



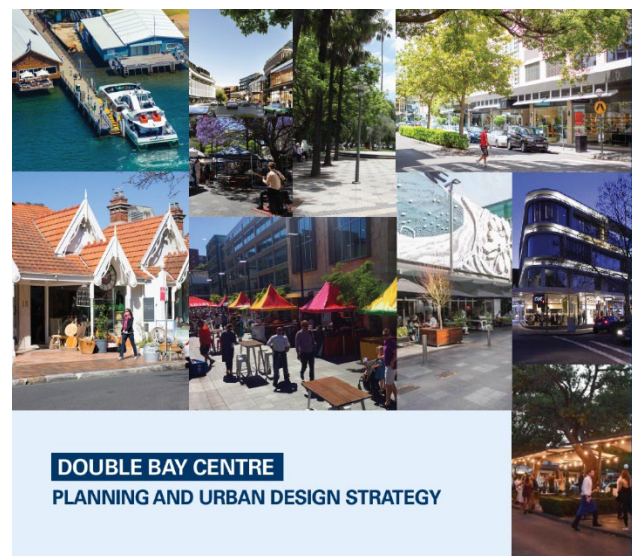
Community Consultation Summary

Cross Street Precinct Planning and Urban Design Strategy (November 2021)
Double Bay Centre Planning and Urban Design Strategy (March 2022)

Prepared for Woollahra Municipal Council, March 2023

1. Introduction

Council exhibited the Cross Street Precinct Planning and Urban Design Strategy (Cross Street Precinct Strategy) in late 2021 and the Double Bay Centre Planning and Urban Design Strategy (Double Bay Centre Strategy) in early 2022. These strategies seek to guide future development by providing a planning and urban design framework while reaffirming the Double Bay Centre area as a stylish and activated village.



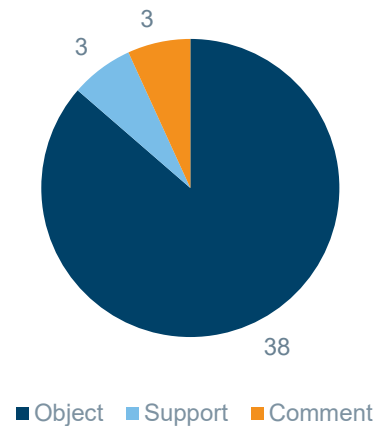
Cross Street Precinct Planning and Urban Design Strategy

The Cross Street Precinct Strategy was exhibited from 17 November to 17 December 2021 and received 44 submissions. A total of 41 submissions were received from residents and landowners within the local area and three submissions were received from community groups and resident associations, including:

- Friends of Rushcutters Bay Park
- Double Bay Residents' Association
- Vaucluse West Residents' Association

Of the 44 submissions received, 38 objected, 3 provided comments, and 3 supported the Cross Street Precinct Strategy.

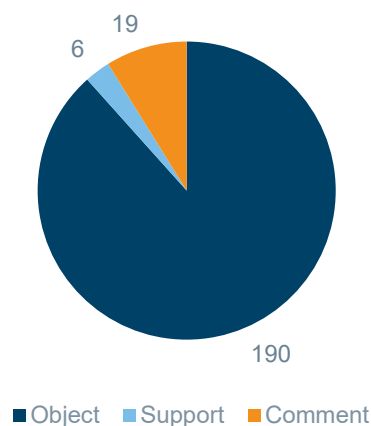
Submissions Overview: Cross Street Precinct Strategy



Double Bay Centre Planning and Urban Design Strategy

The Double Bay Centre Strategy was exhibited from 16 March to 27 May 2022 and received 215 submissions. A total of 211 submissions were received from the general public and four submissions were received from community groups and resident associations, including:

Submissions Overview: Double Bay Centre Strategy



- Double Bay Residents' Association
- Friends of Cooper Park
- Darling Point Society
- Woollahra-Double Bay Uniting Church

Of the 215 submissions received, 190 objected, 19 provided comments, and 6 supported the Double Bay Centre Strategy.

2. Submissions received – Cross Street Precinct Strategy

The key themes raised in the submissions received on the Cross Street Precinct Strategy included:

- 1. Building height
- 2. The scope of the Cross Street Precinct Strategy assessment
- 3. View impacts
- 4. Village character
- 5. Other planning and urban design considerations.

Table 1 below provides a summary of each issue raised.

Key Submissions Themes: Cross Street Precinct Strategy

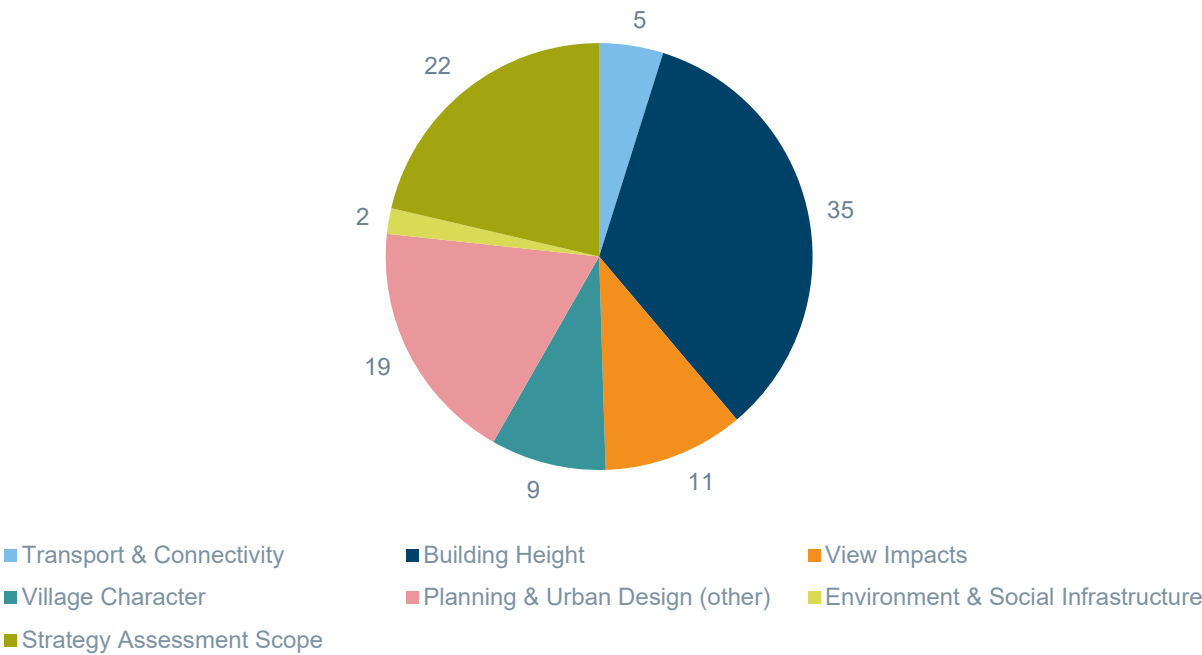


Table 1: Summary of issues raised – Cross Street Precinct Strategy

Theme	Key Issue	Summary
Planning & Urban Design	Building height	The proposed 50% increase to the maximum building height (6m) is inappropriate for the Cross Street precinct. This will result in large and bulky buildings that will overbear the street.
	Village character and overdevelopment	Taller buildings will result in the loss of the unique atmosphere and character of the village centre including Cross Street and Bay Street.
	View impacts	The redevelopment of the Double Bay Centre will result in the loss of views from existing properties with view sharing opportunities ignored.
	FSR	A lack of floor space ratio (FSR) controls does not support or give confidence for the proposed controls.
	Setbacks	The lack of setbacks on the 4 th storey will result in adverse outdoor amenity impacts to nearby properties.
	Other	The bulk and scale of the of the proposed controls will result in negative impacts to existing residents.
Scope of Assessment		The Cross Street Precinct Strategy includes properties at 28-34 and 49-53 Bay Street, which is inconsistent with the area described in the Council resolution on 26 April 2021 for the new Cross Street Strategy to be confined to the south side of Cross Street between Knox Lane and Bay Street.
Environment and Social Infrastructure		The Cross Street Precinct Strategy should incorporate guidance for the planting of street trees to ensure that they are consistent with existing trees in the area. Additional social/recreational infrastructure (eg. basketball courts within existing parks) should be considered.
Transport & Connectivity	Traffic congestion and Parking	The Cross Street Precinct Strategy does not address existing or future parking availability and will result in more traffic congestion with the removal of on street parking.
	Public transport and pedestrian network	There is no effort to support or encourage public or active transport uptake. New pedestrian crossings should be established (particularly at Bay Street on the corner of Guilfoyle and Knox Streets) to support pedestrian access.

Issues raised in public submissions

Of the 41 public submissions received regarding the Cross Street Precinct Strategy, 85% objected, 7.5% supported and 7.5% provided comments.

The most common issue raised within the public submissions was the proposed increase to the maximum building height (85%). This was followed by objections to the boundary of the study area exceeding Council's resolution for the new Cross Street Strategy on 26 April 2021 (54%), and then by the lack of FSR controls within the strategy (29%).

A breakdown of the issues raised is detailed in Table 2.

Table 2: Breakdown of issues raised within public submissions – Cross Street Precinct Strategy

Issue	Number of times raised in submissions
Transport and Connectivity	Traffic congestion and parking
	Pedestrian network and safety
Planning and Urban Design	Building height
	Village character & overdevelopment
	Views impacts

Issue	Number of times raised in submissions
FSR	12
Setbacks	5
Other	2
Scope of Assessment	22
Environment and Social Infrastructure	2
Total	103

Issues raised by community groups

Issues raised by community groups and resident associations included:

- Minimising service entrances on Cross Street will harm local businesses.
- The maximum height for new developments (6 storeys or 21.5m) is contrary to the recommendations of Council's planners and the decision of *Ricola Pty Ltd v Woollahra Municipal Council (2021) NSWLEC 1047* which refused the proposed development with a height of 21m. This is also in contrast to the decision of *Doonside Holdings Pty Ltd v Woollahra Municipal Council (2021) NSWLEC 1736* which approved a five-storey development after multiple conciliation meetings between Council and the proponent that reduced the overall height of the development from 6/7 storeys to five storeys.
- The proposed controls exceed the height (6 storeys or 21.12m) and FSR (3.45:1) of the development approved by *SJD DB2 Pty Ltd v Woollahra Municipal Council [2020] NSWLEC 1112*.
- Insufficient setbacks are proposed, particularly for the 5th and 6th storeys.
- Additional information and updates should be made to the Cross Street Precinct Strategy (eg. inclusion of photomontages for recently approved developments and making the supporting studies that informed the Strategy available online).

Submissions in support

Three submissions received were in support of the Cross Street Precinct Strategy. Two submissions were from members of the public and one submission was from a property owner.

The two submissions made by members of the public specifically supported:

- the positive economic outcomes;
- improvements to the Cross Street streetscape; and
- providing more certainty for developers.

One submission made by a property owner specifically supported:

- the increased building heights and proposed setbacks (setback of 3.5m for the 5th and 6th storeys);
- a variety of setback controls to ensure there is an appropriate transition from the eastern side of 8 Cross Street towards Knox Lane;
- the inclusion of ground and first floor retail/commercial uses; and
- public domain provisions and improvements including urban greening and street tree planting in Cross Street.

3. Submissions received – Double Bay Centre

The key themes raised in the submissions received on the Double Bay Centre Strategy included:

- 1. Transport and connectivity
- 2. Building height
- 3. Village character
- 4. Other planning and urban design considerations
- 5. Amenity impacts (eg. views, solar, wind)

Table 3 below provides a summary of each issue raised.

Key Submission Themes: Double Bay Centre Strategy

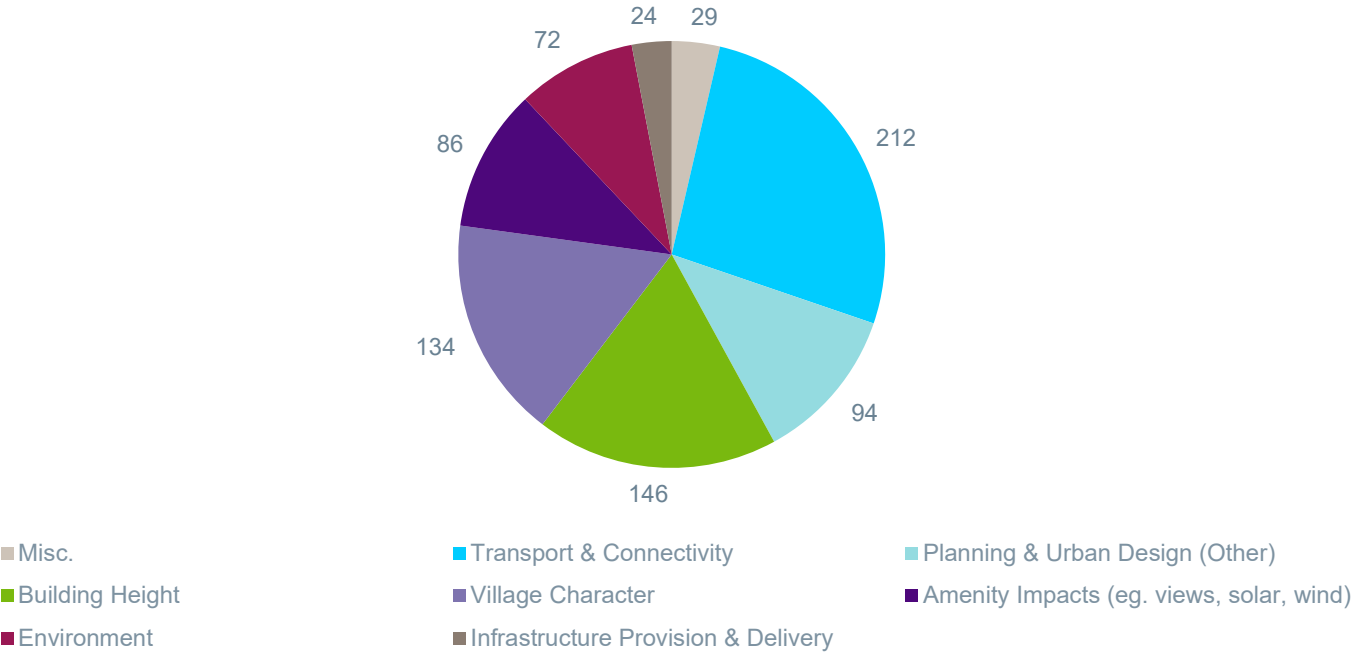


Table 3: Summary of issues raised (transport and connectivity) – Double Bay Centre Strategy

Theme	Key Issue	Summary
Transport & Connectivity	Traffic congestion	<p>The proposal to increase the number of residential dwellings will lead to an increase in residents and associated traffic impacts.</p> <p>The congestion on New South Head Road, Cross Street, William Street, Manning Road and Bellevue Road will be exacerbated with an influx of new residents.</p>
	Parking	<p>There is a lack of parking spaces (for both visitors and residents) in Double Bay. The proposed changes to the streetscape within the Strategy will result in the removal of on-street parking spaces.</p> <p>New development in Double Bay has minimal parking spaces allocated for residents and it has resulted in local residents parking on the street, making it difficult to find parking. It is not feasible to expect that new dwellings with no allocated parking spaces will limit car ownership. A lack of parking for new dwellings will result in more residents parking on the street.</p>
	Public & active transport	<p>New South Head Road is an arterial road through Double Bay and is a barrier to pedestrian connectivity and efficient public transport services. Greater connectivity between Edgecliff Station and Double Bay would increase public transport accessibility.</p> <p>Pedestrian walkways should be safe and well connected. The existing pedestrian crossings along New South Head Road and Cross Street do not provide enough time for pedestrians to cross.</p>
	Knox Street pedestrian mall	<p>The full pedestrianisation of Knox Street should be incorporated into the traffic assessment.</p> <p>Objections to the pedestrianisation of Knox Street include:</p> <ul style="list-style-type: none"> • impede traffic flow, leading to further traffic problems on adjacent streets (Cross Street and New South Head Road intersection); • encourage dangerous turning arrangements at New South Head Road; • lead to loss of Knox Street business; and • cause accessibility issues for elderly and those requiring assistance.

Table 4: Summary of issues raised (planning and urban design) – Double Bay Centre Strategy

Theme	Key Issue	Summary
Planning & Urban Design	Building height	<p>The six storey height limit of new development is not supported as it will be significantly taller than the existing buildings within Double Bay.</p> <p>Six submissions suggest that a maximum height of four storeys would be more appropriate for new development.</p>
	Village character	<p>Taller buildings will result in the loss of the unique atmosphere, charm and style of the village centre. This includes the loss of the general heritage character of the Double Bay Centre.</p> <p>More specific concerns include the loss of the Transvaal Avenue character due to surrounding development.</p>
	Amenity impacts	<p>The redevelopment of the Double Bay Centre will result in the loss of amenity including:</p> <ul style="list-style-type: none"> the loss of (harbour) views and sunlight to nearby private properties and throughout Double Bay Centre; excessive overshadowing and wind tunnelling due to the presence of taller buildings; and increased noise associated with an increasing population causing disturbance to residents.
	Proposed built form, setbacks and FSR controls	<p>The Double Bay Centre Strategy does not provide FSR controls, which are needed to inform design of future development and ensure that there will be no bulky and dominating buildings.</p> <p>Clear setback provisions are needed for all floors above ground level with significantly increased setbacks on top floors.</p>
	Other	<p>The existing retail and commercial premises will be heavily impacted by development, which may cause significant change in the type of local businesses in the Double Bay Centre.</p> <p>Support individual retail premises and pavement cafés in Double Bay. Multiple submissions have noted that the long-term vacancy of some retail and commercial spaces within the Double Bay Centre is concerning.</p> <p>The proposed strategy provides increases to the existing planning controls, however there is concern that future development will exceed these controls (eg. current approvals for 6-storey buildings in areas with 3-4 storey building height limits).</p>

Table 5: Summary of issues raised (environment) – Double Bay Centre Strategy

Theme	Key Issue	Summary
Environment	Underground excavation and high water table	The existing high water table will be impacted from future development that includes basement carparking.
	Acid sulphate soils	Acid sulphate soils in the Double Bay Centre are a concern. Scientific studies and assessments should be made as part of the strategy to ensure that there are no unrealistic expectations and harmful development proposals.
	Trees and biodiversity	The street trees and vegetation should be protected. New development will limit sunlight access to street trees and vegetation.
	Climate change and sustainability	There is a need for climate resilience and sustainability targets. The environmental impact of additional development (eg. carbon emissions, air quality from increased air conditioners) has not been assessed and does not respond to climate change.

Table 6: Summary of issues raised (infrastructure provision and delivery) – Double Bay Centre Strategy

Theme	Key Issue	Summary
Infrastructure Provision & Delivery	Provision of supporting (social) infrastructure	The infrastructure required to support the projected population growth in Double Bay (eg. roads, schools, parks) is not in place. Increasing and enhancing existing green spaces (eg. park facilities, play grounds) would be a welcome addition to the area.
	Construction impacts	Construction related impacts (eg. traffic, parking, noise and dust) have contributed to the loss of the village atmosphere. Further construction related impacts across multiple sites in the Double Bay Centre will exacerbate existing traffic and parking issues.

Table 7: Summary of miscellaneous issues raised – Double Bay Centre Strategy

Theme	Summary
Miscellaneous	<p>Consultation undertaken with the local community on the Double Bay Centre Strategy has been inadequate.</p> <p>The Strategy has been developed by those who live outside of the Double Bay and Woollahra Council area.</p> <p>It has resulted in a lack of trust as the Double Bay Centre Strategy is contrary to election commitments and previous Council decisions made in 2021.</p> <p>The recent development approval decisions by Council and the NSW Land and Environment Court were disappointing as they have all been in the favour of developers. Greater community collaboration and negotiations with local businesses and residents is required for the future of the area.</p>

Issues raised in public submissions

Of the 211 public submissions received on the Double Bay Centre Strategy, 89% objected, 3% supported and 8% provided comments.

The most common issue raised within the public submissions was to the increase in the maximum building height (71% of all submissions objected to the height increase), followed by objections

to the loss of the village character, atmosphere and charm (65%) and impacts to amenity, including view impacts, overshadowing and wind tunnels resulting from future development of the Double Bay Centre (42%).

A breakdown of the issues raised is detailed in Table 8.

Table 8: Breakdown of issues raised within public submissions – Double Bay Centre Strategy

Issue		Number of times raised in submissions
Transport and Connectivity	Traffic and congestion	79
	Parking	74
	Pedestrian network & safety	15
	Public transport	16
	Knox Street pedestrian mall	24
	Other	4
Planning and Urban Design	Building height	146
	Village character & overdevelopment	134
	Amenity impacts (solar, wind, views)	86
	Commercial and retail provision	32
	Proposed built form & design	16
	Setbacks	3
	Supporting studies/strategies	8
	Developers getting more than planning controls	14
	FSR	9
	Other	12
Environment	Water table and underground flows	34
	Excavation / acid sulphate soils	18
	Trees and biodiversity	5
	Other	15
Infrastructure provision and delivery	Provision of adequate infrastructure	6
	Construction impacts - traffic	5
	Construction impacts - other	13
Miscellaneous		29
Total		797

Issues raised by community groups

Issues raised by community groups and resident associations included:

- The need for community infrastructure development incentives (eg. bonus FSR).
- The need for an improved public realm commitment and delivery plan.
- The need for shared servicing and access agreements between developments/sites to ensure better place outcomes for Double Bay.
- Access to exhibited materials was not accessible for persons who were not familiar with the internet.

Submissions in support

A total of six submissions received were in support of the Double Bay Centre Strategy. Four of the six submissions were received from members of the public with the remaining two submissions from landowners.

The submissions specifically supported the proposed height increase noting:

- The need for change, uplift, and increased density to ensure a vibrant community that is both economically viable and set in an attractive public domain.
- The general increase to height and specified setback provisions will ensure consistency with the recently approved developments in Double Bay through the NSW LEC.

Site specific issues raised

The submissions received included feedback from landowners and stakeholders of specific sites identified in figure 1 below. The issues raised by each landowner/stakeholder relating to each site is summarised in table 9.

Figure 1: Map of site specific issues raised



Table 9: Summary of site specific submissions

Map Ref.	Site Address	Submission
1	1 Transvaal Avenue	The owner of 1 Transvaal Avenue submits that 1 Transvaal Avenue should be included and identified as a review site within the Double Bay Centre Strategy.
2	3 South Avenue	The owner of 3 South Avenue submits that 3 South Avenue should be included within the Double Bay Centre boundary.

Map Ref.	Site Address	Submission
3	19-27 Bay Street	The owner of 19-27 Bay Street submits that 19-27 Bay Street should be included and identified as an amalgamated review site given it has already been approved for additional height and FSR (refer to DA 535/2021).
4	21-25 Knox Street	<p>The owner of 21-25 Knox Street submits that 21-25 Knox Street does not warrant a heritage listing under the <i>Woollahra Local Environmental Plan 2014</i>.</p> <p>The owner also submits that lot amalgamation of 21-25 Knox Street with the adjoining property at 17-19 Knox Street is not feasible as the owners' corporation has unanimously resolved that the owners did not want to sell the building nor for it to be developed.</p>
5	33 Cross Street	The owner of 33 Cross Street submits that 33 Cross Street should be included as a review site as they are currently preparing concept plans and pre-lodgement meeting documentation.
6	393-395 and 397-399 New South Head Road	<p>The owners of 393-395 and 397-399 New South Head Road submits that:</p> <ul style="list-style-type: none"> Residential development should not be prohibited as commercial demand levels remain to be seen. They are opposed to any site amalgamation that might 'split' the land holding (Ref. Figure 63 of the Double Bay Centre Strategy). A slight reduction in the setback proposed to Kiaora Lane of 4-5m (instead of the proposed 6m) should be considered. The 2m setback at ground level to Kiaora Lane appears to have limited merit as it would result in an inconsistent setback along Kiaora Lane. Multiple (strata subdivided) properties along Kiaora Lane have a 0m boundary setback.
7	422-424, 426-432 and 434-440 New South Head Road	The owners of 422-424, 426-432 and 434-440 New South Head Road submits that 422-424, 426-432 and 434-440 New South Head Road should be identified for amalgamation and four-storey street walls be applied to the site.
	422-424 New South Head Road	The owner of 422-424 New South Head Road submits that 422-424 New South Head Road should not be classified as a developed sites and be included as a review sites.
	426-432 New South Head Road	The owner of 426-432 New South Head Road submits that 426-440 New South Head Road should not be classified as transition sites.
8	423-431 New South Head Road	The operator of 423-431 New South Head Road submits that their site at 423-431 New South Head Road incorrectly comprises a public through-site link. This should be removed as it is understood to be a mapping anomaly.