



# 2011 Residents' Association Inc.

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**The Bourbon, Darlinghurst Road, Potts Point, development application D/2020/916**

**Address delivered by 2011 Residents Association  
at Central Sydney Planning Committee (CSPC) meeting  
(5pm, Thursday 22 July 2021, via Zoom)**

## **SPEAKER 1:**

I and the following two speakers represent the 2011 Residents Association, a community action group that has advocated for almost 40 years for residents and businesses in the 2011 postcode covering Potts Point, Elizabeth Bay, Rushcutters Bay and Woolloomooloo. We have led and supported many campaigns for increased public transport, to preserve the historic streetscape of the neighbourhood, and to improve our public amenity.

We are a tiny community *geographically*, but we have an extremely large population compared with other suburbs of similar area, and are a destination for many visitors.

We are here tonight to support residents, business owners and visitors who are going to be affected by the Bourbon/Empire redevelopment.

1. This development - on the corner of Darlinghurst Rd and Macleay St - is at the very "heart of the Cross", a meeting place where the paths of thousands of residents, workers and visitors diverge and mingle all day and night as they travel to work or home, to shops and cafes, to the train station or library; or to the park, Fitzroy Gardens, a place of peace AND quiet AND respite, the lungs of the neighbourhood - **right next** to the proposed new development!

The redevelopment will impact thousands of people in this sensitive area of already dense urban living, and while Council knows that access to quality open public space is essential, years of demolition and construction will decrease access to quality public space.

2. During the demolition and construction phases we estimate

- More than 4 years of noise, dust, and dirt from deep excavation and construction

- More than 14,000 truck movements through our narrow local streets.
  - that's 1 truck every 9 minutes, 6 days a week, for more than 6 months
- the noise, dirt, and dust plus truck movements will impact the user experience of thousands of residents, businesses and visitors in the surrounding streets and laneways
- the constant truck movement will also impact the critical access points in and out of Kings Cross, Potts Point and Elizabeth Bay at:
  - William St
  - Kings Cross Rd
  - Craigend St
  - Macleay St
  - Darlinghurst Rd,
  - Ward Avenue
  - and Elizabeth Bay Rd.
- pedestrian traffic along Darlinghurst Rd will likely disappear, along with outdoor cafés and bars and their patrons. HOW will local businesses survive during the 4+ years of construction disruption from 7am, 6 days a week? This will be a massive upheaval for the area, its residents and the experience of visitors to the area.
- and at the end will be ever-larger buildings housing 2 expanded pubs with apartments above, all on one small urban block.
- who wins? this is PUBLIC PAIN for massive PRIVATE GAIN

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**SPEAKER 2:**

3. We are concerned that planners have allowed a new eight-storey apartment building, requiring a 4-level underground excavation with the potential to cause structural damage to adjoining buildings like Kingsley Hall, and which will result in permanent loss of light for Kingsley Hall and nearby residential buildings in Ward Avenue, Roslyn St and Barncleuth Lane.

Kingsley Hall is a heritage-listed building by acclaimed Australian architect Emil Sodersten. His 1941 design for the Australian War Memorial was "the first national architectural monument in Australia." Kingsley Hall, the El Alamein Fountain and Fitzroy Gardens are the northern gateway to Kings Cross and Potts Point, a district acclaimed for its significant

Art Deco residential flat buildings. In 2018 Kingsley Hall was listed by City of Sydney Council, who said it will

*“ ... allow present and future generations to understand the breadth of Australia’s early 20th century and Inter-War architectural heritage.”*

The new 8-storey building will effectively **obliterate** the existing view of Kingsley Hall from the southern approach along Darlinghurst Rd and Ward Avenue.

4. There is currently a footpath licence for tables and chairs in front of the Bourbon at the Macleay and Darlinghurst Rd corner. The reduced footpath area sometimes forces pedestrians to step onto the gutter or road, creating a potentially dangerous accident site. With increasing neighbourhood and visitor density, a footpath licence in the new development will make it even harder to negotiate the crowded footpath outside the hotel, especially for those in wheelchairs, motorised chairs or with prams. We urge consideration be given to pedestrians before patrons.

5. Given the seismic social changes that have occurred over the past few years, including cultural shifts away from large drinking venues and the more recent impacts of COVID-19 lockdowns which may become a semi-permanent feature of life, WHY in this latest plan has there been no proportionate reduction in the public bar sizes and corresponding reduction in projected patron numbers? It seems an opportunity for change has been lost.

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**SPEAKER 3:**

6. Lastly, we note that the "deferred commencement approval" includes a lengthy list of **almost 300 conditions** to be met for construction and operations to lawfully proceed. It is your responsibility to ensure that all these conditions are met, and that the impact to the neighbourhood is minimised both during the construction phase and afterwards. This is essential, given the alarming reports of non-compliance in buildings and developments that now emerge regularly in the news.

- who will monitor whether those conditions are in fact being met?
  - there needs to be real-time monitoring of adherence to the conditions of approval, on a weekly/monthly basis by an INDEPENDENT and suitably qualified body
- what will be the real consequences for the developer if those conditions are broken, or fail to be met?

- there should be financial and/or stop-work consequences for any breach of the conditions of approval, or any failure to comply with demolition, building or construction standards and regulations.

These are not rhetorical questions. We and anyone else interested in this development urgently need to know the answers.