

Environmental Impact Statement

One Darling Point

Detailed SSD-77608714

Mixed Use Development including Infill Affordable Housing
136 - 148 New South Head Road, Edgecliff

Prepared by Ethos Urban

10 January 2025 | 2240502



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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23 December 2024

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23 December 2024

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B. Statutory Compliance Table	<i>Ethos Urban</i>
C. Mitigation Measures	<i>Ethos Urban</i>
D. Architectural Drawings	<i>Tzannes</i>
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F. Connecting with Country Framework Response	<i>Gujaga Foundation</i>
G. Design Verification Statement	<i>Tzannes</i>
H. Landscape Design Report and Drawings	<i>Oculus</i>
I. Clause 4.6 Variation Request	<i>Ethos Urban</i>
J. Survey Plan	<i>CMS Surveyors</i>
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L. Consultation Outcomes Report	<i>Ethos Urban</i>
M. Pedestrian Wind Environmental Study and Natural Ventilation Statement	<i>Windtech</i>
N. View and Visual Impact Assessment	<i>Ethos Urban</i>
O. Preliminary Construction Environmental Management Plan	<i>Lendlease</i>
P. Aboriginal Cultural Heritage Assessment Report	<i>Palimpsest</i>
Q. Heritage Impact Statement	<i>Urbis</i>
R. Heritage Archaeological Impact Assessment	<i>Urbis</i>
S. Heritage Interpretation Strategy and Plan	<i>Urbis</i>
T. Arboricultural Impact Assessment	<i>Raintree Consulting</i>
U. Traffic Impact Assessment	<i>Traffix</i>
V. Preliminary Construction Traffic and Pedestrian Management Plan	<i>Traffix</i>
W. Green Travel Plan	<i>Traffix</i>
X. Crime Prevention Through Environmental Design Report	<i>Ethos Urban</i>
Y. Access Design Review	<i>Jensen Hughes</i>
Z. Building Code of Australia Statement of Compliance	<i>Steve Watson & Partners</i>
AA. Fire Engineering Statement	<i>Core Engineering Group</i>
BB. Ecologically Sustainable Development Report	<i>JHA</i>
CC. BASIX Certificate	<i>JHA</i>
DD. Noise and Vibration Impact Assessment	<i>Acoustic Logic</i>

Appendix		Author
EE.	Geotechnical Investigation Report	<i>Tetra Tech Coffey</i>
FF.	Detailed Site Investigation	<i>Douglas Partners</i>
GG.	Remedial Action Plan	<i>Tetra Tech Coffey</i>
HH.	Stormwater Management Plan	<i>Northrop</i>
II.	Flood Risk Management Report	<i>Northrop</i>
JJ.	Operational Waste Management Plan	<i>Elephants Foot Consulting</i>
KK.	Construction and Demolition Waste Management Plan	<i>Elephants Foot Consulting</i>
LL.	Hazardous Material Surveys	<i>WSP</i>
MM.	Social Impact Assessment	<i>Ethos Urban</i>
NN.	Biodiversity Development Assessment Report Waiver	<i>Ecoplanning + SLR</i>
OO.	Infrastructure Delivery Management and Staging Plan	<i>JHA</i>
PP.	Estimated Development Cost Executive Summary	<i>Slattery</i>
QQ.	Letter of Support from Community Housing Provider	<i>Evolve Housing</i>

Signed Declaration

Project Details		
Project Name	Mixed-use and affordable housing-Edgecliff	
Application Number	SSD-77608714	
Land to be Developed	136 - 148 New South Head Road, Edgecliff identified as Lots 1-5 in DP1311043.	
Lendlease Details		
Lendlease Name	Lendlease (One Darling Point) Pty Ltd	
Lendlease Address	Level 14, Tower 3, International Towers Sydney, Exchange Place, 300 Barangaroo Place, Barangaroo, 2000, NSW	
Prepared by		
Name	Matthew Thrum	Jim Murray
Qualifications	BCP (Hons) PIA (Assoc.)	BA, MURP
Address	Level 4, 180 George Street, Sydney NSW 2000	
Declaration		
Name	Alexis Cella	
Qualifications	B RTP (Hons) M PIA	
Registration Number	44842	
Organisation Registered With	PIA	
The undersigned declares that this EIS: • has been prepared in accordance with the <i>Environmental Planning and Assessment Regulation 2021</i>; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • contains a consolidated description of the project in a single chapter of the EIS; • contains an accurate summary of the findings of any community engagement; and • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.		
Signature		
Date	31 January 2025	

Summary

Introduction

A fundamental policy objective of the NSW government is to deliver more housing across Sydney. The state government is focused on taking hold of a once-in-a-lifetime chance to leverage Sydney's existing rail stations to serve generations to come. The state government believe that by building more housing within centres near railway stations, more people will be able to live close to transport, jobs, services, night life and amenities.

Additionally, the SGS Rental Affordability Index shows that in Quarter 2 of 2024, the suburb of Edgecliff was severely unaffordable for the average rental household and the income of a hospitality worker and critically unaffordable for a single income couple with children. Expected waitlist times for social housing in the Eastern Suburbs allocation zone is 5-10 years for a studio/1bedroom apartment, with 888 general and 193 priority applicants on the waitlist.

This Environmental Impact Statement (EIS) has been prepared on behalf of Lendlease (One Darling Point) Pty Ltd (Lendlease) in support of a State Significant Development Application (SSDA) identified as SSD-77608714. The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for a proposed mixed-use shop top housing development, including retail, commercial, market housing and infill affordable housing at 136 - 148 New South Head Road, Edgecliff (the site).

Development for the purposes of infill affordable housing with an estimated development cost of more than \$75 million is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* and is therefore declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

This application is submitted concurrently with a Concept SSDA to unlock the base provisions within Clause 6.11 of the *Woollahra Local Environmental Plan 2015* (Woollahra LEP). In addition to this, this application utilises the 30% floor space ratio and building height bonuses afforded by Chapter 2 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP), as 15% of the total floor space will be dedicated as affordable housing for a minimum 15 years.

The proposed development has been considered by the State Design Review Panel (SDRP) and responds to SDRP feedback to achieve a high standard of design excellence.

Planning Background

The subject site has been subject to a lengthy planning process to date, with the site identified to accommodate uplift under Woollahra Council's strategic plans for Edgecliff Commercial Centre (ECC). This has culminated in site-specific planning controls that support greater density and height – commensurate the site's locational attributes near public transport, jobs, services and amenities.

Site Overview

The site is located at 136 – 148 New South Head Road, Edgecliff (also known as 1 Darling Point Road) on the corner of Darling Point Road within the Woollahra Local Government Area (LGA). The site comprises five allotments and has a total combined site area of 1,746m². A site aerial is provided in **Figure 1** below.



Figure 1 Site Aerial

Source: Nearmap / edited by Ethos Urban

Project Description

This SSDA seeks consent for a mixed-use development, comprising retail premises, commercial premises and shop top housing, featuring both market and affordable dwellings (refer to **Figure 2**). Specifically, this SSDA seeks approval for:

- The restoration and fit-out of the existing heritage item at 136 New South Head Road to accommodate 335m² gross floor area (GFA).
- Demolition of the existing buildings at 138 and 140-148 New South Head Road and site preparation and levelling.
- The construction of a 17 storey (59.8 metres) mixed-use building, comprising the following:
 - 62 dwellings (9,602m² of GFA), including 20 infill affordable housing units (1,702m² of GFA) located on Level 5 – Level 16.
 - 1,344m² of commercial GFA located on the Ground Floor to Level 4.
 - 403m² of retail GFA located on the Ground Level and Level 1.
 - 74 car parking spaces within the podium
 - Ground Floor loading and servicing
- Associated landscaping and public domain works, including a publicly accessible through-site link.
- Augmentation and servicing of infrastructure and utilities.



Figure 2 *The proposed development looking east along New South Head Road*

Source: Tzannes and Gabriel Saunders

Engagement

Engagement with the community and stakeholders has been undertaken by Ethos Urban in collaboration with the Lendlease. The engagement carried out included the following stakeholders:

- Department of Planning, Housing and Infrastructure;
- Government Architect NSW;
- Woollahra Municipal Council;
- State and Federal Elected Officials;
- State agencies;
- Neighbours and the local community;
- Local community and heritage groups;
- Local First Nations communities; and
- Media and interest groups.

The community and stakeholder engagement has help inform the proposed development and is discussed in further detail in **Section 6.0**.

Key Impacts and Mitigation Measures

The key issues identified in the Secretary's Environmental Assessment Requirements (**Appendix A**) have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the assessment of environmental impacts in **Section 7.0**. It has been demonstrated that for each of the likely impacts identified in the assessment are reasonable or can be appropriately mitigated.

A summary of the key impacts and mitigation measures is outlined below.

Built form and urban design

The proposed building constitutes a podium and tower form, consistent with the character envisaged by the ECC Strategy. The maximum height of the building has been designed to adhere to the maximum building height control (46m) applicable to the site under clause 6.11(3) of the Woollahra LEP plus the additional 30% (13.8 metres) that is permissible under section 16 of the Housing SEPP which equates to a maximum height of 59.8 metres. The proposal will sit comfortably within a tower cluster defined by the Ranelagh to the immediate north (30 storeys) and the future towers to the south (37 storeys).

The allocation of GFA throughout the development is considered appropriate to accommodate the proposed mix of uses on the site. The overall building volume is broken down through vertical elements which correspond to the primary line of transition which occurs in the podium between the commercial floor and the above ground carpark. Additionally, the detailed design is entirely consistent with the building envelope setbacks proposed under the Concept SSDA. These setbacks delineate the form and massing of the tower and the podium and ensure reasonable separation is maintained to neighbouring apartments to enable residents to continue to enjoy visual and acoustic privacy and access to daylight and air. Finally, the highly experienced and award winning design team at Tzannes have developed a sensitive, sophisticated and sculptural architectural response that will positively contribute to the local character and future renewal of Edgecliff.

Visual Impact

The proposal will ordinarily be seen from an area (the visual catchment) extending north to Ascham School, east to Ocean Street (noting visibility from Steyne Park, as well), south to the Oxford Street ridgeline and west to the Potts Point ridgeline. The area is less sensitive to the nature of change proposed and has a greater capability of accommodating the nature of change proposed without unacceptable impact on its visual character. The proposal will not impact significant views obtained from the public domain recognised in planning instruments.

View Impact

With respect to private views, the proposal will impact some high value views, of particular note including district views obtained in a northwestern and westerly direction to the Sydney CBD skyline, the Sydney Harbour Bridge and Sydney Opera House. Due to its location at the western edge of the Darling Point Ridgeline, any development consistent with the strategic intent of the Edgecliff Commercial Centre Planning and Urban Design Strategy will have a similar impact to the proposal.

This site's location on the western side of the Darling Point ridgeline within a dense urban context restricts the ability to employ skilful design to mitigate private view impacts, compounded by the relatively long, narrow nature of the site. Nonetheless, as is outlined in the EIS, the proposal has been informed by a rigorous design development and review process. This has included consideration of the assessment of the planning proposal for the site which did not raise concerns with view impact and advice from the SDRP.

The design also balances view impact with other outcomes, many of which are in the public interest such as delivery of a greater amount and choice of well-located new homes, including affordable housing, contribution to the revitalisation of the ECC and the establishment of a strong, well defined and active edge to New South Head consistent with its location at the western threshold to the ECC. Overall, the proposal is considered to have an acceptable view impact on nearby properties.

Overshadowing

The proposal will result in no additional overshadowing to Trumper Park at any time between 10am and 2pm on the 21st of June. The detailed design follows the improved solar conditions developed through the concept envelope in that the chamfer to the northeast corner of the proposed development reduces solar impact to 164 New South Head Road. The proposed development protects two hours of solar access at mid-winter to these apartments and the communal terrace of 164 New South Head Road. This is a marked improvement over the planning proposal envelope which did not provide adequate solar access to these apartments.

Residential amenity

As per Chapter 4 of the Housing SEPP, the proposed development has been designed in accordance with the controls and requirements of the Apartment Design Guide to achieve a high level of amenity for the future residents of both the market and the affordable dwellings. Notwithstanding, due to site constraints, orientation, dimensions and its centre setting, there are few instances where the proposal departs from the relevant design criteria. However, and importantly the objectives of the ADG continue to be achieved despite these variations.

Transport and access

The proposal will not result in any unacceptable traffic implications and all nearby intersections are expected to continue to operate satisfactorily. The proposal also utilises the non-discretionary parking rates provided within the Housing SEPP to appropriately accommodate the use of private vehicles for residents. Additionally, as the site is located within 50m of the Edgecliff Railway Station, visitors and residents to the site will be able to benefit from a high level of public transport access. The impacts of the construction process on the local traffic behaviour have also been considered, and it is anticipated that the road network is able to support the construction of the development.

Heritage and Archaeology

The site contains a local heritage item located at 136 New South Head Road. The proposal retains and restores this structure and will not have any unacceptable impact on heritage significance. The proposed demolition of other existing buildings will have no heritage impact. Low potential has been identified for any archaeological resources to be retained within the subject area and as such the proposed works are unlikely to impact any subsurface historical relics. Additionally, an existing sandstone wall on the site meets the threshold for local significance as a physical remainder of the historical development but is unable to be retained with the proposed development. Accordingly, Heritage Interpretation Strategy and Plan has been prepared that addresses interpretation of the wall in the development among other heritage aspects.

With respect to Aboriginal heritage, the study area contains no known Aboriginal archaeological sites but is within a Potential Aboriginal Heritage Sensitivity zone identified in the Woollahra Aboriginal Heritage Sensitivity map. This sensitivity is likely linked to the sandstone geology, which can host features such as rockshelters, rock engravings, and grinding grooves. However, the site's previous development and sloping terrain reduces the likelihood of such features being present. Additionally, a site inspection was conducted with La Perouse Local Aboriginal Land Council, and the outcomes of this meeting confirmed that any risk to Aboriginal heritage can be appropriately mitigated through sensitive construction methods.

Other environmental impacts

The EIS also assesses the impact of the proposed development with reference to the following environmental issues and finds the expected impacts to be acceptable:

- Wind,
- Land reservation acquisition,
- Crime prevention and safety,
- Accessibility,
- Building Code of Australia Compliance,
- Ecologically sustainable development,
- Noise and vibration,
- Geotechnical,
- Water management and flooding,
- Hazardous materials, contamination and remediation,
- Waste management,
- Construction management,
- Social impact,
- Biodiversity,
- Infrastructure and Utilities.

Conclusion and Justification

This EIS provides a comprehensive assessment of the expected environmental, social, and economic impacts of the development proposed in this SSDA. This EIS has addressed the requirements of the SEARs (**Appendix A**) as well as those requirements contained at the *Environmental Planning & Assessment Regulation 2021* (EP&A Regulation).

The proposed development can be supported and approved for the following reasons:

- The proposed land uses are permissible with consent on land zoned MUI Mixed Use under the Woollahra LEP. The proposed development is consistent with the MUI zone objectives and the site-specific objectives under clause 6.11 of the Woollahra LEP as it will deliver a diverse mixed use higher density development within walking distance of Edgecliff Railway Station and in a form that is compatible with the desired future character of the Edgecliff Centre.
- The proposal is consistent with the NSW government's strategic planning objective to locate housing, including affordable housing, in accessible areas. It directly responds to this objective by utilising the provisions under Chapter 2 Division 1 of the Housing SEPP to provide 20 affordable homes that could not otherwise be provided under the provisions of the Woollahra LEP.
- The proposal achieves design excellence. It has been reviewed by the SDRP and the Panel's advice informed the architectural design development. The architectural and landscape design is high quality, and the proposed built form has been demonstrated to be appropriate within the existing and future context of the ECC and the specific circumstances of the site.
- The proposed development will not result in unreasonable environmental impacts to the surrounding area and appropriate mitigation measures are recommended to ensure that the development will minimise impacts during construction and occupation.
- The proposed development will improve the interaction between the site and the public domain through the activation of the ground plane and the provision of a publicly accessible through-site link connecting New South Head Road to Darling Point Road.
- The proposed development is consistent with the design objectives contained within the Apartment Design Guide (ADG). It will deliver homes that are spacious, sunlit and, ventilated; at the same time protecting the visual privacy, overshadowing, and solar amenity of the surrounding residents.
- The proposed development will renew and activate underutilised site that has been identified for renewal as per the Edgecliff Commercial Centre Planning and Urban Design Strategy (ECC Strategy) as the development scheme aligns with the land use, scale and built form envisioned for the site.
- The site is suitable for the proposed development.
- The proposed development is in the public interest.

1.0 Introduction

This Environmental Impact Statement (EIS) has been prepared by Ethos Urban on behalf of Lendlease (One Darling Point) Pty Ltd (Lendlease) in support of a State Significant Development Application (SSDA). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for a mixed-use shop top housing development, comprising 62 apartments above retail and commercial premises within 17-storeys at 136 - 148 New South Head Road, Edgecliff (the site).

The proposal utilises the provisions under Chapter 2 Division 1 of the Housing SEPP to deliver 20 in-fill affordable housing dwellings as part of the development. Development for the purposes of in-fill affordable housing with an estimated development cost of more than \$75 million is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) as State Significant Development (SSD) for the purposes of the EP&A Act. The estimated development cost (EDC) of the proposed development is \$132,356,000, with the residential component being over \$75 million (refer to **Appendix PP**), therefore the proposal is characterised as SSD.

A request for Industry-Specific Secretary’s Environmental Assessment Requirements (SEARs) was submitted on 6 November 2024. The SEARs were issued on 12 November 2024.

This EIS is based on the Architectural Drawings prepared by Tzannes Architects (see **Appendix D**) and Landscape Drawings by Oculus (see **Appendix H**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, clause 175 of the EP&A Regulations, and the SEARs. A SEARs Compliance Table is provided at **Appendix A** identifying where the SEARs are addressed in this EIS. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Proposal, including its social, economic and environmental impacts, mitigation measures and benefits, as well as providing an environmental assessment of the proposal.

1.1 Lendlease

Lendlease’s details are in **Table 1** below.

Table 1 Lendlease Details

Lendlease:	Lendlease (One Darling Point) Pty Ltd
Address:	Level 14, Tower 3, International Towers Sydney, Exchange Place, 300 Barangaroo Place, Barangaroo, 2000, NSW
ABN:	69 678 266 638

1.2 Overview of Proposed Development

This SSDA seeks consent for a mixed-use development, comprising retail premises, commercial premises and shop top housing comprising market and affordable dwellings. Specifically, this SSDA seeks approval for:

- The restoration and fit-out of the existing heritage item at 136 New South Head Road to accommodate 335m² gross floor area (GFA).
- Demolition of existing buildings at 138 and 140-148 New South Head Road and site preparation and levelling.
- The construction of a 17 storey (59.8 metres) mixed-use building, comprising the following:
 - 62 dwellings (9,602m² of GFA), including 20 infill affordable housing units (1,702m² of GFA) located on Level 5 to Level 16.
 - 1,344m² of commercial GFA located on the Ground Floor to Level 4.
 - 403m² of retail GFA located on the Ground Level and Level 1.
 - 74 car parking spaces within the podium.
 - Ground Floor loading and servicing.
- Associated landscaping and public domain works, including a publicly accessible through-site link.
- Augmentation and servicing of infrastructure and utilities.

A detailed description of the proposal is at **Section 4.0**. The proposal will be undertaken in accordance with the Architectural Drawings prepared by Tzannes Architects (**Appendix D**).

1.3 Objectives of the Development

The principal objective of the proposed development is to provide housing in response to the following:

- The well-publicised shortage of appropriate and affordable housing options.
- The well-publicised shortage of appropriate market housing options.
- Declining housing affordability and the increasing demand for affordable housing and all forms of housing.
- A general shift towards sustainable higher density living closer to public transport.

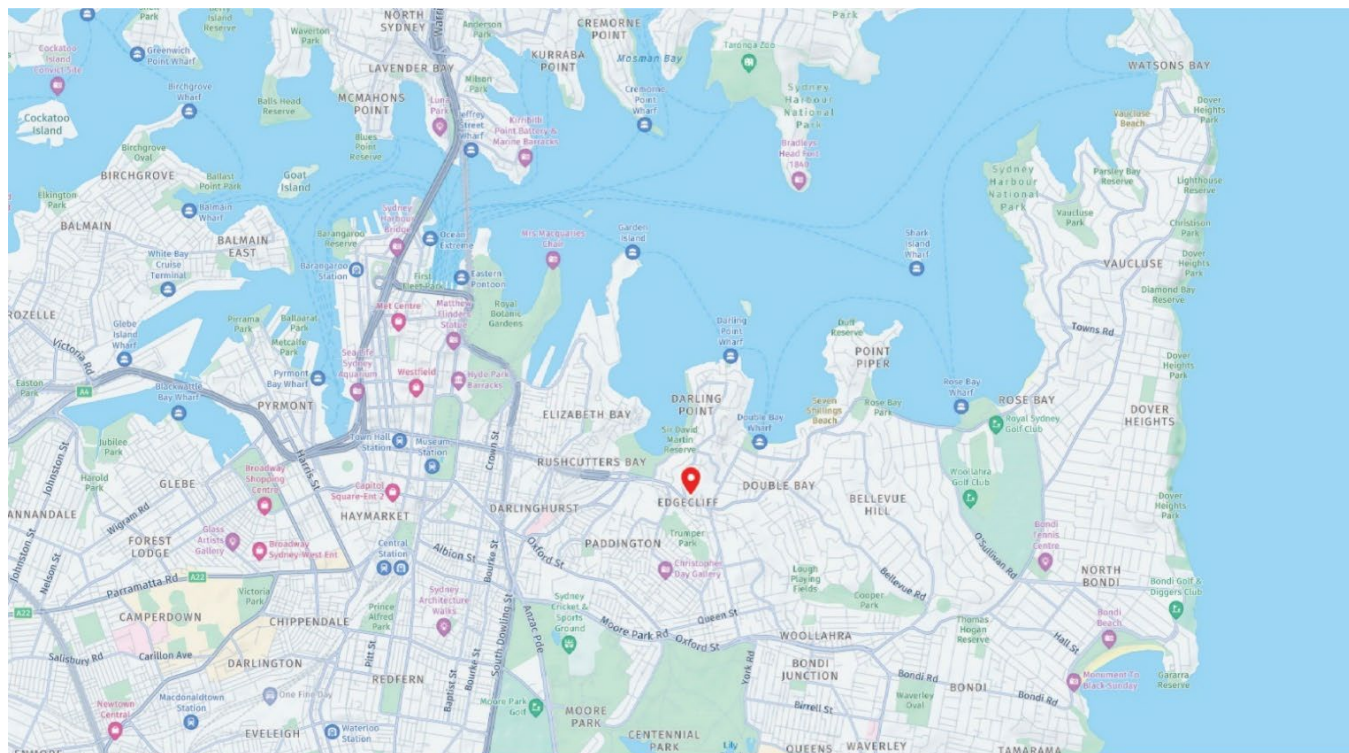
The proposal seeks to address these issues by providing additional housing in a highly accessible inner-Sydney location. Specifically, the key objectives of the proposed development are to:

- Respond to the housing challenges facing Sydney through boosting the delivery of high quality market and affordable housing in a highly accessible location, ultimately contributing to NSW's affordable housing targets under the National Housing Accord 2022;
- Retain and restore the existing heritage item on the site, ensuring that the integrity and value of the heritage item is echoed throughout the wider development;
- Deliver a high-quality, contemporary, activated building for living opportunities that contributes to a vibrant, functional and legible public domain;
- Deliver an innovative, responsible and sustainable development outcome by providing a development of quality and ambition;
- Incorporate a mixed-use urban design principles to integrate commercial, retail and residential land uses;
- Work with local Indigenous groups to draw on Connecting with Country frameworks to ensure the unique site characteristics and the profile of the surrounding community inform the design outcome and the life of the project in a meaningful way;
- Rationalise and improve pedestrian and vehicle access to the site, while encouraging walking, cycling and public transport use.
- Be a good neighbour to the existing community by ensuring appropriate setbacks and massing maintain privacy, amenity and achieve reasonable view sharing.

1.4 Site Overview

The site is located at 136 – 148 New South Head Road, Edgecliff (also known as 1 Darling Point Road) the corner of Darling Point Road and New South Head Road in the Woollahra Local Government Area (LGA). The site comprises five allotments and has a site area of 1,746m².

A context map is provided in **Figure 3** below and the site is described in detail in **Section 2.1**.



The Site NOT TO SCALE

Figure 3 Site Location and Context

Source: Nearmap / edited by Ethos Urban

1.5 Background

1.5.1 Planning Proposal (PP-2022-1646)

A planning proposal (PP-2022-1646) was gazetted in May 2024 and introduced clause 6.11, a site-specific local provision under *Part 6 Additional local provisions* of the Woollahra LEP which permits a maximum building height of 46m and a FSR of 5:1, subject to satisfying certain considerations.

The height and FSR under clause 6.11 were informed by an indicative concept development submitted with the planning proposal that demonstrated a possible development outcome for the site. The indicative concept portrayed a 12-storey mixed use building. The SSDA proposes additional height in accordance with Chapter 2 Division 1 of the Housing SEPP. Notwithstanding, the SSDA remains consistent with the planning proposal's development vision, which was:

Located on the highly prominent corner at 136-146 New South Head Road, this building will set a new benchmark for the reimagined New South Head Road Corridor and become a landmark that helps reinvigorate and define the urban core of Edgecliff as a place.

In their Finalisation Report, the DPHI recommended that the Minister's delegate determines the proposal for the following reasons (among others):

- *'It provides additional housing and commercial opportunities near existing services, infrastructure, and public transport in alignment with Government policy and would contribute to the 30-minute city pursuant to the Greater Sydney Region Plan and Eastern City District Plan.*
- *It is consistent with and gives effect to the relevant objectives, directions, and priorities of the Greater Sydney Region Plan and Eastern City District Plan.*
- *It is consistent with all relevant section 9.1 Directions and SEPPs, excluding Direction 1.4 Site Specific Provisions where it is considered minor and justified.*
- *Any potential environmental impacts could be adequately addressed and resolved at the development application stage.*
- *It adequately addresses the issues raised during consultation and there are no outstanding agency objections to the planning proposal.'*

This SSDA proposes a development outcome that aligns with the reasons the DPHI gave for rezoning the site. The SSDA executes the intention of the planning proposal by providing a mixed use, well-located development that responds to the relevant strategic objectives and statutory requirements. Further, it facilitates the provision of 20 additional affordable homes within Edgecliff next to Edgecliff Railway Station.

Voluntary Planning Agreement

A site-specific Voluntary Planning Agreement (VPA) between Woollahra Municipal Council and Edgecliff Central Pty Ltd (current landowner) was executed on 26 February 2024 in conjunction with the site rezoning under PP-2022-1646. Additional detail on the VPA is provided in **Section 3.3**.

1.5.2 Consultation

Department of Planning, Housing and Infrastructure

Several meetings were held between Lendlease and the DPHI SSD Acceleration Team relating to the validity of the planning pathway, the Clause 4.6 variation request and to convey feedback from Council, as well as discuss comments received from the SDRP (refer below).

State Design Review Panel

A meeting was held between the State Design Review Panel (SDRP) and the Lendlease on 2 October 2024. After the meeting, feedback from the SDRP was issued, stating that the following elements of the proposal are supported:

- *The general approach to articulation and modulation of the tower in response to sun, wind, privacy between apartments and the surrounding context.*
- *The ambition to achieve a high standard of architectural design.*
- *The activation of the street frontage with retail outlets and the permeability created with the through-site link, noting further comments below.*
- *The setback at the entrance to the through-site link that provides respite from New South Head Road.*
- *The intention to open up the northern and eastern facades of the heritage building to help activate the through-site link and outdoor plaza.*
- *The ambitious sustainability strategy and provision for a 100% electric building.*
- *The engagement of an Indigenous consultant familiar with the local area.*

A summary response to the SDRP's advice is provided below. A detailed response is provided in the Design Review Report, appended to the Architectural Design Report at **Appendix E**.

- The Level 1 podium footprint has been reduced to improve the quality of the through-site link. This also improves solar access to the northern forecourt, and the pedestrian experience of the heritage building.
- The retail frontage and depth to New South Head Road has been increased to improve the commercial proposition and the activation of the ground plane.
- The extent of setbacks to neighbouring buildings is commensurate with the character of the area and ensures that a high standard of amenity is achieved for both future residents of the proposed development, and neighbouring residents.
- Good quality residential amenity is achieved for both the affordable and the market dwellings and the Level 4 communal terrace is for the use of all residents, noting that the wellness area is exclusive to market residents.

A second SDRP meeting is scheduled to occur in March 2025, in order to provide feedback to the SDRP on how comments made have been suitably addressed and the design refined.

Community and Agency

Consultation was undertaken with the local community, Council, various government agencies which is discussed further in **Section 6.0** and the Consultation Outcomes Report provided at **Appendix L**

1.6 Affordable Housing

'Affordable Housing' in NSW is available to very low to moderate income households with rent priced so that households can meet other basic living costs. It is proposed that this development will provide affordable housing under the provisions of the Housing SEPP. Specifically, Chapter 2 Part 2 Division 1 of the Housing SEPP applies to the proposed development. As such, 15% of the total proposed GFA will be provided as affordable housing and managed by a registered Community Housing Provider (CHP) for a period of at least 15 years. Under the provisions of the Housing SEPP, the maximum FSR and height for the proposed development is the maximum permissible eligible under the Woollahra LEP plus an additional amount up to 30%.

2.0 Site Description

2.1 Site Location and Context

The site is located at 136 – 148 New South Head Road, Edgecliff and is also known as 1 Darling Point Road. The site is located on the corner of Darling Point Road and New South Head Road in the Woollahra Local Government Area (LGA). The traditional custodians of the land are the Dharawal people.

The site is located within a precinct known as the Edgecliff Commercial Centre (ECC) a mixed-use urban environment. It is a 50m walk from the Edgecliff Shopping Centre, the Edgecliff Bus Interchange and the Edgecliff Train Station, which connect to Watsons Bay, Bondi Junction, Walsh Bay, Chatswood and the Sydney CBD. The site is located approximately 5km from the Sydney CBD and 3km from Bondi.

The site is zoned MU1 Mixed Use and is subject to additional local provisions under Clause 6.11 of the Woollahra LEP, as mentioned in **Section 1.5.1** above. Clause 6.11 anticipates future development to be higher density, and well-designed to maximise proximity to the high frequency public transport connections.

A Site Location and Context Map is provided in **Figure 4** below.



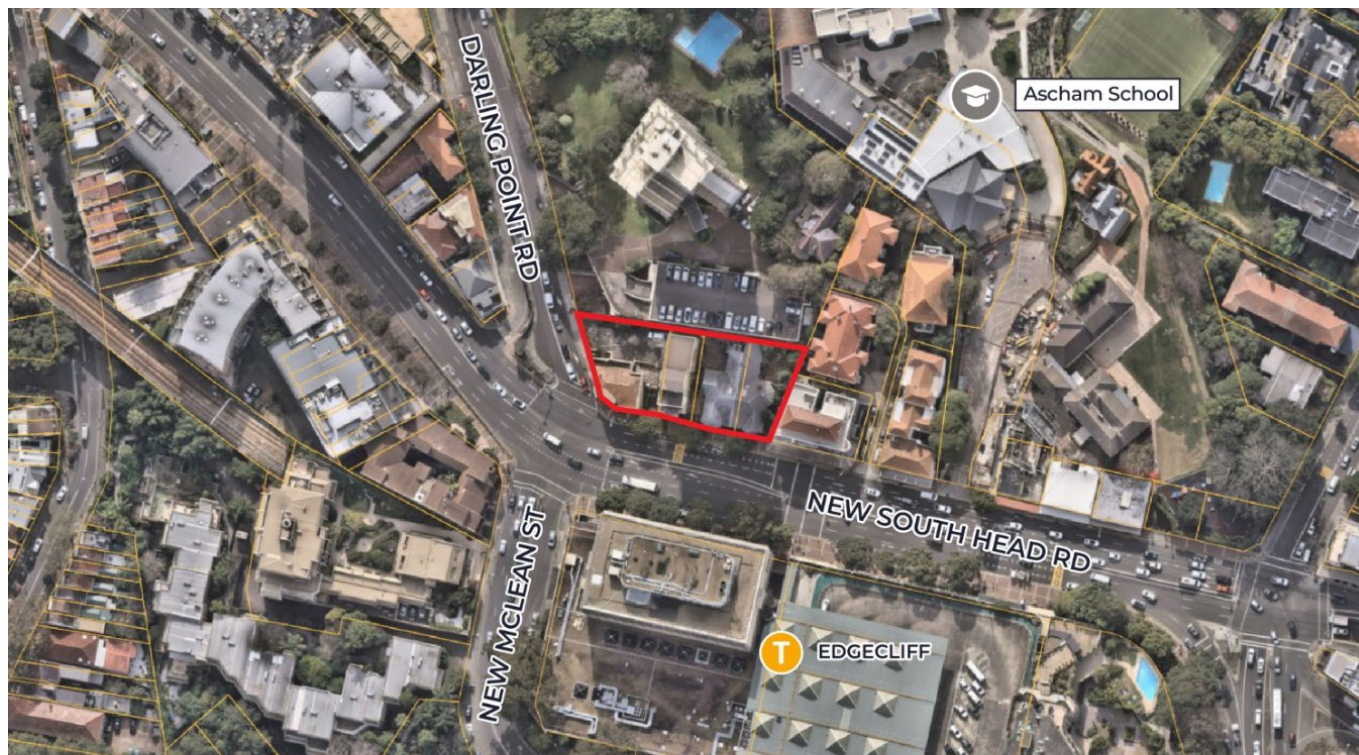
Figure 4 Site Location and Context Map

Source: Nearmap / edited by Ethos Urban

2.2 Key Features of Site and Surrounds

2.2.1 Site description

The site has a total site area of 1,746m², and a frontage of 27m to Darling Point Road and a 54m frontage to New South Head Road. The site is an irregular shape and falls by approximately 2.6 metres from east to west. A Survey Plan is submitted at **Appendix J**. The land is wholly owned by Edgecliff Central Pty Ltd. The existing site characteristics are described in detail and a site aerial is provided at **Figure 5** below.



 The Site

 NOT TO SCALE

Figure 5 Site Aerial

Source: Nearmap / edited by Ethos Urban

2.2.2 Legal Description

The site comprises five allotments. The legal descriptions* are provided in **Table 2** and illustrated in **Figure 6**.

Table 2 Legal Description of Site

Address	Legal Description	Map Reference (Figure 6)	Approximate Area
136 New South Head Road, Edgecliff	Lot 1 / DP1311043	1	621.47m ²
138 – 140 New South Head Road, Edgecliff	Lot 2 / DP1311043	2	290.20m ²
138 – 140 New South Head Road, Edgecliff	Lot 5 / DP1311043	3	0.61m ²
142-144 New South Head Road, Edgecliff	Lot 3 / DP1311043	4	411.25m ²
146 – 148 New South Head Road, Edgecliff	Lot 4 / DP1311043	5	422.08m ²
Total			1,746m²

*A lot redefinition process was recently undertaken which had the unintended consequence of amending all lot and DP numbers. Previous lot and DP numbers applying to the site were: Lot 1/DP663495, Lot 2/DP983678, Lot 1/DP1092694, Lot A and B in DP443992.



Figure 6 Site map by legal description

Source: Nearmap / edited by Ethos Urban

2.2.3 Land Reservation Acquisition

An approximately 40m² portion of the corner of 136 New South Head Road is marked 'Classified road' on the Woollahra LEP Land Reservation Acquisition Map (refer to **Figure 7**). The Woollahra LEP identifies Transport for NSW as the relevant acquisition authority. No works are proposed to occur within this portion of 136 New South Head Road. This is discussed further in **Section 5.0** and **Section 7.8**.

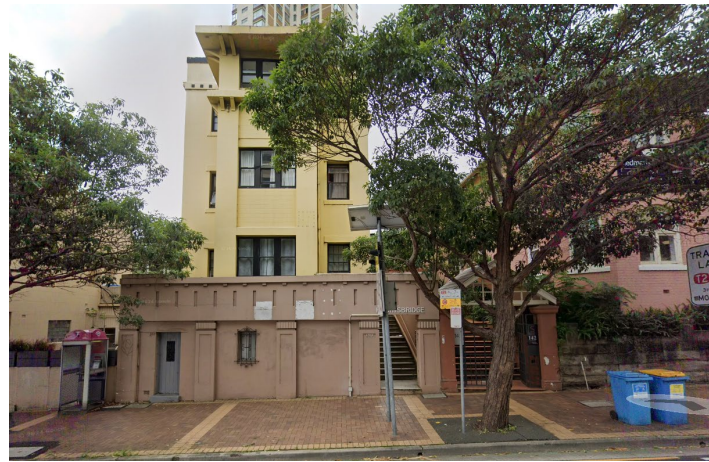
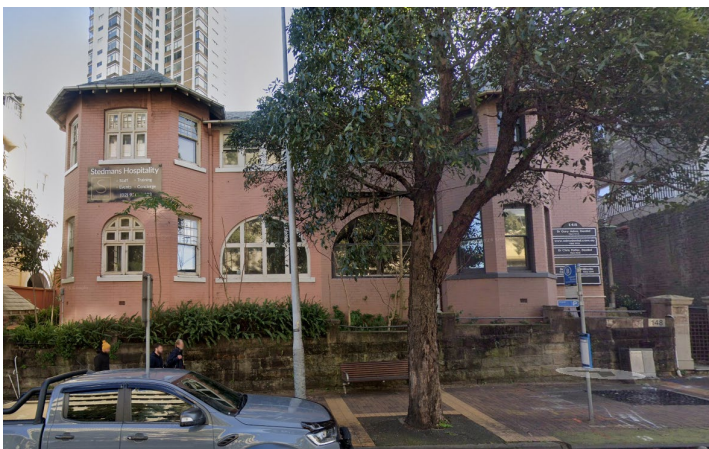


Figure 7 Woollahra LEP Land Reservation Acquisition Map

Source: ePlanning spatial viewer

2.2.4 Existing Development

The existing development on the site is described below.

Address	Description	Image
136 New South Head Road, Edgecliff	The building is identified as a local heritage item (item I238) in the Woollahra LEP, it is described as a 'two storey rendered building with a tile roof'. It is currently used as a photo studio. To the rear is a bitumen carpark. Shrubs and minor planting overhangs the northern boundary from the Ranelagh carpark to the immediate north, in addition to minor planting along the western boundary fronting Darling Point Road.	 Figure 8 136 New South Head Road viewed from the corner of Darling Point Road and New South Head Road Source: Google Maps
138 – 140 New South Head Road, Edgecliff	The building is a four storey rendered building, formerly comprising apartments and known as 'Knightsbridge'. It is currently vacant.	 Figure 9 138-140 New South Head Road viewed from New South Head Road Source: Google Maps
142-144 New South Head Road, Edgecliff 146 – 148 New South Head Road, Edgecliff	The building is a two-storey brick building with a tiled roof. It was previously used as a business premises. In the north-eastern corner of the site, there is low-quality tree planting.	 Figure 10 142-148 New South Head Road viewed from New South Head Road Source: Google Maps

2.2.5 Surrounding Development

The development surrounding the site is characterised by a range of different land uses that support the ECC and the nearby residential land uses. The surrounding development is described as follows:

- **North:** To the immediate north of the site is the Ranelagh Apartment complex, a 30 storey development with an outdoor carpark located adjacent to the northern boundary of the subject site. Beyond that is Ascham School which occupies the land to the north-east and east of the site with an access point on New South Head Road. Further north along Darling Point Road is additional residential development that is characterised by low to medium density individual dwellings and apartment blocks.
- **South:** To the south of the site on the other side of New South Head Road is the Edgecliff Centre, including Eastpoint Food Fair and Edgecliff Railway Station. The Edgecliff Railway Station services the T4 Illawarra and Eastern Suburbs Line and the South Coast Line, connecting to the Sydney CBD, Wollongong and beyond. Further south is Trumper Park and an extensive range of open spaces, surrounded by low-medium density residential.
- **East:** To the east of the site are medium density buildings characterised by shop top housing with a range of non-residential ground floor uses. Further east is the Double Bay town centre accommodating a variety of restaurants, supermarkets, cafes, and various other retail tenancies along New South Head Road.
- **West:** To the west of the site is the continuation of the ECC as other commercial and retail land uses line New South Head Road. Further West is Rushcutters Bay Park, a large open space located adjacent to Rushcutters Bay. The Sydney Grammar School is also located to the west of the site, surrounded by low density housing.

Figure 11 to **Figure 14** illustrates the surrounding development.

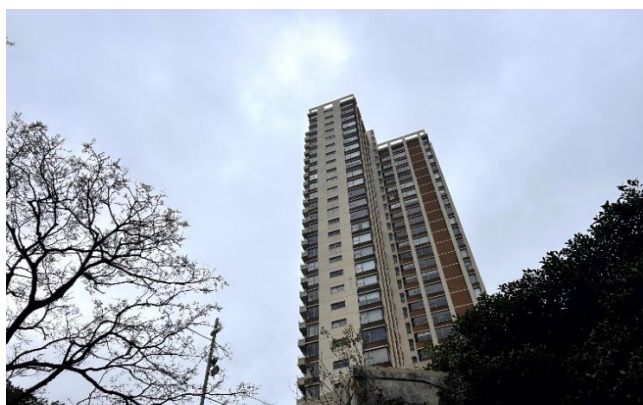


Figure 11 View of the Ranelagh Apartments looking north from the site



Figure 12 View of existing development across Darling Point Road looking west from the site



Figure 13 View of the Edgecliff Commercial Centre looking south-east from the site



Figure 14 View of 164 New South Head Road east of the site

Source: Ethos Urban

2.2.6 Future Character

Edgecliff Centre

Longhurst Group acquired an interest in the Edgecliff Centre site in 2016 and since this time has been attempting to secure uplift through amended planning controls in order to support its redevelopment – noting its similar characteristics as the subject site for renewal given its size and location right above Edgecliff Station.

Its first planning proposal was submitted in 2020 and sought approval for amended planning controls that would support a development up to RL 195m (being approximately 45 storeys) and a GFA of 44,190 square metres. A visual presentation of the development concept for a single 45 storey mixed use podium and tower with commercial, office, retail, medical, community and residential uses is provided within **Figure 15** below.

This planning proposal was subsequently refused at both local and state level in late 2021, in the main on the basis of the height and GFA being sought considered to be excessive.



Figure 15 Visualisation of original planning proposal for Edgecliff Centre that was rejected

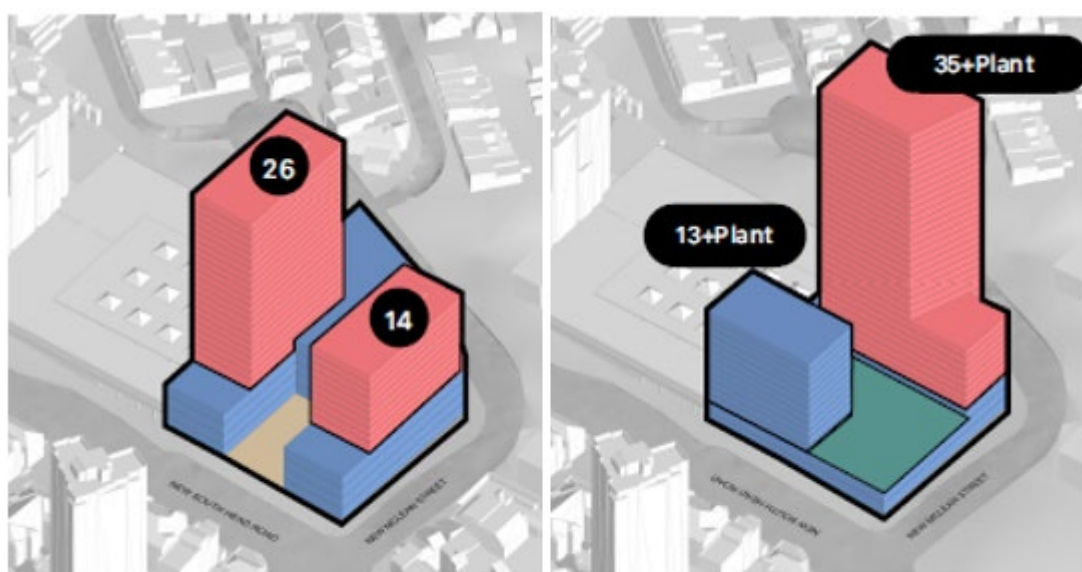
Source: Longhurst

A revised planning proposal has subsequently been prepared and submitted to Council in April 2024 and is currently under assessment, and has been progressed to Rezoning Review by the applicant (refer to **Figure 16** and **Figure 17**). The revised proposal seeks to be more closely align with Council's plans for the site as articulated within the Edgecliff Commercial Centre Strategy.



Figure 16 Visualisation of revised planning proposal for Edgecliff Centre that is under assessment

Source: Longhurst



ECC Strategy

Longhurst PP

Figure 17 3D model comparison of Edgecliff Centre between Council's vision for the site and Longhurst's amended planning proposal

Source: Longhurst

8-10 New McLean Street, Edgecliff

In August 2023, Planning Proposal PP-2023-1648 was submitted to Council who failed to indicate support for the proposal within 115 days, and hence a Rezoning Review was requested in December 2023, referred to as RR-2023-22. After conference with the Woollahra Local Planning Panel and SJB as an independent urban design consultant who assisted with the preparation of a revised scheme, the Sydney Eastern City Planning Panel recommended that the proposal should be submitted for Gateway Determination, and therefore a Pre-Gateway Determination Report was prepared in August 2024.

Initially, the Planning Proposal subject of the Rezoning Review sought to amend the maximum height of buildings and the FSR controls within the Woollahra LEP to facilitate a 22-storey building. However, in response to advice from the DPHI, a revised scheme was adopted for discussion in the Pre-Gateway Determination Report.

The revised proposed building envelope is shown in **Figure 18**, facilitating the following key development aspects:

- A maximum FSR of up to 3.7:1.
- A maximum HOB of RL93.4 to give effect to the following:
 - A centralised 18 storey (RL93.4) tower,
 - Western building mass transitioning from 9 storeys (RL63) at New McLean Street down to 5 storeys (RL47) adjoining Trumper Park.
 - Transition from 6 storeys (RL51.5) to 3 storeys (RL41.7) adjacent to the eastern HCA.
 - Central 4 storey (RL44.9) 'flex zone' providing connection from McLean Street to Trumper Park.

At the time of writing the rezoning review was still under assessment.



Figure 18 Revised building envelope of 8-10 McLean Street

Source: FJC Architects

Mona Darling Point

On 19 April 2018, the Woollahra Local Planning Panel approved DA2/2017, which granted development consent for the demolition of existing buildings, and the construction of a seven storey mixed use development with basement carparking. The development is known as Mona Darling Point and is located at 1 and 9 Mona Road, Darling Point which is approximately 160m from the site subject to this SSDA. Excavation and construction has already begun at the site.

A map demonstrating the location of the known potential future development of note in proximity to the site is provided in **Figure 19** below.



Figure 19 Surrounding future development map

Source: Nearmap / edited by Ethos Urban

2.2.7 Environmental Risks and Hazards

The site is not affected by bushfire or flooding, nor does it contain significant biodiversity. Notwithstanding, technical consultant reports (apart from bushfire) have been prepared to confirm that the proposed development is unlikely to have any substantial environmental impacts, and they provide mitigation measures where suitable. For a summary of the mitigation measures, refer to **Appendix C**.

2.2.8 Public and Active Transport Infrastructure

The Edgecliff Train Station and the Edgecliff Bus Interchange are located 50m south of the site, providing high frequency connections to the CBD, eastern and southern suburbs.

Train

The Edgecliff Train Station is serviced by:

- T4 Eastern Suburbs and Illawarra Line from Helensburgh to Bondi Junction via Town Hall and Martin Place, and
- The South Coast Line from Port Kembla Station to Bondi Junction via Wollongong Station.

Bus

The Edgecliff Bus Interchange located adjacent to the Edgecliff Centre connects the site to via bus to the CBD, Chatswood, Bondi Junction in addition to Dover Heights, Watsons Bay and Walsh Bay. In addition to the Interchange, bus stops servicing the following routes are located within a 400m of the site:

- 323 – North Bondi to Edgecliff,
- 324 – Watsons Bay to Walsh Bay,
- 325 – Watsons Bay to Walsh Bay,
- 326 – Bondi Junction to Edgecliff,
- 327 – Bondi Junction to Edgecliff, and
- 328 – Bondi Junction to Darling Point (Loop Service).

Ferry

The site is located approximately a 1km walking distance from the Double Bay Wharf and 1.6km from the Darling Point Wharf which both service the F7 Double Bay to Circular Quay route.

Car Share

Within a 400m walking distance of the site are five (5) GoGet car pods which provide car share services for short-term car related trips.

Cycling

New South Head Road provides a cycling connection between the eastern suburbs and the Sydney CBD. Other surrounding roads, including Darling Point Road, are low-traffic streets that provide a local bicycle route.

2.2.9 Road Network

The site is located at the intersection of New South Head Road and Darling Point Road. New South Head Road is identified as a Transport for New South Wales Main Road (MR 173) that provides east to west connection between Old South Head Road to the east and William Street to the west.

New South Head Road is subject to a speed limit of 60km/h and accommodates three lanes of traffic each way. On weekdays, the left lane travelling west towards the Sydney CBD is a T-Way Transit Lane from 6:00am to 10:00am. The left lane travelling east is a T-Way Transit Lane between 3:00pm to 7:00pm.

On both sides of New South Head Road, the school zone speed limit of 40km/h applies between 8:00am to 9:30am and 2:30pm to 4:00pm on weekdays. Restricted kerbside parking is permitted on both sides of New South Head Road, outside peak times.

Darling Point Road is a 50km/h local road connecting Darling Point Wharf to New South Head Road.

2.2.10 Indigenous Heritage

The site is within the boundaries of the La Perouse Local Aboriginal Land Council and is identified in the Woollahra Aboriginal Heritage Sensitivity Map as having potential Aboriginal heritage sensitivity. Accordingly, an Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Palimpsest Consultancy (**Appendix P**).

The ACHAR notes that the archaeological potential is associated with Aboriginal occupation of the area from at least 4,500 years ago into the late nineteenth century. An assessment of the impacts of the proposed development on the Aboriginal heritage value of the site is provided in **Section 7.6**.

2.2.11 Non-Indigenous Heritage

The existing building located at 136 New South Head Road is a local heritage item (item I238) within Schedule 5 of the Woollahra LEP. There are other heritage items, the Paddington Heritage Conservation Area (Paddington HCA), and the Mona Road HCA within proximity of the site. An excerpt of the Heritage Map from the Woollahra LEP is provided in **Figure 20** below with a summary of the surrounding heritage items in **Table 3**.



Figure 20 Existing and proposed heritage items and conversation areas

Source: ECC Strategy, edited by Ethos Urban

Table 3 Description of surrounding heritage items

Heritage Item	Address	Name and Description
Local Heritage Item I238	136 New South Head Road, Edgecliff	The existing building at 136 New South Head Road is listed as a Local Heritage Item in Schedule 5 of the Woollahra LEP for its buildings and interiors. A Heritage Impact Statement (HIS) has been prepared by Urbis and is attached at Appendix Q. The HIS highlights that the existing building was constructed in 1940 and was used for the Commonwealth Savings Bank of Australia. In the 1970s, the building was altered to accommodate increased bank staff. The bank then ceased operations in the 1990s, however the building's footprint has remained the same and the property has been utilised as a multi-tenancy commercial premises since. An assessment against the impacts of the proposed development on the heritage value of this item is provided in Section 7.7.
Local Heritage Item I239	188 New South Head Road, Edgecliff	Ascham School Precinct – As described in Schedule 5 of the Woollahra LEP, the Ascham school precinct comprises the following: • “Fiona” including interiors and former entrance gates, • “Glenrock” including interiors and inner and outer gates, • “Dower House” including interiors, sand-stone works, remaining open space and oval adjacent to “Fiona”.
Local Heritage Item I114	Darling Point Road, near intersection with New South Head Road.	Concrete balustrade – The Heritage Impact Statement attached at Appendix Q details that the concrete balustrade derives its significance for its style and detail as a form of early road works in the district.
Paddington HCA		As described in <i>Chapter C1 Paddington HCA</i> of the <i>Woollahra Development Control Plan 2009</i> (Woollahra DCP), the significance of the Paddington HCA is derived from: <i>Exceptional unity, encompassing scale, character, history, architecture and urban form. The built environment of Paddington is an excellent example of the process of 19th century inner city urbanisation of Sydney which was largely completed by 1890.</i>

Heritage Item	Address	Name and Description
Mona Road HCA		As described in <i>Chapter B2 Neighbourhood HCAs</i> of the Woollahra DCP, the Mona Road HCA demonstrates important architectural characteristics of the Victorian, Federation Arts and Crafts and Federation Queen Anne styles in the form of dwelling houses, semi-detached houses and flat buildings.
Brantwood HCA		Under PP-2024-1101, Council are proposing to list eight new sites and introduce one new HCA known as Brantwood HCA which is located to the immediate east of the site as shown in Figure 20 above. The Brantwood HCA comprises five buildings, including: • 164 New South Head Road, Edgecliff, • 166 New South Head Road, Edgecliff (also proposed to be listed as a heritage item), • 168 New South Head Road, Edgecliff (also proposed to be listed as a heritage item), • 170 New South Head Road, Edgecliff (also proposed to be listed as a heritage item), and • 172-180 New South Head Road, Edgecliff.

2.2.12 Open Space

There are various public places and parks within walking distance to the site, including Edgecliff Square Reserve (250m), Trumper Oval and Park (300m), and Rushcutters Bay Park (600m). Trumper Oval and Park is a significant local open space area and contains a flood-lit playing field with cricket pitch, AFL goal posts, flood lights, and Trumper Park Trail, a 1.6km circuit, providing various active transport options for future and existing residents.

3.0 Strategic Context

3.1 Strategic Planning Context

The proposal is consistent with the relevant Government plans, policies and guidelines applying to the site as outlined in **Table 4** below.

Table 4 Summary of Strategic Context

Strategic Plan	Strategic Context
<i>National Housing Accord 2022</i>	The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in 5 years starting from July 2024. The Accord lays the groundwork to improving affordability by addressing Australia’s housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes: • an initial, aspirational national target of delivering a total of one million new, well-located homes over 5 years from 2024, and • immediate and longer-term actions for all parties to support the delivery of more affordable homes. Given that a large proportion of essential workers needing to live close to their workplace and highly amenable and serviced areas, this proposal has the potential to deliver what people want and assist in meeting the target of the National Housing Accord. Specifically, NSW has committed to delivering 3,100 affordable homes between 2024-2029, facilitated by a new SSD pathway for residential developments (with an estimated development cost of \$75 million) and which deliver up to 15% of affordable housing, which the proposed development is consistent with and utilises. The proposed development is consistent with NSW’s commitment to provide these affordable homes in well-located areas, in that the site is located near a large number of jobs, public transport connections, social infrastructure such as schools and hospitals, and other amenities, services and open space. The proposed development is aligned with the National Housing Accord as it seeks to deliver additional housing in a well-serviced location.
<i>NSW Housing Strategy: Housing 2041</i>	The NSW Housing Strategy supports the provision of new housing stock in NSW. Within the Strategy, in-fill affordable housing is identified as a housing typology to support the diversity and affordability of the rental market. This helps to meet two of the four key pillars (diversity and affordability) of the NSW housing system, demonstrated in Figure 21 below: 
<i>NSW Housing Targets</i>	The NSW Government has recently released 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle and 1 target for regional NSW. These targets replace those in the Greater Sydney Region Plan and reflect NSW’s commitment to deliver 377,000 new homes across the state by 2029 under the National Housing Accord. A 5-year target of 1,900 new dwellings has been identified for Woollahra LGA, the achievement of which will be directly assisted by this proposal.

Figure 21 NSW Housing Strategy Key Pillars
Source: Housing 2041, NSW Government.

**Greater Sydney
Region Plan – A
Metropolis of Three
Cities**

The Greater Sydney Region Plan – A Metropolis of Three Cities (Region Plan) prepared by the then Greater Sydney Commission (GSC) is the overarching strategic plan to manage change and growth in the Greater Sydney Region. It sets a 40-year vision where most residents live within 30-minutes of their jobs, education and health facilities, services and great places.

The proposed development of the site is consistent with the Region Plan's vision to improve Greater Sydney and make it more liveable, productive and sustainable. Specifically, this proposal is aligned with the key priorities outlined in the Region Plan by:

- Integrating and targeting the delivery of dwellings and infrastructure to support a growing population and respond to their needs.
- Increase housing supply through the provision of more diverse and affordable housing.
- Integrating a diverse range of services on site.
- Liveability and housing the city with housing (including affordable housing) close to jobs, infrastructure and education.

The Housing Strategies of the Region Plan include addressing the housing need, diversity, market preference, alignment of infrastructure, amenity, engagement and efficiency. Affordable housing and affordable rental housing are crucial to supply housing diversity for those on moderate incomes and low income households. This is specifically in line with Objective 11 which the proposed development aligns with.

A detailed assessment against each of the key strategic directions is provided below.

Direction	Assessment
Infrastructure and Collaboration	
	A city supported by infrastructure The proposed development benefits from existing public transport infrastructure, particularly the Edgecliff Train Station and the Edgecliff Bus Interchange. The transport infrastructure provides services to key destinations, including the Sydney CBD, Bondi Junction and nearby suburban areas. Upon further review of the community infrastructure needs of the local community, it is noted that the site has carefully considered the proposed facilities and has ensured that it is delivering the appropriate resident serving social infrastructure. Refer to Section 7.24 for more detail on the site utilities.
	A collaborative city The proposal will see an increase in population on the site in a strategic location to key services and therefore will increase the utilisation of public spaces and leverage off existing infrastructure in the area. Further, the proposed development has undertaken extensive consultation and collaboration with key stakeholders to respond to the needs of the community.
Liveability	
	A city for people Through the delivery of housing and in-fill affordable housing development, the proposal will foster healthy, creative, culturally rich and socially connected communities, which is one of the key objectives of the Plan. This will be done through providing housing and affordable housing that is within close proximity to retail and commercial spaces and a mixture of residential amenity spaces. These spaces are to promote social cohesion, and a community feel for all residents.
	Housing the city One of the key planning priorities of this direction is to provide housing supply, choice and affordability with access to jobs, services and public transport. To facilitate greater housing supply, the Plan sets housing targets for each District. The Eastern City District, which includes Edgecliff, is required to deliver an additional 157,700 dwellings between 2016 – 2036. This proposal will support and contribute to the housing supply within Edgecliff, a centre within close proximity to existing and future infrastructure

by delivering a total of 62 dwellings including 20 for affordable housing. This represents a significant public benefit and is directly aligned with the Plan. Specifically, the provision of housing and affordable housing will directly contribute to the recently released housing target for the Woollahra LGA of 1,900 new completed homes by 2029.



A city of great places

This proposal will see the revitalisation of an existing ageing and in some instances dilapidated site that is underutilised in such a highly accessible location.

Productivity



A well connected city

The proposed development delivers 62 new dwellings withing 50m of the Edgecliff Train Station and Edgecliff Bus Interchange, providing a high level of public transport. Additionally, the surrounding road network provides footpaths and suitable infrastructure to accommodate cyclists and pedestrians.



Jobs and skills for the city

The proposed housing and in-fill affordable housing will provide housing close to public transport and close to jobs.

The proposed development also contains 1,344m² of commercial GFA which will form office spaces and contribute to the long-term economic role of the proposal within the context of the ECC.

Sustainability



A city in its landscape

Although the site is located within a highly urban environment, the proposal has been designed to increase landscaping on the site and improve the public domain surrounding the site (14 trees proposed to be removed and replaced with 18 trees). This has been done through the provision of landscaped ground plane and residential amenity spaces, specifically including the Level 4 terrace and rooftop.



An efficient city

The proposal integrates Ecologically Sustainable Development (ESD) principles. This includes achieving a 5 star Green Building rating, as well as numerous initiatives to ensure use of sustainable resources including gas, electricity and water.



A resilient city

The proposed development has been designed to minimise exposure to natural hazards by ensuring that the buildings are not subject to flooding or bush fire risk.

Our Greater Sydney 2056 - Eastern City District Plan

The Eastern City District Plan (District Plan) builds upon the Regional Plan's vision, objectives and strategies to provide a 20-year plan through 'Planning Priorities' which aim to manage growth in the Eastern City District. The proposed development is consistent with a number of the priorities of the District Plan, including:

- **Infrastructure and collaboration:** The site can be adequately serviced and is close proximity to public transport and road infrastructure, making it suitable for new homes and apartments. The proposal's delivery and success will be achieved through the collaborative efforts of multiple stakeholders.

- **Liveability:** The proposal will deliver 62 new homes (including 20 affordable dwellings) in an area with an evolving mixed use residential character that is well-connected to transport and local amenities and provides additional pedestrian connections and communal facilities to promote active lifestyles.
- **Productivity:** The additional supply of residential dwellings will support the ongoing growth of Edgecliff and the wider Woollahra LGA, enabling workers, students and families to live close to where they work or study.
- **Sustainability:** Embedding ESD principles into the building design and providing landscaping throughout the site will enhance the character of the development. As discussed further below, the proposed development includes a total provision of 1,543m² landscaped area.

Specifically, the proposed development directly aligns with Priority E5, which is to provide housing supply, choice and affordability with access to jobs, services and public transport. Accordingly, the proposed development will deliver housing and affordable housing within close proximity to infrastructure and public transport that allows for a better quality of life.

Woollahra Local Strategic Planning Statement 2020

The Woollahra LSPS contains Planning Priorities and actions of which this proposal aligns. The LSPS represents Council's 20-year vision and strategy for the LGA's future direction, and contains directions about infrastructure, liveability, productivity and sustainability. The LSPS draws from the Greater Sydney Commission's Greater Sydney Regional Plan and the Eastern City District Plan and implements the planning priorities identified from these larger strategic documents at a local level. Within the Woollahra LSPS, Edgecliff is identified as a key local centre, and more specifically a Business Centre which has a key role in providing employment opportunities and addition housing to support the growth of the LGA. The following Planning Priorities have been key to shaping this project:

- **Planning Priority 4:** Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes.
- **Planning Priority 5:** Conserving our rich and diverse heritage
- **Planning Priority 6:** Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people
- **Planning Priority 12:** Protecting and enhancing our scenic and cultural landscapes.

Woollahra 2032: Woollahra Community Strategic Plan

Woollahra 2032 was adopted by Council on 27 June 2022. It represents the long-term vision for the Woollahra community and identifies the LGA's current and future environmental, social, economic and civil challenges and aspirations. Goal 4 of Woollahra 2032 is highly relevant to this project, including initiatives to:

- Encourage and plan for sustainable, high quality planning and urban design outcomes.
- Conserving the rich and diverse heritage of Woollahra.
- Sustaining diverse housing choices in planned locations that enhance the community's lifestyles and fit in with the local character and scenic landscapes.

Edgecliff Commercial Centre Planning and Urban Design Strategy

The proposed development strongly aligns with the vision of the Edgecliff Commercial Centre Planning and Urban Design Strategy (ECC Strategy). Refer to **Section 3.1.1**.

Woollahra Local Housing Strategy 2021

The *Woollahra Local Housing Strategy 2021* (Housing Strategy) details how additional housing will be facilitated in alignment with the Planning Priorities of the Woollahra LSPS. The Housing Strategy recognises that there is a significant shortfall of affordable housing in the LGA, noting that in 2016 there were only 140 social and affordable dwellings. The Housing Objectives described in the Housing Strategy are listed as follows:

1. *Sustain a diverse range of housing types and protect low density neighbourhoods and villages.*
2. *Facilitate opportunities for housing growth in locations identified in the Woollahra Local Housing Strategy.*
3. *Ensure housing conserves heritage, maintains local character and achieves design excellence.*
4. *Ensure that new housing contributes to tree canopy and to long-term sustainability outcomes.*
5. *Support increased supply of accessible housing and affordable rental housing*

The proposal is consistent with these objectives.

Strategic Plan	Strategic Context
Woollahra Affordable Housing Policy 2021	The <i>Woollahra Affordable Housing Policy 2021</i> (Affordable Housing Policy) provides direction for Council, the community and Lendlease in the provision of affordable housing, particularly for key and essential workers on low and moderate incomes. The Affordable Housing Policy recognises Woollahra as an LGA with a premium residential market where housing prices are well above the Sydney average. To provide more affordable housing, this Affordable Housing Policy sets a target for 10% of new dwellings to be used for affordable housing. The proposal provides 32% of the new dwellings as affordable housing.
NSW Future Transport Strategy	The Future Transport Strategy sets out a 40-year vision, directions and outcomes framework for moving people in NSW and will guide transport investment over the longer term. The Future Transport Strategy was refreshed in 2022 to take into account the COVID-19 Pandemic, drought, bush fires, floods, alongside population growth and global megatrends. It includes a new focus on the six cities region, striving to revitalise and connect communities, encourage thriving local neighbourhoods, and build on economic success. The proposal is consistent with the Strategy by delivering increased residential dwellings and affordable housing within a highly accessible location within Edgecliff with excellent access to transport, jobs and education.
Better Placed	Better Placed is an integrated design policy for the built environment of NSW and was prepared and adopted by the NSW Government Architects Office. It is underpinned by seven objectives for good design and provides guidance on the delivery of architecture, public places, and environments in NSW. The proposal has considered the objectives of Better Placed and a response to each is provided below: • Objective 1: Better Fit - The proposed development responds to the surrounding context and its location within the ECC. It provides new market and affordable homes at an appropriate scale relative to the existing and future context. • Objective 2: Better Performance - The proposed development embeds the principles of ESD. The proposed ESD initiatives are further discussed in the ESD Report (Appendix BB). • Objective 3: Better for Community - The proposal will create a more inclusive, connected, and diverse development outcome for the site through the provision of active frontages and a publicly accessible through site link. The development will be accessible and inclusive to all residents, which is confirmed in the Accessibility Report and BCA Report and provided at Appendix Y and Appendix Z respectively. • Objective 4: Better for People - The proposed development has been designed to ensure private and communal open space and amenity spaces are secure and safe. The proposed development includes both public and private spaces. The safety and security of the development is assessed in the CPTED Report provided at Appendix X. • Objective 5: Better Working - The proposed development involves the revitalisation of an otherwise underutilised site. The provision of residential dwellings and affordable housing will assist in alleviating the housing affordability and supply crisis. Additionally, the proposed development also includes spaces for residents to work from home and utilise working spaces in communal areas. This allows building spaces to remain utilised and valuable to support residents who work remotely. • Objective 6: Better Value - The proposed development creates and adds vibrancy and community to the site by transforming an underutilised site to provide diverse and affordable housing in the ECC. This aligns with the changing needs of the community. The affordable housing component ensures that the proposed development adds value to the community and provides housing for residents (i.e. key workers) who prefer to live close to jobs, services and education. • Objective 7: Better Look and Feel - The design principles have informed the proposal as illustrated in the Architectural Design Report provided at Appendix E. In addition to the design of the buildings, care has been undertaken in the landscape design to create private and public spaces within the proposed development to service residents and provide ample communal spaces. As seen in the Landscape Report at Appendix H, the building and landscaping is designed to be engaging, inviting and attractive.

Strategic Plan	Strategic Context
Connecting with Country Framework	The Connecting with Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. An analysis of the design's incorporation of the Connecting with Country framework is provided in Section 4.2 .

3.1.1 Edgecliff Commercial Centre Strategy and Future Character

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) was endorsed by Council in April 2024. The strategy sets out a series of changes to planning controls (height, FSR) for nine key sites to initiate the revitalisation of the area. The site is identified as Key Site 'F'. The ECC Strategy proposes height and FSR development standards that are consistent with clause 6.11 of the Woollahra LEP. The built form contained within a residential tower above a non-residential podium with the retention of the heritage item.

The Ranelagh apartments and 164 New South Head Road adjacent to the site are not identified as Key Sites in the Strategy, however, sites located west along New South Head Road are Key Sites and benefit from development uplift which establishes a future context and form comprising residential towers above podiums (refer to **Figure 22** and **Figure 23**). The ECC sets out seven built form guiding principles. The proposal is consistent with the guiding principles as discussed under **Section 7.2**.

The ECC Strategy also includes the following future character statement

The ECC is a local hub for employment, businesses, services, and community activity, and has a mix of apartment living in proximity to the Edgecliff Station and bus interchange.

Further granularity is expressed at the precinct level, the site falling within the Local Commercial Core precinct as follows:

Modern apartments and employment space support this precinct's economic importance and enhance its role as a community hub and focus for employment, shopping, and living. This precinct's status is boosted by design excellence in architecture and urban design. Active frontages, modern public spaces, urban greening and public art contribute to liveability. A four storey street wall height accommodates additional employment space while maintaining a human scale for pedestrians. New McLean Street provides a transition to the Paddington HCA, and Trumper Park and Oval. Solar access impacts to existing public open spaces, streets and residential areas are to be minimised.

The proposal is entirely consistent with the Local Commercial Core character statement as demonstrated throughout the EIS.

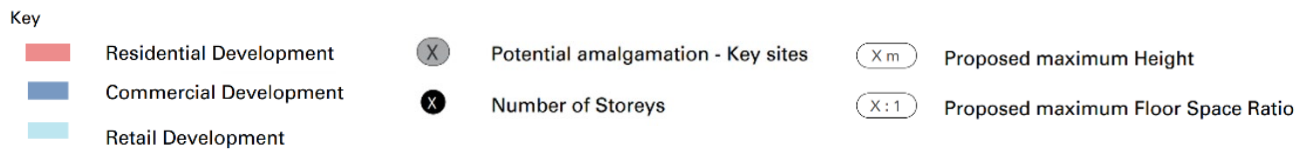
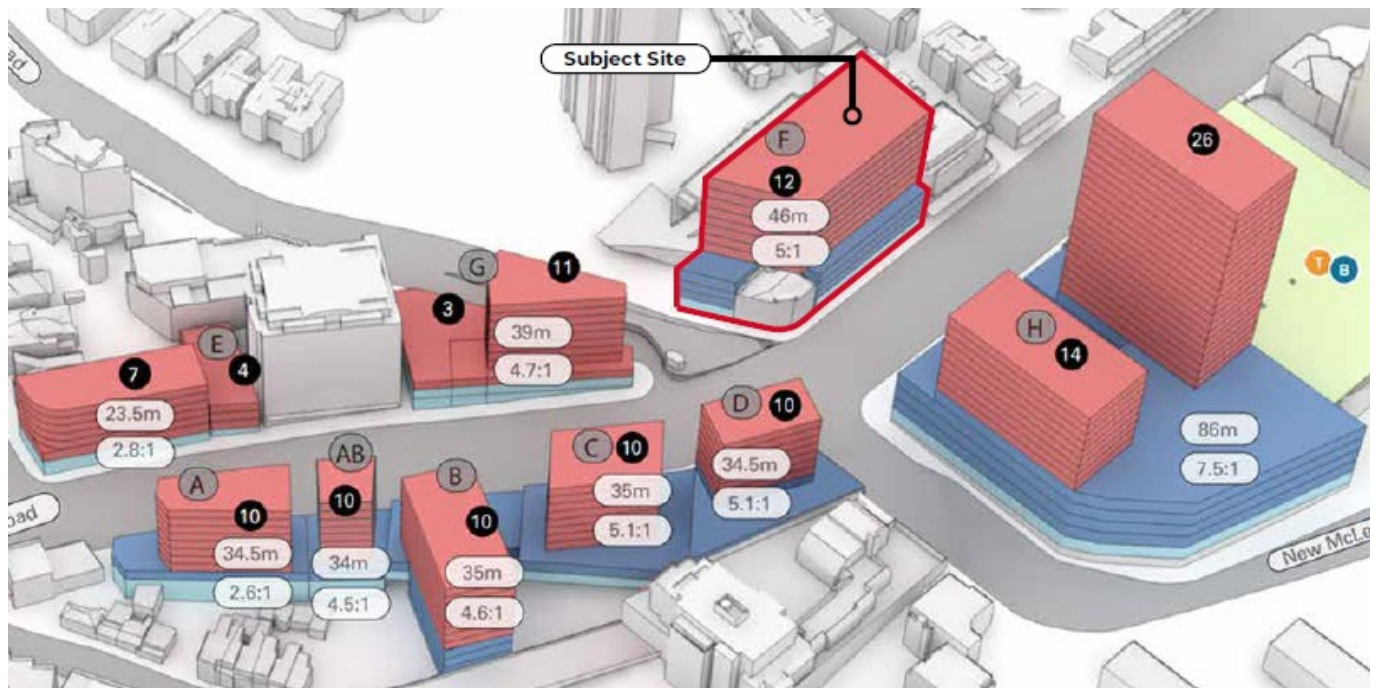


Figure 22 *Indicative massing of the ECC*

Source: ECC Strategy



Figure 23 *Artistic impression of the indicative potential development in the ECC*

Source: ECC Strategy

3.2 Cumulative Impacts

The ECC Strategy establishes the Council’s current expectations for future development in the area. It is noted that the Woollahra LEP has not been updated to reflect the ECC Strategy and a search of the Woollahra DA tracker has confirmed that there are no notable development applications currently approved or under assessment in the immediate vicinity of the site. The ‘Mona’ Darling Point development at 1 and 9 Mona Road, Darling Point is approximately 160m west of the site and is a seven-storey mixed use development approved in 2018 (DA2/2017). Mona is under currently under construction.

There are as discussed at **Section 2.2.6** two notable planning proposals that are currently subject to rezoning reviews (refer **Table 5**). Neither have been placed on public exhibition and therefore have not been considered.

Table 5 *Surrounding Future Development*

Development	Description	Location	Status
Edgecliff Centre RR-2024-32	The Planning Proposal seeks to permit a maximum building height of 128m and FSR of 9:1 to facilitate a mixed use development including residential, commercial and retail floor space.	203 – 233 New South Head Road, Edgecliff	Rezoning Review – Under Assessment
8-10 New McLean Street RR-2023-22	A Planning Proposal seeking to amend the maximum height of buildings and FSR controls to facilitate the development on an 18-storey residential tower. The height and FSR controls are yet to be finalised. The indicative development also includes the provision of a community centre, improvements to the public domain and ensuring connection to Trumper Park located to the south.	8-10 New McLean Street, Edgecliff	Rezoning Review – Under Assessment

3.3 Planning Agreements

A Voluntary Planning Agreement (VPA) was executed on 26 February 2024 in conjunction with the site-specific rezoning under PP-2022-1646. The agreement requires the Developer to make the following monetary contributions to Council prior to the issue of a construction certificate for the development:

- A monetary contribution to be used towards the provision of affordable housing, calculated as 5% x (Residential GFA of the Development less 740m²) x \$10,588 per m² prior to the issue of a construction certificate for the development. It is assumed that reference to “residential” GFA is intended to apply to market residential, as it is not considerable reasonable for an affordable housing contribution to be applied on top of the provision of affordable housing.
- A monetary contribution to be used towards the provision of (or recoupment of the cost of provision) of community infrastructure such as community facilities, public domain works and transport infrastructure in the Edgecliff Precinct identified as ‘Study Area: Edgecliff Commercial Centre’ in Figure 1 in the draft Edgecliff Commercial Centre Planning and Urban Design Strategy dated April 2021 calculated at a rate of \$289.55 per m² of approved residential GFA of the development prior to the issue of a construction certificate.
- A monetary contribution to be used towards the provision of (or recoupment of the cost of provision) of community infrastructure such as community facilities, public domain works and transport infrastructure in the Edgecliff Precinct identified as ‘Study Area: Edgecliff Commercial Centre’ in Figure 1 in the draft *Edgecliff Commercial Centre Planning and Urban Design Strategy dated April 2021* calculated at a rate of \$210.58 per m² of approved non-residential GFA of the development prior to the issue of a construction certificate.

3.4 Analysis of Alternatives

Alternative options have been considered by Lendlease in response to the strategic need and objectives for the development of the site. This includes not undertaking any works on the site ('do nothing'), proceeding with a different development on the site, and proceeding with the proposed redevelopment for the purposes of a mixed-use commercial and residential development, including the provision of affordable housing. Accordingly, the chosen pathway for this project is driven by the objective to deliver a high quality architectural building and regenerated heritage item that accommodates a diverse mix of market and affordable housing above a podium containing commercial and retail uses.

3.4.1 Do Nothing

Under the 'Do Nothing' option, the site would remain as it currently is, with vacant buildings apart from 136 New South Head Road. The site will continue to detract from the Edgecliff public domain and would represent a missed opportunity to activate and improve public domain as well as deliver market and affordable housing adjacent to high frequency public transport. The 'Do Nothing' scenario is wholly inconsistent with the site's key features, the strategic context presented in **Section 3.1** and the current priorities of both the State and Federal Governments to address the worst housing crisis ever faced in Australia.

3.4.2 Mixed Use Development without 15% Affordable Housing

An alternative option is to deliver a development without 15% of the GFA allocated to affordable housing. The provision of affordable housing in this proposal is crucial to achieving the objectives of the project, and ensuring consistency with the broader strategic framework, including policies such as the National Housing Accord and the NSW Housing Strategy and the Housing SEPP. This scenario would undermine the state and federal government's housing affordability policies to deliver housing in highly accessible areas like Edgecliff.

3.4.3 Utilise the Woollahra LEP Base Height and FSR

An alternative option is to deliver a development that utilises the base height and FSR controls of 14.5 metres and 1.5:1. This would be a gross underutilisation of the site, which has been identified as being suitable for higher density development.

3.4.4 Alternative Designs

Alternative designs accommodating the proposed GFA were considered prior to consultation with the SDRP. Preliminary designs included a 2.4m setback to 166 New South Head Road, whereas the current design proposes a 6m setback between the tower and 166 New South Head Road. Preliminary designs also separated the market and affordable communal spaces for the market and affordable housing tenants, whereas the communal area has now been combined.

3.4.5 The Proposed Development – Preferred Option

The proposed development represents the preferred and most suitable and appropriate way to achieve the strategic objectives and statutory controls for the site, particularly the site-specific provisions of Clause 6.11 within the Woollahra LEP and Chapter 2 Division 1 of the Housing SEPP. The proposed development will integrate retail, commercial and residential (market and affordable) land uses and activate New South Head Road; responding to the demand for housing, while strengthening the role of Edgecliff as a commercial centre.

4.0 Project Description

4.1 Project Overview

Lendlease is seeking development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for a new mixed-use shop top housing development including in-fill affordable housing. This SSDA seeks consent for a mixed-use development, comprising retail premises, commercial premises and shop top housing comprising market and affordable dwellings. Specifically, this SSDA seeks approval for:

- The restoration and fit-out of the existing heritage item at 136 New South Head Road to accommodate 335m² gross floor area (GFA).
- Demolition of the existing buildings at 138 and 140-148 New South Head Road and site preparation and levelling.
- Consolidation of five existing lots into a single lot.
- The construction of a 17 storey (59.8 metres) mixed-use building, comprising the following:
 - 62 dwellings (9,602m² of GFA), including 20 infill affordable housing units (1,702m² of GFA) located on Level 5 to Level 16.
 - 1,344m² of commercial GFA located on the Ground Floor to Level 4.
 - 403m² of retail GFA located on the Ground Level and Level 1.
 - 74 car parking spaces within the podium.
 - Ground Floor loading and servicing.
- Associated landscaping and public domain works, including a publicly accessible through-site link.
- Augmentation and servicing of infrastructure and utilities.

The proposed development is discussed further in the following subsections and detailed on the Architectural Drawings prepared by Tzannes and included at **Appendix B** as well as the Landscape Design Report prepared by Oculus and included at **Appendix H**.

Photomontages of the proposed development are provided in **Figure 24** and **Figure 25** below.



Figure 24 *The proposed development looking north from New South Head Road*

Source: Tzannes and Gabriel Saunders



Figure 25 *The proposed development looking south-east from Darling Point Road*

Source: Tzannes and Gabriel Saunders

4.2 Connecting with Country

A key element of the urban design strategy which has informed the design of the proposed development is the Connecting with Country Framework, which has been crucial in developing themes, concepts and design responses that respectfully embody principles of place, Country and culture. As such, a Connecting with Country report has been prepared by Gujaga Foundation and is attached at **Appendix F**. Lendlease collaborated with Gujaga Foundation on the project and design guided by three key principles:

- Traditional Owner led.
- Culturally authentic and place based.
- Telling our storey, in our way.

Local knowledge has been embedded in the project through the following design initiatives:

- The location has a physical and cultural relationship with Clark Island in Sydney Harbour. The proposed through-site link is orientated in a direction towards Clark Island and draws pedestrians towards the northern wall which will be marked with a word from the Sydney Coastal Language that represents the relationship to Clark Island and will only be visible when wet.
- The implementation of landscaping methodologies which support the regeneration of the Eastern Suburbs Banksia Scrub ecosystem as detailed in the Landscape Design Report attached at **Appendix H**.
- The incorporation of ceremony into the gathering areas of the proposed development and throughout the development process, including the settlement period post-construction to welcome new residents to the site, and educate them on the cultural significance of the land.

4.3 Key Project Information

The key project details regard the proposal are outlined in **Table 6** below.

Table 6 *Key Project Details*

Component	Description														
Site Area	1,746m² (on title)														
Proposed Land Use	- Shop top housing - Commercial premises - Retail premises														
GFA	<table><tr><th>Land Use</th><th>GFA</th></tr><tr><td>Market Residential GFA</td><td>7,900m²</td></tr><tr><td>Affordable Residential GFA</td><td>1,702m² (equating to 15% of the total GFA)</td></tr><tr><td>Total Residential GFA</td><td>9,602m²</td></tr><tr><td>Commercial GFA</td><td>1,344m²</td></tr><tr><td>Retail GFA</td><td>403m²</td></tr><tr><td>Total GFA</td><td>11,349m²</td></tr></table>	Land Use	GFA	Market Residential GFA	7,900m ²	Affordable Residential GFA	1,702m ² (equating to 15% of the total GFA)	Total Residential GFA	9,602m ²	Commercial GFA	1,344m ²	Retail GFA	403m ²	Total GFA	11,349m²
	Land Use	GFA													
	Market Residential GFA	7,900m ²													
	Affordable Residential GFA	1,702m ² (equating to 15% of the total GFA)													
	Total Residential GFA	9,602m ²													
	Commercial GFA	1,344m ²													
	Retail GFA	403m ²													
Total GFA	11,349m²														
FSR	6.5:1 (6.65:1 excluding the land reservation area, refer to Section 5.5.1)														
Maximum Height	59.8m														
Setbacks	<table><tr><th>Boundary</th><th>Ground Floor</th><th>Level 1 Commercial – Level 3 Commercial</th><th>Level 4 Commercial and Communal Area</th><th>Level 5 Residential – Level 16 Residential</th></tr><tr><td>North (3-17 Darling Point Road)</td><td>0m</td><td>0m</td><td>Part 1.5m Part 2.4m</td><td>Part 1.5m Part 2.4m</td></tr></table>	Boundary	Ground Floor	Level 1 Commercial – Level 3 Commercial	Level 4 Commercial and Communal Area	Level 5 Residential – Level 16 Residential	North (3-17 Darling Point Road)	0m	0m	Part 1.5m Part 2.4m	Part 1.5m Part 2.4m				
	Boundary	Ground Floor	Level 1 Commercial – Level 3 Commercial	Level 4 Commercial and Communal Area	Level 5 Residential – Level 16 Residential										
North (3-17 Darling Point Road)	0m	0m	Part 1.5m Part 2.4m	Part 1.5m Part 2.4m											

Component	Description				
	East (154-164 New South Head Road)	0m	3m	3m	6m
	South (New South Head Road)	0m	0m	2m	2m
	West: (Darling Point Road)	0m	0m	0m	>5m
Dwellings	Dwellings				Number of Dwellings
	Market apartments				42
	Affordable housing apartments required by Housing SEPP				20
	Total				62
Dwelling Mix	Dwelling Type				Quantity
	1 bedroom				0
	1 bedroom (Affordable)				16
	2 bedroom				1
	2 bedroom (Affordable)				2
	3 bedroom				32
	3 bedroom (Affordable)				2
	4 bedroom				9
	Total				62
Parking	Level	Car spaces	Bicycle spaces		Motorcycle spaces
	Ground Floor	0	74		0
	Carpark Level 1	17	6		5
	Carpark Level 2	14	10		1
	Carpark Level 3	14	0		1
	Carpark Level 4	14	0		1
	Carpark Level 5	15	0		1
	Total	74	90		9
Communal Open Space	440m ² (~25% of site area)				
Landscaped Area	Area				Quantity
	Ground Floor (excluding the streetscape)				655m ²
	Level 1 (eastern boundary)				105m ²

Component	Description	
	Level 4 (communal and commercial terrace area)	585m ²
	Level 16 (private top-floor penthouse)	198m ²
	Total	1,543m²
Deep Soil Zone	0m ²	
Estimated Development Cost	\$132,356,000	

4.4 Lot Amalgamation

This SSDA seeks consent to consolidate the five lots into a single lot. Refer to the proposed subdivision plan at **Appendix K**.

4.5 Uses by level

The proposed uses by level are summarised in **Table 7** below.

Table 7 *Uses by Level*

Level	Uses
Ground	• Lobbies • Retail • Port Cochere, loading dock, car lift, end of trip facilities, waste rooms, plant
Podium	• Retail (L1 in 136 New South Head Road) • Commercial (on part 4 x levels) • Parking (on part 5 x Levels) • Communal wellness facilities, sauna, steam room and plunge pool (L4) • Indoor and outdoor communal areas (L4)
Tower	• 20 affordable apartments (L5 and L6) • 42 market apartments (L7 to L16)
Roof	• Mechanical plant • Photovoltaic panels

4.6 Gross Floor Area

A detailed breakdown of the GFA by level and land use is provided in **Table 8** below. The amount of GFA allocated affordable housing is 1,702m², which equates to 15% of the total GFA being 11,349m². Therefore, the amount of affordable GFA meets the 15% required to permit the 30% height and FSR bonus pursuant to Chapter 2 of the Housing SEPP.

Table 8 GFA Schedule by Level and Land Use

Level	Market Residential	Affordable Residential	Commercial	Retail
Ground	63m ²	31m ²	60m ²	238m ²
Level 1 (Carpark)	0m ²	0m ²	0m ²	0m ²
Level 2 (Carpark) / Level 1 (Commercial)	0m ²	0m ²	223m ²	165m ²
Level 3 (Carpark) / Level 2 Commercial	0m ²	0m ²	302m ²	0m ²
Level 4 (Carpark)	0m ²	0m ²	0m ²	0m ²
Level 3 (Commercial)	0m ²	0m ²	437m ²	0m ²
Level 4 (Commercial) / Level 4 (Communal terrace)	76m ²	57m ²	322m ²	0m ²
Level 5 (Affordable residential)	0m ²	807m ²	0m ²	0m ²
Level 6 (Affordable residential)	0m ²	807m ²	0m ²	0m ²
Level 7 (Market residential)	800m ²	0m ²	0m ²	0m ²
Level 8 (Market residential)	815m ²	0m ²	0m ²	0m ²
Level 9 (Market residential)	815m ²	0m ²	0m ²	0m ²
Level 10 (Market residential)	815m ²	0m ²	0m ²	0m ²
Level 11 (Market residential)	815m ²	0m ²	0m ²	0m ²
Level 12 (Market residential)	836m ²	0m ²	0m ²	0m ²
Level 13 (Market residential)	836m ²	0m ²	0m ²	0m ²
Level 14 (Market residential)	836m ²	0m ²	0m ²	0m ²
Level 15 (Market residential)	836m ²	0m ²	0m ²	0m ²
Level 16 (Market residential)	357m ²	0m ²	0m ²	0m ²
Total (by land use)	7,900m ²	1,702m ²	1,344m ²	403m ²
Total (residential GFA)	9,602m ²			
Total (all GFA)	11,349m ²			
Site area	1,746m ²			
FSR	6.5:1 (or 6.65:1 where excluding that portion of the site subject to the future road reservation)			

4.7 Site Preparation Works

Site preparation and enabling works are proposed in order to facilitate preparation for the proposed built form. This includes the following:

- Site establishment.
- Demolition of the existing buildings at 138-140 and 142-148 New South Head Road.
- Demolition works (non-significant fabric) to existing heritage building at 136 New South Head Road.
- Removal of existing vegetation on the site (14 trees in total proposed to be removed - refer to Arborist Report included at **Attachment T** for details).
- Installation of tree protection measures for existing street trees along New South Head Road.
- Disconnect and make-safe of existing services.
- Remediation.
- Site levelling.
- Isolated minor excavation for footings and piling.
- Removal and repurpose of the northern boundary sandstone wall as a feature material within the landscape communal areas.

The proposed demolition plan is shown in **Figure 26** below.

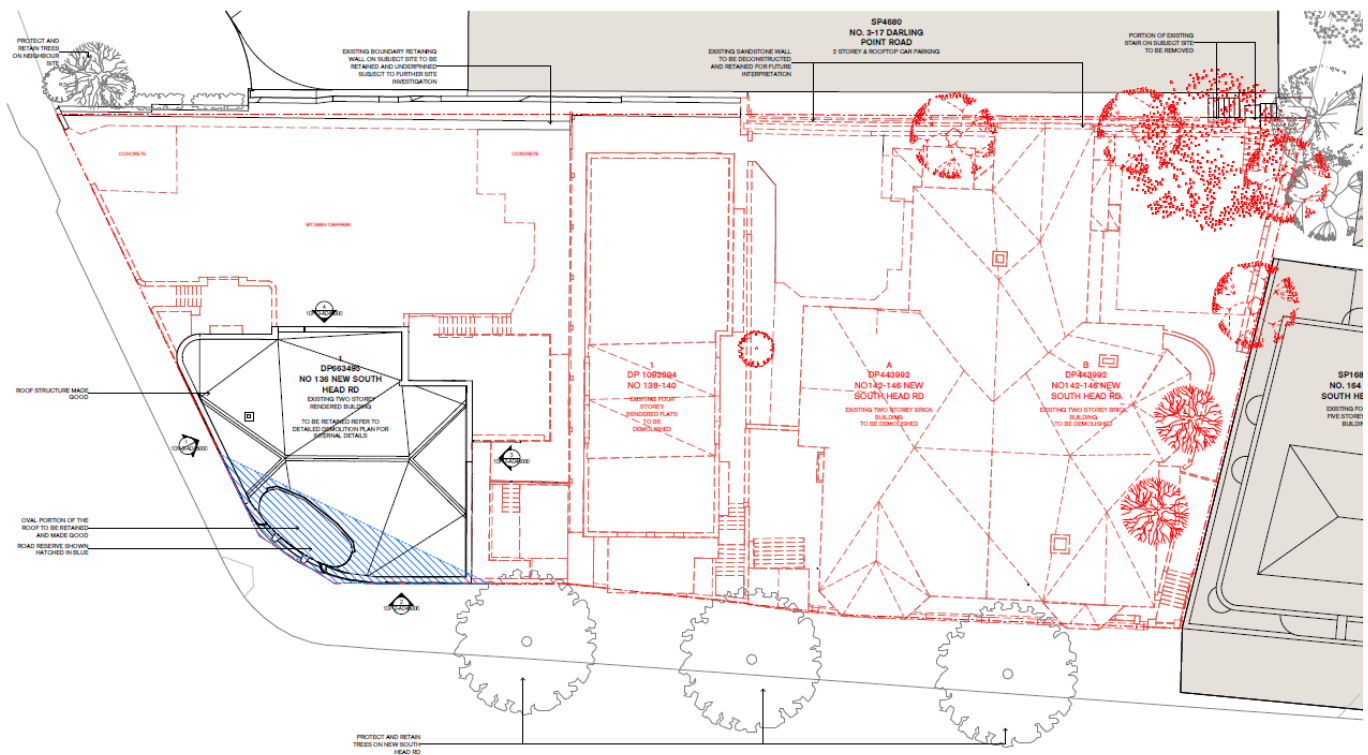


Figure 26 Demolition Plan

Source: Tzannes Architects

It is worth noting that Lendlease made the strategic decision early on in the project that the best solution for the site would be to minimise bulk excavation works for car parking purposes (and in doing so provide car parking within part of the podium). There are a number of strategic advantages for adopting this approach, including significantly reducing noise, vibration and structural impacts associated with typical deep basement construction.

4.8 Upgrades to 136 New South Head Road

A key element is the retention and adaptive re-use of the existing local heritage item at 136 New South Head Road. As part of the works to sensitively adapt the building and improve its activation and appreciation, a range of upgrade works to replace and refurbish elements is required. **Table 9** outlines the elements that will be retained and removed. For clarity, no works are proposed to occur within the portion of 136 New South Head Road subject of the road reservation.

Table 9 Elements to retained and removed

Elements to be retained	Elements to be removed
• Stairs. • Balustrades. • Openings. • External structure. • Existing gates on the corner of New South Head Road and Darling Point Road. • Skirting cornices (where appropriate). • Doors (where appropriate) • Architraves (where appropriate). • Fireplaces (where appropriate). • Floorboards (where appropriate).	• Internal walls. • Doors and fixed glass. • Brickwork, retaining wall and stairs to the north of the building. • Portion of the northern façade • Portion of the eastern façade • Existing stairs and terrace leading to Level 1 • Bathroom fixtures. • Kitchen. • Existing boundary wall to the east of the building.

4.9 Built Form

The built form comprises the retention of the existing two storey heritage item at 136 New South Head Road with the proposed development cantilevered above and occupying the balance of the site. At Ground Level, the podium of the new building is built to the boundary at New South Head Road, and the northern and eastern boundaries. The podium then sets back 3 metres from the eastern boundary up to Level 4. The 13-storey tower above sets back from the podium and the neighbouring sites. The tower and podium are distinctly separate elements; the tower accommodates the apartments, and the podium accommodates the retail and commercial floor area across four levels along with five storeys of car parking. The podium aligns with the existing four storey street wall along New South Head Road.

The reduced head height requirement for the car parking has enabled the podium to accommodate the car parking levels. A port-cochere, loading bay and car lift access are proposed on ground beneath an under croft adjacent to the northern boundary.

A series of diagrams depicting the built form and building mass is shown in **Figure 27** below.

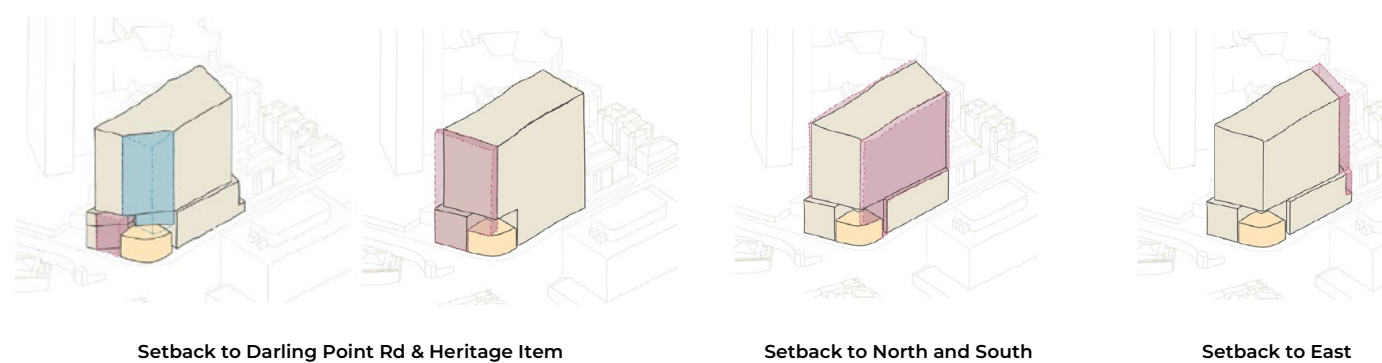


Figure 27 Built form massing diagram

Source: Tzannes

4.10 Site Access

4.10.1 Vehicular Access and Parking

All residential, commercial and service access to the site is provided from the crossover and driveway on Darling Point Road. The proposed development provides parking for vehicles, motorcycles and bicycles. The parking provisions are outlined in detail in the Architectural Plans at **Appendix D** and the Traffic Impact Assessment at **Appendix U**.

There are a total of 74 car parking spaces for the proposed development sleeved within the podium over five parking levels. Parking is accessed via 2 x car lifts and is proposed to be allocated in the following manner:

- 74 residential (63 market, 11 affordable – including one visitor space).
- 0 commercial (due to the proximity to the train station).
- 9 motorcycle and scooter spaces.

A total of 90 bicycle parking spaces are provided across the development, including:

- 58 spaces located in the EOT facilities (nine commercial, two retail and 47 residential).
- 16 spaces located on the ground plane (six retail visitor, six visitor and four commercial visitor).
- 16 spaces located in the carparking levels for residential use.

Additionally, the Ground Level loading dock with turntable can accommodate one medium rigid vehicle and one small rigid vehicle.

4.10.2 Pedestrian Access

Direct street access is provided to the retail tenancies from New South Head Road. Access to the commercial, market housing and affordable housing lobbies is provided from the publicly accessible through site link which can be accessed from New South Head Road and Darling Point Road. The through site link also provides access to the rear of the ground floor retail tenancy within the heritage item. Ground floor access and the through site link are illustrated in **Figure 28** below.



Figure 28 Ground Floor Plan

Source: Tzannes & Oculus

4.11 Landscaping and Communal Areas

The landscape strategy is informed by the collaboration with Local Knowledge holders. The proposed development includes 1,543m² of landscaped area across the ground floor, Level 1, Level 4 and the roof terrace.

On the ground floor, landscaping works will be concentrated around the through-site link and the pedestrian plaza on Darling Point Road in addition to the northern retaining wall bordering 3-17 Darling Point Road. Existing street trees along New South Head Road are also proposed to be retained and protected.

The roof level of Level 1 at the eastern end of the building is proposed to accommodate a sedum roof, not only enhancing the visual appeal from neighbouring buildings but also supporting biodiversity outcomes.

The Level 4 terrace is organised into a commercial terrace and a residential terrace (which includes the wellness terrace), where each area is clearly delineated by landscaping works. Across the whole Level 4 terrace, perimeter planting is proposed along the northern and eastern boundaries, with more substantial tree planting located on the south-east corner of the terrace and the raised terrace area in the north-eastern corner. Moveable furniture, fixed timber seating, and bleacher seating is also included in the landscape design across the terrace.

The penthouse terrace is also characterised by perimeter landscaping, outdoor furniture and raised portions of the terrace, particularly where the plunge pool is located.

4.12 Communal Open Space

Level 4 of the proposed development is largely characterised by circa 440m² of communal open space (equating to 25% of the site area), that wraps around the northern, eastern and southern edges and provides high quality amenity for residents. Towards the western portion of the floor is the Level 4 commercial tenancy which is supported by a terraced area for employees. The commercial terrace features landscaping, outdoor furniture and paving.

An excerpt of the Level 4 residential communal and commercial open space areas is provided in **Figure 29** below.

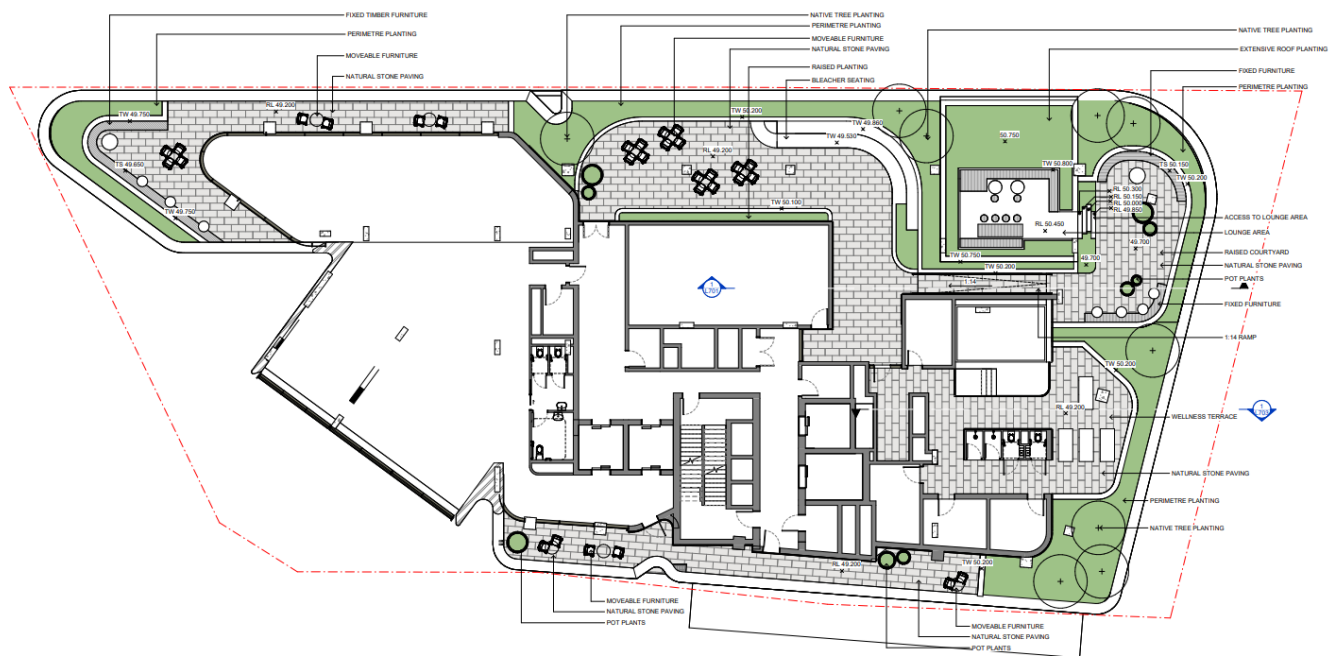


Figure 29 Level 4 Residential Communal and Commercial Open Space

Source: Oculus

4.13 Façade, Materiality and Finishes

A Materials Schedule has been provided in the Architectural Plans attached at **Appendix D**. An excerpt of the Materials Schedule is provided in **Figure 30** below.

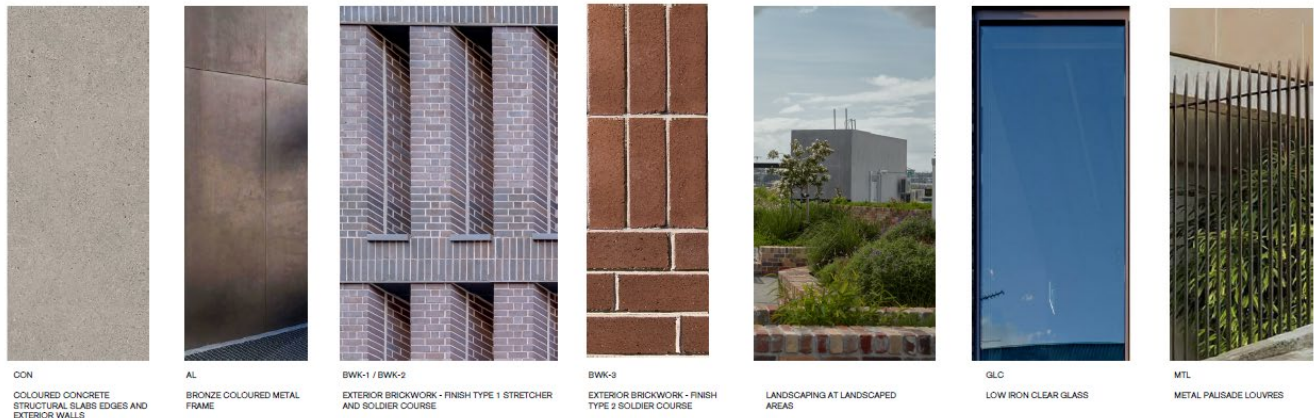


Figure 30 Materials Schedule

Source: Tzannes

4.14 ESD Initiatives

A key driver in the detailed design, construction and operation of the proposed development is the achievement of best practice ecologically sustainable development (ESD) principles to minimise the consumption of resources and guide sustainable operation in the future. An Ecologically Sustainable Development (ESD) Report has been prepared by JHA and is attached at **Appendix BB**. The proposed ESD commitments for the development are all electric and as follows:

- Sufficient exposure to daylight,
- Appropriate construction and glazing selection,
- Energy-efficient air-conditioning systems with control strategy and thermal comfort tuning,
- Energy-efficient lighting systems,
- Rainwater harvesting tanks,
- High WELS-rated water fixtures, and
- On-site solar photovoltaic system.

The proposed development is targeted to achieve a 5 Star Green Star rating, as well as ensuring general improvements where possible for energy and water consumption, transportation, material selection and emissions.

4.15 Stormwater Management

The proposed development includes the installation of a pit and pipe drainage system including rainwater reuse and water quality treatment, as described in the Stormwater Management Plan attached at **Appendix HH**. Specifically, the stormwater design of the proposal involves a cast in situ 10kL rainwater tank which will collect runoff from the roof area of the proposed building. The captured water will then be reticulated to irrigation fixtures and landscaping water features.

4.16 Waste Management

The ground floor features various waste rooms which are all strategically located to facilitate the transfer of waste from bins to the loading dock for waste collection. The waste rooms proposed are described in **Table 10** below.

Table 10 Waste rooms

Waste Room	Bins / Area
Food and organic waste	7 x 240L bins
Residential waste	13 x 660L bins
Bulky waste	11m ²
Chute room	2 x 660L bins
Commercial waste	4 x 1100L bins

4.17 Staging and Delivery

The proposed development will be delivered in a single stage. However, there is anticipated to be sequence of project phases required in order to deliver the project. Lendlease Construction as the appointed Principal Contractor for the project will be responsible for developing the final construction phasing sequence prior to the commencement of works. The indicative phases of the project are:

1. Enabling works and demolition
2. Retention, earthworks, site levelling
3. Structure
4. Façade and fit-out
5. External works

5.0 Statutory Context

Development approval is sought for the project under the State Significant Development provisions of Part 4 of the EP&A Act. The sections below outline the project's key statutory requirements. This section is complemented by a Statutory Compliance Table included at **Appendix B** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

5.1 Power to Grant Approval

The legislative pathway under which the consent is sought, why the pathway applies, and the relevant consent authority is outlined in **Table 11** below.

Table 11 Power to Grant Consent

Matter	Consideration
Declaration of State Significant Development	Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that: <i>A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i> Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 lists development that is declared State significant development. Section 26A of Schedule 1 states: <i>26A In-fill affordable housing</i> <i>(1) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—</i> <i>(a) the part of the development that is residential development has an estimated development cost of—</i> <i>(i) for development on land in the Eastern Harbour City, Central River City or Western Parkland City in the Six Cities Region—more than \$75 million, or</i> <i>Note—</i> <i>The Act, Schedule 9 sets out the local government areas in each city in the Six Cities Region.</i> <i>(ii) for development on other land—more than \$30 million, and</i> <i>(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.</i> As the proposed development is for the purposes of in-fill affordable housing that has an estimated development cost greater than \$75 million, it is declared State significant development. Before a State significant development can be determined, it is subject to a comprehensive assessment under the EP&A Act. The proposal's non-SSD components (commercial and retail) are also considered sufficiently related to the infill affordable housing SSD component of the development in accordance with Clause 2.6(2) of the Planning Systems SEPP, given their logical synergies within the same site from a parking, services, landscape, communal space and buildability perspective.
Consent Authority	Section 4.5 of the EP&A Act and Section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning and Public Spaces (or the DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.

5.2 Permissibility

The permissibility of the proposed development considering the proposed land use/s and land zoning is outlined in **Table 12** below.

Table 12 Permissibility

Matter	Consideration
Land Use	The proposed land uses are the following as defined in the Woollahra LEP: • Shop top housing • Commercial premises • Retail premises

Matter	Consideration
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Land Zoning

The proposal is located on land zoned MU1 Mixed Use in the Woollahra LEP. An excerpt of the Land Use Zoning Map is provided in **Figure 31** below.

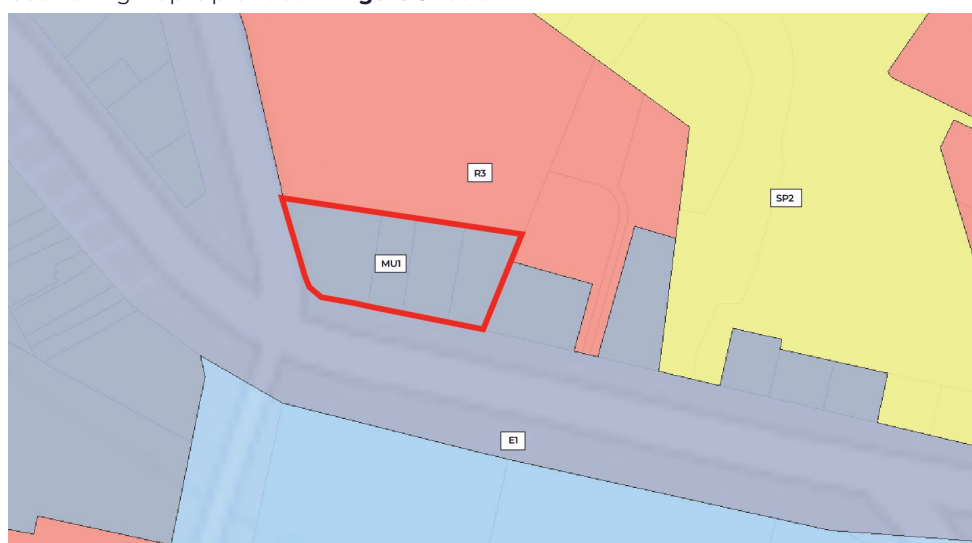


Figure 31 Land Use Zoning Map

Source: Woollahra LEP, edited by Ethos Urban

Permissibility

In accordance with the provisions of Chapter 2, Part 2, Division 1, section 16 of the Housing SEPP, the proposed development for in-fill affordable housing applies for the following reasons:

- The residential development (shop top housing) is permitted with consent in the MU1 Zone under the Woollahra LEP.
- At least 10% of the GFA will be used for the purposes of affordable housing, not including affordable housing required to be delivered under another provision of another EPI or under the executed VPA.

The site is located within an accessible area as it is within 800m walking distance of Edgecliff Railway Station

5.3 Other Approvals

The other legislative approvals required for the proposal in addition to a development consent under Division 4.7 of the EP&A Act are outlined in **Table 13** below.

Table 13 Other Approvals

Matter	Consideration														
Approvals not required for SSD	Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would not otherwise be required if the proposal was not State significant. <table> <tr> <th>Legislation</th><th>Approval Otherwise Required</th></tr> <tr> <td colspan="2">Legislation that does not apply to State Significant Development</td></tr> <tr> <td>Fisheries Management Act 1994</td><td>No</td></tr> <tr> <td>Heritage Act 1977</td><td>No</td></tr> <tr> <td>National Parks and Wildlife Act 1974</td><td>No</td></tr> <tr> <td>Rural Fires Act 1997</td><td>No</td></tr> <tr> <td>Water Management Act 2000</td><td>No</td></tr> </table>	Legislation	Approval Otherwise Required	Legislation that does not apply to State Significant Development		Fisheries Management Act 1994	No	Heritage Act 1977	No	National Parks and Wildlife Act 1974	No	Rural Fires Act 1997	No	Water Management Act 2000	No
Legislation	Approval Otherwise Required														
Legislation that does not apply to State Significant Development															
Fisheries Management Act 1994	No														
Heritage Act 1977	No														
National Parks and Wildlife Act 1974	No														
Rural Fires Act 1997	No														
Water Management Act 2000	No														
Consistent Approvals	Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved.														

Matter	Consideration																		
	<table> <tr> <th>Act</th><th>Approval Required</th></tr> <tr> <td colspan="2">Legislation that must be applied consistently</td></tr> <tr> <td>Fisheries Management Act 1994</td><td>No</td></tr> <tr> <td>Mine Subsidence Compensation Act 1961</td><td>No</td></tr> <tr> <td>Mining Act 1992</td><td>No</td></tr> <tr> <td>Petroleum (Onshore) Act 1991</td><td>No</td></tr> <tr> <td>Protection of the Environment Operations Act 1997</td><td>No</td></tr> <tr> <td>Roads Act 1993</td><td>Yes. Vehicle connection/access to Council owned road</td></tr> <tr> <td>Pipelines Act 1967</td><td>No</td></tr> </table>	Act	Approval Required	Legislation that must be applied consistently		Fisheries Management Act 1994	No	Mine Subsidence Compensation Act 1961	No	Mining Act 1992	No	Petroleum (Onshore) Act 1991	No	Protection of the Environment Operations Act 1997	No	Roads Act 1993	Yes. Vehicle connection/access to Council owned road	Pipelines Act 1967	No
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Roads Act 1993	Yes. Vehicle connection/access to Council owned road																		
Pipelines Act 1967	No																		
EPBC Approval	The <i>Environmental Protection and Biodiversity Act 1999 Act</i> (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act. The proposed development not likely to impact a matter of National Environmental Significance. Therefore, the proposed development is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies. A BDAR Waiver has been prepared and is provided at Appendix NN.																		

5.4 Pre-Conditions to Exercising the Power to Grant Consent

The pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent are identified and considered in **Table 14** below.

Table 14 Pre-Conditions to Exercising the Power to Grant Consent

Matter	Consideration
Biodiversity Conservation Act 2016	In accordance with this Act, an assessment of any State Significant proposal's biodiversity impacts must be undertaken as part of the provision of any SSDA, including the provision of a Biodiversity Development Assessment Report (BDAR) in instances where it is required. Section 7.14 requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the BDAR. A BDAR Waiver is provided at Appendix MM.
State Environmental Planning Policy (Housing) 2021	Chapter 4 of the Housing SEPP details provisions relating to the design quality of residential apartments to ensure that they provide an appropriate level of amenity. A Design Verification Statement prepared by Tzannes Architects is provided at Appendix G and a complete assessment of compliance against the relevant provisions of the Apartment Design Guide (ADG) is detailed in Section 7.3.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.118, 2.119, 2.120 and 2.122 of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) apply. As a portion of the site is reserved for the purpose of a classified road and the estimated development cost exceeds \$185,000, consent may only be granted with the concurrence of Transport for NSW. Additionally, the proposal is traffic generating development and the consent authority is required to provide Transport for NSW with written notice. Traffic impacts are further discussed in the Traffic Impact Statement (Appendix T) and Section 7.8. The assessment confirms that the proposal will not generate any unreasonable impacts to the operation of the surrounding road network. A Noise and Vibration Assessment is provided at Appendix CC. The assessment identifies rooms that require supplementary mechanical ventilation to enable them to comply with the noise criteria outlined in the Development Near Rail Corridors and Busy Roads – Interim Guidelines.

Matter	Consideration
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 4.6 applies. The following have been submitted with the EIS: • Hazardous Materials Survey (Appendix LL) • Detailed Site Investigation (Appendix F) • Remedial Action Plan (Appendix GG) The investigations confirm that the site can be made suitable for the proposal.

5.5 Mandatory Matters for Consideration

The matters that the consent authority is required to consider in deciding whether to grant consent to any development application are identified and considered in **Table 15** below.

Table 15 *Mandatory Matter for Consideration*

Legislation	Matters for Consideration
<i>Environmental Planning & Assessment Act 1979 (EP&A Act)</i>	The proposed development is consistent with the objects of the EP&A Act for the following reasons: • It facilitates the delivery of 20 affordable housing apartments as well as 42 market dwellings to accommodate the growing population of the Woollahra LGA and Greater Sydney more broadly. It will positively contribute to housing supply and affordability. • It promotes the orderly and economic use of land by redeveloping a site that is currently below its development potential and provides housing in a highly accessible location within 50m of Edgecliff Train Station and the Edgecliff Bus Interchange. • ESD principles are embedded through a range of design and operation initiatives. • The proposed development will not result in any adverse impacts to threatened species or ecological communities and this has been demonstrated through the obtainment of a BDAR Waiver (Appendix NN). • It will generate employment opportunities during the construction and operational phases in addition to the provision of employment spaces through the allocation of commercial GFA. • The proposal has engaged with the NSW SDRP to develop a scheme which achieves good design and amenity outcomes. • It incorporates good design and amenity of the built environment, as demonstrated in Sections 7.2 of this EIS. • The proposal does not adversely impact Aboriginal cultural heritage. Designing with Country has informed the proposal to ensure it is built into a celebrated within the proposal. • The project team has undertaken consultation and feedback with all relevant stakeholders. Refer to Section 6.0 below. • The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons: - It has been declared to have State Significance - It is not prohibited by an environmental planning instrument - It has been evaluated and assessed against the matters for consideration under Section 4.15(1) of the EP&A Act.
<i>Environmental Planning & Assessment Regulations 2021</i>	The EIS has addressed the specific criteria within Clause 190 (Form of EIS) and Clause 192 (Content of EIS) of the EP&A Regulation. Similarly, the EIS has addressed the principles of environmentally sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage. As required by Clause 4.42 of the EP&A Act (approvals that must be applied consistently), no additional approvals will be required in order to permit the development to occur. Further discussion is provided in Section 8.0.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	An assessment against the general sustainability provisions as per Chapter 3.2 of the Sustainable Buildings 2022 is provided in Section 5.5.3.

Legislation	Matters for Consideration
	An ESD Report is provided at Appendix BB and outlines the initiatives of the proposed development which ensure that it achieves a high level of sustainability and contributes to NSW's target of net zero emissions by 2050. A BASIX Certificate is provided at Appendix CC.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 2 of the Biodiversity and Conservation SEPP details provisions regarding the preservation and management of vegetation in non-rural areas. Since the site is zoned MU1 Mixed Use and is located within the Woollahra LGA, the provisions of this chapter apply to the proposed development. The site is located within the Sydney Harbour Catchment and is therefore subject to the provisions of Chapter 6 within the Biodiversity and Conservation SEPP. The key matters for consideration are derived from Division 2 Controls on development generally. The proposed development is generally compliant with the relevant controls as: • The proposed stormwater plan has been designed in accordance with the quality and quantity targets prescribed by the Woollahra DCP, • It will not result in any adverse impacts to the quality and quantity of ground water or the water table, • The site is a highly urbanised and largely impermeable. The development will not result in any adverse impacts to terrestrial, aquatic or migratory animals or vegetation, • The site is not located on the foreshore. It will not have any adverse impacts on any natural waterbodies, and • It will not result in any adverse impacts to flooding on or adjacent to the site.
State Environmental Planning Policy (Housing) 2021	A detailed assessment of the proposed development's consistency with the relevant provisions and controls of the Housing SEPP is provided at Section 5.5.2. Additionally, an assessment against the ADG in accordance with Chapter 4 of the Housing SEPP is provided in Appendix E.
Woollahra Local Environmental Plan 2014	A detailed assessment against the provisions of the Woollahra LEP is provided below.

5.5.1 Woollahra Local Environmental Plan 2014

An assessment of proposal against the relevant provisions of the Woollahra LEP is provided below.

Table 16 Assessment against general provisions of the Woollahra LEP

Clause	Comment
Clause 2.3 Land Use Zone and Table MU1 Mixed Use	The proposal seeks consent for shop top housing, commercial premises and retail premises which are all permissible with consent in the zone. The proposal is consistent with the objectives of the MU1 zone in that: • It is a truly mixed-use development integrating retail, commercial and residential (affordable and market) land uses. • The two retail tenancies, and through site link will activate New South Head Road ground plane. • The scale of the proposed development is compatible with the desired future character. • The location enables future residents and employees to easily access the site via public transport. • The landscape design will embellish the built form and provide high quality communal areas for residents.
Clause 2.7 Demolition requires development consent The demolition of a building or work may be carried out only with development consent.	Demolition of the existing structures on the following land is proposed: • 136 New South Head Road, internal and other non-significant heritage fabric only • 138 – 140 New South Head Road, • 142 – 144 New South Head Road, and • 146 – 148 New South Head Road.

Clause	Comment
	Refer to the demolition plans within the Architectural Plans for further detail (Appendix D).
Clause 4.3 Height of buildings & Clause 4.4 Floor space ratio	The proposal is utilising the site-specific maximum building height and FSR provisions under clause 6.11(3).
Clause 4.6 Exception to development standard Variation sought to clause Housing SEPP	Variation sought to Section 16(1) of the Housing SEPP. Refer to Clause 4.6 Variation Request at Appendix I for details.
Clause 5.1A Development on land intended to be acquired for public purposes Land reservation acquisition.	There is a circa 40m² portion of the 136 New South Head Road property that is subject to a land reservation acquisition for the purposes of 'local road widening'. 136 New South Head Road is a heritage item, and it is not proposed to be removed. For clarity, no works are proposed to occur within the portion of 136 New South Head Road subject of the road reservation. This clause has the effect of reducing the site area for the purpose of calculating FSR. This is discussed further below and in the Clause 4.6 Variation Request at Appendix I.
Clause 5.10 Heritage conservation	A Heritage Impact Statement is attached at Appendix Q and is further discussed in Section 7.7 . The assessment confirms that the proposal will not result in any adverse heritage impacts.
Clause 5.21 Flood Planning	A Flood Risk Management Report (Appendix II) and a Stormwater Management Plan (Appendix II) are attached. The Flood Risk Management Report cross references the Council's Paddington Floodplain Study (PFS) and the Paddington Floodplain Risk Management Study and Draft Plan (PFRMS&DP) which confirm that the site is within a low flood risk area. The PFS shows that the site is not sensitive to climate change or blockage of underground infrastructure. The Flood Risk Management Report recommends a freeboard of 0.15m to the 1% AEP design storm event as the Flood Planning Level at the site. Refer to Appendix II and Section 7.18 for further detail.
Clause 6.1 Acid sulfate soils	The Geotechnical Investigation Report (Appendix EE) confirms that: <i>"According to NSW Acid Sulphate Soil Risk Mapping, the site is within an area that is not associated with a risk of occurrence of acid sulphate soils. The nearest area associated with a risk of occurrence of acid sulfate soils ('disturbed terrain') is located approximately 200 m to the south-west of the site."</i>
Clause 6.2 Earthworks	Some site levelling is proposed to facilitate the proposal. The following reports submitted with the EIS assess the impacts of the proposed site levelling as it relates to the considerations under clause 6.3(3) and propose mitigation measures where required: • Geotechnical Investigation Report (Appendix EE) • Civil Engineering Plans (appended to the Stormwater Management Plan) (Appendix II) • Construction & Demolition Waste Management Plan (Appendix KK) • Aboriginal Cultural Heritage Assessment Report (Appendix P) • Historical Archaeological Impact Assessment (Appendix R)

Table 17 **Assessment against clause 6.11 - site-specific provisions**

Subclause	Consideration	Comment
6.11 (1) Objectives	(a) to allow higher density development on certain land in Edgecliff,	The proposed development will facilitate higher density development on the site that is subject to this clause.
	(b) to ensure the development reflects the desired character of the area and exhibits design excellence,	The built form, massing and proposed land uses are permissible with consent and are consistent with the desired character envisaged by the site specific LEP provisions and the Housing SEPP affordable housing provisions. The building has been designed by Tzannes with landscaping by Oculus. Over the past 40 years, Tzannes has been recognised with over 200 international, national and state design excellence awards.
	(c) to provide for non-residential floor space and diverse housing.	The proposed development accommodates a mix of commercial and retail floor space, and affordable and market housing in a range of apartment sizes.
6.11(3) A building resulting from development on land to which this clause applies may have a floor space ratio of up to 5:1 and a building height of up to 46m if the consent authority is satisfied of the following—	The maximum FSR for the site under clause 6.11(3) is 5:1 which increases to 6.5:1 with the inclusion of the Housing SEPP bonus. This equates to a total GFA of 11,089m ² . The proposed GFA is 11,349m ² which equates to a total FSR of 6.65:1. The difference equates to 260m ² which is entirely attributable to the technical exclusion the 40m ² land reservation from the site area when calculating the maximum permissible GFA using an FSR of 6.5:1. Accordingly, a Clause 4.6 Variation Request has been submitted as Appendix I .	
	(a) all lots comprising the land are consolidated into a single lot (the consolidated lot),	This application includes lot amalgamation to consolidate the five lots into a single lot.
	(b) development on the consolidated lot will be the result of a single development application,	This SSDA is a single development application for the detailed development of the consolidated lot. A concurrent Concept SSDA has been lodged to satisfy sub clause 6.11(4) below and does not include any physical development.
	(c) there will be no vehicular access between New South Head Road and the consolidated lot,	Vehicular access is proposed only via Darling Point Road.
	(d) the non-residential floor space ratio of the building will be at least 1:1 and no more than 2:1	The non-residential floor space is 1,747m ² . This equates to an FSR of 1:1.
6.11(4) Subclause (3) applies only if a development control plan that provides for the following matters has been prepared for the land:	(a) building envelopes and built form controls, including storeys and setbacks and provision for a podium and tower,	As per Section 4.23 of the EP&A Act, in lieu of a site-specific DCP a concept SSDA was lodged concurrently with this detailed SSDA. The purpose of the Concept SSDA is to fulfill the matters required by 6.11(4)(a)-(d). It is noted that Council adopted a DCP for 136-148 New South Head Road, Edgecliff on 26 November 2024. The proposal is consistent with objectives of the DCP as outlined in Table 20 below.
	(b) a mix of apartment types, including the number of bedrooms in each apartment,	
	(c) conservation of heritage items on the consolidated lot,	
	(d) appropriate car parking and vehicle access arrangements.	
6.11 (6) Development consent must not be granted to development on land to which this clause applies unless—	(a) a design review panel has reviewed the development, and	The SDRP considered the proposed development on 2 October 2024 and provided advice on 9 October 2024. A second SDRP meeting is scheduled for March 2025.
	(b) the consent authority considers the advice of the design review panel, and	Tzannes have provided a response the SDRP advice explaining how it was considered when developing the design (refer Appendix E).
	(c) the consent authority is satisfied the development exhibits design excellence.	A response to the design excellence considerations is provided below.

Subclause	Consideration	Comment
6.11 (7) In deciding whether the development exhibits design excellence, the consent authority must consider the following—	(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	Tzannes have prepared a comprehensive Architectural Design Report (Appendix E) that explains and illustrates in detail how the architecture has been shaped to achieve design excellence. The design embeds the projects Connecting with Country principles into the architecture, materials and place creation. The podium and tower architecture provide a cohesive response to the site's context, characteristics and planning controls. The proposed materiality – a combination of brickwork, concrete, bronze, steel, aluminium and glass will ensure that the facades are high quality and expressive and are reflective of its place.
	(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,	The site is currently a series of buildings that relate poorly to each other and the contemporary conditions along New South Head Road and Darling Point Road. The form of the proposal will significantly improve the quality of the public domain by providing a consistent and activated four storey street wall to New South Head Road, and by providing a new publicly accessible through site link that will enable the retained heritage item to be experienced in the round. The tower is setback from the podium to provide visual relief to public domain. Further relief and interest will be provided by the architectural expression and articulation of the facades.
	(c) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	The proposed cantilever above the heritage building is limited to a third of the heritage floor plate. The southwest face of the tower is shaped in response to the heritage building and street intersection below. The tower adopted a significant recess to the southwest to allow for clear reading of the heritage building from the street. The tower proposes a 2 metre setback from the New South Head Road podium street wall, a 6 metre setback to the east, and variable setback of between 1.5m and 2.4m setback to the common boundary with the Ranelagh to the north. These setbacks delineate the form and massing of the tower and the podium and ensure reasonable separation is maintained to neighbouring apartments to enable residents to continue to enjoy visual and acoustic privacy and access to daylight and air.
	(d) whether the building resulting from the development will incorporate sustainable design principles, including in relation to the following— (i) sunlight, (ii) natural ventilation, (iii) wind, (iv) reflectivity, (v) visual and acoustic privacy, (vi) safety and security, (vii) resource, energy and water efficiency,	The building will incorporate sustainable design principles, including with relation to the matters listed under 6.11(7)(d) as evidenced in the following reports: • Tzannes Apartment Design Guide schedule at Appendix F of the Design Report (Appendix E) and Section 7.0 below which consider, sustainability design principles, sunlight, natural ventilation, visual and acoustic privacy, and resource, energy and water efficiency. • Pedestrian Wind Environment Study (Appendix M). • Crime Prevention through Environmental Design Assessment Report which considers safety and security (Appendix X and Section 7.11). • ESD Report (Appendix BB) which considers how the proposed development will meet the relevant industry recognised building sustainability and environmental performance standards and meet the general sustainability requirements of the Sustainable Buildings SEPP.

Subclause	Consideration	Comment
		In addition, the façade reflectivity will be below 20%.
	(e) whether the proposed development will detrimentally impact the following— (i) view corridors and landmarks, (ii) pedestrian, cycle, vehicular and service access, (iii) circulation requirements, including the permeability of the pedestrian network,	• The View and Visual Impact Assessment (Appendix N) concludes that the proposed development has acceptable visual and view impacts. This is discussed further at Section 7.5. • The Traffic Impact Assessment (Appendix U) confirms that the cycle, vehicular and service access is supported from a traffic engineering perspective. • The proposal will increase pedestrian permeability in the ECC through the provision of a new publicly accessible through site link connecting New South Head Road to Darling Point Road, allowing people to access the site from both streets, at the same time enabling the public to experience the heritage building in the round.
	(f) the impact of the development on the public domain,	The proposal will have a positive impact. It will increase activation and vibrancy in the public domain for the following reasons: • It will rejuvenate the heritage item and deliver active frontages to New South Head Road. • The renewal of the site will increase pedestrian activity in the ECC. • Multiple lobbies for the range of uses will create a safe and secure ground plane by creating ongoing passive surveillance. • The publicly accessible through site link will be a sculpted space that will visually interesting and pleasant public domain experience. • New openings to the rejuvenated heritage building will interact with the through site link.
	(g) whether there are appropriate interfaces at ground level between the buildings and the public domain,	The proposed ground plane will provide a highly activated public domain interface to New South Head Road and Darling Point Road. The combination of retail frontages, lobbies, and the through site link will ensure a dynamic relationship between the public domain and the building.
	(h) whether the development will include a mix of retail, commercial and residential uses	The development will include retail use on the ground floor, commercial in the podium and affordable and market residential apartments in the tower.

5.5.2 State Environmental Planning Policy (Housing) 2021

The development proposes in-fill affordable housing utilising the provisions under Chapter 2, Part 2, Division 1 of the Housing SEPP. A summary of compliance against the Housing SEPP provisions is in **Table 18** below.

Table 18 Assessment against the Housing SEPP

Provision	Comment
Chapter 2 Affordable Housing	
15C Development to which division applies	
(1) This division applies to development that includes residential development if— (a) the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument	Shop top housing is a type of residential development and the development is permitted with consent under the Woollahra LEP as outlined in Table 16 and Table 17 above.
(b) the affordable housing component is at least 10%	Complies. The proposal has a total GFA of 11,349m ² . The affordable housing component is 1,702m ² which equates to 15% of the total GFA.
(c) all or part of the development is carried out— (i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area,	Complies. The site is located on land within the Six Cities region in an accessible area as it is located approximately within 50m of the Edgecliff Train Station.
16 Affordable housing requirements for additional floor space ratio	
(1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2).	Complies. The proposed development has an affordable housing component of 15% of the total GFA. Therefore, it is eligible for an additional floor space ratio of up to 30%. The applicable FSR under the Woollahra LEP is 5:1. Applying the 30% additional FSR, the maximum FSR enabled by the Housing SEPP is 6.5:1. This equates to 11,089m ² GFA when the site area is calculated excluding the 40m ² land reservation on 136 New South Head Road. The proposed GFA is 11,349m ² which equates to a total FSR of 6.65:1 (or 33% above the maximum permissible under WLEP). The difference equates to 260m ² which is entirely attributable to the technical requirement to exclude the 40m ² land reservation from the site area when calculating the maximum permissible GFA using an FSR of 6.5:1. A Clause 4.6 Variation Request has been submitted at Appendix I to vary to the maximum FSR permissible under clause 6.11(3) of the Woollahra LEP and Section 16(1) of the Housing SEPP.
(2) The minimum affordable housing component, which must be at least 10%, is calculated as follows— $\text{affordable housing component} = \frac{\text{additional floor space ratio}}{(\text{as a percentage})} \div 2$	Complies. The additional FSR (30%) divided by 2 = 15% affordable housing which is what is proposed.
(3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).	Complies. The maximum permissible building height is under clause 6.11(3) of the Woollahra LEP is 46 metres. The maximum height proposed is 59.8 metres.
19 Non-discretionary development standards – the Act, s 4.15	

Provision	Comment
(2) The following are non-discretionary development standards in relation to the residential development to which this division applies— (a) a minimum site area of 450m ² ,	Complies. The area of the subject site is 1,746m ² .
(b) a minimum landscaped area that is the lesser of— (i) 35m ² per dwelling, or (ii) 30% of the site area,	Due to the highly urban context, it is not feasible to provide 30% of the site area as landscaping. Notwithstanding, the proposal includes a total landscaped area of 1,543m ² , therefore contributing the visual and environmental amenity of the site.
(c) a deep soil zone on at least 15% of the site area, where— (i) each deep soil zone has minimum dimensions of 3m, and (ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site,	Not applicable. Refer to subsection 19(3).
(d) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,	Not applicable. Refer to subsection 19(3).
(e) the following number of parking spaces for dwellings used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, (iii) for each dwelling containing at least 3 bedrooms—at least 1 parking space,	The proposed development utilises the non-discretionary parking rates to calculate a required amount of 11 parking spaces based on the dwelling mix for the affordable housing component. The proposed development includes 11 parking spaces located on the Level 1 carpark and is therefore compliant with the relevant parking requirement (noting 1 of the spaces is for visitors – being a requirement of the CHP).
(f) the following number of parking spaces for dwellings not used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 1 parking space, (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,	The proposed development utilises the non-discretionary parking rates to calculate a required amount of 63 car parking spaces based on the dwelling mix for market dwellings. Accordingly, the proposed development includes 63 car parking spaces located across all levels of the carpark.
(g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development,	Complies The proposed development meets the minimum internal areas stipulated in the ADG. Refer to Appendix G .
(3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies.	Chapter 4 applies to this development. Accordingly, subsection (2)(c) and (2)(d) do not apply.
20 Design requirements	
(1) Development consent must not be granted to development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces) under this division unless the consent authority has considered the Low Rise Housing Diversity Design Guide, to the extent to which the guide is not inconsistent with this policy.	Not applicable to the site. Refer to subsection 20(2) which identifies that subsection (1) does not apply to development to which Chapter 4 applies.
(2) Subsection (1) does not apply to development to which Chapter 4 applies.	Not applicable to this proposal as Chapter 4 applies.
(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with— (a) the desirable elements of the character of the local area, (b) for precincts undergoing transition—the desired future character of the precinct.	The precinct is planned to undergo significant renewal and transition in accordance with the ECC Strategy. The proposed development is compatible with the desired future character of the site as described in the ECC Strategy. For further detail, refer to Section 7.2.4 of this EIS.

Provision	Comment
21 Must be used for affordable housing for at least 15 years	
(l) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development— (a) the development will include the affordable housing component required for the development under section 16, 17 or 18	Complies. As above, 15% of the GFA of the proposed development will be provided as affordable housing. Subject to resolving commercial arrangements, the affordable housing component will be managed by Evolve Housing a registered community housing provider (CHP) for at least 15 years commencing on the day an occupation certificate is issued for the development.
(b) the affordable housing component will be managed by a registered community housing provider.	Refer to the Letter of Support prepared by Evolve, attached at Appendix QQ .
Chapter 4 Design of Residential Apartment Development	
147 Determination of development applications and modification applications for residential apartment development	
(l) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—	See below.
(a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,	The proposal meets the design principles for residential apartment development set out in Schedule 9. A full assessment is provided in the Housing SEPP Design Statement within the Architectural Design Report at Appendix E .
(b) the Apartment Design Guide,	A full assessment against the relevant objectives and design criteria of the ADG is provided within the Design Verification Statement at Appendix G .
148 Non-discretionary development standards for residential apartment development – the Act, s 4.15	
(2) The following are non-discretionary development standards— (a) the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide,	The proposed amount of carparking equates to the non-discretionary standard detailed in Section 19 of the Housing SEPP.
(b) the internal area for each apartment must be equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide,	Complies. The internal area for each apartment is equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide. Refer to the Architectural Drawings (Appendix D).
(c) the ceiling heights for the building must be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.	Complies. The ceiling heights for each apartment is equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide. Refer to the Architectural Drawings (Appendix D).

5.5.3 State Environmental Planning Policy (Sustainable Buildings) 2022

An ESD Report has been prepared by JHA and is attached at **Appendix BB**. This report outlines the relevant sustainability principles and targets applicable to the site, as well as how the proposed development will meet the relevant industry recognised building sustainability and environmental performance standards and meet the general sustainability requirements as detailed in Section 3.2 Development consent for non-residential development of the Sustainable Buildings SEPP.

A summary of the project-specific response to the requirements of Section 3.2 within the Sustainable Buildings SEPP is provided in **Table 19**.

Table 19 Response to Section 3.2 of the Sustainable Buildings SEPP

Requirement	Project-specific response
(a) The minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,	- Provision of a Construction Waste Management Plan (Appendix KK) stating proposed strategies for minimizing waste generation, maximizing material reuse, recycling, and reprocessing, and reducing the volume of materials destined for landfill. - Targeting 90% of the generated construction and demolition waste to be diverted from landfill.
(b) A reduction in peak demand for electricity, including through the use of energy efficient technology,	- A high-efficiency air-cooled heat rejection system (surpass the minimum requirements of the NCC 2022 Section J Energy Efficiency Part J6). - Energy-efficient LED lighting with suitable timer controls and/or daylight/occupancy sensors as appropriate. - Heat pump technology for domestic hot water - Targeting a 30% reduction in energy use, as per Green Star Buildings requirements.
(c) A reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,	- Appropriate insulation and a light-coloured roof will be provided. - High thermal performance glazing system. - Appropriate combination of external shading devices (eaves etc.) and glazing location to maximise natural daylight and winter heat gains while minimising unwanted heat gains in summer. - Increased outdoor air supplied to the regularly occupied spaces.
(d) The generation and storage of renewable energy,	Provision of a roof-mounted photovoltaic system (PV)
(e) The metering and monitoring of energy consumption,	Sub-metering is to be provided to enable individual time-of-use energy data recording of the on-site renewable energy equipment & on-site electric vehicle charging equipment. The sub-meters required will be interlinked by a communication system that collates the time-of-use energy data to a single interface monitoring system where it can be stored, analysed, and reviewed
(f) The minimisation of the consumption of potable water.	- Installed water-efficient fixtures and fittings meeting the minimum WELS Rating as nominated. - Capturing rainwater for reuse in landscape irrigation. - Stormwater management plan including water sensitive urban design (WSUD)

Source: JHA

5.5.4 Woollahra Development Control Plan 2015

The *Draft Woollahra Development Control Plan 2015 (Amendment No 28)* (Draft DCP) contains a new chapter of the Woollahra DCP known as Chapter G10 which provides site-specific development controls applicable to the site. The Draft DCP was adopted by the Woollahra Council on 25 November 2024. For the avoidance of doubt, the DCP (draft or otherwise) does not apply to SSD pursuant to Section 2.10 of the Planning Systems SEPP.

In accordance with Section 4.23 of the EP&A Act, a concept SSDA has been lodged concurrently to satisfy clause 6.11 (4) to facilitate a development that utilises the provisions of the Housing SEPP. At the time of drafting this application, there was no certainty that Council would progress with the site-specific DCP, and as DCPs are not a strict matter for consideration for SSDAs, Lendlease elected to progress with the lodgement of a Concept SSDA to fulfil the requirement in the Woollahra LEP that grants bonus floor space and height. As Council have progressed the DCP to adoption, an assessment against the objectives of the DCP demonstrates that the proposal aligns with the envisioned development of the site.

Therefore, an assessment against the proposal's compliance with the objectives of the DCP is detailed in **Table 20** below.

Table 20 *Assessment against the objectives of the DCP*

Objectives	Comment
(1) Achieves architectural and urban design excellence	Refer to Table 17 above which outline how the proposal satisfies the design excellence provisions of clause 6.11(7).
(2) Incorporates sustainable design principles.	Several ESD initiatives have been incorporated into the design and operational design of the development. Refer to Section 4.14 .
(3) Has a scale, bulk and design that reflects the desired streetscape character, and respects the adjoining and nearby residential development, particularly in terms of the building setback, number of storeys, articulation and distribution of height.	The proposal is compatible with the desired future character of the ECC and the New South Head Road corridor as articulated and illustrated in the Tzannes Design Report and Section 7.2.4 .
(4) Promotes environmental amenity on the site and surrounding properties and does not unreasonably compromise the amenity of nearby residential uses having particular regard to overshadowing, visual and acoustic privacy, and view sharing.	The proposed development does not unreasonably impact nearby residential uses regarding: • Overshadowing (refer to Section 7.4.1) • Visual and acoustic privacy (refer to Section 7.3.2 and 7.15) • View sharing (refer to Section 7.5.2).
(5) Protects the heritage item at 136 New South Head Road, including to retain the scale of, and not overwhelm, the heritage item	The heritage item at 136 New South Head Road is retained. For clarity, no works are proposed to occur within the portion of 136 New South Head Road subject of the road reservation. The proposed cantilever is limited to a third of the heritage floor plate. The southwest face of the tower is shaped in response to the heritage building and street intersection below. The tower adopted a significant recess to the southwest to allow for clear reading of the heritage building from the street.
(6) Ensures that the significant values of the heritage items and areas of significance in the vicinity of the site are protected, and new development sensitively responds to heritage significance and the site's surrounding historic setting.	The proposal includes the following heritage assessment: • Aboriginal Cultural Heritage Assessment Report (Appendix P) • Historical Archaeological Impact Assessment (Appendix R). • Heritage Impact Statement (Appendix Q) Additionally, the project team has undertaken a Connecting with Country process with Local Knowledge Holders. The heritage assessments conclude that the proposed development will not undermine the heritage setting or significance of for items and areas in the vicinity. Refer to Section 7.6 and Section 7.7 .
(7) Provides retail and active uses at ground level street frontages to activate New South Head Road and enhance the public domain.	The proposal will have a positive impact. It will increase activation and vibrancy in the public domain for the following reasons: • It will rejuvenate the heritage item and deliver active frontages to New South Head Road. • The renewal of the site will increase pedestrian activity in the ECC. • Multiple lobbies for the range of uses will create a safe and secure ground plane by creating ongoing passive surveillance. • The publicly accessible through site link will be a sculpted space that will visually interesting and pleasant public domain experience. • New openings to the rejuvenated heritage building will interact with the through site link
(8) Minimises traffic and parking impacts.	The proposed development will minimise traffic and parking impacts for the following reasons:

Objectives	Comment
	- The proposal is supported by a Green Travel Plan (Appendix W). - The site is a short walk from Edgecliff Railway Station and Transport Interchange, provides residents and workers with a high frequency public transport option. - No vehicular access is proposed from New South Head Road. - Parking will be provided in accordance with the relevant requirements. - End of trip facilities are provided to encourage workers to cycle or run/walk to work. - The Traffic Impact Statement (Appendix U) confirms that the proposal will not result in any unacceptable traffic implications and nearby intersections are expected to continue to operate satisfactorily and no road improvements or intersection upgrades are required.

5.6 Consistency with Concept application

The Concept SSDA sets out the relevant planning parameters to guide the detailed design and construction. The proposed development is required to be consistent with the Concept SSDA pursuant to section 4.24 of the EP&A Act, which states that *“while any consent granted on the determination of a concept development application for a site remains in force, the determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site”*.

The Concept SSDA is an administrative development application to satisfy clause 6.11(4) of the Woollahra LEP and the Concept SSDA and Detailed SSDA have been prepared concurrently and are entirely consistent. For completeness, a detailed assessment against the key elements of the Concept SSDA is provided in **Table 21** below.

Table 21 Summary of consistency with Concept Application

Component	Assessment
Land uses	The development comprises commercial and residential land uses in accordance with the Concept application.
Built form and building envelope	The setbacks and sitting of building mass aligns with the proposed organisation of building mass in the concept application (as illustrated within Figure 32). This involves: - A part four (4) part five (5) storey podium comprising: - carparking towards the north-western portion of the development and - commercial floor space towards the north-eastern portion of the development, - A 17 storey tower, comprising 62 apartment dwellings across 13 storeys, including a singular penthouse dwelling on Level 16. - A communal terrace area and communal open space on Level 4. - Consistent setbacks. - Maximum building height of 59.8m
Gross floor area	The GFA is consistent in both applications, being 11,349m² in total, comprising 9,602m² of residential GFA, 1,344m² of commercial GFA and 403m² of retail GFA. This equates to an FSR of 6.5:1.

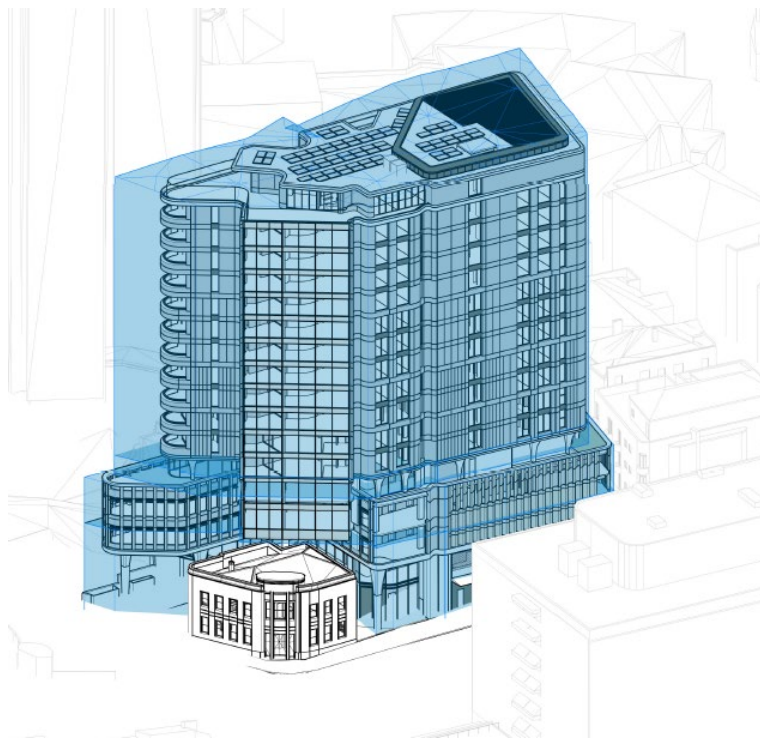


Figure 32 Image demonstrating consistency of detailed design with concept proposal envelope

Source: Tzannes

5.7 Consistency between SEARs and EIS project description

Table 22 provides an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs and provides a justification for any differences.

Table 22 Consistency between SEARs and EIS project description

SEARs project description	EIS project description	Consistency
Specifically, the proposal will seek approval for: - The restoration and fit-out of the existing heritage item at 136 New South Head Road; - Demolition of the existing buildings at 138 and 140-148 New South Head Road; - The construction of a 17 storey (59.8 metres) mixed-use building, comprising the following: - Approximately 60 dwellings (11,346.5m² of GFA), including approximately 21 infill affordable housing units (1,702m² of GFA, equating to 15%), - Approximately 1,516m² of commercial office floor space, - Approximately 230m² of retail floor space, - Podium car parking, - Associated landscaping and public domain works, including a publicly accessible through-site link; and	Specifically, this SSDA seeks approval for: - The restoration and fit-out of the existing heritage item at 136 New South Head Road to accommodate 335m² gross floor area (GFA). - Demolition of the existing buildings at 138 and 140-148 New South Head Road and site preparation and levelling. - Consolidation of five existing lots into a single lot. - The construction of a 17 storey (59.8 metres) mixed-use building, comprising the following: 62 dwellings (9,602m² of GFA), including 20 infill affordable housing units (1,702m² of GFA) located on Level 5 to Level 16. 1,344m² of commercial GFA located on the Ground Floor to Level 4. 403m² of retail GFA located on the Ground Level and Level 1.	There is clearly strong alignment and consistency between the development described within the SEARs request and that ultimately being sought for approval as part of the SSDA. Consistency is achieved in terms of: - Restoration and fit-out of the locally listed 136 New South Head Road; - Demolition of remaining structures and buildings - Construction of a mixed-use 17 storey building on the site that includes active ground level and podium commercial floor space and ancillary parking - Associated landscaping and public domain works - Infrastructure and servicing augmentation and upgrade. The only noted difference is that the EIS includes consolidation of lots as part of its description. This of itself is not material, and could have

SEARs project description	EIS project description	Consistency
Augmentation and servicing of infrastructure and utilities.	74 car parking spaces within the podium. - Ground Floor loading and servicing. - Associated landscaping and public domain works, including a publicly accessible through-site link. - Augmentation and servicing of infrastructure and utilities.	otherwise also been realised through imposition of a condition. In summary, there is considered to be total alignment and consistency between description of the proposed works between the SEARs and the EIS.

6.0 Stakeholder Engagement

This section describes consultation undertaken and feedback received prior to the lodgement of the EIS for the proposal and engagement to be carried out following lodgement of the EIS. It is supported by a Consultations Outcomes Report that has been prepared by Ethos Urban and is included at **Appendix L**.

6.1 Engagement Carried Out

6.1.1 Identified Stakeholders

A comprehensive list of community members and stakeholders to consult throughout during the preparation of the EIS process was developed through:

- The identification of neighbours who would be impacted by the proposal unless mitigation measures were implemented,
- The identification of stakeholders who would have a particular interest in the proposal.
- The identification of stakeholders who would have information of value to the proposal, for example, Aboriginal groups with cultural knowledge relating to the site.
- Consultation with the DPHI. This included the community members and stakeholders listed in the proposals SEARs that the Lendlease was required to consult with.

As a result of the above process, a number of stakeholders were identified for consultation, including:

- Department of Planning, Housing and Infrastructure, including:
 - Amy Watson, Acting Director of State Significant Acceleration;
 - State Significant Acceleration team members; and
 - Assigned planning officer;
- Government Architect NSW (via the SDRP);
- Woollahra Municipal Council, including:
 - Craig Swift-McNair, General Manager;
 - Scott Pedder, Director – Planning & Place; and
 - Council Planners;
- State and Federal Elected Officials, including:
 - Kellie Sloane, State Member for Vaucluse (LNP);
 - Allegra Spender, Federal Member for Wentworth (IND); and
 - Alex Greenwich, State Member for Sydney (IND);
- State agencies, including:
 - Transport for NSW; and
 - Sydney Water; and
- Neighbours and the local community, including:
 - Ascham School;
 - Immediate neighbours, including:
 - 3-17 Darling Point Road (“Ranelagh Apartments”);
 - 180 Ocean Street;
 - 170 Ocean Street;
 - 160, 164, 166, 168 and 170 New South Head Road;
 - Edgecliff Centre (owned by Longhurst); and
 - 201 New South Head Road (“Edgecliff Mews”);
 - Wider neighbours;
- Local community groups, including:
 - Darling Point Society (Robert Pompei, President);
 - Double Bay Resident’s Association (Anthony Tregoning, President);
 - Edgecliff Residents Action Committee;
 - The Paddington Society (Esther Hayter, President); and
 - Local Facebook Groups;
- Local Heritage and First Nations communities, including:
 - Registered Aboriginal Parties (RAP);
 - La Perouse Local Aboriginal Land Council (LALC); and
 - Knowledge Holders and Elders;
- Media and interest groups, including:
 - Local and metropolitan media outlets;
 - Industry media;
 - Advocacy organisations and think tanks; and
 - Industry peak bodies.

6.1.2 Consultation Methods

As detailed in the Consultations Outcomes Report (**Appendix L**), a range of consultation methods were used to engage stakeholders. This included activities completed prior to lodgement, through the preparation of the EIS and associated technical studies. The consultation methods are detailed in **Table 23** below.

Table 23 Consultation Methods

Activity/Tool	Description	How engagement informed the project	Target Audience
Tools			
Media release	Media release announcing JV partnership between Lendlease and MEA.	Announced the project team and provided an overview of the project's overarching intent to deliver new homes in Sydney's east and unlock value of the site.	All
Project introduction letters	Introductory letter distributed via letterbox drop to local community to introduce project, provide status/update, and flag future consultation.	Ensured proactive and early communication with local community members to introduce project, notify of future consultation opportunities, and provide details of public contact channels.	Immediate project neighbours, nearby residents and businesses
VVIA letters	For identified properties, letters requested access to properties for VVIA.	Ensured that neighbouring residents to the site were informed about the VVIA work for the project and access is granted for key apartments.	Identified VVIA stakeholders
Stakeholder & community consultation invitation letters	Letters emailed and distributed via letterbox drop which provided information to stakeholders and the community about the project and invited them to community consultation events and to complete social impact survey.	Ensured that key stakeholders and local residents to the site are aware of the project and have the opportunity to attend an event, learn more about project and provide feedback.	Local residents and businesses, Key stakeholders
FAQs (internal and external)	Internal FAQ document which identified anticipated project issues and project team responses. A condensed version of this document was prepared for inclusion in the fact sheet.	Ensured accurate, relevant and consistent information was communicated to all impacted and interested stakeholders.	All
Factsheet	Double sided A4 factsheet which provided an overview of the project, planning process, project timing, key FAQs and how to get involved in consultation activities. Distributed at in-person consultation and stakeholder meetings.	Ensured accurate, relevant information was provided to all impacted and interested stakeholders in an accessible format.	All
Community Information boards	Detailed the objectives, vision and key deliverables of the project, and provided a high level of visual detail around the proposed plans, as relevant to the local community.	Provided a visual aid for community drop-in session to enable feedback.	Drop-in session attendees
Project overview presentation	Detailed the objectives, vision and key deliverables of the project. Used in the online community information session and stakeholder briefings.	Provided a visual aid to stakeholders and the community during engagement events and ensured that meaningful feedback can be obtained.	Key stakeholders, Webinar attendees
Activities			
Community & stakeholder notification and outreach	Coordinated letterbox drops and targeted email outreach to provide an update on the project and upcoming opportunities for consultation.	Created an open dialogue to ask questions and provide feedback throughout the project lifecycle and ensured stakeholders were accurately informed to respond to any community enquiries.	Community, key stakeholders, and necessary agencies and authorities
VVIA outreach	Direct email outreach to neighbouring building managers/concierge to coordinate	Ensured correct properties were targeted for VVIA photography purposes, and	VVIA stakeholders

Activity/Tool	Description	How engagement informed the project	Target Audience
	distribution of VVIA access request letter to correct apartments.	notifications get to apartment owners, instead of occupiers/tenants.	
Webinar	Hosted a 1.5-hour information session for community members to learn about the project, meet the project team, provide feedback on key topics and ask questions. Live polls took place throughout webinar to ascertain audience demographics and sentiments towards the proposal. SIA team attended to document any relevant feedback on social impacts and ask questions where relevant.	Provided a welcoming forum for community members to be able to find out more about the project, ask questions and provide feedback. Project team is able to understand the social impacts generated by the proposal and analyse the predicted nature and scale of these impacts.	Local community
Drop-in session	Hosted a 3-hour informal drop-in session for community members to meet with the project team, learn about the project, provide feedback and ask questions.	Created an open dialogue between community members to ask questions and provide feedback to inform the EIS. Project team is able to understand the social impacts generated by the proposal and analyse the predicted nature and scale of these impacts.	Local community
Stakeholder briefings/ meetings	Invitation to key stakeholders to meet with the project team to learn about the project, provide feedback and ask questions.	Created an open dialogue between key local stakeholders to ask questions and provide feedback to inform the EIS.	Agencies and authorities identified in the SEARs, Advocacy groups, Ascham School, Elected representatives
Frontline engagement (1300 phone number and project email)	Maintaining the project 1300 number, email address and enquiry database for stakeholders, and monitoring and respond to enquiries up until lodgement.	Provided all stakeholders a direct point of contact for any enquiries and to assist them in understanding the project.	All
Social Impact Assessment survey	Collecting data from nearby businesses, residents and other stakeholders on what they perceive to be the potential positive and negative social impacts generated by the proposal.	Provided outlet for stakeholders to give feedback on potential positive and negative social impacts generated by the proposal.	Local residents and businesses, Sensitive receivers

This approach follows the *Undertaking Engagement Guidelines for State Significant Projects* (2021) by:

- Engaging with relevant NSW Government agencies, service providers, Council, close neighbours and targeted members of the community who are most likely impacted or interested in the proposal;
- Informing the surrounding community to the site about the proposal and providing opportunities to engage directly with the project team;
- Explaining how community feedback will be considered and documented;
- Providing relevant information in plain English so that potential impacts and implications can be readily understood; and
- Providing channels of communication to gather feedback.

6.1.3 Consultation Activities Summary

The consultation undertaken with key stakeholders is summarised in **Table 24** below.

Table 24 *Summary of consultation with key stakeholders*

Stakeholder	Date	Activity
Woollahra Municipal Council	30/5/2024	Meeting with the planning staff to discuss the project and provide the opportunity for questions and feedback.
	16/10/2024	Meeting with the planning staff to update them on the design and further discuss the project.
	Forthcoming	Project notification and offer of project briefing to the Councillors.
DPHI – SSD Acceleration Team	3 June 2024	Email correspondence to provide feedback from Council.
	7 June 2024	Email correspondence from the DPHI to note Council's feedback
	11 June 2024	Email correspondence from the DPHI to provide a summary of advice.
	26 June 2024	A meeting to discuss the Clause 4.6 Variation request.
DPHI – SSD Acceleration and Housing Delivery Teams and Design Advisors from the GANSW	30/05/2024	The scoping meeting to introduce the project and confirm the SSDA planning pathway
	2/10/2024	SDRP Meeting #1 to present the scheme.
	18/10/2024	Meeting to provide an initial response to the SDRP's advice.
	Forthcoming	SDRP Meeting #2 to present the further developed design scheme.
GANSW	9/10/2024	Formal correspondence from the Design Advisors to provide advice on the design scheme following SDRP Meeting #1
Neighbours	28/8/2024 – 25/09/2024	Outreach to the occupants of the following addresses to seek permission to access the apartment dwellings and take photos for the View and Visual Impact Assessment: - Unit 13, 164 New South Head Road - Unit 11, 166 New South Head Road - Unit 12, 166 New South Head Road - Apartment 1.A, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 1.E, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 13.A, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 13.G, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 18.A, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 18.G, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 29.A, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 29.G, 3-17 Darling Point Road (Ranelagh Apartments) - Apartment 603, 170 Ocean Street (Oceanpoint Apartments) - Apartment 604, 170 Ocean Street (Oceanpoint Apartments) - Apartment 1003, 170 Ocean Street (Oceanpoint Apartments) - Apartment 1004, 170 Ocean Street (Oceanpoint Apartments) - Apartment 801, 180 Ocean Street (Eastpoint Tower) - Apartment 802, 180 Ocean Street (Eastpoint Tower) - Apartment 803, 180 Ocean Street (Eastpoint Tower) - Apartment 811, 180 Ocean Street (Eastpoint Tower) - Apartment 1301, 180 Ocean Street (Eastpoint Tower) - Apartment 1302, 180 Ocean Street (Eastpoint Tower) - Apartment 1601, 180 Ocean Street (Eastpoint Tower) - Apartment 1602, 180 Ocean Street (Eastpoint Tower) - Apartment 1801, 180 Ocean Street (Eastpoint Tower) - Apartment 1802, 180 Ocean Street (Eastpoint Tower)

Stakeholder	Date	Activity
Local groups	2/8/2024	A meeting with Ascham School to discuss the project and provide the opportunity for questions and feedback.
	11/10/2024	A direct email to the Darling Point Society, including a project notification and invitation to consultation opportunities.
	11/10/2024	A direct email to the Double Bay Residents Association, including a project notification and invitation to consultation opportunities.
	11/10/2024	A direct email to the Edgecliff Residents Action Community, including a project notification and invitation to consultation opportunities.
	11/10/2024	A direct email to The Paddington Society, including a project notification and invitation to consultation opportunities.
	21/10/2024	A direct email to Longhurst as the owners of the Edgecliff Centre, including the project notification and an offer for a project briefing.
	6/11/2024	A direct email to Longhurst as the owners of the Edgecliff Centre providing a follow-up offer for a project briefing
	26/11	A meeting with Ascham School to discuss the project and provide the opportunity for questions and feedback.
First Nations stakeholders	7/8/2024	Formal correspondence to known RAPs.
	22/8/2024	Newspaper advertisement in the Daily Telegraph to invite RAPs to participate.
	22/8/2024	Advising the La Perouse LALC that Palimpsest Consultancy have been engaged to conduct the Aboriginal Cultural Heritage Assessment Report (ACHAR).
	11/9/2024	Present information to the RAPs about the project and invite them to provide feedback on the cultural significance of the area for the ACHAR.
	16/9/2024	To inform Heritage NSW and La Perouse Local Aboriginal Council of the RAP list.
	10/10/2024	Consultation with La Perouse LALC to explore the Aboriginal cultural heritage significance of the study area, connections with the past and present-day Aboriginal community, and identify potential management strategies for the proposed project
	31/10/2024	To provide the RAPs with the draft ACHAR for review and request feedback.
	Forthcoming	To provide the RAPs with the final ACHAR.

6.1.4 Aboriginal Community Consultation

As detailed in **Table 24** above, engagement with Aboriginal stakeholders was undertaken as part of the project's ACHAR, prepared by Palimpsest Consultancy, attached at **Appendix P**.

The project received responses from a total of five Registered Aboriginal Parties (RAPs). The RAP comments received over the course of the project related to the Aboriginal cultural heritage significance of the study area, connections with the past and present-day Aboriginal community, and recommended management for the proposed project. A summary of the feedback is included in the table below.

Additionally, a Connecting with Country Report has been prepared by Gujaga Foundation and is attached at **Appendix F**. The Connecting with Country Report details the consultation process between the Lendlease, Gujaga Foundation and local Traditional Owners to inform the design of the proposed development, and how to most respectfully, and effectively incorporate the cultural significance of the site and the surrounding area into the elements of the proposal.

6.2 Stakeholder Views

The key issues and matters raised by the community and stakeholders during the preparation of the Scoping Report, SEARs and EIS are outlined in **Table 25** below, noting that detailed responses to the comments resulting from consultation with the SDRP are provided in **Appendix E**. For a comprehensive summary and analysis of community views and detailed project response, refer to **Appendix L**.

Table 25 Stakeholder views by theme

Stakeholder	Comment
Architectural design	
Community	Support for the proposed design, materiality and colour palette.
Height, bulk, scale	
Community	- Supportive of the site's proximity to public transport is appropriate for high density and the surrounding context being high density buildings, including the future redevelopment of the Edgecliff Centre. - Reasons for concern include view impacts, additional residents in the area and subsequent impact on existing traffic conditions.
Amenity Impacts – View, Shadowing, Privacy, Noise	
Community	- Concern about view impacts, with Eastpoint Tower residents noting existing views of the Opera House, Harbour Bridge and CBD. - Interest in shadowing studies and anticipated impact on Trumper Park. - Concern for the potential privacy impacts on Ranelagh residents.
Ascham School	Main concerns are solar impact (outdoor areas and in winter) – southern site has outdoor play area.
Council	Anticipate that key issues will be site context, view loss, overshadowing of Trumper Park and separation of tower from neighbouring heritage buildings.
Traffic, Parking, Access, and Movement	
Community	- Commentary about existing traffic issues and intersection operation in the area, with specific reference to Darling Point Road, New South Head Road, New McLean Street. - Commentary about existing traffic conditions associated with school drop-off/pick-up times and on Saturday due to school sports
Affordable Housing	
Community	Support for affordable housing with reference to lack of aged care workers in the area and significant aged care facilities
Heritage	
Community	- Support for retaining the heritage building on site. - Commentary that the heritage building is ordinary-looking and should not be heritage listed.
Ascham School	Advised the school has seven heritage properties located on its grounds.
Project benefits	
Community	- Support for the proposal with reference to the need for affordable housing in the area and need for urban renewal - Commentary that the site is an ideal location for this development, with reference to proximity to public transport and amenities.
Building amenities and retail/commercial space	
Community	- Desire for quality retail options, for example wine bar, Harris Farm, café, good restaurant. Noted that current immediate area is lacking in good retail options. - Recommendation for a community space accessible to all ages and demographics

Stakeholder	Comment
Designing with Country	
Community	Interest in and support for Designing with Country approach.
Social and environmental impacts	
Community	Concern about existing vehicle pollution on New South Head Road.
Construction	
Community	Interested in the length of construction, impacts to neighbours, especially as Ranelagh is due to finish façade works around the same time as this project will start.
Ascham School	- Construction impact on traffic - Drop-off/pick-up times: 7:45 – 8:30am and 2:30 – 3:30pm. - Consider this for deliveries.

6.3 Engagement to be Carried Out

The project team are committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the project and following a determination.

Following its submission, the DPHI will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public. Once the exhibition period is complete, the DPHI may require the Lendlease to prepare a Submissions Report in response to issues raised. The project team will continue to liaise with the DPHI and stakeholders during the proposal's assessment to address queries that may arise.

7.0 Assessment of Impacts

This section of the report assesses and responds to the environmental impacts of the proposed SSD. It addresses the matters for consideration set out in the SEARs dated 12 November 2024 (see **Appendix A**). The Mitigation Measures proposed to mitigate any environmental impacts are provided at **Appendix C** and complement the findings of this section.

The assessment of impacts has been differentiated into two categories, including:

- **Detailed Assessment:** This assessment relates to the key issues of the proposed development and provides a robust statement of environmental impacts associated with the proposal and the relevant technical studies. The matters requiring detailed assessment are:
 - Built form and urban design,
 - Design excellence,
 - Residential amenity,
 - Environmental amenity,
 - View and visual impact,
 - Heritage, and
 - Traffic and transport.
- **Standard Assessment:** This assessment relates to matters that present minor or nil impact and are generally consistent with the relevant standard and controls that apply to the particular subject. All remaining issues not listed above are standard assessment issues.

7.1 Design Quality and Excellence

The proposal was subject to review by the SDRP on 2 October 2024. The following design matters were supported by the SDRP:

- The general approach to articulation and modulation of the tower in response to sun, wind, privacy between apartments and the surrounding context.
- The ambition to achieve a high standard of architectural design.
- The activation of the street frontage with retail outlets and the permeability created with the through-site link, noting further comments.
- The setback at the entrance to the through-site link that provides respite from New South Head Road.
- The intention to open up the northern and eastern facades of the heritage building to help activate the through-site link and outdoor plaza.
- The ambitious sustainability strategy and provision for a 100% electric building.
- The engagement of an Indigenous consultant familiar with the local area.

The SDRP also provided advice and recommendations for the project which are addressed at Appendix G of the Design Report (**Appendix E**) which provides a detailed response to the SDRP comments. The design's evolution as informed by the SDRP is explained in the sections below.

7.1.1 Ground Plane and Landscape

Reduced Level 1 Podium and increased activation of the heritage building

Revisions to the proposal have been made to bring significantly more natural light into the ground level through site link and plaza by reducing the massing of the northern portion of the Level 1 podium. This creates a double height volume for the plaza which increases visual connection to the sky, visibility to and from Darling Point Road, and enables a greater appreciation of the heritage building. **Figure 33** below illustrates the improved relationship between the public domain and the rear of the heritage building which includes operable facades to allow direct access from the through site link. The deep facade articulation to the tower and podium reduces wind downwash to the public domain which is further mitigated by protection devices incorporated into the building. The Pedestrian Wind Environment Study (**Appendix M**) confirms that the pedestrian comfort will be appropriate for the environment.

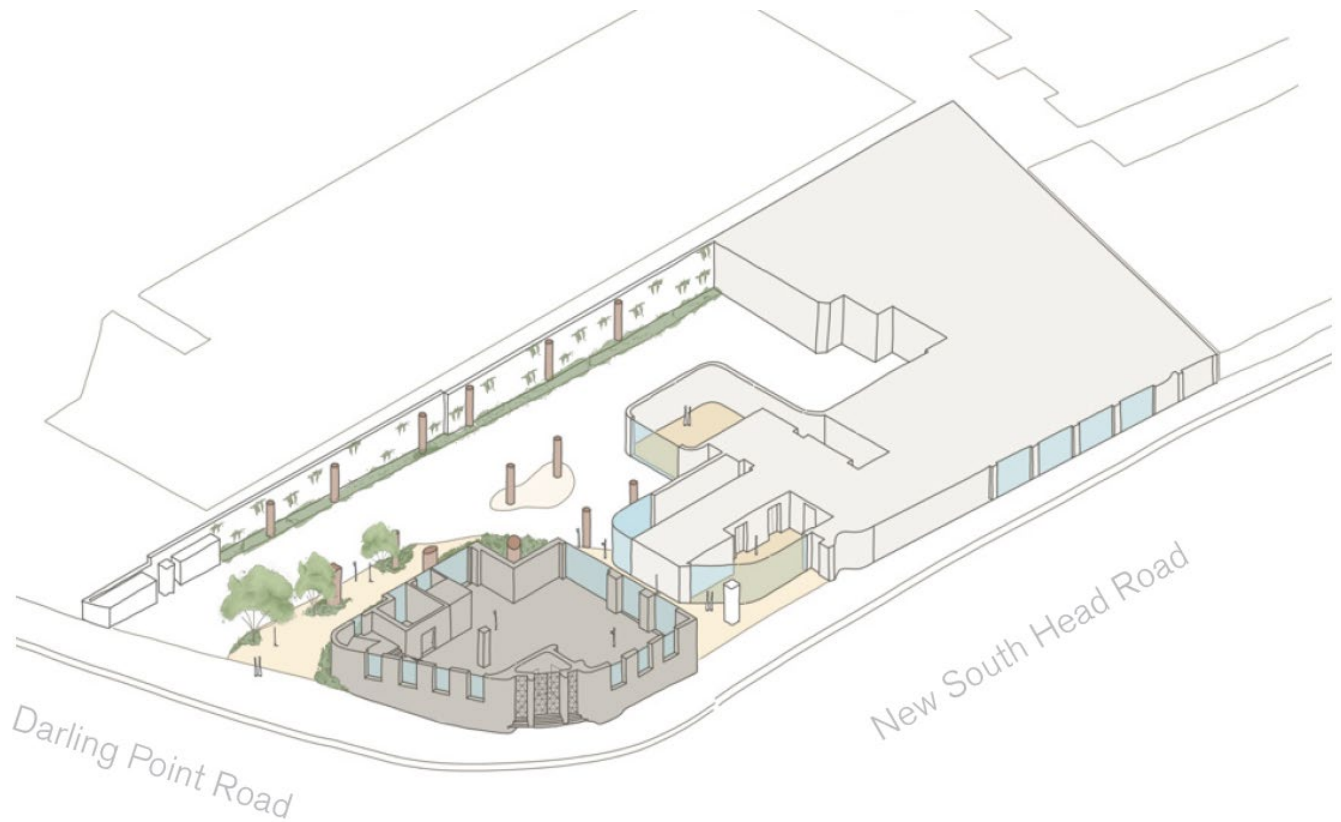


Figure 33 *Indicative sketch of plaza and through site link*

Source: Tzannes

Landscaping and communal open spaces

The landscape design has been developed to celebrate the flora, materials, colours, and textures of the local landscape, drawing inspiration from Country. As noted above, the reduction in the Level 1 podium allows daylight to into the ground plane to support plant growth. Planting and landscape elements are proposed throughout the through site link functioning as a green backdrop, while delineating vehicular and pedestrian areas.

The Level 4 residential terrace has been revised to provide access for all the residents to increase residents sense of community and belonging. It includes discrete gathering spaces on the northern edge of the terrace where solar access is available throughout the year.

Retail activation

The design team have reviewed the ground floor planning and consolidated the services to increase the frontage and depth of the retail tenancy on New South Head Road which will increase the types of retailers it can accommodate. An awning is proposed along New South Head Road to also improve the pedestrian experience.

7.1.2 Built form and architecture

Boundary setbacks

The SDRP suggested the eastern setback be increased to 3 metres. The proposal retains the eastern podium party wall at ground level and the parking Level 1 mezzanine above. This is consistent with the existing condition at 164 New South Head Road. Above the Level 1 mezzanine the car parking podium is setback 3 metres which allows daylight to the western façade and improves outlook for 164 New South Head Road. Above the podium the tower, which is above the 14.5 metre maximum building height limit of 164 New South Head Road, sets back 6 metres from the common boundary which is consistent with the advice of the SDRP – assisting with the transition in height.

The SDRP suggested reducing the apartment sizes to increase setbacks; Lendlease is committed to delivering a project that results in an efficient use of a site immediately adjacent to the Edgecliff Railway Station and maximises the affordable homes that can be delivered.

Neighbouring residential amenity

The eastern podium interface to 164 New South Head Road has been designed to be brick piers to reduce adverse light, noise and odour impacts to the neighbouring residents. Brick blades are angled to minimise sight lines into the internal carpark environment while mitigating the visual impact on neighbouring properties of head lights resulting from vehicle movements. This is further managed through the inclusion of a mesh and angled steel blades which form a balustrade between the brick infill.

The north-east corner of the podium is chamfered to protect solar access towards units 4, 8, 12 and the communal roof terrace of 164 New South Head Road (refer to **Figure 34**). Greenery is also at the top of the podium and above level 1 in order to improve the visual outlook for residents of 164 New South Head Road.

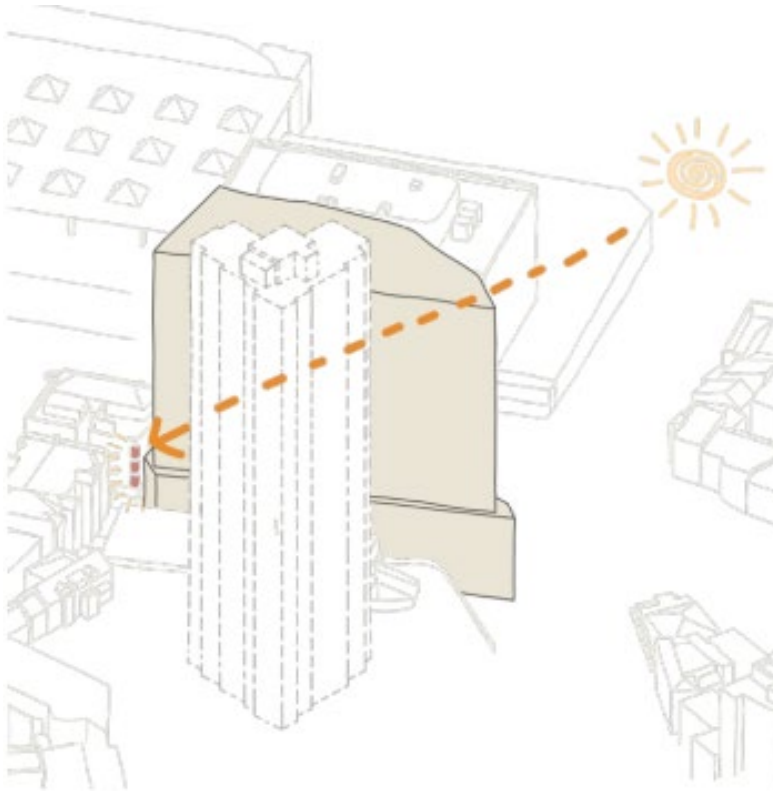


Figure 34 Podium 'carve out' to maintain solar to 164 New South Head Road

Source: Tzannes

Commercial lift

The commercial lift has been relocated to sit within the form and above the through site link. This has increased sunlight into the ground plane and through site link.

Façade quality

The façade depth and articulation supported by the SDRP will be maintained as technical components are introduced. The Design Report (**Appendix E**) details the façade strategy for the different massing elements (podium and tower) and the different uses within the building. It illustrates how each façade responds to its particular conditions.

The façade has been revised to introduce vertical re-entrants to the northern and southern elevations to balance the horizontal massing. Tzannes have also introduced a super-grid system with interplay of glazed and standard brick to break up the massing further. Furthermore, brick cants are introduced to provide a more subtle layer of facade articulation.

Net Zero

The Design Report (**Appendix E**) sets out a series of ESD initiatives and targets to support the building being set up on day one for future net zero omissions operation. These include:

- Photovoltaic array equivalent to 30kwp.
- Increased window to wall ratio, passive shading and high-performance thermal envelope to minimise heat gain and conditioning requirements.
- High solar reflectance index colours for roof, podium and ground surfaces.
- Roof, balcony, plant equipment and site drainage design and waterproofing standards to cater for more frequent extreme rainfall, storm and heat wave events.
- EV readiness.
- Reduced embodied carbon through minimal excavation and no basement construction

Infill affordable housing residential amenity equity

The affordable housing and market housing achieve a comparable level of compliance with the Apartment Design Guidelines design criteria. As noted above, the communal terrace has been re-designed to be a shared terrace for all residents.

7.1.3 Woollahra LEP Design Excellence

Section 6.11(7) of the Woollahra LEP outlines the various elements of design excellence which the development must demonstrate consistency with for the consent authority to consider. An assessment against these provisions is provided in **Table 17**, noting that the proposal demonstrates a strong case of architectural design, improvements to the public domain, and sensitivity towards the relationship between the existing built environment and the proposed development. Additionally, the proposed development incorporates sustainable design principles to provide a high level of residential amenity for both market and affordable dwellings, as demonstrated in **Section 7.2** and **Section 7.3**.

7.2 Built Form and Urban Design

The proposed building constitutes a podium and tower form, consistent with the character envisaged by the ECC Strategy. The key elements of the proposed built form are described **Section 7.2** and illustrated in the Design Report at (**Appendix E**).

7.2.1 Building Height

The maximum height of the building has been designed to adhere to the maximum building height control (46m) applicable to the site under clause 6.11(3) of the Woollahra LEP plus the additional 30% (13.8 metres) that is permissible under section 16 of the Housing SEPP which equates to a maximum height of 59.8 metres. As described in the Concept SSDA EIS, the building envelope is consistent with the building height objectives within Clause 4.3(1) of the Woollahra LEP.

Through compliance with the applicable maximum building height control, the proposed building envelope is consistent with the height envisioned for the site under the local and state planning policies, which is also compatible with future built form context of the area. The height of the podium is compliant with the podium height (RL 50.20m) under the Concept SSDA and is compatible with the height of the existing four storey building on the neighbouring site to the east at 164 New South Head Road and the four-storey street wall envisioned by the ECC Strategy.

More broadly, the tower height sits within an existing and future tower context as illustrated by the ECC Strategy which proposes a 14 storey and a 26 storey tower on the southern side of New South Head Road. In this sense, the proposal will sit comfortably within a tower cluster defined by the Ranelagh to the immediate north (30 storeys) and the future towers to the south (refer to **Figure 35**).

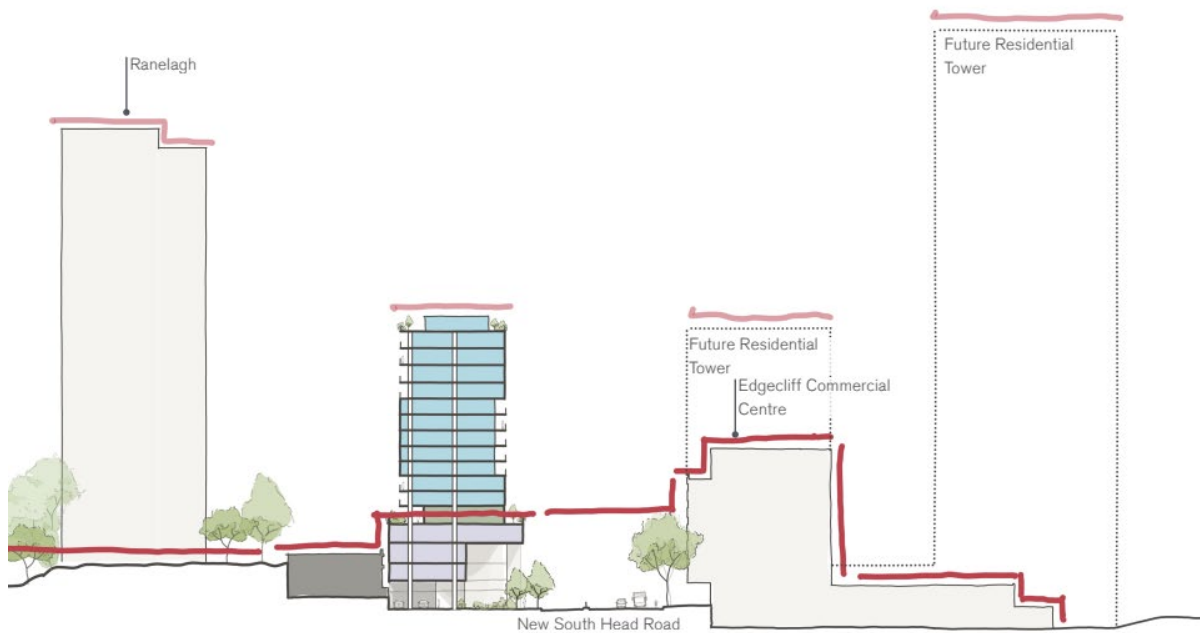


Figure 35 Relationship with the surrounding existing and future context

Source: Tzannes

7.2.2 Density and Massing

The maximum permitted FSR on the site is 6.5:1 (by way of clause 6.11(3) of the Woollahra LEP and section 16 of the Housing SEPP) which equates to a maximum GFA of 11,076m². The proposed FSR is 6.65:1 which equates to a maximum GFA of 11,349m². As explained in Table 17 and **Appendix I**, the difference is entirely attributable to technical requirement to exclude 40m² from the site area for the purpose of calculating FSR.

This GFA is considered appropriate to accommodate the proposed mix of uses on the site. It is consistent with the density envisioned for the site in accordance with the strategic planning framework (**Section 3.1**), particularly the state governments affordable housing delivery objectives. The density is responsive to the site's environmental constraints and the evolving Edgecliff locality as discussed through out the EIS.

The building volume is broken up into three distinct elements - a podium which references the scale of the surrounding streetscape, a tower which is setback from the podium volume, and a corner element which reinforces the primacy of the heritage building and its orientation towards the intersection of New South Head Road and Darling Point Road.

The overall building volume is broken down through vertical elements which correspond to the primary line of transition which occurs in the podium between the commercial floor and the above ground carpark. The primary supergrid, referenced through changes in the slab edge expression, vertically segregates the building into:

- The lower tower, made up of two 2 storey zones
- The mid tower, made up of a single 3 storey zone
- The upper tower, made up of a single 4 storey zone and correlating with the sub penthouse levels
- The crown, made up of a single storey zone and correlating with the penthouse floor.

The following figures illustrate how the massing and volume has been articulated to reduce the perception of visual bulk.

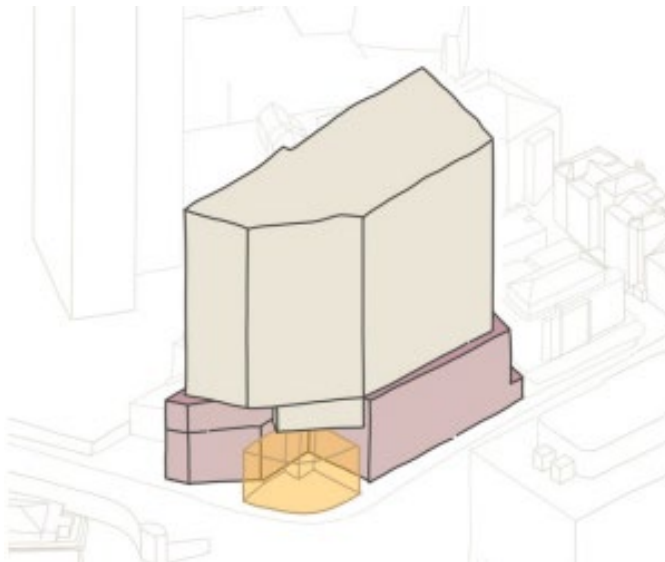


Figure 36 Articulating podium and tower

Source: Tzannes



Figure 37 Articulating the volume

Source: Tzannes

7.2.3 Building Setbacks and Separation

The detailed design is entirely consistent with the building envelope setbacks proposed under the Concept SSDA. The podium adopts a nil setbacks to the north and south. A nil setback is proposed at ground level and parking mezzanine level 1 to 164 New South Head Road to the east with a 3 metre setback above to allow light and air to the neighbouring apartments.

The tower proposes a 2 metre setback from the New South Head Road podium street wall, a 6 metre setback to the east, and variable setback of between 1.5m and 2.3m setback to the common boundary with the Ranelagh to the north (noting that Ranelagh is located over 25m away). These setbacks delineate the form and massing of the tower and the podium and ensure reasonable (acknowledging the site is located within a centre and identified to accommodate growth) separation is maintained to neighbouring apartments to enable residents to continue to enjoy visual and acoustic privacy and access to daylight and air.

7.2.4 Desired Future Character

Clause 20 (3)(a) and (b) of the Housing SEPP states that development consent must not be granted unless the consent authority has considered whether the design of the residential development is compatible with

- (a) the desirable elements of the character of the local area, or*
- (b) for precincts undergoing transition—the desired future character of the precinct.*

The proposed development is located within the Edgecliff Mixed Use Centre which is subject to a desired future character statement within Section 2.2 of the Woollahra DCP. The desired future character statement seeks the following:

- A highly urban mixed-use corridor that meets high standards of visual quality and pedestrian amenity.
- Building facades, in terms of detailing and building materials, are well designed, with particular consideration to how the buildings are interpreted from moving vehicles.
- A range of residential and commercial land uses, including restaurants and cafes which contribute to a more vibrant centre.

The proposed development is consistent with the desired future character statement for the following reasons:

- The proposed development is an urban response that is appropriate for its centre location adjacent to the Edgecliff Railway and Bus Station. The Tzannes architectural design will achieve a high standard of visual quality by using high quality materials and incorporating several strong vertical and horizontal elements, openings and voids that break down the mass and scale and create visual interest when viewed from the public domain.
- Pedestrian amenity and the human scale of the public domain is prioritised by providing an activated non-residential ground plane within a four-storey street wall to New South Head Road. Further, it enhances the permeability of the precinct by providing a publicly accessible through site link, as shown in **Figure 38**.

- The site is prominent on the corner of New South Head Road and Darling Point Road. There will be a significant number of vehicles passing the site daily in both directions. As noted above, the architectural design prepared by Tzannes will utilise high quality materials, horizontal and vertical features, openings and fenestration within a podium and tower form separated from the heritage item that will enable the different uses within the building to be interpreted from vehicles moving past the site. **Figure 39** illustrates the proposal viewed travelling westbound along New South Head Road.
- The proposal includes affordable and market residential apartments, 403m² retail, including 238m² on the ground floor which can accommodate restaurants and cafes, and 1,344m² of commercial floor area which will contribute to the vibrancy and economic activity of the ECC by increasing the number of workers and demand for services in the area.

The Woollahra Local Strategic Planning Statement (LSPS) also supports a future character consistent with the proposed development. The LSPS encourages a diverse range of housing choices in well-planned locations that have easy access to public transport, jobs, and community services. Under the vision, new housing enhances the vibrancy and attractiveness of villages and destinations whilst protecting their distinctive village character through fine grain human scale design. The proposal is consistent with the strategic character objective of the LSPS.

With specific regard to bulk and scale, the ECC Strategy endorsed by Council represents a more recent and appropriate articulation of that envisioned for the centre.

The ECC is a local hub for employment, businesses, services, and community activity, and has a mix of apartment living in proximity to the Edgecliff Station and bus interchange.

Further granularity is expressed at the precinct level, the site falling within the Local Commercial Core precinct which is described as follows:

Modern apartments and employment space support this precinct's economic importance and enhance its role as a community hub and focus for employment, shopping, and living. This precinct's status is boosted by design excellence in architecture and urban design. Active frontages, modern public spaces, urban greening and public art contribute to liveability. A four storey street wall height accommodates additional employment space while maintaining a human scale for pedestrians. New McLean Street provides a transition to the Paddington HCA, and Trumper Park and Oval. Solar access impacts to existing public open spaces, streets and residential areas are to be minimised.

Consistent with the future character statement, the proposed development adopts a four storey street wall that accommodates commercial uses, and relates to in with the prevailing built form context. Further, Trumper Park has been sensitively considered and solar access has been entirely protected between 10am and 2pm on 21 June.

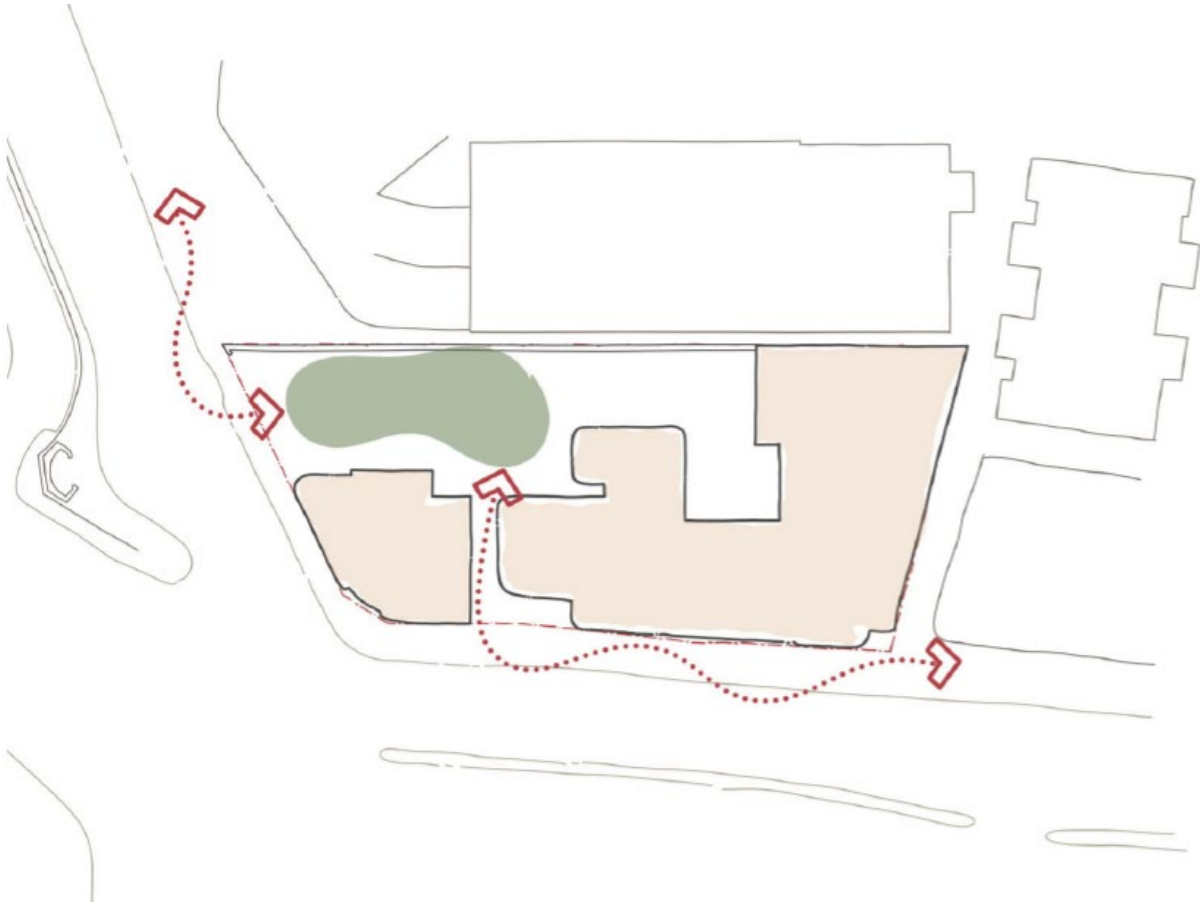


Figure 38 *Publicly accessible through site link*

Source: Tzannes



Figure 39 *Proposed development looking east from New South Head Road*

Source: Tzannes

7.3 Residential Amenity and the Apartment Design Guide

As per Chapter 4 of the Housing SEPP, the proposed development has been designed in accordance with the controls and requirements of the ADG to achieve a high level of amenity for the future residents of both the market and the affordable dwellings.

A detailed assessment against Parts 3 and 4 of the ADG is provided in the ADG table attached at Appendix D of the Architectural Design Report (refer to **Appendix E**). In summary, an overview of the proposal's consistency with the key ADG design criteria is provided in **Table 26** below.

Table 26 Assessment against Key Parts of the Apartment Design Guide

Design Criteria	Commentary	Consistency
Part 3 Siting the Development		
3D Communal and Public Open Space		
Communal open space has a minimum area equal to 25% of the site.	440m ² (equivalent to 25% of the site area) is dedicated as communal open space.	✓
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).	The principal usable part of the communal open space receives at least 50% of direct sunlight for at least 2 hours between 9:00am and 3:00pm.	✓
3E Deep Soil Zones		
Sites with an area greater than 1,500m ² to provide a deep soil zones equivalent to 7% of the site area with a minimum dimension of 6m are to meet the following minimum requirements.	As noted in the ADG, achieving deep soil targets may not be achievable in high density areas where the location and building typology have limited or no space for deep soil at ground level. This is the case with the proposed development. Due to the nature of the site and the existing highly urbanised environment, it is not feasible to achieve the deep soil requirement. The site is largely characterised by impervious concrete surfaces, and due to the natural topography and dimensions of the land, it is not possible for 7% of the site area to be dedicated as a deep soil zone. Notwithstanding, the proposal includes a total landscaped area of 1,543m² which equates to 88% of the site area. The provision of landscaping achieves the objects of Part 3E, including the provision of areas on the site to allow for healthy plant and tree growth. Further, the Stormwater Management Plan (Appendix HH) confirms that the proposed development will not generate any unreasonable impacts to the surrounding area.	The development achieves the design objective within its high density urbanised context and is reasonable in the circumstances.
3F Visual Privacy		
Separation between windows and balconies is provided to ensure visual	The built form of the proposed development is characterised by	The development proposes an alternative solution that achieves the design

Design Criteria			Commentary	Consistency												
privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:			staggered setbacks, defined by the podium and tower portions of the building. The setbacks of the building have been proposed in accordance with advice from the SDRP.	objective and is reasonable in the circumstances.												
<table><tr><th>Building Height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table>			Building Height		Habitable rooms and balconies	Non-habitable rooms	Up to 12m (4 storeys)	6m	3m	Up to 25m (5-8 storeys)	9m	4.5m	Over 25m (9+ storeys)	12m	6m	Notwithstanding, the proposal achieves a considerate level of visual privacy for future residents and nearby neighbours due to the strategic positioning of rooms and land use.
Building Height	Habitable rooms and balconies	Non-habitable rooms														
Up to 12m (4 storeys)	6m	3m														
Up to 25m (5-8 storeys)	9m	4.5m														
Over 25m (9+ storeys)	12m	6m														
			Further detail is provided in Section 7.3.2 .													

3J Bicycle and Car Parking

For development on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.	The proposed amount of carparking aligns with the requirements listed in the Housing SEPP.	✓
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Part 4 Designing the Buildings

4A Solar and Daylight access

Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.	38 of the 62 apartments receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter. This equates to 61%. It is noted that the design criteria are achieved for the affordable housing component as 14 out of 20 apartments achieve a minimum of 2hrs solar access between 9:00am and 3:00pm (equating to 70% of affordable dwellings). However, for the market dwellings, 24 out of 42 apartments achieve the solar access design criteria (equating to 57% of market dwellings). This is considered reasonable in the circumstances as outlined at Section 7.3.1 .	The development proposes an alternative solution that achieves the design objective and is reasonable in the circumstances.
A maximum of 15% of apartments in a building receive no direct sunlight	All units receive direct sunlight between 9am-3pm in mid-winter.	✓

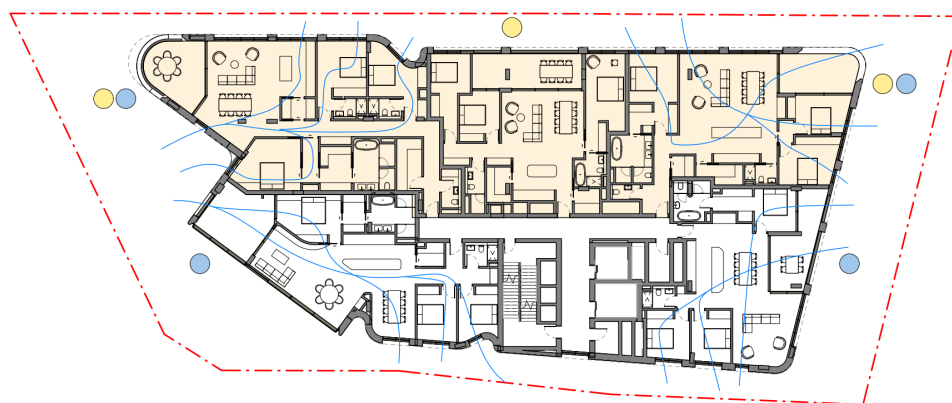
Design Criteria		Commentary	Consistency										
between 9 am and 3 pm at mid-winter.													
4B Natural Ventilation													
At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.		66.7% of apartments (20 out of 30) achieve cross ventilation, with 13.3% of these (4) achieved with an alternative ventilation intervention. Further detail is provided in the Cross Ventilation Statement at Appendix M and Section 7.3.3 . Additional detail is provided within the Design Report (Appendix E) to demonstrate the measures to be adopted in order to enable natural cross ventilation while also meeting internal noise amenity criteria for those applicable apartments adjacent to New South Head Road.	✓										
Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.		Excluding the penthouse, there are no cross-over or cross-through apartments proposed.	N/A										
4C Ceiling Height													
Measured from finished floor level to finished ceiling level, minimum ceiling heights are: <table><tr><th colspan="2">Minimum ceiling height</th></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>If located in mixed use areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table> These minimums do not preclude higher ceilings if desired.		Minimum ceiling height		Habitable rooms	2.7m	Non-habitable	2.4m	If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use	All habitable rooms have a minimum ceiling height of 2.7m which complies with numeric design criteria. The non-habitable bathroom areas generally have a ceiling height of 2.4m – due to servicing and bulk head requirements, with some areas of the bathrooms having ceiling of 2.35m due to tiling. This outcome is a common occurrence within residential development and is a negligible variation of around 2%.	✓		
Minimum ceiling height													
Habitable rooms	2.7m												
Non-habitable	2.4m												
If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use												
4D Apartment Size and Layout													
Apartments are required to have the following minimum internal areas: <table><tr><th>Apartment Type</th><th>Minimum internal area</th></tr><tr><td>Studio</td><td>35m²</td></tr><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 bedroom</td><td>90m²</td></tr></table> The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m ² each.		Apartment Type	Minimum internal area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	70m ²	3 bedroom	90m ²	The size of all apartments, including affordable units, meet and/or well exceed the minimum requirements.	✓
Apartment Type	Minimum internal area												
Studio	35m ²												
1 bedroom	50m ²												
2 bedroom	70m ²												
3 bedroom	90m ²												

Design Criteria	Commentary	Consistency															
A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m ² each.																	
Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	For both the affordable and the market dwellings, this requirement is achieved.	✓															
Habitable room depths are limited to a maximum of 2.5 x the ceiling height.	Where apartments are deeper, the areas further from the window are used as storage, laundry or bathrooms.	✓															
In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.	In the larger open plan layout apartments, the deeper areas of living spaces are used for the kitchen.	✓															
Master bedrooms have a minimum area of 10m ² and other bedrooms 9m ² (excluding wardrobe space).	The master bedrooms of all apartments meet this requirement.	✓															
Bedrooms have a minimum dimension of 3m (excluding wardrobe space).	The sizes of all bedrooms meet this requirement.	✓															
Living rooms or combined living/dining rooms have a minimum width of: • 3.6m for studio and 1 bedroom apartments • 4m for 2 and 3 bedroom apartments.	The sizes of all living rooms meet this requirement.	✓															
4E Private Open Space and Balconies																	
All apartments are required to have primary balconies as follows: <table border="1"> <thead> <tr> <th>Dwelling Type</th><th>Minimum Area</th><th>Minimum depth</th></tr> </thead> <tbody> <tr> <td>Studio apartment</td><td>4m²</td><td>-</td></tr> <tr> <td>1 bedroom apartment</td><td>8m²</td><td>2m</td></tr> <tr> <td>2 bedroom apartment</td><td>10m²</td><td>2m</td></tr> <tr> <td>3+ bedroom apartment</td><td>12m²</td><td>2.4m</td></tr> </tbody> </table> The minimum balcony depth to be counted as contributing to the balcony area is 1m.	Dwelling Type	Minimum Area	Minimum depth	Studio apartment	4m ²	-	1 bedroom apartment	8m ²	2m	2 bedroom apartment	10m ²	2m	3+ bedroom apartment	12m ²	2.4m	The sizes and dimensions of all balconies achieve the requirements.	✓
Dwelling Type	Minimum Area	Minimum depth															
Studio apartment	4m ²	-															
1 bedroom apartment	8m ²	2m															
2 bedroom apartment	10m ²	2m															
3+ bedroom apartment	12m ²	2.4m															
4F Common Circulation and Spaces																	

Design Criteria	Commentary	Consistency										
The maximum number of apartments off a circulation core on a single level is eight.	On Level 5 and Level 6 where the affordable housing is proposed to be located, there are 10 apartment dwellings located on a single level. However, the design guidance highlights that where this cannot be achieved, the maximum number of apartments on a single floor is 12, which this proposal is compliant with.	✓										
For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.	There are two sets of two lifts which each service the market apartment or affordable dwellings, with the lifts servicing the 20 affordable dwellings also to be used by tenants of the commercial space within the podium.	✓										
4G Storage												
In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: <table><thead><tr><th>Dwelling Type</th><th>Minimum Area</th></tr></thead><tbody><tr><td>Studio apartment</td><td>4m³</td></tr><tr><td>1 bedroom apartment</td><td>6m³</td></tr><tr><td>2 bedroom apartment</td><td>8m³</td></tr><tr><td>3+ bedroom apartment</td><td>10m³</td></tr></tbody></table> At least 50% of the required storage is to be located within the apartment.	Dwelling Type	Minimum Area	Studio apartment	4m ³	1 bedroom apartment	6m ³	2 bedroom apartment	8m ³	3+ bedroom apartment	10m ³	Tzannes have confirmed that the proposal achieves the numeric design criteria for apartment storage.	✓
Dwelling Type	Minimum Area											
Studio apartment	4m ³											
1 bedroom apartment	6m ³											
2 bedroom apartment	8m ³											
3+ bedroom apartment	10m ³											

7.3.1 Market Dwelling Solar Access

Two apartments per floor on the market residential levels receive less than 2 hours solar to their living rooms and balconies in mid-winter (refer **Figure 40** below). Notwithstanding, the apartments still achieve the majority of the key amenity requirements of the ADG and no apartments receive zero solar in mid winter. All apartments have generous sizes and good outlook, along with access to communal open space which has a northerly aspect and will receive excellent solar access in the morning and afternoon in mid-winter.



Level 8 to Level 11 (Market)

Figure 40 ADG Diagrams

7.3.2 Building Separation and Visual Privacy

The built form of the proposed development is characterised by staggered setbacks, defined by the podium and tower portions. The setbacks of the building have been proposed in accordance with advice from the SDRP, and adequately meet the objectives within Part 3F of the ADG relating to adequate building separation to achieve a reasonable level of residential privacy.

To the east of the site is 154-164 New South Head Road, which is occupied by a four storey shop-top housing building which was designed prior to the ADG and has a minimal setback (approximately 0m) from the shared boundary. The setbacks of the proposed development have been designed to ensure that the privacy of the residents in this building is maintained. Specifically, Level 1 to Level 4 of the proposed development is setback 3m from the eastern boundary and features a non-habitable blank louvred façade, noting that the portion of these floors near the existing residential use is the podium carpark. From Level 5 upwards of the proposed development, the building height exceeds the neighbouring building (which is also limited in height to effectively its current height under existing planning controls). Notwithstanding, the proposed development is further staggered to feature a 6m setback from the eastern boundary, as recommended by the SDRP, which will protect the solar access and visual privacy of neighbouring residents. Therefore, there is no risk that the privacy of the existing residents will be impacted, particularly noting that the neighbouring site is not identified as being subject to uplift by the ECC strategy and is also planned to be included within a Heritage Conservation Area.

The closest façade of the Ranelagh to the north is setback 33 metres from the common boundary which significantly exceeds building separation requirements under the ADG.

7.3.3 Affordable Residential Amenity

As required by the SEARs Cover Letter, the ADG table contained within the Architectural Design Report at **Appendix E** includes compliance against the numeric design criteria for affordable dwellings and for market dwellings. Generally, there is an equitable approach to providing good residential amenity to both the affordable dwellings and the market dwellings. The affordable apartments are a mix of 1, 2 and 3 bed units to meet demand and to also maximise dwelling numbers and broader benefits of being able to house more people. This has resulted in the proposal being able to accommodate 10 affordable units per floor. At the same time this number and the need to minimise apartments facing New South Head Road (being a noise source) presents challenges in being able to achieve 60% natural cross ventilation. Accordingly, this alternative natural ventilation solution is proposed to be adopted in order to ensure additional apartments receive sufficient ventilation – ensuring overall achievement of 60% of market apartments receive natural cross ventilation. Further details regarding the proposed alternative natural ventilation system is provided at **Appendix M**.

Accommodating 10 apartments per floor is a higher number than the numeric design criteria suggested under Objective 4F-1 of the ADG which requires a maximum of eight. Notwithstanding, providing 10 affordable housing apartments per level is considered a positive outcome, it is less than 12 apartments which is identified in the design guidance as the limit. The corridors have access to natural light and the placement of the lift lobbies ensures the corridors are articulated. On balance, the proposal to provide 10 affordable apartments per floor is reasonable given the site's location and the corridor design which creates a pleasant experience for residents and visitors.

7.4 Environmental Amenity

7.4.1 Overshadowing

Although not applicable to SSD, the proposal complies with C29 of the Woollahra DCP which requires that '*solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced*'. The shadow analysis provided in the Design Report (**Appendix E**) demonstrates that the proposal will result in no additional overshadowing to Trumper Park at any time between 10am and 2pm on the 21st of June. An extract of the shadow analysis diagrams is provided at **Figure 41**. Some minor additional shadow will occur before 10am in mid-winter, however it is limited to small area that is already shaded by existing trees.

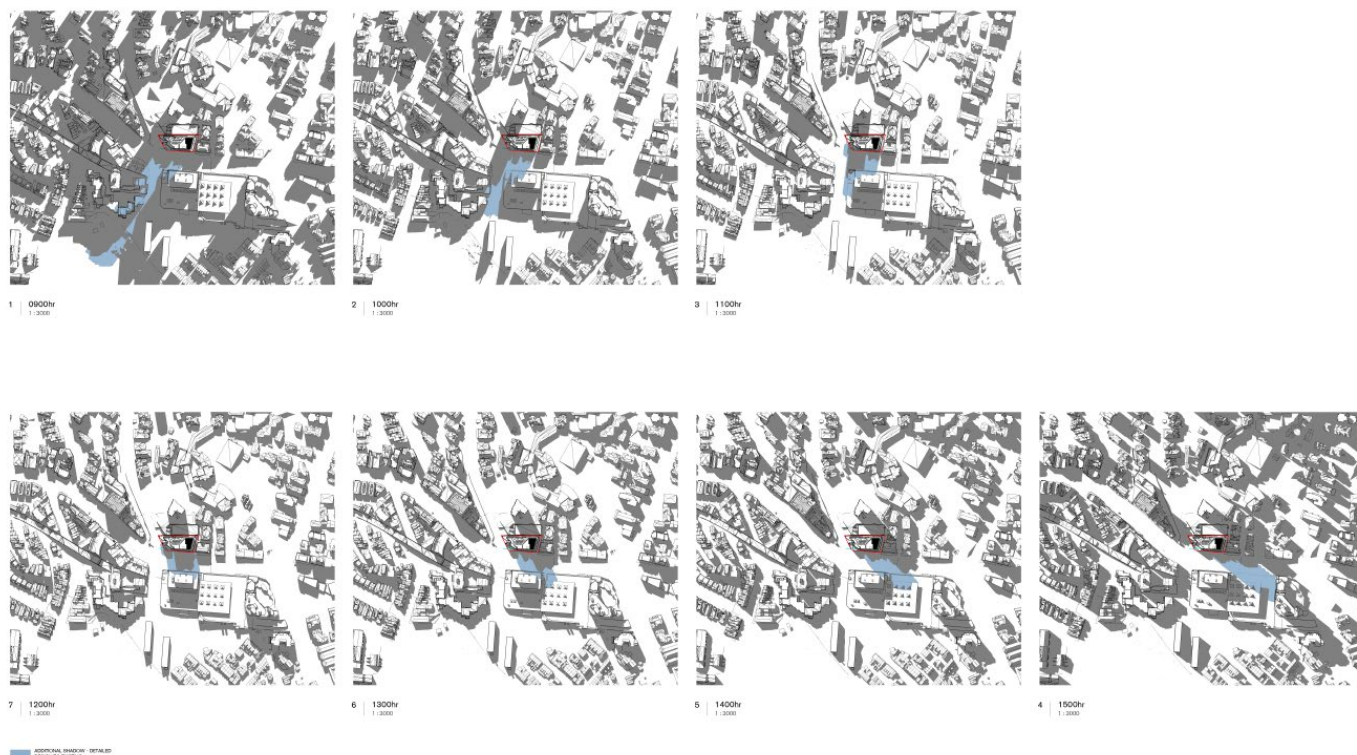


Figure 41 Shadow diagrams – June 21 9am-3pm

Source: Tzannes

164 New South Head Road

The shadow analysis provided in the Design Report (**Appendix E**) considers overshadowing to the residential apartment building at 164 New South Head Road, which is located to the immediate east of the site. The detailed design follows the improved solar conditions developed through the concept envelope in that the chamfer to the north east corner of the proposed development reduces solar impact to 164 New South Head Road that could otherwise occur. As a result, there is minimal additional overshadowing occurring in the morning (ensuring key affected apartments are able to obtain 2 hours of solar access to principal living areas in the morning period), with the largest shadows being cast by the development occurring later in the afternoon (between 2-3pm). An extract of the shadow elevations is shown in **Figure 42**.

7.5 Visual and View Impacts

A View and Visual Impact Assessment (VVIA) has been prepared by Ethos Urban and is attached at **Appendix N**. The VVIA concludes that subject to the recommended mitigation measures, including relevant and reasonable conditions of development consent, the proposal has acceptable view and visual impact and as such can be supported on view and visual impact grounds. Further detail is provided below.

7.5.1 Visual Impact in the Public Domain

The VVIA assessed the proposed developments impact on the view from the following public places:

- Edgecliff Station main entrance, Edgecliff.
- New South Head Road – eastbound, distant (threshold entrance to the Edgecliff Centre), Edgecliff.
- New South Head Road – westbound, distant (threshold entrance to the Edgecliff Centre), Edgecliff.
- New McLean Street, Edgecliff.
- Darling Point Road, Darling Point.
- Trumper Oval, Paddington.
- Cascade and Windsor Streets, Paddington.
- Rushcutters Bay Park, Darling Point.
- Steyne Park, Double Bay.

The VVIA confirms that the site is not subject to any significant public domain views that are identified in planning instruments or other relevant planning documents.

The proposal will appear as a dominant new element in close range views from the Edgecliff rail station entrance and New South Head Road. However, as has been noted in earlier sections of the EIS, the proposal is consistent with and gives effect to the strategic intent of the ECC Strategy and complies with the key height and FSR planning controls that influence visual impact. Furthermore, considering the parameters of the site, the consequent siting, scale, bulk and massing of the proposal and as such its visual impact when seen from the public domain is consistent with that which could reasonably be expected for the ECC as envisaged under the ECC Strategy.

The proposal also appears appropriate in its context, noting the scale of Ranelagh, the scale and envisaged future scale of the Edgecliff Centre and the compatibility of the podium with the siting, scale (in particular height), bulk and massing of the adjoining development at 164 New South Head Road. The proposed development also retains the heritage item on the site, and provides a visual curtilage around the item to enable it to be read as a distinct element.

When seen from locations further away on New South Head Road the proposal is compatible with the visual character of the ECC. When seen from that part of New South Head Road east of Rushcutters Bay Park which is the western threshold to the ECC, the proposal will integrate with the New South Head Road streetscape. Of note, Ranelagh will maintain its landmark status as the tallest building associated with the ECC.

From nearby parks the proposal will either not be visible (e.g., the north-east part of Rushcutters Bay Park) or will be seen as a moderate change over a restricted area. It will not unduly dominate the backdrop of these parks, with Ranelagh again maintaining its landmark status. The proposal will align with and strengthen the backdrop of taller buildings seen in views from the Paddington HCA.

Overall, the proposal has a negligible impact on significant views obtained from the public domain, and an acceptable impact on other public domain views.

7.5.2 Private View Sharing

The VVIA considers the impact of the proposed development on the visual quality of the public domain from 24 viewpoints from 5 buildings in the private domain being Ranelagh, Eastpoint Tower, Oceanpoint, 164 New South Head Road and 166 New South Head Road. Assessment of the proposal's view impact on the private domain was undertaken in accordance with the planning principle established by Roseth SC of the Land and Environment Court of New South Wales (LEC) in their judgement in *Tenacity Consulting v Waringah [2004] NSWLEC 140* (Tenacity). The VVIA has shown that the proposal will mainly impact:

- District views primarily of the Eastern Suburbs, which depending on the height of the apartment in the building include Paddington, Edgecliff and Woollahra and may extend to include elements such as Allianz Stadium, Centennial Park, the Pacific Ocean and the Great Diving Range in the distance obtained to the south (including the south-east and south-west) from Ranelagh.

- District views primarily of the Eastern Suburbs, which depending on the height of the apartment in the building feature part of the Sydney Opera House and Sydney Harbour Bridge and may extend to include the Lower North Shore obtained to the northwest from Eastpoint Tower and Oceanpoint.
- District views primarily of the Eastern Suburbs, which depending on the height of the apartment in the building feature part of the Sydney CBD skyline obtained to the west from 164 New South Head Road and 166 New South Head Road.

These are valuable views. Due to their iconic status under Tenacity, views of the Sydney Opera House and Sydney Harbour Bridge are high value views. Of note, impacted views do not include Sydney Harbour.

Impacted views from Ranelagh are obtained across a side boundary across and over the ECC. Impacted views from Eastpoint Tower and Oceanpoint are obtained across a rear boundary across and over the ECC. Impacted views from 164 New South Head Road and 166 New South Head Road are obtained across a side boundary across and over the ECC. Views may be obtained from both sitting and standing positions. Due to the presence of blocking elements such as walls the extent of the views is likely to be less were they obtained from sitting positions within apartments. This is particularly the case for Ranelagh, 164 New South Head Road and 166 New South Head Road due to the absence of balconies and full height windows in the direction of these views.

The proposal impacts high value views, including district views obtained in a southerly direction to Trumper Park and the Paddington HCA from Ranelagh, district views obtained in a northwestern direction to the Sydney CBD skyline and the Sydney Harbour Bridge (with some including part of the Sydney Opera House and North Sydney CBD skyline) from Eastpoint Tower and Oceanpoint, and district views obtained in a westerly direction to the Sydney CBD skyline from 164 and 166 New South Head Road. These views are obtained across side and rear boundaries and may be obtained from standing and sitting positions. Due to being obtained across these boundaries within and over a dense urban environment planned for considerable growth including taller and larger buildings these views are inherently vulnerable to view impact.

The greatest impact is experienced from selected viewpoints in the lower levels in Ranelagh and from 164 and 166 New South Head Road, where the proposal occupies the entirety of the view and as such has a severe impact. The proposal has a severe impact on selected viewpoints in Eastpoint Tower and Oceanpoint. However, for many apartments the overall extent of impact is considerably reduced due to their dual aspect with views obtained from one aspect not being impacted and / or much of the view obtained from their primary viewing direction being retained.

Due to its location at the western edge of the Darling Point Ridgeline, any development consistent with the strategic intent of the Edgecliff Commercial Centre Planning and Urban Design Strategy will have a similar impact to the proposal.

Massing strategies to reduce view impact on neighbouring properties are challenged due to the narrow width of the site that compromises the viability of floorplates and capacity to achieve outcomes under the Apartment Design Guide. Nonetheless, the proposal incorporates a chamfered western elevation to reduce its visual impact on New South Head Road and New McLean Street, provide space around the heritage item and have a lesser view impact on the Edgecliff Centre. There are no other reasonable, practical alternative designs that meet the key outcome of maintaining the proponent's development potential and amenity and reducing view impact on neighbours under Tenacity.

The ability to employ skilful design is challenging for this site. This includes its location on the western side of the Darling Point ridgeline, location within a dense urban context where the protection of existing views is often more difficult and the relatively long, narrow nature of the site.

Nonetheless, as is outlined in the EIS, the proposal has been informed by a rigorous design development and review process. This has included consideration of the assessment of the planning proposal for the site which did not raise concerns with view impact and advice from the SDRP.

This has resulted in the chamfering of the proposal's south-west elevation to reduce its visual and view impact. The design also balances view impact with other outcomes, many of which are in the public interest such as delivery of a greater amount and choice of well-located new homes, including affordable housing, contribution to the revitalisation of the ECC and the establishment of a strong, well defined and active edge to New South Head consistent with its location at the western threshold to the ECC.

Overall, the proposal is considered to have an acceptable view impact on nearby properties.

7.6 Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Palimpsest Consultancy and is included at **Appendix P**. The ACHAR documents the process of investigation, Aboriginal community consultation and assessment with regards to Aboriginal cultural heritage.

The assessment has been prepared in accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW*, the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales*, and the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

A four-stage consultation process with Aboriginal stakeholders and interested parties was undertaken in 2024. A total of five Registered Aboriginal Parties expressed their interest in being involved in the consultation process for the site. Project information and the proposed assessment methodology were sent to the Registered Aboriginal Parties on 1 September 2024, with a request for comments by 9 October 2024. No comments were provided.

Based on the consultation, a draft ACHAR was prepared and provided to all Aboriginal RAPs for feedback and comment on 31 October 2024. The review period concluded on 28 November 2024. No comments were received.

7.6.1 Existing Environment

A site inspection and meeting was undertaken on 10 October 2024, with representatives of La Perouse Local Aboriginal Land Council (LALC) and Lendlease. Key points from the site meeting were:

- The study area is adjacent to what is thought to have been an Aboriginal pathway, now followed by New South Head Road; and near the resources of Rushcutters Bay and Double Bay, which provided a focus of Aboriginal occupation through to the late nineteenth century.
- Previous historical development appears to have had a substantial impact on the study area, and this is likely to be reflected in a low archaeological potential.
- The risk of unexpected impact could be managed by an Aboriginal heritage induction for workers involved in the lower stages of demolition and in excavation. The induction process could also provide a broader opportunity to increase the understanding of Aboriginal archaeological heritage within the Lendlease team.

The study area contains no known Aboriginal archaeological sites but is within a Potential Aboriginal Heritage Sensitivity zone identified in the Woollahra Aboriginal Heritage Sensitivity map. This sensitivity is likely linked to the sandstone geology, which can host features such as rockshelters, rock engravings, and grinding grooves. However, the site's sloping terrain reduces the likelihood of such features being present.

No Aboriginal objects were found in or near the study area. The results of the survey showed that the whole of the study area has been affected by earthworks for development, possibly in two or three main phases of work. The area has been terraced to allow construction on a mid-slope. Terracing may have involved introduction of fill in some locations but appears to have been undertaken largely by way of excavation into the underlying sandstone.

7.6.2 Proposed Environmental Impact

The results of the assessment undertaken by Palimpsest Consultancy indicates that the proposed activity is unlikely to result in harm to Aboriginal objects. The activity may proceed with caution, with no requirement for further Aboriginal archaeological assessment or investigation. However, any objects that may be present within the study area remain protected by the *National Parks and Wildlife Act 1979*.

7.6.3 Conclusion

Subject to the recommended mitigation measures relating to additional archaeological inspection, heritage induction for all site workers, and implementation of an unexpected finds procedure, the proposed development is considered to be acceptable from an Aboriginal Cultural Heritage perspective. The detailed mitigation measures are set out at **Appendix C**.

7.7 Non-Aboriginal Heritage

A Heritage Impact Statement has been prepared by Urbis that evaluates the proposed development's potential impact on 136 New South Head Road and surrounding heritage items, as provided at **Appendix Q**. The Heritage Impact Statement concludes that the proposed development will not have an unacceptable impact on any items of heritage significance. Specifically, it concludes that:

- The proposed development prioritises the conservation of the significant exterior form, fabric, and architectural details of the heritage-listed former bank building. Alterations are primarily focused on later additions to the building's north-eastern corner and less significant areas of the façade and interiors. Proposed modifications to the north-east corner involve the removal of existing later accretions. On the ground floor, previously altered spaces are to be removed, but key heritage elements such as the original bank vault and ground floor foyer will be preserved.
- At the first floor, which remains largely intact, modifications will involve removing existing rooms and fabric of lesser significance, including the kitchen, bathrooms, and two previously modified bedrooms. However, the original corridor and rooms associated with the manager's residence will be retained and restored to support the new commercial use. The removal of less significant fabric at the rear will facilitate integration with the broader development, ensuring the building remains functionally connected to the surrounding site. Opening up parts of the first floor creates opportunities for adaptive reuse while preserving significant internal layouts and features.
- The buildings at 138-140 and 142-148 New South Head Road, comprising the Knightsbridge three-storey flat building (1919) and two Federation Queen Anne-style semi-detached commercial buildings (1897), are proposed for demolition. These structures have been assessed and found not to meet the criteria for heritage listing, negating the need for their conservation on heritage grounds.
- The new development presents a highly articulated, sculptural design, employing strategies to mitigate visual bulk and mass while maintaining sensitivity to the heritage-listed former bank building and adjacent heritage assets, including the draft HCA. The proposal harmoniously integrates with and respects the former bank building, contributing a dynamic and contemporary element to this part of New South Head Road.
- The design incorporates key principles for successful cantilevered and integrated structures, ensuring a high-quality contemporary aesthetic, carefully resolved structural support, and a non-dominant soffit. The result is a sympathetic podium and streetscape that allows the former bank building to remain a prominent feature at the corner of New South Head and Darling Point Roads. Key view corridors are preserved, ensuring the building's heritage significance is appreciated from all perspectives.
- Heritage items in the vicinity, including the draft Brantwood HCA, will not be negatively affected. This outcome is achieved through the development's well-articulated form, which aligns with the datum lines of the adjacent flat building at 156-164 New South Head Road, appropriate eastern boundary setbacks, and the use of complementary materials and colours.
- Overall, the proposed works enhance, rather than detract from, the significance of the former bank building. By revitalising and integrating it into the broader development, the project delivers a positive heritage outcome while supporting the adaptive reuse of the site.

Based on the above, the Heritage Impact Statement provides recommendations to ensure that the heritage value of the site is maintained, including:

- The engagement of a heritage consultant to provide on-going advice throughout the design development,
- The undertaking of a Photographic Archival Record, and
- The preparation of a Salvage Methodology and a Schedule of Conservation Works.

The above mitigation measures have been included within **Appendix C**.

7.7.1 Archaeology

An Historical Archaeological Impact Assessment has been prepared by Urbis at **Appendix R**. The report assesses the likelihood of the proposal impacting historical archaeological relics of Local or State significance. It concludes that:

- *The historical development and use of the subject is broadly categorised according to the following development and use phases:*
 - Phase 1: Early Settlement and Subdivision (1830-1900)
 - Phase 2: Redbank, Knightsbridge, Muirton & Corryong (1918-1970)
 - Phase 3: Modern Usage (1990 – Present)
- *The present assessment has identified Low Potential for structural remains of the former "Redbank" (Phase 1-2) building. Such remains may reach the threshold for either Local heritage significance if identified.*
- *An extant sandstone wall (Phase 1 – present) on the northern boundary of 138-148 New South Head Road, which has been identified as an item requiring archaeological assessment in the draft DCP Amendment No. 28. The wall meets the threshold for local significance as a physical remainder of the historical development and use of Edgecliff and Double Bay and residential and commercial use of the subject area.*
- *As low potential has been identified for any archaeological resources to be retained within the subject area, the proposed works are unlikely to impact any subsurface historical relics.*
- *The proposed works will require the removal of the sandstone wall*

In response to the above findings, Urbis recommends mitigation measures that have been included in **Appendix C**, and form the basis of the interpretation strategy and plan described in **Section 7.7.2** below.

7.7.2 Heritage Interpretation Strategy and Plan

A Heritage Interpretation Strategy and Plan has been prepared by Urbis at **Appendix S**. This represents the first stage of the interpretation planning for the site. The Strategy and Plan documents the tangible and intangible heritage values of the subject site and outlines an approach to interpret the significance of the subject site through interpretative media that seamlessly integrates into a new development. The report identifies the following key themes:

- Early Subdivision and Development
- Commerce and Banking

Based on the above, the following interpretive elements are proposed for the site:

- Built and Urban Form
- Naming Strategy
- Interpretive Signage

During detailed design post approval the preparation and implementation of a more detailed Interpretation Plan will be undertaken.

7.8 Land Reservation Acquisition

As noted in **Section 2.2.3**, a section of the site is subject to land acquisition for a public purpose. Pursuant to Clause 5.1 of the Woollahra LEP, Transport for NSW (Roads and Maritime Services) is the relevant acquisition authority. The building located within this reserve is 136 New South Head Road, Edgecliff and is identified as a local heritage item in the Woollahra LEP (item I238), described as a two-storey rendered building with a tile roof (refer to **Section 2.2.4**). Any road widening works would require the demolition of a listed heritage item at 136 New South Head Road. No works are proposed to occur within the portion of 136 New South Head Road subject of the road reservation.



Figure 43 Excerpt from Land Reservation Acquisition Map

Source: ePlanning Spatial Viewer



Figure 44 136 New South Head Rd viewed from the corner of Darling Point Rd and New South Head Rd

Source: Google Maps

Correspondence from TfNSW prior to lodgement dated 4 November 2024 indicated the following:

- TfNSW does not support the construction of any new buildings or substantial structures on or above the land affected by the land reservation (including “air rights”). However, the TfNSW policy is that it would not object to normal maintenance and repairs, nor to minor alterations and additions.
- The intended use of the land reservation on the subject property is to be clarified including showing details of how any proposed new building, building setbacks or alteration to the heritage building, and how this accommodates the retention of the land reservation. From the information provided to-date, it is unclear if the proposed development would impact upon the land reservation. The applicant must show how any new building on the site relates to the land designated as land reservation including all floor levels (including maintaining the reservation “air rights”).
- The DA must provide an assessment against the provisions of Section 2.118 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* should the DA propose works on land reserved for the purposes of a classified road. The TfNSW policy is that it would not object to normal maintenance and repairs, nor to minor alterations and additions.

Compliance with this position has guided the design development of the scheme. The key requirements of Section 2.118 of the SEPP are reproduced below:

2.118 Development on proposed classified road

(1) Consent for development for any of the following purposes on land reserved for the purposes of a classified road (but before the land is declared to be a classified road) may be granted only with the concurrence of TfNSW—

- (a) subdivision that results in the creation of an additional lot with dwelling entitlements,*
- (b) development with an estimated development cost greater than \$185,000,*
- (c) development for the purpose of dwellings that are, or any other building that is, to be held under strata title.*

(2) Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must—

(a) give written notice of the application to TfNSW within 7 days after the application is made, and

(b) take into consideration any response to the notice that is received within 21 days after the notice is given.

(3) In deciding whether to grant concurrence to proposed development under this section, TfNSW must take the following matters into consideration—

(a) the need to carry out development for the purposes of a classified road or a proposed classified road,

(b) the imminence of acquisition of the land by TfNSW,

(c) the likely additional cost to TfNSW resulting from the carrying out of the proposed development.

The proposal constitutes development with an estimated development cost greater than \$185,000, therefore Section 2.118 applies.

No works are proposed to occur within the portion of 136 New South Head Road subject of the road reservation. The proposed development also does not propose any new built form within the road reserve, nor infringing on the 'air rights' of the reserve. As shown in **Figure 45**, while the proposal cantilevers to an extent over the heritage item, this is restricted to 30% of the roof area, concentrated in the rear corner of the building. Accordingly, the proposed development does not compromise the road reservation and complies with the requirements of Section 2.118.

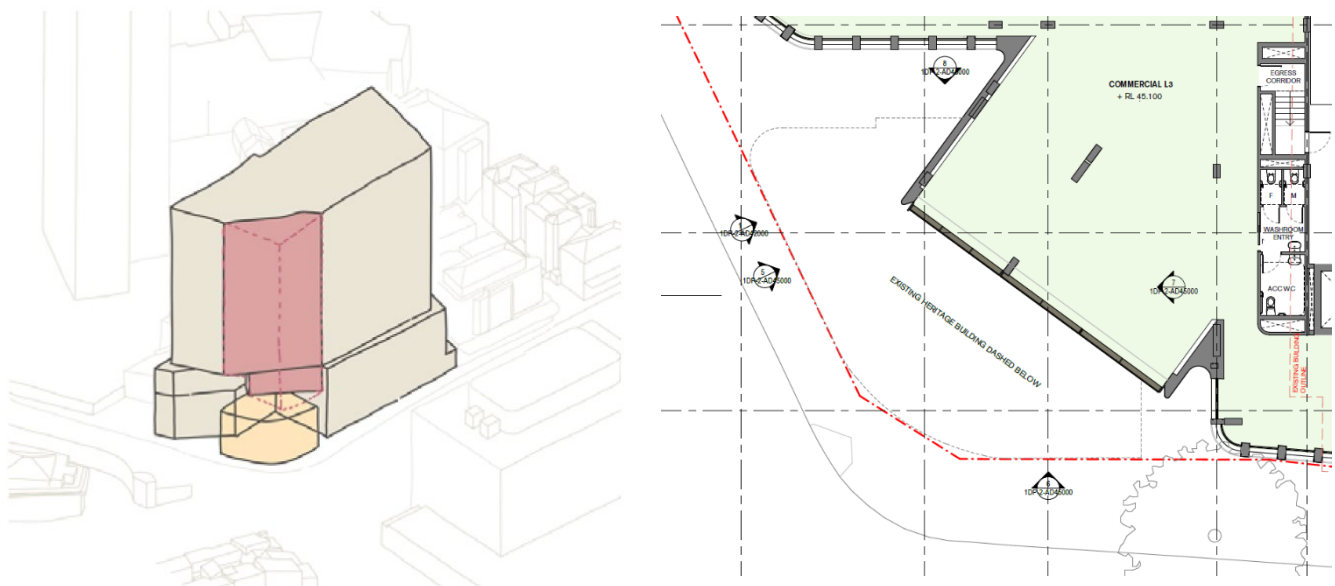


Figure 45 Heritage cantilever

Source: Tzannes

7.9 Traffic and Transport

The EIS is accompanied by a Traffic Impact Assessment (TIA) prepared by Traffix that assesses the proposal's traffic, transport and parking impacts (**Appendix U**). The site's immediate surrounding road network includes the New South Head Road (State Road), and Darling Point Road (local road). Three key intersections have been identified within the vicinity of the site, including:

- 1. New South Head Road / Mona Road (3-way signalised intersection).
- 2. New South Head Road / Darling Point Road / New McLean Street (4-way signalised intersection).
- 3. New South Head Road / Ocean Street / Ocean Avenue / Edgecliff Road (4-way signalised intersection).

The TIA includes intersection surveys undertaken at these principal intersections to establish baseline conditions. These conditions are summarised alongside the post development scenario in **Section 7.9.1** below.

7.9.1 Traffic Impacts

Proposal's Traffic Generation

The TIA calculates the net increase of traffic generation associated with the proposal in accordance with the TfNSW Guide to Transport Impact Assessment (2024). The resultant vehicle trip generation is as follows:

Table 27 Traffic Generation

Peak	Residential Trips	Retail Trips	Commercial Trips
AM	11	12	23
PM	9	12	16

Source: Traffix

Peak period intersection performance

The TIA uses SIDRA modelling to model the performance of surrounding principal intersections under the following scenarios:

- 2024 base case
- 2024 base case + development

The TIA outlines traffic distribution and rate assumptions used for this modelling. The key criterion for interpreting the operation of an intersection is Level of Service¹ (LOS). The TIA also presents the modelling results for Degree of Saturation² (DoS) and Average Delay³ for each scenario. As outlined in the TIA, the SIDRA modelling demonstrates the following:

- The signalised intersection of New South Head Road / Mona Road will continue to operate satisfactorily at a LoS A during both the AM and PM peaks with spare capacity.
- The signalised intersection of New South Head Road / Darling Point Road / New McLean Street will continue to operate satisfactorily at a LoS B to C during both the AM and PM peaks with spare capacity.
- The signalised intersection of New South Head Road / Ocean Street / Ocean Avenue / Edgecliff Road will continue to operate satisfactorily at a LoS C during both the AM and PM peaks with spare capacity.

Given the above findings, the TIA concludes that the proposal will not result in any unacceptable traffic implications and all nearby intersections are expected to continue to operate satisfactorily.

¹ **Level of Service** - A basic performance parameter used to describe the operation of an intersection. Levels of Service range from A (indicating good intersection operation) to F (indicating over saturated conditions with long delays and queues).
² **Degree of Saturation** - the ratio of demand flow to capacity, and therefore has no unit. As it approaches 1.0, extensive queues and delays could be expected. For a satisfactory situation, Degree of Saturation should be less than the nominated practical degree of saturation, usually 0.9.
³ **Average Delay** - Delay is the difference between interrupted and uninterrupted travel times through the intersection and is measured in seconds per vehicle.

7.9.2 Vehicle Access and Car Parking Design

The proposed development will provide access into the site via a two-way driveway from Darling Point Road for residents, tenants, visitors, services and waste vehicles. To optimise the design and layout of the site, the podium car parking will operate as follows:

- Two car lifts internal to the site with ingress and egress for the main access driveway to transport vehicles from the Ground floor to upper levels of car parking.
- A front entry and exit arrangements to the car lifts in order to ensure that vehicles are always entering and exiting in a forward direction.

Detailed analysis undertaken in the TIA revealed that a minimum of two waiting bays would be required to accommodate a 98% queue. Accordingly, these have been provided for at the Ground floor. The typical elements of the car park design comply with the requirements of the relevant Australian standards.

7.9.3 Loading and Parking Requirements

Car Parking

Chapter 2, Part 2, Division 1, 'In-fill affordable housing' of the Housing SEPP applies to the proposal. Section 19(2)(e) and (f) outlines non-discretionary parking rates for dwellings used for affordable housing and dwellings not used for affordable housing. If complied with, these rates prevent the consent authority from requiring more onerous standards. For the commercial component, the Woollahra DCP has been referred to as a guide. **Table 28** outlines the relevant parking rates adopted.

Table 28 Parking Requirements

Component	Minimum Parking Rate	Number of Dwellings	Required Parking	Proposed Parking
Affordable Housing Component				
1-bedroom	0.4 spaces per unit	16	6.4(6)	11
2-bedroom	0.5 spaces per unit	2	1	
3-bedrooms	1 space per unit	2	1	
Sub Total		20	9	
Market Housing Component				
2-bedroom	1 space per unit	1	1	63
3-bedroom +	1.5 spaces per unit	41	61.5(62)	
Sub Total		42	63	

The table demonstrates that the proposal complies with the applicable visitor parking rate and the non-discretionary parking standards under the Housing SEPP. In addition, the proposal provides:

- 1 x visitor car parking space for the affordable housing component.
- 9 x of the residential car parking spaces as accessible to satisfy the requirements of Part D3.5 of the BCA.
- 1 x car wash bay on Level 1.
- 9 x motorcycle spaces which satisfies the requirements of the Woollahra DCP.
- 19 x commercial/retail bicycle spaces and storage for 68 x residential bicycles which satisfies Council's requirements.

The parking and vehicular access has been designed so:

- All columns are located outside of parking space design envelopes in accordance with AS290.1 (2004), Figure 5.2.
- All bicycle parking spaces have been designed in accordance with AS 2890.3 (2015).
- All motorcycle parking spaces have been designed in accordance with AS 2890.1 (2004).
- Pedestrian visual splay has been provided at the access driveway for egressing vehicles in accordance with Figure 3.3 of AS 2890.1 (2004).

Swept path analysis is provided with the TIA.

It is not proposed to provide onsite parking for the retail or commercial tenancies as the site is located on New South Head which services multiple bus routes and is a short walk from Edgecliff Railway Station. However, this will be reviewed as the strata office market evolves.

Servicing

The proposed development makes provision for one (1) dedicated loading bay in the ground floor with the installation of a vehicle turntable, facilitating trucks up to a 7.66m long Woollahra Municipal Council waste truck to always enter and exit the site in a forward direction.

An 8.2m diameter turntable with minimum 300mm horizontal clearance between the design vehicle (7.66m Council waste truck) on the turntable and any fixed obstruction is provided within the loading dock to facilitate forward-in-forward-out truck movements in accordance with AS 2890.2 (2018).

7.9.4 Construction Traffic Management Plan

A Preliminary Construction Traffic and Pedestrian Management Plan has been prepared by TRAFFIX and is attached at **Appendix V**. The Preliminary Construction Traffic and Pedestrian Management Plan details that a swept path analysis has been conducted to confirm that the proposed truck routes are appropriate as:

- All loading and unloading activities will be contained within the loading zone.
- All adjacent property access points will not be impacted and will be maintained at all times.
- All vehicles will not obstruct any pedestrian crossings or footpaths.

Additionally, the Preliminary Construction Traffic and Pedestrian Management Plan states that the construction phase will generate 50 vehicles per day at the peak of the works, comprising 40 heavy vehicles and 10 light vehicles. As the anticipated traffic volumes are less than 25% of the trips expected to be generated by the development during operation, the findings of the Transport Impact Assessment attached at **Appendix U** are suitable.

7.9.5 Green Travel Plan

A Green Travel Plan has been prepared by TRAFFIX and is attached at **Appendix W**. The Green Travel Plan provides incentives and actions to manage the travel demand generated by the development based on sustainable transport options, such as walking, cycling, public transport or car share schemes to create opportunities for healthier lifestyles and a more accessible development.

Based on the transport options as described in **Section 2.2.8**, the Green Travel Plan provides strategies to reduce the reliance on private vehicle trips to and from the site by 5%. The site specific measures include the following:

- Provision of electrical vehicle charging points,
- Provision of end of trip facilities to encourage cycling, and
- Advocate for, incentivise and educate visitors and residents on the active transport options.

7.10 Landscape Design

The landscape design of the proposed development as described in **Section 4.11** and detailed in **Appendix H** provides visual and user amenity whilst also improving the environmental performance of the building by adding greenery to generate shade and cooling effects. The landscape design has been informed by the Connecting with Country work undertaken by the project team to provide a meaningful connection to Country by implementing design principles, flora and materials that are native to the area. The landscape design on the ground floor contributes to the activation of the street frontages and welcomes pedestrians into the public domain of the building. Additionally, the landscaping on the Level 4 terrace enhances the usability of the communal open space and assists with differentiating between the land uses of the building. Specifically, the provision of larger native trees along the eastern boundary of the terrace provides additional privacy screening to the residents at 164-166 New South Head Road.

7.11 Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (CPTED) Report has been prepared by Ethos Urban and is attached at **Appendix X**. The CPTED Report provides an assessment of the proposed development, specifically including areas of public space, against key CPTED principles including surveillance, access control, territorial reinforcement and space management. A summary of the assessment is provided in **Table 29** below.

Table 29 CPTED Assessment

CPTED principle	Assessment
Surveillance: ensuring people feel safe in public areas where surveillance can deter crime	- The site's locality has good opportunities for passive surveillance associated with its proximity to areas of high activity - The ground floor retail portion of the development will activate the site and provide greater opportunities for the surveillance of public space - An appropriate level of residential privacy is achieved - The sitting of the building allows sightlines through the site, and to site boundaries.
Access control: strategies to restrict, channel and encourage the movement of people and vehicles	- Swipe cards will be used to manage access to the private residential and commercial areas. - A concierge desk will be provided in the market lobby. - The car lift will be accessible via a swipe card - Sliding doors to the lobbies will be automatically locked outside of core hours.
Territorial reinforcement: where places that feel owned and cared for are likely to be used and enjoyed	- The high quality architectural design and maintenance of landscaping will signal a high level of care. - The proposed setbacks of the building signify ownership. - The separation between residential and commercial lobbies limit access. - The affordable housing lobby and the market housing lobby will not communicate a different level of security or maintenance.
Space/activity management: the formal supervision, control and care of the development	- The affordable housing component will be professionally managed by a Tier 1 community housing provider who will be responsible for the maintenance and upkeep of this part of the development. - The market housing will include a concierge service which will provide formal guardianship and surveillance of the lobby area. - The commercial lobby will be managed by the strata, noting that there will be a wider building manager.

Source: Ethos Urban

Ultimately, for the design mechanisms mentioned above, the CPTED Report concludes that the crime safety risk of the proposed development is low.

7.12 Accessibility

An Access Design Review has been prepared by Jensen Hughes and is attached at **Appendix Y**. It has assessed the proposed development against the relevant accessibility requirements of the:

- Objects of the *Disability Discrimination Act (DDA) 1992*.
- Disability (Access to Premises – Buildings) Standards 2010*.
- National Construction Code (BCA) - Building Code of Australia (BCA)
- Australian Standards including:
 - AS1428.1 2009 Part 1: General Requirements for access – new building work.
 - AS1428.2 1992 Part 2: Enhanced and additional requirements – Buildings and facilities.
 - AS1428.4.1 2009 Part 4.1: Means to assist the orientation of people with vision impairment – Tactile
 - Ground Surface Indicators (TGSIs).
 - AS2890.6 2009 Part 6: Off-street parking for people with disabilities.
 - AS1735.12 1999 Lift facilities for people with disabilities.
- Woollahra DCP.

Upon review of the proposed development, Jensen Hughes has determined that the proposal complies with accessibility requirements listed above, pertaining to external site linkages, building access, common area access, sanitary facilities and parking or is capable of complying subject to further detailed design prior to issue of a construction certificate.

7.13 Building Code of Australia Compliance

A BCA Statement of Compliance has been prepared by Steve Watson and Partners (**Appendix Z**) to review the capability of the proposed design to meet the requirements of the Building Code of Australia 2022 (BCA). Overall, Steve Watson and Partners has determined that the proposed development complies with or is capable of meeting the deemed to satisfy provisions and performance requirements of the BCA, subject to resolution of the items identified in the BCA Report during design development.

7.14 Ecologically Sustainable Development

As detailed in **Section 4.14**, various ESD measures have been incorporated into the design of the proposal as outlined in the ESD Report prepared by JHA at **Appendix BB**.

This report outlines the relevant sustainability principles and targets applicable to the site, as well as how the proposed development will meet the relevant industry recognised building sustainability and environmental performance standards and meet the principles of ecologically sustainable development as outlined in section 193 of the *Environmental Planning and Assessment Regulation 2021*.

The ESD Report confirms that the design of the proposed development is compliant with the requirements listed out in the following frameworks:

- National Construction Code (NCC) 2022 Section J – Energy Efficiency
- Green Star Buildings v1 – 5-star
- Sustainability Standards for Residential Development (BASIX)
- Sustainability Standards for Non-Residential Development

The proposal exceeds the target Green Star Buildings 5-star by scoring 46 points, which provides an 11 point buffer in achieving the 5 stars. Therefore, the proposal achieves a high sustainability standard that addresses relevant social issues and thus achieves the status of Australian Excellence.

Additionally, a BASIX Report has been provided at **Appendix CC**. The project score is summarised in **Table 30** below.

Table 30 BASIX Project Score

Category	Score	Target	Assessment
Water	47	40	✓
Thermal performance	Pass	Pass	✓
Energy	61	60	✓
Materials	-100	N/A	N/A

Source: BASIX Sustainability Index

7.15 Noise and Vibration

The EIS is accompanied by a Noise and Vibration Impact Assessment (NVIA) prepared by Acoustic Logic (**Appendix DD**). The assessment considers the impacts of likely noise from surrounding land uses on the proposal, as well as the proposal's noise and vibration impacts on neighbouring sensitive receivers.

7.15.1 Existing conditions

The NVIA identifies the following noise sensitive receivers:

- Receiver R1 – Residential flat buildings situated on the north at 3 Darling Point Road.
- Receiver R2 – Residential situated along the eastern common boundary of the project site.
- Receiver S1 – Ascham School on the East along New South Head Road.
- Receiver C1: Commercial development along Darling Point Road on the west.
- Receiver C2 and C3 – Commercial development across New South Head Road.

These are represented alongside the monitored locations in **Figure 46**, which were as follows:

- Noise Monitor M1 – Northern boundary of the project site, along the common boundary with the residential dwelling at 3 Darling Point.
- Noise Monitor M2 – Adjacent to carpark entry on New South Head Road. Microphone was in line with the existing building façade, approximately 4m from the kerb.
- Attended Measurement A1 – 4m from the kerb of New South Head Road in front of the bus station.
- Attended Measurement A2 – 3m from the kerb of Darling Point Road.

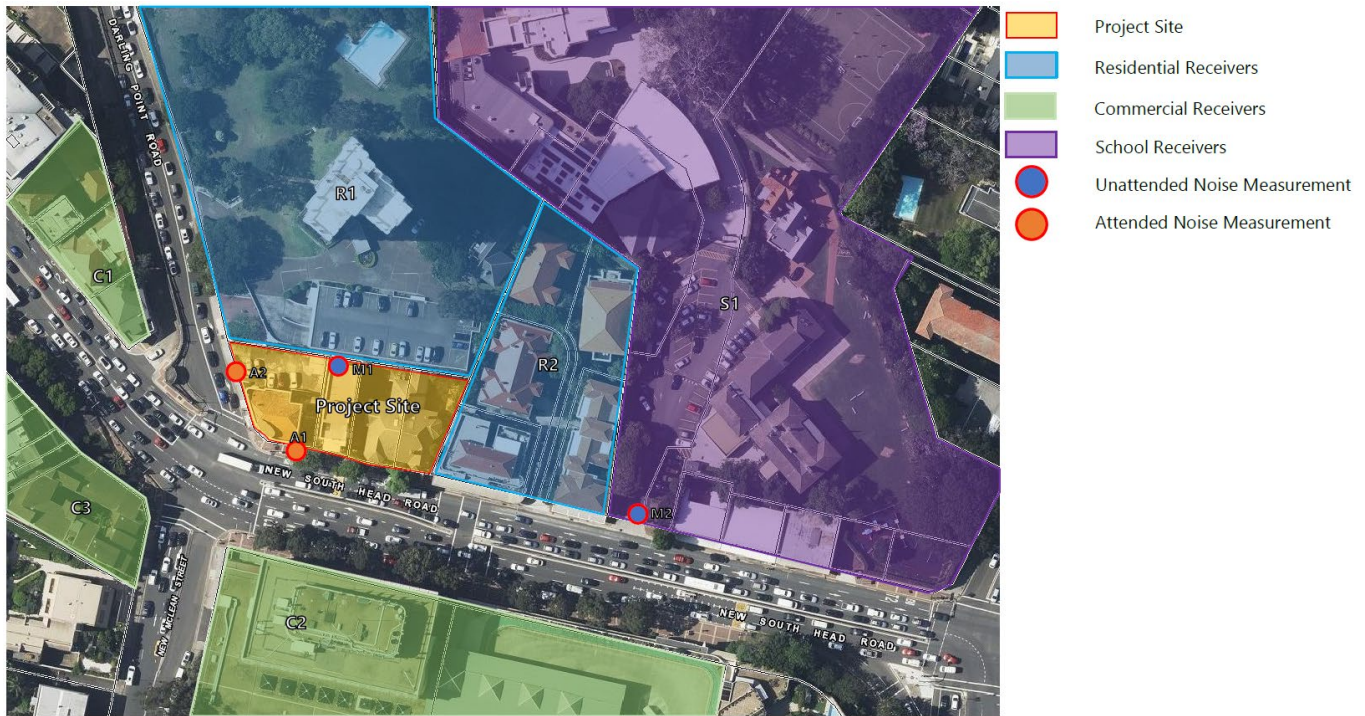


Figure 46 Receivers and monitored locations

Source: Acoustic Logic

7.15.2 Assessment

Traffic Noise

Traffic noise impacts from New South Head Road and Darling Point Road have been analysed, with treatments to be integrated into the design to ensure compliance with Transport & Infrastructure SEPP requirements.

Noise Emissions

Noise emission limits have been established for the operation of mechanical plant equipment. Compliance with these limits will be required during the detailed design phase.

Internal Noise Levels

Predicted internal noise levels indicate that apartments facing New South Head Road and Darling Point Road will exceed noise criteria if windows are open. Mechanical ventilation systems are recommended to allow for closed-window conditions while ensuring adequate ventilation. Façade acoustic performance will require further development during detailed design to meet internal noise criteria. Measures are also proposed to relevant apartments in order to enable achievement of internal noise levels while also having windows open (refer to **Appendix E**).

Construction Noise and Vibration

A preliminary assessment of construction noise and vibration indicates potential impacts on nearby sensitive receivers. Compliance with EPA Interim Construction Noise Guidelines and vibration standards is advised, and mitigation measures recommended (refer to **Appendix C**).

7.15.3 Conclusion

The NVIA concludes the following:

- Traffic noise impacts from New South Head Road and Darling Point Road have been addressed, with recommended treatments outlined in Section 12 of the NVIA to ensure compliance with the Transport & Infrastructure SEPP requirements.
- Noise emission limits have been established for mechanical plant operations.
- A preliminary assessment of construction noise and vibration has been conducted, with mitigation methods detailed in **Appendix C**.

Overall, the development is capable of meeting all relevant acoustic requirements, effectively mitigating external noise impacts and controlling noise effects on surrounding uses.

7.16 Geotechnical

A Geotechnical Interpretive Report has been prepared by Tetra Tech Coffey and is attached at **Appendix EE**. This report provides an overview of the technical conditions of the site based on previous site investigations including:

- Geotechnical Investigation Report by EI Australia (2019) which was based on the findings of:
 - Drilling of three boreholes,
 - Drilling of three hand auger holes,
 - Installation of two groundwater monitoring wells, and
 - Laboratory analysis of soil and groundwater conditions.
- Geotechnical Investigation Report by Douglas Partners (2021) which was based on the findings of:
 - Drilling of two rock cored boreholes,
 - Drilling of four environmental boreholes,
 - One hand excavated test pit,
 - Three Dynamic Penetrometer Tests,
 - Laboratory testing for soil aggressivity, and
 - Groundwater measuring.

The report confirms that based on the testing above, minor to negligible groundwater seepage would be encountered during construction, and that impacts to the groundwater system are likely to be negligible. Overall, the report recommends that further assessment should be undertaken during the detailed design stage.

7.17 Water management

A Stormwater Management Plan Report (SMPR) has been prepared by Northrop Consulting Engineers and is provided at **Appendix HH**. The SMPR outlines the stormwater strategy for the site, designed in accordance with relevant standards and guidelines, including the Woollahra DCP and AS/NZS 3500.3:2021.

7.17.1 Stormwater Quantity

The SMPR identifies that the proposed development replaces impervious hardstand with roof catchment, maintaining the existing proportion of impervious surfaces. As such, an exemption from Woollahra Council's On-Site Detention (OSD) requirements is sought. The rainwater tank (10kL) and water quality chamber (2kL) included in the design provide partial attenuation storage and enhance stormwater management compared to pre-development conditions. Stormwater from the site will connect to an existing pit in Darling Point Road.

7.17.2 Stormwater Quality

To meet Woollahra Council's stormwater pollutant reduction targets, a treatment train has been proposed. This includes a 10kL rainwater tank for irrigation and cartridges for pollutant filtration. The treatment train has been modelled using MUSIC software, achieving compliance with the pollutant reduction targets shown in Table 31 below.

Table 31 **Pollutant reduction targets**

Pollutant	Target Reduction (%)	Achieved Reduction (%)	Compliance
Gross Pollutants	90	100	✓
Total Suspended Solids	85	85.6	✓
Total Phosphorus	65	78.4	✓
Total Nitrogen	45	52.0	✓

Source: Northrop

7.17.3 Sediment and Erosion Control

Erosion and sediment control measures will be implemented prior to construction and maintained throughout. These measures include sediment fencing, dust control, stabilized site access, and sediment filters around drainage inlets. A sediment basin is deemed unnecessary due to the size of the disturbed area (<2,500m²), with annual soil loss calculations confirming compliance with regulatory thresholds.

7.17.4 Cumulative Impacts

The proposed development minimizes stormwater discharge impacts on downstream systems and ecosystems by maintaining pre-development hydrology and incorporating stormwater quality measures.

7.17.5 Conclusion

The SMPR concludes that the proposed development complies with the necessary stormwater management requirements, with no adverse impacts anticipated on downstream hydrology or water quality, provided the outlined measures are implemented.

7.18 Flooding

The EIS is accompanied by a Flood Risk Management Report prepared by Northrop that reviews the proposed development with respect to the SEARs and Woollahra Council's flood related development controls (**Appendix II**). The relevant findings are presented below.

7.18.1 Flood behaviour

Flood levels were derived using flood depths from the Paddington Flood Study (2016) and Paddington Floodplain Risk Management Study and Draft Plan (2019) and detailed survey elevations. This approach was deemed suitable due to low flood risk in the area. Across the board, the expected flood behaviour consists of quick, flash flood events with a short duration (15-30 minutes) and no prolonged flooding (rise and fall in less than 3 hours).

The report considers the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) flood event, summarised as follows:

1% AEP

- Flood depths largely contained within Darling Point Road (up to 100mm).
- Flood elevations range from 32.1m AHD (NW corner) to 30.5m AHD (SW corner).
- New South Head Road remains flood-free.

PMF

- Flooding occurs on Darling Point Road and New South Head Road.
- Darling Point Road: Flood levels range from 32.1m AHD (NW corner) to 30.7m AHD (SW corner).
- New South Head Road: Flood depths range from 100mm to 300mm due to a road crown (contour ~33.0m AHD).

As per the above, the site is located within a Low Flood Risk Precinct (above 1% AEP but below PMF). There exists minimal risk of flood ingress during 1% AEP but some potential during PMF near 142-148 New South Head Road. The site is not sensitive to climate change or blockage of underground infrastructure.

7.18.2 Flood protection strategy

A freeboard of 150mm to the 1% AEP design storm event is proposed as the Flood Planning Level (FPL) at the site. This proposed strategy is considered to maintain a balance between flood protection whilst maintaining street activation for the proposed facility. Whilst this freeboard is lesser than the 500mm typically allowed for, the report justifies the approach as appropriate as follows:

- Flood depths adjacent to the subject site are shallow during the 1% AEP (less than 100mm in adjacent roads).
- Similar depths are observed between the 1% AEP and PMF.
- The proposed development is located in a Low Flood Risk Precinct (i.e. above the 1% AEP, but marginally below the PMF).
- Freeboard is typically provided to account for uncertainties in the estimation of flood levels across the floodplain. In this case, uncertainties have been assessed as part of the Paddington Flood Study (2016) which highlights the site is not sensitive to climate change or blockage of below ground infrastructure. Increases of less than 50mm change is expected to occur for each of these scenarios.
- The Woollahra DCP notes that lower finished floor levels (FFLs) / FPLs may be acceptable for Ground Level shop fronts in commercial and mixed-use developments, and these are typically assessed based on its merits.
- Potential ponding in lower ground areas on the subject site is relatively shallow – there is a difference of up to 700mm between lowest site elevation and its spill crest.
- Appendix D1 of the Paddington Floodplain Risk Management Study and Draft Plan (2019) notes “a 0.15m freeboard is likely to be appropriate across the majority of the upper catchment” which includes the subject site.

It is noted that no change to the finished floor level of the existing heritage building is proposed and that it is already located above the 1% AEP and PMF design storm events.

7.18.3 Flood emergency response

Evacuation from the site during a PMF event may be difficult, and Shelter in Place (SIP) is recommended once rainfall begins, supported by the building's design for vertical evacuation. While evacuation east along New South Head Road may be possible during a 1% AEP event, it is not advised due to limited warning time and potential road network disruption. A Flood Emergency Response Plan (FERP), consistent with the Draft SIP guideline (NSW DPHI, 2022), should be prepared as a condition of consent before the Construction Certificate phase.

7.18.4 Compliance with Flood Planning Requirements

The proposed development is compliant with flood planning requirements of the Woollahra LEP and DCP. Detailed compliance is evidenced at **Appendix II** and **Section 5.5.1**. Additionally, the proposed approach to flood management is consistent with the studies undertaken for the Paddington catchment area.

Given compliance with the relevant flood-related standards and requirements of Woollahra Council and the NSW Floodplain Development Manual, the flood impact is considered to be acceptable and further mitigation measures are not required.

7.19 Hazardous Materials, Contamination and Remediation

7.19.1 Hazardous Materials

A series of hazardous materials surveys were conducted across 136, 138-140, and 142-148 New South Head Road by WSP (compiled at **Appendix LL**). These reports identify non-friable asbestos, synthetic mineral fibres (SMF), and lead-based paint within the existing structures. Areas of the site were inaccessible during the inspections, necessitating further assessment during demolition. Key recommendations include the safe removal of hazardous materials by licensed contractors and the preparation of both an Asbestos Management Plan and a Hazardous Materials Management Plan. Following removal works, clearance inspections should be undertaken by qualified professionals to ensure compliance with legislative requirements.

7.19.2 Detailed Site Investigation

The Detailed Site Investigation (DSI), prepared by Douglas Partners and made available at **Appendix FF**, evaluates contamination risks to determine site suitability for redevelopment. The investigation identified elevated concentrations of contaminants, including polycyclic aromatic hydrocarbons, total recoverable hydrocarbons, and benzo(a)pyrene within fill material. Groundwater analysis revealed some metals and dieldrin, though these were assessed as being consistent with urban background levels and unlikely to pose significant ecological risks.

The report recommends the remediation of contaminated fill through excavation and off-site disposal. Further investigations are advised to address data gaps, particularly beneath existing structures, and to confirm the presence or absence of asbestos. The study concludes that the site can be rendered suitable for the proposed development through these remediation actions.

7.19.3 Remedial Action Plan

A Remedial Action Plan, prepared by Tetra Tech Coffey at **Appendix GG**, outlines the strategy to mitigate identified contamination risks. This includes the excavation and removal of contaminated materials, alongside groundwater management measures to ensure compliance with health and environmental standards. A protocol for managing unexpected finds, such as unidentified contaminants encountered during construction, is also established.

The RAP emphasizes the need for validation of remediated areas to confirm suitability for the intended mixed-use development. The plan is subject to review and endorsement by an NSW EPA Accredited Site Auditor, ensuring alignment with regulatory frameworks and site-specific requirements.

7.19.4 Conclusion

The suite of assessments and plans collectively demonstrate that the site can be made suitable for the proposed mixed-use development. Implementation of the recommended hazardous materials management, remediation, and validation measures included in the consolidated table at **Appendix C** will ensure the site's compliance with the applicable environmental and safety standards.

7.20 Waste Management

The waste management strategy for the proposed development is guided by the following documents:

- Woollahra Development Control Plan 2015 – Chapter E5 – Waste Management
- Australian Government, Department of Sustainability, Environment, Water, Population and Communities. Construction and Demolition Waste Guide – Recycling and Re-use Across the Supply Chain. (2014, November)
- NSW Waste Avoidance and Resource Recovery (WARR) Strategy 2014-2021
- NSW Waste Classification Guidelines 2014
- Australia's National Waste Policy 2018

7.20.1 Construction and Demolition

A Construction and Demolition Waste Management Plan has been prepared by Elephants Foot Consulting and is attached at **Appendix KK**. As the existing development on the site will be demolished, excluding the heritage item, components will either be reused or will be disposed of through a demolition contractor.

It is anticipated that a total amount of 4929.5 tonnes of demolition waste will be produced, and that 98.1% of the material will be diverted from landfill. It is also anticipated that a total amount of 1426.4 tonnes of construction waste will be produced, and that 91.3% of that material will be diverted from landfill.

The Construction and Demolition Waste Management Plan also identifies the site-specific operational methods for waste management provisions around training and inductions, material selection and ordering, waste avoidance opportunities, and relevant site procedures to ensure waste is appropriately disposed. For the relevant mitigation measures, refer to **Appendix C**.

7.20.2 Operational Phase

An Operational Waste Management Plan has been prepared by Elephants Foot Consulting and is attached at **Appendix JJ**. Elephants Foot Consulting have confirmed that the estimated amount of residential waste will require the following:

- General waste: 7 x 660L bins collected weekly.
- Recycling: 6 x 660L bins collected weekly.
- Food and Organic Waste: 8 x 240L bins collected weekly.

As for commercial waste, Elephants Foot Consulting have confirmed that the estimated amount of waste produced by the commercial and retail tenancies will require the following:

- General Waste: 2 x 1100L bins collected 3x a week.
- Recycling: 2 x 1100L bins collecting 3x a week.

Based on the above information, Elephants Foot have determined that the required amount of space to accommodate the waste requirements are as follows.

Table 32 Required Waste Room Areas

Waste Room Type	Required
Chute discharge room	8m ²
Communal food and organic waste room	7m ²
Residential bin holding room	25m ²
Bulky waste room	14m ²
Commercial / retail bin room	12m ²

Source: Elephants Foot Consulting

7.21 Construction Management

Lendlease has prepared a Construction Environmental Management Plan (CEMP) (refer to **Appendix O**) to manage and mitigate construction-related impacts for the proposed development. The CEMP includes the following key components:

- **Preliminary Site Investigations:** These include site surveys, geotechnical assessments, and reviews of hazardous materials and groundwater impacts. Further investigations are planned to address any remaining data gaps prior to construction.
- **Stakeholder Engagement:** A Community and Stakeholder Management Plan will guide communication with relevant authorities, service providers, and affected community members throughout construction.
- **Traffic and Pedestrian Management:** A Construction Traffic and Pedestrian Management Plan outlines strategies to minimize disruption, including designated vehicle routes, delivery schedules, and public access arrangements.
- **Environmental Management:** Detailed plans for air quality, noise and vibration, erosion and sediment control, and stormwater management aim to mitigate environmental impacts during construction. For instance, dust suppression and odour management strategies will be implemented to maintain air quality.
- **Waste Management:** A Preliminary Waste Management Plan emphasizes a hierarchy of waste reduction, reuse, and recycling, with a target of diverting over 95% of construction waste from landfill.
- **Heritage Protection:** Measures will be undertaken to protect the heritage-listed building at 136 New South Head Road, including dilapidation surveys and necessary structural protections.
- **Construction Operations:** Construction hours are restricted to standard working times, and all site activities will comply with statutory requirements. Security measures will include hoarding, controlled access, and site monitoring.

7.21.1 Site Establishment and Operations

An indicative site establishment plan ensures safe pedestrian and vehicle traffic flow while containing construction activities within the site boundary. The plan integrates hoardings, amenities, and a loading zone to facilitate smooth operations and minimize disruption.

7.21.2 Conclusion

Subject to the implementation of detailed management plans and the appointment of a dedicated Community Liaison Representative, the construction impacts associated with this development are considered manageable and acceptable. These measures, as outlined in the CEMP, are incorporated into the project's consolidated mitigation strategies to ensure compliance with environmental, safety, and community standards.

7.22 Social Impact

A Social Impact Assessment has been prepared by Ethos Urban and is attached at **Appendix MM**.

The proposed development will result in various positive social impacts that have a high to very high social significance, affecting future residents of the site, key works, immediate neighbours, the wider community, construction workers and students at Ascham school. The identified positive social impacts include:

- Supply of contemporary, well-located and diverse housing, including affordable housing in Edgecliff.
- Improved urban experience and opportunity to Connect with Country for residents, workers and visitors.
- Economic benefits during construction and operation.

Alternatively, the proposed development may result in negative social impacts that will largely influence the lifestyle of surrounding residents to a medium extent. The identified negative social impacts include:

- Traffic during operation and construction.
- Increased height, bulk and scale changing views, outlook and solar access for immediate neighbours.
- Temporary disruption to daily life during construction.

To mitigate against the above mentioned negative impacts, the Social Impact Assessment has provided various recommendations to limit the extent of the impacts which have been included in the mitigation measures table at **Appendix C**.

7.23 Biodiversity

A Biodiversity Development Assessment Report (BDAR) Waiver Request has been prepared by Ecoplanning pursuant to Part 7 of the *Biodiversity Conservation Act 2016 (NSW)* and is attached at **Appendix NN**. The BDAR Waiver confirms that the site contains 0.03ha of native and exotic landscaping that would score extremely poorly for composition, structure and function. The BDAR Waiver concludes that the development will be unlikely to impact the movement of threatened species, disrupt their life-cycle processes or affect their range. The BDAR Waiver is also supported by a site survey that was undertaken (by SLR) and which confirmed that there is no presence of any bats within any of the existing structures/buildings on the site.

7.24 Infrastructure and Utilities

An Infrastructure Delivery Management and Staging Plan has been prepared by JHA Consulting Engineers and is provided at **Appendix OO**. The report addresses the potential impact of the renewal of the site, including any impacts on existing utility infrastructure and service provider assets, and any infrastructure upgrades required for the proposed development.

The Report outlines the following:

- **Electricity:** It is proposed the existing Ausgrid High Voltage feeders within New South Head Road will be utilised to connect the new Ausgrid chamber substation proposed along the site boundary. The substation will be wholly contained within the site boundaries to service the site, in accordance with Ausgrid Network Standards.
- **Communications:** A new Main Communications Room will be established on the ground floor of the subject development which will house the incoming lead in telecommunications infrastructure. Subject to confirmation through the detailed design stage, it is expected that NBN will be the preferred lead in telecommunications carrier with space for two additional telecommunications carriers.
- **Gas:** There is no gas proposed for the development with the existing gas services to the site to be removed.
- **Water:** The potable water connection for the proposed development shall be supplied from the Ø300mm CICL main on the Eastern side of Darling Point Road. Pressure boosting pumps will be provided to boost towns mains pressures and ensure adequate pressure are received at the upper most floors of the proposed residential towers.
- **Sewer:** A new authority sewer connection point will therefore be established from the existing Ø225mm Vitrified Clay pipe on the eastern side of Darling Point Road. The proposed Ø225 connection point is adequate to serve the entire development.

The report demonstrates that the existing authority's infrastructure have adequate capacity to support the proposed redevelopment. Any further consultation that is required will be undertaken in the detailed design phase of the project. Further assessment is provided at **Appendix OO**.

8.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves a new mixed-use shop top housing development including in-fill affordable housing, as outlined in **Section 4.0**. The assessment must, therefore, focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

In considering the justification of the proposed development and in reference to Section 4.15 of the EP&A Act which specifies matters for consideration a consent authority must consider in determining a development application, the following matters have considered:

- Design of the proposed development, including actions taken to avoid or minimise the impact of the proposed development while still achieving the objectives of the project;
- Consistency with the strategic context;
- Consistency with the statutory requirements;
- The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;
- The suitability of the site for the development; and
- The public interest.

8.1 Design of the Proposed Development

The alternatives considered and actions taken to avoid or minimise the impacts of the proposed development have been set out in the preceding sections of this EIS. The proposed mitigation measures are set out in **Appendix C** of this EIS. Subject to the implementation of these mitigation measures, in addition to the considered and thoughtful design response, it is considered that any potential impacts of the proposal will be managed effectively and/or are minimal and acceptable.

8.2 Consistency with the Strategic Context

The strategic context for the proposal has been discussed at **Section 3.0** of this EIS, and the proposed development is considered to be consistent with the relevant strategic context.

8.3 Consistency with the Statutory Requirements

The relevant statutory requirements have been discussed in **Section 5.0** and assessed in **Appendix B**.

Specifically, this EIS has addressed all of the matters specified in the issued SEARs dated 12 November 2024 (refer to **Appendix A**) and Section 190 and 192 of the EP&A Regulation (refer to **Appendix B**).

8.3.1 Consistency with the Objects of the Act

The project is consistent with the relevant Objects of the Act as listed under Section 1.3 of the EP&A Act and will not result in any unjust or significant environmental impact. Specifically, the Proposal is consistent with the Objects of the Act as it:

- Promotes the delivery of 20 affordable housing apartments as well as 42 market dwellings to accommodate the growing population of the Eastern Suburbs and Greater Sydney more broadly. It will positively contribute to housing supply and affordability. It promotes the orderly and economic use of land by redeveloping a dilapidated site that is currently below its development potential and provides housing in a highly accessible location.
- ESD principles are embedded through a range of design and operation initiatives.
- The proposed development will not result in any adverse impacts to threatened species or ecological communities and this has been demonstrated through the obtainment of a BDAR Waiver.
- It will generate employment opportunities during the construction and operational phases.

- The proposal has engaged with the NSW SDRP to develop a scheme which achieves good design and amenity outcomes. It incorporates good design and amenity of the built environment, as demonstrated in **Section 7.2** and **Section 7.4** of this EIS.
- The proposal does not adversely impact Aboriginal cultural heritage.
- Designing with Country has informed the proposal to ensure it is built into and celebrated within the proposal.
- The project team has undertaken consultation and feedback with all relevant stakeholders (refer to **Section 6.0**).
- The site is suitable for the development (refer to **Section 8.6**).
- The proposed development is in the public interest (refer to **Section 8.7**).

8.3.2 Principles of Ecologically Sustainable Development

Section 193 of the EP&A Regulation outlines four (4) principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation, pricing and incentive mechanisms.

An analysis of these principles is provided in the following sections.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS and its supporting reports and studies has not identified any serious threat of irreversible damage to the environment and therefore, the precautionary principle is not relevant to the proposal.

Intergenerational Equity

Intergenerational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- The implementation of various ESD measures in the design and operation of the proposed development to reduce energy and water usage to ensure that the health, resilience and productivity of the environment is maintained for the benefit of future generations.
- The management of the construction phase to ensure that traffic impacts, waste impacts and noise impacts are appropriately mitigated against, therefore limiting the impacts of the proposed development on the wellbeing of nearby neighbours.
- Facilitating housing supply for a diversity of residents, renters and affordable housing tenants, thereby contributing and assisting current future generations to access high amenity and accessible housing.
- Facilitating homes in close proximity to jobs and public transport, allowing varied residents to access their places of work conveniently and with the potential to reduce car dependency.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long-term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

8.4 Community Views

Extensive consultation with the community has occurred in preparation of this proposal. Detail of the community views which were portrayed as a result of the engagement processes is provided in **Section 6.0** and the Community Engagement Report at **Appendix L**.

8.5 Likely Impacts of Development

Having regard to the natural environment, built environment and economic and social impacts of the proposed development, the likely impacts of development are considered acceptable as outlined in the following sections.

Additionally, the proposed mitigation measures detailed within **Section 7.0** and **Appendix C** outlined mitigation and management measures that will minimise the impact of the proposed development.

8.5.1 Natural and Built Environment Impacts

The EIS for the proposed development has demonstrated that the proposal adopts appropriate management strategies and will generate acceptable environmental impacts, due to the proposed mitigation measures and the design of the development.

The site is located within a highly urbanised built environment, and the proposed development evidently contributes to the site's capacity to align with the future desired character of the ECC. The proposed distribution of building mass and overall design of the proposal demonstrates a high standard of design excellence to ensure that it is commensurate with the surrounding natural and built environment. Furthermore, the proposed landscaping measures, result in an improved outcome for the natural environment of the site, as its existing condition is underutilised and characterised by exotic species. The proposed implementation of ESD measures will also ensure that the proposed development does not have adverse environmental impacts.

All relevant environmental impacts are addressed within **Section 7.0** and determined to be acceptable subject to implementation of the proposed mitigation measures set out at **Appendix C**.

8.5.2 Social and Economic Impacts

An assessment of the likely social impacts of the project has been undertaken in the Social Impact Assessment, provided at **Appendix MM**. The assessment confirms that the proposed development will generate the following positive social impacts:

- Supply of contemporary, well-located and diverse housing, including affordable housing in Edgecliff.
- Improved urban experience and opportunity to Connect with Country for residents, workers and visitors.
- Economic benefits during construction and operation.

Any negative social impacts arising from the development, including changes to sense of place, cumulative construction impacts and cumulative demand on social infrastructure can be appropriately mitigated through the proposed mitigation measures set out at **Appendix C**.

The proposal will generate a positive economic impact through the creation of 110 full time construction jobs. The provision of affordable housing will also have flow on economic benefits as prospective affordable housing residents will be provided with affordable rental rates, reducing the proportion of their income spent on rent.

8.5.3 Cumulative Impacts

As detailed in **Section 3.2**, there are two notable Planning Proposals currently under assessment which if approved, will facilitate the future re-development of the Edgecliff Commercial Centre, and the land at 8-10 New McLean Street. In consideration of these two projects, the proposed development subject to this SSDA will contribute to the overall cumulative impacts for the local context of the site.

However, the site has been envisaged as being subject to redevelopment in accordance with the Planning Proposal PP-2022-1646 and the finalisation of the ECC Strategy. The scale and importantly, the proposed land use of the development involving both residential and commercial uses aligns with the outcomes of both documents. As part of the Planning Proposal process, an extensive amount of testing was undertaken to ensure that the bulk, scale and density afforded by the amended planning controls are consistent with the future character of the site, particularly considering its location within 50m of the Edgecliff Train Station. As mentioned in **Section 1.5.1**, the Planning Proposal was approved for various reasons and this SSDA proposes a development outcome that strongly aligns with these reasons as it executes the intention of the Planning Proposal by providing a mixed use, well-located development that responds to the relevant strategic objectives and statutory requirements.

Whilst it is acknowledged that the Housing SEPP 30% height and FSR bonuses facilitates greater density on the site, this EIS demonstrates that the environmental impacts of this additional density are reasonable and can also be reduced where appropriate through the mitigation measures proposed at **Appendix C**. Specifically, the cumulative impacts with regards to construction impacts will be mitigated through detailed construction management plans.

Furthermore, the continued issues relating to the housing shortage that is currently facing wider Sydney should also be considered as a factor of this assessment. The proposed development strongly responds to the direction from the State Government to provide more housing in well located areas, as demonstrated in **Table 4** of this EIS. Specifically, the integration of affordable and market dwellings in an area that is highly accessible via public and active transport options will actively work towards addressing such crucial challenges.

8.6 Suitability of the Site

Having regard to the characteristics of the site and its immediate surrounding context, the proposed development is suitable for the site for the following reasons:

- The site is located within the MUI Mixed Use Zone, and the proposal strongly aligns with the objectives of the zone pursuant to the Woollahra LEP as it exemplifies a true mixed-use development that integrates both commercial and residential land uses, while activating the ground floor through the provision of retail tenancies;
- The proposed development will improve the current site conditions, which are currently characterised by vacant buildings with the exception of the existing heritage item;
- The site is located within an inner-city area that benefits from excellent access to public transport which will provide a high level of amenity for the future tenants and employees of the site;
- The site located within the ECC, and demonstrates a strong alignment with the ECC Strategy which guides the revitalisation and development of land within a walking distance with the Edgecliff Centre with key objectives to grow the centre, create a mix of land uses, exhibit design excellence, protect heritage, provide affordable housing and improve the public domain;
- The positioning of building mass, and the proposed built form of the development appropriately responds to the surrounding context, including the Raneleigh buildings to the north, the Edgecliff Centre to the south, and the residential flat buildings to the east; and
- The proposed development is sympathetic to the nearby heritage items, and Heritage Conservation Areas as it involves the restoration and fit-out of the existing heritage item at 136 New South Head Road.

8.7 Public Interest

Having regard to the public interest, the proposed development is in the public interest for the following reasons:

- It presents an important opportunity to revitalise the site in accordance with the strategic vision for the ECC;
- It will contribute to the supply of housing in a desirable location with high levels of amenity, including the option for affordable housing in an area that is highly accessible via public transport, thereby limiting the potential number of private vehicles;
- The restoration of the heritage building on the site will ensure that the heritage value of this building is maintained, protecting any cultural significance which the building holds to the local community;
- The provision of retail and commercial land uses will create convenience for the future and existing residents of the locality, whilst also stimulating the ground plane to create a vibrant and active public domain; and
- The commercial and retail land uses will contribute to the improvement of the economic role of the ECC, while the residential portion will provide housing to complement the commercial use.

9.0 Conclusion

This Environmental Impact Statement has been prepared to consider the natural environment, built environment and social and economic impacts of the proposed new mixed-use shop top housing development including in-fill affordable housing located at 136-148 New South Head Road, Edgecliff. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with section 190 and 192 of the EP&A Regulation.

Having regard to environmental and economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposed development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including the Woollahra LEP and the Housing SEPP;
- The proposed development is a direct response to the need for housing in NSW, delivering 20 affordable units and 42 market units, which will contribute to local, State and national housing targets;
- The proposed development will not result in adverse environmental impacts and appropriate mitigation measures have been recommended to ensure that the development will minimise any potential impact;
- The proposed development will provide a diverse supply of dwellings, ranging from one bedroom units to four bedroom apartments to meet the housing and social needs of future residents;
- The proposed development will improve the interaction between the site and the public domain through the activation of the ground plane and the provision of a through-site link that connects New South Head Road to Darling Point Road;
- The proposed development provides a high-quality architectural and landscape design that offers a range of housing types, communal facilities, and gathering spaces that will contribute to a safe, secure and active environment;
- The proposed development provides a high standard of residential amenity for all residents within the site that is consistent with the objectives of the ADG, as well as protecting the visual privacy, overshadowing, and solar amenity of surrounding residential properties;
- The proposed development will revitalise a currently underdeveloped site that has been earmarked for renewal as per the ECC Strategy as the development scheme aligns with the land use, scale and built form envisioned for the site as conceptualised by the ECC Strategy; and
- The proposed development is suitable for the site and in the public interest.

Given the merits described above, and the significant benefits associated with the proposed development, it is requested that the application be approved.