

Environmental Planning Committee



Agenda

Monday 7 May 2018
Session One – 6.00pm
Items D1 & R1

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee Members and/or Staff to present apologies and/or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (e.g. applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allocated four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council ("R" Items):

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Broad strategic planning matters including those initiated at State and Federal Government level.
- Urban design studies.
- Planning proposals and local environment plans.
- Development control plans and guidelines.
- Development contribution plans.
- Heritage conservation studies, assessments and controls.
- Commercial centres' studies.
- Residential studies and strategies.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Flood Management Strategies.
- Recreation Policies and Strategies.
- Sustainability Policies and Strategies.
- Transport Strategies.
- Tree Policies and Strategies.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters requiring supplementary votes to Budget.
- Matters not within the specified functions of the Committee.
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.

Delegated Authority to be determined at Committee level ("D" Items):

- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolutions).
- Confirmation of the Minutes of its Meetings.
- Statutory reviews of Council's Delivery Program and Operational Plan.
- Any other matter falling within the responsibility of the Environmental Planning Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.

Environmental Planning Committee Membership: 7 Councillors

Quorum: The quorum for Committee meeting is 4 Councillors

Woollahra Municipal Council

Notice of Meeting

2 May 2018

To: His Worship the Mayor, Councillor Peter Cavanagh, ex-officio
Councillors Mary-Lou Jarvis (Chair)
Nick Maxwell (Deputy Chair)
Claudia Cullen
Luise Elsing
Matthew Roberston
Mark Silcocks
Toni Zeltzer

Dear Councillors

Environmental Planning Committee – 7 May 2018

In accordance with the provisions of the Local Government Act 1993, I request your attendance at Council's **Environmental Planning Committee** meeting to be held in the **Thornton Room (Committee Room)**, 536 New South Head Road, Double Bay, on **Monday 7 May 2018 at 6.00pm.**

Gary James
General Manager

Meeting Agenda

Item	Subject	Page
1.	Leave of Absence and Apologies	
2.	Late Correspondence	
3.	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 9 April 2017 - 18/56423	7
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Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Public Exhibition of the Planning Proposal for Ian Street and Wilberforce Avenue Car Parks in the Rose Bay Centre - 17/125784	9
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Item No: D1 Delegated to Committee
Subject: **CONFIRMATION OF MINUTES OF MEETING HELD ON 9 APRIL 2017**
Author: Sue O'Connor, Secretarial Support - Governance
File No: 18/56423
Reason for Report: The Minutes of the Environmental Planning Committee of 9 April 2018 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

THAT the Minutes of the Environmental Planning Committee Meeting of 9 April 2018 be taken as read and confirmed.

Item No: R1 Recommendation to Council
Subject: **PUBLIC EXHIBITION OF THE PLANNING PROPOSAL FOR IAN STREET AND WILBERFORCE AVENUE CAR PARKS IN THE ROSE BAY CENTRE**
Author: Anne White, Team Leader - Strategic Planning
Approvers: Chris Bluett, Manager - Strategic Planning
Allan Coker, Director - Planning & Development
File No: 17/125784
Reason for Report: To report on the public exhibition of the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre. To obtain Council's approval to proceed with the finalisation of the planning proposal.

Recommendation:

- A. That Council proceed with the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre to amend Woollahra Local Environmental Plan 2014 as exhibited, and proceed with the preparation of the draft LEP.
- B. That Council exercise its delegation authorised by the Director, Metropolitan (CBD) Planning Services, Department of Planning and Environment, on 15 September 2015, to carry out the functions of the Greater Sydney Commission under section 3.36 of the Environmental Planning and Assessment Act 1979.
- C. That the following matters raised in the submissions in relation to the indicative concept which formed part of the planning proposal be addressed in the architectural design and the statement of environmental effects which must accompany a future development application(s) for the development of the car park sites:
 - i. *Acoustic Design*
 - ii. *Carparking and Servicing*
 - iii. *Tree retention and replacement*

The design and statement of environmental effects must be informed by technical reports where relevant to the above listed matters.

1. Summary:

On 27 February 2017 Council resolved to prepare and exhibit a planning proposal (**Annexure 2**) for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre. The resolution followed a report to the Urban Planning Committee on 13 February 2017 (**Annexure 1**). The proposal was submitted to the Department of Planning and Environment, who issued a gateway determination on 4 April 2017, to proceed with its public exhibition (**Annexure 3**).

The planning proposal is to change the land use zoning, height and floor space ratio (FSR) controls in *Woollahra Local Environmental Plan 2014* (WLEP 2014) as follows:

Ian Street Car Park

- rezone the land from zone SP2 Special Purpose Infrastructure (Car Park) to zone B2 Business Zone - Local Centre,
- allow 'residential flat building' as an additional permitted use on the site
- increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
- apply an FSR of 2:1 (none currently applies).

Wilberforce Avenue Car Park

- increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys).

In summary, these changes would facilitate a four storey building on the Ian Street Car Park site and a five storey building on the Wilberforce Avenue Car Park site. A copy of the exhibited planning proposal is attached at **Annexure 4**.

The planning proposal was on public exhibition for a period of 38 days, from Wednesday 26 April to Friday 02 June 2017 (inclusive). In response to the public exhibition we received:

- 79 submissions, comprising:
 - 34 individual submissions,
 - 43 identical form letters raising objections, and
 - 2 submissions from public authorities who raised no objections
- A petition objecting to the proposal containing 338 signatures.

Having considered the matters raised in the submissions, we do not recommend amending or discontinuing the exhibited planning proposal. However, staff recommend that should a DA or DAs be prepared for the car park sites, Council endorses a list of the key matters that must be addressed in designing future buildings. These matters would then have to be addressed in the design and the statement of environmental effects which would accompany a future DA for the development of the two car park sites.

We recommend that the proposed amendments to the WLEP 2014 are appropriate for the site, and that Council should resolve to proceed with the finalisation of the planning proposal.

2. The sites

The sites are part of the Rose Bay Centre which runs east to west along New South Head Road, Rose Bay and extends into the surrounding streets of Norwich Road, Newcastle Street, Wilberforce Avenue, Dover Road and Ian Street. Located approximately 50m south east from the waters of Rose Bay, the centre is zoned B2 Local Centre in the WLEP 2014 which permits a broad range of commercial uses and residential dwellings as shop top housing.

The Ian Street Car Park is located at 16-18 Dover Road and is legally described as Lots 7 and 8 in DP 79286. Located in the eastern corner of the Centre, it adjoins residential land to its north east and south east boundaries.

The Wilberforce Avenue Car Park is located between Wilberforce Avenue and Dover Road and is legally described as Lots 8, 70 and 71 Sec A in DP4244 and Lots A and B in DP 104986. The location of the Centre and the sites are shown in Figure 1.

The Ian Street Car Park is an at-grade, rectangular parking lot with capacity for 49 standard sized vehicles in two aisles. Access and egress is via Dover Road. The site is bounded by Dover Road to the west, Ian Street to the north, Ian Lane to the east and a two-storey dwelling house to the south east. Rising from west to east by approximately four metres the site contains eight mature Camphor Laurel trees around the north-west, north-east and south-east boundaries. A Jacaranda, Casuarina, Lophostemon and African Olive tree are located to the west on the Ian Street footpath adjoining the site.

The Wilberforce Avenue Car Park is a hatchet shaped at-grade car park with capacity for 95 vehicles in three aisles. The car park has three entrances, two on Wilberforce Avenue and one on Dover Road. The car park has two exits onto Wilberforce Avenue. The access to both Wilberforce Avenue and Dover Road creates an informal pedestrian route between the two streets through the car park. The site contains five small Pyrus trees in between the parking aisles and one Tulipwood tree in the western corner.

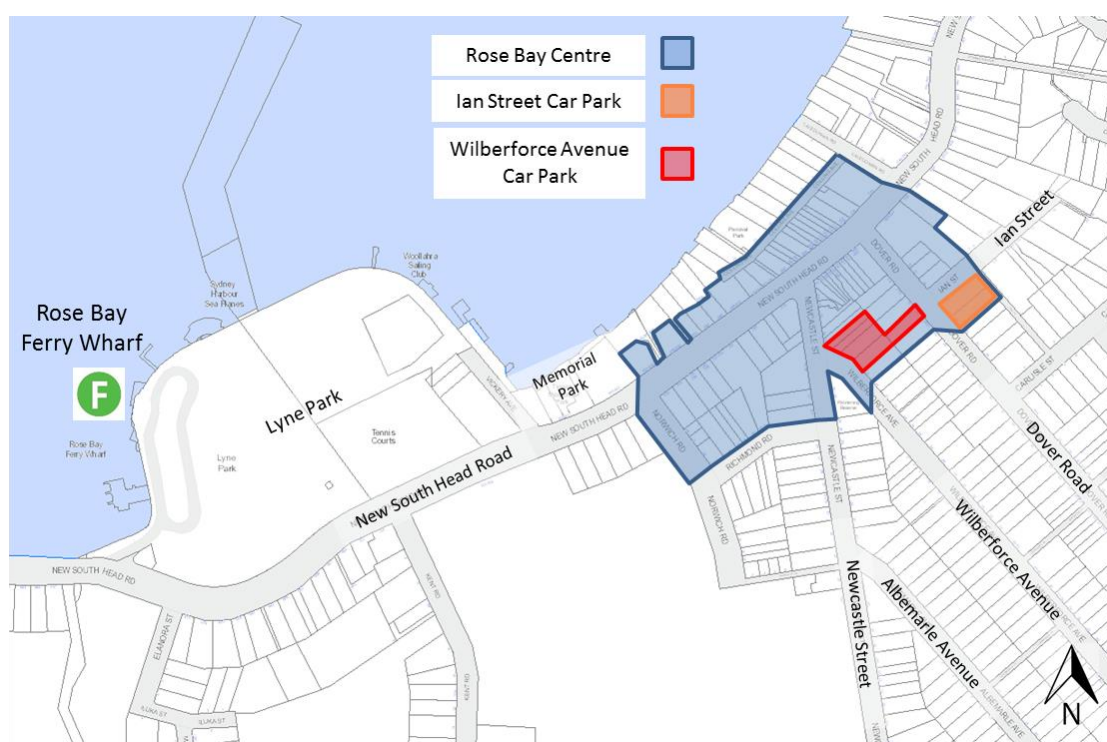


Figure 1: Local area map (refer to Figures 2 and 3 for site details)



Figure 2: Aerial



Figure 3: Cadastre Sites map

3. The planning proposal

Woollahra Council has been investigating the future of the Wilberforce Avenue and Ian Street public car parks in Rose Bay since 1999. The existing car parks are poorly laid out, visually unattractive and do not positively contribute to the image of the Rose Bay Centre. Since that time there have been a number of reports and investigations into the future of the sites.

In 2014 Council commissioned Hill PDA to review development options for the sites and consider the future use of both car park sites as a combined commercially viable package. The objective of the review was to optimise site-usage with community space, additional car parking, and activated street frontages.

The study prepared by Hill PDA demonstrated that the proposals could meet the development objectives of:

- Increasing the number of public car parking spaces;
- Incorporating a community centre
- Incorporating accessible public amenities

However, these community benefits could only be achieved by incorporating income-generating opportunities for the Council with which to deliver the development.

On 18 July 2016 the Corporate and Works Committee considered a report on the progress of the redevelopment of the sites. After considering the report, under its delegation the Corporate and Works Committee resolved:

- A. *That the progress report on the redevelopment of the Rose Bay Car Parks be noted.*
- B. *That the planning proposal to facilitate the Rose Bay car park project provide for the following:*
 - i. *Wilberforce Avenue Car Park – maximum building height of 17.2m.*
 - ii. *Ian Street Car Park – maximum building height of 14.1m, FSR of 2:1 and rezoning from SP2 Infrastructure, Car Park to B2 Local Centre.*

Consistent with this resolution, staff prepared a planning proposal which is attached at **Annexure 3**. The planning proposal provides the opportunity to enhance the Rose Bay Centre by facilitating:

- increased public car parking
- new retail and commercial space
- residential dwellings on part of the Ian Street Car Park
- public amenities
- a multi-purpose community centre.

In summary, the objectives of the planning proposal are to change the planning controls applying to the site to allow:

- Ian Street Car Park- a building up to four storeys containing a mix of commercial development, residential development and public car parking.
- Wilberforce Avenue Car Park- a building up to five storeys containing a mix of retail, community space and increased public car parking.

To facilitate these objectives, the planning proposal changes the land use zoning, height and FSR controls in WLEP 2014 as follows:

- Ian Street Car Park:
 - rezone the land from SP2 Infrastructure (Car Park) to B2 Local Centre,
 - amend Schedule 1 to include ‘residential flat building’ as an additional permitted use on the site to facilitate a mix of residential and retail uses on the ground floor,
 - increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
 - apply an FSR of 2:1.

- Wilberforce Avenue Car Park:
 - increase the maximum building height from 14.1m (4 storeys) to 17.2m (five storeys).

A summary of the relevant WLEP 2014 existing and proposed controls is provided in Table 1.

	Ian Street Site		Wilberforce Avenue Site	
	Current	Proposed	Current	Proposed
Zoning	SP2 Infrastructure (Car Park)	B2 Local Centre	B2 Local Centre	B2 Local Centre
Additional uses	Nil	Residential flat building as part of a mixed use development	Nil	Nil
Height (m)	10.5 (3 storeys)	14.1 (4 storeys)	14.1 (4 storeys)	17.2 (5 storeys)
FSR	No FSR applies	2:1	2:1	2:1

Table 1: Existing and proposed planning controls

The planning proposal was reported to a meeting of the Urban Planning Committee of 13 February 2017 and on 27 February 2017 Council resolved the following:

- A. *That the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre as contained in **Annexure 1** of the report to the Urban Planning Committee of 13 February 2017 be submitted to the Greater Sydney Commission requesting a gateway determination.*
- B. *That when requesting a gateway determination for the planning proposal, the Council seek delegation of the plan-making steps under section 59 of the Environmental Planning and Assessment Act 1979*

3.1 Strategic merit of the planning proposal

The planning proposal has strategic merit and the key reasons to amend WLEP 2014 are that:

- Council has been investigating the co-ordinated redevelopment of the two car park sites since 1999.
- The planning proposal will enable the redevelopment of the sites to deliver a new multipurpose community facility (the need for which was identified in 2011).
- The planning proposal will enable the redevelopment of the car parks to provide additional car parking.
- The Ian Street Car Park site was identified by staff for potential planning control changes as part of a previous study in 2010. Rezoning that site to B2 Local Centre would make the site consistent with, and formalise the site as part of the Centre.

- Providing opportunities for medium density residential development on the Ian Street site is consistent with well-established best planning practice of increasing development potential near transport nodes and shopping centres to promote sustainable and public transport oriented development.
- The planning proposal aligns with Council's *Community Strategic Plan, Woollahra 2025 – our community our place our plan*. In particular Goal 4 (Well-planned neighbourhoods), Goal 5 (Liveable places) and Goal 9 (Community focused economic development) as it will allow redevelopment that contributes to these goals.
- The proposal will apply an FSR of 2:1 on the Ian Street Car Park site, providing gross floor area which may be used to provide residential dwellings in accordance with the NSW Government's document the *Eastern City District Plan (March 2018)*.
- The sites are well connected as they are:
 - in a centre which is serviced by five bus routes
 - in walking distance of the Rose Bay Ferry Wharf
 - serviced by buses providing direct access to services and employment in the CBD and Double Bay and via connections to Bondi Junction
 - in walking distance of recreational facilities such as parks, tennis courts, basketball courts and Sydney Harbour.

3.2 Site-specific merit of the planning proposal

To determine the acceptability of the proposed planning controls, Council commissioned a number of studies and the following supporting documents were placed on exhibition as part of the planning proposal:

- *Rose Bay Car Parks Urban Design Study* (October 2016) which includes concepts for the sites, shadow modelling and urban design analysis (UD Study)
- *Visual Impact Assessment* (January 2017)
- *Geotechnical Assessment* (October 2016)
- *Assessment of Traffic and Parking Impact* (October 2016)

The UD Study and shadow modelling prepared by Allen Jack+Cottier demonstrate that buildings can be constructed under the proposed controls that will fit within the context of Rose Bay and that the proposed maximum building heights and FSR are suitable. The shadow modelling included in the UD Study demonstrates that solar access to nearby residential areas could be provided in accordance with Chapter D6 Rose Bay Centre of the WDCP 2015.

The Visual Impact Assessment prepared by Architectus demonstrates that buildings can be constructed under the proposed controls whilst providing view sharing from the private and public domain.

The Assessment of Traffic and Parking Implications prepared by Transport and Traffic Planning Associates concludes that the concepts prepared under the proposed controls will not have any adverse traffic impacts, will provide opportunity for improved pedestrian and cyclist amenity, and will have satisfactory circulation arrangements.

The potential environmental effects of the proposed planning control changes are discussed in detail in section 6.3 *Environmental, social and economic impact* of the planning proposal.

4. Public exhibition and community consultation

The planning proposal (including all supporting documentation) was exhibited for 38 days from 26 April to Friday 2 June 2017 (inclusive), consistent with the *Environmental Planning and Assessment Act 1979* (the Act), *Environmental Planning and Assessment Regulation 2000* (the Regulation), and the conditions set out in the gateway determination.

The exhibition took place at Woollahra Council Chambers in Double Bay, in the Customer Service area during business hours. A copy of the planning proposal was also placed on Council's website for the duration of the exhibition period. During the exhibition period the information on Council's website was visited by 478 external customers.

Details of the exhibition were notified on the *Woollahra Council Notices* page in the Wentworth Courier editions of 26 April, 3 May, 10 May, 17 May, 24 May and 31 May 2017. A quarter page advertisement containing details of the planning proposal was included in the Wentworth Courier edition of 3 May 2017 (see Figure 4).

We wrote to 866 property owners about the proposal, and notification letters were hand-delivered to the commercial premises in the Centre.

We notified the following organisations and state agencies: Roads and Maritime Services, Sydney Water, NSW Ambulance Service, NSW State Emergency Services (Woollahra/Waverley), Fire and Rescue NSW, NSW Police Force, Rose Bay Chamber of Commerce, Rose Bay Good Neighbour Group and Rose Bay Residents Association.

On 8 March 2017, and prior to the commencement of the formal public exhibition period, Council staff held a community briefing meeting. This was attended by representatives of the Rose Bay Residents Association and the Rose Bay Chamber of Commerce. On 24 May 2017 Council staff held a further briefing meeting with representatives of the Rose Bay Residents Association.

Rose Bay car parks **planning proposal** – **have your say** ●●●

Woollahra Council is proposing to change planning controls as the first step to redevelop the Ian Street and Wilberforce Avenue car parks in Rose Bay. New development will enhance the village with:

- at least 240 car parking spaces
- a community centre
- a public square and public toilets
- new commercial space and residential dwellings.



For more information on the changes to planning controls and to have your say visit www.woollahra.nsw.gov.au/yoursay

Submissions close **Friday 2 June**.



Figure 4: Quarter page advert in the Wentworth Courier edition of 3 May 2017

5. Submissions

In response to the public exhibition we received:

- 2 submissions from public authorities raising no objections
- A petition objecting to the proposal containing 338 signatures.
- 44 identical form letters raising objections
- 34 individual submissions

Submission locations

The location of 69 owners /businesses who lodged either a “form letter” or an “individual submission” and whose address is within 550m of the sites are shown below in Figure 5.

Public authority submissions:

Council received a submission from Sydney Water and Roads and Maritime Services. The public authorities raised no objections or concerns.

Petition:

Council received a petition, containing 338 signatures, which objects to the following:

- Increase in height and FSR
- Unnecessary retail, commercial and residential floor space
- Council profiteering from compulsorily resumed land
- Council risk taking with ratepayer’s money.

In addition, 147 of those who signed the petition support a car park building which is designated exclusively for parking. A copy of the petition is attached at **Annexure 7**.

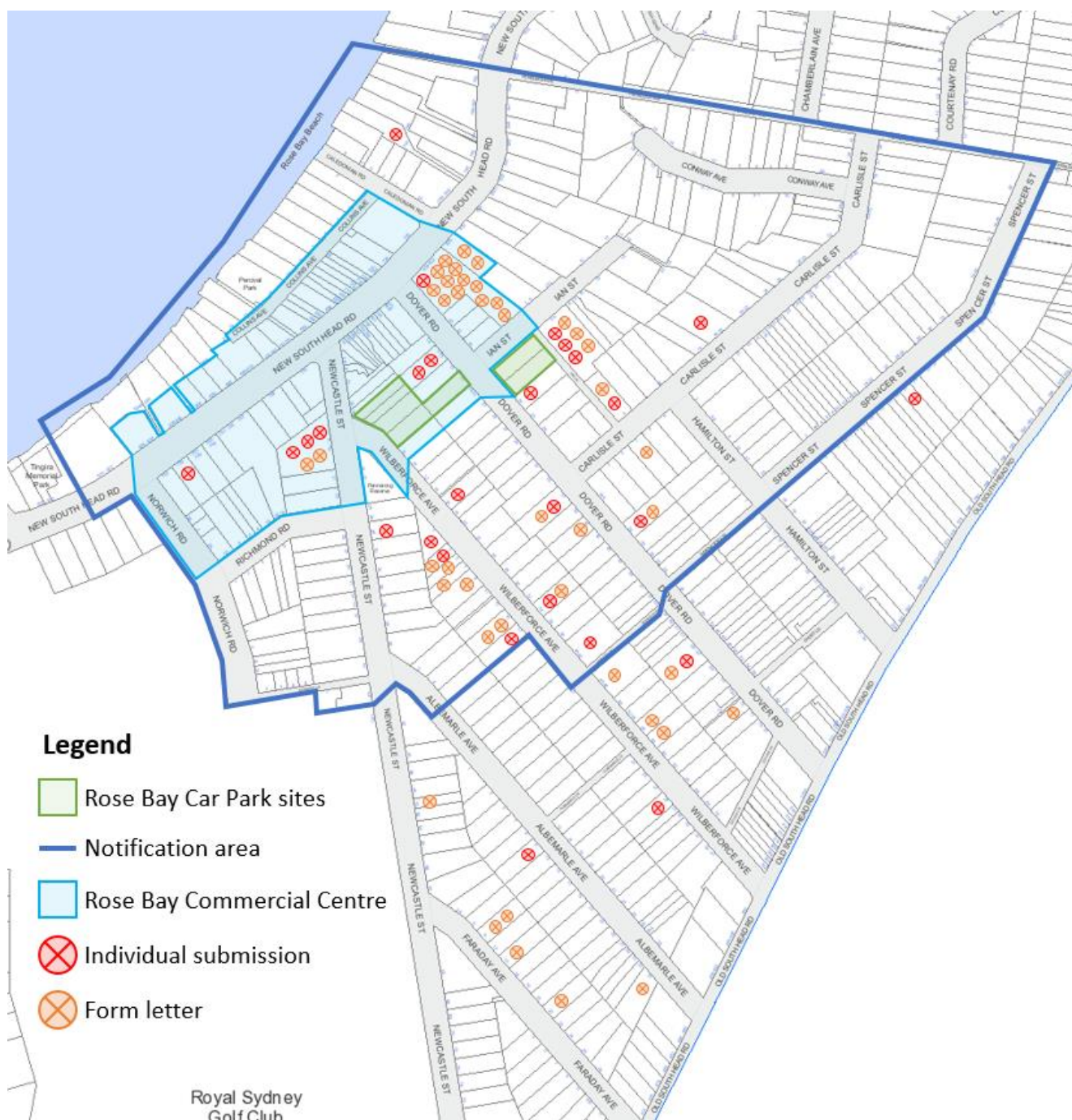


Figure 5: Submissions map

Form letters

Council received 44 identical form letters which, “in order to retain the village culture of Rose Bay Shopping Centre”, object to the:

- Increase of maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys) for the Ian Street car park site.
- Increase of maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys) for the Wilberforce car park site.

Annexure 6 contains a redacted example of the form letter.

Individual submissions

Council received 34 individual submissions. Not all of the individual submissions raised issues that are relevant to the proposed amendments to the WLEP 2014. Many of the issues raised are relevant to the controls in the *Woollahra Development Control Plan 2015* or the indicative concept plans for the two sites. **Annexure 8** contains a redacted copy of the 34 individual submissions

6. Issues raised

A summary of all the issues raised in the form letter, the petition and the individual submissions along with quotes from the submitters, including a staff response, is provided in **Annexure 9**.

6.1 Planning proposal matters

It is important to note that the assessment of the planning proposal differs from that of a future development application (DA). The indicative concept plans available during the exhibition of the planning proposal provide an indication only of the form and uses.

The assessment of this planning proposal has focused on whether the proposed amendments to the planning controls in the WLEP 2014 are an appropriate outcome for the sites. Issues related to detailed development plans for the sites are more appropriately addressed through the DA process. The staff responses identify those issues raised that will be addressed through the DA process.

However, those submissions which raised issues in relation to the proposed planning controls can be summarised as follows:

Planning issues

1. *Negative impacts on the village character of Rose Bay (comments relating to bulk and scale)*
2. *Proposed controls on the Wilberforce Avenue site*
3. *Proposed controls on the Ian Street site*
4. *Potential view impacts (see response in **Annexure 10**)*
5. *Ian Street: Replace height control in metres with Australia Height Datum*

Governance and procedural issues

6. *Inappropriate land management*
7. *Independent assessment is required*
8. *Exhibition material*

Further details on these issues, including quotes from the submitters and our planning responses to the submission are provided in **Annexure 9 – Part 1**.

6.2 Other matters

The remaining issues which are categorised below, are not directly relevant to the consideration of the planning proposal, but provide Council with a sound understanding of the type of concerns the community is likely to have in regards to the future redevelopment of the Rose Bay Car parks sites.

These matters can be summarised into the following two categories:

- The indicative concept plans which were placed on exhibition with the planning proposal to provide an indication of the form of development proposed for each of the sites, or
- The ongoing management, operation, servicing and future land uses on the sites.

Further details on these issues, including quotes from the submitters and our responses to the submission are provided in **Annexure 9 – Part 2**. Those remaining issues can be summarised as follows:

Traffic, transport and parking matters

9. *Traffic*
10. *Parking*
11. *Cycling and Walking*
12. *Future car park operation (including impacts on the surrounding network)*
13. *Issues relating to construction (including parking availability)*

Site specific impacts

14. *Impacts to 7-13 Dover Road from proposed bulk/scale on Wilberforce Avenue*
15. *Impacts to 20 Dover Road from the bulk/scale proposed on Ian Street*
16. *Amenity impacts to 2 Ian Street*

Other matters

17. *Objections to the proposed uses on the site*
18. *Open Space, trees and public domain issues*
19. *Other issues*
20. *Support for the proposal*

7. Response to Issues

This section of the report provides a response to the following five key matters raised in submissions:

- Amended Traffic and Transport study
- Building envelope – Wilberforce Avenue site
- Tree retention and replacement – Ian Street site
- View impact assessment
- Proposed land uses

7.1 Amended traffic and transport study

In response to the issues raised regarding traffic and transport, the *Assessment of Traffic and Parking Implications* was amended to clarify:

- the generation rates adopted
- the projected changes and distribution of generated traffic movements on the road system
- traffic modelling of the New South Head Road intersections for existing and future showing that the Levels of Service A-B will be maintained.

A copy of the amended assessment is at **Annexure 5**.

Notwithstanding these points of clarification, the assessment conclusion was maintained that the envisaged development will not have any adverse traffic implications.

Accordingly, the *Land Use Division of Roads and Maritime Services* raised no objections to the Planning Proposal in their submission dated 7 June 2017. Specifically, their submission states the following:

*Roads and Maritime raises no objection to the Planning Proposal with traffic generation associated with the redevelopment of Council's car parks resulting in minor traffic impacts to the New South Head Road/Newcastle Street and New South Head Road/Dover Road signalised intersection.
[CID 74]*

7.2 Building envelope – Wilberforce Avenue site

Submissions raised concerns with the residential amenity impacts that would arise from a development built in accordance with the indicative concept plan. Matters included lack of setbacks, noise, privacy impacts, overshadowing and fumes.

Council staff recognise that the setbacks illustrated by the indicative concept are inconsistent with the detailed building envelope controls in the WDCP 2015 (D6 Rose Bay Centre). However, the controls in the DCP envisage mixed use development, incorporating residential above ground floor commercial. The controls were not crafted to recognise a multi-storey car park development.

However, there are sufficient controls in the WLEP 2014 and the WDCP 2015 (D6 Rose Bay Centre) to address the matters raised in these submissions including matters relating to building envelopes, setbacks, building articulation, awnings, visual and acoustic privacy, solar access, natural ventilation, and parking and servicing.

In response to the issues raised and due to the nature of the land use, Council staff recommend that should a DA be lodged for a car park, the following documents are lodged to address how the proposal would minimise the amenity impacts on the adjoining buildings:

- Acoustic Report (see staff response in **Annexure 9** to item 8 (b))
- Carparking and Servicing Plan (see staff response in **Annexure 9** to item 12(b))

7.3 Tree retention and replacement – Ian Street site

Some submissions raised concerns with the potential loss of trees on the Ian Street site, and that the trees would be unlikely to survive construction.

The concept for the Ian Street Site includes a setback to assist in the retention of the mature camphor laurel trees on the north east of the site and street trees on the north west of the site which shade Ian Street and Ian Lane. Further investigations should be made in response to a site specific DA, to determine the feasibility of tree retention.

We recommend that Council requires, with the DA, an arborist report that demonstrates how these trees are to be retained during and post construction. If the trees cannot be retained, replacement trees should be incorporated into a site specific DA to improve the quality and quantity of trees along the north west and north east boundary of the site.

7.4 View impact assessment

Three submissions raised the issue that their views may be adversely effected by development permitted by the proposed planning control changes, particularly the amended height control. In response to these submissions, staff visited these properties and took photographs of their views over the car park sites. The analysis of private views was conducted in accordance with the view sharing principles set out in *Tenacity v Warringah Council (1004) NSWLEC 140* which has established a four step assessment of view sharing. The steps are as follows:

1. The assessment of the views affected
2. Consideration from what part of the property the views are obtained
3. The extent of the impact
4. The reasonableness of the proposal that is causing the impact.

The complete assessment is attached at **Annexure 10**. In summary, the extent of the impact caused by the planning proposal is considered minor.

7.5 Proposed land uses

Whilst there was some support for a building dedicated to providing public car parking only, a number of submissions raised objections to the additional mix of uses on the site including the proposed community centre, commercial, retail and residential floorspace. Whilst this is a matter for a site specific DA, it is relevant to note the following information:

Community Centre

In 2011 Council commissioned AECOM to undertake a study to provide information and recommendations regarding the provision of community facilities throughout the Woollahra LGA. AECOM determined the need for community facilities across the LGA based on existing and future population and demographic profiles, assessing existing facilities against best practice standards and benchmarking supply against established community facility standards. AECOM identified a need for a new community facility in Rose Bay of between 500m² and 750m² which would provide for a range of activities.

Commercial, retail and residential floor space

Council commissioned Hill PDA to undertake a feasibility study of the proposed development scenarios. This financial study demonstrated that the proposals could meet the development objectives of:

- a) Increasing the number of public car parking spaces across the two car parks by a minimum of 100 spaces to 244;
- b) Incorporating a community centre of 750m²
- c) Incorporating accessible public amenities

However, these community benefits could only be achieved by incorporating income-generating opportunities for the Council with which to deliver the development. Developing the sites as mixed use developments incorporating retail, commercial and residential uses is consistent with the objectives of the B2 Local Centre zone in the WLEP 2014.

7.6 Recommendation in response to submissions

Having considered all the matters raised in the submissions, we consider that none of these justify amendment to the exhibited planning proposal or its discontinuation. However, in response to the matters raised by the community to the indicative concept and the ongoing management of the land there are some key issues that must be further addressed.

Accordingly, if Council resolves to proceed with and finalise the planning proposal Council should endorse a list of the key matters that must be addressed in designing future buildings. These matters would then have to be addressed in the statement of environmental effects which would accompany a future DA for the development of the two car park sites. The key issues to be addressed are:

- i. Acoustic Design
- ii. Carparking and Servicing
- iii. Tree retention and replacement

Where relevant, the design and statement of environmental effects must be informed by technical reports.

8. Making the draft LEP under delegated authority

To streamline the plan making process, the Minister can delegate some plan making powers to Council for routine matters. In this case, Council has been provided with written authorisation to exercise the functions of the Greater Sydney Commission to make a LEP under section 3.36 of the Act.

Should Council resolve to proceed with and finalise the planning proposal, staff will request that the Parliamentary Counsel (PC) prepare a draft LEP. Once the draft LEP has been prepared, PC will issue an opinion that it can be made.

Alternatively, if Council decides not to finalise the planning proposal, it should resolve to write to the Minister requesting him or his delegate not to proceed under section 3.35(4).

9. Conclusion:

The planning proposal is to amend the land use zoning, height and FSR controls in WLEP 2014 to facilitate a four storey building on the Ian Street Car Park site and a five storey building on the Wilberforce Avenue Car Park site.

The planning proposal provides the opportunity to enhance the Rose Bay Centre by facilitating increased public car parking, new retail and commercial space, residential dwellings on part of the Ian Street Car Park, public amenities and a multi-purpose community centre.

The planning proposal was exhibited in the manner required by the Act, the Regulation and the gateway determination. Seventy nine (79) submissions including 43 form letters, 34 individual submissions and two submissions from public agencies and a petition were received in response to the exhibition. We have considered the issues raised in the submissions and find that none of these justify amendment to the exhibited planning proposal or its discontinuation.

However, there were a number of issues raised that are relevant to the concept design. Accordingly, we recommend that the key matters raised in these submissions be addressed in the architectural design and the statement of environmental effects which must accompany a future DA for the development of the car park sites. The design and the statement of environmental effects must be informed by technical reports where relevant.

In resolving to proceed with the planning proposal, Council is not indicating its acceptance of any development proposal for this site. When a DA is lodged, it will be assessed in detail and the community will be provided with another opportunity to make submissions.

We conclude that the proposed amendments to the WLEP 2014 are appropriate for the sites. We therefore recommend that Council resolve to finalise the planning proposal and prepare a draft LEP to amend the WLEP 2014 for the site in the following manner:

Ian Street Car Park

- rezone the land from Special Purpose Zone Infrastructure (Car Park) to Business Zone - Local Centre,
- allow 'residential flat building' as an additional permitted use on the site
- increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
- apply an FSR of 2:1 (none currently applies).

Wilberforce Avenue Car Park

- increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys).

We also recommend that Council exercise its delegated authority to make the LEP.

Annexures

1. Annexure 1 - Report to the Urban Planning Committee of 13 February 2017 [↓](#)
2. Annexure 2 - Council resolution of 27 February 2017 [↓](#)
3. Annexure 3 - Gateway Determination and Written Authorisation - 4 April 2017 [↓](#)
4. Annexure 4 - Planning proposal for Ian Street and Wilberforce Avenue car parks, Rose Bay (excluding attachments) [↓](#)
5. Annexure 5 - Amended Assessment of Traffic and Parking Implications [↓](#)
6. Annexure 6 - Form letter example [↓](#)
7. Annexure 7 - Petition (338 signatures) [↓](#)
8. Annexure 8 - Copies of submissions (excluding form letters) [↓](#)
9. Annexure 9 - Summary of submissions, quotes and staff response [↓](#)
10. Annexure 10 - View assessment [↓](#)

Annexure 1

Woollahra Municipal Council
Urban Planning Committee Agenda

13 February 2017

Item No: R2 Recommendation to Council
Subject: **PLANNING PROPOSAL FOR THE IAN STREET AND WILBERFORCE AVENUE CAR PARKS IN THE ROSE BAY CENTRE.**
Author: Brendan Metcalfe, Strategic Planner
Approvers: Anne White, Acting Team Leader - Strategic Planning
Chris Bluett, Manager - Strategic Planning
Allan Coker, Director - Planning & Development
File No: 17/8273
Reason for Report: To obtain Council's endorsement of a planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Commercial Centre for the purpose of submitting it to the Greater Sydney Commission for a gateway determination.

Recommendation:

- A. That the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre as contained in **Annexure 1** of the report to the Urban Planning Committee of 13 February 2017 be submitted to the Greater Sydney Commission requesting a gateway determination.
- B. That when requesting a gateway determination for the planning proposal, the Council seek delegation of the plan-making steps under section 59 of the *Environmental Planning and Assessment Act 1979*.

1. Background

Woollahra Council has been investigating the future of the Wilberforce Avenue and Ian Street public car parks (the sites) in Rose Bay since 1999. The existing car parks are poorly laid out, visually unattractive and do not positively contribute to the image of the Rose Bay Commercial Centre (the Centre).

Since that time there have been a number of reports and investigations into the future of the sites which have included:

- the *Rose Bay Centre Urban Design Study* (exhibited 1999) which recognised that the centre lacks sufficient short term parking and improvements to the layout of the Wilberforce Street parking area are required.
- the *Rose Bay Centre Development Control Plan 2000* (in force from 4 August 2000 – since repealed) which identified the preferred urban design envelopes for the sites. These building envelopes were translated into the Woollahra Development Control Plan 2015 (Woollahra DCP 2015) which came into effect on 23 May 2015 and repealed the Rose Bay Centre Development Control Plan 2000.
- the adoption of the *Woollahra Section 94 Contributions Plan 2002* which seeks to fund 100 additional parking spaces in the redevelopment of the Ian Street car park.

Woollahra Municipal Council
Urban Planning Committee Agenda

13 February 2017

More recently, in 2010 the strategic importance of the Ian Street Car Park site was reinforced when staff investigated potential locations for increased residential capacity across the Woollahra Local Government Area (Woollahra LGA). These sites were known as 'opportunity sites'. Further consideration of the proposed planning control changes for the opportunity sites was deferred in 2011.

In 2011 Council commissioned AECOM to provide information and recommendations regarding the provision of community facilities throughout the Woollahra LGA. The Woollahra Community Facilities Study (2011) found demand for a multipurpose community facility in Rose Bay of between 500m² and 750m².

In 2013 Council's Property Assets Working Party (PAWP) which comprises Councillors and staff became responsible for managing the ongoing investigations into the future use of the car parks. The PAWP minutes are reported to Council's Corporate and Works Committee.

In 2014 Council commissioned Hill PDA to review development options for the sites and consider the future use of both car park sites as a combined commercially viable package. The objective of the review was to optimise site-usage with community space, car parking, and activated street frontages. Supplementary commercial and residential uses were also considered to improve the commercial viability of these redevelopment options. In 2015 the PAWP further refined the options. On 18 April 2016 the Corporate and Works Committee considered a report on the outcomes of the PAWP work and recommendations on actions to progress the redevelopment of the Rose Bay car parks. After considering the report the Corporate and Works Committee recommended in part:

- F. That Council commences the Planning Proposal Process to rezone Ian Street and amend the height restrictions on Ian Street and Wilberforce Avenue sites.

Council adopted this recommendation on 26 April 2016.

On 18 July 2016 the Corporate and Works Committee considered a further report on the progress of the redevelopment of the sites. After considering the report, under its delegation the Corporate and Works Committee resolved:

- A. That the progress report on the redevelopment of the Rose Bay Car Parks be noted.
- B. That the planning proposal to facilitate the Rose Bay car park project provide for the following:
 - i. Wilberforce Avenue Car Park – maximum building height of 17.2m.
 - ii. Ian Street Car Park – maximum building height of 14.1m, FSR of 2:1 and rezoning from SP2 Infrastructure, Car Park to B2 Local Centre.

Consistent with this resolution, staff have prepared a planning proposal which is attached at **Annexure 1**. The planning proposal provides the opportunity to enhance the centre by facilitating:

- increased public car parking
- new retail and commercial space
- residential dwellings on part of the Ian Street Car Park
- public amenities
- a multi-purpose community centre.

During the preparation of this planning proposal the following supporting documents have been prepared and are provided as annexures to the planning proposal:

- *Rose Bay Car Parks Urban Design Study* (October 2016) which includes concepts for the sites, shadow modelling and urban design analysis
- *Visual Impact Assessment* (January 2017)
- *Geotechnical Assessment* (October 2016)
- *Assessment of Traffic and Parking Impact* (October 2016)

2. Description of the planning proposal

The planning proposal is to change the land use zoning, height and floor space ratio (FSR) controls in Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014) as follows:

- Ian Street Car Park:
 - rezone the land from SP2 Infrastructure (Car Park) to B2 Local Centre,
 - amend Schedule 1 to include ‘residential flat building’ as an additional permitted use on the site to facilitate a mix of residential and retail uses on the ground floor,
 - increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
 - apply an FSR of 2:1.
- Wilberforce Avenue Car Park:
 - increase the maximum building height from 14.1m (4 storeys) to 17.2m (five storeys).

A summary of the relevant Woollahra LEP 2014 existing and proposed controls is provided in Table 1.

	Ian Street Site		Wilberforce Avenue Site	
	Current	Proposed	Current	Proposed
Zoning	SP2 Infrastructure (Car Park)	B2 Local Centre	B2 Local Centre	B2 Local Centre
Additional uses	Nil	Residential flat building as part of a mixed use development	Nil	Nil
Height (m)	10.5 (3 storeys)	14.1 (4 storeys)	14.1 (4 storeys)	17.2 (5 storeys)
FSR	No FSR applies	2:1	2:1	2:1

Table 1: Existing and proposed planning controls

3. The sites

The sites are part of the Centre which runs east to west along New South Head Road, Rose Bay and extends into the surrounding streets of Norwich Road, Newcastle Street, Wilberforce Avenue, Dover Road and Ian Street. Located approximately 50m south east from the waters of Rose Bay, the Centre is zoned B2 Local Centre which permits a broad range of commercial uses and residential dwellings as shop top housing.

The Ian Street Car Park is located at 16-18 Dover Road and is legally described as Lots 7 and 8 in DP 976610. Located in the eastern corner of the Centre, it adjoins residential land to its north east and south east boundaries.

The Wilberforce Avenue Car Park is located between Wilberforce Avenue and Dover Road and is legally described as Lots 8, 70 and 71 Sec A in DP4244 and Lots A and B in DP 104986. The location of the Centre and the sites is shown in Figure 1.

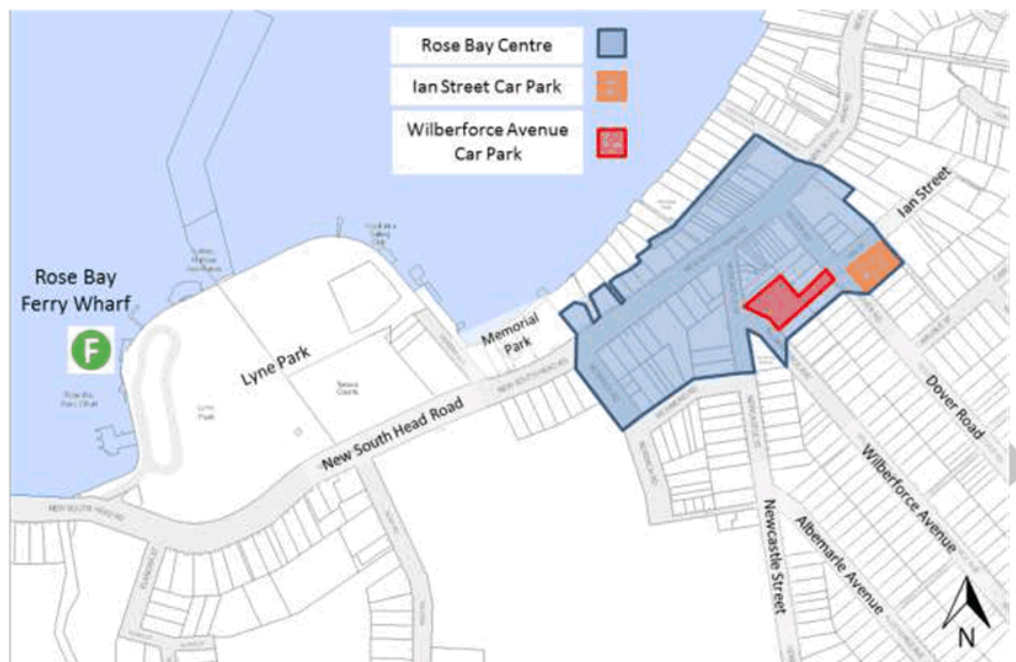


Figure 1: Local area map (refer to Figures 2 and 3 for site details)

The Ian Street Car Park is an at-grade, rectangular parking lot with capacity for 49 standard sized vehicles in two aisles. Access and egress is via Dover Road. The site is bounded by Dover Road to the west, Ian Street to the north, Ian Lane to the east and a two-storey dwelling house to the south east. Rising from west to east by approximately four metres the site contains eight mature Camphor Laurel trees around the north-west, north-east and south-east boundaries. A Jacaranda, Casuarina, Lophostemon and African Olive tree are located to the west on the Ian Street footpath adjoining the site.

The Wilberforce Avenue Car Park is a hatchet shaped at-grade car park with capacity for 95 vehicles in three aisles. The car park has three entrances, two on Wilberforce Avenue and one at Dover Road, and two exits on Wilberforce Avenue. The access to both streets creates an informal pedestrian route between the two streets through the car park. The site contains five small Pyrus trees in between the southern and middle aisles and one established Tulipwood tree in the western corner.

The characteristics of each car park are compared in Table 2.

	Ian Street	Wilberforce Avenue
Area	1,132m ²	2,360m ²
Number of parking spaces	49	95
Lot and DP numbers	Lots 7 and 8 in DP 976610	Lots 8, 70 and 71 Sec A DP4244, Lots A and B DP 104986

Table 2: Car park characteristics



Figure 2: Aerial



Figure 3: Sites map

4. Existing context

The surrounding built form varies considerably as shown in Figure 4.

Ian Street Car Park

To the north east of the Ian Street Car Park site across Ian Lane is a three/four storey residential flat building (RFB) containing four dwellings. On the opposite side of Ian Street are a four storey RFB and a one storey commercial dwelling at the corner of Dover Road. On the opposite side of Dover Road is Parisi's Food Hall which is two to three storeys, a one storey health consulting room in a dwelling house and a two storey dwelling house. Other notable nearby buildings include the Rose Bay Hotel which is three storeys and a four storey mixed use commercial and residential building which are on opposite corners of Dover Road and New South Head Road.



Figure 4: Oblique aerial of the Rose Bay Centre

Wilberforce Avenue Car Park

The Wilberforce Avenue Car Park is set between Parisi's to the south on Wilberforce Avenue and a row of two storey shops to the north on Newcastle Street. On the western side of Newcastle Street, there are two, two storey commercial buildings and a four storey mixed use building. Pannerong Reserve is to the south of the site which contains mature Camphor Laurel trees lining the footpath adjoining Wilberforce Avenue.

5. The building envelope created by the proposed changes

Council engaged Allen Jack+Cottier to prepare the Rose Bay Car Parks Urban Design Study (the UD Study). The UD Study included modelling the building envelope created by the proposed maximum building heights and development of concept buildings for each site under the proposed controls. The envelope and concept for each site are discussed below.

Ian Street Car Park site envelope

Over the Ian Street Car Park site the maximum building height is proposed to increase by 3.6m from 10.5m to 14.1m. A section comparing the two maximum building heights is provided in Figure 5.

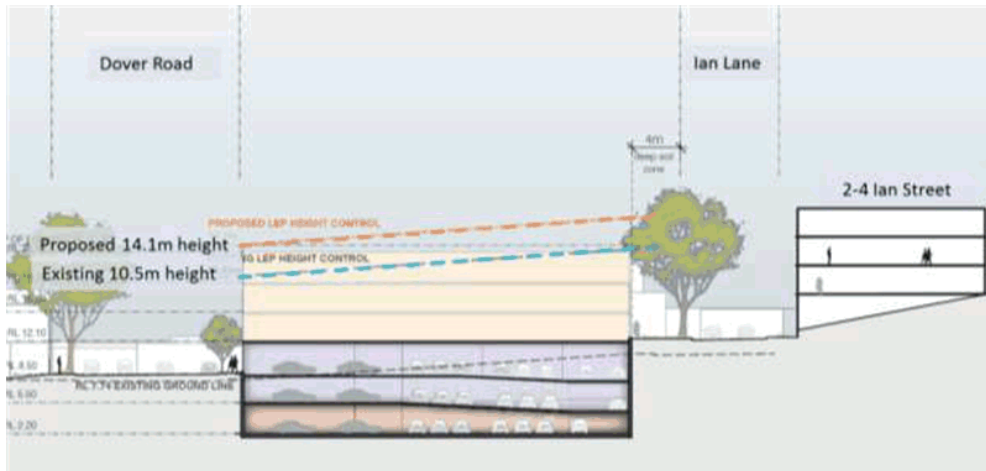


Figure 5: Section between Dover Road and Ian Lane showing the existing and proposed maximum building heights, concept for the site and surrounding existing buildings

The concept for the Ian Street Car Park site is shown in 3D in the context of existing buildings in Figure 6.

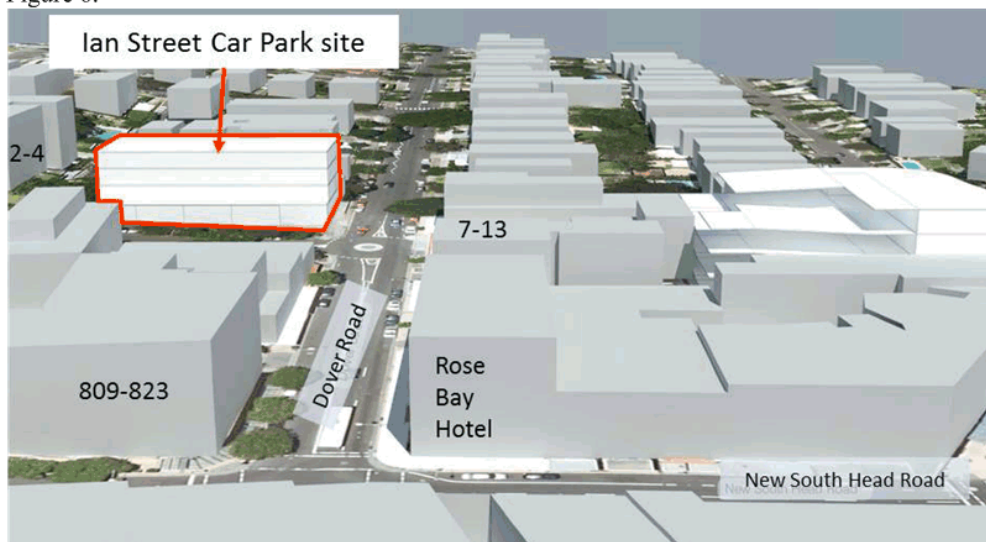


Figure 6: 3D view of the Ian Street Car Park site facing south east showing the concept for the site compared to existing buildings in the Centre

The proposed increase in building height on the Ian Street Car Park site is appropriate for its context and will maintain the village character of the Centre as it is consistent with the existing 14.1m (4 storeys) maximum building height applying to the majority of the Centre.

The building envelope will allow a building to be constructed which is of comparable scale to the apartments at 2-4 Ian Street, No.7-13 Dover Road, No.809-823 New South Head Road and the Rose Bay Hotel.

Wilberforce Avenue Car Park site envelope

Over the Wilberforce Avenue Car Park the only change is to the maximum building height. The maximum building height is proposed to be increased by 3.1m from 14.1m to 17.2m. A section comparing the two maximum building heights is provided in Figure 7.

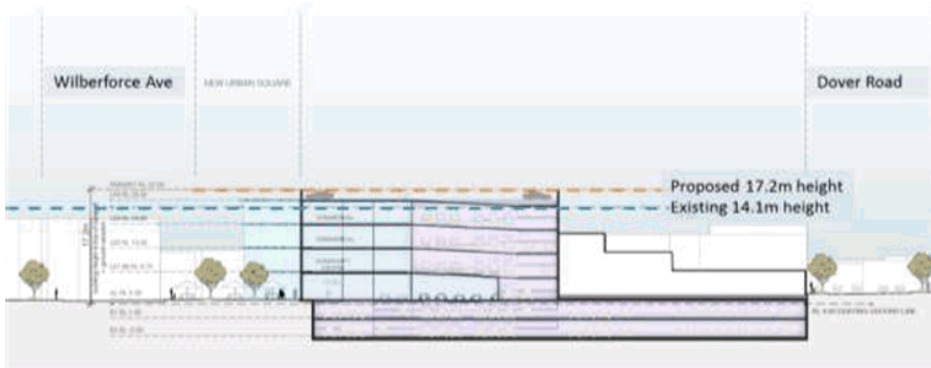


Figure 7: Section between Wilberforce Avenue and Dover Road showing the existing and proposed maximum building heights, concept for the site and surrounding existing buildings

The concept for the Wilberforce Avenue Car Park site is shown in 3D in the context of existing buildings in Figure 8



Figure 8: 3D view of 3D massing facing north showing the concept for the site compared to existing buildings in the Centre

As identified in Figures 7 and 8 above, the proposed increase in height on the Wilberforce Avenue Car Park site can accommodate a building of an acceptable scale and bulk in the site's central location in the Centre. The building envelope will allow a building to be constructed which is of comparable scale to other buildings in the centre including the apartments at 11-19 Newcastle Street and Paris's Food Hall at 19-21 Dover Road.

In planning for the Centre, additional height may be acceptable subject to the provision of public benefits. Additional height is permitted on Nos. 682-684 to 696 New South Head Road under clause 4.4C *Exceptions to height and floor space ratio (Area 4 – Rose Bay)* of Woollahra LEP 2014. Clause 4.4C permits a maximum building height of 17.2m (5 storeys) and FSR of 2.25:1 subject to the provision of a public square and other public domain improvements. By increasing the maximum building height on the Wilberforce Avenue site, the Centre will benefit from additional car parking, a new community facility and public space.

The proposed increase in building height on the Wilberforce Avenue Car Park site is appropriate for its context and consistent with the village character of Rose Bay.

6. Preparation of the planning proposal

Section 55 of the *Environmental Planning and Assessment Act 1979* (the Act) sets out what information a planning proposal is to include when submitted for a gateway determination. The Department of Planning and Environment (DPE) has prepared *A guide to preparing planning proposals* (the guide) dated August 2016 to help Council meet the requirements of the Act.

We have prepared the planning proposal in accordance with section 55 of the Act and the guide.

6.1 Objectives of the planning proposal

In summary, the objectives of the planning proposal are to change the planning controls applying to the site to allow:

- Ian Street Car Park- a building up to four storeys containing a mix of commercial development, residential development and public car parking.
- Wilberforce Avenue Car Park- a building up to five storeys containing a mix of retail, community space and increased public car parking.

6.2 Strategic merit

The planning proposal has strategic merit and the key reasons to amend Woollahra LEP 2014 are that:

- Council has been investigating the co-ordinated redevelopment of the two car park sites since 1999.
- The planning proposal will enable the redevelopment of the sites to deliver a new multipurpose community facility, the need for which was identified in 2011.
- The planning proposal will enable the redevelopment of the car parks to provide additional car parking, the need for which was identified in 1999.
- The Ian Street Car Park site was identified by staff for potential planning control changes as part of a previous study in 2010. Rezoning that site to B2 Local Centre would make the site consistent with, and formalise the site as part of the Centre.
- Providing opportunities for medium density residential development on the Ian Street site is consistent with well-established best planning practice of increasing development potential near transport nodes and shopping centres to promote sustainable and public transport oriented development.
- The planning proposal aligns with Council's *Community Strategic Plan, Woollahra 2025 – our community our place our plan*. In particular Goal 4 (Well planned neighbourhoods), Goal

5 (Liveable places) and Goal 9 (Community focused economic development) as it will allow redevelopment that contributes to these goals.

- The proposal will apply an FSR of 2:1 on the Ian Street Car Park site, providing gross floor area which may be used to provide residential dwellings in accordance with the NSW Government's documents *A Plan for Growing Sydney* (2014) and the *Draft Central District Plan* (2016).
Should additional residential dwellings be provided on the Ian Street Car Park site, it would assist Council to meet its dwelling target of an additional 300 dwellings by 2021 under the Draft Central District Plan.
- The envelopes created by the proposed maximum building height and the setbacks in Chapter D6 Rose Bay Centre of the Woollahra DCP 2015 will allow a building to be constructed on the site that can provide suitable amenity to surrounding buildings.
- The sites are well connected as they are:
 - in a centre which is serviced by five bus routes
 - in walking distance of the Rose Bay Ferry Wharf
 - serviced by buses providing direct access to services and employment in the CBD and Double Bay and via connections to Bondi Junction
 - in walking distance of recreational facilities such as parks, tennis courts, basketball courts and Sydney Harbour.

The strategic merit identified for this planning proposal is not intended to represent a view or position regarding the merits of a future development application for the site.

6.3 Site-specific merit

To determine whether the proposed planning controls are suitable for the sites, Council commissioned an urban design study, visual impact assessment and a report on traffic and parking implications. The details of these assessments are explained in full in the planning proposal attached at **Annexure 1**.

The UD Study and shadow modelling prepared by Allen Jack+Cottier (Annexure 4 of the planning proposal) demonstrate that buildings can be constructed under the proposed controls that will fit within the context of Rose Bay and that the proposed maximum building heights and FSR are suitable. The shadow modelling included in the UD Study demonstrates that solar access to nearby residential areas could be provided in accordance with Chapter D6 Rose Bay Centre of the Woollahra DCP 2015.

The View Impact Assessment prepared by Architectus (Annexure 5 of the planning proposal) demonstrates that buildings can be constructed under the proposed controls whilst providing view sharing from the private and public domain.

The Assessment of Traffic and Parking Implications prepared by Transport And Traffic Planning Associates (Annexure 7 of the planning proposal) concludes that the concepts prepared under the proposed controls will not have any adverse traffic impacts, will provide opportunity for improved pedestrian and cyclist amenity, and will have satisfactory circulation arrangements.

The potential environmental effects of the proposed planning control changes are discussed in detail in section 6.3 *Environmental, social and economic impact* of the planning proposal (**Annexure 1**) and the studies discussed above are attached in full as annexures to the planning proposal.

The site-specific merit identified for this planning proposal is not intended to represent a view or position regarding the merits of a future development application for the site.

7. Next steps

If the Urban Planning Committee supports the recommendation and it is endorsed by Council, the planning proposal will be submitted to the Greater Sydney Commission (GSC) requesting a gateway determination under section 58(2) of the Act. The GSC, or delegate, will then issue a gateway determination specifying whether the planning proposal is to proceed and, if so, in what circumstances. The gateway determination will confirm the information and consultation required before the planning proposal can be publicly exhibited.

The public exhibition will be undertaken in accordance with the requirements of the Act and the *Environmental Planning and Assessment Regulation 2000*.

The gateway determination will nominate the minimum required exhibition period. We recommend that the planning proposal is exhibited for a minimum of 28 days, should the gateway determination express a lesser period.

Public notification of the exhibition will comprise:

- a weekly notice in the local newspaper (the *Wentworth Courier*) for the duration of the exhibition period.
- a notice on Council's website.
- a letter to land owners in the vicinity of each site, which will include every landowner in the centre.
- local community groups including the Rose Bay Chamber of Commerce and the Rose Bay Residents' Association.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council:

- the planning proposal, in the form approved by the gateway determination.
- the gateway determination.
- information relied upon by the planning proposal (such as the view analysis, urban design study, geotechnical report, traffic report and relevant Council reports).

Submissions to the exhibition will be reported to the Urban Planning Committee for Council's further consideration.

Under section 59 of the Act, if a planning proposal is of local significance only, Council can seek the delegation of the plan-making steps. This planning proposal is considered to have local significance only, and we would seek the delegation of the plan-making steps. This delegation will be to the position of General Manager, and sub-delegated to the position of Director Planning and Development, provided in Council's resolution of 26 November 2012. Delegation of a planning proposal removes duplication and streamlines the plan-making process.

8. Conclusion

The redevelopment of the public car parks in the Centre has been a long-term project for Council which will be facilitated by amending the planning controls that apply to the sites. The planning proposal (**Annexure 1**) to amend the land use zoning, maximum building height and FSR has strategic merit as it is consistent with Council's Community Plan, *A Plan for Growing Sydney*, and the *draft Central District Plan*.

The planning proposal is supported by an urban design study, view impact assessment, geotechnical report and traffic report. The planning proposal has site-specific merit as it will facilitate land uses anticipated in a local centre and provides a building envelope that will allow for view sharing, solar access to nearby residential land and suitable building massing.

The planning proposal has been prepared in accordance with the Act and the DPE's *A guide to preparing planning proposals* and should be submitted to the GSC for a gateway determination to allow public exhibition and comment.

Annexures

1. Planning proposal for Ian Street and Wilberforce Avenue car parks, Rose Bay
(circulated under separate cover) ⇨

Annexure 2

Woollahra Municipal Council

Ordinary Council Meeting Minutes

Item No:	R2 Recommendation to Council
Subject:	PLANNING PROPOSAL FOR THE IAN STREET AND WILBERFORCE AVENUE CAR PARKS IN THE ROSE BAY CENTRE.
Author:	Brendan Metcalfe, Strategic Planner
Approvers:	Anne White, Acting Team Leader - Strategic Planning Chris Bluett, Manager - Strategic Planning Allan Coker, Director - Planning & Development
File No:	17/8273
Reason for Report:	To obtain Council's endorsement of a planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Commercial Centre for the purpose of submitting it to the Greater Sydney Commission for a gateway determination.

Note: Councillor Elsing was not in the Chamber for discussion, debate or voting on this Item.

**Motion moved by Councillor Robertson
Seconded by Councillor Levenston**

- A. That the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre as contained in **Annexure 1** of the report to the Urban Planning Committee of 13 February 2017 be submitted to the Greater Sydney Commission requesting a gateway determination.
- B. That when requesting a gateway determination for the planning proposal, the Council seek delegation of the plan-making steps under section 59 of the *Environmental Planning and Assessment Act 1979*.
- C. That Council notes the desirability of providing affordable housing on the site and seeks to explore all options and impacts for the provision of affordable housing in the future development of the Wilberforce Car Park site.

**Amendment moved by Councillor O'Regan
Seconded by Councillor Keulemans**

- A. That the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre as contained in **Annexure 1** of the report to the Urban Planning Committee of 13 February 2017 be submitted to the Greater Sydney Commission requesting a gateway determination.
- B. That when requesting a gateway determination for the planning proposal, the Council seek delegation of the plan-making steps under section 59 of the *Environmental Planning and Assessment Act 1979*.

**The Amendment was put and carried.
The Amendment became the Motion.
The Motion was put and carried.**

(O'Regan/Keulemans)

23/17 Resolved:

- A. That the planning proposal for the Ian Street and Wilberforce Avenue car parks in the Rose Bay Centre as contained in **Annexure 1** of the report to the Urban Planning Committee of 13 February 2017 be submitted to the Greater Sydney Commission requesting a gateway determination.
- B. That when requesting a gateway determination for the planning proposal, the Council seek delegation of the plan-making steps under section 59 of the *Environmental Planning and Assessment Act 1979*.

Note: In accordance with section 375A of the Local Government Act a Division of votes is recorded on this planning matter.

For the Motion

Against the Motion

Councillor Cavanagh
Councillor Keulemans
Councillor Levenston
Councillor O'Regan
Councillor Petrie
Councillor Robertson
Councillor Wynne

Nil

7/0



Annexure 3

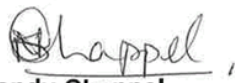
Gateway Determination

Planning proposal (Department Ref: PP_2017_WOOLL_002_00): to amend the building height controls for the Wilberforce Avenue car park site and rezone the lan Street car park site from SP2 Infrastructure (Car Park) to B2 Local Centre and amend the development controls for the site.

I, the Director, Sydney Region East at the Department of Planning and Environment, as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Woollahra Local Environmental Plan 2014 to amend the building height controls for the Wilberforce Avenue car park site and rezone the lan Street car park site from SP2 Infrastructure (Car Park) to B2 Local Centre and amend the development controls and Schedule 1 for the site should proceed subject to the following conditions:

1. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:
 - (a) the planning proposal is considered to be routine and must be made publicly available for a minimum of 28 days; and
 - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of 'A Guide to Preparing Local Environmental Plans' (Department of Planning and Environment 2016).
2. No consultation is required with public authorities under section 56(2)(d) of the Act.
3. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
4. The timeframe for completing the Local Environmental Plan is to be **9 months** from the week following the date of the Gateway determination.

Dated 4th day of April 2017.


Sandy Chappel
Director, Sydney Region East
Planning Services
Department of Planning and Environment

Delegate of the Greater Sydney Commission

PP_2107_WOOLL_002_00 (17/04237)



Written Authorisation to Exercise Delegation

Woollahra is authorised to exercise the functions of the Minister for Planning under section 59 of the *Environmental Planning and Assessment Act 1979* that are delegated to it by instrument of delegation dated 14 October 2012, in relation to the following planning proposal:

Number	Name
PP_2017_WOOLL_002_00	Planning proposal to amend the building height controls for the Wilberforce Avenue car park site and rezone the Ian Street car park site from SP2 Infrastructure (Car Park) to B2 Local Centre and amend the development controls for the site.

In exercising the Minister's functions under section 59, the Council must comply with the Department of Planning and Environment's "A guide to preparing local environmental plans" and "A guide to preparing planning proposals".

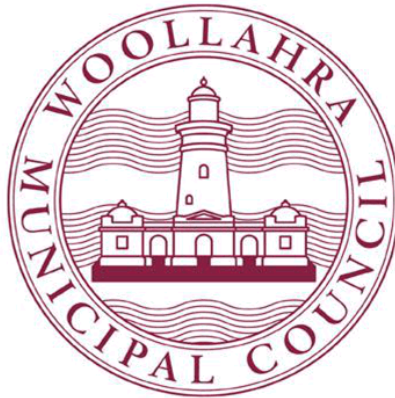
Dated 4 April 2017

A handwritten signature in black ink that reads 'Sandy Chappel'.

Sandy Chappel
Director, Sydney Region East
Planning Services

PP_2107_WOOLL_002_00 (17/04237)

Annexure 4



PLANNING PROPOSAL

Ian Street and Wilberforce Avenue Car Parks, Rose Bay

TRIM: 16/170453

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Part 1 – Introduction

1.1 Background

Woollahra Council has been investigating the future of the Wilberforce Avenue and Ian Street public car parks (the sites) in Rose Bay since 1999. The existing car parks are poorly laid out, visually unattractive and do not positively contribute to the image of the Rose Bay Commercial Centre.

Since that time there have been a number of reports and investigations into the future of the sites which have included:

- the *Rose Bay Centre Urban Design Study* (exhibited 1999) which recognised that the centre lacks sufficient short term parking and improvements to the layout of the Wilberforce Street parking area is required.
- the *Rose Bay Centre Development Control Plan 2000* (in force from 4 August 2000 – since repealed) which identified the preferred urban design envelopes for the sites. These building envelopes were translated into the *Woollahra Development Control Plan 2015* which came into effect on 23 May 2015 and repealed the *Rose Bay Centre Development Control Plan 2000*.
- the adoption of the *Woollahra Section 94 Contributions Plan 2002* which seeks to fund 100 additional spaces in the redevelopment of the Ian Street car park;

More recently, in 2010 the strategic importance of the Ian Street Car Park site was reinforced when staff investigated potential locations for increased residential capacity across the Woollahra Local Government Area (Woollahra LGA). These sites were known as 'opportunity sites'.

In 2011 Council commissioned AECOM to provide information and recommendations regarding the provision of community facilities throughout the Woollahra LGA. The Woollahra Community Facilities Study (2011) found demand for a multipurpose community facility in Rose Bay of between 500m² and 750m².

In 2013 Council's Property Assets Working Party (PAWP) which comprises Councillors and staff became responsible for managing the ongoing investigations into the future use of the car parks. The PAWP minutes are reported to Council's Corporate and Works Committee.

In 2014 Council commissioned Hill PDA to review development options for the sites and consider the future use of both car park sites as a combined commercially viable package. The objective of the review was to optimise site-usage with community space, car parking, and activated street frontages. Supplementary commercial and residential uses were also considered to improve the commercial viability of these redevelopment options. In 2015 the PAWP further refined the options.

On 18 April 2016 the Corporate and Works Committee considered a report on the outcomes of the PAWP work and recommendations on actions to progress the redevelopment of the Rose Bay car parks. After considering the report (**Annexure 1**) the Corporate and Works Committee recommended in part:

- F. That Council commences the planning proposal process to rezone Ian Street and amend the height restrictions on Ian Street and Wilberforce Avenue sites.

Council adopted this recommendation on 26 April 2016 (**Annexure 2**).

On 18 July 2016 the Corporate and Works Committee considered a further report on the progress of the redevelopment of the sites. After considering the report (**Annexure 3**) the Corporate and Works Committee resolved, under its delegations:

- A. That the progress report on the redevelopment of the Rose Bay Car Parks be noted.
- B. That the planning proposal to facilitate the Rose Bay car park project provide for the following:
 - i. Wilberforce Avenue – maximum building height of 17.2m.
 - ii. Ian Street car park – maximum building height of 14.1m, FSR of 2:1 and rezoning from SP2 Infrastructure, Car Park to B2 Local Centre.

This planning proposal results from the long term investigations into options to redevelop the sites and would provide the opportunity to enhance the centre by providing:

- increased public car parking
- new retail and commercial space
- residential dwellings on part of the Ian Street Car Park
- public amenities, and
- a multi-purpose community centre.

1.2 Description of this planning proposal

The planning proposal is to change the, land use zoning, height and floor space ratio (FSR) controls in Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014) as follows:

- Ian Street Car Park:
 - rezone the land from SP2 Infrastructure (Car Park) to B2 Local Centre,
 - amend Schedule 1 to include 'residential flat building' as an additional permitted use on the site to facilitate a residential development on the site, including on part of the ground floor,
 - increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
 - apply an FSR of 2:1 (no FSR currently applies).
- Wilberforce Avenue Car Park:
 - increase the maximum building height from 14.1m (4 storeys) to 17.2m (five storeys).

This planning proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the two documents prepared by the NSW Department of Planning and Infrastructure titled *A Guide to Preparing Planning Proposals* (August 2016) and *A Guide to Preparing Local Environmental Plans* (August 2016). To support this planning proposal the following documents have been prepared and are provided as annexures:

- Rose Bay Car Parks Urban Design Study (**Annexure 4**)
- Visual Impact Assessment (**Annexure 5**)
- Geotechnical Assessment (**Annexure 6**)
- Assessment of Traffic and Parking Impact (**Annexure 7**)

1.3 Building envelopes and concepts for the sites

Council proposes to amend the planning controls for the sites to facilitate increased public car parking, provide a new multi-purpose community space of between 500m² and 750m², create new retail space and provide residential development on the Ian Street site.

Council commissioned Allen Jack+Cottier Architects (AJ+C) to model building envelopes and produce photomontages of concept buildings that could be built under the proposed controls.

On the Ian Street site, the building envelope formed under the proposed controls can accommodate a four storey building. The concept buildings illustrate a mixed use development incorporating retail and residential uses on the ground floor with residential uses on all levels above.

On the Wilberforce Avenue site, the building envelope formed under the proposed controls can accommodate a five storey building. The concept buildings illustrate a mixed use four storey development with roof top parking. The potential mix of uses includes retail on the ground level, community and commercial uses above, and car parking behind. A new public square is illustrated at street level on the Wilberforce Avenue frontage.

Figures 1-4 illustrate the following:

- Photographs of the existing site conditions,
- Photomontages which identify the building envelopes created by the proposed controls and concept buildings that could be built within those envelopes.

The photographs and photomontages show the building in context with the Centre and surrounding residential land.



Figure 1: Existing perspective of the Ian Street Car Park (source AJ+C) taken from Dover Road facing east.



Figure 2: Photomontage of the building envelope (orange line) and concept under the proposed planning controls for the Ian Street Car Park (source AJ+C)



Figure 3: Existing perspective of the Wilberforce Avenue Car Park (source AJ+C) taken from Newcastle Street facing north



Figure 4: Photomontage of the building envelope (orange line) and concept for the Wilberforce Avenue Car Park (source AJ+C Architects)

Part 2 – Existing sites and surrounding context

2.1 The sites

The sites are part of the Rose Bay Commercial Centre (the Centre) which runs east to west along New South Head Road, Rose Bay, and extends into the surrounding streets of Norwich Road, Newcastle Street, Wilberforce Avenue, Dover Road and Ian Street. Located approximately 50m south east from the waters of Rose Bay, the Centre is zoned B2 Local Centre which permits a broad range of commercial uses and residential dwellings as shop top housing.

The Ian Street Car Park is located at 16-18 Dover Road and is legally described as Lots 7 and 8 in DP 976610. Located in the eastern corner of the Centre, it adjoins residential land to its north east and south east boundaries.

The Wilberforce Avenue Carpark is located between Wilberforce Avenue and Dover Road and is legally described as Lots 8, 70 and 71 Sec A in DP4244 and Lots A and B in DP 104986. The location of the centre and the sites is shown in Figure 5. The sites and their existing subdivision pattern is shown in Figure 7.

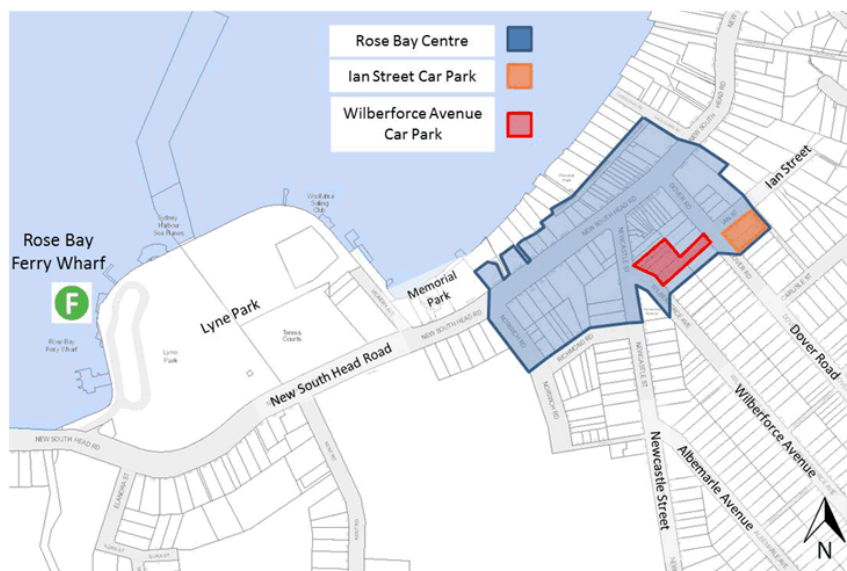


Figure 5: Local area map (refer to Figures 6 and 7 for site details)

The Ian Street Car Park is an at-grade, rectangular parking lot with capacity for 49 standard sized vehicles in two aisles. Access and egress is via Dover Road. The site is bounded by Dover Road to the west, Ian Street to the north, Ian Lane to the east and a two-storey dwelling house to the south east. Rising from west to east by approximately four metres the site contains eight mature Camphor Laurel trees around the north-west, north-east and south-east boundaries. A Jacaranda, Casuarina, Lophostemon and African Olive tree are located to the west on the Ian Street footpath adjoining the site.

The Wilberforce Avenue Car Park is a hatchet shaped at-grade car park with capacity for 95 vehicles in three aisles. The car park has three entrances, two on Wilberforce Avenue and one at Dover Road, and two exits on Wilberforce Avenue. The access to both streets creates an informal pedestrian route between through the car park. The site contains five small

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Pyrus trees in between the southern and middle aisles and one established Tulipwood tree in the western corner. An aerial photograph of the sites is at Figure 6.



Figure 6: Aerial

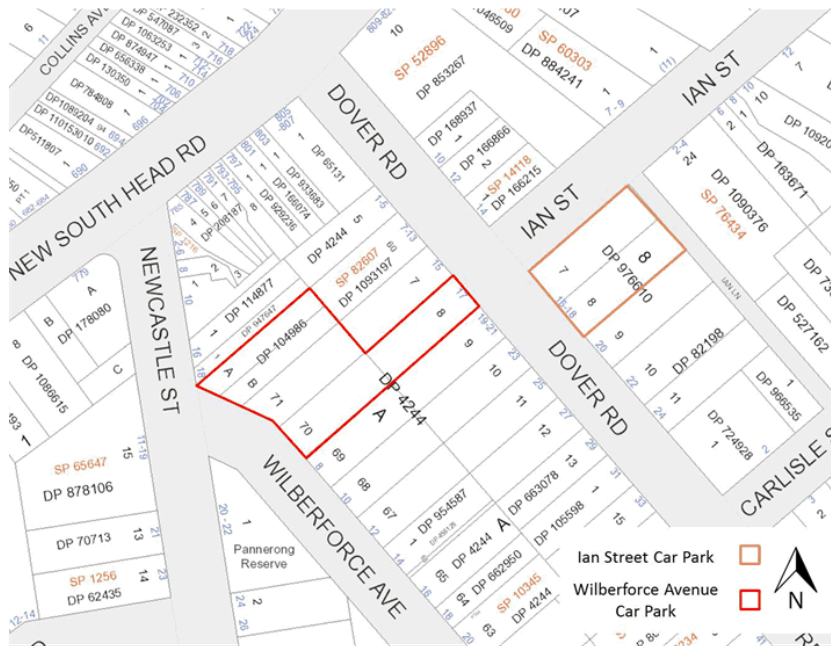


Figure 7: Sites map

The characteristics of each car park are summarised in Table 1.

	Ian Street	Wilberforce Avenue
Area	1,132m ²	2,360m ²
Number of parking spaces	49	95
Lot and DP numbers	Lots 7 and 8 in DP 976610	Lots 8, 70 and 71 Sec A DP4244, Lots A and B DP 104986

Table 1: Car park characteristics

2.2 Existing context

The surrounding built form varies considerably as shown in Figure 8.

Ian Street Car Park

To the north east of the Ian Street Car Park site across Ian Lane is a three/four storey residential flat building (RFB) containing four dwellings. On the opposite side of Ian Street is a four storey RFB and a one storey commercial dwelling at the corner of Dover Road. On the opposite side of Dover Road is Parisi's Food Hall which is two to three storeys, a one storey health consulting room in a dwelling house and a two storey dwelling house. Other notable nearby buildings include the Rose Bay Hotel which is three storeys and a mixed use commercial and residential building of four storeys which are on opposite corners of Dover Road and New South Head Road.



Figure 8: Oblique aerial of the two car parks in the Centre

Wilberforce Avenue Car Park

The Wilberforce Avenue Car Park is set between Parisi's to the south on Wilberforce Avenue and a row of two storey shops to the north on Newcastle Street. On the western side of Newcastle Street, there are two, two storey commercial buildings and a four storey mixed use building. Pannerong Reserve is to the south of the site which contains mature Camphor Laurel trees, lining the footpath adjoining Wilberforce Avenue.

2.3 Proximity to services, transport and recreation facilities

Key industries in the Centre include retail, health, accommodation and food services, and professional services¹. The Centre has two supermarkets, three banks, chemists, a broad range of restaurants and cafes and other day-to-day services that contribute to making this local centre convenient and important for residents in the area.

The Centre is well serviced by public transport with five bus routes running along New South Head Road to the CBD, being route Nos. 323, 324, 325, and L24. Connections are available from these routes at the Edgecliff Bus and Rail Interchange to district centres such as Bondi Junction.

The Rose Bay Ferry Wharf is 550m from the Centre with services to Circular Quay. The first ferry at 6:38AM and last is at 9:19PM Monday to Thursday. The last ferry on Fridays and Saturdays is 11:15PM. Ferries also run to the nearby suburbs of Double Bay and Watsons Bay.

Council has recently improved cycling routes to and nearby the Centre. A shared path to the south along Newcastle Street has recently been completed and investigations are underway to provide a 2.4km shared path to Double Bay which would connect to other cycling routes to the CBD.

The sites are in walking distance (500m) of a number of parks and recreation facilities including Lyne Park (containing tennis courts, basketball courts and sports fields), Tingira Memorial Park, Sydney Harbour, Percival Park, Pannerong Reserve and the Royal Sydney Golf Club.

The proposed planning controls would support development concepts which would support the existing commercial and retail tenancies by increasing off-street car parking, adding a community centre, public space and additional dwellings for new residents.

Providing opportunities for medium density residential development on the Ian Street site is consistent with well-established best planning practice of increasing development potential near transport nodes and shopping centres to promote sustainable and public transport oriented development. Locating new dwellings in the Centre will provide the opportunity for new residents to work in the Centre or access other jobs via public transport reducing vehicle trips.

¹ Eastern Suburbs Economic Profile (2014)

Part 3 Existing planning controls

The existing zoning, maximum building height and floor space ratio controls that apply to the sites under Woollahra LEP 2014 are set out in Table 2.

	Zone	Maximum building height (m)	Floor space ratio
Ian Street	SP2 Infrastructure (Car park)	10.5 (3 storeys)	N/A
Wilberforce Avenue	B2 Local Centre	14.1 (4 storeys)	2:1

Table 2: Existing planning controls

The B2 Local Centre zone encourages a wide range of land uses, including commercial, residential, community and tourist and visitor accommodation. In this zone, residential development above active commercial and retail ground floor uses is important in providing a mix of uses to keep the centre lively. However, the SP2 zone over the Ian Street Car Park only permits car parking.

Under the Woollahra Development Control Plan 2015, Chapter D6 Rose Bay Centre applies to the sites. The planning proposal will not alter the Woollahra Development Control Plan 2015 (the DCP) and Chapter D6 will continue to apply.

The objectives of Chapter D6 are outlined in section D6.1.3 of the DCP. The objectives include:

- O1 To retain and enhance the village atmosphere of the Rose Bay Centre.
- O5 To foster the diverse mix of uses in the Rose Bay Centre.
- O7 To improve traffic and parking management in the centre and reduce vehicle and pedestrian conflicts.

Part 4 – Objectives of planning proposal

In summary, the objectives of the planning proposal are to change the planning controls applying to the site to allow:

- Ian Street Car Park - a building up to four storeys containing a mix of commercial development, residential development and public car parking.
- Wilberforce Avenue Car Park - a building up to five storeys containing a mix of retail, community space and increased public car parking.

Part 5 – Explanation of provisions

The planning proposal is to change the, land use zoning, height and floor space ratio (FSR) controls in Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014) as follows:

- Ian Street Car Park:
 - rezone the land from SP2 Infrastructure (Car Park) to B2 Local Centre,
 - amend Schedule 1 to include 'residential flat building' as an additional permitted use on the site to facilitate a mix of residential and retail uses on the ground floor
 - increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
 - apply an FSR of 2:1 (no FSR currently applies).
- Wilberforce Avenue Car Park:
 - increase the maximum building height from 14.1m (4 storeys) to 17.2m (five storeys).

A summary of the relevant Woollahra LEP 2014 existing and proposed controls are provided in Table 3.

	Ian Street Site		Wilberforce Avenue Site	
	Current	Proposed	Current	Proposed
Zoning	SP2 Infrastructure (Car Park)	B2 Local Centre	B2 Local Centre	B2 Local Centre
Additional uses	Nil	Residential flat building as part of a mixed use development	Nil	Nil
Height (m)	10.5 (3 storeys)	14.1 (4 storeys)	14.1 (4 storeys)	17.2 (5 storeys)
FSR	-	2:1	2:1	2:1

Table 3: Existing and proposed planning controls

Part 6 – Justification

The planning proposal has strategic merit and the key reasons to amend Woollahra LEP 2014 are that:

- Council has been investigating the co-ordinated redevelopment of the two car park sites since 1999.
- The planning proposal will facilitate the redevelopment of the sites as a package to deliver a new multipurpose community facility, the need for which was identified in 2011.
- The planning proposal will enable the redevelopment of the car parks to provide additional car parking, the need for which was identified in 1999.
- The Ian Street Car Park site was identified by staff for potential planning control changes as part of a previous study in 2010. Rezoning that site to B2 Local Centre would make the site consistent with, and formalise the site as part of the Centre.
- Providing opportunities for medium density residential development on the Ian Street site is consistent with well-established best planning practice of increasing development potential near transport nodes and shopping centres to promote sustainable and public transport oriented development.
- The planning proposal aligns with Council's *Community Strategic Plan, Woollahra 2025 – our community our place our plan*. In particular Goal 4 Well planned neighbourhoods, Goal 5 Liveable places and Goal 9 Community focused economic development as it will allow redevelopment that contributes to these goals.
- The proposal will apply an FSR of 2:1 on the Ian Street Car Park site, providing gross floor area which may be used to provide residential dwellings in accordance with the NSW Government's documents *A Plan for Growing Sydney (2014)* and the *Draft Central District Plan (2016)*.
Should additional residential dwellings be provided on the Ian Street Car Park site, it would assist Council to meet its dwelling target of an additional 300 dwellings by 2021 under the *Draft Central District Plan*.
- The envelopes created by the proposed maximum building height and the setbacks in Chapter D6 Rose Bay Centre of the Woollahra Development Control Plan 2015 will allow a building to be constructed on the site that can provide suitable amenity to surrounding buildings.
- The sites are well connected as they are:
 - in the Centre which is serviced by five bus routes
 - in walking distance of the Rose Bay Ferry Wharf
 - serviced by buses providing access to services and employment in the CBD, Double Bay and via connections to Bondi Junction.
 - in walking distance of recreational facilities such as parks, tennis courts, basketball courts and Sydney Harbour

These matters are further discussed below in part 6.1 to 6.3.

6.1 – Need for planning proposal

1. Is the planning proposal a result of any strategic study or report?

Yes. As identified in 1.1 Background, above, the planning proposal is the result of a number of strategic studies and reports.

Car parking

In 1999, the Rose Bay Centre Urban Design study identified that the Centre lacks sufficient short term parking, and the Woollahra Section 94 Contributions Plan (introduced in 2002) seeks to fund 100 additional public parking spaces.

AECOM Investigation into community facilities

In 2011 Council commissioned AECOM to undertake a study to provide information and recommendations regarding the provision of community facilities throughout the Woollahra Local Government Area (Woollahra LGA).

AECOM determined the need for community facilities across the LGA based on existing and future population and demographic profiles, assessing existing facilities against best practice standards and benchmarking supply against established community facility standards.

AECOM also reviewed best practice trends and models for the provision of multi-purpose community facilities in Sydney and considered the supply of community space provided by non-Council facilities in the local area and the coverage of services provided by the community sector. AECOM identified a need for a new community facility in Rose Bay between 500m² and 750m², which would provide for a range of activities including the following:

- Two or more activity rooms;
- Meeting rooms for different sized groups;
- Appropriate space for specific youth and seniors activities;
- Workshop space for art/craft activities;
- Activity room/s opening onto a fenced play area for children's activities;
- Community office space/s and reception area;
- Amenities including chair/table storage and group equipment storage;
- Universal access with reasonable compliance with Australian Standard AS 1428;
- Adequate car parking and parking/access for community bus;
- Signage and street presence highlighting the function of the facility; and
- Internal access for those with low mobility.

Council considered and noted the Woollahra Community Facilities Study 2011 at its meeting on 28 November 2011. A resolution from this meeting was that the Assets Working Party was to consider as a priority matter funding options for the provision of a community facility in Rose Bay.

Opportunity sites – Ian Street car park

In 2010, Woollahra Council responded to the NSW Government requirements to review the planning controls to increase dwelling capacity across the Woollahra LGA. Council staff identified 24 'opportunity sites' to assist in meeting housing targets set by the NSW Government in the Sydney Metropolitan Strategy and the Draft East Subregional Strategy².

² The Sydney Metropolitan Strategy City of Cities: A Plan for Sydney's Future (2005) set targets of 20,000 additional dwellings and 12,500 new jobs for the eastern region up to 2031.

These sites were focused around existing centres, including Bellevue Hill, Edgecliff, Vaucluse, Double Bay, Rose Bay, Paddington and Woollahra. Within the Centre, the Ian Street Car Park site was identified for potential redevelopment.

The proposed opportunity site planning controls and net dwelling yield of the Ian Street Car Park site are set out in Table 4.

Site Name	Zone	FSR	Height	Net Yield
Ian Street Car Park, 16-18 Dover Road, Rose Bay	B2 Local Centre	2:1	14.7m	22 dwellings

Table 4: Proposed opportunity site planning controls

The rationale for selecting the Ian Street Car Park site was that:

- The then Department of Planning required Council to review all special use zoned land and apply a Standard Instrument zone (usually a residential and or business zone).
- Rezoning the site to B2 Local Centre would have been consistent with the nearby sites that also present to the corners of the roundabout at the intersection of Ian Street and Dover Road. The B2 zone permits a range of uses on the site including public car parking and mixed use development.
- Council would ensure that any future redevelopment of the site made provision for public car parking within the site, or transferred it to another site within the Centre.

The proposed changes to the Ian Street Car Park site have strategic merit, as the site was originally identified for review in 2010 as part of the opportunity site process to increase dwelling capacity.

The proposed zoning, height and floor space ratio controls over the Ian Street Car Park are consistent with those consulted on in Council's opportunity site process. The merit of the controls is discussed further in the site specific merit Part 6.3 – *Environmental, social and economic impact* of this planning proposal.

2. Is the planning proposal the best means of achieving the objectives, or is there a better way?

Yes. This planning proposal is the best means of achieving the objectives. A planning proposal is needed to rezone, apply a maximum FSR and amend the height on the Ian Street Car Park site to facilitate a mixed use development. The planning proposal is also required to increase the maximum building height on the Wilberforce Avenue Car Park site to facilitate a 4 storey mixed use building with roof top parking.

Floor space ratio and height controls are development standards in Woollahra LEP 2014. Changes to these standards and zoning are made through a planning proposal and a draft local environmental plan.

The Council at its meeting of 27 February 2017 has endorsed this approach. Accordingly, a planning proposal is the most appropriate way of achieving the intended outcome.

The Draft East Subregional Strategy took the Metropolitan Strategy and applied it to the Woollahra LGA. Two key elements of the Subregional Strategy were the provision of additional dwellings and increasing opportunities for new jobs. The Subregional Strategy set targets for the Woollahra LGA of 2,900 additional dwellings and 300 new jobs.

6.2 – Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional, subregional strategy or district plan or strategy (including exhibited draft plans or strategies)?

Yes. The planning proposal is consistent with the objectives of *A Plan for Growing Sydney* (2014) and the initiatives of the *Draft Central District Plan* (2016). These plans are discussed in detail in **Attachment 1**.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. The planning proposal is consistent with Woollahra 2025, which is Council's 15 year strategic plan for the LGA. Woollahra's future planning is based on the principle of sustainability. That is, meeting the needs of the present, without compromising the ability of future generations to meet their own social, economic, environmental and civic leadership needs.

Key themes of Woollahra 2025 are to:

- Enhance and revitalise the village atmosphere of our shopping areas, providing convenient and easy access to a range of shops and facilities.
- Provide quality places and spaces to meet the different needs of people living in the area and houses within easy distance of shopping areas, business precincts and local facilities.
- Maintain the diversity of our local economic base and encourage new business into the area that will enhance and positively impact on community life.

By changing the planning controls on the site the planning proposal will provide the opportunity to redevelop the two existing car parks and provide additional commercial, community space, public car parking and dwellings to support business in the Centre. These outcomes are consistent with themes of Woollahra 2025.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The planning proposal is consistent with the *Standard Instrument – Principal Local Environmental Plan* and all other applicable *State Environmental Planning Policies* (refer to **Attachment 2**).

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. The planning proposal is consistent with applicable section 117 directions (refer to **Attachment 3**).

6.3 – Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. There are no critical habitat areas, threatened species, populations or ecological communities or their habitats present on the subject land. Accordingly, the proposal will not have any impact in this regard.

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8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The potential environmental effects of the planning proposal are discussed below. Other environmental effects that might arise through the redevelopment of the sites would be identified through the development application process. Good design and conditions of consent will limit these effects.

The UD Study and shadow modelling demonstrates that buildings can be constructed under the proposed controls that will fit within the context of Rose Bay and that the proposed maximum building heights and FSR are suitable. The shadow modelling included in the UD Study demonstrated that solar access to nearby residential areas could be provided in accordance with Chapter D6 Rose Bay Centre of the Woollahra DCP 2015.

The View Impact Assessment demonstrates that buildings can be constructed under the proposed controls whilst providing view sharing from the private and public domain.

The Assessment of Traffic and Parking Implications concludes that the concepts prepared under the proposed controls will not have any adverse traffic impacts, will provide opportunity for improved pedestrian and cyclist amenity, and will have satisfactory circulation arrangements.

These matters are addressed separately below.

Urban Design Study

AJ+C investigated the opportunities that could be captured by redeveloping the Wilberforce Avenue Car Park and Ian Street Car Park under the proposed planning controls. The car parks present an opportunity for improving the vibrancy within the Centre as well as fulfilling Council's key objectives of increasing public car parking spaces and providing new community spaces and amenities. Both sites are located centrally and have the potential to be catalysts for the area. AJ+C produced the Rose Bay Car Parks Urban Design Study (the Study) which is attached at **Annexure 4**. The study developed concepts under the proposed controls for the car parks that would:

- Comply with the proposed height and FSR controls
- Significantly increase the number of public car parking spaces across the two car parks by a minimum of 100 to 244 spaces;
- Provide a new community centre of approximately 750m² GFA and accessible public amenities;
- Provide income-generating opportunities for the Council such as retail, commercial and/or residential development on the Ian Street Car Park.

The study includes shadow diagrams for both sites and a SEPP 65 Statement for the Ian Street Car Park site based on a concept that includes residential apartments as part of a mixed used development.

Wilberforce Avenue Car Park site envelope

For the Wilberforce Avenue Car Park the only change is to the maximum building height. The maximum building height is proposed to be increased by 3.1m from 14.1m to 17.2m. A section comparing the two maximum building heights is provided in Figure 9.

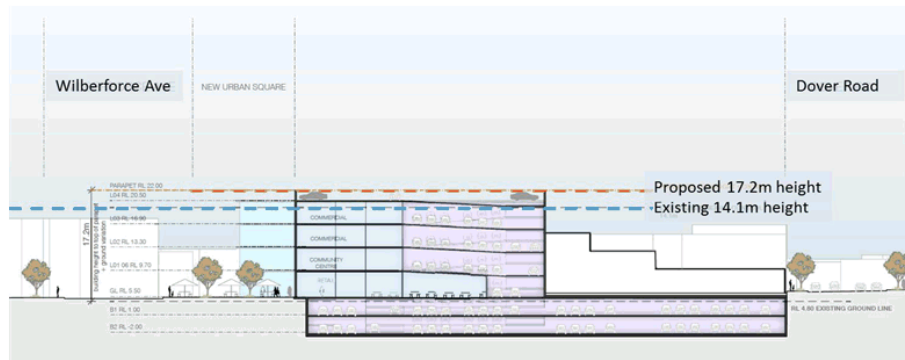


Figure 9: Section of maximum building heights between Wilberforce Avenue and Dover Road

The concept for the Wilberforce Avenue Car Park site is shown in 3D in the context of existing buildings in Figure 10.



Figure 10: 3D view of 3D massing facing north showing the concept for the site compared to existing buildings in the Centre

As identified in the figure above, the proposed increase in height on the Wilberforce Avenue Car Park site can accommodate a building of an acceptable scale and bulk in the site's central location in the Centre. The building envelope will allow a building to be constructed which is of comparable scale to other buildings in the Centre including the apartments at 11-19 Newcastle Street and Paris's Food Hall at 19-21 Dover Road.

The minor increase to 17.2m is consistent with the maximum permissible height on Nos. 682-684 to 696 New South Head Road under clause 4.4C *Exceptions to height and floor space ratio (Area 4 – Rose Bay)* of Woollahra LEP 2014. Clause 4.4C permits a maximum building height of 17.2m (5 storeys) and FSR of 2.25:1 subject to the provision of

public domain improvements. Those improvements must include the provision of a public square.

The proposed increase in building height on the Wilberforce Avenue Car Park site which facilitates one additional storey is consistent with the village character of Rose Bay.

Ian Street Car Park site envelope

Over the Ian Street Car Park site the maximum building height is proposed to increase by 3.6m from 10.5m to 14.1m. A section comparing the two maximum building heights is provided in Figure 11.

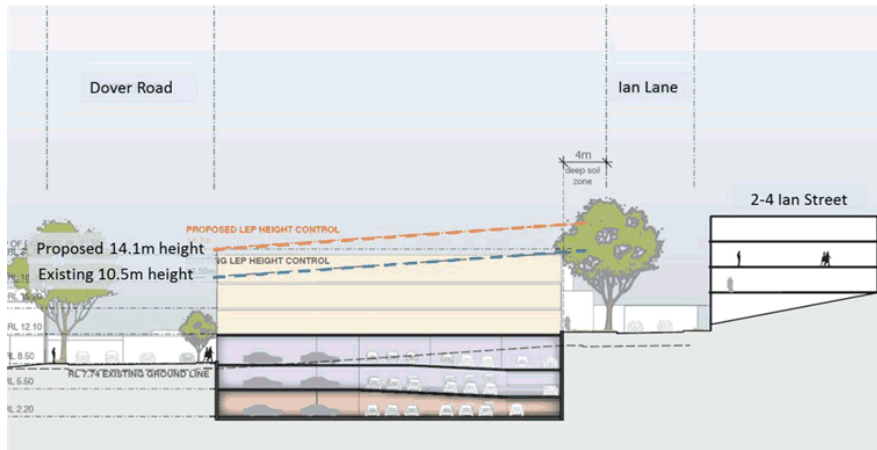


Figure 11: Section of maximum building heights between Dover Road and Ian Lane

The concept for the Ian Street Car Park site is shown in 3D in the context of existing buildings in Figure 12.

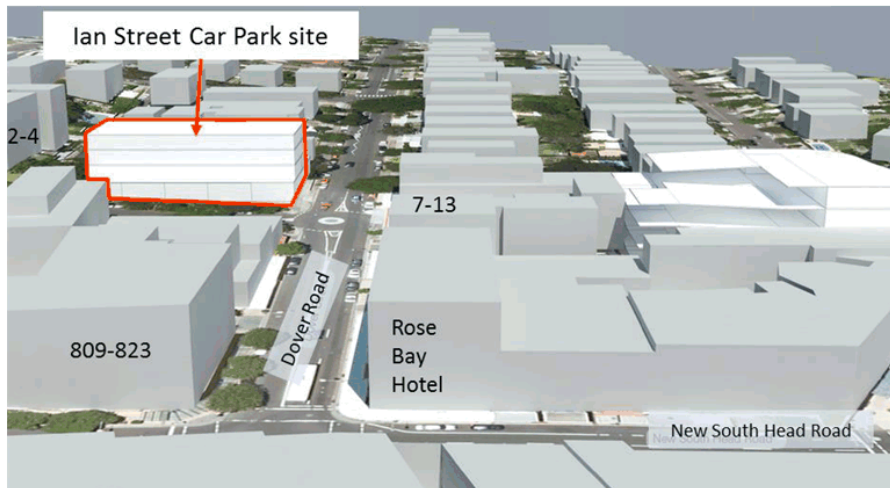


Figure 12: 3D view of the Ian Street Car Park site facing south east showing the concept for the site compared to existing buildings in the Centre

The proposed increase in building height on the Ian Street Car Park site will maintain the village character of the Centre, as it is consistent with the existing 14.1m (4 storeys) maximum building height applying to the majority of the Centre. By applying a 4m setback to Ian Lane, the mature Camphor Laurel trees can be retained.

The building envelope will allow a building to be constructed which is of comparable scale to the apartments at 2-4 Ian Street, No.7-13 Dover Road, No.809-823 New South Head Road and the Rose Bay Hotel.

Shadow assessment

AJ+C undertook shadow modelling of the concept buildings which is included in **Annexure 4** (pages 50-54).

On the Wilberforce Avenue Car Park site, at midday on 21 June the concept casts shadows on:

- the roadway between Dover Road and Wilberforce Avenue,
- Parisi's Food Hall, and
- part of Pannerong Reserve.

There is no shadowing to nearby residential properties at midday. The concept provides at least three hours of sunlight to residential properties to the south east between 9am and 3pm which is consistent with the requirements of Chapter D6 Rose Bay Centre of the Woollahra DCP 2015.

On the Ian Street Car Park Site, at midday on 21 June the concept casts shadows on Dover Road, and the garage of No.20 Dover Road.

The shadowing impacts of the building envelope created by the proposed planning controls are considered acceptable if setbacks similar to those shown in the concepts are applied. Those setbacks are consistent with the setbacks in Chapter D6 Rose Bay Centre of the Woollahra DCP 2015.

Privacy and State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development principles

Privacy

Any redevelopment on the Ian Street Car Park site containing apartments must be designed in accordance with *State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development* (SEPP 65) and its companion document the Apartment Design Guide (ADG). Consistency with these guidelines ensures that distances and treatments of windows and balconies will protect the acoustic and visual privacy of surrounding residences.

Under SEPP 65, Clause 6A (*Development control plans cannot be inconsistent with the Apartment Design Guide*) sets out the relationship between certain provisions contained in Parts 3 and 4 of the ADG and provisions in a development control plan. Clause 6A makes the objectives, design criteria and guidelines for visual privacy in Part 3 of the ADG prevail over Woollahra Development Control Plan 2015 (Woollahra DCP 2015).

However, the provisions of the Woollahra DCP 2015 which require adequate acoustic privacy to be provided to occupants of neighbouring residential properties will continue to apply. For example, apartments must be designed to ensure adequate acoustic separation and privacy to new dwellings and mechanical or air conditioning equipment must not create offensive noise.

The proposed planning controls create building envelopes that can maintain the privacy of existing nearby dwellings by having regard to controls or guidance on privacy in SEPP 65, the ADG and the Woollahra DCP 2015. Privacy would be addressed as part of a future development application on the site.

SEPP 65 Principles

Based on the concept for the Ian Street Car Park site, AJ+C prepared a SEPP 65 Statement focusing on the nine Design Quality Principles:

- Principle 1: Context and Neighbourhood Character
- Principle 2: Built Form and Scale
- Principle 3: Density
- Principle 4: Sustainability
- Principle 5: Landscape
- Principle 6: Amenity
- Principle 7: Safety
- Principle 8: Housing Diversity and Social interaction
- Principle 9: Aesthetics

The Statement (page 50 of **Annexure 4**) suitably addresses the Design Quality Principles, demonstrating that it is possible to construct a building under the proposed controls that:

- is in context with surrounding development,
- has a scale and density suitable for the site,
- provides amenity to new dwellings in the development and surrounding buildings in terms of access to sunlight, natural ventilation, outlook, visual and acoustic privacy, and
- provides a mix of apartment sizes to increase housing diversity.

Visual impact assessment

As the proposed building envelopes have the potential to affect views, a visual impact assessment was prepared by Architectus modelling views from the private and public domain (**Annexure 5**). Particular attention has been given to views from:

- the apartments in the building at 2-4 Ian Street, Rose Bay,
- the public domain in Blake Street in Dover Heights,
- New South Head Road near Kambala School in Rose Bay, and
- Sydney Harbour.

The views were constructed using a 3D model of the terrain and buildings in and around the Centre provided by AAM Group, with significant vegetation inserted based on a survey prepared by S J Dixon Surveyors Pty Ltd. The proposed maximum building heights and concepts prepared by AJ+C were inserted into the model to examine views to and over these sites.

Views from the private domain

The analysis identifies that the proposed increase in maximum building height on the Ian Street Car Park Site and associated concept plans may affect views from No. 2-4 Ian Street which adjoins the site to the north, as shown in Figure 13.



Figure 13: The Ian Street Car Park site and 2-4 Ian Street.

In the residential flat building at 2-4 Ian Street (Strata Plan 76434) view sharing was assessed from the four locations shown in Figure 14.



Figure 14: View modelling locations in 2-4 Ian Street.

Location	Lot / Apartment Number	Location description
1	4	Terrace
2	7	Balcony
3	9	Balcony
4	8	Terrace

Table 5: Location and description of where views were modelled

The analysis of private views was conducted in accordance with the view sharing principles set out in *Tenacity v Warringah Council (1004) NSWLEC 140* which has established a four step assessment of view sharing. The steps are as follows:

1. The assessment of the views affected
2. Consideration from what part of the property the views are obtained
3. The extent of the impact
4. The reasonableness of the proposal that is causing the impact

Locations 1, 2 and 3

Locations 1, 2 and 3 have been considered together due to the similar nature of the views.

1. The assessment of the views affected

The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The views from these apartments are partial views of the surrounding area which are obscured by the established camphor laurel trees on the Ian Street Car Park. These trees would obscure any view of the Sydney CBD or Harbour Bridge. Based on surveys and the 3D model it is possible, that there are some water views of Sydney Harbour from Lots 7 and 9. However, the existing mature trees between the harbour and the lots may obscure these views.

2. Consideration from what part of the property the views are obtained

The second step is to consider from what part of the property the views are obtained. For example, the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The views are over the side boundary of 2-4 Ian Street across the Ian Street Car Park to the west as shown in Figure 15 in red. The views were modelled from a standing position at 1.55m above the estimated height of the balcony or terrace of lots 4, 7 and 9.

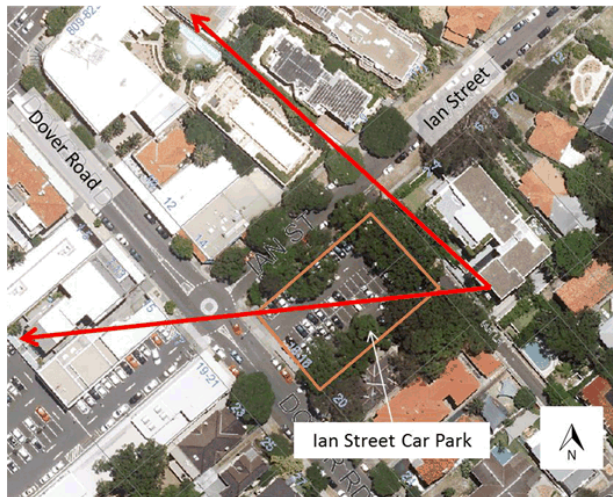


Figure 15: Direction and location of views

3. The extent of the impact

The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The extent of the impact is considered to be minor due to the:

- existing trees on the Ian Street Car Park which obscure the views from lots 4, 7 and 9 over the Ian Street Car Park
- current maximum building height permitting a 3 storey building to be constructed on the site which would affect views

4. The reasonableness of the proposal that is causing the impact

The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

The planning proposal is considered reasonable as the proposed increase of 3.6m over the Ian Street Car Park site will not result in significant additional view loss from lots 4, 7 and 9 and view sharing will be achieved towards Sydney Harbour. On the Ian Street Car Park site, the mature camphor laurels obscure views over the site and would obscure a building constructed under the existing and proposed controls. As the site is part of the Rose Bay Commercial Centre, it is reasonable to expect development on it at a scale that is consistent with the rest of the Centre.

Location 4 – Lot 8 of SP76434

1. The assessment of the views affected

The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The views from the terrace of Lot 8 to the west would include a regional view toward Bellevue Hill and views to the northwest of the Sydney CBD, Sydney Harbour and the Sydney Harbour Bridge which is considered an iconic view. The view of the Harbour Bridge would be a partial view, as Point Piper would interrupt views of the southern pylons and approach to the bridge, although most of the main span of the bridge would be visible.

2. Consideration from what part of the property the views are obtained

The second step is to consider from what part of the property the views are obtained. For example, the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from

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standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The view is over Ian Street and the side boundary of 2-4 Ian Street across the Ian Street Car Park to the west as shown in Figure 16 in red. The view was modelled from a standing position at 1.55m above the estimated height of the terrace of lots 8. There would also be views from the inside the dwelling possibly from seated and standing positions.

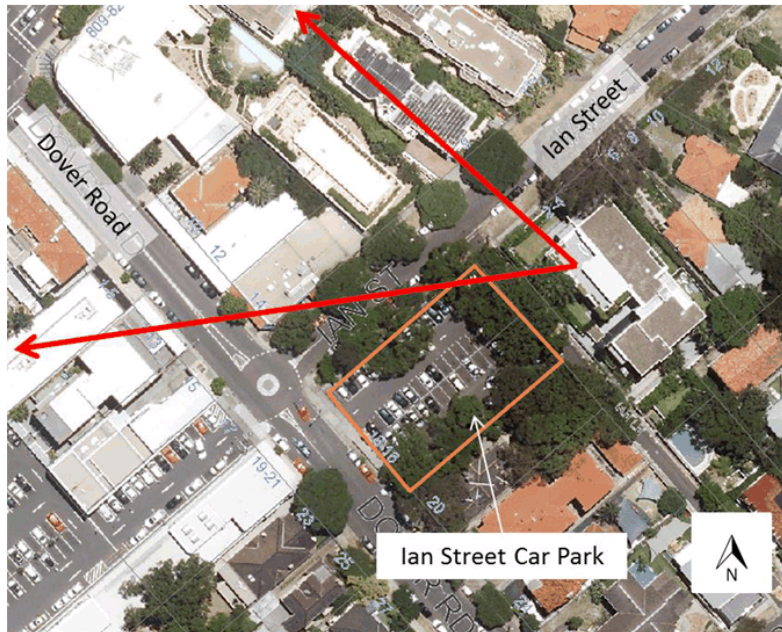


Figure 16: Direction and location of view

3. The extent of the impact

The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The extent of the impact is considered to be minor due to the:

- iconic views of the CBD and Harbour Bridge being uninterrupted by the building envelope created by the proposed maximum building height
- existing trees on the Ian Street Car Park obscuring part of the view over the Ian Street Car Park
- current maximum building height permitting a 3 storey building to be constructed on the site which would affect views

4. The reasonableness of the proposal that is causing the impact

The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

The planning proposal is considered reasonable as the proposed increase of 3.6m over the Ian Street Car Park site will not result in significant additional view loss from lot 8 and view sharing will be achieved towards Sydney Harbour. The Ian Street Car Park site is part of the Rose Bay Commercial Centre and it is reasonable to expect development and change in the Centre.

Views from the public domain

Views from the public domain were assessed by creating photomontages of views in three locations:

- Blake Street in Dover Heights,
- New South Head Road near Kambala in Rose Bay, and
- from 500m out in Rose Bay on Sydney Harbour.

The photomontages demonstrated that from all three locations the envelope created by the proposed planning controls and the concepts created by AJ+C were negligible or barely visible as shown in Figures 17, 18 and 19.



Figure 17: Extract of view from Blake Street, Dover Heights (Source Architectus)

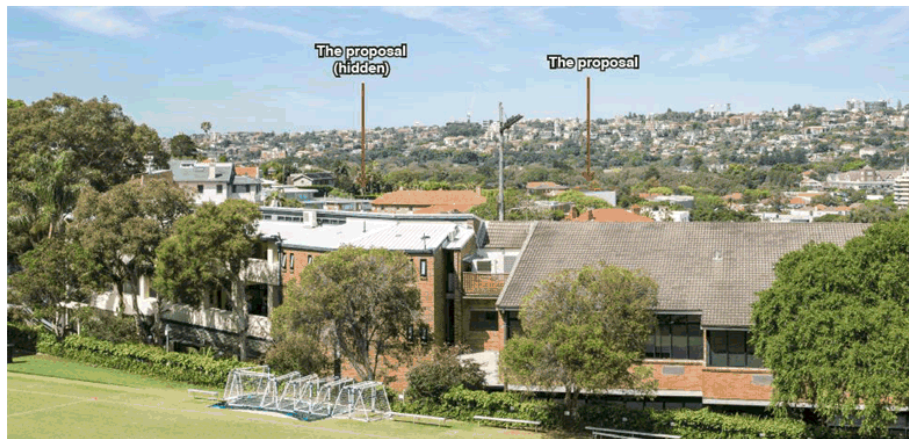


Figure 18: Extract of view from New South Head Road near Kambala (Source Architectus)



Figure 19: Extract of view from Rose Bay (Source Architectus)

View impacts from the public domain are considered to be acceptable, as:

- The view of the proposed building envelopes retain views to Sydney Harbour from Blake Street, Dover Heights
- The proposed Ian Street envelope is hidden when viewed from New South Head Road near Kambala school and from Sydney Harbour
- The proposed envelopes do not project beyond the existing tree line when viewed from Sydney Harbour
- The proposed envelopes fit within the context of existing development in Rose Bay.

Assessment of Traffic and Parking Implications

Transport and Traffic Planning Associates prepared an Assessment of Traffic and Parking Implications (**Annexure 7**) based on the concept buildings prepared by AJ&C. They conclude that the proposed planning control changes and potential development will:

- not have any adverse traffic implications
- will have suitable and appropriate parking provisions

- will have satisfactory access and circulation arrangements
- will provide the opportunity for improved pedestrian and cyclist connectivity
- will not have any adverse impact on public transport services

9. Has the planning proposal adequately addressed any social and economic effects?

For the reasons discussed above, the planning proposal will have positive social and economic effects. In summary, these include:

- Increasing the development potential of the sites in a local centre near transport nodes which will promote sustainable and public transport oriented development.
- Facilitating the redevelopment of the Wilberforce Avenue Car Park which will provide more public parking to support the existing businesses in the Centre. The redevelopment will also facilitate a new community facility which will meet demand which has been identified in the Community Facilities Study (2011).
- Facilitating the redevelopment of the Ian Street Car Park site which will provide opportunities for additional dwellings which will assist with meeting the housing targets of the Draft Central District Strategy.
- Additional dwellings in this locality will increase the population and provide economic support to local businesses.
- The creation of job opportunities:
 - while a future building is being constructed,
 - in the commercial components of future development.
- Additional residential apartments will increase housing supply and potentially increase affordability.
- Greater housing choice in a development that can include a mix of apartment sizes.

Accordingly, for the reasons stated elsewhere in this report and summarised above, the planning proposal will have positive social and economic benefits and it is in the public interest.

6.4 – State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

Yes. The site is connected to water, sewer, electricity and telephone services. The site is in proximity to regular and frequent public transport services which have capacity to accommodate increased demand.

There is no significant infrastructure demand that will result from the planning proposal. The existing services that are available to the subject sites are suitable for the proposal and appropriate for the requirements of a local centre.

Notwithstanding, we will consult with public utility companies, service providers and emergency services during the public exhibition.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Transport for NSW and Roads and Maritime Services and any other government departments required by the Greater Sydney Commission and Department of Planning and Environment will be consulted during the public exhibition of the planning proposal.

Part 7 – Mapping

An extract of the current and proposed land use zoning, FSR and height controls are shown in figures 20- 25. The proposed Woollahra LEP 2014 maps are provided at **Attachment 3**.

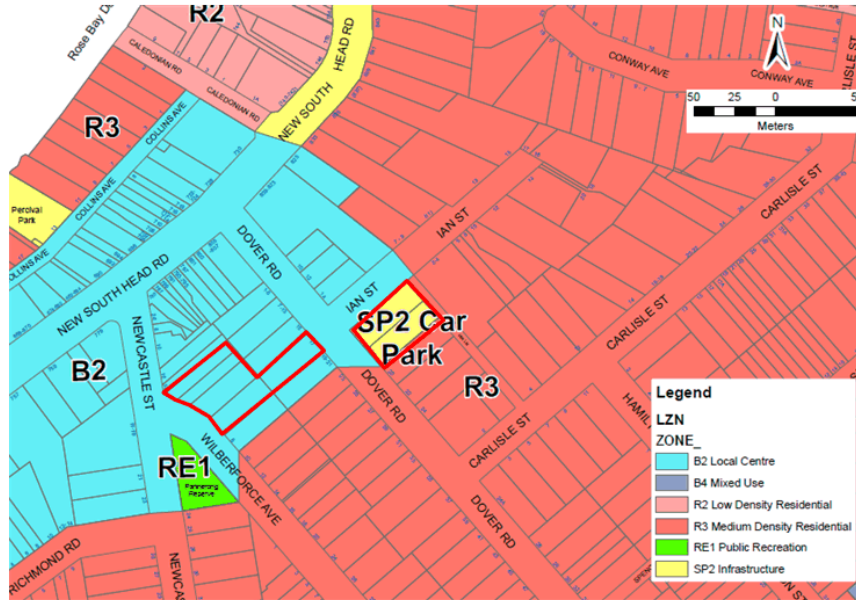


Figure 20: Current zoning Map

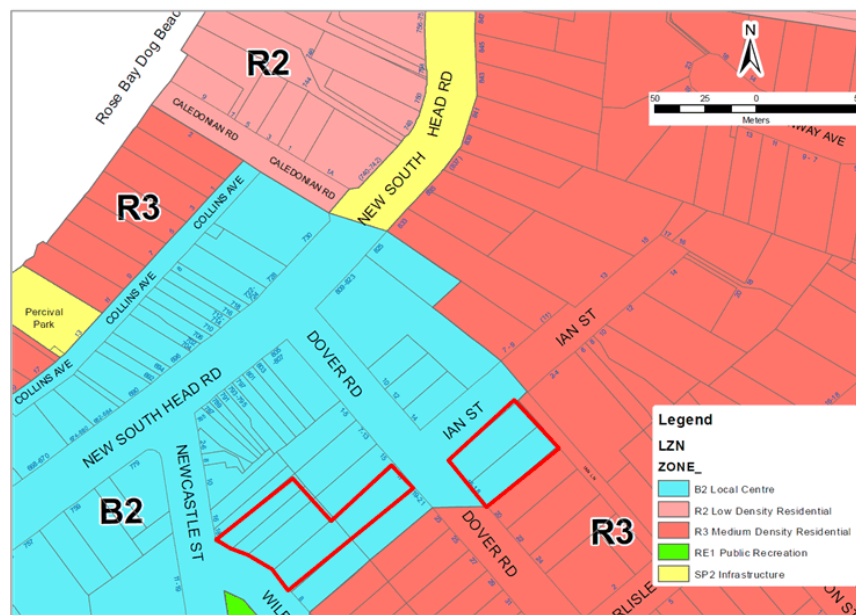


Figure 21: Proposed Zoning Map

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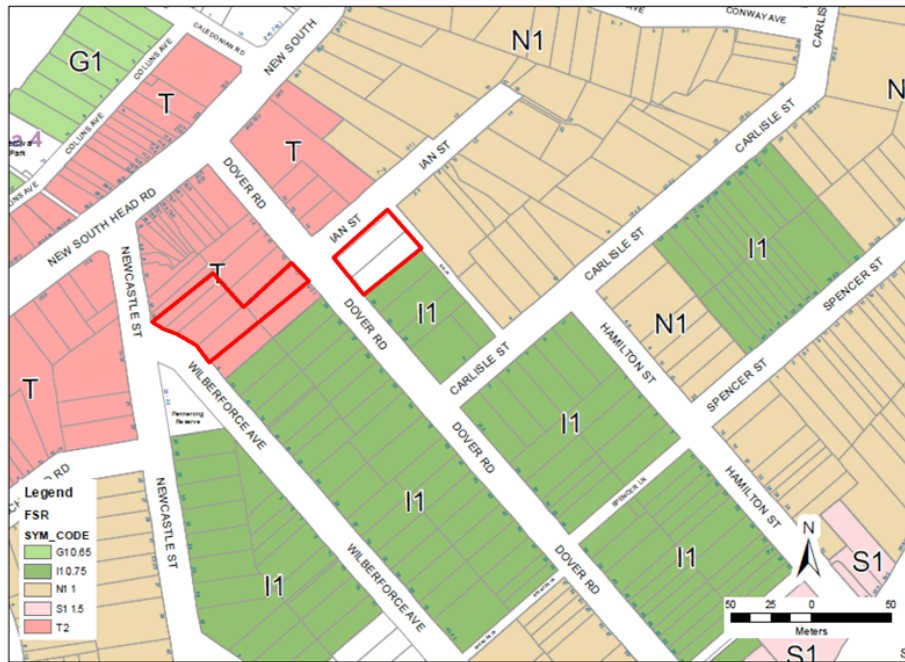


Figure 22: Current FSR Map

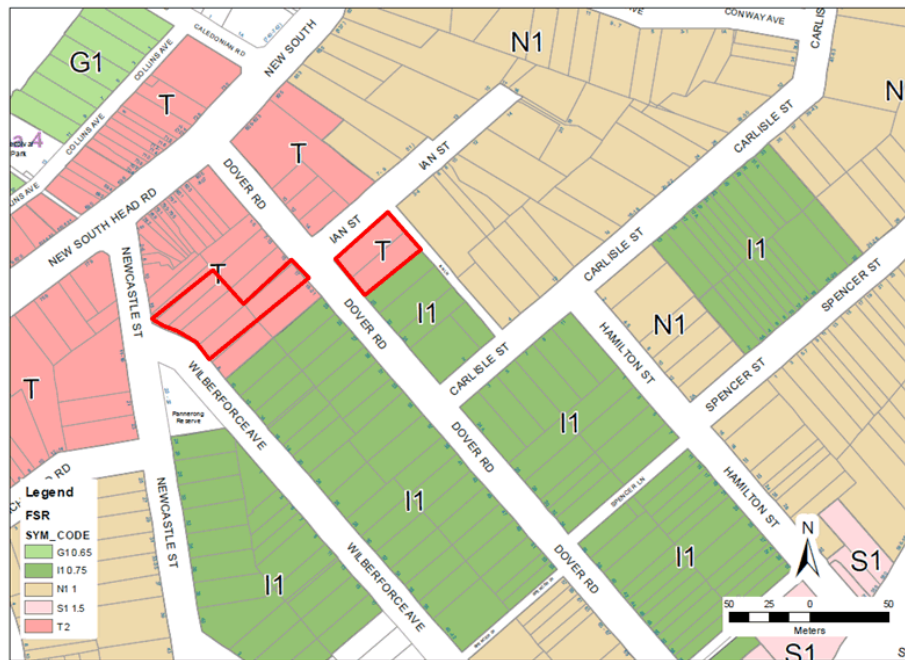


Figure 23: Proposed FSR Map

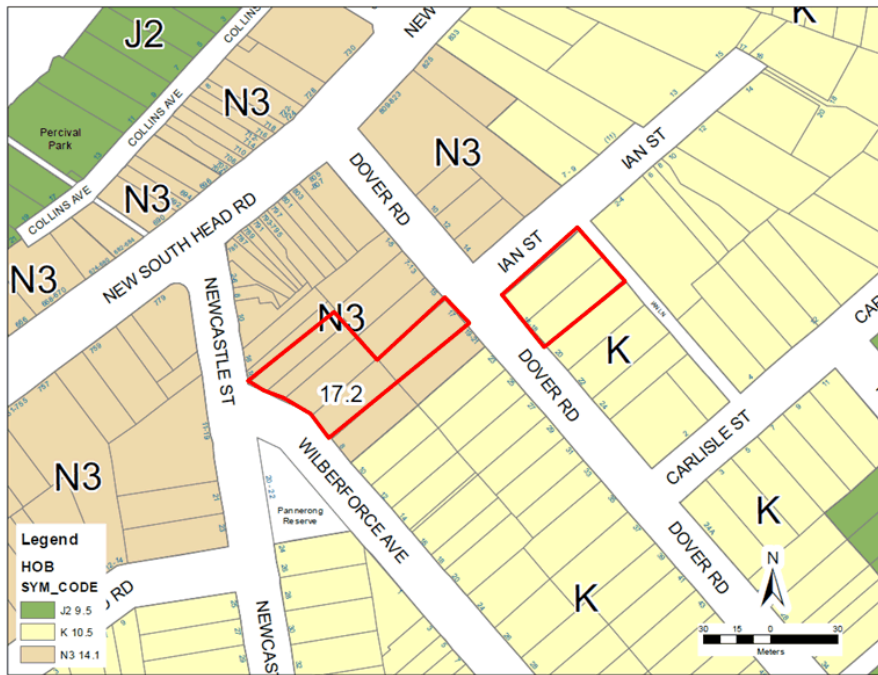


Figure 24: Current Height Map

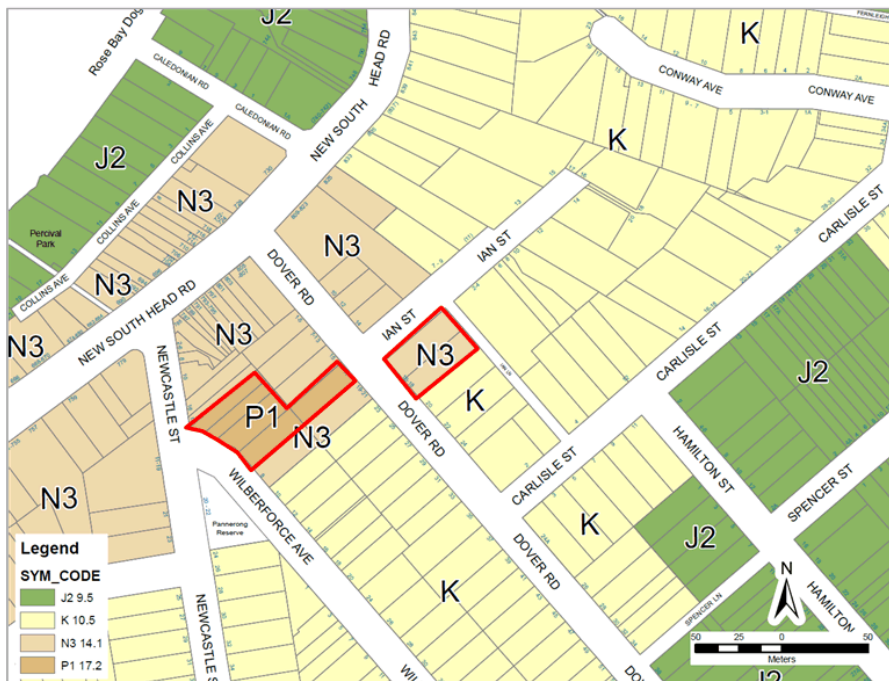


Figure 25: Proposed Height Map

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Part 8 – Community consultation

The public exhibition will be undertaken in accordance with the requirements of the Act and the *Environmental Planning and Assessment Regulation 2000*.

We recommend that the planning proposal is exhibited for a minimum of 28 days.

Public notification of the exhibition will comprise:

- a weekly notice in the local newspaper (the Wentworth Courier) for the duration of the exhibition period.
- a notice on Council's website.
- a letter to land owners in the vicinity of each site, which will include every landowner in the Centre.
- local community groups such as the Rose Bay Chamber of Commerce and the Rose Bay Residents' Association.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council offices:

- the planning proposal, in the form approved by the gateway determination.
- the gateway determination.
- information relied upon by the planning proposal (such as the view analysis and relevant Council reports).

Part 9 – Project timeline

As Council is authorised to exercise the functions of the Minister for Planning under section 59 of the *Environmental Planning and Assessment Act 1979*, the proposed timeline for completion is as follows:

Plan-making step	Estimated completion
Urban Planning Committee recommends proceeding	February 2017
Council resolution to proceed	February 2017
Gateway determination	April 2017
Completion of technical assessment	None anticipated
Government agency consultation	May 2017
Public exhibition period	May 2017
Submissions assessment	June 2017
Council assessment of planning proposal post exhibition	July 2017
Council decision to make the LEP amendment	August 2017
Council to liaise with Parliamentary Counsel to prepare LEP amendment	September 2017
Forwarding of LEP amendment to Greater Sydney Commission and Department of Planning and Environment for notification	October 2017
Notification of the approved LEP	November 2017

Attachments

Attachment 1

Consistency with A Plan for Growing Sydney and the Draft Central District Plan

A Plan for Growing Sydney (December 2014)	
<p>This plan contains:</p> <ul style="list-style-type: none"> ▪ A vision for Sydney ▪ 4 goals, 3 planning principles and 22 directions ▪ Priorities for Sydney's 6 subregions. The site is located in the Central Subregion. 	
Goal	Comment on consistency
1. A competitive economy with world-class services and transport	The planning proposal will help meet this goal by facilitating the redevelopment of Council's car parks. This redevelopment will increase commercial and residential development in an established business centre, increasing parking supply and supporting existing businesses.
2. A city of housing choice, with homes that meet our needs and lifestyles	The planning proposal will help meet this goal by facilitating additional housing in an existing commercial centre which has access to multiple services, recreation facilities and bus and ferry transportation. Providing more dwellings in the Centre will increase housing supply and provide greater housing choice.
3. A great place to live with communities that are strong, healthy and well connected	<p>The planning proposal will help meet this goal by providing capacity for residential development in an existing local centre which will encourage walking and reduce vehicle trips.</p> <p>The Centre is in proximity to a range of recreational areas and activities, with safer cycling facilities being planned and constructed.</p> <p>The changes to the Wilberforce Avenue Car Park site will facilitate the construction of a new community space in Rose Bay, where residents can come together and community services provided.</p>
4. A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	The planning proposal is consistent with this goal as the site is not located on land with conservation value and does not form part of a green corridor.

Planning principles	Comment on consistency
Principle 1: Increasing housing choice around all centres through urban renewal in established areas	The planning proposal is consistent with this principle as it provides potential for additional residential development in an existing centre.
Principle 2: Stronger economic development in strategic centres and transport gateways	<p>The planning proposal is consistent with this principle as it will facilitate increased public car parking which will support existing businesses in the Centre.</p> <p>The sites are well located to take advantage of jobs in the Centre and have good public transport links to access jobs and services in other nearby strategic centres such as the CBD, Bondi Junction and the Randwick Health and Education Precinct.</p>
Principle 3: Connecting centres with a networked transport system	<p>The sites are located in an existing centre and have good connectivity as they are in walking distance of:</p> <ul style="list-style-type: none"> • five bus routes which provide direct access to services and employment in the CBD and Double Bay and via connections to Bondi Junction • the Rose Bay Ferry Wharf • recreational facilities such as parks, tennis courts, basketball courts and Sydney Harbour <p>New employees or residents can use the existing public transport system to access the CBD, surrounding centres and other transport systems.</p>
<p>Directions</p> <p>A set of 22 directions is listed for the four goals of <i>A Plan for Growing Sydney</i>. Each direction has been considered, but many are not related to this planning proposal. The relevant planning directions are addressed below.</p>	
Direction	Comment on consistency
Direction 2.1 Accelerate housing supply across Sydney	The planning proposal is consistent with this direction as it increases the development potential of the Ian Street Car Park site, enabling redevelopment which may provide additional housing.

Direction	Comment on consistency
Direction 2.2 Accelerate urban renewal across Sydney – Providing homes close to jobs	The planning proposal is consistent with this direction as the sites are located in a centre which has good public transport links to the Sydney Central Business District, Double Bay Commercial Centre, the Edgecliff Commercial Core and nearby specialised centres in Bondi Junction and Randwick. Jobs and services are available in all of these centres.
Direction 2.3: Improve housing choice to suit different needs and lifestyles Direction 3.1: Revitalise existing suburbs	<p>The planning proposal is consistent with these directions as it proposes to increase the development potential of the Ian Street Car Park site enabling redevelopment. Should additional residential apartments be constructed on the site they would increase housing choice in an established urban area.</p> <p>The redevelopment of the Wilberforce Avenue Car Park can increase off-street parking, provide new retail areas and a new community space which was identified as a priority in the AECOM Community Facilities Study in 2011.</p> <p>The concept shown in this planning proposal includes a new outdoor public space which the Centre lacks.</p> <p>These investments will enhance and revitalise the existing centre.</p>
Direction 3.3: Create healthy built environments	<p>The planning proposal is consistent with this direction as the land is in a centre with access to numerous local services, shops, recreational spaces, cycleways and public transport.</p> <p>This promotes healthy activities such as walking or cycling to these locations as part of daily activities and promotes physical activity.</p>
Direction 4.1 Protect our natural environment and biodiversity	The planning proposal is consistent with this direction as the subject sites are located in an existing urban environment and the planning proposal does not apply to sensitive land or land with high conservation values.

Central Subregion priorities	Comment on consistency
<p>The priorities for the Central Subregion are:</p> <ul style="list-style-type: none"> ▪ A competitive economy ▪ Accelerate housing supply, choice and affordability and build great places to live ▪ Protect the natural environment and promote its sustainability and resilience 	<p>The planning proposal is consistent with the priorities of the subregion as it:</p> <ul style="list-style-type: none"> • will facilitate the redevelopment of the Wilberforce Avenue Car Park site to provide more public parking which will support the existing centre. • will increase the development potential of the Ian Street Car Park site allowing urban renewal. • does not apply to land with high conservation value.

Draft Central District Plan (November 2016)	
<p>The <i>Draft Central District Plan (2016)</i> [the District Plan] sets out a vision, priorities and actions for the development of the Central District of Greater Sydney. The District Plan gives effect to the four goals of <i>A plan for growing Sydney</i> through the priorities and actions expressed in the District Plan in three themes:</p> <ul style="list-style-type: none"> • A productive city (Goal 1) • A liveable city (Goals 2 and 3) • A sustainable city (Goals 3 and 4) <p>Each theme contains priorities which must be addressed during the preparation of a planning proposal. The consistency of this planning proposal with these priorities is addressed in this table.</p>	
A productive city	
District priorities	Comment on consistency
<p>Productivity Priority 1: Creating opportunities for the growth of commercial floor space</p> <p>Relevant planning authorities need to consider the mechanisms to protect and enhance opportunities for the growth of commercial floor space. When planning strategic and district centres, relevant planning authorities should consider Productivity Priority 3 (Section 3.5), as well as strategies to:</p> <ul style="list-style-type: none"> • enhance the urban amenity and walkability of centres • promote the diversification of complementary commercial activities • maintain a commercial core for employment activities in targeted locations • support the economic viability of office development. 	<p>During the preparation of the planning proposal development concepts for each site have been prepared.</p> <p>The concepts show enhanced walkability of the centre by creating a shared-zone between Dover Road and Wilberforce Avenue. Urban amenity would be enhanced through the delivery of a new public space on Wilberforce Avenue.</p> <p>The redevelopment of the Wilberforce Avenue Car Park will facilitate increased commercial and community uses, whilst increasing car parking in the Centre which will service existing businesses.</p> <p>The rezoning of the Ian Street Car Park site would formalise the car park site as part of the existing centre, for which it currently provides parking.</p> <p>The proposed planning control amendments</p>

	<p>facilitate redevelopment of the sites to provide additional off-street public parking which will support existing and future commercial uses in the Centre.</p> <p>The planning proposal also seeks to apply an FSR of 2:1 over the Ian Street Car Park site which will provide new opportunities for commercial floor space.</p>
<p>Productivity Priority 2:</p> <p>Support the growth of innovation and creative industries</p> <p>The relevant planning authority should investigate opportunities to support the growth of innovation and creative industries. Consideration should be given to the full spectrum of activities from high-end global businesses to small start-ups. This may be achieved through a range of mechanisms and strategies including:</p> <ul style="list-style-type: none"> • providing flexibility in appropriate zones for the co-location of creative industries in desirable locations with access to transport and ancillary uses such as retail, cafes and restaurants • incentivising opportunities for the provision of affordable space for creative and start-up businesses. <p>Councils and State agencies should also consider opportunities to grow innovation and creative industries by:</p> <ul style="list-style-type: none"> • providing affordable space for creative hubs on government-owned land and/or in large-scale government-led urban renewal projects • enhancing synergies and connectivity between health and education facilities • supporting increased opportunities for a diversity of housing choices including price points close to work opportunities. 	<p>The planning proposal will enable the redevelopment of the Wilberforce Avenue Car Park site and Ian Street Car Park site.</p> <p>On the Wilberforce Avenue Site, Council has identified that future development should provide a new community space of between 500m² and 750m². The concept for this site includes up to 811m² of internal space for community use which could be used for a range on activities, including a creative hub or for public health initiatives.</p> <p>The concept for the Ian Street Car Park site includes additional residential development which would increase housing choice within the Centre and give access to local employment opportunities.</p> <p>The concepts prepared for the Ian Street Car Park site include ground floor commercial space which can be used for a range of activities including small-scale innovation and creative industries.</p>

<p>Productivity Priority 3:</p> <p>Manage growth and change in strategic and district centres and, as relevant, local centres</p> <p>When undertaking planning for strategic, district and local centres, the relevant planning authority should consider:</p> <ul style="list-style-type: none"> • opportunities for existing centres to grow and new centres to be planned to meet forecast demand across a range of retail business types, including: the need to reinforce the suitability of centres for retail and commercial, encouraging a competitive market • the commercial requirements of retailers and commercial operators such as servicing, location, visibility and accessibility • the use of B3 Commercial Core Zones in strategic centres, and where appropriate, in district centres to reinforce and support the operation and viability of non-residential uses, including local office markets. <p>When preparing strategic plans, the relevant planning authority needs to demonstrate how its planning for centres has considered strategies to:</p> <ul style="list-style-type: none"> • deliver on the strategic and district centre's job targets • meet the retail and service needs of the community • facilitate the reinforcement and/ or expansion of allied health and research activities • promote the use of walking, cycling and integrated public transport solutions • provide urban spaces such as meeting places and playgrounds • respond to the centre's heritage and history • promote community arts • reflect crime prevention through environmental design (CPTED) principles such as safety and management • manage the transition between higher intensity activity in and around a centre and lower intensity activity that frames the centre. 	<p>The Centre has a range of retail, business and community uses that serve the needs of people who live in Rose Bay, Vaucluse and Watsons Bay.</p> <p>Generally, the Centre's maximum FSR is 2:1 and maximum building height is 14.1 (4 storeys). Considering development potential under these controls, there are many underdeveloped sites containing one and two storeys buildings. For example, along the northern side of New South Head Road there are 18 one and two storey buildings and in Newcastle Street an additional seven underdeveloped two storey buildings.</p> <p>There is no specific job target for the Woollahra LGA, but the Centre has capacity to provide more jobs under the existing controls. The planning proposal would augment this capacity by changing the planning controls to provide an additional 2,265m² of gross floor area over the Ian Street Car Park site which may be used for a range of uses.</p> <p>The concept for the Wilberforce Avenue Car Park includes new commercial development a new shared zone which would improve walkability and circulation in the Centre and a new urban space.</p> <p>The transition to lower intensity uses is addressed in part 6.3 <i>Environmental, social and economic impact</i> of the planning proposal. The proposed controls ensure that buildings constructed on the sites will maintain the amenity of the surrounding residential and commercial areas consistent with the desired future character in Woollahra DCP 2015.</p>
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<p>Productivity Priority 4:</p> <p>Prioritise the provision of retail floor space in centres</p> <p>When preparing retail and commercial strategies to inform local planning, the following matters should be considered:</p> <ul style="list-style-type: none"> existing and future supply and demand for retail floor space within the District, based on the Department of Planning and Environment's medium population growth scenario the accessibility of different types of retail and commercial floor space to communities opportunities to allow retail and commercial activities to innovate the impacts of new retail and commercial proposals to enhance the viability and vitality of existing and planned centres the need for new retail development to reinforce and enhance the public domain the net social, economic and environmental implications of new supply within different locations 	<p>By changing the land use zone applying to the Ian Street Car Park site, the planning proposal will facilitate increased retail floor space in an existing centre.</p> <p>Chapter D6 Rose Bay Centre of Woollahra DCP 2015 identifies that the ground floor of development should contain a retail frontage to activate the street, provide vitality and enhance the urban quality of the Centre.</p> <p>The objectives of the planning proposal are to facilitate the redevelopment of the Council owned car parks, which will provide opportunities for commercial facilities whilst increased car parking will support existing and proposed retail activities.</p> <p>The planning proposal will maintain and enhance opportunities to provide retail and commercial services in the Centre.</p>
<p>Productivity Priority 5:</p> <p>Protect and support employment and urban services land</p> <p>Relevant planning authorities should take a precautionary approach to rezoning employment and urban services lands, or adding additional permissible uses that would hinder their role and function. The exception being where there is a clear direction in the regional plan (currently <i>A Plan for Growing Sydney</i>), the District Plan or an alternative strategy endorsed by the relevant planning authority.</p> <p>Any such alternative strategy should be based on a net community benefit assessment (i.e. analysis of the economic, environmental and social implications) of the proposed exception, taking account of a District-wide perspective in accordance with Action P5.</p> <p>How these matters are taken into account is to be demonstrated in any relevant planning proposal.</p>	<p>The planning proposal does not rezone commercial or industrial employment land.</p> <p>The planning proposal will provide the opportunity to redevelop two Council owned sites and increase public off-street parking supply to support commerce in the Centre.</p>

A Liveable City	
District priorities	Comment on consistency
<p>Liveability Priority 1: Deliver Central District's five-year housing targets</p> <p>To deliver these five-year housing targets, councils need to:</p> <ul style="list-style-type: none"> plan to provide sufficient capacity and monitor delivery of the five-year housing targets liaise with the Commission to identify barriers to delivering additional housing in accordance with the targets. 	<p>The planning proposal applies to land in a business zone which can provide housing and jobs together and is near employment generating uses, local services and public transport.</p> <p>The concept for the Ian Street Car Park includes residential dwellings as shop-top housing which would contribute to Woollahra's five year dwelling target of 300.</p>
<p>Liveability Priority 2: Deliver housing diversity</p> <p>Relevant planning authorities should to consider the needs of the local population base in their local housing strategy and how to align local planning controls that:</p> <ul style="list-style-type: none"> address housing diversity that is relevant to the needs of the existing and future local housing market deliver quality design outcomes for both buildings and places. 	<p>In the 2011 census, compared with Greater Sydney, the Woollahra LGA had a lower than average proportion of the population in the range of 0-24 years old and a higher than average proportion of the population in ages 60-85+.</p> <p>This demonstrates a need to provide more apartments to cater for older residents who wish to age in place as they downsize from family homes.</p> <p>The proposed planning control changes will provide the capacity for more apartments on the Ian Street Car Park site.</p> <p>Opportunities for quality design outcomes for both buildings and places are provided by:</p> <ul style="list-style-type: none"> The proposed building envelopes created by the maximum building height controls and Chapter D6 Rose Bay Centre of the Woollahra DCP 2015, The guidelines within <i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> and its supporting document the <i>Apartment Design Guide</i>.
<p>Liveability Priority 3: Implement the Affordable Rental Housing Target</p> <p>Building on Action 2.3.3 of <i>A Plan for Growing Sydney</i>, when preparing planning proposals or strategic plans for new urban renewal or greenfield areas, the relevant planning authority will include an Affordable Rental Housing Target as a form of inclusionary zoning.</p> <p>A target of 5% to 10% of new floor space will be</p>	<p>Not applicable.</p> <p>The planning proposal does not apply to land in a new urban renewal or greenfields area.</p>

<p>applied at the rezoning stage so that it can factored into the development equation:</p> <ul style="list-style-type: none"> • within areas that have been shown, via a local housing strategy, or another form of appropriate research, to have current or future need for affordable rental housing • to applicable land within new urban renewal or greenfield areas (government and private) subject to development feasibility assessed at a precinct scale • to all new floor space (above the existing permissible floor space) • in addition to local and State development contributions and cognisant of any public or private subsidy for affordable rental housing provision • to provide a range of dwelling types including one, two and three+ bedroom homes • in accordance with any relevant guidance developed by the Commission and Department of Planning and Environment. <p>The Affordable Rental Housing dwellings will be secured by the relevant planning authority and passed onto a registered Community Housing Provider to manage, further developing this emerging sector of the economy.</p> <p>In this regard, we encourage the NSW Government to bring forward its own land to maximise affordable housing and Affordable Rental Housing.</p>	
<p>Liveability Priority 4:</p> <p>Increase social housing provision</p> <p>Relevant planning authorities and the Department of Family and Community Services (and the Land and Housing Corporation) should collaborate to optimise housing and community diversity outcomes on sites of social housing concentration.</p> <p>Subject to appropriate consultation, feasibility considerations and environmental assessment, relevant planning authorities should translate optimal outcomes for social housing sites into land use controls.</p>	<p>Not applicable.</p> <p>The sites do not contain any social housing.</p>

<p>Liveability Priority 5: Facilitate the delivery of safe and healthy places</p> <p>Relevant planning authorities should:</p> <ul style="list-style-type: none"> • facilitate the development of healthy and safe built environments • consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of: <ul style="list-style-type: none"> ○ neighbourhoods with good walking and cycling connections particularly ○ to schools ○ social infrastructure such as public libraries or child care ○ urban agriculture, community and roof gardens for productive food systems. 	<p>The proposed planning controls will facilitate redevelopment of the sites to enhance the Centre and provide new community facilities.</p>
<p>Liveability Priority 6: Facilitate enhanced walking and cycling connections</p> <p>Relevant planning authorities should facilitate enhanced walking and cycling outcomes by giving due consideration to the delivery of district and regional connections and walkable neighbourhoods.</p>	<p>As outlined in 2.3 above, the Centre will soon have a shared-path connecting it to the south via Newcastle Street and a new shared path is being investigated to connect to Double Bay and other cycling routes to the CBD.</p>
<p>Liveability Priority 7: Conserve heritage and unique local characteristics</p> <p>Relevant planning authorities should:</p> <ul style="list-style-type: none"> • require the adaptive re-use of historic and heritage listed buildings and structures in a way that enhances and respects heritage values • protect Aboriginal, cultural and natural heritage and places, spaces and qualities valued by the local community. 	<p>The planning proposal does not affect land in a heritage conservation area or land that contains heritage items.</p> <p>The proposed building envelopes are consistent with the desired future character of the Centre and will not detract from the significance of the Rose Bay Hotel or other heritage items in or nearby the Centre.</p>
<p>Liveability Priority 8: Foster the creative arts and culture</p> <p>Relevant planning authorities should:</p> <ul style="list-style-type: none"> • integrate arts and cultural outcomes into urban development through planning proposals that nurture a culture of art in everyday local spaces and enhance access to the arts in all communities • give due consideration to the inclusion of planning mechanisms that would incentivise the establishment and resourcing of creative hubs and incubators and accessible artist-run spaces. 	<p>The redevelopment of the Wilberforce Avenue Car Park site will provide a multi-purpose community centre with flexible spaces to enable the provision of artistic and cultural programs and activities.</p> <p>Council supports and encourages public art opportunities and this proposal presents an ideal opportunity to incorporate public art in the public domain/facility.</p>

<p>Liveability Priority 9:</p> <p>Share resources and spaces</p> <p>Relevant planning authorities should consider the delivery of shared local facilities such as community hubs, cultural facilities and public libraries as multifunctional shared spaces.</p>	<p>The planning proposal will facilitate the redevelopment of the Wilberforce Avenue Car Park site.</p> <p>The proposal aims to provide a multi-purpose community centre of up to 750m² in response to a need identified in the Community Facilities Study 2011. The community facility would provide accessible spaces for the provision of community and cultural programs/activities in response to the needs and aspirations of the community.</p>
<p>Liveability Priority 10:</p> <p>Support innovative school planning and delivery</p> <p>Relevant planning authorities should give due consideration to:</p> <ul style="list-style-type: none"> • innovative land use and development approaches, including: <ul style="list-style-type: none"> ○ using travel management plans, that identify travel options, to reduce car use ○ enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need • the inclusion of planning mechanisms that would incentivise the: <ul style="list-style-type: none"> ○ development of new schools as a part of good quality and appropriate mixed use developments ○ the shared use of facilities between schools and the local community including playing fields and indoor facilities, so they can meet wider community needs. 	<p>The planning proposal does not apply to land which is currently used or proposed to be used for educational establishments.</p> <p>The Bellevue Hill Public School is currently completing a development which will increase capacity to 1000 students.</p> <p>The Department of Education has advised that they do not anticipate the need for any new schools in the Woollahra LGA in the foreseeable future.</p>
<p>Liveability Priority 11: Provide socially and culturally appropriate infrastructure and services</p> <p>Relevant planning authorities should:</p> <ul style="list-style-type: none"> • collaborate with Federal and State agencies and service providers to integrate local and District social infrastructure for Aboriginal residents including preschools, child care and aged care services • include appropriate planning mechanisms to incentivise the provision of these services required by local communities where appropriate. 	<p>A need for additional services and facilities to service Woollahra's Aboriginal population has not been identified.</p>

<p>Liveability Priority 12:</p> <p>Support planning for health infrastructure</p> <p>Relevant planning authorities should give due consideration to the need to support the co-location of ancillary uses that complement health precincts, including:</p> <ul style="list-style-type: none"> • residential aged care facilities • housing for health workers • visitor and short-term accommodation • health and medical research activities • child care • non-critical patient care • commercial uses that are complementary to and service the health precinct <p>Consideration should also be given to the protection of health precincts and super precincts from residential encroachment into key employment areas.</p>	<p>The sites are not located in the vicinity of a major health precinct identified in the <i>Draft Central District Plan</i>. Co-locating ancillary services is not relevant to this planning proposal.</p>
<p>Liveability Priority 13:</p> <p>Support planning for emergency services</p> <p>Relevant planning authorities must consider the operational and locational requirements of emergency services.</p>	<p>Woollahra's target of 300 additional dwellings over five years identified in the <i>Draft Central District Plan</i> does not require additional emergency services. However, Council will consult with NSW State Emergency Services, NSW Police, NSW Ambulance and Fire & Rescue NSW as part of the public exhibition of the planning proposal.</p>
<p>Liveability Priority 14:</p> <p>Support planning for cemeteries and crematoria</p> <p>Relevant planning authorities should give consideration to the need and locational requirements of cemeteries and crematoria.</p>	<p>Cemeteries and crematoria are not permissible anywhere in the Woollahra LGA under Woollahra LEP 2014, nor does the planning proposal propose to permit them.</p> <p>Cemeteries and Crematoria NSW advise that due to land value, the provision of cemeteries in the Central District is unlikely and they do not object to the planning proposal proceeding.</p>

A sustainable City	
District priorities	Comment on consistency
<p>Sustainability Priority 1:</p> <p>Maintain and improve water quality and waterway health</p> <p>The Office of Environment and Heritage and the Environment Protection Authority have developed a risk-based framework to assist decisions that maintain, improve or restore water quality in the strategic planning process to help meet the NSW Water Quality and River Flow Objectives.</p> <p>Relevant planning authorities and managers of public land should:</p> <ul style="list-style-type: none"> • adopt the Office of Environment and Heritage and the Environment Protection Authority's framework to determine the appropriate stormwater and wastewater management targets that contribute to maintaining or improving water quality and waterway health to meet the community's values • consider more water sensitive approaches to managing stormwater to meet the water quality and quantity targets, including harvesting and re-use of water and management of riparian corridors • develop mechanisms to allow offsetting between sub-catchments and facilitate cost-effective opportunities to meet the management targets for whole catchments and water quality objectives for receiving waters • while management targets are being established, ensure that the quality of stormwater and wastewater from public land and new development in established urban areas maintains or improves the health of waterways, in line with community values and expectations of how waterways will be used. 	<p>Woollahra Council has installed a range of initiatives across the LGA to improve water quality and waterway health. These include rainwater harvesting, stormwater harvesting, and water quality projects.</p> <p>Any development under the proposed planning controls will be subject to the following controls to improve water quality and waterway health.</p> <ol style="list-style-type: none"> 1) Water Sensitive Design e.g. reusing rainwater, as required by Woollahra DCP 2015, 2) run-off particulate targets as required by Woollahra DCP 2015, <p>In Rose Bay other measures to improve waterway health include:</p> <ol style="list-style-type: none"> 1) Downstream gross pollutant trap to remove organic and inorganic waste from entering Rose Bay, 2) Regular monitoring of water quality at Rose Bay and reporting of results via a web-based portal (Beachwatch). 3) Regular beach cleaning by Council (and volunteers). 4) Regular street sweeping by Council to remove organic and inorganic waste from entering waterways.

<p>Sustainability Priority 2:</p> <p>Protect and conserve the values of Sydney Harbour</p> <p>When preparing strategic plans, relevant planning authorities around Sydney Harbour should consider opportunities to:</p> <ul style="list-style-type: none"> • conserve and interpret Aboriginal and European heritage • protect and enhance aquatic and terrestrial biodiversity (also see Section 5.5) • enhance access to and along the foreshore and provide connected green space around the foreshore (also see Section 5.6) • manage demand for and the design of essential maritime facilities within the natural and built environment. 	<p>Although the planning proposal is not on land adjoining Sydney Harbour, the potential impact of the proposed building envelope on views from the harbour has been considered and has been addressed in part 6.3 <i>Environmental, social and economic impact</i> of the planning proposal.</p>
<p>Sustainability Priority 3:</p> <p>Enhance access to Sydney Harbour foreshore and waterways</p> <p>Councils around Sydney Harbour should work with Roads and Maritime Services to revise foreshore and waterway access strategies for Sydney Harbour. These strategies should consider ways to manage competing demands placed on Sydney Harbour including:</p> <ul style="list-style-type: none"> • protection of flora and fauna • public access to the foreshore and waterway • growth in boat ownership • changes in boat size • demand for moorings, marinas, dinghy storage and other boat support infrastructure • demand for on-street boat parking 	<p>The planning proposal does not apply to foreshore land.</p>
<p>Sustainability Priority 4:</p> <p>Avoid and minimise impacts on biodiversity</p> <p>Efforts to protect biodiversity values should be based on avoiding and minimising adverse impacts to biodiversity, as far as practicable. Only when impacts cannot be avoided or minimised, should consideration be given to offsetting those impacts.</p>	<p>The planning proposal applies to two existing car parks. There are no critical habitat areas, threatened species, populations or ecological communities or their habitats present on the subject land. Accordingly, the proposal will not have any impact in this regard.</p>

<p>Sustainability Priority 5:</p> <p>Align strategic planning to the vision for the Green Grid</p> <p>Consistent with Action 3.2.1 of <i>A Plan for Growing Sydney</i>, relevant planning authorities should consider opportunities to support the delivery of the Central District Green Grid. This could include consideration of how land use zones can be applied, how new development is designed, or where voluntary planning agreements and agreements for dual use of open space and recreational facilities could contribute to delivering the Green Grid.</p>	<p>The planning proposal applies to land in an existing commercial centre and will not affect the delivery of priority projects which support the long term vision for Sydney's Green Grid identified in the <i>Draft Central District Plan</i>.</p> <p>Part of the Wilberforce Avenue Car Park site has been identified as a future cycling route as part of the Woollahra Council's Cycling Strategy (2009). The concept for the Wilberforce Avenue site would enhance the cycleway network in this area by providing a new share zone improving cycling in and around the Centre.</p>
<p>Sustainability Priority 6:</p> <p>Maximise benefits to the public from the innovative use of golf courses</p> <p>When new opportunities to examine the future use of golf courses arise, relevant planning authorities should consider how golf courses could be managed to provide greater public benefits to communities in a way that responds to local needs for green space and recreation.</p>	<p>Not applicable.</p> <p>The planning proposal does not apply to a golf course or propose any changes to the use of golf courses.</p>
<p>Sustainability Priority 7:</p> <p>Protect, enhance and extend the urban canopy</p> <p>When making strategic plans, relevant planning authorities should consider tree canopy cover in land release and established urban areas, with a focus on providing shade to streets.</p> <p>Councils should include green cover and shade tree planting along major transport corridors in local infrastructure investment planning, development control and urban design.</p>	<p>The planning proposal will facilitate the redevelopment of two at-grade car parking areas.</p> <p>The concept for the Ian Street Site includes a setback to retain mature camphor laurel trees on the north east of the site and street trees on the north west of the site which shade Ian Street and Ian Lane as shown in Figure 11 of the planning proposal. The Council's architectural consultants, Allen Jack + Cottier, applied the setback following Council completing a Preliminary Arboricultural Assessment for that site.</p> <p>In addition, a development under the proposed controls will need to address chapter E3 <i>Tree Management</i> in the Woollahra Development Control Plan 2015. One of the key objectives is to promote, maintain and conserve the leafy character of the Woollahra Municipality.</p> <p>Woollahra Council's Street Tree Master Plan (2014) also applies. One of the key objectives of the Street Tree Master Plan is to maintain, and increase the number of trees and overall canopy coverage and enhance key cultural and commercial centres, like the Centre.</p>
<p>Sustainability Priority 8:</p> <p>Improve protection of ridgelines and scenic areas</p> <p>The scenic qualities of landscapes are already</p>	<p>Not applicable.</p> <p>The planning proposal does not apply to land on a ridgeline or in a scenic area.</p>

<p>recognised and considered in some areas of Greater Sydney, as part of the strategic planning and development process.</p> <p>All councils should identify and map areas with high scenic value and develop strategies, planning and development controls that protect important scenic landscapes and vistas of them. Planning and development controls should prohibit opportunities for development on ridgelines that would diminish their scenic quality.</p>	
<p>Sustainability Priority 9:</p> <p>Support opportunities for District waste management</p> <p>When making plans, relevant planning authorities should:</p> <ul style="list-style-type: none"> • use appropriate land use zones to minimise the potential for conflict with the operation and expansion of existing waste facilities • protect precincts that have functioning waste management facilities from encroachment by residential and other sensitive development • consider ways to encourage design measures such as fully enclosing waste facilities to minimise dust, odours and noise impacts to mitigate the risks and potential impacts on surrounding communities • consider opportunities to support co-location of waste management facilities with other activities that produce or reuse waste materials. 	<p>Not applicable.</p> <p>The planning proposal does not apply to land that is or will be used for district waste management.</p>
<p>Sustainability Priority 10:</p> <p>Mitigate the urban heat island effect</p> <p>Relevant planning authorities should consider where the urban heat island effect is experienced and the location of vulnerable communities and use strategic plans to reduce impacts from extreme heat.</p>	<p>The concepts that accompany the planning proposal for the Ian Street Car Park site include landscaping on part of the building and the retention of many established trees on that site.</p> <p>In addition, the selection of new trees will need to take into consideration the ability for each species to mitigate the urban heat island effect in accordance with Woollahra Council's Street Tree Master Plan (2014)</p>
<p>Sustainability Priority 11:</p> <p>Integrate land use and transport planning to consider emergency evacuation needs</p> <p>Relevant planning authorities should coordinate with Transport for NSW and the State Emergency Service to consider land use and local road planning, so that it is integrated with emergency evacuation planning and takes into account the cumulative impact of growth on road evacuation capacity.</p>	<p>Woollahra's target of 300 additional dwellings over five years identified in the <i>Draft Central District Plan</i> does not require additional emergency services. However, Council will consult with NSW State Emergency Services, NSW Police, NSW Ambulance and Fire & Rescue NSW as part of the public exhibition of the planning proposal.</p>

<p>Sustainability Priority 12:</p> <p>Assist local communities develop a coordinated understanding of natural hazards and responses that reduce risk</p> <p>The Commission, the NSW Government and local councils will continue to adopt a range of tools and resources and implement actions to adapt to climate change and reduce risks to public and private assets. We will also explore ways to coordinate, improve and communicate information about risks associated with climate change to local communities.</p>	<p>Woollahra Council's Rose Bay Floodplain Risk Management Study and Plan (2014) list new urban development as an opportunity to minimise risk of flooding along New South Head Road. Development under the proposed controls will need to consider designs that minimise the flood risk (e.g. water sensitive design).</p>
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Attachment 2
Consistency with state environmental planning policies

State environmental planning policy	Comment on consistency
SEPP No 1 – Development Standards	Not applicable
SEPP No.14 – Coastal Wetlands	Not applicable
SEPP No 19 – Bushland in Urban Areas	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 21 – Caravan Parks	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 26 – Littoral Rainforests	Not applicable
SEPP No 30 – Intensive Agriculture	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 33 – Hazardous and Offensive Development	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 36 – Manufactured Home Estates	Not applicable
SEPP No 44 – Koala Habitat Protection	Not applicable
SEPP No 47 – Moore Park Showground	Not applicable
SEPP No 50 – Canal Estate Development	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 52 – Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable

State environmental planning policy	Comment on consistency
SEPP No 55 – Remediation of Land	<p>Applicable</p> <p>Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.</p> <p>The planning proposal will facilitate development which is permissible under the existing zoning of the Wilberforce Avenue site.</p> <p>The rezoning of the Ian Street Car Park site will enable a broad range of uses including residential.</p> <p>A Preliminary Contamination and Acid Sulphate Soils Assessment has been prepared for the site. It notes that:</p> <ol style="list-style-type: none"> 1. No contamination notices have been issued for the subject sites by the New South Wales Environment Protection Agency or for any adjoining land. 2. Prior to being car parks, the only other previous use identified for the sites was residential. <p>Our preliminary investigation concludes that contamination is unlikely. Future development applications will be required to undertake appropriate investigations and, if necessary, remediation will occur.</p>
SEPP No 62 – Sustainable Aquaculture	Not applicable
SEPP No 64 – Advertising and Signage	<p>Applicable</p> <p>Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.</p>
SEPP No 65 – Design Quality of Residential Apartment Development	<p>Applicable</p> <p>Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.</p> <p>See section 6.3 of the planning proposal for more information.</p>

State environmental planning policy	Comment on consistency
SEPP No 70 – Affordable Housing (Revised Schemes)	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 71 – Coastal Protection	Not applicable
SEPP (Affordable Rental Housing) 2009	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Building Sustainability Index: BASIX) 2004	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Exempt and Complying Development Codes) 2008	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Housing for Seniors or People with a Disability) 2004	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Infrastructure)	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Kosciuszko National Park - Alpine Resorts) 2007	Not applicable
SEPP (Kurnell Peninsula) 1989	Not applicable
SEPP (Major Development) 2005	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

State environmental planning policy	Comment on consistency
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Miscellaneous Consent Provisions) 2007	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Penrith Lakes Scheme) 1989	Not applicable
SEPP (Rural Lands) 2008	Not applicable
SEPP (Transitional Provisions) 2011	Not applicable
SEPP (State and Regional Development) 2011	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Sydney Drinking Water Catchment) 2011	Not Applicable
SEPP (Sydney Region Growth Centres) 2006	Not applicable
SEPP (Three Ports) 2013	Not applicable
SEPP (Urban Renewal) 2010	Not applicable
SEPP (Western Sydney Employment Area) 2009	Not applicable
SEPP (Western Sydney Parklands) 2009	Not applicable

Sydney Regional Environmental Plans – now deemed State Environmental Planning Policies	Comment on consistency
SREP No 8 (Central Coast Plateau Areas)	Not applicable
SREP No 9 - Extractive Industry (No 2 - 1995)	Not applicable
SREP No 16 – Walsh Bay	Not applicable
SREP No 20 - Hawkesbury- Nepean River (No 2 - 1997)	Not applicable
SREP No 24 - Homebush Bay Area	Not applicable

Sydney Regional Environmental Plans – now deemed State Environmental Planning Policies	Comment on consistency
SREP No 26 – City West	Not applicable
SREP No 30 - St Marys	Not applicable
SREP No 33 - Cooks Cove	Not applicable
SREP (Sydney Harbour Catchment) 2005	<p>Applicable</p> <p>Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.</p> <p>The planning proposal applies to land within the Sydney Harbour Catchment. Therefore the planning principles under Part 2, clause 13 Sydney Harbour Catchment of the SREP have been considered during its preparation. The planning proposal is consistent with the principles.</p> <p>The sites are not land in the Foreshores and Waterways Area, therefore the principles of clause 13 Foreshores and Waterways Area are not applicable to this planning proposal.</p>

Attachment 3
Compliance with section 117 directions

Planning proposal – Rose Bay Car Parks Compliance with section 117 directions		
Direction	Applicable/comment	
1	Employment and resources	
1	Business and industrial zones	The planning proposal rezones the Ian Street Car Park site from SP2 Infrastructure (Car Park) to B2 Local Centre. This will encourage employment growth in the Centre by providing an opportunity for increased commercial development in the Centre. Enabling the redevelopment of the Wilberforce Avenue Car Park will increase public car parking supply and create a new community facility which will support the vitality and viability of the Centre.
1.2-1.5	Directions 1.2-1.5	Not applicable. These directions are not relevant to the Sydney metropolitan area.
2	Environment and heritage	
2.1	Environment protection zones	Not applicable. The planning proposal does not apply to land within an environmental protection zone or land identified for environmental protection.
2.2	Coastal protection	Not applicable. The planning proposal does not apply to land within the coastal zone.
2.3	Heritage conservation	The site does not contain a heritage item and is not within a heritage conservation area. The proposed building envelopes will provide a desired future character that will not detract from the significance of the Rose Bay Hotel or other heritage items in or nearby the Centre.
2.4	Recreation vehicle areas	Not applicable. The planning proposal does not apply to sensitive land or land with significant conservation values. It will not allow land to be developed for a recreation vehicle area.
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable. The planning proposal does not apply to land in the Far North Coast.
3	Housing, infrastructure and urban development	
3.1	Residential zones	The planning proposal will create an opportunity to broaden the range of housing available in Rose Bay and the Woollahra LGA, through a mixed use development on the Ian Street Car Park site.

Attachment 2

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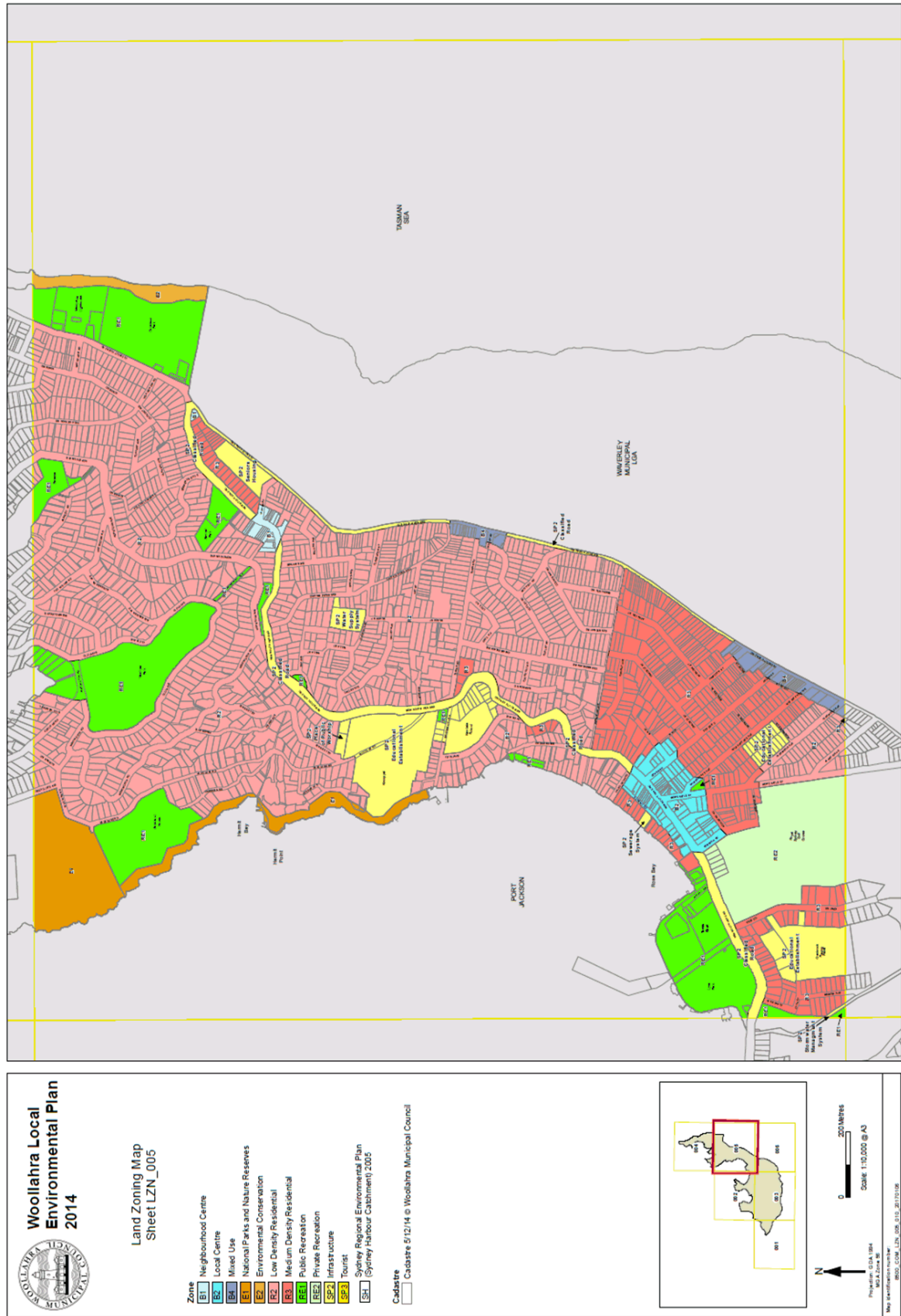
Planning proposal – Rose Bay Car Parks Compliance with section 117 directions		
Direction	Applicable/comment	
	<p>The subject site is well placed to efficiently use existing infrastructure and services as it is near public transport facilities that will support connections to employment and services, both within the Centre and further afield. The proposal will also facilitate the redevelopment of public parking to increase parking supply in the Centre.</p> <p>Should the planning proposal result in an amendment to Woollahra LEP 2014, the proposed controls can facilitate development that is consistent with the principles of SEPP 65 and the Apartment Design Guide.</p> <p>The concept buildings under the proposed controls will have minimal impact on the natural environment as the sites and are currently used as car parks and the surrounding land is already developed. The proposal is therefore consistent with this direction.</p>	
3.2	Caravan parks and manufactured home estates	Consistent. The planning proposal does not relate to caravan parks or manufactured home estates.
3.3	Home occupations	Not applicable. The planning proposal does not affect home occupations in dwelling houses.
3.4	Integrating land use and transport	<p>Consistent. The planning proposal is consistent with the aims, objectives and principles of <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001) as:</p> <ul style="list-style-type: none"> • The sites are located in a centre which is accessible by public transport, walking and cycling and supported by many existing businesses and services. • The sites are located on two bus routes along Dover Road, with three more services available on New South Head Road, which is approximately 100m away. The sites are approximately 550 metres from the Rose Bay ferry wharf from which frequent public transport services provide ferry and bus connections within the Woollahra LGA and beyond. The proximity of these transport services will encourage public transport use. • The bulk and scale of the proposed controls is consistent with the context, and the site's location in a town centre
3.5	Development near licensed aerodromes	Not applicable. The planning proposal does not apply to land near a licensed aerodrome.
3.6	Shooting ranges	Not applicable. The planning proposal does not apply to land adjacent to or adjoining an existing shooting range.

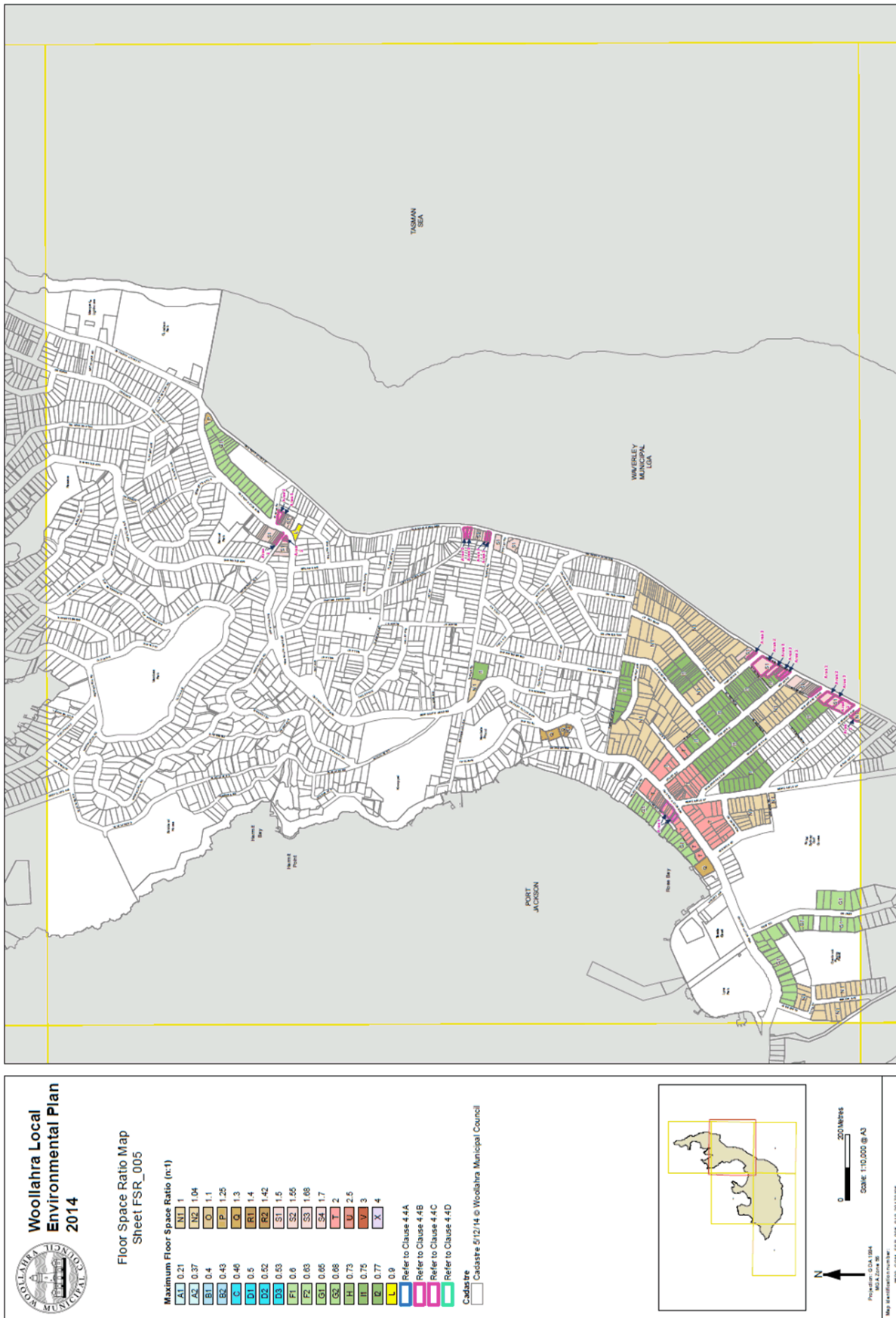
Planning proposal – Rose Bay Car Parks Compliance with section 117 directions		
Direction		Applicable/comment
4	Hazard and risk	
4.1	Acid sulfate soils	Consistent. A preliminary site investigation included laboratory analysis of soil retrieved from boreholes. Upon completion of the onsite investigation and laboratory analysis it is concluded that acid sulphate soils are not present on the sites and an acid sulphate soils management plan is not required. Existing acid sulfate soils provisions in Woollahra LEP 2014 will not be altered by the planning proposal and will apply to any future development which might intensify the use of the land. A copy of the geotechnical assessment is provided at Annexure 6
4.2	Mine subsidence and unstable land	Not applicable. The planning proposal does not apply to land within a proclaimed Mine Subsidence District or to land identified as unstable.
4.3	Flood prone land	Consistent. The planning proposal applies to land within a flood prone area. The concepts for each site show that it is possible to have a ground floor level above the 100 year average recurrence interval level for each site.
4.4	Planning for bushfire protection	Not applicable. The planning proposal does not apply to land mapped as bushfire prone land.
5	Regional planning	
5.1 - 5.9	Strategies 5.1-5.9	Not applicable. These strategies do not apply to the Woollahra LGA.
5.10	Implementation of Regional Plans	Not applicable. No regional (or district) plan applies to the Woollahra LGA.

Attachment 2

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Planning proposal – Rose Bay Car Parks Compliance with section 117 directions		
Direction		Applicable/comment
6	Local plan making	
6.1	Approval and referral requirements	Consistent. The proposal does not include provisions that require development applications to be referred externally and is not related to designated development.
6.2	Reserving land for public purposes	Consistent. The planning proposal does not create, alter or reduce existing zonings or reservations of land for public purposes carried out by public authorities.
6.3	Site specific provisions	Consistent. The planning proposal proposes an additional permitted use on the Ian Street Car Park site to enable residential flat building development on the ground floor, but only as part of a mixed use development. This change does not impose any development standards or requirements in addition to those already contained in Woollahra LEP 2014.
7	Metropolitan Planning	
7.1	Implementation of A Plan for Growing Sydney (Dec 2014)	Consistent. The planning proposal will facilitate additional residential development in proximity to public transport, shops, services and employment.
7.2	Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3	Parramatta Road Corridor Urban Transformation Strategy	Not applicable.







Woollahra Local Environmental Plan 2014

Height of Buildings Map
 Sheet HOB_005

Maximum Building Height (m)	Code
5	C-1
6	E
6.5	F
7	G
7.5	H
8	I
8.2	J
9	K
9.5	L
10.5	X
11	Y
11.5	Z
12	M
13	N
13.5	O
14.1	S
14.5	NS

Refer to Clause 4.3A
 Refer to Clause 4.3B
 Refer to Clause 4.3C
 Refer to Clause 4.4C
 Refer to Clause 4.4C
 Cadastre
 Cadastre 5/12/14 © Woollahra Municipal Council

Scale: 1:10,000 @ A3

Projection: GDA 1984
 Map Information: Woollahra Local Environmental Plan 2014
 Map Information: HOB_005_152_20170106

0 500 Metres

Scale: 1:10,000 @ A3

N

Attachment 3

Supplementary material

Annexure 1 – Report to the Urban Planning Committee of 13 February 2017

Annexure 2 – Council resolution of 27 February 2017

Annexure 3 – Report to Corporate and Works of 18 of July 2016

Annexure 4 – Report to the Corporate and Works of 18 April 2016

Annexure 5 – Council resolution of 26 April 2016

Annexure 6 – Rose Bay Car Parks Urban Design Study

Annexure 7 – Visual impact assessment

Annexure 8 – Geotechnical Assessment

Annexure 9 – Assessment of Traffic and Parking Impact report

Annexure 5

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

**WOOLLAHRA MUNICIPAL COUNCIL
PLANNING PROPOSAL TO PERMIT
MIXED USE DEVELOPMENT
ROSE BAY CARPARK SITES
*Assessment of Traffic and
Parking Implications***

(Rev E)

Amended in response to issues raised during submissions

Reference 147/2016

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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FIGURE 4	TRAFFIC CONTROLS
FIGURE 5	FUTURE TRAFFIC FLOWS

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal to Woollahra Municipal Council for an amendment to Woollahra Local Environment Plan 2014 (WLEP2014) to facilitate development on the Wilberforce Avenue and Ian Street car park sites at Rose Bay (Figure 1).

The Rose Bay Centre has experienced a decline in retail and business activity over the past decade and the lack of amenity and car parking are considered to be prime factors contributing to this circumstance. Council, being concerned to arrest this decline and to improve the vibrancy of the centre, commissioned an Urban Design Study which is focused on potential redevelopment of the two Council owned car park sites. The objectives of the envisaged redevelopment are to:

- Provide increased public parking
- Provide a new Community Centre and accessible public amenities
- Provide income generating opportunities for Council
- Provide improved connectivity and public domain/civic spaces

The Urban Design Study, supported by an earlier economic analysis by Hill PDA, identifies:

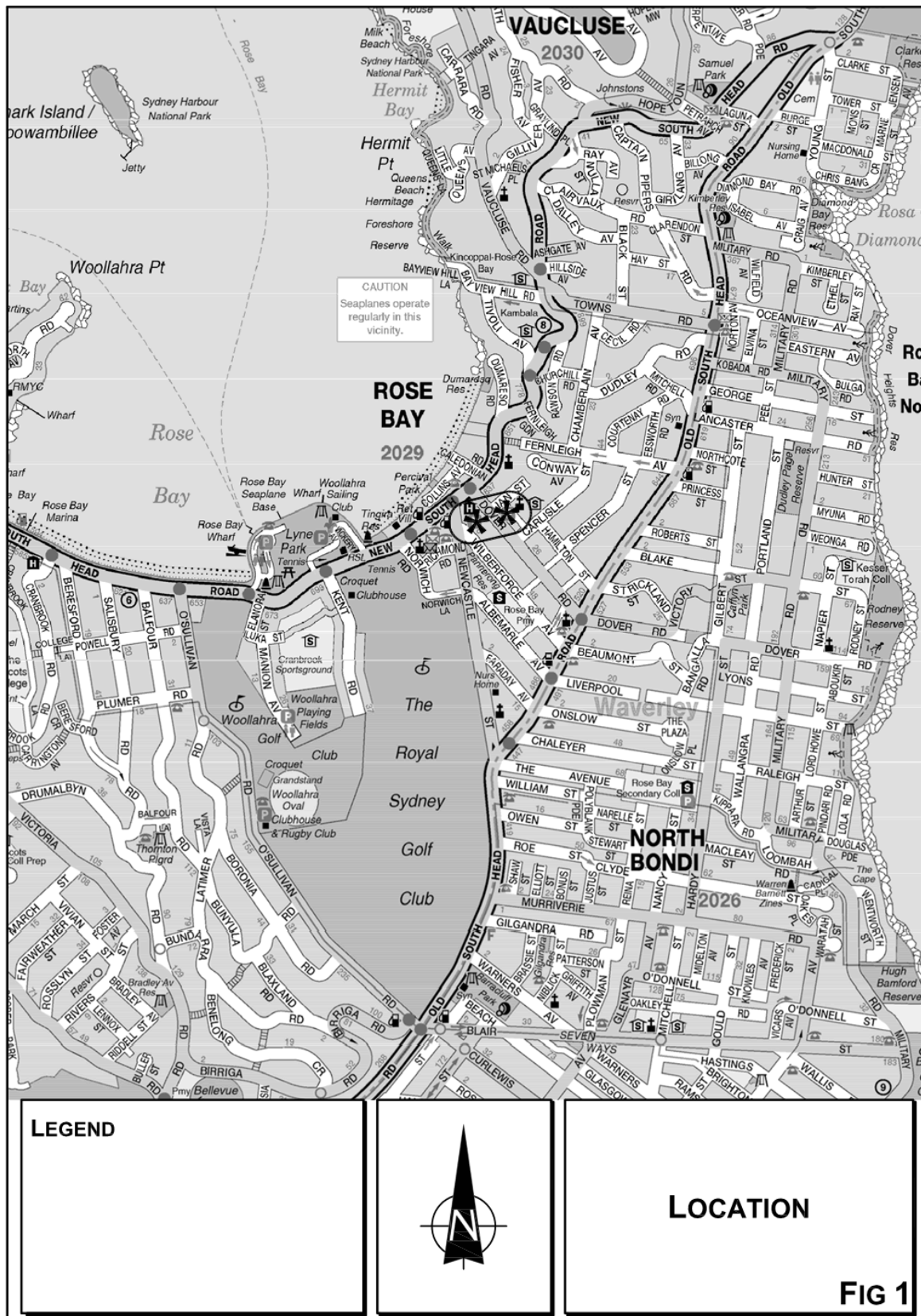
- * Redevelopment of the Wilberforce Avenue site to provide public parking, Community Centre, retail and commercial elements
- * Redevelopment of the Ian Street site to provide public parking, residential apartments and retail elements

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

The purpose of this report is to:

- * describe the sites, their context and the envisaged development outcomes
- * describe the existing road network, traffic and transport circumstances in the vicinity of the sites
- * assess the potential traffic implications of the envisaged development
- * assess the appropriateness of the envisaged parking provisions
- * assess the envisaged access, circulation and servicing arrangements



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

2. ENVISAGED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING CIRCUMSTANCES

The sites are shown in their context on Figure 2 and comprise:

* **Wilberforce Avenue Site**

This is a consolidation of 5 lots occupying an irregular shaped area of 2,555.7m² with frontages to Wilberforce Avenue and Dover Road. The existing open car park on the site comprises a total of 87 spaces with ingress/egress on Wilberforce Avenue and ingress on Dover Road.

* **Ian Street Site**

This is a consolidation of 2 lots occupying an area of 1,132m² with frontages to Ian Street, Ian Lane and Dover Road. The existing open car park on the site comprises 53 spaces with ingress and egress on the Dover Road frontage.

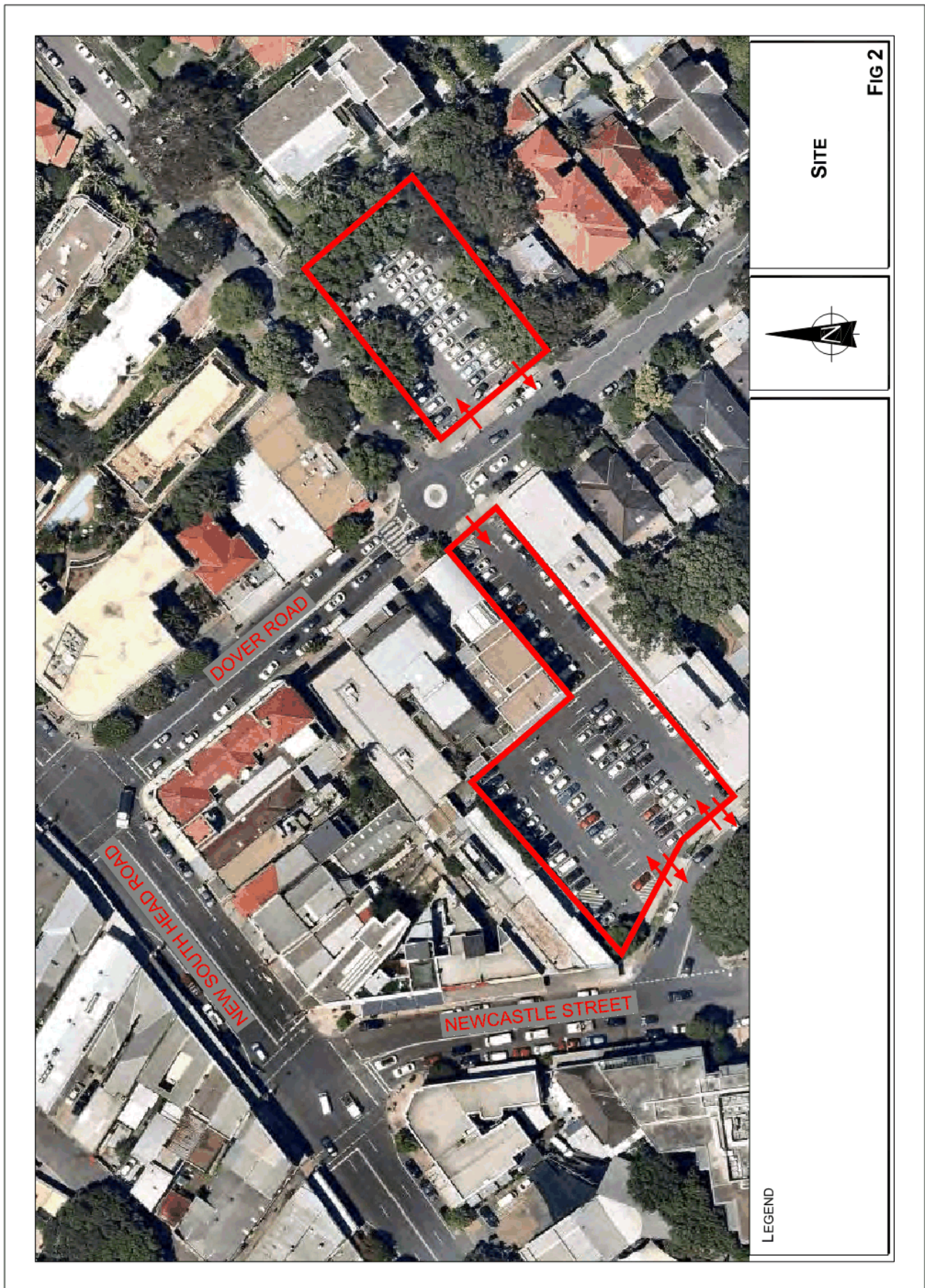
The sites form the southern edge of the Rose Bay commercial/retail strip with residential uses extending to the south and to the east and west. The car parks have signpost parking restrictions of 2 HOUR period parking 8.30am – 6.00pm Monday to Friday and 8.30am – 12.30pm Saturday.

2.2 ENVISAGED DEVELOPMENT

The Urban Design Study recommendations require the LEP to be amended to provide for the following changes:

- | | |
|----------------|--|
| Zoning | - Change the existing SP2 Infrastructure zoning for the Ian Street site to B2 Local Centre |
| FSR | - apply an FSR of 2:1 for the Ian Street site (currently none applies) |
| Height Control | - Change the Ian Street site height control from 10.5m to 14.1m and the Wilberforce Avenue site height control from 14.1m to 17.2m |

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

The envisaged development outcomes under the Planning Proposal are as follows:

Wilberforce Avenue Site

Retail	359m ²
Commercial	782m ²
Community Centre	811m ² (557m ² + 254m ² possible extension)

Amenities

Public Parking	268 spaces
----------------	------------

Ian Street Site

Residential apartments

1 Bed	11
2 Bed	7
3 Bed	7

Total: 25 apartments

Retail	223m ²
Residential Parking	32 spaces
Public Parking	37 spaces

Besides identifying appropriate design principles, the Urban Design Study also identifies improved public domain and connectivity including:

- * a pedestrian through site link (Shared Zone) connecting between Dover Road and Wilberforce Avenue/Newcastle Street
- * a new Civic Square at the corner of Wilberforce Avenue and Newcastle Street with the upgrading of Panerong Reserve

Details of the envisaged development scheme are shown on the plans prepared by Allen Jack + Cottier which accompany the Planning Proposal and are reproduced in part in Appendix A.

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

3. ROAD NETWORK AND TRAFFIC CONDITIONS

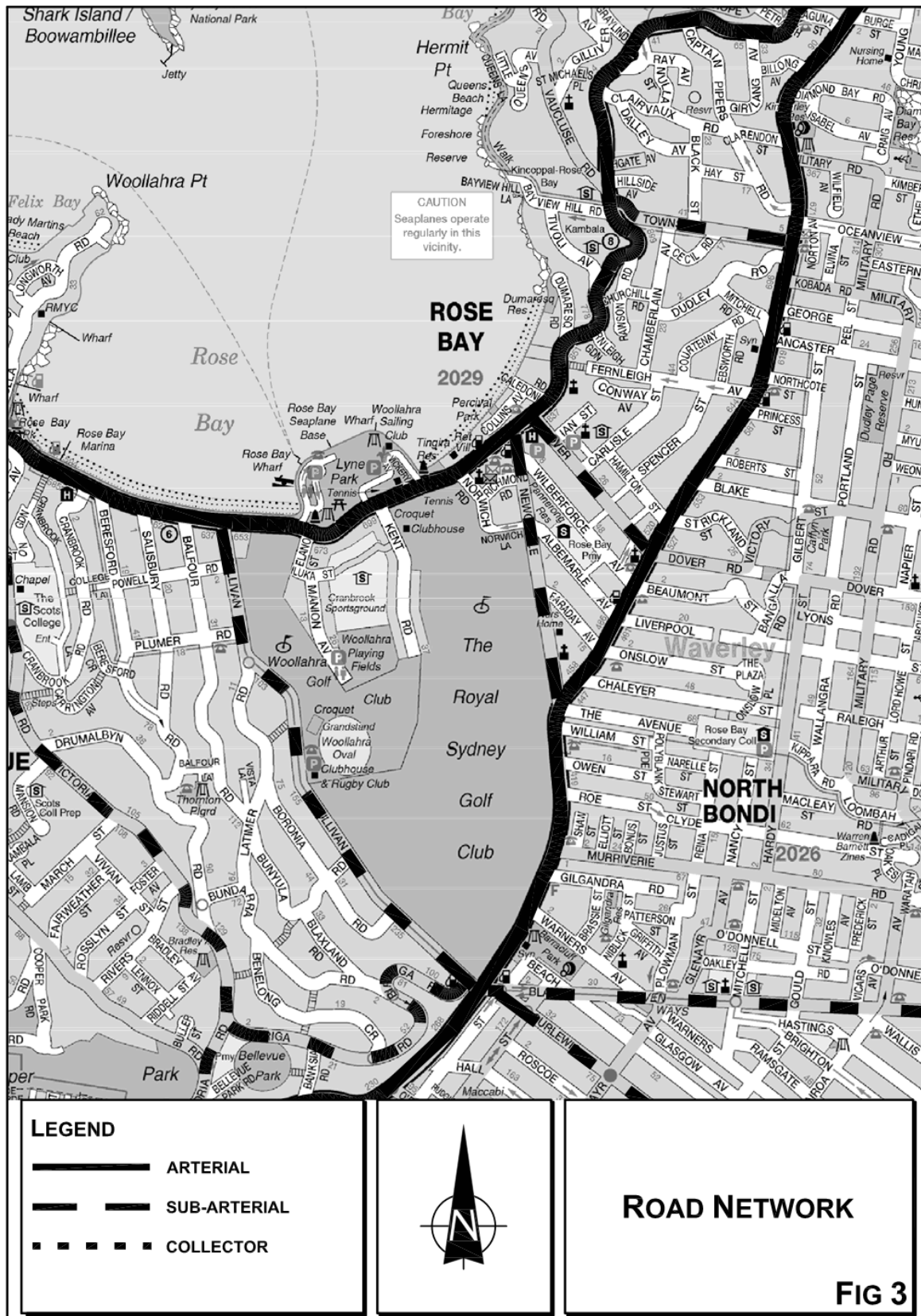
3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

- * *New South Head Road* – a State Road and arterial route being part of the principal link between the Sydney CBD and Vaucluse
- * *Old South Head Road* – a State Road and arterial route connecting between Bondi Junction and South Head
- * *O'Sullivan Road* – Regional Road and collector road route connecting between New South Head Road and Old South Head Road
- * *Dover Road* – a collector road route connecting between New South Head Road and Old South Head Road
- * *Newcastle Street* – a collector road connecting between the New South Head Road and Old South Head Road
- * *Wilberforce Avenue, Ian Street and Ian Lane* – local access roads

Dover Road and Wilberforce Avenue in the vicinity of the site are some 12.8m wide with relatively straight and level alignments.

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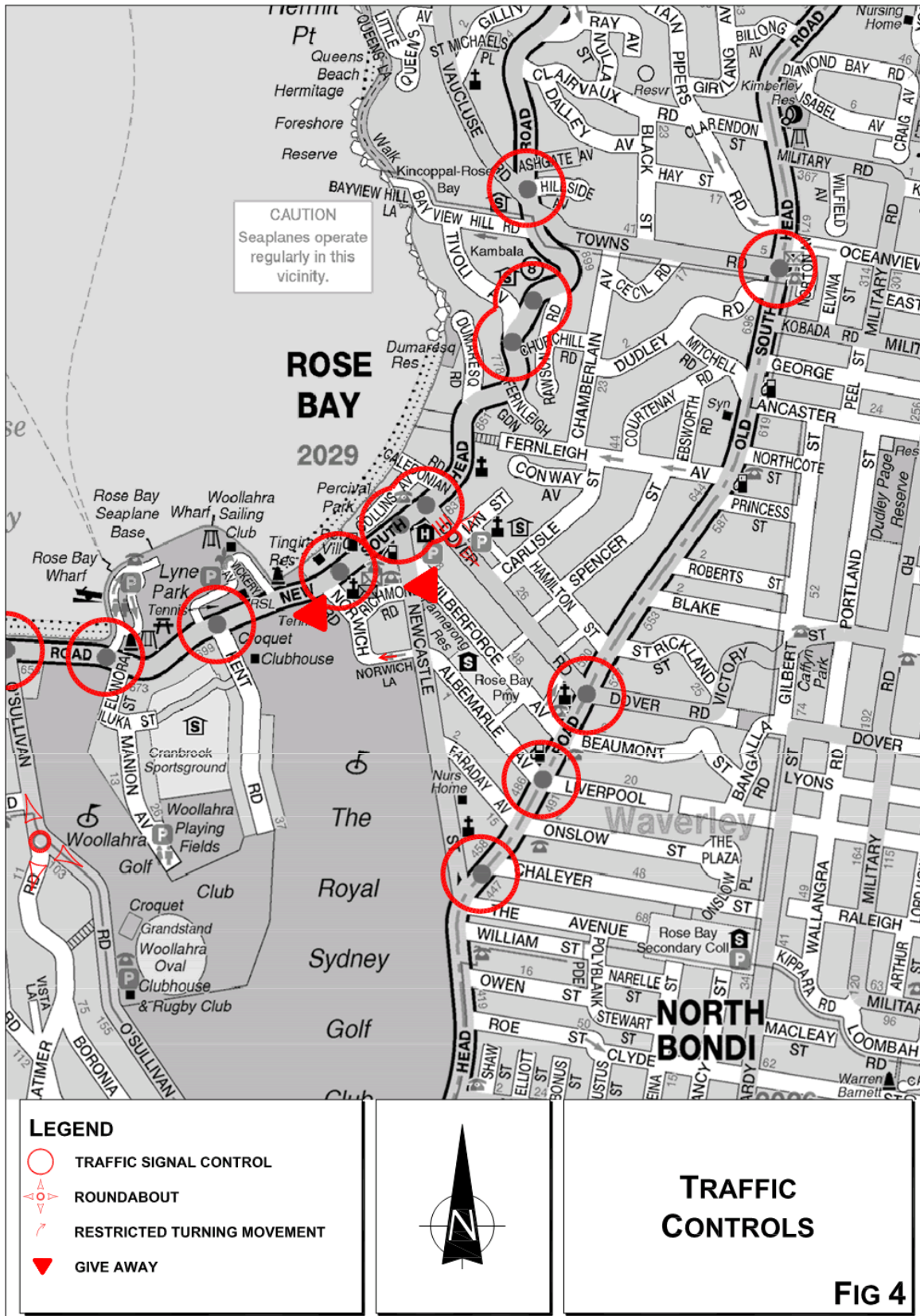
TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

3.2 TRAFFIC CONTROLS

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- * the roundabout at the Dover Road and Ian Street intersection with an ingress connection into the Wilberforce Avenue car park and a pedestrian crossing across Dover Road on the north-west side
- * the traffic signals at the New South Head Road and Dover Road intersection. Details are provided on the design plan reproduced in Appendix B and include:
 - 2 through lanes each way on New South Head Road
 - green arrow for the right turn into Dover Road
 - signal controlled pedestrian crossings
- * the traffic signals at the New South Head Road and Newcastle Street intersection. Details are provided on the design plan reproduced in Appendix B
- * the pedestrian (mid-block) traffic signals on New South Head Road just to the east of Norwich Road
- * the traffic control signals at the Old South Head Road and Dover Road intersection
- * the 60kmph speed restriction on New South Head Road and 50kmph on the local and collector road system with 40kmph School speed zones on part of Wilberforce Avenue
- * the sections of NO STOPPING restrictions along New South Head Road, Dover Road and Newcastle Street
- * the various period parking restrictions (30min and 1 hour) on the roads in the centre

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

3.3 WALKING AND CYCLING

Pedestrian movements in the Rose Bay Centre are facilitated by:

- * the pedestrian crossing facilities incorporated into the traffic signals at:
 - o New South Head Road and Dover Road intersection
 - o New South Head Road and Newcastle Street intersection
 - o Mid-block signals at New South Head Road east of Norwich Road

- * the pedestrian crossing across Dover Road on the north-west side of Ian Street with raised platform

- * the paved footpaths and kerb ramps

- * the street lighting

Cyclist movements are provided for along New South Head Road, Newcastle Street and Wilberforce Avenue "on street". There are no off-road or shared paths in the area as indicated on the Waverley and Woollahra Bicycle Map and Woollahra Bike Strategy extract reproduced overleaf.

3.4 TRAFFIC CONDITIONS

An indication of the prevailing traffic conditions on the road system serving the site is provided by the results of traffic surveys undertaken during the weekday morning and afternoon peak periods which are provided in Appendix C and summarised in the following:

		AM	PM
New South Head Road	Eastbound	740	776
	Right turn	174	326
	Westbound	886	560
	Left turn	35	89
Dover Road	Right turn	94	73
	Left turn	296	166

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

New South Head Road	Eastbound	739	633
	Right turn	90	176
	Westbound	1,142	708
	Left turn	42	75
Newcastle Street	Right turn	142	118
	Left turn	106	92

In relation to traffic activity in the car parks, it is evident that:

- * there are some eastbound bypass movements through the Wilberforce Avenue car park (i.e. avoiding the New South Head Road/Dover Road intersection or circulating due to the extremely long “block”)
- * there are significant circulation movements by drivers entering the car parks looking for a parking space and departing because the car parks are fully occupied

The operational performance of the New South Head Road intersections during the morning and afternoon peak periods has been assessed using SIDRA and the results are provided in Appendix D and summarised in the following while the criteria for interpreting SIDRA results is reproduced overleaf. It is apparent that the operational performance of these intersections is relatively satisfactory although traffic flows in are interrupted at times by the parking and turning manoeuvres.

	AM		PM	
	LOS	AVD	LOS	AVD
New South Head / Dover	A	9.6	B	11.1
New South Head / Newcastle	B	10.8	A	9.2

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹ the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

3.5 TRANSPORT SERVICES

Bus Services

The Rose Bay Centre has good access for public transport services (buses) comprising:

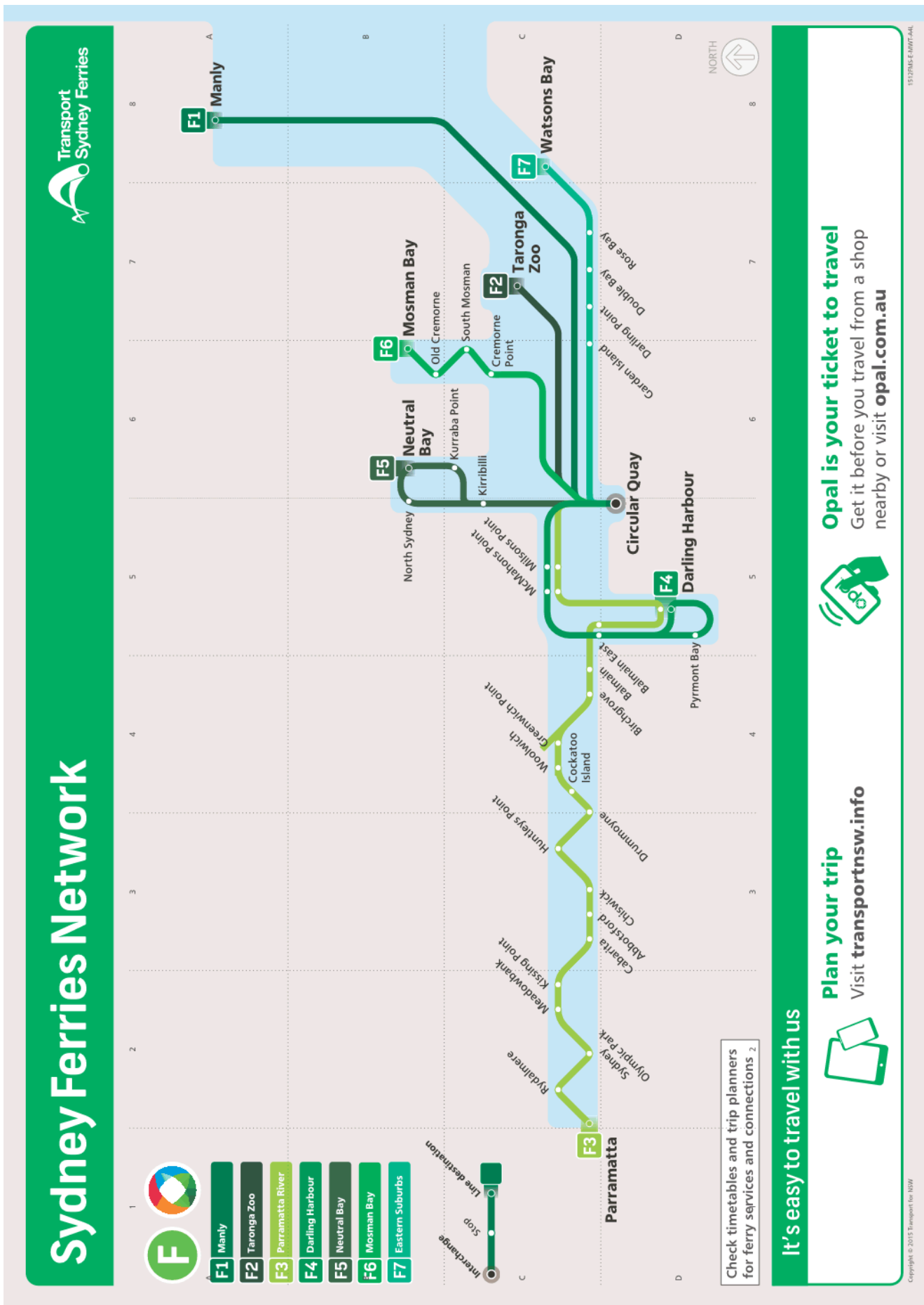
- * Routes 324, 325 and L24 which run along New South Head Road to/from Sydney CBD
- * Routes 323 and 386 which run along New South Head Road and Dover Road to/from Edgecliff and Bondi Junction respectively

Details of these routes are provided overleaf while the start/finish and frequency details of these services are provided in Appendix D. These services provide connection to railway stations and the Metropolitan transport network.

Ferry Services

Sydney Ferries operate Route F7 between Watsons Bay and Circular Quay with a stop at Rose Bay Wharf with frequent services in the weekday morning and afternoon peak periods. Details of the ferry network are provided overleaf while time table details are provided in Appendix D.





TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

4. ACCESS, INTERNAL CIRCULATION, ROAD GEOMETRY AND SERVICING

ACCESS

The envisaged vehicle access arrangements are as follows:

Ian Street Site

Combined ingress/egress driveway on the Dover Road frontage located at the southern side boundary.

Wilberforce Avenue Site

Combined ingress/egress driveways on the Dover Road and Wilberforce Avenue frontages for the Shared Zone corridor running along the southern side of the site.

The design of the envisaged driveways would comply with the requirements of AS2890 and adequate sight line splays and sight distances would be achieved.

INTERNAL CIRCULATION

The envisaged design of the car park areas employs simple flexible two-way circulation arrangements and the parking bay dimensions would accord with the “user requirements” of AS2890.1 & 6.

The design of the Shared Zone will need to comply with RMS Technical Direction TTD 2016/001 with continuous foot path treatment complying with TDT 2013/05. The Shared Zone arrangement shown in the Urban Design Study diagram is only conceptual and detail design development will have regard for the RMS design principles which are reproduced in Appendix E particularly in relation to:

- regulatory signage
- absence of kerb and gutter
- vehicle speed constraint

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

In order to minimise “through” traffic it may be necessary to only permit egress to Dover Road (i.e. no ingress) or prohibit the left turn ingress on Dover Road. Ultimately RMS approval will be required for the Shared Zone to be implemented.

SERVICING

The envisaged access corridors will include Loading Zone provisions for small delivery and refuse removal vehicles while small service vehicles (e.g. service personnel) will be able to use the public parking spaces. The occasional needs for larger service vehicles will be satisfied by the available kerbside parking (including some Loading Zone provisions) in the area as is normal for small developments of the nature envisaged.

ROAD GEOMETRY

Changes to the existing road geometry are envisaged with:

- * modification of the Dover Road/Ian Street intersection roundabout to provide for egress from the Wilberforce Avenue site
- * closure of the existing section of Wilberforce Avenue connecting to Newcastle Street to provide the envisaged new Urban Square with a new road connection through the northern part of Pannerong Reserve

It is apparent that both of these changes can be made appropriately and in the case of the latter would present a preferable intersection geometry although consideration could be given to the provision of a roundabout at the new intersection with kerb extensions and splitter islands to assist pedestrian crossings.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

5. PARKING

An indication of the appropriate parking provision of the envisaged development is provided in Council's DCP as follows:

Residential Apartments (Mixed Use Developments)	
One-bedroom	0.5 space
Two-bedroom	1.0 spaces
Three-bedroom	1.5 spaces
Visitors	0.2 space
Retail	3.3 spaces per 100m ² (0.7)*
Food and Drink	7.0 spaces per 100m ² (0.6)*
Office	2.5 spaces per 100m ² (0.5)*
Community Facility	2.0 spaces per 100m ² (0.5)*

**() Rose Bay Centre Multiplier*

Application of this criteria to the envisaged development outcome would indicate the following:

Ian Street Site

Residential Apartments	
11 x One-bedroom	5.5 spaces
7 x Two-bedroom	7.0 spaces
7 x Three-bedroom	10.5 spaces
Visitors (25)	5 spaces
Total:	28 spaces
Retail 223m ²	7.4 spaces (5)
Total:	33 spaces

Wilberforce Avenue Site

Retail 359m ²	11.8 spaces (8)
Office 782m ²	19.5 spaces (10)
Community 881m ²	16.2 spaces (8)
Total:	26 spaces

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

The envisaged parking provision is as follows:

Ian Street Site	
Residents and Visitors	32 spaces
Public	37 spaces
Total:	69 spaces

Wilberforce Avenue Site	
Public	268 spaces

It is proposed to provide 32 spaces in the Ian Street site for residents and visitors while the parking for retail, food & drink, office and community (i.e. 37 spaces) will be provided as part of the public parking provision. It is envisaged that there will be a total of 305 public parking spaces compared to the existing 140 spaces although it is not indicated in the concept plans how the required provision of accessible spaces, services or structure will impact on this outcome.

It is apparent that the proposed parking provision will be adequate and appropriate in relation to the envisaged development elements. It is also apparent that the design development process will need to address the issue of “managing” the public parking spaces to ensure appropriate use and availability (and potential income). This could have some influence on the design of the ingresses and egresses if boom gates and ticket machines are ultimately required or that “number of spaces available” technology is to be included to avoid unnecessary entry circulation and congestion.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

6. TRAFFIC

PUBLIC PARKING

Survey results of the existing car park access movements cannot be used to assess the potential traffic generation of the envisaged development due to:

- the significant bypass movement through the existing Wilberforce Avenue carpark
- the significant existing entry and exit of drivers seeking and not being able to obtain a parking space due to demand exceeding supply although it is noted that the access movements for the 53 spaces in the Ian Street car park during the afternoon peak were 19 IN and 16 OUT or 0.69 vtph / space.

Reference to the RMS Working Paper (Halcrow) for Shopping Centres in the Sydney Metropolitan Area provides data relative to “Number of Parking Spaces” and “Peak Traffic Generation” for AM and PM peaks. Aggregation of this data reveals the following traffic generation (vtph) per parking space:

AM	PM
0.4 vtph	0.8 vtph

Application of this to the existing and envisaged public parking spaces would indicate the following:

	Existing		Envisaged	
	AM	PM	AM	PM
Ian Street				
53 spaces	21 vtph	42 vtph	15 vtph (-6)	30 vtph (-12)
37 spaces proposed				
Wilberforce Avenue				
87 spaces	35 vtph	70 vtph	107 vtph (+72)	214 vtph (+144)
268 spaces proposed				

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

It is assessed that the changed movements (i.e. additional/reduced) will arrive and depart generally in the same pattern as the existing car park movements ignoring the bypass through movement from Dover Road to Wilberforce Avenue etc. Accordingly, the changed movements will be as follows:

		AM	PM
Ian Street	RT IN	-	-2
	LT IN	-3	-4
	RT OUT	-3	-3
	LT OUT	-	-3
	Total	-6 vtp	-12 vtp
Wilberforce Avenue			
Dover Road	RT IN	+12	+24
	LT IN	+15	+20
Wilberforce Avenue	RT IN	+5	+10
	LT IN	+10	+30
	RT OUT	+20	+40
	LT OUT	+10	+20
Total	+72 vtp	+144 vtp	

RESIDENTIAL APARTMENTS

The RMS peak generation rate for residential apartments is 0.29 vtp and the 25 apartments on the Ian Street site will result in the following assessed generation/distribution:

	AM	PM
RT IN	1	3
LT IN	1	5
RT OUT	5	1
LT OUT	3	1

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

The resultant assessed additional vehicle movements at the New South Head Road intersections is as follows:

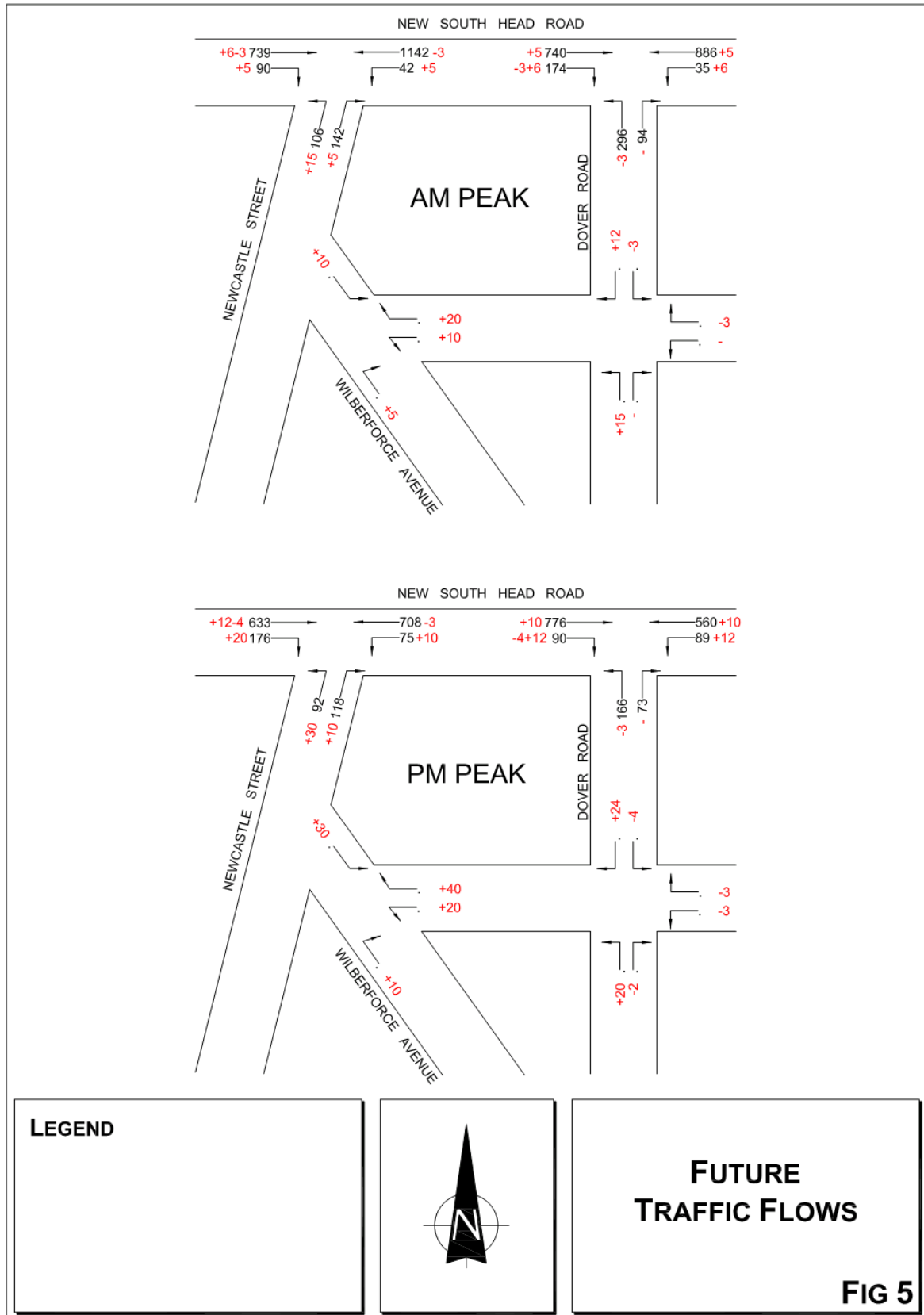
		AM	PM
New South Head Road	EB	+5	+10
	RT	+3	+8
	WB	+5	+10
	LT	+6	+12
Dover Road	RT	-	-
	LT	-3	-3
<hr/>			
New South Head Road	EB	+6	+8
	RT	+5	+20
	WB	-3	-3
	LT	+5	+10
Newcastle Street	RT	+5	+10
	LT	+15	+30

The resultant changed traffic movements in the morning and afternoon peak periods are shown on Figure 5 and the operational performance of the New South Head Road intersections with the changed peak traffic flows has been assessed using SIDRA. The results, indicating that the existing satisfactory Level of Service will be maintained, are provided in Appendix D and summarised in the following:

	AM		PM	
	LOS	AVD	LOS	AVD
Dover Road	A	9.6	B	11.2
Newcastle Street	B	11.9	B	10.7

It is apparent that the traffic outcome of the envisaged development scheme will be satisfactory even if:

- the peak traffic generation per public parking space is somewhat greater (i.e. than the RMS surveyed rate)
- there is some constraint imposed on ingress to the Wilberforce Avenue site from Dover Road to prevent bypass traffic movements through the Shared Zone.



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

7. PEDESTRIAN, BICYCLES AND PUBLIC TRANSPORT

PEDESTRIANS

It is evident with the envisaged development plans that pedestrians will be provided with improved connectivity along with upgraded public domain and civic spaces. Consideration could however be given to improved provision for pedestrians at the new Newcastle Street/Wilberforce Avenue intersection and careful design consideration will need to be given to the envisaged Shared Zone.

BICYCLES

Council's Draft DCP contains the following requirements for bicycles and motorcycles in new developments:

	Residents	Visitors
Residential Apartments	1 per 4 apartments	1 per 10 apartments
	Staff	Customers
Office	1 per 150m ²	1 per 400m ²
Shop / Café	1 per 250m ²	2 + 1 per 100m ² over 100m ²
Community Facility	1 per 10 staff	2 + 1 per 200m ²

The DCP also specifies the provision of 1 motorcycle per 10 car spaces for all types of development.

Application of this to the envisaged development would indicate:

Ian Street Site	Bicycles		Motorcycles
	Residents	Visitors	
25 apartments	7 spaces	3 spaces	
	Total: 10 spaces		7 spaces

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Wilberforce Avenue Site		Bicycles		Motorcycles
Office	782m ²	5 spaces	2 spaces	
Retail	359m ²	1 space	5 spaces	
Community	811m ²	1 space	6 spaces	
		Total: 20 spaces		27 spaces

PUBLIC TRANSPORT

The envisaged development will not have any implications for public transport services. The existing bus movements along Dover Road and the bus stops will not be impacted in anyway.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

8. CONCLUSION

Council is concerned to arrest the decline in retail and business activity in the Rose Bay Centre and to achieve the objectives of the envisaged development on the two existing car park sites. This supplementary assessment has concluded that the proposed planning control changes and envisaged development will:

- * not have any adverse traffic implications
- * will have suitable and appropriate parking provisions
- * will have satisfactory access and circulation arrangements
- * will provide the opportunity for improved pedestrian and cyclist connectivity
- * will not have any adverse impact on public transport services

Page 19

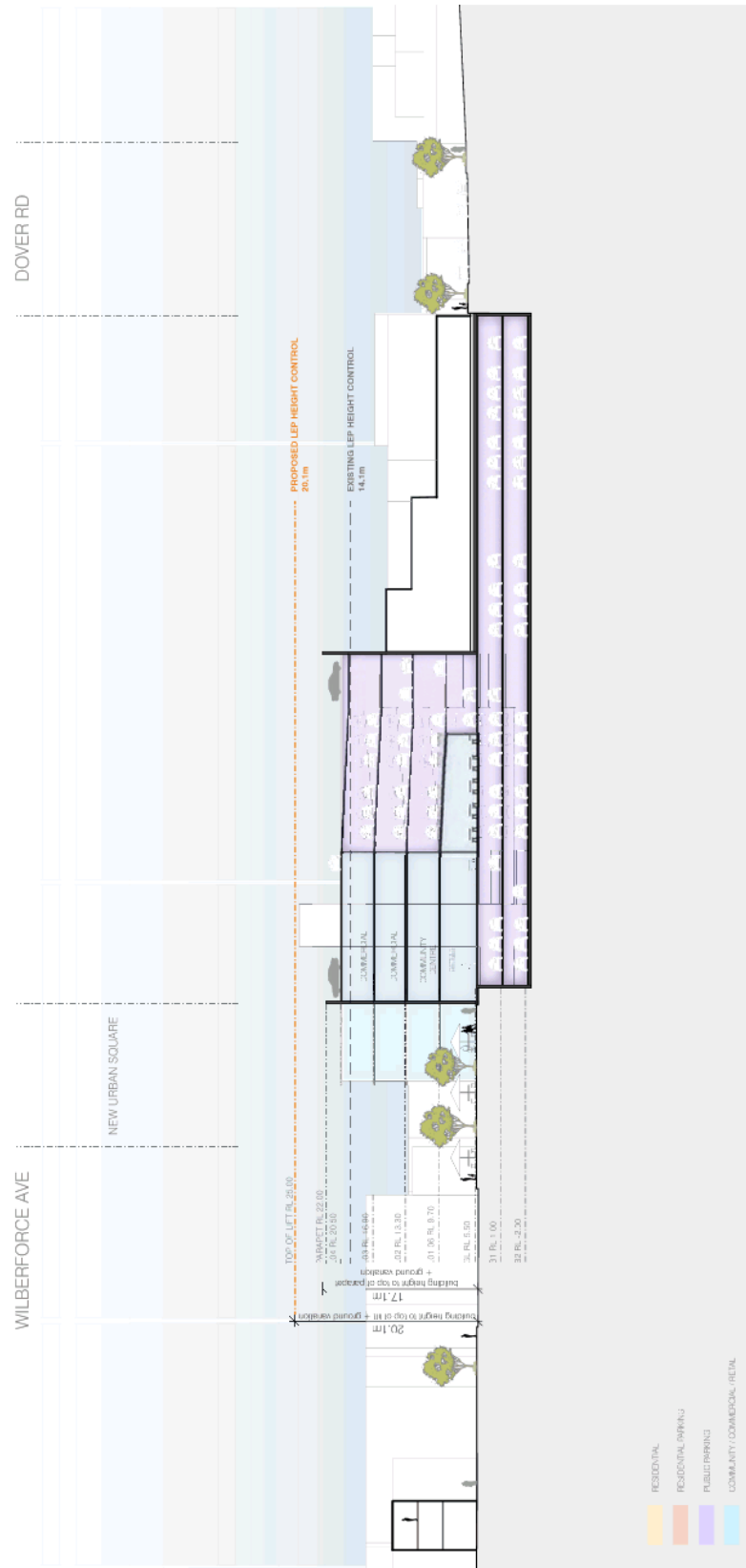
TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX A

CONCEPT DEVELOPMENT PLANS



5 ARCHITECTURAL CONCEPTS
Wilberforce Ave Car Park



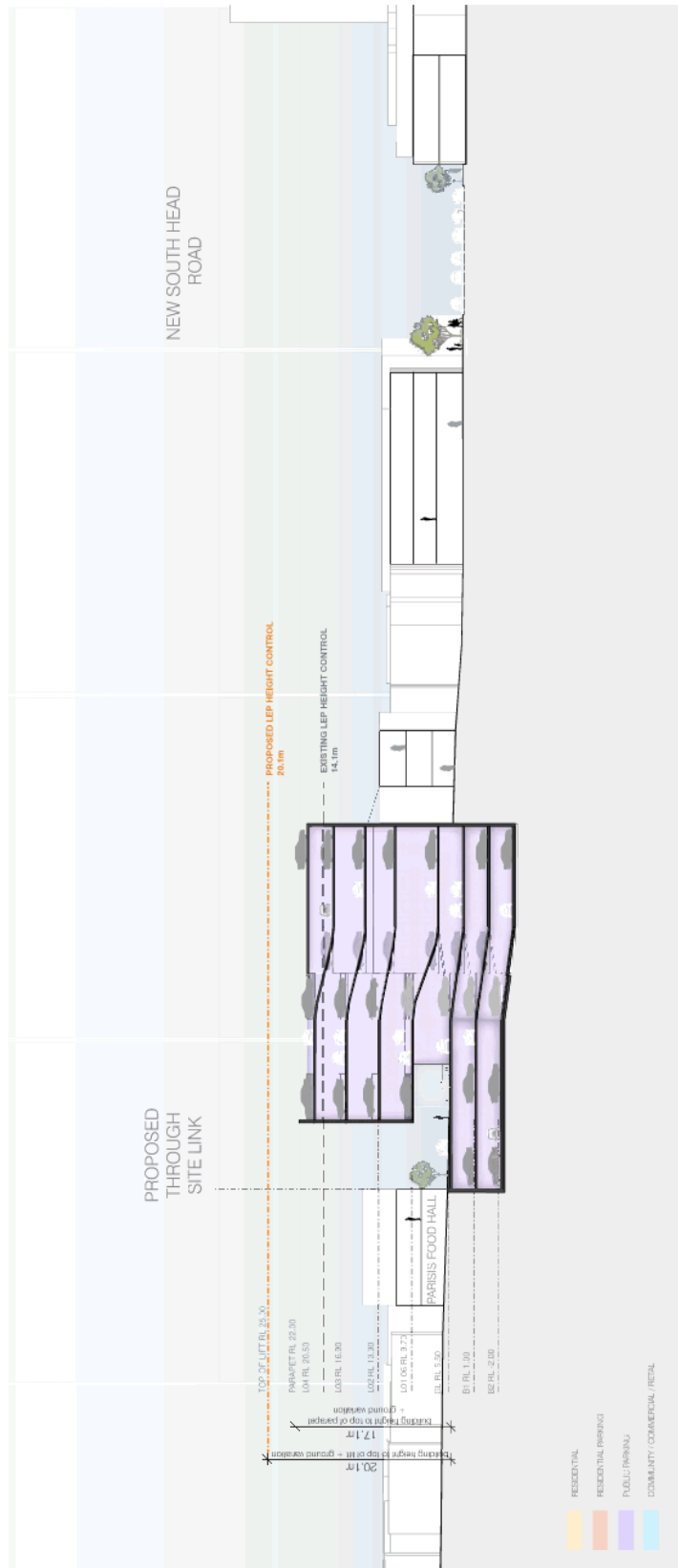
Section A-A

ROSE BAY CAR PARKS URBAN DESIGN STUDY

1887 August 2015

AJ+C
ARCHITECTS

5 ARCHITECTURAL CONCEPTS
 Wilberforce Ave Car Park



Section B-B

5 ARCHITECTURAL CONCEPTS

Wilberforce Ave Car Park



Rose Bay Car Parks
 WILBERFORCE AVE

GROUND LEVEL FLOOR PLAN

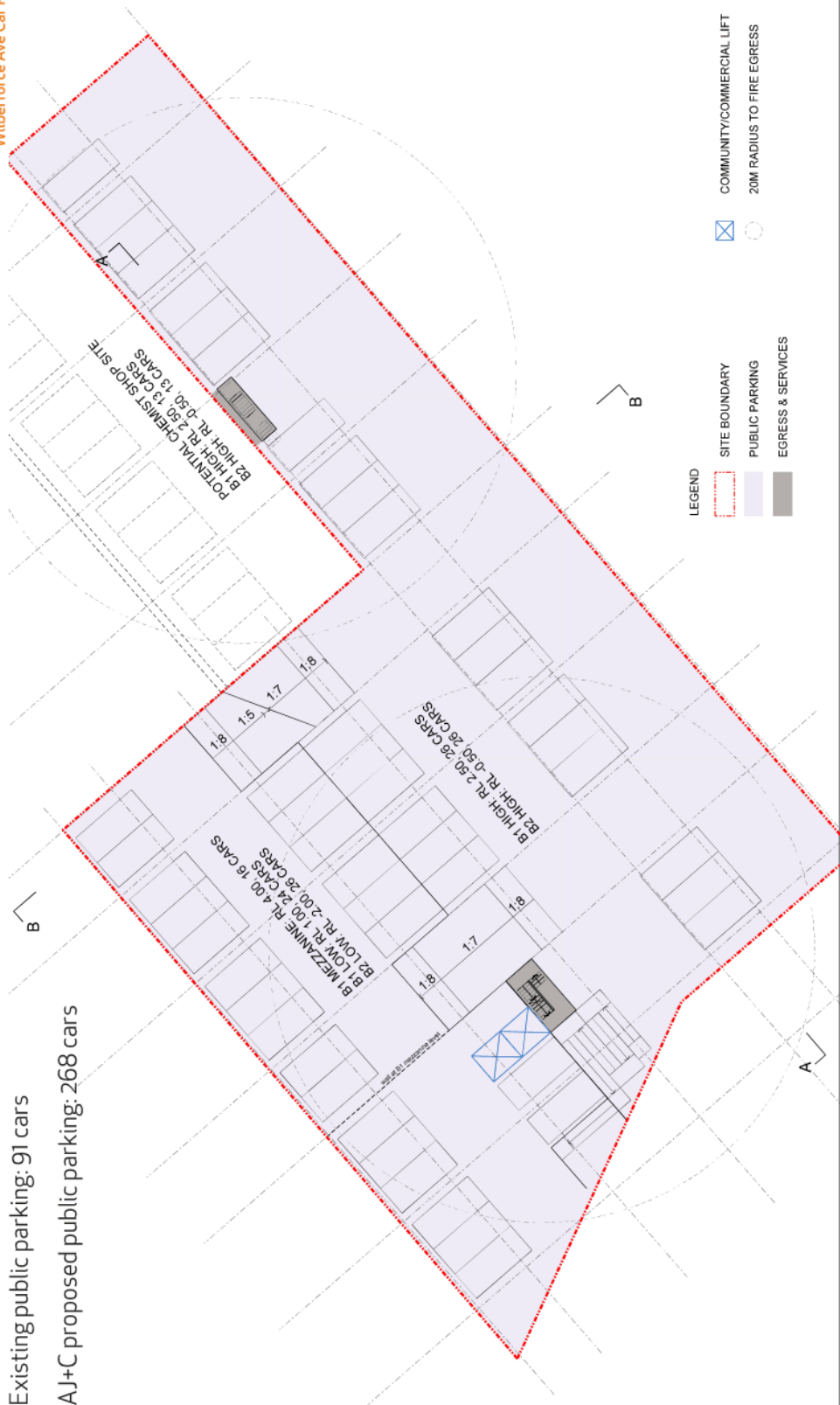
GL COMMUNITY/COMMERCIAL PARKING: 19 CARS

1504.3
 1250 at A3
 14/10/2015
AJ+C
 79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
 02 9550 4100
 www.aj+c.com.au

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 August 2015

5 ARCHITECTURAL CONCEPTS

Wilberforce Ave Car Park



Existing public parking: 91 cars

AJ+C proposed public parking: 268 cars

15043 1:250 at A3 12/10/2015

AJ+C
Architecture

79 Myrtle Street, Chippendale NSW 2008 AUSTRALIA
ph: 02 9550 2222 | www.aj+c.com.au

B1 & B2 LEVEL FLOOR PLAN

Rose Bay Car Parks
WILBERFORCE AVE

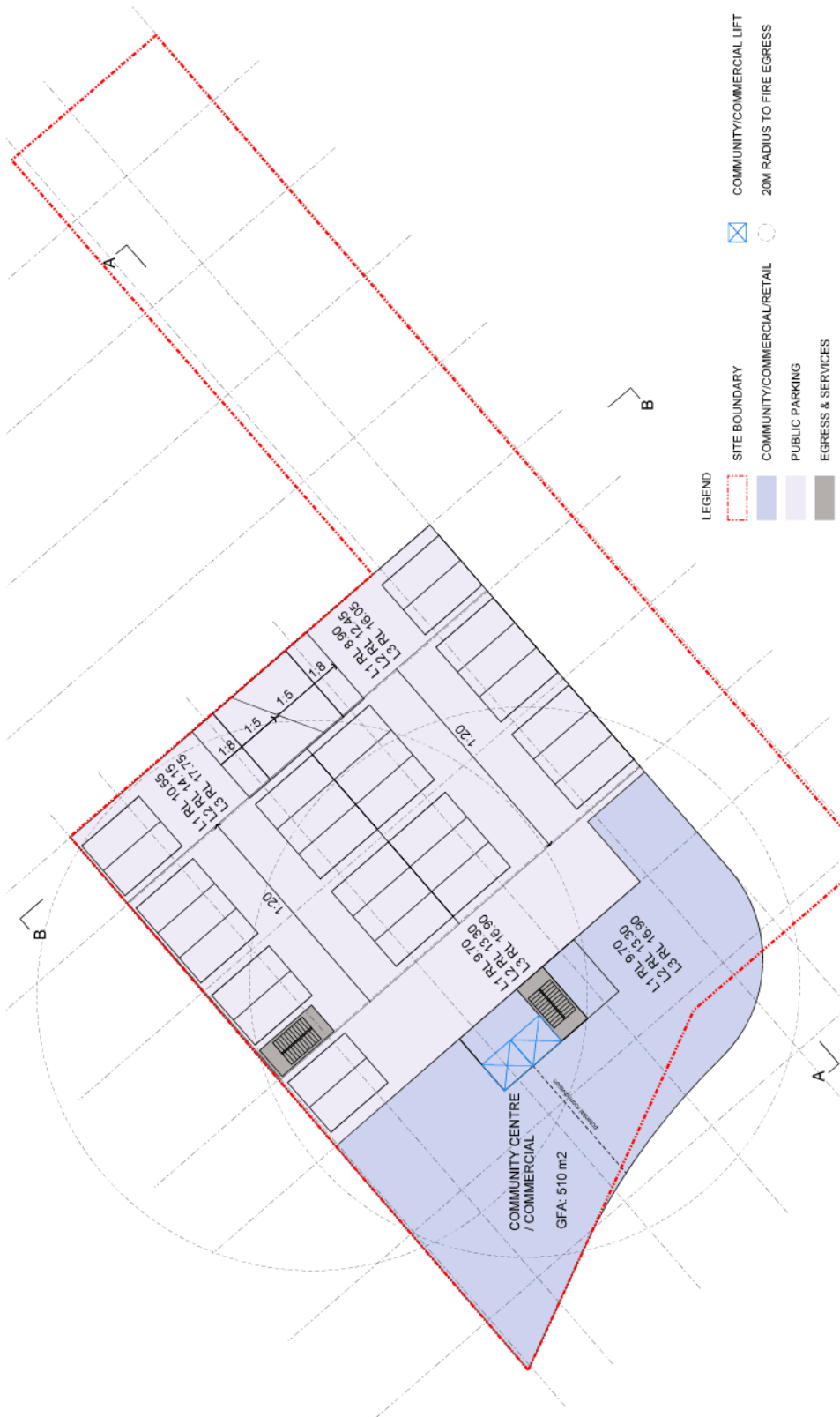
B1 COMMUNITY/COMMERCIAL PARKING, 66 CARS;
 B2 COMMUNITY/COMMERCIAL PARKING, 52 CARS;
 TOTAL COMMUNITY/COMMERCIAL PARKING, 118 CARS

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 August 2015

AJ+C
Architecture

5 ARCHITECTURAL CONCEPTS

Wilberforce Ave Car Park



15043 1:250 at A3 7/10/2015

AJ+C
 Architecture
 79 Myrtle Street, Chippendale NSW 2008 AUSTRALIA
 61 2 9551 1555 • 61 2 9551 1550 • 61 2 9551 1552

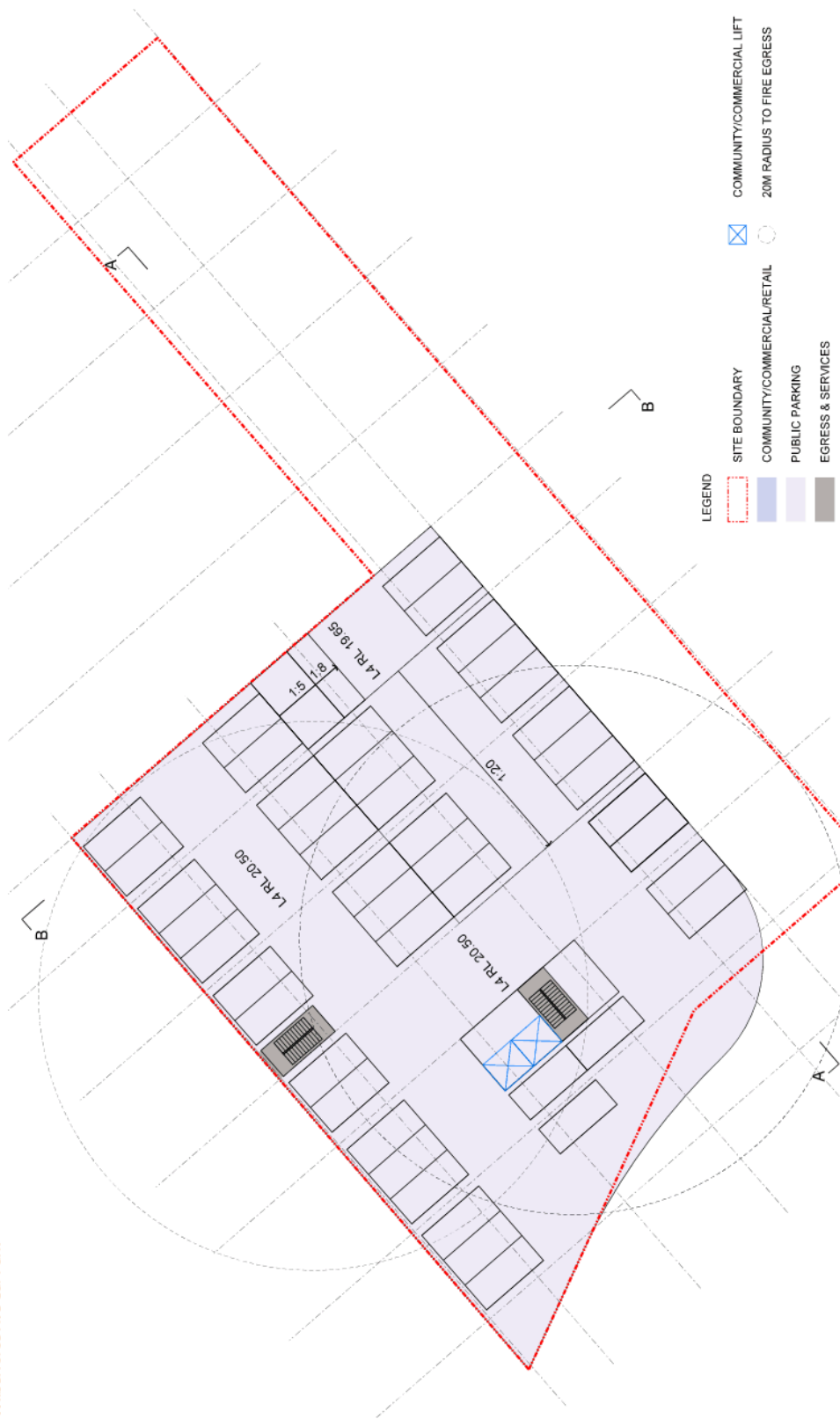
L1-3 COMMUNITY/COMMERCIAL PARKING: 29 CARS/LEVEL
TOTAL 87 CARS

LEVEL 1-3 FLOOR PLAN

Rose Bay Car Parks
WILBERFORCE AVE

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 August 2015

5 ARCHITECTURAL CONCEPTS
 Wilberforce Ave Car Park



15043 1:250 at A3 12/10/2015

AJC
 Architecture
 79 Myrtle Street, Chippendale NSW 2008 AUSTRALIA
 PH: 61 61 9551 1555 FAX: 61 61 9551 1555 WWW.AJC.COM.AU

L4 (ROOF) COMMUNITY/COMMERCIAL PARKING: 44 CARS

LEVEL 4 FLOOR PLAN

Rose Bay Car Parks
WILBERFORCE AVE

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 August 2015

5 ARCHITECTURAL CONCEPTS

Ian Street Car Park



15043 1250 at A3 7/10/2015

AJC
 Architecture + Community
 79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
 ph: 61 2 9551 6222 fax: 61 2 9551 6000 email: info@ajc.com.au

GL COMMUNITY PARKING, 7 CARS

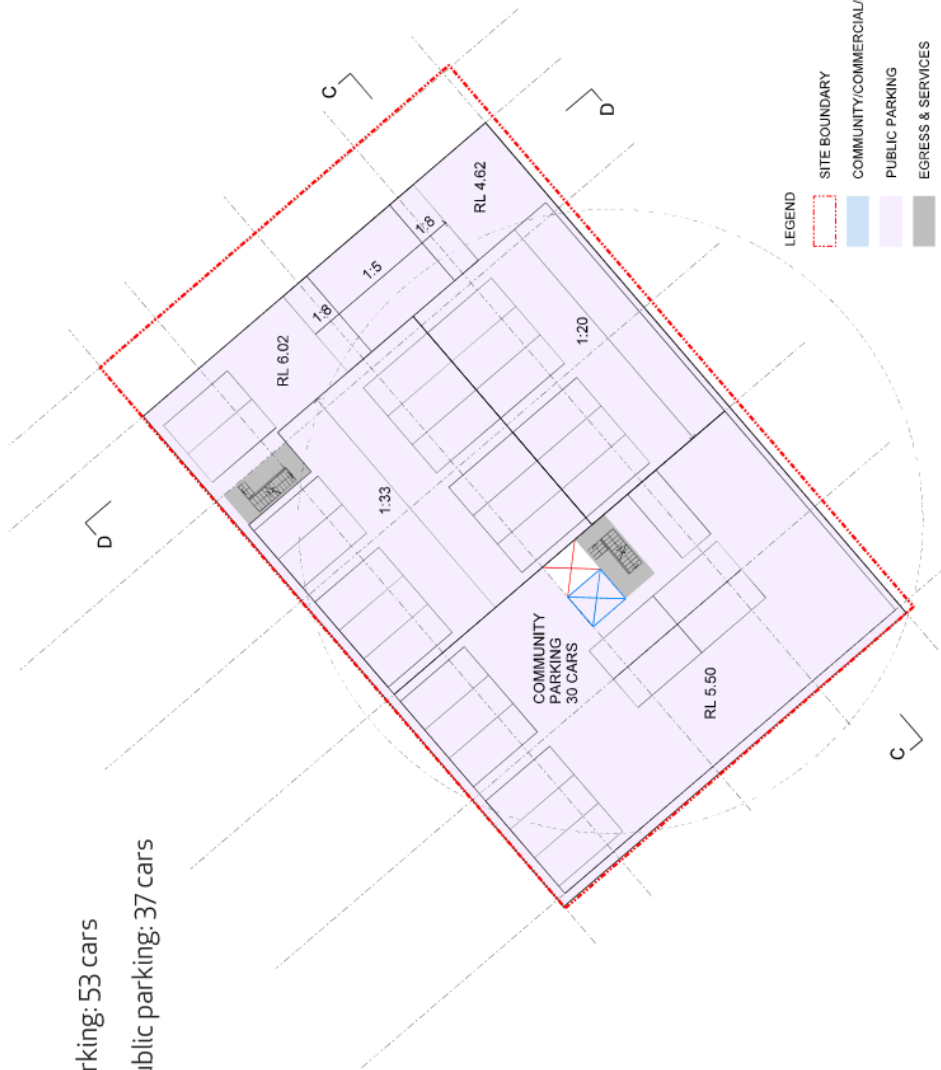
GROUND LEVEL FLOOR PLAN

Rose Bay Car Parks
 IAN ST CAR PARK

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 August 2015

5 ARCHITECTURAL CONCEPTS
Ian Street Car Park

Existing public parking: 53 cars
AJ+C proposed public parking: 37 cars



- LEGEND**
- SITE BOUNDARY
 - COMMUNITY/COMMERCIAL LIFT
 - RESIDENTIAL LIFT
 - 20M RADIUS TO FIRE EGRESS
 - COMMUNITY/COMMERCIAL/RETAIL
 - PUBLIC PARKING
 - EGRESS & SERVICES

15043 1259 at A3 7/09/2018

AJ+C
ARCHITECTURE

79 Myrtle Street, Chippendale NSW 2008 AUSTRALIA
PH: +61 2 9311 8222 FX: +61 2 9311 8500 AIN: 03 782 250

B1 COMMUNITY PARKING, 30 CARS

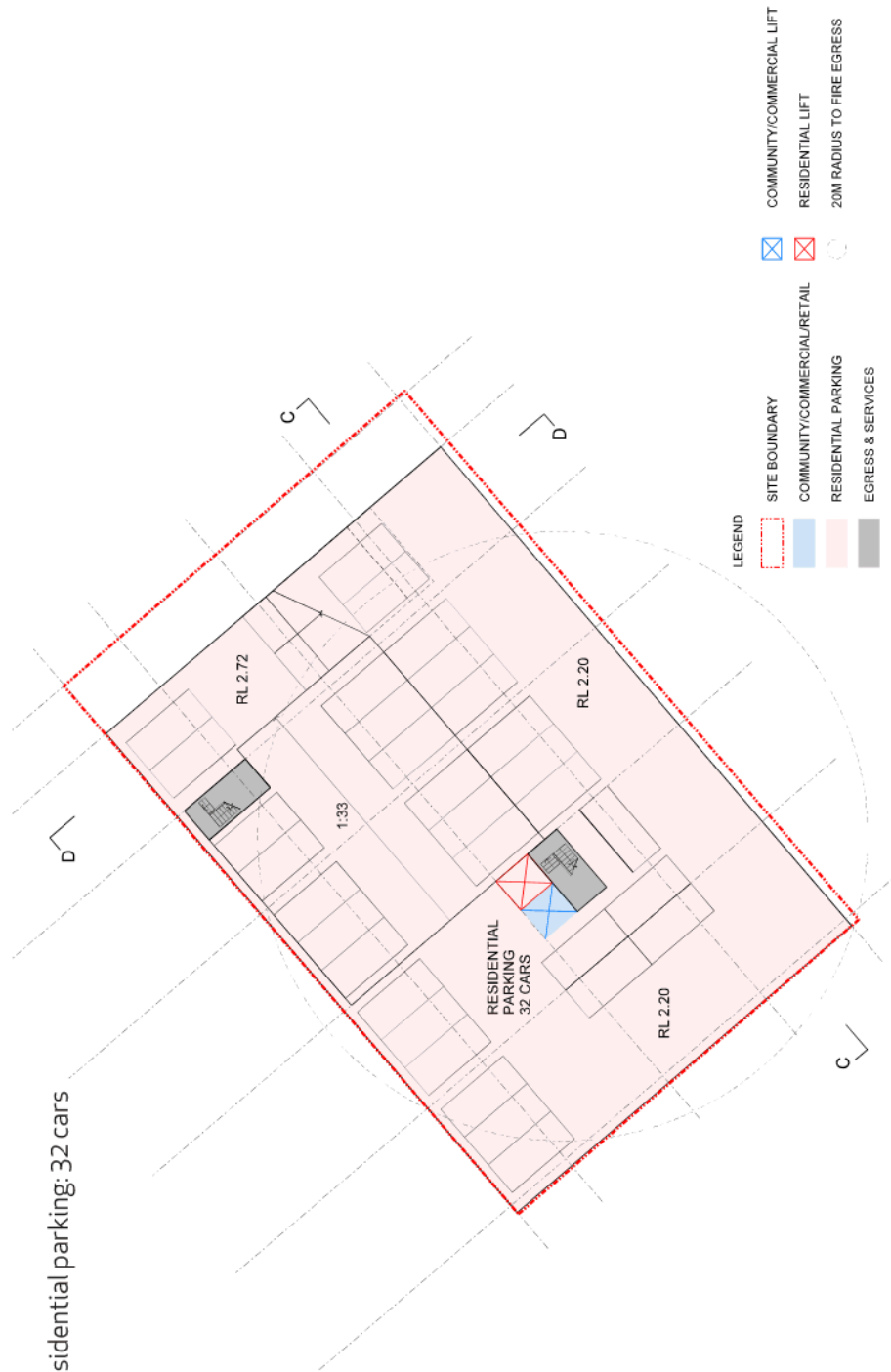
B1 LEVEL FLOOR PLAN

Rose Bay Car Parks
IAN ST CAR PARK
15043_MP2101_Ian St_B1.dgn

ROSE BAY CAR PARKS URBAN DESIGN STUDY
August 2015

5 ARCHITECTURAL CONCEPTS
 Ian Street Car Park

AJ+C proposed residential parking: 32 cars



15043 1:250 at A3 7/08/2015

AJ+C
 Architecture
 79 Maple Street, Chippendale NSW 1585
 Ph: +61 2 9311 8222 Fax: +61 2 9311 8200 Email: info@aj+c.com.au

B2 RESIDENTIAL PARKING, 32 CARS

B2 LEVEL FLOOR PLAN

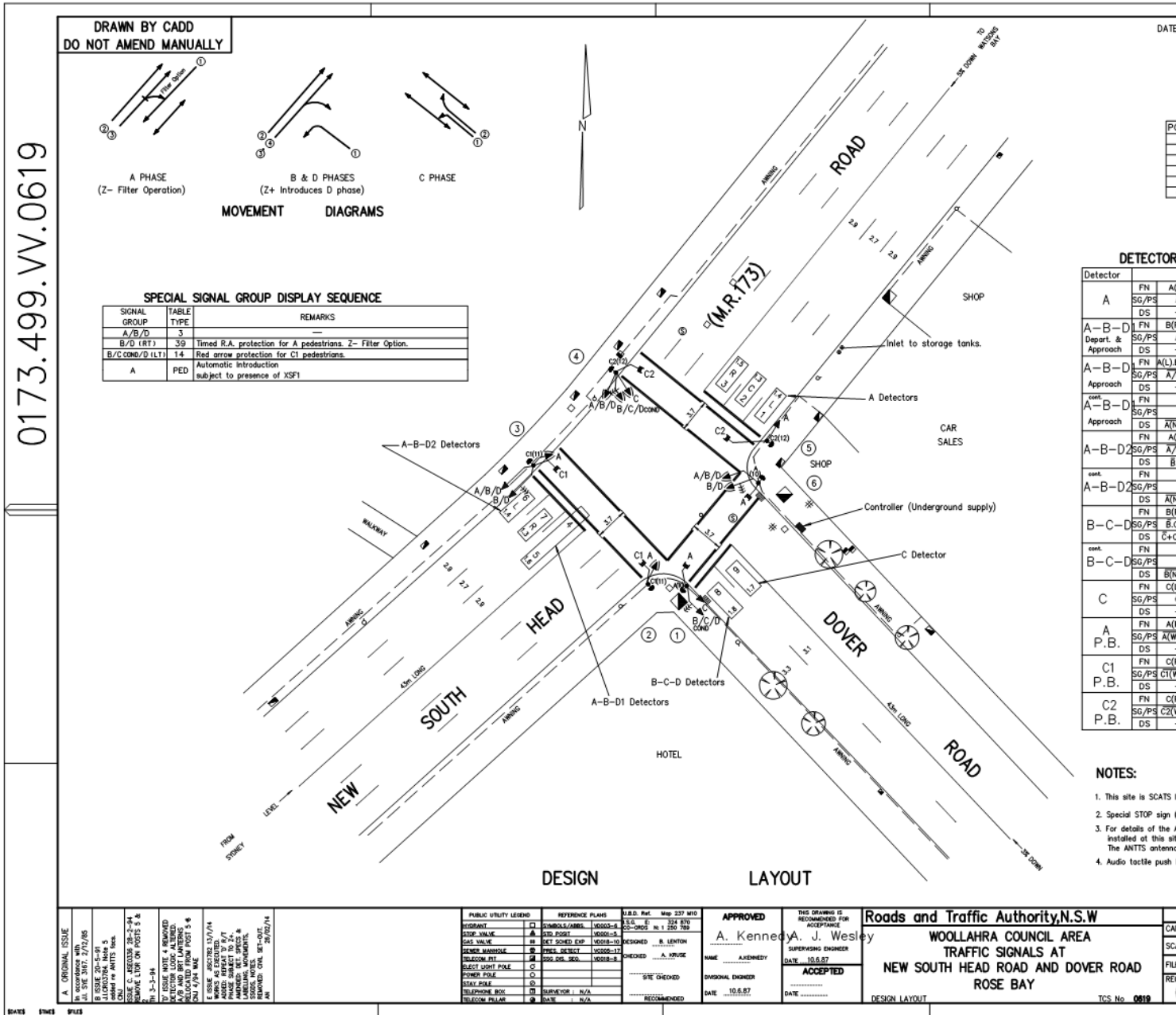
Rose Bay Car Parks
 IAN ST CAR PARK
 15043_MP2100_Ian St_B2.dgn

ROSE BAY CAR PARKS URBAN DESIGN STUDY
 15027 August 2015

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX B

INTERSECTION PLANS



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX C

TRAFFIC SURVEY RESULTS

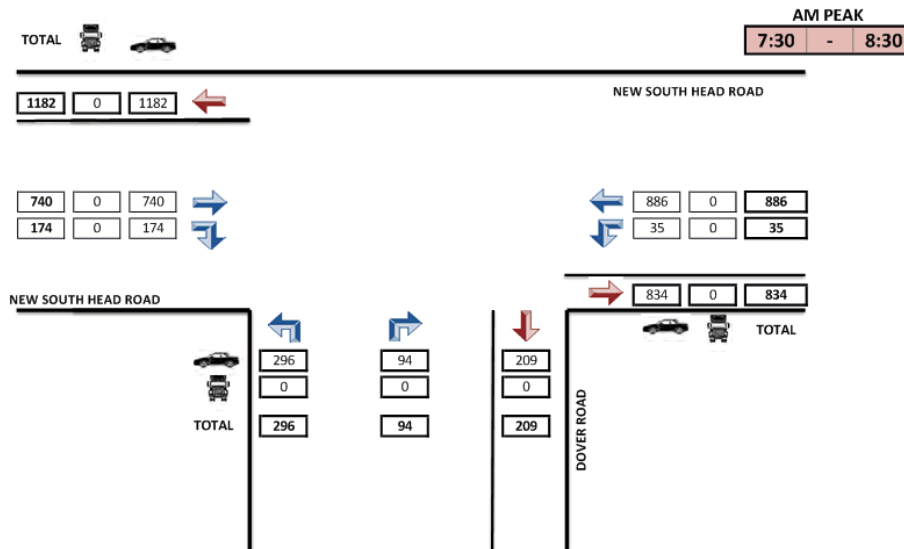
Location - Duration 0700 - 0900
 NEW SOUTH HEAD ROAD 1600 -1800
 DOVER ROAD -
 NEW SOUTH HEAD ROAD Day/Date Tuesday, September 20, 2016
 Suburb ROSE BAY Weather FINE

All Vehicles Time Per 15 Mins	NORTH				EAST				SOUTH				WEST				TOTAL
	L	I	R	TOTAL	NEW SOUTH HEAD ROAD				DOVER ROAD				NEW SOUTH HEAD ROAD				
7:00 - 7:15	0	0	0	0	14	177	0	191	77	0	12	89	0	176	25	201	481
7:15 - 7:30	0	0	0	0	11	171	0	182	84	0	7	91	0	147	38	185	458
7:30 - 7:45	0	0	0	0	7	223	0	230	84	0	14	98	0	159	45	204	532
7:45 - 8:00	0	0	0	0	9	209	0	218	64	0	23	87	0	198	35	233	538
8:00 - 8:15	0	0	0	0	6	203	0	209	87	0	28	115	0	178	50	228	552
8:15 - 8:30	0	0	0	0	13	251	0	264	61	0	29	90	0	205	44	249	603
8:30 - 8:45	0	0	0	0	18	206	0	224	61	0	19	80	0	128	42	170	474
8:45 - 9:00	0	0	0	0	15	209	0	224	78	0	23	101	0	130	37	167	492
Period End	0	0	0	0	93	1649	0	1742	596	0	155	751	0	1321	316	1637	4130
16:00 - 16:15	0	0	0	0	26	167	0	193	40	0	16	56	0	160	65	225	474
16:15 - 16:30	0	0	0	0	24	192	0	216	42	0	15	57	0	165	64	229	502
16:30 - 16:45	0	0	0	0	31	161	0	192	49	0	17	66	0	169	72	241	499
16:45 - 17:00	0	0	0	0	25	167	0	192	49	0	11	60	0	158	56	214	466
17:00 - 17:15	0	0	0	0	23	165	0	188	35	0	18	53	0	186	63	249	490
17:15 - 17:30	0	0	0	0	28	160	0	188	43	0	18	61	0	179	83	262	511
17:30 - 17:45	0	0	0	0	18	118	0	136	45	0	23	68	0	215	100	315	519
17:45 - 18:00	0	0	0	0	20	117	0	137	43	0	14	57	0	196	80	276	470
Period End	0	0	0	0	195	1247	0	1442	346	0	132	478	0	1428	583	2011	3931

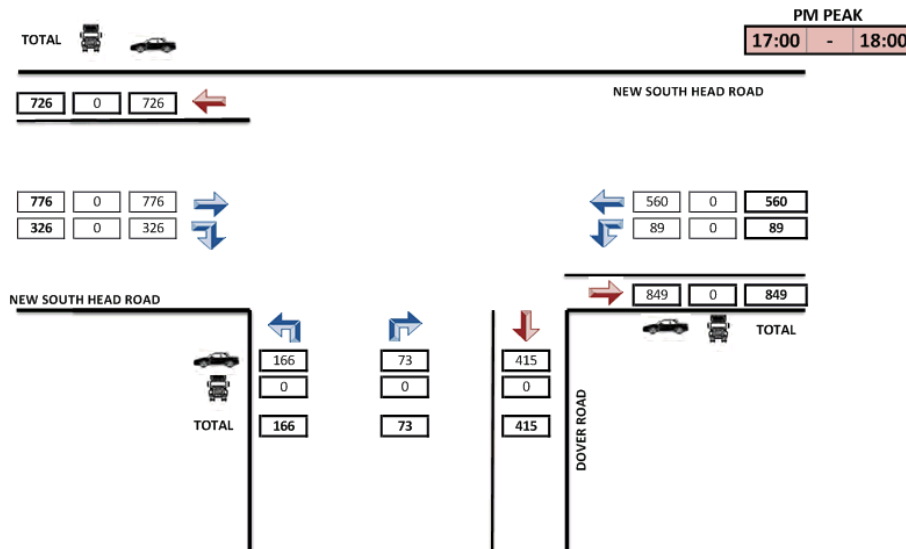
All Vehicles Time Per 15 Mins	NORTH				EAST				SOUTH				WEST				TOTAL
	L	I	R	TOTAL	NEW SOUTH HEAD ROAD				DOVER ROAD				NEW SOUTH HEAD ROAD				
7:00 - 8:00	0	0	0	0	41	780	0	821	309	0	56	365	0	680	143	823	2009
7:15 - 8:15	0	0	0	0	33	806	0	839	319	0	72	391	0	682	168	850	2080
7:30 - 8:30	0	0	0	0	35	886	0	921	296	0	94	390	0	740	174	914	2225
7:45 - 8:45	0	0	0	0	46	869	0	915	273	0	99	372	0	709	171	880	2167
8:00 - 9:00	0	0	0	0	52	869	0	921	287	0	99	386	0	641	173	814	2121
Period End	0	0	0	0	207	4210	0	4417	1484	0	420	1904	0	3452	829	4281	10602
16:00 - 17:00	0	0	0	0	106	687	0	793	180	0	59	239	0	652	257	909	1941
16:15 - 17:15	0	0	0	0	103	685	0	788	175	0	61	236	0	678	255	933	1957
16:30 - 17:30	0	0	0	0	107	653	0	760	176	0	64	240	0	692	274	966	1966
16:45 - 17:45	0	0	0	0	94	610	0	704	172	0	70	242	0	738	302	1040	1986
17:00 - 18:00	0	0	0	0	89	560	0	649	166	0	73	239	0	776	326	1102	1990
Period End	0	0	0	0	499	3195	0	3694	869	0	327	1196	0	3536	1414	4950	9840



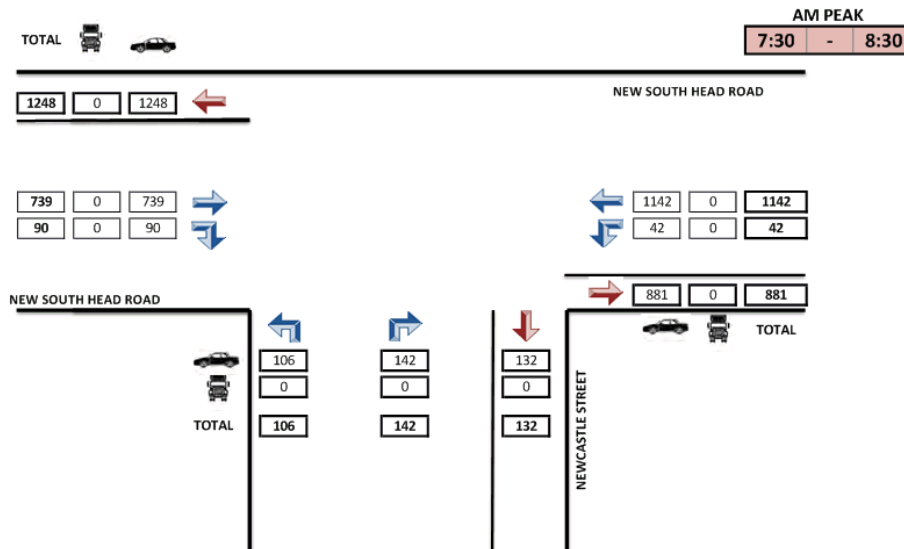
Location	NEW SOUTH HEAD ROAD	Duration	0700 - 0900
	DOVER ROAD		1600 - 1800
	NEW SOUTH HEAD ROAD		0
Suburb	ROSE BAY	Day/Date	Tuesday, September 20, 2016
		Weather	FINE



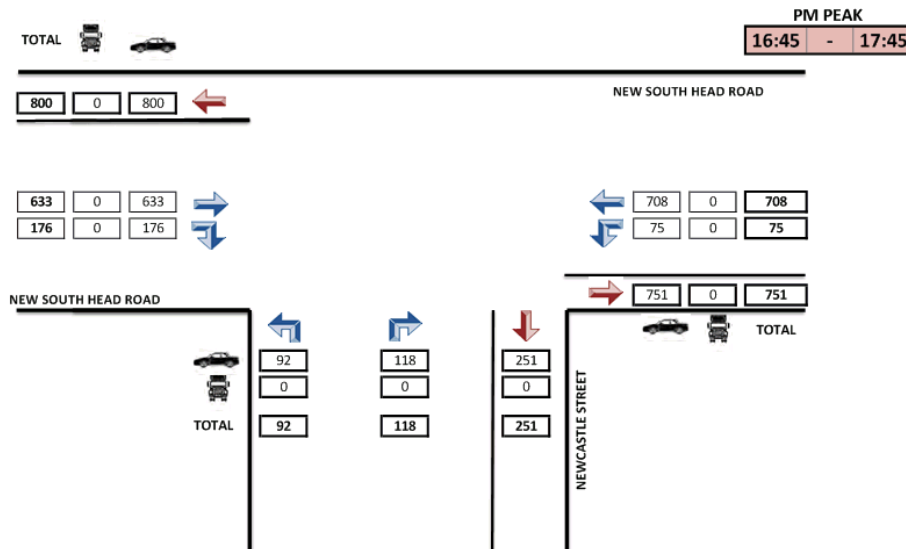
Location	-	Duration	0700 - 0900
	NEW SOUTH HEAD ROAD		1600 - 1800
	DOVER ROAD		0
	NEW SOUTH HEAD ROAD	Day/Date	Tuesday, September 20, 2016
Suburb	ROSE BAY	Weather	FINE



Location	NEW SOUTH HEAD ROAD	Duration	0700 - 0900
	NEWCASTLE STREET		1600 - 1800
	NEW SOUTH HEAD ROAD		0
Suburb	ROSE BAY	Day/Date	Tuesday, September 20, 2016
		Weather	FINE



Location	NEW SOUTH HEAD ROAD	Duration	0700 - 0900
	NEWCASTLE STREET		1600 - 1800
	NEW SOUTH HEAD ROAD		0
Suburb	ROSE BAY	Day/Date	Tuesday, September 20, 2016
		Weather	FINE



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX D

SIDRA RESULTS

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / NEWCASTLE ST AM EX]

NEW SOUTH HEAD RD / NEWCASTLE ST

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: NEWCASTLE ST												
1	L2	106	2.0	0.698	61.5	LOS E	6.1	43.4	0.97	0.83	23.2	
3	R2	142	2.0	0.874	71.7	LOS E	9.1	65.1	1.00	0.97	19.1	
Approach		248	2.0	0.874	67.3	LOS E	9.1	65.1	0.99	0.91	20.8	
East: NEW SOUTH HEAD RD												
4	L2	42	2.0	0.075	4.5	LOS A	0.1	0.7	0.02	0.24	54.1	
5	T1	1142	2.0	0.373	0.4	LOS A	1.0	6.9	0.03	0.04	57.8	
Approach		1184	2.0	0.373	0.6	LOS A	1.0	6.9	0.03	0.05	57.4	
West: NEW SOUTH HEAD RD												
11	T1	139	2.0	0.096	0.3	LOS A	0.2	1.2	0.02	0.02	58.5	
12	R2	90	2.0	0.295	6.0	LOS A	0.2	1.1	0.03	0.58	50.2	
Approach		229	2.0	0.295	2.6	LOS A	0.2	1.2	0.03	0.24	52.8	
All Vehicles		1661	2.0	0.874	10.8	LOS B	9.1	65.1	0.17	0.20	37.6	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	5.7	LOS A	0.1	0.1	0.31	0.31	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	52.4	LOS E	0.2	0.2	0.94	0.94	
All Pedestrians		158	37.5	LOS D			0.73	0.73	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / NEWCASTLE ST PM EX]

NEW SOUTH HEAD RD / NEWCASTLE ST

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: NEWCASTLE ST											
1	L2	92	2.0	0.689	64.4	LOS E	5.4	38.6	0.99	0.83	22.6
3	R2	118	2.0	0.874	73.6	LOS E	7.7	54.6	1.00	0.97	18.8
Approach		210	2.0	0.874	69.5	LOS E	7.7	54.6	1.00	0.91	20.4
East: NEW SOUTH HEAD RD											
4	L2	75	2.0	0.047	4.4	LOS A	0.0	0.3	0.02	0.56	50.9
5	T1	708	2.0	0.237	0.3	LOS A	0.5	3.7	0.03	0.03	58.5
Approach		783	2.0	0.237	0.7	LOS A	0.5	3.7	0.03	0.08	56.7
West: NEW SOUTH HEAD RD											
11	T1	633	2.0	0.390	0.4	LOS A	1.1	7.7	0.04	0.07	56.8
12	R2	176	2.0	0.390	6.0	LOS A	0.4	3.1	0.03	0.47	51.5
Approach		809	2.0	0.390	1.6	LOS A	1.1	7.7	0.03	0.15	54.3
All Vehicles		1802	2.0	0.874	9.2	LOS A	7.7	54.6	0.14	0.21	40.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	4.8	LOS A	0.1	0.1	0.28	0.28	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	37.8	LOS D			0.73	0.73	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / DOVER RD AM EX]

NEW SOUTH HEAD RD / DOVER RD

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: DOVER RD											
1	L2	296	2.0	0.334	21.6	LOS C	7.7	55.2	0.48	0.71	35.3
3	R2	94	2.0	0.560	64.3	LOS E	5.4	38.6	0.99	0.78	27.9
Approach		390	2.0	0.560	31.9	LOS C	7.7	55.2	0.61	0.73	32.4
East: NEW SOUTH HEAD RD											
4	L2	35	2.0	0.575	13.7	LOS B	8.4	59.9	0.34	0.33	50.9
5	T1	886	2.0	0.575	8.2	LOS A	8.6	61.0	0.34	0.32	47.4
Approach		921	2.0	0.575	8.4	LOS A	8.6	61.0	0.34	0.32	47.6
West: NEW SOUTH HEAD RD											
11	T1	740	2.0	0.371	0.4	LOS A	1.0	7.2	0.04	0.10	58.3
12	R2	174	2.0	0.371	4.9	LOS A	0.7	5.1	0.04	0.31	53.1
Approach		914	2.0	0.371	1.3	LOS A	1.0	7.2	0.04	0.14	57.1
All Vehicles		2225	2.0	0.575	9.6	LOS A	8.6	61.0	0.26	0.32	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	24.8	LOS C	0.1	0.1	0.64	0.64	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	44.4	LOS E			0.85	0.85	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / DOVER RD PM EX]

NEW SOUTH HEAD RD / DOVER RD

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: DOVER RD											
1	L2	166	2.0	0.155	13.0	LOS B	2.4	17.1	0.27	0.65	41.4
3	R2	73	2.0	0.532	66.2	LOS E	4.3	30.5	0.99	0.76	27.5
Approach		239	2.0	0.532	29.2	LOS C	4.3	30.5	0.49	0.68	34.1
East: NEW SOUTH HEAD RD											
4	L2	89	2.0	0.536	24.9	LOS C	10.3	73.4	0.58	0.57	43.1
5	T1	560	2.0	0.536	19.4	LOS B	10.6	75.5	0.59	0.53	36.6
Approach		649	2.0	0.536	20.2	LOS C	10.6	75.5	0.59	0.54	37.9
West: NEW SOUTH HEAD RD											
11	T1	776	2.0	0.425	0.4	LOS A	1.3	9.1	0.04	0.10	58.3
12	R2	326	2.0	0.425	4.9	LOS A	1.1	7.5	0.05	0.44	51.6
Approach		1102	2.0	0.425	1.8	LOS A	1.3	9.1	0.04	0.20	56.0
All Vehicles		1990	2.0	0.536	11.1	LOS B	10.6	75.5	0.27	0.37	44.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	33.1	LOS D	0.1	0.1	0.74	0.74	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	47.2	LOS E			0.88	0.88	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / NEWCASTLE ST AM FUT]

NEW SOUTH HEAD RD / NEWCASTLE ST

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: NEWCASTLE ST												
1	L2	121	2.0	0.772	63.1	LOS E	7.1	50.8	0.97	0.87	22.8	
3	R2	147	2.0	0.881	72.0	LOS E	9.5	67.7	0.99	0.97	19.0	
Approach		268	2.0	0.881	68.0	LOS E	9.5	67.7	0.98	0.93	20.7	
East: NEW SOUTH HEAD RD												
4	L2	47	2.0	0.076	4.6	LOS A	0.1	0.7	0.02	0.27	53.8	
5	T1	1139	2.0	0.378	0.4	LOS A	1.0	7.0	0.03	0.04	57.7	
Approach		1186	2.0	0.378	0.6	LOS A	1.0	7.0	0.03	0.05	57.3	
West: NEW SOUTH HEAD RD												
11	T1	142	2.0	0.099	0.3	LOS A	0.2	1.3	0.02	0.02	58.5	
12	R2	95	2.0	0.315	11.7	LOS B	2.0	14.1	0.37	0.68	44.8	
Approach		237	2.0	0.315	4.9	LOS A	2.0	14.1	0.16	0.29	48.6	
All Vehicles		1691	2.0	0.881	11.9	LOS B	9.5	67.7	0.20	0.22	36.5	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	6.0	LOS A	0.1	0.1	0.32	0.32	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	51.5	LOS E	0.2	0.2	0.93	0.93	
All Pedestrians		158	37.2	LOS D			0.73	0.73	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / NEWCASTLE ST PM FUT]

NEW SOUTH HEAD RD / NEWCASTLE ST

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: NEWCASTLE ST											
1	L2	122	2.0	0.854	70.2	LOS E	7.7	54.9	0.99	0.94	21.4
3	R2	128	2.0	0.884	73.6	LOS E	8.3	59.4	1.00	0.98	18.7
Approach		250	2.0	0.884	72.0	LOS E	8.3	59.4	1.00	0.96	20.0
East: NEW SOUTH HEAD RD											
4	L2	85	2.0	0.053	4.4	LOS A	0.1	0.4	0.02	0.56	50.8
5	T1	705	2.0	0.241	0.4	LOS A	0.5	3.8	0.03	0.02	58.4
Approach		790	2.0	0.241	0.8	LOS A	0.5	3.8	0.03	0.08	56.4
West: NEW SOUTH HEAD RD											
11	T1	641	2.0	0.425	0.5	LOS A	1.2	8.7	0.04	0.05	57.4
12	R2	196	2.0	0.425	6.1	LOS A	0.4	3.1	0.04	0.54	50.7
Approach		837	2.0	0.425	1.8	LOS A	1.2	8.7	0.04	0.16	54.0
All Vehicles		1877	2.0	0.884	10.7	LOS B	8.3	59.4	0.16	0.24	38.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	5.4	LOS A	0.1	0.1	0.30	0.30	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	53.3	LOS E	0.2	0.2	0.94	0.94	
All Pedestrians		158	37.7	LOS D			0.73	0.73	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / DOVER RD AM FUT]

NEW SOUTH HEAD RD / DOVER RD

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: DOVER RD											
1	L2	293	2.0	0.331	21.6	LOS C	7.6	54.5	0.48	0.71	35.3
3	R2	94	2.0	0.560	64.3	LOS E	5.4	38.6	0.99	0.78	27.9
Approach		387	2.0	0.560	32.0	LOS C	7.6	54.5	0.61	0.73	32.3
East: NEW SOUTH HEAD RD											
4	L2	41	2.0	0.582	13.7	LOS B	8.6	61.2	0.34	0.34	50.8
5	T1	891	2.0	0.582	8.2	LOS A	8.8	62.5	0.34	0.32	47.3
Approach		932	2.0	0.582	8.4	LOS A	8.8	62.5	0.34	0.32	47.6
West: NEW SOUTH HEAD RD											
11	T1	745	2.0	0.375	0.4	LOS A	1.0	7.3	0.04	0.10	58.3
12	R2	177	2.0	0.375	4.9	LOS A	0.7	5.2	0.04	0.31	53.0
Approach		922	2.0	0.375	1.3	LOS A	1.0	7.3	0.04	0.14	57.1
All Vehicles		2241	2.0	0.582	9.6	LOS A	8.8	62.5	0.26	0.32	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	24.8	LOS C	0.1	0.1	0.64	0.64	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	44.4	LOS E			0.85	0.85	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: [NEW SOUTH HEAD RD / DOVER RD PM FUT]

NEW SOUTH HEAD RD / DOVER RD

Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: DOVER RD											
1	L2	163	2.0	0.153	13.0	LOS B	2.4	16.8	0.27	0.65	41.4
3	R2	73	2.0	0.532	66.2	LOS E	4.3	30.5	0.99	0.76	27.5
Approach		236	2.0	0.532	29.4	LOS C	4.3	30.5	0.49	0.68	34.0
East: NEW SOUTH HEAD RD											
4	L2	101	2.0	0.555	25.0	LOS C	10.8	77.1	0.59	0.58	43.0
5	T1	570	2.0	0.555	19.5	LOS B	11.2	79.5	0.60	0.55	36.5
Approach		671	2.0	0.555	20.4	LOS C	11.2	79.5	0.60	0.55	37.9
West: NEW SOUTH HEAD RD											
11	T1	786	2.0	0.433	0.4	LOS A	1.3	9.4	0.04	0.10	58.3
12	R2	334	2.0	0.433	5.0	LOS A	1.1	7.8	0.05	0.45	51.5
Approach		1120	2.0	0.433	1.8	LOS A	1.3	9.4	0.04	0.20	56.0
All Vehicles		2027	2.0	0.555	11.2	LOS B	11.2	79.5	0.28	0.37	44.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	33.1	LOS D	0.1	0.1	0.74	0.74	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	47.2	LOS E			0.88	0.88	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

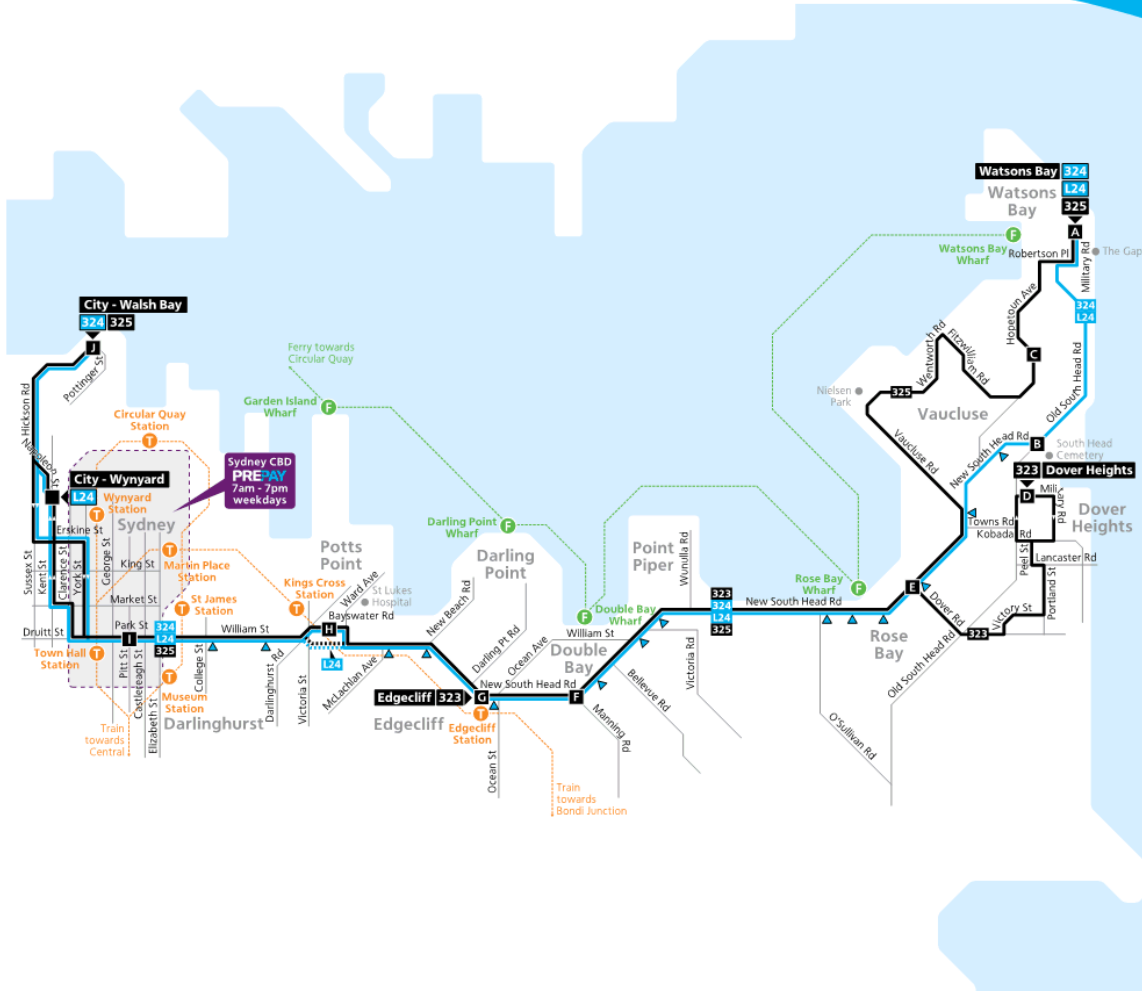
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX E

TRANSPORT SERVICES

Bus route map 323, 324, L24, 325 



- Legend**
- Bus route
 - 324 Bus route number
 - A** Timing point
 - ▶ Stops for limited stops services
 - T Train line/station
 - - - Ferry route/wharf

 Diagrammatic Map
 North
 Not to Scale

 Transport
 Buses



Monday to Friday (continued...)												
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	10:49	11:07	11:19	11:37	11:49	12:07	12:19	12:37	12:49	13:07	13:19
B	Vaucluse Heights Old South Head Rd	...	11:13	...	11:43	...	12:13	...	12:43	...	13:13	...
C	Vaucluse Hopetoun Avenue	10:54	...	11:24	...	11:54	...	12:24	...	12:54	...	13:24
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	11:04	11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34
F	Double Bay Manning Road	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
G	Edgecliff New South Head Road	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48
H	Kings Cross Bayswater Road	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53
I	City - Town Hall Park Street	p11:33	p11:48	p12:03	p12:18	p12:33	p12:48	p13:03	p13:18	p13:33	p13:48	p14:03
J	City - Walsh Bay Hickson Road	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12

Monday to Friday (continued...)												
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	13:49	14:07	14:19	14:32	14:41	...	14:49	...	...	15:02	...
B	Vaucluse Heights Old South Head Rd	...	14:13	...	14:38	14:47	14:52	...	15:02	15:05	15:08	15:13
C	Vaucluse Hopetoun Avenue	13:54	...	14:24	...	...	...	14:54	...	...	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	14:04	14:19	14:34	14:44	14:53	14:58	15:04	15:08	15:11	15:14	15:19
F	Double Bay Manning Road	14:15	14:30	14:45	14:55	15:04	15:08	15:14	15:18	15:21	15:24	15:29
G	Edgecliff New South Head Road	14:18	14:33	14:48	14:58	15:08	e15:10	15:18	e15:20	e15:23	15:28	e15:31
H	Kings Cross Bayswater Road	14:23	14:38	14:53	15:03	15:13	...	15:23	...	...	15:33	...
I	City - Town Hall Park Street	p14:33	p14:48	p15:03	p15:13	p15:23	...	p15:33	...	...	p15:43	...
J	City - Walsh Bay Hickson Road	14:42	14:57	15:12	15:22	15:32	...	15:42	...	...	15:52	...

Monday to Friday (continued...)												
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	15:19	...	15:32	15:39	15:52	...	16:19	16:32	...	16:49	17:07
B	Vaucluse Heights Old South Head Rd	...	15:33	15:38	...	15:58	16:14	...	16:38	16:48	...	17:13
C	Vaucluse Hopetoun Avenue	15:24	...	...	15:44	...	...	16:24	...	...	16:54	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	15:34	15:39	15:44	15:54	16:04	16:20	16:34	16:44	16:54	17:04	17:19
F	Double Bay Manning Road	15:44	15:49	15:54	16:04	16:14	16:30	16:44	16:54	17:04	17:14	17:29
G	Edgecliff New South Head Road	15:48	e15:51	15:58	16:08	16:18	16:34	16:48	16:58	17:08	17:18	17:33
H	Kings Cross Bayswater Road	15:53	...	16:03	16:13	16:23	16:39	16:53	17:03	17:13	17:23	17:38
I	City - Town Hall Park Street	p16:03	...	p16:13	p16:22	p16:33	p16:48	p17:02	p17:12	p17:22	p17:32	p17:47
J	City - Walsh Bay Hickson Road	16:12	...	16:22	16:31	16:43	16:58	17:12	17:22	17:32	17:42	17:57

New South Head Road to Edgecliff & City

Monday to Friday

Monday to Friday **New South Head Road to Edgecliff & City**

Monday to Friday (continued...)		325	324	325	324	325	324	325	324	325	324	325	324	325	324
map	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325	324
	A	Watsons Bay Military Road	17:34	17:52	18:06	18:29	18:46	19:19	19:46	20:19	20:47	21:21	21:49	22:21	
	B	Vaucluse Heights Old South Head Rd	...	17:58	...	18:35	...	19:25	...	20:25	...	21:26	...	22:26	
	C	Vaucluse Hopetoun Avenue	17:39	...	18:11	...	18:51	...	19:50	...	20:51	...	21:53	...	
	D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
	E	Rose Bay Dover Road	17:49	18:04	18:21	18:41	19:01	19:29	19:59	20:29	21:00	21:30	22:00	22:30	
	F	Double Bay Manning Road	17:59	18:14	18:31	18:51	19:10	19:38	20:08	20:38	21:08	21:38	22:08	22:38	
	G	Edgecliff New South Head Road	18:03	18:18	18:35	18:55	19:12	19:40	20:10	20:40	21:10	21:40	22:10	22:40	
	H	Kings Cross Bayswater Road	18:08	18:23	18:40	19:00	19:16	19:44	20:14	20:44	21:13	21:43	22:13	22:43	
	I	City - Town Hall Park Street	p18:17	p18:32	p18:49	19:08	19:24	19:51	20:21	20:51	21:20	21:50	22:20	22:50	
	J	City - Walsh Bay Hickson Road	18:26	18:41	18:58	19:17	19:33	20:00	20:30	21:00	21:29	21:59	22:29	22:59	

Monday to Friday (continued...)		325	324	325	324	325	324	325	324	325	324	325	324
map	Route Number	325	324	325	324	325	324	325	324	325	324	325	324
	A	Watsons Bay Military Road	22:49	23:21	23:51	00:22	f01:15						
	B	Vaucluse Heights Old South Head Rd	...	23:26	23:56	00:27	f01:20						
	C	Vaucluse Hopetoun Avenue	22:53	...	...	...	...		
	D	Dover Heights Military Road	...	...	...	...	...	
	E	Rose Bay Dover Road	23:00	23:30	00:00	00:31	f01:24						
	F	Double Bay Manning Road	23:08	23:38	00:08	00:38	f01:31						
	G	Edgecliff New South Head Road	23:10	23:40	00:10	00:40	f01:33						
	H	Kings Cross Bayswater Road	23:13	23:43	00:13	00:43	f01:36						
	I	City - Town Hall Park Street	23:20	23:50	00:20	00:50	f01:43						
	J	City - Walsh Bay Hickson Road	23:29	23:59	00:29	00:59	f01:52						

Saturday												
map_ref	Route Number	324	324	324	324	324	324	324	324	324	324	324
A	Watsons Bay Military Road	04:31	05:01	05:31	06:01	06:31	07:01	07:25	07:45	07:55	08:15	08:25
B	Vaucluse Heights Old South Head Rd	04:36	05:06	05:36	06:06	06:36	07:06	...	07:50	...	08:20	08:49
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	...	07:29	...	08:00	...	08:30
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	04:40	05:10	05:40	06:10	06:40	07:10	07:38	07:54	08:09	08:24	08:39
F	Double Bay Manning Road	04:47	05:18	05:48	06:18	06:48	07:18	07:47	08:03	08:18	08:33	08:48
G	Edgecliff New South Head Road	04:49	05:20	05:50	06:20	06:50	07:20	07:49	08:05	08:20	08:35	08:50
H	Kings Cross Bayswater Road	04:53	05:24	05:54	06:24	06:54	07:24	07:53	08:09	08:24	08:39	08:54
I	City - Town Hall Park Street	04:59	05:30	06:00	06:30	07:00	07:30	08:00	08:16	08:31	08:47	09:02
J	City - Walsh Bay Hickson Road	05:08	05:39	06:09	06:39	07:09	07:39	08:09	08:25	08:41	08:57	09:12

Saturday (continued...)												
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	08:51	09:13	09:20	09:43	09:50	10:13	10:20	10:43	10:50	11:13	11:43
B	Vaucluse Heights Old South Head Rd	...	09:18	...	09:48	...	10:18	...	10:48	...	11:18	11:48
C	Vaucluse Hopetoun Avenue	08:56	...	09:25	...	09:55	...	10:25	...	10:55	...	11:25
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	09:07	09:22	09:37	09:52	10:07	10:22	10:37	10:52	11:07	11:22	11:37
F	Double Bay Manning Road	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18	11:33	11:48
G	Edgecliff New South Head Road	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
H	Kings Cross Bayswater Road	09:25	09:40	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
I	City - Town Hall Park Street	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18	11:33	11:48	12:03
J	City - Walsh Bay Hickson Road	09:45	10:00	10:15	10:30	10:45	11:00	11:16	11:31	11:46	12:01	12:16

Saturday (continued...)												
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	11:50	12:13	12:20	12:43	12:50	13:13	13:20	13:43	13:50	14:13	14:43
B	Vaucluse Heights Old South Head Rd	...	12:18	...	12:48	...	13:18	...	13:48	...	14:18	14:48
C	Vaucluse Hopetoun Avenue	11:55	...	12:25	...	12:55	...	13:25	...	13:55	...	14:25
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37
F	Double Bay Manning Road	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48
G	Edgecliff New South Head Road	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50
H	Kings Cross Bayswater Road	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55
I	City - Town Hall Park Street	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03
J	City - Walsh Bay Hickson Road	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16

New South Head Road to Edgecliff & City

Saturday

∞ Saturday **New South Head Road to Edgecliff & City**

Saturday (continued...)												
map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	14:50	15:13	15:20	15:43	15:50	16:13	16:20	16:44	16:52	17:15	17:23
B	Vaucluse Heights Old South Head Rd	...	15:18	...	15:48	...	16:18	...	16:49	...	17:20	...
C	Vaucluse Hopetoun Avenue	14:55	...	15:25	...	15:55	...	16:25	...	16:57	...	17:27
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	15:07	15:22	15:37	15:52	16:07	16:22	16:37	16:53	17:09	17:24	17:39
F	Double Bay Manning Road	15:18	15:33	15:48	16:03	16:18	16:33	16:48	17:04	17:19	17:34	17:49
G	Edgecliff New South Head Road	15:20	15:35	15:50	16:05	16:20	16:35	16:50	17:06	17:21	17:36	17:51
H	Kings Cross Bayswater Road	15:25	15:40	15:55	16:10	16:25	16:40	16:55	17:11	17:26	17:41	17:56
I	City - Town Hall Park Street	15:33	15:48	16:03	16:18	16:33	16:48	17:03	17:18	17:33	17:48	18:03
J	City - Walsh Bay Hickson Road	15:46	16:01	16:16	16:31	16:46	17:01	17:16	17:31	17:46	18:01	18:16

Saturday (continued...)												
map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	17:53	18:20	18:37	19:14	19:37	20:14	20:41	21:11	21:39	22:11	22:39
B	Vaucluse Heights Old South Head Rd	...	18:25	...	19:19	...	20:19	...	21:16	...	22:16	...
C	Vaucluse Hopetoun Avenue	17:57	...	18:41	...	19:41	...	20:45	...	21:43	...	22:43
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	18:09	18:29	18:53	19:23	19:53	20:23	20:57	21:20	21:50	22:20	22:50
F	Double Bay Manning Road	18:19	18:39	19:03	19:33	20:03	20:33	21:05	21:28	21:58	22:28	22:58
G	Edgecliff New South Head Road	18:21	18:41	19:05	19:35	20:05	20:35	21:07	21:30	22:00	22:30	23:00
H	Kings Cross Bayswater Road	18:26	18:46	19:10	19:40	20:10	20:40	21:10	21:33	22:03	22:33	23:03
I	City - Town Hall Park Street	18:33	18:53	19:16	19:46	20:16	20:46	21:16	21:39	22:09	22:39	23:09
J	City - Walsh Bay Hickson Road	18:46	19:05	19:26	19:56	20:26	20:56	21:26	21:49	22:19	22:49	23:19

Saturday (continued...)												
map ref	Route Number	324	324	324	324	324	324	324	324	324	324	324
A	Watsons Bay Military Road	23:41	00:11	00:41	01:11	01:11	02:11					
B	Vaucluse Heights Old South Head Rd	23:46	00:16	00:46	01:16	01:16	02:16					
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	...
D	Dover Heights Military Road	...	...	...	...	...	...
E	Rose Bay Dover Road	23:50	00:20	00:50	01:20	01:20	02:20					
F	Double Bay Manning Road	23:58	00:28	00:57	01:27	01:27	02:27					
G	Edgecliff New South Head Road	00:00	00:30	00:59	01:29	01:29	02:29					
H	Kings Cross Bayswater Road	00:03	00:33	01:02	01:32	01:32	02:32					
I	City - Town Hall Park Street	00:09	00:39	01:08	01:38	01:38	02:38					
J	City - Walsh Bay Hickson Road	00:19	00:48	01:17	01:47	01:47	02:47					

Sunday & Public Holidays														
map_ref	Route Number	324	324	324	324	324	324	324	324	324	324	324	324	324
A	Watsons Bay Military Road	...	...	07:01	07:31	08:01	08:16	08:28	08:45	08:54	09:11	09:22	09:41	...
B	Vaucluse Heights Old South Head Rd	...	...	07:06	07:36	08:06	08:21	...	08:50	...	09:17	...	09:47	...
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	...	08:32	...	...	...	...	09:28	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	06:08	06:38	07:10	07:40	08:10	08:25	08:40	08:54	09:08	09:23	09:38	09:53	...
F	Double Bay Manning Road	06:16	06:46	07:18	07:48	08:18	08:33	08:48	09:03	09:18	09:33	09:48	10:03	...
G	Edgecliff New South Head Road	06:18	06:48	07:20	07:50	08:20	08:35	08:50	09:05	09:20	09:35	09:50	10:05	...
H	Kings Cross Bayswater Road	06:22	06:52	07:24	07:54	08:24	08:39	08:54	09:09	09:24	09:39	09:54	10:09	...
I	City - Town Hall Park Street	06:28	06:58	07:30	08:00	08:30	08:45	09:00	09:16	09:31	09:46	10:01	10:16	...
J	City - Walsh Bay Hickson Road	06:36	07:06	07:38	08:08	08:38	08:53	09:10	09:26	09:41	09:56	10:11	10:26	...

Sunday & Public Holidays (cont...)														
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	09:52	10:11	10:22	10:41	10:52	11:11	11:22	11:41	11:52	12:11	12:22	12:41	...
B	Vaucluse Heights Old South Head Rd	...	10:17	...	10:47	...	11:17	...	11:47	...	12:17	...	12:47	...
C	Vaucluse Hopetoun Avenue	09:58	...	10:28	...	10:58	...	11:28	...	11:58	...	12:28	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	10:08	10:23	10:38	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	...
F	Double Bay Manning Road	10:18	10:33	10:48	11:03	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	...
G	Edgecliff New South Head Road	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	...
H	Kings Cross Bayswater Road	10:24	10:39	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	...
I	City - Town Hall Park Street	10:31	10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	...
J	City - Walsh Bay Hickson Road	10:41	10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	...

Sunday & Public Holidays (cont...)														
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	12:52	13:11	13:22	13:41	13:52	14:11	14:22	14:41	14:52	15:11	15:22	15:41	...
B	Vaucluse Heights Old South Head Rd	...	13:17	...	13:47	...	14:17	...	14:47	...	15:17	...	15:47	...
C	Vaucluse Hopetoun Avenue	12:58	...	13:28	...	13:58	...	14:28	...	14:58	...	15:28	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:38	15:53	...
F	Double Bay Manning Road	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:48	16:03	...
G	Edgecliff New South Head Road	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05	...
H	Kings Cross Bayswater Road	13:24	13:39	13:54	14:09	14:24	14:39	14:54	15:09	15:24	15:39	15:54	16:09	...
I	City - Town Hall Park Street	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02	16:17	...
J	City - Walsh Bay Hickson Road	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44	15:59	16:14	16:29	...

9 Sunday & Public Holidays

New South Head Road to Edgecliff & City

10 Sunday & Public Holidays

New South Head Road to Edgecliff & City

map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	15:52	16:11	16:22	16:42	16:53	17:12	17:23	17:43	17:58	18:13	18:28	18:43
B	Vaucluse Heights Old South Head Rd	...	16:17	...	16:48	...	17:18	...	17:49	...	18:19	18:34	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	15:58	...	16:28	...	16:59	...	17:29	...	18:03	...	18:47	...	...	...	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	16:08	16:23	16:38	16:54	17:09	17:24	17:39	17:55	18:11	18:24	18:39	18:55	...	...	...	...
F	Double Bay Manning Road	16:18	16:33	16:48	17:04	17:19	17:34	17:49	18:04	18:19	18:32	18:47	19:03	...	...	...	...
G	Edgecliff New South Head Road	16:20	16:35	16:50	17:06	17:21	17:36	17:51	18:06	18:21	18:34	18:49	19:05	...	...	...	...
H	Kings Cross Bayswater Road	16:24	16:39	16:54	17:10	17:25	17:40	17:55	18:10	18:25	18:38	18:53	19:09	...	...	...	...
I	City - Town Hall Park Street	16:32	16:47	17:02	17:18	17:33	17:48	18:02	18:16	18:31	18:44	18:59	19:15	...	...	...	...
J	City - Walsh Bay Hickson Road	16:44	16:59	17:14	17:30	17:45	18:00	18:12	18:26	18:41	18:54	19:09	19:25	...	...	...	...

map ref	Route Number	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325
A	Watsons Bay Military Road	19:14	19:43	20:14	20:43	21:11	21:39	22:11	22:39	23:11	...	...	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	19:20	...	20:20	...	21:16	...	22:16	...	23:16	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	19:47	...	20:47	...	21:43	...	22:43	...	...	...	...	...	...	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
E	Rose Bay Dover Road	19:25	19:55	20:25	20:55	21:20	21:50	22:20	22:50	23:20	...	...	...	...	...	...	...
F	Double Bay Manning Road	19:33	20:03	20:33	21:03	21:28	21:58	22:28	22:58	23:28	...	...	...	...	...	...	...
G	Edgecliff New South Head Road	19:35	20:05	20:35	21:05	21:30	22:00	22:30	23:00	23:30	...	...	...	...	...	...	...
H	Kings Cross Bayswater Road	19:39	20:09	20:39	21:08	21:33	22:03	22:33	23:03	23:33	...	...	...	...	...	...	...
I	City - Town Hall Park Street	19:45	20:15	20:45	21:14	21:39	22:09	22:39	23:09	23:39	...	...	...	...	...	...	...
J	City - Walsh Bay Hickson Road	19:54	20:24	20:54	21:22	21:47	22:17	22:47	23:17	23:47	...	...	...	...	...	...	...

Monday to Friday															
map_ref	Route Number	324	324	324	324	324	324	324	324	324	324	324	324	324	324
J	City - Walsh Bay Hickson Road	05:35	06:05	...	06:30	...	06:54	...	07:14	...	07:38	...	07:58	08:20	...
I	City - Town Hall Park Street	05:44	06:14	...	06:39	...	p07:03	...	p07:23	...	p07:38	...	p07:58	08:06	...
H	Kings Cross Bayswater Road	05:51	06:21	...	06:48	...	07:13	...	07:33	...	07:48	...	07:56	08:03	...
G	Edgecliff Interchange	05:56	06:26	06:43	06:56	07:00	07:06	07:11	07:17	07:21	07:26	07:31	07:36	07:41	07:46
F	Double Bay Manning Road	05:58	06:28	06:46	06:59	07:03	07:09	07:14	07:19	07:24	07:29	07:34	07:39	07:44	07:49
E	Rose Bay Dover Road	06:05	06:36	06:54	07:07	07:11	07:17	07:22	07:27	07:32	07:37	07:42	07:47	07:52	07:57
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	07:25	...	...	...	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	06:09	06:40	06:58	07:11	07:15	...	07:38	07:48	07:58	08:06	08:13	08:20	...	...
A	Watsons Bay Military Road	06:14	06:46	...	07:17	...	07:30	07:44	07:54	08:04	...	08:19	...	...	...

Monday to Friday (continued...)															
map_ref	Route Number	324	325	324	324	324	324	324	324	324	324	324	324	324	324
J	City - Walsh Bay Hickson Road	...	07:48	07:58	...	08:18	08:28	08:42	08:57	09:12	09:27	09:42	09:57	...	...
I	City - Town Hall Park Street	...	p07:57	p08:07	...	p08:27	p08:37	p08:51	p09:06	p09:21	p09:36	p09:51	p10:06	...	...
H	Kings Cross Bayswater Road	...	08:08	08:18	...	08:38	08:48	09:02	09:17	09:32	09:47	10:02	10:17	...	...
G	Edgecliff Interchange	08:11	08:16	08:26	08:36	08:46	08:56	09:11	09:26	09:41	09:56	10:11	10:26	...	...
F	Double Bay Manning Road	08:14	08:19	08:29	08:39	08:49	08:59	09:14	09:29	09:44	09:59	10:14	10:29	...	...
E	Rose Bay Dover Road	08:22	08:27	08:37	08:47	08:57	09:08	09:23	09:38	09:53	10:08	10:23	10:38	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	08:35	...	...	09:06	...	09:32	...	10:02	...	10:32	...	...	...
B	Vaucluse Heights Old South Head Rd	08:28	...	08:43	08:53	...	09:14	...	09:44	...	10:14	...	10:44	...	...
A	Watsons Bay Military Road	...	08:41	08:49	...	09:11	09:20	09:37	09:50	10:07	10:20	10:37	10:50	...	...

Monday to Friday (continued...)															
map_ref	Route Number	325	324	325	324	324	324	324	324	324	324	324	324	324	324
J	City - Walsh Bay Hickson Road	10:12	10:27	10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	...	...
I	City - Town Hall Park Street	p10:21	p10:36	p10:51	p11:06	p11:21	p11:36	p11:51	p12:06	p12:21	p12:36	p12:51	p13:06	...	...
H	Kings Cross Bayswater Road	10:32	10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	...	...
G	Edgecliff Interchange	10:41	10:56	11:11	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	...	...
F	Double Bay Manning Road	10:44	10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	...	...
E	Rose Bay Dover Road	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	11:02	...	11:32	...	12:02	...	12:32	...	13:02	...	13:32	...	...	...
B	Vaucluse Heights Old South Head Rd	...	11:14	...	11:44	...	12:14	...	12:44	...	13:14	...	13:44	...	...
A	Watsons Bay Military Road	11:07	11:20	11:37	11:50	12:07	12:20	12:37	12:50	13:07	13:20	13:37	13:50	...	...

City & Edgecliff to New South Head Road

Monday to Friday

Monday to Friday

City & Edgecliff to New South Head Road

12

map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325
	Monday to Friday (continued...)															
J	City - Walsh Bay Hickson Road	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:07	15:17	15:27	15:37	15:46	15:57	16:05
I	City - Town Hall Park Street	p13:21	p13:36	p13:51	p14:06	p14:21	p14:36	p14:51	p15:06	p15:16	p15:26	p15:36	p15:46	p15:56	16:05	16:15
H	Kings Cross Bayswater Road	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:27	15:37	15:47	15:57	16:05	16:15	16:25
G	Edgecliff Interchange	13:41	13:56	14:11	14:26	14:41	14:56	15:10	15:25	15:35	15:45	15:55	16:05	16:15	16:25	16:35
F	Double Bay Manning Road	13:44	13:59	14:14	14:29	14:44	14:59	15:13	15:28	15:38	15:48	15:58	16:08	16:18	16:28	16:38
E	Rose Bay Dover Road	13:53	14:08	14:23	14:38	14:53	15:09	15:23	15:38	15:48	15:58	16:08	16:18	16:28	16:38	16:48
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	14:02	...	14:32	...	15:02	...	15:32	...	16:06	...	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	...	14:14	...	14:44	...	15:15	...	15:44	15:54	...	16:13	16:23	16:33	16:43	16:53
A	Watsons Bay Military Road	14:07	14:20	14:37	14:50	15:08	15:21	15:38	15:50	...	16:11	16:19	16:29	16:39	16:49	16:59

map ref	Route Number	323	325	324	325	324	325	323	324	325	324	325	323	324	325
	Monday to Friday (continued...)														
J	City - Walsh Bay Hickson Road	...	15:47	15:57	16:07	...	16:17	16:27	16:36	...	16:43	16:53	17:03	17:13	17:23
I	City - Town Hall Park Street	...	p15:56	p16:06	p16:16	...	p16:26	p16:36	p16:45	...	p16:55	p17:05	p17:15	p17:25	p17:35
H	Kings Cross Bayswater Road	...	16:08	16:18	16:28	...	16:38	16:48	16:58	...	17:08	17:18	17:28	17:38	17:48
G	Edgecliff Interchange	16:10	16:16	16:26	16:36	16:40	16:46	16:56	17:06	17:10	17:16	17:26	17:36	17:46	17:56
F	Double Bay Manning Road	16:13	16:19	16:29	16:39	16:43	16:49	16:59	17:09	17:13	17:19	17:29	17:39	17:49	17:59
E	Rose Bay Dover Road	...	16:29	16:39	16:49	...	16:59	17:09	17:19	...	17:29	17:39	17:49	17:59	18:09
D	Dover Heights Military Road	16:34	...	...	...	17:04	...	...	17:34	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	16:37	...	16:57	...	...	...	17:27	...	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	...	...	16:44	...	...	17:04	17:14	...	...	17:34	17:44	...	...	...
A	Watsons Bay Military Road	...	16:42	16:50	17:02	...	17:10	17:20	17:32	...	17:40	17:50	18:02	18:12	18:22

map ref	Route Number	323	324	325	324	325	324	325	324	325	324	325	323	324	325
	Monday to Friday (continued...)														
J	City - Walsh Bay Hickson Road	...	17:13	17:23	17:33	...	17:39	17:45	17:55	...	18:07	...	18:15	18:25	18:35
I	City - Town Hall Park Street	...	p17:25	p17:35	p17:45	...	p17:51	p17:57	p18:07	...	p18:19	...	p18:27	p18:37	p18:47
H	Kings Cross Bayswater Road	...	17:38	17:48	17:58	...	18:03	18:08	18:18	...	18:30	...	18:38	18:48	18:58
G	Edgecliff Interchange	17:40	17:46	17:56	18:06	18:08	18:11	18:16	18:26	18:31	18:38	18:41	18:46	18:51	18:56
F	Double Bay Manning Road	17:43	17:49	17:59	18:09	18:11	18:14	18:19	18:29	18:34	18:41	18:44	18:49	18:54	19:04
E	Rose Bay Dover Road	...	17:59	18:09	18:19	...	18:24	18:29	18:39	18:44	18:51	...	19:05	19:15	19:25
D	Dover Heights Military Road	18:04	...	...	...	18:32	...	...	19:02	...	...	...	19:10	19:20	19:30
C	Vaucluse Hopetoun Avenue	...	...	18:17	...	...	...	18:37	...	...	...	...	19:07	19:17	19:27
B	Vaucluse Heights Old South Head Rd	...	18:04	...	18:24	...	18:29	...	18:44	18:49	18:56	...	19:06	19:16	19:26
A	Watsons Bay Military Road	...	18:10	18:22	18:30	...	18:35	18:42	18:50	...	19:02	...	19:12	19:22	19:32

Monday to Friday (continued...)														
map_ref	Route Number	324	324	325	324	325	324	325	324	324	325	324	324	325
J	City - Walsh Bay Hickson Road	18:28	18:38	18:48	18:58	19:11	19:28	19:43	19:58	20:13	20:43	21:13	21:43	
I	City - Town Hall Park Street	p 18:37	p 18:47	p 18:57	19:07	19:20	19:37	19:52	20:07	20:22	20:52	21:22	21:52	
H	Kings Cross Bayswater Road	18:48	18:58	19:08	19:18	19:31	19:46	20:01	20:16	20:31	b 21:01	b 21:31	b 22:01	
G	Edgecliff Interchange	18:56	19:06	19:16	19:26	19:36	19:51	20:06	20:21	20:36	21:06	21:36	22:06	
F	Double Bay Manning Road	18:59	19:09	19:19	19:29	19:39	19:54	20:09	20:24	20:39	21:08	21:38	22:08	
E	Rose Bay Dover Road	19:09	19:19	19:29	19:39	19:49	20:04	20:19	20:34	20:49	21:16	21:46	22:16	
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	...	19:36	...	19:56	...	20:26	...	...	21:23	...	22:23	
B	Vaucluse Heights Old South Head Rd	19:14	19:24	...	19:43	...	20:08	...	20:38	20:53	...	21:50	...	
A	Watsons Bay Military Road	19:20	19:30	19:40	19:48	20:00	20:13	20:30	...	20:58	21:27	21:54	22:27	

Monday to Friday (continued...)														
map_ref	Route Number	324	325	324	325	324	324	324	324	324	324	324	324	324
J	City - Walsh Bay Hickson Road	22:13	22:43	23:13	23:43	00:13	00:45	01:15	f 02:15					
I	City - Town Hall Park Street	22:22	22:52	23:22	23:52	00:22	00:54	01:24	f 02:24					
H	Kings Cross Bayswater Road	b 22:31	b 23:01	b 23:31	b 00:01	b 00:31	b 01:01	b 01:31	...					
G	Edgecliff Interchange	22:36	23:06	23:36	00:06	00:36	01:06	01:36	f 02:36					
F	Double Bay Manning Road	22:38	23:08	23:38	00:08	00:38	01:08	01:38	f 02:38					
E	Rose Bay Dover Road	22:46	23:16	23:46	00:16	00:44	01:14	01:44	f 02:44					
D	Dover Heights Military Road	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	23:23	...	00:23	...	...	...	...	
B	Vaucluse Heights Old South Head Rd	22:50	...	23:50	...	00:48	01:18	01:48	f 02:48					
A	Watsons Bay Military Road	22:54	23:27	23:54	00:27	00:52	01:22	01:52	f 02:52					

Monday to Friday

City & Edgecliff to New South Head Road

City & Edgecliff to New South Head Road

Saturday

14

map ref	Route Number	324		324		325		324		325		324		325	
		324	325	324	325	324	325	324	325	324	325	324	325	324	325
J	City - Walsh Bay Hickson Road	05:28	05:58	06:28	06:58	...	07:19	07:46	08:08	08:23	08:40	08:55	09:11		
I	City - Town Hall Park Street	05:37	06:07	06:37	07:07	...	07:28	07:56	08:18	08:33	08:50	09:05	09:22		
H	Kings Cross Bayswater Road	05:43	06:13	06:43	07:13	...	07:35	08:03	08:25	08:40	08:57	09:15	09:32		
G	Edgecliff Interchange	05:48	06:18	06:48	07:18	07:25	07:40	08:08	08:30	08:45	09:04	09:24	09:41		
F	Double Bay Manning Road	05:50	06:20	06:50	07:20	07:27	07:42	08:10	08:32	08:47	09:07	09:27	09:44		
E	Rose Bay Dover Road	05:56	06:26	06:56	07:26	07:33	07:49	08:17	08:39	08:54	09:16	09:36	09:53		
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vauluse Hopetoun Avenue	...	...	...	...	07:42	...	...	08:48	...	09:24	...	10:01		
B	Vauluse Heights Old South Head Rd	06:00	06:30	07:00	07:30	...	07:53	08:21	...	08:58	...	09:40	...		
A	Watsons Bay Military Road	06:05	06:35	07:05	07:35	07:47	07:58	08:26	08:53	09:03	09:29	09:45	10:06		

map ref	Route Number	324		325		324		325		324		325		324		325	
		324	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325
J	City - Walsh Bay Hickson Road	09:25	09:41	09:55	10:11	10:25	10:41	10:56	11:11	11:26	11:41	11:56	12:11				
I	City - Town Hall Park Street	09:36	09:52	10:06	10:22	10:36	10:52	11:08	11:24	11:39	11:54	12:09	12:24				
H	Kings Cross Bayswater Road	09:46	10:02	10:16	10:32	10:46	11:02	11:18	11:34	11:49	12:04	12:19	12:34				
G	Edgecliff Interchange	09:55	10:11	10:25	10:41	10:55	11:11	11:27	11:43	11:58	12:13	12:28	12:43				
F	Double Bay Manning Road	09:58	10:14	10:28	10:44	10:58	11:14	11:30	11:46	12:01	12:16	12:31	12:46				
E	Rose Bay Dover Road	10:07	10:23	10:37	10:53	11:07	11:23	11:39	11:55	12:10	12:25	12:40	12:55				
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vauluse Hopetoun Avenue	...	10:31	...	11:01	...	11:31	...	12:03	...	12:33	...	13:03				
B	Vauluse Heights Old South Head Rd	10:11	...	10:41	...	11:11	...	11:43	...	12:14	...	12:44	...				
A	Watsons Bay Military Road	10:16	10:36	10:46	11:06	11:16	11:36	11:48	12:08	12:19	12:38	12:49	13:08				

map ref	Route Number	324		325		324		325		324		325		324		325	
		324	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325
J	City - Walsh Bay Hickson Road	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12				
I	City - Town Hall Park Street	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25				
H	Kings Cross Bayswater Road	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35				
G	Edgecliff Interchange	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44				
F	Double Bay Manning Road	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47				
E	Rose Bay Dover Road	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:56				
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vauluse Hopetoun Avenue	...	13:34	...	14:04	...	14:34	...	15:04	...	15:34	...	16:04				
B	Vauluse Heights Old South Head Rd	13:15	...	13:45	...	14:15	...	14:45	...	15:15	...	15:45	...				
A	Watsons Bay Military Road	13:20	13:39	13:50	14:09	14:20	14:39	14:50	15:09	15:20	15:39	15:50	16:09				

Saturday (continued...)														
map_ref	Route Number	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	15:27	15:42	15:57	16:12	16:27	16:42	16:57	17:12	17:27	17:42	17:57	18:13	18:13
I	City - Town Hall Park Street	15:40	15:55	16:10	16:25	16:40	16:55	17:10	17:25	17:40	17:55	18:10	18:25	18:25
H	Kings Cross Bayswater Road	15:50	16:05	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05	18:20	18:35	18:35
G	Edgecliff Interchange	15:59	16:14	16:29	16:44	16:59	17:14	17:29	17:44	17:59	18:14	18:29	18:44	18:44
F	Double Bay Manning Road	16:02	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:02	18:17	18:32	18:47	18:47
E	Rose Bay Dover Road	16:11	16:26	16:41	16:56	17:11	17:26	17:41	17:56	18:11	18:26	18:41	18:56	18:56
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	16:34	...	17:04	...	17:34	...	18:04	...	18:34	...	19:04	19:04
B	Vaucluse Heights Old South Head Rd	16:15	...	16:45	...	17:15	...	17:45	...	18:15	...	18:45	...	...
A	Watsons Bay Military Road	16:20	16:39	16:50	17:09	17:20	17:39	17:50	18:09	18:20	18:39	18:50	19:09	19:09

Saturday (continued...)														
map_ref	Route Number	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	18:28	18:43	18:58	19:13	19:28	19:43	20:10	20:37	21:07	21:37	22:07	22:37	22:37
I	City - Town Hall Park Street	18:40	18:55	19:10	19:25	19:40	19:55	20:21	20:48	b21:17	b21:47	b22:17	b22:47	b22:47
H	Kings Cross Bayswater Road	18:50	19:05	19:20	19:35	19:50	20:05	20:30	20:57	...	...	...	...	...
G	Edgecliff Interchange	18:59	19:14	19:29	19:44	19:59	20:10	20:35	21:02	21:31	22:01	22:31	23:01	23:01
F	Double Bay Manning Road	19:02	19:17	19:32	19:47	20:01	20:12	20:37	21:04	21:33	22:03	22:33	23:03	23:03
E	Rose Bay Dover Road	19:11	19:26	19:41	19:56	20:09	20:20	20:45	21:12	21:41	22:11	22:41	23:11	23:11
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	19:34	...	20:04	...	20:28	...	21:19	...	22:18	...	23:18	23:18
B	Vaucluse Heights Old South Head Rd	19:15	...	19:45	...	20:13	...	20:49	...	21:45	...	22:45	...	...
A	Watsons Bay Military Road	19:20	19:39	19:50	20:09	20:18	20:33	20:54	21:23	21:49	22:22	22:49	23:22	23:22

Saturday (continued...)														
map_ref	Route Number	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	23:07	23:37	00:07	00:45	01:11	01:31	02:01	03:01	...	...	...	...	...
I	City - Town Hall Park Street	b23:17	b23:47	b00:17	b00:54	b01:20	b01:40	b02:10	b03:10	...	...	...	...	...
H	Kings Cross Bayswater Road	...	...	...	...	...	...	...	...	...	...	...	...	...
G	Edgecliff Interchange	23:31	00:01	00:31	01:05	01:31	01:51	02:21	03:21	...	...	...	...	...
F	Double Bay Manning Road	23:33	00:03	00:33	01:07	01:33	01:53	02:23	03:23	...	...	...	...	...
E	Rose Bay Dover Road	23:41	00:11	00:39	01:13	01:39	01:59	02:29	03:29	...	...	...	...	...
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	00:18	...	...	...	...	...	...	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	23:45	...	00:43	01:17	01:43	02:03	02:33	...	...	...	...	...	...
A	Watsons Bay Military Road	23:49	00:22	00:47	01:21	01:47	02:07	02:37	...	...	...	...	...	...

City & Edgecliff to New South Head Road

Saturday

16 Sunday & Public Holidays

City & Edgecliff to New South Head Road

Sunday & Public Holidays		324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324
map ref	Route Number	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324
J	City - Walsh Bay Hickson Road	06:58	07:18	07:48	08:18	08:48	09:15	09:30	09:43	09:58	10:13	10:28	10:43				
I	City - Town Hall Park Street	07:06	07:26	07:56	08:26	08:56	09:24	09:39	09:54	10:09	10:24	10:39	10:54				
H	Kings Cross Bayswater Road	07:13	07:33	08:03	08:33	09:04	09:33	09:48	10:03	10:18	10:33	10:48	11:03				
G	Edgecliff Interchange	07:18	07:38	08:08	08:38	09:09	09:38	09:53	10:08	10:23	10:38	10:53	11:08				
F	Double Bay Manning Road	07:20	07:40	08:10	08:40	09:12	09:41	09:56	10:11	10:26	10:41	10:56	11:11				
E	Rose Bay Dover Road	07:27	07:47	08:17	08:47	09:22	09:51	10:07	10:21	10:37	10:51	11:07	11:21				
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	...	10:16	...	10:46	...	...	...	
B	Vaucluse Heights Old South Head Rd	07:31	07:51	08:21	08:51	09:26	09:55	...	10:25	...	10:55	...	11:25				
A	Watsons Bay Military Road	07:36	07:56	08:26	08:56	09:32	10:01	10:20	10:31	10:50	11:01	11:20	11:31				

Sunday & Public Holidays (cont...)		325	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324
map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	10:58	11:13	11:28	11:43	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42				
I	City - Town Hall Park Street	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54				
H	Kings Cross Bayswater Road	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03				
G	Edgecliff Interchange	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08				
F	Double Bay Manning Road	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11				
E	Rose Bay Dover Road	11:37	11:51	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23				
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	11:46	...	12:17	...	12:47	...	13:17	...	13:47	...	14:17	...				
B	Vaucluse Heights Old South Head Rd	...	11:55	...	12:27	...	12:57	...	13:27	...	13:57	...	14:27				
A	Watsons Bay Military Road	11:50	12:01	12:21	12:33	12:51	13:03	13:21	13:33	13:51	14:03	14:21	14:33				

Sunday & Public Holidays (cont...)		325	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324
map ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42	15:57	16:12	16:27	16:42				
I	City - Town Hall Park Street	14:09	14:24	14:39	14:54	15:09	15:24	15:39	15:54	16:09	16:24	16:39	16:54				
H	Kings Cross Bayswater Road	14:18	14:33	14:48	15:03	15:18	15:33	15:48	16:03	16:18	16:33	16:48	17:03				
G	Edgecliff Interchange	14:23	14:38	14:53	15:08	15:23	15:38	15:53	16:08	16:23	16:38	16:53	17:08				
F	Double Bay Manning Road	14:26	14:41	14:56	15:11	15:26	15:41	15:56	16:11	16:26	16:41	16:56	17:11				
E	Rose Bay Dover Road	14:38	14:53	15:08	15:23	15:38	15:53	16:08	16:23	16:38	16:53	17:08	17:23				
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	14:47	...	15:17	...	15:47	...	16:17	...	16:47	...	17:17	...				
B	Vaucluse Heights Old South Head Rd	...	14:57	...	15:27	...	15:57	...	16:27	...	16:57	...	17:27				
A	Watsons Bay Military Road	14:51	15:03	15:21	15:33	15:51	16:03	16:21	16:33	16:51	17:03	17:21	17:33				

Sunday & Public Holidays (cont...)														
map_ref	Route Number	325	324	325	324	325	324	325	324	325	324	325	324	325
J	City - Walsh Bay Hickson Road	16:57	17:12	17:27	17:42	17:57	18:12	18:27	18:42	18:57	19:12	19:27	19:42	19:57
I	City - Town Hall Park Street	17:09	17:24	17:39	17:54	18:09	18:24	18:39	18:54	19:08	19:22	19:37	19:52	20:06
H	Kings Cross Bayswater Road	17:18	17:33	17:48	18:03	18:18	18:33	18:48	19:03	19:17	19:31	19:46	20:01	20:16
G	Edgecliff Interchange	17:23	17:38	17:53	18:08	18:23	18:38	18:53	19:08	19:22	19:36	19:51	20:06	20:21
F	Double Bay Manning Road	17:26	17:41	17:56	18:11	18:26	18:41	18:56	19:11	19:25	19:39	19:54	20:08	20:23
E	Rose Bay Dover Road	17:38	17:53	18:07	18:21	18:36	18:51	19:06	19:21	19:35	19:49	20:03	20:16	20:30
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	17:47	...	18:14	...	18:43	...	19:13	...	19:42	...	20:10	...	20:39
B	Vaucluse Heights Old South Head Rd	...	17:57	...	18:25	...	18:55	...	19:25	...	19:53	...	20:20	20:49
A	Watsons Bay Military Road	17:51	18:03	18:18	18:30	18:47	19:00	19:17	19:30	19:46	19:58	20:14	20:24	20:34

Sunday & Public Holidays (cont...)														
map_ref	Route Number	324	325	324	325	324	325	324	325	324	325	324	325	324
J	City - Walsh Bay Hickson Road	20:12	20:38	21:08	21:38	22:08	22:38	23:08	23:38	23:47	00:17	00:26	00:35	00:44
I	City - Town Hall Park Street	20:21	20:47	21:17	21:47	22:17	22:47	23:17	23:47	00:17	00:26	00:35	00:44	00:53
H	Kings Cross Bayswater Road	20:30	20:56	21:26	21:56	22:26	22:56	23:26	23:56	00:01	00:10	00:19	00:28	00:37
G	Edgecliff Interchange	20:35	21:01	21:31	22:01	22:31	23:01	23:31	00:01	00:10	00:19	00:28	00:37	00:46
F	Double Bay Manning Road	20:37	21:03	21:33	22:03	22:33	23:03	23:33	00:03	00:12	00:21	00:30	00:39	00:48
E	Rose Bay Dover Road	20:45	21:11	21:41	22:11	22:41	23:11	23:41	00:11	00:20	00:29	00:38	00:47	00:56
D	Dover Heights Military Road	...	...	...	...	...	...	...	...	...	...	...	...	...
C	Vaucluse Hopetoun Avenue	...	21:18	...	22:18	...	23:18	...	00:18	...	...	...	...	...
B	Vaucluse Heights Old South Head Rd	20:49	...	21:45	...	22:45	...	23:45	...	...	...	...	...	...
A	Watsons Bay Military Road	20:53	21:22	21:49	22:22	22:49	23:22	23:49	00:22	...	...	...	...	...


17 Sunday & Public Holidays

City & Edgecliff to New South Head Road

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX F

SHARED ZONE GUIDELINES

<h2>Technical Direction</h2> <p>Traffic management and road safety practice</p>	 Transport Roads & Maritime Services
<p>TTD 2016/001 February 2016</p>	<p>Supersedes TTD 2014/003</p>

Design and implementation of shared zones including provision for parking

Summary:	Audience:
<p>This Technical Direction provides guidelines for the design and implementation of shared zones in a road or road related area (Category 1) and for shared zones in a road with footpath parking (Category 2).</p>	<ul style="list-style-type: none"> • Traffic management staff • Road safety staff • Councils

Definitions

Shared zones are defined under Rule 24 in the NSW Road Rules (2008). A shared zone is a road or network of roads or a road related area where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement.

Shared zones employ a range of regulatory and non-regulatory treatments to indicate a change in environment and priority. Where parking is provided in a shared zone, it is only allowed in marked bays and must have the relevant signage provided.

Using this Technical Direction:

- A **Category 1** (Cat 1) shared zone is provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.
- A **Category 2** (Cat 2) shared zone is provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h.

Practice/General

The NSW Government is committed to improving pedestrian safety and amenity. The implementation of applicable shared zones will assist in reducing the incidence of pedestrian death and serious injury. One of the key requirements of shared zones is that they are attractive and interesting public places that reflect local needs and activities.

Shared zones are specifically designed for pedestrian priority and may be appropriate for a road, a network of roads or road related areas where there are comparatively high pedestrian volumes, where the road is narrow and pedestrian access along existing substandard (less than 1.2 metres) footpaths is limited, and/or where on-road parking on one or both sides of the road restricts the free movement of vehicles along the road (especially emergency and service vehicles).

Owner:	General Manager Network NSW	Review date:	July 2018
Authorised by:	Ken Kanofski COO Journey Management	Date:	Page 1 | 12
RMS 16.045		Printed copies of this document are uncontrolled	

Approvals:

The safest place for pedestrians is on a specific pedestrian facility. A shared zone will only be considered where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow moving vehicles. Footpaths can be retained in a shared zone where footway parking is in place.

A shared zone should not look like a normal road environment and requires a self enforcing road environment. Kerbs should generally not be provided in a shared zone to ensure a discernible change in the environment from the surrounding roads, and to facilitate the ease of movement and indicate the priority for pedestrians, especially disabled pedestrians. Existing 'brownfield' roads may be suitable for conversion to Category 1 or 2 shared zones without the removal of existing kerbs if approved by Roads and Maritime Services.

Traffic control devices (ie signs and markings) referred to in this Technical Direction shall meet RMS specifications. Traffic control devices, other than the *Shared zone* (R4-4), *End shared zone* (R4-5), and *Give Way to Pedestrians* (R2-10) signs, will still require council approval through the usual Local Traffic Committee process.

The NSW road rules (Rule 188) permit parking in designated shared zones. A driver can stop in a marked parking bay or designated parking area if the driver is permitted to do so by the road rules and where indicated by a parking bay or sign.

The maximum speed limit in shared zones is always 10 km/h. All speed zones and shared zone schemes must be authorised by RMS as per the delegations under the Roads Act.

Implementation of these guidelines must include community involvement and participation. Shared zones are designed and constructed by local councils in consultation with the local community.

This Technical Direction provides guidelines for all aspects of shared zones, including design and implementation, and for the provision of parking within designated shared zones, and supports the Transport for NSW SS/12/01 shared zone policy.

Guidelines

General

- All new shared zones (Cat 1) must be constructed without kerbs.
- In special circumstances existing roads can be converted to shared zones, without the removal of the existing kerbs. Potential reasons for not removing kerbs may include heritage or cost-prohibitive constraints. However where existing kerbs are being retained traffic calming devices and a visibly changed road environment may need to be used to address vehicle speed. The retention of kerbs requires RMS approval.
- All shared zones must display the required regulatory signage and should include pavement markers at each entry point to the area and at each exit point from the area. The entry signage is to be duplicated on both sides of the road, where possible.
- Drivers must give way to pedestrians at all times in shared zones (NSW Road Rule 83). A *Give Way to Pedestrians* (R2-10) sign must be installed below each *Shared zone* (R4-4) sign. A *Give Way to Pedestrians* pavement marking must be installed at each entry to a Category 2 shared zone.
- All shared zones in NSW must display a speed limit of 10 km/h. No other speed limit is allowed. All shared zones in NSW must be authorised by RMS as they are a speed zone.
- Where parking is to be provided in shared zones, *Park In Bays Only* (R5-65) signs must be provided under the shared zone (R4-4) signs at each entry into the shared zone.

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Technical Direction – Traffic management and road safety practice

- The parking bays must be marked within the shared zone. The length and width of any parking space must comply with AS2890.5 *Parking Facilities*.
- To ensure compliance with on-street parking for people with disabilities please refer to AS 2890.6-2009 *Parking Facilities*.
- As shared zones are a pedestrian priority environment there should not be any requirement for pedestrian crossings and pedestrian fencing.
- Continuous footpath treatments should be considered. Refer to TD 2013/05.
- All shared zone proposals on existing roads must have consultation with the local community by Council to provide an opportunity for feedback prior to implementation.

Design Principles

The design principles for shared zones need to be defined to ensure the proposed scheme incorporates the necessary features to provide an appropriately safe environment. In particular, the design needs to have an impact which clearly highlights to drivers that there is a change in the road environment and traffic conditions and that the priority is for pedestrians. The design features are required to be implemented in accordance with the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management and the relevant RMS Austroads Guide Supplement. The following table presents the design principles for shared zones.

Features	Information
Street space/ kerb & gutter/ delineation	<p>The road environment in a shared zone must be changed to ensure that it does not look like a normal road</p> <ul style="list-style-type: none"> • Any delineation and kerbs shall be removed to enhance the sense of pedestrian priority (Cat 1). • Where it is not possible to remove the kerbs then the shared zone must be treated to a level where drivers can clearly identify that they are in a different driving environment. • Traffic calming or suitable pedestrian friendly treatments must be provided to reduce speeds within the zone where kerbs have been retained.
Entrance/exit points	<ul style="list-style-type: none"> • Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment and highlight the start/end of the shared zone (Cat 2). • A <i>Give Way to Pedestrians</i> pavement marking must be installed (Cat 2 only). • Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.
Traffic signs	<ul style="list-style-type: none"> • Regulatory traffic signs as per the requirements of the NSW Road Rules 2008 are required. • All entry signs must be provided on both sides of the road, for one or two-way shared zones, to further enhance the changes in environment and priority.
Pavement surface	<ul style="list-style-type: none"> • The pavement surface shall be changed to highlight the difference in the street environment from the surrounding road network. It must be clearly distinguishable by colour, texture and/or materials. Any exceptions require RMS approval.
Traffic calming features/ treatments	<ul style="list-style-type: none"> • Traffic calming or suitable treatments must be provided to reduce speeds within the zone where kerbs have been retained to encourage consistently slow driving and ensure compliance with the 10 km/h speed limit. • Advisory speed plates are not required to supplement speed hump advisory signs.
Forward visibility	<ul style="list-style-type: none"> • To encourage drivers to drive with care and comply with the 10km/h speed limit, it is not desirable to have unlimited forward visibility in a shared zone. • In locations where it is considered necessary to maintain visibility, a minimum stopping sight distance of 12 metres shall be applied.

Technical Direction – Traffic management and road safety practice

Features	Information
Vehicle mix and accessibility requirements	<ul style="list-style-type: none"> Alternative access for large vehicles such as buses needs to be planned. Access must be designed to safely accommodate emergency vehicles, delivery and garbage trucks. Emergency services and Police are to be consulted during the design process.
Car parking	<ul style="list-style-type: none"> Car parking provisions may need to be altered to suit the scheme. Car parking bays must be marked along the scheme and in accordance with the prescribed lengths and widths in AS 2890.5 and AS 2890.6-2009 <i>Parking Facilities</i>. Car parking spaces that straddle existing kerb and gutter are to be provided in Cat 2 shared zones.
Bicycles	<ul style="list-style-type: none"> Cyclists must be able to safely traverse the features provided in the scheme to encourage lower vehicle speeds. Traffic calming measures must incorporate features to make them cycle friendly. In one way shared zones, consideration should be given to contra-flow bicycle movements. This provision will increase access for non-motorised transport and must include <i>Bicycles Excepted</i> (R9-3) signs. Cyclists need to be aware that they must give way to pedestrians.
Mobility and vision impaired requirements	<ul style="list-style-type: none"> Designs must include provision to safely accommodate the needs of the mobility and vision impaired. Refer to AS 1428.4.1 <i>Design for Access and Mobility</i> for detailed design requirements.
Lighting and drainage grates	<ul style="list-style-type: none"> Appropriate lighting should be installed for safety and security purposes. Appropriate drainage grates should be installed to cater for pedestrian and cyclist use.

Traffic signs

Traffic signs to be used in a shared zone are described in the NSW Road Rules and are illustrated below.

Any traffic calming must display the appropriate warning signage (eg W5-10 *Speed hump*). However the supplementary advisory speed plate is not required on speed hump signage.

Entry signposting is to be duplicated on each side of the road, where possible

In shared zones, signs may be provided on both sides of the road, for one or two-way shared zones, to further enhance the changes in environment and priority.



R4-4 SHARED ZONE

- Must be displayed at the start of a shared zone.
- R4-4 may be repeated in combination with R2-10 at additional locations within a shared zone.

R2-10 GIVE WAY TO PEDESTRIANS

- Must be displayed at the start of a shared zone and below the R4-4 sign.
- R2-10 may be repeated in combination with R4-4



R4-5 END SHARED ZONE

- Must be displayed at the end of the shared zone.



at additional locations within a shared zone.

R5-65 PARK IN BAYS ONLY

- Must be displayed at the start of a shared zone, below the R2-10 sign, when parking is provided.
- May be repeated in isolation at additional locations within a shared zone.

Traffic calming

Traffic calming features or treatments are required within Category 1 and 2 shared zones to reduce vehicle speeds, where a change in the road environment will not work alone. Where kerb and gutter are retained, traffic calming should be used to reduce vehicle speeds and are described in detail in the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

There is no requirement to provide pedestrian fencing in shared zones.

Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.

Landscaping and street furniture

Carefully located landscape features and street furniture can encourage lower speeds and enhance the experience for pedestrians. Examples of such features are bollards, architectural decorations, seating and lighting. These features can be repeated through the shared zone.

Provision for mobility and vision impaired people

The design for shared zones must safely accommodate the needs of those who are mobility restricted and vision impaired. Features such as tactile paving, hand rails and the careful placement of landscaping and street furniture must be considered during the design process. In shared zones, mobility and vision impaired access to the existing road must be provided and the ability to negotiate traffic calming must also be accommodated. AS 1428.4.1 *Design for Access and Mobility* contains detailed design requirements and must be referred to during the design process.

Shared Zones retaining kerb and gutter (Category 1 and 2)

The following table describes options for non-regulatory features used to help define shared zones to ensure pedestrian safety in shared zones that retain kerb and gutter.

Features	Description
Road narrowing/ kerb extension	<ul style="list-style-type: none"> • Encourages drivers and cyclists to reduce their speeds • Highlights to motorists and cyclists that they are in an area with changed traffic conditions such as lower speeds.

Technical Direction – Traffic management and road safety practice

Features	Description
Raised threshold	<ul style="list-style-type: none"> Encourages lower speeds. Can also be used to indicate the entry/exit to the zone. There is no requirement to provide pedestrian fencing in shared zones. Continuous footpath treatments should be considered to assist traffic calming. Refer to TD 2013/05.
Change in carriageway surface and texture	<ul style="list-style-type: none"> Provides characteristics that distinguish the scheme from other roads. Shared zones require a different road surface along the entire length of the road. Alternate treatments may be considered with Roads and Maritime approval. This must be provided where the existing kerb and gutter is to be retained.
Architectural and landscaping	<ul style="list-style-type: none"> Assists in creating a visible change in the street environment. Helps to enhance the quality of the scheme. Creates a prominent feature that clearly highlights the start / end of the scheme. Can be repeated through the shared zone.
Pavement markings	<ul style="list-style-type: none"> A <i>Give Way to Pedestrians</i> pavement marking must be provided at each entry.

- Traffic calming features or suitable treatments must be provided to reduce speeds (in zones where kerbs have been retained). There is no requirement to provide pedestrian fencing in shared zones. Continuous footpath treatments should be considered to assist traffic calming. Refer to TD 2013/05.
- In a shared zone with two-way traffic movement where the available travel width is less than 6.0 metres, storage gaps should be provided to allow moving vehicles to pass each other. A convenient position for storage gaps is adjacent to driveways where the loss of parking spaces is minimised. Storage gaps may not be necessary where the street is short and a driver entering at one end of the street is able to see a vehicle entering at the opposite end of that street.
- Give Way to Pedestrians* pavement markings must be provided at entry points.
- Enhancements to shared zones may also be considered and include pavement markings such as the pedestrian symbol and the numerals 10 at regular intervals along the existing road length, with traffic calming devices or a changed road environment to maintain a self enforcing 10km/h speed limit.

Parking

- Parking bays that straddle existing kerbs are to be provided only in Category 2 shared zones, subject to approval. Where this is the case:
 - Retaining barrier kerb (Type SA) is acceptable adjacent to parking spaces that have direct access via a driveway from one end. This would limit parking to a maximum of two parallel parking spaces in series between driveways. This will discourage people from driving illegally along the footway to access or leave parking spaces.
 - Providing roll-top kerb (Type RT) is the ideal treatment where parking spaces are not directly accessible from a driveway, or where there are long lengths between driveways. This treatment will facilitate the provision of three or more parallel parking spaces in series. Alternating short lengths of different kerb types along a kerb line should be avoided. This practice may be acceptable if the kerb types were separated by driveways.

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- Provisions for pedestrian access must be provided for essential services, including property access and letterboxes.
- Utility poles could restrict positioning and access to and from parking bays. The location of parking bays in relation to utility poles needs to be defined to suit the relevant Authority.
- If parking bays are located on each side of the road the width between them must not be less than 3.0 metres to allow vehicles to travel safely along the road or road related area.
- The location of the parking spaces or areas must not compromise sight distances at a shared zone entry point. There are existing mandatory (statutory) restrictions at intersections, road crossings, and traffic signals contained in the NSW Road Rules 2008 and RMS Technical Directions (signposted restrictions). These are applied to ensure that minimum sight distances are provided for road safety purposes.
- The parking spaces, including vehicle access to and from the spaces, are not to affect access to utilities. Utility covers may not be trafficable, so it is important to ensure that car parking does not damage them. Parking spaces and areas should be carefully located so this problem is eliminated or the devices protected.
- It is illegal to drive on the footpath, therefore parking spaces are to be located so they can be accessed without driving on the footpath.
- Trees and shrubs planted in the shared zone could affect positioning and access to and from parking bays, depending on the location and size of the tree or shrub. For safety, it is important to consider whether driver sight distance may be obstructed.
- Parking bays should not restrict access to property entrances.
- Parking bays must be provided in accordance with AS2890.5 and AS 2890.6-2009 *Parking Facilities*. The minimum width must be 2.1 metres and the minimum length must be 6.0 metres for parallel parking spaces.

90 and 45 degrees parking are not considered appropriate in a shared zone. The minimum carriage way widths required for 90 and 45 degrees parking does not adhere to the requirements for a self-enforcing road environment. In addition it is undesirable to have vehicles reversing within a shared zone.

Road safety audits

Road safety audits provide a means of identifying and managing road safety risks in a shared zone scheme.

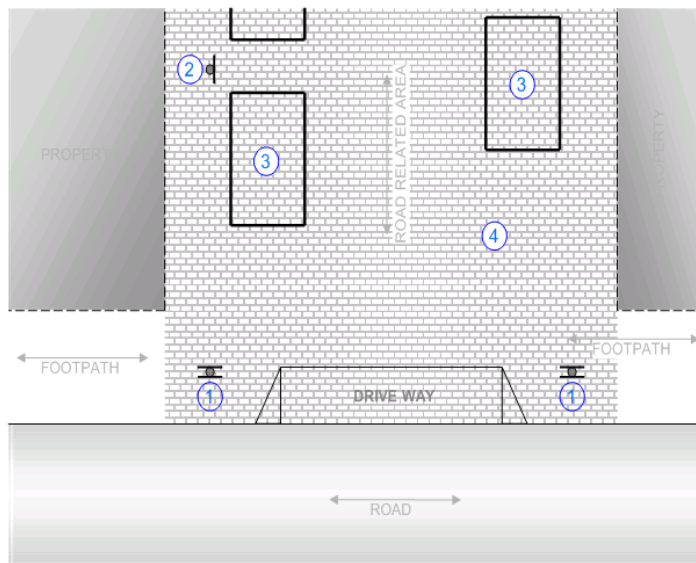
The features provided in shared zones must be safe for all road users. In particular the road safety audit is required to identify issues pertaining to vehicle speeds, movements and pedestrian safety and disability use.

Road safety audits are to be conducted at a number of points during a project, including at the design stage. The project manager must address all the identified deficiencies, prior to construction. A road safety audit is also to be conducted after implementation.

Road safety audits must be completed in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits and the relevant RMS Austroads Guide Supplements.

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Technical Direction – Traffic management and road safety practice



NOTES:

1. Regulatory traffic signage per the requirements of Road Rules 2008 must be provided at each entry and exit to the shared zone. Signs must be installed on both sides of the road at each entry. These include: R4-4, R2-10, R5-65 and R4-5.
2. Traffic signs may be repeated at additional locations in the Shared Zone (R4-4, R2-10 and R5-65).
3. Parking bays may be provided. Parking is only allowed in marked bays and should not restrict property / driveway access. All parking spaces must be provided in accordance with AS 2890.5.
4. Pavement surface (colour, texture and materials) are used to highlight the difference in the environment from the surrounding street network.
5. This diagram is not to scale.

Category 1 shared zone Indicative layout and treatments

Technical Direction – Traffic management and road safety practice



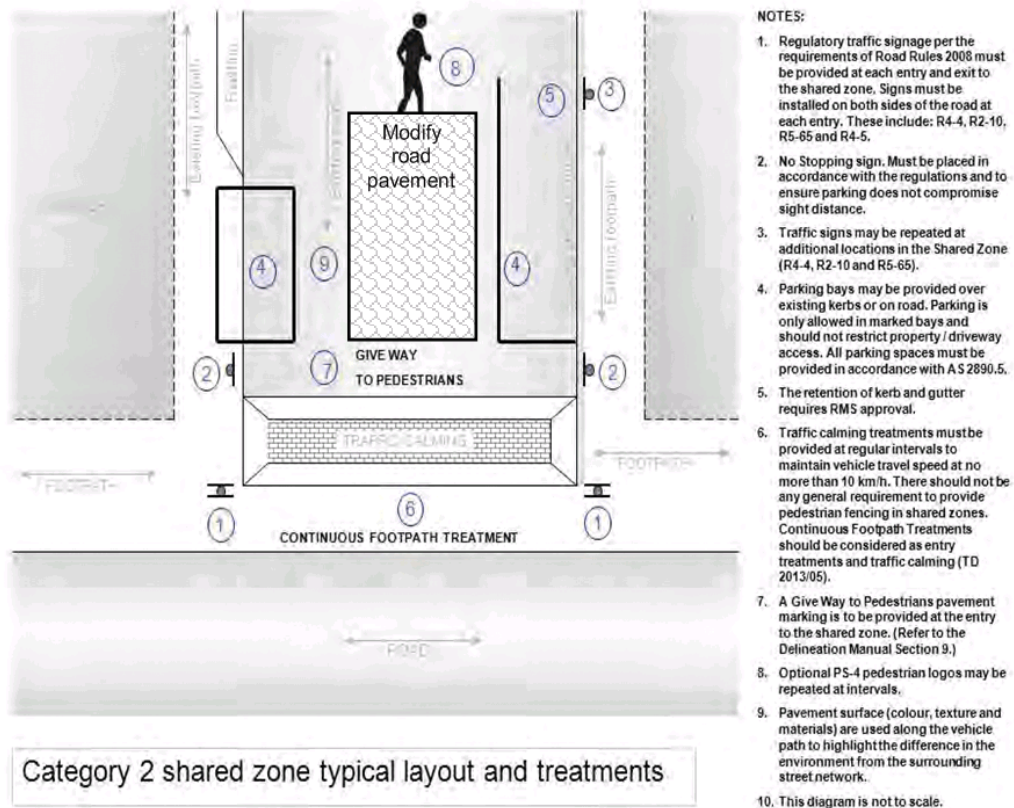
Figure 1. Photo and diagram of a Category 1 shared zone showing regulatory signage, typical layout and treatments. [Note: The No Entry sign is site specific]
The photo may have been modified to demonstrate essential elements.



Figure 2. Photo and diagram of a Category 1 shared zone retaining kerb and gutter showing treatments, parking provision, and typical layout.
The photo may have been modified to demonstrate essential elements.

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Technical Direction – Traffic management and road safety practice



Figure 2. Photo and diagram of a Category 2 shared zone showing treatments, traffic calming, parking provision, and typical layout. 'Give Way' to Pedestrian' pavement marking is optional.

The photo may have been modified to demonstrate essential elements.

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Stakeholder consultation

To gain support for the implementation of a shared zone, to ensure compliance with the road rules, and to mitigate any potential conflicts and problems prior to the operation of the scheme, the concept and detailed design of a shared zone must be developed with the participation of the local community. Inclusive in this process is the need to liaise with disability groups.

Consultation with stakeholders such as the Police, emergency services, public transport companies, delivery/garbage truck operators and local businesses is needed prior to the implementation of the scheme.

It is the responsibility of the local council to deliver an appropriate public awareness campaign and should include a variety of communication channels (eg door knocking, media coverage, placement of posters and signs, distribution of brochures, and public exhibitions). This campaign should advise residents on issues such as where to place garbage bins, and the need to remove them from the shared zone promptly once emptied.

Approval by RMS

The authorisation of a shared zone is not delegated to councils. Shared zones are speed zones and approval to install them must be obtained from RMS in accordance with this policy.

Implementation

The final stage involves implementing the approved scheme on site. Monitoring the implementation by the design team is recommended to ensure consistency with the design objectives and principles.

Post implementation monitoring

A road safety audit is to be conducted after implementation. Local council should also periodically monitor the scheme to assess the effectiveness of the operation of a shared zone.

Action

This Technical Direction must be followed when councils are designing and implementing shared zones.

Updates

To ensure that this Technical Direction and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RMS website using the Traffic & Transport Policies & Guidelines Register which can be found at:

www.rms.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html

Printed copies of this Technical Direction are uncontrolled; therefore the Register should always be checked prior to using this Technical Direction or any related guidelines.

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Annexure 6

OBJECTIONS TO BE LODGED BY FRIDAY 02-JUNE-2017

Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360
-or-
records@woollahra.nsw.gov.au

Objection to DA Application Ian Street Car Park Rose Bay

Increase of maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys);

Objection to DA Application Wilberforce Avenue Car Park Rose Bay

Increase of maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys);

In order to retain the village culture of Rose Bay Shopping Centre, I object to the above DA Applications to increase the maximum building heights for the proposed buildings.

 E Rosen

Signature & print name

22/17 Chewcastle St Rose Bay

Address:

24 5 17

Date:

Annexure 7

Dr. Sam Goldman
28 Kambala Rd.,
Bellevue Hill,
Sydney, NSW 2023
Mob: 0419 608 622

30.5.2017

Mayor Zeltzer,
Woollahra Council
Double Bay.

Dear Mayor Zeltzer,
Re: Proposed Development of Car Parks Rose Bay

I enclose a petition containing 338 signatures from Rose Bay residents, businesses and shoppers.

The petition opposes the changes to Height and FSR proposed by Council, as well as opposing elements related to the concept in the proposal.

Yours sincerely,

Sam Goldman

**OPPOSITION TO WOOLLAHRAH COUNCIL 2017
PROPOSED DEVELOPMENT OF CAR PARKS OWNED BY COUNCIL**

NO to Increase HEIGHT & FSR

NO to UNESSENTIAL NON INFRASTRUCTURE (Retail, Commercial, Apartments)

NO to Council PROFITEERING from Compulsorily Resumes Land

NO to Council RISK TAKING with Ratepayers Money

NAME	ADDRESS & POSTCODE	Resident / Business Owner
D. LINDNER	5/7 JAN ST. ROSEBAY	RESIDENT
T. Hamblyn	12/787 NSH Road	Resident
Alf Lynch	59 N.S.H. Rd. 2030.	RESIDENT.
ALAN WOOD	6/45 BRISBANE Rd B' Hill	Resident
Carol Jones	2/4A Kent Rd Rose Bay	Resident
Tracy Fischl	4 Lord Howe St Rose Bay	cell
Agn Brandon	15 Hunter St Dover Heights	Res.
Tom	2A Bank St Vaucluse	Resident
SPENCE	33 Oceana St Narrabeena	Resident
A Jabara	2/1 Blake St Rose Bay	resident
A Parkin	24 Balfour Rd ROSE BAY	resident
Z Kaplan	8/53 Spencer St. Rose Bay	Resident
D Snackson	1/239 O'Sullivan Pl. Bellevue Hill	Resident
Charlene Megde	3 Kings Rd Vaucluse	residence
CARY MARX	1/247 O'SULLIVAN PL BELLEVUE HILL	Resident
KENYATHA	1/1 ELANORA ST ROSE BAY	Resident
ANNE KROGH	Vaucluse Rd. Vaucluse	Resident
PATRICIA CONWAY	65 NSH Rd Vaucluse	Resident
Paul Ryan	6/58 Dover Rd RB	Resident
ANNETTE LEMENAN	14/733 NSH RD ROSE BAY	Resident
WENDY CAMERON	3 FARADAY AVE ROSE BAY	Resident
JENNY VENTURA	7 PORTLAND ST DOVER HEIGHTS	Resident
HOWARD ROOIJEN	9 BELLEVUE ROAD, BELLEVUE HILL	Resident
FREDA GLASS	41/36 FAIRFAX RD BELLEVUE HILL	Resident
MARTA PAROCZY	803 NEW SOUTH HEAD RD	Resident
Roby TOWN	4/670 New South Head Rd Rose Bay	Resident
CATHERINE COSS	PO BOX 557 ROSE BAY	Resident
John Lewis	8 Loombah rd. Dover Hts	Resident
Jackie Lewis	8 Loombah Rd Dover Hts	J. Lewis
Tracy Newfield	86 Dover Rd Rose Bay	Resident
Alex MERCER	8 Roberts St Rose Bay	Resident

(31)

**OPPOSITION TO WOOLLAHRAH COUNCIL 2017
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NAME	ADDRESS & POSTCODE	Resident / Business Owner
A. Knifled	25 Chamberlain Ave	Resident 40 years
N. Park	256 Military Road Dover Heights	Resident
T. YIM	58 The Crescent Vaucluse	Resident
D. DAVISON	230 MILITARY RD DOVER HEIGHTS	RESIDENT
P. RUBINSTEIN	9/11 NEWCASTLE ST ROSE BAY	RESIDENT
T. ROSEN	16 Jensen Ave Vaucluse	"
D. SIMON	4/9 BENKING CRES	"
J. KERNICK	2/20 WILBERFORCE AVE ROSE BAY	
A. ALJINOVIC	7/50 TOWNS RD VAUCLUSE	
J. DAVIS	2/15 TAN St. Rose Bay	
I. KAPLAN	2A CONWAY AVE ROSE BAY	
IRAHARON	14 KENILWORTH STR. BONDI	
J. Berko	88 Simpson St Bondi	
L. SAVONA	64 GILBERT ST, DOVER HTS	
S. Theodori	26 Wilberforce Ave Rose Bay	
M. BERON	76 CHALGERS St Rose Bay	
AMY WILLIAMSON	21 Russell St Vaucluse	
Barr 71	2/5 Richard Rd Rose Bay	
N. J. Mairal	624 NSW Rd Rose Bay	
C. SOOS	4/1 Caledonian Rd Rose Bay	
L. ZINES	2/39 Wilberforce Ave Rose Bay	
K. WARREN	31. Birelong Crescent Berrigerra	
J. CLAMPED	218 Old South Head rd	
Eli TM	133 DOVER RD ROSE BAY	
F. FERGUSON	45 BUNYOLA RD Red Hill	
C. Elstein	43 Clyde St N. Bondi	
D. Blaustein	3/7 Hamilton R. Bay	
J. Monkhouse	276 OSTI Rd. Watsons Bay	
J. Blackburn	7/455 Old St R Rose Bay	
C. Joyce	12 Roe St Nth Bondi	
L. Anderson	34 Wilberforce Ave	

(31)

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NO to Council RISK TAKING with Ratepayers Money

NAME	ADDRESS & POSTCODE	Resident / Business Owner
Lynne Falawiz	84 Ormialbyn Rd.	Resident
BROWNIE TSIMIS	86 WENTWORTH RD VAUCLUSE	RESIDENT
do. Mea	PO Box 607 / R. Bay.	Resident
Charles Berman	2/592 Old South Head Rd.	" "
Yvonne "	" " " " " 2019	" "
M. Barker	442 Edgcliff Rd, Edgcliff	Resident
G. SURANYI	442 Edgcliff Rd, Edgcliff	Resident
James O'Pit	3/9 BOWEN LANE CAS. B. Hill	"
Danielle O'Pit	4/3/7 William Street Rose Bay	Danielle O'Pit
S. MATNORAGU	10-12 DOVER RD. ROSE BAY	"
K. Fletcher	45 Chamberlain Ave Rose Bay	Resident
E. Morgan	11 Blake St, Rose Bay	Resident
B. Hughes Rigby	1/1 Elanora St Rose Bay	R.H. Rigby
G. MARTIN	1/26 Dover Rd Rose Bay	G. Martin
R. CROGAN	7 ELVINA ST DOVER HTS	R. Crogan
Riki WATSFORD	2/26 DOVER RD, ROSE BAY.	Riki Watsford
L. Ziegler	29 ^A Roberts St - Rose Bay	L. Ziegler
LISA ROSEN	2 Boambillee Ave, Vaucluse	Lisa Rosen
Judy Dennis	38 Young St Hurst NSW	Judy Dennis
L. Ross	25 Doyley Ave Rose Hts	L. Ross - need car parking!
LAURENCE FREDMAN	17 Wentworth Rd Vaucluse	Laurence Fredman
Bruce Gibson	PO Box 428 Rose Bay 2029	Bruce Gibson
Kategora Bowk	6/61 Liverpool St Rose Bay	Kategora Bowk
J. Deery	1/1 Sydney Hill Rd Rose Bay	J. Deery
Mulira By	2A Coolang Rd Vaucluse	Mulira By
Mar Ziegler	8 Holland Rd Bellevue Hill	Mar Ziegler
Neil Mullis	1/1 Clarke St - Vaucluse.	Neil Mullis
P. Payton	2a Fisher Avenue Vaucluse	P. Payton
D. Deery	79 HOPE TOWN AVE VAUCLUSE	D. Deery

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**OPPOSITION TO WOOLLAHRAH COUNCIL 2017
PROPOSED DEVELOPMENT OF CAR PARKS OWNED BY COUNCIL**

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NO to Council RISK TAKING with Ratepayers Money

NAME	ADDRESS & POSTCODE	Resident / Business Owner
SUSAN GELBER	11A LORD HOWE ST DOVER HEIGHTS	<i>[Signature]</i>
MARN GILLOW	6/7-13 Dover G. Rose Bay	<i>[Signature]</i>
Sarah BYRNE	3/20 Manion Ave	<i>[Signature]</i>
ROBERT SYMONDS	Belmore Hotel	<i>[Signature]</i>
Petra Palmer	2 New South Head Rd, Vaucluse	<i>[Signature]</i>
Miri Fridman	Dover Road, Rose Bay 2029	<i>[Signature]</i>
A. DRURY	1/91 Walsley Rd Point Piper	<i>[Signature]</i>
M. CRAWFORD	7 TAN ST ROSE BAY	<i>[Signature]</i>
G. EDWARDS	7/98-30 Calcutta St.	<i>[Signature]</i>
N. Baxton	25 lan st Rose Bay 2029	<i>[Signature]</i>
NOLA PARK	341 OLD SOUTHHEAD WATSONSBAY	<i>[Signature]</i>
STEVE KOTER	676 OLD SOUTH HEAD ln Rose Bay	<i>[Signature]</i>
E. BRULL	7/50 Chalvey St Rose Bay	<i>[Signature]</i>
L. Brull	7/50 Chalvey St Rose Bay	<i>[Signature]</i>
T. CUTLER	17A ROSE ST NTH BOND	<i>[Signature]</i>
D. ADAMS	29 NEWCASTLE ST ROSE BAY	<i>[Signature]</i>
Rosa Adams	" " " "	<i>[Signature]</i>
G. ABRAMAY	3/3 HAMILTON ST R/B	<i>[Signature]</i>
A. FIELD	1/10 CAPTAIN PIPERS RD V.	<i>[Signature]</i>
G. BRISARD	534 PARRAMATTARA, PETERSHAM	<i>[Signature]</i>
Gregory Martin	6/20 Manion Ave Rose Bay NSW	<i>[Signature]</i>
SARLY NAPPER	24 ROBERTS ST ROSE BAY	<i>[Signature]</i>
Mill Maza	4 Carlton St Rose Bay	<i>[Signature]</i>
Ralph Davis	2/15 Tan St Rose Bay	<i>[Signature]</i>
ALAN SHRIEMANN	4 ARTHUR ST DOVER HEIGHTS	<i>[Signature]</i>
Judy Fezzeny	75 Portland St Dover Heights	<i>[Signature]</i>
Cathy Nimic	681 NSW Rd Rose Bay	<i>[Signature]</i>
Kim Fox-Andrews	17 Beaumont St Rose Bay	<i>[Signature]</i>
DONNA FRILAS	10 Durona rd Pt Piper	<i>[Signature]</i>
E. M de Mestre	2 lan G Rose Bay	<i>[Signature]</i>

PREVIOUS
CHAIRMAN
OF
COUNCIL

30

**OPPOSITION TO WOOLLAHRAH COUNCIL 2017
PROPOSED DEVELOPMENT OF CAR PARKS OWNED BY COUNCIL**

NO to Increase HEIGHT & FSR

NO to UNESSENTIAL NON INFRASTRUCTURE (Retail, Commercial, Apartments)

NO to Council PROFITEERING from Compulsorily Resumes Land

NO to Council RISK TAKING with Ratepayers Money

NAME	ADDRESS & POSTCODE	Resident / Business Owner
PAUL LINDSA	16/34 Spencer St	Resident
JUDY LINDSAY	16/34 SPENCER ST. ROSE BAY	RESIDENT
NORMAN SIMON	4/9 BENELOWE CRESC	RESIDENT
CAROL PRYER	206 MILITARY RD DOVER	
KATHERINE CONNORS	358 HOPKINSON AVE HEIGHTS, VANUCLUSE	RESIDENT
Stan Poyl	5113 Dover Rd Rose Bay	Resident
Ann M. M. M.	5 Sturton Pl Vanucluse	M. M. M.
ANG ALJINCO	17/50 TOWNS ST VANUCLUSE	Vanucluse
DAVID KESSLER	2 HAMILTON ST ROSE BAY	BUSINESS OWNER
B. Beland	1/6 Longwalk Ave	Berrie Beland
Joanne Markis	757 New South Head Rd KURROJ	Joanne Local worker.
VESNA NOWAK	11/23 Newcastle St, Rose Bay	Vesna Nowak
EXISTING ROBERTSON	53/55 OCEAN AVE. DAVENPORT BAY	Robertson
CHIN HARRIS	1/29 William St Rose Bay	Chin Harris
Diane MacNaught	Thrush 25 Dover Road Rose Bay	Diane MacNaught
John Creag	53 Dover Rd, Rose Bay	Resident resident
Amanda Lacey	1 Wilberforce Ave, Rose Bay	Resident. 0418 448 570
ALISHA WILLIAMS	799A New South Head Rd. Rose Bay	Resident
WENDY PERKINS	20 CLYDE ST NORTH BOND	RESIDENT
G GIBB	1/11 Deamond Bay Rd Vanucluse	G GIBB Resident
Tendai Thompson	61 Blake Street	Resident
	ADDRESS SYD	
Helen Pent	5/13 Dover Rd Rose Bay	Helen Resident
Irene Still	8 Victoria St Watsons Bay	Resident
Beverly Bayliss	7 Wilberforce Ave Rose Bay	Beverly Resident.
L & V Frubin	3 Wilberforce Ave Rose Bay	L. Frubin
Susan Werhoff	1/37 Salusbury Rd Rose Bay	S Werhoff
M. NESPERO	11 WILBERFORCE AVE, ROSE BAY	M. NESPERO
T. Eli	POB 357 ROSE BAY	T. Eli
A. Ferguson	45 Bungalow Rd Bellarine Hill	A. Ferguson
D. Seidur	58 Wilberforce Ave, Rose Bay	D. Seidur

31

**OPPOSITION TO WOOLLAHRAH COUNCIL 2017
PROPOSED DEVELOPMENT OF CAR PARKS OWNED BY COUNCIL**

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NAME	ADDRESS & POSTCODE	Resident / Business Owner
WE THE UNDERSIGNED AGREE WITH		ABOVE HEADING
BARRY LAWIS	6 YONG ST Vaucluse 2030	[Signature]
Helene Gumbel	39/Spencer St Rose Bay 2029	[Signature]
Kara Tyalshinsky	PO Box 244, Rose Bay 2029	[Signature]
Nick Lushnicoff	5/56 Chateaur St, Rose Bay, 2029	[Signature]
Ruth Zehner	45 Lancaster Rd Dover Heights	[Signature]
Dorinda Gestelma	10 Napier St. D. Heights	[Signature]
R. CORRIK	53 CARLISLE ST Rose Bay	[Signature]
ALVARO BENMED	2/61-62 MANOUBRA RD, MANOUBRA	[Signature]
Louella Israel	15A Black St, Vaucluse	[Signature]
Valery SHEIDBERG	3/15 IAN STR. Rose Bay	[Signature]
Judy ROSE	12 Beaumont St, Rose Bay	[Signature]
Ronald Adler	12 Beaumont St, Rose Bay	[Signature]
Maria Jadd	2/65 Dover Rd Rose Bay	[Signature]
Jan Casimir	25 Dover Road Rose Bay	[Signature]
Susan Buchanan	111 Dover Rd Rose Bay	[Signature]
Barbara, Gumbel	70 Hopetown Ave Vaucluse	[Signature]
MARIA ROITA	THE AVENUE ROSE BAY	[Signature]
Bruno Vogel	33 Dover Rd Vaucluse	[Signature]
RTAS	65 Chateaur St Rose Bay	[Signature]
P. GOURRING	16 GEORGE ST. DOVER HEIGHTS. P.O. GOURRING	[Signature]
M. Klein	51 Clyde St Mt Bongi	[Signature]
[Signature]	28 Buxland Rd B. Hill	[Signature]
Michael Norman	9/23 Wellington St Bondi	[Signature]

(23)

**OPPOSITION TO WOOLLARA COUNCIL 2017
 PROPOSED DEVELOPMENT OF CAR PARKS OWNED BY COUNCIL**

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YES to CAR PARK BUILDING, DESIGNATED EXCLUSIVELY FOR PARKING

WE THE UNDERSIGNED AGREE WITH THE ABOVE

NAME	ADDRESS & POSTCODE	SIGNATURE
Michael Kennedy	Unit 2, 6 North Ave, Potts Point 162011	M. Kennedy
JUAN FLANNERY	U8/7-13 DOVER RD, ROSE BAY	J. Flannery
ALAN HOHLEN	1/7-9 JAN ST, ROSE BAY	A. Hohlen
B. J. M.	4/178 Campbell Parade	B. J. M.
Charmaine	2/1 Medical in Dover St	Charmaine
M. Norwood	25- Dover Road Rose Bay	M. Norwood
J. Mouton	3 Bayview Hill Rd, Rose Bay	J. Mouton
Glenns Bancroft	6 Norwood Rd	G. Bancroft
David Hardy	26 Mac Donald St Vandine	D. Hardy
Justine Scott	7 Faraday Ave, Rose Bay	J. Scott
SUSAN PARK	40-42 Milberforce Ave. RB	S. Park
DIANNE GIBBER	UNIT 26 5 JAN ST	D. Gibber
BILL WOODHEAD	4/37 DOVER RD, ROSE BAY.	B. Woodhead
Peter Fisher	1013 WENTWORTH PLACE POINT PIPER	P. Fisher
SIMONE ARNOTT	2/7 Gladswood Gardens Point Piper	S. Arnett
S. REID	1/1 Wynna Rd. Pt. Piper	S. Reid
L. BROWN	Constitution Ave	L. Brown
H. BROWN	8 Eastern Ave Point Piper	H. Brown
B. J. ROTHERY	23 O'Sullivan Rd.	B. J. ROTHERY

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WE THE UNDERSIGNED AGREE WITH THE ABOVE

NAME	ADDRESS & POSTCODE	SIGNATURE
SARIT MICHAEL	443 7-13 Dover Road, Rose Bay	<i>[Signature]</i>
GEORGE GERTLER	1/11 CARLISLE ST ROSE BAY	<i>[Signature]</i>
JANIS Flannery	7-13 Dover Rd Rose Bay	<i>[Signature]</i>
MAGGIE BABLER	21 CARLISE ST ROSE BAY	<i>[Signature]</i>
KEVIN SOMERVILLE	9/44-46 STENCER ST. ROSE BAY	<i>[Signature]</i>
DAVID MORRIS	2/20 IAN ST ROSE BAY	<i>[Signature]</i>
Lindsay Mouri	2/20 IAN ST. ROSE BAY	<i>[Signature]</i>
ALYDA PAGON	15 ALBEMARLE AVE ROSE BAY	<i>[Signature]</i>
A. E. de Mestre	9/2 IAN ST ROSE BAY	<i>[Signature]</i>
Joaquin Davila Control Andres Silva	671 US9 Cid South Head Rd. 2021	<i>[Signature]</i>
K. ABBOTT	21 Diamond Bay Rd Nauchrose	<i>[Signature]</i>
E. MOORE	6 1/3 Conway Ave Rose Bay	<i>[Signature]</i>
C. Margentanz	1 Aston Gdn Ballerina Hill	<i>[Signature]</i>
S. Colman	Rose Bay Towers. N/S. H. Rd Rose Bay	<i>[Signature]</i>
SUSAN SUSCHIND	3/14 Carlisle ST Rose Bay	<i>[Signature]</i>
A. Mairi D'Arcy	2/48 Spencer St. Rose Bay	<i>[Signature]</i>
A. LENDVAY	1/589 New South Head Rd	<i>[Signature]</i>
P. KAPLAN	17/809 New South Head Rd	<i>[Signature]</i>
Ginette Farrell	2/30 The Crescent, Vaucluse	<i>[Signature]</i>
K. REEDER	1/45 Russel St. Vaucluse	<i>[Signature]</i>
M. DAVIE	9/7-13 Dover Rd.	<i>[Signature]</i>
MICHAEL KIELCZY	803 NEW SOUTH HEAD ROAD	<i>[Signature]</i>
PROBA BLUMFIELD	5/22A NEWSOUTH HEAD VAL.	<i>[Signature]</i>
MINNA STARR	6 FRANKLIN GARDENS 152	<i>[Signature]</i>
STEWART JARA	6 FERRELLA GARDENS 152	<i>[Signature]</i>
Debbie Richardson	47 Spencer St. Rose Bay	<i>[Signature]</i>
Carol Weiss	8 Elyswath Rd Rose Bay	<i>[Signature]</i>
MARINA PASCARI	2/5 Joubert St Vaucluse	<i>[Signature]</i>
Stefan Koester	Town House 3/2A BURGESS ST Vaucluse	<i>[Signature]</i>

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WE THE UNDERSIGNED AGREE WITH THE ABOVE

NAME	ADDRESS & POSTCODE	SIGNATURE
JOHN ASTREA	2- FITZGERALD RD 203	[Signature]
Ronda Somerville	9/44-46 Spencer St Rose Bay	[Signature]
Trish Mory	1/11 Berrigan Rd Buller Hill	[Signature]
Michael Dantlger	20 Kool Rd Rose Bay	[Signature]
Carina Marbin	33/809-823 ^{new} South Head Rd RRB	[Signature]
Barry Pryer	78 Belfour Rd Buller Hill	[Signature]
RON ISAACS	1/10 HAMILTON ST ROSE BAY	[Signature]
P. DOMAN	P.O. BOX 2079 ROSE BAY NORTH	[Signature]
Nicole Collings	11/63 O'Sullivan Rd ROSE BAY	[Signature]
Nathan Collings	11/63 O'Sullivan Rd Rose Bay	[Signature]
Tessa Christelis	184 Military Road, Dover Heights	[Signature]
SNEEDON ROSS	22 DARLEY ST. MANLEY NSW	[Signature]
MICHAEL FARGOIC	22A NEW SOUTH HEAD RD, VAUGHAN	[Signature]
S. Snow	19 Goodhope St, Caddyton	[Signature]
R Cohen	2/527 Old South Head Road R.B.	[Signature]
Cl. Benesh.	33 Chalvey St Rose Bay	[Signature]
E. Hoeky	3 EARL ST, RANDWICK	[Signature]
B Holmes	34 WENTWORTH DOVER HEIGHTS	[Signature]
A. Barel	129 Dover Rd ROSE Bay	[Signature]
A. FULLER	6/5 Liverpools St ROSE BAY	[Signature]
L. FULLER	"	[Signature]
R SHARP	1/15 W. Warforce Ave Rose Bay	[Signature]
T CLARK	30 HAM INION ROSE BAY	[Signature]
M Seargeour	4/744 New South Hd. Rd.	[Signature]
S. Leboric	4/2 Jan St Rose Bay	[Signature]
A. GIBSON	21 DOVER RD. ROSE BAY	[Signature]
S. CORNICK	13 PARSLEY RD VAUGHAN 2030	[Signature]
M LOVELL	5 VIEW ST WOOLLARA	[Signature]
B. MILNER	9/247 OSULLIVAN RD R/BAY	[Signature]

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NAME	ADDRESS & POSTCODE	SIGNATURE
Ray Kevin	3 Isabel Ave Vaucluse	[Signature]
J. Cohen	Blodswood Geln. Double Bay	[Signature]
Keshia Kumbur	1313 Wynona Road Point Piper	[Signature]
Jo David	16M Gilbert St Dover Lts	[Signature]
Ravi Procter	2/4 Belah avenue vaucluse	[Signature]
MARGRIET NICHOLS	62 WILBERFORCE AVE, ROSE BAY	[Signature]
JOHN NICHOLS	62 WILBERFORCE AVE, ROSE BAY	[Signature]
V. Rudzys	19 Fernleik ave. Rose Bay	[Signature]
Mary McNameara	3 Frederick St Nth Bondi 2026	[Signature]
Carol Stephens	25 Kings Rd Vaucluse	[Signature]
Georgia Calkson	7 Roberts St. Rose Bay	[Signature]
Tina Gamara	4/691 Old South Head Rd, Rose Bay	[Signature]
Kristy MacDonald	14 Plowman St. North Bondi	[Signature]
Laura Pease	1077A OCEAN ST, BONDJ	[Signature]
Jonathan Letz	4/543 Old South Head Rd Rose Bay	[Signature]
Shani Chibbi	4/543 Old South Head Rd Rose Bay	[Signature]
Amy Dusseldorp	623 Old South Head Rd Rose Bay	[Signature]
Jewel Somasundar	2/559 New South Head Rd Bondi	[Signature]
Jane Zarlesi	2 Short St Wadsons Bay	[Signature]
Will McCarthy	46 Lancaster rd, Dover Heights	[Signature]
J. KRAKOWSKI	16/56 BARRIERS BLVD Baulwer Hill	[Signature]
John POLLARD	28 Wilberforce Ave Rose Bay	[Signature]
Carmen Johnson	74 Onslow Street Rose Bay	[Signature]
MARINA CRONLEY	61 Onslow St Rose Bay	[Signature]
ANNA POLZOT	108 ONSLOW ST ROSE BAY	[Signature]
JADE NOVAKOVIC	3/10 HAMILTON ST ROSE BAY	[Signature]
Elisabeth Wicks	2 Kippora Rd. Dover Heights	[Signature]
MARINA MANZOUROS	6/22 BENJAMIN RD BLODSWOOD AVE	[Signature]

**OPPOSITION TO WOOLLARA COUNCIL 2017
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WE THE UNDERSIGNED AGREE WITH THE ABOVE

NAME	ADDRESS & POSTCODE	SIGNATURE
A. CLARK	1/20 Kimberley St. Vaucluse	AC
S. ASHTON	25 Laburn Rd Bellevue	Sydney Ashtons
J. NEILL	5 COVE ST WATSON BAY	J Neill
W. MUNDAY	22-24 WOLSELEY RD, Point Piper.	W Munday
T. LOVELACE	299 Military Rd DOVER HEIGHTS	T Lovelace
M. LOURAN	87 DOVER RD ROSE BAY	M. Loran
S. TUCK	47 Princess St Rose Bay	S Tuck
F. LIOTTA	1/29 Wilberforce Ave R. Bay	F. Liotta
N. NEW	2 Potyblank Pk. W. BOND	N. New
G. LUISI	6/65 DOVER RD. R/BAY	G. Luisi
A. M. LUISI	6/65 DOVER RD. R/BAY	A. M. Luisi
D. MALHOTRA	17 Chamberlain Ave R Bay	D Malhotra
K. KRUSIN	19 Junction St Woollahra	K. Krusin
M. KRUSIN	19 Junction St Woollahra	M. Krusin
P. ALBAHAR	117 HOPE FOUNTAIN Vaucluse	P. Albar
LUCIANA DOMINGUES	23/809, NEW SOUTH HEAD ROAD	L. Domingues
J. Adelman	677 Old South Hd Rd	J. Adelman
R. Beaumont	32/42 New Beach Rd Darling Pt	R. Beaumont
M. BEAUMONT	32/42 NEW BEACH RD DARLING PT	M. Beaumont
Z. Seidler	58 Wilberforce Av, Rose Bay	Z. Seidler
J. Spyrakis	1/53 Spencer St Rose Bay	J. Spyrakis
Pam MURTON	628 Old Sth Hd Rd ROSE BAY	Pam Murton
BRIAN NEWMAN	1/739 OLD SOUTH HEAD ROAD Vaucluse	Brian Newman
Vittorio Piacello	21 Dover Road Rose Bay	Vittorio Piacello
J. STARK	198 Military R. Dover Heights	J. Stark
H. LANTOS	4 WINGA ST BOND	H. Lantos

Annexure 8

From: [REDACTED] on behalf of [David Caldwell](#)
To: [Records](#)
Subject: SC3604 submission
Date: Thursday, 27 April 2017 7:43:40 PM

Hi,

In response to your letter dated 24/4/2017, I am a resident and flat owner in the Rose Bay commercial area precinct.

I completely reject the letter's spin that that this redevelopment represents an "enhancement" of the Rose Bay "village", to use the terminology of your correspondence, by adding 100 car spaces and other new uses.

The very notion of "enhancing" a "village" (terminology that invokes street life, walkability and community), can be achieved by adding 100 parking spaces is oxymoronic, and unhinged from modern urban planning principles. It denies the already chronic traffic congestion, pedestrian and active-transport clash that plagues the precinct.

If the Council is indeed serious about enhancing the Rose Bay village, it should be considering an approach that will support sustainable, long-term growth, in support of State Govt urban consolidation principles. These could include:

- Making pedestrians feel valued and comfortable in the "village"
 - e.g. Reducing pedestrian crossing waiting times from the current 180 seconds to 100 seconds maximum in the "village" (which of course necessitates tough leadership decisions and consequences, like reducing New South Head road traffic flow rates, and increasing car journey times)
- Providing active transport infrastructure in the village for example, safe, open, covered bicycle storage
- provide separated bicycle lanes in place of street parking on New South Head Rd and Newcastle Street (which again requires leadership and vision in giving commercial landlords and tenants confidence that loss of parking does not mean loss in foot traffic or revenue)
- Making pedestrian access between the village and the Rose Bay ferry wharf, the major non-road transport hub of the precinct, safe, e.g. closing and/or pedestrianising and lighting Vickery Avenue past the RSL to connect the foreshore walk with New South Head Road (where there is currently no footpath)
- focussing new development on active transport integration, and limiting parking creation to no more than replacement volume

Existing road congestion, even on weekends, including the backing-up of

- Dover Rd to the roundabout, and
- Newcastle Street to Richmond Rd,

despite the aggressive de-prioritisation of pedestrian phases at these intersections, will only be significantly worsened by 100 new parking spots.

Moreover, the number of pedestrian- car conflicts at the path crossings of the access driveways, will be almost doubled.

The practical outcome of this proposal, near doubling parking and increasing car-based intensity, is diametrically opposed to modern planning principles supporting active lifestyles and the notion of a "village". These modern principles include active transport,

and the associated priority and safety for pedestrians and cyclists: not more cars. As such you will have to forgive me for viewing this as a cynical misrepresentation of a cash grab, not a "village enhancement".

Sincerely

David Caldwell
[REDACTED] /735 New South Head Road
Rose Bay
2029

--
David Caldwell

[REDACTED]
[REDACTED]

From: [Scott O'Connor](#)
To: [Brendan Metcalfe](#)
Subject: RE: Community Facilities Study
Date: Friday, 28 April 2017 12:32:46 PM
Attachments: [image001.gif](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)

Hi Brendan,

Nice to meet with you the other day. Please see the links below.

Something like this would better serve the community than a 700m2 community room. Especially when you have a community hall sitting between the Rose Bay RSL Club and the Sailing Club. Pump some money into it make it look decent. Why on earth would you make a room 700m? That is enormous and way over the top.

Also from what you told me, if you are working off a study dated 2011, then I believe a new study needs to be done. I would also like to know exactly how that information was gathered.

Why don't you do something so people can write in, tick a box, fill out a card, do a phone survey??? Find out what people want in 2018 not 2011. There's unfortunately been a lot of people go under the bridge since 2011 and there are many new residents that have moved into the area since then at the same time.



<http://www.mosman.nsw.gov.au/recreation/sports-and-fitness/mosman-swim-centre/>

<http://www.ezyswim.com.au/programmes.html>

There is an array of people that could use a pool, not only that you have a number of junior schools within walking distance that could utilise it. It could become a nice income generator for Council if run the right way.

Add this idea into the report!!!

Yours Sincerely,

Eastern Suburbs Property Group 	10c5e7e 
---	--

Scott O'Connor (LREA)
Principal
EASTERN SUBURBS PROPERTY GROUP
P: [REDACTED]
F: [REDACTED]
M: [REDACTED]
W: www.espg.com.au
Follow our walk-in office enquires on Twitter

From: [Evi Lewin](#)
To: [Records](#)
Subject: Ian Street car park development
Date: Friday, 28 April 2017 5:04:28 PM

Mrs. E. Lewin, [REDACTED] "The Mariner", 809 New South Head Road, Rose Bay. N.S.W.
2029

April 28th, 2017

The Manager, Strategic Planning, Woollahra Council.

Attention: Mr. Chris Bluett

re: Proposed Ian Street Car Park. Council Ref: SC3604

Dear Sir,

Although you will see above that my postal address is New South Head Road, "The Mariner" consists of two blocks, (A and B) and Block B, where my unit is located, is directly on Ian Street and accessed via 5 Ian Street.

Unit 27 is a street level garden unit and any development on the directly opposite car park would take away all natural light and any sunlight.

I understand that these are basic rights and I tender herewith my formal objections to the proposed Ian Street car park development. I recall that some years ago this issue was raised and the development proposal overturned.

I should appreciate your confirming receipt of this correspondence. Yours faithfully, Eva Lewin

Richard and Katherine Christian
16-18 Carlisle Street
Rose Bay 2029

[REDACTED] com
[REDACTED] 1
[REDACTED] d.com
[REDACTED] 1

30 April 2017

The General Manager
Woollahra Council
PO Box 61
Double Bay 1360

Dear Sir

Re **Ian Street and Wilberforce Avenue Car Parks**
Your Ref SC3604 Submissions

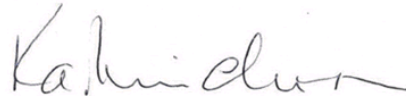
We are residents local to the abovementioned car parks, which are the subject of proposed changes to various planning controls.

We believe that Woollahra Council should be subject to the same planning controls as the Municipality's other residents, most particularly height restrictions. Each car park site should remain subject to the height restriction presently applying.

Yours faithfully



Richard Christian



Katherine Christian

From: [Riki Watsford](#)
To: [Records](#)
Subject: SC3604 Submissions
Date: Monday, 8 May 2017 1:41:21 PM

I am writing in reply to the recent plan I have received by mail for a Planning Proposal for Ian Street and Wilberforce Avenue, Rose Bay.

I wish to state that I STRONGLY OPPOSE this development in total.

I have lived in Rose Bay for over 25 years and reside in Dover Road at this present time (20 years). We wish to maintain the "village atmosphere and keep the wonderful atmosphere and ambience" that we are so lucky to enjoy and live in at this present time.

I believe these developments would be an "eyesore", it is already too busy in these 2 areas, being Ian Street and Wilberforce Avenue as set out in this proposal. We do not want our lovely "village" suburb to turn into "The Jungle" - this being in reference to Bondi Junction as we all call it.

To build next to Ian Street where the current car park is would mean all trees being cut down and a block of flats erected on this site!!!! I can't believe that anyone could imagine this would be attractive or in keeping with what we have now in Rose Bay. Dover Road is already jam packed with cars and people and these 2 proposed developments would create only more traffic congestion and more problems for us, the residents of Rose Bay.

I believe this is totally unfair and, again, I wish to state that I am strongly opposed to either of these 2 proposed developments as I firmly believe and know everyone who lives in this area and in Rose Bay are totally aghast at this proposal!

Sincerely yours,

Riki (Watsford) ■ Dover Road, Rose Bay.

1/2 Ian Street Rose Bay 2029

9th May 2017

General Manager at Woollahra Municipal Council

Re: Ref: SC3604 Submission - Ian Street and Wilberforce Avenue, Rose Bay carpark developments.

We are responding to a letter dated 24th April 2017 from the Manager -Strategic Planning. In the meantime we have visited the Council Chambers and inspected the planning proposals.

Firstly it should be noted that we agree there is a parking problem at Rose Bay civic shops at peak shopping times. It should also be noted that the parking problem emerged after the building of the very large scale Parisi development. When this development was approved it actually took away parking spaces and apparently the developers paid WMC a very large sum of money not to have to provide parking. The Woolworths development also did not provide sufficient parking. The parking problem is of the Council's own making – it has asked too much of a small civic area, which if anything, has too many small shops which with the change in shopping habits, (think Amazon), may not survive in the future.

Our concerns with the big redevelopment of the civic area is that the small streets that service the area are not wide enough to take all the extra traffic that will result from extra shops and car parking spaces. Wilberforce Avenue and Dover Road are already clogged up. I think the Council should provide a 3D model for residents to fully understand the impact that the proposed developments would have on Rose Bay. The computer generated images in the Council's document do not give a realistic impression of what the impact of the two large scale developments will have on Rose Bay civic area. Concrete structures will replace green trees. We believe that when the local residents fully understand the WMC plans there will be a back lash from the community. Too much is being asked of the area. We will follow closely what happens and encourage local residents to take an interest in their environment.

Yours sincerely A.E. And E.M de Mestre

Woollahra Municipal Council
Customer Service Department

15 MAY 2017

Received

David and Rosemary Balkin
1/2 Ian Street
Rose Bay, NSW 2029

General Manager
Woollahra Council
PO Box 61
Double Bay, NSW 1360

13 May 2017

Dear Sir,

Re: Ian Street Carpark Redevelopment Submission

Our apartment and building is directly opposite the rear of the Ian Street carpark on the other side of Ian Lane.

We support Council's desire to build 4 storeys on the Ian Street Carpark and are supportive of the flat roofed building shown in the montages, building design and documents currently on display. The AHD of the top of the parapet of this four storey building designed by Council's consultants is 21.8 assuming 400mm is added for the parapet.

21.8 AHD is considerably lower than the proposed 14.1m maximum height at the north-eastern most point of building's footprint. Given that Council's consultants have demonstrated that a four storey, flat roofed building can be built on the Ian Street carpark with its north-eastern elevation being 21.8 AHD whilst also meeting Council's use objectives for the site, we would like Council to enshrine this AHD as a maximum height AHD across this site. A control of this type and at this AHD will minimize the impact on our building – sense of enclosure and loss of views across the carpark. It will ensure that a five storey building will not be built on the Ian Lane façade of the building envelope which can be achieved if the proposed 14.1m height limit is allowable on this part of the site. Finally a maximum AHD across the site will also minimize the impact on everyone who looks over the building towards the harbour or Bellevue Hill.

We understand that a lift overrun for the building will be necessary. If is built in the part of the site shown in the architect's design ie. closer to the Dover Road end of the site, a 21.8 AHD can easily accommodate a lift overrun of at least 1 metre.

It has been suggested that an alternative height control to the one I am suggesting is to limit the height of any development on the site to the highest corner of the building envelope closest to Ian Lane but allow the proposed 14.1m height limit elsewhere on the site. I believe that such an approach will be easily 'gamed' by all developers and whilst we may not end up with a 14.1m high building on the edge of the allowable building envelope, we could well end up with a 14.1m high, 5 storey building 500mm from that boundary. We are therefore strongly opposed to this method of limiting the height of the development on the Ian Lane frontage.

We understand that it is Council's intention to retain the tall, mature camphor-laurel trees on the carpark's Ian Lane boundary. We are sceptical that these trees can survive given that a major excavation will be required for the building's two levels of underground parking which will severely damage the trees' roots. In the event that these trees are pulled out during construction or simply die afterwards, we will lose the 'green' wall that we look into today. In this circumstance we would

obviously prefer to look at the lowest wall that is required to accommodate a four storey building on the carpark's north-eastern boundary and to ensure that all windows on this elevation of the building are fully screened for privacy purposes.

It is for all of the reasons above that we believe that a maximum AHD of 21.8 across the entire site is preferable to the proposed height limit of 14.1m because it allows the Council to build four storeys, achieve its development objectives for the site and minimizes the impact on all residents living to the northeast or southeast of the carpark. It also ensures that a developer will not be able to build a fifth storey on the lan lane side of the development via a S96 after a four storey flat roofed building like the one shown in the concept plan has been approved for the rest of the site.

Yours sincerely,



Rosemary and David Balkin AM

cc. Brendan Metcalfe



From: [Pauline McGarvey](#)
To: [Records](#)
Subject: Submission Reference SC3604 - Ian Street and Wilberforce Avenue Car Parks Rose Bay
Date: Friday, 19 May 2017 6:39:14 PM

Dear Council Officer

I wish to lodge my strong objection to the proposed changes to the current planning controls which would allow the building height to be increased from 10.5m on Ian Street and 14.1m on Wilberforce Avenue Car Parks.

In my view such changes would create a totally undesirable precedent which is all the more objectionable coming from Council itself.

I support development that is in keeping with the overall character of the Rose Bay village and that is likely to be achieved only by retaining the existing height levels. Creating two dominant buildings which stand out from the surrounding structures is unacceptable aesthetically.

If Council is convinced of the need to increase the number of levels of these two buildings then it would only be warranted in the event that the additional levels are constructed underground, albeit at greater financial cost.

Each ratepayer I have spoken to about this proposal has been incensed by it and I sincerely hope that such opposition will carry sufficient weight to prevent it being adopted.

Acknowledgment of receipt of this email is requested together with confirmation that it has been on-forwarded to the General Manager for his attention.

Regards.

Pauline McGarvey
[REDACTED]/744 New South Head Road
Rose Bay
[REDACTED]

Jill Margo

Dear Woollahra Council

20 May / 2017

Ref SC3604 IAN STREET CAR PARK

I have lived in Rose Bay for 30 years on the corner of Carlisle St and Ian Lane.

I have two concerns about the proposed development on Ian Street carpark.

The Future of Ian Lane (not street)

As you know, Ian Lane is narrow and allows for two-way traffic.
It is busy with school and kindergarten cars at peak times.
It also has many children and mothers with infants, traversing it.
It is not in optimum condition, is poorly patched with tree root bumps.
Speed bumps would slow traffic + deter it being a thoroughfare.
No parking along would prevent big, badly parked cars blocking it.
I ask for residents parking to be established on Carlisle St.

Views

I know the disruption of a resident's views is not of great significance to the council but I would like to put my case anyway. When we first moved in we had sweeping views of the harbour. Those views have slowly been obscured by council and other resident's trees. The tiny view we have left will disappear with your new development.
As compensation, I ask to be able to remove some of the foliage in my own garden to restore a little view.

With kindest regards

Jill Margo

Carlisle Street, Rose Bay, Sydney, NSW 2029
Tel: [REDACTED] Fax: [REDACTED] Mobile: [REDACTED] email: [REDACTED]
[REDACTED]

From: [Lauren Cohen](#)
To: [Records](#)
Subject: SC2604
Date: Sunday, 28 May 2017 11:47:00 AM

Hi there,

Whilst I understand the proposal put forward would increase residents/visitors to the area of rose bay village, I'm more than worried about the negative impacts the developments would have to the existing residents/visitors to the area

As with most of sydney, there is not enough existing infrastructure to facilitate more people in this area

New south head road traffic is currently abominable, especially trying to gain access from wilberforce/Newcastle streets How would this development help this problem, or furthermore, not negatively effect it?

Currently, one positive of both sites is the access to free parking available What is being proposed here? An increase of 100 parkings, does not seem proportionate to the new activities/ residents being proposed on the new sites, which will further impact visitors to the area I have read a number of Facebook rants in reference to parking in this area already How about just proposing another level of cAr parking?

A visit to Lyne park today further reiterates the need for more parking, as there were countless cars just circling the area with nowhere to park

I do not believe the proposals put forward would positively impact the area, unless the infrastructure surrounding them is upgraded too Namely the roads and access to free (timed) parking

I look forward to hearing back from you

Please feel free to contact me should you require any further feedback,

Kind regards,

Lauren COHEN

██████████

Sent from my iPad

LAUREN COHEN

Senior Associate | Interior Architecture

A L T I S architecture ply ltd

lower deck jones bay wharf suite ██████████ / 26-32 pirrama rd pyrmont 2009 nsw

Direct: ██████████

Reception: ██████████

www.allisarchitecture.com

nominated architect : roffe latimer : 5535 Note: This message and any attachments are confidential & may contain privileged information intended solely for the named addressee. If you receive this email in error please contact the sender and delete this message. Opinions, conclusions and other information in this message or attachments that may not relate to the official business of Altis Architecture Pty Ltd are either given or not endorsed. No liability will be accepted for any loss or damage incurred as a result of receiving any material contained in this email. Whilst all care is taken in scanning all e-mails for viruses, neither Altis Architecture Pty Ltd nor any employees thereof will be held in any way liable for the transmission of viruses. Please ensure your anti-virus software is up to date.

Please consider the environment before printing this e-mail

From: [Sol Lebovic](#)
To: [Records](#)
Subject: SC3604 Submissions
Date: Monday, 29 May 2017 3:38:29 PM

The General Manager

We are the owners of an apartment which is adjacent to the proposed development of the lan Street car park. We strongly object to this development and our objection is based on the following:

- 1) The financial investment of the owners in our block must be diminished by such a development and will be at the mercy of whoever develops the proposed building. Any development will need to be sympathetic to the residents who will face directly on to it.
- 2) The change to the height restrictions is unfair. When we purchased our apartment there was a height restriction in place and it is unfair to change it now.
- 3) The rezoning of the land to Business Zone – Local Centre and change in height restrictions will deprive our apartment of natural light and sun. Our apartment will be robbed of afternoon sun if this development proceeds.
- 4) One of the major reasons we purchased our apartment was the extensive greenery from the numerous trees around our property. The redevelopment of the lan Street carpark will deprive us of much of this greenery.
- 5) The development creates new commercial space and residential dwellings which will result in even more traffic in the congested local streets. The current streets are not coping currently let alone with this additional commercial space and residential dwellings. The additional parking spaces will probably be negated by the additional patronage the new developments will bring.
- 6) lan Lane can't currently cope with traffic and parking requirements. The new development will only exacerbate the problem. lan lane should already be a one way thoroughfare with no parking permitted. Since the main entrances to our building are in lan Lane, which the council obviously approved, parking in and around the laneway and traffic through it should be patrolled and policed more strictly. The entrance to our building is often blocked or partially blocked and it can be quite dangerous to exit our garage as cars speed down the lane.
- 7) There should have been parking provided under or attached to the construction of Parisi's which has had a dramatic impact on the amount of traffic in this part of Rose Bay. Why was this approved without consideration for the immediate neighbours?
- 8) The proposed site opposite our building is quite small so the proposed development will presumably occupy all of it making the area even more congested and built-up destroying its village-like atmosphere.

9) Woollahra Council is currently subject to an amalgamation process and therefore we don't believe the current Council has the right to make these long term changes to the planning controls given that the area may be under the control of a different council.

We urge the Council not to proceed with this proposed redevelopment.

Regards

Linda & Sol Lebovic

█/2 Ian St, Rose Bay NSW 2029

Regards

Sol

From: [REDACTED]
To: [Records](#)
Cc: [REDACTED]
Subject: SC3604 - Ian Street and Wilberforce Avenue Car Parks
Date: Monday, 29 May 2017 4:14:04 PM

To the General Manager.

We are the owners and occupants of [REDACTED] Albemarle Avenue, Rose Bay.

We would like to note our objection to key aspects of the proposed construction of a 4-story building on the Ian Street Car Park site and a 5-story building on the Wilberforce Avenue Car Park site.

In particular, we object to:

- The proposed increase to the maximum building height of the Ian St site from 10.5 m to 14.1m.
- The proposed increase to the maximum building height of the Wilberforce site from 14.1m to 17.2m.

Our objection is based on the following grounds:

1. The proposed car park will be excessively bulky and will dominate the shopping strip and street-scape, and with negative impact on visual aesthetics.
2. The proposed size and scale is disproportionate to the needs of the area.
3. This sets an unwanted precedent for an increase in density and building height, in surrounding streets.
4. Rose Bay has a lovely village character. Let's keep it that way.

We support the development of the site within existing height restrictions.

Regards

Julian and Lisa Cappe
[REDACTED] Albemarle Avenue, Rose Bay

Email sent using Optus Webmail

**Objection to Proposed Development of Rose Bay Car Parks
Submission by Sam Goldman and Mimi Wise, owners of 7-13 Dover Road, Rose Bay
29 May 2017**

The following represents our current objection to the proposed development of Rose Bay Car Parks, particularly the Wilberforce Avenue car park.

Our objection is based on:

A. History of the Wilberforce Avenue Car Park

B. Potential Reduction in the Value of 7-13 Dover Road and objections thereto:

- i. Height
- ii. FSR
- iii. Council as an Investor
- iv. Traffic
- v. Economic Consequences of the proposed development

C. Summary

Objection to Proposed Development of Rose Bay Car Parks
Submission by Sam Goldman and Mimi Wise, owners of 7-13 Dover Road, Rose Bay
29 May 2017

A. History of the Wilberforce Avenue Car Park

The car park at Wilberforce Avenue came into existence through either the compulsory resumption or acquisition of lands by Woollahra Council ("Council") in the early 1960s.

The land at 2 and 2a Wilberforce Avenue was owned by Harry Goldman OBE and Lola Goldman (the parents of the writers of this submission). They had also acquired 7-13 Dover Road, to give them a property with double street front access, from Dover Rd to Wilberforce Ave, which would thus enhance its value.

Around 1963, Council compulsorily acquired the properties at 2 & 2a Wilberforce Ave, against the wishes of the owners who realised that losing the second street frontage, would diminish the value of their investment. At that time, the owners were already developing plans to redevelop the site to maximise its value via the double street frontage.

It is noted from numerous entries in the minutes of Council meetings of 1963-1966, that other landowners on Wilberforce Avenue and Dover Road were also reluctant to sell but were forced to do so. These minutes are attached as Appendix 1.

The 2017 Council development proposal of Rose Bay parking areas states:
" Each of the options for the Ian Street and Wilberforce Avenue site were produced using software, which calculated the resulting Gross Development Profit/Loss at the completion of the development. The models were calculated based on utilizing retail and commercial premises as an annuity, with the rental income generated as revenue to Council in perpetuity." (WMC Corporate & Works Committee Agenda 18.4.2016).

This validates the fact that the future development value of the properties at 2 and 2a Wilberforce Avenue, owned by Harry and Lola Goldman, was effectively transferred to the Council, at no cost to the Council, via the method of compulsorily acquisition.

In the minutes attached (Appendix 2) the Council compulsorily resumed the land for "Public Parking Area". The 2017 Council development proposal includes residential apartments, retail shops and other commercial premises. This again goes to the point that the Council has transferred the commercial value of these properties to itself, for no cost. It was this potential commercial value that Harry and Lola Goldman wished to benefit from and thus did not want to be forced to sell.

The properties owned by Harry and Lola Goldman at 7-13 Dover Rd, passed, on their deaths, to their family beneficiaries.

In 2005, these beneficiaries redeveloped 7-13 Dover Road into a mixed residential and retail building. Even with this development, the value of the original land holding was not maximised due to the smaller land area and the lack of dual street access (the second access being from Wilberforce Avenue).

**Objection to Proposed Development of Rose Bay Car Parks
Submission by Sam Goldman and Mimi Wise, owners of 7-13 Dover Road, Rose Bay
29 May 2017**

The property at 7-13 Dover Road is still fully owned by these beneficiaries.

The 2017 Council development proposal will reduce the value of 7-13 Dover Road, the details of which are set out more fully below in point B.

Thus, in terms of Harry and Lola Goldman and their descendants, the Council:

- a. Has transferred wealth that legitimately belonged to them via the compulsory resumption of 2 and 2a Wilberforce Avenue in 1963
- b. Has submitted the 2017 development proposal that has the potential to greatly reduce the value of the remaining asset at 7-13 Dover Road.

**Objection to Proposed Development of Rose Bay Car Parks
Submission by Sam Goldman and Mimi Wise, owners of 7-13 Dover Road, Rose Bay
29 May 2017**

B. Potential Reduction in the Value of 7-13 Dover Road and objections thereto

1. HEIGHT:

The Local Environment Plan (LEP 2014) dictates height.

The 2017 Council development proposals of Rose Bay car parks are in breach of this plan as regards height.

The Council is attempting to change the height restrictions in the current LEP in Zone B2 for its commercial benefit, without offering the same benefit to other ratepayers.

2. FSR

The Local Environment Plan (LEP 2014) dictates FSR.

The 2017 Council development proposals of Rose Bay car parks are in breach of this plan as regards FSR.

The Council is attempting to change the FSR restrictions in the LEP in Zone B2 for its commercial benefit, without offering the same benefit to other ratepayers.

3. COUNCIL AS AN INVESTOR

The 2017 proposal, where Council becomes an investor poses a conflict of interest and breach of governance rules.

As set out in 1 and 2 above, the 2017 proposal is not in accordance with LEP 2014. This combined with the fact that the land is owned by the Council rather than by a private investor, is particularly worrisome.

4. TRAFFIC

The 2017 proposal increases the number of parking spaces significantly.

The entries and exits in to and out of the current car park via Dover Road and Wilberforce Avenues are already congested and further car parking spaces will exacerbate this situation.

The general traffic flow around Dover Road, Wilberforce Avenue, Newcastle Street and New South Head Road will be negatively impacted to the detriment of current residents and ratepayers.

5. ECONOMIC CONSEQUENCES OF PROPOSED DEVELOPMENT

The extra commercial and retail premises could be to the detriment of existing Rose Bay rate payers, residents, shop owners and investors. The owners and residential and commercial tenants of 7-13 Dover Road are among those who will be potentially affected.

Please see below an article from the Daily Telegraph of 24.8.16, setting out the negative consequences to existing Double Bay shopkeepers and business owners, from the Council development in Kiaora Lane. This again is a result of the Council having a conflict of interest and breach of governance rules. It is diametrically opposed to the purpose of Council, being that to service and nurture local ratepayers, businesses and residents.

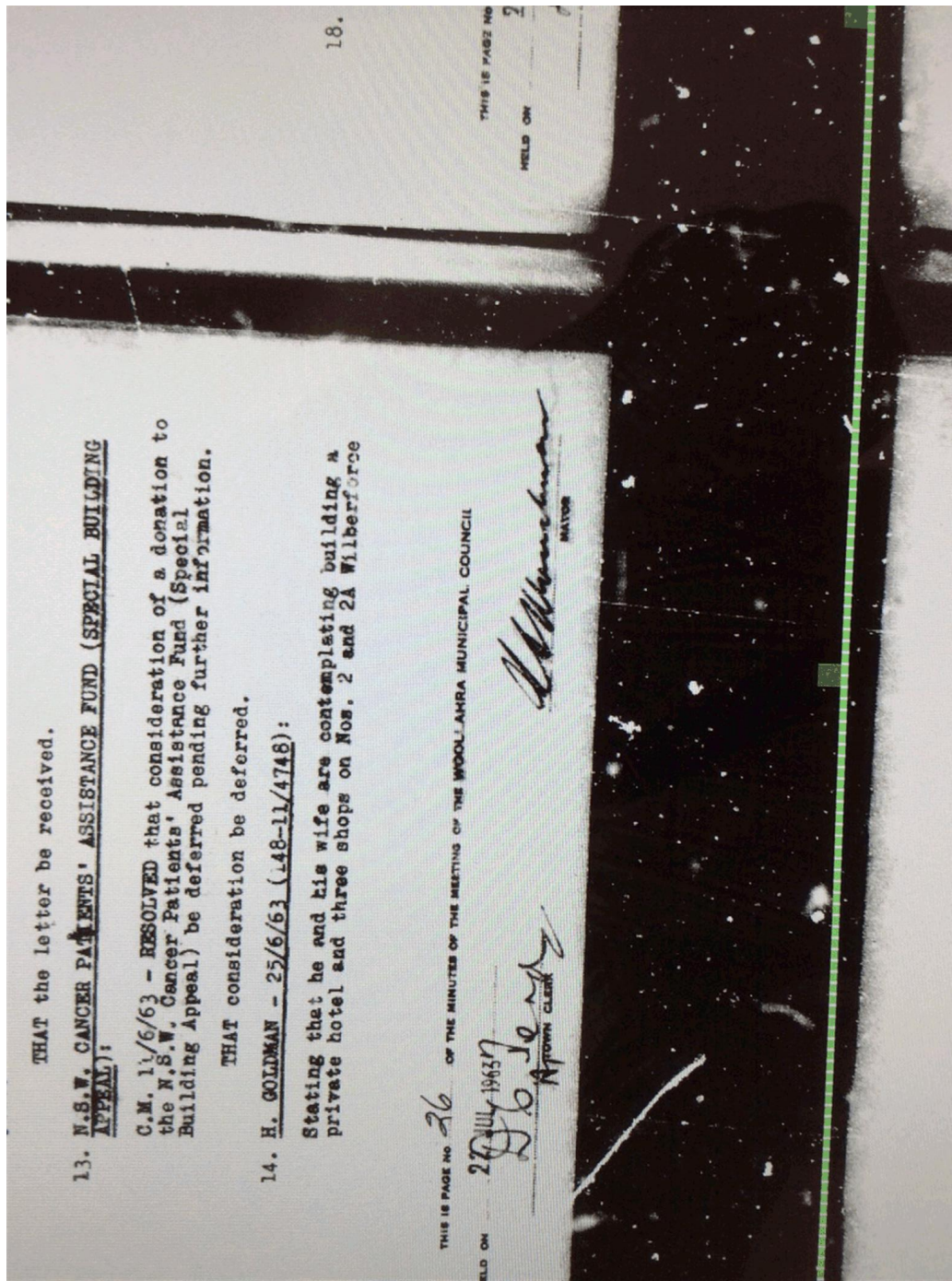
<http://www.dailytelegraph.com.au/newslocal/wentworth-courier/robbing-peter-to-pay-paul-kiaora-lands-development-sucking-customers-from-one-side-of-double-bay-to-the-other/news-story/87b0c60e400d5951b32c919184a88d85>

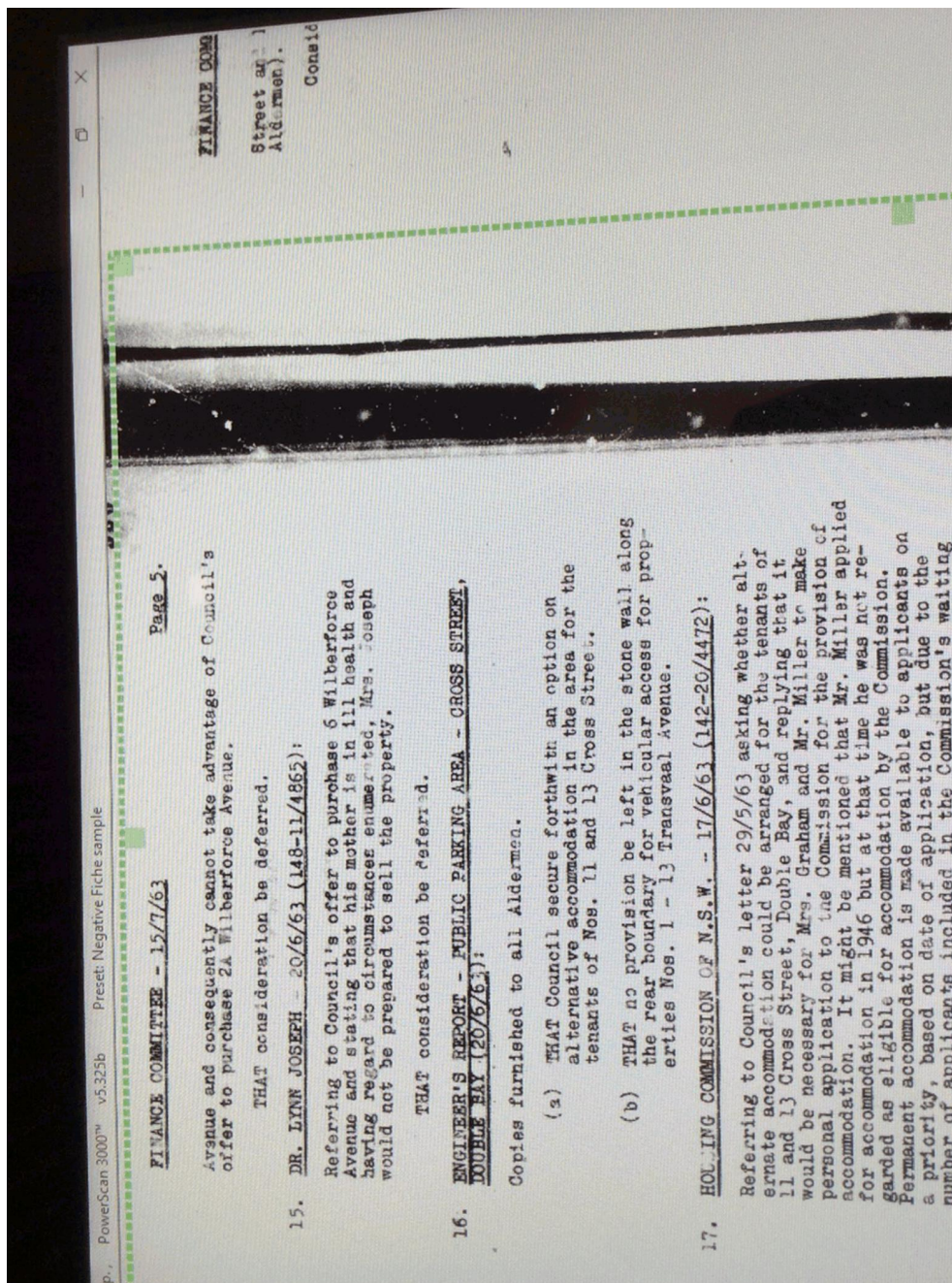
**Objection to Proposed Development of Rose Bay Car Parks
Submission by Sam Goldman and Mimi Wise, owners of 7-13 Dover Road, Rose Bay
29 May 2017**

C. SUMMARY

In summary:

1. In 1963 the Council compulsorily resumed properties owned by rate payers, including Harry and Lola Goldman, under the pretext of providing infrastructure to rate payers via the provision a car park
2. This compulsory acquisition was to the commercial detriment of these rate payers who were now devoid of any potential future commercial benefit via a redevelopment of these properties
3. In 2017, the Council is now not only usurping the commercial benefits that were potentially available to the original owners, but it is also proposing a commercial development that is outside its own planning requirements and restrictions.
4. Point 3 constitutes a conflict of interest and a breach of governance rules.
5. The 2017 Council development proposal will negatively impact the neighbouring residents and ratepayers, such as the writers of this submission, being the owners of 7-13 Dover Road.





£6,452.13. 0.

11. MRS. G. LAY - 10/7/63 (723/5266):

Asking that extra charges in respect of 1963 rates on premises 36 John Street, Woollahra, be waived under the provisions of Section 160B of the Local Government Act. (ACTING TOWN CLERK'S REPORT - Mr. H. Lay qualifies under Section 160B of the Local Government Act and comes within the terms of Council policy. The rates for 1963 have now been paid in full and it is recommended that the interest charge of 1/10 for late payment of rates be waived.)

THAT the Acting Town Clerk's Report be adopted and 1/10 for extra charges be written off and abandoned.

12. H. GOLDMAN - 25/6/63 (148-11/4748):

Stating that he and his wife are contemplating building a private hotel and three shops on Nos. 2 and 2A Wilberforce Avenue and consequently cannot take advantage of Council's offer to purchase 2A Wilberforce Avenue.

THAT the writer be informed that the Council intends to acquire the property for a parking area.

13. DR. LYNN JOSEPH - 20/6/63 (148-11/4865):

Referring to Council's offer to purchase 6 Wilberforce Avenue and stating that his mother is in ill health and having regard to circumstances enumerated, Mr. Joseph would not be prepared to sell the property.

back to the Committee.

(b) Proposed Parking Area - Dover Road and Wilberforce Avenue:

(i) THAT the offer by Mr. H. Goldman for the sale of 2 and 2A Wilberforce Avenue and 7 to 13 Dover Road for £40,000 be not accepted.

(ii) THAT negotiations be opened with Cadia Pty. Ltd. for the acquisition of portion of the rear (30' in depth) of 15 Dover Road.

(iii) THAT negotiations be continued with Mr. H. Goldman for the acquisition of 2A Wilberforce Avenue.

(iv) THAT the owner of 6 Wilberforce Avenue (Mr. H. Josephs) be advised that it is the Council's intention to proceed with the acquisition of this property, if necessary, as a long range plan.

(v) THAT the Engineer obtain quotations for the demolition of 4 Wilberforce Avenue.

Alderman Lawrence was present during part of the discussion on Item 16.

31

23 SEP 1965

TOWN CLERK

MAYOR

OF THE MINUTES OF THE MEETING OF THE WOOLAHRA MUNICIPAL COUNCIL

received.

Item 4 - MOGAW, JOHNSON & CO., SOLICITORS - 25/9/63
(148-6/1232)

21/4

THAT the Committees recommendation be adopted with the inclusion of additional paragraph as follows:-

(c) THAT the Town Clerk report as to suitability of the property as an Old People's Home and as a base for Meals on Wheels.

Item 6 - TOWN CLERK'S REPORT - PROPOSED PARKING AREA, ROSE BAY (17/10/63)

21/5

AMENDMENT to Committee's recommendation:-

THAT the matter referred to the Town Clerk for report as to why the Town Planning Committee preferred the subject land to the other land suggested by Dr. Joseph and Mr. Goldman.

RESOLVED in the AFFIRMATIVE.

Item 14 - TOWN CLERK'S REPORT - PROPOSED PARKING AREA
QUEEN AND MONCUR STREETS, WOOLLAHRA (18/10/63)

AMENDMENT to Committee's recommendation:-

THAT the matter be referred to the Valuer-General for a check valuation of the property."

not done. The matter could be referred to the Town Clerk, Mr. F.D. Bolin, who concurs in this report with the Town Clerk, Mr. F.D. Bolin, who concurs in this report.

- (a) THAT Mr. Stoney be classified Assistant Engineer 4th Year, at the Award salary of £1907.16. 0. as from 7/10/63.
- (b) THAT Mr. McCrse be classified Assistant Engineer 6th Year, at the Award salary of £2267.16. 0. as from 4/11/63.

11. TOWN CLERK'S REPORT - PROPOSED PARKING AREA, ROSE BAY (29/11/63)

(Copies furnished to Aldermen)

THAT the Town Clerk's Report be adopted, viz:-

- (a) Council adhere to its previous decision to acquire Nos. 2A, 4 and 6 Wilberforce Avenue, and No. 17 Dover Road.
- (b) Notify Mr. Goldman accordingly.
- (c) Subject to approval of the Neptune Oil Company's development application, that its offer to make available land at the rear of Nos. 16, 18 and 20 Dover Road, for a nominal consideration, be accepted, and authority given to complete the transaction and attach the Seal of the Council to any necessary documents.

From: [UrbanGrowth](#)
To: [Brendan Metcalfe](#)
Subject: RE: Exhibition of a planning proposal for the Ian Street and Wilberforce Avenue Car Parks
Date: Tuesday, 30 May 2017 10:11:09 AM

Dear Brendan,

Thank you for referring the planning proposal listed above to Sydney Water.

We have reviewed the proposal and have no objections.

Detail comments on connections and services will be provided once development applications on the rezoned sites are referred to Sydney Water.

If you require any further information, please contact Lulu Huang of Growth Planning and Development on urbangrowth@sydneywater.com.au.

Kind Regards,

Urban Growth Team

From: Brendan Metcalfe [mailto:Brendan.Metcalfe@woollahra.nsw.gov.au]

Sent: Wednesday, 26 April 2017 4:26 PM

To: UrbanGrowth <UrbanGrowth@sydneywater.com.au>

[REDACTED]

Subject: Exhibition of a planning proposal for the Ian Street and Wilberforce Avenue Car Parks

Today Woollahra Council commenced the public exhibition of proposed changes to the planning controls that apply to The Ian Street Car Park and Wilberforce Avenue Car Park in Rose Bay. The changes would facilitate the redevelopment of the car parks to enhance the village by providing at least 100 additional public car parking spaces, a multi-purpose community centre, a public square, public toilets, new commercial space and residential dwellings.

The exhibition period is from Wednesday 26 April to Friday 2 June 2017.

The planning proposal would amend Woollahra Local Environmental Plan 2014 and make the following changes to the planning controls that apply to the land:

Ian Street Car Park

- rezone the land from Special Purpose Zone Infrastructure (Car Park) to Business Zone - Local Centre,
- allow 'residential flat building' as an additional permitted use on the site
- increase the maximum building height from 10.5m (3 storeys) to 14.1m (4 storeys),
- apply a floor space ratio of 2:1 (none currently applies).

Wilberforce Avenue Car Park

- increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys).

In summary, these changes would facilitate a four storey building on the Ian Street Car Park site

and a five storey building on the Wilberforce Avenue Car Park site.

Details are set out in the planning proposal and supporting material on [Council's website](#). A hard copy of the exhibition material is also available to view at Council's Customer Service.

Your written submission is invited. Submissions should quote reference number SC3604, and be emailed to the General Manager at records@woollahra.nsw.gov.au and received Friday 2 June 2017. Submissions may also be posted to Woollahra Council, PO Box 61, Double Bay, NSW 1360.

If you have any questions, please contact me on 9391 7140.

Yours faithfully

Brendan Metcalfe, Strategic Planner
Woollahra Municipal Council
536 New South Head Road, Double Bay NSW 2028
p 02 9391 7140 w www.woollahra.nsw.gov.au e
brendan.metcalfe@woollahra.nsw.gov.au

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From: [Pamela Massie Greene](#)
To: [Records](#)
Subject: ref. SC3604Submissions
Date: Tuesday, 30 May 2017 5:36:32 PM

Chris Bluett,

I strongly object to any change in the Ian Street car park as it is essential to have both car parks in operation in order to have enough car parking. No one in the area wants any alteration to the maximum height allowed at present in any new buildings.

You cannot load the Wilberforce car park with any more parking as the congestion in the junction of Wilberforce and Newcastle street is already dangerous and the congestion continuing up Wilberforce Avenue due to Parisi's delivery trucks and vans. For example today at 12.20p.m. there was an enormous truck inside the Parisi loading dock hanging partly across the pavement another truck parked close to it and two more large vans double parked on the road as far up as my house, no. [REDACTED] Wilberforce Avenue. This is a daily occurrence. Have you had an RMS survey taken 7 days a week so you understand this congestion?

No one wants any more development in this immediate vicinity or any more shops, commercial buildings, apartments and certainly not a Community Centre. Rose Bay is a village area, mainly for the local residents.

These proposals will increase traffic and car parking and what we really need is less traffic in the area. At the moment retail is absolutely struggling financially and we have all noted how long it took last year to re-let two of the shops on New South Head road, neither of which are attracting much business.

Pamela Massie Greene
[REDACTED] Wilberforce Avenue, Rose Bay.

From: [Erenie Cronos](#)
To: [Records](#)
Subject: SC3604 Submissions -- re Ian Street and Wilberforce Avenue Car Parks, Rose Bay- Public Exhibition of Planning Proposal
Date: Wednesday, 31 May 2017 8:10:13 AM

31st May, 2017

The General Manager,
Woollahra Council,
PO Box 61, Double Bay. NSW 1360
records@woollahra.nsw.gov.au

Dear Sir,

In Council's submission, you refer to your proposed development at the above sites as being comparable to 11-19 Newcastle Street, Rose Bay (which you have wrongly labelled in Figure 8 as being 19-21) and Parisi's Food Hall at 19-21 Dover Road, Rose Bay. I strongly disagree with this statement.

As the owner of a unit at Faversham, 11-19 Newcastle Street (hereafter referred to as "Faversham"), I am against any development at Wilberforce Avenue (hereafter referred to as "WA") which exceeds 4 storeys (14.1 m) and also against any change to amend the planning control at WA to increase the height to 5 storeys (17.2 m). Contrary to what your submission states, this suggested increase in building height and its context is not consistent with the village character of Rose Bay.

By comparison, the new Double Bay development does not exceed 4 levels. Kiaora Place, 451 New South Head Road, Double Bay comprises a ground floor level plus 3 upper levels — i.e. a 4-storey building. The new Woolworths building is a ground floor plus 2 upper levels (one of which is a car parking area) — i.e. a 3-storey building.

Faversham comprises a ground floor plus 3 other floors above ground level — i.e. a 4-storey building with a flat roof. Parisi's is a 2-storey building with another level below ground.

For your WA development to be comparable to Faversham and Parisi's, it should be only 4 storeys maximum. There are no 5-storey buildings nearby in Rose Bay. The 682-684 and 696 New South Head Road, Rose Bay site to which you refer is on the outskirts of Rose Bay shopping centre and may be more conducive to additional height than the proposed WA and Ian Street (hereafter referred to as "IS") sites in the heart of our beloved village.

Faversham's allocated parking for both its residential and commercial lots comprises 3 below-ground or basement covered car space levels. For the WA and IS developments to be comparable to Faversham in regard to parking, they would both need to build 3 levels of underground parking. Your proposed parking on the suggested WA 5th level only allows for 44 car spaces, whereas according to your figures another underground basement parking level would allow for more spaces (at least 52-66). Is this smaller number of 44 because of the lift over-run and any plant room which needs to be on the roof?

Your proposed WA development will be more than bulky enough at 4 storeys without pushing it up to 5 storeys plus a lift over-run (potential 6th floor height). Woollahra Council should be thinking less of its future potential income stream and more of reducing the unacceptable scale to 4 floors, together with including an extra underground parking level on basement 3.

It is alarming to also read in your submission of the possibility that, if the WA development goes ahead, the parking level 5 may later be enclosed and converted to an alternative commercial usage once the Council has changed the zoning from 4 to 5 storeys. This is most misleading. The proposed WA development will be bulky enough at 4 levels (14.1 m). It is unfathomable that Council would contemplate going to 5 levels with a roof plus a lift over-run in order to mainly establish an income stream, when such a development would have a significant, negative impact on the surrounding amenities and buildings.

How often does Woollahra Council expect that the multi-purpose community centre of 750 sq.m. gross floor area (which will have 15 reserved car-spaces according to its metrage) be used each week? Again, I am concerned that your submission states that 250 metres squared of this centre may be hived off for an alternative commercial use once the planning controls have been amended.

Woollahra Council should canvas the option of building more car parking levels deeper underground (at least to 3 levels) and possibly joining up the WA and IS developments underground below Dover Road. This would achieve far more car spaces for non-residents and non-commercial users (i.e. the general public who choose to visit and shop in Rose Bay) and would result in far more than the 100 extra car spaces proposed in the current submission.

In regard to the parking for both developments, will your metered parking include the first 2 hours free parking between Monday to Friday 8.30am-6pm and Saturday 8.30am-12.30pm? Or will your boom gates and ticket machines be working 24 hours a day and 7 days a week? Your submission states that the Rose Bay Centre is heavily dependent on customers who arrive in private vehicles.

I can understand Council wanting to retain ownership of the developments but not at the expense of the amenity of the local residents' free parking. Woollahra Council appears to be more concerned about its possible Public Private Partnership (PPP) and its financial return than it is about its local residents/rate payers and their needs.

Why did Woollahra Council not ensure that Parisi's new building included underground parking? Surely this oversight and/or bad planning should now result in more parking being planned in this new development but not at the expense of the current building height. Your present submission is not even consistent in its usage of numbers for the parking provision criteria, sometimes stating that IS has a total of 33 spaces, sometimes 32 spaces, which I find unsatisfactory for a written submission to the public.

It would appear that it is necessary to go back to the drawing board to allow for enough capacity and more convenient car parking for any future Rose Bay developments. Visually more underground parking levels and fewer above ground office, residential or commercial levels would be more conducive to our village atmosphere and not lead to overshadowing of

neighbouring properties.

The intersection of WA and Newcastle Street is already a dangerous one. Having a proposed public square, increased numbers of people walking in the area and greater numbers of cars using the area without finding adequate parking nearby will only make it more dangerous. The proposed flow of traffic is not clear, but obviously will be greater than existing and hence prove more dangerous than it is at present for pedestrians.

In summary, it is evident that "SC3604 Submission" in its current form will have a negative impact on our Rose Bay village if it goes ahead as suggested. We don't need 3D images to visualise the enormity of the impact of this project. Unless this submission is reviewed and amended, Woollahra Council's "positive cash outcome" may be hugely detrimental in terms of its bulk and scale to the residents who love, live in and use the area.

To describe WA as "a 4-storey development with a roof top car park" is inaccurate, to say the least — especially since it is a proposed 5-storey building with a lift over-run (6th floor height, at least), where the 5th floor of car spaces may soon be enclosed, making it a very solid, bulky 5-storey building together with a part 6th floor of lift over-run and hence would clearly be an over-development for Rose Bay village.

I would appreciate you acknowledging receipt of this email.

Yours faithfully,

Erenie Crones

From: [GARRY WALSH](#)
To: [Records](#)
Subject: Rose Bay Parking Proposals
Date: Monday, 8 May 2017 11:10:05 AM

The proposed development provides inadequate public parking for Rose Bay growth. The height restrictions should be varied so more public car spaces can be created. The various reports all take height restrictions as a given but such assumptions greatly handicap the true potential of the sites to provide public parking. The experience of Double Bay where parking is already inadequate despite the new development should be taken as a warning sign. The plan should be for the future needs not present needs.

Garry Walsh [REDACTED]
Sent from my iPad

From: [Katherine Jonson](#)
To: [Records](#)
Subject: General Manager - Wilberforce Avenue Proposal ref. number - SC3604
Date: Thursday, 1 June 2017 8:42:09 AM

Ian Street and Wilberforce Avenue Carpark SC 3604

Dear General Manager,

I am writing to you regarding the proposed development at Wilberforce Avenue Rose Bay. I own an apartment in Faversham Rose Bay on 11 Newcastle Street which is directly opposite the planned development. I noticed you are planning the height of the development in the Ian Street carpark to be 14.1m which will be 4 storeys and the development in Wilberforce Avenue to 5 storeys.

I would strongly **OBJECT to the HEIGHT** of both developments especially Wilberforce Avenue, and the fact that a **CARPARK will be located on the ROOFTOP** is appalling.

Firstly, I fail to understand why the height difference with both developments? Especially when the Wilberforce development is closer to the foreshore.

Looking at the proposal of the development for Wilberforce Avenue this would be an eyesore and a blot on the landscape and is overwhelming for such a little village as it covers a very large area .

I strongly Object to the height of this development and find it unnecessary for it to be 5 stories high. It should be the same height as any of the other new developments within the Rose bay precinct of 4 stories only.

If we allow this to be 5 storeys then we are setting a standard for the area and the next developments will be even higher.

I do not believe this is necessary for this area and the fact it is so close to the harbour foreshore is worrying. Not to mention the loss of sunlight as it shadows the surrounding area.

Having lived in Rose Bay for 60 years and seen the progress and changes I feel the area will lose its character and village style feel, not to mention that the development is out of character with the rest of the area.

Secondly, for the rest of all the properties that look out onto the harbour from Rose Bay, Dover Heights, Vaucluse in fact all the surrounding suburbs that look down towards the harbour and over Rose Bay would see a vast concrete space full of cars without a tree in sight. That would be such a visual scar on the landscape. Currently all the residences in Faversham 11 Newcastle Street look out onto the rooftop of Parisi. When it was built we had to object because of the reflection of their metal roof at 11am -1pm was blinding and we could not even have our shades open in summer.

This would be very sad indeed!

The carpark should be underground without question not on display for everyone to see. It would look like car sale yard and would be just a large expanse of concrete and

metal without a tree in sight.

I understand and appreciate progress and change but I feel if we can keep the height of all buildings near the foreshore at 4 storeys and put car parks underground that would be aesthetically better than the current situation.

Yours Faithfully

Katherine Jonson



From: [Bill Woodhead](#)
To: [Records](#)
Subject: Re: Reference SC3604 - Planning proposal for Ian Street and Wilberforce Avenue Car Parks, Rose Bay
Date: Thursday, 1 June 2017 12:04:14 PM

Dear General Manager,

I object to the Planning proposal for the Ian Street and Wilberforce Avenue Car Parks on the following grounds:

1. The Architectus and Allan Jack & Cottier reports fail to consider the harbour views obtainable from residences on Dover Road between the Wilberforce Avenue car park and Carlisle Street;
2. The proposed increase in the height limit to 17.2 metres will set an adverse and irreversible precedent for other developments in the Rose Bay Local Centre zone and in the surrounding residential B3 zone;
3. There is no feasible way to provide temporary public car parking during construction.

I wish to be notified and heard at any public hearing Council conducts in relation to this matter.

Kind regards,

Bill Woodhead
■ 37 Dover Road
Rose Bay, NSW, 2029
Tel: ■■■■■■

37 Dover Road
Rose Bay NSW 2029

15 April 2008

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

Dear Sir/Madam,

Re: Development Application 256/2007 – 19-21 Dover Road and 8 Wilberforce Avenue

Despite the applicant having made some modifications to the proposal, it is still a brutal and completely inappropriate design for the site. I continue to object to the proposed development on the following grounds:

1. The proposed development will encroach on my harbour view. The EIS has failed to consider this.
2. The proposed use being essentially industrial in nature is inconsistent with the zoning of the land.
3. Car parking spaces at 8 Wilberforce Avenue will be lost and not replaced.
4. Semi-trailer and truck parking, double ranking and maneuvering activity related to gaining access to the new Parisi loading dock (such as we see at Franklin's loading dock) will now extend deep into the residential area of Wilberforce Avenue.
5. Residential parking on Wilberforce Avenue may be alienated for "loading zones".
6. The building is very large for the site, and will overshadow adjacent properties.
7. The building and its roof appear will be highly reflective.
8. The building design has no sensible or sympathetic architectural or urban design relationship to the residential character of the western end of Wilberforce Avenue and the Federation buildings at the western end of Dover Road.

I first raised the matter of my harbour view (which I have now enjoyed for 26 years) with Council in relation to the Rose Bay car park matters in 2000/2001 (refer my letters of 27/8/2000, 7/1/2001 and 26/1/2001). The car parks matter referred to the Council owned land but I recall was precipitated by the earlier Parisi proposal.

I again raised concerns about encroachment on my harbour view in relation to the proposal for 31 Dover Road (DA 326/2001). A council planner (Andrew Biller) visited my property on 28 November 2001 and verified the existence of the view. As I recall DA 326/2001 was not approved by Council.

Once again I point out that I have an attractive view of Sydney Harbour across the area of the proposed development and again ask that Council and the proponent respect it.

In its letter to me of 18 January 2001 the Council's property officer Mr. Barry Cole said in relation to development on the Council's car park:

- that a "further report" was to be submitted to Council in relation to (car park development) "design criteria", and
- Any proposal for development "should include *the same number* of car parking spaces and explore options to increase car parking spaces".

Was that further report on design criteria ever completed and if so does it have any bearing on consideration of DA 256/2007?

In light of Council's own policy for the car park, Council should make the provision of replacement parking a condition of any approval of DA 256/2007.

The traffic report accompanying DA 256/2007 says that the proposed first level "work area" has an "exceptionally high" proportion of the total floor space. Is the first floor "work area" in fact a food processing or manufacturing facility to be used for processing and pre-packaging food for sale other than in the ground floor shop (ie, for wider distribution)? This work area could accommodate a large number of process workers. It seems to me that the development has the potential to be a good deal more than the "shop" referred to in the Council's description. If the proposed development is also a manufacturing or processing facility, is this use consistent with Council's zoning for the site?

From an urban design perspective, the proposed building makes a brutal terminus to the domestic scale development at the western ends of Dover Road and Wilberforce Avenue. The overwhelming length, height and bulk of the proposed building is not helped by a totally inappropriate architectural treatment. Because of the intervening Council car park, the proposed development will not be seen as part of or an extension the retail developments to the west, but as a boundary to the residential area to the east. For this reason the design of the proposed development should take its cues from the adjacent residential development and not from urban markets in Europe.

Yours faithfully



Mr. W. R. Woodhead
B.Arch (Hons); Master of City Planning in Urban Design (Harvard University); FIEAust;
MAIPM.





VIEW TO NORTH-WEST FROM 4/37 DOVER ROAD, ROSE BAY



Submission for: *Planning Proposal for Ian Street and Wilberforce Avenue Car Parks*
Reference Number: **SC3604**

Woollahra Council,

We are writing in opposition to the planning proposal to increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys) on Wilberforce Avenue Car Park.

The Woollahra Local Environmental Plan produced in 2014 contradicts the height restrictions and plan objectives present in the planning proposal. The objectives cited for height controls are to *protect local amenity, minimise the loss of solar access, open space, impact of privacy, overshadowing, visual intrusion and the overall amenity of the public domain.*

Here are the specific issues that we foresee by the implementation of the proposal:

- **Loss of solar access:** The solar analysis report from the Urban Design Study indicates there will be shade coverage on the new urban square throughout the year. The proposal should be reconsidered so that any part of Pannerong Reserve or a new urban square is not covered in shade. This would be clearly undesirable to the citizens of the community and defeat the purpose of a new public square.
- **Visual Intrusion:** An increase of the height control to five storeys is a visual intrusion to the surrounding community. Given the site is located on the border of the local centre and medium density residential zones, the adjacent buildings in the centre are two storeys, leaving a blatant inconsistency amongst village character.
- **Loss of open space:** The proposal indicates an "upgrade" to Pannerong Reserve Park. However, this "upgrade" intends to concrete-over and abolish significant sections of grassland in the park, jeopardizing open space for public recreation. The entire square footage of Pannerong Reserve is a coveted and valued space for local Rose Bay community members. It is also the site of the recent Farmer's Market on Tuesday mornings. The success of this market will depend on the continuation of community access and utilisation of Pannerong Reserve.
- **Impact of Privacy:** The intersection of Newcastle and Wilberforce is on the border of B2 local centre and R3 medium residential zone. The size of this proposal will impact the privacy of neighbouring residents. There will be a significant increase in the flow of traffic, and a visible intrusion onto surrounding residential properties.
- **Vehicle Pedestrian Conflicts:** There are other alternatives to reducing vehicle and pedestrian conflicts in this location. Traffic calming measures should be in place at midblock locations with clearly marked crosswalks to ensure pedestrian safety. Specifically, the intersection of Richmond Road and Newcastle St next to My Stepping

Stones kindergarten. There have been numerous incidents of vehicle-pedestrian conflict that need to be addressed.

In conclusion, the council proposal to increase the building maximum height limit from 4 storeys to 5 storeys is inconsistent with the restrictions and objectives of the LEP. In addition, the height increase puts the Rose Bay village character at risk due to visual intrusion, loss of open space in Panterong Park, impact of privacy to local neighbours, and loss of solar access. We suggest that the council identify alternative locations for increased parking and a community centre and take action to reduce vehicle and pedestrian conflict on the current location.

One final point is that the State Government has recently noted that Local Councils should not become involved as for-profit commercial developers. This venture capital activity may provide the potential for conflict-of-interest situations to develop. The fact that Woollahra Council is embarking on a commercial development programme in Rose Bay and, in the process, abandoning its own LEP for commercial interests is a serious precedent that requires approval by a much broader constituency than just the residents of Rose Bay who live in the immediate vicinity of the proposed development.

Regards,

Andrew Cruikshank and Lucy Gold

■ Newcastle St, Rose Bay, NSW 2029

From: [Pearl Rubinstein](#)
To: [Records](#)
Subject: Ref: SC3604
Date: Friday, 2 June 2017 11:32:13 AM

General Manager
records@woollahra.nsw.gov.au
Submission Reference: SC3604 to Brendan Metcalf

Last Friday afternoon (26/5/17) I visited Council Chambers to review this plan; I spoke to a staff member in order to understand it.

This submission refers to the proposed developments of the Ian St and Wilberforce St carparks.

I absolutely reject these proposed changes; rather than enhance the village, it proposes changes that would result in the character of it.

Sorry, but I can't see how there could be a 100 additional parking spaces-- if they're anything like the Rose Bay North's car parking under Coles, it would be woefully and dangerous to enter/exit and turn/park safely.

The stage 1:
Amend planning controls for the 2 sites
Stage 2:
Development applications for both sites.

Increasing the heights of both buildings removes the visual aesthetic of the village and allowing residential flat buildings would do the same. These increases in heights would not be permitted in other buildings in the Woollahra council area.

On a personal note:
I live at Apartment ■, 11-19 Newcastle St and even now the traffic from Vaucluse and Newcastle St is abysmal ! Since the

concreted footpaths between Newcastle St/Wilberforce St have been extended , the congestion in New South Head and Dover Roads and the above-mentioned streets has been impossible !! These roads were already congested but now it's impossible to drive into New South Head and Dover Roads. I live across from the Panerong Reserve and simply cannot join the traffic from my underground parking; this is beyond dangerous as it's not possible to see whether any traffic is coming into Newcastle St as well as the long line of traffic coming towards New South Head Rd and Wilberforce St. It doesn't matter what time of the day this problem prevails. Changes proposed would place additional stress on Dover, Wilberforce and Newcastle Sts.

Parking is an additional problem. There is inefficient public parking now-it would be exacerbated if this proposal is passed.

I believe that the Wilberforce Ave development would cause over-shadowing of my block of units.

Rose Bay Village is a wonderful place to visit or live in. The quaint area brings many people to the area of Rose Bay. The Village supplies all the necessary amenities and more; the atmosphere, facilities and laid-back feeling in the area is splendid.

Council is proposing many changes to the Village which will turn people away from it; after all, there are many other shopping areas close by where people can alter their shopping and other to.

I formerly lived in Bellevue Hill for twenty years but my move to Rose Bay has been the best thing for me personally.

I fear that so many changes, including rezoning of buildings and their heights will swamp the Village by removing its atmosphere, further traffic and parking problems.

Rose Bay will lose all of its homeliness and its congeniality; people come from far and wide to visit the Village, enjoy being with friends and family and just enjoying its atmosphere which is so endearing.

These changes, one after another will spoil this feeling, affect all the businesses, which contribute to the pleasure and special vibe that exists now.

So in short, I strongly oppose these planning proposals.

Please don't change Rose Bay Village.

Regards

Pearl Rubinstein

[REDACTED]

/17 Newcastle St, Rose Bay 2029

Sent by
Pearl Rubinstein
from her iPhone

Pearl Rubinstein
Sent from my iPad

From: [Amanda Lacey](#)
To: [Records](#)
Cc: [Andrew Lacey](#)
Subject: SC3604
Date: Friday, 2 June 2017 11:24:03 AM

Hi,

My name is Amanda Lacey, I live and own [redacted] Wilberforce Ave, Rose Bay and I have some concerns in relation to the new development proposal for the Wilberforce car park.

They are:

1. The height of the proposed re zoning. I don't think there is any need to significantly change the landscape by allowing an extra three meters in height. The added height doesn't create more car spaces, just more residential. Parisis should be the maximum height allowed. The extra height will mean the building will be visible above the New South Head road shops, which changes the look and feel of this relaxed village.
2. I am worried about the health and safety of the trees on Wilberforce Avenue along Pannarang reserve. These trees are an important feature of the street. It is essential that they stay when considering any planning in my opinion.
3. Traffic flow. I am not clear on whether this will increase or reduce the traffic on Wilberforce Ave. There is a primary school and a lot of children walking in the street so any increase in traffic is a concern.
4. Noise - and this possibly isn't the right forum to be expressing this concern, but I live very close to the proposed development and it will be very disruptive during the development stage. As a rate paying resident, I am concerned about having to live through a lengthy and disruptive process.

Thank you for the opportunity to express my concerns.

Amanda Lacey
[redacted]

From: [Lisa Anderson](#)
To: [Records](#)
Subject: Objection - Reference SC3604
Date: Friday, 2 June 2017 11:30:53 AM

Attention General Manager, Reference SC3604

Dear Sir

I live at [REDACTED] Wilberforce Avenue, Rose Bay, and would like to lodge an objection to the current proposal to raise the maximum height restrictions on both the Ian Street and Wilberforce Avenue sites.

I understand the requirement for additional car parking space in Rose Bay, however I do not see why it is necessary to seek to raise the permitted height restriction, nor why the rate payers should fund the application to do so. Maintaining the permitted height on both sites would still provide Rose Bay with the additional car parks deemed to be necessary when an analysis was undertaken a few years ago.

Increasing the height allowance on these sites would dramatically change the landscape of the Rose Bay Village and both structures would be eyesores within the environment.

I am also concerned that there has been no traffic analysis done on the surrounding streets to adequately understand how entry and exit into these additional car parks will affect the local traffic, which with the nearby schools is congested on most days as it is.

I would also like to take this opportunity to lodge my objection to the proposed toilet block which has been slated for the ground floor of the Wilberforce Avenue site. This toilet block appears to sit on a blind alley and, with the number of school children who use the current site as a thoroughfare between Dover Road and Wilberforce Avenue, I would think that the construction of this would be of a concern to a number of parents.

Thank you

Regards

Lisa Anderson
[REDACTED]

From: [Susan Park](#)
To: [Records](#)
Subject: SC3604 - Ian St and Wilberforce Ave. Car parks
Date: Thursday, 1 June 2017 5:17:27 PM

Objection to the above proposal for the following reasons.

- 1) A change to the height restrictions from 3 to 4 storeys and 4 to 5 storeys – this will undoubtedly change the whole atmosphere and environment of Rose Bay. While we understand the need for increased car parking spaces in the Rose Bay shopping precinct at certain times of the day, the proposed development is excessive. This change could set precedents for over development which has previously been prevented by the height restrictions presently in place. This development will be a blight on the village atmosphere of Rose Bay which is something we treasure and is to be protected. We do not wish to live in a “Darling Point high rise” crowded environment.
- 2) We consider it highly inappropriate for Woollahra Council (receivers and administrators of our rates) to be involved in developing commercial and residential sites. Woollahra Council have historically been cautious of aggressive developers and we consider this project to be, if not duplicitous, then certainly a conflict of interest in terms of the rate payers.
- 3) There is no information available as to the future management of the commercial and residential properties involved in the 2 projects and this is extremely concerning considering rate payer’s funds are involved. Is Woollahra Council diversifying into property rental and management ?

Please consider this objection.

Yours faithfully,

Susan Park

John Cooney

█/40-42 Wilberforce Ave.

Rose Bay. NS.W. 2029

From: [Bruce Thom](#)
To: [Records](#)
Subject: Submission Ian Street Car Park SC 3604
Date: Friday, 2 June 2017 2:30:34 PM

I would like to make a submission regarding the proposal to rezone the Ian Street Car Park, Rose Bay (Ref. SC 3604).

The purpose of the proposal is to rezone land from Special Purpose Zone Infrastructure (CAR PARK) to Business Zone –local centre. **I oppose this proposal.**

I do not see any justification for this change in land use and submit that such a change is not in the community interest. I would submit that by changing the LEP to allow business/residential use would intensify land pressures on the Rose Bay village. It would mean more parking pressure for those who provide the economic backbone of the shopping precinct, namely shoppers. This should be left as a place to park not for further business and residential use; the current zoning is adequate with the proviso that parking spaces could be expanded.

The current zoning provides for specific use for cars. At present 52 car spaces are provided. From time to time that is inadequate to meet the needs of those who shop at Rose Bay. Many times I have been unable to park in this space (or in spaces provided by the car park in Wilberforce Avenue); this problem has been pointed out to me by shop owners in the area of Dover Road as well as those like myself who have had difficulties.

This shopping centre caters for many elderly people and ease of access from a car park to the shops is necessary. The presence of a convenient car park is an asset to the village feel and function of Rose Bay.

While I have no objection to changes proposed at Wilberforce Avenue, I would strongly urge Council to retain the LEP for Ian Street. There is an opportunity to encourage business at Rose Bay by Council constructing a **two level car park with no fewer than 110 car spaces.**

Thank you for considering this submission.

Bruce Thom AM
■ Village High Road, Vaucluse, 2030

TO: Woollahra Municipal Council
General Manager

Re: SC3604 - Planning proposal for Ian St and Wilberforce Ave car parks, Rose Bay & proposed increase to 5 storeys building height for Wilberforce avenue site

We strongly object to this development proposal, specifically to the increase in allowable building height to 5 storeys. This is completely out of proportion to the character of the area, and it is to the detriment of its residential surroundings, present and future.

The term 'village' has obviously been re-purposed in planning speak, but it is still a travesty to suggest that a 5-storey development in a 2½ storey zone will "retain and enhance the village atmosphere of the Rose Bay Centre" This is unlikely to enhance anything remotely villagey.

There are so many aspects of this proposal which are misleading, even downright dishonest. The Consultants state that the *'building envelope will allow a building to be constructed which is of comparable scale to other buildings in the Centre'* The artist's concept drawing of the Wilberforce building manages to make a 5-storey monolith look shorter than the Camphor Laurel tree across the street, and fitting into a building envelope the same height as the 2-storey shops on Newcastle Street

There are many errors. For example, the Consultants repeatedly refer to Rose Bay Centre serviced by 5 bus routes to the CBD. There are in fact 2 bus routes, with a 0.5 additional route of the 323 bus from the CBD to Dover Heights (which is of limited use to Rose Bay residents needing outbound buses). I have never seen an L24 bus, and I've lived here for 30 years. I recently saw a timetable next to the Rose Bay hotel, (until recently a disused bus stop, now with a newly installed bench) and learned there is a bus running 4 times a day, from 6am to 9am only. Is this our 4th route?

We object to the proposal on the grounds of disproportionate scale, and the fact that whatever benefits the extra parking spaces may bring, they will be instantly overturned by the increased traffic generated by the residential component, and the extra traffic it will channel into our street. We object to the excessive noise and litter that results from bringing additional commercial usage into the heart of a residential area. The area needs more parking, but it doesn't need the pressure of even more intense over-crowding.

We also have great fear that this project will result in the destruction of the trees along Panterong reserve.

When Council approved the Parisi loading dock on Wilberforce avenue, it devastated the amenity of our street. Several times during the day, traffic on this street is blocked by a piling up of delivery trucks and vans, all waiting their turn to approach the loading area. I have often seen large trucks stop 6 houses up from the loading bay, and keep their engines running for up to 30 minutes, creating air and noise pollution which we were assured would not happen.

The fate of Panterong reserve is very ambiguous in this proposal. There is nothing in the report to address the protection and safety of the wonderful mature trees bordering the park. There is talk of cutting the reserve down to reconfigure the traffic connection between Wilberforce and Newcastle street. This cannot be accomplished without destroying these beautiful trees.

Panterong is a really small park; cutting it in half will leave the residents with nothing. The so-called 'civic square' is no substitute. The civic square will be a paved area with some potted plantlife and a few benches, featuring some miserable shrubs sharing pot space with discarded food containers and takeaway coffee cups.

To quote the report: *'a new Civic Square at the corner of Wilberforce Ave and Newcastle St, with the upgrading of Pannerong Reserve, closure of the existing section of Wilberforce Ave connecting to Newcastle Street to provide the envisaged new Urban Square with a new road connection through the northern part of Pannerong Reserve.'*

Pannerong is supposed to be a reserve – a reserve of greenery, grass and trees. In recent years it was trashed by the street fair; the trampled grass took many weeks to recover, and the installation of inflatable castle machinery destroyed segments of the stone boundary on the Wilberforce side, which was not repaired.

The recently introduced 'Farmers Market' is now a weekly assault, turning the park into a mud and/or dust bowl depending on the weather - and it seems that nobody has bothered to consult residents or look into the unsustainability of this usage; perhaps it was allowed to go ahead with foreknowledge that the park was not intended to survive this development.

If the 'upgrading' of Tingira park is anything to go by, the upgrading of Pannerong reserve refers to its obliteration via more concrete. (The Tingira 'restoration' was pathetic – what was a nice green space now offers the highlight of a bare, ugly low concrete wall, pretending to be symbolic of a ship, and a few wooden steps. Nothing blocks the noise or sight of the main road, so fewer people bother to use it).

The View Impact Assessment is masterfully irrelevant. I'm sure that residents on Wilberforce avenue, Newcastle St and Dover Rd will be relieved to know that the view from way up at the top of Blake Street in Dover Heights, or from New South Head Road near Kambala, will not be affected.

The Shadow assessment for the Wilberforce site promises no adverse overshadowing (at ummm...midday) on public spaces or part of Pannerong Reserve. Pannerong reserve loses the sun by 3pm in winter because of the apartments on Newcastle street, which are more distant than the 5 storeys of the carpark will be.

More utter nonsense: *'additional residential apartments will ... potentially increase affordability'* – we all know units built in Rose Bay are all priced well upwards of \$1M, regardless of how poky they are; then we get this: *'Locating new dwellings in the Centre will provide the opportunity for new residents to work in the Centre'* - a preposterous fairytale – I doubt that anyone purchasing flats at \$2M - \$3M will be trying to find work locally in the shops or Cafes; yet another cliché which has been disproved over and over: *'access other jobs via public transport reducing vehicle trips'* – being so well connected to the city by 5 (or maybe 2) bus routes, at 20 minute intervals, will not put a dent in the ownership and use of 3 SUVs per new family.

This objection has tried to pick up a tiny portion of the flaws in the plan; it may not succeed in swaying a Council determined to present overdevelopment in a good light. There is a definite conflict of interest between protecting our green spaces & residential neighborhoods, and needing the revenue generated by a substantial expansion of the shopping precinct.

Yours faithfully,

L. Forbin

Lilianne Forbin, ■ Wilberforce Avenue, Rose Bay

Tel: ■■■■■
■■■■■

From: [Aviva Levine](#)
To: [Records](#)
Subject: Objection to DA application ian st car park and wilberforce ave car park
Date: Friday, 2 June 2017 2:25:24 PM

I object to the increase in building height to add a storey to each of these buildings.

It is out of proportion to the neighbouring properties and inconsistent with the village atmosphere of rose bay.

Aviva Levine
■ wilberforce ave
Rose bay

Sent from my iPhone

From: [Maria Judd](#)
To: [Records](#)
Subject: SC3604
Date: Friday, 2 June 2017 5:06:50 PM

Attention: The General Manager

I object to proposed changes to the LEP 2014 that would allow for changes to the planning controls over the Ian Street and Wilberforce Avenue Car Park Site.

Maria Judd
65 Dover Road Rose Bay NSW 2029

From: [Tash Clark](#)
To: [Records](#)
Subject: Objection - Reference SC3604
Date: Friday, 2 June 2017 6:27:31 PM
Attachments: [aialogo-nb.png](#)

Attention General Manager, Reference SC3604

I've reviewed the proposal and while I think the intent for developing the car park is great, I see no need to raise the maximum height restrictions on both the Ian Street or Wilberforce Avenue sites.

The current high restriction is in keeping with the area and was provided by council because it is a suitable high for the village. To increase the high in such an unconsidered location would create a visual mess.

My neighbours and I are also concerned that there has been no traffic analysis done on the surrounding streets to adequately understand how entry and exit into these additional car parks will affect the local traffic, which with the nearby schools is congested on most days as it is.

The Panerong trees that the scheme removes are significant. Plus it's worth noting that Panerong, tiny ugly park that it is, gets very heavy use. It would be worth understanding it's function within Rose Bay is and why it is so heavily used before removing half of it.

Tash Clark (Director)

TASH CLARK ARCHITECTURE+INTERIORS
[REDACTED] Wilberforce Ave., Rose Bay 2029 NSW
m [REDACTED]
e tash@tashclark.com www.tashclark.com

B ARCH NOMINATED ARCHITECT TASH CLARK REGISTRATION 8245



From: [jennifer.turner](#)
To: [Records](#)
Subject: Rose Bay Car Parks
Date: Monday, 5 June 2017 4:32:07 PM

Attention Brendon Metcalfe

I submit the following comments on the Concept for the two carparks at Rose Bay

Height

I am totally opposed to the increased height of both buildings - there is no question it will set a precedent for future developments along New South Head Road which will be derogatory for our suburban shopping centre and the immediate residential area to the rear/side. Our maximum height should be that of the Rose Bay Hotel or the Mariner. In addition there are too many cases of Council making the rules for the RDCP, Commercial Zone and/or the LEP and then wanting to break these rules to suit a particular case.

Additional Shops

I am totally and absolutely opposed to any additional shops – the zoning needs to be changed. It makes no sense at all to provide more car spaces to cope with our existing needs, and at the same time plan for yet more outlets to bring more shoppers to this very congested area – we must support our local shops as is. In addition the surrounding area needs to be considered particularly in relation to the expansion of the shopping area as on Old South Head Road due to the rezoning of a strip of commercial zone, a ground floor of retail outlets is required – shoppers from this area will feed back into the most affected streets. Without the shops, the building could be reduced in height.

Ian Street Carpark

I believe there should still be one floor of shopper parking spaces on this site – developing only Wilberforce Avenue as a car park for shoppers reduces the number of inlets and exits of traffic into this totally congested area as whether it be Dover Road or Wilberforce Avenue, there are hours in the morning and the afternoon where traffic is bumper to bumper.

Current truck blockages

Consideration needs to be given to parking of loading zones that exist, first the space in Dover Road for a truck to collect and drop off beer drums or alcohol which is close to the intersection of NSH Road – this blocks one lane. Secondly the number of trucks that drop off material into Parisi is unknown but what is known at times 1, 2 or 3 trucks are in a row and add to the congestion in Wilberforce Avenue for cars wanting to enter and particularly enter and travel east up Wilberforce Avenue and of course there has to be a loading zone for the IGA.

Commercial Space and Community Centre

The idea of commercial space in the Wilberforce Avenue car park should be ruled out. This would probably help to further allow Council to reduce the height.

Community Centre

A notice should be sent to all ratepayers with a rate notice asking firstly whether they would want such a centre Y/N and if Yes, what use would they or an organization they belong to make use of it. In my opinion the demography of Rose Bay has changed to younger people. The

Public School is checked which proves this point. In addition facilities for bridge (which is so popular) are available at Diamond Bay, Woollahra Golf Club (all day on weekdays) and there is Royal Sydney Golf Club which many members belong, which has facilities for everything. As a long term, and older resident, I cannot see any use for such a centre.

Disabled Spaces

Perhaps it is a little early, but I do not recall seeing these on the plan, but they must be close to the shops and therefore near the entrance/exit from Dover Road – would there be room for both an entrance and exit. In addition there needs to be spaces for trolley returns.

Shared Space

I simply do not know what this means.

Finally, a great deal of responsibility for some of the parking problems has to be borne by Council for (a) accepting cash from Parisi, in lieu of retaining car spaces (b) not researching the shopping centre needs to see if there is really a need for new shops e.g. We have two bootmakers, two butchers, two pharmacies, two supermarkets plus Coles (and probably Aldi in the future) on the Old South Head Road.

Quite simply, Rose Bay needs a car park of three levels, with toilets and that is that - plus some spaces in Ian Street car park. There is much I do not agree with in the present concept and trust that Council will take notice of my comments.

Jennifer Turner

Kira Green

From: Kira Green
Sent: Wednesday, 7 June 2017 11:24 AM
To: Kira Green
Subject: SC3604 - Planning proposal for Ian Street and Wilberforce Avenue Car Parks, Rose Bay
Attachments: 539 - Submission to Woollahra Municipal Council.pdf; ATT00001.htm; 01.32 A1.11-D.pdf; ATT00002.htm; 01.32 A2.11-K.pdf; ATT00003.htm; 01.32 A2.12-K.pdf; ATT00004.htm; 01.32 A2.22-G.pdf; ATT00005.htm; 01.32 A2.31-K.pdf; ATT00006.htm; Cover Sheet.pdf; ATT00007.htm

From: Brett Daintry [REDACTED]
Sent: Thursday, 1 June 2017 6:37 PM
To: Records <Records@woollahra.nsw.gov.au>; Chris Bluett [REDACTED]
Cc: Sam Goldman [REDACTED]; Allan Coker [REDACTED]
Subject: SC3604 - Planning proposal for Ian Street and Wilberforce Avenue Car Parks, Rose Bay

Dear Chris,

A formal submission is attached.

Put simply the occupants of 7-13 Dover Road, Rose Bay, under the concept of this PP, would have their POS and windows 5.49m from a 5 storey open deck car-parking.

Hundreds of cars winding their way up and down 5 levels, 5.49m from their POS and windows. Hundreds of people standing as close as 6m from their POS and windows. The noise, lack of privacy and fumes would be among the worst impacts you could imagine and lay waste to the often pathetic objections that AAP and DCC deal with.

There has been no consideration of those impacts nor any SEPP 65 consideration given to 7-13 Dover Road, Rose Bay. Views and SEPP 65 considerations have been afforded significant and detailed consideration on the Ian Street site and neighbouring affected sites, but seemingly missed with respect to 7-13 Dover Road, Rose Bay. A detailed view impact assessment was also done for the Ian Street site, but loss of views from the roof top POS at 7-13 Dover Road, Rose Bay was omitted.

It just seems like nobody gave any consideration to the amenity of 7-13 Dover Road, Rose Bay.

Philip Thalys and I spoke at length today and walked through the PP and his design for 7-13 Dover Road, Rose Bay. As you will recall Philip's design for 7-13 Dover Road, Rose Bay got a lot of accolades. I attach the plans for 7-13 Dover Road, Rose Bay that Philip has shared again today.

What is clear from this conversation with Philip is that the amenity of 7-13 Dover Road, Rose Bay was predicated upon mutual rear boundary setbacks to any future development of the carpark site. The 5 storey NIL setback is devastating. A 1 storey NIL setback would be devastating in this context.

This PP simply never considered 7-13 Dover Road, Rose Bay, there is not one mention of the potential impacts upon 7-13 Dover Road, Rose Bay.

I hope that you have time to consider this submission in detail.

Our Ref: Project 539
Your Ref: **SC3604**

1 June 2017

Mr Gary James
General Manager
Woollahra Municipal Council

Attention: Mr Christopher Bluett, Manager Strategic Planning

(By email: records@woollahra.nsw.gov.au & chris.bluett@woollahra.nsw.gov.au)

Dear Mr Bluett,

Re: Planning proposal for Ian Street and Wilberforce Avenue Car Park, Rose Bay – submission relates to Wilberforce Avenue Car Park adjoining 7-13 Dover Road, Rose Bay.

I have been instructed by Nasama Trade Pty Ltd (ACN: 113 711 952) and Balfour Services Pty Ltd (ACN: 113 714 140) the owners of 7-13 Dover Road, Rose Bay to review the subject planning proposal (PP) and make relevant submissions.

This building was built for the current owners, based upon the design of Philip Thalís Director, Hill Thalís, Architecture + Urban Projects Pty Ltd. As acknowledge by the Rose Bay DCP's forward, Mr Thalís was also the project lead on the Rose Bay DCP approved by Council on 26 July 1999 which came into force on 4 August 2000. This DCP underpins the existing development standard and controls for Rose Bay. The maximum and consistent HOB across this locality that Council's previous studies found to be appropriate, remain strategically acceptable. Nothing contextually has changed and there is no real basis for more height or FSR in this centre.

The existing building at 7-13 Dover Road, Rose Bay has won accolades and awards for its design and the internal amenity provided to its occupants. Its positive contribution to the Rose Bay Town Centre is well known to Council. Having spoken directly with Philip Thalís today this is a building that he is very proud of as it showcases best practice applying the Rose Bay DCP. It is 4 storeys.

The accolades and awards for 7-13 Dover Road, Rose Bay include:

- 2008 State and National AIB Award for Excellence - Certificate of High Commendation, \$2.5 - \$10 million Category – Beach Constructions – Mixed use building, Rose Bay

Publications:

- Archdaily: <http://www.archdaily.com/271438/rose-bay-apartments-hill-thalis-architecture/>
- Architizer: http://www.architizer.com/en_us/projects/view/rose-bay-apartments/43593/
- Archilovers: <http://www.archilovers.com/p64356/rose-bay-apartments>
- MIMOA: <http://www.mimoa.eu/projects/Australia/Sydney/Rose%20Bay%20Apartments>
- 2008 HOUSES - Review of project by Adam Haddow
- 2010 Sydney Apartment Building Case Studies – Department of Planning

The proposal before Council for consideration would have a devastating adverse impact upon the amenity of the occupants of this award-winning example of best practice mixed-use development. Council ought to give significant weight to the real impacts that would be

occasioned upon this building and its occupants by increasing the height in this locality a full storey above this building. We will return to those impacts in more detail later in this submission.

Consistency and Equity

Following a review of the exhibited material¹ we submit that there is no proper strategic planning justification for the proposal to increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys) at the Wilberforce Avenue Car Park site, in isolation to a broader consideration of the town centre block it lay within.

The whole of the town centre block bound by Dover Road (NE), New South Head Road (NW), Newcastle Street (W) and Wilberforce (SW) and the zone boundary to the R3 zone (SE) is assigned a consistent HOB of 14.1m arising from exhaustive, quality, and contemporary town planning work undertaken before the Rose Bay DCP approved by Council on 26 July 1999 came into force on 4 August 2000.

None of the underlying research undertaken across the Rose Bay Town Centre has materially changed. The only change is that Council wish to, as a developer, add another level to a site they own. This does not found sufficient environmental planning grounds to depart from the built form outcomes implemented 4 August 2000 without a review of the development standards and controls, at least across the block defined above, or the whole of Rose Bay.

If it were the case that the subject site should have a HOB of 17.2m assigned to it, then it would likewise be appropriate that the whole of the city block, defined above, should also be assigned a HOB of 17.2m and all buildings or additions in this town centre block be allowed to also attain a height of 5 storeys.

Conversely, if it is not appropriate to increase the height consistently across this town centre block, then it is equally and equitably unjustifiable to simply increase the HOB of the subject site.

Absence of View Sensitive Analysis for 7-13 Dover Road, Rose Bay

The Council have procured as part of developing the PP a View Impacts Assessment by Architectus (Annexure 7 to the PP).

This assessment (p.5) states:

Key features of the concepts that would be permissible through the planning proposal are:

- **Four (4) storeys** with a community centre, commercial space, and 268 public parking spaces on the Wilberforce Ave site car park; and,
- **Four (4) storeys** with retail/commercial uses, residential apartments, and 37 public parking spaces on the Ian Street site car park.

The proposal is **5 storeys** in other material.

This assessment has no regard for the views from or to 7-13 Dover Road, Rose Bay. This assessment has no regard to the habitable roof top private open space at 7-13 Dover Road, Rose Bay that will be overlooked from the proposed multi-deck open carpark.

¹
http://www.woollahra.nsw.gov.au/council/public_notices/list/planning_proposal_for_ian_street_and_wilberforce_avenue_car_parks,_rose_bay

Setbacks

The proposed built form has a zero setback to the boundary with 7-13 Dover Road, Rose Bay.

This has no regard to the built form outcomes and amenity of 7-13 Dover Road, Rose Bay. 7-13 Dover Road, Rose Bay is setback 5.49m from the boundary with the site.

This proposed setback has no regard to the necessity for SEPP 65 and Apartment Design Guide (ADG) compliant setbacks between 7-13 Dover Road, Rose Bay and the proposal, as articulated in the PP documentation.

The PP deals with SEPP 65 impacts at the Ian Street carpark site but ignores them with respect to the same impacts upon the occupants of 7-13 Dover Road, Rose Bay.

The proposal gives no consideration to the objectives under Controls 2H, 2F of the ADG.

The Council should adopt a HOB development standard and the PP should be based upon setbacks under the ADG as follows:

Minimum separation distances for buildings are:

Up to four storeys (approximately 12m):

- 12m between habitable rooms/balconies
- **9m between habitable and non-habitable rooms**
- 6m between non-habitable rooms

Five to eight storeys (approximately 25m):

- 18m between habitable rooms/balconies
- **12m between habitable and non-habitable rooms**
- 9m between non-habitable rooms

Any new height assigned to the site should be assigned such that it is zero HOB within ADG compliance setback to 7-13 Dover Road, Rose Bay.

Visual and Aural Privacy

7-13 Dover Road, Rose Bay has balconies and roof top private open space is 5.49m from the boundary of the proposed 5 storey building open deck carpark.

This HOB and the zero-boundary setback proposed by the PP concepts will combine to have devastating adverse visual and aural privacy and noise impacts upon the occupants of 7-13 Dover Road, Rose Bay. These impacts are a function of both HOB and setbacks and Council cannot assign a 5th level and proffer a zero-boundary setback as modelled by the PP without having significant and devastating adverse visual and aural privacy and noise impacts upon the residents of 7-13 Dover Road, Rose Bay.

Need for a Site Specific DCP

If a developer wished to lodge a PP for additional HOB in Rose Bay, as a spot change to a development standard, protruding a full storey higher than permitted under the LEP, then the proposal would have to be accompanied by a site specific DCP to lock in acceptable setbacks, ensuring that the amenity of neighbours was appropriately managed.

If the Urban Design Study Report by AJ+C is the framework for DCP development controls, that would be applied, then this framework fails to provide acceptable outcomes. Devastating adverse shadowing, visual and aural privacy and noise impacts would be occasioned upon the residents of 7-13 Dover Road, Rose Bay.

These impacts upon 7-13 Dover Road, Rose Bay are not properly considered anywhere within the PP.

The 2.4m and 4.2m DCP controls at p.9 of the Urban Design Study Report are not ADG compliant setbacks but they would apply to a less impacting residential interface to 7-13 Dover Road, Rose Bay.

If setbacks to the proposed carpark are to be true to the words at p.19 of the Urban Design Study Report: "*Align built form with neighbours*", then rear boundary setbacks not less than 5.49m, equivalent to 7-13 Dover Road, Rose Bay, are necessary up to 4 storeys and a much greater setback is necessary if a 5th storey (which we say is out of context) is created.

The design concept (clause 5.1) at p.22 of the Urban Design Study Report fails to even acknowledge any duty to protect the built form outcomes or amenity of the residents of 7-13 Dover Road, Rose Bay.

It protects the public domain "*Ensure that all above ground parking with an address to a primary road or civic space is 'sleeved' with community + commercial uses.*" But literally ignores and turns its back upon 7-13 Dover Road, Rose Bay which would be exposed to a multi deck carpark.

The noise impacts of hundreds of cars circulating through 5 levels of carparking, 5.49m from residential balconies and windows, as well as roof top private open space, has not been considered. The PP is not supported by an acoustic assessment of the noise impacts upon 7-13 Dover Road, Rose Bay.

The privacy impacts of hundreds of people with direct line of sight views, into 7-13 Dover Road, Rose Bay, at each level and those at upper level overlooking the roof top private open space of the two upper level apartments at 7-13 Dover Road, Rose Bay, has not be given any consideration. The vehicle exhaust fumes have not been given any consideration.

Section A-A at p.27 of the Urban Design Study Report fails to show the relationship between the proposal and the residential units and roof top private open space within 7-13 Dover Road, Rose Bay.

At page 40 there is a SEPP 65 Statement that considers the setback required of the proposed building on the Ian Street Car Park site, acknowledging that SEPP 65 is a relevant consideration. Equivalent impacts upon 7-13 Dover Road, Rose Bay have not been considered.

In short, the urban design option proffered, as supporting and justifying the HOB proposed, has clear and devastating adverse amenity impacts upon the apartments within 7-13 Dover Road, Rose Bay. The PP as proposed fails to provide a proper an complete environmental assessment.

Basement Parking

Council, better than anyone else, should understand the geotechnical, hydrogeological, acid sulphate and support problems that basement parking occasions. Especially in water charge sand foundations. Council have over more than a decade implemented onerous development controls to limit excavation, yet this proposal proceeds to promote excavation in a high risk geological scenario and in a flood plain.

There should be no basement parking as the site is unsuitable for basement parking.

I also note that with respect to Kiaora Land, the first version approved but not constructed, with 3 levels of excavation, that despite the most innovative solutions being proposed to address similar issues, it failed economically because the costs of excavating, treating acid sulphate soils required to be removed from the water charged soil strata, and the needs to ensure that excavation did not lower the water table or exacerbate the already high and surcharging water table by damming it, were cumulatively, a project killer.

I would be no surprise, if Council found, that basement construction was likewise uneconomic in the circumstance of this site.

Comparisons to Kiaora Lane development, a joint venture with Woolworths Limited. Double Bay

There have been statements by Councillors to the owners of 7-13 Dover Road, Rose Bay, that they wish to replicate the outcomes at Double Bay. If this is the political position and that political motivation is in consideration, that does not found sufficient environmental planning grounds to favour the proposed increase in HOB, a HOB that is discordant with the HOB assigned to the remainder of the same town centre block.

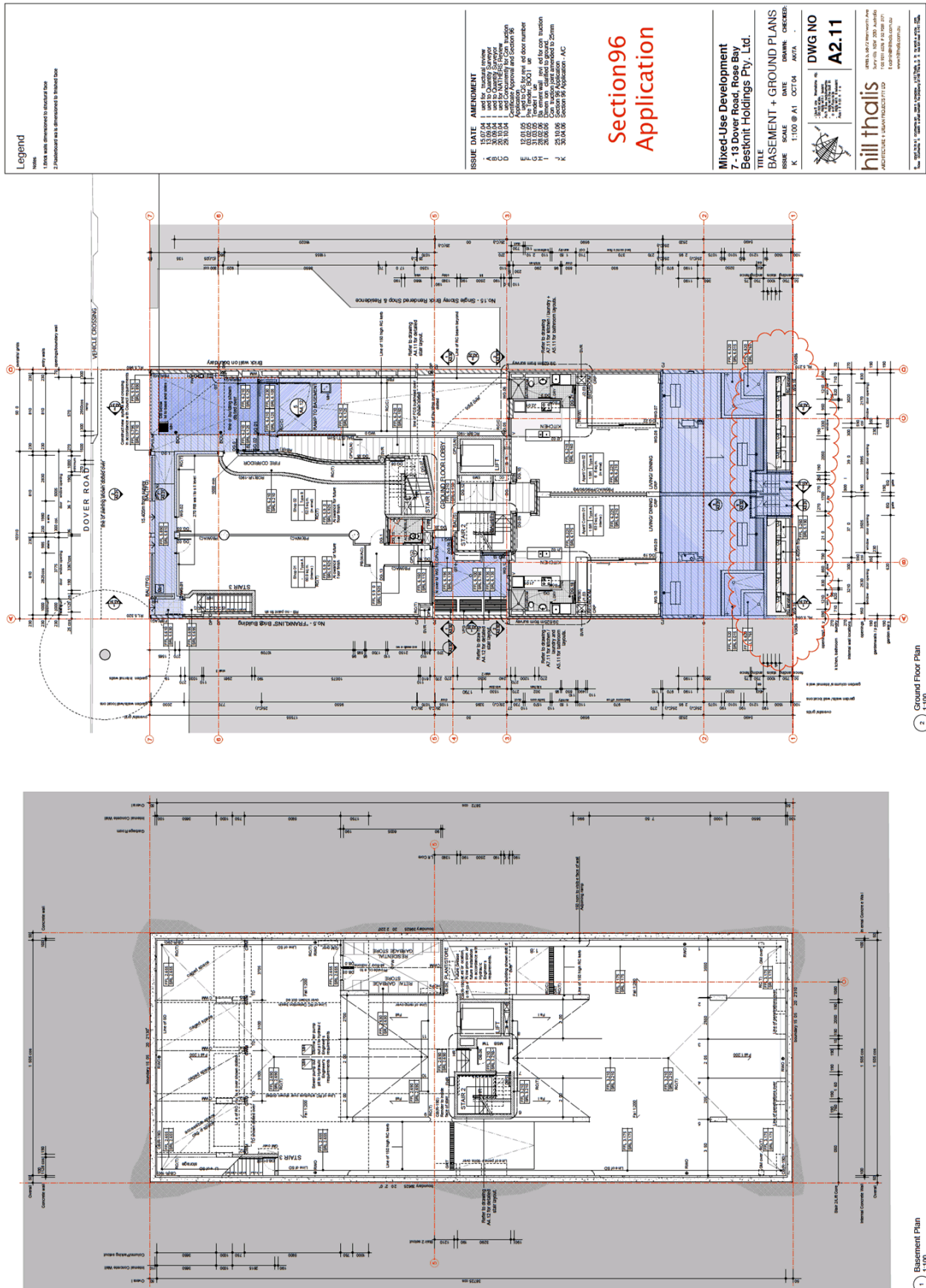
The Council are inherently conflicted. The District Panel should determine this PP, not the Council. Council should ask the District Panel to deal with this Plan Proposal.

Please don't hesitate to contact me on [REDACTED] or by email [REDACTED]

Yours faithfully,



Brett Daintry, MPA, MAIBS, MEHA
Director



Legend

ISSUE	DATE	AMENDMENT
A	13.07.04	Issued for external review
B	13.07.04	Issued for external review
C	20.08.04	Issued to Council for approval
D	20.08.04	Issued to Council for approval
E	20.08.04	Issued to Council for approval
F	20.08.04	Issued to Council for approval
G	20.08.04	Issued to Council for approval
H	20.08.04	Issued to Council for approval
I	18.09.06	Final design and construction
J	18.09.06	Final design and construction
K	20.08.04	Final design and construction
L	20.08.04	Final design and construction
M	20.08.04	Final design and construction
N	20.08.04	Final design and construction
O	20.08.04	Final design and construction
P	20.08.04	Final design and construction
Q	20.08.04	Final design and construction
R	20.08.04	Final design and construction
S	20.08.04	Final design and construction
T	20.08.04	Final design and construction
U	20.08.04	Final design and construction
V	20.08.04	Final design and construction
W	20.08.04	Final design and construction
X	20.08.04	Final design and construction
Y	20.08.04	Final design and construction
Z	20.08.04	Final design and construction

Section 96 Application

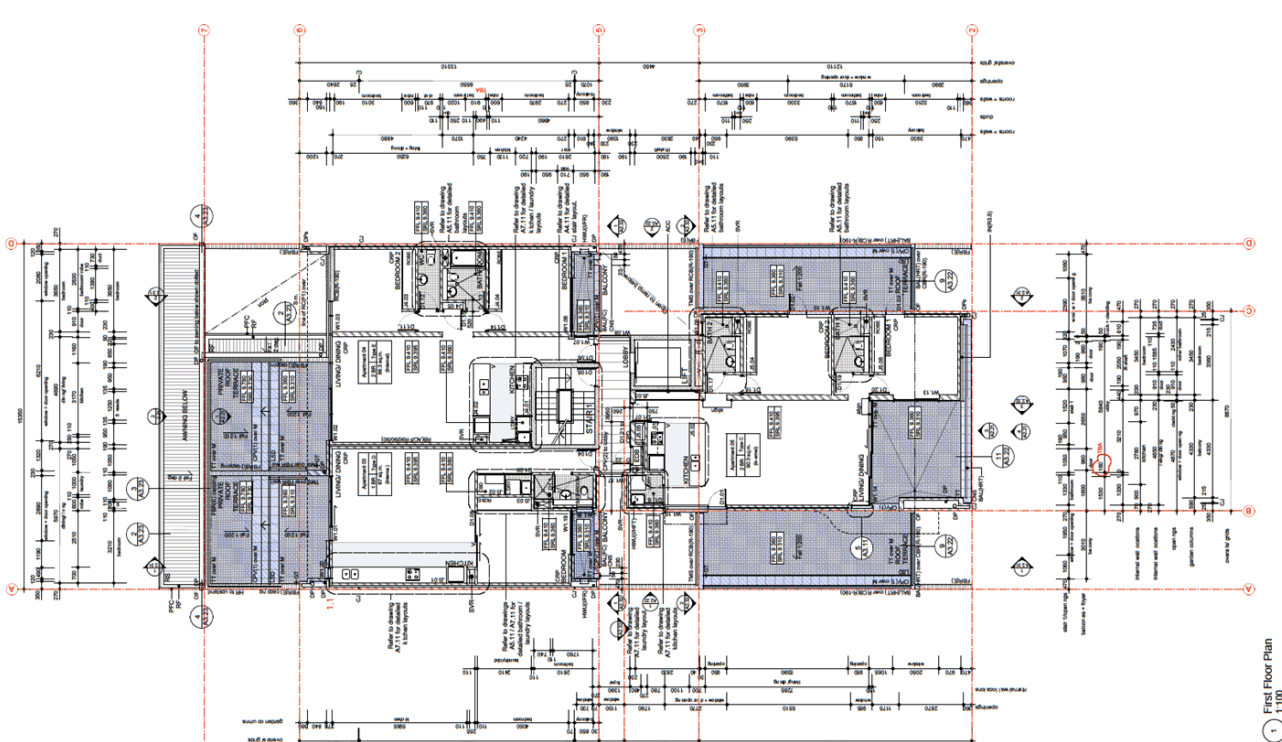
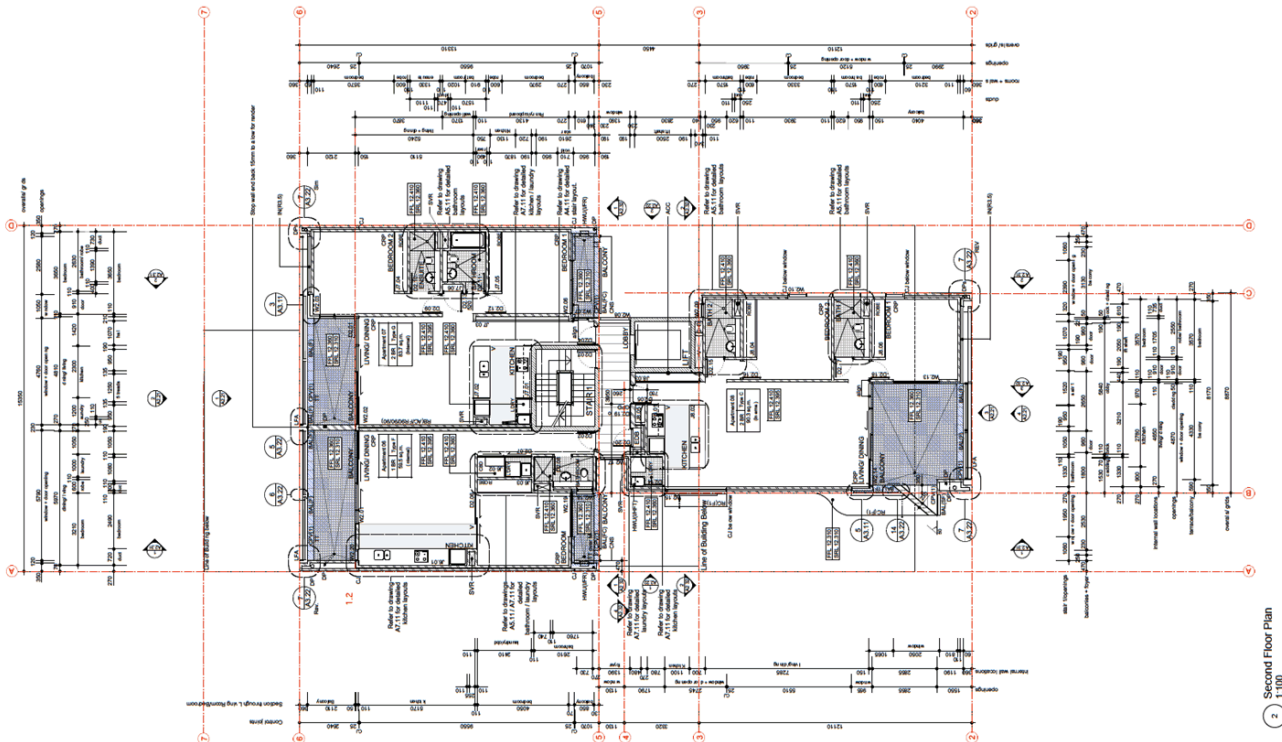
Mixed-Use Development
7-13 Dover Road, Rose Bay
Beskit Holdings Pty. Ltd.

TITLE
1st + 2nd FLOOR PLANS

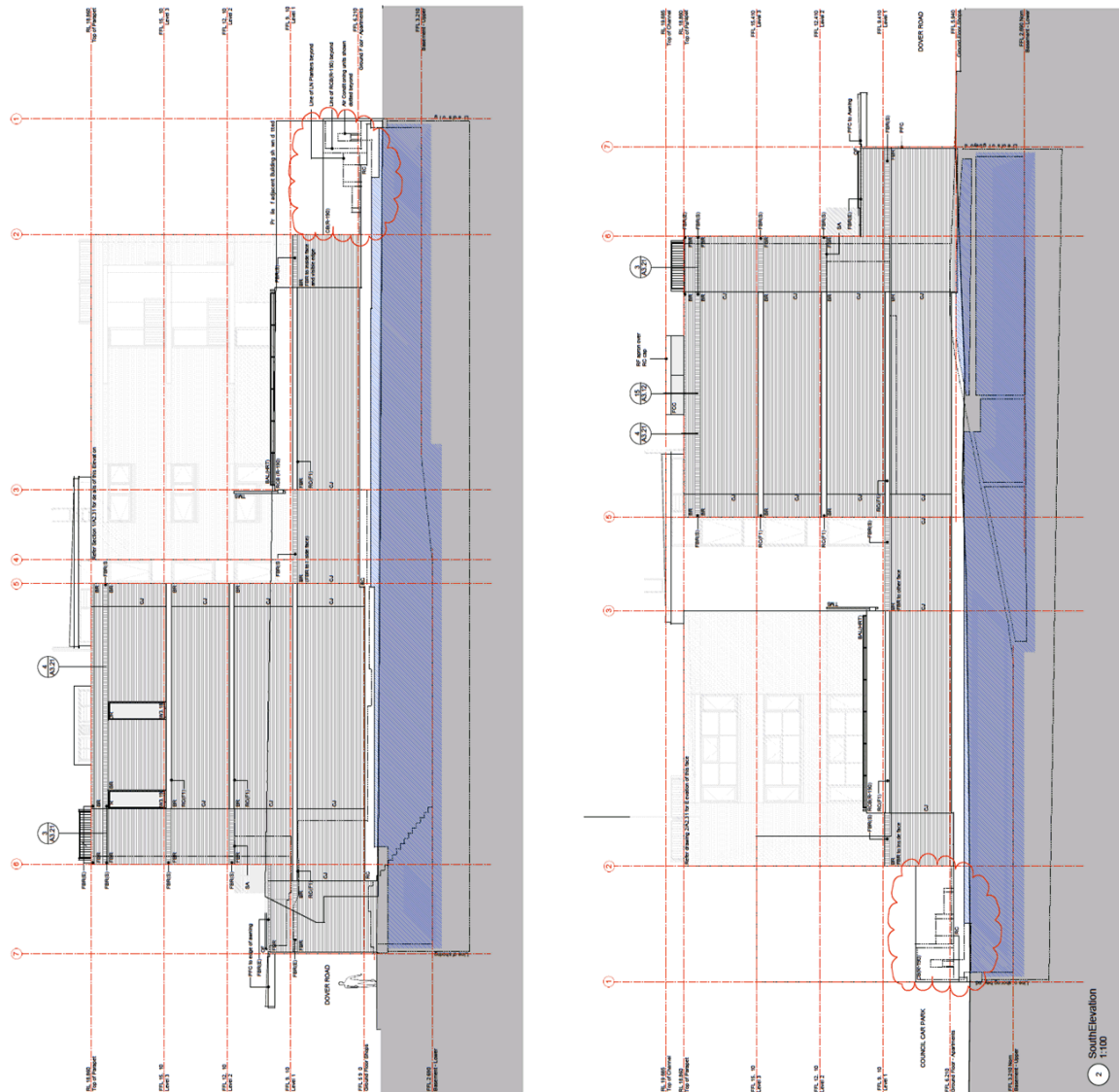
ISSUE SCALE DATE DRAWN CHECKED
K 1:100 @ A1 OCT 04 AKTA

DWG NO
A2.12

hill thalis
1000 WALKER STREET, SYDNEY NSW 2000 AUSTRALIA
180 200 0000
www.hillthalis.com.au



Legend	<p>ISSUE DATE AMENDMENT</p> <p>A 11.10.04 Used for structural Engineer B 20.10.04 Used for Structural Engineer C 20.10.04 Used for Structural Engineer D 01.03.05 Used for Structural Engineer E 30.04.07 Used for Structural Engineer</p>	<p style="color: red; font-size: 24px;">Section96 Application</p>	<p>Mixed-Use Development 7-13 Dover Road, Rose Bay Beskmit Holdings Pty. Ltd.</p> <p>TITLE NORTH + SOUTH ELEVATIONS</p> <p>RSHE SCALE DATE DRAWN CHECKED G 1:100 @ A1 OCT 04 AK7A</p> <p>DWG NO A2.22</p> <p>hill thais ARCHITECTS + CONSULTANTS PTY LTD 10/100 WILSON ROAD, SYDNEY NSW 1570 PH: (02) 9550 1000 WWW.HILLTHAIS.COM.AU</p>
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Legend

ISSUE	DATE	AMENDMENT
A	13.03.04	Issue for public comment
B	13.03.04	Issue to Council for comment
C	11.03.04	Issue to Council for comment
D	28.03.04	Issue to Council for comment
E	28.03.04	Issue to Council for comment
F	02.05.05	Issue to Council for comment
G	01.03.06	Issue to Council for comment
H	01.03.06	Issue to Council for comment
I	25.07.06	Issue to Council for comment
J	25.07.06	Issue to Council for comment
K	30.04.07	Issue to Council for comment

Section96 Application

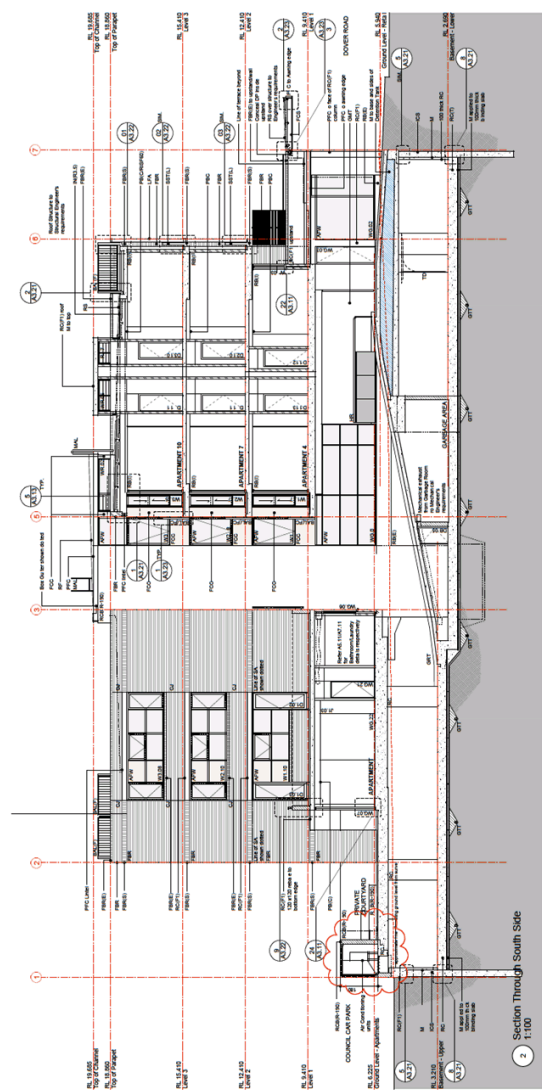
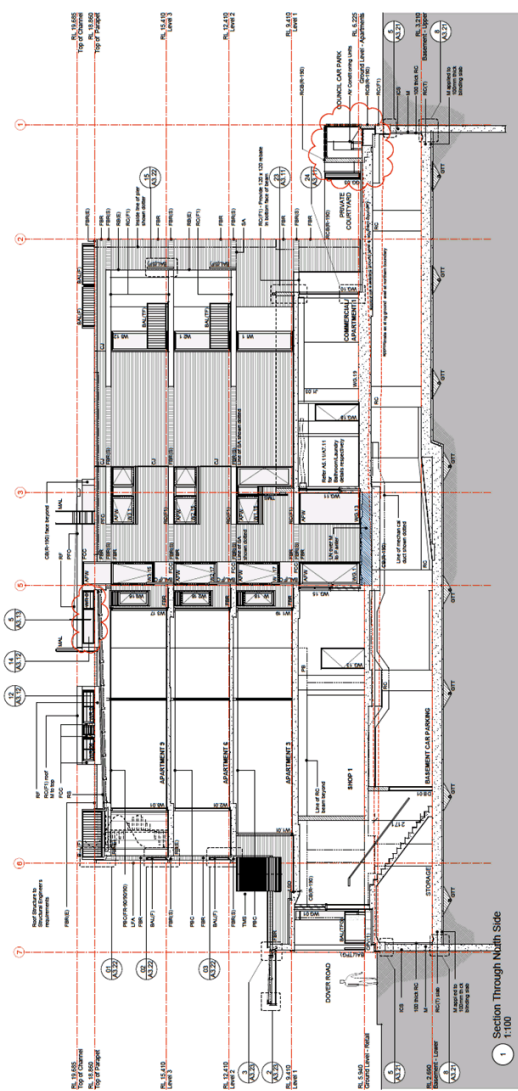
**Mixed-Use Development
 7 - 13 Dover Road, Rose Bay
 Bestknit Holdings Pty. Ltd.**

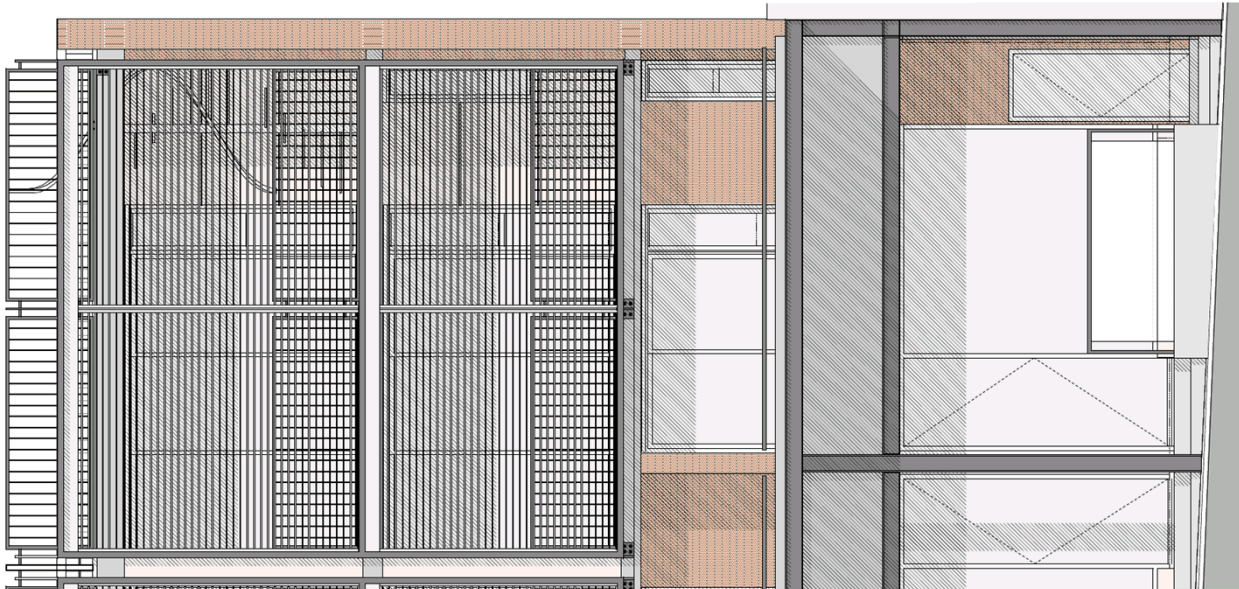
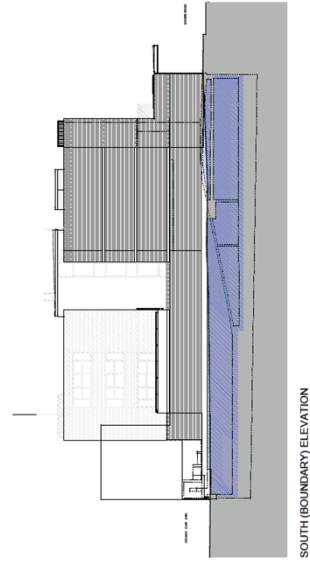
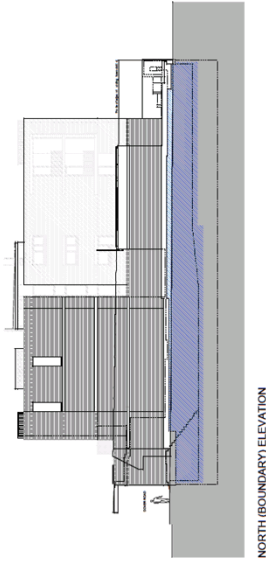
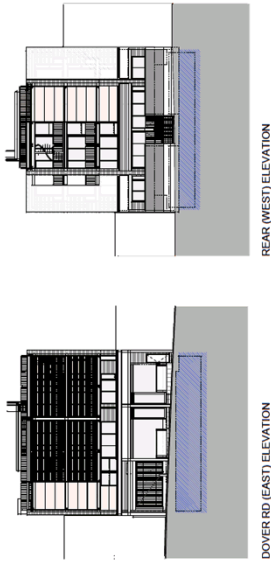
LONGITUDINAL SECTIONS

ISSUE SCALE DATE DRAWN CHECKED
 K 1:100@A1 SEP 04 A.D.J.H.

DWG NO **A2.31**

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DRAWING LIST

Drawing No.	Drawing Description	Rev.
A0.01	Legend - 1	L
A0.02	Legend - 2	D
A1	Site Plan + Demolition Plans	K
A2.11	Basement Floor Plan + Ground Floor Plan	K
A2.12	First Floor + Second Floor Plan	M
A2.13	Third Floor + Roof Plan	H
A2.21	East + West Elevations	G
A2.22	North + South Elevations	K
A2.31	Longitudinal Sections	K
A2.32	Short Sections	K

PROPOSED APARTMENTS AND RETAIL AT 7 - 13 DOVER ROAD, ROSE BAY

Section 96 Issue
 Prepared for Naisama Trade Pty. Ltd and Ballour Services Pty. Ltd. (formerly Beskent Holdings Pty. Ltd.)
 Prepared by HILL THALIS Architecture + Urban Projects
 April 2007

From: [James Lidis](#)
To: [Brendan Metcalfe](#); [Records](#)
Cc: [Chris Bluett](#) [REDACTED]
Subject: Objection to Planning Proposal for Ian Street carpark Rose Bay
Date: Friday, 2 June 2017 10:36:53 AM
Attachments: [image001.gif](#)

Dear Brendan, please see below key summary points of objection to this Planning Proposal on behalf of our client Jane Foley from 20 Dover Road, Rose Bay. As you are aware we will be putting in a detailed written submission by next Friday 9th June 2017.

Key Points of Objection

1. Height

The proposal seeks an additional 3.6 metres in height to allow for an additional storey on the subject site. There has been no proper consideration of the scaling impacts of the increase in height and the context of the site adjoining sites with height limits of 10.5 metres both adjoining and across the road. To seek controls which are inappropriate for a site on the edge of a shopping centre adjoining residential development is a poor outcome on a town planning basis as it does not allow for an appropriate transition and directly attributes to adverse impacts to our client with respect to loss of solar access to private open space areas and living areas as well as sense of enclosure.

2. Density

The proposal seeks a density of 2:1. The floor space ratio of adjoining sites is 0.75:1. This does not allow for an appropriate transition and would result, together with the increase in height, in a development which would appear out of scale, especially as it seeks an additional 1.25:1 in density and resultant adverse impacts in terms of loss of solar access and sense of enclosure of our clients property.

3. Solar Access and Overshadowing

The proposal is completely inadequate in terms of assessment of this issue with respect to our client's property. This issue arises as a result of an inappropriate height and density increase as detailed above. Detailed consideration of the impact of the proposal is required to ensure that compliance can be achieved against Council controls which require 3 hours of sunlight to private open space areas and living areas in mid-winter.

4. Site Isolation

The proposal does not properly consider the impact of isolating our client's site for redevelopment. Even though technically our client's site could be redeveloped, it would be a less than desirable result seeking concessions from Council with respect to removal of trees and other limiting factors such as the site being narrow. This means that the planning proposal would force such a result which is clearly not the best outcome from a town planning perspective.

5. Impact on Trees

The proposal is completely inadequate with respect to impact on trees on our client's property. A proper analysis needs to be undertaken in this regard.

6. Assessment of the Planning Proposal by Council

It is submitted that the Planning Proposal should, as a matter of principle, be subject to independent assessment given:

- that it relates to land owned by Council,
- the changes to the existing planning controls are significant (and greater than for other similarly zoned land in the centre in the case of the Wilberforce Ave car park); and
- the significant size and scale, and associated potential impacts, of future development that would be permitted if it were to proceed.

This is all the more so as the future development permitted by the Planning Proposal will, it is understood, include additional public facilities. Our client is concerned that those public facilities (let alone the proposed private development) should not be provided at the expense of the amenity of existing residents or the centre itself.

7. Inadequate Information

The proposal is deficient with respect to providing detailed consideration of the following issues.

- Solar access report
- Site isolation report
- Arborists report
- Flooding report

Based on the above the Planning Proposal for Ian Street should be refused. Should you have any enquiries with respect to his matter please do not hesitate to contact us to discuss.

James Lidis Director
Design Collaborative

Level 3 225 Clarence St Sydney NSW 2000

Ph: [REDACTED] Mobile [REDACTED]

Fax: [REDACTED]



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9 June 2017
Ref: 170974.1L

The General Manager
Woollahra Municipal Council
By email: records@woollahra.nsw.gov.au

Attention: Mr B Metcalfe

Dear Sir,

Re: Planning Proposal for Ian Street Car Park, Rose Bay

Introduction

We act on behalf of the Owners of 20 Dover Road, Rose Bay whose property is immediately adjacent to the south of the site of the above Planning Proposal (PP). Our clients' have requested that we review the PP documentation and make this submission on their behalf.

We have had the opportunity to review the PP documentation, undertake an inspection of our clients' site and the surrounding area as well as have a meeting with your Manager Mr Chris Bluett and yourself.

On the basis of our review, the PP is not justified for the following reasons:

- the justification for the PP is flawed as it relies on a building envelope which would be capable of complying with Council controls. Clearly that is not the case;
- there has been no consideration of alternative zoning and built form controls to achieve a compliant building envelope (in accordance with Council controls) with the provision of public parking and a residential flat building with retail/commercial uses;
- it will result in a building envelope which will have unacceptable overshadowing and privacy impacts on our clients' land;
- will lead to site isolation at worst and/or a less than desirable planning outcome for our clients' site as well as a missed opportunity to ensure site amalgamation contrary to the objects of the Environmental Planning and Assessment Act 1979 with respect to the orderly and economic development of land;
- have an unacceptable impact on trees on our clients' site;
- has not been independently assessed; and
- insufficient and inadequate information has been provided with respect to solar access, site isolation, impact on trees and flooding.

Level 3 225 Clarence St Sydney NSW 2000 Ph: [REDACTED] Fax: [REDACTED]

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The issues that we raise are key for determination of the suitability of the PP for the site and are not matters which should be deferred to DA stage.

Our Clients' Property and site context

Our clients' property is legally identified as Lot 9 in DP 976610 and is known as 20 Dover Road, Rose Bay. It has a site area of 668.8 sqm with a site frontage of 14.63m and contains a two (2) storey dwelling house with living areas at the ground level with rear yard. It contains a number of mature trees along its northern boundary directly adjoining the Ian Street car park which is the subject of the PP.

Our clients' currently enjoy solar access and privacy in line with Council's planning controls. It is located on the edge of the Rose Bay Town Centre and directly adjoins the Ian Street car park and Ian Lane which are to the north and adjoins an inter war period three (3) storey residential flat building on its southern boundary.

We note that our clients' property is zoned R3 Medium Density Residential with its maximum development potential being in the form of a Residential Flat Building. The minimum site area requirement for such development under Woollahra LEP 2014 is 700sqm. Our clients' site is 668.8 sqm with a frontage of 14.63m. That means our clients' site is below the minimum standard for its potential maximum benefit and constrained by its width.

The Planning Proposal

According to the information exhibited, the PP involves the following changes to the planning controls applicable to the site (under Woollahra LEP 2014):

- rezone the land from Special Purpose Zone Infrastructure (Car Park) to Business Zone – Local Centre;
- allow 'residential flat building' as an additional permitted use on the site;
- increase the maximum building height from 10.5 m (3 storeys) to 14.1m (4 storeys) and
- apply a floor space ratio of 2:1.

The purpose of the PP is to facilitate the redevelopment of the site for a four (4) storey building on the Ian Street Car Park site which would contain a public car park, retail/commercial uses and a residential flat building. The PP is accompanied by an Urban Design Study which includes an indicative "PP envelope" which forms the basis of the proposed controls.

Flawed Justification for the PP Envelope

We submit that there are flaws in the justification for the "PP envelope", as detailed below.

Firstly, as previously stated, the PP has not investigated consideration of alternative zoning and built form controls to achieve a compliant building envelope with the provision of public parking and a residential flat building with retail/commercial uses.

The PP seeks to obtain the maximum benefits for the Ian Street carpark to the detriment of our clients' site. There has not been a comparison made of the PP envelope with any degree of accuracy with a comparison to an alternative envelope based on Council's

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planning controls for solar access and privacy. An assessment of the information provided to date reveals that our clients' site has not been correctly positioned and detailed accurate modelling has not been undertaken rendering the work done to date meaningless.

In addition to the above, there has been no consideration of the result of the rezoning which will be potential isolation of our clients' site and/or at best an inferior built outcome as well as no consideration of impact on trees and flooding.

If the PP envelope is not able to be implemented under the proposed standards, the whole basis for the PP is called into question and significant uncertainty is raised around the future built form of development on the site.

Such a built form outcome would call into question the justification for the PP itself, particularly in terms of the supposed "benefits" associated with the PP envelope.

Accordingly, our clients' object to the proposed height and density standards, not only on the basis that the increase is unjustified and will result in adverse impacts on the amenity of their property, but also on the basis that they give rise to significant uncertainty regarding the future built form and, in particular, would not appear to permit the implementation of the PP.

Our clients' therefore submit that the PP should be rejected as the analysis underlying its justification is flawed on the basis that the information to date is incorrect, inaccurate and therefore cannot be relied upon.

Objections and Impacts on 20 Dover Road

No consideration of alternative zoning to R3 Medium Density Residential

As previously discussed, there has not been consideration of an alternative rezoning to R3 Medium Density Residential which is the zoning of land immediately adjoining the subject site. The Ian Street carpark is located on the edge of the Rose Bay Town Centre and the controls which it seeks to benefit from are the same as properties within the middle of the Town Centre and on New South Head Road where they adjoin core commercial uses.

From a town planning perspective that results in incompatible scaling issues as the PP seeks to also benefit from an increase in height and density comparable to the highest intensity uses in the Town Centre. Clearly a site on the edge of a Town Centre should be respectful of existing and future development to which it adjoins and allow for an appropriate transition.

Objections to Proposed Height Controls

The Ian Street car park site has an existing height control of 10.5m which would allow for a three (3) storey building subject to compliance with other factors such as density, setbacks, streetscape, solar access and privacy.

The PP proposes an overall maximum height of 14.1m which equates to an additional 3.6 metres in height to allow for an additional storey on the subject site. There has been no proper consideration of the scaling impacts of the increase in height and the context of the site adjoining land with height limits of 10.5 metres.

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To seek controls which are inappropriate for a site on the edge of a shopping centre adjoining residential development is a poor outcome on a town planning basis as it does not allow for an appropriate transition and directly attributes to adverse impacts to our clients' with respect to loss of solar access to private open space areas and living areas and privacy, as well as sense of enclosure.

In addition, the proposed height standard and its built form outcome have not been accurately assessed with respect to impact on solar access. That creates an uncertain and unacceptable outcome for our clients' as it appears that the PP envelope would not comply with the Apartment Design Guidelines under SEPP 65 (APG) and Council's standards which require a minimum of 3 hours sunlight to private open space and living areas at mid-winter.

Accordingly, our clients' object to the proposed height standards, not only on the basis that the increased height is unjustified and will result in adverse impacts on the amenity of their property, but also on the basis that they give rise to significant uncertainty regarding the future built form and, in particular, would not appear to permit the implementation of the PP.

Objection to Proposed Density Controls

The PP seeks a density of 2:1. The floor space ratio of adjoining sites is 0.75:1. This does not allow for an appropriate transition and would result, together with the increase in height, in a development which would appear out of scale, especially as it seeks an additional 1.25:1 in density and resultant adverse impacts in terms of loss of solar access and sense of enclosure of our clients' property.

As previously discussed, to seek controls which are inappropriate for a site on the edge of a shopping centre adjoining residential development is a poor outcome on a town planning basis as it does not allow for an appropriate transition and directly attributes to adverse impacts to our clients' with respect to loss of solar access to private open space areas and living areas and privacy as well as sense of enclosure.

In addition, the proposed density standard and its built form outcome have not been accurately assessed with respect to impact on solar access. That creates an uncertain and unacceptable outcome for our clients' as it appears that the PP envelope would not comply with the APG and Council's standards which require a minimum of 3 hours sunlight to private open space and living areas at mid-winter.

Accordingly, our clients' object to the proposed density standards, not only on the basis that the increased floor space ratio is unjustified and will result in adverse impacts on the amenity of their property, but also on the basis that they give rise to significant uncertainty regarding the future built form and, in particular, would not appear to permit the implementation of the PP.

Objections to Impact on Solar Access

The PP is completely inadequate in terms of assessment of this issue with respect to our clients' property. This issue arises as a result of an inappropriate height and density increase as detailed above. Detailed consideration of the impact of the proposal is required to ensure that compliance can be achieved against the ADG and Council controls which require 3 hours of sunlight to private open space areas and living areas in mid-winter.

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As previously discussed, to seek controls which are inappropriate for a site on the edge of a shopping centre adjoining residential development is a poor outcome on a town planning basis as it does not allow for an appropriate transition and directly attributes to adverse impacts to our client with respect to loss of solar access to private open space areas and living areas.

In addition, the proposed height and density standard and its built form outcome are based on misleading and incorrect information with respect to impact on solar access. The reason for that is our clients' site has not been correctly positioned and detailed accurate modelling has not been undertaken rendering the information provided to date meaningless. That creates an uncertain and unacceptable outcome for our clients' as it appears that the PP envelope would not comply with the APG and Council's standards which require a minimum of 3 hours sunlight to private open space and living areas at mid-winter.

If the PP envelope is not able to be implemented under the proposed standards, the whole basis for the PP is called into question and significant uncertainty is raised around the future built form of development on the site.

Such a built form outcome would call into question the justification for the PP itself, particularly in terms of the supposed "benefits" associated with the PP envelope.

Objections to PP regarding Site Isolation

The PP does not properly consider the impact of isolating our clients' site for redevelopment. Even though technically our clients' site could be redeveloped, it would be a less than desirable result seeking concessions from Council with respect to minimum lot size as it is non-compliant with the 700sqm statutory development standard, removal of trees and other limiting factors such as the site being narrow. This means that the planning proposal would force such a result which is clearly not the best outcome from a town planning perspective and contrary with the objects of the Environmental Planning and Assessment Act 1979 with respect to the orderly and economic development of land.

We also note that there has not been any modelling of such an outcome which is clearly best practice and a requirement as espoused in the Planning Principles which has been established by the NSW Land and Environment Court with respect to site isolation vide ***Karavellas v Sutherland Shire Council [2004] NSWLEC 251***.

In addition our clients' have not been approached in accordance with the Planning Principle as espoused with respect to site isolation regarding attempts to consolidate the site with the Ian Street car park site.

Objection to PP regarding impact on Trees

The PP contains no assessment with respect to impact on trees on our clients' property. A proper analysis needs to be undertaken in this regard. The indicative building envelope which proposes bulk excavation of the site has the potential to adversely affect a number of significant trees which are located along the northern boundary of our clients' site.

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Objection to PP regarding lack of Independent Assessment

It is submitted that the PP should, as a matter of principle, be subject to independent assessment given:

- that it relates to land owned by Council;
- the changes to the existing planning controls are significant (and greater than for other similarly zoned land in the centre in the case of the Wilberforce Ave car park); and
- the significant size and scale, and associated potential impacts, of future development that would be permitted if it were to proceed.

This is all the more so as the future development permitted by the PP will, it is understood, include additional public facilities. Our clients' are concerned that those public facilities (let alone the proposed private development) should not be provided at the expense of the amenity of existing residents or the centre itself.

We note that as experts to the NSW Land and Environment Court and in our position in carrying out work for other Statutory Authorities, including NSW State and Local Government regarding proposals for public land, it is accepted best practice to have such applications independently assessed so that any level of perceived bias is removed.

Objection to PP regarding Inadequate Information

The PP is deficient with respect to providing detailed consideration of the following issues;

- Solar access report;
- Site isolation report;
- Arborists report; and
- Flooding report.

In regard to flooding, this is a major constraint which in our experience has the potential to require buildings to be further elevated to ensure compliance with Australian Standards. Such investigations must be undertaken as part of a consideration of whether or not a PP should proceed as it directly relates to compatibility with existing and future development.

Conclusion

In summary, our clients' submit that:

- the PP should be rejected as the analysis underlying its justification is flawed for the reasons set out above;
- the PP should be rejected as there is inadequate justification for the proposed change to the zoning, height and density controls;
- future development under the proposed controls will result in additional overshadowing, loss of solar access and privacy in contravention of Council planning controls compared with a building which complied with the existing 10.5 metre height limit and a density which allows for an appropriate transition;
- future development under the proposed controls will have a significant adverse visual impact on their property and loss of outlook as a result of its bulk and scale;
- the PP will result in our clients' site becoming potentially isolated at worst with a less than desirable planning outcome at best contrary to the objects of the NSW

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Environmental Planning and Assessment Act 1979 with respect to the orderly and economic development of land;

- the PP has not properly considered impact on trees on our clients' site;
- the PP has not been independently assessed bringing into question the impartiality of work carried out to date; and
- the PP has provided inadequate information/assessment with respect to solar access, site isolation, impact on trees and flooding.

Accordingly, our clients' submit that Council should reject the PP in its current form. Should you have any enquiries with respect to this matter please do not hesitate to contact us to discuss.

Yours Faithfully,
DESIGN COLLABORATIVE PTY LTD



J Lidis
Director



Wednesday 7 June 2017

Roads and Maritime Reference: SYD17/00576

Woollahra Council
PO Box 61
Double Bay NSW 1360

Attention: Brendan Metcalfe

PLANNING PROPOSAL FOR IAN STREET AND WILBERFORCE AVENUE CAR PARKS IN ROSE BAY CENTRE

Dear Mr Bluett

I refer to the Planning Proposal inviting Roads and Maritime Services to provide comment on the abovementioned planning proposal in accordance with Section 56 of the *Environmental Planning and Assessment Act 1979*.

Roads and Maritime has reviewed the submitted documentation and it is noted that the Planning Proposal seeks to increase the land use zoning, height and floor space ratio controls for the Wilberforce Avenue and Ian Street car parks to allow an increase in public car parking and development of new retail and commercial space, residential dwellings, public amenities and a multi-purpose community centre.

Roads and Maritime raises no objection to the Planning Proposal with traffic generation associated with the redevelopment of Council's car parks resulting in minor traffic impacts to the New South Head Road/Newcastle Street and New South Head Road/Dover Road signalised intersections.

Thank you for the opportunity to provide advice on the subject proposal. If you require clarification on any issue raised, please contact Tricia Zapanta, Strategic Land Use Planner on [REDACTED] or by email on [REDACTED]

Yours Sincerely,

Greg Flynn
Program Manager, Land Use

Roads and Maritime Services

27-31 Argyle Street, Parramatta NSW 2150 |
PO Box 973 Parramatta NSW 2150 |

www.rms.nsw.gov.au | 13 22 13

From: [Bruce Anderson](#)
To: [Records](#)
Cc: [REDACTED]
Subject: Ian Street and Wilberforce Ave Car Parks
Date: Tuesday, 25 July 2017 6:32:07 PM

Hi I have just realised that I am well past the display period for the proposed redevelopment of our scarce car parks but also note you are very early in the process of getting the planning etc in place.

Can I suggest please

1. That NO residential units are constructed on the land as:
 - We don't need the density
 - we need to keep the land in council hands for future generations. A strata plan for a few extra units will do nothing for affordability and future development will be lost for all time
 - Units on top will only encourage further development of the adjoining properties to these or greater heights. Is that what you want? It will be hard work declining a DA when you have set the benchmark.
 - The section 94 contributions you have collected over the last 20 years of development in the suburb should cover the costs many times. If not one must ask where has the money gone? Regardless there are plenty more applications coming.
 - In relation to Ian Street you should make it a priority to acquire the adjoining Bungalow to get a decent foot print. The vision has to be greater than trying to alleviate today's problem
2. That the design and engineering will allow for the height to be increased in future years for MORE parking if required
3. The design takes in moving the current bus stop from out the front of the Post office to the other side of the round about. That little pocket between New South Head Road and the roundabout is very tight, cars often park in the bus stop others cant get past when its rear is sticking out in the street
4. A new set of lights is constructed on the Newcastle Street at Old South Head Road intersection allowing cars to turn left and right entering and exiting Newcastle Street with a view to taking some pressure off Dover Road
5. DONT close off any of our beautiful lanes OR turn them one way.

What a great piece of planning these were and so handy for the local residents. If it comes to safety around the schools then restrictions should only operate during school peaks like the 40 KLM rules. NOT 24 hour 365 days a year.

Many Thanks

Bruce Anderson
■ Spencer Street Rose Bay
Resident for 55 years

Planning proposal
For Ian Street and Wilberforce Avenue car parks, RoseBay.
Submission from John Simon [REDACTED] Vaucluse 2030.

While overseas I came across an article that referred Planning proposal For Ian Street and Wilberforce Avenue car-parks, RoseBay. I noted that there was nothing said about including a "public green space"/garden/park area also often called Urban rooftop gardens etc. This has occurred in many cities as far back as 1300s or even back to biblical times (Gardens of Babylon). I would suggest that **ANY** proposal/development should include a "public green space".

As I have seen many buildings and walkways that have incorporated some form of "public green space", I would suggest the same for this and future proposals/developments both public and private. Examples of this are; the High Line Park (New York), Kaiser Roof Garden (Oakland, California), Barbican Conservatory (London) and Waldspirale (Darmstadt, Germany), etc. I refer you to a few web pages for examples e.g.:

- 1) **Domain:** Lady Cilento Children's Hospital, Brisbane – 11 rooftop gardens and a public plaza, designed for recreation, play and rehabilitation, etc.
<https://www.domain.com.au/news/the-parks-that-have-transformed-queensland-20161027-gsbvua>
- 2) **Greenroofs (The Living Architecture of Parking):**
<http://www.greenroofs.com/content/articles/141-Park-Here-Part1.htm#.WsQYfNNuaOE>
- 3) **USA National Parks Board:** <https://www1.nparks.gov.sg/skyrisegreenery>
- 4) **CNN:** (<https://edition.cnn.com/travel/article/amazing-gardens/index.html>),
- 5) **Planet:** <http://nourishtheplanet.com/2015/05/urban-rooftop-gardening-in-high-rise-buildings>

After doing a quick perusal of the current proposal I would such a few changes such as:

- 1) Any development incorporate a full rooftop green space which provides public access (via lift and stairs).
- 2) If necessary (due to height restrictions etc) place public parking underground. This also will eliminate the need for a car ramp to go up 3-4 floors.
- 3) Where feasible provide overhead walkways to link the 2 car parks as well as any other rooftop developments together. This has the potential to extent to the Rosebay waterfront in the future as Rosebay is refreshed with new buildings.

Yours faithfully

John Simon (B. Sc (Eng.))

[REDACTED] Vaucluse NSW 2030

Contact [REDACTED] [REDACTED]

Annexure 9

Summary of submissions, quotes and staff response

PART 1: Planning proposal matters

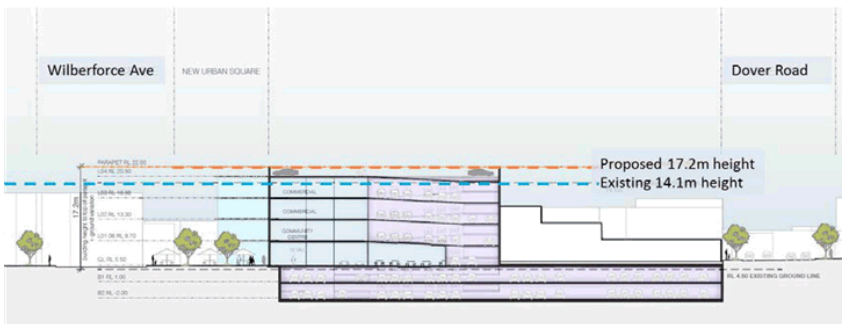
The planning proposal issues raised during the consultation are categorised below. Some of the issues relate to planning matters, whilst others relate to matters of governance and process.


PP indicates issues relating to the Planning Proposal

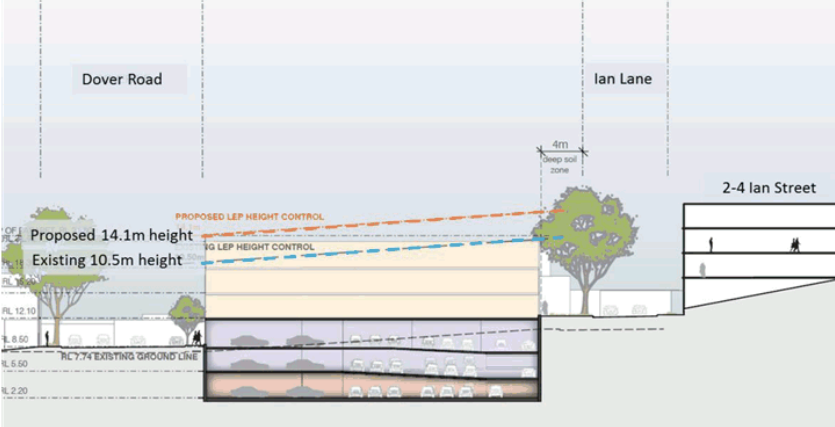
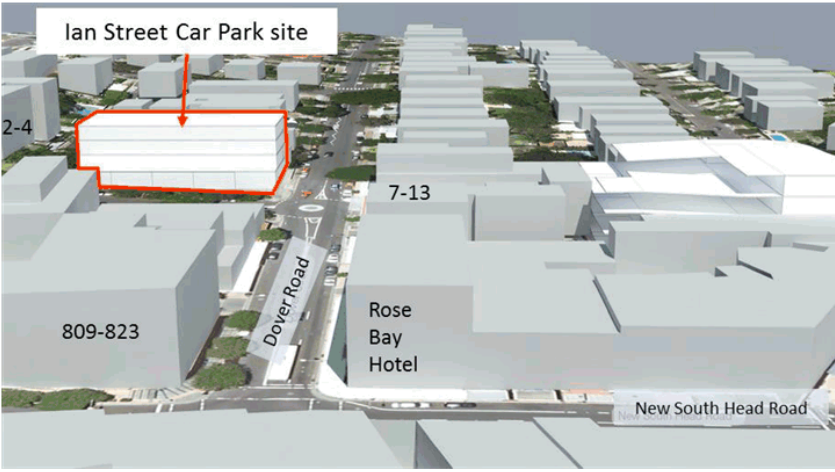
DA indicates issues relating to the Development Application (DA)

	PP	DA
Planning issues		
1. Impacts on the village character of Rose Bay (comments relating to bulk & scale)		
<p>The following matters were raised in relation to the negative impacts on the village character of Rose Bay:</p> <p><i>Rose Bay has a lovely village character. Let's keep it that way. [CID 18]</i></p> <p><i>In order to retain the village culture of Rose Bay Shopping Centre, I object to the above DA Applications to increase the maximum building heights for the proposed buildings. [Form letter]</i></p> <p>a) Proposal is inconsistent with current controls that apply/objectives of Woollahra Local Environmental Plan 2014 (WLEP 2014).</p> <p>Staff response: Under WLEP 2014 the B2 Local Centre zone applies to the Wilberforce Avenue car park, and is proposed for the Ian Street car park site. The proposal is consistent with the objectives of this zone which include:</p> <ul style="list-style-type: none"> <i>To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</i> Consistent: The proposal will provide opportunities to enhance the range of retail, business and community uses in the Centre. <i>To attract new business and commercial opportunities.</i> Consistent: The proposal will provide opportunities to attract new business and commercial opportunities. <i>To provide active ground floor uses to create vibrant centres.</i> 	✓	✓

	PP	DA
<p>Consistent: The proposal will provide opportunities for retail activation at ground level, and create a new public square.</p> <ul style="list-style-type: none"> • <i>To provide for development of a scale and type that is compatible with the amenity of the surrounding residential area.</i> • <i>To ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.</i> <p>Consistent: The proposed amendments to the bulk and scale controls will permit an additional storey. A site specific development application (DA) can be designed so that it's compatible with the amenity of surrounding residential properties and consistent with the desired future character of the neighbourhood.</p>		
<p>b) Retain existing height and FSR controls on both sites. Proposed development has excessive bulk and height, and will dominate the Centre. The proposal is inconsistent with the desired future character of the Centre.</p> <p><i>Increasing the height allowance on these sites would dramatically change the landscape of the Rose Bay Village and both structures would be eyesores within the environment. [CID 60]</i></p> <p><i>We do not want our lovely "villagey" suburb to turn into "The Jungle" – this being in reference to Bondi Junction as we call it. [CID 5]</i></p> <p><i>The proposed car park will be excessively bulky and will dominate the shopping strip and street-scape, and with negative impact on visual aesthetics. [CID 18]</i></p> <p><i>If we can keep the height of all buildings near the foreshore at 4 storeys and put car parks underground that would be aesthetically better than the current situation. [CID 51]</i></p> <p><i>No to Increase HEIGHT & FSR [Petition]</i></p> <p>Staff response</p> <p><i>Wilberforce Avenue Car Park site envelope</i></p> <p>For the Wilberforce Avenue Car Park the only change is to the maximum building height. The maximum building height is proposed to be increased by 3.1m from 14.1m to 17.2m.</p> <p>A section comparing the two maximum building heights is provided in Figure 1 and the concept for the Wilberforce Avenue Car Park site is shown in 3D in the context of existing buildings in Figure 2.</p>	✓	✓

	PP	DA
		
<p><i>Figure 1: Section of maximum building heights between Wilberforce Avenue and Dover Road</i></p> <p>To support this planning proposal the <i>Rose Bay Car Parks Urban Design Study</i> was prepared by AJ+C Architects.</p> <p>As identified in these figures, and confirmed in the Urban Design Study, the proposed increase in height can accommodate a building of an acceptable scale and bulk in the site's central location in the Centre. The building envelope will allow a building to be constructed which is of a comparable scale to other buildings in the Centre including the apartments at 11-19 Newcastle Street and Parisi's Food Hall.</p> <p>It should be noted that there is already a maximum building height control of 17.2m applying to the properties at 682-684 to 696 New South Head Road. These properties are illustrated in Figure 3 below. This height is permissible under <i>Cl 4.4C Exceptions to height and floor space ratio (Area 4 – Rose Bay)</i> of WLEP 2014 subject to the provision of public domain improvements. Those improvements must include the provision of a public square, and the indicative location of this square is indicated in Figure 3 below.</p> <p>The increase to 17.2m on the Wilberforce Avenue Site will facilitate one additional storey, which is appropriate for the site, consistent with the village character of Rose Bay and consistent with the existing height applying to 682-684 to 696 New South Head Road.</p>		

	PP	DA
 <p data-bbox="327 828 1093 884"><i>Figure 2: 3D view of 3D massing facing north showing the concept for the site compared to existing buildings in the Centre</i></p>  <p data-bbox="327 1433 1125 1512"><i>Figure 3: Existing maximum building height on 682-684 to 696 New South Head Road and proposed maximum building height on the Wilberforce Avenue and Ian Street car park sites.</i></p> <p data-bbox="287 1534 670 1568"><i>Ian Street Car Park site envelope</i></p> <p data-bbox="287 1568 1141 1657">Over the Ian Street Car Park site the maximum building height is proposed to increase by 3.6m from 10.5m to 14.1m. A section comparing the two maximum building heights is provided in Figure 4.</p>		

	PP	DA
 <p><i>Figure 4: Section of maximum building heights between Dover Road and Ian Lane</i></p> <p>The concept for the Ian Street Car Park site is shown in 3D in the context of existing buildings in Figure 5.</p>  <p><i>Figure 5: 3D view of the Ian Street Car Park site facing south east showing the concept for the site compared to existing buildings in the Centre</i></p> <p>The proposed increase in building height on the Ian Street Car Park site will maintain the village character of the Centre, as it is consistent with the existing 14.1m (4 storeys) maximum building height applying to the majority of the Centre (see Figure 3 above).</p> <p>The building envelope will allow a building to be constructed which is of comparable scale to the apartments at 2-4 Ian Street, 7-13 Dover Road, 809-823 New South Head Road and the Rose Bay Hotel.</p>		

	PP	DA
<p><i>State Environmental Planning Policy No.65 Apartment Design Quality (SEPP 65) Principles</i></p> <p>Based on the concept for the Ian Street Car Park site, AJ+C prepared a SEPP 65 Statement focusing on the nine Design Quality Principles:</p> <ul style="list-style-type: none"> • Principle 1: Context and Neighbourhood Character • Principle 2: Built Form and Scale • Principle 3: Density • Principle 4: Sustainability • Principle 5: Landscape • Principle 6: Amenity • Principle 7: Safety • Principle 8: Housing Diversity and Social interaction • Principle 9: Aesthetics <p>The statement addresses the Design Quality Principles, demonstrating that it is possible to construct a building under the proposed controls that:</p> <ul style="list-style-type: none"> • is in context with surrounding development, • has a scale and density suitable for the site, • provides amenity to new dwellings in the development and surrounding buildings in terms of access to sunlight, natural ventilation, outlook, visual and acoustic privacy, and • provides a mix of apartment sizes to increase housing diversity. <p>The proposed controls for the Ian Street site will facilitate a four storey building which is appropriate for the site and consistent with the village character of Rose Bay.</p>		
<p>c) Car parking should be constructed underground (to minimise height increases)</p> <p>Staff response: Council commissioned Hill PDA to undertake a feasibility study of the proposed development scenarios. This financial study incorporated the scale of the proposed development, including those elements to be constructed above and below ground.</p> <p>The indicative concept illustrates a proposal which balances the proposed height increases against minimising excavation to address the environmental considerations which affect the site. It would be commercially unviable to increase the level of excavation to facilitate all parking subterranean.</p>	✓	✓

	PP	DA
<p>d) Support the development of the site within existing height restrictions.</p> <p><i>I've reviewed the proposal and while I think the intent for developing the car park is great, I see no need to raise the maximum height restrictions on both the Ian Street or Wilberforce Avenue sites. [CID 69]</i></p> <p>Staff response: The support for developing the car parks are noted. However, it is not economically feasible to accommodate a mixed use building incorporating increased public parking, retail frontage, commercial spaces, public amenities and a multi-purpose community centre within the existing height limits.</p> <p>The proposed increases in building height on the Wilberforce Avenue and Ian Street car park site will facilitate one additional storey on each site. The Urban Design Study prepared by AJ+C illustrates that a one storey height increase is consistent on each site with the character of the Rose Bay Centre.</p>	✓	x
<p>e) Proposal is overly restrictive and heights should be increased to facilitate more public parking for Rose Bay.</p> <p><i>The height restrictions should be varied so more public car spaces can be created. [CID 39]</i></p> <p>Staff response: The comments recommending further increases to the proposed controls to facilitate additional car parking are noted. However, the proposed increases to facilitate a four storey building on the Ian Street site, and five storeys on the Wilberforce Avenue site are consistent with the village character of the Rose Bay Centre. Any further height increases would be inconsistent with the low rise, foreshore character of the Centre and would negatively impact on the amenity of the surrounding residential precincts.</p>	✓	✓
<p>f) Increased height will set undesirable precedent</p> <p><i>I am totally opposed to the increased height of both buildings – there is no question it will set a precedent for future developments along New South Head Road which will be derogatory for our suburban shopping centre and the immediate residential area to the rear/side. [CID 71]</i></p> <p>Staff response: The planning proposal will not set a precedent for other properties in the locality. The planning proposal is site specific and its assessment has been based on the individual features, qualities and potential benefits that the future development of these sites will provide to the Rose Bay Centre. However, if planning proposals or</p>	✓	x

	PP	DA
DAs for other properties in the Centre are lodged, these amendments would be considered on merit.		
2. Proposed controls on the Wilberforce Avenue site		
<p>a) Proposed building is excessive and will overshadow and impact on the privacy of adjoining properties.</p> <p>Staff response: As stated above, the proposed amendments to the height controls for the Wilberforce Avenue site are appropriate for the site and consistent with the desired future character of the Rose Bay Centre.</p> <p>Furthermore, the public exhibition of the planning proposal included shadow modelling prepared by AJ+C. On the Wilberforce Avenue Car Park site, at midday on 21 June the concept casts shadows on:</p> <ul style="list-style-type: none"> • the roadway between Dover Road and Wilberforce Avenue, • Parisi's Food Hall, and • part of Panterong Reserve. <p>There is no shadowing to nearby residential properties at midday. The indicative concept provides at least three hours of sunlight to residential properties to the south east between 9am and 3pm which is consistent with the requirements of <i>Ch D6 Rose Bay Centre of the Woollahra DCP 2015</i> (WDCP 2015).</p> <p>Notwithstanding, overshadowing is a matter that would be assessed in detail in response to a site specific DA.</p>	✓	✓
<p>b) Describing Wilberforce proposal as four storeys with a roof top car park is inaccurate. Proposal is for a five storey building with a lift overrun.</p> <p>Staff response: The height of development permissible on the site will be controlled by the proposed maximum building height control of 17.2m, which can facilitate a five storey building. However, the indicative concept design illustrates a four storey mixed use building with roof top parking.</p> <p>Enclosing this roof top parking would create a non-compliance with this height control. Any site specific DA which proposes a non-compliance to the height limit would require an accompanying request to exceed the maximum building height control. The request would need to successfully satisfy the test of <i>Cl 4.6 Exceptions to development standards</i> under WLEP 2014.</p>	✓	✓

	PP	DA
<p>c) No strategic justification to increase the maximum building height from 14.1m (4 storeys) to 17.2m (5 storeys), in isolation to a broader consideration of the block it lies within. If the site should be assigned a height of 17.2m the whole block should attain a height of 5 storeys.</p> <p>Staff response: This planning proposal results from the long term investigations into options to redevelop the Rose Bay car park sites, and would provide the opportunity to enhance the centre by providing community facilities. The planning proposal is site specific and its assessment has been based on the individual features, qualities and potential benefits that the future development of these sites would provide to the Rose Bay Centre</p>	✓	×
<p>3. Proposed controls on the Ian Street site</p>		
<p>a) Proposal fails to consider alternative zoning (including R3 Medium Density Residential).</p> <p>Staff response: Whilst not stated in the planning proposal, alternative zoning for the land was considered (including zone R3 Medium Density Residential). However, the B2 Local Centre zone is the most appropriate for the following reasons:</p> <ul style="list-style-type: none"> • The site currently serves as a surface public car park and therefore already services the Rose Bay Local Centre. • The B2 Local Centre is consistent with the nearby sites that present to the corners of the roundabout at the intersection of Ian Street and Dover Road. • The B2 Local Centre zone permits a range of uses on the site including public car parking and mixed use development. • The R3 Medium Density Residential zone does not permit public car parking. <p>Rezoning the site to B2 Local Centre would make the site consistent with, and formalise the site as part of the Centre.</p>	✓	×
<p>b) No consideration was given to built form controls to achieve a compliant building envelope (in accordance with Council controls).</p> <p>Staff response: Council commissioned Hill PDA to undertake a feasibility study of the proposed development scenarios (as a package) across both of the car park sites. This financial study demonstrated that the proposals could meet the development objectives, but only by achieving income generation opportunity.</p>	✓	✓

	PP	DA
The indicative concept illustrates a proposal which balances the proposed height increases against minimising excavation to address the environmental considerations which affect the site. Accordingly, amendments are required to the existing planning controls on the Ian Street car park site to facilitate increased residential development.		
<p>c) Proposed height and FSR do not allow for an appropriate transition to adjoining residential property.</p> <p>Staff response: The proposed amendments to the planning controls on the Ian Street Car Park site will maintain the village character of the Centre, and is consistent with the existing 14.1m (4 storeys) maximum building height and the 2:1 FSR which applies to the majority of the Centre. The building envelope will allow a building to be constructed which is of comparable scale to the apartments at 2-4 Ian Street, 7-13 Dover Road, 809-823 New South Head Road and the Rose Bay Hotel.</p> <p>As illustrated in Figure 3 above, the land to the south of the Ian Street Car Park site has a maximum building height of 10.5m (3 storeys). The proposed amendment increases the height on the Ian Street site from 10.5m to 14.1m increasing the height on the site by one storey. By incorporating rear setbacks and stepping the building, the proposed amendments to the planning controls can accommodate a building which appropriately transitions to the residential land to the south.</p>	✓	✓
<p>d) Adverse impacts to the adjoining property include loss of solar access to private open space/living areas, privacy impacts, as well as a sense of enclosure.</p> <p>Staff response: Having considered the envelopes created by the proposed changes to the planning controls, and the setbacks in <i>Ch D6 Rose Bay Centre</i> of the WDCP 2015, Council staff are satisfied that the proposal will allow a building to be constructed on the Ian Street site that can maintain the amenity of the surrounding residential buildings.</p> <p>Notwithstanding, matters relating to solar access, privacy and “sense of enclosure” are matters that would be assessed in detail in response to a site specific DA.</p>	✓	✓
4. Potential view impacts		
<p>The following properties raised concerns regarding the issue of potential view impacts:</p> <p>a) Application fails to consider views from properties located on Dover Road (raised by owner of Unit 4 /37 Dover Road)</p>	✓	✓

	PP	DA
<p>b) Object to the loss of views from property at 4 Carlisle Street as a consequence of the proposal on Ian Street.</p>	✓	✓
<p>c) View loss from the roof top private open space at 7-13 Dover road was not considered.</p> <p>Staff response: See potential view loss assessment in Annexure 10.</p>	✓	✓
<p>5. Ian Street: Replace height control in metres with Australia Height Datum (AHD)</p>		
<p>a) One submission requested the deletion of the height control in metres on the Ian Street car park site, and replacing it with an alternative height control of 21.8AHD. This amended control would:</p> <ul style="list-style-type: none"> • Facilitate the indicative development concept but minimise impacts (sense of enclosure and view loss) on the adjoining building at 2 Ian Street. • Prevent a 5 storey building being proposed on the site. • Accommodate a lift over run. • Minimise view impacts from properties to the harbour and Bellevue Hill. <p>Staff response: As illustrated in Figure 3 above, a height control of 14.1m applies to the majority of the Rose Bay Centre. The proposed amendment to the height control for the Ian Street site is appropriate for the site and consistent with the desired future character of the Rose Bay Centre.</p> <p>A height control of 14.1m could facilitate a four storey building incorporating retail and residential uses on the ground floor with residential uses on all levels above. A well-designed and BCA compliant five storey mixed use building cannot be accommodated within a maximum building height of 14.1m.</p> <p>As the proposed building envelope has the potential to affect views, a visual impact assessment was prepared by <i>Architectus</i>, modelling views from the private and public domain. Particular attention was given to views from the apartments in the building at 2-4 Ian Street, Rose Bay.</p> <p>The analysis of private views was conducted in accordance with the view sharing principles set out in <i>Tenacity v Warringah Council (1004) NSWLEC 140</i> which has established a four step assessment of view sharing.</p> <p>This assessment concluded that the planning proposal is considered reasonable as the proposed increase of 3.6m over the Ian Street Car Park</p>	✓	x

	PP	DA
<p>site will not result in significant additional views loss from properties at Ian Street, and view sharing will be achieved towards Sydney Harbour.</p> <p>A 14.1m height limit is appropriate for the site, and its surrounding context. A specific RL/AHD control is not required.</p>		
Governance and procedural issues		
6. Inappropriate land management		
<p>a) Council should not be profiteering from compulsorily resumed land. Council is risk taking with ratepayers money</p> <p><i>NO to Council PROFITEERTING from Compulsorily Resumed Land.</i></p> <p><i>NO to Council RISK TAKING with Ratepayers money. [Petition]</i></p> <p><i>Woollahra Council appears to be more concerned about its possible Public Private Partnership (PPP) and its financial return than it is about its local residents/ratepayers and their needs. [CID 38]</i></p> <p>Staff response: Having considered the submissions, it is suggested that this matter is of particular relevance to the properties at 2 and 2A Wilberforce Avenue, Rose Bay. Woollahra Municipal Council (WMC) acquired these parcels in the mid 1960s, via the resumption of land provisions pursuant to the <i>Local Government Act 1919</i>. This land was acquired for the purpose of <i>providing, controlling and managing a site for the accommodation of vehicles near public roads</i> i.e. provide parking for the Rose Bay Shopping Centre.</p> <p>Since this time, WMC has been responsible for the ongoing management and use of all land under its ownership. Under the <i>Local Government Act 1993</i> (LG Act), the following relevant principles apply to the exercise of functions by councils:</p> <p>(a) <i>Councils should provide strong and effective representation, leadership, planning and decision-making.</i></p> <p>(b) <i>Councils should carry out functions in a way that provides the best possible value for residents and ratepayers.</i></p> <p>(f) <i>Councils should manage lands and other assets so that current and future local community needs can be met in an affordable way.</i></p> <p>(g) <i>Councils should work with others to secure appropriate services for local community needs.</i></p> <p>(h) <i>Councils should act fairly, ethically and without bias in the interests of the local community.</i></p>	✓	×

	PP	DA
<p>Furthermore, the following relevant principles of sound financial management apply to councils:</p> <p>(a) <i>Council spending should be responsible and sustainable, aligning general revenue and expenses.</i></p> <p>(b) <i>Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.</i></p> <p>(c) <i>Councils should have effective financial and asset management, including sound policies and processes for the following:</i></p> <p>(i) <i>performance management and reporting,</i></p> <p>(ii) <i>asset maintenance and enhancement,</i></p> <p>(iii) <i>funding decisions,</i></p> <p>(iv) <i>risk management practices.</i></p> <p>(d) <i>Councils should have regard to achieving intergenerational equity, including ensuring the following:</i></p> <p>(i) <i>policy decisions are made after considering their financial effects on future generations,</i></p> <p>(ii) <i>the current generation funds the cost of its services.</i></p> <p>In order to secure appropriate services for the local community, Council commissioned Hill PDA to undertake a feasibility study of the proposed development scenarios (as a package) across both of the car park sites. This financial study demonstrated that the proposals could meet the development objectives, but only by achieving income generation opportunity.</p> <p>Council, acting as a public authority, is not risk taking or profiteering from the proposed development scenarios. Consistent with the relevant principles in the LG Act, Council is acting in a responsible way that provides best value for residents and rate payers as a whole, whilst having effective financial and asset management.</p>		
7. Independent assessment is required		
a) Proposal should be the subject of an independent assessment.	✓	✓
b) Council should not change controls on its own land (conflict of interest).	✓	×
c) The District Panel should determine the planning proposal (not Council).	✓	×
Staff response: Council has a number of interests and responsibilities in relation to the planning and redevelopment of the Rose Bay Car park sites.		

	PP	DA
<p>It is the owner of the land and also the planning authority responsible for establishing the planning controls that apply to the site.</p> <p>We recognise the potentially conflicting roles and interests in regards to the land and have adopted a Probity Plan to document the processes established to manage probity principles described in the Independent Commission Against Corruption publication <i>Probity and Probity Advising</i>. Council staff are acting in accordance with the Probity Plan. This ensures that integrity in the decision making process is maintained and the planning decisions are not compromised.</p> <p>The gateway determination was issued on 4 April 2017 by the <i>Department of Planning and Environment</i> as a delegate of the <i>Greater Sydney Commission</i> (GSC). Accordingly, the assessment of the planning proposal was made by the GSC and they have confirmed it is appropriate for Council to assess this planning proposal as it has local planning significance.</p> <p>The planning proposal does not require an independent assessment.</p> <p>It should be noted that Council will not be the consent authority for any future DA lodged in relation to the Rose Bay Car parks. The Sydney Eastern City Planning Panel will be the relevant planning authority as the DA would be classed as regionally significant development (a council related project with a capital investment value over \$5million).</p>		
8. Deficient exhibition material		
<p>a) Ian Street proposal is deficient without a solar access report, site isolation report, arborist report and flooding report. Council should have provided a 3D model for residents to understand the proposal.</p> <p>Staff response: The planning proposal was prepared in accordance with section 55 of the EP&A Act, and the two documents prepared by the NSW Department of Planning and Infrastructure titled <i>A Guide to Preparing Planning Proposals</i> (August 2016) and <i>A Guide to Preparing Local Environmental Plans</i> (August 2016). To support this planning proposal a number of studies and reports were placed on public exhibition with the planning proposal:</p> <ul style="list-style-type: none"> • Rose Bay Car Parks Urban Design Study • Visual Impact Assessment • Geotechnical Assessment • Assessment of Traffic and Parking Impact • Series of Photomontages 	✓	✓

	PP	DA
<p>The gateway determination issued on 4 April 2017 by the <i>Department of Planning and Environment</i> as a delegate of the <i>Greater Sydney Commission (GSC)</i> confirmed the amount of information prepared was sufficient to undertake an assessment of the relative merits of this planning proposal. No further studies (such as a site isolation report, 3D model or arborist report) were required. These matters, where relevant, will be provided at the DA stage.</p>		
<p>b) Wilberforce Avenue proposal is not supported by an acoustic assessment.</p> <p>Staff response: Concerns regarding potential amenity impacts associated with the proposed car park development are noted. Noise and acoustic privacy are matters that would be assessed as part of a site specific DA having regard to detailed technical analysis.</p> <p>Notwithstanding, Council staff recommend that should a DA be lodged which includes a car park, an Acoustic Engineer is employed to advise on the design and ongoing management of the scheme, as part of a site specific DA. An Acoustic report must then be lodged with a DA, addressing how the proposal will minimise amenity impacts on the adjoining properties.</p> <p><i>Recommendation: An Acoustic Engineer is employed to advise on the design and ongoing management of the scheme as part of a site specific DA. An Acoustic report must be lodged with a DA.</i></p>	✓	✓
<p>c) No traffic analysis was prepared to understand how the car parks will affect the local traffic.</p> <p><i>...there has been no traffic analysis done on the surrounding streets to adequately understand how entry and exit into these additional car parks will affect the local traffic [CID 60]</i></p> <p>Staff response: The <i>Assessment of Traffic and Parking Implications</i> was prepared by <i>Transport and Traffic Planning Associates</i>, dated October 2016, and this was placed on public exhibition with the planning proposal. The assessment concluded that the proposed planning control changes and envisaged development will:</p> <ul style="list-style-type: none"> • not have any adverse traffic implications • will have suitable and appropriate parking provisions • will have satisfactory access and circulation arrangements • will provide the opportunity for improved pedestrian and cyclist connectivity • will not have any adverse impact on public transport services 	✓	✓

	PP	DA
<p>d) A site specific DCP should have been prepared to establish acceptable setbacks, ensuring the amenity of the adjoining residents is maintained.</p> <p>Staff response: Council staff recognise that the setbacks illustrated by the indicative concept are inconsistent with the detailed building envelope controls in the WDCP 2015 (<i>D6 Rose Bay Centre</i>). However, the controls in the DCP envisage mixed use development, incorporating residential above ground floor commercial. The controls were not crafted to recognise a multi storey car park development. Accordingly, there are sufficient controls in the WLEP 2014 and the WDCP 2015 (<i>D6 Rose Bay Centre</i>) to address the matters raised in this submission including matters relating to building envelopes, setbacks, building articulation, awnings, solar access and natural ventilation. Accordingly, a site specific DCP is not required. However, in response to the issues raised and due to the nature of the land use, Council staff recommend that should a DA be lodged which includes a car park an <i>Acoustic Report</i> and a <i>Carparking and Servicing Plan</i> should be lodged to address how the proposal would minimise the amenity impacts on the adjoining buildings.</p>	✓	x

PART 2: Development application and other issues raised

The remaining issues are relevant to:

- The indicative concept plans which were placed on exhibition with the planning proposal to provide an indication of the form of development proposed for each of the sites, or
- The ongoing management, operation, servicing and future land uses on the sites.

	PP	D A
Traffic, transport and parking matters		
9. Traffic		
<p>a) Existing road congestion (including weekends) will be significantly worsened by additional car parking.</p> <p>Staff response: The <i>Assessment of Traffic and Parking Implications</i> was prepared by <i>Transport and Traffic Planning Associates</i>, dated October 2016, and this was placed on public exhibition with the planning proposal.</p> <p>The assessment concluded that the proposed planning control changes and envisaged development will:</p> <ul style="list-style-type: none"> • not have any adverse traffic implications • will have suitable and appropriate parking provisions • will have satisfactory access and circulation arrangements • will provide the opportunity for improved pedestrian and cyclist connectivity • will not have any adverse impact on public transport services. <p>In response to the issues raised during the exhibition period, the <i>Assessment of Traffic and Parking Implications</i> was amended to clarify:</p> <ul style="list-style-type: none"> • the generation rates adopted • the projected changes and distribution of generated traffic movements on the road system • traffic modelling of the New South Head Road intersections for existing and future showing Level of Service A-B maintained <p>A copy of the amended assessment is at Annexure 5.</p> <p>Notwithstanding these points of clarification, the assessment conclusion was maintained and the envisaged development will not have adverse traffic implications.</p>	x	✓

	PP	D A
<p>Accordingly the <i>Land Use Division of Roads and Maritime Services</i> raised no objections to the Planning Proposal in their submission dated 7 June 2017. Specifically their submission states the following:</p> <p><i>Roads and Maritime raises no objection to the Planning Proposal with traffic generation associated with the redevelopment of Council's car parks resulting in minor traffic impacts to the New South Head Road/Newcastle Street and New South Head Road/Dover Road signalised intersection. [CID 74]</i></p>		
<p>b) Surrounding streets (including Ian Lane) are too small to accommodate increased traffic.</p> <p>Staff response: In response to the issues raised during the exhibition period, the <i>Assessment of Traffic and Parking Implications</i> has been updated to provide further information on the potential additional vehicle movements resulting from the indicative concept. This assessment has maintained that the proposed planning control changes and envisaged development will not have adverse traffic implications.</p> <p>Notwithstanding, the design and location of vehicle ingress and egress, safety and potential traffic conflict points will be further assessed as part of the detailed design for a site specific DA.</p>	x	✓
<p>c) Don't close the lanes, or turn them one way. 40kmh speed restriction should only apply during school peaks.</p> <p><i>Don't close off any of our beautiful lanes or turn them one way. What a great piece of planning these were and so handy for the local residents. If it comes to safety around the schools then restrictions should only operate during school peaks like the 40KLM rules. Not 24 hours 365 days a year. [CID 78]</i></p> <p>Staff response: The indicative development concepts prepared for the Wilberforce Avenue site illustrate the provision of a new two way shared zone between Dover Road and Wilberforce Avenue. The location of this shared zone matches the existing one way access to the Wilberforce Avenue surface car park. There is no proposal to close or eliminate vehicular access to the shared zone.</p> <p>A shared zone is established subject to RTA guidelines, and there are strict requirements governing shared zones. In particular, it involves creating a road environment where pedestrians and vehicle traffic share the same road space. This means limiting vehicle speeds to 10km per hour and minimising traffic volumes through the area to minimise risk to pedestrians.</p>	x	✓

	PP	D A
<p>d) Council should have required the Parisi development to provide on-site parking.</p> <p><i>Why did Woollahra Council not ensure that Parisi's new building included underground parking? Surely this oversight and/or bad planning should now result in more parking being planned in this new development but not at the expense of the current building height. [CID 38]</i></p> <p><i>The parking problem emerged after the building of the very large scale Parisi building [CID 06]</i></p> <p>Staff response: DA 256/2007/1 for 19-21 Dover Road, Rose Bay (the Parisi site) was refused by Woollahra Council on 22 November 2007. Reasons for refusal included a failure to provide any off-street car parking spaces and concerns regarding manoeuvring of service vehicles. The DA was subsequently approved by the Land and Environment Court on 4 July 2008. In lieu of on-site parking provision, and in accordance with <i>Councils Section 94 Contributions Plan 2002</i>, this approval included a condition requiring the applicant to financially contribute towards the provision of public car parking in the Rose Bay Commercial Centre. This financial contribution was received, and the money has been incorporated into the proposed financial model to facilitate at least 100 additional public car parking spaces in the Rose Bay Centre.</p> <p>However, due to the ongoing issues with servicing in the area, Council staff recommend that should a DA be lodged which includes a car park, a <i>Carparking and Servicing Plan of Management</i> is provided to address this issue.</p>	x	x
10. Parking		
<p>a) Recognition that there is an existing parking problem at Rose Bay Centre.</p>	x	✓
<p>b) There is no need for additional car parking spaces</p>	x	✓
<p>c) Support for a car parking building only, which is designated exclusively for parking.</p> <p><i>Yes to car park building, designated exclusively for parking [Petition]</i></p> <p>Staff response: Woollahra Council has been investigating the future of the Wilberforce Avenue and Ian Street public car parks since 1999. The 1999 Rose Bay Centre Urban Design study identified that the Centre lacks sufficient short term parking to service business. Since this time, Council has been investigating how to facilitate additional short term parking in the area</p>	x	✓

	PP	D A
<p>to service the Rose Bay Centre. The proposal will facilitate increased public car parking in the area with a minimum of 100 additional car parking spaces.</p> <p>The study prepared by Hill PDA demonstrated that the proposals could meet the development objectives of:</p> <ul style="list-style-type: none"> • Increasing the number of public car parking spaces across the two car parks by a minimum of 100 spaces to 244; • Incorporating a community centre of 750m²; • Incorporating accessible public amenities. <p>However, these community benefits could only be achieved by incorporating income-generating opportunities for the Council with which to deliver the development. This will include the sale of residential apartments on Ian Street.</p> <p>It is not financially or consistent with the development objectives to provide a car park building only.</p>		
11.Cycling and Walking		
<p>a) Enhance active transport infrastructure in the village for example, safe, open covered bicycle storage.</p> <p>Staff response: Council staff support enhancing active transport options in the Rose Bay Centre including cycling and walking. The WDCP 2015 (E1 Parking and Access) aims to encourage active transport options such as cycling by setting the minimum number of bicycle parking spaces to be provided for development including residential, commercial, retail and community facilities. Issues such as bicycle parking and storage requirements are a matter that would be assessed as part of the detailed design for a specific DA.</p> <p>Council has recently improved cycling routes to and nearby the Centre. A shared path to the south along Newcastle Street has recently been completed and investigations are underway to provide a 2.4km shared path to Double Bay which would connect to other cycling routes in the CBD. At the time of preparing this report, Council staff were liaising with key stakeholders including the Rose Bay Residents Association and the RMS to finalise the proposed shared path. Subject to RMS approval, the project will qualify for Active Transport Funding and its implementation would be programmed for the 2019/2020 financial year.</p> <p>Furthermore, the <i>Assessment of Traffic and Parking Implications</i> concluded that the proposed planning control changes will provide the opportunity for improved pedestrian and cyclist connectivity.</p>	x	✓

	PP	D A
<p>b) Improve pedestrian amenity in the centre by reducing pedestrian waiting times to cross New South Head Road and improve access between the village and the Rose Bay ferry wharf. Traffic calming measures should be in place at midblock locations to ensure pedestrian safety.</p> <p>Staff response: The comments regarding improving pedestrian amenity and reducing pedestrian waiting times to cross New South Head Road are noted. However, as New South Head Road is a state road managed by the RMS, the influence that Council has is limited. Notwithstanding, this comment will be forwarded to the Network Operations Team at the RMS via Council's RMS representative.</p>	x	✓
<p>12.Future car park operation (including the impacts on surrounding network)</p>		
<p>a) Proposal will increase congestion, parking problems and increase pedestrian/car conflicts. The proposed car park will be dangerous and difficult to access</p> <p><i>The changes will have the potential to lead to such traffic gridlock and congestion especially along Dover Rd and Wilberforce Avenue.... [CID 76]</i></p> <p>Staff response: The <i>Assessment of Traffic and Parking Implications</i> was prepared by <i>Transport and Traffic Planning Associates</i>, dated October 2016, and this was placed on public exhibition with the planning proposal. The assessment concluded that the proposed planning control changes and envisaged development will:</p> <ul style="list-style-type: none"> • not have any adverse traffic implications • will have suitable and appropriate parking provisions • will have satisfactory access and circulation arrangements • will provide the opportunity for improved pedestrian and cyclist connectivity • will not have any adverse impact on public transport services <p>Furthermore, the <i>Land Use Division of Roads and Maritime Services</i> raised no objections to the Planning Proposal in their submission dated 7 June 2017. Specifically their submission states the following:</p> <p><i>Roads and Maritime raises no objection to the Planning Proposal with traffic generation associated with the redevelopment of Council's car parks resulting in minor traffic impacts to the New</i></p>	x	✓

	PP	D A
<p><i>South Head Road/Newcastle Street and New South Head Road/Dover Road signalised intersection. [CID 074]</i></p> <p>Notwithstanding, details of any potential impacts to the surrounding streets (including the access points) will be assessed as part of the detailed design for a site specific DA in accordance with <i>Ch E1 Parking and Access</i> of the WDCP 2015.</p>		
<p>b) Ensure careful consideration is given to the servicing of the future development. Servicing the existing businesses in the Centre causes significant problems.</p> <p>Staff response: Council staff agree that servicing is an important consideration to ensure the effective and efficient operations in the future. Loading bays and service areas should operate independently of other parking areas and ideally should be situated to ensure that all service vehicles stand entirely on the site of the premises during loading and unloading operations.</p> <p>With regards to servicing, the <i>Assessment of Traffic and Parking Implications</i> stated the following:</p> <p><i>The envisaged access corridors will include Loading Zone provisions for small delivery and refuse removal vehicles while small service vehicles (e.g. service personnel) will be able to use the public parking spaces. The occasional needs for larger service vehicles will be satisfied by the available kerbside parking (including some Loading Zone provisions) in the area as is normal for small developments of the nature envisaged.</i></p> <p>Notwithstanding, details of servicing will be assessed as part of the detailed design for a specific DA in accordance with <i>Ch E1 Parking and Access</i> of the WDCP 2015. However, due to the ongoing issues with servicing in the area, Council staff recommend that should a DA be lodged which includes a car park, a <i>Carparking and Servicing Plan of Management</i> is provided to address these matters.</p> <p><i>Recommendation: Include a requirement for a Carparking and Servicing Plan in the architectural design of the building and as part of a site specific DA for a car park.</i></p>	x	✓
<p>c) Enhance parking management in the area (including a residents parking scheme on Carlisle Street) and restrict vehicle speeds on Ian Lane</p> <p>Staff response: Should it become evident that there are parking problems in any street in WMC, there are mechanisms for Council's Technical Services</p>	x	x

	PP	D A
team to investigate and consider if a Residents Parking Scheme should be implemented.		
<p>d) Request for free parking.</p> <p><i>Will your metered parking include the first 2 hours free parking between Monday to Friday 8.30am – 6pm and Saturday 8.30am – 12.30pm? Or will your boom gates and ticket machines be working 24 hours a day and 7 days a week. [CID 38]</i></p> <p>Staff response: Whilst details of the car park pricing are not a matter for the planning proposal, Council’s Technical Services officers have indicated that should the project proceed, the operation of the car park will most likely provide the first hour for free (consistent with the pricing policy for the public car park in Kiaora Lands, Double Bay).</p>	x	x
<p>e) Design should incorporate moving the current bus stop from the front of the post office, and adding a new set of lights on the Newcastle Street/Old South Had Road intersection.</p> <p>Staff response: If required, the location of bus stops, and requirements for additional traffic lights will be further considered as part of the detailed design for a site specific DA in consultation with RMS.</p>	x	✓
13. Issues relating to construction (including parking availability)		
<p>a) Both car parks must remain operational to provide sufficient car parking in the Centre.</p>	x	✓
<p>b) No feasible way to provide temporary public car parking during construction.</p> <p>Staff response: Whilst parking during construction is not a matter which relates to the proposed changes contained in the planning proposal, we recognise it is a concern for the local community including customers and business owners. Whilst construction is taking place, and subject to the timing of development, one of the surface car parks will be unavailable for use. Accordingly, there will be short term impacts on the availability of local parking while construction is taking place.</p> <p>However, if development consent is granted, the DA will be subject to Council’s conditions including the submission and adherence of a Construction Management Plan. The Construction Management Plan will identify the timing of construction, and the parking management solutions identified to address this issue.</p>	x	✓

	PP	D A
<p>c) Due to the geotechnical, hydrogeological, acid sulphate and support problems, no basement parking should be proposed.</p> <p><i>Council have over more than a decade implemented onerous development controls to limit excavation, yet this proposal proceeds to promote excavation in a high risk geological scenario and in a flood plain. There should be no basement parking as the site is unsuitable for basement parking. [CID 72]</i></p> <p>Staff response: In preparing the indicative concept, we have recognised that the site is characterised by a high water table and acid sulphate soils. These environmental considerations impose constraints on large scale excavation, such as that required for large scale underground car parking.</p> <p>The indicative concept illustrates two levels of basement parking, containing a mix of private residential and public parking. Two levels of basement parking would facilitate a development on Ian Street which:</p> <ul style="list-style-type: none"> • Contains adequate on-site parking for the residential and commercial elements consistent with Councils requirements under <i>Ch E1 Parking and Access</i> of the WDCP 2015. • Accommodates 37 public parking spaces. • Requires a single storey increase in height on the site. • Has a level of excavation which is commercially viable. <p>Council’s engineers have confirmed that two levels of basement parking can be reasonably accommodated on both sites - as per the <i>Report on Geotechnical Assessment</i> prepared by <i>idealgeotech</i>.</p>	x	✓
<p>d) Concerns regarding noise during the construction process.</p> <p>Staff response: Noise during the construction process is a matter that would be assessed as part of a specific DA. If development consent is granted, the DA will be subject to Council’s standard conditions for controlling noise during construction, including the submission and adherence to a Construction Management Plan.</p>	x	✓
Site specific amenity impacts		
14.Impacts to 7-13 Dover Road from proposed bulk/scale on Wilberforce Avenue		
<p>a) Residential windows will be 5.49m from 5 storey open deck car park. Balconies and private open space adjoin the site. Zero setback, noise,</p>	x	✓

	PP	D A
<p>lack of privacy, overshadowing and fumes would have significant and devastating amenity impacts.</p> <p>Staff response : Council staff agree that subject to the design and proposed uses, amenity and acoustic issues, overshadowing, building bulk & visual privacy could impact the occupants of 7-13 Dover Road. These matters must be addressed at the DA stage, and the relevant provisions in the WLEP 2014 and the WDCP 2015 (<i>D6 Rose Bay Centre</i>) would apply.</p> <p>However, in response to the issues raised and due to the nature of the land use, Council staff recommend that should a DA be lodged for a car park, the following documents are lodged to address how the proposal would minimise the amenity impacts on the adjoining buildings:</p> <ul style="list-style-type: none"> • Acoustic Report • Carparking and Servicing Plan <p>Recommendation: Include a requirement for a <i>Acoustic Report, Carparking and Servicing Plan</i> as part of a site specific DA which contains a car park.</p>		
<p>b) The proposed built form has a zero setback. SEPP 65/ADG was not appropriately considered. Minimum separation distances should be:</p> <ul style="list-style-type: none"> • Up to 4 storeys - 9m between habitable and non-habitable rooms • 5 to 8 stories - 12m between habitable and non-habitable rooms <p>Staff response: <i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> applies to development for the purpose of a residential flat building, shop top housing and mixed use development with a residential accommodation component. The indicative concept design illustrates a mixed use four storey development with roof top parking. The potential mix of uses includes retail on ground level, community and commercial uses above, and car parking behind. Accordingly, SEPP 65 does not apply to the indicative concept shown on the Wilberforce Avenue site.</p> <p>However, if a site specific DA proposed a mixed used development with a residential component, the controls in SEPP 65 would apply. Notwithstanding, it is noted that where a residential building contains blank walls (i.e. wall without door or window openings) no separation distance is required for those blank walls.</p>	x	✓
15.Impacts to 20 Dover Road from the bulk/scale proposed on Ian Street		

	PP	D A
<p>a) Assessment required to ensure compliance against Apartment Design Guidelines and Council's controls which require 3 hours of sunlight to private open space areas and living areas in mid-winter.</p> <p>Staff response: Council staff agree that any site specific DA and its potential impacts to 20 Dover Road should be assessed to ensure compliance with SEPP 65 and the relevant controls in <i>Ch B3 General Development Controls</i> in the <i>WDCP2015</i> including control <i>C1</i> in <i>B3.5.2 Overshadowing</i>.</p> <p><i>The development is designed so that:</i></p> <ul style="list-style-type: none"> • <i>Sunlight is provided to at least 50% (or 35m² with a minimum dimension of 2.5m, whichever is the lesser) of the main ground level private open space of adjacent properties for a minimum of 2 hours between 9am and 3pm on 21 June.</i> • <i>North facing windows to upper level habitable rooms of adjacent dwellings receive at least 3 hours of sun between 9am to 3pm on 21 June over a portion of their surface.</i> <p>Having considered the envelopes created by the proposed changes to the planning controls, and the setbacks in <i>Ch D6 Rose Bay Centre</i> of the <i>WDCP 2015</i>, Council staff are satisfied that the proposal will allow a building to be constructed on the Ian Street site that can maintain the amenity of the surrounding residential buildings.</p>	x	✓
<p>b) Site was not correctly positioned in the exhibited documents. Accurate modelling has not been undertaken, and the exhibited information was misleading and incorrect.</p> <p>Staff response: The footprint of the existing two storey dwelling house at 20 Dover Road used in the Architectural Concepts was indicative only, and it wasn't intended to represent an accurate illustration of the existing building. However, the information is sufficient to provide an indication of the potential solar impacts from the concept building at Ian Street to the adjoining building at 20 Dover Road.</p>	x	x
<p>c) Proposal does not consider the impact of isolating 20 Dover Road for redevelopment. Whilst the site could be developed in isolation, it would be undesirable as the size is non-compliant with the 700sqm statutory development standard, removal of trees and other factors such as the site's narrow width.</p> <p>Matters as required in the Planning Principles established by the NSW Land and Environment Court with respect to site isolation vide <i>Karavellas v Sutherland Shire Council 2004 NSWLEC 251</i>. The owner</p>	x	✓

	PP	D A
<p>has not been approached in accordance with the Planning Principles to consolidate the site with the Ian Street car park site.</p> <p>Staff response: The planning principles raised in <i>Karavellas v Sutherland Shire Council 2004</i>, which were developed in response to a DA are noted.</p> <p>The relevant statement from the court has the following:</p> <p><i>The general questions to be answered when dealing with amalgamation of sites or when a site is to be isolated through redevelopment are:</i></p> <ul style="list-style-type: none"> - <i>Firstly, is amalgamation of the sites feasible?</i> - <i>Secondly, can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?</i> <p><i>The principles to be applied in determining the answer to the first question are set out by Brown C in Melissa Grech v Auburn Council [2004] NSWLEC 40. The Commissioner said:</i></p> <p><i>“Firstly, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements then negotiations between the owners of the properties should commence at an early stage and prior to the lodgement of the development application.</i></p> <p><i>Secondly, and where no satisfactory result is achieved from the negotiations, the development application should include details of the negotiations between the owners of the properties. These details should include offers to the owner of the isolated property. A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.</i></p> <p><i>Thirdly, the level of negotiation and any offers made for the isolated site are matters that can be given weight in the consideration of the development application. The amount of weight will depend on the level of negotiation, whether any offers are deemed reasonable or unreasonable, any relevant planning requirements and the provisions of s 79C of the Environmental Planning and Assessment Act 1979.”</i></p> <p>Since the planning proposal was placed on exhibition, and consistent with this approach, negotiations between Council and the owners of 20 Dover Road were undertaken. However, no satisfactory result was achieved.</p> <p>Consequently, and consistent with the second and third principles, where no satisfactory result is achieved from the negotiations, a site specific DA would include the relevant details of the negotiations between the owners of the properties (including the details of the offers).</p>		

	PP	D A
<i>Note: A DA was lodged with Council for 20 Dover Road, Rose Bay on 23 March 2018, which proposes the demolition of the existing building and proposes a new residential flat building containing six units. At the time of writing this report, the DA was on public exhibition.</i>		
<p>d) Proposal does not consider the trees on 20 Dover Road. An analysis is required to address the proposed excavation and the impacts this would have.</p> <p>Staff response: Council staff agree that the potential impacts on the trees on 20 Dover Road must be considered. However, this should be done in response to a site specific DA. We recommend that Council requires, with the DA, an arborist report that includes root trenching to demonstrate how the trees on 20 Dover Road are to be retained during and post construction.</p>	x	✓
16.Amenity impacts to 2 Ian Street		
<p>a) Development on Ian Street will remove sunlight from Unit 27 in the Mariner building and other units at 2 Ian Street.</p> <p>Staff response: The proposed amendment to the height control for the Ian Street site is appropriate for the site and consistent with the desired future character of the Rose Bay Centre. The public exhibition of the planning proposal included shadow modelling prepared by AJ+C. On the Ian Street Car Park site, at midday on 21 June the concept casts shadows on Dover Road, and the garage of 20 Dover Road.</p> <p>As the Ian Street site is located to the south west of the Mariner building (at 2 Ian Street), there will be no overshadowing effects to this building. Notwithstanding, overshadowing is a matter that would be assessed in detail in response to a site specific DA.</p>	x	✓
<p>b) Windows on the eastern wall of the Ian Street development should be fully screened for privacy.</p> <p>Staff response: The redevelopment of the Ian Street site can be undertaken in a manner that provides reasonable visual and acoustic privacy to the adjoining dwellings at 2-4 Ian Street, Rose Bay.</p> <p>However, visual privacy is a matter that would be considered as part of a site specific DA assessment. Specifically, the DA would be assessed against the controls in Ch D6.6.4 <i>Visual and acoustic privacy</i> of the WDCP 2015.</p> <p>Visual privacy is to be protected by providing adequate distance between opposite windows of neighbouring dwellings where direct view is not</p>	x	✓

	PP	D A
<p>restricted by screening or planting. The following principles addressing visual privacy may be achieved by options including (in order of preference).</p> <ul style="list-style-type: none"> • Window location • Layout and separation • Architectural design solutions and devices • Glaze opening windows • Glazed fixed windows. <p>Furthermore, the DA would need to address matters in SEPP 65 and specifically the Apartment Design Code, which identifies amenity controls relating to:</p> <ul style="list-style-type: none"> • Acoustic privacy • Noise and pollution 		
Other matters		
17.Objections to the proposed uses on the sites		
<p>a) Lack of support for a community centre. Local residents should have been consulted.</p> <p><i>A notice should be sent to all rate payers with a rate notice asking firstly whether they would want such a centre.....In my opinion the demography of Rose Bay has changed to younger people..... As a long term, and older resident, I cannot see any use for such a centre. [CID 71]</i></p> <p>Staff response: In 2011 Council commissioned AECOM to undertake a study to provide information and recommendations regarding the provision of community facilities throughout the Woollahra LGA. AECOM determined the need for community facilities across the LGA based on existing and future population and demographic profiles, assessing existing facilities against best practice standards and benchmarking supply against established community facility standards.</p> <p>AECOM also reviewed best practice trends and models for the provision of multipurpose community facilities in Sydney and considered the supply of community space provided by non-Council facilities in the local area and the coverage of services provided by the community sector. The consultants incorporated a stakeholder workshop into the research, to openly discuss strategies for the provision of community facilities.</p> <p>The Study found that supply was broadly in line with demand in the Woollahra LGA, except for the Rose Bay and Bellevue Hill area. These areas were found to have the largest gap in community floor space. These</p>	x	✓

	PP	D A
<p>areas were also expected to have the greatest population increase between 2011 and 2031, and the greatest number of elderly residents and children.</p> <p>AECOM identified a need for a new community facility in Rose Bay between 500m² and 750m² which would provide for a range of activities.</p> <p>Council considered and noted the <i>Woollahra Community Facilities Study 2011</i> at its meeting on 28 November 2011. A resolution from this meeting was that the Assets Working Party was to consider as a priority matter funding options for the provision of a community facility in Rose Bay</p> <p>Councils <i>Manager – Community Development</i> advised that between July 2010 to June 2014, community usage of Council hire venues increased by 40%. Since that time many of the venues have operated at near capacity levels during peak times. Currently potential users are turned away due to lack of availability at their preferred venue and at their preferred time. Alternative spaces offered are either unsuitable or undesirable due to location or capacity issues. More accessible venues that have the capacity to accommodate a broad range of activities would greatly increase the ability to satisfy community demand.</p> <p>In summary, there is sufficient evidence to justify the proposed community facility in the Council owned development, to service the Rose Bay and Bellevue Hill area.</p>		
<p>b) Object to a community room of 700m².</p> <p>Staff response: The AECOM study identified a need for a new community facility of between 500m² and 750m². This space would provide for a range of activities including meeting rooms and workshop space. It is not anticipated that the community facility would consist of a single large meeting room.</p>	x	✓
<p>c) Object to any additional commercial, retail and residential floor space in the centre.</p> <p><i>No one wants any more development in this immediate vicinity or any more shops, commercial buildings, apartments and certainly not a Community Centre. Rose Bay is a village area, mainly for the local residents. [CID 37]</i></p> <p><i>No to unessential non infrastructure (Retail, Commercial, Apartments) [Petition]</i></p> <p>Staff response: Council commissioned Hill PDA to undertake a feasibility study of the proposed development scenarios. This financial study demonstrated that the proposals could meet the development objectives of:</p>	x	✓

	PP	D A
<p>a) Increasing the number of public car parking spaces across the two car parks by a minimum of 100 spaces to 244;</p> <p>b) Incorporating a community centre of 750m²</p> <p>c) Incorporating accessible public amenities</p> <p>However, these community benefits could only be achieved by incorporating income-generating opportunities for the Council with which to deliver the development. Developing the sites as mixed use developments incorporating retail, commercial and residential uses is consistent with the objectives of the B2 Local Centre zone in WLEP 2014.</p>		
<p>d) Proposal will negatively impact the existing Rose Bay businesses.</p> <p>Staff response: The existing car parks are poorly laid out, visually unattractive and do not positively contribute to the image of the Rose Bay Commercial Centre. The proposed mixed use development will benefit retail and commercial activity in the centre whilst improving the appearance of the sites and producing a greater sense of place.</p> <p>Competition between individual businesses is not a relevant planning consideration. Furthermore, the impact on the viability of existing businesses is not a relevant planning consideration.</p>	x	x
<p>e) Replace community area with a swimming pool.</p> <p><i>There is an array of people that could use a pool, not only that you have a number of junior schools within walking distance that could utilise it. It could become a nice income generator for Council if run the right way.</i> [CID 02]</p> <p>Staff response: As identified above, Council has prioritised the provision of a new community facility in Rose Bay which would provide for the following types of facilities:</p> <ul style="list-style-type: none"> • Activity rooms • Meeting rooms • Space for youth and seniors • Workshop space for arts/crafts • Community office space <p>There is no proposal to include a swimming pool.</p> <p>However, it should be noted that the inclusion of a swimming pool was considered by the <i>Corporate & Works Committee</i> at the meeting of 18 April 2016 when debating the item <i>Rose Bay Car Parks redevelopment project</i>. This consideration was in response to an item of late correspondence. In summary, this correspondence requested the Committee to consider what</p>	x	✓

	PP	D A
investigations had been undertaken in order to facilitate a swimming pool in the area, and if a swimming pool is to be provided as part of the redevelopment. The Committee considered this matter, however, no amendments were made to provide for a swimming pool.		
<p>f) Safety concerns regarding the design and location of the toilet block.</p> <p><i>The proposed toilet block...has been slated for the ground floor of the Wilberforce Avenue site. This toilet block appears to sit on a blind alley and with the number of children who use the current site as a thorough fare... this would be of a concern to a number of parents. [CID 60]</i></p> <p>Staff response: There are a number of factors to be addressed in locating the location of public toilets. Council staff agree that if poorly located, public toilets are susceptible to generating anti-social and security issues. The location of the public toilets will be considered at the DA stage, and the consideration will include applying the principles of <i>Crime Prevention Through Environmental Design</i>.</p>	x	✓
<p>g) Lack of infrastructure to accommodate more people in the area.</p> <p><i>As with most of Sydney, there is not enough existing infrastructure to facilitate more people in this area. [CID15]</i></p> <p>Staff response: The planning proposal provides the opportunity for a relatively small increase in overall population and dwelling numbers. This increase is not expected to place unreasonable demands on existing infrastructure having regard to the current and likely future development in the locality.</p>	x	✓
18. Open Space, trees and public domain issues		
<p>a) Object to the loss of trees on Ian Street.</p> <p>Unlikely that the trees located on the Ian Lane boundary would survive construction.</p> <p>Staff response: The concept for the Ian Street Site includes a setback to assist in the retention of the mature camphor laurel trees on the north east of the site and street trees on the north west of the site which shade Ian Street and Ian Lane. Further investigations should be made in response to a site specific DA, to determine the feasibility of tree retention.</p> <p>We recommend that Council requires, with the DA, an arborist report that demonstrates how these trees are to be retained during and post construction. If the trees cannot be retained, replacement trees should be incorporated into</p>	x	✓

	PP	D A
<p>a site specific DA to improve the quality and quantity of trees along the north west and north east boundary of the site.</p> <p><i>Recommendation: Include tree retention and tree replacement as a key consideration for a site specific DA.</i></p>		
<p>b) Object to the loss of open space and trees at Pannerong Reserve.</p> <p><i>The entire square footage of Pannerong Reserve is a coveted and valued space for local Rose Bay community members.... The success of this (Rose Bay) market will depend on the continuation of community access and utilisation of Pannerong Reserve. [CID 53]</i></p> <p><i>We also have great fear that this project will result in the destruction of the trees along Pannerong reserve. [CID 63]</i></p> <p>Staff response: The indicative concept for the Wilberforce Avenue site, proposes changes to the existing road geometry. This includes closing an existing section of Wilberforce Avenue to provide the envisaged new urban square with a new road connection through the northern part of Pannerong Reserve. This road geometry is consistent with the street alignment illustrated in the adopted WDCP 2015 (<i>Ch D6 Rose Bay Centre</i>).</p> <p>This road geometry does result in a small loss to the northern portion of Pannerong Reserve, including some tree loss. However, this loss creates the opportunity for the creation of a new public square, which has the potential to become a distinctive and innovative civic public gathering space which Rose Bay currently lacks.</p> <p>The small loss to the size of Pannerong Reserve would not prevent a market from operating in the area.</p>	x	✓
<p>c) Amend design so that Pannerong Reserve (and the new urban square) is not in shade.</p> <p>Staff response: We recognise that elements of the proposed square and a small part of Pannerong reserve will be in shadow during winter. This is a consequence of the location on the southern side of the built form. However, we do not expect that this will significantly diminish its function and contribution to the public realm and the Rose Bay Centre.</p>	x	✓
<p>d) The intersection of Wilberforce Avenue/Newcastle Street is dangerous, and a proposed public square in this location will be more dangerous.</p> <p>Staff response: The concerns regarding the safety of the intersection at Wilberforce Avenue and Newcastle Street are noted. The <i>Assessment of</i></p>	x	✓

	PP	D A
<p><i>Traffic and Parking Implications</i> that was placed on public exhibition with the planning proposal stated the following:</p> <p><i>Changes to the existing road geometry are envisaged with:</i></p> <ul style="list-style-type: none"> • <i>modification of the Dover Road/Ian Street intersection roundabout to provide for egress from the Wilberforce Avenue site.</i> • <i>closure of the existing section of Wilberforce Avenue connecting Newcastle Street to provide the envisaged new Urban Square with a new road connection through the northern part of Pannerong Reserve.</i> <p><i>It is apparent that both of these changes can be made appropriately and in the case of the latter would present a preferable intersection geometry although consideration could be given to the provision of a roundabout at the new intersection with kerb extensions and splitter island to assist pedestrian crossings.</i></p> <p>Notwithstanding, vehicle access, traffic conflict points and the design of the public square will be assessed as part of the detailed design for a specific DA. Furthermore, the DA will be referred to the RMS due to the location, size and scale of the proposal.</p>		
<p>e) Proposal should include a roof top, publicly accessible green space e.g. Lady Cilento Children’s Hospital, Brisbane (11 rooftop gardens and a public plaza). Provide overhead walkways to link the two car parks as well as any other roof top developments together.</p> <p>Staff response: Council strategic planning staff support the concept of a publicly accessible green roof on the Ian Street Car parking site, subject to compliance with the applicable development standards (including the height of the railings), and the design must protect the privacy of neighbours. It is noted that WDCP 2015 (<i>Ch D6 Rose Bay Centre</i>) already includes the following objective:</p> <p><i>Encourage occupied roof areas with roof gardens behind parapets where private open space at ground level is not available.</i></p> <p>The provision of a green roof can be considered as part of the detailed design for a site specific DA. As the indicative concept for the Wilberforce Avenue site envisages roof top parking, it wouldn’t be appropriate on the Wilberforce Avenue site.</p> <p>However, Council’s strategic planning staff do not support overhead walkways to provide linkages between sites for the following reasons:</p> <ul style="list-style-type: none"> • Inconsistency with the desired future character of the Rose Bay Centre. • Potential conflict with traffic movements. 	x	✓

	PP	D A
<ul style="list-style-type: none"> Loss of pedestrian activity at street level. <i>[Pedestrian overhead walkways are more consistent with the volume and type of pedestrian activity found in large shopping centres e.g. Westfield in Bondi Junction].</i> Significant costs associated with proposed works on public land. 		
19. Other issues		
<p>a) Proposal will have negative impacts on surrounding property values.</p> <p>Staff response: Potential impacts on property values are not relevant matters in the consideration of a planning proposal.</p>	x	x
<p>b) Proposed building material will be highly reflective. Industrial nature of the proposal is inconsistent with the zoning of the land.</p> <p><i>The building design has no sensible or sympathetic architectural or urban design relationship to the residential character of the western end of Wilberforce Avenue and the Federation buildings at the western end of Dover Road [CID 52]</i></p> <p>Staff response: Council staff have noted the comments regarding the proposed building materials and the industrial nature of the design. However, the proposal placed on exhibition was an indicative concept only. These are detailed matters that would be assessed as part of the detailed design for a specific DA.</p>	x	✓
<p>c) Concerns that the 5th storey on the Wilberforce Avenue site could be enclosed in the future.</p> <p>Staff response: As illustrated in the indicative concept plans, a height limit of 17.2m accommodates a four storey mixed used building with roof top parking. It is un-realistic to accommodate a well-designed, flexible, compliant and high quality five storey mixed use building with a maximum building height limit of 17.2m.</p>	x	✓
<p>d) Lack of available information describing the future management of the commercial/residential properties.</p> <p>Staff response: Where available, information regarding the future management of the commercial and residential elements of the planning proposal will be provided at the DA stage. However, some elements of the future management of the sites will not be finalised until after the DA stage</p>	x	x

	PP	D A
and during the construction stage. For example, the size of the retail facilities and the types of retail facilities to be provided.		
20.Support for the proposal		
The following matters of support were raised		
a) Support more parking spaces	x	✓
b) Support flat roofed building on Ian Street to maintain views	x	✓
Staff response: a) & b) These comments of support are noted.		

Annexure 10

View Impact Assessment

Three submissions raised the issue that their views may be adversely effected by development permitted by the proposed planning control changes, particularly the amended height control.

These submissions were made by the owners of the properties at:

- 4 Carlisle Street, Rose Bay (a three storey dwelling house)
- 4/37 Dover Road, Rose Bay (a two storey residential development)
- 7-13 Dover Road, Rose Bay (a four storey mixed used development containing three residential levels above a ground floor retail level).

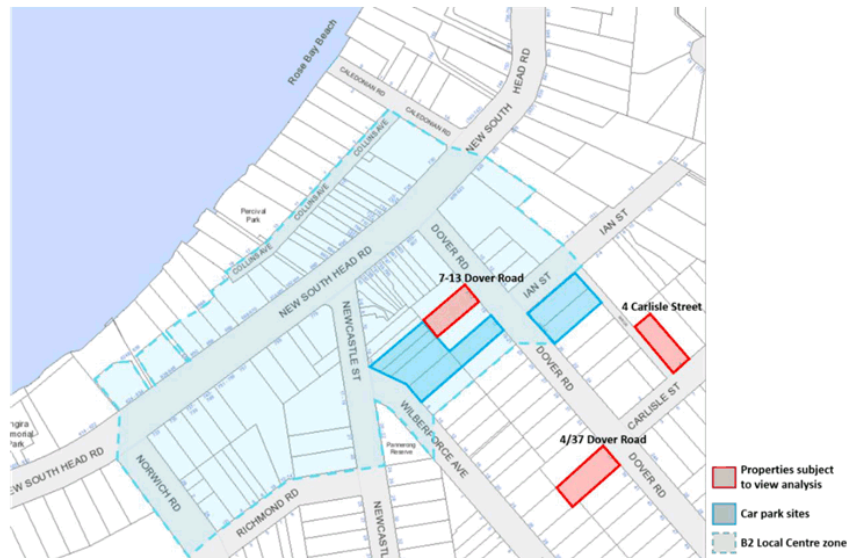


Figure 1: Location of submitter's properties and the planning proposal sites - Ian Street car park to the right and Wilberforce Avenue car park to the left.

Note: These properties were not included in the Private View Sharing Visual Impact assessment prepared by Architectus and exhibited as part of the planning proposal.

In response to these submissions, staff visited these properties and took photographs of their views over the car park sites. The figures below show the views from different parts of the properties. Overlaid on these photos is an approximate representation of the existing and proposed height limits for the sites, based on the measurements sourced from the exhibited survey plan.

The analysis of private views was conducted in accordance with the view sharing principles set out in *Tenacity v Warringah Council (1004) NSWLEC 140* which has established a four step assessment of view sharing. The steps are as follows:

1. The assessment of the views affected
2. Consideration from what part of the property the views are obtained
3. The extent of the impact
4. The reasonableness of the proposal that is causing the impact.

4 Carlisle Street Rose Bay: (site visit conducted March 2018)

The property at 4 Carlisle Street, Rose Bay is a three storey dwelling house.



Figure 2: Map showing the angle of view of the photographs with the direction of the Harbour Bridge and the location of the planning proposal sites indicated.

1. The assessment of the views affected

The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The views from this property to the North West include the Sydney CBD, Sydney Harbour and the Sydney Harbour Bridge which is considered an iconic view. However, the existing mature trees on 20 Dover Road and the Ian Street car park site obscure these views (refer Figures 3, 4, 5 & 6).

Looking directly to the north there is a glimpse of Sydney Harbour and the northern sort of Sydney Harbour over the top of the property at 2-4 Ian Street (refer Figure 3).

2. Consideration from what part of the property the views are obtained

The second step is to consider from what part of the property the views are obtained. For example, the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The views are obtained to the North West and West from the rear of the property. The main view is from the main bedroom balcony in a standing position (refer Figure 3). Part of this view is also available from a seated position (refer Figure 4).

There is a view to the west of Sydney CBD from both a standing and seated position in the main bedroom, (refer Figure 5). Views looking North West are obtained from the dining /living room on the middle level (refer Figure 6).

3. The extent of the impact

The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued

because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The extent of the impact caused by the planning proposal is considered to be minor due to the:

- Iconic views of the CBD and Harbour Bridge from the top level are not interrupted by the building envelope created by the proposed maximum building heights (refer Figures 3, 4 and 5).
- Existing trees obscure the views over the car park sites (refer Figures 3 and 4).
- Views from the middle level living areas are obscured by the current building height limits across Rose Bay commercial centre (refer Figure 6).
- The glimpse of Sydney Harbour and the northern shore of Sydney Harbour over the top of the property at 2-4 Ian Street, is unaffected by the planning proposal.

4. The reasonableness of the proposal that is causing the impact

The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of noncompliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

The planning proposal is considered reasonable as the proposed maximum building height of 14.1m on the Ian Street Car Park site would not result in additional significant view loss from 4 Carlisle Street. Furthermore, the existing mature trees obscure views over the site. As the site is part of the Rose Bay Commercial Centre, it is reasonable to expect development on a scale that is consistent with the rest of the Centre.



Figure 3: The view **standing** on the bedroom balcony on the top level of 4 Carlisle Street looking WNW over the Ian Street site to the right and the Wilberforce Avenue site to the left.



Figure 4: The view **sitting** on the bedroom balcony on the top level of 4 Carlisle Street looking WNW over the Ian Street site to the right and the Wilberforce Avenue site to the left.



Figure 5: The oblique view **sitting** on the bed in the main bedroom on the top level of 4 Carlisle Street looking West over the lan Street site on the right and the Wilberforce Avenue site on the left.



Figure 6: The view **standing** on the dining room balcony on the middle level of 4 Carlisle Street looking WNW over the lan Street site.

View impacts of the Rose Bay Car Parks Planning Proposals on 4/37 Dover Road (site visit conducted April 2018)

Apartment 4/37 Dover Road, Rose Bay is one of four apartments in a two storey residential development.



Figure 7: Map showing the angle of view of the photographs with the direction to the Harbour Bridge and the location of the planning proposal sites indicated.

1. The assessment of the views affected

The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The view from this property to the North West includes district views of Bellevue Hill and Sydney Harbour (refer Figure 8). However, existing mature trees in numerous gardens to the north (on both Dover Road and Wilberforce Avenue) obscure the views of Sydney Harbour. The district views of Bellevue Hill are uninterrupted.

2. Consideration from what part of the property the views are obtained

The second step is to consider from what part of the property the views are obtained. For example, the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from 26 standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The primary view assessed is from a standing position on the main bedroom balcony of 4/37 Dover Road.

It is noted that the submitter identified that there are views of the harbour available from other properties along Dover Road. However, as this building is at the highest point of Dover Road, it is considered unlikely that there are views available from other locations on Dover Road. Further, no other properties raised potential view loss as an issue.

3. The extent of the impact

The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in

many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The extent of the impact caused by the planning proposal is considered to be minor as:

- Views of Sydney harbour are obscured by numerous trees in private back gardens.
- The current maximum building height limit, if built to, would affect views.
- The district views of Bellevue Hill are unaffected by the planning proposal.

4. The reasonableness of the proposal that is causing the impact

The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of noncompliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

The planning proposal is considered reasonable as the proposed increase of 3.1m over the Wilberforce Avenue site will not result in additional view loss from 4/37 Dover Road, Rose Bay. The current maximum building height, if built to, would obscure any views of Sydney Harbour that might be available and the numerous mature trees would obscure a building constructed under both the existing and proposed controls. In conclusion, views of Sydney Harbour are not altered since currently there are no views of the harbour.

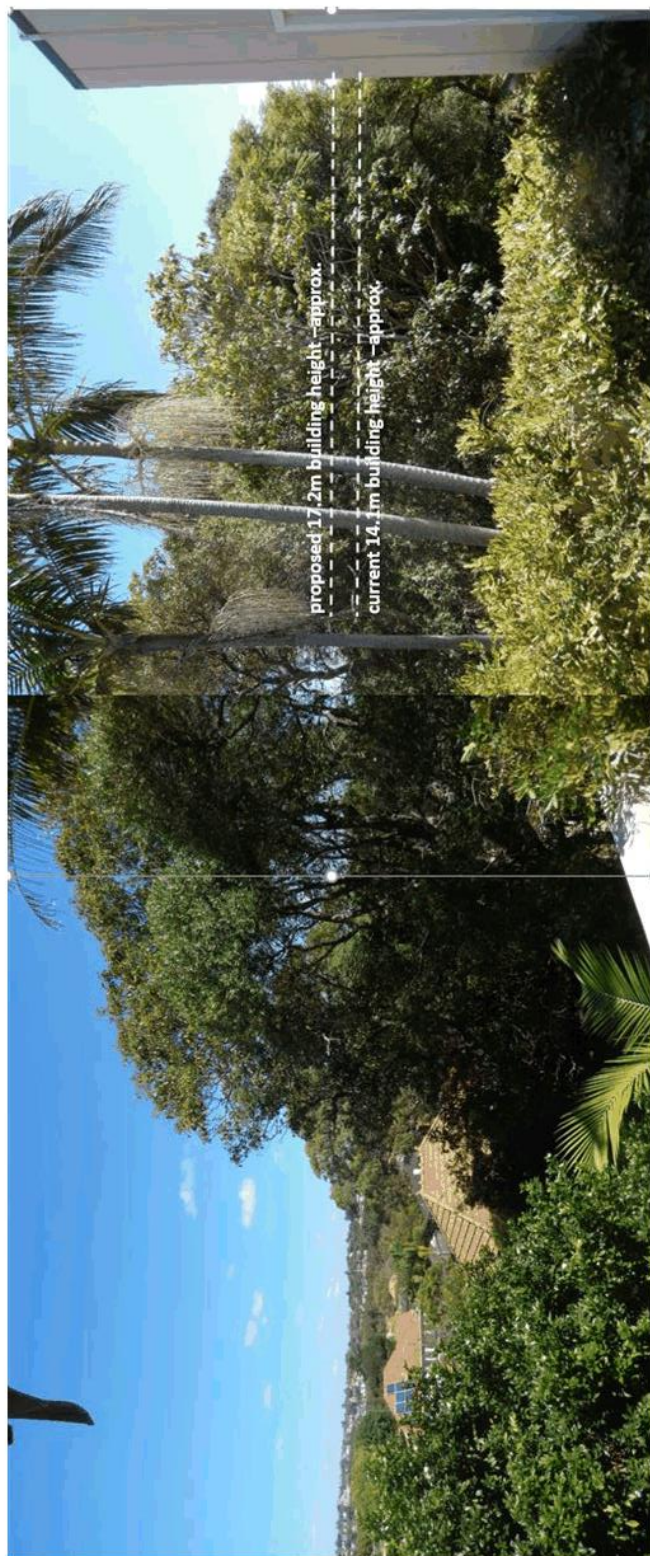


Figure 8: The view **standing** on the main bedroom balcony on the top level of 4/37 Dover Road looking WNW over the Wilberforce Avenue Car Park site.

View impacts of the Rose Bay Car Park Planning Proposals on 7-13 Dover Road Rose Bay (site visit conducted June 2017)

7-13 Dover Road, Rose Bay is a mixed use development containing three residential levels above a ground floor retail level.



Figure 9: Map showing the angle of view of the photographs above with the direction to the Harbour Bridge and the location of the Planning Proposal sites indicated.

1. The assessment of the views affected

The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The views from this property are to the North, North West and West and include district views of Bellevue Hill, the Sydney CBD, Sydney Harbour and the Sydney Harbour Bridge which is considered an iconic view.

2. Consideration from what part of the property the views are obtained

The second step is to consider from what part of the property the views are obtained. For example, the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from 26 standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The views assessed are achieved from two areas. The top level apartment's balcony area, and the roof terrace (refer Figure 10).



Figure 10: View of the rear of 7-13 Dover Road looking east from the centre of the Wilberforce Avenue Car Park showing the apartments and the roof terrace.

The district views of Bellevue Hill and the views of Sydney CBD are achieved over the rear of the property (refer Figure 12). The views of Sydney Harbour and the Sydney Harbour bridge are achieved over the side (refer Figure 11). The views from the roof deck are achieved in a standing and a seated position. The roof deck is accessed from the apartment's rear balcony via a circular stair.

3. The extent of the impact

The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The extent of the view impact caused by the Planning Proposal is considered minor since:

- The current iconic views of the Harbour Bridge and Sydney Harbour would be maintained by the building envelope created by the proposed maximum building height (refer Figure 11).
- The current maximum building height permitting a 4 storey building to be constructed on the site would affect views from the balcony of the apartment (refer Figure 12).

4. The reasonableness of the proposal that is causing the impact

The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of noncompliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the

applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

The planning proposal is considered reasonable as the proposed increase of 3.1m over the Wilberforce Avenue site will not affect views of the Sydney Harbour Bridge or Sydney Harbour when viewed from the apartment's roof terrace. The Wilberforce Avenue site is part of the Rose Bay Commercial Centre and it is reasonable to expect development and change.



Figure 11: The view standing on the roof deck of 7-13 Dover Road looking North West over the Wilberforce Avenue Car Park site.



Figure 12: Photo standing on the top floor of 7-13 Dover Road looking West over the Wilberforce Avenue Car Park site, showing the approximate current height limit. The proposed height limit would be 3.1m above this line.

Political Donations: Matters to be considered by Councillors at Council and/or Committee Meetings

