

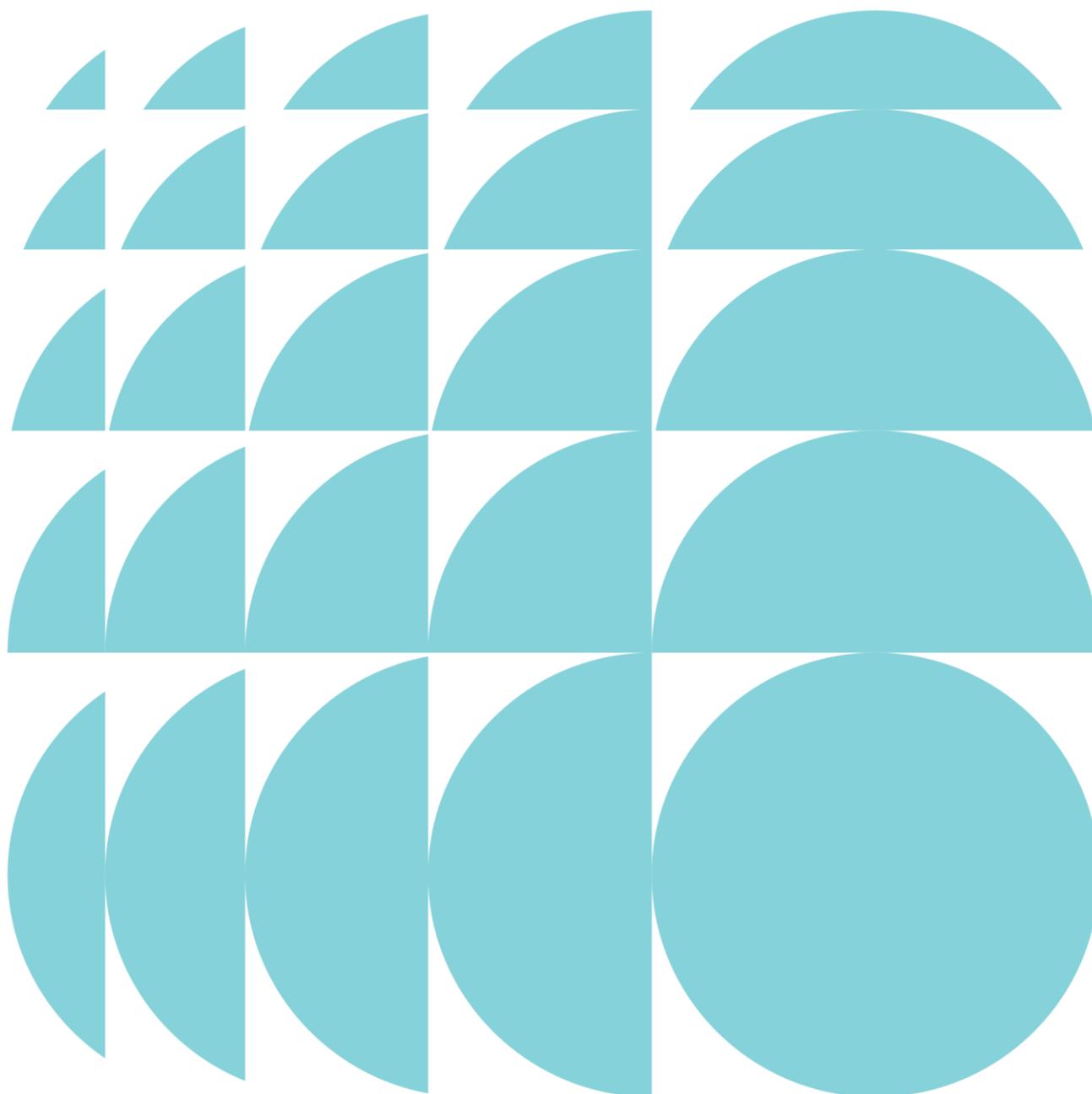
ETHOS URBAN

Statement of Environmental Effects

518a Old South Head Road, Rose Bay
Shop Top Housing Development

Submitted to Woollahra Municipal Council
On behalf of Endeavour Property Advisory

19 April 2018 | 16761



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Executive Summary

Introduction

This Statement of Environmental Effects has been prepared on behalf of Endeavour Property Advisory (the applicant) and the Uniting Church (the land owner) in relation to a proposed shop-top housing development at 518A Old South Head Road, Rose Bay.

The Rose Bay Uniting Church was constructed in 1905 and gradually expanded upon over subsequent decades to accommodate increased demand. Over recent decades the size of the congregation has declined, culminating in the cessation of church activities in August 2007 with the remaining church functions merged and moved to Russell Street, Vaucluse. The site is currently leased commercially for dance classes, with a commercial child care centre use ceasing at the end of 2017. These arrangements do not sustain the substantial cost of maintaining the premises and ensuring that it meets modern building standards. The proposed redevelopment of the site provides an opportunity to interpret the history of the site, provide purpose-built facilities to enable the Uniting Church to conduct outreach ministry and community support services from the site whilst providing new retail, business and residential uses to meet the needs of the broader community and contribute to the renewal of the Rose Bay South centre.

Proposed Development

The proposed development entails the adaptive re-use of the existing Rose Bay Uniting Church building and demolition of the Wesley Hall building located to the rear to facilitate the development of a new four storey shop-top housing development with ground floor retail (cafes, restaurants, shops etc. subject to future separate Development Application) and nine three-bedroom apartments. Specifically, this DA seeks consent for:

- site preparation works including demolition of the Wesley Hall building and ancillary structures, partial removal of the Church roof, and removal of existing landscaping and vegetation from within the site;
- construction of a new shop-top housing development comprising adaptive reuse of the Church building and construction of a new four-storey building comprising a ground floor Church and community space to be used by the Uniting Church for community services and outreach and retail/business premises with ten residential apartments above;
- total Gross Floor Area (GFA) of 1,541m² and a corresponding Floor Space Ratio (FSR) of 1.5:1;
- construction of two levels of basement car parking, comprising 23 parking spaces for staff, visitors and residents, 20 bicycle spaces and storage;
- new hard and soft landscaping within the site; and
- associated site infrastructure works.



Key Planning Issues

The proposed development is permitted with development consent within the applicable B4 Mixed Use zone which applies to the site under the Woollahra Local Environmental Plan 2014, complies with the maximum Floor Space Ratio (FSR) development standard and generally complies with the maximum building height development standard. The redevelopment of the site will support the objectives of the LEP and zone by providing for a high quality new development that supports the ongoing vitality of the Rose Bay South centre and provides services and new housing to meet the needs of the local community, whilst ensuring that new development is compatible with the intended future character of the locality.

The proposed building form balances the LEP development standards and DCP built form controls with the unique opportunity of the site to adaptively reuse part of the existing Rose Bay Uniting Church building, which was constructed originally in 1905 and later expanded, in a manner which integrates the existing building fabric and new development to create an engaging community space at the street level. The proposed building provides adequate on-site parking for the proposed residential and non-residential uses, does not result in any significant overshadowing impacts and will result in a building form that is compatible with existing and future development with the immediate site surrounds.

The subject site and existing buildings are not listed as heritage items under the LEP or the NSW State Heritage Register, the site is not located within the any heritage conservation area, and the site is not identified on any non-statutory heritage lists. Accordingly, there is no statutory heritage requirement currently applicable in relation to the site. Notwithstanding this, the proposed development seeks to interpret and maintain the cultural heritage values of the site through the retention and adaptive reuse of the 1905 Church Hall building and roof structure to deliver a new publicly accessible space that is integrated with new retail and community uses. The adaptive reuse and redevelopment of the site provides an opportunity for the Uniting Church to re-engage with the site and provide new on-site outreach ministry and community support services, the scope of which will be determined in conjunction with local parishioners and the broader community.

Conclusion

The proposed development represents a positive outcome that provides for the lasting interpretation of the cultural and built history of the site, whilst providing new opportunities for the community to engage with the site and facilitating the renewal of the Rose Bay South precinct with new retail spaces and housing. The proposed development is permissible with development consent and supported by a Clause 4.6 Variation Request in support of the minor height variation, and accordingly the Development Application may be approved.



1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to Woollahra Municipal Council in support of a Development Application (DA) for a shop top housing development at 518a Old South Head Road, Rose Bay. Specifically, the DA seeks consent for:

- site preparation works including demolition of the Wesley Hall building and ancillary structures, partial removal of the Church roof, and removal of existing landscaping and vegetation from within the site;
- construction of a new shop-top housing development comprising adaptive reuse of the Church building and construction of a new four-storey building comprising a ground floor community space to be used by the Uniting Church for community services and outreach and retail/business premises with ten residential apartments above;
- total Gross Floor Area (GFA) of 1,541m² and a corresponding Floor Space Ratio (FSR) of 1.5:1;
- construction of two levels of basement car parking, comprising 23 parking spaces for staff, visitors and residents, 20 bicycle spaces and storage;
- new hard and soft landscaping within the site; and
- associated site infrastructure works.

This SEE has been prepared by Ethos Urban on behalf of Endeavour Property Advisory and the Uniting Church in Australia, and is based on the Architectural Plans provided by Conrad Garrett (see **Appendix A**) and other supporting technical information appended to the report (see **Table of Contents**).

This report has been prepared to address the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act), particularly the requirements of Section 4.15, and describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

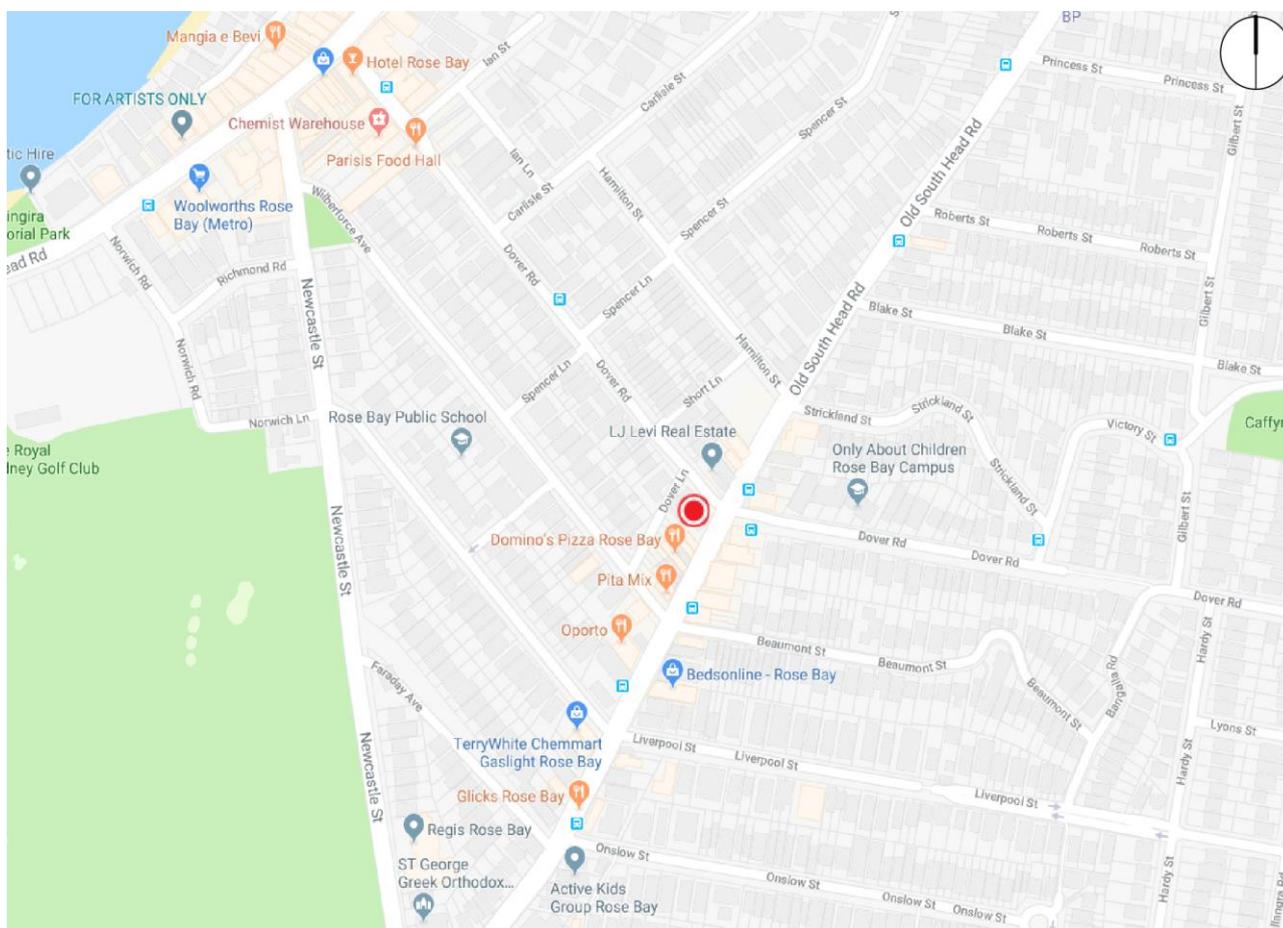
2.0 Site Analysis

2.1 Site Location and Context

The site is located at 518a Old South Head Road, Rose Bay within the Woollahra Municipal Council Local Government Area, which is located at the corner of Old South Head Road and Dover Road, with rear lane access to Dover Lane.

The site is situated in the Rose Bay South centre and is approximately 10km to the east of the Sydney CBD. Rose Bay is characterised by low and medium density residential development as well as retail and commercial land uses predominately along Old South Head Road. The site is well serviced by public transport, with bus stops located immediately in the vicinity of the site on Old South Head Road and on New South Head Road further to the north.

The site’s locational context is shown at **Figure 1**.



 The Site

Figure 1 Location and context of the site

Source: Google maps and Ethos Urban

2.2 Site Description

The site comprises two existing allotments, which are legally described as Lot A in DP4567 and Lot 37 in DP4567. The site is currently owned by the Uniting Church.

The site has an area of 1,040m², and is generally rectangular in shape. A Survey Plan has been included at **Appendix B**. The site has a street frontage to Old South Head Road (26m), Dover Road (42m) and Dover Lane (26m).

An aerial photo of the site is shown at **Figure 2**.



The Site

Figure 2 The site

Source: Nearmap and Ethos Urban

Existing Development

The existing development on the site consists of two main structures known as the Rose Bay Uniting Church (constructed 1905, expanded in 1924) and Wesley Hall (constructed 1929), as well as a number of later additions to the development. The most recent additions were made during the 1970s. **Figure 3** outlines the different built components of the site and their staged delivery over time. In summary, these comprise:

- 1905 Church building – original Church building on the site primarily addressing Old South Head Road
- 1924 Church addition - a later addition to the rear of the 1905 Church building to expand capacity
- Wesley Hall – constructed in 1929 to the rear of the Church with a primary street address to Dover Road

- Later additions - a series of extant buildings and extensions to the existing buildings constructed predominately in the 1970s to provide additional modern facilities and storage spaces

The Church building is of masonry construction on sandstone foundations. Wesley Hall is two storeys comprising a large upper level assembly hall with stage (seating 300) and offices and classrooms below. The church and hall are of a brick construction with tiled roof. The church and hall buildings occupy majority of the site, with two small areas of lawn and landscaping either side of the church building adjacent to Old South Head Road, and a play area at the rear adjacent to the Hall and Dover Lane. The existing ridge height of the Uniting Church building fronting Old South Head Road is RL 23.73, with the building stepping up at the rear (Wesley Hall) to a ridge height of RL 24.61.

The land was gifted to the Methodist Church by a local land owner and the church building was commissioned in 1905. With the amalgamation of the Methodist and Presbyterian Churches of Australia and the Congregational Union of Australia to become the Uniting Church in 1977, the Church became the Rose Bay Uniting Church. Use of the site for church-related activities ceased in August 2017, when the congregation merged and moved to Russell Street, Vaucluse due to a long-term reduction in attendance at Rose Bay.

The Church building is currently leased as a private dance studio. The Hall used as a kindergarten until the end of 2017.

The existing buildings on the site are shown in **Figures 4 and 5** below.

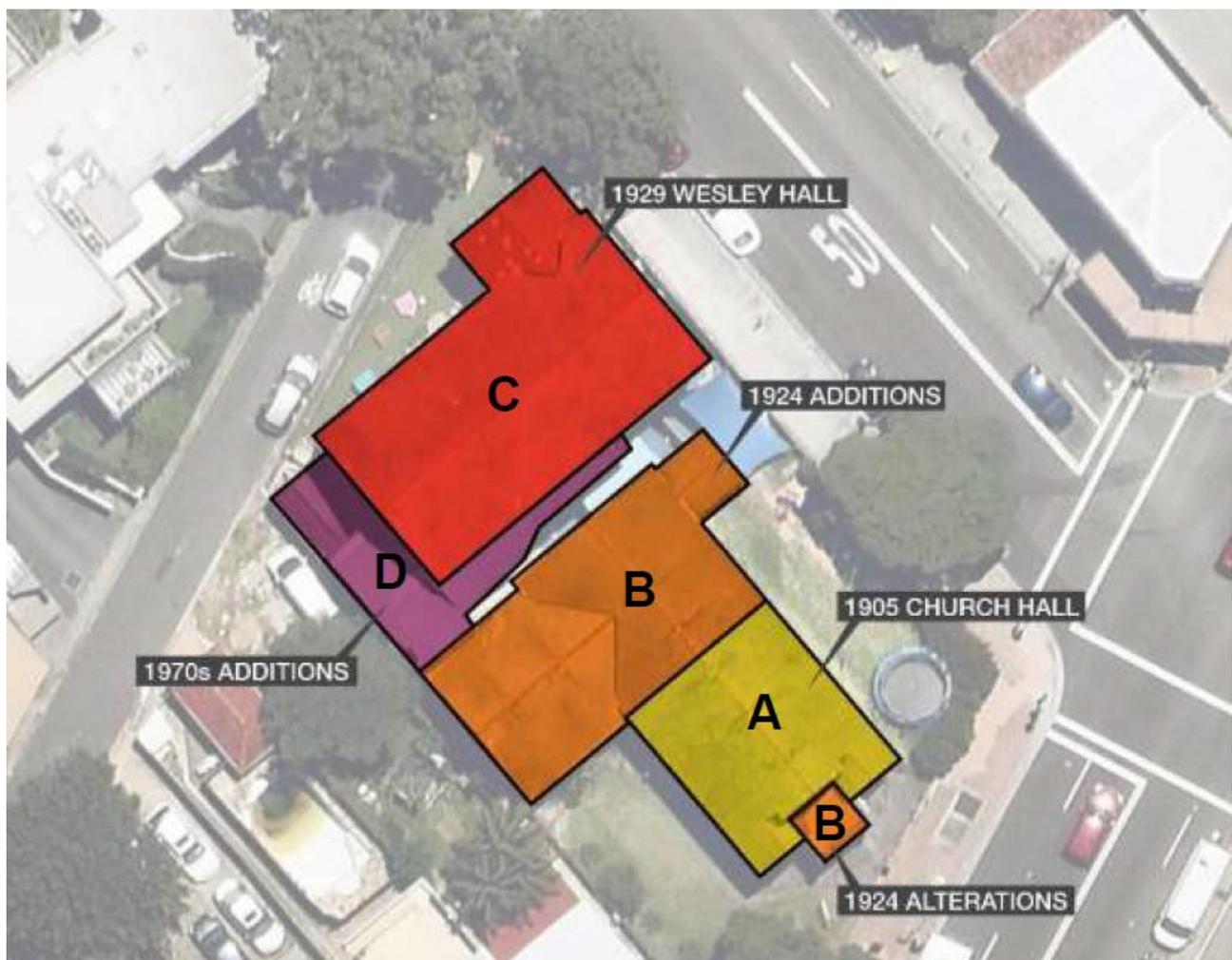


Figure 3 Diagram illustrating the phased development of existing structures on the site

Source: Conrad Gargett



Figure 4 Existing development – Rose Bay Uniting Church



Figure 5 Existing development – Wesley Hall

Topography

The site is partially sloped with a low point of approximately 13.5m AHD near Dover Lane (north western boundary) and a high point of 14.5m AHD at Old South Head Road (south eastern boundary). A site survey has been provided at **Appendix B**.

Vegetation

The site is largely developed, with the existing vegetation comprising grass cover and small planted shrubs. There is one mature tree located on the site at the Old South Head Road frontage, known as a western red cedar (*Thuja plicata*).

Heritage

The site is not listed as a heritage item or as being within a heritage conservation area under the Woollahra Local Environmental Plan 2014 or the Woollahra Development Control Plan 2015. Heritage is discussed further at **Section 4.7**.

Access

Pedestrian access to the site is provided from Old South Head Road and Dover Road via paved pathways. There are no pedestrian footpaths provided on Dover Lane. No vehicle car parking is currently provided on the site.

Dover Road is a low speed road which provides local access to properties with garages fronting the lane. Traffic is restricted to one-way along Dover Lane from Wilberforce Avenue south-west of the site to Dover Road.

Old South Head Road and New South Head Road to the north provide a connection to Bondi Junction and the Sydney CBD.

2.3 Surrounding Development

The development surrounding the site comprises low and medium density residential development and commercial/retail uses located on Old South Head Road (**Figures 6 to 8**). Dover Lane is dominated by the rear entrances of properties fronting Old South Head Road, Dover Road and Wilberforce Avenue. The laneway is approximately 5 metres wide. The lane currently provides vehicular access to carports / garages for dwellings and provides access for service vehicles including Council's garbage services. Immediately to the north across Dover Lane is a three-storey residential apartment building with frontage to Dover Road with vehicular access to the lane.

Development to the south comprises single storey commercial and retail uses with a primary frontage to Old South Head Road. Beyond Old South Head Road, the development primarily comprises low to medium density dwellings in the form of detached houses.

To the north-east, is low-medium density residential development, situated around generally low traffic roads. It should be noted that a development application for the site located on the northern side of Dover Road, known as 520-536 Old South Head Road, is currently being assessed by Council (DA449/2017). The proposed development seeks approval for the demolition of existing structures and construction of a mixed-use building comprising 28 apartments and 3 retail tenancies at ground level.

The Royal Sydney Golf Club and Dangar Oval are located to the west of the site, beyond the low-medium density residential and commercial development.



Figure 6 Corner of Dover Road and Old South Head Road



Figure 7 Commercial development to the east – Old South Head Road



Figure 8 Residential development to the north - 79-81 Dover Road, Rose Bay

3.0 Description of Proposed Development

The proposed development comprises the adaptive re-use of the 1905 Rose Bay Uniting Church building and the demolition of all other structures within the site to enable the development of a four-storey shop-top housing building comprising new apartments and ground-floor retail/business premises with basement car parking. Specifically, this DA seeks consent for:

- site preparation works including demolition of the Wesley Hall building and ancillary structures, partial removal of the Church roof, and removal of existing landscaping and vegetation from within the site;
- construction of a new shop-top housing development comprising adaptive reuse of the Church building and construction of a new four-storey building comprising a ground floor community space to be used by the Uniting Church for community services and outreach and retail/business premises with ten residential apartments above;
- total Gross Floor Area (GFA) of 1,541m² and a corresponding Floor Space Ratio (FSR) of 1.5:1;
- construction of two levels of basement car parking, comprising 23 parking spaces for staff, visitors and residents, 20 bicycle spaces and storage;
- new hard and soft landscaping within the site;
- associated site infrastructure works.

Architectural drawings illustrating the proposed development are included at **Appendix A**. An indicative photomontage of the proposed development is shown at **Figure 9**.



Figure 9 Indicative render of the proposed development viewed from Old South Head Road to south-east

Source: Conrad Gargett

3.1 Numerical Overview

The key numeric development information is summarised in **Table 1**.

Table 1 Key development information is summarised in

Component	Proposal
Site area	1,040.7m ²
GFA	1,541m ²
FSR	1.5:1
Maximum Height	14.62m (roof - maximum) 15.46 (lift overrun) 16.62 (plant acoustic screen)
Apartments	10
Apartment Mix	<ul style="list-style-type: none"> • 9 x 3 bedroom • 1 x 1 bedroom (adaptable)
Car and bicycle spaces	<ul style="list-style-type: none"> • Car spaces – 23 • Bicycle spaces – 20

3.2 Site Preparation and Demolition

Consent is sought for the demolition of all existing structures within the site with the exception of the 1905 Church building, as detailed in the Demolition Plan provided at **Appendix A**. This includes the demolition of the Wesley Hall building, 1924 Church extensions and 1970s additions, as well as the removal of existing hard and soft landscaping. Internally the existing fit out of the 1905 Church building will be removed, whilst existing building openings and internal columns will be retained. An existing non-native western red cedar (*Thuja plicata*) tree located at the southern site boundary near Old South Head Road is also proposed to be removed with replacement planting provided in the new development as outlined at **Section 3.4**.

Site management procedures to be followed during the demolition phase are set out in the Construction Management Plan provided at **Appendix Q**.

3.3 Built Form

The proposed development comprises the following key built form elements:

- Adaptive re-use of the 1905 Church building, including new side openings and partial removal of the roof to make the interior open to the sky, with new hard landscaping installed within the floor;
- Integration of new light-weight one-storey retail elements to the south-west and north-east of the 1905 Church building to provide for the integration of new Church community space and retail/business premises;
- Construction of a new four-storey building to the rear of the 1905 Church building with frontages to Dover Road and Dover Lane comprising ground-level retail/business premises, parking and services, and three storeys of residential apartments above.

3.4 Residential Accommodation

The proposal comprises ten residential apartments, comprising 1x1-bedroom and 9x3-bedroom apartments located across Levels 01-03.

Dwellings 101, 102, 201, 202, 301 and 302 face north-west due to the existing site arrangement and orientation. All dwellings comprise of 3 bedrooms, with access to balconies fronting Dover Lane. All dwellings are afforded two car parking spaces, bicycle and storage spaces located on the lower basement levels.

Dwellings 103, 104, 203 and 303 are oriented south-east and are framed around the existing Church and proposed public courtyard. All dwellings have access to balconies / terraces, and are afforded access to car parking, bicycle and storage spaces on the lower basement levels. Dwellings 104, 203 and 303 are 3-bedroom dwellings. Dwelling 103 is proposed to be designed as an adaptable on-bedroom dwelling.

Detailed floor plans are provided in the Architectural Drawings provided at **Appendix A**.

3.5 Ground Floor Community Space/ Place of Public Worship

At a minimum, the Uniting Church will retain a presence on the site through ownership of the proposed community space located within the largest ground level tenancy that is located to the east of the retained 1905 Church building. Whilst the active congregation on the site ceased in 2007, the Rose Bay site has the potential to play an important role in the ministry and outreach functions of the Uniting Church. The ground level tenancy, which has an area of approximately 120m², will be designed as a multi-purpose space designed to accommodate a range of potential uses associated with the Uniting Church. The organisation will work with the community to develop appropriate programming for this space, however, potential uses could include small local church services and community gatherings, youth outreach services, targeted counselling and support services (i.e. domestic violence services, new parent support groups).

3.6 Ground Floor Retail and Business Tenancies

Consent is sought for the construction of the ground floor tenancies and their use as either retail premises or business premises. Separate approval would be required to be obtained by future tenants as required, including for any signage.

3.7 Landscaping and Open Space

A central component of the proposed development is the transformation of the existing 1905 Church building into a semi-open space that is integrated with additional landscaping within the setback to Old South Head Road to provide new opportunities for the community to engage with the site. This space will provide an interesting space that facilitates the interpretation and appreciation of the cultural heritage of the site and which supports the development of a high-quality streetscape with activation through the adjacent community and retail/business tenancies. New hard and soft landscaping will create the opportunity for better integration between the site and the adjoining pedestrian footpath, allowing additional room for pedestrians and a transition from the public domain into the new community and retail spaces with increased activation.

The existing development comprises areas of grass and a tree located on the southern boundary, soft fall surfaces are located on the eastern and southern boundaries, with approximately 75.7% of the site hardstand. This application seeks to introduce paving, planter vegetation and two additional trees. Additionally, each of the dwellings will have private open space in the form of balconies and terraces.

The proposed landscaped areas are indicated on the Architectural Plans at **Appendix A** and the landscaping species are included on the Materials Schedule at **Appendix A**. An extract from the ground floor plan is provided at **Figure 11**, with an indicative rendering for the interior of the 1905 Church building provided at **Figure 12**.

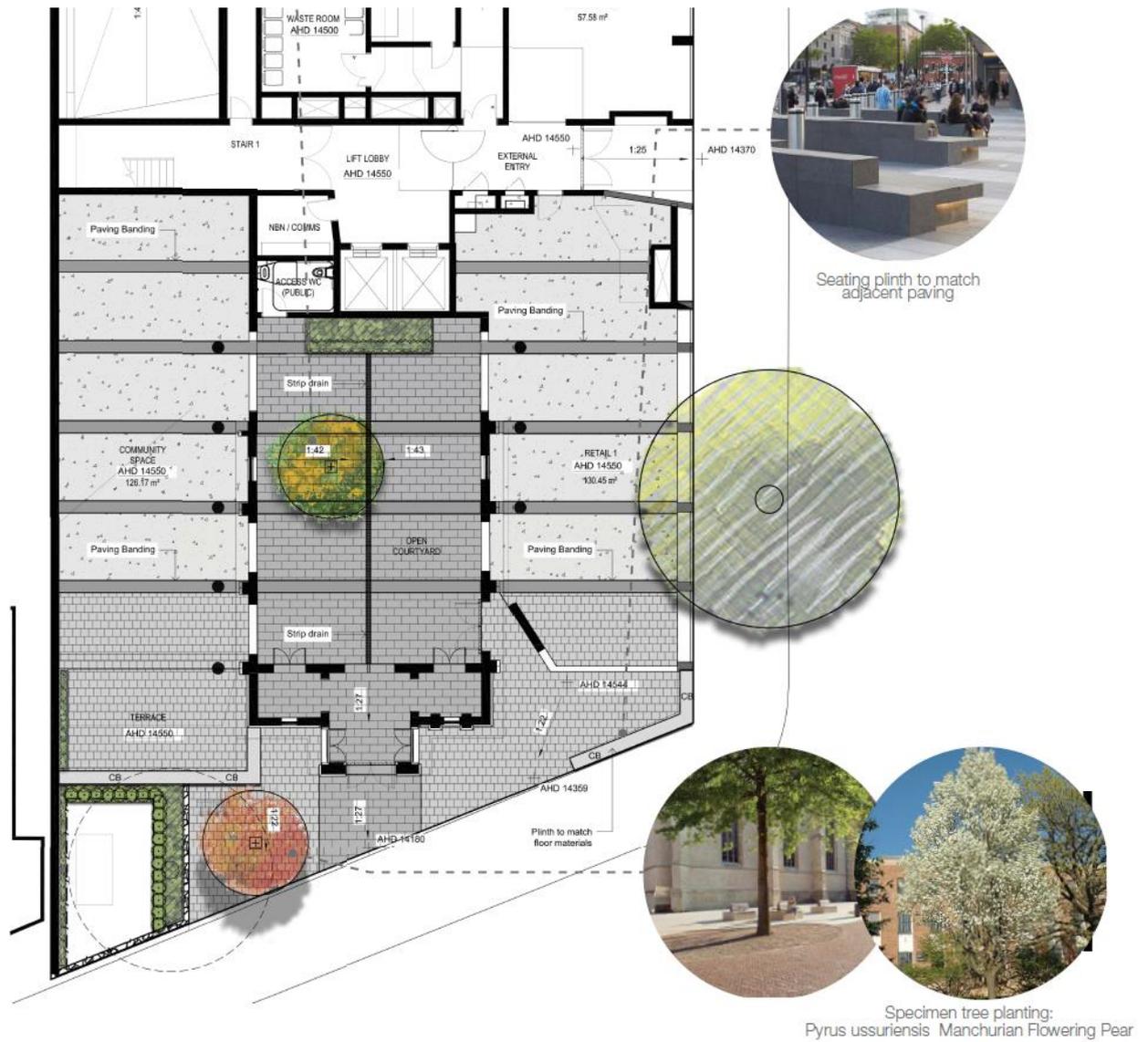


Figure 11 Extract from Ground Level landscape plan

Source: Site Image



Figure 12 Indicative rendering of the interior of the retained 1905 Church building

Source: Conrad Gargett

3.8 Access and Parking

The proposal will provide 2 parking space per dwelling and 1 accessible car parking space, totalling 19 residential car parking spaces. Additionally, 4 car parking spaces, including one accessible will be provided for the retail component of the development. The basement levels will also provide 12 bicycle parking spaces for residential (including one visitor space) and 8 bicycle spaces for staff and patrons, totalling 20 spaces.

The entry point to the basement levels will be provided off Dover Lane via a driveway ramp at the north-west corner of the site. The driveway is designed with similar character to other residential apartment buildings in the area, including the multi-dwelling residential apartment block located at 79-81 Dover Road, Rose Bay. As no pedestrian pathways are provided on Dover Lane, sight line triangles are not considered necessary at the driveway. However, a convex mirror will be provided to increase sight distances for vehicles exiting the basement car park.

Additionally, the site is well situated to provide a high level of access to transport as it is within 50m of the nearest public bus stop on Old South Head Road, providing access to Bondi Junction and the Sydney CBD.

3.9 Water Cycle Management

The site is not located in close proximity to the existing stormwater network, as such it is proposed to discharge the whole site via kerb outlets and surface runoff onto Dover Lane and Old South Head Road. All pavement areas at ground level will discharge onto Dover Lane, with the pavement along Dover Lane flowing via surface runoff. Runoff from pavement along Old South Head Road will be collected via a new trench grate and discharged to Dover Lane via a new pipe and through kerb outlet.

All runoff from the proposed roof and terrace / balcony areas will be directed to the proposed OSD tank and discharged onto Old South Head Road via a new kerb outlet. The OSD is proposed to be located on the western boundary near Old South Head Road. In addition, the proposed development includes the provision of three

separate planter boxes to act as rain gardens, with a combined area of approximately 16m². Stormwater runoff from the terraced areas will be directed to the planter boxes for treatment before flowing into the OSD tank.

The proposed measures will ensure that stormwater is adequately drained to prevent flooding. This is further detailed in the Stormwater Management Plan at **Appendix G**.

3.10 Infrastructure and Services

Water and Sewer

The development will connect to the existing water and sewage infrastructure connected to the site.

Power and Telecommunications

In accordance with the Infrastructure and Servicing Statement prepared by Electrical Design Consulting (**Appendix P**), confirmation is needed regarding the servicing to the site and is subject to an application being submitted to Ausgrid. As such, the assessment has allowed for a worst-case situation where a substation has been located on the site. The substation has been located on the south western corner of the site on Old South Head Road.

Upon receipt of documentation from Ausgrid and along with DA conditions, final power arrangements to the site will be established.

4.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development and provides an assessment of the relevant matters prescribed in section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

4.1 Environmental Planning Instruments and Policies

The DA's consistency and compliance with the relevant statutory plans and policies is located in **Table 2** below. Variations to, and non-compliance with, the key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

Table 2 Summary of consistency with key statutory plans and policies

Plan	Comments	
Strategic Plans Instruments		
SEPP 55 – Remediation of Land	The Phase I Environmental Site Assessment prepared for the site (see Appendix H) demonstrates that the site is capable of being made suitable for the proposed development, following the completion of a Detailed Site Investigation following demolition of the existing structures. Further discussion is provided in Section 4.10 .	
SEPP 65 – Design Quality of Residential Apartment Development	A Design Verification Statement has been prepared by Conrad Gargett Architects and is provided at Appendix K .	
SEPP (BASIX)	A BASIX Certificate has been prepared for the proposed development in accordance with SEPP (Building Sustainability Index: BASIX) 2004 and is provided at Appendix J .	
Local Planning Instruments and Controls		
Woollahra Local Environmental Plan 2014	Zone – B4 Mixed Use	Shop top housing is permitted with development consent within the B4 Mixed Use zone.
	Clause 4.3 – Height of Buildings	A maximum building height control of 14.5 metres applies to the site. The newly proposed building generally complies with this height, except in a small number of locations where the existing ground level dips, with variations to the height occurring at the lift overrun and acoustic rooftop plant enclosure. A Clause 4.6 variation request has been included at Appendix L .
	Clause 4.4 – Floor Space Ratio	The proposed development will comply with the maximum floor space ratio applying to the site of 1.5:1.
	Clause 6.1 – Acid Sulfate Soils	The site is located on land classified as Class 5 acid sulfate soils. The proposed works are not located below 5m AHD and accordingly no further assessment is required.
	Clause 6.3 – Flood Planning	The site is identified as being located in the designated flood planning area. Mitigation measures to ensure the site is not flood affected will be implemented. Further discussion is provided in Section 4.12 below.

4.1.1 Woollahra Local Environmental Plan 2014

The proposed development is consistent with the objectives of the B4 Mixed Use zone as it:

- Provides for a mixture of compatible residential, retail, business and community uses;
- Facilitates the introduction of new suitable land uses onto a site that is well serviced by public transport and with good access to local pedestrian and cycling networks;
- Incorporates active ground floor uses for community space, retail and business premises to activate Old South Head Road and Dover Road and to service the day-to-day needs of the local community;

- Provides for a scale of development that is compatible with the prevailing and desired future built form along Old South Head Road whilst also balancing more detailed local provisions with the desire to incorporate the adaptive reuse of the 1905 Church building; and
- Ensures that development is of a height and scale that is compatible with the future character of the neighbourhood, being a four-storey building which incorporates significant 'landmark' aspects of the 1905 Church building, as expressed through the applicable LEP and DCP (refer Section 4.1.2) provisions.

4.1.2 Woollahra Development Control Plan 2015

The DA's consistency with the Woollahra Development Control Plan 2015 (DCP) is outlined in **Table 3** below. The proposed development is consistent with the objectives of the DCP.

As required under Section 4.15(3A) of the EP&A Act, a consent authority is required to apply DCP provisions flexibly and allow reasonable alternative solutions that achieve the objects of those standards. This approach is particularly important where non-typical developments, such as the current application which proposes the adaptive reuse and incorporation of an existing structure within the development, is proposed in the context of generic LGA and centre-wide DCP provisions. Where alternate solutions to the provisions are proposed, they are identified in the table and discussed in the following sections of this environmental assessment.

Table 3 Summary of consistency with Woollahra DCP

Control	Comments
Part D – Business Centres	
D2.4.1 Centre Character Statement	<p>The site is located within the Rose Bay South Mixed Use Centre identified in the DCP.</p> <p>The proposal seeks to retain and interpret the character of the existing 1905 Church building as it presents to Old South Head Road, being a key viewpoint toward the site from both Old South Head Road as well as Dover Road to the south. This will ensure that the proposed development maintains and interprets the aesthetic and historic contribution of this building to the streetscape and locality whilst also embracing the change and renewal of the centre.</p> <p>The retention of the 1905 Church as a public place that is accessible from Old South Head Road will provide amenity for the local community and residents., creating activity and contributing to the provision of employment uses and services within the Rose Bay South centre.</p>
D2.4.2 Desired Future Character	<p>The proposal seeks to support the desired future character by:</p> <ul style="list-style-type: none"> • Providing new tenancies for retail and business premises to meet the local community's needs; • Retain the existing frontage of the 1905 Church to Old South Head Road to continue the role of this site as a local landmark and providing new opportunities for the community to engaged with the site; • Providing direct street frontage for retail/business premises with frontage to Dover Road whilst incorporating a landscaped setback to • whilst introducing new building elements which further activate the street to both primary street frontages. The site will continue to serve as a local landmark at the Dover Road intersection, whilst incorporating new built elements to ensure that the site meets the needs of the broader community. The proposed development has been designed to ensure it does not detract from the amenity of the adjoining residential development.
D2.4.3 Objectives and Controls	
O1. To provide uses that are consistent with the desired future character of the centre.	The proposal incorporates ground level retail, business and community use spaces that directly address the needs of the local community with all residential apartments located at the upper building levels.
O2. To achieve a consistent built form and presentation to the street.	The proposed development complies with the maximum height of four storeys. A four-storey street wall is provided to Dover Road in order to accommodate the retention and adaptive reuse of the 1905 Church building, and is considered to be acceptable given the positive outcome achieved through this as well as being appropriate given the location of the site at a prominent street corner within the Rose Bay South centre (refer to Objective O6). Awnings are not proposed given the desire to retain the prominence of the 1905 Church building within the streetscape.
O3. To achieve a consistent built form along Dover Lane.	In order to accommodate the retention of the 1905 Church building a four-storey building height is proposed adjacent to Dover Lane. This is considered to be acceptable as the proposal will be compatible with the existing three storey residential flat building located opposite the site to the north

Control	Comments
	across the lane, and the positive built form outcomes achieved through the adaptive reuse of the existing church building.
O4. To support the evolution of building styles through the introduction of well-designed contemporary buildings.	The proposal seeks to directly support this objective by facilitating the retention and adaptive reuse of the existing 1905 Church building within its current setting whilst incorporating modern building elements of a high contemporary design standard in a manner which tells the story of the evolution of the Rose Bay South centre over time.
O5. To encourage good building design and limit building bulk.	The proposed development provides for a highly articulated built form which seeks to maintain the prominence of the 1905 Church building within the streetscape whilst setting back upper levels and incorporating new ground-level spaces which increase street level activation.
O6. To define and reinforce corner sites	The proposed design reinforces the prominent corner site by providing minimal setback to Dover Road and providing for a continuation of active ground level uses around the corner from Old South Head Road to Dover Road.
O7. To support redevelopment of the key site at the intersection Wilberforce Avenue and Old South Head Road.	Not applicable.
O8. To encourage continuous active retail street frontages.	The proposal ensures that all vehicular access will occur from Dover Lane, permitting the continuation of active ground level uses along the two primary street frontages.
O9. To provide for the amenity of occupants	The proposed building achieves a high level of amenity for intended occupants through demonstrating compliance with the design principles of SEPP 65 and the Apartment Design Guide.
D3.2 Uses	The proposed development will include ground level community and retail spaces, as well as a public courtyard. Apartments will be located on the upper levels (Level 01 – Level 03) and will include a range of residential accommodation types including multi-level dwellings and an adaptable dwelling. As such, the proposed development will achieve the objectives of the DCP by incorporating a range of uses to increase safety, passive surveillance, commercial activity and street life.
D3.3 Street Character	<p>Considering the existing built form siting and orientation, the proposed development has been designed to retain significant elements of the 1905 Church building which continue the role of the site as a local landmark and facilitate the ongoing interpretation of the former use. As such, the proposed design of the courtyard fronting Old South Head Road has been designed to promote interaction between pedestrians and the retail uses.</p> <p>Entry to the dwellings is clearly delineated on the Dover Road frontage via new paving and a secure gate. Additionally, vehicular access is afforded off Dover Lane so as to retain Old South Head Road and Dover Road as the primary active street frontages. As there is currently no pedestrian footpath located on Dover Lane, there will be minimal conflict between vehicles and pedestrians.</p> <p>The Old South Head Road frontage will provide an attractive and comfortable pedestrian environment through the provision of a public courtyard, community space and retail land uses. Seating and associated landscaping works will improve the existing streetscape and further activate the centre. The entries to the ground floor uses and upper level residential areas are clearly delineated, with the Old South Head Road frontage providing access to retail uses only. Dover Road will provide access to the Level 01-Level 03 residential dwellings via a secure gate. As well, vehicular access is provided off the rear laneway to ensure that Old South Head Road and Dover Road remain as active street frontages.</p> <p>The architectural design and materials utilised for the new building will ensure that the future development complements the existing Church façade and is compatible with the contemporary surrounding context whilst remaining sympathetic to the existing fabric and architecture of the retained 1905 Church building.</p> <p>Additionally, the building design will include new openings on the ground floor as well as windows and balconies located on the upper levels. This will provide additional passive surveillance and activation to the surrounding streetscape and complement the public domain. Further discussion is provided in Section 4.17.</p>
D3.4 Built Form	The building has been designed to retain significant elements of the 1905 Church building which continue the role of the site as a local landmark, facilitate the ongoing interpretation of the former use, whilst delivering a contemporary built form and new uses for the site that contribute to the local amenity.

Control	Comments
	<p>The floor to ceiling height of the ground floor community and retail spaces complies with the DCP provision with a ground level floor to ceiling height of at least 3.6m, allowing for changes in tenancy function and use to support the evolution of the centre.</p> <p>Given the existing siting of the building and the proposed architectural design, it is considered that the proposed building envelope will not result in any adverse impacts on the surrounding built form and is consistent with the desired future character of the Rose Bay South centre. The building has been carefully designed to include recessed balconies and privacy provisions, so as to maintain privacy within the building and to adjoining properties. The landscaping and external design will maintain views and vistas to and from the site. Habitable rooms from Level 01 – Level 03 will have floor to ceiling heights of 2.8m. As noted in the Architectural Plans at Appendix A and Design Statement at Appendix K, the proposed development achieves satisfactory daylight and natural ventilation. Operable windows and doors are provided to all living areas and bedrooms, with each living area having access to full height sliding glass doors to an outdoor area.</p> <p>In accordance with the DCP, the new building has been designed so as to accommodate access for people of all abilities, providing an adaptable dwelling located on Level 01.</p> <p>The increased overshadowing is generally minimal and will not have adverse impacts on adjacent properties. The overshadowing primarily falls on the roof and car port of the neighbouring property, as shown in the shadow diagrams at Appendix A, the increase is considered acceptable as adjacent properties will continue to receive the required 2 hours solar access on June 21.</p> <p>Further discussion regarding the development's built form is provided in Section 4.3 below.</p>
D3.5 Building articulation	<p>The massing of the building has been designed into a number of components, with the built form of the new addition stepped away from the 1905 Church building in order to reduce the overall scale and mass of the development from Old South Head Road. The base and top storey of the building is further defined by the use of different materials and the recessed balconies and windows provide further articulation, responding to the existing streetscape along Old South Head, Dover Road and Dover Lane.</p>
D3.6 Heritage and Contributory Building	<p>Though the site is not listed as a heritage item, the proposed development responds to both the existing and desired future character of the area as well as preserving the essential heritage character of the Church for its expanded community use. The retention and reuse of the Church is the core focal point of the new development, with the residential component reinforcing the Church as a landmark site. The proposed development seeks to retain as much of the existing façade as possible, including the existing stained glass windows. The materials used for the new development will provide a backdrop for the Church that compliments the character.</p>
D3.7 Acoustic and visual privacy	<p>The design of the building is such that dwellings not only have visual privacy from surrounding dwellings, but also from other dwellings within the development. Noise attenuation and privacy mitigation measures are proposed to be installed in the development. Further discussion is provided in Section 4.4 and Section 4.12 below.</p>
D3.8 Landscapes area and private open space	<p>The proposed development incorporates hard and soft landscaping to create spaces of different scales. This will ensure there is clear distinction between the public and private spaces as shown in the Landscape Report at Appendix D.</p>
D3.9 Car parking and vehicular access	<p>Off street parking has been provided within the development, with the retail component of the development provided with four car parking spaces (including one accessible space), and eight bicycle spaces for staff and patrons. The total number of car parking spaces for the overall development is 23, with 20 bicycles spaces.</p> <p>Dover Lane will provide access to the basement levels and staff car parking. This will ensure that Old South Head Road remains the primary street frontage and Dover Road as the secondary street frontage, maximising pedestrian and resident safety and amenity. This is further discussed in Section 4.6 below.</p>
D3.10 Site facilities	<p>The proposed development incorporates storage spaces within the basement levels as well as waste and recycling facilities. These have been designed to be accessible by all users.</p>
Part E: General Controls for all development	

Control	Comments
E1.4.2 Residential parking generation rates	As discussed in the Traffic Assessment at Appendix N , the existing and proposed traffic volumes were estimated to determine the impact of the proposal on local road networks. This assessment indicates that the proposed development will generate less traffic (Average Daily Traffic) than the existing uses of the site. This is further detailed in Section 4.6.2 below.
E1.5.2 Non-residential parking generation rates	
E1.6.2 Bicycle parking rates	Bicycle parking spaces have been provided in accordance with the provisions of the DCP for both the residential and retail components. Further discussion is provided in Section 4.6 below.
E1.9.1 Car parks with 20 or more spaces	The proposed development will provide 19 basement car parking spaces for residents and 4 off street car parking spaces on Dover Lane. This is in accordance with the provision of section E1.9.1 of the DCP.
E1.9.5 Parking spaces for people with a disability	The proposed development includes two accessible car spaces on Basement Level 1 and one off-street space on Dover Lane. This is in accordance with the provisions of the DCP and Building Code of Australia.
E1.9.6 Small car spaces	Two small car parking spaces are provided on Basement Level 2 and within the off-street car parking on Dover Lane. This constitutes 8% of the overall number of parking spaces. Given that the number of car parking spaces is in excess of the DCP provisions, it is considered that these spaces will have a negligible impact on the demand for normal parking bay widths.
E1.10.1 Design and use of parking areas	The basement level car parking spaces have been designed so as to function solely for the purposes of parking vehicles. Storages spaces, stair and lift core have been located so as to minimise impacts on vehicular movements.
E1.10.6 Driveways and access points	The entry/exit to the basement parking is located at the rear of the site on Dover Lane. The two-way vehicular access will be clearly sign posted for safe entry and exiting. Further discussion is provided in Section 4.6 and the Traffic and Parking Assessment at Appendix M .
E1.10.8 Landscape Plan	The proposed development will introduce soft and hard landscaping, and additional private open space in the form of balconies and terraces for each dwelling. Refer to the Landscape Plan at Appendix D for further detail.
E2.2.2 Water Sensitive Urban Design	A Stormwater Management Plan has been included at Appendix F . The Plan has been designed so as to utilise water resources more efficiently, whilst reducing the risk of flooding on the site. Further discussion is provided in Section 4.11 below.
E2.2.3 Stormwater Treatment	A Stormwater Management Plan has been included at Appendix F . The plan addresses the need for raingardens within the development by providing three separate planter boxes to act as raingardens, with a combined area of 16m ² . Further discussion is provided in Section 4.16 .
E2.3.3 Flood Planning Levels	Since the site is located within Woollahra Council's On-Site Detention (OSD) exclusion map, the requirements of Council's DCP, Chapter E2 – Stormwater and Flood Risk Management, Section E2.2.4 – On site detention of stormwater do not apply. However, in accordance with Section E2.2.5 of the DCP, the proposed development will include the provision of an OSD storage tank to detain some of the runoff. Further discussion is provided in the Stormwater Management Plan at Appendix F and in Section 4.16 below.
E2.2.5 Connection to Council's drainage system	As there is no existing council stormwater network in close proximity of the site, it is proposed to discharge the whole site via kerb outlets and surface runoff onto Dover Lane and Old South Head Road. The proposed stormwater management plan for the site has been designed to minimise sediment and erosion on surrounding properties, whilst avoiding flood impacts on site and within the catchment. Refer to the Stormwater Management Plan at Appendix F for further detail.
E2.3.3 Flood planning levels	As per the Rose Bay Catchment Flood study, flood depths around the site are less than 0.2m. It is therefore assumed that any flooding is contained below the kerb level around the site. A 300mm freeboard above the kerb level sets the FPL around the site. The entrance lobby from Dover Road has a FPL of 14.55m AHD which is the proposed Finished Floor Level of the new development. Refer to the Stormwater Management Plan (Appendix F) for further detail.
E2.3.4 Flood Controls	Flood mitigation measures have been implemented to ensure that the development does not cause flood levels to rise or exacerbate flooding within the area. These mitigation measures will ensure that the existing streetscape is maintained. Refer to Section 4.11 for further details.
E5.2 Demolition and construction phase	In accordance with the Construction Management Plan prepared by Endeavour Property Advisory, waste will be removed from the site by a licenced contractor and taken to a transfer facility for separation. Refer to Appendix Q for further detail.

Control	Comments
E5.3 On-site waste and recycling controls for all development	The waste and recycling room is located on the Ground Floor of the development. This is accessible to all residents and retail/business tenants and is suitably sized and located to meet the requirements of future building occupants. The size of the waste and recycling storage area is designed to accommodate the rates of waste generated from the proposed development. Waste and recycling will be collected from Dover Lane at the rear of the site by Council's garbage services.
E8.2 Adaptable Housing	The proposed development includes the provision of one adaptable dwelling located on Level 01. This is in accordance with Council's DCP to increase the amount of building stock that provides adaptable housing in the area, whilst meeting the current and future needs of the community.

4.2 Built Form

The proposal will improve the appearance of the existing building, having a positive impact on the streetscape. The proposed development takes advantage of the permissibility of shop top housing in the B4 Mixed Use zone, where the development proposes the adaptive reuse of an existing building. The built form of the proposed development will not substantially vary the placement and siting of the church. The modifications to the existing church will be relatively minor, where the demolition works aim to retain as much of the existing church as possible with the majority of demolition works occurring to existing internal walls and the roof structure. These works will enable the provision of new openings, whilst retaining existing stained glass windows, fascias and timber fretwork. These works are indicated at **Figure X** below and on the Architectural Plans and Demolition Plan at **Appendix A**.

The proposed demolition of Wesley Hall at the rear of the property will have a positive impact on the surrounding streetscape. The redevelopment will enable the construction of 2 basement levels, ground floor retail and apartments from Level 01 – Level 03. The proposed balconies for dwellings fronting Dover Lane have been recessed from the site boundary to minimise impacts onto the rear laneway and adjacent properties. As the current building presents poorly to the street, it is deemed suitable for the adaptive reuse for the purposes of shop top housing.

Ultimately, the proposed development represents a significant improvement to the relationship between development on the site and the streetscape. The proposed development will significantly improve the visual relationship through the use of building openings and glazing, as well as generous landscaping to the Old South Head Road frontage. The design, materials and architectural detailing are appropriate for the setting and in the context of the surrounding development. Strong horizontal and vertical elements contribute significantly to breaking up the building mass and provide a design that addresses the street.

4.2.1 Building Height

A 14.5m maximum height of building development standard applies to the site under the Woollahra LEP. The proposed development seeks approval for a maximum building height that exceeds the development standard by up to 2.12 metres. The proposed variations to the height limit are limited to small areas of the site comprising the lift overrun and plant enclosure, are minor in nature and do not give rise to any adverse environmental impacts. A detailed request for a variation to the maximum height development standard in accordance with Clause 4.6 of the Woollahra LEP is provided at **Appendix L**.

Figure 2 in Chapter D2.4 of the Woollahra DCP also sets out more detailed controls prescribing a three-storey street wall to Old South Head Road, with a setback fourth storey, with a separated two-storey structure addressing Dover Lane with above-ground car parking and a single storey of residential/commercial space above. However, it is noted that Control C10 in Section 2.4.3 also requires a continuous four storey street wall built to the street alignment and consistent parapet line to all street frontages on corner sites. This would entail a four-storey element along the full Dover Street frontage to Dover Lane as envisaged in the proposal. These controls do not take into account any site-specific features, such as the Uniting Church building, and apply across the Rose Bay South centre. The architectural approach has sought to balance these provisions with an architectural design that facilitates the retention and adaptive reuse of the 1905 Church building within the site in order to better achieve the DCP objectives for the streetscape and future character of the centre. This redistributes height away from the primary street frontage to Old South Head Road, where the 1905 Church building is to be retained and new areas of public domain and landscaping provided, and to the Dover Road and Dover Lane frontages. Overall this outcome is considered to better support the objectives of the DCP by integrating original and contemporary building fabric and increasing street activation along Old South Head Road and should be supported.

4.2.2 Setbacks

Given the existing siting of the building and the proposed architectural design, it is considered that the proposed building envelope will not have any adverse impacts on the surrounding built form and is consistent with the desired future character of the Rose Bay South Centre. The retention of the Rose Bay Church will ensure the amenity and pedestrian activity along Old South Head Road is retained, whilst providing community spaces, retail and a courtyard at ground level. Given that this portion of the site is being retained the existing setbacks to the front and side boundaries will be maintained. These setbacks will include landscaping and seating to ensure the development retains the amenity and increases passive surveillance along Old South Head Road and Dover Road.

The construction of the residential component has been carefully designed to ensure it is compatible with the existing and future character of the Rose Bay South Centre. The development has been built to the side and rear boundaries, however introduces new elements to increase activity and complement the public realm. New window openings and pedestrian entrances will be provided on Dover Road, allowing the site to be easily accessible and pedestrian friendly.

With the changing nature of the Rose Bay South Centre and the siting of adjacent properties it is considered that full compliance with Council's DCP setback controls is not necessary and that the objectives can be better achieved through the proposed architectural design. In particular, it is noted that the four storey element to Dover Lane is consistent with the DCP requirement to provide a four-storey built form to Dover Road, is compatible with the existing three storey building located to the north across Dover Lane at 79-81 Dover Road, and will enable the delivery of a better urban outcome within the Old South Head Road site frontage.

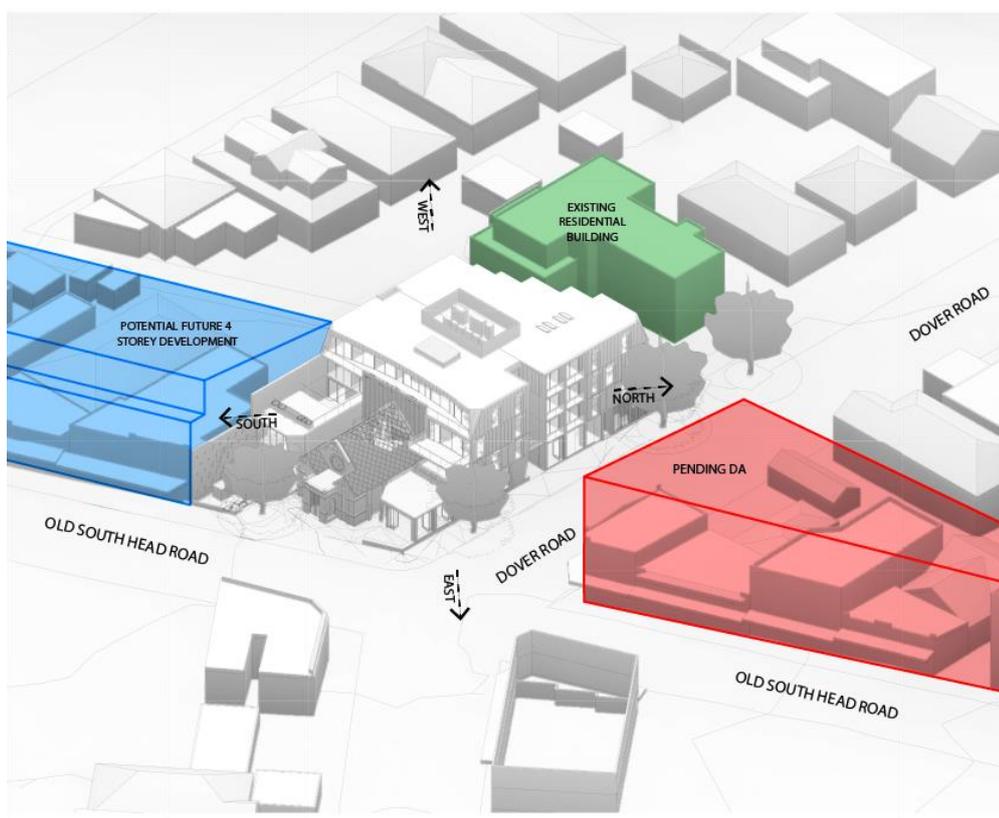


Figure 13 Proposed scheme in accordance with Woollahra DCP 2015

Source: Conrad Gargett

4.3 Impact on Adjoining Properties

4.3.1 Overshadowing

Being a dense urban environment, overshadowing from the proposed development varies only slightly from the existing overshadowing caused by the church and hall. As seen in the shadow diagrams at **Appendix A**, overshadowing on the adjoining properties is marginal. The additional overshadowing primarily falls on the roof of the neighbouring properties. Notwithstanding, these properties will continue to receive the required 2 hours solar access on June 21 during the mid-afternoon sun.

The minor increase in overshadowing is considered acceptable as adjacent properties are still able to achieve satisfactory solar access as required by Council's DCP.

4.3.2 Privacy

Visual privacy for the occupants and neighbouring properties is achieved through the design of the building. Direct sightlines to adjoining properties will be avoided through recessed windows and balconies and landscaping for balconies and terraces.

The proposed balconies and terraces are located in a way to minimise privacy issues to neighbouring properties. The balconies are deliberately setback from the boundaries and complemented by landscaping and screening to provide both amenity for the proposed development and privacy for neighbouring properties. As well, entrances to the retail and residential components of the development have been separated to ensure privacy for occupants.

These additions will ensure privacy is maintained between the development and existing surrounding properties. Further details are provided in the Architectural Design Statement prepared by Conrad Gargett at **Appendix K**.

4.4 Residential Amenity

The proposed development demonstrates that the dwellings located on Levels 01 – 03 will receive an adequate level of residential amenity commensurate to the location and context. A Design Verification Statement prepared by Conrad Gargett sets out a high-level response to the design quality principles set out in Part 2 of the State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development and the Apartment Design Guide (ADG) and is provided at **Appendix K**. In summary, the statement confirms that:

- 9 of the 10 apartments receive at least two hours of direct sunlight between 9am and 3pm on 21 June, with only one apartment receiving no direct sunlight during this period, which complies with the applicable design criteria requirements in Section 4A of the ADG;
- 7 of the 10 apartments are naturally cross ventilated, in excess of the design criteria requirements in Section 4B of the ADG;
- All apartments achieve the minimum ceiling heights set out in the design criteria requirements in Section 4C of the ADG;
- All apartments are sized to be well in excess of the minimum internal area design criteria requirements in Section 4D of the ADG;
- Private open space in the form of balconies and terraces are provided for each apartment, significantly in excess of the design criteria requirements in Section 4E of the ADG; and
- All proposed apartments will be provided with a combination of storage options including areas internal within apartments supplemented by storage cages located in Basement Level 2, with all apartments having storage in excess of the design criteria requirements in Section 4G of the ADG.

4.5 Transport and Accessibility

4.5.1 Parking

Woollahra DCP outlines the parking requirements for mixed use development and retail land uses. The proposal provides the required level of on-site parking with each three-bedroom dwelling being allocated two parking spaces

and the one-bedroom apartment provided with one parking space. In addition,, 12 bicycle parking spaces (including one visitor) and storage spaces have been provided across the basement levels. The retail component of the development will be provided with four at-grade car parking spaces accessed from Dover Lane, including one accessible space and eight bicycle spaces for staff and patrons. Accordingly, the total number of car parking spaces for the residential mixed-use development is 23, with 20 bicycles spaces. This is in line with the provisions of the Woollahra DCP. Further discussion is provided in the Traffic Assessment prepared by Martens at **Appendix M**.

4.5.2 Traffic Generation

As discussed in the Traffic Assessment at **Appendix M**, the existing and proposed traffic volumes were estimated using the Institute of Traffic Engineers Trip Generation guidelines. The preliminary assessment indicates that the proposed development will generate less Average Daily Traffic than the existing site. The assessment indicates that there is a decrease in AM peak hourly traffic and a minor increase in PM peak hourly traffic for trips generated to and from the development.

As such, the preliminary traffic assessment concludes that the proposed development will have a negligible impact on existing traffic conditions around the site. Ultimately, given the change in land use from day care centre to mixed use residential development, the assessment indicates that the traffic generation will result in a general decrease around the site.

4.6 Accessibility and Mobility

To meet the requirements of the Woollahra DCP, one adaptable dwelling has been designed within the proposed development. The adaptable dwelling (Unit 103) is located on Level 01 and has been designed in accordance with the DCP provisions as indicated on the Architectural Plans at **Appendix A**. Two lift has been provided at basement level from the carpark, providing access to each residential level. Access to the residential lobby is provided from Dover Road via a security gate, providing direct access to the ground floor lifts. Refer to the Design Statement at **Appendix K** for further information.

4.7 Heritage

The subject site is not identified as an item of environmental heritage or as being within a heritage conservation area under the provisions of the Woollahra Local Environmental Plan 2014. Notwithstanding this it has been recognised that the site possesses some cultural heritage significance within the local and wider Sydney community. Accordingly, a Statement of Heritage Impact (SHI) has been prepared by Conrad Gargett in accordance with then conservation practices of the Burra Charter and NSW Heritage Office guidelines (**Appendix C**). The SHI has been prepared with the benefit of information provided by Woollahra Council arising from a Council resolution of 178 December 2017 to investigate the heritage values of the subject site.

The site comprises a number of built components which have been progressively constructed, altered and added to over time as summarised in **Section 2.2**. The foundation stone for the 1905 Church building was laid in December 1904, with the building constructed relatively quickly with an official opening in February 1905. A later expansion to the 1905 Church building occurred in 1924 with a new addition to the rear. The Wesley Hall was constructed was constructed in 1929 to provide additional capacity for the church and to accommodate Sunday School activities. The buildings represent a variety of architectural styles, with the most significant and prominently sited being the 1905 Church building fronting Old South Head Road which has become a landmark within the local streetscape.

However, the primary value of these buildings from a heritage perspective are not their architecture of building style, but rather in their representation of the cultural history of the site and associations with the development of Methodism within Sydney and Australia (now part of the Uniting Church), the site's association with Ebenezer Vickery and the original land owners and architects who contributed to the establishment of the Church on the site as detailed in the SHI. The buildings are not of any particular uniqueness in their architectural style or built form within the Sydney or Australian context.

The proposed development incorporates the retention of the main fabric of the original 1905 Church building and the 1924 addition to the south elevation, with the demolition of the remaining structures within the subject site. The retained built elements are proposed to become the focal point for the new building and land uses occurring within the site, with increased public access and integration of the site into the streetscape through the provision of new landscaping and new community, retail and business uses at the ground plane. The SHI confirms that the built form

approach to the retention of the 1905 Church building is an appropriate response to the heritage values of the site. The removal of other built fabric from the site to facilitate the proposed development is able to be adequately managed through a combination of archival recording, inventory of moveable heritage items and the interpretation of the former fabric through the development of a heritage interpretation strategy that ensures that the removed buildings and cultural functions will be carried on as part of the future development and use of the site. This approach has been informed by an assessment of the proposal against the heritage criteria and considerations under the clause 5.10 of the Woollahra LEP and the NSW Office of Environment and Heritage State heritage criteria, notwithstanding that these provisions do not apply to the site based on the currently applicable planning and heritage framework.

The decline of the Rose Bay Uniting Church's congregation over recent decades, culminating in the merger and relocation of the congregation to Vaucluse, means that the site does not currently continue the active cultural heritage associations of the original purpose of the site and its buildings. The ability to facilitate a return of Church activities to the site with new outreach and ministry functions from the proposed community space is a positive outcome which, supported by the physical interpretation of this cultural heritage through the adaptive re-use of the 1905 Church building, will make a positive contribution to the conservation of the site's cultural heritage.

Having regard to the above, it is considered that the proposed development strikes an appropriate balance between maintaining the aesthetic contribution of the existing 1905 Church to the streetscape as a local landmark, creation of an opportunity to return Uniting Church uses to the site that support the ongoing cultural heritage association, whilst facilitating new uses to the site that increase public engagement and benefits through the provision of new business, retail and residential accommodation.

4.8 Geotechnical

A geotechnical investigation has been completed by Martens (**Appendix I**) which identifies the surface and subsurface conditions and provides comments and recommendations with regard to excavation, earth pressure coefficients, vibration, footings and foundations, drainage requirements, construction consideration and site classifications.

It has been recommended within the Geotechnical Report that further assessments be conducted in order to confirm the suitability of the site for the proposal, prior to the issuing of the Construction Certificate. Additionally, recommendations have been provided for the inspection and monitoring during construction. We recommend these studies be required as a condition of development consent prior to construction.

4.9 Contamination

A Phase 1 Site Investigation has been undertaken by Martens (**Appendix H**) to investigate if any part of the site is contaminated as a result of the previous use. The scope of works included a walkover inspection to review the current land use and potential contaminating activities, site history review, review of the NSW EPA notices under the *Contaminated Land Management Act 1997*, and preparation of a report in accordance with the relevant provisions.

It has been recommended within the report that a Detailed Site Investigation (DSI) is required in order to confirm the presence and extent of contamination in order to determine the suitability of the site for the proposed development. We recommend that these studies be required as a condition of development consent prior to construction and in accordance with the NSW EPA Sampling Design Guidelines and a risk-based assessment.

4.10 Flooding

The proposed development lies within a 100year ARI flood zone, and as per the Rose Bay Catchment Flood Study, flood depths surrounding the site are less than 0.2m. It is therefore assumed that the flood level is contained below the kerb level around the site. A 300mm freeboard above the kerb level sets the flood planning level around the site and the entrance lobby from Dover Road has a flood planning level of 14.55m AHD which is proposed as the finished floor level.

As discussed, the new development proposes three separate planter boxes acting as rain gardens with a combined area of approximately 16m², where stormwater runoff from the terraced areas will be directed to planter boxes for

treatment before flowing into the OSD tank. These mitigation measures have been designed in accordance with the Woollahra DCP. Further discussion is provided in the Stormwater Management Plan at **Appendix F**.

4.11 Noise

SLR Consulting Australia have prepared a Noise Impact Assessment at **Appendix N**. The assessment has examined the following areas of acoustical significance:

- road traffic noise intrusion to internal spaces;
- noise emission from mechanical plant;
- internal sound insulation requirements; and
- noise impact on local roads.

Based on the findings from the assessment, the development as proposed is satisfactory in terms of its general planning arrangement, when considering the mitigation measures detailed in the report. Acceptable internal noise levels can be achieved within the residential apartments with the incorporation of the recommended controls, including the use of glazing systems. Importantly, the assessment concludes that the proposed development is satisfactory in terms of potential noise impacts.

4.12 Fire

As discussed in the Preliminary Fire Safety Engineering Review prepared by Exova Defire (**Appendix P**), the design of the proposed development will incorporate performance solutions complying with the performance requirements of the National Construction Code – Building Code of Australia.

The review concludes that the proposed development is capable of achieving compliance with the relevant performance requirements of the BCA without major changes to the proposed design. Notwithstanding, the performance solutions for the building will be developed as part of the ongoing design and development process in consultation with the design team.

4.13 Recycling and Waste Management

The location of the waste room is identified on the Ground Floor Plans at **Appendix A**. Both the residential and retail components of the development will be provided access to the waste room, which is located at the rear of the site. Further discussion is provided in the Waste Management Plan provided at **Appendix R**.

4.14 Construction Management

A Construction Management Plan (CMP) has been provided with this DA and is provided at **Appendix Q**. The CMP outlines the proposed site management strategy for the construction phase with regard to site establishment, resourcing, site organisation and construction controls. The CMP outlines three distinct phases requiring different material handling logic to construct the building efficiently and minimise the impact on surrounding streets and neighbours. The phases are as follows:

- Stage 1 – demolition of the Wesley Hall and associated amenities block and site preparation;
- Stage 2 – demolition of parts of the church and site preparation; and
- Stage 3 – construction, finishes and external works.

It is intended that Stages 2 and 3 will happen simultaneously once the structure is sufficiently complete to allow finishes to commence on lower levels.

The normal hours of work will typically be Monday to Friday 7:00am to 5:00pm and Saturday 8:00am to 1:00pm, excluding public holidays, and subject to DA approval conditions.

Stormwater and Sediment Control

A Stormwater and Sediment Control Plan has been developed and will be implemented prior to works commencing. This plan will ensure that stormwater from the development does not enter adjoining properties and that all water

that enters the council stormwater system does not contain silt or other contaminants. The Stormwater and Sediment Control Plan at **Appendix G** provides further information.

4.15 Crime and Public Safety

The proposed development takes into consideration the provisions of Crime Prevention Through Environmental Design (CPTED), through the design features which will reduce the potential for antisocial behaviour to occur around the site. The proposed development has been designed to meet the provisions of CPTED through the following measures:

- habitable rooms and courtyards have been oriented towards the surrounding street and laneway network;
- casual surveillance of Dover Lane has been provided from apartments at all residential levels through the provision of balconies and new window openings;
- the pedestrian entrances are well lit and are clearly delineated from vehicular entrances through the introduction of fencing and gates as well as new paving;
- additional lighting will be provided along the Dover Road and Dover Lane boundaries for both pedestrian and vehicular security;
- separate entrances are proposed for the residential and retail components through secure key access and remote-control car park entry, as well as lockable gates securing the community area after hours;
- there is clear delineation between public and private properties; and
- the proposed landscaping allows for appropriate sight lines and surveillance.

4.16 Environmentally Sustainable Development

A BASIX Assessment and Certificate has been prepared and shows the proposed development is capable of achieving the sustainability requirements of SEPP (BASIX) (**Appendix J**).

The proposed development has been designed with environmentally sustainable development principles in mind. The development adopts good passive environmental design solutions and appropriate use of materials to provide a simple yet effective response to environmental requirements. Thirty solar panels will be provided on the roof for hot water preheat and a water detention tank will be provided to collect rainwater and irrigate planters and the garden.

Additionally, 70% of the apartments achieve full natural cross ventilation. The remaining 3 apartments can be naturally ventilated through the use of entry galleries, operable windows and doors to all living areas and bedrooms. As well, each apartment is provided with full height sliding glass doors to balconies / terraces. Refer to the Design Statement at **Appendix K** for further details.

4.17 Site Suitability

The site is considered suitable for the proposed development as it is:

- appropriately zoned for mix of residential, retail, business and community uses under the Woollahra LEP;
- capable of redevelopment whilst maintaining the existing streetscape presentation and built form of the Church;
- capable of providing additional housing supply within the existing urban footprint;
- well connected to public transport services;
- appropriately serviced; and
- proposes an alternative land use that will complement the surrounding streetscape.

4.18 Public Interest

The proposed development is considered to be in the public interest as it:

- provides for a built form that will achieve a high standard of architectural design that contributes to the quality and character of the local area;
- contributes to the conservation and enhancement of the cultural heritage of the site through the retention and adaptive reuse of the 1905 Church building within the local streetscape, facilitating the interpretation of the historical use of the site and the reintroduction of Uniting Church functions to the site in order to continue on the cultural association of the site into the future;
- results in no environmental or amenity impacts to residents within the building or immediately surrounding the site;
- provides additional housing within the existing urban footprint in a location which is already serviced by infrastructure and services, including being within walking distances of public transport services;
- provides infill housing which is consistent with the land uses of existing surrounding development whilst preserving the existing built form of the Church; and
- activates the surrounding street and laneway network.

5.0 Conclusion

This DA seeks consent for the following development in accordance with the Architectural Drawings prepared by Conrad Gargett:

- site preparation works including demolition of the Wesley Hall building and ancillary structures, partial removal of the Church roof, and removal of existing landscaping and vegetation from within the site;
- construction of a new shop-top housing development comprising adaptive reuse of the Church building and construction of a new four-storey building comprising a ground floor community space to be used by the Uniting Church for community services and outreach and retail/business premises with ten residential apartments above;
- total Gross Floor Area (GFA) of 1,541m² and a corresponding Floor Space Ratio (FSR) of 1.5:1;
- construction of two levels of basement car parking, comprising 23 parking spaces for staff, visitors and residents, 20 bicycle spaces and storage;
- new hard and soft landscaping within the site;
- associated site infrastructure works.

The proposed development is permitted with development consent under the Woollahra Local Environmental Plan 2014, is consistent with the objectives of the Woollahra Development Control Plan 2015 and the desired future character of the Rose Bay South centre and will not result in any adverse environmental impacts. The proposed development has a number of benefits, including the adaptive reuse of the 1905 Church building as part of a contemporary and high quality architectural design, the re-introduction of Uniting Church community functions to the site and the delivery of new retail, business and residential accommodation to meet the needs of the existing and future community.

In light of the merits of the proposal and in the absence of any significant environmental, social or economic impacts, we have no hesitation in recommending that the application be approved subject to standard conditions of consent.