



THE PADDINGTON SOCIETY Inc.
For Community and Heritage
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The General Manager
Planning and Development Division
Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360
Att. Mr George Fotis

14th June, 2008

Dear Mr Fotis

Integrated Development Application, DA 212/2008/1

30 Alma Street Paddington, White City

The Paddington Society objects to this application in its current form. Whilst the Paddington Society supports the ongoing use of the site for tennis, it objects to the size and scale of the development, evidenced by the degree of noncompliance with the White City DCP. White City is appropriately located in the Paddington Heritage Conservation Area.

The White City DCP was carefully prepared to control the built form and scale of the development. It was prepared as a site specific DCP. The application does not comply with the DCP controls. The size of the development will create serious traffic impacts on the predominantly residential streets of Paddington, particularly Alma Street, Lawson Street and Glenmore Road.

White City Development Control Plan

1.5 Objectives of the plan

To control the scale, form, location and design of development so that it will satisfactorily integrate with the surrounding areas

The proposal does not meet this objective of the plan. It exceeds the DCP controls for scale and form.

To minimise the impact of development on adjoining lands and land uses

The proposal does not meet this objective of the plan. It is too close to the western boundary, it impacts on views from Glenmore Road, it exceeds the height controls and traffic hours of operation and noise will impact on adjoining lands and land uses.

1.8 Preparing and lodging development applications

We are not aware of any design review panel established to advise Council on the design quality of the development.

2.2 Desired Future Character

The plan seeks to achieve a desired future character of the site...

The application does not ensure that new buildings employ scale, massing and details which provide an appropriate response to the heritage character of Paddington or the western slopes of Edgecliff. It exceeds the controls.

The application does not enhance the views from Glenmore Road and Alma Street. It does not comply with the DCP view controls and proposes a car park entry to two floors of above ground parking at the Alma Street entrance.

3.1 Planning Principles

The application fails to meet the following planning principles for the site. It does not take into account the community's response as reflected in the DCP:

- Traffic and parking impacts on adjoining local roads are not minimised
- Existing significant views into the site from public areas are not maintained, they are reduced, particularly from Alma Street.
- Significant trees are not protected as development is proposed within the drip line of fig trees.

4.1 Site Layout and views

The application does not comply with Figure 2, *Principal View Corridors*, in regard to Alma Street and Glenmore Road.

4.2 Building Location, design and uses

Tennis and Recreation Club Building

C1 Development is to be a maximum of 2 storeys (RL 12.5m AHD)

The application exceeds this control by 3m, almost an additional floor. We note that the 15.5m AHD height proposed includes a floor of above ground parking. This parking should be located in a basement to enable compliance with the DCP.

C2 Development of the clubhouse is to be contained within the outermost alignment of the existing clubhouse and the four grandstands

The application is not contained within this alignment. It exceeds this alignment on the northern alignment and the western alignment. This includes allowance for the edges of the existing balconies. The DCP is not clear about the location of these alignments.

C7 The northern and eastern should have active frontages to the open landscape

The application does not comply. It predominantly proposes above ground car parking, with virtually no activity at all.

C10 Development must permit views across the site from Glenmore Road (See Figure 2)

The application does not comply with Figure 2

C11 A viewing platform on the Glenmore Road frontage is to be provided. Public access to the viewing platform from Glenmore Road is strongly encouraged

No public access is proposed to the Glenmore Road viewing platform.

C13 Despite C1, a building with a maximum height of three storeys may be considered on the western side of the centre courts if it assists with meeting the heritage objectives of the plan and does not affect the view lines from Glenmore Road

The applicant has made a number of highly questionable assumptions in response to this control. At maximum, in our opinion, 3 storeys may be interpreted as max 1.2m of basement parking, 3x 3.6m for three floors and say 1m of roof, a total of 13m. The applicant has assumed way in excess of this height. In addition we suggest that the ground level could be assumed as 2.8m AHD, giving a building height of 15.8 AHD.

This also assumes that three storeys may be permitted on the existing car park site. Whilst control C12 permits a building on the site control C13 refers to the western side of the centre courts, not the existing car park. It could, in our view, be argued that any building on the existing car park should not exceed 12.5m AHD, the main site height control.

The application does not comply with the heights and alignment controls. It is too big. And the ground plane and the entry to the site are dominated by above ground car parking. The consequence is non compliance.

We note that car parking is permitted below any flood plane.

4.3 Landscape

C6 No development is to occur within the dripline of the Hills Figs on Glenmore Road

The application does not comply as it proposes development within the dripline of the Hills Figs on Glenmore Road. This will threaten the retention of these very significant trees.

4.5 Vehicular access

The local streets adjoining the southern end of the site have little capacity, in terms of amenity, to accommodate additional traffic volumes.

This precisely describes the concerns of The Paddington Society. Parking for 250 cars and hours of operation from 6.00am to midnight give The Society grave concerns. This will require careful assessment by Council to demonstrate that this scale of development and these hours will O1 ...not exacerbate existing amenity problems in adjoining streets to unacceptable levels.

C2 Traffic volumes generated from the development in Glenmore Road between Cambridge and Cascade Streets must not exceed the environmental capacity of Glenmore Road as a collector road being exceeded.

We suspect this cannot be achieved and rely on Council for the compliance assessment.

C3 Traffic volumes in Alma Street generated from development on the site must not result in the environmental capacity of Alma Street as a local road being exceeded outside of peak hour use

Again, we suspect this cannot be achieved and rely on Council for the compliance assessment. Alma Street is served by one complicated intersection. Rights of way are confused and the intersection could also become a safety hazard. This is complicated by children being collected and dropped off at the Sydney Grammar School in Alma Street.

4.7 Car parking and servicing

The Paddington Society has no confidence that 250 cars is sufficient for a club of 17,000 square metres without increasing pressure on surrounding street parking.

The application proposes above ground parking which has two effects. It produces a proposal which does not comply with the height controls and has above ground parking addressing open space, rather than the required activity. Consequently parking has led to significant non compliance.

Two storey above ground parking presents the entrance at Alma Street.

In summary The Paddington Society objects to this application. It is an overdevelopment of the site and does not comply with the site specific White City DCP.

It fails to comply with:

- Height controls
- Building alignment controls
- View line controls
- Landscape controls
- Traffic impacts

Yours faithfully,

Robyn Attuell
President
The Paddington Society
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