bellevue and Kiaora Roads. The massing study been designed to respect the heights and massing anticipated for future buildings on nearby Review Sites under the Draft Strategy.

The proposed inclusion as a Review Site, with the proposed uplift to height and FSR sought in this submission, will allow for a built form which respects the evolving built form anticipated by the Draft Strategy, and has the potential to offer superior public domain outcomes (as previously discussed).

Therefore, the proposed height, bulk and scale will provide a built form more consistent in the context.

Eastern City District Plan

The proposed uplift in height and FSR on the site has strategic merit, through facilitating a built form and uses that are consistent with the aims and principles of the Eastern City District Plan. Finalised in February 2018 by the Greater Sydney Commission, it provides a 20-year plan to manage growth of the Greater Sydney region while enhancing liveability, productivity and sustainability.

Woollahra LGA is identified within the Eastern City District Plan, detailing the ideal land use, transport and infrastructure outcomes for the area. Within the Eastern City District, the Sydney CBD commercial market is larger than all other major metropolitan commercial markets combined. However, as stated in the Eastern City District Plan, there is limited capacity available to attract the investment that will support **expansion of Sydney's CBD's footprint, and increase the supply of premium and A-grade commercial space.** For this reason, place-based planning for centres should address the following principles:

- *Protect or expand retail and/or commercial floor space*
- *Protect or expand employment opportunities.*
- *Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.*

Response: The proposed uplift associated with the subject site being included as a Review Site will enhance capacity for new commercial and retail space at the ground and lower floor levels, close to public transport infrastructure and the CBD. The increased floorspace as a result of the requested FSR and height uplift will have the ability to accommodate additional retail and commercial tenancies, in turn encouraging the local centre to grow as an economic hub and offer new employment opportunities, and goods and services for the community.

The Eastern City District Plan also cites a 'place-based and collaborative approach is required to maintain and enhance the liveability of the Eastern City District'. The Plan notes an additional 300 dwellings as a target for the Woollahra LGA. The following relevant planning principles for liveability, and our response, is as follows:

- *Providing housing supply, choice and affordability, with access to jobs, services and public transport*
- *Creating and renewing great places and local centres, and respecting the District's heritage.*

Response: Uplift to height and FSR, both resultant from the approvals on site and if the site is included as a Review Site, has the potential to accommodate additional residential units above retail/commercial tenancy lower levels. This would be consistent with the surrounding pattern of development under the Draft Strategy. The height and FSR uplift will therefore have the ability to provide additional diverse housing close to jobs, services and bus and train routes in the commercial hub.

Accordingly, the proposed amendments to include the subject site in the Draft Strategy as a Review Site has strong strategic merit with regard to meeting a number of planning principles within the Eastern City District Plan.

5.0 CONCLUSION

This submission provides various reasons in support of the proposed amendments to the Draft Double Bay Strategy. We believe that the overall aims of the Draft Strategy and its proposed provisions to encourage increased density in the Double Bay Centre, as well as improvements to the public domain, will be beneficial to the local centre. The proposed uplift across the local centre will enhance the economic viability of Double Bay through increasing high quality commercial floor space, whilst also ensuring provision of new residential accommodation.

In our assessment, the suggested amendments to the Draft Strategy are consistent with the vision and strategies contained within the Draft Strategy. Through including the subject site as a Review Site, it better reflects the evolving character of Double Bay, and has strategic merit as discussed throughout this submission.

The site's inclusion as a Review Site, with potential for amalgamation, responds to the desired future character and will facilitate a well-designed building which respects the massing of future development as well as surrounding development. As discussed throughout this submission, some uplift has already been anticipated on these sites through recent DA approvals at Nos. 426-432 and Nos. 434-440 New South Head Road.

For the reasons outlined in this planning submission to the Draft Strategy, and the Urban Design Analysis, we strongly recommend that the requested site-specific amendments are adopted. The proposed increase in height and associated FSR will better reflect the surrounding uplift and desired future character, enhance the built form on the significant site, and result in positive public domain outcomes. In order to capture the opportunity for an integrated development that has arising since the preparation of the Draft Strategy, The Site should be identified as an eastern gateway redevelopment site, under the Review Site category.



422-440 New South Head Road, Double Bay

Urban Design Analysis

May 2022

Urban Design Analysis - 422-440 New South Head Road, Double Bay | May 2022

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PROJECT TEAM:

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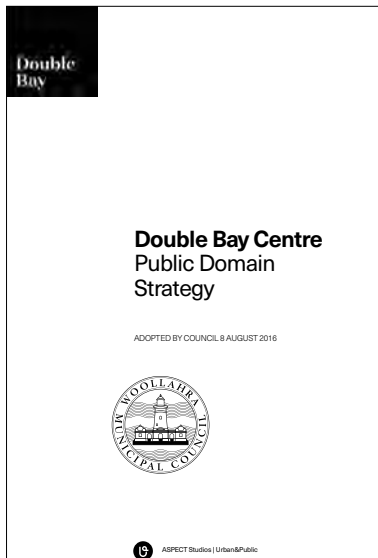
The Bird's eye view of the Double Bay (Photo: Destination NSW)

INTRODUCTION

Circumstance has changed for the site 422 to 440 New South Head Road (The Site) since the Draft Strategy was prepared. The site was excluded from the review and was not identified in the category of 'Review Site' because it was nominated as 'Developed Site' (422-424 NSHR) and 'Transition Site' (426-440 NSHR). A consortium has been formed to facilitate the coordination of the three sites.

If The Site is not included as a Review Site, the existing approvals on 426 – 440 will proceed without the benefits of consolidation, furthermore, the corner site (422-424 NSHR) will be unlikely to redevelop since the marginal yield differential between the existing building and the site potential is too small. However, if The Site is included as a Review Site, a set of benefits will accrue as set out below. Therefore, the site should be redefined as a Review Site and integrated as part of the Eastern Gateway.

PLANNING CONTEXT



Double Bay Centre Public Domain Strategy, 2016

- The Strategy identifies the challenges and opportunities within Double Bay Centre to grow and change to suit the local community
- The Strategy divides Double Bay Centre and surround into nine precincts, Subject Site locates within the Eastern Gateway.
- One of the opportunities identify "*Strengthen gateway experiences to enhance the sense of arrival into the Double Bay Centre.*"
- Specific issues and recommending improvements were discussed each Precinct.



Draft Double Bay Centre Planning and Urban Design Strategy

- The Strategy provides a comprehensive and detailed review of the existing planning controls, and to provide a clear and coordinated approach to the future built form of Double Bay Centre.
- The Draft Double Bay Planning and urban Design Strategy identifies Subject Site as developed site (422-424 NSH Rd) and transition sites (426-432 NSH Rd and 436-440 NSH Rd).
- Subject site is excluded from the review process.



TERRAIN



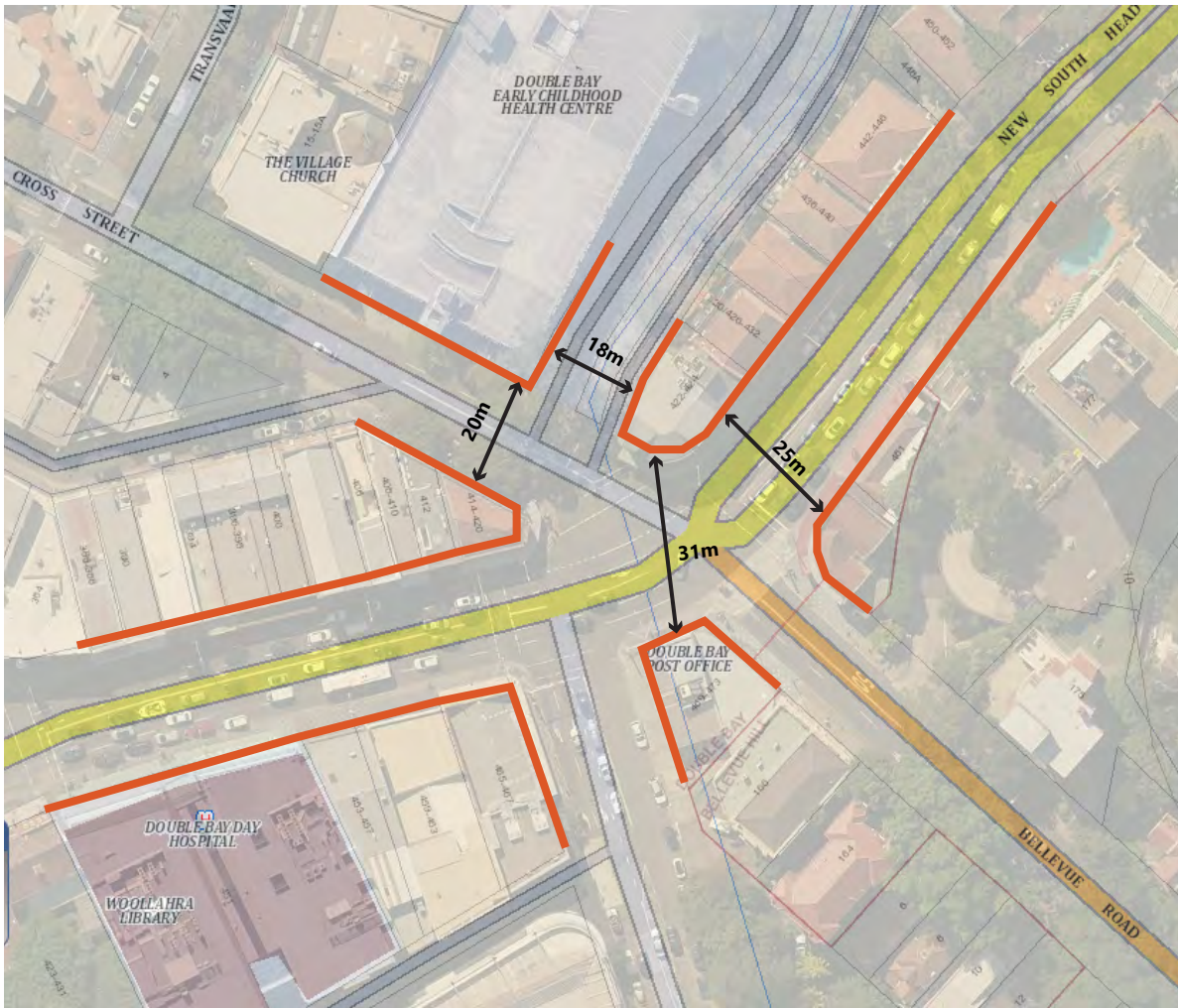
Figure: Topography mapping

The Double Bay Centre area is mostly flat, however, the area to the south and east is quite high and steep.

The Fiveways occupies the foot of the distinct spur that falls from the east. New South Head Road descends from the northeast, and Bellevue Road descends steeply from the southeast, meeting at the Fiveways transition point between the steep terrain and the flat of Double Bay Centre.

"Future development should provide a varied and responsive built form that reflects and reinforces the natural land form whilst sharing views of the harbour and district views." The Draft Strategy

STREET DEFINITION



The site occupies a position between three streets 18, 20 and 25 metres in width. It holds the northern corner of the Gateway. For the built form on the site to mark the corner and contain the street, the building height should be in proportion to the street width. A ratio in the vicinity of 1:1 width to height gives the sense of an 'urban street'.

Street widths are:

- New South Head Road 25m
- Cocks Lane 18m
- Cross Street 20m
- Bellevue Road 20m
- Kiaora Road 25m

APPROVED AND EXISTING SUBJECT SITE



Recent development applications



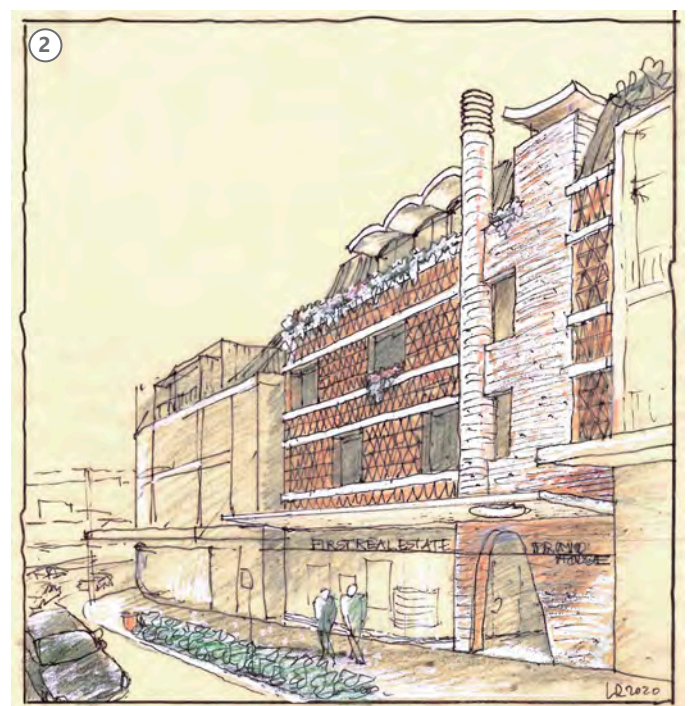
Approved development applications at 16-18 Cross Street (Top), 384 New South Head Road (Middle), and 55 Bay Street (Bottom).



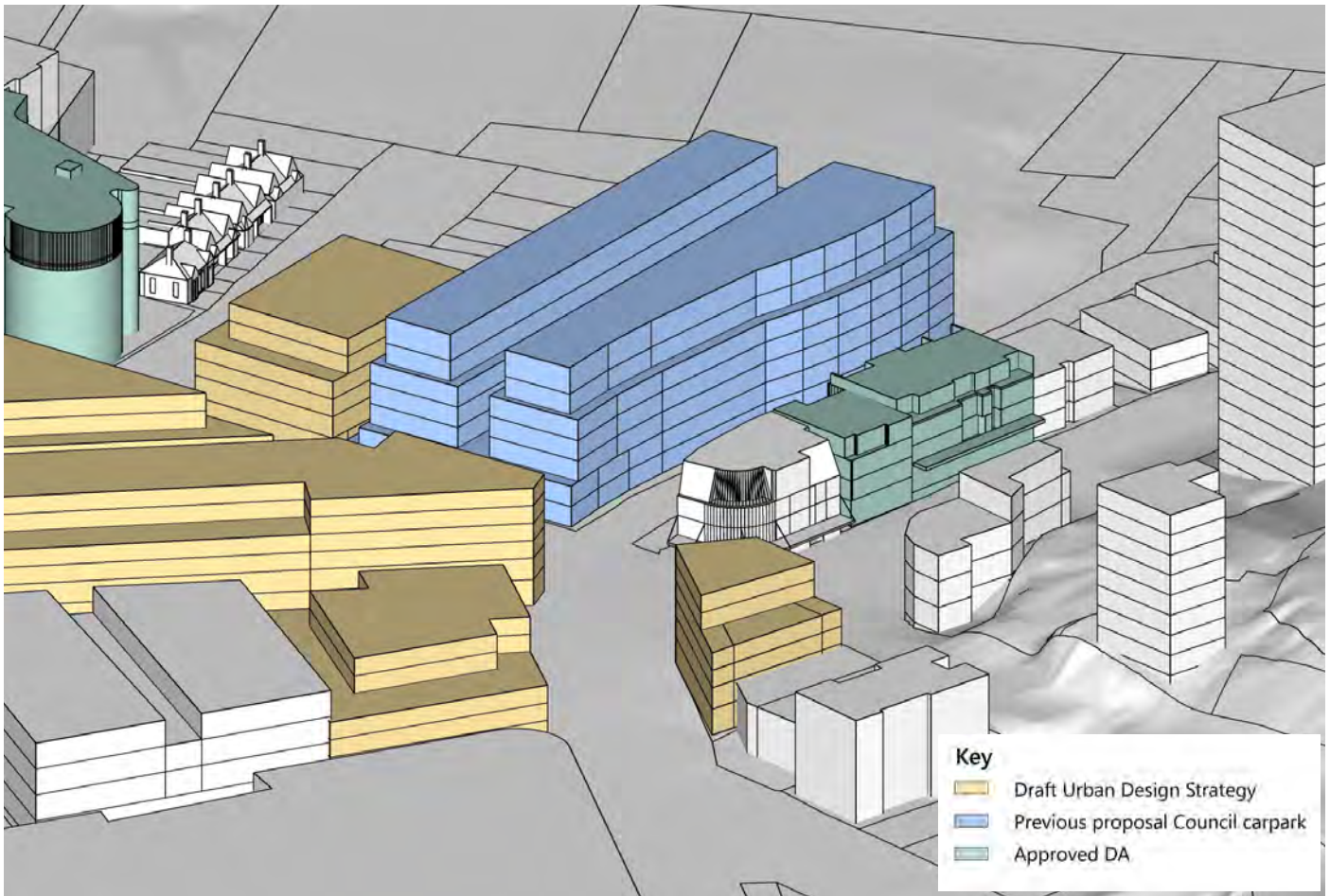
1. 422-424 New South Head Road, Street view

2. 426-432 New South Head Road, illustrative image of new development (courtesy of Luigi Rosselli Architecture)

3. 434-440 New South Head Road, CGI of new development (courtesy of CDArchitects)



DEVELOPMENT APPLICATION



The Subject Site in the future development context will be undersized if developed as indicated.

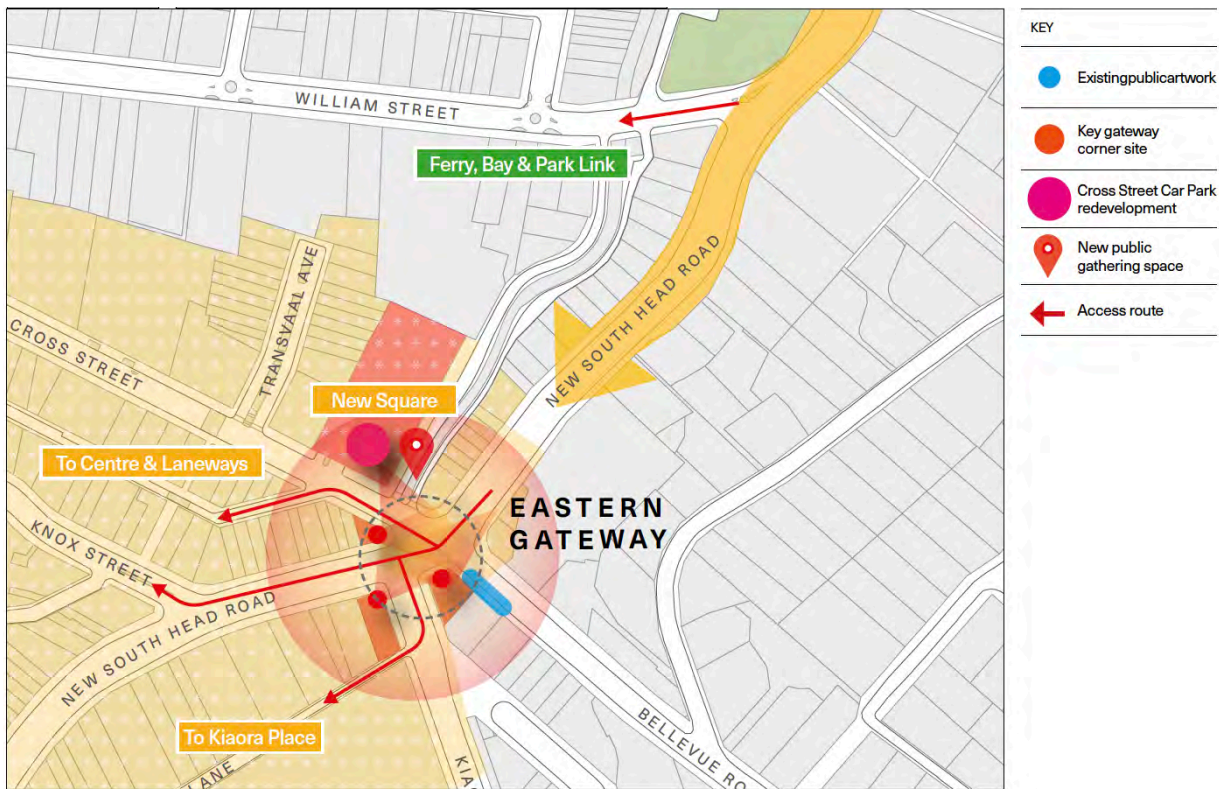


The Site and its resolution and integration is important for a set of contextual reasons. These relate both to the existing constraints and circumstances, additionally council proposals for the car park site and public domain improvement further elevates the significance:

- Strategic position at the Eastern Gateway
- Cross Lane currently functions as a service lane for each individual site
- New Urban Park is planned in Cross Lane adjacent to the site
- Access from NSHR for servicing is impossible (State Road)
- The constrained narrow site is highly unusual in Double Bay

Redevelopment of Council car park site if completed concurrently with The Site would transform the whole setting The Double Bay Centre area is mostly flat, however, the area to the south and east is quite high and steep.

GATEWAY DEFINITION



Eastern Gateway Precinct identified in Double Bay Centre Public Domain Strategy, 2016

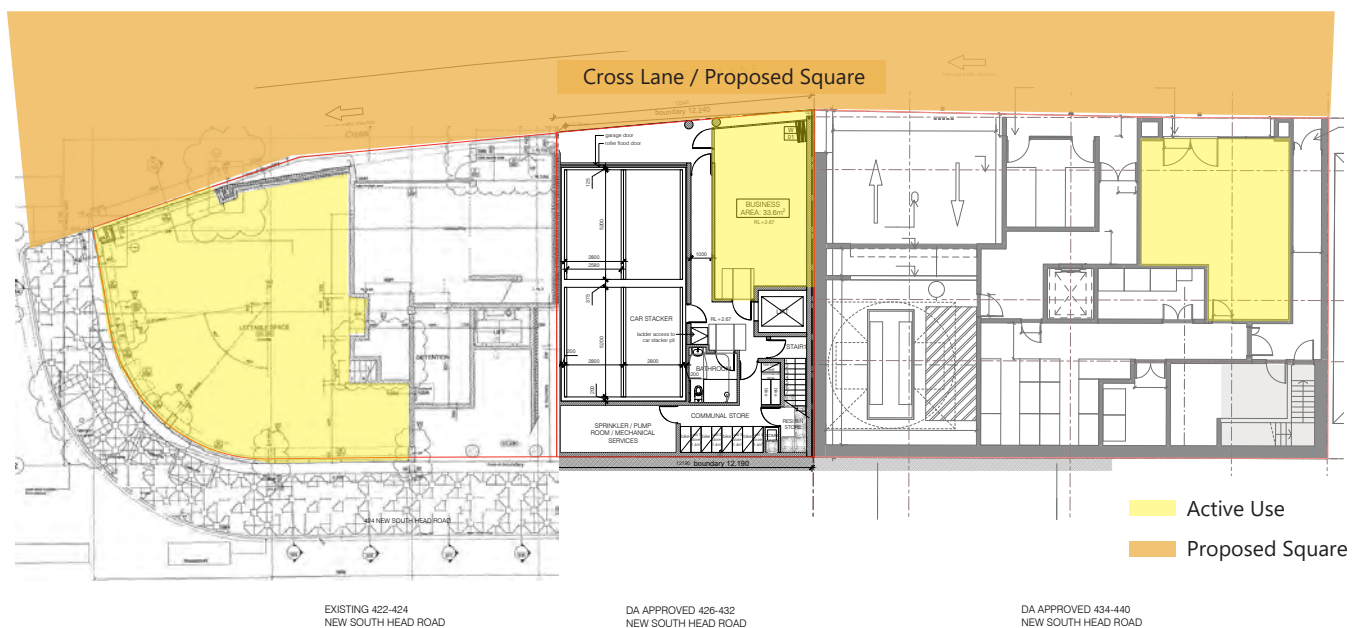
The Eastern Gateway occupies a distinct position in the urban structure, this is a significant five-way traffic intersection marking the entry to the town centre. The built form has an important role to help define the gateway and modifying perception. Importantly, driver behaviour responds to the perception of cues such as enclosure of the threshold. The objective in this regard should be to alert the driver to slow down and take care as they enter the town centre.

In the drivers' approach from the east along NSHR, the descent is characterised by a median-separated roadway of six lanes on a curving downslope. The ground plane of the five-way intersection itself presents as a wide expanse of asphalt. The descent along New South Head Road must change from "road character" to "street character". The modification in perception should occur to the east of Cross Street. The Site is particularly visible in the approach along NSHR and Bellevue Road. Therefore, greater building height on The Site can assist the perception of enclosure.

NEW SQUARE ACTIVATION



Jamberbroo Creek upgrade proposed in the Double Bay Centre Public Domain Strategy, 2016

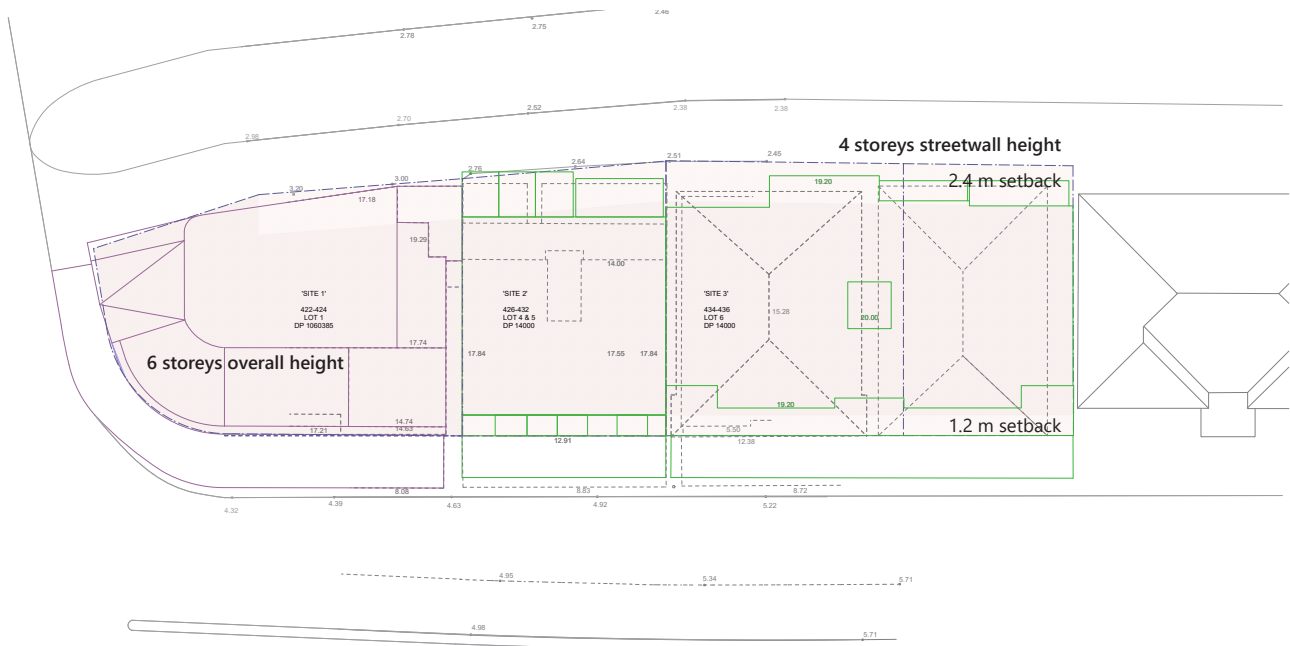


The plan illustrates the ground level approvals. These have been designed to optimise the frontage, however, much of the frontage is given over to non-active uses due the need to service each site separately.

The proposed redevelopment of the council car park site and new public plaza and Square are important new initiatives that will significantly improve this part of Double Bay. A design challenge for the space will arise from the need for servicing of the Subject Site. Key factors will be number and extend of vehicular entries, fire escapes, substations etc. Conversely, the opportunities for activation will derive from retail

frontage to the space and the availability of space next to the shopfronts for outdoor dining, display etc. Therefore, the quality of the space will be much improved if the site can be redeveloped such that servicing is consolidated and integrated as proposed in the this report.

RECOMMENDATIONS



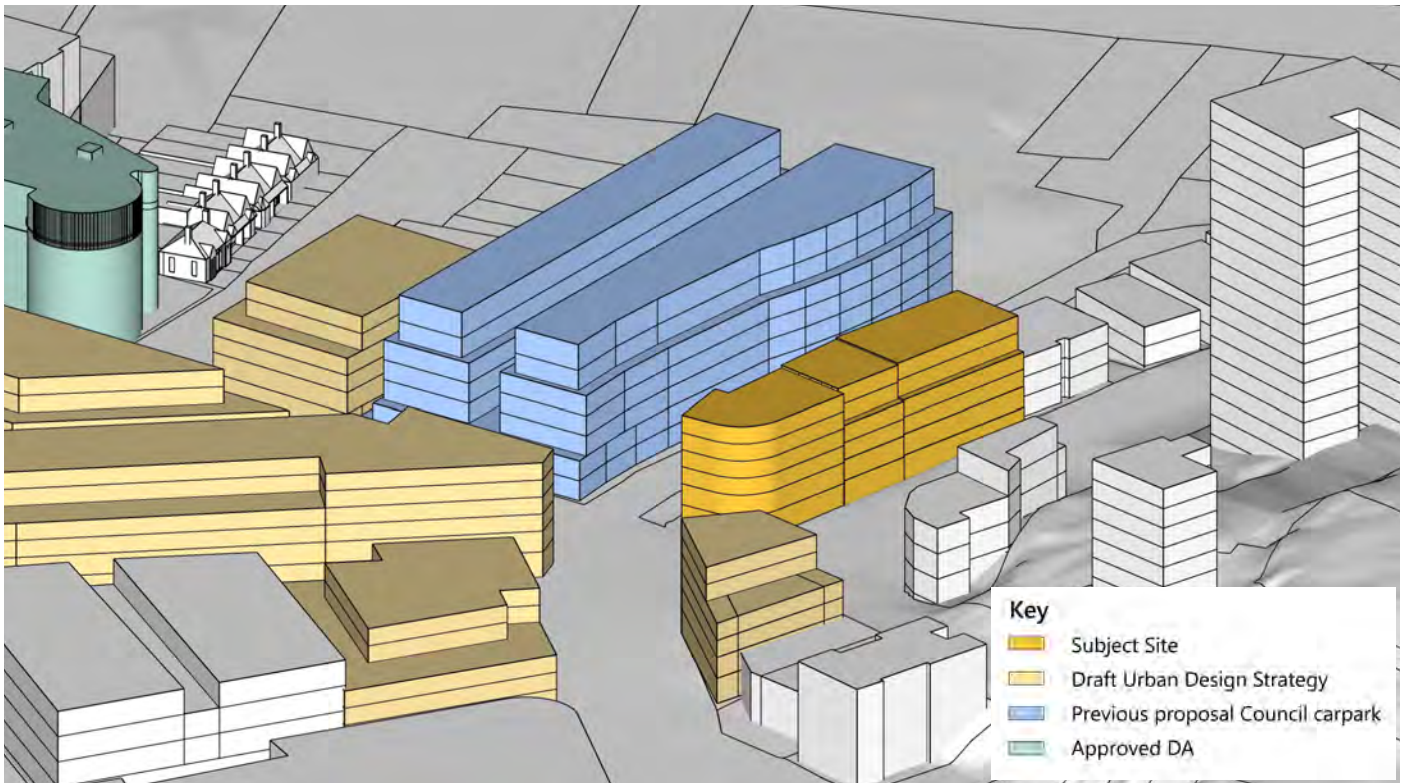
Suggested Massing diagram

Suggested Massing

The proposed height adopts the pattern applied generally in the Draft Strategy. Upper-level setbacks should adopt the setbacks of the existing DCP in recognition of the narrowness of the block. The proposed height is appropriate given the width of the surrounding streets and the gateway position of the site. Furthermore, the position and orientation of the site will ensure that overshadowing will not impact any adjoining properties or public domain.

The proposed massing includes:

- Six storeys overall height
- Four storeys mid-block street wall
- Setback above street wall, Cross Lane - 2.4m (per DCP)
- Setback above street wall, NSHR - 1.2 m (per DCP)
- Six storey corner



Suggested Massing

Benefits of Renewal

The Site is uniquely capable of providing a set of public benefits that will only be realised if the site is included as a renewal site. Benefits of inclusion of The Site as a Review Site:

- Potential site consolidation / co-ordination across 3 sites
- Consolidate/integrate vehicular access
- Consolidate/integrate site servicing
- Improve activation of the Cross Lane frontage (new park)
- Expedite redevelopment of the corner site
- Appropriately scaled corner
- Strengthen the character of Double Bay Gateway



Kira Green

From: Ron Grunstein [REDACTED]
Sent: Friday, 27 May 2022 5:09 PM
To: Records
Subject: SC6808
Attachments: DB over-development and strategy.docx

Please see attached letter

Ron Grunstein AM FAHMS
Professor of Sleep Medicine and NHMRC Senior Principal Research Fellow,
Senior Specialist Physician, University of Sydney and Royal Prince Alfred Hospital

Sleep and Circadian Group, Woolcock Institute of Medical Research



ph [REDACTED]
fax [REDACTED]

<https://www.sydney.edu.au/medicine-health/about/our-people/academic-staff/ron-grunstein.html>

[REDACTED]

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Councillors,

We write, as Double Bay and Woollahra residents, regarding the Council's request for feedback on its Draft Double Bay Centre Planning & Urban Design Strategy. We do so with a sense of futility as it appears clear that the Council has already decided on its actions with its secret negotiations over the Cross St. Car Park, Knox Street mall installation and history of inaction on countering applications for over-development. Moreover, there is now a sense in the Double Bay community of a lack of trust that councilors really represent residents and that councilors have agendas that are not aligned with the interests of the people that vote for them. When we read in local newspapers that councilors like Ms. Wynne and Zeltzer say their Number 1 ambition for the community is to ensure a cinema complex in Double Bay, we have a feeling of despair. We do not have the resources of council "Engagement Officers" or glossy brochures and websites nor the sole, laser like focus of the senior management of the Council to drive this over-development agenda. People generally don't have the time to read Council minutes or engage the "Engagement Officers". However, we have to live here and people are increasingly getting angry that they were misled at the last Council elections about the Council's agenda on future development strategy.

The Double Bay Residents Association (DBRA) have prepared a detailed submission to the Council regarding the strategy. We strongly support all elements of this document. We recognise that Double Bay is like Rose Bay a commercial centre as well as a residential location unlike other suburbs in Woollahra. However, the Council seems to forget that Bondi Junction is really the shared commercial centre of both Woollahra and Waverley Councils – I doubt that any local resident or commercial operator really wants a Bondi Junction by the Harbour but that is where this Council, its management and its strategy is heading. There is no justification for extending height limits to 6 stories, destroying the village character of Double Bay or building a large cinema complex except to increase the profit margins of what is in reality one development company. The whole cinema complex concept is an astoundingly stupid idea akin the decision by many on the Council to use Steyne Park as a car park in 2019. It flies in the face of all sorts of social trends, fails to realise the already borderline viability of the Bondi Junction cinema complex and ignores developments in streaming and home virtual reality technology. We can cope with one art house cinema and a dream that we will all revert to *Georges* and the 1970s but seriously, a 12 cinema complex? Asking a loaded, non-specific question like "Do you want a cinema in Double Bay" meaningless – do they realise the full intention of the question is a 12 cinema complex. Apart from mere words at DBRA AGM, there also needs to be a firm motion never to use parkland as car parks during construction or renovation of any Council car parks. Given the secrecy and non-transparency of this Council, there is a serious trust issue. Moreover, the traffic situation in Double Bay is becoming a dangerous dire mess and will only get worse with this proposed over-development strategy, including the end of Knox Street as a throughfare.

Most of the over-development in Double Bay is now driven by Fortis. Mr Mellick, Fortis director, says

"I want to try to recreate the village atmosphere – when it was an exciting place to work, shop and eat." (<https://www.fortis.com.au/the-developer-setting-out-to-change-sydneys-double-bay-forever/>). Given the scope of what this company is proposing for Double Bay, this statement is surely a poor attempt at humour. Fortis employees have publically labelled people like us as NIMBYs. If it means not having Bondi Junction as a backyard, then I am happy to be labelled as a NIMBY. Sensible commercial development and ideas like Kiaora Lane and the Library are strongly supported by the community – raising the height limit by 50% is not and any Councilor who thinks that the residents in Double Bay support this, has their head in the sand. Residents are not interested in being a life support system for Fortis. Why is the Council giving them a 99 year lease?

The Council may feel the rest of Woollahra municipality doesn't care about over-development and increased population density in Double Bay but we sense that many, at least in Rose Bay, are seeing Double Bay as the "canary in the mineshaft". We hear that the Council is impotent in the face of a State Government pushing for increasing population density in the East. Perhaps instead of kowtowing to this push, show the same enthusiasm you had for countering the drive towards Council amalgamation. Go public on this – there is a State election coming up. The recent Federal election has highlighted the volatility of the electorate and the State Government is vulnerable on this issue.

The DBRA document highlights many other issues including environmental concerns that impact on the future of Double Bay. Over-development also brings other social problems that we, as local residents, are increasingly aware as are the police. The reality is that Double Bay is increasingly a drug sales distribution centre for certain "families" and the suburb is frequently populating the front page of the Daily Telegraph. This latter point highlights the social impact of over-development – not just traffic and parking but noise affecting health as well as crime. We have to live in Double Bay and the reality is most Councilors don't and perhaps this colours their judgement. Although we think it's futile, we respectfully ask the Council to take a "breather" and really consider the long term impact of their proposed Double Bay strategy, consult with residents properly and pay attention to the DBRA document.

Yours sincerely

RON GRUNSTEIN AM resident and property owner, Double Bay

ROSE GRUNSTEIN resident and property, owner, Double Bay

JOEL GRUNSTEIN resident, Rose Bay

BARBARA GRUNSTEIN, property owner, Rose Bay

Kira Green

From: Penny Lysaght [REDACTED]
Sent: Friday, 27 May 2022 5:25 PM
To: Records
Subject: Double Bay Centre Planning and Urban Design Strategy

To whom it may concern,

I wanted to register my opposition to the Community Strategic Plan, Woollahra 2032. In particular, the proposal to all 6 storey buildings in Double Bay.

I understand that the Liberal dominated council campaigned on opposition to 'over development'. I can only say that the proposal to allow 6 storey buildings is definitely over development and would have the following deleterious effects :-

- destruction of existing village atmosphere;
- problems with water tables as a result of substantial excavation that would inevitably follow such development;
- cause increase in traffic and added congestion - made worse by the proposed closure of Knox Street; and
- block much of the existing harbour views.

I don't want this community to become a concrete jungle such as is seen in other suburbs that have allowed such excessive development.

Please do not proceed with such a proposal. We do not need more residential as the Woollahra municipality has met and exceeded the number required by the State government.

Regards,
Penny Lysaght
Resident of Double Bay

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Kira Green

From: Antonio D'Acunto [REDACTED]
Sent: Tuesday, 31 May 2022 4:57 AM
To: Records
Cc: Antonio D'Acunto; Saskia Huys
Subject: SC6808 Submissions

Thank you for the opportunity to make a submission in regards to the Draft Double Bay Centre Planning & Urban Design Strategy.

The preparation of a clearly defined guide for the future of Double Bay is supported, to avoid the continuation of ad hoc developments that exceed the controls in Councils strategic planning documents.

Double Bay is a beautiful area that is loved for its small scale, European village feel and leafy tree-lined streets.

The busy New South Head Road already intrudes on the pedestrian friendly feel of the centre and acts as a barrier between the north and south of the suburb. The appeal of walking around the centre could be further compromised by allowing building heights of up to six storeys for the properties identified as 'review sites' in the draft Strategy.

We have particular concerns regarding the identification of the Double Bay Post Office as a review site and further as a 'gateway site'. There is a need to preserve the finer-grain built form patterns along as many streets as possible, as this is favourable over developments in larger site amalgamations. A larger site amalgamation here, with six storeys and a four storey street wall permitted, will have a negative impact upon the surrounding buildings such as the synagogue and the residential apartment building 164 Bellevue Road. The living rooms of apartments at 164 Bellevue Road have windows that look out towards the Post Office site, allowing solar access and amenity.

Allowing six storeys at the Post Office site will also impact upon the built form transition to the character building at Coopers Corner (475 New S Head Road). It is envisaged that a development at this height will act as a physical and visual barrier for those entering the Double Bay Centre from south-east and lead to Bellevue Road feeling 'cut off' from the Double Bay centre.

We also have issue with no indicative building envelope views being showcased in the Strategy for this particular site (from New S Head Road looking towards the Post Office or from Bellevue Road looking towards New S Head Road). This seems like a strange omission, given most other building envelope views and angles were presented in the Strategy.

Strong and sympathetic built form transition controls from the Post Office site to the surrounding buildings such as the synagogue and 164 Bellevue Road are crucial. A maximum building height of four storeys with a two storey street wall height at the Post Office site would be far more suitable, in keeping with the surrounding local character. This site is separated from the larger strip of newer developments surrounding the library site by Kiaora Road and should be seen as an opportunity to provide a smooth transition to the smaller scale residential feel of the surrounding streets, instead of an opportunity for a gateway site. A reduction in maximum building height would also largely reduce the negative impacts on surrounding residents.

Please review and amend the building height strategy, with particular attention given to the impacts of a six storey allowance at the Post Office Site to surrounding residents and nearby character buildings.

An indicative building envelope is depicted in Figure 52 of page 46 of the Strategy, as shown below:



Sincerely,

Resident / owner

Bellevue Road, Bellevue Hill

Thank you & kind regards

Antonio D'Acunto

Cell Australia:

Email:

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To Woollahra Council,
General Manager, re draft strategy.

As a resident of Double Bay, I ask
for no high rises to spoil the atmosphere,
impede the beautiful views, overshadow
the area and create dark streets and
alleyways that could encourage crime
or slums.

Stay low.

Nancy Little



Have your say on the future of the Double Bay Centre

Woollahra Council invites your feedback on the **Draft Double Bay Centre Planning and Urban Design Strategy**, a document that if adopted by Council will guide future development in the Double Bay Centre.

The Double Bay Centre is renowned for its village character, vibrant outdoor dining, and diverse mix of local businesses. Its proximity to Sydney Harbour and Edgecliff train station make it an attractive place for people to live, work, and visit.

The Centre is currently going through a built form transition. The purpose of the draft strategy is to ensure that this transition occurs in a coordinated way that reinforces Double Bay's village character.

The draft strategy has been informed by extensive three-dimensional built form modelling, public domain studies, and a detailed review of existing planning controls. It is accompanied by the **Double Bay Transport Study** and **Draft Community Impact Statement**.

The draft strategy recommends built form strategies that aim to protect and preserve what is most loved about Double Bay, while providing a strengthened framework to guide future development in the Centre.

Why do we need a strategy for the Double Bay Centre?

It is important for Council and the community to be able to influence how, where, and to what density new development occurs in the future. The draft strategy provides the framework to achieve these aims.

A number of recent developments in the Double Bay Centre have been approved that exceed the height and density limits contained in Council's current planning controls.

The draft strategy seeks to prevent the continuation of this type of ad hoc development and provide a clear vision to guide future development in the Double Bay Centre.

It contains recommendations to address what matters to the local community, including protecting character and heritage, maintaining solar access to key public spaces, activating streets, promoting walkability, and creating a viable environment for local businesses to thrive.

The draft strategy is an opportunity to deliver a more coordinated approach to development in Double Bay.

Header image: Artist's impression of the potential development outcomes in Knox Street, Double Bay (prepared 2018).



Join the conversation at
yoursay.woollahra.nsw.gov.au/doublebay
16 March 2022 to 6 May 2022

What does the draft strategy recommend?

- **Heritage:** Sites within close proximity to character buildings, heritage items or the Transvaal Avenue heritage conservation area must provide sensitive transitions in height and scale to protect the significance of these buildings. The strategy does not recommend any changes to existing heritage items or character buildings.
- **Local character:** Preserve the Centre's village character by recommending planning controls that will facilitate high quality, human scale development and improvements to the public domain.
- **Built form:** Building and street wall heights to facilitate new development that protects solar access to key public spaces and therefore enhances pedestrian amenity. Six storey development with the upper levels set back from the street wall is recommended for a small number of sites.
- **Design excellence:** Ensure that new development is of the highest standard of architectural and urban design.
- **Land use:** A diverse land use mix to enhance the Centre's vibrancy and attract visitors, providing economic opportunities through increased non-residential floor space and active street frontages.
- **Public domain:** Enhance the Centre's street life and walkability by introducing new pedestrian arcades, urban parks, and shared laneways.
- **Housing:** Encourage a mix of apartment sizes to provide greater housing diversity.
- **Traffic and transport:** Mitigate traffic impacts by encouraging a shift from private vehicles to walking and cycling, and promoting car sharing through reduced car parking requirements.

The Draft Strategy applies to review sites in the Double Bay Centre shown on the map below.



How does this relate to other Council projects?

The draft strategy complements Council's other projects including the proposed pedestrianisation of Knox Street, the potential redevelopment of the Cross Street car park, and an independent heritage study currently underway for buildings in the Double Bay Centre.

In late 2021, Council exhibited a draft planning and urban design strategy for the Cross Street Precinct, Double Bay. On 14 February 2022, Council resolved to exhibit a draft strategy that applies to the entire Double Bay Centre, which is the subject of this letter. All submissions received to both draft strategies will be reported to a future meeting of Council.



Artist's impression of the proposed pedestrianisation of Knox Street, Double Bay. The draft strategy was created with this new plaza in mind (prepared 2022).

How can I have my say?

The draft strategy is on exhibition from **16 March 2022 to 6 May 2022**. You can view the exhibition online at yoursay.woollahra.nsw.gov.au/doublebay or at:

- Woollahra Council Customer Service Centre, 536 New South Head Road, Double Bay
- Woollahra Library, Level 1, 451 New South Head Road, Double Bay

To make a submission or register your interest for our upcoming webinar, visit

yoursay.woollahra.nsw.gov.au/doublebay

Alternatively, you can write to us, quoting the reference SC6808, by email to records@woollahra.nsw.gov.au or letter addressed to the General Manager at Woollahra Council, PO Box 61, Double Bay 1360.

What happens next?

Exhibition of the draft strategy is the first step in guiding future development in Double Bay. Council will consider all submissions received during the public exhibition and make a decision whether or not to endorse the strategy, or recommend changes based on the feedback from our community. If the strategy is endorsed, you will have more opportunities to have your say before Council progresses any new planning controls for the Double Bay Centre.

Our Ref – 21171-SUB1

7 July 2022

The General Manager
Woollahra Council
PO Box 61
DOUBLE BAY NSW 1360

www.gsaplanning.com.au
ABN 18 003 667 963

Attention: Ms Emma Williamson – Strategic Planner

Dear Ms Williamson,

**RE: SUBMISSION TO DRAFT DOUBLE BAY CENTRE PLANNING AND URBAN DESIGN STRATEGY
FOR INCLUSION OF NO. 1 TRANSVAAL AVENUE, DOUBLE BAY**

Thank you for the opportunity to provide a submission in relation to the Draft Double Bay Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy). We act on behalf of Transvaal Investments Pty Ltd, owner of No. 1 Transvaal Avenue, Double Bay (hereafter referred to as subject site). We seek inclusion of this site in the Draft Strategy.

The overall aims of the Draft Strategy and its proposed provisions encourage increased building heights and number of storeys (generally to six storeys across the local centre), street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. This will ensure a more consistent pattern of development in the centre, with consideration of recently approved and constructed developments which range from five to six storeys in the area. It will also enhance the economic viability of Double Bay, whilst ensuring provision of ample residential accommodation. Overall, the proposed uplift and improvement to the public and private domain is commended and supported.

On behalf of our clients, however, there are certain aspects of the Draft Strategy that we believe require further consideration, in order to ensure appropriate urban design outcomes for the centre, whilst providing opportunities for the redevelopment of the subject site and the potential for an integrated redevelopment that includes the immediate surrounds.

It is our respectful recommendation that the subject site be included as a Review Site under the Draft Strategy, to facilitate a six storey storey built form on the site. This should be permitted, for the following reasons:

- The neighbouring site to the south at No. 15-15A Cross Street is earmarked as a Review Site (up to 6 storeys) under the Draft Strategy.
- The neighbouring site to the east at No. 1 Cross Street (Council Car Park Site) is earmarked as being reviewed under a separate process, associated with the recent tender and forthcoming Planning Proposal on that site. This anticipates a building height above six storeys for the Council Car Park site.
- The proposal is opposite the recently approved 6 storey shop-top housing development at No. 19-27 Cross Street, and nearby four recently approved/constructed 6 storey developments on the southern side of Cross Street.
- There are unlikely to be additional adverse solar, privacy or view impacts associated with a six storey built form.

The submission contains: a brief site analysis and overview of the existing controls; our submission; and a conclusion.

1.0 SITE ANALYSIS AND EXISTING CONTROLS

The site

The subject site is located on the eastern side of Transvaal Avenue and is known as No. 1 Transvaal Avenue Double Bay, described as Lot 1 in DP580401. The site is a trapezoidal parcel of land, with a northern boundary of approximately 29m, an eastern boundary of approximately 18m, a southern boundary of approximately 26m, and a western boundary to Transvaal Avenue of approximately 13m (see Figure 1).



Source: SIXMaps, 2022

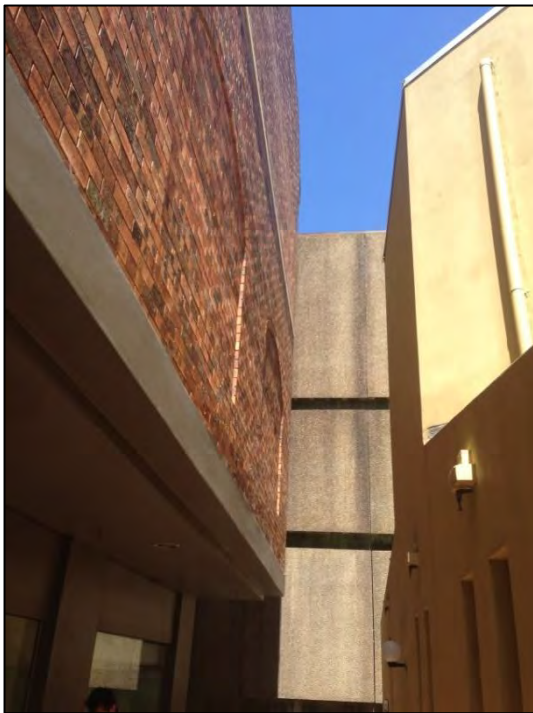
Figure 1: Aerial Photograph of the Subject Site

The site is entirely occupied by a three storey commercial building, comprising retail and commercial tenancies on the ground floor and offices above (see **Photograph 1** on the following page). An air-conditioning enclosure, equivalent to a height of one storey is located towards the rear of the site, at the roof level.

The existing development on the site exhibits minimal setbacks; having been built hard up to the north and south side boundaries (see **Photograph 2** on the following page). Similarly, the rear of the building is setback approximately 1m from the boundary (see **Photograph 3** on the following page).



Photograph 1: The subject site, as viewed from Transvaal Avenue



Photograph 2: The southern elevation, as viewed from the pedestrian access way



Photograph 3: The rear of the subject site, as viewed from the south

Existing Controls

The Woollahra LEP 2014 applies the following zoning, development standards and provisions to the subject site:

- **Zoning:** B2 Local Centre
- **Height:** 14.7m (N5)
- **FSR:** 2.5:1 (U1)
- **Flooding:** identified in flood planning area
- **Acid Sulfate Soils:** Class 2

The surrounds

Development in the surrounding area comprises of a number of mixed commercial and retail buildings. The architectural styles and ages of the surrounding buildings are similarly varied. To the north of the site is No. 3 Transvaal Avenue. This semi-detached Federation cottage forms part of the Transvaal Heritage Conservation Area.

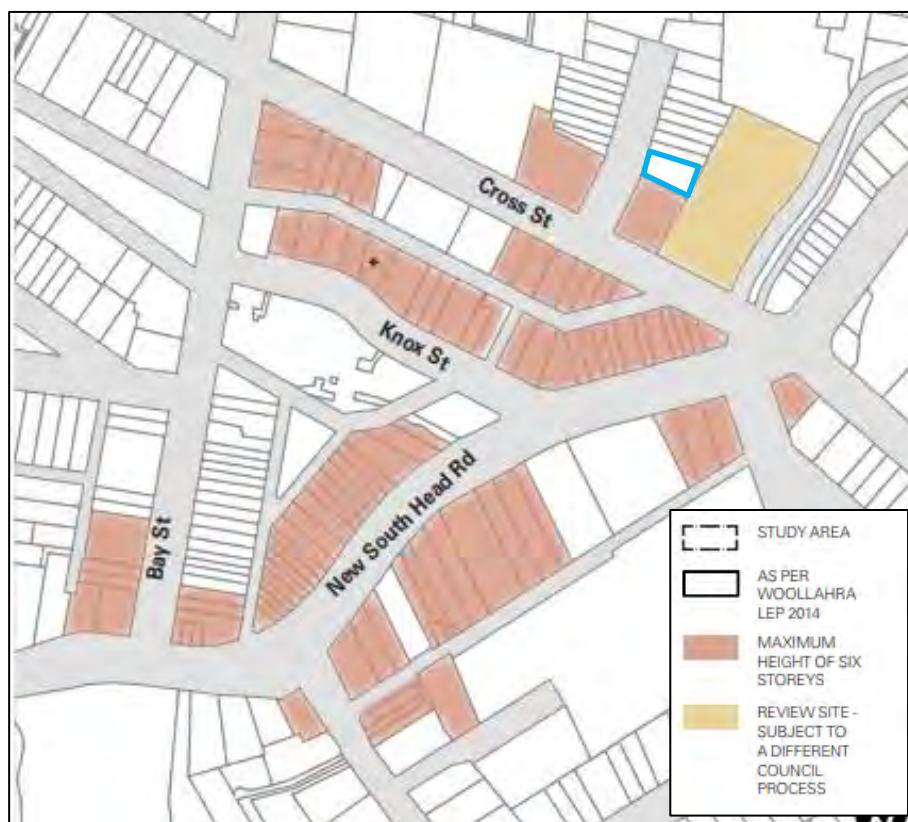
To the east of the site is Council's Cross Street Car Park, which has a height equivalent to six storeys. This multilevel car park has been built close to the rear boundary of the subject site. This site is anticipated to be redeveloped with a new mixed use development in excess of six storeys in the coming years.

To the south of the site is Nos. 15-15A Cross Street, a two storey retail and commercial development. The development is setback from the shared boundary with the subject site, to provide pedestrian access to the neighbouring car park. To the west, on the opposite side of the street is No. 2 Transvaal Avenue, a one storey semi-detached Federation cottage, as well as No. 19-27 Cross Street which recently received DA approval for a new six storey shop-top housing development.

2.0 RESPONSE TO THE DRAFT STRATEGY

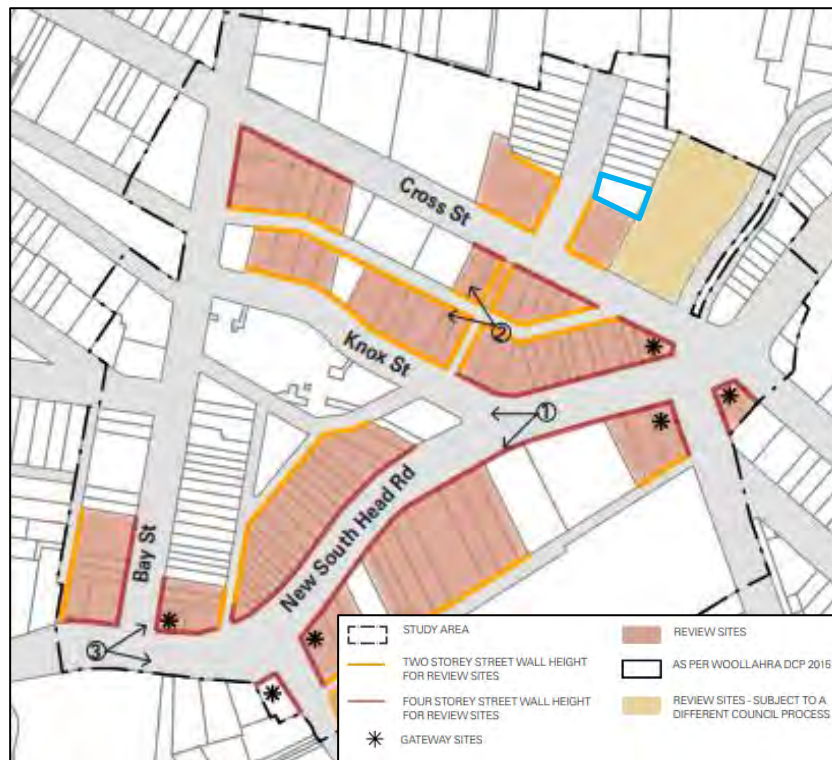
In our opinion, the subject site has the potential for redevelopment that would complement the anticipated uplift in density in the Double Bay Centre under the Draft Strategy, as well as the forthcoming redevelopment of Council's Cross Street Car Park site.

The subject site is identified within the Study Area in the Draft Strategy, however, has not been identified as a Review Site (maximum height of six storeys) (see **Figures 2 and 3** below and on the following page).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 2: Height Strategy Map Subject Site



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 3: Street Wall Height Strategy Map Subject Site

The urban design investigation within the Draft Strategy does not identify a reason for the exclusion of the subject site as a Review Site, with some sites in the centre being excluded by way of being identified as 'character buildings', or because they have recently undergone redevelopment (see Figure 4).



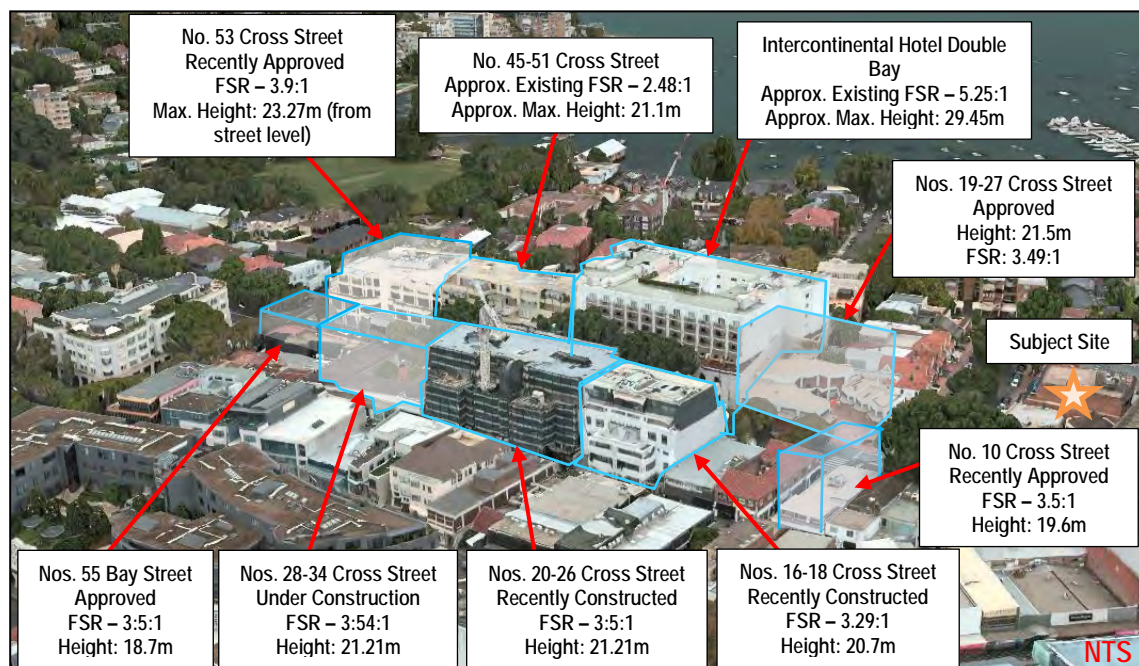
Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 4: Urban Design Principles Strategy Map Subject Site

Accordingly, the subject site has appropriate merit for uplift, given its location and context; DA approvals for nearby development; and surrounding future uplift. We recommend amending the Draft Strategy as follows, in relation to the subject site:

- Inclusion of the site at No. 1 Transvaal Avenue as a Review Site, with:
 - Increased height to 6 storeys (21.5m); and
 - Associated FSR increase (between 2.6:1 and 4.6:1, subject to further testing).

The inclusion as a Review Site for uplift will reflect a height and scale consistent with approvals for nearby sites (see **Figure 5**). A six storey built form on the subject site, with associated FSR increase, will provide a more coherent height and massing with the future density of development in the Double Bay Centre particularly along Cross Street, including No. 15-15A Cross Street to the south, and the Cross Street Carpark redevelopment site to the east. Through not including this site as a Review Site, it will lead to an incoherent presentation to Transvaal Avenue with consideration of adjoining future uplift.



Source: Woollahra 3D Mapping

Figure 5: Aerial View from the South-East Showing Scale of Approved and Constructed Development in the Double Bay Centre (Cross Street and Bay Street)

Despite the site adjoining the Transvaal Avenue HCA, other nearby sites abutting this HCA include development approved or constructed up to six storeys in height. For example, No. 19-27 Cross Street to the west of the subject site recently received approval for a six storey shop-top housing development (see **Figure 6** on the following page), whilst directly abutting the HCA. This DA approval demonstrates a well-considered design outcome can be achieved alongside an increased height and FSR, through design elements such as increased setbacks and articulation, to maintain the heritage values and amenity of the HCA.



Source: Luigi Rosselli Architects

Figure 6: Photomontage of Approved Development at Nos. 19-27 Cross Street

Further, uplift in height, bulk and scale anticipated on the site can be designed to minimise impacts upon solar access, privacy, visual intrusion, and views to neighbours. Whilst a detailed solar access analysis has not been undertaken, it is anticipated that additional shadow associated with a six storey built form would largely be cast over the roof of the adjoining site to the south or the boundary wall associated with Council's car park. Additional significant shadow is unlikely to be cast on the public realm, including Cross Street or Transvaal Avenue, particularly with consideration of shadow impacts from a six storey built form on Nos. 15-15A Cross Street. Importantly, it is unlikely residential properties would be impacted.

A six storey built form is unlikely to significantly affect views from the private or public realm, particularly with consideration of the six storey uplift existing/anticipated to the south, west and east of the site. The increased scale of the Cross Street Car Park anticipated under the forthcoming Planning Proposal, and uplift of other adjacent sites, effectively restricts future views across the subject site. Similarly, there are unlikely to be adverse privacy impacts associated with a six storey built form.

Notwithstanding the above, a full assessment of the likely impacts of any proposed future developments and an assessment in light of Section 4.15 of the Environmental Planning & Assessment Act 1979 would be undertaken at the development application stage.

3.0 CONCLUSION

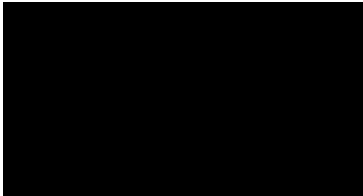
We commend Council officers on the work that has been undertaken to date in preparing the Draft Double Bay Centre Planning and Urban Design Strategy. This substantial document is predominately proactive in managing the future development of the Double Bay Centre.

In the case of the subject site, it is our view that Council can further refine the site's identified for uplift under the Draft Strategy, to ensure that the increased height and FSR standards are applied appropriately across the centre. Our respectful recommendation is that No. 1 Transvaal Avenue be included in the Draft Strategy, and considered as a Review Site with uplift in the order of six storeys be permitted, for the reasons outlined in this submission.

The Review Sites identified in the Draft Strategy should be amended to permit a six storey built form on the subject site for the reasons outlined in this submission. Our Client and our office are willing to work with Council to develop workable and appropriate planning controls relating to the subject site.

If you wish to discuss this matter, please do not hesitate to contact our office on 02 9362 3364.

Yours faithfully,



George Karavanas
MANAGING DIRECTOR

From: [Tanya Wallis](#)
To: [Emma Williamson](#)
Cc: [Wai Wai Liang](#)
Subject: SC6808 Submissions - Submissions for Draft Double Bay Strategy (27-29 Knox St)
Date: Thursday, 21 July 2022 12:17:22 PM
Attachments: [image001.jpg](#)
[Submission to Draft DB Strategy - 27-29 Knox St, Double Bay - 21.7.22.pdf](#)

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Kind regards,

Tanya Wallis | **Senior Planner**

BPlan (MQU)



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PLANNING SUBMISSION

Draft Double Bay Centre Planning and Urban Design Strategy

As it applies to Nos. 27-29 Knox
Street, Double Bay

Prepared on Behalf of:
Pacific East Projects Pty Ltd

Prepared by:
GSA PLANNING
Urban Design, Environmental & Traffic Planners
(A.B.N 89 643 660 628)



JOB NO. 21171
July 2022

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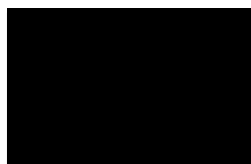
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Job No: 21171

Revision No: **FINAL**

Report prepared by: **Tanya Wallis**
Senior Planner

Report reviewed by:



George Karavanas
Managing Director

Date : 21 July 2022

For and on behalf of: **GSA Planning**
95 Paddington Street
PADDINGTON NSW 2021

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LSPS	Local Strategic Planning Statement
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1.0 INTRODUCTION

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The overall aims of the Draft Strategy and its proposed provisions encourage increased building heights and number of storeys (generally to six storeys/21.5m across the local centre), street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. This will ensure a more consistent pattern of development in the centre, with consideration of recently approved and constructed developments up to six storeys in the area. It will also enhance the economic viability of Double Bay, whilst ensuring provision of ample residential accommodation. Overall, the proposed uplift and improvement to the public and private domain is commended.

This submission provides recommended amendments to the Draft Strategy, as it applies to the site at Nos. 27-29 Knox Street, Double Bay (hereafter referred to as 'the subject site'), as well as Knox Street more generally. Our client is the owner of Nos. 27-29 Knox Street. The subject site is positioned within the Double Bay Centre, and currently accommodates a commercial building that is one storey in height. The site is included as a Review Site in the Draft Strategy, which we are in support of, however we request Council review the proposed street wall heights to Knox Street.

The client has engaged GSA Planning to provide advice and determine if the subject site could instead be nominated as having a four storey street wall height to Knox Street. Our investigations concluded that the subject site, as well as adjoining sites along Knox Street, could accommodate an increased street wall height of four storeys to the primary street frontage. The proposed street wall height will facilitate buildings that are more consistent with surrounding uplift as approved, and as anticipated under the Draft Strategy.

In this submission, we have discussed how the proposed amendments would be consistent with the Draft Strategy's vision and overall strategy, nearby developments, and has strong strategic merit. This submission contains a brief description of the subject site and surrounds; the subject site in relation to the draft strategy; suggested amendments to the draft strategy; and a conclusion.

2.0 SUBJECT SITE & SURROUNDS

2.1 Subject Site

The subject site is located approximately 3km east of the Sydney CBD, within the Double Bay Local Centre. The subject site is located at No. 27-29 Knox Street, Double Bay (see **Figure 1**). The allotment has a primary frontage of approximately 12m to Knox Street and secondary frontage of approximately 11m to Knox Lane.



Source: SIX Maps, 2022


 Subject Site

Figure 1: Location Plan

The site comprises a single storey commercial building currently occupied by ANZ Bank (see **Photograph 1**). The site has vehicle access and parking from Knox Lane at the rear (see **Photograph 2**).



Source: Google Street View

Photograph 1: The subject site, as viewed from Knox Street



Source: Google Street View

Photograph 2: The subject site, as viewed from Knox Lane

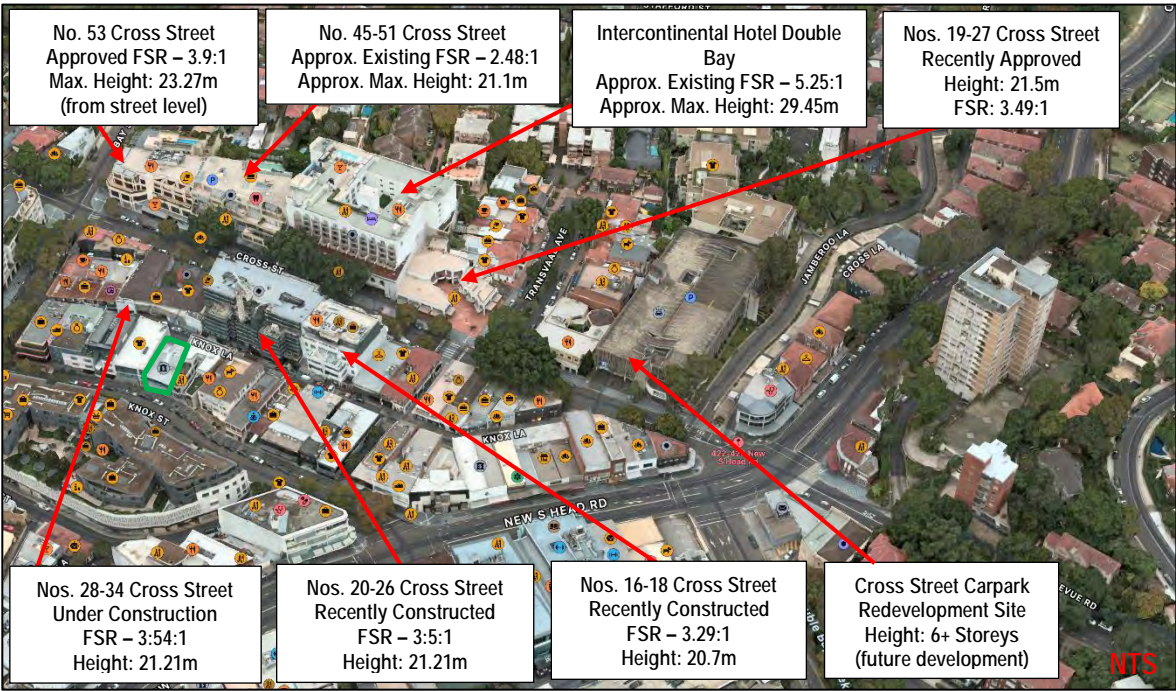
The existing key development standards and provisions for the subject site are as follows:

- **Height of Buildings:** 14.7m
- **FSR:** 2.5:1
- **Zoning:** B2 Local Centre
- **Flood Planning:** within flood planning area
- **Acid Sulfate Soils:** Class 2

2.2 The Surrounds

The site is located centrally within the Double Bay Local Centre. Existing and approved buildings in the area contain an eclectic mix of traditional and contemporary architectural styles. To the north along Cross Street are a number of recently approved six storey shop-top housing developments, many which are under construction or have completed construction (see **Figure 2** on the following page). Retail shopfronts and commercial premises are prominent at street level, with either office tenancies or residential apartments above.

Other development in the area comprises a mix of generally two to six storey commercial or shop top housing developments.



Source: Woollahra 3D Mapping

Figure 2: Aerial View from the South-East Showing Nearby Approved and Constructed Development in the Double Bay Centre

Subject Site

3.0 SUBJECT SITE IN RELATION TO THE DRAFT STRATEGY

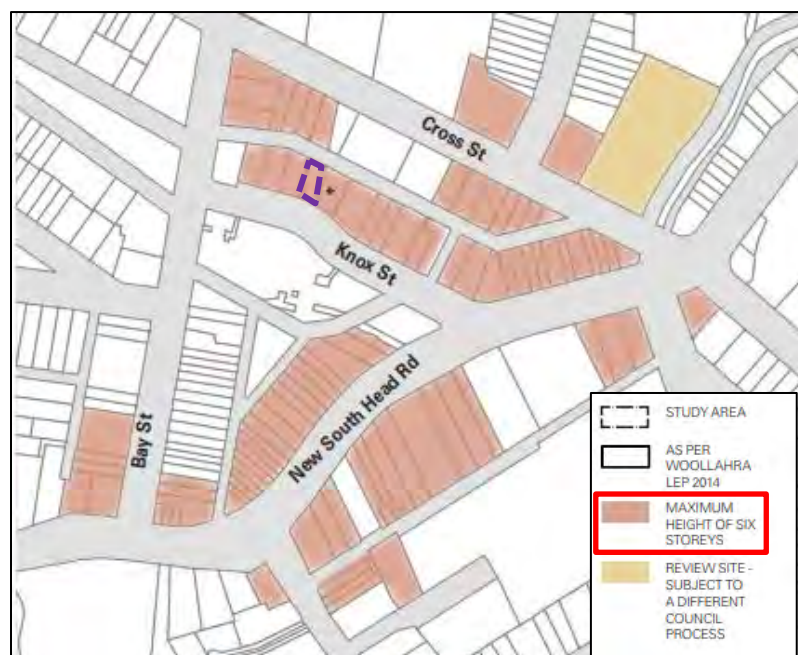
The subject site is identified within the Study Area in the Draft Strategy as a Review Site (see Figure 3).




Source: Draft Double Bay Centre Planning and Urban Design Strategy

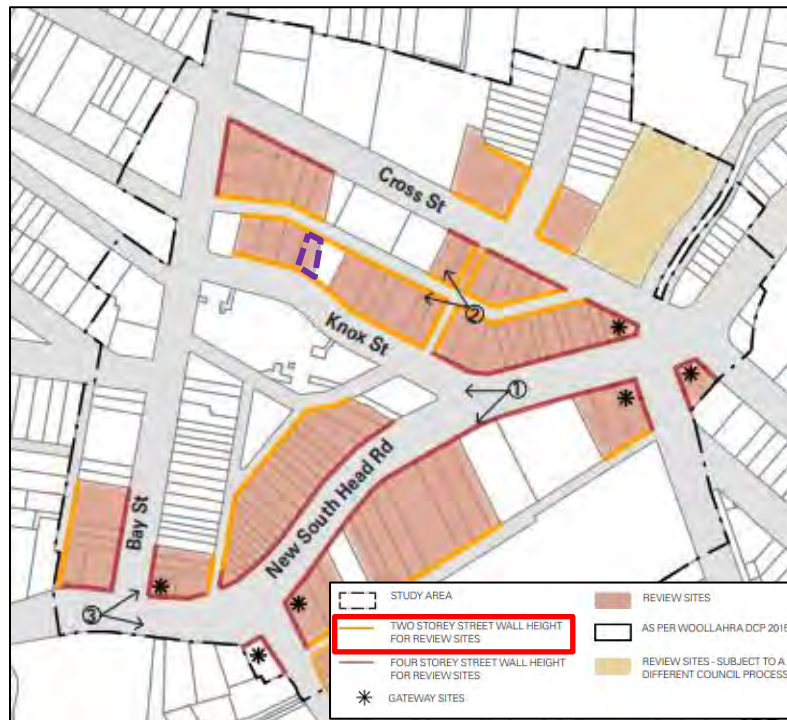
Figure 3: Opportunities Map  Subject Site

The key aspect of Review Sites under this Draft Strategy is their increased height to six storeys (21.5m), associated FSR increase (between 2.6:1 – 4.6:1), and (generally) four storey street wall heights to main streets and two storey street wall heights to laneways/secondary streets (see Figure 4). Unusually, there is only a two storey street wall height nominated along the primary frontage of the subject site, and adjoining sites along Knox Street (see Figure 5 on the following page).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 4: Height Strategy Map  Subject Site




Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 5: Street Wall Height Strategy Map  Subject Site

The Draft Strategy also indicates amalgamation of various sites within the Double Bay Centre, with the subject site identified as a site for amalgamation. It is anticipated that the neighbouring allotment at No. 31-33 Knox Street will be amalgamated with the subject site to accommodate future development on site, or will otherwise take a consolidated approach to development across the two sites (see Figure 6).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 6: Urban Design Principles Strategy Map  Subject Site

4.0 SUGGESTED PLANNING AMENDMENTS TO DRAFT STRATEGY

Council's proposed changes to building heights, FSR, and general uplift on the subject site and other sites throughout Double Bay is supported. The subject site would benefit from an increase in height and FSR, as indicated by its inclusion as a Review Site with a maximum building height of six storeys. However, there is an inconsistency with the street wall height along the northern side of Knox Street when compared to other key streets in the centre. The Draft Strategy anticipates only a two storey street wall height to Knox Street (applicable to the subject site), whereas other similar streets are proposed to have a four storey street wall height under the Draft Strategy. Further, the street wall of the existing Cosmopolitan building on Knox Street, opposite the subject site, has a three to four storey street wall height facing the primary frontage.

The Draft Strategy does not identify clear reasoning as to why a two storey street wall height has been applied Knox Street, but not other similar streets such as Cross Street, Bay Street and New South Head Road. The Draft Strategy states the following in relation to street wall heights:

Where the built form adjoins the public domain, this Strategy recommends a lower street wall height. A lower street wall height reduces the sense of enclosure and thus maintains and enhances the human and village scale of the streets. It also has the effect of providing solar access to the public domain and is consistent with the future development potential of the excluded sites.

A street wall height of four storeys is recommended for the following wider streets:

- **New South Head Road**
- **Bay Street**
- **Cross Street** - southern frontage

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for:

- **The northern frontage of Cross Street.**
- **The northern frontage of Knox Street.**

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for the laneways of:

- **Goldman and Gum Tree Lanes**
- **Knox Lane**
- **Kiaora Lane**

This street wall height provides an enclosure ratio of approximately 1:1 to 1:2.

The set back built form on the upper levels mitigates the perceived bulk and scale from the streets, allows for sufficient solar access to the streets and provides opportunities in the setbacks for outdoor amenity areas for future residents...

Accordingly, we recommend the following amendment is made in relation to the subject site, and is also considered along Knox Street more broadly (where applicable):

- Proposed increase from two to four storey street wall height applicable along the northern side of Knox Street.

The four storey street wall height, with articulated elements anticipated under DCP controls, would allow for mitigation of perceived bulk and scale whilst protecting nearby amenity. Further information regarding strategic merit in relation to the recommended amendment is contained in the following section.

4.1 Strategic Merit

The strategic merit and key justification for an increased street wall height to the subject site's primary frontage, and the northern side of Knox Street generally, is summarised in the following paragraphs:

Consistency with the Strategies and Outcomes of the Draft Strategy

The proposed controls under the Draft Strategy; proposed amendments; and commentary are provided in Table 1 on the following page:

Table 1: DRAFT STRATEGY PROPOSED PROVISIONS FOR THE SUBJECT SITE			
Provision Under Review Site	Draft Strategy	Requested Amendment	Comment
Street Wall Height	2 storeys to both Knox Lane and Knox Street	Consideration for street wall height to be increased to 4 storeys to Knox Street	Request to be Amended. Four storey street walls to the primary frontage will still effectively minimise the bulk and scale of future development along Knox Street, particularly through adhering with articulated façade controls. It is also consistent with the street wall heights for primary frontages to Cross Street, Bay Street and New South Head Road.

The proposed amendments will facilitate a built form which aligns, in particular, with the following strategies and outcomes contained within the Draft Strategy:

5.1 Building Height

This Strategy recommends a maximum height of six storeys combined with a lower street wall height where the site adjoins the public domain. Figure 47 shows the maximum height for the review sites. The maximum heights can only be achieved if the development achieves design excellence.

The recommend height also:

- *Encourages the regeneration of older building stock.*
- *Provides opportunity to enhance the non-residential floor space ratio in the Centre.*
- *Provides consistency with the desired future character of the Centre.*
- *Responds to the evolving character of the Centre.*

...

5.4 Land Use

In terms of land use, the main characteristics of future development must at a minimum include:

- *Retail uses on the ground level*
- *Non-residential developments on Level 1*
- *Residential developments on upper levels*

...

The site is able to accommodate a six storey height, and the proposed four storey street wall will continue to minimise bulk and scale whilst regenerating older building stock in the centre, and providing consistency with the desired future character of the locality. A future DA with the increased building height and proposed street wall height as per this submission, can accommodate a new built form with retail uses at ground floor, commercial uses at the level above, and residential uses at the upper levels.

Accordingly, in our opinion, the proposed amendments to the Draft Strategy are appropriate for the subject site.

Consistency in the Context

Development in the Double Bay Centre comprises an evolving mix of buildings, with a variety of commercial and residential uses. The building envelope resultant from the sites' inclusion as a Review Site provides an acceptable building height in comparison to surrounding existing and future development. The four storey street wall height proposed in this submission to Knox Street will facilitate a more coherent street wall height and massing to appropriately respond to nearby existing developed sites, and the future density of development in the Double Bay Centre.

The four storey street wall height is common along a number of key streets in the Centre similar to Knox Street, under the Draft Strategy. It is also consistent with the approved development in these areas, in particular along Cross Street where recently constructed development demonstrates a four storey street wall height (see **Figure 7**).



Source: Google Maps, 2021

Figure 6: Approved and Constructed Building at Nos. 20-26 Cross Street, Demonstrating Street Wall Height

It is anticipated through implementation of the existing (or future amended) DCP controls that some degree of articulation will be required to the street wall, which minimises perceived bulk and scale and enhances the visual appearance of a future built form. Further, given the increase in building height, bulk and scale under the Draft Strategy, a four storey street wall height is unlikely to impact upon solar access, privacy, visual intrusion, and views to neighbours.

A future built form with a four storey street wall height on the site, and the northern side of Knox Street more generally, will sit well within the streetscape given existing development opposite, and has the potential to provide an attractive, contemporary built form. The neighbouring development opposite the subject site, known as the Cosmopolitan building, has a three to four storey street wall (see **Figure 8**).



Source: Google Maps, 2021

Figure 8: Street Wall Height – Southern Side of Knox Street (Cosmopolitan Building)

We also note a number of existing developments on the northern side of Knox Street have a street wall height greater than two storeys, as demonstrated by **Figure 9**. The proposed four storey street wall height sought in this submission is therefore not inconsistent with the existing built form.



Source: Google Maps, 2021

Figure 9: Street Wall Height – Northern Side of Knox Street

The proposed four storey street wall height sought in this submission, will allow for a built form which respects the evolving built form anticipated by the Draft Strategy. Therefore, the resultant height, bulk and scale will provide a development on the subject site, and Knox Street, more consistent in the context.

Eastern City District Plan

The proposed uplift in street wall height sought in this submission has strategic merit, through facilitating a built form and uses that are consistent with the aims and principles of the Eastern City District Plan. Finalised in February 2018 by the Greater Sydney Commission, it provides a 20-year plan to manage growth of the Greater Sydney region while enhancing liveability, productivity and sustainability.

Woollahra LGA is identified within the Eastern City District Plan, detailing the ideal land use, transport and infrastructure outcomes for the area. Within the Eastern City District, the Sydney CBD commercial market is larger than all other major metropolitan commercial markets combined. However, as stated in the Eastern City District Plan, there is limited capacity available to attract the investment that will support expansion of Sydney's CBD's footprint, and increase the supply of premium and A-grade commercial space. For this reason, place-based planning for centres should address the following principles:

- *Protect or expand retail and/or commercial floor space*
- *Protect or expand employment opportunities.*
- *Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.*

Response: The proposed uplift associated with the subject site being a Review Site will increase capacity for new commercial and retail space at the ground and lower floor levels, close to public transport infrastructure and the CBD. The floorspace will have the ability to accommodate additional retail and commercial tenancies, in turn encouraging the local centre to grow as an economic hub and offer new employment opportunities, and goods and services for the community.

The Eastern City District Plan also cites a 'place-based and collaborative approach is required to maintain and enhance the liveability of the Eastern City District'. The Plan notes an additional 300 dwellings as a target for the Woollahra LGA. The following relevant planning principles for liveability, and our response, is as follows:

- *Providing housing supply, choice and affordability, with access to jobs, services and public transport*
- *Creating and renewing great places and local centres, and respecting the District's heritage.*

Response: Uplift to height and FSR, both resultant from the site's inclusion as a Review Site, has the potential to accommodate additional residential units above retail/commercial tenancy lower levels. This would be consistent with the surrounding pattern of development under the Draft Strategy. The street wall height of four storeys will have the ability to provide additional floorspace or private open space, to accommodate diverse housing above the ground and first floor retail/commercial uses anticipated under the Draft Strategy. The dwellings would be close to jobs, services and bus and train routes in the commercial hub.

Accordingly, the proposed amendments to permit a four storey street wall to the subject site under the Draft Strategy has strong strategic merit with regard to meeting a number of planning principles within the Eastern City District Plan.

5.0 CONCLUSION

This submission provides various reasons in support of the proposed amendments to the Draft Double Bay Strategy in relation to Nos. 27-29 Knox Street. We believe that the overall aims of the Draft Strategy and its proposed provisions to encourage increased density in the Double Bay Centre, as well as improvements to the public domain, will be beneficial to the local centre. The proposed uplift across the local centre will enhance the economic viability of Double Bay through increasing high quality commercial floor space, whilst also ensuring provision of new residential accommodation.

In our assessment, the suggested amendments to the Draft Strategy are consistent with the vision and strategies contained within the Draft Strategy. Through including an increased four storey street wall height to Knox Street on the subject site, it better reflects the context and evolving character of Double Bay, and has strategic merit as discussed throughout this submission.

The site's increased street wall height responds to the desired future character and will facilitate a well-designed building which respects the massing of approved and future development, as well as surrounding existing development.

For the reasons outlined in this planning submission to the Draft Strategy, we strongly recommend that the requested site-specific amendments are adopted, and also considered for the extent of the northern side of Knox Street. The proposed increase in street wall height will better reflect the surrounding uplift and desired future character, and enhance the built form on the site.

From: [Tanya Wallis](#)
To: [Emma Williamson](#)
Cc: [Wai Wai Liang](#)
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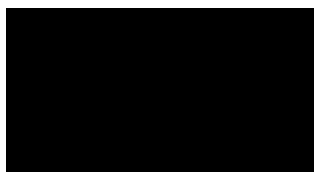
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This submission is in response to the Draft Double Bay Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy), and has been prepared by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning) on behalf of Edquest1 Pty Ltd. GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

The overall aims of the Draft Strategy and its proposed provisions encourage increased building heights and number of storeys (generally to six storeys/21.5m across the local centre), street wall heights, corresponding Floor Space Ratio increases, and improvements to the public domain. This will ensure a more consistent pattern of development in the centre, with consideration of recently approved and constructed developments up to six storeys in the area. It will also enhance the economic viability of Double Bay, whilst ensuring provision of ample residential accommodation. Overall, the proposed uplift and improvement to the public and private domain is commended.

This submission provides recommended amendments to the Draft Strategy, as it applies to the site at Nos. 31-33 Knox Street, Double Bay (hereafter referred to as 'the subject site'), as well as Knox Street more generally. Our client is the owner of Nos. 31-33 Knox Street. The subject site is positioned within the Double Bay Centre, and currently accommodates a commercial building that is two to three storeys in massing. The site is included as a Review Site in the Draft Strategy, which we are in support of, however we request Council review the proposed street wall heights to Knox Street.

The client has engaged GSA Planning to provide advice and determine if the subject site could instead be nominated as having a four storey street wall height to Knox Street. Our investigations concluded that the subject site, as well as adjoining sites along Knox Street, could accommodate an increased street wall height of four storeys to the primary street frontage. The proposed street wall height will facilitate buildings that are more consistent with surrounding uplift as approved, and as anticipated under the Draft Strategy.

In this submission, we have discussed how the proposed amendments would be consistent with the Draft Strategy's vision and overall strategy, nearby developments, and has strong strategic merit. This submission contains a brief description of the subject site and surrounds; the subject site in relation to the draft strategy; suggested amendments to the draft strategy; and a conclusion.

2.0 SUBJECT SITE & SURROUNDS

2.1 Subject Site

The subject site is located approximately 3km east of the Sydney CBD, within the Double Bay Local Centre. The subject site is located at No. 31-33 Knox Street, Double Bay (see **Figure 1**). The allotment has a primary frontage of approximately 12m to Knox Street and secondary frontage of approximately 11m to Knox Lane.



Source: SIX Maps, 2022


 Subject Site

Figure 1: Location Plan

The site comprises a two to three storey commercial building occupied by various businesses (see **Photograph 1**). The site has vehicle access and parking from Knox Lane at the rear (see **Photograph 2**).



Source: Google Street View

Photograph 1: The subject site, as viewed from Knox Street



Source: Google Street View

Photograph 2: The subject site, as viewed from Knox Lane

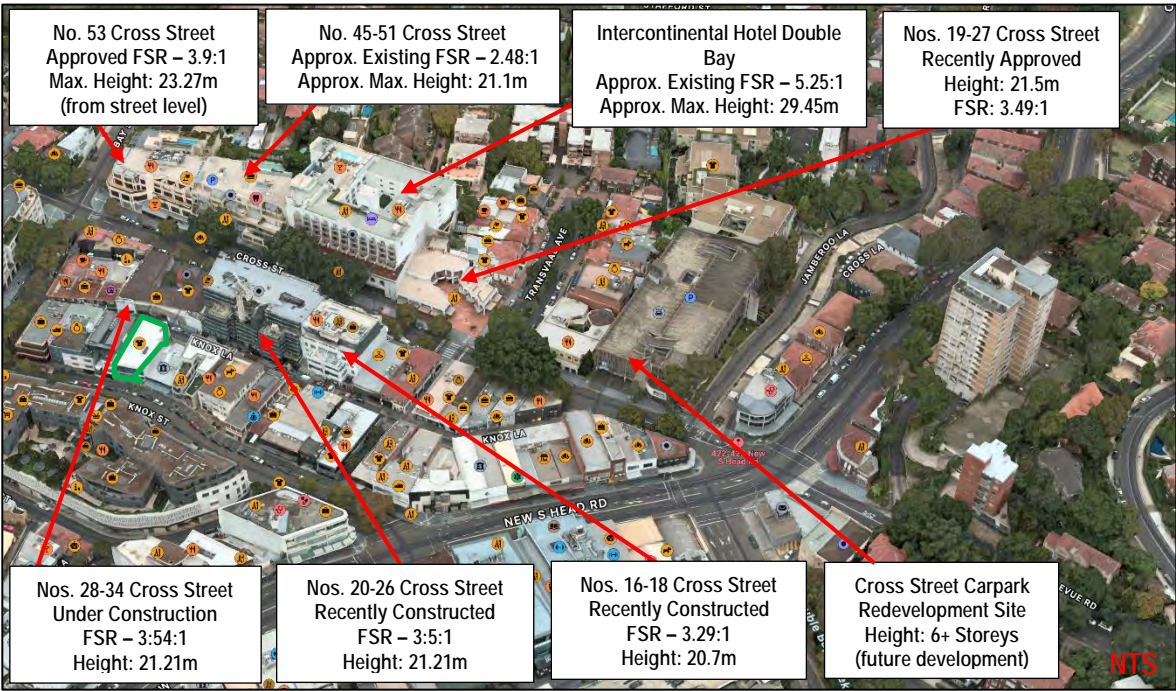
The existing key development standards and provisions for the subject site are as follows:

- **Height of Buildings:** 14.7m
- **FSR:** 2.5:1
- **Zoning:** B2 Local Centre
- **Flood Planning:** within flood planning area
- **Acid Sulfate Soils:** Class 2

2.2 The Surrounds

The site is located centrally within the Double Bay Local Centre. Existing and approved buildings in the area contain an eclectic mix of traditional and contemporary architectural styles. To the north along Cross Street are a number of recently approved six storey shop-top housing developments, many which are under construction or have completed construction (see **Figure 2** on the following page). Retail shopfronts and commercial premises are prominent at street level, with either office tenancies or residential apartments above.

Other development in the area comprises a mix of generally two to six storey commercial or shop top housing developments.



Source: Woollahra 3D Mapping

Figure 2: Aerial View from the South-East Showing Nearby Approved and Constructed Development in the Double Bay Centre

 Subject Site

3.0 SUBJECT SITE IN RELATION TO THE DRAFT STRATEGY

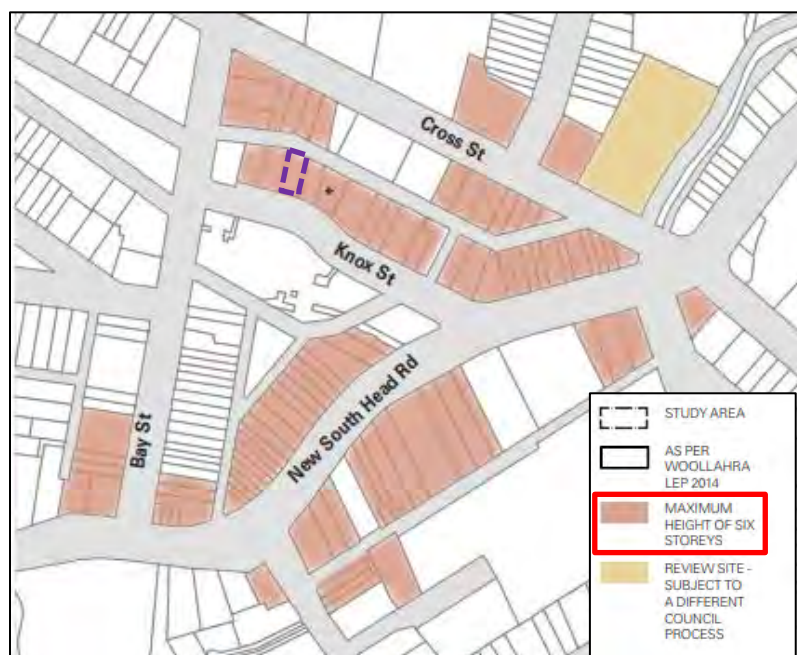
The subject site is identified within the Study Area in the Draft Strategy as a Review Site (see Figure 3).




Source: Draft Double Bay Centre Planning and Urban Design Strategy

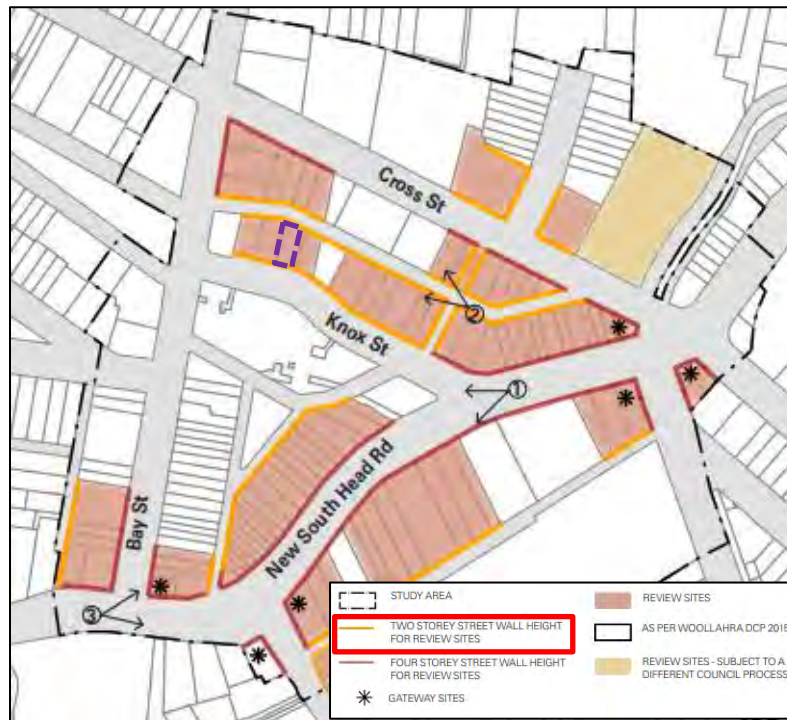
Figure 3: Opportunities Map  Subject Site

The key aspect of Review Sites under this Draft Strategy is their increased height to six storeys (21.5m), associated FSR increase (between 2.6:1 – 4.6:1), and (generally) four storey street wall heights to main streets and two storey street wall heights to laneways/secondary streets (see Figure 4). Unusually, there is only a two storey street wall height nominated along the primary frontage of the subject site, and adjoining sites along Knox Street (see Figure 5 on the following page).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 4: Height Strategy Map  Subject Site




Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 5: Street Wall Height Strategy Map  Subject Site

The Draft Strategy also indicates amalgamation of various sites within the Double Bay Centre, with the subject site identified as a site for amalgamation. It is anticipated that the neighbouring allotment at No. 27-29 Knox Street will be amalgamated with the subject site to accommodate future development on site, or will otherwise take a consolidated approach to development across the two sites (see Figure 6).



Source: Draft Double Bay Centre Planning and Urban Design Strategy

Figure 6: Urban Design Principles Strategy Map  Subject Site

4.0 SUGGESTED PLANNING AMENDMENTS TO DRAFT STRATEGY

Council's proposed changes to building heights, FSR, and general uplift on the subject site and other sites throughout Double Bay is supported. The subject site would benefit from an increase in height and FSR, as indicated by its inclusion as a Review Site with a maximum building height of six storeys. However, there is an inconsistency with the street wall height along the northern side of Knox Street when compared to other key streets in the centre. The Draft Strategy anticipates only a two storey street wall height to Knox Street (applicable to the subject site), whereas other similar streets are proposed to have a four storey street wall height under the Draft Strategy. Further, the street wall of the existing Cosmopolitan building on Knox Street, opposite the subject site, has a three to four storey street wall height facing the primary frontage.

The Draft Strategy does not identify clear reasoning as to why a two storey street wall height has been applied Knox Street, but not other similar streets such as Cross Street, Bay Street and New South Head Road. The Draft Strategy states the following in relation to street wall heights:

Where the built form adjoins the public domain, this Strategy recommends a lower street wall height. A lower street wall height reduces the sense of enclosure and thus maintains and enhances the human and village scale of the streets. It also has the effect of providing solar access to the public domain and is consistent with the future development potential of the excluded sites.

A street wall height of four storeys is recommended for the following wider streets:

- **New South Head Road**
- **Bay Street**
- **Cross Street** - southern frontage

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for:

- **The northern frontage of Cross Street.**
- **The northern frontage of Knox Street.**

This street wall height provides an enclosure ratio of approximately 1:1.5 to 1:2.5.

A street wall height of two storeys is recommended for the laneways of:

- **Goldman and Gum Tree Lanes**
- **Knox Lane**
- **Kiaora Lane**

This street wall height provides an enclosure ratio of approximately 1:1 to 1:2.

The set back built form on the upper levels mitigates the perceived bulk and scale from the streets, allows for sufficient solar access to the streets and provides opportunities in the setbacks for outdoor amenity areas for future residents...

Accordingly, we recommend the following amendment is made in relation to the subject site, and is also considered along Knox Street more broadly (where applicable):

- Proposed increase from two to four storey street wall height applicable along the northern side of Knox Street.

The four storey street wall height, with articulated elements anticipated under DCP controls, would allow for mitigation of perceived bulk and scale whilst protecting nearby amenity. Further information regarding strategic merit in relation to the recommended amendment is contained in the following section.

4.1 Strategic Merit

The strategic merit and key justification for an increased street wall height to the subject site's primary frontage, and the northern side of Knox Street generally, is summarised in the following paragraphs:

Consistency with the Strategies and Outcomes of the Draft Strategy

The proposed controls under the Draft Strategy; proposed amendments; and commentary are provided in Table 1 on the following page:

Table 1: DRAFT STRATEGY PROPOSED PROVISIONS FOR THE SUBJECT SITE			
Provision Under Review Site	Draft Strategy	Requested Amendment	Comment
Street Wall Height	2 storeys to both Knox Lane and Knox Street	Consideration for street wall height to be increased to 4 storeys to Knox Street	Request to be Amended. Four storey street walls to the primary frontage will still effectively minimise the bulk and scale of future development along Knox Street, particularly through adhering with articulated façade controls. It is also consistent with the street wall heights for primary frontages to Cross Street, Bay Street and New South Head Road.

The proposed amendments will facilitate a built form which aligns, in particular, with the following strategies and outcomes contained within the Draft Strategy:

5.1 Building Height

This Strategy recommends a maximum height of six storeys combined with a lower street wall height where the site adjoins the public domain. Figure 47 shows the maximum height for the review sites. The maximum heights can only be achieved if the development achieves design excellence.

The recommend height also:

- *Encourages the regeneration of older building stock.*
- *Provides opportunity to enhance the non-residential floor space ratio in the Centre.*
- *Provides consistency with the desired future character of the Centre.*
- *Responds to the evolving character of the Centre.*

...

5.4 Land Use

In terms of land use, the main characteristics of future development must at a minimum include:

- *Retail uses on the ground level*
- *Non-residential developments on Level 1*
- *Residential developments on upper levels*

...

The site is able to accommodate a six storey height, and the proposed four storey street wall will continue to minimise bulk and scale whilst regenerating older building stock in the centre, and providing consistency with the desired future character of the locality. A future DA with the increased building height and proposed street wall height as per this submission, can accommodate a new built form with retail uses at ground floor, commercial uses at the level above, and residential uses at the upper levels.

Accordingly, in our opinion, the proposed amendments to the Draft Strategy are appropriate for the subject site.

Consistency in the Context

Development in the Double Bay Centre comprises an evolving mix of buildings, with a variety of commercial and residential uses. The building envelope resultant from the sites' inclusion as a Review Site provides an acceptable building height in comparison to surrounding existing and future development. The four storey street wall height proposed in this submission to Knox Street will facilitate a more coherent street wall height and massing to appropriately respond to nearby existing developed sites, and the future density of development in the Double Bay Centre.

The four storey street wall height is common along a number of key streets in the Centre similar to Knox Street, under the Draft Strategy. It is also consistent with the approved development in these areas, in particular along Cross Street where recently constructed development demonstrates a four storey street wall height (see **Figure 7**).



Source: Google Maps, 2021

Figure 6: Approved and Constructed Building at Nos. 20-26 Cross Street, Demonstrating Street Wall Height

It is anticipated through implementation of the existing (or future amended) DCP controls that some degree of articulation will be required to the street wall, which minimises perceived bulk and scale and enhances the visual appearance of a future built form. Further, given the increase in building height, bulk and scale under the Draft Strategy, a four storey street wall height is unlikely to impact upon solar access, privacy, visual intrusion, and views to neighbours.

A future built form with a four storey street wall height on the site, and the northern side of Knox Street more generally, will sit well within the streetscape given existing development opposite, and has the potential to provide an attractive, contemporary built form. The neighbouring development opposite the subject site, known as the Cosmopolitan building, has a three to four storey street wall (see **Figure 8**).



Source: Google Maps, 2021

Figure 8: Street Wall Height – Southern Side of Knox Street (Cosmopolitan Building)

We also note a number of existing developments on the northern side of Knox Street have a street wall height greater than two storeys, as demonstrated by **Figure 9**. The proposed four storey street wall height sought in this submission is therefore not inconsistent with the existing built form.



Source: Google Maps, 2021

Figure 9: Street Wall Height – Northern Side of Knox Street

The proposed four storey street wall height sought in this submission, will allow for a built form which respects the evolving built form anticipated by the Draft Strategy. Therefore, the resultant height, bulk and scale will provide a development on the subject site, and Knox Street, more consistent in the context.

Eastern City District Plan

The proposed uplift in street wall height sought in this submission has strategic merit, through facilitating a built form and uses that are consistent with the aims and principles of the Eastern City District Plan. Finalised in February 2018 by the Greater Sydney Commission, it provides a 20-year plan to manage growth of the Greater Sydney region while enhancing liveability, productivity and sustainability.

Woollahra LGA is identified within the Eastern City District Plan, detailing the ideal land use, transport and infrastructure outcomes for the area. Within the Eastern City District, the Sydney CBD commercial market is larger than all other major metropolitan commercial markets combined. However, as stated in the Eastern City District Plan, there is limited capacity available to attract the investment that will support **expansion of Sydney's CBD's footprint, and increase the supply of premium and A-grade commercial space**. For this reason, place-based planning for centres should address the following principles:

- *Protect or expand retail and/or commercial floor space*
- *Protect or expand employment opportunities.*
- *Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.*

Response: The proposed uplift associated with the subject site being a Review Site will increase capacity for new commercial and retail space at the ground and lower floor levels, close to public transport infrastructure and the CBD. The floorspace will have the ability to accommodate additional retail and commercial tenancies, in turn encouraging the local centre to grow as an economic hub and offer new employment opportunities, and goods and services for the community.

The Eastern City District Plan also cites a 'place-based and collaborative approach is required to maintain and enhance the liveability of the Eastern City District'. The Plan notes an additional 300 dwellings as a target for the Woollahra LGA. The following relevant planning principles for liveability, and our response, is as follows:

- *Providing housing supply, choice and affordability, with access to jobs, services and public transport*
- *Creating and **renewing great places and local centres, and respecting the District's heritage.***

Response: Uplift to height and FSR, both resultant from the site's inclusion as a Review Site, has the potential to accommodate additional residential units above retail/commercial tenancy lower levels. This would be consistent with the surrounding pattern of development under the Draft Strategy. The street wall height of four storeys will have the ability to provide additional floorspace or private open space, to accommodate diverse housing above the ground and first floor retail/commercial uses anticipated under the Draft Strategy. The dwellings would be close to jobs, services and bus and train routes in the commercial hub.

Accordingly, the proposed amendments to permit a four storey street wall to the subject site under the Draft Strategy has strong strategic merit with regard to meeting a number of planning principles within the Eastern City District Plan.

5.0 CONCLUSION

This submission provides various reasons in support of the proposed amendments to the Draft Double Bay Strategy in relation to Nos. 31-33 Knox Street. We believe that the overall aims of the Draft Strategy and its proposed provisions to encourage increased density in the Double Bay Centre, as well as improvements to the public domain, will be beneficial to the local centre. The proposed uplift across the local centre will enhance the economic viability of Double Bay through increasing high quality commercial floor space, whilst also ensuring provision of new residential accommodation.

In our assessment, the suggested amendments to the Draft Strategy are consistent with the vision and strategies contained within the Draft Strategy. Through including an increased four storey street wall height to Knox Street on the subject site, it better reflects the context and evolving character of Double Bay, and has strategic merit as discussed throughout this submission.

The site's increased street wall height responds to the desired future character and will facilitate a well-designed building which respects the massing of approved and future development, as well as surrounding existing development.

For the reasons outlined in this planning submission to the Draft Strategy, we strongly recommend that the requested site-specific amendments are adopted, and also considered for the extent of the northern side of Knox Street. The proposed increase in street wall height will better reflect the surrounding uplift and desired future character, and enhance the built form on the site.



Respondent No: 3

Login: Alberto

Email: [REDACTED]

Responded At: Mar 16, 2022 10:09:31 am

Last Seen: Mar 15, 2022 23:03:58 pm

IP Address: 66.159.210.3

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

ALBERTO DIAS

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

One of the recommendations is to enable development to 6 stories. I feel that this would adversely affect the village character of the center. I suggest that this be reconsidered/

Q7. **Please upload your document.**

not answered



Respondent No: 5

Login: DBFuture

Responded At: Mar 16, 2022 17:31:29 pm

Last Seen: Mar 16, 2022 06:15:32 am

IP Address: 159.196.103.152

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

Q3. **Your name**

Jeremy

Q4. **Which of the following best describes you?**

Double Bay resident

Double Bay business owner

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

We would provide three key pieces of feedback: (1) There is a material shortage of office space in Double Bay and a need for more visitors for retail shops that local commercial offices can help with materially. The Council should consider ensuring that a high percentage of the new development consents for increased height require new office development. This brings in substantial numbers of people during the day for use of the retail facilities - a far greater number of people per square metre than residential development. (2) The commercial area for Double Bay that allows higher density and higher level development should be extended alongside New South Head Road towards Edgecliff to enable more offices and retail in that corridor. This increased envelope would significantly improve the amenity for residents, offices, retail and the community as well as visitors that catch the train to Edgecliff and then walk down New South Head Road to Double Bay. It makes no sense in 2022 for some of the zoning along this major road to be residential only. For example, I'm aware of a material property owner in this New South Head Road area that I understand would be willing to consider converting their residential site into commercial buildings with retail at the bottom and commercial offices and/or apartments above should the zoning change to allow. (3) Council should consider working with the NSW State Government to build a walkway along the waterfront in front of the current buildings that connects Redleaf/Murray Rose Pool with Double Bay. This would be a material improvement to the community amenity although some residents with waterfront apartments may not welcome the extra foot traffic and consultation would need to occur to best balance the community interest. By way of background, our business has operated in Double Bay for the last 15 years. I am also a local Woollahra resident. We employ multiple people that work out of Double Bay and commute each day and use the shops while here. In a normal week we would also have many visitors to our offices that while in Double Bay would utilise the cafes/retail offerings. We have had to move 3 times due to growth in our business and also our buildings being acquired by developers who have sought to demolish and rebuild. It's a delicate balance to keep what's special about Double Bay and not overdevelop the area while still enabling enough life from commercial offices and mixed housing to support the retail and other life in what's a very special area. We hope that's helpful feedback.

Q7. **Please upload your document.**

not answered



Respondent No: 6

Login: TomK

Email: [REDACTED]

Responded At: Mar 21, 2022 21:43:15 pm

Last Seen: Mar 21, 2022 10:28:10 am

IP Address: 66.203.112.103

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Tom Kiss

Q4. **Which of the following best describes you?**

Other (please specify)

I own a unit (office) in 17 Knox St Double Bay

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I own a unit (office space) in 17 Knox St Double Bay and am worried the proposed mall will be detrimental to retail and restaurants. We can't afford to lose anymore car spaces as we already have lost some in the Avenue, Court Rd and Cross St. Please do not allow the success of the Thursday Double Bay markets influence your decision. If the Thursday market was every day with less parking and without vehicular access to Knox St not many people would attend. Indeed closing Knox St will cause traffic ques in New South Head Rd turning left into Cross St and turning right into William St from the other direction. It will deter people from shopping and eating in Double Bay. I'm afraid once the Mall is created it will never be reversed and Double Bay will suffer.

Q7. **Please upload your document.**

not answered



Respondent No: 8

Login: Anne&Doug

Email: [REDACTED]

Responded At: Mar 30, 2022 12:37:09 pm

Last Seen: Mar 30, 2022 01:28:24 am

IP Address: 14.200.72.231

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Douglas joshua

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Dear Sir, I am concerned about the following aspects of the plan especially the raising of the height of buildings In addition, I would like to make the following points : 1) The Double Bay village atmosphere will be destroyed. 2) Councillors seem to be backtracking on their pre-election commitments on overdevelopment. 3) The new pedestrian plaza in Knox St will be overshadowed. 4) As mentioned there will be an unacceptable increase of 50% in building height. 5) there will be a significant and detrimental impact on traffic, parking, schools, and other infrastructure which will be stretched as the population grows Yours sincerely Douglas Joshua Emeritus Professor Douglas E Joshua AO , Sydney University Consultant Haematologist Royal Prince Alfred Hospital +61412615020 douglas.joshua@sydney.edu.au

Q7. **Please upload your document.**

not answered



Respondent No: 9

Login: mfshr

Email: [REDACTED]

Responded At: Mar 30, 2022 22:27:32 pm

Last Seen: Mar 30, 2022 11:26:29 am

IP Address: 1.157.208.159

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Mary Fisher

Q4. **Which of the following best describes you?**

not answered

Q5. **How would you like to make your submission?**

Upload a document

Q6. **Please type your submission here.**

not answered

Q7. **Please upload your document.**

not answered



Respondent No: 10

Login: michael

Email: [REDACTED]

Responded At: Apr 01, 2022 17:43:58 pm

Last Seen: Mar 28, 2022 23:30:44 pm

IP Address: 60.241.116.178

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Professor Michael John Lawrence

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Many of the Double Bay design study objectives are quite the opposite of what I believe the objectives should be. First let me ask: did we the residents have a say in drafting the objectives as we should certainly have done? The Design Study has been drafted to implement the objectives, which if wrong means the study is headed in the wrong direction. I will address each of these and give my reasons for objecting to them. Replace older buildings. A range of buildings' ages is important in generating an attractive village atmosphere. What makes old cities beautiful is the mixed ages of the buildings. A planning proposal that dooms all old buildings to be torn down will certainly reduce the attractive mixed character of the Double Bay village most of us residents value. If a building is substandard or bad then commercial pressures will lead to its redevelopment without having to "bribe" developers by offering increased FSR and building height. Commitment to placemaking. I could not find any definition of this term and feel that Double Bay is sufficiently well known as a place not to need any additional work. Additional Housing. Double Bay is already full up, congested with cars and parking. The only voices shouting for more are developers. We are already in Woollahra one of the densest LGA's in Sydney and don't need any additional housing cluttering up the Double Bay village centre. Opportunities for more people to visit the centre. If this objective had been uppermost in the mind of the Design Study the building heights would not be being increased to 6 stories robbing the streets of light and sun. What distinguishes Double Bay from Bondi Junction is the low rise attractive street scapes which this Study seems determined to eliminate. The objectives that should have been included are: Preserve the village feel of the centre. Maintain sun access by keeping low rise where it currently exists. As should be clear in our objections the chief error in this Design Study is the increase of the building heights. We strongly object to this proposal and believe the study should be rejected as likely to cause wholesale overdevelopment.

Q7. **Please upload your document.**

not answered



Respondent No: 11

Login: Margaret Arnott

Email: [REDACTED]

Responded At: Apr 01, 2022 17:44:22 pm

Last Seen: Apr 01, 2022 06:35:05 am

IP Address: 60.229.32.100

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Margaret Arnott

Q4. **Which of the following best describes you?**

Double Bay visitor

Other (please specify)

Previously living in Double Bay for 35 years Now residing in Woollahra

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I believe Double Bay village has become too large in area The shops detrimentally encroaching on the residential homes. Now many shops are empty with no business ! and those retail outlets along New South Head Road are a miserable sight of neglect.

Q7. **Please upload your document.**

not answered

**Respondent No:** 14**Login:** David Browne**Email:** [REDACTED]**Responded At:** Apr 08, 2022 13:51:51 pm**Last Seen:** Apr 08, 2022 03:24:52 am**IP Address:** 58.105.160.37

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

David Browne

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

As part of this strategy for the Double Bay Centre, I think the Woollahra Council should review the flow of traffic and pedestrians at the intersections of New South Head Road, Kiaora Road, Bellevue Road and Cross Street and, in particular, the operation of the pedestrian crossing on the corner of New South Head Road and Kiaora Road where it crosses New South Head Road ("the crossing"). The intersection is very dangerous and the crossing is not safe. On a number of occasions, I have seen motorists accelerate through the crossing in order to catch the shaded green arrow permitting traffic to flow across New South Head Road into Bellevue Road ("the shaded green arrow"). I have watched the operation of this intersection and have come to the conclusion that some motorists do not appreciate that the green walk sign has activated for the crossing when they are attempting to enter Bellevue Road from before the crossing in New South Head Road. It appears that such drivers see the shaded green arrow and then accelerate through the crossing in order to make the turn into Bellevue Road without realising that pedestrians are starting to enter the crossing. I request that the Woollahra Council review the flows of traffic and pedestrians at this intersection.

Q7. **Please upload your document.**

not answered

**Respondent No:** 15**Login:** AR**Email:** [REDACTED]**Responded At:** Apr 11, 2022 10:05:01 am**Last Seen:** Apr 10, 2022 23:57:34 pm**IP Address:** 165.225.232.124

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Arianne Reisner

Q4. **Which of the following best describes you?**

Double Bay visitor

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

This proposal is great for developers but terrible for the community and residents - Councillors are back tracking on their pre-election commitments on over development. - Double Bay has a beautiful community feel, the proposal makes it a concrete jungle with tall buildings creating shadowing and increasing noise for residents who already have to deal with enough. - No one is going to ride their bike to Double Bay, it's at the bottom of a hill and there is an elderly community who need access to amenities including parking. Why not focus on getting more community transport now buses have been reduced. - A 50% increase in building height will create wind tunnels and shadowing. Currently buildings get approved with and then they reapply and reapply for balconies and rooftops so there is development creep. The building Margaret is in is a perfect example. - Impact on traffic, parking, schools, and other infrastructure which is already stretched. - A cinema would be a lovely addition to the community, but it needs adequate parking

Q7. **Please upload your document.**

not answered



Respondent No: 17

Login: Pennyvv

Email: [REDACTED]

Responded At: Apr 20, 2022 06:38:01 am

Last Seen: Apr 19, 2022 20:35:22 pm

IP Address: 121.209.26.179

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Penny van Vugt

Q4. **Which of the following best describes you?**

Double Bay visitor

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I do not want 6 storied buildings in Double Bay. Too high. Too much. Too crowded. I play bridge there, visit friends, restaurants and enjoy it as it is albeit with more parking please.

Q7. **Please upload your document.**

not answered



Respondent No: 18

Login: Objector

Email: [REDACTED]

Responded At: Apr 20, 2022 21:41:27 pm

Last Seen: Apr 20, 2022 10:47:17 am

IP Address: 1.158.37.169

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Maurice Linker

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Upload a document

Q6. **Please type your submission here.**

not answered

Q7. **Please upload your document.**

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/05a312fab549ca1c7f880cfee607db3fd13dc7eb/original/1650454880/d6e1357b88104c7a52d4de2e0eb8c684_AF3DFF4E-BE26-47DA-B4C4-D584FC2D1C9A.png?1650454880

Objection to the Woollahra council new planning strategy plan

Because

1. Raise the height limit across Double Bay village by 50%
2. Replace 1,2,3 and 4 storey buildings with 6 storeys

Resulting in

1. Bulky and dominating building throughout the heart of the village
2. Destruction of the existing low rise stylish village character
3. High rise development blocking existing harbour views
4. Loss of sunlight and amenity
5. Nowhere to park ,as parking is at capacity
6. Increased raffia congestion in the double bay village and NSW road
7. Severe problems with excavation due to the high water table
8. Major disruption for residents, visitors and business during construction
9. Any street trees or vegetation will die because of the lack sunshine and light

Instead, Double bay will be replaced with buildings of uniform bulk and scale 10 times human height and existing views to Sydney Harbour will be blocked.

If allowed to proceed Double bay will become another soulless suburb loosing its present charm and unique character - certainly not the village type character which the plan aims to generate

Woollahara Council has provided no justification for this massive increase and over development



Respondent No: 19

Login: amj9362

Email: [REDACTED]

Responded At: Apr 21, 2022 14:45:15 pm

Last Seen: Apr 29, 2022 05:34:46 am

IP Address: 1.144.107.37

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Anthony Johnston

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

The plan seeks to grossly over-develop Double Bay and thereby destroy its amenity for residents. It is completely contrary to the "no overdevelopment" commitments from all candidates at recent elections, which have proven to be deeply dishonest. * Parking is already overwhelmed and the increased population enabled by the plan would exacerbate this * Creating underground parking is not a responsible option. Dewatering wreaks havoc on neighbouring properties and interferes with the flow of underground water through the valley * The proposed increased height limits will shadow the streets, creating unattractive wind tunnels. The plan is not a response to the needs and benefits of the residents as a whole: it caters to a narrow development mentality which has no care for the continuing amenity of the neighbourhood.

Q7. **Please upload your document.**

not answered



Respondent No: 20

Login: SouthAvenue

Email: [REDACTED]

Responded At: Apr 21, 2022 19:38:25 pm

Last Seen: Apr 21, 2022 09:35:01 am

IP Address: 58.107.123.90

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Simon Oaten

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

The design strategy should be rejected on the basis that it will create a new planning strategy to permit six-storey buildings throughout Double Bay's commercial centre. I believe this is at least a 50% increase in the current height limit and will impact Double Bay's low-rise village charm and character which Council used to protect.

Q7. **Please upload your document.**

not answered



Respondent No: 21

Login: Willow

Email: [REDACTED]

Responded At: Apr 21, 2022 21:07:11 pm

Last Seen: Apr 21, 2022 11:05:04 am

IP Address: 101.178.37.176

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Maxwell Turner

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Heights of buildings should be no greater than existing buildings.

Q7. **Please upload your document.**

not answered

**Respondent No:** 22**Login:** Janinea**Email:** [REDACTED]**Responded At:** Apr 22, 2022 09:34:29 am**Last Seen:** Apr 21, 2022 23:14:33 pm**IP Address:** 61.68.52.118

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Janine Adams

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

As a Double Bay resident I am very aware of the area and the attributes that attracted me and my family to the suburb 6 years ago. I am devastated that the Council is reviewing so many sites for height and size increases for the following reasons.....the overshadowing will make the area very inhospitable, walking around Double Bay (shopping and eating etc) will provide very little scope for sunshine all year round and will be bleak in Winter, the impact overall will change the feel of the area making it indistinguishable from other built up suburbs, although the council recommends attractive design and design excellence it certainly hasn't been able to make that happen with some of the recent buildings that have been approved and built (eg cnr Knox St and NSH Rd, the first 6 story building to be built in Cross St is a disgrace etc), where will be its character? and why wouldn't people just go to Bondi Junction instead with its ease of parking? Why is the council not taking into account GHD Consulting's report recommending against excavation in the Double Bay area?

Q7. **Please upload your document.**

not answered



Respondent No: 23

Login: LANDM

[REDACTED]

Responded At: Apr 22, 2022 13:54:19 pm

Last Seen: Apr 22, 2022 03:48:24 am

IP Address: 101.191.134.187

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

LANDM

Q4. **Which of the following best describes you?**

Double Bay visitor

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I object to raising the heights of buildings due to over development, loss of amenity, views, sunlight and increased parking and congestion.

Q7. **Please upload your document.**

not answered



Respondent No: 24

Login: DoubleBayVision

Email: [REDACTED]

Responded At: Apr 22, 2022 15:47:04 pm

Last Seen: Apr 22, 2022 05:33:39 am

IP Address: 101.166.71.109

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Stephanie Hardy

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I am appalled by this Draft Strategy SC6808 for Double Bay. As a resident of nearly forty years, the sunlight (solar access) and village atmosphere (low rise buildings) are the defining attributes of this harbourside village. The beach at Double Bay is only a short stroll through dappled walkways. I always compare it to Laguna Beach in California. Land values will remain high because of low density and village atmosphere. Paris, the capitol of France, has planning orders that keep it low rise and one of the most beautiful cities in the world.

Q7. **Please upload your document.**

not answered



Respondent No: 25

Login: Olegyeve

Email: [REDACTED]

Responded At: Apr 22, 2022 19:56:59 pm

Last Seen: Apr 22, 2022 09:54:20 am

IP Address: 202.125.16.104

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Oleg

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I am against bulky and dominating buildings throughout Double Bay

Q7. **Please upload your document.**

not answered



Respondent No: 26

Login: ElaineVera

Email: [REDACTED]

Responded At: Apr 26, 2022 12:25:24 pm

Last Seen: Apr 26, 2022 02:20:34 am

IP Address: 58.163.141.215

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Elaine Thompson

Q4. **Which of the following best describes you?**

Double Bay visitor

Other (please specify)

I own an apartment in Double Bay

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Double Bay is at bursting point at present. The plan to make Knox St a pedestrian only area will put it under more strain. There is almost no parking as it is. There are no dedicated handicapped street parking places at all. Building works and trucks make it often impossible to move across Double Bay. Its remaining charm lies in the size of its buildings which of course allow for light and air. Six stories and the accompanying endless building works involved would destroy Double Bay's character even further.

Q7. **Please upload your document.**

not answered



Respondent No: 27

Login: MaroonGoer

[REDACTED]

Responded At: Apr 26, 2022 20:37:52 pm

Last Seen: Apr 26, 2022 10:32:19 am

IP Address: 137.59.252.108

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Chris
- Q4. **Which of the following best describes you?** Double Bay resident
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

I moved to Double Bay over a year ago from Cremorne where I used to live for many years. What attracted me the most is the unique of double bay area where you can feel a different vibe, low rise buildings and low density where we've seen more and more concrete be put up in other suburbs. Double Bay area is super unique among all eastern suburbs and you can't find the same one in Rose Bay etc but the new proposed draft plan would cause significant impact on what Double Bay is supposed to be. Double Bay does not need to have such proposed development to make it outstanding, what it is had made it outstanding, otherwise, it will be like other concrete jungle where we've seen in the past in other suburbs. Please consider more than some sort of greater commercial perspective etc. Thanks.

Q7. **Please upload your document.** not answered



Respondent No: 28

Login: tknoblanche

Email: [REDACTED]

Responded At: Apr 27, 2022 17:14:01 pm

Last Seen: Apr 27, 2022 07:13:01 am

IP Address: 103.217.166.231

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Tim Knoblanche

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

This is a great idea! More people will ensure more restaurants and stores can survive making it a more vibrant community like what you see in Potts point.

Q7. Please upload your document.

not answered



Respondent No: 29

Login: Unknown

[REDACTED]



Responded At: Apr 27, 2022 18:16:55 pm

Last Seen: May 20, 2022 00:32:05 am

IP Address: 1.144.104.85

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

CHARLOTTE STANFIELD

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Upload a document

Q6. Please type your submission here.

not answered

Q7. Please upload your document.

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/c37eed1b15978a04c27133d22148cfe48a1ad593/original/1651047411/737cbd01164f3c7672a4b10e271a604d_DB_Centre_Planning_Urban_Design_Strategy_and_Transport_Study_-_submission_Charlotte_Stanfield_27.04.22.docx?1651047411

[REDACTED]
[REDACTED]

The General Manager
Woollahra Municipal Council
PO Box 61
DOUBLE BAY NSW 1360

27 April 2021

yoursay.woollahra.nsw.gov.au
records@woollahra.nsw.gov.au/doublebay

**Draft Double Bay Centre – Planning and Urban Design Strategy, and
Double Bay Transport Study prepared for Council July 2020 by SCT Consulting**

Further to the feedback I provided to Council, at the recent webinar re the above, I am pleased to provide my written comments and feedback.

Draft Double Bay Centre – Planning and Urban Design Strategy

- **Driver for change and increased density** – I reiterate that there appears to be no apparent case for further redevelopment of the Double Bay village, for residents and the community, and no betterment and planning gain. Please provide copies of the analysis of benefit realisation strategy and business case undertaken to support such a strategy. As below, traffic, transport and access are inadequate to support the densities proposed. The proposed density and large scale redevelopment would result in some of the highest densities found in Australian towns and cities, never mind a village.
- **Development of the vision for Double Bay with clearly defined minimum and desirable outcomes, sustainability and climate resilience targets** - so that Council and residents can all see where the current draft meets and or contradicts basic minimum requirements
- **One village but severed heart** – what is the strategy to connect both sides of the Double Bay Village separated by New South Head Road – this issue of severance, amenity attraction, safety etc appears not to be addressed
- **Detailed advice on the delivery and funding strategy for the supporting infrastructure required with increased development** - including eg new classrooms for school etc, additional bus services, increased budget for maintenance of roads, etc
- **Strategy for protection against settlement and ground water contamination, flooding and pollution of Double Bay beach and Sydney Harbour** - excavation absolutely limited due to ground latent conditions for eg Council's Kiora Lane redevelopment, resulting in no basement car park. Why then is this not been adopted for the whole of the Double Bay village and wider Double Bay valley?
- **Application of relevant benchmarks, key precedents, emerging trends and lessons (to be learnt)** – include what has and has not, also the single benchmark of Kelvin Grove Urban Village, Brisbane, Queensland appears neither relevant, nor attractive. Please provide copies of

benchmarking studies undertaken to date, and if not available, suggest that such investigations are undertaken shortly

- **Enhancement and protection of character, amenity and view corridors** - what consideration has there been to develop Scenic Protection Areas and or Conservation Areas and Tree Protection Orders, to ensure the essential character and beauty of Double Bay village is maintained? Suggest this includes consideration of heritage landscape and tree species planted by the former Guilfoyle family market garden business in Double Bay and enhancement of 'gateways' to Double Bay, including New South Head Road and enhancement of Bay Street and view corridor to waterfront and ferry gateway. Suggest do not proceed with Transport for NSW's proposed ferry canopy as this will block the water views
- **Further investigations** - what further analysis, environmental, social and economic analysis and cumulative impact studies are to be undertaken?
- **Visualisation and 3D model to support community consultation** – please make available to the public a portal to Councils 3D model. Also suggest Council commissions an architectural scale model of the Double Bay village with the different height and build scenarios illustrated
- **Additional planning instruments, policies and pricing to achieve long term outcomes** – provide advice and include in strategy eg position on Double Bay floodplain and climate protections, and as above eg Scenic Protection Areas, etc
- **Planning pathway moving forward** – provide advice as to the further and additional measures to an updated Local Environmental Plan and updated Development Control Plan that can be enforced, once adopted and agreed with the community, as well as a position and strategy on planning gain / betterment.

Double Bay Transport Study - SCT July 2020

Matters for consideration:

- **transport and access provision cannot practically or efficiently support the envisaged development proposed in the Double Bay Strategy** - future density suggested in the Double Bay Draft Strategy cannot practically be serviced by either private vehicles and or service vehicles with the existing transport and car dependency. Scale of development proposed in Double Bay strategy will generate a high vehicle load. As above, density is far too great for a village. Also of critical significance is that NSW Government targets for Woollahra have been set noting that there is no great uplift in infrastructure planned or proposed.
- **design year** - for all traffic and multi modal analysis suggest 2035/2040 not + 5 years change. Current report has modelling and design year of 2027, is a mix of counts from pre Covid and during Covid, and does not deal with peak traffic flows in school term/timetable or Saturday sports runs
- **peak** - suggest extending this to include school am and pm traffic peak (current assessment from 7.15 to 8.15 and 5-6pm) and use Journey to Work data from 2019, pre Covid
- **mode split scenarios, towards zero safety and emissions targets** – provide advice on assumed mode split of bus, walking, cycling etc and sizing of facilities to accommodate increased use of public transport facilities and access, walking and cycling, achieving towards zero safety targets and emission targets (for 2030)

- **cumulative impact assessment** - required eg with Edgecliff Centre, current Double Bay Centre draft Strategy, Cross Street Car Park as well as schools and other redevt etc, including HMS Watson, as well as impact of diversion of traffic along William Street and Ocean Avenue
- **NSH Rd cumulative traffic and access impact assessment** – propose Council undertakes an impact assessment of traffic and access from Rushcutters to Watson Bay - include traffic demand and levels of service levels and amenity, including noise, air quality, heat load and visual impacts, and safety, emission and construction impacts
- **New South Head road strategy** – as above, appears to be no strategy to practically and safely address increased cumulative traffic loads. In addition, there is also a need to re-join what is in effect a severed village, including increased pedestrian crossing times, (except maybe in the 1hr am and pm peak Journey to Work)
- **access to Edgecliff Station** – current densities would suggest a metro/rail station in the heart of Double Bay village, yet this is not the case. Access to Edgecliff Station from Double Bay is not easy as the pavements are narrow, there are minimal holding area for pedestrians at each crossing, wait times to cross the road are long, the road is very steep and the environment and amenity unattractive – noise, heat load, and air quality poor with dust and vehicle emissions. Neither is access equitable, pushing a double stroller/pram or a wheel chair up New South Head Road is not practical or safe. A subsurface pedestrian connection running from a new subsurface concourse off the platforms of the existing Edgecliff Station could be provided. This would remove the need to traverse the steep gradient, narrow pavements, poor amenity and safety risk of crossing the roads, however this would be extremely expensive and not easy to build
- **noise, dust and emissions** – suggest ban on all vehicles with noise output of over 60 dBA travelling through Double Bay Village, and suggest no heavy vehicles (commercial as well as buses/coaches (unless by special exemption for the Double Bay School) access through Double Bay Village, or rat running via Ocean and William Street
- **gateways** – as above strategy not sufficiently address New South Head Road nor visual and actual links to ferry. Again, as above, suggest not proceeding with Transport for NSW's new ferry wharf as this will block views of the water
- **safety** - just too much traffic at speed and conflict with pedestrians and cycling and equitable (disabled) access and if more people as suggested have got to walk to Edgecliff station - pavement will need to be widened, and more space provided at each bus stop
- **resident's car parking** – suggest commit to no net loss and ensure that visitor parking does not exclude sufficient capacity for all residents. Note this will mean an increase to residents only car parking as residents displaced on market day and on Saturday and Sunday especially with the opening of new restaurants etc
- **technology** – no advice or strategy on how Intelligent Transport Systems (ITS) could be adopted to manage demand, speed, special events, including particle road closures, time of day etc to achieve greater outcomes and great sharing of space for all
- **precedents** - apply "Movement and Place" and "Healthy Street" best practice frameworks, and establish mode slit targets
- **construction traffic** - include in considerations:
 - major impacts on residents and visitors - with noise, visual and dust impacts, loss of car parking and trees, damage to road surface, etc

- no excavation of basements for reasons as above -and accordingly no removal off site of ground material
- size of vehicles - suggest limit to shortest length, no outsize vehicle access etc
- retail - loss of passing footfall and extended loss therefore of revenue and business continuity, esp severe after COVID
- safety - suggest no through running of construction vehicles through Double Bay village or rat running via Ocean and William Street any devt in the future needs to be accessed directly off New South Head Road
- cumulative impacts – ensure no wavering of usual site controls as adopted during COVID as residents exhausted with this
- **revise report and include new traffic counts and photographs** – current report includes mix of pre and post Covid traffic flows and photographs etc, suggest need to re-run, incorporate these and other comments and include cumulative and construction traffic.

In closing, I would be happy to meet with Council to discuss these items in more detail and I reiterate my support of the submission prepared by Double Bay Residents' Association Inc.

Regards

Charlotte Stanfield

Resident

■■■■■■■■■■
■■■■■■■■■■
■■■■■■■■■■



Respondent No: 30
Login: EasternSubsLocal
Email: [REDACTED]

Responded At: Apr 27, 2022 18:17:00 pm
Last Seen: Apr 27, 2022 07:56:19 am
IP Address: 58.105.160.39

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Nicholas Phoon

Q4. **Which of the following best describes you?**

Other (please specify)

Bellevue Hill resident of 35 years who is frequent visitor in Double Bay

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I object to the draft Double Bay Centre Planning and Urban Design Strategy which is proposing to 1) Raise the height limit across Double Bay village by 50% and 2. replace 1, 2, 3 and 4 storey buildings with 6 storeys for the following reasons: • Destruction of unique Village character • Huge increase in population density in the commercial centre • Dramatic increase in traffic along New South Head Road, that is already at capacity in peak hours • Increased demand for parking, which is currently very limited • Severe problems with basement parking excavation due to high water table • Exposure of acid sulphate soils - environmental damage • Excessive shadowing in canyon-like streetscapes • Destruction of views across Double Bay amphitheatre • Inadequate community consultation – who said more development was needed? • Prolonged disruption to retail stores with significant loss of income • Opens the door for further developments of even more storeys.
thanks

Q7. **Please upload your document.**

not answered



Respondent No: 31

Login: MarkS

Email: [REDACTED]

Responded At: Apr 27, 2022 18:31:20 pm

Last Seen: Apr 27, 2022 08:24:46 am

IP Address: 125.209.147.77

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Mark Seymour.

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I would like to register my opposition to proposed building height increases to 6 stories. The horror being finished on the corner of Knox and New Sth Head Rd currently is a good indication of what this proposal will look like. Great only for developers and will add nothing to the liveability and character of such a unique suburb.

Q7. Please upload your document.

not answered



Respondent No: 32

Login: DeborahK

Email: [REDACTED]

Responded At: Apr 27, 2022 18:52:17 pm

Last Seen: Apr 27, 2022 08:50:45 am

IP Address: 125.209.147.77

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Debbie Krnak

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I wish to record my objection to the proposed increases in building heights to 6 stories. I believe these changes will detract from the character of the suburb and reduce light and views across the whole area. The only beneficiaries I can see will once again be developers. If we wanted to live in Zetland we would've bought there.

Q7. Please upload your document.

not answered



Respondent No: 33

Login: Victora

Email: [REDACTED]

Responded At: Apr 28, 2022 06:06:37 am

Last Seen: Apr 27, 2022 20:00:01 pm

IP Address: 58.107.147.226

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Viktoriya

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Please save our village from over-development. Please keep our building @ 2-3 storeys. Thanks

Q7. **Please upload your document.**

not answered



Respondent No: 34

Login: MuscleMedicine

Email: [REDACTED]

Responded At: Apr 28, 2022 16:12:40 pm

Last Seen: Apr 28, 2022 06:10:36 am

IP Address: 58.107.126.6

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Danni du Preez

Q4. **Which of the following best describes you?**

Double Bay business owner

Other (please specify)

Darling Point resident and frequent visitor to Double Bay

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I am writing to you with my deepest concerns about the Double Bay Plaza and closure of Knox St. I have a number of concerns as a business owner at 21-25 Knox St. 1. Parking - Parking is already at a premium on the village side of Double Bay. Today coming to the studio at 11.30am I visited 2 x parking houses and it took me over 20 mins to find a park - Parking at Woolworths is not always the solution for clients who aren't as mobile due to age or injury (we run a remedial clinic) 2. Traffic - Traffic in the village area is often banked up trying to access new South Head Road. By cutting off a major access to NSH Rd this traffic will push traffic to Cross St which is already a dangerous intersection that is overrun from many access points. The traffic lights at this intersection do not cope with the 5 accesses points and multiple cross traffic turns. - The traffic will be routed through Short St which will become congested and it also has entry and exit to one of the few parking houses on the Village side of Double Bay, causing difficulty getting into and out of this parking house, which will cause greater delays in clients being able to park and arrive at appointments 3. Ease of Visitation Both of the above points will make the Village side of Double Bay much less attractive to visit. Visitors will either bypass Double Bay or simply remain on the Woolworths side of NSH Rd, reducing the viability of businesses in the Village. This is a massive concern to us, as Double Bay is realising a resurgence of visitors. Although this is currently creating a buzz in the area, difficulty in visitation will greatly reduce the appeal of the area. 4. Disadvantage to Double Bay Village Double Bay Village will be at a disadvantage to the Kiora Lane Precinct due to the difficulty of visitation and ease of parking on the alternative side of NSH Rd. The Kiora Lane Precinct works because of the additional parking that was provided at the time of development - it won't translate to the same success in the Village without increased parking and ease of access. 5. Community Sustainability The local area is not large enough to sustain businesses on pedestrian traffic alone. Our clients drive from all over Sydney, if we were to rely only on the local community we would not be a viable business for long. 6. Lack of Solutions The problems that have been raised in the past couple of months by businesses, land owners and residents have not been addressed in anyway. Unsuitable 'workarounds' have been weakly proposed, but there has been no major concern to providing solutions to what we are outlining at the problems of the proposal. CONSIDERATION Creating a LOCALS ONLY TRAFFIC area in Knox Lane can provide a multi-benefit solution; 1. Cleaning up the unattractive service alleyway 2. Slowing down traffic that speeds through from Cross St to avoid the congestion of the 5 way junction 3. Create delivery/loading options for local businesses that are currently blocking the laneway and streets of Double Bay Village 4. Avoids the issues of pedestrians traveling between The Royal Oak & Golden Sheaf becoming a noise & loitering complaint 5. Maintains the taxi rank for residents and visitors to the food & beverage precinct of Bay St We ask with great passion, that the issues with this proposal be taken into account and addressed prior to the approval so the Village of Double Bay can continue to drive.

Q7. **Please upload your document.**

not answered



Respondent No: 35

Login: LuAnn_Ro

Email: [REDACTED]

Responded At: Apr 28, 2022 16:33:40 pm

Last Seen: Apr 28, 2022 06:29:55 am

IP Address: 58.107.114.5

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. [REDACTED]

[REDACTED]

Q3. **Your name**

Lucie Robazza

Q4. **Which of the following best describes you?**

Double Bay resident

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

I am against this over-development and increase in density plan. Double Bay is lovely because of its unique village feel and mix of different styles, low-rise buildings. Increasing the suburb's density with high-rise buildings means more traffic, destruction of the village character, disruption for residents and visitors and loss of sunlight. Please, do not destroy Double Bay. Do not go ahead with this plan. Thank you.

Q7. **Please upload your document.**

not answered



Respondent No: 36

Login: Nic K

Email: [REDACTED]

Responded At: Apr 30, 2022 09:42:48 am

Last Seen: Apr 29, 2022 23:31:14 pm

IP Address: 119.18.0.150

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Nocole
- Q4. **Which of the following best describes you?** Double Bay resident
Double Bay business owner
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

This is a beautiful harbour-side village, full of natural light. Placing constant height from buildings is going to turn this village into darkness. There is so much building projects going on and a lot of history being pulled down and destroyed. Cross street since the new building have been erected, showcases what height is doing. Making the street cold and lifeless. The opposite of what is being proposed in this draft will be achieved. with this new development proposal. Keeping the village quaint with more flora, will provide an inviting, different space for visitors, more appeal for the hotel guests to stay, shop, eat and explore. If our residence and guests want to explore high rise suburbs, Bondi Junction and Sydney CBD provides excellent examples of this a short train ride away. Please protect this much loved unique place

Q7. **Please upload your document.** not answered



Respondent No: 37

Login: JulieDP

Email: [REDACTED]

Responded At: Apr 30, 2022 11:31:01 am

Last Seen: Apr 23, 2022 05:50:29 am

IP Address: 120.150.228.110

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Pierre Della-Putta

Q4. Which of the following best describes you?

Double Bay resident

Double Bay business owner

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

i object to the raising of double bay commercial centre height limits to 6 storys as being incompatible with a "village" character. I am particularly concerned with raising height limits on Bay Street which is quite narrow and east / west orientation and any increase in height limits would have significant shadowand streetscape impacts

Q7. Please upload your document.

not answered



Respondent No: 38

Login: JulieA

Email: [REDACTED]

Responded At: Apr 30, 2022 18:38:55 pm

Last Seen: Apr 30, 2022 06:17:22 am

IP Address: 185.221.68.12

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Julie Andrews

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

The Council is to be commended for developing a comprehensive strategy that provides greater influence and control over the short, medium term development of Double Bay and maintenance of the respected charm of the Double bay village and and livability of the suburb and surrounds. Having reviewed the Document I wish to express the following comments on the Strategy and impact on Double Bay' village feel and amenity: - the ability to consolidate and increase building height is likely to stimulate rapid redevelopment. This will lead to a very homogenous, 'new' looking village, losing the current charm of Double Bay. The village risk resembling the manufactured villages and plazas of new higher density areas such as Mascot and Waterloo. - while the strategy requires retail at ground level, as current buildings are replaced with new, higher density, contemporary infrastructure many small retailers are unlikely to survive. They will be displaced during construction and smaller retail footprints will disappear, replaced with larger footprint sites, unsuitable to a small retailer/cafe and unaffordable. Double Bay will lose smaller shops/cafes and independent retailers. - a key attraction of Double Bay is the vibrant street life generated by the ability to enjoy outdoor dining. This is attractive to diners and enables cafes, restaurants and hotels to increase their capacity. This experience is possible due to the comfort provided by sunlit spaces. While the plan requires set backs from street levels and at intersections with lower height buildings, should the majority of buildings in the centre of Double Bay allow maximum height restrictions of 6 levels, this will have a significant impact on sunlight and amenity. The plan notes the need to secure solar access to public spaces but the standard of 3 hours per day (page 46) as adequate means that for the majority of trading time these sites will lack adequate sunlight to support outdoor dining. The density of the built environment will also lead to wind tunnels along the streets. - increased scale in residential apartments and removal of parking requirements for smaller units along with the pedestrianisation of of Knox Street will contribute to increased traffic density, traffic delays and inadequacy of parking.

Q7. Please upload your document.

not answered



Respondent No: 39

Login: Trishkit

Email: [REDACTED]

Responded At: May 01, 2022 08:30:11 am

Last Seen: Apr 30, 2022 22:14:59 pm

IP Address: 222.152.66.62

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Patricia Kitson
- Q4. **Which of the following best describes you?** Double Bay resident
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

Whoever drew up this plan has never lived on a daily basis in DoubleBay. To suggest building higher buildings and more apartments and providing less carparking is ludicrous . Not everyone can walk or cycle to the supermarket or library etcetera. The reason we've here is because of the village atmosphere. This has been slowly eroded over the years by greedy developers. The village is a constant work site. Has been for years. The roading system is inadequate for the number of people who are now living here. The parking is already in adequate as more apartments have been built with no parking spaces for residents so they are fighting to park along all the streets. I look at these plans and am convinced that they are drawn up by young people who have don't actually live in this village. They are well intentioned and think it will look pretty and trendy. Totally impractical and will disastrously change the way of life for the people who actually live here and the wonderful atmosphere for the people who visit. All of them of course coming on public transport or on their bikes

Q7. **Please upload your document.** not answered



Respondent No: 40

Login: Jeremy West

Email: [REDACTED]

Responded At: May 02, 2022 12:35:02 pm

Last Seen: May 02, 2022 02:01:23 am

IP Address: 101.184.34.187

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Jeremy West

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

The plan for Double Bay shows over-development and certainly looks like Council is driven by Developers rather than rate payers. Any new building approvals should have a maximum height of 4 floors including the ground floor. What is currently proposed will completely ruin the village character. The recent height increase to the building on the corner of New South Road and Knox Street is totally unacceptable and Council should hang their head in shame for allowing it. The current draft plan should be abandoned or altered to reflect what the rate payers want not what developers want.

Q7. Please upload your document.

not answered



Respondent No: 41

Login: Robdogz

Email: [REDACTED]

Responded At: May 02, 2022 15:07:33 pm

Last Seen: May 02, 2022 04:59:02 am

IP Address: 1.158.104.33

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Robert

Q4. Which of the following best describes you?

Other (please specify)

Bellevue Hill Resident across the NSH road from the recent Woolworths/Library development

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

This proposed development makes no allowance for the absence of mass transit capacity to and from the area. This is therefore only likely to increase vehicular traffic further well beyond what is already at 'carrying capacity' The ratio of mass public transit (trains/trams) in the Eastern Suburbs is already well below that of other major domestic and international suburbs and cities and yet your proposed population densities are heading even higher WITHOUT any improved public transit. The State, local and Federal planning agencies are clearly not in communication and the philosophy for growth in Woollahra is "build more, attract more people and let's see what happens". This is negligent and borderline irresponsible given that the increased traffic will run counter to the 'green agenda' - it will create more fossil fuel consumption and also worse 'heat island effects' You need to fix the absence of new train networks; new recreation centres (eg green space, tennis and squash courts and so forth) BEFORE you add to the population density and thus make the provision of those services both more expensive and more difficult to insert.

Q7. Please upload your document.

not answered



Respondent No: 43

Login: Tessabell

Email: [REDACTED]

Responded At: May 02, 2022 21:08:50 pm

Last Seen: May 02, 2022 11:02:42 am

IP Address: 220.245.156.42

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Susan Hardie

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I am against the proposal to increase heights throughout Double Bay. It will kill the village atmosphere, restrict sunlight and make it into another cold, heartless area like Bondi Junction.

Q7. Please upload your document.

not answered



Respondent No: 44

Login: Luisella0028

Email: [REDACTED]

Responded At: May 03, 2022 00:36:34 am

Last Seen: May 02, 2022 14:20:17 pm

IP Address: 86.131.2.180

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Christina Stitt

Q4. **Which of the following best describes you?**

Double Bay visitor

Other (please specify)

Shopping and socialising in Double Bay

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Overdevelopment, killing the village atmosphere.

Q7. **Please upload your document.**

not answered



Respondent No: 45

Login: MCB

Email: [REDACTED]

Responded At: May 03, 2022 09:56:44 am

Last Seen: May 02, 2022 23:53:13 pm

IP Address: 101.184.175.20

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Megan Best

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I am concerned that if 6 storey buildings are allowed, that New South Head Road will become a souless, dark corridor through Double Bay. I would prefer a limit of 4 storeys.

Q7. Please upload your document.

not answered



Respondent No: 46

Login: Qualityoflife

Email: [REDACTED]

Responded At: May 03, 2022 10:21:24 am

Last Seen: May 03, 2022 00:09:57 am

IP Address: 1.158.104.217

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Louise Robert-Smith

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I am appalled at the proposal to raise the height limit across Double Bay by 50%. I live very close, in Bellevue Hill, with plans to move to Double Bay. The attraction of Double Bay is that it is NOT Bondi Junction with it's high density high rise residential provision. There are so many reasons why this is not an appropriate strategy for Double Bay including destroying the village character, loss of sunlight and views, parking and traffic issues and excavation risks. I also feel extremely let down by our elected Liberal Council representatives who assured us they would control local development. I feel they are unable to be trusted.

Q7. Please upload your document.

not answered



Respondent No: 47

Login: AB

Email: [REDACTED]

Responded At: May 03, 2022 14:23:07 pm

Last Seen: May 03, 2022 04:06:29 am

IP Address: 143.238.174.231

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Amrit

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I live in Bellevue Hill, very close to Double Bay, which is my local shopping, recreation and amenities centre. We love the area. My wife and I are strongly opposed to the draft strategy. The draft strategy will (1) destroy the characteristic village feel of Double Bay (2) create an overbuilt and soulless environment blocking the natural light that is currently enjoyed (3) cause more traffic and parking issues and (4) bring no tangible benefit for the local community, only downside. No convincing argument has been put forward by Council for why such overbuilding is justified, just soundbites and platitudes which look like they are straight out of a developer's playbook. Simply because it can be done is not a reason to do it, there needs to be good reason for the change which just has not been established in this case. Council needs to listen to the silent majority of residents who oppose this proposed monstrosity at our doorstep.

Q7. Please upload your document.

not answered



Respondent No: 48
Login: DOTHEBASICS
Email: [REDACTED]

Responded At: May 03, 2022 14:38:39 pm
Last Seen: May 03, 2022 03:41:34 am
IP Address: 218.214.89.27

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Charles Biscoe
- Q4. **Which of the following best describes you?**
Double Bay resident
Double Bay business owner
- Q5. **How would you like to make your submission?** Type your submission here

Q6. Please type your submission here.

I wish to record my strong opposition to the Council's proposal to raise the height limit of developments in DB from 3 to 6 stories. The liveability of the area has already been compromised by Council's actions (or inactions) which have contributed to gross over-development of the area in recent years. This over-development has adversely impacted the general amenity of the area for residents and business owners. It has disrupted our lives and almost destroyed the village like atmosphere previously enjoyed. This over-development has played havoc with through traffic and greatly reduced the availability of parking in the area. In recent years, residents and business owners have been under almost continuous assault from noise and dust emanating from building sites, as well as road diversions and a massive influx of tradesmen's vehicles taking up every available parking spot and even blocking access to private properties on many occasions. Now council wants to pander to even more development by raising the height levels allowed in the area. Where is the justification for this? Surely the rights of residents should take priority over the cheap sugar hit of developers' dollars. I also wish to take issue with Council's intentions to "encourage a shift to walking and Cycling" as a means of easing traffic. This sound fine in theory but in reality it is almost certain to end in flawed schemes such as the proposed Knox St pedestrian mall and the current remaking of the once splendid Rose Bay promenade into a mixed cycle and pedestrian thoroughfare which is likely to end up suiting neither party. Why doesn't Council accept the reality that vehicular traffic will increase as populations grow, especially when that growth has stemmed from Council's active encouragement of multi-density housing and the like. You can dress it up in all the environmental buzzwords you like, but the reality is Council should have anticipated this growth and planned for it. Building a few bike lanes isn't going to solve the problem of inadequate roads and parking. On that note, why is Council going to tear down the public parking station in Cross Street without provisioning somehow for the loss of those spots. I implore Council to make consideration of residents and business owners their primary concern but I have little confidence this will eventuate. I have previously outlined my concerns about the proposed conversion of Knox Street to a pedestrian mall to each of the Councillors of the Double Bay ward in writing. I have yet to receive any acknowledgement whatsoever to these formal representations. It's time the Council fulfilled its responsibilities to its constituency rather than pandering to developers.

- Q7. **Please upload your document.** not answered



Respondent No: 49

Login: mr.adamjohndixon_1113

Email: [REDACTED]

Responded At: May 03, 2022 18:00:16 pm

Last Seen: May 03, 2022 07:55:49 am

IP Address: 60.227.50.40

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Adam Dixon
- Q4. **Which of the following best describes you?** Double Bay visitor
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

Double Bay Village has improved out of sight in the last 5 years. In my opinion, a move to allow taller buildings will be detrimental and risks undoing all of the good work that has enabled it to resume its position as the premier, Harbourside village of Sydney. Please be careful to ensure the positive momentum isn't hijacked by the profit motive of developers. Keep up the good work. Kind regards, Adam Dixon 22 Olphert Ave, Vaucluse

Q7. **Please upload your document.** not answered



Respondent No: 50

Login: Will

Email: [REDACTED]

Responded At: May 03, 2022 19:42:35 pm

Last Seen: May 03, 2022 09:38:04 am

IP Address: 101.191.83.164

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Will Hilary

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

Please do not ruin the Double Bay village through this proposed overdevelopment. Currently the low height buildings with some unique buildings give the area a distinctive appeal. What you are proposing is would destroy this and turn it into a generic and bland centre without any character.

Q7. Please upload your document.

not answered



Respondent No: 51

Login: Robbie

Email: [REDACTED]

Responded At: May 04, 2022 22:28:53 pm

Last Seen: May 04, 2022 12:11:54 pm

IP Address: 121.209.51.200

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Robbie Geyer
- Q4. **Which of the following best describes you?** Double Bay visitor
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

My wife and I are concerned about the proposed pedestrianisation of Knox Street Double Bay. It is an important through road and blocking access to cars will in our opinion have a serious negative effect on the traffic flow in Double Bay. Closing Knox Street to cars will make the already difficult Cross Street intersection with New South Head Road an even more problematic intersection. May we suggest doing the Knox Street pedestrianisation as a trial without investing any huge amounts of moneys into the construction of it so in case it does not work out Council can easily revert back to the current situation without wasting a lot of money on its construction.

Q7. **Please upload your document.** not answered



Respondent No: 52

Login: soler97

Email: [REDACTED]

Responded At: May 04, 2022 23:41:15 pm

Last Seen: May 04, 2022 13:39:54 pm

IP Address: 115.70.49.115

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Tad Boniecki

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I am concerned by the plan to increase the building heights to 6 floors In Double Bay. This will destroy the village-like atmosphere, create congestion, take away light and views, and in general debase the suburb.

Q7. Please upload your document.

not answered



Respondent No: 54

Login: Pia Larsen

Email: [REDACTED]

Responded At: May 05, 2022 20:48:38 pm

Last Seen: May 05, 2022 10:45:17 am

IP Address: 14.200.119.136

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Pia

Q4. **Which of the following best describes you?**

Other (please specify)

I spend a lot of time in Double Bay as I live in Darling Point

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

PLEASE do not create a pedestrian walk way in Knox St. My submission is PLEASE do not create a pedestrian walk way that stops cars driving down Knox Street. (1) Businesses will close as we are Australians that like to drive to pick up a meal or go to a restaurant or go to a shop (2) It will reduce the amount of business for the shops and restaurants in Knox St. (3) For the elderly it will be difficult as they can't walk very far. (4) Cars won't be able to drive down Knox St which helps people locate a business or store and won't be bothered to park far away and walk to look for the store or restaurant. (4) The street will look empty and uninviting and you will destroy businesses. Sincerely Pia Larsen 0411 508 676 31/16-18 Eastbourne Road, Darling Point, NSW, 2027

Q7. **Please upload your document.**

not answered



Respondent No: 55

Login: I live in DB

Email: [REDACTED]

Responded At: May 05, 2022 23:24:21 pm

Last Seen: May 05, 2022 13:09:31 pm

IP Address: 101.176.200.201

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Noni Lewis
- Q4. **Which of the following best describes you?** Double Bay resident
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

It is with great concern that I oppose lifting height restrictions in Double Bay Centre/Village. Currently the height restrictions are constantly being challenged (and upheld in the Land and Environment Court) and 6 story buildings are/have already been built, without planning control allowing for it. Imagine if 6 stories is planned, and then developers will be asking for 9 or 12. It doesn't stop! I live on William street and am already over shadowed by buildings on Cross Street and it seems most days there is a letter about a proposed development exceeding planning controls. I can not think of a "village" anywhere in the world that is surrounded by high rise buildings, blocking sun, sky, horizon, light, impairing growth of trees and casting long shadows. Making for cold/mould/grey/dark concrete urban spaces. What makes a village is a community atmosphere a connection between people and their environment, open green spaces and sunlight (Think French villages or English villages or even country towns, not "Greenwich village"!)

Not more high density, high rise commercial properties always built with never enough parking. The height limit will be pushed up until we all sink or we look like the Gold Coast which ever comes first. Protect our amenity, our low rise village and our ability to still, mostly, see the blue sky, grow trees and receive sunlight to brighten our shiny village. It must not become Bondi Junction, or Chatswood or other out of control developers haven. Protect Double Bay Village, and protect Rose Bay village while you are at it. We can all go to Bondi Junction if we want cold, windy, corridors and have to shop in Malls and never eat outside. Yours sincerely, Noni Lewis Resident.

Q7. **Please upload your document.** not answered



Respondent No: 56

Login: Holly2019

Email: [REDACTED]

Responded At: May 06, 2022 10:35:03 am

Last Seen: May 06, 2022 00:16:37 am

IP Address: 116.250.185.32

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Christine Hughes
- Q4. **Which of the following best describes you?** Double Bay resident
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

Double Bay is a perfect village nestled in a bowl surrounded by low hills looking out at the bay. Any high-rise buildings would completely destroy the village feeling and block all the surrounding hills from their beautiful views of the harbour. The increased traffic would increase gridlocks, there isn't any more room in this small space for more development, it would cease to be a tourist attraction and people would go elsewhere for their taste of Sydney at its very best. The Council should look to building the high-rise on the crest of the hills where it will have the views without ruining it for others. It is a very bad idea to increase the height to 6 stories, it's hard to take the proposal seriously. It would turn Double Bay into a wind tunnel apart from anything else.

Q7. **Please upload your document.** not answered



Respondent No: 57

Login: Mlcek

Email: [REDACTED]

Responded At: May 06, 2022 16:49:06 pm

Last Seen: May 04, 2022 09:12:26 am

IP Address: 60.242.172.178

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Dominic Mlcek

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I feel that a blanket increase to the height to 6 stories over the entirety of Double Bay, or at least the significant area in the proposed could detract from the 'village' feel and I am strongly against this proposal.

Q7. Please upload your document.

not answered



Respondent No: 58

Login: Maurice2

Email: [REDACTED]

Responded At: May 09, 2022 07:52:24 am

Last Seen: May 08, 2022 21:48:45 pm

IP Address: 1.158.103.177

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Maurice Linker

Q4. Which of the following best describes you?

Double Bay resident

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I oppose the draft because the excessively high buildings will result in a New York City wind tunnel dark noisy suburb

Q7. Please upload your document.

not answered



Respondent No: 59

Login: Arahni

Email: [REDACTED]

Responded At: May 11, 2022 10:17:48 am

Last Seen: May 11, 2022 00:10:53 am

IP Address: 120.154.64.65

Q1. Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?

Yes

Q2. Your email

[REDACTED]

Q3. Your name

Arahni Sont

Q4. Which of the following best describes you?

Double Bay visitor

Q5. How would you like to make your submission?

Type your submission here

Q6. Please type your submission here.

I think the height maximum should remain at 4 stories. More parking garages are needed esp if there are pedestrian malls. Or there could be a shuttle bus to Edgecliff station. Buildings should be maintained and painted so that the centre retains its charm. There should be more informal seating and green spaces to encourage a community feeling. A theatre or performance space is needed and should be encouraged by Council. There should be a community centre for teenagers and a community art space.

Q7. Please upload your document.

not answered



Respondent No: 60

Login: Tim Cooper

Email: T [REDACTED]

Responded At: May 12, 2022 12:47:48 pm

Last Seen: May 12, 2022 02:44:16 am

IP Address: 14.200.202.8

Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?**

Yes

Q2. **Your email**

[REDACTED]

Q3. **Your name**

Tim Cooper

Q4. **Which of the following best describes you?**

Double Bay visitor

Other (please specify)

Woollahra resident and regular user of Steyne Park.

Q5. **How would you like to make your submission?**

Type your submission here

Q6. **Please type your submission here.**

Please do not build an 8 cinema complex. It will be a dead duck. Please do not put parking anywhere on Steyne Park. It should be maintained as a park .

Q7. **Please upload your document.**

not answered



Respondent No: 61

Login: Reality

Email: [REDACTED]

Responded At: May 24, 2022 13:55:18 pm

Last Seen: May 24, 2022 02:53:07 am

IP Address: 60.240.232.156

- Q1. **Would you like to make a submission on the Draft Double Bay Centre Planning & Urban Design Strategy?** Yes
- Q2. **Your email** [REDACTED]
- Q3. **Your name** Judith Park
- Q4. **Which of the following best describes you?** Double Bay resident
- Q5. **How would you like to make your submission?** Type your submission here

Q6. **Please type your submission here.**

As a resident of Double Bay who lived here in 1946 - 1949 and again in 2016 - to now, I wish to object to the new height limits proposed for the future development in the suburb. Haussmann in the mid 1800's was able to design six storey buildings and WIDE boulevards for Paris. He recessed the two top floors so they were sloping back from the frontage of the four bottom storeys which means that these buildings do not present as solid six storeys! They have a charm that helps make Paris a city most people love. Unfortunately Double Bay has only New South Head Road with a six car width and suitable for a six floor building. Bay Street, Cross Street and other streets within the proposed are four car widths. No generous boulevards here. If the developers are allowed six storey heights - their designs should only be accepted if the two upper floors are recessed from the front alignment. Verandahs could be made for the occupants allowing windows to be opened for fresh air and light. I especially wish to object VERY STRONGLY to the proposed six storey building on the Edgecliff side corner of Manning Road and New South Head Road. This building will stand alone and not balance the surrounding properties which will lose light and sun from its shadow. Aren't shadow diagrams needed now for new building permits? Also the extra number of cars and people wishing to enter and leave this building will cause major disruption to the traffic on both roads. The traffic now is banking up Manning Road now waiting for the traffic lights to change. Having more traffic in this space will be a disaster with more angry drivers and honking horns. Yours faithfully, Judy Park

Q7. **Please upload your document.** not answered