

NOTTING HILL  
ADVISORY

# Community Engagement Report

138 Maroubra Road, Maroubra

Prepared for Maroubra Property Developments Pty Ltd  
(Lindsay Bennelong)

June 2025



# SEARs Requirements Declaration: Mixed use development with in-fill affordable housing, 138 Maroubra Road, Maroubra

## Declaration

Name Berge Okosdinossian

Qualifications B Bus (Econ) UTS

The undersigned declares that this Engagement Report has been prepared in response to the following SEARs requirements issued for the Project on 31 March 2025 for SSD-81426710:

SEARs item no.	SEARs Requirement	Relevant Section of this Report
4.	<p>Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received have been considered in the design of the project.</p> <ul style="list-style-type: none"><li>○ If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&amp;A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&amp;A Act, the agency relevant to that approval or authorisation must be consulted.</li></ul>	Sections 2.0 – 4.0

Signed



Berge Okosdinossian, Director – Notting Hill Advisory Pty Ltd

Dated

30 June 2025

## Executive Summary

Notting Hill Advisory has prepared this Engagement Report on behalf of Maroubra Property Developments Pty Ltd (Lindsay Bennelong), in support of the State Significant Development Application (SSDA) for the site located at 138 Maroubra Road, Maroubra (the Proposal).

The SSDA seeks approval for a shop top housing development, comprising ground floor commercial premises and residential uses including infill affordable housing, as well as basement car parking, landscaping, lot amalgamation and extension/augmentation of services and utilities.

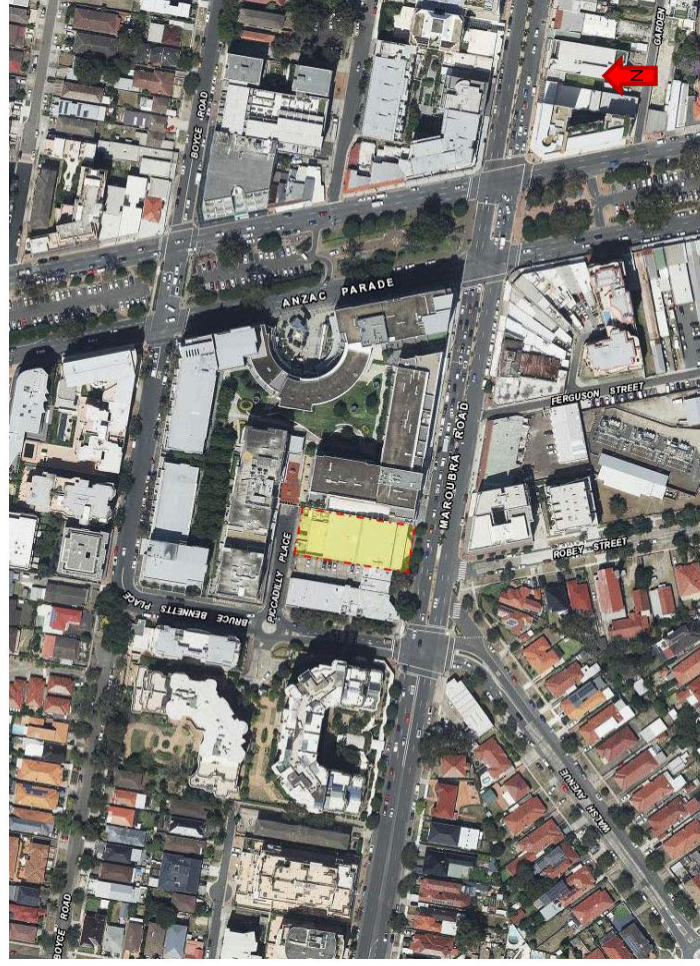
The Proposal constitutes State Significant Development (SSD) pursuant to Schedule 26A (in-fill affordable housing) of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) being:

- A development on land in the Eastern Harbour City with an estimated cost of development greater than \$75 million
- A development that does not involve development prohibited under an EPI applying to the land; and
- Up to 15% affordable housing (for 15 years).

The engagement approach for the Proposal has been conducted in accordance with the principles set out in the *Undertaking Engagement Guidelines for State Significant Projects* (the Guidelines).

The information in this report illustrates that engagement carried out has been transparent and effective, while noting that Lindsay Bennelong is committed to ongoing consultation with the community as the project progresses through the next phase of planning.

The site is illustrated below in **Figure 1**.



*Figure 1 Aerial photo of the site shaded in yellow (Source: Google Maps)*



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# 1. Background

## 1.1 Project Description

The Proposal is aligned to NSW Government priorities to deliver additional housing supply and affordable housing in well located areas, close to jobs, amenity and public transport.

The Proposal utilises the infill affordable housing provisions pursuant to Chapter 2 of the Housing SEPP to provide 15% of the total gross floor area of the development as affordable housing, in exchange for 30% additional height above the LEP height of building control. The Proposal is wholly compliant with the maximum height of building control as amended by Chapter 2 of the Housing SEPP.

The site is adjoined by Maroubra Police Station at 136 Maroubra Road. The Police site is crown land and is an important operational station that is unlikely to be developed in the immediate future. Nonetheless, the proposed development at 138 Maroubra Road is designed to facilitate future feasible development at this site if it is to be redeveloped in the future. Lindsay Bennelong has engaged with NSW Police regarding the operational requirements of the site in terms of security and safety, noise generation, traffic and privacy. A deed of agreement between Lindsay Bennelong and NSW Police has been provided to DPHI.

## 1.2 Site Location and Context

The site is located at 138 Maroubra Road, Maroubra NSW, 2035 within the Randwick City Local Government Area (LGA).

The Proposal responds to the Randwick City Local 2020 Strategic Planning Statement (LSPS), which anticipates the need for integrated land use and transport planning and increased density of centres, supplemented by high levels of amenity, commensurate with the anticipated growth of Maroubra Junction. The LSPS, prepared in 2020, notes that the precinct is anticipated for additional density. Further, Randwick Councils Local Housing Strategy (2020) identifies Maroubra Junction as a key location of 10+ year (long-term) housing growth opportunities.

## 1.3 Engagement Purpose

The purpose of this stage of engagement is to fulfill the requirements set out in the Secretary’s Environmental Assessment Requirements (SEARs), as below:

- Demonstrate that engagement and consultation activities have been undertaken in accordance with the Undertaking Engagement Guidelines for State Significant Projects and identify how issues raised, and feedback received have been considered in the design of the project.
  - If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.



## 2. Engagement Approach

### 2.1 Engagement Principles and Guidelines for State Significant Projects

To deliver effective engagement and build trust with the community, Notting Hill adopted the principles and objectives set out in the Department’s *Undertaking Engagement Guidelines for State Significant Projects*.

These principles and objectives include:

- Planning and engaging early
- Ensuring engagement is effective
- Ensuring engagement is proportionate to the scale and impact of the project
- Being innovative
- Being open and transparent about what can be influenced

### 2.2 Engagement Methodology

Notting Hill’s data-driven engagement approach is designed to be responsive to the broadly held concerns and interests of the community impacted by a particular proposal. A key component of Notting Hill’s engagement approach is in conducting randomised and statistically representative telephone surveys across the community, to ensure we capture views towards the Proposal from a broad catchment of the public.

This approach ensures perspectives from respondents who would otherwise not engage with traditional methods of consultation are captured in the engagement process.

Further to this survey methodology, Notting Hill, in collaboration with Lindsay Bennelong has provided the community with access to detailed information about the Proposal as well as a mechanism for interested members of the community to provide written feedback directly to the project team.



## 3. Engagement Undertaken

### 3.1 Engagement Activities and Communication Tools

**Tables 1 and 2** below outline the engagement activities and communication tools comprising engagement undertaken to date.

**Table 1: Engagement Activities and Communication Tools**

<b>Activity</b>	<b>Description</b>	<b>Purpose</b>	<b>Level of Engagement</b>
Public Sentiment Research	~10-minute live telephone surveys with n=75 residents living nearby the Proposal.	Randomised research provides an accurate and statistically representative sample of community attitudes towards the Proposal.	Consult and Inform (Note: survey questionnaire provides respondents with a succinct brief about the proposal, hence <i>Inform</i> )
Feedback Mechanism via Online Engagement Portal	A feedback form established on the online engagement portal, allowing community members to submit their written feedback directly to the project team for review and response.	To facilitate two-way communication between the community and the project team.	Consult
Community Information Flyer	Flyer distribution via letterbox to nearby residences to inform the community about the Proposal and share access instructions for the Online Portal.	Boost awareness of the Proposal and communication channels available to the community to access information and provide their feedback.	Inform
Online Engagement Portal	A central forum for project information to ensure clear communication with the community. The portal will outline how and when the community can get involved, making it easy to access information, provide	Provides key project information, FAQs and a mechanism to submit written feedback.	Inform and Consult



Project FAQs	feedback and ask questions.		
	FAQs published to the online portal addressing key questions relating to the Proposal, providing answers in plain English.	Ensures accurate and consistent information about the Proposal is accessible to the community.	Inform

### 3.2 Public Sentiment Research

Between 17 June 2025 to 27 June 2025, live person-to-person telephone surveys were conducted with n=75 residents living in Maroubra.

The survey tested sentiment on a range of issues, including but not limited to:

- Housing affordability and housing supply;
- The Proposal;
- The local neighbourhood;
- Public and community infrastructure; and
- Project benefits

The results of the public sentiment research are summarised in Section 4.1 of this report.

### 3.3 Community Information Flyer

A community information flyer was distributed to **1,837** nearby residences and businesses in mid-May 2025. The flyer provided recipients with information about the proposal and details about how to access the online portal, where more information about the Proposal could be found.

A copy of the community information flyer is provided at **Appendix 1** and the associated delivery radius is provided at **Appendix 1.1** of this report.

### 3.4 Online Engagement Portal

The Online Engagement Portal (**maroubraconsultation.com**) was published in mid-May 2025, concurrent to the distribution of the community information flyer. The online portal was established to provide key project information and a mechanism for the community to provide written feedback to the project team via an online feedback form.

A screenshot of the online engagement portal is provided at **Appendix 2** of this report.

### 3.5 Frequently Asked Questions

A set of Frequently Asked Questions were published to the online portal as drop-down banners, providing visitors with detailed responses regarding key questions about the Proposal.



### 3.6 Online Feedback Mechanism

An online feedback mechanism was established on the engagement portal, allowing visitors to submit their feedback directly to the project team. Responses received through this mechanism are reviewed to ensure all concerns are appropriately considered in the design of the Proposal.

## 4. Engagement Outcomes

This section summarises feedback received throughout from the engagement process and how the project team has responded to issues raised.

### 4.1 Public Sentiment Research

The survey was completed by **75 respondents** living in Maroubra. As of the last ABS Census recorded in August 2021, Maroubra has an adult population of ~25,000.

This catchment was selected as best representing the community likely to have a personal, economic, or civic interest in the Proposal. Within this population, an estimated 29% are aged 55 or older. Approximately 30% of households own their home outright, 24% have a mortgage, and 45% are renters or in other housing arrangements.

A summary of the range of issues from the public sentiment research is included in **Table 2**, below and a copy of the methodology and detailed findings from the survey is provided at **Appendix 4**.

**Table 2: Issues derived from public sentiment research**

Topic	Detail	Project Team Response
Housing affordability	50% of respondents rated housing affordability in Maroubra as <i>Poor</i> .	Lindsay Bennelong acknowledges the concern regarding housing affordability. The Proposal includes a component of affordable housing, in line with planning objectives to support a broader mix of housing types in well-located areas. This approach aims to alleviate affordability pressures and provide more housing diversity locally.
Traffic and Parking	Just under 20% of respondents rated traffic and parking in their local area as <i>Poor</i> .	The project team is mindful of traffic and parking considerations. Parking provisions will be in accordance with Council controls, and the site's proximity to public transport is expected to moderate car dependency for future residents.
Public Transport	85% of respondents agreed that the proximity to public transport makes this location suitable for new housing. A majority of respondents	The strong local transport network is a key strength of the Proposal. Its location along a frequent bus corridor supports NSW Government objectives for locating housing near high-frequency public transport.



	(46%) rated access to public transport as <i>Good</i> , with a further 33% rating it as <i>Acceptable</i> .	
Mid-rise Preference	67% of respondents <i>agreed</i> that housing targets should be met through mid-rise developments rather than high-rise towers.	The Proposal responds to this preference by adopting a mid-rise built form that is consistent with the character of the area and avoids the scale of high-rise towers.
Housing Inequity	67% of respondents <i>agreed</i> that unaffordable housing is pushing younger generations out of Maroubra.	The project team recognises the need to provide more attainable housing options. The inclusion of affordable housing and a range of dwelling types is intended to help retain younger generations in the area.
Development Priorities	The top three priorities identified by respondents were: 1) High-quality building design (41%), 2) Accessibility to public transport (33%), and 3) Green space (26%).	The project team is guided by the community's priorities. These insights will shape the final design, with a strong emphasis on architectural quality, walkability and public transport access as well as well-integrated landscaping and green spaces.
Favourability towards the Proposal.	After being presented with information about the Proposal, a majority of respondents (65%) expressed a favourable or neutral opinion towards the Proposal.	These results indicate a willingness among the community to consider the Proposal. The project team is committed to ongoing engagement and will continue to share project details and respond to community feedback as the design evolves.

## 4.2 Online Engagement Portal

As of 25 June 2025, the portal has attracted **88 unique visitors**, with an average engagement time of **7 minutes and 14 seconds**. **23 unique feedback forms** have been submitted to the online engagement portal.

A summary of the feedback received via the online portal is summarised in the **Table 3** below.



**Table 3: Issues raised via the online portal**

<b>Topic</b>	<b>Detail</b>	<b>Project Team Response</b>
Building height and scale	Many respondents made submissions regarding the proposed height of the development, especially in relation to adjacent buildings.	The Proposal has been designed to respond to the site's location proximate to public transport, jobs and amenity, in accordance with the NSW Government's policy of delivering housing supply close to public transport and jobs. The height and scale reflect relevant local and state planning policy and is aligned with the surrounding built form.
Overshadowing and privacy	Concerns were raised regarding loss of sunlight and privacy for neighbouring residents.	Detailed overshadowing analysis has been conducted which shows overshadowing is limited to the south side of the Maroubra Road footpath. A detailed overshadowing analysis will be submitted as part of the EIS, in support of the SSDA.
Traffic and parking impacts	Several submissions noted concerns about existing traffic congestion and limited parking in the area, with fears the proposal will exacerbate this.	Access arrangements to the new building have been designed to minimise impacts on surrounding streets. Additionally, basement parking will cater for residents and visitors, easing pressure to on-street parking.
Construction impacts	Residents expressed concern about disruption during construction, particularly given past experiences in the area.	A detailed Construction Management Plan will be developed and lodged as part of the planning process. Measures will be implemented to minimise disruption to neighbours throughout the construction period.
Overdevelopment perception	Some comments reflected a broader concern that the proposal constitutes overdevelopment and is inconsistent with the local character.	The Proposal aligns with planning directions for increased housing in accessible, well-serviced areas. Design excellence and architectural integration are key priorities to ensure the proposal fits sensitively within its context. The project team notes that the proposed height of the new building is consistent with the surrounding built form of Maroubra Junction.



### 4.3 NSW Government Consultation

An early scoping meeting was held on 4 February 2025 with representatives from the project team and the Department of Planning, Housing and Infrastructure (DPHI). A response to the issues raised by DPHI in subsequent correspondence to this meeting is provided in **Appendix 3**.

## 5. Conclusion and Next Steps

This Community Engagement Report provides a concise overview of the communications and engagement activities undertaken in support of the SSDA for the Proposal located at 138 Maroubra Road, Maroubra.

As the Proposal evolves, Lindsay Bennelong will continue to engage local residents, landowners, businesses and key agencies, ensuring that community input remains at the heart of the development process.



# NOTTING HILL ADVISORY

## Appendices

Appendix 1	Information Flyer
Appendix 1.1	Map of Distribution Area for Information Flyer
Appendix 2	Online Portal and Frequently Asked Questions
Appendix 3	NSW DPHI Correspondence
Appendix 4	Public Sentiment Research



# Appendix 1

Appendix 1      Information Flyer



# 138 Maroubra Road Maroubra

SEEKING COMMUNITY FEEDBACK



[lindsaybennelong.com.au](http://lindsaybennelong.com.au)

## Have Your Say via The Online Portal

Lindsay Bennelong is planning a new residential development at Maroubra Road in Maroubra.

Visit our online community portal at **[maroubraroadconsultation.com](http://maroubraroadconsultation.com)** to learn more about the project, share your feedback, and stay informed about the planning process.

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Your feedback is important. Share your thoughts on the proposal:

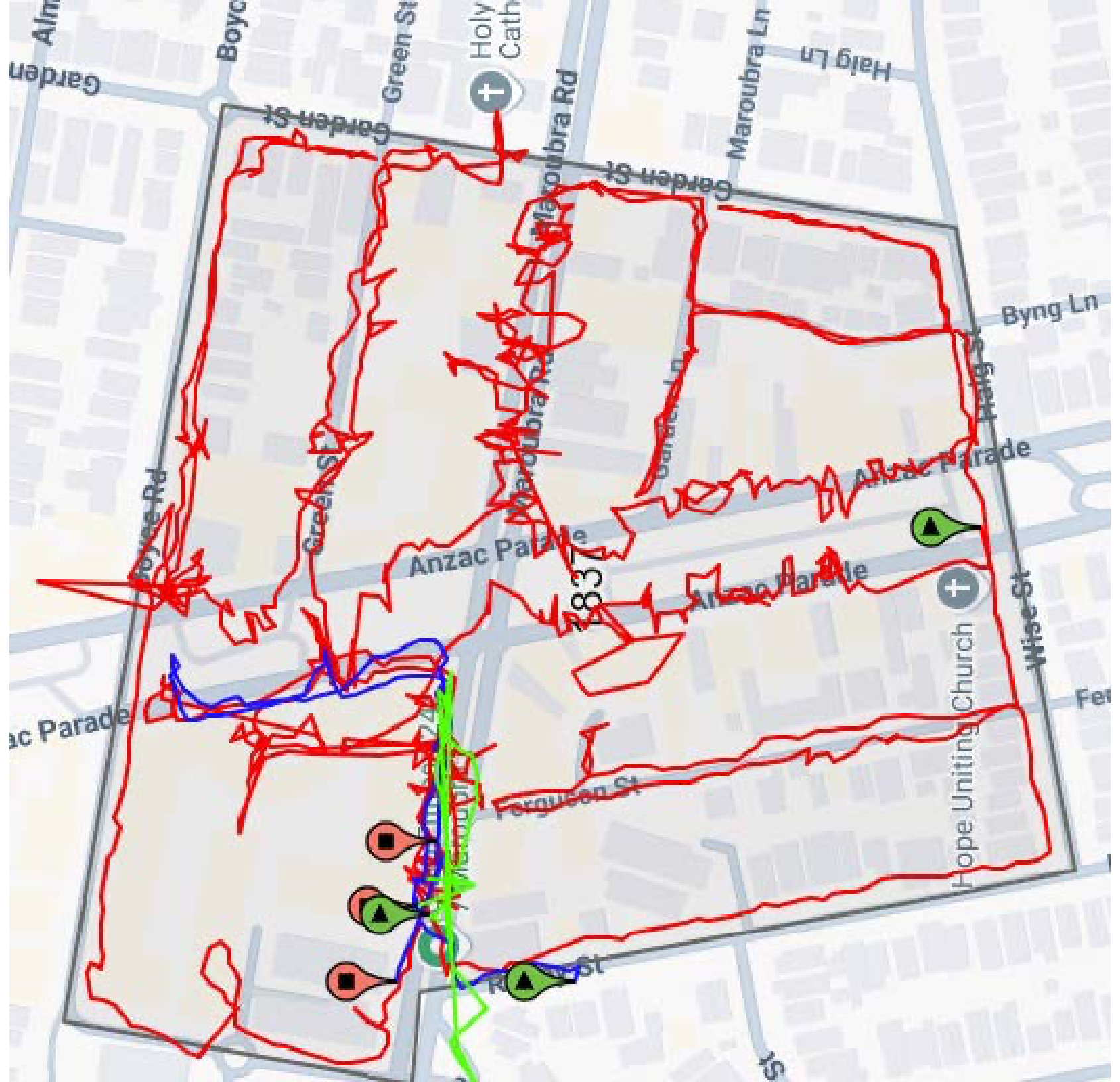


Visit our online portal at  
**[maroubraroadconsultation.com](http://maroubraroadconsultation.com)**

## Appendix 1.1

Appendix 1.1      Map of Distribution Area for Information Flyer





## Appendix 2

Appendix 2      Online Portal and Frequently Asked Questions





## Appendix 3

Appendix 3      NSW DPHI Correspondence



## RFI Response: DPHI Pre-Scoping Meeting

Project Name:	138 Maroubra Road, Maroubra – Affordable Rental Housing
Project No:	240128
Date:	27 February 2025

The following information is provided in response to email correspondence of 7 February 2025 following a meeting with on 4 February 2025 regarding a proposed affordable rental housing development at 138 Maroubra Road, Maroubra.

This response is supported by the following attachments:

- Appendix A – Architectural Drawings
- Appendix B – Sun Eye View Diagrams
- Appendix C – Local DA/LEC Scheme
- Appendix D – ADG & Housing SEPP Report
- Appendix E – Letter from Applicant’s Quantity Surveyor
- Appendix F – Survey Plan

Each item raised in the email is responded to in the below:

*The Department flagged that floor to ceiling heights should be a minimum of 3.2 metres to meet the NCC requirements.*

Refer to architectural drawings provided as **Appendix A**, which show minimum of 3.2 metres floor to floor height is achieved. The drive by the project architect to replicate the floor plates can minimise the servicing requirements and minimise the floor to floor heights.

*The Department would want to understand the reasoning and justification for the 3m setback from the Police site. The impact on future occupants of the subject site would need to be understood in terms of outlook and sunlight.*

The police site cannot be amalgamated with the subject site, and a fair offer to purchase the site has been refused. In response to the Applicant’s offer to purchase, NSW Police stated that “unfortunately we are unable to assist as the sale of Crown land must be dealt with pursuant to the provisions of the Crown Land Management Act 2016. Additionally we note that the property in question is currently an operational police station and continues to be required for essential police operational purposes.” This was tested and accepted in the Land and Environment Court.

The site is also subject to an undetermined Aboriginal Land Claim.

Regardless, in the unlikely event that the Police site were to be redeveloped, no minimum lot size restriction applies and the site can be developed in its own right. Concept drawings prepared in support of the originally submitted DA at the site demonstrate that a proposed 3m setback to the police site would enable a reasonable design outcome at that site. A future development to the police site that

was built for streetwall along Bruce Bennetts Place (per the DCP) and that was approximately 18m deep would result in an ADG compliant 9m building separation to the proposed development.

Refer **Appendix B** Sun Eye View diagrams which demonstrate how solar access is achieved to future Police site. Figure 2 below also demonstrates the existing solar constraints at the site, and how the proposed maximises solar access and achieves a better outcome than the DCP envelope.

The proposed development also provides ADG compliant to the north and east, where existing residential apartments are located to neighbouring lots.

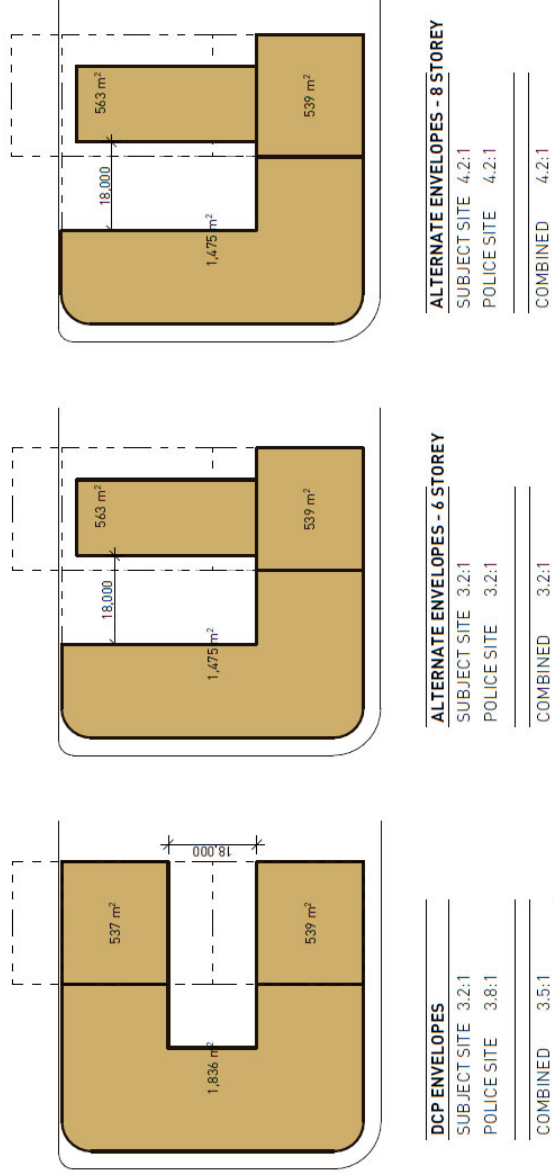


Figure 1: Comparison of DCP and Proposed Design

Source: Smith & Tzannes

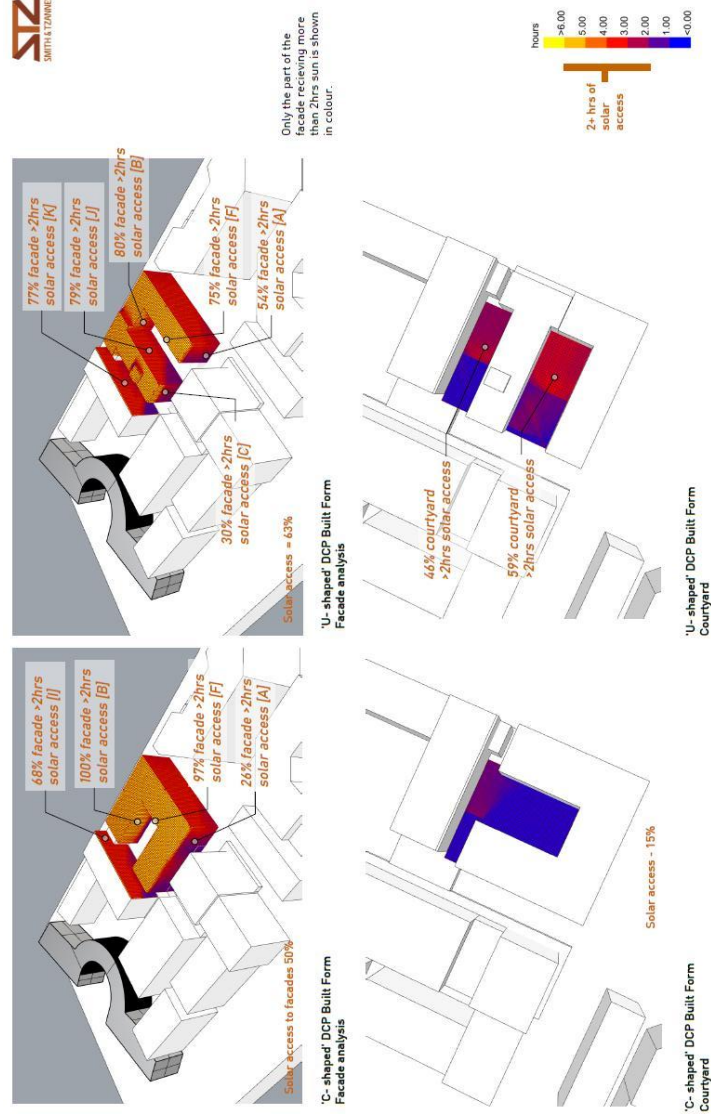


Figure 2: Solar Heat Map June 21 9am - 3pm

Source: Smith & Tzannes

*The project would need to go to SDRP given the design excellence clause in the LEP.*

Noted and accepted.

*Details of any other applications or approvals which apply to the site.*

No other outstanding applications or approvals apply to the site.

A development application DA/80/2023 was recently refused by the Sydney Eastern City Planning Panel, however the planning context has changed since that refusal with regard to the Housing SEPP Infill Affordable Housing bonus height, in addition to a concerted focus of the NSW Government towards meeting the ambitious targets of the Federal Housing Accord.

Whilst the Courts acknowledged the scheme was appropriate in its context, recent policy changes have further increased the setting of the site with the Low- and Mid-Rise Housing Policy Stage 2 have significantly altered the anticipated future context surrounding the site, where additional density and housing diversity will be permitted.

*Details of car parking numbers (including plans) and how this complies with the Housing SEPP and [the applicable LEP and DCPI].*

Housing SEPP Chapter 2, Part 2, Division 1 s19 provides non-discretionary standards for in-fill affordable housing that, if complied with, prevent the consent authority from requiring more onerous standards. The following Housing SEPP minimum car parking rates apply:

- (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,*
- (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 SSD proposal will include approximately 64 apartments, including 11 affordable rental dwellings, and ground floor retail and provides 105 car spaces. This is lower than that required by the Randwick DCP, which was a contention raised by Council in the LEC matter.

The proposal includes one less level of basement than the local DA scheme, which has been provided partly to address contamination and groundwater issues at lower depths raised by Council, and to increase efficiency and the delivery of the project. The following car parking is proposed:

Table 1: Proposed Car Parking

Typology	Qty	Required Parking	Proposed
1 Beds	23 apartments	12	
2 Beds	10 apartments	12	
3 Beds	18 apartments	27	
<b>Total Market Residential (Housing SEPP)</b>		<b>51</b>	<b>49</b>
1 Beds	4 apartments	2	
2 Beds	2 apartments	1	
3 Beds	5 apartments	5	

<b>Total ARH Residential (Housing SEPP)</b>	<b>8</b>	<b>7</b>
<b>Retail (DCP)</b>	263.5 sqm	7 (maximum)
<b>Carshare (DCP)</b>	<b>Encouraged</b>	<b>9</b>
<b>Total Parking</b>	<b>66</b>	<b>71</b>

*Comparing the SSD proposal with the local DA proposal, clearly identify what elements of the SSD have been amended following the local DA refusal. If there are elements that were not supported by council or local planning panel but remain in the SSD proposal, we would like to see justification.*

Refer to comparison drawings included as part of **Appendix A**. The proposed DA has reduced the basement levels due to dewatering concerns of neighbouring properties and replaced some L1 non-residential uses with sleeaved car parking.

The reasons for the refusal are addressed in the below table.

*Table 2: Summary Reasons for Refusal Local DA*

<b>Reasons for Refusal</b>	<b>Response</b>
<p>Application to vary a development standard</p> <p>Following consideration of a written request from the application, made under cl 4.6 (3) of the Randwick Local Environmental Plan 2012 (LEP), the panel was not satisfied that:</p>	<p>We note that the proposed SSDA does not rely on clause 4.6 of the LEP to vary the height of building control. The proposed building height is compliant with the SEPP 30% bonus height made available for the provision of 15% of GFA as affordable housing. Nonetheless, the panel’s reasons for not supporting the clause 4.6 are addressed below.</p>
<p>a) Compliance with cl 4.3 (Height of Buildings) is unreasonable or unnecessary in the circumstances</p>	<p>Clause 4.6 was sought for the original development application in order to provide infill affordable dwellings and a Housing SEPP compliant height that could not be formally accessed due to the savings and transitional provisions in Schedule 7A of the SEPP. The original DA was made before the commencement date of the Infill Affordable Housing provisions.</p>
<p>b) That there are sufficient environmental planning grounds to justify contravening the development standard</p>	<p>The proposed building height was compared to a compliant LEP height and was found to have beneficial or neutral outcomes in terms of solar access, view sharing, privacy and building separation compared to the prescribed DCP envelope. However ultimately the Court found that when compared to the LEP height, there was some impact.</p>
<p>The Panel was not satisfied that:</p> <p>a) The applicant’s written request adequately addresses the matters required to be addressed under cl 4.6 (3) of the LEP; and</p>	<p>As above, the variation sought under cl 4.6 was in order to deliver a building envelope equivalent to a SEPP Infill Affordable Housing envelope that could not be formally accessed due to savings and transitional provisions.</p> <p>Compliance with the height standard was unreasonable or unnecessary in the circumstances and comprehensive analysis of the proposed developments impact on neighbouring amenity found that there was sufficient environmental planning grounds to justify contravention of the height standard however when compared to the LEP compliant height, the Court found that there was some minor impact and therefore could not support the proposal.</p>

<p>b) The development is in the public interest because it is consistent with the objectives of cl 4.3 (height of buildings) of the LEP and the objectives for development in the E2 Commercial Centre zone; and</p>	<p>The development is in the public interest and is a compliant height as made permissible under the SEPP Housing Infill Affordable Housing provisions. A future SSDA will consider consistency of the proposed development with the objectives of the E2 Zone</p>
<p>c) The concurrence of the Secretary has been assumed</p>	<p>The concurrence of the Secretary is no longer a consideration or requirement under cl 4.6.</p>
<p>The Panel determined to not uphold the clause 4.6 variation to building height and to refuse the application for the reasons outlined in the Council Assessment Report.</p>	
<p><b>Council Assessment Report, Appendix A: Reasons for Refusal</b></p>	
<p>1. The proposed development does not comply with the height of buildings development standard within Clause 4.3 of the RLEP 2012 and the written request under Clause 4.6 of the RLEP 2012 fails to demonstrate sufficient environmental planning grounds to justify the variation, or that the variation is in the public interest by being consistent with the zone objectives and standard.  a. The proposed development is inconsistent with the objectives of Clause 4.3 of the RLEP 2012;  b. The proposed development is inconsistent with the objectives of Clause 4.6 of the RLEP 2012.</p>	<p>As addressed above.  The SSD proposal does not rely upon Clause 4.6 of the RLEP and the proposed development is a compliant height as made permissible under SEPP Housing Infill Affordable bonus provisions, (30% bonus for 15% of GFA as affordable rental housing).</p>
<p>2. The proposed development does not exhibit design excellence in accordance with the matters outlined in Clause 6.11 of the RLEP 2012.</p>	
<p>a. The proposed development does not demonstrate a high standard of architectural design;</p>	<p>The SSD proposal is required to undertake the SDRP process and will demonstrate a high standard of architectural design.</p>
<p>b. Exposed flank walls are contrary to the quality and amenity of the public domain</p>	<p>Blank flank walls are provided to enable future orderly and economic development along Maroubra Road that continues the established streetwall.  The applicant had previously offered the inclusion of public art to these facades as part of the Local DA process.</p>
<p>c. The proposed development does not respond to the environmental and built characteristic of the site, nor an acceptable relationship with other buildings on neighbouring sites. This is exacerbated by diverging from the anticipated building envelope stipulated by Part D4 of the RDCP;</p>	<p>The SSD proposal is setback from neighbouring sites to maintain reasonable amenity to existing residential buildings and ensure future economic and orderly development can occur to the NSW Police site.  The DCP envelope does not apply to SSDA – and cannot be achieved without amalgamation of the Police site, which cannot be acquired.  Nonetheless, a comparison of the local DA scheme and the DCP envelope found that the proposed scheme achieved better outcomes with regard to solar access, building separation, view sharing and outlook.</p>

<p>d. The proposed development does not meet the sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security, resource, energy and water efficiency, renewable energy sources and urban heat island effect mitigation;</p> <p>e. The proposed development detrimentally impacts on view corridors.</p>	<p>Refer to ADG Compliance and SEPP Report provided as Appendix D.</p> <p>A View Impact Assessment (VIA) was prepared in support of the Local DA that compared the proposed development with a compliant SEPP Housing Infill Affordable envelope. The VIA demonstrated that the impacts on VIA were acceptable in the circumstances and were minor when compared to a compliant envelope.</p>
<p>3. The proposal does not comply with the provisions of the State Environmental Planning Policy (Housing) 2021, in particular:</p>	<p>Addressed below.</p>
<p>a. The proposed development does not demonstrate that it achieves the design principles for residential apartment development under Schedule 9.</p>	<p>Refer <b>Appendix D</b>.</p>
<p>b. The Apartment Design Guide (ADG):</p> <p>i. Part 3F Visual Privacy – the proposal does not provide the minimum separation distances between apartments on adjoining lots.</p>	<p>The existing Pacific Square development neighbouring the site does not provide ADG compliant building separation. The SSD proposal effectively ‘shares’ building separation between the existing neighbouring building and a future building at the Police site.</p> <p>The SSD proposal includes butterfly windows to the eastern elevation in response to the neighbouring setback, which is an accepted design solution per ADG case study <a href="#">Narrow infill: Watermark Apartments, Huskisson</a>.</p> <p>The 3m setback to the western elevation will facilitate a future building at the police site that can be built to the corner boundary with an approximate 18m building depth per the ADG.</p>
<p>ii. Part 3G Pedestrian Access and Entries – the building entry is not well defined.</p>	<p>Access and entries can be addressed.</p>
<p>iii. Part 3J Bicycle and Car Parking – the proposal does not achieve the minimum parking requirements.</p>	<p>The proposed development is in an accessible area, is well serviced by existing and planned transport infrastructure and is proximate employment, education and health services. The SSD proposal will utilise the non-refusable standards for car parking per Housing SEPP Chapter 2, Part 2, Division 1 s19.</p>
<p>iv. Part 4A Solar And Daylight Access – the proposal has not demonstrated that it has maximised solar access or sunlight into the development itself, nor to adjoining residential development.</p>	<p>The proposed development does maximise solar access to a constrained site. Further, the proposed achieves a better solar outcome than the DCP envelope. Refer to <b>Appendix C</b> and Figure 2 above.</p>
<p>v. Part 4B Natural Ventilation – the proposal does not achieve the requirement for 60% of apartments to be naturally cross-ventilated.</p>	<p>66% of apartments are naturally cross-ventilated in the SSD proposal. Refer to <b>Appendix C</b>.</p>
<p>vi. Part 4D Apartment Size and Layout – the proposal does not achieve minimum room size requirements.</p>	<p>The SSD proposal achieves minimum room size requirements.</p>

<p>vii. Part 4H Acoustic Privacy – the acoustic report provided does not adequately address noise generated by the adjoining childcare centre (737 Anzac Parade, “Maroubra Junction Early Education Centre”) or police station (136 Maroubra Road, Maroubra “Maroubra NSW Police Station”).</p>	<p>Noise impacts can be suitably addressed through acoustic treatment.</p>
<p>4. The proposed development does not comply with the controls or objectives of the Randwick Comprehensive Development Control Plan 2013 pursuant to Section 4.15(1)(a)(iii) of the Environmental Planning and Assessment Act 1979, in particular:</p>	<p>The DCP does not apply to State Significant Development per s2.10 of SEPP Planning Systems 2021.</p>
<p>a. Part B6 – Recycling and Waste Management i. The proposed development has not adequately addressed the management of users within the basement, including how waste is transported from bin holding rooms, the transfer of bulky waste and the use of the single loading dock, resulting in safety concerns, and conflicts in the use or both the proposed loading dock and Piccadilly Place.</p>	<p>The SSA proposal can meet the objectives and design guidance per 4W Waste Management of the ADG. It is anticipated that a future SEARs will require an EIS to address recycling and waste management.</p>
<p>b. Part B7 – Transport, Traffic, Parking and Access i. The proposed development has a shortfall of thirty (30) parking spaces, being 25% of the minimum requirement. There is an additional shortfall of two (2) motorcycle parking spaces and fourteen (14) bicycle parking spaces. This represents too great a departure from the parking controls. The number of parking spaces provided will not cater for the demand generated by future residents and commercial tenancies and will result in an unacceptable impact on the amenity of residents in the locality due to the additional demand for on-street parking generated by the proposed development. ii. Insufficient detail has been provided to ensure vehicular and pedestrian safety both within the proposed basement, and within the public domain with respect to sight safety splays, swept paths and design of the basement layout.</p>	<p>Refer required parking rates in Table 1 above.</p>
<p>c. Part B9 – Management Plan i. Plan(s) of Management have not been provided to enable assessment of how the development manages conflicts between waste, delivery/loading or other residential/commercial users of the loading dock; queuing of vehicles; landscape irrigation and management; and public safety;</p>	<p>Management plans can be prepared or made a condition of a future consent. The proposed SSD addresses residents concern with vehicle access to the rear Piccadilly Lane, which will now operate as entry only, with vehicle exit from Maroubra Road.</p>
<p>d. Part D4 – Maroubra Junction Centre i. The proposed development does not comply with the specific development standards and objectives within Part D4 of the RDCP 2013 that apply to the Maroubra Junction Centre. The proposed development is inconsistent with the development and design controls and objectives relating to:  <ul style="list-style-type: none"> <li>▪ 2.5.2 The Proposed Centre Model</li> <li>▪ 3.1.3 Building Envelope</li> <li>▪ 3.1.4 Building Height</li> </ul> </p>	<p>As noted, the DCP does not apply to SSD.  The DCP envelope can only be fully achieved through additional site amalgamation of the Maroubra NSW Police Force headquarters. Offers to purchase the Police site have been rejected by Police NSW and Crown Lands.</p>

<ul style="list-style-type: none"> <li>▪ 3.1.5 Building Depth</li> <li>▪ 3.1.6 Building Separation</li> <li>▪ 3.1.7 Articulation</li> <li>▪ 3.1.10 Rights of Carriageway</li> <li>▪ 3.2 Block by Block Controls (3.2.6 Block 6)</li> <li>...</li> </ul>	
<p>5. Insufficient information has been submitted to allow Council to conduct a full assessment of the application. In this regard, inadequate response has been received to Council's requests for additional information pursuant to Section 4.15(1)(a)(iv), 4.15(1)(b) and 4.15(1)(d) of the Environmental Planning and Assessment Act 1979.</p>	<p>Significant works and technical inputs were prepared in support of the local DA. All required information would be supplied to enable assessment of a future SSDA.</p>
<p>6. The proposed development is not considered to be acceptable having regard to the concerns raised from internal referrals within Council, pursuant to the provisions of Section 4.15(1)(d) of the Environmental Planning and Assessment Act 1979.</p>	<p>Note. Council will have the opportunity to raise any outstanding concerns as part of the SSDA process.</p>
<p>7. Pursuant to Section 4.15(1)(c) of the Environmental Planning and Assessment Act 1979, the proposed development has not adequately demonstrated the subject site would be suitable for the development.</p>	<p>The site is located in the E2 Zone. Shop top housing is a permitted use and the proposed development is wholly compliant with relevant LEP controls and meets the Zone objectives. A Detailed Site Investigation has been finalised and concludes the site is suitable for residential development.</p>
<p>8. Pursuant to Section 4.15(1)(e) of the Environmental Planning and Assessment Act 1979, approval of the subject proposal would be contrary to the public interest, having regard to the above reasons of refusal and with not achieving relevant zone objectives.</p>	<p>Reasons for refusal have been addressed and the SSD proposal is in the public interest.</p>

*Address in a table the Housing SEPP design principles and ADG matters.*

Refer to **Appendix D** prepared by DIRD addressing the Housing SEPP design principles and ADG matters.

*In the meeting, you advised that there is an agreed deed with the Police station, we request a copy of this.*

Owing to the sensitive nature of NSWPF operations, we have sought clearance from NSWPF to provide details and this is underway and will be provided under separate header that will be commercial in confidence.

*Plans which were considered as part of Council's assessment, and the copy of plans considered at LEC.*

Refer **Appendix C**.

*Solar access diagrams to 140 Maroubra Road for every 30 mins on 21 June. Advise whether living spaces in dwellings at 140 Maroubra Road will not receive the recommended amount of sunlight on 21 June under the ADG.*

Sun eye diagrams are provided as **Appendix B**. With regard to dwellings at 140 Maroubra Road, it is understood that 89% of dwellings at the western wing of the building receive solar access. The proposed SSD proposal would cast shadow on 6 additional dwellings, resulting in 81% of dwellings receiving 2 hours of solar per the ADG. However those 6 additional affected dwellings will still receive at least 1.5 hours of solar.

In a dense urban environment, this is considered an acceptable outcome on balance.

*Indicative timeframe for lodging the application and environmental impact statement.*

The applicant is committed to the project, land tenure is secure and all subconsultants are engaged. Assuming c. 2 months to undergo the SDRP process, the applicant would aim to lodge SSDA prior to mid 2025 subject to SDRP timing.

*Provide a revised copy of the letter from a Quantity Surveyor confirming that the EDC of the residential component of the development exceeds \$75 million in accordance with the Planning Systems SEPP excluding GST and a breakdown of how the EDC figure has been calculated. Please include reference to the definition of EDC in the letter.*

Refer to **Appendix E**.

*Provide a copy of the survey plan.*

Refer to **Appendix F**.

## Appendix 4

Appendix 4      Public Sentiment Research



# 138 Maroubra Rd

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## COMMUNITY CONSULTATION

Prepared for Lindsay Bennelong  
July 2025

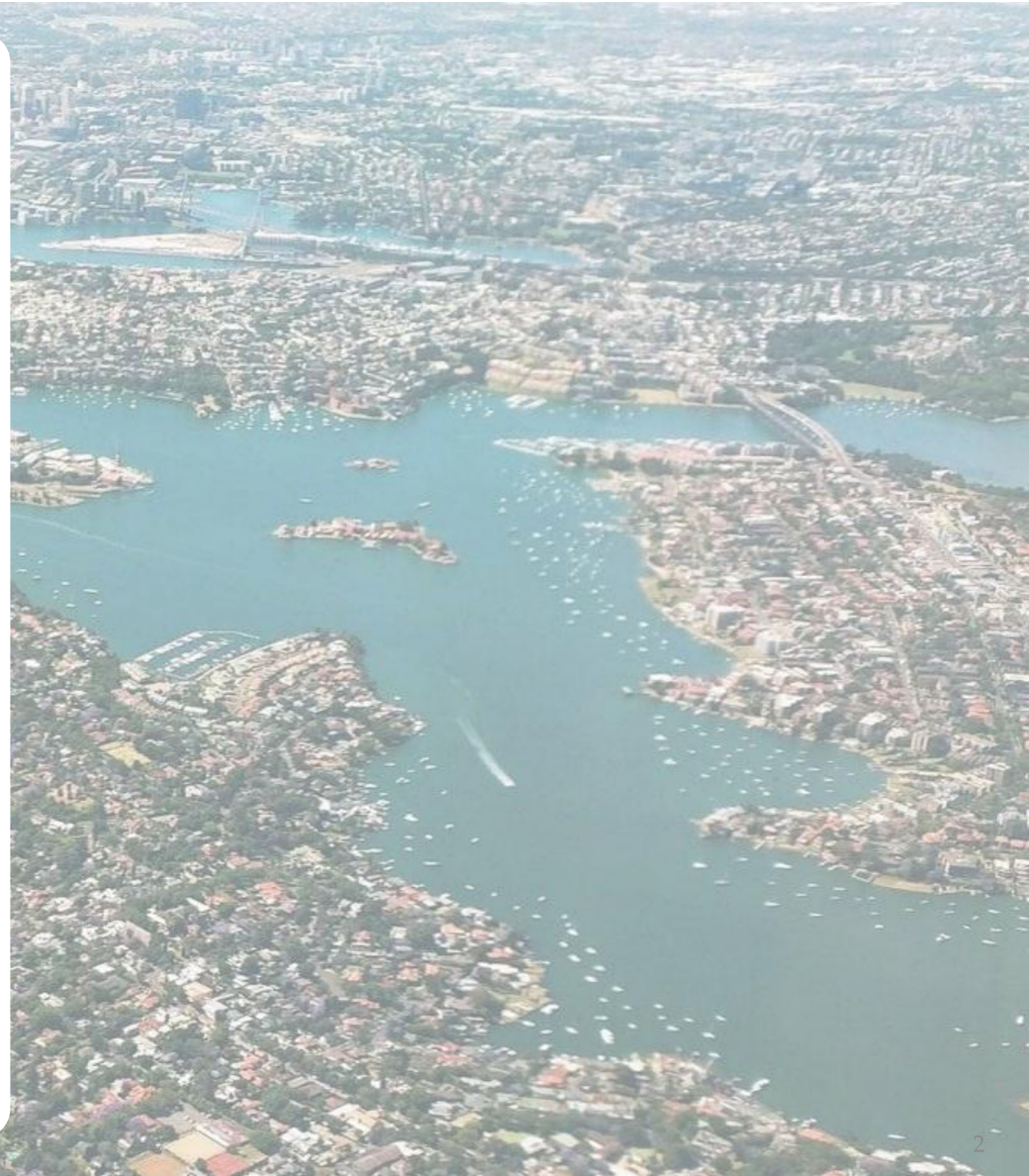


# Contents

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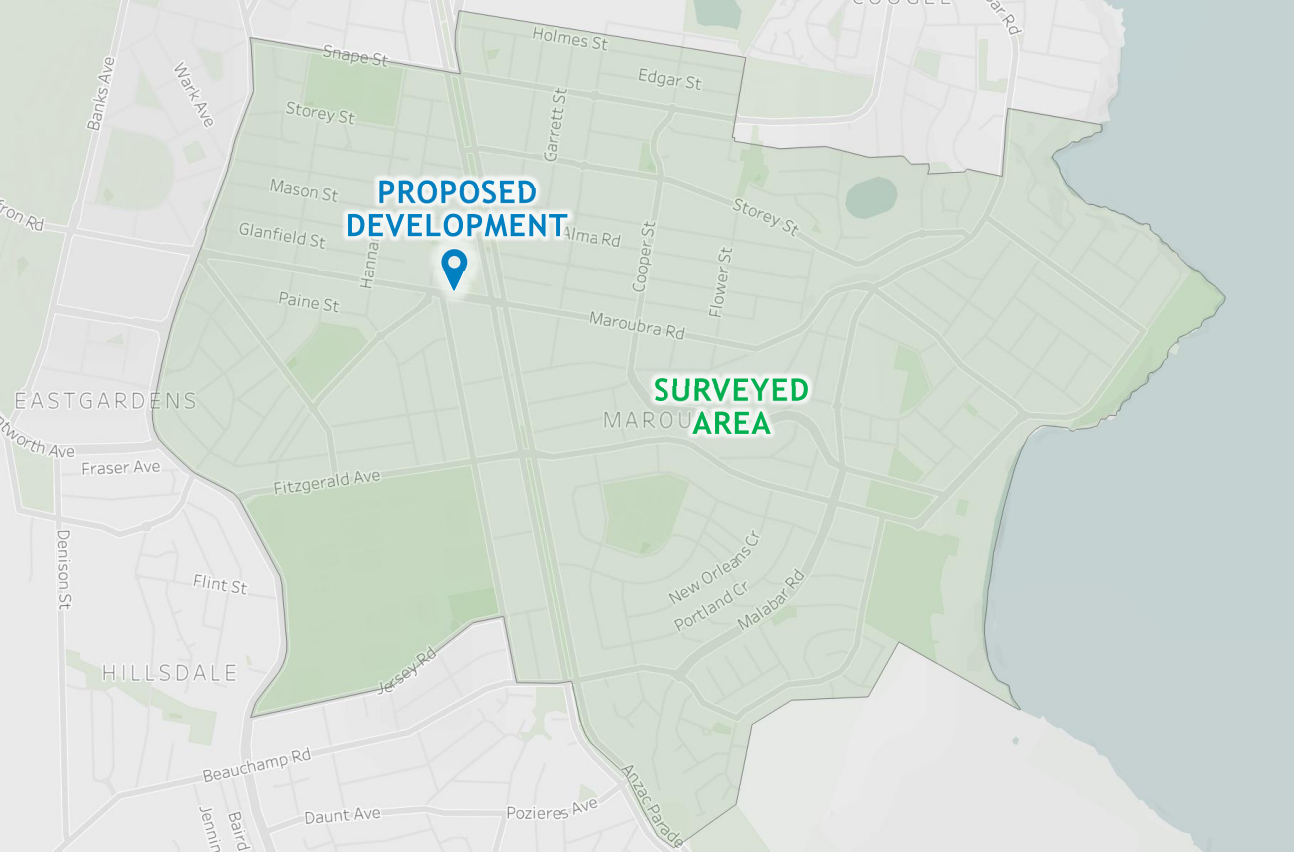
## 138 MAROUBRA RD PROPOSAL – COMMUNITY CONSULTATION

- ▶ Methodology
- ▶ Executive Summary
- ▶ Attitudes towards neighbourhood
- ▶ Attitudes towards the 138 Maroubra Rd proposal
- ▶ Open-ended responses
- ▶ General views on housing



# Survey targeted residents within the suburb of the proposed development.

## SURVEYED GEOGRAPHICAL AREA



The survey targeted the suburb of Maroubra with a combined population of around 24,862 adult residents, according to the last ABS Census from August 2021.

Around 64% of the adult population are aged under 55. Around 30% of households own their home outright, another 24% are mortgage-holders, and 46% are in renting or other housing arrangements.

This geographic area was selected as best representing the community with a significant personal, economic, and/or civic interest in the proposed development.

Source: ABS Census (August 2021)



# Methodology

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## 138 MAROUBRA RD PROPOSAL – COMMUNITY CONSULTATION

- ▶ 8–10-minute interviews were conducted by Computer Assisted Telephone Interviewing (CATI); call-centre staff conducted live person-to-person phone interviews of target population.
- ▶ Fieldwork was undertaken from 14 to 30 June 2025.
- ▶ The total sample included n=75 completed interviews with adult residents.
- ▶ Data are weighted by age and gender interlocking to be representative of the adult population across the suburb of Maroubra.
- ▶ Margin of sampling error for this poll is approximately +/- 11% for topline results, according to a 95% confidence interval.
- ▶ Note margin of error increases for sub-samples (by gender, age, etc.). Caution should be taken in interpreting smaller sample sizes.



*Research team are members of the International Association for Public Participation (IAP2 Australasia), and the Market Research Society (MRS).*

# Executive Summary

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## 138 MAROUBRA RD PROPOSAL – COMMUNITY CONSULTATION

- ▶ **Local awareness of the proposal is low;** only one in eight (12%) residents are aware of the proposal (page 9).
- ▶ **There are a range of attitudes towards the proposal;** 58% of respondents are either favourable or neutral towards the proposal, 28% are unfavourable (page 10).
- ▶ **Attitudes are positive towards many of the proposal's details;** majorities have favourable views of the ground-floor commercial use (69%), the proximity to public transport (67%), and the inclusion of affordable housing (57%).
- ▶ **Most residents see benefits in the proposal;** 83% agree the site's proximity to public transport makes the location suitable for new housing, 59% agree the project responds to housing shortages in Maroubra and could help retain young residents and essential workers, and 54% agree the type of development is suitable for locals looking to downsize.
- ▶ **Residents are open to new housing;** only one in eight (13%) say that no additional housing should be built in the council area, while nearly seven in ten (78%) disagree. Additionally, half (51%) of residents rate local housing affordability as poor.



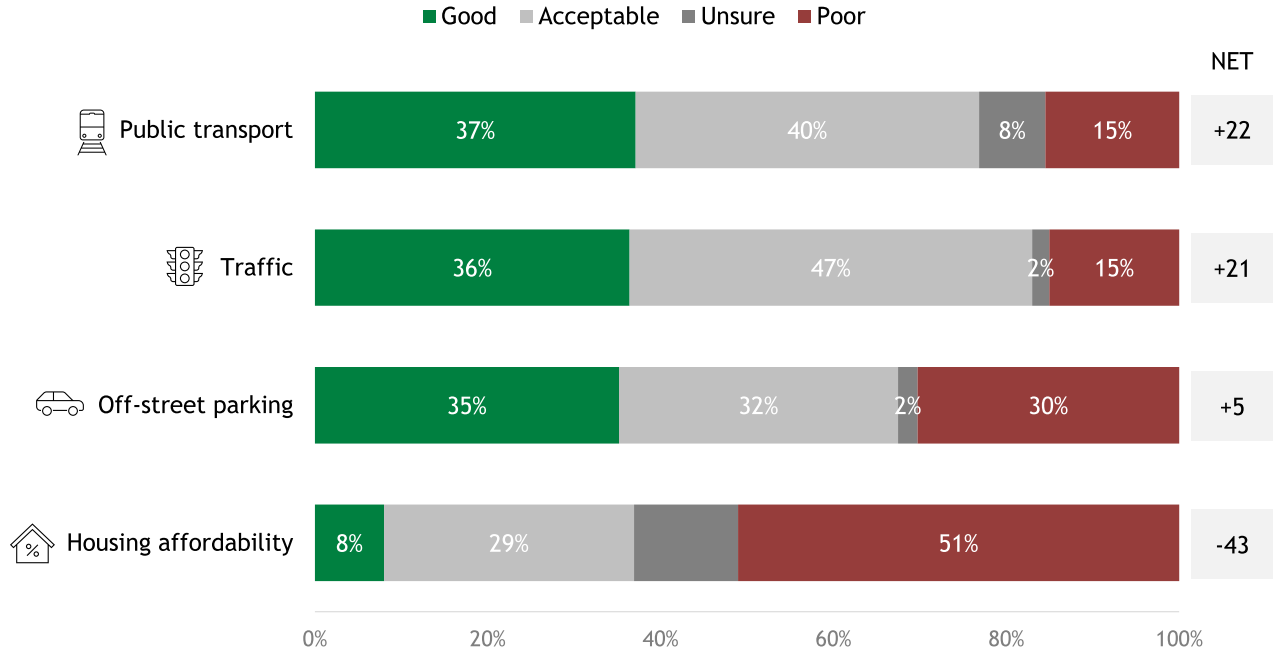
Attitudes towards  
Local Neighbourhood

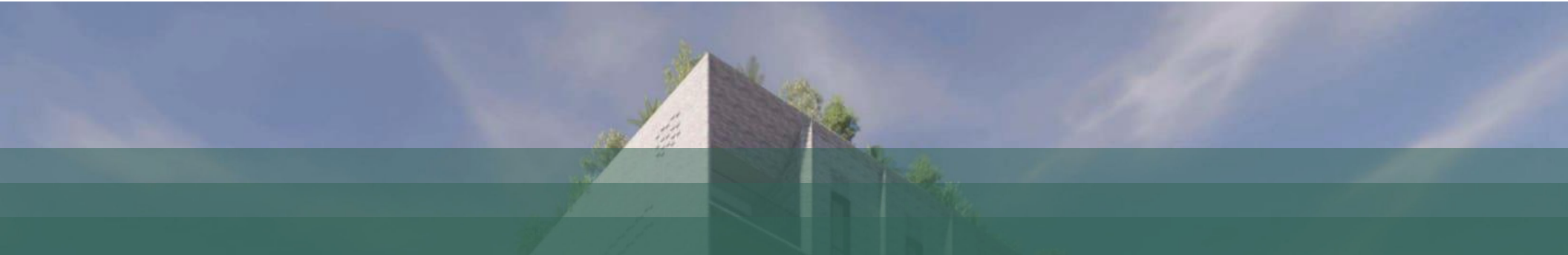


# Half of residents rate local housing affordability as poor.

## PERCEPTIONS OF LOCAL NEIGHBOURHOOD

Q. I'd like you to rate certain aspects of your local neighbourhood.  
How would you rate your local neighbourhood for ... Is it Good, Acceptable or Poor?





Attitudes towards  
138 Maroubra Rd Proposal

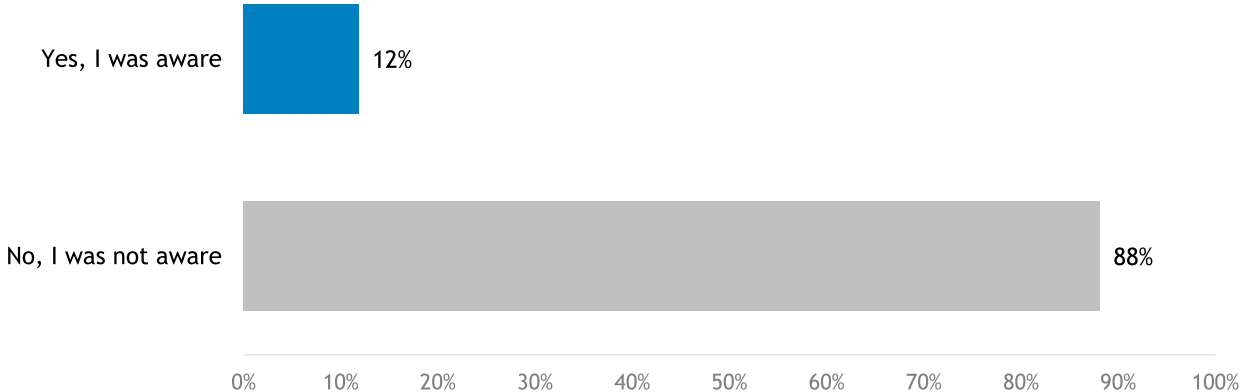


# Around one in eight residents are aware of the proposal.

## AWARENESS OF MAROUBRA RD PROPOSAL

- A new residential development is being proposed at 138 Maroubra Road next to Pacific Square and about 150 metres from the closest bus stop.
- The proposal will provide approximately 64 new apartments across 9-storeys, with 15% of these apartments reserved as affordable housing for essential workers like teachers, nurses and first responders.
- The proposal includes ground floor commercial uses as well as approximately 71 underground parking spaces for residents and visitors.

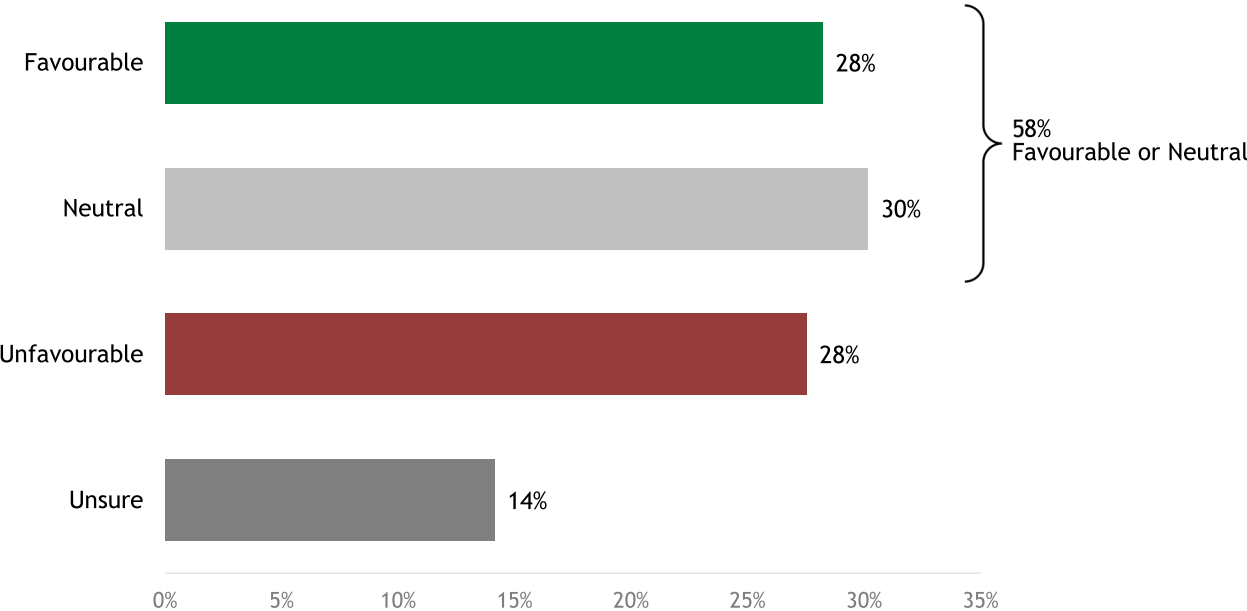
Q. Before today, were you aware of this proposal?



Residents have a range of views on the proposal; a majority have a favourable or neutral view, and three in ten an unfavourable view.

ATTITUDE TOWARDS THE PROPOSAL

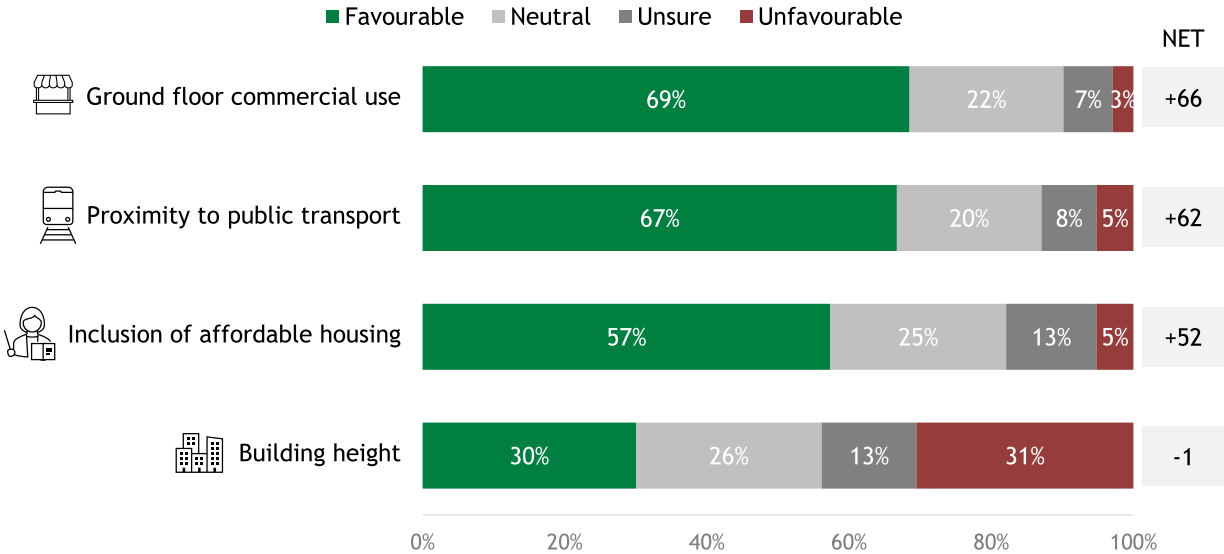
Q. Based on what you know of this proposal, what best describes your attitude towards it?



# Majorities have favourable views of the proposal's ground-floor commercial use, proximity to transport, & affordable housing.

## ATTITUDE TOWARDS ASPECTS OF THE PROPOSAL

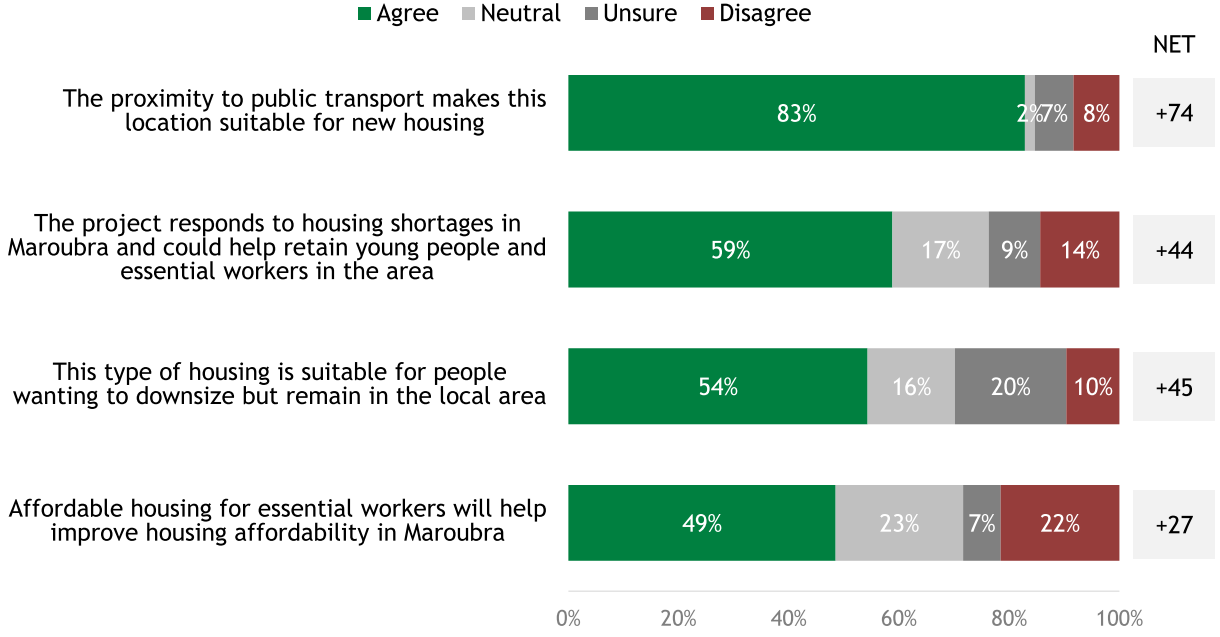
Q. I am now going to read out some specific aspects of the proposed development. For each, could you tell me whether your attitude towards it is favourable, unfavourable, or neutral?



# Eight in ten agree the nearby public transport makes the location suitable for new housing.

## PROJECT BENEFITS

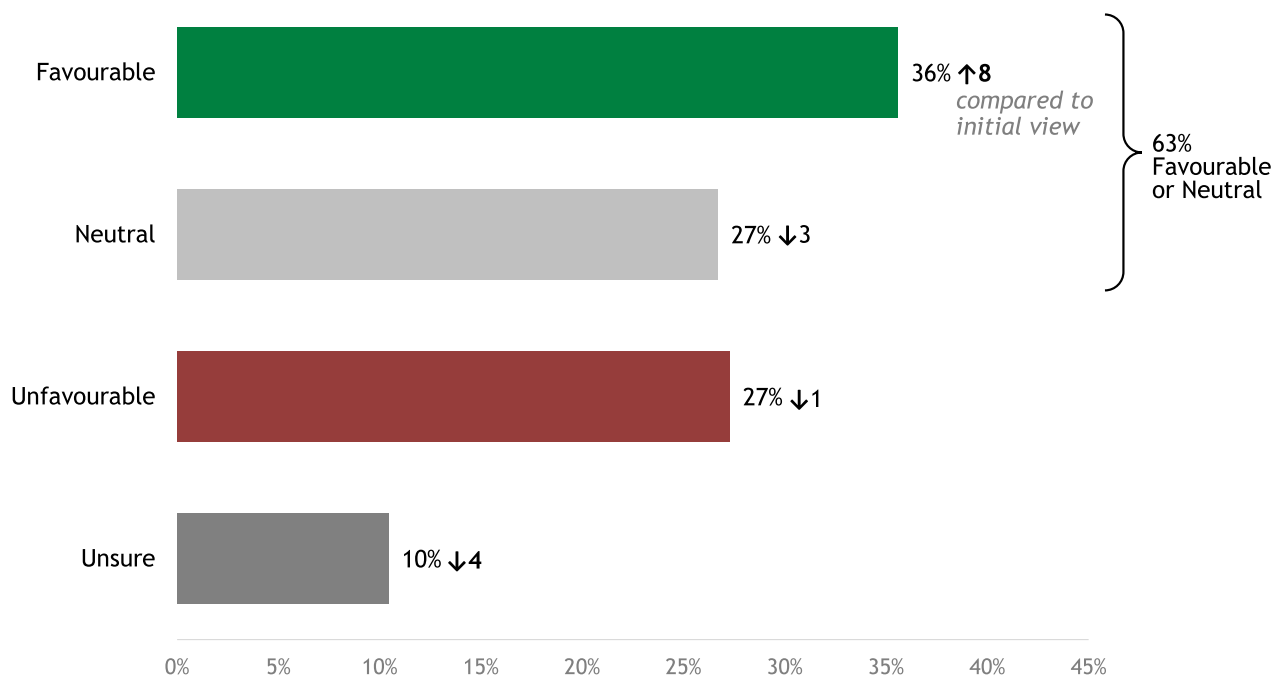
*Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?*



# After considering the project's posited benefits, there is a substantial uplift in favourable attitudes towards the proposal.

## POST-CONSIDERATION ATTITUDE TOWARDS THE PROPOSAL

Q. Thinking again about the proposal, what best describes your attitude towards it?



After considering individual aspects of the proposal, and a selection of presented benefits, favourable views of the proposal increase 8pts from 28% to 36%.

Net favourability ( $\% \text{ favourable} - \% \text{ unfavourable}$ ) for the project increased by 7pts.

*N.B. Between the pre- and post-consideration questions, respondents were asked about their attitudes towards four individual aspects of the proposal, and four statements on its posited benefits.*

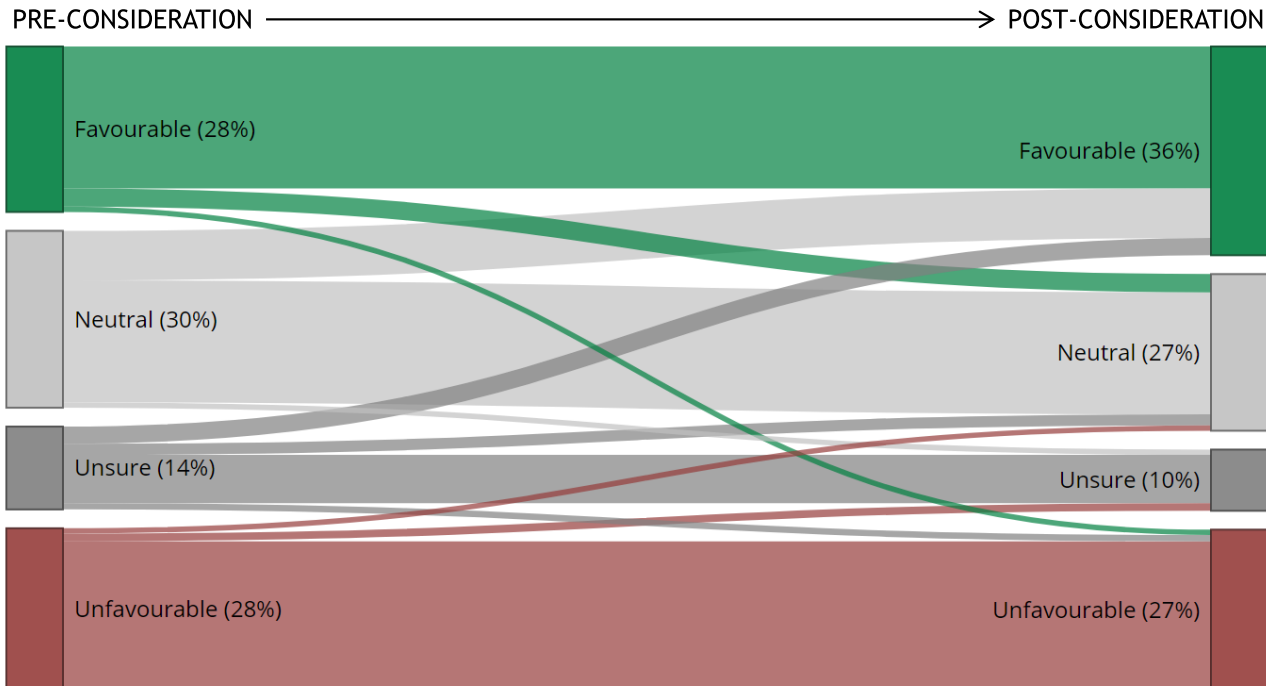
*Figures rounded.*



# Views on the proposal are fluid, not fixed; after further consideration of the proposal, around one in five change their views.

## PRE- VS POST-CONSIDERATION ATTITUDE TOWARDS THE PROPOSAL

Q. Thinking again about the proposal, what best describes your attitude towards it?



Attitudes towards the proposal are relatively fluid, not fixed.

After further consideration of the proposal, including statements on its posited benefits, around one in five (21%) change their attitude towards the project.

Around one in nine (11%) change their view to favourable.

One in twelve (8%) change their view to neutral or unsure, and 2% change their view to unfavourable.

*N.B. Between the pre- and post-consideration questions, respondents were asked about their attitudes towards four individual aspects of the proposal, and four statements on its posited benefits.*



An aerial photograph of a residential neighborhood. In the foreground, there is a school building with a large solar panel array on its roof and a green sports field. The middle ground shows a residential street with several houses, some with swimming pools, and a parking lot with several cars. The background features more houses and a road. The sky is blue with some light clouds.

# Open-ended responses

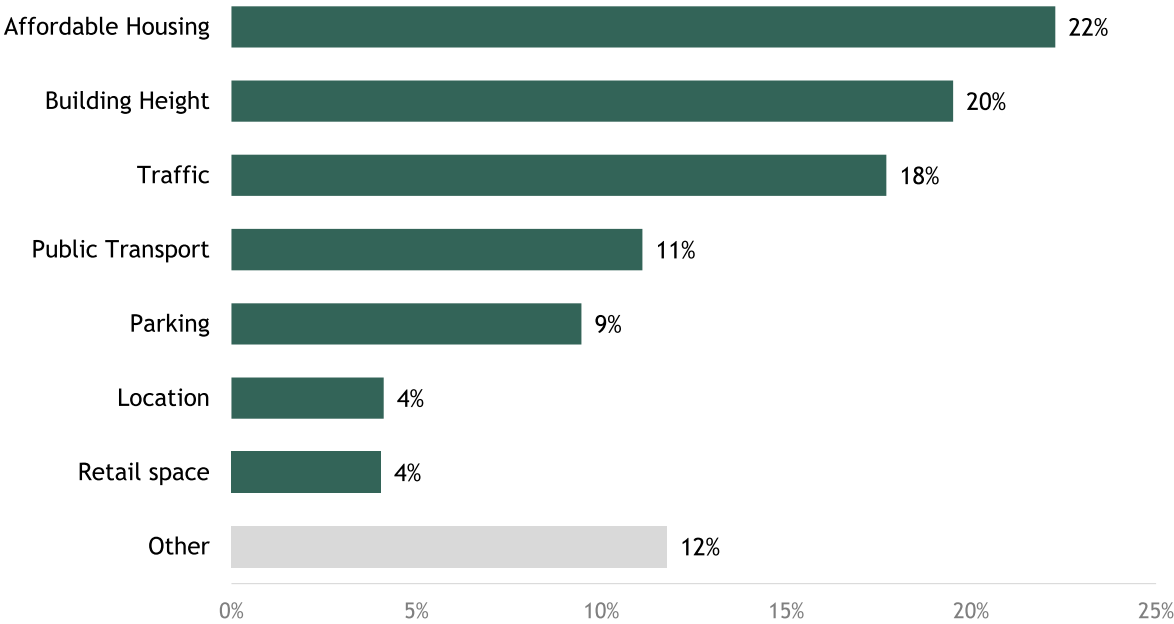
*46 of 75 respondents provided comments*

# Affordable housing, building height, and traffic led the discussion.

## MAIN SUBJECT MATTER OF OPEN-ENDED RESPONSES (CODED)

Q. And very briefly, do you have any additional comments on the proposal?

N.B. 46 respondents took the opportunity to provide additional comments. Coding based on leading subject of each comment.



46 respondents (61%) took the opportunity to provide additional comments.

Of those who provided comments, the most common leading subjects were affordable housing (22%), building height (20%), and traffic (18%).

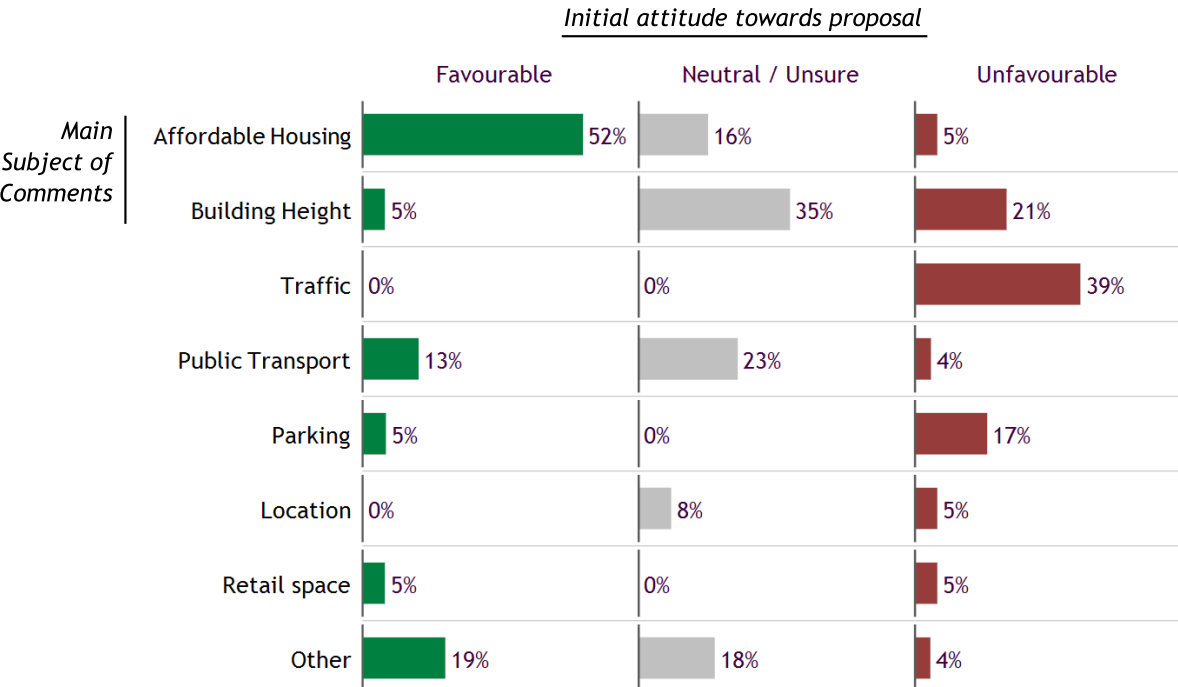
*Responses weighted.*



# Affordable housing was the leading subject among those favourable towards the proposal.

## MAIN SUBJECT MATTER OF OPEN-ENDED RESPONSES (CODED), BY INITIAL ATTITUDE

Q. And very briefly, do you have any additional comments on this proposal?



Those with favourable views were most likely to comment on affordable housing (52%).

Those with unfavourable views of the project were most likely to comment on traffic (39%), followed by building height (21%).

*N.B. 46 respondents took the opportunity to give additional comments.*



# Respondents were highly favourable towards the affordable housing component.

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## SELECTED VERBATIM QUOTES: AFFORDABILITY & LOCATION

*Q. And very briefly, do you have any additional comments on this proposal?*

- ▶ **“The affordability is good for people that are working in hospitals or first responders, so they have affordable accommodation within or near Maroubra.”** *Female 35-44, Renting*
- ▶ **“It’s good that were building new residential developments that would help with affordable housing.”** *Female 45-54, Homeowner with a mortgage*
- ▶ **“More than 15 percent of affordable housing might be good. The development is in the right location and seems like a good spot.”** *Female 35-44, Homeowner with a mortgage*
- ▶ **“This is a good idea especially the affordable housing but better if they can increase the percentage above 15%.”** *Male 45-54, Renting*
- ▶ **“This proposed development is a good idea. We need more housing.”** *Male 35-44, Homeowner with a mortgage*
- ▶ **“This area already has multi-storey buildings, so it makes sense to develop here rather than down by the beach where there are no high-rises. As long as it’s within 20 to 30 storeys and suits the streetscape, it’s okay.”** *Female 45-54, Homeowner with a mortgage*



# Many respondents were focused on parking, traffic, and building height.

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## SELECTED VERBATIM QUOTES: OTHER SUBJECTS

*Q. And very briefly, do you have any additional comments on this proposal?*

- ▶ **“More people living in and around Maroubra are *experiencing problems with public transport*. My concern is that there's already a system that isn't working well, and now it will be overloaded with even more people.”** *Female 45-54, Homeowner without a mortgage*
- ▶ **“*More parking*, 71 parking is too little for 64 apartments.”** *Male 55-64, Homeowner with a mortgage*
- ▶ **“71 parking spots is not sufficient, *parking in that area is already a nightmare*. I am in favour of additional housing but make sure that there is *sufficient infrastructure* to support the additional people it is going to bring in the area.”** *Female 65-74, Homeowner with a mortgage*
- ▶ **“*9 storeys is too tall* for the area and doesn't match the local character. There are already high-density buildings elsewhere why add another here. Public transport is also limited, and this will put more strain on local infrastructure.”** *Female 35-44, Renting*
- ▶ **“Hoping the new shops will focus more on *clothing and other retail stores* we already have enough food shops and restaurants around here.”** *Female 55-64, Homeowner without a mortgage*





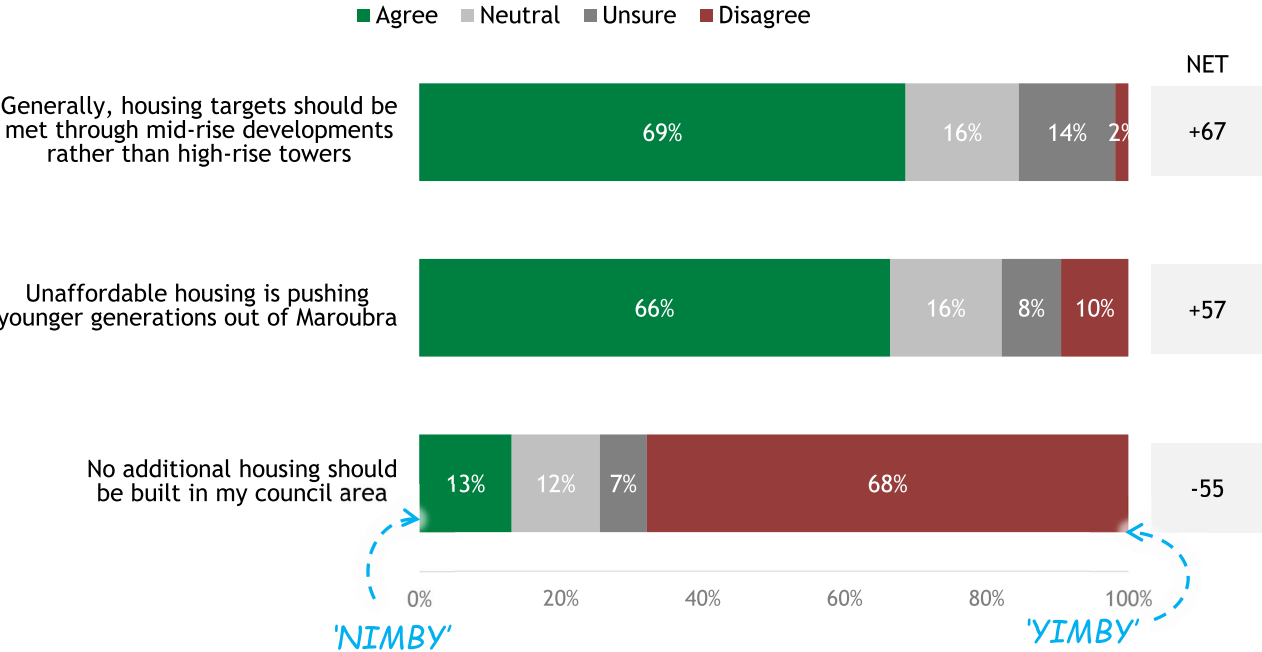
## General views on Housing



# Two in three agree that unaffordable housing is pushing younger generations out of Maroubra.

## GENERAL VIEWS ON HOUSING

Q. I am now going to read out some statements on housing. For each statement, could you tell me if you agree, disagree, or are neutral?



Seven in ten (69%) agree that generally, housing targets should be met through mid-rise developments rather than high-rise towers.

Two in three (66%) agree that unaffordable housing is pushing younger generations out of Maroubra.

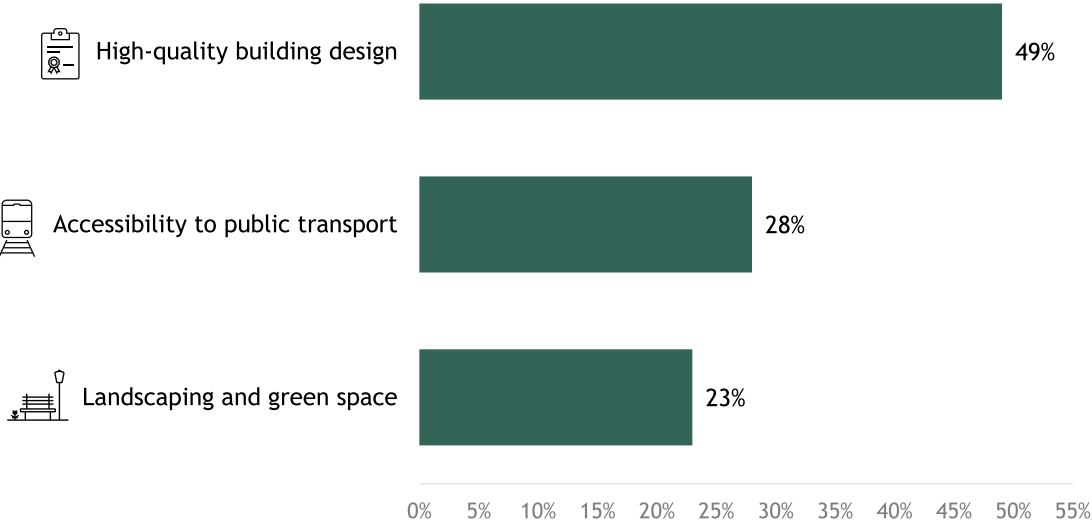
Only one in eight (13%) say that no additional housing should be built in the council area, while nearly seven in ten (68%) disagree.



# High-quality building design is the top-ranked priority for new developments.

## PRIORITIES FOR NEW DEVELOPMENTS

*Q. Which of the following is most important to you when it comes to new developments in your local area?*



Given a list of three options, high-quality building design (49%) tops residents' priorities for new developments, ahead of accessibility to public transport (28%) and landscaping & green space (23%).



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