



GATEWAY PLANNING APPLICATION

80-84 & 90 NEW SOUTH HEAD ROAD, EDGECLIFF

WOOLLAHRA MUNICIPAL COUNCIL

On Behalf of Matthew Lepouris Pty Ltd & WFM Motors Pty Ltd

March 2015



EXECUTIVE SUMMARY

Hamptons Property Services Pty Ltd (Hamptons) has been retained by Matthew Lepouris Pty Ltd & WFM Motors Pty Ltd (the Proponent) to prepare a planning proposal for the site known as 80-84 & 90 New South Head Road, Edgecliff (the site).

The site is located on the western periphery of the Edgecliff Town Centre, an area which forms part of the entry statement for the Woollahra Municipality, coming from the Sydney Central Business District (CBD) and Kings Cross. The corridor in which the site is located is highly urbanised and incorporates a range of office premises, residential flat buildings, hotel accommodation and mixed use buildings, of varying scales and architectural qualities. These present a diverse mix of form and building height, ranging from single storey structures to 12 storey high-rise buildings. This corridor also has excellent access to public transport as the Edgecliff train station and bus interchange is located approximately 230 metres to the east of the site.

The objective of this planning proposal is to rejuvenate the sites at 80-84 and 90 New South Head Road. These sites are currently occupied by two separate commercial office buildings which are underutilised and suffer from higher vacancy rates, primarily due to the lack of availability of on-street parking directly proximate to these buildings, which makes commercial and retail uses unviable for prospective tenants, particularly given the size of the buildings.

The provision of a mixed use development, incorporating a smaller scale retail/commercial element and residential uses, would enable a higher and better use of the site. The provision of residential accommodation within these sites would also contribute to the State Government's housing targets for the locality, in a location that is well connected with regards to public transport infrastructure.

In order to achieve a yield of 39 apartments, both the height and floor space ratio standards would have to be amended to permit a seven storey building. The zoning of the land, under the new Woollahra Local Environmental Plan 2014, due for commencement in May 2015, would remain unchanged.

Based on the above, the motivating forces behind this proposal are to:

1. Allow for a material increase in the overall density of the site, with regards to both floor space and height provisions;
2. Provide a development that is appropriate for both the site and the locality with regards to the existing and proposed built form, having regard to the site constraints and limitations imposed by neighbouring developments, particularly in heritage terms;

3. Address the existing housing shortage within the East Subregion, by providing a range of apartment sizes that are diverse and located within close proximity to public transport, while providing an affordable product to the market; and
4. Minimise the reliance on private vehicle usage by providing residential accommodation within close proximity to the existing transportation infrastructure of the Edgecliff Train and Bus Interchange.

Under Woollahra LEP 2014 (WLEP 2014), which commences on 23 May 2015, 80-84 and 90 New South Head Road (Lots 4 & 5 of DP 171285), are both located in the B4 Mixed Use Zone.

It is intended to redevelop the site with the most financially viable building, which cannot be accommodated within the designated development controls.

This planning proposal therefore seeks to alter the maximum building height as follows:

Site Address	WLEP 2014 Max Height of Buildings	Proposed Height (metres above existing ground level)
80-84 New South Head Road Lot 1 of DP181565; and Lots 4 & 5 of DP 171284	14.5 metres	23.47 (RL41.54) 7 storeys
90 New South Head Road Lot A of DP420786	20.5 metres	13.96 to 21.94 (RL33.86 – RL41.54) Part 4 and Part 7 storeys

Additionally, this proposal seeks to amend the maximum floor space ratio of the amalgamated site as follows:

Site Address	WLEP 2014 Max FSR	Proposed FSR
80-84 New South Head Road		

and 90 New South Head Road Lot A of DP420786, Lot 1 of DP181565; and Lots 4 & 5 of DP 171284	1.5:1	2.87:1
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The increased density will enable additional residential development and result in a built form which addresses the site's prominent location, in context with the surrounding locality and existing surrounding development along New South Head Road.

The form presented within this proposal appears as a relatively advanced design. This has been undertaken by the Proponent to ensure that the key issues are dealt with at an early stage and the resulting outcome is feasible.

In doing so, the following key aspects have been considered, being:

Heritage:- while the site is not listed as a heritage item, the façade of No. 90 New South Head Road, has been determined as having some level of contributory significance and therefore, has been retained as part of the proposal.

In addition, due to the proximity of the site to the adjoining heritage items in Mona Road, the proposed design has sought a suitable relationship with those buildings, in terms of horizontal and vertical proportions, without mimicking their design. Consideration has also been given to ensuring that the setbacks of the proposed built form provide a suitable transitional relationship with the existing properties on Mona Road.

View Loss:- given the site's proximate relationship to the Sydney Central Business District and nearby waterways, early consideration has been given in the design process to the positioning of the built form to minimise potential view loss, particularly from the adjoining property at 100 New South Head Road. The resulting outcome is that two apartments within that building will experience some level of view loss as a result of the development.

Residential Flat Design:- to ensure that the proposed form is feasible from a compliance perspective, consideration has been given to matters such as orientation, solar access and building separation. The form, as demonstrated, is capable of achieving these policy requirements.

Site Accessibility:- given the site's location is not more than 230 metres from the Edgecliff Bus/Rail Interchange, the opportunity exists to provide a reduced reliance on car parking on site, as well as encouraging car share and alternative transport modes. Car parking, therefore, whilst being provided, will be at a reduced rate.

It is acknowledged that further design development will be required, subject to discussions with Council's staff, along with requirements from the Department of Planning & Environment (DPE). However, the developed nature of the scheme demonstrates the capacity of the site to support a suitable redevelopment opportunity that accords with Council and State objectives.

Discussions have occurred with the Council in relation to the site and the built form, therefore resulting in the lodgement of this application. Suggestion has been made that, subject to a successful gateway determination from the DPE, it may be appropriate to lodge a development application concurrently with the Gateway Application. This would ensure a level of certainty for the community in terms of the outcomes achievable on the site. The Proponent would endorse this approach willingly and set an appropriate course of action with the Council in due course.

We look forward to working with the Council in relation to achieving a successful outcome on this site.

PROJECT TEAM

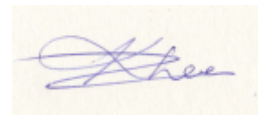


traffix
traffic & transport planners



PROJECT PARTICULARS

Project No.: HPS 2013.077
Project Address: 80-84 & 90 New South Head Road, Edgecliff
Local Government Area: Woollahra Municipal Council
Proponent: Matthew Lepouris Pty Ltd & WFM Motors Pty Ltd
Report Reference: Report001
Prepared By: Melissa MacGregor
Reviewed By: Kristy Lee
Final Approval:



Date: December 2014
Updated March 2015. (Further updated May 2015 to include additional view analysis)

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Head Office: Suite 404, Level 4,
Edgecliff Centre,
203-233 New South Head Road,
PO Box 954
EDGECLIFF NSW 2027
Ph +61 2 9386 7000 **Fx** +61 2 9386 7001
Web www.hamptonspropertyservices.com.au





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1. INTRODUCTION

Hamptons Property Services Pty Ltd (Hamptons) has been retained by Matthew Lepouris Pty Ltd & WFM Motors Pty Ltd (the Proponent) to prepare a planning proposal for the site known as 80-84 & 90 New South Head Road, Edgecliff (the site).

The site is located on the western periphery of the Edgecliff Town Centre, an area which forms part of the entry statement for the Woollahra Municipality, coming from the Sydney Central Business District (CBD) and Kings Cross. The corridor in which the site is located is highly urbanised and incorporates a range of office premises, residential flat buildings, hotel accommodation and mixed use buildings, of varying scales and architectural qualities. These present a diverse mix of form and building height, ranging from single storey structures to 12 storey high-rise buildings. This corridor also has excellent access to public transport as the Edgecliff train station and bus interchange is located approximately 230 metres to the east of the site.

The objective of this planning proposal is to rejuvenate the sites at 80-84 and 90 New South Head Road. These sites are currently occupied by two separate commercial office buildings which are underutilised and suffer from higher vacancy rates, primarily due to the lack of availability of on-street parking directly proximate to these buildings, which makes commercial and retail uses unviable for prospective tenants, particularly given the size of the buildings. Amendment to the planning instrument will ensure that the height and floor space controls allow for site redevelopment to occur.

Detailed site constraints analysis has been undertaken to provide an outcome that has the least interference with neighbouring properties, while providing a commercially viable outcome that is achievable on the site. In addition, the outcome seeks to ensure that the objectives of the zone are achieved, as a true mixed use development. The position and nature of adjoining buildings, which are residential and commercial in nature dictate the positioning of built form to cause least interference, it is considered that the scheme achieves this outcome.

The provision of a mixed use development, incorporating a smaller scale retail/commercial element and residential uses, would enable a higher and better use of the site. The provision of residential accommodation within these sites would also contribute to the State Government's housing targets for the locality, in a location that is well serviced by extensive public transport infrastructure.

To facilitate this outcome, it will be necessary to amend the prevailing planning instrument, the Woollahra Local Environmental Plan 2014, which commences on 23 May 2015.

Primarily, this requires that the following principles be adopted:

- The maximum building height, across the amalgamated site, is amended to 23.47 metres. This maximum will permit the proposed envelope, which ranges in height from 13.17 metres to 23.47 metres above existing ground level; and
- The maximum floor space ratio is amended to allow a maximum FSR of 2.87:1, equivalent to the proposed form.

By implementing these planning controls, the capacity of the site is such that:

1. a development outcome may be achieved that is both appropriate for the site and the locality, with regards to built form, having regard to the site constraints and limitations imposed by neighbouring developments, particularly in terms of heritage significance and general orientation;
2. the existing housing shortage within the locality may be addressed in part, by providing a range of apartment sizes that are diverse and located within close proximity to extensive public transport, while providing an affordable product to the market; and
3. the reliance on private vehicle usage would be minimised by providing residential accommodation within close proximity to the existing transportation infrastructure of the Edgecliff Bus/Rail Interchange.

In preparing this proposal, Hamptons has been assisted by the following consultant team (Table 1):

Table 1: Consultants Assisting the Project

Discipline	Consultant	Appendix Document Reference
Town Planning	Hamptons Property Services Pty Ltd	
Surveyor	Hill & Blume Pty Ltd	Appendix 1
Architect	Project Tourism International Architecture Pty Ltd	Appendix 2
Traffic	Traffix Pty Ltd	Appendix 3
Heritage	Rappoport Heritage Consultants	Appendix 4
View Assessment	Hamptons Property Services Pty Ltd	Appendix 5

In terms of the level of design that has been prepared to accompany this proposal, it is acknowledged that further design development will be required, subject to discussions with Council's staff, along with requirements from the Department of Planning & Environment (DPE). However, the developed nature of the scheme demonstrates the capability of the site to support a suitable redevelopment opportunity that accords with local and State objectives.



Discussions have occurred with the Council in relation to the site and built form, therefore resulting in the lodgement of this application. Suggestion has been made that, subject to a successful gateway determination, from the DPE, it may be appropriate to lodge a development application concurrently with the Gateway Application. This would ensure a level of certainty for the community in terms of the outcomes achievable on the site. The Proponent would endorse this approach willingly and set an appropriate course of action with the Council in due course.

2. SITE DETAILS

2.1 SITE DETAILS

The site details are provided in Table 2, below:

Table 2: Site Details

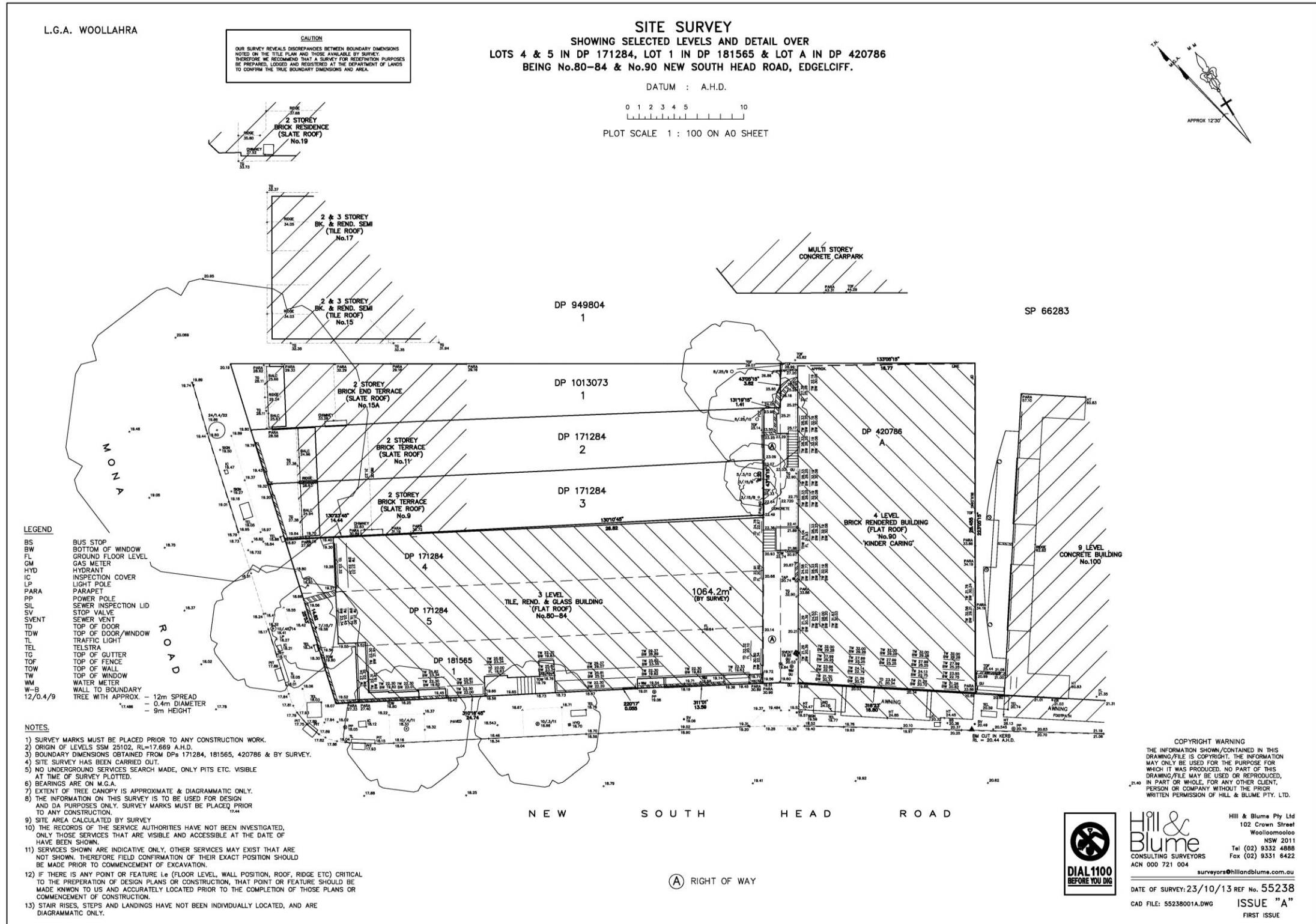
SITE DETAILS	DESCRIPTION
Site Address	80-84 & 90 New South Head Road, Edgecliff (Figures 1 & 2)
Property Owner	Matthew Lepouris Pty Ltd & WFM Motors Pty Ltd
Legal Description	Lot 1 DP181565 (80-84 New South Head Road) Lot 4 DP171284 (80-84 New South Head Road) Lot 5 DP171284 (80-84 New South Head Road) Lot A DP420786 (90 New South Head Road)
Site Area	1,064.2m ²
Site Dimensions	Northern Boundary 58 metres (Figure 2) Eastern Boundary 30 metres New South Head Road frontage (Southern Boundary) 55 metres Mona Road Frontage (Western Boundary) 14 metres
Allotment Shape	Irregular
Topography	Approximate fall of 2.1 metres from north to south and 2.3metres from east to west.
Current Use	Both sites are currently occupied by 3-4 Storey Commercial Buildings
Relevant Instrument	Environmental Planning Woollahra Local Environmental Plan 1995 (WLEP 1995) Woollahra Local Environmental Plan 2014 (WLEP 2014), which will commence on 23 May 2015
Zoning	Pursuant to WLEP 1995, the site is located within three separate zonings; (Figure 3) <ul style="list-style-type: none"> Zone No. 2 (b) - (Residential "B" Zone); Zone No. 3 (a) – (General Business "A" Zone); and

	<ul style="list-style-type: none"> Zone No. 3 (b) – (Special Business "B" Zone).
Zoning	Pursuant to WLEP 2014, the entire site is located within the B4 – Mixed Use zone (Figure 7).
Maximum Height Limit	Pursuant to WLEP 1995 (Figure 4): <ul style="list-style-type: none"> 82-84 New South Head Road - 12 metres No height limit is specified for the remainder of the site Pursuant to WLEP 2014 (Figure 8): <ul style="list-style-type: none"> 80-84 New South Head Road - 14.5 metres 90 New South Head Road - 20.5 metres
Maximum Floor Space Ratio	WLEP 1995 - 1.5:1 for 80-82 New South Head Road and 90 New South Head Road 0.875:1 for 84 New South Head Road (Figure 5) WLEP 2014 - 1.5:1 for entire site (Figure 9)
Acid Sulfate Soils	Class 5

Figure 1: Site Map (Source: <http://maps.six.nsw.gov.au/>)



Figure 2: Site Survey (See also Appendix 1)



Source: Hill & Blume

Figure 3 – Zoning Map WLEP 1995 (Source: <http://www.woollahra.nsw.gov.au/>)

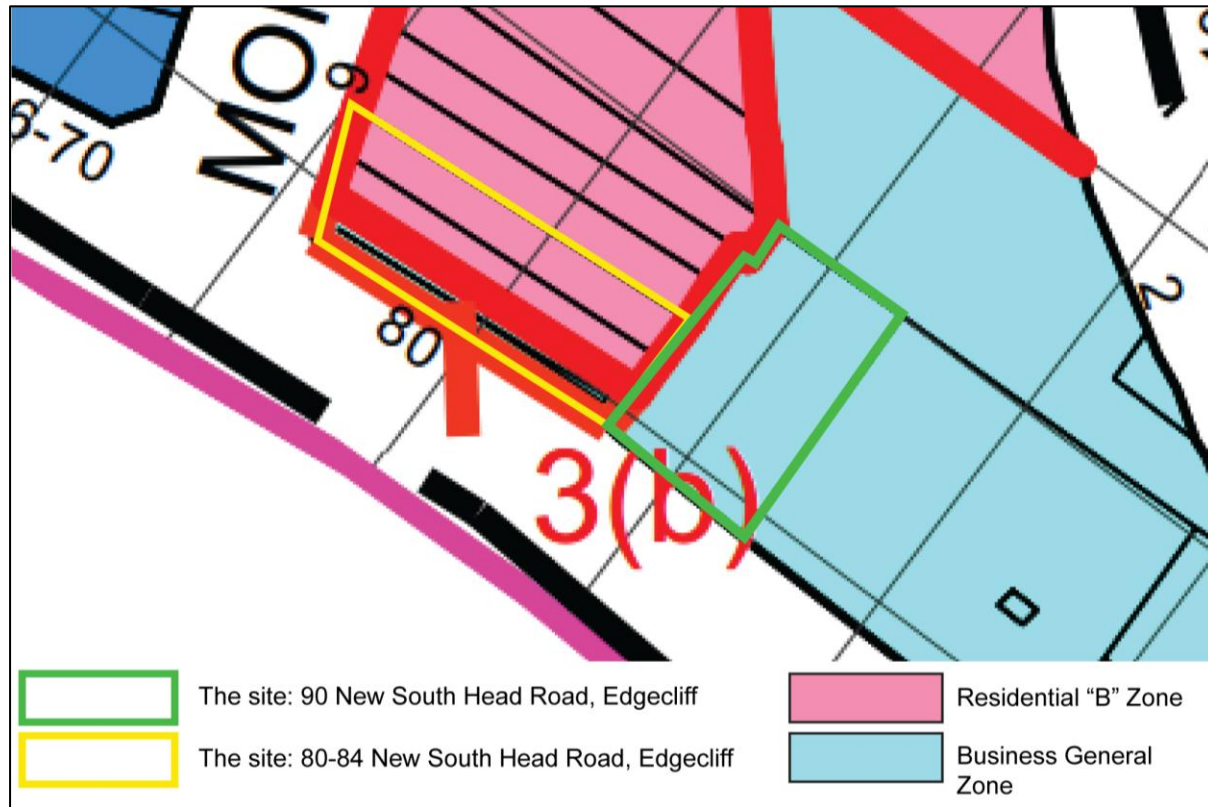


Figure 5 – FSR Map WLEP 1995 (Source: <http://www.woollahra.nsw.gov.au/>)

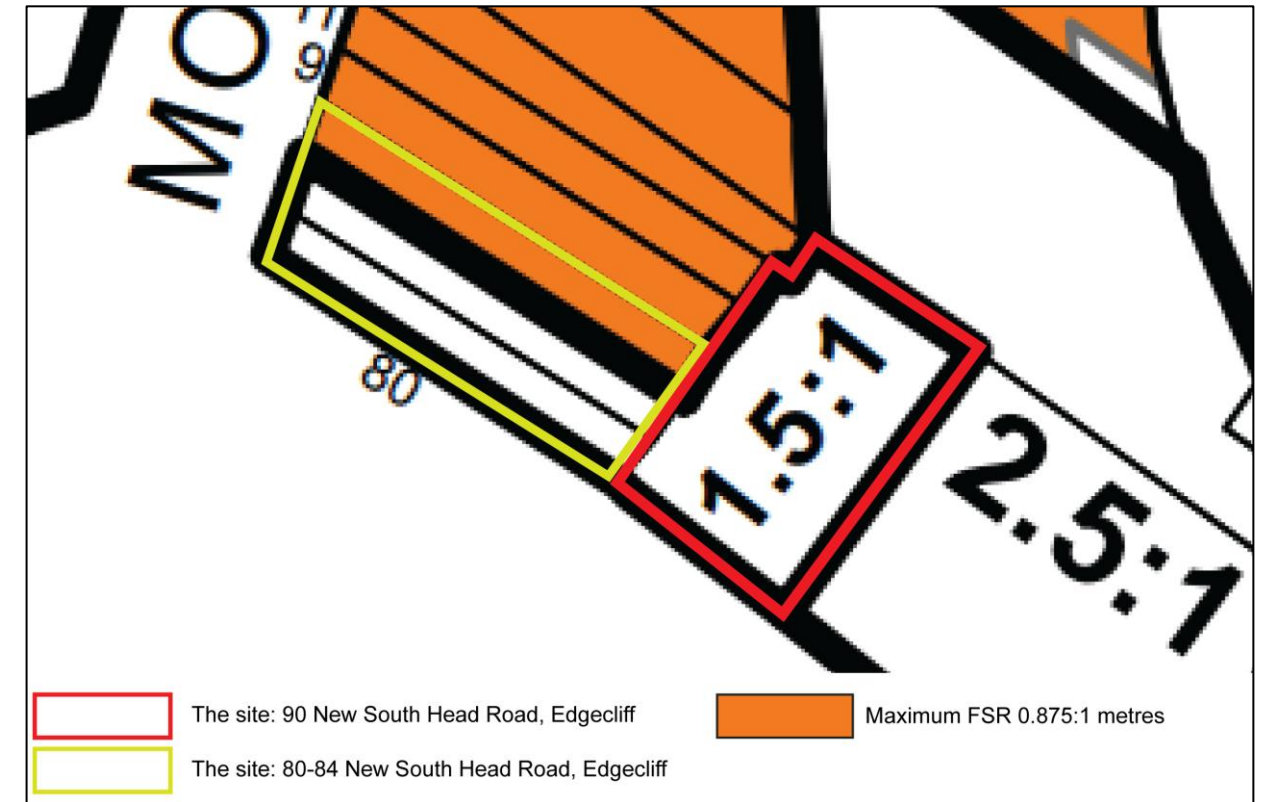


Figure 4 – Height of Buildings Map WLEP 1995 (Source: <http://www.woollahra.nsw.gov.au/>)

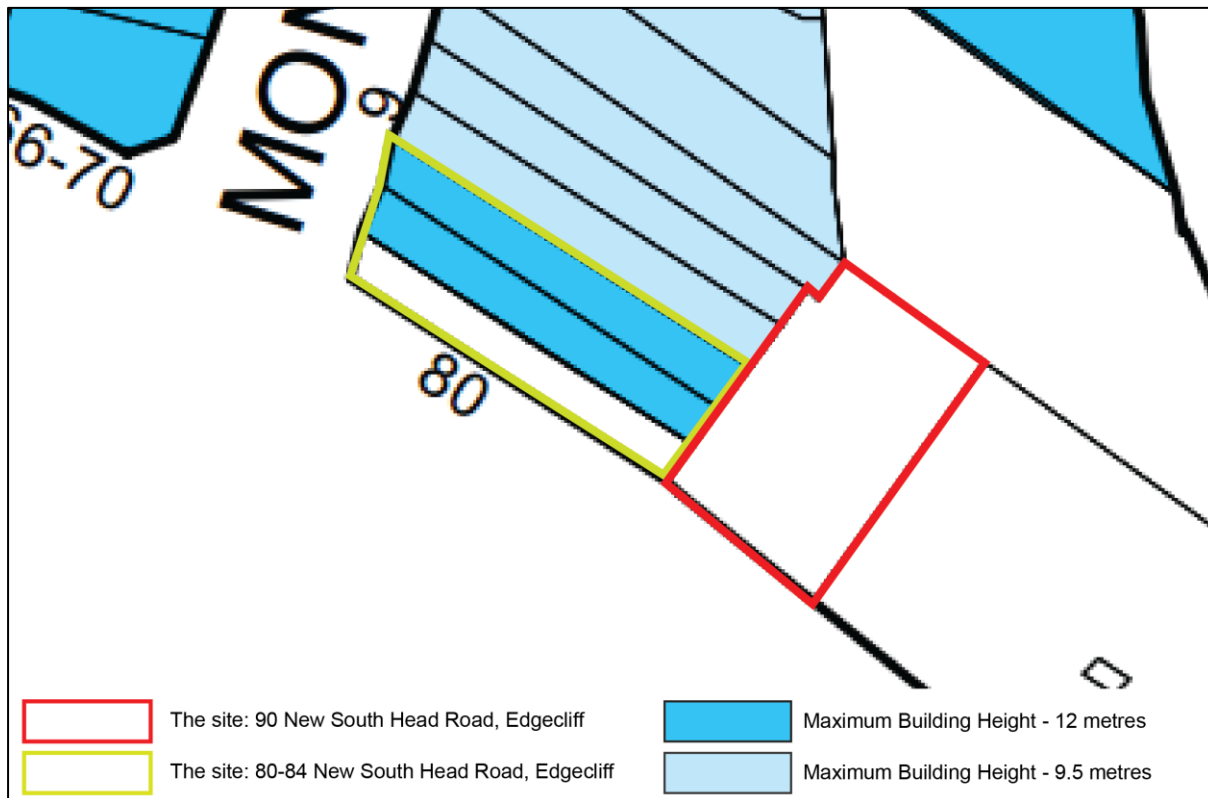


Figure 6 – Heritage Map WLEP 1995 (Source: <http://www.woollahra.nsw.gov.au/>)

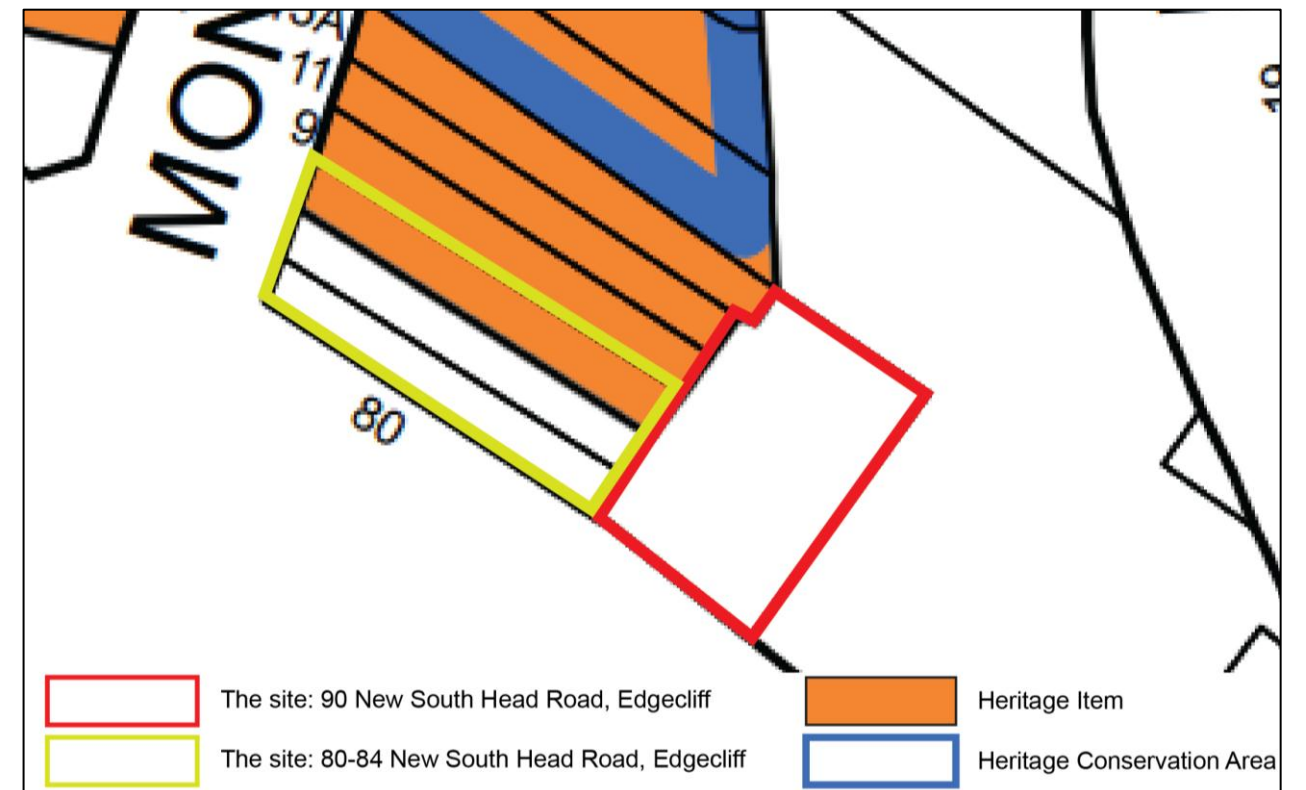


Figure 7 – WLEP 2014 Zoning Map (Source: <http://www.woollahra.nsw.gov.au/>)

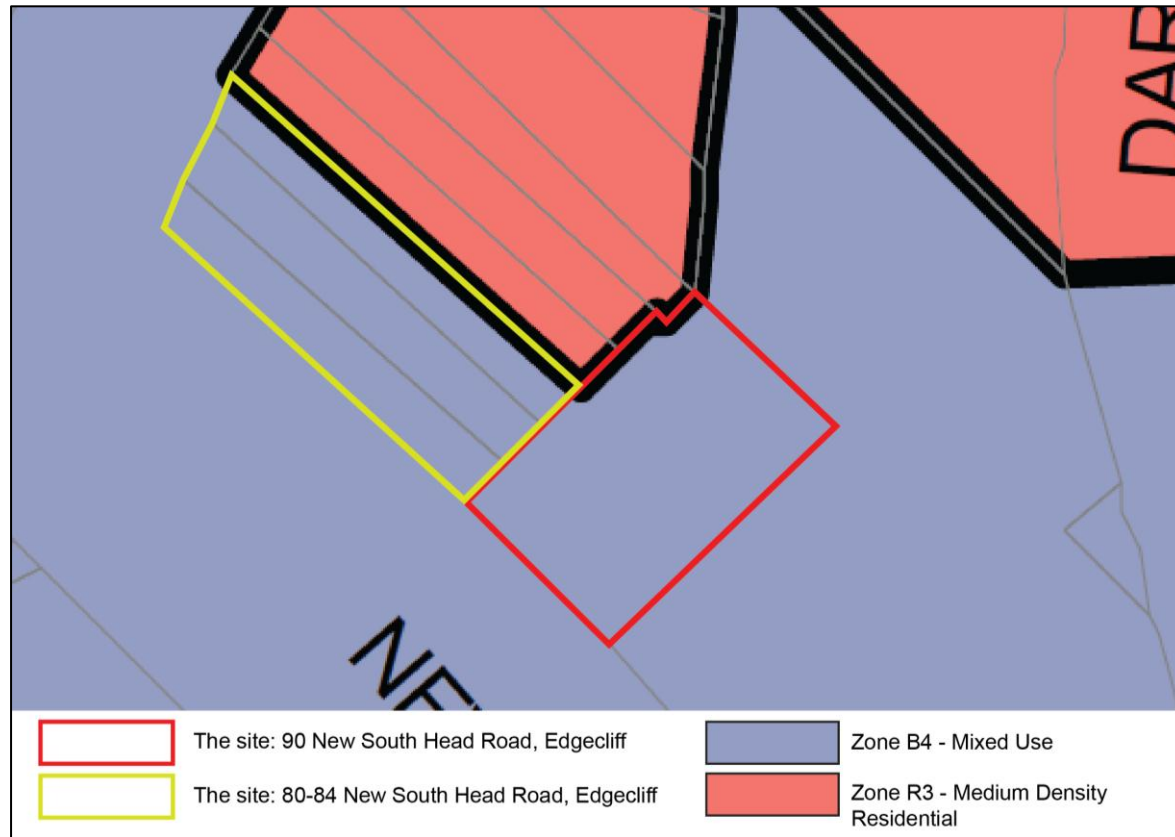


Figure 9 – WLEP 2014 FSR Map (Source: <http://www.woollahra.nsw.gov.au/>)

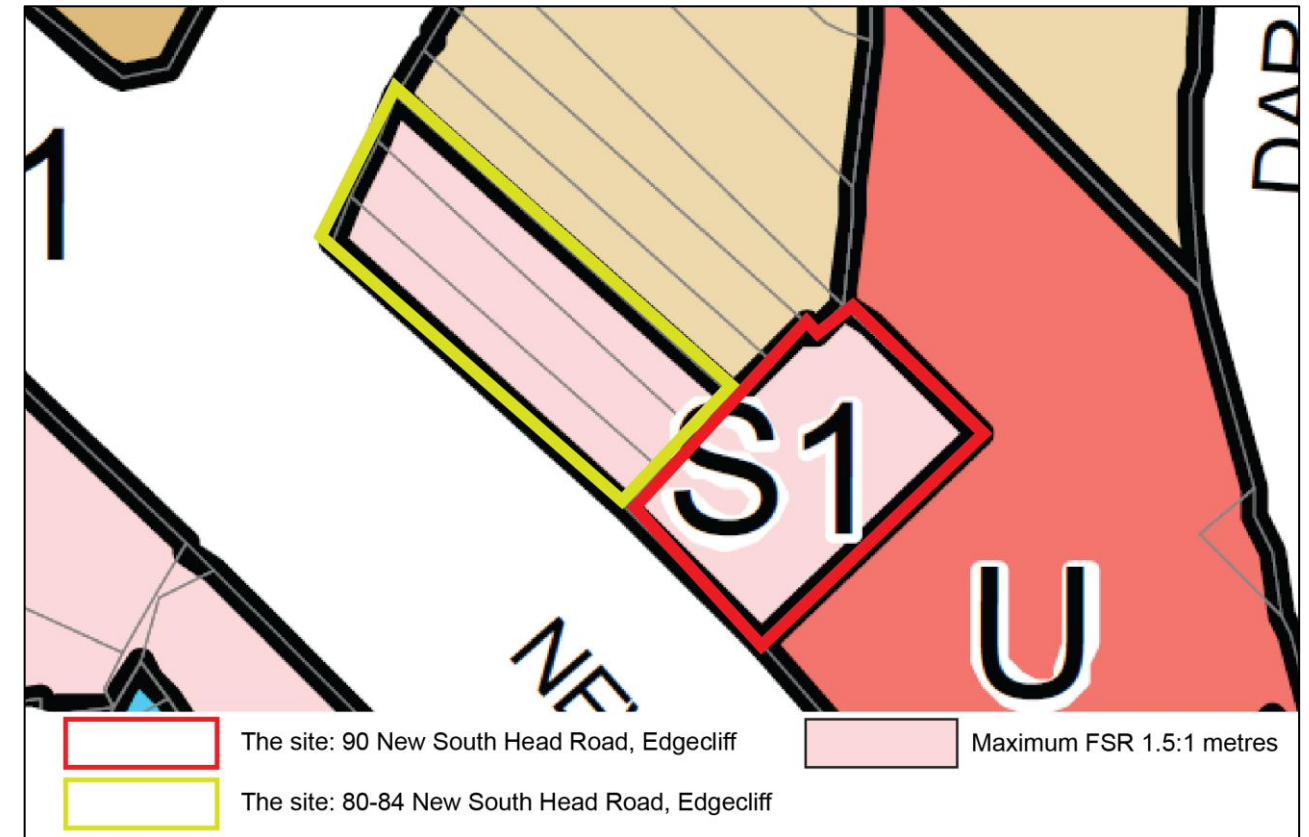


Figure 8 – WLEP 2014 Height of Buildings Map (Source: <http://www.woollahra.nsw.gov.au/>)

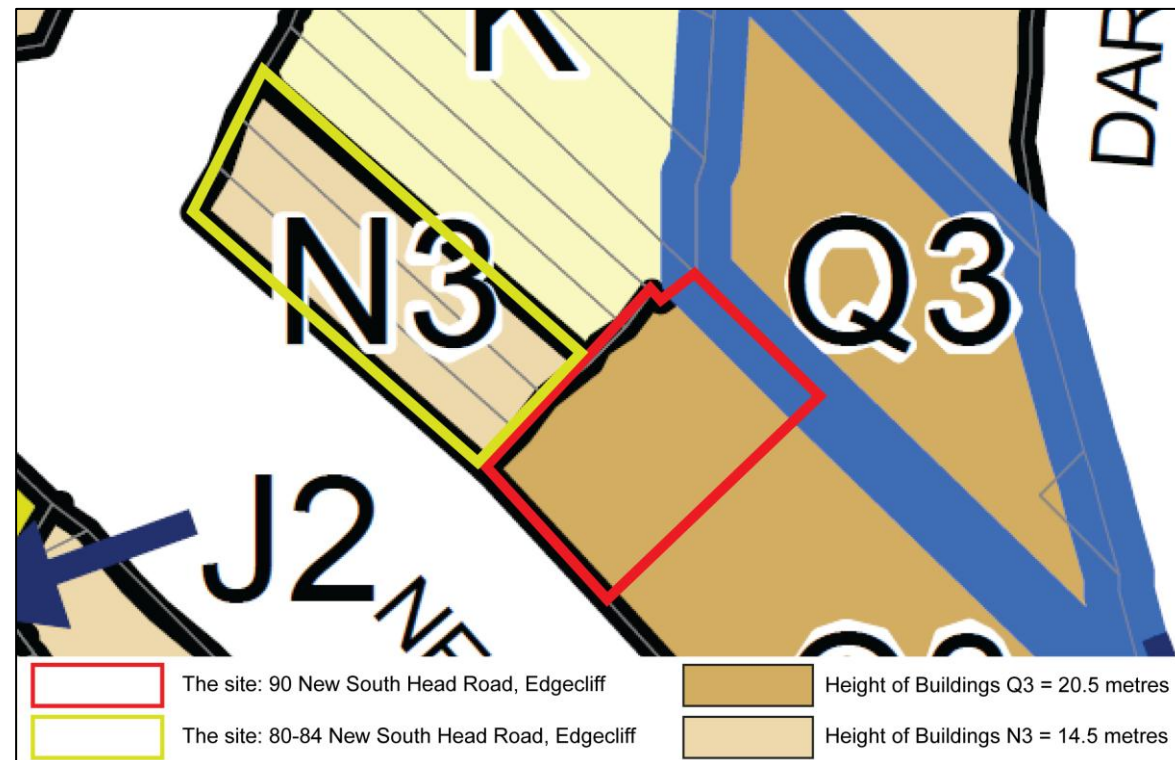
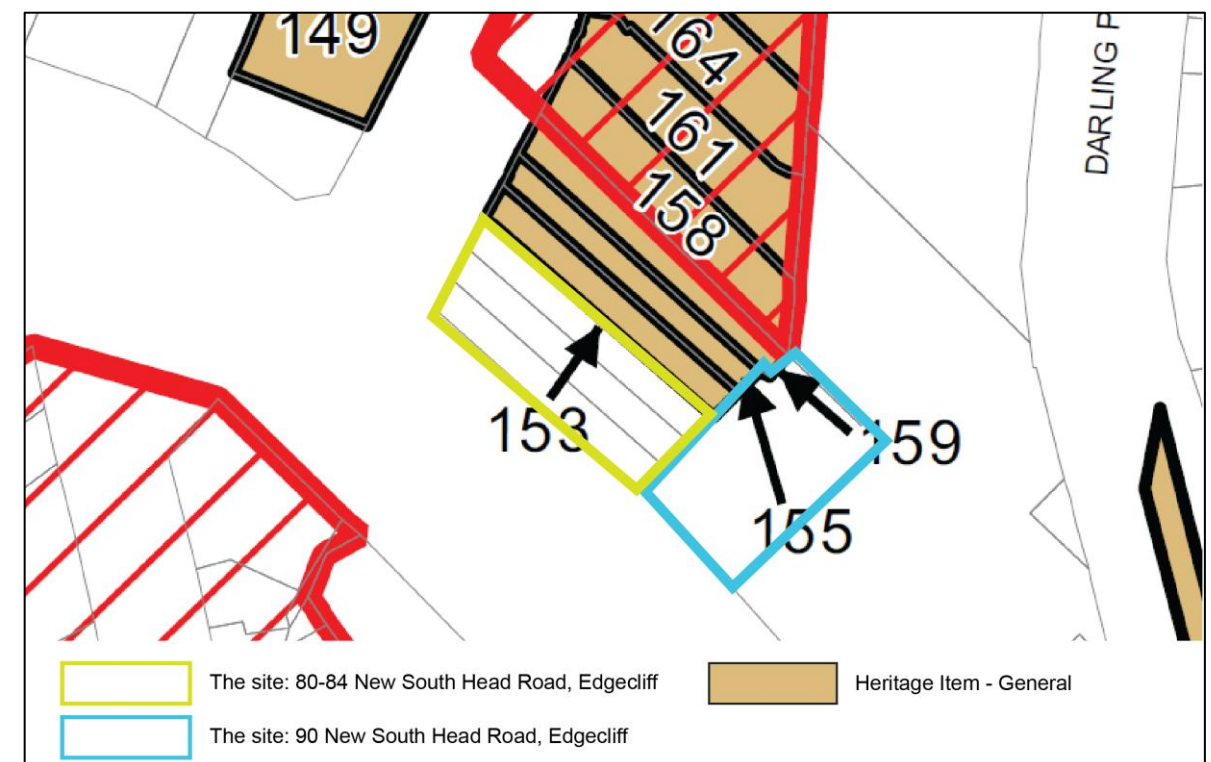


Figure 10 – WLEP 2014 Heritage Map (Source: <http://www.woollahra.nsw.gov.au/>)



2.2 SITE DESCRIPTION

The north-eastern portion of the site, located at 80-84 New South Head Road, is currently occupied by a three-storey commercial building with basement car parking, which was erected between 1988 and 1989, pursuant to BA88/1637 as a contemporary infill development (Photograph 1). The subject building is relatively basic in its design, with some minor modulation to break the rhythm of the façade to the streetscape. The external façade is predominately constructed of glazing and has been divided into three sections to separate the internal commercial tenancies.

The building has been built on the eastern corner of the junction of Mona Road and New South Head Road. The building has been built to the front boundary on the New South Head Road frontage, and is setback between 1.9 and 4.2 metres from the site boundary, fronting Mona Road (Figures 2 and 11).

There are two pedestrian access points on the New South Head Road frontage connecting visitors to the site to the various tenancies within the building. Vehicular access is *via* the Mona Road frontage which provides access to the basement car park (Photograph 2). At present, the basement accommodates 5 car parking spaces in total. Additionally, within the basement there is an existing service lift which connects visitors to the upper level commercial floors.

Figure 11: Aerial Map



Photograph 1: 80-84 New South Head Road Primary Frontage



Photograph 2: 80-84 New South Head Road - taken from the Mona Road Secondary Frontage



The south-western portion of the site, located at 90 New South Head Road, is currently occupied by a three-storey commercial building, with basement/storage area below, which was constructed in 1928 pursuant to BA28/0465 (Photograph 3). The subject building is an example of anodyne inter-war commercial development. Since this time, the building has been subject to a number of refurbishments and alterations, most notably in 1996 in accordance with BA96/0633 and DA96/1510. Pedestrian access to the site is *via* the New South Head Road frontage.

The subject building has been built to the boundary of the New South Head Road frontage and to the extremity of both the south-eastern and rear boundaries. Along the south-western boundary of the site, there is an existing right of way (Photograph 4), which has the following Dealing numbers: A830478; and B706259.

Photograph 3: 90 New South Head Road



Photograph 4: Right of Way, 90 New South Head Road



2.3 TITLE ENCUMBERANCES

As illustrated in the Deposited Plan image for DP 420786 below (Figure 12), the aforementioned right of way is located within the boundary of 90 New South Head Road. Whilst No. 90 is affected by the right of way, in that it is located within the confines of the site boundary, it only has the legal right to encroach 0.3 metres into the right of way from the north-western set-back. This space is currently occupied by fire equipment.

The following sites, located to the north-west of the building, have the legal right to use the entire right of way:

Table 3: Right of Way Passage Legal Rights of Use

Sites which benefit from a legal right of use	Site Address	'Dealing' number to which their legal right of use applies
1 DP 1013073	15A Mona Road	B706259
2 DP 171284	11 Mona Road	A830478
3 DP 171284	9 Mona Road	A830478
4 DP 171285	80 - 84 New South Head Rd	A830478
5 DP 171285	80 - 84 New South Head Rd	A830478
1 DP 181565	80 - 84 New South Head Rd	A830478

Upon inspection of the site, it is evident that the right of way is currently being used by No. 80-84 New South Head Road for bin storage and as a single car parking space for service and delivery purposes. Additionally, the sites located at No. 9, 11 and 15A Mona Road, each have rear access gates which back onto the right of way. Due to the natural slope of the land, these gates are located at the top of a series of stairs. As such, the only plausible use that these sites have for the right of way is as a rear pedestrian access point into those properties.

It is acknowledged that any site redevelopment would require extinguishment of this easement and resolution with the landowners accordingly.

2.4 EXISTING SITE LIMITATIONS

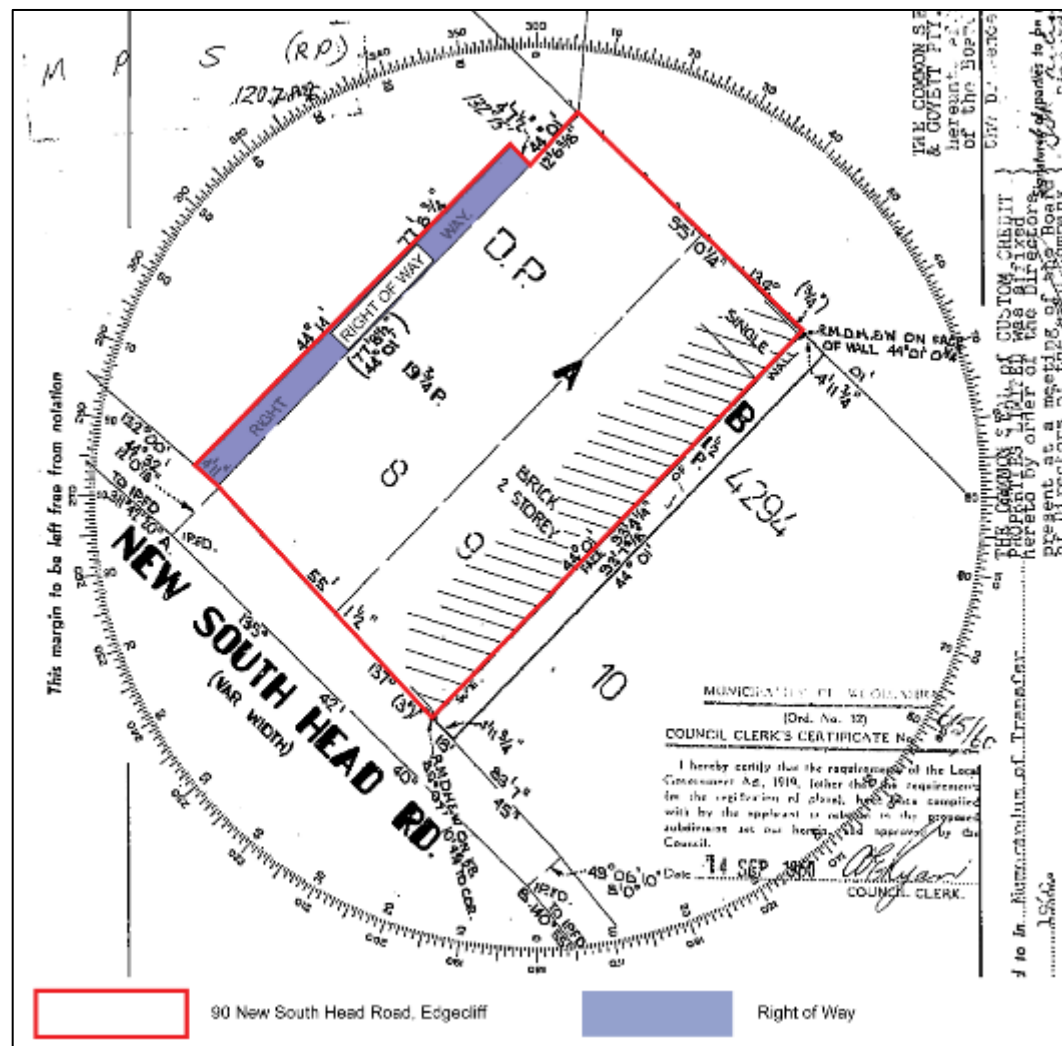
A Section 149 Certificate was obtained for the site on 28 January 2014, the details of which are set out in Table 3, below.

Table 4: Section 149 Certificate Details

Item	Is The Land Affected?
Critical Habitat	No
Heritage Conservation Area	No
Item of Environmental Heritage	No
Coastal Protection	No
Mine Subsidence	No
Road Widening or Realignment	No
Bushfire	No
Acid Sulphate Soils	Yes
Flooding	No
Land Reserved for Acquisition	No
Foreshore Building Line	No
Harbour Foreshore Scenic Protection Area	Yes

Note: The heritage map, pursuant to the Woollahra LEP 1995 indicates that part of No 80-84 is a heritage item; however, the Section 149 certificate does not reflect this, nor the Schedule to the LEP. It is considered that this is a mapping error.

Figure 12: Deposited Plan Image for DP 420786



Source: <http://www.lpi.nsw.gov.au/>

2.5 SITE ACCESS

The site is particularly well serviced with regards to public transportation and infrastructure. Access to and from the site has been detailed further below.

2.5.1 ROAD CONNECTIVITY

The site is located on the north-eastern side of New South Head Road; a major arterial road which connects a large portion of the eastern suburbs to the Sydney CBD. New South Head Road experiences high levels of traffic congestion, particularly during peak commuting hours. As the site is located on a corner allotment, it also benefits from a secondary frontage to Mona Road, a local residential road, which experiences low to moderate levels of traffic congestion.

Vehicular access to 80-84 New South Head Road is currently granted *via* the Mona Road frontage. There is a traffic light intersection at the corner of Mona Road and New South Head Road, which enables vehicles to make a right-hand turn onto New South Head Road. This access point is well placed to enable visitors to the site to access New South Head Road in a city bound direction.

2.5.2 PUBLIC TRANSPORTATION

Within the Edgecliff town centre, there is a bus interchange and train station. As illustrated in Figure 13, below, the following bus services pass through this interchange:

- Route 323 which runs from Dover Heights through to Circular Quay;
- Route 324 which runs from Vaucluse through to Circular Quay;
- Route 325 which runs from Watsons Bay through to Circular Quay;
- Route 326 which runs from Bellevue Hill through to Circular Quay; and
- Route 200 which runs from the Bondi Junction interchange through to the commercial precinct in Chatswood.

The Eastern Suburbs & Illawarra train line both pass through Edgecliff Train Station. In a westerly direction, this train service connects commuters to Kings Cross, Martin Place, Town Hall and Central Station, before continuing south, along the Illawarra line. To the east, the train service connects commuters to the Bondi Junction, including the bus interchange. Furthermore, the site is also located within approximately 1.2kms from the Double Bay ferry wharf.

The aforementioned public transport infrastructure connects the development site to the following local amenities:

Table 5: Surrounding Amenities

Amenity	Details
Retail	Each of the below retail precincts are located within either walking distance of the site, or are directly accessible <i>via</i> public transportation and offer a variety of restaurants, bars, shops and cafes. <ul style="list-style-type: none"> • Edgecliff Shopping Centre (175 metres south-east); • Double Bay Shopping Village (500 metres north-east); • Woollahra Shopping Village (1.2kms south-east); and • Bondi Junction Shopping Centre (2.3kms south-east).
Public Open Space/ Public Facilities	The following areas of public open space and recreation are located within 1.5 kilometres of the site: <ul style="list-style-type: none"> • Rushcutters Bay Park (500 metres north-west); • White City Tennis Centre (190 metres south-west); • Centennial Park (1.4 kilometres south); and • Moore Park Entertainment and Sports Ground (1.4 kilometres south-west).
Schools (within 2kms)	The site is also centrally located between a number of private and public schools, including; <ul style="list-style-type: none"> • Ascham School (200 metres east); • Glenmore Road Public School (520 metres south-west); • Double Bay Public School (650 metres north-east); • Paddington Public School (1.1 kilometres south); • Woollahra Public School (1.15 kilometres south-east); • Cranbrook School (1.55 kilometres north-east) • The Scots College (1.7 kilometres east); and • Bellevue Hill Public School (1.75 kilometres east).

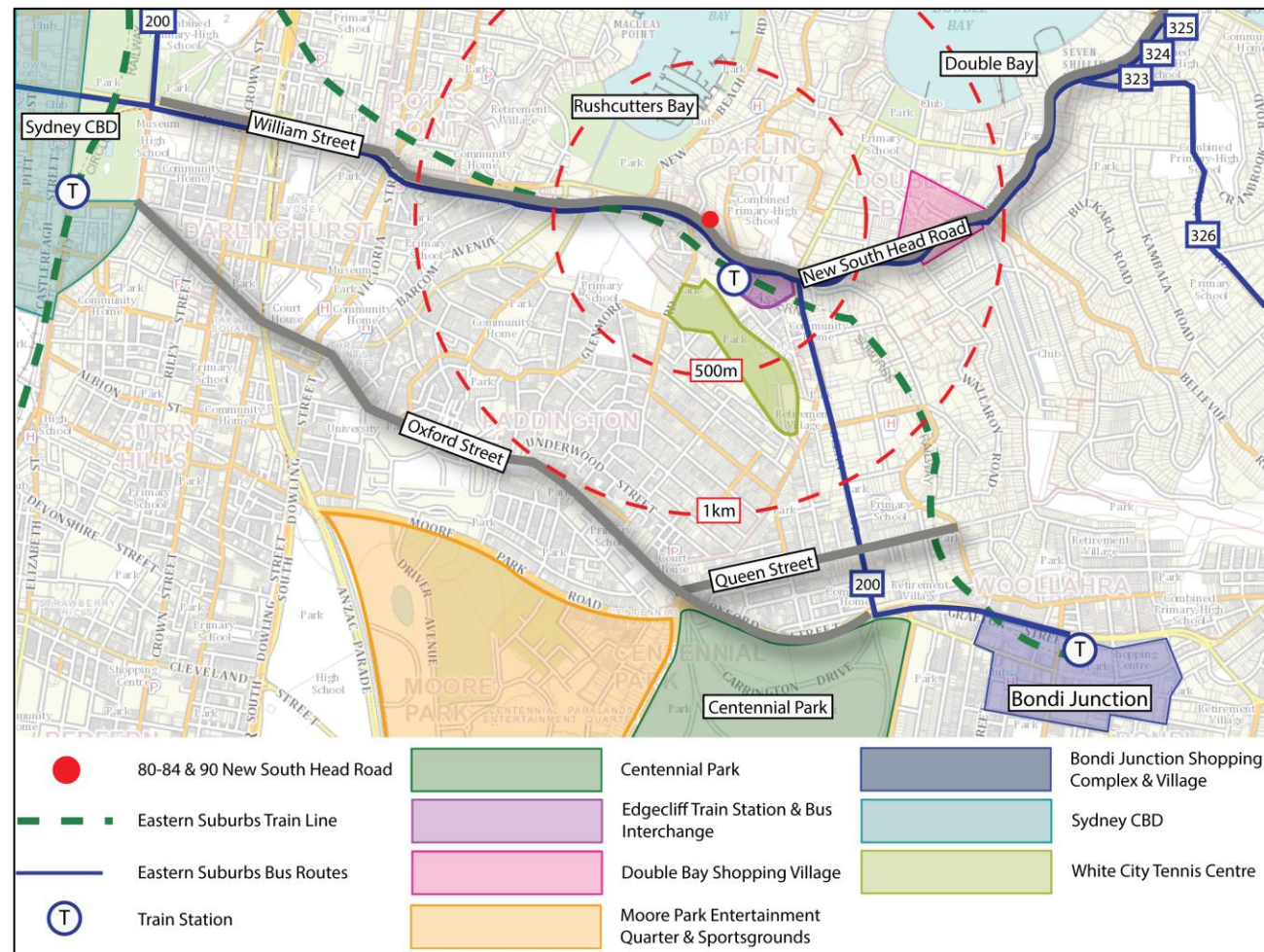
Overall, it is considered that the site is particularly well serviced with regards to public amenities and connections, as well as services and facilities for the local community.

2.5.3 PARKING

The existing basement area, located beneath 80-84 New South Head Road, measures approximately 437m² in size and accommodates 5 vehicles in total.

With regards to on-street parking, the roadway directly adjacent to No. 80-84 New South Head Road and the majority of the roadway adjacent to No. 90 New South Head Road is a no stopping zone due to the proximity to the traffic light intersection. The remainder of the roadway, adjacent to No. 90 New South Head Road, is a clearway zone from 3pm to 7pm Monday to Friday, accommodating evening peak traffic. There are a number of car parking spaces located along Mona Road; however due to the proximity of the site to Edgecliff Station, these spaces are in high demand.

Figure 13: Site Context Map (Source: <http://maps.six.nsw.gov.au/>)



2.6 SURROUNDING DEVELOPMENT

The site's immediate context places it within the Edgecliff Mixed Use Centre, an area that is characterised by an array of commercial, mixed use and residential flat buildings with varying degrees of height and scale.

The adjoining building, located to the south-east of the site at 100 New South Head Road, is a 10-storey mixed use commercial and residential development (Photograph 5). The ground floor and first three floors are currently occupied by commercial tenancies. The remaining six floors are occupied by a range of residential apartments. However an inspection of the site from 90 New South Head Road, indicates that part of Level 4 of the building is, in fact, being used for commercial purposes.

The subject building has a frontage to New South Head Road which is primarily used for access to the lower level commercial tenancies. There is a secondary frontage on Darling Point Road which is used by residents and visitors to access the upper level residential apartments. Within the building, Building Levels 4-7 have a relatively symmetrical layout and contain six apartments per floor, Building Level 8, provides the same configuration as the levels below; however, Building Level 9 provides the second storey to apartments located on the floor below, to four of the six apartments.

Within the residential portion of No.100 New South Head Road, as it interfaces with the site, the principle living areas are oriented in a north-westerly direction, with views of the Sydney CBD skyline in the background and views of Rushcutters Bay and the waterways in the foreground, depending on how high up in the complex the apartments are situated.

There is an eight-storey mixed use retail and residential flat building located at 2B Mona Road, Darling Point, across Mona Road from No's 80-84 New South Head Road (Photograph 6). This building is located within the direct view line of the nearby residential flat building located at 100 New South Head Road, Edgecliff.

Additionally, there is a seven-storey residential flat building located at 6-10 Darling Point Road, Darling Point, which lies directly adjacent to the building at 100 New South Head Road, Edgecliff. This building is oriented in the same direction as 100 New South Head Road and, due to its close proximity and similar height and scale, it has a comparable outlook towards the Sydney CBD. When standing on the second floor of this building, which is equivalent to Level 2 Residential at 100 New South Head Road, the impact of the building at 2B Mona Road, upon the city skyline views is wholly evident (Photograph 7).

Located on the opposite side of New South Head Road, to the south-east of the subject site, is 161 New South Head Road. This property comprises a four-storey mixed use residential flat building with ground floor retail space (Photograph 8). The building is similarly oriented in a north-westerly direction, with balconies on the third and fourth floors, all facing outward towards the Sydney CBD (Photograph 8).

Finally, located adjacent to the site, on Mona Road, are an array of two and three-storey residential terraces. Pursuant to the LEP, these terraces are locally listed heritage items. With regard to built form, these terraces follow the natural slope of the land and are stepped up the hill in a northerly direction. As such, they have varying degrees of height and scale (Photograph 9).

Photograph 5: Mixed Use Building – 100 New South Head Road, Edgecliff



Photograph 6: 2B Mona Road, Darling Point



Photograph 7: View from Level 2, 6-10 Darling Point Road Looking North West



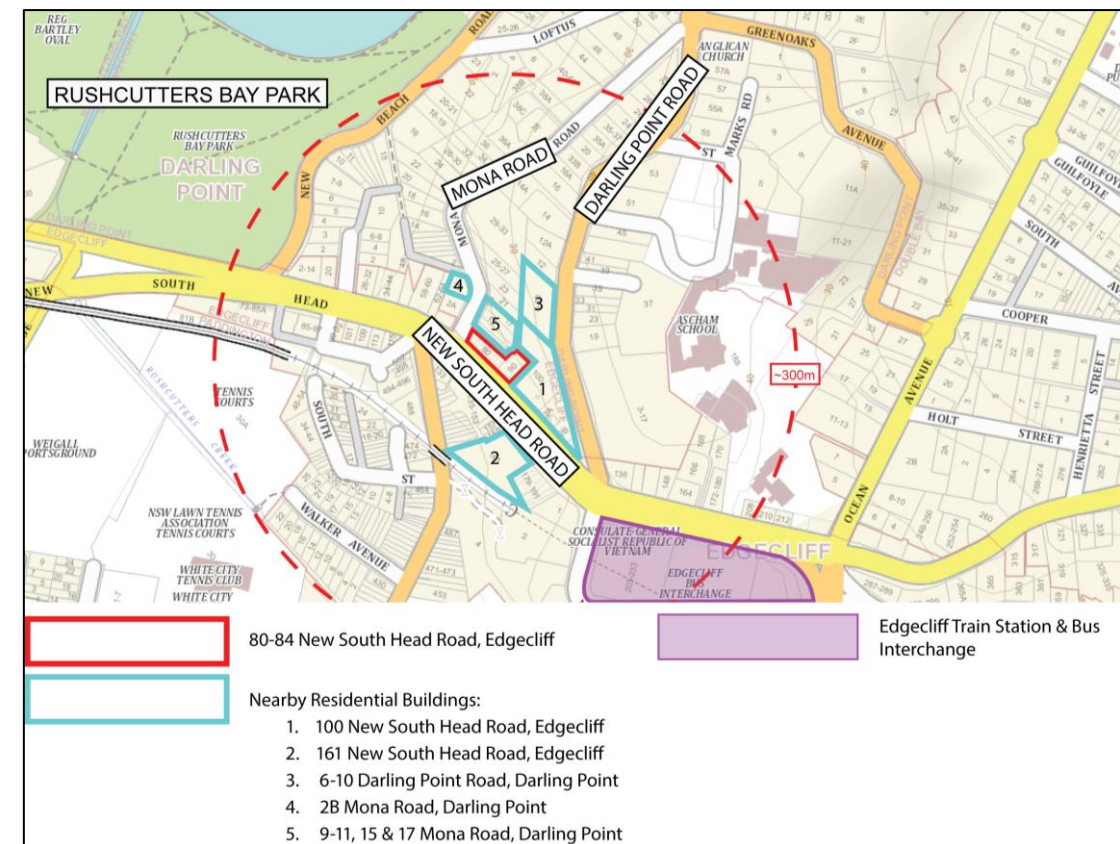
Photograph 9: Heritage Listed Terraces - 9-11, 15 & 17 Mona Road, Darling Point



Photograph 8: 161 New South Head Road, Edgecliff



Figure 14: Immediate Site Context Map (Source: <http://maps.six.nsw.gov.au/>)



3. THE PROPOSAL

This planning proposal, would allow for redevelopment of a highly prominent corner site within the Edgecliff Mixed Use Precinct. The proposal involves alterations and additions to two existing commercial office buildings on New South Head Road for the purpose of a seven storey mixed use development. The proposal would provide for a mixture of land uses, including active retail at the ground floor, and residential development on the remaining levels above. As discussed above, the existing buildings are under-utilised within their context, and have the ability to achieve a higher degree of built form and density.

The provision of residential accommodation is considered important within the periphery of the Edgecliff Mixed Use Centre in order to meet the housing targets set for the Woollahra LGA, as established by the State Government. Accordingly, the bulk of developable floor space would be dedicated towards the provision of residential floor space. The development would be comprised of 39 apartments in total, ranging between studio, 1 bedroom and 2 bedroom formations, to cater for a greater level of diversity in the housing market and target a pricing structure that is affordable to a greater cross-section of the community. The provision of residential accommodation within the upper levels would also contribute positively to after-hours activity along this street frontage, and provide a degree of passive street surveillance, particularly along New South Head Road.

In order to support the economic viability of the surrounding centre, this proposal would also incorporate three retail tenancies within the lower ground floor, fronting New South Head Road. These tenancies would be oriented towards the New South Head Road frontage to promote an active street edge and to maximise opportunities for passive surveillance. It is considered that the residential apartments on the upper floors would also effectively create an on-site market for the lower floor retail uses, along with the passing trade likely to be achieved by residents within walking distance of this site.

The site is located on a prominent corner, and is highly visible when entering the locality along New South Head Road, from the west. The proposal, as currently designed, is a high quality design outcome which establishes a visual presence, in alignment with the strategic role of the Edgecliff Town Centre within the Eastern Subregion of Sydney. At this stage, the building envelope is in the bulk and scale stage of the design process only, with further detail to be refined at subsequent stages. However, the documentation prepared to date demonstrates that a high quality outcome is achievable on this site and is relatively advanced to deal with compliance issues in terms of neighbouring properties.

PTI Architects have undertaken a preliminary design exercise to understand the type of development that could be facilitated by the proposed changes to the planning controls. Figures 15-18 depict the conceptual design in 3D render, and illustrates the proposed changes to the New South Head Road streetscape, particularly when driving east along New South Head Road, towards the Edgecliff Town Centre.

The proposed building envelope has been discussed in greater detail below.

Figure 15: Existing Perspective of the South-Western Corner (Source: PTI Architects)



Figure 16: Architectural Rendering – Perspective of the South-Western Corner (Source: PTI Architects)



Figure 17: Existing Perspective of the Western Facade (Source: PTI Architects)



Figure 18: Architectural Rendering –Perspective of the Western Facade (Source: PTI Architects)



3.1 LAND USE MIX

As detailed above, this proposal would incorporate a seven-storey mixed use development, incorporating both residential and retail uses. To suitably facilitate this redevelopment, it is anticipated that an amendment to the planning controls under WLEP 2014 would therefore be required.

As previously discussed, under the WLEP 1995, the site is subject to three separate zonings;

- Lots 4 & 5 of DP 171285, part of No. 80-84 New South Head Road, are located within **Zone No. 2 (b) - (Residential “B” Zone)**;
- Lot A of DP 420786, No. 90 New South Head Road, is located within **Zone No. 3 (a) – (General Business “A” Zone)**; and
- Lot 1 of DP 181565, part of No. 80-84 New South Head Road, is located within **Zone No. 3 (b) – (Special Business “B” Zone)**.

Based on the proposed mixture of uses, this application would most accurately be categorised as a ‘Mixed Development’. Mixed Developments are defined in the Dictionary to that LEP as follows:

mixed development means one or more dwellings (or a boarding house or serviced apartment) within the same building as, or on the same allotment of land as, shops, commercial premises or any other non-residential use which is not prohibited in the zone

The proposed Mixed Development would not be permissible within the portion of the site located on 2(b) Residential land. As such, a rezoning of this portion of the site to General Business “A” Zone, would be necessary under that instrument. Mixed Developments are not expressly listed as a prohibited use under WLEP 1995 and, as such, are permissible with development consent within the General Business “A” Zone.

However, given that WLEP 2014 was gazetted on 23 January 2015, as at 23 May 2015 the site will be zoned B4 Mixed Use. According to the Dictionary for the new instrument, the proposal would be defined as “Shop Top Housing”, defined below, which is a permissible use within the zone with development consent. As such, no change to the zoning is now required.

shop top housing means one or more dwellings located above ground floor retail premises or business premises

The portion of the site dedicated towards each of the proposed uses has been outlined in Table 6 below:

Table 6: Proposed Uses

Proposed Use	No. of Storeys	Proposed Gross Floor Area	% of Total GFA
Car Parking	1 storey (Basement)	(551m ²) excluded from GFA calculations	excluded from GFA
Retail Premises	1 storey (part lower ground floor)	332m ²	10.89%
Residential Accommodation (including balconies)	7 storeys (partial lower ground floor)	2,718 m ²	89.11%
TOTAL	7 storeys	3,050m²	100.00%

It is apparent from the above table that the majority of the proposed developable floor area is attributable to residential accommodation. The residential component of the proposal would incorporate studio, one and two bedroom apartments. These dwellings would also vary between single-storey apartments and two-storey apartments. The mix of residential offerings would be tailored to suit market demand, having regard to the strategic location of the site, in such close proximity to a wide variety of public transport opportunities, as well as the proximity of retail and commercial services.

The residential dwellings would largely be contained within the upper levels of the development. There is, however, a portion of the ground floor that would be dedicated to residential use at the western end of the site, fronting Mona Road. This portion would comprise of cross-over apartments that have access also to the floor above. The inclusion of residential dwellings along the Mona Road frontage will not compromise the achievement of an active retail frontage to New South Head Road nor the viability of the tenancies proposed along Mona Road. These dwellings will provide a nexus with the other residential uses along Mona Road, and will accord with the prevailing streetscape character and heritage elements present in the streetscape. This design element will also provide a suitable transition between the New South Head Road commercial character and the residential character that prevails in Mona Road.

In addition to this, the proposal incorporates 459m² of car parking within the basement, which would allow for 10 car parking spaces. At present, the basement beneath 80-84 New South Head Road incorporates only 5 car parking spaces. The basement level is therefore intended to be extended by approximately 10 metres, in a south-easterly direction, across the right of way and beneath a portion of the existing building envelope of 90 New South Head Road. This will also allow for service space and storage to be accommodated.

The allocation of car parking spaces would occur at the development application stage; however, it is anticipated that these spaces would be dedicated to the larger sized apartments, given the site's proximity to public transport. Additionally, all loading activities would be via smaller vehicles and most likely contained within the basement of the development.

Access to the basement will continue to be via the Mona Road frontage. Mona Road is a two lane local road. This frontage is currently utilised by the existing commercial building on site for access and is considered more appropriate than the New South Head Road frontage, due to the fact that it is a lower order road which experiences lower traffic volumes and therefore, more suited to such arrangements.

3.2 DEVELOPMENT STATISTICS

To understand the building envelope that is sought, below is information relating to the height, floor space ratio and setbacks of the built form, having regard to the prescribed controls.

3.2.1 Floor Space Ratio

Pursuant to WLEP 2014, the subject site is limited to a maximum FSR of 1.5:1. As defined in the Dictionary to the LEP, calculation of Gross Floor Area has the following parameters:

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- a) the area of a mezzanine, and
- b) habitable rooms in a basement or an attic, and
- c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- d) any area for common vertical circulation, such as lifts and stairs, and
- e) any basement:
 - i. storage, and
 - ii. vehicular access, loading areas, garbage and services, and
- f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- h) any space used for the loading or unloading of goods (including access to it), and
- i) terraces and balconies with outer walls less than 1.4 metres high, and
- j) voids above a floor at the level of a storey or storey above.

The proposed FSR for the site, pursuant to this definition is 2.87:1. This is further detailed in Table 7 below.

Table 7: FSR – WLEP 2014

Use	Gross Floor Area	FSR
Retail	332m ²	0.31:1 (332/1,064)
Residential	2,718m ²	2.55:1 (2718 /1,064)
TOTAL	3,050m²	2.87:1

3.2.2 Height

WLEP 2014 applies a maximum building height of 14.5 metres for the portion of the site located at 80-84 New South Head Road, and maximum building height of 20.5 metres for the portion of the site located at 90 New South Head Road.

This application seeks to amend the maximum building height applied under the LEP for the whole site, to allow for the proposed building envelope. The proposed building envelope measures a maximum of 23.47 metres above ground level on the portion of the site known as 80-84 New South Head Road, and measures a maximum height of approximately 13.96 metres, generally across the portion of the site known as 90 New South Head Road, being the height of the existing building. There is, however, an additional vertical component, which extends across the built form at No.90 New South Head Road. This will accommodate the second point of egress for Levels 3, 4 and 5. This element has a maximum height above existing ground level of 21.94 metres, to be at a consistent height with the main built form at Nos 80-84 (RL 41.54).

It is proposed, therefore, that, as the site will be occupied by a single combined building, the maximum height limit, under the LEP, should be applied uniformly across the entire site. A maximum height of 23.47 metres, as measured above existing ground level, is requested for the site in totality.

Despite much of the building form at No. 90 New South Head Road remaining at the existing height, our proposal illustrates that required considerations such as maximum floor space ratio, building separation, adequate internal amenity, and maintaining existing view access and solar access to the neighbouring property, will negate any further development potential above No.90, without having effect in terms of these issues.

While there may be concern that one may seek to achieve the whole of that limit across No. 90, for the aforementioned reasons that is not possible as any proposal would be unlikely to succeed the test of State Environmental Planning Policy No. 65, as well as the DCP.

Therefore, while a blanket limit to height has been proposed, it is not considered as of right across this portion of the site, due to the aforementioned constraints.

3.2.3 Setbacks

At present, the subject buildings maintain the following boundary setbacks.

Table 8: 80-84 New South Head Road Existing Boundary Setbacks

Boundary	Setback Distance
South-Western Boundary - New South Head Road frontage	0 metres
North-Western Boundary - Mona Road frontage	Between 1.9-4.2 metres
North-Eastern Boundary (adjoining 9 Mona Road)	0 metres
South-Eastern Boundary (adjoining 90 New South Head Road)	0 metres

Table 9: 90 New South Head Road Existing Boundary Setbacks

Boundary	Setback Distance
South-Western boundary - New South Head Road frontage	0 metres
North-Western boundary (80-84 New South Head Road)	3 metres
North-Eastern Boundary (adjoining the car park 100 New South Head Road)	0 metres
South-Eastern Boundary (adjoining 100 New South Head Road)	0 metres

The façade of the building at 90 New South Head Road will be retained as part of this proposal and, as such, the existing setbacks to the northern, eastern and southern boundaries adjoining this portion of the site will also be retained.

Due to the fact that this application seeks to amalgamate the two sites, the two freestanding buildings would need to be physically joined to each other. This will be accomplished by extending the proposed building envelope at 80-84 New South Head Road by 3.16 metres, over the existing easement, into the adjoining site so that the two buildings form a united structure. This extension will not move the building line forward of its existing position.

Furthermore, this proposal seeks to demolish the existing building at 80-84 New South Head Road and, as such, a new building is to be constructed. With regards to the proposed setback distances, this proposal seeks to somewhat mirror the existing building footprint. This involves zero metre setbacks to New South Head Road, Mona Road and to the north-eastern boundary at the ground level. The upper levels will be recessed in order to provide a degree of articulation and visual interest and also to comply with the separation requirements, as detailed in the Residential

Flat Design Code (RFDC). In addition, the proposed separation treatment to the properties at Mona Road will ensure that a sufficient curtilage is provided to these properties, given the heritage significance attributed to these. Table 10 below, details the setbacks at each floor.

Table 10: Proposed Boundary Setback Distances – Amalgamated Site

Boundary	Proposed Setback Distance
South-Western Boundary – New South Head Road frontage	<ul style="list-style-type: none"> • Lower Ground Floor – Second Floor: 0 metres • Third Floor – Fifth Floor: 1.2 metres
North-Western Boundary – Mona Road frontage	<ul style="list-style-type: none"> • Lower Ground Floor – First Floor: Between 0 metres and 3 metres • Second Floor – Fifth Floor: 1.2 metres
North-Eastern Boundary (adjoining 9 Mona Road & the car park of 100 New South Head Road)	<ul style="list-style-type: none"> • Lower Ground Floor – Ground Floor: 0 metres • First Floor – Second Floor: Excluding the service core, which directly abuts the boundary, there is 1.5-metre setback adjoining the terrace envelope at 9 Mona Road, a 3-metre setback adjoining the rear yard at 9 Mona Road, and 6-metre setback to 100 New South Head Road. • Third Floor – Fifth Floor: Excluding the service core, which directly abuts the boundary, there is 1.5-metre setback adjoining the terrace envelope at 9 Mona Road, and a 5-metre setback adjoining the rear yard at 9 Mona Road.
South-Eastern Boundary (adjoining 100 New South Head Road)	<ul style="list-style-type: none"> • Lower Ground – Second Floor: 0 metres • Third Floor – Fifth Floor: 12-metre setback to rooftop service core, and 19.5-metre setback to the building envelope façade.

4. JUSTIFICATION FOR PROPOSED REVISIONS

The main objectives for this planning proposal are:

- to ensure a better and higher use for the property through redevelopment;
- to improve the property's financial viability given its history of high vacancy rates;
- to provide an activated streetfront to New South Head Road given the site's proximity to Edgecliff Town Centre and transport connections; and
- to improve the locality's offering in terms of residential accommodation and diversity of dwelling type.

The proposed redevelopment is consistent with various strategic studies and plans. These are as follows:

- The proposal is consistent with the State government metropolitan policy which supports growth in residential stock within existing centres to promote more sustainable and transit oriented development; this proposal seeks to facilitate redevelopment of the site, which is currently under-utilised, for mixed-use purposes, within a location that is well serviced by public transport and local amenities, with a significant opportunity to reduce reliance on private transport modes.
- "A Plan for Growing Sydney" was published by the NSW Government in December 2014 and promotes, among other goals, Sydney as: "a city of housing choice with homes that meet our needs and lifestyles"; and "a great place to live with communities that are strong, healthy and well connected".

The Plan focuses new housing growth to be based in, and around, transport connections and existing centres. The proposed redevelopment is completely in line with this initiative in that additional housing will be provided near to established rail and bus transportation, and within walking distance to all services provided in the Edgecliff Town Centre. While Edgecliff itself is not a Strategic Centre under this Plan, the site is located between the CBD and Bondi Junction Strategic Centres, and along a highlighted 'Urban Renewal Corridor'. The proposed redevelopment in this location is considered consistent within the goals of the Plan and will provide increased, more diverse, housing, located between two key centres for employment opportunities, transport and services. The proposal is consistent with this Plan. Further assessment against this Plan is included at Section 5.3, below.

- *Woolahra 2025* – Revised Community Strategic Plan, was adopted by Council in June 2013. Goal 4 of this plan is to create 'well planned neighbourhoods'. Also relevant to this proposal is Goal 9 to encourage 'community focused economic development'. Reviewing the Theme: "Quality places and spaces" it is evident that, although the proposed building will be of greater height than the existing built form on the site, the location on New South Head Road, and the scale of the surrounding development, substantiate the proposed form as appropriate in the circumstances. The intention of the redevelopment is to provide an increased number of dwellings, which will contribute positively to State Government targets, and to provide an improved diversity in housing choice for this locality, whilst maintaining an active streetfront.

The proposed redevelopment is unlikely to detract from the village character of Edgecliff, but will enable improved utilisation of the site in terms of residential accommodation and more appropriate retail space,

serving to resolve the higher vacancy rates experienced in the past. This is consistent with the relevant Goals and Themes, of the Community Strategy Plan.

As a result of this proposal, there is an array of community benefits which would flow from a subsequent redevelopment of the site. These are as follows:

- The site, a 1,065m² parcel of land, is under single ownership and therefore represents a significant land holding within the heart of the Edgecliff Centre that is not subject to land ownership constraints, which would restrict the opportunity for site redevelopment;
- Redevelopment will unite two sites which currently function separately;
- The proposal will result in a transit-oriented development that is well placed to utilise the existing public transport infrastructure within the Edgecliff Centre;
- Redevelopment will also implement limited car accommodation, due to the site being positioned in a location which is well-serviced by public transport;
- The proposal will enhance street activation at the ground level, particularly compared with the existing situation, which will strengthen the pedestrian link along New South Head Road, between Edgecliff Station and Rushcutters Bay Park;
- The proposal will provide high-quality residential accommodation which will address the pressure for additional housing in accessible locations, of an affordable nature, as identified in the draft East Subregional Strategy;
- The increased provision of residential stock will help to create a more vibrant centre for the changing population and will act to enliven the public domain throughout all hours of the day and across all days of the week;
- The proposal will lead to the creation of new jobs, during both the design and construction phase of the development, which will significantly contribute to the employment base for the precinct;
- The proposal will provide improved passive and active surveillance opportunities over the public domain throughout all hours of the day with the inclusion of retail uses at the ground floor and upper level residential accommodation;
- Retail uses will also ensure that the site is accessible to the whole community, providing a broad community benefit; and
- The site is located in a prominent corner location, which is highly visible when entering the Edgecliff Centre from the west. The built form controls and subsequent redevelopment should reflect the prominence of this corner site.

Having regard to the above, the proposal is well suited to this location and suitably justified in its context.

5. STRATEGIC PLANNING CONTEXT

5.1 STATE ENVIRONMENTAL PLANNING POLICIES

The planning proposal is to be considered in the context of the following State Environmental Planning Policies:

Table 11: Relevant State Environmental Planning Policies

RELEVANT SEPP	APPLICABILITY
State Environmental Planning Policy No. 55 – Remediation of Land	Clause 6 identifies that contamination and remediation is to be considered in the preparation of a rezoning proposal. Any remediation works would require development consent. However, given the main use of the ground floor will be for retail purposes, contamination is unlikely to be an issue. Where Council deem it necessary, the applicant raises no objection to further investigations.
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development	<p>Clause 4 outlines that this policy is applicable for the purpose of erecting a new residential flat building, and only applies to that part of the development for the said purpose.</p> <p>Clauses 9-18 outline the design quality principles which will be assessed as part of the gateway planning application, subject to further refinement of the design. At a high level, these principles have been broadly addressed in Section 8 below, with regards to the impact of the proposed building envelope on the amenity of adjoining residential uses.</p> <p>Clause 28 requires that, in preparing an environmental planning instrument, provision should be made to ensure the achievement of design quality in accordance with the design quality principles and having regard to the Residential Flat Design Code. PTI Architects have been engaged to assist in the preparation of this Planning Proposal and have prepared a preliminary design for the site. This design has been assessed against the design principles of SEPP 65 (Attachment 3).</p>
State Environmental Planning Policy (Building Sustainability Index) 2004	Clause 6 identifies that the proposed residential component of the development is BASIX affected development. The relevant certifications will be supplied at the development application stage.

RELEVANT SEPP	APPLICABILITY
State Environmental Planning Policy (Infrastructure) 2007	<p>New South Head Road, which adjoins the site to the south-west, is a major east-west arterial road which connects a large portion of the eastern suburbs to the Sydney CBD. New South Head Road experiences high levels of traffic congestion, particularly during peak commute hours.</p> <p>This roadway is categorised as a <i>State Highway</i>, pursuant to the RMS Schedule of Classified Roads:</p> <p style="text-align: center;">Gazetted Road Number 173 - From Crown Street at East Sydney via William Street, Kings Cross Tunnel and portions of Bayswater Road and Craigend Street to their junction with New South Head Road, then via New South Head Road to Old South Head Road, Vaucluse.</p> <p>Clause 101 addresses development with a frontage to a classified road and requires that vehicular access be provided by a road other than a classified road. This application seeks to incorporate vehicular ingress and egress to the site <i>via</i> the Mona Road frontage, in accordance with the existing arrangements. Mona Road is a two-lane local road which adjoins the site to the west. Access <i>via</i> this frontage will have no impact on the ongoing safety or operation of New South Head Road.</p> <p>A traffic impact assessment has been prepared to accompany this proposal, which assesses the impacts of this arrangement and the safety, efficiency and ongoing operation of the roadway with regards to the nature, volume and frequency of vehicles generated as a result of the proposal. The outcomes of this assessment are that there will be no adverse impacts on the existing road network, subject to the installation of a traffic light system on the driveway.</p> <p>Clause 102 addresses the impact of road noise and vibration on non-road development and is applicable to residential development located adjacent to a road corridor servicing more than 40,000 vehicles per day.</p>

RELEVANT SEPP	APPLICABILITY
	<p>Given that the subject site abuts New South Head Road, the development must demonstrate compliance with the following LAeq levels:</p> <ul style="list-style-type: none"> • 35 dB(A) in any bedroom between 10pm and 7am; and • 40 dB(A) anywhere else in the building at any time. <p>Accordingly, an acoustic assessment will need to be provided at the development application stage to demonstrate compliance in this regard. It is, however, considered that this is achievable and will largely affect the treatment of openings in any design.</p>
State Environmental Planning Policy (State and Regional Development) 2011	The proposed use does not fall within Schedule 1. Additionally, the subject site is not listed as an identified site within Schedule 1.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	<p>The proposed development is located within the Sydney Harbour Catchment, as illustrated on the map for this SREP. Although the SREP applies to the site, the site does not fall within the Foreshore and Waterways Area, nor does it fall within the Wetland Protection Area.</p> <p>The site is located within an urban setting, a sufficient distance from the waterway, ensuring that the proposed development will have a neutral impact on the hydrological, ecological and geomorphological processes of the catchment and its natural assets.</p> <p>Whilst the uppermost portion of the proposed built form would be visible from the harbour, any development would be designed to protect and enhance the unique visual qualities of Sydney Harbour. Detailed design of the proposed built form would form part of the development application stage.</p>

5.2 SECTION 117 DIRECTIONS

In accordance with Section 117 of the EP&A Act, the Minister issues directions for the relevant planning authorities to follow in the preparation of planning proposals for new LEPs. This planning proposal is subject to the following Section 117 Directions, as detailed in Table 12, below.

Table 12: Section 117 Directions

S117 DIRECTIONS	APPLICABILITY
1. Employment & Resources	
1.1 Business and Industrial Zones	<p>While the proposal will result in some loss of employment potential, a considerable supply of more suitable such land exists in the vicinity of the site. In addition, the building at 80-84 is not fully tenanted and has not been for some time. This is largely due to the limited parking supply available to the site, to make it attractive for visitors to the commercial premises, given the limited on-street parking availability directly adjacent to the site. This attribute makes 80-84, in particular, difficult to lease.</p> <p>Material published by Council states that the Eastern Suburbs Economic Profile (2013) identified that Double Bay Centre has a very high commercial vacancy rate, with approximately 11,000m² of existing floor space unoccupied. Similarly Council research has shown that in early 2014, Edgecliff Commercial Corridor had over 3,100m² of vacant office space. Our current research suggests that this is marginally down on the 2014 figure, at 2,634m². Both these centres also have capacity to increase their commercial floor space to accommodate future demand through development being pursued by individual landholders. However, there is no evidence of substantial development applications or planning proposals seeking to increase the density of commercial floor space within this locality.</p> <p>Therefore, having regard to this extent of vacancy it is clear that there is an oversupply of commercial accommodation. Vacant spaces are not considered to be a good outcome for the immediate precinct, in terms of overall vitality, nor employment opportunities.</p> <p>This being the case, it is considered that by reinvigorating this site to a position that allows for suitable retail use, akin to its geographic location and constraints such as a lack of parking, is suitable and will not compromise commercial space available within the precinct. Instead the additional retail space will assist to reinvigorate some level of employment over the current situation, without compromising the viability of such space as a whole.</p>
2. Environment & Heritage	
2.3 Heritage Conservation	The subject site does not contain any heritage items under the LEP (Refer Note, above). However, the subject site is located within the vicinity of 5 local heritage items on Mona Road. Additionally, the subject site is not located within a heritage conservation area; however it adjoins the Mona Road Heritage Conservation Area.

S117 DIRECTIONS	APPLICABILITY
	<p>Accordingly, due to the proximity of the site to heritage items and the adjoining heritage conservation area, a Heritage Impact Statement has been prepared to accompany this submission.</p> <p>The site has been completely built upon for decades and lies within a highly urbanised portion of the city. The site does not contain critical habitat nor threatened species or threatened species habitat.</p>
3. Housing, Infrastructure & Urban Development	
3.1 Residential Zones	<p>This direction applies to all existing and proposed residential zones, as well as zones in which significant residential development is permissible. Mixed Use Development, which incorporates residential accommodation, is permissible in both the 2 (a) General Business Zone and the 3 (b) Special Business zone, pursuant to WLEP 1995. Additionally, pursuant to the new WLEP 2014 the proposed development would be categorised as Shop Top Housing, which is permissible within the B4 – Mixed Use Zone. As such, this direction applies.</p> <p>The proposed development will broaden the range of housing available in the Edgecliff Town Centre and the Woollahra LGA in general, through the provision of a mixed use development incorporating residential apartments.</p> <p>The subject site is well placed to accommodate this type of development. The site is located within close proximity to public transport facilities that will support connections to employment and services, both within the vicinity of the site and further afield.</p> <p>It is also considered that the proposed development will have minimal impact on the natural environment as the precinct and sites are already developed. The proposal is therefore consistent with this direction.</p>
3.4 Integrating Land Use & Transport	<p>This application is consistent with the principles of this Direction for the following reasons;</p> <ul style="list-style-type: none"> The site is located approximately 230 metres from Edgecliff Train and Bus Interchange which is highly serviced by frequent rail and bus public transport infrastructure. The proximity of these transport services will encourage public transport use and discourage use of private transport.

S117 DIRECTIONS	APPLICABILITY
	<p>The site and proposed mixed use development is highly consistent with the objectives of this Direction.</p> <ul style="list-style-type: none"> The existing rail line has the capacity to accommodate the projected population growth within the subregion and, as such, the provision for additional residential accommodation would not burden the existing infrastructure. This proposal will provide for a density of development which is commensurate with the site's location within a town centre.
4. Hazard & Risk	
4.1 Acid Sulfate Soils	<p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. As identified in the Woollahra Local Environmental Plan 1995 Acid Sulfate Soils Map, the site contains areas of Class 5 soils.</p> <p>As set out in Section (6) of this Direction, all planning proposals that propose an intensified use on land that have been identified as having a probability of containing acid sulfate soils, require the preparation of a preliminary site contamination investigation.</p> <p>As previously discussed, this application will increase the density and extent of development on the site. As such, a preliminary site contamination investigation would be undertaken either as part of the gateway process, or otherwise at the development application stage, to assess the appropriateness of the proposed use, given the potential presence of acid sulfate soils.</p>
4.3 Flood Prone Land	<p>The subject site may be subject to both mainstream and overland flows. As such, a hydraulic engineer will be engaged in the preparation of any future development application to determine the likely 1 in 100 year flood impacts.</p>
6. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney (Dec 2014)	<p>Direction 7.1 applies to all land within the Woollahra Local Government Area, and specifies that all planning proposals must be consistent with the NSW Government's 'A Plan for Growing Sydney' published in December 2014, or otherwise achieve the overall intent of the Plan. In addition, any application shall not undermine the achievement of its planning principles; directions; and priorities for subregions, strategic centres and transport gateways.</p>

S117 DIRECTIONS	APPLICABILITY
	It is discussed below in Section 5.3, that the subject proposal is consistent with <i>A Plan for Growing Sydney</i> , and does not detrimentally hinder the attainment of any of its objectives. The planning proposal will contribute towards both the housing and employment targets for the locality, providing high density residential accommodation within close proximity to existing transportation infrastructure and services.

With regard to Goal 3, the directions stated to achieve improved lifestyle quality for Sydney include revitalisation of existing suburbs, creation of multipurpose open and green spaces, creation of healthy built environments, and promotion of Sydney’s heritage, arts and culture. While a redevelopment of this site may not contribute physically to this aim, such a redevelopment would provide an opportunity to create a healthier built form on the site, in an existing suburb, where there are already outstanding open and green spaces within proximity. The site is within easy walking distance of Rushcutters Bay Park, public open spaces along New Beach Road, as well as the Sydney harbour waterfront. It is considered that new and additional housing in this location would connect not only to essential services, transport and jobs, but would also benefit from the existing recreational and social lifestyle assets of this area, making the location ideal in terms of liveability. For this reason, the proposal is considered overwhelmingly aligned with Goal 3.

5.3 A PLAN FOR GROWING SYDNEY (Dec 2014)

“*A Plan for Growing Sydney*” was published by the NSW Government in December 2014 and replaced the previous Draft Metropolitan Strategy for Sydney 2031.

This new Plan promotes a vision for the city involving four key goals; that Sydney will be:

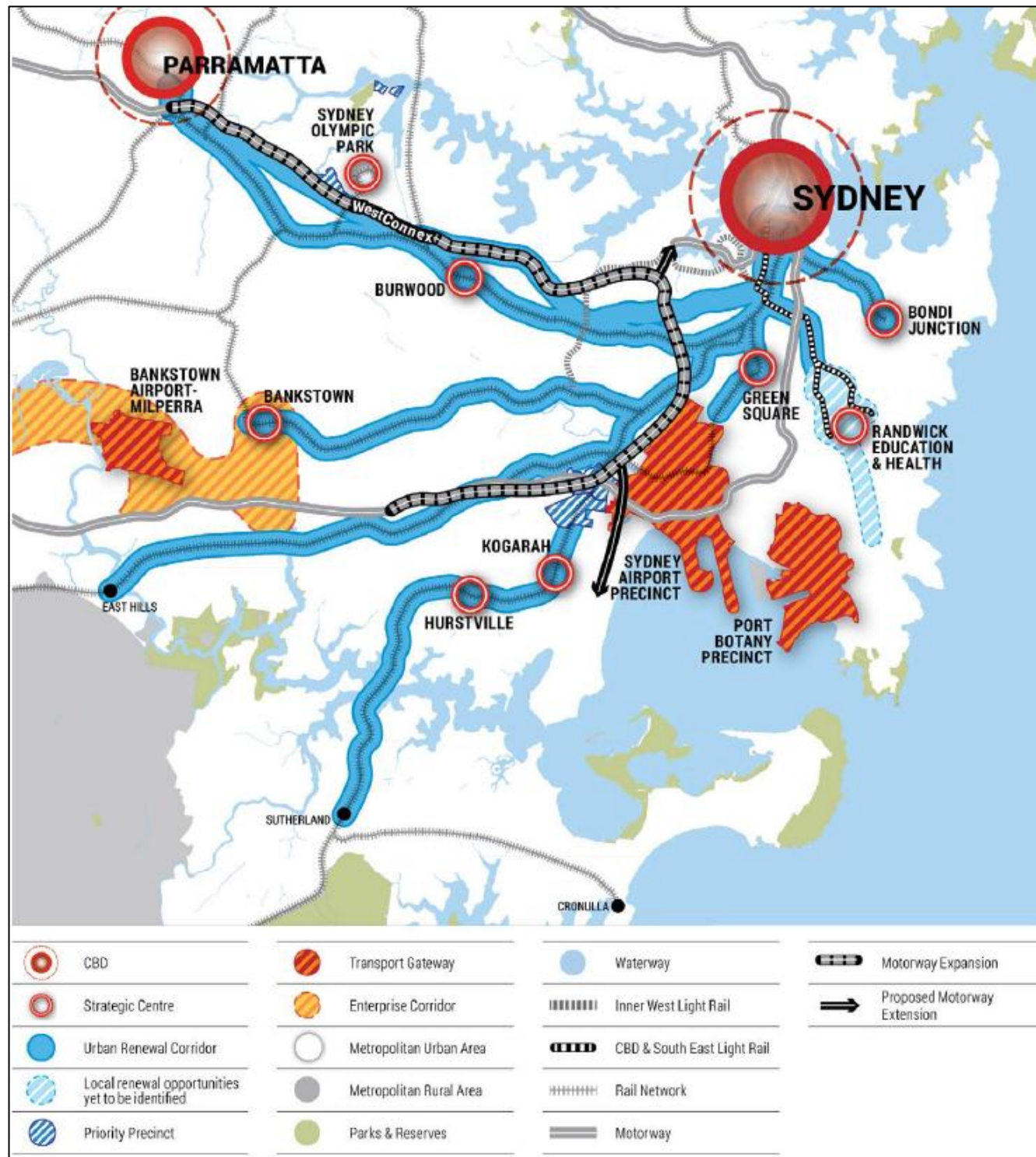
1. “*a competitive economy with world-class services and transport*”;
2. “*a city of housing choice with homes that meet our needs and lifestyles*”;
3. “*a great place to live with communities that are strong, healthy and well connected*”; and
4. “*a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources*”.

Most relevant to this planning proposal is Goal 2. The Plan intends to accelerate housing supply across Sydney, and specifically to accelerate urban renewal in identified areas. This is aimed to focus new housing growth in and around existing transport connections and service centres – providing homes closer to jobs. The Plan also intends to improve housing choice to suit different needs and lifestyles.

This planning proposal is completely aligned with this goal in that the proposed amendments will enable redevelopment of the site which is likely to provide additional, more diverse, housing, which is near to established rail and bus transportation, and within walking distance to all jobs and services provided in the established Edgecliff Town Centre.

Complimentary to this, the Plan intends to accelerate urban renewal, to provide homes closer to jobs. The site is within an identified urban renewal corridor. The subject proposal, and any resultant redevelopment of the site, will create homes closer to job opportunities in Edgecliff and Bondi Junction, as well as easily commutable to the Sydney CBD. The development is also proposed to include retail spaces at the ground floor, providing new job opportunities.

Figure 19: Central and Southern Sydney: Growing homes closer to jobs



(Source: <http://www.strategy.planning.nsw.gov.au/>)

5.4 WOOLLAHRA MUNICIPAL COUNCIL - OPPORTUNITY SITES

The Council identified 24 opportunity sites to meet the housing targets set out by the NSW Government in the Draft East Subregional Strategy in a report to the Urban Planning Committee on 14 December 2009. These sites are estimated to yield an additional 1,000 new dwellings through increasing the maximum building height, floor space ratio and, in some instances rezoning, to allow for the development of residential flat buildings and mixed use buildings.

These sites have been focused around existing centres, including Bellevue Hill, Edgecliff, Vaucluse, Double Bay, Rose Bay, Paddington and Woollahra. Within the Edgecliff Town Centre in particular, the following sites have been identified for redevelopment;

Table 13: Woollahra Municipal Council – Edgecliff Opportunity Sites

Site Significance	Address	Net Yield
Edgecliff Centre	203-233 & 235-285 New South Head Road	400 dwellings
Eastern Gateway	240-246 New South Head Road (Thane Building)	19 dwellings
Western Gateway	73-79 New South Head Road	35 dwellings
Western Gateway	2-14 New South Head Road	10 dwellings

Cumulatively, it is expected that that Edgecliff Town Centre will accommodate 464 of the proposed 1,000 dwellings within the Woollahra LGA. Therefore, the Edgecliff Town Centre incorporates approximately 46% of additional dwellings to be located within the Woollahra LGA, consistent with Edgecliff's role as a strategic centre.

As detailed in the draft East Subregional Strategy above, the Woollahra LGA is expected to accommodate an additional 2,900 dwellings by 2031. This strategy therefore highlights a major shortfall in the provision of housing within the Woollahra LGA. The proposed site is well placed, with regard to its close proximity to the Edgecliff Town Centre and public transportation links to the Sydney CBD, to contribute 39 additional dwellings within the Woollahra LGA. This will assist Council with regards to achieving their dwelling density targets, as outlined in the draft East Subregional Strategy, and will also help to strengthen the role of Edgecliff as a strategic centre and underpin future site redevelopment opportunities.

5.5 WOOLLAHRA 2025 – REVISED COMMUNITY STRATEGIC PLAN

“*Woollahra 2025 – our community, our place, our plan*” was adopted by Council on 24 June 2013 and is a revised Community Strategic Plan, presenting the community’s long term vision for the Local Government Area, in terms of the key priorities and aspirations.

Most relevant to this planning proposal, the second *Theme* of the plan is to achieve “quality places and spaces”. Under this *Theme*, Goal 4 of this plan is to create ‘well planned neighbourhoods’. The fourth *Theme* is “Local Prosperity”, under which Goal 9, is to enable ‘community focused economic development’. Both of these goals should be considered as part of the assessment of this proposal.

Reviewing the *Theme*: “Quality places and spaces” it is evident that the community discourage high-rise development and inappropriately oversized development. Although the planning proposal is requesting an increased height limit for the site, the proposed building will not exceed the height of taller nearby buildings and will not appear overbearing in the corner location, given the density of surrounding development. In turn, the proposal will assist the locality in meeting its increased housing targets. The range of dwellings sizes within the development, and the increase of apartments for the locality, will provide the desired housing diversity, to better meet the variety of household types required.

Consideration too has been given to the protection of the area’s heritage, by ensuring the redevelopment would be suitably compatible with the heritage listed terrace houses adjacent along Mona Road, and by retaining the façade of 90 New South Head Road, as it shows minor heritage significance. The site is located on the fringe of the Edgecliff Town Centre, and will contribute positively to the village atmosphere of this locality by the inclusion of retail spaces opening onto an active streetfront. For these reasons, the proposal is considered wholly consistent with this *Theme*.

Under the *Theme*: “Local Prosperity”, Goal 9 intends to maintain the existing diversity of the local economic base, whilst encouraging new businesses that will enhance and positively impact upon community life. Specifically, the plan aims to boost and support local business and improve retail occupancy rates and retail business. The proposal will reduce commercial office space in the town centre, currently suffering from high vacancy rates and replace part of it with retail spaces. This should boost retail business and will enhance the community feel of the locality by activating the streetfront. For these reasons, the proposal will satisfy this goal and uphold the intentions of the *Theme*.

The proposed redevelopment is unlikely to detract from the village character of Edgecliff, but will enable improved utilisation of the site, serving to assist in meeting housing targets as well as resolving higher vacancy rates experienced for office space. This is consistent with the relevant Goals and Themes, of the Community Strategy Plan.

6. DESIGN, COMPLIANCE & KEY PLANNING ISSUES

6.1 BUILDING HEIGHT

As previously discussed, this proposal would result in a built form outcome that is over and above the existing planning controls for the site. The proposed building envelope reaches a maximum height of 23.47 metres above existing ground level (7 storeys). Although, visually, the height of No.90 New South Head Road will remain generally as is, the proposed service core will, however, extend a further 8 metres above the existing building, thereby increasing the overall height to 23 metres above existing ground level. As discussed above, the site is subject to the following height controls:

Table 14: Relevant Height Restrictions

Controls	80-84 New South Head Road	90 New South Head Road
WLEP 1995	12m	Not specified
WLEP 2014	14.5m	20.5m
Edgecliff Commercial Centre DCP	RL33.0 – RL35.0	RL38.0-RL44
Proposed Maximum Height of the Building	23.47 metres RL 41.54	23 metres RL42.64

The proposal would exceed the maximum height restriction on the 80-84 New South Head Road portion of the site under the provisions of both the current WLEP 1995 and the new WLEP 2014, by between 9.9 metres and 7.4 metres, respectively.

For 90 New South Head Road, the existing maximum height of the building is 13.96 metres, which is below the height limit set under WLEP 2014. The majority of this building would remain at this height under the proposal; however, the service core element, would result in a maximum height of the building being 23 metres above existing ground level. This equates to 2.5 metres over the maximum height limit set down by WLEP 2014.

The first point that should be considered is whether the height control specified in both planning instruments is an effective outcome for site redevelopment opportunities. It is accepted that, in normal circumstances, building height would increase and/or respond to the topography of the land. Therefore, the logical outcome would be as presented by the planning controls, that is, that 80-84 New South Head Road benefits from a lesser building height than 90 New South Head Road. However, what has not been adequately considered in

this case is the impact that the existing building at 100 New South Head Road, has on the future development opportunities of No. 90. The orientation of this building, with light and air enjoyed by the western frontage, heavily impedes development opportunities available to 90 New South Head Road.

Therefore, in this specific case, the height expectations set, do not allow for a reasonable outcome, having regard to the site constraints.

That said, the prominence of this combined site, lends itself to a redevelopment strategy that accords with this prominence and should be capitalised on, while respecting the design layout of 100 New South Head Road. This being the case, it is considered that the most appropriate approach is to ensure that the greater built form is positioned on the western end of the site.

If that principle is accepted, the strategic location of the site in proximity to employment generating uses, local services and public transport facilities should ideally lend itself to providing a type, bulk and scale of development that accords with this prominent and strategic location.

As the site is located within 230 metres of the Edgecliff Town Centre, it is considered that a higher density form of residential development would be more consistent with the goals of the Government's "A Plan for Growing Sydney", than the uses and built form which currently occupy the site, and that are considered appropriate under the planning instruments. It is acknowledged that this Sydney-wide strategy was prepared by the State Government to guide the long term development of the city, including the Woollahra LGA, with regards to focusing housing growth within accessible locations. It is considered that the proposed changes to the planning controls would increase the dwelling capacity of the site and therefore enable a higher number of residential dwellings, while not compromising the amenity of neighbouring developments, particularly that at 100 New South Head Road. In particular, once considered from a merit perspective, increased density on 90 New South Head Road is not achievable due to the constraints that are imposed by 100 New South Head Road. Therefore, the outcome, as suggested, is considered to be the most effective means of satisfying the goals of "A Plan for Growing Sydney", without compromising adjoining properties' amenity.

In addition, strict compliance is not considered appropriate, given the distinct evidence within the immediate vicinity of the site, of buildings with heights that are well above that which is now considered appropriate on this site. For instance, the adjoining building to the east of the site, at 100 New South Head Road, is 10 storeys and measures approximately 40 metres in height, and is therefore approximately 17 metres taller than that of the proposed form. Additionally, the building located directly west of the site, at 2B Mona Road, is occupied by an eight storey mixed use building, measuring 23 metres in height and would therefore be

commensurate to that of the proposed form. It is therefore considered that the proposed height is consistent with the existing character of the neighbourhood, having regard to the built form surrounding the site

It is also relevant to consider the proximity of the site, with regards to employment generating uses, local services and public transport. As stated previously, the location of the site maintains all of these strategic benefits, and is therefore suited to a higher density of development, that may more positively contribute to Sydney's housing growth.

It is acknowledged that the site borders a Residential R3 zoning as well as a series of heritage listed terraces, to the north of the site along Mona Road. The dwellings within this zone, as well as the adjoining terraces, are located uphill from the subject site, as the natural terrain of Mona Road climbs quite significantly from the junction with New South Head Road, towards the north. This slope has the effect of minimizing the perceived bulk and scale of the proposal, as the natural ground floor of these dwellings is elevated. Further to this, these terraces are already positioned within a dense urban context, the existing wall heights of the buildings adjoining these terraces are significantly taller than the subject terraces as a result of the slope in the terrain. Therefore, given the existing wall heights that surround these properties, any increase in built form will largely go unnoticed due to the current context.

Regardless of this fact, the proposed building envelope has been designed to respond to the adjoining residential terraces in order to minimize any adverse amenity implications and to ensure that a suitable transition is achieved with this interface. Between Levels 1 and 7, the building is progressively setback from this interface in order to transition away from this boundary and minimize the perceived bulk visible when viewed from this perspective. As detailed in the Architectural Plans, which accompany this submission, this boundary will also incorporate articulation, through the inclusion of balconies and recessions, to ensure that the visual appearance of the site is appealing from this perspective, and to avoid the presentation of a blank wall to these properties.

In addition, the form of these terraces at the street frontage of Mona Road, provide a disposition of scale that is evident of these terraces. The rhythm that is created in the design scheme picks up on the elements of these terraces and provides a strong response in terms of horizontal and vertical proportions. As a result, the outcome will see a scale and form that is suited to the relationship with these adjoining buildings.

It is therefore considered that the proposed height is acceptable with regards to the impact of the proposed development on adjoining properties given that the form takes adequate account of the constraints imposed by the layout of 100 New South Head Road; the heritage attributes of the adjoining terraces on Mona Road and the desire for greater density in close proximity to public transport and employment opportunities.

6.2 FLOOR SPACE RATIO

The proposed FSR exceeds the permitted maximum for the site as set out previously.

Whilst this is well above the suggested planning controls, the suggested building envelope satisfies the objective of the floor space criteria for the B4 zone, which is to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale.

The matters of bulk and scale are largely addressed under the height assessment provided above and in the heritage assessment detailed below. The scale of the proposal is acceptable having regard to the dominance of the New South Head Road/Mona Road gateway into the Edgecliff precinct, while ensuring adequate amenity and building separation to the neighbouring properties, particularly along both Mona Road and New South Head Road. The additional floor space over the existing situation provides appropriate transitional elements, while combining a variety of uses that are suited to the site's location and zoning.

It is considered that the additional floor space on the site is suitable and may be imposed without adverse impact on neighbouring properties.

6.3 HERITAGE IMPACTS

6.3.1 IMPACTS ON THE SUBJECT PROPERTY

The subject buildings are not listed heritage items in the LEP and are not listed on the State Heritage Register.

Council's heritage officer provided the following comments regarding the significance of the building at 80-84 New South Head Road;

*The three-storey building at Nos. 80 – 84 New South Head Road, Edgecliff was constructed circa 1989 as a contemporary infill development. The building is located on the eastern corner of the junction of Mona Road with New South Head Road. The building is occupied by commercial tenancies. As an example of late-1980s/early-1990s infill development, the **building has no heritage significance.***

Similarly, Council's Heritage Officer made the following comments regarding the heritage significance of the building at 90 New South Head Road;

*The three-storey building at No. 90 New South Head Road, Edgecliff was constructed in 1928. The building is located on the north-eastern side of New South Head Road, between Mona Road to the north-west and Darling Point Road to the south-east. Since it was constructed, the building has been the subject of six Development Applications: in 1997 (twice), 1996 (thrice) and 1992, and six Building Applications: in 1964, 1963, 1959 (thrice) and 1928. The **heritage significance of the building is minor, being an example of an anodyne Inter-War commercial development.***

Given that the building at 90 New South Head Road was considered to exhibit minor heritage significance, Rappoport Heritage Consultants were engaged to provide heritage advice to ensure that the proposal is in alignment with the objectives of any pertinent heritage DCP or LEP control. This study concluded that the façade of the building at 90 New South Head Road should be retained and restored as part of this proposal, in order to retain the character of the building.

Accordingly, this proposal seeks to retain the façade of this building in order to conserve the buildings contribution to the overall character of the streetscape. The building will, however, need to be demolished internally in order to amalgamate with the adjoining building at 80-84 New South Head Road. This will allow for the internal floor levels between the sites to be consistent. By retaining this facade, the proposed development will incorporate a high quality design outcome with two complementary architectural styles, the features of which are evident in the current design prepared for the site.

6.3.2 IMPACTS ON ITEMS IN THE VICINITY

Whilst the site does not contain any heritage items under the WLEP1995 or the WLEP 2014, the site is located within the vicinity of five separate heritage items, including the following:

- 9 Mona Road, Darling Point Victorian Figtree Terrace House
- 11 Mona Road, Darling Point Victorian Figtree Terrace House
- 15A Mona Road, Darling Point Victorian Figtree Terrace House
- 15 Mona Road, Darling Point Semi-Detached Cottage
- 17 Mona Road, Darling Point Semi-Detached Cottage

In addition, the building at 90 New South Head Road directly adjoins the Mona Road Heritage Conservation Area. Council's Heritage Officer made the following comments with regards to the impact that redevelopment of the subject sites would have on the heritage significance of these sites;

The proposal will not affect significant views to or from the heritage items in Mona Road and will not overshadow the heritage items. The proposal will not have any effect on the heritage significance of the items, but will have an effect on their setting.

The proposal will not have any effect on the heritage significance of the Mona Road Heritage Conservation Area or on its setting.

Accordingly, the proposed building envelope has been designed to achieve architectural harmony with the adjoining historical buildings in respect of massing and modelling of the facades to ensure that the setting of the items is not adversely impacted. At present, the corner site is occupied by a glass wall building, measuring three storeys in height. As detailed in Photograph 10 below, this building directly abuts the southern façade of the adjoining building at 9 Mona Road. The proposed development will retain a zero metre setback to this boundary at the Lower Ground and Ground floors.

Photograph 10: Existing Interface with the adjoining Heritage Item at 9 Mona Road



However, in order to respond to the density of the adjoining property and to maintain the amenity of this building, the proposed building envelope will be stepped back gradually from this boundary, from Levels 1 to 5 as the proposed building increases in height. Levels 1 and 2 will be setback 2 metres from the terrace house at the western end of the allotment, and 3 metres adjoining the rear yard at the eastern end of the allotment. The setback to the rear yard will increase to 5 metres at Levels 3-5. The gradual increase in the proposed building setback will provide a degree of visual separation between the two sites and represent an improvement over the existing commercial building, which has been built to the boundary of the site from Levels 1-3, for entire length. The proposed setbacks will also provide a degree of visual interest, by minimising the appearance of a single blank wall to this boundary.

In addition, a degree of symmetry has been established in the form of the proposed building, with the horizontal and vertical proportions taking on a similar ratio to the heritage-listed terraces. Again, this allows for the form of the proposed building to have a strong relationship with these adjoining properties from both a heritage and overall design perspective, without mimicking the heritage features of these.

It is therefore considered that the proposed building envelope more suitably responds to the surrounding heritage context than the existing commercial building on site, which is presented with a blank façade and limited articulation. The proposed form represents an acceptable design solution with regard to visual treatment, articulation and separation.

6.4 SOLAR ACCESS

There are two aspects in considering the solar impacts attributable to the proposed development, being those within the development itself and those which are external to the site.

6.4.1 INTERNAL IMPACTS

Consideration must be given to how the proposed development has been oriented with regards to sun access. As detailed in Part 3 of SEPP 65 - Residential Flat Design Code, at least 70 per cent of living rooms and areas of private open space must receive a minimum of three hours direct sunlight access between 9am and 3pm in mid-winter. Due to the rectangular shape of the floor plate, the majority of units within the building will be oriented towards either the north-east or the north-west. Table 15 below provides a schedule of apartment orientation.

Table 15: Apartment Orientations

Orientation	Number of Apartments	Percentage of Apartments
North-East	22	56%
North-West	10	26%
South-East	0	0%
South-West	7	18%
TOTAL	39	100%

None of the units in the proposed building envelope will be oriented directly south. Only 18% of units will be oriented towards the south-west, whilst 82% of units will benefit from a partial northern orientation. Accordingly, on balance it is considered that the proposal is satisfactory from a solar amenity perspective.

Furthermore, in order to achieve satisfactory daylight and natural ventilation, none of the proposed apartments exceed 12 metres in depth, in accordance with Council's Draft DCP controls for residential uses. Each of the apartments range between 9 and 11 metres in depth. Most of the apartments also benefit from dual frontages, thereby maximising exposure to sunlight and cross ventilation. Further to this, in order to achieve adequate solar access and natural cross ventilation within each of the apartments, the floor to floor height for the residential levels is 3.1 metres, which exceeds the required floor to ceiling height outlined in Council's Draft DCP of 2.7 metres for habitable floors. This will provide sufficient opportunity for solar access within each of the proposed apartments.

Additionally, the retail tenancy located within the Lower Ground Floor of 90 New South Head Road will have a floor to floor height measuring 6.2 metres, as it will expand into the Ground Floor. This tenancy will benefit from an abundance of natural light and ventilation and will achieve a high standard of solar amenity. Due to the natural slope of the site towards the west, the two tenancies located within the 80-84 New South Head Road portion of the site will be wholly contained within the Lower Ground Floor. As such, these tenancies will

have a floor to floor height of 3.1 metres. These tenancies do not comply with the floor to ceiling height of 3.6 metres for ground floor tenancies, as outlined in Council's Draft DCP. However, these tenancies only comprise 183.26m² of the total Lower Ground Floor plate. The remainder of the floor is dedicated towards residential uses and a floor to floor height of 3.1 metres is considered adequate from a solar perspective and therefore ensures that there is a consistent form being provided within the building that would make construction far easier and avoid difficulties with the internal layouts of the building.

6.4.2 EXTERNAL IMPACTS

It is also imperative that the proposal does not result in any significant loss of amenity with regards to solar access to surrounding residential uses. Generally speaking, the building envelope has been designed to achieve minimal overshadowing off-site, taking into consideration the location of the site with regard to the surrounding built form, the typography and the arc of the sun.

Residential developments located within close proximity to the site are to the north, and the southeast of the site, and include the following:

- Residential Apartments at 100 New South Head Road – located directly southeast of the site; and
- Heritage Terraces on Mona Road – located directly north of the site;

Given the arc of the sun, the properties directly north of the site cannot be detrimentally affected by the proposal in this way. The building separation maintained between the subject envelope and the building at No.100 New South Head Road serves to mitigate any impacts upon the windows and balconies facing the development site.

Submitted with this application are a full set of shadow model diagrams, including horizontal and vertical plane shadows, cast at the equinoxes and winter solstice for 9am, 12 noon and 3pm, for both the existing building and the proposed building envelope.

These shadow diagrams illustrate that at the winter solstice, significant additional shadow will generally be cast at 9am, across the face of the commercial building known as No.135-153 New South Head Road, opposite the site. The offending shadow will reduce throughout the morning and be completely removed well before 12 noon. That building will maintain its sunlight from this time, through the midday period and the remains of the day.

At 12 noon on the winter solstice, a small amount of additional shadow is illustrated as being cast by the proposed form; however, this shaded area remains solely within the roadway of New South Head Road. No buildings will be affected by new shadows cast by the proposed building envelope at midday.

Considering then the shadows cast at 3pm on the winter solstice, the shadow diagrams indicate that a small amount of additional shadow would be cast, specifically by the service tower element over No.90 New South Head Road, across the northwest-facing balcony and assumed living area window, of the lowest tenancy at No.100 New South Head Road (fourth floor). As described in the Site Description above, this floor is currently

being used as commercial offices. The shadow would begin to impact this window some time prior to 3pm, continuing while the sun arcs around to the west of the service tower. Solar access to these windows, however, is otherwise unaffected by the development for the remainder of the day. This impact is considered minor, and should therefore be acceptable.

It is therefore considered that the suggested bulk and scale is suitable from a solar access perspective and if the proposal were to be approved in suggested form, complying outcomes could be achieved to the neighbouring properties in accordance with Council requirements.

6.5 VIEW LOSS

6.5.1 PRIVATE VIEWS

One of the key issues associated with redevelopment of the site is the potential for view loss from neighbouring buildings to the east of the site. As detailed in Figure 20 below, the building located immediately east of the site at 100 New South Head Road currently benefits from views towards Sydney CBD, including the Harbour Bridge and Centrepoint Tower. Due to the positioning of the development, this proposal has the ability to potentially obstruct the view from certain windows on the western façade of this building between Levels 4-6.

Figure 20: Existing View from 100 New South Head Road



To assist with an assessment of the potential view impacts, Hamptons Property Services, in association with PTI Architects, have prepared a View Analysis, attached at Appendix 5. This analysis has been prepared in

accordance with the view sharing Planning Principles contained in *Tenacity v Warringah Council (2004) NSWLEC 140*.

6.5.2 PUBLIC VIEWS

Given the higher altitude of land in Edgecliff, and the direction of the city centre from this location, New South Head Road provides some opportunity, albeit briefly, for view lines to the upper arch of the Sydney Harbour Bridge - an acknowledged iconic view. These opportunities are available from both within the roadway itself, and from particular parts of the adjacent public footpath near to the intersection of New South Head Road, with New McLean Street. The vantage varies slightly between pedestrians on the south-western footpath, and road users within the roadway itself.

Considering first the opportunities for pedestrian view-lines, walking eastward, along the southern footpath of New South Head Road, the arch of the Bridge first becomes apparent adjacent to the glass entry doors of the Edgecliff Centre, which provide access to the post office (approximately 15 metres from the intersection). From this point the proposed building would be wholly positioned behind No.100 New South Head Road (Photograph 11). Therefore, the proposal would not cause any disruption to the existing public pedestrian view corridor.

Photograph 11: CBD & Harbour Bridge Views to the North-West of the Edgecliff Centre



As you progress towards the traffic intersection with New McLean Street, the view to the upper arch of the Bridge becomes more apparent, as will the presence of the proposed building. At the traffic lights for the crossing with New Maclean Street, the view of the Bridge arch is the most complete, and Figure 21 shows the impact of the proposal upon this view.

Figure 21: Photomontage of proposed building impact upon public view



Continuing across the road, however, the proposed building covers less and less of the Bridge arch, such that when the viewing pedestrian reaches the other side of the crossing, the proposed building will be clearly east of the view line to the Bridge arch (Figure 22). There will be no further impact upon this view from the proposal beyond this point.

Therefore, while there will be a minor loss of view for a short period, while waiting to cross the traffic lights at the corner of New South Head Road and New Maclean Street, this time period is limited and access to the view quickly returns when one moves from that intersection, heading west.

Figure 22: Photomontage of proposed building, east of the Bridge arch



The opportunity for views towards the Bridge, from within the roadway itself, become available as a vehicle travels west down New South Head Road.

From the left, outside, lane of New South Head Road, the view towards the Bridge becomes prevalent approximately 50 metres through the intersection. It is a peripheral view only and realistically only visible to the passenger if proper road safety is being followed. The glimpse of the Bridge, which will be partly obscured, would occur for not more than 2-3 seconds. In addition, it is a distant view. Therefore, it is not considered that there is any significant impact given the length of time the view is available for, and that it is a peripheral view.

The same effect applies from the right, inside, lane, with the bulk of the proposed structure, more evident. However, the effect on the existing view towards the Bridge is the same as that described above.

The greatest vantage point from where the view is available is the middle lane. Again, it becomes available approximately 50 metres through the intersection with New Maclean Street. It is a peripheral view and distant in its vantage. Figure 23 shows this positioning; however, this is not taken from sitting inside a vehicle, but standing in the roadway. The actual view does not become evident of the Bridge until the 'Transit Lane' sign is reached. Similarly, view of the Bridge lasts not more than 2-3 seconds as is on an oblique angle. While the proposal will have some effect on the view of this, the loss of that view will be so minimal, for such a short period, the effect is considered negligible.

Figure 23: Photomontage of proposed building from within the roadway



Therefore, while there will be some negligible loss of the view, this will occur for a very small period of time with no significant loss considered to occur.

The NSW Land and Environment Court has provided a planning principle related to the assessment of public domain views, which can be found within the judgment of *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046 (Rose Bay)*. This principle has been followed in the below assessment of the likely impact upon existing public view.

Nature of Assessment	Impact of the Proposal
Identification Stage	
44The first step of this stage is to identify the nature and scope of the existing views from the public domain. This identification should encompass (but is not limited to):	
the nature and extent of any existing obstruction of the view;	The extent of the view line opportunities have been thoroughly explained above.
relevant compositional elements of the view (such as is it static or dynamic and, if dynamic, the nature and frequency of changes to the	The view of the approach to the city and a partial view to the Bridge in the background is considered static, apart from the traffic along New South Head

view);	Road.
what might not be in the view - such as the absence of human structures in the outlook across a natural area (such as the view from Kanangra Walls);	A mixture of dense development (including high rise buildings) and some tree foliage limit a more complete view to the whole of the Bridge structure. The upper arch is visible from the public domain approximately 50 metres south of this intersection, having regard to an individual's view line, which is looking straight ahead, and not on an oblique angle.
is the change permanent or temporary; or	The change would be permanent
what might be the curtilages of important elements within the view.	On the eastern side of the view, the existing building at No.100 New South Head Road limits an open view to the city skyline and obstructs this view from further east along New South Head Road.
45The second step is to identify the locations in the public domain from which the potentially interrupted view is enjoyed.	As explained above, primarily this partial, oblique view is available for a brief duration to moving road users and pedestrians along New South Head Road, near to the intersection with New McLean Street.
46The third step is to identify the extent of the obstruction at each relevant location.	At the most likely vantage, pedestrians, waiting for the traffic lights to change at the intersection with New Maclean Street standing on the eastern side of this would be most affected,, The proposed building will reduce the partial, oblique and distant view in the order of half of the Bridge arch. It is considered that the likely impact upon this view would be assessed as moderate to severe, for this reason. However, the view remains unobstructed once a person has crossed New Maclean Street, to the eastern side, with a full view of this back in play. From a motor vehicle, the obstruction is minor and lasts only for an extremely short time period. Therefore, the impact is not considered severe, but minor as the obstruction to the view corridor disappears very quickly..
Unlike <i>Tenacity</i> (which adopts the proposition that sitting views are more difficult to protect than standing views), the impact on appreciation of a public domain view should not	The relevant partial view is mostly available to pedestrians and seated road users, including drivers and passengers of cars and public buses.

<p>be subject to any eye height constraint. A public domain view is one that is for the enjoyment of the whole population, old or young and whether able-bodied or less mobile. It is not appropriate to adopt some statistically derived normative eye height for the assessment of such views (such as the conventionally adopted 1.6m eye height for the assessment of overlooking privacy impacts). Indeed, some views (such as that from Mrs Macquarie's Chair toward the Opera House and Harbour Bridge) may well be ones likely to be enjoyed frequently from a seated position</p>	
<p>47The fourth step is to identify the intensity of public use of those locations where that enjoyment will be obscured, in whole or in part, by the proposed private development.</p>	<p>The Edgecliff town centre is considered to be fairly well trafficked by both pedestrians and cars. The subject intersection is a main pedestrian access route to and from the shops and transport interchange.</p> <p>Regarding vehicular traffic, New South Head Road is the main city access road from the upper portion of the Eastern Suburbs and is therefore heavily used, The speed limit along this road is 60 km/h..</p>
<p>48The final step to be identified is whether or not there is any document that identifies the importance of the view to be assessed.</p>	<p>It is acknowledged that any view to the Bridge, be that partial or whole, would be considered iconic and therefore publicly valuable. The NSW LEC judgement for <i>Tenacity vs Warringah</i> references views to the Sydney Harbour Bridge specifically, as iconic.</p> <p>The Edgecliff Commercial Centre DCP makes mention of protecting views from neighbouring sites, and controlling the height of buildings to control the loss of views and privacy; however, no specific mention is made of views from the public domain.</p> <p>The Draft Woollahra Residential DCP identifies key views and vistas from existing buildings in the Edgecliff Local Centre on Map 1 within Chapter D4, The subject view direction is included as significant to the Local Centre. This chapter also requires applicants to demonstrate how their development</p>

	<p>preserves or enhances important character elements of the precinct, under which 'view corridors' is listed, There is, however, no prescribed control relating to the specific protection of this public domain view.</p>
<p>This will encompass specific acknowledgment of the importance of a view (for example, by international, national, state or local heritage recognition) or where the relevant planning regime promotes or specifically requires the retention or protection of public domain views.</p>	<p>The subject view is acknowledged as significant to the local precinct, and of iconic value at a state and potentially national level, albeit partial, on an oblique angle and fleeting for a very short period of time.</p>
<p>49However, the absence of such provisions does not exclude a broad public interest consideration of impacts on public domain views.</p>	<p>The public interest in this case needs to be balanced between the impacts upon this view, the public benefit of the redevelopment of the prominent corner site when viewed from the east travelling west (Section 6.6), and having regard for reasonable development expectations.</p> <p>It must also be balanced with the realistic ability to see this view, particularly as a driver of a motor vehicle, which is less likely, having regard to road safety rules.</p>

Consideration for the public interest in this regard must consider not only the impact upon this view in isolation, but upon the impacts and benefits of the proposed redevelopment as a whole. The proposal will remove some availability, for a short period of time, to this significant view corridor. However, there will also be significant visual benefits to the public domain, associated with the redevelopment of this prominent corner. These outcomes are discussed further below in Section 6.6.

Therefore, the minor loss of view to the public domain element, that is iconic in nature, is oblique in its angle, fleeting in its duration and not entirely removed as a result of the proposal. Therefore, it is considered acceptable.

6.6 VISUAL OUTCOMES OF THE PROPOSAL

The subject building is located on a prominent corner site that is highly visible from New South Head Road. As such, the proposal will appear most visually prominent when viewed from the western side of New South Head Road, when facing east. The proposed building envelope will reinforce the street edge and allow for the building to respect, and respond to, this prominent corner location. Additionally, given the general pattern of development along the New South Head Road frontage, it is considered that a seven storey development

would be more in-keeping with the general pattern of development within the immediate vicinity of the site than the existing three storey commercial building, particularly when having regard for the adjoining 10 storey development at 100 New South Head Road.

Furthermore, it is considered that the skilful design of the building will effectively mitigate any perceived negative visual impacts with regards to bulk and scale and will represent an improvement to the streetscape from the existing three storey glazed commercial building, which has a very dominant, yet unattractive presence in this location, with limited features or articulation to the streetscape. The proposal will incorporate design and materials that are more reflective of the current genre of architectural design and will enhance the aesthetic quality of the building; incorporating a range of materials including timber, glazing and rendering, as well as articulation and openings along this frontage. It is also considered that the proposed built form will represent an improvement with regards to the perception of the site when viewed from the New South Head Road roadway (Figure 24).

Figure 24: Photomontage of the suggested built form, heading east along New South Head Road, demonstrating the prominence of 100 New South Head Road to the visual and public landscape



On balance, the development is acknowledged to partially impact an identified public view corridor which has been identified under the Council’s Draft DCP, but it will also provide dramatic, lasting, improvement to the streetscape and the prominent corner which provides a kind of gateway into Edgecliff Town Centre. Although the partial loss of the view will be fleetingly apparent, it must be considered that the ability to enjoy the view

from the road is limited and oblique, such that the impact should be considered lesser than the sum total of the public benefits provided by this proposal.

6.7 BUILDING SETBACKS

With regards to the proposed building footprint, this has been informed by the prominence of built form to New South Head Road, aligning the footprint and the need for greater setbacks to the side and rear of the development to respond to both heritage and amenity considerations.

The Edgecliff Commercial Centre DCP applies to the site and outlines the minimum setback controls for future development. The Draft DCP, which is on exhibition until 30 January 2015 also applies to the subject site and contains a range of setback requirements. These setback controls have been outlined in Table 16 below.

Table 16: Proposed Setback Distances

Boundary	Edgecliff Commercial Centre DCP	Draft DCP – D2 Mixed Use Centres	Proposed Setbacks
South-western boundary – New South Head Road frontage	1 metre	LG-L5: 0 metres	LG-L2: 0 metres L3-L5: 1.2 metres
North-western side boundary – Mona Road frontage	1 metre	LG-L4: 0 metres L5: 1.8 metres	LG-L1: 0-3 metres L2-L5: 1.2 metres
North-eastern rear boundary	4 metres	LG: 0 metres G-L5: 2.4 metres	LG-G: 0 metres L1-L2: 1.5-3 metres L3-L5: 1.5-5 metres (excluding service core)
South-eastern side boundary	7 metres	LG-L4: 0 metres L5: 1.8 metres	LG-L2: 0 metres L3-L5: 12-19.5 metres

6.7.1 FRONT SOUTH-WESTERN SETBACK

The proposed building envelope does not comply with the setback controls stipulated under the Edgecliff Commercial Centre DCP. With regards to the front setback, given the retention of the building façade at 90 New South Head Road, it would be difficult to comply with the front setback controls detailed in the DCP whilst also achieving a high quality design outcome and a consistent approach to the building façade

elements that present to New South Head Road by the existing building along this. The form has been designed to the front boundary in order to provide a consistent alignment to the public domain from the Lower Ground Floor to Level 3.

The form has been setback at Levels 4 and 5, above 80-84 New South Head Road by 1 metre. This setback is parallel to the street boundary alignment. The proposed massing is considered to strengthen the significance and dominance of this corner site in accordance with Council's Draft DCP objectives.

6.7.2 REAR NORTHERN SETBACK

The proposal does not comply with the rear northern boundary setback requirements for upper floors, pursuant to the Draft DCP. As previously discussed, this proposal seeks to achieve architectural harmony between the proposed design and the adjoining residential terraces on Mona Road with regard to massing and design. At present, the commercial building at 80-84 New South Head Road has been constructed with a zero metre setback to this boundary up to three storeys in height across the entire length of the site. In accordance with the existing setback distances, the proposal seeks to maintain a zero metre setback at the Lower Ground and Ground floor for the areas directly abutting the terrace house. The proposed building will be setback towards the eastern end of this frontage in the areas abutting the rear yard of the site at these levels.

The proposed building envelope is then stepped away from this frontage as the building increases in height from Levels 1 to Level 5 in order to respond to the form of the adjoining residential properties. Levels 1 and 2 will be setback 2 metres from the terrace house at the western end of the allotment, and 3 metres adjoining the rear yard at the eastern end of the allotment. The setback to the rear yard will increase to 5 metres at Levels 3-5.

The gradual increase in the proposed building setback will provide visual separation between the two sites and represent a significant improvement over the existing commercial building on site.

6.7.3 SIDE NORTH-WESTERN SETBACK

The existing building at 90 New South Head Road, which will be retained as part of this application, currently shares a side boundary to the north-west with the following sites:

- 9 Mona Road;
- 11 Mona Road; and
- 15A Mona Road.

This building is currently constructed with a side setback to these properties, measuring 1.5 metres. This setback is to be reduced to 0 metres from the Ground Floor to Level 2, as the building at 80-84 New South Head Road is expanded over the existing easement in order to amalgamate the two buildings. This setback is not considered to be uncharacteristic when considering the context of the site, as it is noted that reduced side setbacks are a common element within the neighbourhood. This is evident at the north-western side of

100 New South Head Road, a ten storey development which has a maximum side setback of 2.52 metres. As such, despite the reduced side setbacks proposed, when considering the side setbacks of surrounding properties, strict compliance is not deemed necessary in this instance.

6.7.4 SIDE SOUTH-EASTERN SETBACK

The building located at number No. 90 New South Head Road will maintain its existing level of separation from 100 New South Head Road, as this proposal seeks to retain the existing façade and footprint. Whilst this is currently constructed to the boundary on the south-eastern side of the lot, there is an existing separation distance between the two buildings of 2.52 metres. The close proximity to the wall of No. 100 New South Head Road is not considered to have any negative impacts in terms of visual nor acoustic privacy, as the adjoining building is currently used for commercial purposes on the lower levels.

6.8 BUILDING SEPARATION & VISUAL PRIVACY

The proposed building envelope has been designed having regard for the building separation and setback controls imposed within SEPP 65 – RFDC, in order to maintain an acceptable level of amenity for the adjoining residential uses. An assessment of the proposed separation distances, with regards to numerical compliance and visual privacy, has been detailed below.

6.8.1 UP TO FOUR STOREYS (12 METRES)

As per the building separation controls detailed in the RFDC, buildings up to four storeys in height should maintain 12 metres between habitable rooms. As detailed in Figure 22 below, the proposed building envelope has been designed to the extremity of the north-eastern boundary, directly abutting the existing residential terrace at 9 Mona Road.

With regard to the objectives of the RFDC, the proposed separation between Level 1-4 and the adjoining two storey terraces on Mona Road is not considered to be unsatisfactory. The proposed design will enhance the separation distance over the existing situation, albeit that this is currently used for a different purpose. At present, this building has been constructed with a zero metre setback to the north-eastern boundary and does not incorporate any articulation zones or recessions. Whilst this proposal is also designed to the rear boundary, it incorporates a number of balconies and window openings along this façade which act to break up the visual appearance of bulk and scale.

With regards to visual privacy, these balconies and openings are to be setback from the frontage from Level 2 in order to minimise any opportunities for direct overlooking. Additionally, due to the size of the adjoining rear yard, the proposed separation is not considered to result in any adverse amenity impacts. As detailed in Figure 22, below, balconies located along this frontage are located towards the eastern end of this frontage

and oriented towards the rear portion of the adjoining yard. This proposal does not result in any openings directly adjacent the principle areas of private open space, which is considered to be the area directly accessible from the rear living area within the dwelling. This area, which measures approximately 50m² in size, abuts the proposed service core and, as such, would maintain its existing level of visual privacy.

It is also considered that as part of any future development application, the balconies and openings along this frontage would be treated so as not to cause any adverse impacts to the adjoining properties on Mona Road. This would include elements such as translucent glazing and balcony louvres to avoid direct opportunities for overlooking into private open space area which interface with the subject site. As such, from an amenity perspective, the proposed separation distance is acceptable.

Figure 25: Proposed Building Separation – Ground Floor



6.8.2 FIVE TO EIGHT STOREYS (UP TO 25 METRES)

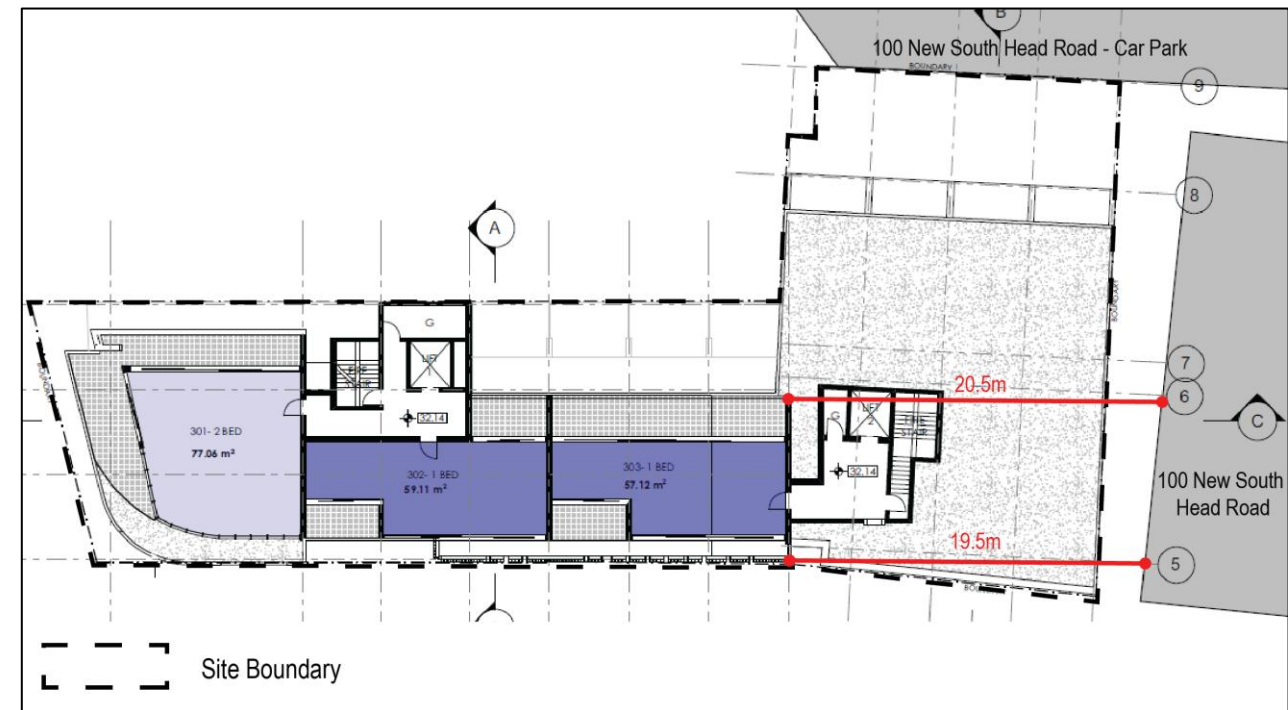
As per the building separation controls detailed in the RFDC, buildings between five and eight storeys in height should maintain 18 metres between habitable rooms and 13 metres between habitable and non-habitable rooms.

The proximity of the mixed use building, located directly south-east of the site at 100 New South Head Road, was a key determinant in establishing reasonable setback distances from the south-eastern boundary of the site. The upper levels of this building are residential in use, whilst commercial uses are located within the lower levels. As such, the proposed envelope has been separated from the adjoining residential uses by a minimum of 18 metres, above five storeys in height, in order to comply with the RFDC. As detailed in Figure 23, the proposed building envelope has been setback between 19.5-20.5 metres from this building from Level

3 to Level 5. Given these distances, there are no perceived issues with regards to building separation or setback controls, having regard to the policy controls.

This outcome will ensure that the continued sense of openness to this property is achieved. Therefore, the proposed separation distances are sufficient and adequate to enable significant visual separation and avoid adverse impact, by way of visual intrusion, to neighboring properties.

Figure 26: Proposed Building Separation – Level 3



6.9 TRAFFIC & PARKING CONSIDERATIONS

The details of car parking provision on the site are set out in the report prepared by Traffix Pty Ltd.

6.10 RIGHT OF WAY EASEMENT

As previously discussed, there is an existing right of way easement located on the north-western boundary of 90 New South Head Road (Lot A of DP420786). Whilst this site is affected by the right of way, in that it is located within the confines of the site boundary, it benefits only from the legal right to encroach 0.3 metres into the subject area. The following sites, located to the north-west of the building, benefit from the legal right to use the passage:

- 80-84 New South Head Road (the subject site);

- 9 Mona Road;
- 11 Mona Road; and
- 15A Mona Road.

Upon inspection of the site it is clear that the sites located at No. 9, 11 and 15A Mona Road each have rear access gates which back onto the subject right of way. Due to the natural slope of the land, these gates are located at the top of a series of stairs. As such, the only plausible use that these sites would have for the right of way is that of a rear pedestrian access point.

It is not anticipated that this would be an impediment to redevelopment of the site, subject to discussions with the property owners, given that the right of way is limited to pedestrian usage. This is supported by the fact that each of these dwellings benefit from pedestrian access *via* Mona Road and, as such, do not exclusively rely on this right of way.

6.11 ENVIRONMENTAL CONSIDERATIONS

Issues which will need to be addressed as part of any future development application are detailed in Table 17, below.

Table 17: Key Environmental Constraints

Issue	Key Matters
Noise	<p>The proximity of the development to the New South Head Road, a major arterial road, with regards to internal amenity will need to be considered as part of any future development application. Additionally, the impact of the proposal on adjoining residential land uses, particularly the sites at 9 Mona Road and 100 New South Head Road, is another key consideration.</p> <p>However, these matters may be adequately addressed as part of the development application process and, in particular, through best practice design and operational management plans.</p>
Stormwater management	<p>A Stormwater Management Plan would be required as part of any future development application in order to address Clause 25(2) of WLEP 1995. This plan would be designed in accordance with Council's Draft Stormwater Development Control Plan – Local Approvals Policy and would incorporate an on-site stormwater detention system.</p> <p>It is not, however, considered that this will have any material impact on the redevelopment of the site.</p>
Acid sulfate soils	As detailed above, the site is located on land classified as Class 5 acid

Issue	Key Matters
	sulfate soils and is located within 500 metres of the Class 4 acid sulfate soils. As discussed above, this proposal seeks to expand the existing basement level beneath 90 New South Head Road by approximately 10 metres and, as such, excavation would be required. A preliminary study will therefore need to be conducted as part of any future development application in order to determine the impact, if any, that excavation will have with regards to disturbance of the soil and to verify the level of the water table beneath the site.
Geotechnical and Hydrological Assessment	The proposed development incorporates excavation beneath 90 New South Head Road. In order to expand the basement car park, a geotechnical and hydrological investigation and report would be required to accompany any future development application for redevelopment of the site. This would be required in response to Clause 18 of WLEP 1995 – Excavation of Land.
Provision of an Electricity Substation	As detailed in Council's Pre-DA Consultation Meeting Minutes, the proposed redevelopment would likely result in additional power usage. As such, the proponent would be required to contact Energy Australia with regards to the possible provision of a new Electricity Substation. This would be dealt to as part of any future development application.
Construction Management Plan	As a result of site constraints, limited space and access, a Construction Management Plan would be required to accompany any future development application for the site. Additionally, due to lack of on-street car parking, a Work Zone may be required from Council during construction. This would also be dealt to at the development application stage.
Infrastructure Considerations	The site is well placed in relation to public transport networks, and all utilities are currently available to the site. Any upgrade works required to these services, resulting from site redevelopment, would be ascertained at the Development Application stage, and costs would be required to be met by the developer.





7 INFRASTRUCTURE CONSIDERATIONS

The proponent is willing to discuss alternative opportunities that the Council sees fit, as part of its initial consideration of the matter, including discussions in relation to a Voluntary Planning Agreement, should these be required.

8 COMMUNITY CONSULTATION

It is considered that standard procedure would be implemented for the purpose of community consultation by the Council for the minimum required period of 28 days after the gateway determination has been issued by the Department of Planning.

In the event that other forms of consultation are required, including with elected representatives, and possibly the broader community, the Proponent would be willing to pursue such processes as deemed appropriate in conjunction with both the Council and the DP & E.



9 ESTIMATED TIMELINE

APPENDICES

Appendix 1	Site Survey – Hill & Blume (Oct 2013)
Appendix 2	Architectural Plans (updated March 2015) – Project Tourism International Architecture Pty Ltd
Appendix 3	Traffic Impact Assessment – Traffix Pty Ltd
Appendix 4	Statement of Heritage Impact – Rappoport Pty Ltd
Appendix 5	View Analysis – Hampton Property Services Pty Ltd

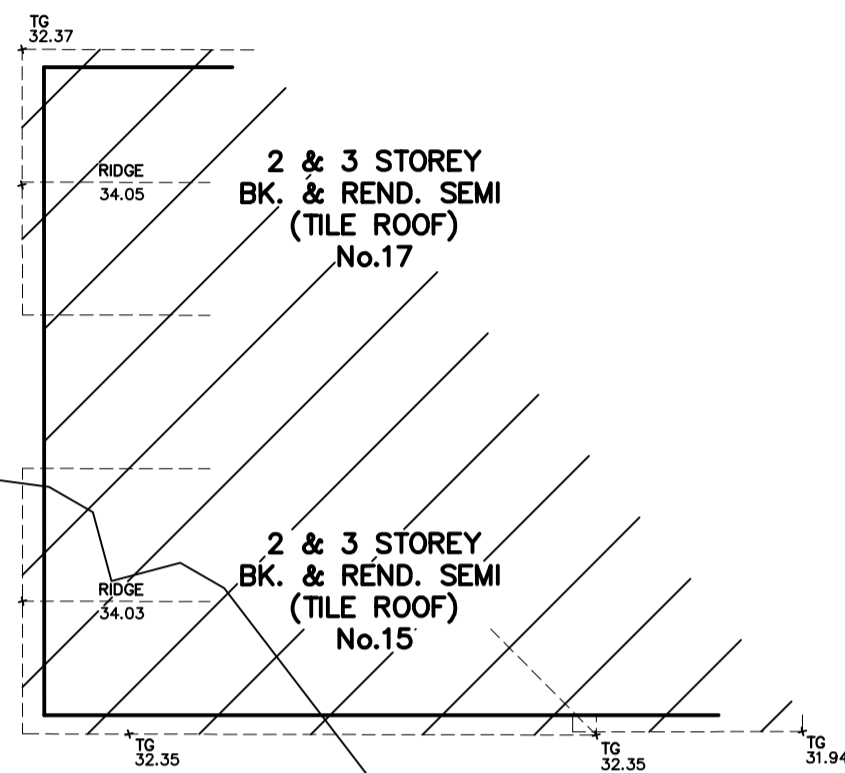
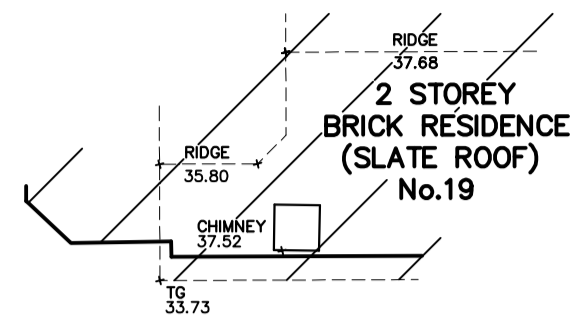
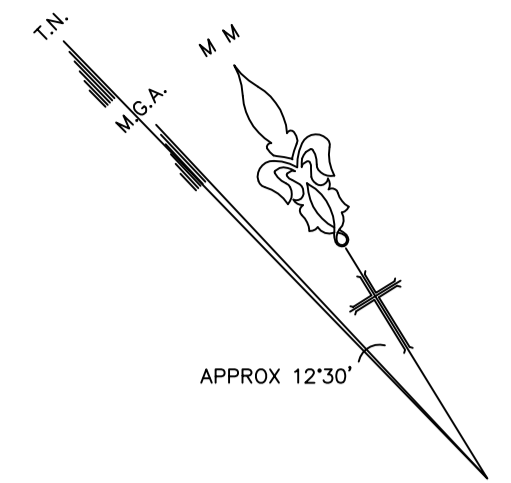
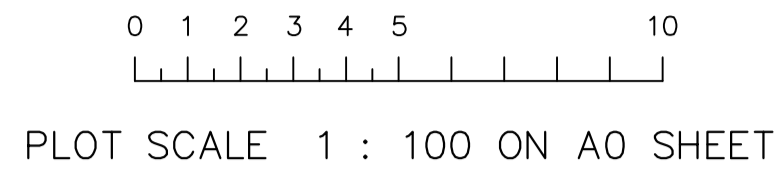
SITE SURVEY

Prepared by Hill & Blume

CAUTION
 OUR SURVEY REVEALS DISCREPANCIES BETWEEN BOUNDARY DIMENSIONS NOTED ON THE TITLE PLAN AND THOSE AVAILABLE BY SURVEY. THEREFORE WE RECOMMEND THAT A SURVEY FOR REDEFINITION PURPOSES BE PREPARED, LODGED AND REGISTERED AT THE DEPARTMENT OF LANDS TO CONFIRM THE TRUE BOUNDARY DIMENSIONS AND AREA.

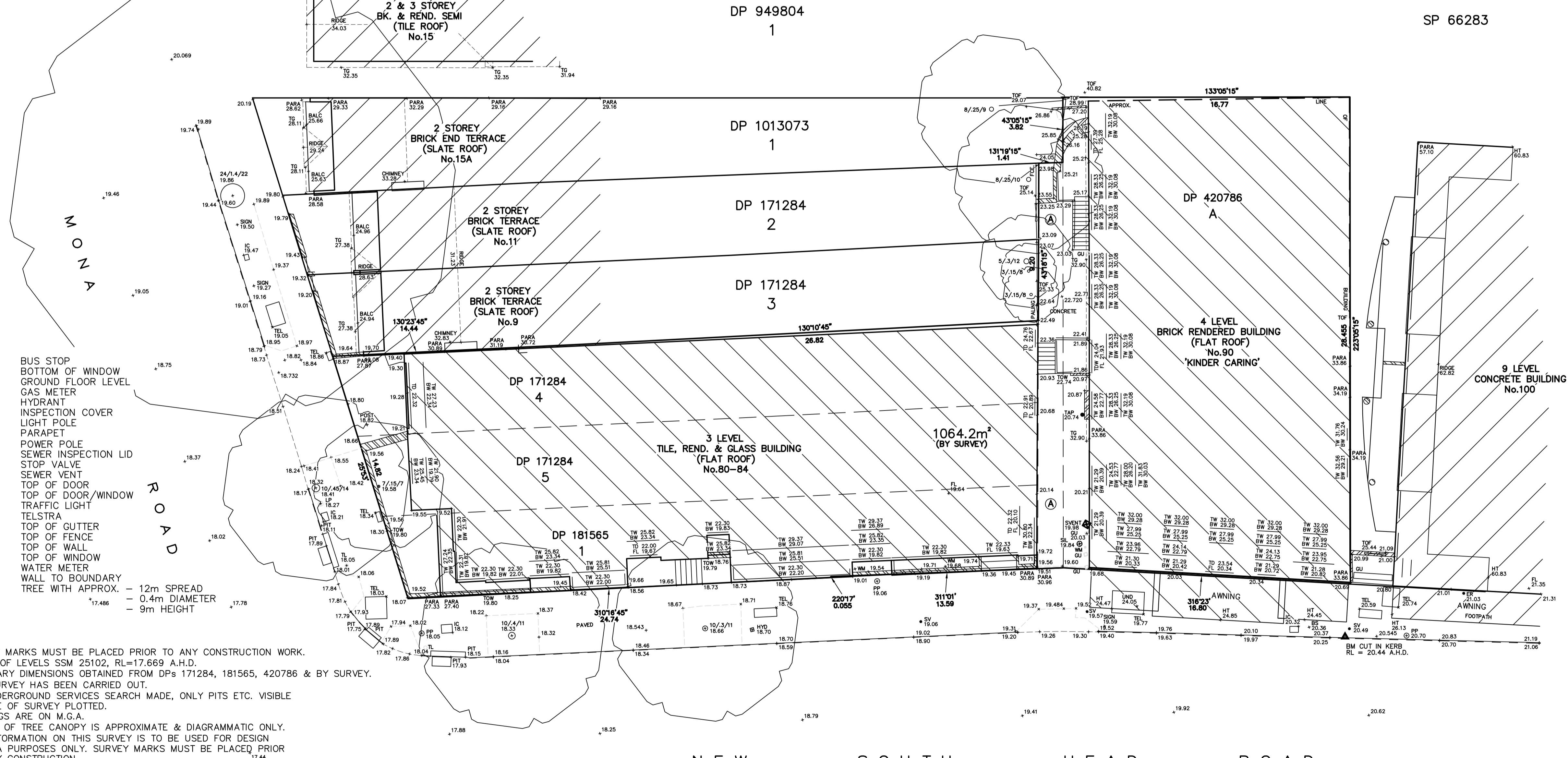
SITE SURVEY
 SHOWING SELECTED LEVELS AND DETAIL OVER
 LOTS 4 & 5 IN DP 171284, LOT 1 IN DP 181565 & LOT A IN DP 420786
 BEING No.80-84 & No.90 NEW SOUTH HEAD ROAD, EDGELCUFF.

DATUM : A.H.D.



- LEGEND**
- BS BUS STOP
 - BW BOTTOM OF WINDOW
 - FL GROUND FLOOR LEVEL
 - GM GAS METER
 - HYD HYDRANT
 - IC INSPECTION COVER
 - LP LIGHT POLE
 - PARA PARAPET
 - PP POWER POLE
 - SIL SEWER INSPECTION LID
 - SV STOP VALVE
 - SVENT SEWER VENT
 - TD TOP OF DOOR
 - TDW TOP OF DOOR/WINDOW
 - TL TRAFFIC LIGHT
 - TEL TELSTRA
 - TG TOP OF GUTTER
 - TOF TOP OF FENCE
 - TOW TOP OF WALL
 - TWW TOP OF WINDOW
 - WM WATER METER
 - W-B WALL TO BOUNDARY
 - 12/0.4/9 TREE WITH APPROX. - 12m SPREAD
 - 0.4m DIAMETER
 - 9m HEIGHT

- NOTES.**
- 1) SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION WORK.
 - 2) ORIGIN OF LEVELS SSM 25102, RL=17.669 A.H.D.
 - 3) BOUNDARY DIMENSIONS OBTAINED FROM DPs 171284, 181565, 420786 & BY SURVEY.
 - 4) SITE SURVEY HAS BEEN CARRIED OUT.
 - 5) NO UNDERGROUND SERVICES SEARCH MADE, ONLY PITS ETC. VISIBLE AT TIME OF SURVEY PLOTTED.
 - 6) BEARINGS ARE ON M.G.A.
 - 7) EXTENT OF TREE CANOPY IS APPROXIMATE & DIAGRAMMATIC ONLY.
 - 8) THE INFORMATION ON THIS SURVEY IS TO BE USED FOR DESIGN AND DA PURPOSES ONLY. SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION.
 - 9) SITE AREA CALCULATED BY SURVEY
 - 10) THE RECORDS OF THE SERVICE AUTHORITIES HAVE NOT BEEN INVESTIGATED, ONLY THOSE SERVICES THAT ARE VISIBLE AND ACCESSIBLE AT THE DATE OF HAVE BEEN SHOWN.
 - 11) SERVICES SHOWN ARE INDICATIVE ONLY, OTHER SERVICES MAY EXIST THAT ARE NOT SHOWN. THEREFORE FIELD CONFIRMATION OF THEIR EXACT POSITION SHOULD BE MADE PRIOR TO COMMENCEMENT OF EXCAVATION.
 - 12) IF THERE IS ANY POINT OR FEATURE I.E (FLOOR LEVEL, WALL POSITION, ROOF, RIDGE ETC) CRITICAL TO THE PREPERATION OF DESIGN PLANS OR CONSTRUCTION, THAT POINT OR FEATURE SHOULD BE MADE KNOWN TO US AND ACCURATELY LOCATED PRIOR TO THE COMPLETION OF THOSE PLANS OR COMMENCEMENT OF CONSTRUCTION.
 - 13) STAIR RISES, STEPS AND LANDINGS HAVE NOT BEEN INDIVIDUALLY LOCATED, AND ARE DIAGRAMMATIC ONLY.



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Hill & Blume
 CONSULTING SURVEYORS
 ACN 000 721 004
 Hill & Blume Pty Ltd
 102 Crown Street
 Woollahroo NSW 2011
 Tel (02) 9332 4888
 Fax (02) 9331 6422
 surveyors@hillandblume.com.au

DATE OF SURVEY: 23/10/13 REF No. 55238
 CAD FILE: 55238001A.DWG ISSUE "A"
 FIRST ISSUE

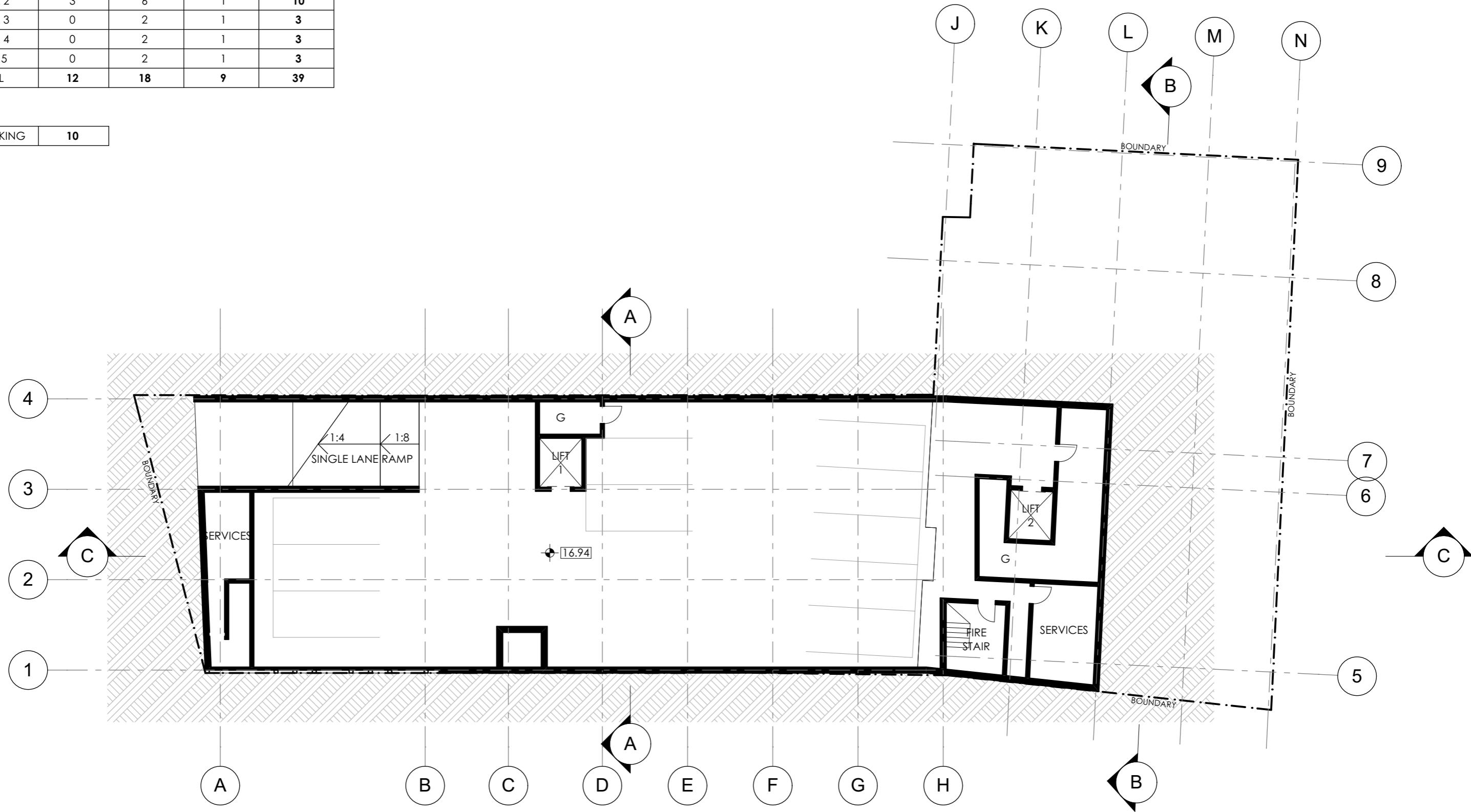
(A) RIGHT OF WAY

ARCHITECTURAL PLANS

Prepared by PTI Architects

APARTMENT NUMBERS				
	STUDIO	1 BED	2 BED	TOTAL
LOWER GROUND	0	0	2	2
GROUND LEVEL	5	1	0	6
LEVEL 1	4	5	3	12
LEVEL 2	3	6	1	10
LEVEL 3	0	2	1	3
LEVEL 4	0	2	1	3
LEVEL 5	0	2	1	3
TOTAL	12	18	9	39

CAR PARKING	10
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NOTE
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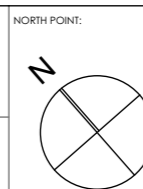
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P3	PRELIMINARY		15.7.14				
P4	PRELIMINARY		19.9.14				
P5	PRELIMINARY		17.11.14				
P6	FOR COUNCIL DISCUSSION		19.11.14				
P7	GFA TABLE REMOVED		06.03.15				



CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

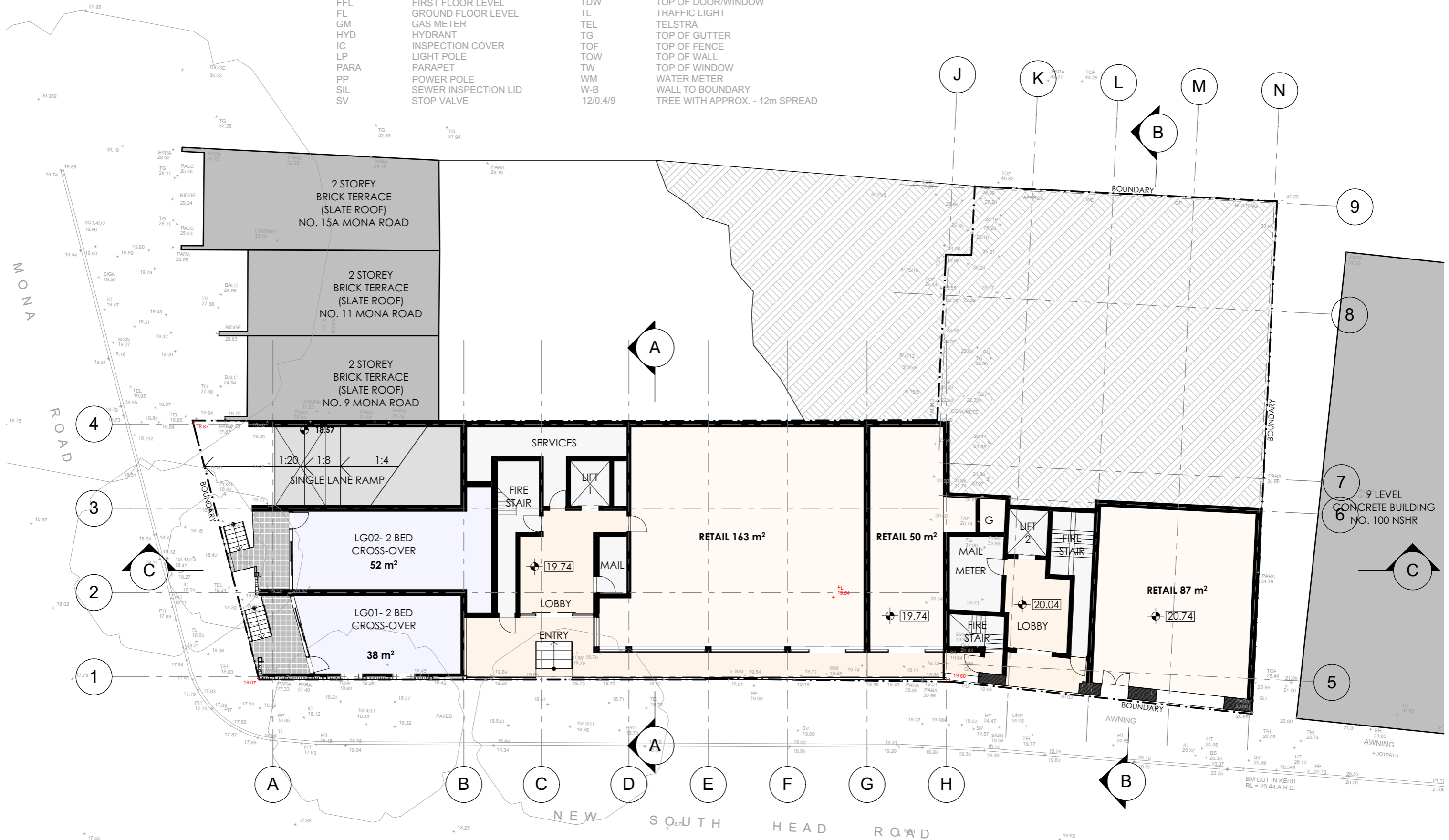
DRAWING TITLE:
BASEMENT FLOOR PLAN



DATE:	APRIL 2014								
DRAWN BY:	#CAD Technician Full Name								
CHECKED BY:	#Contact Full Name								
PROJECT No:	P334								
SCALE @ A3:	1:200								
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A	SK	30	P7						
disc	stage	dwg no.	revision						

EXISTING LEVELS LEGEND

BS	BUS STOP	SVENT	SEWER VENT
BW	BOTTOM OF WINDOW	TD	TOP OF DOOR
FFL	FIRST FLOOR LEVEL	TDW	TOP OF DOOR/WINDOW
FL	GROUND FLOOR LEVEL	TL	TRAFFIC LIGHT
GM	GAS METER	TEL	TELSTRA
HYD	HYDRANT	TG	TOP OF GUTTER
IC	INSPECTION COVER	TOF	TOP OF FENCE
LP	LIGHT POLE	TOW	TOP OF WALL
PARA	PARAPET	TW	TOP OF WINDOW
PP	POWER POLE	WM	WATER METER
SIL	SEWER INSPECTION LID	W-B	WALL TO BOUNDARY
SV	STOP VALVE	12/0.4/9	TREE WITH APPROX. - 12m SPREAD



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P1	PRELIMINARY	-	28.4.14
P2	PRELIMINARY	-	3.7.14
P3	PRELIMINARY	-	15.7.14
P4	PRELIMINARY	-	19.9.14
P5	PRELIMINARY	-	17.11.14
P6	FOR COUNCIL DISCUSSION	-	19.11.14
P7	EXISTING GROUND RL'S SHOWN	-	06.03.15

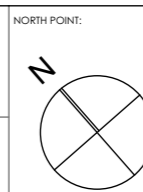
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CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LOWER GROUND FLOOR PLAN



DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT NO:	P334
SCALE @ A3:	1:200
A	SK
31	P7
disc	stage
dwg no.	revision



NOTE
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P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
P4	PRELIMINARY	-	19.9.14		
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P6	FOR COUNCIL DISCUSSION	-	19.11.14		
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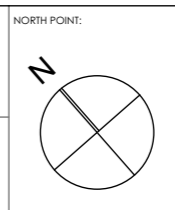
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CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
GROUND FLOOR PLAN



DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT NO:	P334	SCALE @ A3:	1:200
A SK 32 P6			
disc	stage	dwg no.	revision



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P1	PRELIMINARY	-	28.4.14		
P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
P4	PRELIMINARY	-	19.9.14		
P5	PRELIMINARY	-	17.11.14		
P6	FOR COUNCIL DISCUSSION	-	19.11.14		

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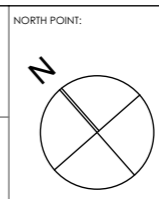
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CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 1 FLOOR PLAN



DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT NO:	P334	SCALE @ A3:	1:200
A SK		33	P6
disc	stage	dwg no.	revision



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P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
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P6	FOR COUNCIL DISCUSSION	-	19.11.14		

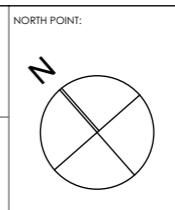
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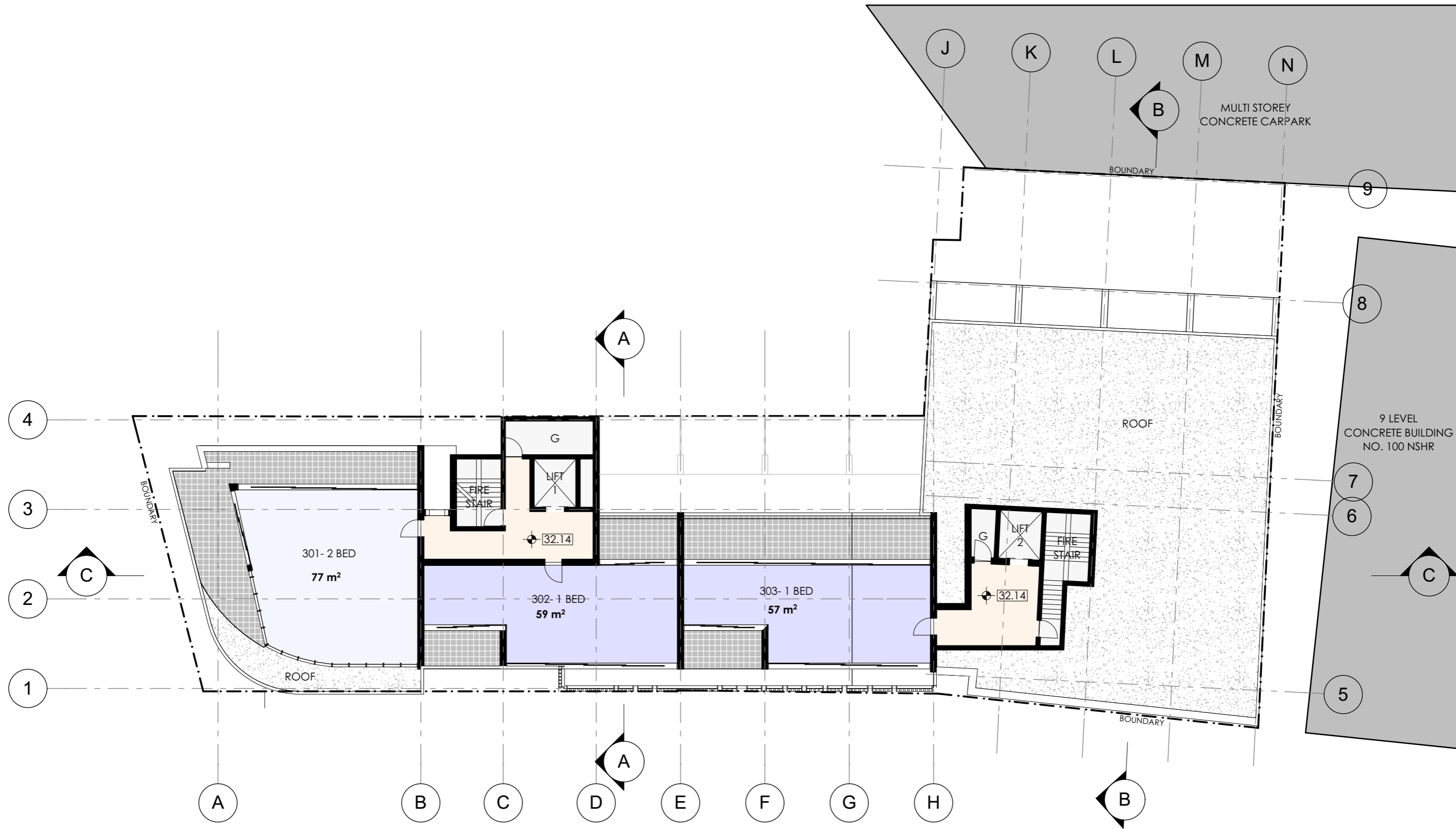
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PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 2 FLOOR PLAN



DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT NO:	P334
SCALE @ A3:	1:200
A SK 34 P6 disc stage dwg no. revision	



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P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
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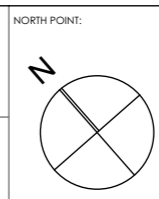
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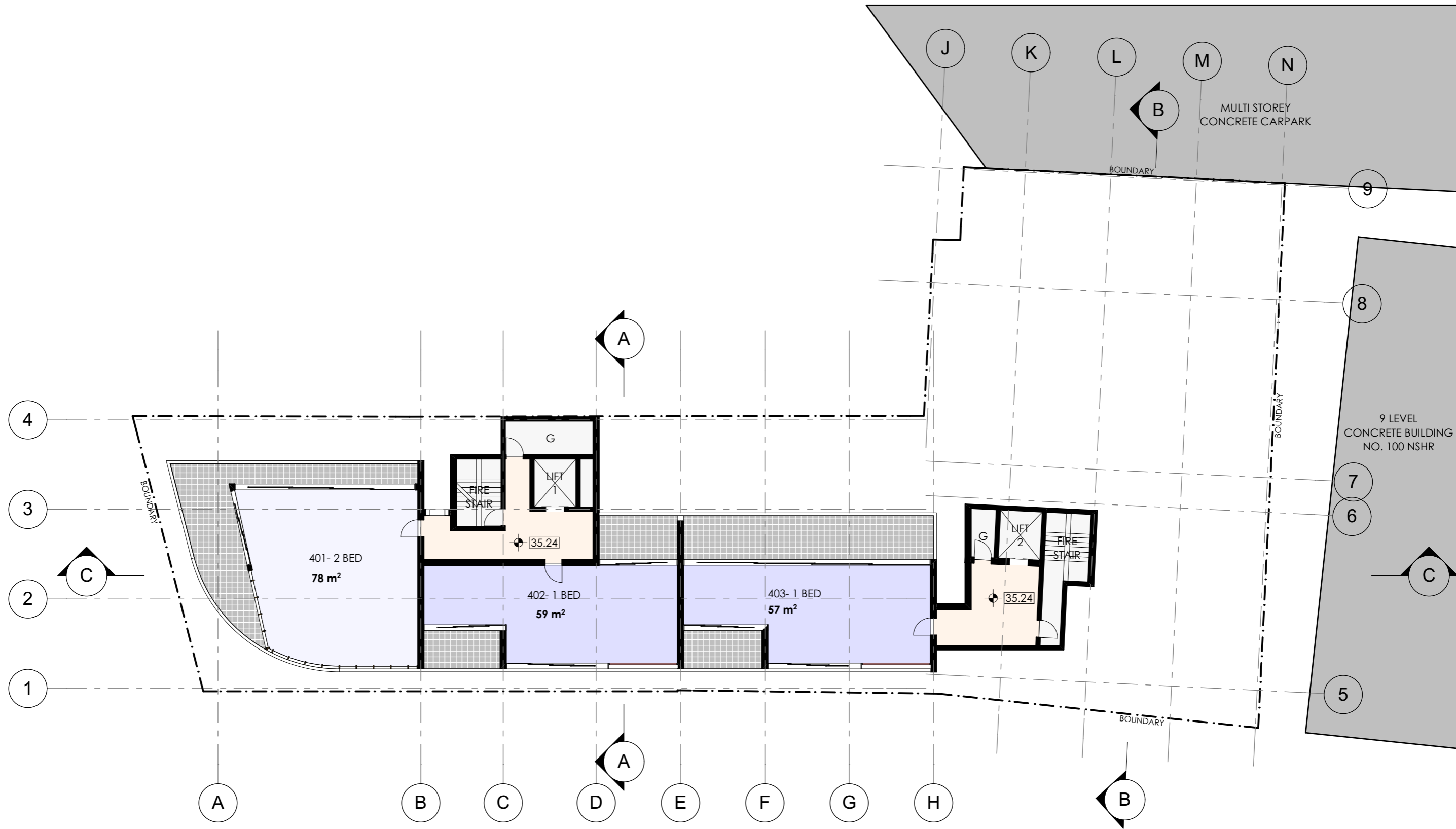
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PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 3 FLOOR PLAN



DATE:	APRIL 2014		
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PROJECT NO:	P334	SCALE @ A3:	1:200
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disc	stage	dwg no.	revision



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P1	PRELIMINARY	-	28.4.14		
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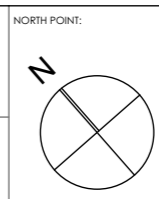
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PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 4 FLOOR PLAN



DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
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PROJECT NO:	P334	SCALE @ A3:	1:200
A		SK	36 P6
disc	stage	dwg no.	revision



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P6	FOR COUNCIL DISCUSSION	-	19.11.14		

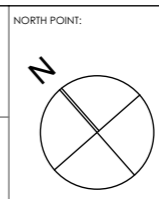
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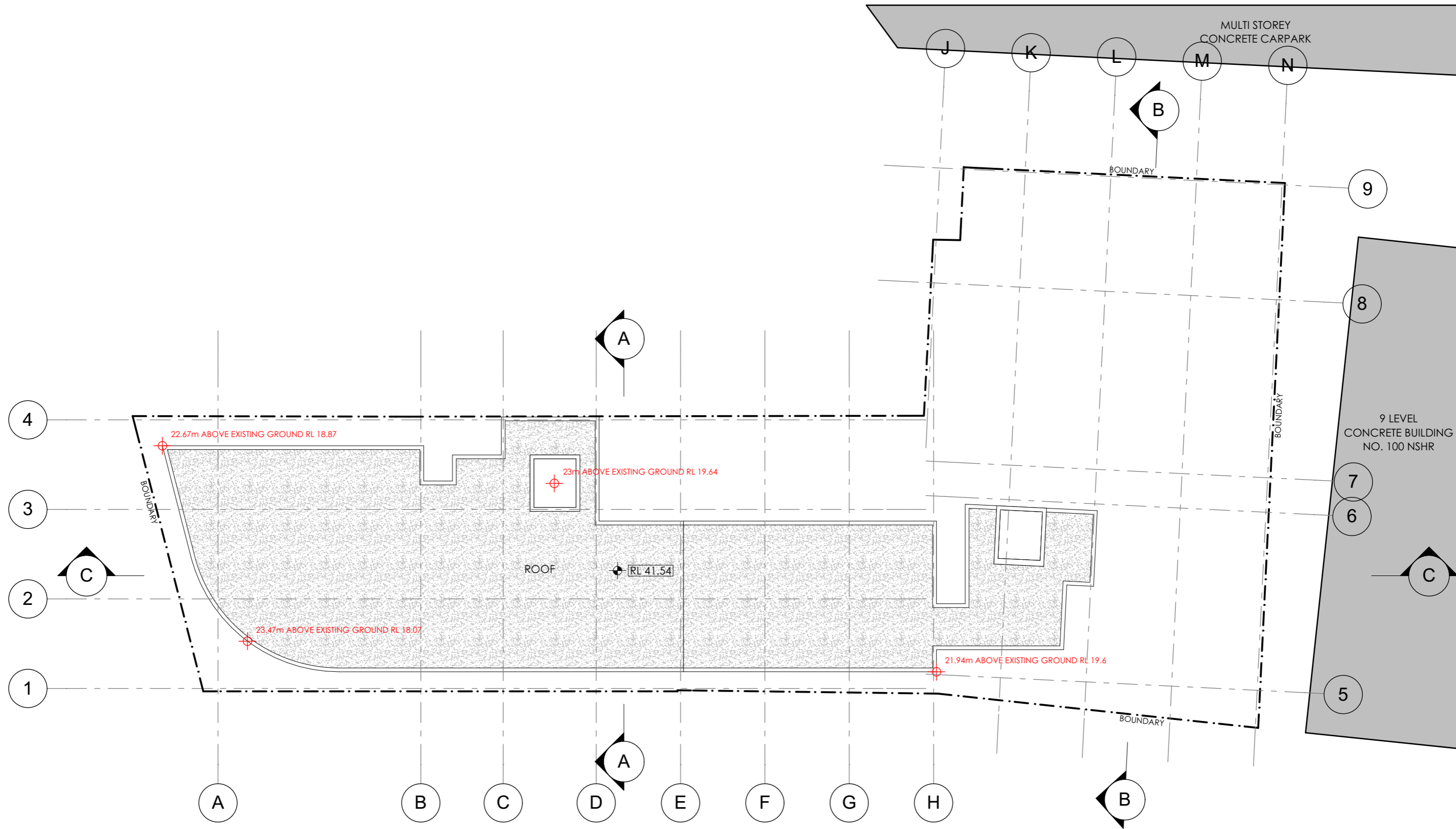
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PROJECT TITLE:
**80-84 & 90
 NEW SOUTH HEAD RD,
 EDGECLIFF**

DRAWING TITLE:
LEVEL 5 FLOOR PLAN



DATE:	APRIL 2014		
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disc	stage	dwg no.	revision



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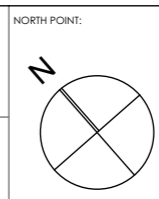
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P5	PRELIMINARY		17.11.14				
P6	FOR COUNCIL DISCUSSION		19.11.14				
P7	BUILDING HEIGHT INFORMATION ADDED		06.03.15				
P8	REVISED FIGURES		16.03.15				



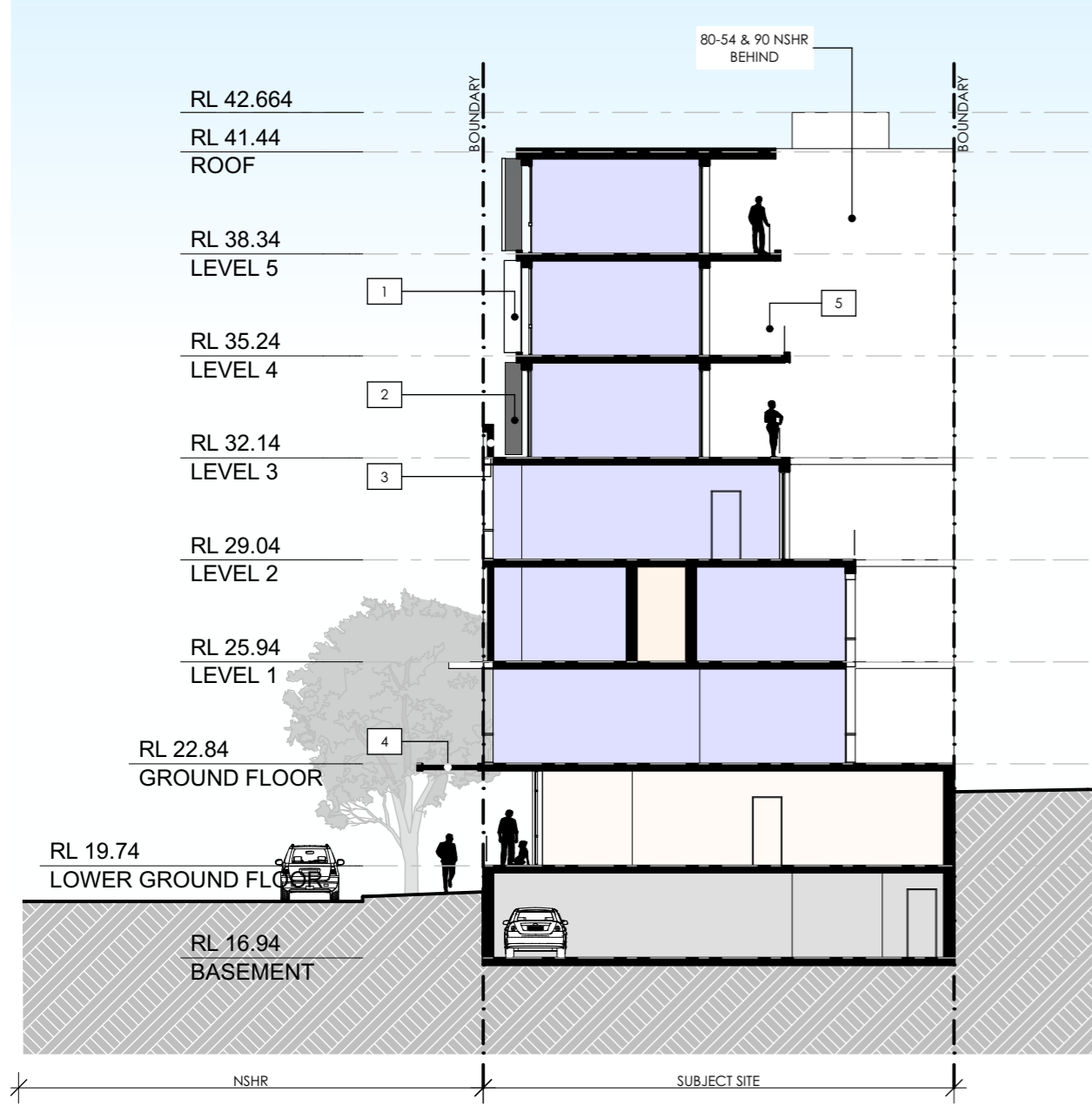
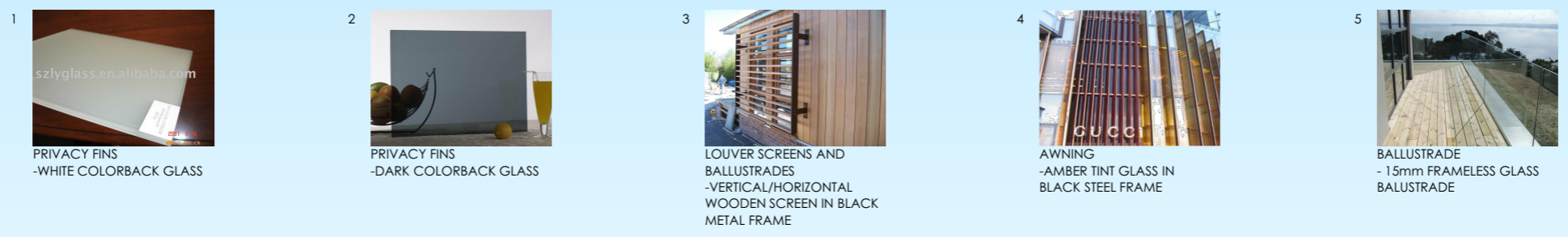
CLIENT:
WFM MOTORS P\L & MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

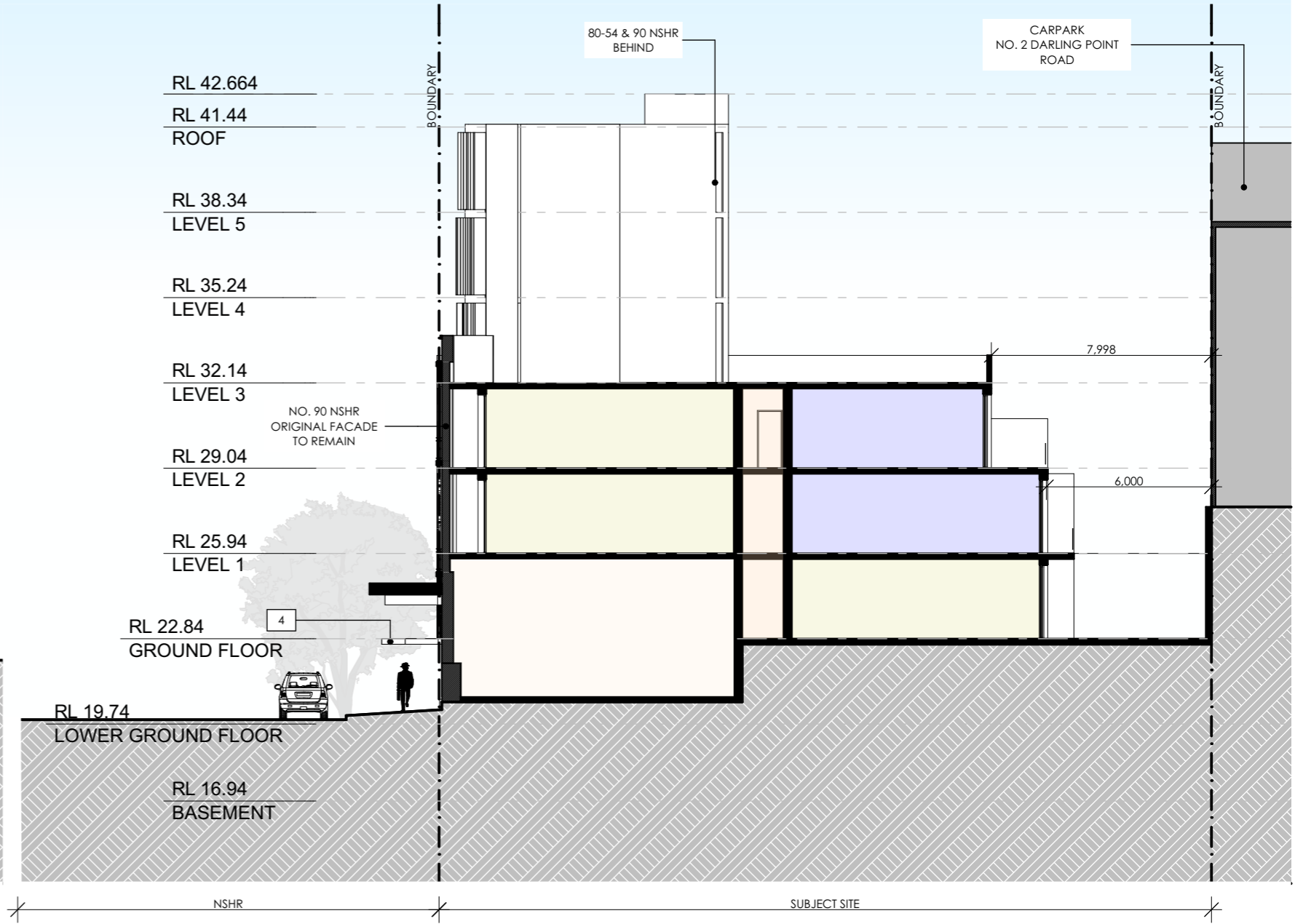
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A	SK	38	P8						
disc	stage	dwg no.	revision						



1 SECTION A
1:200



2 SECTION B
1:200

NOTE
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P1	PRELIMINARY	-	28.4.14		
P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
P4	PRELIMINARY	-	19.9.14		
P5	PRELIMINARY	-	17.11.14		
P6	FOR COUNCIL DISCUSSION	-	19.11.14		
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION



CLIENT:
WFM MOTORS P\L & MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
SECTIONS

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	CHECKED BY:	#Contact Full Name
	PROJECT NO:	P334
	SCALE @ A3:	1:200
A	SK	39
disc	stage	dwg no.
		P6
		revision



1 PRIVACY FINS
-WHITE COLORBACK GLASS



2 PRIVACY FINS
-DARK COLORBACK GLASS



3 PRIVACY FINS
-AMBAR TINT GLASS



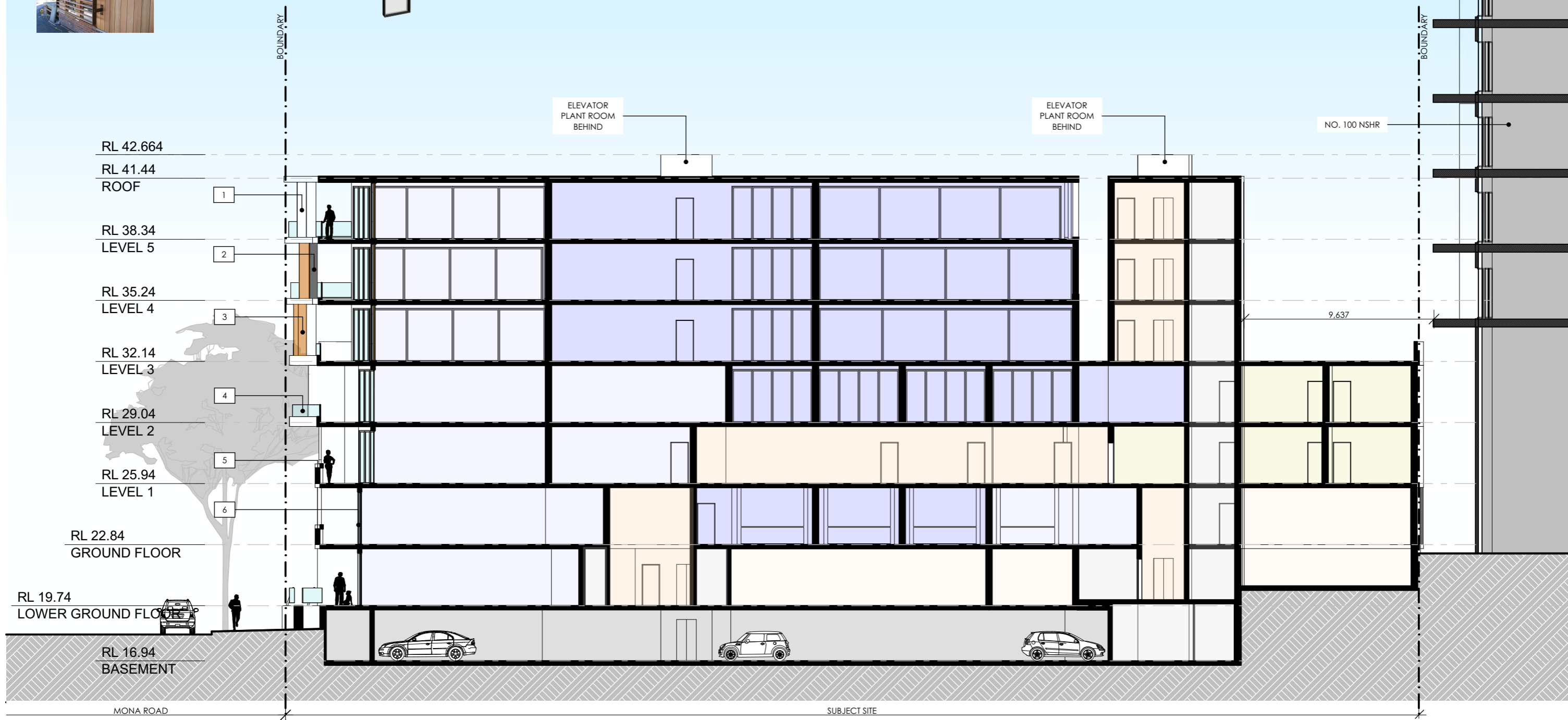
BALLUSTRADE
- 15mm FRAMELESS GLASS
BALUSTRADE



5 LOUVER SCREENS AND BALLUSTRADES
-VERTICAL/HORIZONTAL WOODEN
SCREEN IN BLACK METAL FRAME



6 WINDOWS
-CLEAR GLAZING IN BLACK ALUMINIUM
FRAMING



1 SECTION C
1:200

NOTE
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P1	PRELIMINARY	- 28.4.14
P2	PRELIMINARY	- 3.7.14
P3	PRELIMINARY	- 15.7.14
P4	PRELIMINARY	- 19.9.14
P5	PRELIMINARY	- 17.11.14
P6	FOR COUNCIL DISCUSSION	- 19.11.14

REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE

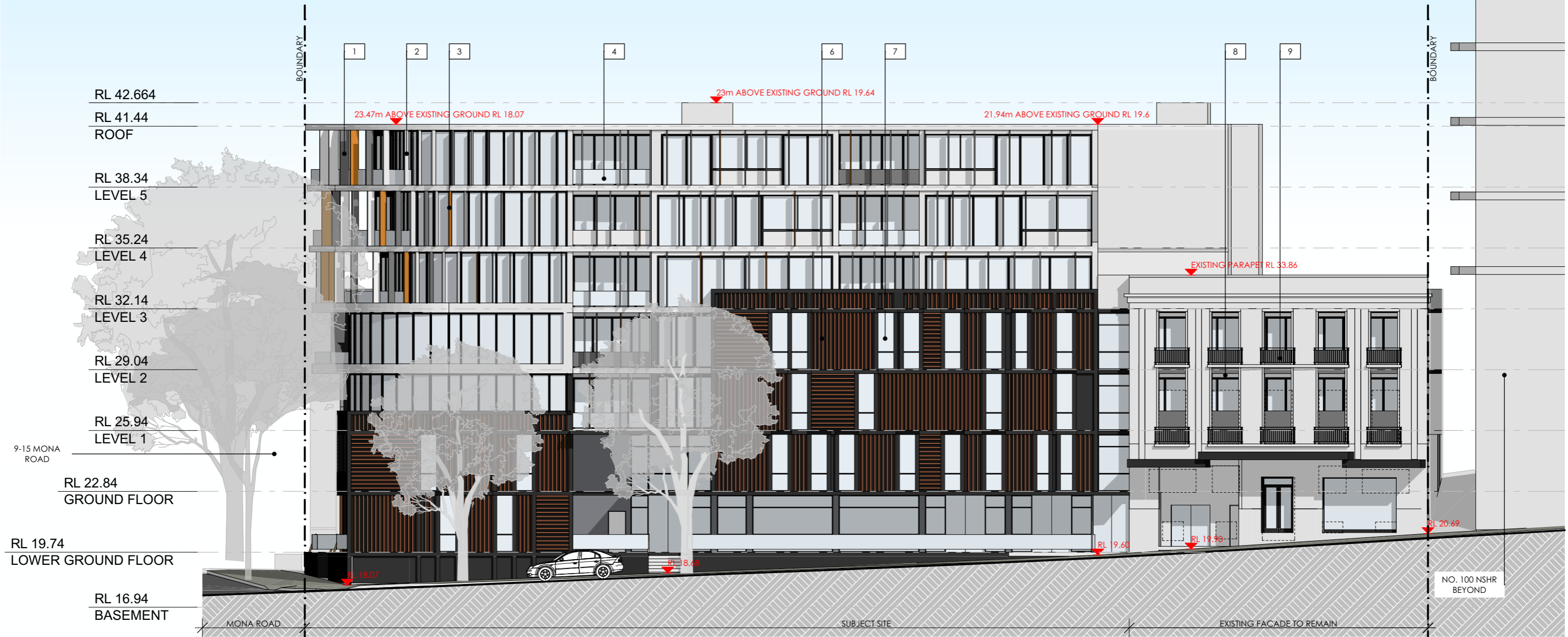
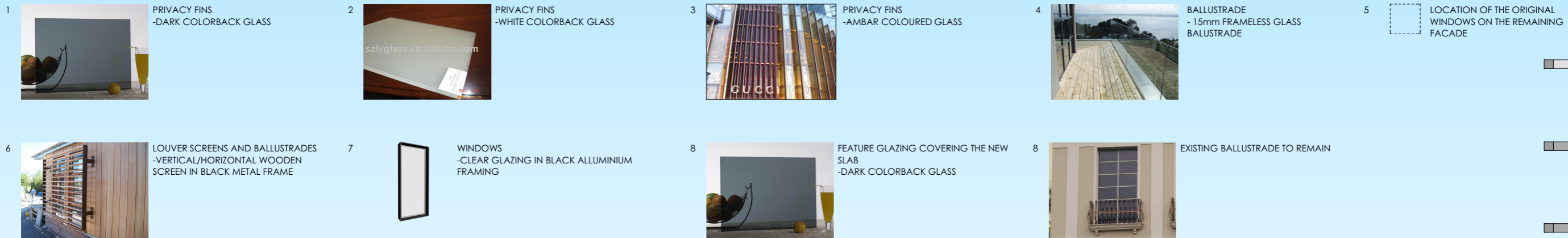


CLIENT:
WFM MOTORS P/L &
MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SECTIONS

DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT NO:	P334		
SCALE @ A3:	1:200		
A	SK	40	P6
disc	stage	dwg no.	revision



1 SOUTH-WEST ELEVATION
1:200

NOTE
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P5	PRELIMINARY	-	17.11.14		
P6	FOR COUNCIL DISCUSSION	-	19.11.14		
P7	BUILDING HEIGHT INFORMATION ADDED	-	06.03.15		
P8	REVISED FIGURES	-	16.03.15		
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION

BY	DATE	DESCRIPTION
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CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF
 DRAWING TITLE:
SOUTH-WEST ELEVATION

NORTH POINT:

DATE: APRIL 2014
 DRAWN BY: #CAD Technician Full Name
 CHECKED BY: #Contact Full Name
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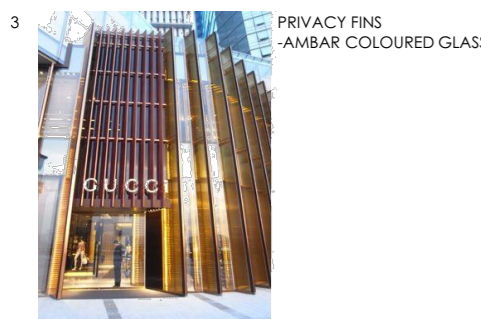
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 disc stage. dwg no. revision



1 PRIVACY FINS
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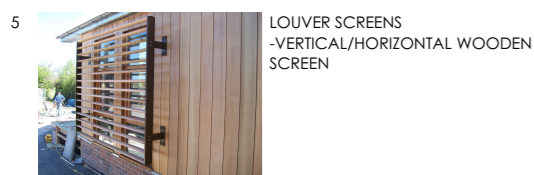
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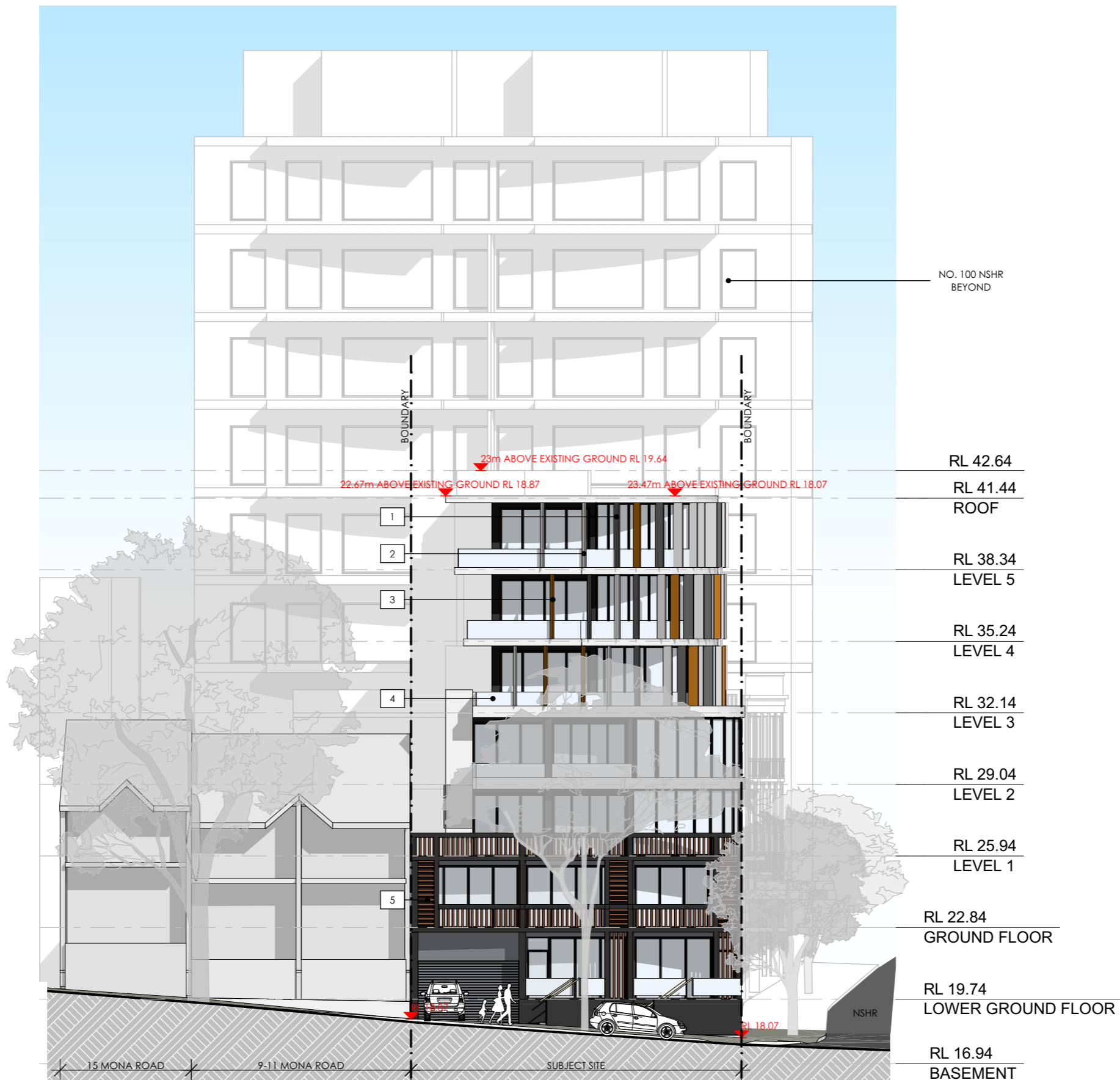
3 PRIVACY FINS
-AMBAR COLOURED GLASS



4 BALLUSTRADE
- 15mm FRAMELESS GLASS BALUSTRADE



5 LOUVER SCREENS
-VERTICAL/HORIZONTAL WOODEN SCREEN



NOTE
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P2	PRELIMINARY		3.7.14				
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P5	PRELIMINARY		17.11.14				
P6	FOR COUNCIL DISCUSSION		19.11.14				
P7	BUILDING HEIGHT INFORMATION ADDED		06.03.15				
P8	REVISED FIGURES		16.03.15				

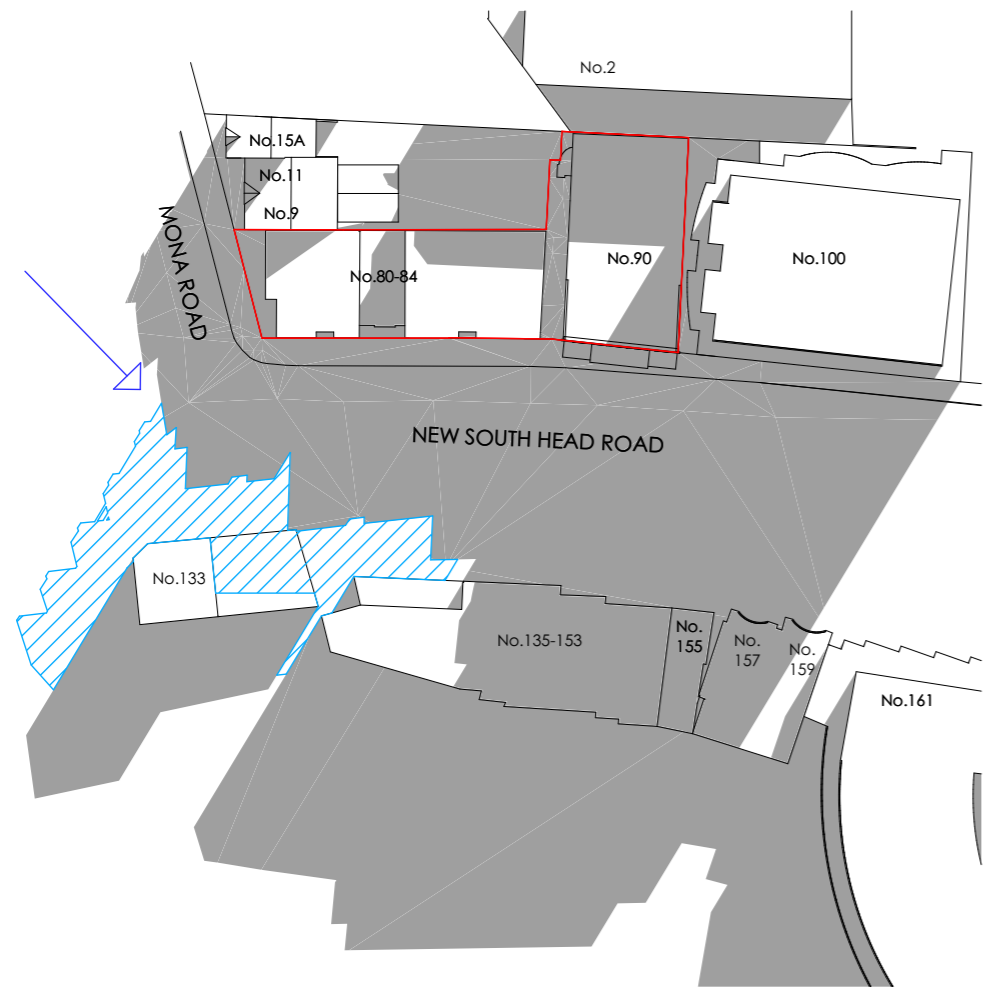


CLIENT:
WFM MOTORS P/L &
MATTHEW LEPOURIS P/L

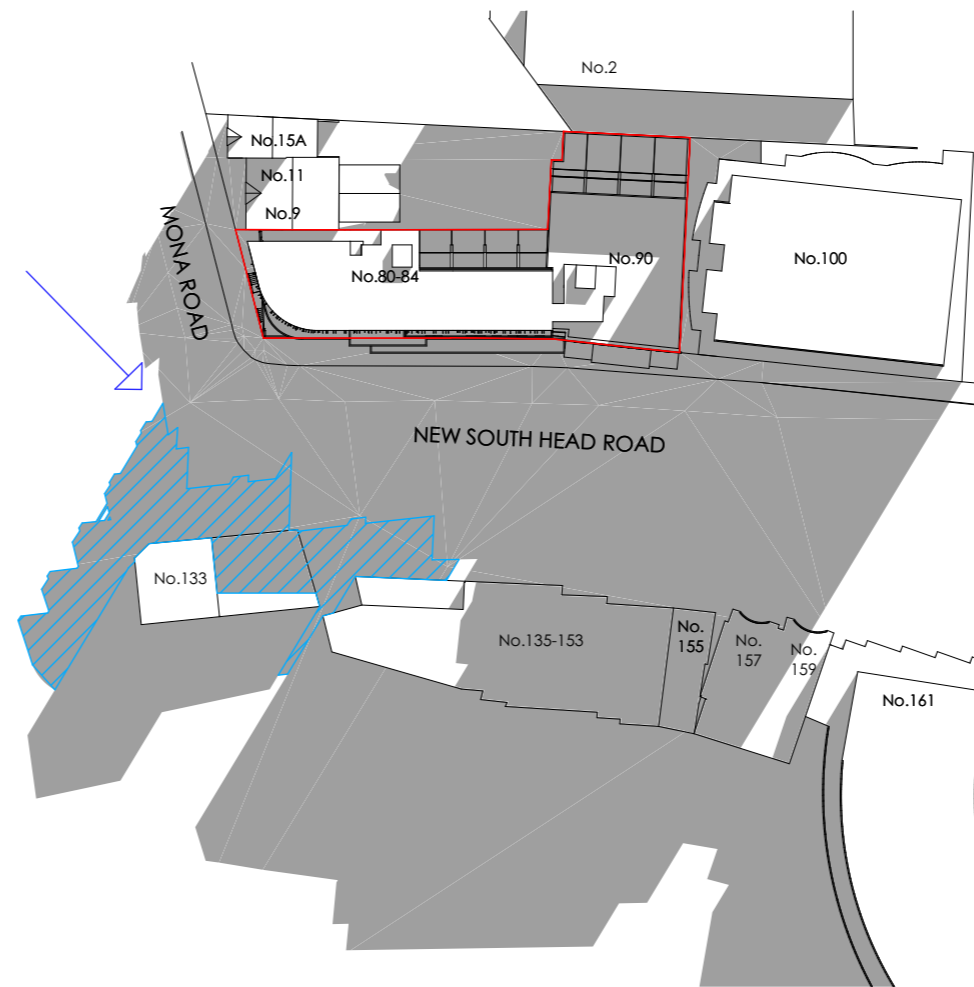
PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
NORTH-WEST ELEVATION

DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
SCALE @ A3:	1:200
A	SK
42	P8
disc	stage
dwg no.	revision



1 EXISTING MARCH 21, 9AM
1:1000



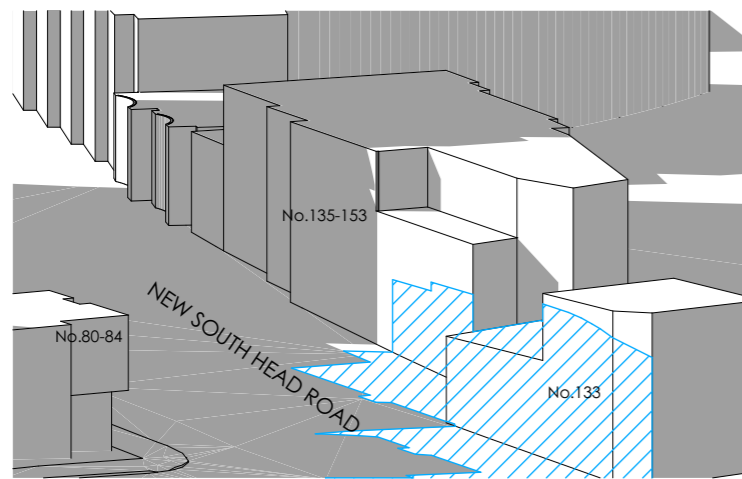
2 PROPOSED MARCH 21, 9AM
1:1000

Sun Position to Project Location

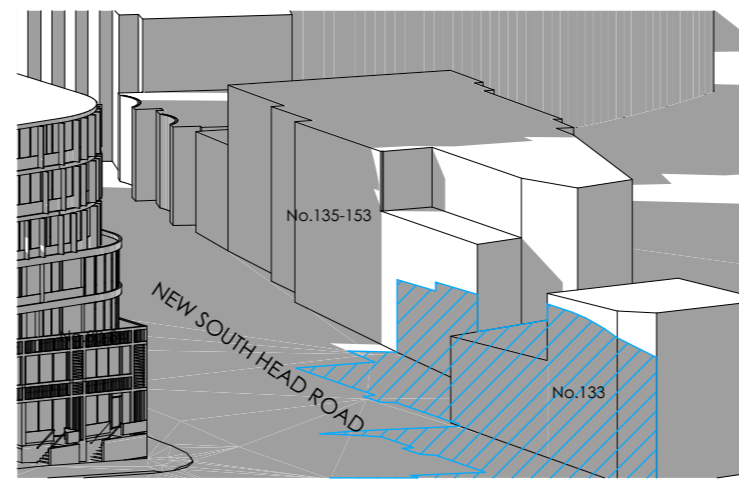
Mar 21 9 hr 0 min Project Location...

+1 hr Daylight Savings

Sun Altitude: 23.97° Sun Azimuth: 58.86° Project North: 131.26°







3 EXISTING MARCH 21, 9AM
NOT TO SCALE



4 PROPOSED MARCH 21, 9AM
NOT TO SCALE

SHADOW ANALYSIS LEGEND

-  SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
-  SHADOW
-  ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
-  VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



NOTE
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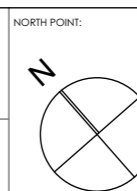
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P1	ADDITIONAL INFORMATION		06.03.15				



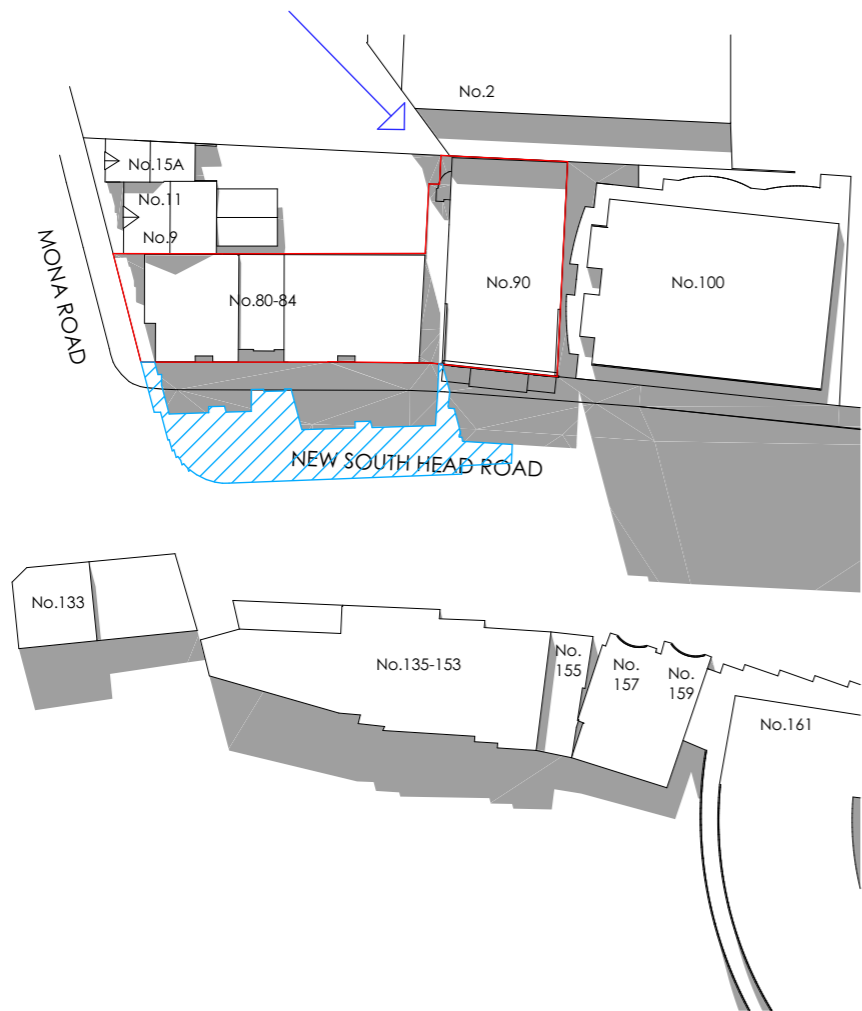
CLIENT:
WFM MOTORS P\&L &
MATTHEW LEPOURIS P\&L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

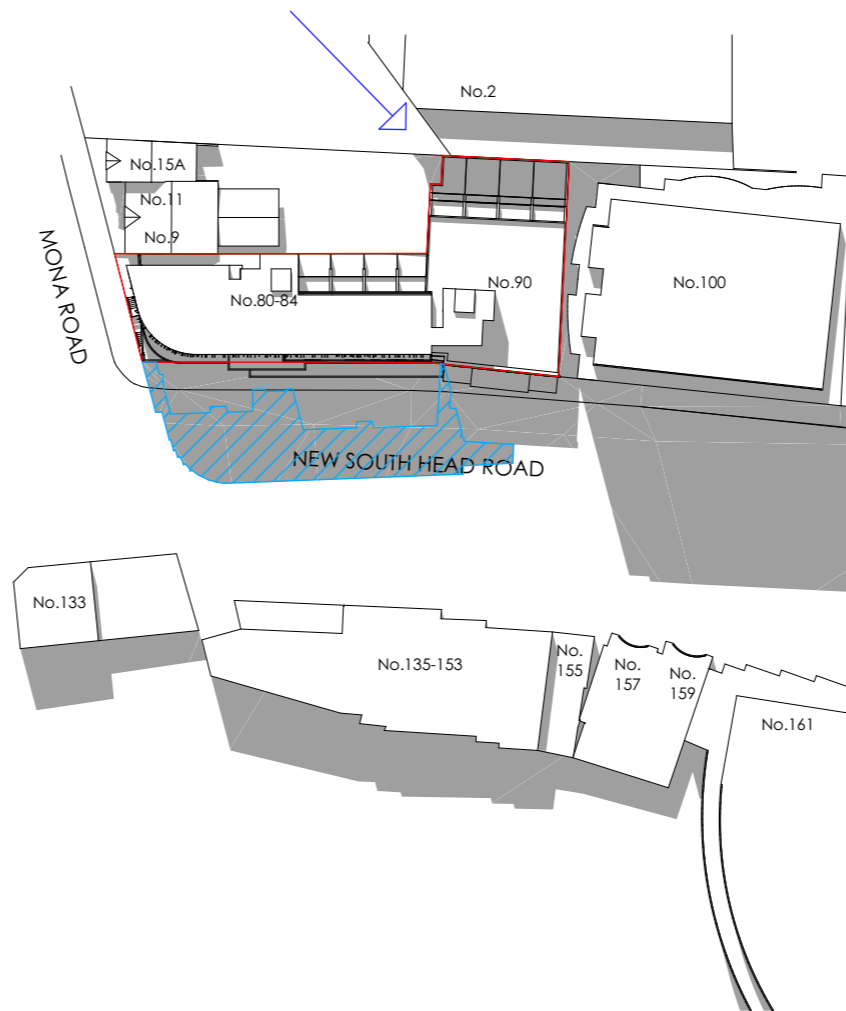
DRAWING TITLE:
SHADOW ANALYSIS- MARCH
21 9AM



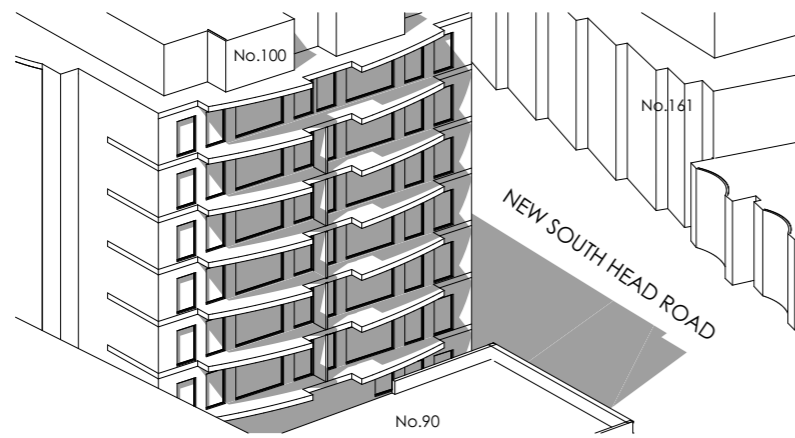
DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT NO:	P334		
SCALE @ A3:	1:1000		
A	SK	45	P1
disc	stage	dwg no.	revision



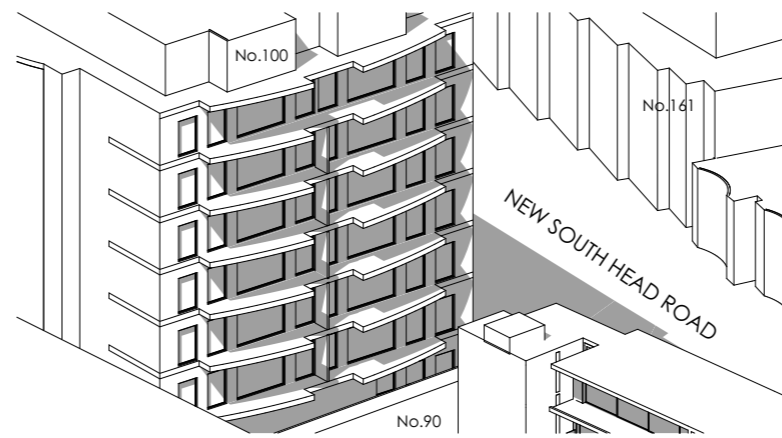
1 EXISTING MARCH 21, 12PM
1:1000



2 PROPOSED MARCH 21, 12PM
1:1000



3 EXISTING MARCH 21, 12PM
NOT TO SCALE



4 PROPOSED MARCH 21, 12PM
NOT TO SCALE

Sun Position to Project Location

Mar 21 12 hr 0 min Project Location...

+1 hr Daylight Savings

Sun Altitude: 52.95° Sun Azimuth: 104.80° Project North: 131.26°

SHADOW ANALYSIS LEGEND

- SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
- VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



NOTE
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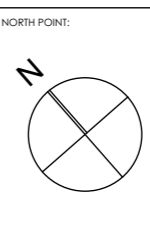
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P1	ADDITIONAL INFORMATION		06.03.15				



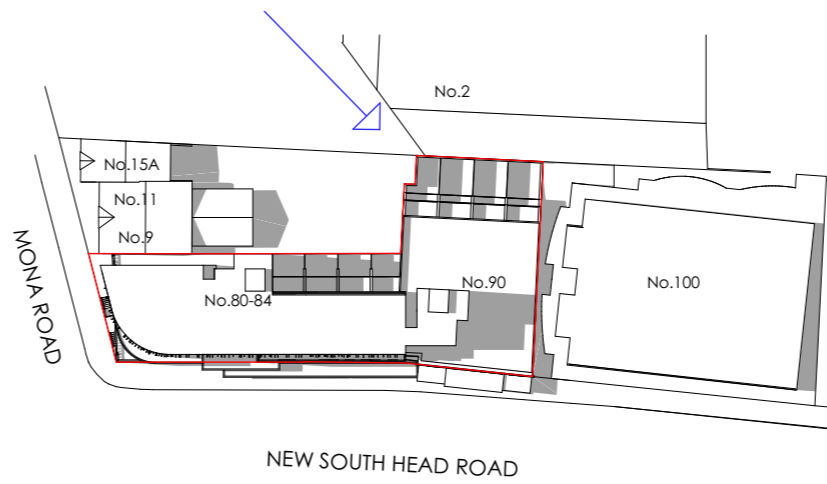
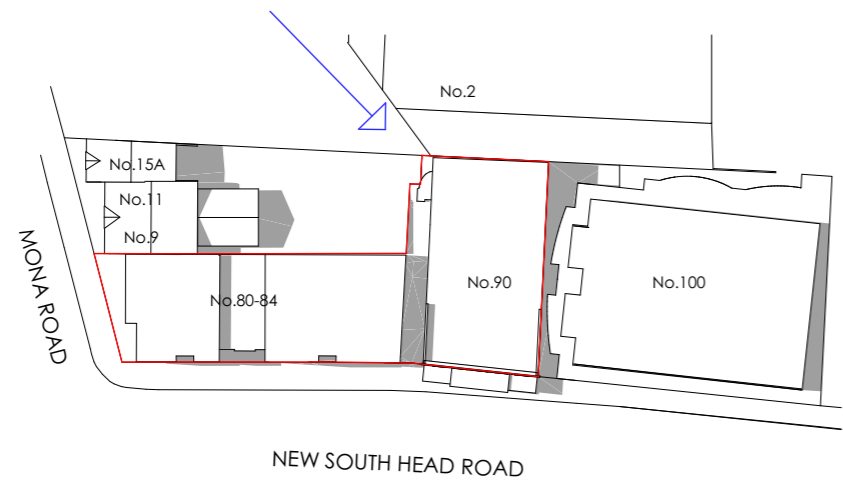
CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SHADOW ANALYSIS- MARCH
21 12PM



DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT NO:	P334
SCALE @ A3:	1:1000
A	SK
46	P1
disc	stage, dwg no, revision

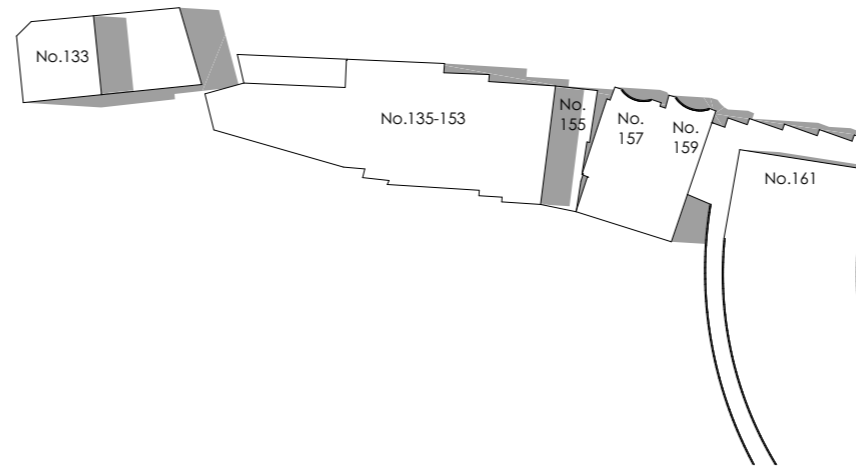
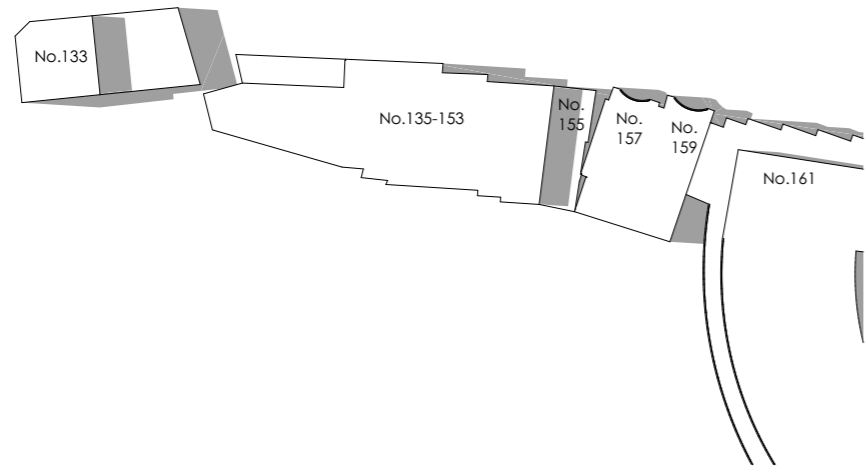


Sun Position to Project Location

Mar 21 15 hr 0 min Project Location...

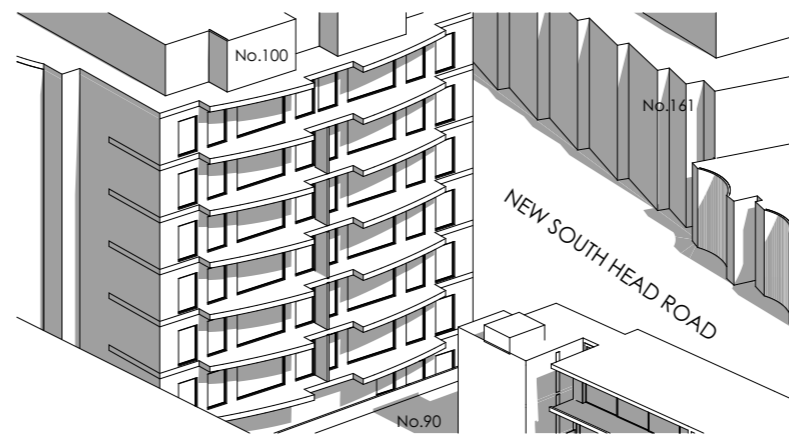
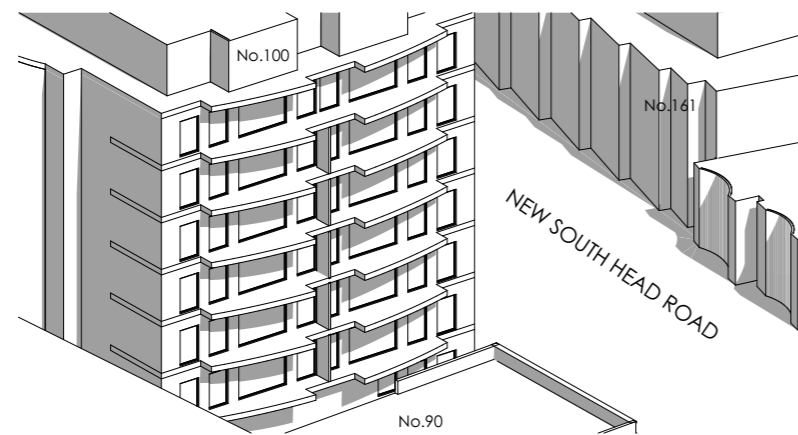
+1 hr Daylight Savings

Sun Altitude: 46.17° Sun Azimuth: 176.45° Project North: 131.26°







1 EXISTING MARCH 21 3PM
1:1000

2 PROPOSED MARCH 21 3PM
1:1000



SHADOW ANALYSIS LEGEND

-  SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
-  SHADOW
-  ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
-  VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES

3 EXISTING MARCH 21, 3PM
NOT TO SCALE

4 PROPOSED MARCH 21, 3PM
NOT TO SCALE



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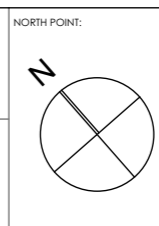
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE
P1	ADDITIONAL INFORMATION		06.03.15				



CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SHADOW ANALYSIS- MARCH
21 3PM



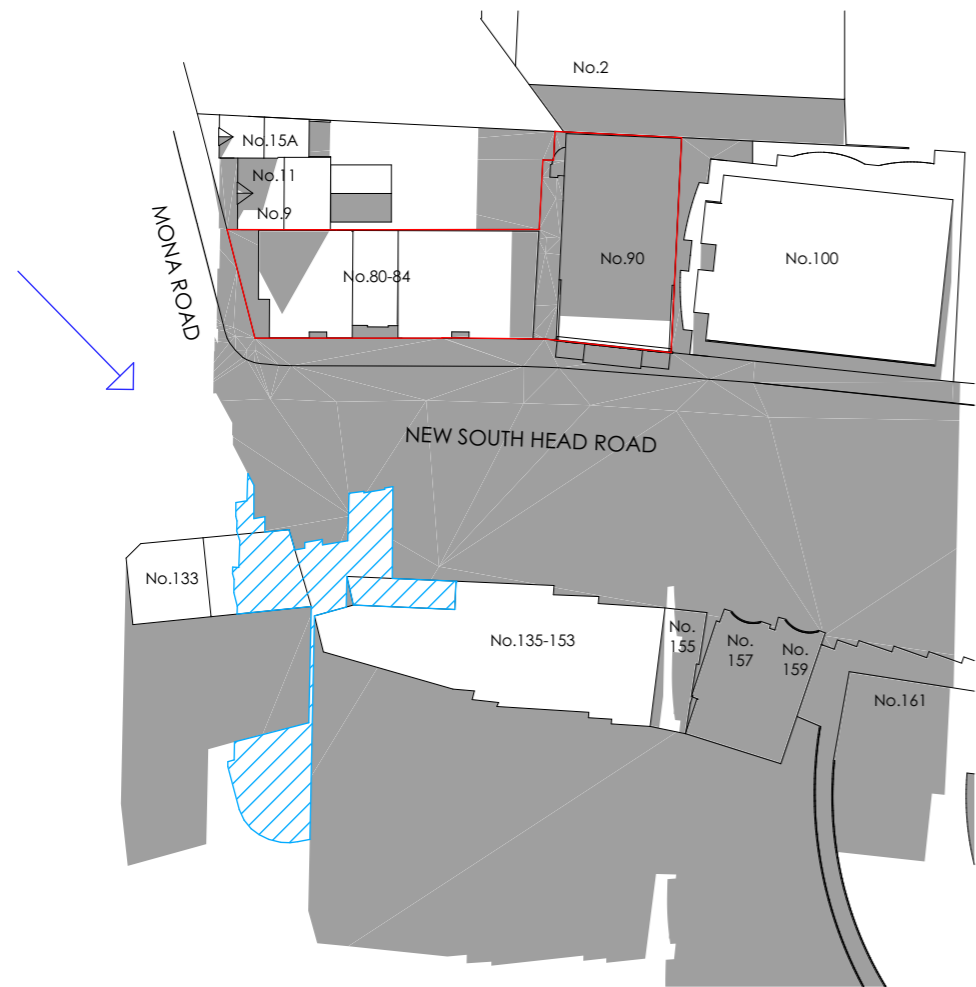
DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT No:	P334	SCALE @ A3:	1:1000
	A	SK	47 P1
	disc	stage	dwg no. revision

Sun Position to Project Location

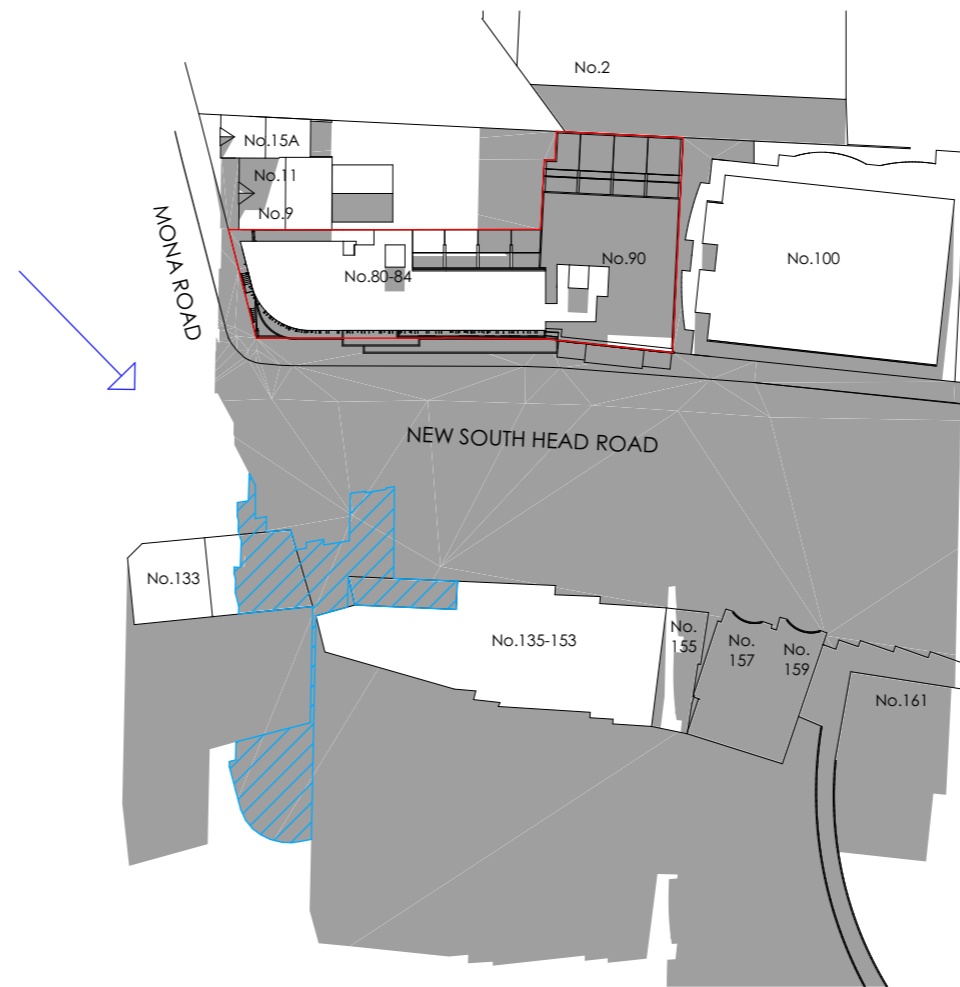
Jun 21 9 hr 0 min Project Location...

+1 hr Daylight Savings

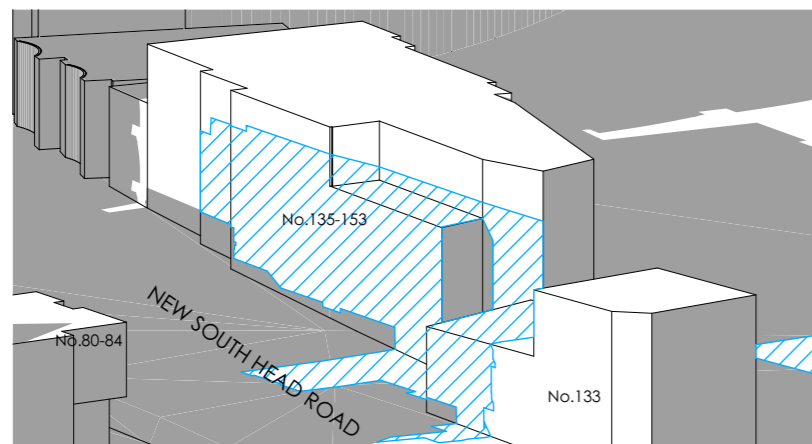
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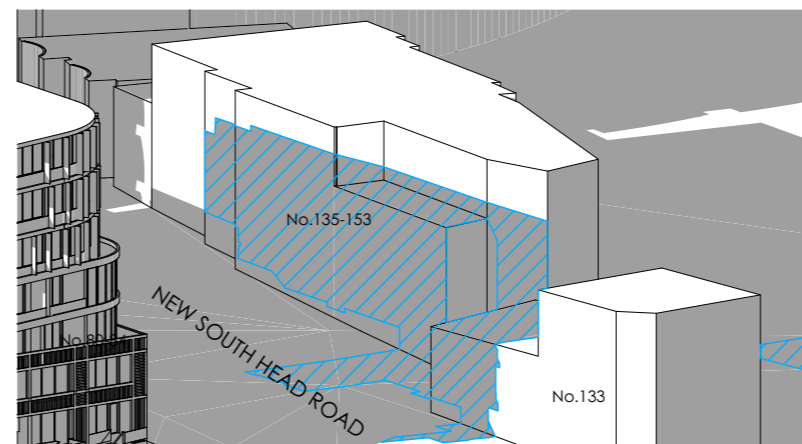
1 EXISTING JUNE 21, 9AM
1:1000



2 PROPOSED JUNE 21, 9AM
1:1000



3 EXISTING JUNE 21, 9AM
NOT TO SCALE



4 PROPOSED JUNE 21, 9AM
NOT TO SCALE

SHADOW ANALYSIS LEGEND

- SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
- ➔ VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



NOTE
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REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE
P1	ADDITIONAL INFORMATION		06.03.15				

Project Tourism International Architecture Pty Ltd
Level 10, 263 Clarence Street Sydney NSW 2000
T +61 2 9293 0860 www.pti.org.au ABN 90 050 071 022
Nominoted Registered Architect: Peter Israel (reg no. 5044)

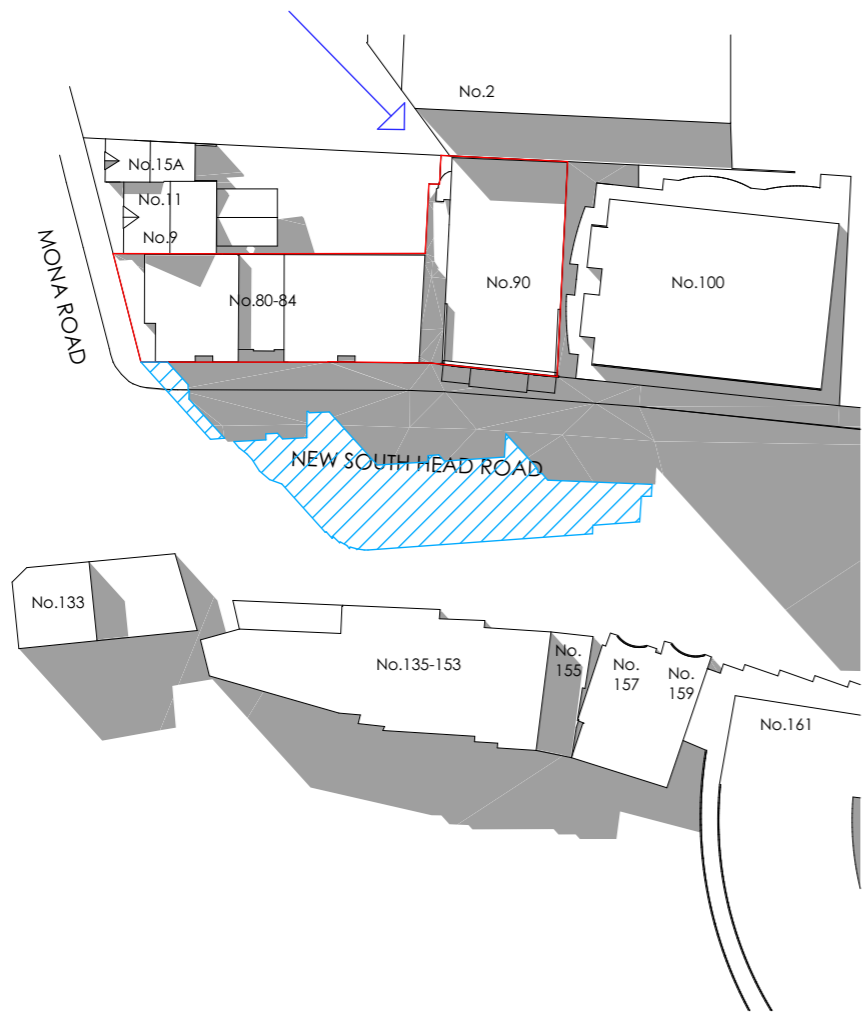
CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

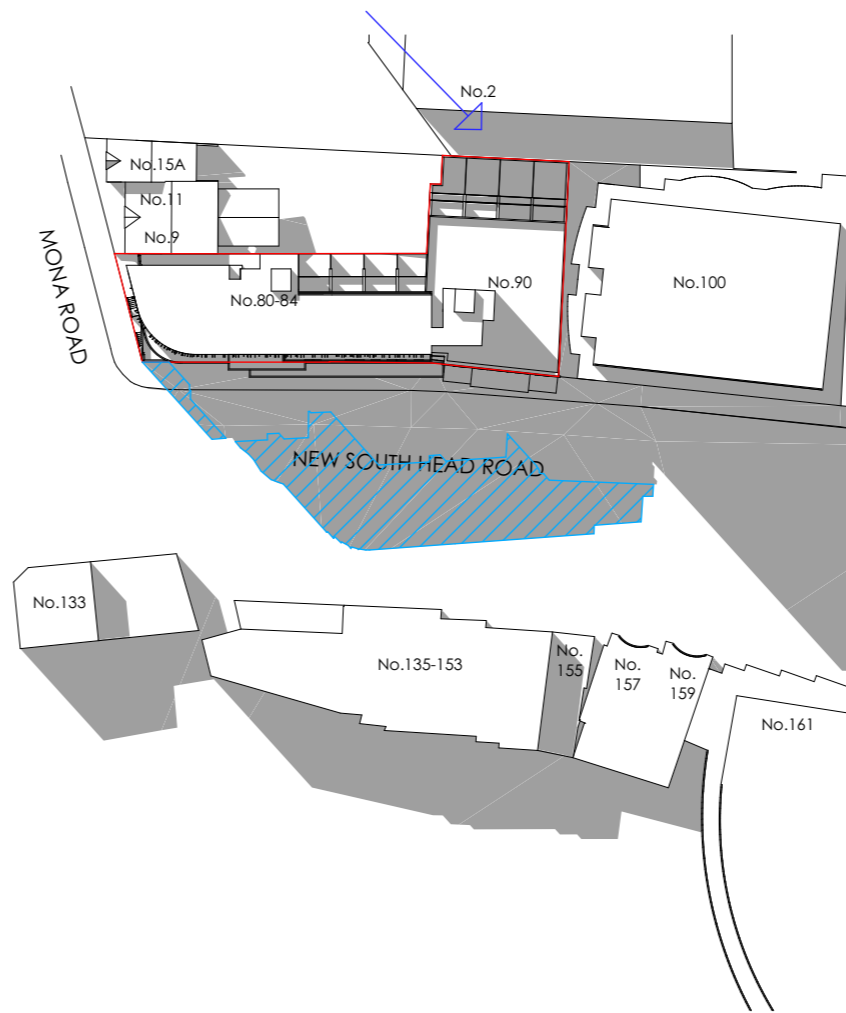
DRAWING TITLE:
SHADOW ANALYSIS- JUNE 21
9AM

NORTH POINT:

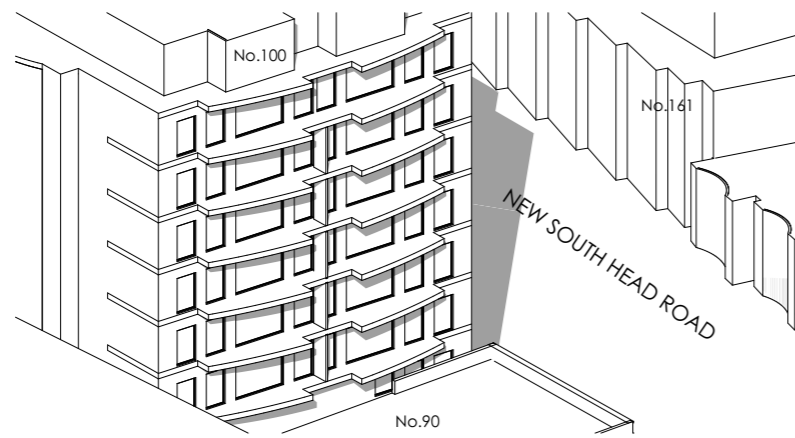
DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
SCALE @ A3:	1:1000
A	SK
48	P1
disc	stage, dwg no, revision



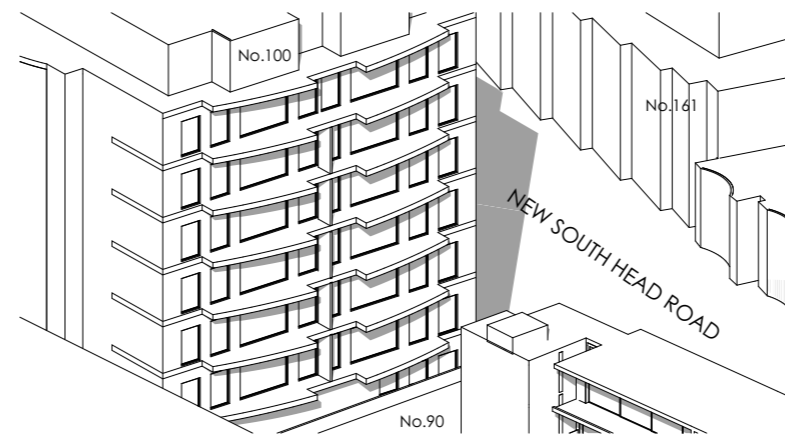
1 EXISTING JUNE 21, 12PM
1:1000



2 PROPOSED JUNE 21, 12PM
1:1000



3 EXISTING JUNE 21, 12PM
NOT TO SCALE



4 PROPOSED JUNE 21, 12PM
NOT TO SCALE

Sun Position to Project Location

Jun 21 12:00 hr 0 min Project Location...

+1 hr Daylight Savings

Sun Altitude: 32.63° Sun Azimuth: 132.18° Project North: 131.26°

SHADOW ANALYSIS LEGEND

- SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
- VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



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REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE
P1	ADDITIONAL INFORMATION		06.03.15				

Project Tourism International Architecture Pty Ltd
Level 10, 263 Clarence Street Sydney NSW 2000
T +61 2 9293 0860 www.pti.org.au ABN 90 050 071 022
Nominotified Registered Architect: Peter Israel (reg no. 5044)

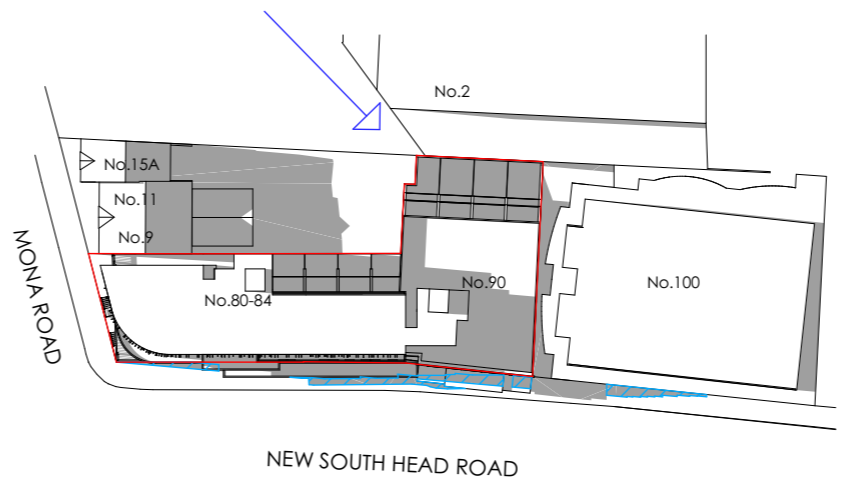
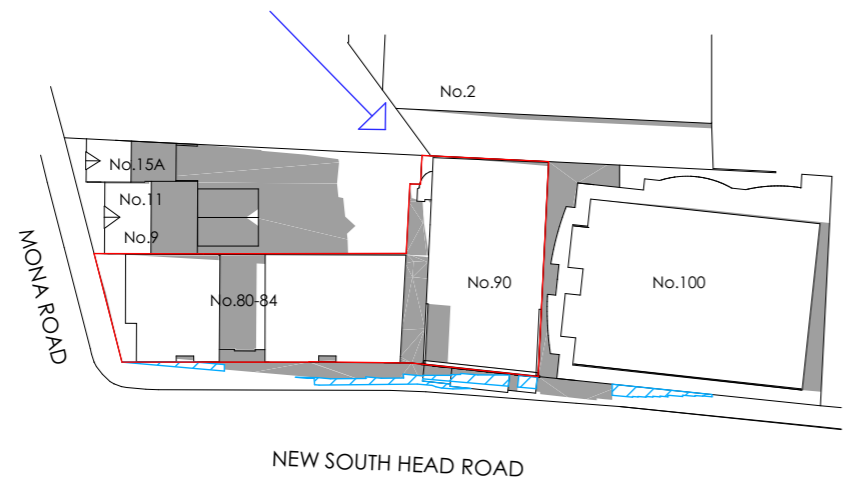
CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SHADOW ANALYSIS- JUNE 21
12PM

NORTH POINT:

DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT NO:	P334
SCALE @ A3:	1:1000
A	SK
49	P1
disc	stage, dwg no, revision



Sun Position to Project Location

Jun 21 15 hr 0 min Project Location...

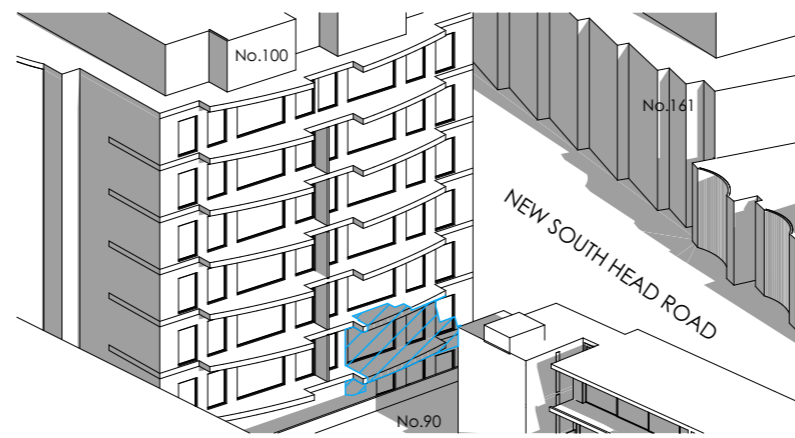
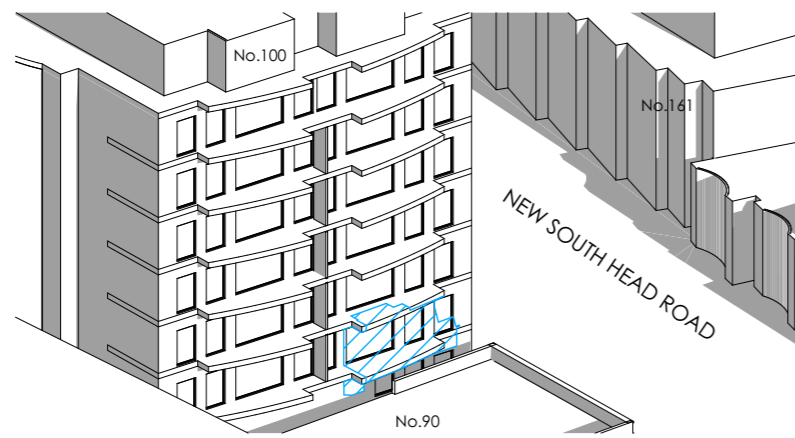
+1 hr Daylight Savings

Sun Altitude: 17.95° Sun Azimuth: 175.02° Project North: 131.26°



1 EXISTING JUNE 21, 3PM
1:1000

2 PROPOSED JUNE 21, 3PM
1:1000



SHADOW ANALYSIS LEGEND

- SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
- VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



3 EXISTING JUNE 21, 3PM
NOT TO SCALE

4 PROPOSED JUNE 21, 3PM
NOT TO SCALE

NOTE
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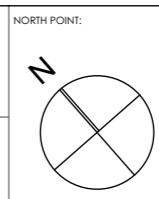
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE
P1	ADDITIONAL INFORMATION		06.03.15				



CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SHADOW ANALYSIS- JUNE 21
3PM



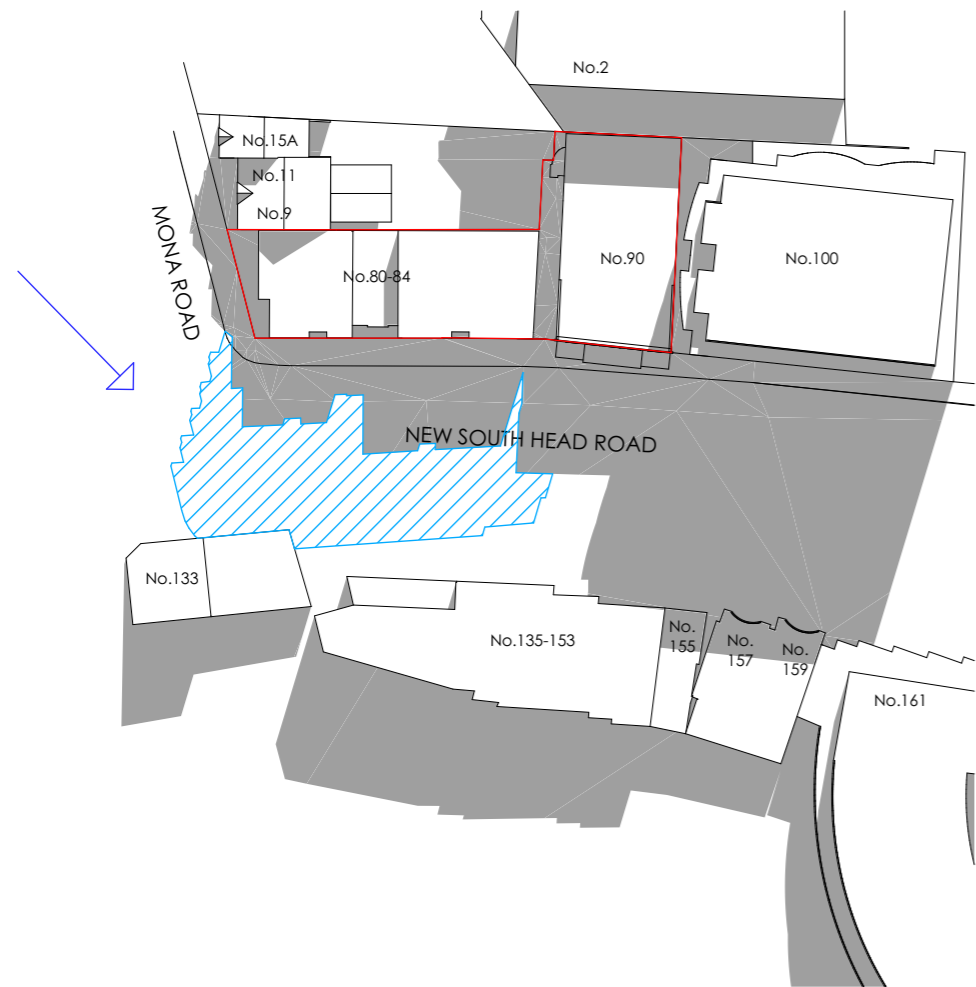
DATE:	APRIL 2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT NO:	P334	SCALE @ A3:	1:1000
	A	SK	50 P1
	disc	stage	dwg no. revision

Sun Position to Project Location

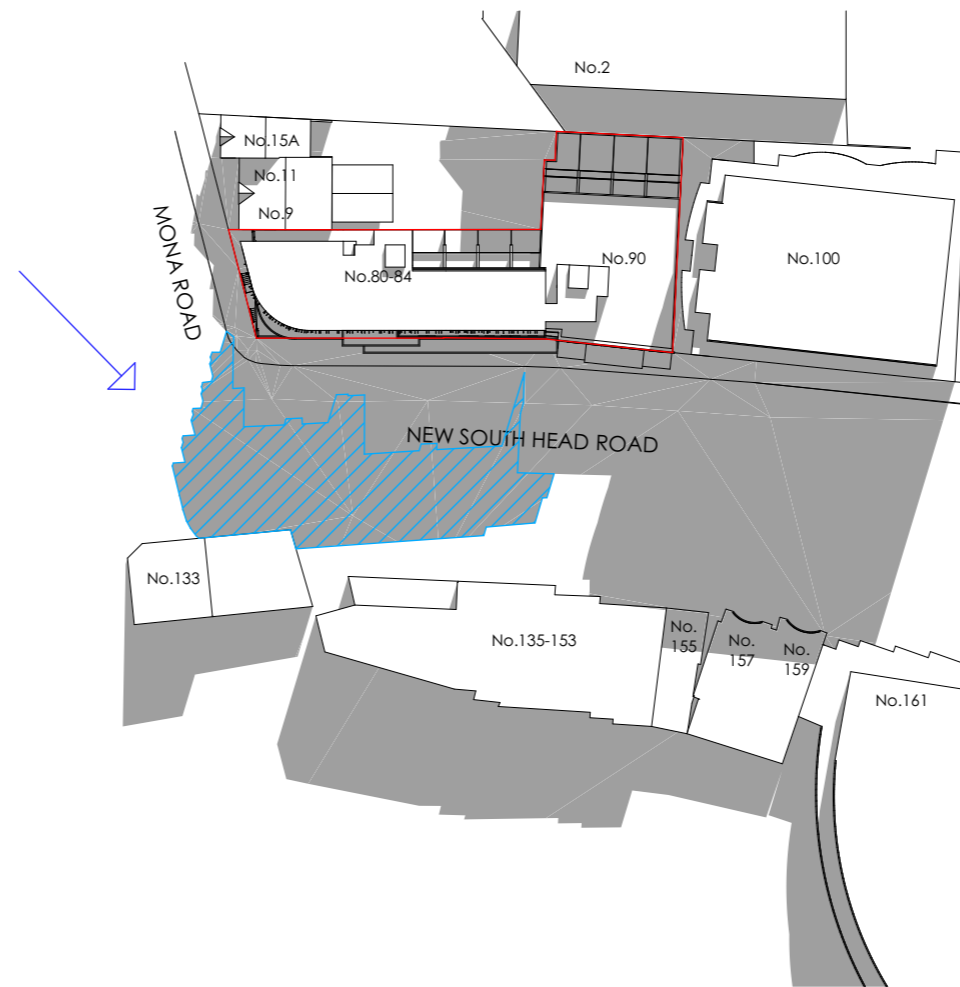
Sep 23 9 hr 0 min Project Location...

+1 hr Daylight Savings

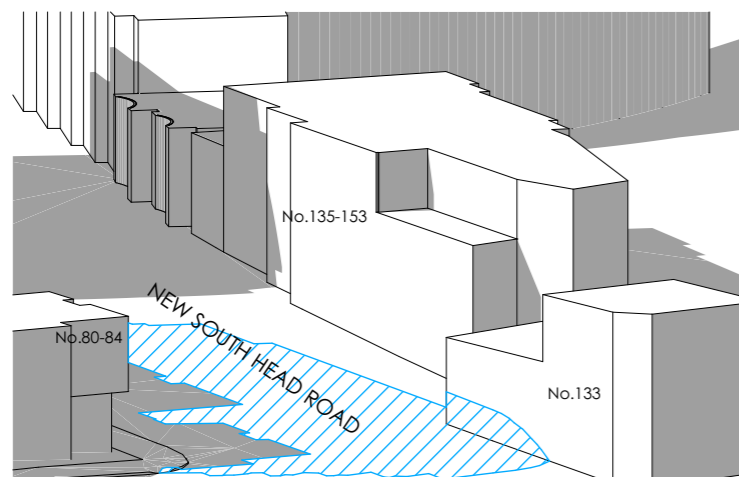
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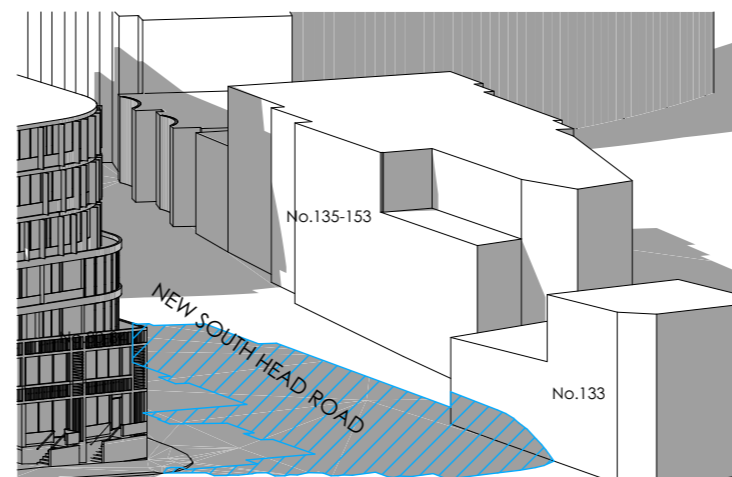
1 EXISTING SEPTEMBER 23, 9AM
1:1000



2 PROPOSED SEPTEMBER 23, 9AM
1:1000



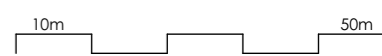
3 EXISTING SEPTEMBER 23, 9AM
NOT TO SCALE



4 PROPOSED SEPTEMBER 23, 9AM
NOT TO SCALE

SHADOW ANALYSIS LEGEND

- SUBJECT SITE BOUNDARY 80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE CAST OUTSIDE OF SUBJECT SITE BOUNDARY BY PROPOSED BUILDING ENVELOPE
- VIEWING POSITION OF VERTICAL SHADOWS CAST ONTO NEIGHBOURING FACADES



NOTE
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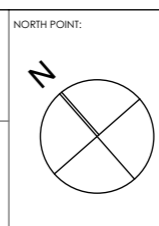
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REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION



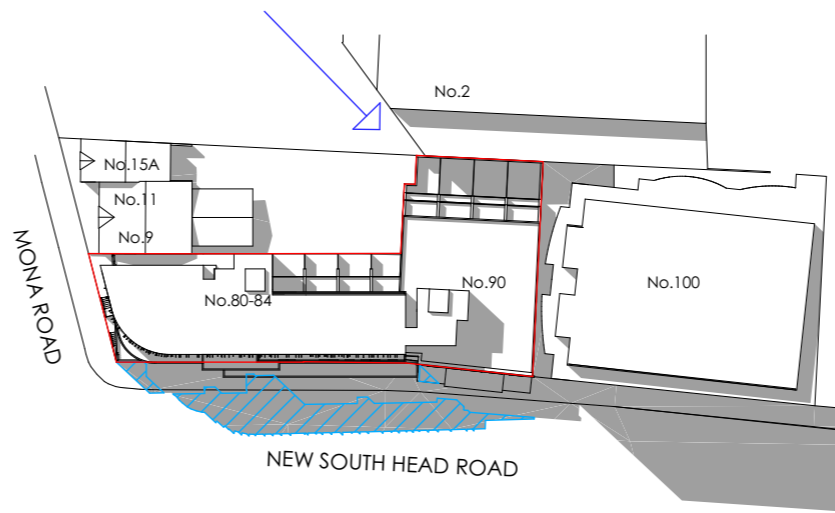
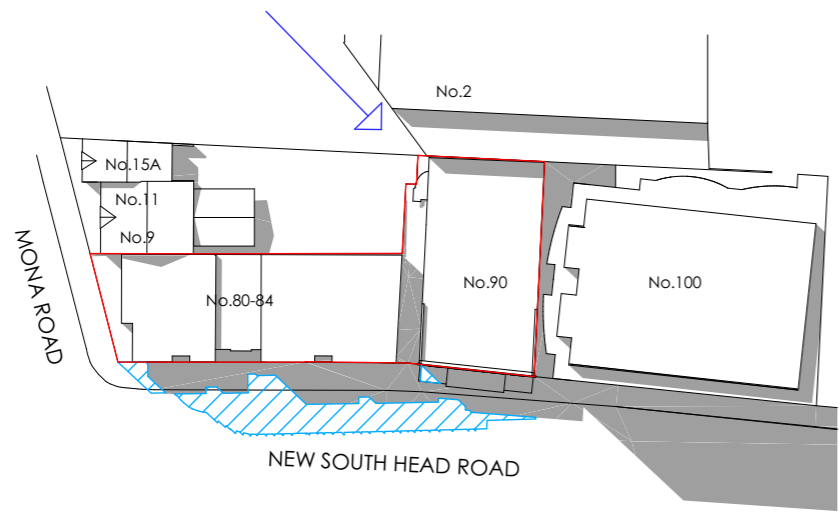
CLIENT:
WFM MOTORS P\L & MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
SHADOW ANALYSIS- SEPTEMBER 23 9AM



DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
SCALE @ A3:	1:1000
A	SK 51 P1
disc	stage, dwg no, revision

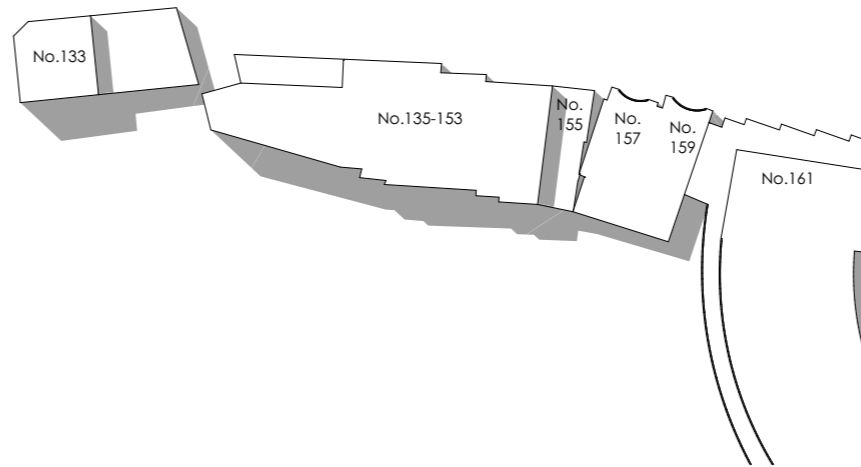
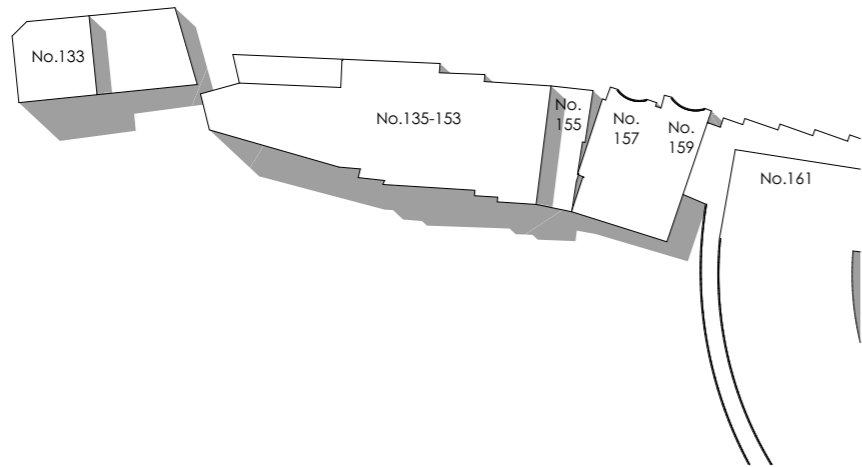


Sun Position to Project Location

Sep 23 12 hr 0 min Project Location...

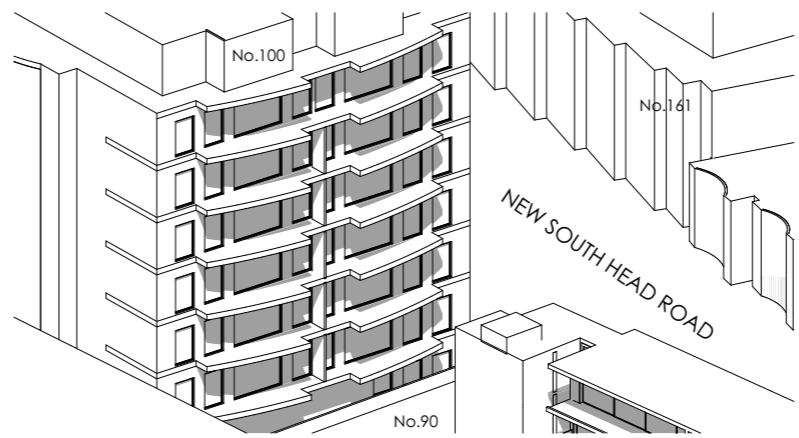
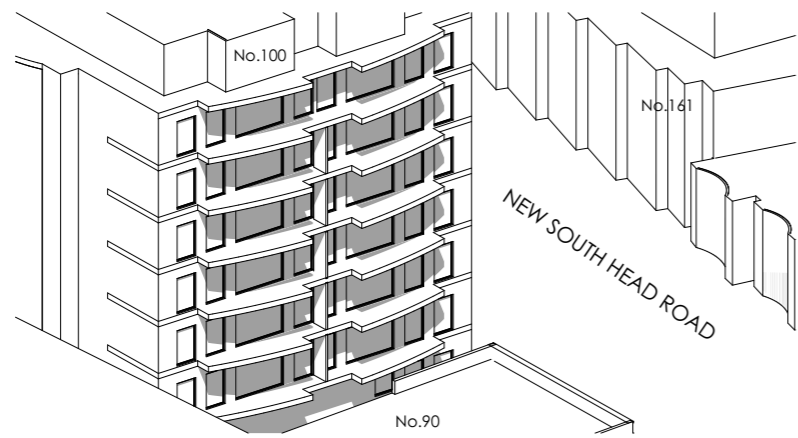
+1 hr Daylight Savings

Sun Altitude: 58.01° Sun Azimuth: 138.96° Project North: 131.26°



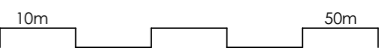
1 EXISTING SEPTEMBER 23, 12PM
1:1000

2 PROPOSED SEPTEMBER 23, 12PM
1:1000



SHADOW ANALYSIS LEGEND

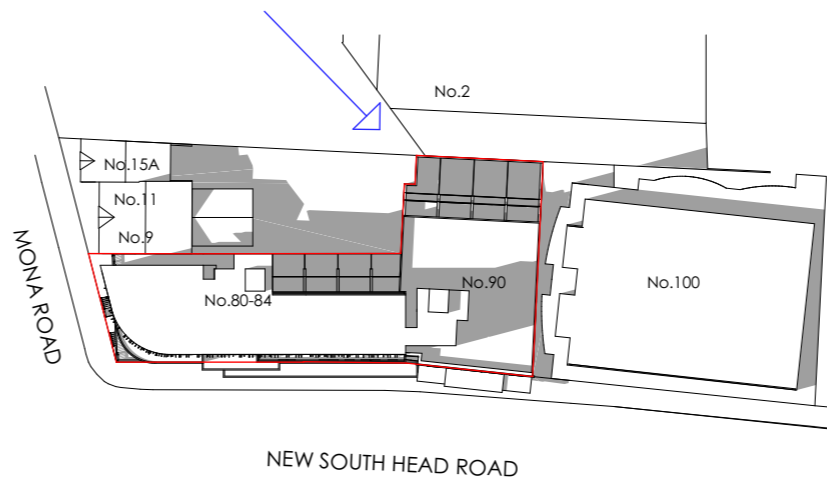
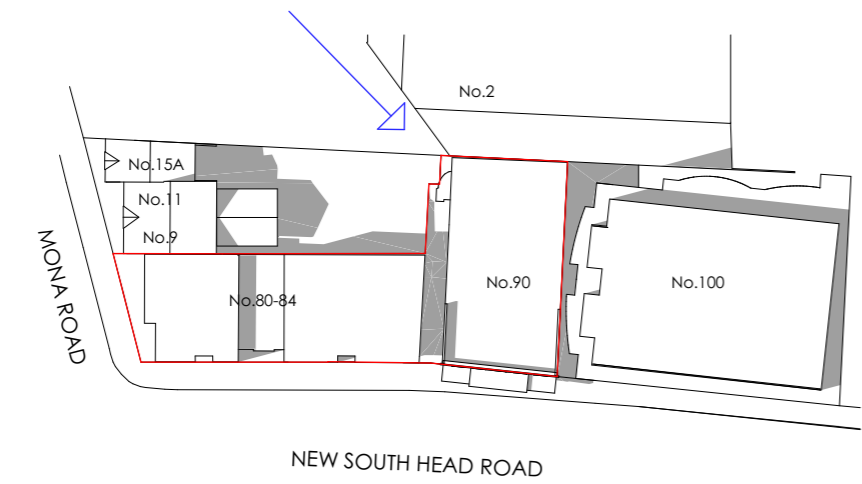
- SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
- SHADOW
- ADDITIONAL SHADOW TO BE CAST OUTSIDE OF SUBJECT SITE BOUNDARY BY PROPOSED BUILDING ENVELOPE
- VIEWING POSITION OF VERTICAL SHADOWS CAST ONTO NEIGHBOURING FACADES



3 EXISTING SEPTEMBER 23, 12PM
NOT TO SCALE

4 PROPOSED SEPTEMBER 23, 12PM
NOT TO SCALE

<p>NOTE</p> <ol style="list-style-type: none"> Contractors to verify all dimensions on site before any shop drawings or work is commenced. Figured dimensions to be taken in preference to scaled dwgs. This drawing is to be read in conjunction with the specification and engineers drawings. <p>This drawing is the copyright of Project Tourism International Architecture Pty Ltd and may not be altered, reproduced or transmitted in any form or by any means, in part or in whole without the written permission of Project Tourism International Architecture Pty Ltd. ABN: 90 050 071 022.</p>		<p>P1 ADDITIONAL INFORMATION - 06.03.15</p>		<p>Project Tourism International Architecture Pty Ltd Level 10, 263 Clarence Street Sydney NSW 2000 T +61 2 9263 0860 www.pti.org.au ABN 90 050 071 022 Nominated Registered Architect: Peter Israel (reg no. 5044)</p>		<p>CLIENT: WFM MOTORS P\L & MATTHEW LEPOURIS P\L</p>		<p>PROJECT TITLE: 80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF</p>		<p>NORTH POINT: </p>		<p>DATE: APRIL 2014</p>	
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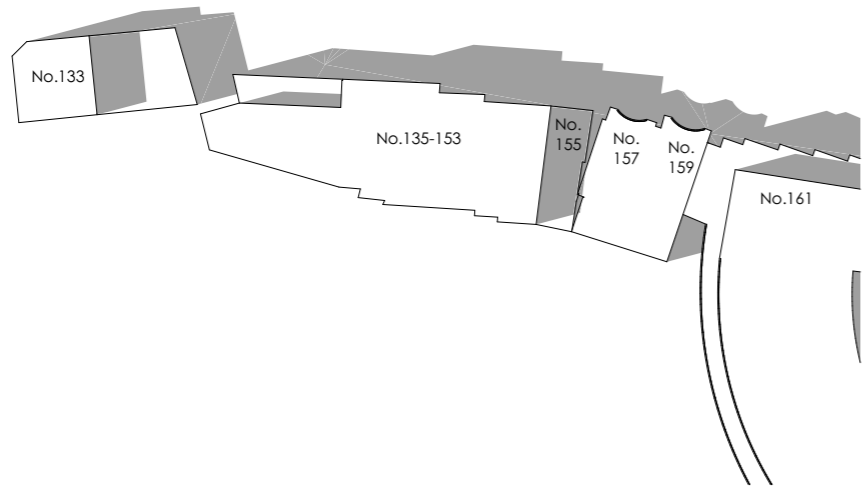


Sun Position to Project Location

Sep 23 15 hr 0 min Project Location...

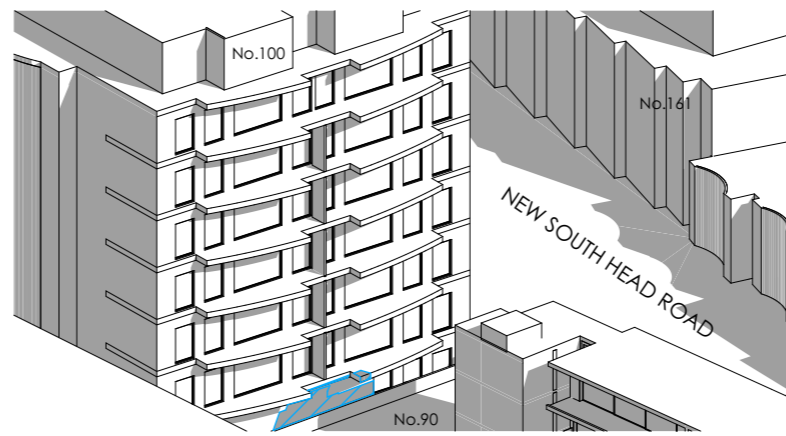
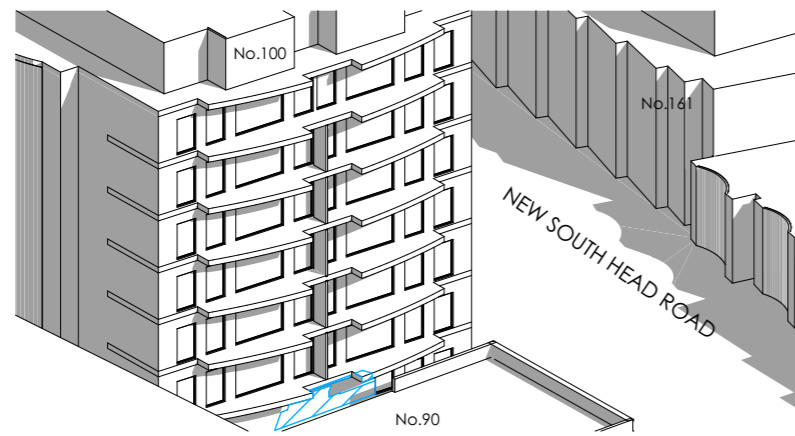
+1 hr Daylight Savings

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


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2 PROPOSED SEPTEMBER 23, 3PM
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SHADOW ANALYSIS LEGEND

-  SUBJECT SITE BOUNDARY
80-84 & 90 NEW SOUTH HEAD RD
-  SHADOW
-  ADDITIONAL SHADOW TO BE
CAST OUTSIDE OF SUBJECT SITE
BOUNDARY BY PROPOSED
BUILDING ENVELOPE
-  VIEWING POSITION OF VERTICAL
SHADOWS CAST ONTO
NEIGHBOURING FACADES



3 EXISTING SEPTEMBER 23, 3PM
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4 PROPOSED SEPTEMBER 23, 3PM
NOT TO SCALE

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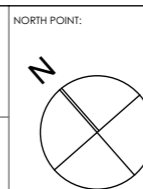
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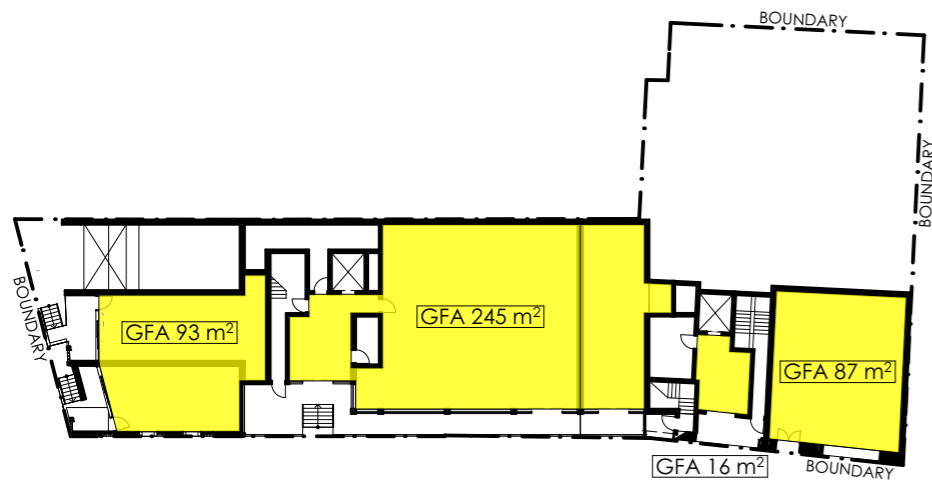
CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

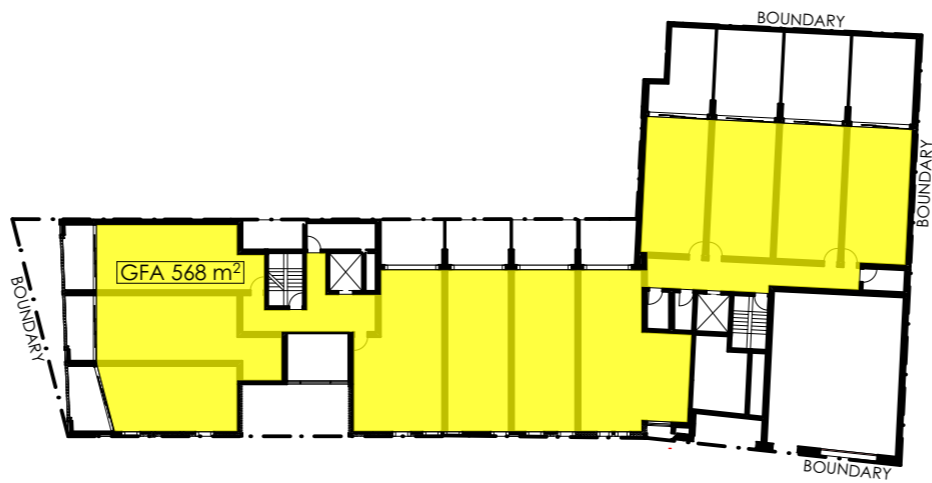
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SEPTEMBER 23 3PM



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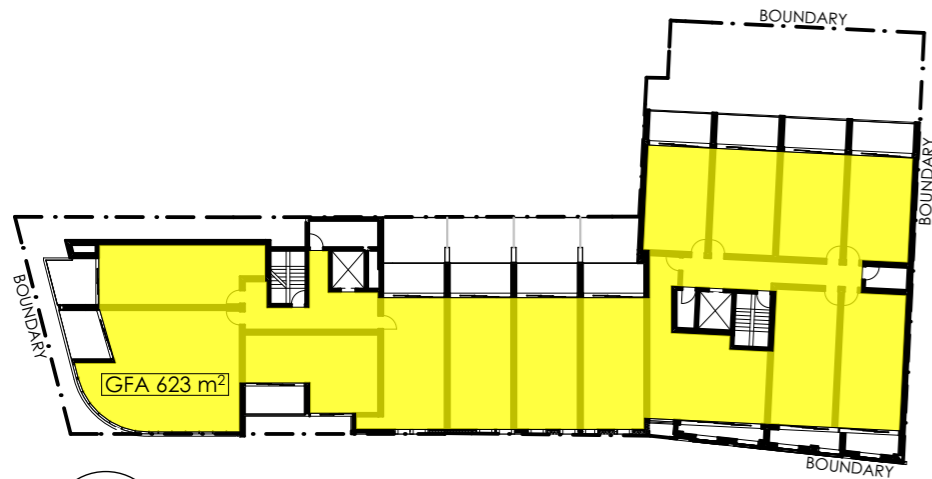
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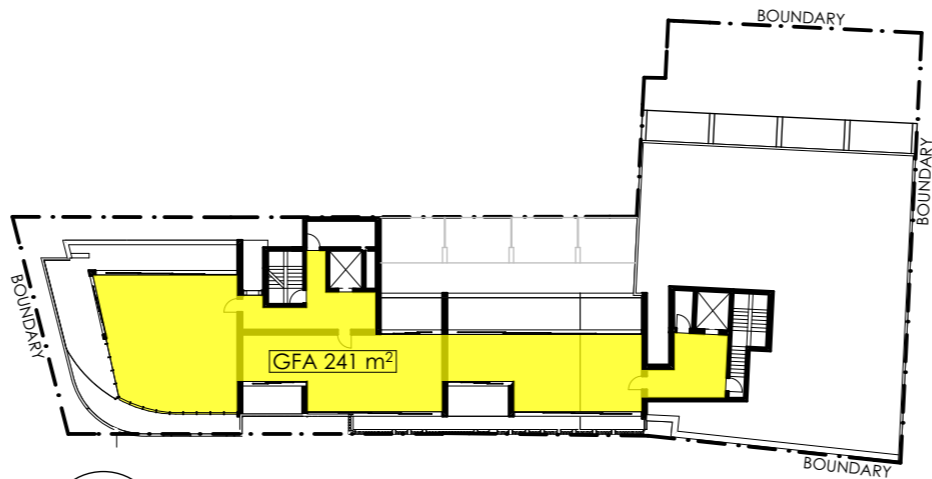
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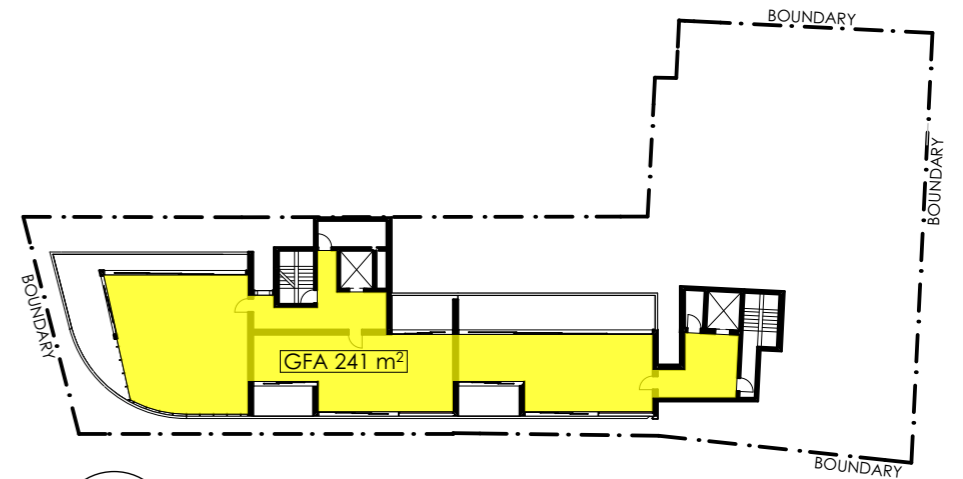
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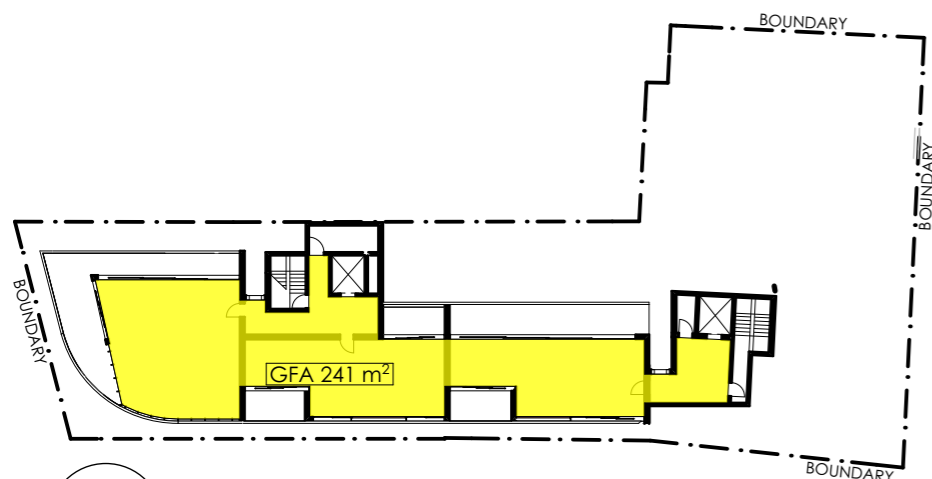
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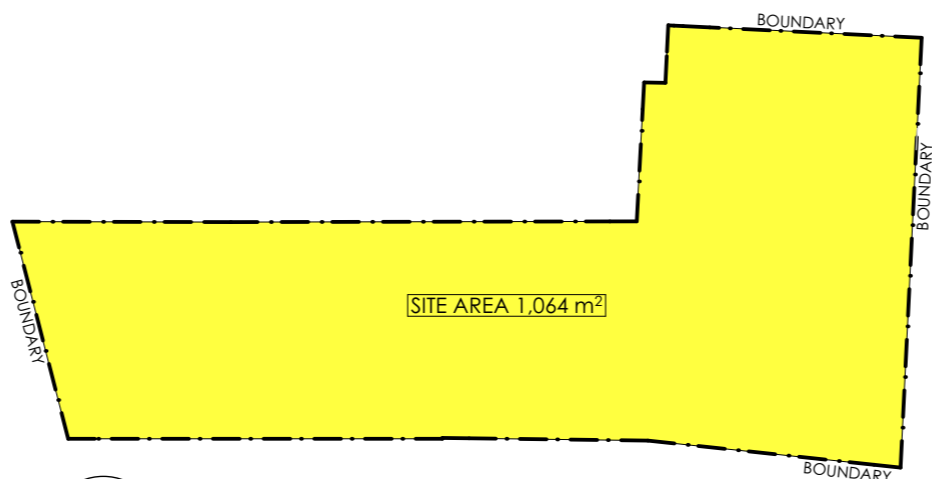
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6 LEVEL 4
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7 LEVEL 5
1:500



8 SITE AREA
1:500

GFA & FSR CALCULATION	
	GFA
LOWER GROUND	441
GROUND LEVEL	568
LEVEL 1	695
LEVEL 2	623
LEVEL 3	241
LEVEL 4	241
LEVEL 5	241
TOTAL GFA	3050
SITE AREA	1064
FSR	2.87:1

NOTE
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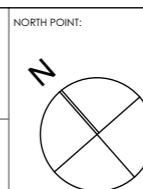
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P1	ADDITIONAL INFORMATION		06.03.15				
P2	REVISED FIGURES		16.03.15				



CLIENT:
WFM MOTORS P\L &
MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
GFA & FSR DIAGRAMS



DATE:	APRIL 2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
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TRAFFIC IMPACT ASSESSMENT

Prepared by Traffix



Traffic Impact Assessment

**Proposed Mixed Use Development
80-84, 90 New South Head Road, Edgecliff**

Reference: 14.389r01v2 TRAFFIX DA Report
Date: 9 December 2014

traffix
traffic & transport planners

po box 1061
potts point nsw 1335
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
abn: 66065132961



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Appendices

- Appendix A: Photographic Record
- Appendix B: Reduced Plans

1. Introduction

TRAFFIX has been commissioned to undertake a Traffic Impact Assessment in support of a Planning Proposal for a mixed-use development at 80-84 and 90 New South Head Road, Edgecliff. The application seeks approval to modify the LEP controls to enable the alteration and additions to two existing buildings for residential and retail uses.

The subject site is located within the Woollahra Municipal Council Local Government Area. The proposal has therefore been assessed under this Council's controls, and also considered in terms of the draft planning controls which have been exhibited by Council.

This report documents the findings of our investigations and should be read in the context of the Planning Report prepared by Hamptons Property Services. The following sections are structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the intended development outcomes
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. Location and Site

The subject site is located on New South Head Road in Edgecliff at the intersection of Mona Road, approximately 450 metres north-west of Edgecliff Railway Station and Bus Interchange, and 2.5 kilometres east of the Sydney CBD. It has total site area of 1064m², with approximately 14m frontage to Mona Road, and 55m frontage to New South Head Road.

The subject site currently accommodates two buildings on separate properties, as described following:

- ① 80-84 New South Head Road (Lot 1 in DP 181565 and Lots 4 and 5 in DP 171284): A three-storey commercial building which provides approximately 1,120m² GFA, with a basement car park catering for approximately 14 vehicles; and
- ② 90 New South Head Road (Lot A in DP 420786): A three-storey commercial building which provides approximately 1,900m² GFA, but does not provide any on-site car parking.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A**, which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

2.1 Existing Site Access Arrangements

Vehicular access to the existing development at 80-84 New South Head Road is provided via a driveway on Mona Road (see **Figure 3**). This driveway is not wide enough to accommodate two-way traffic, but caters for two-way, single lane operation. No management system (e.g. traffic signals) is in place to control entering or exiting traffic.

In addition, a Right of Way (ROW) on 90 New South Head Road (Lot A in DP 420786) separates the two buildings on the subject site (see **Figure 4** and **Figure 5**). It is understood that the ROW area is currently used for servicing (up to vans and small rigid trucks) for the two existing commercial properties on the site. It is understood that refuse collection for the existing development is currently undertaken in the kerbside traffic lane on New South Head Road.

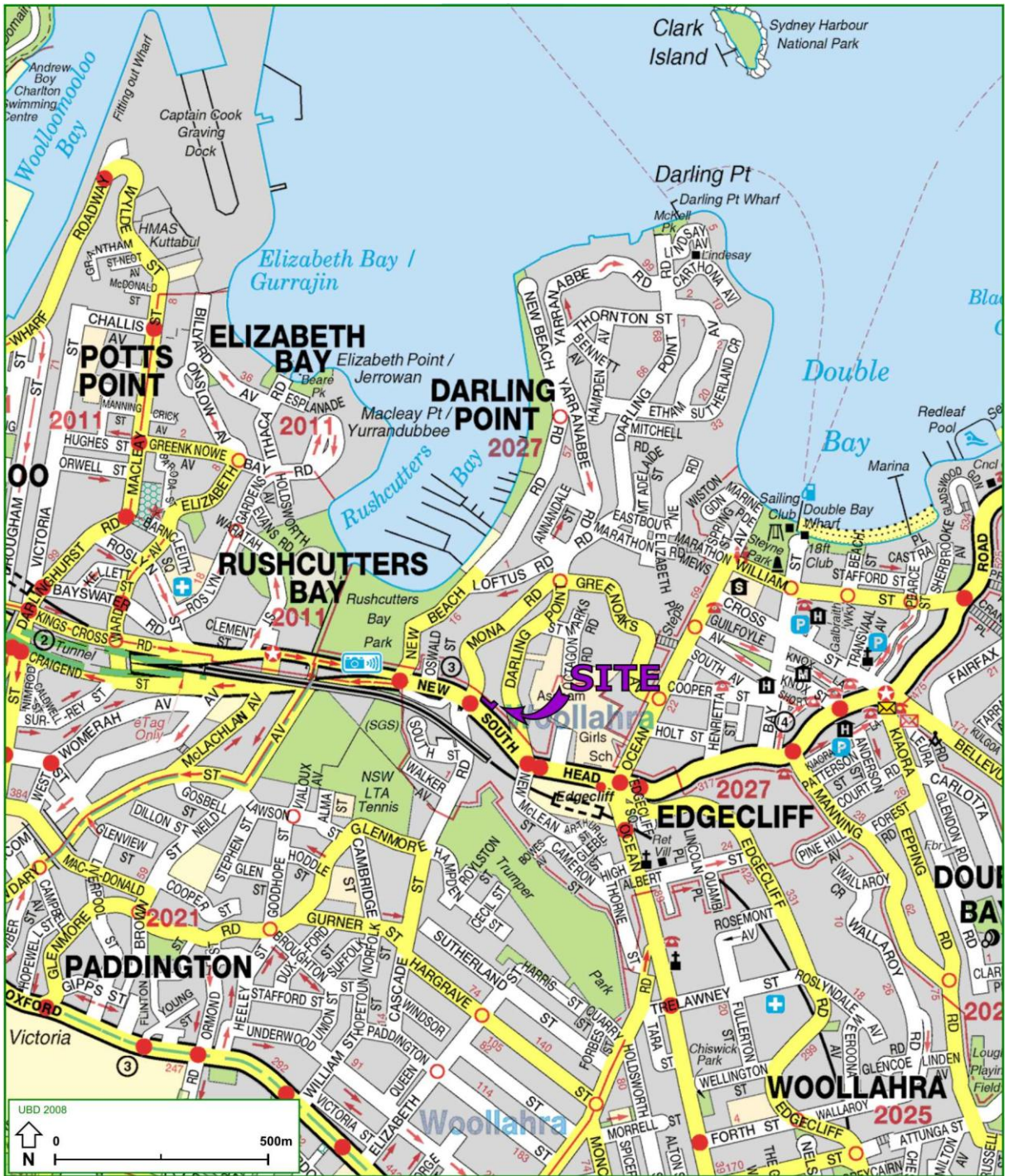


Figure 1: Location Plan



Figure 2: Site Plan



Figure 3: Existing Mona Road Access Driveway to 80-84 New South Head Road



Figure 4: Existing Right of Way (ROW) between buildings



Figure 5: Existing Right of Way (ROW) between buildings

3. Existing Traffic Conditions

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 6** with the following roads of particular interest:

- ④ New South Head Road: an RMS Main Road (MR 173) that generally runs in an east-west direction between Vacluse in the east and Darlinghurst in the west. It carries approximately 40,000 vehicles per day and is subject to a 60 km/h speed zoning. Within the vicinity of the site, New South Head Road accommodates three lanes of traffic in each direction with the outer lanes operating as peak period transit (T2) lanes. The kerbside lane along the site frontage operates as a T2 lane from 3 – 7pm, Monday to Friday. No parking is permitted along the site frontage due to the proximity to the Mona Road intersection and the bus zone which extends for the full frontage of 90 New South Head Road, however parking (restricted to half hour parking between 9am and 3pm Monday to Friday, and 8am – 12pm Saturday), is permitted to the east of the subject site.

- ④ Mona Road: a local road that traverses in a north-south direction between Darling Point Road in the north and New South Head Road in the south. It accommodates a single lane of traffic in each direction with time restricted parking on both sides of the road, clear of driveways and intersections. Mona Road primarily accommodates local residential traffic. Due to the proximity to the New South Head Road intersection, no kerbside parking is permitted along the Mona Road site frontage, however restricted parking is permitted north of 17 Mona Road (approximately 35m to the north of the New South Head Road intersection).

It can be seen from **Figure 6** that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

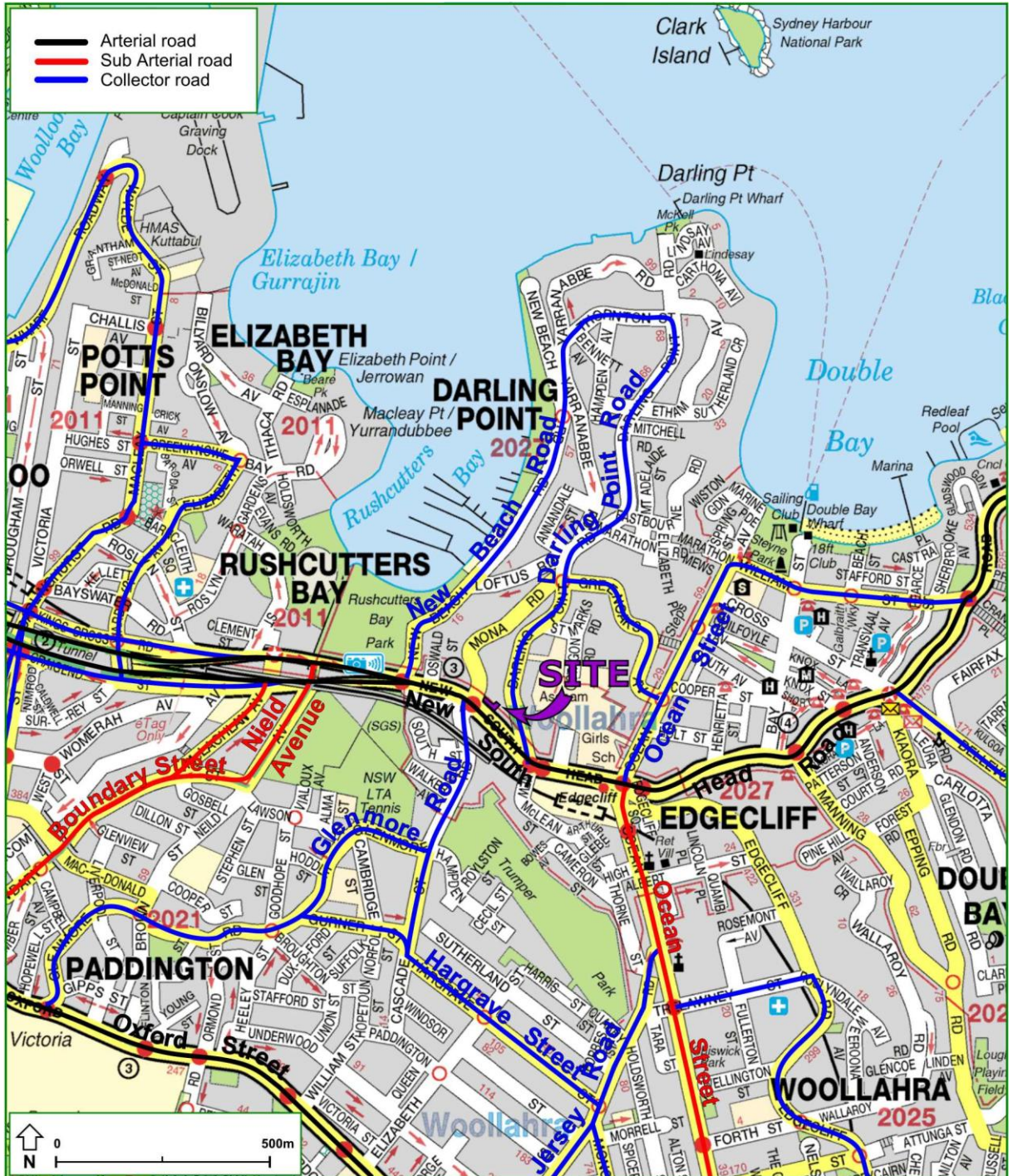


Figure 6: Road Hierarchy

3.2 Public and Active Transport

As shown in **Figure 7** below, the development benefits from excellent access to public transport services, being situated approximately 450 metres from Edgecliff Station, which provides rail connections to the Sydney CBD to the west and Bondi Junction to the east via the T4 Eastern Suburbs & Illawarra Line.

The site also benefits from access to regular and frequent bus services which travel and stop along New South Head Road, as well as within the Bus Interchange, as shown in **Figure 7**.

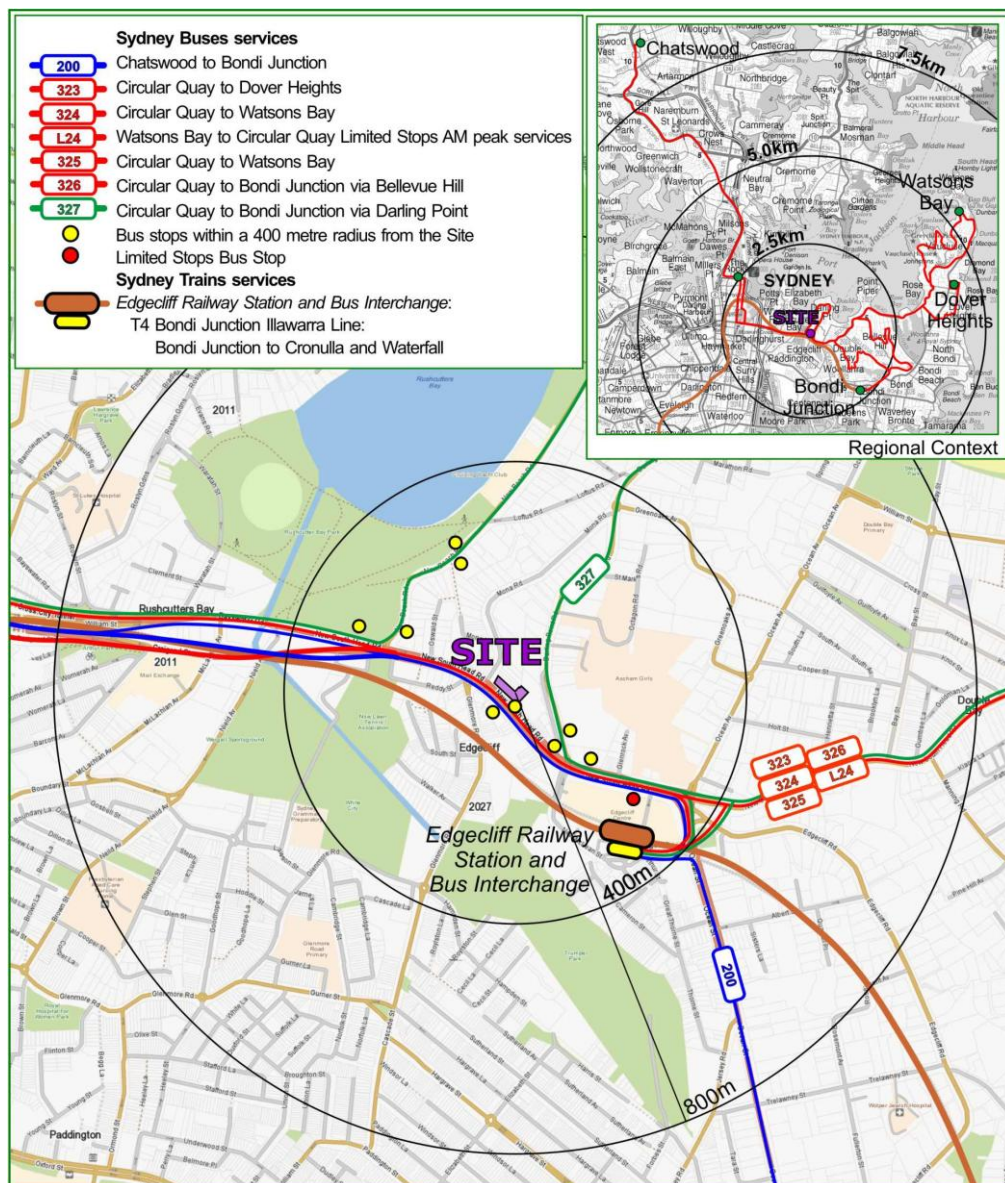


Figure 7: Public Transport

The subject site is a 2.5km (or approximately a 30 – 35 minute walk) to the centre of the Sydney CBD (Town Hall).

Woollahra Council is continuing to invest in works and facilities to encourage cycling in the area, which are identified in the Woollahra Bicycle Strategy 2009. This strategy includes a number of potential future treatments on New South Head Road in the vicinity of the site, to improve cyclist provisions on this key east-west transport route.

3.3 Existing Site Generation

The subject site currently accommodates commercial uses, and provides for up to 14 vehicles on-site. It is therefore assumed that the traffic generation of the existing development would be roughly 14 arrival trips in the morning peak period, and 14 departure trips in the evening peak period.

4. Intended Development Outcomes

The Planning Proposal seeks to vary Council's LEP to enable the redevelopment of the site (through extensions, additional storeys and internal reconfiguration) to accommodate:

- 39 residential units, including 12 studio apartments, 18 one-bedroom apartments, and 9 two-bedroom apartments;
- Approximately 350m² business / retail space; and
- Approximately 10 on-site car parking spaces, to be provided within the existing basement level of 80 – 84 New South Head Road, which is to be retained under the proposal.

The parking and traffic impacts arising from the development are discussed in Sections 5 and 6. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix B**.

5. Parking Requirements

5.1 Council Controls

Parking for the proposed development has been considered in light of the requirements of Council's Parking Development Control Plan (DCP) dated March 2011 (updated August 2012).

This DCP provides the following suggested parking rates which are of relevance to this proposal:

Non-residential

- Business premises: 2.5 spaces per 100m² (minimum)
- Retail premises: 3.3 spaces per 100m² (minimum)

Residential (within Mixed Use Development)

- 1-bedroom: 0.75 spaces per unit (maximum)
- 2-bedroom: 1.00 spaces per unit (maximum)
- Visitors: 0.25 spaces per unit (maximum)

Applying the above rates to the approximate yield envisaged under this Planning Proposal provides the parking requirements as outlined in **Table 1** below.

Table 1: Council DCP Parking Requirements

Component of Development / Use		GFA / No of Units	Parking Rate	DCP Parking Requirement
Non-residential	Business or Retail	350m ²	2.5 spaces per 100m ² (min) (business) – 3.3 spaces per 100m ² (min) (retail)	9 – 12 spaces (min)
Residential	Studio	12	NA	NA
	1-bedroom units	18	0.75 spaces per unit (max)	14 (max)
	2-bedroom units	9	1.00 spaces per unit (max)	9 (max)
	Visitors	39	0.25 spaces per unit (max)	10 (max)
TOTAL				9 – 45 spaces

Council's DCP therefore suggests that a level of on-site car parking of between 9 spaces and 45 spaces may be appropriate to cater for the demand generated by the development.

However it is noted that Section 2.1.1 in Council's DCP states that for a Change of Use, *"the amount of parking required will equal the difference between the parking generated by the proposed development and the parking generated by the current use as calculated by the rates in this plan."*

It is understood that the intent of this provision is to recognise that, in certain cases, land uses may have been lawfully established without any off-street parking or with only a proportion of the parking that would now be required for those uses under the current DCP.

The 'historic deficiency' is determined by calculating the relevant car parking requirements under the current DCP for the existing development on a site and subtracting any existing off-street parking spaces. The resultant figure is then treated as a 'credit', based upon the assumption that existing parking demand is currently being catered for on-street, or is reduced due to reliance on alternative transport modes (e.g. public transport, walk, or cycle). **Table 2** below summarises the results of this assessment.

Table 2: Parking Requirements considering Historic Deficiency

	Residential		Non-Residential	
	Units	No of Parking Spaces	GFA	No of Parking Spaces
Existing (Requirement)	0 units	0 spaces	3,020m ² (approx) business	76 spaces
Existing (Provision)		0 spaces		14 spaces
Credit		0 spaces		-62 spaces
Redevelopment (Requirement)	39 units	33 spaces (max)	350m ² (approx) retail	9 - 12 spaces
Applying Credit		-0 spaces		-62 spaces
Redevelopment (Provision)		33 spaces (max)		0 spaces

As outlined in the table above, the application of the 'credit' (for the historic deficiency) to the proposed business / retail component of the development suggests that no on-site parking needs to be provided for this component as part of the redevelopment, noting that it will substantially reduce the level of non-residential space from approximately 3,020m² GFA to approximately 350m² GFA. Furthermore, the proposed non-residential component of the development is expected to accommodate uses which would attract walk-by traffic (e.g. a cafe / coffee shop) rather than destination traffic, which may tend to drive.

The requirement for the new residential component of the development is 33 parking spaces (maximum).

As shown in the reduced plans included as **Appendix B**, a total of 10 car parking spaces are proposed within the existing basement of 80 – 84 New South Head Road, which is to be retained under the proposal. This level of provision therefore meets the requirements of Council’s DCP, and is considered to strike a reasonable balance between catering for parking demand and meeting market expectations, and addressing the intent of Council’s DCP which seeks to encourage alternative transport modes, as described in the following objectives:

“Council’s on-site car parking requirements aim to satisfy the parking demand likely to be generated by housing developments while discouraging unnecessary car use and site excavation resulting from the provision of excessive amounts of on-site parking.

Limiting unnecessary car use and encouraging other modes of transport, such as walking, cycling and public transport, helps to improve local amenity and to minimise pollution and the use of non-renewable energy sources.”

Given the proximity of the proposed development to Sydney CBD, efficient and frequent public transport facilities, and local services (shops, school, etc), it is considered that this development provides an excellent opportunity to encourage and apply the above objectives outlined in Council’s DCP.

Furthermore, it is noted that Council’s draft DCP which is currently on public exhibition reduces the maximum parking rates for 1-bedroom apartments as well as visitor parking, as outlined below:

Residential (within Mixed Use Development)

- | | | |
|-----------------------|---|-----------|
| ➤ Studio / 1-bedroom: | Reduced from 0.75 to 0.50 spaces per unit | (maximum) |
| ➤ Visitors: | Reduced from 0.25 to 0.20 spaces per unit | (maximum) |

Whilst it is acknowledged that this DCP is still in draft format and not yet in force, it is assumed that the proposed reduction in maximum parking rates for residential uses is intended to encourage the use of more sustainable transport modes in such developments, such as that which is the subject of this application. On this basis, and the fact that the development would benefit from access to excellent public transport and local services, a lower level of on-site parking provision for the residential component is considered to be appropriate.

Notwithstanding all of the above, it should be noted that the application is a Planning Proposal only, and the basement car park plans are therefore still in concept design format. The car park layout, as well as allocation of the parking spaces to residents / visitors / staff / car share (if appropriate), would be refined during the Development Application process, and subject to Council review at that time.

5.2 Motorcycle Parking

Whilst Council's Parking DCP does not stipulate any requirement for motorcycle parking, the basement car park concept plans (included as **Appendix B**) provide area for the provision of at least one motorcycle parking space. It is assumed that this could reasonably be addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

5.3 Bicycle Facilities

Whilst Council's Parking DCP does not stipulate any requirement for bicycle parking, the basement car park concept plans (included as **Appendix B**) provide area for the provision of parking for bicycles. It is assumed that this could reasonably be addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

5.4 Accessible Parking

Council's Access DCP stipulates the following requirements in relation to accessible car parking:

- ➊ 1 in 10 dwellings or part thereof to be adaptable and all SEPP 5 (State Environmental Planning Policy No. 5 – Housing for Older People or People with a Disability) dwellings to be adaptable; and
- ➋ One AS2890.1 disabled space for each visitor accessible dwelling or adaptable dwelling.

Given a total of 39 units are proposed, four (4) units should be adaptable, and therefore four (4) accessible parking spaces should be provided under the requirements of Council's DCP. It is assumed that this could reasonably be addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

5.5 Servicing and Refuse Collection

A loading zone currently exists on Mona Road, directly opposite the development (see **Figure 8** below). In addition, a 'loading zone' for Australia Post vehicles is located directly to the north of the site access driveway on Mona Road (see **Figure 9** below). It is anticipated that these existing loading zones could be used and/or modified if necessary (i.e. the Australia Post 'loading zone' converted to a standard loading zone) to cater for service vehicle loading/unloading of the subject development, in addition to other surrounding developments.



Figure 8: Loading Zone on Mona Road, Opposite Development



Figure 9: Australia Post 'Loading Zone'

In relation to refuse collection, Council's Waste Minimisation and Management Guide provides the following requirements:

- ② The waste storage area with bins for the residential component must be separate to the waste storage area provided for the commercial component, in mixed-use developments.
- ② The waste storage areas for multi unit developments must be sufficiently sized so as to accommodate colour coded wheelie bins or bulk bins (subject to conditions) for general waste, recyclables, and food and garden organics.
- ② For residential developments containing 20 or more residential dwellings, a garbage compaction unit is required.

Given the site constraints, it is anticipated that servicing and refuse collection would occur kerbside on Mona Road, or New South Head Road (outside of peak periods), consistent with the existing arrangements. It is assumed that this issue could reasonably be addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans, in addition to the Site Waste Minimisation and Management Plan (SWMMMP) which will necessarily be prepared.

6. Traffic Impacts

6.1 Trip Generation

Based upon the level of on-site parking proposed (in the order of 10 spaces), it is estimated that the site traffic generation during the AM and PM peak would be in the order of 10 departure trips and 10 arrival trips, respectively. A small number of reverse peak trips (approximately 2 in each peak hour) may also be generated.

Given the existing development is predicted to generate approximately 14 trips in the AM and PM peak periods, the net traffic generation of the development is expected to be marginal, or even negative (i.e. a net reduction in trips).

On this basis, the traffic impact of the development upon the surrounding road network is expected to be negligible.

7. Access & Internal Design Aspects

7.1 Access

The existing access driveway on New South Head Road (to the ROW) would be removed under the proposal, with all access to be via Mona Road.

The development nominally requires a Category 1 Driveway under AS 2890.1 (2004), being a combined entry / exit driveway of width 3.0 to 5.5 metres. In response, it is proposed to retain the combined entry / exit driveway on Mona Road which has a width of approximately 4.2 metres (including 300mm clearances to walls), which satisfies the minimum requirements under AS 2890.1 (2004). It is proposed that the access continue to operate as a single-lane, two-way arrangement, consistent with the existing arrangement.

Given the nature of the development and the number of parking spaces proposed, the probability of a vehicle entering while another vehicle is exiting is low. However as sightlines between a vehicle entering and a vehicle exiting the basement car park would be restricted, a traffic signal system to control entering and exiting traffic may be required. A system involving a 'passive green on entry' would be appropriate, to provide priority to entering over exiting traffic. This would minimise impact of queuing vehicles upon the external road network.

It is assumed that this could reasonably be addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

7.2 Internal Design

The basement car parking generally complies with the requirements of AS 2890.1 (2004), and would be refined as part of the Development Application process with a view to achieving the following requirements:

7.2.1 Parking Modules

- ② Parking spaces would be designed in accordance with a Class 1A requirements with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- ② Columns should be located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).
- ② All spaces located adjacent to obstructions of greater than 150mm in height should be provided with an additional width of 300mm.

- ② Dead-end aisles should be provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS 2890.1 (2004).

7.2.2 Ramps

- ② The ramp to the basement car park has a maximum gradient of 25% (1 in 4) with sag and summit transitions of 12.5% (1 in 8). A 1:20 section is proposed inside the property boundary, for pedestrian safety. These provisions generally satisfy the requirements of AS 2890.1 (2004).

7.2.3 Clear Head heights

- ② A minimum clear head height of 2.2m is to be for all areas within the basement car park as required by AS 2890.1 (2004), with an additional clear head height of 2.5m provided above all accessible spaces.

7.2.4 Other Considerations

- ② Appropriate visual splays are to be provided at the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).

In summary, the key elements of the basement car park have been designed generally in accordance with AS 2890.1 (2004). It is envisaged however that the detail would be refined and addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

8. Summary and Recommendations

In summary:

- ⑦ The existing development on the subject site accommodates approximately 3,020m² of commercial space, and provides basement car parking for up to 14 vehicles.
- ⑦ The Planning Proposal seeks to vary Council's LEP to enable the redevelopment of the site (through extensions, additional storeys and internal reconfiguration) to accommodate 39 residential units (12 studio apartments, 18 one-bedroom apartments, and 9 two-bedroom apartments), approximately 350m² commercial / retail space, and approximately 10 on-site car parking spaces, which are to be provided within the existing basement level of 80 – 84 New South Head Road (to be retained under the proposal).
- ⑦ The requirement for the new residential component of the development is 33 parking spaces (maximum), under the provisions of Council's Parking DCP.
- ⑦ The application of a 'credit' for the historic parking deficiency to the proposed business / retail component of the development suggests that no on-site parking needs to be provided for this component, noting that it will substantially reduce the level of non-residential space from approximately 3,020m² GFA to approximately 350m² GFA. Furthermore, the proposed non-residential component of the development is expected to accommodate uses which would attract walk-by traffic (e.g. a cafe / coffee shop) rather than destination traffic, reducing the parking demand generated by the development.
- ⑦ Applying the 'credit' for the historic parking deficiency, the proposed level of on-site parking provision (10 parking spaces) is considered to strike a reasonable balance between catering for parking demand and meeting market expectations, and addressing the intent of Council's DCPs (both the current and draft DCP) which seek to encourage alternative transport modes, noting that the site benefits from excellent access to efficient and frequent public transport facilities, as well as local services (shops, school, etc).
- ⑦ Strategies to encourage more sustainable transport modes (e.g. the provision of bicycle parking and associated facilities, motorcycle parking, and the implementation of a car share scheme) would be considered and addressed at Development Application stage. It is suggested that a Green Travel Plan / Travel Access Guide be prepared at that stage, to ensure residents, staff, and visitors are aware of the public and active transport options in the area.

- ⑦ Based upon the level of on-site parking proposed, the net traffic generation of the development is expected to be marginal, or even negative (i.e. a net reduction in trips). On this basis, the traffic impact of the development upon the surrounding road network is expected to be negligible.
- ⑦ The access and internal traffic design arrangements would be refined and addressed at Development Application stage, at which time Council would have the opportunity to assess a detailed set of design plans.

On the basis of the above, it is concluded that the Planning Proposal is supportable on traffic planning grounds, and should be approved from a traffic perspective.

Appendix A

Photographic Record



View looking north on New South Head at frontage of existing three-storey commercial building.



View looking east on Mona Road at frontage of existing three-storey commercial building





View looking north of existing Right of Way (ROW) between buildings



View looking north on New South Head Road of intersection with Monna Road





View inside existing basement car park looking west towards access driveway on
Mona Road



View inside existing basement looking east along parking aisle



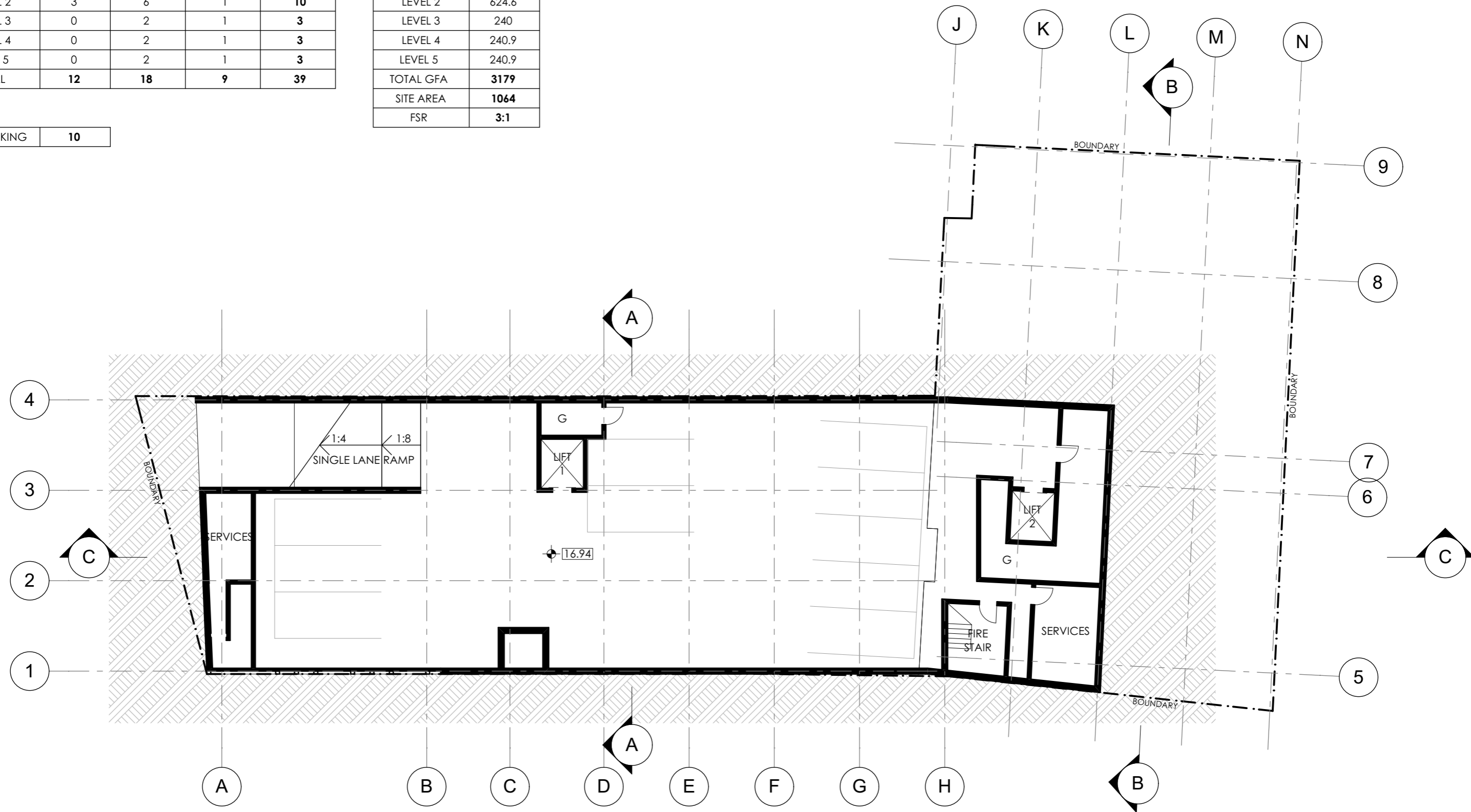
Appendix B

Reduced Plans

APARTMENT NUMBERS				
	STUDIO	1 BED	2 BED	TOTAL
LOWER GROUND	0	0	2	2
GROUND LEVEL	5	1	0	6
LEVEL 1	4	5	3	12
LEVEL 2	3	6	1	10
LEVEL 3	0	2	1	3
LEVEL 4	0	2	1	3
LEVEL 5	0	2	1	3
TOTAL	12	18	9	39

FSR-STAGES	
	GFA
LOWER GROUND	459.4
GROUND LEVEL	678.3
LEVEL 1	694.9
LEVEL 2	624.6
LEVEL 3	240
LEVEL 4	240.9
LEVEL 5	240.9
TOTAL GFA	3179
SITE AREA	1064
FSR	3:1

CAR PARKING	10
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NOTE
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 2. Figured dimensions to be taken in preference to scaled dwgs.
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P3	PRELIMINARY		15.7.14				
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P5	PRELIMINARY		17.11.14				
P6	FOR COUNCIL DISCUSSION		19.11.14				



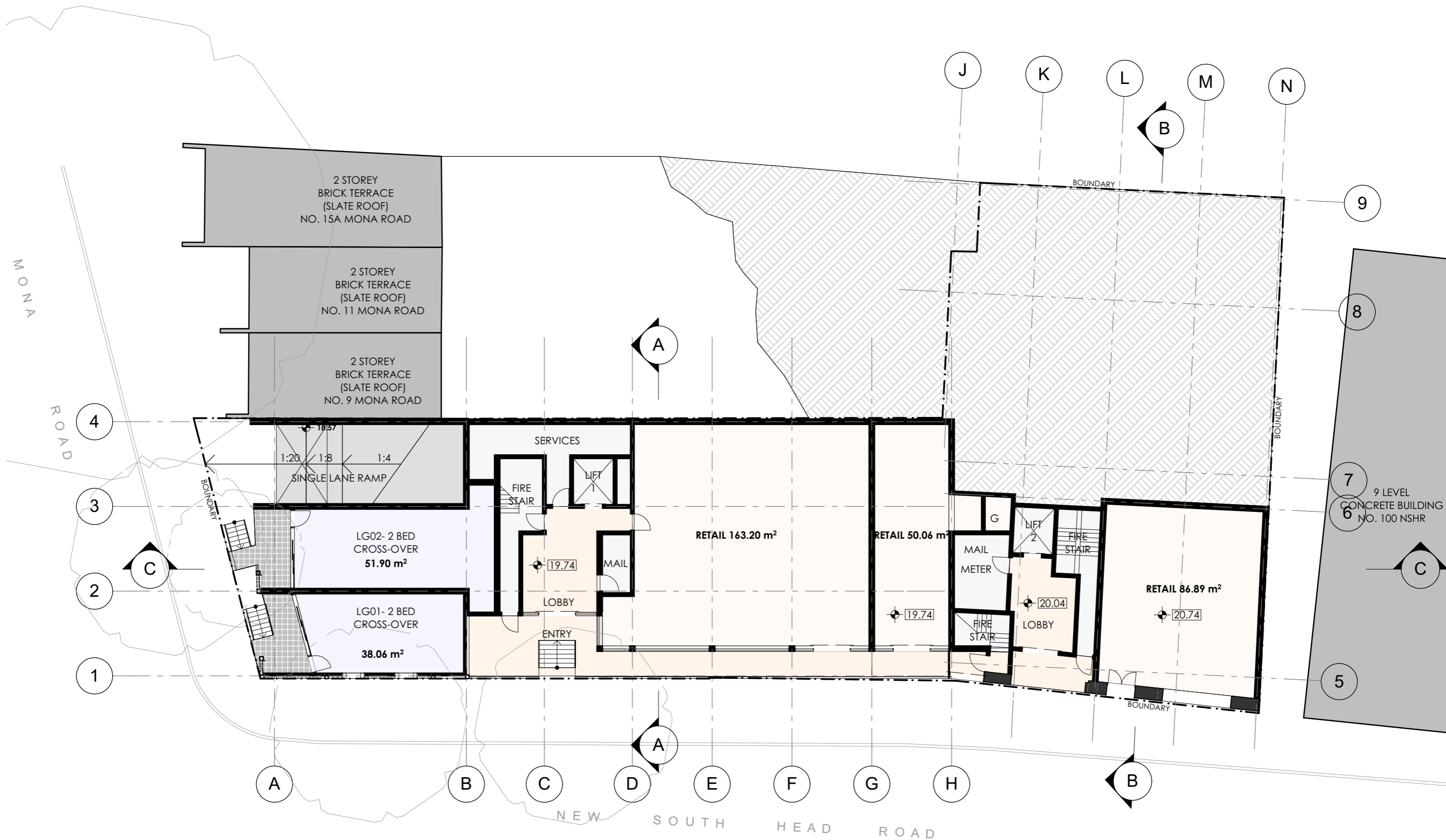
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WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
BASEMENT FLOOR PLAN



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disc	stage	dwg no.	revision						



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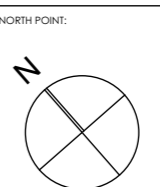
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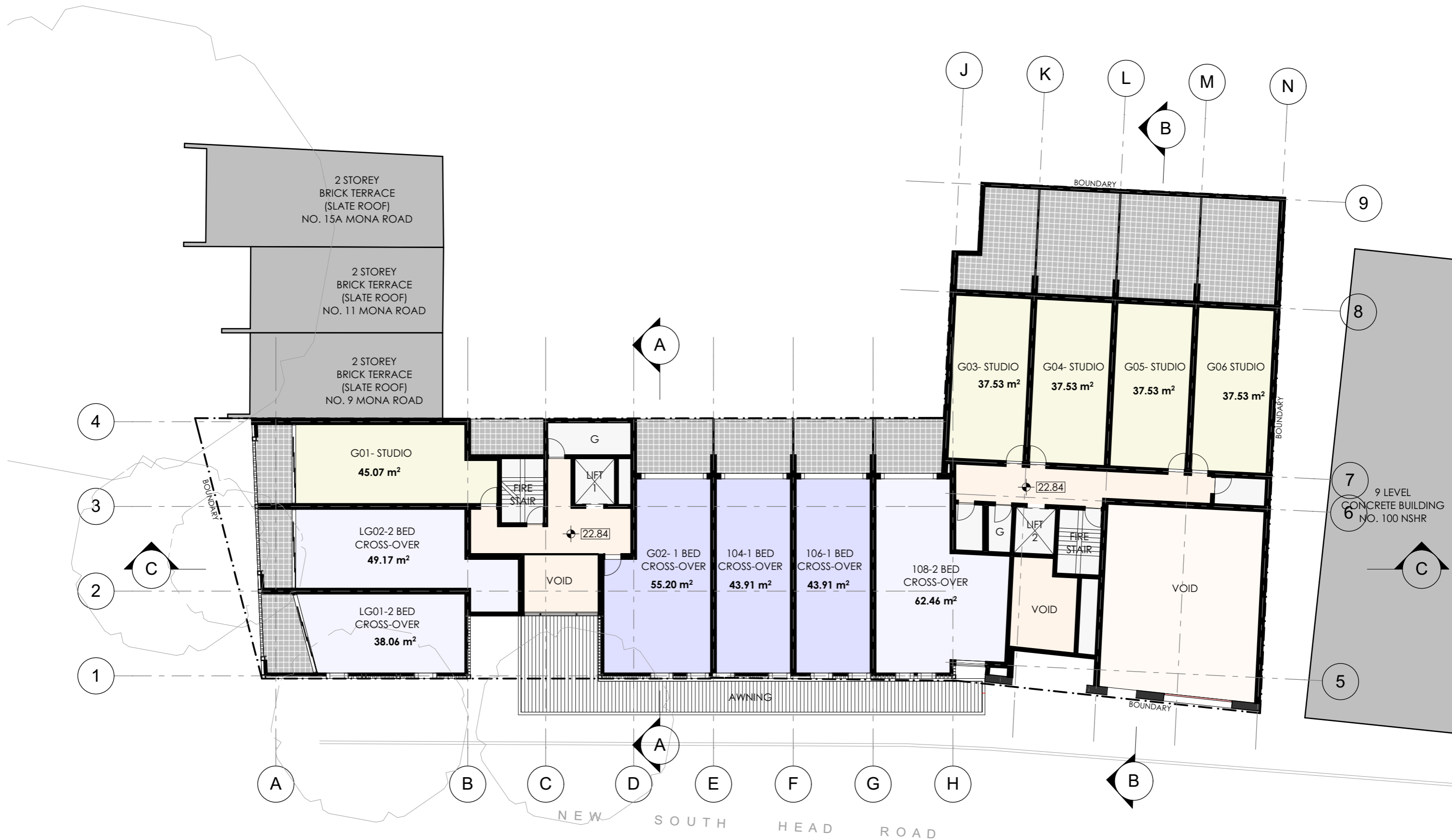
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**80-84 & 90
 NEW SOUTH HEAD RD,
 EDGECLIFF**

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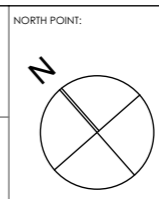
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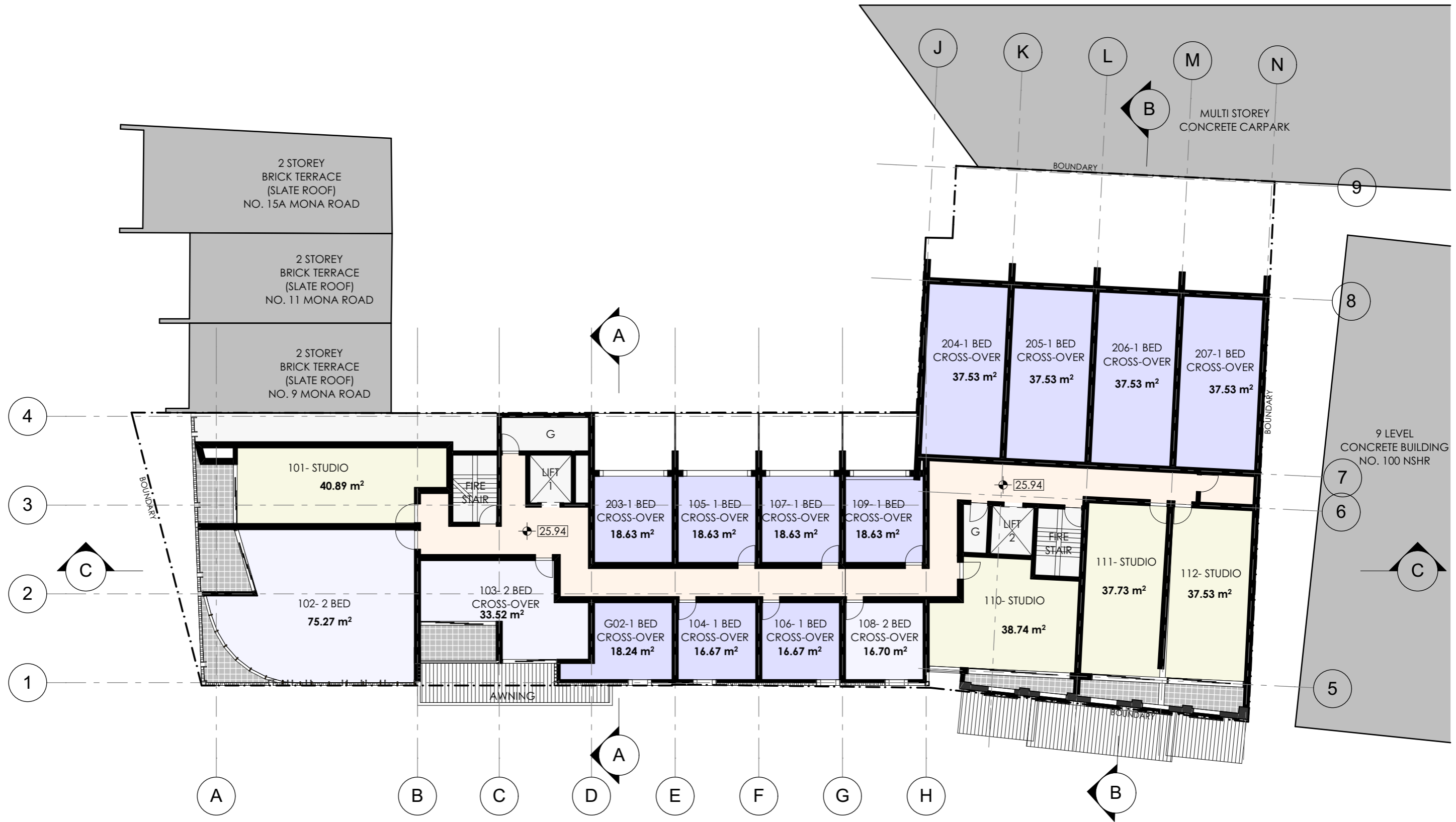
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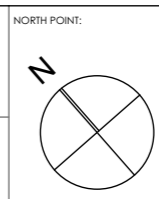
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DRAWING TITLE:
LEVEL 1 FLOOR PLAN



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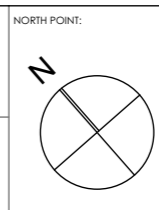
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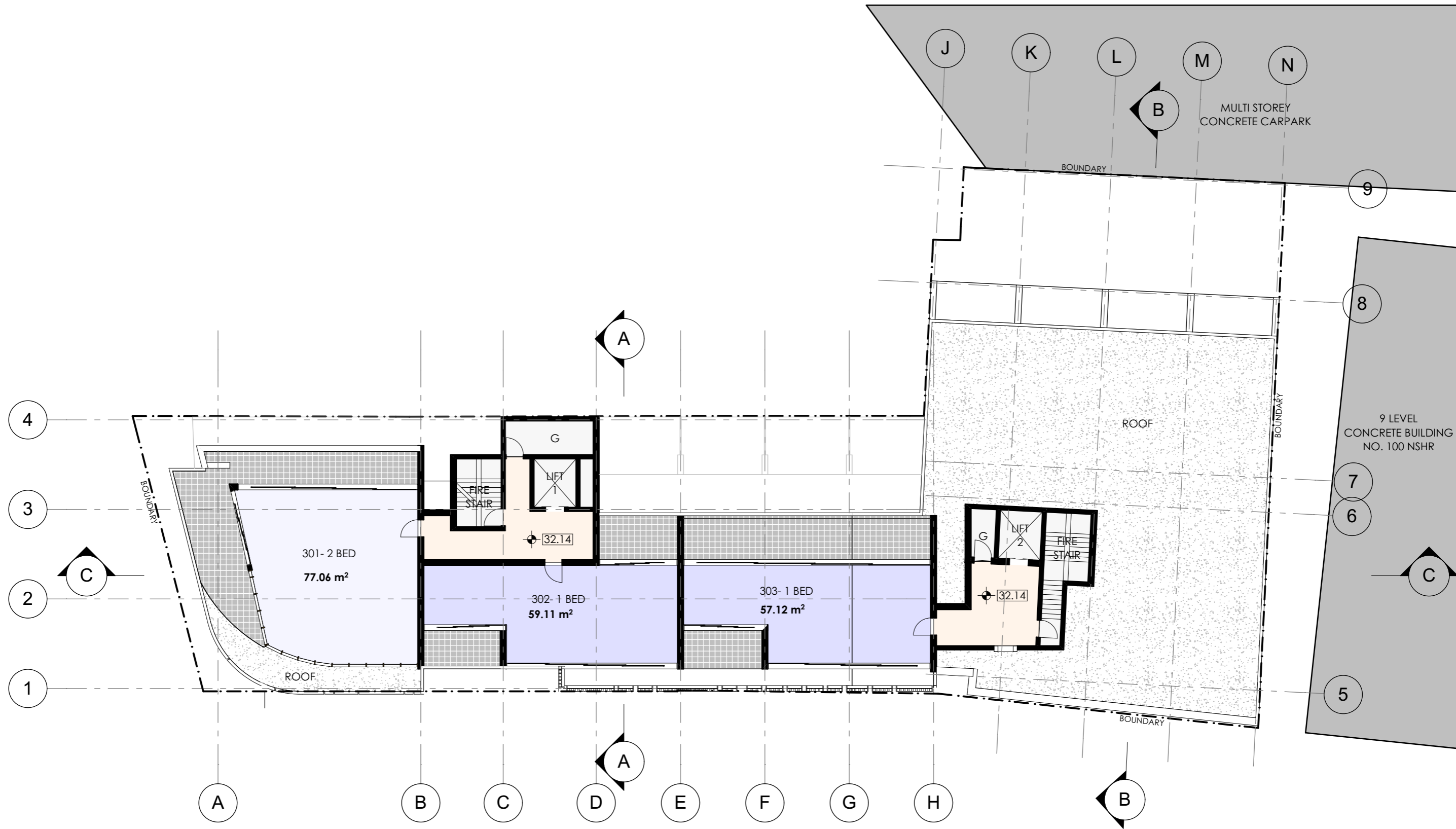
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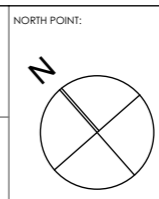
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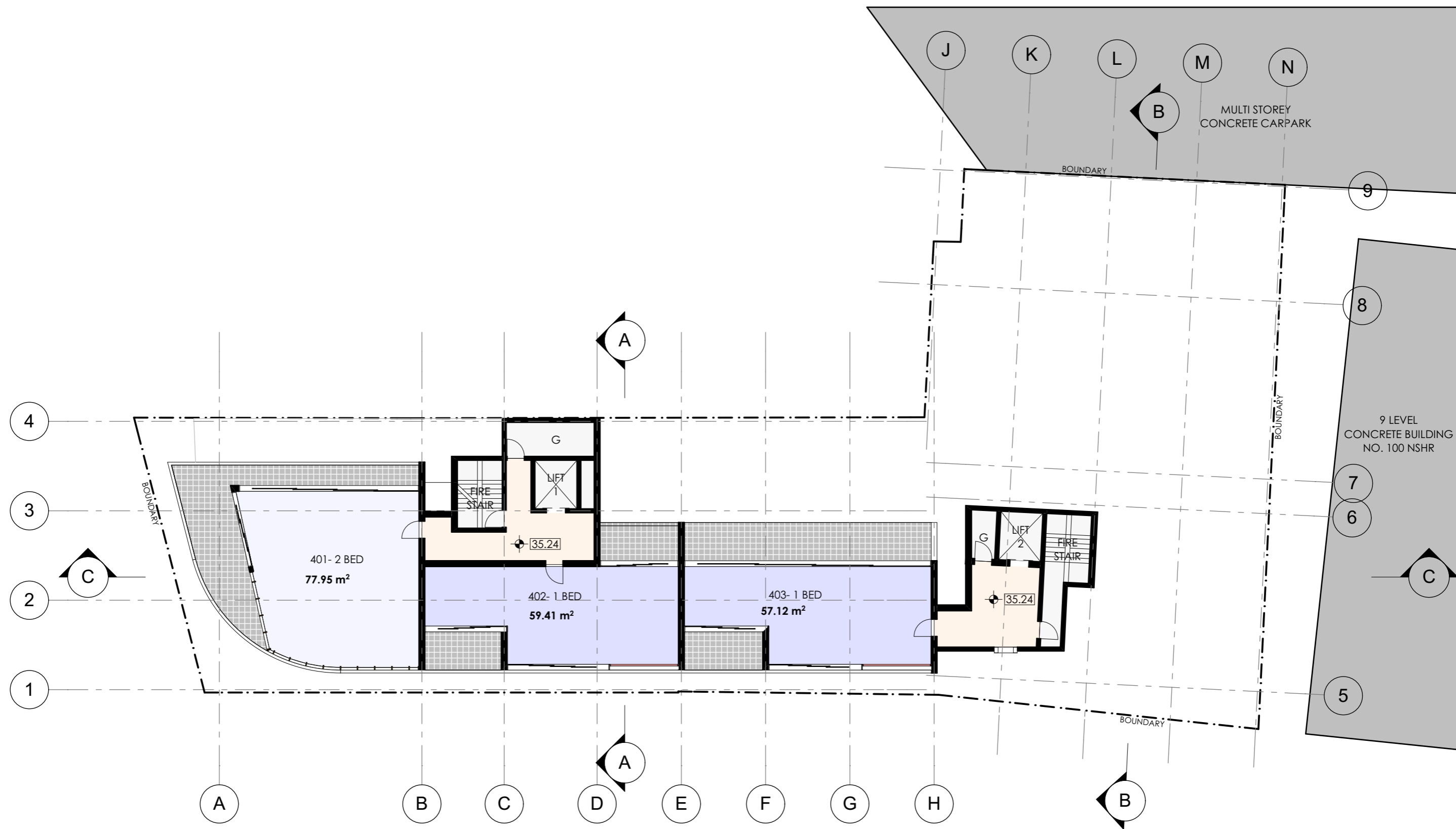
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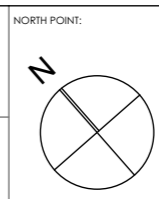
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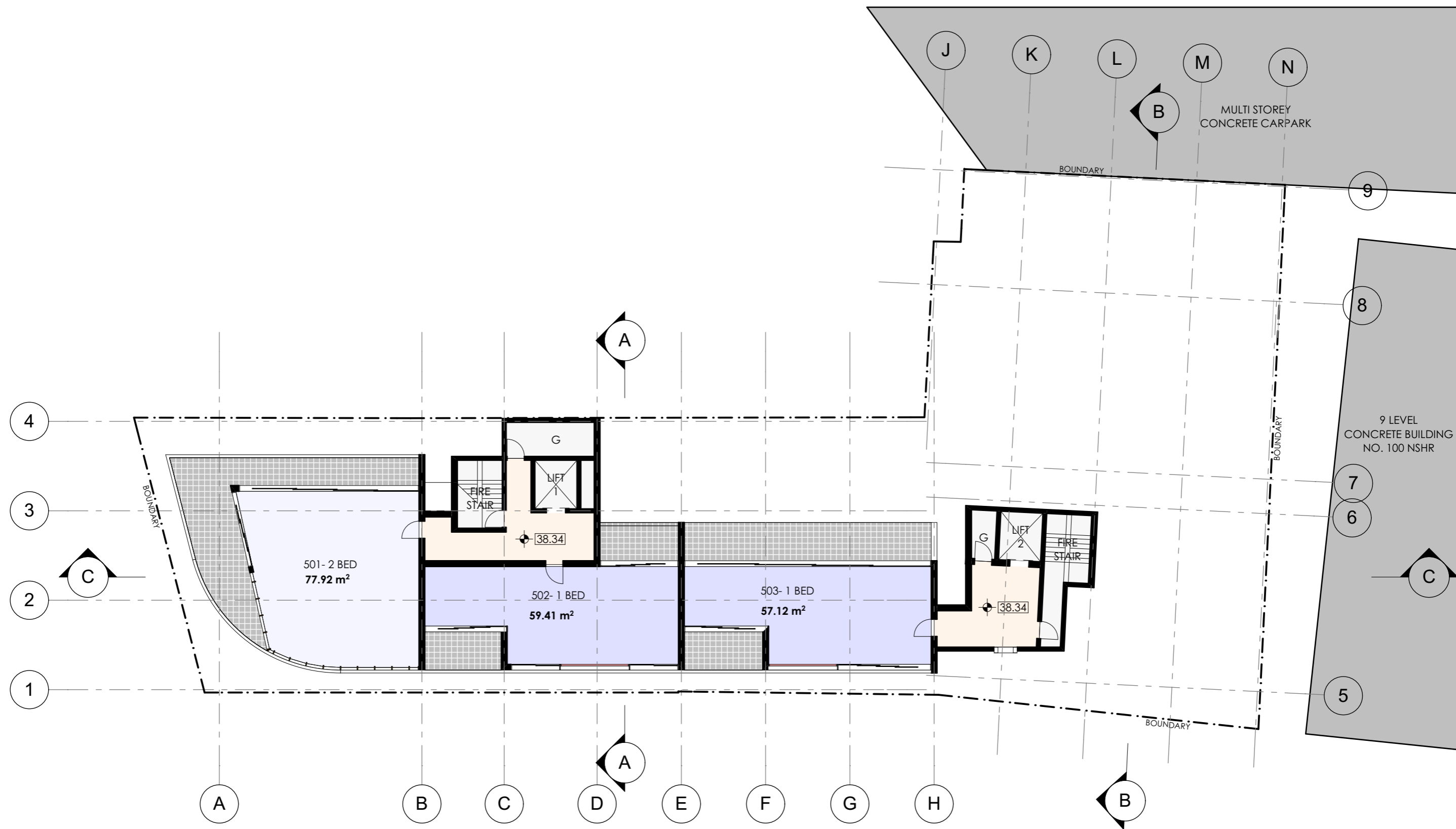
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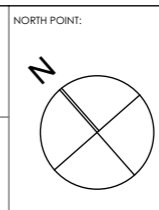
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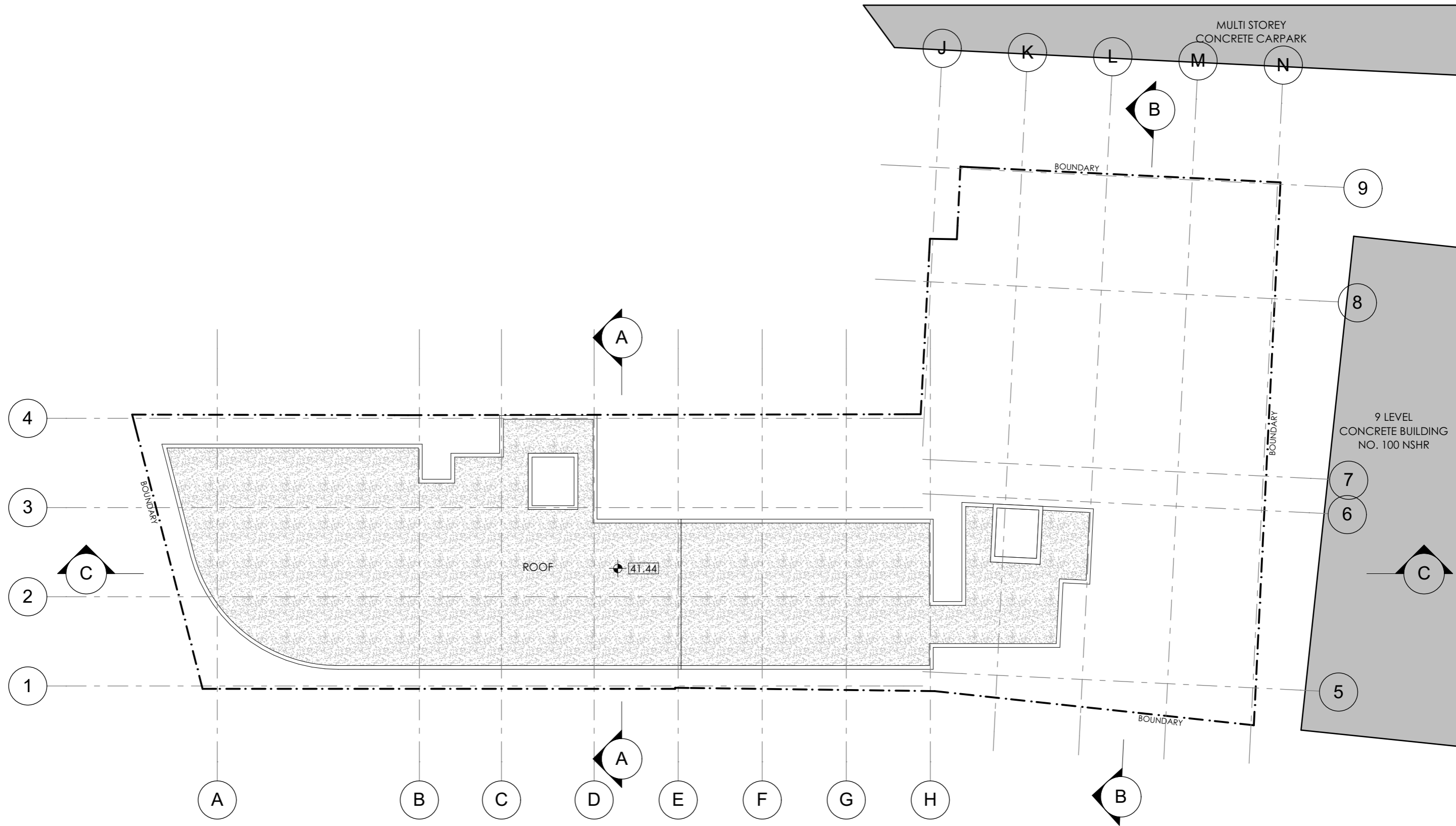
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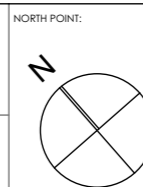
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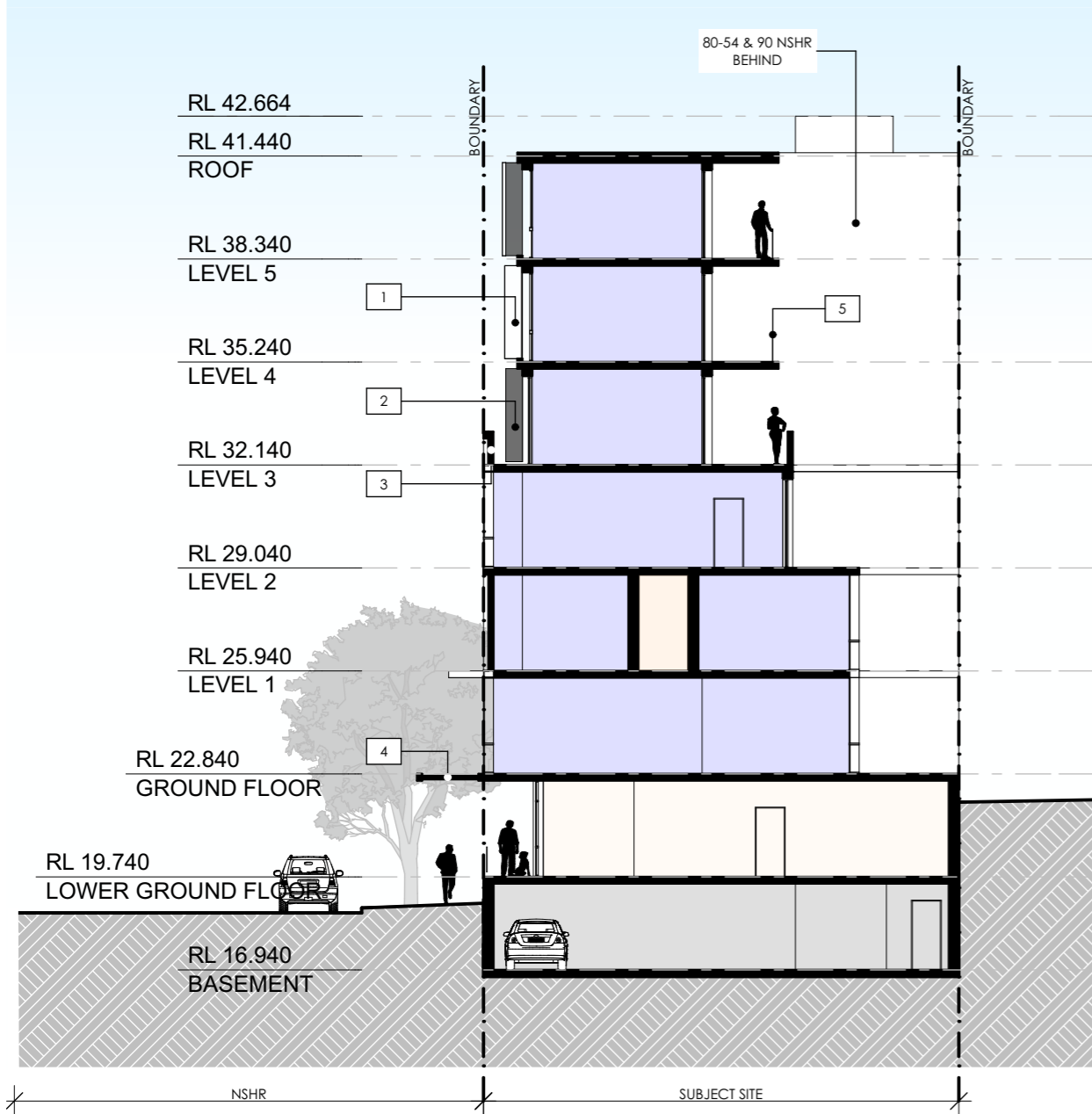
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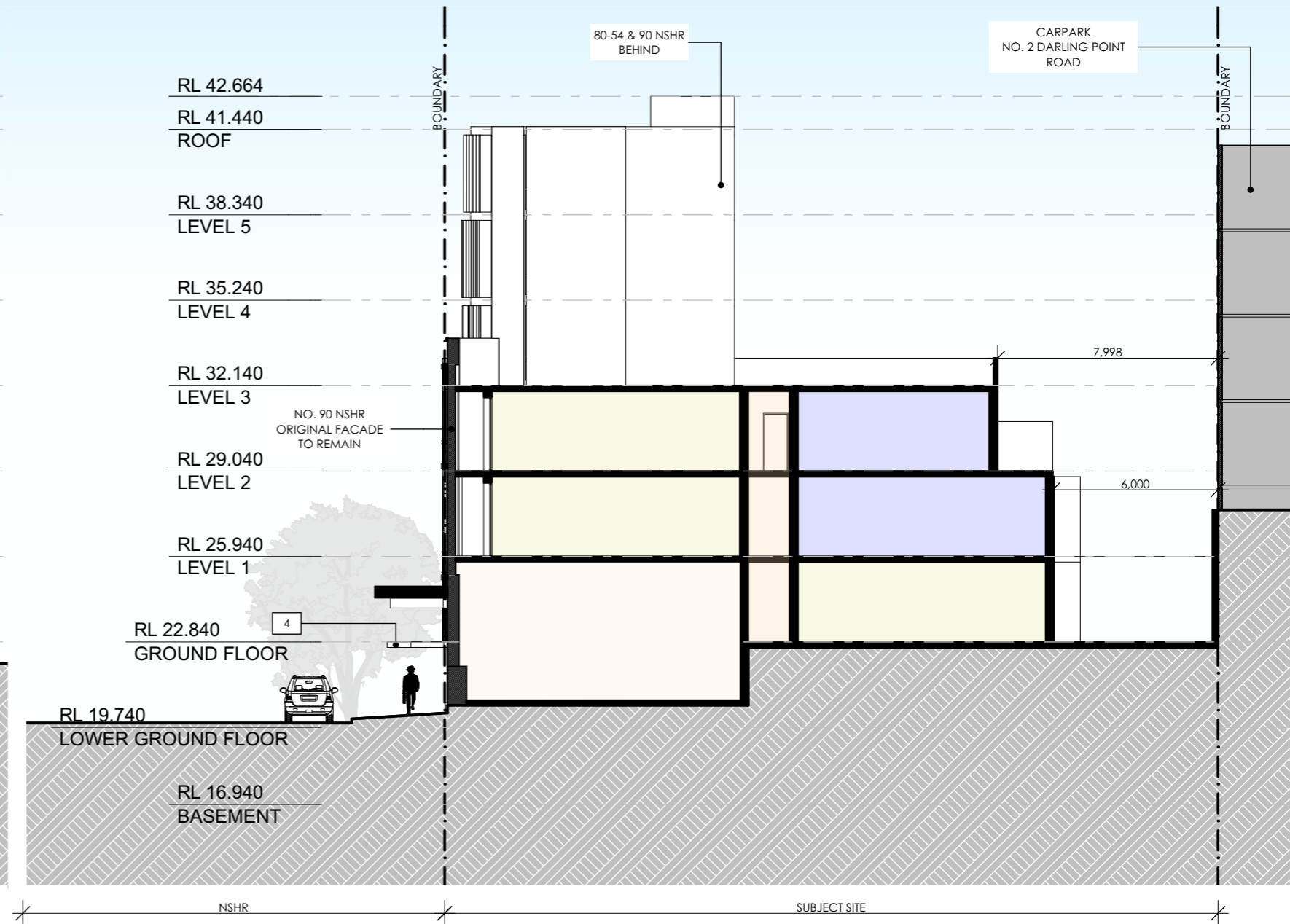
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disc	stage	dwg no.	revision



1 SECTION A
1:200



2 SECTION B
1:200

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REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION



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80-84 & 90
NEW SOUTH HEAD RD,
EDGECLIFF

DRAWING TITLE:
SECTIONS

NORTH POINT:

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-WHITE COLORBACK GLASS



2 PRIVACY FINS
-DARK COLORBACK GLASS



3 PRIVACY FINS
-AMBAR TINT GLASS



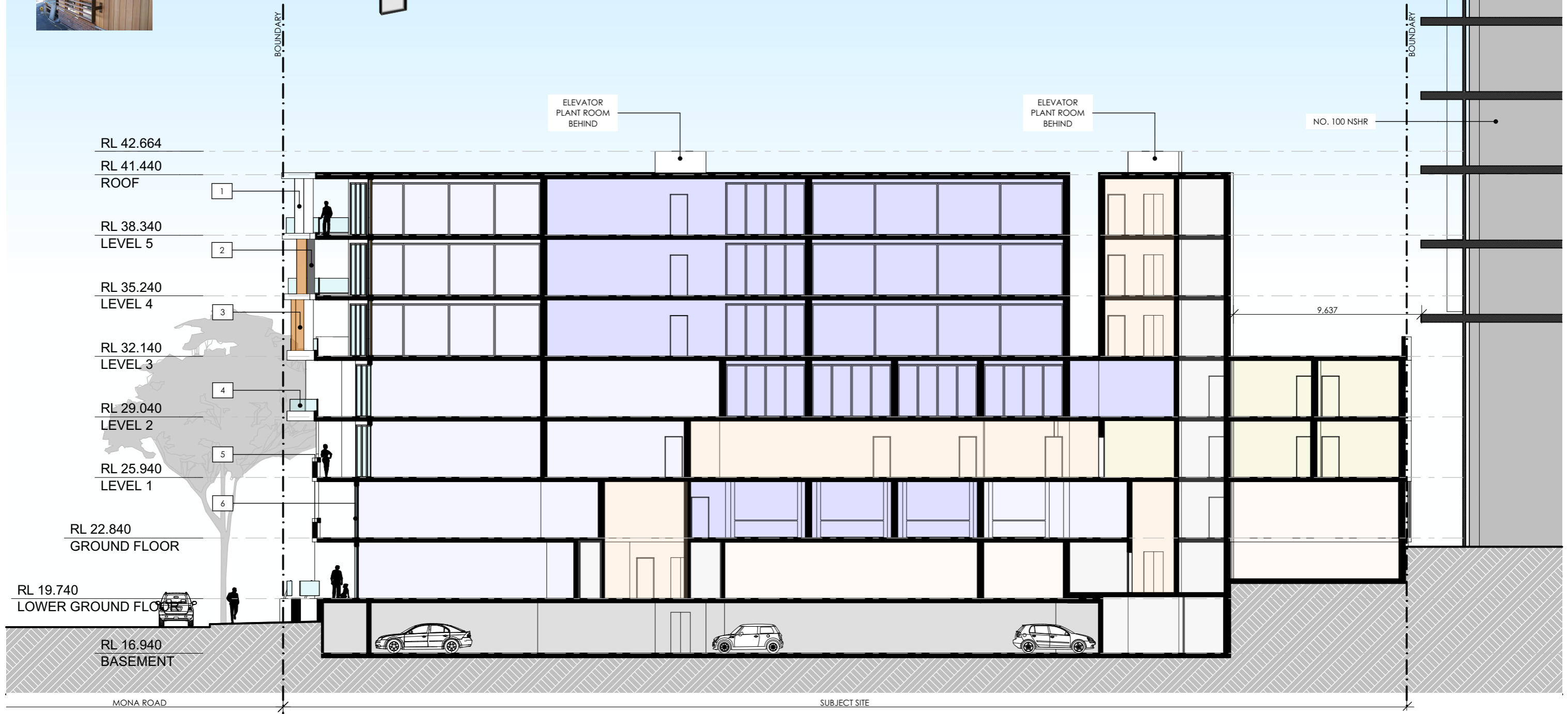
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- 15mm FRAMELESS GLASS
BALUSTRADE



5 LOUVER SCREENS AND BALLUSTRADES
-VERTICAL/HORIZONTAL WOODEN
SCREEN IN BLACK METAL FRAME



6 WINDOWS
-CLEAR GLAZING IN BLACK ALUMINIUM
FRAMING



1 SECTION C
1:200

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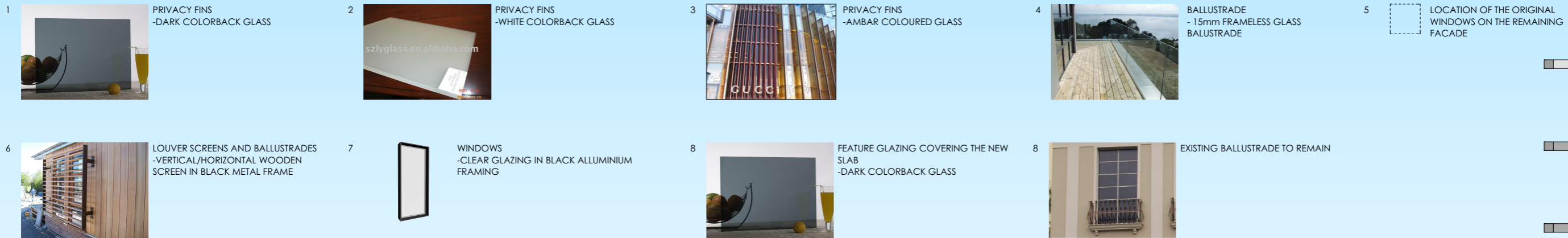


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NEW SOUTH HEAD RD,
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dwg no.	revision



1 SOUTH-WEST ELEVATION
1:200

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P3	PRELIMINARY	-	15.7.14				
P4	PRELIMINARY	-	19.9.14				
P5	PRELIMINARY	-	17.11.14				
P6	FOR COUNCIL DISCUSSION	-	19.11.14				
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE



CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
SOUTH-WEST ELEVATION

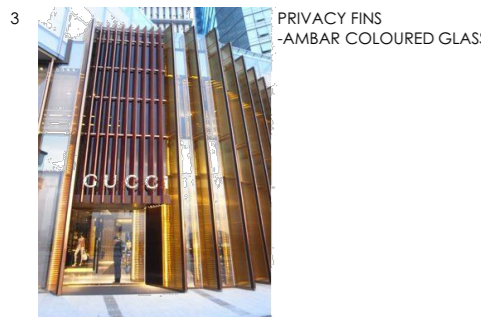
NORTH POINT:	PRINT DATE: 19/11/2014
	DRAWN BY: #CAD Technician Full Name
	CHECKED BY: #Contact Full Name
PROJECT NO: P334	SCALE @ A3: 1:200
A	SK 41 P6
disc	stage. dwg no. revision



1 PRIVACY FINS
-DARK COLORBACK GLASS



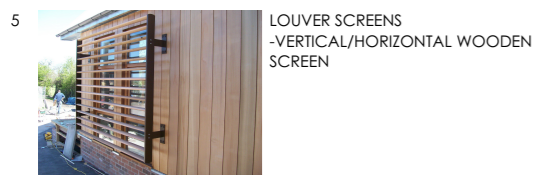
2 PRIVACY FINS
-WHITE COLORBACK GLASS



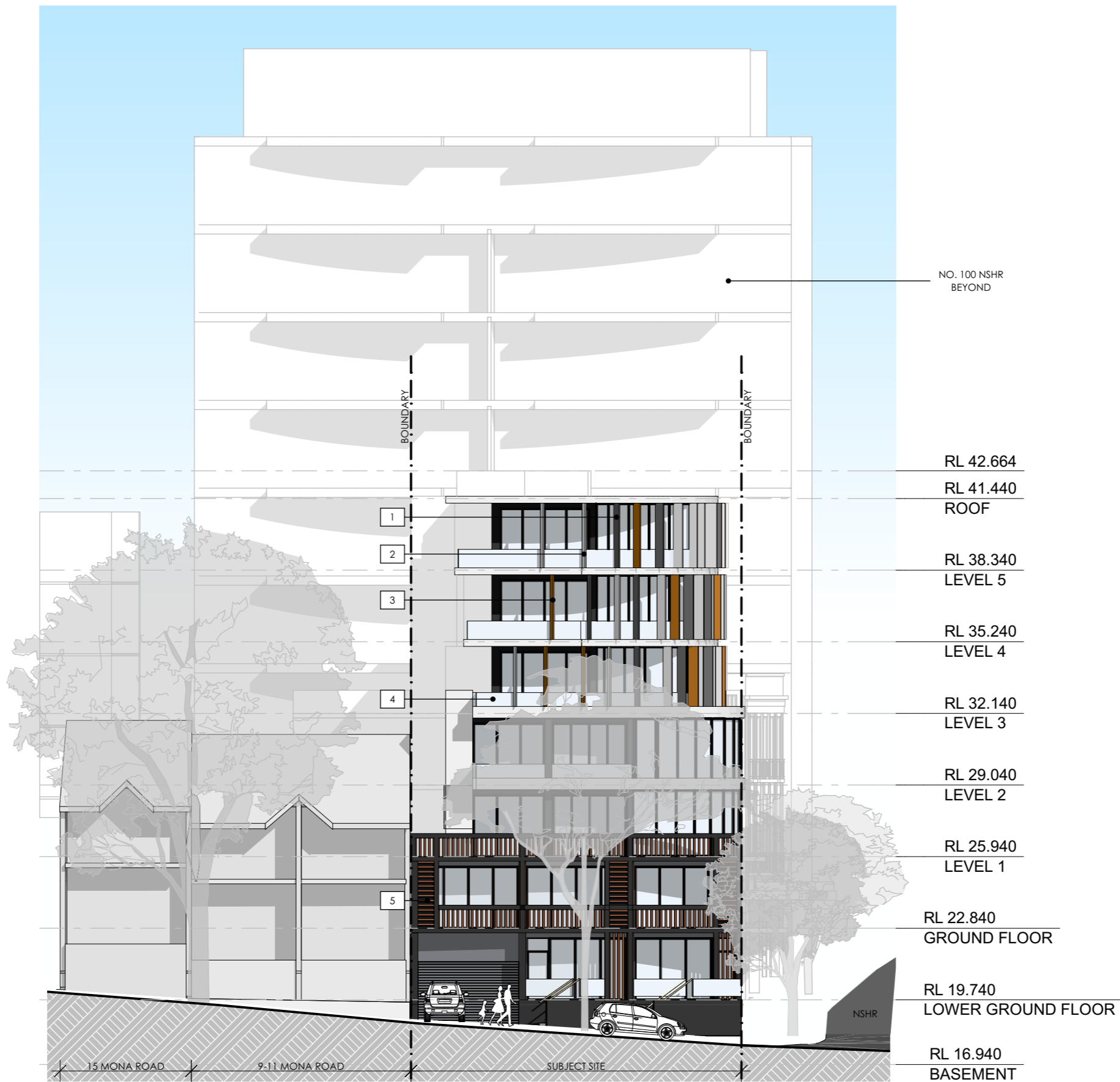
3 PRIVACY FINS
-AMBAR COLOURED GLASS



4 BALLUSTRADE
- 15mm FRAMELESS GLASS BALUSTRADE



5 LOUVER SCREENS
-VERTICAL/HORIZONTAL WOODEN SCREEN



1 NORTH-WEST ELEVATION
1:200

NOTE
1. Contractors to verify all dimensions on site before any shop drawings or work is commenced.
2. Figured dimensions to be taken in preference to scaled dwgs.
3. This drawing is to be read in conjunction with the specification and engineers drawings.

P1	PRELIMINARY	- 28.4.14
P2	PRELIMINARY	- 3.7.14
P3	PRELIMINARY	- 15.7.14
P4	PRELIMINARY	- 19.9.14
P5	PRELIMINARY	- 17.11.14
P6	FOR COUNCIL DISCUSSION	- 19.11.14

REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE



CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
NORTH-WEST ELEVATION

NORTH POINT:

PRINT DATE:	19/11/2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
SCALE @ A3:	1:200
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dwg no.	revision

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HERITAGE IMPACT STATEMENT

Prepared by Rappoport Pty Ltd

STATEMENT OF HERITAGE IMPACT

Proposed development at
80-84 and 90 NEW SOUTH HEAD ROAD
EDGECLIFF NSW



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CONSERVATION ARCHITECTS AND HERITAGE CONSULTANTS

45 Hardie Street, Mascot NSW 2020

(02) 9693 1788

reception@rapoport.com.au

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The following table forms part of the quality management control undertaken by Rappoport Pty Ltd regarding the monitoring of its intellectual property as issued.

Issue	Notes / Description	Date	Initials
1	Draft report (D1) issued for comment.	5.12.14	DM
2	Final report (RI) issued.	10.12.14	DM

1.0 INTRODUCTION

1.1 Authors

This Statement of Heritage Impact ('SOHI' or 'report') has been prepared by Paul Rappoport and Dov Midalia, of Rappoport Pty Ltd, Heritage Consultants.

1.2 The site

The subject site consists of two properties, 80-84 and 90 New South Head Road, Edgecliff, and falls within the boundaries of the Woollahra local government area. The location of the subject site is shown in Figure 1 below.

1.3 Heritage status

The subject sites are not listed as items of environmental heritage in the *Woollahra Local Environmental Plan 1995* (WLEP), the *Draft Woollahra Local Environmental Plan 2014* (DWLEP), the NSW State Heritage Register, the National Heritage List, the Commonwealth Heritage List or the Register of the National Trust of Australia (NSW).

The subject sites are not within any Heritage Conservation Area. They are not within the Darling Point Precinct as described in the *Woollahra Residential Development Control Plan 2003* (WRDCP) and they are outside the catchment area of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (see Figure 5). However, they are within the Edgecliff Commercial Centre as described in the *Edgecliff Commercial Centre Development Control Plan 1995* (ECCDCP).

The subject sites are adjacent to the following items of environmental heritage as listed in the WLEP and DWLEP:

- 9 Mona Road, Darling Point
- 11 Mona Road, Darling Point
- 15A Mona Road, Darling Point
- The Mona Road Heritage Conservation Area (MRHCA).

They are also in the vicinity of the following items of environmental heritage as listed in the WLEP and DWLEP:

- 2, 2A, 15, 17, 21, 23 and 25-27 Mona Rd, Darling Point
- The Paddington Heritage Conservation Area (PHCA).



Figure 1. Aerial view of vicinity with subject sites outlined in red (80-84 New South Head Rd) and blue (90 New South Head Rd). (Source: SIXMaps, accessed 20/8/14)



Figure 2. 1995 Heritage Map showing heritage items in orange, Mona Road HCA outlined in blue and subject sites indicated by arrows. Note error: northernmost of the 3 lots making up 80-84 New South Head Rd is shown as heritage item; compare Figure 3. (Source: WLEP, Heritage Map)

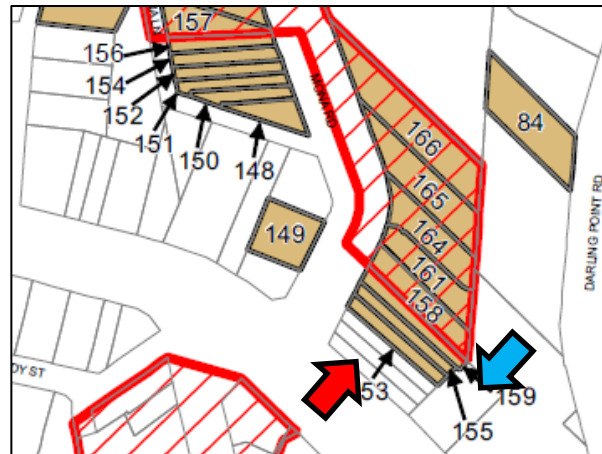


Figure 3. 2014 Heritage Map showing heritage items in tan, Mona Road HCA and Paddington HCA hatched in red and subject sites indicated by arrows. (Source: DWLEP, Heritage Map)

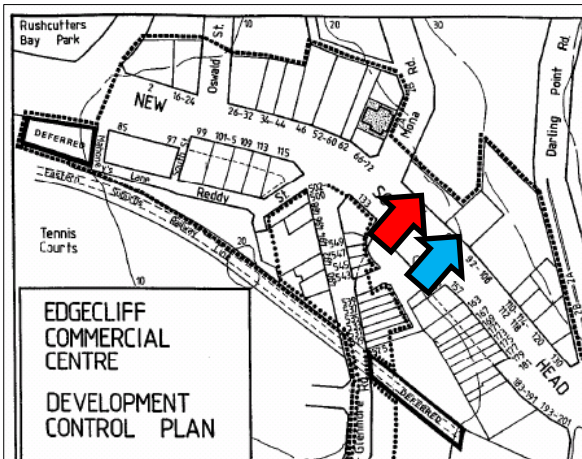


Figure 4. Map of Edgecliff Commercial Centre with subject sites indicated by arrows. (Source: Woollahra Council, *Edgecliff Commercial Centre Development Control Plan 1995*)

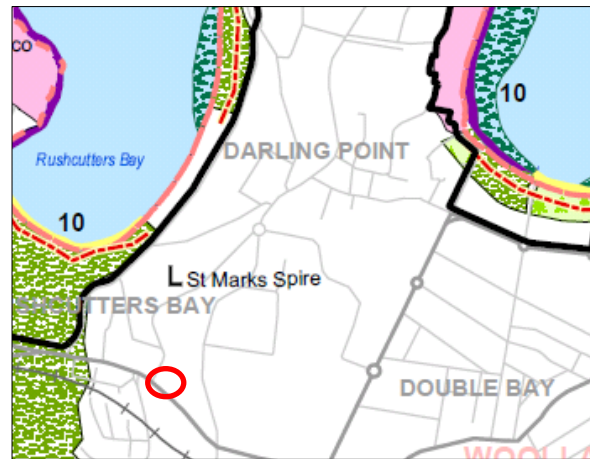


Figure 5. Sydney Harbour Foreshores and Waterways Area Development Control Plan with approx. location of subject sites indicated by circle, outside catchment of SREP 2005. (Source: NSW Dept of Planning & Environment website, <http://www.planning.nsw.gov.au/sydney-harbour-foreshores-area-development-control>, accessed 19/8/14)

1.4 Purpose

Section 26(3) of the WLEP and Section 5.10(4) and 5.10(5) of the DWLEP require Council to assess the potential heritage impact of proposed alterations to items that are heritage listed or within a heritage conservation area or, at Council discretion, in the vicinity of a heritage item. This report has been prepared, on behalf of the owner of the subject site, to enable Council to ascertain whether or not the proposal (as described in Section 5 below) will have a negative, neutral or positive impact upon the significance of these heritage items. This assessment is carried out in Section 6 below.

1.5 Methodology

The methodology used in this SOHI is consistent with *Statements of Heritage Impact and Assessing Heritage Significance* published by the Heritage Branch of the NSW Office of Environment and Heritage and has been prepared in accordance with the principles contained in the most recent edition of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*.

1.6 Limitations

- This SOHI is based upon an assessment of the heritage issues only and does not purport to have reviewed or in any way endorsed decisions or proposals of a planning or compliance nature. It is assumed that compliance with non-heritage aspects of Council's planning instruments, the BCA and any issues related to services, contamination, structural integrity, legal matters or any other non-heritage matter is assessed by others.
- This SOHI relies solely on secondary sources. Primary research has not been included in this report, other than the general assessment of the physical evidence on site.
- It is beyond the scope of this report to address Indigenous associations with the subject site.
- It is beyond the scope of this report to locate or assess potential or known archaeological sub-surface deposits on the subject site or elsewhere.
- It is beyond the scope of this report to assess items of movable heritage.
- Rappoport Pty Ltd has only assessed aspects of the subject building/place that were visually apparent and not blocked or closed or to which access was barred, obstructed or unsafe on the day of the arranged inspection.
- Rappoport Pty Ltd holds copyright for this report. Any reference to or copying of the report or information contained in it must be referenced and acknowledged, stating the report's name and date and Rappoport's authorship.

2.0 HISTORICAL CONTEXT

The traditional Aboriginal owners of much of the Woollahra district were the Cadigal clan. The first European settlement in Woollahra occurred two years after the arrival of the First Fleet when a flagstaff was erected at South Head in 1790 to serve as a landmark for ships arriving at the Heads. During the first 40 years of European settlement, the land at Woollahra was acquired by members of the colony by grant or purchase.¹ The name 'Woollahra' is apparently derived from the Aboriginal word 'Woo-La-Ra' meaning 'camp' or 'meeting ground'. Sir Daniel Cooper named his house Woollahra in the later 19th century, which afterwards lent its name to the suburb and municipality.

The Woollahra area began life as a series of large estates strung along what is now Oxford Street and Old South Head Road. The earliest settlers probably followed Aboriginal tracks, creating thoroughfares which were in use as early as the 1790s: New South Head Road follows a track the Aboriginals called 'Maroo'². From the outset the convict colony was critically short of food and so a lookout post, commanded by Captain John Hunter, was established in the Woollahra area to signal any passing ships. It was from here in June 1790 that the arrival of the Second Fleet was signalled to Sydney.

In the later 1810s a number of land grants were surveyed for individuals, mostly soldiers. Lieutenant (later Captain) John Piper purchased these lands, which never seemed to be occupied by the grantees. Piper also obtained a personal grant of 500 acres between Double Bay and the Old South Head Road and in 1816 he built a house on his grant at Point Piper. His land holdings in the Woollahra area eventually totalled nearly 700 acres, stretching south from Point Piper, but by 1827 he was bankrupt and his estate sold to Daniel Cooper.

The Woollahra area grew and developed under the ownership of Cooper and his descendants. Darling Point was opened up for residential development in 1833, and became a preferred place of residence for Sydney's elite.³ Thomas Ware Smart, a self-made businessman, magistrate, anti-transportation activist and member of the Legislative Council, purchased land here in 1841 and built the mansion 'Mona', giving Mona Road its name.⁴

The Borough of Woollahra was incorporated on 17 April 1860. The area remained largely residential, although a few industries commenced operations locally in the later 19th century. By 1861 the population of the Borough stood at 2,100; twenty years later it had almost trebled to 6,100 and by 1891 it was 10,000.

For many years the horse-drawn omnibuses provided the only means of public transport to and from Woollahra. An important stimulus to development was the extension of tram services along Oxford Street to Ocean Street in 1881 and to Waverley, via Old South Head Road, in 1887.⁵ Edgecliff Post Office on the corner of New South Head Road and Edgecliff Road was constructed in the 1890s.⁶

¹ Woollahra Municipal Council, 'A Brief History of Woollahra'

² Woollahra Municipal Council, 'Local History Fast Facts'

³ *Ibid*

⁴ *Ibid*

⁵ *Ibid*.

A popular cable tram service commenced in late 1894, running from King Street in the city to Ocean Street, Edgecliff. These trams were not powered by steam as was common, but "*pulled along by a wire cable that ran in a gutter between the tracks.*" This was treated as a recreational pursuit, and they became a tourist attraction. The service was electrified in 1905 and replaced by buses in 1960. The Eastern Suburbs Railway, with a station at Edgecliff, opened in 1979.⁷



Figure 6. Edgecliff Road near corner of New South Head Road with Harbour beyond, c.1864, (Source: State Library of NSW, <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=414122>, accessed 3/12/14)



Figure 7. New South Head Road with Edgecliff beyond, 1870-75. (Source: State Library of NSW, <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=63500>, accessed 3/12/14)

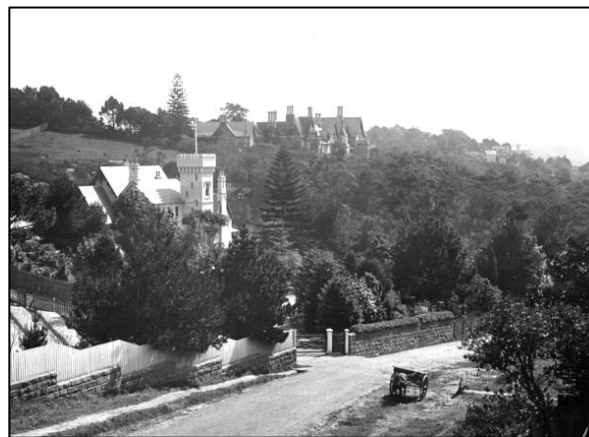


Figure 8. Mansions, Darling Point, 1870-75. (Source: State Library of NSW, <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=63492>, accessed 3/12/14)

⁶ Pollon, p. 94.

⁷ *Ibid*, pp. 94 – 95

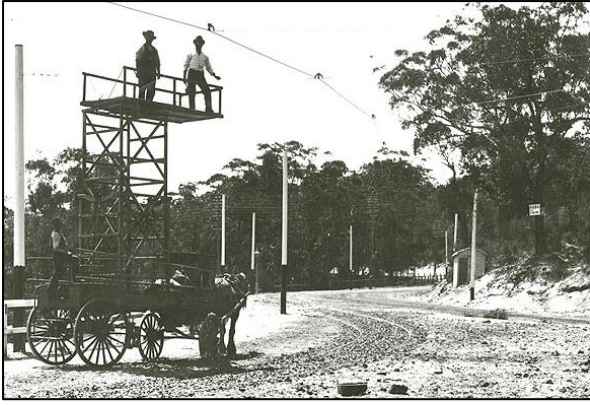


Figure 9. Tramways work, New South Head Road, Double Bay, 1898. (Source: State Records NSW, http://investigator.records.nsw.gov.au/asp/photosearch/photo.asp?17420_a014_a0140001108, accessed 3/12/14)



Figure 10. Cable tram terminus at Edgecliff Post Office, corner New South Head Road and Edgecliff Road, c.1898. (Source: State Library of NSW, <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=14966>, accessed 3/12/14)



Figure 11. Shop, 125 New South Head Road, corner of Glenmore Road, 1926. (Source: State Library of NSW, <http://acms.sl.nsw.gov.au/item/itemDetailPaged.aspx?itemID=165490>, accessed 3/12/14)

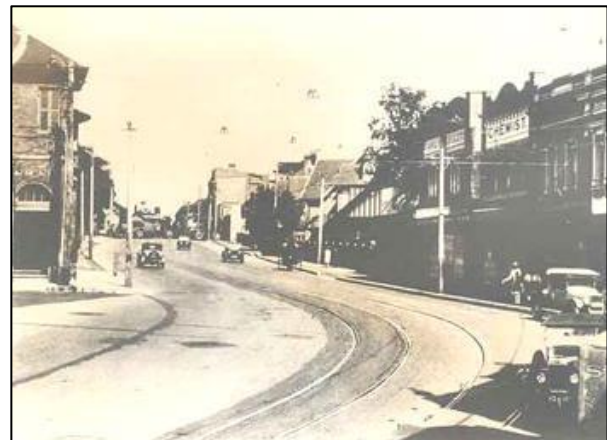


Figure 12. View east along New South Head Road, corner of Darling Point Road, 1925. (Source: Woollahra Library Image Gallery, <http://photosau.com.au/WoollahraImages/scripts/home.asp>, accessed 3/12/14)

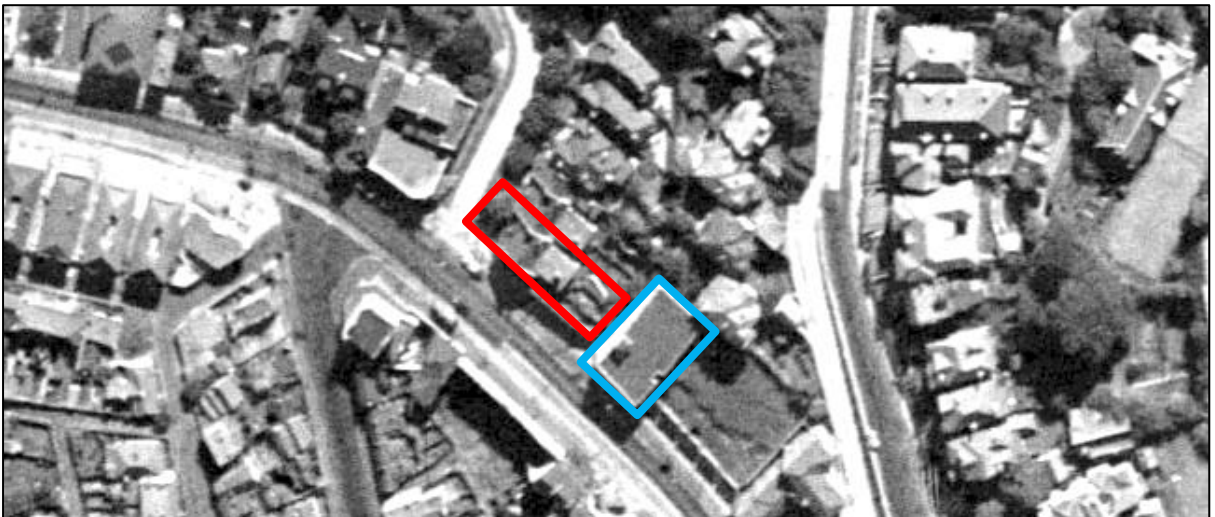


Figure 13. Aerial view of vicinity, 1943, showing terrace housing at 80-84 New South Head Rd (red outline) and existing office building (blue outline). (Source: SIXMaps, accessed 3/12/14)

3.0 PHYSICAL EVIDENCE AND SETTING

The subject site consists of two properties, 80-84 New South Head Road and 90 New South Head Road in Edgecliff, approximately three kilometres from central Sydney on the corner of Mona Road. New South Head Road is a busy six-lane artery linking central Sydney to the eastern suburbs, with minimal vegetation and falling towards the west. Mona Road is a relatively quiet, well-treed, winding suburban street climbing away from New South Head Road and occupied by a mixture of Victorian terrace housing, large detached dwellings and apartment complexes.

Two buildings occupy the subject site:

- 90 New South Head Road is a 1928 three-storey office building in a modest but characteristic Interwar style with a rendered masonry exterior and large windows. The exterior is in good condition; the interior is in good condition but has been extensively modernised. The building is currently used as offices. Adjacent to this on the south-east and north-east sides are a contemporary apartment building and carpark, while to the north-west of the building's north-eastern section lie the back yards of heritage houses in Mona Road.
- 80-84 New South Head Road is a late 1980s, two-storey glass- and masonry-clad commercial building housing various tenancies including a gym and offices. Adjacent to this on the north-east side is a heritage house in Mona Road.

The following photographs provide a visual survey of the site and its setting.

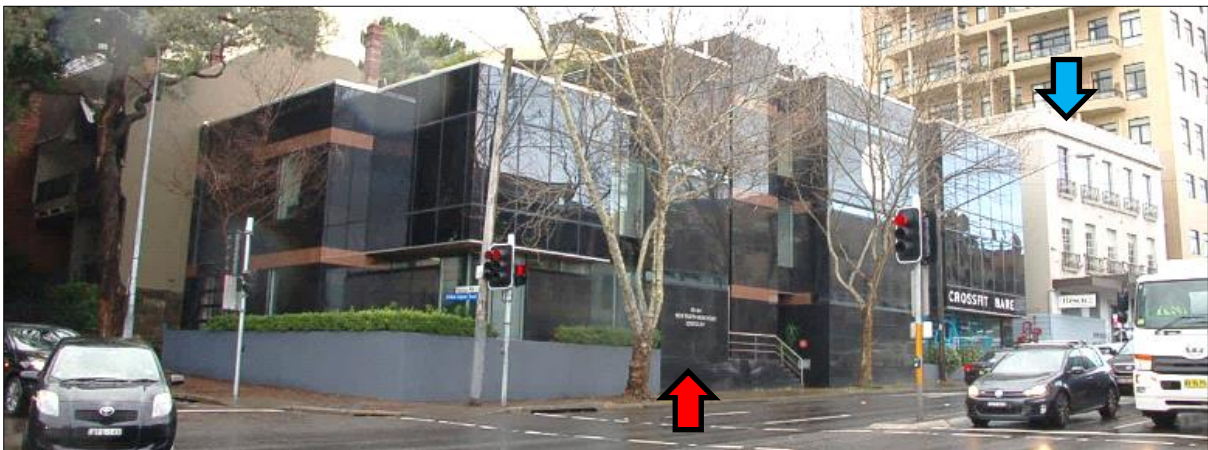


Figure 14. View from south-west showing 80-84 New South Head Road (red arrow) and 90 New South Head Road (blue arrow). (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 15. View from south-east along New South Head Road. (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 16. View from south-west along New South Head Road. (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 17. View south along Mona Road with approx position of heritage house at 9 Mona Road indicated by yellow arrow (behind trees) and top of 100 New South Head Rd indicated by green arrow. (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 18. View south along Mona Road with location of 9 Mona Road indicated by arrow. (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 19. View east across Mona Rd showing 9-15A Mona Rd and west façade of 80-84 New South Head RD (arrow). (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 20. View east showing junction of 80-84 New South Head RD (right) and 9 Mona Rd (arrow). (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 21. View west across back yard of 9-11 Mona Road with north-east façade of 80-84 Old South Head Rd on left. (Source: Rappoport Pty Ltd, 19 August 2014)



Figure 22. Heritage building at 33A Mona Road (left) and contemporary building at 29-33 Mona Road (right). (Source: Rappoport Pty Ltd, 19 August 2014)

4.0 ASSESSMENT OF SIGNIFICANCE

4.1 Application of Significance Criteria

In order to make an assessment of whether or not the proposed modifications to the subject site would have either a negative, neutral or positive impact upon the significance of the subject building or the pertinent heritage conservation areas, it is necessary first to ascertain the significance of the subject building. The assessment is based upon criteria specified by the NSW Heritage Office⁸.

Table 1 : Assessment against significance criteria

Criterion	Assessment	
	80-84 New South Head Road	90 New South Head Road
<p>A. Historical Significance An item is important in the course, or pattern, of NSW's cultural or natural history (state significance); OR it is important in the course, or pattern of the local area's cultural or natural history (local significance).</p>	The site was once occupied by a Victorian terrace house similar to those at 9-11 Mona Road and thus represents the development of the area at the time. The present building dates from the late 1980s and has no historical associations.	The existing office building dates from 1928 and reflects the growing commercial activity in the area. It has some historical significance at a local level.
<p>B. Associational Significance An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (state significance); OR it has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).</p>	The sites have no known associations with important persons or groups. The subject sites therefore do not meet the requirements of this criterion.	
<p>C. Aesthetic Significance An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in NSW (state significance); OR it is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in the local area (local significance).</p>	The building is an example of late 20 th Century Modernism and occupies a prominent corner position in a busy location. However it is not important in demonstrating the aesthetic characteristics of the style and has minimal aesthetic significance.	The building is an intact example of the Interwar Commercial Palazzo ⁹ style, reflecting the character of the area at the time and contributing to the current streetscape and area. It has some aesthetic significance at a local level.

⁸ NSW Heritage Office, *Assessing Heritage Significance*

⁹ Apperly pp.168-71

Criterion	Assessment	
	80-84 New South Head Road	90 New South Head Road
<p>D. Social Significance An item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (state significance); OR has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (local significance).</p>	The buildings and sites have no known associations with particular groups or communities. The subject sites therefore do not meet the requirements of this criterion.	
<p>E. Technical/ Research Significance An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (state significance); OR has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).</p>	There is no evidence to suggest that the buildings have any technical significance beyond that contained in the common building practices of the day. The subject sites therefore do not meet the requirements of this criterion.	
<p>F. Rarity An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (state significance); OR possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).</p>	Neither building possesses or signifies rare or uncommon aspects of NSW history. The subject sites therefore do not meet the requirements of this criterion.	
<p>G. Representativeness An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (state significance); OR is important in demonstrating the principal characteristics of a class of the area's cultural or natural places or cultural and natural environments (local significance).</p>	While the buildings are representative of the styles of their eras, neither is important in demonstrating principal characteristics of the style. The subject sites therefore do not meet the requirements of this criterion.	

4.2 Statements of Cultural Significance

4.2.1 80-84 New South Head Road

The site rather than the building has some minor historical significance at a local level, and given its prominent location the building has minimal aesthetic significance. No associational, social, technical, representative or rarity significance has been identified.

4.2.2 90 New South Head Road

As an early office building in this vicinity the building has some historical significance, and its characteristic architectural style, prominence and intactness give it some aesthetic significance at a local level. No associational, social, technical, rarity or representativeness significance has been identified.

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development would include:

- demolition of 80-84 New South Head Road;
- partial demolition of 90 New South Head Road, retaining the southern façade;
- construction of a seven-storey mixed use building with one basement level below.

Specific details of the proposed development are shown in drawings by PTI Architecture Pty Ltd, dated 19 November 2014, received by Rappoport on 2 December 2014. These are partly reproduced below at small scale for reference purposes; the full-size drawings accompanying the application should be referred to for any details.

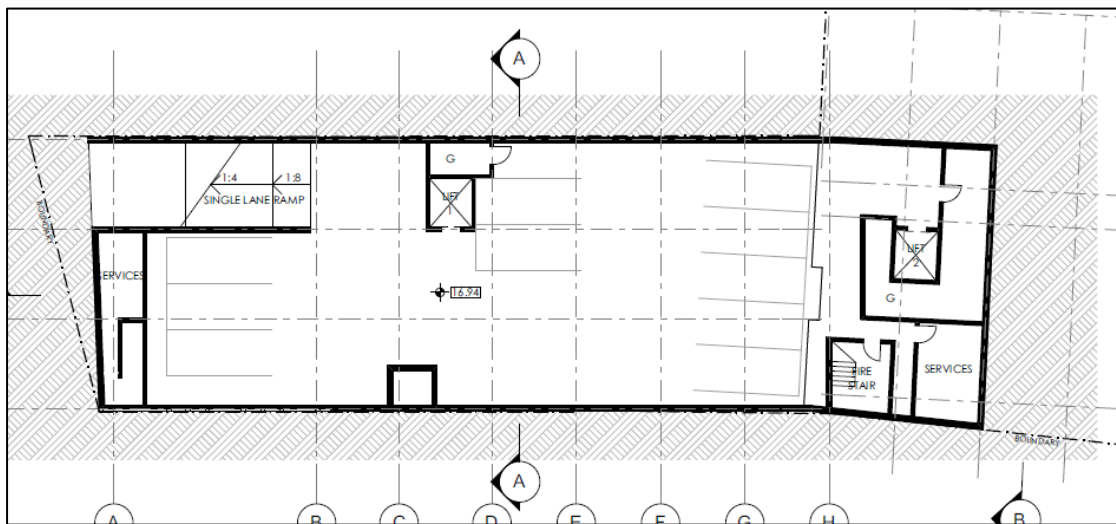


Figure 23. Proposed basement plan. (Source: PTI Architecture Pty Ltd)

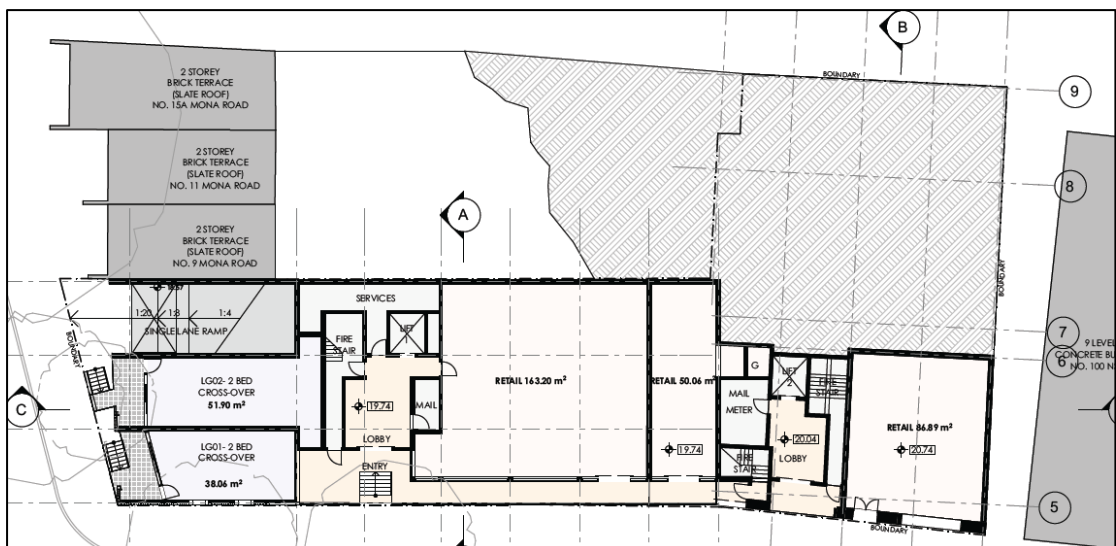


Figure 24. Proposed lower ground floor plan. (Source: PTI Architecture Pty Ltd)

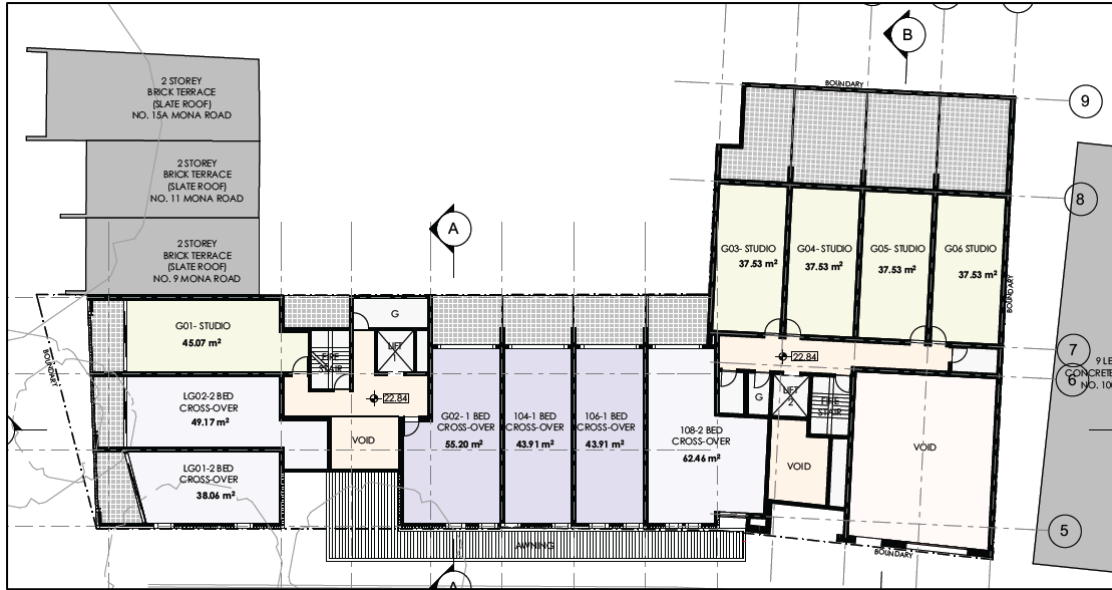


Figure 25. Proposed ground floor plan. (Source: PTI Architecture Pty Ltd)



Figure 26. Proposed Level 1 plan. (Source: PTI Architecture Pty Ltd)

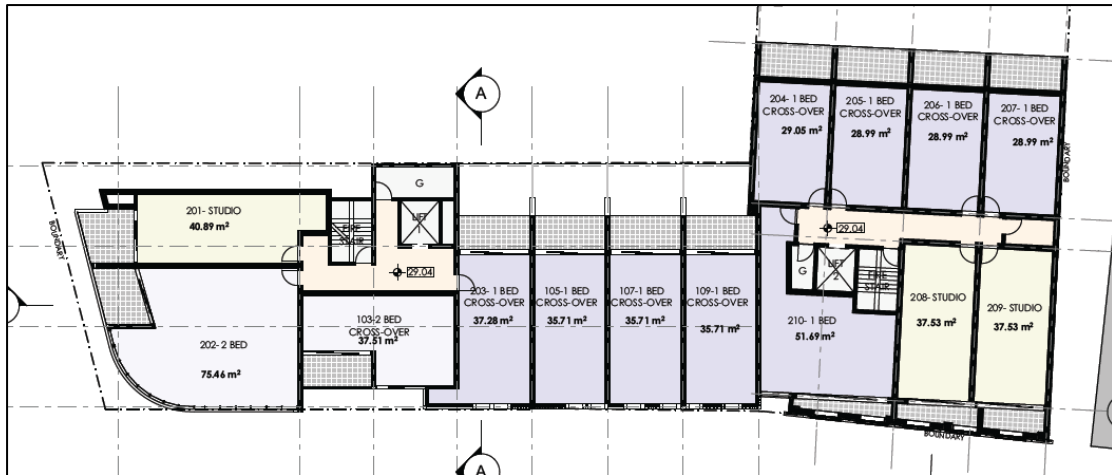


Figure 27. Proposed Level 2 plan. (Source: PTI Architecture Pty Ltd)

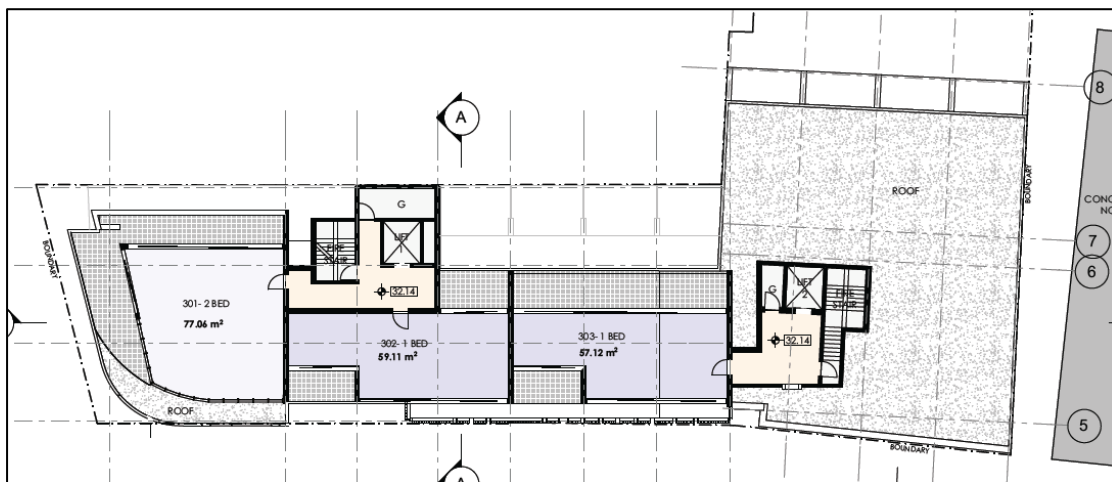


Figure 28. Proposed Level 3 plan. (Source: PTI Architecture Pty Ltd)

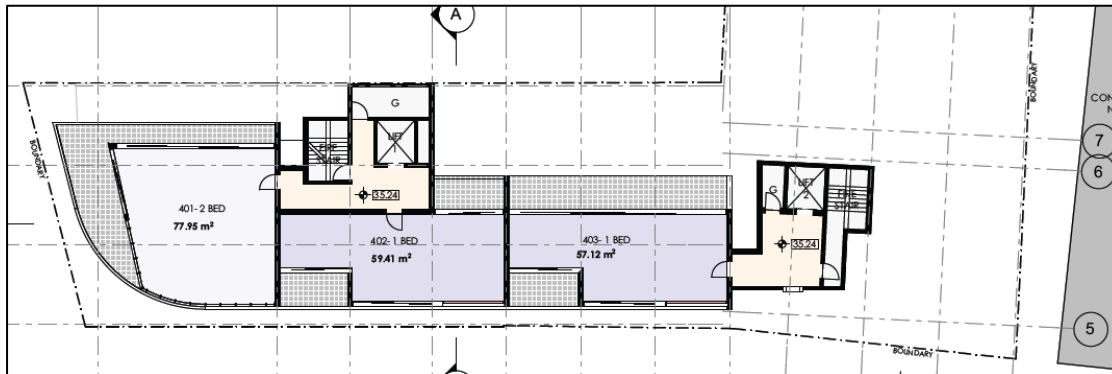


Figure 29. Proposed Level 4 plan. (Source: PTI Architecture Pty Ltd)

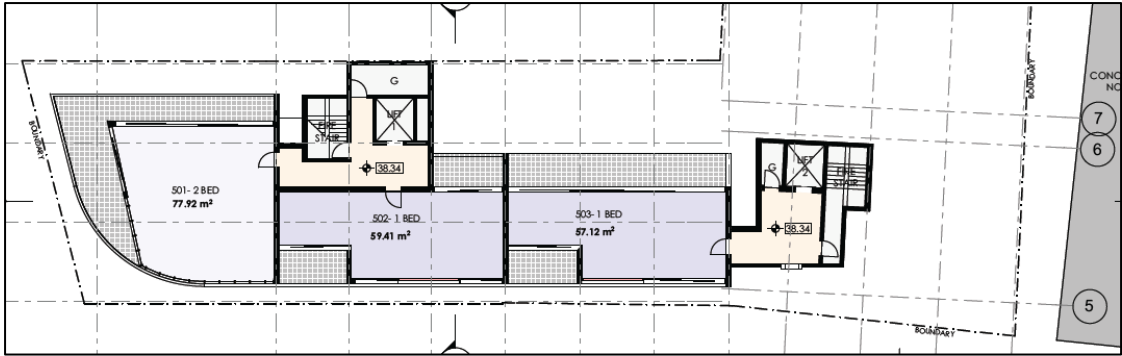


Figure 30. Proposed Level 5 plan. (Source: PTI Architecture Pty Ltd)

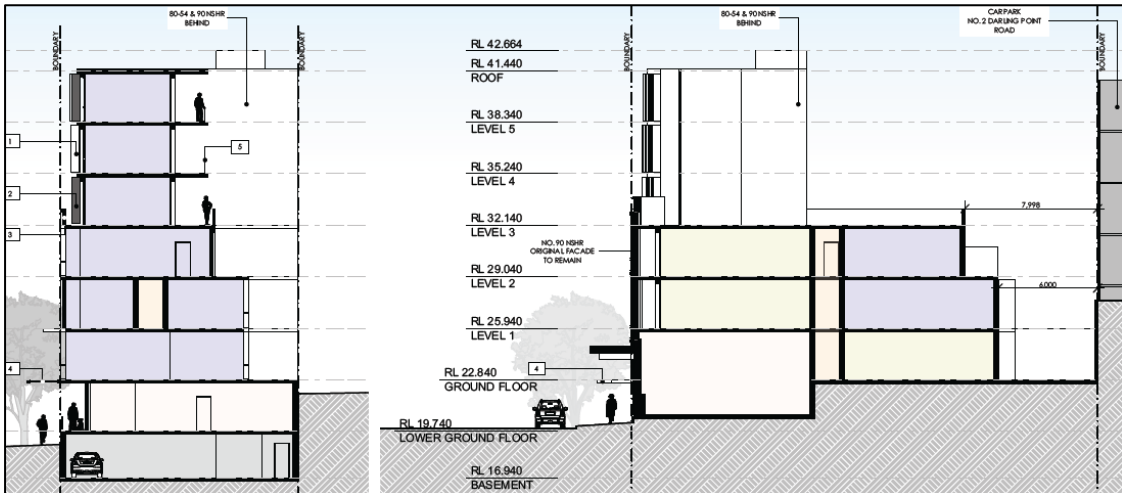


Figure 31. Proposed sections A (left) and B (right) with New South Head Rd on left. (Source: PTI Architecture Pty Ltd)

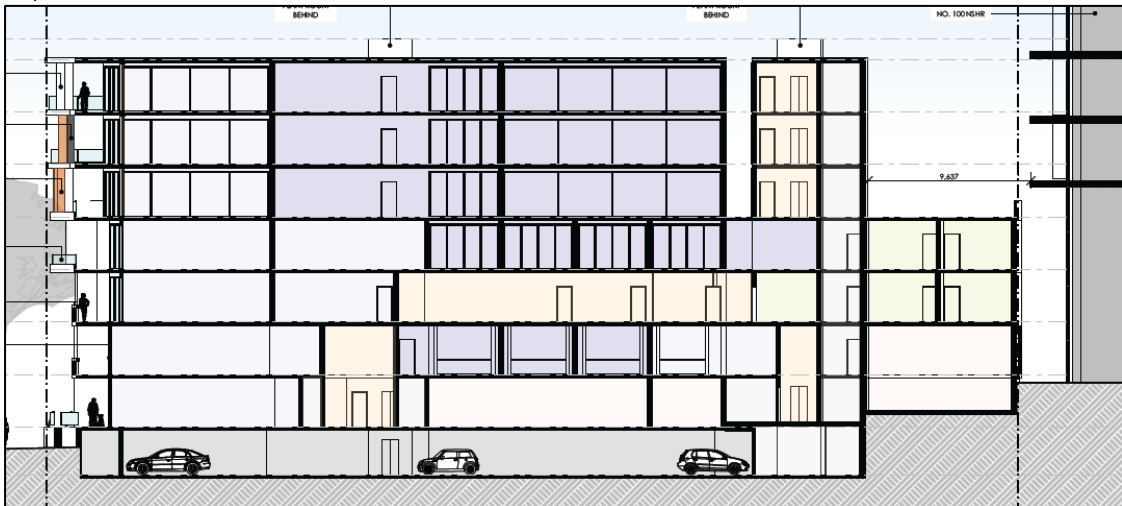


Figure 32. Proposed section C with Mona Road on left. (Source: PTI Architecture Pty Ltd)



Figure 33. Proposed south-west elevation. (Source: PTI Architecture Pty Ltd)



Figure 34. Proposed north-west elevation, with 9-15A Mona Rd on left. (Source: PTI Architecture Pty Ltd)

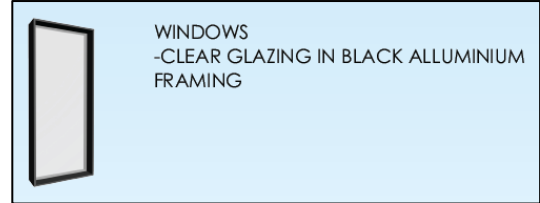


Figure 35. Proposed view from west. (Source: PTI Architecture Pty Ltd)



Figure 36. Proposed view east along New South Head Road. (Source: PTI Architecture Pty Ltd)

TYPICAL PROPOSED FINISHES



6.0 ASSESSMENT OF HERITAGE IMPACT

This assessment is based upon: the Statement of Cultural Significance (refer to Section 4.2 of this SOHI); the physical inspection of the site and the graphic evidence (refer to Section 3 of this SOHI); and a review of the pertinent planning instruments and sources relating to heritage aspects of the proposal.

The Statement of Cultural Significance in section 4.2 of this report has determined that the subject site has some historical and aesthetic significance, primarily residing in the south-western façade of 90 New South Head Road. The site is also located adjacent to a heritage conservation area and within the vicinity of heritage items. We therefore assess the impact the proposed development would have upon the subject site, the conservation area and the heritage items in the vicinity. To this end, the issues outlined below are addressed.

6.1 Planning instruments

In TABLE 2 below we assess the proposal against the most pertinent heritage controls.

TABLE 2 : ASSESSMENT AGAINST PLANNING CONTROLS	
Planning objective/control	Assessment
WOOLLAHRA LEP 1995	
27. The Council must take into consideration the likely effect of the proposed development on the heritage significance of a heritage item... heritage conservation area, archaeological site or potential archaeological site, and on its setting...	Rappoport has worked with the architects and project managers to ensure consideration has been given to the proposal's effect on heritage items in the vicinity including the Mona Road Conservation Area and the streetscapes involved. Note that consideration of impact on archaeological significance is beyond the scope of this report.
WOOLLAHRA DRAFT LEP 2014	
Aim 1.2(2)(f) to conserve the built and natural environmental heritage of Woollahra	Rappoport has worked with the architects and project managers to ensure heritage items in the vicinity such as the dwelling at 9 Mona Road and the Mona Road Conservation Area are minimally impacted. For example, the north-eastern façade of the proposed building has been pulled back from the boundary above the lower ground floor level and significantly articulated in order not to dominate 9 Mona Road or present a blank façade towards the conservation area; the south-west façade of the Interwar building at 90 New South Head Road, which has been determined to have some aesthetic significance (see section 4 above) and contributes to the street character, has been retained.
5.10(1) The objectives of this clause are as follows: (a) to conserve the environmental heritage of Woollahra, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views.	

TABLE 2 : ASSESSMENT AGAINST PLANNING CONTROLS	
Planning objective/control	Assessment
Woollahra Residential DCP 2003	
<p><i>5.1 Streetscape</i></p> <p>O 5.1.2. To ensure development conserves or enhances items and areas of special architectural, social, cultural or historic interest.</p>	<p>The building at 90 New South Head Rd has been determined by Rappoport to have some historic and aesthetic significance (see section 4 above) and in its position on a main traffic artery contributes to the character of the streetscape and the Edgecliff Commercial Centre. Its aesthetic significance lies chiefly in its south-western (front) façade and this would be retained.</p>
<p>C 5.1.4 Where permissible, multiple occupancy of heritage significant properties and contributory buildings is encouraged, generally within the existing building envelope but with allowance for alterations and additions which do not adversely impact on the significance (heritage significant properties include listed heritage items and potential heritage items).</p>	
<p><i>5.12 Mixed development in business zones</i></p> <p>O 5.12.5 Development preserves and enhances the special built form character and heritage context of individual commercial centres and neighbourhood shopping areas.</p>	<p>The façade of 90 New South Head Road, which contributes to the historic character of the area, would be retained. The proposed building is stepped back from neighbouring terrace houses in Mona Road and its facades are articulated and subdivided so as to refer to those of both 90 New South Head Road and 9 Mona Road, thus visually integrating into the heritage context. The importance of the corner of Mona Road and New South Head Road, where New South Head Road changes direction, offering a landmark view of any building on this corner, is acknowledged by the proposal's use of a curve to both emphasize and soften the corner.</p>
Edgecliff Commercial Centre DCP 1995	
<p><i>3 Aims and objectives</i></p> <p>3.2 The general objectives of the controls contained in this plan are:</p> <p>b) to protect and enhance the character of the conservation area</p>	<p>The subject site is in the vicinity of the Mona Road Conservation Area (north of the site) and the Paddington Conservation Area (across New South Head Road, to the south). The proposal respects and alludes to the traditional residential scale of both areas through its careful articulation according to one-, two- and three-storey forms common in the vicinity. Its use of masonry, timber and glass elements also refers to the traditional mix of materials common in both areas and the use of curtain glass walls or uncharacteristic face brick has been avoided. The upper storeys are stepped progressively away from the street and boundary facades to maximise retention of views across the site and to ensure gradual transitions between building heights. The</p>
<p><i>4. Height</i></p> <p>4.1 The objectives of the height controls are:</p> <p>b) to protect the scale and character of the conservation area</p>	

TABLE 2 : ASSESSMENT AGAINST PLANNING CONTROLS	
Planning objective/control	Assessment
	north-eastern façade has been stepped back from the neighbouring terrace houses and is articulated from ground floor level up through the use of balconies, etc, so as not to present a blank wall to the conservation area. As indicated in Figure 17 above, the proposed building would be minimally visible from Mona Road itself.
<p><i>6. Building design</i></p> <p>6.1 The objectives of the controls in relation to building design are:</p> <p>b) to protect the townscape character of the conservation area as an important entry to Paddington; and</p> <p>c) to protect the heritage items.</p>	<p>The façade of 90 New South head Rd would be retained as an element of the existing and original townscape, and the proposal's design is inflected towards both this and neighbouring buildings in Mona Road. The building would add a clearly contemporary element to the setting but would also be carefully articulated to acknowledge local townscape scale and the traditional mixture of materials. The design is sympathetic to heritage terrace houses at 9-15A thanks to the pulling back, and articulation into multiple human-scale components, of its north-eastern façade (as indicated in available plan and elevation drawings).</p>
<p>6.9 New buildings within the conservation area or on land adjoining a heritage item should be in architectural harmony with the adjoining historical buildings in respect of massing, modelling of facades, fenestration and external materials, colours and finishes.</p>	<p>The subject site is in the vicinity of a variety of buildings, each with different massing, styles, materials and colours. The proposal addresses this through clear articulation into both storeys and vertically defined two- and three-storey elements, and the use of a mixture of materials and white or earthy colours. The result in our view is a light presence which reflects and acknowledges the various forms, scales and masses in the vicinity while also forming a legible, contemporary whole. Thus the massing and scale of the building, while significantly less than that of the apartment complex at 100 New South Head Road, relates well to both the 2-storey terrace house at 9 Mona Road, the retained section of 90 New South Head Road and the heritage building at 2A Mona Road. Visible fenestration is in keeping with the scale of that at both 9 Mona Road and 90 New South Head Road.</p>

6.2 Heritage Division questions

We are also required to address specific issues raised in the Heritage Division guidelines for the preparation of Statements of Heritage Impact. We address these in TABLE 3 below.

TABLE 3 : ASSESSMENT AGAINST HERITAGE DIVISION QUESTIONS	
Question	Assessment
Demolition	
Have all options for retention and adaptive re-use been explored?	The buildings to be wholly or partly demolished (the façade of 90 New South Head Rd would be retained) are not heritage items or in a Conservation Area. The existing floor space and layouts would not accommodate the required amount or kind of space.
Change of use	
Does the existing use contribute to the significance of the heritage item?	The combined site is not heritage listed but is adjacent to and in the vicinity of heritage items. The existing commercial/office use continues the historical commercial use of 90 New South Head Road but not the residential use of 80-84 New South Head Road (see Figure 13).
Why does the use need to be changed?	The proposed change from office to residential use reflects the changing nature of what constitutes 'the orderly and economic use of and development of land' as provided for by the <i>Environmental Planning & Assessment Act 1979</i> . ¹⁰
Additions and new developments	
How is the impact of the addition on the heritage significance of the item to be minimised?	<p>The subject site is in the vicinity of the Mona Road Conservation Area (north of the site), the Paddington Conservation Area (across New South Head Road) as well as heritage buildings at 9-15A and 2A Mona Road.</p> <ul style="list-style-type: none"> • The proposal respects and alludes to the traditional scale of both Conservation Areas through its careful articulation into one-, two- and three-storey visual components. • Its use of masonry, timber and glass elements also refers to the traditional mix of materials common in both areas and the use of curtain glass walls or face brick has been avoided. • The upper storeys are stepped progressively away from the street and boundary facades to maximise retention of views across the site and to ensure gradual

¹⁰ Section 5(a)(ii)

TABLE 3 : ASSESSMENT AGAINST HERITAGE DIVISION QUESTIONS

Question	Assessment
	<p>transitions between building heights.</p> <ul style="list-style-type: none"> • The articulation of the facades into 2- and 3-storey components reflects and sympathises with the scale of both the heritage terrace house at 5 Mona Road and the retained façade of 90 New South Head Road. • The building contacts the heritage terrace house at 5 Mona Road in the same manner as the existing building (see Figure 20), leaving the house form legible. • The proposed building's north-eastern façade has been stepped back from the neighbouring terrace houses and is articulated from ground floor level up through use of balconies, etc, so as not to dominate the terrace houses any more than is presently the case, and so as not to present a blank wall to the conservation area. • As indicated in Figure 17 above, the proposed building would be minimally visible from most of Mona Road itself.
Can the additional area be located within an existing structure?	The existing floor space and layouts would not accommodate the required amount or kind of space.
Will the additions visually dominate the heritage item?	<ul style="list-style-type: none"> • Rappoport has worked with the architects and project managers to minimise the impact on and domination of the heritage terrace houses in Mona Road and the Mona Road Conservation Area in general. This has been achieved by stepping the north-eastern façade of the proposed building away from the adjacent terrace house above the lower ground floor level, and articulating it through use of balconies and fenestration so as not to present a blank wall in this direction. • The greater height of the proposed building compared to the existing building at 80-84 New South Head Road will not dominate the corner, the street, the Edgecliff Commercial Centre or the Paddington Conservation Area, thanks to the articulation of the façade into one-, two- and three-storey components, the use of glass balustrades and the breaking up of the facades both horizontally and vertically through use of privacy fins, timber screens and balustrades, etc. As shown in Figure 36, the proposed building would not be the dominating structure in the area.

TABLE 3 : ASSESSMENT AGAINST HERITAGE DIVISION QUESTIONS

Question	Assessment
Is the addition sited on any known or potentially significant archaeological deposits?	The proposed development is not, to our knowledge, sited on any known or potentially significant archaeological site. However, it is beyond the scope of this report to address the probability of sub-surface deposits.
Are the additions sympathetic to the heritage item?	As discussed above, Rappoport has worked with the architects and project managers to ensure maximum sympathy with and minimum negative impact upon the heritage items and conservation areas in the vicinity.
How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	<ul style="list-style-type: none"> • Generally, sight lines have been analysed and addressed through the stepping back of the proposed building's upper storeys. • Views from the Mona Road Conservation Area to the south and south-west will be minimally impacted given the relatively low height and position of the proposed building in relation to the higher elevation and built-up nature of most of the conservation area. The north-western façade of the proposed building has also been stepped back and articulated so not to present a blank wall to the area. • Views upwards from the heritage items at 2A and 9-15A Mona Road upwards will be somewhat reduced by the greater height of the proposed building compared to the existing building at 80-84 New South Head Road. However these are secondary views; the existing primary, horizontal views would not be impacted. • Views to the heritage buildings or conservation areas would only be impacted, and only to a minor extent, from upper floors of high-rise buildings.
Will the public and users of the item still be able to view and appreciate its significance?	The Views to the Mona Road and Paddington Conservation Areas would be minimally impacted, while views to heritage buildings at 2A and 9-15A Mona Road, as well as other heritage buildings further up Mona Road, would not be blocked except from upper floors of some high-rise buildings. The public would still be able to view and appreciate their significance.

6.3 Summary

The NSW Heritage Office's 'Statement of Heritage Impact' guidelines require the following aspects of the proposal to be addressed.

TABLE 4 : ASSESSMENT OF GENERAL IMPACT	
Aspect	Assessment
Aspects of the proposal which respect or enhance the heritage significance of the item or conservation areas.	<p>The significance of the heritage buildings and conservation areas in the vicinity of the subject site would in our view be respected by:</p> <ul style="list-style-type: none"> • retention of the façade of 90 New South Head RD which Rappoport has determined to have aesthetic significance; • the otherwise clearly contemporary nature of the proposed building; • the stepping back of upper storeys of the proposed building to maximise retention of existing views to and across the site from, minimise domination of, and retain the legibility and appreciability of, heritage items in the vicinity; • the stepping back from ground level of the north-eastern façade adjacent to the heritage item at 9 Mona Road in order to avoid domination of the item; • the restriction of the junction between the proposed building and 9 Mona Road to the extent of the existing junction between 9 Mona Road and 80-84 New South Head Road (see Figure 20); • the Articulation of the proposed building's facades into one-, two- and three-storey components so as to reflect the scales of the retained facade of 90 New South Head Road, the terraces at 9-15A Mona Road and the general character of the Mona Road and Paddington Conservation Areas; and • the articulation of the facades through use of projected sections, expressed slabs and privacy fins, and the variation of materials and colours, in order to lighten the apparent mass, emphasise the human scale and inflect the appearance towards the character of the surrounding area. <p>The significance of the heritage items and conservation areas in the vicinity would in our view be enhanced by the replacement of the building at 80-84 New South Head</p>

TABLE 4 : ASSESSMENT OF GENERAL IMPACT	
Aspect	Assessment
	Road by the proposed building, which would in our view be much more sympathetic to the character of the area.
Aspects of the proposal which could have detrimental impact on heritage significance.	There is potential for a building of the proposed height on this site to impact negatively on the significance and appreciability of the heritage terrace houses at 9-15A Mona Road in particular, and generally of the streetscape and nearby conservation areas. However, in our view the proposed building's sensitive design, highly inflected to sympathise with adjacent buildings and the character of the area, and stepped back to retain maximal views to, from and across heritage sites, would have minimal impact on such significance.
Sympathetic alternative solutions which have been considered and discounted.	Rappoport worked together with the designers to ensure maximum conservation of significance as described above. No alternative solutions of greater sympathy with the significance of pertinent heritage items were discounted to our knowledge.

7.0 CONCLUSION

The site is a complex one, being located on both a significant traffic artery in a designated commercial centre and an elegant residential street, adjacent to heritage residences and a heritage conservation area and within the vicinity of further heritage buildings and another heritage conservation area. Further, one of the two existing buildings on the site (90 New South Head Road) has been determined by Rappoport to have some heritage significance and make some contribution to local historic and aesthetic character, despite not being officially designated as a heritage or contributory item. The challenge to the designers was to achieve maximum sympathy with and minimise impact on all these items while providing high quality, economically efficient, contemporary residential space. This has been achieved in consultation with Rappoport, by the following strategies:

- Retention: the 1928 façade of the building at 90 New South Head Road would be retained.
- Sympathetic design: the facades of the rest of the proposed building have been treated in a sophisticated manner, articulating the elevations in three dimensions to present not only legible storeys, that is, a one-storey, human scale, but two- and three-storey units which reflect and allude to the two-storey dwellings in Mona Road and the three-storey building at 90 New South Head Road. The facades are also broken up vertically by use of privacy fins and changes in material. The resulting sub-units also refer to the general scale of buildings in both the nearby conservation areas. Local character is further alluded to in the mixture of materials (masonry, timber, glass) and colours (white and earth tones), and the avoidance of large areas of any one character. Bulk and mass are also minimised by this articulation and visual subdivision of the façades, and by the stepping back of the upper storeys, resulting in a lighter-looking structure than might otherwise have been the case. The significance of the prominent corner site is also acknowledged in the curved corner treatment at upper levels.
- Limitation of size: impact on views to, from and across heritage items and conservation areas is also minimised by both the articulation of facades and the stepping back of upper levels, notably with regard to views from the Mona Road Conservation Area towards the south. The impact on the neighbouring terrace houses at 9-15A Mona Road has been especially considered, and minimised by stepping away from the north-western boundary (despite some cost in gross floor area), limiting contact with 9 Mona Road to the existing extent and by significant articulation of the north-eastern façade.

In Rappoport's view the resulting proposal is a highly successful contemporary solution which respects and enhances the heritage significance of the site and the various heritage items in the vicinity, and minimises impact upon them.

8.0 SOURCES

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VIEW ANALYSIS

Prepared by Hamptons Property Services Pty Ltd

VIEW ANALYSIS
In Relation To The Planning Proposal For
80-84 & 90 NEW SOUTH HEAD ROAD, EDGECLIFF

Hamptons Property Services Pty Ltd (Hamptons) has prepared this view analysis, on behalf of Matthew Lepouris Pty Ltd and WFM Motors Pty Ltd (the Proponent) to accompany the planning proposal for the site at 80-84 & 90 New South Head Road, Edgecliff (the site).

While this would usually be provided at the development application stage, it is pertinent that it be provided as part of the planning proposal, as this will be one of the key issues with this proposal.

This view analysis has been prepared to accompany a planning proposal to amend the height and floor space ratio provisions for the site; the proposed zoning of the site will remain as B4 Mixed Use, pursuant to the Draft Woollahra Local Environmental Plan 2014 (the draft LEP). It is acknowledged that this planning proposal could not be gazetted until such time as the draft LEP is gazetted. This proposal would therefore form an amendment to the draft LEP. Alternatively, if the proposal were to proceed prior to gazettal of the draft LEP, the current LEP would require amendment.

In preparing this assessment, the following tasks were undertaken:

- A bulk and scale design was developed by PTI Architects;
- A survey was prepared of No. 100 New South Head Road, by Hill & Blume Surveyors (Attachment 1) showing the RL levels of No. 100 in terms of openings that interface with the subject site;
- A visual inspection was undertaken standing on the roof of No. 90 New South Head Road to consider the extent of impact as a result of the planning proposal. Photographs were also taken from this level.
- 3D massing diagrams were prepared by PTI Architects to establish the extent of impact of the planning proposal, when viewed from No. 100.
- Preparation of a view analysis in accordance with the view sharing Planning Principles contained in *Tenacity v Warringah Council (2004) NSWLEC 140*.

1. Identified Property

As stated above, the only property to be affected by this proposal is 100 New South Head Road (Figure 1). The height of this building screens any other buildings located to the east of this from having a view in a westerly direction.

It has not been possible to obtain access to the internal areas of 100. However, from the visual inspection, it is apparent that the first level to be affected by the development is used for commercial purposes as it interfaces with the site, despite that it appears on the strata plan as having been designed for residential purposes. This is described as Lot 2 and Lot 3 in Strata Plan 54114, Level 2 (Building Level 4).

All levels below Level 2 (Building Level 4) do not maintain any view to the west as they are currently screened by the existing building at No. 90.

The next level, being Level 3 (Building Level 5), is used for residential purposes. The affected lots are Lot 7 and 8.

At this level, there are two residential properties interfacing with the site. While the internal layout to these is not known, there is a balcony afforded to each of these. It is assumed that the principal living areas are adjacent to these balconies.

Level 4 of the residential component of the building (Building Level 6) again has two apartments, described as Lot 13 and Lot 14.

The strata plans may be found at Annexure 1.

2. Location of View

The location of the view is to the west and north-west of the site.

The items that are identifiable are a partial view of Sydney Harbour Bridge and an oblique view of Centrepoint Tower.

These are evidenced below.

Photograph 1: Taken standing on the roof of No. 90 New South Head Road, in front of the far southern window on the western facade of No. 100. This photograph is taken approximately 1.8 metres below the sill height of the window of No. 100



From the remaining windows and balconies, there is an oblique view to Centrepoint Tower, as evidenced in the photographs below.

Photograph 2-4: View of Centrepoint Tower, taken on the roof top of No. 90. The position of this is approximately 1.6 metres below the floor level of the balconies at No. 100. The photographs are taken moving across the roof of No. 90 in a northerly direction





3. Analysis of View

In 2004, the New South Wales Land & Environment Court determined the case of *Tenacity v Warringah Council (2004) NSWLEC 140*. This case later formed the foundation for a planning principle relating to the loss of views, in terms of the general principles for consideration. A four step approach was subsequently adopted.

This assessment approach and the response of the proposal to these principles is provided below.

Principle 1: The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (eg of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured. [Para 26]

In this case, an iconic view is available from Lots 3 and 8 and 14, within 100. The iconic view of the Harbour Bridge is a partial view.

In terms of the view towards Centrepont Tower (iconic view), Lots 2, 3, 7, 8 13 and 14 have an oblique view towards this.

Principle 2: The second step is to consider from what part of the property the views are obtained. For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from

a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic. [Para 27]

Having regard to the strata plan and use of the building levels, the part of the property affected is set out below, as best that it may be established, in absence of being able to inspect these properties.

Lot 2:- the oblique view to Centrepoint Tower will be affected primarily by the roof plant and stairs above 90. However, this Lot is a commercial premises and therefore not affected having regard to the principles of *Tenacity*.

Lot 3:- the partial view of the Harbour Bridge will be affected by the built form positioned on 80-84. However, this Lot is a commercial premises and therefore not affected having regard to the principles of *Tenacity*.

Lot 7:- the oblique view to Centrepoint Tower will be affected primarily by the roof plant and stairs above 90. This is, an oblique view obtained from that apartment.

Lot 8:- the partial view of the Harbour Bridge will be affected by the built form positioned on 80-84. This view is available from the far window of this apartment and unlikely to be from a primary living space and more likely a bedroom.

The oblique view to Centrepoint Tower will also be affected. This affectation is on an oblique angle and from principal living areas.

Lot 13:- the oblique view of Centrepoint Tower will not be affected by the proposal due to the height of the proposed structure at RL41.11, which sits below the RL of the window and door opening at this level (RL41.7). Therefore, the view will not be altered from this property.

Lot 14:- the partial view of the Harbour Bridge will not be affected by the built form positioned on 80-84. This view, while being modified, is available from the far window of this apartment and unlikely to be from a primary living space. While the plant room will rest at RL42.7, both a sitting and standing view will be available from the affected room, albeit that there may be a minor affectation of the sitting view.

The oblique view to Centrepoint Tower will not be affected from the standing position from the balcony and adjoining rooms (assumed to be principal living areas) due to the height of the plant at RL42.7, which is one metre above the opening of the balcony and window. A minor affectation may occur from the sitting position.

Principle 3: The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating. [Para 28]

The view available of the Harbour Bridge from Lot 8, judging by the size of the affected window is unlikely to be from a living space. It is anticipated that this view is most likely from a bedroom.

The oblique view to Centrepoint Tower from the affected residential apartments is likely to be from both living areas and bedrooms of Lots 7 and 8.

The views are to iconic items; however, in terms of Centrepoint Tower, these views are on an oblique angle and to the Harbour Bridge is only a partial view.

The view loss is therefore considered to be minor, for the reasons set out at Principle 4.

Principle 4: The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

In this case, the proposal is seeking to undertake a review and amendment of the planning controls provided under the draft LEP. Therefore 'compliance' is not relevant.

In terms of evaluating the design, the site is obviously restricted by its width, and therefore the form proposed is confined to the available footprint.

Second to this, is considering appropriate separation distances to No. 100. In this case, the form and scale of No. 90 has been retained to ensure that the new building form would not be imposing on the residential context of No. 100. As a result the building separation ensures that the potential visual bulk of the development and retain the sense of openness that is currently available for No. 100, on its western frontage.

Thirdly, consideration must be given to the scale of development at No. 100 and the number of apartments that are contained within that building and benefiting from the view to the west of the site. Within the building, there is a minimum of 24 residential apartments and a potential maximum of 27 apartments, assuming Lots 1, 4 and 5 are used for residential (as opposed to commercial) purposes. Of these, eight apartments are located on the western side of the building.

In terms of the number of apartments affected, as a consideration of the total, there is one apartment that will lose a partial view to the Harbour Bridge. This view is not available from a primary living space within that apartment and, while the proposal will have an impact on this view, on balance, the outcome is considered reasonable, having regard to the building as a whole. This being the case, it is considered that the impact is reduced to an overall minor impact.

In terms of the number of apartments affected, as a consideration of the total, there are two apartments that will lose an oblique view of Centrepont Tower (8.3% of the total number of apartments, assuming 24). While the view is available from a primary living space, it is a distant view, on an angle. When considered in the context of the building as a whole, the impact is considered minor.

In terms of the loss of a partial view to the Harbour Bridge, from Lot 8, the apartments affected as a whole of the development is one, being 4.2% of the total number of apartments within the building. On balance, this is considered to be an acceptable outcome.

4. Conclusions

Having regard to the intentions of the Council's planning instruments with respect to urban consolidation; the proximity of the site to public transport and the principles established by *Tenacity v Warringah*, it is considered that the affection, as a result of the proposed development is minimal. In addition, the proportion of apartments that are affected, when considered in terms of the number of apartments on the western elevation and within the building as a whole, is proportionally small.

While the views are iconic, they are partial or oblique, not primary views that will be affected.

On balance, the outcome is considered acceptable and should be supported by the Council.

Annexures

- Annexure 1 Strata Plan 54114
- Annexure 2 Survey of Building Elevation, 100 New South Head Road
- Annexure 3 Envelope analysis, PTI Architects

COUNCIL'S CERTIFICATE

(Name of Council)
WOOLLAHRA
 Having satisfied itself that the requirements of the Strata Titles Act, 1973 (other than the requirements for the registration of plans) have been complied with, approves of the proposed strata plan.

Illustrated herein
 strata plan of subdivision
NEW SOUTH HEAD ROAD

Date: **31/9/17**
 Section No: **54114**
 General Manager/Authorised Person
Woollahra

SIGNED, SEALED AND DELIVERED
 For and on behalf of
ST GEORGE BANK LIMITED
 (A.C.N. 055 513 070) by its
 attorneys under power of
 attorney registered No. 900
Book 4126.

David Malcolm Matheson
 Credit Administration Manager
Ken Sue
 Director

Anthony L. Miller
 Director

SURVEYOR'S CERTIFICATE

I, **DENNY LINKER**
DENNY LINKER & CO.
 of **17 RANOLE ST. SUBEY HILLS.**

a surveyor registered under the Surveyors Act 1929, hereby certify that:
 (1) each applicable requirement of Schedule 1A to the Strata Titles Act 1973 has been met;
 (2) the building encroaches on a public place;
 (3) the building encroaches on land (other than a public place) in respect of which encroachment an appropriate assessment has been created by registered +
 (4) to be created under section 88B of the Conveyancing Act 1919, the survey information recorded in any accompanying location plan is accurate.

Signature: **[Signature]**
 Date: **30/10/20**

* Delete if inapplicable
 + State whether dealing or plan, and quote registered number

This is sheet 1 of my Plan in **9** sheets.

Signatures, seals and statements of intention to create easements, restrictions on the use of land or positive covenants.

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919 AND SECTION 7 (3) STRATA TITLES ACT 1973 IT IS INTENDED TO CREATE

1. EASEMENTS FOR SERVICE

THE COMMON SEAL OF DTR MANAGEMENT HAS BEEN APPLIED IN THE PRESENCE OF

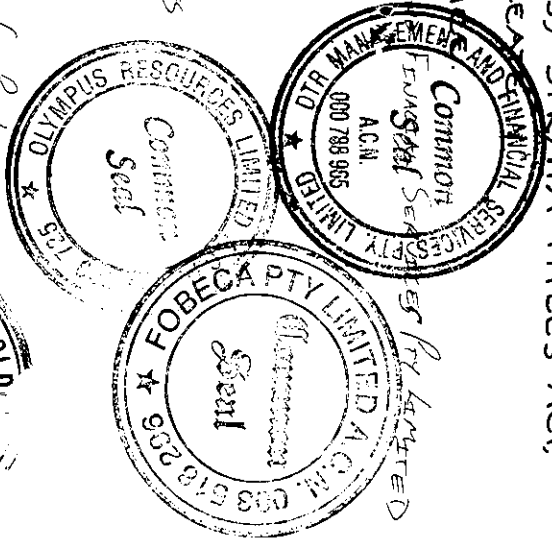
THE COMMON SEAL OF FOBECA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

THE AUTHORISED PERSON OF OLYMPIUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF

THE COMMON SEAL OF FOSTER FAMILY HOLDINGS PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

[Signatures]
 Director

[Signature]
 Director



PURSUANT TO SEC. 58 (7B), STRATA TITLES ACT 1973 IT IS INTENDED TO CREATE AN 'EXCLUSIVE USE' SPECIAL BY LAW. THIS STRATA PLAN INCORPORATES A STRATA MANAGEMENT STATEMENT OF 38 SHEETS.

PLAN OF SUBDIVISION OF LOT 2 D.P. 865600



LGA WOOLLAHRA Locality: **DARLING POINT**

Parish: **ALEXANDRIA** County: **CUMBERLAND**

Reduction Ratio 1: Lengths are in metres



Name of, and *address for service of notices on, the body corporate
 *Address required on original strata plan only.

THE PROPRIETORS STRATA PLAN NO. 54114
DARLING POINT 2027.

STRATA PLAN **54114**

Registered: **[Seal]** **6.2.1997**

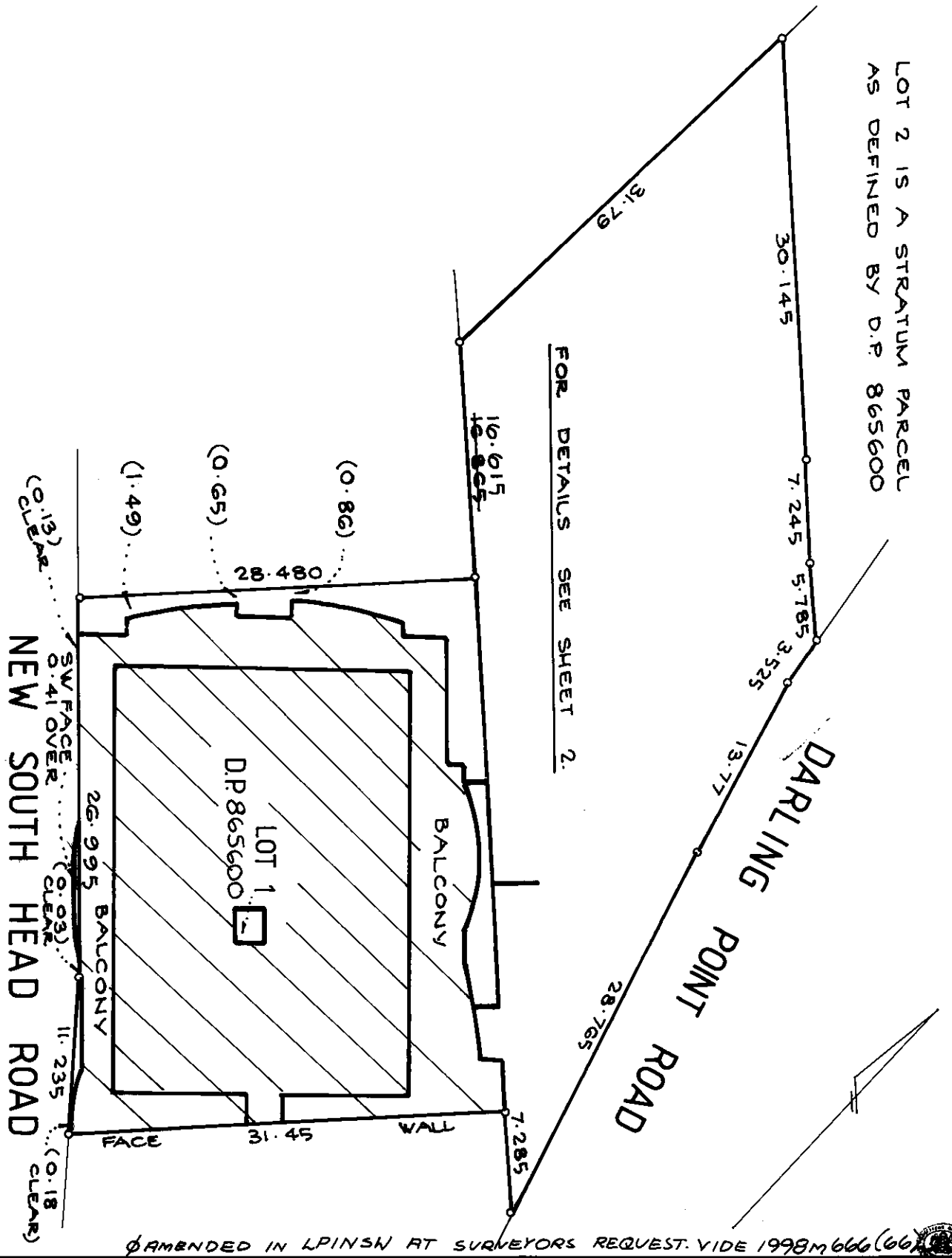
C.A.: No. ST \$1338/96 of **3.1.1997**

Purpose: **STRATA PLAN**

Ref. Map: **U1845-511**

Last Plan: **DP865600**

LOT 2 IS A STRATUM PARCEL AS DEFINED BY D.P. 865600

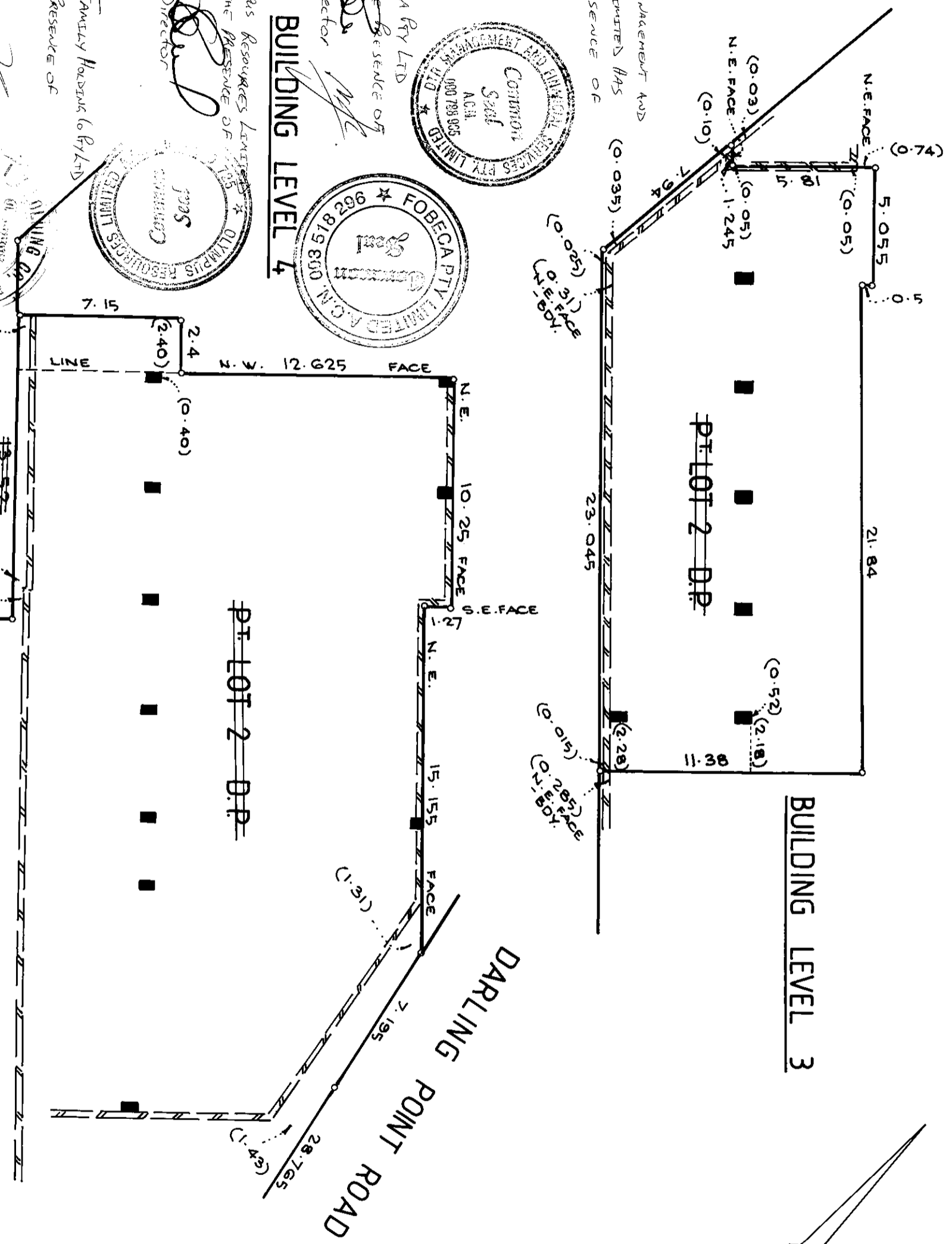


SURVEYOR'S REFERENCE: 940514 SP

Plan Drawing only to appear in this space

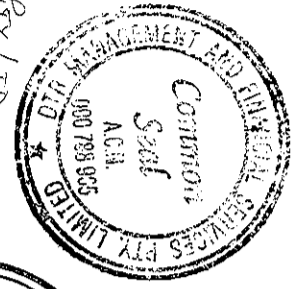
Plan Drawing only to appear in this space

LOCATION PLAN DIAGRAMS



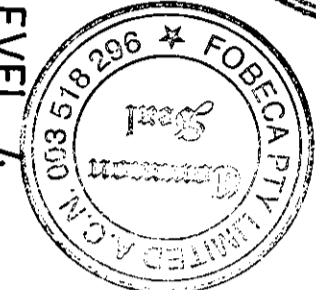
THE COMMON SEAL OF DTR MANAGEMENT AND FINANCIAL SERVICES PTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF

[Signature]
Authorized Person
Director



THE COMMON SEAL OF FOBECA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

[Signature]
Authorized Person
Director



THE COMMON SEAL OF OLYMPIA RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF

[Signature]
Authorized Person
Director



THE COMMON SEAL OF FREYER FAMILY HOLDINGS (P/L) HAS BEEN APPLIED IN THE PRESENCE OF

[Signature]
Authorized Person
Director



[Signature]
Director

[Signature]
Director



[Signature]
Director

[Signature]
Director

[Signature]
Director

[Signature]
Director

[Signature]
Director

[Signature]
Director

[Signature]
Director

[Signature]
Director

Reduction Ratio 1: 200

Lengths are in metres

Surveyor Registered under Surveyors Act 1929

SURVEYOR'S REFERENCE: 940514 SP

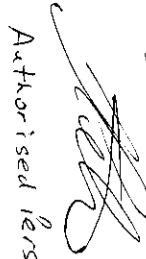
[Signature]
General Manager/Authorised Person

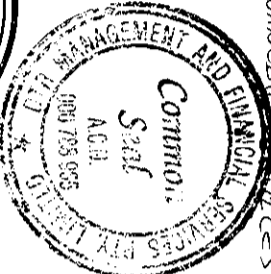


*OFFICE USE ONLY

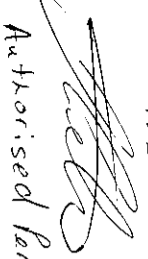
SCHEDULE OF UNIT ENTITLEMENTS			
LOT	U.E.	LOT	U.E.
1	252	16	261
2	311	17	311
3	311	18	293
4	229	19	375
5	210	20	375
6	270	21	287
7	337	22	270
8	337	23	323
9	252	24	326
10	246	25	745
11	293	26	683
12	284	27	296
13	355	28	557
14	355	29	586
15	270	AGG.	10,000

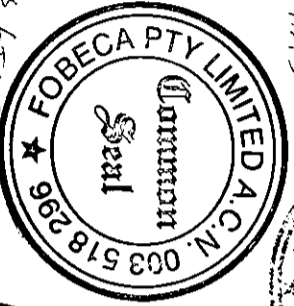
THE COMMON SEAL OF TRK MANAGEMENT AND FINANCIAL SERVICES PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

Authorised Person  Director

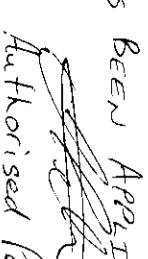


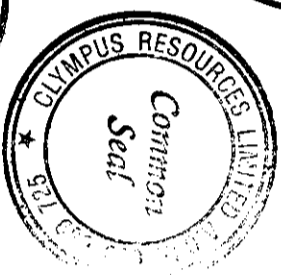
THE COMMON SEAL OF FOBECA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

Authorised Person  Director



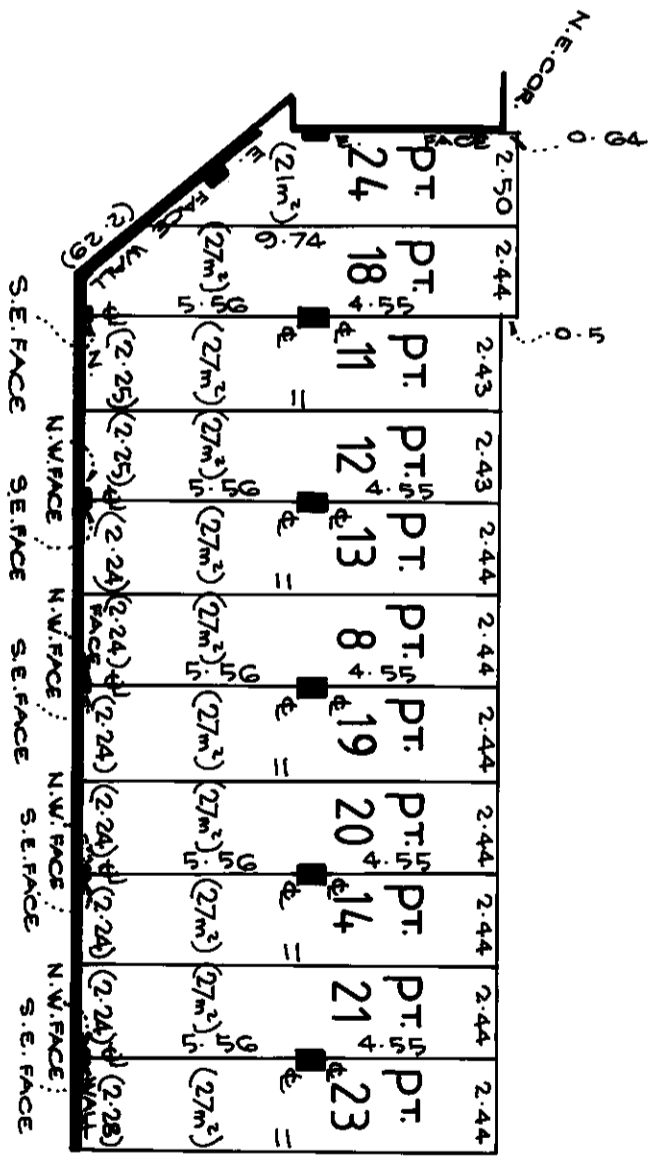
THE COMMON SEAL OF OLYMPUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF

Authorised Person  Director



THE COMMON SEAL OF FREYER FAMILY HOLDINGS CO PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF

Authorised Person  Director



LEVEL 1
(BUILDING LEVEL 3)

⊕ DENOTES CENTRE OF FACE OF COLUMN.

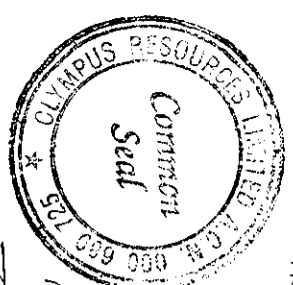
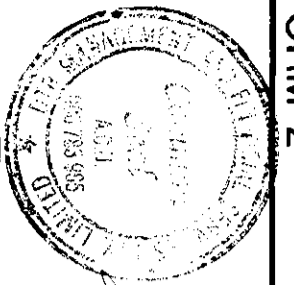
Reduction Ratio 1:200

Lengths are in metres

Surveyor Registered under Surveyors Act 1929

General Manager/Authorised Person

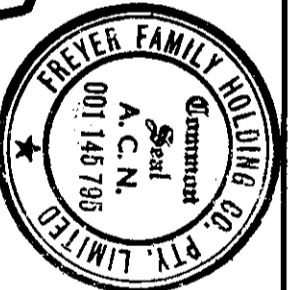
SURVEYOR'S REFERENCE: 94,0514 SP



THE COMMON SEAL OF THE MANAGEMENT AND FINANCIAL SERVICES HAS BEEN APPLIED IN THE PRESENCE OF
Authorised Person Director

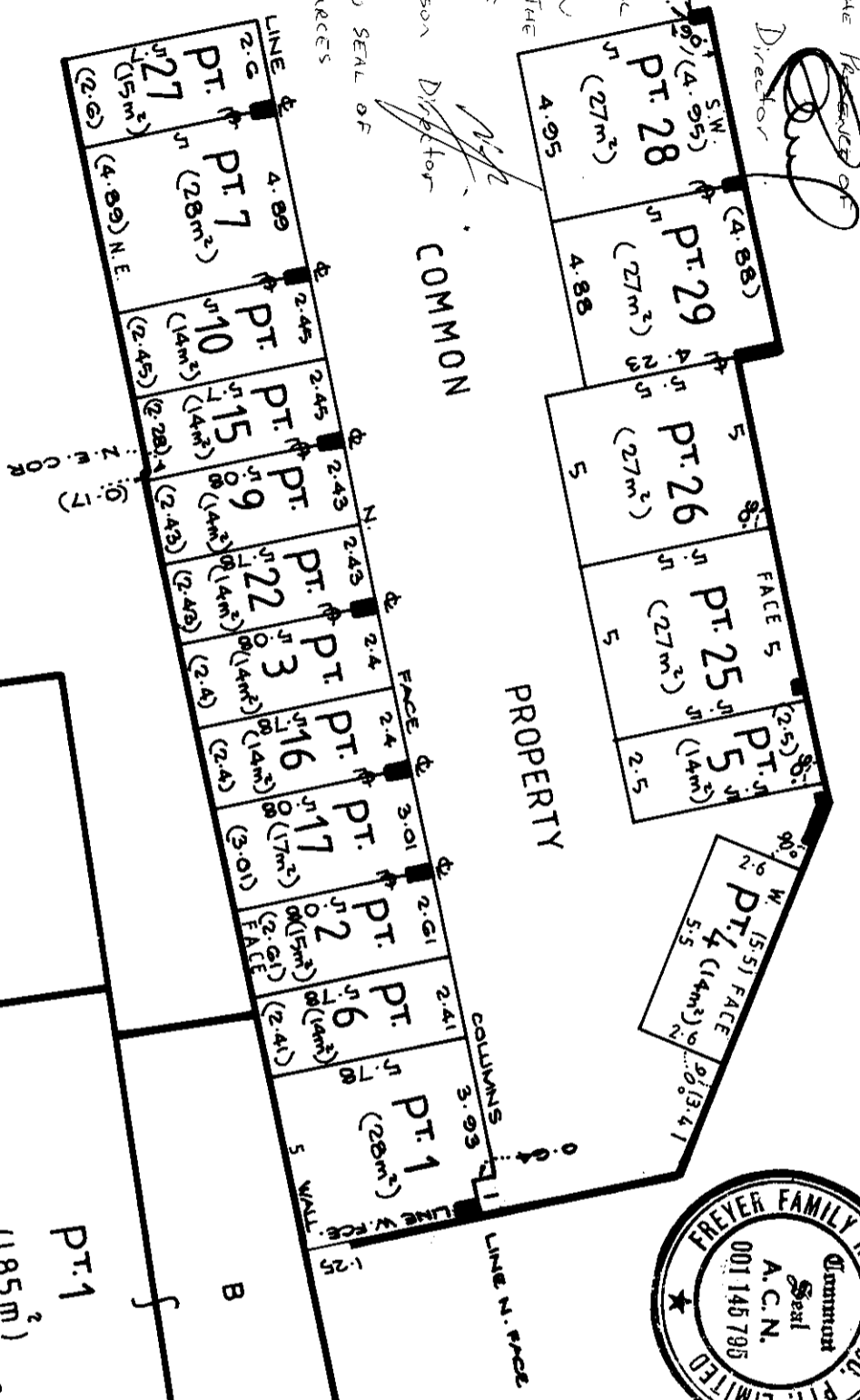
THE COMMON SEAL OF FOBEGA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF
Authorised Person Director

THE COMMON SEAL OF OKYNUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF
Authorised Person Director



THE COMMON SEAL OF FREYER FAMILY HOLDING CO PTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF
Director

Authorised Person
Director



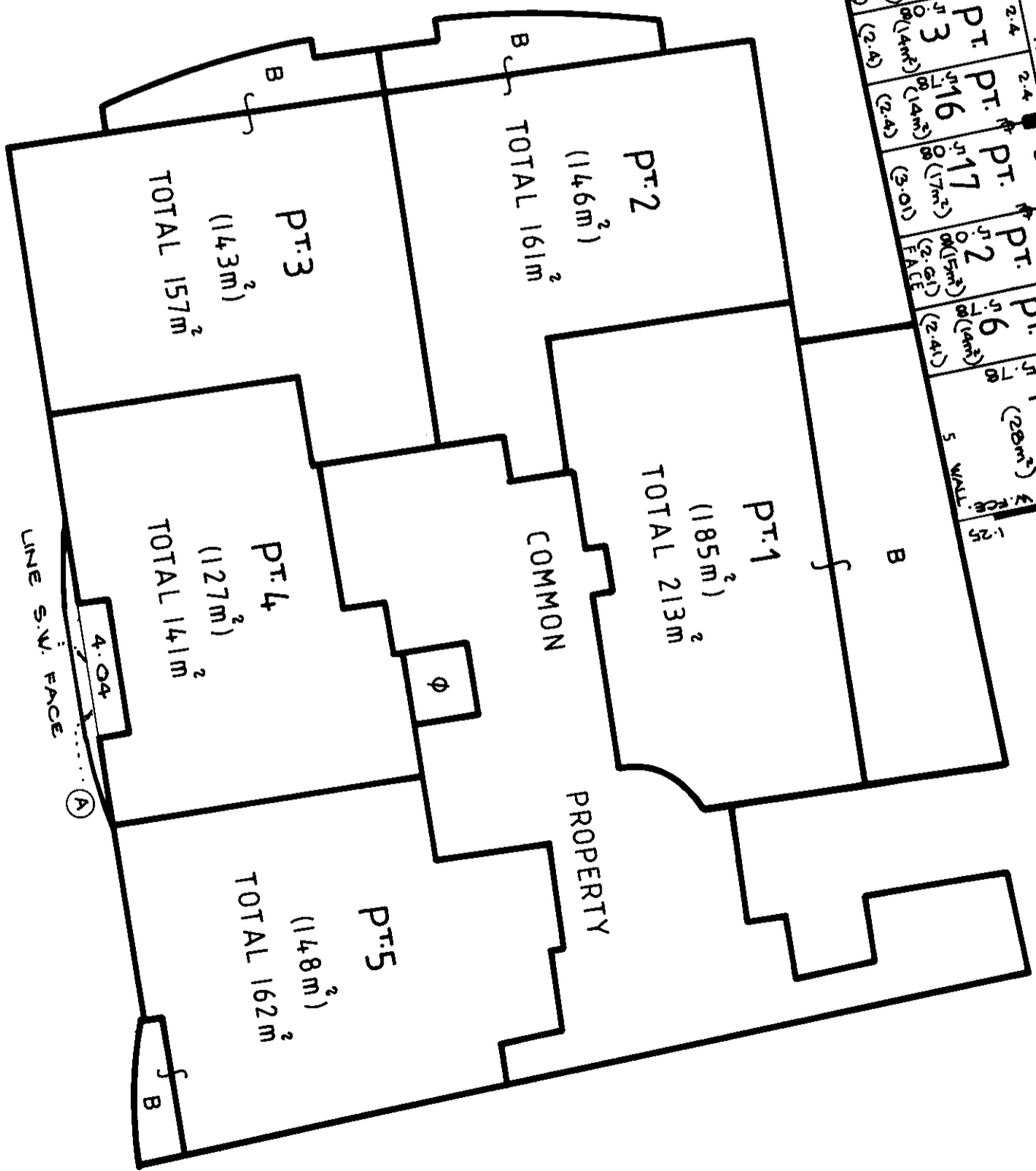
LEVEL 2
(BUILDING LEVEL 4)

THE STRATUM OF THE BALCONIES WHERE NOT COVERED IS RESTRICTED TO 2.5 METRES ABOVE THE UPPER SURFACE OF THEIR RESPECTIVE FLOORS.

B-BALCONY
Ø LOT 1 D.P. 865600

THE STRATUM OF THE CAR SPACES WHERE NOT COVERED IS RESTRICTED TO 2.5 METRES ABOVE THE UPPER SURFACE OF THEIR RESPECTIVE FLOORS.

THOSE PARTS OF THE BALCONIES & PLANTERS ENCRoACHING OVER NEW SOUTH HEAD RD. AND MARKED (A) ARE NOT INCLUDED IN THE STRATA LOT BUT ARE FOR THE USE OF AND TO BE MAINTAINED BY THE ADJOINING LOT.



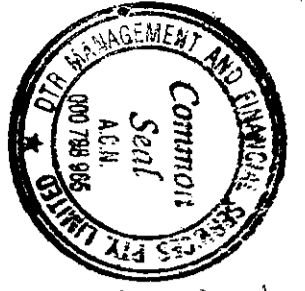
Reduction Ratio 1:200

Lengths are in metres

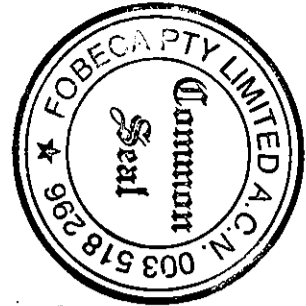
Surveyor Registered under Surveyors Act 1929
SURVEYOR'S REFERENCE: 940514 SP

General Manager/Authorised Person

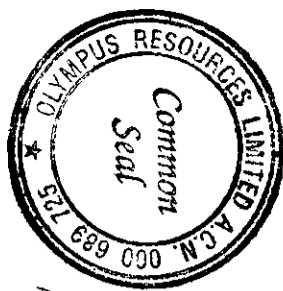




THE COMMON SEAL OF DTR MANAGEMENT AND FINANCIAL SERVICES PTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF
[Signature]
Authorised Person
Director



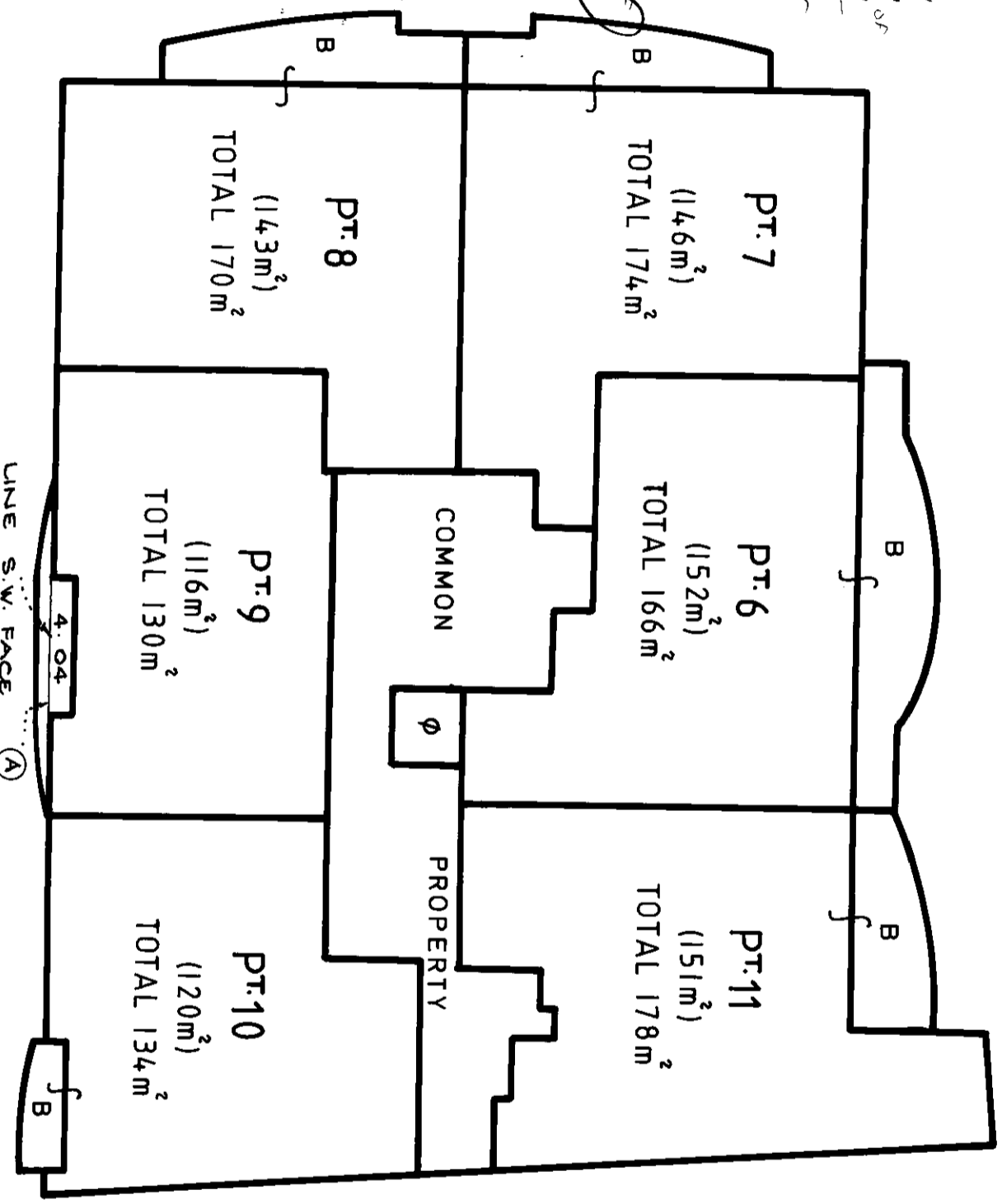
THE COMMON SEAL OF FOBECA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF
[Signature]
Authorised Person
Director



THE COMMON SEAL OF OLYMPUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF
[Signature]
Authorised Person
Director



THE COMMON SEAL OF FREYER FAMILY HOLDINGS PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF
[Signature]
Director



THOSE PARTS OF THE BALCONIES & PLANTERS ENCROACHING OVER NEW SOUTH HEAD RD. AND MARKED (A) ARE NOT INCLUDED IN THE STRATA LOT BUT ARE FOR THE USE OF AND TO BE MAINTAINED BY THE ADJOINING LOT.

LEVEL 3
(BUILDING LEVEL 5)

B - BALCONY
Φ LOT 1 D.P. 865600

Reduction Ratio 1:200

Lengths are in metres

Surveyor Registered under Surveyors Act 1926

[Signature]
General Manager/Authorised Person

SURVEYORS REFERENCE: 94051A SP

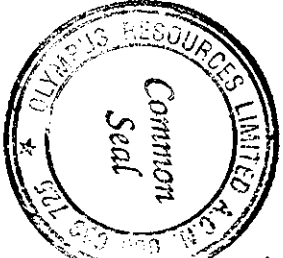
STRATA PLAN 54114



THE COMMON SEAL OF DTR MANAGEMENT AND FINANCE SERVICES PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF THE RESERVE OF AUTHORIZED PERSON



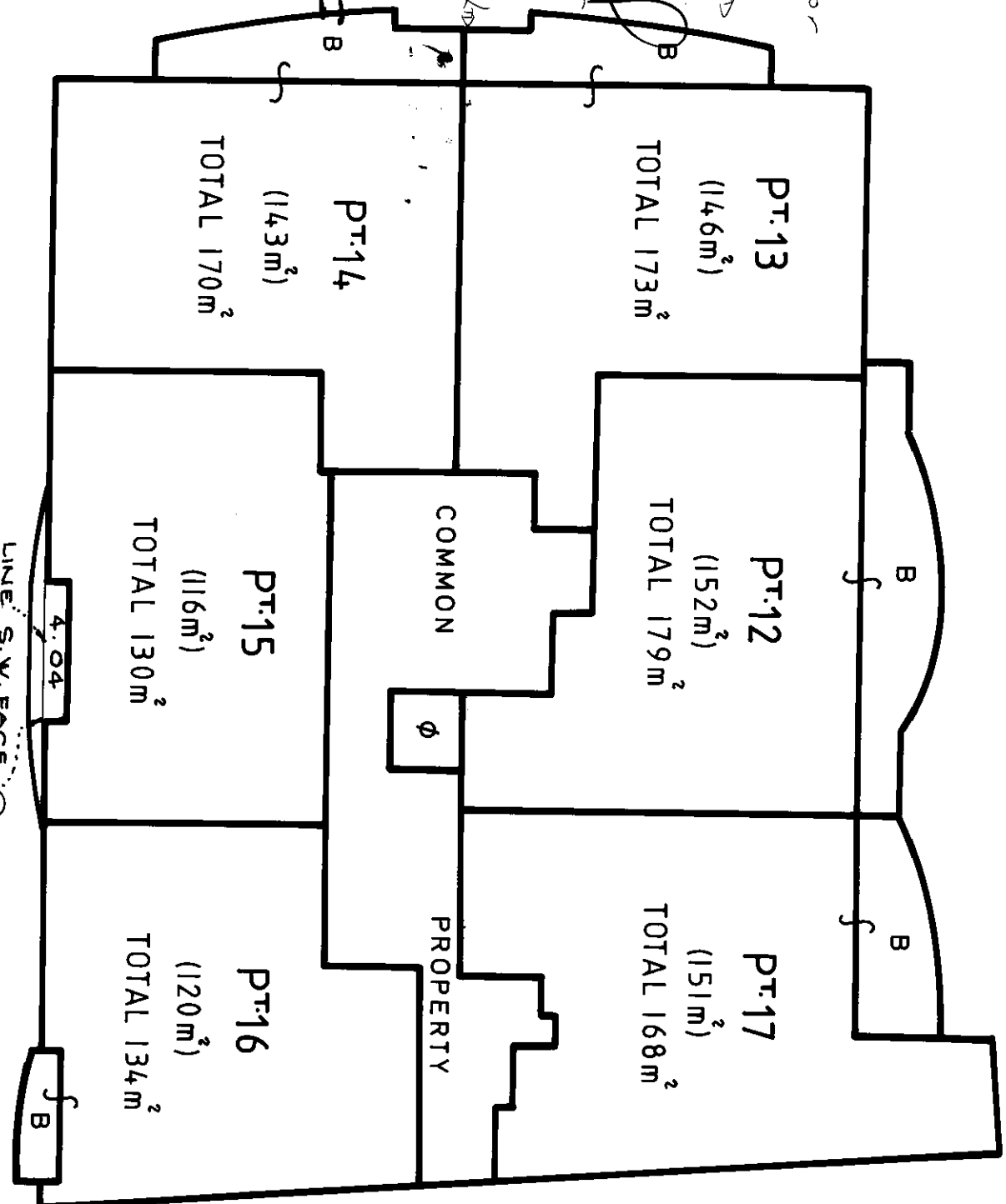
THE COMMON SEAL OF FORECA PTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF THE RESERVE OF AUTHORIZED PERSON



THE COMMON SEAL OF OLYMPUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF THE RESERVE OF AUTHORIZED PERSON



THE COMMON SEAL OF FREYER FAMILY HOLDINGS PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF THE RESERVE OF AUTHORIZED PERSON



LEVEL 4 (BUILDING LEVEL 6)

B - BALCONY
Ø LOT 1 D.P. 865600

THOSE PARTS OF THE BALCONIES & PLANTERS ENCRoACHING OVER NEW SOUTH HEAD RD. AND MARKED (A) ARE NOT INCLUDED IN THE STRATA LOT BUT ARE FOR THE USE OF AND TO BE MAINTAINED BY THE ADJOINING LOT.

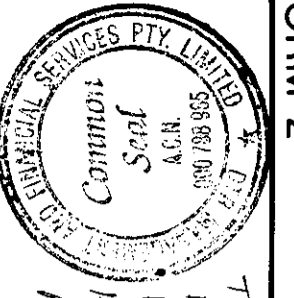
Reduction Ratio 1:200

Lengths are in metres

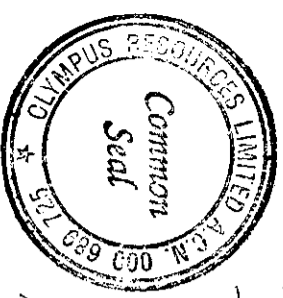
Surveyor Registered under Surveyors Act 1929

General Manager/Authorized Person

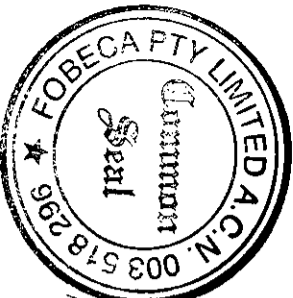
SURVEYOR'S REFERENCE: 940514 SP



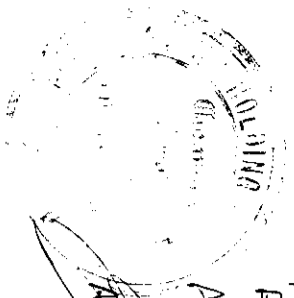
THE COMMON SEAL OF
FINANCIAL SERVICES PTY LTD
HAS BEEN APPLIED IN THE
PRESENCE OF
Authorised Person Director



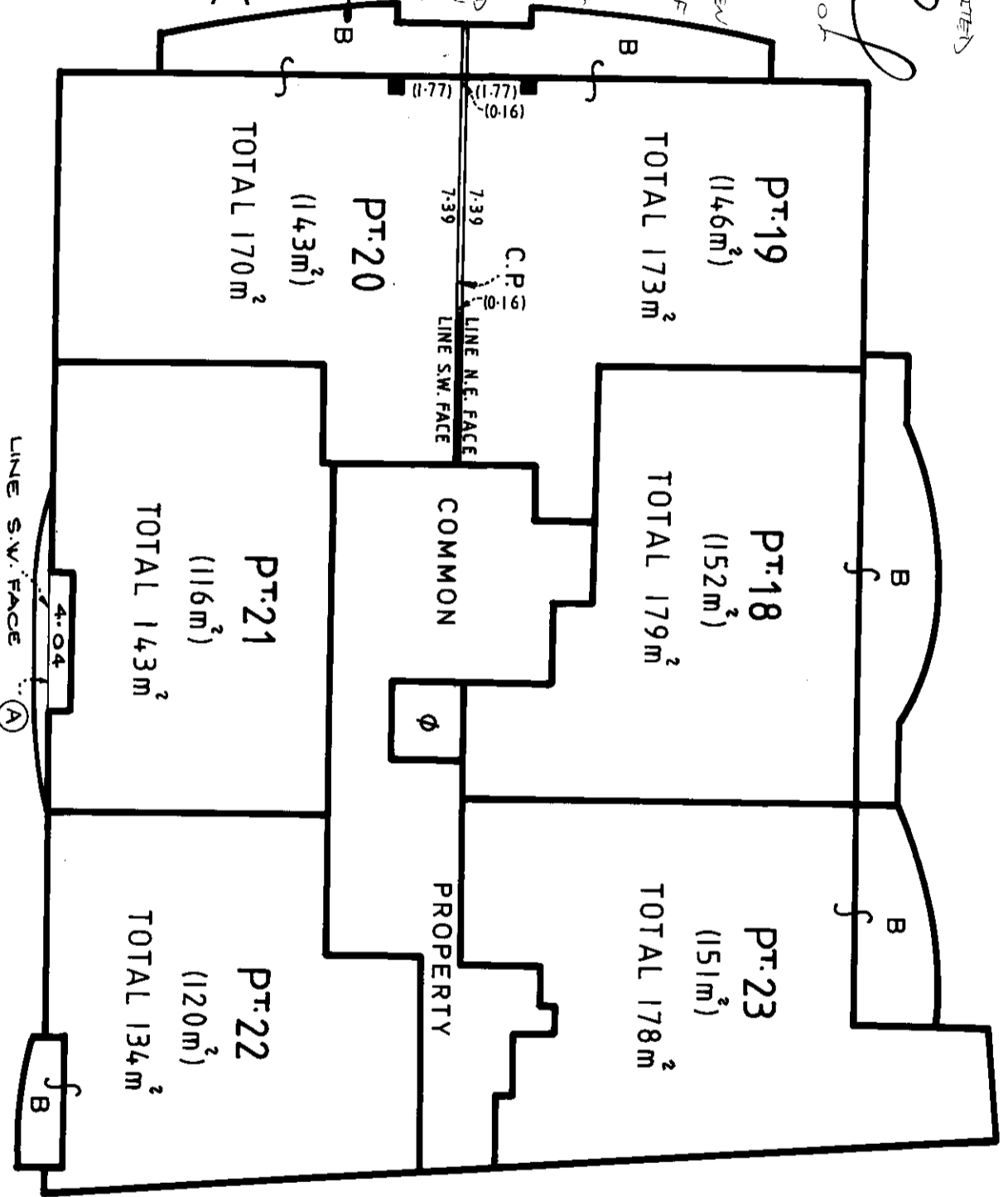
THE COMMON SEAL OF
OLYMPUS RESOURCES LIMITED
HAS BEEN APPLIED IN THE
PRESENCE OF
Authorised Person Director



THE COMMON SEAL OF
FOBEGA PTY LTD HAS BEEN
APPLIED IN THE PRESENCE OF
Authorised Person Director



THE COMMON SEAL OF
FREYER FAMILY HOLDINGS CO PTY LTD
HAS BEEN APPLIED IN THE PRESENCE OF
Authorised Person Director



LEVEL 5
(BUILDING LEVEL 7)

THOSE PARTS OF THE BALCONIES & PLANTERS ENCRDACHING
OVER NEW SOUTH HEAD RD. & MARKED (A) ARE NOT INCLUDED
IN THE STRATA LOT BUT ARE FOR THE USE OF & TO BE
MAINTAINED BY THE ADJOINING LOT.

B - BALCONY
C.P. - COMMON PROPERTY
Ø LOT 1 D.P. 865600

Reduction Ratio 1:200

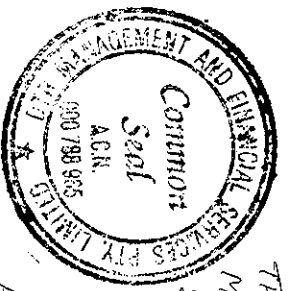
Lengths are in metres

Surveyor Registered under Surveyors Act 1929

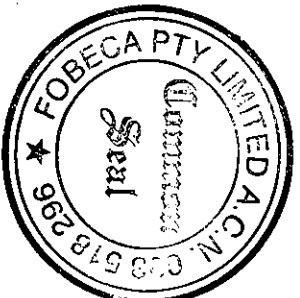
General Manager/Authorised Person

SURVEYORS REFERENCE: 940514 SP

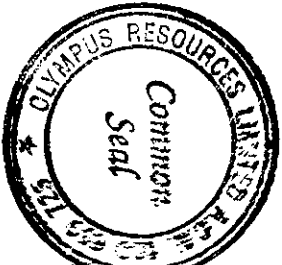




THE COMMON SEAL OF DTR MANAGEMENT AND FINANCIAL SERVICES PTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF *[Signature]* Director Authorised Person



THE COMMON SEAL OF FOBECA PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF *[Signature]* Authorised Person Director

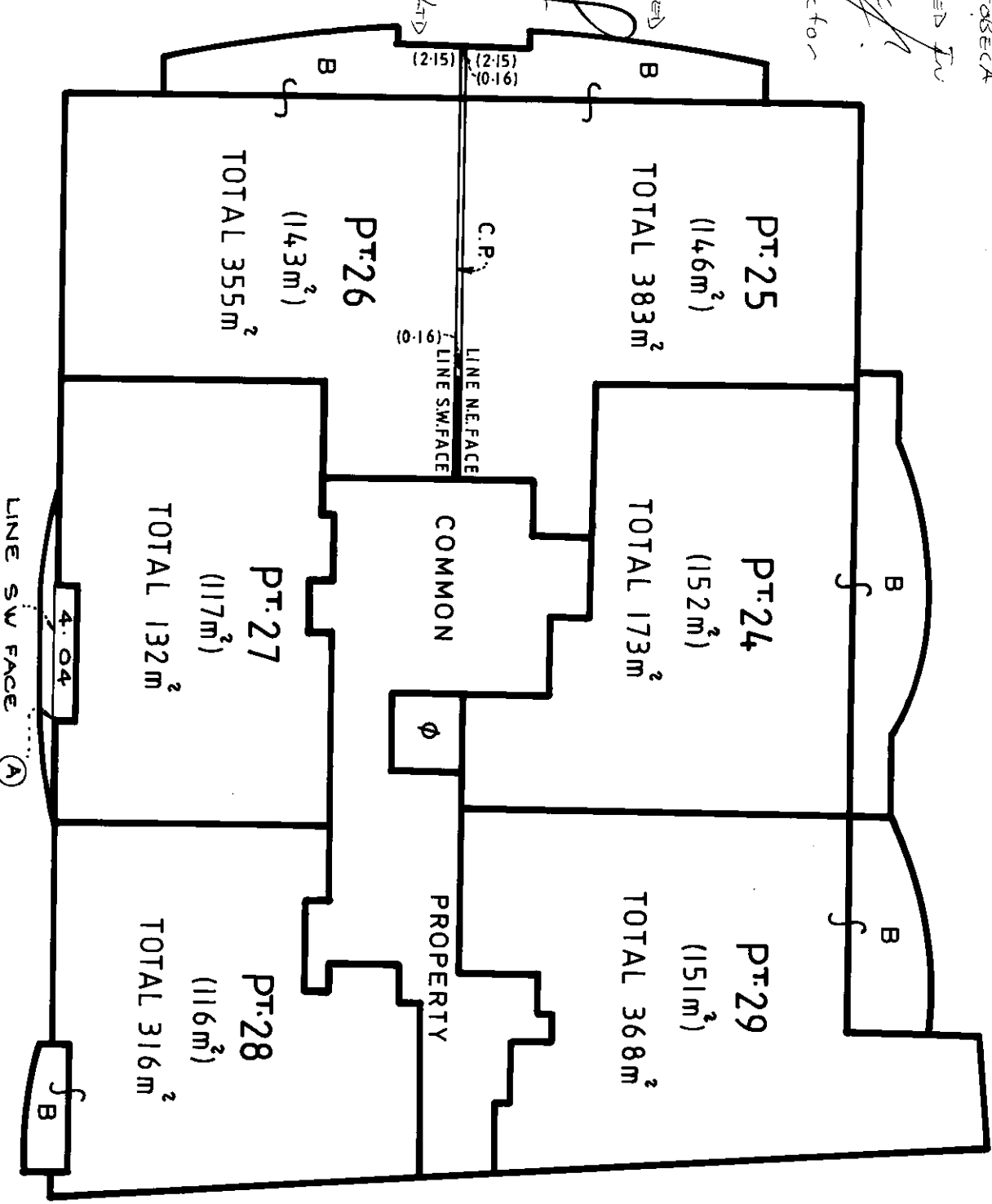


THE COMMON SEAL OF OLYMPUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF *[Signature]* Authorised Person Director



THE COMMON SEAL OF FREYER FAMILY HOLDINGS PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF *[Signature]* Director

THE STRATUM OF THE BALCONIES WHERE NOT COVERED IS RESTRICTED TO 2.5 METRES ABOVE THE UPPER SURFACE OF THEIR RESPECTIVE FLOORS.



LEVEL 6
(BUILDING LEVEL 8)

B - BALCONY
C.P. - COMMON PROPERTY
Ø LOT 1 D.P. 865600

THOSE PARTS OF THE BALCONIES & PLANTERS ENCRoACHING OVER NEW SOUTH HEAD RD. AND MARKED (A) ARE NOT INCLUDED IN THE STRATA LOT BUT ARE FOR THE USE OF AND TO BE MAINTAINED BY THE ADJOINING LOT.

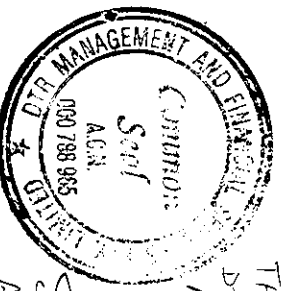
Reduction Ratio 1:200

Lengths are in metres

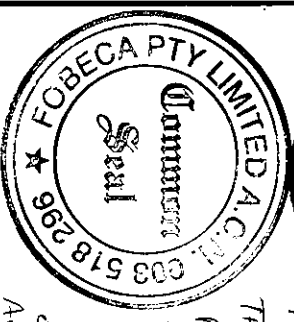
Surveyor Registered under Surveyors Act 1929

General Manager/Authorised Person

SURVEYOR'S REFERENCE: 940514 SP



THE COMMON SEAL OF DTR MANAGEMENT AND FINANCE PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF [Signature] Director



THE COMMON SEAL OF FOBECAPTY LIMITED HAS BEEN APPLIED IN THE PRESENCE OF [Signature] Authorised Person

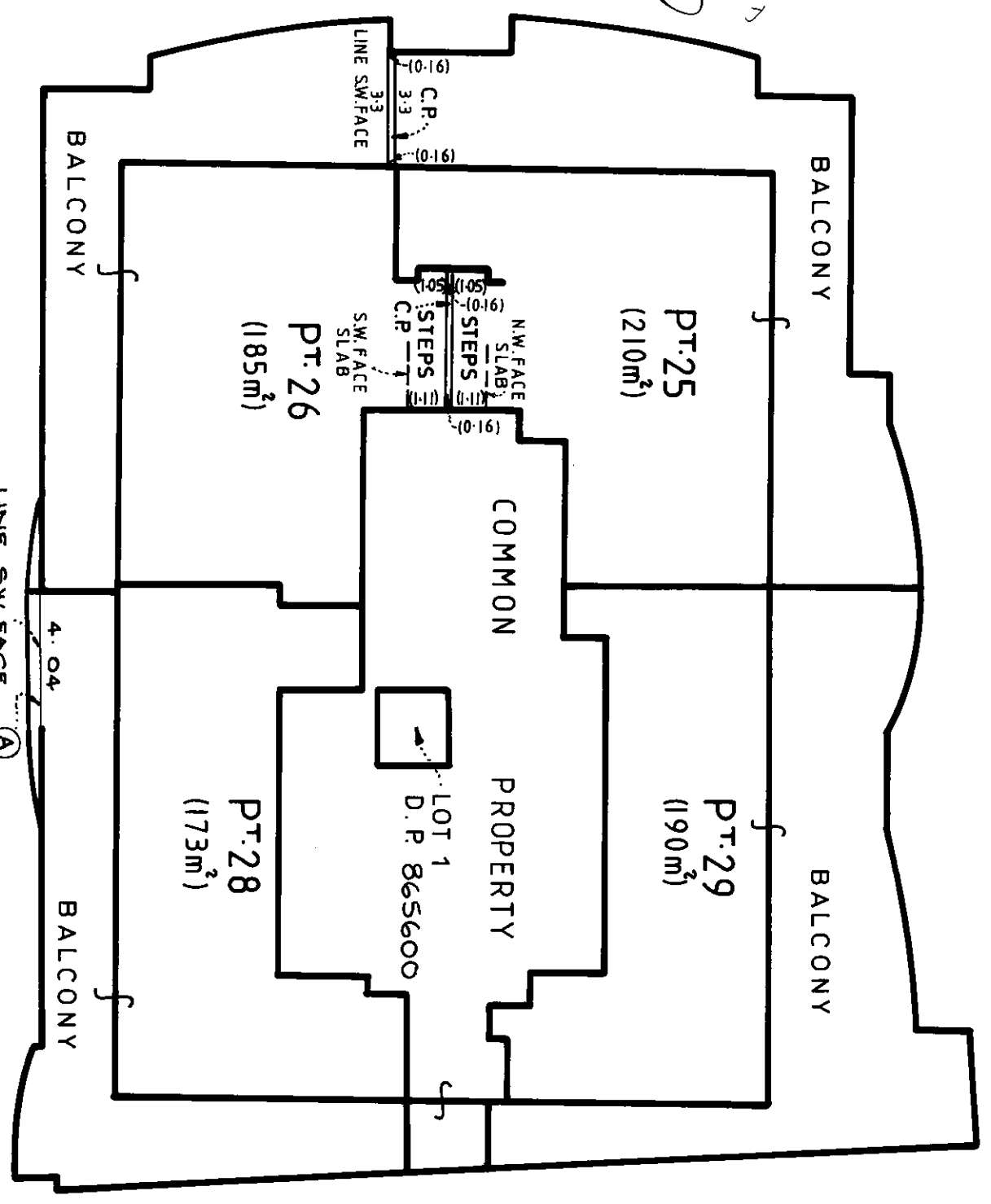


THE COMMON SEAL OF OLYMPUS RESOURCES LIMITED HAS BEEN APPLIED IN THE PRESENCE OF [Signature] Authorised Person

THE COMMON SEAL OF FREYER FAMILY HOLDING CO. PTY LTD HAS BEEN APPLIED IN THE PRESENCE OF [Signature] Director

[Signature] Director

THE STRATUM OF THE BALCONIES WHERE NOT COVERED IS RESTRICTED TO 2.5 METRES ABOVE THE UPPER SURFACE OF THEIR RESPECTIVE FLOORS.



THOSE PARTS OF THE BALCONIES & PLANTERS ENCRANCHING OVER NEW SOUTH HEAD RD & MARKED (A) ARE NOT INCLUDED IN THE STRATA LOT BUT ARE FOR THE USE OF AND TO BE MAINTAINED BY THE ADJOINING LOT.

LEVEL 7 (BUILDING LEVEL 9)

C.P. - COMMON PROPERTY

Reduction Ratio 1:200

Lengths are in metres

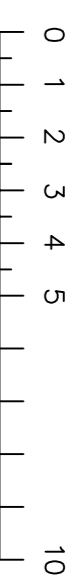
Surveyor Registered under Surveyors Act 1929

[Signature] General Manager/Authorised Person

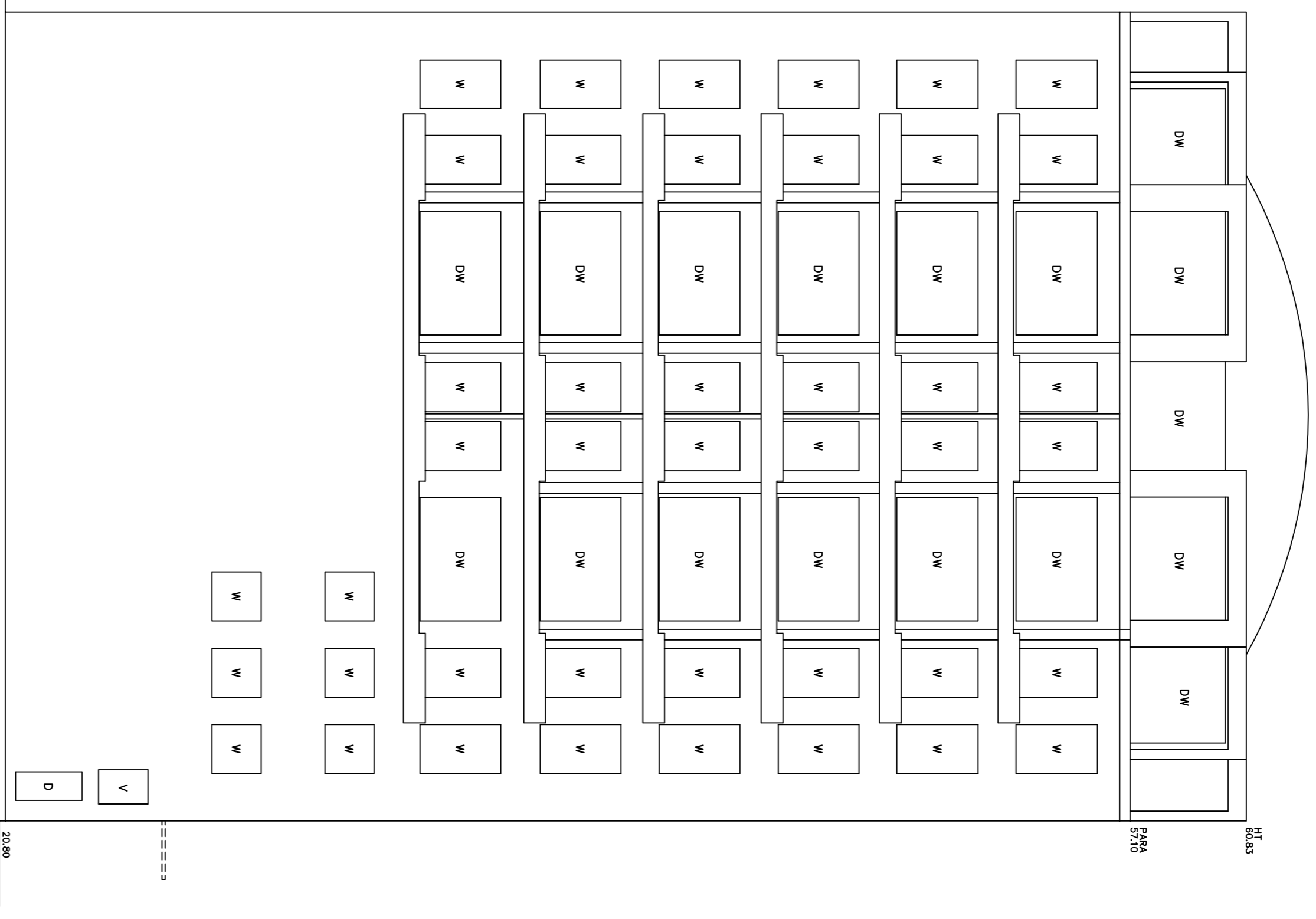
SURVEYOR'S REFERENCE: 940514 SP

ELEVATIONS
 SHOWING SELECTED ELEVATIONS OF
 No.90 & No.100 NEW SOUTH HEAD ROAD, EDGELICIFF.

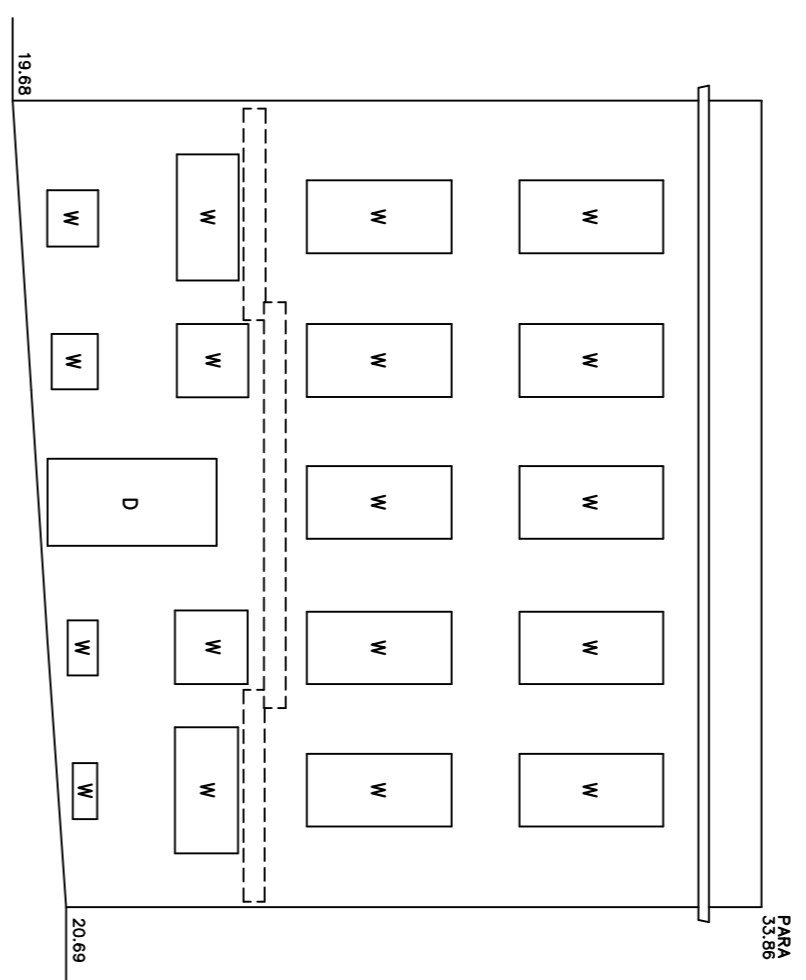
DATUM : A.H.D.



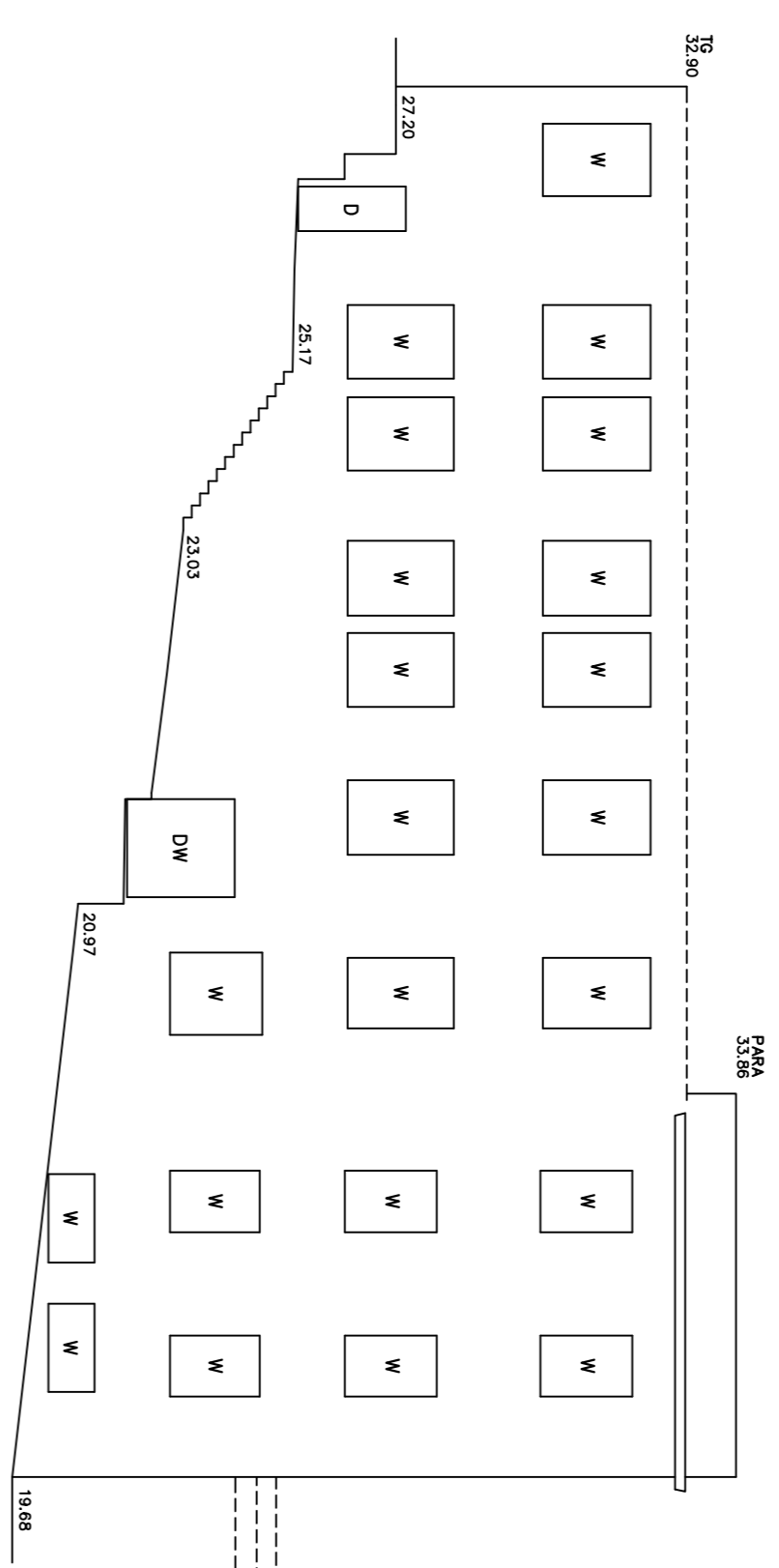
PLOT SCALE 1 : 100 ON A0 SHEET



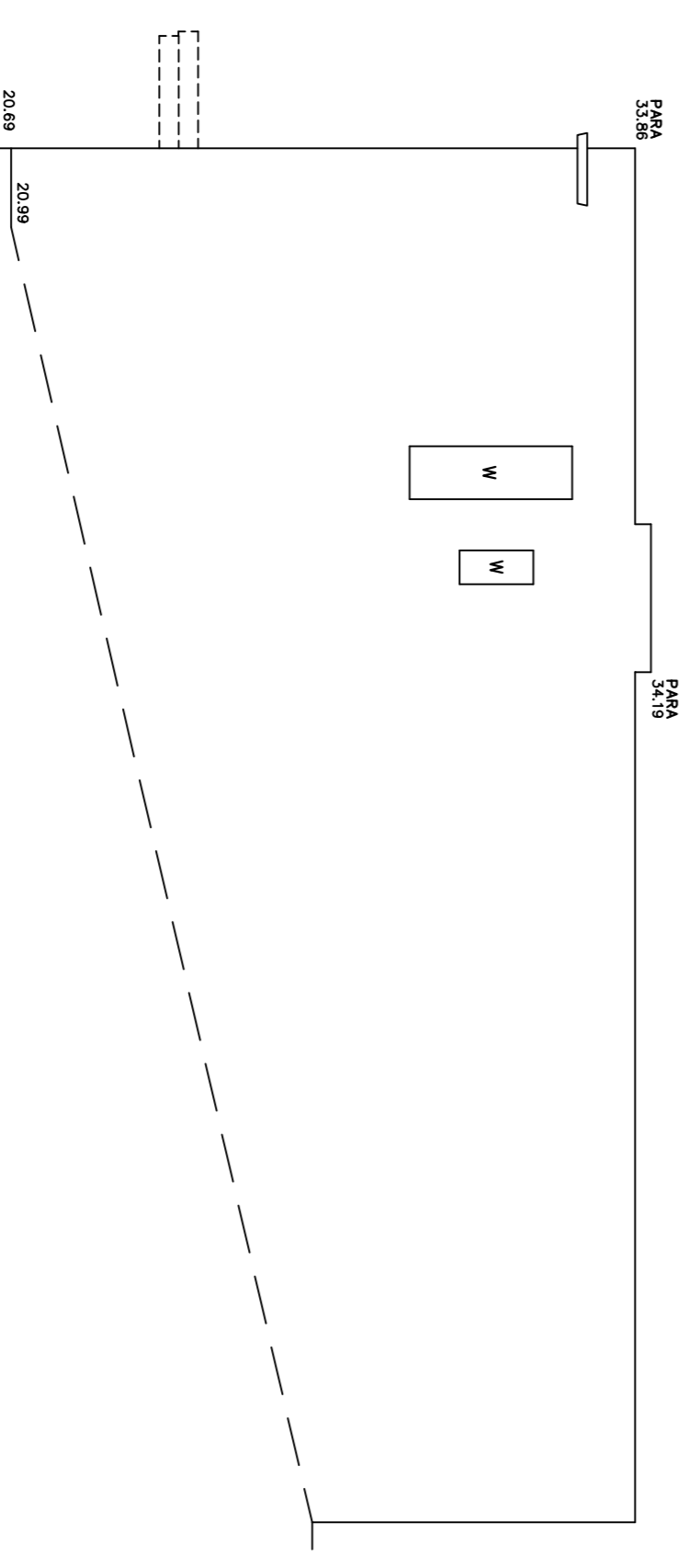
DATUM: 15.0 A.H.D. No.100 NORTH-WESTERN ELEVATION



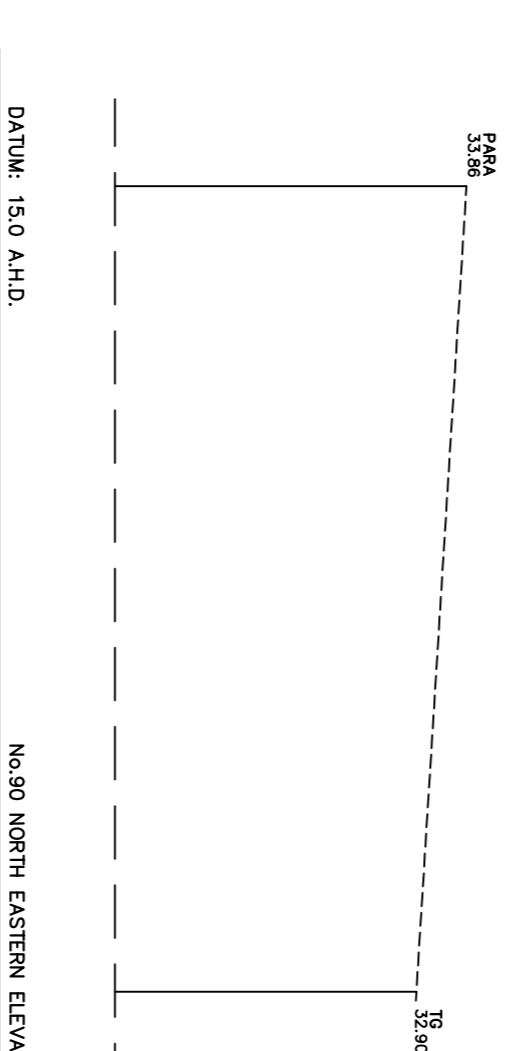
DATUM: 15.0 A.H.D. No.90 SOUTH-WESTERN ELEVATION



DATUM: 15.0 A.H.D. No.90 NORTH-WESTERN ELEVATION



DATUM: 15.0 A.H.D. No.80 SOUTH EASTERN ELEVATION



DATUM: 15.0 A.H.D. No.80 NORTH EASTERN ELEVATION

- LEGEND**
- D DOOR
 - DW DOOR/WINDOW
 - E ENTRY
 - HT HEIGHT
 - PARA PARAPET
 - TG TOP OF GUTTER
 - W WINDOW

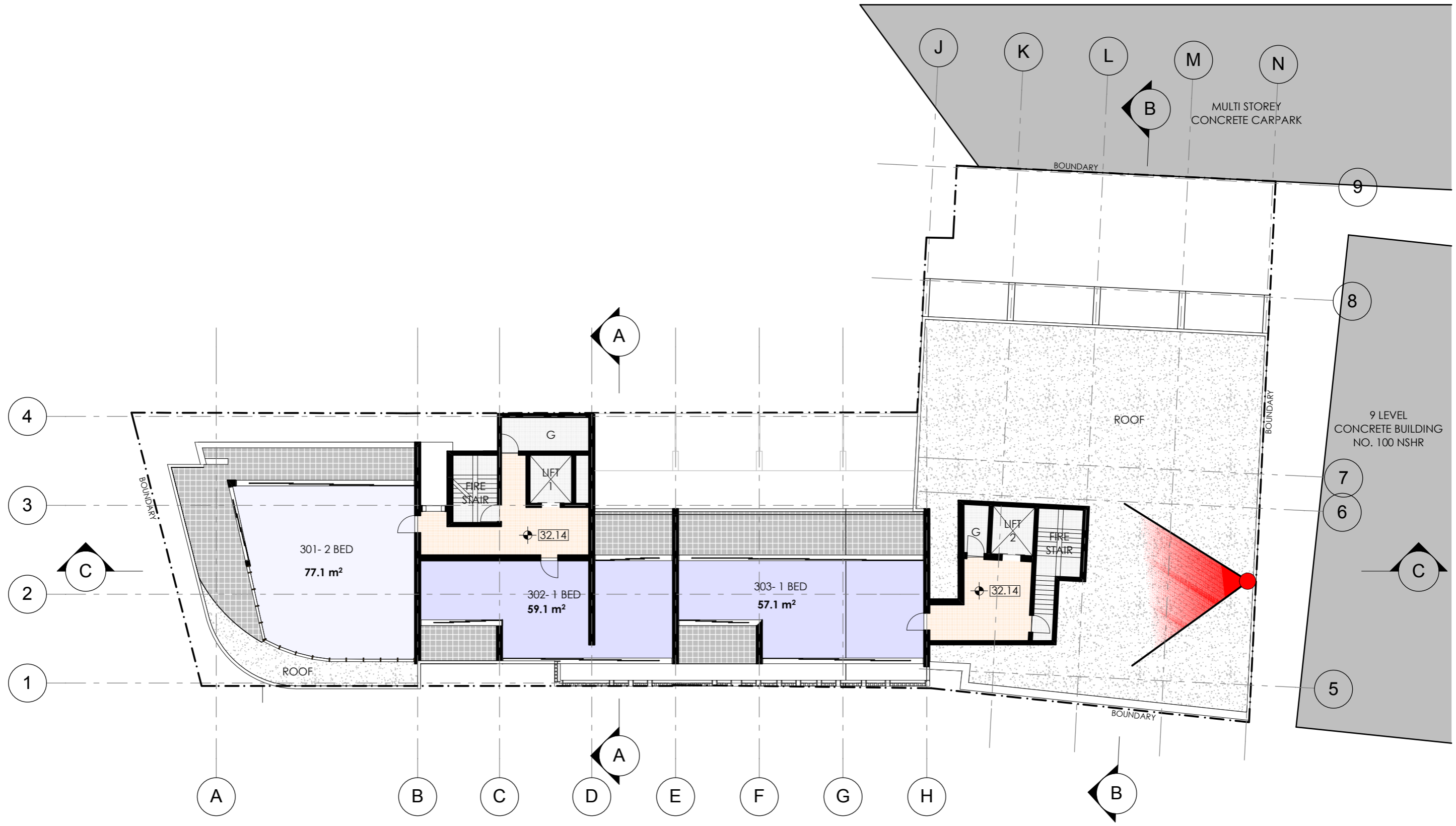
- NOTES**
- 1) SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION WORK.
 - 2) ORIGIN OF LEVELS SSM 25102, RL=17.669 A.H.D.
 - 3) THE INFORMATION ON THIS SURVEY IS TO BE USED FOR DESIGN AND DA PURPOSES ONLY. SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION.

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Hill & Blume Pty Ltd
 102 Crown Street
 Woolloomooloo
 NSW 2011
 Tel (02) 9332 4888
 Fax (02) 9351 6422
 ACN 000 721 004
 survey@rs@hillandblume.com.au

DATE OF SURVEY: 23/10/13 REF No. 55238
 CAD FILE: 55238003A.DWG ISSUE "A"
 FIRST ISSUE



NOTE
 1. Contractors to verify all dimensions on site before any shop drawings or work is commenced.
 2. Figured dimensions to be taken in preference to scaled dwgs.
 3. This drawing is to be read in conjunction with the specification and engineers drawings.

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P1	PRELIMINARY	-	28.4.14		
P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
P4	PRELIMINARY	-	19.9.14		
P5	PRELIMINARY	-	17.11.14		
P6	FOR COUNCIL DISCUSSION	-	19.11.14		

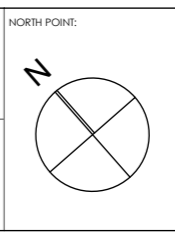
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION	BY	DATE



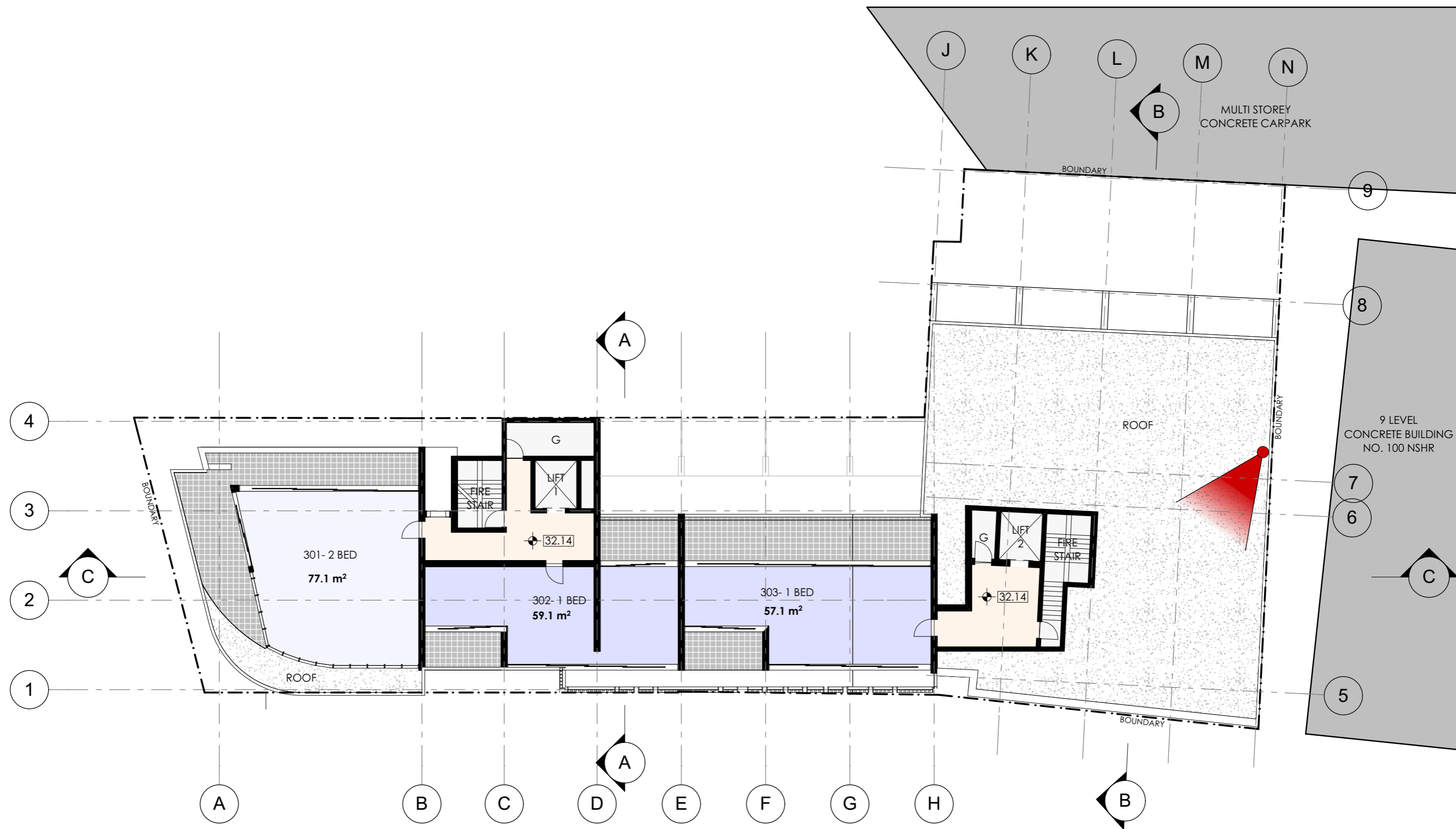
CLIENT:
WFM MOTORS P\L & MATTHEW LEPOURIS P\L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 3 FLOOR PLAN



PRINT DATE:	4/12/2014		
DRAWN BY:	#CAD Technician Full Name		
CHECKED BY:	#Contact Full Name		
PROJECT No:	P334		
SCALE @ A3:	1:200		
A	SK	35	P6
disc	stage	dwg no.	revision



NOTE
 1. Contractors to verify all dimensions on site before any shop drawings or work is commenced.
 2. Figured dimensions to be taken in preference to scaled dwgs.
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P1	PRELIMINARY	-	28.4.14		
P2	PRELIMINARY	-	3.7.14		
P3	PRELIMINARY	-	15.7.14		
P4	PRELIMINARY	-	19.9.14		
P5	PRELIMINARY	-	17.11.14		
P6	FOR COUNCIL DISCUSSION	-	19.11.14		
REV	DESCRIPTION	BY	DATE	REV	DESCRIPTION

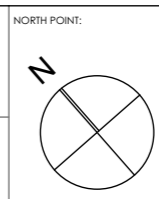
BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION



CLIENT:
WFM MOTORS P/L & MATTHEW LEPOURIS P/L

PROJECT TITLE:
80-84 & 90 NEW SOUTH HEAD RD, EDGECLIFF

DRAWING TITLE:
LEVEL 3 FLOOR PLAN



PRINT DATE:	9/12/2014
DRAWN BY:	#CAD Technician Full Name
CHECKED BY:	#Contact Full Name
PROJECT No:	P334
SCALE @ A3:	1:200
A	SK
disc	stage
35	P6
dwg no.	revision

Photomontage 1



Photomontage 2

