



THE PADDINGTON SOCIETY INC  
FOR COMMUNITY AND HERITAGE  
EST 1964

Department of Planning, Housing and Infrastructure

24 June 2025

For the attention of Minister Paul Scully, Minister for Planning and Public Spaces

**Exhibition of Planning Proposal – 8-10 New McLean Street, Edgecliff (PP-2023-1648)**

On behalf of The Paddington Society, the local communities of Paddington and Edgecliff and those adjacent to north and east, this submission outlines our **objections** to the above Planning Proposal.

Concerns and objections from The Paddington Society and adjacent local communities include:

**Overdevelopment in this context & location at the main gateway to the Eastern suburbs:**

- The Society supports the provision of additional housing stock, particularly affordable housing. We note that Woollahra Council's Edgecliff Commercial Centre Strategy (ECC) proposes uplift on nine sites, including affordable housing, community infrastructure and public domain benefits. With other developments already proposed, approved and/or underway in the LGA, Council is already well advanced towards meeting and exceeding the State Government's dwelling targets.
- The subject site at 8-10 New McLean Street, is one of three declared SSD in close proximity to Edgecliff Station, all situated at the main gateway to the eastern suburbs. This site is directly opposite the Edgecliff Centre at 203-233 New South Head Road. A little to the east is 136-148 New South Head Road (1 Darling Point Road). The latter two sites propose uplift to 37 and 17 storeys respectively, well in excess of the ECC 26 and 12 storeys endorsed by Council.
- **The cumulative impacts** of these proposals, all proposing uplift well in excess of that endorsed for the ECC, will have extensive detrimental impacts on the ECC, adjacent Heritage Conservation Areas of Paddington, Darling Point and Woollahra, in addition to Double Bay and Rose Bay further to the east, where proposals for significant uplift on several sites have already been lodged under the Low & Mid-Rise Housing Policy.
- Adverse cumulative impacts include: **overshadowing / overwhelming, excavation, insufficient supporting services, infrastructure, open space and recreation facility limitations, and massive major transport, traffic congestion, flow-on parking impacts.**

**Overdevelopment impacts of concern on the 8-10 New McLean Street site, in this context:**

- The Society was relieved that Council did not support the initial proposal for a 25-storey tower, noting that in November 2024 Council resolved not to proceed.
- The present revised proposal includes an 18-storey residential building with approximately 246 dwellings, up to 281 car parking spaces, including visitor spaces in an excavated 3-level basement.
- It requires demolition of two low residential flat buildings containing 106 affordable units, the majority studios and 1-bedrooms, including communal open spaces and substantial tree cover.

- The Society believes that the proposal is still excessive in bulk and scale for this context, the tower and street wall components still too high, directly adjacent to large numbers of many of the oldest two and three storey terrace houses in the HCA, and the site cover and tree removal is excessive.
- **Overshadowing and overwhelming** private open spaces and habitable rooms of tiny terrace dwellings is inevitable, particularly in Cameron and Glebe Streets and Bowes Avenue.
- Overshadowing will also detrimentally impact vegetation in Trumper Park and Oval and recreational facilities on the Weigall and White City sites on the valley floor.
- **Three levels of basement excavation** are also of concern, directly adjacent to original sandstone quarried and filled areas, which became Trumper Park. Damage to surrounding footings on old, often degraded sandstone, original old underground drainage, water and services is highly likely.
- **We support introduction of an additional local provision pertaining to no net dwelling loss and provision of affordable housing in perpetuity**, but believe that this *and* the apartment mix should be specified in detail – the definition of “affordable” is very loosely defined, with large apartments at rentals exceeding \$1,000 per week regularly approved as “affordable.” Such sums greatly exceed average rentals in the existing buildings proposed for demolition.
- We understand that neither Council nor the State Government will have oversight of management by a community housing provider of such dwellings, nor of their long-term retention as genuinely “affordable.” This should be examined and specified with additional mandatory future controls.
- **Voluntary Planning Agreements also allow developers to provide or fund public facilities, services or infrastructure in locations remote from the development site. With potential financial contributions offered in lieu, there appears to be no guarantee that any genuinely affordable housing provision is guaranteed on this site (or the other SSDs in this precinct).**

#### **Transport, traffic, congestion and flow-on parking impacts:**

- The road network at the New McLean Street / New South Head Road intersection and the intersections to east and west are already close to capacity, and regularly beyond capacity, particularly at morning and afternoon peaks and school pick-up periods.
- Traffic lights at the right hand turn east from New McLean Street frequently only allow 2 vehicles to exit, with vehicles backed up along the whole length of the street and Darling Point Road awaiting multiple light changes.
- The impost of additional vehicle numbers required for the proposal will exacerbate problems at and around this already over-stretched intersection, the only access to this development and the Edgecliff Centre and Eastpoint sites, plus the large housing development at 180 Ocean Street. All are accessed from New McLean Street.
- Flow-on congestion impacts, already severe, will spread to areas in all directions further afield.

#### **Car parking flow-on impacts and limitations:**

- The suburbs surrounding this site are already heavily impacted by commercial, residential visitor, transport and commuter street parking.
- Most of the surrounding residential terrace buildings are without on-site parking. The narrow streets are used continuously by visitors, users of the existing Edgecliff facilities and commuters.

- The parking provision proposed and required for this proposal will exacerbate on-street residential, visitor and commuter carparking congestion problems already suffered by residents in surrounding local communities to east, south and north.
- **When cumulative impacts of the additional SSD sites at the Edgecliff Centre at 203-233 New South Head Road and that of 136-148 New South Head Road (1 Darling Point Road) are added to the traffic, parking and congestion loads, this precinct and access to the remainder of the LGA will become unmanageable.**
- We strongly suggest and urge those assessing this and the future SSD proposals which are likely to come on line concurrently, to personally experience and review existing traffic and parking conditions along and adjacent to the whole of New South Head Road at the extended weekday and weekend peak periods. These reviews should include school pick up and weekend traffic peaks.
- **A coordinated traffic report and assessment, including cumulative impacts from all three SSD developments, *plus* those associated with existing and potential Low & Mid-Rise Housing Policy uplift sites, should be an essential requirement to guide all assessments.**

### **CONCLUSION:**

- The Paddington Society, community groups and local residents believe that this Planning Proposal is not in the public interest.
- Additional infrastructure and/or community facilities required to meet the proposed increased housing provision are not guaranteed on - or even in the vicinity of - this site.
- There also appears to be no guarantee that any genuinely affordable housing provision will be provided, guaranteed or managed and retained in perpetuity on this site.
- We note that the proposed development scheme “is indicative only, and is subject to further development assessment”.
- The Paddington Society and the local communities in Paddington and surrounding precincts trust that the appropriate staff in the Department of Planning, Housing and Infrastructure will further assess this and the cumulative impacts on our LGA and will work with Woollahra Council and the proponent towards a more appropriate proposal which will meet the Government’s laudable aims of providing additional housing, including affordable housing in perpetuity, without compromise to the context, workability and amenity of adjacent and surrounding communities, including access to those further afield in Woollahra.

Yours faithfully



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