

Environmental Planning Committee



Agenda

Monday 28 October 2019

6.00pm

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee Members and/or Staff to present apologies and/or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (e.g. applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allocated four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council ("R" Items):

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Broad strategic planning matters including those initiated at State and Federal Government level.
- Urban design studies.
- Planning proposals and local environment plans.
- Development control plans and guidelines.
- Development contribution plans.
- Heritage conservation studies, assessments and controls.
- Commercial centres' studies.
- Residential studies and strategies.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Flood Management Strategies.
- Recreation Policies and Strategies.
- Sustainability Policies and Strategies.
- Transport Strategies.
- Tree Policies and Strategies.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters requiring supplementary votes to Budget.
- Matters not within the specified functions of the Committee.
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.

Delegated Authority to be determined at Committee level ("D" Items):

- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolutions).
- Confirmation of the Minutes of its Meetings.
- Statutory reviews of Council's Delivery Program and Operational Plan.
- Any other matter falling within the responsibility of the Environmental Planning Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.

Environmental Planning Committee Membership: 7 Councillors

Quorum: The quorum for Committee meeting is 4 Councillors

Woollahra Municipal Council

Notice of Meeting

23 October 2019

To: Her Worship the Mayor, Councillor Susan Wynne, ex-officio
Councillors Mary-Lou Jarvis (Chair)
Nick Maxwell (Deputy Chair)
Luise Elsing
Matthew Robertson
Isabelle Shapiro
Mark Silcocks
Toni Zeltzer

Dear Councillors,

Environmental Planning Committee – 28 October 2019

In accordance with the provisions of the Local Government Act 1993, I request your attendance at Council's **Environmental Planning Committee** meeting to be held in the **Thornton Room (Committee Room)**, 536 New South Head Road, Double Bay, on **Monday 28 October 2019 at 6.00pm.**

Gary James
General Manager

Meeting Agenda

Item	Subject	Page
1.	Leave of Absence and Apologies	
2.	Late Correspondence	
3.	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 16 September 2019 - 19/165339.....	7
----	---	---

Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Planning Proposal - Heritage Listing of the Rose Bay Sewage Pumping Station and Gates in Percival Park at 13 Collins Avenue, Rose Bay - 19/161036.....	9
R2	Planning Proposal - Paddington Floodplain Risk Management Study and Plan 2019 - 19/169769	57
R3	Public Exhibition of Draft Woollahra Development control Plan 2015 (Amendment No. 9) - Electric Vehicles: Leading the Way - 19/145021.....	103
R4	Feedback from the Department of Planning, Industry and Environment - Planning Proposal - Proposed amendments to Woollahra LEP 2014 including the introduction of an FSR control for low density residential development. - 19/157634.....	171
R5	Draft Woollahra Integrated Transport Strategy - 19/151995	181

Item No: D1 Delegated to Committee
Subject: **CONFIRMATION OF MINUTES OF MEETING HELD ON 16 SEPTEMBER 2019**
Author: Sue O'Connor, Governance Officer
File No: 19/165339
Reason for Report: The Minutes of the Environmental Planning Committee of 16 September 2019 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

THAT the Minutes of the Environmental Planning Committee Meeting of 16 September 2019 be taken as read and confirmed.

Item No: R1 Recommendation to Council
Subject: **PLANNING PROPOSAL - HERITAGE LISTING OF THE ROSE BAY SEWAGE PUMPING STATION AND GATES IN PERCIVAL PARK AT 13 COLLINS AVENUE, ROSE BAY**
Author: Shona Lindsay, Heritage Officer
Approvers: Anne White, Acting Manager - Strategic Planning
Allan Coker, Director - Planning & Development
File No: 19/161036
Reason for Report: To report on the advice made to Council by the Woollahra Local Planning Panel.

To obtain Council's approval to proceed with the planning proposal to list the Sewage Pumping Station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates, at 13 Collins Avenue, Rose Bay as a local heritage item in Woollahra Local Environmental Plan 2014.

Recommendation:

- A. THAT Council note the advice provided by the Woollahra Local Planning Panel on 3 October 2019.
- B. THAT the planning proposal, as contained in *Annexure 3* of the report to the Environmental Planning Committee meeting on 28 October 2019 to list the *Sewage Pumping Station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay as a local heritage item in Woollahra Local Environmental Plan 2014, be forwarded to the *Department of Planning, Industry and Environment* with a request for a gateway determination to allow public exhibition.
- C. THAT Council request the *Minister for Planning and Public Spaces* authorise Council as the local plan making authority in relation to the planning proposal, to allow it to make the local environmental plan under section 3.36 of the *Environmental Planning and Assessment Act 1979*.

1. Background

On 12 November 2018 resolved in part:

THAT Council:

- 1. *Requests staff to undertake an assessment of heritage significance for the Sewerage Pumping Station located at Percival Park, Rose Bay and the sandstone gates leading into the park and report to the Environmental Planning Committee on whether these items have sufficient heritage significance to be listed as a local heritage item in the Woollahra Local Environmental Plan 2014 (WLEP).*

The following background information accompanied the notice of motion on the agenda for that meeting:

Council's website notes:

The park is owned by Sydney Water. Percival Park was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewerage to obtain use of the land as public open space. Council named (Council Minutes 12/2/1951) the park in honour of Mr C. E. Percival who was the Woollahra Council Engineer from November 1926 till early in 1952.

It is understood that the Sewerage Pumping Station is a low-level pumping station and has historic, aesthetic and potentially technical/ research significance. It is among a number of low-level sewerage pumping stations constructed in Sydney between the wars to serve the Bondi Ocean Outfall Sewer (the construction of which effectively ended discharge of sewage into the harbour). Many of these stations have either local and/or State Heritage listing.

The sandstone gate leading to the Sewerage Pumping Station is a rare item, as it is understood that similar stations only have picket fences and therefore the sandstone gates have significance in themselves.

Percival Park is well frequented by the public accessing Rose Bay beach.

Residents have voiced their concerns about the state of Percival Park and have inquired as to whether it can be better managed and landscaped, whilst protecting the heritage significance of the Sewerage Pumping Station and its gates.

In response to Council's decision a Heritage Significance Assessment of the *sewage pumping station (SPS 46) and sandstone gate posts and metal gates* was prepared by Shona Lindsay (Heritage Officer, Woollahra Council).

The assessment of heritage significance for the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates, with input from the landowner, was reported to the Environmental Planning Committee (EPC) on 16 September 2019 (see *Annexure 1*)¹, and on 23 September 2019 Council resolved the following:

- A. *THAT a planning proposal be prepared to list the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates in Percival Park at 13 Collins Avenue, Rose Bay as a heritage item in Woollahra Local Environmental Plan 2014.*
- B. *THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice.*
- C. *THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee.*

2. Planning proposal

A planning proposal was prepared in accordance with the Council's decision of 23 September 2019. The objective of the planning proposal is to amend Woollahra LEP 2014, to list the *Sewage Pumping Station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay as a heritage item. Heritage listing will provide ongoing protection and recognition of the heritage significance of the item.

¹ The annexures to the EPC report of 16 September 2019 have been removed. The heritage assessment report and draft inventory form are provided in the planning proposal attached at Annexure 3 to this report.

3. Woollahra Local Planning Panel advice

On 3 October 2019 the *Woollahra Local Planning Panel* (LPP) considered a report on the planning proposal (see *Annexure 2*)² and provided the following advice to Council:

THAT the Woollahra Local Planning Panel advises Council that it supports the planning proposal at Annexure 1 to list the Sewage Pumping Station (SPS 43) – including interiors and moveable heritage, sandstone gate posts and metal gates, at 13 Collins Avenue, Rose Bay, as a local heritage item in Schedule 5 of the Woollahra Local Environmental Plan 2014.

Subsequent to the meeting of the Woollahra LPP of 3 October 2019, the planning proposal has been updated to refer to the Panel's advice. The updated planning proposal is provided in *Annexure 3*.

4. Next steps

Subject to the Council's decision, the planning proposal will be referred to the Department of Planning, Industry and Environment (the Department) for a gateway determination. This will allow the planning proposal to be placed on public exhibition.

4.1. Public exhibition

The public exhibition of the planning proposal will be undertaken in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (the Act), the *Environmental Planning and Assessment Regulation 2000* and the gateway determination issued by the Department as delegate for the Minister. The gateway determination will specify the minimum duration of the public exhibition period. This period is usually a minimum of 28 days, which is consistent with Council's standard practice for the exhibition of a planning proposal.

Public notification of the exhibition will comprise:

- A weekly notice in the local newspaper (the *Wentworth Courier*) for the duration of the exhibition period.
- A notice on Council's website.
- A letter to the land owner of the site.
- A letter to land owners in the vicinity of the site.
- Local community and business groups such as *The Rose Bay Residents Association*.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council offices:

- The planning proposal, in the form approved by the gateway determination.
- The gateway determination.
- Information relied upon by the planning proposal, such as relevant Council reports.

² The annexures to the Woollahra LPP report have been removed. The heritage assessment report and draft inventory form are provided in the planning proposal attached as Annexure 3 to this report.

4.2. Making the draft LEP under delegated authority

If Council resolves to proceed with the planning proposal, it will be forwarded to the Department for a gateway determination under section 3.34 of the Act.

To streamline the plan making process, the Minister can delegate some plan making powers to Council for routine matters. In this case, Council may request authorisation to exercise the functions of the Minister to make an LEP under section 3.36 of the Act.

Following public exhibition, if Council resolves to proceed with and finalise the planning proposal, staff will request that the Parliamentary Counsel (PC) prepare a draft LEP. Once the draft LEP has been prepared, PC will issue an opinion that it can be made.

Alternatively, if Council decides not to finalise the planning proposal, it should resolve to request that the Minister, not proceed with the planning proposal, under section 3.35(4) of the Act.

5. Conclusion

The listing of the *Sewage Pumping Station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay as a local heritage item in Woollahra Local Environmental Plan 2014 is supported by an assessment of the heritage significance prepared by Shona Lindsay (Heritage Officer, Woollahra Council). On 3 October 2019, the WLPP provided advice to Council that it supports the planning proposal and its submission to the Minister.

The Council may now proceed with referring the planning proposal to the Department requesting a gateway determination to allow public exhibition.

Annexures

1. Report to Environmental Planning Committee 16 September 2019 (annexures removed) [!\[\]\(32b3140000635d85b5fcc7ce37a1b40f_img.jpg\) !\[\]\(a2709e896f70a15af1b75ddfa7236315_img.jpg\)](#)
2. Report to Woollahra Local Planning Panel 3 October 2019 (annexures removed) [!\[\]\(6a35e7fc1cc98abd5e41a848bc25419c_img.jpg\) !\[\]\(e0126de17aa398db1485154954d0ead9_img.jpg\)](#)
3. Planning Proposal - October 2019 [!\[\]\(38806768eaad96b91f2e2289ed43ffa9_img.jpg\) !\[\]\(97d446607a983d95731e3e60126d8b3b_img.jpg\)](#)

Annexure 1

Woollahra Municipal Council
Environmental Planning Committee Agenda

16 September 2019

Item No: R1 Recommendation to Council

Subject: **PLANNING PROPOSAL - HERITAGE LISTING OF THE ROSE BAY SEWAGE PUMPING STATION AND GATES IN PERCIVAL PARK AT 13 COLLINS AVENUE, ROSE BAY**

Author: Shona Lindsay, Heritage Officer

Approvers: Anne White, Team Leader - Strategic Planning
Allan Coker, Director - Planning & Development

File No: 19/143101

Reason for Report: To respond to Council's resolution of 12 November 2018 to investigate the heritage listing of the Sewage Pumping Station and Gates in Percival Park at 13 Collins Avenue, Rose Bay.

To obtain Council's approval to prepare a planning proposal to list the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates at 13 Collins Avenue, Rose Bay, as a heritage item in Woollahra Local Environmental Plan 2014.

To obtain Council's approval for the planning proposal to be referred to the Woollahra Local Planning Panel for advice.

Recommendation:

- A. THAT a planning proposal be prepared to list the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* in Percival Park at 13 Collins Avenue, Rose Bay as a heritage item in *Woollahra Local Environmental Plan 2014*.
- B. THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice.
- C. THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee.

1. Background

On 12 November 2018 resolved in part:

THAT Council:

1. *Requests staff to undertake an assessment of heritage significance for the Sewerage Pumping Station located at Percival Park, Rose Bay and the sandstone gates leading into the park and report to the Environmental Planning Committee on whether these items have sufficient heritage significance to be listed as a local heritage item in the Woollahra Local Environmental Plan 2014 (WLEP).*

The following background information accompanied the notice of motion on the agenda for that meeting:

Council's website notes:

The park is owned by Sydney Water. Percival Park was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewerage to obtain use of the land as public open space. Council named (Council Minutes 12/2/1951) the park in honour of Mr C. E. Percival who was the Woollahra Council Engineer from November 1926 till early in 1952.

It is understood that the Sewerage Pumping Station is a low-level pumping station and has historic, aesthetic and potentially technical/ research significance. It is among a number of low-level sewerage pumping stations constructed in Sydney between the wars to serve the Bondi Ocean Outfall Sewer (the construction of which effectively ended discharge of sewage into the harbour). Many of these stations have either local and/or State Heritage listing.

The sandstone gate leading to the Sewerage Pumping Station is a rare item, as it is understood that similar stations only have picket fences and therefore the sandstone gates have significance in themselves.

Percival Park is well frequented by the public accessing Rose Bay beach.

Residents have voiced their concerns about the state of Percival Park and have inquired as to whether it can be better managed and landscaped, whilst protecting the heritage significance of the Sewerage Pumping Station and its gates.

In response to Council's decision a Heritage Significance Assessment of the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates was prepared by Shona Lindsay (Heritage Officer, Woollahra Council).

2. The Site

The sewage pumping station (SPS 46) and sandstone gate posts and metal gates are located within Percival Park at 13 Collins Avenue, Rose Bay, Lot 2 DP 512907 (refer to Figures 1, 2 and 3 below). The site is bordered by Sydney Harbour to the north-west, residential properties to the north-east and south-west, and Collins Avenue to the south-east.

The sewage pumping station is known as Sewage Pumping Station No. 46 by Sydney Water. Other names of the sewage pumping station used by Sydney Water include SPS 46, Sewage Pumping Station 0046, SP0046 and WWPS46 (Waste Water Pumping Station).

The site is used by Sydney Water as a sewage pumping station. Percival Park is used as a public open space, which was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewerage to obtain use of the land.

The subject site is not listed on the NSW State Heritage Register (SHR), nor is it identified as a local heritage item or located in a Heritage Conservation Area in Schedule 5 of *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014). The site is not in the vicinity of a listed heritage item.

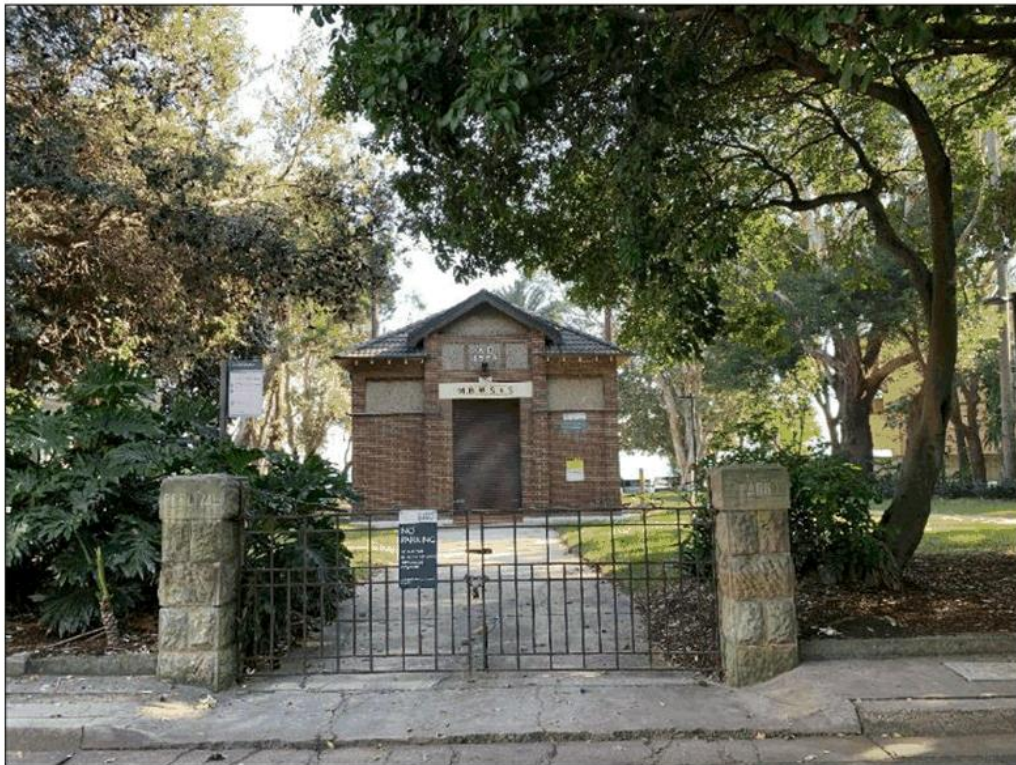


Figure 1: Sewage pumping station (SPS 46) and sandstone gate posts and metal gates viewed from Collins Avenue looking north-west (Source: Shona Lindsay, Heritage Officer)



Figure 2: 2018 aerial photograph of site (Source: Woollahra Council GIS Maps)



Figure 3: Cadastral map of Percival Part with the site outlined in red.
(Source: Woollahra Council GIS Maps)

3. Assessment of heritage significance

The assessment of heritage significance was undertaken in accordance with the document titled *Assessing heritage significance*, published by the NSW Heritage Office in 2001. The assessment used the process and criteria set out in that document. There are seven criteria used in the process of assessing heritage significance:

Criterion (a)

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (b)

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

Criterion (c)

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

Criterion (d)

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

Criterion (e)

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

Criterion (f)

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

Criterion (g)

An item is important in demonstrating the principal characteristics of a class of NSW's

- cultural or natural places, or
- cultural or natural environments,

(or a class of the local area's

- cultural or natural places, or
- cultural or natural environments.)

Each criterion has inclusion and exclusion guidelines which are used to assist in the assessment process. If an item meets one of the seven heritage criteria at a local level, and retains the integrity of its key attributes, it can be considered to have local heritage significance. To be assessed for State significance an item will meet more than one of the seven heritage criteria at a State level, or if an item satisfies only one of the criteria, the item is of such particular significance to NSW that it should be listed.

A copy of the assessment prepared by Shona Lindsay (Heritage Officer, Woollahra Council), which includes the assessment against all criteria, is attached as **Annexure 1**.

Table 1 below provides a summary of the assessment of the heritage significance of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* against the seven criteria, at the local and State levels.

Table 1: NSW Heritage assessment criteria summary

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	✓	✗
(d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons	✗	✗
(e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sewage pumping station only)	✗

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sandstone gate posts and metal gates only)	✗
(g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments. or a class of the local area's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments. 	✓	✗

The heritage significance assessment provides the following statement of significance:

Sewage Pumping Station No. 46 was constructed in 1923 as a low level sewage pumping station that connected to the Bondi Ocean Outfall Sewer (BOOS). The building was built and designed by the Department of Public Works and is a representative example of a Federation Free Style sewage pumping station. It forms part of a group of similar pumping stations along the harbour foreshore of the Woollahra LGA, including Sewage Pumping Station No. 47 in Rose Bay and No. 50 in Watsons Bay.

Sewage Pumping Station No. 46 provides evidence of the growth of Woollahra and the expansion of municipal and sewage services during the Inter-War period. Located within Percival Park, which is set near the Sydney Harbour foreshore with mature trees, the sewage pumping station makes a valuable contribution to the streetscape and harbour foreshore. The sewage pumping station is technically significant for its continuous use since 1923. The original design of the building is intact with some mechanical and electrical modifications to upgrade the station as sewage needs have evolved. The mechanical components of the sewage pumping station may have research value for demonstrating the early sewage systems of Rose Bay. It has the potential to reveal information about the design and construction of the substructure and mechanical components, which contributes to the understanding of the development of sewage pumping technology during the Inter-War period.

Sewage Pumping Station No. 46 is of local heritage significance for historical, aesthetic, technical, research potential, and representative significance.

Woollahra Council constructed the 'ornamental' stone gateposts located at the front of the park on Collins Avenue in 1951 with the name 'Percival Park'. The gateposts provide evidence of the Council's continual involvement with the park since it acquired a lease to use the land as public open space in 1949. The sandstone gate posts and metal gates have landmark qualities for marking Percival Park and are aesthetically distinctive. The sandstone gate posts and metal gates make a contribution to the streetscape of Collins Avenue. The use of the sandstone gate posts and metal gates at the front of the park is rare for sewage pumping stations in Woollahra LGA and within the Sydney and NSW region. The sandstone gate posts and metal gates are a fine example of the construction of ornamental gates to a sewage pumping station, demonstrating the importance the Council had for the use of the land as a public open space.

The sandstone gate posts and metal gates are of local heritage significance for historical, aesthetic, rarity, and representative significance.

(5 September 2019: Shona Lindsay, Heritage Officer:
Heritage Significance Assessment, p. 67-68)

The assessment recommends the listing of the *Sewage pumping station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates* as a local heritage item in Schedule 5 of Woollahra LEP 2014. The report concluded that the sewage pumping station (SPS 46) and sandstone gate posts and metal gates do not meet the threshold for State heritage listing.

4. Consultation with the land owner

Sydney Water have been consulted during the heritage assessment process. Philip Bennet (Sydney Water) attended the site visit with Shona Lindsay (Heritage Officer) on 21 May 2019. Mr Bennet has also reviewed the draft heritage significance assessment report and draft heritage inventory sheet. Sydney Water are generally supportive of the Assessment of Heritage Significance and the proposed heritage listing of the sewage pumping station. Should a planning proposal proceed to public exhibition, consultation with Sydney Water will continue.

5. Woollahra Local Planning Panel advice

Section 2.19 of the *Environmental Planning and Assessment Act 1979* sets out the functions of local planning panels. One of those functions is “to advise the council on any planning proposal that has been prepared or is to be prepared by the council under section 3.33 and that is referred to the panel by the council”.

Additionally, the Local Planning Panel Direction – Planning Proposals which was issued by the Minister for Planning on 27 September 2018 identifies the types of planning proposals that are to be referred to a local planning panel for advice prior to a planning proposal being sent to the Department of Planning, Industry and Environment for a gateway determination.

Under the terms of the Direction, the planning proposal to list the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* as a local heritage item must be referred to the Woollahra Local Planning Panel (Woollahra LPP) for advice. This step will be undertaken at the next available meeting of the Woollahra LPP should the Council decide to prepare a planning proposal.

6. Next steps

If Council supports the recommendation of this report, the next steps in the process are:

- Prepare a planning proposal under section 3.33 of the Act to list the property as a heritage item in the Woollahra LEP 2014.
- Report a draft planning proposal to the Woollahra LPP for advice;
- Report the advice received from the Woollahra LPP to the Environmental Planning Committee.
- Further steps will depend on advice from the Woollahra LPP and the decision of the Council following the Environmental Planning Committee meeting.

7. Conclusion


The heritage significance of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* has been assessed in accordance with the NSW heritage best practice guidelines. The Assessment of Heritage Significance prepared by Shona Lindsay (Heritage Officer, Woollahra Council) identifies that the sewage Pumping Station No. 46 is of local heritage significance for historical, aesthetic, technical, research potential and representative significance. The sandstone gate posts and metal gates are of local heritage significance for historical, aesthetic, rarity, and representative significance.

We recommend the listing of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* as a local heritage item in Schedule 5 of Woollahra LEP 2014.

The *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* do not meet the threshold for State heritage listing.

To facilitate a listing at the local level, a planning proposal should be prepared with the aim of amending Schedule 5 of Woollahra LEP 2014 by adding the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* to the list of heritage items. The planning proposal should be referred to the Woollahra LPP for advice.

Annexures

1. Heritage Significance Assessment for Sewage Pumping Station and Gates located at Percival Park Rose Bay (*circulated under separate cover*) 

Annexure 2

Woollahra Municipal Council
Woollahra Local Planning Panel Agenda

3 October 2019

Item No: D6
Subject: **PLANNING PROPOSAL - HERITAGE LISTING OF THE ROSE BAY SEWAGE PUMPING STATION AND GATES IN PERCIVAL PARK AT 13 COLLINS AVENUE, ROSE BAY**
Author: Shona Lindsay, Heritage Officer
Approvers: Anne White, Acting Manager - Strategic Planning
Allan Coker, Director - Planning & Development
File No: 19/153623
Reason for Report: To seek the advice of the Woollahra Local Planning Panel in relation to the preparation of a planning proposal to list the Sewage Pumping Station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates, at 13 Collins Avenue, Rose Bay as a local heritage item in Woollahra Local Environmental Plan 2014.

Recommendation:

THAT the Woollahra Local Planning Panel advises Council that it supports the planning proposal at *Annexure 1* to list the *Sewage Pumping Station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay, as a local heritage item in Schedule 5 of the *Woollahra Local Environmental Plan 2014*.

1. Reason for report to the Woollahra Local Planning Panel (Woollahra LPP)

This report seeks the advice of the Woollahra LPP on the listing of the *Sewage Pumping Station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates* at 13 Collins Avenue, Rose Bay as a heritage item in the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014).

On 27 September 2018, the Minister for Planning issued a Local Planning Panel Direction – Planning Proposals:

- A Council to whom this direction applies is required to refer all planning proposals to be prepared after 1 June 2018 to the local planning panel for advice, unless the council's general manager determines that the planning proposal relates to:
 - (a) the correction of an obvious error in a local environmental plan,
 - (b) matters that are of a consequential, transitional, machinery or other minor nature, or
 - (c) matters that council's general manager considers will not have any significant adverse impact on the environment or adjoining land.
- When a planning proposal is referred to the local planning panel, it must be accompanied by an assessment report prepared by council staff setting out recommendations, including whether or not the planning proposal should proceed.
- A proposal is to be referred to the local planning panel before it is forwarded to the Minister of the Greater Sydney Commission under section 3.34 of the *Environmental Planning and Assessment Act 1979* (the Act).

In this case, the planning proposal is required to be referred to the local planning panel because the general manager has not made a determination in regard to items 1 (a), (b) or (c), above.

2. Background

On 12 November 2018 Council resolved in part:

THAT Council:

1. *Requests staff to undertake an assessment of heritage significance for the Sewerage Pumping Station located at Percival Park, Rose Bay and the sandstone gates leading into the park and report to the Environmental Planning Committee on whether these items have sufficient heritage significance to be listed as a local heritage item in the Woollahra Local Environmental Plan 2014 (WLEP).*

The following background information accompanied the notice of motion on the agenda for that meeting:

Council's website notes:

The park is owned by Sydney Water. Percival Park was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewerage to obtain use of the land as public open space. Council named (Council Minutes 12/2/1951) the park in honour of Mr C. E. Percival who was the Woollahra Council Engineer from November 1926 till early in 1952.

It is understood that the Sewerage Pumping Station is a low-level pumping station and has historic, aesthetic and potentially technical/ research significance. It is among a number of low-level sewerage pumping stations constructed in Sydney between the wars to serve the Bondi Ocean Outfall Sewer (the construction of which effectively ended discharge of sewage into the harbour). Many of these stations have either local and/or State Heritage listing.

The sandstone gate leading to the Sewerage Pumping Station is a rare item, as it is understood that similar stations only have picket fences and therefore the sandstone gates have significance in themselves. Percival Park is well frequented by the public accessing Rose Bay beach. Residents have voiced their concerns about the state of Percival Park and have inquired as to whether it can be better managed and landscaped, whilst protecting the heritage significance of the Sewerage Pumping Station and its gates.

In response to Council's decision a Heritage Significance Assessment of the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates was prepared by Shona Lindsay (Heritage Officer, Woollahra Council).

On 16 September 2019 a report on the Heritage Listing of the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates at 13 Collins Avenue, Rose Bay was presented to a meeting of the Environmental Planning Committee and on 23 September 2019, Council resolved the following:

- A. *THAT a planning proposal be prepared to list the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates in Percival Park at 13 Collins Avenue, Rose Bay as a heritage item in Woollahra Local Environmental Plan 2014.*
- B. *THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice.*

- C. *THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee.*

3. The site

The sewage pumping station (SPS 46) and sandstone gate posts and metal gates are located within Percival Park at 13 Collins Avenue, Rose Bay, Lot 2 DP 512907 (refer to Figures 1, 2 and 3 below). The site is bordered by Sydney Harbour to the north-west, residential properties to the north-east and south-west, and Collins Avenue to the south-east.

The sewage pumping station is known as Sewage Pumping Station No. 46 by Sydney Water. Other names of the sewage pumping station used by Sydney Water include SPS 46, Sewage Pumping Station 0046, SP0046 and WWPS46 (Waste Water Pumping Station).

The site is used by Sydney Water as a sewage pumping station. Percival Park is used as a public open space, which was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewage to obtain use of the land.

The subject site is not listed on the NSW State Heritage Register (SHR), nor is it identified as a local heritage item or located in a Heritage Conservation Area in Schedule 5 of *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014). The site is not in the vicinity of a listed heritage item.

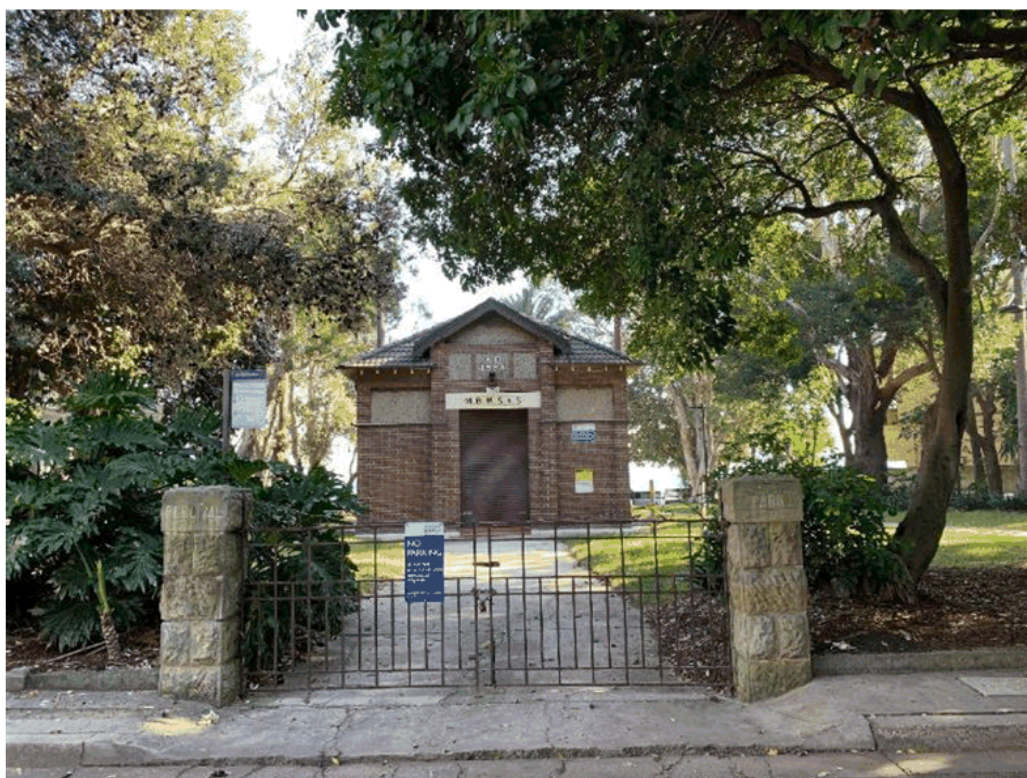


Figure 1: Sewage pumping station (SPS 46) and sandstone gate posts and metal gates viewed from Collins Avenue looking north-west (Source: Shona Lindsay, Heritage Officer)



Figure 2: 2018 aerial photograph of site (Source: Woollahra Council GIS Maps)



Figure 3: Cadastral map of Percival Park with the site outlined in red. (Source: Woollahra Council GIS Maps)

4. Assessment of heritage significance

The assessment of heritage significance was undertaken in accordance with the document titled *Assessing heritage significance*, published by the NSW Heritage Office in 2001. The assessment used the process and criteria set out in that document. There are seven criteria used in the process of assessing heritage significance:

Criterion (a)

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (b)

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

Criterion (c)

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

Criterion (d)

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

Criterion (e)

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

Criterion (f)

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

Criterion (g)

- An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or
 - cultural or natural environments,
- (or a class of the local area's
- cultural or natural places; or
 - cultural or natural environments.)

Each criterion has inclusion and exclusion guidelines which are used to assist in the assessment process. If an item meets one of the seven heritage criteria at a local level, and retains the integrity of its key attributes, it can be considered to have local heritage significance. To be assessed for State significance an item will meet more than one of the seven heritage criteria at a State level, or if an item satisfies only one of the criteria, the item is of such particular significance to NSW that it should be listed.

A copy of the assessment prepared by Shona Lindsay (Heritage Officer, Woollahra Council), which includes the assessment against all criteria, is attached as ***Annexure 2***.

Table 1 below provides a summary of the assessment of the heritage significance of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* against the seven criteria, at the local and State levels.

Table 1: NSW Heritage assessment criteria summary

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	✓	✗
(d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons	✗	✗
(e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sewage pumping station only)	✗
(f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sandstone gate posts and metal gates only)	✗
(g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments. (or a class of the local area's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments.) 	✓	✗

The heritage significance assessment provides the following statement of significance:

Sewage Pumping Station No. 46 was constructed in 1923 as a low level sewage pumping station that connected to the Bondi Ocean Outfall Sewer (BOOS). The building was built and designed by the Department of Public Works and is a representative example of a Federation Free Style sewage pumping station. It forms part of a group of similar pumping stations along the harbour foreshore of the Woollahra LGA, including Sewage Pumping Station No. 47 in Rose Bay and No. 50 in Watsons Bay.

Sewage Pumping Station No. 46 provides evidence of the growth of Woollahra and the expansion of municipal and sewage services during the Inter-War period. Located within Percival Park, which is set near the Sydney Harbour foreshore with mature trees, the sewage pumping station makes a valuable contribution to the streetscape and harbour foreshore. The sewage pumping station is technically significant for its continuous use since 1923. The original design of the building is intact with some mechanical and electrical modifications to upgrade the station as sewage needs have evolved. The mechanical components of the sewage pumping station may have research value for demonstrating the early sewage systems of Rose Bay. It has the potential to reveal information about the design and construction of the substructure and mechanical components, which contributes to the understanding of the development of sewage pumping technology during the Inter-War period.

Sewage Pumping Station No. 46 is of local heritage significance for historical, aesthetic, technical, research potential, and representative significance.

Woollahra Council constructed the 'ornamental' stone gateposts located at the front of the park on Collins Avenue in 1951 with the name 'Percival Park'. The gateposts provide evidence of the Council's continual involvement with the park since it acquired a lease to use the land as public open space in 1949. The sandstone gate posts and metal gates have landmark qualities for marking Percival Park and are aesthetically distinctive. The sandstone gate posts and metal gates make a contribution to the streetscape of Collins Avenue. The use of the sandstone gate posts and metal gates at the front of the park is rare for sewage pumping stations in Woollahra LGA and within the Sydney and NSW region. The sandstone gate posts and metal gates are a fine example of the construction of ornamental gates to a sewage pumping station, demonstrating the importance the Council had for the use of the land as a public open space.

The sandstone gate posts and metal gates are of local heritage significance for historical, aesthetic, rarity, and representative significance.

(5 September 2019: Shona Lindsay, Heritage Officer:
Heritage Significance Assessment, p. 67-68)

The assessment recommends the listing of the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* as a local heritage item in Schedule 5 of Woollahra LEP 2014. The report concluded that the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* do not meet the threshold for State heritage listing.

5. Consultation with the land owner

Sydney Water were consulted during the heritage assessment process. Philip Bennet (Sydney Water) attended the site visit with Shona Lindsay (Heritage Officer) on 21 May 2019. Mr Bennet has reviewed the draft heritage significance assessment report and draft heritage inventory sheet. Sydney Water are generally supportive of the Assessment of Heritage Significance and the proposed heritage listing of the sewage pumping station. Should a planning proposal proceed to public exhibition, consultation with Sydney Water will continue.

6. Planning proposal

A planning proposal has been prepared to list the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* as a heritage item in the Woollahra LEP 2014 (see *Annexure 1*).

6.1. Planning proposal structure

The planning proposal has been prepared in accordance with section 3.33 of the Act and the two documents prepared by the NSW Department of Planning and Environment titled *A Guide to Preparing Planning Proposals* (December 2018) and *A Guide to Preparing Local Environmental Plans* (December 2018).

6.2. Objective

The objective of the planning proposal is to amend Woollahra LEP 2014, to list the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay as a heritage item. Heritage listing will provide ongoing protection and recognition of the heritage significance of the item.

6.3. Explanation of provisions

The planning proposal outlines the following amendments to Woollahra LEP 2014:

- Insert a listing for the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, in Part 1 (Heritage Items) of Schedule 5 (Environmental Heritage). The exact wording of the amendment will be determined by the Parliamentary Counsel prior to the making of the LEP.
- Amend the Heritage Map (Sheet HER_003A) to identify a heritage item on the site of the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* at 13 Collins Avenue, Rose Bay.

6.4. Relationship to strategic planning framework

The planning proposal is consistent with the relevant objectives of *Greater Sydney Region Plan: A Metropolis of Three Cities* (2018) and the actions of the *Eastern City District Plan* (2018), (refer to section 6.2 of the planning proposal).

The planning proposal is consistent with the Council's Community Strategic Plan titled *Our Woollahra 2030: Our community, our place, our plan*. Notably, the planning proposal meets the following strategy within Goal 4 (Well planned neighbourhood) under the theme Quality places and spaces.

- 4.3 Protect local heritage, including significant architecture and the natural environment.

The planning proposal is also consistent with the *Draft Woollahra Local Strategic Planning Statement* (endorsed by Council for exhibition 9 September 2019). In particular, the planning proposal is consistent with Planning Priority 5 under the theme of Liveability: *Planning Priority 5 Conserving our rich and diverse heritage*

The planning proposal is consistent with the *Standard Instrument – Principal Local Environmental Plan* and all other applicable State environmental planning policies (refer to **Schedule 1** of the planning proposal).

The planning proposal is consistent with applicable section 9.1 directions (refer to **Schedule 2** of the planning proposal).

6.5. Community consultation

The public exhibition of the planning proposal will be undertaken in accordance with the requirements of the Act, the *Environmental Planning and Assessment Regulation 2000* and the gateway determination issued by the Department of Planning and Environment. The gateway determination will specify the minimum duration of the public exhibition period. This period is usually a minimum of 28 days, which is consistent with Council's standard practice for the exhibition of a planning proposal.

Public notification of the exhibition will comprise:

- A weekly notice in the local newspaper (the Wentworth Courier) for the duration of the exhibition period.
- A notice on Council's website.
- A letter to the land owner of the site.
- A letter to land owners in the vicinity of the site.
- Local community and business groups such as *The Rose Bay Residents Association*.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council offices:

- The planning proposal, in the form approved by the gateway determination.
- The gateway determination.
- Information relied upon by the planning proposal, such as relevant Council reports.

7. Conclusion

This report seeks the advice of the Woollahra LPP on a planning proposal to list the *Sewage Pumping Station (SPS 46) – including interiors and moveable heritage, and sandstone gate post and metal gates* at 13 Collins Avenue, Rose Bay as a heritage item in the Woollahra LEP 2014.

The planning proposal satisfies the requirements of section 3.33 of the Act as it includes:

- A statement of the objectives or intended outcomes.
- An explanation of the provisions that are to be included.
- The justification for the objectives, outcomes and provisions and the process for their implementation.
- Details of the community consultation that is to be undertaken.

Advice from the WLPP will be provided to Council.

Annexures

1. Planning Proposal – Local Heritage Listing – Sewage Pumping Station (SPS 46) and Sandstone Gate Posts and Metal Gates at 13 Collins Avenue, Rose Bay [!\[\]\(f9e62ae797645c5367e33d9390832789_img.jpg\)](#) [!\[\]\(3ae06528cbf191565604ae076c36537e_img.jpg\)](#)
2. Heritage Significance Assessment for the Sewage Pumping Station and Gates located at Percival Park Rose Bay [!\[\]\(1c1752aff31fb3ae93f0f9295ffb3f4c_img.jpg\)](#) [!\[\]\(4679a6072f35e7de59cae319523c5ac1_img.jpg\)](#)
3. Report to the EPC meeting of 16 September 2019 (annexures removed) [!\[\]\(e5b725fd97f9523c53f51647969c308a_img.jpg\)](#) [!\[\]\(ab99c5d7191b4a0d6c871d3c8a03cc09_img.jpg\)](#)

Annexure 3

Planning Proposal



Local Heritage Listing

Sewage Pumping Station (SPS 46) and Sandstone Gate Posts and Metal Gates 13 Collins Avenue, Rose Bay

Prepared October 2019



TRIM: 19/154539

Table of Contents

Part 1 – Introduction	1
1.1. Background.....	1
1.2. Description of this planning proposal.....	2
1.3. Assessment of heritage significance	2
1.4. Statement of heritage significance	4
1.5. Recommended heritage listing	5
1.6. Recommended management	5
Part 2 – Existing site and context	7
2.1. The site	7
2.2. Existing context.....	9
Part 3 – Existing planning controls	9
Part 4 – Objectives of planning proposal	9
Part 5 – Explanation of provisions.....	9
Part 6 – Justification	9
6.1. Need for planning proposal	10
6.2. Relationship to strategic planning framework	10
6.3. Environmental, social and economic impact.....	12
6.4. State and Commonwealth interests.....	13
Part 7 – Mapping	14
Part 8 – Community consultation	15
8.1. Consultation with landowner	15
8.2. Public exhibition	15
Part 9 – Project timeline	16
Schedules	17
Schedule 1 – Consistency with state environmental planning policies.....	17
Schedule 2 – Compliance with section 9.1 directions.....	21
Supplementary material (separately attached)	24

Part 1 – Introduction

1.1. Background

On 12 November 2018 Council resolved in part:

THAT Council:

1. *Requests staff to undertake an assessment of heritage significance for the Sewerage Pumping Station located at Percival Park, Rose Bay and the sandstone gates leading into the park and report to the Environmental Planning Committee on whether these items have sufficient heritage significance to be listed as a local heritage item in the Woollahra Local Environmental Plan 2014 (WLEP).*

The following background information accompanied the notice of motion on the agenda for that meeting:

Council's website notes:

The park is owned by Sydney Water. Percival Park was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewerage to obtain use of the land as public open space. Council named (Council Minutes 12/2/1951) the park in honour of Mr C. E. Percival who was the Woollahra Council Engineer from November 1926 till early in 1952.

It is understood that the Sewerage Pumping Station is a low-level pumping station and has historic, aesthetic and potentially technical/research significance. It is among a number of low-level sewerage pumping stations constructed in Sydney between the wars to serve the Bondi Ocean Outfall Sewer (the construction of which effectively ended discharge of sewage into the harbour). Many of these stations have either local and/or State Heritage listing.

The sandstone gate leading to the Sewerage Pumping Station is a rare item, as it is understood that similar stations only have picket fences and therefore the sandstone gates have significance in themselves.

Percival Park is well frequented by the public accessing Rose Bay beach.

Residents have voiced their concerns about the state of Percival Park and have inquired as to whether it can be better managed and landscaped, whilst protecting the heritage significance of the Sewerage Pumping Station and its gates.

On 16 September 2019 a report on the Heritage Listing of the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates at 13 Collins Avenue, Rose Bay was presented to a meeting of the *Environmental Planning Committee* and on 23 September 2019, Council resolved the following:

- A. *THAT a planning proposal be prepared to list the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates in Percival Park at 13 Collins Avenue, Rose Bay as a heritage item in Woollahra Local Environmental Plan 2014.*
- B. *THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice.*
- C. *THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee*

On 3 October 2019, the *Woollahra Local Planning Panel* considered a report on the planning proposal and provided the following advice to Council:

*THAT the Woollahra Local Planning Panel advises Council that it supports the planning proposal at **Annexure 1** to list the Sewage Pumping Station (SPS 43) – including interiors and moveable heritage, sandstone gate posts and metal gates, at 13 Collins Avenue, Rose Bay, as a local heritage item in Schedule 5 of the Woollahra Local Environmental Plan 2014.*

1.2. Description of this planning proposal

This planning proposal is made in relation to the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* at 13 Collins Avenue, Rose Bay. The objective of the planning proposal is to amend *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014), to list the *Sewage pumping station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates* as a heritage item. Heritage listing will provide ongoing protection and recognition of the heritage significance of the building and interiors, and the gates.

This planning proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the two documents prepared by the formerly named NSW Department of Planning and Environment (now known as the NSW Department of Planning, Industry and Environment) titled *A Guide to Preparing Planning Proposals* (December 2018) and *A Guide to Preparing Local Environmental Plans* (December 2018).

The requirements for a planning proposal are provided in sections 2 to 9 as follows:

2. Existing site and surrounding context
3. Existing planning controls
4. Objective of planning proposal
5. Explanation of provisions
6. Justification
7. Mapping
8. Community consultation
9. Project timeline

1.3. Assessment of heritage significance

In response to Council's decision a Heritage Significance Assessment of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* was prepared by Shona Lindsay (Heritage Officer, Woollahra Council).

The assessment of heritage significance was undertaken in accordance with the document titled *Assessing heritage significance*, published by the NSW Heritage Office in 2001. The assessment used the process and criteria set out in that document. There are seven criteria used in the process of assessing heritage significance:

Criterion (a)

An item is important in the course, or pattern of NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (b)

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

Criterion (c)

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

Criterion (d)

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

Criterion (e)

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

Criterion (f)

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

Criterion (g)

An item is important in demonstrating the principal characteristics of a class of NSW's

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

(or a class of the local area's

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

Each criterion has inclusion and exclusion guidelines which are used to assist in the assessment process. If an item meets one of the seven heritage criteria at a local level, and retains the integrity of its key attributes, it can be considered to have local heritage significance. To be assessed for State significance an item will meet more than one of the seven heritage criteria at a State level, or if an item satisfies only one of the criteria, the item is of such particular significance to NSW that it should be listed.

A copy of the assessment prepared by Shona Lindsay (Heritage Officer, Woollahra Council), which includes the assessment against all criteria, is attached separately as **Annexure 2**.

Table 1 below provides a summary of the assessment of the heritage significance of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* against the seven criteria, at the local and State levels.

Table 1: NSW Heritage assessment criteria summary

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	x

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	x
(c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	✓	x
(d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons	x	x
(e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sewage pumping station only)	x
(f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sandstone gate posts and metal gates only)	x
(g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. or a class of the local area's <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. 	✓	x

1.4. Statement of heritage significance

Sewage Pumping Station No. 46 was constructed in 1923 as a low level sewage pumping station that connected to the Bondi Ocean Outfall Sewer (BOOS). The building was built and designed by the Department of Public Works and is a representative example of a Federation Free Style sewage pumping station. It forms part of a group of similar pumping stations along the harbour foreshore of the Woollahra LGA, including Sewage Pumping Station No. 47 in Rose Bay and No. 50 in Watsons Bay.

Sewage Pumping Station No. 46 provides evidence of the growth of Woollahra and the expansion of municipal and sewage services during the Inter-War period. Located within Percival Park, which is set near the Sydney Harbour foreshore with mature trees, the sewage pumping station makes a valuable contribution to the streetscape and harbour foreshore. The sewage pumping station is technically significant for its continuous use since 1923. The original design of the building is intact with some

mechanical and electrical modifications to upgrade the station as sewage needs have evolved. The mechanical components of the sewage pumping station may have research value for demonstrating the early sewage systems of Rose Bay. It has the potential to reveal information about the design and construction of the substructure and mechanical components, which contributes to the understanding of the development of sewage pumping technology during the Inter-War period.

Sewage Pumping Station No. 46 is of local heritage significance for historical, aesthetic, technical, research potential, and representative significance.

Woollahra Council constructed the 'ornamental' stone gateposts located at the front of the park on Collins Avenue in 1951 with the name 'Percival Park'. The gateposts provide evidence of the Council's continual involvement with the park since it acquired a lease to use the land as public open space in 1949. The sandstone gate posts and metal gates have landmark qualities for marking Percival Park and are aesthetically distinctive. The sandstone gate posts and metal gates make a contribution to the streetscape of Collins Avenue. The use of the sandstone gate posts and metal gates at the front of the park is rare for sewage pumping stations in Woollahra LGA and within the Sydney and NSW region. The sandstone gate posts and metal gates are a fine example of the construction of ornamental gates to a sewage pumping station, demonstrating the importance the Council had for the use of the land as a public open space.

The sandstone gate posts and metal gates are of local heritage significance for historical, aesthetic, rarity, and representative significance.

(5 September 2019: Shona Lindsay, Heritage
Officer: Heritage Significance Assessment, p. 67-68)

The assessment recommends the listing of the Sewage pumping station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates as a local heritage item in Schedule 5 of Woollahra LEP 2014. The report concluded that the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates do not meet the threshold for State heritage listing.

The heritage assessment/inventory sheet provides the following recommendations:

1.5. Recommended heritage listing

It is recommended that the sewage pumping station (SPS 46) and sandstone gate posts and metal gates be added to the heritage schedule of the Woollahra LEP 2014 as an item of local heritage significance. This is to be based on the attached Heritage Inventory sheet. It is to be described as: Sewage pumping station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates

1.6. Recommended management

It is recommended to manage the sewage pumping station (SPS 46) and its significant components in accordance with the Heritage Council State Owned Heritage Asset Management Guidelines and the Minimum Standards of Maintenance and Repair in the NSW Heritage Regulations.

The impact of future works on the heritage significance of the building are to be assessed against the relevant heritage provisions of the Woollahra LEP 2014 and in accordance with Sydney Water Environment Impact Assessment guidelines (e.g. undertake a Heritage Assessment and/or Statement of Heritage Impact as required). If major works are proposed,

an archival and photographic record is to be undertaken in accordance with Heritage Council guidelines, with copies lodged with the Sydney Water Archives and Woollahra Council.

The faced brickwork and pebble crete should not be painted unless conservation requires this when recommended by an appropriate and qualified heritage consultant.

It is recommended that the sandstone gate posts and metal gates are continually managed by Woollahra Council. The impact of future works on the heritage significance of the sandstone gateposts and metal gates are to be assessed against the relevant provisions of the Woollahra LEP 2014 and in accordance with the Heritage Council of NSW publication 'Statements of Heritage Impact' as contained in the NSW Heritage Manual. Proposed works are to be guided by the conservation principles and guidelines of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter) 2013.

Part 2 – Existing site and context

2.1. The site

The *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* are located within Percival Park at 13 Collins Avenue, Rose Bay, Lot 2 DP 512907 (Figure 1, Figure 2, Figure 3). The site is bordered by Sydney Harbour to the north-west, residential properties to the north-east and south-west, and Collins Avenue to the south-east.

The sewage pumping station is known as Sewage Pumping Station No. 46 by Sydney Water. Other names of the sewage pumping station used by Sydney Water include SPS 46, Sewage Pumping Station 0046, SP0046 and WWPS46 (Waste Water Pumping Station).

The site is used by Sydney Water as a sewage pumping station. Percival Park is used as a public open space, which was established in 1949 after Council negotiated with the then Metropolitan Board of Water Supply and Sewage to obtain use of the land.

The subject site is not listed on the NSW State Heritage Register (SHR), nor is it identified as a local heritage item or located in a Heritage Conservation Area in Schedule 5 of *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014). The site is not in the vicinity of a listed heritage item.



Figure 1: *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* viewed from Collins Avenue looking north-west (Source: Shona Lindsay, Heritage Officer)



Figure 2: 2018 aerial photograph of site (Source: Woollahra Council GIS Maps)



Figure 3: Cadastral map of Percival Park with the site outlined in red. (Source: Woollahra Council GIS Maps)

2.2. Existing context

The site is zoned SP2 Sewage System in Woollahra LEP 2014. The land to the east and west is zoned for residential use (R3 Medium Density Residential) and the land to the south is zoned B2 Local Centre. The Objectives for SP2 are:

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.¹

Part 3 – Existing planning controls

The existing relevant planning controls to this planning proposal are heritage planning controls. The *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* are not currently listed as a State or local heritage item.

Part 4 – Objectives of planning proposal

The objective of the planning proposal is to amend Woollahra LEP 2014, to list the *Sewage Pumping Station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates*, at 13 Collins Avenue, Rose Bay as a local heritage item. Heritage listing will provide ongoing protection and recognition of the heritage significance of the item.

Part 5 – Explanation of provisions

The planning proposal seeks the following amendments to Woollahra LEP 2014:

- Insert a listing for the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, in Part 1 (Heritage Items) of Schedule 5 (Environmental Heritage). The exact wording of the amendment will be determined by the Parliamentary Counsel prior to the making of the LEP.
- Amend the Heritage Map (Sheet HER_005) to identify a heritage item on the site of the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* at 13 Collins Avenue, Rose Bay.

Part 6 – Justification

The planning proposal has strategic merit. The key reasons to amend Woollahra LEP 2014 are that heritage listing of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* will provide ongoing protection and recognition of the heritage significance of the item.

These matters are further discussed below in part 6.1 to 6.3.

¹ Woollahra LEP 2014

6.1. Need for planning proposal

1. Is the planning proposal a result of any strategic study or report?

Yes. The planning proposal is the result of the recommendations of the heritage assessment/ inventory sheet, prepared by Shona Lindsay (Heritage Officer, Woollahra Council). The report concluded that the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* meets the criteria for listing as a local heritage item. The report recommended that the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates*, be listed as a heritage item in Woollahra LEP 2014.

2. Is the planning proposal the best means of achieving the objectives, or is there a better way?

Yes. The objective of the planning proposal is to amend the Woollahra LEP 2014, to list the *Sewage pumping station (SPS 46) –including interiors and moveable heritage, and sandstone gate posts and metal gates* at 13 Collins Avenue, Rose Bay as a heritage item. The best, and only, means of achieving this objective is through the planning proposal process.

Heritage listing will provide ongoing protection and recognition of the heritage significance of the item. Options, such as adding site-specific objectives and controls to *Woollahra Development Control Plan 2015*, or including heritage conservation conditions to a development consent for the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* will not provide the same level of heritage protection and recognition.

6.2. Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional, subregional strategy or district plan or strategy (including exhibited draft plans or strategies)?

Yes. The planning proposal is consistent with the relevant objectives of the *Greater Sydney Region Plan: A Metropolis of Three Cities* (2018) and the relevant actions of the *Eastern City District Plan* (2018), as discussed below.

Greater Sydney Regional Plan: A Metropolis of Three Cities

The planning proposal is consistent with the directions and objectives of *Greater Sydney Regional Plan: A Metropolis of Three Cities*, particularly Objective 13: Environmental heritage is identified, conserved and enhanced.

Heritage listing of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* will provide ongoing protection and recognition of the heritage significance of the item.

Eastern City District Plan

The planning proposal is generally consistent with the actions of the *Eastern City District Plan*, particularly actions 20, 54 and 63 by:

- Identifying, conserving and enhancing the environmental heritage of the local area through:
 - engaging with the community early to understand heritage values
 - enhancing the interpretation of heritage to foster distinctive local places
 - managing the cumulative impact of development on the heritage values and character of places
- Assisting Council in preparing plans for tourism and visitation by protecting heritage to enhance cultural tourism.
- Identifying and protecting scenic and cultural landscapes.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. The planning proposal is consistent with the Council's Community Strategic Plan titled *Woollahra 2030 – our community, our place, our plan*. Notably, the planning proposal meets the following strategy within Goal 4 (Well planned neighbourhood) under the theme Quality places and spaces:

4.3 Protect local heritage and residential amenity, including protection of significant architecture and the natural environment.

The planning proposal is also consistent with the *Draft Woollahra Local Strategic Planning Statement* (endorsed by Council for exhibition 9 September 2019). In particular, the planning proposal is consistent with Planning Priority 5 under the theme of Liveability:

Planning Priority 5 Conserving our rich and diverse heritage

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The planning proposal is consistent with the *Standard Instrument – Principal Local Environmental Plan* and all other applicable State Environmental Planning Policies (refer to **Schedule 1** below).

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Yes. The planning proposal is consistent with applicable section 9.1 directions (refer to **Schedule 2** below).

6.3. Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. There are no critical habitat areas, threatened species, populations or ecological communities or their habitats present on the subject land. Accordingly, the proposal will not have any impact in this regard.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. There are no likely environmental effects that would arise as a result of the planning proposal. Protection of the item, will be required when development is proposed for the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* or in the vicinity of the site. Protection measures are not likely to result in environmental harm and will be managed through the development assessment process.

9. Has the planning proposal adequately addressed any social and economic effects?

Yes. The heritage assessment / inventory sheet measured the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* against the criteria for 'cultural significance' as defined in the Australia ICOMOS Burra Charter, as meaning the aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

The assessment found that the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* is of heritage significance at the local level. Table 1 below provides a summary of the assessment of the heritage significance of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* against the seven criteria, at the local and State levels.

Table 2: NSW Heritage assessment criteria summary

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	✓	✗
(c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	✓	✗

Criteria		Meets criteria for heritage listing and grading of significance	
		Local	State
(d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons	x	x
(e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sewage pumping station only)	x
(f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	✓ (sandstone gate posts and metal gates only)	x
(g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. or a class of the local area's <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. 	✓	x

6.4. State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

Yes. The planning proposal involves the local heritage listing of the *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates*. It does not involve amendments to the planning controls that will facilitate intensified development.

The *Sewage pumping station (SPS 46) and sandstone gate posts and metal gates* has access to adequate public infrastructure such as water, sewer, electricity and telephone services. The site is in proximity to regular and frequent public transport services.

There is no significant infrastructure demand that will result from the planning proposal. The existing services that are available to the site are suitable for the proposal and appropriate for the requirements of a local centre.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Sydney Water were consulted during the heritage assessment process. Philip Bennet (Sydney Water) attended the site visit with Shona Lindsay (Heritage Officer) on 21 May 2019. Mr Bennet also reviewed the draft heritage significance assessment report and draft heritage inventory sheet. Sydney Water are generally supportive of the Assessment of

Heritage Significance and the proposed heritage listing of the sewage pumping station. Should the planning proposal proceed to public exhibition, consultation with Sydney Water will continue.

During the public exhibition additional public authorities, including but not limited to, will be notified:

- Sydney Water
- Office of Environment and Heritage, Heritage Division
- NSW Heritage Council
- The National Trust of NSW

Further consultation will take place with any other authorities identified by the Gateway Determination.

Part 7 – Mapping

The planning proposal amends the Woollahra LEP 2014 Heritage Map (Sheet HER_005) by applying an “Item – General” classification to the *Sewage pumping station (SPS 46) – including interiors and moveable heritage, and sandstone gate posts and metal gates.*

Extracts of the existing and proposed heritage maps are shown in Figure 4 and Figure 5.



Part 8 – Community consultation

8.1. Consultation with landowner

See response to question 11 above.

8.2. Public exhibition

Public exhibition will be undertaken in accordance with the requirements of the Act, the *Environmental Planning and Assessment Regulation 2000* and the conditions in the Gateway Determination.

We recommend that the planning proposal is exhibited for a minimum of 28 days.

Public notification of the exhibition will comprise:

- a weekly notice in the local newspaper (the Wentworth Courier) for the duration of the exhibition period.
- a notice on Council's website.
- a letter to the land owner of the site.
- a letter to land owners in the vicinity of the site
- local community groups such as the Rose Bay Residents Association.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council offices:

- the planning proposal, in the form approved by the gateway determination.
- the gateway determination.
- information relied upon by the planning proposal (such as relevant Council reports).

Part 9 – Project timeline

As Council is authorised to exercise the functions of the Minister for Planning under section 3.36 of the *Environmental Planning and Assessment Act 1979*, the proposed timeline for completion is as follows:

Plan-making step	Estimated completion
Council Notice of Motion	November 2019
Environmental Planning Committee recommends proceeding	September 2019
Council resolution to proceed	September 2019
Local Planning Panel provides advice	October 2019
Environmental Planning Committee recommends proceeding	November 2019
Council resolution to proceed	November 2019
Gateway determination	February 2020
Completion of technical assessment	Usually none required
Government agency consultation	March 2020
Public exhibition period	March 2020
Submissions assessment	April 2020
Environmental Planning Committee considers assessment of planning proposal post exhibition	May 2020
Council decision to make the LEP amendment	May 2020
Council to liaise with Parliamentary Counsel to prepare LEP amendment	June 2020
Forwarding of LEP amendment to Greater Sydney Commission and Department of Planning and Environment for notification	July 2020
Notification of the approved LEP	July 2020

Schedules

Schedule 1 – Consistency with state environmental planning policies

State environmental planning policy	Comment on consistency
SEPP No 1 – Development Standards	Not applicable
SEPP No 19 – Bushland in Urban Areas	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 21 – Caravan Parks	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 33 – Hazardous and Offensive Development	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 36 – Manufactured Home Estates	Not applicable
SEPP No 44 – Koala Habitat Protection	Not applicable
SEPP No 47 – Moore Park Showground	Not applicable
SEPP No 50 – Canal Estate Development	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 55 – Remediation of Land	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP No 64 – Advertising and Signage	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

State environmental planning policy	Comment on consistency
SEPP No 65 – Design Quality of Residential Apartment Development	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy. See section 6.3 of the planning proposal for more information.
SEPP No 70 – Affordable Housing (Revised Schemes)	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Aboriginal Land) 2019	Not applicable.
SEPP (Affordable Rental Housing) 2009	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Building Sustainability Index: BASIX) 2004	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Coastal Management) 2018	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Concurrences) 2018	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Exempt and Complying Development Codes) 2008	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Gosford City Centre) 2018	Not applicable.
SEPP (Housing for Seniors or People with a Disability) 2004	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

State environmental planning policy	Comment on consistency
SEPP (Infrastructure) 2007	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Kosciuszko National Park - Alpine Resorts) 2007	Not applicable
SEPP (Kurnell Peninsula) 1989	Not applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Miscellaneous Consent Provisions) 2007	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Penrith Lakes Scheme) 1989	Not applicable
SEPP (State and Regional Development) 2011	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (State Significant Precincts) 2005	Applicable There are currently no identified state significant sites located in the Woollahra Municipality.
SEPP (Sydney Drinking Water Catchment) 2011	Not applicable
SEPP (Sydney Region Growth Centres) 2006	Not applicable
SEPP (Three Ports) 2013	Not applicable
SEPP (Urban Renewal) 2010	There are currently no potential urban renewal precincts in the Woollahra Municipality which are identified in the SEPP.
SEPP (Vegetation in Non-Rural Areas) 2017	Applicable Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

State environmental planning policy	Comment on consistency
SEPP (Western Sydney Employment Area) 2009	Not applicable
SEPP (Western Sydney Parklands) 2009	Not applicable

Sydney Regional Environmental Plans – now deemed State Environmental Planning Policies	Comment on consistency
SREP No 8 (Central Coast Plateau Areas)	Not applicable
SREP No 9 - Extractive Industry (No 2 - 1995)	Not applicable
SREP No 16 – Walsh Bay	Not applicable
SREP No 20 - Hawkesbury- Nepean River (No 2 - 1997)	Not applicable
SREP No 24 - Homebush Bay Area	Not applicable
SREP No 26 – City West	Not applicable
SREP No 30 - St Marys	Not applicable
SREP No 33 - Cooks Cove	Not applicable
SREP (Sydney Harbour Catchment) 2005	<p>Applicable</p> <p>Consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.</p> <p>The planning proposal applies to land within the Sydney Harbour Catchment. Therefore the planning principles under Part 2, clause 13 Sydney Harbour Catchment of the SREP have been considered during its preparation. The planning proposal is consistent with the principles.</p> <p>The site is in the Foreshores and Waterways Area, and is consistent with the principles of clause 13 Foreshores and Waterways Area.</p>

**Schedule 2 –
Compliance with section 9.1 directions**

Note any inconsistencies that are considered to be minor here for DPE and in the introduction to the PP and 6.2 question 6.

Planning proposal – Compliance with section 9.1 directions		
Direction		Applicable/comment
1	Employment and resources	
1	Business and industrial zones	Not applicable. The land is not zoned for business or industry.
1.2-1.5	Directions 1.2-1.5	Not applicable. These directions are not relevant to the Sydney metropolitan area.
2	Environment and heritage	
2.1	Environment protection zones	Not applicable. The planning proposal does not apply to land within an environmental protection zone or land identified for environmental protection.
2.2	Coastal protection	Not applicable. The planning proposal does not apply to land within the coastal zone.
2.3	Heritage conservation	Applicable. Consistent. Heritage listing of the <i>Sewage pumping station (SPS 46) and sandstone gate posts and metal gates</i> will provide ongoing protection and recognition of the heritage significance of the item.
2.4	Recreation vehicle areas	Not applicable. The planning proposal does not apply to sensitive land or land with significant conservation values. It will not allow land to be developed for a recreation vehicle area.
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable. The planning proposal does not apply to land in the Far North Coast.
3	Housing, infrastructure and urban development	
3.1	Residential zones	Not applicable. The land is not zoned for residential purposes.
3.2	Caravan parks and manufactured home estates	Not applicable. The planning proposal does not affect caravan parks and manufactured home estates.

Planning proposal – Compliance with section 9.1 directions		
Direction		Applicable/comment
3.3	Home occupations	Not applicable. The planning proposal does not affect home occupations in dwelling houses.
3.4	Integrating land use and transport	Applicable. Consistent. The planning proposal does not contain a provision which is contrary to the operation of this direction.
3.5	Development near licensed aerodromes	Not applicable. The planning proposal does not apply to land near a licensed aerodrome.
3.6	Shooting ranges	Not applicable. The planning proposal does not apply to land adjacent to or adjoining an existing shooting range.
4	Hazard and risk	
4.1	Acid sulfate soils	Applicable and consistent. Existing acid sulfate soils provisions will not be altered by the planning proposal.
4.2	Mine subsidence and unstable land	Not applicable. The planning proposal does not apply to land within a proclaimed Mine Subsidence District or to land identified as unstable.
4.3	Flood prone land	Applicable. Consistent. Existing flood planning provisions will not be altered by the planning proposal.
4.4	Planning for bushfire protection	Not applicable. The planning proposal does not apply to land mapped as bushfire prone land.
5	Regional planning	
5.1 - 5.9	Strategies 5.1-5.9	Not applicable. These strategies do not apply to the Woollahra LGA.
5.10	Implementation of Regional Plans	<p>Applicable. The planning proposal is consistent with the objectives of the <i>Greater Sydney Regional Plan: A Metropolis of Three Cities</i>, particularly Objective 13: Environmental heritage is identified, conserved and enhanced.</p> <p>Heritage listing of the <i>Sewage pumping station (SPS 46) and sandstone gate posts and metal gates</i> will provide ongoing protection and recognition of the heritage significance of the item.</p> <p>Refer to Section 6.2 of this report and direction 7.1 of this table.</p>

Planning proposal – Compliance with section 9.1 directions		
Direction		Applicable/comment
6	Local plan making	
6.1	Approval and referral requirements	Applicable. Consistent. The planning proposal does not contain a provision which is contrary to the operation of this direction.
6.2	Reserving land for public purposes	Not applicable. The planning proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3	Site specific provisions	Not applicable. The planning proposal does not allow a particular development to be carried out.
7	Metropolitan Planning	
7.1	Implementation of <i>A Metropolis of Three Cities</i> (March 2018)	Applicable. The planning proposal is consistent with the objectives of <i>A Metropolis of Three Cities</i> , particularly Objective 13: Environmental heritage is identified, conserved and enhanced. <i>Heritage listing of the Sewage pumping station (SPS 46) and sandstone gate posts and metal gates will provide ongoing protection and recognition of the heritage significance of the item.</i> Refer to section 6.2 of this report and direction 5.10 of this table.
7.2	Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3	Parramatta Road Corridor Urban Transformation Strategy	Not applicable.

Supplementary material (separately attached)

- **Assessment of Heritage Significance for Sewage Pumping Station (SPS 46) and Sandstone Gate Post and Metal Gates, Percival Park, Rose Bay** – Shona Lindsay (Heritage Officer, Woollahra Council) - 5 September 2019
- **Environmental Planning Committee Report (16 September 2019)**

Item No: R2 Recommendation to Council

Subject: **PLANNING PROPOSAL - PADDINGTON FLOODPLAIN RISK MANAGEMENT STUDY AND PLAN 2019**

Authors: Anne White, Acting Manager - Strategic Planning
Aurelio Lindaya, Manager Engineering Services

Approvers: Allan Coker, Director - Planning & Development
Tom O'Hanlon, Director - Technical Services

File No: 19/169769

Reason for Report: To obtain a Council decision to prepare a planning proposal to amend the Flood Planning Map of the Woollahra LEP 2014 based on the adopted Paddington Floodplain Risk Management Study and Plan 2019.

To obtain a Council decision to refer the planning proposal to the Woollahra Local Planning Panel for advice.

Recommendation:

- A. THAT a planning proposal be prepared to amend the Flood Planning Map of *Woollahra Local Environmental Plan 2014* based on the adopted *Paddington Floodplain Risk Management Study and Plan 2019*.
- B. THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice.
- C. THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee.

1. Background

On 9 September 2019 Council adopted the Paddington Floodplain Risk Management Study and Plan (FRMSP).

One of the recommendations identified in the Paddington FRMSP is that Council's Flood Planning Maps are updated to take advantage of the updated flood information generated as part of the study (pg. 113, Paddington FRMSP).

2. Woollahra Local Environmental Plan 2014 - Clause 6.3 Flood Planning

Flood planning is addressed in clause 6.3 *Flood Planning of Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014), which states:

6.3 Flood planning

- (1) *The objectives of this clause are as follows—*
 - (a) *to minimise the flood risk to life and property associated with the use of land,*
 - (b) *to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,*
 - (c) *to avoid significant adverse impacts on flood behaviour and the environment.*
- (2) *This clause applies to—*
 - (a) *land identified as "Flood planning area" on the [Flood Planning Map](#), and*
 - (b) *other land at or below the flood planning level.*

- (3) *Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—*
- (a) *is compatible with the flood hazard of the land, and*
 - (b) *will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and*
 - (c) *incorporates appropriate measures to manage risk to life from flood, and*
 - (d) *will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and*
 - (e) *is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.*
- (4) *A word or expression used in this clause has the same meaning as it has in the Floodplain Development Manual (ISBN 0 7347 5476 0) published by the NSW Government in April 2005, unless it is otherwise defined in this clause.*
- (5) *In this clause—*

flood planning level means the level of a 1:100 ARI (average recurrent interval) flood event, plus 0.5 metre freeboard.

Clause 6.3 *Flood Planning* is informed by the Flood Planning Maps. The Flood Planning Maps identify all the land within the Local Government Area (LGA) which is identified as *Flood planning area*. The current parcels identified as *Flood planning area* in the Paddington area are shown in **Figure 1**.

The flood planning map shows extensive areas of the lower region of the Rushcutters Bay catchment that fall within Council's flood planning area. However, no parcels of land south of Lawson Street, Harris Street, Sutherland Street and Glenmore Road are identified on the map.

The consultants who prepared the Paddington Floodplain Risk Management Study and Plan (in consultation with Council's Engineers) recommended a specific methodology to determine the parcels of land that are identified as flood control lots^[1]. The recommended methodology is based on identifying a property as a flood control lot if the flood planning area (which is equal to the 1% annual exceedance probability (AEP)^[2] flood) extends across more than 5% of the property.

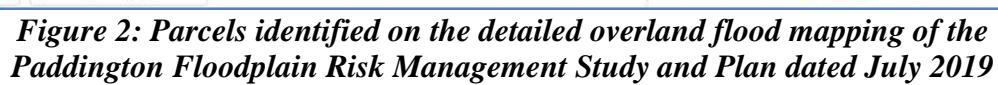
This methodology is consistent with the NSW Floodplain Development Manual and is consistent with approaches adopted by other Sydney Metropolitan Councils to identify flood control lots.

This methodology was applied to the detailed overland flooding in the Study. As shown in **Figure 2**, an additional 837 properties in Paddington, Edgecliff and Woollahra are identified to be included in the flood planning area. The additional land parcels identified reflect the fact that overland flooding was not considered as part of previous flood studies across these areas. An A3 map of these properties is available at **Annexure 1**, and a list of all the properties is attached at **Annexure 2**.

Council staff recommend that the *Flood planning area* for the Woollahra LEP 2014 is updated for the Paddington area, consistent with the adopted *Paddington Floodplain Rise Management Study and Plan 2019*.

^[1] A flood control lot is a land parcel that would be subject to flood-related development controls

^[2] AEP (measured as a percentage) is a term used to describe flood size. It is a means of describing how likely a flood is to occur in a given year. For example, a 1% AEP flood is a flood that has a 1% chance of occurring, or being exceeded in any one year.



3. Impacts of Planning Proposal

There are three (3) significant impacts associated with the inclusion of an additional 837 properties being identified as “Flood planning area” from the FRMSP, and subsequently on the Flood Planning Map of the Woollahra LEP 2014.

Firstly, all development applications (DAs) which are submitted for consent to carry out development on land identified as “Flood planning area” must be assessed against the provisions of clause 6.3 of the LEP. This will be undertaken on a case by case basis having regard to the nature and scope of proposed development. Where feasible, new habitable floor levels should be constructed at or above the 1% AEP flood level plus 0.5m freeboard (which is a factor of safety typically used in relation to the setting of floor levels). Alternatively, other flood control measures may be required.

Secondly, planning certificates issued under the provisions of s.10.7 of the *Environmental Planning and Assessment Act 1979* must identify whether or not development on the land, the subject of the certificate, is subject to flood related development controls³.

Thirdly, minor development, such as fences cannot be carried out as exempt development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

4. Woollahra Local Planning Panel advice

Section 2.19 of the *Environmental Planning and Assessment Act 1979* sets out the functions of local planning panels. One of those functions is “to advise the council on any planning proposal that has been prepared or is to be prepared by the council under section 3.33 and that is referred to the panel by the council”.

Additionally, the *Local Planning Panel Direction – Planning Proposals* which was issued by the Minister for Planning on 27 September 2018 identifies the types of planning proposals that are to be referred to a local planning panel for advice prior to a planning proposal being sent to the Department of Planning, Industry and Environment (DPIE) for a gateway determination.

Under the terms of the Direction, the planning proposal to update the Flood Planning Map must be referred to the Woollahra Local Planning Panel (Woollahra LPP) for advice. This step will be undertaken at the next available meeting of the Woollahra LPP should the Council decide to prepare a planning proposal.

5. Next steps

If Council decides to support amending the Flood Planning Map of the Woollahra LEP 2014, the next step is to prepare a planning proposal in accordance with NSW Government Guidelines.

The planning proposal will be referred to the Woollahra LPP for its advice. The advice will then be provided to a meeting of the Environmental Planning Committee (EPC).

³ Clause 7A of Schedule 4 of the *Environmental Planning Assessment Act Regulation 2000*

If Council resolves to proceed with the planning proposal it will be referred to the DPIE for a gateway determination. This will allow the planning proposal to be placed on public exhibition. It is recommended that when requesting the gateway determination that Council seek the delegation of the plan-making steps under section 3.36 of the *Environmental Planning and Assessment Act 1979*.



The outcome of the public exhibition will be reported to a future meeting of the EPC for consideration. If Council resolves to proceed with the Local Environmental Plan amendment it will be forwarded to the NSW Parliamentary Counsel Office and the DPIE for legal drafting and finalisation. The new planning controls in Woollahra LEP 2014 will come into effect after the LEP is notified on the NSW Legislation website.

6. Conclusion

The *Paddington Floodplain Risk Management Study and Plan*, dated July 2019, was adopted by Council on 9 September 2019. The *Paddington Floodplain Risk Management Study and Plan 2019* was prepared in accordance with the NSW Floodplain Development Manual. The *Paddington Floodplain Risk Management Study and Plan 2019* aims to provide solutions to existing flooding problems to ensure that new development is compatible with flood hazards and does not create additional flooding problems.

The Study and Plan has identified that 837 additional properties in the Paddington area should be identified on the Woollahra LEP 2014 Flood Planning Map. To facilitate the updating of the Flood Planning Map, a planning proposal should be prepared with the aim of updating the Flood Planning Map of Woollahra LEP 2014. The planning proposal should be referred to the Woollahra LPP for advice.

Annexures

1. Paddington Flood Study - Parcels identified on detailed overland flood mapping of the Paddington Floodplain Risk - A3 Print [↓](#) 
2. Parcel addresses of the properties identified on detailed overland flood mapping of the Paddington Floodplain Risk Management Study and Plan 2019 [↓](#) 



Comparison Map

Flood Planning area in Woollahra LEP 2014 and parcels identified in the
Paddington Floodplain Risk Management Study and Plan 2019

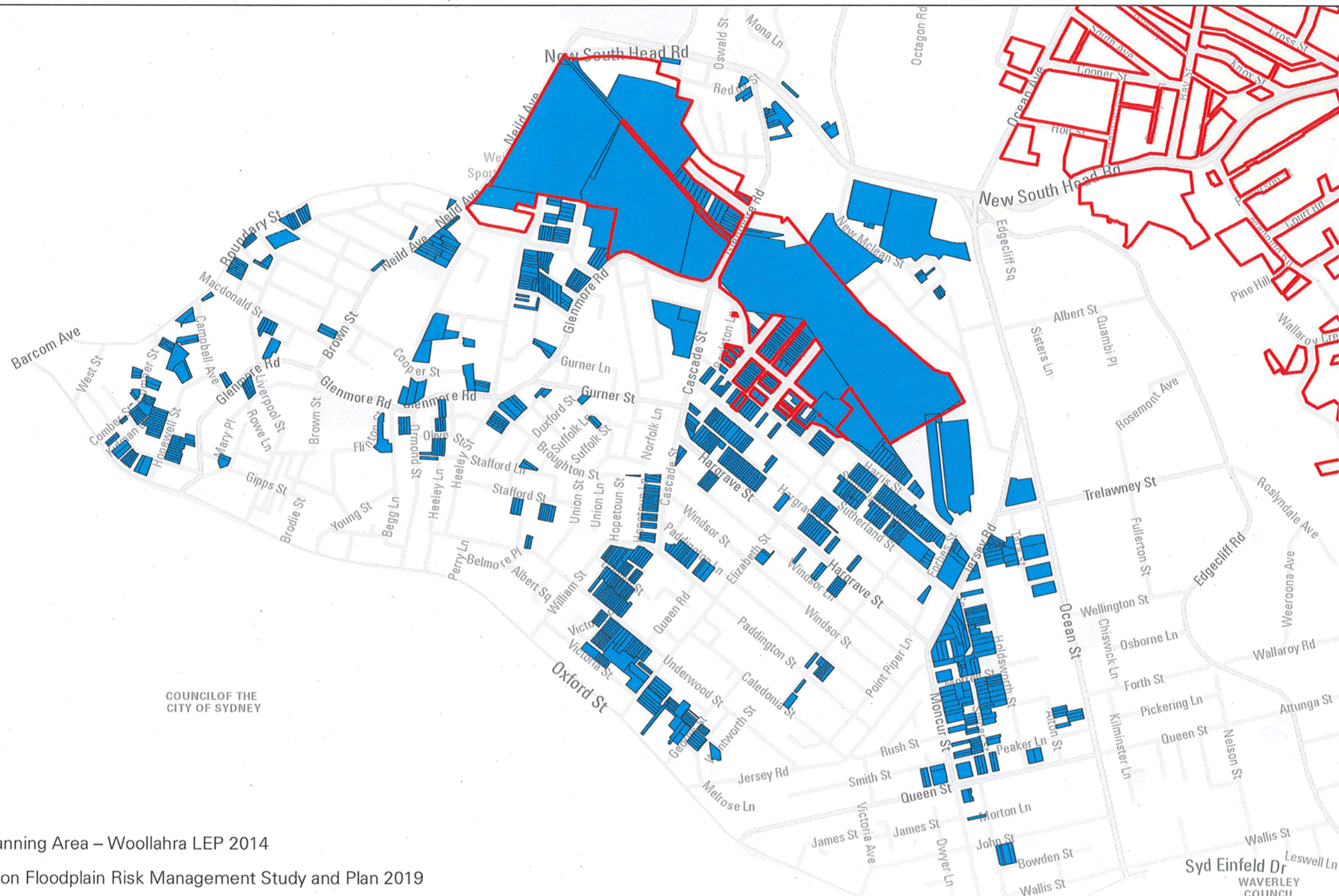
Annexure 1



Date: 27/09/2019

0 50 100 150 200 m

Woollahra Municipal Council provides this map for information and communication purposes only. Whilst every effort has been made to ensure that the information provided is accurate and complete, no warranty can be given that this map is free from errors or omissions. All users of this map are responsible for assessing the relevance and accuracy of the information.



COUNCIL OF THE
CITY OF SYDNEY

Syd Einfeld Dr
WAVERLEY
COUNCIL

Legend

- Flood Planning Area – Woollahra LEP 2014
- Paddington Floodplain Risk Management Study and Plan 2019

Annexure 2

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 0 SP: 42657	2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 1 SP: 42657	1/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 2 SP: 42657	2/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 3 SP: 42657	3/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 4 SP: 42657	4/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 5 SP: 42657	5/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 6 SP: 42657	6/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 7 SP: 42657	7/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 8 SP: 42657	8/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 9 SP: 42657	9/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 10 SP: 42657	10/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 11 SP: 42657	11/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 12 SP: 42657	12/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 13 SP: 42657	13/2B Darling Point Road	DARLING POINT	NSW	2027
LOT: 5 DP: 263587	8 Arthur Street	EDGECLIFF	NSW	2027
LOT: 13 DP: 627242	9 Glebe Street	EDGECLIFF	NSW	2027
LOT: 14 DP: 627242	11 Glebe Street	EDGECLIFF	NSW	2027
LOT: 1 DP: 251268	13 Glebe Street	EDGECLIFF	NSW	2027
LOT: 2 DP: 251268	15 Glebe Street	EDGECLIFF	NSW	2027
LOT: 12 DP: 740255	Glenmore Road	EDGECLIFF	NSW	2021
LOT: 1 DP: 83977	418 Glenmore Road	EDGECLIFF	NSW	2027
LOT: B DP: 107026	498 Glenmore Road	EDGECLIFF	NSW	2027
LOT: A DP: 107026	502 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 31 DP: 255233	537 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 32 DP: 255233	539 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 34 DP: 255233	543 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 35 DP: 255233	545 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 36 DP: 255233	547 Glenmore Road	EDGECLIFF	NSW	2027
LOT: 95 DP: 264170	1 Herbert Road	EDGECLIFF	NSW	2027
LOT: 94 DP: 264170	1A Herbert Road	EDGECLIFF	NSW	2027
LOT: 96 DP: 264170	3 Herbert Road	EDGECLIFF	NSW	2027
LOT: 113 SP: 20548	1C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 114 SP: 20548	2C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 161 SP: 20548	2C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 158 SP: 20548	3C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 115 SP: 20548	9C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 112 SP: 20548	10C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 131 SP: 20548	11C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 163 SP: 20548	13C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 109 SP: 20548	15C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 141 SP: 20548	19C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 122 SP: 20548	22C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 117 SP: 20548	24C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 110 SP: 20548	25C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 153 SP: 20548	28C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 154 SP: 20548	29C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 111 SP: 20548	34C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 148 SP: 20548	35C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 108 SP: 20548	36C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 121 SP: 20548	37C/8-10 New Mclean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 137 SP: 20548	40C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 136 SP: 20548	41C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 162 SP: 20548	42C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 116 SP: 20548	47C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 119 SP: 20548	48C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 107 SP: 20548	49C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 152 SP: 20548	51C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 128 SP: 20548	55C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 125 SP: 20548	56C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 160 SP: 20548	57C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 130 SP: 20548	58C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 139 SP: 20548	61C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 127 SP: 20548	63C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 142 SP: 20548	69C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 156 SP: 20548	70C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 135 SP: 20548	73C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 140 SP: 20548	78C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 150 SP: 20548	81C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 134 SP: 20548	82C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 123 SP: 20548	86C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 146 SP: 20548	93C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 145 SP: 20548	94C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 126 SP: 20548	99C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 120 SP: 20548	101C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 3 SP: 20548	103/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 147 SP: 20548	105C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 118 SP: 20548	118C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 132 SP: 20548	132C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 138 SP: 20548	138C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 159 SP: 20548	159C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 11 SP: 20548	204/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 12 SP: 20548	205/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 13 SP: 20548	206/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 14 SP: 20548	207/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 15 SP: 20548	208/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 16 SP: 20548	209/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 17 SP: 20548	210/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 18 SP: 20548	301/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 19 SP: 20548	302/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 20 SP: 20548	303/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 21 SP: 20548	304/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 23 SP: 20548	306/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 24 SP: 20548	307/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 25 SP: 20548	308/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 26 SP: 20548	309/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 27 SP: 20548	310/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 29 SP: 20548	312/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 30 SP: 20548	401/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 31 SP: 20548	402/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 32 SP: 20548	403/8 New Mclean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 33 SP: 20548	404/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 34 SP: 20548	405/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 35 SP: 20548	406/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 36 SP: 20548	407/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 37 SP: 20548	408/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 38 SP: 20548	409/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 39 SP: 20548	410/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 40 SP: 20548	411/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 41 SP: 20548	412/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 42 SP: 20548	501/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 43 SP: 20548	502/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 44 SP: 20548	503/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 45 SP: 20548	504/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 46 SP: 20548	505/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 47 SP: 20548	506/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 48 SP: 20548	507/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 49 SP: 20548	508/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 50 SP: 20548	509/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 51 SP: 20548	510/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 52 SP: 20548	511/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 53 SP: 20548	512/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 0 SP: 20548	8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 155 SP: 20548	5C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 144 SP: 20548	68C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 149 SP: 20548	72C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 151 SP: 20548	80C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 129 SP: 20548	90C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 1 SP: 20548	101/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 2 SP: 20548	102/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 124 SP: 20548	102C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 143 SP: 20548	103C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 4 SP: 20548	104/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 164 SP: 86610	105/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 6 SP: 20548	106/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 7 SP: 20548	107/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 133 SP: 20548	133C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 157 SP: 20548	157C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 166 SP: 88319	166C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 167 SP: 88319	167C/8-10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 165 SP: 86610	201/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 9 SP: 20548	202/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 10 SP: 20548	203/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 22 SP: 20548	305/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 28 SP: 20548	311/8 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 54 SP: 20548	101/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 55 SP: 20548	102/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 56 SP: 20548	103/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 57 SP: 20548	104/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 58 SP: 20548	105/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 59 SP: 20548	106/10 New Mclean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 60 SP: 20548	107/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 61 SP: 20548	201/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 62 SP: 20548	202/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 63 SP: 20548	203/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 64 SP: 20548	204/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 65 SP: 20548	205/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 66 SP: 20548	206/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 67 SP: 20548	207/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 68 SP: 20548	208/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 69 SP: 20548	209/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 70 SP: 20548	210/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 71 SP: 20548	301/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 72 SP: 20548	302/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 73 SP: 20548	303/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 74 SP: 20548	304/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 75 SP: 20548	305/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 76 SP: 20548	306/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 77 SP: 20548	307/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 78 SP: 20548	308/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 79 SP: 20548	309/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 80 SP: 20548	310/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 81 SP: 20548	311/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 82 SP: 20548	312/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 83 SP: 20548	401/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 84 SP: 20548	402/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 85 SP: 20548	403/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 86 SP: 20548	404/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 87 SP: 20548	405/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 88 SP: 20548	406/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 89 SP: 20548	407/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 90 SP: 20548	408/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 91 SP: 20548	409/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 92 SP: 20548	410/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 93 SP: 20548	411/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 94 SP: 20548	412/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 95 SP: 20548	501/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 96 SP: 20548	502/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 97 SP: 20548	503/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 98 SP: 20548	504/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 99 SP: 20548	505/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 100 SP: 20548	506/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 101 SP: 20548	507/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 102 SP: 20548	508/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 103 SP: 20548	509/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 104 SP: 20548	510/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 105 SP: 20548	511/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 106 SP: 20548	512/10 New Mclean Street	EDGECLIFF	NSW	2027
LOT: 1 DP: 181565	80 New South Head Road	EDGECLIFF	NSW	2027
LOT: C DP: 180913	114-118 New South Head Road	EDGECLIFF	NSW	2027
LOT: 10 DP: 15833	115 New South Head Road	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 1 DP: 793936	135-153 New South Head Road	EDGECLIFF	NSW	2027
LOT: 5 DP: 243380	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 203 DP: 1113922	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 61 PT: PRT DP: 748554	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 2 DP: 553702	203-233 New South Head Road	EDGECLIFF	NSW	2027
LOT: 161 SP: 22762	180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 0 SP: 21608	180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 164 SP: 22762	127/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 165 SP: 22762	127/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 199 SP: 22762	127/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 202 SP: 22762	127/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 155 SP: 22762	127/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 135 SP: 22762	128/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 136 SP: 22762	128/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 128 SP: 22762	128/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 129 SP: 22762	129/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 132 SP: 22762	132/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 133 SP: 22762	133/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 141 SP: 22762	141/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 144 SP: 22762	144/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 145 SP: 22762	145/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 146 SP: 22762	146/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 148 SP: 22762	147/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 147 SP: 22762	147/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 149 SP: 22762	149/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 150 SP: 22762	150/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 154 SP: 22762	154C/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 156 SP: 22762	156/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 158 SP: 22762	158/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 159 SP: 22762	159/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 160 SP: 22762	160/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 169 SP: 22762	169/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 170 SP: 22762	170/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 171 SP: 22762	171/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 178 SP: 22762	178/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 180 SP: 22762	180/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 185 SP: 22762	185/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 192 SP: 22762	192/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 193 SP: 22762	193/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 194 SP: 22762	194/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 208 SP: 30426	208/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 209 SP: 30426	209/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 99 SP: 22762	501/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 134 SP: 22762	501/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 140 SP: 22762	501/180 Ocean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 100 SP: 22762	502/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 126 SP: 22762	503/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 104 SP: 22762	504/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 105 SP: 22762	505/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 106 SP: 22762	506/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 107 SP: 22762	507/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 108 SP: 22762	508/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 109 SP: 22762	509/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 152 SP: 22762	509/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 186 SP: 22762	509/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 191 SP: 22762	509/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 184 SP: 22762	510/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 110 SP: 22762	510/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 153 SP: 22762	510/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 111 SP: 22762	511/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 181 SP: 22762	511/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 182 SP: 22762	511/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 151 SP: 22762	511/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 142 SP: 22762	511/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 112 SP: 22762	512/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 113 SP: 22762	513/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 114 SP: 22762	514/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 198 SP: 22762	514/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 204 SP: 22762	514/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 115 SP: 22762	515/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 116 SP: 22762	516/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 179 SP: 22762	516/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 117 SP: 22762	601/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 162 SP: 22762	601/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 118 SP: 22762	602/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 119 SP: 22762	603/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 196 SP: 22762	603/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 200 SP: 22762	603/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 137 SP: 22762	604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 138 SP: 22762	604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 139 SP: 22762	604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 120 SP: 22762	604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 121 SP: 22762	607/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 122 SP: 22762	608/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 167 SP: 22762	608/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 168 SP: 22762	608/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 123 SP: 22762	609/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 124 SP: 22762	610/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 125 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 157 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 206 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 207 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 190 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 177 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 187 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 195 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 174 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 143 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 172 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 173 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 166 SP: 22762	611/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 101 SP: 22762	701/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 102 SP: 22762	702/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 103 SP: 22762	703/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 4 SP: 22762	801/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 5 SP: 22762	802/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 6 SP: 22762	803/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 7 SP: 22762	804/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 8 SP: 22762	805/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 9 SP: 22762	806/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 10 SP: 22762	807/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 11 SP: 22762	808/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 12 SP: 22762	809/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 13 SP: 22762	810/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 14 SP: 22762	811/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 15 SP: 22762	901/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 16 SP: 22762	902/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 17 SP: 22762	903/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 18 SP: 22762	904/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 19 SP: 22762	905/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 20 SP: 22762	906/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 21 SP: 22762	907/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 22 SP: 22762	908/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 23 SP: 22762	909/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 24 SP: 22762	910/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 25 SP: 22762	911/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 26 SP: 22762	1001/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 27 SP: 22762	1002/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 28 SP: 22762	1003/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 29 SP: 22762	1004/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 30 SP: 22762	1005/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 31 SP: 22762	1006/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 32 SP: 22762	1007/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 33 SP: 22762	1008/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 34 SP: 22762	1009/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 35 SP: 22762	1010/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 36 SP: 22762	1011/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 183 SP: 22762	1011/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 37 SP: 22762	1101/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 38 SP: 22762	1102/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 39 SP: 22762	1103/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 40 SP: 22762	1104/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 41 SP: 22762	1105/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 42 SP: 22762	1106/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 43 SP: 22762	1107/180 Ocean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 44 SP: 22762	1108/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 201 SP: 22762	1108/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 45 SP: 22762	1109/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 46 SP: 22762	1110/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 47 SP: 22762	1111/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 48 SP: 22762	1201/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 49 SP: 22762	1202/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 50 SP: 22762	1203/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 51 SP: 22762	1204/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 52 SP: 22762	1205/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 53 SP: 22762	1206/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 54 SP: 22762	1207/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 55 SP: 22762	1208/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 56 SP: 22762	1209/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 57 SP: 22762	1210/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 58 SP: 22762	1211/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 197 SP: 22762	1211/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 59 SP: 22762	1301/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 60 SP: 22762	1302/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 61 SP: 22762	1303/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 62 SP: 22762	1304/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 63 SP: 22762	1305/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 189 SP: 22762	1306/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 64 SP: 22762	1306/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 65 SP: 22762	1401/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 66 SP: 22762	1402/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 188 SP: 22762	1402/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 163 SP: 22762	1402/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 67 SP: 22762	1403/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 68 SP: 22762	1404/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 69 SP: 22762	1405/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 70 SP: 22762	1406/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 71 SP: 22762	1501/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 72 SP: 22762	1502/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 73 SP: 22762	1503/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 74 SP: 22762	1504/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 75 SP: 22762	1505/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 76 SP: 22762	1506/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 77 SP: 22762	1601/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 78 SP: 22762	1602/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 203 SP: 22762	1602/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 79 SP: 22762	1603/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 80 SP: 22762	1604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 176 SP: 22762	1604/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 81 SP: 22762	1605/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 82 SP: 22762	1606/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 83 SP: 22762	1701/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 84 SP: 22762	1702/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 85 SP: 22762	1703/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 86 SP: 22762	1704/180 Ocean Street	EDGECLIFF	NSW	2027

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 87 SP: 22762	1705/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 88 SP: 22762	1706/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 89 SP: 22762	1801/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 90 SP: 22762	1802/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 91 SP: 22762	1803/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 131 SP: 22762	1803/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 205 SP: 22762	1803/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 92 SP: 22762	1804/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 93 SP: 22762	1805/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 94 SP: 22762	1806/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 95 SP: 22762	1901/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 96 SP: 22762	1902/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 97 SP: 22762	1903/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 175 SP: 22762	1903/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 98 SP: 22762	1904/180 Ocean Street	EDGECLIFF	NSW	2027
LOT: 2 DP: 218770	1-7 Alma Street	PADDINGTON	NSW	2021
LOT: 1 DP: 442672	2 Alma Street	PADDINGTON	NSW	2021
LOT: 2 DP: 442672	4 Alma Street	PADDINGTON	NSW	2021
LOT: 3 DP: 442672	6 Alma Street	PADDINGTON	NSW	2021
LOT: 4 DP: 442672	8 Alma Street	PADDINGTON	NSW	2021
LOT: 5 DP: 442672	10 Alma Street	PADDINGTON	NSW	2021
LOT: 2 DP: 12888	16 Alma Street	PADDINGTON	NSW	2021
LOT: 3 DP: 12888	18 Alma Street	PADDINGTON	NSW	2021
LOT: 4 DP: 12888	20 Alma Street	PADDINGTON	NSW	2021
LOT: 5 DP: 12888	22 Alma Street	PADDINGTON	NSW	2021
LOT: 1 DP: 225825	1A Bates Avenue	PADDINGTON	NSW	2021
LOT: 0 SP: 12595	8 Bates Avenue	PADDINGTON	NSW	2021
LOT: 1 SP: 12595	1/8 Bates Avenue	PADDINGTON	NSW	2021
LOT: 2 SP: 12595	2/8 Bates Avenue	PADDINGTON	NSW	2021
LOT: 3 SP: 12595	3/8 Bates Avenue	PADDINGTON	NSW	2021
LOT: 4 SP: 12595	4/8 Bates Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 228354	2 Boundary Street	PADDINGTON	NSW	2021
LOT: 12 DP: 7094	92 Boundary Street	PADDINGTON	NSW	2021
LOT: 1 DP: 204116	94 Boundary Street	PADDINGTON	NSW	2021
LOT: 2 DP: 204116	96 Boundary Street	PADDINGTON	NSW	2021
LOT: 9 DP: 444966	98 Boundary Street	PADDINGTON	NSW	2021
LOT: 4 DP: 204116	102 Boundary Street	PADDINGTON	NSW	2021
LOT: 5 DP: 204116	104 Boundary Street	PADDINGTON	NSW	2021
LOT: 5 DP: 7094	106 Boundary Street	PADDINGTON	NSW	2021
LOT: 4 DP: 7094	108 Boundary Street	PADDINGTON	NSW	2021
LOT: G DP: 440463	118 Boundary Street	PADDINGTON	NSW	2021
LOT: F DP: 440463	120 Boundary Street	PADDINGTON	NSW	2021
LOT: E DP: 440463	122 Boundary Street	PADDINGTON	NSW	2021
LOT: D DP: 440463	124 Boundary Street	PADDINGTON	NSW	2021
LOT: C DP: 440463	126 Boundary Street	PADDINGTON	NSW	2021
LOT: B DP: 440463	128 Boundary Street	PADDINGTON	NSW	2021
LOT: A DP: 440463	130 Boundary Street	PADDINGTON	NSW	2021
LOT: 15 DP: 226552	144A Boundary Street	PADDINGTON	NSW	2021
LOT: 0 SP: 75211	146 Boundary Street	PADDINGTON	NSW	2021
LOT: 1 SP: 75211	1/146 Boundary Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 2 SP: 75211	2/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 3 SP: 75211	3/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 4 SP: 75211	4/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 5 SP: 75211	5/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 6 SP: 75211	6/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 7 SP: 75211	7/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 8 SP: 75211	8/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 9 SP: 75211	9/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 10 SP: 75211	10/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 11 SP: 75211	11/146 Boundary Street	PADDINGTON	NSW	2021
LOT: 1 DP: 861972	55 Brown Street	PADDINGTON	NSW	2021
LOT: 14 DP: 1023558	55A Brown Street	PADDINGTON	NSW	2021
LOT: 18 DP: 192239	56 Caledonia Street	PADDINGTON	NSW	2021
LOT: 22 DP: 1070324	22 Campbell Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 781121	24 Campbell Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 745920	36-38 Campbell Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 34007	2 Cascade Street	PADDINGTON	NSW	2021
LOT: 2 DP: 34007	4 Cascade Street	PADDINGTON	NSW	2021
LOT: 3 DP: 34007	6 Cascade Street	PADDINGTON	NSW	2021
LOT: 6 DP: 34007	12 Cascade Street	PADDINGTON	NSW	2021
LOT: 7 DP: 34007	14 Cascade Street	PADDINGTON	NSW	2021
LOT: 9 DP: 34007	18 Cascade Street	PADDINGTON	NSW	2021
LOT: 10 DP: 34007	20 Cascade Street	PADDINGTON	NSW	2021
LOT: 11 DP: 34007	22 Cascade Street	PADDINGTON	NSW	2021
LOT: 4 DP: 305	25 Cascade Street	PADDINGTON	NSW	2021
LOT: 13 DP: 34007	26 Cascade Street	PADDINGTON	NSW	2021
LOT: 2 DP: 305	27 Cascade Street	PADDINGTON	NSW	2021
LOT: 3 DP: 1095955	31/27 Cascade Street	PADDINGTON	NSW	2021
LOT: 14 DP: 34007	28 Cascade Street	PADDINGTON	NSW	2021
LOT: 1 DP: 305	29 Cascade Street	PADDINGTON	NSW	2021
LOT: 15 DP: 34007	30 Cascade Street	PADDINGTON	NSW	2021
LOT: 16 DP: 34007	32 Cascade Street	PADDINGTON	NSW	2021
LOT: 17 DP: 34007	34 Cascade Street	PADDINGTON	NSW	2021
LOT: 1 DP: 906322	35 Cascade Street	PADDINGTON	NSW	2021
LOT: 18 DP: 34007	36 Cascade Street	PADDINGTON	NSW	2021
LOT: 2 DP: 223073	37 Cascade Street	PADDINGTON	NSW	2021
LOT: 19 DP: 34007	38 Cascade Street	PADDINGTON	NSW	2021
LOT: 37 SEC: 5 DP: 3454	40 Cascade Street	PADDINGTON	NSW	2021
LOT: B DP: 104436	42 Cascade Street	PADDINGTON	NSW	2021
LOT: A DP: 104436	44 Cascade Street	PADDINGTON	NSW	2021
LOT: 4 DP: 108127	48 Cascade Street	PADDINGTON	NSW	2021
LOT: 512 DP: 738244	50 Cascade Street	PADDINGTON	NSW	2021
LOT: 6 DP: 108127	52 Cascade Street	PADDINGTON	NSW	2021
LOT: 0 SP: 19410	110 Cascade Street	PADDINGTON	NSW	2021
LOT: 1 SP: 19410	1/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 2 SP: 19410	2/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 3 SP: 19410	3/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 4 SP: 19410	4/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 5 SP: 19410	5/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 6 SP: 19410	6/110 Cascade Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 7 SP: 19410	7/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 8 SP: 19410	8/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 9 SP: 19410	9/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 10 SP: 19410	10/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 11 SP: 19410	11/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 12 SP: 19410	12/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 13 SP: 19410	13/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 14 SP: 19410	14/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 15 SP: 19410	15/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 16 SP: 19410	16/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 17 SP: 19410	17/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 18 SP: 19410	18/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 19 SP: 19410	19/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 20 SP: 19410	20/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 21 SP: 19410	21/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 22 SP: 19410	22/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 23 SP: 19410	23/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 24 SP: 19410	24/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 25 SP: 19410	25/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 26 SP: 19410	26/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 27 SP: 19410	27/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 28 SP: 19410	28/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 29 SP: 19410	29/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 30 SP: 19410	30/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 31 SP: 19410	31/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 32 SP: 19410	32/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 33 SP: 19410	33/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 34 SP: 19410	34/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 35 SP: 19410	35/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 36 SP: 19410	36/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 37 SP: 19410	37/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 38 SP: 19410	38/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 39 SP: 19410	39/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 40 SP: 19410	40/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 41 SP: 19410	41/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 42 SP: 19410	42/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 43 SP: 19410	43/110 Cascade Street	PADDINGTON	NSW	2021
LOT: 1 DP: 200603	114 Cascade Street	PADDINGTON	NSW	2021
LOT: 144 DP: 1783	1A Cecil Street	PADDINGTON	NSW	2021
LOT: 145 DP: 1783	1B Cecil Street	PADDINGTON	NSW	2021
LOT: 1 DP: 663492	9 Comber Street	PADDINGTON	NSW	2021
LOT: D DP: 110285	11 Comber Street	PADDINGTON	NSW	2021
LOT: C DP: 110285	13 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 34688	15 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 656341	17 Comber Street	PADDINGTON	NSW	2021
LOT: 14 DP: 456135	18 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 228800	20 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 80147	25 Comber Street	PADDINGTON	NSW	2021
LOT: 100 DP: 1174699	27 Comber Street	PADDINGTON	NSW	2021
LOT: 7 DP: 228800	32 Comber Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 8 DP: 228800	34 Comber Street	PADDINGTON	NSW	2021
LOT: 9 DP: 234278	36 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 736381	49 Comber Street	PADDINGTON	NSW	2021
LOT: F DP: 928961	51 Comber Street	PADDINGTON	NSW	2021
LOT: E DP: 928961	53 Comber Street	PADDINGTON	NSW	2021
LOT: D DP: 928961	55 Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 444753	2 Dillon Street	PADDINGTON	NSW	2021
LOT: 2 DP: 946164	1 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 439477	2 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 226887	3 Dudley Street	PADDINGTON	NSW	2021
LOT: 2 DP: 439477	4 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1039872	5 Dudley Street	PADDINGTON	NSW	2021
LOT: 3 DP: 439477	6 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 437918	7 Dudley Street	PADDINGTON	NSW	2021
LOT: 4 DP: 439477	8 Dudley Street	PADDINGTON	NSW	2021
LOT: 2 DP: 437918	9 Dudley Street	PADDINGTON	NSW	2021
LOT: 5 DP: 439477	10 Dudley Street	PADDINGTON	NSW	2021
LOT: 3 DP: 437918	11 Dudley Street	PADDINGTON	NSW	2021
LOT: 4 DP: 437918	11A Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 33328	12 Dudley Street	PADDINGTON	NSW	2021
LOT: 2 DP: 33328	14 Dudley Street	PADDINGTON	NSW	2021
LOT: 5 DP: 437918	15 Dudley Street	PADDINGTON	NSW	2021
LOT: 3 DP: 33328	16 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 110041	17 Dudley Street	PADDINGTON	NSW	2021
LOT: 4 DP: 33328	18 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 435984	19 Dudley Street	PADDINGTON	NSW	2021
LOT: 26 DP: 910845	21 Dudley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 440175	23 Dudley Street	PADDINGTON	NSW	2021
LOT: 2 DP: 440175	25 Dudley Street	PADDINGTON	NSW	2021
LOT: 3 DP: 440175	27 Dudley Street	PADDINGTON	NSW	2021
LOT: B DP: 437486	29 Dudley Street	PADDINGTON	NSW	2021
LOT: A DP: 437486	29A Dudley Street	PADDINGTON	NSW	2021
LOT: C DP: 443756	37 Duxford Street	PADDINGTON	NSW	2021
LOT: D DP: 443756	39 Duxford Street	PADDINGTON	NSW	2021
LOT: 2 DP: 911725	Elizabeth Place	PADDINGTON	NSW	2021
LOT: F DP: 438899	6 Elizabeth Place	PADDINGTON	NSW	2021
LOT: G DP: 438899	7 Elizabeth Place	PADDINGTON	NSW	2021
LOT: H DP: 438899	8 Elizabeth Place	PADDINGTON	NSW	2021
LOT: A DP: 303223	9 Elizabeth Place	PADDINGTON	NSW	2021
LOT: B DP: 303223	10 Elizabeth Place	PADDINGTON	NSW	2021
LOT: 1 DP: 113425	11 Elizabeth Place	PADDINGTON	NSW	2021
LOT: 1 DP: 1226993	Elizabeth Street	PADDINGTON	NSW	2021
LOT: 228 DP: 1188819	2-8 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 1 DP: 569772	10-12 Elizabeth Street	PADDINGTON	NSW	2021
LOT: D DP: 441063	15 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 1 DP: 221458	16 Elizabeth Street	PADDINGTON	NSW	2021
LOT: C DP: 441063	17 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 2 DP: 221458	18 Elizabeth Street	PADDINGTON	NSW	2021
LOT: B DP: 441063	19 Elizabeth Street	PADDINGTON	NSW	2021
LOT: A DP: 441063	21 Elizabeth Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 14 DP: 954	23 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 13 DP: 1111463	23 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 1 DP: 721815	25 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 12 DP: 954	27 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 11 DP: 954	29 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 10 DP: 954	31 Elizabeth Street	PADDINGTON	NSW	2021
LOT: A DP: 106653	65 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 1 DP: 230498	66 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 2 DP: 230498	68 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 3 DP: 230498	70 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 4 DP: 230498	72 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 5 DP: 230498	74 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 6 DP: 230498	76 Elizabeth Street	PADDINGTON	NSW	2021
LOT: 1 SP: 69697	2 Flinton Street	PADDINGTON	NSW	2021
LOT: 0 SP: 69697	2-16 Flinton Street	PADDINGTON	NSW	2021
LOT: 2 SP: 69697	4 Flinton Street	PADDINGTON	NSW	2021
LOT: 3 SP: 69697	6 Flinton Street	PADDINGTON	NSW	2021
LOT: 4 SP: 69697	8 Flinton Street	PADDINGTON	NSW	2021
LOT: 5 SP: 69697	10 Flinton Street	PADDINGTON	NSW	2021
LOT: 6 SP: 69697	12 Flinton Street	PADDINGTON	NSW	2021
LOT: 7 SP: 69697	14 Flinton Street	PADDINGTON	NSW	2021
LOT: 8 SP: 69697	16 Flinton Street	PADDINGTON	NSW	2021
LOT: 4 DP: 509687	2 Forbes Street	PADDINGTON	NSW	2021
LOT: 3 DP: 509687	4 Forbes Street	PADDINGTON	NSW	2021
LOT: 2 DP: 509687	6 Forbes Street	PADDINGTON	NSW	2021
LOT: 1 DP: 509687	8 Forbes Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	2 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	4 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	6 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 271	6 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 271	8 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	8 George Street	PADDINGTON	NSW	2021
LOT: 32 DP: 234740	9 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	10 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 271	10 George Street	PADDINGTON	NSW	2021
LOT: 31 DP: 234740	11 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 271	12 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	12 George Street	PADDINGTON	NSW	2021
LOT: 30 DP: 234740	13 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	14 George Street	PADDINGTON	NSW	2021
LOT: 4 PT: PRT DP: 456779	14 George Street	PADDINGTON	NSW	2021
LOT: 29 DP: 234740	15 George Street	PADDINGTON	NSW	2021
LOT: 4 PT: PRT DP: 456779	16 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	16 George Street	PADDINGTON	NSW	2021
LOT: 28 DP: 234740	17 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	18 George Street	PADDINGTON	NSW	2021
LOT: 4 PT: PRT DP: 456779	18 George Street	PADDINGTON	NSW	2021
LOT: 8 DP: 34158	19 George Street	PADDINGTON	NSW	2021
LOT: 4 PT: PRT DP: 456779	20 George Street	PADDINGTON	NSW	2021
LOT: 3 PT: PRT DP: 456779	20 George Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 7 DP: 34158	21 George Street	PADDINGTON	NSW	2021
LOT: 11 DP: 715058	22 George Street	PADDINGTON	NSW	2021
LOT: 1 DP: 119265	22A George Street	PADDINGTON	NSW	2021
LOT: 6 DP: 34158	23 George Street	PADDINGTON	NSW	2021
LOT: 5 DP: 662009	24 George Street	PADDINGTON	NSW	2021
LOT: 5 DP: 34158	25 George Street	PADDINGTON	NSW	2021
LOT: 1 DP: 904827	26 George Street	PADDINGTON	NSW	2021
LOT: 1 DP: 906335	28 George Street	PADDINGTON	NSW	2021
LOT: A DP: 441015	30 George Street	PADDINGTON	NSW	2021
LOT: A DP: 442788	32 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 741713	34 Glenmore Road	PADDINGTON	NSW	2021
LOT: B DP: 505152	36 Glenmore Road	PADDINGTON	NSW	2021
LOT: C DP: 442003	70 Glenmore Road	PADDINGTON	NSW	2021
LOT: B DP: 442003	72 Glenmore Road	PADDINGTON	NSW	2021
LOT: C DP: 441304	79 Glenmore Road	PADDINGTON	NSW	2021
LOT: D DP: 441304	81 Glenmore Road	PADDINGTON	NSW	2021
LOT: E DP: 441304	83 Glenmore Road	PADDINGTON	NSW	2021
LOT: F DP: 441304	85 Glenmore Road	PADDINGTON	NSW	2021
LOT: B DP: 314432	96-104 Glenmore Road	PADDINGTON	NSW	2021
LOT: C DP: 32761	177 Glenmore Road	PADDINGTON	NSW	2021
LOT: D DP: 32761	179 Glenmore Road	PADDINGTON	NSW	2021
LOT: E DP: 32761	181 Glenmore Road	PADDINGTON	NSW	2021
LOT: F DP: 32761	183 Glenmore Road	PADDINGTON	NSW	2021
LOT: 0 SP: 9421	186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 SP: 9421	1/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 SP: 9421	2/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 3 SP: 9421	3/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 4 SP: 9421	4/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 5 SP: 9421	5/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 6 SP: 9421	6/186 Glenmore Road	PADDINGTON	NSW	2021
LOT: 0 SP: 12059	188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 SP: 12059	1/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 SP: 12059	2/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 3 SP: 12059	3/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 4 SP: 12059	4/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 5 SP: 12059	5/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 6 SP: 12059	6/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 7 SP: 12059	7/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 8 SP: 12059	8/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 9 SP: 12059	9/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 10 SP: 12059	10/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 11 SP: 12059	11/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 12 SP: 12059	12/188 Glenmore Road	PADDINGTON	NSW	2021
LOT: 0 SP: 10987	190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 SP: 10987	1/190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 SP: 10987	2/190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 3 SP: 10987	3/190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 4 SP: 10987	4/190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 5 SP: 10987	5/190 Glenmore Road	PADDINGTON	NSW	2021
LOT: 6 SP: 10987	6/190 Glenmore Road	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 1 DP: 217237	197 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 DP: 217237	199 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 320055	220 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 578497	222-226 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 224890	237 Glenmore Road	PADDINGTON	NSW	2021
LOT: A DP: 77387	239-241 Glenmore Road	PADDINGTON	NSW	2021
LOT: 110 PT: PRT DP: 1227003	241A-241B Glenmore Road	PADDINGTON	NSW	2021
LOT: 111 PT: PRT DP: 1227003	241A-241B Glenmore Road	PADDINGTON	NSW	2021
LOT: 110 PT: PRT DP: 1227003	245 Glenmore Road	PADDINGTON	NSW	2021
LOT: 111 PT: PRT DP: 1227003	245 Glenmore Road	PADDINGTON	NSW	2021
LOT: B DP: 974688	262 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 PT: PRT DP: 1118116	264-266 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 PT: PRT DP: 1118116	266 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 535776	294 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 DP: 535776	296 Glenmore Road	PADDINGTON	NSW	2021
LOT: 5 DP: 666609	298 Glenmore Road	PADDINGTON	NSW	2021
LOT: 10 DP: 1204719	302 Glenmore Road	PADDINGTON	NSW	2021
LOT: 8 DP: 1156846	361-441 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 DP: 1156846	361-441 Glenmore Road	PADDINGTON	NSW	2021
LOT: 9 DP: 547554	361-441 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 573377	418 Glenmore Road	PADDINGTON	NSW	2021
LOT: 2 DP: 573377	418 Glenmore Road	PADDINGTON	NSW	2021
LOT: 1 DP: 950637	40 Glenview Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1078783	42 Glenview Street	PADDINGTON	NSW	2021
LOT: 0 SP: 1314	51 Glenview Street	PADDINGTON	NSW	2021
LOT: 1 SP: 1314	1/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 2 SP: 1314	2/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 3 SP: 1314	3/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 4 SP: 1314	4/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 5 SP: 1314	5/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 6 SP: 1314	6/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 7 SP: 1314	7/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 8 SP: 1314	8/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 9 SP: 1314	9/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 10 SP: 1314	10/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 11 SP: 1314	11/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 12 SP: 1314	12/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 13 SP: 1314	13/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 14 SP: 1314	14/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 15 SP: 1314	15/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 16 SP: 1314	16/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 17 SP: 1314	17/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 18 SP: 1314	18/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 19 SP: 1314	19/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 20 SP: 1314	20/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 21 SP: 1314	21/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 22 SP: 1314	22/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 23 SP: 1314	23/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 24 SP: 1314	24/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 25 SP: 1314	25/51 Glenview Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 26 SP: 1314	26/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 27 SP: 1314	27/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 28 SP: 1314	28/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 29 SP: 1314	29/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 30 SP: 1314	30/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 31 SP: 1314	31/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 32 SP: 1314	32/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 33 SP: 1314	33/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 34 SP: 1314	34/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 35 SP: 1314	35/51 Glenview Street	PADDINGTON	NSW	2021
LOT: 36 SP: 1314	36/51 Glenview Street	PADDINGTON	NSW	2021
LOT: X DP: 107386	62 Glenview Street	PADDINGTON	NSW	2021
LOT: W DP: 107386	64 Glenview Street	PADDINGTON	NSW	2021
LOT: 1 DP: 652637	66 Glenview Street	PADDINGTON	NSW	2021
LOT: 5 DP: 436782	6 Goodhope Street	PADDINGTON	NSW	2021
LOT: 4 DP: 436782	8 Goodhope Street	PADDINGTON	NSW	2021
LOT: 13 DP: 928925	43 Goodhope Street	PADDINGTON	NSW	2021
LOT: C DP: 436320	49 Goodhope Street	PADDINGTON	NSW	2021
LOT: A DP: 436320	53 Goodhope Street	PADDINGTON	NSW	2021
LOT: 5 DP: 220365	55 Goodhope Street	PADDINGTON	NSW	2021
LOT: 4 DP: 220365	57 Goodhope Street	PADDINGTON	NSW	2021
LOT: 3 DP: 220365	59 Goodhope Street	PADDINGTON	NSW	2021
LOT: 2 DP: 220365	61 Goodhope Street	PADDINGTON	NSW	2021
LOT: 1 DP: 220365	63 Goodhope Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1126890	65 Goodhope Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1126890	67 Goodhope Street	PADDINGTON	NSW	2021
LOT: B DP: 447467	69 Goodhope Street	PADDINGTON	NSW	2021
LOT: A DP: 447467	71 Goodhope Street	PADDINGTON	NSW	2021
LOT: 2 DP: 536504	73 Goodhope Street	PADDINGTON	NSW	2021
LOT: 1 DP: 536504	75 Goodhope Street	PADDINGTON	NSW	2021
LOT: 1 DP: 998231	77 Goodhope Street	PADDINGTON	NSW	2021
LOT: B DP: 438463	4 Gosbell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 560085	1 Gurner Street	PADDINGTON	NSW	2021
LOT: 11 DP: 111231	3 Gurner Street	PADDINGTON	NSW	2021
LOT: 37 DP: 111231	13 Gurner Street	PADDINGTON	NSW	2021
LOT: 0 SP: 7220	6 Hampden Street	PADDINGTON	NSW	2021
LOT: 49 SP: 7220	1A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 50 SP: 7220	1B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 51 SP: 7220	1C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 52 SP: 7220	1E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 53 SP: 7220	1F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 54 SP: 7220	2A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 55 SP: 7220	2B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 56 SP: 7220	2C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 57 SP: 7220	2D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 58 SP: 7220	2E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 59 SP: 7220	2F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 60 SP: 7220	3A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 61 SP: 7220	3B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 62 SP: 7220	3C/6 Hampden Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 63 SP: 7220	3D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 64 SP: 7220	3E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 17 SP: 7220	3E/6-8 Hampden Street	PADDINGTON	NSW	2021
LOT: 18 SP: 7220	3F/6-8 Hampden Street	PADDINGTON	NSW	2021
LOT: 65 SP: 7220	3F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 66 SP: 7220	4A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 67 SP: 7220	4B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 68 SP: 7220	4C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 69 SP: 7220	4D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 70 SP: 7220	4E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 71 SP: 7220	4F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 72 SP: 7220	5A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 73 SP: 7220	5B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 74 SP: 7220	5C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 75 SP: 7220	5D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 76 SP: 7220	5E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 77 SP: 7220	5F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 78 SP: 7220	6A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 79 SP: 7220	6B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 80 SP: 7220	6C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 81 SP: 7220	6D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 82 SP: 7220	6E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 83 SP: 7220	6F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 84 SP: 7220	7A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 85 SP: 7220	7B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 86 SP: 7220	7C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 87 SP: 7220	7D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 88 SP: 7220	7E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 89 SP: 7220	7F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 90 SP: 7220	8A/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 91 SP: 7220	8B/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 92 SP: 7220	8C/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 93 SP: 7220	8D/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 94 SP: 7220	8E/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 95 SP: 7220	8F/6 Hampden Street	PADDINGTON	NSW	2021
LOT: 1 SP: 7220	1A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 2 SP: 7220	1B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 3 SP: 7220	1C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 4 SP: 7220	1D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 5 SP: 7220	1E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 6 SP: 7220	1F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 7 SP: 7220	2A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 8 SP: 7220	2B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 9 SP: 7220	2C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 10 SP: 7220	2D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 11 SP: 7220	2E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 12 SP: 7220	2F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 13 SP: 7220	3A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 14 SP: 7220	3B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 15 SP: 7220	3C/8 Hampden Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 16 SP: 7220	3D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 19 SP: 7220	4A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 20 SP: 7220	4B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 21 SP: 7220	4C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 22 SP: 7220	4D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 23 SP: 7220	4E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 24 SP: 7220	4F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 25 SP: 7220	5A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 26 SP: 7220	5B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 27 SP: 7220	5C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 28 SP: 7220	5D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 29 SP: 7220	5E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 30 SP: 7220	5F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 31 SP: 7220	6A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 32 SP: 7220	6B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 33 SP: 7220	6C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 34 SP: 7220	6D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 35 SP: 7220	6E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 36 SP: 7220	6F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 37 SP: 7220	7A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 38 SP: 7220	7B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 39 SP: 7220	7C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 40 SP: 7220	7D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 41 SP: 7220	7E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 42 SP: 7220	7F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 43 SP: 7220	8A/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 44 SP: 7220	8B/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 45 SP: 7220	8C/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 46 SP: 7220	8D/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 47 SP: 7220	8E/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 48 SP: 7220	8F/8 Hampden Street	PADDINGTON	NSW	2021
LOT: 2 DP: 554500	5 Hargrave Lane	PADDINGTON	NSW	2021
LOT: 1 DP: 178883	12 Hargrave Lane	PADDINGTON	NSW	2021
LOT: 55 SEC: 4 DP: 180	16 Hargrave Lane	PADDINGTON	NSW	2021
LOT: 1 DP: 343555	1 Hargrave Street	PADDINGTON	NSW	2021
LOT: 45 SEC: 4 DP: 180	2 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 966864	2A Hargrave Street	PADDINGTON	NSW	2021
LOT: A DP: 440040	3 Hargrave Street	PADDINGTON	NSW	2021
LOT: 46 SEC: 4 DP: 180	4 Hargrave Street	PADDINGTON	NSW	2021
LOT: 47 SEC: 4 DP: 180	6 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 553621	8 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 553621	10 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 553621	12 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 108288	14 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 108288	16 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 108288	18 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 130699	25 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 923178	27 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 104292	29 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 33593	30 Hargrave Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: C DP: 440309	31 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 33593	32 Hargrave Street	PADDINGTON	NSW	2021
LOT: B DP: 440309	33 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 33593	34 Hargrave Street	PADDINGTON	NSW	2021
LOT: A DP: 440309	35 Hargrave Street	PADDINGTON	NSW	2021
LOT: 4 DP: 33593	36 Hargrave Street	PADDINGTON	NSW	2021
LOT: 5 DP: 33593	38 Hargrave Street	PADDINGTON	NSW	2021
LOT: 6 DP: 33593	40 Hargrave Street	PADDINGTON	NSW	2021
LOT: 7 DP: 33593	42 Hargrave Street	PADDINGTON	NSW	2021
LOT: 8 DP: 33593	44 Hargrave Street	PADDINGTON	NSW	2021
LOT: 9 DP: 33593	46 Hargrave Street	PADDINGTON	NSW	2021
LOT: 10 DP: 33593	48 Hargrave Street	PADDINGTON	NSW	2021
LOT: 11 DP: 33593	50 Hargrave Street	PADDINGTON	NSW	2021
LOT: 12 DP: 33593	52 Hargrave Street	PADDINGTON	NSW	2021
LOT: 13 DP: 33593	54 Hargrave Street	PADDINGTON	NSW	2021
LOT: 14 DP: 33593	56 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 204901	58 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 204901	60 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 204901	62 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 930128	64 Hargrave Street	PADDINGTON	NSW	2021
LOT: A DP: 441432	66 Hargrave Street	PADDINGTON	NSW	2021
LOT: B DP: 441432	68 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 564846	88-90 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 104511	94 Hargrave Street	PADDINGTON	NSW	2021
LOT: A DP: 33657	96 Hargrave Street	PADDINGTON	NSW	2021
LOT: B DP: 33657	98 Hargrave Street	PADDINGTON	NSW	2021
LOT: C DP: 33657	100 Hargrave Street	PADDINGTON	NSW	2021
LOT: D DP: 33657	102 Hargrave Street	PADDINGTON	NSW	2021
LOT: E DP: 33657	104 Hargrave Street	PADDINGTON	NSW	2021
LOT: F DP: 33657	106 Hargrave Street	PADDINGTON	NSW	2021
LOT: 102 SEC: 2 DP: 180	107 Hargrave Street	PADDINGTON	NSW	2021
LOT: 10 DP: 1109485	108-110 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 516389	112 Hargrave Street	PADDINGTON	NSW	2021
LOT: C DP: 439706	118 Hargrave Street	PADDINGTON	NSW	2021
LOT: B DP: 441066	119 Hargrave Street	PADDINGTON	NSW	2021
LOT: 16 DP: 653655	120 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 579457	121 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 781845	133 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 721382	135 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 541999	137 Hargrave Street	PADDINGTON	NSW	2021
LOT: 2 DP: 983923	138 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 167542	139 Hargrave Street	PADDINGTON	NSW	2021
LOT: 3 DP: 983923	140 Hargrave Street	PADDINGTON	NSW	2021
LOT: 1 DP: 167541	141 Hargrave Street	PADDINGTON	NSW	2021
LOT: 223 DP: 1783	Harris Street	PADDINGTON	NSW	2021
LOT: 224 DP: 1783	Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 32863	1 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 32863	3 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 243966	4 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 32863	5 Harris Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 2 DP: 243966	6 Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 32863	7 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 243966	8 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 804403	9 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 804403	9A Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 243966	10 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 804403	11 Harris Street	PADDINGTON	NSW	2021
LOT: 0 SP: 76499	12 Harris Street	PADDINGTON	NSW	2021
LOT: 1 SP: 76499	1/12A Harris Street	PADDINGTON	NSW	2021
LOT: 2 SP: 76499	2/12B Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 804403	13 Harris Street	PADDINGTON	NSW	2021
LOT: 226 DP: 1783	14 Harris Street	PADDINGTON	NSW	2021
LOT: 179 DP: 1783	15 Harris Street	PADDINGTON	NSW	2021
LOT: 225 DP: 1783	16 Harris Street	PADDINGTON	NSW	2021
LOT: 221 DP: 1783	18 Harris Street	PADDINGTON	NSW	2021
LOT: 222 DP: 1783	18A Harris Street	PADDINGTON	NSW	2021
LOT: 220 DP: 1783	18B Harris Street	PADDINGTON	NSW	2021
LOT: 219 DP: 1783	20 Harris Street	PADDINGTON	NSW	2021
LOT: 183 DP: 1783	21 Harris Street	PADDINGTON	NSW	2021
LOT: 184 DP: 1783	23 Harris Street	PADDINGTON	NSW	2021
LOT: 217 DP: 1783	24 Harris Street	PADDINGTON	NSW	2021
LOT: 185 DP: 1783	25 Harris Street	PADDINGTON	NSW	2021
LOT: 216 SEC: I DP: 1783	26 Harris Street	PADDINGTON	NSW	2021
LOT: 186 DP: 1783	27-29 Harris Street	PADDINGTON	NSW	2021
LOT: 215 DP: 667276	28 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 925986	30 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1214684	31 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1214684	33 Harris Street	PADDINGTON	NSW	2021
LOT: 190 DP: 1783	35-37 Harris Street	PADDINGTON	NSW	2021
LOT: 191 DP: 1783	35-37 Harris Street	PADDINGTON	NSW	2021
LOT: 192 DP: 1783	39 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 564895	41 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 564895	43 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 564895	45 Harris Street	PADDINGTON	NSW	2021
LOT: 12 DP: 1011928	47 Harris Street	PADDINGTON	NSW	2021
LOT: 198 DP: 1783	49-51 Harris Street	PADDINGTON	NSW	2021
LOT: 199 DP: 1783	49-51 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 220889	53 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 220889	55 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 220889	57 Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 220889	59 Harris Street	PADDINGTON	NSW	2021
LOT: 1 DP: 730067	61 Harris Street	PADDINGTON	NSW	2021
LOT: 2 DP: 730067	63 Harris Street	PADDINGTON	NSW	2021
LOT: 3 DP: 730067	65 Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 730067	67 Harris Street	PADDINGTON	NSW	2021
LOT: 5 DP: 730067	69 Harris Street	PADDINGTON	NSW	2021
LOT: 6 DP: 730067	71 Harris Street	PADDINGTON	NSW	2021
LOT: 7 DP: 730067	73 Harris Street	PADDINGTON	NSW	2021
LOT: 4 DP: 503111	2 Heeley Street	PADDINGTON	NSW	2021
LOT: 1 SEC: 1 DP: 3454	2A Heeley Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 3 DP: 503111	4 Heeley Street	PADDINGTON	NSW	2021
LOT: 2 DP: 503111	6 Heeley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 503111	8 Heeley Street	PADDINGTON	NSW	2021
LOT: 5 SEC: 1 DP: 3454	10 Heeley Street	PADDINGTON	NSW	2021
LOT: 1 DP: 445053	12 Hoddle Street	PADDINGTON	NSW	2021
LOT: 2 DP: 445053	14 Hoddle Street	PADDINGTON	NSW	2021
LOT: 1 DP: 71893	16 Hoddle Street	PADDINGTON	NSW	2021
LOT: A DP: 107382	18 Hoddle Street	PADDINGTON	NSW	2021
LOT: 1 DP: 986571	19 Hoddle Street	PADDINGTON	NSW	2021
LOT: B DP: 107382	20 Hoddle Street	PADDINGTON	NSW	2021
LOT: C DP: 107382	22 Hoddle Street	PADDINGTON	NSW	2021
LOT: D DP: 107382	24 Hoddle Street	PADDINGTON	NSW	2021
LOT: 0 SP: 17432	26 Hoddle Street	PADDINGTON	NSW	2021
LOT: 1 SP: 17432	1/26 Hoddle Street	PADDINGTON	NSW	2021
LOT: 2 SP: 17432	2/26 Hoddle Street	PADDINGTON	NSW	2021
LOT: 2 DP: 13006	28 Hoddle Street	PADDINGTON	NSW	2021
LOT: 3 DP: 13006	30 Hoddle Street	PADDINGTON	NSW	2021
LOT: 1 DP: 813863	1 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 813863	3 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 861786	5 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 861786	7 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 63158	9 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 74471	11 Hopewell Street	PADDINGTON	NSW	2021
LOT: B DP: 437592	13 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 203651	14A Hopewell Street	PADDINGTON	NSW	2021
LOT: A DP: 437592	15 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 203324	16 Hopewell Street	PADDINGTON	NSW	2021
LOT: B DP: 442788	17 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 818060	18 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 742710	19 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 DP: 260490	20 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 260490	22 Hopewell Street	PADDINGTON	NSW	2021
LOT: 501 DP: 731979	24 Hopewell Street	PADDINGTON	NSW	2021
LOT: 502 DP: 731979	26 Hopewell Street	PADDINGTON	NSW	2021
LOT: 5 DP: 260490	28 Hopewell Street	PADDINGTON	NSW	2021
LOT: 6 DP: 260490	28A Hopewell Street	PADDINGTON	NSW	2021
LOT: 7 DP: 260490	30 Hopewell Street	PADDINGTON	NSW	2021
LOT: 8 DP: 260490	30A Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1026450	32 Hopewell Street	PADDINGTON	NSW	2021
LOT: 36 SP: 10438	1/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 31 SP: 10438	15/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 30 SP: 10438	30/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 0 SP: 10438	54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 SP: 10438	1/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 SP: 10438	2/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 35 SP: 10438	2/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 29 SP: 10438	3/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 3 SP: 10438	3/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 4 SP: 10438	4/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 5 SP: 10438	5/54 Hopewell Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 6 SP: 10438	6/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 7 SP: 10438	7/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 8 SP: 10438	8/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 9 SP: 10438	9/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 10 SP: 10438	10/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 11 SP: 10438	11/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 12 SP: 10438	12/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 13 SP: 10438	13/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 14 SP: 10438	14/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 15 SP: 10438	15/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 16 SP: 10438	16/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 17 SP: 10438	17/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 18 SP: 10438	18/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 19 SP: 10438	19/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 32 SP: 10438	19/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 20 SP: 10438	20/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 21 SP: 10438	21/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 22 SP: 10438	22/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 23 SP: 10438	23/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 24 SP: 10438	24/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 25 SP: 10438	25/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 26 SP: 10438	26/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 27 SP: 10438	27/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 28 SP: 10438	28/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 33 SP: 10438	33/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 34 SP: 10438	34/54 Hopewell Street	PADDINGTON	NSW	2021
LOT: 50 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 49 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 43 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 48 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 41 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 52 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 47 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 0 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 44 SP: 10380	54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 1 SP: 10380	1/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 2 SP: 10380	2/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 3 SP: 10380	3/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 4 SP: 10380	4/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 5 SP: 10380	5/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 6 SP: 10380	6/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 7 SP: 10380	7/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 8 SP: 10380	8/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 9 SP: 10380	9/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 10 SP: 10380	10/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 46 SP: 10380	10/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 11 SP: 10380	11/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 12 SP: 10380	12/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 13 SP: 10380	13/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 14 SP: 10380	14/54A Hopewell Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 15 SP: 10380	15/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 16 SP: 10380	16/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 17 SP: 10380	17/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 42 SP: 10380	17/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 18 SP: 10380	18/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 19 SP: 10380	19/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 20 SP: 10380	20/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 21 SP: 10380	21/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 22 SP: 10380	22/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 23 SP: 10380	23/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 24 SP: 10380	24/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 25 SP: 10380	25/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 26 SP: 10380	26/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 27 SP: 10380	27/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 28 SP: 10380	28/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 29 SP: 10380	29/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 30 SP: 10380	30/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 31 SP: 10380	31/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 51 SP: 10380	31/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 32 SP: 10380	32/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 33 SP: 10380	33/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 34 SP: 10380	34/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 35 SP: 10380	35/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 36 SP: 10380	36/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 37 SP: 10380	37/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 38 SP: 10380	38/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 39 SP: 10380	39/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 40 SP: 10380	40/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 45 SP: 10380	45/54A Hopewell Street	PADDINGTON	NSW	2021
LOT: 21 DP: 59776	16 Jersey Road	PADDINGTON	NSW	2021
LOT: 0 SP: 1438	204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 1 SP: 1438	1/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 2 SP: 1438	2/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 3 SP: 1438	3/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 4 SP: 1438	4/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 5 SP: 1438	5/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 6 SP: 1438	6/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 7 SP: 1438	7/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 8 SP: 1438	8/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 9 SP: 1438	9/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 10 SP: 1438	10/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 11 SP: 1438	11/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 12 SP: 1438	12/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 13 SP: 1438	13/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 14 SP: 1438	14/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 15 SP: 1438	15/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 16 SP: 1438	16/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 17 SP: 1438	17/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 18 SP: 1438	18/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 19 SP: 1438	19/204-232 Jersey Road	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 20 SP: 1438	20/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 21 SP: 1438	21/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 22 SP: 1438	22/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 23 SP: 1438	23/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 24 SP: 1438	24/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 25 SP: 1438	25/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 26 SP: 1438	26/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 27 SP: 1438	27/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 28 SP: 1438	28/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 29 SP: 1438	29/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 30 SP: 1438	30/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 31 SP: 1438	31/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 32 SP: 1438	32/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 33 SP: 1438	33/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 34 SP: 1438	34/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 35 SP: 1438	35/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 36 SP: 1438	36/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 37 SP: 1438	37/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 38 SP: 1438	38/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 39 SP: 1438	39/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 40 SP: 1438	40/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 41 SP: 1438	41/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 42 SP: 1438	42/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 43 SP: 1438	43/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 44 SP: 1438	44/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 45 SP: 1438	45/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 46 SP: 1438	46/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 47 SP: 1438	47/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 48 SP: 1438	48/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 49 SP: 1438	49/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 50 SP: 1438	50/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 51 SP: 1438	51/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 52 SP: 1438	52/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 53 SP: 1438	53/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 54 SP: 1438	54/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 55 SP: 1438	55/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 56 SP: 1438	56/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 57 SP: 1438	57/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 58 SP: 1438	58/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 59 SP: 1438	59/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 60 SP: 1438	60/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 61 SP: 1438	61/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 62 SP: 1438	62/204-232 Jersey Road	PADDINGTON	NSW	2021
LOT: 0 SP: 35387	234 Jersey Road	PADDINGTON	NSW	2021
LOT: 1 SP: 35387	1/234 Jersey Road	PADDINGTON	NSW	2021
LOT: 2 SP: 35387	2/234 Jersey Road	PADDINGTON	NSW	2021
LOT: 2 DP: 108968	236 Jersey Road	PADDINGTON	NSW	2021
LOT: 1 DP: 78503	1 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 219641	2 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 928947	3 Lawson Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 2 DP: 219641	4 Lawson Street	PADDINGTON	NSW	2021
LOT: 2 DP: 928947	5 Lawson Street	PADDINGTON	NSW	2021
LOT: 3 DP: 219641	6 Lawson Street	PADDINGTON	NSW	2021
LOT: 4 DP: 219641	8 Lawson Street	PADDINGTON	NSW	2021
LOT: 5 DP: 219641	10 Lawson Street	PADDINGTON	NSW	2021
LOT: 6 DP: 219641	12 Lawson Street	PADDINGTON	NSW	2021
LOT: 7 DP: 219641	14 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 137249	15 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1003528	17 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 196689	19 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 198673	21 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 797793	23 Lawson Street	PADDINGTON	NSW	2021
LOT: 18 DP: 219641	36 Lawson Street	PADDINGTON	NSW	2021
LOT: 19 DP: 219641	38 Lawson Street	PADDINGTON	NSW	2021
LOT: 20 DP: 219641	40 Lawson Street	PADDINGTON	NSW	2021
LOT: 21 DP: 219641	42 Lawson Street	PADDINGTON	NSW	2021
LOT: 22 DP: 219641	44 Lawson Street	PADDINGTON	NSW	2021
LOT: 7 DP: 107502	122 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 77458	124 Lawson Street	PADDINGTON	NSW	2021
LOT: 1 DP: 515575	21 Little Comber Street	PADDINGTON	NSW	2021
LOT: 5 DP: 1086450	23 Little Comber Street	PADDINGTON	NSW	2021
LOT: 1 DP: 228556	28 Little Comber Street	PADDINGTON	NSW	2021
LOT: 7 DP: 228556	30 Little Comber Street	PADDINGTON	NSW	2021
LOT: 6 DP: 228556	32 Little Comber Street	PADDINGTON	NSW	2021
LOT: 5 DP: 228556	32 Little Comber Street	PADDINGTON	NSW	2021
LOT: 2 DP: 228556	34 Little Comber Street	PADDINGTON	NSW	2021
LOT: 3 DP: 228556	36 Little Comber Street	PADDINGTON	NSW	2021
LOT: 4 DP: 228556	38 Little Comber Street	PADDINGTON	NSW	2021
LOT: 9 DP: 33296	116 Liverpool Street	PADDINGTON	NSW	2021
LOT: 2 DP: 78943	3 Macdonald Street	PADDINGTON	NSW	2021
LOT: 1 DP: 78943	5 Macdonald Street	PADDINGTON	NSW	2021
LOT: 1 DP: 11765	7 Macdonald Street	PADDINGTON	NSW	2021
LOT: 3 DP: 11765	9 Macdonald Street	PADDINGTON	NSW	2021
NO: 0 ST: 4710009	9 Macdonald Street	PADDINGTON	NSW	2021
LOT: 2 DP: 11765	9 Macdonald Street	PADDINGTON	NSW	2021
NO: 1 HSN: 9 ST: 4710009	1/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 2 HSN: 9 ST: 4710009	2/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 3 HSN: 9 ST: 4710009	3/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 4 HSN: 9 ST: 4710009	4/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 5 HSN: 9 ST: 4710009	5/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 6 HSN: 9 ST: 4710009	6/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 7 HSN: 9 ST: 4710009	7/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 8 HSN: 9 ST: 4710009	8/9 Macdonald Street	PADDINGTON	NSW	2021
NO: 9 HSN: 9 ST: 4710009	9/9 Macdonald Street	PADDINGTON	NSW	2021
LOT: 1 DP: 74935	2 Mary Place	PADDINGTON	NSW	2021
LOT: 219 DP: 752011	Neild Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 77458	1 Neild Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 560892	3-5 Neild Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 997925	3-5 Neild Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 170203	7 Neild Avenue	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 101 DP: 1235102	9 Neild Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 1177034	11 Neild Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 1177034	11A Neild Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 625250	15 Neild Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 625250	17 Neild Avenue	PADDINGTON	NSW	2021
LOT: 6 DP: 223678	6 Norfolk Street	PADDINGTON	NSW	2021
LOT: 5 DP: 223678	8 Norfolk Street	PADDINGTON	NSW	2021
LOT: 4 DP: 223678	10 Norfolk Street	PADDINGTON	NSW	2021
LOT: 3 DP: 223678	12 Norfolk Street	PADDINGTON	NSW	2021
LOT: 2 DP: 223678	14 Norfolk Street	PADDINGTON	NSW	2021
LOT: 1 DP: 223678	16 Norfolk Street	PADDINGTON	NSW	2021
LOT: 1 DP: 34034	1 Olive Street	PADDINGTON	NSW	2021
LOT: 2 DP: 34034	3 Olive Street	PADDINGTON	NSW	2021
LOT: 2 DP: 110559	4 Olive Street	PADDINGTON	NSW	2021
LOT: 3 DP: 34034	5 Olive Street	PADDINGTON	NSW	2021
LOT: 3 DP: 110559	6 Olive Street	PADDINGTON	NSW	2021
LOT: 4 DP: 34034	7 Olive Street	PADDINGTON	NSW	2021
LOT: 4 DP: 110559	8 Olive Street	PADDINGTON	NSW	2021
LOT: 5 DP: 34034	9 Olive Street	PADDINGTON	NSW	2021
LOT: A DP: 33918	10 Olive Street	PADDINGTON	NSW	2021
LOT: A DP: 438416	51 Ormond Street	PADDINGTON	NSW	2021
LOT: A DP: 33858	53 Ormond Street	PADDINGTON	NSW	2021
LOT: 4 DP: 448457	72B Oxford Street	PADDINGTON	NSW	2021
LOT: 5 DP: 448457	74 Oxford Street	PADDINGTON	NSW	2021
LOT: 100 PT: PRT DP: 1125989	78 Oxford Street	PADDINGTON	NSW	2021
LOT: 100 PT: PRT DP: 1125989	80 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 63151	82 Oxford Street	PADDINGTON	NSW	2021
LOT: B DP: 913644	86 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 731674	88 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 112164	90 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1255027	92 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 745679	94 Oxford Street	PADDINGTON	NSW	2021
LOT: 2 PT: PRT DP: 819423	98 Oxford Street	PADDINGTON	NSW	2021
LOT: 2 PT: PRT DP: 819423	100 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 84534	102-106 Oxford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 535418	432 Oxford Street	PADDINGTON	NSW	2021
LOT: B PT: PRT DP: 365605	436 Oxford Street	PADDINGTON	NSW	2021
LOT: B PT: PRT DP: 365605	438 Oxford Street	PADDINGTON	NSW	2021
LOT: B PT: PRT DP: 365605	440 Oxford Street	PADDINGTON	NSW	2021
LOT: 7 DP: 1116582	6 Paddington Lane	PADDINGTON	NSW	2021
LOT: 8 DP: 1116582	8 Paddington Lane	PADDINGTON	NSW	2021
LOT: 2 DP: 668385	3 Paddington Street	PADDINGTON	NSW	2021
LOT: 2 DP: 455190	5 Paddington Street	PADDINGTON	NSW	2021
LOT: 3 DP: 455190	5 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 976861	7 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 175412	9 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 448362	11 Paddington Street	PADDINGTON	NSW	2021
LOT: 2 DP: 448362	13 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 906968	15 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 925008	19 Paddington Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 2 DP: 925008	19 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 902442	21 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 927572	23 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 906383	25 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1041294	27 Paddington Street	PADDINGTON	NSW	2021
LOT: 5 DP: 917592	29 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 522375	31 Paddington Street	PADDINGTON	NSW	2021
LOT: 3 DP: 567920	34 Paddington Street	PADDINGTON	NSW	2021
LOT: 2 DP: 567920	36 Paddington Street	PADDINGTON	NSW	2021
LOT: 12 DP: 708011	38 Paddington Street	PADDINGTON	NSW	2021
LOT: 28 SEC: 6 DP: 180	42 Paddington Street	PADDINGTON	NSW	2021
LOT: A DP: 368793	44 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 208616	46 Paddington Street	PADDINGTON	NSW	2021
LOT: 2 DP: 208616	48 Paddington Street	PADDINGTON	NSW	2021
LOT: 31 DP: 664823	50 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 119411	52 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 977717	54 Paddington Street	PADDINGTON	NSW	2021
LOT: C DP: 439010	60 Paddington Street	PADDINGTON	NSW	2021
LOT: D DP: 439010	62 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 583915	64 Paddington Street	PADDINGTON	NSW	2021
LOT: 2 DP: 583915	66 Paddington Street	PADDINGTON	NSW	2021
LOT: 32 SEC: 1 DP: 180	146 Paddington Street	PADDINGTON	NSW	2021
LOT: 4 DP: 109064	152 Paddington Street	PADDINGTON	NSW	2021
LOT: A DP: 33380	154 Paddington Street	PADDINGTON	NSW	2021
LOT: B DP: 33380	156 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 533946	157 Paddington Street	PADDINGTON	NSW	2021
LOT: C DP: 33380	158 Paddington Street	PADDINGTON	NSW	2021
LOT: D DP: 33380	160 Paddington Street	PADDINGTON	NSW	2021
LOT: 38 SEC: 1 DP: 180	162 Paddington Street	PADDINGTON	NSW	2021
LOT: 1 DP: 196104	6 Prospect Street	PADDINGTON	NSW	2021
LOT: 1 DP: 103060	1 Quarry Street	PADDINGTON	NSW	2021
LOT: 5 DP: 1156846	2-4 Quarry Street	PADDINGTON	NSW	2021
LOT: 1 DP: 170629	3 Quarry Street	PADDINGTON	NSW	2021
LOT: 1 DP: 102421	5 Quarry Street	PADDINGTON	NSW	2021
LOT: 5 DP: 263788	16 Royston Street	PADDINGTON	NSW	2021
LOT: 4 DP: 263788	18 Royston Street	PADDINGTON	NSW	2021
LOT: 15 DP: 1213484	26-28 Royston Street	PADDINGTON	NSW	2021
LOT: 147 DP: 1783	8 Soudan Lane	PADDINGTON	NSW	2021
LOT: 148 DP: 1783	8 Soudan Lane	PADDINGTON	NSW	2021
LOT: 149 DP: 1783	8 Soudan Lane	PADDINGTON	NSW	2021
LOT: 150 DP: 1783	8 Soudan Lane	PADDINGTON	NSW	2021
LOT: 17 PT: PRT SEC: 3 DP: 3454	39 Stafford Street	PADDINGTON	NSW	2021
LOT: 17 PT: PRT SEC: 3 DP: 3454	41 Stafford Street	PADDINGTON	NSW	2021
LOT: 17 PT: PRT SEC: 3 DP: 3454	43 Stafford Street	PADDINGTON	NSW	2021
LOT: 18 PT: PRT SEC: 3 DP: 3454	43 Stafford Street	PADDINGTON	NSW	2021
LOT: 19 PT: PRT SEC: 3 DP: 3454	45 Stafford Street	PADDINGTON	NSW	2021
LOT: 16 DP: 857875	61 Stafford Street	PADDINGTON	NSW	2021
LOT: 17 DP: 857875	63 Stafford Street	PADDINGTON	NSW	2021
LOT: 18 DP: 857875	65 Stafford Street	PADDINGTON	NSW	2021
LOT: 19 DP: 857875	67 Stafford Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 20 DP: 857875	69 Stafford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 215549	71 Stafford Street	PADDINGTON	NSW	2021
LOT: 1 DP: 560892	3 Stephen Street	PADDINGTON	NSW	2021
LOT: 2 DP: 207136	5 Stephen Street	PADDINGTON	NSW	2021
LOT: 3 DP: 207136	7 Stephen Street	PADDINGTON	NSW	2021
LOT: 102 DP: 1235102	9 Stephen Street	PADDINGTON	NSW	2021
LOT: 3 DP: 1177034	11 Stephen Street	PADDINGTON	NSW	2021
LOT: 3 DP: 625250	13 Stephen Street	PADDINGTON	NSW	2021
LOT: 0 SP: 21299	38-42 Stephen Street	PADDINGTON	NSW	2021
LOT: 23 SP: 21299	38 Stephen Street	PADDINGTON	NSW	2021
LOT: 1 SP: 21299	1/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 24 SP: 21299	1/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 2 SP: 21299	2/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 3 SP: 21299	3/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 4 SP: 21299	4/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 5 SP: 21299	5/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 6 SP: 21299	6/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 7 SP: 21299	7/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 8 SP: 21299	8/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 9 SP: 21299	9/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 25 SP: 21299	9/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 10 SP: 21299	10/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 11 SP: 21299	11/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 12 SP: 21299	12/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 13 SP: 21299	13/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 21 SP: 21299	13/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 22 SP: 21299	14/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 14 SP: 21299	14/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 15 SP: 21299	15/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 16 SP: 21299	16/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 26 SP: 21299	16/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 17 SP: 21299	17/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 18 SP: 21299	18/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 19 SP: 21299	19/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 20 SP: 21299	20/38 Stephen Street	PADDINGTON	NSW	2021
LOT: 41 SP: 11374	41/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 44 SP: 11374	44/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 45 SP: 11374	45/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 46 SP: 11374	46/40 Stephen Street	PADDINGTON	NSW	2029
LOT: 47 SP: 11374	47/40 Stephen Street	PADDINGTON	NSW	2029
LOT: 48 SP: 11374	48/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 49 SP: 11374	49/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 50 SP: 11374	50/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 51 SP: 11374	51/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 52 SP: 11374	52/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 53 SP: 11374	53/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 54 SP: 11374	54/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 55 SP: 11374	55/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 57 SP: 11374	57/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 60 SP: 11374	60/40 Stephen Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 61 SP: 11374	61/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 62 SP: 11374	62/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 63 SP: 11374	63/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 64 SP: 11374	64/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 65 SP: 11374	65/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 66 SP: 11374	804/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 0 SP: 11374	40 Stephen Street	PADDINGTON	NSW	2021
LOT: 58 SP: 11374	1/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 1 SP: 11374	1/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 2 SP: 11374	2/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 3 SP: 11374	3/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 4 SP: 11374	4/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 5 SP: 11374	5/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 6 SP: 11374	6/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 7 SP: 11374	7/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 8 SP: 11374	8/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 9 SP: 11374	9/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 10 SP: 11374	10/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 11 SP: 11374	11/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 12 SP: 11374	12/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 13 SP: 11374	13/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 14 SP: 11374	14/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 16 SP: 11374	16/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 17 SP: 11374	17/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 18 SP: 11374	18/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 19 SP: 11374	19/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 20 SP: 11374	20/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 21 SP: 11374	21/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 22 SP: 11374	22/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 25 SP: 11374	25/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 26 SP: 11374	26/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 27 SP: 11374	27/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 28 SP: 11374	28/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 29 SP: 11374	29/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 30 SP: 11374	30/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 32 SP: 11374	32/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 43 SP: 11374	32/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 33 SP: 11374	33/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 34 SP: 11374	34/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 42 SP: 11374	34/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 56 SP: 11374	34/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 35 SP: 11374	35/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 36 SP: 11374	36/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 48 SP: 11374	37/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 37 SP: 11374	37/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 38 SP: 11374	38/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 39 SP: 11374	39/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 59 SP: 11374	59/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 15 SP: 11374	203/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 23 SP: 11374	403/40 Stephen Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 24 SP: 11374	404/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 31 SP: 11374	603/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 40 SP: 11374	804/40 Stephen Street	PADDINGTON	NSW	2021
LOT: 4 DP: 438329	34 Suffolk Street	PADDINGTON	NSW	2021
LOT: A DP: 107118	36 Suffolk Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1043759	Sutherland Avenue	PADDINGTON	NSW	2021
LOT: A DP: 438713	7 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 34012	8 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 440866	9 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 34012	10 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 2 DP: 440866	11 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 3 DP: 440866	13 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 5 DP: 220889	14 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: C DP: 32903	15 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: B DP: 32903	17 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: A DP: 32903	19 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 5 DP: 110093	21 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: A DP: 441447	23 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 1 DP: 1039779	25 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: B DP: 444020	27 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: C DP: 444020	29 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: D DP: 444020	31 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: E DP: 444020	33 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: F DP: 444020	35 Sutherland Avenue	PADDINGTON	NSW	2021
LOT: 42 SEC: 12 DP: 238	6 Sutherland Street	PADDINGTON	NSW	2021
LOT: 41 SEC: 12 DP: 238	8 Sutherland Street	PADDINGTON	NSW	2021
LOT: 11 DP: 1200359	11 Sutherland Street	PADDINGTON	NSW	2021
LOT: 3 DP: 229599	13 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 202404	14 Sutherland Street	PADDINGTON	NSW	2021
LOT: 4 DP: 229599	15 Sutherland Street	PADDINGTON	NSW	2021
LOT: B DP: 106451	16 Sutherland Street	PADDINGTON	NSW	2021
LOT: 5 DP: 229599	17 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1088697	18 Sutherland Street	PADDINGTON	NSW	2021
LOT: 3 DP: 554500	19 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 208159	20 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 554500	21 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 208159	22 Sutherland Street	PADDINGTON	NSW	2021
LOT: 29 SEC: 4 DP: 180	23 Sutherland Street	PADDINGTON	NSW	2021
LOT: 27 SEC: 4 DP: 180	25 Sutherland Street	PADDINGTON	NSW	2021
LOT: 28 SEC: 4 DP: 180	25 Sutherland Street	PADDINGTON	NSW	2021
LOT: 0 SP: 13971	27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 SP: 13971	1/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 SP: 13971	2/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 3 SP: 13971	3/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 4 SP: 13971	4/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 5 SP: 13971	5/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 6 SP: 13971	6/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 7 SP: 13971	7/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 8 SP: 13971	8/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 9 SP: 13971	9/27 Sutherland Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 10 SP: 13971	10/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 11 SP: 13971	11/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 12 SP: 13971	12/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 13 SP: 13971	13/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 14 SP: 13971	14/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 15 SP: 13971	15/27 Sutherland Street	PADDINGTON	NSW	2021
LOT: 26 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 27 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 28 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 29 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 30 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 31 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 32 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 25 SEC: 12 DP: 238	28-52 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 221312	39 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 221312	41 Sutherland Street	PADDINGTON	NSW	2021
LOT: 22 SEC: 4 DP: 180	43 Sutherland Street	PADDINGTON	NSW	2021
LOT: A DP: 438810	47 Sutherland Street	PADDINGTON	NSW	2021
LOT: B DP: 438810	49 Sutherland Street	PADDINGTON	NSW	2021
LOT: C DP: 438810	51 Sutherland Street	PADDINGTON	NSW	2021
LOT: 24 SEC: 12 DP: 238	54 Sutherland Street	PADDINGTON	NSW	2021
LOT: 21 SEC: 12 DP: 238	60 Sutherland Street	PADDINGTON	NSW	2021
LOT: E DP: 168641	72 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 917083	74 Sutherland Street	PADDINGTON	NSW	2021
LOT: C DP: 176046	75 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1089330	77 Sutherland Street	PADDINGTON	NSW	2021
LOT: E DP: 103371	107 Sutherland Street	PADDINGTON	NSW	2021
LOT: F DP: 103371	109 Sutherland Street	PADDINGTON	NSW	2021
LOT: G DP: 103371	111 Sutherland Street	PADDINGTON	NSW	2021
LOT: H DP: 103371	113 Sutherland Street	PADDINGTON	NSW	2021
LOT: J DP: 103371	115 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 34109	119 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 34109	121 Sutherland Street	PADDINGTON	NSW	2021
LOT: D DP: 438713	124 Sutherland Street	PADDINGTON	NSW	2021
LOT: 100 DP: 809197	138 Sutherland Street	PADDINGTON	NSW	2021
LOT: 101 DP: 809197	138A Sutherland Street	PADDINGTON	NSW	2021
LOT: Z DP: 108193	140 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 110093	142 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 308123	144 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1070137	152 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 615890	156 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 615890	158 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 909153	160 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 909153	162 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 909154	162 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1193157	164 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 933300	166 Sutherland Street	PADDINGTON	NSW	2021
LOT: 1 DP: 229982	172 Sutherland Street	PADDINGTON	NSW	2021
LOT: 2 DP: 229982	174 Sutherland Street	PADDINGTON	NSW	2021
LOT: 0 SP: 9502	186 Sutherland Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 1 SP: 9502	1/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 94 SP: 43154	2/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 3 SP: 9502	11/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 4 SP: 9502	12/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 5 SP: 9502	12A/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 6 SP: 9502	14/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 7 SP: 9502	15/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 8 SP: 9502	16/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 9 SP: 9502	21/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 10 SP: 9502	22/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 11 SP: 9502	23/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 12 SP: 9502	24/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 13 SP: 9502	25/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 14 SP: 9502	26/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 15 SP: 9502	31/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 16 SP: 9502	32/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 17 SP: 9502	33/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 18 SP: 9502	34/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 19 SP: 9502	35/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 20 SP: 9502	36/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 21 SP: 9502	41/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 22 SP: 9502	42/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 23 SP: 9502	43/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 24 SP: 9502	44/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 25 SP: 9502	45/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 26 SP: 9502	46/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 50 SP: 9502	50G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 27 SP: 9502	51/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 51 SP: 9502	51G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 28 SP: 9502	52/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 52 SP: 9502	52G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 29 SP: 9502	53/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 53 SP: 9502	53G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 30 SP: 9502	54/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 54 SP: 9502	54G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 31 SP: 9502	55/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 55 SP: 9502	55G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 32 SP: 9502	56/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 56 SP: 9502	56G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 57 SP: 9502	57G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 58 SP: 9502	58G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 59 SP: 9502	59G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 60 SP: 9502	60G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 33 SP: 9502	61/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 61 SP: 9502	61G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 34 SP: 9502	62/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 62 SP: 9502	62G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 35 SP: 9502	63/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 63 SP: 9502	63G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 36 SP: 9502	64/186 Sutherland Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 64 SP: 9502	64G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 37 SP: 9502	65/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 65 SP: 9502	65G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 38 SP: 9502	66/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 66 SP: 9502	66G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 67 SP: 9502	67G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 68 SP: 9502	68G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 69 SP: 9502	69G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 70 SP: 9502	70G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 39 SP: 9502	71/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 71 SP: 9502	71G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 40 SP: 9502	72/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 72 SP: 9502	72G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 41 SP: 9502	73/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 73 SP: 9502	73G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 42 SP: 9502	74/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 74 SP: 9502	74G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 43 SP: 9502	75/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 75 SP: 9502	75G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 44 SP: 9502	76/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 76 SP: 9502	76G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 77 SP: 9502	77G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 78 SP: 9502	78G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 79 SP: 9502	79G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 80 SP: 9502	80G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 45 SP: 9502	81/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 81 SP: 9502	81G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 46 SP: 9502	82/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 82 SP: 9502	82G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 47 SP: 9502	83/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 83 SP: 9502	83G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 48 SP: 9502	84/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 84 SP: 9502	84G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 49 SP: 9502	85/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 85 SP: 9502	85G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 86 SP: 9502	86G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 87 SP: 9502	87G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 88 SP: 9502	88G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 89 SP: 9502	89G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 90 SP: 9502	90G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 91 SP: 9502	91G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 92 SP: 9502	92G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 93 SP: 9502	93G/186 Sutherland Street	PADDINGTON	NSW	2021
LOT: 8 DP: 32787	223 Sutherland Street	PADDINGTON	NSW	2021
LOT: 22 DP: 1046605	57 Underwood Street	PADDINGTON	NSW	2021
LOT: 3 DP: 107780	59 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 946164	87 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 911320	91 Underwood Street	PADDINGTON	NSW	2021
LOT: A DP: 33714	93 Underwood Street	PADDINGTON	NSW	2021
LOT: B DP: 33714	95 Underwood Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 12 DP: 33059	96 Underwood Street	PADDINGTON	NSW	2021
LOT: C DP: 33714	97 Underwood Street	PADDINGTON	NSW	2021
LOT: 13 DP: 33059	98 Underwood Street	PADDINGTON	NSW	2021
LOT: D DP: 33714	99 Underwood Street	PADDINGTON	NSW	2021
LOT: 14 DP: 33059	100 Underwood Street	PADDINGTON	NSW	2021
LOT: E DP: 33714	101 Underwood Street	PADDINGTON	NSW	2021
LOT: 15 DP: 33059	102 Underwood Street	PADDINGTON	NSW	2021
LOT: 25 DP: 665759	103 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 228010	104 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 913374	105 Underwood Street	PADDINGTON	NSW	2021
LOT: 2 DP: 228010	106 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 33761	107 Underwood Street	PADDINGTON	NSW	2021
LOT: A DP: 442533	108 Underwood Street	PADDINGTON	NSW	2021
LOT: A DP: 438876	109 Underwood Street	PADDINGTON	NSW	2021
LOT: B DP: 442533	110 Underwood Street	PADDINGTON	NSW	2021
LOT: B DP: 438876	111 Underwood Street	PADDINGTON	NSW	2021
LOT: 10 DP: 2378	112 Underwood Street	PADDINGTON	NSW	2021
LOT: C DP: 438876	113 Underwood Street	PADDINGTON	NSW	2021
LOT: 9 DP: 2378	114 Underwood Street	PADDINGTON	NSW	2021
LOT: A DP: 438525	115 Underwood Street	PADDINGTON	NSW	2021
LOT: 11 SEC: 9 DP: 180	116 Underwood Street	PADDINGTON	NSW	2021
LOT: B DP: 438525	117 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 584734	118 Underwood Street	PADDINGTON	NSW	2021
LOT: C DP: 438525	119 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 33785	120 Underwood Street	PADDINGTON	NSW	2021
LOT: 2 DP: 659115	120A Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 953947	121 Underwood Street	PADDINGTON	NSW	2021
LOT: 3 DP: 983977	122 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 983830	124 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 983977	126 Underwood Street	PADDINGTON	NSW	2021
LOT: 2 DP: 983977	128 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 513271	130 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 506388	132 Underwood Street	PADDINGTON	NSW	2021
LOT: 1 DP: 1552	134 Underwood Street	PADDINGTON	NSW	2021
LOT: 2 DP: 1552	136 Underwood Street	PADDINGTON	NSW	2021
LOT: 12 DP: 12888	1 Vialoux Avenue	PADDINGTON	NSW	2021
LOT: 11 DP: 12888	3 Vialoux Avenue	PADDINGTON	NSW	2021
LOT: 71 DP: 1040437	9 Vialoux Avenue	PADDINGTON	NSW	2021
LOT: 13 SEC: 9 DP: 180	Victoria Place	PADDINGTON	NSW	2021
LOT: 1 DP: 108167	2 Victoria Place	PADDINGTON	NSW	2021
LOT: 2 DP: 2378	4 Victoria Place	PADDINGTON	NSW	2021
LOT: 3 DP: 2378	6 Victoria Place	PADDINGTON	NSW	2021
LOT: 4 DP: 2378	8 Victoria Place	PADDINGTON	NSW	2021
LOT: 5 DP: 108167	10 Victoria Place	PADDINGTON	NSW	2021
LOT: 6 DP: 108167	12 Victoria Place	PADDINGTON	NSW	2021
LOT: 1 DP: 597088	14 Victoria Place	PADDINGTON	NSW	2021
LOT: 2 DP: 597088	16 Victoria Place	PADDINGTON	NSW	2021
LOT: A DP: 83340	30-38 Victoria Street	PADDINGTON	NSW	2021
LOT: 1 DP: 216952	40 Victoria Street	PADDINGTON	NSW	2021
LOT: 2 DP: 216952	42 Victoria Street	PADDINGTON	NSW	2021

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 3 DP: 216952	44 Victoria Street	PADDINGTON	NSW	2021
LOT: 4 DP: 216952	46 Victoria Street	PADDINGTON	NSW	2021
LOT: 5 DP: 216952	48 Victoria Street	PADDINGTON	NSW	2021
LOT: 1 DP: 322508	50 Victoria Street	PADDINGTON	NSW	2021
LOT: 1 DP: 589595	52 Victoria Street	PADDINGTON	NSW	2021
LOT: 1 DP: 331162	72 Windsor Street	PADDINGTON	NSW	2021
MS: 999	Dudley Street	PADDINGTON	NSW	2021
LOT: 32 PT: PRT DP: 192070	42 Glenview Street	PADDINGTON	NSW	2021
MS: 999	Lawson Street	PADDINGTON	NSW	2021
LOT: 10 DP: 253392	7 Alton Street	WOOLLAHRA	NSW	2025
LOT: 13 DP: 253392	13 Alton Street	WOOLLAHRA	NSW	2025
LOT: 14 DP: 253392	15 Alton Street	WOOLLAHRA	NSW	2025
LOT: 15 DP: 253392	17 Alton Street	WOOLLAHRA	NSW	2025
LOT: C DP: 439927	24 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 536757	26 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 38 DP: 546634	28 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 136824	32 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 1209314	34 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 10 DP: 1209252	36 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 232537	38 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 232537	40 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 46 SEC: 1 DP: 977752	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 47 SEC: 1 DP: 977752	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 48 SEC: 1 DP: 977752	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 490 DP: 1104948	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 1128918	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 1128918	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 3 DP: 1128918	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 4 DP: 1128918	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 62 SEC: 1 DP: 977752	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 63 SEC: 1 DP: 977752	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1523 DP: 752011	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: A DP: 81249	64 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: A DP: 447258	70 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: B DP: 913601	72 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: A DP: 913601	74 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 80850	76 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: D DP: 437905	78 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: C DP: 437905	80 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: B DP: 437905	82 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 3 DP: 874677	90 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 172265	91 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 22 DP: 711444	93 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 21 DP: 711444	95 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 6 DP: 874677	96 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 185889	97 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 7 DP: 874677	98 Holdsworth Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 285561	2/111 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 3 DP: 285561	3/111 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 4 DP: 285561	4/111 Jersey Road	WOOLLAHRA	NSW	2025

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 5 DP: 285561	5/111 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 7 DP: 285561	7/111 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 11 DP: 805989	111A Jersey Road	WOOLLAHRA	NSW	2025
LOT: 1 DP: 660401	113 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 1 DP: 838364	115 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 1 DP: 371873	117 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 1 DP: 107828	119 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 2 DP: 107828	121 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 3 DP: 107828	123 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 4 DP: 107828	125 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 5 DP: 107828	127 Jersey Road	WOOLLAHRA	NSW	2025
LOT: 27 DP: 456213	49 John Street	WOOLLAHRA	NSW	2025
LOT: 26 DP: 456213	49 John Street	WOOLLAHRA	NSW	2025
LOT: 51 DP: 1105748	51 John Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 622534	53 John Street	WOOLLAHRA	NSW	2025
LOT: 43 DP: 1072051	43 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 11 DP: 1101598	60 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 619903	61 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 77748	63 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 737952	69 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 583630	77 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 0 SP: 9311	83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 SP: 9311	1/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 2 SP: 9311	2/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 3 SP: 9311	3/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 4 SP: 9311	4/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 5 SP: 9311	5/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 6 SP: 9311	6/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 7 SP: 9311	7/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 8 SP: 9311	8/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 9 SP: 9311	9/83 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 574379	85 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 87 DP: 702514	87 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 101968	89 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 770467	91 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 9 DP: 998397	93 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 8 DP: 228798	95 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 561 DP: 1114681	97-99 Moncur Street	WOOLLAHRA	NSW	2025
LOT: B DP: 81249	103 Moncur Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 797647	3-5 Morrell Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 811765	7 Morrell Street	WOOLLAHRA	NSW	2025
LOT: 5 DP: 253392	26 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 4 DP: 253392	28 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 3 DP: 253392	30 Ocean Street	WOOLLAHRA	NSW	2025
LOT: A DP: 159694	66 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 928422	68-70 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 0 SP: 16939	76-78 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 1 SP: 16939	1/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 2 SP: 16939	2/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 3 SP: 16939	3/76 Ocean Street	WOOLLAHRA	NSW	2025

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 4 SP: 16939	4/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 5 SP: 16939	5/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 6 SP: 16939	6/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 7 SP: 16939	7/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 8 SP: 16939	8/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 9 SP: 16939	9/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 10 SP: 16939	10/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 11 SP: 16939	11/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 12 SP: 16939	12/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 13 SP: 16939	13/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 14 SP: 16939	14/76 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 6 DP: 717022	80 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 1 SP: 2207	1/86A Ocean Street	WOOLLAHRA	NSW	2025
LOT: 2 SP: 2207	2/86B Ocean Street	WOOLLAHRA	NSW	2025
LOT: 3 SP: 2207	3/86C Ocean Street	WOOLLAHRA	NSW	2025
LOT: 28 SP: 2207	3/86C Ocean Street	WOOLLAHRA	NSW	2025
LOT: 29 SP: 2207	4/86D Ocean Street	WOOLLAHRA	NSW	2025
LOT: 4 SP: 2207	4/86D Ocean Street	WOOLLAHRA	NSW	2025
LOT: 0 SP: 2207	88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 5 SP: 2207	5/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 6 SP: 2207	6/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 7 SP: 2207	7/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 30 SP: 2207	7/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 27 SP: 2207	8/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 8 SP: 2207	8/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 9 SP: 2207	9/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 26 SP: 2207	9/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 22 SP: 2207	10/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 10 SP: 2207	10/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 11 SP: 2207	11/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 20 SP: 2207	11/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 21 SP: 2207	12/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 12 SP: 2207	12/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 13 SP: 2207	13/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 23 SP: 2207	13/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 14 SP: 2207	14/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 15 SP: 2207	15/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 24 SP: 2207	15/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 16 SP: 2207	16/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 17 SP: 2207	17/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 18 SP: 2207	18/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 19 SP: 2207	19/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 25 SP: 2207	84/88 Ocean Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 718104	101-103 Queen Street	WOOLLAHRA	NSW	2025
LOT: 12 DP: 870444	105 Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 448296	110 Queen Street	WOOLLAHRA	NSW	2025
LOT: 51 SEC: B DP: 12	112 Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 431271	116 Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 574273	118 Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 1005775	126 Queen Street	WOOLLAHRA	NSW	2025

LOT DP	ADDRESS	SUBURB	STATE	POSTCODE
LOT: 2 DP: 1005775	126A Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 783192	128 Queen Street	WOOLLAHRA	NSW	2025
LOT: 101 DP: 1138612	130 Queen Street	WOOLLAHRA	NSW	2025
LOT: 100 DP: 1138612	132 Queen Street	WOOLLAHRA	NSW	2025
LOT: B DP: 447248	152 Queen Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 111623	154 Queen Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 838364	2 Spicer Lane	WOOLLAHRA	NSW	2025
LOT: 1 DP: 212070	7 Spicer Lane	WOOLLAHRA	NSW	2025
LOT: 2 DP: 1139657	9 Spicer Lane	WOOLLAHRA	NSW	2025
LOT: A DP: 110671	2 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 775552	3 Spicer Street	WOOLLAHRA	NSW	2025
LOT: B DP: 110671	4 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 736339	5 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 111849	6 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 19 DP: 1137384	8 Spicer Street	WOOLLAHRA	NSW	2025
LOT: B DP: 447493	10 Spicer Street	WOOLLAHRA	NSW	2025
LOT: A DP: 447493	12 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 10 DP: 1051002	13 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 7 DP: 634409	15 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 75954	17 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 510103	18 Spicer Street	WOOLLAHRA	NSW	2025
LOT: B DP: 439927	19 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 510103	20 Spicer Street	WOOLLAHRA	NSW	2025
LOT: A DP: 439927	21 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 37 DP: 1087100	23 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 770235	24 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 4 DP: 1087101	25 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 566294	26 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 770145	27 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 566294	28 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 12 DP: 1138363	28A Spicer Street	WOOLLAHRA	NSW	2025
LOT: 3 DP: 603972	29 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 603972	31 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 603972	33 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 12 DP: 620441	34 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 2 DP: 101968	36 Spicer Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 996256	38 Spicer Street	WOOLLAHRA	NSW	2025
LOT: X DP: 445123	5 Tara Street	WOOLLAHRA	NSW	2025
LOT: B DP: 443952	7 Tara Street	WOOLLAHRA	NSW	2025
LOT: A DP: 443952	9 Tara Street	WOOLLAHRA	NSW	2025
LOT: 10 DP: 107828	11 Tara Street	WOOLLAHRA	NSW	2025
LOT: 1 DP: 285561	111 Jersey Road	WOOLLAHRA	NSW	2025

Item No: R3 Recommendation to Council

Subject: **PUBLIC EXHIBITION OF DRAFT WOOLLAHRA DEVELOPMENT CONTROL PLAN 2015 (AMENDMENT NO. 9) - ELECTRIC VEHICLES: LEADING THE WAY**

Authors: Fiona Aghili, Strategic Planner
Kelly McKellar, Acting Team Leader - Strategic Planning

Approvers: Anne White, Acting Manager - Strategic Planning
Allan Coker, Director - Planning & Development

File No: 19/145021

Reason for Report: To report on the public exhibition of Draft Woollahra Development Control Plan 2015 (Amendment 9) – Electric Vehicles: Leading the Way.
To obtain Council’s approval of the Draft DCP

Recommendation:

- A. THAT Council note the outcome of the public exhibition
- B. THAT Council approve the *Draft Woollahra Development Control Plan 2015 (Amendment 9)* as contained in ***Annexure 1*** of the report to the Environmental Planning Committee meeting of 8 October 2019.

1. Background

On 26 November 2018, Council adopted a notice of motion requesting:

- A. *Staff review the current DCP and LEP provisions to ascertain what changes, if any, are necessary to ensure that car parks in new residential, mixed use and commercial developments have adequate circuitry to allow for the introduction of electric vehicle charging points*
- B. *Staff review the plans for the Cross Street carpark development, the Ian Street car park development and the Wilberforce Ave car park development to ensure those buildings will contain adequate circuitry to allow for the introduction of electric vehicle charging points.*

The following background information accompanied the notice of motion in the agenda for the meeting:

Installing electric charging stations depends on the availability of certain electric circuitry. In most cases, a dedicated circuit is required to ensure the system does not overload. In apartment and unit blocks, it is also essential that the electricity bills associated with charging stations are linked to the relevant owner of the car space, not the body corporate.

Currently, Woollahra Council encourages but does not mandate the installation of appropriate circuitry to allow for vehicle charging.

Developers are currently unlikely to undertake the expense of installing electrical circuitry for electric vehicles given that few people own or drive electric vehicles and are not demanding such features. However demand for these features will change as the uptake of electric cars increases.

It is difficult and costly to retrofit this circuitry after a building is completed. There is also the complication that a body corporate is unlikely to undertake the expense of retrofitting circuitry where only one or two owners want to purchase electric cars.

On 3 June 2019, the Environmental Planning Committee (EPC) considered a report on potential amendments to the planning controls to encourage the introduction of electric vehicles (see **Annexure 2**). Subsequent to this meeting, on 11 June 2019 Council resolved:

- A. *THAT the report on the potential provisions to encourage electricity circuitry to facilitate the introduction of electric vehicles be received and noted.*
- B. *THAT Council resolve to prepare and exhibit a draft development control plan to amend Chapter E1 Parking and Access of Woollahra Development Control Plan 2015, consistent with the amendments recommended in **Part 5** of the report to the Environmental Planning Committee meeting on 6 June 2019.*
- C. *THAT Council as part of its desire to lead by example in energy savings, aspires to meet international best practice and notes that adequate circuitry to facilitate the introduction of electric vehicle charging points will be incorporated into the future detailed design of the public car parking elements of the Cross Street, Ian Street and Wilberforce Avenue car park developments.*

The purpose of this report is to respond to part A and B of the Council resolution from 11 June 2019.

2. Public exhibition

Draft Woollahra Development Control Plan 2015 (Amendment 9) was prepared and exhibited consistent with Council's resolution from 11 June 2019 to amend the *Woollahra Development Control Plan 2015* (Draft DCP).

The Draft DCP was placed on public exhibition for 31 days from Wednesday 14 August 2019 to Friday 13 September 2019. The minimum public exhibition period for a DCP set out in the *Environmental Planning and Assessment Regulation 2000* (the Regulation) is 28 days.

The exhibition took place on Council's Your Say Woollahra platform and in the Customer Service area of Woollahra Council Chambers in Double Bay (available during business hours). A copy of the Draft DCP and other documents such as copies of Council's resolutions and an FAQ were available for the duration of the exhibition period.

Details of the exhibition were notified in five Wentworth Courier editions, on the 14, 21, 28 August 2019 and 4, 11 September 2019.

Notification of the Draft DCP were sent to:

- Relevant state agencies, including DPIE, Greater Sydney Commission, Ausgrid, RMS, Department of Infrastructure, and Transport NSW.
- Waverley Council, City of Sydney Council, Randwick Council and SSROC
- Local residents groups, including but not limited to the Rose Bay Residents Association, the Double Bay Residents Association, Darling Point Society, Vaucluse Progress Association, and the Woollahra History and Heritage Society Inc.

- Local business groups including the Paddington Business Partnership and the Sydney East Business Chamber.
- Local developers, architects and planners who have had recent large scale development proposals in our centres such as Double Bay
- Electric vehicle (EV) advocacy groups, industry and research bodies including, but not limited to, the UTS institute for sustainable futures, Climate Council of Australia, Committee for Sydney and Smart Cities at UNSW.

The public exhibition was promoted on Council's Facebook page through both a public post and advertising during the exhibition period. The post/s reached 2892 people and generated 96 comments, 91 reactions (including 52 likes) and 10 shares. For consultation relating to a DCP amendment, this level of social media engagement is unprecedented for Woollahra Council. However, the majority of the discussion in the comments focused on personal opinions on EVs generally, which was not relevant to the purpose of the exhibition.

Council's Your Say Woollahra platform featured a tool to allow the community to make an online submission to the exhibition. Council staff also published a short survey to understand our community's attitudes towards EVs which contained the following questions:

Do you own an electric vehicle? (Y/N)

- *If No:*
 - *Would you consider purchasing an electric vehicle in the next 10 years?*
 - *If Yes Why?*
- *If Yes:*
 - *What make and model of electric vehicle do you drive?*
 - *What made you decide to purchase an electric vehicle?*

3. Survey results and submissions

Nineteen people engaged with the public exhibition by making a submission, completing the Your Say Woollahra online survey, or both:

- 11 submissions were received during the public exhibition period
- 16 people responded to the online survey during the exhibition period.

A redacted copy of the written submissions is attached at ***Annexure 3***.

3.1. Survey results

The online survey on Your Say Woollahra contained the following questions:

Do you own an electric vehicle? (Y/N)

- *If No:*
 - *Would you consider purchasing an electric vehicle in the next 10 years?*
 - *If Yes Why?*
- *If Yes:*
 - *What make and model of electric vehicle do you drive?*
 - *What made you decide to purchase an electric vehicle?*

Sixteen people responded to the survey. This is the second highest number of respondents to a survey for a project of this type (DCP) to date.

Only two respondents currently own EVs. Neither lives in the Woollahra LGA and neither made a submission to the exhibition. One respondent owns one EV (Mitsubishi Outlander 2015); the other owns two (Hyundai Ioniq Electric 2019, Mitsubishi Outlander Plug-in Hybrid EV 2014, and has on order a Tesla Model 3 AWD Long Range 2019). They indicated the reasons for purchasing EVs included the use of new technology and reducing their carbon footprint.

Of the 14 survey respondents who do not currently own EVs, eight (six of whom live in the Woollahra LGA) identified they would consider purchasing an EV in the next 10 years. The reasons given for purchasing an EV in the future were:

- reducing emissions to improve air quality, reduce energy use and help stop climate change
- quieter roads
- practicality because EVs will be increasingly the norm and cheaper to use
- improved car performance.

Only one respondent who lives in Woollahra LGA indicated they would not consider purchasing an EV in the next 10 years. They did not state why.

The survey results indicate that for those members of the community who completed our survey, they are environmentally conscious and are interested in future ownership of EVs.

3.2. Submissions

11 submissions were received during the public exhibition period:

- Eight submissions in support of the proposal and in support for EVs generally, including:
 - One submission generally supportive of EVs attached a report on EV retrofit options for a mixed use apartment building in Double Bay.
 - One submission from the 3-Council Regional Environment Program Coordinator (Waverley, Woollahra and Randwick) recommends minor amendments to the text of the Draft DCP controls.
- Three submissions objecting to the proposal.

The key issues raised in the submissions include:

- a. General support for the proposal to enable the uptake of EVs
- b. Support for Council infrastructure that permits EV charging on street and in car parks for residents who do not have access at home
- c. Objection to the additional costs to home builders of providing EV capable circuitry
- d. Objection to rates being spent on EV infrastructure rather than funding footpath upgrades
- e. Administrative amendments recommended by the 3-Council Regional Environment Program Coordinator (Waverley, Woollahra and Randwick).

A redacted copy of the submissions is attached at **Annexure 3**.

4. Staff response to issues raised in submissions

Issues raised in submissions	Staff response
<p>a. General support for the proposal and infrastructure to enable uptake of EVs</p>	<p>Staff note the support for the use of EV, as raised in six submissions.</p> <p>No changes recommended to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i>.</p>
<p>b. Support for Council infrastructure that permits EV charging on street and in car parks for residents who do not have access at home</p>	<p>It is acknowledged there is limited availability of public EV chargers in the Woollahra LGA. If Council provides public charging spots, it can alleviate range anxiety, and further encourage other members of the community to purchase an EV. Council will support EVs where appropriate, including installing additional charging stations in Council assets such as its car parks.</p> <p>In December 2018, Woollahra, Waverley and Randwick councils announced a joint initiative to provide EV charge stations through a partnership with EV charger provider, JET. In the Woollahra area an EV charging station has been operating at the Kiaora Place shopping centre in Double Bay from June 2019 as shown in Figure 1 below. The use of the charging stations is being monitored as part of the potential expansion of the network.</p> <p>Adequate circuitry to facilitate the introduction of EV charging points will be incorporated into the future detailed design of the public car parking elements of the Cross Street, Ian Street and Wilberforce Avenue car park developments.</p> <p>Furthermore, Council staff in the <i>Property and Projects Team</i> and the <i>Sustainability Team</i> are actively looking into further options for Council to support EV ownership including on street charging and additional public car parking opportunities.</p> <p>No changes recommended to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i>.</p>



Figure 1: Photo of Council's public EV charging points in Kiaora Place car park

Issues raised in submissions	Staff response
<p>c. Objection to the additional costs to home builders of providing EV capable circuitry</p>	<p>Staff note the objection raised.</p> <p>Uptake of EVs is growing. The Australian EV Council reported a 67% increase in EV sales from 2016 to 2017. As the availability, range and cost of EVs improves it is expected that EV numbers will increase and more people will require EV charging at home, work and through public charging stations.</p> <p>Recent strategies, papers and guidelines prepared by the State Government and Council have identified the growing interest in new transport technologies that provide more transport choices and recommend supporting and encouraging adoption of EVs, including:</p> <ul style="list-style-type: none"> • Eastern City District Plan • Future Transport 2056 • NSW Electric and Hybrid Vehicle Plan • <i>State Environmental Planning Policy No. 65 Design Quality Of Residential Apartment Development (SEPP 65)</i> • <i>State Environmental Planning Policy Infrastructure (2007) (Infrastructure SEPP).</i>

Issues raised in submissions	Staff response
	<p>Given the complexity and high cost of retrofitting EV charging infrastructure, staff recommend that all residential and non-residential development is designed and constructed with appropriate electrical infrastructure to facilitate the future installation of EV charging points.</p> <p>No changes recommended to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i>.</p>
<p>d. Objection to Council rates being spent on EV infrastructure and would rather that funding go to footpath upgrades</p>	<p>Staff note the objection raised in submissions.</p> <p>Council seeks to ensure that our community has access to a range of sustainable transport options. Providing high quality pathways and surfaces for walking is also a priority of Council and is identified in numerous strategies, including:</p> <ul style="list-style-type: none"> • <i>Woollahra 2030</i> • <i>Draft Woollahra Local Strategic planning Statement</i>. <p>It will also be a priority in Council's forthcoming Integrated Transport Strategy.</p> <p>Additionally, as stated in staff's response above, there is a growing uptake of EVs. Consistent with our strategies, Council seeks to ensure that our community has access to a range of suitable transport infrastructure, charging points for EVs as well as upgraded footpaths for pedestrians.</p> <p>The proposed DCP seeks to ensure that new buildings are future ready to allow for EV charging points to be installed. This is simpler and cheaper than trying to retrofit infrastructure later.</p> <p>No changes recommended to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i>.</p>
<p>e. Administrative amendments recommended by the 3-Council Regional Environment Program Coordinator (Waverley, Woollahra and Randwick).</p>	<p>In response to the minor administrative changes identified in the submission, staff recommend the following changes to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i>:</p> <ol style="list-style-type: none"> Require location of 'circuitry' to be show on DA plans in relation to EV charging points Insert the following text into C1: <i>Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space (see Figure 1 and Figure 2).</i> Amend terminology relating to charging points and power points Remove requirement for load management requirements to be identified at DA stage. <p>These changes have been incorporated in to the <i>Draft Woollahra DCP 2015 (Amendment 9)</i> in Annexure 1 and are highlighted in yellow.</p>

Issues raised in submissions	Staff response
	It is noted that the photo of an EV charging point in the submission is of a retrofit. While useful, this is not relevant to the Draft DCP which requires suitable circuitry and EV charging points installed when the development is designed.

The changes recommended in response to submissions have been incorporated in to the *Draft Woollahra DCP 2015 (Amendment 9)* in **Annexure 1** which is recommended for Council's approval. The amendments are minor and administrative in nature and further public exhibition is not required.

5. Finalisation

The process for amending a DCP is set out in the *Environmental Planning and Assessment Act 1979* and the Regulation. The Draft DCP has been prepared and publicly exhibited in accordance with these requirements.

If Council resolves to proceed with the amendment and approves the Draft DCP, it will come into effect after a notice is published in the *Wentworth Courier* (or a later date specified in the notice).

6. Conclusion

The existing EV controls in the *Woollahra DCP 2015* encourage EV use and consideration for EV charging point infrastructure. However, these are not mandatory controls.

Given the complexity and high cost of retrofitting EV charging infrastructure, we recommend that all residential and non-residential development is designed and constructed with appropriate electrical infrastructure to facilitate the future installation of EV charging points.

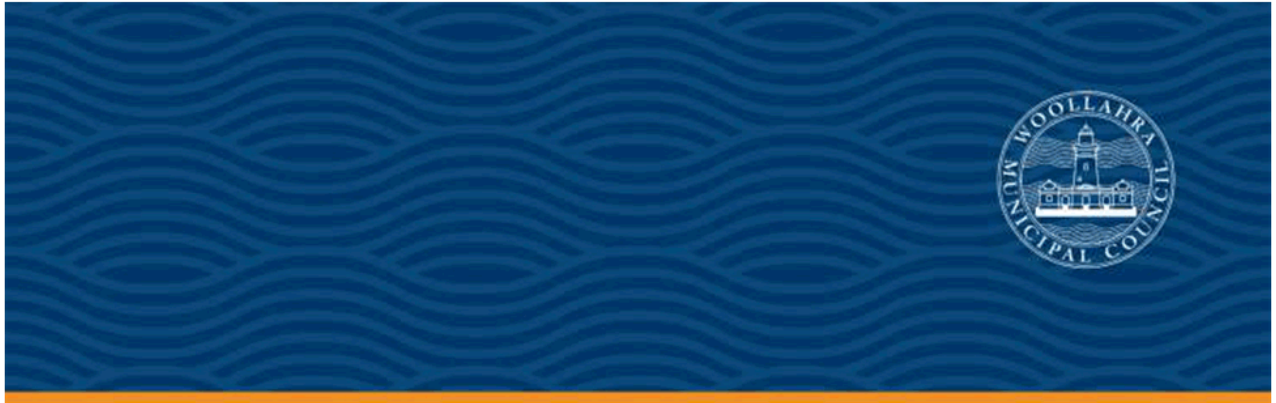
The proposed DCP provisions for EVs were exhibited from 14 August 2019 to 14 September 2019. We received 19 submissions during the exhibition period of which three contained objections. The objections relate to Council funds being used for EV infrastructure over footpath upgrades and the cost of EV circuitry to home builders. One submission from the 3-Council Regional Environment Program Coordinator (Waverley, Woollahra and Randwick) recommended administrative changes to the Draft DCP. Having considered the issues raised in the submissions, staff have amended the Draft DCP. As the amendments are minor and administrative in nature, further exhibition is not required.

Introducing updated EV controls into chapter E1 in *Woollahra DCP 2015* will update our existing controls and encourage best practice in order to facilitate EV circuitry and charging points in all new development. It is recommend that Council resolves to adopt the *Draft Woollahra DCP 2015 (Amendment 9)* as contained in **Annexure 1**.

Annexures

1. Draft Woollahra DCP 2015 (Amendment 9) [!\[\]\(eb2da236c8e866008a78d7aa69bcc6c9_img.jpg\)](#) [!\[\]\(41bd65de259e5aa2d4856c839edd4f76_img.jpg\)](#)
2. Environmental Planning Committee Agenda 3 June 2019 [!\[\]\(6a874697c11eea69ddd49691fc21e83d_img.jpg\)](#) [!\[\]\(e6546587eb0d9dece069ace81eed13fc_img.jpg\)](#)
3. Redacted copy of written submissions received during the exhibiton on Your Say Woollahra [!\[\]\(58cd253b07f2f54aeb44e6b7dbf99ecb_img.jpg\)](#) [!\[\]\(5c18bad837172d720b879e446aef8ec4_img.jpg\)](#)

Annexure 1



Draft Woollahra Development Control Plan 2015 (Amendment 9)

Prepared Date:	October 2019
Adopted:	TBC
Commenced:	TBC
Division/Department:	Strategic Planning
HPE CM Record Number:	19/114605

Contents

Part 1	Preliminary.....	1
1.1	Background.....	1
1.2	Name of plan	1
1.3	Objectives of the plan.....	1
1.4	Land to which this plan applies	1
1.5	Relationship of this plan to the Act, Regulation and other plans or environmental planning instruments	1
1.6	Approval and commencement of this plan	1
1.7	How this plan amends Woollahra DCP 2015	2
Part 2	Amendments to Woollahra Development Control Plan 2015	2
	Chapter A1 Introduction	2
2.1	Amendments to clause A1.1.9 Savings and transitional provisions relating to development applications	2
2.2	Amendments to clause A1.4 List of amendments	2
	Chapter E1 Parking and Access	3
2.3	Amendments to E.1.2.1 Development applications and required information	3
2.4	Amendments to E1.11 Electric vehicle charging points.....	3
2.5	Amendments to E1.11 Electric vehicle charging points objectives.....	4
2.6	Amendments to E1.11 Electric vehicle charging points controls	4

Draft Woollahra Development Control Plan 2015 (Amendment No 9)

Part 1 Preliminary

1.1 Background

Woollahra Council is working to be a leader in the field of transport by encouraging the use of electric vehicles. Council has prepared a draft development control plan (DCP) amendment that will guide electric vehicle infrastructure in new residential and non-residential development.

The amendments contained in *Draft Woollahra Development Control Plan 2015 (Amendment No 9)* update our existing controls and encourage best practice in order to facilitate electric vehicle circuitry and charging points in new development.

1.2 Name of plan

This plan is the Draft Woollahra Development Control Plan 2015 (Amendment No 9).

1.3 Objectives of the plan

The objectives of the plan are to:

- a) Update electric vehicle circuitry controls to reflect evolving industry and policy development.
- b) Update electric vehicle circuitry controls to facilitate best practice in electric vehicle planning policy.
- c) Adopt best practice approach to make new buildings 'electric vehicle ready' and avoid costly retrofitting.

1.4 Land to which this plan applies

This plan applies to all land within the Woollahra Municipality.

1.5 Relationship of this plan to the Act, Regulation and other plans or environmental planning instruments

This plan has been prepared under Division 3.6 of the *Environmental Planning and Assessment Act 1979* and Part 3 of the *Environmental Planning and Assessment Regulation 2000*.

Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014) applies to the land to which this plan applies. In the event of an inconsistency between this plan and the Woollahra LEP 2014, the Woollahra LEP 2014 prevails.

1.6 Approval and commencement of this plan

This plan was approved by Woollahra Council on TBC and came into effect on TBC

1.7 How this plan amends Woollahra DCP 2015

This plan amends Woollahra DCP 2015 in the manner set out in Part 2 of this plan.

Part 2 Amendments to Woollahra Development Control Plan 2015

This plan amends Woollahra DCP 2015 in the following manner:

Insertions – identified in blue and underlined

Deletions – ~~identified in red and strikethrough~~

Post exhibition changes – highlighted in yellow

Chapter A1 Introduction

2.1 Amendments to clause A1.1.9 Savings and transitional provisions relating to development applications

2.1.1 Insert at the end of the clause

This DCP (as commenced on 23 May 2015) continues to apply to development applications, applications to modify consents under section 4.55 of the EP&A Act and applications for review of determination under Division 8.2 Reviews of the EP&A Act that were made prior to but not determined before the commencement of Amendment No 9 to this DCP.

2.2 Amendments to clause A1.4 List of amendments

2.2.1 Insert at the end of the clause

Amendment	Date of approval and Commencement	Description of amendment
<u>No 9</u>	<u>Date approved - TBC</u> <u>Date commenced - TBC</u>	<u>Amend Chapter A1 by inserting additional savings and transitional provisions.</u> <u>Amend Chapter D1 Parking and Access by modifying and amending various sections, controls and objectives to:</u> <ul style="list-style-type: none"><u>Update electric vehicle circuitry controls to reflect evolving industry and policy development.</u><u>Insert mandatory requirements for electric circuitry to accommodate future installation of electric vehicle charging points.</u><u>Insert mandatory requirements for electric vehicle charging points in certain developments.</u>

Chapter E1 Parking and Access

2.3 Amendments to E1.2.1 Development applications and required information

2.3.1 Insert information on electric vehicle circuitry and charger requirements for DA plans.

Development applications are to be accompanied by dimensioned plans, drawn to scale, showing proposed locations and arrangements for:

- off-street parking;
- loading and unloading areas (where applicable);
- circulation of traffic within, into and out of the property;
- position and gradients of access aisles, entrances and exits;
- [location of electric vehicle charging points and circuitry \(where required\); and](#)
- landscaping.

2.4 Amendments to E1.11 Electric vehicle charging points

2.4.1 To raise the profile of this issue, amend order of sections by bringing section E1.11 forward to section E1.6. Re-number remaining sections accordingly and amend Chapter E1 Parking and Access table of contents.

2.4.2 Delete introduction.

~~The controls for electric vehicles charging points seek to recognise an increased uptake of electric hybrid vehicles and encourage the installation of dedicated charging points in residential, mixed use and commercial developments.~~

~~Most new electric vehicles will charge on a regular 10Amp circuit, however a 15Amp circuit provides faster and more stable charging and is preferable. The circuit, regardless of whether it is 10Amp or 15Amp, should be a dedicated circuit to ensure that the circuit does not become overloaded.~~

2.4.3 Insert the introduction below which reflects current industry standards.

[The controls for electric vehicle charging points encourage and support the increased use of electric vehicles by ensuring the installation of appropriate electric circuitry and dedicated electric vehicle charging points.](#)

[Two types of electric vehicle charging points levels have been considered:](#)

- [‘Level 1’ charging points consist of a regular, single phase household power point.](#)
- [‘Level 2’ charging points consist of single or three-phase power point with a power range of 7kW-22kW, as defined by NSW Electric and Hybrid Vehicle Plan, Future Transport 2056 \(21 January 2019\). ‘Level 2’ electric vehicle charging point provides a superior, faster and more stable charging option.](#)

The controls will require all types of residential and non-residential development to be designed and constructed with appropriate electrical infrastructure to facilitate the future installation of electric vehicle charging points.

For certain types of residential and non-residential development a minimum number of 'Level 2' electric vehicle charging points must be installed.

2.5 Amendments to E1.11 Electric vehicle charging points objectives

2.5.1 Delete objective 01.

~~O1 To accommodate hybrid electric vehicles by ensuring that adequate charging points for these vehicles are provided in off-street car parking areas.~~

2.5.2 Insert a new objective - 01 to mandate electric circuitry requirements for the future installation of electric vehicle charging points in new development.

O1 To encourage and support increased usage of electric vehicles.

2.6 Amendments to E1.11 Electric vehicle charging points controls

2.6.1 Delete control C1.

~~C1 The installation of a 15Amp dedicated circuit for vehicle charging is encouraged in garages for a dwelling house, semidetached dwelling or dual occupancies. If a 15Amp circuit is not installed, the garage includes at least one standard 10Amp charging point that is suitably located for charging electric vehicles, and can be dedicated for that purpose.~~

2.6.2 Insert control C1 making 'Level 2' electric circuitry mandatory in order to facilitate the future installation of electrical vehicle charging points.

C1 Electric circuitry to accommodate 'Level 2' electric vehicle charging points must be integrated into all off-street car parking of new residential and non-residential development to ensure that 100% of car spaces can install electric vehicle charging points in the future. This must include:

- Ensuring adequate electrical capacity and infrastructure (cable size, distribution board size etc.) for the electric vehicle charging point system and
- Ensuring adequate distribution board size for the electric vehicle charging point system and identifying load management requirements; and
- Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space (see Figure 1 and Figure 2).

2.6.3 Delete control C2.

~~C2 The installation of at least one 15Amp dedicated circuit for vehicle charging is encouraged in the common parking areas of a residential flat building, multi-unit dwellings, and the residential component of a mixed use development. The circuit is to be suitably located to provide for convenient, shared access.~~

~~Alternatively, or in addition, the development may include a user pays charging point with a dedicated space for electric vehicles.~~

2.6.3 Insert control C2 explaining 'Level 2' electric circuitry requirements for private or public electric vehicle charging points.

C2 Minimum electric circuitry for a 'Level 2' electric vehicle charging point is required to be:

- Privately available spaces: 'Level 2' slow – single phase with 7kW power; and
- Publicly available spaces: 'Level 2' fast – three-phase with 11-22kW power.

2.6.4 Delete control C3.

~~C3 For commercial development, the car parking area may include a user pays charging point with a dedicated space for electric vehicles.~~

~~Note: The charging points are to be shown on the DA plans.~~

2.6.5 Insert control C3 to encourage installation of electric vehicle charging points in low density residential developments.

C3 The installation of a 'Level 2' electric vehicle charging point is encouraged for new dwelling houses, semi-detached dwellings or dual occupancies.

2.6.6 Insert control C4 to provide mandatory installation of electric vehicle chargers in certain developments.

C4 All new residential and non-residential development (other than for dwelling houses, semi-detached dwellings or dual occupancies) must provide 1 car parking space or 10% of all car parking spaces – whichever is greater - to have a 'Level 2' electric vehicle charging point installed.

2.6.7 Insert Figure 1 and Figure 2 to show how installation of electric vehicle charging points and associated circuitry can be achieved in developments with multiple car spaces.

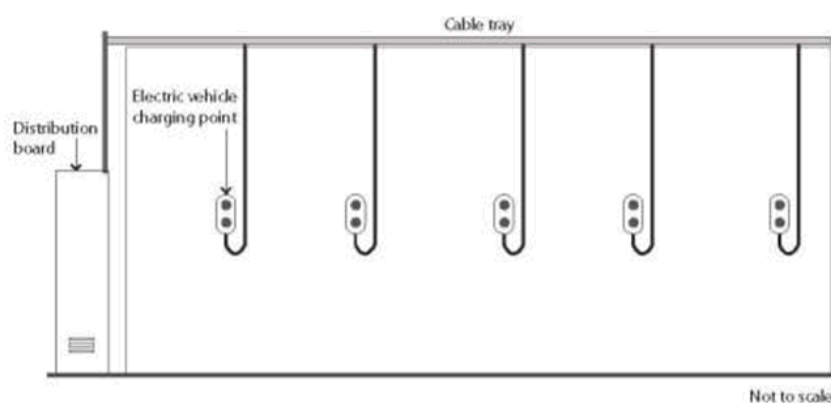


Figure 1: Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using cable tray system.

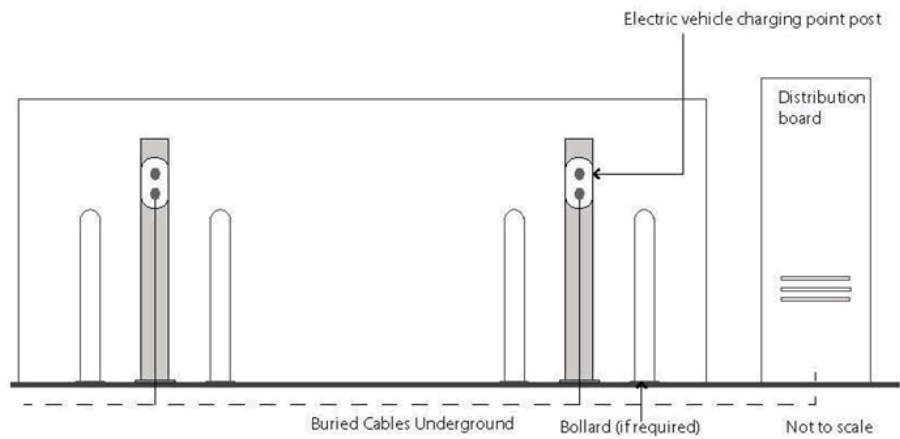


Figure 2: Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using buried underground cable system.

Annexure 2

Woollahra Municipal Council
Environmental Planning Committee Agenda

3 June 2019

Item No: R1 Recommendation to Council
Subject: **ELECTRIC CIRCUITRY - RESPONSE TO A NOTICE OF MOTION REQUESTING FURTHER INFORMATION**
Authors: Fiona O'Dell, Strategic Planner
Anne White, Team Leader - Strategic Planning
Approvers: Chris Bluett, Manager - Strategic Planning
Allan Coker, Director - Planning & Development
File No: 18/202613
Reason for Report: To respond to a notice of motion adopted by Council on 26 November 2018 requesting a report on potential amendments to planning controls for electric circuitry to accommodate the use of electric vehicles.
To obtain a Council decision to prepare and exhibit a draft development control plan to amend Chapter E1 Parking and Access of Woollahra Development Control Plan 2015.

Recommendation:

- A. THAT the report on the potential provisions to encourage electricity circuitry to facilitate the introduction of electric vehicles be received and noted.
- B. THAT Council resolve to prepare and exhibit a draft development control plan to amend Chapter E1 Parking and Access of Woollahra Development Control Plan 2015, consistent with the amendments recommended in **Part 5** of the report to the Environmental Planning Committee meeting on 6 June 2019.
- C. THAT Council note that adequate circuitry to facilitate the introduction of electric vehicle charging points will be incorporated into the future detailed design of the public car parking elements of the Cross Street, Ian Street and Wilberforce Avenue car park developments.

1. Background

This report responds to a notice of motion adopted by Council on 26 November 2018 requesting:

- A. *Staff review the current DCP and LEP provisions to ascertain what changes, if any, are necessary to ensure that car parks in new residential, mixed use and commercial developments have adequate circuitry to allow for the introduction of electric vehicle charging points*
- B. *Staff review the plans for the Cross Street carpark development, the Ian Street car park development and the Wilberforce Ave car park development to ensure those buildings will contain adequate circuitry to allow for the introduction of electric vehicle charging points.*

The following background information accompanied the notice of motion on the agenda for the meeting:

Installing electric charging stations depends on the availability of certain electric circuitry. In most cases, a dedicated circuit is required to ensure the system does not overload. In apartment and unit blocks, it is also essential that the electricity bills associated with charging stations are linked to the relevant owner of the car space, not the body corporate.

Currently, Woollahra Council encourages but does not mandate the installation of appropriate circuitry to allow for vehicle charging.

Developers are currently unlikely to undertake the expense of installing electrical circuitry for electric vehicles given that few people own or drive electric vehicles and are not demanding such features. However demand for these features will change as the uptake of electric cars increases.

It is difficult and costly to retrofit this circuitry after a building is completed. There is also the complication that a body corporate is unlikely to undertake the expense of retrofitting circuitry where only one or two owners want to purchase electric cars.














2. Electric vehicles

2.1 What is an electric vehicle?

Electric vehicles (EVs) are vehicles with a battery that requires electrical charging by plugging into a power supply as the main 'fuel source'.

There are a variety of EVs on the Australian market. These can be divided into EVs that are fully electric and those that are partly electric (see **Figure 1** below). This report focuses on the electric circuitry requirements for plug-in electric vehicles and battery electric vehicles.

Figure 1: Image comparing conventional cars with different types of EVs

	Conventional	Hybrid	Plug-in hybrid	Battery electric	Hydrogen fuel cell
Sources of Energy					
Consumption					
Tailpipe Emissions					
Examples		Toyota Prius C Honda Civic Hybrid Honda Accord Toyota Corolla Hybrid Toyota Camry Hybrid Lexus CT200h	Mitsubishi Outlander PHEV BMW i8 Volvo XC90 T8 Audi A3 e-tron PHEV	Renault Zoe BMW i3 Tesla Model S Nissan Leaf	Toyota Mirai Hyundai ix35 Fuel Cell Honda Clarity Fuel Cell

Source: *NSW Hybrid and Electric Vehicle Plan*, Transport for NSW, January 2019.

2.2 Electric vehicle chargers

An electric vehicle charger (EV charger) is needed to charge an EV battery. It includes either a charging unit or a standard power point. Council staff reviewed a range of current studies and reports available across private and public sources to summarise the electric circuitry requirements for EV chargers. EV chargers have been categorised into three different levels (see **Table 1** below).

Subject to the EV model and the plug types, equipment for EV chargers and their charging times vary between different models. There is currently no single charging system standards used in Australia.

2.3 Uptake of EVs in NSW

Consistent with the rest of Australia, there are relatively few EVs in NSW. Currently, 1% of all vehicles on the road in NSW are electric vehicles (*Transport for NSW, September 2018*). However, with technological innovations to modernise transport and with increasing commitment from Government, this is expected to change.

As the availability, range and cost of electric vehicles improves it is expected that electric vehicle numbers will increase and more people will require electric vehicle charging at home, work and through public charging stations. The Australian Electric Vehicle Council reported a 67% increase in electric vehicle sales from 2016 to 2017.

From 2019, over 20 EV models will be available for purchase in Australia. Though more expensive than traditional cars, a wider range will mean increasingly affordable prices, with *Bloomberg New Energy Finance* predicting that the cost of EVs will start to become competitive in 2024 (see **Figure 2**). EV adoption and the demand for electric vehicle chargers from developers and residents in Woollahra will increase in the future.

Furthermore, recent evidence suggests that developers in NSW are beginning to understand the benefits of installing EV circuitry in order to increase property values. A developer in Lane Cove, recently installed 40 EV chargers in a new residential flat building development. The developer initially sort to include 10 EV chargers to attract buyers and increase property value. However, after giving this option to owners there were more than 40 residents who took up the option. With their own personal EV charger linked to their electricity meter, residents in the complex are billed directly.

Table 1: Different levels of EV chargers




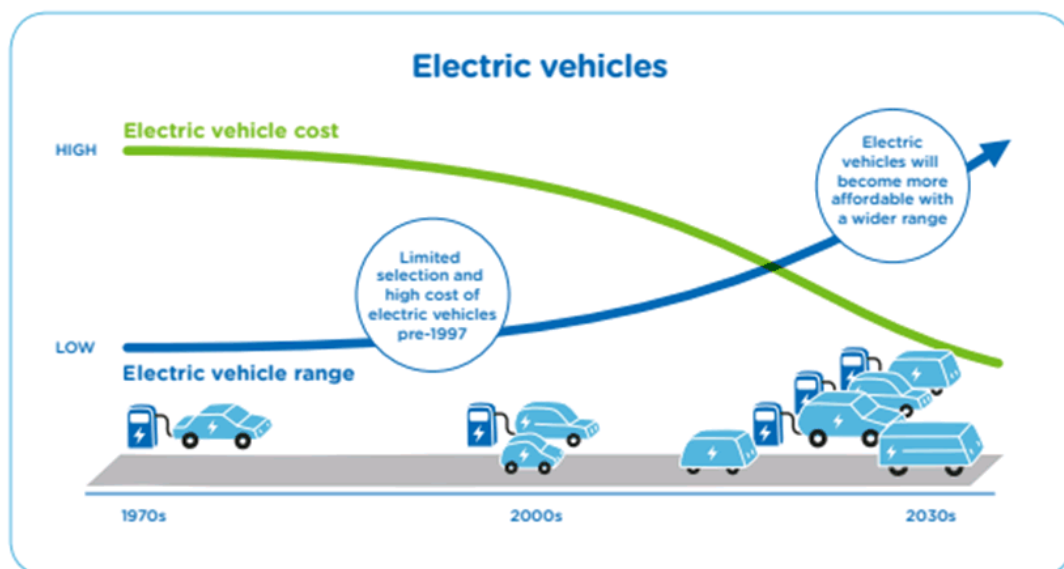
Type	Information	Charge Time	Voltage/Amps
Level 1 Slow charging (AC)	Description <ul style="list-style-type: none"> Plugs directly into a standard power point Most EV manufacturers provide a cord for this type of charging Best suited for residential use and small battery EVs Power usage equal to using a toaster Electrical circuitry requirements <ul style="list-style-type: none"> No dedicated circuitry required No specialist installation Discussion <ul style="list-style-type: none"> Not practical for shared car park spaces due to the long charging time resulting in slow turnover <i>Source: Everty, NDVR Environmental</i>	Up to 20hrs <i>Source: Everty</i>	Standard power point: 240V 10A-15A <i>Source: NDVR Environmental</i>
		Example: Level 1  Level 1 Charging Cord <i>Source: RoperId</i>	
Level 2 Fast charging (AC)	Description <ul style="list-style-type: none"> A wall mounted or freestanding charger An EV user may need to bring their own plug connector to use this type of charging station Best suited for private residential and public EV charging Power usage equal to using a clothes dryer Electric circuitry requirements <ul style="list-style-type: none"> Dedicated circuit required Specialist installation by an electrician Discussion <ul style="list-style-type: none"> Reported as the most practical solution for EV users Should be considered for new mixed use, residential or commercial developments Information indicates that retrofitting circuitry is costly <i>Source: Everty, NDVR Environmental</i>	Up to 12 hours <i>Source: Everty</i>	Charging station unit: 240-400V 15A-40A with single phase or three phase <i>Source: Everty</i>
		Example: Level 2  Level 2 Charging Station <i>Source: ClipperCreek</i>	
Level 3 – Rapid charging	Description <ul style="list-style-type: none"> Requires a specialist charging station An EV user may need to bring their own plug connector to use this type of charging station Best suited for regional networks on highways e.g. located at petrol stations Power usage equal to using 15 central air conditioning units. Electric circuitry requirements <ul style="list-style-type: none"> Dedicated circuit required and has significant electricity demands. Specialist installation by an electrician Discussion <ul style="list-style-type: none"> Requires substantial electric circuitry and service upgrades and is subsequently the most expensive Best suited for commercial use or 'fast charger' regional networks <i>Source: Everty, NDVR Environmental</i>	Up to 80-90% of charge in 40-50minutes <i>Source: Everty</i>	Charging station unit: 200-600V Up to 1000A <i>Source: Everty</i>
		Example: Level 3  DC Fast Charging (DCFC) <i>Source: Evcaro</i>	

Table 1 sources: *Electric Vehicle Charging for Local Governments*, accessed from <https://citiespowerpartnership.org.au/wp-content/uploads/2018/10/Everty-Council-Document-FINAL-CONTENT-1.pdf>, Everty Pty Ltd, 2018, *Goulburn Broken Greenhouse Alliance (GBGA) Electric Vehicle Feasibility Study and Business Case, Feasibility Report*, NDEVR Environmental, 2017.

Figure 2: Affordability of electric vehicles



Source: *Transport 2056* (State transport strategy), Transport NSW

3. Strategic planning context

While there is currently no State planning policy for EVs, there have been recent papers and guidelines produced by the State government that support and encourage the adoption of electric vehicles. These documents reflect the growing focus on sustainable transport choices and the technological innovations which will modernise transport in the future.

3.1 Eastern City District Plan

In March 2018, the NSW Government finalised the *Eastern City District Plan* (the Plan), which is a 20 year plan to ensure all council's implement the 40 year vision of the Greater Sydney Regional Plan, *A Metropolis of Three Cities*. The Plan emphasises the importance of a diversity of uses and economic activities in centres to create vibrant places for people and help deliver the 30-minute city.

One objective of the Plan discusses electric vehicles as an innovative technology that can be harnessed to improve the city by contributing to better use of infrastructure connections, and further reduce carbon emissions and noise pollution. Specifically, the Plan maintains that centres in particular should 'incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations' (p. 52).

3.2 NSW Electric and Hybrid Vehicle Plan, Future Transport 2056

In January 2019, the five year plan - *NSW Electric and Hybrid Vehicle Plan* was released by Transport NSW in conjunction with the *Connected and Autonomous Vehicle Plan*. The plans support Transport NSW's, *Future Transport 2056* which sets the vision for the next 40 years of transport in NSW. Both of these plans support and encourage the use of EVs and bring together four major technology trends; electrification, automation, connectivity and sharing.

The *NSW Electric and Hybrid Vehicle Plan* focuses on three key priority areas; vehicle availability, charging points and customer information. The key actions identified in the plans that relate directly to councils local planning and development are outlined below.

Key actions committed over the next five years:

- Adopt preferred charging standards to guide local councils, companies and investment, and
- Support EV charging through strategic land use planning and guides.

Key actions identified for investigation over the next five years:

- Measures to make buildings 'EV ready' to ensure that new buildings cater for EV charging,
- The use of the *National Construction Code and Wiring Rules* to provide guidance on options to retrofit charging points in existing buildings, and
- Further streamline approval processes for installing charging points to make the installation of charging points quicker and cheaper.

3.3 State Environmental Planning Policy No. 65 Design Quality Of Residential Apartment Development (SEPP 65)

SEPP 65 is the State-wide planning policy that applies for the purpose of residential flat buildings, shop top housing or mixed use development if the building has at least four or more dwellings. The *Apartment Design Guide (ADG)* provides design criteria and general guidance about how development proposals can achieve the nine design quality principles identified in SEPP 65. In the Woollahra Municipality, SEPP 65 and the ADG apply to mixed use or multi-storey residential development in the R3 Medium Density Residential Zone, B2 Local Centre Zone and B4 Mixed Use Zone.

There are no mandatory provisions or specific design criteria in the ADG for electric vehicle circuitry. However, developments must consider '*parking and facilities for other modes of transport provides the following design guidance relating to electric vehicles: conveniently located charging stations are provided for electric vehicles, where desirable*' (p. 71).

3.4 State Environmental Planning Policy Infrastructure (2007) (Infrastructure SEPP)

The Infrastructure SEPP is the State-wide planning policy that assists the NSW Government, private infrastructure providers, local councils and the communities they support to deliver infrastructure. On 31 August 2018, the NSW Government amended the Infrastructure SEPP and made the installation of certain EV charging stations exempt development or permissible with consent, including:

Exempt Development

- Residents installing EV chargers in their homes for non-commercial use, and
- Installation of EV chargers in existing car parks, bus and road maintenance depots, service stations, highway service centres and car washing businesses in compliance with the Australian standards for gas explosives.

Permissible with Consent

- Installation of EV chargers in existing service stations, highway service centres and car washing facilities and in land adjoining a public road in certain areas such as commuter carparks.

3.5 Woollahra Local Environmental Plan 2014 and Woollahra Development Control Plan

The *Woollahra Local Environmental Plan 2014* (the LEP) guides land use and development decisions for the Woollahra Local Government Area. The Plan has provisions based on the template prescribed in the *Standard Instrument (Local Environmental Plans) Order 2006*.

The *Woollahra Development Control Plan 2015* (Woollahra DCP 2015) provides more detailed provisions. It outlines objectives and controls that will be used by Council when determining development applications.

The Woollahra DCP 2015, *Chapter E1, Parking and Access, Section E1.11 Electric Vehicle Charging Points* contains provisions relating to electric circuitry requirements for EV chargers (see **Table 2** below). These provisions encourage (rather than mandate) the installation of electric circuitry that could facilitate the introduction of dedicated electric vehicle charging points in dwellings (dwelling houses, semi-detached dwellings or dual occupancies), residential flat buildings, multi-unit dwellings, mixed use and commercial development.

Table 2 below contains the existing objectives and controls in the DCP.

Table 2: Woollahra DCP 2015
Part E - General Controls for All Developments Chapter E1 – Parking and Access E1.11 Electric vehicle charging points
<i>The controls for electric vehicles charging points seek to recognise an increased uptake of electric hybrid vehicles and encourage the installation of dedicated charging points in residential, mixed use and commercial developments. Most new electric vehicles will charge on a regular 10Amp circuit, however a 15Amp circuit provides faster and more stable charging and is preferable. The circuit, regardless of whether it is 10Amp or 15Amp, should be a dedicated circuit to ensure that the circuit does not become overloaded.</i>
Objectives <i>O1 To accommodate hybrid electric vehicles by ensuring that adequate charging points for these vehicles are provided in off-street private car parking areas.</i>
Controls <i>C1 The installation of a 15Amp dedicated circuit for vehicle charging is encouraged in garages for a dwelling house, semidetached dwelling or dual occupancies. If a 15Amp circuit is not installed, the garage includes at least one standard 10Amp charging point that is suitably located for charging electric vehicles, and can be dedicated for that purpose.</i> <i>C2 The installation of at least one 15Amp dedicated circuit for vehicle charging is encouraged in the common parking areas of a residential flat building, multi-unit dwellings, and the residential component of a mixed use development. The circuit is to be suitably located to provide for convenient, shared access. Alternatively, or in addition, the development may include a user pays charging point with a dedicated space for electric vehicles.</i> <i>C3 For commercial development, the car parking area may include a user pays charging point with a dedicated space for electric vehicles. Note: The charging points are to be shown on the DA plans.</i>

The controls relate to EV chargers using 10Amp or 15Amp dedicated circuits which may be consistent with a Level 1 or Level 2 type EV charger (Every, 2018) (see **Table 1** above). Due to advances in the EV industry the current terminology in the Woollahra DCP 2015 is not up to date.

4. Comparable controls from other Sydney Councils and international examples

In preparing this report staff researched best practice, including reviewing controls in other council's DCPs relating to electric vehicle circuitry and international examples of EV planning controls.

Relevant controls were reviewed in the DCPs of ten councils including adjoining council areas. Four of the councils have planning controls that relate to electric vehicle circuitry requirements - these are City of Sydney, Waverley, North Sydney and Randwick (see **Annexure 1**). The controls varied in their approach to encouraging EV usage.

The City of Sydney and North Sydney had controls for energy efficiency to mandate that car parking areas be designed so that EV charging points can be installed at a later time. Staff do not support this approach, as it does not require the installation of appropriate electrical circuitry requirements, and therefore does not alleviate the issue of costly retrofitting.

Waverley Council has more prescriptive controls for residential and non-residential development with the DCP providing a copy of the relevant EV condition used as a standard condition of consent.

The Waverley condition prescribes that:

- 1) Electrical circuitry is to be provided to all car parking spaces to facilitate future EV charger installation.*
- 2) Electrical circuitry must be designed in such a way that 20% of lots owners can charge at any one time.*

Further, Level 2 EV charges must be supplied to the common or visitor parking areas at the following rate:

- 1) Residential*
 - 1 charging point for developments with 5-10 dwellings.*
 - 1 additional charging point for every 10 dwellings thereafter.*
- 2) Commercial*
 - 1 charging point for every 10 commercial car spaces.*

This condition of consent is applied to new multi-residential, mixed use and commercial developments. Staff support the intent of this control, however, staff do not support a condition of consent approach as a sole way of implementing EV uptake. Electrical circuitry and EV spaces should be integrated into the architectural form of the building at the inception of the design, and not retrospectively required as a condition of consent. The use of conditions of consent may have a purpose, however, where it is determined that developments do not comply with controls and it is considered reasonable for them to do so.

Internationally, there are countries that provide mandatory planning controls to support EV uptake. Three examples of a more refined approach are planning controls from London, England, Toronto, Canada and San Francisco, America. In each of these city plans the installation of EV circuitry and/or EV chargers in new buildings is mandatory. In the Toronto Green Standard, medium to high rise residential and all non-residential development must provide 20% of car parking spaces with EV chargers and the remaining 80% must be designed to permit future EV charger installation.

In summary, the examples show there is capacity to improve our controls and further integrate best practice into the Woollahra DCP 2015 and be leaders in this field.

5. Proposed amendments to Woollahra DCP 2015

Internal Council consultation took place between Property and Projects, Engineering Services, Environment and Sustainability, Development Control and Strategic Planning to discuss the future of EV charging and electric circuitry requirements. There was agreement that the DCP controls and conditions of consent should be amended in a coordinated and collaborative response to respond to best practice and facilitate EV uptake in the Woollahra area.

Staff recommend amending Woollahra DCP 2015 to reflect technological advancements and provide mandatory provisions to ensure adequate circuitry and EV chargers are provided in new development.

Staff recommend preparing a draft DCP to amend *Chapter E1 Parking and Access* of Woollahra DCP 2015 as follows:

- a) Update current objectives and controls relating to electric circuitry and EV requirements to reflect current industry standards.
- b) Mandate Level 2 electric circuitry requirements in all new residential and non-residential development to encourage the installation of EV chargers.
- c) Mandate 1 car parking space or 10% of all car parking spaces – whichever is greater - to have a Level 2 EV charger installed (other than for dwelling houses, semi-detached dwellings or dual occupancies).

As identified in section 2.2 above, there is currently no single charging system or state lead approach to EV charging in NSW. However, based on our research to date, our recommended approach is considered reasonable.

As the recommendation provides a new approach to controlling EV circuitry and chargers in Sydney, should Council endorse the approach and the preparation of a draft DCP, it should be rigorously tested during the public exhibition. Accordingly, this exhibition should include consultation with relevant state agencies, resident groups, local developers/architects and relevant advocacy groups. The outcome of public exhibition will be reported to a future meeting of the EPC for consideration.

If Council supports our approach, staff from the Strategic Planning team will continue to collaborate with staff from Engineering Services and Development Control in order to refine:

- Information needed at DA submission.
- Standard conditions of consent for electric circuitry requirements and EV chargers.

6. Council-initiated EV charging

EV owners without access to home charging must rely entirely on public charging. At present there is limited availability of public EV chargers in the Woollahra area. If Council provides public charging spots, it can alleviate range anxiety, further encouraging members of the community to purchase an EV. Council's role in supporting EVs is to consider appropriate Council assets such as its car parks for the installation of EV charging stations.

A local example of council initiated EV charging stations is the City of Sydney. The City of Sydney has two Council carparks that provide EV charging stations at Goulburn Street (4 charge

points) and Kings Cross (3 charge points). An electric vehicle can use the electric charge points with no additional payment required, other than parking fees.

In December 2018, Woollahra, Waverley and Randwick councils announced a joint initiative to provide EV charge stations through a partnership with EV charger provider, JET. The initiative involves the installation of six charge stations across the three Council areas by mid-2019. In the Woollahra area an EV charging station will commence operations at the Kiaora Place shopping centre in Double Bay from June 2019. Users will pay by a phone application that shows the availability of the six different charging stations. The project involves monitoring the use of the charging stations as part of the potential expansion of the network.

Through cross unit discussion with the Property and Projects Team, staff looked at options for Council to support EV ownership including public car parking opportunities. The Property and Project Team advised that adequate circuitry to facilitate the introduction of EV charging points will be incorporated into the future detailed design of the public car parking elements of the Cross Street, Ian Street and Wilberforce Avenue car park developments.

7. Options

Based on our review of planning controls for electric vehicle circuitry, the following options are available to Council:

- A. Retain the existing planning controls in Woollahra DCP 2015 with no amendment.
This is not our recommended approach for the following reasons:
- The terminology does not reflect current industry references.
 - The existing controls do not respond to electric vehicle circuitry requirements for new developments which would avoid costly retrofitting in the future.
 - It would not be the best practice approach.
- B. Prepare and exhibit a draft DCP to amend Chapter E1 Parking and Access in Woollahra Development Control Plan 2015 which:
- a) Update current objectives and controls relating to electric circuitry and EV requirements to reflect current industry standards.
 - b) Mandate Level 2 electric circuitry requirements in all new residential and non-residential development to encourage the installation of EV chargers.
 - c) Mandate 1 car parking space or 10% of all car parking spaces – whichever is greater - to have a Level 2 EV charger installed (other than for dwelling houses, semi-detached dwellings or dual occupancies).

This is our recommended approach for the following reasons:

- It reflects evolving EV industry and policy development.
- It is the best approach to make new buildings 'EV ready' to ensure that they can cater for EV charging and avoid costly retrofitting in the future.
- It is consistent with international examples and facilitates best practice.

8. Next steps

7.1 Electric vehicle chargers and circuitry planning requirements

If Council decides to proceed with 'Option A', no further action is required.

If Council decides to proceed with 'Option B' and support amending the Woollahra DCP 2015, the next step is for staff to prepare and exhibit a draft DCP.

The process for amending a DCP is set out in the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*. The draft DCP must be publicly exhibited for a minimum of 28 days. Public notice will be given in the Wentworth Courier and on Council's public website each week of the exhibition.

The following organisations will also be notified:

- Adjoining councils including Randwick, Waverley and the City of Sydney.
- Public agency/authorities including Infrastructure Australia, Greater Sydney Commission, NSW Department of Planning and Environment, Transport NSW, RMS and NRMA.
- Electricity providers such as Ausgrid.
- Advocacy groups such as Australian Electric vehicle Council, Australian Smart Cities Foundation, Committee for Sydney, Wattblock, Jetcharge and EVSE Australia.

The outcome of public exhibition will be reported to a future meeting of the Environmental Planning Committee (EPC) for consideration. If Council resolves to proceed with the amendment and adopts the draft DCP, the new planning controls will come into effect after a notice is published in the local paper.

9. Conclusion

To date, the Woollahra DCP 2015 has provided guidance to encourage developers to incorporate the installation of EV spaces and therefore by default, low level electric circuitry. However, these are not mandatory controls.

Given the relatively high cost of retrofitting EV charging infrastructure, we recommend that developments such as new multi-dwelling buildings, apartments, office buildings recreational facilities and public car parks have EV charging circuitry planned from construction and that certain developments provide for a specified amount of EV charging spaces.

To enhance our existing controls, it is recommended that Council supports the preparation and exhibition of a draft DCP to amend Chapter E1 Parking and Access in the Woollahra DCP 2015. The outcome of the public exhibition will be reported to a future meeting of the EPC.

In order to support public charging facilities, adequate circuitry to facilitate EV chargers will be incorporated into the future detailed design of the Cross Street, Ian Street and Wilberforce Avenue car park developments.

Annexures

1. Summary of other Council controls for EV [!\[\]\(6c117786eacd86d9626685ebfb559b77_img.jpg\)](#) [!\[\]\(a2437798f31357d2bea910e1270385bf_img.jpg\)](#)
2. Explanation of the Toronto and London EV controls [!\[\]\(9dd987eb45b20044d8d046315fd0a871_img.jpg\)](#) [!\[\]\(b2673a0d4ccbdfb51c23fba124786aa7_img.jpg\)](#)

Annexure 1

Annexure 1: Summary of other Council controls addressing electric circuitry
1. City of Sydney DCP 2012
<i>General provisions - Ecologically Sustainable Development</i>
3.6.1 Energy efficiency in non-residential development
<i>(1) Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.</i>
<i>(2) Lighting for streets, parks and any other public domain spaces provided as part of a development should be energy efficient lighting such as LED lighting.</i>
<i>(3) In multi-tenant or strata-subdivided developments, electricity sub-metering is to be provided for lighting, air-conditioning and power within each tenancy or strata unit. Locations are to be identified on the development plans.</i>
<i>(4) Electricity sub-metering is to be provided for significant end uses that will consume more than 10,000kWh/a.</i>
<i>(5) Car parking areas are to be designed and constructed so that electric vehicle charging points can be installed at a later time.</i>
<i>(6) Where appropriate and possible, the development of the public domain should include electric vehicle charging points or the capacity for electric vehicle charging points to be installed at a later time.</i>
2. Waverley DCP 2012
Chapter 8.8 Electric Vehicle Charging Points
<i>Objectives</i>
<i>(a) To accommodate changing technology in the design of developments to provide services for future users.</i>
<i>(b) To accommodate hybrid and electric vehicles by ensuring that adequate charging points for these vehicles are provided in off-street private and public car parking areas.</i>
<i>Controls</i>
<i>(a) All multi-residential developments, mixed use developments and commercial developments are to comply with this part.</i>
<i>(b) The conditions of consent outlined in Table 6 below will be applied to any commercial, mixed use or multi-residential developments. Applicants are to demonstrate that the power provision on site is appropriate to be able to service these requirements.</i>

Conditions of Consent for EV Charging Points

- All charging point locations are to be identified on CC Plans.
- All electric charging points are to have clear signage identifying:
 - Location;
 - Fees and charges, if any; and
 - Whether the bay is for public or private use only.
- A dedicated space and charging point for electric bicycles and mobility scooters to be charged must be provided.
- The installation of appropriate electrical infrastructure and capacity to allow at least 20% of Lot Owners (Eligible Lot Owner) to charge an electric vehicle at any one time in their own car space. Such infrastructure should:
 - I.** Allow for a minimum of 16A single phase charging per Eligible Lot Owner;
 - II.** Be easily accessible for any Lot Owner to run a dedicated circuit to their own car space for the purposes of EV charging;
 - III.** Be monitored by the Owners Corporation or a 3rd party on behalf of the Owners Corporation;
 - IV.** Include capacity for a billing system to account for the amount of electricity used; and
 - V.** Measure electricity used by using utility grade, NMI registered electricity meters.
- The installation of 'Level 2' AC fast charging EV charging point/s is required in the common or visitor parking areas as follows:

Residential

- 1 charging point for developments with 5-10 dwellings; and
- 1 additional charging point for every 10 dwellings thereafter.

Commercial

- 1 charging point for every 10 commercial car spaces.

The circuit is to be suitably located to provide for convenient, shared access for residential and commercial users. The charging point should:

- I.** Be equipped with 62196-2 Type 2 socket;
- II.** Provide up to 22kW or 32A three phase charging per port;
- III.** Be installed on a dedicated circuit;
- IV.** Allow for monitoring and individual billing payment through an OCPP compatible software back end; and
- V.** Provide dedicated space for electric vehicles to park and charge.

3. Randwick DCP 2013

Chapter B7 Transport, Traffic, Parking and Access

2.3 Fuel efficient cars

Priority parking spaces can be allocated, within certain developments, to targeted users to promote equity of access and encourage use of environmental vehicles over conventional vehicles. The term "environmental vehicles" most typically covers very small cars, hybrid cars and fully electric cars.

The provision and management of priority spaces for smaller cars and environmental vehicles with easy access to entry/exits and lifts should be part of commercial, office and shopping centre developments. Spaces allocated to these vehicles should be marked and managed according to the specific vehicle type targeted. In the case of fully-electric cars, it may be appropriate to provide recharging facilities adjacent to the parking space.

Objectives

- *Encourage the use of smaller and fuel efficient vehicles within the community.*
- *Provide convenient, accessible parking spaces in commercial, office or shopping centres development.*

Controls

- *A minimum of 10% parking spaces are to be designed and labelled for small & environmental vehicles in commercial, office or shopping centre development wherever 10 or more spaces are required.*
- *Give priority location to these spaces with easy access to entry/exits and lifts of the office/shops/buildings.*

4. North Sydney DCP 2013

Section 2 Commercial & Mixed Use Development

2.6.1 Energy Efficiency

P7 Car parking areas should be designed and constructed so that electric vehicle charging points can be installed at a later time.

P8 Where appropriate and possible, the development of the public domain should include electric vehicle charging points or the capacity for electric vehicle charging points to be installed at a later time.

Commercial components, Provisions, General

P17 In multi-floor or multi-tenant or strata-subdivided developments, electricity sub metering is to be provided for light, air-conditioning and power within each floor and/ or tenancy and/or strata unit. Locations are to be identified on the development plans. Electricity sub-metering should be provided for significant end uses that will consume more than 10,000 kWh/a.

Annexure 2

Annexure 2: Other examples		
Toronto Green Standard Version 3 – Summary of electric vehicle charger and electric circuitry provisions (1 May 2018)		
Development Type	Requirements	Optional - low carbon pathway*
Low-rise residential <i>Development less than 4 storeys with a minimum of 5 dwelling unit.</i>	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Medium to high-rise residential and all non-residential development <i>Buildings 4 storeys and higher, as well as industrial, commercial and institutional developments.</i>	<ul style="list-style-type: none"> 20% of car parking spaces designed with EV chargers. 80% must be designed to permit future EV charger installation. 	<ul style="list-style-type: none"> 25% of car parking spaces designed with EV chargers. 75% must be designed to permit future EV charger installation.
City Agency, Corporation and Division – Owned Facilities <i>Applies to all non-residential buildings planned and built by city agencies, corporations and divisions. City-owned residential buildings apply the Mid-high rise residential standard.</i>	<ul style="list-style-type: none"> 25% of car parking spaces designed with EV chargers. 75% must be designed to permit future EV charger installation. 	<ul style="list-style-type: none"> 50% of car parking spaces designed with EV chargers. 50% must be designed to permit future EV charger installation.

* The Toronto Green Standard Version 3 Development Charge Refund program offers development charge refund to projects that have demonstrated higher levels of sustainable design beyond mandatory requirements.

Specifications and resources relating to EV chargers and circuitry requirements:

1. Electrical Vehicle provision means Level 2 Electric Vehicle Supply Equipment (208/240 VAC) installed in compliance with Section 86 of the Ontario Electrical Safety Code. Provide to each designated parking space. The physical provision to permit future EVSE installation consists of empty raceways or conduits starting in a junction box in the electrical room and terminating in a junction box central to each parking garage floor. This conduit will be empty to accommodate future wiring.
2. The Ontario Building Code includes requirements for electric vehicle charging systems.

Source: [Toronto Green Standard Version 3](#), accessed 29 May 2019.

The London Plan 2016, Policy 6.13 Parking – Summary of electric vehicle charger and electric circuitry provisions (15 January 2015)		
Development Type	Active Provision*	Passive provision**
Residential car parking	20 per cent of all spaces must be for electric vehicles.	20 per cent of all spaces must be for electric vehicles in the future.
Parking for retail	10 per cent of all spaces must be for electric vehicles.	10 per cent of all spaces must be electric vehicles in the future.
Parking for employment uses	20 per cent of all spaces must be for electric vehicles.	10 per cent of all spaces must be for electric vehicles in the future.
Additional Requirement	Developments in all parts of London must ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.	N/A
<p><i>*Active provision for electric vehicles is an actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into.</i></p> <p><i>**Passive provision for electric vehicles is the network of cables and power supply necessary so that at a future date a socket can be added easily.</i></p> <p><i>Source: The London Plan 2016, accessed 29 May 2019.</i></p>		

Annexure 3

Electric Vehicles: Leading the Way

YourSay Text Submissions

CID #	Login (Screen name)	Submission	Suburb
CID001	breecorbett	<i>[No written submission]</i>	DOUBLE BAY, NSW
CID002	WalWfrew	I would rather you spent money on fixing treacherous footpaths in the area before getting involved in token pursuits such as this	PADDINGTON, NSW
CID003	Cmg	All new buildings and renovations should have suitable charging points for EV There should be suitable placement on streets near apartments where EV can be charged in triple phase charging points Suitable car parking spots with fast chargers	COOGEE, NSW
CID004	Sam Korkees	<i>[No written submission]</i>	BOSSLEY PARK, NSW
CID005	AConway	I am interested in my next car being electric. The problem that I have, and I assume many residents of Paddington will have is the ability to charge my car as I do not have off street parking. Would Council be open to putting strategical placed charging stations throughout Paddington to enable residents without off street parking to charge their vehicles? If so, this would give me the confidence I need to purchase an electric vehicle.	PADDINGTON, NSW
CID006	Rebsy	<i>[No written submission]</i>	LEICHHARDT, NSW
CID007	Peamac	<i>[No written submission]</i>	BEECROFT, NSW
CID008	whys	I don't think it is the role of the council to impose extra costs on people building a house in order to increase electric cars 'chargeability' in the future. If people want to buy an electric car and upgrade their electrical system, they can do that. I could not see any estimates of how much extra this would cost someone building a house nor estimates on how much it would cost to retro-fit the system so a comparison could be made. This does not seem to be fully thought through.	DOVER HEIGHTS, NSW

CID #	Login (Screen name)	Submission	Suburb
CID009	MRC	We must act now to see a positive change in this trend in the future. At the moment the biggest limitation for the growth of popularity of the hybrid / electric cars is a lack of charging stations in Australia. It will take years for us to catch up with the reality. To see a shift towards electric cars, we need to see charging stations on every street like in the example of Oslo, Norway. Not only in Woollahra but across the state and country.	DOUBLE BAY, NSW
CID010	Keroshin	<i>[No written submission]</i>	WOOLLAHRA, NSW
CID011	charlotte.komsic	<i>[No written submission]</i>	EDGECLIFF, NSW
CID012	Julien2021	I'm glad the Council has recognised that the provision of charging infrastructure is essential to improving the uptake of electric vehicles. I'm hoping that it will continue to promote the use of electric vehicles as a means of reducing carbon emissions.	PADDINGTON, NSW
CID013	_Andrew	<i>[No written submission]</i>	PADDINGTON, NSW
CID014	Wren	Why are my rate payments being used to pay for other people's car charging? I don't currently pay for or contribute to the cost of petrol stations or the cost of other people's fuel but now Woollahra Council is using my rate dollars to subsidise the cost of charging if someone has an electric car. Rain hail or shine I walk or use public transport. I don't expect someone else to pay for my getting to and from why should rate payers pay for the installation of charging stations and then additionally subsidise the cost of that charging. It is ridiculous there are so many more important things to spend the rate payers' money on - maybe you could start with the state of the footpaths and stairways and then move on to the kerbs and guttering.	DOUBLE BAY, NSW
CID015	davidport	The proposed changes are excellent and I fully support all actions that Council takes to facilitate the use of electric cars.	BELLEVUE HILL, NSW
CID016	Brent Clark	<i>[See below]</i>	KENSINGTON, NSW
CID017	Rosie White	I totally support any steps required to ensure that Woollahra Council supports the future use of electric vehicles in the Municipality. This is essential on environmental grounds, future energy use grounds as well practically setting in place the infrastructure required for what will be inevitable in the future.	WOOLLAHRA, NSW

CID #	Login (Screen name)	Submission	Suburb
CID018	AnthonyW	<i>[See below]</i>	NORTH BONDI, NSW
CID019	Jacky Zhong	<i>[No written submission]</i>	HURSTVILLE, NSW

CID016	Brent Clark	<i>[Attached submission]</i>	KENSINGTON, NSW
--------	-------------	------------------------------	-----------------

Wattblock - Electric Vehicle Report
[29 pages]



WATTBLOCK



Electric Vehicle Report

Stamford Cosmopolitan (SP82068)

2-22 Knox Street, Double Bay, NSW 2028

Jacky Zhong, Energy Analyst

Updated: 20th August 2019



Contact Details

Wattblock

Michael Crouch Innovation Centre

Gate 2, High St, University of NSW 2052



Microsoft CityNext
 Microsoft

POWERED BY T



Contents

Executive Summary	3
1.0 Background on Electric Vehicles	6
1.1 Types of Electric Vehicles	7
1.2 Benefits of Driving Electric Vehicles.....	7
2.0 Electric Vehicle Charging Options	8
2.1 Location to Set Up Charger	8
2.2 Type of Charger	8
2.2.1 Charging Speed	8
2.2.2 Method of Payment for the Use of Electricity	10
2.2.3 Smart Chargers.....	11
2.3 Power Supply for Electric Vehicle Charging	13
2.3.1 Common Area Non-Essential Services Distribution Board	13
2.3.2 Apartment Services Distribution Board	14
3.0 Electric Vehicle Charging Tailored Solutions.....	15
3.1 Option 1: Shared Charger (10 Amp General Power Outlet)	15
3.2 Option 2: Individual Charger (16 Amp Fast Charger).....	15
3.3 Option 3: Individual Charger for All Residents (Smart Chargers).....	15
4.0 Wattblock Recommendations.....	17
5.0 Public EV Charging Stations	19
6.0 Conclusion	21
7.0 Appendix	22
7.1 Location of the Existing Electrical Infrastructure at Stamford Cosmopolitan.....	22
7.2 Capacity of Existing Electrical Boards.....	23
7.2.1 House Distribution Board DB-3E-UH.....	23
7.2.2 House Distribution Board DB-3W-UH	24
7.3 Case Study - Infinity Cove.....	26
7.4 Woollahra Council DCP Changes.....	27
7.5 Discussion Points for the Strata Committee to Setup EV Charging in the Building	28



Executive Summary

The main objective of this report is to provide background information on Electric Vehicle (EV) charging for residents and the benefits of preparing your building for Electric Vehicles. It allows the Owners Corporation to come to a conclusion on basic questions such as how to bill owners for charging their Electric Vehicles, which locations are the best to put the charging systems and how to set it up. The report also provides an estimation on the spare capacity of the existing distribution boards for electric vehicle charging, as well as information on the location of nearby public EV charging stations.

Spare Capacity for Electric Vehicle Charging

The installation of EV charging equipment in the building is limited depending on the following:

- Capacity of electrical boards located near the residential carparking area
- Peak load of the existing electrical boards
- The speed used for charging the EV, which is related to the amperage used for charging
- The type of EV charger, e.g. standard vs smart charger

A 16 amp charger can provide a charging speed of 20km per hour, while a 32 amp charger can provide double the charging speed at 40km per hour. Wattblock recommends the Owners Corporation pass a by-law and limit the charging speed to 16 Amps (20km per hour). This should be sufficient for residents as the vehicle can be left charging overnight, which can be at least 8 to 10 hours. Limiting the charging speed to 16 Amps can allow more residents to setup a charger before overloading the electrical boards. A sample by-law will be provided as a separate attachment to the Electric Vehicle Report.

In regards to the peak load of the existing electrical boards, Wattblock has provided an estimate based on the electrical loads identified during our site visit. If the Owners Corporation wants to identify the exact peak demand, sub-meters which can capture high resolution data need to be installed on each of the distribution boards. Based on our estimates, the two electrical boards (DB-3E-UH and DB-3W-UH) located near the residential parking area can handle 3 x 16amp chargers per board without overloading each of the boards. This can be increased to 45 chargers with the use of smart chargers. Smart chargers are capable of identifying the vehicles which have the highest priority for charging and supplying power to those vehicles first. Smart chargers can support up to 10 times more vehicles charging simultaneously compared with a traditional charging solution.



Options to Setup for Electric Vehicle Charging

We have examined three different options for the setup of electric vehicle charging at Stamford Cosmopolitan and the project costs corresponding to each are summarized in Table 1 below.

Table 1: Financial summary for different options (inc GST)

Options for Electric Vehicle Charging	No. of Chargers	Project Costs	Cost Per Charger
Option 1: Shared Charger (10 Amp General Power Outlet)	1	N/A	N/A
Option 2: Individual Charger (16 Amp Fast Charger)	1	\$3,300	\$3,300
Option 3: Individual Charger Setup for All Residents (Smart Chargers)	48	\$130,000	\$2,700

Wattblock started by looking at the simplest way to setup Electric Vehicle charging. This involves the use of the existing general power outlets in the carpark. There is no capital expenditure required and an annual flat rate fee can be used by the Owners Corporation to re-coup costs from residents for using electricity for Electric Vehicle charging. The drawback of this option is the slow charging speed of the general power outlet, which provides a driving range of 12km/hour. In addition, the power outlet may need to be shared amongst multiple residents if the uptake for electric vehicles increases within the building.

Option 2 considers the setup of an individual 16 amp charger for residents at their own car spaces. The setup cost for the charger is estimated to be \$3,300. This can vary based on the complexity of the install and the distance of the cable run from the individual car space to the house distribution board. Wattblock has provided a map in Appendix 7.1 which can be used by the residents to identify the closest distribution board to their individual car space.

Option 3 considered a long-term solution which prepares everyone in the building for electric vehicle charging. This is a more equitable solution as owners who install an EV charger early will use up the spare capacity on the existing distribution boards, resulting in a much higher setup costs for late comers. In addition, some car spaces are located further away from the common distribution board. As a result, it would be a more equitable solution for the Owners Corporation to pay for the infrastructure upgrade, such as installing new electrical boards (if required) and cabling throughout the carpark. Residents can then pay for connecting the 'last mile' of cabling into their individual car space, similar to the NBN model. Wattblock estimates the capital spend for the infrastructure upgrade to be \$45,500 for the Owners Corporation, while the hardware costs of 48 smart chargers is estimated to be \$84,500. This results in an average setup cost of \$2,700 per charger, which is cheaper than residents setting up their chargers individually. In addition, owners who are not interested in an electric vehicle can still benefit as a building that is EV ready can attract premium property valuations. This option is also consistent with Woollahra Councils current Development Control Plan amendments to make new developments 'electric vehicle ready' and align with their current view on 'best practice' solutions for electric vehicle charging.



Electrical Contractor Details

Based on your preference and plans a licensed electrical contractor should be engaged to obtain firm pricing on the desired infrastructure upgrades. Wattblock has also provided a recommended roadmap in section 4 of the report to guide the decision process of the Owners Corporation for the setup of electric vehicle charging. Below are some of the contacts who can assist with your project.

1) EVSE Australia

Location: 46 Salter Rd, Bossley Park NSW 2176

Phone: 1300 40 62 10

Email: brendan.wheeler@evse.com.au

2) Velocity Electrical

Location: 31-33 Applebee St, St Peters NSW 2044, AUSTRALIA

Phone: 1300 315 688

Email: michael@velocityelectrical.com.au

3) Chargepoint - ANZ Head Office

Location: 20 Corporate Drive Heatherton, VIC 3203

Phone: 1300 300 885

Email: enquiries@chargepoint.com.au

4) Jetcharge

Location: 91 Munster Terrace, North Melbourne, VIC 3051

Phone: 1300 856 328

Email: tim@jetcharge.com.au

5) Stowe - Sydney CBD

Location: 6 Cunningham Street, Sydney NSW 2000

Phone: 02 8116 0222

Email: sydney.cbd@stoweaustralia.com.au

6) Star Group - Sydney CBD

Location: Level 5/50 Clarence Street Sydney NSW 2000

Phone: 02 9299 7433

Email: info@star-group.com.au

7) Barnwell Cambridge

9 Subway Rd, Rockdale NSW 2216

Phone : (02) 9556 1666

Email : admin@barcam.com.au



1.0 Background on Electric Vehicles

The Electric Vehicle (EV) revolution has arrived. According to the Australian Energy Market Operator (2016), by 2035-36 Australian EV sales are forecast to reach 277,000 vehicles a year (27.1% of vehicle sales) and total EV's on the road are estimated to reach over 2.8 million (18.4% of all vehicles). With more people moving into apartments, many of these EV owners will live in strata. Charging an EV at home is convenient, but for many apartment residents, this is a challenge due to the concern in regards to the overloading of power supply, how to set up charging infrastructure and pay for the electricity used.

Figure 1: Top EV Model Sales in Australia 2016-17 (CarAdvice 2017)



Table 2: Indicative Data for Popular Electric Cars

	Battery Range	EV Type	Upfront Cost	Seats	Body Type
Tesla Model S	407km	Pure Electric	\$120,000	5	Sedan
Tesla Model 3	310km	Pure Electric	\$68,000	5	Sedan
BMW i3	300km	Pure Electric	\$64,000	5	Hatch Back
Nissan Leaf 2	230km	Pure Electric	\$55,000	5	Hatch Back
Mitsubishi Outlander	53km	Plug-in Hybrid	\$50,000	5	Wagon
Toyota Camry 2019	N/A	Hybrid	\$30,000	5	Sedan



1.1 Types of Electric Vehicles

Hybrid Electric Vehicle - Hybrid technology uses conventional combustion engines in conjunction with battery power to maximise the operational efficiency of the engine. In these vehicles the battery for the electric engine is charged from the motion of the vehicle (known as regenerative braking), rather than through an external power supply. There has been a consistent increase in the number of taxi drivers in Sydney moving into the Toyota Hybrid range.

Plug-in Hybrid Electric Vehicle - Uses a conventional combustion engine in conjunction with an electric motor and a large rechargeable battery. Unlike conventional hybrids, these vehicles can be plugged-in and recharged from an outlet, allowing them to drive extended distances using just electricity. When the battery is emptied, the conventional engine turns on and the vehicle operates as a conventional, non-plug-in hybrid.

Pure Electric Vehicle - Vehicles that are powered entirely from an on-board rechargeable battery, mainly re-charged through plug-in. e.g. Nissan Leaf & Tesla

1.2 Benefits of Driving Electric Vehicles

Research has found that people choose to drive electric mainly for the reasons below:

1. Cost Savings

- Electricity cost for charging EVs is typically 70% lower than petrol.
- Conventional cars use an internal combustion engine which has more than 2,000 moving parts. EVs use less than 20 moving parts, which leads to significantly lower maintenance costs over the lifespan of the vehicle.
- In comparison with a conventional combustion engine vehicle, driving an electric car can save \$13,000 over the life of an EV. (Union of Concerned Scientists, 2015)

2. Environmental Benefits

- Better air quality can result in health benefits.
- Potential to cut greenhouse gas emissions in half or more, depending on how electricity is generated and where drivers live.

3. Other Features

- EVs have cutting-edge software and the latest features.
- Completely quiet and fun to drive.
- Quick acceleration with instant torque.
- Ability to self drive and park themselves in the future.



2.0 Electric Vehicle Charging Options

2.1 Location to Set Up Charger

Electric vehicle charging stations could either be setup as shared use or private use. However, there are no visitor car spaces available at Stamford Cosmopolitan for the installation of a shared charger. As a result, the report will focus on the alternative solution which is to install private chargers at the resident's car parking bays.

2.2 Type of Charger

Currently, there are several types of electric vehicle charging equipment suitable for use within apartment buildings. The charging equipment varies in terms of charging speed, method of payment for the use of electricity and the intelligence level of the chargers.

2.2.1 Charging Speed

Level One: Standard 10 Amp Charging Adaptors

The most basic chargers on the market are designed to be safely plugged into standard 10 Amp power outlets. 10 Amp power outlets are commonly provided in basement carpark for using vacuum cleaners. Standard electrical extension cords will also work with these basic EV charging adaptors. Charging vehicles at 10 Amps can be a very slow process. A 10 Amp charger will deliver 2.3kW of charge per hour, which is equivalent to about 12km of driving range.



Figure 2: Example plug-in level 1 charger



Level Two: Fast Chargers

Common faster charging solutions on the market are in the 16-32 Amp range, single phase or three phase. They are usually fitted on a wall and require installation by a qualified electrician. These are usually sufficient to meet the needs of private overnight charging. The chargers have a charging speed in the range of 20km to 120km per hour.



Figure 3: Example wall mount level 2 charger

Level Three: Super Chargers

Super chargers are more suitable for the use in public charging as they can deliver 50% of vehicle charge in 20 minutes by converting high voltage AC power to DC power for direct storage in EV batteries. Installing a high speed super charger is a capital intensive project costing \$20,000 to \$100,000 depending on power availability at the site. These systems can also have a huge impact on peak energy demands when in use which can drive up energy supply charges. This option will not be viable in most residential strata buildings.



Figure 4: Example level 3 super charger



The charging speed for the different type of chargers are summarised in the table below.

Table 3: Indicative EV Charger Performance

Type	Description	Power Supply	Power Supply	Charging Speed
Level 1	General Power Outlet	10 Amps Single Phase	2.3 kW	12km/hour
Level 2	Fast Charger	16 Amps Single Phase	3.8 kW	20km/hour
Level 2	Fast Charger	32 Amps Single Phase	7.7 kW	40km/hour
Level 2	Fast Charger	32 Amps Three Phase	23 kW	120km/hour
Level 3	Super Charger	180 Amps DC	75 kW	390km/hour

Note: The charging speed can be limited by the external power supply, as well as the on-board charger of your electric vehicle. For example, even though a 7.7kW fast charger may be used to charge a Nissan Leaf, its on-board fast charger can only handle a maximum of 6.6kW. On the other hand, a Tesla Model 3 with an on-board fast charger of 11kW would be able to charge at the rated power supply of 7.7kW. There is a separate on-board charger for the purpose of super charging. The on-board super charger for Nissan Leaf can handle 46kW while the Tesla Model 3 can handle 100kW.

2.2.2 Method of Payment for the Use of Electricity

If the electric vehicle chargers are connected to the common area electricity meter, the Owners Corporation needs to re-coup the electricity costs from owners for charging their vehicles.

Flat Rate Fee

An annual flat rate payment system is a simple method that allows residents for using the general power outlets for charging their electric vehicles. The fees can be calculated based on the average electricity rates of the common area. The following table summarised the recommended fixed charges based on a standard electric vehicle and a small administration fee. The fixed charges for hybrid vehicles would be a lot lower as they only consume a small amount of electricity for the same distance travelled.

Table 4: Recommended annual flat rate fee

Weekly Driving Distances	Up to 50km	Up to 100km	Up to 200km	Up to 400km	> 400km
Annual Fee	\$140	\$260	\$500	\$970	\$1,450

Sub-meter

This payment method involves the installation of a new sub-meter to measure the electricity use from electric vehicle charging. The Owners Corporation can agree upon an electricity rate for charging residents for the use of electricity. This method works better if the charger is for private use, otherwise it will not be able to identify the exact amount of electricity used by different owners.



Identification Card or Smart Phone App

Some of the more advanced electric vehicle chargers comes with an automatic payment system and the users need an identification card or smart phone app to use the charger. This is the simplest way for the Owners Corporation to setup a user pay system for electric vehicle charging. However, the hardware costs for these chargers are more expensive than standard 'plug and play' chargers.

2.2.3 Smart Chargers

Smart charging is a term that defines all intelligent functionalities in a charging system that allows the distribution of available power in an efficient and flexible manner. It is capable of identifying the vehicles which have the highest priority for charging and supplying power to those vehicles first. The figure below shows the battery level for the vehicle in the middle is the lowest in comparison with others (highest priority for charging). As a result, the system has intelligently allocated a higher charging speed of 30 Amps to the vehicle, in comparison with the 10 Amps being allocated to the vehicle on the left.

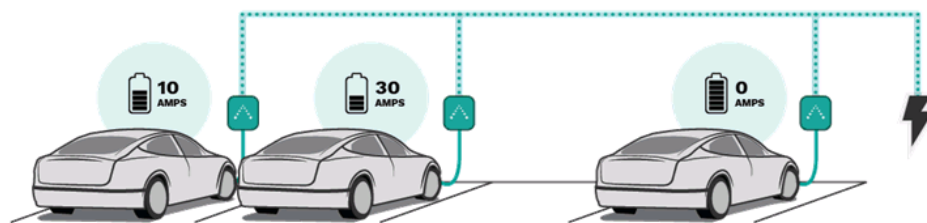


Figure 5: A smart charging system for electric vehicles (EverCharge, 2017)

Smart charging can also enable power management. This can avoid the risks of overloading the switchboard when a large number of chargers are used concurrently at some time throughout the year. Assuming a “future proofing” scenario with 100% uptake of EV charging at Stamford Cosmopolitan (48 EVs), Wattblock has modelled the potential impact on electrical demand for the building’s main power supply. The modelling includes assumptions around average driving distances, 16 Amp charging, and a normal distribution around typical “end of day” plug in time. It shows that without power management, the average load on the main board could reach 186kW. Note that the peak load could reach 316 kW if all EV chargers operate concurrently.

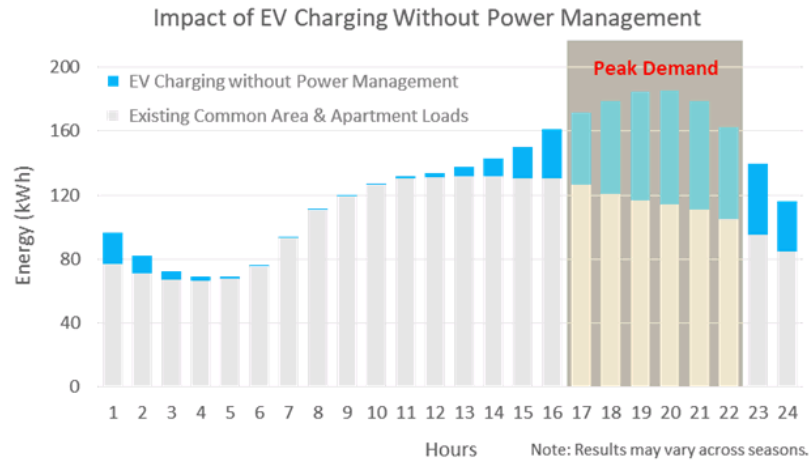


Figure 6: The impact of EV charging to the power supply of your building without power management

On the other hand, the use of power management can guarantee the peak demand of the building to be limited to ~166kW at all times. This avoids overloading the main switchboard, as well as reducing the peak demand charge on the energy bill as a result of electric vehicle charging.

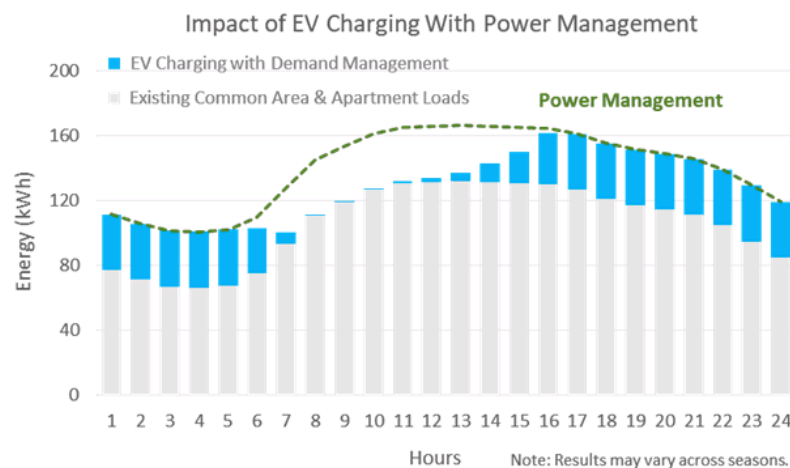


Figure 7: The impact of EV charging to the power supply of your building with power management

In summary, the use of smart charging can support up to 10 times more vehicles charging simultaneously than a traditional solution. It can increase the charging speed of vehicles by allocating power intelligently and reducing the peak demand of the building. Moreover, this type of charging also includes integrated metering and a user pays billing system.



2.3 Power Supply for Electric Vehicle Charging

The electricity infrastructure at Stamford Cosmopolitan is broken down into three main parts below:

1. Common essential services e.g. lifts, fire sprinkler pumps
2. Common non-essential services e.g. carpark lighting
3. Apartment services which are also considered non-essential (i.e. it is less important in an emergency to have power in an apartment than to have the fire control system operating).

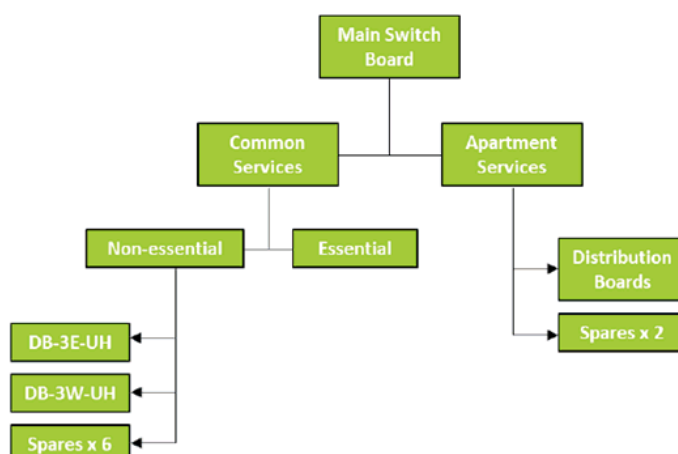


Figure 8: Breakdown of the electrical infrastructure at Stamford Cosmopolitan

The charging of electric vehicles should be considered as "non-essential services".

2.3.1 Common Area Non-Essential Services Distribution Board

There are currently 2 distribution boards DB-3E-UH and DB-3W-UH that are connected to the common non-essential services. The table below summarises the location and main breaker capacity for each of the distribution boards. It shows that the existing distribution boards are estimated to handle a total number of 6 x 16amp chargers without overloading the boards. This number can be increased to 45 with the use of smart chargers (see Appendix 7.2 for further details). Note that the use of smart chargers can handle a lot more electric vehicles charging simultaneously, as mentioned in section 2.2.3. However, this is limited by the number of spare slots available on the existing distribution boards.

Table 5: Summary of existing electrical distribution boards

Distribution Board	Location	Main Breaker Capacity	No. of 16amp chargers that can be installed*	No. of smart chargers that can be installed
DB-3E-UH	Level 3 Carpark	100amp three phase	3	21
DB-3W-UH	Level 3 Lobby	100amp three phase	3	24
Total			6	45

*This has been estimated based on the electrical loads identified onsite. An exact number can be determined by installing power monitoring devices with high resolution data on each of the boards.



2.3.2 Apartment Services Distribution Board

The apartment service distribution board can also be used to setup electric vehicle chargers. However, a new electricity meter and supply contract needs to be setup as this section of the electrical board is not connected to the common area meter. The electrical line diagram below shows that there are two spare spaces which can be used to install new breakers for the purpose of electric vehicle charging.

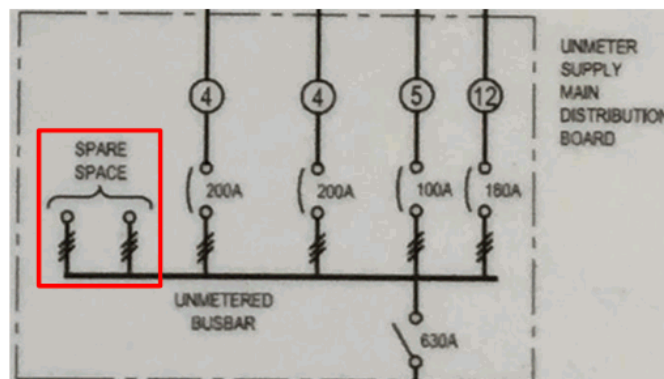


Figure 9: Electrical line diagram showing the un-metered section of the main distribution board



3.0 Electric Vehicle Charging Tailored Solutions

In this section, Wattblock provides a set of different configurations for the setup for electric vehicle charging, such as what type of charger is to be used, where to locate the charger, how to pay for the infrastructure upgrade. This is to assist the Owners Corporation with deciding on a solution which can be offered to residents.

3.1 Option 1: Shared Charger (10 Amp General Power Outlet)

The first solution that Wattblock recommends is to use the existing general power outlets in the basement carpark for electric vehicle charging. The Owners Corporation can re-coup electricity costs from residents through a fixed annual charge model based on the average driving distance of residents (see section 2.2.2). The benefit of this model is that there is no upgrade work involved with the setup of electric vehicle charging. However, the charging speed of the vehicles will be limited to 12km/hour. There is a general power outlet located next to the car space for the Tesla owner at Stamford Cosmopolitan.

3.2 Option 2: Individual Charger (16 Amp Fast Charger)

The Owners Corporation can also setup a by-law to allow residents to install private chargers at the resident's car parking bays. The resident may prefer to install a 32 Amp charger which has a charging speed of 30km/hour. However, an electric vehicle can often be left in the individual car space for charging overnight, which can be at least 8 to 10 hours. As a result, the Owners Corporation may decide to pass a by-law limiting residents to setting up their EV chargers at 16 Amps, which has a charging speed of 15km/hour. Overnight charging at this rate should be more than enough to provide an average daily driving range of 40km.

The 16 Amp charger can be connected off the common area house distribution board. However, the Owners Corporation needs to ensure that the charger is installed along with an electricity sub-meter or it comes with an automatic payment system in order to re-coup the electricity costs from the resident. The cost to setup the individual charger is estimated to be \$3,300. This can vary based on the complexity of the install and the distance of the cable run from the individual car space to the house distribution board.

3.3 Option 3: Individual Charger for All Residents (Smart Chargers)

The next option to be considered is a long-term solution which prepares everyone in the building for electric vehicle charging. Section 2.3.1 of the report shows that the existing common area house distribution boards can handle an additional 6 x 16amp standard chargers. If the spare capacity on the existing distribution boards is utilised, then other residents would need to pay significantly more to setup for an EV charger. In addition, some car spaces are located further away from the common distribution board. As a result, it would be a more equitable solution for the Owners Corporation to pay for the infrastructure upgrade for the purpose of electric vehicle charging, such as new electrical boards (if required) and cabling throughout the carpark. Residents can then pay for connecting the 'last mile' of cabling into their individual car space, similar to the NBN model.

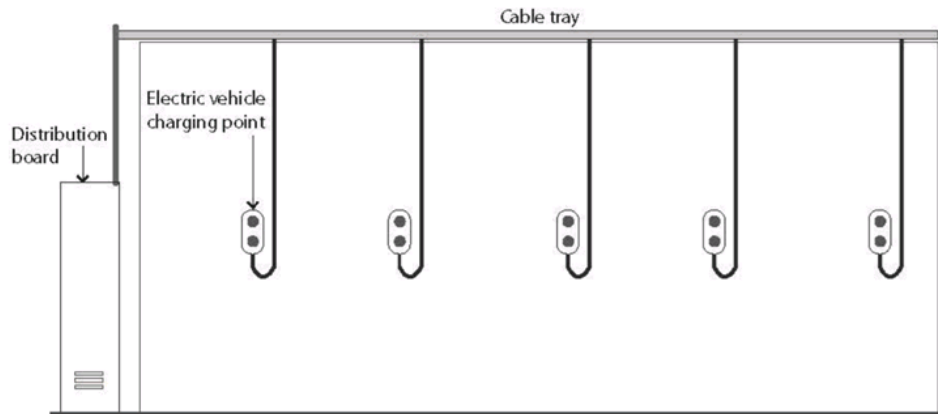


Figure 10: Installation of electric vehicle charging point for multiple car spaces

The new distribution board(s) can be connected off the apartment service board and a new electricity supply contract is required. A by-law can be used requiring residents to install smart chargers in order to facilitate demand management for electric vehicle charging. This means a smaller distribution board is sufficient to cater for the demand from electric vehicle charging, reducing the infrastructure upgrade costs for the Owners Corporation. Wattblock estimates the capital spend for the infrastructure upgrade to be \$45,500. The cost of a smart charger can be more expensive than a standard charger. However, it allows the resident to charge at a speed of higher than 16 Amps when severely time-challenged and it comes with an automatic payment system which allows the Owners Corporation to manage the billing of electric vehicle charging. The hardware cost for 48 smart chargers is estimated to be \$84,500.

Other benefits with this approach are summarised below:

- Lower costs to setup for EV charging in comparison with residents setting up their chargers individually.
- Owners who are not interested in an electric vehicle can still benefit as a building that is EV ready can attract premium property valuations (see Appendix 7.3).
- Residents may delay the purchase of an electric vehicle due to the difficulty in setting up an EV charger within their apartment. A building that is EV ready can increase the adoption rate of EV from residents.
- Smart chargers come with an automatic billing system although they can come with a service fee of ~\$100 per annum.
- Align with Woollahra Councils current Development Control Plan

Woollahra Council is currently exhibiting proposed amendments to their local Development Control Plan 2015 (DCP) to accommodate electric vehicle charging in new developments (Amendment No.9). See Appendix 7.4 for a full list of the proposed amendments. While this does not directly impact Stamford Cosmopolitan, it does provide some insight into local council considerations as to best practice approaches to making new buildings 'electric vehicle ready'. The council is likely to be interested in any proposed electric vehicle charging retrofit projects undertaken at the Stamford Cosmopolitan, which could be viewed as a valuable case study for other existing developments to follow.



4.0 Wattblock Recommendations

The first step to prepare for an electric vehicle roadmap at Stamford Cosmopolitan is to understand the demand for electric vehicle charging over the next 10 years. One way to obtain this information is to get residents to fill out a survey. Alternatively, Wattblock can use the national averages for the adoption rate of electric vehicles.

There are a total of 48 car spaces at Stamford Cosmopolitan. Based on national averages, the penetration of electric vehicles in 2019 is projected to be 2%, increasing to 17% by 2029. This corresponds to 1 electric vehicle in 2019 and 8 electric vehicles in 2029.

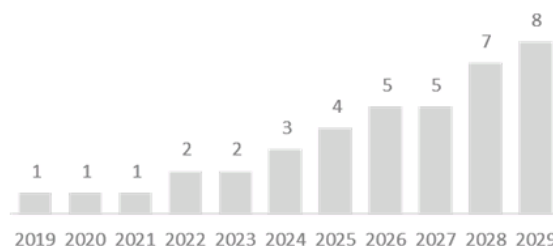


Figure 11: Electric Vehicle projection

Based on the projected uptake of electric vehicles, Wattblock has prepared the following roadmap to setup for electric vehicle charging infrastructure in your building.

Step 1: For the first 1 to 6 electric vehicles, set a by-law limiting charging to single phase 16 Amps. Residents can install their preferred brand of charger, provided the Owners Corporation can recoup the electricity used from electric vehicle charging.

Step 2: Once 6 electric vehicles are reached, remove the 16amp by-law and implement a new by-law which requires everyone to install smart chargers from the same vendor. Run a tender and decide on the best brand of smart charger. The Owners Corporation may decide to pay for the installation of new electric cables throughout the basement carpark, specifically for the purpose of electric vehicle charging. From this point onwards, residents can connect the 'last mile' of cabling into their individual car space.

Step 3: Depending on the future electric loads added to the common area distribution boards and the final number of electric vehicles at Stamford Cosmopolitan (a resident may or may not have more than one electric vehicles). The Owners Corporation could then decide on the installation of a new distribution board accordingly.

Step 4: New grid provider link into the EV charging infrastructure if there is insufficient spare capacity on the existing electrical infrastructure. This is often not required and should be avoided if possible, due to the significant costs.

Step 5: Solar & batteries specifically for EV charging.



The main idea behind the roadmap is to utilise existing infrastructure and delay capital expenditure from the Owners Corporation until the demand for electric vehicle charging rapidly picks up. In step 1, the limitation of charging speed to 16 Amps would free up capacity on the electrical switchboards for all the residents who are interested in the installation of EV chargers.

The use of smart charging in step 2 can handle even more chargers before using up the available capacity on the existing boards but the hardware cost of a smart charger can be double the cost of a standard charger. In addition, the user of the smart charger may need to pay for an ongoing service fee of ~\$100 p.a. Given the demand for electric vehicle charging is projected to be low in the next few years, Wattblock recommends considering smart charging by 2025, when the demand for EV charging starts to pick up. Moreover, there is expected to be more competition in smart charging by that time, which can drive down costs of equipment and ongoing billing services.

In step 3, Wattblock considers the maximum number of spare slots on the existing house distribution boards (DB-3E-UH & DB-3W-UH), with a total of 56 spare slots. The Owners Corporation may want to leave 20% of the spare slots for other purposes in the future. This leaves 45 spare slots for the purpose of electric vehicle charging. Based on the projected number of electric vehicles at Stamford Cosmopolitan, the Owners Corporation may need to install a new distribution board after 2040.

The upgrade of a new grid link for electric vehicle charging should be considered as a last resort given it is a capital-intensive project. In most scenarios, the use of smart chargers should avoid the need for a new grid link even with 100% adoption of electric vehicles (see modelling in section 2.2.3). Nevertheless, high resolution metering data on the main incomer cable is required to support this type of analysis. The upgrade of a new grid link may be required post 2050. Finally, the Owners Corporation may consider the use of solar and batteries to supply green power for electric vehicle charging. This may become a viable option as the costs of batteries come down.

The recommended roadmap for electric vehicle charging depends on the projected uptake of electric vehicles at Stamford Cosmopolitan. The projection can change based on any new government incentives to purchase EVs, the cost reduction of this new technology and the social acceptance of EVs. The national averages used in our analysis are published by the Australian Energy Market Operator (AEMO), whose role is to operate the electricity grid and to deliver energy security for Australian households. Their modelling results have shown a significant difference between 2017 and 2018, with a doubling of the forecast for the uptake of EV. For further reading, try the following article <https://reneweconomy.com.au/aemo-just-doubled-forecast-ev-uptake-australia-66789/>

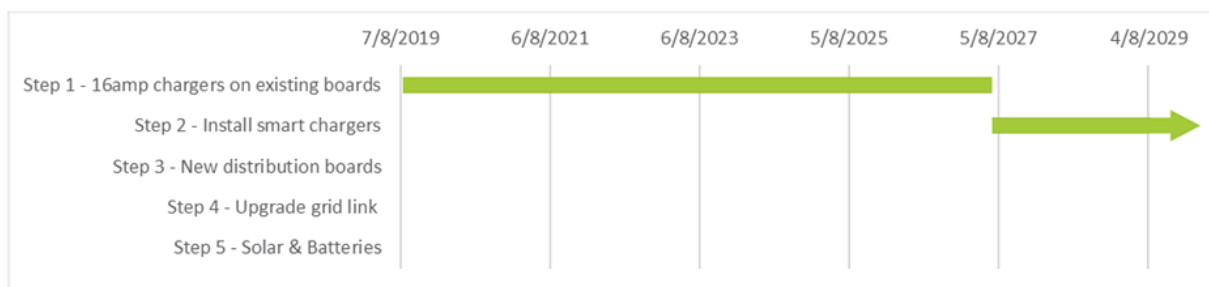


Figure 12: Recommended roadmap for electric vehicle charging



5.0 Public EV Charging Stations

Private chargers are convenient for residents. However, public charging stations are also important for the increase of EV uptake in the future. Public charging stations have the following benefits for residents:

- Top up your vehicle, but do not necessarily fully charge it
- Emergency back up and relieving range anxiety for EV drivers

The public charging stations available near Double Bay are summarized in the map below. Additional information on the charging stations such as how many are available, detailed location inside the building, and whether it is a free charging service or user pays can be found on: www.plugshare.com

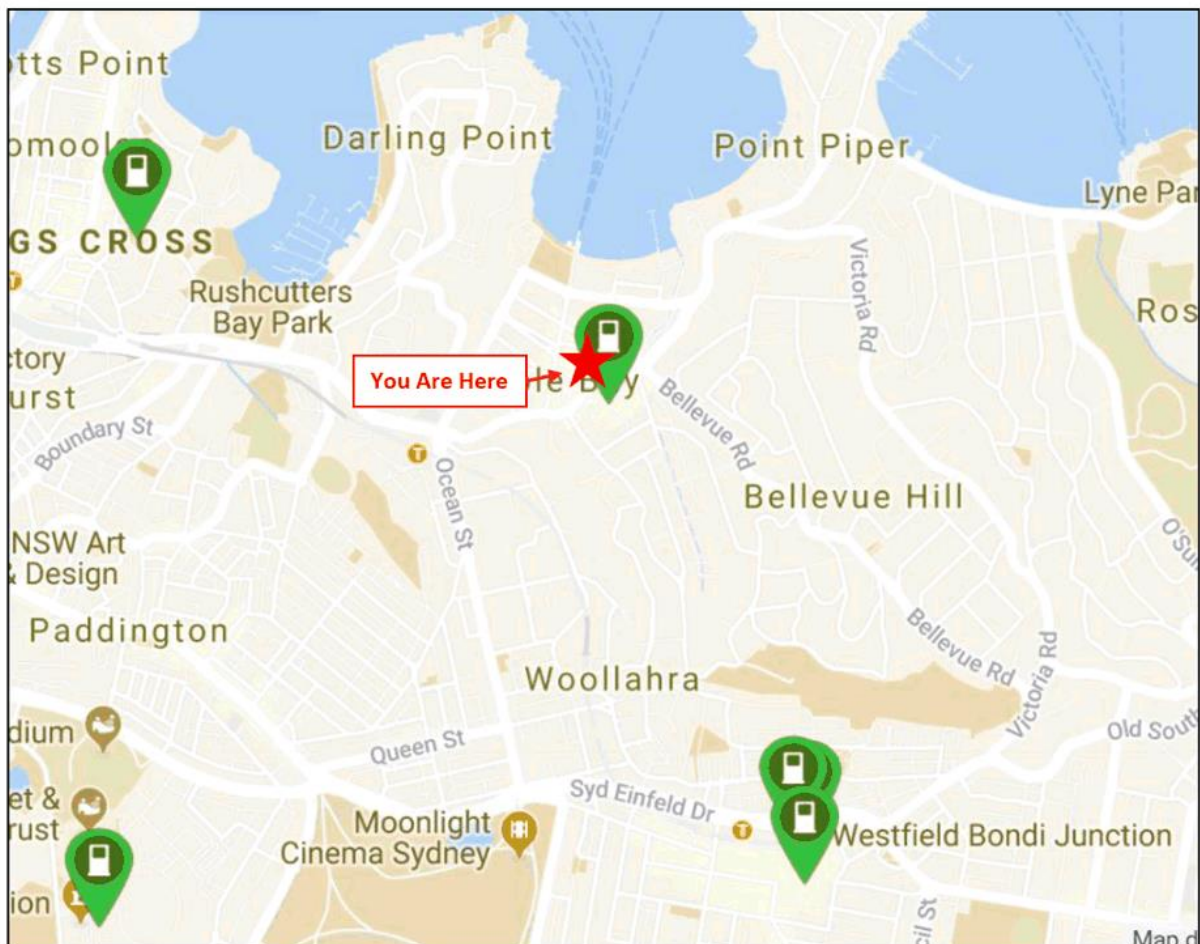


Figure 13: Public Charging Stations near Double Bay (PlugShare, 2019)



Kiaora Place Shopping Centre

The closest public charging station to Stamford Cosmopolitan is located at the Kiaora Place Shopping Centre. The installation of the charger is funded by the Woollahra city council. The charger is located at the upper level and eastern end of the Woolworths carpark (see figure below). Parking is free for one hour, and with \$30 of purchase at Woolworths or Dan Murphy's you can get free parking for two hours. The rooftop parking opens between 7am to 11pm, 7 days a week. Entry to the upper level closes at 9pm and vehicles must exit the rooftop by 11pm.



Figure 14: EV charger located at upper level and eastern end of the Woolworths carpark

The charger allows two electric vehicles to be charging simultaneously. However, there is only one dedicated parking spot for electric vehicles. The charging station has a power output of 22kW, equivalent to a charging speed of 120km/hour. You will need to download the Chargefox App to use the charger.



Figure 15: Only one dedicated parking spot for electric vehicles



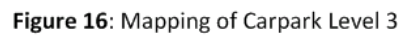
6.0 Conclusion

Wattblock has completed an analysis on the electrical infrastructure at Stamford Cosmopolitan for the setup for electric vehicle charging. The report highlights that the simplest way is to utilise the existing general power outlets in the basement carpark for electric vehicle charging.

Wattblock then considered the setup of individual fast chargers for residents, which is more convenient to use. The setup cost for the charger is estimated to be \$3,300, which can vary based on the complexity of the installation and the type of charger used. The report highlights that the existing common area house distribution boards can handle 6 standard chargers at 16 amps, or 45 smart chargers while allowing some other electrical loads to be installed on the boards in the future.

The Owners Corporation may also consider a long-term plan to prepare everyone in the building for electric vehicle charging. This option involves the Owners Corporation paying for the infrastructure upgrade to setup dedicated electric board (if required) and new cabling throughout the carpark. Residents can connect the 'last mile' of cabling into their individual car space, similar to the NBN model. A building that is EV ready may attract premium property valuations. In addition, this is also consistent with Woollahra Councils proposed Development Control Plan to make new developments 'electric vehicle ready'.

Wattblock has previously completed a comprehensive report to examine the issues around Electric Vehicle charging in residential strata buildings, funded by the City of Sydney Environmental Performance Innovation Grant program. For further reading, the full report can be found here: <https://www.wattblock.com/ev-report.html>





7.2 Capacity of Existing Electrical Boards

7.2.1 House Distribution Board DB-3E-UH

House Distribution Board DB-3E-UH is located at the basement carpark level 3 of the building. The electrical loads on the board mainly consists of lights, AC and lobby power usage (see table below). There are also 26 spare slots which can be used for electric vehicle charging.

Table 6: House Distribution Board DB-3E-UH (26 Spare Slots)

Circuit Number	Description	Circuit Number	Description
1	100A Main Switch	2	1A Control Circuit Meter
3	100A Main Switch	4	1A Control Circuit Meter
5	100A Main Switch	6	1A Control Circuit Meter
7	20A Relay 1	8	20A West Lobby Power
9	20A Relay 2	10	20A Lobby Power
11	16A Lights	12	20A C/P East Power
13	16A AC Fan Coil (level 5)	14	20A C/P East Power 1
15	16A Lights	16	20A East Power
17	16A AC Fan Coil (level 6)	18	20A East Power
19	16A Lights	20	20A East Power
21	16A AC	22	20A Lobby Power
23	16A AC	24	20A Riser GPO's
25	Spare	26	16A AC
27	Spare	28	Spare
29	Spare	30	Spare
31	Spare	32	Spare
33	Spare	34	Spare
35	Spare	36	Spare
37	20A Roller Door	38	Spare
39	20A Roller Door	40	Spare
41	20A Roller Door	42	Spare
43	63A Mechanical Board	44	Spare
44	63A Mechanical Board	46	Spare
47	63A Mechanical Board	48	Spare
49	20A Roller Door	50	Spare
51	20A Roller Door	52	Spare
53	20A Roller Door	54	Spare
55	Spare	56	Spare
57	Spare	58	Spare
59	Spare	60	Spare



Switchboard Capacity

Based on site observations, the rating of the main circuit breaker for the house distribution board is identified to be 100amp three phase. The safe operating amperage is 80% of the breaker rating. As a result, the maximum capacity of the board would be 80amp three phase. In addition, you may leave 20% of spare capacity for other electrical loads to be added in the future. As a result, the usable capacity of the board is identified to be 64amp three phase.

Est. maximum Load

The electrical loads on the house distribution board consist of lighting, air-conditioning and lobby power. Wattblock estimates the current peak demand to be 40% of the breaker rating, which is calculated to be 40 Amps per phase.

Spare Capacity for EV Charging

The spare capacity available for electric vehicle charging is identified to be 24amp three phase (estimated peak load less the usable switchboard capacity). Note that this is an estimation only, and the installation of an electricity sub-meter which measures high resolution data is required to identify the exact amount of spare capacity available on the distribution board.

The additional load from electrical vehicle charging cannot exceed the spare capacity available from the distribution board. It is estimated that 1 x 16amp charger can be added to each phase of the distribution board, i.e. 3 chargers in total for three-phase. With the use of smart chargers, this number can be increased to 24. Nevertheless, this would be restricted by the number of spare slots on the existing distribution board being 26. By leaving 20% of slots spare for other electrical loads in the future, this number reduces to 21.

7.2.2 House Distribution Board DB-3W-UH

The second board to be considered is House Distribution Board DB-3W-UH, which is located in the lift lobby area at level 3 of the building. The electrical loads on the house distribution board consist of lighting and lobby power. Site observation shows that there are 30 spare slots which can be used for electric vehicle charging.

Table 7: House Distribution Board DB-3W-UH (30 Spare Slots)

Circuit Number	Description	Circuit Number	Description
1	100A Main Switch	2	1A Control Circuit Meter
3	100A Main Switch	4	1A Control Circuit Meter
5	100A Main Switch	6	1A Control Circuit Meter
7	63A Mechanical Board	8	20A Relay
9	63A Mechanical Board	10	20A Relay
11	63A Mechanical Board	12	20A Relay
13	20A AC Power	14	20A Relay
15	20A Unknown	16	20A Unknown
17	Spare	18	20A Unknown



19	Spare	20	20A Riser Power
21	Spare	22	20A AC Power
23	Spare	24	20A C/P Power
25	Spare	26	20A Mechanical Power
27	Spare	28	20A Unknown
29	Spare	30	20A Riser Power
31	Spare	32	20A West Power
33	Spare	34	20A Garden Power
35	Spare	36	20A Garden Power
37	Spare	38	20A West Power
39	Spare	40	20A West Power
41	Spare	42	20A Unknown
43	Spare	44	20A Unknown
44	Spare	46	Spare
47	Spare	48	Spare
49	Spare	50	Spare
51	Spare	52	Spare
53	Spare	54	Spare
55	Spare	56	Spare
57	Spare	58	Spare
59	Spare	60	Spare

Based on the rating of the main circuit breaker for the house distribution board, the usable capacity is identified to be 64amp three phase. Wattblock estimates the current peak demand to be 35% of the breaker rating, which is calculated to be 35 Amps per phase. As a result, the spare capacity available for electric vehicle charging is identified to be 29amp three phase, and it is estimated that 1 x 16amp charger can be added to each phase of the distribution board, i.e. 3 chargers in total for three-phase. With the use of smart chargers, this number can be increased to 29. Nevertheless, this would be restricted by the number of spare slots on the existing distribution board being 30. By leaving 20% of slots spare for other electrical loads in the future, this number reduces to 24.



7.3 Case Study - Infinity Cove

Infinity Cove is a new apartment complex located at 2 Burley Street, Lane Cove. Its developer Urbancom started out with a plan to install 10 EV charging stations, to attract buyers who see the value in access to electric vehicle charging. With the EV charging upgrade offer embraced eagerly by over 40 buyers in the complex, Urbancom made an extra leap – to install 7kW chargers (which can recharge electric vehicles in just a few hours) in every apartment as a standard inclusion.

Sam Korkees, co-founder of EVSE who are installing the chargers at Infinity Cove, says he believes the installation will be a record for Australia and is leading an increasing trend in developers commercial builders who are preparing their buildings for an electromobility future. With about 85 to 95 per cent of EV charging done at home according to Korkees, the 7kW chargers mean buyers – who can opt out of the upgrade if they do not already own an EV – will not have costly retrofitting fees should they switch to an electric car later.

“We know that the cost of retrofitting EV chargers, especially in apartments, is huge,” Korkees told Domain. “It’s a great way to not only future-proof your development, but also add value to it.”

Source: <https://thedriven.io/2019/04/29/lane-cove-apartment-block-sets-australian-record-for-electric-chargers/>



Figure 17: Front view and aerial image of Infinity Cove



7.4 Woollahra Council DCP Changes

Following are key points from the current proposed DCP amendments:

- Development plans must indicate location of proposed charging points
- Mandatory requirements for electric vehicle circuitry and circuitry controls to accommodate future installation of electric vehicle chargers
- Both level 1 and level 2 type charging points have been considered
- Electric circuitry to accommodate Level 2 EV charging points in 100% of off street car spaces
- Minimum Level 2 slow – single phase with 7kW power for private car spaces
- Minimum Level 2 fast – three phase with 11-22kW power for public car spaces
- Certain types of developments may require a minimum number of Level 2 charging points
- Appropriate electrical infrastructure to facilitate future installation of electric vehicle charging points
- Ensure adequate distribution board size
- Identify load management requirements
- Providing either buried cables underground or cable trays to accommodate each car space

The Woollahra Council DCP amendments are current being exhibited at:

<https://yoursay.woollahra.nsw.gov.au/evreqs/documents>

The NSW government has also published their NSW Electric and Hybrid Vehicle Plan which includes amendments to accommodate electric vehicle charging facilities in new apartment building developments. This is provided for further reference. However, the Woollahra Council DCP is more specific and relevant to Stamford Cosmopolitan.

<https://future.transport.nsw.gov.au/plans/nsw-electric-and-hybrid-vehicle-plan>



7.5 Discussion Points for the Strata Committee to Setup EV Charging in the Building

Discussion Points	For	Against
1. Should the committee setup an EV charging facility for shared use?	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No visitor car spaces available to setup for shared charger.
2. Should the maximum charging speed for EVs be limited to 16 Amps?	<ul style="list-style-type: none"> Preserve capacity of the existing distribution boards allowing more residents to setup EV charging before an infrastructure upgrade. A 16 Amps charger will deliver 15kms of driving range per hour. Overnight charging should provide sufficient charge for an average driver. 	<ul style="list-style-type: none"> May not be sufficient if the vehicle is being used for consecutive long-term trips during the week (e.g. >200km of driving per day) and super chargers are not available in the region.
3. Should the Owners Corp setup new distribution boards and cabling to make the building EV ready?	<ul style="list-style-type: none"> Capacity in existing electricity boards can only accommodate a limited number of EV chargers. A more equitable solution is to setup EV charging for all residents. A building that is EV ready can attract premium property valuations. 	<ul style="list-style-type: none"> Significant upfront project costs for the Owners Corporation.
4. Should residents use standard chargers in the short term and move onto smart chargers in the long term?	<ul style="list-style-type: none"> The projected number of EV uptakes in the building is expected to be low in the next few years. A standard charger costs ~\$700 each, while a smart charger is much more expensive at ~\$1,800. 	<ul style="list-style-type: none"> Additional billing administration for the Owners Corporation. Charging speed is likely to be limited to 16 Amps in the short term.
5. If standard chargers are used in the short term, should they be decommissioned in the future?	<ul style="list-style-type: none"> Removes the billing administration task for the Owners Corporation (unless an automatic payment system was setup). Peak energy consumption from all EV chargers can be managed. 	<ul style="list-style-type: none"> Additional costs for early EV owners to upgrade their standard charger to a smart charger.



Who is Wattblock?

Wattblock was co-founded by Brent Clark and Ross McIntyre in 2014. They are joined by Jacky Zhong and Wilson Huang solar engineers plus a team of solar and low energy buildings specialists. For more information visit www.wattblock.com

What is Wattblock's mission?

The energy wasted in Australia's strata buildings has a bigger impact on carbon emissions than the cars driving on the roads. Wattblock aims to **crowdsource** the achievement of Australia's national carbon emission reduction target.

How many strata buildings has Wattblock assisted?

Wattblock has assisted approximately 1,000 strata buildings across Australia to mobilize on energy saving initiatives. Wattblock has also directly project managed the upgrade of 90 buildings in Sydney and Brisbane with LED Lighting, solar, hot water and ventilation. Over 137 strata buildings have participated in electric vehicle studies to date.

Who is partnering with Wattblock?

North Sydney Council, QLD Innovate, Advance Queensland, Microsoft CityNext, Telstra's muru-D, UNSW, Griffith Uni, Queensland University of Technology, University of Queensland & the Michael Crouch Innovation Centre.

Who is covering Wattblock in the media?

SBS, North Shore Times, Foxtel, BRW, The Australian, Business Insider, Computerworld, Startup Smart, Startup Daily, Lookup Strata, SmartStrata, SSKB, Technode, Fifth Estate, One Step off the Grid and Renew Economy.

Wattblock Awards

Best Social Change Entrepreneur 2015 (Start-up Smart), Energy Winner at 1776 Challenge Cup Sydney, CeBIT Community Support Finalist, Innovation of the Year 2016 (Strata Community Australia – QLD)

Are Wattblock's electrician's licensed?

All electricians engaged by Wattblock have been licensed in the states in which they operate.

Is Wattblock insured?

Wattblock has professional indemnity insurance as a renewable and energy efficiency consultant (\$2m), public liability insurance (\$20m) and complies with workers compensation requirements in all states in which it operates.

Who is backing Wattblock?

Wattblock has received investment from muru-D as part of Telstra's startup accelerator program, Eastern Hill Investments, an Asian-based environmental engineer, a UK-based energy company consultant, a U.S.-based hi-tech investor, a NZ sustainability funds manager, a Sydney-based environmental impact investor, a Sydney-based clean tech consultant and a Sydney-based clean technology finance consultant.

Where is Wattblock located?

Wattblock is based at Michael Crouch Innovation Centre at UNSW in Sydney.

The information, statements, statistics and commentary contained in this report have been prepared by Investment Advantaged Software Pty Ltd, trading as Wattblock. Wattblock does not express an opinion as to the accuracy or completeness of the information provided, the assumptions made or any conclusions reached. Wattblock may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement this report at any time. The information must not be copied, reproduced, distributed, or used, in whole or in part, for any commercial purpose without the written permission of Wattblock.

CID018	AnthonyW	<i>[Attached submission]</i>	NORTH BONDI, NSW
--------	----------	------------------------------	------------------

Submission on Draft Woollahra Development Control Plan (Amendment 9)
[1 Page]

Electric Vehicles: Leading the Way

Submission by [Anthony Weinberg](#), 3-Council Regional Environment Program Coordinator

2.3 Amendments to E.1.2.1 Development applications and required information

Development applications are to be accompanied by dimensioned plans, drawn to scale,

- showing proposed locations and arrangements for:
- off-street parking;
- loading and unloading areas (where applicable);
- circulation of traffic within, into and out of the property;
- position and gradients of access aisles, entrances and exits;
- location of electric vehicle charging points and circuitry (where required); and
- landscaping.

2.4.3 Insert the introduction below which reflects current industry standards.

Two types of electric vehicle charging ~~points~~ levels have been considered:

'Level 1' charging ~~points~~ consist of a regular, single phase ~~household~~ power point.

'Level 2' charging ~~points~~ consist of single or three-phase ~~power~~ point with a power range of 7kW-22kW, as defined by NSW Electric and Hybrid Vehicle Plan, Future Transport 2056 (21 January 2019). 'Level 2' electric vehicle charging ~~point~~ provide a superior, faster and more stable charging option.

2.6 Amendments to E1.11 Electric vehicle charging points controls

Ensuring adequate electrical capacity and infrastructure (cable size distribution board size etc) for the electric vehicle charging point system and identifying load management requirements; and

Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space (see Figure 1 and Figure 2).

-Insert control C4 to provide mandatory installation of electric vehicle chargers in certain developments.

C4 All new residential and non-residential development (other than for dwelling houses semidetached dwellings or dual occupancies) must provide 1 car parking space or 10% of all car parking spaces – whichever is greater - to have a 'Level 2' electric vehicle charging point installed.

Kind Regards,

Anthony

[Anthony Weinberg](#)
Regional Environment Program Coordinator
Waverley, Woollahra & Randwick Councils



Commented [AW1]: "household is misleading as the amendment equally applies to non-residential

Commented [AW2]: "Load management" in the EV industry refers to balancing of load during peak times when there is insufficient capacity available to charge all the cars simultaneously.

It won't be possible to "identify load management requirements" during the building design as it depends on the overall electrical capacity to the distribution board and the number of vehicles and when they are charging.

It is something that it is possible to retrofit if load



Commented [AW3]:

Commented [AW4]: Its pretty common to also have conduit attached to walls where there might be one or two in a corner. See photo

Commented [AW5]: I'm not sure if I understand this part correctly. Is it for visitor parking. It doesn't mention visitors but then are you asking for an 1 EV charger to be installed regardless of whether any of the residents actually own an EV?

Item No: R4 Recommendation to Council

Subject: **FEEDBACK FROM THE DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT - PLANNING PROPOSAL - PROPOSED AMENDMENTS TO WOOLLAHRA LEP 2014 INCLUDING THE INTRODUCTION OF AN FSR CONTROL FOR LOW DENSITY RESIDENTIAL DEVELOPMENT.**

Author: Anne White, Acting Manager - Strategic Planning

Approver: Allan Coker, Director - Planning & Development

File No: 19/157634

Reason for Report: To report on the feedback received from the Department of Planning, Infrastructure and Environment.
To obtain Council's approval to progress its proposed 0.5:1 FSR for low density residential development following the presentation of a report to the Environmental Planning Committee on potential new residential controls including new tree canopy controls.

Recommendation:

- A. THAT Council note the advice received from the *Department of Planning, Infrastructure and Environment*.
- B. THAT further consideration be given to progressing Council's proposed 0.5:1 FSR for low density residential development following the presentation of a report to the Environmental Planning Committee on potential new residential controls including new tree canopy controls.

1. Background

In preparing Woollahra LEP 2014, FSR controls were not applied to low density residential development. It was considered that the Standard Instrument (SI) definition for gross floor area (GFA) would produce, for equivalent FSRs, buildings of greater bulk because certain building elements, such as voids, mezzanine areas, large balconies and the thickness of external walls are not included in the definition of GFA.

Instead of an FSR control in Woollahra LEP 2014, a maximum floorplate control was introduced in Woollahra DCP 2015.

The floorplate control applies to dwelling houses, dual occupancies and semi-detached dwellings and is currently determined via a two-step methodology:

- 1. The buildable area is established by applying the front, rear and side setbacks
- 2. The maximum amount of development permitted on the site is then determined by multiplying the buildable area by a factor of 1.65 (165%).

This is the maximum permitted total floorplate, which is measured across each level of the development.

However, an ongoing concern with the existing floorplate control set is the complexity associated with calculating the permissible floor area and development potential for a site. This issue has been consistently raised by council staff, customers and practitioners, particularly for sites with irregular boundaries and battle axe allotments.

Over the last 18 months, and in collaboration with a practitioner working party, Council staff have been researching an appropriate suite of controls to apply to low density residential development. The focus of this research was the introduction of floor space ratios.

The primary conclusions of this work were:

- Delete the current floorplate control from Woollahra DCP 2015, and replace it with an FSR control of 0.55:1 in Woollahra LEP 2014 for low density residential development in the R2 Low Density Residential and R3 Medium Density Residential zones.
- Introduce an FSR of 0.75:1 for low density residential development in an area of Wolseley Road, Point Piper.
- Introduce a range of FSRs for small sites in the R2 Low Density Residential and R3 Medium Density Residential zone.

On 4 March 2019 the Environmental Planning Committee (EPC) considered a report on proposed amendments to Woollahra LEP 2014 and Woollahra DCP 2015 including the introduction of an FSR control for low density residential development. On 11 March 2019 Council resolved:

THAT the matter be deferred for a period of one (1) month to allow staff to prepare a further report to the Environmental Planning Committee which addresses:

- *the re-examination of the Gross Floor Area (GFA) calculations (pre and post the commencement of Woollahra LEP 2014 including the preparation of a comparison table);*
- *the re-examination of deep soil landscaping controls (following re-examination of GFA calculations);*
- *the Notice of Motion relating to canopy trees (Action 4.1.1.21); and*
- *whether 35% deep soil landscaping could become a development standard in Woollahra LEP 2014.*

On 15 April 2019 the EPC considered a further report providing additional data and explanations regarding the matters identified in the above resolution. Subsequently, on 29 April 2019 Council resolved:

- A. *THAT Council prepare a planning proposal to amend Woollahra Local Environmental Plan 2014 by introducing:*
1. *A maximum FSR of 0.5:1 for low density residential development in the R2 Low Density Residential and R3 Medium Density Residential zones.*
 2. *A maximum FSR of 0.75:1 for low density residential development in the Wolseley Road, Point Piper, area as shown in Figure 1 in the report to the Environmental Planning Committee meeting on 4 March 2019.*
 3. *A range of maximum FSRs as set out in the report to the Environmental Planning Committee meeting on 4 March 2019 for low density residential development on small lots in the R2 Low Density Residential Development and R3 Medium Density Residential zones.*
 4. *Specific objectives and other associated amendments to facilitate 1, 2 and 3.*
- The FSRs in A1, 2 and 3 and associated changes referred to in A4 will not apply to the Paddington, Watsons Bay and Woollahra Heritage Conservation Areas.*
- B. *THAT the planning proposal be referred to the Woollahra Local Planning Panel for advice in accordance with the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning on 27 September 2018.*

- C. *THAT a draft development control plan be prepared to amend Chapter B3 – General Development Controls – of Woollahra Development Control Plan 2015, consistent with the provisions contained in Annexure 2 of the report to the Environmental Planning Committee meeting on 15 April 2019.*
- D. *THAT the draft development control plan be referred to the Woollahra Local Planning Panel for advice.*
- E. *THAT the advice of the Woollahra Local Planning Panel be reported to the Environmental Planning Committee.*
- F. *THAT staff organise a Councillor workshop in May 2019 to discuss the proposed landscaping controls.*
- G. *THAT noting our concern for development in smaller lots (400sqm or less) that Council seeks advice from the Woollahra Local Planning Panel on the best methods to apply FSR to smaller lots as outlined in point A. (3).*

2. Planning Proposal

On 27 June 2019 the Woollahra Local Planning Panel (Woollahra LPP) considered a report on the planning proposal and the Woollahra LPP provided the following advice:

THE Panel has considered the Council staff report including the proposed planning proposal and amendments to the Woollahra DCP 2015 and evidence provided by submitters at the meeting. The panel generally supports the deletion of the building floorplate controls and their replacement with an FSR control. Based on the Council staff reports and work undertaken with the practitioner working group, the panel considers that a baseline FSR of 0.55:1 for sites 400m² or greater is appropriate.

The Panel in principle support the small sites sliding FSR scale, with a maximum GFA yield, but considers that further work and testing needs to be done by staff to ensure that the numerical FSR controls proposed in the table are appropriate.

Subsequently the Woollahra LPP resolved the following:

THAT the Woollahra Local Planning Panel advises Council that it:

- A. *Supports the planning proposal to amend the Woollahra Local Environmental Plan 2014 by introducing FSR controls for low density residential development as contained in **Annexure 3** of the report to the Woollahra Local Planning Panel of 27 June 2019 subject to the amendment of the FSR to 0.55:1 for low density residential development on sites of 400m² and greater.*
- B. *Supports the concept of a sliding scale FSR, including maximum GFA yields, for small lots with a site area less than 400m². The panel requests that staff provide Council with an analysis and modelling of the recommended small lots sliding scales and how these controls will effectively coordinate with relevant associated controls in the Woollahra Development Control Plan 2015 including the proposed amendments such as the deep soil landscaped area control in B3.6 External Areas.*
- C. *Subject to staff adequately analysing and modelling the small sites sliding scale, the panel supports the planning proposal as contained in **Annexure 3** of the report to the Woollahra Local Planning Panel of 27 June 2019 (as amended in response to A and B) being forwarded to the Minister or Greater Sydney Commission under section 3.34 of the Environmental Planning and Assessment Act 1979.*
- D. *Supports the amendments to the Woollahra Development Control Plan 2015 as contained in **Annexure 4** of the report to the Woollahra Local Planning Panel of 27 June 2019 subject to:*

- i. *B3.1.3: Inserting a colon at the end of the second sentence (instead of a full stop)*
- ii. *B3.1.5: Deleting the word “Note” from the final paragraph*
- iii. *B3.7.1: Amend Objective 2 to read as follows:*
 - *To ensure that lot widths facilitate a built form with a bulk and scale that is*
 - *consistent with the desired future character of the area*
- iv. *B3.8: Deleting the word “Note” from C3*
- v. *Amending chapter to ensure consistency by referring to “neighbouring properties” where relevant rather than “adjoining residents” or “adjoining properties”.*

On 15 July 2019 the EPC considered a report containing the advice from the Woollahra Local Planning Panel and on 22 July 2019 Council resolved:

- A. *THAT Council note the advice provided by the Woollahra Local Planning Panel on 27 June 2019.*
- B. *THAT Council proceeds with the planning proposal attached at **Annexure 1** subject to:*
 - i. *a Floor Space Ratio (FSR) control of 0.50:1 for low density residential development on sites of 400m² or greater*
 - ii. *any other consequential changes to **Annexure 1** and **Annexure 2** to ensure consistency with the 0.5:1 FSR and in relation to lots less than 400m² amend the table of proposed FSRs for small residential lots to ensure that the sliding scale FSRs are reduced to relate to a maximum FSR for lots over 400m² of 0.5:1 and that the table includes a maximum Gross Floor Area (GFA) for each lot size contained in the table.*
- C. *THAT the altered planning proposal described above be forwarded to the Department of Planning and Environment (as the delegate for the Minister for Planning), requesting a gateway determination to allow public exhibition.*
- D. *THAT Council request the Minister for Planning authorise Council as the local plan-making authority in relation to the planning proposal, to allow it to make the local environmental plan, under section 3.36 of the Environmental Planning and Assessment Act 1979.*
- E. *THAT Council publically exhibit the draft development control plan to amend various sections of Woollahra Development Control Plan 2015, attached at **Annexure 2**, as amended to ensure consistency with a FSR of 0.5:1 for low density residential development on sites of 400m² or greater.*

As a result of the Council decision from 22 July 2019, the planning proposal was amended so that it provided for:

- An FSR control of 0.5:1 in Woollahra LEP 2014 for low density residential development in the R2 Low Density Residential and R3 Medium Density Residential zones.
- Consequential amendments to the FSRs for small sites in the R2 Low Density Residential and R3 Medium Density Residential zone.
- The introduction of an FSR of 0.75:1 for low density residential development in an area of Wolseley Road, Point Piper.

The amended planning proposal was submitted to the Department of Planning, Industry and Environment (DPIE) on 30 July 2019 with a request for a Gateway determination under section 3.34(1) of the *Environmental Planning and Assessment Act 1979* (the Act).

3. Advice from the Department of Planning, Industry and Environment (DPIE)

On 2 September 2019 the DPIE wrote to Council advising that further information is required in order to proceed to Gateway determination (see *Annexure 1*). In summary, this letter advises that further information is required to support a maximum FSR of 0.5:1 for low density residential development in our R2 and R3 zones and a maximum FSR of 0.75:1 for the Wolseley Road area.

In response to this letter, Council staff asked the DPIE a number of questions. The questions, and a response from the DPIE provided on 24 September 2019 is provided in the table below.

Question from Council staff	Response from the DPIE
1. The nature of the updated analysis or justification it requires,	<i>Evidence that supports the appropriateness of the proposed FSRs including how they have been arrived at and a clear justification as to why they are considered appropriate. Importantly, documentation provided with the planning proposal indicates how an FSR of 0.55:1 was initially arrived at, being through a review of approved development applications and a translation of the controls for building envelope that currently exist in the DCP. An updated explanation is required for why 0.5:1 is more appropriate in light of this.</i>
2. Whether a justification based on the fact that our neighbouring councils, Waverley and Randwick have a FSR of 0.5:1 would be acceptable.	<i>A clear justification and evidence base is required that demonstrates why and how the proposed FSRs are appropriate for the Woollahra LGA. It should be clear what built form outcomes Council wish to achieve and why / how the FSRs will help to achieve these outcomes. The Department will consider the provisions of neighbouring LEPs if Council uses this as a justification for the control however, if this is relied on, analysis will be required comparing the lot sizes and built form outcomes of the adjoining councils with what Council are trying to achieve.</i>
3. Advice on the methodology which should be provided to support the proposed FSR of 0.5:1.	<i>It is clear how an FSR of 0.55:1 was arrived at, being through a review of approved development applications and a translation of the controls for building envelope that currently exist in the DCP. An updated justification is required for why 0.5:1 is more appropriate. This should include an analysis of what built form outcomes will be achieved through the FSR provisions and a justification as to why these outcomes are appropriate for the Woollahra LGA.</i>
4. The prospects of the Council achieving a gateway determination for an FSR of 0.5:1.	<i>The Department will consider the proposal on its merits based on the justification and evidence provided.</i>

In summary, if Council wants to proceed with an FSR of 0.5:1 for low density residential development Council staff will have to provide the justification as to why 0.5:1 is more appropriate and explain how this control will better achieve the built form outcomes Council wants to achieve. This will involve further modelling to compare the built form outcomes of a 0.5:1 FSR with the existing and desired future character of our residential precincts. This process will need to demonstrate that a FSR of 0.5:1 will produce built form outcomes which better achieve our desired future character objectives.

It is difficult at this stage to exactly describe the scope of work and resources which will be required to complete this work. However, it is clear based on our experience that it will involve a substantial amount of work and will have significant resource implications.

4. Options

In response to the advice from the DPIE, staff recognise that there are different options on the appropriate way forward to control low density residential development. In order to allow Council's to make an informed decision, we have prepared a table summarising the positive and negatives of each option below.

A. Retain existing floorplate controls	B. Proceed with an FSR of 0.5:1	C. Proceed with an FSR 0.55:1
<ul style="list-style-type: none"> ✓ Maintains current density ✓ Meets desired future character objectives for residential precincts ✓ Applicants and our DA planners have now had more time and experience with these controls. 	<ul style="list-style-type: none"> ✓ Consistent with the pure numerical control used in Waverley and Randwick ✓ Potentially more articulated buildings within existing envelope controls ✓ Smaller buildings within DCP envelope 	<ul style="list-style-type: none"> ✓ Maintains current density (a translation from existing floorplate controls) ✓ Meets desired future character objectives for residential precincts ✓ Supported by practitioner group ✓ Supported by Woollahra LPP ✓ Evidence based and supported by numerous site studies ✓ Meets strategic merit test ✓ Likely to create less cl 4.6 objections and is therefore more efficient ✓ More likely to be justified in Court on appeal ✓ Easier for development control staff to consistently apply
<ul style="list-style-type: none"> ✗ Not supported by practitioner group ✗ Saves on resources until an alternative solution can be found. ✗ Inconsistent with Council resolution of 29/4/2019 ✗ Controls are complex to apply ✗ Unable to easily calculate the permissible floor space and development potential. 	<ul style="list-style-type: none"> ✗ Not supported by practitioner group ✗ Not supported by Woollahra LPP ✗ Not evidenced based for Woollahra ✗ Likely to be challenged through cl. 4.6 objections ✗ Potential increase in number of DAs to Woollahra LPP because of likely increase in cl. 4.6 objections ✗ Difficult to justify in Court on appeal ✗ Strategic merit test to support FSR not met for Woollahra ✗ Likely to generate more modifications to consents ✗ Consistency with other councils is not a basis for application to Woollahra ✗ Significant resource implications which will impact on other Strategic Planning projects. 	<ul style="list-style-type: none"> ✗ Inconsistent with Council resolution of 29/4/19 ✗ Inconsistent with pure numerical control used in adjoining councils

Having regard to:

1. The time and resources required to progress option B
2. The strategic planning project priorities Council has already determined, and
3. The potential implications of new tree canopy controls which are being developed



staff recommend that Council retain the current floorplate controls until work has been completed on a new residential study which includes new tree canopy controls as part of a new residential control set. New tree canopy controls are currently being developed by a consultant expert in urban forestry. This work is likely to be presented to the Committee in early 2020.

5. Conclusion

Council staff submitted a planning proposal containing an FSR control of 0.5:1 to the DPIE on 30 July 2019 and requested a Gateway determination. However, the DPIE require further detailed information from Council to justify this figure, and its potential impacts on residential built form. Until this is provided a gateway determination will not be issued to enable public exhibition of the planning proposal.

Having regard to the time and resources which will be required, Council's strategic planning project priorities and the implications of future tree canopy controls we recommend that we maintain our floorplate controls until a report on Council's tree canopy controls has been reported to the EPC.

Annexures

1. Letter from the Department of Planning, Industry and Environment - 2 September 2019
 



Planning,
Industry &
Environment

Annexure 1

IRF19/5329

Mr Gary James
General Manager
Woollahra Municipal Council
PO BOX 61
DOUBLE BAY NSW 1360

Attention: Anne White

Dear Mr James

I am writing in response to Council's request for a Gateway determination under section 3.34(1) of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to introduce floor space ratio (FSR) controls to low density residential development within the Woollahra Municipality.

It is noted that the new FSR controls are proposed to apply to dwelling-houses, dual occupancies and semi-detached dwellings on land zoned R2 Low Density Residential (R2) and R3 Medium Density Residential (R3), with the exception of land in the Paddington, Watsons Bay and Woollahra Heritage Conservation Areas (HCAs).

It is further noted that the intended effect of the proposal is to apply the new FSR controls to certain residential land currently subject to floorplate controls in Woollahra DCP 2015, in order to:

- improve consistency with the Standard Instrument;
- reduce complexity and confusion for applicants by replacing the complicated floorplate controls with FSR controls;
- provide Council staff a more consistent and effective means of assessing development applications;
- make it easier to calculate potential development yield; and
- make the relationship between site size and development yield clearer.

A review of the proposal has determined that further information is required in order to proceed to Gateway determination. Specifically, further evidence is needed to determine whether the proposed FSRs outlined below are the most appropriate to achieve the aims of the planning proposal:

- maximum FSR of 0.5:1 for low density residential development in the R2 and R3 zones with the exception of land in the Paddington, Watsons Bay and Woollahra HCAs, the Wolseley Road area and on small sites under 400m²; and
- maximum FSR of 0.75:1 for the Wolseley Road area.

The Department understands from Council's minutes, dated 27 June 2019, that the Woollahra Local Planning Panel considered reports prepared by Council staff and determined a baseline FSR of 0.55:1 to be appropriate. The report considered by the LPP included an analysis of the 0.55:1 FSR and was supported by examples of approved development applications that correlated with the proposed FSR.

There has been no updated analysis or justification provided on why an FSR of 0.5:1 is more appropriate than the 0.55:1 as considered by the LPP and a lack of supporting information on how this FSR has been arrived at. Assessment of the proposal by the Department will be placed on hold until this justification and supporting analysis has been provided.

Should you have any enquiries about this matter, I have arranged for Ms Melissa Halloran to assist you. Ms Halloran can be contacted on 8275 1228.

Yours sincerely

Brendan Metcalfe 2 September 2019

Brendan Metcalfe
Acting Director, Eastern & South Districts
Place, Design & Public Spaces
Department of Planning, Industry and Environment

CC: Anne White

Item No: R5 Recommendation to Council
Subject: **DRAFT WOOLLAHRA INTEGRATED TRANSPORT STRATEGY**
Author: Emilio Andari, Traffic &Transport Team Leader
Approvers: Aurelio Lindaya, Manager Engineering Services
Tom O'Hanlon, Director - Technical Services
File No: 19/151995
Reason for Report: To seek Council's endorsement to place the Draft Woollahra Integrated Transport Strategy on public exhibition.

Recommendation:

- A. THAT Council endorse the draft Woollahra Integrated Transport Strategy 2019 for public exhibition for 28 days.
- B. THAT a further report be prepared for the Environmental Planning Committee following the close of the public exhibition period and assessment of submissions received.

Background:

Council's Community Strategic Plan, *Woollahra 2030*, has an overarching vision that "Woollahra will be a great place to live, work and visit where places and spaces are safe, clean and well-maintained".

Transport plays an important role in achieving Council's principal strategic vision. As such, it is important to address the many transport challenges facing the Woollahra municipality. These include geographic location, increasing population, heavy dependence on private vehicle use, incomplete active transport networks, access for children and people with disabilities and mobility related issues, road safety, traffic congestion, speeding and an increasing number of construction and delivery vehicles.

To address existing and future issues facing the municipality, and to ensure that Council has a strategic transport vision and plan for the future, Council resolved to develop a transport strategy for Woollahra.

The *Draft Woollahra Integrated Transport Strategy* (Draft ITS) articulates Council's vision for transport across the municipality. It sets out the key principles, objectives, targets, policy commitments and actions relating to access and mobility, public transport, active transport and roads and parking for the local government area. It aims to reduce dependence on private vehicles by promoting and supporting viable public and active transport services.

A Councillor Briefing was held in August 2019 and Councillors who attended the briefing generally supported the Draft ITS recommendations presented.

The Draft ITS is attached as Annexure 1.

Context

Regional and Local Transport Planning

Council has a significant role in transport management and planning; however, transport is a shared responsibility between the NSW Government and Council.

Transport for NSW manages the state road network and public transport, including buses, light rail, trains and ferry services. Council is responsible for local and regional roads, parking, walking, cycling, providing and maintaining roads, footpaths and cycleways, and land use planning.

Given the above, state and local planning documents including the NSW Government's *Future Transport 2056* (which is informed by the *Greater Sydney Plan – The Metropolis of Three Cities* and the *Eastern District Plan*), alongside *Woollahra 2030* were carefully considered in the development of the Draft ITS.

A common goal across the NSW Government's regional and district plans is for people to be able to travel to a major strategic centre, such as the Sydney CBD, within 30 minutes by public or active transport.

Council's *Woollahra 2030* specifically outlines a series of strategies that include promoting sustainability, vibrant villages, managing traffic congestion and road safety, well-planned roads and footpaths, improved transport management, reducing pollution to minimise impacts on the environment, addressing climate change and reducing greenhouse gas emissions.

The Draft ITS aligns with the strategies, goals and objectives identified in Transport for NSW and Greater Sydney Commission's long term regional land use and the transport strategic plans, and *Woollahra 2030*.

How Woollahra Travels Today

The current modes of travel used by Woollahra residents, compared with surrounding LGAs and Greater Sydney, show that:

- Active transport, including walking and cycling, is higher in Woollahra (41 per cent) compared to Waverley (37 per cent) and Greater Sydney (20 per cent).
- The use of public transport by Woollahra residents is low at 10 per cent, compared to 17 per cent in the City of Sydney and just under 12 per cent in Waverley.
- Car trips account for almost half of all journeys made by Woollahra residents, with similar figures reflected in Waverley and Greater Sydney. In the City of Sydney, just 30 per cent of trips were made by car.

Around 76 per cent of Woollahra residents work outside Woollahra:

- Sydney Inner City – 53 per cent of employed residents
- Eastern Suburbs – 37 per cent of employed residents.

Transport Challenges in Woollahra

In 2018, Council held workshops with Councillors and community groups, consulted with local schools, had an online survey, and pop-up displays at public transport hubs and shopping areas across Woollahra. The feedback identified the following transport challenges:

- A high proportion of older residents in Woollahra brings challenges associated with age related accessibility and mobility.

- Some locations across the municipality have limited disabled access.
- Poor accessibility in Watsons Bay and Vaucluse due to its geographic location, the existing road network constraints and land use.
- Getting around with children is difficult, particularly on busy roads.
- A heavy dependence on private vehicles and limited use of public transport.
- Long bus trip durations and wait times.
- Currently, ferry use is low, despite the service offering a very time competitive commuting option.
- Traffic congestion at various locations across the municipality.
- Slow travel speeds caused by congestion.
- Road safety.
- Large trucks adversely affecting amenity.
- Increased parking demand resulting in increased traffic flows.

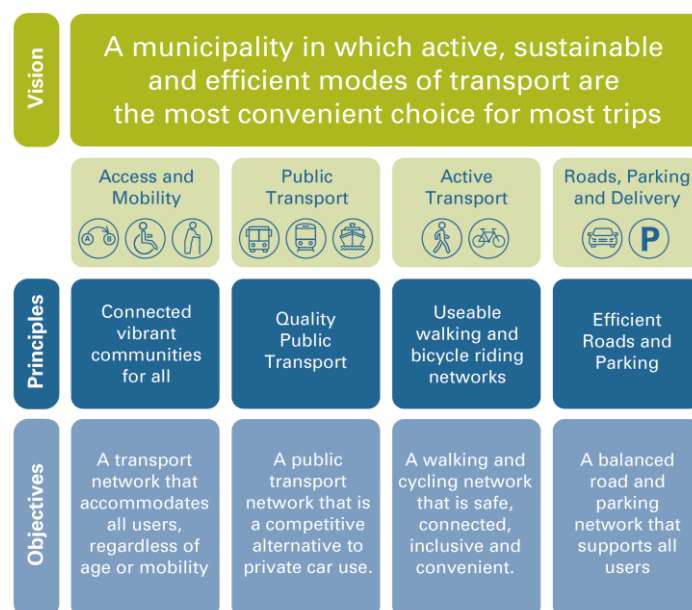
The population of Woollahra is projected to rise from 58,533 residents (2016) to 80,626 residents by 2056. This growth presents challenges to the management of transport and access across Woollahra. For our area to remain vibrant and liveable, it is imperative that residents, workers and visitors to Woollahra are able to safely and efficiently access their homes, shops, businesses, educational and recreational facilities, and other destinations. A key challenge will be keeping an ever-increasing number of people moving safely and efficiently on the existing road and transport networks.

Proposal:

Introduction

The vision for transport in the Draft ITS is for Woollahra to be ‘a municipality in which active, sustainable and efficient modes of transport are the most convenient choice for most trips’. This vision was informed by community and Council feedback received in 2018.

The Draft ITS outlines how Council’s vision will be delivered through four (4) key transport themes: Access and Mobility; Public Transport; Active Transport; Roads, Parking and Delivery. Each theme is underpinned by a discrete contemporary integrated transport planning principle and a key objective. This is illustrated in the chart below.



The Draft ITS also articulates policy commitments relating to the four themes, and ambitious mode shift targets to increase active, sustainable and space efficient modes of travel and reduce the dependency of private vehicle use and ownership.

An overview of the targets and policy commitment for each theme is provided below.

Theme	Objective	Targets	Policy Commitment
Theme 1: Access and Mobility	A transport network that accommodates all users, regardless of age or mobility.	<ul style="list-style-type: none"> Perceptions of Safety: Improve the safety rating of equal to or greater than 96 per cent (2017 baseline) of residents committing to the op 'very safe' code. Infrastructure renewal: 100 per cent of roads, footpaths, cycleways and public transportation infrastructure rated at condition rating 4 or below (IPR manual) are included in Council's 5-year Infrastructure Renewal Program. 	<ul style="list-style-type: none"> Council will ensure that its roads, footpaths, cycleways and transport systems accommodate, as far as practicably, people of all ages, life stages and mobility.
Theme 2: Quality public transport	A public transport network that is a competitive alternative to private car use.	<ul style="list-style-type: none"> Increase the percentage of people using public transport for daily work trips from 36% to 44% by 2026. 	<ul style="list-style-type: none"> Council will support and implement changes to the road network that support and prioritise public transport over private vehicles.

Theme 3: Active transport	A walking and cycling network that is safe, connected, inclusive and convenient.	<ul style="list-style-type: none"> • Increase the percentage of people walking and cycling for daily work trips from 12% to 14% by 2026. 	<ul style="list-style-type: none"> • Council will increase the number of people walking and cycling by investing in and building safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure.
Theme 4: Roads and parking	A balanced road and parking network that supports all users.	<ul style="list-style-type: none"> • Decrease the percentage of people driving cars for daily work trips from 50% to 40% by 2026. 	<ul style="list-style-type: none"> • Council will prioritise public and active transport modes over private motor vehicles. • Council will manage traffic congestion, noise and speeding, by supporting more space efficient ways of getting around and designing roads for lower speeds. • Council will integrate transport with land-use planning.

The Draft ITS proposes a number of actions relating to each theme. They have been identified as the most efficient and sustainable deliverables, and reflect the scope and capacity of Council's role in transport in Woollahra. A summary of actions are detailed on pages 55-69 of the document.

Notable actions include:

- *Updating the Woollahra Bike Strategy 2009 to an Active Transport Plan which incorporates both walking and cycling to realise the community benefits of active transport.*

The Active Transport Plan will consider and focus on the provision of safe off-road and separated cycleways, Safer Street Neighbourhood Links, supporting the development of well managed dockless bike share schemes, accessibility audit programs for footpaths and cycleways, behavioural change programs and the production of supporting active travel promotional material. It will also advocate for audits and accessibility upgrades at bus stops, train stations and ferry wharves.

- *Updating Council's Traffic Management Strategy 2014.*

The updated Woollahra Local Area Traffic Management (LATM) Plan will audit traffic conditions within local centres and other destinations such as schools to improve amenity and safety, and consider reducing the speed limits in high pedestrian activity areas. The LATM Plan will also update the funding strategy and review the program of traffic safety and improvement works across the municipality.

In addition to the functional road hierarchy, the updated LATM Plan will consider the Movement and Plan Framework outlined in the draft ITS.

- *Developing a Parking Action Plan for Woollahra.*

The Parking Action Plan will consider on-street and off-street parking and its relationship with traffic generation and congestion.

The Parking Action Plan will also investigate increasing the use of car share and future transport matters such as Electric Vehicles (EVs), etc.

- *Developing a Road Safety Plan*

The Road Safety Plan will identify crash cluster locations and measures to improve road safety across the municipality. This will include behavioural change programs which promote the safety of road users and the community.

Where responsibility lies with Transport for NSW or another agency, Council will lobby and advocate on behalf of Woollahra. In this instance, the action includes:

- *Developing a Public Transport Advocacy Plan.*

The Public Transport Advocacy Plan will consider improvements to bus and ferry services, on-demand public transport services, and the provision of infrastructure which supports public transport such as bus shelters.

The plan will also advocate and prioritise space efficient transport modes and include behavioural change programs and improvements public transport communication through Council's website and social media platforms.

Technical Project Steering Group:

The development of the Draft ITS was guided by a technical Project Street Group (PSG) comprising:

Woollahra Council Staff:

Manager, Engineering Services
Manager, Strategic Planning
Team Leader, Traffic and Transport
Team Leader, Strategic Planning

RMS Staff:

Manager, Urban Road Planning
Urban Road Planning Staff

Council's Community Services and Communications teams also provided significant feedback and assistance at various stages of the project.

Consultation:

Consultation to inform the development of the Draft ITS was undertaken in 2018. Council held workshops with Councillors and community groups, consulted with local schools, had an online survey and pop-up displays at public transport hubs and shopping areas across Woollahra.

Further community engagement will occur when the Draft ITS is placed on public exhibition. This will include:

- Placing the Draft ITS on Council's website and Your Say Woollahra, Council's online engagement platform.
- Placing an advertisement in the Wentworth Courier and in the Mayor's column.
- Referring the Draft ITS to the City of Sydney, Waverley and Randwick councils for comment.
- Placing information posters and hardcopies in Council's Customer Service Desk and Libraries.
- Promotion of the exhibition on social media and other Council managed platforms to encourage comment.

Conclusion:

Council's Draft ITS has been developed to address the current and future transport challenges facing the Woollahra municipality. The Draft ITS sets the Council's vision for transport, along with the objectives, targets and actions necessary to fulfil the vision: to make Woollahra a place where active, sustainable and efficient modes of transport are the most convenient choice for most trips.

It is recommended that the Draft ITS be placed on public exhibition for 28 days, where the feedback received during this public exhibition phase will be considered in the final strategy document.

Annexures

1. Draft Woollahra Integrated Transport Strategy [↓](#) 





Woollahra Integrated Transport Strategy 2019



Woollahra Municipal Council
536 New South Head Road,
Double Bay NSW 2028

www.woollahra.nsw.gov.au

Tel: 02 9391 7000

Fax: 02 9391 7044

Email: records@woollahra.nsw.gov.au

Woollahra Integrated Transport Strategy 2019



Contents

1. Introduction	4	6.2 Targets	25
2. A Vision for Transport	5	6.3 Policy Commitment	25
3. Context	6	6.4 Background	26
3.1 Roles of the NSW Government and Council	6	6.5 Key Challenges	28
3.2 Policy and Planning Context	7	6.6 Opportunities	30
3.3 What is an Integrated Transport Strategy?	8	6.7 Actions	31
3.4 Guiding Principles and Objectives	9	7. Theme 3: Active Transport	33
3.5 Transport Trends and Targets	9	7.1 Objective	33
4. How we Travel Today	10	7.2 Targets	33
4.1 Background	10	7.3 Policy Commitment	33
4.2 Why People Travel	11	7.4 Background	34
4.3 How People Travel	11	7.5 Key Challenges	35
4.4 Crashes	14	7.6 Opportunities	37
4.5 Movement and Place	15	7.7 Actions	39
5. Theme 1: Access, Mobility and Liveable Places	19	8. Theme 4: Roads and Parking	40
5.1 Objective	19	8.1 Objective	40
5.2 Targets	19	8.2 Targets	40
5.3 Policy Commitment	19	8.3 Policy Commitment	40
5.4 Background	20	8.4 Background	44
5.5 Key Challenges	21	8.5 Key Challenges	46
5.6 Opportunities	23	8.6 Opportunities	48
5.7 Actions	24	8.7 Actions	50
6. Theme 2: Public Transport	25	9. Summary	53
6.1 Objective	25	9.1 Summary of Challenges	53
		9.2 Summary Action Tables	53
		9.3 ITS Summary	67
		Glossary	68

Woollahra Integrated Transport Strategy 2019

1. Introduction

Woollahra Council's Integrated Transport Strategy (ITS) sets out a vision for a more accessible municipality where active, sustainable and efficient modes of transport are the most convenient choice for most trips.

Transport has an important role in creating vibrant and liveable cities and places. Many people live, work, learn, play and visit Woollahra. Our community recognises the importance of making it even better for future generations. This includes addressing:

- the heavy dependence on cars for primary transportation
- an incomplete active transport network that doesn't support trips to shops, schools and destinations
- access for children and people with disabilities and mobility issues
- pedestrian and cyclist safety
- traffic congestion
- excessive speed resulting in car crashes
- increased construction and delivery vehicles
- distance to jobs, services and amenities.

One of the key objectives of this ITS is to modify travel behaviour to reduce congestion and enhance liveability in Woollahra.

With the population of Woollahra forecast to grow by approximately 40 per cent by 2056, a key challenge will be keeping an ever-increasing number of people moving safely and efficiently on the existing road and transport networks.

Council recognises the importance of having a transport strategy that reduces dependence on private vehicles by developing a system of viable, public and active transport alternatives.

This document sets out the key objectives, background analysis, challenges, opportunities, policies and actions with regard to four themes:

- **Access, Mobility and Liveable Places:** Supporting people in Woollahra to get around, regardless of age or ability.
- **Public Transport:** Working with the State Government to make public transport a more competitive alternative to car use.
- **Active Transport:** Making walking and cycling the most convenient option for most trips.
- **Roads and Parking:** Managing the road network to support all users and reducing traffic congestion, noise and speeding.



Woollahra Integrated Transport Strategy 2019

2. A Vision for Transport

*Woollahra is
an accessible
municipality where
**active, sustainable
and efficient**
modes of transport
are the most
convenient choice for
most trips.*

Council developed this vision in consultation with the community.

In 2018, we held workshops with Councillors and community groups, consulted with local schools, had an online survey and pop-up displays at public transport hubs and shopping areas.



5

Woollahra Integrated Transport Strategy 2019

3. Context

3.1 Roles of the NSW Government and Council

Transport is a shared responsibility between state and local governments.

Transport for NSW (including Roads and Maritime Services) manages state roads and public transport, including buses, light rail, trains and contracts for most ferry services through Sydney Ferries.

Local government is responsible for local roads, parking, walking, cycling and providing and maintaining roads, footpaths and cycleways.

On behalf the local community, Council also advocates the NSW Government for improvements to public transport and state road network planning and operations.

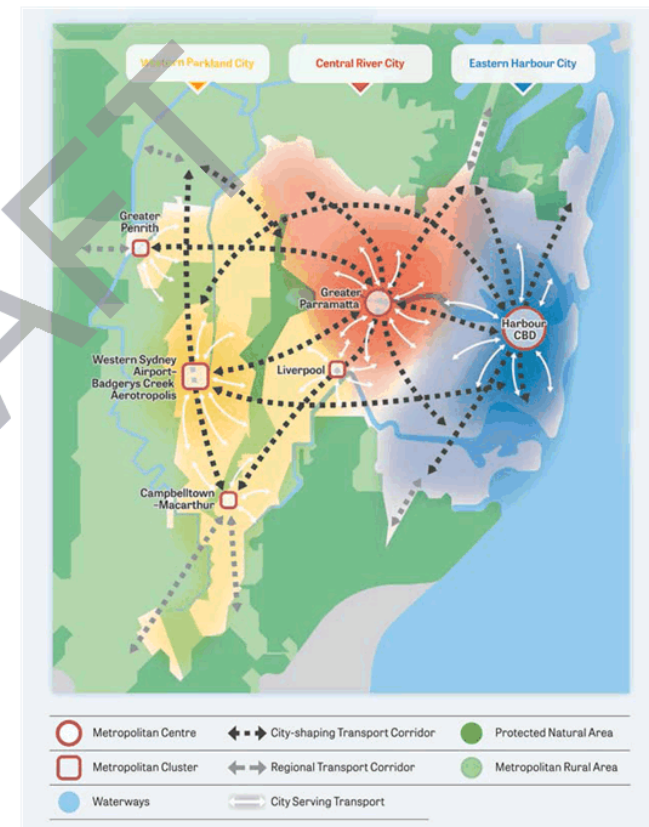
In 2018, Transport for NSW released *Future Transport 2056*, a long-term transport strategy for the state. *Future Transport 2056* is informed by Greater Sydney Commission's long-term land use strategy *Metropolis of Three Cities – The Greater Sydney Regional Plan*. Woollahra is located in the Eastern City District and is closest to the Harbour City (Sydney CBD).

The Eastern City District Plan applies to Woollahra, Waverley, Randwick and the City of Sydney.

A common goal within the regional and district plans is for people to be able to travel to a major strategic centre – in our case, Sydney CBD – within 30 minutes by public or active transport.

Council's Integrated Transport Strategy aligns with the Transport for NSW and Greater Sydney Commission strategies.

Figure 3.1 Metropolis of three cities



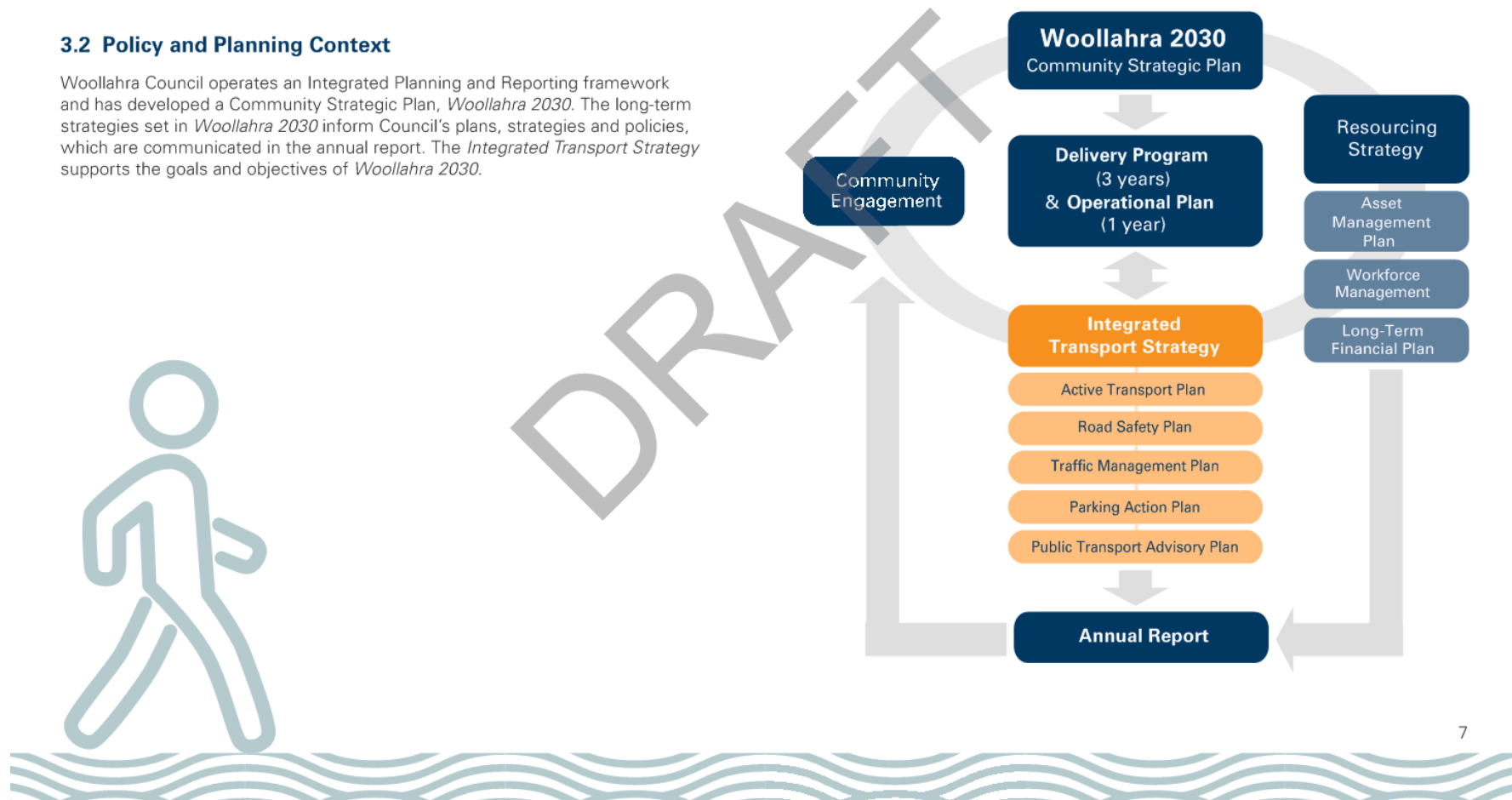
Source: <https://future.transport.nsw.gov.au/plans/future-transport-strategy>

Woollahra Integrated Transport Strategy 2019

3.2 Policy and Planning Context

Woollahra Council operates an Integrated Planning and Reporting framework and has developed a Community Strategic Plan, *Woollahra 2030*. The long-term strategies set in *Woollahra 2030* inform Council's plans, strategies and policies, which are communicated in the annual report. The *Integrated Transport Strategy* supports the goals and objectives of *Woollahra 2030*.

Woollahra Municipal Council's Integrated Planning and Reporting Framework



Woollahra Integrated Transport Strategy 2019

3.3 What is an Integrated Transport Strategy?

An ITS is a strategic document that identifies and prioritises transport infrastructure and service improvements, meets community needs and sets Council's long-term transport objectives.

Council's ITS outlines a vision, guiding principles, objectives and actions and is broken down into four key transport themes:

- **Access and Mobility**
- **Active Transport**
- **Public Transport**
- **Roads, Parking and Delivery.**

Structure of Vision, Principles, Objectives and Themes



Woollahra Integrated Transport Strategy 2019

3.4 Guiding principles and objectives

Council's ITS is underpinned by four guiding principles, which are informed by community feedback, best practice and Council's commitment to sustainability:

*Connected vibrant
communities for all*

Quality public transport

*Useable walking and
bicycle riding networks*

*Efficient roads and
parking*

3.5 Transport Trends and Targets

The term 'mode shift' refers to the phenomenon of people changing from one form of transport to another. For example, a regular car driver switching to take the bus represents a mode shift. The shift usually occurs when the comparative advantages – cost, time, level of service, reliability – are significant enough to change travel behaviour. For example, mode shift may occur if the car driver loses their free parking space at work (a cost disincentive) or a bus lane is opened (a level of service, time and reliability incentive).

This ITS sets ambitious mode shift targets over a 10 year period to increase active, sustainable and space efficient modes of travel and reduce the dependency of private vehicle use and ownership. These targets can be found in sections 5 to 8 of the report.



Woollahra Integrated Transport Strategy 2019

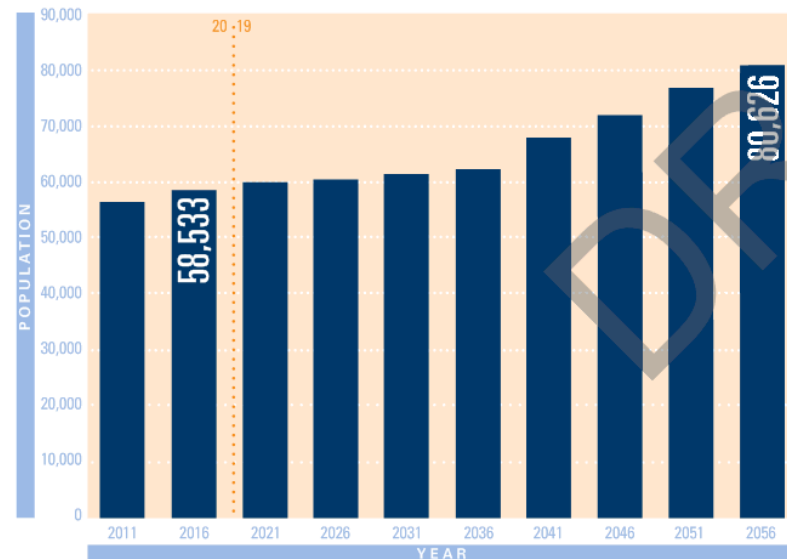
4. How we Travel Today

4.1 Background

In 2016, Woollahra recorded a population of 58,533. This figure is estimated to increase by 38 per cent to 80,626 by 2056. Edgecliff and Double Bay are expected to experience the largest population growth.

Population growth presents challenges to the management of transport and access across Woollahra. This includes ensuring residents and visitors can travel to work, school, local centres and recreation areas in a timely, convenient and safe manner.

Population growth



Source: ABS 2016 Census Data <http://www.censusdata.abs.gov.au/>



Woollahra Integrated Transport Strategy 2019

4.2 Why People Travel

The 2016 census suggests that around 27,940 Woollahra residents are employed. Woollahra has a higher proportion of professionals and managers than the surrounding areas and, conversely, a smaller proportion of technicians and trades workers.

The percentage of trips of Woollahra residents by purpose is presented in Figure 4.2 along with data for Greater Sydney. Notably, 47 per cent of the overall trips made by Woollahra residents have a comparatively higher rate of social, recreational and shopping related trips. Conversely, commuting and work-related trips are lower for Woollahra residents (just 10 per cent).

4.3 How People Travel

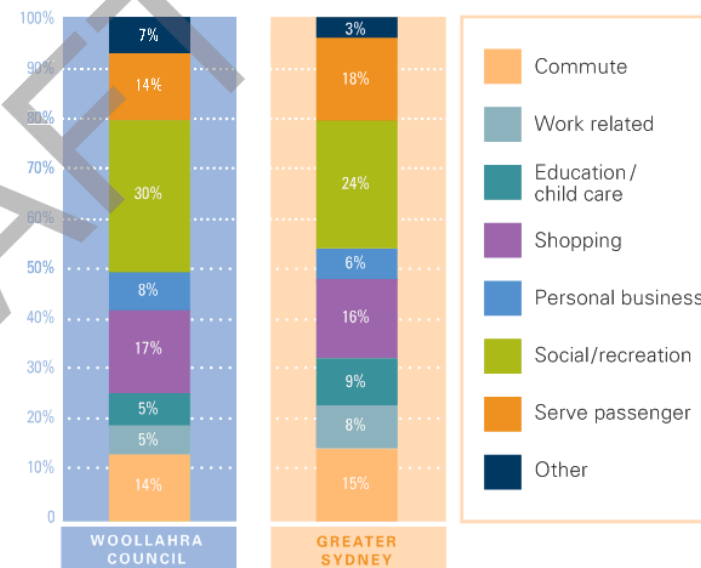
Household Travel Survey (HTS) and the 2016 census Journey to Work (JTW) data provide an overview of travel patterns for people living and/or working in Woollahra.

4.3.1 General trips

As seen in Figure 4.3, current modes of travel by Woollahra residents, compared with surrounding LGAs and Greater Sydney show that:

- **Active transport:** Active transport, including walking and cycling, is higher in Woollahra (41 per cent) compared to Waverley (37 per cent) and Greater Sydney (20 per cent).
- **Public Transport:** The use of public transport by Woollahra residents is low at 10 per cent, compared to 17 per cent in the City of Sydney and just under 12 per cent in Waverley.
- **Car Trips:** Car trips account for almost half of all journeys made by Woollahra residents, with similar figures reflected in Waverley and Greater Sydney. However, in the City of Sydney only 30 per cent of trips were made by car.

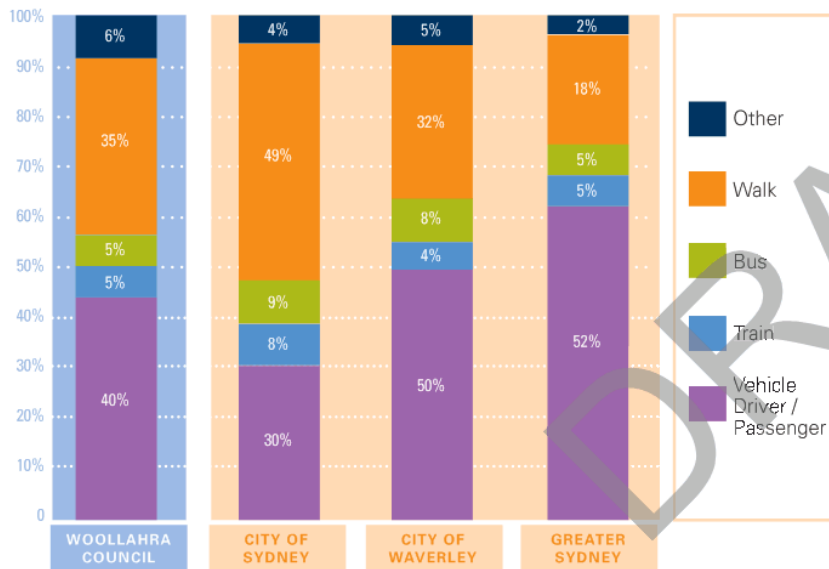
Figure 4.2 Trips by Purpose



Source: TfSNW Open Data <https://opendata.transport.nsw.gov.au/>

Woollahra Integrated Transport Strategy 2019

Figure 4.3 Mode of Travel



Source: TfSNW Open Data <https://opendata.transport.nsw.gov.au/>

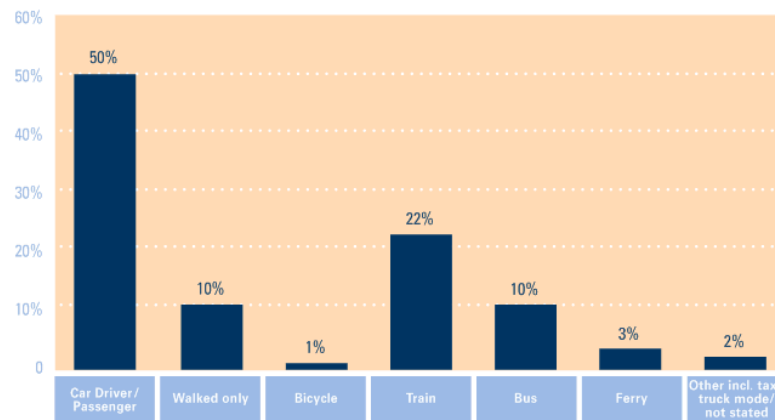
4.3.2 Trips to work

Around 76 per cent of Woollahra residents work outside Woollahra:

- Sydney Inner City – 53 per cent of employed residents
- Eastern Suburbs – 37 per cent of employed residents.

The vast majority of Woollahra residents travel to destinations that are relatively close and are typically well served by public transport. Indeed, 44 per cent of residents who travel to Sydney's inner city for work are using public transport including bus, train and ferry (Figure 4.5).

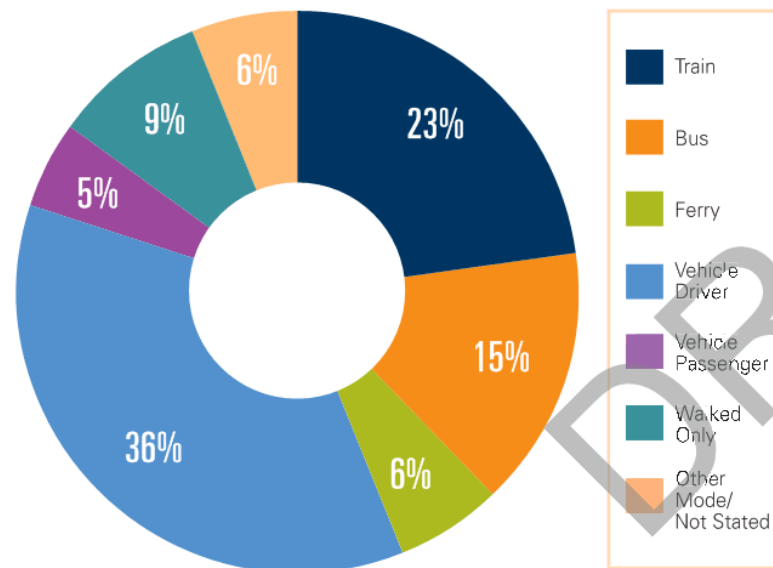
Figure 4.4 Woollahra Residents Journey to work data



ABS 2016 Census Data <http://www.censusdata.abs.gov.au/>

Woollahra Integrated Transport Strategy 2019

Figure 4.5 Journey to work trips to the Sydney Inner City
(Woollahra Residents)



ABS 2016 Census Data <http://www.censusdata.abs.gov.au/>

People also travel to Woollahra for work from relatively nearby locations. 80 per cent of the workforce in Woollahra comes from the Eastern Suburbs and Sydney Inner City:

- 64 per cent of employees reside within the Eastern Suburbs
- 16 per cent of employees reside in Sydney Inner City.



Woollahra Integrated Transport Strategy 2019

4.4 Crashes

Crash data from Transport for NSW's Centre for Road Safety identifies the types of crashes occurring on the road network within Woollahra.

4.4.1 Crash Types

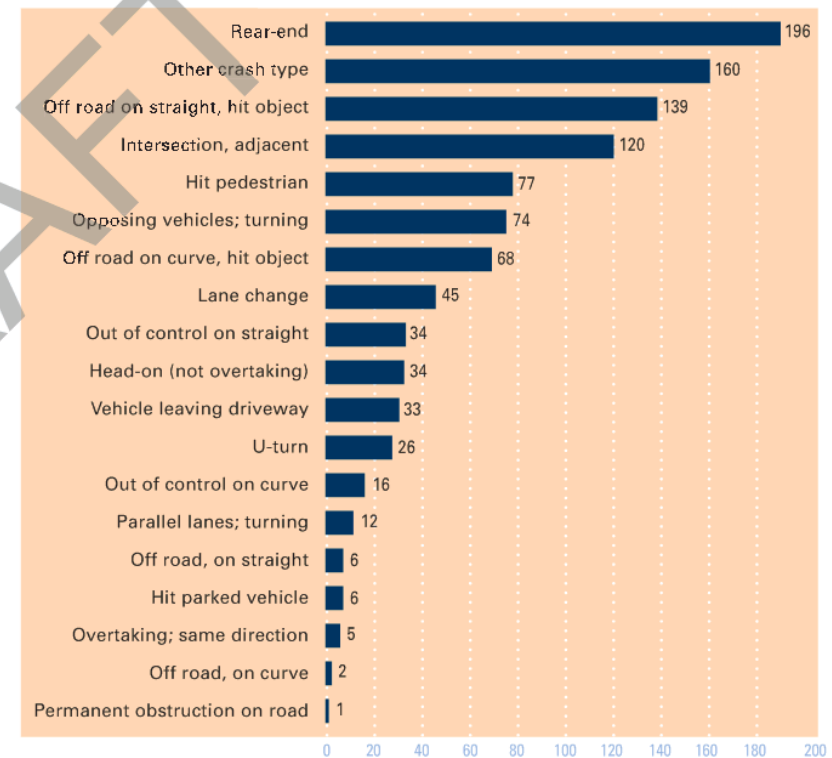
A total of 1,054 vehicle crashes was recorded in Woollahra over five years, from 2012-2016. Notably:

- **Rear end crashes:** Rear end collisions were the most common type of crash (19 per cent), particularly along New South Head Road, Ocean Street and Oxford Street. These crashes were largely attributed to traffic congestion and poor driver awareness.
- **Crashes involving pedestrians:** Seven per cent of the total crashes involved pedestrians.
- **Straight road, hitting object:** 139 crashes involved vehicles travelling along a straight section of road and colliding with objects off the road. This is mostly associated with high vehicle speeds along straight and wide sections of Woollahra's road network at night, particularly along New South Head Road.

4.4.2 Crash Severity

There have been 192 fatal and serious injury (FSI) crashes in Woollahra over a five-year period, from 2012-2016. This is an average of 38 FSI crashes per year.

Crash types in Woollahra LGA (2012-2016)



Source: Transport for NSW Centre for Road Safety, 2018

Woollahra Integrated Transport Strategy 2019

4.5 Movement and Place

4.5.3 The Movement and Place Framework

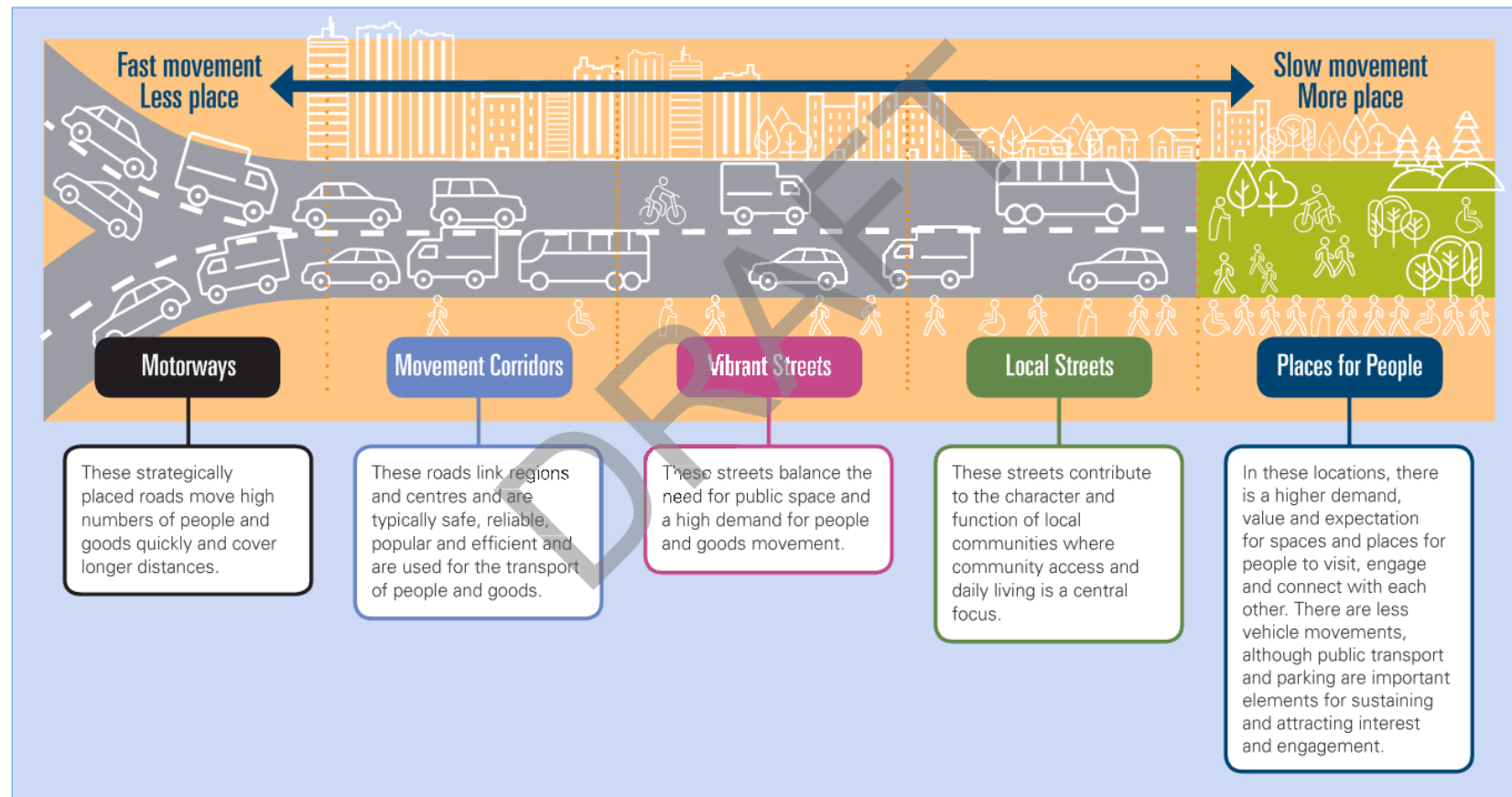
Future Transport 2056 identifies *Movement and Place* as an approach to planning and designing road networks that support places. The approach recognises that streets are an integral component to the liveability of urban centres, rather than just a way to facilitate the movement of vehicles:

- As a movement corridor, a street enables the through movement of a variety of transport modes. The key requirement for a movement corridor is to provide road and transport networks that enable connections between destinations.
- As a place, a street is a destination where activities occur and people choose to spend time. A place is characterised by high volumes of pedestrian activity associated with shopping, socialising and working. Places can be adversely impacted by noise and air pollution associated with vehicle activity.



Woollahra Integrated Transport Strategy 2019

The Movement and Place Framework



16

Woollahra Integrated Transport Strategy 2019

4.5.4 Existing Movement and Place Analysis

The existing movement and place function of some of Woollahra's key roads have been considered and are shown in Figure 4.9.

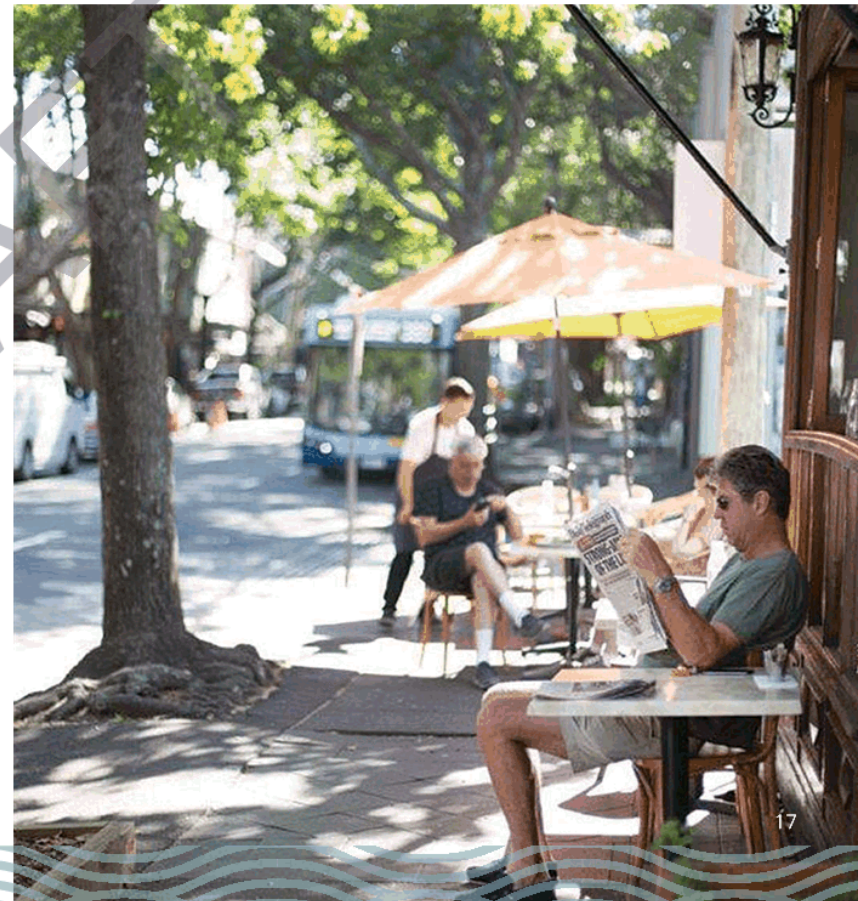
It shows the pattern of movement and place classification (developed by Roads and Maritime Services) in each of the major road corridors.

In summary:

- New South Head Road is largely a movement corridor, transitioning to a vibrant street at the Double Bay shopping area.
- Old South Head Road has sections of the corridor which are considered to be local streets, with more movement function at its western end.
- Oxford Street in Paddington is a local street with both high movement and high place function, but it quickly transitions to a movement corridor and then a motorway at Sydney Enfield Drive.
- Ocean Street is a movement corridor and Queen Street is a vibrant street.

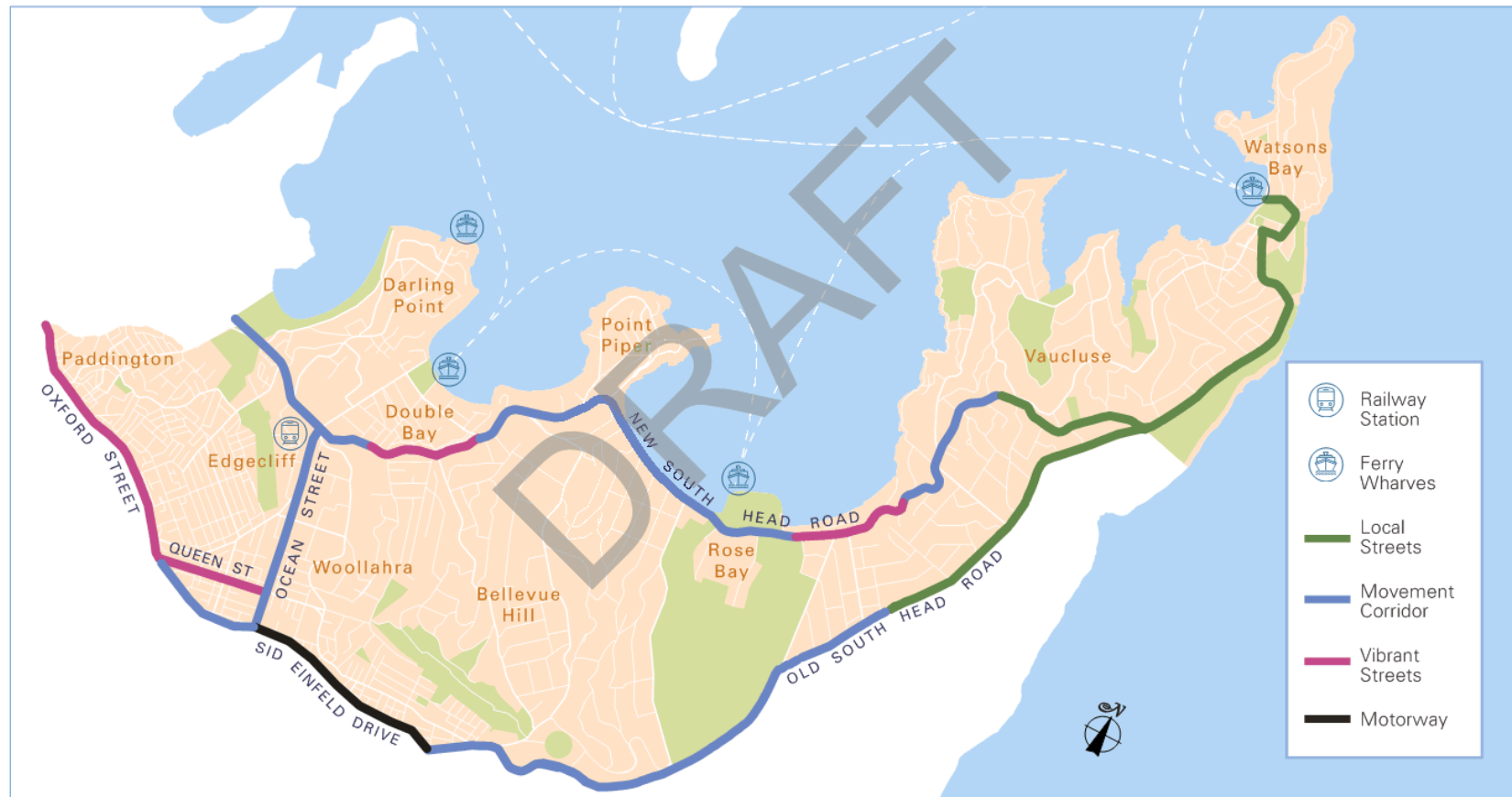
Understanding the function of the streets in Woollahra is a basis for understanding the opportunities associated with active and public transport in the future.

Chapters 5 to 8 set out the objectives, background analysis, key challenges and opportunities, policy and actions associated with transport in Woollahra.



Woollahra Integrated Transport Strategy 2019

Figure 4.9 Existing Movement and Place Function (Key Roads) – Typical Weekday AM and PM Peak



18

Woollahra Integrated Transport Strategy 2019

5. Theme 1: Access, Mobility and Liveable Spaces

5.1 Objective

A transport network that accommodates all users, regardless of age or mobility.

5.2 Targets

- **Perceptions of Safety:** Improve the safety rating of equal to or greater than 96 per cent (2017 baseline) of residents committing to the top 'very safe' code.
- **Infrastructure Renewal:** 100 per cent of roads, footpaths, cycleways and public transport infrastructure rated at condition rating 4 or below (IPR Manual) are included in Council's 5 year Infrastructure Renewal Program.

5.3 Policy Commitment

Council will ensure that its roads, footpaths, cycleways and transport systems accommodate, as far as practicably, people of all ages, life stages and mobility.



Woollahra Integrated Transport Strategy 2019 Theme 1: Access, Mobility and Liveable Spaces

5.4 Background

Accessibility and mobility are important aspects for creating liveable places. Given that Woollahra has a higher ageing population than surrounding areas, a number of local public and private schools and childcare and long day care centres, it is important that people of all ages and abilities are able to move safely, efficiently and equitably.

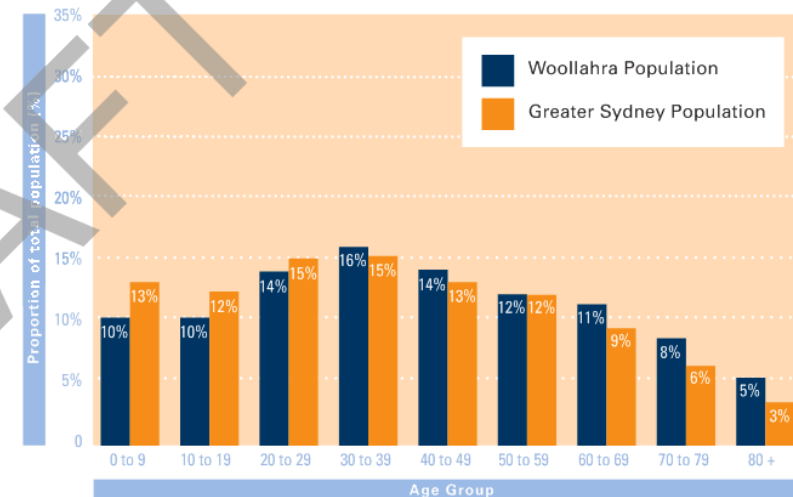
To improve access and mobility, Council recognises the importance of taking into consideration the needs of:

- people with mobility impairments
- parents and carers with prams and young children
- people who live in areas with poor access to jobs, retail and services
- people who live in areas where there are few active and public transport options available and are compelled to drive, often experiencing and adding to congestion and delays
- people who are elderly.

Ageing communities have more complex mobility needs, which is significant in Woollahra where, according to 2016 census data, the proportion of people aged 70 and over is significantly higher than neighbouring local government areas.

The proportion of residents in Woollahra aged 65 or older is expected to increase by two per cent by 2031. This may result in an increased demand for non-standard transport services such as community transport and on-demand public transport services.

Age Groupings



Source: ABS 2016 Census Data <http://www.censusdata.abs.gov.au/>

Woollahra Integrated Transport Strategy 2019 Theme 1: Access, Mobility and Liveable Spaces

5.5 Key Challenges

There are four key challenges to achieving the stated objective of having a transport network that accommodates all users, regardless of age or mobility. These are set out in section 5.5.1 below and mapped (where there is a geographic site) in Figure 5.3.

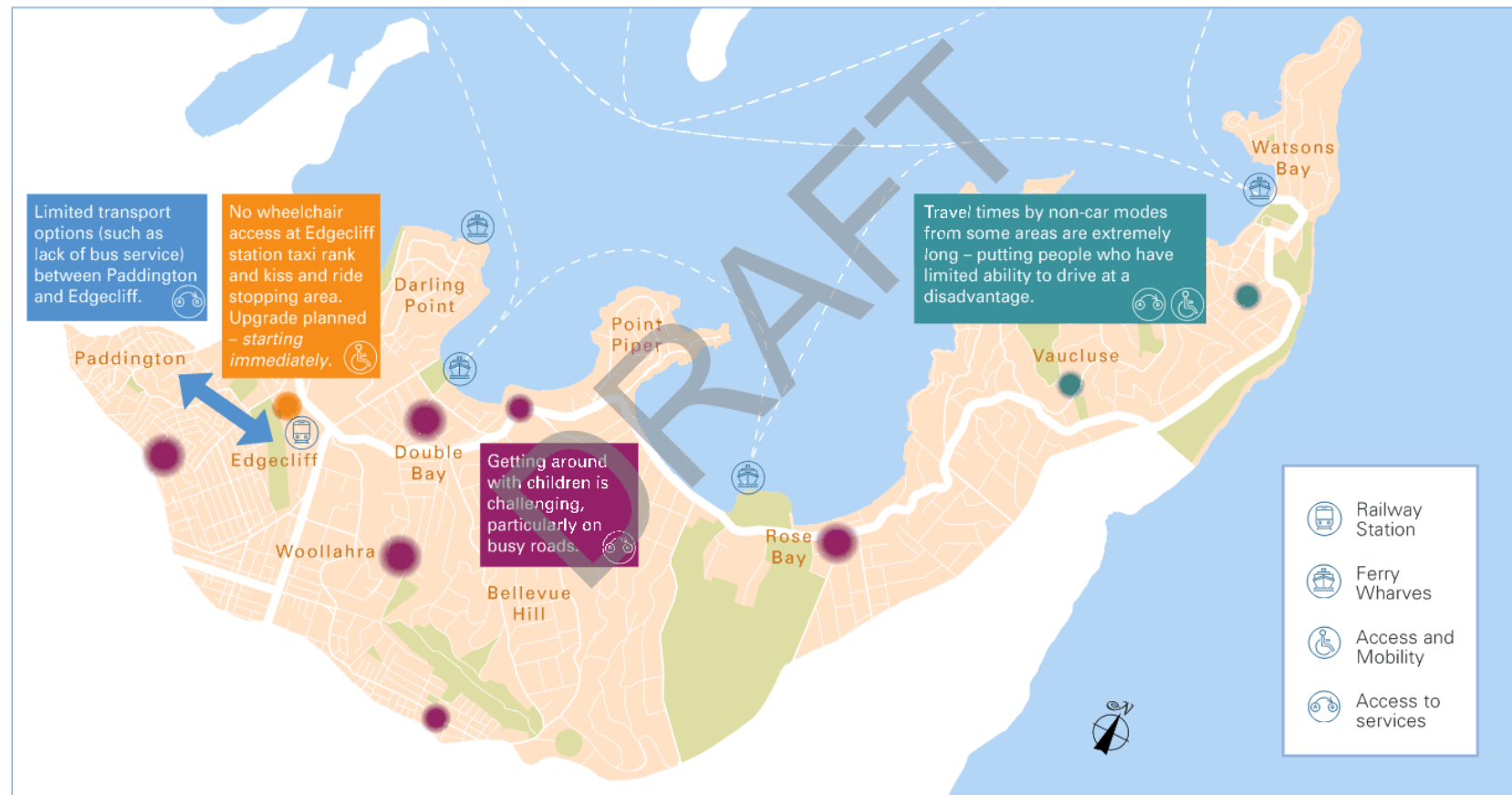
5.5.1 Key Challenges

- A high portion of older residents with increasing age-related accessibility needs
- Limited wheelchair and pram access in some areas
- Poor accessibility in areas such as Watsons Bay and Vacluse
- Navigating narrow roads and footpaths is challenging for parents and caregivers with children, especially with prams.



Woollahra Integrated Transport Strategy 2019 Theme 1: Access, Mobility and Liveable Spaces

Figure 5.3 Challenges: Access and Mobility



22

Woollahra Integrated Transport Strategy 2019 Theme 1: Access, Mobility and Liveable Spaces

5.6 Opportunities

There are four key opportunities relating to access and mobility in Woollahra.

5.6.1 Access to Services

Lobby State Government to increase transport services that support local shopping areas and recreational and educational facilities. In areas where people rely on cars due to the limited availability of public transport (such as Vaucluse and Watsons Bay) it is important that Council advocates for better access to public transport.

Lobby State Government for disabled access for all ferry wharves within Woollahra transport services. Access to these services should accommodate users of all abilities.

Increased public transport options, particularly in targeted areas where car use is high, will encourage travel mode shift and deliver public transport that is inclusive and accessible to a greater population of Woollahra residents.

5.6.2 Community Transport Network

Promote existing services that are already providing community transport for people who do not have access to private transport or find it difficult to access public transport. For example, Holdsworth Community Ltd provides individual transport for people with disabilities and elderly people, including shopping trips, social appointments and links to public transport hubs. Council can promote these services through its communication channels including website, social media, newsletters and media advertising.

5.6.3 Accessibility auditing

Undertake an audit of public transport operating in Woollahra to help ensure a seamless end-to-end trip for people with a mobility impairment or other disability.

5.6.4 Inclusive design for all abilities

Ensure that accessible transport options for people with restricted mobility, including parents and caregivers moving around with small children and prams, is considered as part of the inclusive infrastructure design process.



Woollahra Integrated Transport Strategy 2019 Theme 1: Access, Mobility and Liveable Spaces

5.7 Actions

The actions in Table 5.2 are consistent with the key challenges and opportunities identified for Theme 1: Access, Mobility and Liveable Places.

Table 5.2 Theme 1 Actions: Access, Mobility and Liveable Places

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Review access along identified routes	WMC, TfNSW, RMS	Low <\$100,000	<p>Develop an accessibility audit program as part of the Woollahra Active Travel Plan and begin accessibility audits.</p> <p>Review and carry out infrastructure access actions in the Council's Disability Action Plan.</p> <p>Develop and implement behavioural change programs to improve actions, mobility and livable places.</p> <p>Program of works for upgrades.</p>	<p>Carry out accessibility audits as per the audit program.</p> <p>Enter required upgrades in Council's future capital works program.</p>	<p>Carry out accessibility audits as per the audit program.</p> <p>Enter required upgrades in Council's future capital works program.</p>
Work with the NSW Government to improve access for people of all abilities on bus, train and ferry network	WMV, TfNSW	Medium \$100,000 - \$300,000	<p>Advocate for audits and upgrades to be undertaken on bus stops, train stations and ferry terminals.</p>	–	–

Woollahra Integrated Transport Strategy 2019

6. Theme 2: Public Transport

6.1 Objective

A public transport network that is a competitive alternative to private car use.

6.2 Targets

Increase the use of public transport for commuter trips to 44 per cent by 2026.

Currently, 36 per cent of daily work trips are made by bus, train and ferry. Ferry use presents a significant opportunity for growth given its current low use for work trips and the high percentage of Woollahra residents employed in the Sydney CBD (57 per cent). Bus and train transport will experience steady growth.

6.3 Policy Commitment

Council will support and implement changes to the road network that support and prioritise public transport over private vehicles.

Council will prioritise the installation of appropriately located bus stops over parking spaces.

Council will facilitate increasing the number of people using public transport by providing high quality supporting infrastructure such as shelters and seating at bus stops and accessible paths and cycleways to bus stops.



Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

6.4 Background

Public transport by bus and train accounts for around 10 per cent of all trips in Woollahra. Where public transport services are not seen as a viable option (whether due to the route, frequency, journey time or reliability), people will choose private vehicle trips. Private vehicle trips, particularly cars, further exacerbate the efficiency of bus travel, as more buses get caught in congestion.

While Council is not the responsible authority for public transport, it can work with Transport for NSW and ferry operators to influence service provision including timetabling and routing. Council aims to encourage the use of public transport by advocating/lobbying for increased provisions and improving the accessibility of public transport to include all abilities.

6.4.1 Train

Train services operate between Sydney CBD and Bondi Junction on the T4 Eastern Suburbs Line, with train stations located at Edgecliff Station and Bondi Junction Station. Although Bondi Junction Station is within Waverley, it is within walking distance to some areas of Woollahra.

Bus and train interchanges are available at both Edgecliff and Bondi Junction stations. A summary of the use of Edgecliff and Bondi Junction Stations is provided in Table 6.1 and Table 6.2.

Table 6.1 Edgecliff Station Patronage (2014)

Time Period	In	Out	Total
Weekday AM Peak (6.00 am-9.30am)	3,100	1,800	4,900
Weekday PM Peak (6.00 pm-9.30pm)	1,900	2,400	4,300
24 hours	7,190	7,190	14,380

Source: <http://visual.bts.nsw.gov.au/barrier/>



26

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

6.4.2 Bus

Table 6.2 Bondi Junction Station Patronage (2014)

Time Period	In	Out	Total
Weekday AM Peak (6.00 am-9.30am)	10,200	4,400	14,600
Weekday PM Peak (6.00 pm-9.30pm)	5,200	8,300	13,500
24 hours	21,880	21,880	43,760

Source: <http://visual.bts.nsw.gov.au/barrier/>

There are several key bus routes along the following corridors that provide services towards Sydney city:

- New South Head Road (including bus routes 200, 323, 324, 325, 326, 327 and L24)
- Old South Head Road (including bus routes 326, 327, 386, 387 and 389)
- Oxford Street (including bus routes 333, 352, 380, 440 and M40)
- Bellevue Road, Dover Road, Ocean Street, Hargrave Street and Darling Point Road.

Bus Travel Speeds

Bus travel speeds provided by Transport for NSW (PTIPS data) have been analysed to identify locations with low speeds associated with traffic congestion along the New South Head Road corridor. There are a number of locations which have slow bus travel speeds in the AM and PM peak.

- In the inbound direction, near:
 - Newcastle Street, Rose Bay
 - Preston Avenue, Double Bay
 - New Beach Road, Edgecliff.
- In the outbound direction at Edgecliff Station.

6.4.3 Ferry

Transport for NSW operates ferry services between Watsons Bay and Circular Quay, with ferry wharves within Woollahra located at Double Bay, Rose Bay, Watsons Bay and Darling Point. Two ferry services, operated by Sydney Ferries, serve these wharves:

- **F4** ferry service operates between Watsons Bay and Circular Quay
- **F7** ferry service operates between Double Bay and Circular Quay.

A summary of the ferry service frequency is provided in Table 6.3.

Table 6.3 Ferry Frequencies

Ferry	Route	AM Peak	Off Peak	PM Peak	Night	Week-end
F4	Watsons Bay to Pyrmont Bay via Circular Quay and Barangaroo	20 mins	30 mins	20 mins	30 mins	30 mins
F7	Double Bay to Circular Quay	30 mins	30 mins	30 mins	60 mins	60 mins

Source: Transport for NSW

27

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

6.4.4 On-demand public transport

Transport for NSW is currently piloting an on-demand public transport program in Woollahra.

On-demand public transport services allow users to book a public transport vehicle to pick them up from either home or a convenient nearby location and take them to a local transport hub or point of interest. On-demand public transport is most useful in locations where conventional public transport routes are not viable due to low population density, road network and the remoteness of some locations.

BRIDJ On-Demand Public Transport



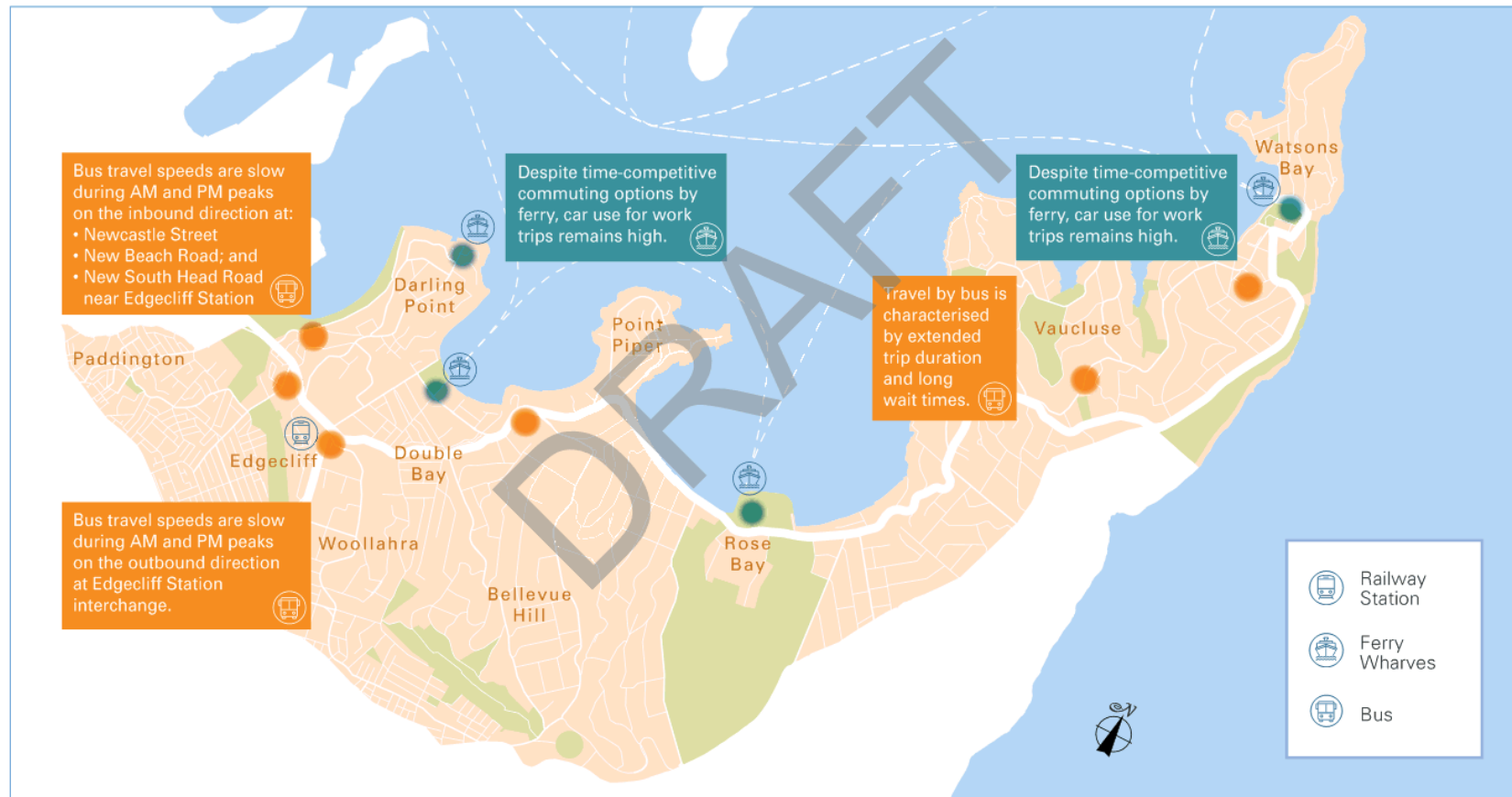
6.5 Key Challenges

There are four key challenges to achieving the objective of having **a public transport network that is a competitive alternative to private car use**. These are set out below and mapped (where there is a geographic site) in Figure 6.2.

- Heavy dependence on private vehicles and limited use of public transport
- Travel by bus is often characterised by an extended trip duration and long wait times at bus stops
- Commuters are choosing private car use over catching a ferry, despite ferry services offering a time-competitive journey
- Influencing and advocating the NSW Government for improvements to public transport systems in Woollahra.

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

Figure 6.2 Challenges: Public Transport



29

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

6.6 Opportunities

There are five key opportunities relating to public transport in Woollahra.

6.6.1 On-demand public transport

Advocate for on-demand public transport services in areas with limited or no public transport services and enable on-demand public transport services to act as a feeder service for other public transport modes.

6.6.2 Prioritising on-road public transport

Modify the on-road environment to ensure public transport remains a competitive option compared to car travel by:

- Supporting and advocating for bus-only lanes, bus lanes, peak bus lanes and queue jump lanes that give buses a head start at congested intersections
- Re-allocating bus stops to the departure side of intersections and incorporating kerb bulbs at stops to improve accessibility
- Signalling priority for buses.

6.6.3 Advocating for better ferry services

Liaise with the State Government and ferry service providers to increase recreational trips between Circular Quay and Watsons Bay, especially on the weekends and between Circular Quay, Double Bay, Darling Point and Watsons Bay throughout the week and weekends. Also ensure bus services are connected as feeder routes to all ferry services, to provide a seamless public transport service that will encourage usage.

6.6.4 Better bus services through network design

Advocate for better bus services through improved cohesive and connected public transport (including buses) network – improved frequency, hours of service and ‘the network effect’.

6.6.5 Public transport for recreational trips

Lobby State Government to focus on improving public transport for recreational trips, including tourism, local shopping, sports and other recreational trips.

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

6.7 Actions

The actions in Table 6.5 are consistent with the key challenges and opportunities identified for Theme 2: Public Transport.

Table 6.5 Theme 2 Actions: Public Transport

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Work with Transport for NSW to increase bus usage	WMC, TfNSW	Low <\$100,000	<p>Develop a public transport advocacy plan that incorporates a bus improvement strategy.</p> <p>Conduct community surveys.</p> <p>Advocate for bus route improvements on key routes with low travel speed.</p> <p>Develop and implement behavioural change programs in relation to public transport.</p> <p>Continue to encourage new developments to prioritise public transport through Travel Plans.</p>	<p>Advocate for the continued trial of improved bus services and monitor changes.</p> <p>Advocate making the trialled on-demand bus services permanent.</p> <p>Promote public transport via Council's media and communication channels.</p>	<p>Continue to monitor the operation of bus services and advocate for route upgrades.</p>
Work with Transport for NSW to increase ferry usage	WMV, TfNSW	Medium \$100,000 - \$300,000	<p>Develop a public transport advocacy plan which incorporates a ferry improvement strategy.</p> <p>Work with ferry operators to develop a plan to improve the uptake of ferry services.</p> <p>Conduct community surveys.</p> <p>Advocate for additional ferry services and the upgrade of the Double Bay Ferry Wharf.</p>	<p>If funding is available, trial improved bus services to ferry wharves in the Woollahra LGA and monitor patronage.</p> <p>Advocate for further ferry trials.</p> <p>Promote ferry usage via the Council's media and communication channels.</p>	<p>Advocate making the improved ferry services and bus services to ferry wharves permanent.</p> <p>Continue to monitor the operation of ferry services and advocate for additional ferry services.</p>

31

Woollahra Integrated Transport Strategy 2019 Theme 2: Public Transport

Table 6.5 Theme 2 Actions: Public Transport *(Continued)*

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Work with Transport for NSW to improve public transport accessibility to recreational locations	WMC, TfNSW	Low <\$100,000	Prepare a bus improvement strategy and funding submission including for recreational services. Conduct community surveys about recreational public transport trips.	If funding is available, trial improved recreational bus services in the Woollahra LGA. Engage with media and share news/promote public transport improvements and services that benefit local residents and visitors.	Advocate making the trialled bus services permanent. Continue to monitor the operation of bus services and advocate for route upgrades (if required).
Support further on-demand public transport services	WMV, TfNSW	Low <\$100,000	Develop a position paper on potential new sites for on-demand transport services. Review use of existing services.	Continue advocating for the trial of on-demand public transport services.	Continued review of use and coverage of community transport services. Advocate for State Government funding of additional community transport services, if required.

Woollahra Integrated Transport Strategy 2019

7. Theme 3: Active Transport

7.1 Objective

A walking and cycling network that is safe, connected, inclusive and convenient.

7.2 Targets

Increase the uptake of active transport (walking and cycling) to 14 per cent by 2026.

Currently, 12 per cent of daily work trips are made via walking and cycling. Cycling trips have scope for significant growth as the two major destinations for work trips (Eastern Suburbs and Sydney CBD) are within cycling distance for many people and will become more appealing with improved infrastructure and bike paths.

7.3 Policy Commitment

Council will increase the number of people walking and cycling by investing in and building safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure.



Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

7.4 Background

Walking and cycling are the most space efficient and sustainable of all transport modes, according to Transport for NSW's *Future Transport 2056* and have a range of benefits including:

- **Health:** Walking and cycling improves physical fitness
- **Safety:** People on the street leads to better passive surveillance
- **Social connectivity:** Increasing the chances of meetings and getting to know people in the local community
- **Economic:** Benefits to local retail as people shop locally and are able to get to local centres more efficiently (and without parking).

Walking and cycling comprise approximately 41 per cent of all trips in Woollahra (Figure 4.3). This figure is a little lower for Woollahra than the City of Sydney (53 per cent) and higher than Waverley (38 per cent). Looking solely at trips to work, just 12 per cent of journeys to work are on foot, most likely due to longer commuting distances and steeper topography.

7.4.1 Walking

Woollahra's walking network is typical of an inner urban area, with most streets having footpaths along both sides of the road and signal-controlled crossings provided at signalised intersections. Places are more walkable when walking routes have shade and shelter from weather, places to sit, safe and adequate places to cross, wide attractive footpaths and are protected from fast moving cars.

In some locations around Woollahra walking is difficult or challenging. A high number of crashes involve pedestrians. Currently, seven per cent (77 crashes) of the total crashes in Woollahra between 2013 and 2017 involved pedestrians.

In Woollahra:

- A large proportion of residential areas are within a short walking distance from a school or an educational facility
- Relatively few walking trips are made to some schools, causing congestion and parking issues
- The majority of residential areas are within walkable distance to shopping areas
- Some areas are very steep and may not be suitable for walking. These areas do not cater for people with mobility impairments and people with prams.



Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

7.4.2 Cycling

Most neighbourhoods in Woollahra are within a short bicycle riding catchment (up to 1.6 km) from local centres and schools. Notably within Woollahra:

- Oxford Street was observed to be the street with the highest number of cyclists (2013 data)
- The existing bicycle network includes a large number of on-street routes along local roads, which don't necessarily provide the most direct link and are not of an infrastructure standard that would attract a broad array of cyclists (including children and inexperienced cyclists)
- There are a number of incomplete sections within the bicycle network.

7.5 Key Challenges

There are four key challenges to overcome to achieve the stated objective of having **a useable walking and cycling network that is safe, attractive, connected, inclusive and convenient**. These are mapped (where there is a geographic site) in Figure 7.1.

7.5.1 Key Challenges

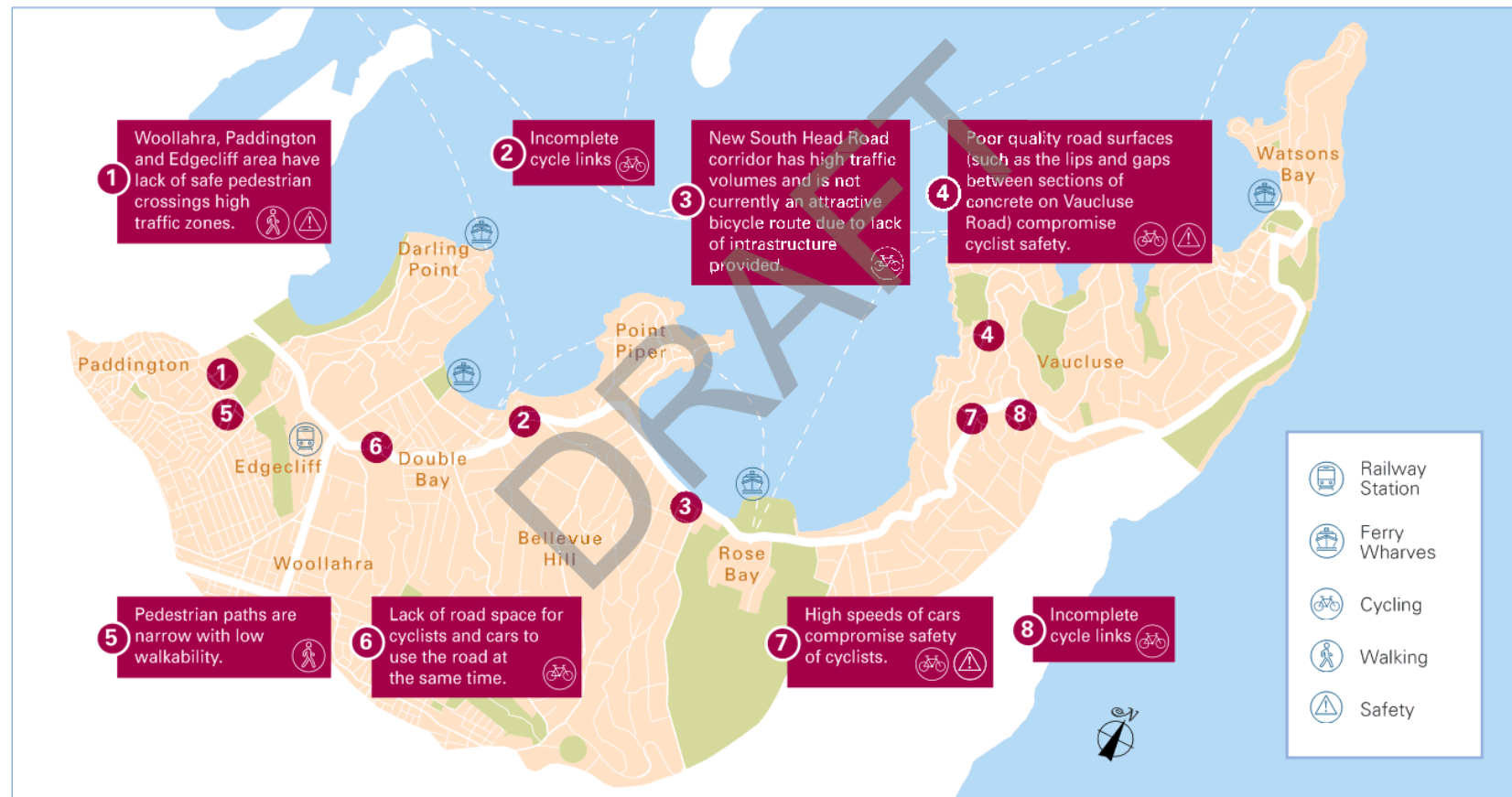
- Demonstrating the viability and benefits of active transport for parents and carers of children commuting to school
- Encouraging people to choose active transport options for short trips and for taking children to school, childcare and pre-school
- Improving cycling infrastructure and connectivity between neighbourhoods, local centres and schools, particularly in more remote areas of Woollahra
- Improving pedestrian safety and reducing instances of pedestrian-vehicle crashes.



35

Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

Figure 7.1 Challenges: Active Transport



36

Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

7.6 Opportunities

There are seven key opportunities relating to public transport in Woollahra.

7.6.1 Develop an Active Transport Plan

Develop an Active Transport Plan to realise the benefits of walking and cycling to the community.

The Active Transport Plan will include a review of existing strategies and plans, such as the *Woollahra Bike Plan 2009*, to identify how council can develop a safer, efficient and more connected street network.

7.6.2 Safe off-road cycling and separated cycleways

1. Identify opportunities for separated cycleways along key cycling corridors
2. Implement these routes to increase accessibility to all schools and local centres and provide access to Edgecliff Station and Bondi Junction Station.

7.6.3 Consider and implement Safer Street Neighbourhood Link in the active transport network

An emerging trend which can act as a complement to a separated cycle network is Safer Street Neighbourhood Cycle Links (sometimes known as Greenways). These links do not separate cyclists with a barrier but do go to significant lengths to provide a safe link through:

- Reducing design speeds to 30 km/h hour through speed humps, kerb extension, planting and carriageway widths
- Locating infrastructure on streets with very low traffic volumes (of around 60 vehicles per hour each way).

7.6.4 Use of non-traditional bikes and scooters (including e-bikes, e-cargo bikes, e-family bikes and e-scooters)

The adoption of electric bikes (e-bikes) could potentially provide benefits to Woollahra, including increased:

- Catchment size through higher cycling speeds and longer trip distances
- Number of cyclists by making it easier from them to cycle in hilly environments
- Diversity of users by making cycling generally easier
- Providing an alternative transport mode for short trips.

7.6.5 Connectivity with public transport

Increase connectivity between cycling and other forms of public transport by providing bike parking at major bus stops, train stations and ferry wharves.

Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

7.6.6 Encouraging and mandating cycling facilities provision

1. Update the local development control plan to increase provision for cycling infrastructure, particularly in relation to end of trip facilities.
2. Encourage the provision of the following biking facilities to promote active transport:
 - Safe and secure bicycle parking
 - Showering facilities at schools and workplaces.

7.6.7 Identify opportunities for bike sharing schemes within Woollahra LGA

Work alongside councils within the Inner Sydney area to identify more coordinated and sustainable bike sharing options.



Woollahra Integrated Transport Strategy 2019 Theme 3: Active Transport

7.7 Actions

The actions in Table 7.2 are consistent with the key challenges and opportunities identified for Theme 3: Active Transport.

Table 7.2 Theme 3 Actions: Active Transport

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Develop a new Woollahra Active Transport Plan.	WMC	Low-Medium <\$100,000 - \$300,000	Develop a new Woollahra Active Transport Plan with increased emphasis on off-road and separated cycleways (for main routes) connecting with feeder routes and improved pedestrian facilities. Implement the short-term actions of the Woollahra Active Transport Plan. Develop and implement behavioural change programs to support walking and cycling.	Update plan every 5 years. Implement the medium-term actions of the Woollahra Active Transport Plan. Monitor progress annually.	Update plan every 5 years. Implement the long-term actions of the Woollahra Active Transport Plan. Monitor progress annually. Develop active travel promotional plans/materials in line with infrastructure improvements.
Support the development of a well-managed dockless or docked bike share scheme in Sydney.	TfNSW, WMV	Low <\$100,000	Liaise with other inner city councils and the State Government to support the development of a well-managed dockless or docked bike share scheme, which includes Woollahra LGA.	Support the tendering and delivery of a well-managed dockless or docked bike share scheme.	Deliver a well-managed dockless or docked bike share scheme. Monitor progress.

Woollahra Integrated Transport Strategy 2019

8. Theme 4: Roads and Parking

8.1 Objective

A balanced road and parking network that supports all users.

8.2 Targets

Decrease the use of people driving cars to 40 per cent by 2026.

Private car use currently accounts for 50 per cent of daily work trips. Improving active and public transport and increasing the take up of people walking, cycling and catching public transport, will ultimately reduce the number of people choosing to drive.

8.3 Policy Commitment

Council will prioritise public and active transport modes over private motor vehicles.

Council will manage traffic congestion, noise and speeding, by supporting more space efficient ways of getting around and designing roads for lower speeds.

Council will integrate transport with land-use planning.



Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.4 Background

Travelling by car (as either as a driver or as a passenger) accounts for half of all trips in Woollahra. Yet car travel is the least space efficient of all transport modes, even when the car is full. Car use also causes:

- traffic delays at key points on the road network
- amenity and safety issues for people walking and cycling
- delays for on-road public transport.

Parking also has an important role to play in creating a balanced road network. Parking and traffic congestion are inter-related as parking issues can lead to increased traffic congestion and impacts on traffic performance. Kerbside parking also has an impact on the capacity of the road network.

The way people travel by car has been the topic of much debate over the last few years, as the technology for new types of cars becomes a reality. Autonomous (self-driving) cars, mobility as a service (MaaS) and electric vehicles have an ever-increasing presence in any discussion about future driving trends. These are each discussed in more detail in Chapter 8.4 Opportunities.

8.4.1 Overview of the Road Hierarchy

Roads within NSW are categorised by classification (ownership) and by the function that they perform.

Road Classification

Roads are classified (as defined by the *Roads Act 1993*) based on their importance to the movement of people and goods within NSW. For management purposes, Roads and Maritime Services has three administrative classes of roads. These are:

- **State Roads:** Major arterial links through NSW and within major urban areas
- **Regional Roads:** Roads of secondary importance between State Roads and Local Roads which, with State Roads provide the main connections to and between smaller towns and perform a sub-arterial function in major urban areas
- **Local Roads:** The remainder of Council managed roads.

Functional Road Network Classification

The functional classification of roads relates to its role within the overall road network.

Roads and Maritime Services has developed guidelines for functional classifications of roads. These guidelines are published in the document titled *The Functional Classification of Roads*.

Council recognises the importance of defining the roles of roads within the overall road network. We propose to adopt the RMS *Functional Classification of Roads*, which classifies roads according to the traffic roles they fulfil and the appropriate traffic volumes of traffic that they should convey.

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

The four functional road classes are typically:

- **Arterial Road:** A main road carrying in excess of 15,000 vehicles per day and over 1,500 vehicles per hour in the peak period. They predominately carry traffic from one regional to another, forming principal avenues for metropolitan traffic movements.
- **Sub Arterial Road:** A secondary road carrying between 5,000 – 20,000 vehicles per day and over 500 and 2,000 vehicles per hour in the peak period. They predominately carry traffic from one sub-region to another forming secondary inter-regional transport links.
- **Collector Road:** A minor road carrying between 2,000 and 10,000 vehicles per day and over 250 and 1,000 per hour in the peak period. They provide a link between local areas and regional areas carrying low traffic volumes. At volumes greater than 5,000 vehicles per day, residential amenity begins to decline. Trunk collector and spine roads with limited property access can carry traffic flows greater than 5,000 vehicles per day.
- **Local Road:** A local street carrying less than 2,000 vehicles per day and 250 vehicles per hour in the peak period. It provides direct access to individual houses and carries low traffic volumes.

Woollahra's existing road network consists of three major arterial road corridors: New South Head Road, Oxford Street and Old South Head Road. The intersecting roads of Ocean Street and O'Sullivan Road also have significant importance for north-south connectivity.

The arterial road corridors carry the majority of the traffic travelling through Woollahra, although traffic levels vary significantly depending on the time of day and direction of travel.

The main sub-arterial roads include Ocean Street, O'Sullivan Road, Ocean Avenue, William Street, Old South Head Road north of the New South Head Road intersection and Barcom Avenue/Boundary Street/Neild Avenue.

Woollahra's road network hierarchy is shown in Figure 8.1.

8.4.2 Traffic Volumes and Midblock Assessment

The following locations currently experience an unacceptable level of traffic congestion during weekday peak periods:

- Edgcliff Road at Bathurst Street (AM/PM)
- New South Head Road at Darling Point Road/New McLean Street/New South Head Road Intersection (AM)
- New South Head Road at Ocean Street/Ocean Avenue/New South Head Road/Edgcliff Road Intersection (AM).

The following locations experience congestion during weekend peak periods:

- Queen Street
- Old South Head Road
- New South Head Road
- Ocean Street.

Fig 8.3 summarises crash information on Council's local road network.

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

Figure 8.1 Road Hierarchy



43

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.4.3 Parking

Council manages the on-street parking controls in Woollahra and strategically manages off-street parking provision and supply through its development control plans. It is important Council ensures that its parking systems are balanced to meet the needs of residents, workers, businesses and visitors, whilst considering the flow-on impacts on the traffic network.

On Street Parking

On-street parking supply is particularly high in areas such as Double Bay, Rose Bay, Woollahra, Paddington and Edgecliff centres. There is also high demand for parking on weekends and public holidays and during school holidays at tourist visitor destinations such as at Watsons Bay and Neilson Park (Shark Bay).

Council is unable to increase the supply of on-street parking. The only equitable way to manage the parking in some areas is to give residents and visitors fair access to the resource and to place time restrictions on the available parking spaces.

On-street paid parking, with parking meters, is in operation in Double Bay and Paddington.

Council has introduced Resident Parking Schemes in many residential areas with high parking demand to assist residents with time-limited parking opportunities and give them better opportunities to park near their homes.

Off-Street Parking

There are a number of off-street car parks available in Woollahra. These car parks are operated by either Council, local commercial operators and/or NSW Parks and Wildlife Services.

Council has also adopted a development control plan which outlines certain parking requirements for new developments. All new developments are assessed against Council's development control plan and should provide sufficient parking spaces in accordance with the plan.



Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.4.4 Freight

There are no approved b-double truck routes in Woollahra given the geographic location and the fact that there are no industrial areas within the municipality.

However, due to increased development activity there has been an increase in construction traffic-related activities on the road network resulting in:

- Noise and vibration issues of heavy vehicles adversely affecting the amenity of areas of residential areas and where there is high pedestrian activity
- Potential conflicts with vulnerable road users such as bicycle riders and pedestrians (when crossing roads).

8.4.5 Future Transport

Electric vehicles

By 2040, 55 per cent of all new car sales and 33 per cent of the global fleet will be electric. Electric vehicles (EVs) have significant benefits in reducing the emissions produced to run the vehicle where the electricity source is renewable. For common rapid charging (as opposed to overnight charging at home), there is beginning to be a universal standard for socket charging, which would enable Council to better regulate EV charging stations through its development control plan and infrastructure specification.

Autonomous vehicles

Fully autonomous vehicles promise many advantages, but the most consistently agreed upon is the benefit to road safety. Autonomous vehicles will lead to a decrease in the number of people being killed and hospitalised by cars as they do not rely on humans, who can be unpredictable and prone to distraction and poor decisions. However, there is a growing level of concern regarding the impact on communities and the likelihood of increased congestion resulting from:

- Shared autonomous vehicles circulating between rides, keeping in mind there is little disincentive for this with zero driver costs, low fuel costs and road costs and major incentives for this given the high cost and low availability of parking in many areas
- Privately owned autonomous vehicles returning to their home between trips (effectively doubling the distance travelled).

Figure 8.2 Uptake of fully autonomous vehicles



Source: TfNSW, Future Transport 2056, 2018

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

Mobility as a Service (MaaS)

MaaS describes a shift away from personally-owned modes of transportation towards mobility solutions that are consumed as a service using a technology platform, such as a smartphone app.

MaaS offerings can include anything from car sharing, bike sharing, journey planning apps, ride sharing, smart parking and autonomous vehicles. MaaS offerings in which local government has an active role include car share, bike share and smart parking.

8.5 Key Challenges

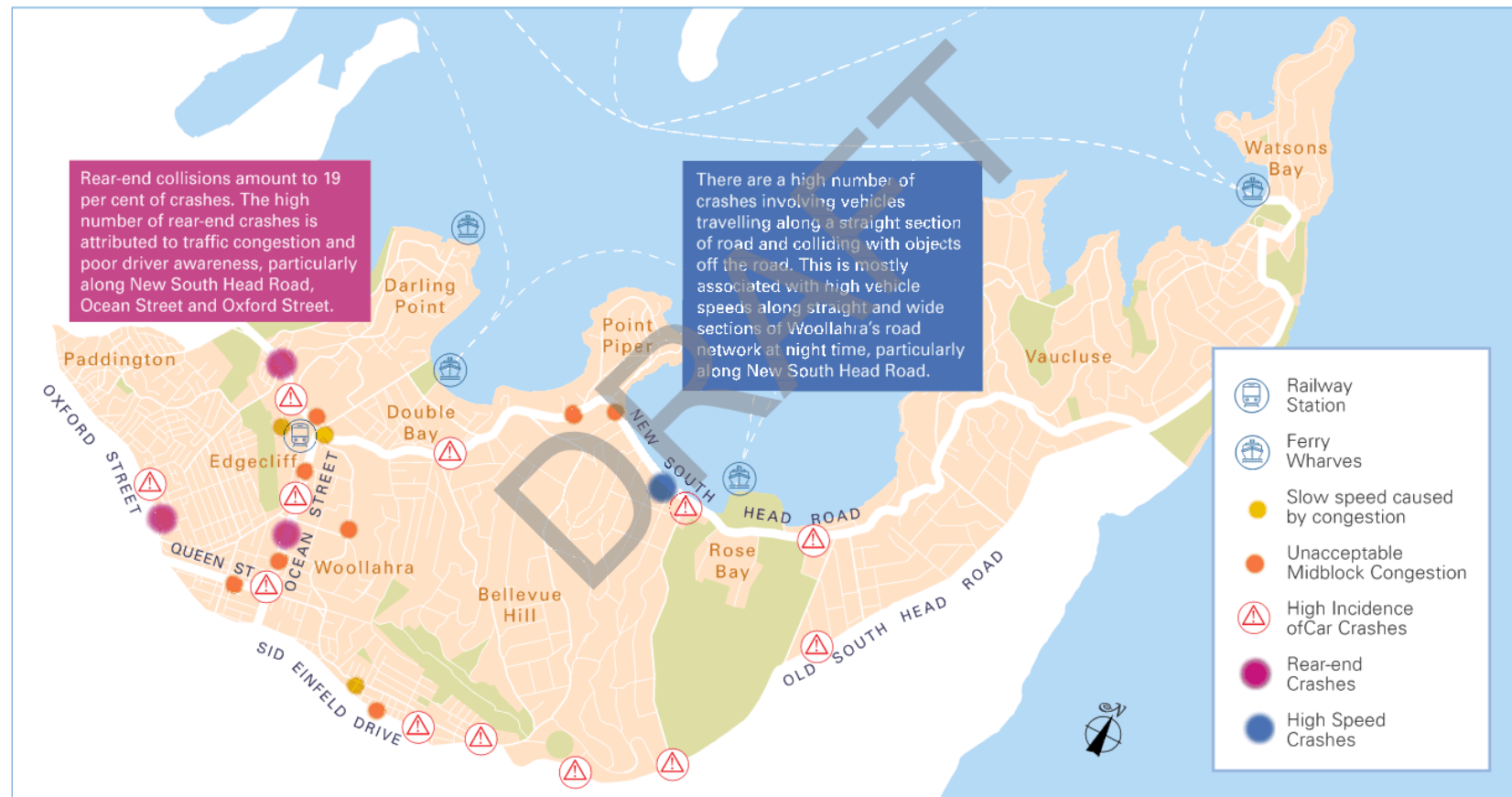
There are five key challenges to achieving the objective of having **a road network that supports all users**. The reliance on cars for personal mobility in Woollahra has led to other transport options – walking, cycling, public transport – being compromised by increasing traffic congestion and safety concerns. These are set out in section 8.4.1.

- Easing traffic congestion at key intersections across the municipality by improving intersection capacity
- Easing congestion across Woollahra caused by slow speeds
- Reducing the rate of crashes, particularly where vehicles veer off the road and those involving excessive vehicle speeds
- Balancing the parking requirements of residents, workers and visitors
- Planning for emerging future transport trends.



Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

Figure 8.3 Crash Map



47

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.6 Opportunities

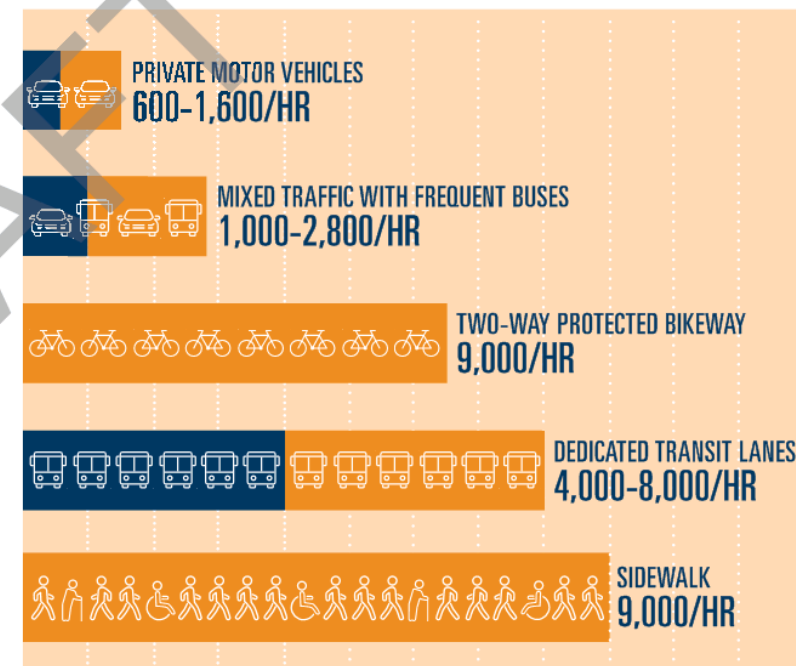
There are six opportunities identified to improve roads and parking in Woollahra.

8.4.1 Prioritising space-efficient transport modes

- Increase the opportunity for people to use more space-efficient transport modes and reduce reliance on vehicles.
- Prioritise walking, cycling and public transport to improve the efficiency of road space management.



Figure 8.4 Relative space efficiency of modes



Source: NACTO, 2018, *Designing to Move People*

Note: The capacity of a single lane by mode at peak conditions with normal operations.

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.5.2 Managing parking appropriately to support necessary travel

- Create a parking hierarchy for management of Council's road kerb space to improve safety and encourage public and active transport modes
- Investigate the use of smart parking technology such as in-ground sensors and parking apps to monitor and manage parking in high demand areas.

8.5.3 Promoting the use of share vehicles

Promote the use of car-sharing to reduce the demand of on-street parking. Car share spaces can be promoted and implemented in new/ existing developments and on the street.

8.5.4 Reviewing the road system

Apply the principles of the Movement and Place, Safer Systems and Complete Streets approaches to road network space allocation to improve safety, increase uptake of active transport and support public and private transport.

8.5.5 Collaborate with the State Government to achieve their 'Toward Zero' goals.

Support the 'Toward Zero' goal of zero road fatalities or serious injuries on NSW roads by 2056 by installing traffic calming, pedestrian refuges and crossings in busy urban places to improve pedestrian and bicycle rider safety and reduce casualty crashes.

8.5.6 Understanding the role of emerging technology

- Promote the use of electric vehicles (EV) by investigating Council-supply of charging stations in retail areas, Council-owned car parks and other areas
- Investigate opportunities in implementing Mobility as a Service (MaaS).

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

8.7 Actions

The actions in Table 8.2 are consistent with the key challenges and opportunities identified for Theme 4: Roads and Parking.

Table 8.2 Theme 4 Actions: Roads and Parking

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Prioritise space-efficient transport modes.	WMC	Medium <\$100,000	Present plan to Transport for NSW for prioritising space efficient transport modes prioritising locations identified as having buses effected by congestion. Prepare a position paper for TfNSW on the scope for providing infrastructure for space-efficient transport modes within Woollahra.	Deliver bus priority improvements. Measure impact on transport mode split in each case study.	Deliver bus priority improvements. Measure impact on transport mode split in each case study.
Develop a Road Safety Plan.	WMV	Medium \$100,000	Crash data analysis and crash cluster identification. Strategy preparation. Road safety audits in identified areas. Prepare a funding submission (Blackspot and Safe Roads Programs) for improving road safety. Two-yearly road safety campaign preparation and delivery.	Implement measures to improve road safety in Woollahra. Update the funding submission.	Monitor the effectiveness of measures implemented to improve road safety and update the funding and engagement strategies.

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

Table 8.2 Theme 4 Actions: Roads and Parking (Continued)

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Update traffic management strategy and implement road safety initiatives aimed at reducing driving speeds.	WMC	High >\$300,000	<p>Undertake audits within local centres to identify 'shared zone' opportunities.</p> <p>Prepare a funding submission for Roads and Maritime Services (for 30 km/h high pedestrian activity areas and 10 km/h shared zones with supporting traffic calming measures).</p> <p>Design traffic calming measures within neighbourhood and local centres (if required).</p> <p>Investigate and implement a 40 km/h high pedestrian activity area or 10 km/h shared zone within neighbourhood and local centres every year, as required.</p>	<p>Update the Woollahra LATM strategy.</p> <p>investigate and implement a 30 km/h high pedestrian activity area or 10 km/h shared zone within a town centre every year, as required.</p>	<p>Update the funding strategy.</p> <p>Investigate and implement a 30 km/h high pedestrian activity area or 10 km/h shared zone within a town centre every year, as required.</p>
Reduce the negative impacts of traffic in locations of high 'place' significance	WMC	High >\$300,000	<p>Include proposed Movement and Place recommendations in planning documents such as the proposed Active Transport Plan and Traffic Management Strategy.</p> <p>Prepare a program of works for the proposed high priority upgrades.</p> <p>Implement the upgrades and monitor their operation.</p>	<p>Implement the medium priority upgrades and monitor their operation.</p>	<p>Implement the low priority upgrades and monitor their operation.</p>

Woollahra Integrated Transport Strategy 2019 Theme 4: Roads and Parking

Table 8.2 Theme 4 Actions: Roads and Parking *(Continued)*

Actions	Responsible	Cost	Action Component Summary*		
			Short Term (0-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)
Support electric vehicle usage	WMC, TfNSW, RMS	Medium \$100,000 - \$300,000	Advocate and work with Transport for NSW and Roads and Maritime Services for changes to legislation to enable a trial of on-road EV charging stations. Support the trial of EVs for on-demand transport trials in Woollahra LGA. Review and update Council's development control plan to strengthen the controls relating to the provision of electric vehicles.	Monitor and review Council's support for EV.	Monitor and review Council's support for EV.
Increase use of shared cars	WMC	<\$100,000	Liaise with car share providers to understand and overcome barriers to expanding car share schemes in Woollahra. Review and update Council's development control plan to strengthen the controls relating to the provision of car share vehicles.	Regularly monitor and review car share numbers and usage.	Regularly monitor and review car share numbers and usage.
Create a Parking Action Plan for Woollahra that focuses on parking management	WMC	Medium \$100,000 - \$300,000	Develop a new Parking Action Plan for Woollahra and implement the priority actions. Put a cap on the number of car parking spaces per dwelling and for other land uses (rather than having a minimum number required).	Implement the measures and high priority actions identified in the Parking Action Plan to encourage the efficient use of parking within Woollahra.	Implement the measures medium / low priority actions identified in the Parking Action Plan to encourage the efficient use of parking within Woollahra.

Woollahra Integrated Transport Strategy 2019

9. Summary

9.1 Summary of Challenges

This chapter summarises the key challenges as they have been identified through the development of the ITS, analysis of data and community engagement outcomes. There are two maps that summarise location specific challenges (Figure 9.1) and challenges which relate more generally to the municipality (Figure 9.2).

9.2 Summary Action Tables

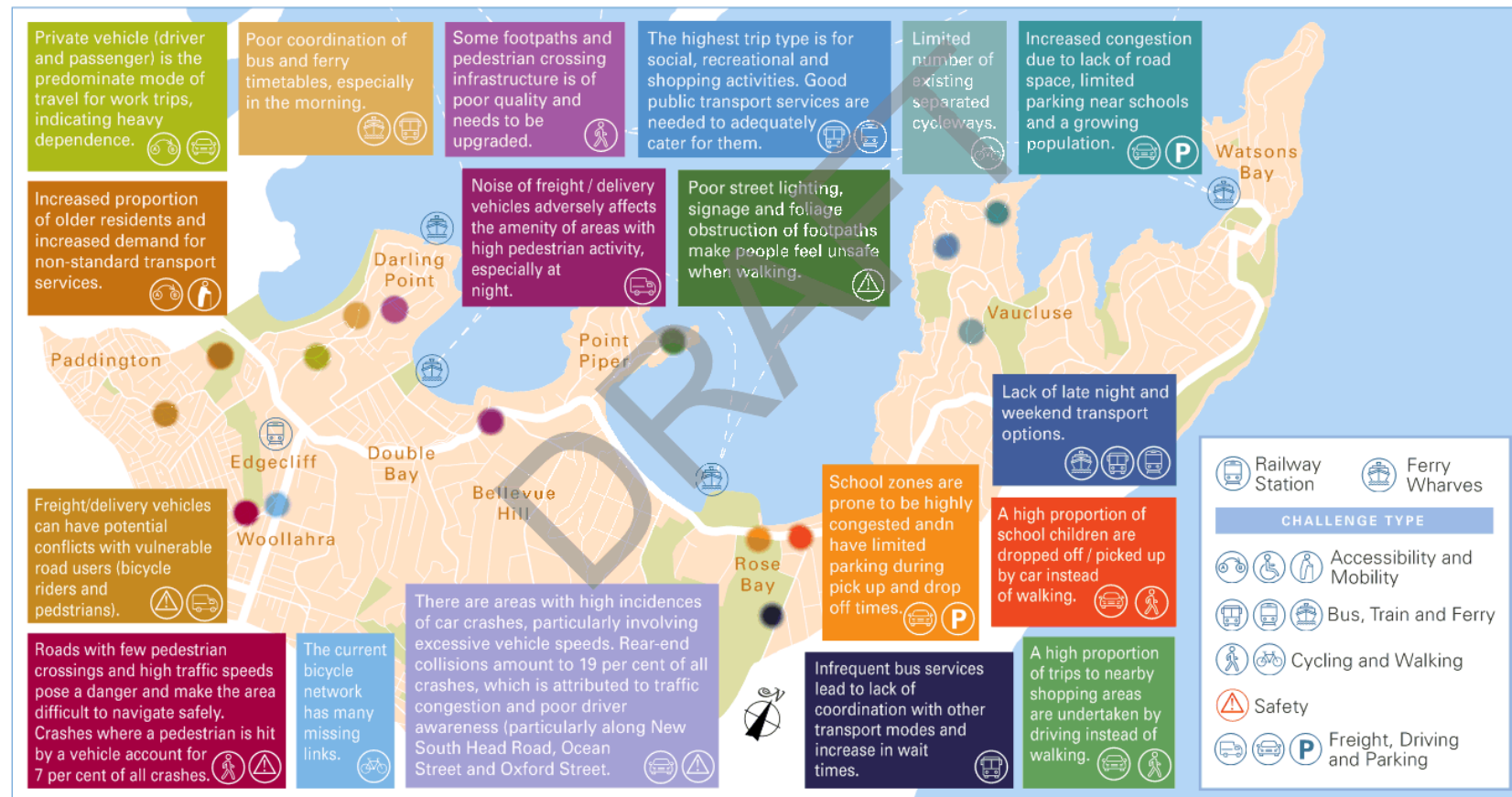
The following tables are a summary of the challenges, opportunities and actions associated with each key theme:

- Access and Mobility
- Public Transport
- Active Transport
- Roads and Parking.



Woollahra Integrated Transport Strategy 2019

Figure 9.1 Map of Council-wide challenges



54

Woollahra Integrated Transport Strategy 2019

Table 9.1 Summary Table, Accessibility and Mobility

	Challenge	Opportunities					Actions		
Reference	Evidence	On-Demand Public Transport	Access to Community Transport Network	Access to services	Accessibility Auditing (existing infrastructure)	Designing active transport for all abilities (new infrastructure)	Support further on-demand public transport services	Review access to key destinations	Work with the State Government to improve accessibility for all abilities on the bus and ferry network
Challenge 1.1: There is a high portion of older residents (65+), which brings challenges associated with age-related accessibility problems.									
Existing Conditions Report 2.2.2	The proportion of people aged 70 and over in Woollahra (13 per cent) is significantly higher than in the City of Sydney (5 per cent) and Waverley (9 per cent) and also higher than the Greater Sydney average (10 per cent). This suggests that there is a higher proportion of retirees living in Woollahra who generally have higher mobility needs and require good access to public transport services.	✓	✓	✓	✓	✓	✓	✓	
Existing Conditions Report 2.2.3	The portion of residents aged 65 or more is expected to increase by 2 per cent between 2016 and 2031. This increase in older people living in Woollahra could have an impact on demand for non-standard transport services, such as community transport (provided by Council and volunteer organisations), as older people are often less likely to be able to drive and may have lower mobility.	✓	✓	✓	✓	✓	✓	✓	
Challenge 1.2: There is limited disability access at discrete locations.									
Existing Conditions Report 3.3.1	Various locations require accessibility auditing (including bus stops, ferry terminals and key destinations such as shops) to ensure ease of access for all users.				✓		✓	✓	✓

Woollahra Integrated Transport Strategy 2019

Table 9.1 Summary Table, Accessibility and Mobility (Continued)

	Challenge	Opportunities					Actions		
Reference	Evidence	On-Demand Public Transport	Access to Community Transport Network	Access to services	Accessibility Auditing (existing infrastructure)	Designing active transport for all abilities (new infrastructure)	Support further on-demand public transport services	Review access to key destinations	Work with the State Government to improve accessibility for all abilities on the bus and ferry network
Challenge 1.3: Areas such as Watsons Bay and Vaucluse have poor accessibility due to their geographic and land use composition.									
Existing Conditions Report 3.3.1	Travel times by non-car modes from some areas are extremely long. People who have limited ability to drive are disadvantaged living in such locations.	✓		✓		✓	✓		
Challenge 1.4: Getting around with children, particularly on busy roads.									
	Moving around Woollahra with children can be difficult, particularly navigating busy roads and road crossing in general.				✓	✓		✓	

Woollahra Integrated Transport Strategy 2019

Table 9.2 Summary Table, Public Transport

	Challenge	Opportunities					Actions		
Reference	Evidence	On-Demand Public Transport	Prioritising On-Road Public Transport	Advocate for better ferry services	Connectivity through network design	Public transport for recreational trips	Work with Transport for NSW to increase bus usage	Work with Transport for NSW to increase ferry usage	Work with Transport for NSW to improve public transport accessibility to recreational locations
Challenge 2.1: Heavy dependence on private vehicle and limited use of public transport.									
Existing Conditions Report 2.4.1	A high proportion of trips made by Woollahra residents are related to social, recreational and shopping activities (46 per cent of the overall trips). This is similar to City of Sydney and Waverley, although higher than the Greater Sydney Average (41 per cent). To ensure that these trip types can be adequately catered for, good public transport services would need to be provided.	✓			✓	✓	✓	✓	✓
Existing Conditions Report 3.3.2	Private vehicle (driver and passenger) is the predominant mode of travel for work trips to/within Woollahra (64 per cent) and work trips for Woollahra residents (51 per cent).	✓	✓				✓	✓	✓
Challenge 2.2: Travel by bus is characterised by extended trip duration and long wait times.									
Existing Conditions Report 3.3.2	Bus travel speeds are slow on the inbound direction in the following locations:								
	Near Newcastle Street, Rose Bay, during the AM and PM peak periods.		✓				✓		
	Near Preston Avenue, Double Bay, during both the AM and PM peak periods.		✓				✓		

Woollahra Integrated Transport Strategy 2019

Table 9 2 Summary Table, Public Transport (Continued)

Reference	Challenge	Opportunities					Actions		
	Evidence	On-Demand Public Transport	Prioritising On-Road Public Transport	Advocate for better ferry services	Connectivity through network design	Public transport for recreational trips	Work with Transport for NSW to increase bus usage	Work with Transport for NSW to increase ferry usage	Work with Transport for NSW to improve public transport accessibility to recreational locations
Challenge 2.2: Travel by bus is characterised by extended trip duration and long wait times. (Continued)									
Existing Conditions Report 3.3.2	Bus travel speeds are slow on the inbound direction in the following locations:								
	Near New Beach Road, Edgecliff, during both the AM and PM peak periods (although it is noted that buses travel into the Edgecliff Station interchange).		✓				✓		
	Near Preston Avenue, Double Bay, during both the AM and PM peak periods.		✓				✓		
	Bus travel speeds are slow on the outbound direction in the following locations:								
	At Edgecliff, during both the AM and PM peak periods (although it is noted that buses travel into the Edgecliff Station interchange).		✓				✓		
Engagement Outcomes Report	Infrequent bus services lead to lack of coordination with other transport modes and increase wait times.	✓			✓	✓	✓		✓
Ferry services offer a very time competitive commuting option to private cars, however suburbs with ferry services still have very high car use.									
Existing Conditions Report 3.3.3	Of the four ferry wharfs (Watsons Bay, Double Bay, Rose Bay and Darling Point) all ferry options offer regular peak hour services (approximately 30 minute) and time-competitive alternatives to private car use. Despite this, car use from these suburbs for commuting trips are high.			✓	✓			✓	✓

58

Woollahra Integrated Transport Strategy 2019

Table 9.3 Summary Table, Active Transport

Reference	Challenge	Opportunities				Actions	
	Evidence	Safer Street Neighbourhoods in the active transport network	Opportunities for safe off-road cycling and separated cycleways	Used of non-traditional bikes (including, e-bikes, cargo bikes etc).	A connected network	Develop a new Woollahra Active Transport Plan	Support the development of a 'docked' bike share scheme in Sydney.
Existing Conditions Report 3.1	Council has identified that a high proportion of children are dropped off/picked by car at some schools in Woollahra. Encouraging school children and parents to walk to schools can have significant health and environmental benefits and can also reduce traffic congestion.	✓	✓	✓	✓	✓	
Existing Conditions Report 3.1	The majority of residential areas in Woollahra are within walkable distance to the shopping areas. It is noted that a high proportion of trips by purpose are for social, recreational and shopping purposes. This suggests that many of these trips could be undertaken by walking only.	✓			✓		
Existing Conditions Report 3.1	Some footpaths and pedestrian crossing infrastructure, such as pram ramps and pedestrian refuges, in Woollahra are of poor quality and would require upgrading in order to improve mobility and encourage more short trips by walking.	✓			✓		
Existing Conditions Report 2.5.2	There is an overall low rate of cycling trips in Woollahra, with only one per cent of residents cycling to work.	✓	✓	✓	✓	✓	✓
Engagement Outcomes Report, Chapter 4	Poor street lighting, signage and foliage obstruction of footpaths makes people feel unsafe when walking.	✓			✓	✓	
Engagement Outcomes Report, Chapter 6	Roads with few pedestrian crossings and high traffic speeds pose a danger and make the area difficult to navigate safely.	✓			✓	✓	

Woollahra Integrated Transport Strategy 2019

Table 9.3 Summary Table, Active Transport (Continued)

Reference	Challenge	Opportunities				Actions	
	Evidence	Safer Street Neighbourhoods in the active transport network	Opportunities for safe off-road cycling and separated cycleways	Used of non-traditional bikes (including, e-bikes, cargo bikes etc).	A connected network	Develop a new Woollahra Active Transport Plan	Support the development of a 'docked' bike share scheme in Sydney.
Existing Conditions Report 3.2	The majority of Woollahra is within a short bicycle riding catchment (up to 1.6 km) from local centres and schools. However, there is currently a limited number of cycleways that would appeal to a broad market (including children, their parents and inexperienced/tentative cyclists).	✓	✓	✓	✓	✓	
Existing Conditions Report 3.2	There are a number of incomplete in the bicycle network, particularly along the New South Head Road corridor, which has high traffic volumes and is not currently an attractive bicycle route due to a lack of infrastructure.	✓	✓	✓	✓	✓	
Engagement Outcomes Report, Chapter 6	Poor quality road surface on Vaucluse Road (lips and gaps between sections of concrete) compromises cyclist safety.		✓	✓			
Existing Conditions Report 3.5	Crashes where a pedestrian is hit by a vehicle account for seven per cent of all crashes.	✓			✓		

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking

	Challenge	Opportunities					Actions						
Reference	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.1: There is traffic congestion in discrete locations across the municipality.													
Existing Conditions Report 3.4.3	Edgecliff Road at Bathurst Street in the weekday AM and PM peak.		✓	✓	✓						✓	✓	
	New South Head Road at Darling Point Road / New McLean Street / New South Head Road Intersection in the weekday AM peak; and New South Head Road at Ocean Street / Ocean Avenue / New South Head Road / Edgecliff Road Intersection in the weekday AM peak.		✓	✓	✓						✓	✓	
Challenge 4.2: There are slow travel speeds caused by congestion at discrete locations across the municipality.													
Existing Conditions Report 3.4.3	Slow travel speeds westbound along New South Head Road at Double Bay and Point Piper in the AM peak.		✓	✓	✓						✓	✓	

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking (Continued)

	Challenge	Opportunities					Actions						
Reference	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.2: There are slow travel speeds caused by congestion at discrete locations across the municipality. (continued)													
Existing Conditions Report 3.4.3	Slow travel speeds westbound along Old South Head Road near Bondi Junction in the AM peak.		✓	✓	✓						✓	✓	
	Slow travel speeds southbound along Ocean Street in Woollahra in the AM peak.		✓	✓	✓						✓	✓	
	Slow travel speeds at old South Head Road and Ocean Street, towards Bondi Junction in the PM peak.		✓	✓	✓						✓	✓	
	Slow travel speeds along Queen Street, Woollahra on the weekend peak.		✓	✓	✓				✓		✓	✓	
	Slow travel speeds along Old South Head Road near Bondi Junction in the weekend peak.		✓	✓	✓						✓	✓	

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking (Continued)

	Challenge	Opportunities					Actions						
Reference	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.2: There are slow travel speeds caused by congestion at discrete locations across the municipality. (continued)													
Existing Conditions Report 3.4.3	New South Head Road, generally between Darling Point Road and Victoria Road.		✓	✓	✓				✓		✓	✓	
	Ocean Street, for its entire length.		✓	✓	✓						✓	✓	
	Old South Head Road, at its southern end between Bondi Junction and Newcastle Street.		✓	✓	✓						✓	✓	
	Bellevue Road (westbound in the weekday AM and PM peak).		✓	✓	✓						✓	✓	
	Oxford Street, for its entire length.		✓	✓	✓				✓		✓	✓	
Challenge 4.3: There are areas with high incidences of car crashes, particularly involving collisions where vehicles were off the road and involving excessive vehicle speeds.													
Existing Conditions Report 3.5	Along New South Head Road near Edgecliff Station, through Double Bay, Point Piper and Rose Bay.					✓	✓	✓	✓				

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking (Continued)

Reference	Challenge	Opportunities					Actions						
	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.3: There are areas with high incidences of car crashes, particularly involving collisions where vehicles were off the road and involving excessive vehicle speeds.													
Existing Conditions Report 3.5	Old South Head Road, north of Newcastle Street at Rose Bay and intersections between Syd Enfield Drive and O'Sullivan Street.					✓	✓	✓	✓				
	Intersections along Ocean Street in Woollahra, including at Queen Street, Jersey Road and Syd Enfield Drive.					✓	✓	✓					
	Intersections along Oxford Street.					✓	✓	✓					
	Intersections along Edgecliff Road.					✓	✓	✓					
	There is a high number of crashes involving vehicles travelling along a straight section of road and colliding with objects off the road. This is mostly associated with high vehicle speeds along straight and wide sections of Woollahra's road network at night time, particularly along New South Head Road.					✓	✓	✓					

64

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking (Continued)

	Challenge	Opportunities					Actions						
Reference	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.3: There are areas with high incidences of car crashes, particularly involving collisions where vehicles were off the road and involving excessive vehicle speeds.													
Existing Conditions Report 3.5	Rear-end collisions amount to 19 per cent of crashes. The high number of rear-end crashes is attributed to traffic congestion and poor driver awareness, particularly along New South Head Road, Ocean Street and Oxford Street. Crashes where a pedestrian is hit by a vehicle account for seven per cent of all crashes.					✓	✓	✓					
Challenge 4.4: Freight and delivery can adversely affect amenity.													
Existing Conditions Report 4.1.8	The noise of freight/delivery vehicles adversely affects the amenity of areas of high pedestrian activity, such as New South Head Road at Double Bay, particularly at night when background noises are lower.	✓							✓	✓			

Woollahra Integrated Transport Strategy 2019

Table 9.4 Summary Table, Roads and Parking (Continued)

	Challenge	Opportunities					Actions						
Reference	Evidence	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance.	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
Challenge 4.4: Freight and delivery can adversely affect amenity.													
Existing Conditions Report 4.1.8	Freight/delivery vehicles can have potential conflicts with vulnerable road uses such as bicycle riders and pedestrians (when crossing roads).					✓			✓				
Challenge 4.5: Parking provides an incentive for car use, particularly when paired with unappealing active transport environments.													
Engagement Outcomes Report Chapter 3	There is an increased traffic and parking congestion near schools, as well as a growing population.			✓	✓				✓		✓		

Woollahra Integrated Transport Strategy 2019

9.3 ITS Summary

Woollahra Council recognises that transport underpins the social and economic fabric of our community and plays an important role in making our vibrant and liveable place even better for future generations.

Our Integrated Transport Strategy sets out our vision, which is supported by four key transport themes and related objectives, challenges, opportunities, policy commitments and actions.

Council's goal is to have an integrated transport network in Woollahra that:

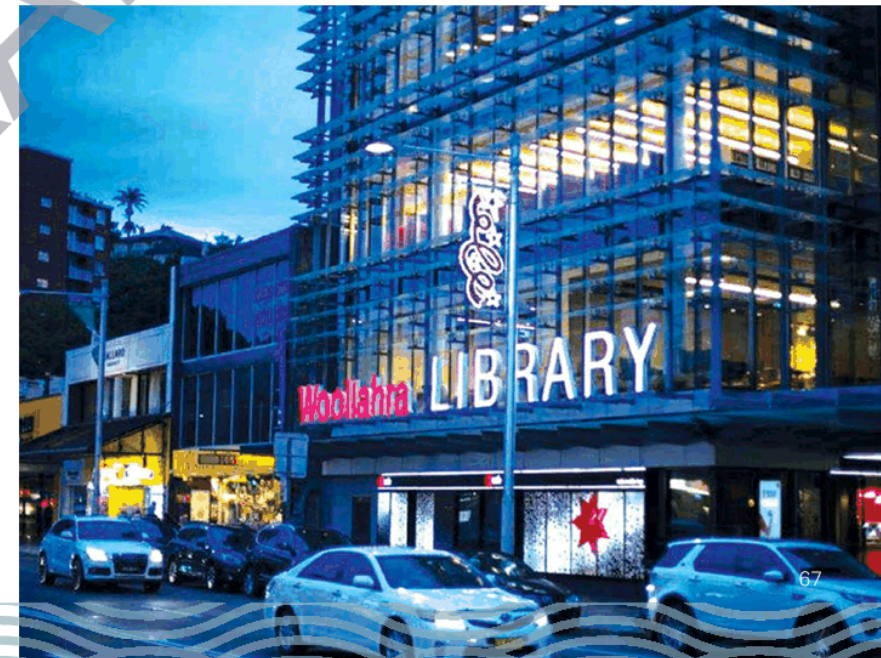
- Accommodates all users regardless of age or mobility
- Offers a competitive alternative to private car use
- Provides a safe, connected, inclusive and convenient walking and cycling network
- Prioritises a balanced road and parking system that supports all users.

Our targets are ambitious yet achievable; they take into consideration community feedback and reflect Woollahra's unique transport challenges, limitations and opportunities.

Importantly, Council and community each have important roles to play in the success of the Integrated Transport Strategy. Council shares responsibility for transport with the state government and we have two key roles. First, we provide and maintain our local roads, footpaths and cycleways. Second, we advocate on behalf of our community and lobby state government agencies for improved public transport (bus, train, ferry) provision and integration and state road networks.

Our community's role is a modified approach to the way people move around. By increasing active and public transport options and decreasing private vehicle trips, we can help reduce congestion, resulting in enhanced liveability for everyone in Woollahra.

Together, we can make our integrated transport vision a reality: A Woollahra where active, sustainable and efficient modes of transport are the most convenient choice for most trips.



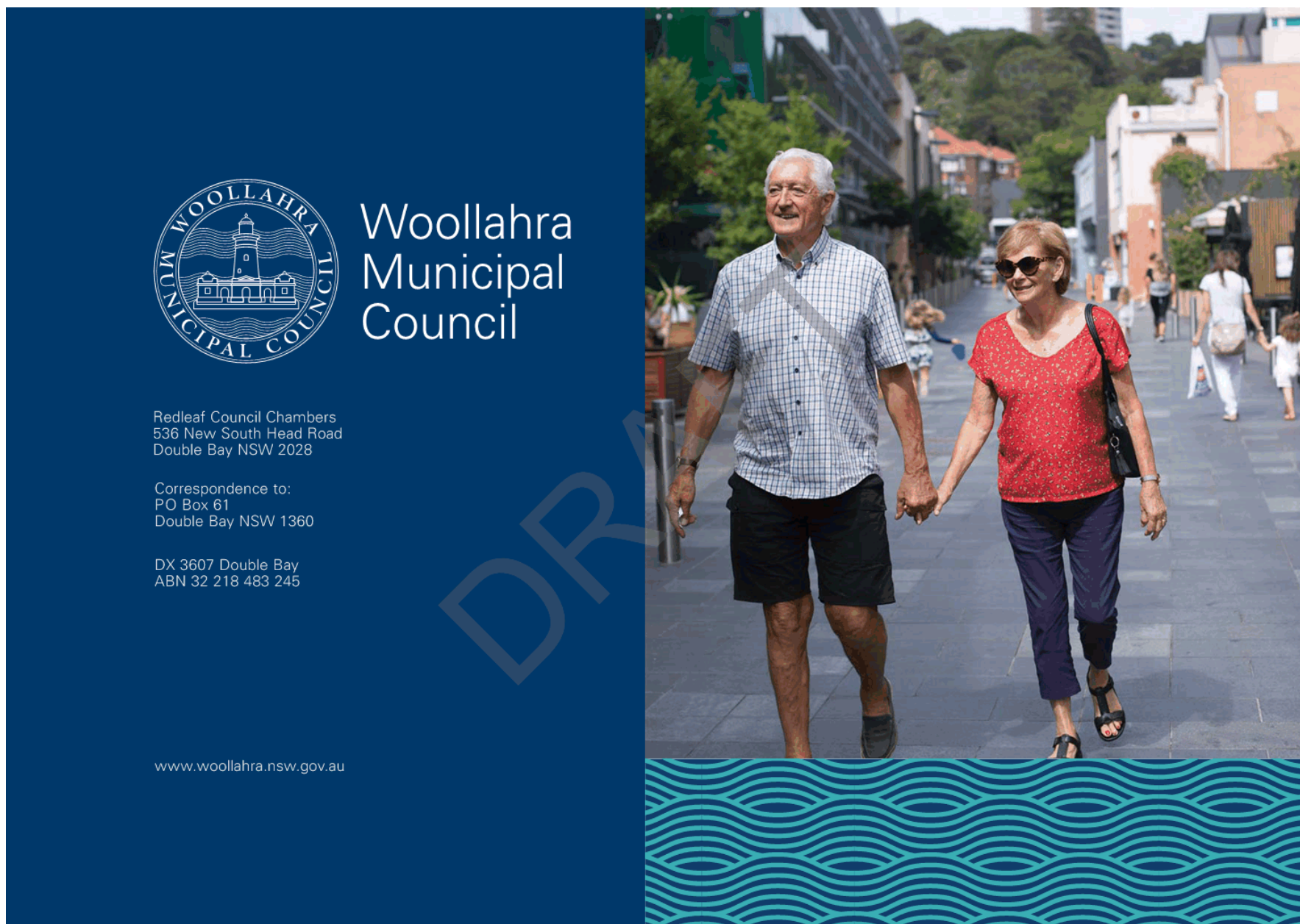
Woollahra Integrated Transport Strategy 2019

Glossary

Abbreviation	Term	Description
DCP	Development Control Plan	A development control plan provides detailed planning and design guidelines to support the planning controls in the Local Environmental Plan.
DSAPT	Disability Standards for Accessible Public Transport	The Disability Standards for Accessible Public Transport 2002 set out the minimum accessibility requirements that providers and operators of public transport must comply with, as well as ensuring that access to transport is consistently improved.
FSI	Fatal and Serious Injury	A classification within crash statistic studies - the highest level of severity.
HTS	Household Travel Survey	The most comprehensive source of personal travel data for the Sydney Greater Metropolitan Area.
ITS	Integrated Transport Strategy	An integrated transport strategy is a tool for the comprehensive analysis of existing and future transport system requirements. It supports a vision for an accessible municipality where active, sustainable and efficient modes of transport are the most convenient choice for most trips.
JTW	Journey to Work	Journey to Work data is derived from the 5-yearly Census of Population and Housing conducted by the Australian Bureau of Statistics.
LATM	Local Area Traffic Management	The use of physical devices, street-scaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more liveable local streets.
LEP	Local Environmental Plan	Local Environmental Plans guide planning decisions for local government areas. They do this through zoning and development controls, which provide a framework for the way land can be used.
LGA	Local Government Area	A local government area (LGA) is an administrative division of a country that a local government is responsible for.
LOS	Level of Service	Level of service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyse roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc.

Woollahra Integrated Transport Strategy 2019

Abbreviation	Term	Description
MaaS	Mobility-as-a-Service	Mobility-as-a-Service (MaaS) describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service (such as Ridesharing, Carsharing and On-Demand transport services).
NPWS	National Parks and Wildlife Service	NSW National Parks and Wildlife Service is part of the NSW Office of Environment and Heritage.
PTIPS	Public Transport Information and Priority System	The Public Transport Information and Priority System consists of global positioning systems and radio data communications that deliver information about buses and their location. This information is used to facilitate bus priority and provide real-time information to passengers.
RMS	Roads and Maritime Services	Roads and Maritime Services is an operating agency within the NSW Transport cluster and is responsible for setting the strategic direction and guiding an extended network of public and private service delivery agencies to provide improved transport outcomes.
Transport for NSW	Transport for New South Wales	Transport for NSW is at the centre of the transport cluster with responsibility for setting the strategic direction and guiding an extended network of public and private service delivery agencies to provide improved transport outcomes across NSW. It is responsible for Transport planning, strategy, policy and procurement for all modes of transport – roads, rail, ferries, light rail and point-to-point transport.
Travel Plan	NA	A travel plan is a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel.
WMC	Woollahra Municipal Council	Local government agency responsible for the suburbs of Paddington, Double Bay, Bellevue Hill, Darling Point, Point Piper, Rose Bay, Vaucluse, Watsons Bay and Woollahra.



Political Donations: Matters to be considered by Councillors at Council and/or Committee Meetings

