



Strategic & Corporate Committee

Wednesday 24 April 2024
5,30pm

Late Correspondence

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Woollahra Municipal Council
Strategic & Corporate Committee Late Correspondence

24 April 2024

Late Correspondence

Subject: LATE CORRESPONDENCE - 24 APRIL 2024
Author: Carolyn Nurmi, Governance Officer
File No: 24/66396
Purpose of the Report: To table late correspondence as submitted for consideration by the Mayor and Councillors relevant to the Strategic & Corporate Committee held on 24 April 2024.
Alignment to Delivery Program: Strategy 11.3: Ensure effective and efficient governance and risk management.

Recommendation:

THAT the Strategic & Corporate Committee receives and notes the late correspondence and reads late correspondence in conjunction with the relevant Agenda items.

Please find attached late correspondence relating to matters appearing on the Agenda for the Strategic & Corporate Committee held on 24 April 2024. Correspondence received is listed below:

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Our Ref:240287

15 April 2024

General Manager
Woollahra Municipal Council
536 New South Head Road
DOUBLE BAY NSW 2028

Attention: Chinmayi Holla, Strategic Planner

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>SPC</u>
Date:	<u>24 / 4 / 2024</u>



Dear Sir/Madam,

Submission Strategic & Corporate Committee Report Item R1 Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy – 24/14218

We refer to correspondence issued to our clients, Owners Corporation of SP21608 (Eastpoint Tower), in relation to the Strategic & Corporate Committee Report for the abovementioned Strategy, dated 4 April 2024.

A submission was made by another planning consultant, Macken Strategic Planning Solutions on behalf of the same owners in September 2021 following the public exhibition of the draft Strategy. Barker Ryan Stewart (BRS) have reviewed the original submission, current report and attachments and has prepared this submission.

Firstly, although there is support for the preparation of a strategy for the Edgecliff Commercial Centre, there is significant concern that the impacts of the strategy have not been thoroughly considered or well thought through. This is particularly relevant in relation to the following concerns:

- Traffic and congestion,
- Train station and bus interchange,
- Open space, particularly that proposed above the station and bus interchange,
- Height and bulk proposed for development of sites, particularly in close proximity to Eastpoint Tower, and
- Lack of consideration for mix of uses.

These issues were raised in the original submission, and do not appear to have really be addressed in the submission report. The submission report, although providing general responses does not really address the concerns in any formative way. Below is an overview of each of the concerns and where the Strategy has fallen short.

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240287 – Submission Draft ECC Strategy Report

15 April 2024

Traffic and Congestion

Traffic and congestion are a major issue in this part of Edgecliff and in the words of one of BRS clients "Traffic is a nightmare". The increase in density will not improve the issue, only exacerbate it. The report suggests that all the intersections currently operate at a level C capacity and that the changes will not alter this. This is contested and the report assumes that a majority of new residents and visitors to the new businesses / residents will not be using cars and will use alternative forms of transport. They suggest that lower rates of car parking will be used so that car ownership is not encouraged, and car share schemes recommended. This will just force more cars into the streets to park, creating more havoc for existing and future residents.

Traffic and parking are significant issues for this area and should not be brushed aside by reference to a report that says there is not an issue. With the number of submissions that raised traffic and the experiences of so many residents there is an issue, which is particularly related to the intersection of New McLean Street, New South Head Road and Darling Point Road.

In addition, the report only considers the impact of the uplift within the strategy area and has not considered other potential development in the vicinity of the area, such as 8-10 New McLean Street that was recently subject to a planning proposal.

Train station and bus interchange

The previous submission made some recommendations about the bus interchange and how it could be designed better to cater for buses but also improve amenity and accessibility in this location. This does not appear to have been addressed in the response to submissions, nor the transport study prepared by SCT Consulting for Woollahra Council. The transport study did not consider the efficiency or effectiveness of the public transport in the locality and the need to ensure improvements, so buses and trains are actually used by future residents and workers.

BRS and their clients would like Council to confirm if they are proposing any changes or upgrades to the railway station or bus interchange. This is particularly relevant to improving the operation of the interchange facility.

Open Space

The proposed open space area above the Train Station and Bus Interchange appears good in the strategy by the provision of public open space, however concern was raised in the previous submission about the feasibility and constructability of this area. This does not appear to have been considered in any meaningful way and the Public Domain Plan purely states that the project has been identified as an opportunity "to work with TfNSW to investigate opportunities to use the roof area of the existing bus interchange above Edgecliff Station". There is not guarantee that this will actually eventuate, and that the government will commit to the development of this area.

It is also not clear whether there are any potential development opportunities for this site within the centre and if so, how will they work with the open space. It is important to ensure that this open space has opportunities for natural surveillance and provides genuine areas for the community to use without feeling unsafe or be victims of opportunistic crimes as there is limited egress points to escape.

Our clients support the open space option for this site, however, wish to be involved in its development to ensure that it will work for the community and provide a space that will be managed and cared for appropriately.

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240287 – Submission Draft ECC Strategy Report

15 April 2024

Height and Bulk

Macken Strategic Planning Solutions in their submission in 2021 expressed concern in relation to Scenario chosen for the development of the sites adjoining Eastpoint Tower to the west. The study prepared by SJB Architects considered the best option to be Scenario 1 which was summarised in the submission by Macken as follows:

Under this scenario, development above the station was massed along the length New South Head Road, providing an opportunity to activate the street frontage and improve the amenity and pedestrian accessibility to the public transport and Eastpoint Centre. Such massing would reduce the impact on the open space and heritage conservation areas to the south, as the buildings would be both further away and lower than the other scenarios which have a tall tower on the Edgecliff Centre. It created an opportunity for more open space as well as some option to resolve the traffic and access issues on New McLean Street. Importantly, this scenario represented a much better urban design by allowing heights to reflect the existing ridgeline and topography, with building heights stepping up but still remaining lower than the Eastpoint Tower at the high point of ridge.

This has been completely ignored by the planning team and two major towers have been proposed on the Edgecliff Centre site which will completely block any views from the Eastpoint Tower building to the city centre that currently exist. The Council documents suggest that the elliptical shaped towers will help with view sharing, but this is only partially true for views to the north. The images below (Figures 1-6) show how these buildings would create significant view issues for the existing residents which would not be compliant with the legal cases and LEC Planning principles relating to view sharing known under the case *Tenacity Consulting v Warringah Council*. Not only will they completely block city views for many units, both reducing their value and taking away from amenity, it will mostly likely cause privacy and shadow concerns as well. This is not acceptable and providing this opportunity within a strategy only gives certainty to developers for planning proposals and future development which would be unable to comply with the above LEC planning principles.

Further in the original draft strategy there was no uplift proposed for the site on the opposite side of New South Head Road, being 136-148 New South Head Road. This has now been included in the Strategy, and is partially through the rezoning / planning proposal process. The planning proposal could be considered as somewhat pre-mature for this site as it would technically be lacking in strategic support. Some brief consideration has been given to the impacts in the images below. Of major concern is not only the impact on views to Rushcutters Bay and the Harbour beyond but also the potential for impacts on heritage as shown below in the snips from the Strategy (Figure 6).



Figure 1: Impact on views to city and through to Rushcutters Bay and Harbour beyond

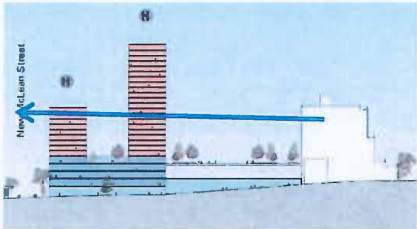


Figure 2: View impacts from extract in Strategy document, clearly showing height differences.



Figure 3: Impact on view corridors – elliptical buildings will not promote any view sharing

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15 April 2024

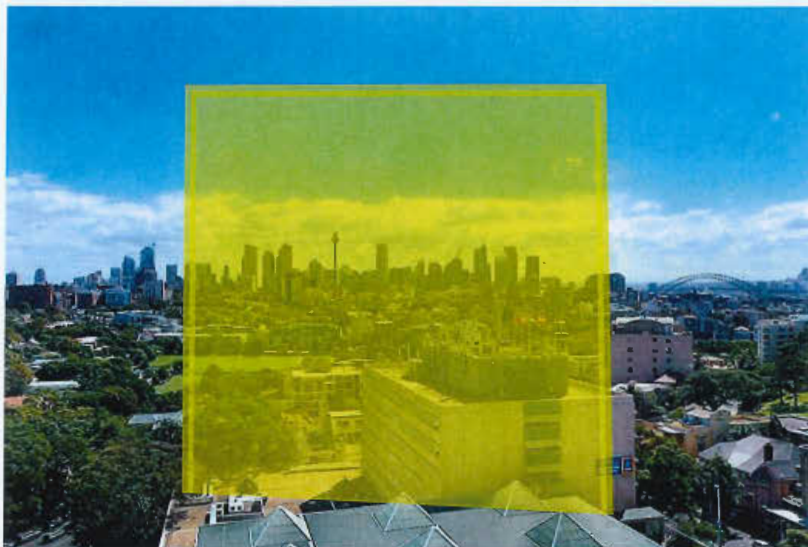


Figure 4: Potential extent of view impacts that have not been considered and should not be permitted.



Figure 5: Further image showing potential extent of view impacts that have not been considered and should not be permitted.



Figure 6: Potential for impact on heritage items, possible demolition at No 136 New South Head Road and then impact on those new items shown in the Strategy

The Strategy suggests building heights reflect the topography of the area, however Eastpoint Tower sits higher on the ridgeline than the proposed changes to the Edgecliff Centre, but the Edgecliff Centre towers are proposed to be much higher, at a maximum of 26 storeys, 12 storeys higher than Eastpoint Tower. This was previously raised in the Macken Submission but has not been adequately considered in the submission report of subsequent strategy amendments. Council has consistently said that the properties with proximity to the station / bus interchange are best located for uplift, but it does not appear that they have considered the impacts of the proposed uplifts in this location in terms of views, visual impacts to the locality, shadows, and traffic.

Mix of Uses

Further consideration should be given to the mix of uses proposed for the area. The zones for the area are MU1 Mixed Use and E1 Local Centre. The proposal is for predominantly residential, which has been increased under the amended strategy and only limited non-residential, which has been further reduced. This does not appear to cater for expansion of the centre from a commercial perspective. It is not clear what the make up of the non-residential uses are proposed to be, that is commercial / offices versus retail. More details should be included in relation to the use mix that is to be proposed.

The amended strategy states the following under Section 6.1 Land Use:

The existing zoning will be maintained – MU1 Mixed Use (formerly B4) and E1 Local Centre (formerly B2) zoning. The Local Commercial Core (E1 Zone) will be promoted as the focus for business, employment, community space and apartment living. Commercial uses will be focussed around the transport hub at Edgecliff Station.

This does not appear to have been reflected in the proposal for the E1 zone, which is predominantly Eastpoint Tower, the train station and bus interchange, and Edgecliff Centre. The only site proposed for uplift in this area is the Edgecliff Centre which is predominantly residential in nature and will not really focus on business and employment.

It is important that the strategy includes a better understanding of the current uses that are already provided for in this area and focus on provision of floor space that will not compete with existing businesses. Protection of the existing uses and businesses should be provided to that they are not adversely impacted through unnecessary competition or economic impacts.

In addition, this shows that the proposal does not encourage site amalgamation in this area as most of this location will be left in situ which is not consistent with the objectives of the Strategy and the preferred Scenario of Council's consultants employed to undertake the assessment for the original Strategy.

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240287 – Submission Draft ECC Strategy Report

15 April 2024

Conclusion

It appears that Council has listened to the developers in this strategy, rather than the desires of residents and business owners. Focussing all the tall buildings on the ridgeline will exacerbate the ridge and height and does not take advantage of the natural topography of the area. Further the proposed tallest building (26 storeys) is located lower than existing main building on the ridge, being Eastpoint Tower.

As stated above, traffic and parking are significant issues for this area and should not be brushed aside or avoided. The intersection of New McLean Street, New South Head Road and Darling Point Road is particularly important and impacted by the congestion and traffic and not only from this locality but other potential development in the wider area.

We reiterate that our clients are willing to meet with Council and other landowners to come to a more satisfactory and appropriate outcome for the Edgecliff centre that is reflective of topography, heritage, existing buildings and view corridors, and existing businesses and their clients. It would be appropriate for the strategy to better address the traffic and congestion issues, view and sunlight loss, improvements to wayfinding, and better access to green space and community focussed areas.

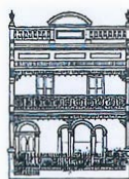
Thank you for the opportunity to provide input and we hope that Council considers further amendments to the draft Strategy prior to adoption to address these concerns so that future planning proposals, development controls and actual developments can be better designed and positioned to provide the best planning outcomes for the locality.

I can be contacted on [REDACTED]

Yours faithfully,

Lisa Wrightson | Planning Manager
Barker Ryan Stewart Pty Ltd

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LATE CORRO	Item: <u>U.</u>
Meeting:	<u>SBC</u>
Date:	<u>24/4/2024</u>

THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

The General Manager
Woollahra Municipal Council
PO Box 61, Double Bay NSW 1360

14 April 2024

Dear Records, General Manager, Councillors and staff

Late Correspondence – Strategic & Corporate Committee Meeting 15 April 2024 - Item R1
Post Exhibition Report: Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

On behalf of the Paddington Society, we note the following re the above Post Exhibition Report.

In principle we support the vision and many of the strategies in the updated April 2024 Report, with its intent to guide future development in the Edgecliff Commercial Centre (ECC).

In particular, we welcome the positive changes in the revised Strategy - the more focused, simplified approach and acknowledgement of the unique character of each of the previous five precincts.

- We support revitalising and accentuating the core - reflecting the topography, with the tallest buildings on the hill around Edgecliff Station and reducing building heights as New South Head Road descends to the east and west. (Please note our comments re Site H in the Conclusion)
- We strongly support preserving the renamed Western Basin Precinct - deleting all former uplift sites, thereby keeping building heights lower to the west of Mona Road and Glenmore Road.
- This will preserve and protect the former Paddington Gateway Precinct, maintaining the visual and physical relationship between the Paddington slopes and Rushcutters Bay Park, enhancing the landscape character. Paddington has a unique relationship stepping down to Rushcutters Bay Park and Sydney Harbour; the open green spaces to either side of New South Head Road provide the ideal gateway to Woollahra, Paddington, Darling Point, the ECC and further to east in the LGA.
- Preservation has the additional very positive benefit of retaining housing diversity in the area. The updated Report includes acknowledgement that several western sites originally proposed for uplift contain high numbers of smaller, lower cost units, and therefore redevelopment is likely to produce a net loss of housing, by replacing smaller one-bedroom units with larger dwellings.
- We strongly support the associated unanimous Council Resolution of 8 April 2024 to note the advice of the WLPP of 20 October 2023 regarding the planning proposal to list eight Local Heritage Items and one Heritage Conservation Area in and around the ECC. This will support heritage and amenity, retain housing diversity, also ensuring that solar access standards are met.
- We support retention of the existing Phoenix Palms in the Oswald Street Reserve, and trust that other existing trees will also be retained while adding seating into the re-landscaped pocket park.
- We note that the Council Resolution of 8 April 2024 follows the recommendations in the detailed and thorough *Draft Edgecliff Commercial Centre: Heritage Assessment Report* of August 2023.

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ECC Public Domain Plan – Attachment 2:

The Society supports and welcomes the simplified public domain improvements, particularly those related to urban greening, planting of additional street trees, the linear park, upgraded pathways and cycleways, coordinated landscaping and improved urban/street furniture.

- We strongly support New McLean Street being included as a public domain project, to include landscaped outdoor space and improved pedestrian amenity while retaining vehicle access.
- We note that in areas where no uplift will occur under the ECC Strategy, public domain treatment and improvements will be provided through general capital funding or Developer contributions.

We ask staff to clarify an important apparent discrepancy: *Figures 19 and 33* in the April 2024 Strategy document, and *Figures 7-1 & 7-2* (pdf pp97 & 99) in the Transport Study April 2024 **do not mention** reducing the two slipway traffic lanes presently turning left from Ocean Street South, to a single lane turning west onto New South Head Road.

However, the Public Domain Plan, *Figures 30 & 34* (pdf pp74 & 77) illustrates reducing the slipway to one left lane to New South Head Road, adjoining the shared pedestrian & bi-directional cycleway.

We therefore expand below comments and concerns regarding traffic at this intersection.

Edgecliff Commercial Centre Transport Study April 2024 – Attachment 4:

Transport and Traffic congestion:

A major redesign of the ECC will have wide-ranging traffic impacts on local residents, those living and working further afield in the LGA, and also on those travelling west. It is commendable to propose improvements to the road network for all modes of transport, including active transport.

However, the updated ECC Transport Study notes that the weekday AM & PM traffic peaks were modelled *“outside school pick-up & drop off hours, and therefore are not reflective of congestion experienced at these times”* (pdf p70) **This seems to be a significant deficiency in the modelling.**

New South Head Road / Ocean Street South / Ocean Avenue intersection:

The Transport assessment recognizes that this intersection already operates close to capacity during peak periods and forecasts additional traffic generation from the ECC uplift. (pdf p46)

It notes that: *“The ECC local road network will be able to successfully cater for the proposed expansion. However, the network performance and analysis suggest that further demands on the Ocean Street South and New South Head Road East approaches of the New South Head Road / Ocean Street / Ocean Avenue intersection cannot be accommodated beyond the trips generated by the potential development”* **However, trip numbers will be under-estimated due to absence of school pick-up modelling.**

We therefore reaffirm our queries and concerns regarding the proposal to reduce northbound Ocean Street South traffic from four lanes to three:

- **Reduction of Slipway lanes:** At present two lanes head north onto Ocean Avenue, while two turn left on a slipway westward onto New South Head Road.
- The proposal in the Public Domain Plan appears to convert one of the slipway lanes into a bi-directional cycleway, shared with pedestrians, with the outcome that only one traffic lane will turn left.
- Have pedestrian and traffic counts been examined? And/or has analysis made of the exacerbated queuing, congestion and safety consequences of this proposal?

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- **Pedestrian & cyclist safety:** We appreciate that one aim of modifying this intersection is to create an improved pedestrian outcome, but we note that bikes, E-bikes and E-scooters could be very dangerous to pedestrians on this corner, particularly if, as is often the case, the traffic lights at this intersection do not control the cyclists.
- The Society supports cycleways and cyclist safety, and notes the aim of reducing 'Bicycle level of stress', but the proposed cycleway at this intersection may *increase* risks to pedestrian safety.
- **TfNSW consultations:** It is unclear whether TfNSW has been consulted regarding the queuing impacts on inbound and outbound bus traffic turning to and from the Transport interchange on the Eastpoint site?
- 50+ such movements occur during the morning peak, some 185 during the middle of the day (including school pick-up) and some 140 during the afternoon peak.
- It seems imperative that no changes to the left-turn slip lanes should be developed or undertaken without TfNSW liaison and detailed assessment of potential queuing impacts.

**New South Head Road / Darling Point Road / New McLean Street and
New South Head Road / Mona Road / Glenmore Road intersections:**

Several north/south roadways at these intersections already operate at capacity or near capacity during AM and PM weekday peak hours and the weekend peaks. It seems inevitable that trip numbers will increase, due to the significant residential ECC uplift to the east of both intersections.

- We therefore support an additional pedestrian crossing across New South Head Road at the Darling Point Road / New McLean Street intersection and straightening the existing crossing.

Car Parking: The original Draft ECC Strategy documents confirmed the lack of parking capacity in the municipality and the difficulty of addressing the problems. It noted that: "*public car parking, particularly on-street parking supply, is at capacity. Council is unable to increase the supply of on-street parking.*"

The Transport Study 2024 also notes (pdf p92): "*Most of the on-street parking facilities were at or near capacity during site visits, and it is not likely that significant on-street parking could be made available.*"

The Study continues to underestimate the likely detrimental flow-on impacts of additional on-street parking, particularly for communities in the narrow HCA streets of Edgecliff and Paddington, where many properties have no on-site parking spaces, as well as those of Darling Point with its numerous high rise apartment buildings and limited visitor parking.

We query whether the Recommended measures to deal with additional ECC uplift (pdf p95) will be sufficient to mitigate the additional negative street-parking burdens onto those vulnerable precincts.

- Re-evaluation/reduction of parking controls and provision rates and multipliers in WDCP 2015.
- Inclusion of one mandatory on-site car-share space to offset 10 on-site parking spaces in new developments above a determined threshold.
- Use of priced on-street parking, encouraging higher turnover – ie. introduction of meter parking into the narrow streets of the adjacent Heritage Conservation Areas!!
- Certain residences being ineligible for access to residential parking permit schemes
- Capping parking for the Commercial Core in the ECC to be no more than is currently provided.

We also query whether some of the above measures will be accepted and complied with by existing and future residents and/or existing and future commercial tenants.

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CONCLUSION & ADDITIONAL SUGGESTIONS:

- We support the vision and many of the strategies in the updated and refined April 2024 Report, with its intent to guide future development in the Edgecliff Commercial Centre (ECC).
- In particular, we welcome the positive changes in the updated Strategy – the more focused and simplified approach, reduced number of uplift sites, and acknowledgement of the unique character of each of the previous five precincts, now reduced to four.
- Consideration should be given to reducing the overwhelming height of the 26-storey tower block proposed for site H atop the Edgecliff Centre - an increase of 325% above the existing 7-8 storeys.
- This height is almost equivalent to that of the Ranelagh residential building, long considered as intrusive development by Council and within the LGA. With its companion 14-storey tower it will be highly visible from all directions and its interface with the low scale residential areas of the Paddington HCA and Trumper Park will remain contentious for the surrounding communities.
- Although the adjacent Eastpoint site is not included in the updated 2024 ECC Strategy, partly because of multiple ownership complications, we ask whether maximum heights for that site could be suggested to guide potential future development on that site.
- Height controls must relate to GFA of additional floor space, and should *include* any affordable housing provision. Provision of affordable housing should *not* enable additional height, and affordable housing should be provided in perpetuity.
- Developer contributions and Voluntary Planning Agreements towards provision of new and upgraded community infrastructure *must* be spent in or around the ECC, and be used *only* to provide additional facilities and infrastructure improvements in and around the ECC.
- We strongly support mitigating traffic impacts and recommend that additional traffic analysis and consultation with TfNSW should be undertaken before further progressing designs or implementing a number of the measures in the ECC Transport Study 2024.
- We ask Councillors and staff to consider our suggestions, and we appreciate the commitment to continue community engagement, including providing publicly available “What we heard” reports, with on-going community feedback re the development of the ECC Planning and Urban Design Strategy.

On behalf of the Paddington Society, we thank Council and staff for acknowledging and responding to the many concerns re the 2021 Draft Strategy, as raised by the Society and those in surrounding local communities.

We trust that our additional suggestions regarding the 2024 Strategy will also be considered.

Yours faithfully



Esther Hayter President, The Paddington Society



Juniper Hall • PO Box 99 Paddington 2021 • Telephone 9360 6159 • ABN 99 885 076 141

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OUR REF: 15330

12 April 2024

The General Manager
Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>S + C</u>
Date:	<u>24 / 4 / 2024</u>

gsa planning

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Attention: Councillors

**RE: LATE CORRESPONDENCE TO STRATEGIC & CORPORATE COMMITTEE MEETING, 15 APRIL 2024
ITEM R1 POST EXHIBITION REPORT (AS IT APPLIES TO NO. 498 GLENMORE ROAD, EDGECLIFF)**

Thank you for the opportunity to provide late correspondence in response to the Post Exhibition Report for the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (Item R1). This late correspondence letter has been prepared by George Karavanas Planning Pty Ltd (hereafter referred to as GSA Planning), on behalf of the owner of No. 498 Glenmore Road, Edgecliff. This letter is to be read in conjunction with the 'Heritage Advice: Cadry's Building 498 Glenmore Road' late correspondence prepared Urbis, dated 10 April 2024.

We have reviewed the relevant documents pertaining to the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy), including the originally exhibited Draft Strategy (dated April 2021) and the post-exhibition Draft Strategy (dated April 2024).

In response to the exhibition of the original Draft Strategy, GSA Planning prepared a Planning Submission on behalf of the owner of No. 498 Glenmore Road (dated September 2021) with a recommendation for uplift on that site to 20m with an associated FSR of 3.5:1. This was in line with the uplift proposed for the adjoining site at No. 502 Glenmore Road under the exhibited Draft Strategy, and provided an appropriate transition between the corner site and the two-four storey massing of development at Nos. 494-496 Glenmore Road. Since these studies in 2021 were undertaken, and based on discussions with Council, we note that an 18m height standard would better reflect a five storey development. At current, the site at No. 498 Glenmore Road has an anomalous height and FSR standard under the LEP (allowing only 1-2 storeys) which is inconsistent with both existing development and potential future development surrounding the site.

Under the post-exhibition Draft Strategy, all uplift westward of No. 1 Mona Road has been removed on the grounds of preserving the heritage significance of certain sites on New South Head Road and Glenmore Road, some of which have not been formally listed as heritage items/conservation areas; and maintaining the physical connection between the Paddington Slopes and Rushcutters Bay Park (in the western basin). With this change, not only has the site at No. 498 Glenmore Road continued to be excluded from the Draft Strategy, but the previous inclusion of the corner site at No. 502 Glenmore Road has been reversed. This appears to be purely on heritage grounds, as uplift on these sites would have no impact on the connection between the Paddington Slopes and Rushcutters Bay Park.



planning | urban design | expert evidence | development advice | traffic

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gsa planning

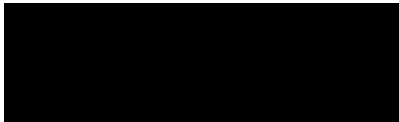
A separate late correspondence letter prepared by Urbis discusses the reasoning as to why the site at No. 498 Glenmore Road, and by virtue the site at No. 502 Glenmore Road, should be included and retained for uplift in the post-exhibition Draft Strategy from a heritage perspective. **We strongly agree with Urbis' position that uplift of 18m (to accommodate five storeys) and 3.5:1 at Nos. 498 and 502 Glenmore Road is acceptable in terms of height and scale, and urge the Councillors to consider the ramifications of excluding these sites from uplift in the post-exhibition Draft Strategy.**

Excluding these sites would result in a poor urban design outcome at the gateway location to Paddington. We also wish to highlight that uplift on heritage sites and within conservation areas should not be expressly precluded, with a prime example being the approval of a Planning Proposal at No. 136-148 New South Head Road by way of Rezoning Review. This site includes a heritage item which is sensitively retained in the approved concept design with an additional 10 storeys to be located above. Similarly, additional levels above the existing built form could be sensitively designed and provided at No. 498 Glenmore Road, whilst retaining the character of the conservation area.

For the reasons outlined in this late correspondence, we strongly recommend that the previously requested site-specific amendments for No. 498 Glenmore Road, and retention of uplift at No. 502 Glenmore Road, are adopted. This will better reflect the surrounding development standards and future uplift on nearby sites, to achieve the future character of the evolving Edgecliff Commercial Centre.

We trust this information is of assistance. Please do not hesitate to contact our office on (02) 9362 3364 should you wish to discuss this matter.

Yours faithfully,



George Karavanas
MANAGING DIRECTOR

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gsa planning

OUR REF: 17422

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ABN 89 643 660 628

15 April 2024

The General Manager
Woollahra Municipal Council
PO Box 61
Double Bay NSW 1360

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>SBC</u>
Date:	<u>24 / 4 / 2024</u>

Attention: Councillors

**RE: LATE CORRESPONDENCE TO STRATEGIC & CORPORATE COMMITTEE MEETING, 15 APRIL 2024
ITEM R1 POST EXHIBITION REPORT
(AS IT APPLIES TO NOS. 73-85A NEW SOUTH HEAD ROAD, EDGECLIFF)**

Thank you for the opportunity to provide late correspondence in response to the Post Exhibition Report for the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (Item R1). This late correspondence letter has been prepared by George Karavanas Planning Pty Ltd (hereafter referred to as GSA Planning), on behalf of the owner of Nos. 73-85A New South Head Road, Edgecliff. This letter is to be read in conjunction with the Urban Design late correspondence prepared Atlas Urban, dated 15 April 2024.

We have reviewed the relevant documents pertaining to the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (hereafter referred to as the Draft Strategy), including the originally exhibited Draft Strategy (dated April 2021) and the post-exhibition Draft Strategy (dated April 2024).

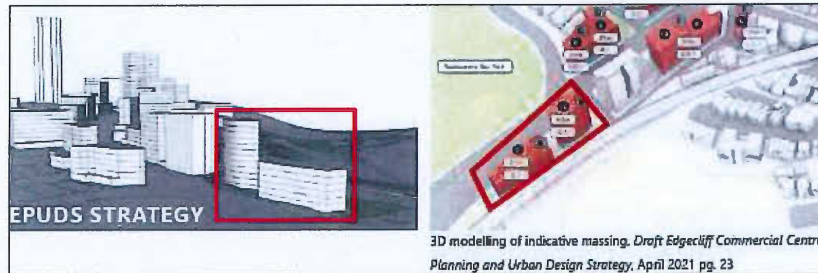
For background, GSA Planning and Atlas Urban prepared Submissions on behalf of the owner of Nos. 73-85A New South Head Road (dated September 2021) in response to the exhibition of the original Draft Strategy. Our Submissions included a recommendation for uplift on that site to 47m and an FSR of 4:1 (flexible distribution), which would accommodate a 14 storey built form on Site A (current BP Service Station Site) and nine storeys on Site B (current Crystal Car Wash Site). The requested uplift was a response to the increased height and FSR specified for these sites under the original Draft Strategy, which was 21m (6 storeys) and 2:1 for Site A, and 40m (12 storeys) and 5:1 for Site B (see **Figure 1** on the following page).



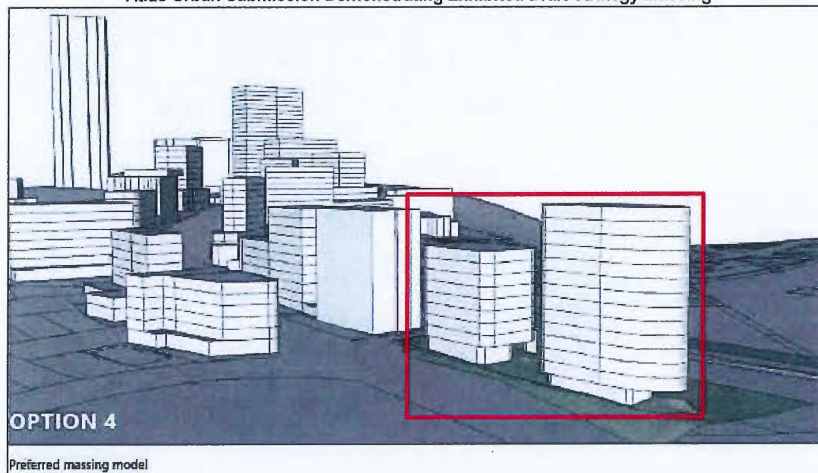
planning | urban design | expert evidence | development advice | traffic

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Atlas Urban Submission Demonstrating Exhibited Draft Strategy Massing



Atlas Urban Submission Demonstrating Alternative Massing

Source: Woollahra Council and Atlas Urban

Figure 1: Subject Site Uplift in Accordance with Exhibited Draft Strategy and Proposed Uplift Sought (Subject Site in Red)

Despite the positive outcomes that would be achieved either through uplift under the exhibited Draft Strategy or our accompanying Submission, under the post-exhibition Draft Strategy all uplift westward of No. 1 Mona Road and 135-153 New South Head Road has been removed. This is on the grounds of preserving the heritage significance of certain sites on New South Head Road and Glenmore Road, some of which have not been formally listed as heritage items/conservation areas; and maintaining the physical connection between the Paddington Slopes and Rushcutters Bay Park (in the western basin). **With this change, the site at Nos. 73-85A New South Head Road has been removed for uplift.**

The height and FSR sought in our initial Submission is in response to the scale of existing development directly to the east at Nos. 85-97 New South Head Road and uplift proposed for the surrounding sites on New South Head Road, whilst recognising the position of the subject site as the gateway to not only Edgecliff but the Woollahra Municipality. The proposed massing was accompanied by a concept sketch prepared by renowned architect, Luigi Rosselli (see **Figure 2** on the following page), demonstrating the landmark site outcome that could be realised through additional uplift that is distributed to allow for a prominent corner gateway.

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gsa planning



Source: Luigi Rosselli Architecture

Figure 2: Concept Sketch of Potential Future Development on the Subject Site,
As Viewed from the West

A separate late correspondence letter prepared by Atlas Urban includes further urban design reasoning as to why the site at should retain its inclusion and requested uplift in the post-exhibition Draft Strategy. **We agree with Atlas Urban's position that uplift on the site at Nos. 73-85A New South Head Road would not impact on physical and visual connections between the lower Paddington Basin to the Harbour and Rushcutters Bay Park. We urge the Councillors to consider the ramifications of excluding this site from uplift in the post-exhibition Draft Strategy.**

In conclusion, we strongly recommend that the inclusion and previously requested site-specific amendments for Nos. 73-85A New South Head Road are adopted. This will have a raft of public domain benefits, will better reflect the scale of existing buildings in the vicinity and enhance the site's unique gateway location to Edgecliff and the municipality, without having any unreasonable impacts on the physical and visual connections in the local area.

We trust this information is of assistance. Please do not hesitate to contact our office on (02) 9362 3364 should you wish to discuss this matter.

Yours faithfully,

A black rectangular box redacting the signature of George Karavanas.

George Karavanas
MANAGING DIRECTOR

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LATE CORRO	Item: <u>R1</u>
Meeting:	<u>SBC</u>
Date:	<u>24 / 4 / 2024</u>

**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

12 April 2024

Strategic and Corporate Committee Meeting
Woollahra Municipal Council

Dear Members

**Edgecliff Commercial Centre Planning and Urban Design Strategy.
Heritage Advice: Cadry's Building 498 Glenmore Road**

I have been engaged to provide advice to Cadry's with respect to the potential development controls for 498 Glenmore Road.

I have visited the site and reviewed the relevant documents pertaining to the Edgecliff Commercial Centre Planning and Urban Design Strategy.
I support the submission made by GSA Planning with regard to the potential controls for this site during the exhibition period. The draft strategy provided for 20m and 3.5:1 on the adjoining site at 502 Glenmore Road as this was deemed acceptable in terms of height and scale. I support that draft strategy, however note that based on discussions with Council, an 18m height standard would better accommodate a five storey development.

I support increased height and floor space controls for the following reasons:

- The subject site falls between the Eastern suburbs railway and New South Head Road and, although a 'Gateway to Paddington', this section of Glenmore Road exhibits a very different character to that area to the south of the railway.
- Whilst there are heritage items within this section of Glenmore Road they are already framed by larger buildings on both New South Head road and Glenmore Road.
- The existing buildings within/adjacent to this precinct are close to 20m (Glenmore Rd) and over 20m in height (NSHRd).
- The existing residential buildings between the subject site and the railway are at 5 storeys or height equivalent at present and provide an appropriate scale for the heritage items and the precinct. The subject site is therefore an anomaly at present.
- The buildings have the potential to be redeveloped to provide both increased density and higher urban design excellence, however the proposed height and floor space controls do not provide an incentive to improve this precinct of disparate buildings of generally poor design quality. This side of Glenmore Road does not exhibit conservation area qualities.
- The existing terrace house (now altered and commercial use), adjacent to the subject site, is recognised and could be incorporated into a well resolved design for the precinct.
- The envelope controls would be seen as a framework and the future of the area would be subject to design consideration with respect to existing items and the topography.
- I am of the opinion that the portion of land bounded by the rail line, Glenmore Road, Reddy Street and New South Head Road does not exhibit the strong conservation Victorian values of the more homogenous parts of Paddington to the south of the rail line.

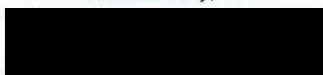
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Figure 1: Aerial view showing 498 Glenmore Rd in context bounded by Glenmore Road, Reddy St and New South Head Road.

I consider that the requested increase in height and floor space will not conflict with the principle "G2: Development must ensure that the character of the HCAs is not negatively impacted by the bulk and scale of the built form" as the scale is not inconsistent with the character of the subject area and provides incentive for a revitalised well designed precinct that respects heritage.

Yours faithfully,



Stephen Davies
Director

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ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000

URBIS.COM.AU
Urbis Ltd
ABN 50 105 256 228

24 April 2024

Strategic & Corporate Committee
Woollahra Municipal Council
536 New South Head Road
Double Bay NSW 2028

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>S & C</u>
Date:	<u>24 / 4 / 24</u>

Dear Councillors,

**AVENOR REQUEST FOR SITE RE-INCLUSION DUE TO NEW INFORMATION
ITEM R1 POST EXHIBITION REPORT ON THE DRAFT EDGECLIFF
COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY –
24/14218**

Avenor is writing to request that Item R1 Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy – 24/14218 (the draft Strategy) being reported to the Strategic & Corporate Committee be **progressed on an amended basis that reincludes 99-115 New South Head Road (the Site)** due to new information not available to Council officers during Post Exhibition Report preparation.

We respectfully submit that the Council officers recommendation is amended so THAT Council:

C. Endorses the updated *Edgecliff Commercial Centre Planning and Urban Design Strategy* as provided at **Attachment 1** of the report to the Strategic and Corporate Committee meeting of 15 April 2024 **subject to re-inclusion of 99-115 New South Head Road as an uplift site**, and requests staff to prepare a planning proposal to enact the updated *Edgecliff Commercial Centre Planning and Urban Design Strategy* and report the planning proposal to a future meeting of the Woollahra Local Planning Panel for advice.

Background

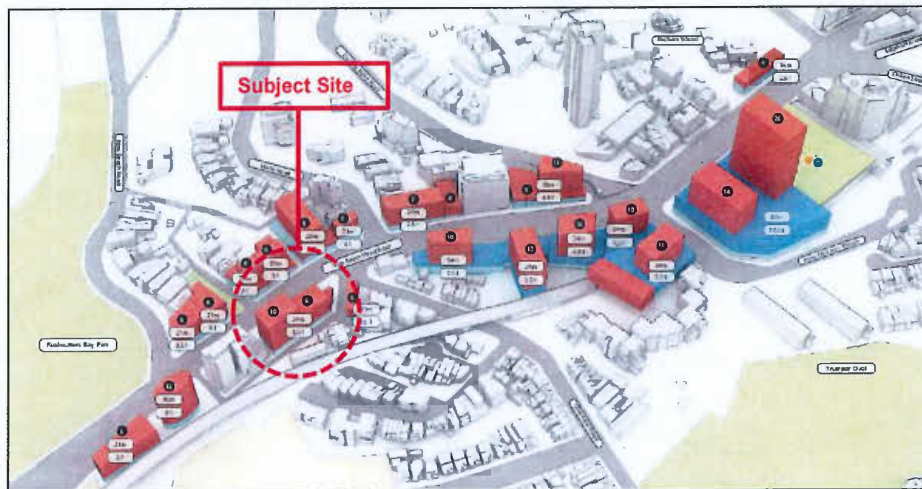
The draft Strategy recommended that the height control for the Site be changed from 14.5m (being existing height) to 34m (10 storeys) and FSR increased to 3.5:1. Refer Figure 1 overleaf.

Urbis Letter_Avenor - Edgecliff Strategy

P20



Figure 1 Draft Strategy exhibited/original uplift sites



As landowner and developer, Avenor has had urban design and architectural studies prepared for development of the Site and with the positive outcomes of these early technical studies demonstrating strong strategic and site-specific merit for developing a 10-storey project on this property.

As such, Avenor is seeking to respond to the decision to remove the Site from the draft Strategy, requesting the Strategy be progressed on an amended basis that reincludes the Site.

SJBs Urban Design Study in 2018 supporting the draft Strategy illustrated that there was potential for up to 14 storeys, and showed this Site has strategic and site-specific merit to deliver a net increase in housing with a positive impact to the local area, achieve the strategic objectives for the precinct whilst addressing community concerns.

The Post Exhibition Report groups the Site in with other properties in the Western Basin without considering the detailed investigations that have been completed or are underway demonstrating site-specific merit for development of 10 storeys on the property.

To retain a height limit set at current height of buildings in disrepair built in 1930, when the State and Nation are in a housing crisis does not align with the strategic objectives at all levels of Government.

Unlike many other properties in the broader Edgecliff Strategy area, these properties are genuinely capable of being delivered without impact on the surrounding community as they are adjacent to a railway line, a substation, new south head road and commercial.

This submission provides Council with new information that may not have been available to Council officers prior to the revision of the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (draft Strategy). The new information completes a gap in assumptions made in the draft Strategy, and in turn, demonstrates that the Site should not be removed from the Strategy.

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This submission demonstrates:

1. The new information corrects false assumptions in the Post Exhibition Report and in turn justifies the re-inclusion of this specific site in the Strategy.
2. The Site is capable of achieving Strategic Merit and Site-specific Merit, and in turn a Planning Proposal is likely capable of being approved by Department of Planning
3. This Site positively contributes to local amenity, Council Strategy and public benefit.

Having regard to the reasons for removal of the Site from the Strategy, this submission seeks to address and correct the following assumptions as they relate to the specific Site and provide the relevant new information:

Report Assumption	New Information / Correction
Development would interrupt the basin view between the lower Paddington slopes and Rushcutters Bay Park. (i.e. remove all uplift sites that are located in the Western Basin)	Unlike other Western Basin sites which may, preliminary analysis shows that this specific Site, 99-115 New South Head Road, is unlikely not interrupt those views.
Development would impact heritage significance of the centre.	There are no heritage items on or near the site and no items would be impacted.
The Site is not located within an appropriate distance from Edgecliff railway station for uplift.	Unlike other Western Basin sites which may, this specific Site is only 350m or 5-minute walk from Edgecliff station, being well within the appropriate distance.
Development of the Site would result in a net loss of housing, with smaller one-bedroom units being replaced by larger dwellings.	The actual design and development proposal has capacity to provide a net increase in housing.
Development of the Site would incentivise the removal of affordable housing from the Edgecliff area.	The actual development is capable of making a net contribution towards genuine affordable housing.

1. Strategic context

The long-standing adopted strategic plans across multiple levels of Government identify opportunities for local centres, and specifically Edgecliff, to support deliver of additional housing and higher densities. It is with this clear strategic direction that led Council to preparing the Edgecliff Planning and Urban Design Strategy and investigating the study area for additional residential density and uplift.

Therefore, the recommendation to now broadly exclude sites in the Western Basin and in turn, exclude 99-115 New South Head Road from receiving uplift will significantly affect the implementation of strategic plans adopted by the then Greater Sydney Commission and Woollahra Municipal Council.

These buildings were built in 1930 and the current controls still reflect the built form established at that time. With the housing crisis at hand, and with these properties not having any heritage relevance and being capable of development with limited impact on surroundings, they should be a primary target for development under Council Strategy.

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Greater Sydney Region Plan

The Greater Sydney Region Plan (Region Plan) identifies Edgecliff as a local centre, where it forms a key area for provision of jobs and services for the local catchment. Objective 10 of the Region Plan seeks to deliver greater housing supply and a range of housing types in the right locations to support Greater Sydney's growing population. The Region Plan specifically notes that locational criteria for urban renewal investigation opportunities include:

Catchment areas within walking distance (up to 10 minutes) of centres with rail, light rail or regional bus transport

The removal of the Site undermines one of the key objectives of the Region Plan.

Eastern City District Plan

Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's Heritage

Planning Priority E6, Objective 12 aims to create great places that bring people together. It includes principles for local centres, including:

Additional residential development within a five-minute walk of a centre focused on local transport, or within a 10-minute walk of a centre with city-shaping or city-serving public transport, will help to create walkable local centres.

To not increase capacity of land within a 10-minute walk of the Edgecliff railway station which serves direct access to the Sydney CBD is contrary to the objectives and aims of the Eastern City District Plan and creating walkable catchments through delivery of transit-oriented development.

Woollahra Local Strategic Planning Statement

In 2020, Woollahra Council adopted its Local Strategic Planning Statement (LSPS), which is intended to give effect to the Region Plan and Eastern City District Plan and provide a 20-year land use vision and planning priorities for the future of the Woollahra local government area (LGA).

Action 6 of the LSPS identifies:

Work with our community and government agencies to increase the role of Edgecliff as a key transport interchange in our area.

In support of this, the LSPS identifies ongoing strategic planning and planning reviews to identify opportunities for increased housing in key local centres. It is noted that these reviews will contribute to Council's housing supply targets for the Eastern City District over the 6-10 year and longer term 20-year timeframes.

Specifically, the Edgecliff Commercial Centre Planning and Urban Design Study is identified to deliver additional housing opportunities and support the above actions and objectives.

Woollahra Local Housing Strategy

Council's Local Housing Strategy (LHS) was endorsed by the then Department of Planning and Environment in March 2022. The LHS sets out the direction for future housing within the LGA and establishes how planning controls will facilitate additional housing supply and contribute to housing supply targets for the Eastern City District over 0-5 year, 6-10 and longer term 20-year timeframes.

P23



The LHS identifies Edgecliff as a key land use opportunity and notes that the Edgecliff Commercial Centre Planning and Urban Design Study is underway to review additional housing supply for this key local centre. The LHS outlines that to accommodate housing growth and based on local context, current infrastructure and servicing level, that there may be opportunities for uplift on sites within the Edgecliff Commercial Centre review area.

Further, the LHS notes that with the exception of the review of the Edgecliff Commercial Centre, that there are currently no areas in the LGA capable of accommodating uplift unless there is State investment to in upgrades to infrastructure and services.

A decision to not increase the development potential of the above sites is contrary to the language adopted in the LSPS and LHS in multiple locations that states the importance of the Edgecliff as a centre and key transport interchange, and review of the Edgecliff Commercial Centre is key to delivering housing targets within the district and LGA.

NSW Government Policy Response to Housing

Housing is the NSW Government's top priority and has been committed to working to address the housing crisis and the National Housing Accord, which requires NSW to deliver 380,000 new, well-located homes over the next 5 years.

The Department of Planning, Housing and Infrastructure (DPHI) is implementing a number of programs and policy initiatives that aim to create more well-located homes close to transport, jobs and services. As part of these policy initiatives, there has been a consistent focus on additional density surrounding transport infrastructure.

The Site is located within 350-400m of the Edgecliff railway station. Under the low-and mid-rise housing policy as exhibited, site's within 400m to station and town centre precincts are able to achieve up to 21m building height and 3:1 FSR through non-refusal standards. This would exceed the existing 14.5m building height control currently.

Further, application of the in-fill affordable housing provisions under the Housing SEPP would allow an additional 30% of building height and 30% FSR uplift for projects that include 10-15% of total floor space as affordable housing and trigger assessment under an SSDA planning pathway.

Based on the above, the existing Site could be developed for additional residential density under existing NSW Government policies. It is our view that removal of the Site for uplift is not aligned with current planning policy for the delivery of housing supply within close proximity to stations and centres.

2. Response to assumptions made in Council officers report to Council

Council removed all sites identified for uplift within the Western Basin precinct, referencing views to Rushcutters Bay Park from the lower Paddington Slopes and the need to deliver a net increase in housing.

Our site-specific investigations as part of our preliminary proposal demonstrate that the below key reasonings do not apply to development of the Site.

Assumption in Council Officer Report:	New Information/Correction:
Development would interrupt the basin view between the lower Paddington slopes and Rushcutters Bay Park	Preliminary analysis indicates development would be unlikely to interrupt views.

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Preliminary desktop analysis, review of topography, and site walks of the study area indicate that development of the Site up to 10 storeys (34m) and 3.5:1 FSR, would be unlikely to result in adverse impacts to views.

Based on the Council officer's report and the revised draft Strategy, it is not clear where areas of impact are identified or any specific concerns of this Site from submissions. Unlike other sites within the Western Basin area which may have impact to views from upper levels of buildings to the Sydney CBD and Harbour, the subject Site is not considered to result in similar view impacts and these views are noted as varying and glimpsing within the draft Strategy.

The Site is adjacent to an existing tall building at 85 New South Head Road and due to the presence of surrounding street trees and the T4 rail line to the south, it is considered that there will be minimal impact to full or direct views of areas of significance.

Removal of the Site based on views is not considered accurate and should be further investigated and reconsidered by Council. It is important to note that view analysis would be required as part of any planning proposal or development application for the site.

Assumption in Council Officer Report:	New Information/Correction:
Development would impact heritage significance of the area	Development would not impact heritage and is not in proximity to any heritage.

The Site is not identified as a heritage item and does not adjoin any heritage items under the Woollahra LEP 2014.

The Woollahra Heritage Conservation Area Item No. C15 is located to the south of the Site. It is considered that development of the Site for additional uplift would not result in adverse heritage impacts to this conservation area. Existing development in this heritage conservation area is unlikely to be impacted by any future development of the Site. However, this would be further investigated as part of any development scheme and future development application.

Assumption in Council Officer Report:	New Information/Correction:
The Site is not located within an appropriate distance from Edgecliff railway station for uplift	The Site is well within appropriate distance from Edgecliff Railway station, being 350m or 5 minute walk. located 350m or 5 minute walk from Edgecliff Railway Station, well within

The Council officer's report notes that the intention of exclusion of the Site for uplift was to focus uplift on fewer sites that are closer to the Edgecliff Station.

The subject Site is located approximately 350m to the Edgecliff Station. 400m is generally considered a 5-minute walking distance and 800m a 10-minute walking distance respectively. Based on the strategic planning framework and recent NSW Government policy through the Transport-Oriented Development (TOD) Program, the 400m/800m radius is considered the metric to guide TOD around stations and town centres.

It is submitted that based on this view, the Site should be included for uplift as it meets the key criteria to be considered TOD development and creating a walkable centre.

P25



Assumption in Council Officer Report:	New Information/Correction:
Development of the Site would result in a net loss of housing, with smaller one-bedroom units being replaced by larger dwellings and incentivise the removal of lower cost housing from the Edgecliff area.	<p>The actual design and development proposal has capacity to provide net increase in housing.</p> <p>The actual development is capable of providing a net contribution towards affordable housing.</p>

The objectives of the draft Strategy do not include a requirement for a net dwelling increase on a site-by-site basis and it is unwarranted to apply such a provision as a reasoning for removal of the Site for additional uplift at the post-exhibition stage.

It is considered that net dwelling loss is one matter of consideration in determining appropriate residential densities at a precinct and site-specific scale. Just as important, is achieving adequate diversity and mix of housing to meet changing community needs. In some locations of eastern suburbs of Sydney, smaller one-bedroom apartments are the dominant mix and don't provide the mix suitable for families – which in effect would increase the relative population. Providing an appropriate mix of dwellings, as well as supply is key in this regard.

The recommendation from Council officers to remove the Site based on modelling that is not publicly available means Avenor hasn't been afforded the opportunity to provide actual design options that demonstrate a net increase in dwellings. Avenor can respond to matters raised in submissions with Site testing and massing to demonstrate a net dwelling increase. Preliminary investigations indicate that the proposed uplift under the previous draft Strategy would provide capacity to deliver a net additional increase in dwellings over the Site from the existing development.

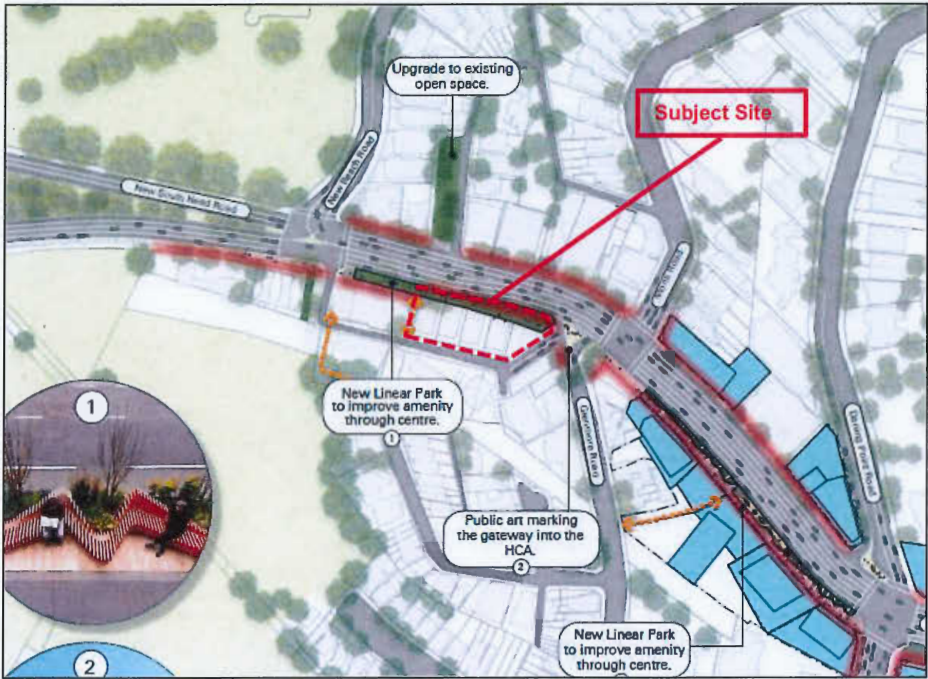
Further, the existing development does not provide genuine affordable housing as defined under the *State Environmental Planning Policy (Housing) 2021* and there is opportunity through redevelopment of the Site under the uplift controls to make a significant contribution towards affordable housing supply.

In addition, The revised Public Domain Structure Plan still retains the Site within the Mixed Use Corridor and is a key part of the Public Domain Structure Plan – Refer Figure 2. The Public Domain in this section is incapable of being delivered unless the Site is redeveloped because it relies on significant setback from New South Head Road. Avenor is proposing to adhere to this setback and to contribute towards this landscaped strip, providing public benefit. The pedestrian lane and Reddy Street Upgrades are all also possible.

It is our view, that there are more appropriate ways to include the objective for a net dwelling increase across the Site and others within the Strategy, other than excluding the Site for uplift and this should be further explored by Council in consultation with Avenor.



Figure 2 Strategy Illustrative Masterplan extract



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3.2 Mixed Use Corridor

Desired future character

The mixed use precinct includes a range of retail, non-residential and residential. The Mixed Use Precinct provides a transition to surrounding residential areas and the Mona Road Heritage Conservation Area (HCA), while the Paddington Gateway marks the entry to the Paddington HCA via Glenmore Road. The precinct and gateway are expected to serve the needs of current and future residents and workers by providing a safe, activated and accessible public domain.

New South Head Road impacts pedestrian amenity due to the heavy vehicular traffic and associated noise. Narrow footways on the northern side of the road also constrain opportunities for outdoor dining. However, residential streets intersecting New South Head Road, as well as linear and pocket parks in the precinct (supported by landscape buffers), offer opportunities to provide outdoor dining.

The key design principles to enhance the public domain in the Mixed Use Precinct and the Paddington Gateway are to:

- Provide activation nodes to enhance vibrancy
- Enhance the landscape character through additional street trees, footway and furniture upgrades, public art and/or lighting features
- Upgrade the existing linear park on the southern kerbside of New South Head Road (between New McLean Street and Glenmore Road) to provide opportunities for a range of pedestrian oriented activities in combination with potential outdoor dining spots
- Incorporate aspects of CRP as proposed in the Woollahra ATP
- Use way-finding to enhance legibility
- Enhance the gateway character of Glenmore Road to the Paddington HCA through footway upgrades, public art, lighting and way-finding



Figure 9: Public domain corridor plan - Mixed Use Precinct and Paddington Gateway

*Note: CRP is indicated a 3m wide bi-directional cycleway along the southern side of New South Head Road, towards the park and sharing space with pedestrians at the Glenmore Road and New McLean Street intersections.

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WOOLLAHRA MUNICIPAL COUNCIL
Edgecliff Commercial Centre Public Domain Plan



Figure 12: Aerial image and street views of New South Head Road, Edgecliff (Source: Google Maps 2020 modified by Council staff)



Figure 13: Aerial image and street view of Glenmore Road - New South Head Road intersection (Source: Google Maps 2020 modified by Council staff)



Figure 14: Detail of Cycling Priority Project 1a (Source: Woollahra Active Transport Plan)

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Figure 13. Aerial image and street view of existing pedestrian zones
(Source: Google Maps 2020 modified by Council staff)



Figure 5. Aerial image and street view of Mahonay Lane, Edgecliff
(Source: Google Maps 2020 modified by Council staff)

WOOLLAHRA MUNICIPAL COUNCIL
Edgecliff Commercial Centre Public Domain Plan

3. Other New Information

Ability for Site to deliver public benefit and site-specific merit

Further, we would like to remind Council of the strong public benefits and matters of site-specific merit which could be delivered associated with uplift of the Site and associated development outcome, including:

- **Delivery of built form consistent with adjacent buildings** – uplift proposed as part of the previous draft Strategy is consistent with the existing height precinct associated with the property at 85 New South Head Road and will assist in creating a gateway corridor to the Edgecliff centre.
- **Minimal environmental impact** – the Site is surrounded by the T4 rail line, associated substation, other tall buildings, and New South Head Road. Development of the Site to the controls identified in the previous draft Strategy are unlikely to result in adverse environmental impacts such as overshadowing to neighbouring development, impacts to heritage, and impacts to views.
- **Access** – the Site benefits from rear lane vehicular access from Reddy Street to the south. Unlike other sites within the Western Basin Precinct, the Site can develop and be accessed without impact to North South Head Road.
- **Public domain** – the Site has the opportunity to deliver a significant portion of the linear park identified within the draft Strategy and Public Domain Plan. Development of the Site would enhance walkability, connectivity, and the pedestrian experience within the area with active frontages and these public domain works.

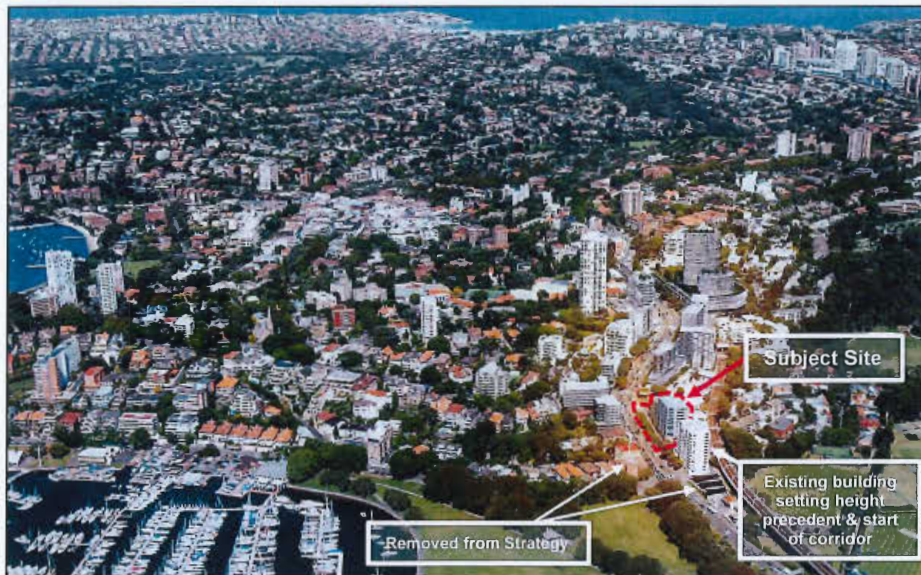
P29



- **Fragmented ownership** – there is the opportunity to amalgamate the Site and deliver a single development.

This is further illustrated via the artist's impression of the Edgecliff Commercial Centre and indicative potential development as extracted in Figure 3, below. This imagery shows development of the Site up to uplift controls but does not include other site's within the Western Basin. Council should consider the benefits of development of the site as a corridor into Edgecliff.

Figure 3 Strategy artist's impression extract



Having regard to the area covered by the draft Strategy, strategic importance for housing delivery of the centre, minimal number of submissions relating to this Site, and minimal impact on adjoining properties, it does not make planning sense to remove the Western Basin Precinct sites in totality.

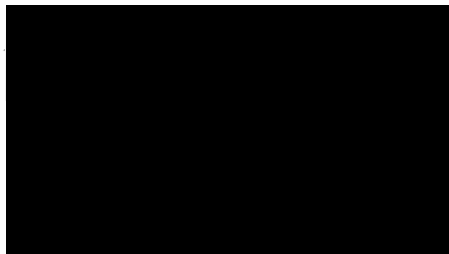
In light of the compelling reasons outlined above, there are very strong grounds for Council to adhere to its vision for the Edgecliff Centre and retain uplift over the Site. Accordingly, we respectfully request that the Strategy be amended for re-inclusion of the Site and deliver a successful outcome for all stakeholders.

P30



Should you wish to discuss this matter further, please do not hesitate to contact the undersigned.

Kind regards,



Stewart Doran
Associate Director
+61 2 8424 5156
sdoran@urbis.com.au

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15 April 2024

Craig Swift-McNair

General Manager

Woollahra Municipal Council

PO Box 61, Double Bay NSW 1360

Via email: records@woollahra.nsw.gov.au

LATE CORRO	Item: <u>RI.</u>
Meeting:	<u>S & C</u>
Date:	<u>24 / 4 / 2024</u>

Dear Councillors,

LATE CORRESPONDENCE LETTER – STRATEGIC AND CORPORATE COMMITTEE MEETING

73-85A NEW SOUTH HEAD ROAD, EDGECLIFF

This late correspondence letter is on behalf of the site owner of 73-85A New South Head Road, Edgecliff, concerning the recently updated *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy). We wish to address the significant change; the Subject Site is being deleted from the revised ECC Strategy. Whereas the previously proposed controls would have allowed for a significant mixed-use development in two towers. The newly proposed rezoning is to MU1 and only FSR 1:1. This radical reduction in its potential will effectively prevent the site from redeveloping this cycle.

This letter presents compelling reasons to return the site to its former position in the strategy. Allowing it to contribute to the developing area, so it may fulfil its uplift potential, providing new apartments, improved public domain, activation, and connectivity. Thereby supporting the potential of Edgecliff Town Centre.

According to the ECC Strategy, the key components of uplift are:

- *Site amalgamation where appropriate*
- *Design excellence.*
- *Inclusion of community infrastructure and public domain upgrade*
- *Affordable housing contribution*
- *Consistency with desired future character*

We firmly believe that the redevelopment of the Subject Site aligns with these objectives.

Concerns – The apparent reason for the change on this site relates to a concern that the Subject Site uplift would “*break the visual connection between the lower Paddington basin to the Harbour.*” We agree that the basin is a distinct topographic feature and that visual connections to the harbour are important when they exist. We have undertaken an analysis of the visual connections between the Lower Paddington Basin and the Harbour as it pertains to the subject site. Our key findings are as follows:



Streets that align with the harbour. However, the Harbour cannot be seen.

studio@atlasurban.com

1/136 Willoughby Road CROWS NEST NSW 2065

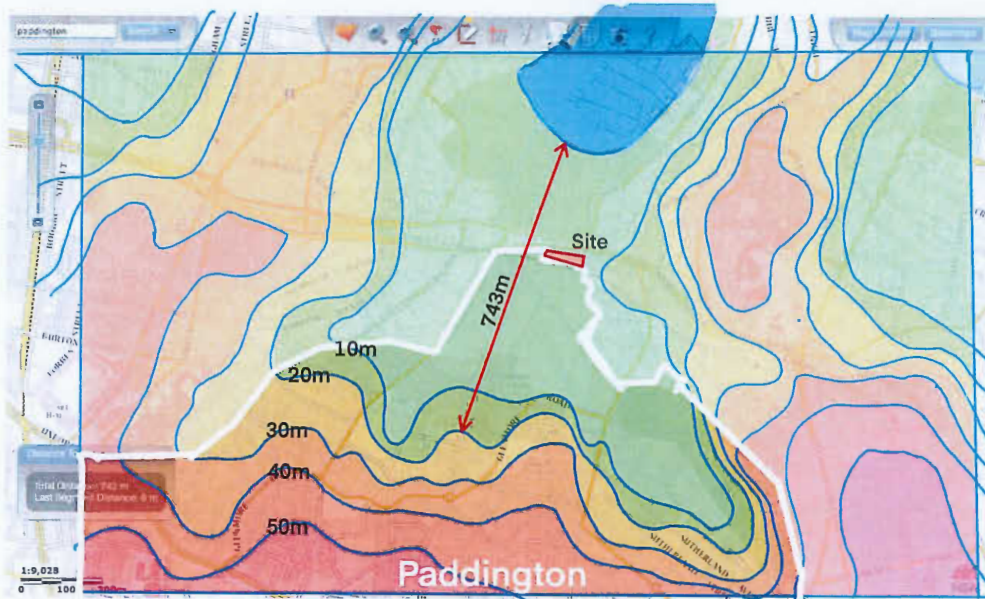
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PNG+675 7191 3500

P32



- There is no visual connection to the harbour from any parks, streets, and public places of the lower Paddington Basin.
- The visual environment of the Lower Paddington Basin is characterised by canopy trees, terrace-lined streets, and lanes.



The Lower Paddington Basin is about 750m from the nearest part of the Harbour. Without trees, shrubs, fences, houses, the viaduct etc. there would be a distant view of the Harbour. However, given the conditions on the ground, it is not visible.

- There are some distant visual connections to the harbour from the upper levels of private buildings. However, these few towers are located higher toward the ridge at over 1000m distance. The building type is predominantly terrace-house-lined streets. This building type produces views of courtyards and streets with very limited distant views.



The Lower Paddington Basin is characterised by terrace-house-lined streets. The harbour is not visible from these streets.

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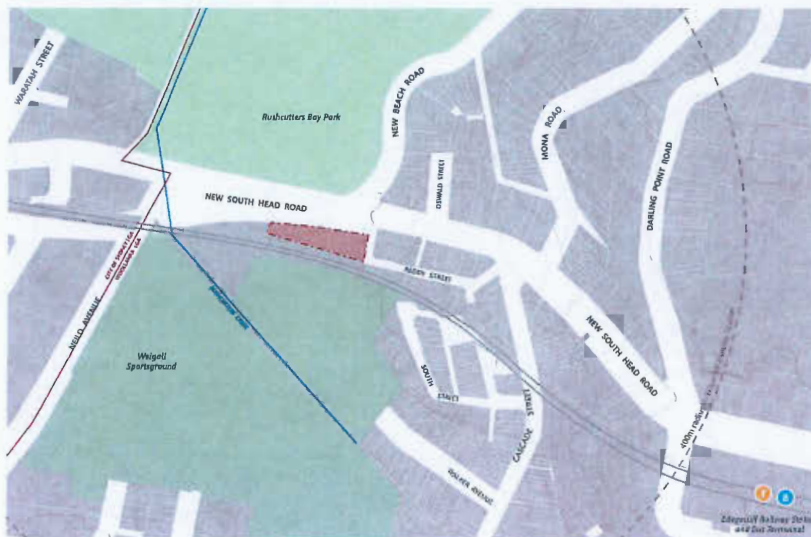
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P33



The harbour is not visible from the floor of the basin.

- A tall building on the subject site could be seen from the private recreation space on the floor of the basin. However, we note that the harbour cannot be seen. The privately owned spaces include Weigall, Sydney Grammar School and White City. The visual environment is largely defined by foreground elements, including trees and the railway viaduct.



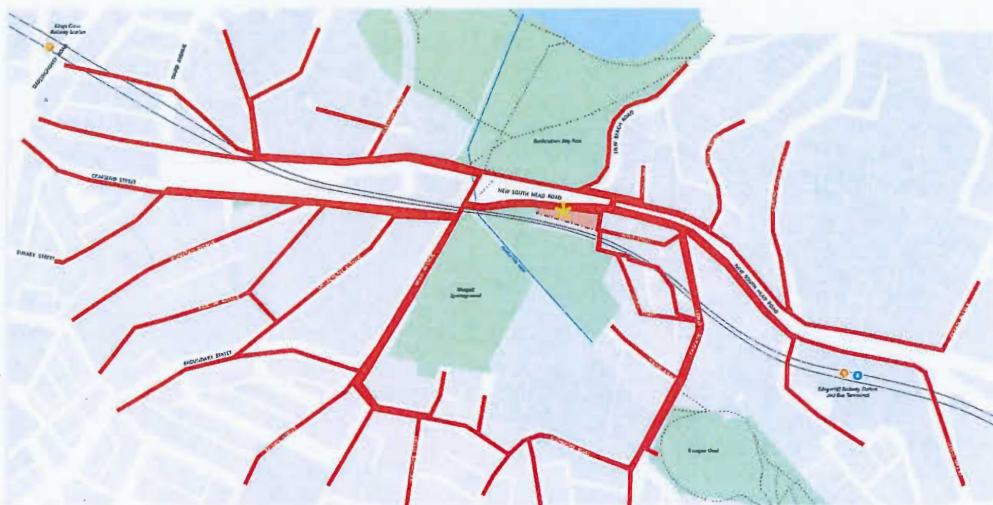
The privately owned spaces include Weigall, Sportsground, Sydney Grammar School and White City.

P34



OPPORTUNITIES OFFERED BY THE SITE:

Accessibility - The position of the site corresponds with a significant bottleneck in the pedestrian network, which it shares with concentrated vehicular traffic. The combination of topography and the extensive private land holding to the south concentrates routes onto New South Head Road. New South Head Road is a busy arterial road with a very poor pedestrian amenity.



Pedestrian Network



The major east-west pedestrian link has very poor amenity. Narrow footpath and a hedge which pushes the walkers toward unmediated traffic.

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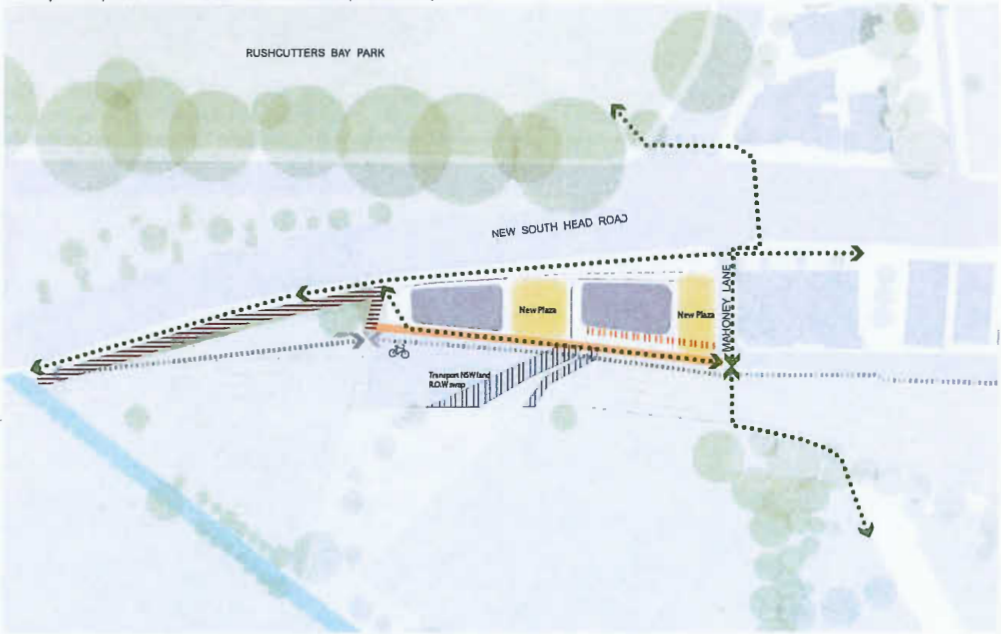
P35



This important node in the pedestrian network has good views but poor amenity



The important pedestrian link under the viaduct has poor amenity



Concept plan showing potential improvements in the pedestrian and cycle network if the site redevelops.

P36



Opportunities:

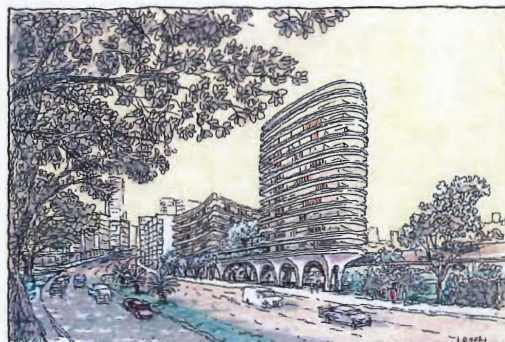
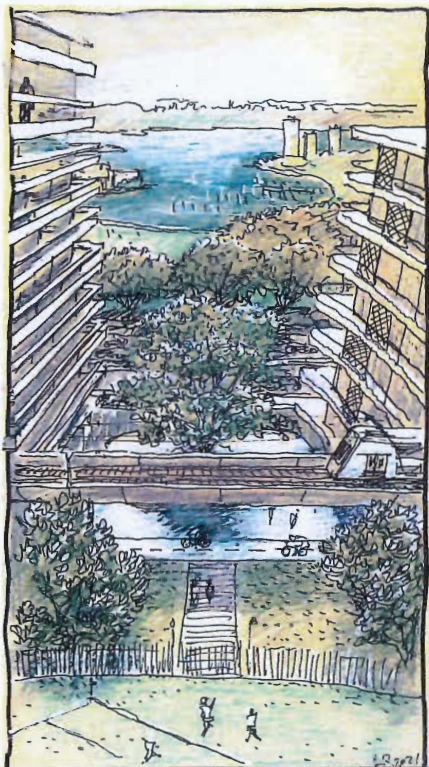
Site amalgamation where appropriate

This is an unusually narrow site with limited access, and site-specific constraints and opportunities will determine specific outcomes. The two sites at 73 and 85A New South Head Road are currently capable of proceeding as a consolidated development. However, a significant delay may mean the window of opportunity for a consolidated development will pass.

Design excellence

Landmark - Due to its unique position in all of Sydney, it is the Gateway to the East. The Edgecliff characteristic towers 'in the round', therefore Architectural Excellence is possible. A distinctive site offers an opportunity for a distinctive design response.

Building in Park - Re-civilise space beneath the viaduct and the Plazas extend (green) ground plane. The sheltered edges/ overhangs (extend fig tree form) and extraordinary architecture that can connect.



(Left) View toward public plaza and Rushcutters Bay Park

(Right) View looking west along New South Head Road (Courtesy: Luigi Rosselli Architects)

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Inclusion of community infrastructure and public domain upgrade

In line with the *Edgecliff Commercial Centre Public Domain Plan*, further possible community infrastructure and public domain upgrades are:

- New link traffic-separated
- Widen footpaths
- Provide impetus to improve public access along the Sydney Grammar School boundary on NSHR
- Cycle link
- Laneway link
- Activation & passive surveillance



View looking east New South Head Road (Courtesy: Luigi Rosselli)

Affordable housing contribution

The site is approximately 550m walk to Edgecliff Station. By applying the Transport Oriented Development principle, further Planning Policy of the Housing SEPP - In-fill affordable housing is also applicable to this site.

Consistency with desired future character

The existing uses represent a motorcar-focussed character of the mid-20th century. The opportunity exists to transform the site, so it becomes consistent with the desired future character. The proposal to limit the redevelopment of the site will almost certainly prevent the site from fulfilling its potential to contribute to the desired future character.

P38



Conclusion -

Regarding the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy. The council should reverse the decision by the council officers to **exclude all sites to the west of 1 Mona Road and 135-153 NSHR from any uplift**. Thereby effectively preventing the redevelopment of 75-85A New South Head Road (BP and Car Wash Sites). This decision should be reversed to realise the following:

- Preserve the potential for a distinct landmark tower on the site
- Create the opportunity for architectural and urban design excellence
- Investigate potential for public access to the TfNSW (below Viaduct)
- Establish a process that incentivises design excellence
- Develop a strategy to improve pedestrian amenities to the south (under the Viaduct)
- Develop strategy to improve pedestrian amenity to the west towards King Cross

This raft of public benefits extends beyond the site and reflects its potential to serve as a catalyst for improvements in the surrounding sites. It will also include realising its potential to achieve an extraordinary architectural outcome on this extraordinary landmark site.

Yours Sincerely,



Paul Walter
Director

P39

Subject:

FW: Draft ECC

From: David Prentice <[REDACTED]>
Sent: Friday, 5 April 2024 6:25 PM
To: Chinmayi Holla <[REDACTED]>
Subject: Draft ECC

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>S & C</u>
Date:	<u>24 / 4 / 2024</u>

Attention Chinmayi: Please circulate prior to April 15 Meeting. Thank you.

For Planning Consideration

New South Head Road is the only traffic artery to Sydney's Eastern Suburbs.

What is approved within the existing Edgecliff traffic pinch point affects all residents from here to Watson's Bay forever. Please be careful. We need imagination. We need vision. Consider this: A tunnel relieving congestion at NSH Road and Ocean Street, similar to the Kings Cross Tunnel which facilitates high rise development and traffic flow.

NSH Road becomes a pedestrian plaza at the Edgecliff Centre/Station with...let's imagine, the 'Woollahra Town Square', with trees and landscaping, umbrellas, food, drinks. An outdoor cinema perhaps. A boutique 5 star hotel with rooftop dining.

Child care. An Indoor swimming pool. All paid for by the high rise developers. A plan where everyone benefits. Imagine that!

By contrast, increasing the height limit along NSH Road from Rushcutters Bay, does not demonstrate vision. It creates an ugly canyon which benefits no one other than the developers. Worse still, it includes no traffic plan. It would throttle the Eastern suburbs.

Please be careful with what we have.

P40

The planning proposal and indicative development concept demonstrate consistency with the aims of the exhibited draft ECC Strategy as follows:

- Height and FSR compatible with those identified on nearby uplift sites
- New non-residential space in a modern commercial setting, adjacent to Edgecliff Station would enhance the employment role of the ECC
- Being close to transport, development of the subject site will be transport oriented and the location-meets criteria to encourage active transport use
- Redevelopment would provide new and improved active frontages, including conservation and refurbishment of the heritage listed building

The planning proposal can, therefore, be considered consistent with the ECC Strategy.

It should be noted, however, that given the issues raised in submissions to the Draft ECC Strategy, Council staff are in the process of refining and amending the draft ECC Strategy. While it is expected uplift sites will be identified in the final ECC Strategy at the time of writing this report, there is no certainty about what building height and space controls will be recommended for each site.

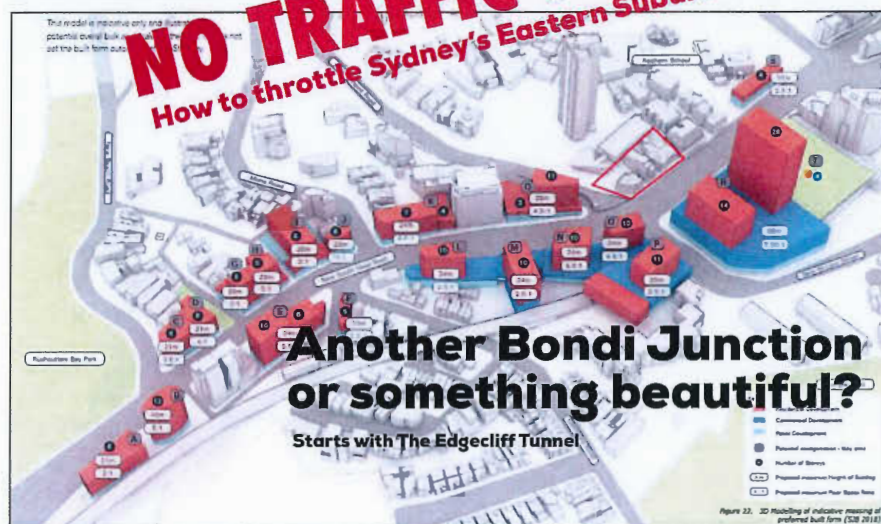


Figure 2: 3D Modelling of indicative potential built form (Source: SJB 2018) (site highlighted in red)

P41

Carolyn Nurmi

From: Anthony Boskovitz & [REDACTED]
Sent: Wednesday, 10 April 2024 5:23 PM
To: Records
Subject: Strategic and Corporate Meeting_15 April 2024
Attachments: Tanner Report.pdf; Letter to Woollahra Municipal Council_10 April 2024.pdf; GSA Submission.pdf

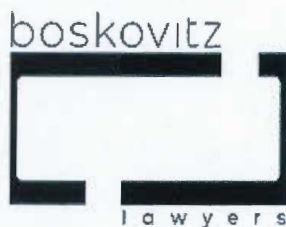
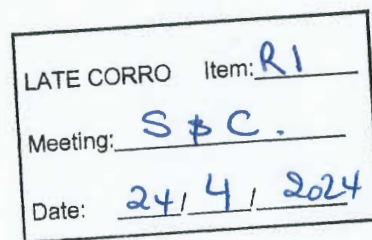
Mayor and Councillors

Please see attached late correspondence for your consideration.

Regards,

Anthony Boskovitz
Boskovitz Lawyers

S
E



We have changed our contact details. All mail should be sent to PO Box 305, Edgecliff NSW 2027

Check out our new website www.boskovitzlawyers.com

Like us on Facebook

<https://www.facebook.com/boskovitzlawyersau/>

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P42

**2a MONA ROAD, DARLING POINT 2027
ADVICE ON DEVELOPMENT AND HERITAGE ISSUES**

9 April 2024

By Howard Tanner AM B.Arch. LFRAIA Architectural Consultant

Howard Tanner's appointments have included:

- Chair, Heritage Council of NSW
- National President, Australian Institute of Architects

2a Mona Road: Existing Circumstance

- The property was listed as a Heritage Item by Woollahra Council following the initial Woollahra Heritage Study 1983-4. I was a member of the study team. While historic background research was undertaken, the survey items were largely evaluated from street vantage points. In this case no site or internal inspection of the property was undertaken.
- The street façade has a quasi-Georgian character dating from the first half of the 20th century. It makes a polite contribution to the street. The rooms immediately behind the façade are not architecturally significant.
- Behind this 20th century addition is a structure used as offices. It incorporates stone walls from a pair of terrace houses dating from c.1840. Effectively, no timber framing, joinery or architectural detailing from the terrace houses has survived.
- The remaining 19th century building fabric on this site appears to be:
 - 1: the stone walls of the basement
 - 2: the external two storeyed stone walls of the original rectangular building volume (the central party wall between the two terrace houses having generally been removed)
 - 3: the eastern and western gables
- The current owners purchased the property in 1988. At the time the remains of the 1840 building were in a derelict state, with all timber beams, joinery, flooring and roof framing either rotten or collapsed. The building owners advise me that at that time Woollahra Council anticipated demolition. The owners, with DA approval, used new construction in 1989 to create the spaces existing today. Thus, nearly all of what you see is modern.
- It appears that apart from the three elements listed above (1, 2 & 3) that virtually every other element on the site has no historical relevance to the 19th century building. From the evidence of the site and the available historic records, there is no valid way that the two stone terrace houses on this site could be restored with a credible outcome.

P43

- 2 -

- An application has been made to Council to build apartments above the retained stone walls. I gather that this proposal has not been accepted by Council.

2a Mona Road: Resolving an Outcome

- Howard Tanner was a team member of the original Woollahra Heritage Study. Following recent detailed inspections, the heritage listing now appears questionable to him. However, Woollahra Council appears intent on retaining the listing.
- The NSW Government has stated its objective of increased residential development within proximity of railway stations. The area of land bounded by Mona Road, Mona Lane and New South Head Road - the Mona Road Precinct – is within 500 metres of Edgecliff Station and is well served by bus services. The precinct certainly qualifies for consideration for comprehensive residential redevelopment.
- It is my view that all the properties within the Mona Road Precinct should be combined under a Master Plan accepted by Council to enable new residential development as sought by the NSW Government. A larger development could resolve access and parking issues and retain the historic stone walls in a well-resolved scheme of real quality.
- The current Heritage Listing at 2a Mona Road denies a benevolent or logical outcome for the heritage or for the property. By including the retained historic fabric in a larger development, a constructive outcome can be achieved. Such a development would become a significant gateway development at the intersection of New South Head Road and Mona Road.

Architecture that Combines Heritage Buildings and Modern Development

Since the 1980s when the then semi-derelict Queen Victoria Building in the Sydney CBD was restored and successfully revived as a shopping arcade, quite a number of projects have successfully combined heritage buildings or their elements into new schemes of development. Attached are some good examples of this approach by Sydney architects Tonkin Zulaikha & Greer: Queensgate, Potts Point; Trelawney Street Residence; Minerva Theatre; Paddington Reservoir Gardens; Tenterfield School of Arts; Carriageworks.

An Opportunity to Develop a Concept for the Precinct

Howard Tanner is unfortunately unavailable in Sydney for the week commencing 15 April 2024.

Should Woollahra Council and relevant parties wish to discuss this larger concept at a future date Howard Tanner would be pleased to participate.

Howard Tanner
9 April 2024

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TZG Menu



Queensgate

Name	Queensgate
Client	Piccadilly Hotel Operations Trust Pty Ltd
Location	Potts Point, NSW
Year	2020 - Ongoing



The challenge here was to stitch this Federation building into the surrounding landscape for the benefits of natural light, ventilation and solar power, while still respecting the heritage value of the building.



Site Visit



Historic Imager

P46



Team

Tim Greer, Todd Solman, Julie MacKenzie, Albie Tenedora, Tracey Lau, Kevin Lee.

Collaborators

TZG Heritage.

Consultants

AMAC, Arcadia, BG&E, Climatewise, Concise Certification, Elephants Foot, Evolved Engineering, El Australia, Geoserv, Innova, LCI, Mogamma, Planning Lab, Polymer Studios, PWNA, TTPP, TTW, Urbaine, Arup, Polygenic Studio.

Previous Project:

Walsh Bay Arts Precinct

TZG

Menu

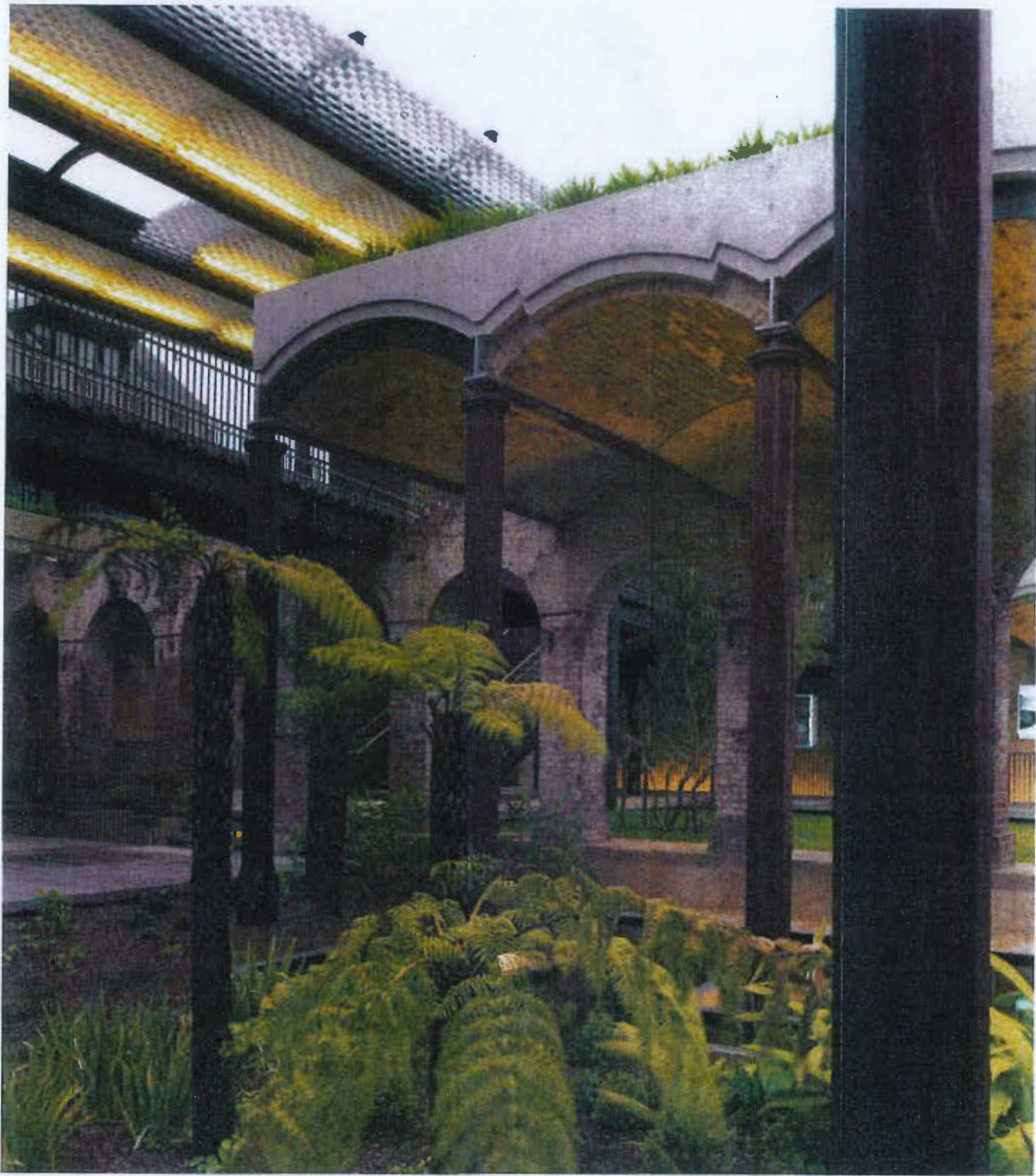
Next Project:

Minarah College

P47

TZG

Menu



Paddington Reservoir Gardens

Name	Paddington Reservoir Gardens
Client	City of Sydney
Location	Paddington, NSW
Year	2006-2009

P48

TZG

Menu

functionally unifies these seven construction stages around a sheltered central courtyard.



P49

TZG

Menu



Drawings

The building's ideal performance needed maximum height. Echoing the rhythm of the former roof monitors, the new roof is lifted to form glowing beacons. For further community benefit, TZG suggested the re-use of the capacious outbuilding to be used as a Farmers Produce Market.

P50



PROPERTY | PLANNING | CONSTRUCTION

10 April 2024

Our Ref: AB:2024/3111
Your Ref:

Mayor and Councillors
Woollahra Municipal Council
536 New South Head Road
DOUBLE BAY NSW 2028
BY EMAIL:

Dear Mayor and Councillors

RE: EDGECLIFF DRAFT PLANNING STRATEGY
PROPERTY: 2A MONA ROAD, DARLING POINT NSW

We act for the owners of 2a Mona Road, Darling Point (the '**Property**').

We are instructed that our clients have a significant interest in the draft Edgecliff Commercial Centre Planning and Urban Design Strategy (the '**Draft Strategy**').

We understand that the Draft Strategy has been on foot for a number of years and was previously exhibited to the community on or about 31 May 2021.

We have been provided with a submission prepared by GSA Planning dated September 2021 which was submitted in response to the public exhibition (the '**Submission**').

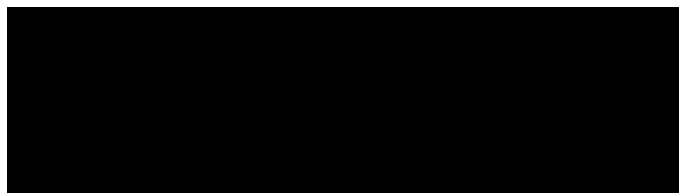
We understand this matter is proceeding to a Strategic and Corporate Committee Meeting on 15 April 2024.

We have been provided with a copy of the agenda and supporting attachments which we understand were published for community review on the afternoon of 4 April 2024 (the '**Report**').

We are instructed to raise the following issues:

1. Communications after Exhibition

Our client is concerned by the lack of continuing consultation which has occurred with respect to the Draft Strategy. The exhibition and notification process concluded in about September 2021 and until the release of the Report no further communications or updates have been provided by Council to interested stakeholders.



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- 2 -

The turnaround time associated with preparation for the public meeting including the review of a long Report being approximately 6-7 full business days is insufficient for such a crucial matter and we are instructed that our client requires that this matter be deferred for a period of 4 weeks to allow them to adequately consult their expert team to prepare a response.

2. Recommendations of Council on 29 March 2021

One of the recommendations at the meeting of Council on 29 March 2021 seeking to progress this matter required that submissions received during the public exhibition be reported to a future meeting of the Strategic and Corporate Committee.

We note Attachment 3 of the Report provides for an empirical understanding of submissions but provides very little substantial reflection of the submissions or a consideration of same.

In respect of the Submission of our client, there has been no actual response to the matters contained therein including responses to the matters contained in the recommendations as well as the matters raised supporting the proposition that the uplift in zoning of the subject site is a good strategic outcome.

Our client is concerned that the information contained in their comprehensive Submission has not been considered by the staff or the Councillors in any meaningful way and respectfully request that they be reviewed and considered more thoroughly. We attach same for your ease of access.

3. Reasons to exclude the Property and surrounding properties from the Draft Strategy

We have reviewed the Report and can see no comprehensive reason for not considering the Property or Surrounding Properties other than the fact that the Property is subject to a heritage listing.

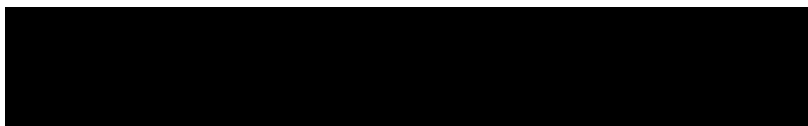
For the purpose of this submission, we refer to the surrounding properties as those properties that form a grid shape between Mona Road, Mona Lane and New South Head Road (the '**Surrounding Properties**'). Collectively we refer to this area as the '**Mona Road Precinct**'.

Our client has engaged Mr Howard Tanner to consider the redevelopment of the Property in a meaningful way which allows for an uplift of yield in a comprehensive manner and which will ensure the sympathetic treatment of the heritage item including the retention of the existing structure and stone walls. We attach his report.

We note that the Mona Road Precinct is within about 400m of the Edgecliff Train Station and has numerous bus stops in the vicinity of same. It is also a short walk to Kings Cross and the City.

The Mona Road Precinct does not include 1 Mona Road, Darling Point however this property has recently been approved for a substantial yield uplift by way of a planning proposal and is the subject of multiple consents permitting development in accordance with the uplift.

It would appear from the Report that the basis for removal of the Surrounding Properties and the exclusion of the Property from the Draft Strategy is because of the potential for an impact on the heritage significance of the Property as well as the potential for listing of other local properties. This reason, with all due respect, is difficult to comprehend.



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- 3 -

Firstly, there are very many fine examples of heritage buildings being redeveloped for additional yield and for multiple purposes including for residential development, commercial development and mixed-use development. Mr Tanner has provided for a number of examples in his report.

We note that Attachment 1 of the Report at page 20 states that the restriction of uplift will preserve the heritage significance of items referred to in the report and the Paddington HCA. There is no evidence to support this proposition.

Further the development or redevelopment of the Property or Surrounding Properties would need to go through a thorough assessment process noting the provision of clause 5.10 of the Woollahra Local Environmental Plan as well as the Council's objectives and controls in their Development Control Plan as well as NSW policies regarding the sensitive redevelopment of property in heritage conservation areas and proximate to heritage items.

We also note that is a very limited ability to observe the Property from the public domain with view corridors not available from high pedestrian areas on New South Head Road which means that development in the Mona Road Precinct would have minimal impact on the item.

4. Failure to consider multiple critical factors

The Council's expert hve appeared to entirely ignore the following matters:

a. The Government Requirements for additional housing

Both the Council and each of the previous and current state governments have strategies in place for the provision of housing. The Report has failed to give due consideration to the benefit of additional housing in the Mona Road Precinct and thus have failed in their requirement to meet the objectives of the targets imposed on the Council which must be adopted.

We submit this is a critical failure in the consideration of good strategic planning noting that the Mona Road Precinct is located on a main arterial road, is very proximate to multiple commercial areas including Edgecliff, Double Bay, Kings Cross and the Sydney CBD and is well serviced by public transport including Edgecliff train station, a number of bus routes and the Eastern suburbs ferry service at Darling Point.

We submit that the implementation of an uplift in yield will allow for the provision of housing in accordance with the multiple strategies on foot.

We note that Council's own Strategic Planning Statement seeks to protect various types of non-residential floorspace in various precincts and we submit that this could be achieved under provisions imposed in respect of uplift of the Mona Road precinct.

In the case of the Property, the client would accept a provision requiring a certain amount of floor space to be retained as commercial space and the relevant amendments to the Part 7 of the LEP to facilitate same.

b. Urban Design and Gateway

The Council's reports are ignoring the form and design of those buildings that form the gateway to the municipality along New South Head Road. It is abundantly clear that there is a substantial amount of building stock which is of low value and ought be replaced. Replacement stock will never be considered by owners without uplift potential. Uplift potential

§ [REDACTED]

P53

- 4 -

comes from active local government involvement including implementing strategies for the uplift in yield. Clearly there are multiple variables in the consideration of same including the proximity of services and surrounding development.

In respect of services, we have outlined the plethora of services available to this area but in respect of surrounding development, one need only look at the rezoning at 1 Mona Road together with the substantive building form at 2B Mona Road to understand that this area ought be considered for an uplift and the resultant rejuvenation and investment.

One other issue that is totally overlooked is the existing access the Property has together with the rear lane access that the Surrounding Properties have. This makes development of these sites quite practical and achievable whereas other sites proposed to be rezoned rely on access via driveway much more proximate to New South Head Road.

The proposal for the Mona Road precinct will unfortunately result in this area of Edgecliff falling behind the others and result in a hugely disparity in form, scale, architectural and urban design outcomes and ultimately value between West and East Edgecliff which is a poor outcome.

In the case of the Mona Road Precinct, there is little or no potential for the redevelopment of buildings like 2B Mona Road or the Georgeson without uplift and thus the Western entry to the Municipality will remain in situ until some affirmative action by the Council or the government.

c. Surrounding building forms

We submit that consideration must be given to surrounding building forms which include 2b Mona Road and 1 Mona Road.

The Report refers to the consideration of the heritage of the Property and other HCAs but completely ignores the existing character and context of the immediate area.

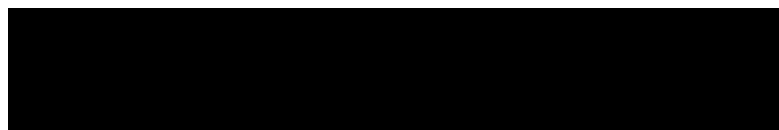
It is inconceivable that the existing character of the area would not assist in driving the understanding of the desired future character noting there is substantial common law to support this proposition.

We understand that there are remnant buildings from a different time that the Council might seek or wish to ignore but this cannot be a consideration in this area noting the recent rezoning of 1 Mona Road and subsequent development consents which only date back 5 years.

5. Conclusion

The Council ignoring the potential for high quality and good urban design at the western gateway to the Municipality is a poor planning outcome. This poor outcome is exacerbated by the fact that the Mona Road Precinct is located in an area with development, both existing and approved, which have a similar form and context, substantive vehicular access and in close proximity to services including commercial centres and public transport.

The basis for ignoring the prospect of an upzoning is that there is an existing heritage item without further consideration of the potential for sympathetic development to occur on the Property with the heritage item or Surrounding Properties.



P54

- 5 -

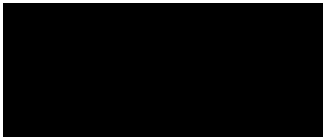
The Council's Report appears to entirely ignore the potential for development that can provide commercial and retail development whilst providing more and improved housing stock as well as far superior and improved architectural outcomes at the western gateway to the municipality.

We submit that this is a LOST OPPORTUNITY for the Council and its constituents who, we submit, do look for leadership from its elected officials to provide housing stock in desirable locations close to existing services.

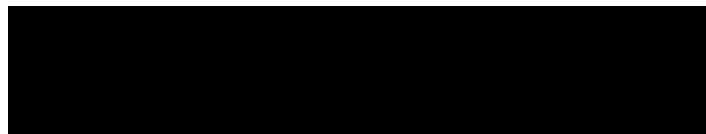
We call on the Councillors to defer this for further consultation with the owners in the Mona Road Precinct so a considered plan can be implemented to take advantage of the location of the area and its clear and identifiable geographic benefits.

Yours faithfully,

BOSKOVITZ LAWYERS



ANTHONY BOSKOVITZ



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PLANNING SUBMISSION

Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

**The Inclusion of No. 2A Mona Road,
Darling Point**



Prepared on Behalf of:
The Owners - SP 44976
2A Mona Road
DARLING POINT NSW 2027

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JOB NO. 21287
September 2021

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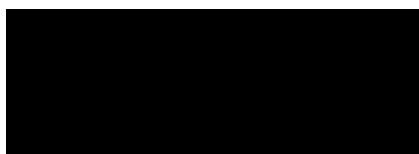
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Date : 16 September 2021

For and on behalf of GSA Planning
95 Paddington Street
PADDINGTON NSW 2021

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- Annexure B – Heritage Letter and Report by Urbis
- Annexure C – Heritage Letter by Mr Howard Tanner
- Annexure D – Structural Statement by Mr Richard Green

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Abbreviation	Abbreviation Meaning
ADG	Apartment Design Guide
AHD	Australian Height Datum
ANEF	Australian Noise Exposure Forecast
AS	Australian Standard
ASS	Acid Sulfate Soils
CBD	Central Business District
CMP	Construction Management Plan
Council	the Council
CRZ	Critical Root Zone
DA	Development Application
DCP	Development Control Plan
DP	Deposited Plan
DPIE	Department of Planning, Industry & Environment
EIS	Environmental Management Plan
EPAA	Environmental Planning and Assessment Act 1979
EPAR	Environmental Planning and Assessment Regulations 2000
EUR	Existing Use Rights
FFL	Finished Floor Level
FSR	Floor Space Ratio
GFA	Gross Floor Area
GSC	Greater Sydney Commission
HCA	Heritage Conservation Area
HIA/HIS	Heritage Impact Assessment/Heritage Impact Statement
IHAP	Independent Hearing and Assessment Panel
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MHWM	Mean High Water Mark
NSW	New South Wales
NSWLEC	NSW Land & Environment Court
OEH	Office of Environment and Heritage
OSD	On-Site Detention
PoM	Plan of Management
POS	Private Open Space
PP	Planning Proposal
REF	Review of Environmental Factors
RFB	Residential Flat Building
RL	Reduced Level
RMS	Roads & Maritime Services
SEE	Statement of Environmental Effects
SEPP	State Environmental Planning Policy
SREP	Sydney Regional Environmental Plan
SP	Strata Plan
SWMP	Stormwater Management Plan
TPZ	Tree Protection Zone
TfNSW	Transport for NSW
VENM	Virgin Excavated Natural Material
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1.0 INTRODUCTION

This submission is in response to the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (the Draft Strategy), and has been prepared by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning) on behalf of The Owners - SP 44976 of 2A Mona Road. GSA Planning has expertise in Urban Design, Environmental & Traffic Planning. This submission presents a compelling argument that the subject site should be included in the Draft Strategy for an increase in FSR and height.

The overall aims of the Draft Strategy and its proposed provisions encourage increased Building Heights/Number of Storeys, corresponding Floor Space Ratio increases, and improvements to the public domain. The Draft Strategy also has a clear focus to provide additional housing and commercial floor space to support the CBD.

The sites surrounding No. 2A Mona Road are recommended for an increase in height and FSR and form an integral part of the strategic increase in built form. However, the subject site has been excluded. It is understood that this exclusion occurred as there is an item of environmental heritage on the subject site. This exclusion occurred despite No. 2A Mona Road, which is just 20 metres from this corner and the widest block just off New South Head Road, and adjoining an existing eight storey shop top housing development, has been omitted from the Draft Strategy.

To prove that the existing heritage building could be retained, and that there could be an increase in height and FSR on the subject site, the owners engaged imminent architects, Eeles Trelease Pty Ltd to prepare a concept design for the subject site. These architects are credited with designing some of the outstanding buildings in Double Bay. In developing this concept, the architects were advised by heritage experts, Urbis and Howard Tanner, to ensure that the integrity of the heritage building could be maintained. Also, the architects were advised by structural engineer, Richard Green to ensure that the proposed building addition could be successfully constructed, while retaining the heritage building. Council will observe that the proposed contemporary addition is visually and physically separated from the heritage building, allowing it to remain the prominent feature in the streetscape.

It is proposed that the subject site be included in Draft Strategy with an FSR of 3.5:1 and a height limit of 23.6m, accommodating a total of 7 storeys, with an architectural roof feature above. This would bring the building in line with the proposed neighbouring developments. The increased height and FSR will provide a sympathetic building envelope for this site in the proposed context and will generally retain existing levels of privacy, views and solar access to neighbouring development. The increase in height would also assist with the transition in height from the existing residential flat building at No. 2B Mona Road. If the subject site is excluded from the Draft Strategy, the directly adjoining buildings will dwarf the subject site and result in an unintended 'chipped tooth' effect, creating an incongruous height line along Mona Road.

Although only a concept, the proposal will allow for an elegant built form to sit above the existing retained heritage item, to contrast traditional and contemporary architectural styles. A Heritage Assessment has been undertaken by Urbis to provide a greater understanding of the heritage values of the existing building, and confirming the proposed uplift and concept building can protect and enhance those values. An alternative heritage opinion by Howard Tanner argues that the existing building has little merit and could be demolished. If this is the case and Council agrees with this position, achieving the increased height and FSR would be that much easier. The concept design has also been supported from a structural perspective, as outlined in the Structural Letter by Richard Green.

This submission contains a brief description of the subject site and background; the concept proposal; suggested amendments to the Draft Strategy; and a conclusion.

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2.0 SUBJECT SITE, DEVELOPMENT STANDARDS & BACKGROUND


Subject Site

The subject site is located approximately 2.2km east of the Sydney CBD, within the Edgecliff Local Centre. It is on the western side of Mona Road, between New South Head Road and Mona Lane and is known as No. 2A Mona Road, described as SP44976 and has an area of approximately 388m² (see **Figure 1**).



Source: SIX Maps, 2021

Figure 1: Location Plan

 Subject Site

Existing Zoning and Development Standards

The existing LEP zoning, development standards and provisions for the site are as follows:

- **Height of Buildings:** 14.5m
- **FSR:** 1.25:1
- **Zoning:** B4 Mixed Use
- **Heritage:** Local Heritage Item No. 149

No. 2A Mona Road is currently occupied by a predominantly three storey sandstone and rendered commercial building, with the roof top level recessed from the street (see **Photograph 1** on the following page). The subject site comprises two single car garages, one on either side of the Mona Road frontage. The site also includes a rooftop terrace facing towards Mona Road. Several dormers are located along the pitched rooftop. The site comprises a mixed use development, with the building containing office and medical uses at the upper levels and some residential units at the lower level.

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Photograph 1: The subject site at No. 2A Mona Road,
as viewed from Mona Road

Development in close proximity to the subject site include the Edgecliff Centre, railway station and bus interchange, and a variety of commercial, mixed-use, and residential flat buildings. Retail shopfronts are also prominent at street level. Existing and approved buildings in the area contain a range of traditional and contemporary architectural styles, and vary in density from two storeys up to twelve storeys along New South Head Road.

Site History and Background

The Inter-War Georgian Revival was built on the site circa 1940, since then it has been the subject of a number of alterations and additions. The subject site is heritage listed as an item of local significance (No. 149), known as 'Mona Terraces'. As part of this submission to Council, a Heritage Assessment and Letter prepared by Urbis has been separately submitted. The heritage material recommends that the original building should be retained as part of any future developments

- The subject site dates from c. 1840 with the building modified to include a Georgian Revival façade.
- Both Lot A and B were purchased in 1961 by the previous owners. At this time the terraces appear to have fallen into a state of disrepair.
- The current owners purchased the subject site in 1988.
- Extensive restoration and remodelling works were undertaken in 1989, which included the construction of new wings to the north and south of the main building, provision of carparking including roller doors, construction of new conservatory style addition at the north of the building, re-roofing and construction of dormers, and general renovation of the area.
- The building has been occupied by Loewy Group of Chartered Accountants since 1988, with other tenancies leased out to various businesses.

The heritage building on-site has been well-maintained by the long-time owners, who have a history of consultation and communication with Council. The proposal seeks to ensure the built form remains relevant within the community and is considered as part of Council's expansion plans.

3.0 THE DRAFT STRATEGY AND ITS RELATIONSHIP WITH THE SUBJECT SITE

3.1 The Draft Strategy

The Draft Edgecliff Commercial Centre Planning and Urban Design Strategy was placed on exhibition on 31 May 2021. The main focus of the strategic document is to promote and support the use of existing transport and nodal points through the provision of increased building height and FSR to a number of existing buildings in close proximity to Edgecliff Train Station and shopping centre. The Draft Strategy has a key deliverable of increasing both commercial and residential floor space and aims to affirm the role of Edgecliff as a gateway connecting the Woollahra LGA to the Sydney CBD. As a strategic document, the Draft Strategy has been informed by the following:

Eastern City District Plan

Finalised in February 2018 by the Greater Sydney Commission, it provides a 20-year plan to manage growth of the Greater Sydney region while enhancing liveability, productivity and sustainability. Woollahra LGA is identified within the Eastern City District Plan, detailing the ideal land use, transport and infrastructure outcomes for the area. Within the Eastern City District, there is explicit mention of the limited ability for the Sydney CBD to expand. In acknowledging this limitation, the Eastern City District Plan envisages that other nearby LGA's will assist with the provision of commercial and housing floor space. For this reason, place-based planning for centres should address the following principles:

- *Protect or expand retail and/or commercial floor space*
- *Protect or expand employment opportunities.*
- *Will be appropriate to accommodate additional housing as part of their housing strategy*

An increase in both height and FSR will provide increased capacity for additional high-quality, architecturally designed commercial floorspace and residential units nearby public transport infrastructure and the CBD. The additional floor space will assist in accommodating Sydney's growing population and commercial needs.

Woollahra Local Strategic Planning Statement

The Woollahra Local Strategic Planning Statement (LSPS) was finalised in 2020 and sets out a 20 year vision for the LGA, with a core focus on supporting the existing local centres, promoting transport and enhancing liveability. The LSPS integrates with the abovementioned Eastern City District Plan.

The strategic and local significance of the Edgecliff Centre is echoed throughout the LSPS, particularly in relation to promoting Edgecliff's role as a key transport interchange and commercial centre. Further, the LSPS acknowledges Woollahra's limited stock of 'greenfield' or undeveloped sites. Accordingly, development of existing buildings in the area is the most viable mechanism to facilitate the centres growth.

In accordance with the strategic emphasis placed on Edgecliff as a nodal point within Woollahra, the subject site meets the following planning priorities and actions:

Planning Priority 6: *Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating a great place for people*

Actions:

- *Promote design excellence and best practice construction for public and private buildings, urban design and the public domain*
- *Undertake community consultation on the 'Edgecliff Commercial Centre Planning and Urban Design Study'*

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Planning Priority 7: Supporting access to a range of employment opportunities and partnerships

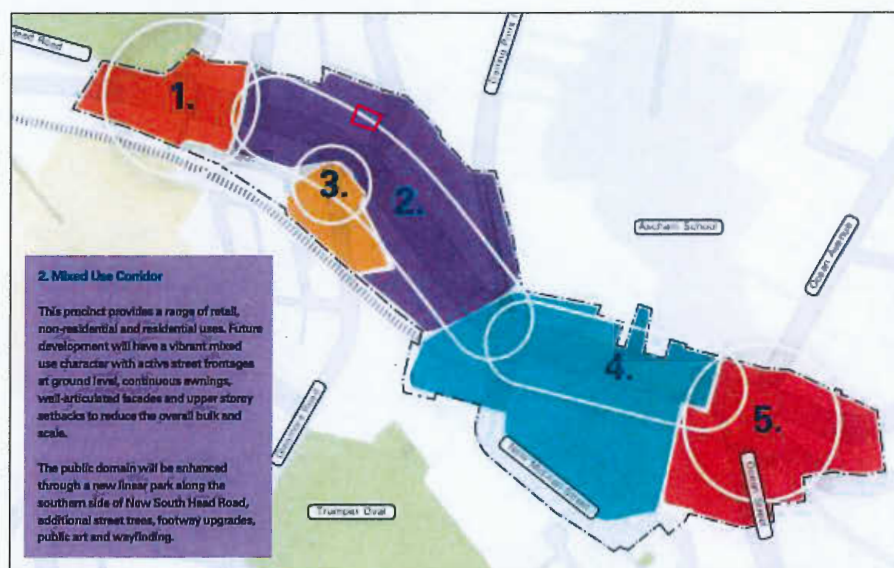
Actions:

- Support and promote business and professional networks that are responsive to the evolving needs of local business and our community
- Introduce planning controls (LEP, DCP ect) to protect and enhance floor space for commercial, retail, business, health and community uses in centres, particularly in Double Bay and Edgecliff

The increase in both height and FSR of the subject site will achieve a desirable land use in close proximity to Edgecliff Centre. The site's relationship to a variety of transport options will promote walkability and further support the viability of Edgecliff as a key transport interchange. The high quality architectural render of the concept built form on the site shows the level of design excellence that can be achieved, with stunning features such as a design which straddles the existing building, and a heritage garden integrated into the built form.

3.2 The Subject Site's Relationship to The Draft Strategy

This section demonstrates the link between the subject site and the Draft Strategy. Despite not being directly included in the building height and FSR increase, No. 2A Mona is identified throughout the Draft Strategy, particularly within the desired future character precincts. Each precinct, numbered 1 through 5, represents a different role within the Edgecliff Corridor. These precincts generally layout the desired land use and function of certain areas (see **Figure 2**).



Source: Draft Edgecliff Strategy

Subject Site

Figure 2: Desired Future Character Areas in Draft Strategy

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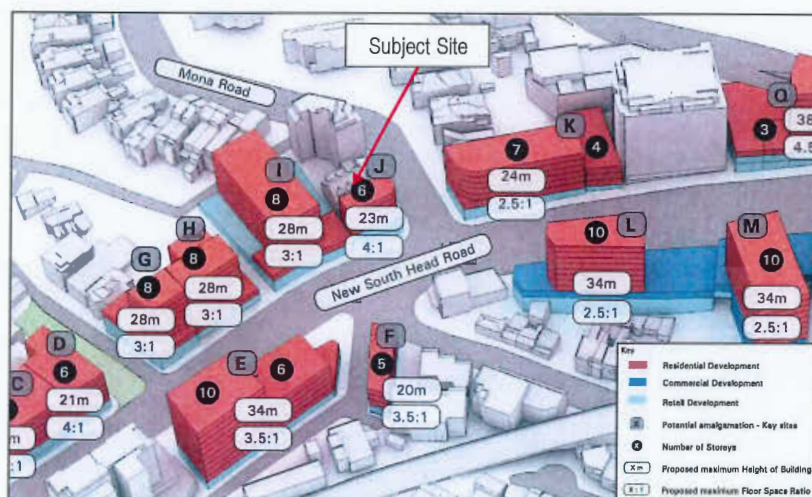
A summary of the precincts is as follows:

- **Precinct 1** - Western Gateway will be the transition from the Woollahra LGA to the Sydney CBD. It is envisaged that development will be sensitive to the existing Rushcutters Park and will be heavily focused on public domain upgrades
- **Precinct 2** - Mixed Use Corridor contains the subject site and will provide a range of retail, non-residential and residential uses. The desired future built form will have upper storey setbacks and well-articulated facades
- **Precinct 3** - Paddington Gateway will denote the start of the Paddington Heritage Conservation Area (HCA), with future development to respect and maintain a lower density scale
- **Precinct 4** - Local Commercial Core will be a focal point for employment as well as apartments. Future development is envisaged to enhance the employment role of the Draft strategy and provide civic upgrades.
- **Precinct 5** - Eastern Gateway serves as a gateway to neighbouring suburbs and will have a strong focus on increases active and passive recreation spaces.

As mentioned, the subject site is identified within the catchment area of Precinct 2. This precinct provides a range of retail, non-residential and residential uses. Future development will have a vibrant mixed use character with active street frontages at ground level, continuous awnings, well-articulated facades and upper storey setbacks to reduce the overall bulk and scale.

Notwithstanding that the site is located within this precinct, it has been excluded from the benefits proposed in the Draft Strategy. This may have been inadvertent or because there is a heritage building on the subject site. In any case, we will show that our site should be included and receive the full benefits of the strategy.

In order to support the desired future character of each precinct, the Draft Strategy also proposes an increase to the building heights, FSR, and general density uplift of a number of key sites throughout the Edgecliff Corridor (see **Figure 3**). The proposed uplift of each site is separated into the commercial and residential floorspace, respectively. Whilst included in the 'Desired Future Character Area' diagram, the subject site has not been identified for uplift as part of the 'Indicative Massing and Proposed Built Form' diagram.



Source: Draft Edgecliff Strategy

Figure 3: Draft Strategy Massing

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Importantly, the above massing model shows our building wedged between existing and proposed built forms and further makes the case that our site will be seriously disadvantaged if not included for an increase in height and FSR.

Given the subject site's proximity to a number of those identified for inclusion, including neighbouring sites directly to the south and west, it is surprising to see its exclusion. Whilst this may be due to its heritage listing, the supporting documents provided as part of this submission demonstrate the ability for this to be overcome. There is a unique opportunity to utilise the existing heritage item whilst providing a transition between future development along New South Head Road, and the existing residential flat building at No. 2B Mona Road. Further, the subject sites inclusion in the Draft Strategy would not be an isolated case of a site positioned off New South Head Road being included for uplift. The site location mirrors that of No. 502 Glenmore Road, which is currently identified for up lift under the Draft Strategy, however, is also not directly on New South Head Road.

The subject site's strategic significance is demonstrated throughout the Draft Strategy, however, it has been excluded as part of the proposed building height and FSR increase. Notwithstanding the heritage item location on the site, it can be demonstrated that the heritage value of the existing building can be retained whilst including the site for uplift.

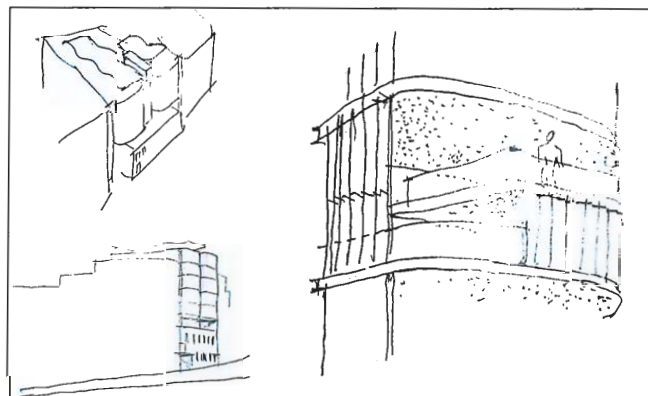
4.0 CONCEPT PROPOSAL

To convince that the alterations and additions could occur on the subject site while retaining the existing heritage building, the owners have engaged renowned architects Eeles Trelease to prepare a concept proposal. These architects are recognised for designing some outstanding buildings in Double Bay. The owners also engaged Stephen Davis from Urbis to guide the development and ensure that the integrity of the heritage building is retained. Further heritage advice was also obtained from Howard Tanner. Structural engineering advice was also obtained from Richard Green, a qualified engineer.

The Concept Design

The initial concept provides space between the existing heritage building and the proposed contemporary building above. Also, the proposed addition is set back behind the heritage building to ensure that the addition is subservient in the streetscape (see **Annexure A**).

The concept design development considered how the proposed built form could relate to the existing building. These early sketches indicate the thematic approach taken by the architects (see **Figure 4**).



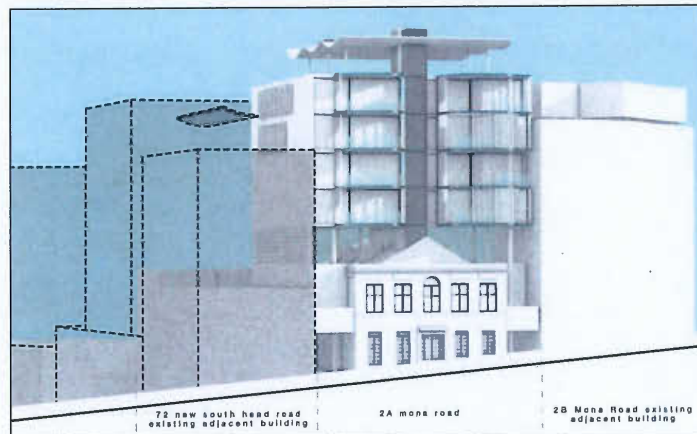
Source: Eeles Trelease Pty Ltd

Figure 4: Design Sketches of Potential Built Form

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Importantly, the concept drawing show how the proposed heritage void separates the existing building from the proposed contemporary addition. Also, this next stage of concept development indicates how the scale and bulk of our concept will fit within the existing built form of the locality (see **Figure 5**).



Source: Eeles Trelease Pty Ltd

Figure 5: Design of Potential Built Form

The separation between the new and old built form in the context of the surrounds is further developed in **Figure 6**. The inclusion of a heritage garden creates a buffer between the existing and the proposed built form and provides a more subtle transition, which will allow for the heritage item to retain its significance in the streetscape. An architectural roof feature is also proposed, to allow for a lightweight structure to provide visual interest and amenity at roof level, without adding to the overall bulk and scale of the concept development (see **Figure 6**). This provides a total of seven storeys, with a proposed architectural roof feature above. Indicative floor plans have also been provided to demonstrate the layout of the potential addition (see **Figure 7** on the following page)

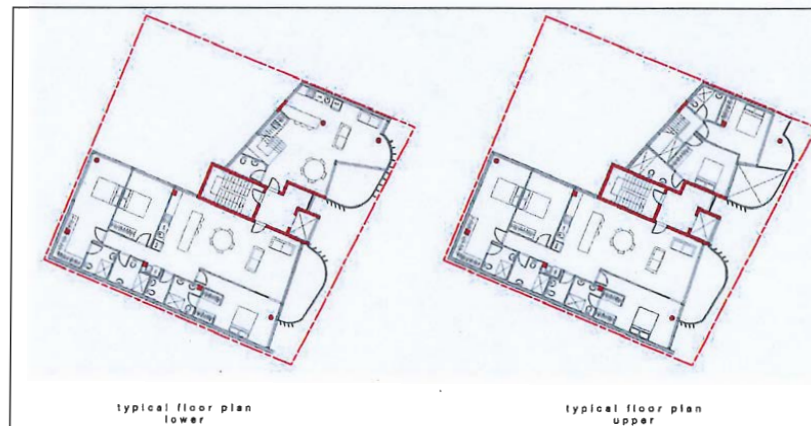


Source: Eeles Trelease Pty Ltd

Figure 6: Architectural Render of Potential Development on Subject Site

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Source: Eeles Trelease Pty Ltd

Figure 7: Typical Floor Plan Layout of Potential Development on Subject Site

Expert Input into the Concept Design

As part of the design process, several industry experts were included from the initial design stage to provide input. The above-mentioned experts have all provided separately submitted documents, that conclude the potential design is structurally feasible and will not impact on the heritage significance of the existing item.

A Heritage Report prepared by Urbis confirms that the site's heritage listing is not a limiting factor in its inclusion in the Draft Strategy and future uplift). A separate Letter from Urbis notes, inter alia;

It is Urbis' view that that the construction of a sympathetic vertical addition could be achieved in a manner that does not compromise the significance of the heritage item, and therefore that the site should be included in the Darling Point Planning Proposal.

Accordingly, the inclusion of a contemporary addition above the existing building is acceptable from a heritage perspective and does not compromise the integrity of the heritage item below (see **Annexure B**).

In contrast, an alternate heritage report by Mr Howard Tanner concludes that the existing heritage building can be demolished. Mr Tanner states in his advice, inter alia:

Current proposals indicate that a new apartment block might be built above the retained historic fabric. The proposal is an attempt to reconcile retention of historic fabric with the general development possibilities being considered for this precinct.

...

My preference is for a completely new building on this land. In my experience, the nominated architects – Eeles Trelease – are quite capable of achieving a truly superior outcome with a new building on this site.

If Mr Tanner's assessment of the subject site is supported by Council and the existing heritage item can be demolished, then this strengthens the argument for the site's inclusion in the Strategy (see **Annexure C**).

From a structural perspective, this has been further assessed by a suitably qualified structural engineer, Richard Green, who confirms the structural integrity of the building and its ability to integrate the additional four residential storeys and architectural roof feature, straddled above the heritage garden (see **Annexure D**). The letter states, inter alia.

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I have examined the drawings prepared by Eeles Trelease Pty Ltd architects of the concept for alterations and additions to 2A Mona Road. I have also visited the site and examined the external façade of the existing building...I am satisfied that the concept is structurally sound and can be built.

Accordingly, the proposal is considered to not detract from the existing heritage characteristics of the built form, and is capable of integrating additional height and FSR without impacting the structural integrity of the heritage building. The proposal also incorporates additional features including a heritage garden level, to enhance the appearance in the streetscape and emphasise the existing heritage building. The new built form will integrate well with the existing heritage item and provide greater visual interest along the street.

The potential proposal has demonstrated its acceptability from a structural and heritage point of view. The potential proposal is also acceptable when compared with the established context of the area. The cluster of No. 2A and 2B Mona Road will present as an extension of Nos. 66-70 New South Head Road's density onto Mona Road. The proposed massing and scale will also better fit within the broader building typology along New South Head Road not only as proposed under the Draft Strategy, but as existing (see **Photographs 2 to 7** below).



Photograph 2: Nos. 85-97 New South Head Road, as viewed from New South Head Road



Photograph 3: No. 100 New South Head Road, as viewed from New South Head Road



Photograph 4: No 1 Mona Road, as viewed from New South Head Road



Photograph 5: Nos. 58-60 New South Head Road, as viewed from New South Head Road

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Photograph 6: The Edgecliff Centre, as viewed from New South Head Road



Photograph 7: No. 180 Ocean Street, as viewed from New South Head Road

Our concept design has shown that the existing heritage building can be retained, and a further additional built form can be added while retaining the integrity of the existing building.

Although this is only a concept plan, it is confirmed by one heritage advisor as being appropriate and respectful to the existing building. It has also been confirmed by a structural engineer that it is 'structurally' achievable. However, our second heritage advisor argues that the heritage building need not be retained. If this opinion is endorsed by Council, providing a built form on the subject site in accordance with the indented controls becomes a much easier exercise

5.0 SUGGESTED AMENDMENTS TO DRAFT STRATEGY

The previous chapter outlined the concept design process and provided an overview of the input from both Heritage and Structural experts. Chapter 4 also demonstrated the appropriateness of the potential design in the context of the surrounding area. This section will discuss the proposed amendments to the Draft Strategy and will highlight the ability for the potential uplift to meet the objectives of the development standards. As part of No. 2A Mona's inclusion in the Draft Strategy, we recommend amending the Draft Strategy as follows:

- Inclusion of No. 2A Mona Road in the Draft Strategy;
- The proposed FSR development standard for the site to be 3.5:1;
- The transition of the subject site into a mixed use building with commercial on the lower levels and residential on the upper levels; and
- The proposed Height of Building development standard for the site to be 23.6m.

The provisions and development standards as existing and proposed for the subject site in particular, and our comments, are further explained in **Table 1** on the following page:

Table 1: DRAFT STRATEGY PROPOSED PROVISIONS FOR THE SUBJECT SITE			
Provision	Existing	Requested Amendment	Comment
Height of Buildings (Storeys) (see Figure 3)	Development Standard: 14.5m	23.6m (to top of seven storey massing, plus architectural roof feature above)	Request to be Amended. The proposed building height will accommodate a built form with a height that better transitions between neighbouring buildings, as the exclusion of the subject site will result in a 'chipped tooth' effect with the neighbouring buildings. The concept plans and renders indicate the addition above the existing heritage building achieve the proposed height.
Floor Space Ratio (FSR) (see Figure 3)	Development Standard: 1.25:1	3.5:1	Request to be Amended. The proposed FSR is consistent with the density of the uplifted neighbour to the south and the existing density of the neighbour to the north. It will facilitate additional commercial space and residential apartments on the site, whilst maintaining the existing medium scale character of the immediate context.

The potential proposal design shown in Chapter 4, demonstrates the ability for the site to accommodate additional FSR and height in order to provide a built form with a height, bulk and scale more consistent with surrounding development in the Mixed Use Corridor area. The importance of the uplift further heightened by the proximity of the subject site to New South Head Road and other developments included in the Draft Strategy. The strategic merit and key justification for an increased FSR and height of building on this site is summarised in the following paragraphs:

Woollahra Local Strategic Planning Statement

As discussed previously, the concept proposal is consistent with the Woollahra LSPS. Importantly, it satisfies Planning Priorities 6 and 7, providing the opportunity for place making, promotion of design excellence and additional accommodation for commercial and residential purposes.

The design also retains and protects the mixed use nature of the building with the site continuing to comprise commercial floorspace, and residential units. The LSPS also promotes community consultation and engagement on Council strategies, with this proposal seeking to include the subject site in the Draft Strategy. The proposal will therefore integrate and synergise with Council's strategic vision for the Edgecliff Centre and will provide a high-quality, mixed-use design in close proximity to an established transport hub.

Draft Edgecliff Commercial Centre Planning & Urban Design Strategy: Built Form Guiding Principles

The proposed amendments to FSR and height has strategic merit through aligning with the built form guiding principles contained within the Draft Strategy. The relevant principles and our responses are as follows:

- G1 Development must provide a mix of uses with active street frontages on the ground level along the length of New South Head Road.
- G2 Development must ensure that the character of the HCAs is not negatively impacted by the bulk and scale of the built form.
- G3 Development must demonstrate design excellence.
- G4 Development must contribute towards enhancing the public domain and active transport network.
- G5 Development must comply with the State Environmental Planning Policy No 65 — Design Quality of Residential Apartment Development and the Woollahra DCP 2015 where relevant.

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G6 Development must ensure that surrounding residential areas continue to receive 2 hours of direct sunlight to private open spaces on 21 June.

G7 Development must ensure that existing public open spaces (including Trumper Park and Oval) and new public open spaces must achieve adequate solar access between the hours of 10am and 2pm on 21 June

The proposed FSR will facilitate a mix of retail, medical, office, business and residential uses on the site, to contribute to the desired employment and residential floor space within the Edgecliff Centre. The proposed FSR and commercial uses will not impact the character of nearby HCAs, and the proposed rendering diagrams demonstrate a high level of design excellence through careful engineering and skilful integration of the existing heritage item with a contemporary design. The proposal enhances the public domain by providing a built form that directly address the streetscape and by providing a more subtle transition in height and density from Mona Road to New South Head Road. The site is also within a short walking distance to bus stops along New South Head Road, and the Edgecliff Train Station and Bus Interchange, to provide public transport access to the future development on site.

The concept floor plans indicate that the upper level residential units are able to meet the requirements of the ADG. The proposal also demonstrates that a building envelope with an FSR of 3.5:1 can provide a design in keeping with the established and desired character of the area and provide compliant levels of solar access.

Accordingly, in our opinion, the proposed FSR increase and commercial uses for the site are consistent with the built form principles and aims of the Draft Strategy overall. The proposed amendments have strong justification and strategic merit, and should therefore be supported by Council in the Draft Strategy.

FSR and Building Height Objectives

A built form with a proposed FSR of 3.5:1 and height of 23.6m is able to meet the relevant objectives of the development standard, as follows:

FSR

- a) *for buildings in Zone B1 Neighbourhood Centre, Zone B2 Local Centre, and Zone B4 Mixed Use—to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale.*

Height of Buildings

- (a) *to establish building heights that are consistent with the desired future character of the neighbourhood,*
- (b) *to establish a transition in scale between zones to protect local amenity,*
- (c) *to minimise the loss of solar access to existing buildings and open space,*
- (d) *to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,*

Response: The additional building height and FSR will provide a built form consistent with the existing, approved, and future development surrounding the subject site. In *Woollahra Municipal Council v SJD DB2 Pty Limited* [2020] NSWLEC 115 [63], which also related to a development in a business zone in the Woollahra LGA, Preston CJ states, inter alia:

...the desired future character of the neighbourhood or area can be shaped not only by the provisions of WLEP, including the development standards themselves, but also other factors, including approved development that contravenes the development standard.

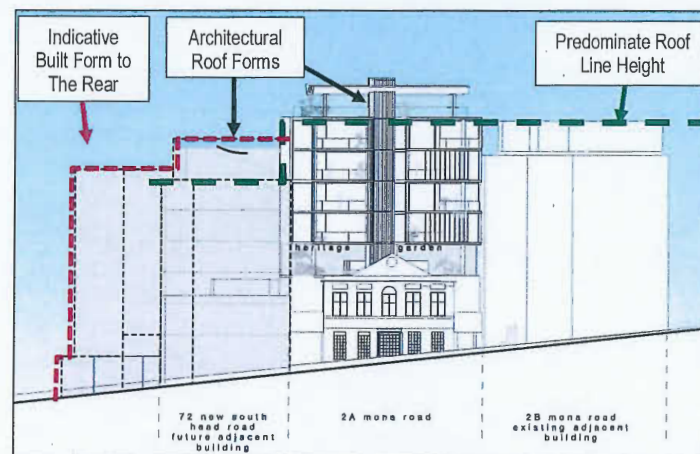
Whilst it is noted that this ruling pertains to application of current development standards, the judgement that the desired future character is influenced by other factors, such as recent approvals in the area, demonstrates that the subject site is able to satisfy the FSR objectives. In the immediate context of the subject site, Nos. 179-191 New South Head Road, approximately 75m away, had an approval for alterations and additions (DA 373/2019) and increased the FSR to 3.44:1.

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The existing development directly to the north also exceeds the 14.5m and 1.25:1 FSR development standards applicable to that site, with a height of 8 storeys. The site opposite to the east at No. 80-84 New South Head & 90 New South Head Road and No. 9 Mona Road has a current FSR and height standard of 2.9:1 and 23.5m, with an approved building for the site in line with these standards. Accordingly, the surrounding developments comprise a much greater FSR and height than the development standards allow for. In the context of establishing the desired future character of the area, the proposed uplift to the subject site is in keeping with recent and previous approvals in the area (see **Figure 8**). Further, the increase in height, bulk and scale for sites to the south and west as part of the Draft Strategy further shape the desired future character and suggest that the area is suited for greater bulk and scale.

The proposed uplift is also unlikely to impact upon visual and acoustic privacy and will retain appropriate levels of solar access to neighbouring windows and private open space. Importantly, whilst proposing a total of seven storeys, the proposal will include a heritage garden and architectural roof form to reduce bulk and scale. Accordingly, in our opinion, a built form consistent with this submission's recommended height and FSR standards for the site are appropriate, and meet the objectives of these development standards.



Source: Eeles Trelease Pty Ltd

Figure 8: Potential Proposed Building in the Mona Road Streetscape

Heritage Item

The location of a heritage item on the subject site has been demonstrated not to impede the ability for an increase of building height and FSR on the site. The inclusion of heritage expertise at the concept stage has ensured that the proposal is suitable to accommodate the existing heritage item. The proposal satisfies the relevant objectives of the LEP, which include:

- 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;

The proposal retains the existing local heritage item and proposes a 'heritage garden' to create a distinct separation between the existing heritage item and the proposed built form. This separation conserves the heritage significance of the item and has been assessed in the separately submitted Heritage Assessment, prepared by Urbis. Urbis goes on further to state in their report that the addition of a structure above the existing building does not impact on the building's heritage significance, it states, inter alia;

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Urbis support the... increase in Height and FSR on the subject site. The construction of a sympathetic freestanding addition to the upper floors of the building could be achieved in a manner that does not compromise the significance, fabric, or structural integrity of the original sandstone building

The proposal is therefore consistent with the relevant objections of the LEP and has been shown not to detract from the existing heritage significance of the site. The new built form will integrate well with the existing heritage item and provide greater visual interest along the street.

In the event that Council agrees with Mr Tanner, that the heritage item can be declassified and demolished, then re-development of the subject site becomes a much easier exercise.

Environmental Amenity

The additional FSR and building height will accommodate a building envelope which continues to provide the same or similar levels of environmental amenity in terms of solar access to neighbouring habitable room windows and private open space; views; and privacy, when compared to a built form that complies with the current development standards.

As the additional FSR and building height is able to be contained within a building envelope similar to those directly adjacent to the subject site, and in compliance with the building envelope controls.

6.0 CONCLUSION

This submission provides a compelling argument that No. 2A Mona Road should be included in the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy. If not included in the Draft Strategy, the site is at risk of being dwarfed by the adjoining existing and future buildings, which is not an could affect the heritage significance of the building. Given the subject site's proximity to New South Head Road and a number of other sites identified in the Draft Strategy, there is strategic merit to include the site in the strategy for uplift. We believe the site presents a unique opportunity to integrate the existing heritage built form with a contemporary design, facilitate jobs and employment, and provide quality residential accommodation within close proximity of public transport.

In our assessment, the suggested amendments to the Draft Strategy in relation to FSR and height for the subject site are consistent with the objectives, actions, and guiding principles of the strategy. They provide a thoughtful response to the rapidly evolving character of Edgecliff; and have strategic merit in the site's context. It could provide a higher quality built form in accordance with council's proposed height and FSR provisions, alternatively, if the existing building were demolished, re-development would easily be achieved.

It is proposed that the subject site be included in Draft Strategy with an FSR of 3.5:1 and a height limit of 23.6m, accommodating a total of eight storeys. This would reflect the uplift of neighbouring developments and bring the built form in line with the existing and future character of the area. The increased height and FSR is appropriate as it provides a sympathetic building envelope for this site in the proposed context and will generally retain existing levels of privacy, views and solar access to neighbouring development.

For the reasons outlined in this submission to the Draft Strategy, we strongly recommend that the requested site-specific amendments for No. 2A Mona Road, Darling Point be adopted, to better reflect the current standards and future development on the site, as well as the surrounding desired future character.

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ANNEXURE A

Concept Study

2A Mona Road, Darling Point
26 August 2021

Proposed Concept Building

FSR 3.5:1

Height
(from footpath at
Mona Road entry
door) 23.6m

This concept study has been prepared using information from sixmaps, heritage assessment prepared by urbis, and site photography. A site survey has not been made. All dimensions and heights should be dimensioned from survey.

CONCEPT STUDY

Eeles Trelease pty ltd architects

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Location Map

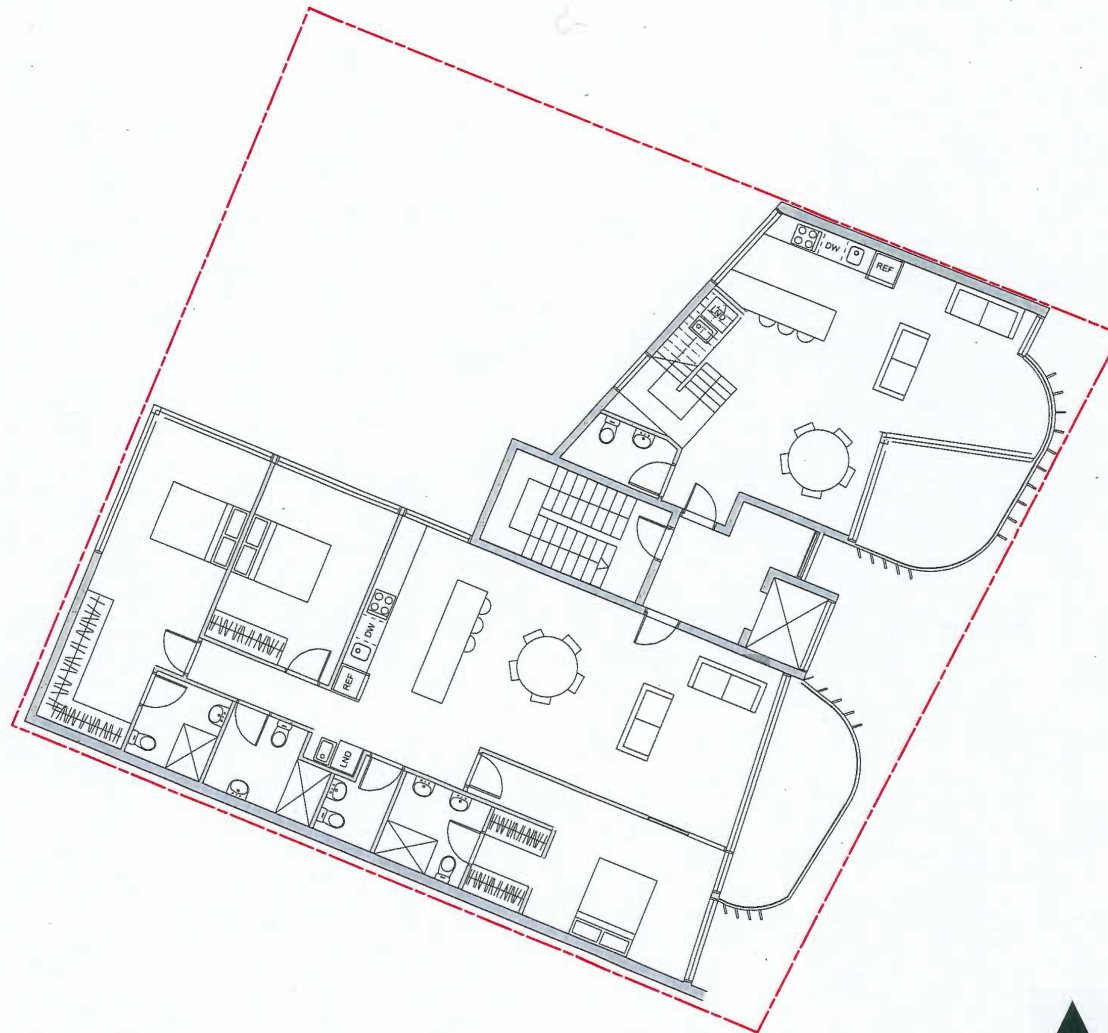
1:500 at A3

CONCEPT STUDY

Eeles Trelease pty ltd architects

P76



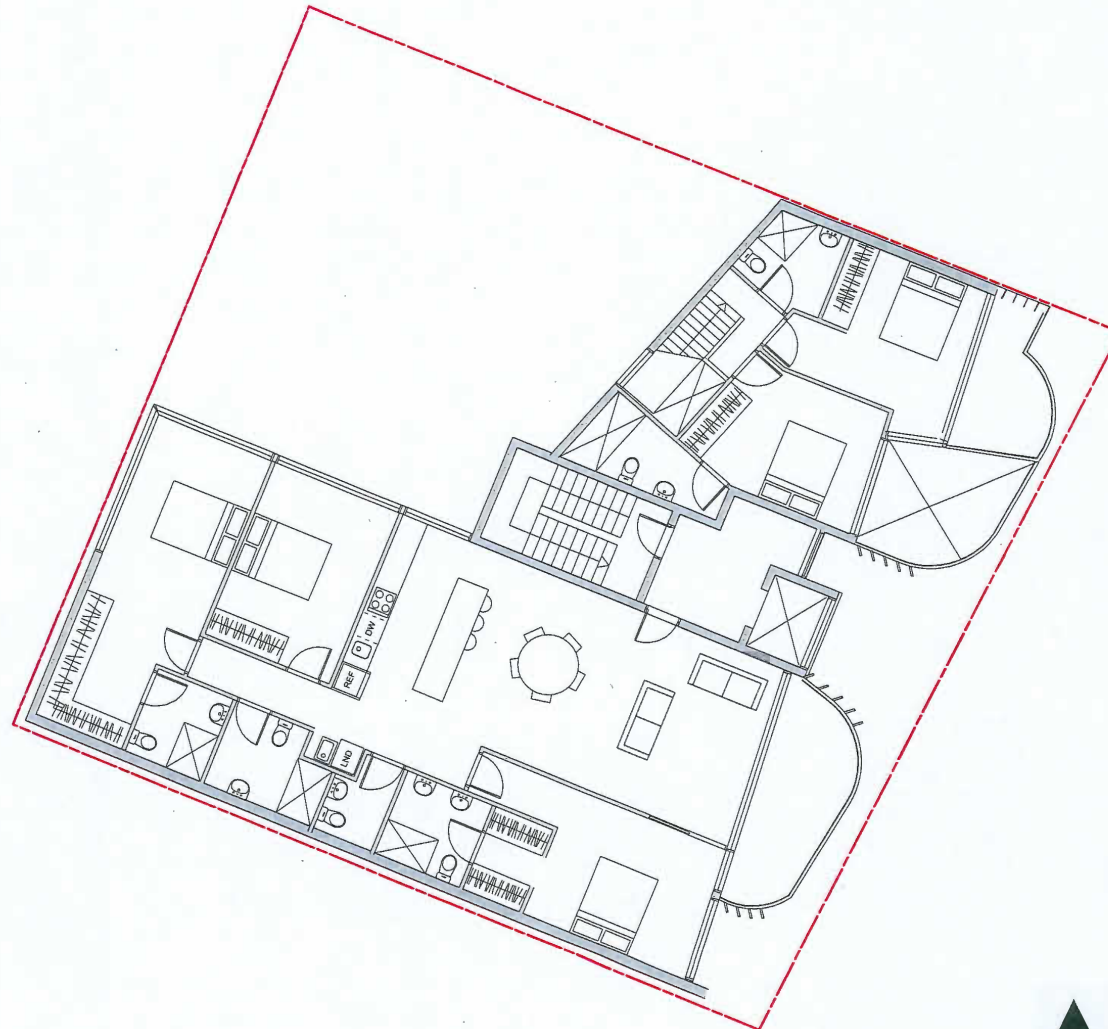


Typical Floor
Plan Lower
1:100 at A3

P78

CONCEPT STUDY

Eeles Trelease pty ltd architects

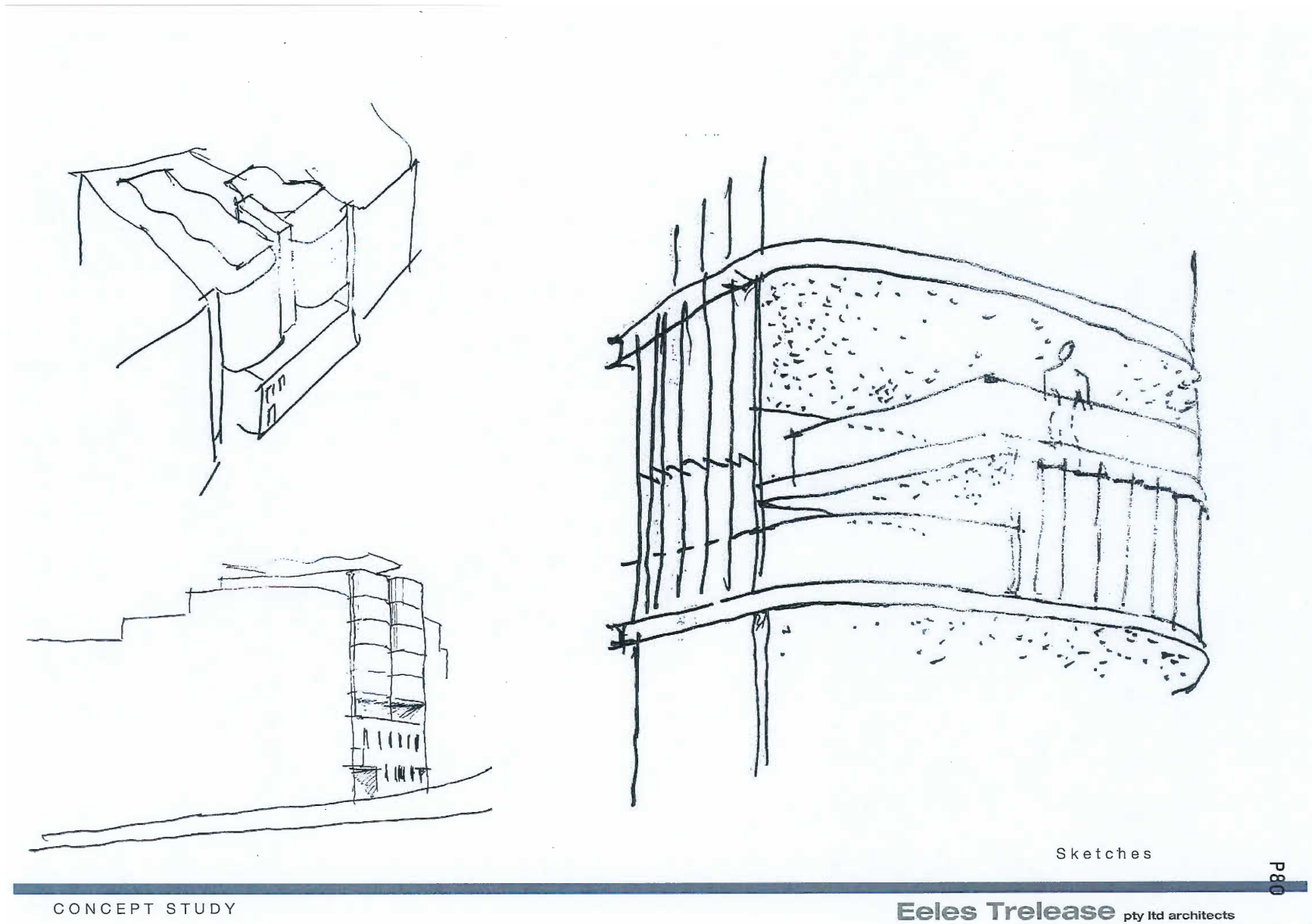


Typical Floor
Plan Upper
1:100 at A3

P78

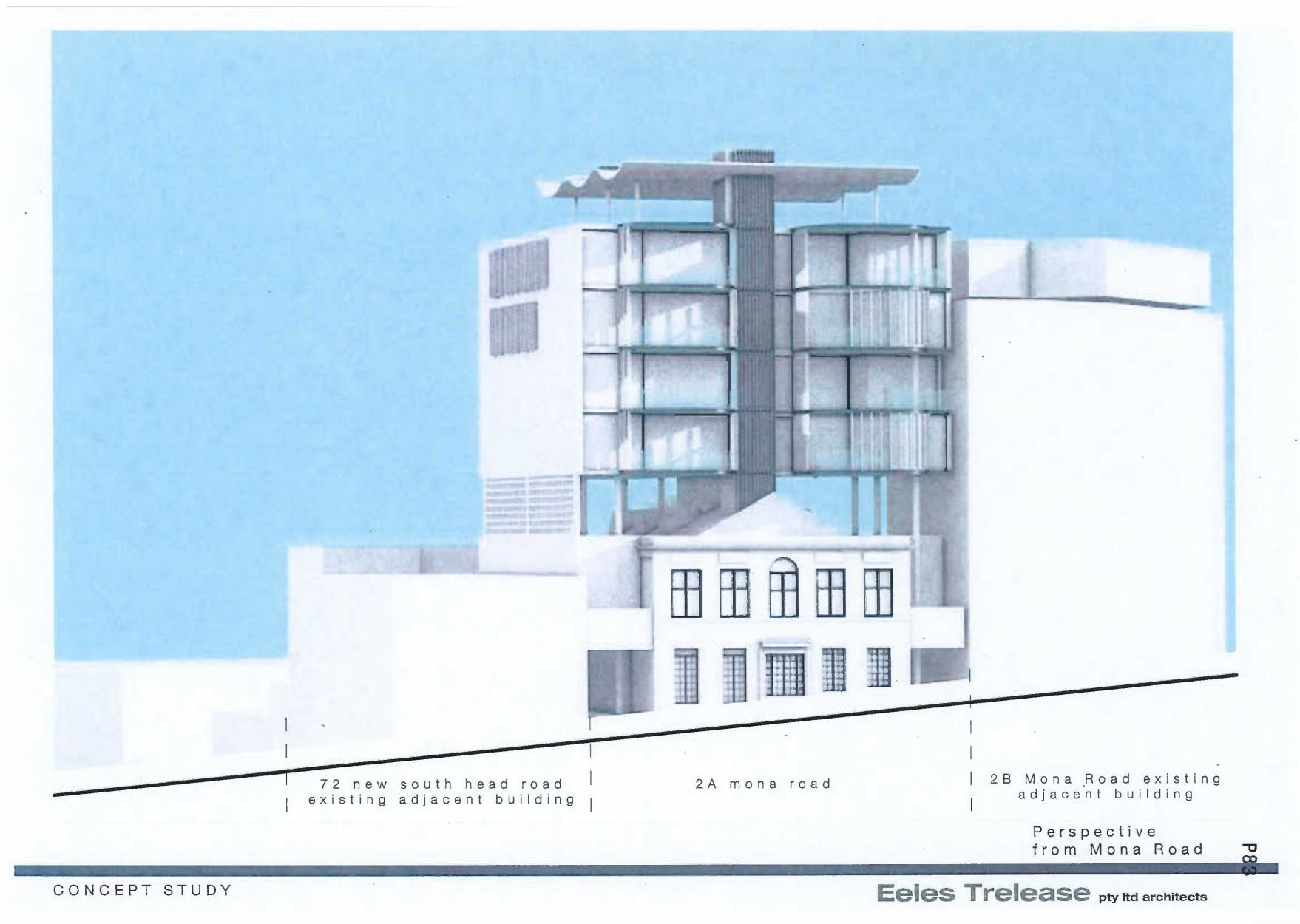
CONCEPT STUDY

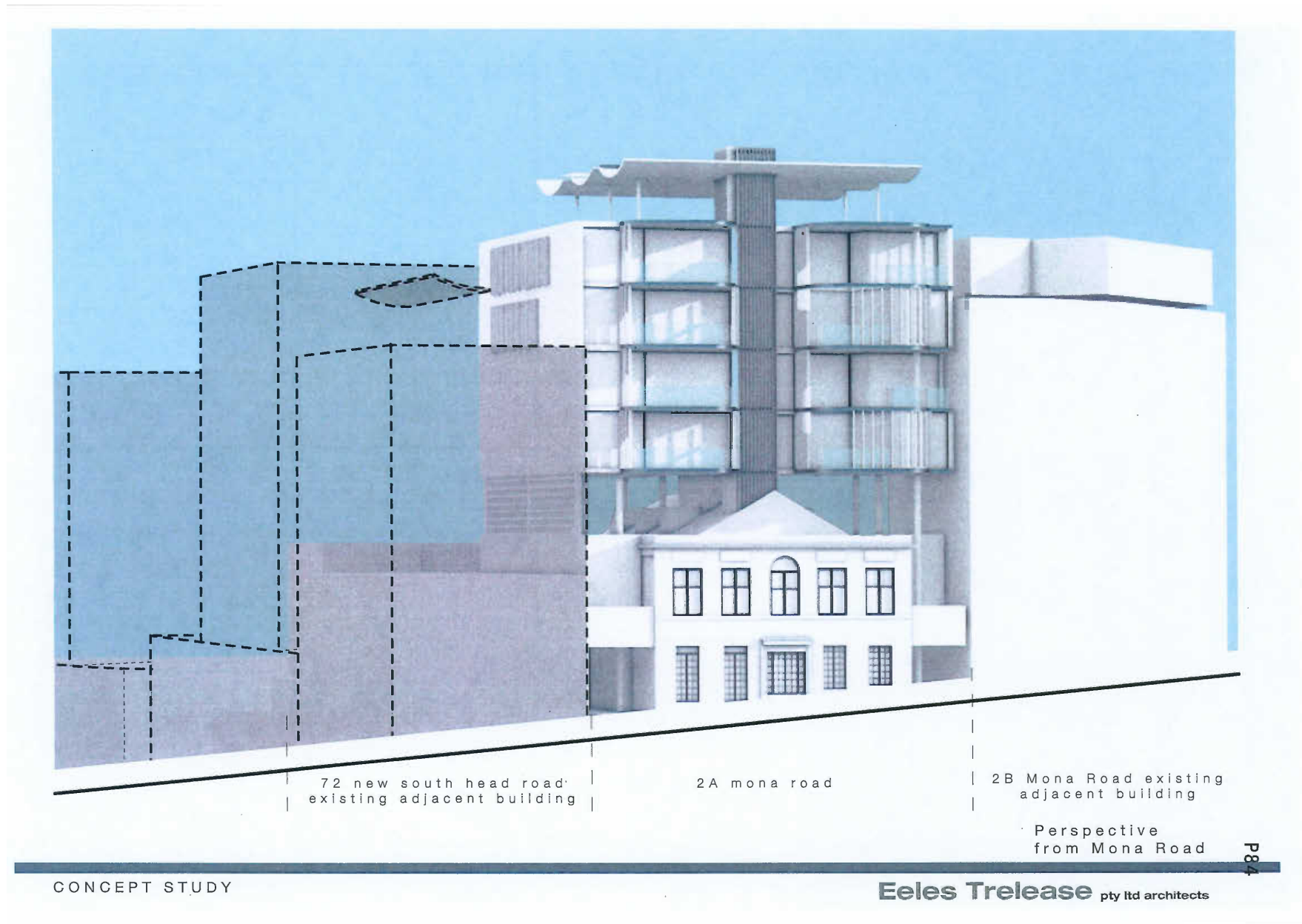
Eeles Trelease pty ltd architects

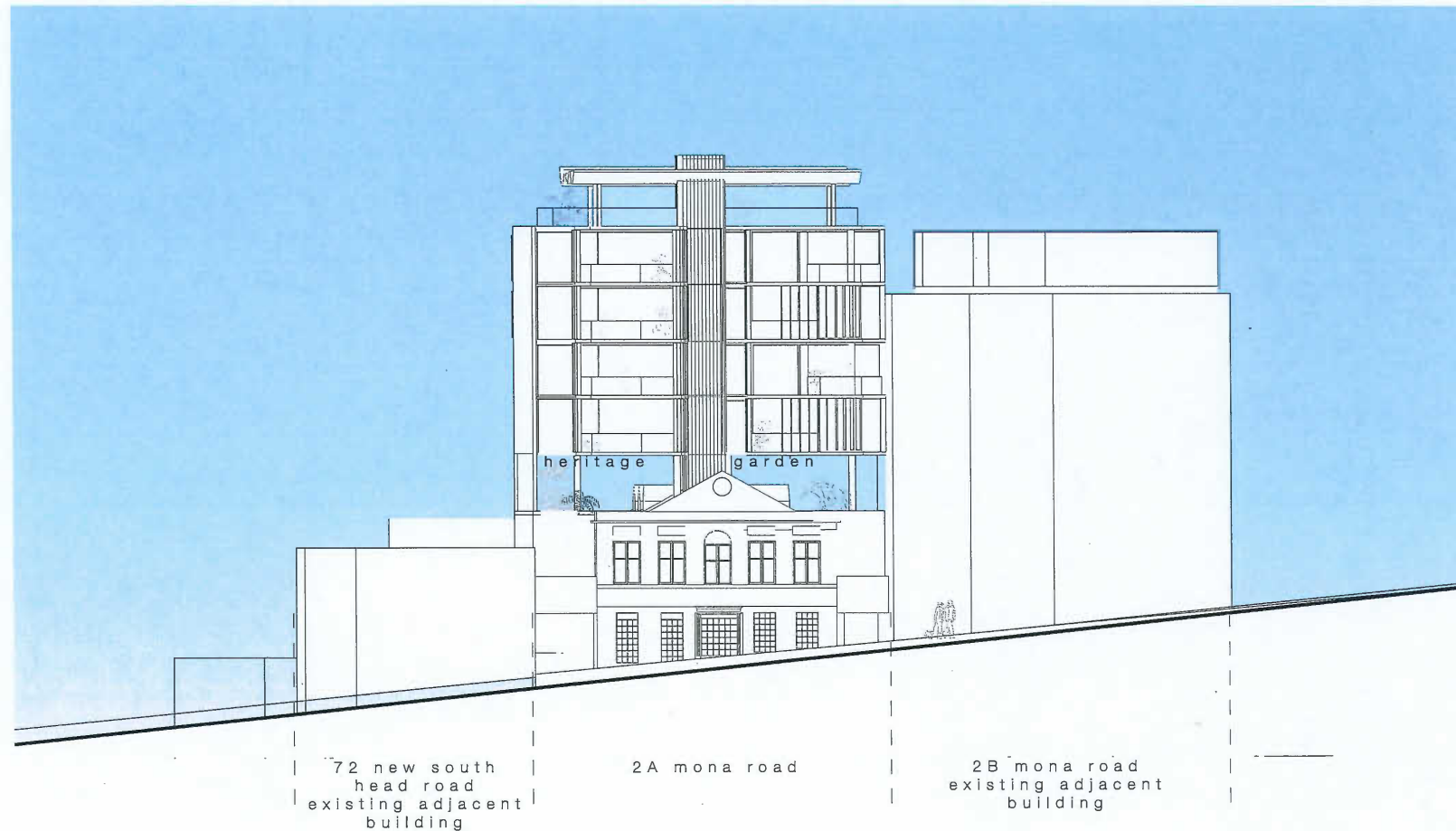












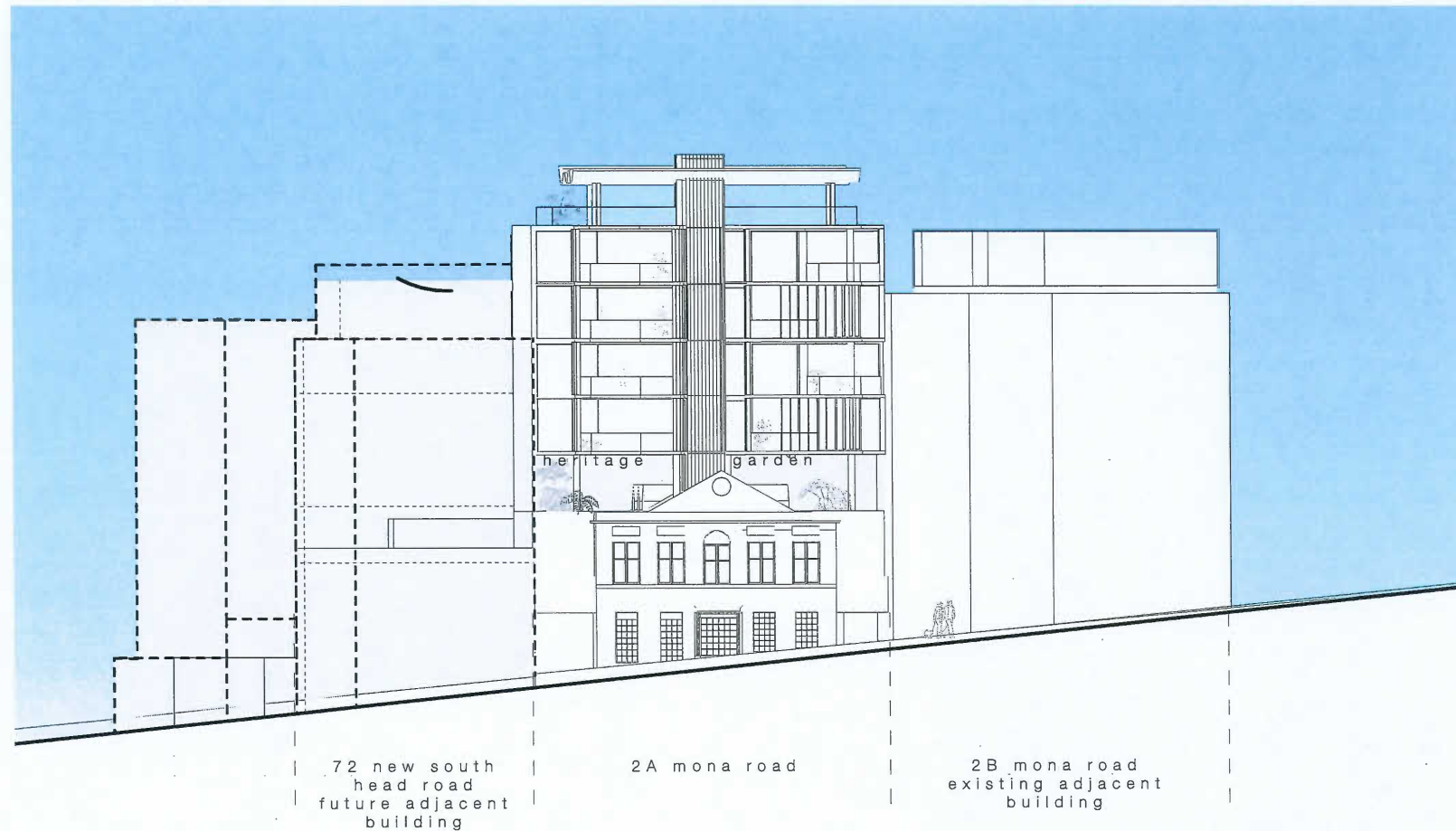
Elevation

Scale 1:200 at A3

CONCEPT STUDY

Eeles Trelease pty ltd architects

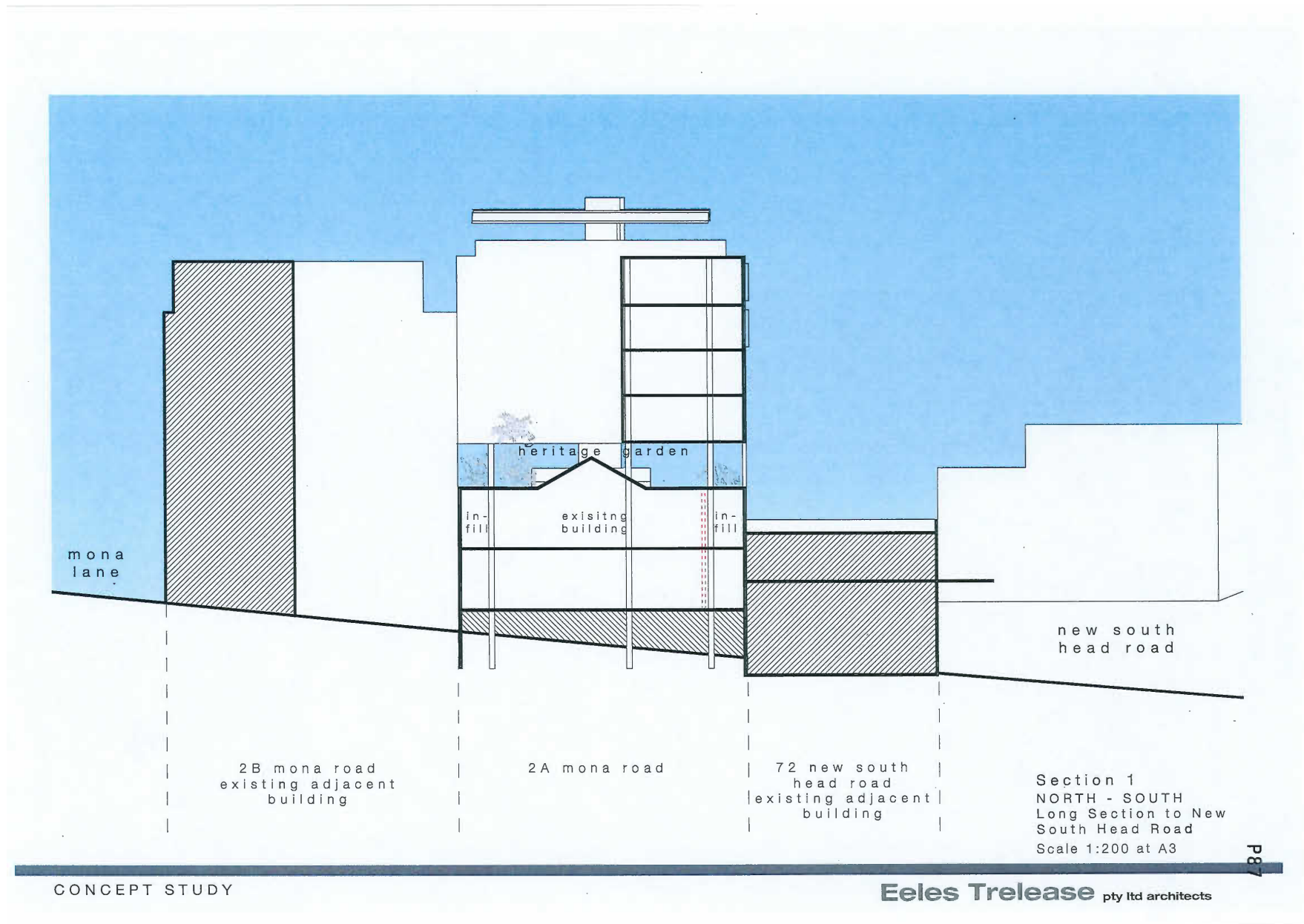
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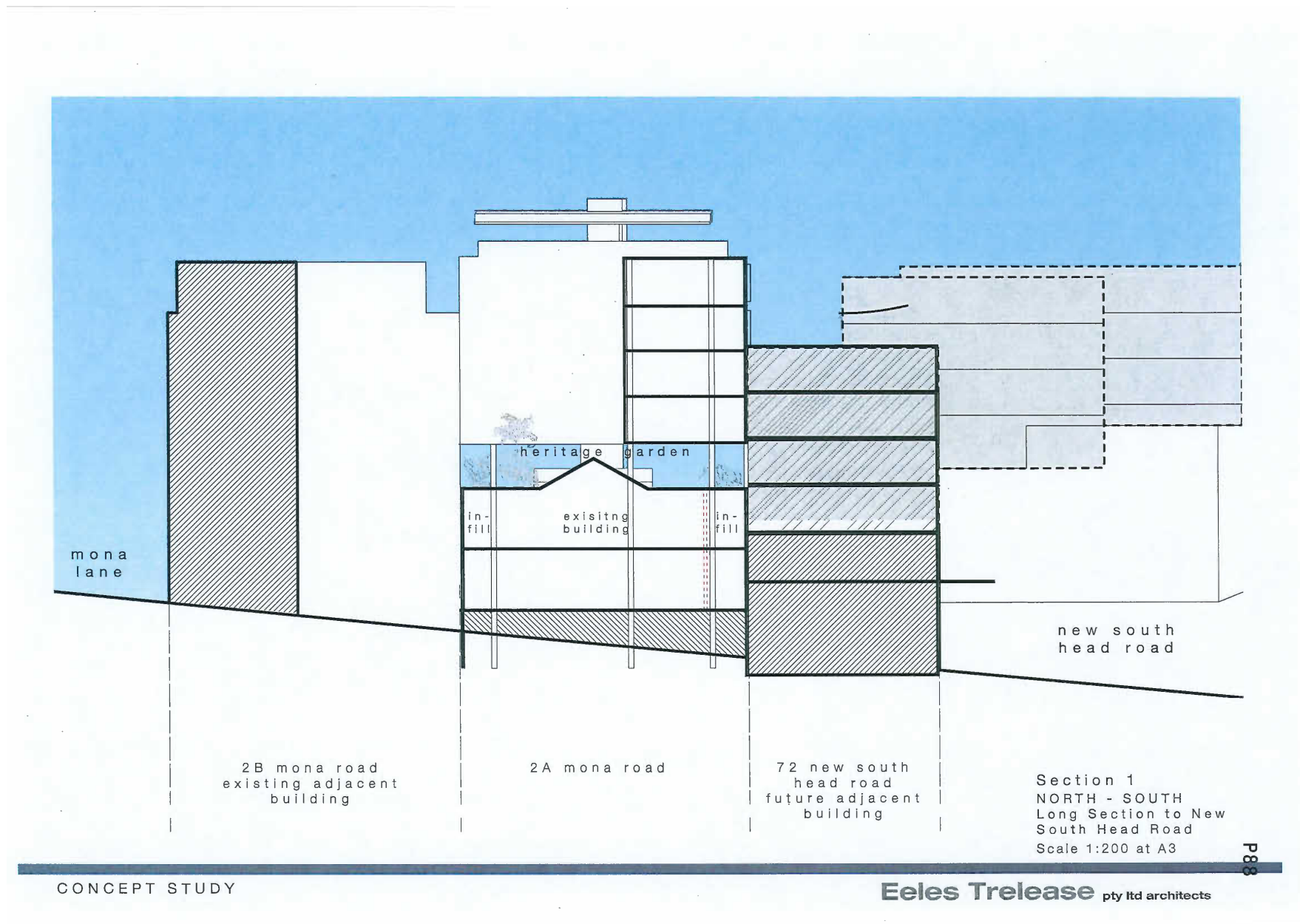


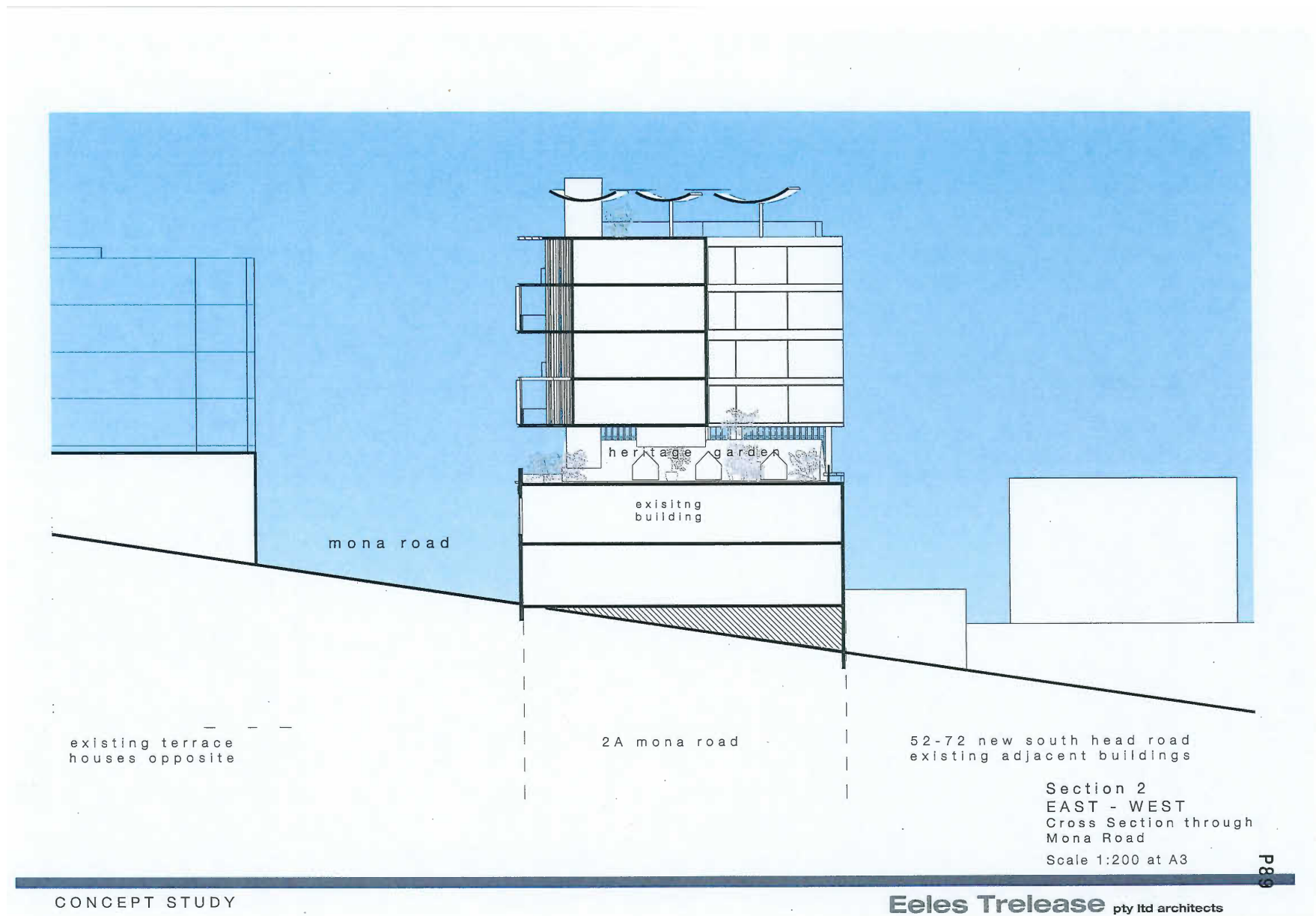
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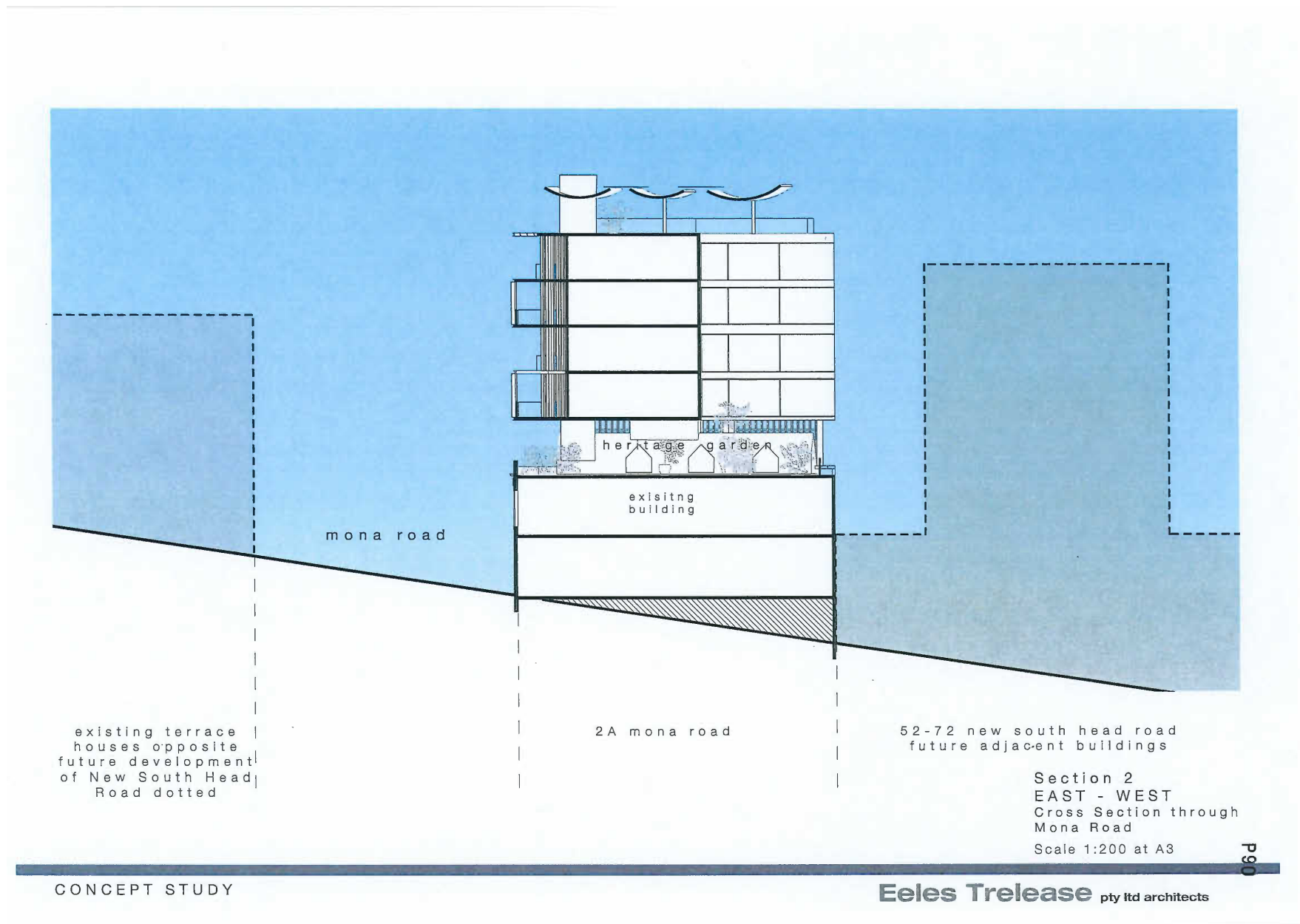
Eeles Trelease pty ltd architects

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Site J, Pirrama Road
Pyrmont



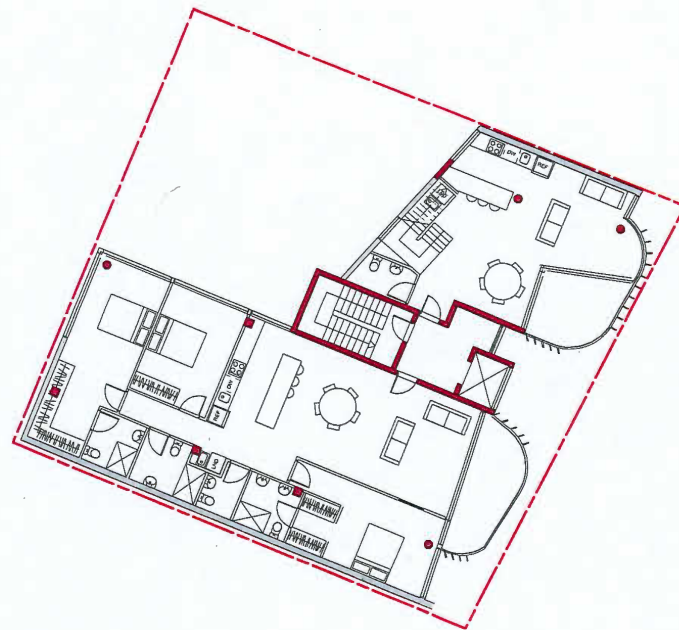
New South Head Road
Double Bay

Eeles Trelease
Built Precedents

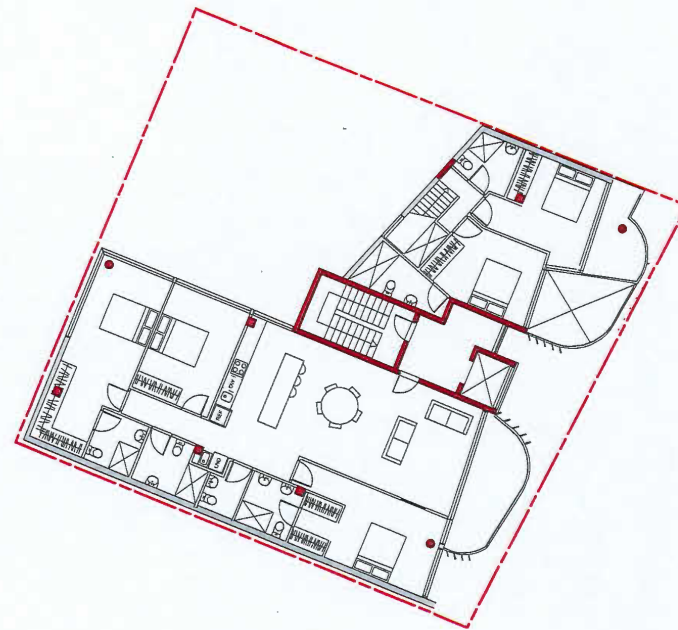
Pg 9

CONCEPT STUDY

Eeles Trelease pty ltd architects



typical floor plan
lower



typical floor plan
upper

Typical Floor
Plans with
Structure
1:200 at A3



CONCEPT STUDY

Eeles Trelease pty ltd architects



existing surrounds



future surrounds

Preliminary
Renders

CONCEPT STUDY

Eeles Trelease pty ltd architects

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ANNEXURE B

gsa planning

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**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

3 September 2021

Tom and Peter Loewy

Dear Tom and Peter,

PLANNING PROPOSAL APPEAL, 2A MONA ROAD DARLING POINT

Urbis has been engaged by Loewy Consulting Partners to prepare a Heritage Assessment for 2A Mona Road, Darling Point (the subject site). This Heritage Assessment was to investigate the history, integrity, and heritage significance of the extant building within the subject site, which is heritage listed as an item of local significance on the Woollahra Local Environmental Plan (LEP) 2014, known as 'Mona Terrace' (Item 149).

The Heritage Assessment concluded the following:

- The subject site dates to c.1840 and was first resided in by Andrew Oliver, the step-son of the Mona Estate owner, Thomas Ware Smart.
- The building was modified in the late 1930s to accommodate the new eastern façade and entrance on Mona Road following the subdivision of the front yard, which originally fronted New South Head Road. The new façade on the eastern elevation exemplifies the characteristics of the Inter-War Georgian Revival architectural style.

The Heritage Assessment followed a detailed site inspection of the property and determined the subject site to be of heritage significance at a local level, meeting the threshold for listing under the Heritage NSW significance assessment criteria of Historical, Aesthetic, Rarity and Representativeness.

Although the heritage significance of the building is acknowledged, Urbis support the appeal to the Planning Proposal being undertaken by the landowners. It is Urbis' view that that the construction of a sympathetic vertical addition could be achieved in a manner that does not compromise the significance of the heritage item, and therefore that the site should be included in the Darling Point Planning Proposal. Although inclusion in the PP provides a framework for development, inclusion does not imply consent for works. Any development in accordance with the PP would require a proponent to demonstrate, via a Development Application including submission of a Heritage Impact Statement, that the works would not impact on the heritage significance of the place. This would further require a sympathetic structural solution ensuring that the uplift could be constructed without compromising the fabric and integrity of the original sandstone building.

Urbis has provided detailed recommendations to guide future development of the subject site within the attached Heritage Assessment and does not support demolition or major alterations to the fabric or

Planning Proposal Appeal, 2A Mona Road Darling Point

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layout of the original heritage structure, including the remnant original sandstone internal walls. The heritage values of the place are able to be further managed via the provision of a site-specific Development Control Plan to establish suitable provisions and controls to guide future development of the site.

Urbis therefore recommend that the subject site should not be excluded from the Darling Point Planning Proposal and would support maximum height rezoning of up to six storeys within the subject site, in accordance with the above and where development can be demonstrated to have regard for the heritage significance of the place.

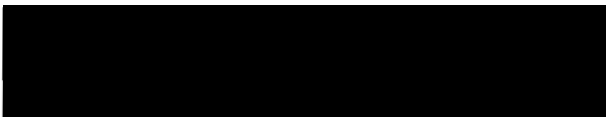
A concept design has been prepared by Eeles Trelease Architects for submission with the appeal to the Planning Proposal and has been developed in consultation with Urbis, GSA Planning and the landowners. The proposed concept design has been developed in accordance with the heritage recommendations outlined by Urbis and would respect the existing heritage building. The concept would be subject to further refinement if lodged as a future Development Application however Urbis are in support of the overall concept and its principles.

The proposed concept has utilised cantilevers to ensure that the uplift could be constructed without impacting the structural integrity of significant fabric associated with the 1840s heritage item. The cantilevers and vertical separation between the extant building and the proposed concept would allow a visual separation between the two structures, enabling the retention, ongoing appreciation and interpretation of the extant structure, including the gabled roof form. The vertical space between the two structures would be utilised for a rooftop landscaped area in the existing terrace space.

The proportion, including the bulk, massing and scale of the proposed vertical addition has been designed to include four storeys of uplift with two additional storeys of landscaped terrace spaces. The proposed vertical scale of the concept has been developed in conjunction with Urbis and GSA Planning and is considered a modest and restrained vertical uplift which would retain the significance of the existing heritage item, allowing the heritage item to remain legible. The horizontal scale has been determined to respect the existing setback and boundaries of the existing building and Lot, and is made more sympathetic by the use of the terraced levels to reduce the overall bulk of the development.

Urbis are therefore in support of the landowner's appeal to the Planning Proposal and in support of the proposed concept design. Urbis would be delighted to work with the landowners, project team, and Woollahra Council to balance the future use of the subject site with the best heritage outcome for the Mona Terraces heritage item.

Kind regards,



Sarah Hawkins
Consultant



Planning Proposal Appeal, 2A Mona Road Darling Point

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URBIS

HERITAGE ASSESSMENT

2A Mona Road, Darling Point

Prepared for
LOEWY CONSULTING PARTNERS
23 August 2021

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URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0034801 2A Mona Road, Darling Point
Report Number	D01 Issued 28/7/21
	Final Issued 17/8//21
	Final Issued 23/8/21

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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EXECUTIVE SUMMARY

Urbis has been engaged by Loewy Consulting Partners to prepare the following Heritage Assessment for 2A Mona Road, Darling Point (the subject site). The subject site includes an extant commercial and retail building which is heritage listed as an item of local significance on the Woollahra Local Environmental Plan (LEP) 2014, known as 'Mona Terrace' (Item 149).

The subject site dates from c.1840 and was first resided in by Andrew Oliver, the step-son of Mona Estate owner Thomas Ware Smart. The building was first modified in the 1930s to accommodate the new eastern façade and entrance on Mona Road following the subdivision of the original front yard fronting New South Head Road, and the construction of the extant Art Deco functionalist commercial building on the corner of Mona Road and New South Head Road.

This Heritage Assessment has determined the subject site to have heritage significance at a local level, meeting the threshold for listing under the following Heritage NSW Significance Assessment criteria: Historical, Aesthetic, Rarity, Representativeness.

RECOMMENDATIONS

Respecting the heritage significance of the extant building, Urbis support the Planning Proposal for an increase in Height and FSR on the subject site. The construction of a sympathetic freestanding addition to the upper floors of the building could be achieved in a manner that does not compromise the significance, fabric, or structural integrity of the original sandstone building.

Urbis provides the following recommendations to guide future development of the subject site:

- Any future development should retain the original building, regarding both the fabric and the original layout of the sandstone 1840 building.
- Any future development should consider the potential impacts on nearby heritage items.
- The Inter-War Georgian Revival façade on Mona Road would not be considered exceptional however should be retained.
- Future development should be guided by a structural engineer and should not compromise the structural integrity of the sandstone building.
- Future development should consider the removal of the c.1989 additions on the northern and southern elevations and consider restoration of the original front of the building at the southern side, regarding at least the reinstatement of the original pattern of windows and doors, which is visible from the interior of the building.

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1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by Loewy & Associates to prepare the following Heritage Assessment for 2A Mona Road, Darling Point (the subject site). The subject site includes an extant commercial and retail building which is heritage listed as an item of local significance on the Woollahra Local Environmental Plan (LEP) 2014, known as 'Mona Terrace' (Item 149).

1.2. SITE LOCATION

The subject site is located at 2A Mona Road, Darling Point and is legally described as SP44976. The subject site is located within the Woollahra Local Government Area (LGA). The subject site is located on the western side of Mona Road, to the north of New South Head Road. The subject site is located approximately 175m east of Rushcutters Bay Park and 300m west of Ascham School.



Figure 1 – Location of the subject site outlined in red.

Source: SixMaps with mark up by Urbis.

1.3. METHODOLOGY

This Heritage Assessment has been prepared in accordance with the NSW Heritage Division guideline *Assessing Heritage Significance* (2009). The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

1.4. AUTHORSHIP

This report was prepared by Sarah Hawkins (Heritage Consultant) and has been reviewed by Fiona Binns (Associate Director). This report has been endorsed by Stephen Davies (Director).

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2. SITE DESCRIPTION

2.1. SETTING

The subject site is located to the north of New South Head Road, within the suburb of Darling Point in the Woollahra Local Government Area. The subject site is located within proximity to the Edgecliff commercial centre on New South Head Road, Rushcutters Bay Park, the Ascham School and Edgecliff Railway Station. The immediate surroundings of the subject site include mixed architectural types and styles, reflecting various time periods of development and redevelopment in the area. Mona Road itself rises to the north up to Darling Point is a street which features varied mature plant species which contribute to the character and aesthetically pleasing nature of the street. The large trees directly opposite the subject site provide considerable shade to Mona Road and the subject site, with expansive root systems and large canopies.

Immediately adjacent to the subject site, on the corner of Mona Road and New South Head Road is an Art Deco Functionalist commercial building likely dating to the 1940s. On the northern boundary of the subject site is a Post-War former hotel building. Directly opposite the subject site, on the east side of Mona Road, is a group of Victorian terraces, a Federation Queen Anne double-storey semi-detached pair, and a contemporary (likely late 20th century) commercial building on the east corner of Mona Road and New South Head Road. Development further to the north on Mona Road includes additional Victorian terraces, late Victorian or Federation units, and a mixture of contemporary housing.



Figure 2 – View to New South Head Road



Figure 3 – East side of Mona Road



Figure 4 – View north up Mona Road



Figure 5 – View north along Mona Road

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Figure 6 – View of adjacent serviced apartment



Figure 7 – View of adjacent serviced apartments

2.2. 2A MONA ROAD

2.2.1. Exterior

The exterior appearance of 2A Mona Road is that of an Inter-War Georgian Revival commercial building, comprising of two storeys. The exterior features a rendered façade painted in a light cream colour, with stepped parapet wall, deep eaves and plastered dentils at the eaves. The façade features two pairs of French doors and double-hung timber sash windows either side of the main entrance and central arched window on the first floor. These windows each feature rendered lintels and sills. The main entrance of the building, accessed from Mona Road, features a slight eave with shaped corbels on either side and a dentil row beneath the eaves. Directly above the eaves is a recessed niche. Several additional blind niche features are present above the first-floor windows. Air vents on the façade have been shielded with cap-nosed covers.

The main portion of the façade features single-storey additions at either side, which feature parking spaces with roller doors. The northern addition features a contemporary steel and glass terrace addition with glass skylight skillion roof, which functions as additional office space and conservatory. The two parking spaces have been constructed of poured concrete which was subsequently rendered and include access to the rear yard of the property.

The rear of the building is largely comprised of sandstone and weatherboard surfaces, potentially reflecting the presence of an older converted dwelling. This is also reflected on the top floor, where an ashlar masonry sandstone gabled roof is present. The roofing has been re-roofed with corrugated iron/steel, with several dormers constructed on either side of the gable to provide additional light into the roof space.

The rear yard area largely comprises of poured concrete surfaces, with additional areas of brick paving at the rear. The yard also features a retaining wall, comprised partially of brick and partially of sandstone at the northern boundary of the subject site. This sandstone features chisel markings and appears to date to earlier phases of the building, likely pre-1900s. The rear yard also provides access at either side of the building to the basement level, which is also constructed of sandstone.

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Figure 8 – Overview of the façade



Figure 9 – Central arched window



Figure 10 – Contemporary roofing and dormers



Figure 11 - Roofing



Figure 12 – Northern first floor addition



Figure 13 – Northern addition at rear

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Figure 14 – Original stonework at rear of property



Figure 15 – Original stone gable at east end



Figure 16 – Overview of rear yard (north)



Figure 17 – Stairs down to cellar

2.2.2. Interior

The subject site is entered off Mona Road and opens into a lobby area with primary staircase and a hallway. The hallway provides access to the two commercial tenancies on the ground floor, with the staircase providing access to the accounting firm on the first and second floors. The floor surface within this area is contemporary tiled granite or similar, which continues up the stairs to first floor tenancy. The staircase features steel balustrades and supports and is contemporary. The far walls of the lobby space are constructed of sandstone, while the closest walls associated with the Inter-War façade of the building are plastered and rendered.

The building is divided into three commercial suites, with two on the ground floor and the first and second floors occupied by an accounting firm. Each suite is entered through an arched stone door comprised of ashlar masonry. The doors and architraves are contemporary, however are sympathetic with the overall character of the development. Additional doors within each suite are panelled timber with typical inter-war architraves, with grooves and circular motifs in the corners. These doors feature large sandstone lintels which have been rendered in some areas. The stonework throughout the building appears to be largely original, however in some areas has been repointed and potentially sealed, giving a glossier sheen in some areas.

Each office space features a plaster ceiling with downlights and contemporary cornices. Fit-out for office spaces includes reversible low partitions.

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Figure 18 – First floor office door



Figure 19 – Main entrance to first floor office



Figure 20 – Detail of stonework



Figure 21 – Overview of first floor office space



Figure 22 – Office in c.1930s extension



Figure 23 – Detail of door architraves

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Two symmetrical additions have been constructed on both the northern and southern sides of the primary building. Externally they are comprised of weatherboard cladding additions, while internally this includes additional office space and kitchenettes. The second floor (the former roof space) of the office is accessed by a timber staircase which is situated in the corner of the office space and leads up at a right angle. The attic space retains the gabled internal volume however has been extended with dormer additions to enable additional office space. These dormers were constructed in c.1990 along with the major renovation and re-roofing of the building. The stonework continues to the upper level, with features such as the Inter-War style architraves also present.

The timber trusses within the attic space are non-original which were reconstructed during the c.1990 extension.



Figure 24 – Kitchenette in addition



Figure 25 – Closed in doorway



Figure 26 – Stairs up to attic



Figure 27 – Office in attic space

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Figure 28 – Timber trusses in attic



Figure 29 – Attic office space and dormers

The second floor attic space provides access to the rooftop terrace atop the Inter-War Georgian extension. This is an open tiled area with a skillion roofed addition. The terrace also provides a partially obstructed view of the sandstone gabled end at the eastern end of the original building.



Figure 30 – Rooftop terrace



Figure 31 – Extension at rooftop terrace



Figure 32 – Overview of office space



Figure 33 – Doorways into southern addition

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Figure 34 – Kitchenette in southern addition



Figure 35 – Conference room

The foyer area is access through the main entrance on the eastern side of the building at Mona Road. This extension dates to the late 1930s and is not the original access point of the building, which would have originally been located on the southern elevation of the terrace. The foyer features a contemporary steel staircase which provides access to the first floor. The overall space features contemporary tiling while at the west end of the foyer the original sandstone exterior wall of the original 1840s building remains extant, providing a clear distinction between the late 1930s addition and the original building.

A basement level cellar is present at the rear of the building and is accessed via steps at each end of the rear yard. The cellar is constructed of stone and appears to retain high integrity with limited modification, excluding the construction of a new floor. The cellar is currently utilised as a storage room.



Figure 36 – Stairs to first floor



Figure 37 – First floor landing

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Figure 38 – Interior of entrance doors



Figure 39 – Detail of tiles and stair balustrade



Figure 40 – Cellar (storage room)



Figure 41 – Storeroom (former cellar)

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3. HISTORICAL BACKGROUND

3.1. AREA HISTORY, DARLING POINT

The Darling Point area and surrounds are the traditional country of the Gadigal people of Eora country, who have occupied the area for tens of thousands of years. Prior to European settlement, the Darling Point and Rushcutters Bay areas were comprised of swampland (near Rushcutters Bay Park) while other areas featured dense woodlands. A high ridge line was present, giving views over much of the surrounding area. Traditional routes in the area later became utilised by settlers, including New South Head Road and Oxford Street.

Following European settlement of Sydney, Darling Point and its surrounds were not settled until the 1830s due to poor access to the area. This was improved in 1831 following the construction of the South Head Road and Bentley's Bridge in 1938. The land was reserved by Governor Ralph Darling for public purposes, following the rejection of a proposal to establish a whaling station there. The land was released for public auction in 1833, sold as 'Villa Allotments on Mrs Darling's Point.' Among those who purchased land included Elizabeth Pike, James Chisholm Senior, James Holt, Thomas Barker, William MacDonald, Joseph Wyatt, James Dunlop, and Thomas Smith. Many of these buyers sought to upsell for a profit, with much of the land turned over to a second generation of landowners within the next five years. The subject site appears to have been located within Allotment 1.



Figure 42 – Subdivision plan for the Villa Allotments on Mrs Darling's Point, 1833.

Source: State Library of New South Wales (Call No. D Ca 83/6 FL3546854)

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By 1845 each original allotment was subdivided into smaller land parcels. Subdivisions of the 1940s included the Lindesay, Mount Adelaide, Delamere and Glenhurst subdivisions. As a result of the subdivisions, new allotments and roads were established, including the battle axe blocks, cul-de-sacs and one way streets that continue to characterise the area today. By the end of the 1840s there were 13 residences present within Darling Point and a community began to form. Darling Point began to gain a reputation as a prominent and 'desirable' suburb with a large number of wealthy residents. The community began to grow, with a Church (St Marks) and the Ascham School developed to provide places of education and worship for the community. In 1860 the Woollahra Municipal Council was established as the local government organisation for the area.

3.2. SITE HISTORY

The subject site is situated on land owned by James Dunlop, an astronomer who was closely associated with Governor Darling. This land was later sold to Thomas Ware Smart, who later constructed a grand residence which he named Mona. Mona was originally constructed by John Bibb with later additions by Thomas Rowe. Rowe, a significant Sydney architect, lived at Mona until his death in 1899. Mona was a Regency style villa constructed in c.1841, with its entrance located directly opposite St Marks Church. The estate gave its name to Mona Road and the subsequent Mona Estate Subdivision in 1904. In the 1920s Mona was converted into flats and was again converted into an apartment building in 1995. Throughout much of the mid-1800s the area immediately surrounding Mona was relatively undeveloped, forming part of the grounds of the expansive estate and of the neighbouring St Marks Church.

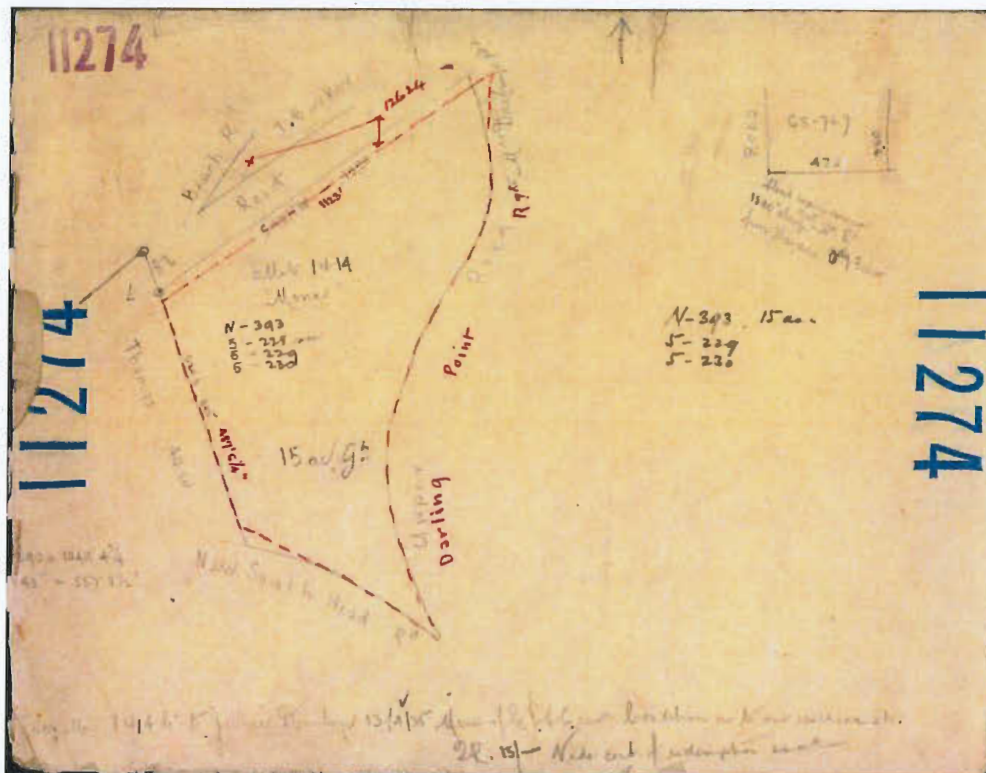


Figure 43 – Original lot boundaries given to James Dunlop, showing the Mona Estate. Part of Primary Application number 11274.

Source: NSW Land Registry Services

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Figure 44 – Mona at Darling Point
Source: NLA <https://nla.gov.au/nla.obj-141476983/view>



Figure 45 – St Marks
Source: SLNSW <https://archival.sl.nsw.gov.au/Details/archive/110350563>

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Early plans of the Darling Point district show limited development in the area surrounding Mona. Prior to the construction of Mona however, historical sources within the Woollahra Council Local History files and the Sands Directory show a number of terraces located on New South Head Road between Rushcutters Bay and Bay Road. This includes a building called Mona Terrace – the current name given by Woollahra Council to the subject site. Woollahra Council files and several newspaper articles from the 1980s and 1990s confidently date the construction of the subject site to 1840.

The 1841 Census lists a building in the area which was owned by Andrew Oliver. This house included 16 additional people, including 9 men and 6 women. This included children and domestic 'staff'. Oliver was recorded as dying at 'Mona Terrace' in 1841, likely referring to the subject building. Oliver's widow, Mary Anne Oliver, then married Thomas Ware Smart – the owner of Mona – in January 1842. Smart then came into ownership of the land on New South Head Road previously owned by Oliver.¹

The Mona Terraces originally featured 2 terraces, however by 1880 this was further divided into 2 flats. This has resulted in four names frequently listed as residing at the Mona Terraces within the Sydney Sands Directories.

In an 1886 Sydney Water Plan of the area (Figure 46) a handful of additional residences are located to the west of Mona, with a small number of outbuildings to the south. On New South Head Road pairs of terraces are situated on either side of Mona Road, with large yards on New South Head Road. These appear to be terrace pairs with south-facing verandahs and steps, with the western terrace including an addition to the west boundary of the Lot. Each terrace also featured a north facing verandah with outbuilding. To the north of this pair, there is an additional villa which appears to face Mona Lane to the north, being the Mona Terraces. Up to the 1900s, the terraces appear to have been tenanted by friends and relations of Smart and Rowe.

Following the death of Thomas Rowe, the architect resident of Mona, the estate was subdivided. In the 1904 subdivision the terrace pair was put up for sale as Lot 3, including the building located at the rear of the lot. At this time, the land was purchased by Sydney Gilchrist.²

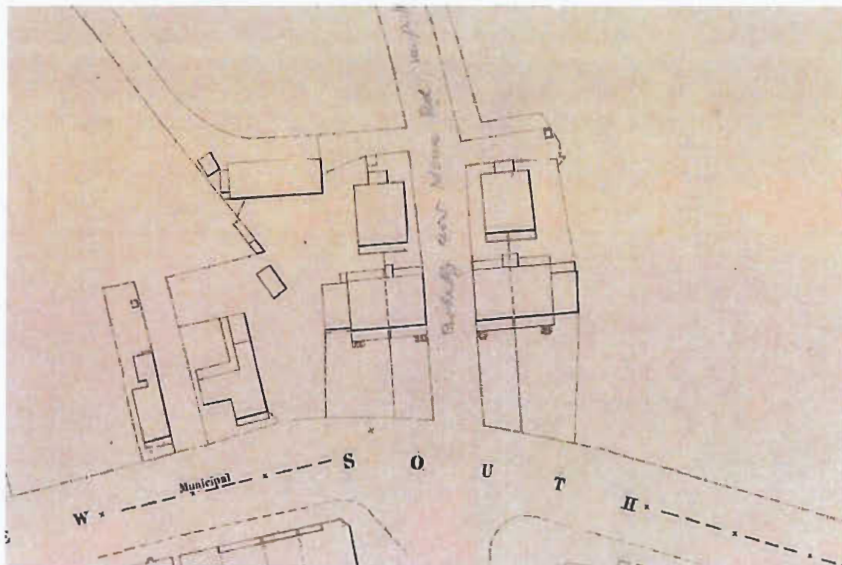


Figure 46 – The subject site in 1886 Sydney Water Plans of the Woollahra District, 1886.

Source: State Library of New South Wales (Call No. M SER 4 811.17/1 FL4377778)

¹ Woollahra Council Local History File, 2A-12 Mona Road.

² Vol Fol 1541-81.

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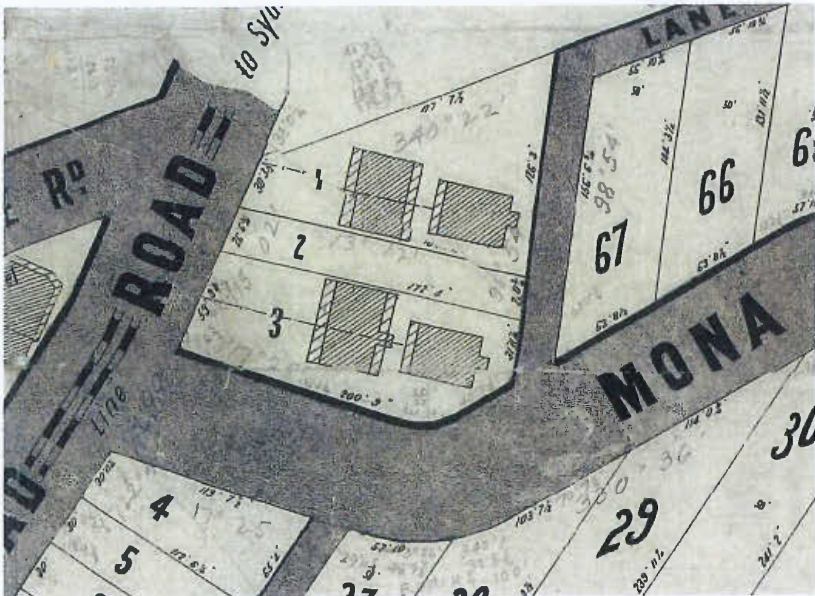


Figure 47 – Subdivision of the Mona Estate, 1904

Source: State Library of New South Wales

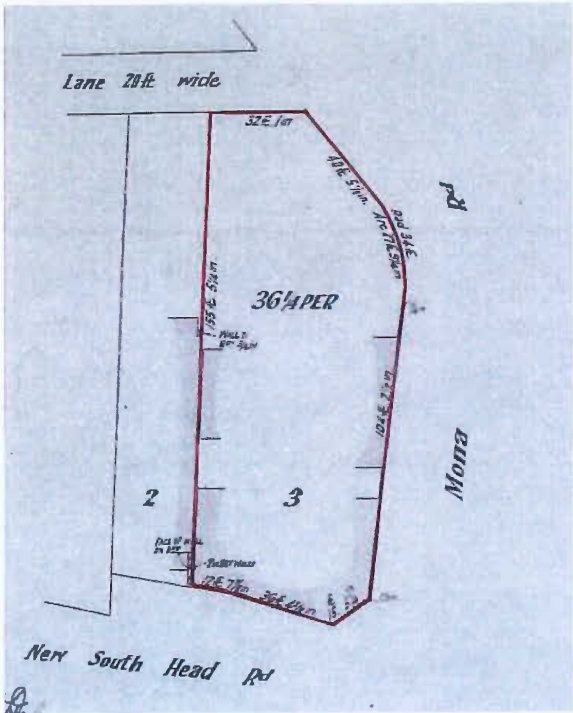


Figure 48 – Lot prior to subdivision, Vol-Fol 5112-213

Source: Land Registry Services

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The subject site as a whole was sold to Olga Solomon in 1922. A transfer deed to a Herbert Solomon (presumably a brother or other relative of Olga's as she was recorded as unmarried) was cancelled following his death, with the property then passing to Herbert's wife Elizabeth in 1931. The land was resumed in 1938 where it was purchased by the Commissioner for Main Roads, likely in association with road widening and resumption works for the upgrade and widening of New South Head Road. This led to the subdivision of the Lot, with the front portion of the original Lot subdivided, becoming Lot A. The subject site comprised Lot B. The existing Functionalist Art Deco building on the corner of Mona Road and New South Head Road was likely constructed shortly after the sale of Lot A in 1939.

Subsequent owners of the subject site, Lot B, are included in Table 2.

Table 1 – Owners of the subject site following subdivision of the Mona Estate

Year	Owner	Vol-Fol No.
1904	Sydney Gilchrist	Vol-Fol 1541-81
22 March 1922	Olga Auriel Solomon	Vol-Fol 1541-81
26 July 1923	The Council of the Municipality of Woollahra (Cancelled)	Vol-Fol 1541-81
26 March 1931	Herbert Solomon (Cancelled upon death of Herbert Solomon)	Vol-Fol 3494-238
10 August 1931	Elizabeth Solomon	Vol-Fol 4495-125
23 December 1938	Commissioner for Main Roads	Vol-Fol 4495-125
13 November 1939	Florence May O'Brien and Charles Dale	Vol-Fol 4495-125
25 January 1940	Charles Dale	Vol-Fol 5112-213
29 January 1960	Mona Hall Pty Ltd (Cancelled)	Vol-Fol 5112-213
10 January 1961	Alice Charlotte Daubenspeck (purchased Lot A and Lot B)	Vol-Fol 8073-222
28 June 1963	Lawrence Bernard Feeney	Vol-Fol 8073-222

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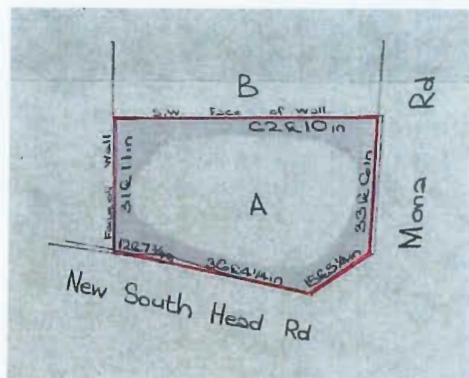


Figure 49 - Lot A following subdivision, Vol-Fol 807-223

Source: Land Registry Services

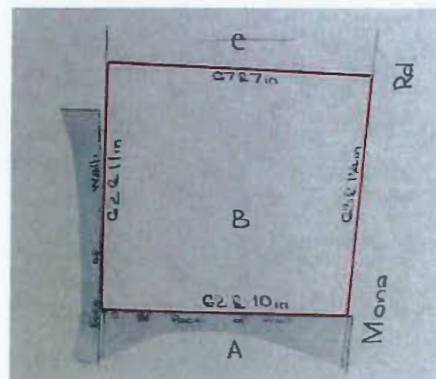


Figure 50 - Lot B following subdivision, Vol-Fol 807-223

Source: Land Registry Services

Due to the construction of the retail/commercial space in Lot A, access to the Victorian terraces within Lot B became restricted. A new façade was constructed fronting Mona Road, likely in 1939 or the early 1940s. This façade was established in the Inter-War Georgian Revival architectural style, which was a popular style of the 1930s and 1940s, particularly within the eastern portion of the Sydney LGA and within the Woollahra LGA.

The purchase of both Lot A and B in 1961 by Alice Daubenspeck appears to be associated with the leasing of the Art Deco commercial property on New South Head Road. The terraces appear to have been left vacant at this time and fell into some disrepair, however it is uncertain what quality the buildings were in at the time of purchase by Daubenspeck.

In 1988 Lot B was purchased by Loewy Consulting Partners, including the former sandstone terraces.³ The terraces at this time had been remodelled slightly to include the c.1940 Georgian Revival façade facing Mona Road. At the time of purchase the building address was 2-12 Mona Road, with the building in poor condition. The building roof had degraded entirely, resulting in degradation to internal fabric such as joinery, internal flooring and staircases. Within the foyer off Mona Road, the staircase leading to the top floor was degraded. Additionally, parts of the original sandstone walls were coated in plaster.⁴

Extensive restoration and remodelling works were undertaken by Loewy in 1989, which included the construction of new wings to the north and south of the main building, provision of carparking including roller doors, construction of new conservatory style addition at the north of the building, re-roofing and construction of dormers, and general renovation of the area, including construction of new fit-outs. Features such as joinery, including architraves, staircases and skirting boards were constructed new in Balmain. The restoration was undertaken by the architects Peter McDonnell and Simon Wakermann.⁵ The building has been occupied by the Loewy Chartered Accounts since 1988, with the ground floor tenancies leased out to various other businesses. Original doors and windows were present at the time of purchase, with the new doors and windows designed to replicate the originals, and new internal walls made to reflect the original walls.

The late 1980s renovations were documented within the *Wentworth Courier* of March 1990, recording that the property was "derelict" with "drunks and squatters lying in the darkness" of the original stone cellar, and with a witches coven and altar present. The article speculates that the building may have been constructed by convicts, which is highly likely considering the time period, ashlar masonry, and construction methods. The article quotes the buyer and restorer as saying "it is a truly rare find – only one of a handful of houses of similar age... in the Eastern Suburbs... In spite of later additions, the house retains the basic Georgian form

³ Peter Loewy, personal correspondence July 2021.

⁴ Peter Loewy, personal correspondence July 2021.

⁵ Peter Loewy, personal correspondence July 2021.

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and structure, with evidence of early detailing.”⁶ Advertisements note several contractors involved in the renovation, including Rose Bay Ceramics (tiling), Blaxtel Scaffolding, and Decca Roofing Services. Stone restoration was undertaken by stonemasons Danny MacMillan and Alan Coulson.

Chief Town Planner at Woollahra Council at the time, Greg Woodhams, was cited in the article as stating “some time went into the question of whether or not the later additions should be removed; but after consultation with the owners, it was decided that they should be retained as they were part of the evolution of the building.”

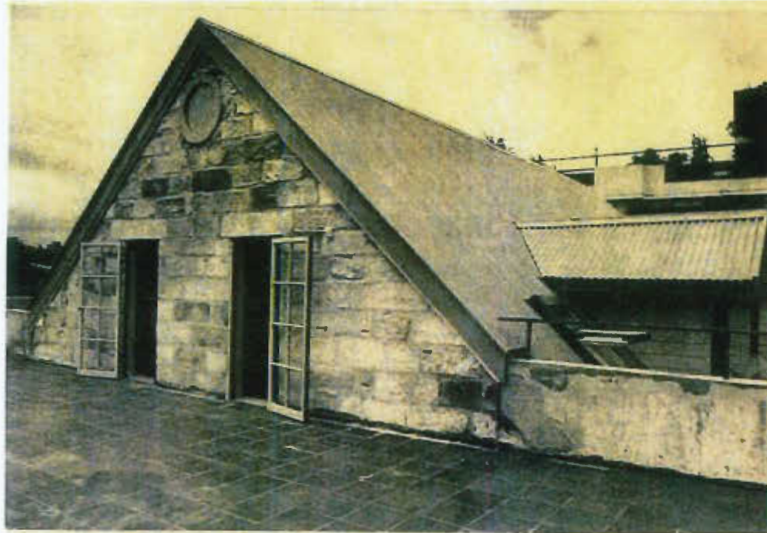


Figure 51 – The original gabled roof (with new roofing and dormers) following restoration in 1989.

Source: *Wentworth Courier*, March 28 1990. ‘Mona Terrace comes to life.’



Figure 52 – Interiors of the new office space at Mona Terrace following restoration.

Source: *Wentworth Courier*, March 28 1990.

⁶ Loewy, P., 1990. ‘Flashlight reveals hidden treasure beneath ugly modern-day additions.’ *Wentworth Courier*.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place – why it is important and why a statutory listing was made to protect these values.

4.2. HERITAGE LISTING

The subject site is listed as 'Mona Terraces' as an item of local significance on the Woollahra Local Environmental Plan (LEP) 2014. There is no established significance assessment or statement of significance attributed to the subject site.

4.3. SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 2 - Assessment of Heritage Significance

Criteria	Significance Assessment
<p>A – Historical Significance</p> <p><i>An item is important in the course or pattern of the local area's cultural or natural history.</i></p>	<p>The subject site is associated with the development of the Mona Estate, granted to James Dunlop in the 1930s and with the villa established in 1841. The subject building itself dates to 1840 and is associated with the earliest development of the Darling Point area following release of land for public development in the 1930s. The building was first owned by Andrew Oliver and was likely constructed using convict labour.</p> <p>The building has been altered following the subdivision of the overall Lot, with an Inter-War Georgian Revival style façade on Mona Road. The new façade could be considered to be associated with the Inter-War redevelopment boom in the Woollahra area. In the context of the subject site, the presence of the Georgian Revival façade somewhat obscures the interpretation of the original building and its history, however in other regards is sympathetic and fitting with the original Georgian design of the sandstone building. Furthermore the Inter-War Georgian façade forms part of the evolving history and long use of the building and how it has been altered in the past to accommodate various tastes and style.</p> <p>The original configuration of the building remains legible internally despite the Inter-War and later</p>

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alterations to the site, particularly on account of the use of sandstone throughout, compared with clearly contemporary plaster walls associated with the 1980s renovations.

The subject site meets the threshold of local significance under this criterion.

Guidelines for Inclusion

- shows evidence of a significant human activity
☐
- is associated with a significant activity or historical phase
☒
- maintains or shows the continuity of a historical process or activity
☒

B – Associative Significance

An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.

Guidelines for Exclusion

- has incidental or unsubstantiated connections with historically important activities or processes
☐
- provides evidence of activities or processes that are of dubious historical importance
☐
- has been so altered that it can no longer provide evidence of a particular association
☐

The subject site is loosely associated with Thomas Ware Smart and the Mona Estate, in addition to Thomas Rowe, a significant architect. The first known resident of the subject building was Andrew Oliver, step-son of Thomas Ware Smart. These figures are not particularly significant within the history of Woollahra or the surrounding area however. Records of 20th century residents do not show any significant historical figures or groups to be associated with the site.

The subject site does not meet the threshold of significance under this criterion.

Guidelines for Inclusion

- shows evidence of a significant human occupation
☐
- is associated with a significant event, person, or group of persons
☐

C – Aesthetic Significance

Guidelines for Exclusion

- has incidental or unsubstantiated connections with historically important people or events
☒
- provides evidence of people or events that are of dubious historical importance
☒
- has been so altered that it can no longer provide evidence of a particular association
☒

The subject site retains aesthetic significance associated with the two primary phases of development, from the mid-Victorian period and the 1940s. The later development of the c.1940 Inter-

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An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

War Georgian Revival façade on Mona Road has obscured interpretation of the original Victorian building, however as a Georgian Revival style is sympathetic with the original Georgian era construction of the subject dwelling. The stone bones of the original building are a rare and aesthetically significant example of Georgian and potentially convict built dwellings within the Woollahra LGA.

This façade holds some significance in its own right, as a typical example of the Inter-War Georgian Revival style, featuring symmetrical proportions and balance, decorative entrance door with shaped corbels, deep eaves, dentils, and timber double-hung windows. This façade is not a particularly fine or decorative example of the style however. Internal features such as the extant architraves are sympathetic to the Georgian Revival character of the building, featuring a common rippled architrave with circular decorative features at the corners. The joinery is contemporary however and is associated with the 1989 restoration of the building.

The external building elevations at the north, south and west have been altered with additions, which have been rendered or finished with weatherboard cladding. These additions have obscured the interpretation and legibility of the original façades of the sandstone terrace pair. However, some portions, particularly at the west end of the building, are preserved in good condition and retain original features including arched windows.

Internally, several internal sandstone walls associated with the original building remain intact. Much of the original building envelope and internal walls have been preserved and the original building floorplan remains legible despite internal alterations. All internal fabric and finishes are contemporary and do not hold heritage significance, however, are sympathetic with the character of the building.

External additions have obscured much of the original appearance of the building, however with some restoration or removal of intrusive elements, it is anticipated that much of the original building would be intact and could be restored with the original floorplan understood or reinterpreted.

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Guidelines for Inclusion

- shows or is associated with, creative or technical innovation or achievement
☒
- is the inspiration for a creative or technical innovation or achievement
☐
- is aesthetically distinctive
☒
- has landmark qualities
☐
- exemplifies a particular taste, style or technology
☒

D – Social Significance

An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.

Guidelines for Inclusion

- is important for its associations with an identifiable group
☐
- is important to a community's sense of place
☐

E – Research Potential

An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.

The subject site meets the threshold of local significance under this criterion.

Guidelines for Exclusion

- is not a major work by an important designer or artist
☐
- has lost its design or technical integrity
☐
- its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
☐
- has only a loose association with a creative or technical achievement
☐

The subject site is not known to have any strong associations with community groups, however may be of interest to local historical groups and the broader community. The subject site is therefore not anticipated to have any social significance however may contribute to the community's sense of place in an aesthetic sense.

The subject site does not meet the threshold of local significance under this criterion.

Guidelines for Exclusion

- is only important to the community for amenity reasons
☒
- is retained only in preference to a proposed alternative
☐

An archaeological assessment has been excluded from this heritage assessment, however they may be some potential for archaeological resources to be present. Any development including bulk excavation should consider the potential for archaeological resources to be present, particularly at the northern side of the building.

The subject site does not meet the threshold of local significance under this criterion. Further

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Guidelines for Inclusion

- has the potential to yield new or further substantial scientific and/or archaeological information ☐
- is an important benchmark or reference site or type ☐
- provides evidence of past human cultures that is unavailable elsewhere ☐

F – Rarity

An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.

Guidelines for Inclusion

- provides evidence of a defunct custom, way of life or process ☐
- demonstrates a process, custom or other human activity that is in danger of being lost ☐
- shows unusually accurate evidence of a significant human activity ☐
- is the only example of its type ☒
- demonstrates designs or techniques of exceptional interest ☐
- shows rare evidence of a significant human activity important to a community ☒

G – Representative

research may identify potential archaeological resources of significance within the subject site and should be undertaken in conjunction with any proposed excavation.

Guidelines for Exclusion

- the knowledge gained would be irrelevant to research on science, human history or culture ☐
- has little archaeological or research potential ☐
- only contains information that is readily available from other resources or archaeological sites ☐

The subject dwelling is a rare example of an 1840s dwelling within the Eastern Suburbs, albeit modified. The original sandstone dwelling is quantitatively rare and is also a rare example of what is likely convict construction within the district.

The subject site meets the threshold of local significance under this criterion.

Guidelines for Exclusion

- is not rare ☐
- is numerous but under threat ☐

The subject site is a representative example of both Georgian sandstone terraces and Inter-War

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An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):

- *cultural or natural places; or*
- *cultural or natural environments.*

Georgian Revival architecture, featuring principal characteristics of the designs of each architectural style. The building is not a particularly fine example of its type due to the modifications and alterations to the building over time, although these are somewhat sympathetic to the historic and aesthetic significance of the building as an example of Georgian and Georgian Revival architecture.

The subject site meets the threshold of local significance under this criterion.

Guidelines for Inclusion

- is a fine example of its type ☐
- has the principal characteristics of an important class or group of items ☒
- has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity ☐
- is a significant variation to a class of items ☐
- is part of a group which collectively illustrates a representative type ☐
- is outstanding because of its setting, condition or size ☐
- is outstanding because of its integrity or the esteem in which it is held ☐

Guidelines for Exclusion

- is a poor example of its type ☐
- does not include or has lost the range of characteristics of a type ☐
- does not represent well the characteristics that make up a significant variation of a type ☐

4.4. STATEMENT OF HERITAGE SIGNIFICANCE

The following statement of significance for the subject site, prepared by Urbis, is as follows:

The subject dwelling at 2A Mona Road is locally significant as a historic Georgian terrace building of sandstone construction. It is associated with the historic Mona Estate, one of the oldest estates within Darling Point, and was potentially constructed with convict labour. Dated to 1840 the 'Mona Terrace' is recorded as one of the most historic buildings within Darling Point and Rushcutters Bay and was first known to be lived in by Andrew Oliver, the stepson of the owner of Mona, Thomas Ware Smart. Amongst Oliver's household was a number of domestic staff potentially of convict background.

The house is loosely associated with Smart and with Thomas Rowe, the significant NSW architect who resided at Mona in the late 1800s. The house itself is architecturally significant

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due to the level of integrity of the original sandstone building envelope internally, although it has been largely obscured from the exterior with 1930s and 1980s additions. Internally however the building's original fabric and layout remains legible and easily interpreted. New additions, including the original 1930s Georgian Revival elevation on Mona Road are sympathetic to the Georgian construction and architecture of the original building. New joinery associated with the 1989 renovation is sympathetic to the Inter-War character of the Georgian Revival renovations.

An archaeological assessment has not been considered within the scope of this assessment, however, should be included in conjunction with any future Development Applications involving excavation. Remnant and substantial archaeological remains dating to the 1840s occupation of the household would likely meet the threshold of local significance if found intact and in situ.

The subject dwelling is a rare example of 1840s construction within the Woollahra LGA and is one of the most historic buildings within the Darling Point and Rushcutters Bay suburbs. The building is also a representative example of both Georgian and Inter-War Georgian Revival architecture, demonstrating several of the principal characteristics of each class.

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5. CONCLUSIONS AND RECOMMENDATIONS

Urbis has been engaged by Loewy & Associates to prepare the following Heritage Assessment for 2A Mona Road, Darling Point (the subject site). The subject site includes an extant commercial and retail building which is heritage listed as an item of local significance on the Woollahra Local Environmental Plan (LEP) 2014, known as 'Mona Terrace' (Item 149).

The subject site dates the c.1840 and was first resided in by Andrew Oliver, the step-son of Mona Estate owner Thomas Ware Smart. The building was first modified in the 1930s to accommodate the new eastern façade and entrance on Mona Road following the subdivision of the original front yard fronting New South Head Road, and the construction of the extant Art Deco functionalist commercial building on the corner of Mona Road and New South Head Road.

This Heritage Assessment has determined the subject site to have heritage significance at a local level, meeting the threshold for listing under the following Heritage NSW Significance Assessment criteria: Historical, Aesthetic, Rarity, Representativeness.

5.1. RECOMMENDATIONS

Respecting the heritage significance of the extant building, Urbis support the Planning Proposal for an increase in Height and FSR on the subject site. The construction of a sympathetic freestanding addition to the upper floors of the building could be achieved in a manner that does not compromise the significance, fabric, or structural integrity of the original sandstone building.

Urbis provides the following recommendations to guide future development of the subject site:

- Any future development should retain the original building, regarding both the fabric and the original layout of the sandstone 1840 building.
- Any future development should consider the potential impacts on nearby heritage items.
- The Inter-War Georgian Revival façade on Mona Road would not be considered exceptional however should be retained.
- Future development should be guided by a structural engineer and should not compromise the structural integrity of the sandstone building.
- Future development should consider the removal of the c.1989 additions on the northern and southern elevations, and consider restoration of the original front of the building at the southern side, regarding at least the reinstatement of the original pattern of windows and doors, which is visible from the interior of the building.

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DISCLAIMER

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In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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gsa planning

ANNEXURE C

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HOWARD TANNER

EVALUATION OF 2a MONA ROAD, DARLING POINT REGARDING FUTURE USE OF THE SITE

I have visited this site and the existing building regularly over the past decade, and undertook a thorough inspection on 21 June 2021.

I have read the Urbis Heritage Report on the property dated 23 August 2021.

I have studied the Eeles Trelease Architects proposals dated 26 August 2021.

The evidence indicates that the building on this site was once a pair of stone terrace houses fronting New South Head Road and constructed c.1840. The garden frontage to New South Head Road disappeared c.1938 following street widening, and new commercial premises filled the vacant land. New large buildings have crowded around the historic building, including a nine level hotel to the north, now serviced apartments. By 1988 the c.1840 stone terraces and their c.1940 Mona Road façade were in extremely poor condition and effectively derelict. It is understood that Woollahra Council contemplated demolition of the structures on this site at that time.

The Loewy family purchased the site in 1988 and during 1989 reworked the whole building and its environs to meet their need for business offices. In essence, only the original external stone walls and the gables were retained, with the roof and floor structures largely reconstructed. The basement stone walls remained generally intact. All joinery in the building appears to date from the 20th century, though generally sympathetic in character.

The entry lobby and stair off Mona Road were rebuilt with granite flooring over reinforced concrete, and the original interiors generally opened up to create large open spaces to suit modern business needs, with new toilets and kitchenettes. There are numerous additions to each side of the original external stone walls, and the roofscape has been reworked with large dormer windows.

It is understood that revised planning controls are proposed for this precinct, enabling medium-rise multi-storeyed buildings. Woollahra Council has indicated that it wishes to see the historic features of this heritage-listed site retained.

The remaining historic 19th century building fabric on this site appears to be:

- The stone walls of the basement
- The external two storeyed stone walls of the original rectangular building volume (the central party wall between the two terrace houses having been generally removed)
- The eastern and western gables.

It appears that nearly every other element on the site has no historical relevance to the 19th century building.

HOWARD TANNER AM LFRAIA NSW ARCHITECTS REGISTRATION 3182 ABN 70 548 090 155

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Therefore, one can consider the present building being stripped back to these stone elements. I am unaware of any drawing or photograph that clearly shows the external appearance of the original building and its joinery. Hence, with the building stripped back to the remaining original fabric, any new windows and doors of traditional character would be conjectural and not authentic. In contemporary heritage practice the various openings would be provided with new windows and doors, clearly contemporary, yet reasonably sympathetic to the building. Given the neighbouring sites, and the likely retention of the Mona Road façade, the revealed stone elevations would not be readily visible from any public place.

The entity would present as a strange historic relic and would probably make little sense to the average viewer without detailed explanation.

Current proposals indicate that a new apartment block might be built above the retained historic fabric. The proposal is an attempt to reconcile retention of historic fabric with the general development possibilities being considered for this precinct.

To my mind, the retention of this heavily compromised building – an identified local heritage item – is questionable. Valid restoration of the original building is not possible. Yes, the stone walls could be retained with an information plaque. Roof gables and floors would convey the essence of the original volume.

While I can accept the proposal to build new apartments clearly above the retained historic fabric, to me it does not represent a logical outcome. Surely best to record the existing historic fabric - including an evaluation of the original building and its appearance – and to permanently present this information on the Mona Road frontage.

My preference is for a completely new building on this land. In my experience, the nominated architects – Eeles Trelease – are quite capable of achieving a truly superior outcome with a new building on this site.

Howard Tanner
Consultant Architect

7 September 2021

Howard Tanner's appointments have included: Chair, Heritage Council of New South Wales; Councillor, Australian Heritage Council; National President, Australian Institute of Architects; Chair, Australian Architecture Awards; Principal, Tanner Kibble Denton Architects; Chair, Historic Houses Trust Foundation; Professorial Fellow, University of Canberra

HOWARD TANNER AM LFRAL

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gsa planning

ANNEXURE D



25 August 2021

Eeles Trelease Pty Ltd Architects

TO WHOM IT MAY CONCERN
DEVELOPMENT AT
2A MONA ROAD, DARLING POINT

I have examined the drawings prepared by Eeles Trelease Pty Ltd Architects of the concept for the additions and alterations to 2A Mona Road. I have also visited the site and examined the external façade of the existing building.

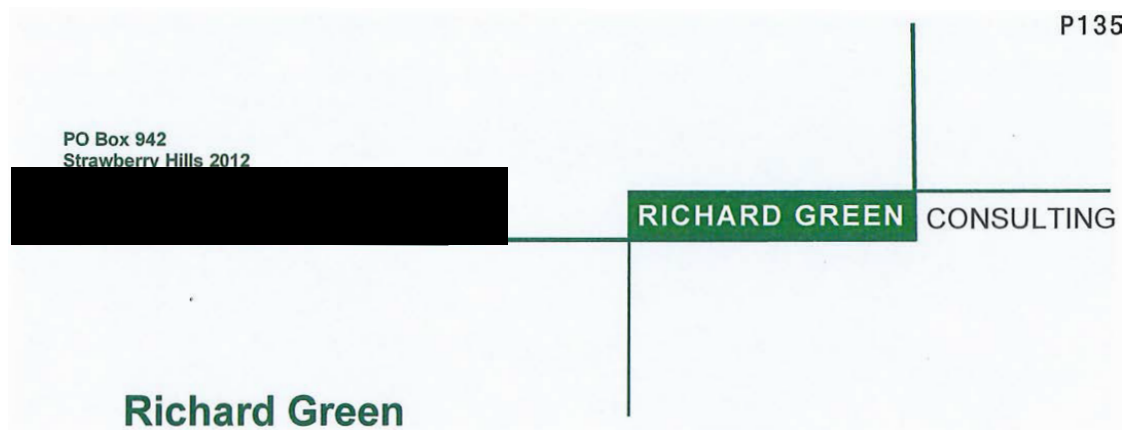
As this is a concept no details have been prepared, however, I am satisfied that the concept is structurally sound and can be built.

Kind Regards,



Richard Green
BE (Hons) M Eng Sc FIE Aust

Enc.



BE (Hons) + M Eng Sc + FIEAust

Experience

2016 –

Director, Richard Green Consulting

1974 – 2016

Director, TTW

1972 - 1974

Structural Engineer, TTW

1970 - 1972

Design Engineer, Fredrick Harris N.V,
Netherlands

1967 - 1969

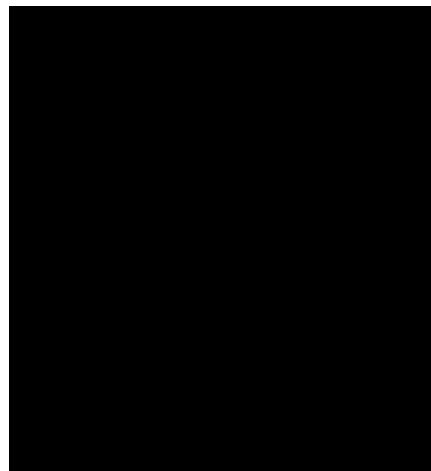
Engineer, TTW

1966 - 1967

Full-time Masters Study

1962 - 1965

Hydro-Electric Commission Scholarship,
Tasmania



Director Richard Green is a strategic thinker, recognised for his ingenuity, determination and design expertise. With five decades of experience Richard has been paramount in shaping the landscape of the Sydney built environment. The youngest engineer to ever be appointed Director at TTW, Richard was involved in the growth of TTW across five offices.

Over his career, Richard has worked with and established pre-eminent relationships with leading national and international architects. He is well known for his strategic ability to understand bespoke architectural design and transform the architect's intent into a build-able reality. With an outstanding knowledge of the construction industry, Richard's passion for high quality, tailored engineering design inspires the entire company. He advocates the growth of engineering nationally through his involvement in many associations and in 2014 Richard was awarded the ACSE Gold Medal lifetime achievement award for excellence in Structural Engineering.



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Relevant Project Experience

Richard Green

Accommodation

Darling Square NE & SE
The Darling Hotel, The Star Casino
Peppers Hotel, Terrigal
Darling Gate Hotel
The Forum, St Leonards
Gazebo Hotel, Stage 2
Heritage Hotel Chippendale
Heritage Hotel at Parliament Square
Perisher Hotel
Chatsworth
Radisson Hotel/Wales House
Fiji Hilton, Denarau Island
Sutherland Crescent, Darling Point
Apartments, Ho Chi Minh City
Promontory, Pyrmont
The Hyde, 157 Liverpool Street, Sydney
Lumiere, Sydney
Chatsworth, Chatswood
Prince Henry Redevelopment
Pier No. 1, The Rocks Refurbishment

Art + Culture

Tasmanian Museum and Art Gallery
Eastern Precinct War Memorial, Canberra
Heide Art Gallery, Melbourne
Anzac Hall War Memorial Museum
Canberra Concert Hall
Rooty Hill Performing Arts Centre
Queensland Gallery of Modern Art (GOMA)
The Mint
Canberra Playhouse
National Institute of Dramatic Art
The Concourse
Capital Theatre – Review Engineer
Angel Place Concert Hall
Joy Yeo Performing Arts Complex, Roseville
College
NSW Art Gallery
Science and Technology Museum
Luna Park, Milsons Point Refurbishment
Seymour Centre

Commercial

50 Martin Place - Macquarie Bank Refurbishment (\$100M)
1 Bond Street
Coopers & Lybrand Tower
Piccadilly Plaza
Sovereign Tower, Parramatta
Valentine Avenue, Parramatta
40 Miller Street, North Sydney
Forum, St Leonards
163 Castlereagh Street, Sydney
James Hardie Containers
Six Mail Centres
Apple Computers
Plaster Board Factory, Redland, England
AGL Recladding
143 Pyrmont Road, Pyrmont Refurbishment
101 Miller Street, North Sydney Refurbishment
Parliament Square, Hobart

Government + Public

Overseas Passenger Terminal, Circular Quay
Sutherland Court House
Bicentennial Park
East Circular Quay
National Science & Technology Centre, ACT
Chifley Square
Blacktown Council Library
Liverpool City Library
Bankstown Library
Surry Hills Library
Redevelopment at Circular Quay
Dee Why PCYC
Marrickville Library

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Relevant Project Experience

Richard Green

Healthcare + Research

Wagga Wagga Hospital
Block B6 and B4, Children's Hospital, Westmead
Albury Hospital
St Vincent's Hospital
Campbelltown/Camden Hospitals
Prince of Wales Hospital; Masterplan, Children's Hospital, Acute Care Services, Women's Hospital
Boddington Retirement Village - Blue Mountains
Royal Ryde Rehabilitation Centre - Morrison Road, Ryde
Hammond Care Dementia Unit – Erina
Amity – Carrington Street, Queens Park
Northhaven, Pacific Highway, Turramurra

Marine

Pier No. 1
Pier No. 2
St George Sailing Club
Luna Park
Derwent Sailing Club, Hobart
Numerous Oil Wharfs
Drilling Platform

Sports + Leisure

Sydney Superdome (Multi Use Arena) Homebush
Trinity Grammar Gymnasium Ashfield
Sydney International Regatta Centre Penrith
North Sydney Pool
King George V Recreational Centre
Glendale Athletic Centre
Heffron Park Pool
Parklea Leisure Centre Council Pool
Rowing Regatta Facility
Stadium Australia - OCA Structural Advisor & Design Checker
Parachute School
Willoughby Civic Centre
2000 Olympic Games Light Pylons

Retail

Crown Central Shopping Centre, Wollongong
Eastwood Shopping Centre
Nowra Fair
Bathurst Shopping Centre
Kelapa Gading Mall Jakarta, Indonesia
Shellharbour Square
Corrimal Court
Toowong Shopping Centre and Office Development
Harbourside

Education

UTS Thomas Street Building
USyd Law School
UNSW Tyree Energy Technologies Building
Grammar Multi-Purpose Hall
Ravenswood Hub Development
CSU Integrated Science Hub, Wagga Wagga
MLC Burwood Junior School
Queenwood School
Loreto School
UNSW C25 Lowy Cancer Research Building, Kensington
UNSW Australian Graduate School of Management
UNSW Wallace Wurth Building
Wenona Archimedes Building
UNSW Quadrangle Building
Sunshine Coast University College Library & Chancellery
UNSW New South Global
CSU Port Macquarie
UTS ASRS Underground Library
Macquarie University Library
Sunshine Coast University College Library, Noosa
UNSW Scientia
USyd Wentworth Union, (Stages 2 & 3)
UNSW Analytical, Heffron & Applied Science Buildings

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Relevant Project Experience

Richard Green

Richard Green Consulting

Projects undertaken since 2016

Walsh Bay Foundation review, Sydney
Sydney Stadium Design Competition
Book Store UNSW
Foyer upgrade ANMM
Cooling Tower Plant Room ANMM
DA Report Heritage building Parramatta
Sports Pavilion Northern Beaches Council
Concept design for 60 storey and 35 storey buildings
Major additions to office building for Dexus
Sports Complex on top of car park concept
Updating heritage hotel for Fraser concept
Two sculptures
Glass Pavilion
Alexander and Hawthorne Building Kambala
Sports Building Kambala concept
Three major buildings at Abbotsleigh concept
Minor work at Abbotsleigh
A number of houses
250 metre slender hotel
Alteration to Baulkham Hills Retail Centre
Council Building Maitland (DA)
Review of complex stair in high fashion outlet
Alterations to Lane Cove Council Chamber
Sports Centre Grammar (Concept)

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Carolyn Nurmi

From: Peter Arnold [REDACTED]
Sent: Wednesday, 17 April 2024 12:20 AM
To: Records
Subject: Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

LATE CORRO	Item: <u>R1</u>
Meeting: <u>SBC.</u>	
Date: <u>24.4.24</u>	

Dear Mayor and Councillors,

My simple, but cogent, reason for opposing this development is that the traffic flow out of New Maclean Street into or across New South Head Road is **already** dangerous.

Allowing any more owners of private vehicles would lead to unimaginable blockage to vehicular flow at this intersection.

I could be forgiven for suspecting that Council might welcome the additional revenue from the building of more strata accommodation. I encourage Council not to follow that pathway to raising revenue. It could provoke a backlash against Council members.

Sincerely,

Dr Peter Arnold OAM

[REDACTED]
Edgecliff

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Weir Phillips Heritage and Planning

22nd April, 2024

Strategic and Corporate Committee Meeting
Woollahra Municipal Council

Dear Members

LATE CORRO	Item: <u>R1</u>
Previously forwarded to Clrs Y / N	
Meeting: <u>SBC</u>	
Date: <u>24 / 4 / 24</u>	

Edgecliff Commercial Centre Planning and Urban Design Strategy. Heritage Advice: Cadry's Building 498 Glenmore Road

I have been engaged by Cadry's to review the letter of 10th April from Stephen Davies, Director, Urbis and comment generally on the potential development controls for properties owned by Cadry's on Glenmore Road, Edgecliff.

In general, I agree with the conclusions of Stephen Davies in increasing height and floor space controls, specifically:

- The subject site falls between the Eastern suburbs railway and New South Head Road and, although a 'Gateway to Paddington', this section of Glenmore Road exhibits a very different character to that area to the south of the railway. There is little of heritage value in this area save for Cadry's heritage-listed shop on the corner of New South Head Road and Glenmore Road and two terraces opposite that are part of the awkward extension north of the Eastern Suburbs Railway of the Paddington HCA.

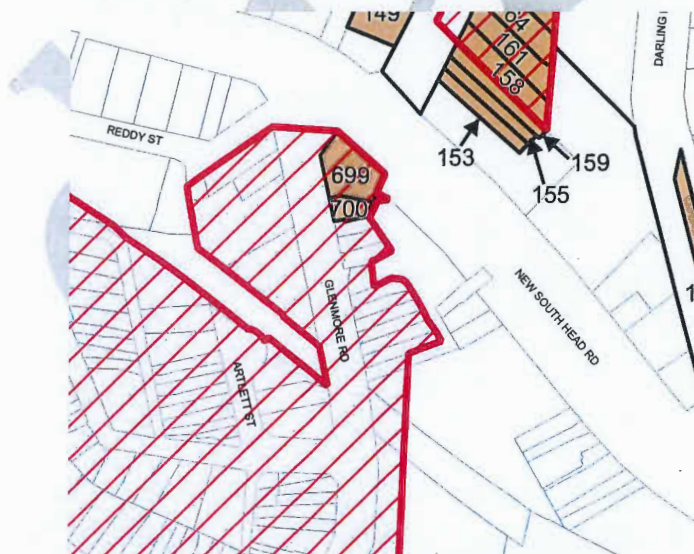


Figure 1. Woollahra Heritage Map. Area around subject site.

- There are two heritage items within this section of Glenmore Road, being the Cadry's building and the adjacent cottage. They are already framed by larger, more recent buildings on both New South Head Road and Glenmore Road.

[REDACTED]
[REDACTED]
[REDACTED]

Astragal Heritage t/a
Weir Phillips Heritage and Planning
ABN 40 600 197 859

Weir Phillips Heritage and Planning

-
- An aerial photograph of a residential area in Melbourne, Australia. The image shows a street intersection with Glenmore Rd running vertically and Artlett St running horizontally. A red arrow points to a building at the intersection. Other streets visible include Earngley La and South St. The area is densely packed with houses and buildings, with a railway line running along the top edge. The image is a color photograph with some white markings and a red arrow overlaid.

www.weirphillipsheerfage.com.au

Attachment 1 Late Correspondence 24 April 2024

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Weir Phillips Heritage and Planning

Please do not hesitate to contact me on 8076 5317 if you have any questions.

Yours faithfully,



James Phillips, Principal

draft

SW 2011 Australia
| www.weirphillipsheritage.com.au

Astragal Heritage t/a
Weir Phillips Heritage and Planning
ABN 40 600 197 859

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22nd April 2024

The General Manager
Woollahra Municipal Council
536 New South Head Rd
Double Bay NSW 2028

Via email: records@woollahra.nsw.gov.au

LATE CORRO	Item: <u>61</u>
Previously forwarded to Clrs Y / N	
Meeting: <u>S B C</u>	
Date: <u>24 / 4 / 24</u>	

Dear Councillors and Staff,

Given the decision by the SECPP regarding the proposed development at 8-10 New McLean St, we feel it would be very sensible for the council to re-review the traffic situation on New South Head Road as part of the ECC Strategy.

The level of building activity proposed in the ECC will have major implications for traffic, as construction vehicles, equipment, materials and tradespeople travel to the various development sites. The New McLean St site is not considered in the plans.

In particular, the idea of multiple tower projects being undertaken simultaneously around the Edgecliff Centre itself is a real concern – they will all want to use New McLean St for access. There are naturally also concerns about noise and pollution as the various buildings are demolished and rebuilt.

I would appreciate it if you could consider how the developments can be staggered to reduce the impact and would urge you to review the traffic impact on the Eastern Suburbs in light of recent events.

Yours Sincerely,

Charlene Batson & Scott Harris

Carolyn Nurmi

From: Leon Cohen [REDACTED]
Sent: Friday, 19 April 2024 12:00 PM
To: Records
Subject: Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

LATE CORRO	Item: <u>21</u>	P1 44
Previously forwarded to Cllr Y/N		
Meeting: <u>SB C</u>		
Date: <u>24.4.24</u>		

I would like to express my strongest objection to this vision and strategy.

1. These proposed built form strategies are a joke and the current lack of infra structure, regarding traffic, schools and visitors of and to the Darling Point area, just cannot cope with what is being proposed.
2. The suburb is already heaving with traffic in the early mornings, evenings and even during the day. What was witnessed on Saturday with Police and ambulances rushing along New South Head Road to Westfield Bondi Junction makes me shudder to think what the access would be like if the proposed ECC building strategy is adopted.
3. It will not only cause substantial delays and congestion in Darling Point Road for people trying to access New South Head Road OR trying to get to the Edgecliff Shopping Centre. The traffic lights are not "user friendly" and currently allow only 1 or 2 cars cross over or turn right onto New South Head Road.
4. This problem also relates to vehicles in Mona Road and New Beach Road trying to access New South Head Road. In fact many vehicles from as far as Vaucluse attempt to reach New South Head Road to get to the CBD via one of these three roads.
5. I have read the traffic survey done for this project and as far as I can gather, the people who conducted the survey have no idea of the real traffic issues. I assume that none of them live in the area. I also assume that the survey was done in the school holiday period or at a time later than the Ascham school drop off or pick up times.
6. We already have a hideous building in Ranelagh Gardens at [3 Darling Point Road](#). It is obvious that whoever was involved in the approval process for that building, has stained the landscape of our beautiful city forever. We do not want a repeat of that.
7. As a resident of this suburb I would hope that this proposal will now be considered briefly, then rejected emphatically on behalf of the people who live here, pay taxes and elect Councillors to act in their best interests.
8. Sydney roads through the Eastern Suburbs have remained the same for as far as I can remember. With the influx of substantially more residents and immigrants to the area, including cars, buses, huge trucks using the roads, it is intolerable to enjoy the lifestyle that Darling Point once provided.
9. I am of the opinion that all new building should conform to the same FSR and height restrictions that are currently in place. I would like an explanation as to why the planning proposal seeks to amend the applicable building height and floor space ratio controls under the Woollahra Local Environmental Plan 2014.
10. The new building currently under construction on the corner of Mona Road and New South Head Road is already proving to be a hindrance. This is already happening even without the extra cars which will no doubt be exiting from the underground parking onto Mona Road.

With so many Councils now objecting to the current State Government's demands for high rise apartments I am surprised that the Woollahra Council is happy to go along with this and in the process destroy the historic feel and nature of our suburb. It is especially disconcerting when so many Councillors stood on the platform of being against to overdevelopment of our area?

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I would hope that the rule of the majority, i.e. Council representatives and residents would prevail. I can only assume if this goes ahead despite all the objections, that it will be for the benefit of financial gain for a few. I am also of the opinion that the planners involved in overseeing the Council's objection and its residents rejection of this proposal, do not live, drive or work in the immediate area. I suggest they spend a few days (Monday to Sunday) driving in the area to make a proper assessment of this and then provide an honest response.

How come these Building height restrictions were not proposed for Double Bay??

I do not believe the residents of Darling Point have been properly consulted and this process has not properly been canvassed with local resident's and has been presented in a convoluted and confusing manner.

In conclusion I find it disgraceful that people want to disrupt the area around this gateway to the Eastern Suburbs. The main artery to the Eastern Suburbs will be choked off and lead to the slow death of the areas beyond Edgecliff.

Leon Cohen
[REDACTED]

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The Darling Point Society Incorporated

ABN 88 141 102 701

PO Box 1131, Edgecliff NSW 2027

18th April 2024

The General Manager
Woollahra Municipal Council
PO Box 61, Double Bay NSW 1360

LATE CORRO	Item: <u>R1</u>
Previously forwarded to Clrs Y / N	
Meeting:	<u>SBC</u>
Date:	<u>24/4/24</u>

Dear Records, General Manager, Councillors and staff

Late Correspondence – Strategic & Corporate Committee 15 April 2024 (postponed)– Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy.

The Darling Point Society (DPS) supports the vision and strategies of the updated April 2024 Report. We commend the proposal to reduce the number of precincts and the more simplified and focused approach to planning given to each of these precincts.

The DPS supports the removal of all uplift sites west of the Mona Road and Glenmore Road intersection.

However, the proposed rezoning of 81-83 NSH Road (the Car Wash site) from RE2-Private Recreation to MU1-Mixed Use goes against this principle. Given that there is a lack of recreational facilities in the Municipality to the extent that WMC is resorting to a process of converting public open space into active sports facilities eg Rushcutters Bay Park Youth Facility, why is WMC giving away this opportunity to provide additional recreational facility?

Furthermore, this rezoning weakens the visual connection between Rushcutters Bay Park and the playing fields on the south side of NSH Road behind this site. Together these open spaces provide the green belt which divides both physically and mentally the Sydney City CBD and the metropolitan areas to its east including the WMC area. The DPS does not support this recommendation.

The DPS fully supports the recommendations to list the eight local heritage items and one heritage conservation area in the Woollahra LEP 2014. We see this as a major step forward for the ECC Strategy.

The DPS does not believe the Traffic Management plan resolves or adequately addresses the increased traffic movement brought about by the proposed uplifts.

Whilst we support the recommendations relating to reducing current parking controls, we believe that these will be insufficient to mitigate the additional demands placed on traffic movement or on street parking in and around the ECC. Future tenants both private and commercial will also find this an unattractive compliance. **Most of the proposed changes to roadways and intersections relate to people/bicycle movement and not to accommodating more vehicular movement.**

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The Darling Point Society Incorporated

ABN 88 141 102 701

PO Box 1131, Edgecliff NSW 2027

Furthermore, the ECC Transport Study notes that the road network now only copes with the present AM and PM traffic peaks. It does not take into account the increased traffic at school drop off and pick up times which have significant effects on both NSH Road and New McLean Street. Given McLean Street is a key part of the ECC's pedestrian network it seems a major flaw to not address how this increase in traffic will interact with **all** the redevelopments proposed in this street.

The DPS supports all the proposals relating to the public domain improvements; the urban greening, additional street trees, the linear park, upgraded pathways and cycleways, co-ordinated landscaping and improved urban/street furniture. However, we note that all the proposals on the south side of NSH Road from Darling Point Road to New Beach Road are on RMS road widening land. This seems short sighted and we object to the precarious nature of these proposals.

We fully support the upgrading of Oswald Street Reserve and the Edgecliff Square Reserve. These are long overdue.

The DPS also supports the rooftop green space above the bus interchange. However, we believe this would make a far more appropriate location for the Youth Recreation Facility than its current proposed location in Rushcutters Bay Park for the following reasons:

- a. It means that current open green space (a finite resource) is not sacrificed to provide a hard surfaced facility.
- b. A NSW State Heritage Listed Park is not affected by a development which is out of character with the rest of Park. The Youth Facility is all hard surface the rest of the park is all soft surface. All current facilities are able to be used by other park users, this facility can only be used by one group of users.
- c. Rushcutters Bay Park provides deep root planting space which a roof top park can never match, this must be protected as this type of land becomes more scarce as urban intensification inevitably occurs in the Municipality.
- d. The roof top park being of hard surface would more easily accommodate a hard surfaced sports facility, the Youth Recreation Facility.
- e. Moving the Youth Recreation Facility to this location means it can be built with developer contributions rather than rate payer funds.
- f. The roof top location provides better control of usage. Opening times can be controlled better to minimise noise effects on local residents. The current proposed location now has residents within 60 metres with the Vibe redevelopment. This was not the case when the current site was chosen and is the reason Trumper Park was dismissed as a proposed location. With the current proposed location, we are just moving the noise issue to affect a much larger number of residents & park users - and not controlling its hours of use.

The DPS believes the proposed uplifts are unnecessarily generous. It is not clear how the new height limits/FSR have been determined other than wanting to increase the limits as sites move east to towards the Edgecliff Centre.

For example, why are the limits on the south side of NSH Road between Darling Point Rd and Mona Rd all set to 10 storeys? Given there is an approved development opposite on Mona Road set at 7

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The Darling Point Society Incorporated

ABN 88 141 102 701

PO Box 1131, Edgecliff NSW 2027

storeys, why not apply this to the whole of this section of NSH Road, or at least to sites A and AB? The limit of 7 storeys would provide a better transition to the buildings neighbouring south, behind these sites. Also, if a 7 storey limit was at least applied to buildings A and AB this would create a softer transition to the height limits moving east towards the Commercial Core.

Why has the limit of 26 storeys been applied to the Edgecliff Centre itself? This height is almost equivalent to the Ranelagh building which the Woollahra DCP 2015 identifies as intrusive and should not be replicated. This 26 storeys also pushes the limits of solar access at Trumper Park. Why not reduce this to 14 storeys giving it a similar scope to the buildings on either side of it?

The DPS believes the treatment of Affordable Housing to be inadequate and ineffective. The concept of providing a **contribution which at some time might or might not lead to affordable housing being built is nebulous and puts** WMC in the position of having responsibility to manage trust funds and ensuring the affordable housing is built, in short WMC becomes the developer with increased administrative costs and no extra revenue to fund these administrative costs.

The DPS believes it would be far more efficient to simply require developers to build in affordable housing in their developments. If the contribution is set at 10% it would simply mean most developments (based on the presently proposed FSR) would have the equivalent of one floor set aside as affordable housing. It means the affordable housing is achieved and is mixed into the neighbourhood rather than concentrated in one area or building. It should also be designated 'affordable housing' in perpetuity, rather than the current practice of it being for a fixed period of around 15 years.

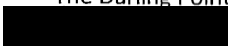
The DPS also believes that all developer contributions arising from the ECC should be spent in the ECC so that the need for ratepayer funds is negated or minimised at the very least.

The DPS thanks WMC for taking onto account our concerns regarding the 2021 Draft Strategy and we trust these comments relating to the Proposed 2024 Strategy Report are also considered.

Yours faithfully,



Robert Pompei
President
The Darling Point Society Inc



www.darlingpointsociety.com

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LATE CORRO	Item: <u>R1</u>
Previously forwarded to Cirs Y / N	
Meeting: <u>SBC</u>	
Date: <u>24 / 4 / 2024</u>	

Our ref 19031
18 April 2024

Mayor and Councillors
Woollahra Council
by email

Dear Mayor and Councillors

RE: Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (ECCS)

We act for Anka Eastern Pty Ltd who own [REDACTED] (see below), which contains the Anka Property head office.

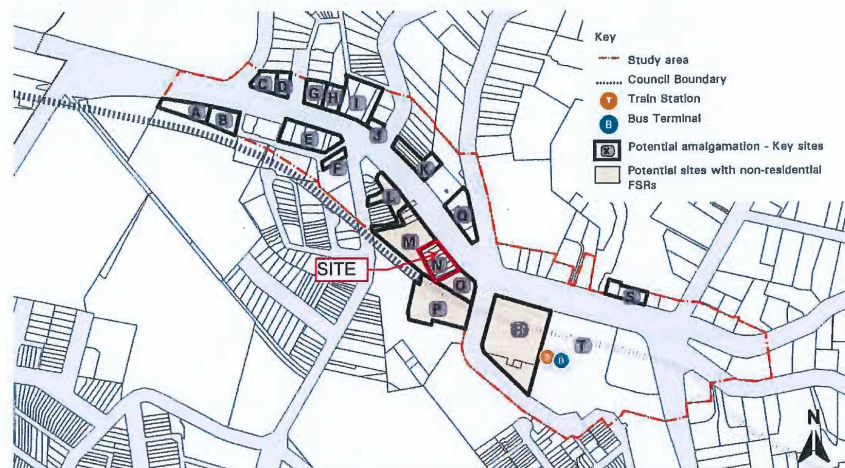


Figure 21. Proposed amalgamation pattern (SJB 2018)

Figure 1 – Subject Site within in the ECCS study area

We made a submission on the draft ECCS during the public exhibition process and, amongst other things, requested an increase to the height and FSR proposed. Whilst we are pleased that there have been some modest increases, we are of the view that they represent an under-utilisation of a site that is adjacent to a railway station and excellent goods and services.

Urban and Regional Planning, Environmental Planning and Statutory Planning
PO Box 353 Artarmon NSW 1570

www.inghamplanning.com.au

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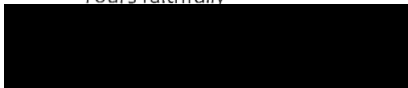


Notwithstanding of the above, we acknowledge and appreciate Council moving forward on this important initiative and note that the staff recommendation is to proceed to the preparation of a Planning Proposal to formalize the necessary changes to the LEP and DCP.

We are very supportive of the draft ECCS as it recognizes the importance of the Edgecliff commercial centre within the Woollahra LGA and its potential to contribute to meeting the aims and objectives of the Sydney Metropolitan Plan and Eastern City District Plan. We ask you to support the staff recommendation on this matter.

Please do not hesitate to contact Brett Brown, Director if there is any aspect of the above that you wish to discuss.

Yours faithfully



INGHAM PLANNING PTY LTD



Representing the community's interests in getting around on bikes in Sydney's eastern suburbs

LATE CORRO Item: R1
Previously forwarded to Cls 151 / N
Meeting: STC
Date: 24 / 4 / 24

Submission - R1 Recommendation to Council POST EXHIBITION REPORT ON THE DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY - 24 April 2024

Craig McNair-Swift
General Manager
Woollahra Municipal Council
records@woollahra.nsw.gov.au

BIKEast Incorporated
PO Box 1601
Bondi Junction NSW 1355
contact@bikeast.org.au

23 April 2024

Dear Council,

Referencing Previous Submissions

Thank you for the opportunity to comment on this item.

BIKEast and Bicycle NSW have made a number of submissions in recent years in relation to the Edgecliff Centre, the related Active Transport Plan and other matters including the proposed 50km/h speed limit on New South Head Road.

These submissions include:

[BIKEast Submission - Woollahra Active Transport Plan - November 2023](#)

[BIKEast Submission - Draft Edgecliff Commercial Centre Planning and Urban Design Strategy - Supplementary Submission - 4 October 2021](#)

[BIKEast Submission - Draft Edgecliff Commercial Centre Planning and Urban Design Strategy - 23 August 2021](#)

[Bicycle NSW Submission - Draft Edgecliff Commercial Centre Planning and Urban Design Strategy - 22 July 2021](#)

The Significance of being on a Strategic Cycleway Corridor

The Edgecliff Commercial Centre is a strategic centre and positioned on an important Sydney [strategic cycleway corridor](#), which on paper were planned to connect Edgecliff with the CBD and other strategic centres at Bondi Junction and Double Bay.

Strategic Cycleway Corridors are a priority state government policy. The NSW Government wants cycling to be a preferred mode of transport for short trips and a viable safe and efficient option for longer trips.

Strategic cycleway corridors will provide the foundation for safe and convenient cycleways that better connect centres, precincts and places, while supporting councils' local bike networks.

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BIKEast Submission: R1 Recommendation to Council POST EXHIBITION REPORT
ON THE DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN
DESIGN STRATEGY - 24 April 2024

A Confusing R1 Recommendation to Council

The Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy is a confusing document to read.

It is not clear what Council is being asked to endorse due to multiple contradictions between various excerpts and references from documents being illustrated and noted.

Contradictions in the ECC Public Domain Plan and ECC Planning and Urban Design Strategy - April 2024

1. Contradiction - area between Mahoney Lane and Glenmore Road. Please refer to '3.1 Western Basin Precinct' on page 11 of attachment 2 (Public Domain Plan). The illustrated plan is below:



Please refer to '3.2 Mixed Use Corridor' on page 16. The illustrated plan is below:



These plans only show a cycleway to be routed via Reddy Street - as indicated by a dotted blue line. The key reference for this is:

■ ■ ■ ■ ■ Proposed location of cycleway
(Woollahra Active Transport Plan-
Cycleway Priority Project 1a)

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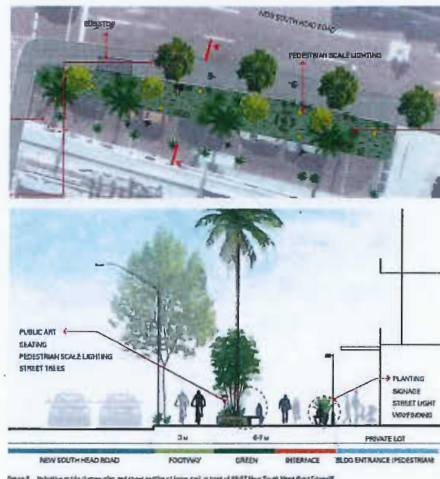
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DESIGN STRATEGY - 24 April 2024

These plans omit to show any cycleway infrastructure that runs along the southern edge of New South Head Road from the edge of Mahoney Lane to the edge of Glenmore Road..

However illustrations on page 15 indicate this to be a shared path:



In Attachment 1 - ECC Planning and Urban Design Strategy - April 2024, the illustrated plan on page 29 does not feature two cycleway routes. Again, the only cycleway infrastructure shown is via Reddy Street.

This strategy in the commentary also makes no mention of a cycleway along New South Head Road and adjacent to the linear park situated at the Western Basin area.



There are several inconsistencies with the ECC Planning and Urban Design Strategy and ECC Public Domain Plan and there is no clarity as to which 'plan' is being recommended.

Affiliated to:



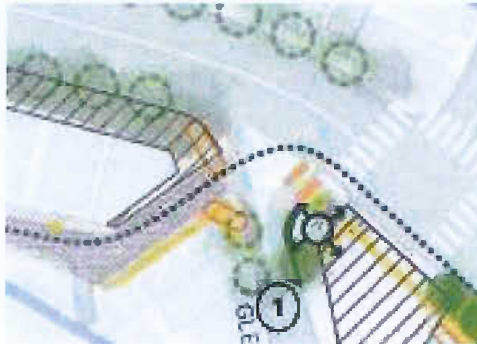
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2. Contradiction at the Glenmore Road intersection. Please refer to '3.2 Mixed Use Corridor' on page 16 of attachment 2. The illustrated plan is below:



This plan shows the current Glenmore Road slip lane and median island are retained - and an intersection profile which largely matches the status quo - shown on page 17 of attachment 2.



Figure 10. Aerial image and street view of Glenmore Road- New South Head Road intersection (Source: Google Maps 2020 modified by Council staff)

In attachment 1 (Planning and Urban Design Strategy) the road profile is shown as the same as attachment 2:



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DESIGN STRATEGY - 24 April 2024

However on page 17 of attachment 2 (Public Domain Plan), a very different Glenmore Road intersection profile is shown as detailed in the endorsed ATP:

Woollahra Active Transport Plan recommendations

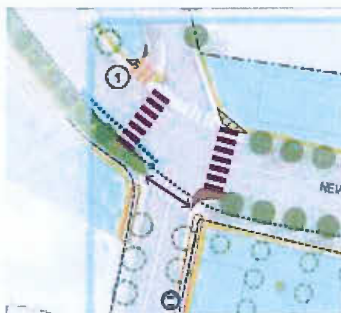


Figure 11 Details of Cycling Priority Project 1a (Source: Woollahra Active Transport Plan)

The ATP appears to now be inconsistent and in conflict with the ECC Planning and Urban Design Strategy and ECC Public Domain Plan and there is no clarity as to which 'plan' is being recommended.

3. Contradiction at the New McLean Street / Darling Point intersection.

Please refer to '3.3 Core Commercial Precinct' on page 26 of attachment 2. The illustrated plan is below:



These show two new crossings across New South Head Road. However the map key on page 26 (attachment 2) refers to these as 'Investigate signalised pedestrian crossing'.

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By contrast on page 20 of attachment 1 only one crossing is shown:



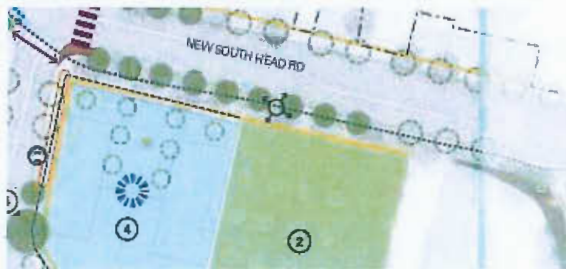
And on page 30 of attachment 2 both crossings are not shown:



There are several inconsistencies with the ECC Planning and Urban Design Strategy and ECC Public Domain Plan and there is no clarity as to which 'plan' is being recommended.

4. Contradiction in front of the Edgecliff Commercial Centre

Please refer to '3.3 Core Commercial Precinct' on page 26 of attachment 2. The illustrated plan is below:



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Please refer to artists' impressions provided in attachment 2 on pages 31 and 32:



Concept image of green and urban outdoor plaza
(Source: Jacob Peterson)



Artist's impression of development on the Edgecliff Centre Site (Source: SJB 2023)

Please refer to section drawing in attachment 2 on page 32:

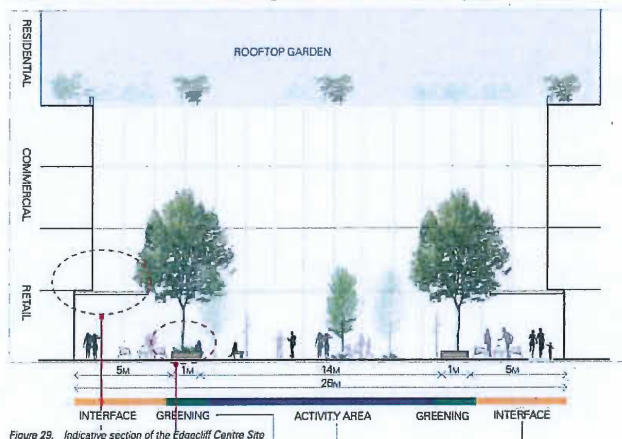


Figure 29. Indicative section of the Edgecliff Centre Site

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In attachment 1 on page 20 (Planning and Urban Design Strategy) the plan is the same as shown in attachment 2:



In attachment 1 on pages 27, 32 and 34 (Planning and Urban Design Strategy) and on page 32 of attachment 2, cyclists are shown travelling in the traffic lane - and mixing with cars. It is not possible to identify a separated cycleway:



Figure 25. Artist's impression of the Edgecliff Centre site viewed from New South Head Road looking South-East (SJB 2023)

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Figure 26. Artist's Impression Indicating the potential public plaza on the Edgecliff Centre site as viewed from New South Head Road looking South (SJB 2023)



Figure 34. Artist's Impression of linear park along New South Head Road facing South (Source: SJB 2018)



These plans, illustrations and drawing omit to show any separated cycleway infrastructure that runs along the southern edge of New South Head Road from the edge of New McLean Street to Ocean Street.

Affiliated to:



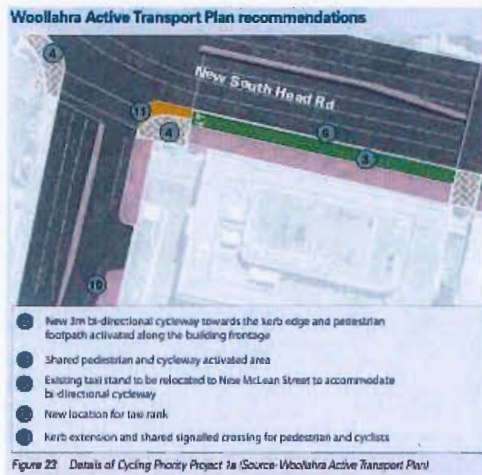
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BIKEast Submission: R1. Recommendation to Council POST EXHIBITION REPORT
ON THE DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN
DESIGN STRATEGY - 24 April 2024

However on page 26 of attachment 2 (Public Domain Plan), this cycleway infrastructure is shown as detailed in the endorsed ATP:



And on page 30 of attachment 2 (Public Domain Plan), this cycleway infrastructure is shown:



There are several inconsistencies with the ECC Planning and Urban Design Strategy and ECC Public Domain Plan and there is no clarity as to which 'plan' is being recommended.

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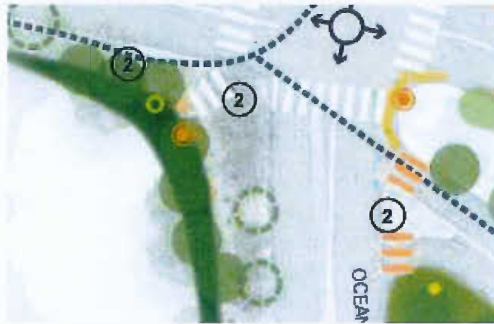
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6. Contradiction at the Eastern Edge Precinct

Please refer to '3.4 Eastern Edge Precinct' on page 33 of attachment 2. The illustrated plan is below:



This plan shows the current Ocean Street slip lane and median island are retained with an intersection profile which largely matches the status quo - shown on page 34 of attachment 2.

This plan also shows an intersection profile at the Edgecliff Road intersection where median islands and road profile have been retained - also largely matching the status quo - shown on pages 34 and 35 of attachment 2.



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BIKEast Submission: R1 Recommendation to Council POST EXHIBITION REPORT
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However on page 36 of attachment 2 (Public Domain Plan), a very different profile has been endorsed by the ATP - including the removal of the slip and continuity of the separated cycleway infrastructure from New McLean Street:

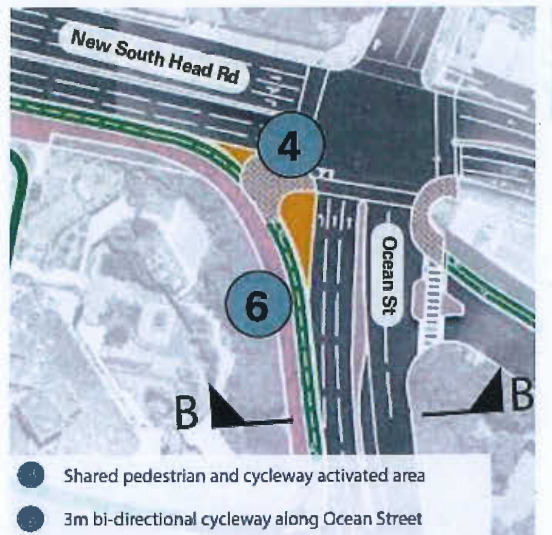
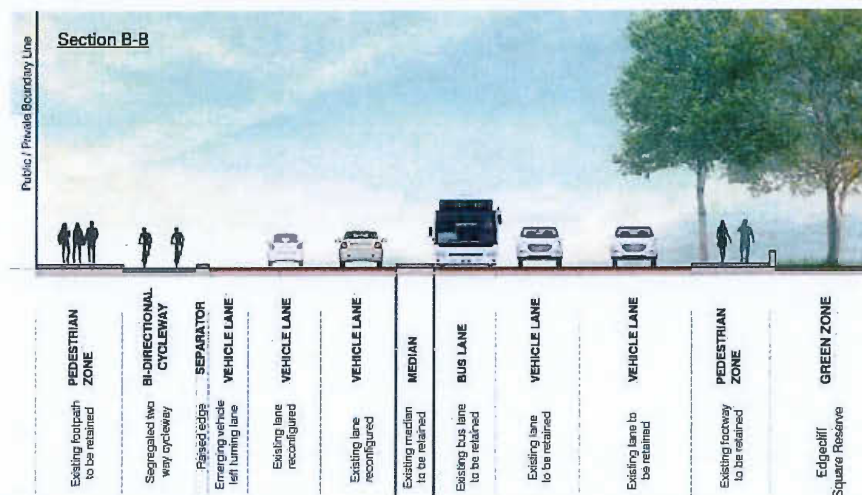


Figure 34. Details of Cycling Priority Project 1a (Source: Woollahra Active Transport Plan)



The ATP appears to now be inconsistent and in conflict with the ECC Planning and Urban Design Strategy and ECC Public Domain Plan and there is no clarity as to which 'plan' is being recommended.

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Concluding Remarks

BIKEast reiterates remarks we have made in previous submissions - written and in person.

The ATP itself notes the poor quality of cycle infrastructure in Woollahra. In this regard Woollahra LGA has become an outlier LGA with regard to high quality, dedicated cycling infrastructure provision.

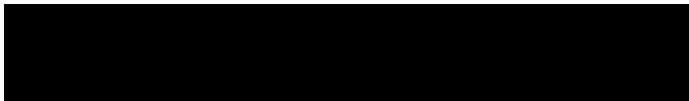
We are keen to see efforts and achievements regarding active transport in Woollahra expedited.

We are shocked and disheartened that Woollahra Council appears to be removing for recommendation and for Council approval a number of positive ATP initiatives. As detailed in the ECC Planning and Urban Design Strategy and ECC Public Domain Plan these initiatives appear to have been removed for recommendation.

We are disillusioned that Council is not following through on its own commitments towards priority projects endorsed in the Active Transport Plan.

Actions really do count.

Yours sincerely,



Mark Worthington
BIKEast President

Andrew Moss
BIKEast Advocacy Coordinator Woollahra

Affiliated to:



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Double Bay Residents' Association

Protecting Sydney's Stylish Bayside Village

The General Manager
Woollahra Municipal Council
PO Box 61
Double Bay 1360

LATE CORRO	Item: <u>R1</u>
Meeting:	<u>S & C</u>
Date:	<u>24 / 4 / 24</u>

24th April 2024

Dear Sir,

Re: Strategic & Corporate Committee Meeting 24th April 2024
R1: Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

Double Bay Residents' Association's Submission

There is no discernible Planning Gain for current residents of the surrounding areas from this current draft ECC planning strategy.

Planning Gain

Sean Macken of Macken Strategic Planning Solutions in the original submissions for the ECC SC6270 16th September 2021 made the most telling point that **Scenario One** addressed the redevelopment of the whole precinct including the air space over the railway station owned by the East Point Tower Body Corporate.

This is the only scenario that gives the precinct a **Planning Gain**. It allows for the remediation of access to the area from Ocean Street & takes some of the pressure off New McLean Street. It also allows for the possibility of underground pedestrian corridors under NSHRd and also under the Ocean Avenue/Ocean Street/Edgecliff Road intersection removing pedestrians from the mix. This would enable a separate cycling corridor to become a more feasible option.

Why did the Council feel so completely locked into Scenario Two which excluded the airspace above the interchange? There is nothing preventing East Point Tower Body Corporate from undertaking such a project or selling the air space. Surely this possibility needs to be taken into account in a planning exercise such as this ECC.

Double Bay Residents Association Inc



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Nominated height limits

DBRA supports the **deletion of uplift sites** west of Glenmore Road and Mona Road down to Neild Avenue. This is a good result and will permit the visual linkage and sense of an amphitheatre between the harbour and the HCA of Paddington. However, has the Council envisaged safe guards on those properties to prevent them being the subject of opportunistic DAs from developers in the very near future?

DBRA would prefer to see **graduated height limits** starting with A, AB, B, C, & D, from Glenmore Road up to New McLean Street. The current heights are too high when starting from Cadry's Corner at two storeys and they do not allow for view sharing. View sharing is the most important decision when purchasing property in the Eastern Suburbs and yet this plan ignores it completely.

On the Mona Road to Darling Point Road side G should be lower to allow view sharing with F on the higher corner and the longer views from the Edgecliff hill.

The Edgecliff Centre design H is the biggest stumbling block of the whole ECC.

This site urgently needs to be redesigned in order to better share the visual space & views with residents on the upper slopes of Ocean Street and Edgecliff Road and the amphitheatre of the HCA not to mention the stealing of light and sunshine from all the properties on the Trumper Park side of New McLean Street. There is **no planning gain** with this site except for the developer.

Completely missing from examination in this report are several currently active DAs such as 8-10 New McLean Street, as well as DAs that have been approved by the LEC such as F.

Traffic Management

Edgecliff is in danger of becoming a traffic choke point.

DBRA would be most encouraged if TfNSW undertook a **Movement and Place** study for Edgecliff and indeed the whole length of New South Head Road.

The Traffic Report is very deficient.

Traffic that reaches Edgecliff heading towards the city is generated from far afield. New South Head Road, Old South Head Road, Bondi Road, York Road, generated all the way south from La Perouse and Little Bay.

To suggest that all this converging traffic flowing onto Ocean Street could be reduced to one slip lane into NSH Road is completely fanciful.

Ocean Street is now regularly full of traffic all the way back to the Syd Einfeld Drive seven days a week.

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All feeder roads joining New South Head Road all the way back to Watsons Bay are fully loaded and slow most mornings.
We are all noticing increased traffic volumes and peak times are expanding.
Manning Road is now banked up for 100 metres most mornings trying to turn into NSHRd.
Bellevue Road also only worse.

This report completely ignores 'The Edgecliff Peak Hour' ie the fact that Ascham & St Marks Kindergarten drop off and pick up times dominate the northern side of New South Head Road from 7.30 am to 9am and 2.30pm to 4 pm on weekdays completely dominating the Greenoaks Avenue, Darling Point Road and Ocean Avenue block for this timeslot.

Heritage Listings

We applaud the Heritage Listing of the Cadry's Corner and several of the other buildings on this corridor but note that Woollahra Council has tremendous trouble implementing Heritage Listings outside the HCA.
Commercial interests tend to hold sway in so many of the developments.

Affordable Housing

DBRA would be very open to the idea of offsetting Affordable Housing in a scheme similar to the offsetting of carbon credits. That is locate affordable housing on less expensive and less sensitive land. Adding extra storeys on the NSHRoad corridor is just too impractical and detracts from the possible **minor Planning Gain** of this **Scenario Two** scheme.

Yours sincerely,

Barbara Mortimer
DBRA Committee

Memorandum

Date 16 April 2024

File No. SC1774-03

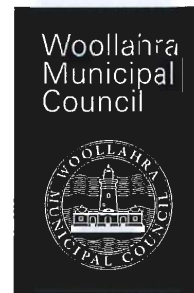
To Mayor
Councillors
Directors

CC

From Petrina Duffy - Coordinator Strategy & Performance

Subject LATE CORRESPONDENCE RE COMMUNITY ENGAGEMENT
FOR ITEM R4 DRAFT 2024-25 OPERATIONAL PLAN & DRAFT
2024-25 – 2033-34 LONG TERM FINANCIAL PLAN

LATE CORRO	Item: <u>R4</u>
Meeting:	<u>S & C</u>
Date:	<u>24 / 4 / 2024</u>



ABN 32 218 483 245

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536 New South Head Road
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With the postponement of the programmed Strategic & Corporate Committee meeting of 15 April and Council meeting of 24 April 2024 to 24 April and 29 April 2024 respectively, it is proposed that the dates of the public exhibition period noted in the Plans above and the community engagement pop-ups noted in the report be amended to reflect these timing changes.

It is proposed that page 14 of the Draft LTFP Long Term Financial Plan 2024 - 2034 and page 11 of the Draft Operational Plan 2024-25 be amended from a public exhibition period of ~~26 April to 24 May 2024~~ to **30 April to 28 May 2024**.

Community pop-ups are planned in three locations during the exhibition period. It is proposed that the Double Bay pop-up only be amended from the date listed in the report to reflect a new date to allow time for advertisement:

- ~~10am-12pm, Tuesday 30 April at Kiaora Place, Double Bay~~
- 9am-11am, Friday 3 May at Lyne Park, Rose Bay
- 2pm-4pm, Tuesday 7 May at Five Ways, Paddington
- **10am-12pm, Wednesday 8 May at Kiaora Place, Double Bay.**

Carolyn Nurmi

From: Jim Spellson [REDACTED]
Sent: Tuesday, 23 April 2024 9:12 PM
To: Records
Cc: Harriet Price; 'Alex Greenwich MP'; Michael Casteleyn
Subject: Late Correspondence - Strategic & Corporate Committee Meeting 24 April 2024

LATE CORRO	Item: <u>RY</u>	P1 68
Meeting: <u>S & C</u>		
Date: <u>24 4 24</u>		

Dear Committee Members,

I regret my inability to address the meeting due to a prior commitment to attend an Anzac Remembrance event.

I wish to draw attention to the resolution moved by Cr Harriet Price at S & C Meeting and adopted unanimously by full Council on 26 June 2023 that:

"The General Manager reprioritizes the timing of the Cecil Street Rushcutters Bay Catchment Area works (the Works) by:

- a. Including the planning and design of the Works in the 2023/24 Operational Plan (in the amount of \$102,300); and
- b. Reporting to Council on rescheduling the Works so that construction can commence before 2026/27."

The amount 'earmarked' for the Works from the proceeds of the Special Rate Variation is \$2,966,700.

There has been significant progress in the planning and design of the Cecil Street Floodway Project to date and it appears there is a realistic prospect that construction could commence during the course of 2024/25. It would be extremely disappointing if it were not included in the 2024/25 Operational Plan.

The residents of Cecil Street, Royston Street and Cecil Lane Paddington have suffered above floor flooding of their homes and garages for decades. In February 2023, Council's consultants completed a report determining that the Cecil Steet area remains highly flood prone. Global temperatures last year were the hottest in recorded history. Expectations of scientists are above-average rain in winter and spring for eastern Australia and that climate change will cause more rain in short, heavy downpours – precisely the events of concern.

The Agenda of the S&C Meeting on 24 April 2024 proposes that the additional income within the draft 2024/25 budget from the Special Rate Variation (SRV) be utilized other than for Floodplain Risk Management works. All the initiatives 'earmarked' to benefit from the proceeds of the SRV are identified as priority projects, however, the Climate Change Adaptation Measures are identified as **high** priority.

In these circumstances, it is difficult to understand the prioritization of the O'Sullivan Road Cycleway project over the Cecil Street Floodway Project.

Your review of the prioritization of these projects and/or their inclusion in capital grants and contributions would be much appreciated.

Yours faithfully,
Jim Spellson.

[REDACTED]

Carolyn Nurmi

From: Andrew Maloney [REDACTED]
Sent: Tuesday, 23 April 2024 6:57 PM
To: Records
Cc: Mary-Lou Jarvis; Merrill Witt; Susan Wynne [REDACTED]
Subject: Budget allocation for the Robertson Park Playground

LATE CORRO Item: RP169

Meeting: SBC

om.au> 24/4/24
Date:

Late Correspondence - for the budget discussion item for the council meeting Wednesday April 24, 2024

Dear Woollahra Council and Councillors,

I write in support of the idea of upgrading the **Robertson Park Playground**. With a five year old child, I am a regular user of both Robertson Park and Parsley Bay playgrounds.

Playgrounds are a really important community resource, creating a place for young kids to socialise, as well as for parents to meet their neighbors. Playgrounds are like the water coolers in offices - they really connect communities.

The **Parsley Bay playground** is excellent. Well done to the council's Open Spaces and Trees team!

However, Robertson Park is now showing its age. As you know, it was built in 2006 and in recent years has been difficult to maintain.

Recently, **Waverley Council** showed what standards a modern children's playground can achieve. See their project plan below;

<https://haveyoursay.waverley.nsw.gov.au/waverley-park-play-space-upgrade>

I'd recommend a visit. It is fantastic - and packed with kids and families. Apparently they got a grant from the NSW Government's Public Spaces Legacy Program.

I understand that **Thornton Reserve** may get the priority for funding. I used to live on Drumalbyne Road. While no doubt it needs an upgrade, the social benefit will be limited to the very small local traffic it attracts. It is one of the most obscure and least visited parks in Sydney. I count myself as one of the lucky few who knows where it is - but I haven't visited it in 30 years.

Because of its location and visibility, Robertson Park has the potential to deliver benefits to 100 times the traffic vs Thornton Reserve.

It would be fantastic if the council could consider an upgrade to Robertson Park playground - it has the potential to be so much more.

All the best,

Andrew Maloney

& Joon Wongsaita [REDACTED]
[REDACTED]
[REDACTED]

Carolyn Nurmi

From: Paula Hitchcock [REDACTED]
Sent: Tuesday, 23 April 2024 6:16 PM
To: Records
Cc: Merrill Witt; Mary-Lou Jarvis
Subject: Strategic and Corporate Committee 24 April: Robertson Park Children's area-support for upgrade

P176	
LATE CORRO	Item: <u>R4</u>
Meeting:	<u>SCC</u>
Date:	<u>24 / 4 / 24</u>

Dear Woollahra Council,

I am emailing to provide correspondence in support of Councillor Witt and Jarvis's amendment to provide funding for an upgrade of the Robertson Children's playground in Council's capital budget for the next financial year.

Robertson park is an asset to the Watson's Bay and Vacluse community, as the only children's playground between Watson's Bay and either Parsley Bay or Vacluse. I appreciate recent attempts made to maintain the playground since my last correspondence with council on the 8th of November 2023, such as repairing the entry gate to the area and pressure cleaning the equipment; however, there still remains areas of improvement such as:

- a missing piece of equipment where a metal stump still remains
- chipped paint on the equipment
- rusted chains on the children's swingset
- A lack of equipment for smaller children to use (under 3) as the majority of the equipment caters for older children

I find the disrepair of the playground disappointing, particularly as Rose Bay is currently receiving a new park, when their park was in far better condition to begin with. I would often travel to Rose Bay with my young child to utilise their park as it had better facilities. I was shocked when council began rebuilding their park before Robertson Park.

The park at Watson's Bay is often full, with lines to access the swings during after school hours and weekends; particularly as tourists who come to Watson's Bay via the ferry utilise the park and the corresponding library facilities. The playground is part of the Watson's Bay tourist destination and should be treated as such.

I would also like to thank Paul Fraser from council who corresponded with me to make me aware of steps council is taking to maintain council's playgrounds and his efforts to do so. He noted that Robertson Park's last upgrade was in 2006, with Council's Play Space Strategy stating that playgrounds have an 'approximate usable life of 20 years' (p. 29); [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.woollahra.nsw.gov.au/files/assets/public/v/1/plans-policies-publications/play_space_strategy.pdf](https://www.woollahra.nsw.gov.au/files/assets/public/v/1/plans-policies-publications/play_space_strategy.pdf)

That being said, it has been 18 years since Robertson Park's last upgrade, meaning that council should consider allocating funding for an upgrade in its foreseeable future.

I hope the council is able to agree on allocating funding for Robertson Park's upgrade. It is a well loved and used asset to the community and we would very much like to see it upgraded.

Kind regards,

Paula

Carolyn Nurmi

From: Darya Boukata [REDACTED]
Sent: Tuesday, 23 April 2024 8:15 PM
To: Records
Subject: Late Correspondence - for the budget discussion item for the council meeting
Wednesday April 24, 2024

LATE CORRO	Item: <u>RY P171</u>
Meeting: <u>SBC</u>	
Date: <u>24 / 4 / 24</u>	

Dear Woollahra Council and Councillors,

I write in support of the idea of upgrading the **Robertson Park Playground**. With a five year old child, I am a regular user of both Robertson Park and Parsley Bay playgrounds. As a Watsons Bay resident I am also happy to observe crowds of families visiting the area and spending time at the playground and picnicking nearby.

Playgrounds are a really important community resource, creating a place for young kids to socialise, as well as for parents to meet their neighbors. Playgrounds are like the water coolers in offices - they really connect communities.

The **Parsley Bay playground** is excellent. Well done to the council's Open Spaces and Trees team!

However, Robertson Park is now showing its age. As you know, it was built in 2006 and in recent years has been difficult to maintain. In fact, there have been several equipment failures there recently which further reduced its overall quality.

Recently, **Waverley Council** showed what standards a modern children's playground can achieve. See their project plan below;

<https://haveyoursay.waverley.nsw.gov.au/waverley-park-play-space-upgrade>

I'd recommend a visit. It is fantastic - and packed with kids and families. Apparently they got a grant from the NSW Government's Public Spaces Legacy Program.

I understand that **Thornton Reserve** may get the priority for funding. While no doubt it needs an upgrade, the social benefit will be limited to the very small local traffic it attracts. It is one of the most obscure and least visited parks in Sydney.

Because of its location and visibility, Robertson Park has the potential to deliver benefits to 100 times the traffic vs Thornton Reserve.

It would be fantastic if the council could consider an upgrade to Robertson Park playground - it has the potential to be so much more.

Kind regards,
Darya Boukata
[REDACTED]