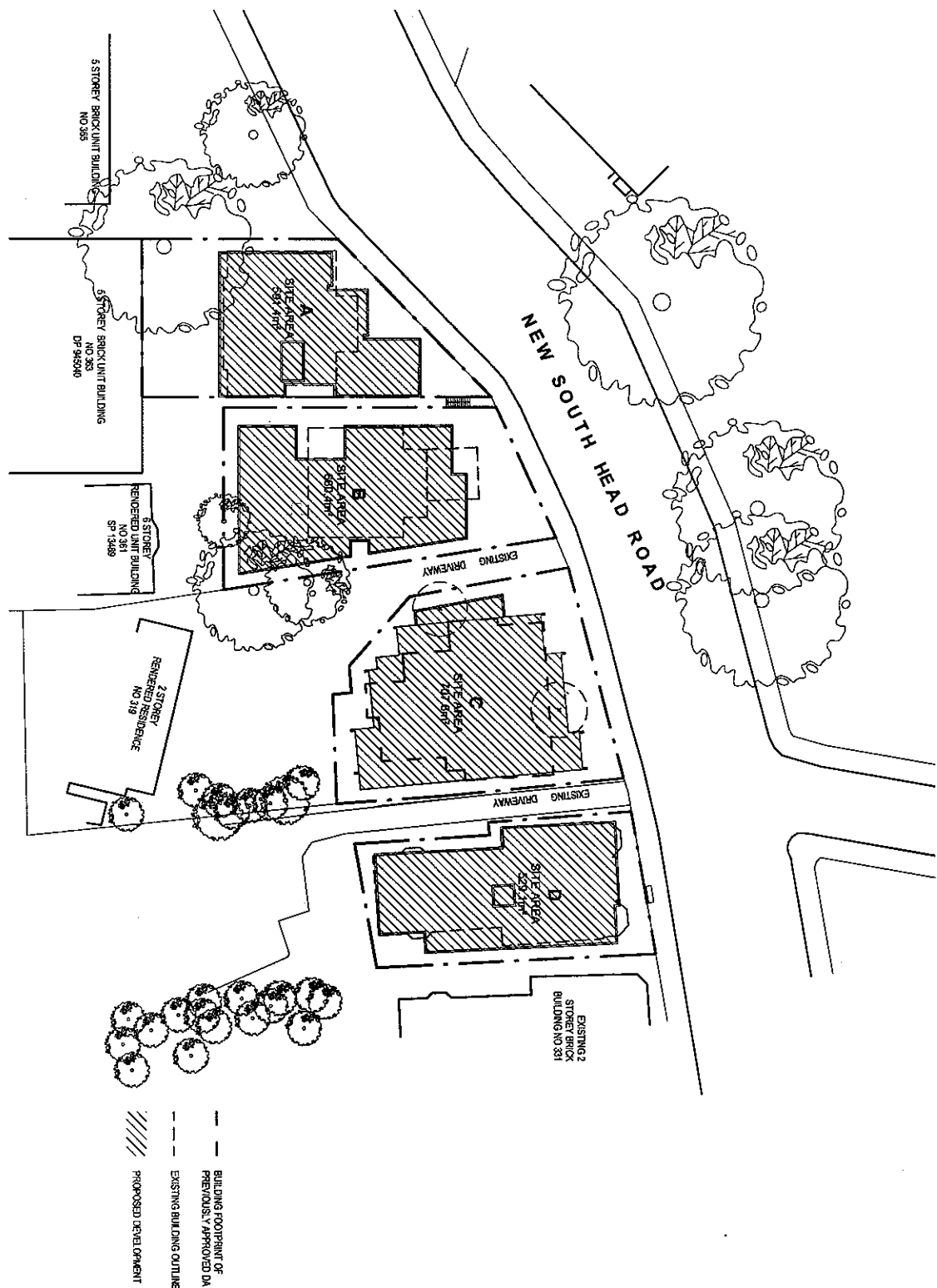
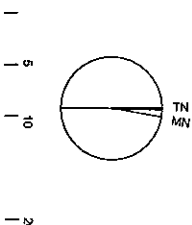


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Client Name
NEW SOUTH HEAD ROAD
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
MASTER SITE PLAN

Project No. A9005
Date 22/04/2010
Drawn by
Checked by

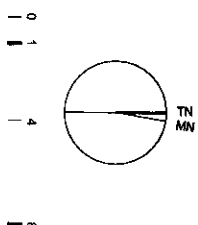
DA MA1.00
SCALE 1:500(A)
ISSUE A

MASTER SITE PLAN

1
1.00

ANNEXURE 1

ISSUE	DESCRIPTION	DATE
A	JRPP SUBMISSION	13.05.2010



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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name

**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name

BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

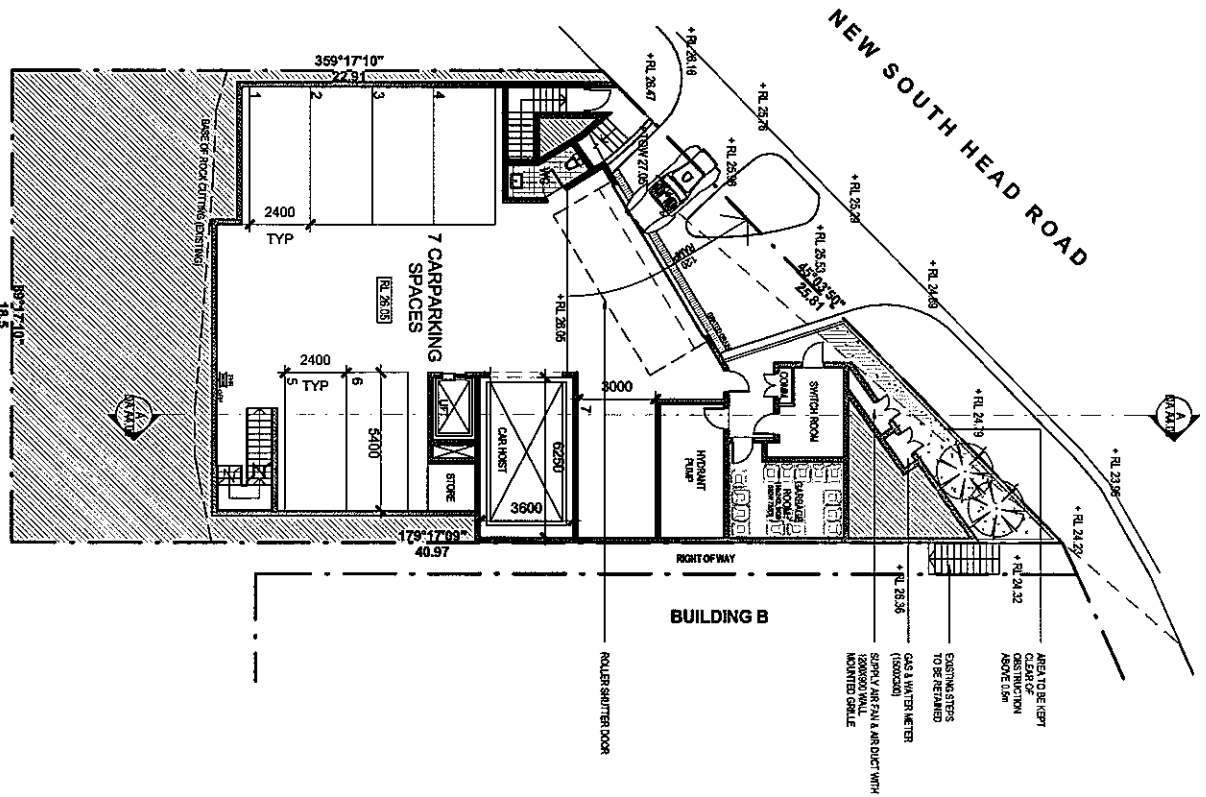
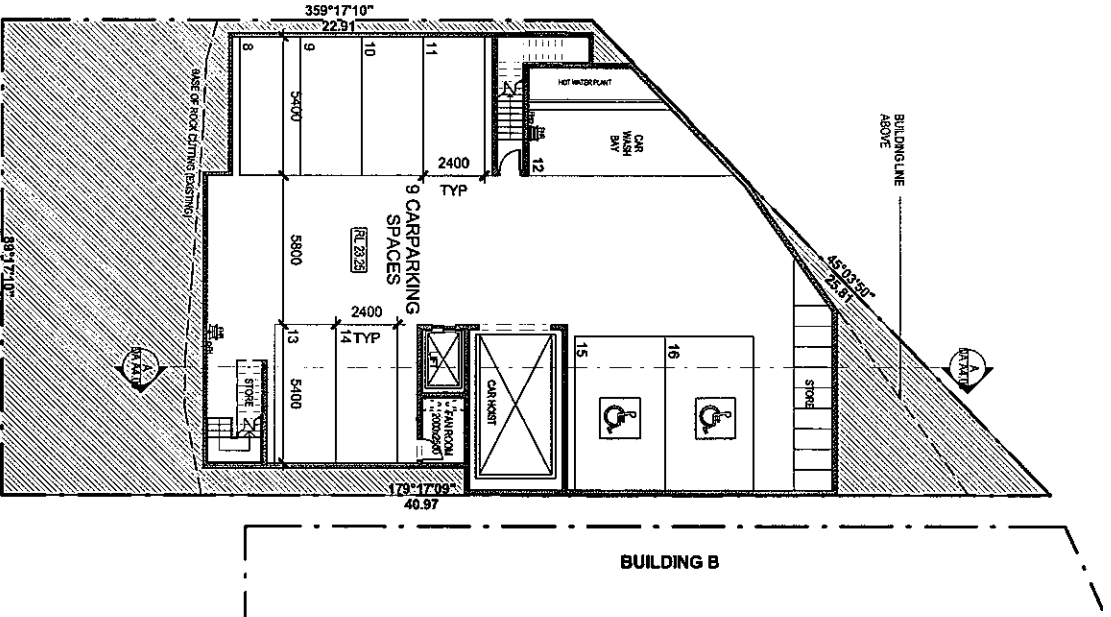
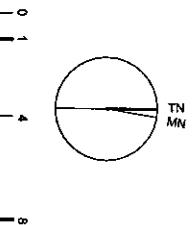
Sheet Name

SITE PLAN

Project No.	A9003
Date	18/02/2010
Drawn by	
Checked by	
DA A1.00	
SCALE	1:100(A1)
ISSUE	12/01/03
	A

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601 / 84 PITT STREET SYDNEY NSW 2000



Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
BASEMENT & LOWER
GROUND LEVEL PLANS

Project No. A9003
Date 19/02/2010
Drawn by SCALE 1:2000
Checked by ISSUE A

DA A2.00



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Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

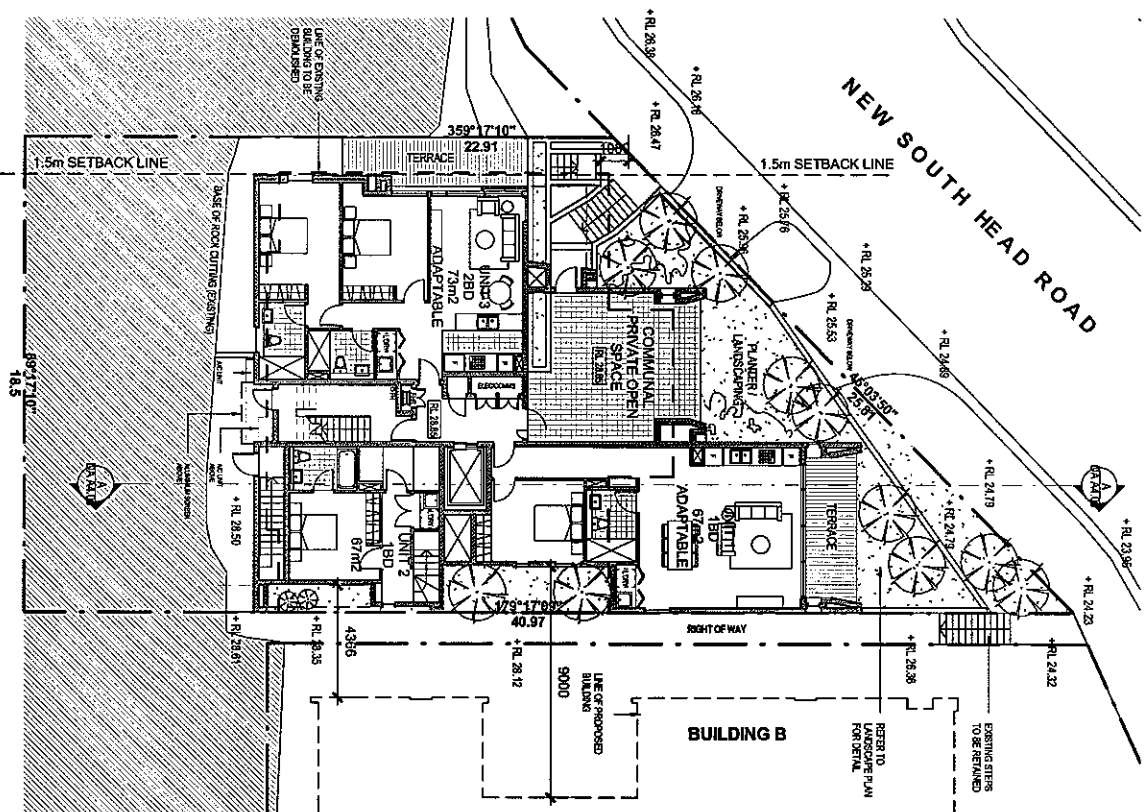
Project Name
BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name

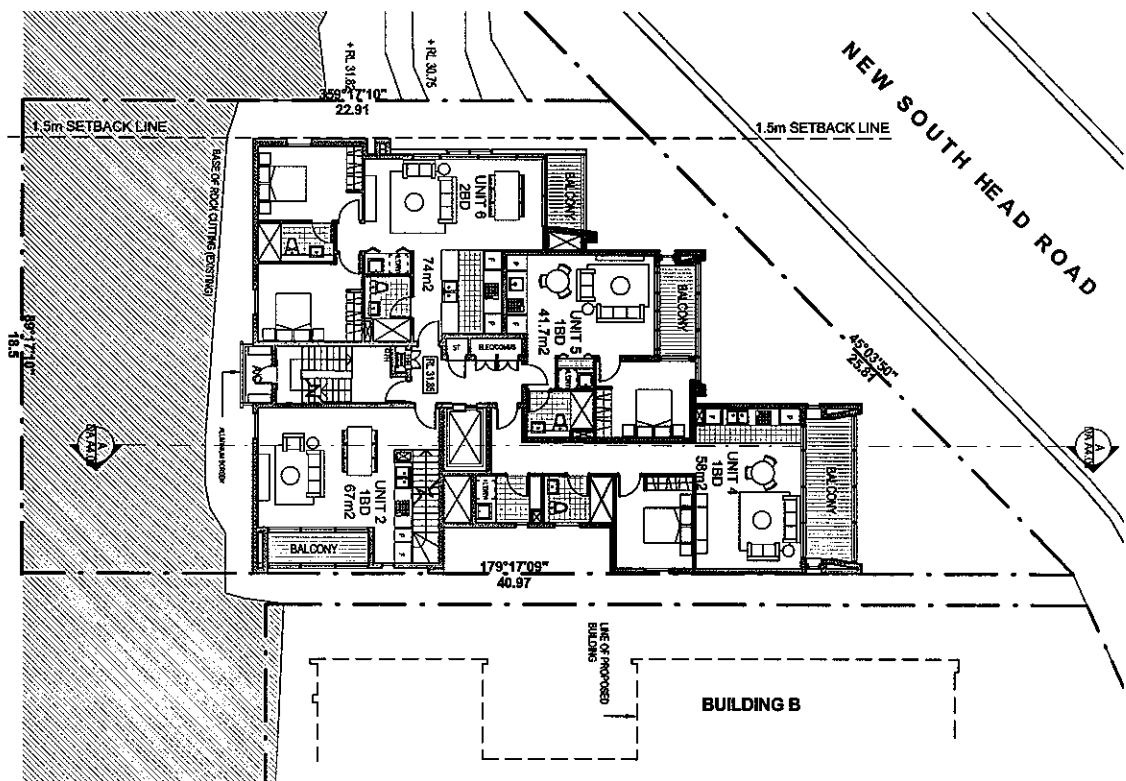
GROUND LEVEL & LEVEL 1 PLANS

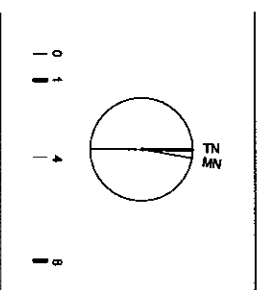
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Date	19/02/2010	SCALE 1:100
Drawn by		1:200
Checked by		ISSUE A

GROUND LEVEL PLAN



LEVEL 1 PLAN





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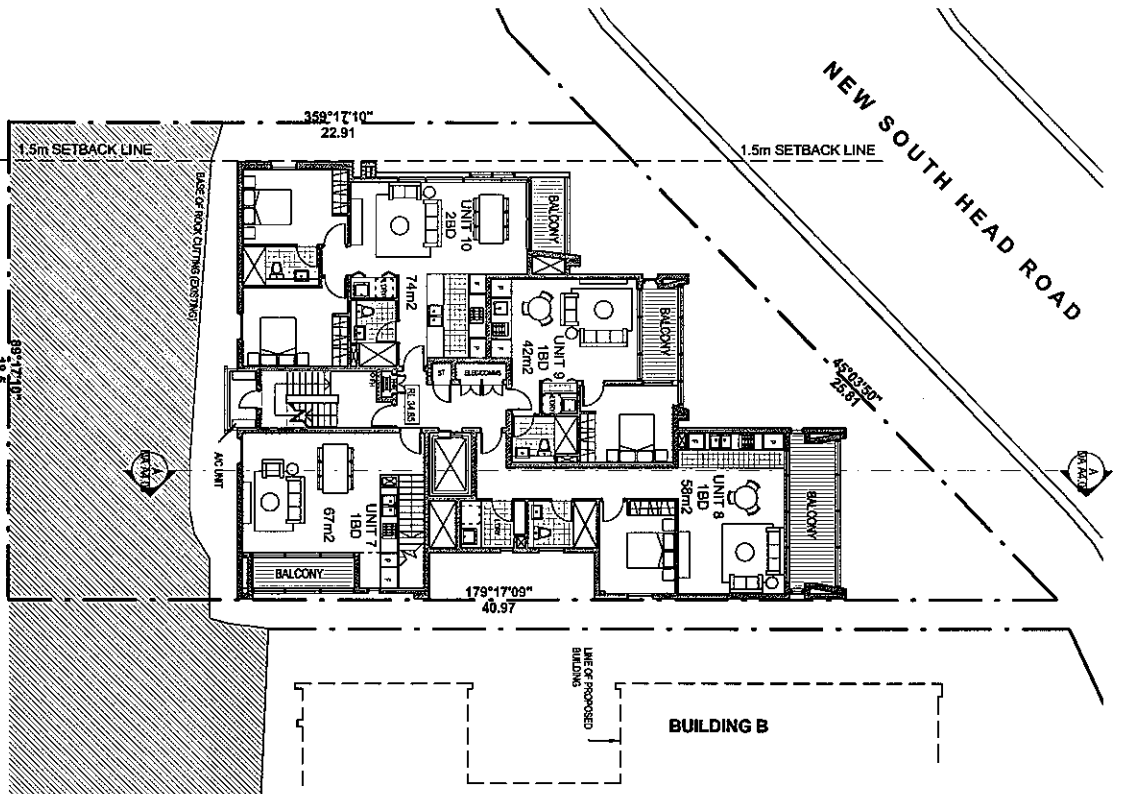
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 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.

Project Name
 BUILDING A
 NEW SOUTH HEAD RD
 DOUBLE BAY

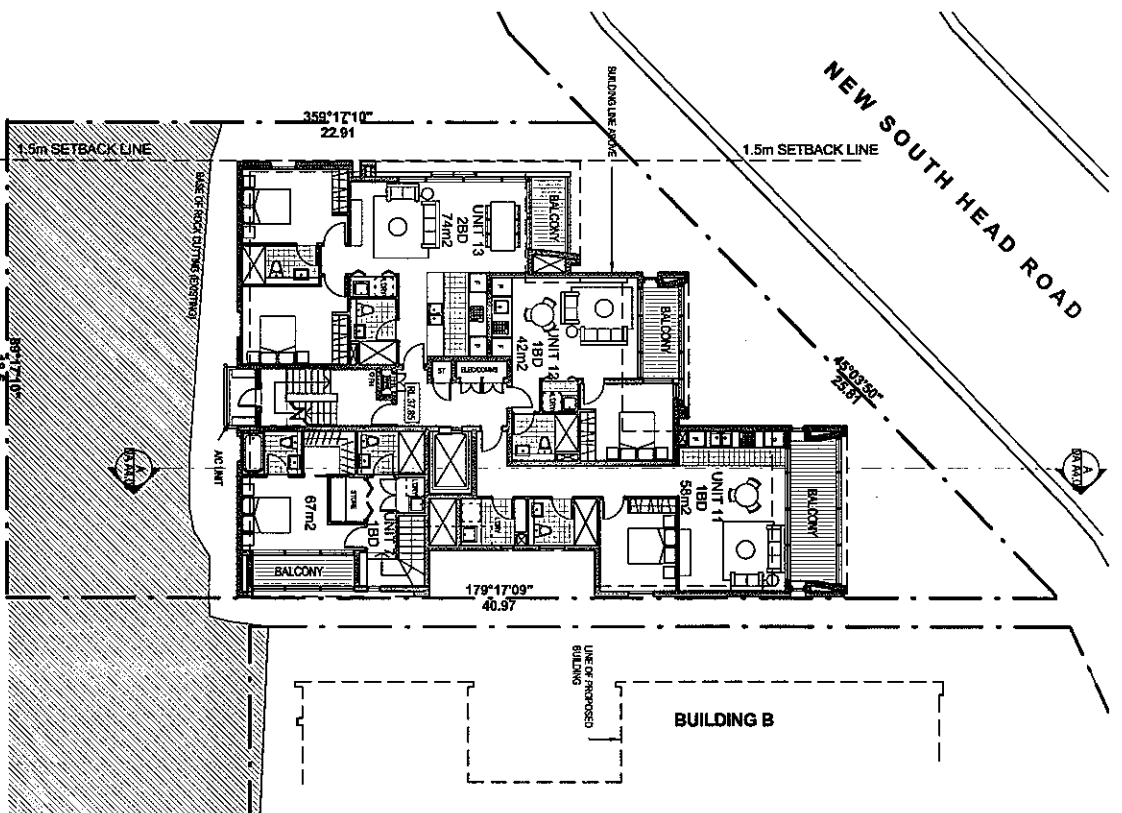
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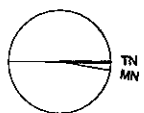
Project No. AS003
Date 19/02/2010
Drawn by SCALE 1:1000
Checked by ISSUE A

1
 LEVEL 2 PLAN
 1:200



2
 LEVEL 3 PLAN
 1:200





0 1 4 8

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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

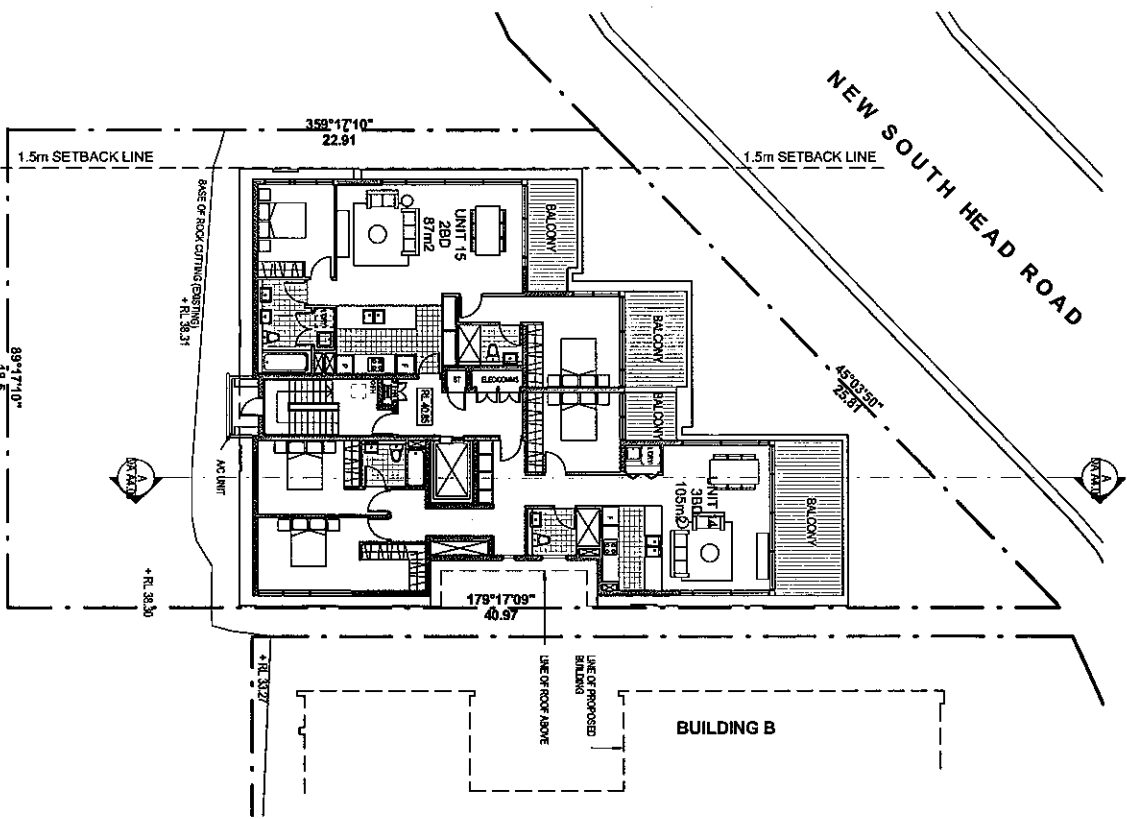
Project Name
BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
LEVEL 4 PLAN & ROOF
PLAN

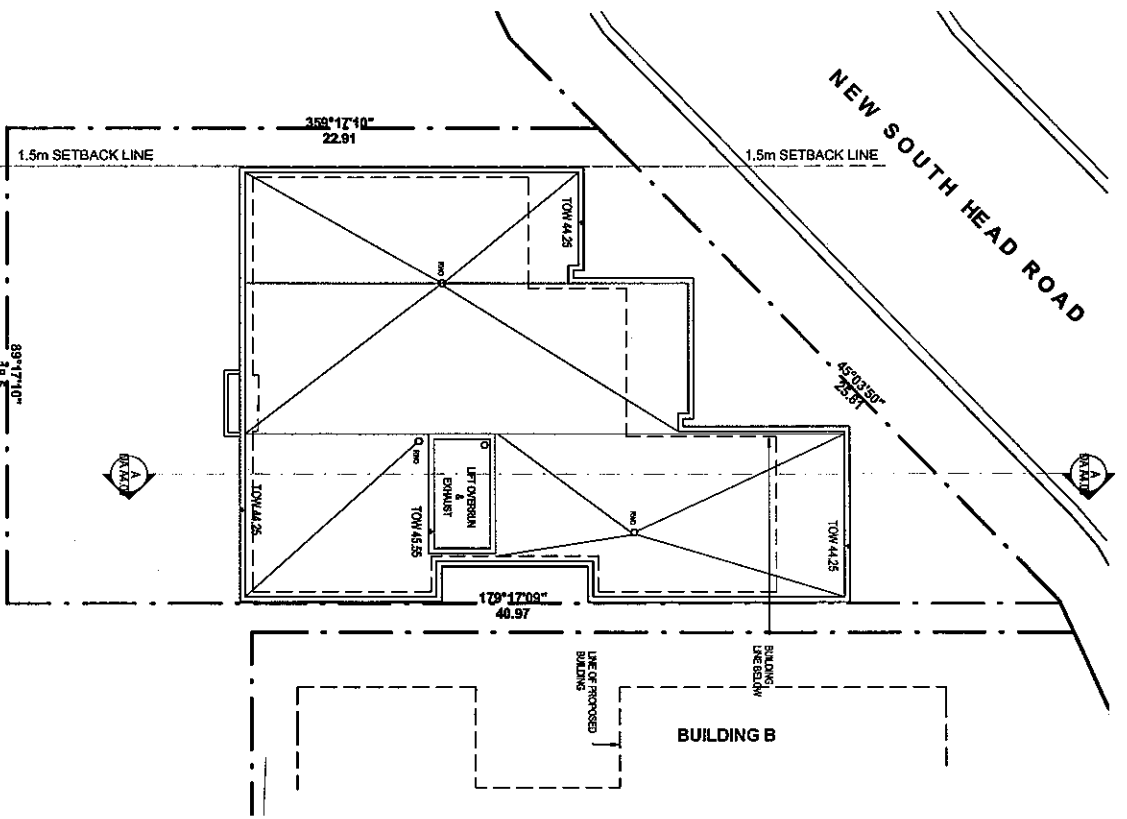
Project No. A9003
Date 19/02/2010
Drawn by
Checked by

DA A2.30
SCALE 1:1000
ISSUE A

1 LEVEL 4 PLAN



2 ROOF PLAN

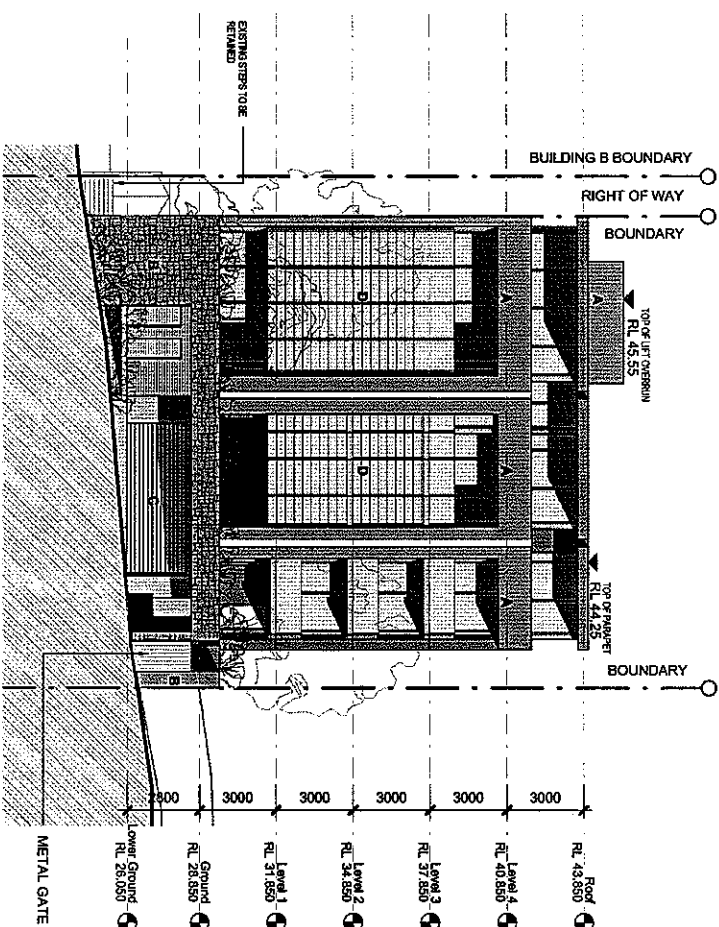


EXTERNAL FINISHES

- SELECTED PAINT OVER RENDERED BLOCK WALL
- SELECTED SANDSTONE
- METAL GARAGE DOOR
- GLASS LOUVRES
- ALUMINIUM LOUVRED SCREEN

NOTE:

- WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
- ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1 NORTH ELEVATION

1:200

ISSUE | DESCRIPTION | DATE

A JRP SUBMISSION 13.05.2010

architects + partners

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Client Name

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Street Name

NORTH ELEVATION

Project No. AS003

Date 19/02/2010

Drawn by

Checked by

DA A3.00

SCALE 1:200

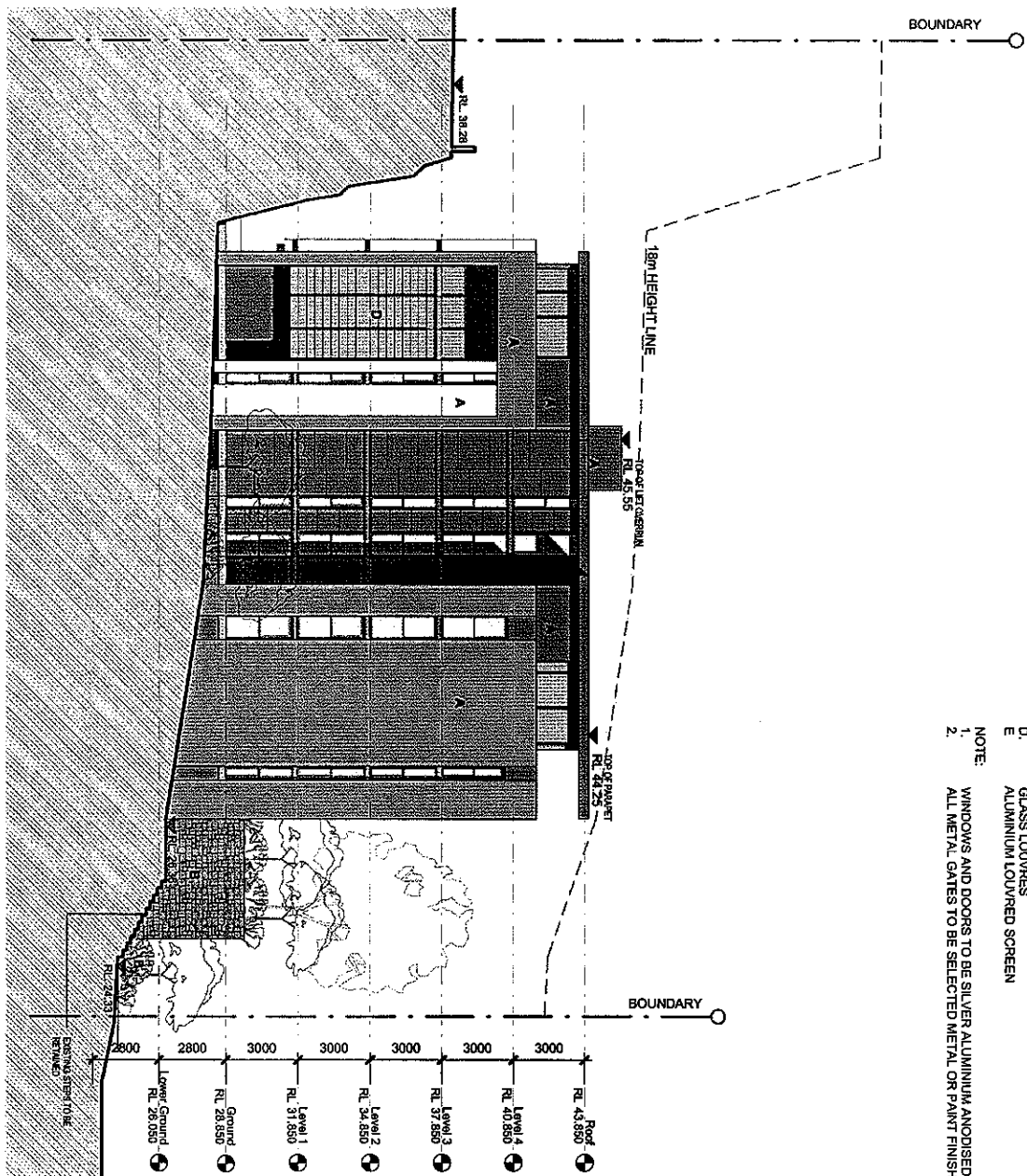
ISSUE A

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. SELECTED SANDSTONE
C. METAL GARAGE DOOR
D. GLASS LOUVRES
E. ALUMINIUM LOUVRED SCREEN

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1
3:10

EAST ELEVATION

ISSUE | DESCRIPTION | DATE

A JRP SUBMISSION 13.05.2010

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Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Street Name

EAST ELEVATION

Project No. AS003
Date 19/02/2010
Drawn by
Checked by
SCALE 1:1000
ISSUE A

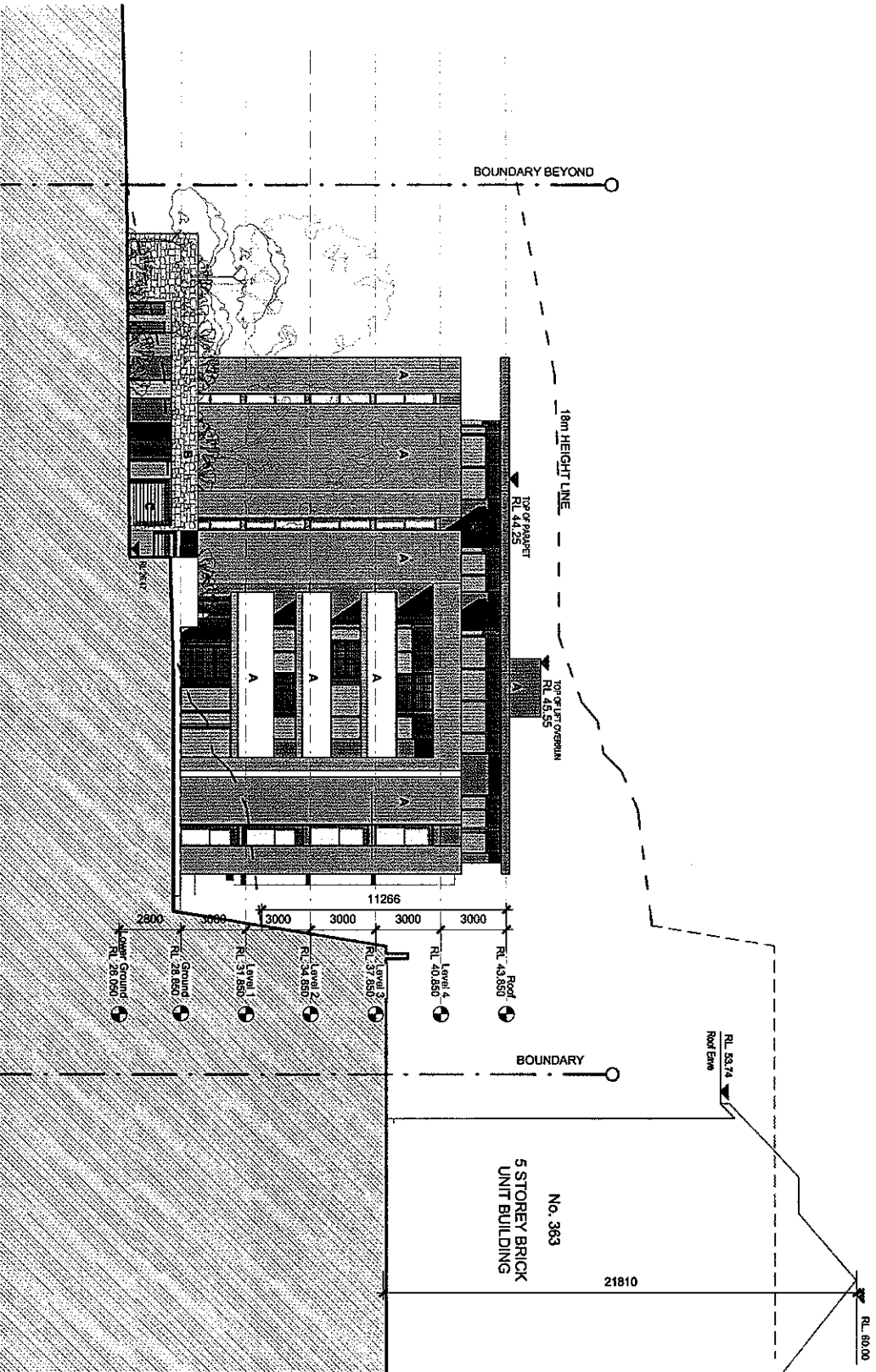
DA A3.10

EXTERNAL FINISHES

- SELECTED PAINT OVER RENDERED BLOCK WALL
- SELECTED SANDSTONE
- METAL GARAGE DOOR
- GLASS LOUVRES
- ALUMINIUM LOUVRED SCREEN

NOTE:

- WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
- ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



ISSUE | DESCRIPTION | DATE

A JRPP SUBMISSION 13.05.2010

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Client Name

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name

WEST ELEVATION

Project No.

A9003

Date

19/02/2010

Drawn by

Checked by

DA A3.20

SCALE 1:1000
ISSUE A

WEST ELEVATION

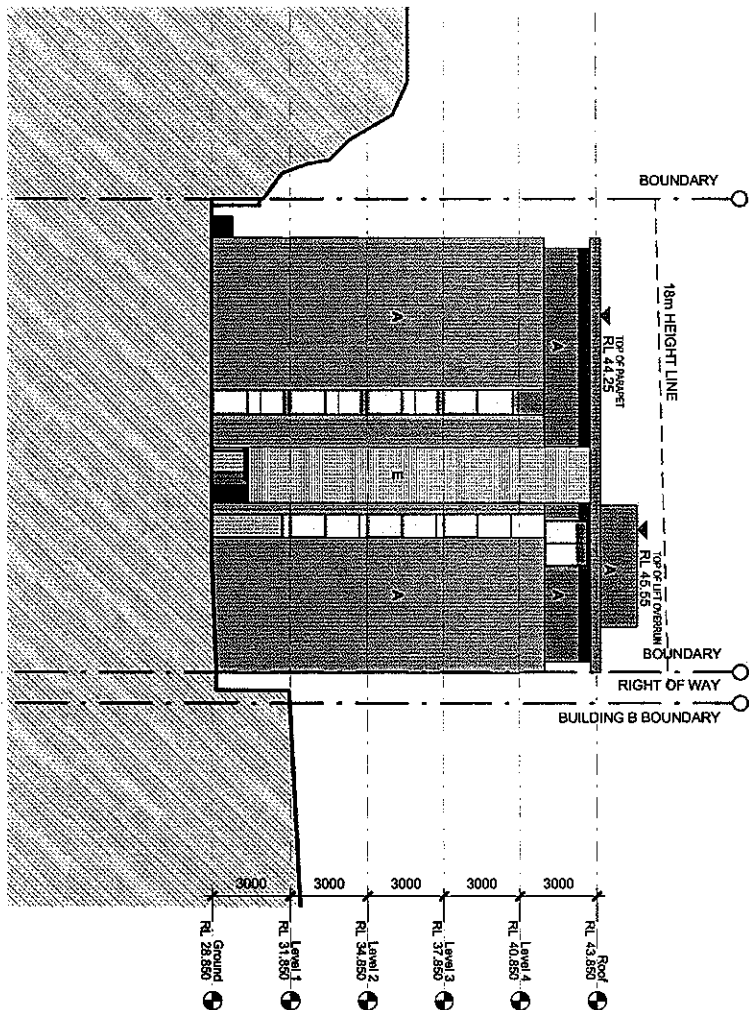
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3.20

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. SELECTED SANDSTONE
C. METAL GARAGE DOOR
D. GLASS LOUVRES
E. ALUMINIUM LOUVRED SCREEN

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



ISSUE | DESCRIPTION | DATE

A JRP SUBMISSION 13.05.2010

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Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

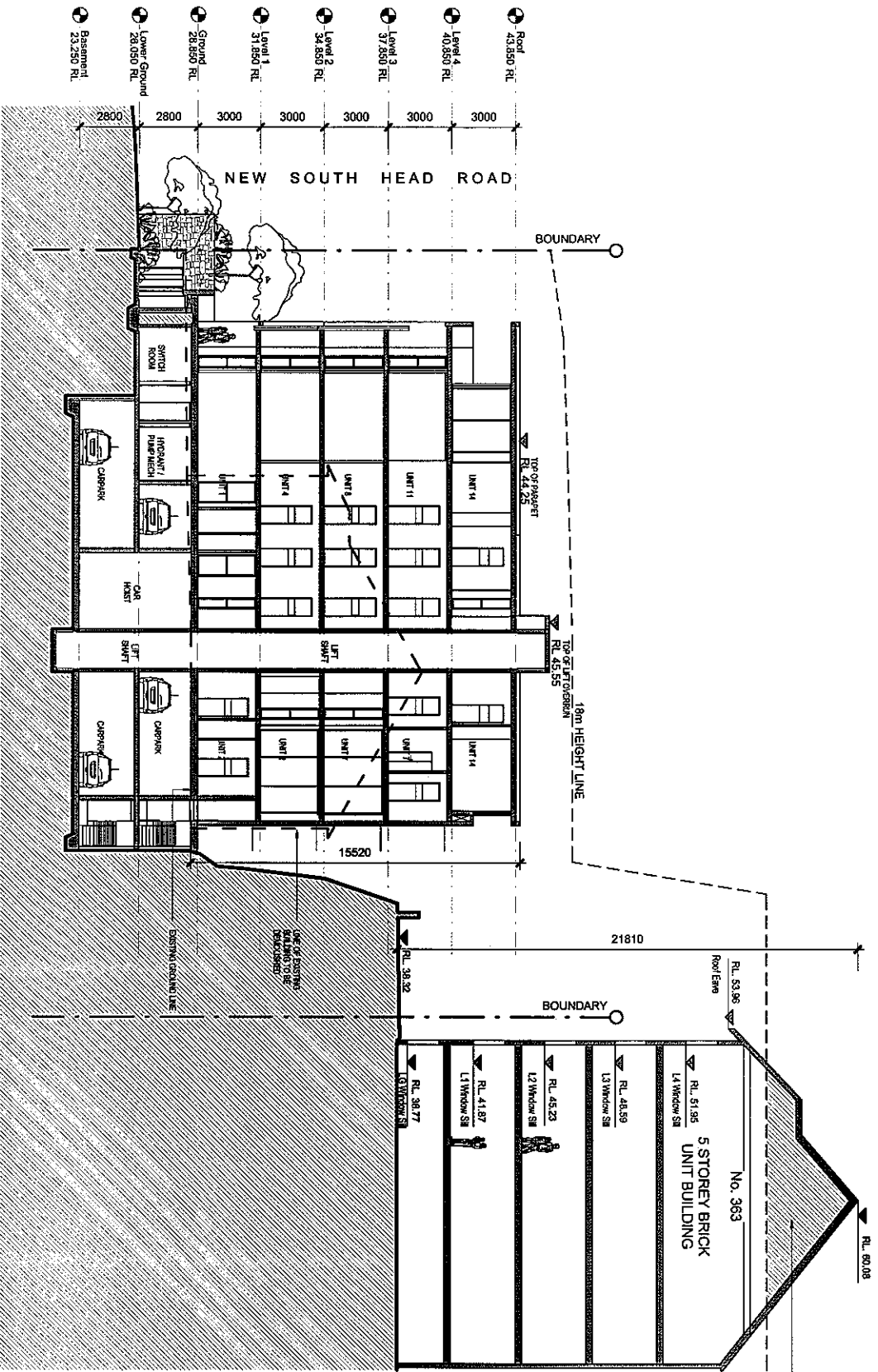
Street Name

SOUTH ELEVATION

Project No. A9003
Date 19/02/2010
Drawn by
Checked by
SCALE 1:1000
ISSUE A

DA A3.30

AREA OF
NON-COMPLIANCE



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Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
SECTION A-A

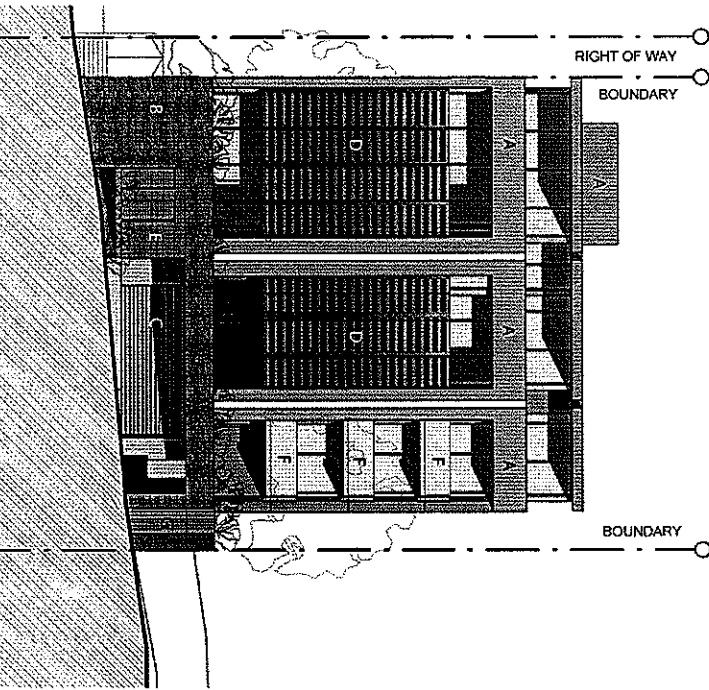
Project No. A9003
Date 19/02/2010
Drawn by
Checked by

DA A4.00
SCALE 1:1000
ISSUE A

NOTE:
1. ALL WINDOWS AND DOORS ARE TO BE SILVER ANODISED.
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH.

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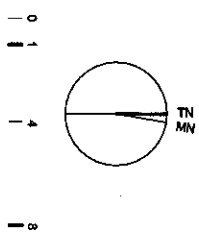


Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING A
NEW SOUTH HEAD RD
DOUBLE BAY

SCHEDULE OF MATERIAL
& FINISHES

Project No.	A9003	DA A5.00
Date	18/02/2010	SCALE 1:100 (A) 1:200 (A)
Drawn By	Author	
Checked By	Checker	ISSUE A



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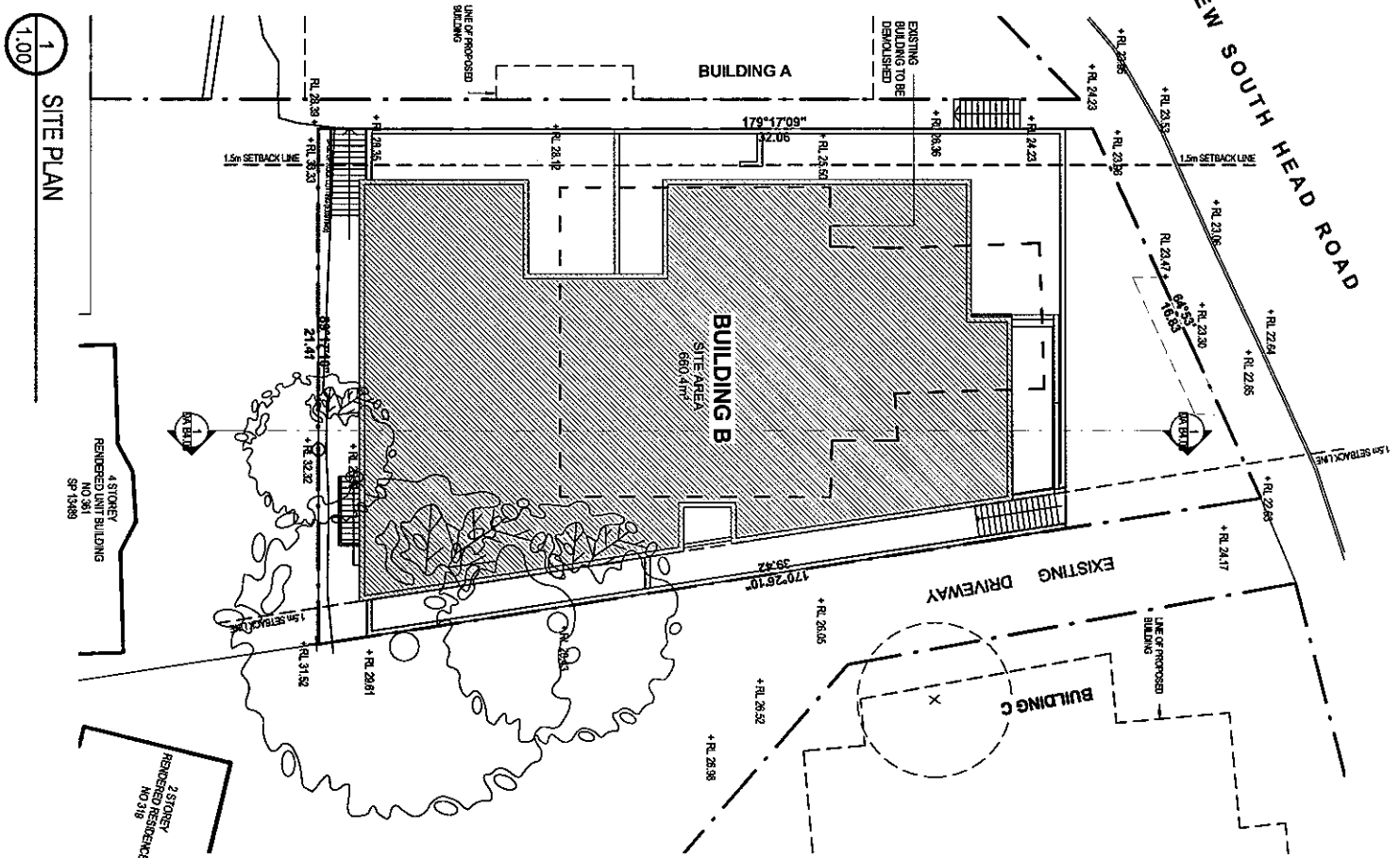
Client Name
 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.

Project Name
 BUILDING B
 NEW SOUTH HEAD RD
 DOUBLE BAY

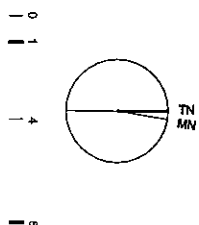
Sheet Name
 SITE PLAN

Project No. A9004
Date 14/04/2010
Drawn by
Checked by

DA B1.00
SCALE 1:1000 (A1)
ISSUE A



1 SITE PLAN
 1.00



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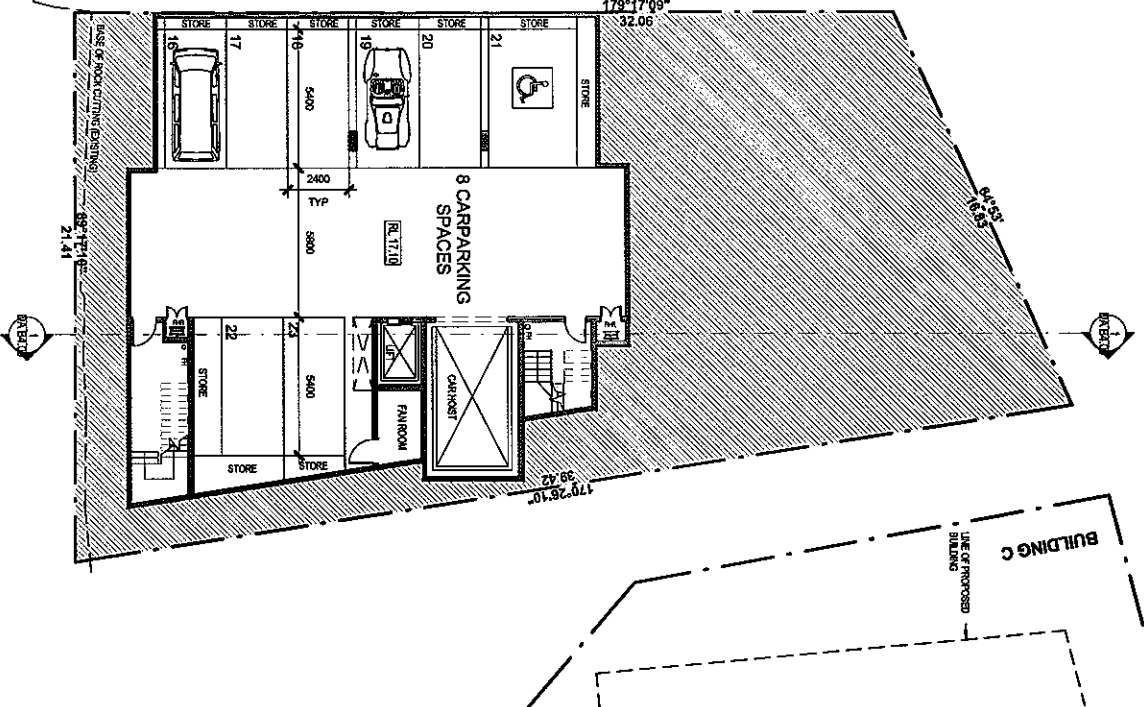
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 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.

Project Name
 BUILDING B
 NEW SOUTH HEAD RD
 DOUBLE BAY

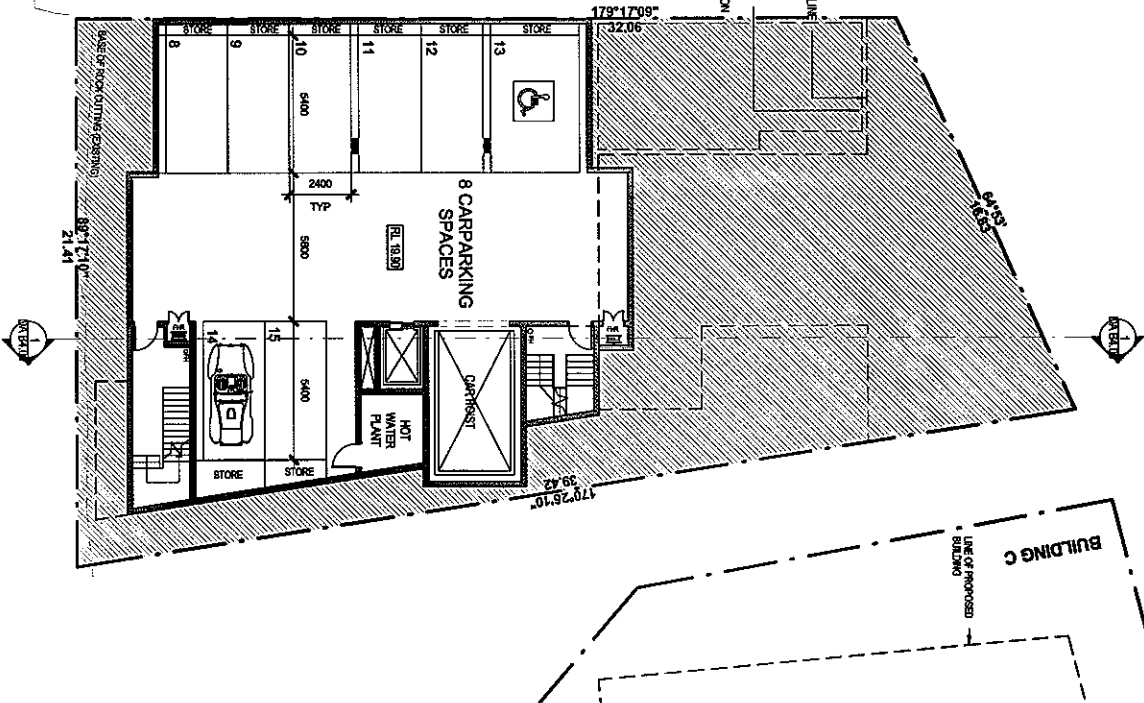
Sheet Name
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Project No. AS004
Date 14/04/2010
Drawn by SCALE 1:1000(A)
Checked by ISSUE A

BUILDING A

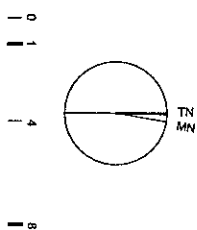


BUILDING A



1 BASEMENT 2 PLAN

2 BASEMENT 1 PLAN



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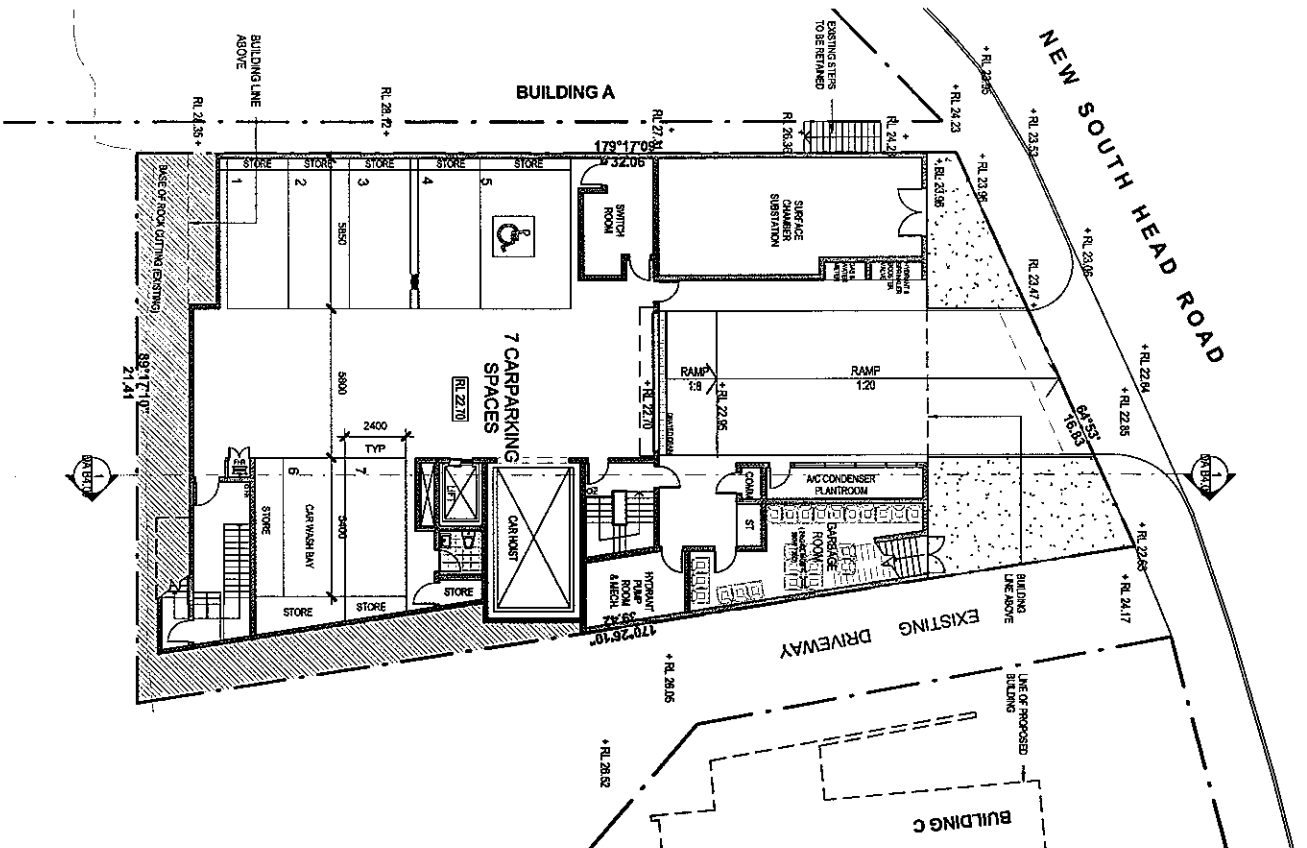
Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name
**BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY**

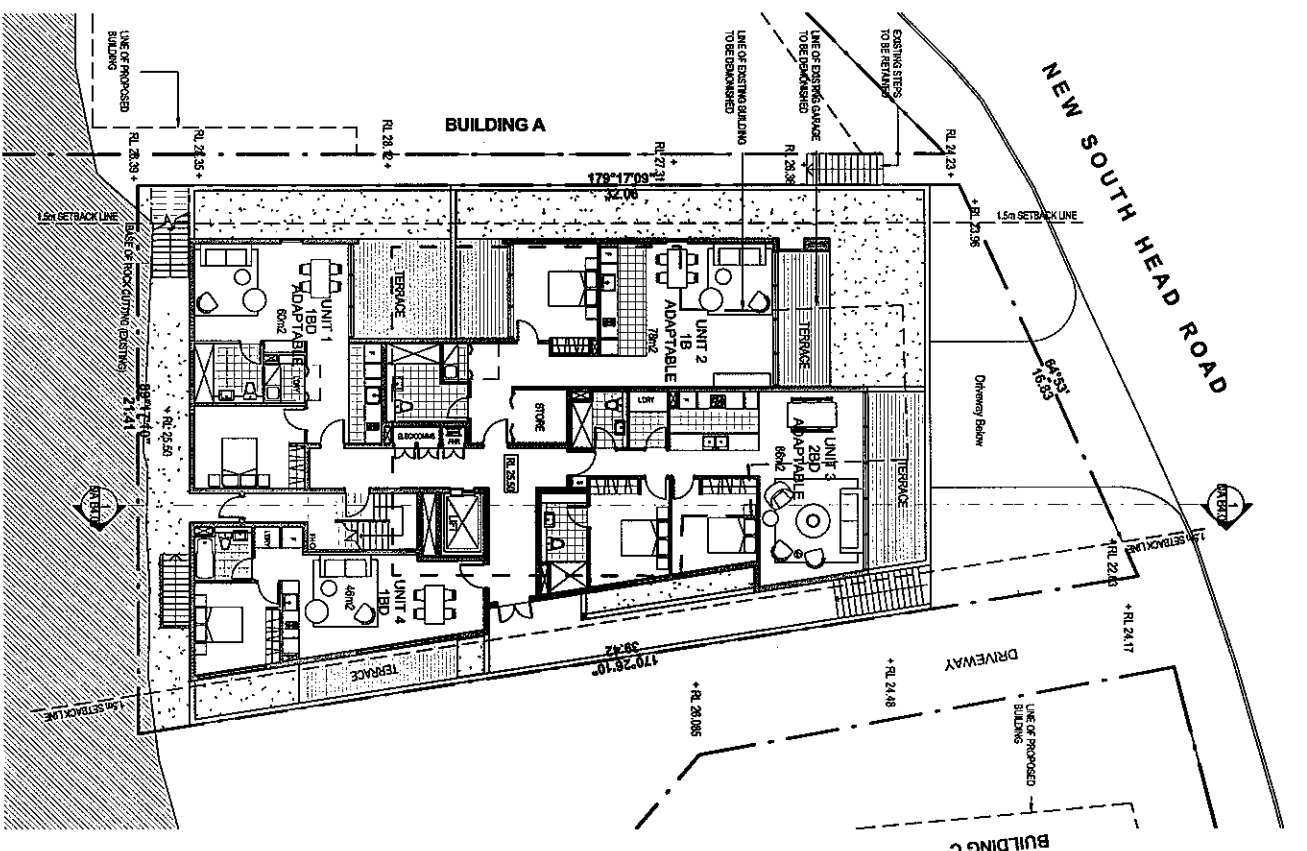
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**LOWER GROUND &
GROUND LEVEL PLANS**

Project No. A9004
Date 14/04/2010
Drawn by
Checked by
DA B2.10
SCALE 1:1000 (A)
1:2000 (B)
ISSUE A

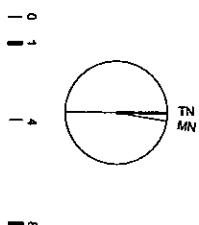
1 LOWER GROUND LEVEL PLAN



2 GROUND LEVEL PLAN



ISSUE	DESCRIPTION	DATE
A	JRPP SUBMISSION	13.05.2010



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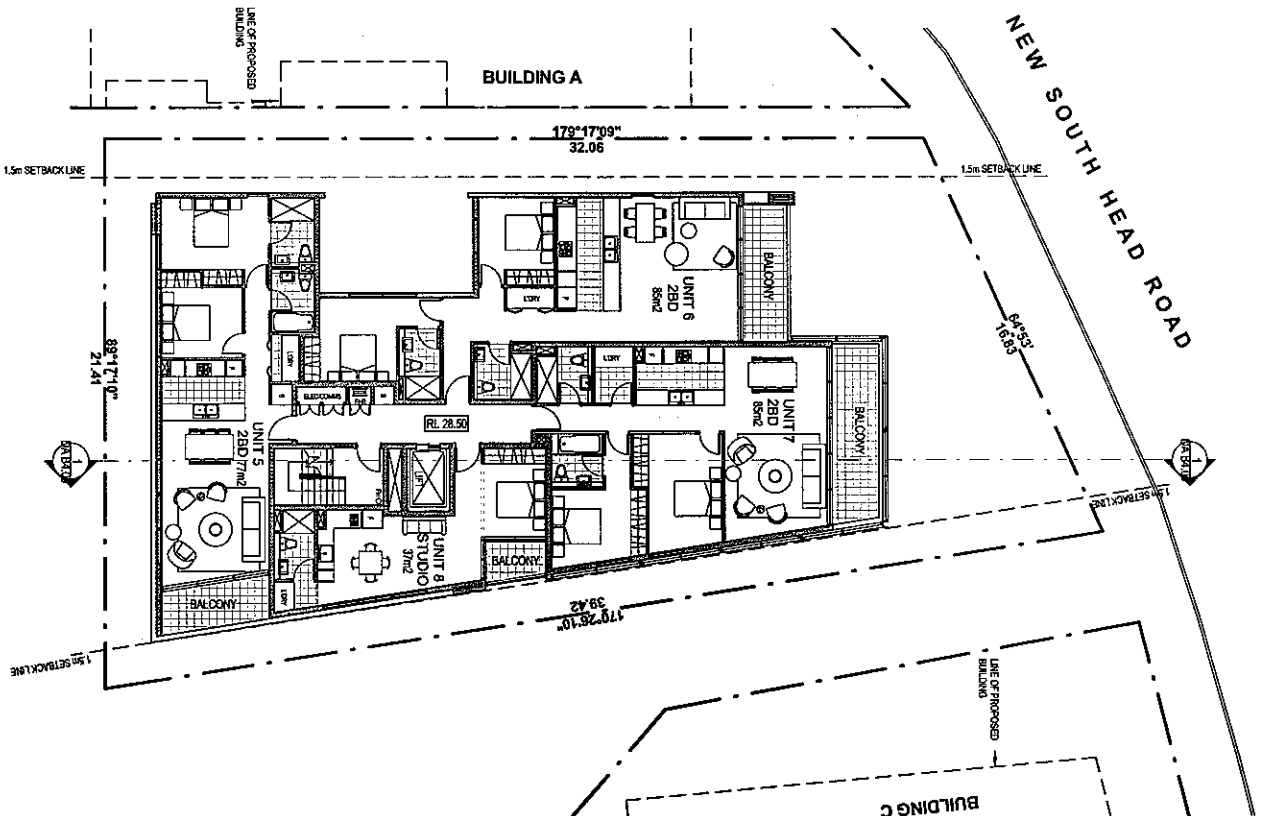
Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name
**BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY**

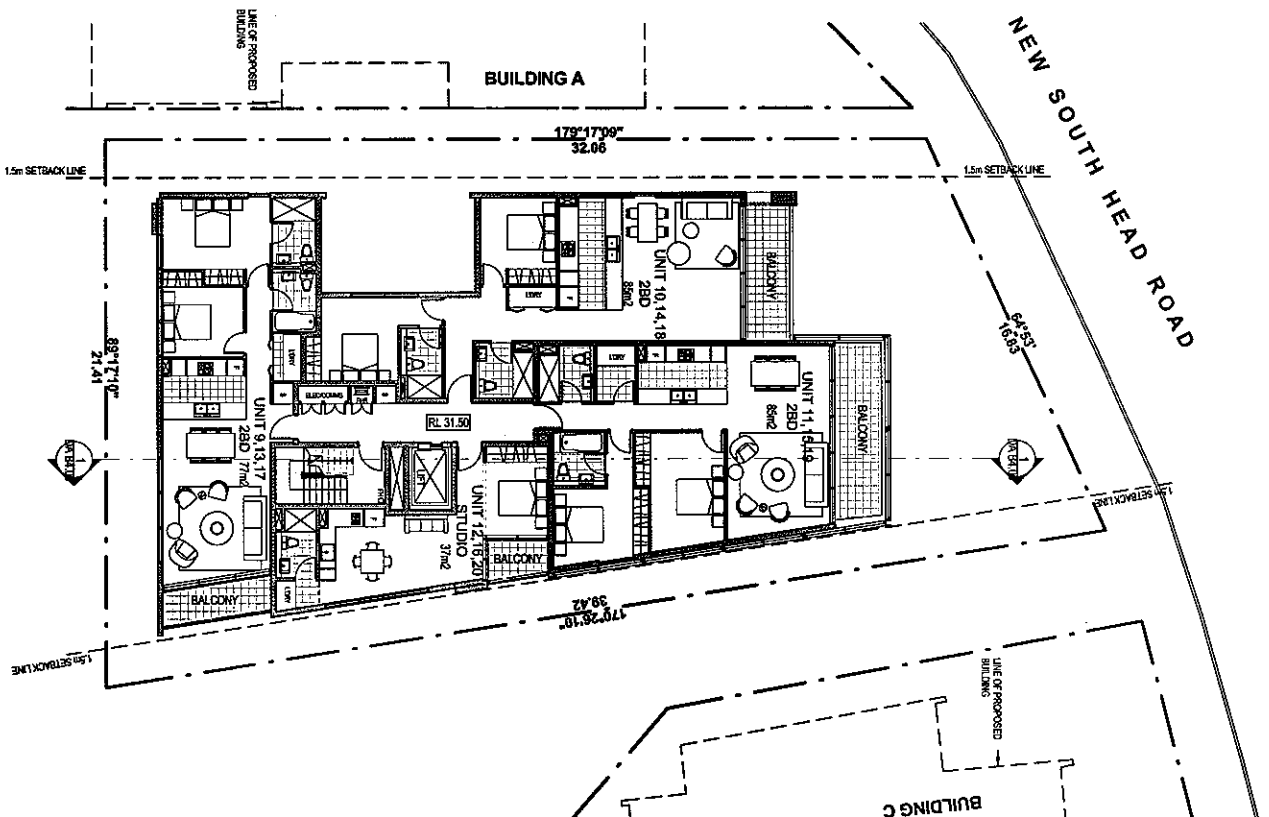
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**LEVEL 1 & LEVEL 2-4
TYPICAL PLANS**

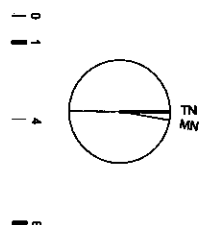
Project No.	A8004	DA B2.20
Date	14/04/2010	SCALE 1:8000
Drawn by		ISSUE A
Checked by		

1
LEVEL 1 PLAN



2
LEVEL 2-4 TYPICAL PLAN





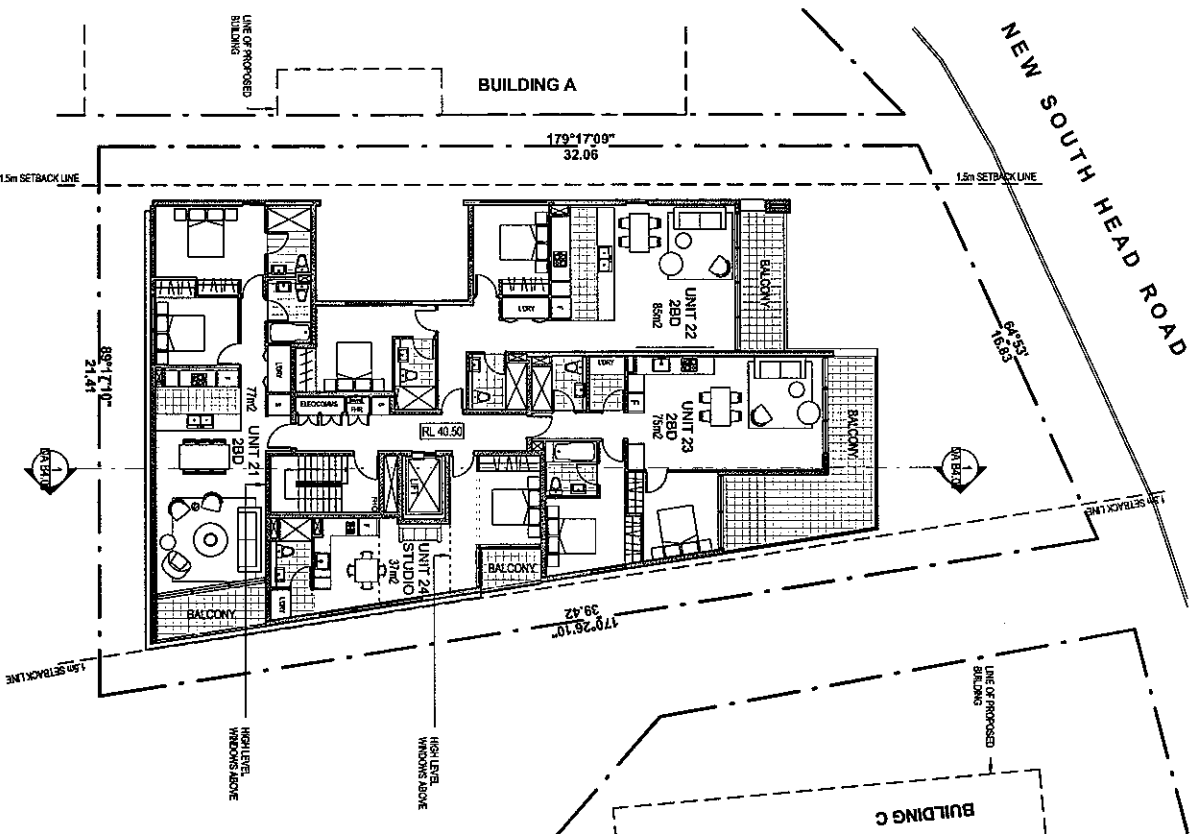
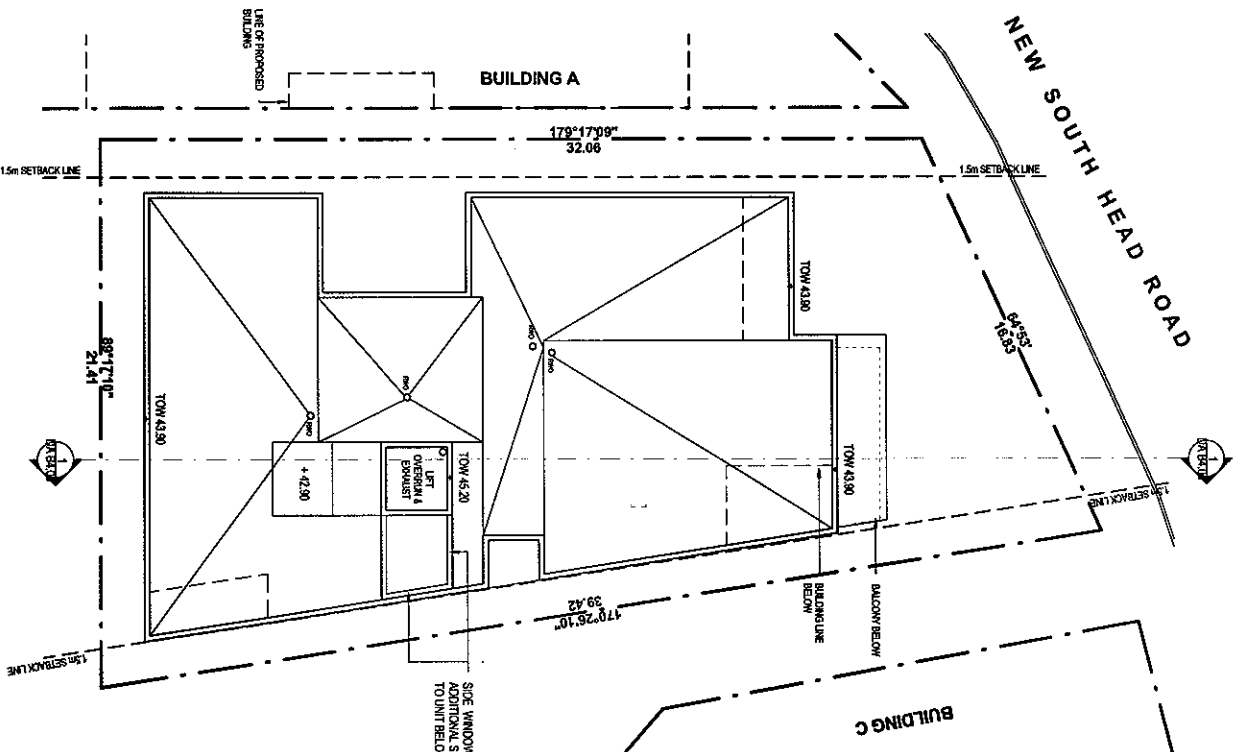
architects + partners
 PH: 02 8667 8688
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Client Name
**NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.**

Project Name
**BUILDING B
 NEW SOUTH HEAD RD
 DOUBLE BAY**

Sheet Name
LEVEL 5 & ROOF PLANS

Project No. A9004
 Date 14/04/2010
 Drawn by SCALE 1:1000 (A)
 Checked by ISSUE A



1
LEVEL 5 PLAN
 2.30

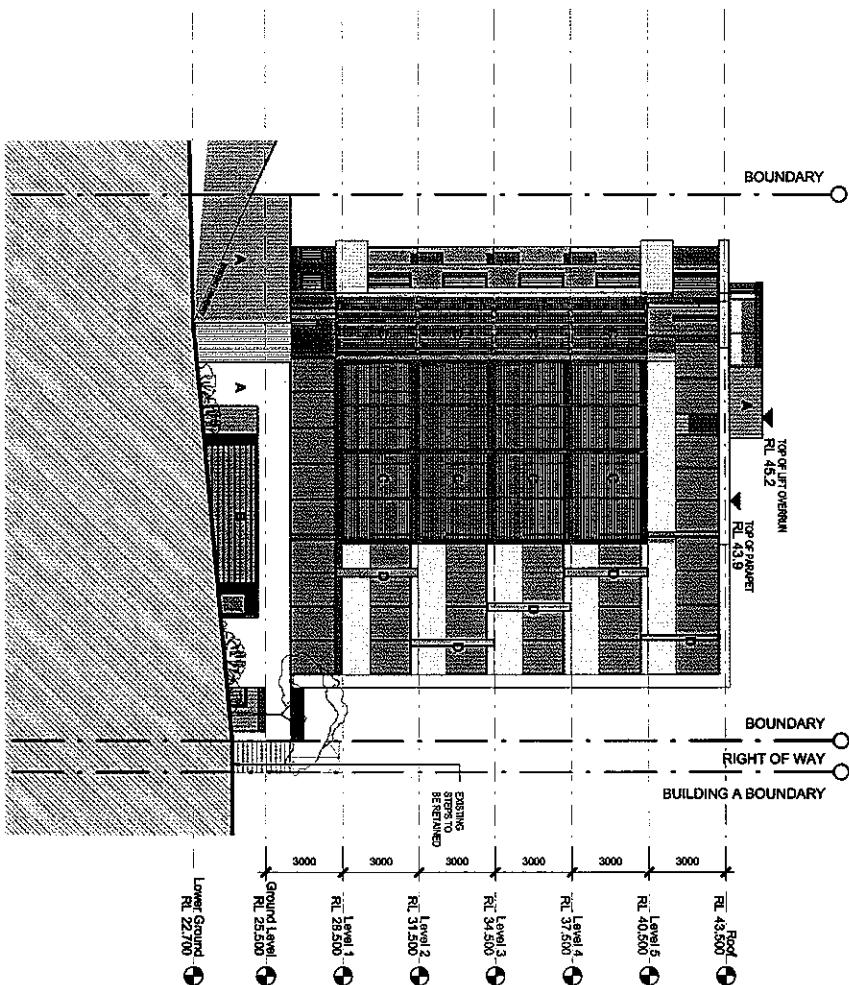
2
ROOF PLAN
 2.30

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. METAL GARAGE DOOR
C. TIMBER LOUVRED SCREEN
D. ALUMINIUM LOUVRE BLADE

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1
3.00
NORTH ELEVATION

ISSUE	DESCRIPTION	DATE
A	JRPP SUBMISSION	13.05.2010

architects + partners

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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
NORTH ELEVATION

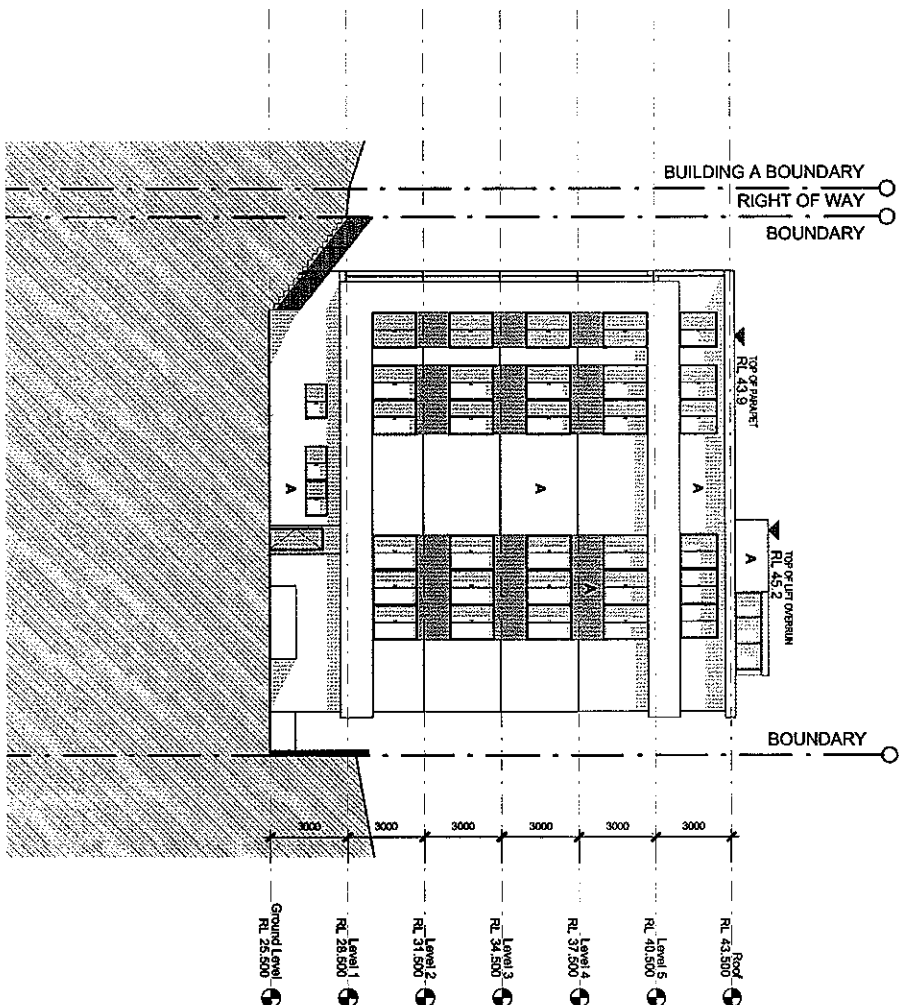
Project No. A8004
Date 14/04/2010
Drawn by
Checked by
SCALE 1:2000
ISSUE A

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. METAL GARAGE DOOR
C. TIMBER LOUVRED SCREEN
D. ALUMINIUM LOUVRE BLADE

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1
3.10

SOUTH ELEVATION

ISSUE	DESCRIPTION	DATE
A	JRPP SUBMISSION	13.05.2010

architects + partners

PH: 02 8667 8868
601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
SOUTH ELEVATION

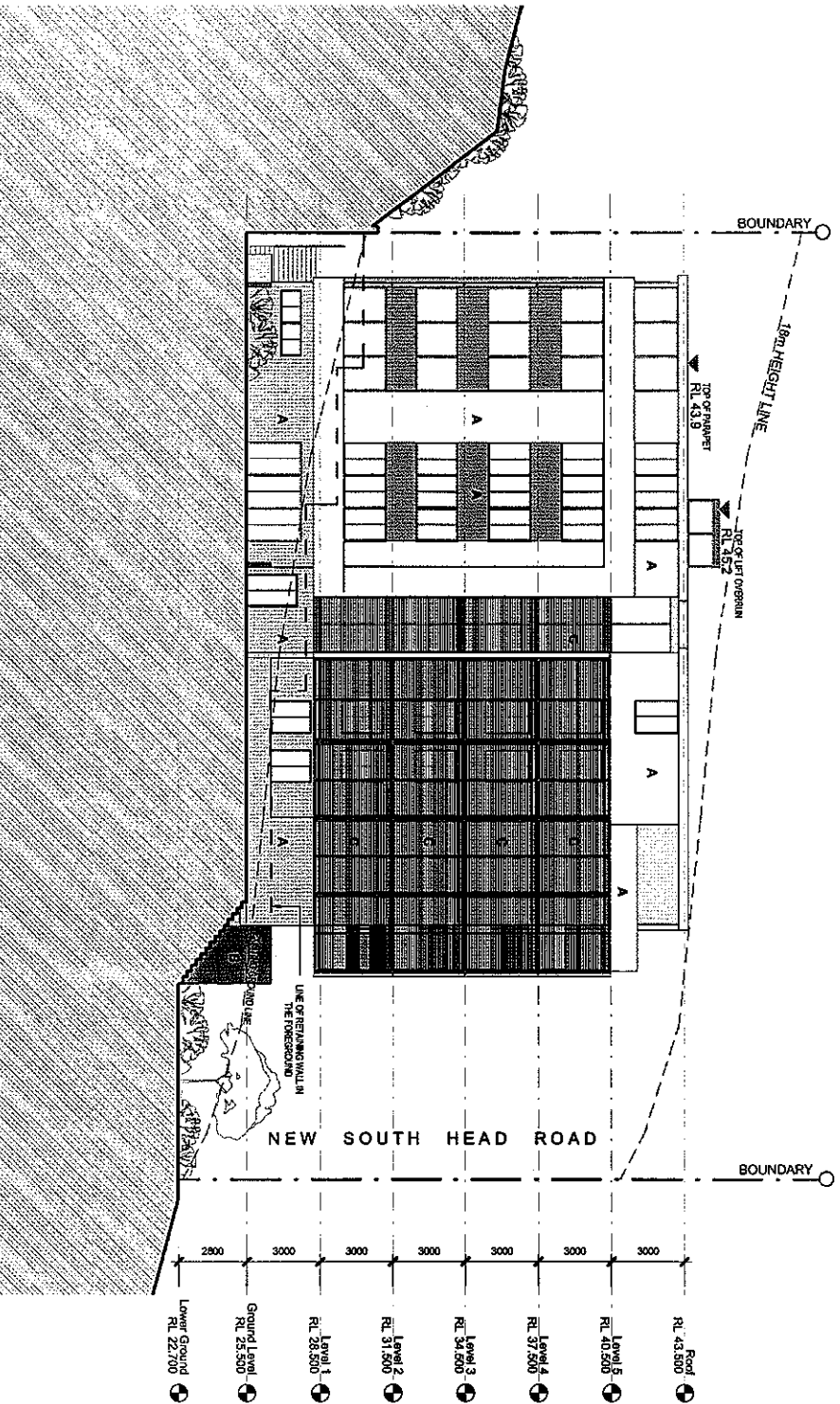
Project No. A9004
Date 14/04/2010
Drawn by
Checked by
SCALE 1:100 (A)
1:200 (B)
ISSUE A

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
- B. METAL GARAGE DOOR
- C. TIMBER LOUVRED SCREEN
- D. ALUMINIUM LOUVRE BLADE

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



EAST ELEVATION

ISSUE | DESCRIPTION | DATE

A JRP SUBMISSION 13.05.2010

architects + partners

PH: 02 8967 8688
601 / 84 PITT STREET SYDNEY NSW 2000

Client Name

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name

EAST ELEVATION

Project No. A9004

Date 14/04/2010

Drawn by

Checked by

DA B3.20

SCALE 1:2000

ISSUE A

A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. METAL GARAGE DOOR
C. TIMBER LOUVRED SCREEN
D. ALUMINIUM LOUVRE BLADE

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



ISSUE	DESCRIPTION	DATE
A	JRPP SUBMISSION	13.05.2010

architects+ partners

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601 / 84 PITT STREET SYDNEY NSW 2000

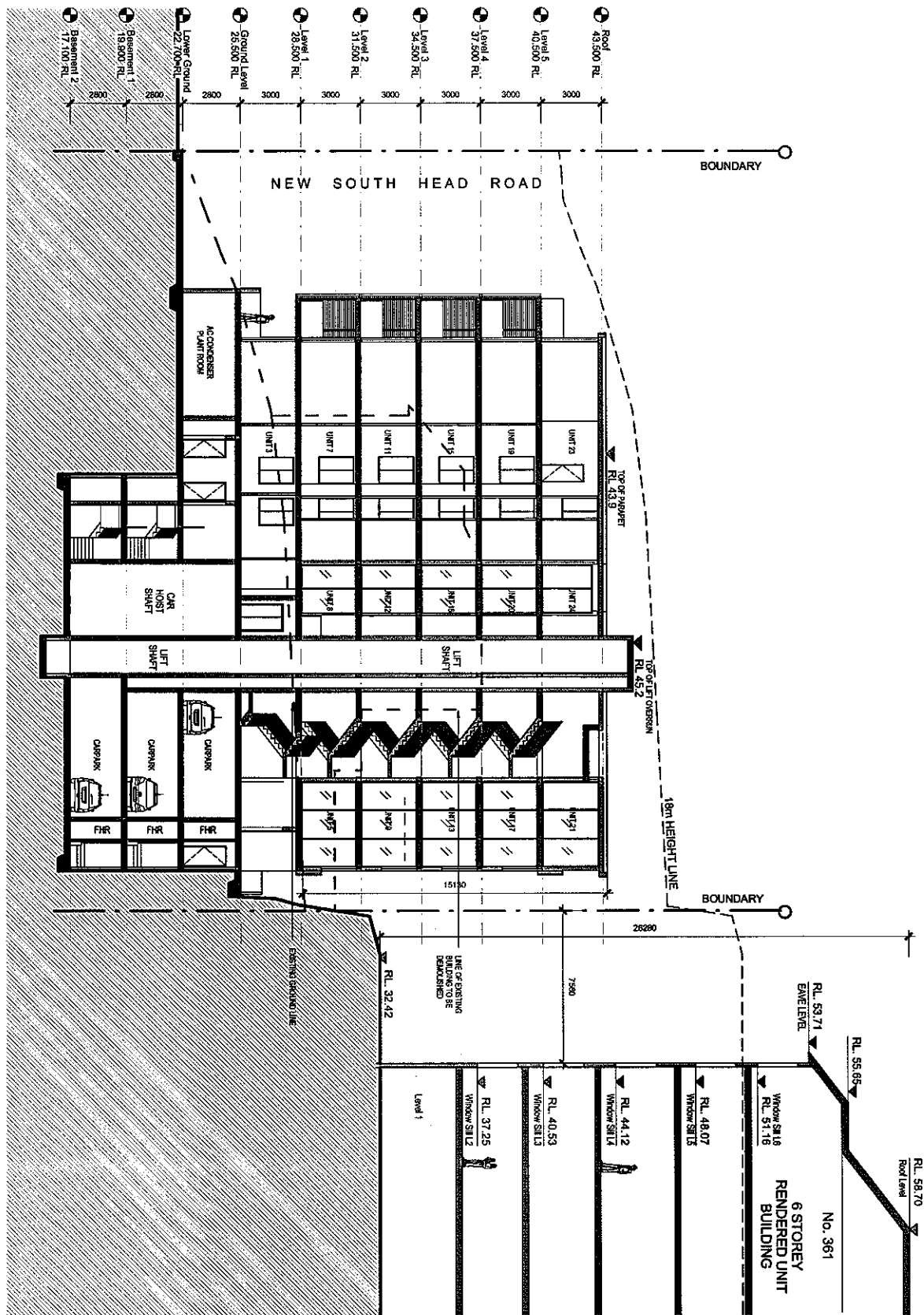
Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY

Street Name
WEST ELEVATION

Project No. A9004
Date 14/04/2010
Drawn by
Checked by

DA B3.30
SCALE 1:100(A)
ISSUE 1200(A)
A



SECTION A-A
1
4.00
1:200

Project No. AS004
Date 14/04/2010
Drawn by
Checked by
DA B4.00
SCALE 1:100 (A1)
1:200 (A2)
ISSUE A

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.
Project Name
BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY
Sheet Name
SECTION A-A

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NOTE_

1. ALL WINDOWS AND DOORS ARE TO BE SILVER ANODISED.

2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH.

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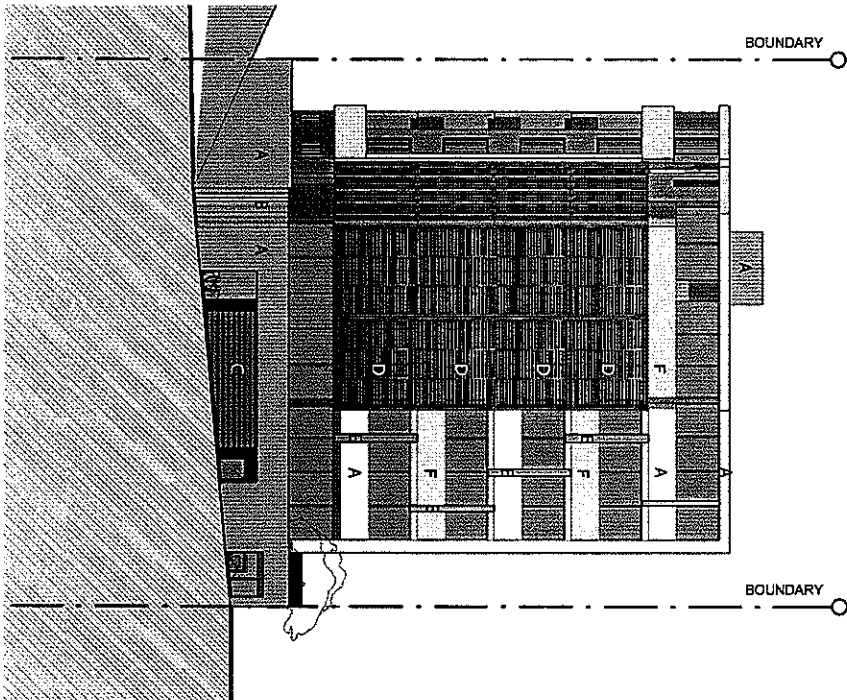
PH: 02 8667 8668
601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING B
NEW SOUTH HEAD RD
DOUBLE BAY

Street Name
SCHEDULE OF MATERIAL
& FINISHES

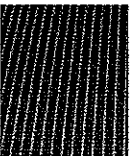
Project No.	AS004	DA B5.00
Date	14/04/2010	SCALE 1:500
Drawn by	Author	1:500
Checked by	Checker	ISSUE A



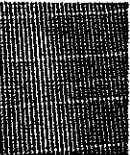
A. SELECTED PAINT
RENDER



B. METALLIC PAINT
OVER GALVANISED
STEEL GATE



C. METAL GARAGE
DOOR



D. TIMBER
LOUVRED SCREEN



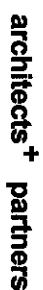
E. ALUMINIUM
LOUVRE BLADE



F. GLASS
BALUSTRADE



NEW SOUTH HEAD ROAD RACE



EXISTING
DRIVEWAY

BUILDING C

BUILDING B

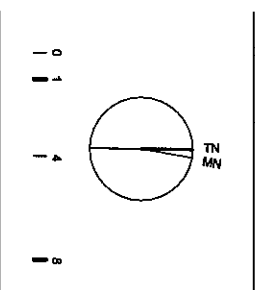
BUILDING D

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

**BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY**

SITE PLAN

Project No.	A9005
Date	17/02/2010
Drawn by	
Checked by	
DA C1.00	
SCALE	1:100(A)
ISSUE	1200(A)
A	



architects + partners
 PH: 02 8667 8888
 601 / 84 PITT STREET SYDNEY NSW 2000

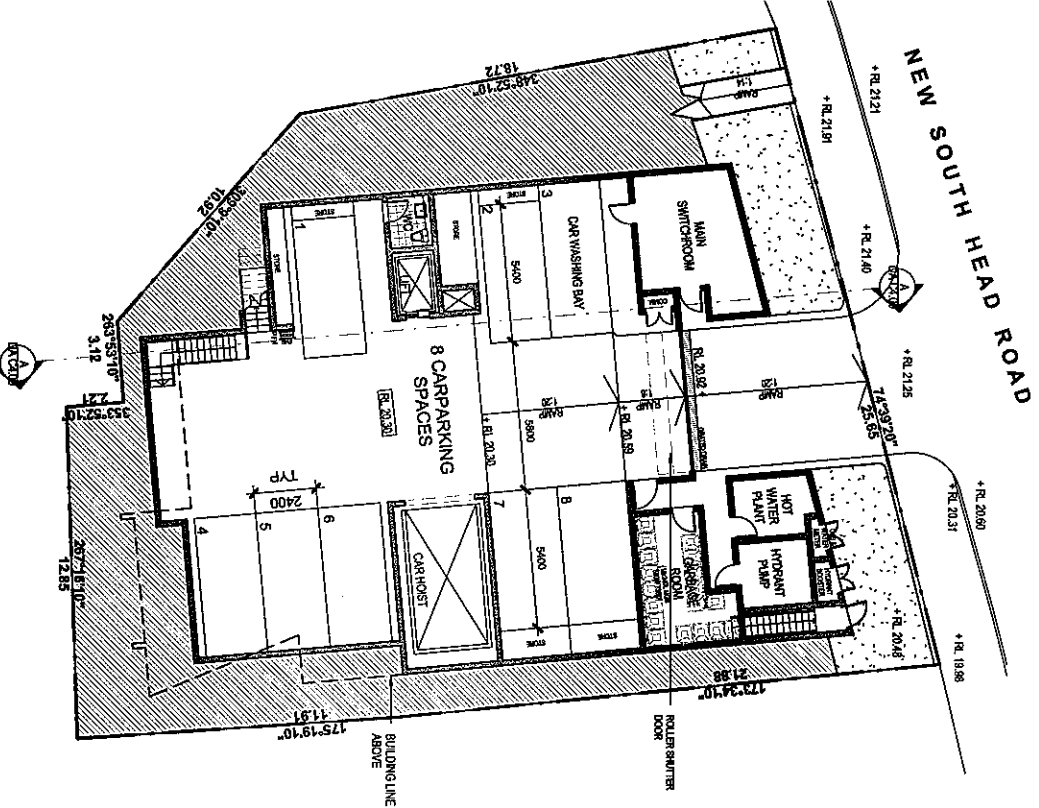
Client Name
 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.

Project Name
 BUILDING C
 NEW SOUTH HEAD RD
 DOUBLE BAY

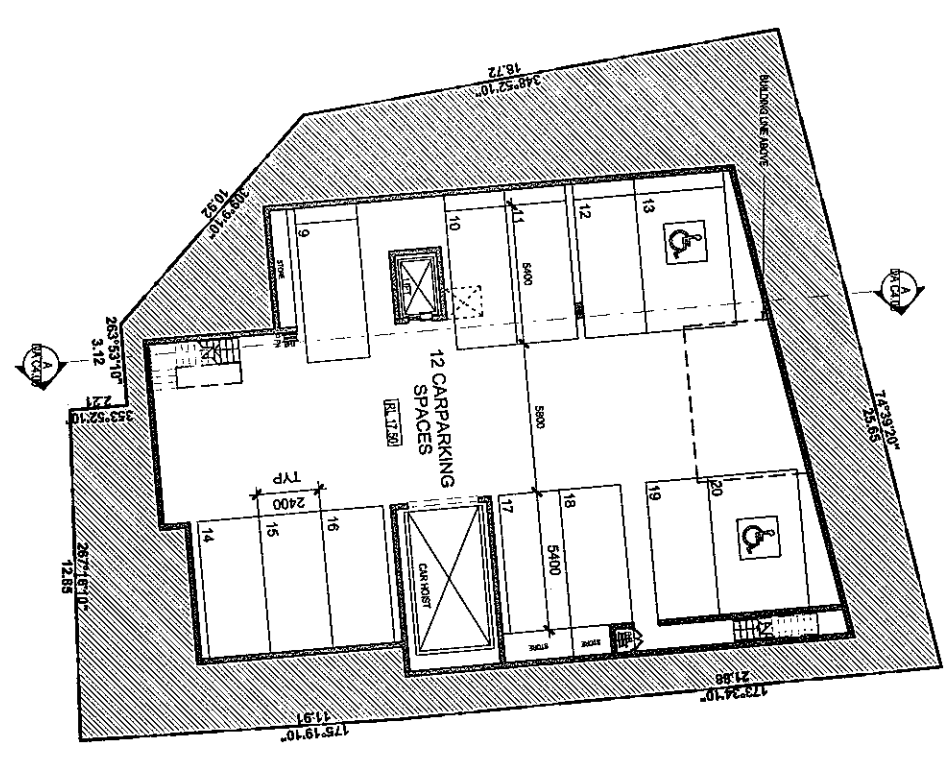
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 BASEMENT & LOWER
 GROUND LEVEL PLANS

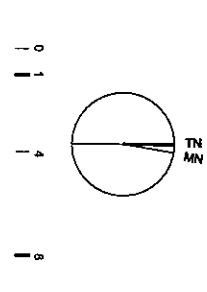
Project No. AS005
Date 17/02/2010
Drawn by SCALE 1:2000
Checked by ISSUE A

2 LOWER GROUND LEVEL PLAN



1 BASEMENT PLAN





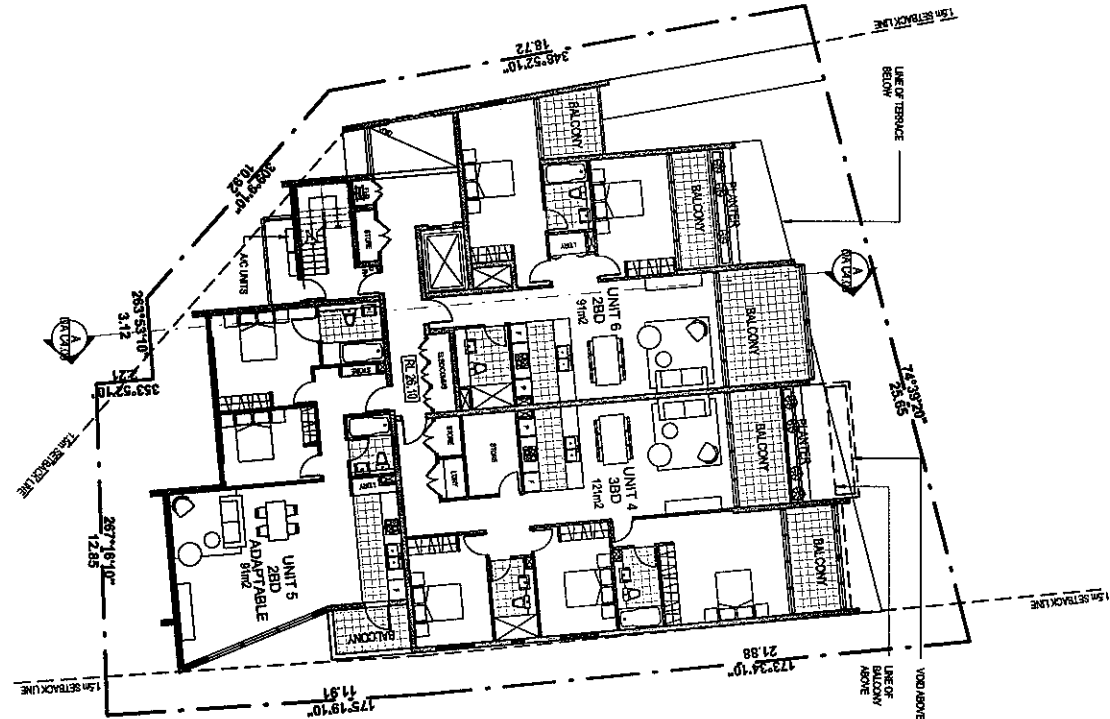
architects + partners
 PH 02 8667 8688
 601 / 94 PITT STREET SYDNEY NSW 2000

Client Name
 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.

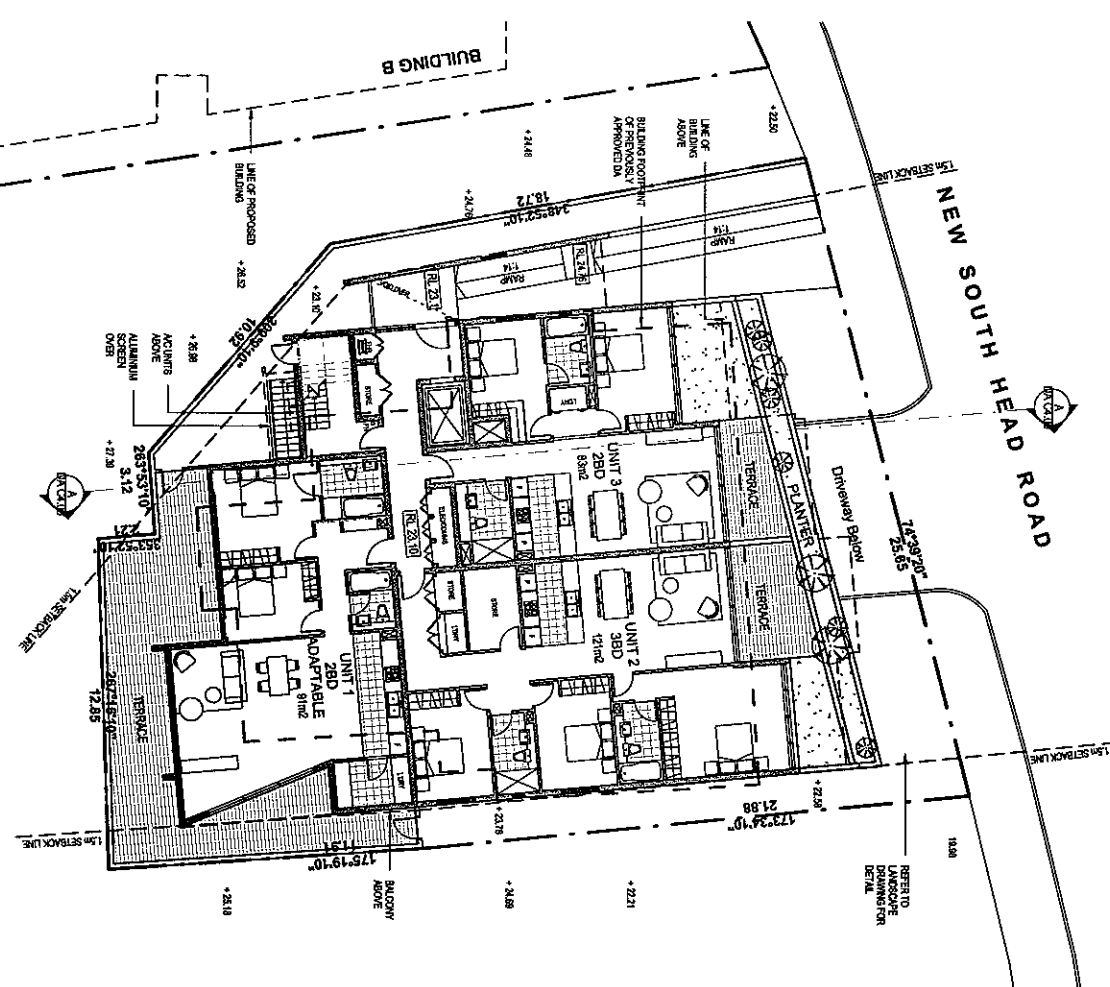
Project Name
 BUILDING C
 NEW SOUTH HEAD RD
 DOUBLE BAY

Sheet Name
 GROUND LEVEL & LEVEL
 1 PLANS

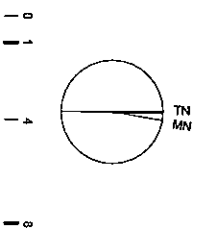
Project No. A9005
Date 17/02/2010
Drawn by SCALE 1:1000 (1:5000)
Checked by ISSUE A



2 LEVEL 1 PLAN
 2.10



1 GROUND LEVEL PLAN
 2.10



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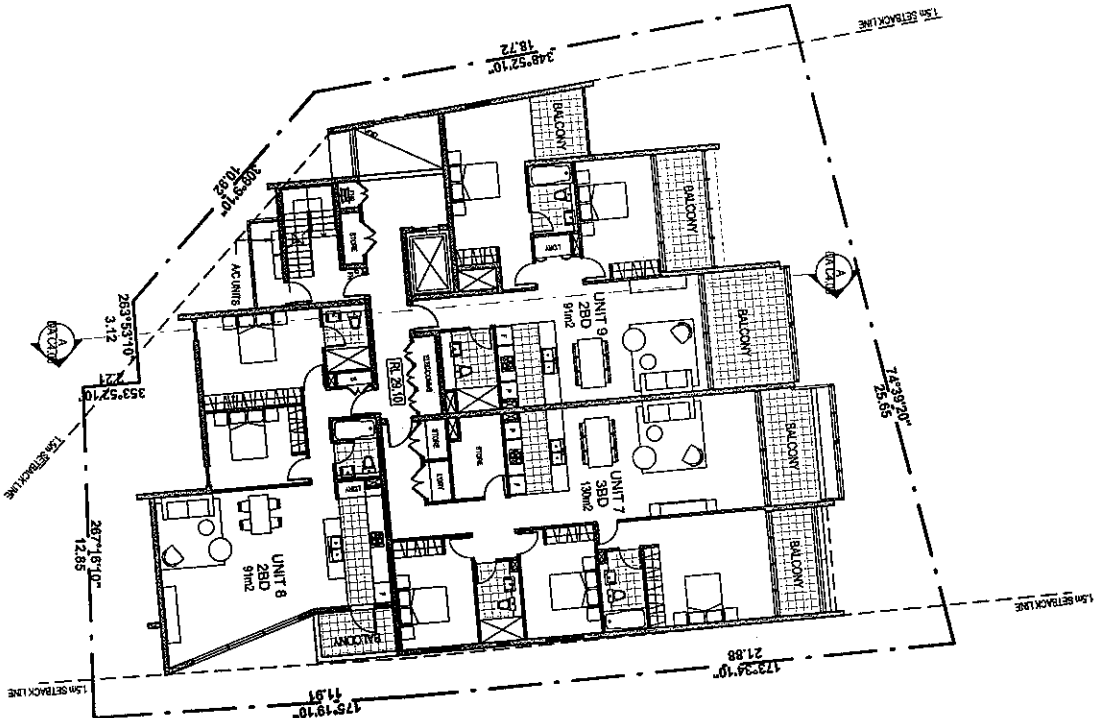
Client Name
**NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.**

Project Name
**BUILDING C
 NEW SOUTH HEAD RD
 DOUBLE BAY**

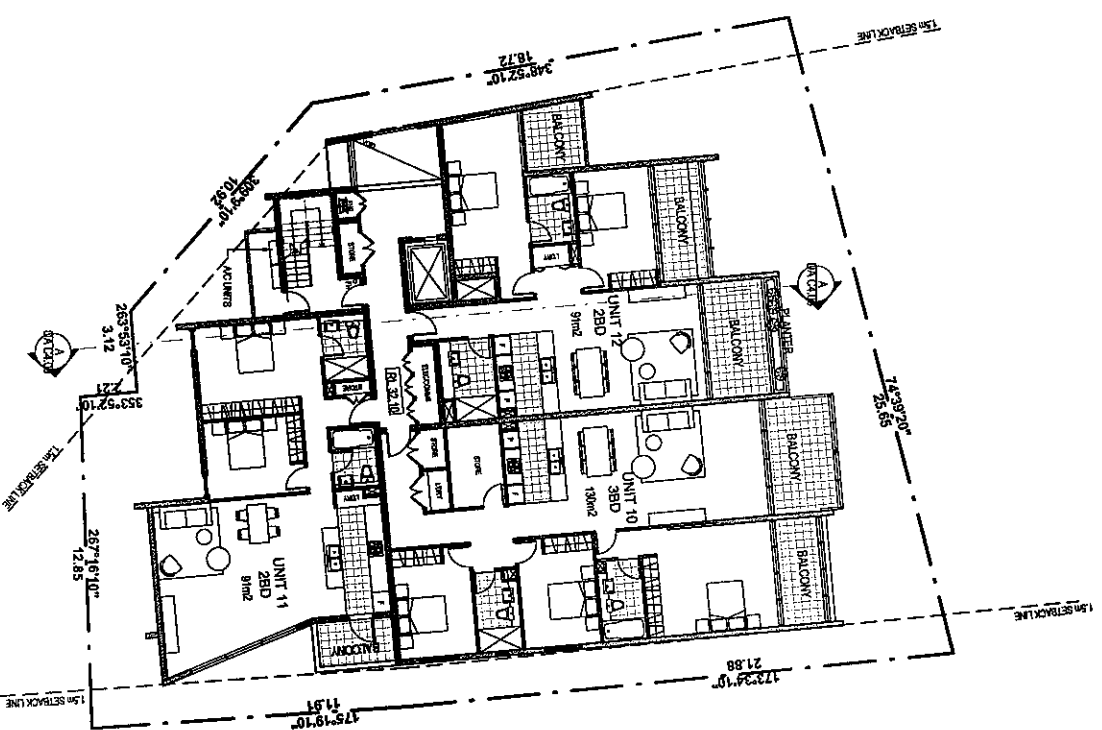
Sheet Name
LEVEL 2 & 3 PLANS

Project No. **A8005**
 Date **17/02/2010**
 Drawn by **DA C2.20**
 Checked by **SCALE 1:1000 (A1)**
ISSUE A

1
LEVEL 2 PLAN
2.20



2
LEVEL 3 PLAN
2.20



PH: 02 8667 8688
601 / 84 PITT STREET SYDNEY NSW 2000

Project Name:

Sheet Name

LEVEL 4 PLAN

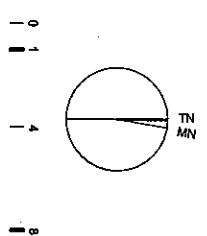
LEVEL 5 PLAN

Project No. A9005
Date 17/02/2010
Drawn by
Checked by

DA C2.30
SCALE: 1:100(A)
ISSUE 1200(A)
A

architects + partners

PH: 02 8667 8668
601 / 84 PITT STREET SYDNEY NSW 2000



Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

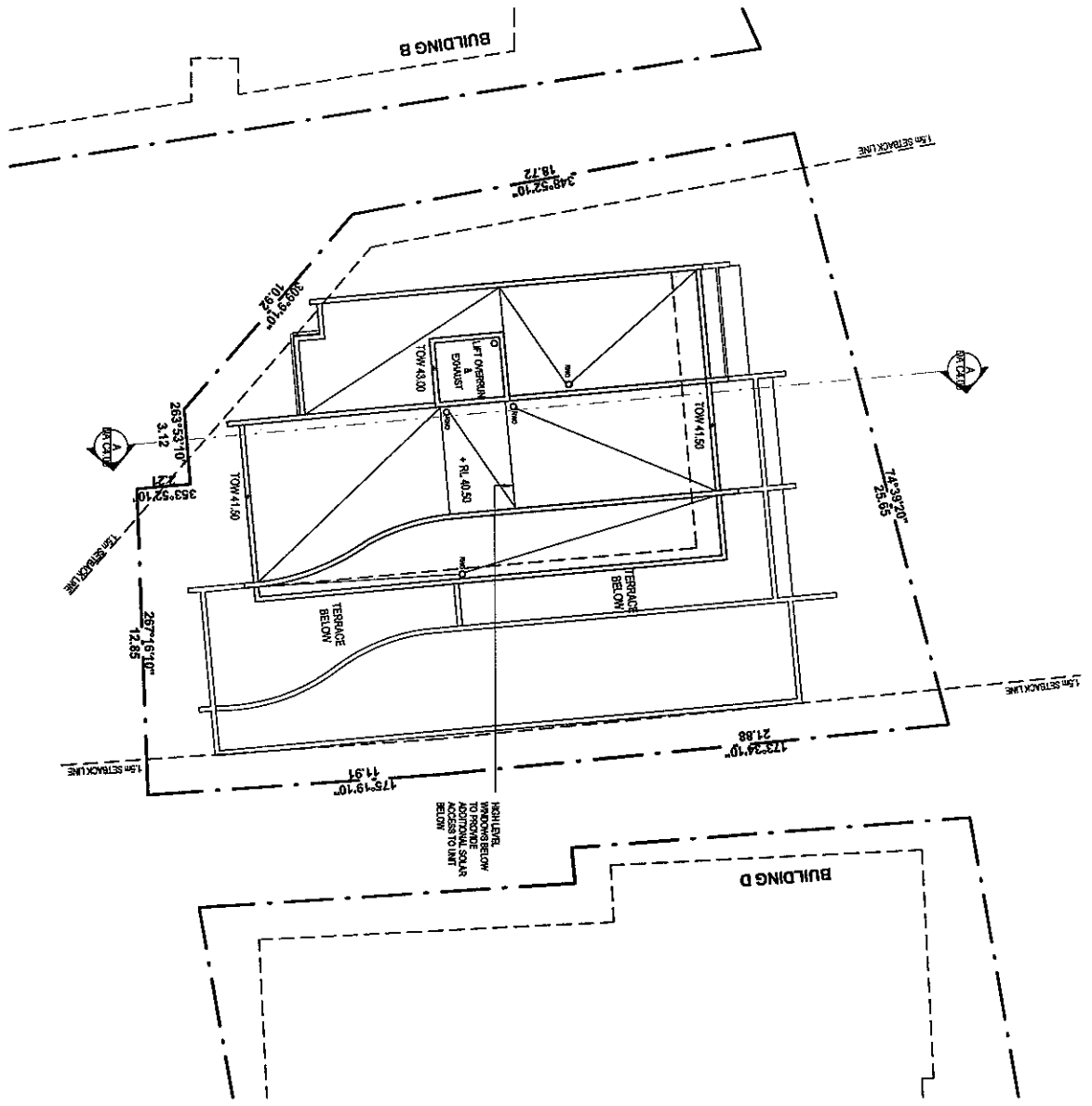
Project Name
**BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY**

Sheet Name
ROOF PLAN

Project No. **A9005**
Date **17/02/2010**
Drawn by
Checked by **A**

DA C2.40
SCALE 1:1000 (AS SHOWN)
ISSUE **A**

1 ROOF PLAN
2.40

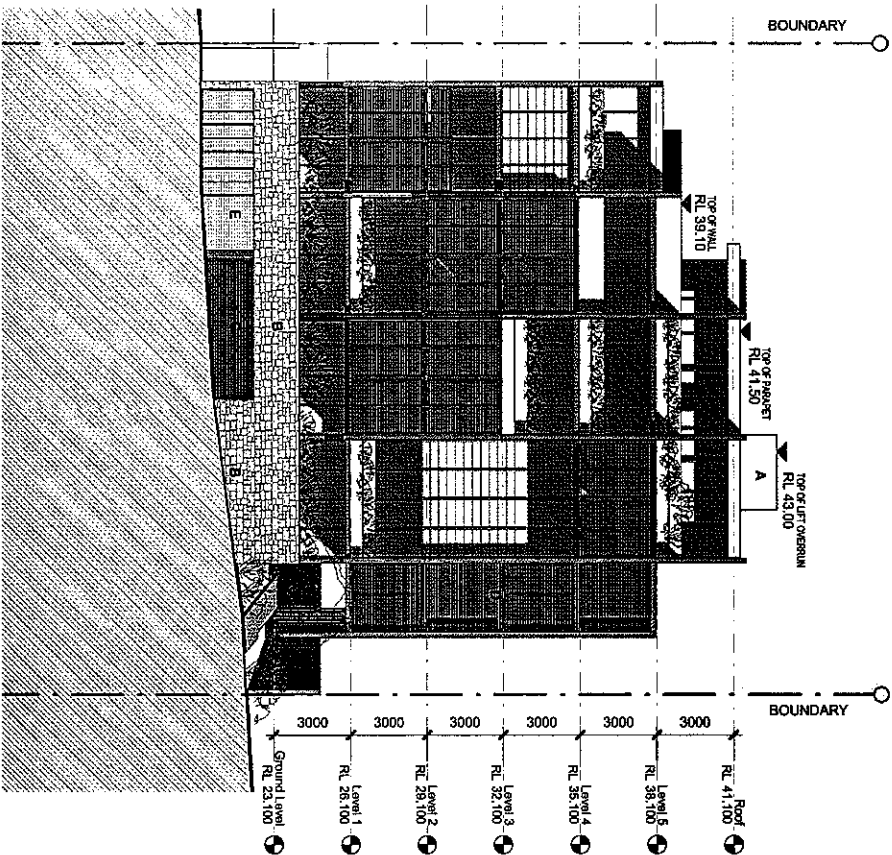


EXTERNAL FINISHES

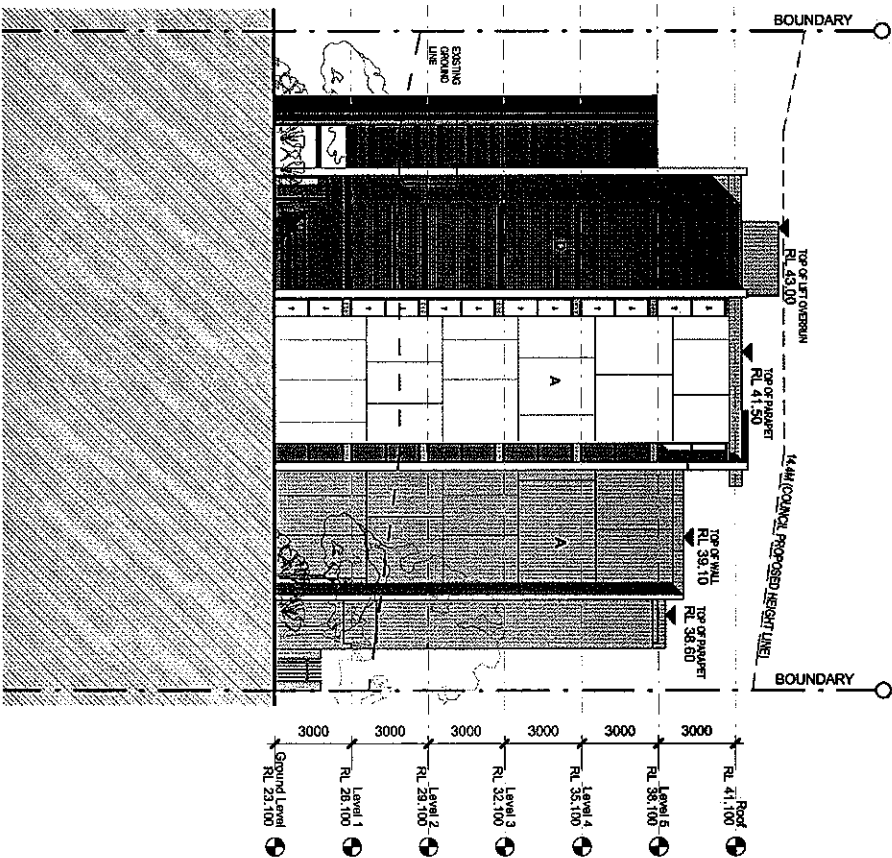
- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. SELECTED SANDSTONE
C. METAL GARAGE DOOR
D. ALUMINIUM LOUVRED SCREEN
E. TIMBER WEATHERBOARD CLADDING

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1 NORTH ELEVATION
3.00



2 SOUTH ELEVATION
3.00

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PH: 02 8667 8688
601 / 84 PITT STREET SYDNEY NSW 2000

Client Name

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name

NORTH & SOUTH
ELEVATIONS

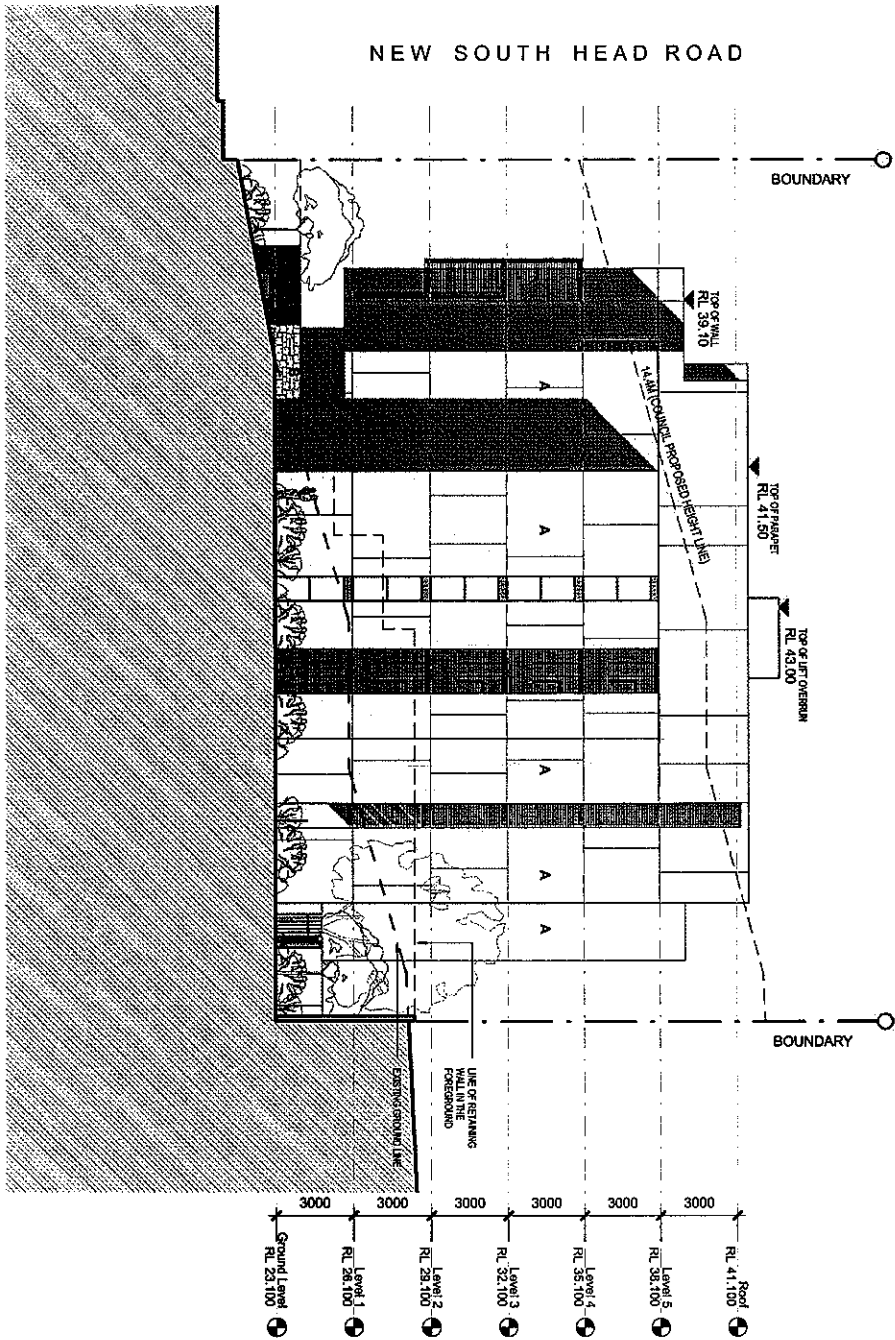
Project No. A9005
Date 17/02/2010
Drawn by
Checked by
DA C3.00
SCALE 1:100(A)
1200/6
ISSUE A

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
B. SELECTED SANDSTONE
C. METAL GARAGE DOOR
D. ALUMINIUM LOUVERED SCREEN
E. TIMBER WEATHERBOARD CLADDING

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



Client Name

NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name

BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name

WEST ELEVATION

Project No. A8005

Date 17/02/2010

Drawn by

Checked by

DA C3.10

SCALE 1:100(A3)
1:200(A4)

ISSUE A

architects + partners

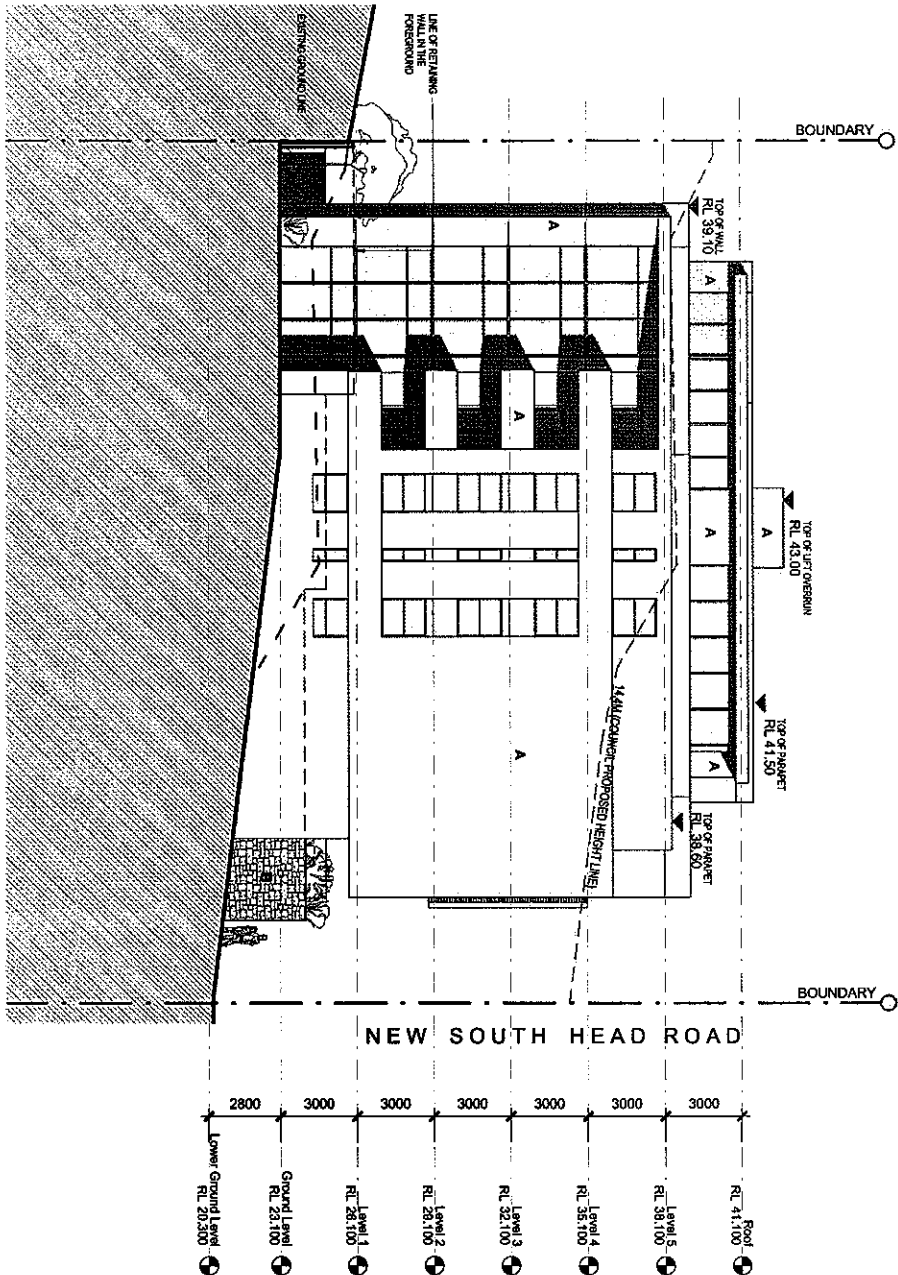
P/H: 02 8687 8688
601 / 84 PITT STREET SYDNEY NSW 2000

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
- B. SELECTED SANDSTONE
- C. METAL GARAGE DOOR
- D. ALUMINIUM LOUVERED SCREEN
- E. TIMBER WEATHERBOARD CLADDING

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name
**BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY**

Sheet Name
EAST ELEVATION

Project No.	AS005	DA C3.20
Date	17/02/2010	110MM
Drawn by		SCALE 1:2000
Checked by		ISSUE A

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PH: 02 8867 8688
601 / 84 PITT STREET SYDNEY NSW 2000

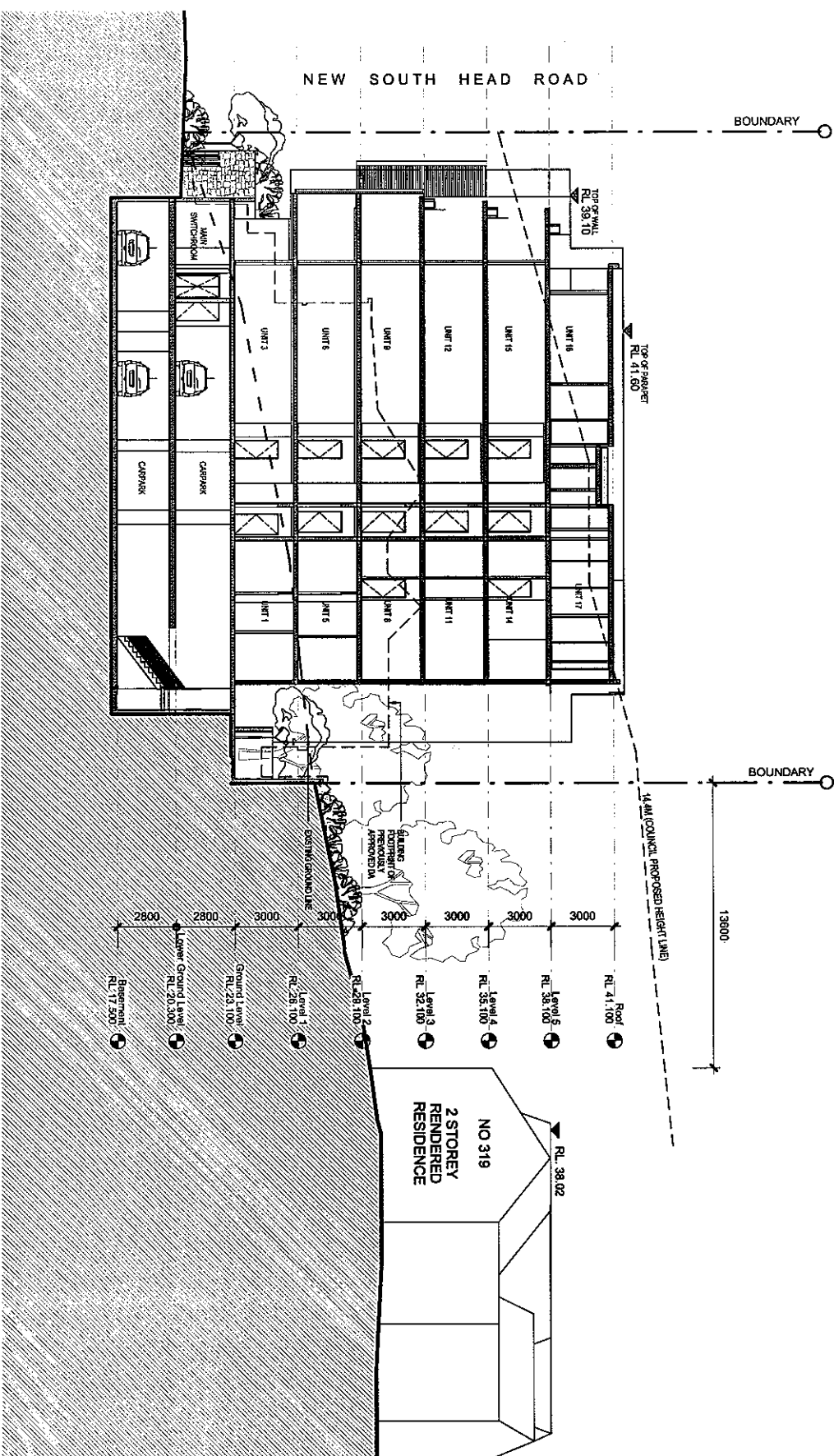
Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY.LTD.

Project Name
BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
SECTION A-A

Project No. A9005
Date 17/02/2010
Drawn by
Checked by

DA C4.00
SCALE 1:100 (A1)
1:200 (A2)
ISSUE A



1
4.00
SECTION A-A

NOTE:
1. ALL WINDOWS AND DOORS ARE TO BE SILVER ANODISED.
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH.

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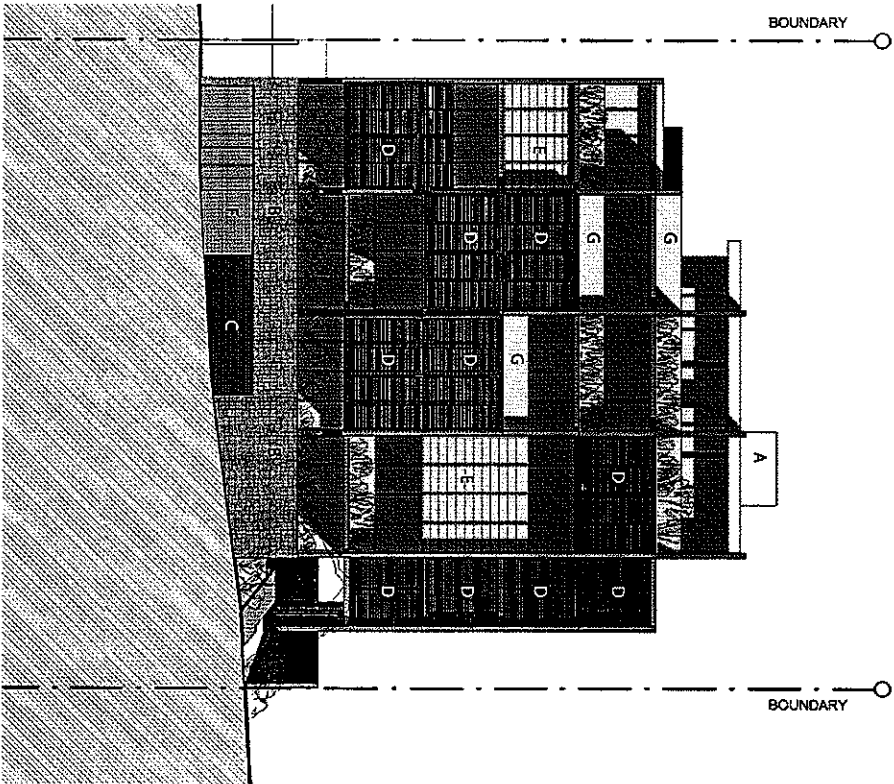
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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING C
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
SCHEDULE OF MATERIAL
& FINISHES

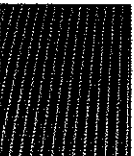
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Date	17/02/2010	SCALE 1: 200
Drawn by	Author	
Checked by	Checker	ISSUE



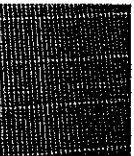
A. SELECTED PAINT
RENDER



B. SELECTED
SANDSTONE



C. METAL GARAGE
DOOR



D. ALUMINIUM
LOUVERED
SCREEN



E. GLASS LOUVERES

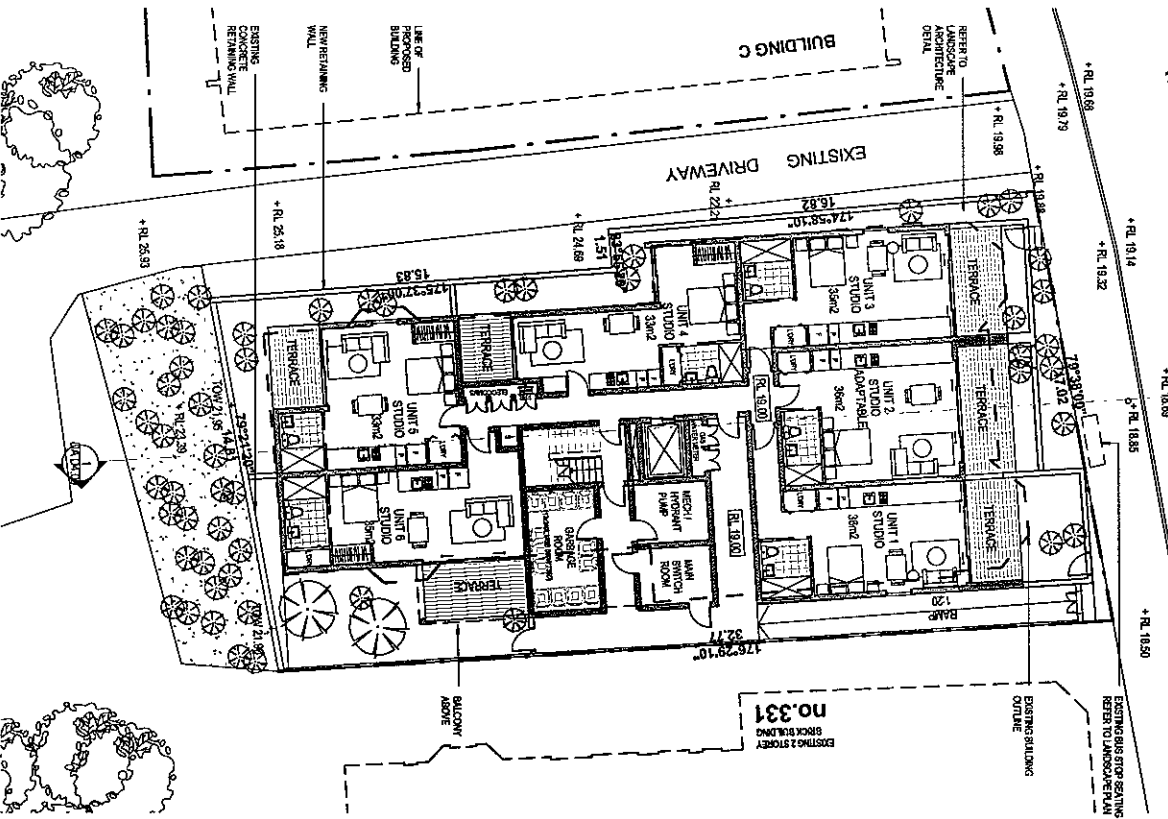


F. TIMBER
WEATHERBOARD
CLADDING

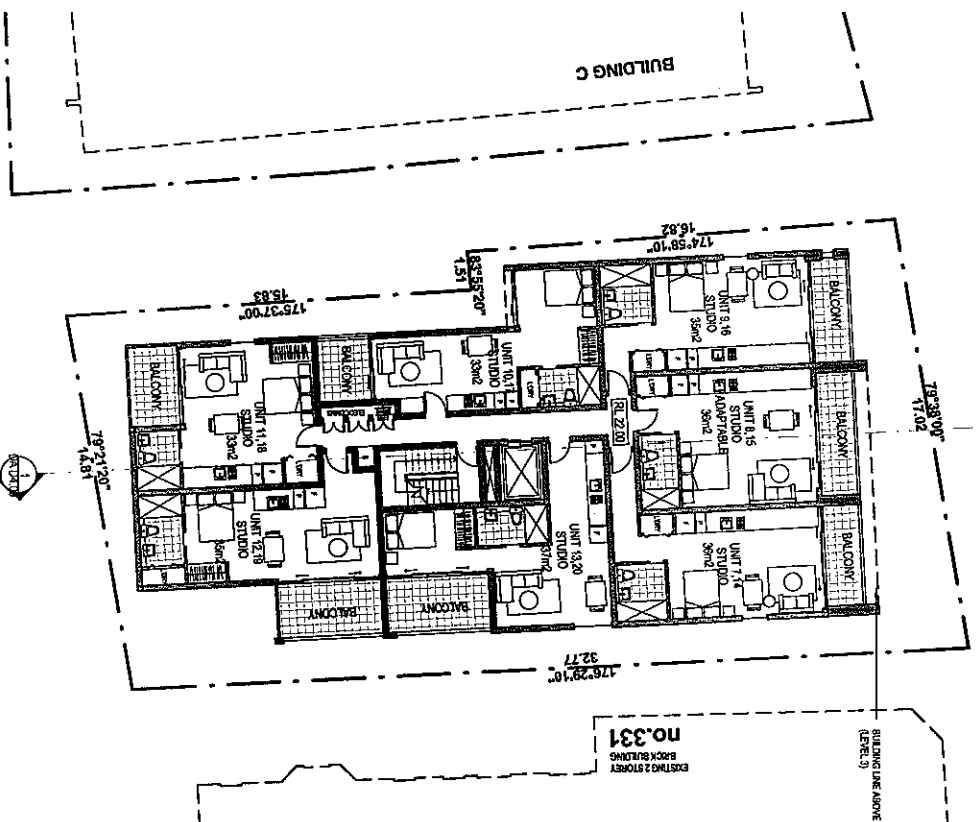


G. GLASS
BALUSTRADE

NEW SOUTH HEAD ROAD



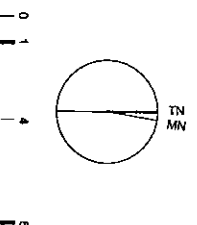
1 GROUND LEVEL PLAN
2.00



2 LEVEL 1-2 TYPICAL LEVEL PLAN
2.00

ISSUE | DESCRIPTION | DATE

A JRP SUBMISSION 13.05.2010



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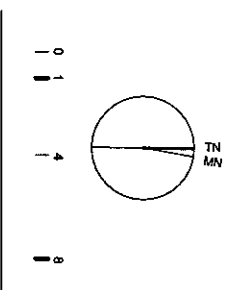
PH: 02 8667 8668
601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING D
NEW SOUTH HEAD RD
DOUBLE BAY

Street Name
GROUND LEVEL & LEVEL
1-2 TYPICAL PLANS

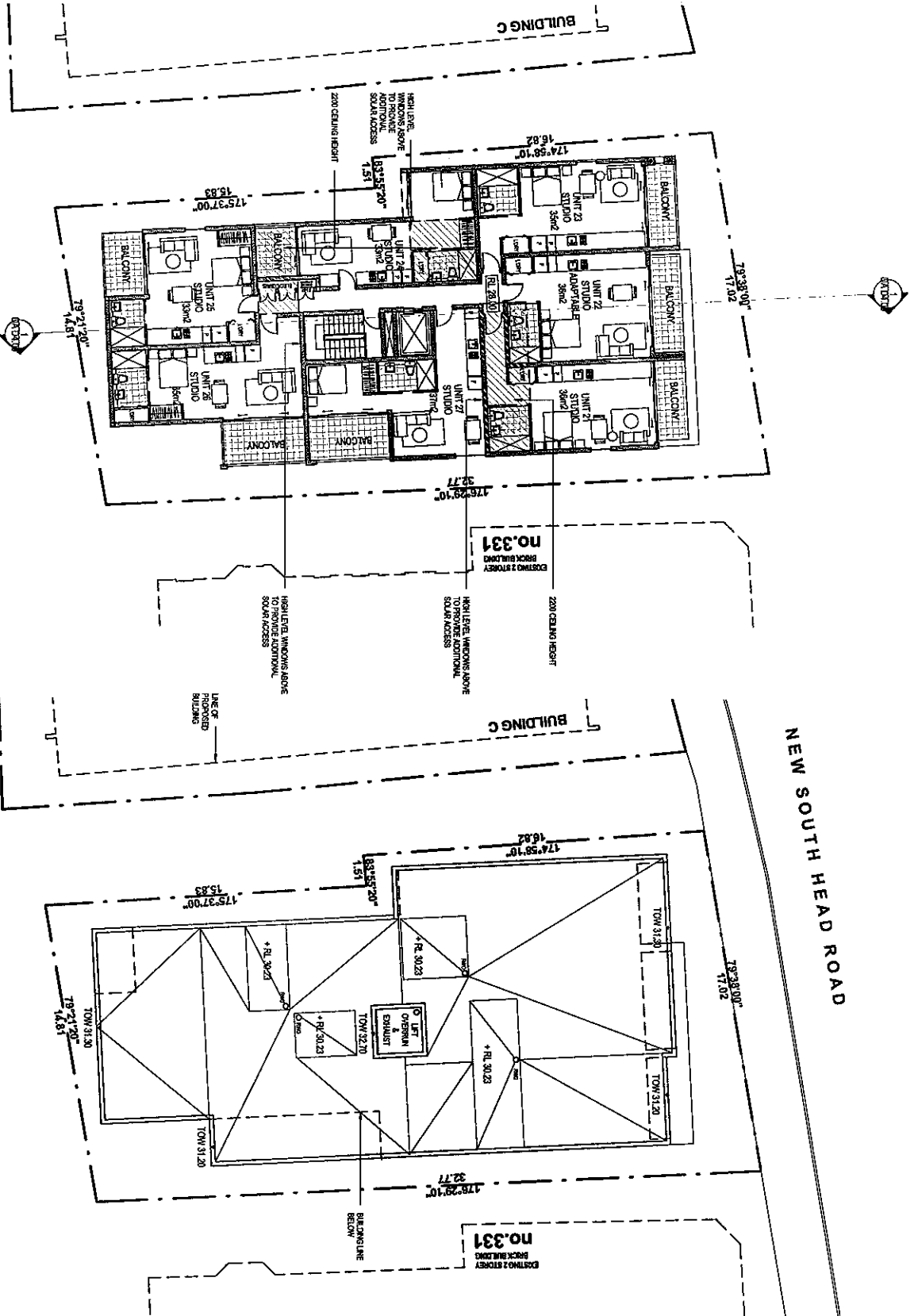
Project No. A9005 DA D2.00
Date 17/02/2010 SCALE 1:3000
Drawn by 1200/05
Checked by ISSUE A



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Client Name
 NEW SOUTH HEAD ROAD
 PROPERTIES PTY LTD.
 Project Name
 BUILDING D
 NEW SOUTH HEAD RD
 DOUBLE BAY
 Sheet Name
 LEVEL 3 & ROOF PLAN

Project No. A9005
 Date 17/02/2010
 Drawn by SCALE 1:2000
 Checked by ISSUE A



1 LEVEL 3 PLAN
 2.10

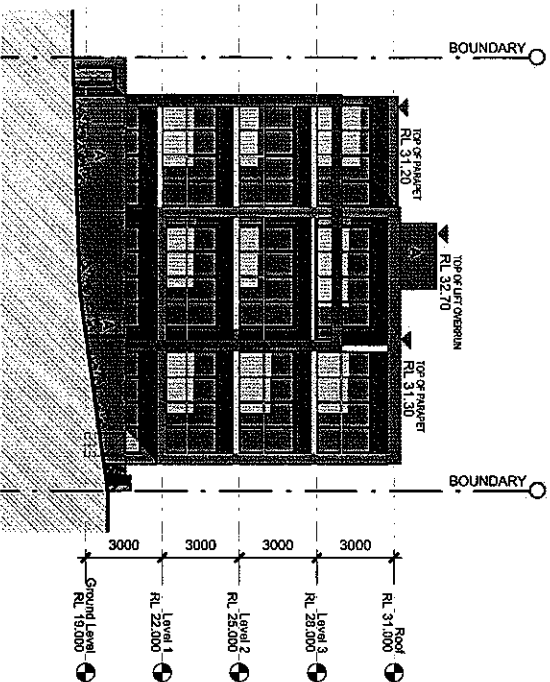
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 2.10

EXTERNAL FINISHES

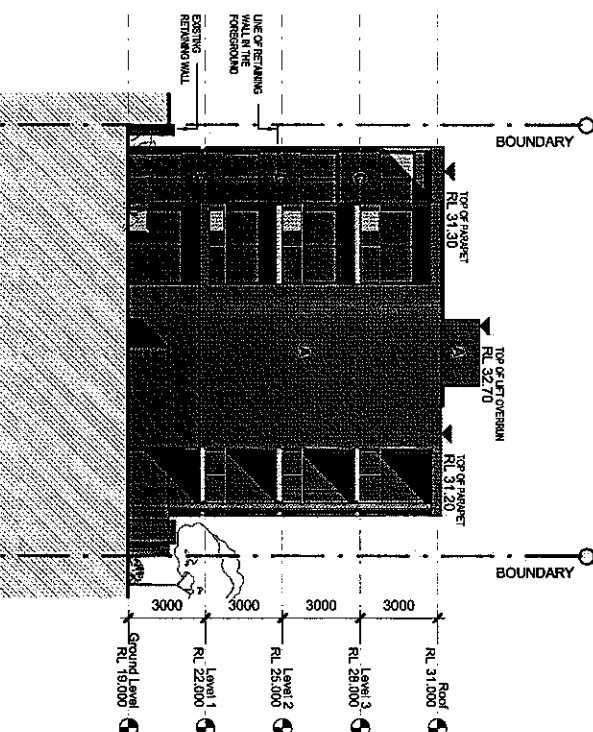
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- B. METAL GARAGE DOOR
- C. ALUMINIUM LOUVRED SCREEN

NOTE:

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1 NORTH ELEVATION
3.00



2 SOUTH ELEVATION
3.00

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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING D
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
NORTH & SOUTH
ELEVATIONS

Project No. AS005
Date 17/02/2010
Drawn by
Checked by
DA D3.00
SCALE 1:2000
ISSUE A

ISSUE	DESCRIPTION	DATE
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- A JRPP SUBMISSION 13.05.2010

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH

1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



PH: 02 8667 8688
601 / 84 PITT STREET SYDNEY NSW 2000

Project Name

Sheet Name

Project No. A9005

Date 17/02/2010

Drawn by

Checked by

DA D3.10

SCALE
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1:200(A)

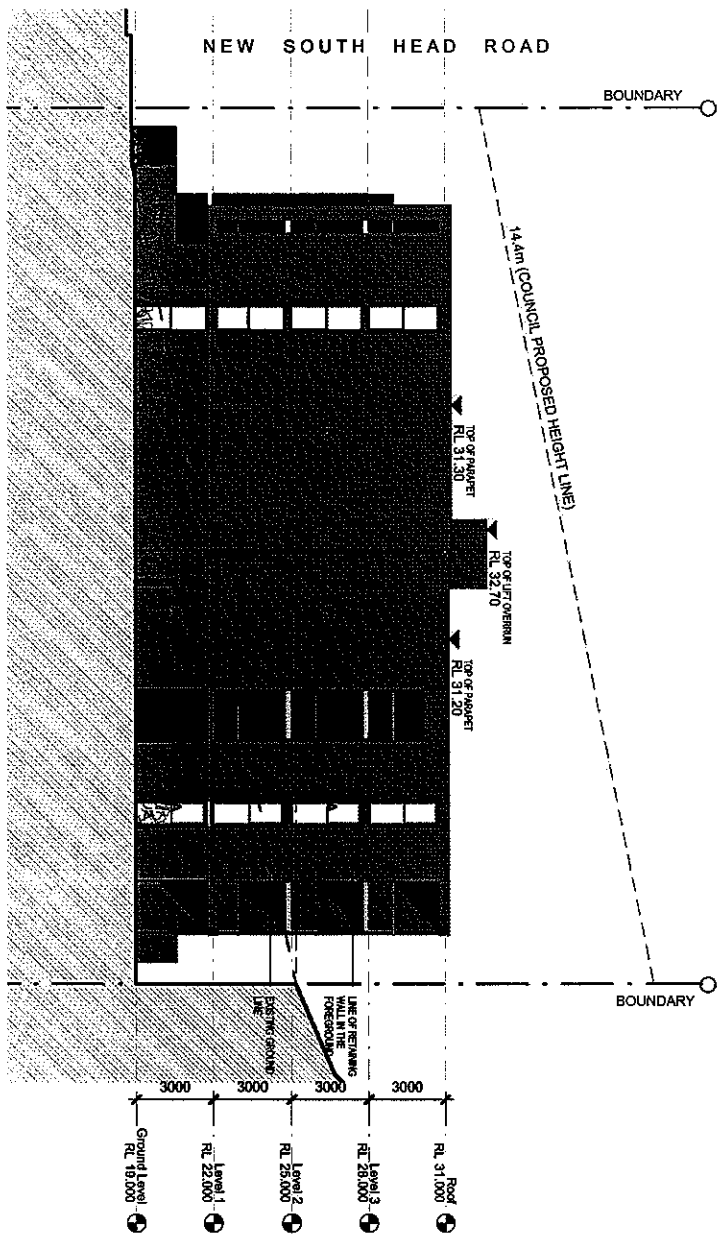
ISSUE A

EXTERNAL FINISHES

- A. SELECTED PAINT OVER RENDERED BLOCK WALL
- B. METAL GARAGE DOOR
- C. ALUMINIUM LOUVERED SCREEN

NOTE:

- 1. WINDOWS AND DOORS TO BE SILVER ALUMINIUM ANODISED
- 2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH



1 WEST ELEVATION
3.20

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601 / 64 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY.LTD.

Project Name
BUILDING D
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
WEST ELEVATION

Project No. A8005
Date 17/02/2010
Drawn by
Checked by
SCALE 1:3000
1200x600
ISSUE A

DA D3.20

architects + partners

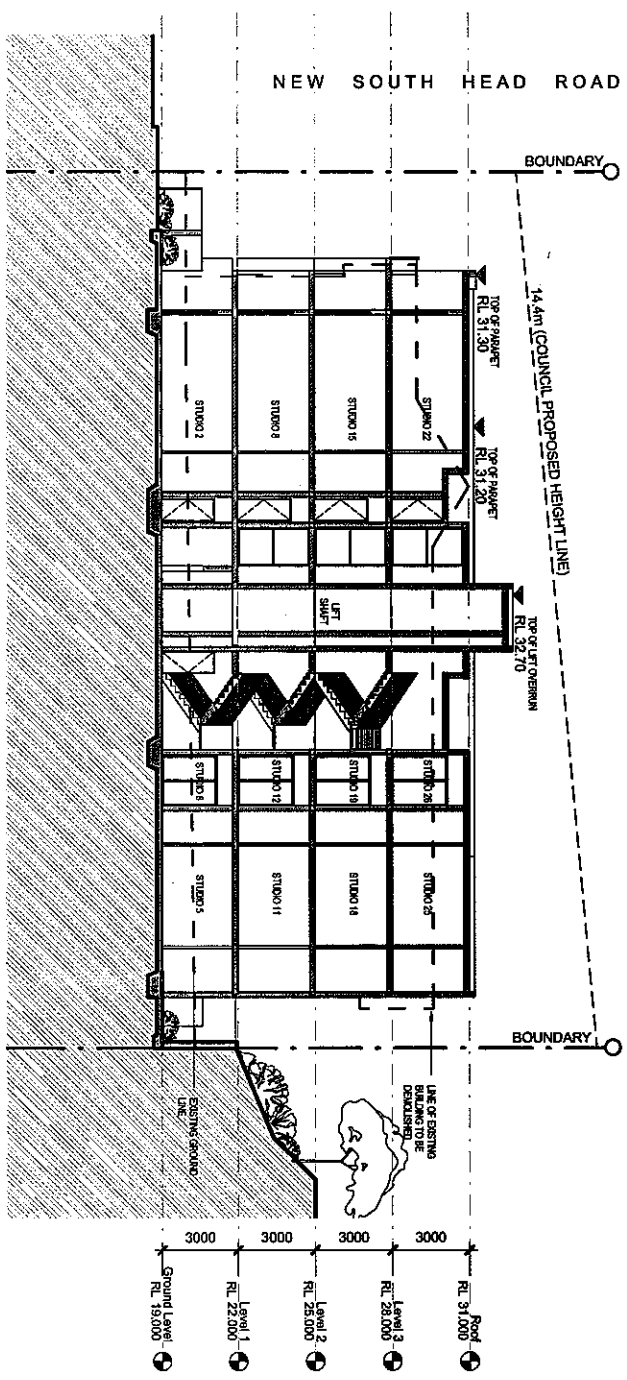
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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name
**BUILDING D
NEW SOUTH HEAD RD
DOUBLE BAY**

Sheet Name
SECTION A-A

Project No.	A9005	DA D4.00
Date	17/02/2010	
Drawn by		SCALE 1:10000 1200/30
Checked by		ISSUE A



1
4.00
SECTION A-A

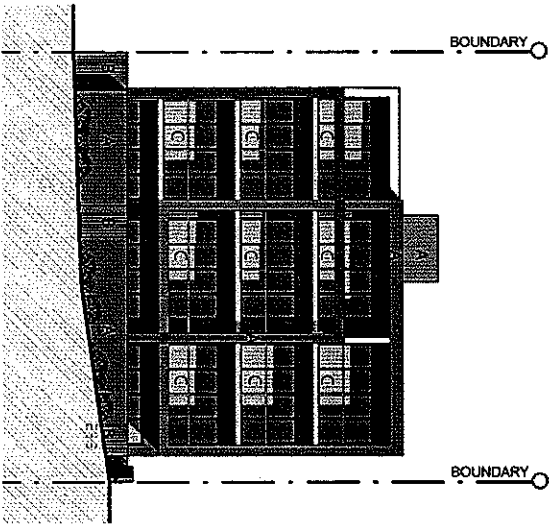
NOTE
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2. ALL METAL GATES TO BE SELECTED METAL OR PAINT FINISH.

architects + partners
PH: 02 8667 8668
801 / 84 PITT STREET SYDNEY NSW 2000

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.

Project Name
BUILDING D
NEW SOUTH HEAD RD
DOUBLE BAY

Sheet Name
**SCHEDULE OF MATERIAL
& FINISHES**



**A_ SELECTED PAINT
RENDER**



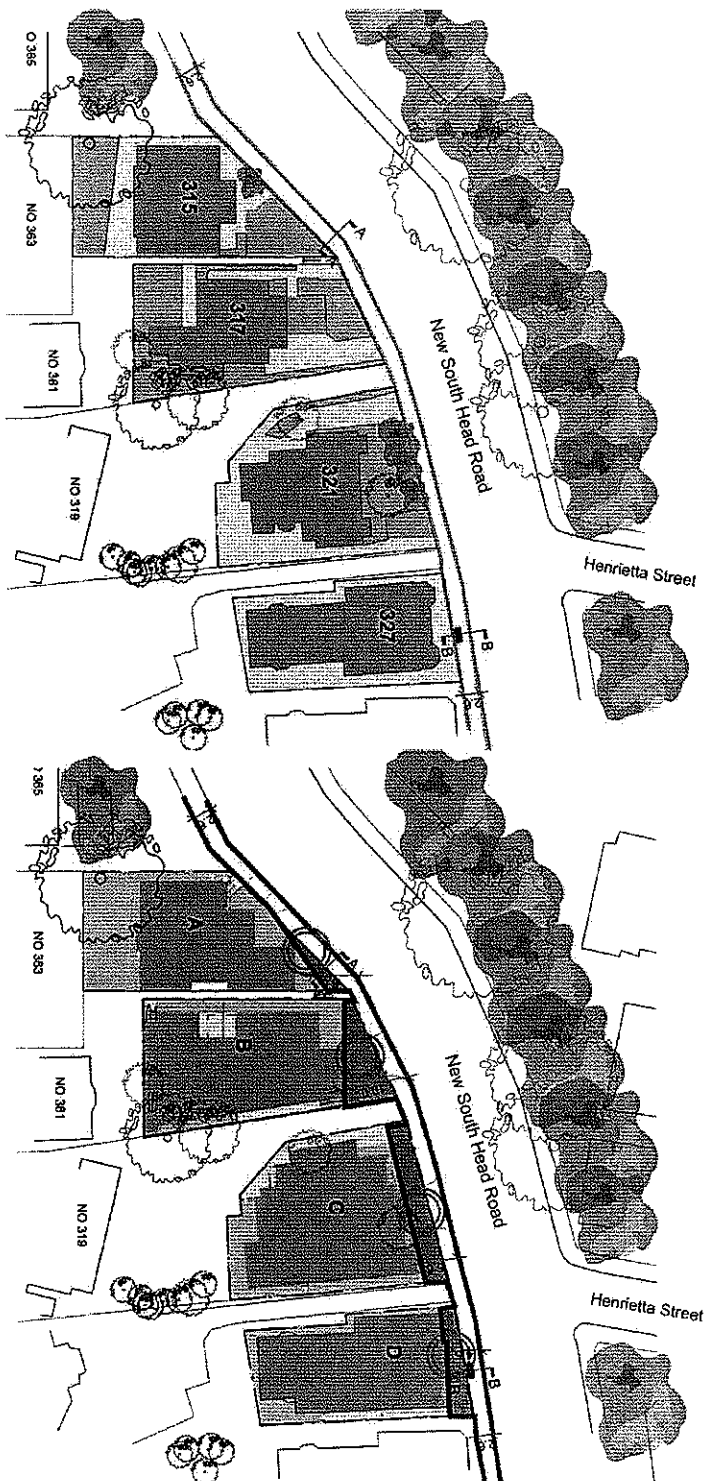
**B_ METALLIC PAINT
OVER GALVANISED
STEEL GATE**



**C_ GLASS
BALUSTRADE**

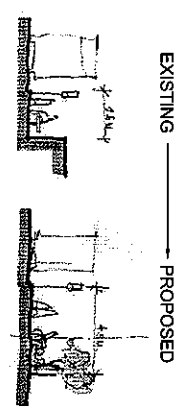
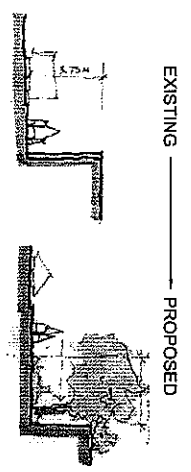
architects + partners

PH: 02 9697 8698
601 / 84 PITT STREET SYDNEY NSW 2000



1
4.10
EXISTING LANDSCAPE PLAN

2
4.10
PROPOSED LANDSCAPE PLAN



- LEGEND**
- Proposed wider visual open space
 - Proposed wider pedestrian footpath
 - Existing pedestrian footpath
 - Bus stop

3
4.10
SECTION A-A

4
4.10
SECTION B-B

SHEET NAME
PUBLIC AMENITY
IMPROVEMENT -
WIDENING OF FOOTPATH

Project No. A9005
Date 22/04/2010
Drawn by SCALE NTS
Checked by ISSUE A

Client Name
NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD,
Project Name
NEW SOUTH HEAD RD
DOUBLE BAY

DA MA4.10

architects + partners

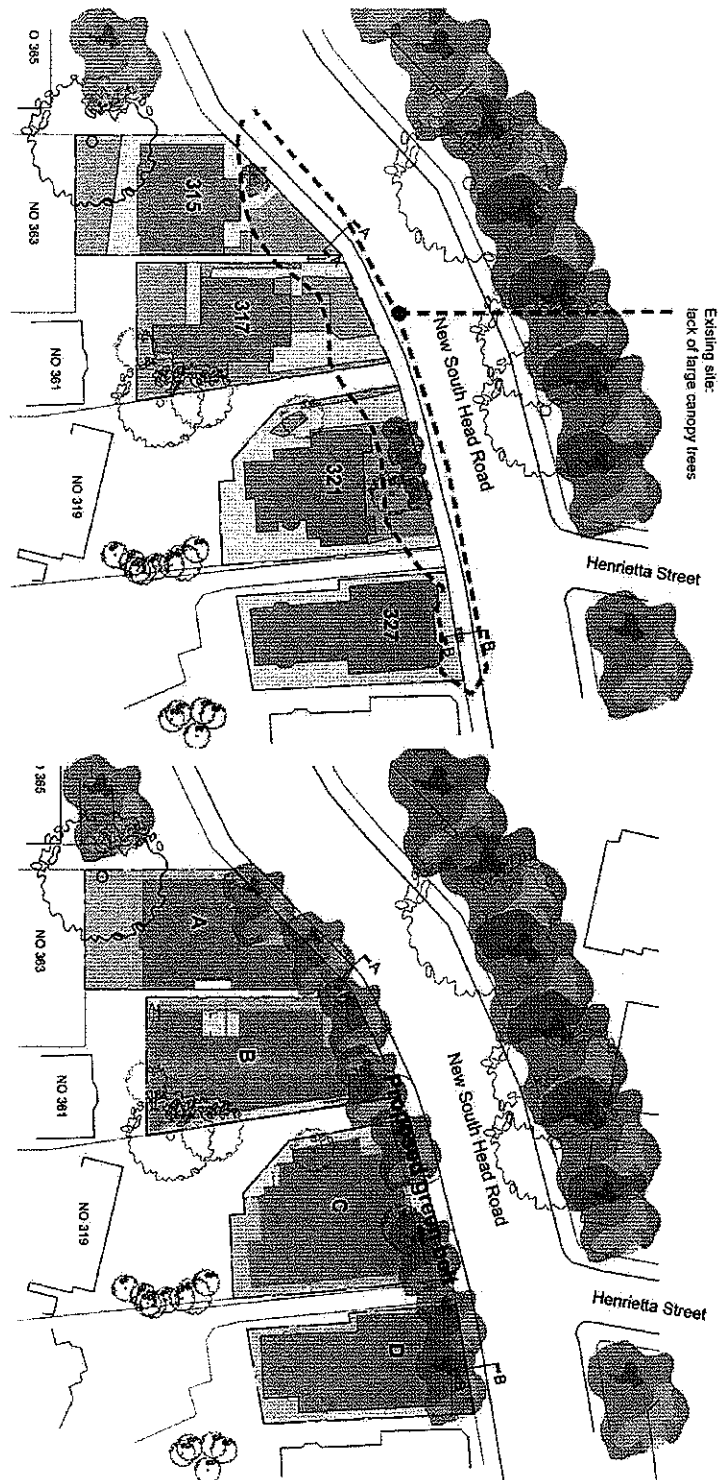
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601 / 84 PITT STREET SYDNEY NSW 2000

Client Name
**NEW SOUTH HEAD ROAD
PROPERTIES PTY LTD.**

Project Name
**NEW SOUTH HEAD RD
DOUBLE BAY**

Street Name
**PUBLIC AMENITY
IMPROVEMENT -
LANDSCAPE**

Project No. A9005
Date 22/04/2010
Drawn by
Checked by
DA MA4.20
SCALE NTS
ISSUE A



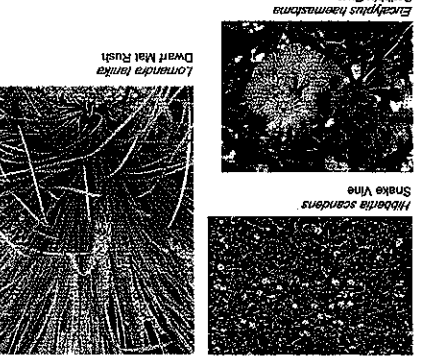
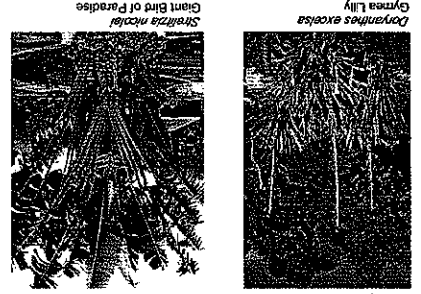
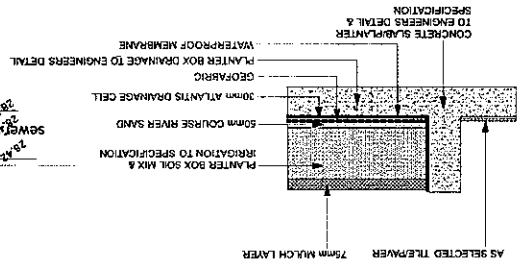
1 EXISTING LANDSCAPE PLAN

2 PROPOSED LANDSCAPE PLAN

Botanical Name	Common Name	Pot Size	Height (m)	Quantity
----------------	-------------	----------	------------	----------

[illegible]

Typical On Slab Planter Detail



KEY

EXISTING TREES TO BE RETAINED

EXISTING TREES TO BE REMOVED

EXISTING SPOT LEVELS

PROPOSED LEVELS

BOUNDARY

www.stedesign.net.au
PO BOX 265 SEAFORTH NSW 2092
M: 0417 685 846
E: julian@stedesign.net.au



Site Design
LANDSCAPE ARCHITECTS

PROJECT:
317 New South
Head Road DOUBLE BAY

CLIENT:
New South Head Rd
Properties
Oakstand Property Group

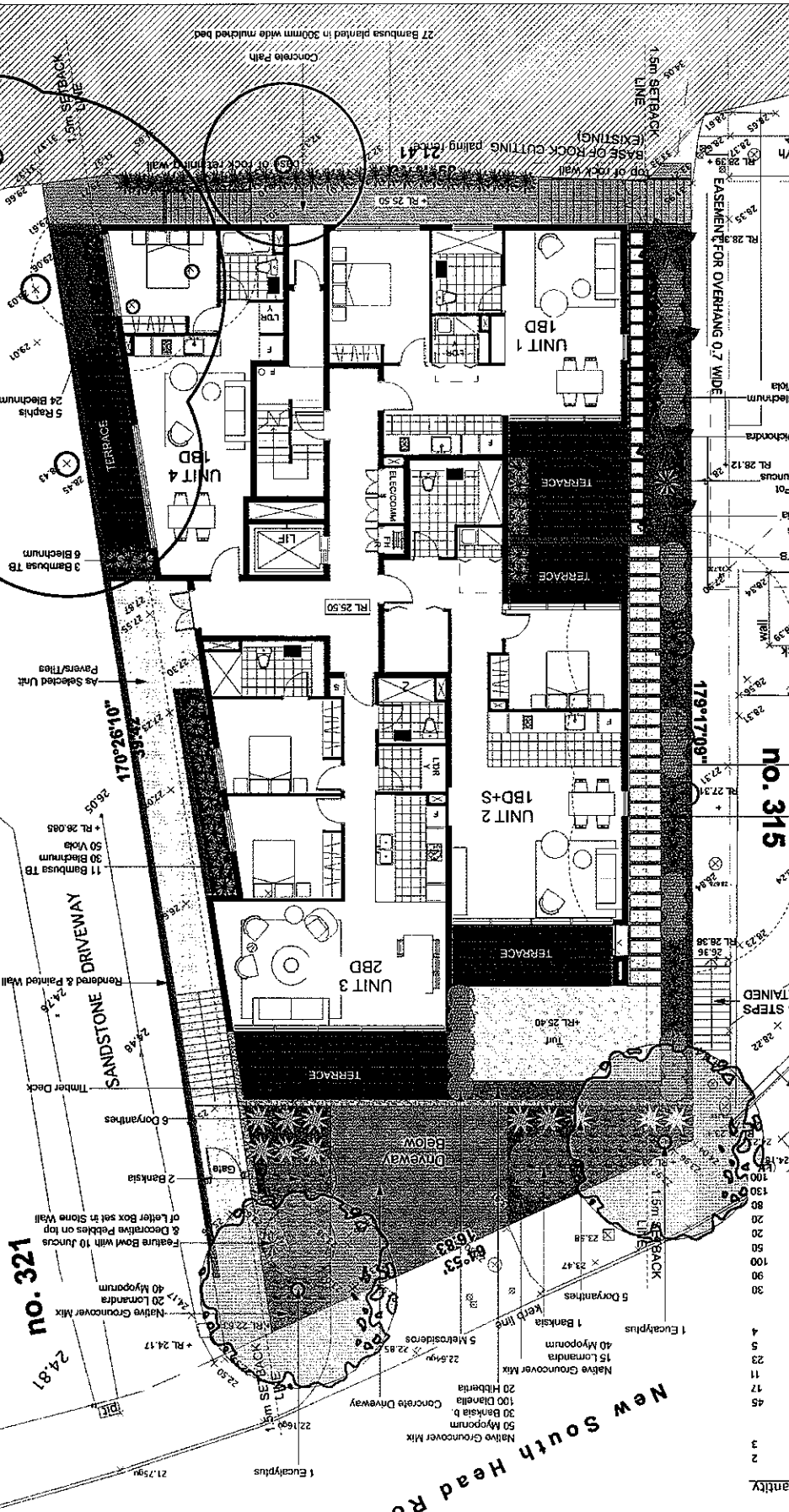
DRAWING:
Landscape Plan

DATE: 7.05.10
PROJECT: 09138
ISSUE: D

DRAWN: JB
SCALE: 1:100 @ A2

AMENDMENTS

ISSUE	AMENDMENT	DATE
A	Issue for Client Review	30.11.09
B	Issue for Council Approval	18.04.10
C	Client Amendments	30.04.10
D	Minor Amendment	7.05.10



no. 321

NOTE: Planter Boxes are located on other levels. Plant 6 Microsideros in each planter box.

<i>Elaeagnus ruficollis</i>	45L	8.0	29
<i>Eucalyptus haemastoma</i>	25L	15.0	3
<i>Banksia integrifolia</i>	45L	9.0	4

14	7.0	45L	Giant Bird of Paradise	<i>Strelitzia reginae</i>
57	3.0	10L	NZ Christmas Bush	<i>Metrosideros collina</i> "Thomasii"
20	1.8	25L	Gymea Lily	<i>Doronicum excelsa</i>
12	1.5	15L	Floral Bird of Paradise	<i>Strelitzia reginae</i>

<i>Blechnum caribaeum</i>	SL	0.5	410
<i>Blanella tasmanica</i>	SL	0.5	50
<i>Juncus ustulatus</i>	SL	0.5	30

As Selected Unit 21.2190
Pavers/Tiles
13 Doranthes
1 Banksia

1 Eucalyptus + 22.50

25 Dianella

LINE OF BUILDING ABOVE



Concrete Path

110 Myoporum + 24.48
18.7
13.5
14
MP

bed

LANDS

8 Bamboo TB

Sterilizie nicotianae
Giant Bird of Paradise

LINE OF PROPOSED
PROPOSED
+ 26.52
36.52
10.92
9.10

Creeping Boottalia

Diagram illustrating the planter box setup. The planter box contains a soil mix, and an arrow points to the irrigation system, labeled "IRRIGATION TO SPECIFICATION".

CORNING FIBER CEMENT SHEET

GEOFABRIC

PLASTER BOX DRAINAGE TO ENGINEERS DETAIL

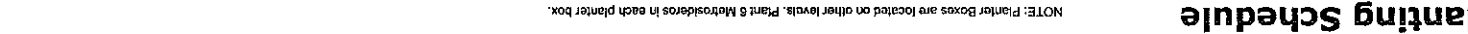
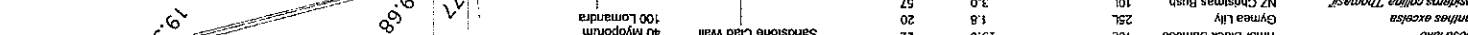
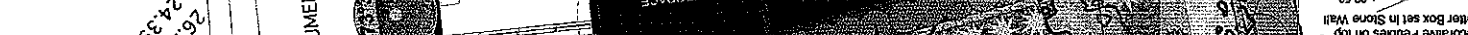
WATERPROOF MEMBRANE

Typical On Slab Planter Detail

EXISTING TREES TO BE REMOVED

EXISTING SPOT LEVELS

TO ENGINEERS DETAIL & SPECIFICATION



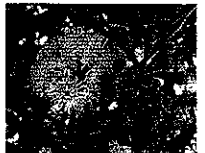
Planting Schedule

Botanical Name Common Name Pot Size Height (m) Quantity

<i>Elaphoglossum haematanthum</i>	Scabby Gum	25L	15.0	2
<i>Elaphoglossum haematanthum</i>	Blue Berry Ash	25L	8.0	7
<i>Banksia integrifolia</i>	Coast Banksia	25L	9.0	1
SHRUBS/SAMPLE PALMS				
<i>Alphonse Karri Bamboo</i>	Alphonse Karri Bamboo	10L	8.0	15
<i>Bambusa nana</i>	Timor Black Bamboo	10L	15.0	51
<i>Doryanthes excelsa</i>	Gymea Lily	10L	1.8	10
<i>Metrosideros collina 'Thomas'</i>	NZ Christmas Bush	10L	3.0	13
<i>Strelitzia reginae</i>	Giant Bird of Paradise	10L	7.0	6
GROUNDCOVERS				
<i>Blechnum corymbosum</i>	Galile Fern	150mm	0.6	210
<i>Chamaecrista fasciculata</i>	Tasman Flax Lily	150mm	0.5	90
<i>Myoporum parvifolium</i>	Creeping Boobialla	150mm	0.2	50
<i>Viola banksii</i>	Native Violet	150mm	0.1	430
TREES				
<i>Strelitzia reginae</i>	Giant Bird of Paradise	19.05	19.05	1
<i>Strelitzia reginae</i>	Giant Bird of Paradise	19.05	19.05	1



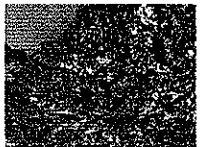
Coast Banksia



Coast Banksia



Coast Banksia



Coast Banksia



Coast Banksia



Coast Banksia

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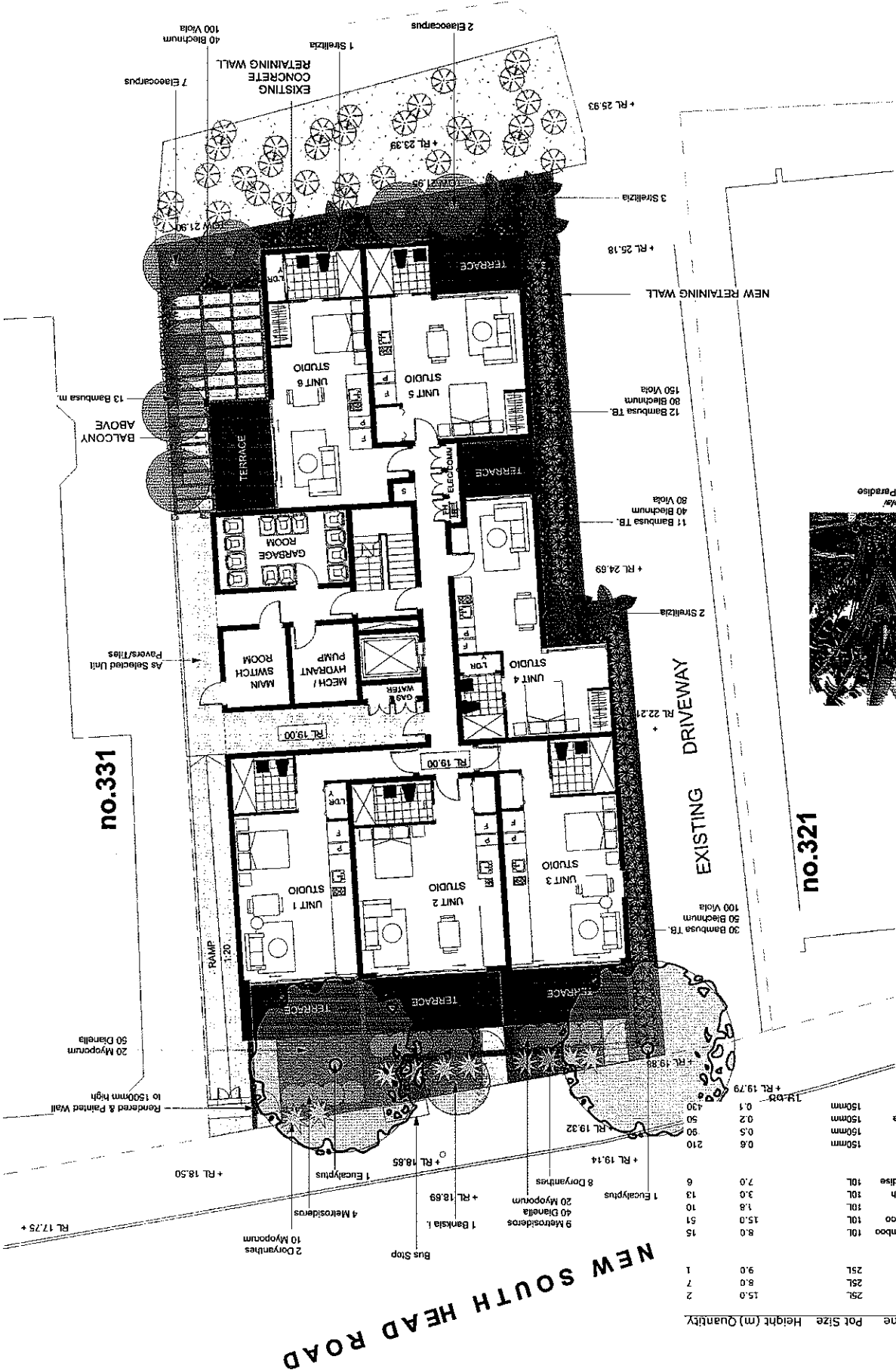


KEY
EXISTING TREES TO BE RETAINED
EXISTING TREES TO BE REMOVED
EXISTING SPOT LEVELS
PROPOSED LEVELS
BOUNDARY

PROJECT: 327 New South Head Road DOUBLE BAY
CLIENT: New South Head Rd Properties Oakland Property Group
DRAWING: Landscape Plan
ISSUE: C

DATE: 7.05.10
PROJECT NO: 09138
SCALE: 1:100 @ A2
DRAWN: JB
ISSUE: C

AMENDMENTS	DATE	ISSUE
A	20.04.10	Issue for Client Review
B	30.04.10	Client Amendments
C	7.05.10	Minor Amendments





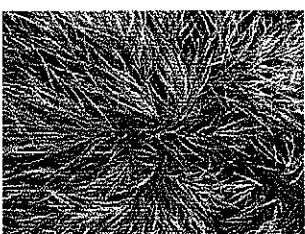
Pteridium aquilinum
Common Bracken



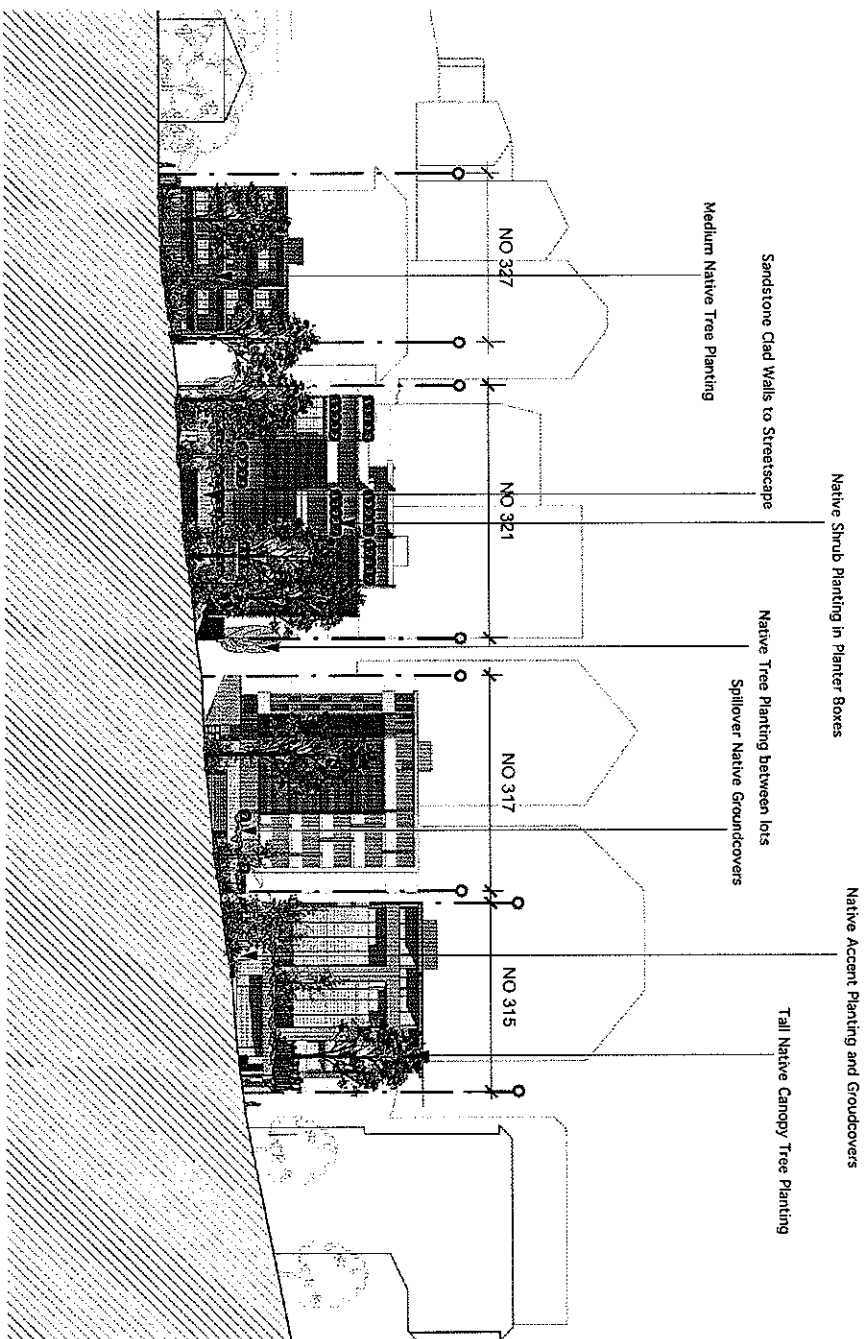
Pteridium aquilinum
Common Bracken



Pteridium aquilinum
Common Bracken



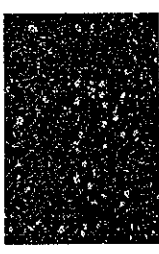
Pteridium aquilinum
Common Bracken



STREETSCAPE ELEVATION 1:500



Pteridium aquilinum
Common Bracken



Pteridium aquilinum
Common Bracken



Pteridium aquilinum
Common Bracken



Pteridium aquilinum
Common Bracken



AMENDMENTS	ISSUE	AMENDMENT	DATE
	A	Issue for Client Review	3.5.10

27 July 2010

REFERRAL RESPONSE – URBAN DESIGN

FILE NO:

DA 258/2010/1

ADDRESS:

315, 371, 321 & 327 New South Head Road DOUBLE BAY

PROPOSAL:

Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM:

Tom Jones - Urban Design

TO:

Mr D Lukas

Documents

The following have been used to assess this application:

- Statement of Environmental Effects by Mecone volumes 1&2
- Architectural drawings by Architecture + Partners.
- Landscape Drawings by Site Design - project 09138

Background

Lots on the south of New South Head Road (NSH Rd) between Edgcliff and Double Bay are being considered by the strategic planning section of Council as potentially suitable for buildings of a greater density than those that presently occupy them. To this end, the location has been identified as an opportunity site which will provide an increased dwelling yield and help Woollahra LGA meet its dwelling target under the state government planning reforms. The opportunity sites have been placed on the Council's website.

The applicant discussed their intentions for this site in an informal meeting prior to the submission of the DA. At that stage the number of lots they had control over was not clear.

The applicant has assembled four lots in the area being considered by Council. The lots are all separated by other properties, but are being considered in this single DA. Presently the fact that the sites are a part of an opportunity site location is irrelevant to the assessment. The DA is assessed against the controls which presently apply to the site.

Relevant Control Documents

- Woollahra LEP 1995
- Woollahra Residential DCP 2003
- Off Street Car Parking DCP

Urban Design Assessment

Public Domain

This DA has been submitted as a single DA enabling it to be assessed as a unified development. Although the lots are not actually adjacent, this single assessment process is useful from an urban design viewpoint. The four buildings present as a series of blocks to the street, they share a common context.

One of the issues raised with the applicant at the pre submission meeting was the potential for improvements to the public domain. The sites are between two significant town centres and would benefit from an upgrading of the footpath. Presently the footpath is narrow, with some relatively steep chambers towards the road and is punctuated by a number of crossovers. The development of these sites provides the opportunity to improve the pedestrian connection between Double Bay and Edgecliff making the path both pleasant and safer.

Public Domain Improvement Assessment

The applicant has not acquired the continuous land holding which would have enabled a significant upgrading of the footpath by widening it along its length. The proposed footpath remains the existing width and alignment. It would however be possible to provide greater width to the footpath where land is available.

The inability to amalgamate the site has also meant that there are crossovers for each of the three sites which have car parking (the fourth block consists of 27 studio units which don't have car parking spaces). Along the extent of the developments frontage, there are four proposed and two existing crossovers, accounting for 36m of vehicle crossover. This compares with the six crossovers which exist presently, using 31m of the pavement. More importantly with regard to pedestrian safety, the number of cars using the crossovers will be considerably increased from approximately 12 to a proposed 59.

The width of the footpath is illustrated in cross sectional diagrams on drawing DA MA 4.10 A. These cross sections illustrate the relationship of the pavement to the busy NSH Rd. The actual footpath is not increased in width. However there is a suggestion that the perceived safety of the pedestrian user is improved by the proposed landscaping on the property boundary, when compared to the stone retaining walls that are characteristic of the existing frontages.

The cross sections (DA MA 4.10A) show the landscape setback being used partially as any publicly usable area on the site. The bus stop bench is shown on the landscape plans in a different position on the public pavement.

In summary, the "public domain improvements", are in my opinion actually public

domain downgrades. The pavement width remains unsatisfactory and uncomfortable to use, while crossovers are added. The pavement needs to be considerably more generous.

The streetscape

Any development along New South Head Road (NSH Rd) is going to be highly visually prominent, so will have an impact on the character of the location.

Presently this part of NSH Rd is characterised by larger residential buildings surrounded by mature vegetation. The vegetation is such that it creates a clearly perceived change in character from the adjoining commercial areas and therefore provides a separation that emphasises the difference in the characters of the two Town Centres

The proposal is generally orientated to the side boundaries not to the street. This is typical of the location. Parts of buildings rise to almost 18m from the pavement level, 2.5 m from the street boundary. Other parts of the proposed built form are setback a greater distance providing an opportunity to accommodate larger trees in the setbacks. At street level the rear of pavement is dominated by the exit and entry points. This fragments the street edge presentation, impacting on the quality of the streetscape at the pavement level.

Streetscape summary

The proposal would have a high impact on the streetscape in this location. Reinforcing of the street's character would require the development to be set back further from the pavement. This would enable a greater density of tree planting, reinforcing the streets character.

SEPP 65 Review

The development is subject to the ten principles in SEPP 65 regarding residential flat design. The ten principles are addressed below:

1. Context

This building proposal is in a significant location. The location is characterised by mature trees and large residential flat buildings, most of which were built in the 1930's. To reinforce the character of the street this proposal needs greater setbacks allowing more substantial vegetation. There are however, a number of residential blocks that are larger than those proposed in the immediate locality.

2. Scale

The four residential buildings which make up this development are not inherently over scaled in this location. There are large residential buildings in this vicinity. The proposed buildings however, due to the single design approach and lack of significant planting to the street frontage, will inevitably be read as a group and not as individual buildings.

3. Built Form

The built form is tailored to the location and blocks a minimal number of views, however the form of the building will mean they are seen as mass rather than individual buildings. This perception is emphasised by their being relatively low rise (to avoid view blocking) and the minimal side setbacks. The excavation is excessive and accommodates too many dwellings below natural ground level.

4. Density

The proposal provides an acceptable population density. There is no reason why this well positioned site cannot accommodate the proposed population. The low car parking provision is considered to be acceptable, from an urban design perspective given the location close to transport.

5. Resource, Energy and Water Efficiency

Over 30% of the units in the development do not receive the SEPP65 minimum amount of sunlight. Of these a large percentage are below natural ground level and have compromised aspect.

The development meets the requirements of the code regarding cross ventilation only 12 out of 83 units have poor cross ventilation. However units that are surrounded by retaining walls are likely to not have good external air movement available.

The development is potentially adequately shaded. There is no stormwater detention proposed on site. There are no outdoor drying courts. The proposal does not fulfil this principle.

6. Landscape

The Landscape design associated with this proposal is faced with situations which do not provide sympathetic settings for vegetation. A considerable amount of the landscaped area is squeezed between the building and considerable retaining walls. These are in reality likely to be dark places where growing plants is difficult. Spatially these spaces also provide little opportunity. The use of larger trees to the northern frontage to the street is supported however more deep soil area and soft landscaping is required.

7. Amenity

The amenity provided by these units is generally reasonable for those units above ground level. There are some surprising planning decisions regarding layout, where toilets open directly off dining areas and unit 2 in block A has a bedroom without windows. However, generally the units are acceptable or redeemable.

The development fails to meet the standards set by SEPP 65 with regard to solar aspect. 25 units out of the 83 or 31% fail to obtain 3 hours of sun as required by SEPP 65 however it is recognised that some sun will be available to most units and the large number of small units provided and the nature of the site make meeting the

requirement difficult. Providing good amenity to all the units given the amount of development on site and the site constraints would be very difficult.

The development meets the requirements of the code regarding cross ventilation only 12 out of 83 units have poor cross ventilation.

The development at 4-6 levels is required to have 18m of separation these buildings do not meet this requirement, to the rear or between buildings, with separation between 5 and 12m

Very limited external open space is provided on the sites.

The proposal fails to fulfil this principle.

8. Safety and Security

The units are considered to provide satisfactory safety and security.

9. Social Dimensions

The development proposes: Block A: 9x 1b units, 5x 2b and 1x 3b. Block B: 5x studio, 3x 1b and 16x 2b. Block C: 1x 1b, 1x 2b and 5x 3b. Block D: 27x studio This proposal provides a total of 83 units, over half of which are studios and single bedrooms. This mix is considered satisfactory and would meet a need for smaller units in the area.

10. Aesthetics

The aesthetics of the proposal are considered acceptable.

Conclusion

The concept behind this development has merit. The provision of a larger number of smaller dwellings and providing smaller numbers of parking spaces is, given the location, supported. However the proposal has failings that make it unacceptable in its present form.

The inability to amalgamate the site has meant that there are separate access points to the car parking resulting in a negative impact on the public footpath and the pedestrian connection between Double Bay and Edgecliff. The scheme itself has less car spaces than required by the code, this position is supported, but is compromised by the scheme's impact on the very pedestrian connects on which it depends.

The breaking up of the site also accentuates the issues with the excavation, meaning that the amenity of each block is partly compromised by the need to retain access paths at a higher level to existing properties behind. Units on the south side at lower levels are almost completely subterranean.

The volume of building on the sites means that the development can't meet its obligations regarding SPP 65 including; external open space, sustainability, deep

soil planting and the provision of satisfactory amenity to all units.

In summary, by virtue of being too big, the development presents poorly and provides compromised amenity to a significant proportion of the proposed dwellings on site. From an urban design perspective it is recommended that in its present form this proposal be refused.

Tom Jones
Urban Design

23 July 2010

REFERRAL RESPONSE – TECH. SERVICES**FILE NO:** DA258/2010/1**ADDRESS:** 315, 317, 321 & 327 New South Head Road DOUBLE BAY

PROPOSAL: Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM: Yoram Wise - Development Engineer**TO:** Mr D Lukas

I refer to the following documents received for this report:

1. Statement of Environmental Effects by Mecone dated May 2010.
2. Traffic Report by Halcrow MWT Ver 3 dated 20 May 2010.
3. Referral Response from Council's Traffic Engineer, dated 14/07/2010

Comments have been prepared on the following.

Traffic and Parking comments
Council's Traffic Engineer has made the following recommendation regarding Traffic and Parking:

"The proposed development has a significant shortfall between the number of required parking spaces and that proposed. As the current proposal will have an adverse effect on the parking needs of surrounding residents and business, Council's Traffic section does not support the proposed development as presented.

Due to the location of the site on a major road and in consideration of the sight distances from the driveway access points, there is merit that the offstreet parking capacity on each of the sites should be minimised to decrease risk. It is therefore recommended that the density of the development be reduced to satisfy Council's Offstreet Parking requirements in lieu of increasing parking capacity on each of the site"

- See attached comments for full details

Construction Management Plan Comments
Council's Traffic Engineer has made the following recommendation regarding CMP:

"The applicant has not provided great detail regarding construction traffic management. Despite this, it is to be noted that the site is on a state road which conveys

a considerable volume of daily traffic. Construction traffic from the development is therefore unlikely to adversely affect the amenity of the area."

- See attached comments for full details

RECOMMENDATION

Council's Development Engineer has determined that the proposal is not satisfactory in its current state due to unsatisfactory impact on Council infrastructure – traffic and parking numbers.

Memorandum

Date 14 July 2010

File No. DA 258/ 2010

To Nick Tomkins - Development Engineer Team Leader

CC

From Daniel Pearse - Development and Traffic Engineer

Subject

315, 371, 321 & 327 NSH ROAD DOUBLE BAY

I refer to the following;

- Statement of Environmental Effects by Mecone dated May 2010
- Traffic Report by Halcrow MWT Ver 3 dated 20 May 2010

Offstreet Parking Capacity

The proposed development does not satisfy Council's offstreet parking requirements stipulated in the Woollahra Residential DCP. The following table summarises this level of non-compliance;

Development		Parking	
LOT	Component	No.	Required*
315	Studio	-	-
	1 Bedroom	9	9
	2 Bedroom	5	8
	3 (or more) Bedroom	1	2
	Visitors	-	4
SUBTOTAL		15	23
317	Studio	5	5
	1 Bedroom	3	3
	2 Bedroom	16	24
	3 (or more) Bedroom	-	-
	Visitors	-	6
SUBTOTAL		24	38
		25	25
		13	13
		6	6
		Shortfall	Shortfall



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Double Bay NSW 2028
Correspondence to
General Manager
PO Box 61
Double Bay NSW 1360
DX 3607 Double Bay
records@woollahra.nsw.gov.au
www.woollahra.nsw.gov.au
Telephone (02) 9391 7000
Facsimile (02) 9391 7044

- The split driveway with centre median is likely to address RTA concerns regarding access to/from New South Head Road however the design of this infrastructure will need to accommodate pedestrian traffic on the footway with respect to minimising any trip hazards. This can be addressed in the condition of consent relating to these works.

Lot A

The following concerns were noted for each lot and could be readily addressed by conditions of consent;

The proposed offstreet parking areas have been reviewed in accordance with the requirements of AS 2890.1 and RTA guidelines and most of the design is satisfactory with respect to access and car space dimensions and driveway grades. The two vehicle lifts are located within the site and the applicants consultant conclusively demonstrated there is sufficient queuing area within the site when if the lift is in use. Similarly the driveway entries are setback to allow a vehicle to stand within the boundary if the security door is closed.

Vehicle Access and Accommodation

The applicant's Traffic Report has presented census data of car ownership rates for unit dwellings in the Double Bay area. The report notes that the proposed offstreet parking capacity exceeds these ownership rates.

Council's Traffic Section is aware there is very high demand for parking around the site. This is due to the density of residential development in the area not having offstreet parking, parking demands of the retail section and the limited/impractical pedestrian access to all parking areas south of New South Head Road in the vicinity of the site. Whilst the Traffic report presents that the proposal provides more parking capacity than development in the area, the present level of onstreet parking demand in this area is such that compliance with Councils minimum offstreet parking requirements is warranted.

Notes: (x) signifies parking dedicated to disabled parking spaces. There is no Standard or Code that requires disabled spaces for multiunit residence and regular occupants are not restricted from parking in such spaces.
* The DCP makes no differentiation between studio and 1 bedroom apartments. The 1 bedroom rate has been applied to both.

TOTAL			128	63	65
	SUBTOTAL	27	34	-	34
327	Studio	27	27	-	
	1 Bedroom	-	-	-	
	2 Bedroom	-	-	-	
	3 (or more) Bedroom	-	-	-	
	Visitors	-	7	-	
	SUBTOTAL	17	33	21	12
321	Studio	-	-	19 (2)	
	1 Bedroom	1	1		
	2 Bedroom	11	17		
	3 (or more) Bedroom	5	10		
	Visitors	-	5		

- There is no kerb side parking fronting the site and so the width of the driveway entry will not adversely effect kerb parking. It is advised that the driveway entry be maximised for this lot to ensure efficient vehicle access in this location.

Lot B

- The driveway access should be aligned perpendicular to the footpath and roadway as the proposed arrangement imposes on vehicle turning circles when exiting the site into the westbound lane of New South Head Road. The alignment will also improve drivers range of vision along the footpath uphill when exiting the property.

Lot C

- Similar to the above point for Lot B, the driveway should be aligned perpendicular to the road and footpath alignment.
- It would appear that there is a front boundary fence/retaining wall that border the driveway ramp. The height of the fence is not well detailed and difficult to ascertain on the plans. Should the structure intrude into driver vision uphill of the site when emerging from the driveway, then a splay on this corner will be required.

The applicants consultant has analysed a critical issue being the sight distance to approaching traffic for drivers emerging from No. 315 (Lot A). The existing arrangement provides only 25 metres of sight distance between a vehicle exiting and approaching driver. The consultant has noted that the proposed design increases this to 37 metres intervisibility between an exiting driver and approaching vehicle. The Australian Standard specifies a minimum of 40 metres in locations where vehicle approach speeds are 50km/hr. Whilst the driveway is subject to the concurrence of the RTA, the degree of non-compliance could be accepted given;

- The 85% percentile speeds are likely to be lower at this location due to the curve in the road and road grade.
- Traffic flow approaching the site is well segmented due to the traffic signal system just 230metres away.
- The driveway will be utilised only by occupants of the dwelling who will be familiar with the limitations of the driveway and traffic conditions.
- Every effort has been made to reduce the risk for this site and there is potential the distance could be increased should the neighbouring property owner scale back the intrusive section of boundary wall.

Construction Management

The applicant has not provided great detail regarding construction traffic management. Despite this, it is to be noted that the site is on a state road which conveys a considerable volume of daily traffic. Construction traffic from the development is therefore unlikely to adversely affect the amenity of the area.

The developer will be required to obtain a Road Occupancy License from the RTA on occasion they need to stand a vehicle fronting the site.

Recommendation

The proposed development has a significant shortfall between the number of required parking spaces and that proposed. As the current proposal will have an adverse effect on the parking needs

of surrounding residents and business, Council's Traffic section does not support the proposed development as presented.

Due to the location of the site on a major road and in consideration of the sight distances from the driveway access points, there is merit that the off-street parking capacity on each of the sites should be minimised to decrease risk. It is therefore recommended that the density of the development be reduced to satisfy Council's Off-street Parking requirements in lieu of increasing parking capacity on each of the site.

Regards,

Daniel Pearse
Development & Traffic Engineer

15 July 2010

REFERRAL RESPONSE - HERITAGE

FILE NO:

DA 258/2010/1

ADDRESS:

315, 317, 321 and 327 New South Head Road DOUBLE BAY 2027

PROPOSAL:

Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM:

Sara Reilly - Heritage Officer

TO:

Mr D Lukas

Application documents

The following documentation provided by the applicant has been examined for this referral response:

- Drawing set by Architects + Partners, dated 22/4/2010, and numbered:

DA MA1.00/A Master Site Plan

DA MA2.00/A Streetscape Elevation

DA MA3.00/A Shadow Diagrams 22 March and 22 June

DA MA3.10/A Shadow Diagrams 22 September and 22 December

DA MA4.00/A Driveway Plan

DA MA4.10/A Public Amenity Improvement – Widening of Footpath

DA MA4.20/A Public Amenity Improvement - Landscape

DA A1.00/A – Site Plan

DA A2.00/A – Basement and Lower Ground Level Plans

DA A2.10/A – Ground Level and Level 1 Plans

DA A2.20/A – Level 2 and 3 Plans

DA A2.30/A – Level 4 Plan and Roof Plan

DA A3.00/A – North Elevation

DA A3.10/A – East Elevation

DA A3.20/A – West Elevation

DA A3.30/A – South Elevation

DA A4.00/A – Section A-A

DA A5.00/A – Schedule of Materials and Finishes

Plus similar drawing sets for Proposed Buildings B, C and D

- Statement of Environmental Effects (in 2 volumes) by Mecone, dated May 2010
- Demolition Reports x 4 (for the four separate buildings 315, 317, 321 and 327) by Urbis, dated May 2010 and November 2009

Research

The following research was undertaken in the preparation of this assessment:

- The site was inspected on the 8 and 9 July 2010 including the interiors.

- Review of documents and photographic evidence:
- Review of Council's property system to establish dates of earlier building and development applications.
 - Review of Council's photography files relevant to immediate area
 - Review of Council's inventory sheets
 - Review of Council's aerial photography and mapping database
 - Review Google Maps – street view
 - Review NearMaps

Statutory and policy documents

The following statutory and policy documents are relevant to the application:

- Woollahra LEP 1995
- Woollahra Residential DCP

Heritage status

- The subject buildings are not heritage items.
- The subject buildings are not in a heritage conservation area, although they are close to the Woollahra Heritage Conservation Area to the south and west of the sites.
- The subject buildings are in the vicinity of heritage items at 287-289 New South Head Road (Post Office), 337 New South Head Road and 357 Edgecliff Road.
- The subject buildings are within the Wallaroy precinct of the Woollahra Residential Development Control Plan.
- The subject buildings are not listed on the State Heritage Register.
- The subject buildings are not potential heritage items nor within the vicinity of a potential heritage item.

Significance of any heritage item in the vicinity

Gardens to former 'Overthorpe', 337 – 347 New South Head Road: The gardens of "Overthorpe", the neighbouring 5 Manning Road "Treetops" property and the right of-way to 349 New South Head Road, together support the largest and most significant botanical collection of rare and exotic Australian rain forest species in the Municipality. This collection of mature trees with their massive canopies, has created a micro-environment indistinguishable from a natural sub-tropical rain forest and a truly unique environment unmatched in this Municipality.

Indeed, in spite of the relatively small size of the site, it contains an historic collection of rain forest trees and palms, possibly of regional significance and importance, second only to the collection in the Sydney Royal Botanic Gardens. The site was Sir John Hay's "garden", an unusual listing in the 1880 Sands Directory, at the time he resided at Rose Bay Lodge, Rose Bay. This garden contained a gardener's cottage and is believed to have been the site of an Experimental Nursery. The selection of mature

species suggest a possible link with William Guilfoyle's work. The magnificent specimens of great age and scale are testament to the 19th century passion for collecting and displaying rare and exotic trees.

Lynwood, house and front fencing: Stone house in Gothic style, cement stucco front, 12-pane sash windows, tile roof, ground and first floor levels, ground floor level shutters over windows, small verandah, open with corrugated galvanised iron roof. Built c. 1850.

Assessment of heritage impact

Relevant statutory and policy documents

The assessment is made using the following statutory and policy heritage conservation provisions:

Woollabra LEP 1995 Part 1 clause 2(1)(g) and 2(2)(g): Part 4 clause 27

- Four substantial buildings are proposed to be demolished. Four new larger contemporary buildings are proposed to be built in their place, with the retention of the four separate footprints and sites, but with new buildings of a much larger height and scale.
- The four sites are separated by accessways through to neighbouring buildings behind, so cannot be consolidated. This also divides the street frontage into a series of separate ownerships, making streetscaping problematic.

Comments on demolition of the four existing buildings:

- 315 New South Head Road is substantially intact both internally and externally. Sydney architectural firm Waterhouse and Lake. The building has some aesthetic significance for its picturesque detailing in a residential flat building. It is contextualised by the building immediately above it, which was probably designed at the same time and by the same architects. The prominent sandstone walling to the street boundary is a specific characteristic of the conservation area. The building could reasonably be upgraded.
- 315 has a relationship to the building directly behind it, 363 Edgecliff Road, as they were part of the same subdivision, and were both designed by the same leading Sydney architectural firm, Waterhouse and Lake. The two buildings have a similar aesthetic, and demolition of 315 will destroy this relationship, and the harmonious visual quality of the pair when viewed from New South Head Road.
- 317 New South Head Road has already been approved for demolition and will not be discussed in detail here.
- 321 New South Head Road has been partially demolished through removal of fabric and either wilful or neglectful damage to fabric, such that little of any significance remains apart from the roofs and chimneys, form and footprint. I concur with the Urbis statement of significance that "The dwelling has historical interest however there is not enough fabric remaining to provide a conservation approach to the historical relationship". This building is the oldest and most potentially significant building of the four, with its Victorian dating evidenced by the wattle and daub ceilings and walls clearly visible on site. Little else remains of the original fabric.

- The sandstone wall to 315 should be retained, and also the sandstone boundary walls to adjacent property driveways
- The existing roof forms are highly visible and contribute to the character of the area. 315 and 327 should be retained, including their roof forms.
- The new roof forms to the buildings proposed at 317 and 321 are flat, and thus not traditional or in keeping with the character of the local area. Neither are they distinguished or exemplary in any way to mitigate the loss of the existing traditional roof forms. Some form of pitched, hipped and/or parapeted roof form is highly desirable. This could incorporate dormers, gables or other traditional elements designed in a contemporary way.

C4.3.1 "Development respects and enhances the existing elements of the local neighbourhood character that contribute to the Wallaroy precinct including:

- the stepping of development on the hillside
- sandstone garden walls at the street
- the highly visible roof forms as development steps down the hillside

Desired future character performance criteria

- The proposal is to remove two perfectly good buildings (315 and 327) and replace them with new buildings that are not distinguished or exemplary in any way.

Objective O4.3.4 "To maintain the evolution of residential building styles through the introduction of exemplary contemporary buildings"

- The heights of the new development are well above the cliff face that exists behind the subject sites, and thus do not respect the existing terracing pattern.

Objective: O4.3.2 "To reinforce the precinct's landform and landscape qualities including the steep topography, terracing of development..."

4.3 Wallaroy Precinct - Desired future character objectives

Woollahra Heritage Conservation Area DCP (WHCA DCP)

- 327 New South Head Road is a substantial residential flat building, one of a pair with its neighbour at 331 New South Head Road. The exterior has been altered, as chimneys all mirror its neighbour at 331 and contribute to the character of the area. It is part of a pair which contributes its grouping, form, detailing, roof and chimney forms to the character of the area.
- Despite some superficial alterations, the relationship between 327 and 331 remains completely evident, and the buildings have a harmonious relationship as neighbouring buildings. Demolition of 327 will destroy this pairing and relationship, as well as the harmonious grouping of the pair of buildings within the local streetscape.

C4.3.2 "Development maintains the views and vista corridors shown on the precinct map"

- Views through the site (specifically 315 and 317) from Edgecliff Road are identified on the precinct map as important views. The height of the proposed new buildings means that they would interfere with and block these views.

C4.3.6 "Development adjoining or adjacent to the Woollahra Heritage Conservation Area must consider the impacts upon the heritage significance of the heritage conservation area"

- The sites are adjoining the boundary to the conservation area to the rear, to the south and west along Edgecliff Road. Buildings on Edgecliff Road behind the site are within the conservation area. The height of the proposed new development would have a negative impact on views from the conservation area along Edgecliff Road toward the Harbour.

Conclusion

The application is not acceptable as it does not comply with all the provisions of the relevant statutory and policy documents as shown in the above assessment and would have an unsatisfactory heritage impact.

Recommendation

- The applicant is invited to re-submit their application, showing retention, adaptation and re-use of the flat buildings at 315 and 327.

These two buildings are capable of fairly straightforward re-use as flat buildings and should be retained and upgraded, with a possible additions at roof level, in either a modern style addition that preserves part of the existing roof form, or sympathetic well-detailed referential additions that recreate the existing roof form.

- The two proposed residential flat buildings at 317 and 321 (as well as those proposed at 315 and 327) are of a generic design that has no reference to the local area or the local and immediate character of the neighbouring flat buildings, and the other commercial and retail buildings nearby. As such, they are not considered of sufficiently high quality to warrant approval. New designs for these sites should have regard to sympathetic integration with the character of the existing older-style surrounding flat buildings, in form, height and detail.

- A detailed public domain plan is to be provided that allows for retention of the sandstone boundary walls at 315 street frontage and side boundary, and brick and iron fencing at 327, plus an improved boundary treatment along New South Head Road, with pedestrian friendly elements such as seating at street level in protected areas.

- The boundary wall to 315 and the fencing to 327 should be retained in the new development, whatever configuration it eventually takes. These elements are an important historic element which contributes to the streetscape and sense of

address. Retention of these elements also allows better integration with the adjoining buildings and the existing streetscape.

- If Council grants consent to the demolition of the four buildings then the buildings should be recorded. Standard condition B3 should be used.

Sara Reilly
Heritage Officer

17 June 2010

REFERRAL RESPONSE – FIRE SAFETY

FILE NO: DA 258/2010/1

ADDRESS: 315 New South Head Road DOUBLE BAY

PROPOSAL: Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM: Richard Smith-Fire Safety Officer

TO: Mr D Lukas

Application documents

The following documentation provided by the applicant has been examined for this referral response:

- Statement of Environmental Effects by mecone dated May 2010
- Architectural drawings by

BCA Classification

2

Rise in storeys

- 315 New South Head Road, Double Bay – Six (6)
- 317 New South Head Road, Double Bay – Seven (7)
- 321 New South Head Road, Double Bay – Seven (7)
- 327 New South Head Road, Double Bay – Four (4)

Effective height

<25 metres

Type of construction required

A

Clauses of BCA referenced

- Protection of openings C3.2 & C3.4 of the BCA
- Protection of openings Functional Statements CF1, CF2 & Performance Requirements CP1, CP2
- Travel via fire isolated exits and discharge from exits Clauses D1.7 & D1.10 of the BCA
- Travel via fire isolated exits and discharge from exits functional statements DF1, DF2 & performance requirements DP1, DP2, DP4, DP5, DP6 & DP7

Recommendation

Approval subject to conditions.

Richard Smith
Fire Safety Officer

REFERRAL RESPONSE - HEALTH

24 June 2010

ANNEXURE 6

FILE NO:

DA 258/2010/1

ADDRESS:

315, 317, 321 and 327 New South Head Road DOUBLE BAY

PROPOSAL:

Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM:

Graeme Reilly Environmental Health Officer

TO:

Mr D Lukas

Comments are made in relation to DA 258/2010/1.

Description of Proposal

- Demolition of existing buildings
- Development of four residential flat buildings with basement car parking to three of the buildings
- Public domain upgrade along New South Head Road
- Landscaping works
- Installation of tanks for on-site stormwater detention; and
- Installation of relevant mechanical plant and equipment for the successful operation of the proposal

Noise Emission by Mechanical Services

The main mechanical sources associated with the development will include:

- Car Park Exhaust Fan
- Supply Air Fan to the Car Park
- External Condenser Units
- Kitchen Exhaust Fans
- Toilet Exhaust Fans

Recommendation

Approval subject to conditions.

REFERRAL RESPONSE – TREES & LANDSCAPING

8 October 2010

ANNEXURE 7

FILE NO: DA 258/2010/1

ADDRESS: 315, 317, 321, 327 New South Head Road DOUBLE BAY

PROPOSAL: Demolition of 4 residential flat buildings on 315, 317, 321 & 327 New South Head Road and the construction of 4 residential flat buildings consisting of 83 new apartments over four sites, basement car parking, landscaping, site works and public domain improvements

FROM: David Grey - Tree & Landscape Officer

TO: Mr D Lukas

I refer to the following documents received for this report:

- Statement of Environmental Effects, prepared by Mecone, dated May 2010
- Site Survey No NSHR-315, prepared by Urbanex Surveyors, dated 22 August 2007
- Architectural Plans drawn by Architects Partners, dated 19 February 2010
- Arboricultural Impact Report, prepared by Landscape Matrix, dated 7 May 2010
- Landscape Plan designed by Site Design (4 sheets), dated 6 August 2010 – Issue F
- Streetscape drawings
- Public Amenity Improvement-Landscape drawing DA MA4.20 prepared by Architects Partners, dated 22 April 2010

A site inspection was carried out on the following day: 6 October 2010.

ISSUES

- Landscape Design
- Trees on adjoining site

COMMENTS

Landscape Design

The landscape designer has responded to concerns that I expressed in my referral response of 2 August 2010.

These concerns were:

- The use of *Eucalyptus haemastoma* Scribbly Gum as a feature tree.
- The planting of large trees in planter beds on concrete slabs.

These concerns have been satisfactorily addressed in the modified landscape plan. The proposed use of *Corymbia eximia* Yellow Bloodwood as a feature tree to the street front is acceptable.

Large Eucalyptus trees that were proposed to be planted in planter beds at the front of 315 New South Head Rd (building A) have been deleted. A single Yellow Bloodwood in now proposed to be established in deep soil at the north east corner of the site. This is an acceptable outcome.

Impacts to trees on adjoining site

This proposal would have an unacceptable impact to two trees standing on the adjoining site at 319 New South Head Rd. These trees are a Blackbean tree (Tree 13) and an Avocado tree (Tree 15). They generate major encroachments of both their canopies and root protection zones onto the site at 317 New South Head Rd and the proposed building footprint. It would not be possible to construct the proposed building in its present form and retain the trees.

RECOMMENDATIONS

Council's Tree and Landscape Officer has determined that the proposal is not satisfactory in its current form.

The proposed building at 317 New South Head Rd is in conflict with the canopy and tree protection zone of Tree 13 and Tree 15 that stand on 319 New South Head Rd.

The consultant arborist has afforded a lower priority to the retention of Tree 15 because of a poorly constructed wall adjacent to the tree. My concern is that the tree stands on an adjoining property. I believe that it is not appropriate for Council to approve a proposal that would require the removal of a tree on an adjoining private property.

The Arboricultural Impact Report that has been supplied with this application is of a high standard. The consulting arborist has employed the Australian Standard - Protection of trees on development sites AS4970-2009 to assess the impacts of this proposal.

The Council's Trees and Landscape section also assess proposals based on AS4970. I recommend that the applicant be advised to consult with this arborist on how the issue of conflict between the existing trees at 319 New South Head Rd, and the proposed building alignment can be resolved.

I have no remaining objection to the proposed buildings at 315, 321 and 327 New South Head Rd.



David Grey
Tree Officer



NSW Police Force
www.police.nsw.gov.au

17th of August 2010
Mr David Waghorn
Team Leader – Development Control
Woollahra Municipal Council
536 New South Head Road,
Double Bay NSW 2028

NSWP Assessment on DA 258/2010

Application to Woollahra Council re Construction of 4 residential flat dwellings of 83 new apartments over 4 sites



NSW Police has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained within this document, any person who does so acknowledges that:

- It is not possible to make areas evaluated by NSW Police absolutely safe for the community and their property.
- Recommendations are based upon information provided to, and observations made by NSW Police at the time the document was prepared.
- The evaluation/report is a confidential document and is for use by the person/organisation referred to on page one.
- The contents of this evaluation/report are not to be copied or circulated otherwise than for the purposes of the person/organisation referred to on page one.

NSW Police hopes that by using the recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

Rose Bay LAC

Licensing

1 Wunulla Road, Point Piper

Telephone 8356 8299 Facsimile 8356 8211 ENet 44399 EFax 44311 TTY 9211 3776 (Hearing/Speech impaired)

ABN 43 408 613 180

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Part 4	Final Comments

Part 1 – Context

The application is for a 4 tower development containing a total of 83 dwellings and 59 car spaces on sites at 315, 317, 321 and 327 New South Head Road, Double Bay. The dwellings are being constructed on 4 separate sites, with each of the 4 dwellings being constructed on a different site.

The location in which the development is proposed is in a primarily residential area with a main road (New South Head Road) as its entry/exit.

Double Bay CBD is 400 – 500 meters from the development site. Double Bay CBD has two hotels being the Golden Sheaf Hotel and Royal Oak Hotel in close proximity to the development. There is also two night club licences being Pink Salt and The Venue in the Double Bay CBD. There are 33 on-premises licences in the area and 2 bottle shop licences. Double Bay CBD currently has a 'medium' risk rating on the police Escalated Licensing Operation Response Model system, whereas all other suburbs in the Rose Bay LAC have a 'Low' risk rating.

Double Bay CBD has the highest level of Alcohol related crime in the Rose Bay LAC. See Annexure 1.

The Double Bay/Edgecliff area also has relatively high rates of break and enter and stealing offences. In the previous year the following rates of crime were reported in the Double Bay area: Stealing 125, Major traffic crash 90, Malicious damage 62, Assault 56, Break and enter 27, Stolen vehicle 22, Robbery 4. See annexure 2.

New South Head Road, Double Bay is the main arterial road for traffic in the Rose Bay LAC with a large number of residents and visitors using the road, particularly in peak times.

2.1 Surveillance

The buildings have good frontal surveillance with all building oriented towards New South Head Road. There appears to be medium surveillance however of the area between the buildings, which all have relatively narrow areas between them. There are two recessed areas between building A and building B which provide points out of view to residents. These areas can be used as hiding areas for criminals to avoid surveillance or to target residents. There are a number of buildings behind the development which also provide surveillance of the development site. A number of residences have balconies or terraces at the rear providing surveillance of this area.

The buildings are set quite close to New South Head Road which means there is only a short buffer between private and public space.

Dedicated off street parking has been shown to reduce vehicle theft in residential areas. Police note that from the development there is a total of 83 dwellings with 59 car spaces proposed, as opposed to the normal 89 car spaces required by council. This will result in a large number of residences having to park their vehicles off site, leading to more vehicles parked in surrounding streets which may result in increased vehicle theft/steal from motor vehicles.

The plans show large trees are to be placed on the New South Head Road border of the development. This may reduce observation and could possibly reduce vision of drivers using New South Head Road or for residents driving from the buildings.

2.2 Lighting

Lighting should meet minimum Australia and New Zealand Lighting standards. Effective lighting can reduce fear, improve visibility and increase the likelihood that any offenders will be detected and apprehended.

Lighting in car parks should be bright and even enough to permit an observer to see inside a parked vehicle. White ceilings and walls can greatly help reflect light.

All communal stairwells and fire exits should be well lit with bright, even lighting.

Any vegetation on the site should not block external lighting of the premises which reduces effectiveness of lights.

All entry's to the towers should be well lit to increase view of residences and reduce loitering.

2.3 Territorial Reinforcement

The development site is in close proximity to late trading venues such as the Golden Sheaf Hotel, Double Bay. Persons leaving the CBD of Double Bay will often make their way up New South Head Road towards Edgecliff. This may result in opportunistic street crime around the development.

The development is close to the Edgecliff train station which is often used by criminal elements to access the Rose Bay LAC. Due to its proximity dwellings may be targeted by criminals.

2.4 Environmental Maintenance

There are large solid walls on the New South Head Road face of the unit blocks. These large solid walls are often prone to graffiti offences. Green shrubs, creepers and vines that cannot be hidden behind can stop graffiti to these areas.

Maintenance of lighting both during and after construction needs to be considered to continue deterrence to criminal activity.

2.5 Activity and space management

The development is in close proximity to licensed premises in the Double Bay CBD. The development, having small walkways and driveways between the blocks may be susceptible to street offences being committed by persons leaving nearby hotels.

During daylight hours the fact that the development is located on a main road provides for good passing observation of the property.

2.6 Access Control

The development has several driveways between buildings. Access to buildings in the development can be achieved from these areas and may result in theft, break and enter and vandalism offences occurring in the area.

Burglary access points are most frequently the sides and rear of a building. Gating or fencing off the rear and side access points so that only residents can access these areas should be a consideration.

Intercom's to be used in the building should incorporate a camera for the resident to see who is calling them.

2.7 Aesthetics

The proposed development has four (4) residential towers with floor levels ranging from four (4) storeys to six (6) storeys. Currently the buildings which are occupying the lots are of two storey construction. The proposed development will have buildings as close to New South Head Road as the current structures however will be much taller. Buildings surrounding the development are generally set well back from the street providing less visual intrusion/obstruction and providing more room for vehicles. Buildings on the opposite side of New South Head Road are of a similar height however are of art deco construction. The proposed building is of modern design and is set very close to the roadway making it a dominating feature of that area of road.

See Annexure 3 for images taken by police of the footpath and current buildings.

The number of dwellings to be proposed on the site is 83 apartments. 32 of these dwellings are studio apartments which have no requirement for parking by council standards. Of the 51 remaining apartments council require 89 spaces. The development provides for 59 spaces, a shortfall of 30 spaces.

The location where the development is proposed is on a main road, being New South Head Road. This is a major route for all residents living from Double Bay to Watson's Bay, the only alternative being Old South Head Road.

The Traffic Sergeant from Rose Bay Highway Patrol has been consulted and provided the following recommendations:

- That 'No right turn' signs be erected on New South Head Road preventing Eastbound vehicles turning right into the parking areas
- Investigate the possibility of installing a concrete median strip on New South Head Road
- That 'No right turn' restriction from parking lot onto New South Head Road be implemented and for driveways to be constructed in a way to prevent this also
- That 'No stopping' signs be erected along the west bound lanes of New South Head Road outside the entire length of the development to prevent persons stopping in front of the premises.

The development proposes car lifts for use by residents taking residents vehicles to a lower ground parking area. The car lifts, on average take 3 minutes and 25 seconds to lower and return. Police have concerns regarding plans of building A and building B regarding parking.

During peak times, if a car was waiting to use the lift it would block access to other car spaces below ground, possibly causing vehicles to line up behind waiting cars. This may result in cars lining up over the footpath on New South Head Road or on New South Head Road itself. There also appears to be a lack of any 'waiting bays' for vehicles to park whilst waiting for proposed car lifts to return. Internal congestion of the car park due to this system could occur.

Attached to this report is a map of the local area surrounding the development. Due to the lack of both resident and visitor parking provided and the development being on a main road, there may be increased pressure on parking in surrounding streets, primarily Henrietta Street, Holt Street, Ocean Avenue and Bay Streets. See Annexure-4. This Annexure also demonstrates the small amount of space that is between the residential development and the roadway.

The development is within close proximity to the Edgecliff Train Station however the potential still exists that a large number of residents may own / regularly use a motor vehicle.

In the period of 01/01/09 – 03/08/2010 there were 17 reported Major Traffic Accidents (tow, injury, driver failing to stop, intoxicated driver) and 18 Minor traffic accidents in the vicinity of the development. There was one major and one minor accident directly in front of the proposed development. See attached map of reported accidents, Annexure 5.

Police have concerns in relation to the number of car spaces allocated to the units, lack of visitor spaces, the layout of proposed spaces and lack of surrounding areas for residents/visitors to park vehicles.

PART 4 – Final Comments

It is recommended that :

Parking at least meet Woollahra Councils minimum requirements, being 89 spaces for the 51 non-studio units (currently only 59 spaces provided).

At least some parking provisions be provided for the studio apartment block.

Where possible a waiting bay be implemented where a car lift is used. Preference would be for a standard ramp style car park for multiple levels.

Lighting recommendations be implemented

The blank walls on New South Head Road be covered in vegetation or anti graffiti material

Access to the sides and rear of the building be restricted by security gates

Spot and sensor lighting be considered in the sides and rear of the buildings, which are recessed and could hide possible offenders

Intercoms with screen monitors be implemented

Recommendations from the Traffic Sergeant, Rose Bay LAC be implemented

We would like to thank you for the opportunity of inspecting the plans for this development and should you require further information on the subjects mentioned with this report feel free to contact Senior Constable Brent Bell, Licensing Officer, Rose Bay LAC, Phone 02-8356 8200. We would also appreciate feedback from our recommendations outlined in this assessment and whether any of our recommendations were implemented.

Yours sincerely

Brent Bell

Senior Constable

Rose Bay Local Area Command.

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Your Reference: DA258/2010/1
Our Reference: ID 10M1110 - SYD10/00467
Contact: Ravi Ravendra
Telephone: 8849 2540

The General Manager
Woolahra Municipal Council
PO Box 61
DOUBLE BAY NSW 1360

Attention: David Waghorn

CONSTRUCTION OF 4 RESIDENTIAL FLAT BUILDING AT 315, 317,321, & 327 NEW SOUTH HEAD ROAD, DOUBLE BAY.

Dear Sir,

I refer to your letter dated 9 June 2010 (Council Reference: DA 258/2010/1), with regard to the above-mentioned development application, which was referred to the Roads and Traffic Authority (RTA) as an Integrated Development.

In this instance, the development is not 'integrated development', as Council is both the consent authority for the development and the approval authority for New South Head Road (refer to Section 91(3) of the *Environmental Planning and Assessment Act, 1979*). Consequently, the RTA cannot accept the payment of a fee for the assessment of this development application. As a result, the \$250 fee previously forwarded for this development is duly returned to Council for refund to the developer.

However, the proposed driveways on New South Head Road require the concurrence of the RTA under Section 138 of the Roads Act, 1993.

The development application has been reviewed and the RTA grants concurrence to the proposed driveways on New South Head Road, subject to the following requirements being included in the development consent:

1. Driveways:

- Driveway Access – No. 315
The driveway shall incorporate a raised central median island and the entry and exit shall be splayed and channelized to physically restrict entry and exit movements to left in / left out only.
- Driveway Access – No. 317 and 321
The driveway shall be a minimum of 6 metres in width for a minimum distance of 6 meter within the subject site.

2. The design and construction of the gutter crossing off New South Head Road shall be in accordance with AS2890.1 - 2004 and the RTA's requirements. Details of these requirements can be obtained from the RTA's Project Services Manager, Traffic Projects Section, Parramatta Ph: 8849 2144.

A certified copy of the design plans shall be submitted to the RTA for consideration and approval prior to the release of any construction certificate by Council and commencement of road works.

The RTA fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of the works.

3. The developer is to submit detailed design drawings and geotechnical reports relating to the excavation of the site and support structures to the RTA for assessment (prior to the approval of any Construction Certificate). The developer is to meet the full cost of the assessment by the RTA.

This report would need to address the following key issues:

- The impact of excavation/rock anchors on the stability of the New South Head Road and detailing how the carriageway would be monitored for settlement.
- The impact of the excavation on the structural stability of the New South Head Road.
- Any other issues that may need to be addressed (Contact: Geotechnical Engineer Stanley Yuen on Ph: 8837 0246 or Graham Yip on Ph: 8837 0245) for details.

4. The redundant driveways are to be removed with kerb and gutter reinstated to RTA's requirements.

5. All road work / regulatory signposting associated with the development shall be at no cost to the RTA.

In addition to the above, the RTA provides the following advisory comments to Council for its consideration in the determination of the development application:

6. The proposed development should be designed such that road traffic noise from New South Head Road is mitigated by durable materials, in accordance with EPA criteria for new land use developments (The Environmental Criteria for Road Traffic Noise, May 1999). The RTA's Environmental Noise Management Manual provides practical advice in selecting noise mitigation treatments.

7. The layout of the proposed car parking areas associated with the subject development (such as ramp grades, turn paths, sight distance requirements, aisle widths and parking bay dimensions) should be in accordance with AS 2890.1 - 2004.

8. All vehicles must enter/exit the site in a forward direction.

9. All vehicles must be wholly contained within the property before being required to stop.

10. Provision should be made to accommodate all demolition and construction vehicles on-site, to alleviate any need to park on New South Head Road.

Any inquiries can be directed to the nominated Land Use and Transport Planner, Ravi Raveendra on 8849 2540, or facsimile 8849 2918.

Yours faithfully,



James Hall

Senior Land Use Planner

Transport Planning, Sydney Region

21 July 2010

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Introduction

This State Environmental Planning Policy 1 (SEPP1) Objection, has been prepared by Meccone Planning and Project Management on behalf of New South Head Road Properties Pty Ltd, in support of a development application for four residential flat buildings, which consist of a total of 83 units, for the properties located at 315, 317, 321 and 327 New South Head Road, Double Bay. The proposal also includes 59 car parking spaces in basement car parking facilities to 315, 317 and 321 New South Head Road, Double Bay only.

This report sets out the basis for the SEPP 1 objection. The SEPP 1 objection has been prepared in conjunction with a Statement of Environmental Effects in support of the proposal. The SEPP 1 Objections is being made to development standards in the Woollahra Municipal Council's (Council) Local Environmental Plan 1995 (WLEP 1995).

Specific standards being objected to are:

- Floor space ratio controls;
- Site area and site frontage, and
- Height controls applying to 321 and 327 New South Head Road.

Application of SEPP 1

SEPP 1 is a policy, which allows for well founded variations to development standards. A SEPP 1 objection provide Councils with the ability to approve development applications that do not comply with a development standard, provided that the subject development standard can be shown to be unreasonable or unnecessary. An application needs to be submitted outlining why the standards are unnecessary and indicate that the objectives can be achieved. If Council is satisfied that the objection is well founded, and that the application still achieves the objectives of the planning controls, consent may be given to the development application.

Standards being objected to

Site Area and Site Frontage

Clause 10B of the WLEP 1995, states:

10B Site area and frontage standards

- (1) A site must not be developed for the purpose of a residential flat building containing 3 dwellings or fewer unless the width of the site at the front alignment is 15 metres or more.

Note. No minimum site area requirements apply.

- (2) A site must not be developed for the purpose of a residential flat building containing 4 or more dwellings unless:

(a) the site area is 930m² or more, and

(b) the width of the allotment at the front alignment is 21 metres or more.

Floor Space Ratio

Clause 11 of the WLEP 1995, states:

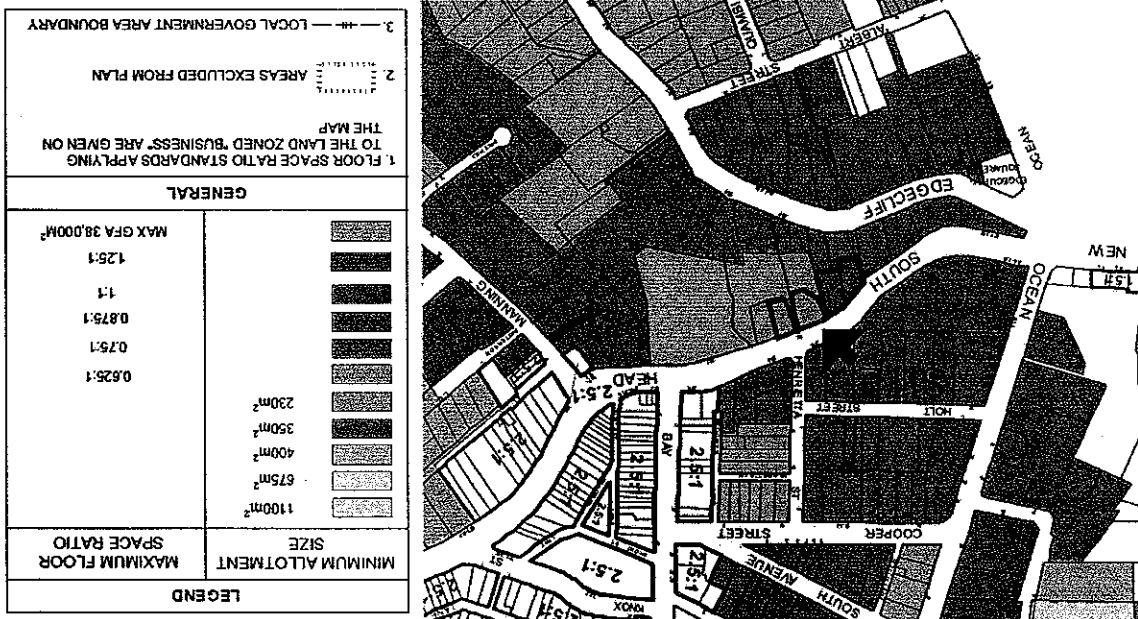
11 Floor space ratios

- (1) A building (other than a dwelling-house or a dual occupancy) shall not be erected on land to which this plan applies if:

(a) the floor space ratio would exceed the ratio indicated for that land on the density map, or

(b) in the case of 2 floor space ratios being indicated for that land on the density map, the floor space ratio would exceed the greater of the 2 ratios.

Figure 1. Existing Development Standard from WLEP 1995 FSR Map



This SEPP 1 objection seeks a variation in the floor space ratio controls applying to all sites, namely the FSR of 0.625:1 and the FSR standard of 0.875:1

Height

Clause 12 of the WLEP 1995, states:

12 Height of buildings

(1) A building shall not be erected on land within a height zone to a height greater than the maximum height shown on the height map as applicable to land within that height zone.

The SEPP No. 1 objection is based on previous Land and Environment Court (the Court) decisions. It is considered that for a SEPP No. 1 objection to be upheld, it is necessary that Council or the Court be satisfied on the basis of certain principles. The case law generally referred to, which identified these principles was *Winten Property Group v North Sydney Council* 2001 NSWLEC. The principles include:

1. The objection is 'well founded';
2. Granting of consent to your development application is consistent with the aims of SEPP No. 1;
3. Strict compliance with the development standards would, in this particular case:
 - a. Be unreasonable;
 - b. Be unnecessary; or
 - c. Tender to hinder the attainment of the objects specified in s5(a)(i) and s5(a)(ii) of the Environmental Planning and Assessment Act 1979; and
4. The considerations in Clause 8(a) and (b) of SEPP No. 1 support the SEPP No. 1 objection being upheld.

Recently, the decision in *Wehbe v Pittwater Council* [2007] NSWLEC 827 reassessed these principles and provided a different approach by the Court to SEPP No. 1 objections. The approach is a five part test, which relates to the foundation of an objection. The five part test includes:

1. Establish that compliance with the development standard is unreasonable or unnecessary because the proposed development "proffers an alternative means of

1.3

Relevant case law

This SEPP 1 objection seeks a variation in the height controls applying to 321 and 327 New South Head Road.

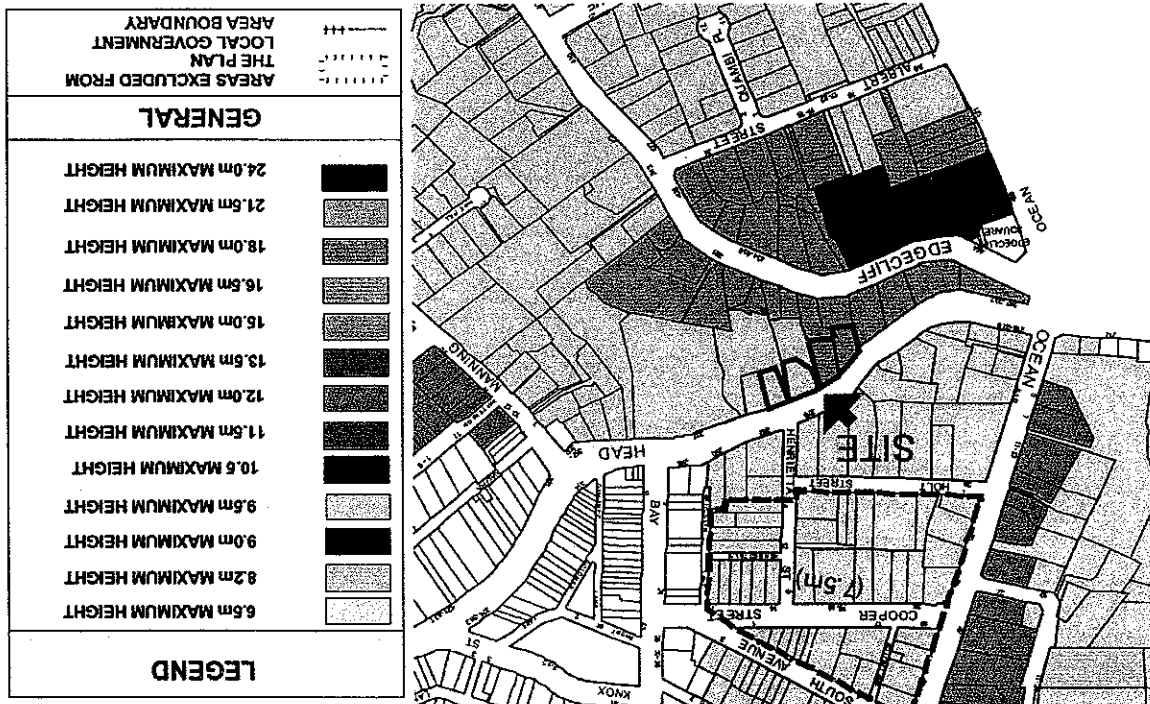


Figure 2. Existing Development Standard from WLEP 1995 Height Map

- achieving the objective [of the standard, and] strict compliance with the standard would be unnecessary (it is achieved anyway) and unreasonable (no purpose would be served);
2. Establish that the underlying objective or purpose of the development standard is not relevant to the development with the consequence that compliance is unnecessary; or
 3. Establish that the underlying objective or purpose of the development standard would be defeated or thwarted if compliance was required with the consequence that compliance is unreasonable; or
 4. Establish that the development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary or unreasonable; or
 5. Establish that the zoning of particular land was unreasonable or inappropriate so that the development standard appropriate for that zoning was also unreasonable or unnecessary as it applied to that land and that compliance with the standard in that case would also be unreasonable or unnecessary.

Assessment against LEP objectives

Zone

The site is zoned Residential 2(b) under the WLEP 1995. The objectives of the zone are:

- To provide for areas of medium and high density residential development in appropriate locations,
- To encourage a diversity of dwelling types and tenure,
- To allow non-residential development of low intensity which is compatible with the residential character and amenity of the locality,
- To improve access to and along the Sydney Harbour foreshore where opportunities arise, and
- To protect the environmental attributes of the foreshore lands.

The proposed development is for residential flat buildings. The WLEP 1995 defines residential flat buildings as:

"Residential Flat Building means a building containing two or more dwellings, but does not include a building specifically defined elsewhere in this Schedule."

In accordance with Clause 8 of the WLEP 1995, Residential flat buildings are permissible within the zone only with development consent.

An assessment of the objectives of the land use zone is provided in Table 1 below. The assessment found that the proposal meets the objectives of the zone and is a suitable development for the area.

Table 1. Assessment of WLEP 1995 Zone Objectives

Objective	Comment
(a) to provide for areas of medium and high density residential development in appropriate locations,	The proposed development is in an area appropriate for medium density development. The site is located in close proximity to public transport, services and retail facilities. Immediate surrounding development generally consists of residential flat buildings. In addition, the subject site land topography in relation to New South Head Road is suitable for medium density development as there is minimal adverse environmental impact to adjoining properties.
(b) to encourage a diversity of dwelling types and tenure,	The proposed development provides a range of dwelling mix form studios to 3 bedroom units, to encourage a diversity of owner occupiers and/or tenants to Double Bay.

Site Area and Site Frontage

Clause 10A of the WLEP 1995 identifies the objectives of site area and site frontage development standards for residential flat buildings. An assessment of the objectives set in Clause 10A is provided in Table 2 below.

Table 2. Assessment of WLEP 1995 FSR Objectives

Objective	Comment
(a) to achieve compatibility between the scale, density, bulk and landscape character of buildings and allotment size,	The proposed development is consistent with surrounding development in regards to bulk and scale on relatively similar size allotments. Appropriate landscaping has been provided to respond to character of the area.
(b) to provide sufficient space between buildings, to maximise daylight and sunlight access between buildings, to ensure adequate space for deep soil landscaping and to preserve view corridors,	The proposed development provides sufficient space between buildings, which results on more than satisfactory solar and natural ventilation amenity, complying with SEPP 65 principles and standards. An average of 39% of the frontage area includes landscaping for deep soil planting. The proposal is in character with surrounding development and maintains important view corridors where necessary.
(c) to prevent permanent barriers to sub-surface water flows,	The proposal does not generate significant impacts to water flow. The proposal includes on-site detention to adequately address water flows for events in 1 in 100 year ARI or greater.

floor space ratio, in relation to a building, means the ratio of the gross floor area of the building to the site area of the land on which the building is or is proposed to be erected.

The WLEP 1995 defines FSR as:

* Proposed FSR development standard as per Council's strategic document, refer to Section 5

Site	Zone	FSR	Proposed FSR*
315	2(b) - Residential B	0.875	1:1
317	2(b) - Residential B	0.875	1:1
321	2(b) - Residential B	0.625	1:1
327	2(b) - Residential B	0.625	1:1

Table 3. Existing and Proposed Floor Space Ratio Development Standards

The FSR is identified on Council's density map for the subject site as follows:

- (a) the floor space ratio would exceed the ratio indicated for that land on the density map, or
- (b) in the case of 2 floor space ratios being indicated for that land on the density map, the floor space ratio would exceed the greater of the 2 ratios.
- (1) A building (other than a dwelling-house or a dual occupancy) shall not be erected on land to which this plan applies if:
- 11 Floor space ratios

Floor Space Ratio (FSR) is a development standard as established in the WLEP 1995, density map. Clause 11 of the WLEP 1995 states that:

Floor Space Ratio

2.3

The WLEP 1995 does not provide a definition for site frontage.

site area means the area of land to which an application for consent under the Act relates, including any land on which the development to which the application relates is permitted by or under this plan, other than any long narrow corridor or accessway in the case of hatchet shaped or irregular allotments or land which was below the line of maximum tidal reach as at 15 December 1972 or at a date determined by the Council.

The WLEP 1995 defines site as:

Objective	Comment
(d) to ensure that there is sufficient land for car parking on site,	Buildings A, B and C include basement car parking. Sufficient space is provided on site to meet Council's car parking requirements.
(e) to encourage consolidation of allotments in appropriate locations to enable the development of a diversity of dwelling types.	Consolidation of allotments was not possible.

Assessment

Clause 11A of the WLEP 1995 identifies the objectives of floor space ratio development standard. An assessment of the objectives set in Clause 11A is provided in Table 4 below.

Table 4. Assessment of WLEP 1995 FSR Objectives

Objective		Comment	
(a) to set the maximum density for new development,	The maximum floor space ratio (FSR) is identified in Council's density map. Assessment of recent approvals in the Double Bay Area has found that there have many examples where the set maximum density for new development has been exceeded.	The proposed development is located in the Wallaroy Precinct	An assessment against Council's desired future character has been undertaken. Assessment of recently approved residential flat buildings in the Double Bay Area indicates that there are many examples where the FSR control has been exceeded, however it is considered that the developments are generally consistent with the objectives of the desired future character. Refer to Section 4.4.4 of the SSE for an assessment of Council's desired future character for the Wallaroy Precinct
(b) to control building density, bulk and scale in all residential and commercial localities in the area in order to achieve the desired future character objectives of those localities,	The proposed development is located in the Wallaroy Precinct	The proposed development has been designed to respond to the surrounding development and minimise any potential adverse environmental impacts to adjoining properties.	The proposed development is consistent with surrounding development. An assessment of the surrounding development in Double Bay was undertaken. The assessment found that there were many examples of development in Double Bay that exceed density and height development controls.
(c) to minimise adverse environmental effect on the use or enjoyment, or both, of adjoining properties, and	The proposed development is located in the Wallaroy Precinct	The proposed development has been designed to respond to the surrounding development and minimise any potential adverse environmental impacts to adjoining properties.	The proposed development is consistent with surrounding development. An assessment of the surrounding development in Double Bay was undertaken. The assessment found that there were many examples of development in Double Bay that exceed density and height development controls.
(d) to relate new development to the existing character of the surrounding built and natural environment as viewed from the streetscape, the harbour or any other panoramic viewing point.	The proposed development is located in the Wallaroy Precinct	The proposed development has been designed to respond to the surrounding development and minimise any potential adverse environmental impacts to adjoining properties.	The proposed development is consistent with surrounding development. An assessment of the surrounding development in Double Bay was undertaken. The assessment found that there were many examples of development in Double Bay that exceed density and height development controls.

Height

Height is a development standard as established in the WLEP 1995, height map. Clause 12 of the WLEP 1995 states that:

- (1) A building shall not be erected on land within a height zone to a height greater than the maximum height shown on the height map as applicable to land within that height zone.
- (2) If, on the height map, 2 height limits are indicated as applying to the land within a height zone:

- (a) the height indicated by the colouring on the height map shall be the overall height limit for a building for the purpose of subclause (1), and
- (b) no building or part of a building shall be erected on land within the height zone to a height greater than the figure shown bracketed on the height map, above the highest part of the land (exclusive of any access corridor) or the crown of any road to which the land has direct frontage, whichever is the higher.
- The height development standard is identified on Council's height map for the subject site as follows:

Table 5. Existing Height Development Standards

Site	Zone	Height	Proposed Height*
315	2(b) - Residential B	18m	18m
317	2(b) - Residential B	18m	18m
321	2(b) - Residential B	9.5m	14.4m
327	2(b) - Residential B	9.5m	14.4m

* Proposed FSR development standard as per Council's strategic document, refer to Section 4

The WLEP 1995 defines height as:

height, in relation to a building, means the greatest distance measured vertically from any point on the building to the existing ground level immediately below that point

Assessment

Clause 12A of the WLEP 1995 identifies the objectives of maximum building height development standards. An assessment of the objectives set in Clause 12A is provided in Table 6 below.

Table 6. Assessment of WLEP 1995 Height Objectives

Objective	Comment
(a) to minimise impact of new development on existing views of Sydney Harbour, ridgelines, public and private open spaces and views of the Sydney City skyline,	The proposed development does not obstruct or impact on existing views of Sydney Harbour, ridgelines, public and private open spaces, and views of the Sydney City Skyline.
(b) to provide compatibility with the adjoining residential neighbourhood,	The proposed development is consistent with surrounding development. Adjoining residential development generally consists of residential flat buildings, especially to the rear of the subject site.
(c) to safeguard visual privacy of interior and exterior living areas of neighbouring dwellings,	The proposal has been designed to safeguard visual privacy at every opportunity by minimising views to interior and exterior living areas.

Objective	Comment
(d) to minimise detrimental impacts on existing sunlight access to interior living rooms and exterior open space areas and minimise overshadowing.	The proposal does not provide a detrimental outcome to existing sunlight access to interior living rooms and exterior open space areas. Refer to Section 5.2.2 of the SEE for an assessment of the shadow impacts of the proposal. Full shadow plans are found at Appendix 3 of the SEE.
(e) to maintain the amenity of the public domain by preserving public views of the harbour and surrounding areas and the special qualities of streetscapes.	The proposal will generally maintain views to the surrounding area and will not obstruct views to the harbour.

Justification for the departures

Site Area and Site Frontage

The proposal is consistent with the existing built form context which generally exceeds the development standard

Therefore, the development standard is unreasonable and therefore compliance with the standard in this case would also be unreasonable.

The proposal is for a master planned site with an overall frontage of approximately 94 metres and an overall site area of 2,488m²

Therefore, the underlying objective or purpose of the development standard is not relevant to the development with the consequence that compliance is unnecessary

Assessment

1. There are numerous examples in the Double Bay Area where there are residential flat buildings located on sites, which have an area less than 930m² and site frontages less than 21 metres. Our analysis, which is represented in Figure 3 identifies 43 sites within a designated study area and in proximity to the site that do not comply with Clause 10B of the WLEP 1995. In addition, there are 20 sites that only comply with one of the development standards in Clause 10B.

Further, there are a total of seven sites immediately to the rear of the subject site that do not meet the development standards in Clause 10B, this includes:

 - Three sites that don't meet both the site area and site frontage standards; and
 - Four sites that only meet one of the development standards.

2. Masterplan Approach

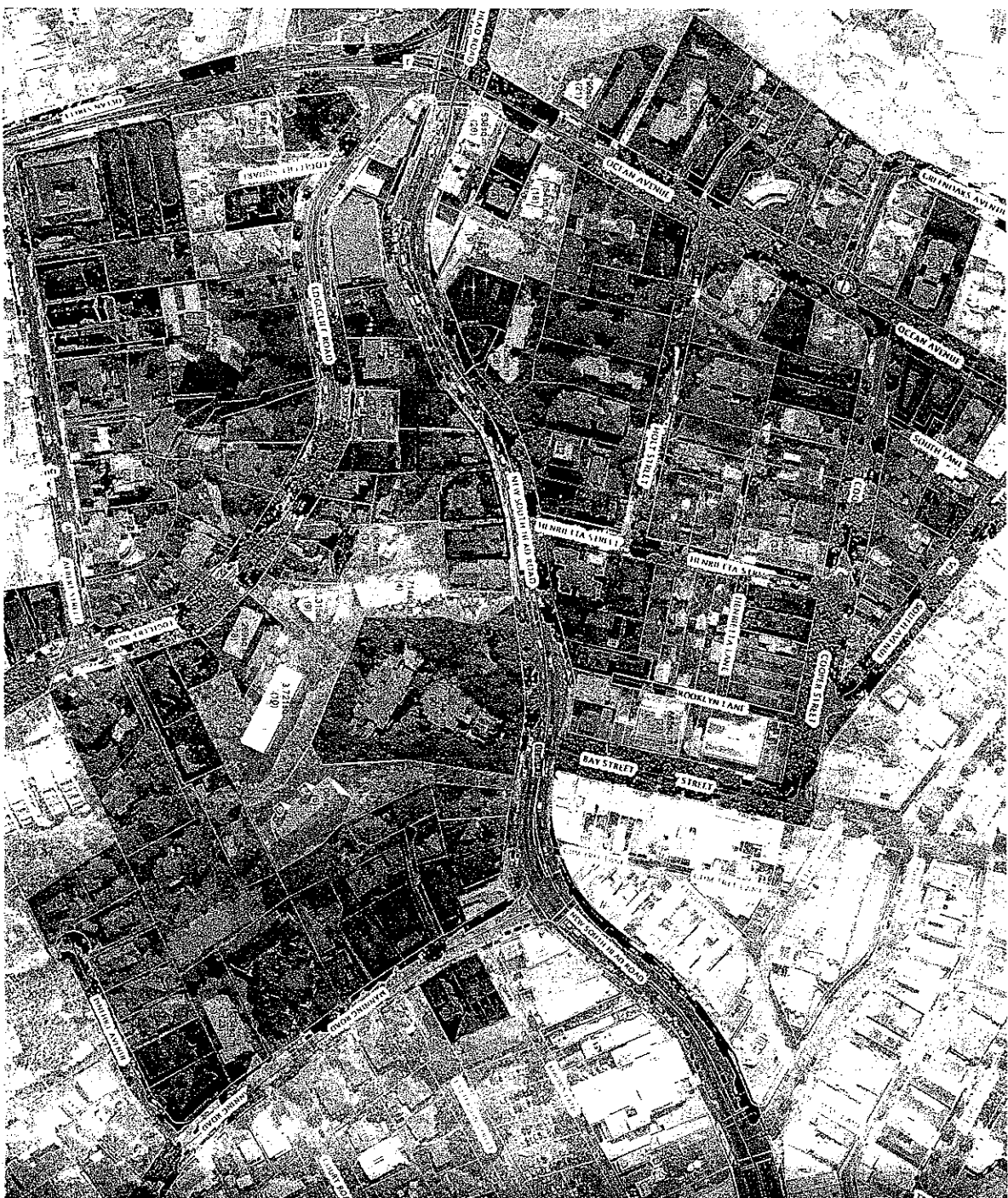
The design of the proposed was approached in a masterplan methodology, as amalgamation of the properties is currently not possible. Driveways and pedestrian access points, which are owned by adjoining neighbours, currently separate the properties. However, a single development application could be submitted, if there is a common connection between the properties, for example public domain works that connect the properties.

The inclusion of public domain works along the frontage of the subject site was always one of the main aspects of the redevelopment, which would physically link the sites.

In addition, the properties located at 315, 317, 321 and 327 New South Head Road exhibit a number of common characteristics, which include:

- The properties are found along New South Head Road at the bottom of a rock cutting;
- There is a significant height difference between New South Head Road and the top of the cutting, on which adjoining properties are located;
- The properties are situated in a row to the frontage of New South Head Road;
- The properties form a gateway entry to Double Bay;
- The properties are located in close proximity to public transport; and
- The properties are located in close proximity to the Edgecliffe and Double Bay town centres.

Figure 3. Analysis of surrounding built form – Site Area and Site Frontage



Legend

- Meets all development standards in Clause 10B of WLEP 1995
- Does not meet the development standards in Clause 10B of WLEP 1995
- Only meets one of the development standards in Clause 10B of WLEP 1995
- Commercial land use Clause 10B of WLEP 1995 not applicable
- Residential houses Clause 10B of WLEP 1995 not applicable
- Site Area sq.m (20)
- The Site
- Church

Note:
The analysis was conducted as a desktop investigation. The site areas and site frontages were estimated taken from aerial images on Google Earth Pro. Subdivision layout based on Land and Property Management Authority (LPMA) Spatial Information Exchange Service.

Floor Space Ratio

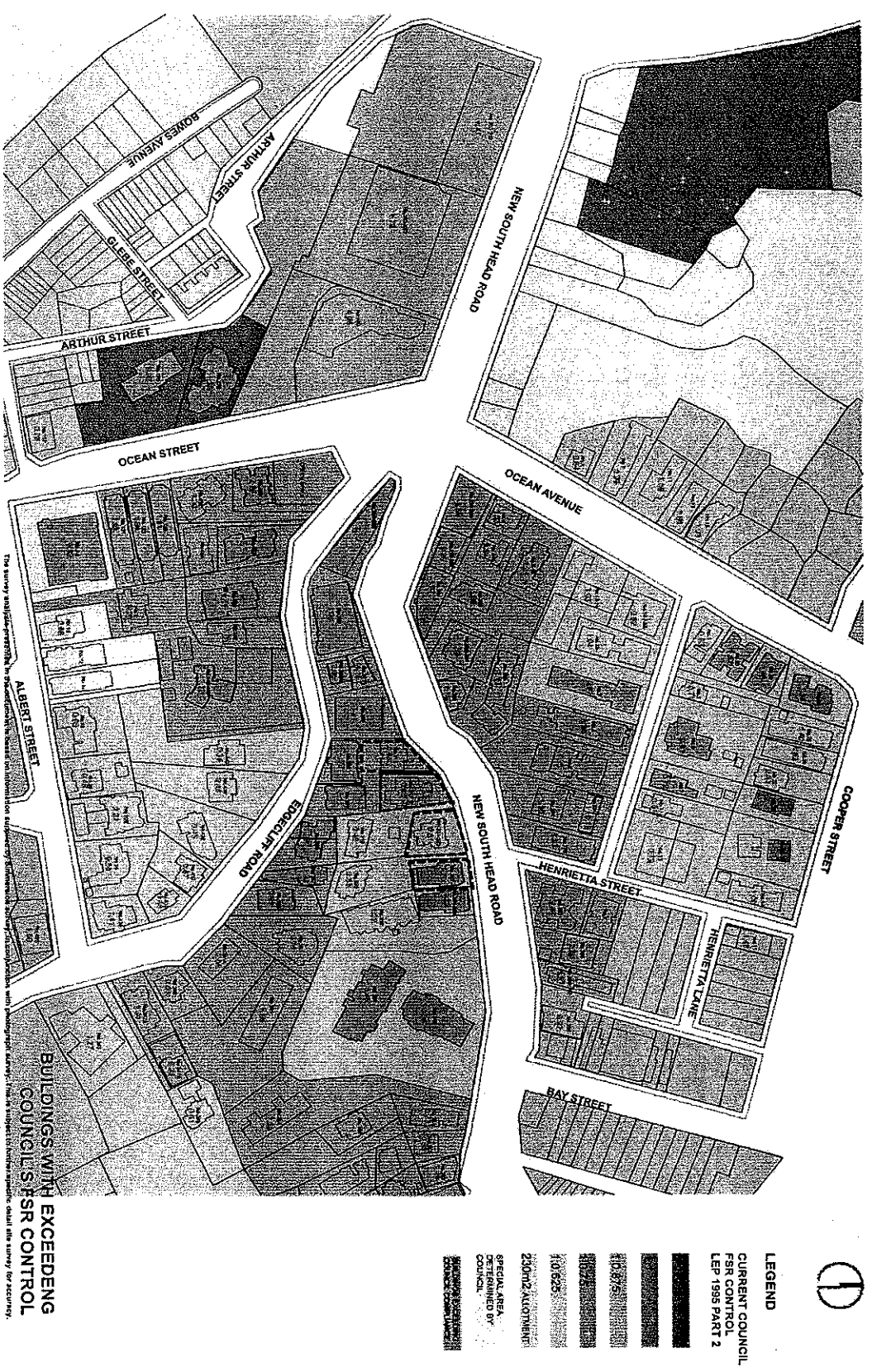
The proposal is consistent with the existing built form context which generally exceeds the development standard

Therefore, the development standard is unreasonable and therefore compliance with the standard in this case would also be unreasonable.

Assessment

It is evident that the majority of the surrounding built form is significantly above the floor space ratio controls applying to the area. Our analysis of existing built forms, which is represented in Figure 3 and summarized in Table 6, reveal that 23 developments within the vicinity were on average, 162% beyond the maximum permissible floor space ratio. Nearby properties where up to 359% above the prevailing floor space ratio controls. Buildings on all adjacent properties to the east and south of the site exceed the floor space ratio by up to 323%. To erect a building that is compliant with the existing development standard will result in development that is incongruous with its context. That is the overall bulk would be reduced to a level that would be inconsistent with the areas built form context.

Figure 4. Analysis of surrounding built form – Floor Space Ratio



A review of 17 approved residential flat building developments revealed an average departure from FSR controls of 51%. However, departures were up to 153% above the prevailing planning controls (refer to Table 8). While many examples are not in the immediate vicinity of the sites, it is illustrative of the approach to FSR standards. There has been limited development in the immediate vicinity of the site in recent years.

Assessment

As can be seen from Table 7, the development standard has been virtually abandoned or destroyed by the consent authorities own actions in granting consents departing from the standard resulting in a streetscape that departs from the intended outcome under the existing control. Hence, compliance with the standard is unnecessary or unreasonable.

Approved development in the sites context has exceeded development standard

Property	Actual FSR	Max FSR	Departure from Control
365A Edgecliff Rd	2.85	0.875:1	226%
365 Edgecliff Rd	3.21	0.875:1	267%
363 Edgecliff Rd	4.02	0.875:1	359%
361 Edgecliff Rd	3.11	0.875:1	255%
359 Edgecliff Rd	1.59	0.875:1	82%
357 Edgecliff Rd	1.22	0.875:1	39%
355 Edgecliff Rd	0.93	0.875:1	6%
442-448 Edgecliff Rd	1.41	0.875:1	61%
450 Edgecliff Rd	1.51	0.875:1	73%
452 Edgecliff Rd	2.11	0.875:1	108%
458 Ocean St	2.74	0.875:1	213%
311 New South Head Rd	3.70	0.875:1	323%
325 New South Head Rd	0.63	0.625:1	0.8%
327 New South Head Rd	1.20	0.625:1	92%
331-333 New South Head Rd	1.28	0.625:1	105%
224-228 New South Head Rd	3.42	0.875:1	291%
230 New South Head Rd	2.87	0.875:1	228%
250 New South Head Rd	1.08	0.875:1	23%
252-254 New South Head Rd	1.35	0.875:1	54%
256 New South Head Rd	1.89	0.875:1	116%
264 New South Head Rd	3.97	0.875:1	354%
274 New South Head Rd	3.57	0.875:1	308%
276 New South Head Rd	2.04	0.875:1	133%
Average	2.25		162%

Table 7. Summary of the FSR of surrounding built form and departure from controls

3.3

Height

The proposal is consistent with the existing built form context which generally exceeds the development standard

Therefore, as can be seen from Table 6, the development standard is unreasonable and therefore compliance with the standard in that case would also be unreasonable.

Assessment

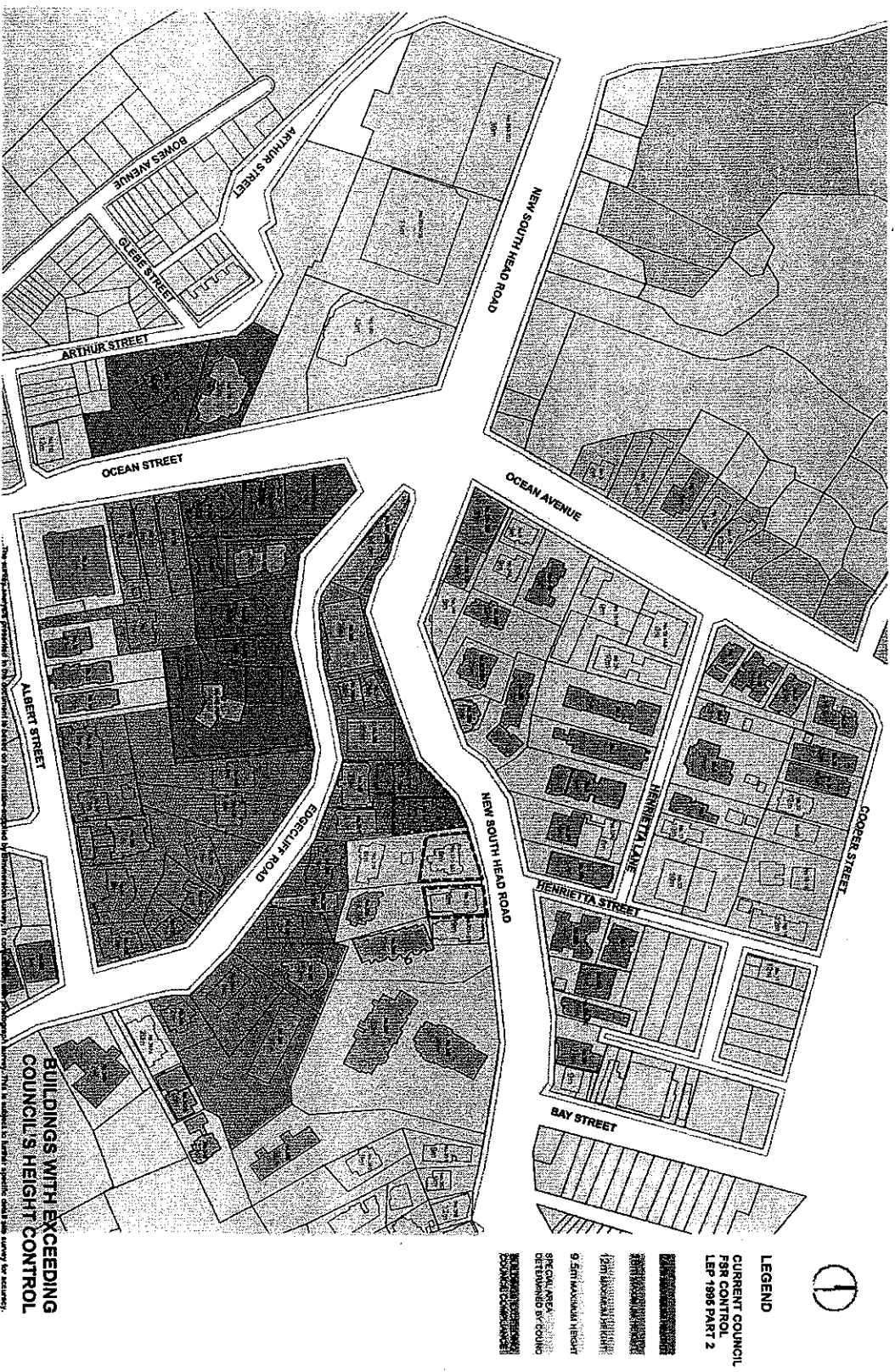
It is evident that the majority of the surrounding built form is significantly above the height controls applying to the area. Our analysis of existing built forms, which is represented in Figure 4 and listed in Table 8, showed that there are 31 developments in the vicinity of the subject site that were, on average, 86% beyond maximum permissible height controls. Once again the resultant planning outcome is somewhat different from what was initially envisaged.

To erect a building that is compliant with the existing development standard will result in development that is incongruous with its context. The scale of the buildings on 321 and 327 New South Head Road would be reduced to a level that the would be inconsistent with the areas built form context, if the standard were enforced. This is why Council has reviewed the height controls applying to these sites and has increased these to 14.4m as proposed controls in recent their opportunity sites strategic assessment. Refer to Section 4.3.2 of the SSE for discussion on strategic document.

Table 8. Approved Development Exceeding FSR Development Standards

Property	Number of Units	Approved FSR	Permissible FSR	Departure from Control
23 Manning Road, Double Bay	8	1.51:1	0.625:1	141%
34-38 Wolseley Road, Point Piper	8	1.58:1	0.625:1	153%
8 Beach Street, Double Bay	3	1.16:1	0.625:1	86%
32-34 New South Head Road, Vaucluse	10	1.75:1	1.5:1	17%
17 Thornton Street, Darling Point	3	1.25:1	1:1	25%
12-16 Bundarra Road, Bellevue Hill	6	1.08:1	0.75:1	44%
4 - 8 Patterson Street, Double Bay	7	1.42:1	1:1	42%
42 and 42A Wolseley Road, Point Piper	4	1.26:1	0.625:1	102%
625 New South Head Road, Rose Bay	5	0.88:1	0.85:1	4%
15 Benelong Crescent, Bellevue Hill	3	0.92:1	0.75:1	24%
17-19 Benelong Crescent, Bellevue Hill	6	1.09:1	0.875:1	20%
8-10 Bundarra Road, Bellevue Hill	8	1.37:1	0.875:1	56%
18-22 Bundarra Road, Bellevue Hill	7	1.21:1	0.875:1	38%
*188 Oxford St, Paddington	85	1.04:1-1.42:1	1.04:1-1.42:1	N/A
1A Rose Bay Ave, Rose Bay	8	1.232:1	Min lot 675sqm	N/A

Figure 5. Analysis of surrounding built form – Height



Approved development in the sites context has exceeded the height development standard

As can be seen from Table 9, the development standard has been virtually abandoned or destroyed by the consent authorities own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary or unreasonable.

Property	Actual Height (m)	Max Height (m)	Departure from Control
287-289 Edgecliff Rd	24.5	18	36%
369 New South Head Rd	26	18	44%
365A Edgecliff Rd	28	18	56%
365 Edgecliff Rd	20	18	11%
363 Edgecliff Rd	25	18	39%
361 Edgecliff Rd	31	18	72%
357 Edgecliff Rd	22	18	22%
442-448 Edgecliff Rd	50	24	108%
452 Edgecliff Rd	26	24	8%
253 Edgecliff Rd	21.4	18	19%
347 Edgecliff Rd	27	18	50%
335 New South Head Rd	12	9.5	26%
325 New South Head Rd	14.5	9.5	53%
337 New South Head Rd	20	9.5	111%
349 New South Head Rd	25	9.5	163%
224-228 New South Head Rd	20	9.5	111%
230-236 New South Head Rd	30	9.5	216%
250 New South Head Rd	18	9.5	89%
8-10 Ocean Avenue	22	9.5	132%
252-254 New South Head Rd	21	9.5	121%
256 New South Head Rd	18	9.5	89%
260 New South Head Rd	12	9.5	26%
264 New South Head Rd	18	9.5	89%
274 New South Head Rd	36	9.5	279%
276 New South Head Rd	16.5	9.5	74%
2 Holt Street	12	9.5	26%
4 Holt Street	10	9.5	5%
6 Holt Street	18	9.5	89%
282 New South Head Rd	32	9.5	237%
286 New South Head Rd	24	9.5	152%
290-292 New South Head Rd	20	9.5	111%
Average	22.6		86%

Table 9. Summary of the height of surrounding built form and departure from controls

Issue	Summary response	Reference
Views and Vistas	The proposal does not significantly impact on views to the harbour or surrounding area. Buildings to the rear of the subject site are unlikely to experience any view loss due to the existence of thick vegetation. However, without the vegetation these buildings may be vulnerable to minor view loss as the subject site has an existing height limit of up to 18 meters, on land parcels located at 315 and 317 New South Head Road. Council as part of their Opportunity Sites Strategic Document and preparation of their new LEP, propose to vary the existing height limit of 321 and 327 New South Head Road to be up to 14.4 metres, which the proposed development generally complies with. In addition, Mecone have undertaken a review of Land and Environment Court	Section 5.2.3 of SEE

Table 11. Summary of urban design and contextual analysis

This section summarises the urban design and context analysis undertaken for the proposal. It is clear that the proposal is consistent with the scale of the surrounding built form and will not have significant impacts on surrounding residents. Table 11 outlines this assessment and makes reference to areas within the in the Statement of Environmental Effects that address each issue:

Urban design and contextual analysis

3.4

Property	Number of Units	Approved Height	Permissible Height	Departure from Control
147 Victoria Road, Bellevue Hill	3	12.4m	12m	3%
599-601 New South Head Road & 1 Cranbrook Road, Rose Bay	71 bedrooms	13.7m	9.5m	44%
625 New South Head Road, Rose Bay	5	11.1m	9.5m	17%
12-16 Bundarra Road, Bellevue Hill	6	13.7m	6.5m	111%
*188 Oxford St, Paddington	85	9m-21.5m	9m-21.5m	N/A
1A Rose Bay Ave, Rose Bay	8	13m	9.5m	37%

Table 10. Approved Development Exceeding height development standards

A review of 17 approved residential flat building developments revealed an average departure from height controls of 42%. Departures were up to 111% above the prevailing planning controls. Refer to Table 10. While many examples are not in the immediate vicinity of the sites, it is illustrative of the approach to height standards. There has been limited development in the immediate vicinity of the site in recent years.

Assessment

Desired Future Character

In accordance with the *Woolahra Residential Development Control Plan* (Residential DCP), the subject site falls within the Wallaroy Precinct. Council Residential DCP offers a desired future character for the Wallaroy Precinct.

Mecone have undertaken a review of the Wallaroy Precinct desired future character and have found that the proposal is consistent with the objectives of the precinct's desired future character. Refer to Table 12 below for the assessment

Table 12. Wallaroy Precinct Desired Future Character Objectives Assessment

Desired Future Character Objectives - Wallaroy Precinct		Comment
O 4.3.1 To establish a development transition from the large residential buildings and allotments at New South Head Road and Edgecliff Road to the smaller dwelling houses situated on the slopes.	O 4.3.2 To reinforce the precinct's landform and landscape qualities including the steep topography, terracing of development, and the curvilinear road pattern.	Adjoining properties/surrounding development to the subject site generally consists of residential flat buildings. The development meets the aim of providing residential flat buildings on New South Head Road. The proposal offers a transition from large residential buildings near Edgecliff Road to smaller dwelling developments.
		The proposed development follows the landform with buildings heights generally following the slope towards Double Bay.

Desired Future Character Objectives - Wallaroy Precinct	Comment
○ 4.3.3 To protect important views from the public spaces of the precinct to the harbour and to the surrounding districts	The proposed development takes into consideration views to and from adjoining and adjacent properties. The proposal does not obstruct any significant views to the locality.
○ 4.3.4 To maintain the evolution of residential building styles through the introduction of exemplary contemporary buildings.	The proposed development provides exemplary architectural qualities that respond well to the surrounding area. The proposed architectural design does not offend the existing character of the area.
○ 4.3.5 To preserve and enhance the traditional main-street and corner shop qualities of Neighbourhood Business zones.	The subject site is not located with a Neighbourhood Business Zone. No retail development is being proposed.

State and Regional Planning Objectives

The East Subregion Draft Subregional Plan (draft Strategy) is the prime regional planning policy applying to the area. The draft strategy identifies targets for Woollahra of 2,900 dwellings to 2031. Woollahra Council prepared a strategic document, titled "Opportunity Sites – Summary information on each site, including the proposed height, floor space ratio and zone that will be made available to the public under section 62 consultation, November 2009" (Opportunity Sites Strategic Document). The Opportunity Sites Strategic Document outlines where future growth may occur. The opportunity sites document achieves approximately only 1,000 dwellings in 24 opportunity sites, which is less than half of the draft Strategy target for new dwellings.

On Monday 14 December 2009 Council resolved that the Opportunity Sites Strategic Document be made available for public comment as part of the Section 62 consultation for the preparation of the draft Woollahra Local Environmental Plan in accordance with the NSW Government's Standard Local Environmental Plan template.

Mecone has made a submission to Woollahra Council and the Department of Planning outlining deficiencies in the methodology and practicality of the document and highlighting the fact that the subject site is one of the few sites in Woollahra that

- has the capacity to achieve an increase in dwellings as determined through extensive urban design and amenity testing provided to Council previously.

- is the fifth largest site identified in the strategic document and the largest site identified within close proximity to Edgelliff Railway Station. The site is also the largest unencumbered site of all the sites identified in the strategic document, which is ready for development.
- In order to achieve the proposed yields and meet the housing targets established in the Subregional Plan, consolidation of parcels of land would require a lengthy period of time, or due to the small land size will offer a limited yield. This places pressure on achieving the targets established in the Subregional Plan.

The main sites of additional potential and associated issues are:

- 1) Land associated with Woollahra Train Station, a ghost station owned by Railcorp. We understand Railcorp do not agree to its development due to it being above an open and live railway line;

- 2) Edgelliff Train Station, which is already development and is multiple strata;
- 3) Council's car park at Ian Street, Rose Bay - This site currently services the Rose Bay town centre, therefore any development of this site would require the carpark to either be relocated or have the existing site accommodate the same number of car spaces in a basement facility; and
- 4) Cooper Park bowling green - This site is also considered to be limited in development potential due to limited access, which is recognised by the document itself.

In reviewing the strategic document it was found that there are opportunity sites, which have similar existing development controls and which are located in proximity to the subject site that have been allocated higher floor space ratios. These sites include:

- Item 20 – 6 to 2 Leura Road, Double Bay; and
 - Item 23 – Eastern Gateway 240-246 New South Head Road, Edgelliff (Thane Building).
- These sites have a similar locality context, including:
- Located on or just off New South Head Road;
 - Close to public transport;

- Located on sloping sites (at various grades) which may provide better amenity to adjacent development; and
 - Close to or adjacent to existing developments that exceed Council's existing FSR and height controls.
- Notwithstanding the similarities, it appears that there is a lack of consistency between the proposed controls. Table 13 below identifies the existing and proposed development controls for these sites and the proposed development Site.

Table 13. Existing and proposed development controls for relevant sites

Site (As identified in Strategic Document)	Existing Height Control	Existing FSR Control	Proposed Height Control	Proposed FSR Control
Item 20 – 6-12 Leura Rd	9.5 m	0.625:1	17.8m	2.5:1
Item 21 – 315 New South Head Rd	18m	0.875:1	18m	1:1
Item 21 – 317 New South Head Rd	18m	0.875:1	18m	1:1
Item 21 – 321 New South Head Rd	9.5m	0.625:1	14.4m	1:1
Item 21 – 327 New South Head Rd	9.5m	0.625:1	14.4m	1:1
Item 23 – The Thane Building	9.5m	0.875:1	24.9m	4.8:1

Conclusion

This SEPP 1 Objection has been prepared in support of a development application for four residential flat buildings, which consist of a total of 83 units, for the properties located at 315, 317, 321 and 327 New South Head Road, Double Bay. The proposal also includes 59 car parking spaces in basement car parking facilities to 315, 317 and 321 New South Head Road, Double Bay only.

The SEPP 1 application has been made to Council's height, floor space ratio and site and site frontage development standards. The SEPP 1 objection, is considered to be well founded as the proposal achieves the following:

- It meets the Woollahra LEP 1995 zone, height, FSR and site are and site frontage objectives;
- It is consistent with existing built form;
- It is consistent with approved development in the vicinity of the subject site, which by Council's own actions in granting consents that depart from the existing development standards, have virtually abandoned or destroyed the development standards;
- It is consistent with desired future character objectives for the area;
- It meets all relevant residential amenity requirements; and
- It does not impact on surrounding residents.

The proposed development is in an area appropriate for medium density development. The site is located in close proximity to public transport, services and retail facilities. The immediate surrounding development generally consists of residential flat buildings. The proposal meets the objectives of the LEP and Wallaroy desired future character by providing the following, which includes but is not necessarily limited to:

- Providing a development that responds to the curvilinear aspect of New South Head Road;
- Providing a development that takes into consideration surrounding development and responds with a high quality architectural finish;
- Providing a development that offers a transition from large residential buildings near Edgecliff Road to smaller dwelling developments;
- Providing a development that includes a diverse range of dwellings;
- Provides a development that meets relevant amenity standards as per SEPP 65, especially in regards to solar access and natural ventilation; and
- The proposed development does impact on surrounding development in regards to solar amenity, overshadowing and significant view loss.

Further, a detailed investigation of approved developments and existing development built form found that the majority of the surrounding built form is significantly above the height and floor space ratio controls applying to the area.

Existing developments within the vicinity of the subject site were on average, 162% beyond the maximum permissible floor space ratio and some nearby properties where up to 359% above the prevailing floor space ratio controls. Approved residential flat building developments were on average 51% above the floor space ratio controls. However, departures were up to 153% above the prevailing planning controls.

This is also evident for majority of the surrounding built form in regards to the existing height controls, which apply to the area. The analysis found that in the vicinity of the subject site there were developments that exceeded the maximum permissible height control by, on average 86%. Analysis of approved residential flat building developments revealed that the average departure

from height controls was approximately 42%. However, departures were recorded up to 111% above the prevailing planning controls.

In addition, our analysis found that there are a number of sites that currently house residential flat buildings, which have dimensions less than an area of 930m² and a site frontage of 21 metres. In particular, to the rear of the subject site there seven known sites that do not fully meet the development standards in Clause 10B of the WLEP 1995.

Therefore, the existing development standards are considered to be unreasonable or unnecessary and furthermore, the development standards have not been judicially applied with numerous development consents granted that depart from the standards and hence compliance with the standards is unnecessary or unreasonable.

Addendum – State Environmental Planning Policy 1 – Development Standard (SEPP 1) Objection Report

Project: Redevelopment of site along New South Head Road, Double consisting of four residential flat buildings

Location: 315, 317, 321 and 327 New South Head Road, Double Bay

Purpose: Amend SEPP 1 Objection Report

1. Introduction

On 2 June 2010, New South Head Road Properties Pty Ltd lodged a Development Application (DA) with Woollahra Municipal Council (Council) for the redevelopment of the properties located at 315, 317, 321 and 327 New South Head Road, Double Bay. The redevelopment is for four residential flat buildings, which consist of 83 dwellings and 59 car parking spaces. A Statement of Environmental Effects (SEE) including relevant appendices supported the DA, which also included a State Environmental Planning Policy No. 1 – Development Standards (SEPP 1) objection.

This addendum pertains to the SEPP 1 Objection Report, which was appended at Appendix 26 of the SEE. The addendum provides an amendment, which clarifies the parcel of land within the subject site being redevelopment that is outside of Council's development standards for site area and site frontage, under Clause 10B of the *Woollahra Local Environmental Plan 1995* (WLEP 1995). Amendment is provided below.

2. Amendment

Section 1.2 – Standards being objected to, 'Site Area and Site Frontage', page 1
Following quote from Clause 10B of the *Woollahra Local Environmental Plan 1995* (WLEP 1995), include:
Specifically, this SEPP 1 Objection Report only relates to the parcels of land located at 321 and 327 New South Head Road. Site area and site frontage dimensions are provided below.

- 321 New South Head Road
 - site area is approximately 708 m²
 - site frontage is 25.6 metres
- 327 New South Head Road
 - site area is approximately 529 m²
 - site frontage is 17m

Land located at 315 and 317 New South Head Road are considered as one as they share a common property boundary. As such, the combined 315 and 317 New South Head Road land parcel complies with Clause 10B of the WLEP 1995 as it has a site area greater than 930m² and a site frontage greater than 21 metres.