

Submissions Report



Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

April 2024



1 Exhibition Overview

1.1 Summary

Council exhibited the draft Edgecliff Commercial Centre Planning and Urban Design Strategy (ECC Strategy) from 31 May 2021 to 30 September 2021. Due to the COVID-19 lockdowns and postponed Council elections, the exhibition was extended three times. While the response rate at the beginning of the exhibition was high, the extension of the period enabled a wider range of people to make submissions.

In summary, the exhibition included the following:

1. A public webinar hosted by Council staff;
2. Weekly notices in the Wentworth Courier newspaper;
3. A page on Council's YourSay Woollahra website, which was visited by 5100 people during the exhibition period (including 719 document downloads and 159 webinar video views);
4. Online surveys and an interactive map;
5. Notification emails sent to interested parties and relevant community groups;
6. Notification on Council's social media platforms, Council's website homepage and Council's customer Service digital noticeboards; and
7. Letters to approximately 9000 property owners and 3000 residents.

Council received 153 submissions and 123 online survey responses. Council received 16 form letter submissions in relation to Bayside, at 85-97 New South Head Road. As per Council policy the form letters were counted as one individual submission.

A number of those that made an individual submission also filled out the survey and/or dropped pins on the interactive map. These were not considered duplicates and were all counted separately in the summaries. **Table 1** below provides a summary of who provided written submissions.

Table 1: Summary of submission types

Submission type	Number	%
Individual	125	82
Group	9	6
Consultant/Owner	16	10
Government Agency	2	1
Form letter	1 (+15)	1
Total submissions	153	

Table 2 below provides a summary of the positions indicated in written submissions. If a submission specifically stated it was an objection or a support, it was recorded as such. If a submission did not state whether it was an objection or a support, it was recorded as a comment, noting that a majority of the submissions recorded as comments raised issues with the ECC Strategy.

A total of 16 consultant/owner submissions seeking uplift on private properties were recorded as requests and not included in the objection, support, or comment counts.

Two government agency submissions and a submission from a school group are included in the count of comments. Two submissions from bicycle interest groups, BIKEast and Bicycle NSW, were counted as comments. The six resident group submissions received are all objections and were included in the objection count. This includes submissions from the Darling Point Society, Paddington Society, Double Bay Residents Association, Rose Bay Residents Association, Vaucluse West Residents Association, and the Edgecliff Residents Group.

Table 2: Summary of positions in written submissions

Type	Number	%
Object	65	42
Comment	39	25
Support	33	21
Requests	16	12
Total	153	

Table 3 shows the primary concerns raised in individual submissions (objections and comments).

Table 3: Summary of concerns raised in individual submissions

Issue - Object/Comment	Object Mentions	%	Comment Mentions	%	Object & Comment Mentions	%
Built form	59	34%	21	29%	80	33%
Community infrastructure	18	10%	16	22%	34	14%
Congestion	35	20%	12	16%	47	19%
Solar	27	16%	9	12%	36	15%
Parking	16	9%	9	12%	25	10%
Character	18	10%	6	8%	24	10%
Total	173		73		246	

2 Issues and Responses

A summary of the issues raised in the submissions and staff responses are provided in **Table 4** below.

Copies of the original submissions, as well as a detailed summary of the issues in each, are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

Table 4: Summary of issues and staff responses.

Issue	Staff Comment
General – all submissions	
<p>All supporters and many objectors agree that the ECC is outdated and run down, with difficult access due to traffic and topography. Many also expressed that there is need for new community infrastructure, including community facilities and public domain improvements.</p> <p>Many agree the ECC is an important local hub for services, employment, and shopping, and that this role could be enhanced.</p> <p>Opinions differ, however, on how the ECC's revitalisation should be achieved. Supporters acknowledge increased density could contribute to the ECC's upgrade. Objectors say the upgrade should be achieved without change, or with minimal increase, to the current planning controls regarding height and floor space.</p>	<p>The ECC Strategy aims to incentivise the ECC's revitalisation (economic and physical) and to partially achieve Woollahra's housing targets. While there may be built form renewal due to the age of some of the buildings (as some submitters comment), this will take many years and is unlikely to achieve the aims of the ECC Strategy, such as an increase in employment opportunities, modern employment space, new dwellings, and an enhanced public domain.</p> <p>The density increases recommended in the ECC are based on feasibility and market analysis and are considered necessary and appropriate in the context of maintaining a healthy and competitive economy. The recommended uplift will incentivise renewal in the ECC and an enhanced built environment. Without this incentive, it is unlikely the ECC upgrade many of the submitters' desire will be achieved.</p>
General - supporters	
<p>The majority of supporters acknowledge that the centre needs an upgrade and support the approach of increasing density at the public transport hub, typically known as transport oriented development (TOD).</p> <p>Supporters highlight the need for housing that will cater for a range of households, including downsizers, people who need immediate access to the services the ECC has to offer, and key workers who need more affordable housing. Supporters also acknowledge the sense in locating more employment in the ECC to encourage reduced traffic generation.</p> <p>Most supporters, and some objectors/ commenters, highlight the positive community benefits of more people living and working in the ECC, such as diversity, vibrancy, a greater</p>	<p>Supporters identify the need for the ECC's revitalisation and the need for housing, employment space, services, and community infrastructure. These are the very reasons the ECC Strategy was prepared and that form the basis of its aims, strategies, and principles.</p> <p>The ECC Strategy provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport. The Strategy replaces the need to respond to ad hoc planning proposals and provides a coordinated development framework that will facilitate:</p> <ul style="list-style-type: none">• Transport oriented development• A mix of uses to support community need• Design excellence• Public domain upgrade and activation

range of shops/services, outdoor dining, and enhanced community facilities.

Some acknowledge that focusing housing and employment growth in the ECC will remove pressure on other areas of the Woollahra Local Government Area (LGA).

- Active transport use
- Affordable housing
- Delivery of community infrastructure.

It is envisaged that more people living and working in the ECC will boost its economy and its vibrancy. The community infrastructure enhancements identified will support the increased population and activity that arises from increased density.

The focus of development at a transport hub, such as Edgecliff Station and bus interchange, is generally acknowledged best practice and is consistent with the *Eastern City District Plan*.

General – objectors

Some objectors and commenters question the need for more housing and employment space in the Woollahra LGA and, therefore, in the ECC, referring to overachievement of housing targets and citing dwelling approval numbers for the period 2016 to 2021.

To help accommodate the growth of 2,050 people, the NSW Government has forecast the need for 1,200 new dwellings between 2016 and 2036 (300 between 2016-2021, 500 between 2021 and 2026 and another 400 for the period 2026-2036).

While Council has met its previous five year target, and is on track to meet its next housing target, uplift in the ECC will be necessary to meet future targets.

Notwithstanding, until the LEP is amended, landowners will continue to seek uplift on individual sites in the ECC and the ECC Strategy provides the necessary context for any such proposals.

Submissions on single topic

Bicycle infrastructure – BIKEast, Bike NSW – request bicycle infrastructure in line with Transport for NSW (TfNSW) guidance.

Appropriate bicycle infrastructure is included in the adopted *Woollahra Active Transport Plan 2023* (Woollahra ATP 2023). This has been translated into the updated *Edgecliff Commercial Centre Public Domain Plan*.

Montessori schools - Montessori suggest school space within new development.

The provision of any additional educational facilities will be discussed with the NSW Government if the ECC Strategy progresses to planning proposal stage.

Built form

Approximately 33% of objections and comments mention the recommended building heights and resulting built form.

Submitters expressed the view that the tall buildings will be too prominent on the ridgeline at Edgecliff.

In response to the issues raised in submissions staff reviewed the draft uplift sites in the ECC Strategy and recommend focusing the additional height and FSR on sites that:

- Are closer to Edgecliff Station;

The 26m and 14m heights recommended for the Edgecliff Centre (203-233 New South Head Road) are specifically mentioned as being too high. The main reasons cited are appearance and overshadowing of low scale dwellings and Trumper Park/Oval to the south.

Some objectors refer to Ranelagh, Bayside and 100 New South Head Road as inappropriate development that should not be used as a benchmark for the heights recommended in the ECC Strategy.

Submissions also mention the 'canyon effect' along New South Head Road, loss of sunlight, and high winds at street level. These would compromise the pedestrian experience.

Submissions mention the poor interface between the ECC and surrounding residential areas, particularly at the rear of the Edgecliff Centre, and how taller buildings and increased activity will exacerbate negative impacts (more people, noise, traffic, service vehicles, parking, and less sunlight).

While some accept the recommended height at Edgecliff Station, they express concern about the spread of additional height down the hill to the west, particularly as it could interrupt the visual/physical connection from the Paddington slopes to Rushcutters Bay basin – 4 to 6 storeys is a popular maximum height, with some requesting limiting to the viaduct height in the basin to preserve the 'basin view'.

Several submission mention the need to retain the urban services such as the service station and car wash.

Several objectors are concerned about view loss from their dwellings, citing the loss of iconic views such as the Harbour Bridge and Opera House.

- Have frontage to New South Head Road and can achieve vehicle access of a road that is not New South Head Road;
- Have potential for higher housing yield and will not result in the loss of lower cost housing that currently provides housing diversity;
- Have no heritage or character value (noting that the Draft ECC Heritage Study recommends listing 8 additional heritage items and one new HCA in the ECC which has resulted in the removal of some uplift sites)
- Will not interrupt the basin view that is a valued visual, physical and cultural connection (noting that the land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park).

Accordingly, staff recommend deleting the following uplift sites (refer to **Figure 1**):

- A: 73-79 New South Head Road
- B: 81-83 New South Head Road
- C: 2-14 New South Head Road
- D: 18-20 New South Head Road - 'Winston House'¹
- F: 20 Reddy Street
- G: 26-32 New South Head Road
- P: 2 New McLean Street
- S: 208A-212 New South Head Road

Staff recommend the heights on the remaining uplift sites not be amended, noting that heights in the original version of the Strategy were highly influenced by the desire to maintain solar access to Trumper Park/Oval and the lower scale residential areas to the south of the ECC.

Staff recommend amending Precinct 1 – Western Gateway Precinct – to Western Basin and rewording the description to introduce protection of the view/connection between the lower Paddington slopes and Rushcutters Bay Park and Sydney Harbour.

The more general amenity and environmental impact issues raised in the submissions will be addressed with specific LEP and DCP measures that will be developed in conjunction with the

¹ Winston House and Portland house are recommended heritage items (as outlined below)

implementation of the ECC Strategy through a planning proposal.

The retention of urban services cannot be mandated by Council, and their ongoing viability will be supported by market forces and restrictions around what uses can be carried out in a zone.

View impacts were given consideration in preparation of the ECC Strategy. Assessment of view sharing is relevant at the development application stage via the 'Tenacity Principles'.

In contrast to the above, some submissions suggest the design of development can address the aesthetic and practical relationship with the residential streets around the ECC. Further, that design excellence is an essential requirement to address the relationship of new development to surrounding communities and address impacts, especially in respect to solar access, and interface with the residential streets to the south.

Design excellence is one of the principles in the ECC Strategy recommended to address the quality of built form within the ECC and at the interface with lower scale residential areas. It is intended that design excellence will be required in the uplift enabling clause of the Woollahra LEP 2014.



Figure 1: Draft ECC Strategy original uplift sites

Congestion

Approximately 19% of objections and comments mention current traffic congestion and concerns it will be exacerbated if density is increased in the ECC. Most of these submissions indicate that the recommended traffic strategies won't address existing or potential congestion, and that higher density in the ECC should not be enabled until existing traffic problems are addressed.

The updated Transport Study by SCT indicates that the projected growth can be accommodated in the ECC. Intersection performance analysis indicates that the road network currently operates at satisfactory conditions, as indicated by the Level of Service C or better for all intersections for all analysed time periods.

The updated Transport Study modelling is based on rationalised uplift sites as recommended in the

Most if these submissions point out the road network is already beyond capacity, citing high traffic volumes along New South Head Road, limited opportunities for pedestrian crossing, and long vehicle wait times at intersections.

While there is support for encouraging active transport, some of the submissions indicate it is not a solution to congestion, current or potential. Reasons cited include that most people want to drive to the shops for convenience, the high number of leisure trips that will occur outside commuting times, and circumstances that would inhibit some pedestrians and cyclists (such as slope, pollution, mobility impairment).

The intersection of Darling Point Road, New McLean Street and New South Head Road is particularly vexing for submitters, who cite long wait times to get into the Edgecliff Centre.

updated ECC Strategy and this report. The further analysis showed that performance of the local road network would continue to operate at acceptable levels with the trips generated by the potential uplift added to the road network.

The Transport Study recommends Council investigate the introduction of strategies to restrict trip generation (such as limiting additional parking) and improve active transport infrastructure. The former would likely be accommodated in a future DCP applying to the ECC, while the latter is already identified in the Woollahra ATP 2023.

The Transport Study also recommends Council lobby Transport for NSW to 'Investigate optimisation of signalised intersections to accommodate a change in vehicle movements'.

Information on the Transport Study is provided in the updated ECC Strategy.

Solar access

Around 15% of objections and comments mention solar access (overshadowing).

Submitters are concerned that loss of sun will have negative impact on recreational activities in Trumper Park/Oval and its bushland areas, and that Trumper Oval will be shaded at 9.00am, affecting early morning use.

Some suggest two hours of direct sunlight between the hours of 10am and 2pm will be poor compensation for the amount of sunlight currently experienced in the properties to the south.

Solar analysis is included in the (SJB 2017) Edgecliff Commercial Centre Study that is the background to the ECC Strategy. The SJB Study shadow analysis shows Trumper Park/Oval will receive significant overshadowing at 9.00am mid-winter, predominantly from a redeveloped Edgecliff Centre.

Narrow floorplates are proposed in the ECC, wherever possible, to facilitate fast-moving shadows and minimise impacts on solar access to existing dwellings and Trumper Park. The SJB Study shows these fast moving shadows.

Solar access is one of the ECC Strategy's built form principles, and adequate solar access will be incorporated in specific planning controls and DCP guidelines, in addition to the existing DCP controls that protect solar access.

The Woollahra DCP 2015 also protects solar access to Trumper Oval between 10.00am and 2.00pm mid-winter. Development in the ECC will need to ensure that solar access to the Oval between these hours is not reduced.

The Woollahra DCP 2015 guidelines are based on generally accepted solar access principles that are considered reasonable.

Community infrastructure

Community infrastructure includes public domain works, cycle ways, community centres, libraries, recreation facilities and improved access to public transport.

Around 14% of objections and comments mention community infrastructure. A majority of submissions, support the community infrastructure and public domain proposals in the ECC Strategy and associated Public Domain Plan. However, some express concerns about funding and timing.

Many submissions mention traffic pollution (noise and fumes) that would be exacerbated by the increased traffic congestion resulting from higher density development in the ECC. Traffic pollution is seen as inhibiting the use of New South Head as a pedestrian/cyclist space and a place for people who want to sit in outdoor cafes.

The useability of the suggested public plaza on the New South Head Road frontage of the Edgecliff Centre gets specific mention in this respect.

Notwithstanding, there is extensive support for a public plaza, rooftop recreation above the bus stands, a community centre (including library services) overall greening and improvement to the pedestrian/cycling environment.

Several submissions mention the pressing need for affordable housing and these submitters believe that the 5% referred to in the ECC Strategy is too low.

A number of submissions object to the removal of the left hand slip lane from Ocean Street onto New South Head Road, citing increased traffic congestion and limited benefit to pedestrians.

Staff recommend the following amendments to the ECC Strategy and associated Public Domain Plan in response to the submissions:

- Maintaining the public plaza on the Edgecliff Centre site, but in a more amenable location such as New McLean Street or/and above ground
- Deleting removal of the left slip lane from Ocean Street;
- Updating the proposed cycling infrastructure to reflect the adopted Woollahra ATP 2023.

The ECC Strategy recommends a range of measures to improve community infrastructure, the public domain, and pedestrian safety, amenity, and movement in the ECC. Staff recommend these be retained. Some of the improvements will be required as works associated with the development of uplift sites. In areas where there are no uplift sites, provisions will be through section 7.12 contributions revenue and other funding sources.

The need for community space (such as community centre, library and recreation space) is retained in the ECC Strategy and could be provided as space within one or more of the larger uplift sites, such as the Edgecliff Centre site, when they are redeveloped).

A commitment to providing affordable housing remains in the ECC Strategy. It will be delivered via an affordable housing contributions clause, to be sought in a future planning proposal for the ECC. Staff are currently working with SGS Economics and Planning on preparing the necessary information to support this proposal. This work includes feasibility testing as the affordable housing contribution will need to be reasonable.

Heritage/character

Around 10% of objections/comments mention heritage and/or character.

Submitters express concerns that high-rise will be incompatible with the low scale residential area in the Paddington HCA, and that it will affect the area's character/ and ambience.

Reasons mentioned include altered site lines, overbearing impacts, loss of sunlight to dwellings, yards and streets, and overcrowding.

In response to issues raised in the submissions, Council commissioned GML Heritage in June 2022 to undertake the *Edgecliff Commercial Centre Heritage Study*. The assessment reviewed the whole of the ECC and recommends listing of the following eight properties as heritage items:

- Gruzman House, 4 Oswald Street;
- Winston House 18-20 NSHR;
- Phoenix Palms, Oswald Street;
- Portland Hall, 48 New South Head Road;
- Glenmore Cottages, 543-549 Glenmore Road;

Some objectors are concerned the ECC Strategy does not protect enough of the heritage/local character buildings on New South Head Road (defined by some as a mix of architectural styles in buildings that contribute to fine grain slated for demolition).

Some of the recommended uplift sites raise concerns as they will form a backdrop to heritage buildings and points of interest.

Some submitters requested Council undertake a heritage study of the area affected by the ECC.

- Cobham, 166 New South Head Road;
- Brantwood Court, 168 New South Head Road
- Brantwood Hall, 170 New South Head Road.

The proposed listings have implications to the extent of uplift sites, which has resulted in the removal of Winston House and Portland Hall from the revised Strategy, and the removal of uplift sites in the vicinity of Portland Hall and 2A Mona Road.

The assessment also recommends the new Brantwood Heritage Conservation Area that includes a group of residential flat buildings around a cul-de-sac between 164 and 180 New South Head Road.

Staff submitted a report to the 2 April 2024 EPC meeting recommending Council proceed with a planning proposal to implement the *Edgecliff Commercial Centre Heritage Study* recommendations. The report includes advice from the Woollahra Local Planning Panel (meeting 20 October 2023).

Parking

Around 10% of objections/comments mention existing parking issues that many submitters feel will be exacerbated if the ECC Strategy is implemented.

The majority of the submissions highlight on-street parking shortages (given that many of the dwellings in the Paddington HCA have no off-street parking) and competition between residents, shoppers and commuters for these limited spaces.

Many believe that the recommended strategies to reduce traffic generation (e.g. reduced parking rates) will not be effective, and that parking demand will not be met.

Some submitters think that the parking deficit cannot be addressed and that the recommended increase in density should not be permitted at all. Others think the uplift should not be enabled until existing problems are addressed

The SCT Transport Study recommends the ECC parking strategies based on best practice. Reduced parking rates at transport hubs and in high density residential centres is a widely accepted measure to reduce traffic generation (and reflects a general trend of decreasing car ownership rates in inner city areas). The parking strategies complement the proposed traffic infrastructure strategies. In tandem these strategies support the increased density recommended.

Staff note that the traffic and parking strategies are supplemented by emerging active transport strategies such as green travel plans, and dedicated car share spaces within new buildings. In addition, street parking permits would not be issued to residents of new apartments. This would further reduce any increase in street parking demand by disincentivising car ownership.

Adjustment of included sites

Representatives of the following sites, which are designed for uplift in the updated ECC Strategy, made requests for increased height and/or FSR as follows

- 135-155 New South Head Road – 42m and 3.6:1
- 136-148 New South Head Road – 46m and 5:1
- 179-191 New South Head Road – 42m and 5.4:1
- 203-233 New South Head Road (Edgecliff Centre) – Height beyond 86m proposed and opposed mandatory amalgamation.
- 1 Mona Road – 24m and 3.42:1
- 193-201 New South Head Road – 20 storeys in height.

Representatives of the following sites, which were designated for uplift in the original ECC Strategy (but not in the updated one), made requests as follows:

- 73-85 New South Head Road (car wash) – 47m and 4:1
- 99-113 New South Head Road – 15 storeys in height.

The following sites were not included in either version of the scheme, and representatives have requested their inclusion:

1. 133 New South Head Road (Cadrys) – 23m and 3:1
2. 498 Glenmore Road – 23m and 3:1
3. 156-164 New South Head Road – 15 storeys in height.
4. 2A Mona Road – 23.6m and 3.5:1
5. 4-8 Oswald Street – 20.5m and 2.5:1

The 'Eastpoint' sites of 235-287 New South Head Road and 180 Ocean Street may have views impacted. Additionally, different redevelopment options should be explored to provide better outcomes for residents and commuters accessing the station.

Urban design modelling carried out has demonstrated that the proposed controls are appropriate for these sites. Further increases risk affecting local character and diminishing solar access to key locations, such as Trumper Park.

The exception to the above is 136-148 New South Head Road, where the proposed height and FSR have been subject to a separate planning proposal. Accordingly, these controls have been included in the amended scheme.

The site known as 73-85 New South Head Road was removed from the scheme as it was located in the Paddington basin. As discussed above the basin is a valued visual, physical and cultural connection (noting that the land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park). A new built form on the site would interrupt this relationship.

The site at 9-113 New South Head Road was removed for the same reason. It also contains a number of smaller, lower cost dwellings that would be unlikely to be replaced. A net housing increase on this site is unlikely and there would be a negative impact on housing diversity.

Sites 1 and 4 contain heritage items, while site 2 is in the Paddington HCA. These characteristics make none of them suitable for uplift.

Site 3 has been excluded from uplift due to poor vehicular access. Additionally, it is recommended to be contained in the future Brantwood Estate HCA.

Site 5 is outside the boundaries of the Edgecliff Commercial Centre and recommended as a heritage item.

SJB Study Scenario 1 includes Eastpoint Shopping Centre with three towers oriented north-south over the combined sites. The preferred scenario shows two elliptical towers on the Edgecliff Centre site suggested as a means of limiting view impact.

Eastpoint is omitted from the ECC Strategy due to complex strata titles and easements that apply to the site. It's inclusion in Scenario 1 also demonstrates the impact of combining the two sites into an extremely large site, the development of which could have significant negative environmental and amenity impacts.

Given the unknowns, it is not possible to incorporate a scenario for the site in the ECC Strategy. Staff recommend no change to the updated ECC Strategy.

NSW Government agency submissions

Schools Infrastructure NSW (SINSW):

SINSW notes that the dwelling yields show that the ECC Strategy may result in an additional 400 - 500 dwellings within the ECC.

Based on the above, local schools are expected to experience growth in their intake areas, which may require asset intervention to meet demand. Based on SINSW population projection data, the proposal may result in increased demand for approximately one additional primary teaching space and up to one additional secondary teaching space if existing trends continue.

A combination of asset improvement and non-asset solutions across these schools could be required to accommodate the projected enrolment demand.

Transport for NSW (TfNSW):

TfNSW expressed support for the approach taken in the ECC Strategy to make better use of public transport infrastructure and encourage active transport use. TfNSW encourage continued collaboration as the ECC Strategy is implemented.

The provision of school space in conjunction with uplift in the ECC will be an ongoing consideration as the planning proposal to implement the ECC Strategy is progressed. The process will include further consultation with the NSW Government.

Transport in the ECC will be an ongoing consideration as the planning proposal to implement the ECC Strategy is progressed. The process will include further consultation with TfNSW.

3 Your Say Woollahra

3.1 Survey Questions

A total of 123 respondents filled out the survey. Not all respondents answered every question or provided comments on each question, hence the numbers below vary.

The survey on Your Say Woollahra posed three questions as summarised in **Figures 1 to 4** below. Comments accompanying the survey responses are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

3.1.1 To what extent do you support the draft strategy's vision for the Edgecliff Commercial Centre?

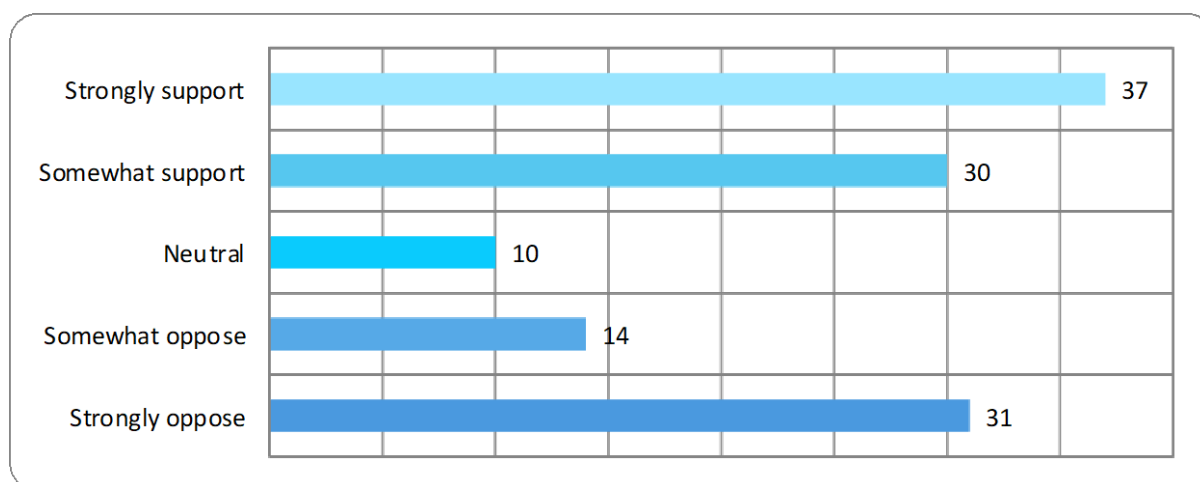


Figure 1: Survey results (1 of 4).

Issues raised in comments provided to this question are in **Table 5** below.

Table 5: Summary of submission types

Issues - Vision		
Built form	46	39%
Community infrastructure	27	23%
Congestion	24	20%
Solar	13	11%
Parking	9	8%
Total	119	100%

3.1.2 To what extent do you support the draft strategy's recommendations on heritage conservation?

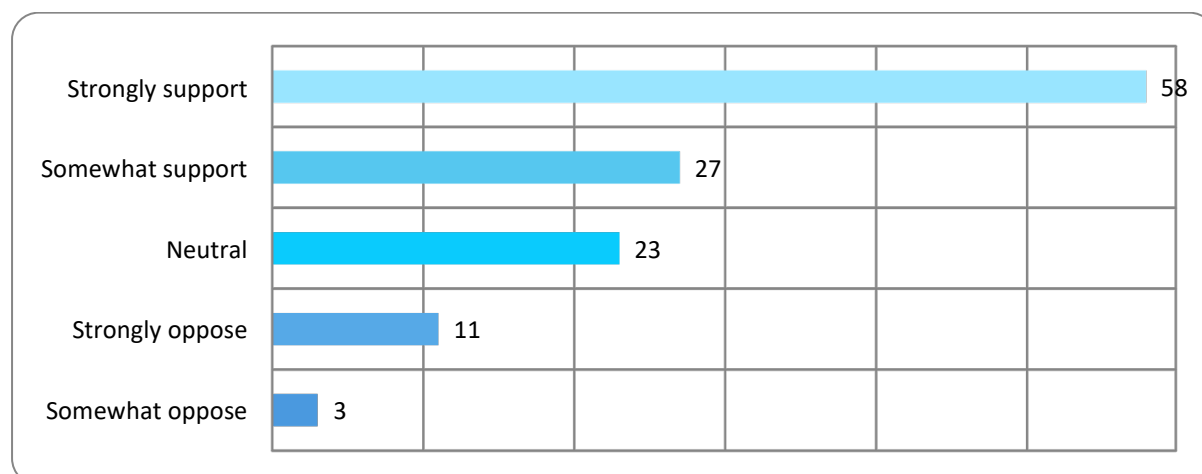


Figure 2: Survey results (2 of 4).

3.1.3 To what extent do you support the draft strategy's recommendations on building height and scale?

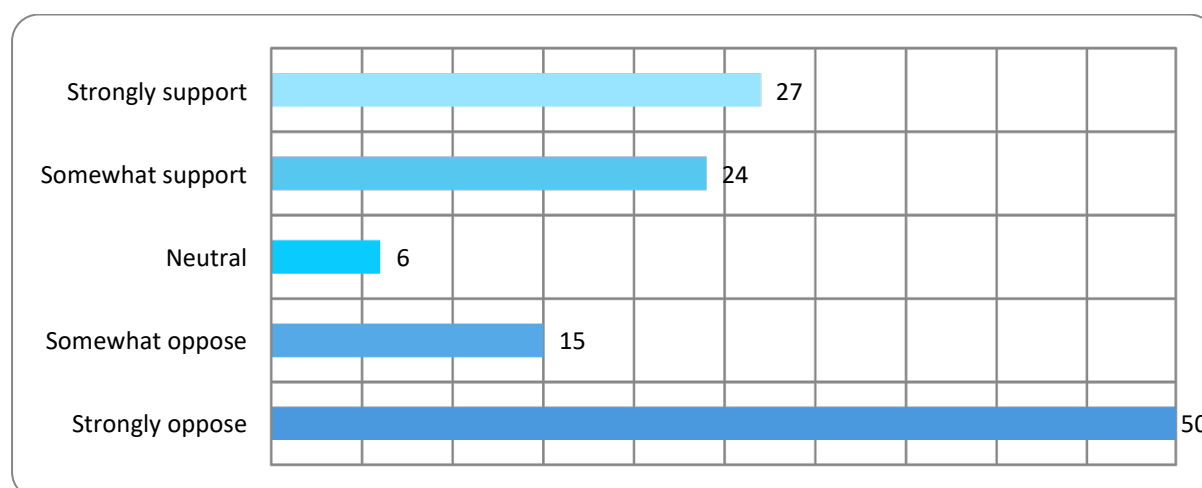


Figure 3: Survey results (3 of 4).

3.1.4 Which public domain elements of the draft plan do you support?

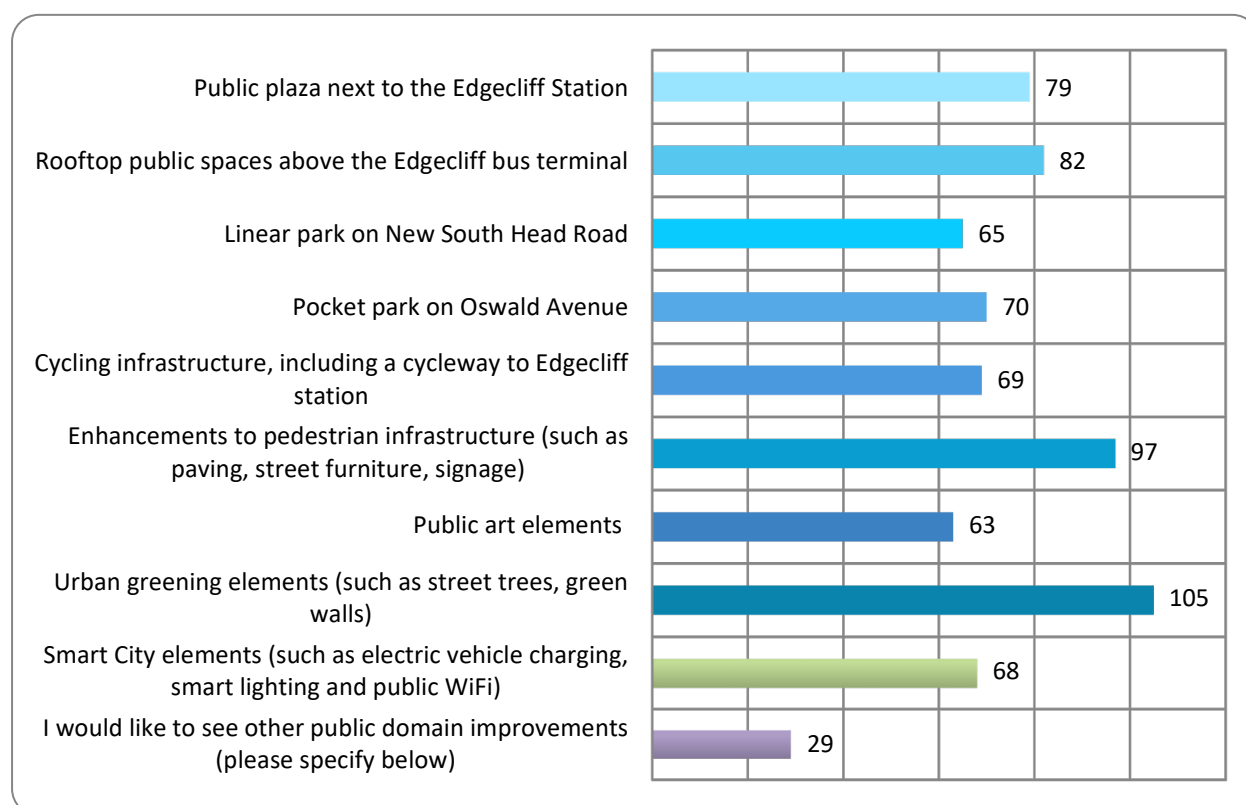


Figure 4: Survey results (4 of 4).

3.2 Dropped Pins Summary

The interactive map enabled submitters to provide location-specific comments with ‘dropped pins’. The 40 submitters dropped a total of 80 pins. **Figure 5** below shows comments on community infrastructure dominate, including footpaths and roads.

There was also emphasis on the perceived impact of the uplift in density and heights. While one submitter supported additional development around Edgecliff Station, citing the need to cater for downsizers and recycle housing for families, most submitters opposed the 26m and 14m heights in the Edgecliff Centre.

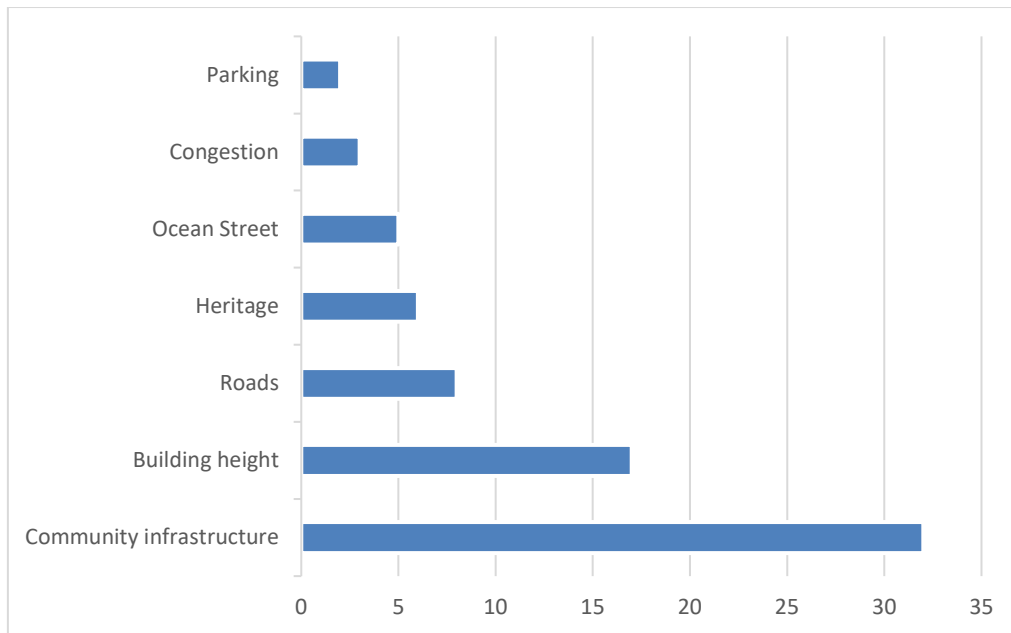


Figure 5: Summary of issues in dropped pins.

A map showing the location of dropped pins is provided below in **Figure 6**.

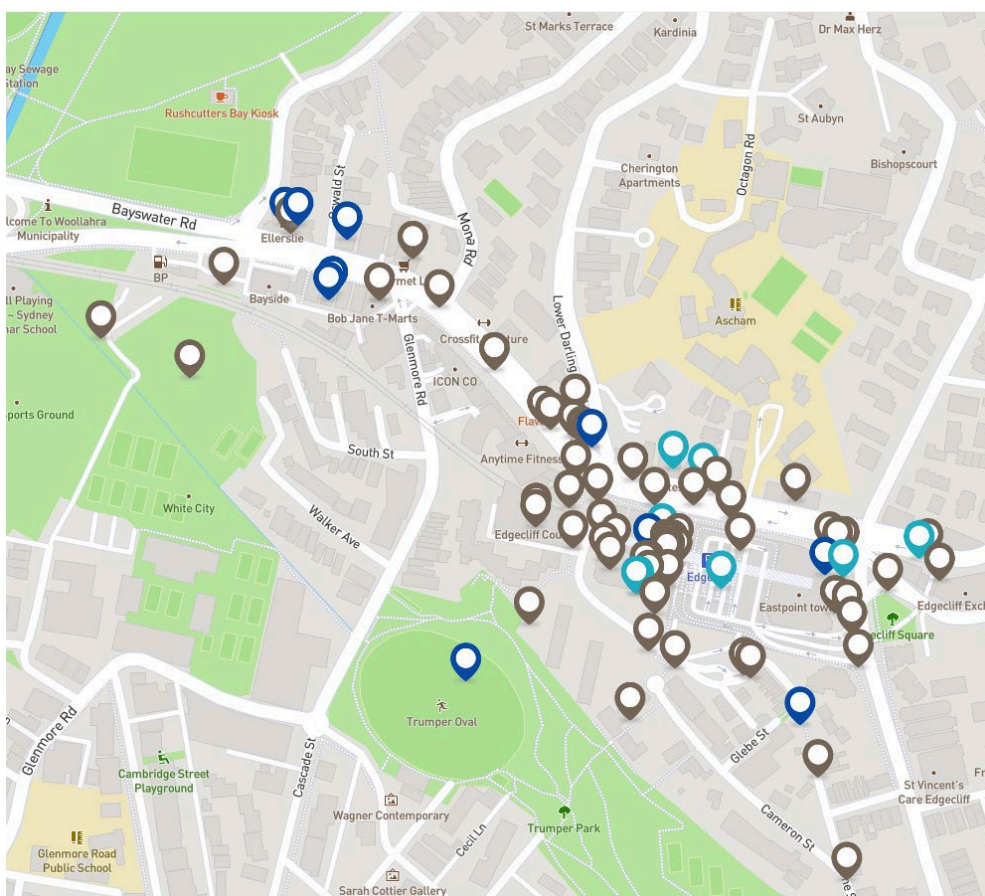


Figure 6: Map of dropped pins.

3.2.1 Comment

Discussion of key concerns raised in the dropped pins comments is provided under the headings below.

Copies of comments provided with each dropped pin are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

The issues raised in the drop pins comments are generally similar to those raised in the submissions and surveys, and the staff response as discussed in Table 4 above is relevant.

3.2.2 Community Infrastructure

The need for improved pedestrian and cycling facilities rated high, with general support and specific suggestions including better pedestrian links to Trumper Park, the narrow footpath around the intersection of New South Head Road and Darling Point Road, and dedicated bike lanes. While green space is important, some submitters questioned the amenity of the parks and plaza on New South Head Road and suggested refocusing on side streets such as New McLean Street and Mona Road.

A few of the submitters raised the need for affordable and diverse housing and some referred to the value of buildings that provide diverse housing, such as 28-32 New South Head Road.

3.2.3 Built form

There was some comment on the perceived impact of the suggested uplift in density. While one submitter supported additional development around Edgecliff Station, citing the need to cater for downsizers and recycle housing for families, others opposed the suggested 26 storeys and 14 storeys heights for the Edgecliff Centre.

Also of concern are the perceived traffic generation and parking problems associated with the increased in density. Submitters' suggestions include road widening along New South Head Road, retaining the left hand slip lane off Ocean Street, and closure of Arthur Street at New McLean Street.

While there was little reference to the other heights along New South Head Road, a few submitters mentioned the associated loss of sunlight and private views.

3.2.4 Character

Character issues raised include value of buildings such as the apartment buildings at 2-32 and 99-115 New South Head Road, the 'painted lady' on the heritage listed concrete wall on Darling Point Road, and the green space within 2 New McLean Street.