

# ETHOS URBAN

Edgecliff Centre  
202-233 New South Head Road, Edgecliff  
Strategic Context & Urban Design Report  
October — 2020

Issue E — Job No 2190968



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# Terms & Abbreviations

Abbreviation	Meaning
Act	Environmental Planning and Assessment Act 1979
DCP	Development Control Plan
Department	NSW Department of Planning Infrastructure and Environment
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement
SEPP	State Environmental Planning Policy
WLEP 2014	Woollahra Local Environmental Plan 2014

Table 1 – Terms and abbreviations

# Introduction

This document has been prepared by Ethos Urban on behalf of Longhurst to support a planning proposal to amend the Woollahra Local Environmental Plan 2014 (the WLEP 2014) to enable renewal of the Edgecliff Centre.

It seeks to demonstrate that the planning proposal has sufficient strategic merit to proceed to a gateway determination by addressing strategic and urban design considerations. It has been prepared in accordance with the Department's 'A Guide to Preparing Planning Proposals' (the guide), in particular Part 3 covering justification.

It is intended to inform the planning proposal itself, in particular the justification, and in part as a technical appendix to the planning proposal.

The document has been prepared based on review and analysis of publicly available government documents (as at September 2020).



01 Aerial view of the site with the Sydney CBD in the background  
Source: FJMT & Ethos Urban



# 1.0 Background

## 1.1 Population Growth & Change

Sydney's population is growing and changing.

From a population of 4.8 million in 2016 (ABS, 2016), Greater Sydney is forecast to grow by another 1.7 million people by 2036 and 3.2 million more people by 2056. This places Greater Sydney in the top 10 fastest growing regions in the Western world, and will create a city whose population size is the same as that of present-day London, one of the world's most significant cities.

In addition, our population is and is forecast to continue to change in a number of ways, including a forecast tripling in the number of people aged 85 over the next 25 years and a continuation of higher number of smaller and lone person households.

This creates a number of challenges, including the expansion of the urban footprint and declining housing affordability. For example, Greater Sydney's housing market today is recognised as one of the most expensive in the world with median detached dwelling prices exceeding \$1 million and reaching 10.5 times the median annual household income.

This overall pattern of growth and change and its attendant implications are reflected in the Eastern City and the Woollahra LGA.

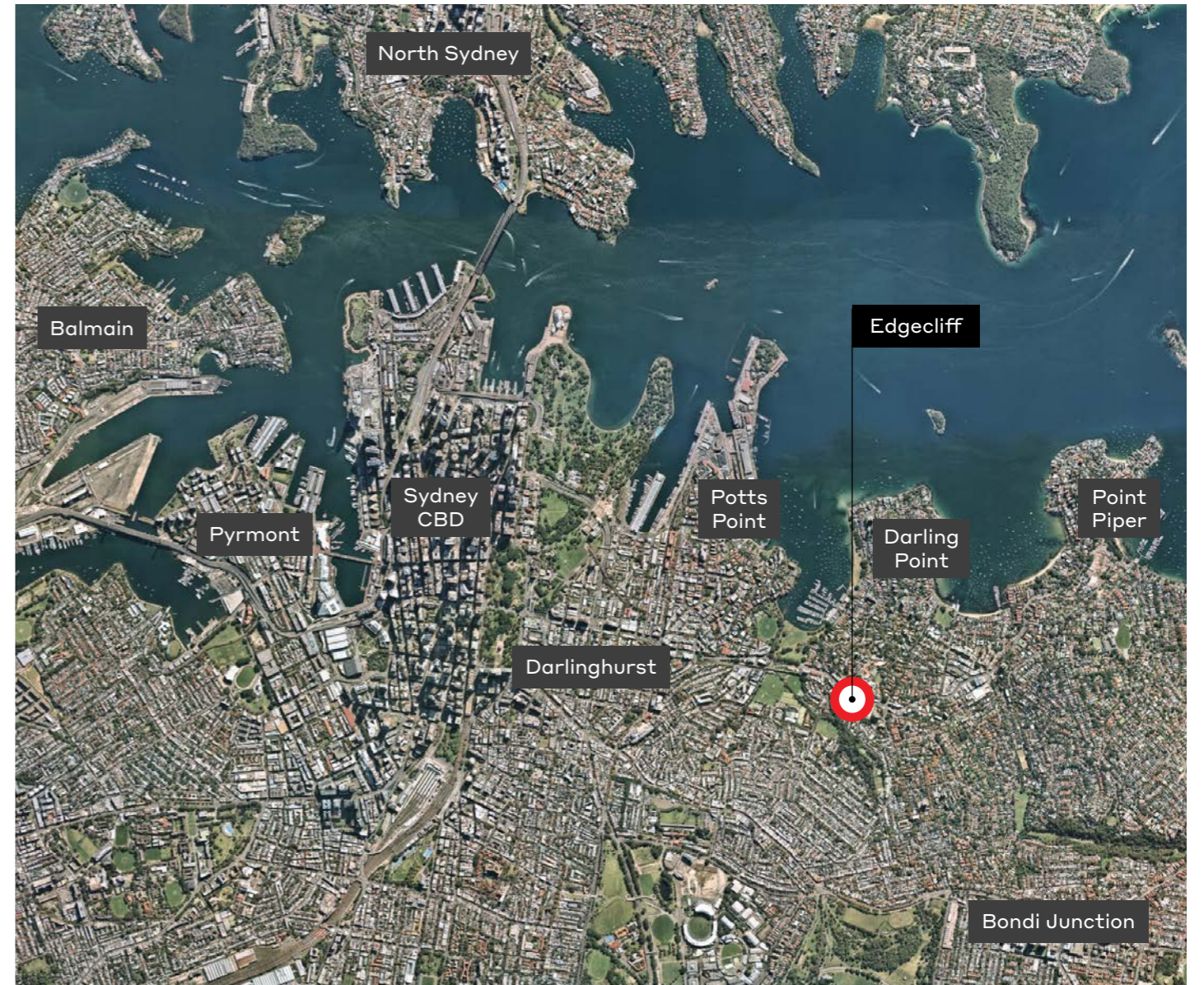
State and local government has prepared a planning framework to help manage this population growth and change. This comprises a number of strategic plans and supporting statutory plans. At present, local government is actively translating the vision and planning priorities of their Local Strategic Planning Statements into updated LEPs and DCPs. Overall, State and local strategic plans seek to provide a greater amount and choice of housing in accordance with the principles of sustainable development. In particular, this means exploring the growth potential of centres aligned with major public transport infrastructure, in particular rail.

## 1.2 Edgecliff Local Centre

The subject site is located in the Edgecliff local centre. The Edgecliff local centre is co-located with the Edgecliff rail station, which is part of the Eastern Suburbs Line. The Edgecliff centre is located just over 2km from the eastern edge of the Sydney CBD (measured from Hyde Park). Under the Region Plan's centres hierarchy, Bondi Junction is the only Strategic Centre for the northern parts of the eastern beaches. While as a local centre, Edgecliff is the next level down in the hierarchy, it is larger in footprint and scale than most other local centres and has a number of attributes that suggest it already has or has the potential to function as a form of Strategic Centre for that part of the Eastern District closer to the Sydney CBD. This elevated role is reinforced by the Woollahra LSPS which designates the centre as a 'key local centre'. This was also in part recognised by the previous 2005 metropolitan strategy for Sydney, *City of Cities, A Plan for Sydney's Future*, that designated Edgecliff together with Double Bay as a higher order town centre.

The centre is located on New South Head Road, directly west of the Edgecliff Station and Bus Interchange. Edgecliff Station is the second station out of the CBD after Kings Cross Station and is well serviced by existing schools, a shopping centre, public open space, hospitals, and medical centres.

Visually, the centre is located within and at the eastern boundary of a landscape area that stretches from Hyde Park to Edgecliff and comprises a distinct mix, density and height of buildings. In particular, the adopted mixture of building types, density, and heights is aligned with main road corridors, including William Street and its extension Old South Head Road travelling eastwards. This is also complementary with the spine of height travelling northwards from Edgecliff Centre to the end of the Darling Point peninsula. In particular, this landscape area is in part visually defined by point towers dating from the 1960s and 1970s that have heights of up to 30 storeys. Given these attributes, in many respects the Edgecliff Centre is different to the remainder on the Woollahra LGA, which in general has a more suburban character and lower building heights. This is also recognised by the Woollahra LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD.



02 Location of Edgecliff  
Source: Nearmap & Ethos Urban

① NOT TO SCALE

# 1.0 Background

## 1.3 Subject Site

The subject site is one of the largest and most strategically located sites within the Edgecliff local centre. It has an area of 4,910m<sup>2</sup> (approx.) with a frontage of 69.5m (approx.) to New South Head Road and adjoins the main pedestrian entry to the Edgecliff Station and Bus Interchange. Its address is 203-233 New South Head Road and it has a legal description of Lot No. 203 in DP1113922.

It forms part of the larger 'core' of the local centre that also comprises the adjoining Eastpoint complex which includes a shopping centre, residential flat building and train and bus interchange. The site has no standard major environmental planning constraints such as heritage, flooding and contamination.

The site is presently occupied by the Edgecliff Centre, which is a medium rise office building with active uses at the street facing ground floor built in the 1970s and nearing the end of its economic lifespan. Given its attributes, it represents an underutilisation of the site and results in poor urban design outcomes, in particular related to pedestrian movement.



LEGEND  
[Red box] Site boundary

03 Aerial view of the site within the Edgecliff Local Centre  
Source: Nearmap & Ethos Urban

NOT TO SCALE



# 1.0 Background

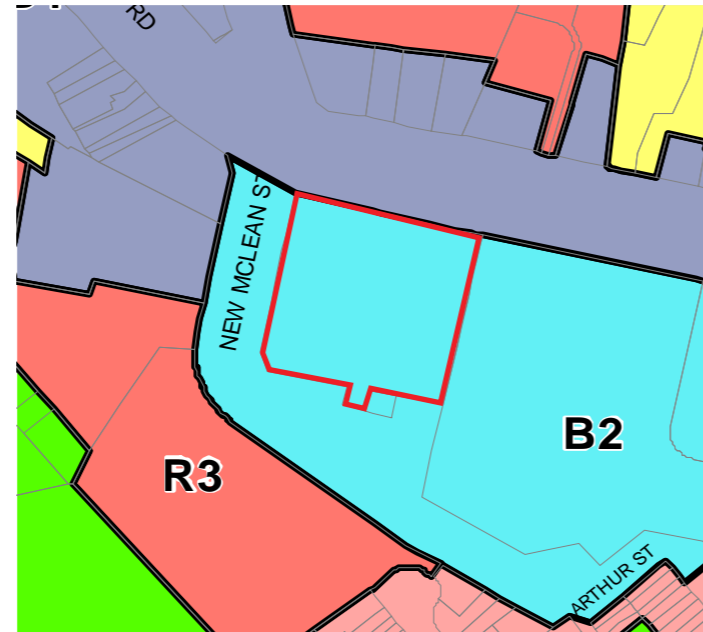
## 1.4 Current Controls

Under the Woollahra Local Environmental Plan 2014 (the WLEP 2014), the site has the following planning parameters:

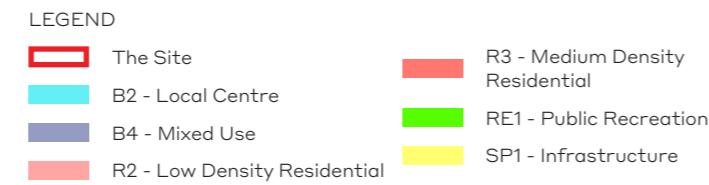
- Zone: B2 - Local Centre
- FSR (max): 2.5:1
- Height (max): 26m and 6m

The surrounding land has the following planning and current land use parameters:

Direction	Zone	Current Land Use
North	B4 Mixed Use	Retail, office and higher density residential
South	R3 Medium Density Residential	Flats
East	B2 Local Centre	Eastpoint complex, comprising shops (including Coles and Harris Farm supermarkets)
West	B4 Mixed Use and R3 Medium Density Residential	Offices and flats

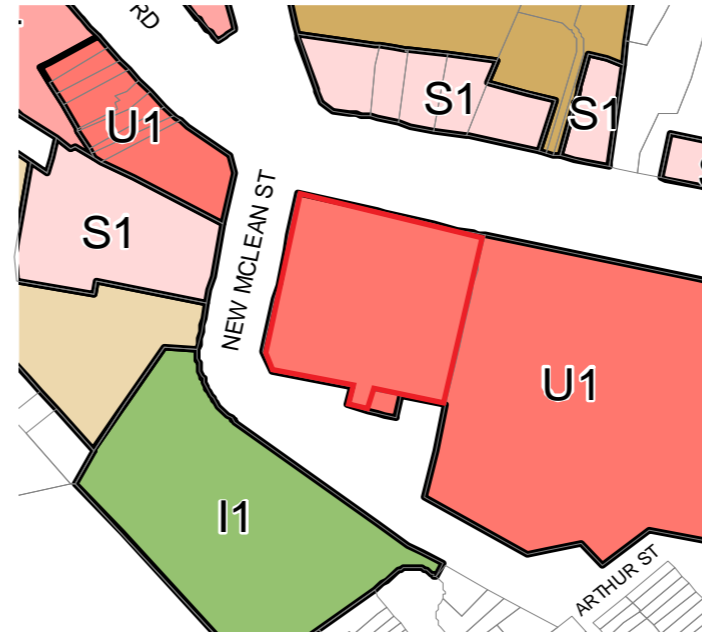


04 Land zoning map

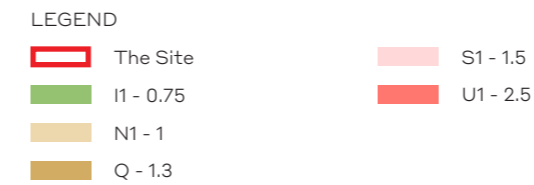


### Land Zoning

The site is located within a B2 Local Centre zone.

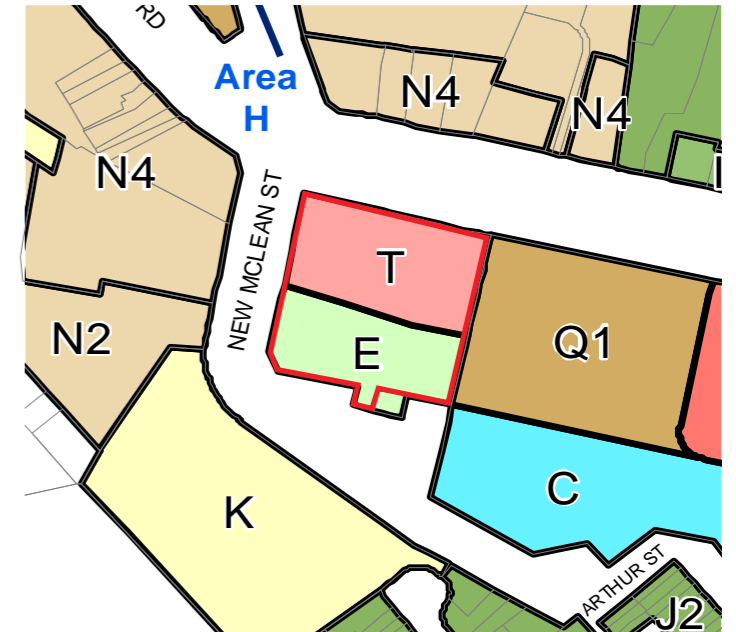


05 FSR map

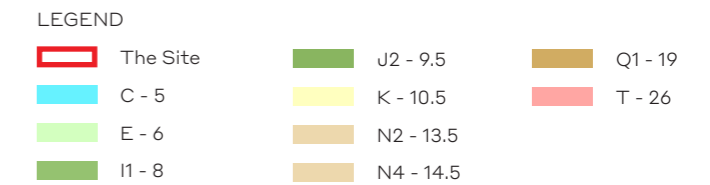


### Floor Space Ratio (FSR)

The maximum FSR mapped under the WLEP 2014 for the site is 2.5:1.



06 HOB map



### Height of Buildings (HOB)

The southern portion of the site has a 6m height limit whereas the HOB on the northern portion of the site is limited to 26m.

# 1.0 Background

## 1.5 Strategic Direction

The Region and District Plans include a number of planning priorities that when read together support investigation of renewal of the Edgecliff Centre and the site. These focus on the integration of land use and transport through the provision of a greater amount, choice and affordability of homes in locations such as Edgecliff that have access to jobs, services and public transport. They also support the complementary creation and renewal of great places and local centres while respecting the heritage. In particular, both plans make explicit reference to exploring growth in interchanges such as Edgecliff, including consideration of the elevation of their roles in the centres hierarchy.

***'There will be potential for interchanges to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods. Councils need to consider local conditions through place-based planning that provides for centres around interchanges to grow and evolve over time and potentially become strategic centres!'***

Consistent with this, page 35 of the Woollahra LSPS identifies that a planning review for the Edgecliff centre is underway to identify opportunities for increased housing, local businesses and employment in these key local centres.

## 1.6 Unlocking the Site's Potential

To give effect to the strategic direction of State and local strategic plans, Longhurst has prepared an indicative concept scheme to illustrate how the potential of the site may be unlocked. This involves a true mixed-use development that involves retention of jobs floorspace in a different configuration, introduction of a significant number and choice of homes and substantially improved public domain outcomes. The scheme is responsive to both its broader and local context. In terms of broader context, it represents a clear urban termination of the line of point towers heading east from the CBD generally along the William Street and New South Head Road axis and those of the Darling Point peninsula. In terms of local context and site constraints, massing of form to the south of the site avoids the Eastern Suburbs Railway Line (ESRL) and preserves valued CBD views from the Eastpoint flat building.

The scheme results in a number of benefits:

- The planning proposal will facilitate the much needed renewal of the existing transport interchange which will facilitate and encourage higher patronage of public transport.
- The planning proposal will facilitate a mix of uses that will increase the provision of much needed services necessary to support the growing and changing demographic of the population.
- The co-location of residential uses with retail, medical and commercial uses will support transit-orientated development and contribute to the creation of a walkable centre that provides homes in proximity to employment.
- The planning proposal will provide dwelling supply in a strategically positioned site that will enable housing targets to be met while protecting existing residential areas.
- *The proposed* public domain works and active retail uses will contribute to the revitalisation of the centre.
- The mix of employment generating uses made possible by the LEP amendments will generate approximately 692 operational jobs.
- A range of community uses proposed under the indicative concept scheme are capable of being provided by the development.
- The planning proposal will underpin Edgecliff's status as the gateway to the Eastern Suburbs.

This gives effect to number of planning priorities in the LSPS, including:

- **Planning Priority E1:** Planning for integrated land use and transport for a healthy, connected community, and a 30-minute city.
- **Planning Priority E2:** Planning for a community supported by infrastructure that fosters health, creativity, cultural activities, and social connections.
- **Planning Priority E4:** Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes.
- **Planning Priority E6:** Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people.
- **Planning Priority E7:** Supporting access to a range of employment opportunities and partnerships.
- **Planning Priority E8:** Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.

However, the current 15-year-old statutory planning framework precludes the indicative concept scheme being submitted to Woollahra Council for consideration as a development application. Rather, a planning proposal to amend key controls of the LEP, including FSR and height, must be first be made. Considering current State and local strategic planning intent and directions, the attributes of the Edgecliff Centre and the subject site and the nature of the proposal, the planning proposal has substantial merit.

# 1.0 Background

## 1.7 The Proposal

This is a planning proposal. Its intended outcome is to amend the Woollahra Local Environmental Plan 2014 (the WLEP 2014) to enable renewal of the site for a significant number and greater choice of new homes, new community facilities, a revitalised commercial premises, medical/wellness offering, transport interchange and public domain offering.

This intended outcome will be achieved by amending the WLEP 2014 as it applies to the site:

- in accordance with the proposed FSR map, shown at attachment 1, which provides for a maximum FSR of 9:1
- in accordance with the proposed height map, shown in attachment 2, which provides for a maximum height of RL 195 (167.01m)

Longhurst has prepared an indicative concept scheme to illustrate how the potential of the site may be unlocked. Key elements of this scheme include:

- provision of approximately 15,000 – 16,000sqm of commercial, retail and medical/wellness uses
- provision of approximately 28,541sqm of residential uses with a yield of approximately 235 – 268 dwellings
- delivery of a publicly accessible landscaped open green space and community facility to enhance the public domain
- improvements to the identification, intermodal connection and overall experience of Edgecliff Station and Bus Interchange commensurate to other key transit interchanges
- delivery of a civic plaza
- creation of a town centre.

Figure 7 illustrates this indicative concept scheme.



07 The proposal  
Source: FJMT

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## 2.0 Planning Framework

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### 2.1 The Act

Under clause 3.33 of the Act, a planning proposal must be prepared to amend an existing LEP that includes the following:

- a statement of the objectives or intended outcomes of the proposed instrument;
- an explanation of the provisions that are to be included in the proposed instrument;
- the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1);
- if maps are to be adopted by the proposed instrument, such as maps for proposed land use zones; heritage areas; flood prone land—a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument; and
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

The clause also states that the Planning Secretary may issue requirements with respect to the preparation of a planning proposal. This has been prepared and published by the Department and is called 'A Guide to Preparing Planning Proposals' (the guide).

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### 2.2 A Guide to Preparing Planning Proposals

Consistent with and further to clause 3.33 of the Act, the guide provides more detailed guidance on what a planning proposal is to address.

The guide states that a planning proposal:

- sets out the justification for the proposed LEP amendment, including through demonstrating strategic merit;
- must be concise and written in a language that is clear and easy to read; and
- be technically competent and be supported by technical information and investigations where necessary.

Under the guide, a planning proposal relates only to a LEP amendment and as such it not a development application nor considers specific detailed matters that should form part of a development application.

The guide provides a number of questions that a planning proposal should consider, and address where relevant, when setting out the justification for the proposed LEP amendment. These can be grouped into four broad categories:

1. need for the planning proposal.
2. relationship to the strategic planning framework.
3. environmental, social and economic impact.
4. State and commonwealth interests.

Need for the planning proposal and most of relationship to the strategic planning framework are strategic and urban design considerations, and as such are addressed in this document. The other categories are of a statutory planning nature and as such will be addressed by the broader Ethos Urban planning proposal.

## 3.0 Assessment Against The Planning Framework

### 3.1 Need for the Planning Proposal

#### Question 1 - Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Is this relevant	Yes
Does it comply / consistent	Yes

The Woollahra LSPS was endorsed by the GSC in March 2020. The LSPS identifies Edgecliff and Double Bay as areas being investigated for further density. Furthermore, the LSPS includes a number of planning priorities that when read together support investigation of renewal of the Edgecliff Centre and the site. These include:

- **Planning Priority E1:** Planning for integrated land use and transport for a healthy, sustainable, connected community and a 30-minute city
- **Planning Priority E2:** Planning for a community supported by infrastructure that fosters health, creativity, cultural activities and social connections
- **Planning Priority E3:** Working in collaboration with our community, government, businesses and organisations
- **Planning Priority E4:** Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes
- **Planning Priority E6:** Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people
- **Planning Priority E7:** Supporting access to a range of employment opportunities and partnerships
- **Planning Priority E8:** Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities
- **Planning Priority E9:** Supporting and enabling innovation whilst enhancing capacity to adapt and thrive in a rapidly changing digital environment.

Under Planning Priority E1, the LSPS includes at action 6 that over the short to medium term council will:

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

Comprehensive renewal of the site, including the retention and improvement of jobs floorspace, the inclusion of a substantial number and choice of new homes and an improved public domain will increase the role of Edgecliff as a key transport interchange in the Woollahra LGA. Not only will it result in a greater number of people being able to live and work within easy walking distance of the interchange, it will also improve how people move around the centre and function as an urban marker delineating the location and significance of the interchange.

Under Planning Priority E7, Action 41 is:

- *'Introduce planning controls into the Woollahra Local Environmental Plan 2014 and Woollahra Development Control Plan 2015 to protect and enhance floor space for commercial, retail, business, health and community uses in centres, particularly in Double Bay and Edgecliff'*

The proposal protects and enhances non-residential floor space in the Edgecliff Centre, in particular highly valuable office space. This has the potential to improve jobs containment in the LGA (while there are 28,005 employed people in the LGA (.id), there are 19,450 local jobs in the LGA (Woollahra Council)). The addition of new homes adjacent to this floorspace has the potential to increase its desirability for employers and employees who value convenience.

The Woollahra Local Strategic Planning Statement identifies planning interventions for the renewal of Double Bay and Edgecliff centres for increased housing, local business and employment within these key local centres. The review of these centres will also inform the Housing Strategy.

Further assessment of the consistency of the proposal with all other LSPS planning priorities is included in **Section 3.3** of this document.

The planning proposal is also informed by a detailed urban design study that forms part of this document. The nature of this design desktop study was to firstly understand the strategic context of Edgecliff within the larger City, secondly, it takes a more focused look into the centre's contextual siting, and then presents the development potential of the site through key design principles.

Its key findings included:

- Edgecliff and Double Bay have very different but complimentary attributes that when combined, provide most if not all of the resources typically found in a major centre;
- due to positioning and lot size, the site could benefit from a higher height of building and FSR, unlocking the potential of this site;
- an increase in building height would be an appropriate response to the surrounding context and its strategic location;
- opportunity for active frontages to extend inwards and along the proposed through-site link towards New McLean Street;
- potential to reconfigure access points to include a new entry at New McLean Street; and
- improved permeability along the ground plane at Edgecliff Station would create a new arrival experience and would further improve the intermodal nature of the interchange and improve the Bus Terminal's access and visual connection to the ground plane.

Refer to **Sections 5-10** of this document for further detail on this urban design study.

## 3.0 Assessment Against the Planning Framework

### 3.2 Relationship to the Strategic Planning Framework - Region Plan & District Plan

**Question 3 - Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

Is this relevant	Yes
Does it comply / consistent	Yes

The applicable plans are:

1. The Greater Sydney Region Plan (the Region Plan)
2. Eastern City District Plan (the District Plan).

Under the guide, the relationship between the planning proposal and the Region Plan and the District Plan must be considered in the context of their:

- directions
- planning priorities
- actions (including housing and employment targets).

Due to the substantial similarity between the two plans and the more local application of the District Plan, assessment addresses the District Plan on the presumption that consistency also demonstrates consistency with the Region Plan. Where the Region Plan has a difference in policy, this is identified and addressed.

**Table 5** shows the directions and planning priorities of the District Plan.

As the LSPS has received assurance from the GSC that it gives effect to these planning priorities, assessment of these planning priorities is undertaken in the LSPS part of this document.

Planning Priority number	Planning Priority title
<b>Direction: A city supported by infrastructure</b>	
Planning Priority E1	Planning for a city supported by infrastructure
<b>Direction: A collaborative city</b>	
Planning Priority E2	Working through collaboration
<b>Direction: A city for people</b>	
Planning Priority E3	Providing services and social infrastructure to meet people's changing needs
Planning Priority E4	Fostering healthy, creative, culturally rich and socially connected communities
<b>Direction: Housing the city</b>	
Planning Priority E5	Providing housing supply, choice and affordability with access to jobs, services and public transport
<b>Direction: A city of great places</b>	
Planning Priority E6	Creating and renewing great places and local centres, and respecting the District's heritage
<b>Direction: Jobs and skills for the city</b>	
Planning Priority E7	Growing a stronger and more competitive Harbour CBD
Planning Priority E8	Growing and investing in health and education precincts and the Innovation Corridor
Planning Priority E9	Growing international trade gateways
<b>Direction: A well connected city</b>	
Planning Priority E10	Delivering integrated land use and transport planning and a 30-minute city
Planning Priority E11:	Growing investment, business opportunities and jobs in strategic centres
Planning Priority E12	Retaining and managing industrial and urban services land
Planning Priority E13	Supporting growth of targeted industry sectors
<b>Direction: A city in its landscape</b>	
Planning Priority E14	Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways
Planning Priority E15	Protecting and enhancing bushland and biodiversity
Planning Priority E16	Protecting and enhancing scenic and cultural landscapes
Planning Priority E17	Increasing urban tree canopy cover and delivering Green Grid connections
Planning Priority E18	Delivering high quality open space
<b>Direction: An efficient city</b>	
Planning Priority E19	Reducing carbon emissions and managing energy, water and waste efficiently
<b>Direction: A resilient city</b>	
Planning Priority E20	Adapting to the impacts of urban and natural hazards and climate change
<b>Direction: Implementation</b>	
Planning Priority E21	Preparing local strategic planning statements informed by local strategic planning
Planning Priority E22	Monitoring and reporting on the delivery of the Plan

**Table 2** – District Plan Planning Priorities

## 3.0 Assessment Against the Planning Framework

### 3.3 Relationship to the Strategic Planning Framework – Local Strategic Planning Statement

**Question 4 - Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

Is this relevant	Yes
Does it comply / consistent	Yes

Under the guide, a planning proposal is required to demonstrate how it will give effect to an endorsed local strategic planning statement. Relevant matters must be identified and the relationship of the planning proposal to those matters should be discussed. A planning proposal that explicitly gives effect to an endorsed local strategy would be expected to be supported.

The Woollahra LSPS was endorsed by the GSC in March 2020.

Intended to give effect to the District Plan, the LSPS addresses similar topics to this plan. **Table 3** identifies the LSPS planning priorities. The rest of this part assesses the proposal against these planning priorities.

Planning Priority number	Planning Priority title
<b>Theme: Infrastructure and Collaboration</b>	
Planning Priority E1	Planning for integrated land use and transport for a healthy, sustainable, connected community, and a 30-minute city
Planning Priority E2	Planning for a community supported by infrastructure that fosters health, creativity, cultural activities, and social connections
Planning Priority E3	Working in collaboration with our community, government, businesses, and organisations
<b>Theme: Liveability</b>	
Planning Priority E4	Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes
Planning Priority E5	Conserving our rich and diverse heritage
Planning Priority E6	Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people
<b>Theme: Productivity</b>	
Planning Priority E7	Supporting access to a range of employment opportunities and partnerships
Planning Priority E8	Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities
Planning Priority E9	Supporting and enabling innovation whilst enhancing capacity to adapt and thrive in a rapidly changing digital environment
<b>Theme: Sustainability</b>	
Planning Priority E10	Protecting and improving the health, diversity and enjoyment of our waterways and water ecosystems
Planning Priority E11:	Conserving and enhancing our diverse and healthy green spaces and habitat, including bushland, tree canopy, gardens, and parklands
Planning Priority E12	Protecting and enhancing our scenic and cultural landscapes
Planning Priority E13	Improving the sustainability of our built environment, businesses, and lifestyles by using resources more efficiently and reducing emissions, pollution, and waste generation
Planning Priority E14	Planning for urban resilience so we adapt and thrive despite urban and natural hazards, stressors and shocks

**Table 3** – Woollahra LSPS Planning Priorities

## 3.0 Assessment Against the Planning Framework

### 3.3 Relationship to the Strategic Planning Framework – Local Strategic Planning Statement

#### Infrastructure & Collaboration

- **Planning Priority E1:** Planning for integrated land use and transport for a healthy, connected community, and a 30-minute city
- **Planning Priority E2:** Planning for a community supported by infrastructure that fosters health, creativity, cultural activities, and social connections
- **Planning Priority E3:** Working in collaboration with our community, government, businesses, and organisations

Comprising a mixed use, transit-oriented development of scale that includes floorspace for job and homes within a centre and adjacent to a train station and bus interchange, the proposal represents an exemplar of integrated land use and transport. It will increase the proportion of people living with easy walking access to a range of jobs, services and facilities, as well as access by bus to other nearby activity centres and by train to other larger centres such as the Sydney CBD and Bondi Junction.

Through the scale of the development, the proposal will also improve the existing adjoining public domain and provide a more comfortable and attractive walking environment for people of all capabilities. The GSC identifies the objective to provide infrastructure that adapts to meet future needs and in the District Plan notes the need for transport corridors and locations for new centres to be safeguarded for future infrastructure investments.

The inclusion of non-residential floor space will cater for a broad range of uses allowed in the Local Centre zone. This can include uses such as medical centres and educational establishments that foster health, creativity, cultural activities, and social connections in accordance with planning priority 2.

In addition to actual improvements on the site, an uplift of scale on this site generates contributions (through council's development contributions framework or a planning agreement) that will be used for the improvement of existing infrastructure such as open space, community facilities and public domain in the Edgecliff community.

The submission of a planning proposal catalyses engagement with Council, the community, government, businesses and organisations through the assessment and determination process. In particular, it can trigger activation of action 6 of planning priority 1 which seeks to 'increase the role of Edgecliff as a key transport interchange in our area'.

#### Liveability

- **Planning Priority E4:** Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes
- **Planning Priority E5:** Conserving our rich and diverse heritage
- **Planning Priority E6:** Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people

The proposal will provide a greater amount and choice of new homes in a mixed use, transit-oriented form within a centre aligned with a train station and bus interchange. In addition, the proposal will provide for jobs, facilities and services floorspace and an improved public domain. Development of scale also has the ability to better incorporate and express design excellence and other outcomes that are valuable.

The combination of these elements will create a great place for the local community in accordance with planning principle 6, making a significant contribution to enhancing the health, lifestyle and wellbeing of residents.

The site does not include any heritage items and is not located in a heritage conservation area.

It is acknowledged that the planning proposal will enable development of scale on the site. The compatibility of this with the overall visual character of the area is addressed in **Sections 7 and 8**. In terms of site planning, scale will be massed to the southern edge of the site. This will provide for a more human scale, lower rise built form to New South Head Road. Options to further articulate the street facing elevation and as such reduce its perception of visual scale can be considered at the detailed development application stage. The site massing strategy is also responsive to existing visual amenity enjoyed by residents of the nearby Eastpoint flat building.



## 3.0 Assessment Against the Planning Framework

### Productivity

- **Planning Priority E7:** Supporting access to a range of employment opportunities and partnerships
- **Planning Priority E8:** Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities
- **Planning Priority E9:** Supporting and enabling innovation whilst enhancing capacity to adapt and thrive in a rapidly changing digital environment

The proposal will retain the existing amount of non-residential floorspace in an improved configuration. Given the Local Centre zoning, this floorspace can be used for a range of employment activities. This is a critical outcome for the retention and even diversification of jobs in the local community.

In addition to improvement in the jobs floorspace itself, the concurrent improvement in the quality of the public domain and the addition of new homes will strengthen the mixed use, transit focussed nature of the Edgecliff local centre in accordance with planning priority 2. This will improve the overall attractiveness of the centre as a place for businesses that have choice in terms of location, and are often drawn to high quality, attractive and convenient places. While the nature of Edgecliff, including its proximity to the Sydney CBD and its mixed use character, does not suit its evolution to provide a substantial number of new jobs, this can serve to attract a smaller number of higher value job sectors such as innovation, technology and creative industries in accordance with planning priority 3.

In terms of employment and economic activity, the proposal is:

- estimated to support some 863 jobs during construction and a further 692 jobs (net increase of 225 over the current operation) on an ongoing basis once the project is complete and operational; and
- these ongoing jobs are estimated to contribute approximately \$66.1 million (value added) to the economy annually, which includes significant output contributions from industry sectors such as retail, professional services and medical/health workers.

### Sustainability

- **Planning Priority E10:** Protecting and improving the health, diversity and enjoyment of our waterways and water ecosystems
- **Planning Priority E11:** Conserving and enhancing our diverse and healthy green spaces and habitat, including bushland, tree canopy, gardens, and parklands
- **Planning Priority E12:** Protecting and enhancing our scenic and cultural landscapes
- **Planning Priority E13:** Improving the sustainability of our built environment, businesses, and lifestyles by using resources more efficiently and reducing emissions, pollution, and waste generation
- **Planning Priority E14:** Planning for urban resilience so we adapt and thrive despite urban and natural hazards, stressors and shocks

Renewal of the site as an exemplar mixed use, transit-oriented development located in a centre and adjoining a train station and bus interchange is a sustainable form of development compared to more dispersed growth options. The proposal will promote a Transit Orientated Development outcome with high accessibility to the Edgecliff Station and Bus Interchange which supports various sustainable modes of transport. The proximity of the site within a centre will assist in shifting the paradigm of private vehicle usage and will reduce reliance on this mode of transport. This not only increases the resilience of Edgecliff and the Woollahra LGA, but also Greater Sydney overall.

In addition to its fundamental sustainability credentials, enabling renewal of the site at scale through the planning proposal provides the opportunity to provide innovative, best practice and tangible measures that would be likely less viable as part of smaller scale renewal. These will complement and further strengthen the environmental performance of the proposal. Measures can include:

- water sensitive urban design;
- efficient energy and water systems, including through solar energy generation; and
- green roofs and walls.

The proposal will not directly impact waterways or reduce the amount of bushland, tree canopy, gardens, and parklands. Uplift of scale can provide council with substantial funds to enhance these elements in the local area.

Planning priority 12 and its supporting strategy (49) seeks to protect the Sydney Harbour scenic landscape, public views and view sharing.

Foreshores and headland areas make a significant contribution to this scenic landscape, and the proposal will not directly impact these elements. In this part of Sydney Harbour, the landscape comprises a rich, layered and dynamic interplay of natural and human made elements, including coves, peninsulas, hills and ridgelines, vegetation and a diverse built form. As has been outlined already in this document, more specifically the centre is located within and at the eastern boundary of a landscape area that stretches from Hyde Park to Edgecliff that has a distinct presence of slender, taller buildings. These taller buildings are aligned in two main linear corridors. The east-west corridor is aligned with William Street and its extension Old South Head Road, and a complementary north-south spine stretching from the end of Darling Point to the Edgecliff Centre. Taller buildings in these spines are dominated by point towers dating from the 1960s to 1990s that have heights of up to 30 storeys. Given these attributes, in many respects the Edgecliff Centre is different to the remainder on the Woollahra LGA, which in particular has a more suburban character and lower building heights. This is recognised by the Woollahra LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD. While of a greater height than other buildings, uplift of the nature proposed is compatible with this overall visual pattern.

Massing of height has been specifically designed to enable view sharing from the Eastpoint flat building across the site to the distant Sydney CBD skyline, Harbour Bridge and Opera House, which are iconic landscape features and as such have significant visual value. Public views are complex, relying on matters such as the sensitivity of people exposed to views and the value attached to the view itself. On this basis, the planning proposal is supported by a stand-alone visual impact assessment that considers public and private views.

## 4.0 Strategic Considerations

### 4.1 Strategic Planning Policy Settings

**'Greater Sydney's most pressing challenge today is to address population growth and demographic change, while improving liveability' (GSC, 2018)**

In 2018 the GSC released the Region Plan and Eastern District Plan to help manage this population growth and change.

The District Plan includes housing targets over three time series:

1. short term: 0 -5 years
2. medium term: 6 - 10 years
3. longer term: 20 years.

Over the short term (5 years) targets are generally consistent with known housing approvals and construction activity and are minimum targets that largely reflect delivery potential under current planning controls.

**Table 2** shows the 0–5-year housing supply targets (2016–2021) under the District Plan for each LGA in the Eastern District.

LGA	District Plan 0–5-year housing supply targets (2016–2021)
Woollahra	300
Waverley	1,250
Canada Bay	2,150
Randwick	2,250
Burwood	2,600
Strathfield	3,650
Inner West	5,900
Bayside	10,150
City of Sydney	18,300
<b>Total</b>	<b>46,500</b>

**Table 4 –** District Plan 0-5-year housing supply targets

As this table shows, the target for the LGA is 300 additional dwellings. This is less than 1% of the District overall target and four times less than the next lowest target (Waverley, even though it has a smaller land area of 9km<sup>2</sup> compared to 12km<sup>2</sup> for Woollahra). Equal with Blue Mountains, this figure is the third smallest in Greater Sydney (with only Hunters Hill (6km<sup>2</sup>) and Mosman (9km<sup>2</sup>) having smaller targets).

Councils are to determine their medium terms housing targets as part of development of their housing strategies. In their LSPS assurance letter of March 2020, the GSC notes that:

- the LSPS commits to preparing a Local Housing Strategy; and
- In this context, Council is to show how they can meet an indicative draft range for 6-10-year housing targets for 2021/22 to 2025/26 of 500 - 600 dwellings as part of its Local Housing Strategy.

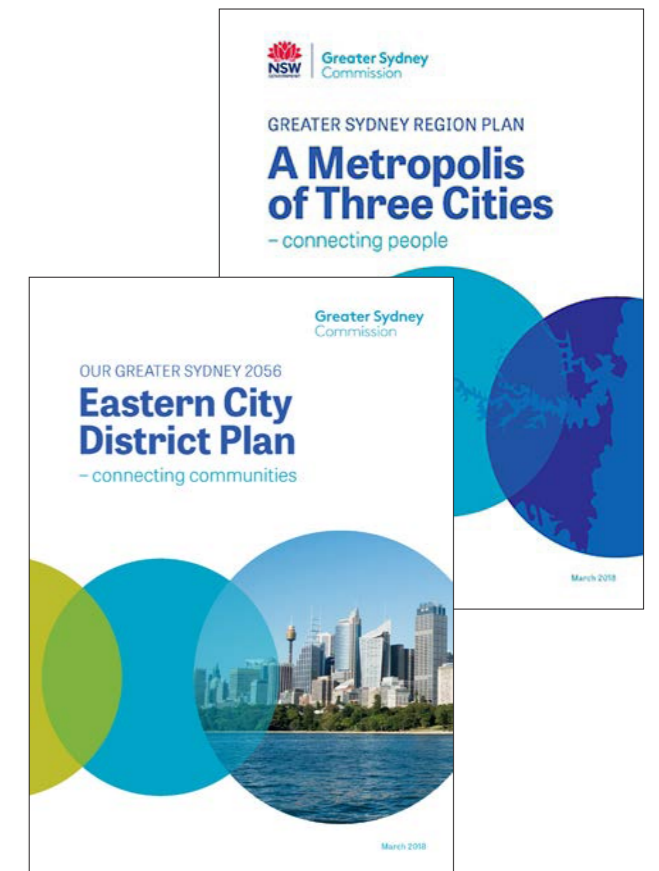
It is noted that the LGA has a smaller size than most of the other LGAs in the Eastern District (excluding Waverley) and does not contain a Strategic Centre. However, given other attributes of the LGAs such as its proximity to the Sydney CBD, service by the Eastern Suburbs Rail Line (ESRL) and the presence of a major local centre in the form of Edgecliff and Double Bay combined, this figure appears constrained.

Over the longer term, the Region Plan sets a District 20-year strategic housing target of 157,500, equating to an average annual supply of 7,875 dwellings, or one in five of all new homes in Greater Sydney over the next 20 years. To deliver the 20-year strategic housing target, the District Plan states that in local housing strategies, councils should investigate and recognise opportunities for long-term housing supply associated with city-shaping transport corridors; growing, emerging and new centres and other areas with high accessibility.

The plans include a number of planning priorities that when read together support the provision of a greater amount, choice and affordability of homes in locations that have access to jobs, services and public transport, with complementary creation and renewal of great places and local centres while respecting the heritage. In particular, both plans make explicit reference to exploring growth in interchanges including consideration of the elevation of their roles in the centres hierarchy.

**'There will be potential for interchanges to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods. Councils need to consider local conditions through place-based planning that provides for centres around interchanges to grow and evolve over time and potentially become strategic centres!'**

In addition to a more sustainable development pattern, focussing growth in centres has a number of other benefits. In particular, it can reduce pressure on more sensitive established residential areas to accommodate new homes and jobs such as Double Bay, Rose Bay, Vaucluse and Paddington. This is of particular relevance to the Woollahra LGA, which includes large areas of relatively lower density housing, including heritage conservation areas.



**08** The Region Plan and Eastern District Plan

## 4.0 Strategic Considerations

### 4.2 Sydney's Centres

Overall Region Plan and District Plan set a policy setting to direct growth to centres is supported by further detail. The Region Plan states that *'there will be a need to grow existing centres, particularly strategic centres and supermarket-based local centres'* and for existing centres, *'expansion options will need to consider building heights and outward growth'*.

Under the plans, Sydney has a centres hierarchy made up of a number of different types of centres:

1. Metropolitan centre
2. Strategic centre
3. Local centre
4. Other centre.

The Sydney CBD is the Eastern District's sole metropolitan centre.

The closest Strategic Centre is Bondi Junction, and others in the Eastern District are:

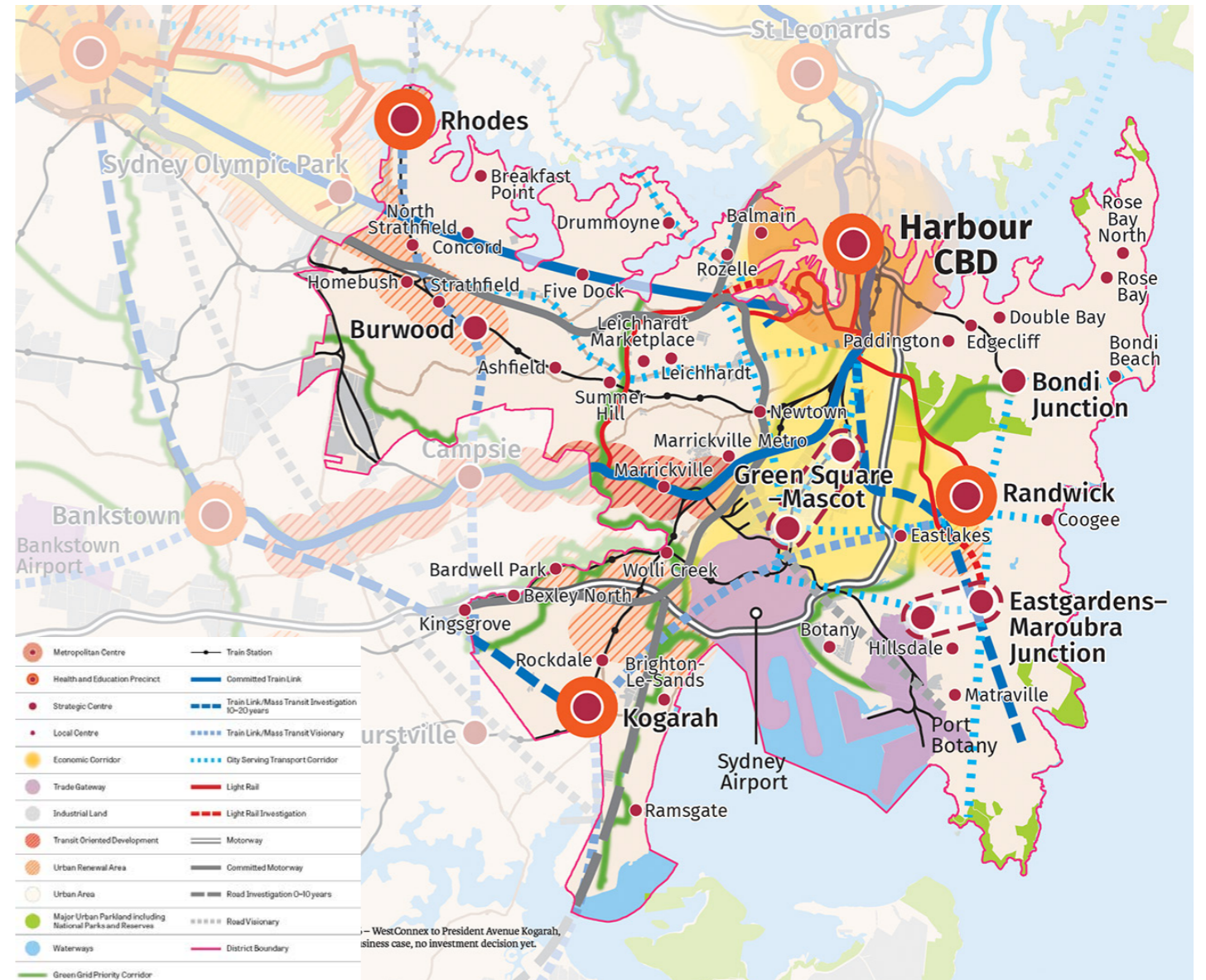
- Eastgardens – Maroubra Junction
- Green Square – Mascot
- Randwick.

Other Strategic Centres in Greater Sydney include Macquarie Park and Chatswood.

Edgecliff is designated as a local centre. Under the Region Plan, local centres play an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.

Further, Future Transport 2056 identifies the importance of transport interchanges as places which will have a high level of accessibility as service frequencies and travel times are improved. Based on this, the Region Plan states that there will be potential for interchanges to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods and that **Councils need to consider local conditions through place based planning that provides for centres around interchanges to grow and evolve over time and potentially become Strategic Centres.**

By devising the appropriate place based planning scheme for the Edgecliff local centre which capitalises on the site's proximity to a key transport interchange and provides a diversity of uses near public transport, Edgecliff's status could potentially rise to become acknowledged as a Strategic Centre.



09 Structure Plan for the Eastern City District

## 4.0 Strategic Considerations

### 4.3 The Edgecliff Local Centre

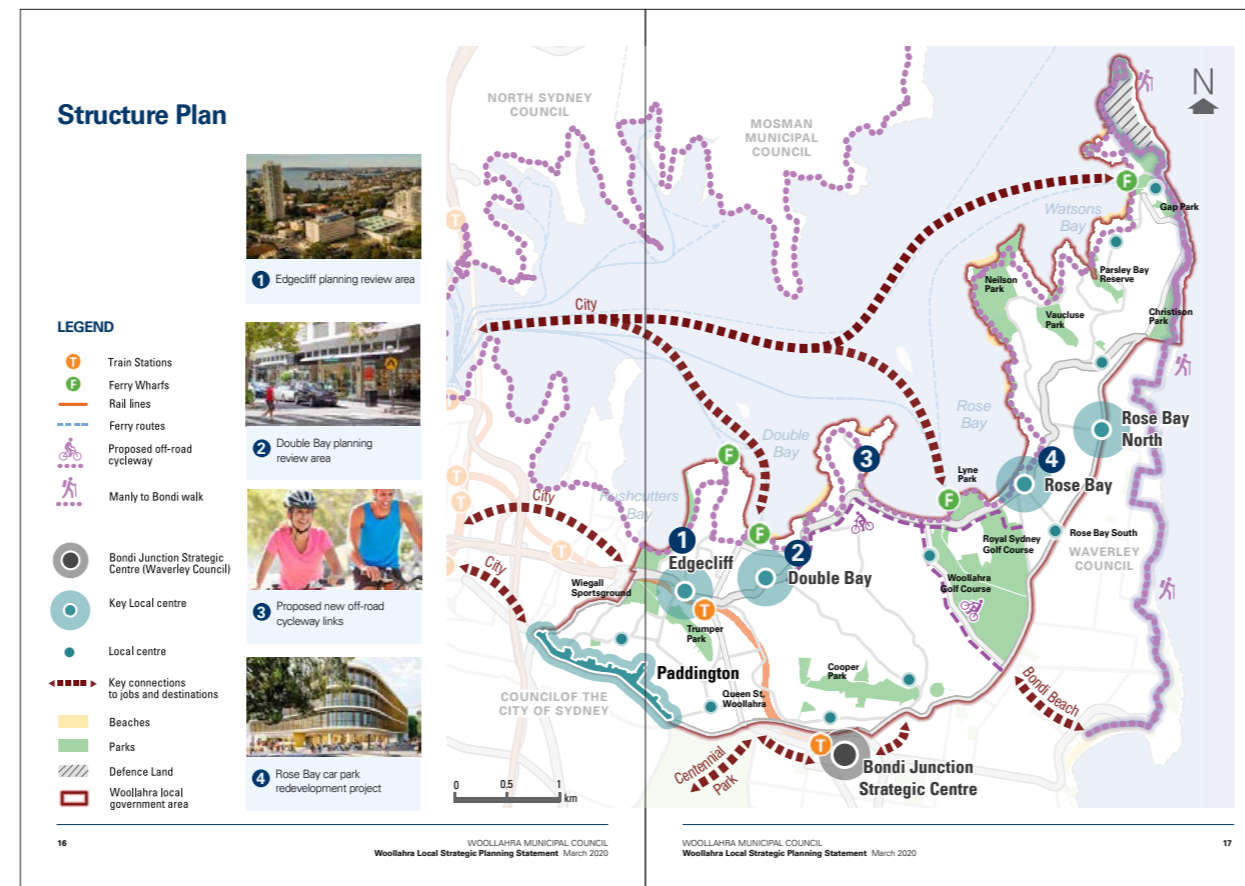
The Edgecliff local centre is co-located with the Edgecliff Station, which is part of the Eastern Suburbs Line and the Bus Interchange, which expands further into the eastern suburbs network. The Edgecliff local centre is located just over 2km from the eastern edge of the Sydney CBD (measured from Hyde Park).

Under the Region Plan's centres hierarchy, Bondi Junction is the only Strategic Centre for the north of the eastern beaches. While as a local centre, Edgecliff is the next level down in the hierarchy, it is larger in footprint and scale than most other local centres and has a number of attributes that suggest it already has the potential to function as a form of Strategic Centre for that part of the Eastern District closer to the Sydney CBD. For example, the District Plan notes that centres with a supermarket (Edgecliff contains two) qualify as larger local centres.

Additionally, the Greater Sydney Region Plan notes that Council's need to consider local conditions through place based planning that provides for centres around interchanges to grow and evolve over time and potentially become strategic centres. The Edgecliff local centre is positioned in an strategic location and comprises an important transport interchange. Therefore, appropriate place based planning that harnesses these key attributes will allow for the natural growth of Edgecliff into a strategic centre.

Support for an elevated role is reinforced by the Woollahra LSPS which designates the centre as a 'key local centre'. Under the previous metropolitan plan, Edgecliff and Double Bay combined were designated as a Town Centre, which also confers greater significance than that of a local centre. It is conceivable that with the right planning interventions, Edgecliff and Double Bay can be guided to evolve as a more coherent single centre comprising two distinct but related parts.

The evolution of the planning framework in centres over the last decade supports the further evolution of Edgecliff and Double Bay to cater for a greater proportion of future residents in the northern part of the Eastern District by similarly reinforcing appropriate uplift in density in proximity to the Edgecliff Station.



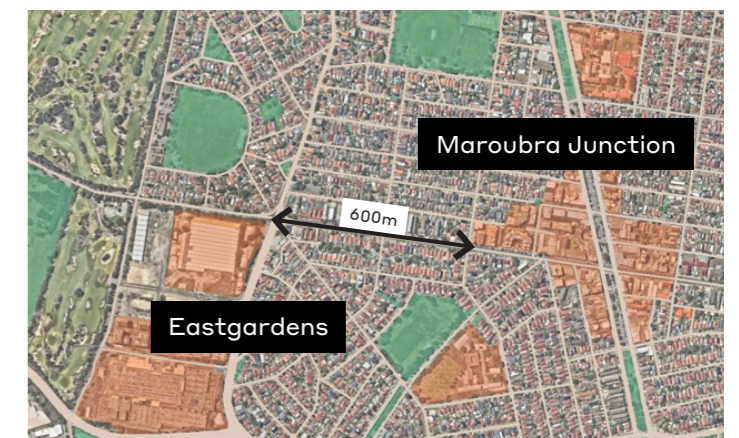
10 Edgecliff and Double Bay identified as 'key local centres' in the Woollahra LSPS

The treatment of two smaller and close but physically separate centres as a single entity has precedent in the District Plan, with two of the District's three strategic centres being such couplets (Eastgardens-Maroubra Junction and Green Square-Mascot (see Figures 11-12).

More specifically, the attributes that further support its increase in importance include the site benefitting from a higher height of building and FSR, unlocking the potential of this site and creating greater consistency in comparable built form, particularly with the site's over station development context.



11 Green Square-Mascot Strategic Centre  
Source: Eastern City District Plan



12 Eastgardens-Maroubra Junction Strategic Centre  
Source: Eastern City District Plan



13 Edgecliff and Double Bay Local Centres

## 4.0 Strategic Considerations

### 4.4 Transit Oriented Development

For many years now, the NSW Government has sought to grow high-value jobs and provide better access to homes and employment, and create liveable and sustainable centres. **This strategy has translated into the successful increase in density around existing and proposed public transport, including over-station developments.** This thinking in planning has advanced significantly since the controls for Bondi Junction (for example) were first envisaged over a decade ago.

- St Leonards has seen a significant increase in density to land surrounding the existing train station and metro station. Height in St Leonards reaches up to 50, 45, 42 and 35 storeys with FSR as high as 25.4:1, 20:1, 18:1 and 15:1. This has been solidified in the recent St Leonards and Crows Nest 2036 Plan (finalised in August 2020).
- Epping (which permits up to 72m and 6:1 FSR);
- Chatswood (which permits heights up to RL 246m, RL 234m, RL 201m and RL 175m with corresponding FSR's of 8:1, 7:1, 6:1 and 5.5:1);
- Waterloo Metro Quarter which has and will continue to leverage of existing and planned infrastructure with heights up to RL 116.9, RL 104.2 and RL 96.9 with a corresponding FSR of 6:1.
- The Sydney Metro Northwest Urban Renewal Corridor (which includes eight station precincts from Cherrybrook to Cudgegong Road) also demonstrates a commitment to increasing density with infrastructure.

### 4.5 Density in the Eastern District

Existing centres in the Eastern District have already established a typology of height and density around their respective train stations. The proposed density on the site (9:1) is comparable and not significantly different to what is currently available in Bondi Junction and Kings Cross for example, and like mentioned previously, is well positioned to take advantage of its location and currently underutilised land.

Kings Cross allows heights between 40, 50, 70 and 110m with corresponding FSR's of 5:1 and 8:1. The proposed FSR on the site (9:1) is also comparable and not significantly different to what is available in Bondi Junction (8:1).

Although height in Bondi Junction is limited to 60m, it contains larger areas and lot configurations which means that height can be distributed across a greater commercial and mixed use centre which allows greater density at lower overall heights.

Given the smaller size of the site (compared to Bondi Junction) and the very limited number of large developable lots within Edgecliff, there is limited opportunity to supply and distribute height and density. Edgecliff is therefore not directly analogous and a simple comparison of blanket height standards between Bondi Junction and Edgecliff does not sufficiently canvas the appropriateness of built form on the site.

Further, the planning framework for Bondi was adopted as part of the Waverley LEP 2010 (Bondi Junction) which has now been superseded by the current Waverley LEP 2012. Both instruments predate the current Greater Sydney Plan. The uniform height (and FSR) standards for Bondi (in addition to the existing cadastre of Bondi which comprises of large development blocks) encouraged a building typology of broader and bulkier buildings limited to a height of 60 metres which is apparent with the existing building form of the skyline of Bondi Junction.

**The framework for Bondi does not reflect the evolution of planning in centres over the last decade which contemplates developments of narrower and slender building forms which promotes sustainability, enhanced environmental outcomes and better design quality.** This is evident through emerging centres which support Transit Orientated Development including Waterloo, Crows Nest, St Leonards, and centres along the North West Metro line.

## 5.0 Eastern City District - Visual & Built Form Character

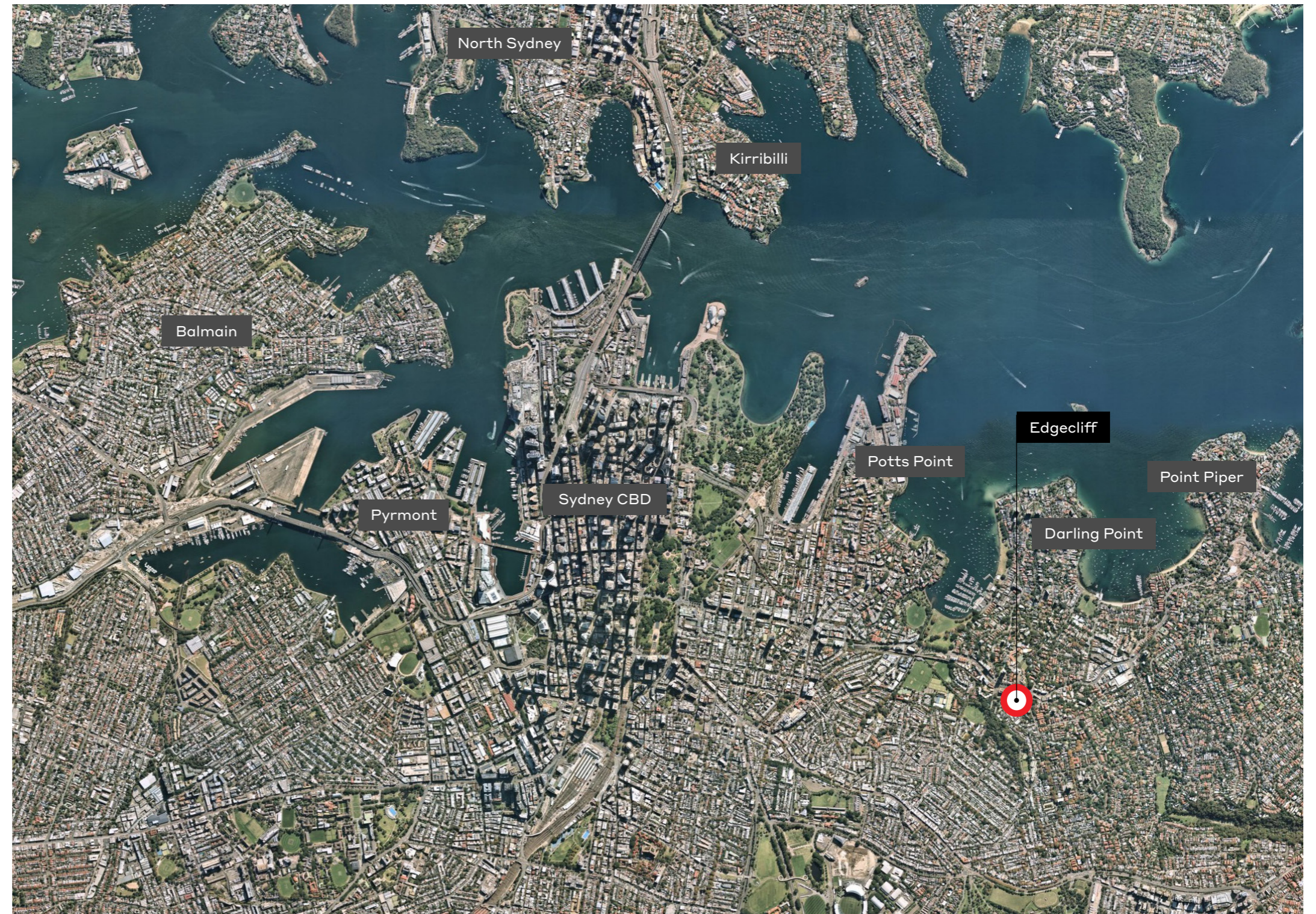
### 5.1 Iconic Sydney Harbour

Sydney has a diverse visual and built form character. However, one characteristic that sets it apart from most other Australian capital and major regional cities is a concentration of taller buildings outside the CBD in centres and corridors aligned with major transport routes or in locations to maximise views to the Harbour.

This character is particularly evident in that part of the city located generally either side of Sydney Harbour to the immediate east of the CBD. This includes the Pacific Highway corridor, the Military Road corridor and Kirribilli on the north shore, William Street / New South Head Road, Elizabeth Bay / Potts Point and Darling Point on the south side.

East of the CBD and south of the Harbour, this combines with prominent natural elements, including coves, peninsulas, hills and ridgelines and vegetation, to create a rich, layered and dynamic visual character.

The most significant tower cluster is the Sydney CBD, now referred to as the Eastern Harbour CBD. North Sydney also has a prominent tower cluster, and these extend north along the rail line, including St Leonards and Chatswood.



14 Location of Edgecliff  
Source: Nearmap & Ethos Urban

① NOT TO SCALE

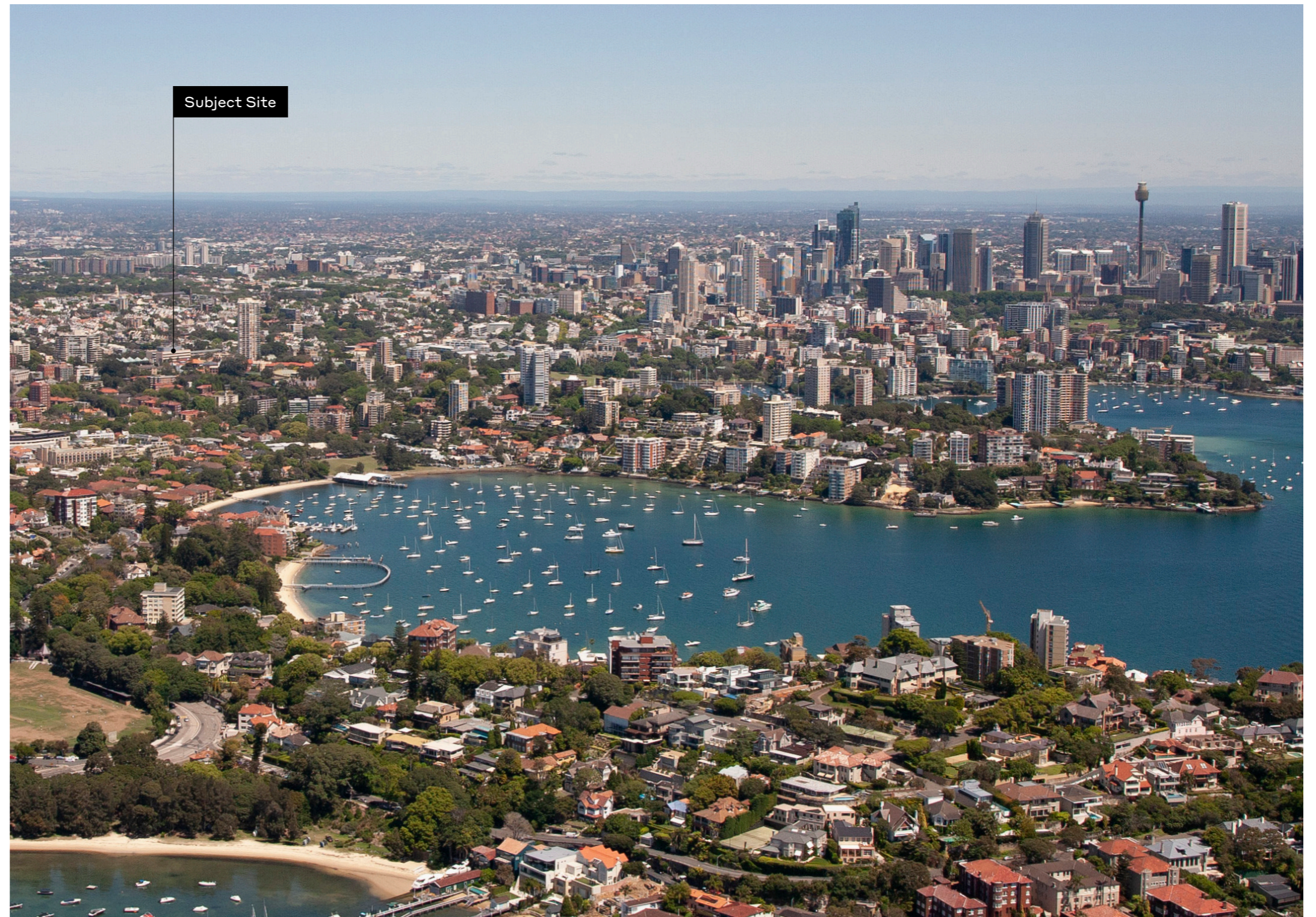
## 5.0 Eastern City District - Visual & Built Form Character

The coves, peninsulas, hills and ridgelines that fostered Sydney's ability to have a rich, layered visual character is what guided its unique model of urban form. Whilst many of the peninsulas reaching into the Harbour have been developed, a mixture of good management and good fortune has retained a number of green headlands and peninsulas that create a rhythm of interspersed nature and urban development.

David Moore's iconic photograph of the sun reflecting on the drowned river valley that is Sydney Harbour, below, shows how the underlying natural land forms have shaped the location of the streets and roads.



15 1992 aerial photograph of the Sydney Harbour by David Moore



16 Aerial photograph showing the peninsulas east of the Sydney CBD

## 5.0 Eastern City District - Visual & Built Form Character

### 5.2 Urban Structure

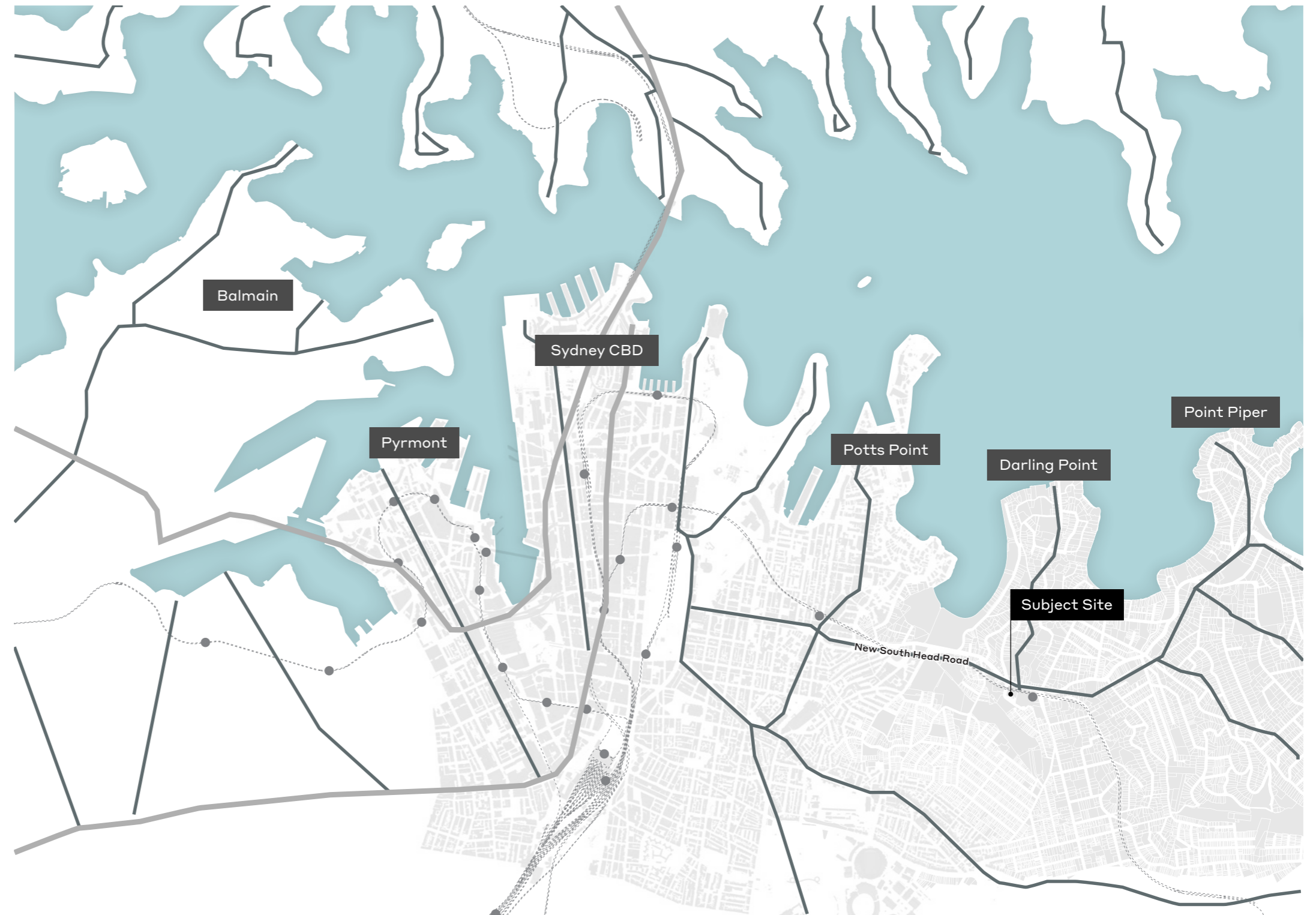
#### Streets & Roads

The complex topography and geography have generated a pattern of streets running along the ridges of the peninsulas. These ridge roads provide the most direct connection between the water and the arterial roads, set back from the water connecting into the wider Sydney movement system.

A secondary street pattern has, in many cases been generated with a grid overlaid on the peninsulas, oriented by the ridge road alignment, and connecting down to the foreshore - adjusted by the intricacies of the topography.



18 Sydney Harbour



17 Road and street structure around Sydney Harbour



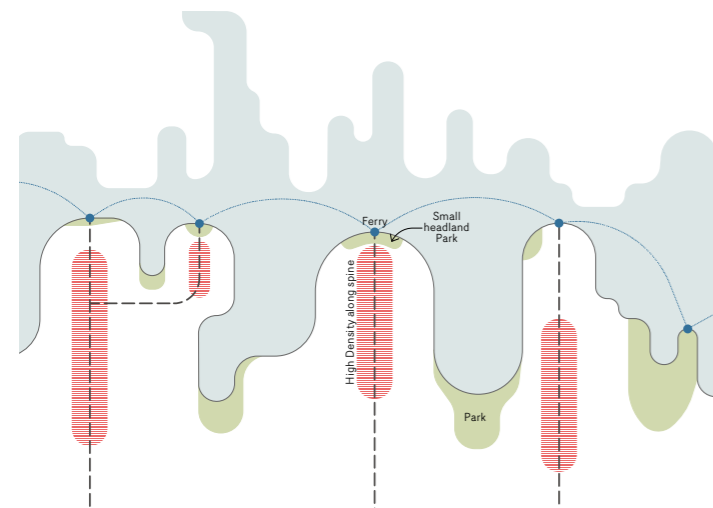
# 5.0 Eastern City District - Visual & Built Form Character

## 5.3 Sydney Landscape

### Peninsulas & Built Form

Activity centres have developed along the ridge roads, connecting to ferry stops at the end of the peninsulas, which was the easiest way to move around Sydney in the early days of European settlement.

Retail high streets and tower clusters have emerged in many of these places, shown in orange on the right. These are most often on the ridge, getting the best views of the water, and avoiding the less stable land at the head of the bays, which are usually parks.



20 High density and activity centres along ridge road spines



LEGEND

- █ Activity centres along ridge roads
- █ Retail high streets and tower clusters

19 Peninsulas and built form

# 5.0 Eastern City District - Visual & Built Form Character

## 5.4 History of Sydney as a Tower City

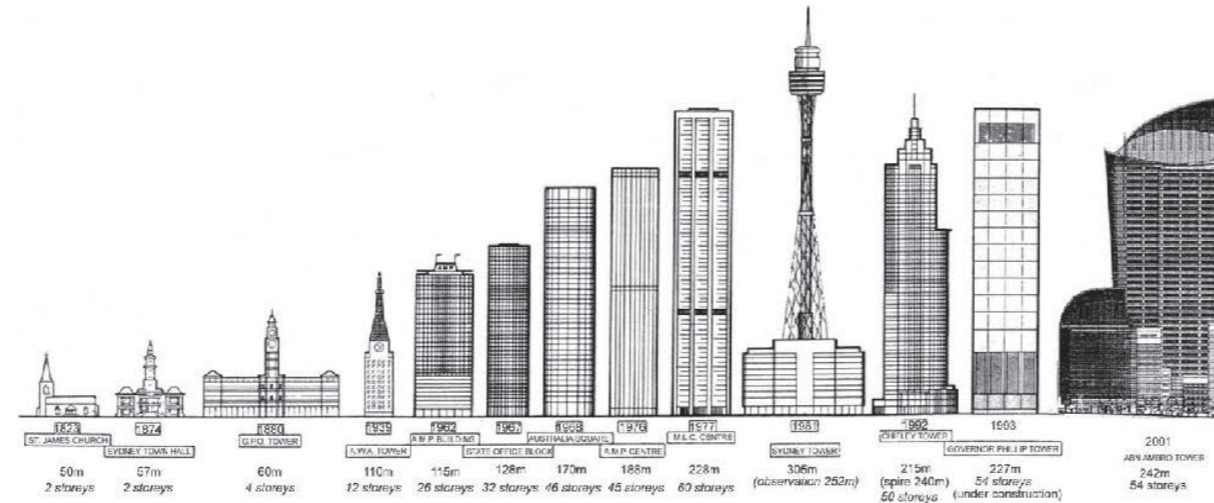
The extracts on this page from the City of Sydney Strategic Plan of 1970 show the principles of tall towers in appropriate places is a long established planning principle in Sydney. This principle has been repeated in many locations around the Harbour and other parts of Greater Sydney.

**Figure 21** below shows the dramatic transformation of Sydney into a high rise tower city between 1960 and 1970.

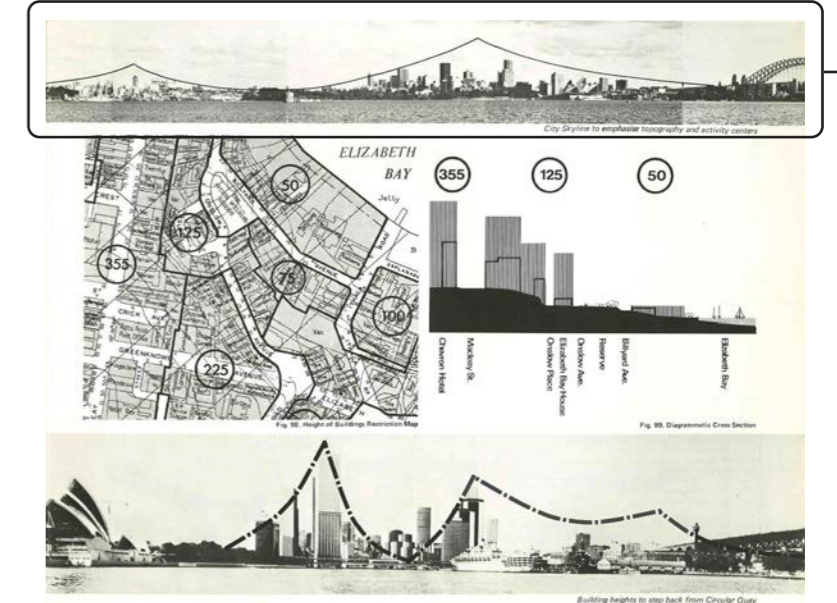
**Figure 22** shows the evolution of Sydney towers up to 2002.

**Figure 23** shows the concept of the 'City Skyline to emphasize topography and activity centres', as expressed in the 1970's Strategic Plan.

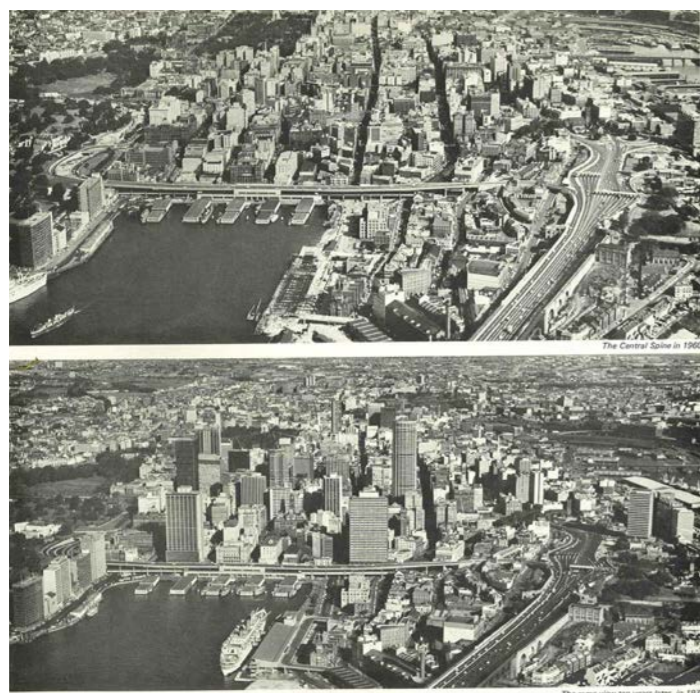
**Figure 24** is an extended city skyline diagram towards Bondi Junction that demonstrates Darling Point/Edgecliff as an appropriate tower location.



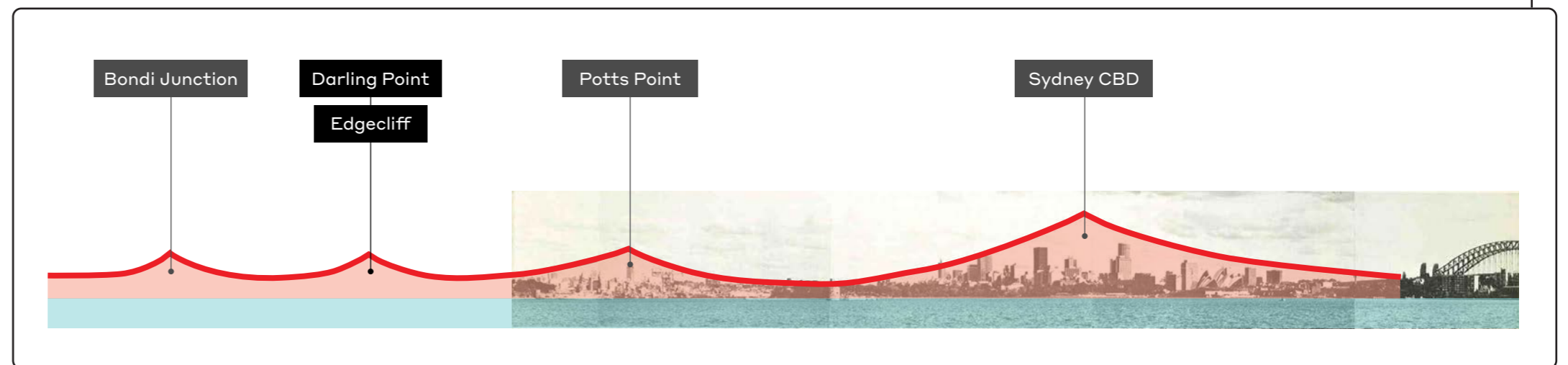
22 Characteristic Building Height of Sydney  
Source: Urban Design in Central Sydney 1945-2002



23 Extract from City of Sydney Strategic Plan 1970



21 Extract from City of Sydney 1970 Strategic Plan



24 Extension of "City Skyline to emphasise topography and activity centres" diagram to include Darling Point / Edgecliff and Bondi Junction

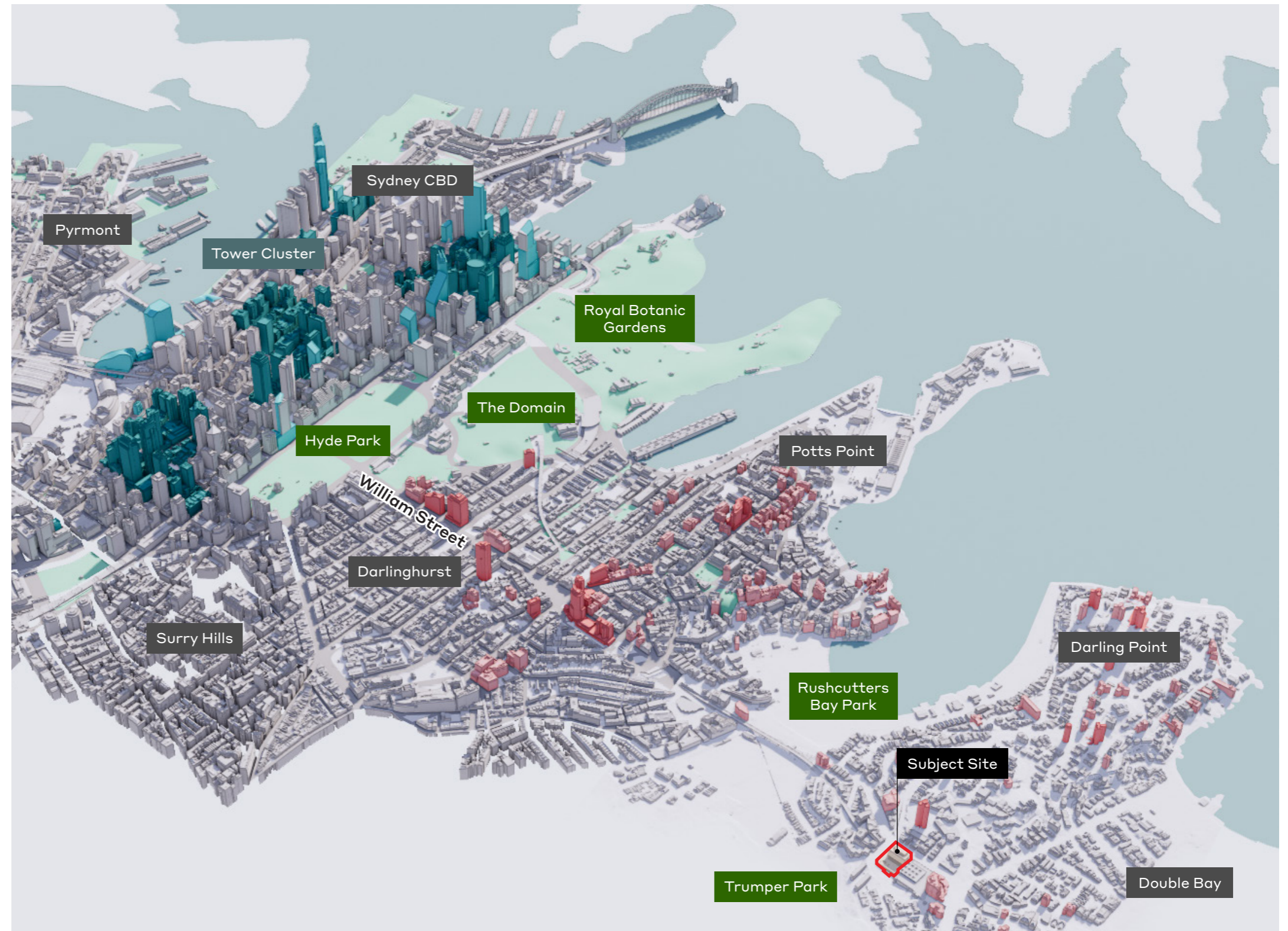
## 5.0 Eastern City District - Visual & Built Form Character

### 5.5 Tower Clusters

A number of tower clusters have been identified within the Sydney CBD as part of the Draft Central Sydney Planning Strategy (Draft CSPPS). The tower clusters were introduced as a new pathway for greater height and density above the established maximum limits. It increases growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design.

These opportunities are focused in those areas of Central Sydney less constrained by sun access planes. The tower clusters would unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth.

Similar tower clusters, albeit of lower heights, have also emerged along the William Street corridor east of Hyde Park towards Edgecliff.



#### LEGEND

- Existing building on site
- Existing buildings
- Tower clusters identified in the Draft CSPPS
- Existing towers (approx. 30-60m)
- Existing towers (approx. 60m and above)

25 Tower Clusters identified in the Draft CSPPS

## 5.0 Eastern City District - Visual & Built Form Character

### 5.6 Height Control Planes

A series of Sun Access Planes (SAP), No Additional Overshadowing (NAO) controls and PANS-OPS define the maximum height within the CBD area as identified in the Draft CSPS. The objectives of the SAPs are to protect and improve sunlight to important public parks and places throughout the year, and during periods in the day when they are most used.

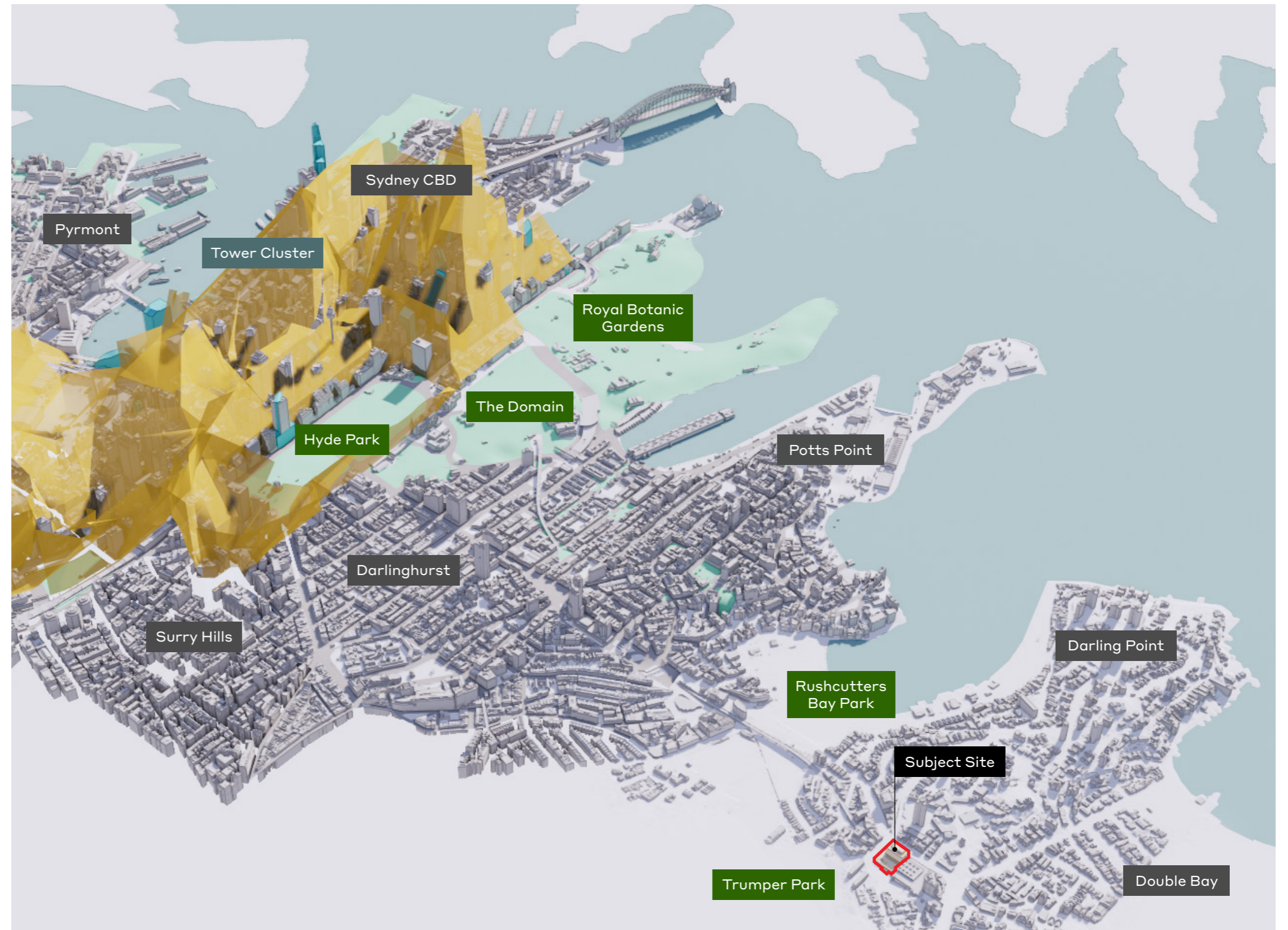
NAO controls protect the existing sunlight to public places already surrounded by tall developments. In contrast to SAPs, NAO controls preserve sunlight that passes through gaps between buildings to reach public spaces. It protect and maintain sunlight to valued public places that are primarily used as areas for passive recreation.

The "orange blanket" shown in the figure on the right illustrates the combination of these SAPs and NAO controls in the CBD.

While sites located outside of the CBD are not constrained by such stringent height restrictions, they will still need to comply with any applicable DCP controls that protect solar access to key public open spaces.

In the context of the Edgecliff Centre site, Control C23 in the Woollahra DCP states that "Solar access to the Trumper Park oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced."

Unlike sites in the CBD, the Edgecliff Centre site is not constrained by SAPs and NAO controls but proposals for the site will need to demonstrate compliance with the above DCP control.



26 Draft CSPS orange blanket

## 5.0 Eastern City District - Visual & Built Form Character

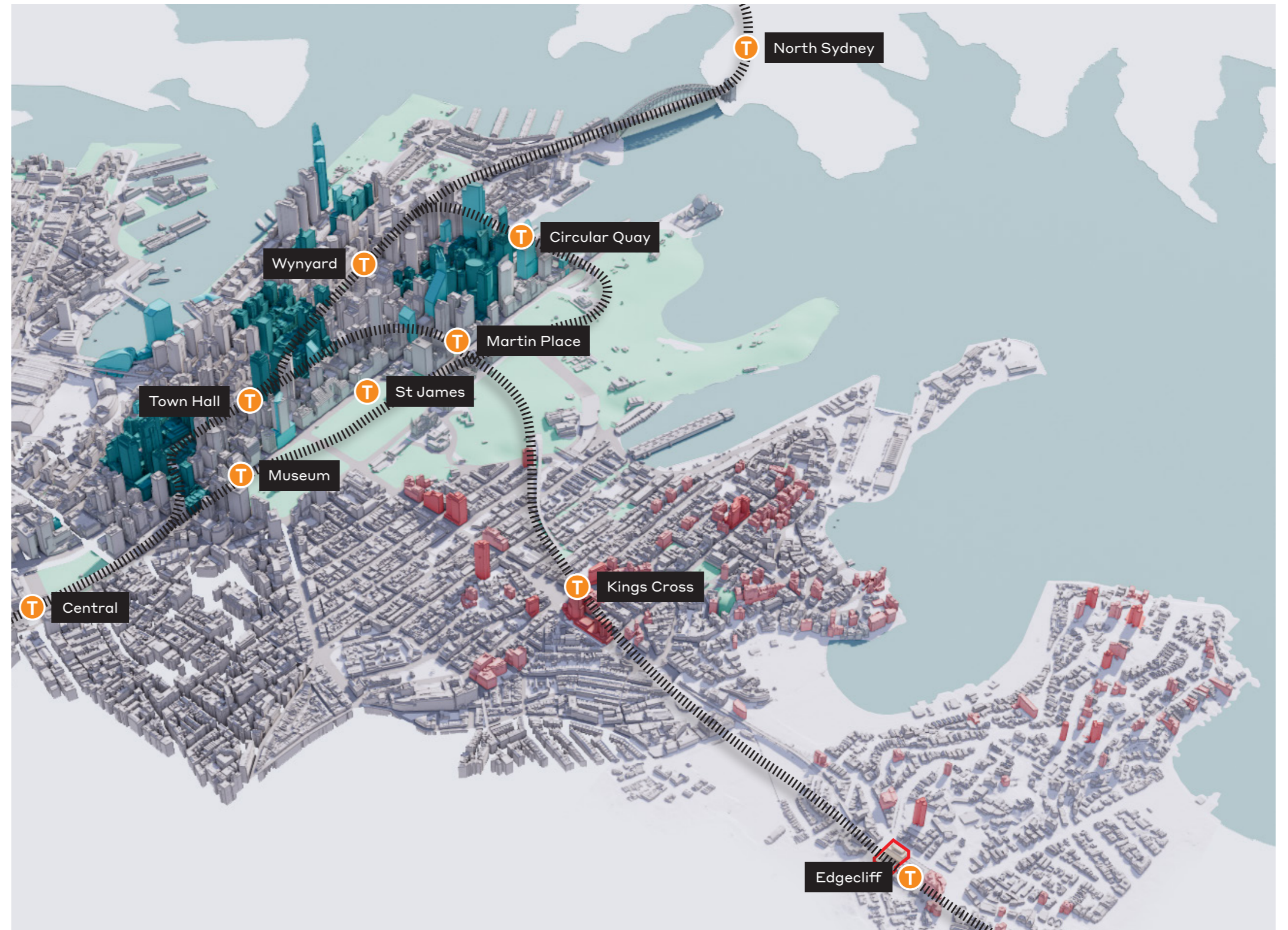
### 5.7 Height around Stations

Buildings with greater heights and densities are typically concentrated around train stations, given the amenity provided by these public transport nodes. While the tower clusters identified in the Draft CSPS may not be a direct reflection of this concept due to Sun Access Plane constraints, these tower clusters are generally in close proximity to train stations in the CBD.

On the other hand, Kings Cross Station, the first stop on the T4 Eastern Suburbs & Illawarra Line out of the CBD exemplifies the concept of locating buildings with greater heights and densities around train stations. The figure on the right shows a large concentration of towers around this station.

The same can be said for Bondi Junction and other centres which have seen a significant increase in height on land surrounding stations, Bondi Junction and Kings Cross for example has already developed a typology of height and density around the Stations, which is reflective of the built form established within these centres.

Edgecliff is well positioned to be able to take advantage of its location and current underutilisation of land to increase density around the station. Currently, land around the Edgecliff Station and Bus Interchange is relatively underutilised despite the station being the second stop out of the CBD. There is potential for uplift in the area around the station, especially on the site given that it is co-located with the Edgecliff Station and Bus Interchange.



27 Concentration of tall buildings around train stations

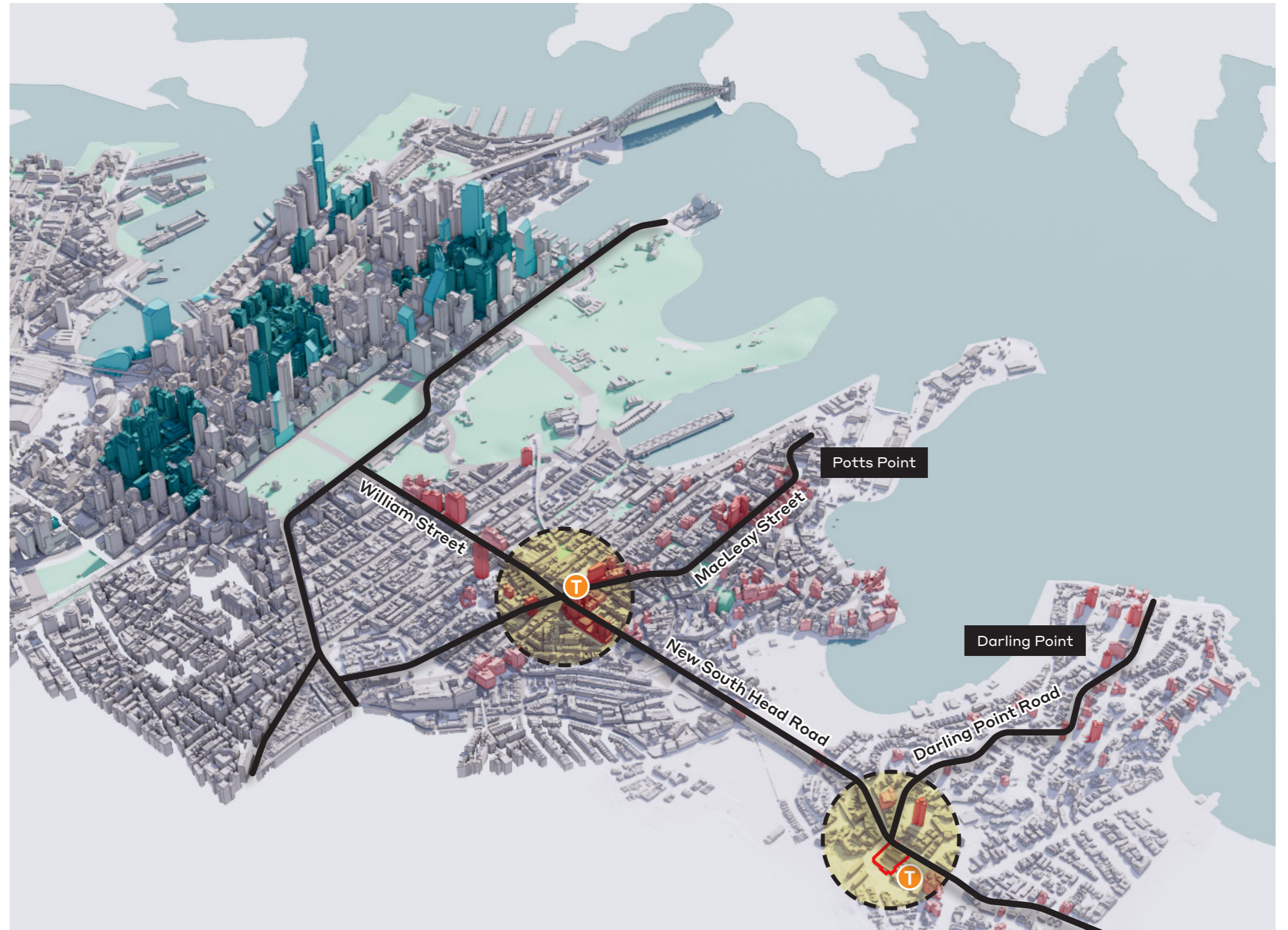
## 5.0 Eastern City District - Visual & Built Form Character

### 5.8 Height along Ridge Roads

Peninsulas along the Harbour guided the development pattern of built form, often in light of capturing views of the Harbour with towers at different scales aligned along the ridge roads. Specifically, the Edgecliff Centre itself is located within and at the eastern boundary of a landscape area that stretches from Hyde Park to Edgecliff that has a distinct presence of slender, taller buildings.

These taller buildings are aligned in two main linear corridors, with the Edgecliff Centre sitting at the intersection of the two. The east-west corridor is aligned with William Street and its extension New South Head Road, and a complementary north-south spine stretching from the end of Darling Point to the Edgecliff Centre, as illustrated on the right. Taller buildings in these spines are dominated by point towers dating from the 1960s to 1990s that have heights of up to 30 storeys.

Given these attributes, in many respects the Edgecliff Centre is different to the remainder of the Woollahra LGA, which in general has a more suburban character and lower building heights. This is recognised by the Woollahra LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD.



#### LEGEND

- Existing building on site
- Existing buildings
- Tower clusters identified in the Draft CSPA
- Existing towers (approx. 30-60m)
- Existing towers (approx. 60m and above)
- Train stations
- Ridge roads
- Intersection/termination of ridge lines

28 Tower clusters along ridge roads

## 5.0 Eastern City District - Visual & Built Form Character

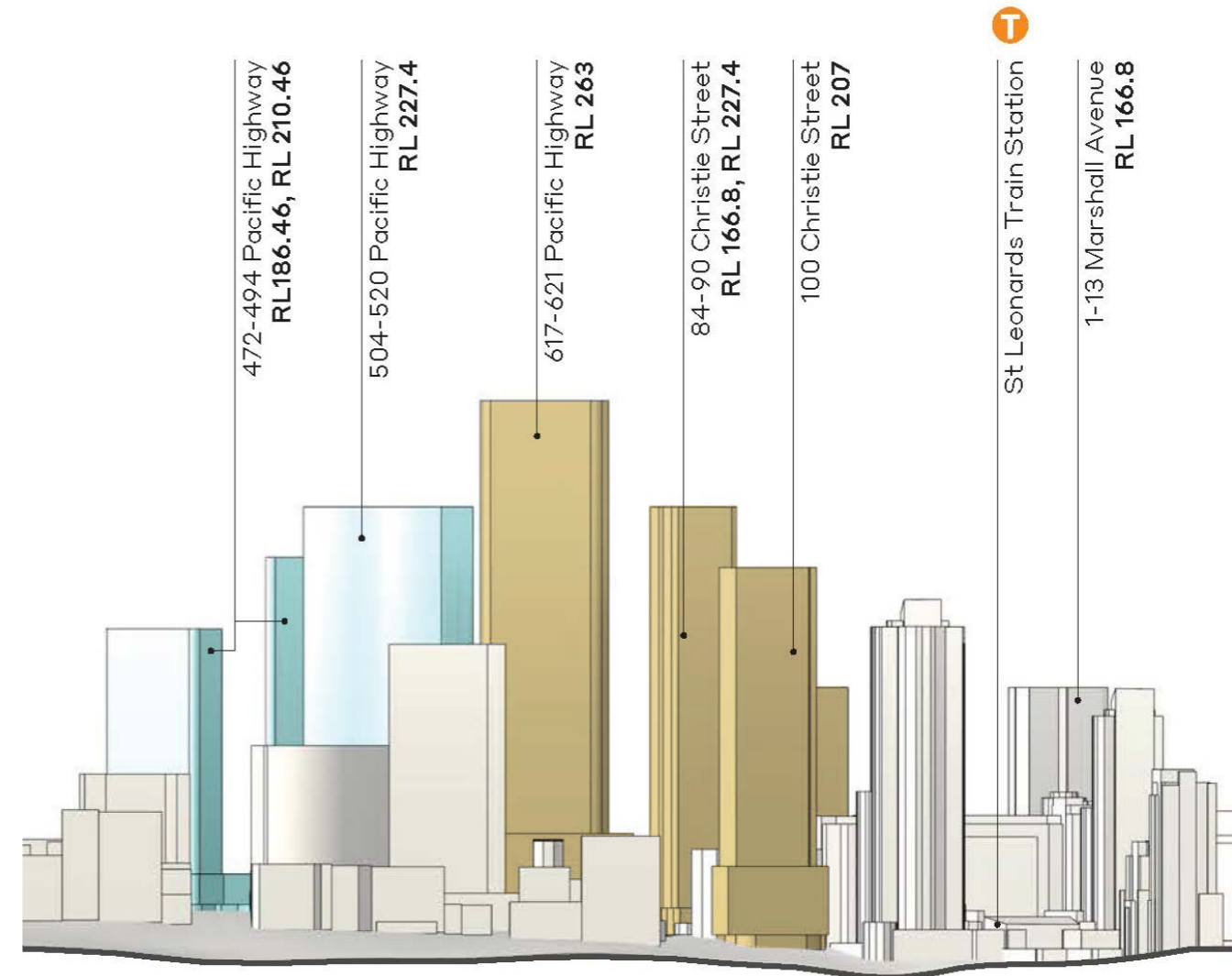
### 5.9 Renewal near Stations

Over recent years, renewal of key sites in larger local centres and Strategic Centres co-located with rail stations has typically been in the form of mixed use development featuring ground level and/or podium non-residential uses and residential uses in upper levels, often in tower configurations.

When done at scale, this form of renewal has the potential to provide substantial community benefit. In addition to a greater amount and choice of homes, this can include the allocation of land or floorspace for social infrastructure, delivery of new or improved public domain and significant development contributions.

Building heights are variable, however in centres such as Chatswood and St Leonards, as illustrated in the figure on the right, buildings of up to 50 storeys have been constructed, and changes to planning controls in Macquarie Park have been approved by the Department to enable construction of buildings up to 60 storeys in height.

Similar to the centres above, there is opportunity for renewal in Edgecliff given that the site is co-located with a rail station and only two stops from the Sydney CBD.



29 Section illustrating existing and future building heights in St Leonards

#### LEGEND

- Existing buildings
- Future buildings - Approved / under construction
- Indicative future buildings - Planning Proposal lodged
- T St Leonards Train Station

## 6.0 Local District Analysis - Woollahra LGA

### 6.1 Overview

The site is located within the Woollahra LGA, as shown in the figure on the right. The Woollahra LGA is experiencing a shift in its population and demographics, whereby it has a growing older population as well as a high proportion of smaller households as compared to Greater Sydney (ABS, 2016).

Existing and forecast future population and demographic attributes, which will be discussed in the following sections of this report, suggest a need for a greater number of homes, and more specifically a greater number of smaller, lower maintenance homes to cater for lone person households and older persons.

Homes in accessible locations such as centres and in close proximity to public transport, such as the Edgecliff Station and Bus Interchange will also be needed not only to cater for the growing older population, but also to attract working age people and to continue the high rate of journey to work by public or active transport. Additionally, greater housing affordability could also potentially be partly facilitated through more diversified housing options in the LGA, particularly in the Edgecliff Local Centre where it is well serviced by public transport.



#### LEGEND

- Subject site
- Woollahra LGA
- T Train stations



## 6.0 Local District Analysis - Woollahra LGA

### 6.2 Population & Demographics

In 2019, the population of the Woollahra LGA was estimated to be 58,964 (Woollahra Council).

The characteristics of this population differs to that of Greater Sydney in a number of key ways:

- an older population (an average age of 39 compared to 36 for Greater Sydney, and 23.8% aged 60 years and over compared with 19.0% for Greater Sydney);
- a more educated population (48.9% of persons have a Bachelor or Higher degrees compared to 28.3% for Greater Sydney);
- a wealthier population (34.3% of persons earned a high income compared with 14.4% for Greater Sydney);
- smaller households (26.9% of households were lone person compared to 20.4% in Greater Sydney);
- larger proportion of renters (34.2% compared to 32.6%); and
- larger proportion of people who access work by public transport 29.8% compared with 22.7% in Greater Sydney).

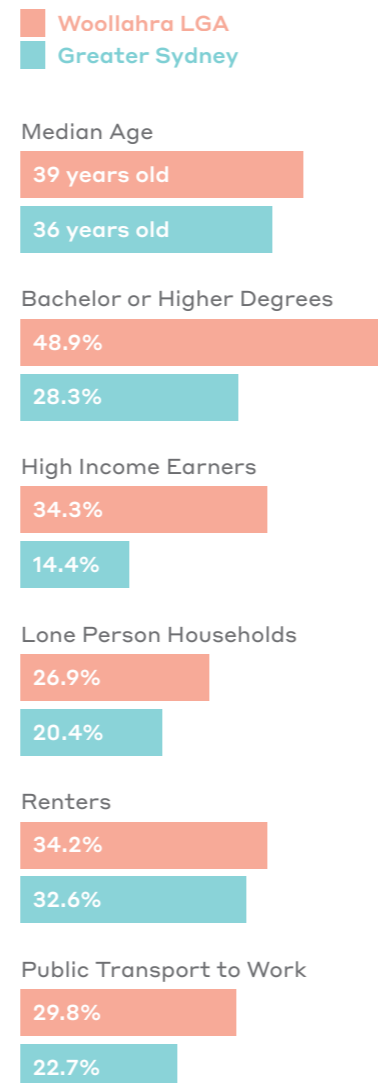
Some of these characteristics are further amplified in Edgecliff. For example, the 36.1% of households were lone person, and the average occupancy rate is 1.85 persons.

Despite having higher incomes, expenditure on housing (both mortgage and rent) is high:

- 58.0% of households are paying high mortgage repayments compared with 36.5% in Greater Sydney;
- a larger percentage are paying high mortgage repayments of \$5,000 and over per month (27.6% compared to 6.4%);
- 77.9% of households had high rental payments compared with 48.1% in Greater Sydney; and
- a larger percentage of renters were paying of \$850 or greater per week (28.4% compared to 5.9%).

While these figures are above the average, there is also a below average level of rental stress in the area.

#### Key Population Characteristics in Woollahra LGA & Greater Sydney



### 6.3 Growth & Change

Sydney's population is growing and changing. From a population of 4.8 million in 2016 (ABS, 2016), Greater Sydney is forecast to grow by another 1.7 million people by 2036 and 3.2 million more people by 2056. This places Greater Sydney in the top 10 fastest growing regions in the Western world, and will create a city whose population is the same size as that of present-day London.

Moving forward, our population is forecast to change in a number of key ways:

- higher number of births (around 63,500 births each year); and
- forecast tripling in the number of people aged 85 and over the next 25 years.

This overall pattern is reflected in the Eastern City and the Woollahra LGA. According to the Draft Woollahra Integrated Transport Strategy 2019 (Draft Woollahra ITS 2019), **Woollahra's population "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".**

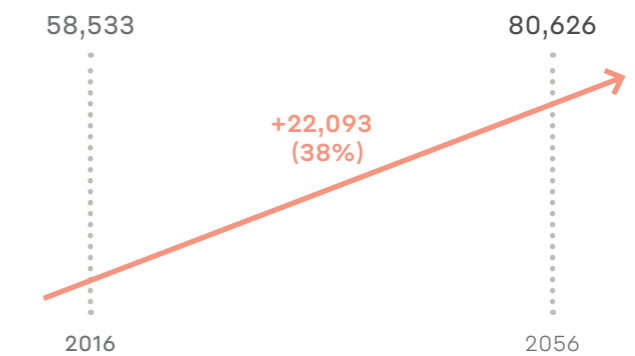
Additionally, based on the LSPS, the Woollahra LGA has a:

- growing population (forecast to increase from 58,964 in 2019 to 59,850 in 2036) (acknowledging that growth is not a direct reflection of demand, but is highly influenced by other factors such as planning controls);
- forecast decline (3%) in the working age population (those aged 20 – 64 years); and
- forecast increase in older persons (22% increase in those aged 65 – 84 and 68% increase in those aged 85+).

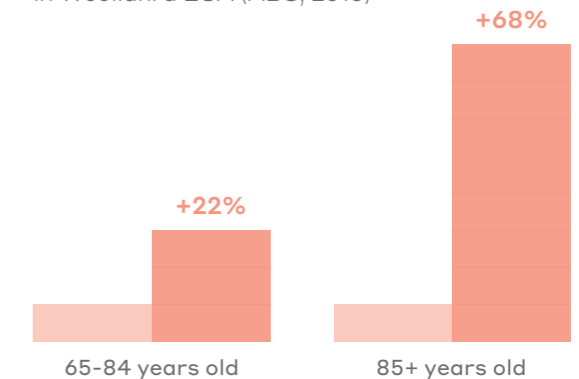
Overall, existing and forecast future population and demographic attributes suggest a need for:

- a greater number of homes;
- a greater number of smaller, lower maintenance homes to cater for lone person households and older persons;
- more homes in accessible locations such as centres and within walking distance to public transport to cater for older persons and continue the high rate of journey to work by public or active transport;
- homes that are attractive to working age people; and
- greater housing affordability partly facilitated through greater choice and diversity of options.

#### Growing Population in Woollahra LGA (Draft ITS)



#### Forecast Increase in Older Persons in Woollahra LGA (ABS, 2016)



31 Sources: Draft Woollahra ITS 2019, ABS 2016 Census, NSW DPIE Projections Explorer

## 6.0 Local District Analysis - Woollahra LGA

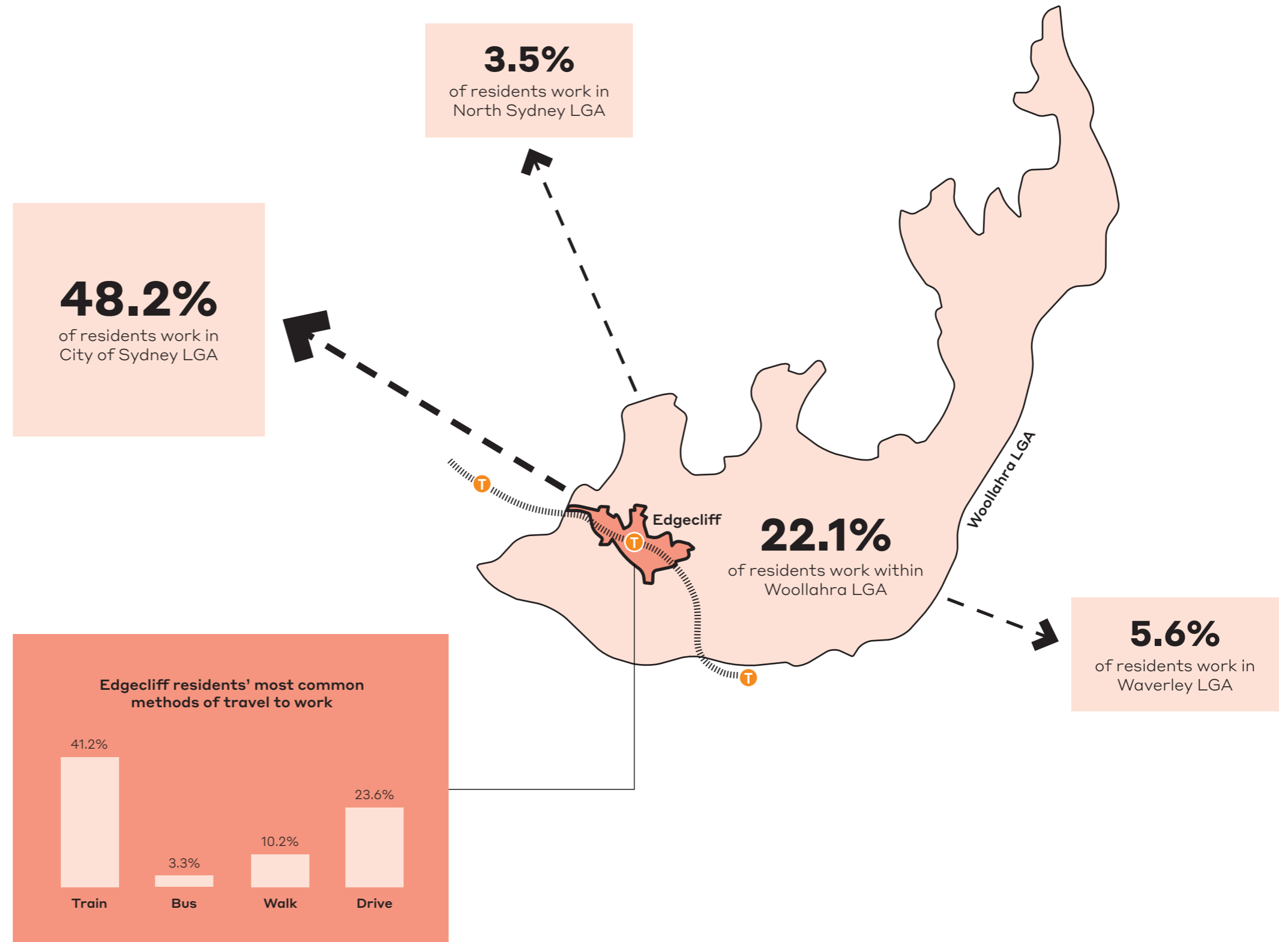
### 6.4 Work & Travel Patterns

#### Place of Work

Nearly half of residents from the Woollahra LGA travel to the City of Sydney LGA for work (48.2%), while about a quarter of residents work within the Woollahra LGA (22.1%).

#### Methods of Travel to Work

At a local scale, a large proportion of the residents in Edgecliff take the train to work (41.2%), while only 3.3% of residents in the area take the bus to work. This suggests a high need to upgrade and enhance the Edgecliff Station customer experience.



32 Infographic illustrating Woollahra LGA residents' place of work and Edgecliff residents' methods of travel to work  
Data source: ABS 2016 Census

## 6.0 Local District Analysis - Woollahra LGA

### 6.5 Density Mapping Projections - Population

The current 2021-2051 population projections (TfNSW Travel Zone Projection) illustrated on the right suggest that the population growth around the Edgecliff Station will not be as significant as the growth in areas such as Kings Cross, Potts Point, Double Bay and Bondi Junction.

While the projected increase in population in Potts Point and Double Bay is supported by existing ferry services, there is potential for the increase in population density to be spread across the LGA in areas such as Edgecliff that is already serviced by existing rail infrastructure.

The significant increase in density around both the Kings Cross and Bondi Junction Stations further underpins the notion that higher densities can and should be supported by existing rail infrastructure.

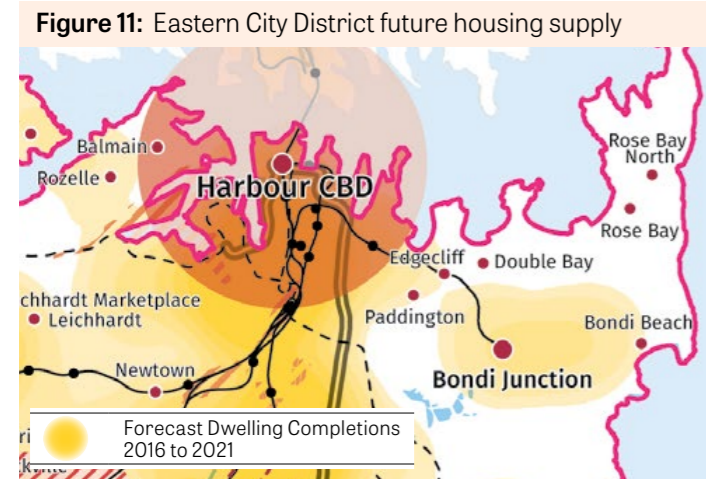
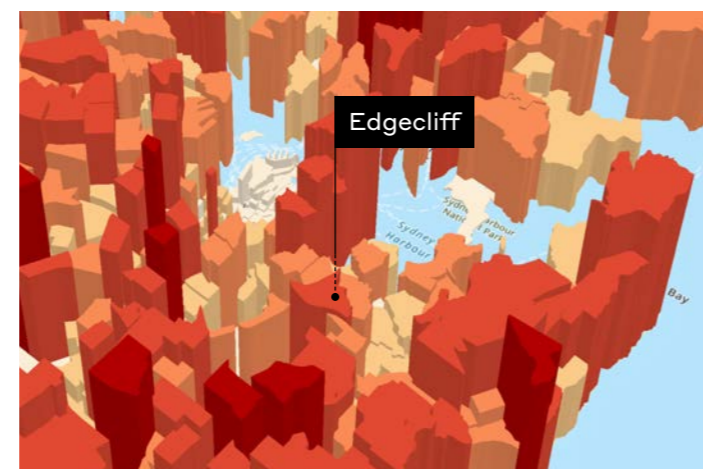
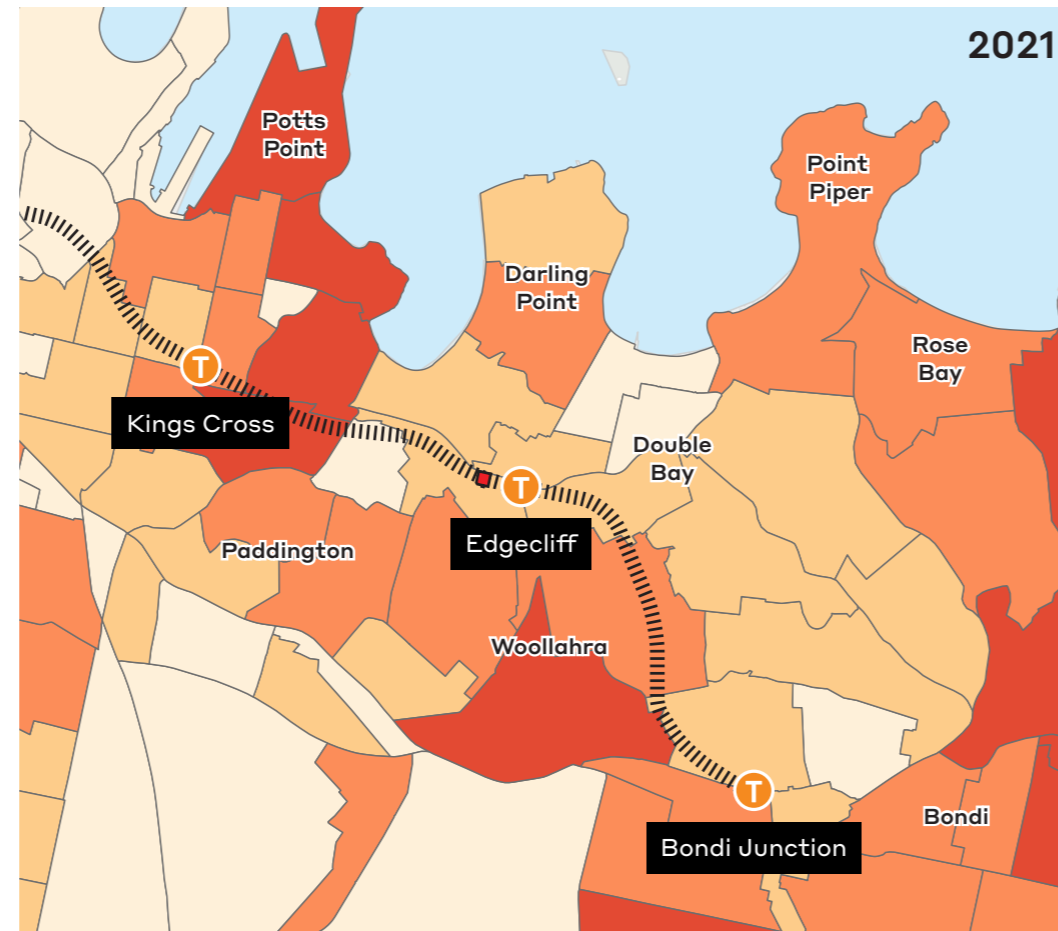
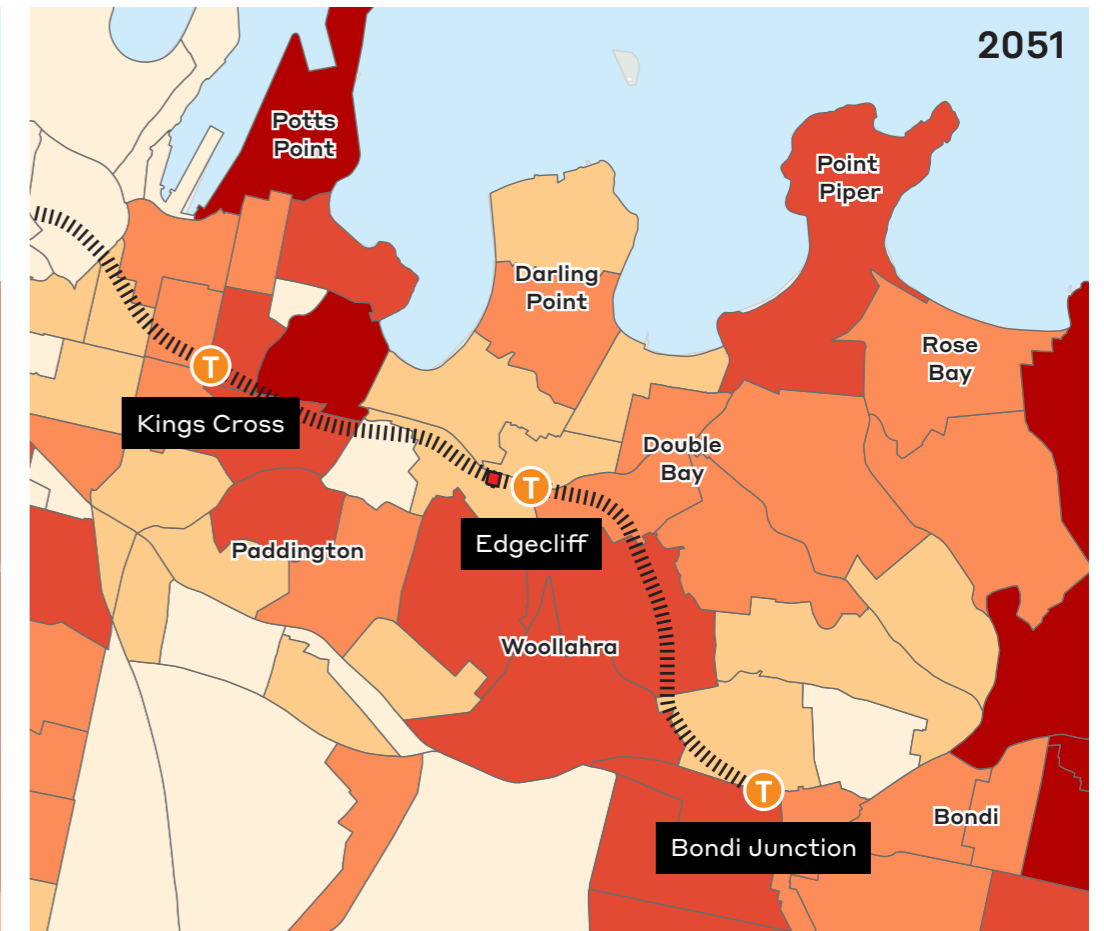


Figure 11 of the Eastern District Plan (extract above) notes forecast dwelling completion for 2016-2021 targets being exclusively around Edgecliff and the fringe of Paddington (for dwellings within the LGA). Otherwise, housing is targeted towards Bondi Junction and Bondi Beach, outside the LGA.

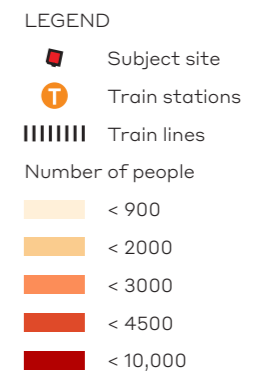
Additionally, as previously mentioned in **Section 6.3**, the Draft Woollahra ITS 2019 also identifies Edgecliff and Double Bay as the main contributors to the increase in population. This reinforces the notion for this increase in population density to be spread across the LGA, especially towards Edgecliff where it is well serviced by the Edgecliff Station.



33 Projected population in 2021



34 Projected population in 2051



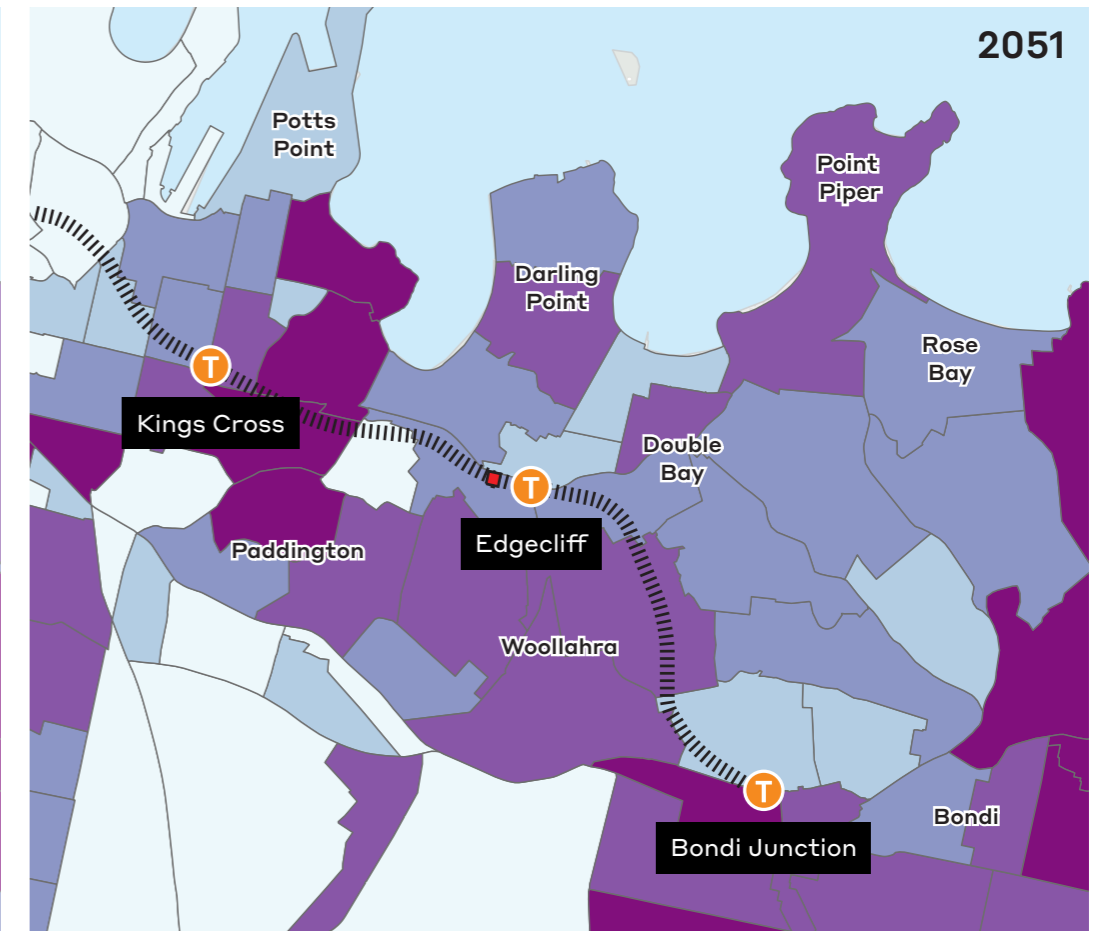
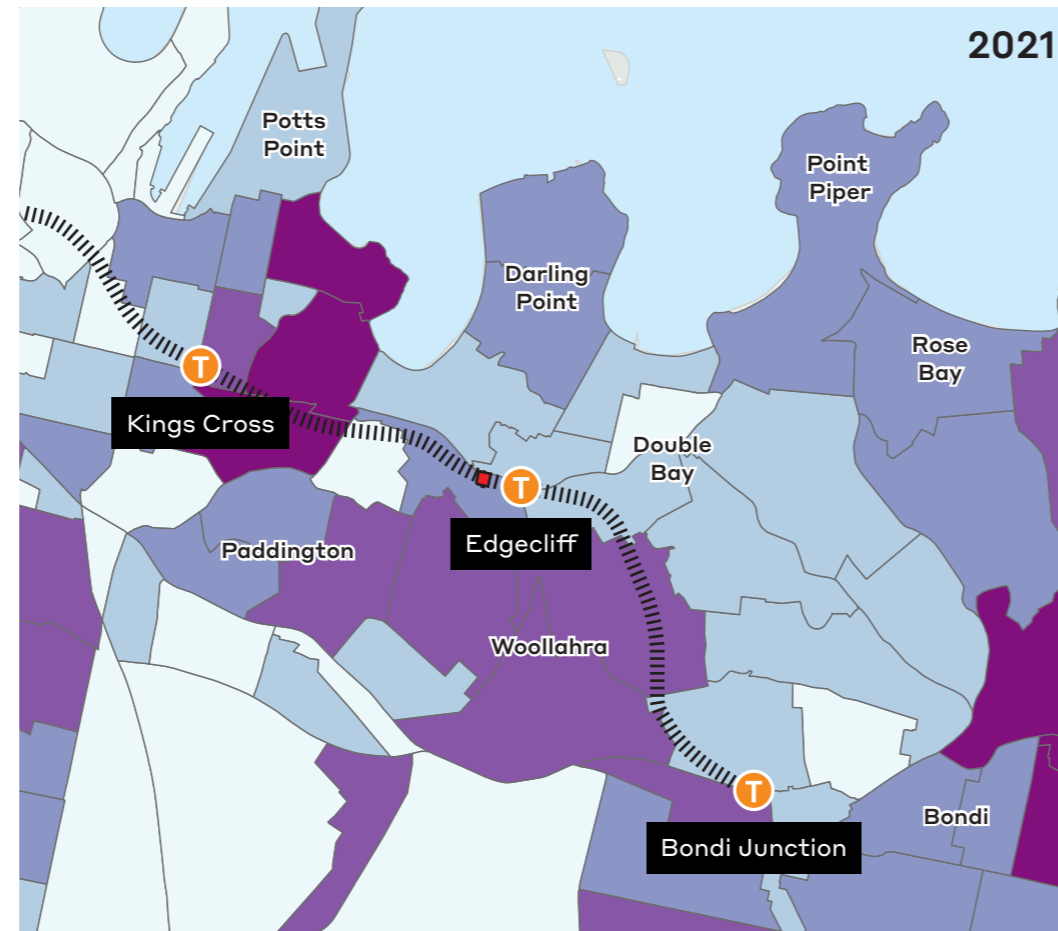
## 6.0 Local District Analysis - Woollahra LGA

### 6.6 Density Mapping Projections - Number of Dwellings

Similar to the population projections, the 2021-2051 projections for number of dwellings (TfNSW Travel Zone Projection) around the Edgecliff Station does not indicate a large increase in numbers as compared to areas such as Paddington, Darling Point and more significantly in Double Bay, Kings Cross and Bondi Junction.

As previously discussed in **Section 6.3**, homes in accessible locations such as centres and in close proximity to public transport will be needed to service the growing older population, to attract the working age people and to continue the high rate of journey to work by public or active transport.

A more considered distribution of housing density across the LGA, especially in areas close to existing train stations such as Edgecliff and Bondi Junction, alongside an increase in housing diversity options should be examined in order to better support the area's growing and changing population and demographic.



- LEGEND
- Subject site
  - Train stations
  - Train lines
  - Number of dwellings
  - < 350
  - < 750
  - < 1150
  - < 1700
  - < 4,150



35 Projected number of dwellings in 2021



36 Projected number of dwellings in 2051

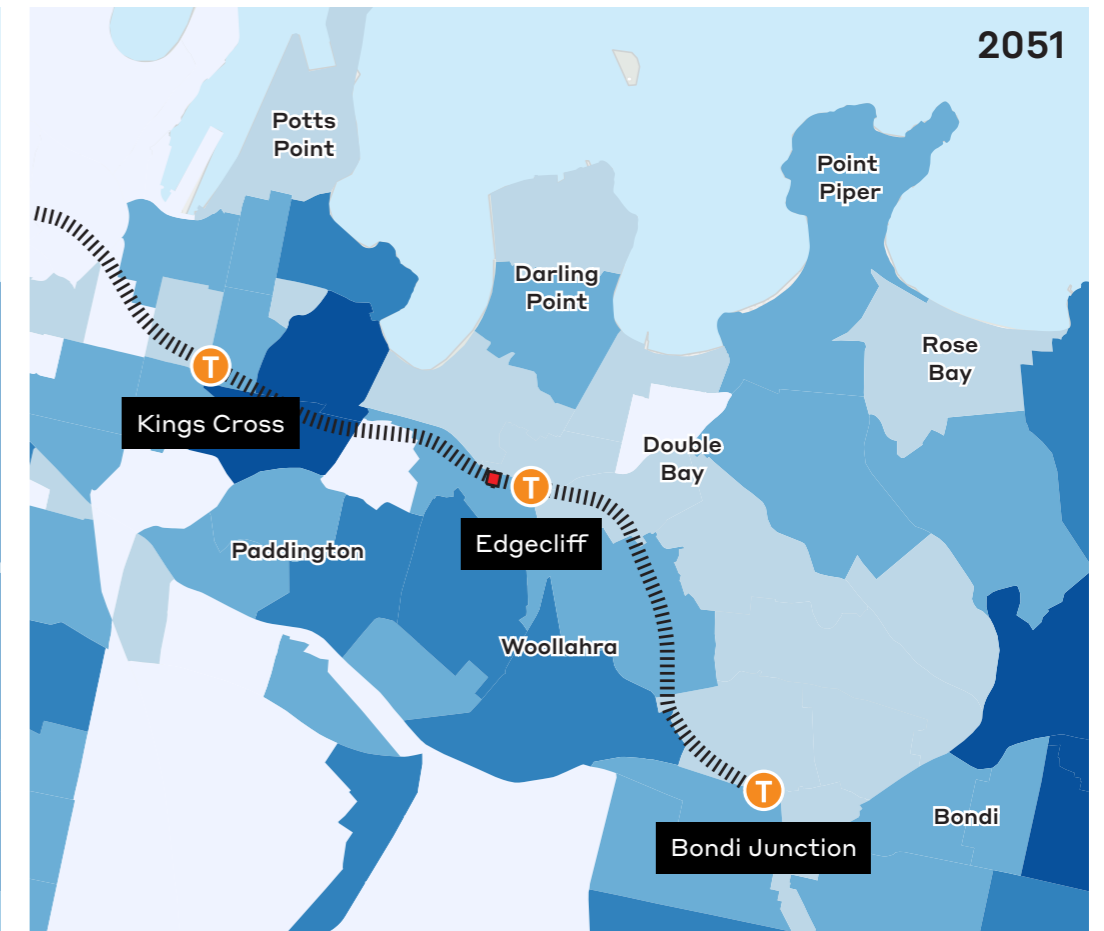
## 6.0 Local District Analysis - Woollahra LGA

### 6.7 Density Mapping Projections - Employment

According to the 2021-2051 projections for employment (TfNSW Travel Zone Projection), two travel zones around the Edgecliff Station, as shown in the figures on the right, indicate a growth in number of jobs.

The number of jobs in the travel zone immediately south of the site is projected to increase from the <1,000 to the <1,500 jobs range, while the the number of jobs in the travel zone immediately north of Edgecliff Station is projected to increase from the <500 to the <1,000 jobs range.

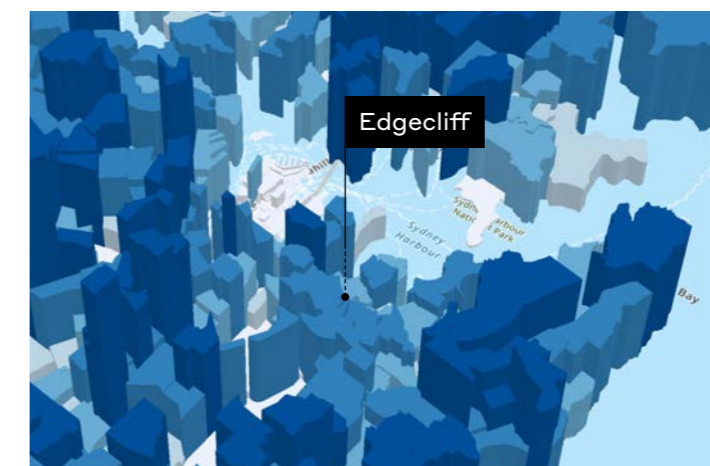
Similarly in Kings Cross and Bondi Junction, the projected increase in number of jobs in these areas surrounding existing train stations correlate with the projected increase in number of dwellings. Therefore, the anticipated growth in employment in Edgecliff supports an uplift in the number of housing and housing options around Edgecliff Station, with the density also triggering a contribution and upgrade to the station entry experience.



- LEGEND
- Subject site
  - Train stations
  - Train lines
  - Number of jobs
    - < 500
    - < 1,000
    - < 1,500
    - < 2,500
    - < 7,000



37 Projected number of jobs in 2021



38 Projected number of jobs in 2051

## 7.0 Urban Design Analysis

### 7.1 Edgecliff & Double Bay



As previously discussed in **Section 4.3**, the Woollahra LSPS designates both Edgecliff and Double Bay as 'key local centres', while under the previous metropolitan plan, Edgecliff and Double Bay combined were designated as a Town Centre, which confers greater significance than that of a local centre.

Additionally, the treatment of two smaller and close but physically separate centres as a single entity has precedent in the District Plan, with two of the District's three strategic centres being such couplets (Eastgardens-Maroubra Junction and Green Square-Mascot).

The evolution of the planning framework in centres over the last decade supports the further evolution of Edgecliff and Double Bay to cater for a greater proportion of future residents in the northern part of the Eastern District by similarly reinforcing appropriate uplift in density in proximity to the Edgecliff Station.



#### LEGEND

-  Subject site
-  Local Centres

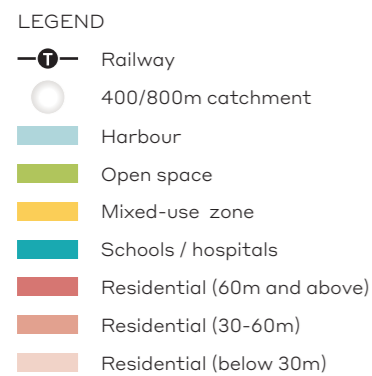
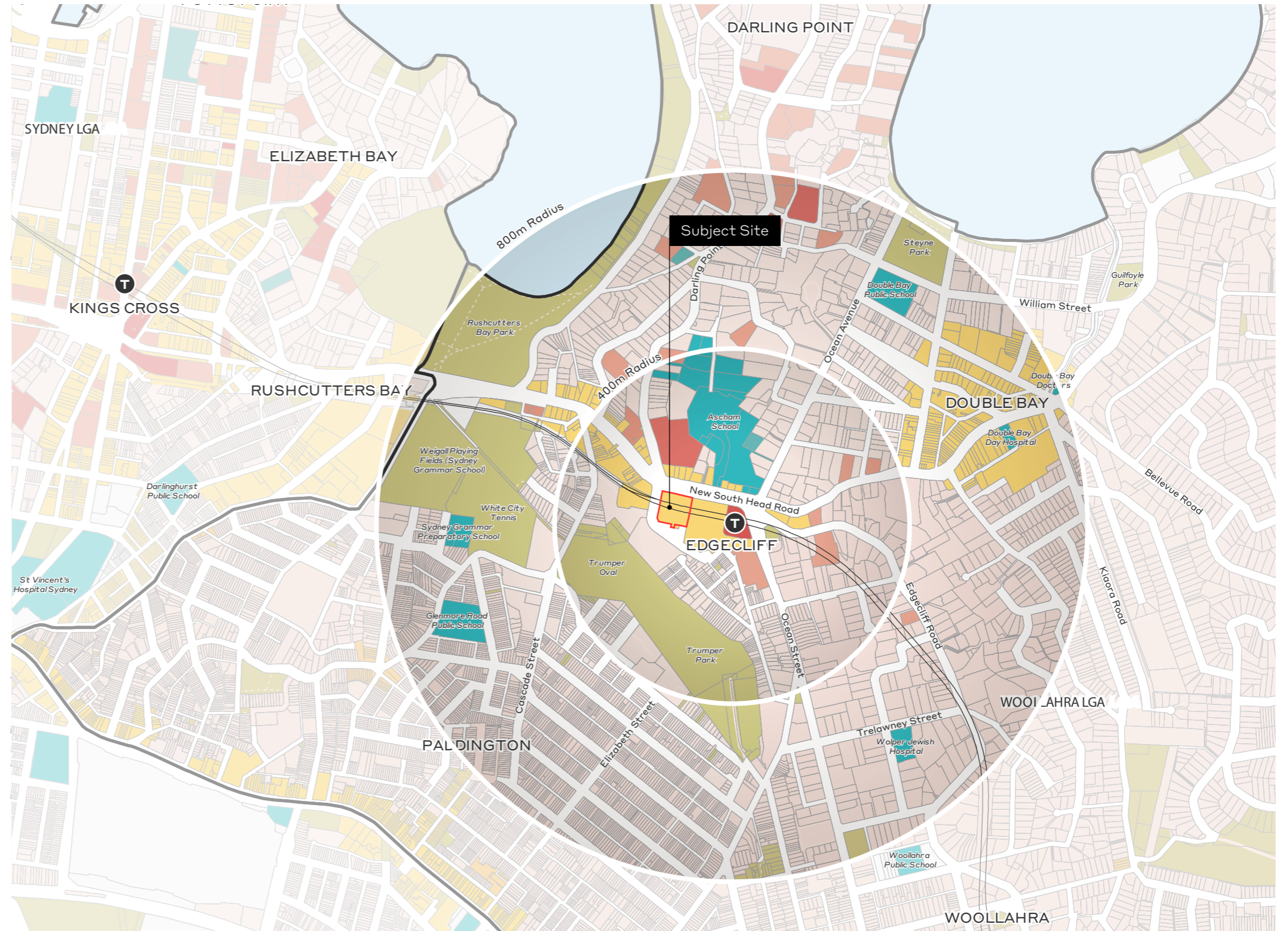
# 7.0 Urban Design Analysis

## 7.2 Proximity & Complementary Uses

Edgecliff Station is the second station out of the CBD after Kings Cross Station. Both the Edgecliff and Double Bay Local Centres fall within Edgecliff Station's 800m catchment radius (approx. 10 minutes walk).

While the Edgecliff Local Centre benefits from having a train station and bus interchange co-located with two established supermarkets, a retail strip along New South Head Road, a school and various public open spaces, the Double Bay Local Centre has excellent public domain amenity with its low rise fine grain shops, a medical centre, a supermarket and a public library.

As discussed in **Section 4.3**, it is conceivable that with the right planning interventions, Edgecliff and Double Bay can be guided to evolve as a more coherent single centre comprising two distinct but related parts, further strengthening and improving the existing diversity of public domain and retail spaces and places.



40 Edgecliff and its local context

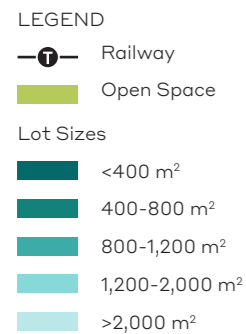
SCALE 1:10000

## 7.0 Urban Design Analysis

### 7.3 Lot Sizes and Ownership

The site has the 4th largest lot size in these two centres combined, with a lot size of 4,910m<sup>2</sup> (approx.). Other larger lots in Edgecliff and Double Bay include large parks, Ascham School, the shopping centre at Double Bay and large strata sub-divided residential apartment blocks.

As compared to other large residential apartment blocks where it would be more difficult to unlock strategic benefits due to multiple ownership, the site has an opportunity for significant redevelopment given its single ownership, large lot size and strategic position being co-located with the Edgecliff Station and Bus Interchange. The site could benefit from an increased height of building (HOB) and FSR, unlocking its potential.



41 Edgecliff and Double Bay Local Centres - Lot sizes

SCALE 1:7500



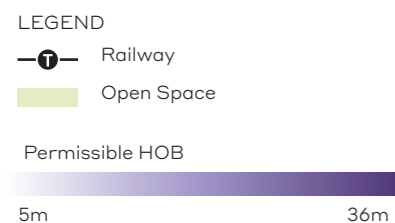
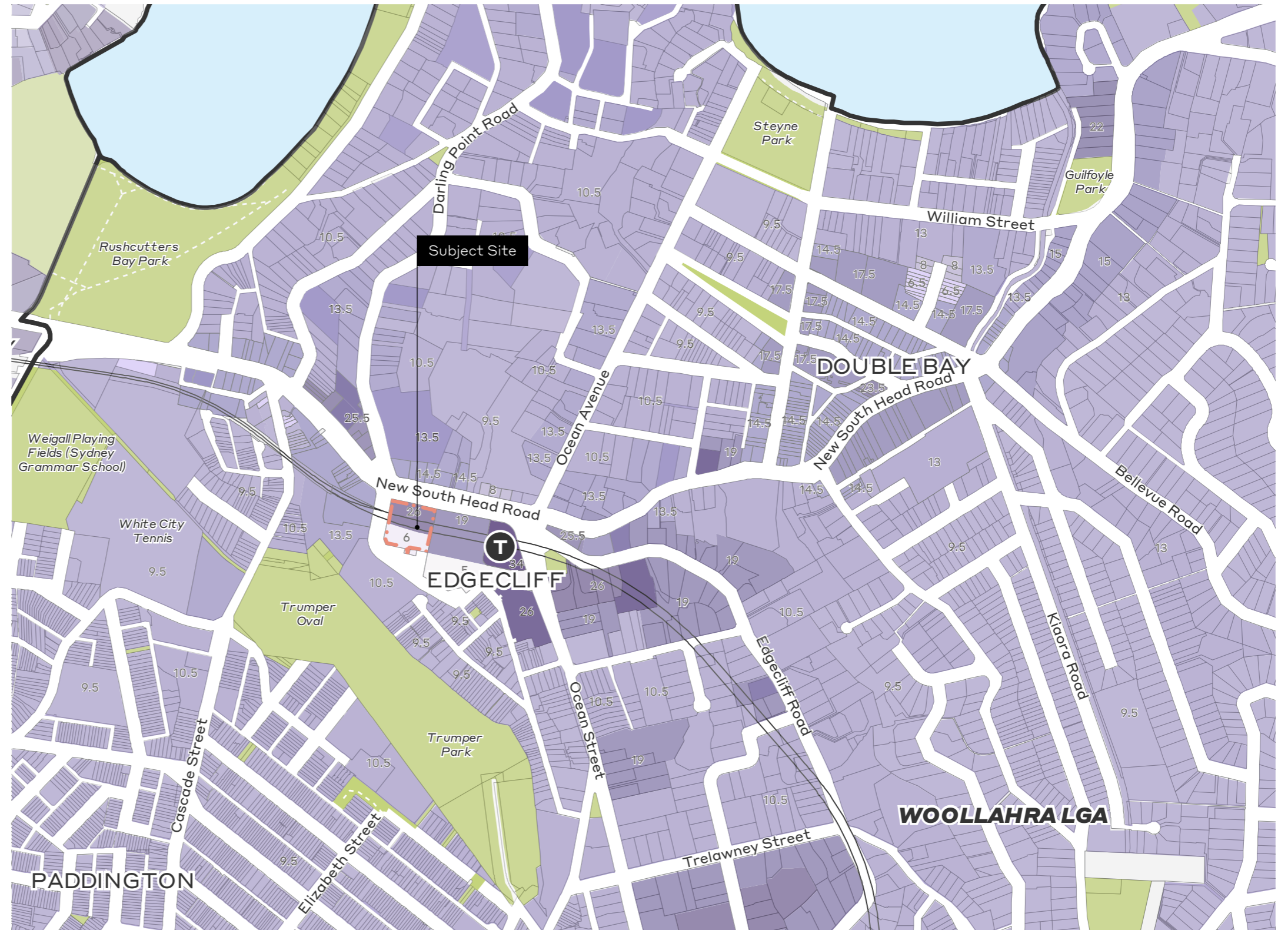
# 7.0 Urban Design Analysis

## 7.4 Permissible HOB

As stated in **Section 7.3**, the site's lot size provides the opportunity for an increase in permissible HOB (and subsequently FSR) to unlock the potential of the site, in line with strategic plans.

An increase in building height would be an appropriate response to the surrounding context given its immediate co-location with the Edgecliff Station and Bus Interchange and numerous lots with permissible heights of over 19m in the surrounding area.

On the site itself, there are currently two permissible height controls, 26m to the north and 6m to the south, which results in a clear visual difference between the two zones. There is an opportunity to mirror the more uniform HOB controls of the surrounding area to create a more unified centre with a more consistent and comparable built form.



42 Edgecliff and Double Bay Local Centres - Permissible HOB

SCALE 1:7500

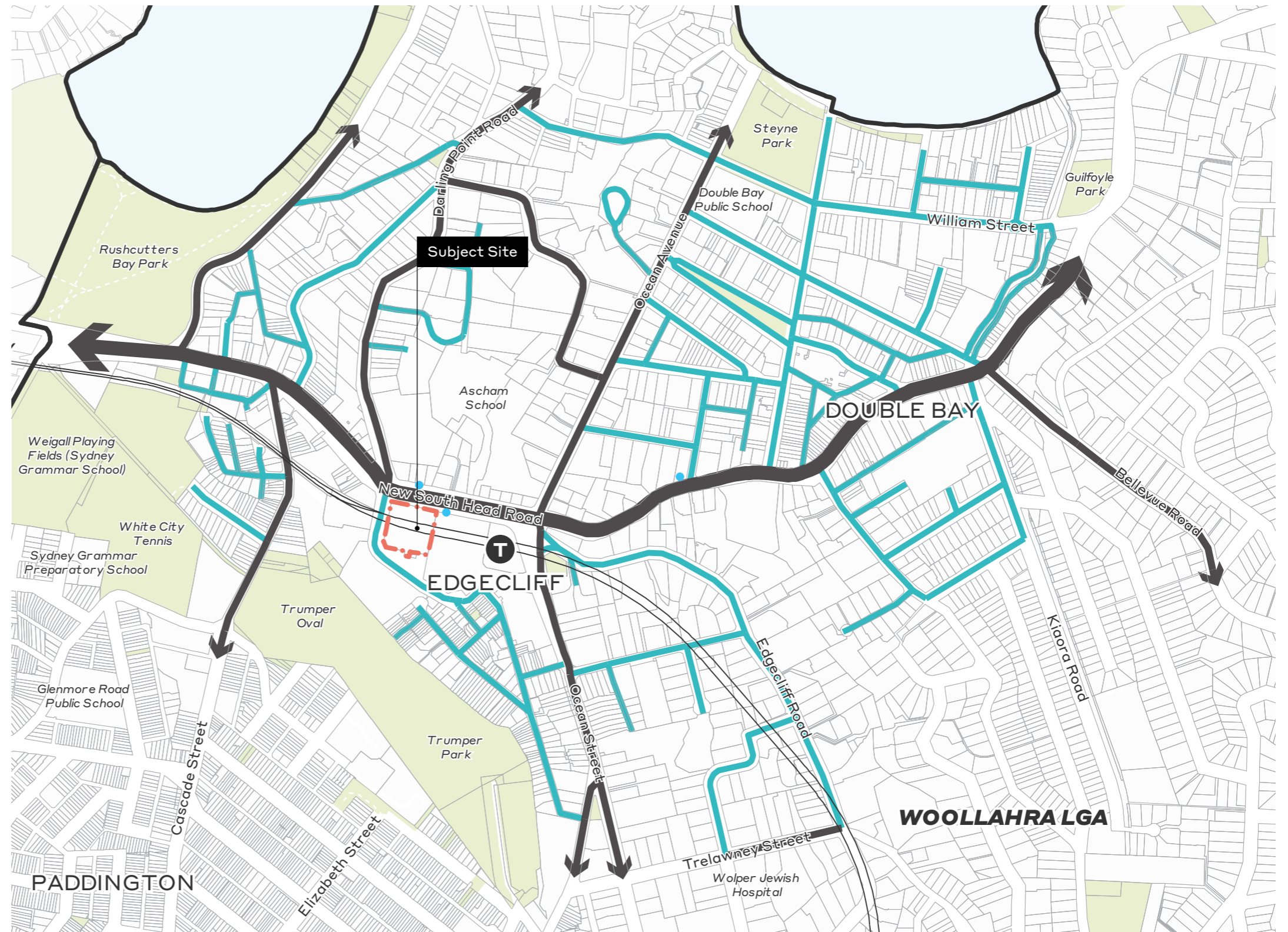
## 7.0 Urban Design Analysis

### 7.5 Street Hierarchy

The site's primary frontage is along New South Head Road which is a road of high importance in providing a main link from the Eastern suburbs into the Sydney CBD. The site is next to the Edgecliff Train Station and Bus Interchange that connect the area with a variety of destinations including the CBD and Bondi Junction.

Secondary roads such as Ocean Avenue and Darling Point Road provide access to the Darling Point peninsula, parks and beaches. Cascade Street and Ocean Street connect the area towards Woollahra and other Eastern suburbs.

Double Bay benefits from a network of fine grain streets, providing ample permeability for both pedestrians and vehicles. The aforementioned relationship of the site with the street hierarchy emphasises its ideal location for a mixed use development accommodating residential, commercial, retail, medical and community uses.



- LEGEND**
- Railway
  - Bus Stop
  - Primary and Arterial Road
  - Major Road
  - Local Road
  - Path
  - Open Space

43 Edgecliff and Double Bay Local Centres - Street hierarchy

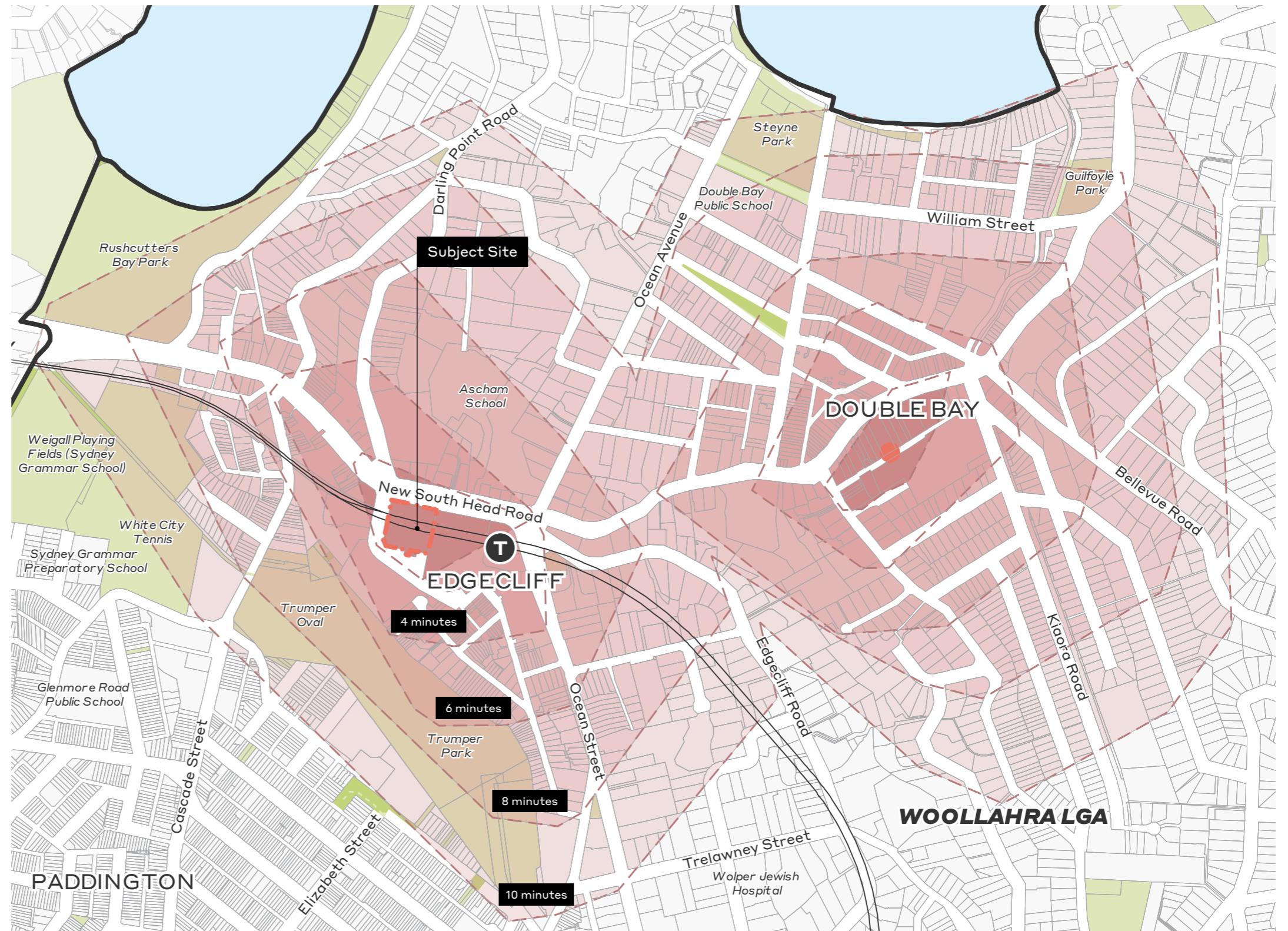
SCALE 1:7500

## 7.0 Urban Design Analysis

### 7.6 Walkability

The site, located within the Edgecliff Local Centre, is within a 10 minutes walk (approx.) to the Double Bay Local Centre as well as to multiple public open space and a large catchment of residential properties.

The proximity and permeability of the Edgecliff and Double Bay Local Centres provide for a high level of connectivity between the two. This proximity further supports the notion for these two centres to strategically evolve as a more coherent single centre.



LEGEND  
 Railway  
 Open Space

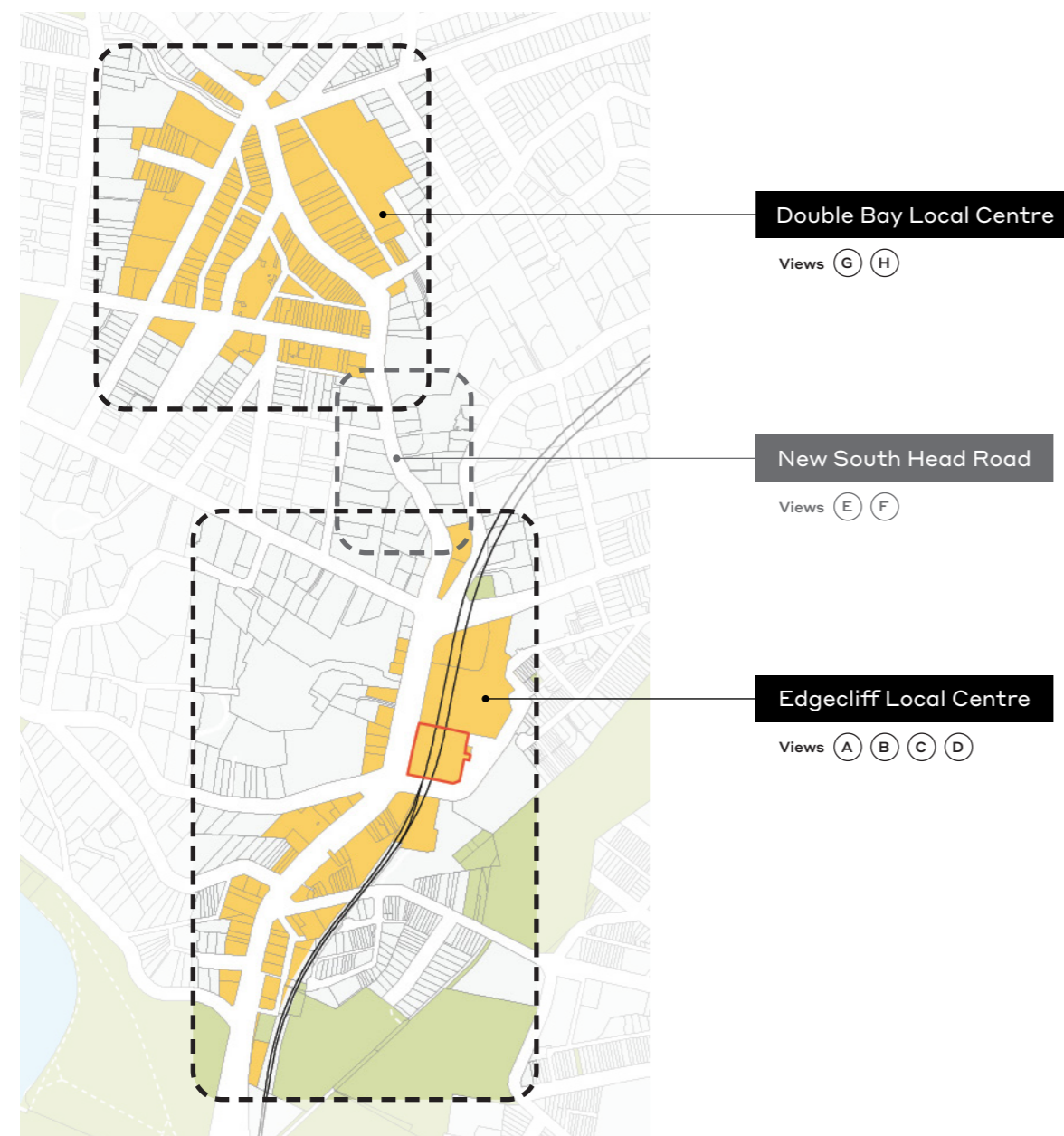
44 Edgecliff and Double Bay Local Centres - Walkability

SCALE 1:7500

## 7.0 Urban Design Analysis

### 7.7 Local Built Form Character

The Edgecliff and Double Bay Local Centres each have a unique local built form character, and in between these two centres is a 300m stretch along New South Head Road. This section of the report examines these three distinct local built form character zones, as identified in the figure below.



45 Three distinct built form character zones NOT TO SCALE

#### Edgecliff Local Centre

As previously discussed in **Section 5.9**, the Woollahra LSPS identifies Edgecliff as the gateway between the eastern suburbs and the Sydney CBD, recognising that the Edgecliff Local Centre is different to the remainder of the Woollahra LGA, which in general has a more suburban character and lower building heights.

This is evident in the local built form character of the Edgecliff Local Centre (**Views A, B, C, D**), which is characterised by four predominant built form typologies with varying heights and uses:

- 1-2 storeys;
  - shoptop house
  - retail / commercial
- 3-5 storeys;
  - shoptop house
  - residential / townhouse
  - retail / commercial
- 6-8 storeys; and
  - residential
  - retail / commercial
- 9 storeys+
  - residential

With such a diverse mix of built form typologies that is a result of continuous morphology over the decades (see **Figure 46** for an indicative timeline), the centre currently lacks a clear hierarchy of built form. These typologies, with their various heights and scales, are also often in juxtaposition next to each other.

There is opportunity for the proposal on the site, or for any other future proposals in other parts of the centre, to establish a stronger and more clearly defined built form structure for the centre.

The majority of these built form typologies also have active street frontages, which are highlighted in red in the figures on the following pages of this report. With active frontages distributed along both sides of New South Head Road (see **Section 7.8** for further analysis on active frontages in this centre), Edgecliff essentially functions as a high street centre.

## 7.0 Urban Design Analysis



46 Indicative timeline illustrating the morphology of built form typologies in the Edgecliff Local Centre

### New South Head Road

Immediately east of the Edgecliff Local Centre is a 300m (approx.) stretch along New South Head Road between Ocean Street and Bay Street (**Views E, F**) where the local built form character transitions from the various typologies in the Edgecliff Local Centre towards the Double Bay Local Centre.

### Double Bay Local Centre

Fine grain, low rise buildings with continuous active street frontages make up the predominant built form character in the Double Bay Local Centre (**Views G, H**). The buildings in this centre typically consist of:

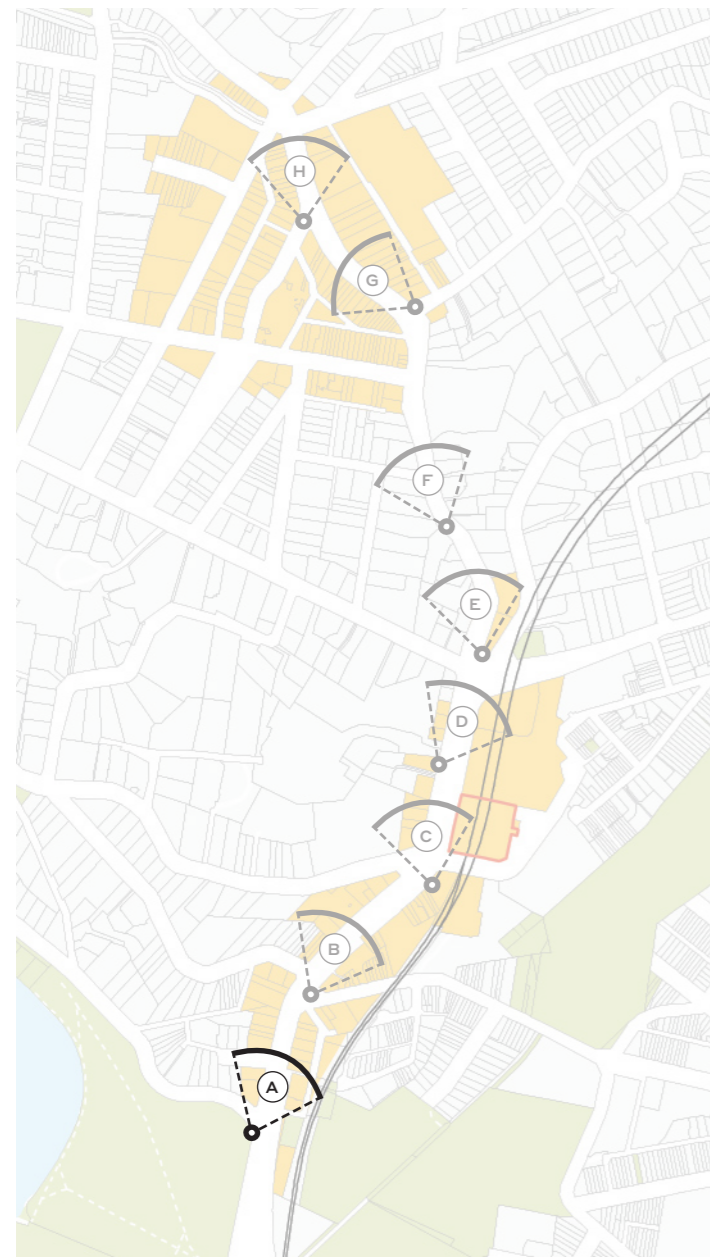
- 1-2 storeys retail / commercial; and
- 3-5 retail / commercial.

The fine grain character of this centre is also evident in its networks of activated laneways, such as Knox Lane and Kiaora Lane (see **Section 7.5** for street hierarchy analysis and **Section 7.9** for further analysis on active frontages in this centre).

# 7.0 Urban Design Analysis

## View A

As discussed in **Section 5.8**, taller buildings are typically aligned with the ridge roads, and the figures on the right illustrate this. A residential tower stands out from its immediate context at the western edge of the centre, with more residential towers visible in the background.



51 Photo locations

⊖ NOT TO SCALE



47 New South Head Road - New Beach Road intersection



48 1-2 storeys shoptop house typology



49 3-5 storeys residential / shoptop house typology



50 9 storeys+ residential tower typology

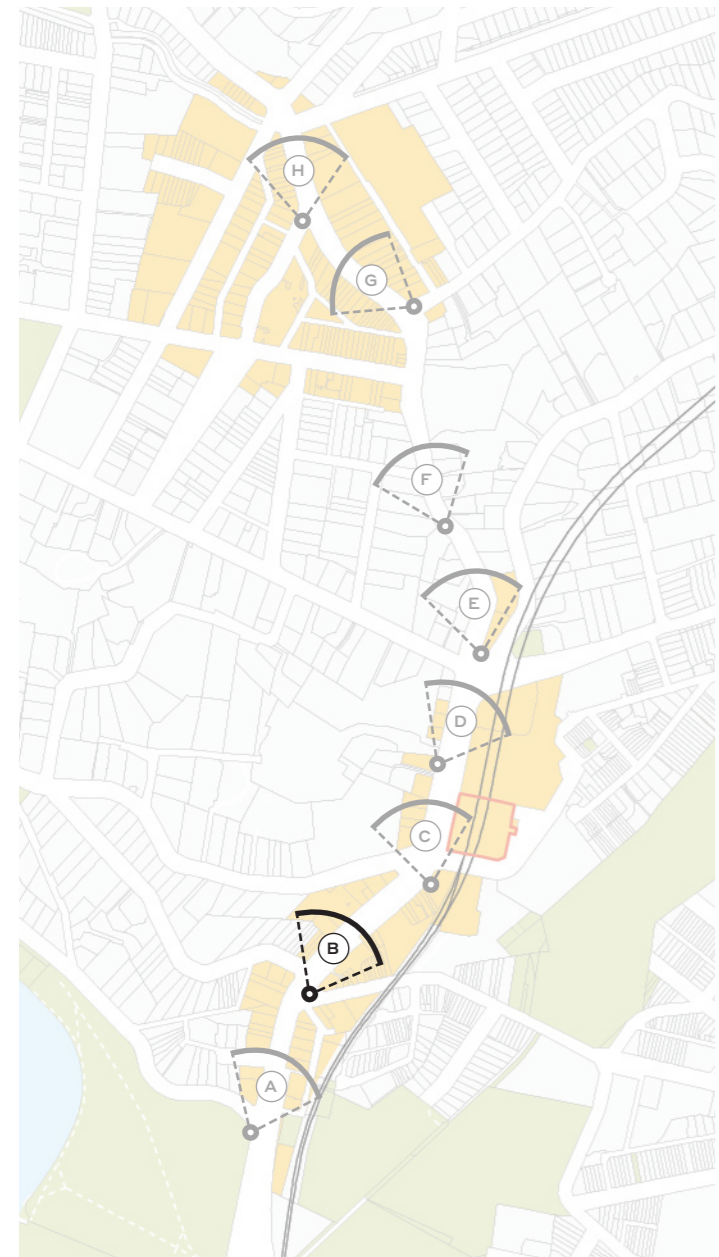
### LEGEND

- 1-2 storeys
- 3-5 storeys
- 9 storeys+
- Active frontages

# 7.0 Urban Design Analysis

## View B

Much of this part of the centre consists of 3-5 storey shoptop house or commercial typologies with active street frontages. With the topography gradually rising eastwards along New South Head Road, residential towers that take advantage of their higher vantage point, resultant valuable views and proximity to Edgecliff Railway Station, demonstrate that this part of the centre is an appropriate location for additional height.

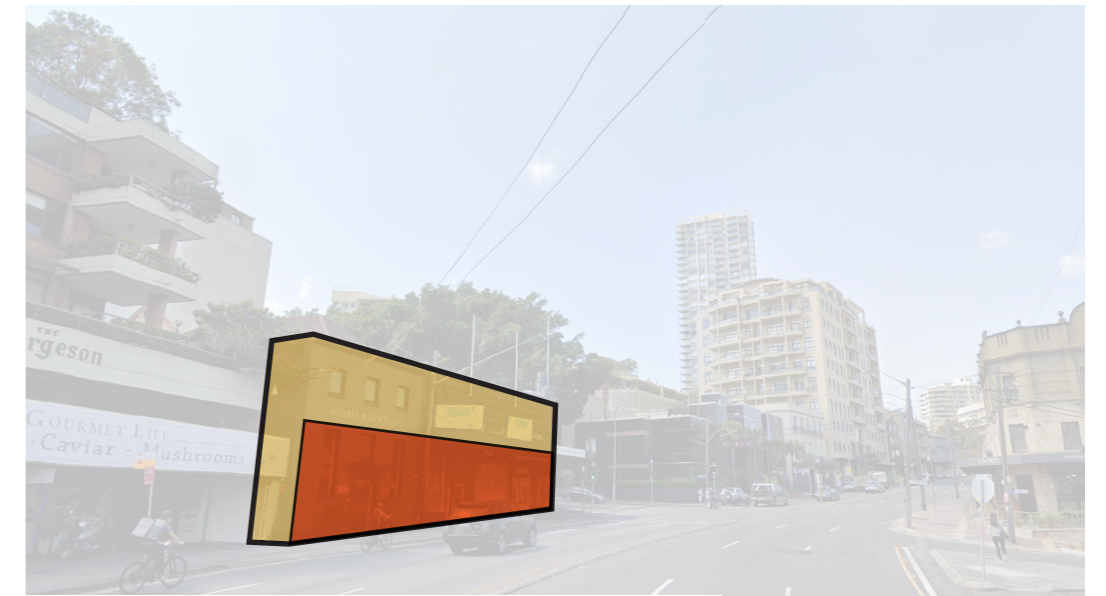


52 Photo locations

⊖ NOT TO SCALE



53 New South Head Road - Glenmore Road intersection



54 1-2 storeys shoptop house typology



55 3-5 storeys residential / shoptop house typology



56 9 storeys+ residential tower typologies

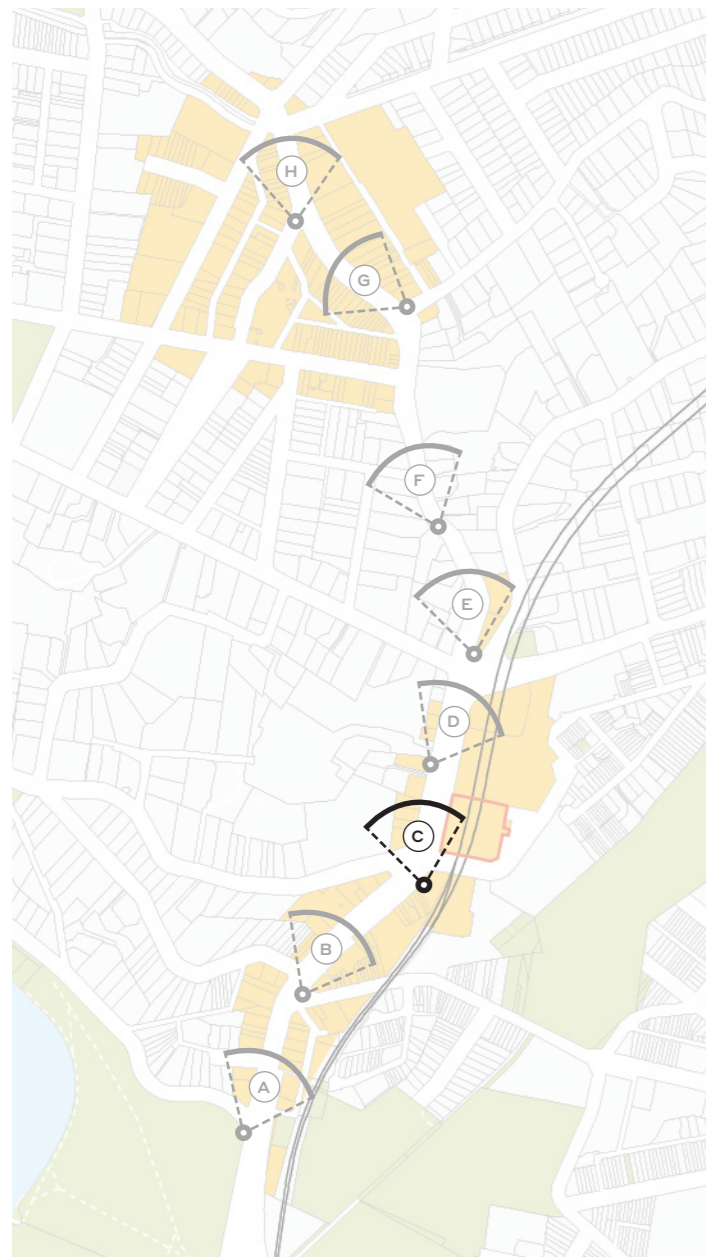
LEGEND

- 1-2 storeys
- 3-5 storeys
- 9 storeys+
- Active frontages

# 7.0 Urban Design Analysis

## View C

The Ranelagh tower, at 91m (approx.), is the tallest building in Darling Point. This height drastically drops to 2-5 storeys along the northern side New South Head Road, and rises back up to 6-8 storeys along the southern side. There is opportunity for additional height on the site to take advantage of its location along the ridge road, while sensitively integrating with its surrounding context.

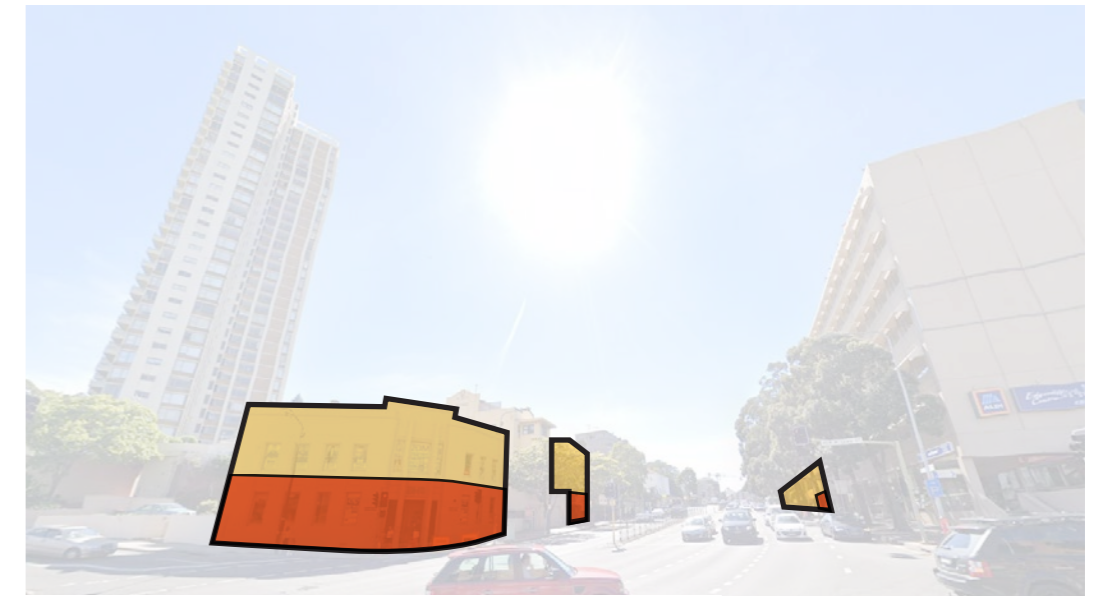


57 Photo location

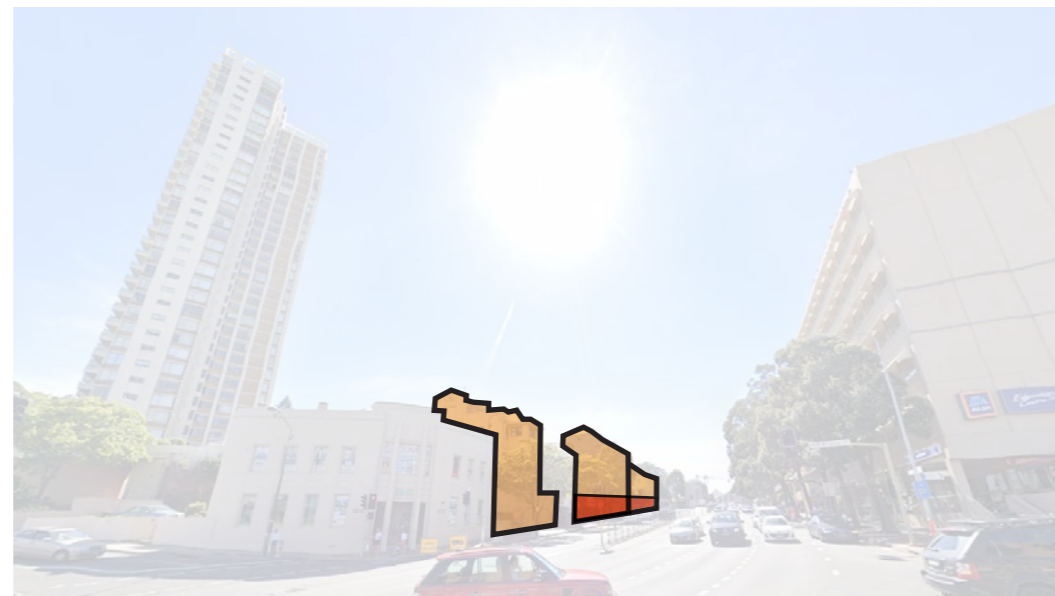
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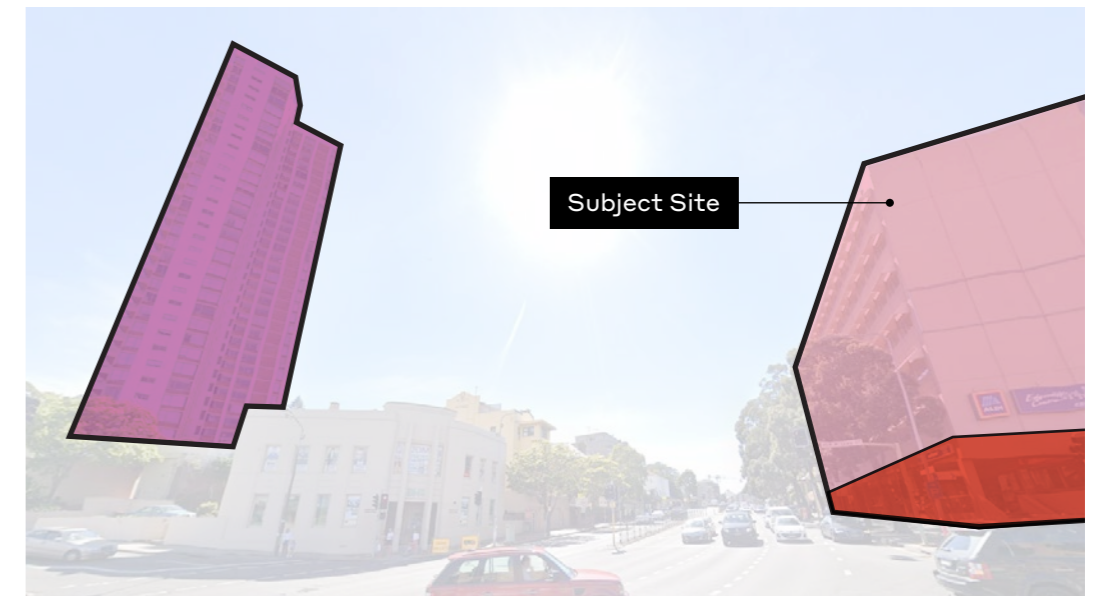
58 New South Head Road - New McLean Street intersection



59 1-2 storeys shoptop house typology



60 3-5 storeys residential / shoptop house typology



61 6-8 storeys commercial & 9 storeys+ residential tower typologies

### LEGEND

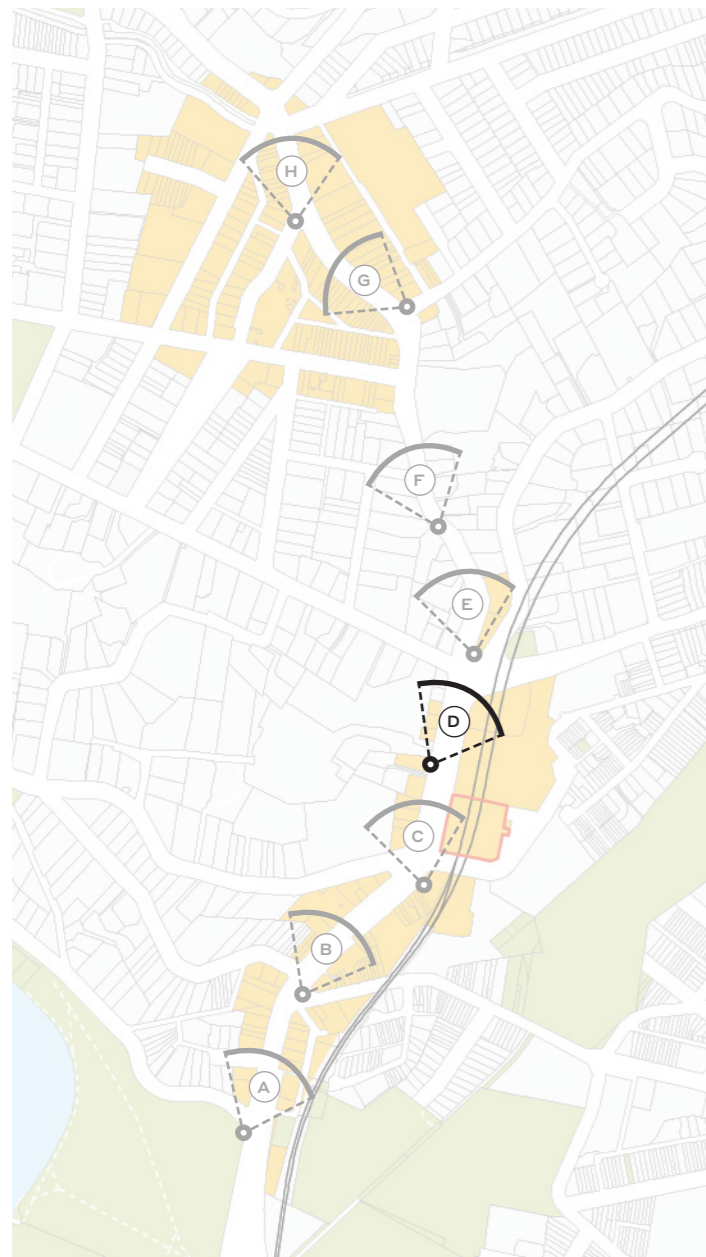
- 1-2 storeys
- 3-5 storeys
- 6-8 storeys
- 9 storeys+
- Active frontages



# 7.0 Urban Design Analysis

## View D

2 storeys retail / commercial buildings make up the predominant built form typology towards the eastern edge of the centre. Where residential towers have been built, they are set back with a 3-5 storey podium fronting New South Head Road, creating a street wall that is well integrated with the surrounding lower rise development.



62 Photo location

NOT TO SCALE



63 New South Head Road looking east towards Ocean Street / Ocean Avenue



64 1-2 storeys retail typology



65 3-5 storeys commercial / residential / shoptop house typology



66 6-8 storeys residential & 9 storeys+ residential tower typologies

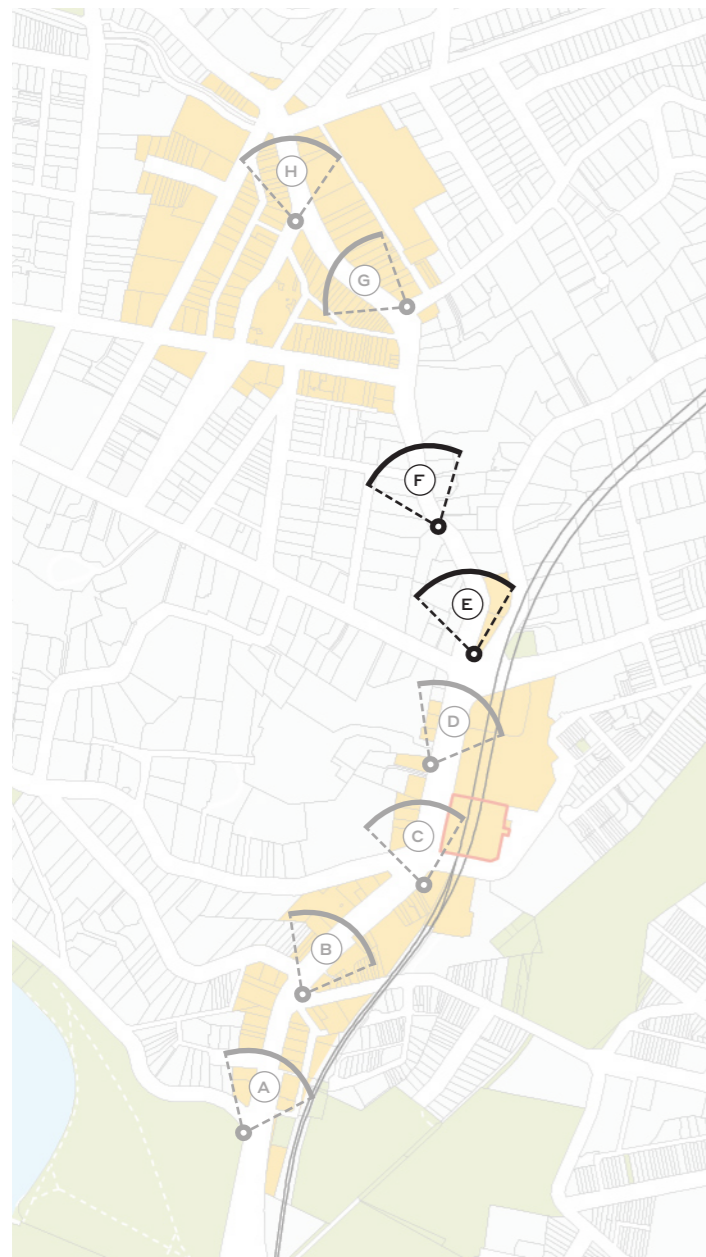
### LEGEND

- 1-2 storeys
- 3-5 storeys
- 6-8 storeys
- 9 storeys+
- Active frontages

# 7.0 Urban Design Analysis

## Views E & F

There is a diverse range of built form typologies along this stretch of New South Head Road, including a more recent 3-5 storey apartment development along its southern side. While active street frontages end at the Edgecliff centre, the northern side of New South Head Road in this area is lined with mature trees, providing shade for a pleasant 10 minute walk (approx.) between the two centres.



67 Photo location

NOT TO SCALE



68 New South Head Road - Ocean Street intersection



69 3-5 storeys retail / commercial / shoptop house & 6-8 storeys residential typologies



70 New South Head Road looking east towards Henrietta Street



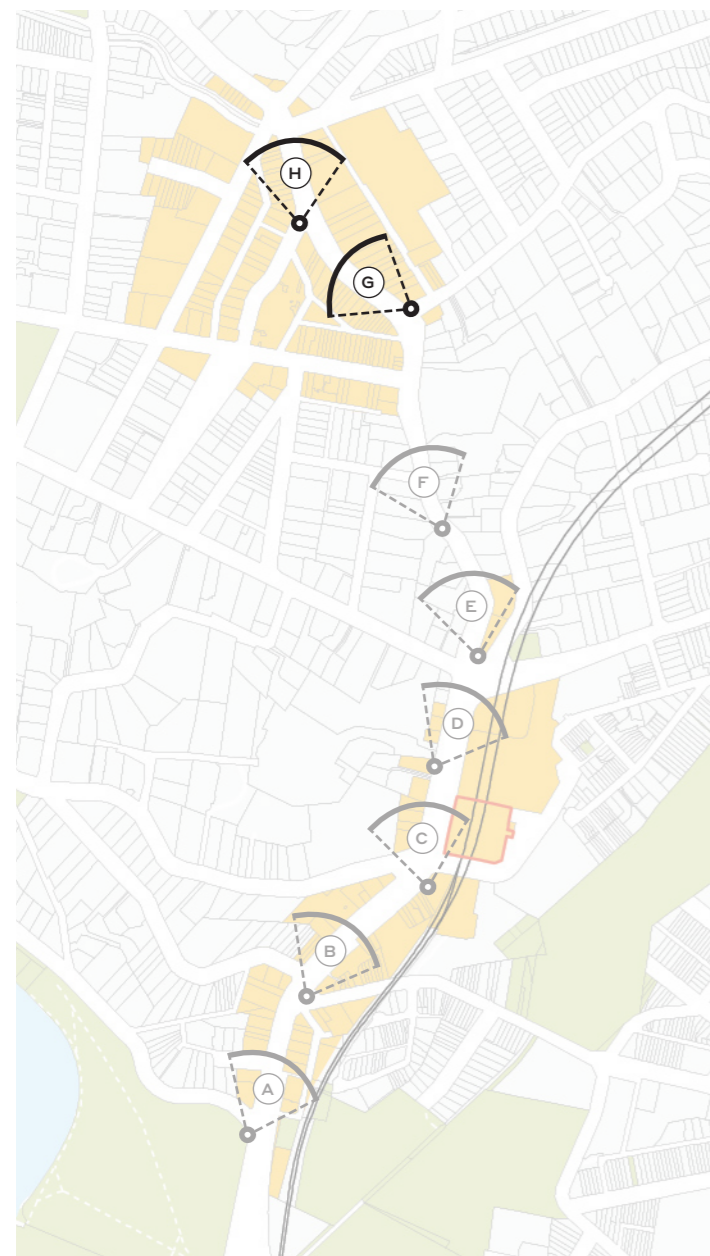
71 1-2 storey townhouse, 3-5 storeys townhouse and apartment, 6-8 storeys apartment & 9 storeys+ residential tower typologies

- LEGEND
- 1-2 storeys
  - 3-5 storeys
  - 6-8 storeys
  - 9 storeys+
  - Active frontages

# 7.0 Urban Design Analysis

## Views G & H

Fine grain, low rise buildings with continuous active street frontages is the predominant built form typology in the Double Bay Local Centre. The centre is well connected with a network of activated and vibrant laneways, providing this centre with a distinctively unique character as compared to the Edgecliff Local Centre.



72 Photo location

⊖ NOT TO SCALE



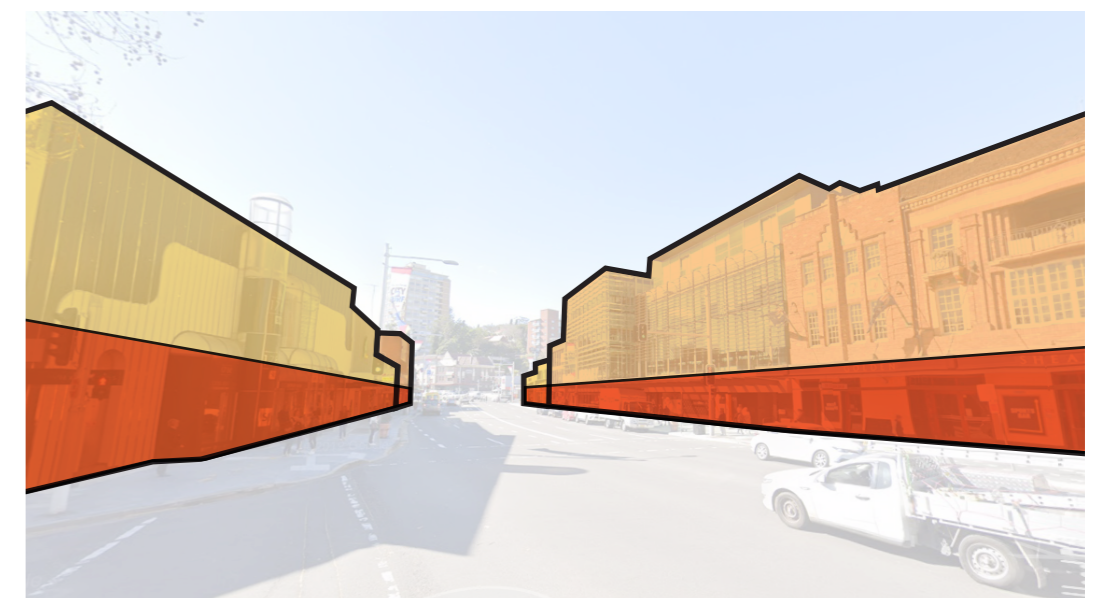
73 New South Head Road - Manning Street intersection



74 2 storeys retail & 3-5 retail / commercial typologies



75 New South Head Road - Knox Street intersection



76 1-2 storeys retail & 3-5 storeys retail / commercial typologies

### LEGEND

- 1-2 storeys
- 3-5 storeys
- Active frontages

## 7.0 Urban Design Analysis

### 7.8 Active Frontages - Edgecliff

The quality of active frontages in the Edgecliff Local Centre is of a linear fashion along New South Head Road, with some of these active frontages also flowing northwards up Mona Road and southwards on Glenmore Road and New McLean Street.

The existing layout of Edgecliff's active frontages are predominantly arranged around its high street character, along the north and south of New South Head Road. There is potential for the existing configuration of street blocks to be utilised and for active street frontages to move inwards within developments and along through-site links.



- LEGEND
- Subject site
  - Railway
  - Mixed-use zone
  - Active frontages

77 Edgecliff Active Edges

SCALE 1:2500

# 7.0 Urban Design Analysis

## 7.9 Active Frontages - Double Bay

Only 300m away from the Edgecliff Local Centre is the Double Bay Local Centre. Active frontages in this centre are generally continuous across its network of fine grain streets and pedestrianised laneways that support both day and night time economy. The centre offers cafes, restaurants and boutique shops alongside more essential services such as a supermarket, medical centre, library and a pharmacy.

Double Bay Local Centre's unique fine grain character sets itself apart from the high street character of Edgecliff Local Centre, by providing an active and vibrant destination for the surrounding. These two centres work well together with their complementary uses and characters, Double Bay as an established activity centre and Edgecliff with its essential services and transport benefits.



- LEGEND
- Subject site
  - Railway
  - Mixed-use zone
  - Active frontages

78 Double Bay Active Edges

SCALE 1:2500

## 7.0 Urban Design Analysis

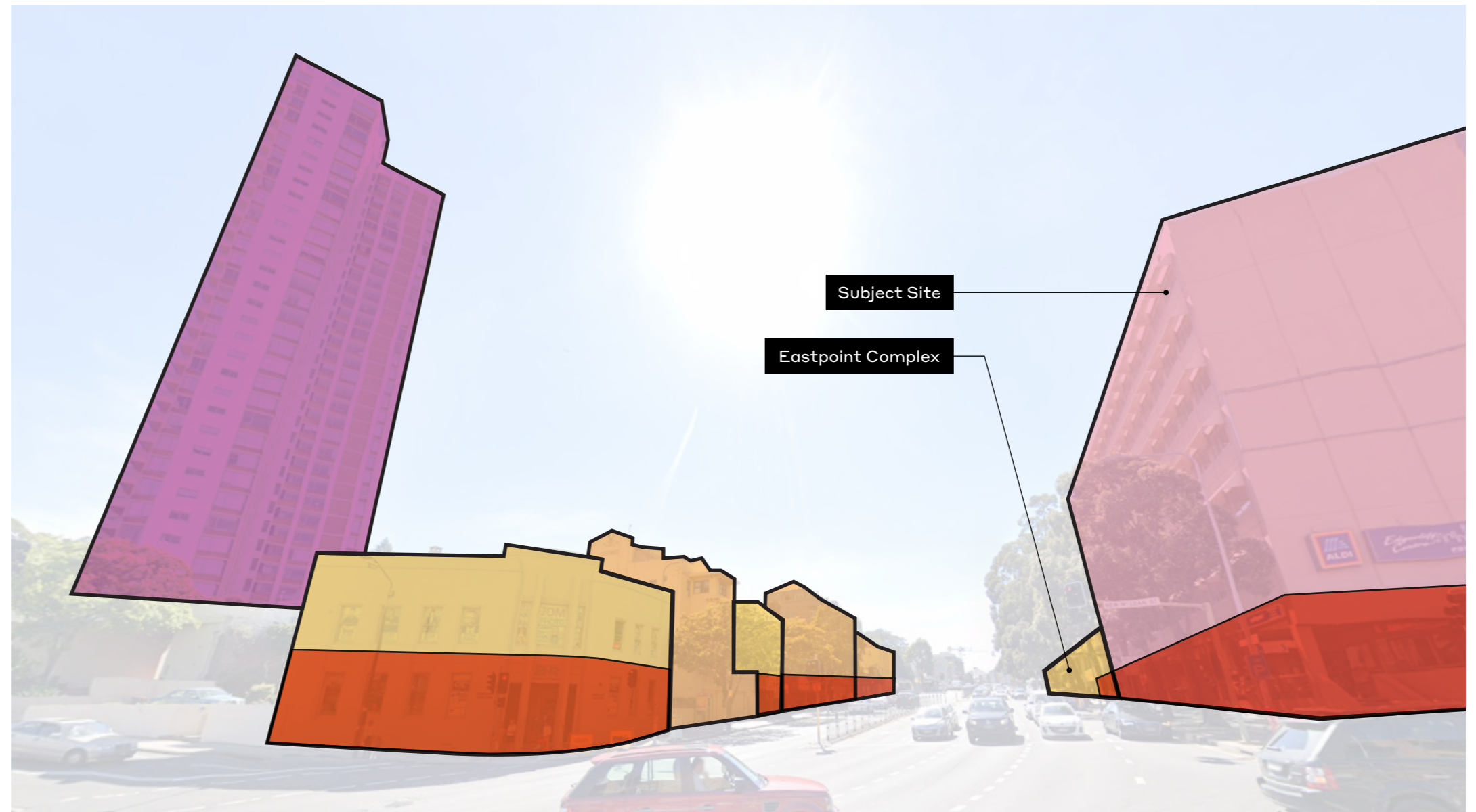
### 7.10 Local Built Form Character & Active Frontages - Conclusion

The Edgecliff Local Centre has a diverse mix of built form typologies that is a result of continuous morphology over the decades, resulting in it currently lacking a clear hierarchy of built form.

Low rise 1-2 and 3-5 storey typologies are often juxtaposed against mid rise 6-8 storey typologies, with high rise residential towers above 9 storeys typically set back from the main street. This is exemplified by the current Edgecliff Centre, a 7 storey commercial building that is set against the 2 storey Eastpoint Complex to the east, as illustrated in the figure on the right.

While the different typologies in the centre differ in height, scale and use, the one thing they have in common is that they often consist of active street frontages at the ground level.

There is opportunity for the proposal on the site, or for any other future proposals in other parts of the centre, to establish a stronger and more clearly defined built form structure for the centre.



79 Local built form typologies around the site

#### LEGEND

-  1-2 storeys
-  3-5 storeys
-  6-8 storeys
-  9 storeys+
-  Active frontages



## 7.0 Urban Design Analysis

### 7.11 Urban Design Analysis - Summary

#### Edgecliff & Double Bay

- Both centres are identified as 'key local centres' in the Woollahra LSPS
- The treatment of two smaller and close but physically separate centres as a single entity has precedent in the District Plan (e.g. Green Square-Mascot)
- Opportunity for Edgecliff and Double Bay to cater for a greater proportion of future residents in the northern part of the Eastern District with appropriate uplift in density in proximity to the Edgecliff Station as identified within Council's strategic documents

#### Proximity & Complementary Uses

- Both centres fall within Edgecliff Station's 800m catchment radius
- Edgecliff has excellent public transport amenity, two established supermarkets, a retail strip, a school and various public open spaces
- Double Bay has excellent public domain amenity with its low rise fine grain shops, a medical centre, a supermarket and a public library
- With the right planning interventions, Edgecliff and Double Bay can be guided to evolve as a more coherent single centre comprising two distinct but related parts

#### Lot Sizes

- The site has the 4th largest lot size in the two centres combined, with a lot size of 4,910m<sup>2</sup> (approx.)
- Other larger lots include Ascham School, large residential apartment blocks, the shopping centre at Double Bay and large parks
- The site has an opportunity for significant redevelopment given its single ownership, large lot size and strategic position being colocated with the Edgecliff Station and Bus Interchange, and could benefit from an increased HOB and FSR

#### Permissible HOB

- Current permissible height controls on the site are 26m to the north and 6m to the south
- An increase in building height would be an appropriate response to the surrounding context given its immediate co-location with the Edgecliff Station and Bus Interchange

#### Street Hierarchy

- The site has a primary frontage to New South Head Road which is a road of high importance linking the Eastern suburbs into the CBD
- Secondary roads provide access to the Darling Point peninsula as well as surrounding parks and beaches

#### Walkability

- The site is within a 10 minutes walk to the Double Bay Local Centre and various public open spaces and a large catchment of residential properties
- Proximity and permeability between the two centres provide a high level of connectivity between the two, further supporting the notion for them to strategically evolve as a more coherent single centre

#### Local Built Form Character

- Both centres each have a unique local built form character
- Double Bay is characterised by fine grain, low rise buildings with continuous active street frontages and a network of activated laneways
- As compared to Double Bay, Edgecliff is a more high density and transport-oriented precinct given that the Edgecliff Station and Bus Interchange is located within it
- It is characterised by four predominant built form typologies with varying heights and uses, majority of which have active street frontages, but currently lacks a clear built form hierarchy as these typologies are often in juxtaposition with each other
- There is opportunity for the proposal on the site to establish a stronger and more clearly defined built form structure for the Edgecliff Local Centre

#### Active Frontages - Edgecliff

- Active frontages in Edgecliff are primarily of a linear fashion along New South Head Road
- Edgecliff essentially functions as a high street centre, but there is potential for pedestrian experience to be improved along New South Head Road to create a much more desirable high street centre, complementing the fine grain centre that is Double Bay Local Centre

#### Active Frontages - Double Bay

- Active frontages in Double Bay are generally continuous across its network of fine grain streets and pedestrianised laneways
- It has a unique fine grain character that sets itself apart from Edgecliff's high street character
- Double Bay acts as an established activity centre while Edgecliff complements it with its essential services and transport benefits

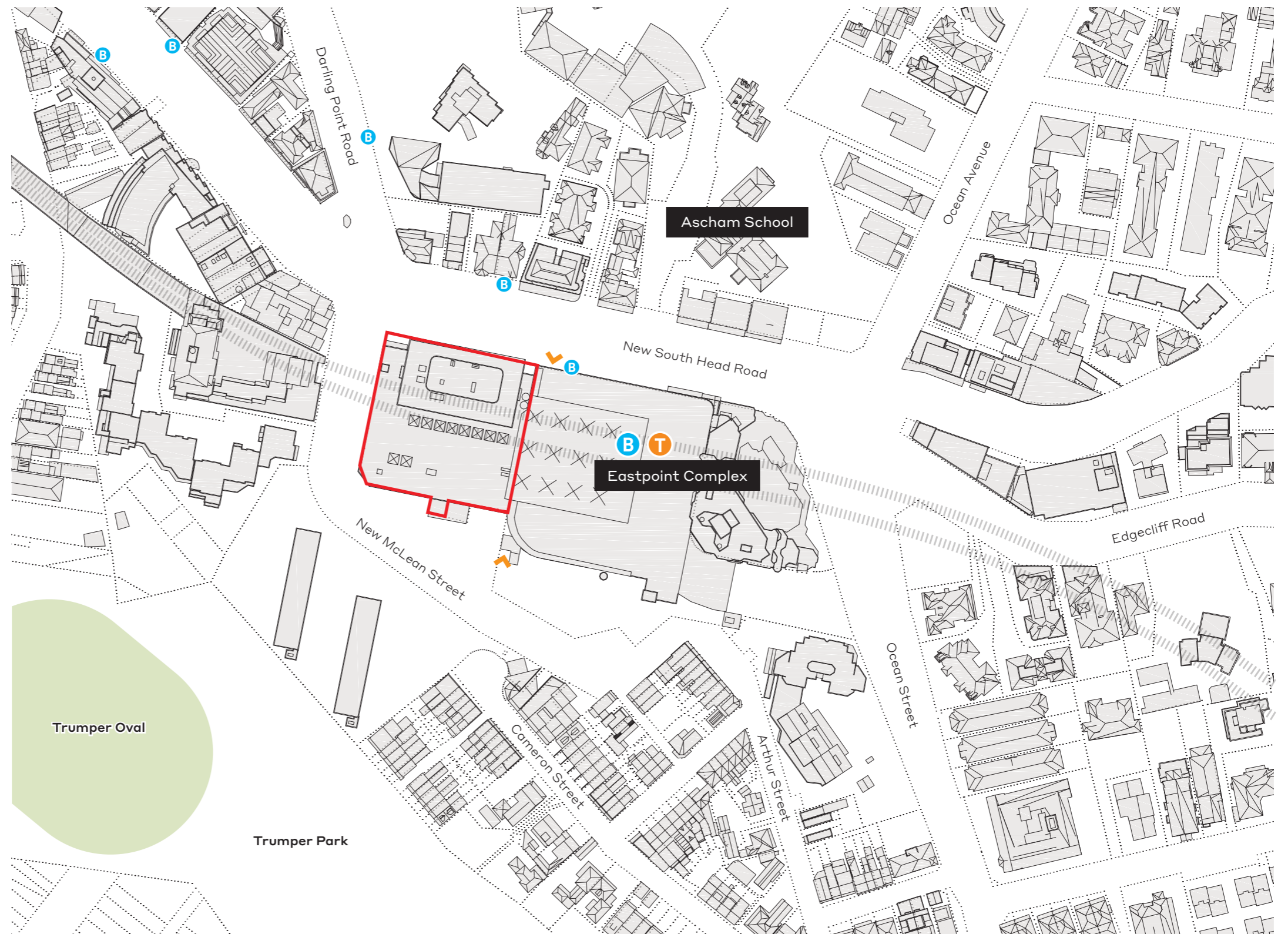
# 8.0 Site Context

## 8.1 Site Plan

The site is well serviced by public transport, being strategically located within the same block as the Edgecliff Train Station and Bus Interchange, which connects the site with the Sydney CBD and Bondi Junction, in addition to an existing bus network that connects it and the eastern suburbs with the Sydney CBD.

Eastpoint Complex, which adjoins the site from the east is house to an existing supermarket, several retail tenancies, a rooftop bus interchange and the Eastpoint Tower, a residential apartment located at the corner of New South Head Road and Ocean Street.

The site also has good public amenity as it is in close proximity to existing schools including the Ascham School directly across New South Head Road, a number of hospitals, numerous public open spaces including Trumper Park and Trumper Oval to the south as well as White City Tennis and Rushcutters Bay Park.



- LEGEND
- Subject site
  - Existing buildings
  - Trumper Oval
  - T Edgecliff train station
  - Train lines
  - ▲ Train station entry
  - B Bus stop
  - B Bus interchange

80 Site and surrounds

SCALE 1:2000

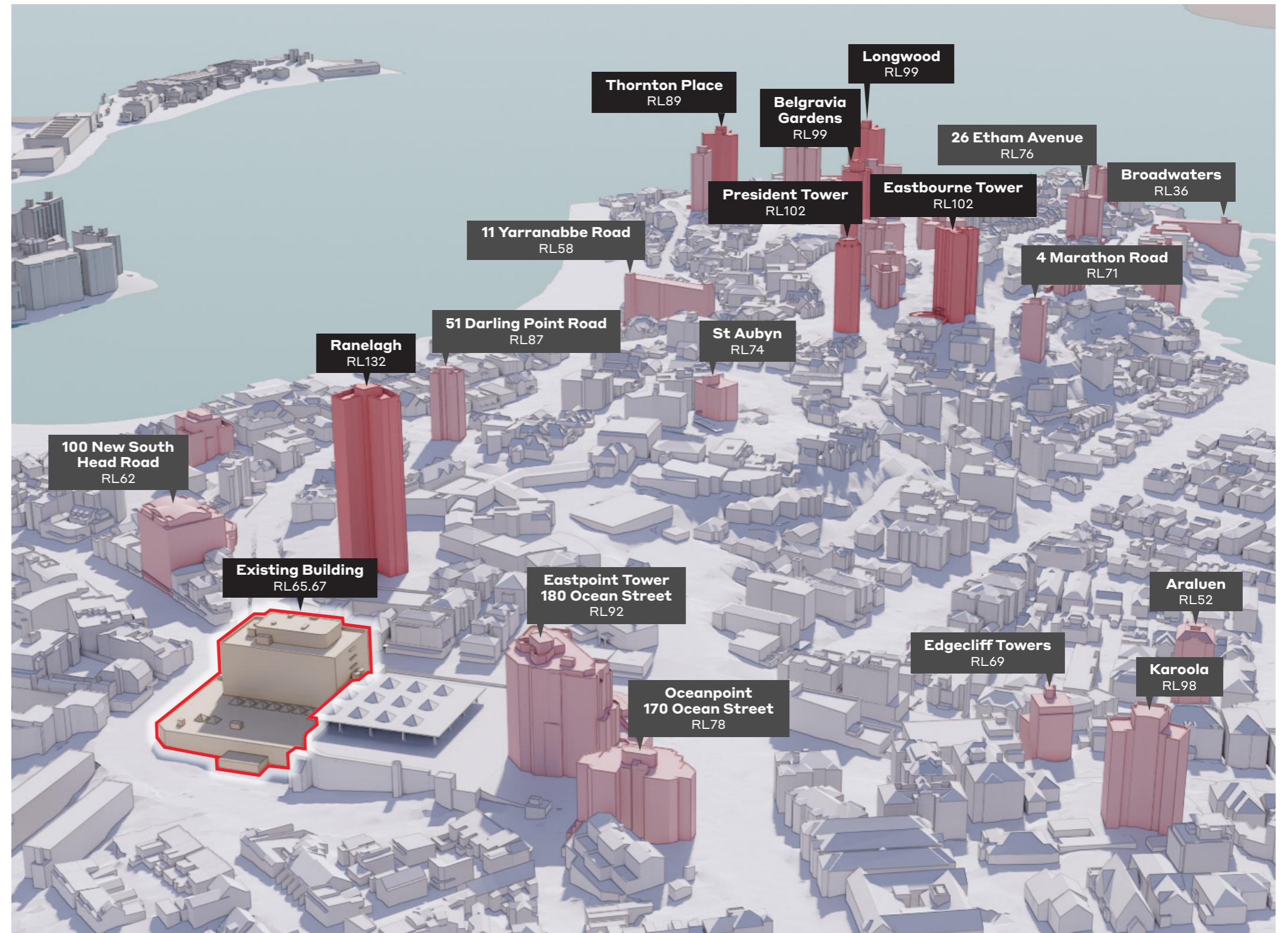


## 8.0 Site Context

### 8.2 Surrounding Development

As previously highlighted in **Section 5.8**, peninsulas along the Sydney Harbour guided the development pattern of built form, often in light of capturing views of the Harbour with towers at different scales aligned along the ridge roads.

The site is located at the end of a ridge road that stretches from the end of Darling Point to the Edgecliff Centre, as shown on the right. Slender, taller buildings along this stretch are dominated by point towers dating from the 1960s to 1990s with heights ranging between 30-60m and above 60m, in turn rendering the site suitable for a taller development.



#### LEGEND

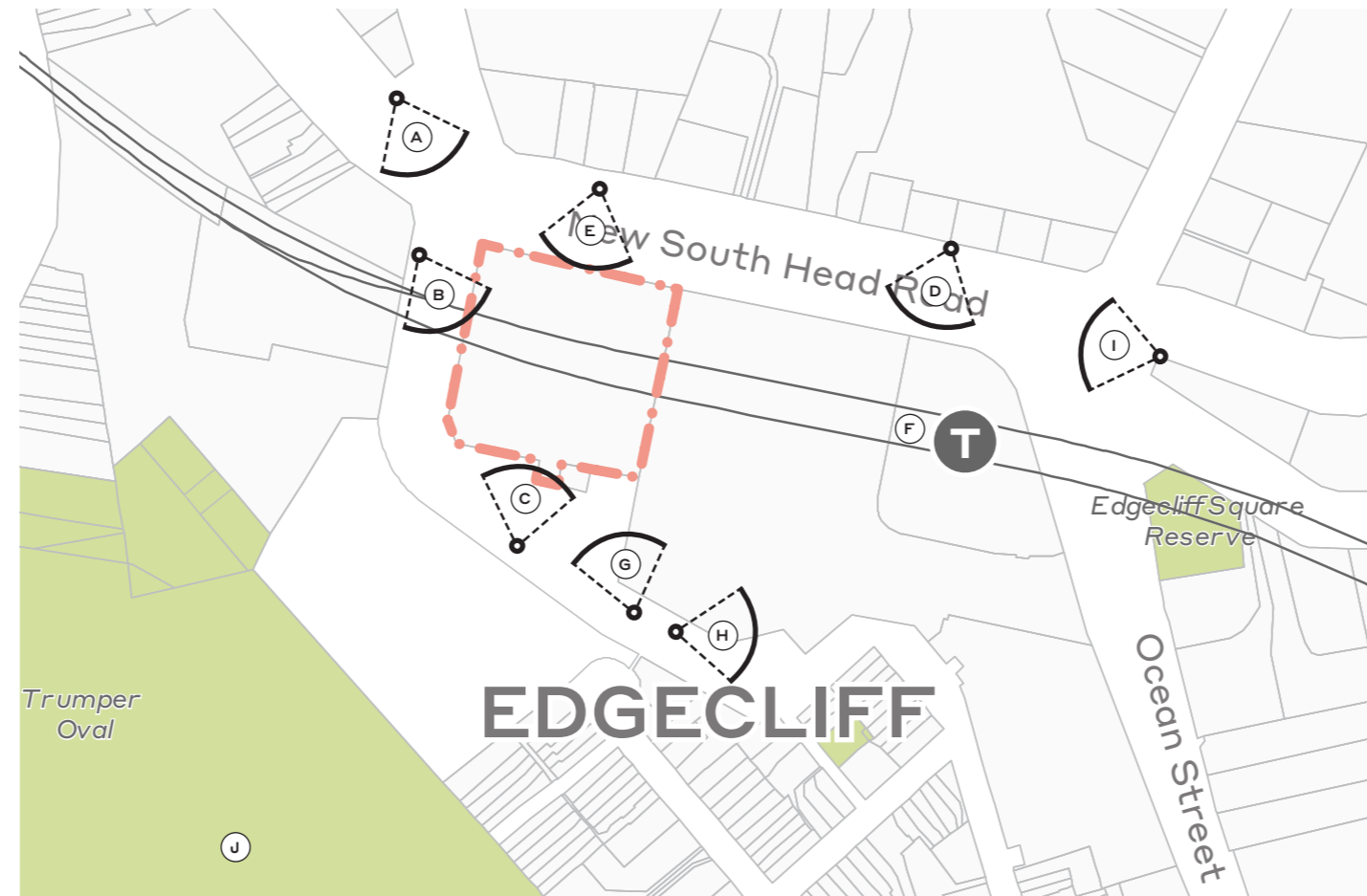
- Existing building on site
- Existing residential towers (30-60m)
- Existing residential towers (60m and above)

81 3D model of existing buildings on and around the site

## 8.0 Site Context

### 8.3 Existing Conditions

The site is presently occupied by the Edgecliff Centre, a medium rise office building with active uses at the street facing ground floor built in the 1970s. These site photos illustrate the aged architecture that is the existing building on site as well as the harsh vehicle-dominated streetscape surrounding the site.



82 Photo locations

NOT TO SCALE



A View of site from north western corner of New South Head Road



B Entry to public carpark off New McLean Street

## 8.0 Site Context



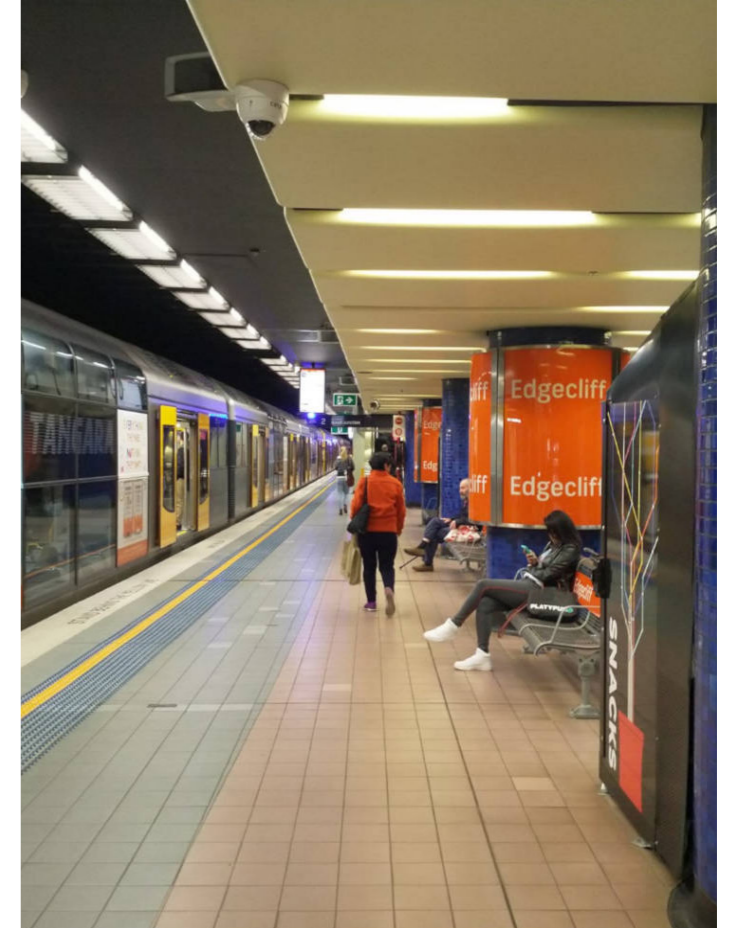
(C) Carpark and loading dock entry point at rear of site



(D) Eastpoint Complex adjacent to the site



(E) Interface with New South Head Road



(F) Platform at Edgecliff Station



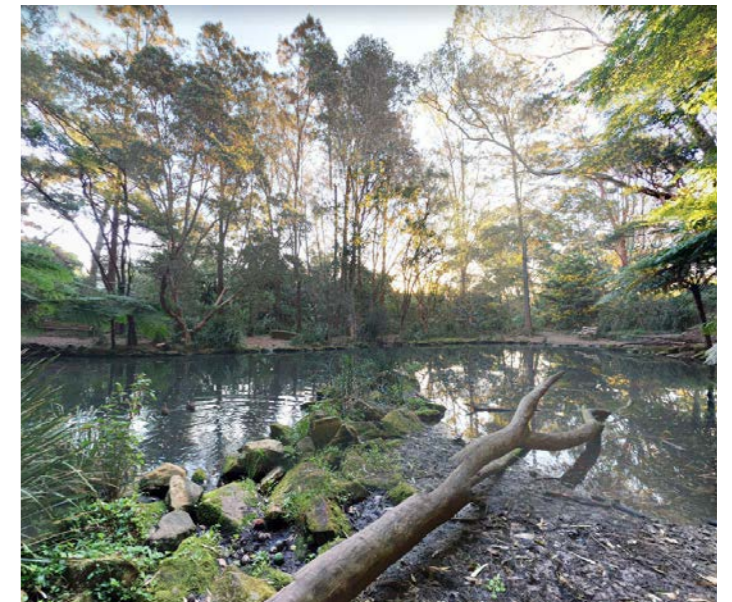
(G) Station entry point off New McLean Street



(H) Cycle path along New McLean Street at the rear of the site



(I) View of the Sydney CBD down New South Head Road



(J) Trumper Park

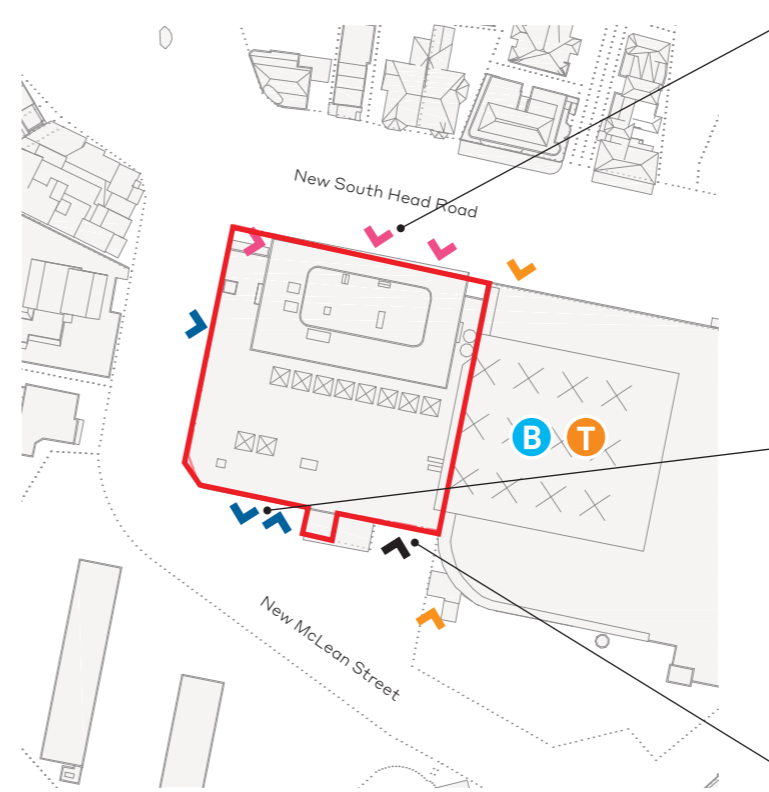
# 9.0 Ground Plane

## 9.1 Existing Ground Plane Conditions

The site is currently surrounded by a harsh vehicle-dominated streetscape, resulting in a poor pedestrian experience around the site. The current Edgecliff Centre itself is a brutalist building from the 1970s that is at the end of its economic lifespan and requires significant improvement to make it relevant to the 21st century.

### Access Points to Site

The majority of pedestrian access points are currently located along the site's frontage to New South Head Road. These access points are primarily used by tenants or visitors to the offices above. The site's side and rear frontages to New McLean Street are dominated by vehicle access points and loading docks, with the exception of a station entry point off New McLean Street.



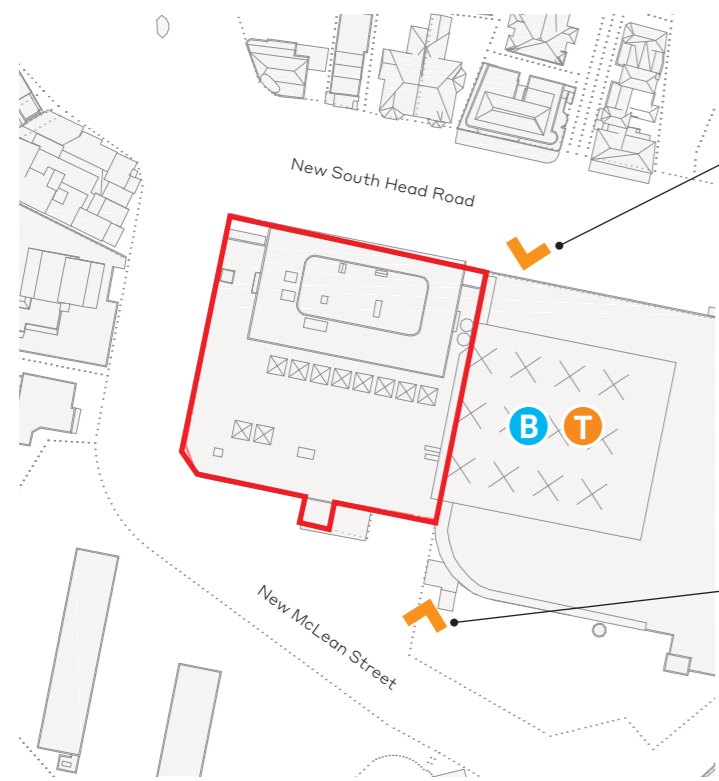
LEGEND

- Site boundary
- T Edgecliff train station
- B Bus interchange
- ▲ Train station entry
- ▲ Pedestrian entry
- ▲ Public car park access
- ▲ Loading dock

# 9.0 Ground Plane

## Train Station Entries

There are currently two entry points to the Edgecliff train station directly adjacent to the site. The New South Head Road entry point is approximately 10m wide with level access from the footpath. A second entry point is located to the south of the site off New McLean Street, in between the site's loading docks and the Eastpoint Food Fair carpark exit ramp. This entry point is accessible via ramps and stairs off the footpath.

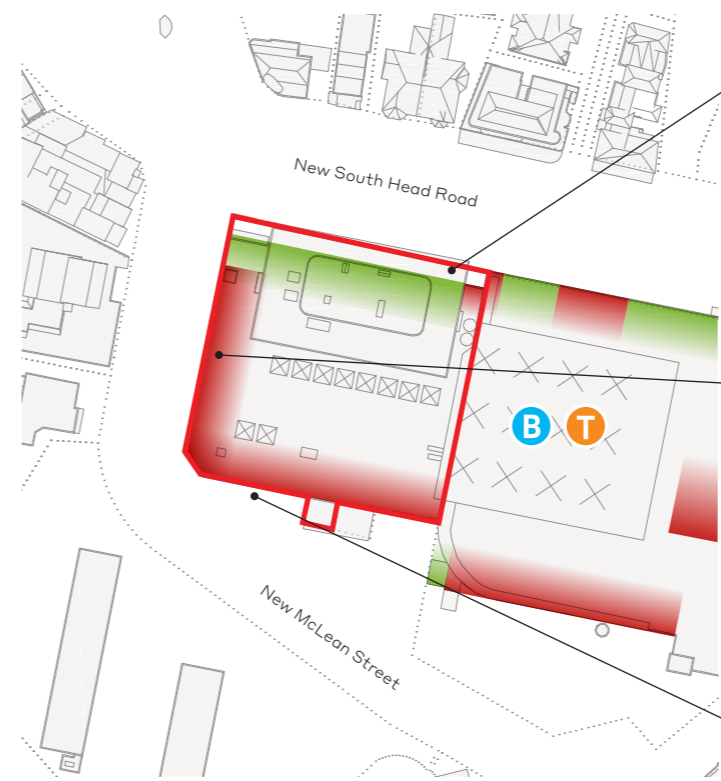


- LEGEND
- Site boundary
  - ▲ Train station entry
  - T Edgecliff train station
  - B Bus interchange



## Street Frontages

While a large proportion of the Edgecliff Centre's frontage to New South Head Road contains active uses such as retail premises and commercial lobbies, the ground floor building glassline is setback from the footpath with balustrades separating the covered seating areas and the public footpath along New South Head Road.



- LEGEND
- Site boundary
  - Active frontages
  - T Edgecliff train station
  - Inactive frontages
  - B Bus interchange





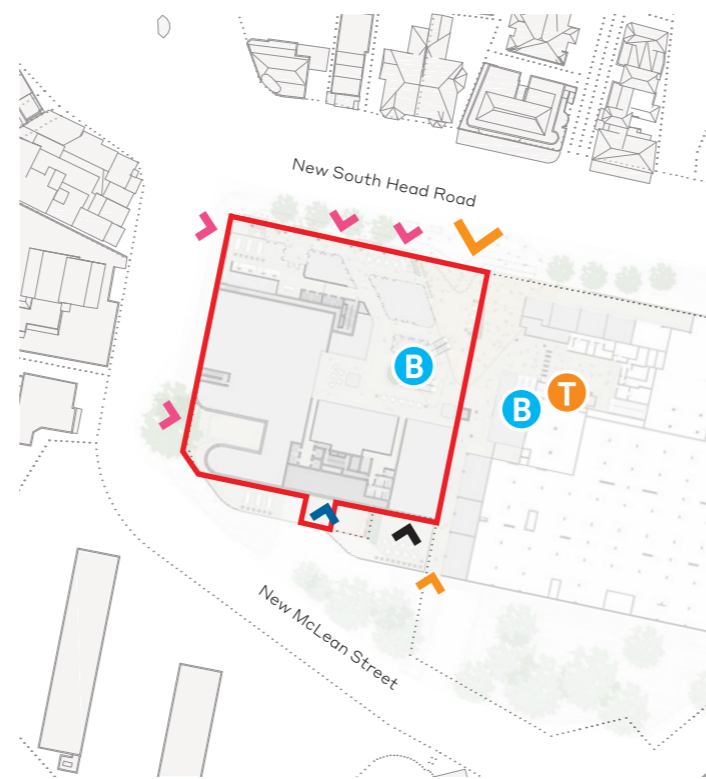
# 9.0 Ground Plane

## 9.2 Ground Plane Principles

In order to address the harsh existing ground plane conditions, the following Ground Plane Principles have been developed to help guide and improve the pedestrian experience in and around the site.

### Reconfigure Access Points

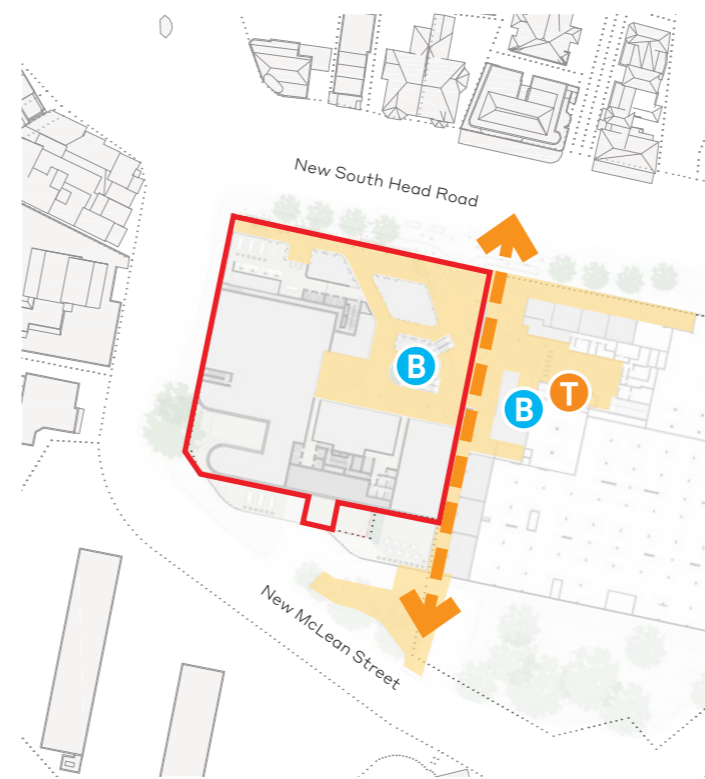
The proposal should consider creating a new street address on New McLean Street for residential uses proposed for the site. It should also consider moving loading docks and public parking into the building at the rear of the site, with residential carpark access off New McLean Street. Internally, vertical connections should be explored to connect the ground plane with the train platforms below and the bus interchange above.



- LEGEND
- Site boundary
  - T Access to train station
  - B Access to bus interchange
  - Train station entry
  - Pedestrian entry
  - Residential carpark entry
  - Loading dock / public carpark entry

### Improve Station Entry & Increase Permeability

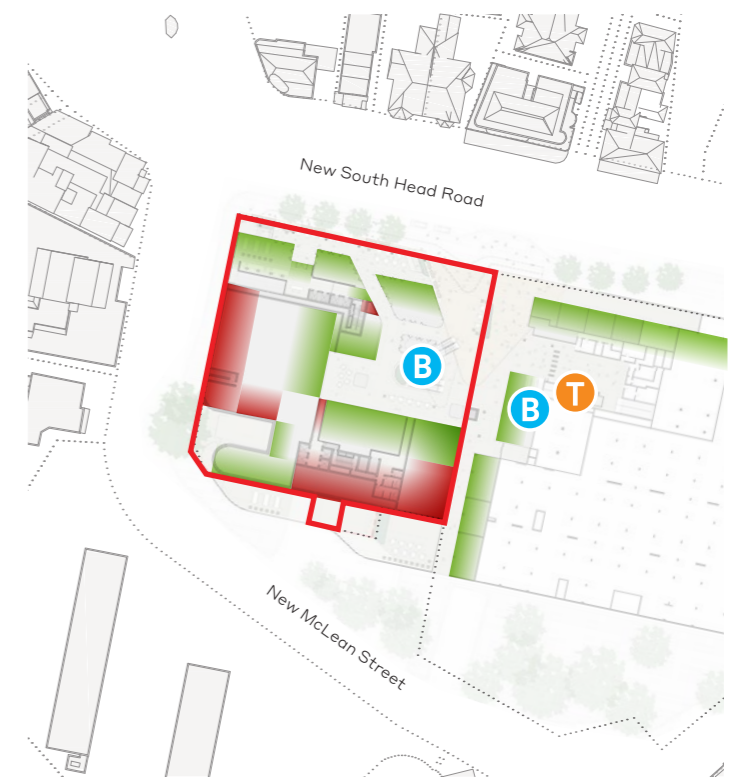
The proposal should consider widening the entryway along New South Head Road with the aim of creating a new arrival experience to the Edgecliff Station and Bus Interchange. A generous ground plane / publicly accessible plaza should also be considered to increase the site's permeability at ground level and to connect it to New McLean Street via the existing through-site link.



- LEGEND
- Site boundary
  - T Access to train station
  - B Access to bus interchange
  - Through-site link
  - Generous ground plane / publicly accessible plaza

### Extend Active Frontages & Activate Internally

The proposal should explore opportunities for active street frontages to extend inwards and along the through-site link towards New McLean Street. It should also consider locating the residential lobby along the site's western/southern boundaries to introduce active frontages along New McLean Street.



- LEGEND
- Site boundary
  - T Access to train station
  - B Access to bus interchange
  - Active frontages
  - Inactive frontages

# 10.0 Built Form

## 10.1 Existing Built Form Conditions

As concluded in **Section 7.10**, the Edgecliff Local Centre has a diverse mix of built form typologies, which results in it currently lacking a clear hierarchy of built form. Moreover, these low, medium and high rise typologies are also often in juxtaposition against one another.

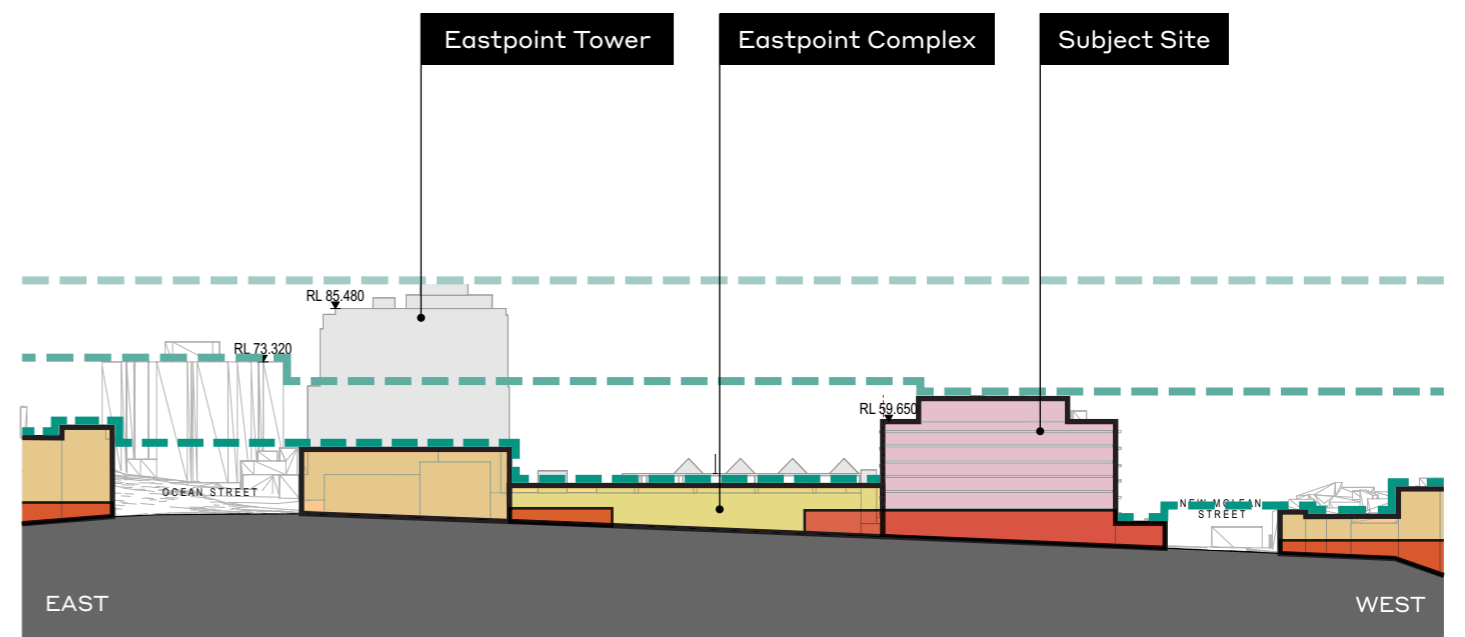
While these built form typologies differ in height, scale and use, it should be noted that the majority of them have active street frontages.

Better integration of built form is required in the centre to establish a stronger and more cohesive built form character, which will ultimately help to create a better pedestrian experience for residents of and visitors to the Edgecliff Local Centre.

### Existing Street Wall & Height Planes

The site's current street wall height along New South Head Road is inconsistent with the street wall height of buildings on either side of it. The 2 storey street wall of the Eastpoint Complex stops abruptly at the Edgecliff Centre, before resuming with a 3 storey street wall on the other side of New McLean Street to the west.

To the east of the site, Eastpoint Tower is set back from New South Head Road with its built form articulated in a way so that it reads as two separate elements, establishing two height planes for the area.



#### LEGEND

- Existing buildings
- 1-2 storeys
- 3-5 storeys
- 6-8 storeys
- Active frontages
- Street wall
- Low rise height plane
- Mid rise height plane

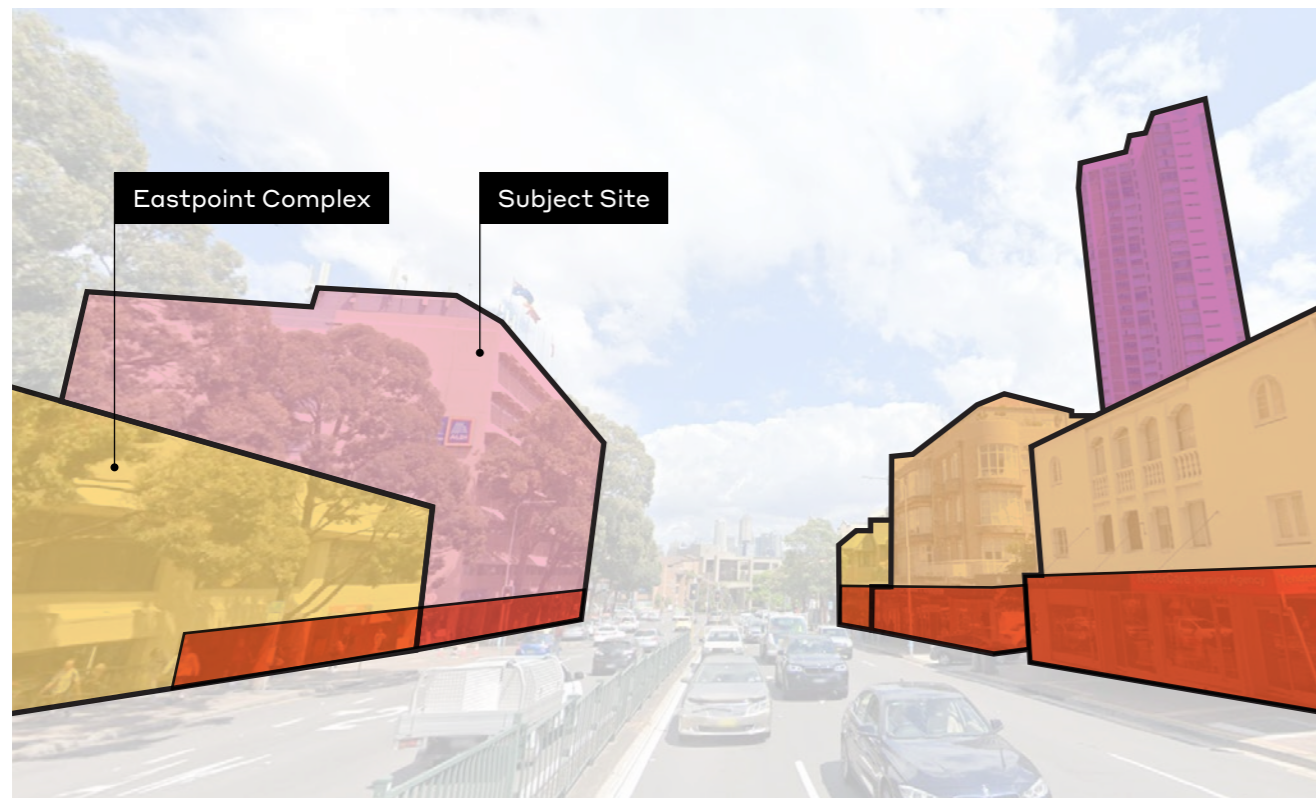


# 10.0 Built Form

## Existing Built Form Typology

The current Edgecliff Centre is a 7 storey building with active frontages to New South Head Road. Its brutalist architectural style and form stands apart from its surrounding context. In particular, the bulk of its form is juxtaposed against the adjoining 2 storey Eastpoint Complex.

Comparatively, the predominant built form typologies on the other side of New South Head Road are 1-2 and 3-5 storey buildings with active frontages.



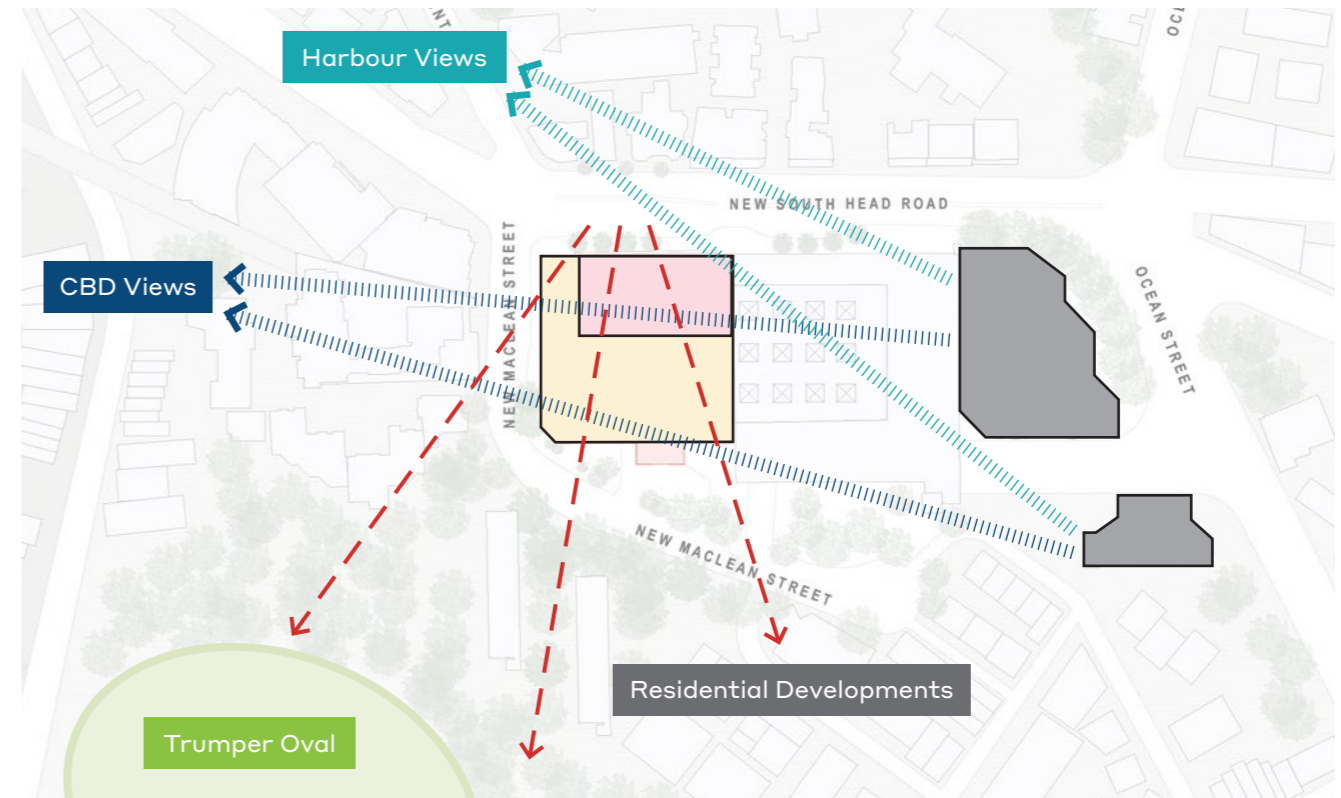
### LEGEND

- 1-2 storeys
- 3-5 storeys
- 6-8 storeys
- 9+ storeys
- Active frontages

## Existing View Lines & Solar Access

While the current Edgecliff Centre building contrasts the taller built form character of surrounding developments, its relatively low height allows for residential developments to the east of the site to access valued CBD and Harbour views.

Additionally, the rear setback afforded to New McLean Street prevents the existing Edgecliff Centre building from having any overshadowing impacts on Trumper Oval and residential developments to the south of the site.



### LEGEND

- Existing building on site (2 storeys)
- Existing building on site (6 storeys)
- Existing residential towers to the east
- Existing views towards the CBD
- Existing views towards the Harbour
- Solar access to Trumper Oval and existing residential developments to the south

# 10.0 Built Form

## 10.2 Built Form Principles

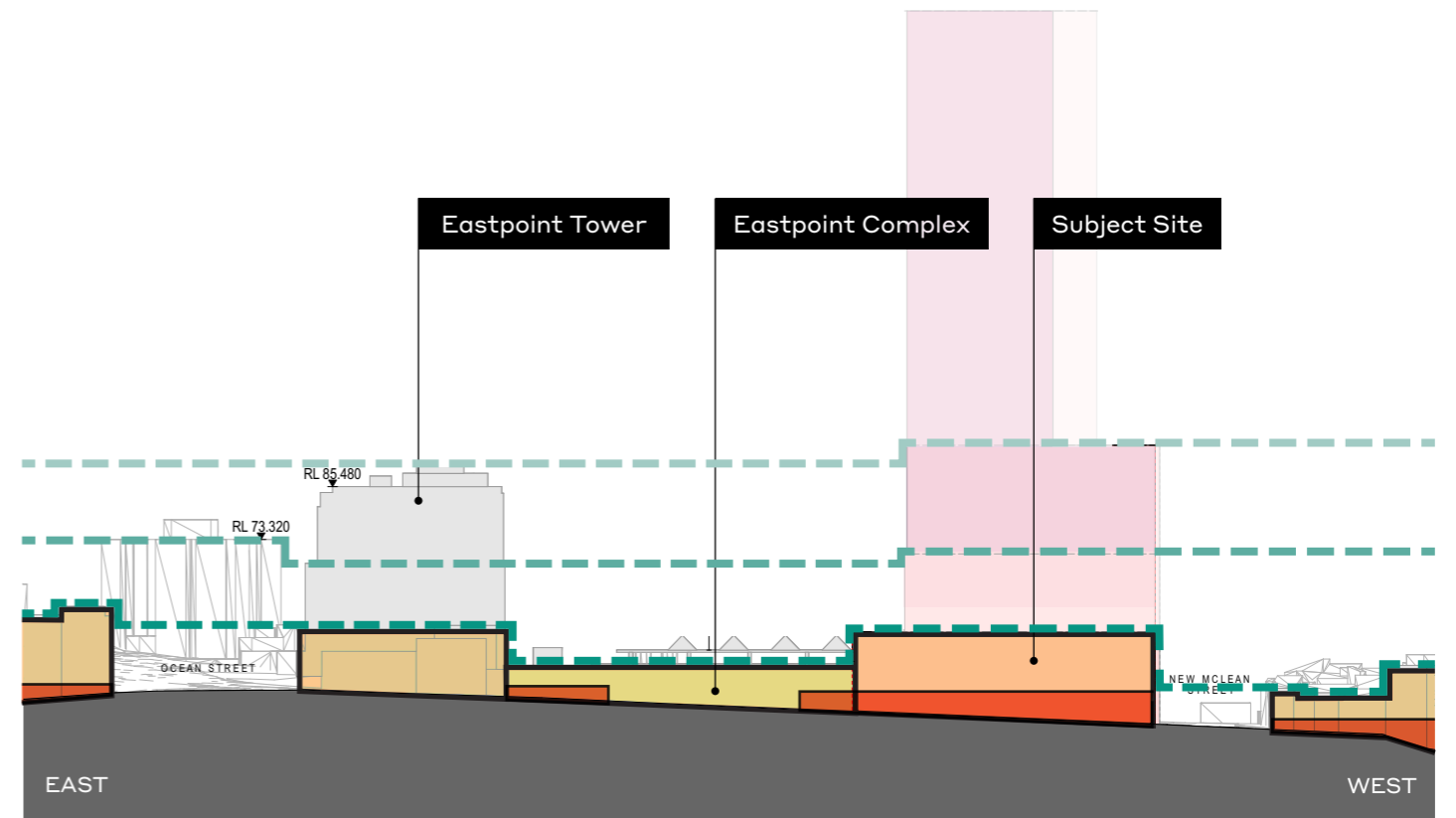
Building upon the analysis of existing built form conditions of the site and its immediate context, the following Built Form Principles have been established to ensure that the proposal considers the juxtaposition of existing built form elements in the centre and works to better integrate these elements together in order to produce a built form outcome that is cohesive with its context.

Additionally, these principles also guide the proposal to respond to its wider built form context, where point towers are typically clustered along ridge roads on peninsulas east of the Sydney CBD, as previously demonstrated in **Section 5.8**.

### Extend Existing Street Wall & Height Planes

The proposed built form should have a predominant street wall height that is sympathetic to the existing street wall heights along New South Head Road.

Any proposed heights above this new street wall, such as low rise and mid rise podiums, should be an extension of existing height planes established by Eastpoint Tower to the east of the site.



83 Indicative street wall heights that better integrate the site with its surrounding context

#### LEGEND

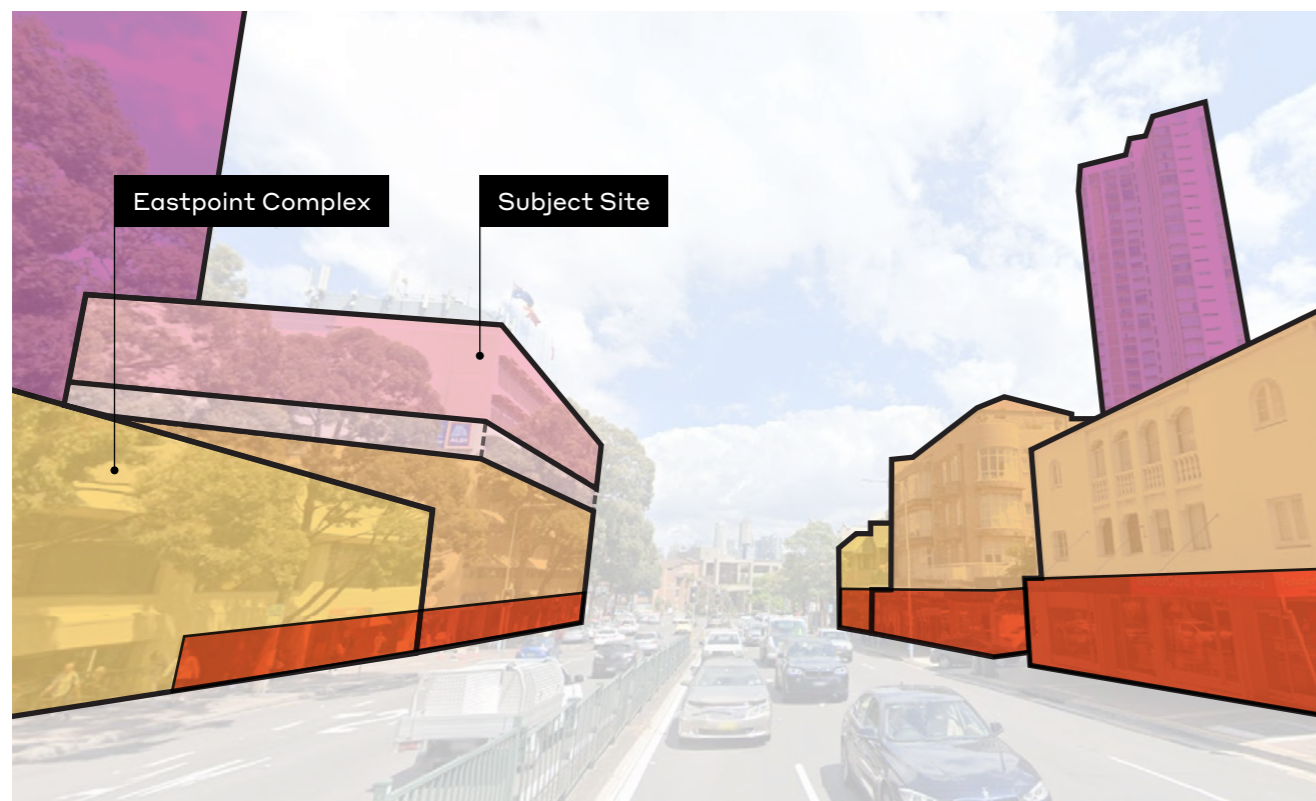
- Existing buildings
- 1-2 storeys
- 3-5 storeys
- Active frontages
- Street wall
- Low rise height plane
- Mid rise height plane

# 10.0 Built Form

## Introduce New Built Form Typology

A new podium-tower typology should be considered as an alternative to the current 7 storey building. The proposed podium should be articulated in a way that its relationship with the adjacent Eastpoint Complex and buildings across the road are considered.

Any proposed tower forms should also be set back from New South Head Road in order to be consistent with existing residential tower typologies in the area, whereby towers are set back from the main street.



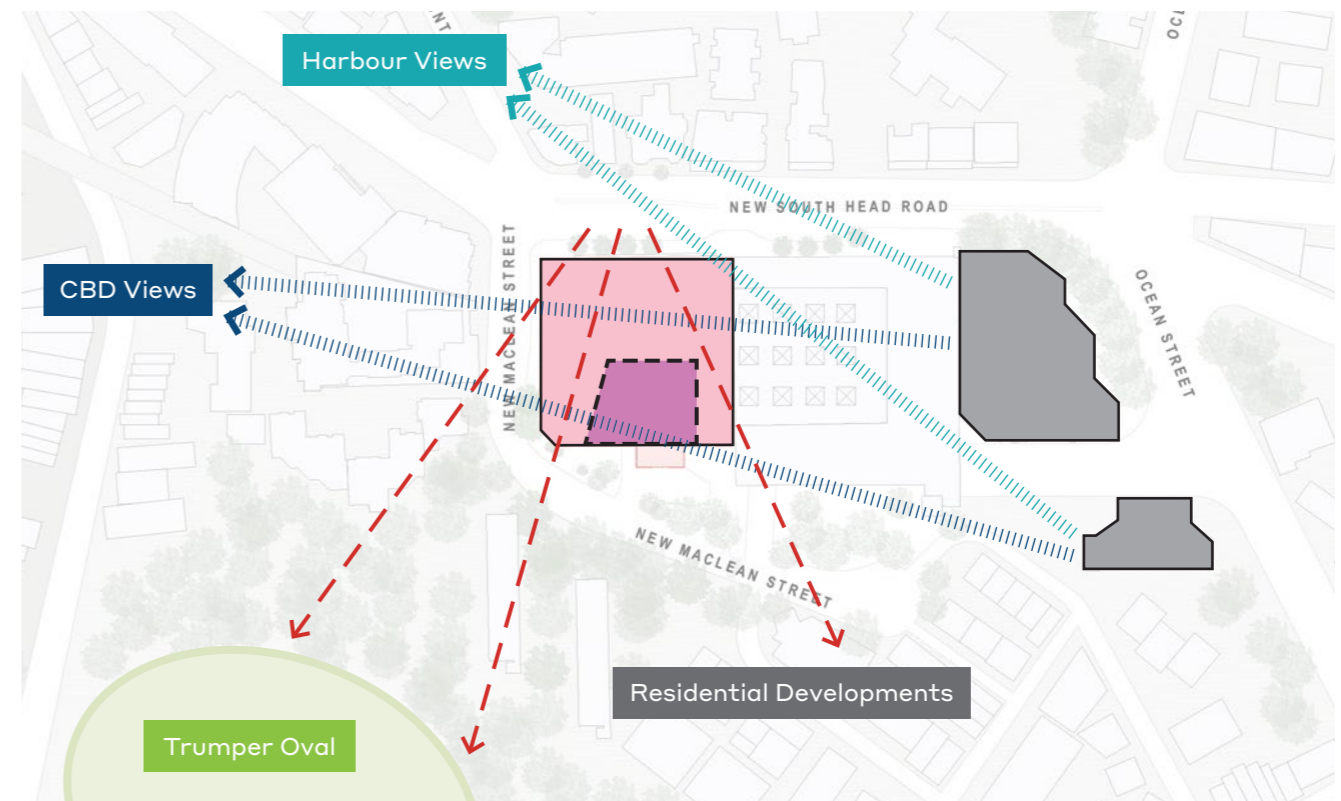
84 Indicative alternative built form typology for the site that considers built form context

- LEGEND**
- 1-2 storeys
  - 3-5 storeys
  - Built form articulation
  - 6-8 storeys
  - 9+ storeys
  - Active frontages

## Preserve View Lines & Solar Access

The proposed built form should be designed with the principles of view sharing, allowing for valuable views towards the CBD and Harbour.

Slender tower forms that will cast fast-moving shadows should also be considered to ensure that the proposal complies with solar access requirements for Trumper Oval in accordance with the DCP, as well as solar access requirements for residential developments to the south as per SEPP 65 and Woollahra DCP (for dwellings).



- LEGEND**
- Indicative podium envelope on site
  - Indicative tower envelope on site
  - Existing residential towers to the east
  - Existing views towards the CBD
  - Existing views towards the Harbour
  - Solar access to Trumper Oval and existing residential developments to the south



# 11.0 Development of Building Envelope Options

## 11.1 Overview

In order to develop a building envelope that is sympathetic to its surrounding context while also unlocking the site's potential, Longhurst engaged architecture firm FJMT to prepare and model the following building envelope options:

- **Option 1 - Opportunity Site Study**

- This option was modelled based on the indicative building envelope presented in an opportunity site study undertaken by Council for the site in 2010.
- It captures both the Edgecliff Centre site and the adjacent Eastpoint Complex / Bus Interchange site.
- It is not a recommended building envelope option for the site as it does not consider the previously established built form principles.

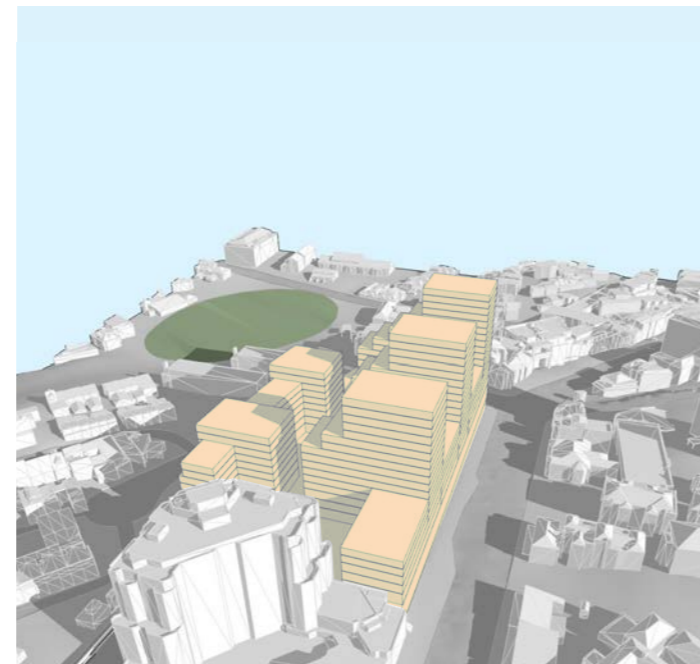
- **Option 2 - Broader Lower Tower set back from Street**

- This option explores a different site configuration to address the shortcomings of Option 1.
- It does this by introducing a single and broader tower form which is reflective of the height of the existing Ranelagh tower on the northern side of New South Head Road.
- This tower form is set back from the street and positioned towards the south of the site to align with the built form principles, such as view sharing considerations.
- It only considers the Edgecliff Centre site and does not include the adjacent Eastpoint Complex / Bus Interchange site.

- **Option 3 - Refined Slender Tower**

- This is the preferred and recommended building envelope option.
- It is a refined version of the Option 2 building envelope and only considers the Edgecliff Centre site without the adjacent Eastpoint Complex / Bus Interchange site.
- This option considers an indicative scheme within the proposed envelope to avoid overshadowing Trumper Oval between 10am-2pm at mid winter, while also reducing view impacts from existing residential developments to the east.

### Option 1 - Opportunity Site Study



85 Option 1 building envelope

### Option 2 - Broader Lower Tower set back from Street



86 Option 2 building envelope

### Option 3 - Refined Slender Tower



87 Option 3 building envelope with indicative concept scheme within

This section of the report highlights the key findings and outlines our analysis of the three building envelope options prepared by FJMT. Detailed analysis of each option is provided in **Sections 11.2-11.4**.

Following our analysis of the three options, we recommend Option 3 - Refined Slender Tower as the preferred building envelope option, and support the indicative concept scheme presented in **Section 12**, which sits within the Option 3 building envelope.



# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

### Overview

An opportunity site study was undertaken by Council for the site in 2010, capturing the site and the adjacent Eastpoint Complex / Bus Interchange site (see figure below). The study acknowledged that the existing development on the site is reaching the end of its economic lifespan, lacking the requisite amenity for a key transport interchange, situated above Edgecliff Railway Station and beneath Edgecliff Bus Interchange.

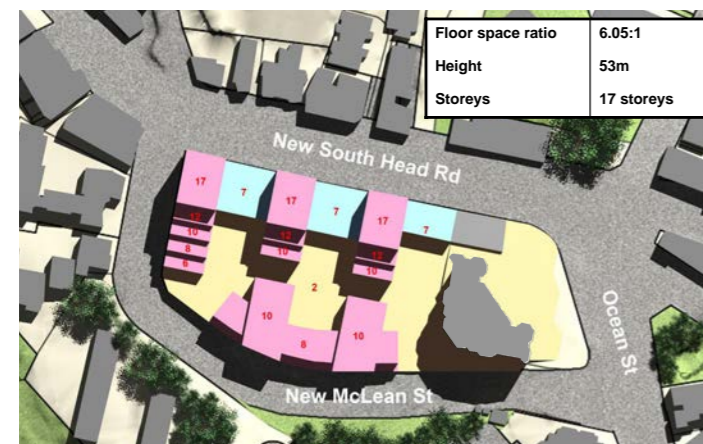
The Option 1 building envelope has been modelled based on this study and does not consider the built form principles established in **Section 10.2**. It does not consider ownership constraints on the site either, as it includes both the Edgecliff Centre site and the adjacent Eastpoint Complex / Bus Interchange site.

### Yield & Height

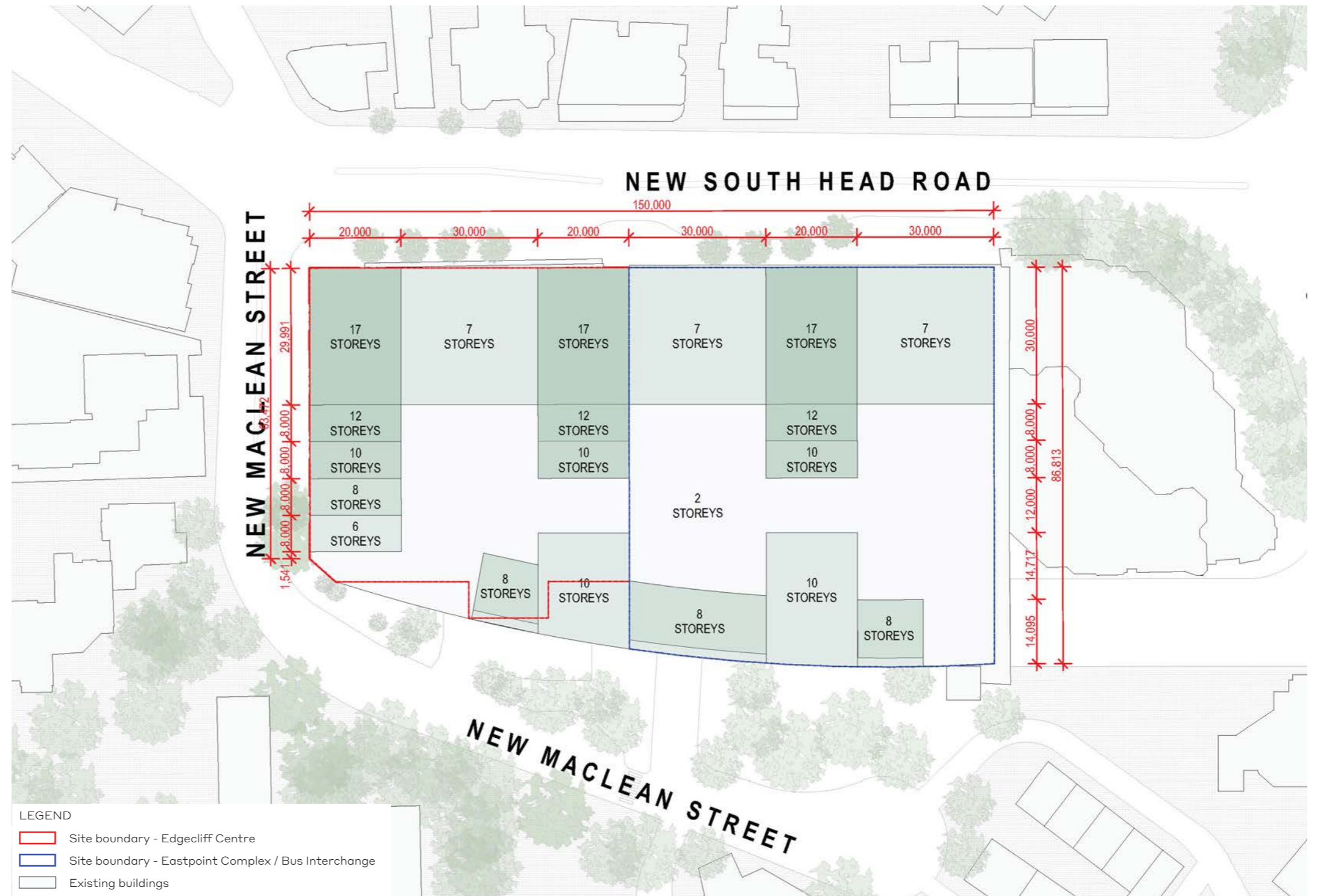
The indicative yield and proposed height of this option are as follows:

- FSR: 6.05 : 1\*
- Height: 72.74 m\*\*
- Storeys: 17 storeys (plus 1 level of carpark semi-above ground)

\* 6.05:1 FSR includes the adjacent Eastpoint Complex / Bus Interchange site.  
 \*\* 72.74m building height is based on FJMT's recommended floor-to-floor heights (4.5-5m for retail/supermarket, 3.8m for commercial, 3.15m for residential). Council's nominated 53m building height for 17 storeys (see figure below) suggests a 3.1m floor-to-floor height for every level, which is not compatible with Council's aspirations for retail and commercial uses at the podium levels.



88 An example of how the Edgecliff Centre opportunity site could be developed under the proposed controls put forward by Council  
 Source: Opportunity sites (Woollahra Municipal Council, June 2010)



LEGEND  
 [Red outline] Site boundary - Edgecliff Centre  
 [Blue outline] Site boundary - Eastpoint Complex / Bus Interchange  
 [Grey outline] Existing buildings

89 Site Plan - Option 1  
 Source: FJMT

SCALE 1:1000

# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

### Built Form

This building envelope option does not provide a desirable urban design outcome for the site. It is not sympathetic to its surrounding built form context as:

- It has an inconsistent street wall height that does not consider existing street wall heights, which vary from the predominant 2 storeys along New South Head Road to the existing 7 storeys at the Edgecliff Centre site
- It does not provide an upper level setback above the podium levels
- Its podium levels rise up to 7 storeys while tower levels rise up to 17 storeys with no setbacks provided along New South Head Road
- This is inconsistent with existing residential tower typologies in the area, whereby towers are set back from the main street
- The shear wall aligning the pedestrian footpath would likely cause an undesirable wind condition for pedestrians



#### LEGEND

- Existing buildings
- Option 1 building envelope
- Trumper Oval
- Street wall
- Low rise height plane
- Mid rise height plane

90 Option 1 - Building envelope in its immediate context  
Source: FJMT & Ethos Urban



# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

### Street Wall Height

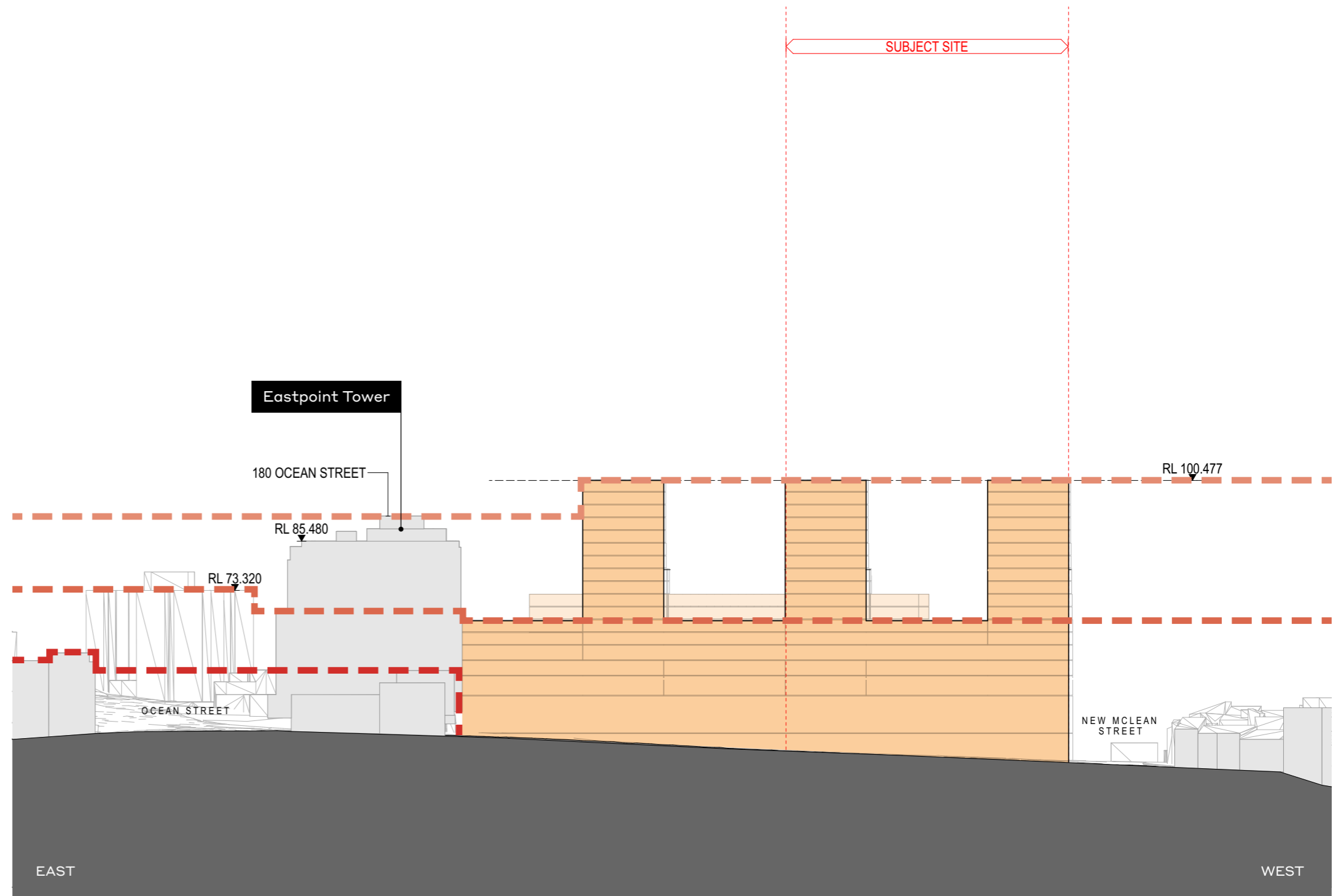
While the overall podium and tower heights in this building envelope option relate to the low rise and mid rise height planes established by existing developments to the east, it does not respond to the existing street wall heights along New South Head Road as:

- The existing 2 storey street wall from the east terminates abruptly when it meets the proposed building envelope
- The proposed podium envelope rises up to 7 storeys with no upper level setbacks along New South Head Road
- The proposed towers also rise up to 17 storeys with no upper level setbacks along New South Head Road
- This results in a shear wall to the street that creates an undesirable pedestrian experience along New South Head Road and would likely create poor wind conditions for pedestrians

Alternative building envelope options should be considered to address these built form and street wall height issues.

Ownership restrictions prevent the bus terminal from proceeding with this option. The opportunity study applied for the Edgecliff Centre only does not consider the existing East Point Complex street wall and would therefore result in a poor streetscape outcome.

- LEGEND
- - - Site boundary
  - Existing buildings
  - Option 1 building envelope
  - Street wall
  - Low rise height plane
  - Mid rise height plane



91 Option 1 - North street elevation (New South Head Road)  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

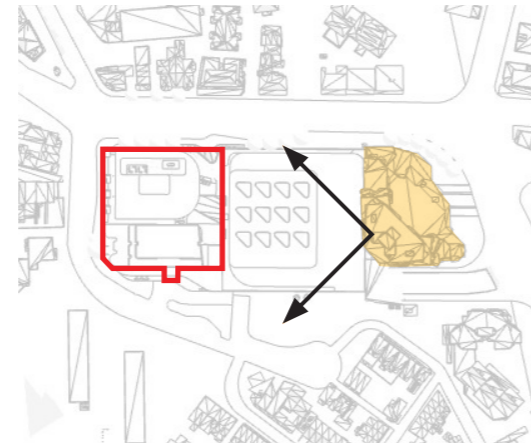
### View Impact Analysis from 180 Ocean Avenue

This building envelope option will have a significant impact on the views currently available to the residents of 180 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 180 Ocean Avenue at various RLs. They demonstrate that this building envelope option will:

- Completely block existing views towards the CBD and Harbour at RL58.0
- Block the majority of existing views towards the CBD and completely block existing views towards Harbour at RL70.0
- Partially block existing views towards the CBD and completely block existing views towards Harbour at RL83.5

It is highly recommended that an alternative building envelope configuration is considered to minimise the resultant view impacts from 180 Ocean Avenue.



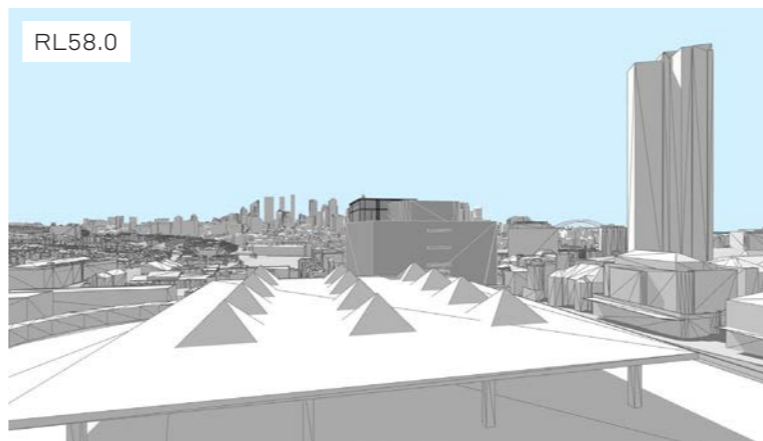
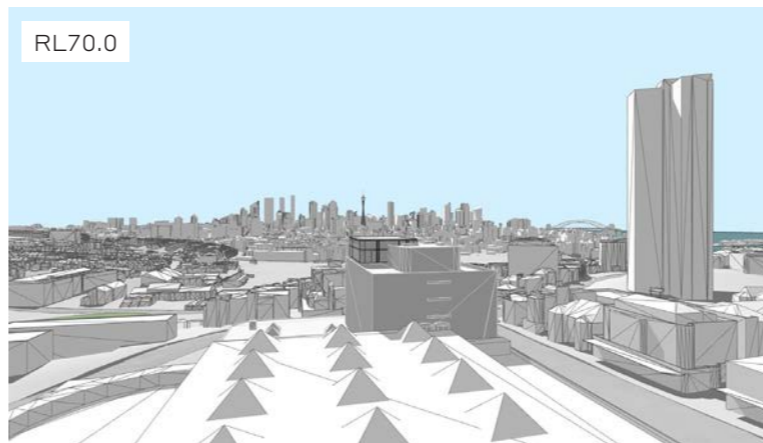
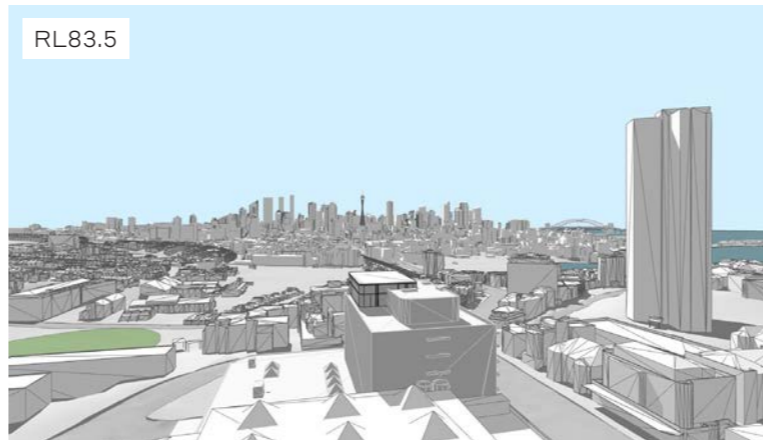
92 Key plan  
Source: FJMT & Ethos Urban

LEGEND  
 Site boundary  
 180 Ocean Avenue  
 View from 180 Ocean Avenue



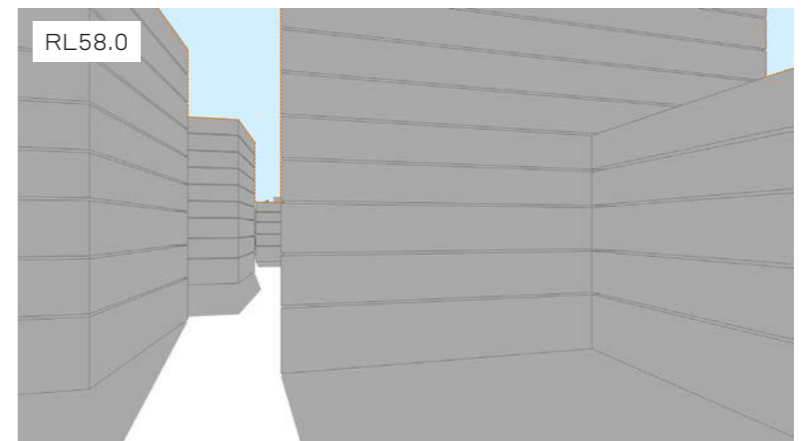
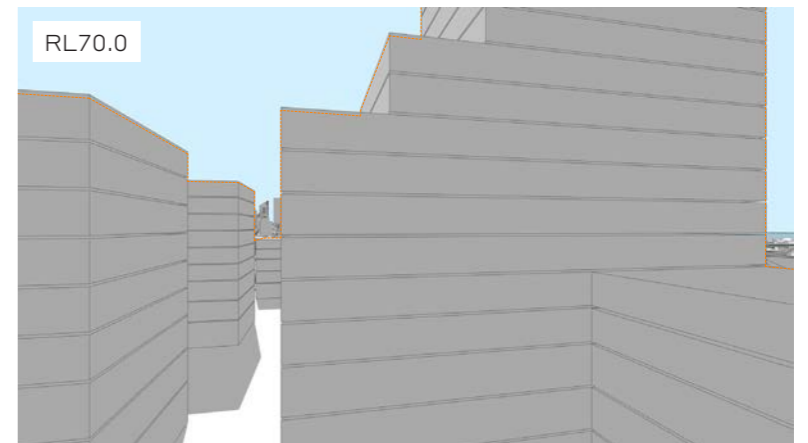
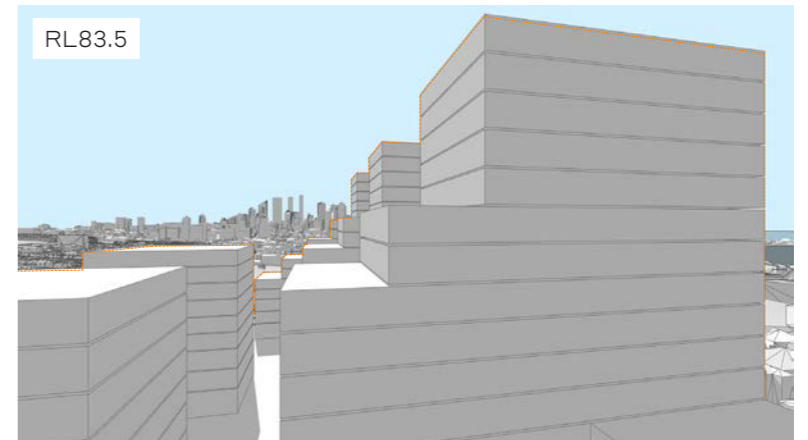
93 Street view of 180 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



94 View impact analysis from 180 Ocean Avenue  
Source: FJMT & Ethos Urban

### Proposed Views - Option 1



# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

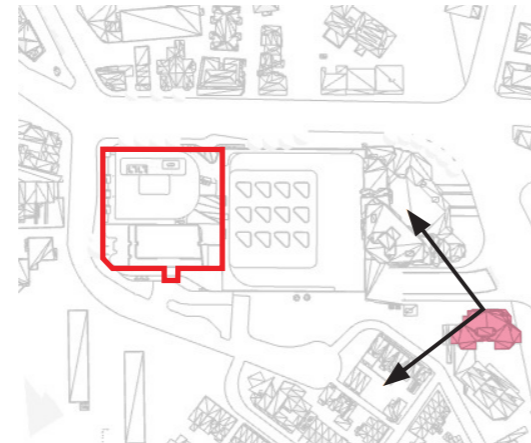
### View Impact Analysis from 170 Ocean Avenue

This building envelope option will also have a significant impact on the views currently available to the residents of 170 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 170 Ocean Avenue at various RLs. They demonstrate that this building envelope option will:

- Partially block existing views towards the CBD at all levels

This supports our recommendation that an alternative building envelope configuration is considered to minimise view impacts from 170 Ocean Avenue.



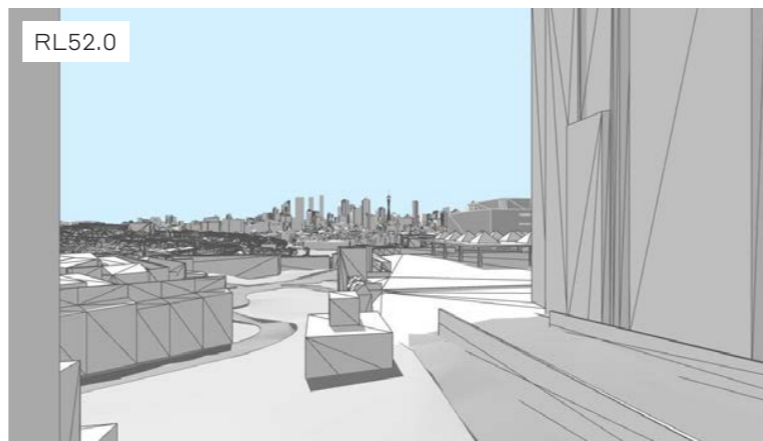
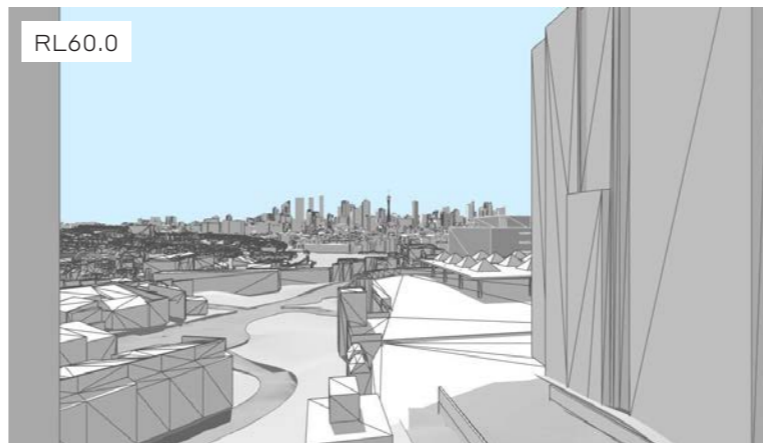
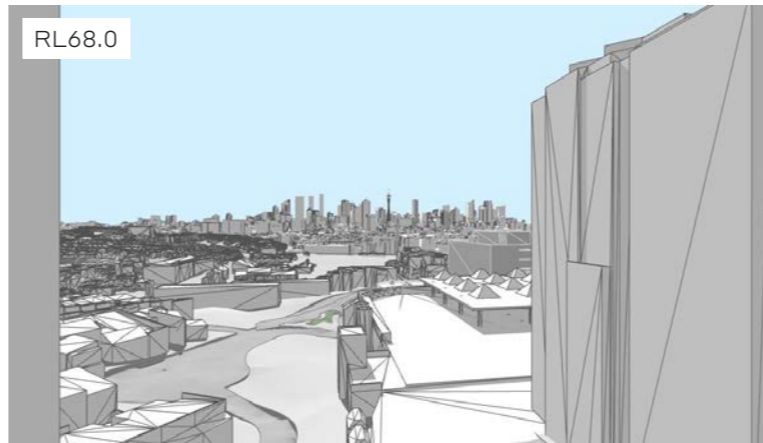
95 Key plan  
Source: FJMT & Ethos Urban

- LEGEND
- Site boundary
  - 170 Ocean Avenue
  - View from 170 Ocean Avenue

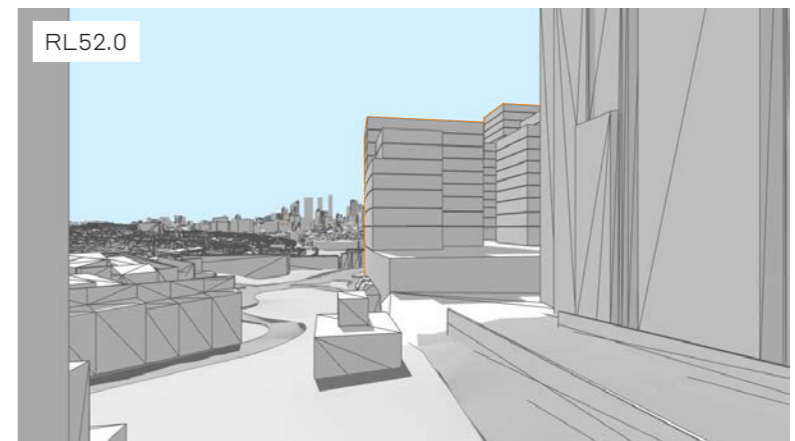
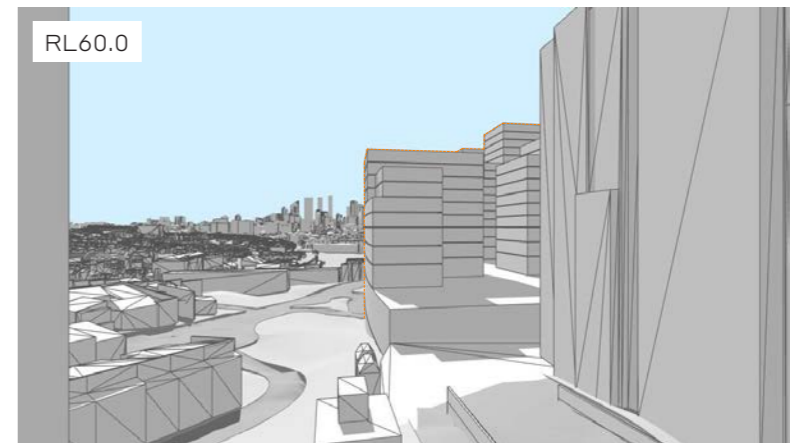
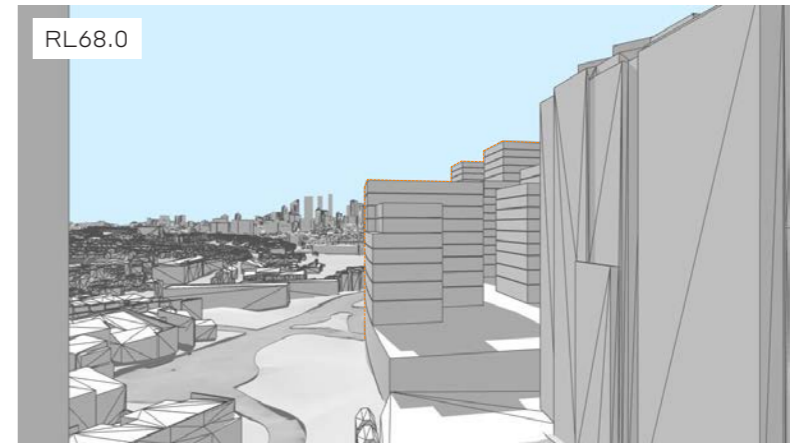


96 Street view of 170 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



### Proposed Views - Option 1



97 View impact analysis from 170 Ocean Avenue  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

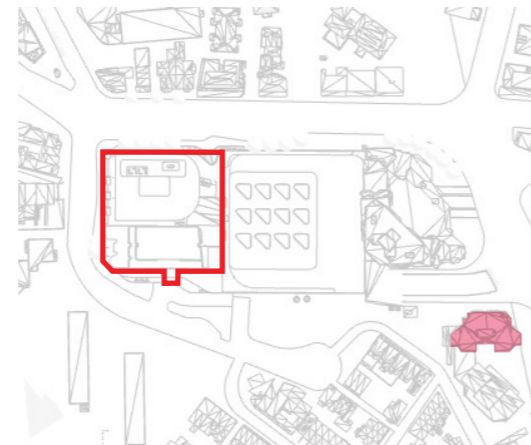
### View Impact Analysis from 170 Ocean Avenue - Unit 1003

Further analysis has been conducted for 170 Ocean Avenue, whereby two units with west-facing openings have been identified with potential view impacts by proposed development on the site.

The diagrams on the right illustrate the view impact from Unit 1003 at 170 Ocean Avenue. They demonstrate that this building envelope option will:

- Partially block the unit's existing views towards the CBD
- Completely block the unit's existing views towards the Harbour

This reinforces the need for an alternative building envelope configuration for the site.



**LEGEND**  
 Site boundary  
 170 Ocean Avenue

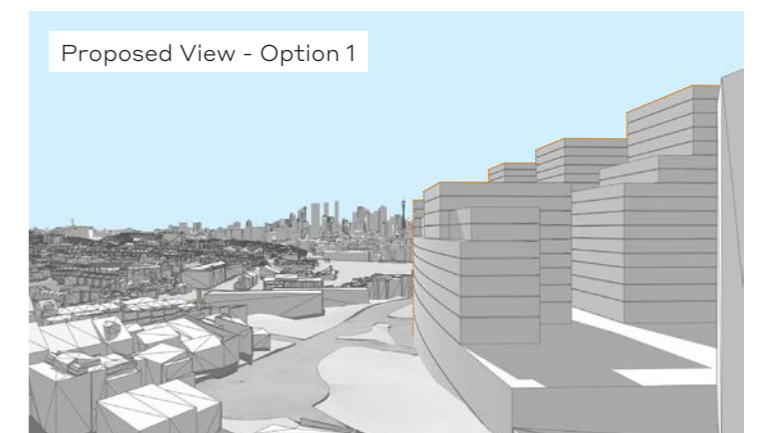
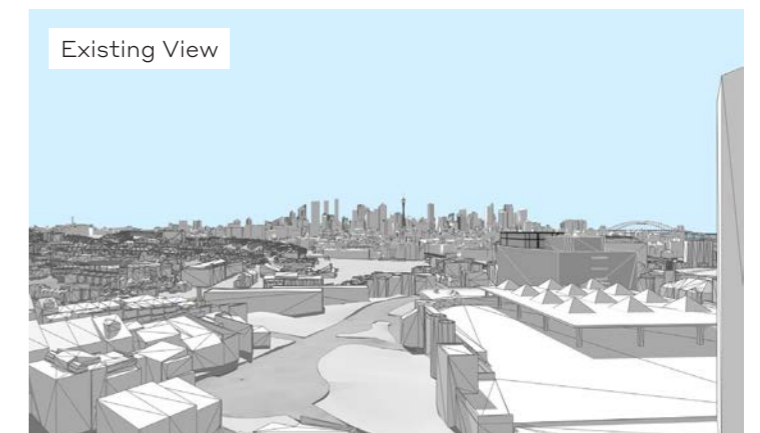
98 Key plan  
 Source: FJMT & Ethos Urban



100 Floor plan of Unit 1003 at 170 Ocean Avenue  
 Source: FJMT & Ethos Urban

**LEGEND**  
 170 Ocean Avenue - Unit 1003  
 View from Unit 1003

### View from 170 Ocean Avenue - Unit 1003



99 View impact analysis from 170 Ocean Avenue - Unit 1003  
 Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

### View Impact Analysis from 170 Ocean Avenue - Unit 1004

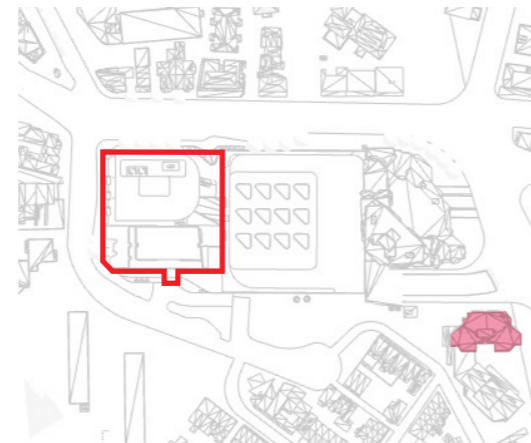
It is noted that Unit 1004 has the following views:

- A primary view from its living room towards the north, which will remain unaffected by proposals the site
- A secondary view from its balcony towards the west, which will be impacted by proposals on the site

The diagrams on the right illustrate the view impact from Unit 1004 at 170 Ocean Avenue. They demonstrate that this building envelope option will:

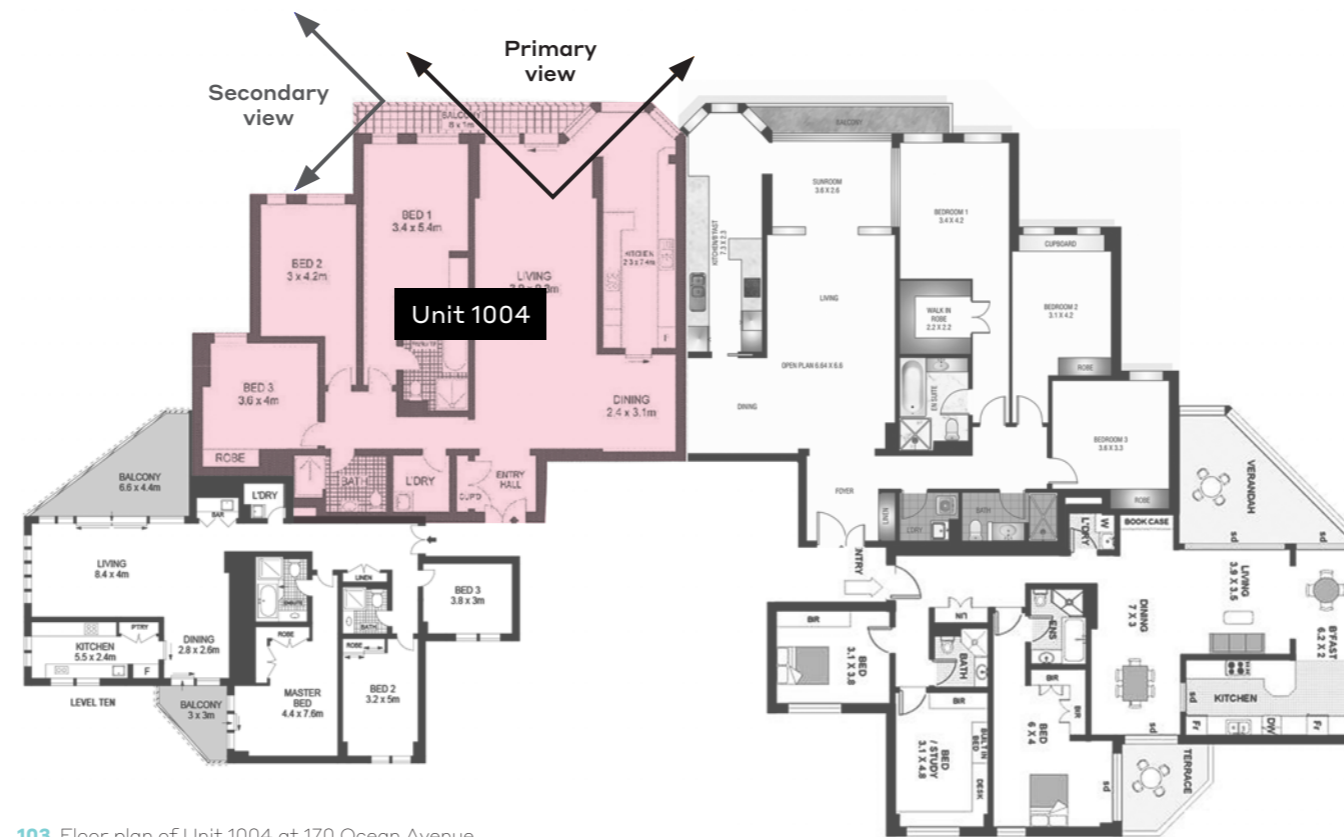
- Block a large portion of the unit's existing secondary view towards the CBD

This reinforces the need for an alternative building envelope configuration for the site.



LEGEND  
 Site boundary  
 170 Ocean Avenue

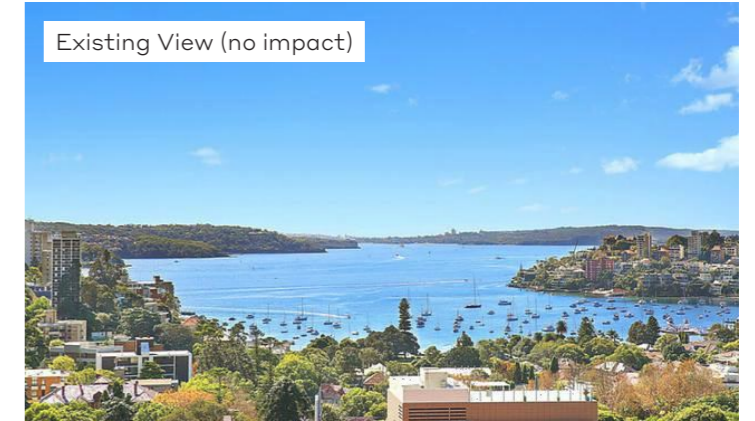
101 Key plan  
 Source: FJMT & Ethos Urban



103 Floor plan of Unit 1004 at 170 Ocean Avenue  
 Source: FJMT & Ethos Urban

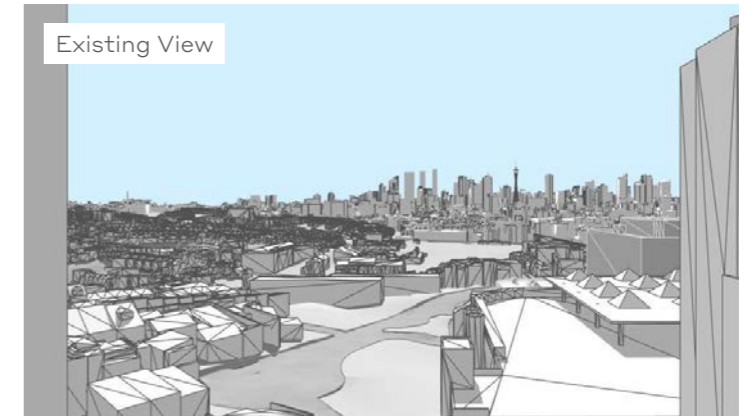
LEGEND  
 170 Ocean Avenue - Unit 1004  
 Primary view from Unit 1004  
 Secondary view from Unit 1004

### Primary View from 170 Ocean Avenue - Unit 1004

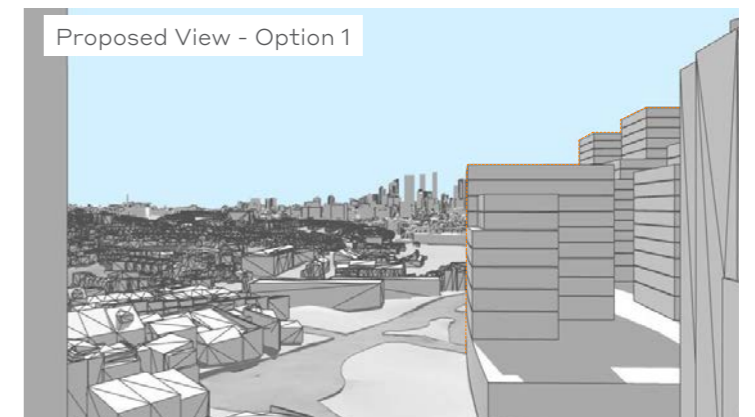


Source: realestate.com.au

### Secondary View from 170 Ocean Avenue - Unit 1004



Current



102 View impact analysis from 170 Ocean Avenue - Unit 1004  
 Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.2 Option 1 - Opportunity Site Study

### Shadow Analysis

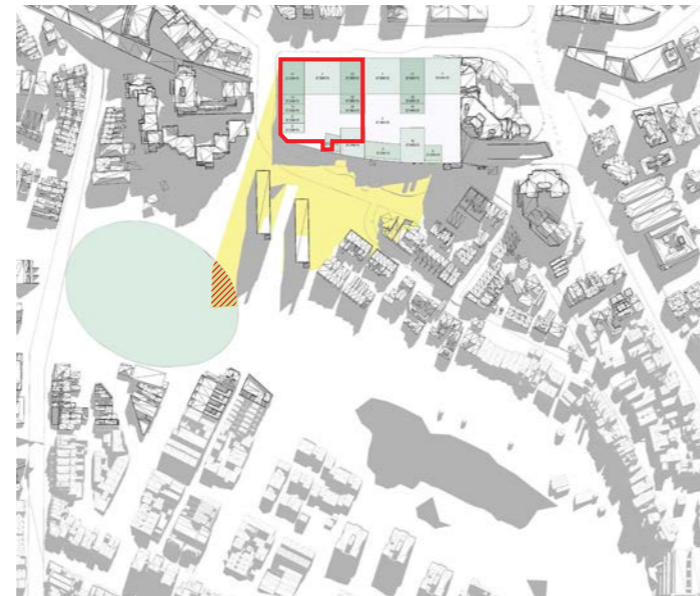
The stepped built form and lower building heights of this building envelope option has minimal overshadowing impacts on existing residential developments to the south.

However, it overshadows Trumper Oval at 10am at mid-winter and does not comply with current DCP controls.

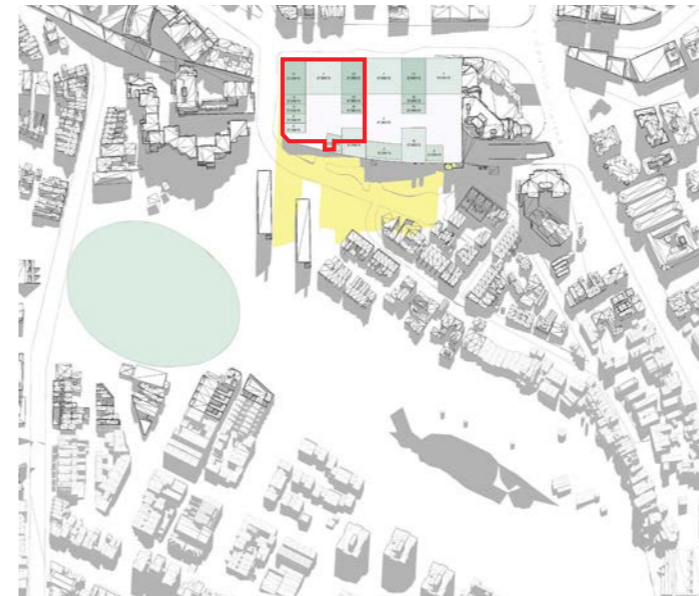
Control C23 in the Woollahra DCP states that "Solar access to the Trumper Park oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced."

It is highly recommended that an alternative building envelope option is explored to comply with the above control.

Additionally, it would be difficult to achieve ADG compliance for apartment units in the towers located along the southern edge of the opportunity site study area.



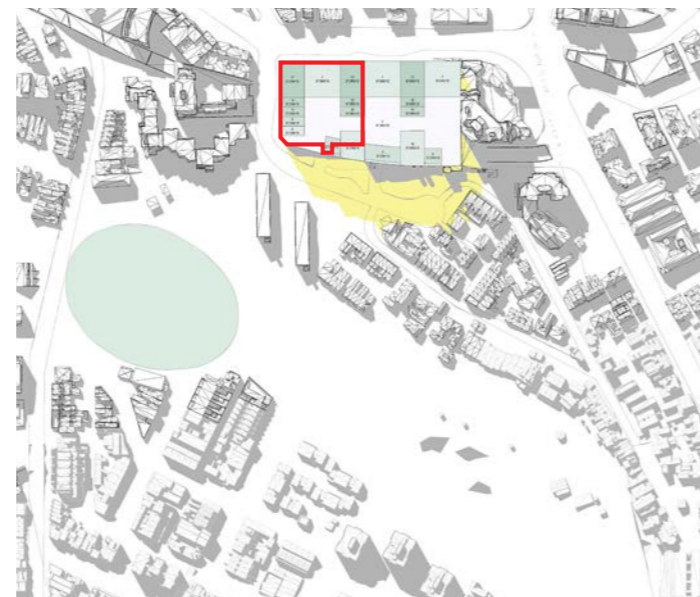
104 21 June - 10am



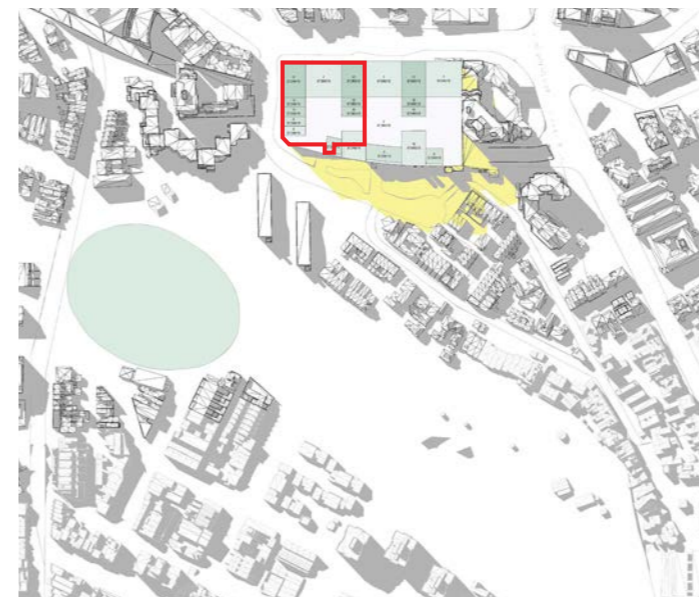
106 21 June - 11am



108 21 June - 12pm



105 21 June - 1pm



107 21 June - 2pm

#### LEGEND

- Site boundary
- Trumper Oval
- Shadows cast by existing buildings
- Additional shadows cast by Option 1 building envelope
- Additional shadows cast by Option 1 building envelope on Trumper Oval

## 11.0 Development of Building Envelope Options

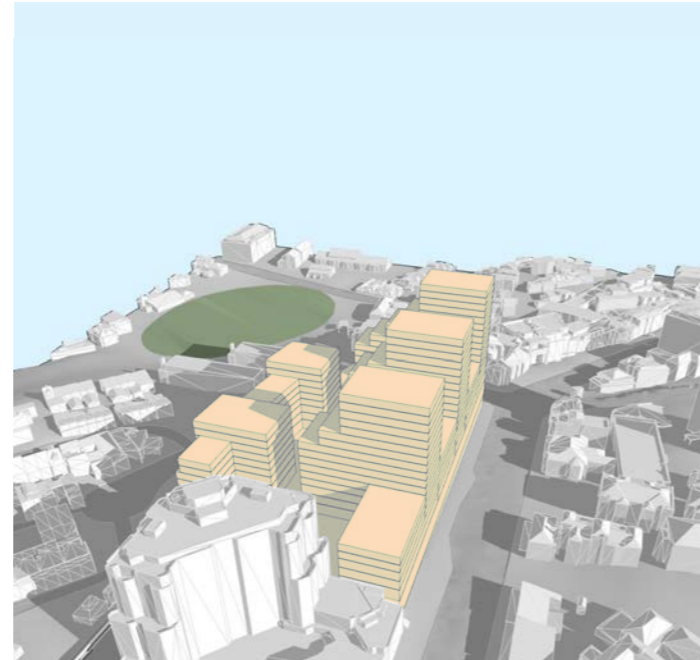
### 11.2 Option 1 - Opportunity Site Study

#### Conclusion

A summary of our analysis on this building envelope option is as follows:

- It has little consideration to ownership constraints
- It is not sympathetic and is inconsistent with its surrounding built form context
- It does not consider existing street wall heights and does not provide any upper level setbacks
- It has significant view impacts on both 170 Ocean Avenue and 180 Ocean Avenue
- It does not comply with current DCP controls as it overshadows Trumper Oval at 10am at mid-winter
- It does not achieve ADG compliance

Therefore, it is highly recommended that an alternative building envelope option is considered for the site.



109 Option 1 building envelope





# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

### Overview

This building envelope option has been developed to address the issues faced by the Option 1 building envelope. It considers an alternative building envelope configuration for the Edgecliff Centre site only and does not include the adjacent Eastpoint Complex / Bus Interchange site.

This option proposes a single and broader tower form which is reflective of the height of the existing Ranelagh tower to the north of the site. This proposed tower form is set back from both New South Head Road to the north and New McLean Street to the west, and is positioned towards the south of the site to align with the built form principles previously outlined in **Section 10.2**.

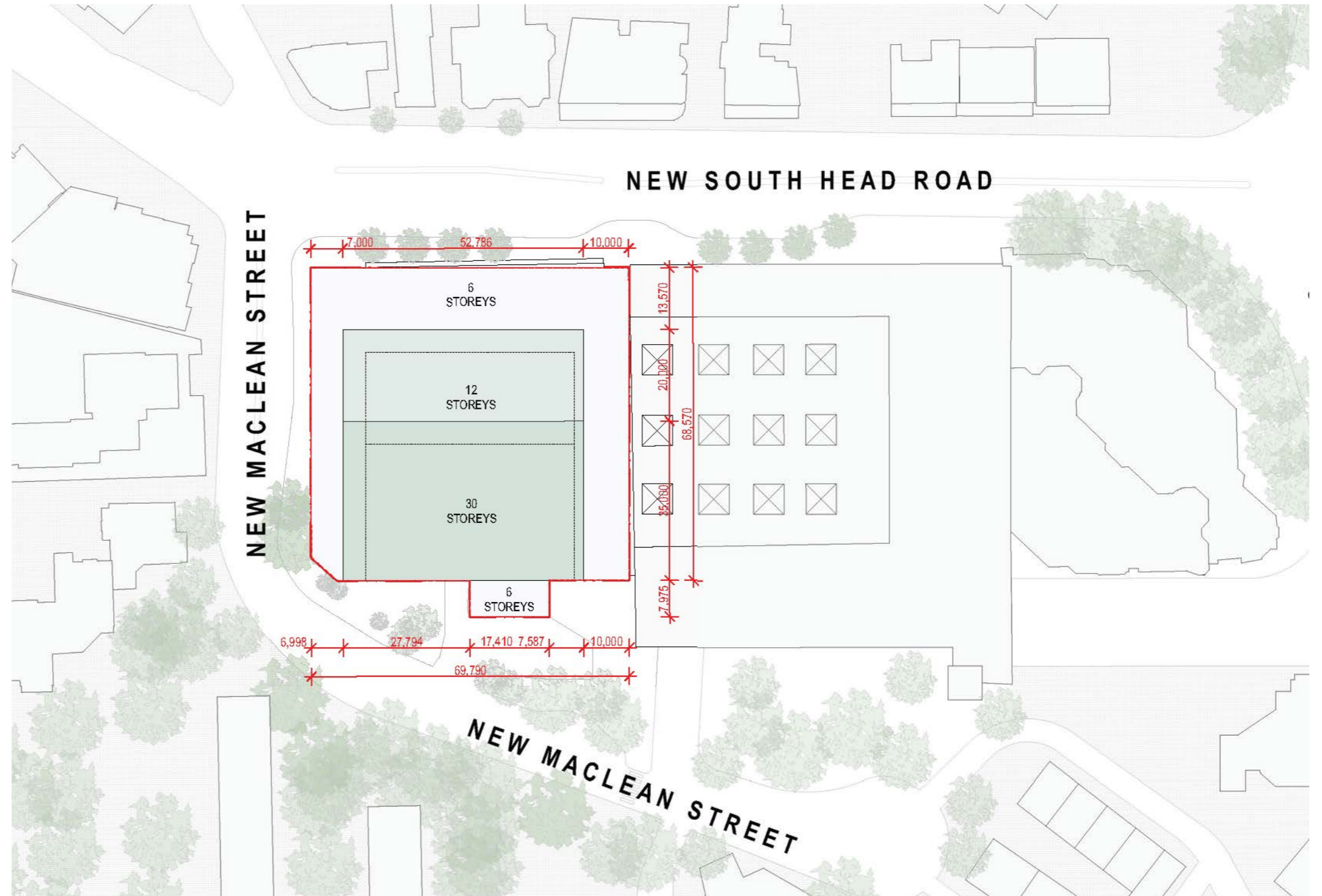
### Yield & Height

The indicative yield and proposed height of this option are as follows:

- FSR: 9:1
- GFA: 44,190 m<sup>2</sup>
- Height: 119.99 m
- Storeys: 30 storeys  
(plus 1 level of carpark semi-above ground and 2 rooftop plant levels)

#### LEGEND

- Site boundary
- Existing buildings



110 Site Plan - Option 2  
Source: FJMT

SCALE 1:1000

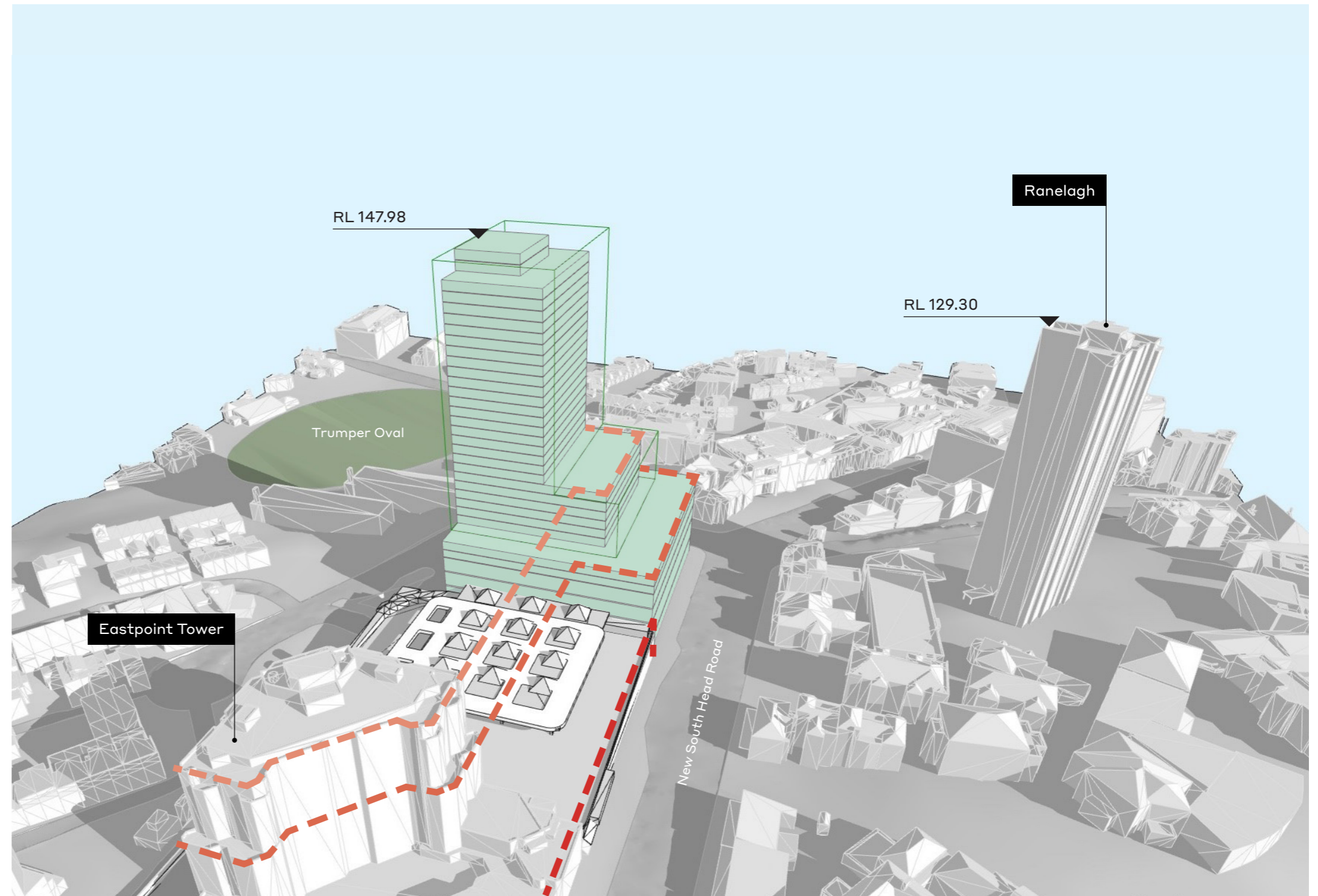
# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

### Built Form

This building envelope option provides a better urban design outcome for the site when compared to Option 1 as:

- It provides an upper level setback above the podium levels along the site's northern, eastern and western boundaries
- It provides an additional upper level setback along New South Head Road for the proposed tower element
- This is consistent with existing residential tower typologies in the area whereby towers are set back from the main street, such as the Ranelagh tower on the northern side of New South Head Road



111 Option 2 - Building envelope in its immediate context  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

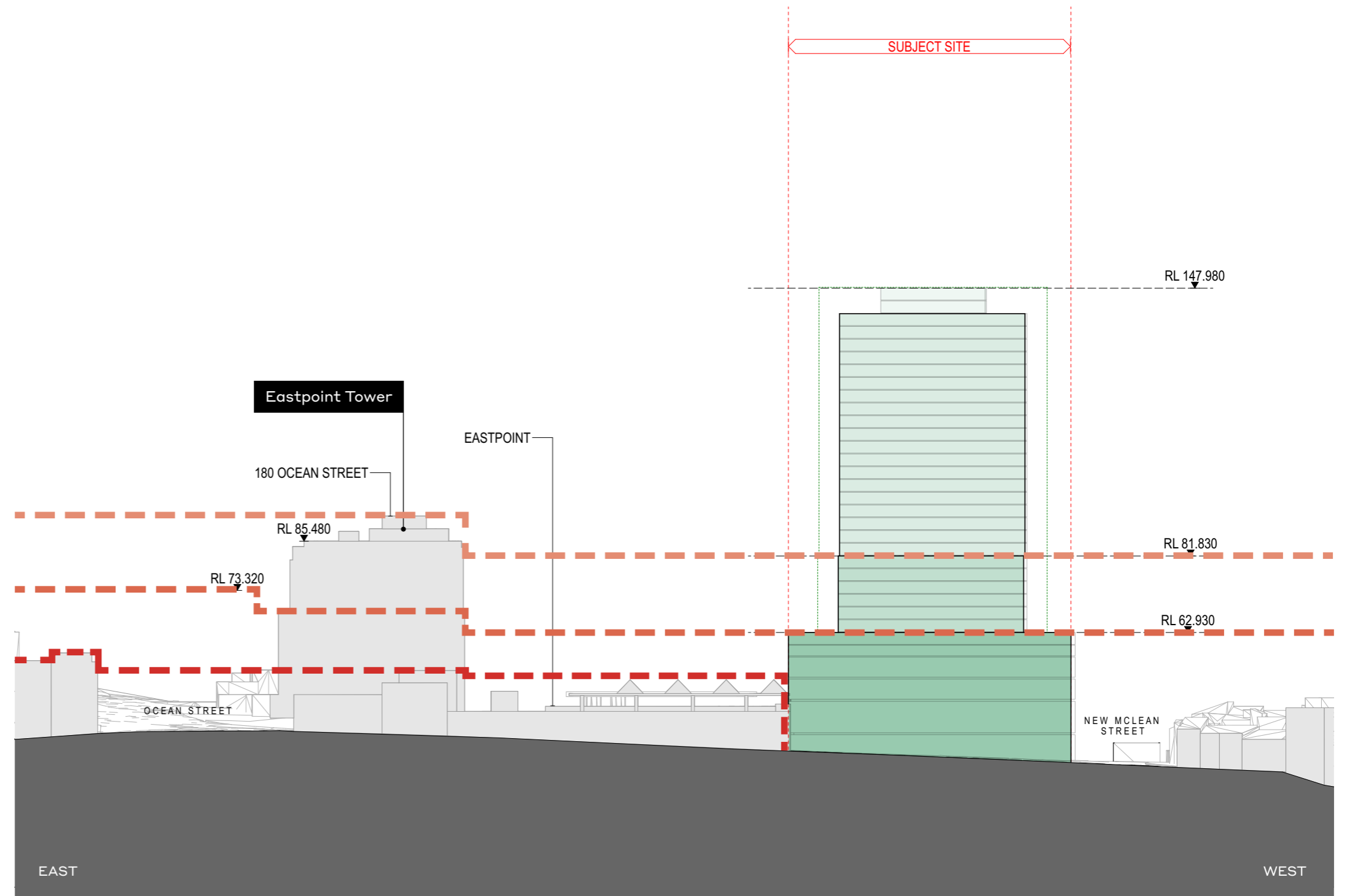
### Street Wall Height

The proposed podium heights in this option (RL62.93, RL81.83) is responsive to the existing height planes established by existing developments to the east.

While it provides a better overall built form outcome as compared to Option 1, this building envelope option does not respond to the existing street wall height as:

- It retains a street wall height that is similar to the existing Edgecliff Centre building
- This is inconsistent with the predominant 2 storey street wall height along New South Head Road

This building envelope option could be developed further to address these built form and street wall height issues.



112 Option 2 - North street elevation (New South Head Road)  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

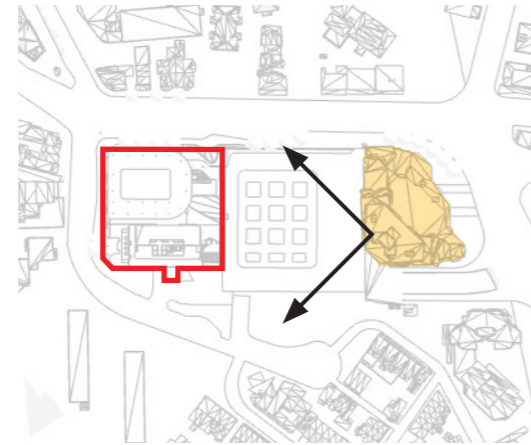
### View Impact Analysis from 180 Ocean Avenue

As compared to Option 1, this building envelope option will have a reduced visual impact on the views currently available to the residents of 180 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 180 Ocean Avenue at various RLs. They demonstrate that this building envelope option will:

- Block the majority of existing views towards the CBD at RL58.0
- Partially block existing views towards the CBD at RL70.0 and RL83.5
- Retain existing views towards Harbour at all levels

While this shows improved view sharing considerations, there is opportunity for this building envelope to be refined to further reduce its visual impact on 180 Ocean Avenue.



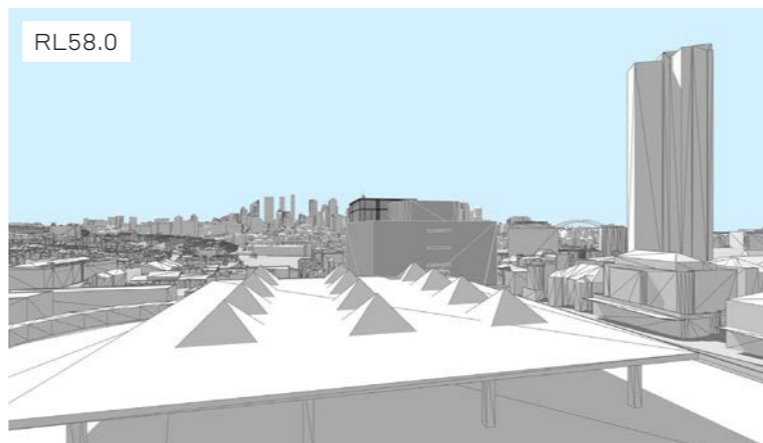
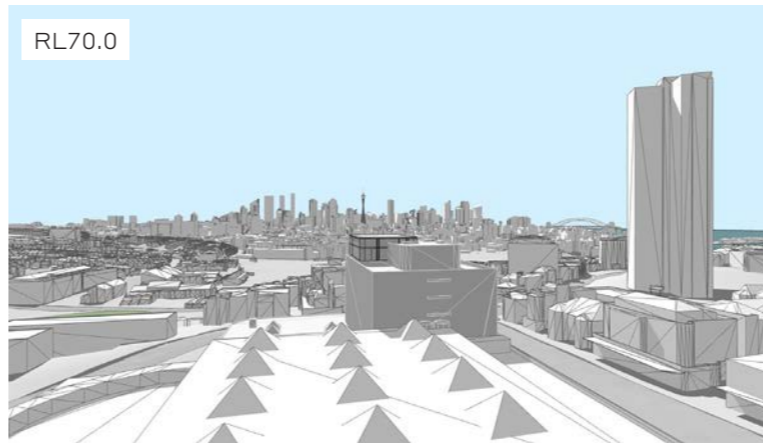
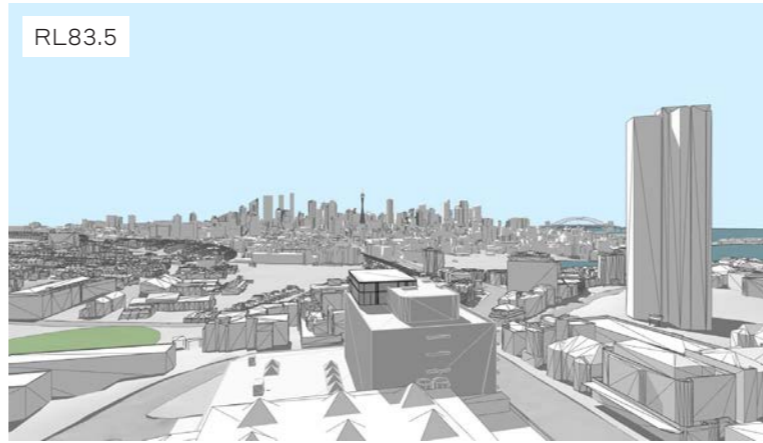
113 Key plan  
Source: FJMT & Ethos Urban

- LEGEND
- Site boundary
  - 180 Ocean Avenue
  - View from 180 Ocean Avenue



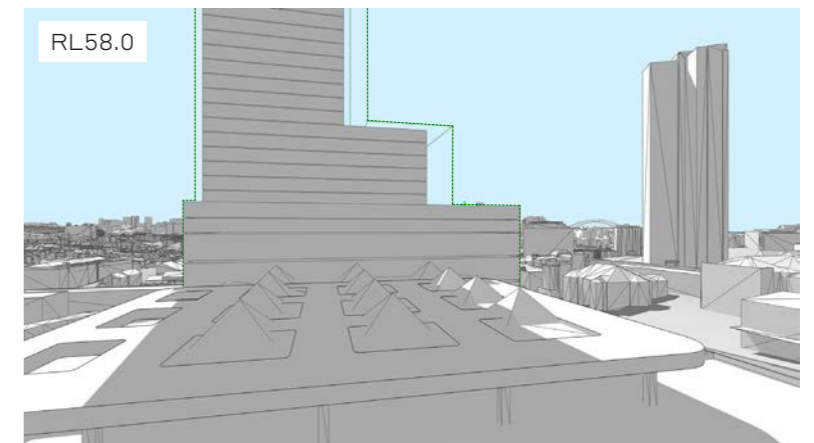
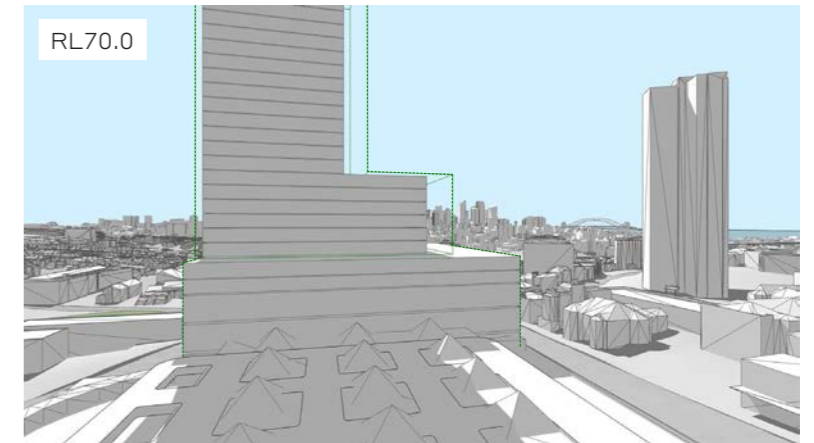
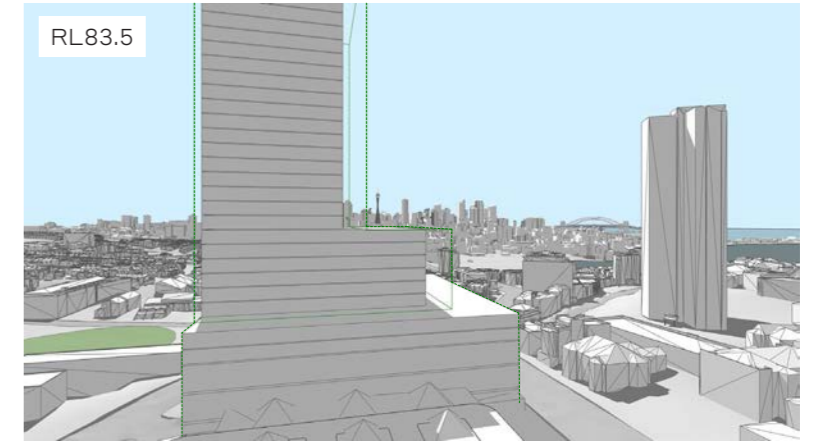
114 Street view of 180 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



115 View impact analysis from 180 Ocean Avenue  
Source: FJMT & Ethos Urban

### Proposed Views - Option 2



- LEGEND
- Option 2 building envelope outline

# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

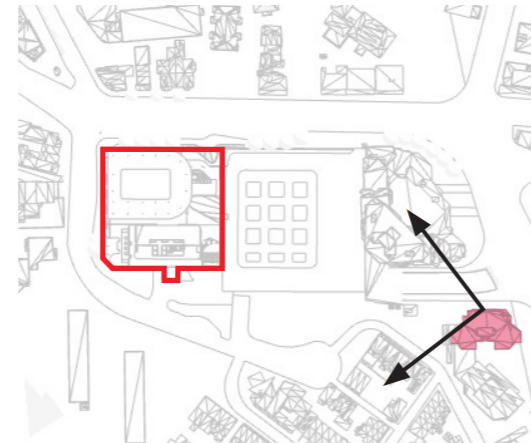
### View Impact Analysis from 170 Ocean Avenue

Similarly, when compared with Option 1, this building envelope option will also have a reduced visual impact on the views currently available to the residents of 170 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 170 Ocean Avenue at various RLs. They demonstrate that this building envelope option will:

- Partially block existing views towards the CBD at all levels

This building envelope option can be further refined to minimise view impacts from 170 Ocean Avenue.



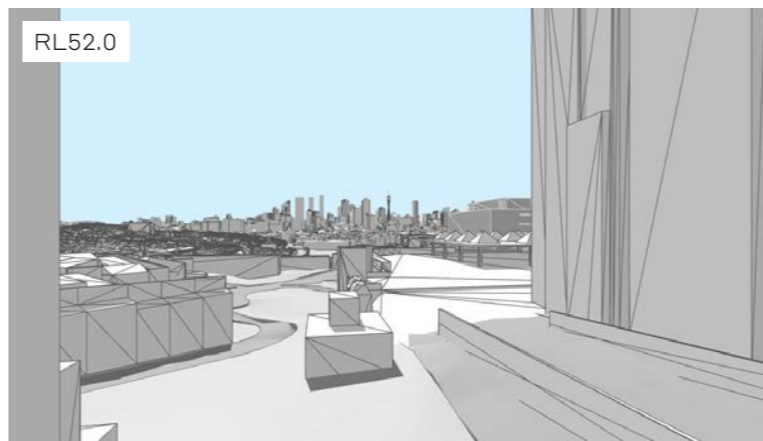
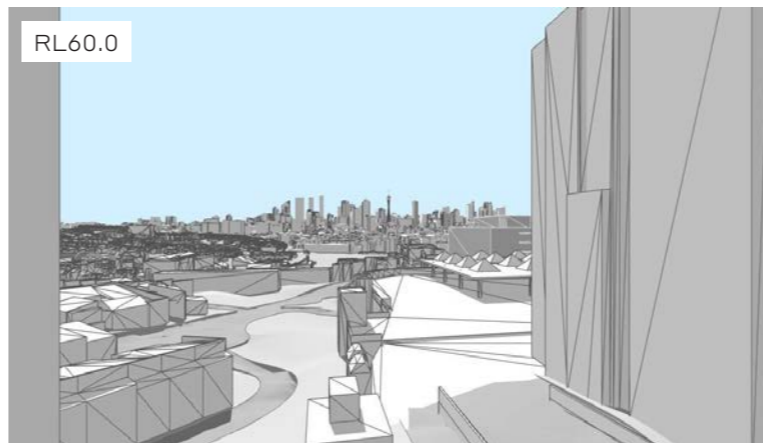
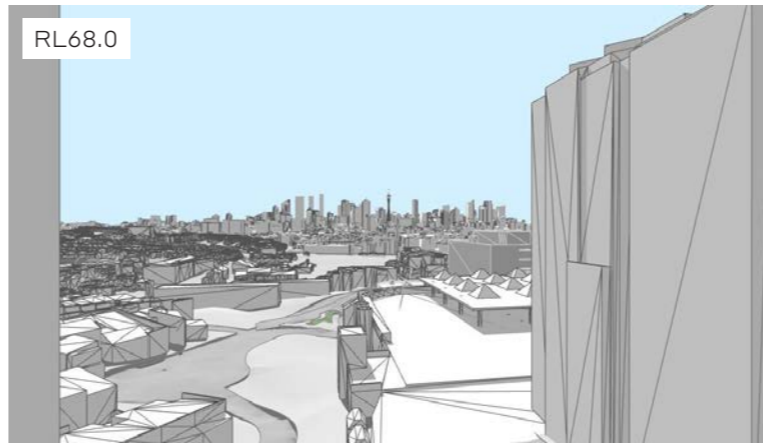
116 Key plan  
Source: FJMT & Ethos Urban

LEGEND  
 Site boundary  
 170 Ocean Avenue  
 View from 170 Ocean Avenue



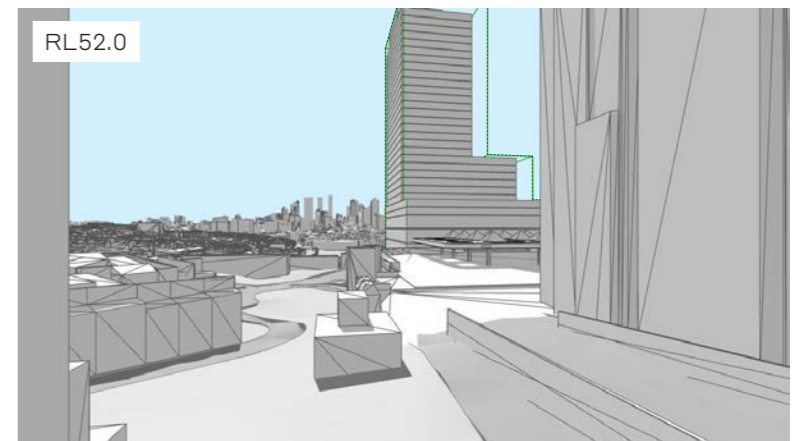
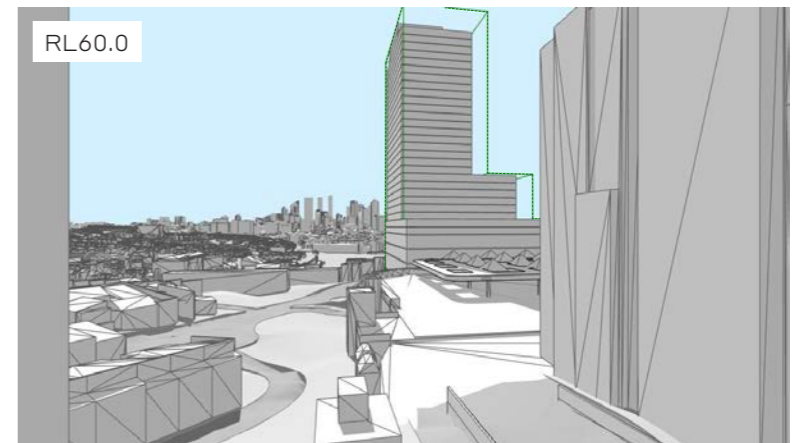
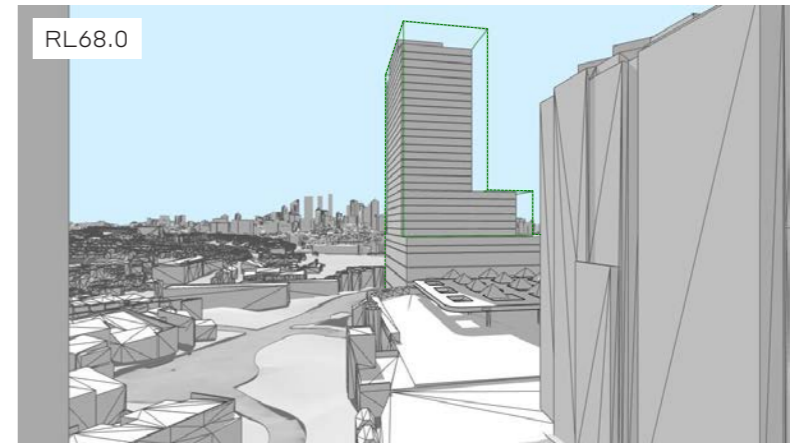
117 Street view of 170 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



118 View impact analysis from 170 Ocean Avenue  
Source: FJMT & Ethos Urban

### Proposed Views - Option 2



LEGEND  
 Option 2 building envelope outline

# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

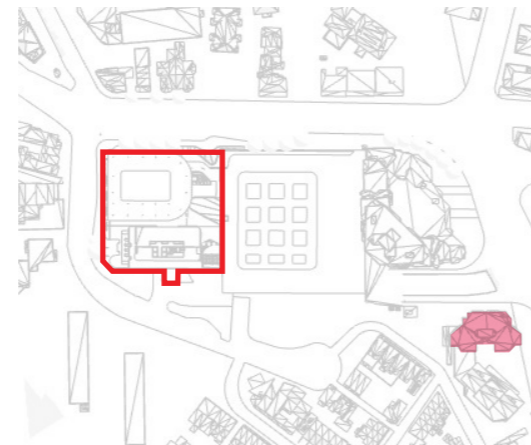
### View Impact Analysis from 170 Ocean Avenue - Unit 1003

Further analysis has been conducted for 170 Ocean Avenue, whereby two units with west-facing openings have been identified with potential view impacts by proposed development on the site.

The diagrams on the right illustrate the view impact from Unit 1003 at 170 Ocean Avenue. They demonstrate that this building envelope option will:

- Partially block the unit's existing views towards the CBD
- Retain the unit's existing views towards the Harbour

This demonstrates an improvement from the Option 1 building envelope, whereby Unit 1003's existing views towards the Harbour is also blocked by the proposed envelope.



**LEGEND**  
 Site boundary  
 170 Ocean Avenue

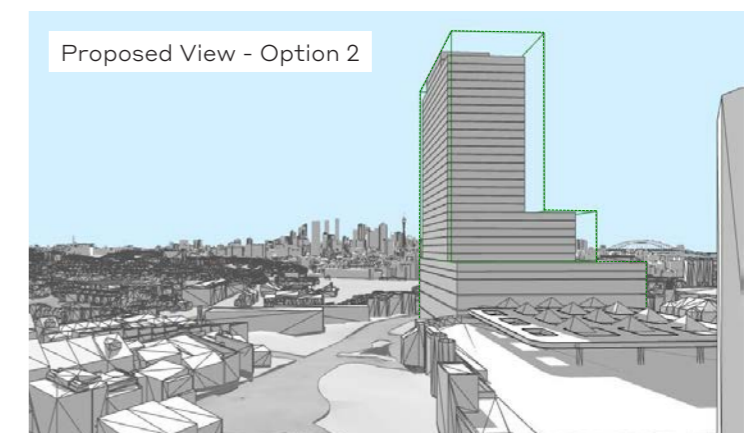
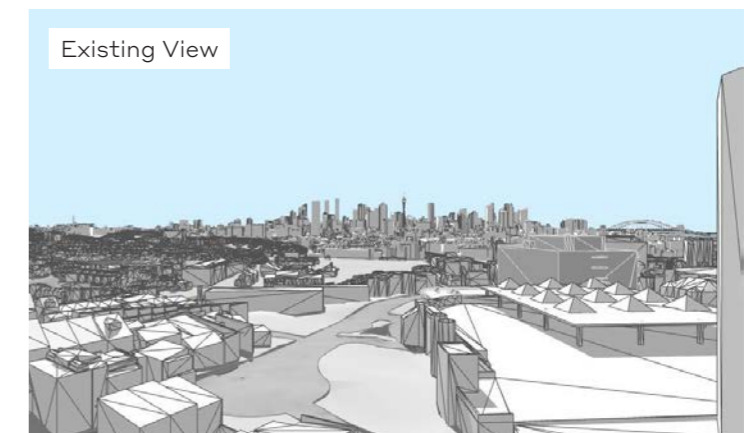
119 Key plan  
 Source: FJMT & Ethos Urban



121 Floor plan of Unit 1003 at 170 Ocean Avenue  
 Source: FJMT & Ethos Urban

**LEGEND**  
 170 Ocean Avenue - Unit 1003  
 View from Unit 1003

### View from 170 Ocean Avenue - Unit 1003



122 View impact analysis from 170 Ocean Avenue - Unit 1003  
 Source: FJMT & Ethos Urban

**LEGEND**  
 Option 2 building envelope outline

# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

### View Impact Analysis from 170 Ocean Avenue - Unit 1004

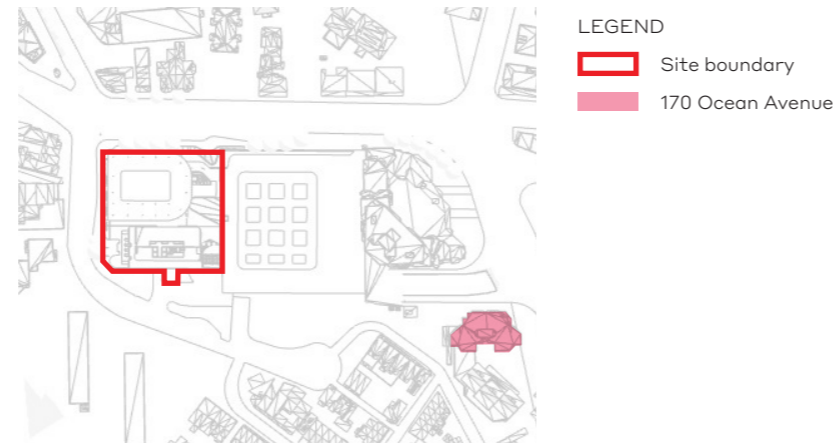
It is noted that Unit 1004 has the following views:

- A primary view from its living room towards the north, which will remain unaffected by proposals the site
- A secondary view from its balcony towards the west, which will be impacted by proposals on the site

The diagrams on the right illustrate the view impact from Unit 1004 at 170 Ocean Avenue. They demonstrate that this building envelope option will:

- Block a large portion of the unit's existing secondary view towards the CBD

This building envelope option has a similar visual impact on Unit 1004 when compared to the Option 1 building envelope, and should be further refined to minimise its impact.



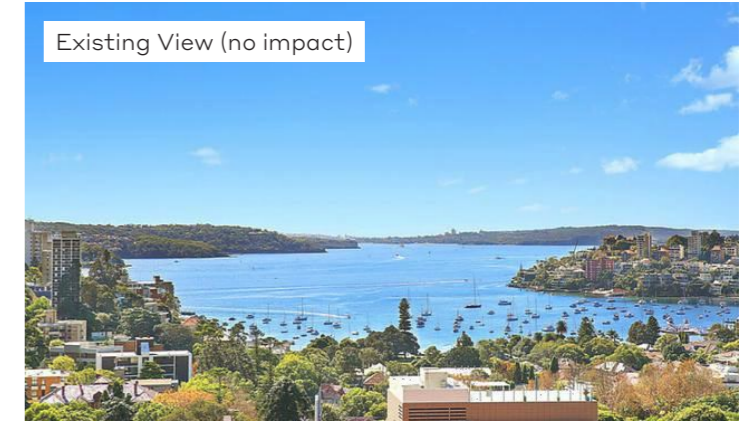
124 Key plan  
Source: FJMT & Ethos Urban



125 Floor plan of Unit 1004 at 170 Ocean Avenue  
Source: FJMT & Ethos Urban

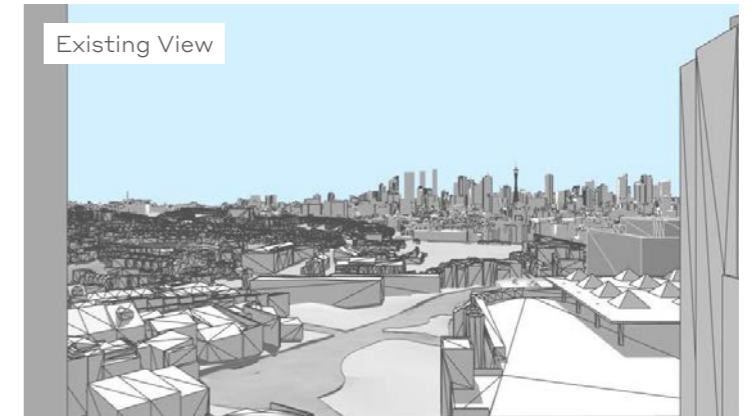
- LEGEND
- 170 Ocean Avenue - Unit 1004
  - Primary view from Unit 1004
  - Secondary view from Unit 1004

### Primary View from 170 Ocean Avenue - Unit 1004

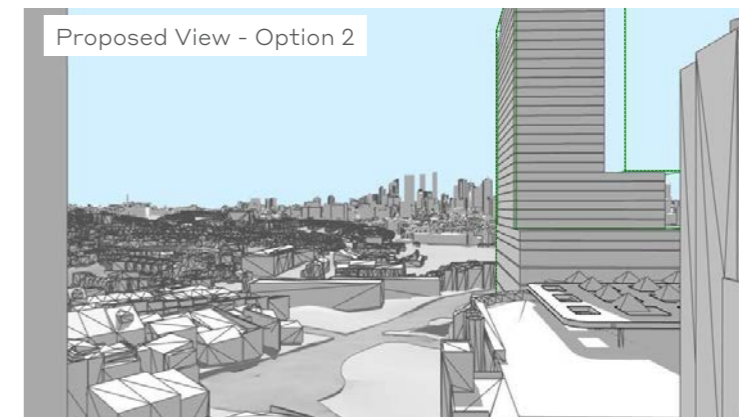


Source: realestate.com.au

### Secondary View from 170 Ocean Avenue - Unit 1004



Current



126 View impact analysis from 170 Ocean Avenue - Unit 1004  
Source: FJMT & Ethos Urban

- LEGEND
- Option 2 building envelope outline

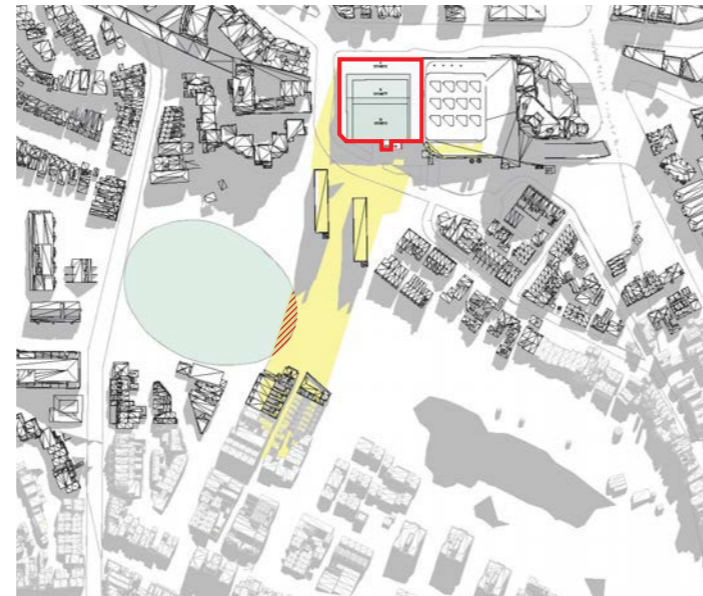
# 11.0 Development of Building Envelope Options

## 11.3 Option 2 - Broader Lower Tower set back from Street

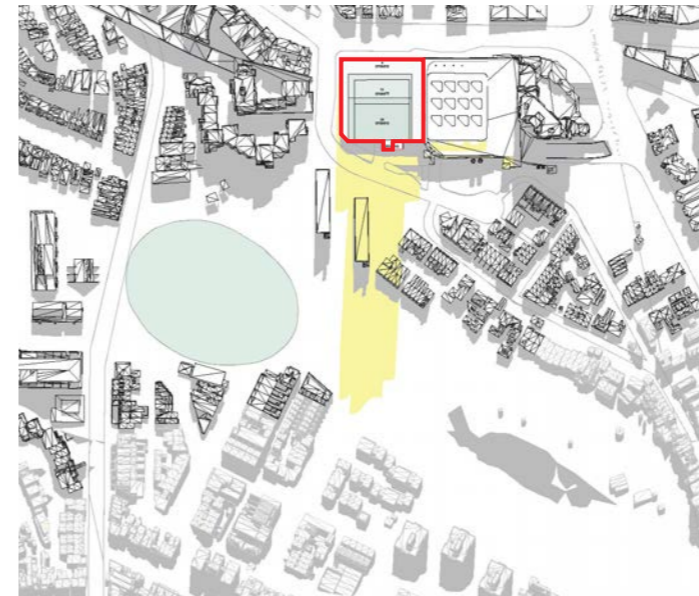
### Shadow Analysis

While this option has a smaller overshadowing impact on Trumper Oval as compared to Option 1, it still overshadows Trumper Oval at 10am at mid-winter and does not comply with current DCP controls, which require no overshadowing of Trumper Oval between the hours of 10am and 2pm at mid-winter.

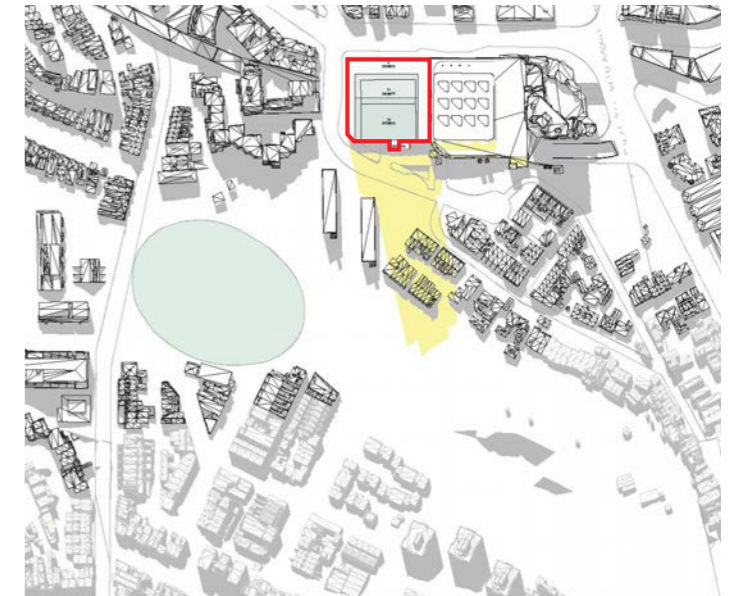
This building envelope option will need to be developed further in order to comply with the above control.



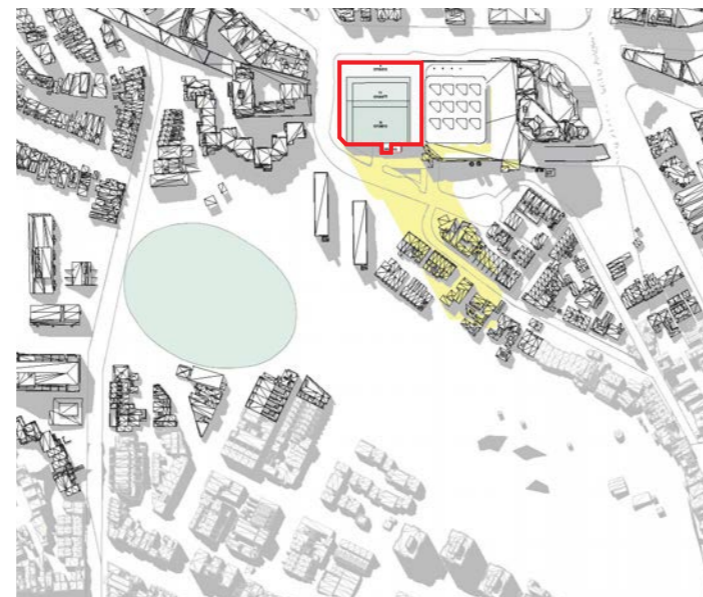
127 21 June - 10am



128 21 June - 11am



129 21 June - 12pm



130 21 June - 1pm



131 21 June - 2pm

#### LEGEND

- Site boundary
- Trumper Oval
- Shadows cast by existing buildings
- Additional shadows cast by Option 2 building envelope
- Additional shadows cast by Option 2 building envelope on Trumper Oval



## 11.0 Development of Building Envelope Options

### 11.3 Option 2 - Broader Lower Tower set back from Street

#### Conclusion

A summary of our analysis on this building envelope option is as follows:

- It provides a better built form outcome as compared to Option 1 as upper level setbacks are provided for the proposed tower form, but will require further consideration to respond to existing street wall heights
- It has demonstrated that a single tower set back from the street is able to reduce visual impacts on 170 and 180 Ocean Avenue
- It does not comply with current DCP controls as it still overshadows Trumper Oval at 10am at mid-winter

Therefore, it is recommended that this building envelope option is developed further to address the issues outlined above.



132 Option 2 building envelope



# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### Overview

This building envelope option progresses Option 2 further and reduces the envelope's overall bulk and its visual impact on 170 and 180 Ocean Avenue. It considers the Edgecliff Centre site only and does not include the adjacent Eastpoint Complex / Bus Interchange site.

It proposes a taller but more refined and slender tower at the rear of the site, which has been shaped to avoid overshadowing Trumper Oval at 10am at mid-winter.

An indicative concept scheme that sits within this building envelope option, which will be further discussed in **Section 12**, has also been developed in parallel to demonstrate the improvements proposed by this option, which includes reduced visual impacts on 170 and 180 Ocean Avenue.

### Yield & Height

The indicative yield and proposed height of this option are as follows:

- FSR: 9:1
- GFA: 44,190 m<sup>2</sup>
- Height: 167.01 m
- Storeys: 45 storeys (with 2 levels of cut in basement)

#### LEGEND

- Site boundary
- Existing buildings



133 Site Plan - Option 3  
Source: FJMT

SCALE 1:1000

# 11.0 Development of Building Envelope Options

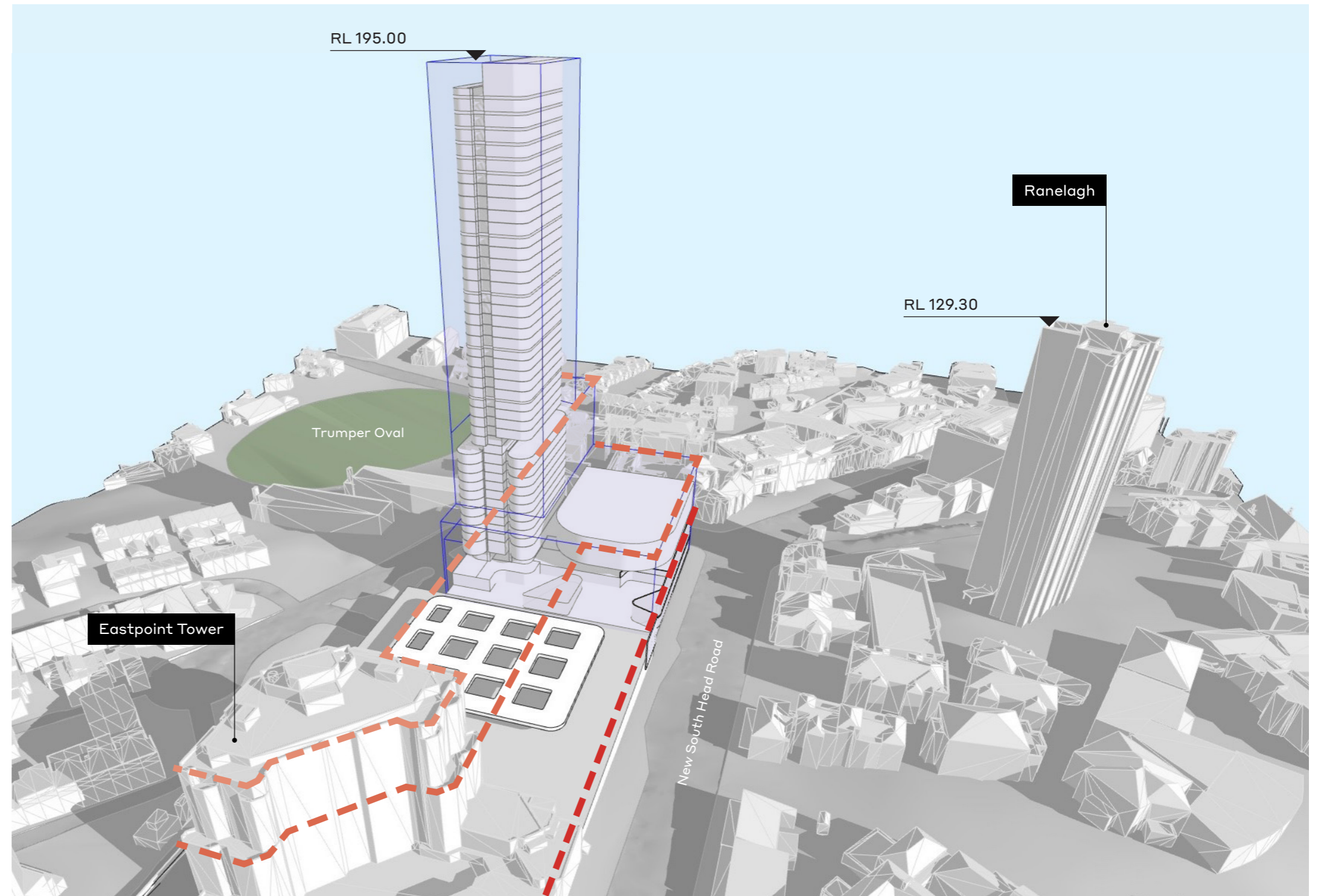
## 11.4 Option 3 - Refined Slender Tower

### Built Form

The building envelope shown in purple on the right is a maximum building envelope, with an indicative concept scheme sitting within this envelope.

This building envelope option provides a further improved and desirable urban design outcome for the site when compared to Option 2 as:

- It provides a single, larger upper level setback above the podium levels along New South Head Road
- This is consistent with existing residential tower typologies in the area whereby towers are set back from the main street, such as the Ranelagh tower on the northern side of New South Head Road
- Its proposed tower envelope has been shaped to not overshadow Trumper Oval at 10am at mid-winter
- The indicative concept scheme shown within this envelope has also been designed and shaped to reduce visual impacts on 170 and 180 Ocean Avenue



134 Option 3 - Building envelope in its immediate context  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

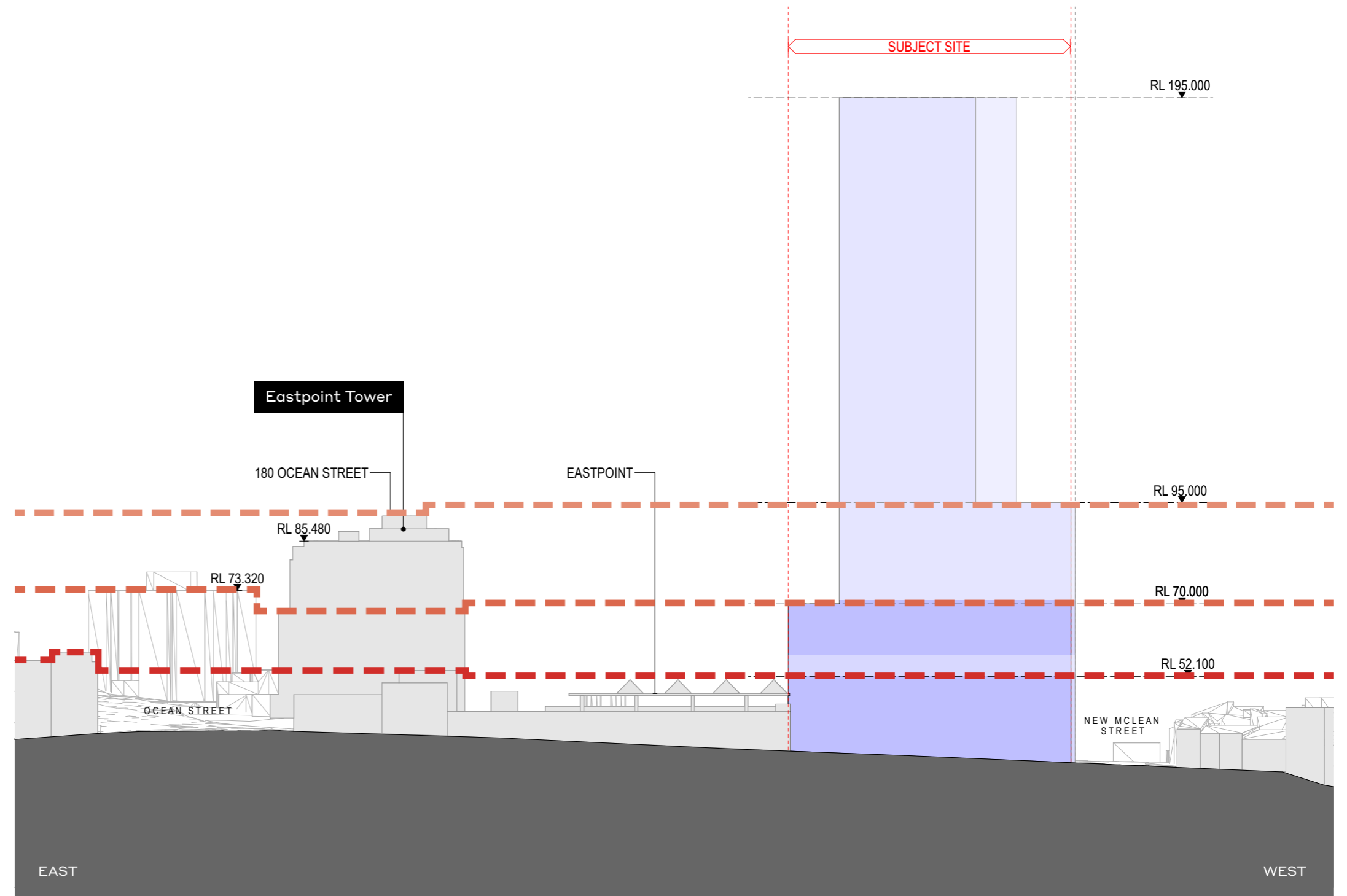
## 11.4 Option 3 - Refined Slender Tower

### Street Wall Height

The proposed low rise podium height in this option (RL70.00) is an extension of the existing low rise height plane established by the built form articulation of Eastpoint Tower to the east as well as the height of Oceanpoint 170 to the south east of the site (RL73.32).

While the overall low rise podium height reaches RL70.00, it is proposed that the built form within this envelope is to be articulated at RL52.10 so that the lower levels read as an extension of the existing street wall along New South Head Road and improves the site's current inconsistent street wall.

Similar to the upper levels of the Eastpoint Tower, the proposed mid rise podium (RL95.00) is also set further back from New South Head Road, with the proposed tower envelope (RL195.00) sitting above it.



135 Option 3 - North street elevation (New South Head Road)  
Source: FJMT & Ethos Urban

# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### View Impact Analysis from 180 Ocean Avenue

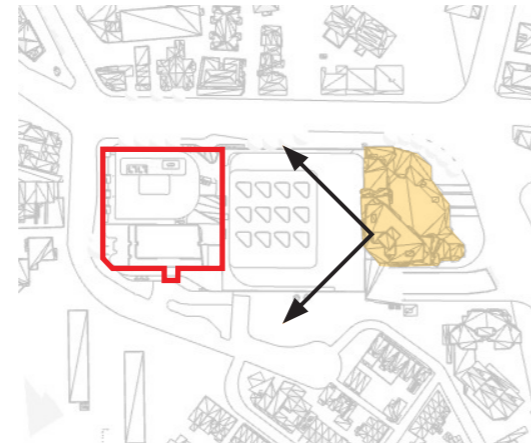
As compared to Options 1 and 2, the indicative concept scheme that sits within this building envelope option will have a significantly reduced visual impact on the views currently available to the residents of 180 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 180 Ocean Avenue at various RLs. The building envelope outlines of Options 1 and 2 have also been overlaid in orange and green to illustrate the improvements made by Option 3.

These diagrams demonstrate that the indicative concept scheme that sits within this building envelope option will:

- Partially block existing views towards the CBD at all levels
- Retain existing views towards the Harbour at all levels

This shows that by accommodating a taller but slender tower form at the rear of the site, the site's visual impact on 180 Ocean Avenue will be significantly reduced.



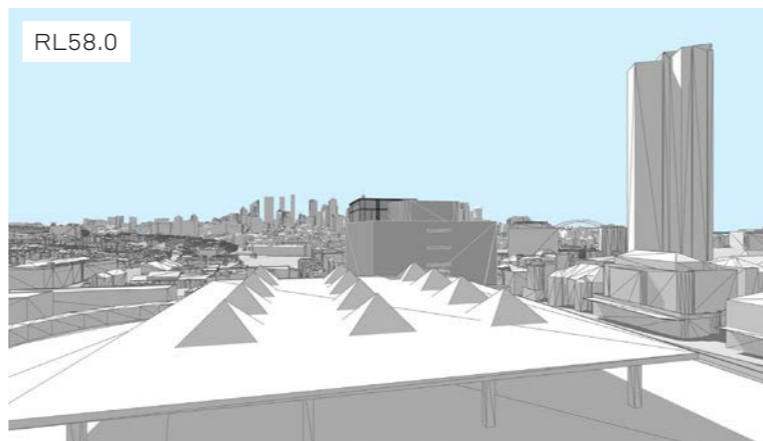
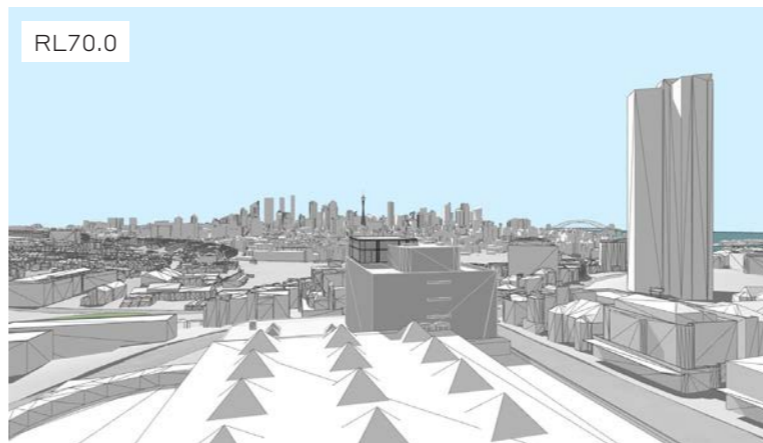
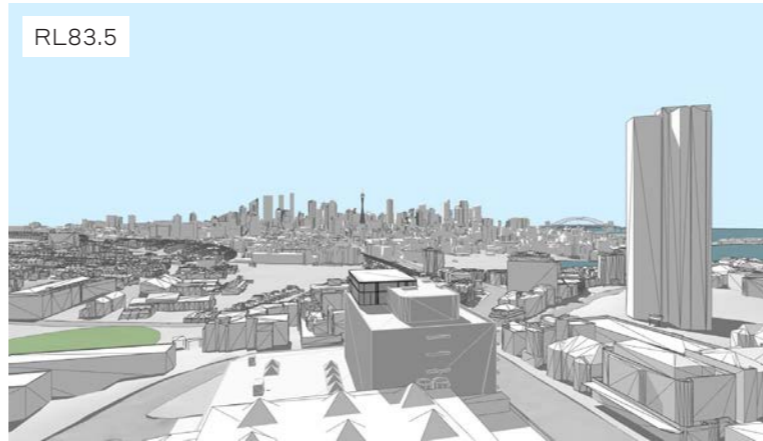
136 Key plan  
Source: FJMT & Ethos Urban

- LEGEND
- Site boundary
  - 180 Ocean Avenue
  - View from 180 Ocean Avenue



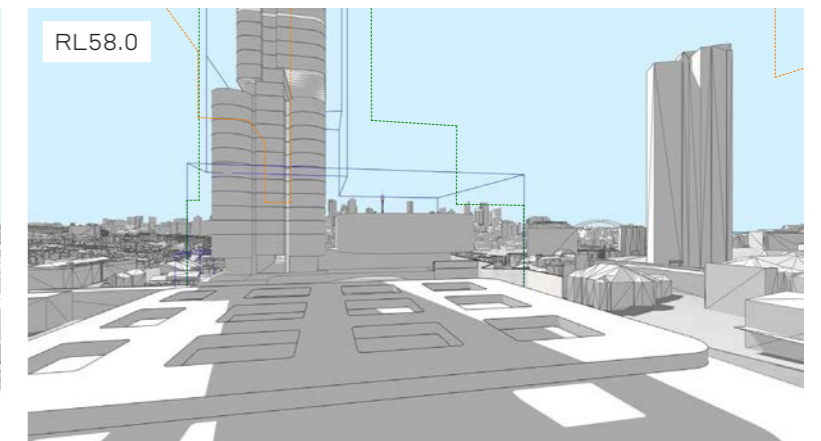
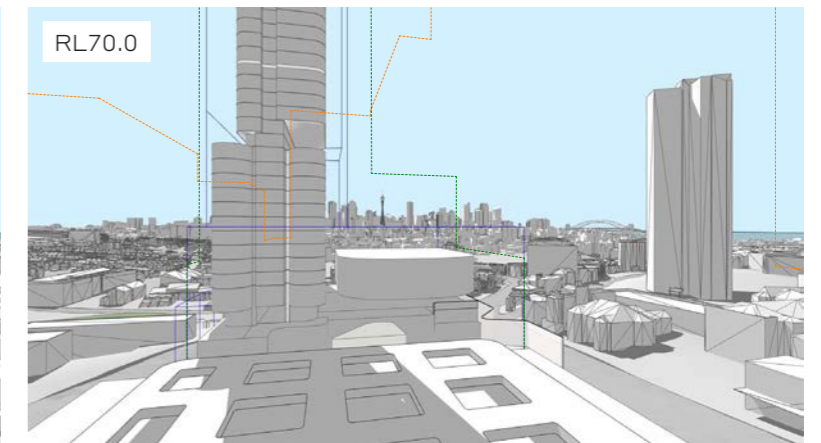
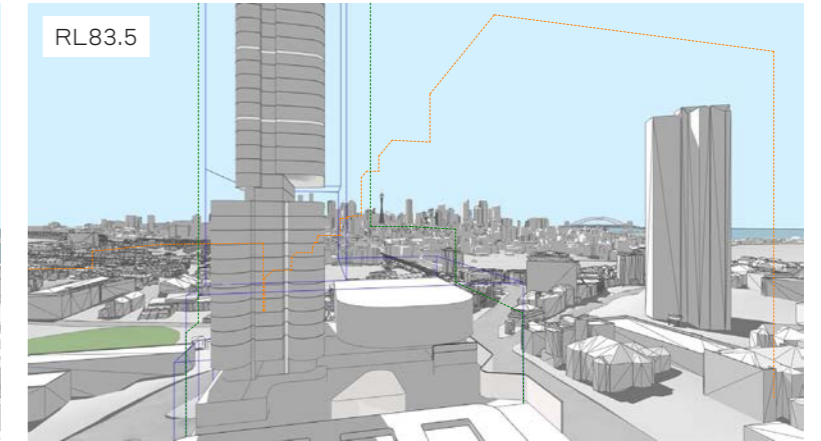
137 Street view of 180 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



138 View impact analysis from 180 Ocean Avenue  
Source: FJMT & Ethos Urban

### Proposed Views - Option 3



- LEGEND
- Option 1 building envelope outline
  - Option 2 building envelope outline
  - Option 3 building envelope outline

# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### View Impact Analysis from 170 Ocean Avenue

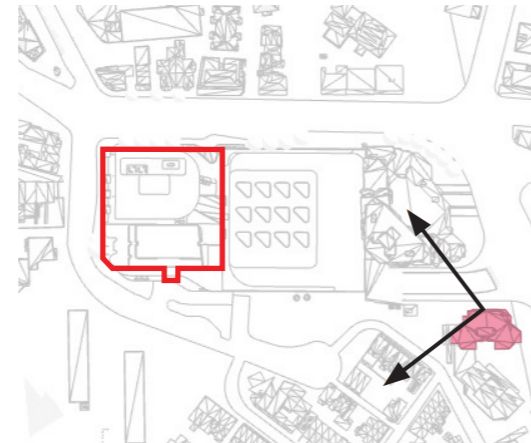
Similarly, when compared to Options 1 and 2, the indicative concept scheme that sits within this building envelope option will also have a reduced visual impact on the views currently available to the residents of 170 Ocean Avenue.

The diagrams on the right compare the existing and proposed views from 170 Ocean Avenue at various RLs. The building envelope outlines of Options 1 and 2 have also been overlaid in orange and green to illustrate the improvements made by Option 3.

These diagrams demonstrate that the indicative concept scheme that sits within this building envelope option will:

- Partially block existing views towards the CBD at all levels

Similar to 180 Ocean Avenue, the site's visual impact on 170 Ocean Avenue can also be reduced should a taller but slender tower set back from the street be proposed for the site.



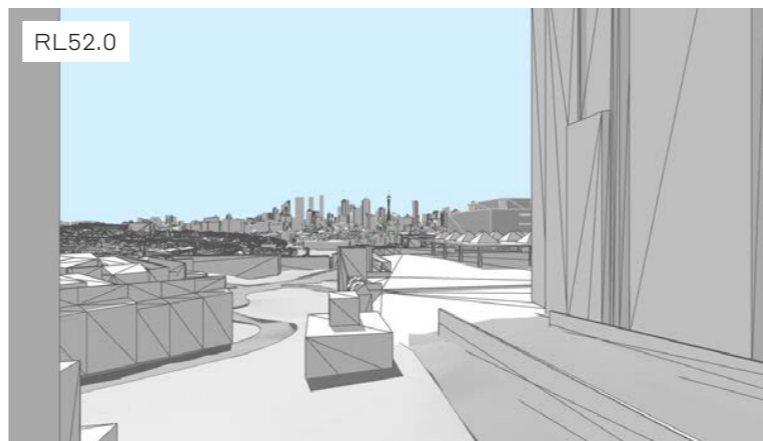
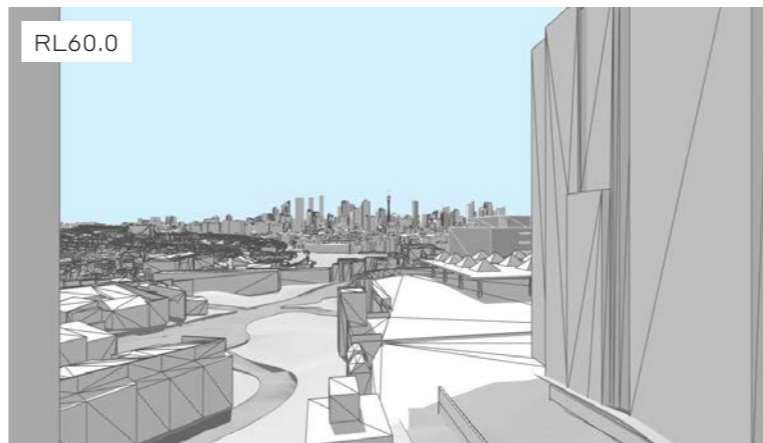
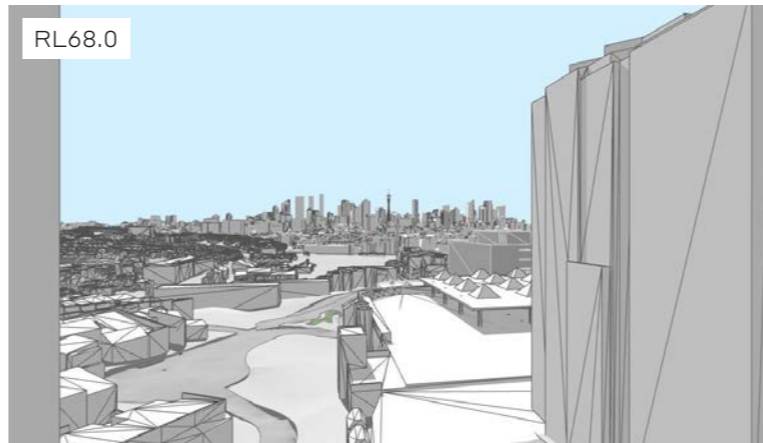
139 Key plan  
Source: FJMT & Ethos Urban

- LEGEND
- Site boundary
  - 170 Ocean Avenue
  - View from 170 Ocean Avenue



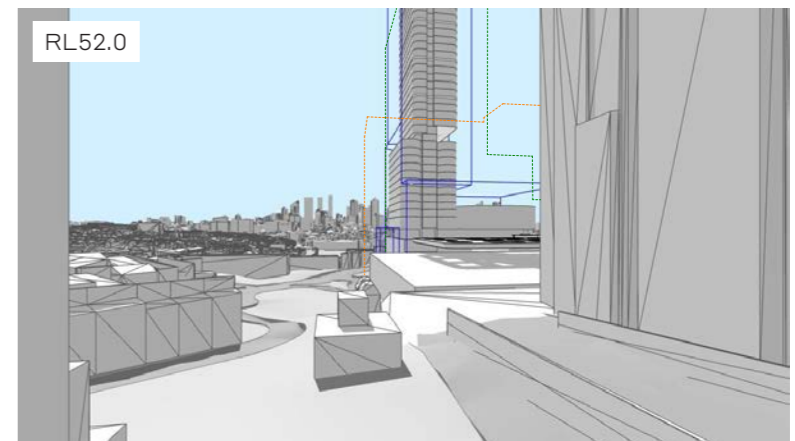
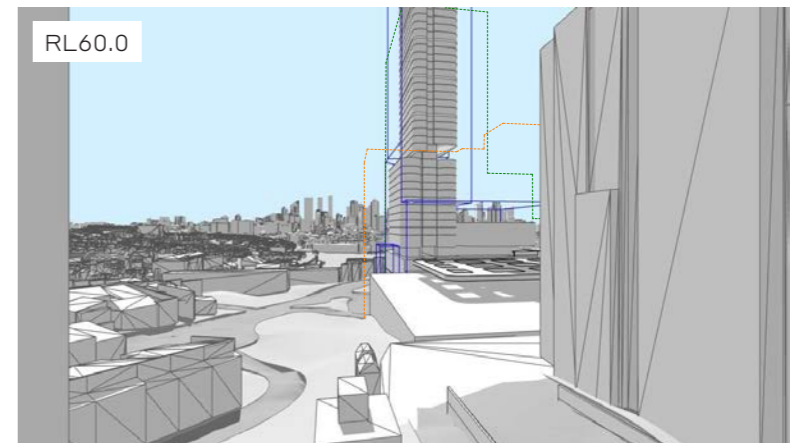
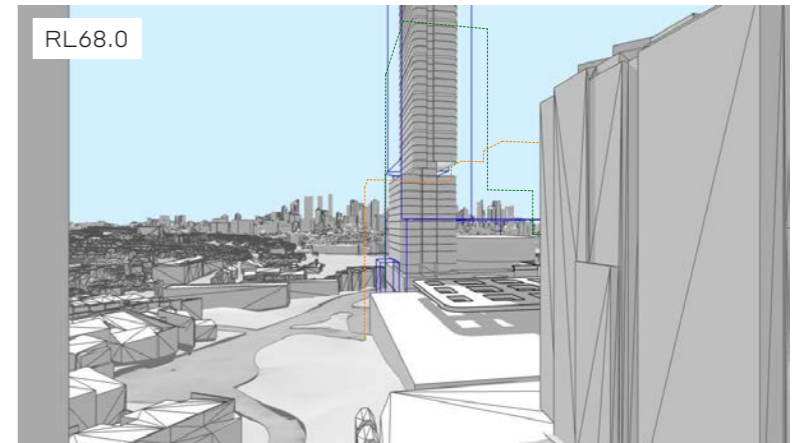
140 Street view of 170 Ocean Avenue  
Source: FJMT & Richard Lamb and Associates

### Existing Views



141 View impact analysis from 170 Ocean Avenue  
Source: FJMT & Ethos Urban

### Proposed Views - Option 3



- LEGEND
- Option 1 building envelope outline
  - Option 2 building envelope outline
  - Option 3 building envelope outline

# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### View Impact Analysis from 170 Ocean Avenue - Unit 1003

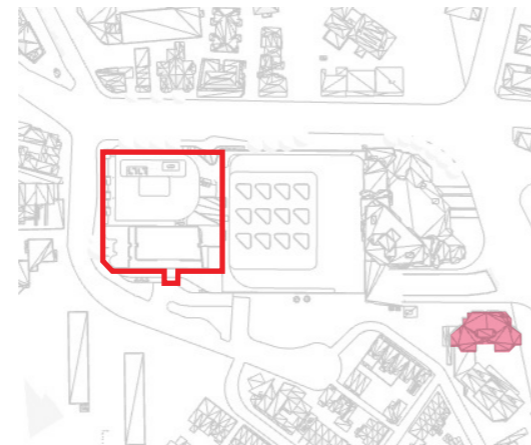
Further analysis has been conducted for 170 Ocean Avenue, whereby two units with west-facing openings have been identified with potential view impacts by proposed development on the site.

The diagrams on the right illustrate the view impact from Unit 1003 at 170 Ocean Avenue. The building envelope outlines of Options 1 and 2 have also been overlaid in orange and green to illustrate the improvements made by Option 3.

These diagrams demonstrate that the indicative concept scheme that sits within this building envelope option will:

- Partially block the unit's existing views towards the CBD
- Retain the unit's existing views towards the Harbour

This option provides a better outcome for Unit 1003 as opposed to Options 1 and 2. While a small portion of its view will be obscured by the proposed slender tower form, the majority of its existing views will not be impacted by this option.



**LEGEND**  
 Site boundary  
 170 Ocean Avenue

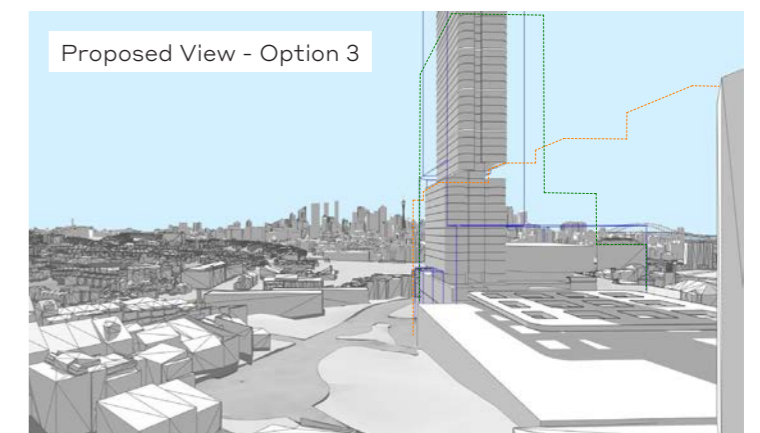
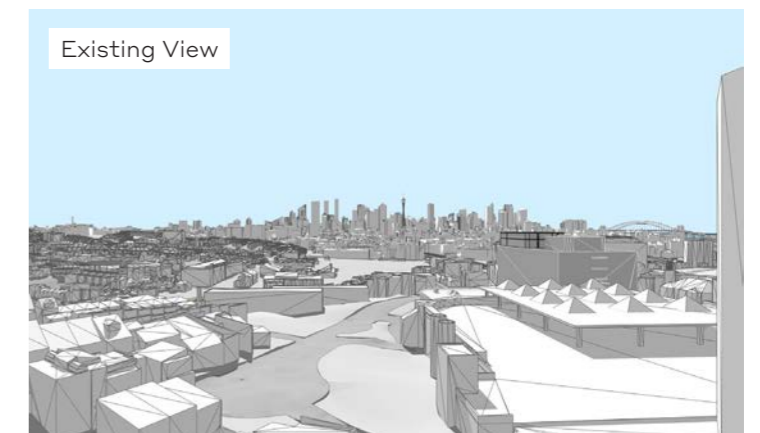
142 Key plan  
 Source: FJMT & Ethos Urban



143 Floor plan of Unit 1003 at 170 Ocean Avenue  
 Source: FJMT & Ethos Urban

**LEGEND**  
 170 Ocean Avenue - Unit 1003  
 View from Unit 1003

### View from 170 Ocean Avenue - Unit 1003



144 View impact analysis from 170 Ocean Avenue - Unit 1003  
 Source: FJMT & Ethos Urban

**LEGEND**  
 Option 1 building envelope outline  
 Option 2 building envelope outline  
 Option 3 building envelope outline



# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### View Impact Analysis from 170 Ocean Avenue - Unit 1004

It is noted that Unit 1004 has the following views:

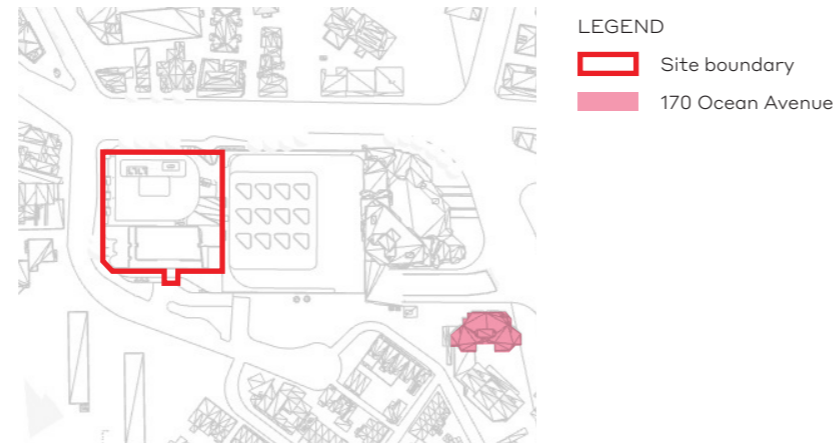
- A primary view from its living room towards the north, which will remain unaffected by proposals the site
- A secondary view from its balcony towards the west, which will be impacted by proposals on the site

The diagrams on the right illustrate the view impact from Unit 1004 at 170 Ocean Avenue. The building envelope outlines of Options 1 and 2 have also been overlaid in orange and green to illustrate the improvements made by Option 3.

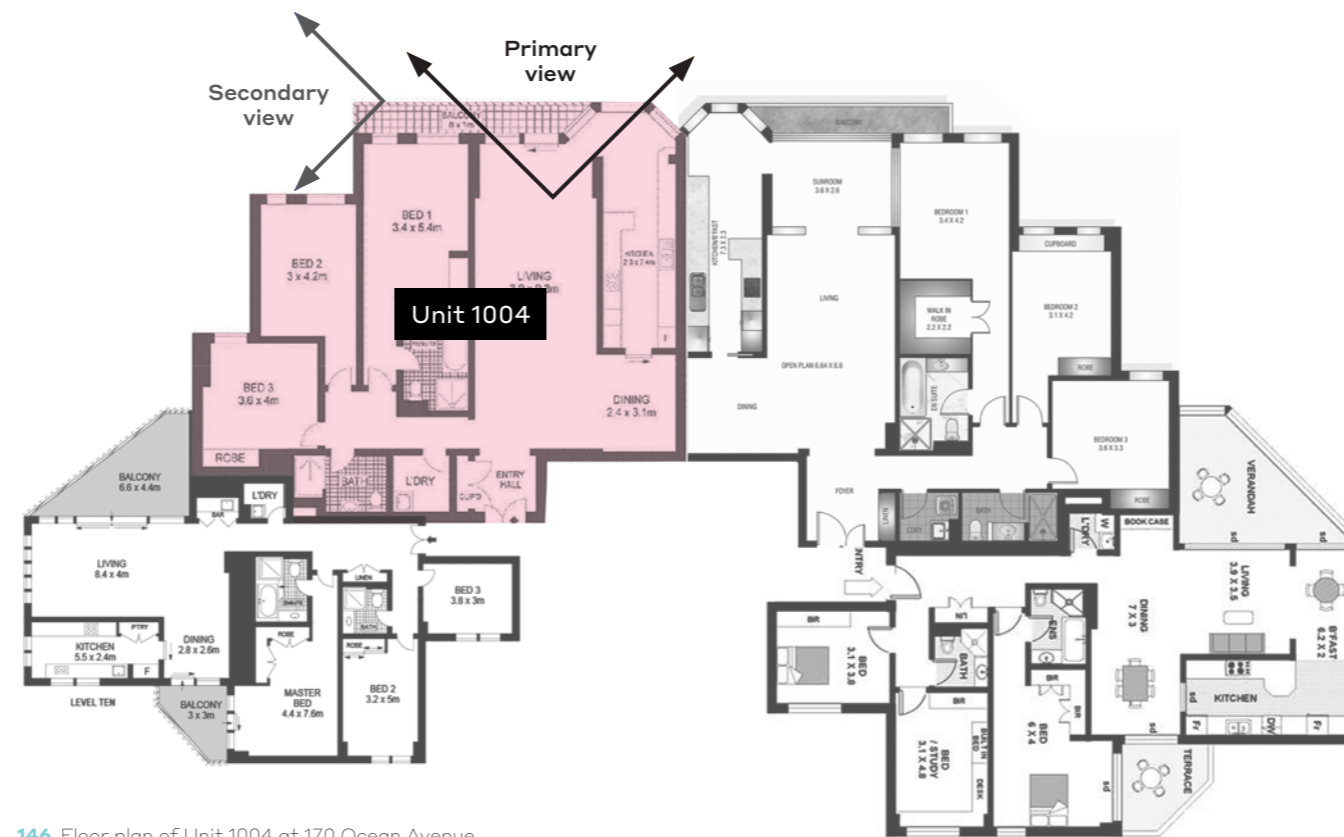
These diagrams demonstrate that the indicative concept scheme that sits within this building envelope option will:

- Partially block the unit's existing secondary view towards the CBD

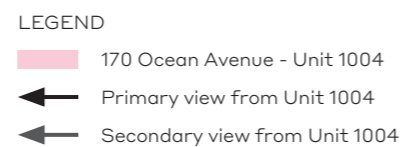
Similar to Unit 1003, Unit 1004's secondary view will be partially obscured by the proposed slender tower form, but views towards the CBD on either side of the proposed tower will remain. This is a significant improvement from Options 1 and 2 whereby only views to one side of the proposed tower will remain.



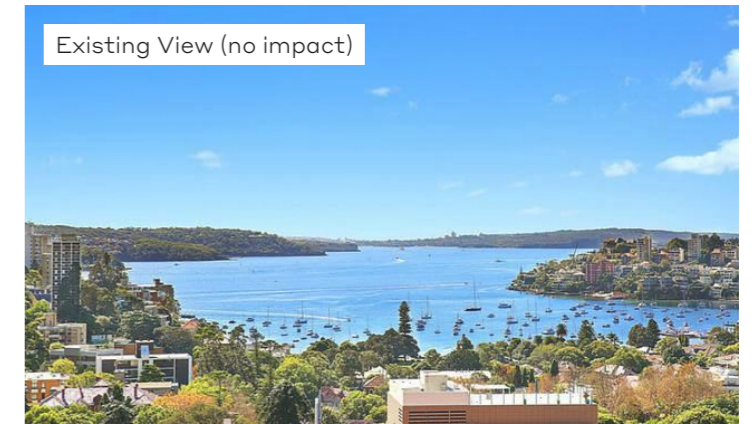
145 Key plan  
Source: FJMT & Ethos Urban



146 Floor plan of Unit 1004 at 170 Ocean Avenue  
Source: FJMT & Ethos Urban

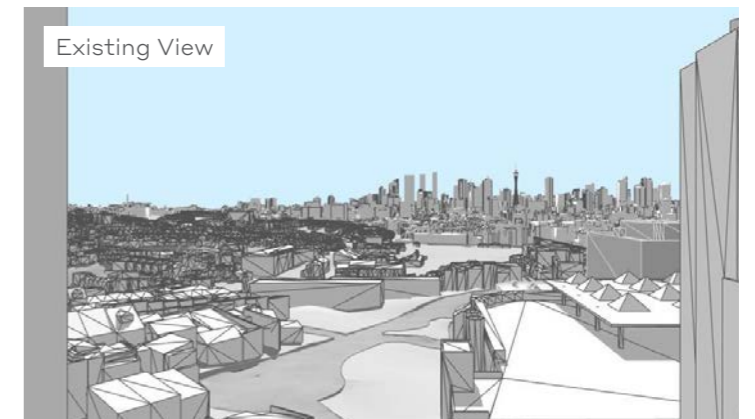


### Primary View from 170 Ocean Avenue - Unit 1004

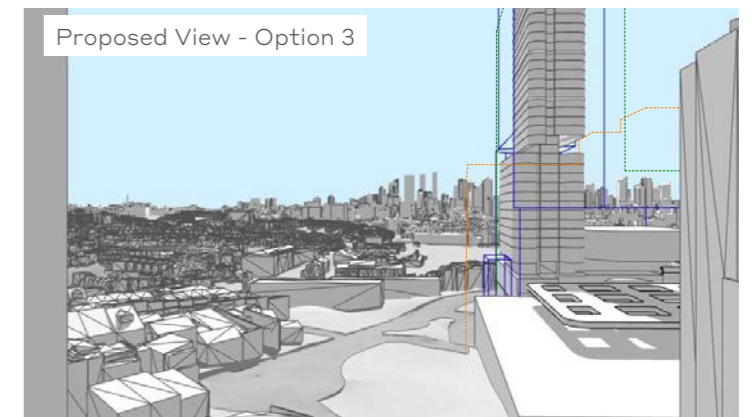


Source: realestate.com.au

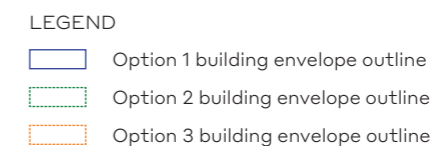
### Secondary View from 170 Ocean Avenue - Unit 1004



Current



147 View impact analysis from 170 Ocean Avenue - Unit 1004  
Source: FJMT & Ethos Urban



# 11.0 Development of Building Envelope Options

## 11.4 Option 3 - Refined Slender Tower

### Shadow Analysis

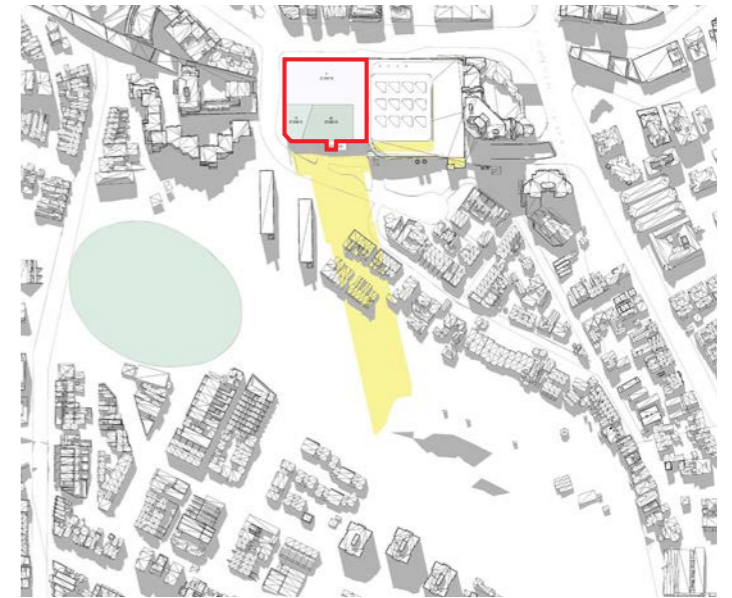
This building envelope option does not overshadow Trumper Oval between the hours of 10am and 2pm at mid-winter and therefore complies with Control C23 in the Woollahra DCP, which requires no additional overshadowing of Trumper Oval between these hours.



148 21 June - 10am



149 21 June - 11am



150 21 June - 12pm



151 21 June - 1pm



152 21 June - 2pm

#### LEGEND

- Site boundary
- Trumper Oval
- Shadows cast by existing buildings
- Additional shadows cast by Option 3 building envelope

## 11.0 Development of Building Envelope Options

### 11.4 Option 3 - Refined Slender Tower

#### Conclusion

A summary of our analysis on this building envelope option is as follows:

- While it proposes a taller tower form, the tower is set back from the street and is in line with the existing built form character of the area, whereby residential towers are set back from the street
- The indicative concept scheme that sits within this building envelope option considers and is an extension of existing street wall heights along New South Head Road
- It demonstrates reduced view impacts on both 170 Ocean Avenue and 180 Ocean Avenue, including Units 1003 and 1004 at 170 Ocean Avenue
- The proposed slender tower form will cast fast-moving shadows, minimising overshadowing impacts on existing residential developments to the south
- It complies with current DCP controls as it does not overshadow Trumper Oval between the hours of 10am to 2pm at mid-winter

The above demonstrates that this building envelope option provides a desirable urban design and built form outcome for the site.



153 Option 3 building envelope with indicative concept scheme within

### 11.5 Preferred & Recommended Building Envelope Option

Following our analysis of the three building envelope options, alongside the rationale behind the development of these options, we recommend **Option 3 - Refined Slender Tower** as the preferred building envelope option for the site.

Further details on the proposed indicative concept scheme that sits within the Option 3 building envelope is discussed in **Section 12** of this report.

## 12.0 Indicative Concept Scheme

### 12.1 Indicative Concept Scheme

#### Overview

To give effect to the strategic direction of State and local strategic plans, Longhurst has prepared an indicative concept scheme to illustrate how the potential of the site may be unlocked. This indicative concept scheme sits within the Option 3 building envelope previously discussed in **Section 11.4**.

The proposed indicative concept scheme involves a true mixed-use development that includes retention of jobs floorspace in a different configuration, introduction of a significant number and choice of homes and substantially improved public domain outcomes.

It integrates transport, retail, commercial, medical/wellness and residential uses, and aims to redefine Edgecliff as a centre and to provide a greater contribution to its locality, while also increasing the site's street presence and enhancing existing transport assets and infrastructure investment.

#### Yield & Height

The proposed yield and height of this indicative scheme are as follows:

- **FSR:** 9:1
- **Total GFA:** 44,190 m<sup>2</sup>  
Residential use - 28,541m<sup>2</sup>  
Non-residential use - 15,649m<sup>2</sup>
- **Height:** 159.45m  
RL192.68
- **Storeys:** 46 storeys  
Including rooftop plant and rooftop level



154 View of proposed scheme from New South Head Road  
Source: FJMT

## 12.0 Indicative Concept Scheme



155 View of proposed bus interchange and urban park  
Source: FJMT



156 View of proposed vertical connections between the train station and bus interchange  
Source: FJMT

# 12.0 Indicative Concept Scheme

## 12.2 Proposed Ground Floor Plan

The proposed scheme will clarify through-site connections and provide an improved street interface with new retail offerings. It will create a new arrival experience to the Edgecliff Station and Bus Interchange with a new 38m wide entryway along New South Head Road.

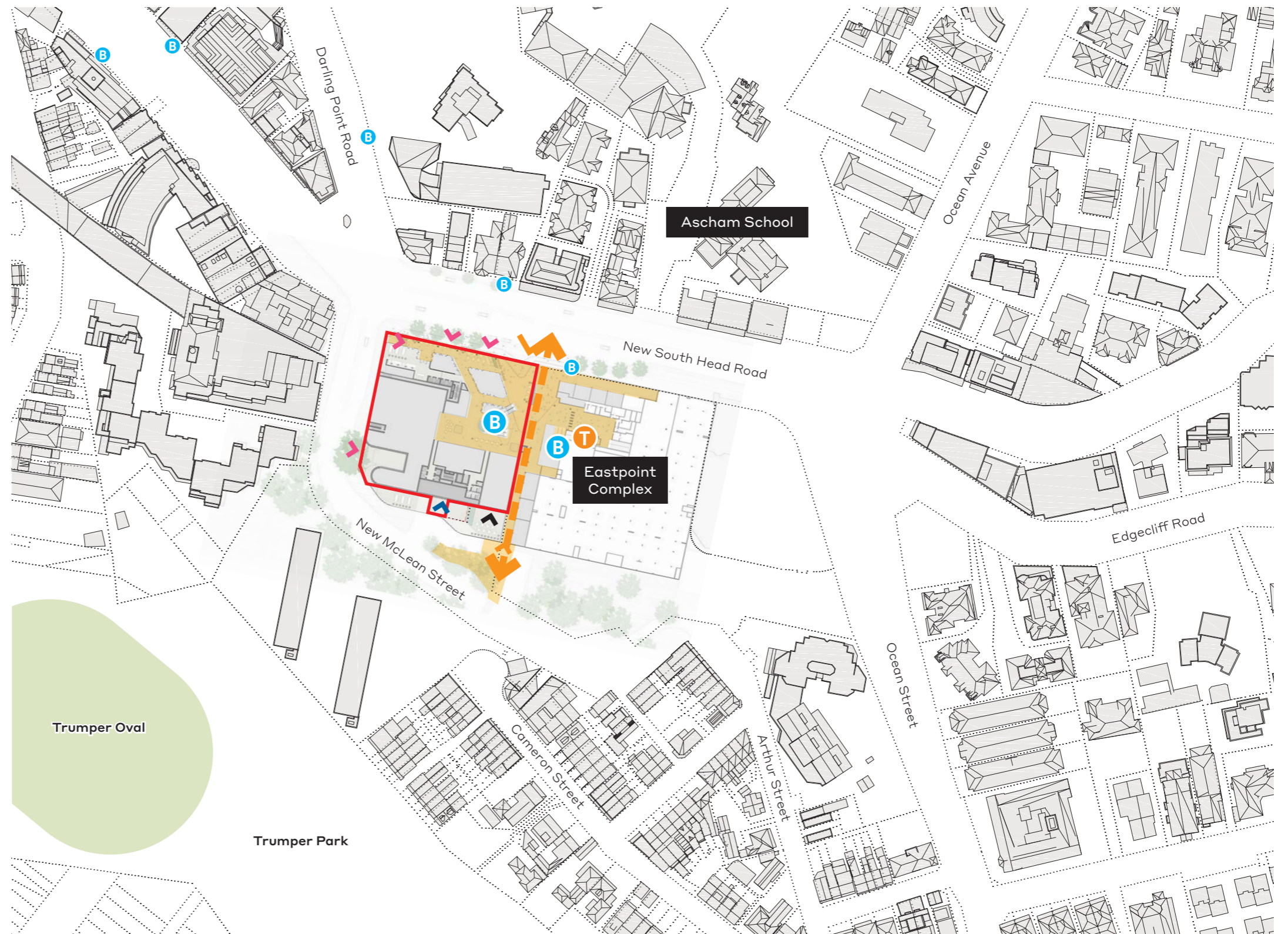
The proposed ground plane / publicly accessible plaza increases the permeability of the site and creates opportunities for active frontages to extend inwards and along the through-site link between New South Head Road and New McLean Street. With the internal setback provided by the plaza, improvements to the pedestrian experience along New South Head Road will also be greatly improved.

Additionally, accessibility to the bus interchange from the ground plane is significantly improved both visually and connection wise. Vertical connections are introduced, connecting the ground plane to and the bus interchange above and the train platforms below.

Inactive frontages along New McLean Street are replaced with retail tenancies and a residential lobby along the site's western boundary. This new residential entry creates a new street address for the proposed residential tower above. Loading docks and public parking (retail and commercial) are proposed to be moved into the building at the rear of the site, while the residential carpark entry is proposed to be accessed off New McLean Street.

### LEGEND

- Site boundary
- B Bus stop
- T Vertical connection to train station
- B Vertical connection to bus interchange
- Through-site link
- Proposed ground plane / publicly accessible plaza
- Train station entry
- Pedestrian entry
- Residential carpark entry
- Loading dock / public carpark entry



157 Site plan

SCALE 1:2000

## 12.0 Indicative Concept Scheme

### 12.3 Proposed Built Form

As highlighted in **Section 5.8**, the site sits at the intersection of two main linear corridors of taller buildings, being the east-west corridor that is aligned with William Street and its extension New South Head Road, and a complementary north-south spine stretching from the end of Darling Point to the site. The proposed scheme illustrates how the site's potential may be unlocked with a podium-tower typology that responds to its urban context.

While the proposed building will be the tallest building in its immediate context, it is justifiably so given its co-location with the Edgecliff Station and Bus Interchange. As previously discussed in **Section 5.7**, land around the Edgecliff Station and Bus Interchange is relatively underutilised despite the station being the second stop out of the CBD, therefore making it suitable for there to be an increased FSR and height for the site.

Additionally, the proposed slender tower form that has been designed with view sharing considerations for 180 and 170 Ocean Street will also provide Edgecliff with a new landmark building in response to the Woollahra LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD.



158 Proposed building on site in relation with its surrounding context

#### LEGEND

- █ Indicative concept scheme
- █ Existing residential towers (30-60m)
- █ Existing residential towers (60m and above)

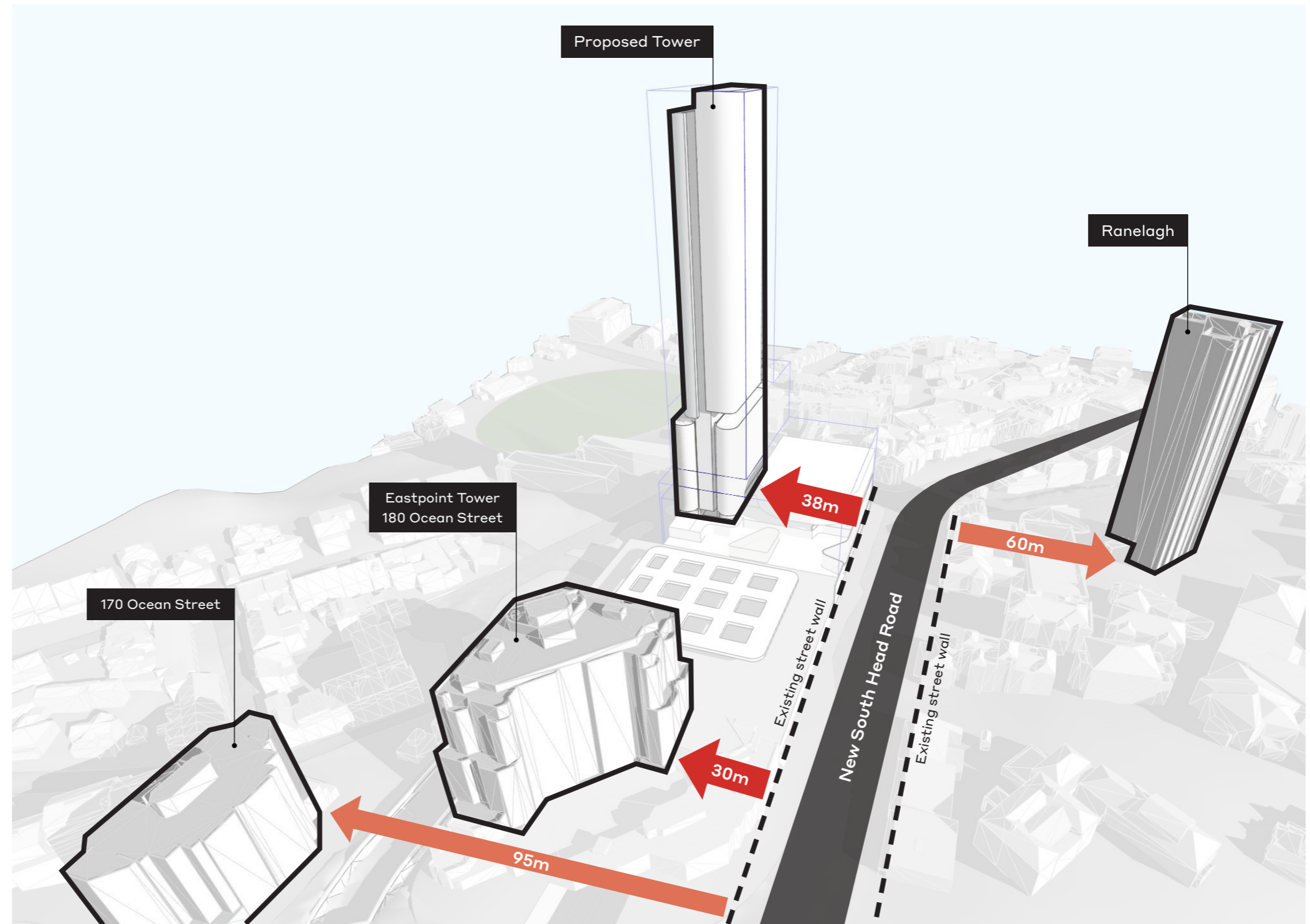
## 12.0 Indicative Concept Scheme

### 12.4 Relationship with Urban Context

The proposed scheme responds to its urban context with a tower form that is set back by approximately 38m from New South Head Road. This is consistent with the existing built form in the area, whereby Eastpoint Tower (180 Ocean Street) is set back from New South Head Road by approximately 30m, as shown on the right.

Other existing towers in the area, such as 170 Ocean Street and the Ranelagh tower, follow a similar principle and are set back even further from the main road as they are situated on lots that do not directly adjoin New South Head Road.

In addition to providing a generous set back from New South Head Road, the proposed tower form has also been designed to protect existing local amenity by preserving valued CBD views from the existing residential towers to the east (170 and 180 Ocean Street) as well as solar access to Trumper Oval and residential developments to the south of the site (see **Sections 12.6-12.7**).



#### LEGEND

- Existing and proposed towers
- Existing street wall alignment
- Tower setbacks from New South Head Road (on lots directly fronting New South Head Road)
- Tower setbacks from New South Head Road (on lots without direct frontage to New South Head Road)

159 Relationship to urban context - towers setback from New South Head Road  
Source: FJMT & Ethos Urban



# 12.0 Indicative Concept Scheme

## 12.4 Relationship with Urban Context

The proposed scheme also improves the site's current interface with New South Head Road and its surrounding streetscape character. The street views and diagrams on the right compare the existing building on site with the proposed scheme.

The existing building has a 7 storey shear wall that comes straight down to the footpath. Without any built form articulation along its street frontage, the existing building does not provide a good transition with the overall streetscape character along New South Head Road.

In comparison, while the proposed scheme has a similar overall podium height as the existing building, it provides a better transition with the surrounding streetscape through the considered articulation of the podium's levels.

The proposed 6-storey retail and commercial podium is split into two parts, with retail, medical/wellness spaces accommodated in the lower three levels and commercial spaces in the upper three levels. The first commercial level is slightly setback from the street, breaking down the visual bulk of the overall podium element.

This will significantly improve the current streetscape and pedestrian experience along this stretch of New South Head Road.

### Existing Building

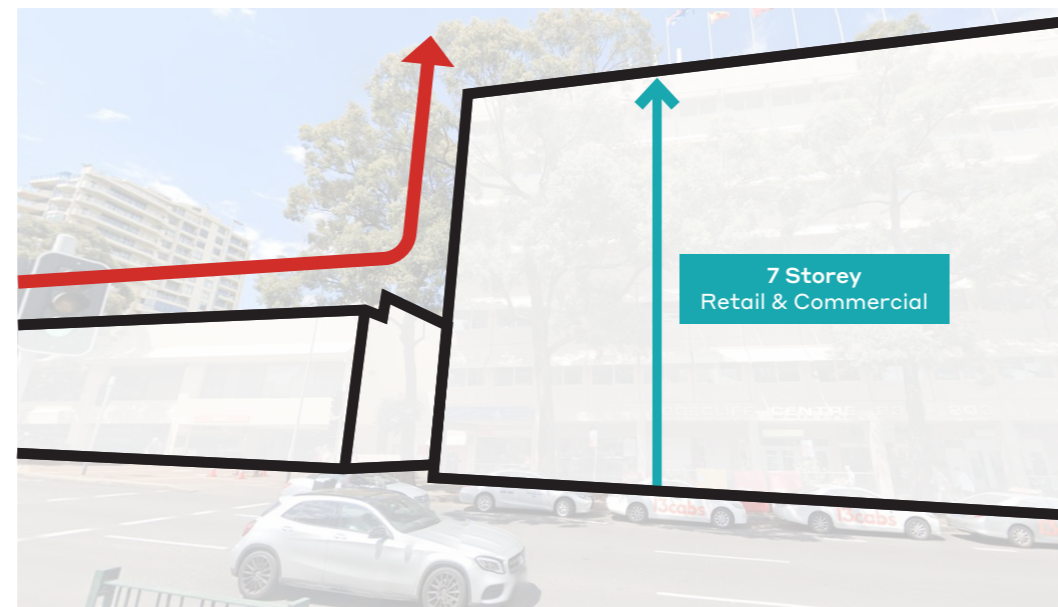


160 View of existing building from New South Head Road  
Source: Google Maps

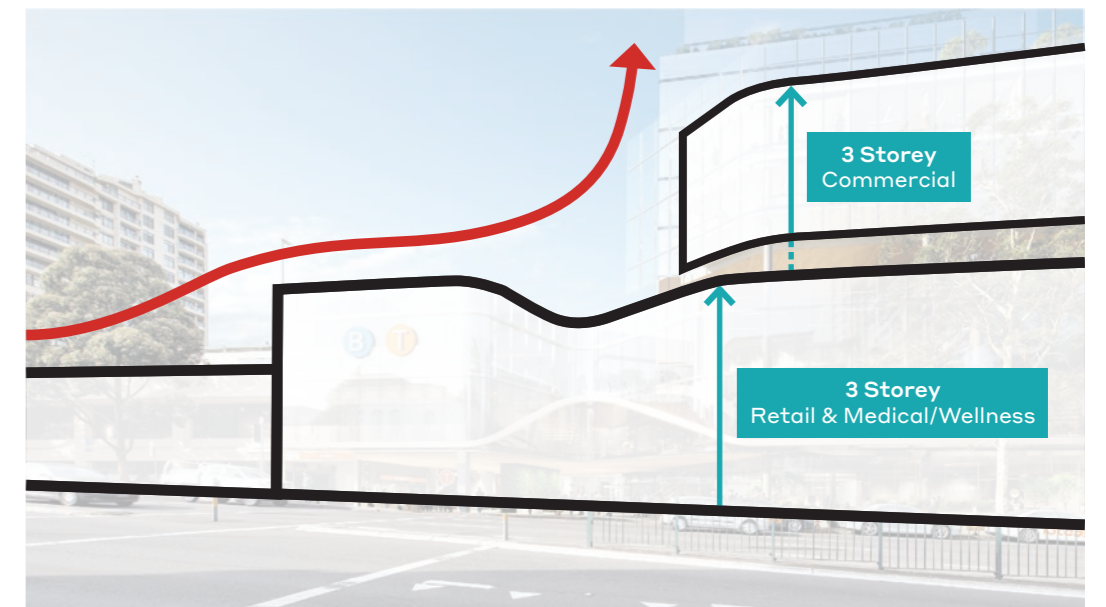
### Proposed Scheme



161 View of proposed scheme from New South Head Road  
Source: FJMT






162 Diagram illustrating poor streetscape transition between Eastpoint Complex and the existing building due to its 7 storey shear wall to the footpath  
Source: Ethos Urban



163 Diagram illustrating improved streetscape transition and better integration between Eastpoint Complex and the proposed scheme through its considered podium articulation  
Source: FJMT & Ethos Urban

#### LEGEND

-  Existing and proposed built forms
-  Streetscape transition along New South Head Road
-  Podium articulation

# 12.0 Indicative Concept Scheme

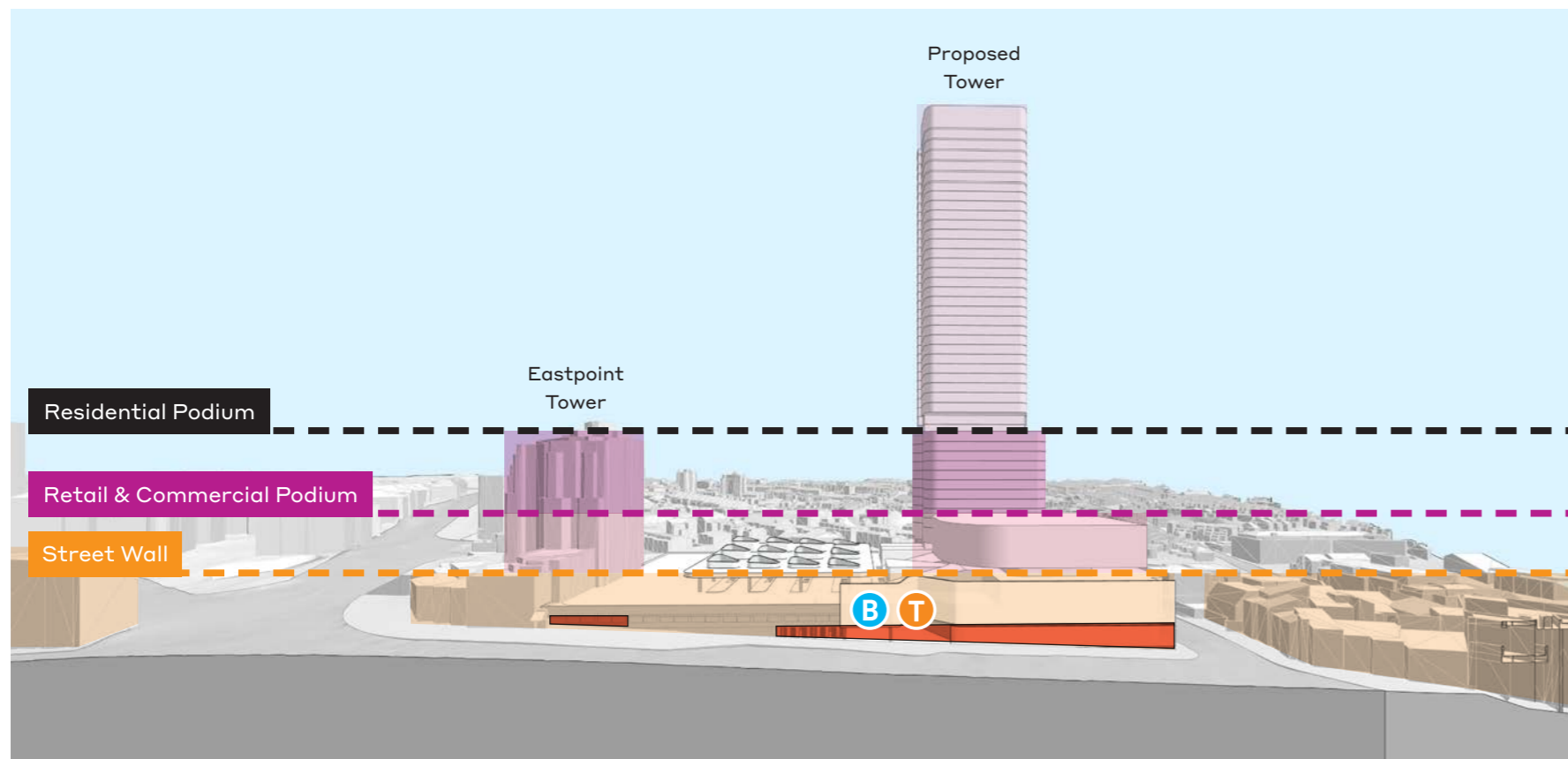
## 12.4 Relationship with Urban Context

Positioned behind the proposed retail and commercial podium fronting New South Head road is a residential podium that correlates with the existing height of the Eastpoint Tower (180 Ocean Street) located east of the site.

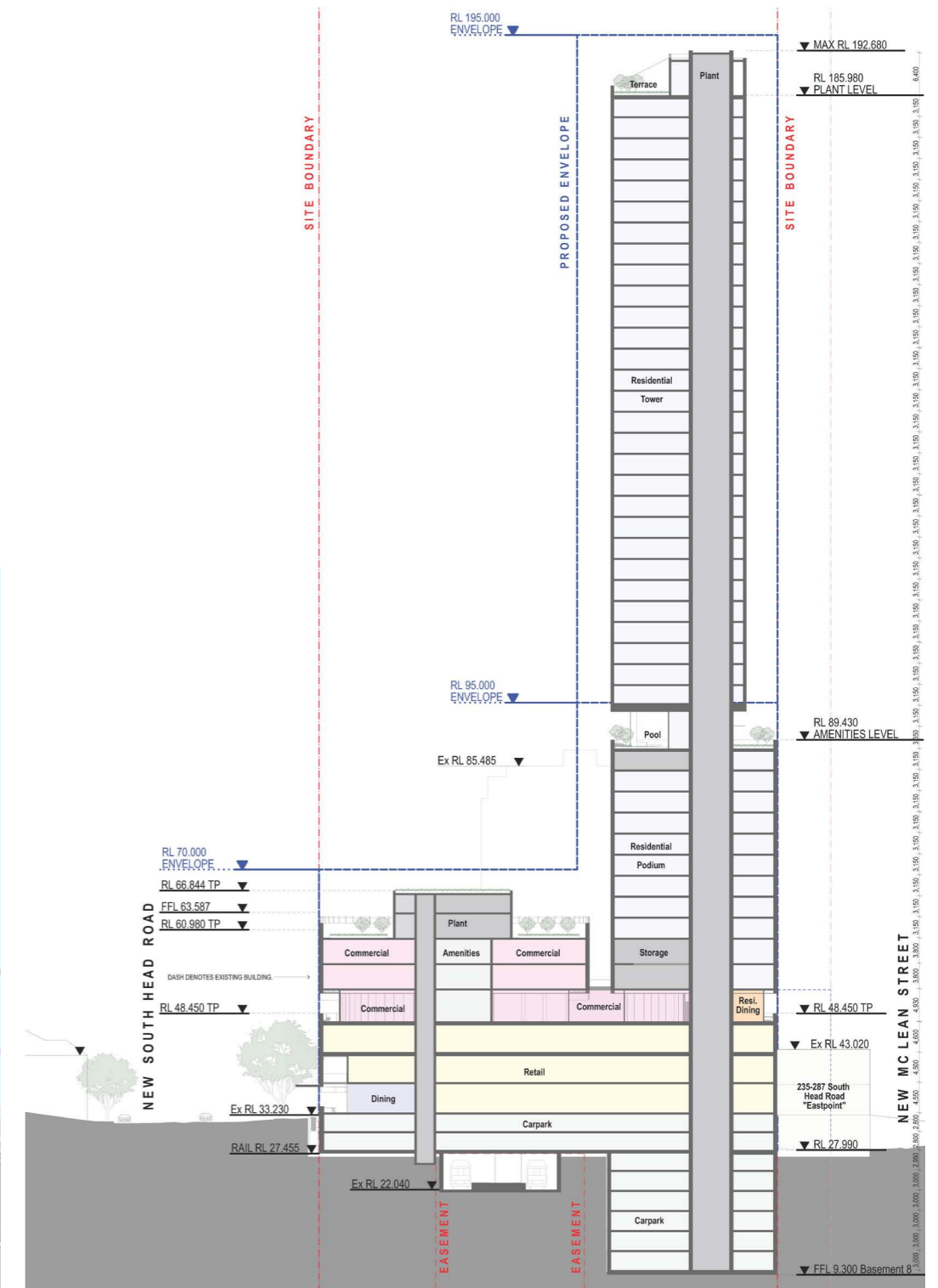
A residential tower is proposed to be located above these podium levels at the rear of the site, reaching a total of 45-storeys. As previously shown on Figure 160, the proposed residential tower is set back by approximately 38m from the site's boundary to New South Head Road, and is consistent with the other towers in the area such as Eastpoint Tower (180 Ocean Street) that is set back by approximately 30m.

Providing a whole of block consideration, the proposal seeks to expand the public domain with green grids at the Bus Interchange. This is done via an introduction of a publicly accessible open air green space which by incorporating it as part of the bus terminal extends its offering as public.

This amenity doubles to create a village experience with the newly formed plaza below through large voids and focused connections between these spaces and the existing pedestrian walk ways and through links.



164 Relationship to urban context - height planes  
Source: FJMT & Ethos Urban



165 Section through proposed scheme  
Source: FJMT

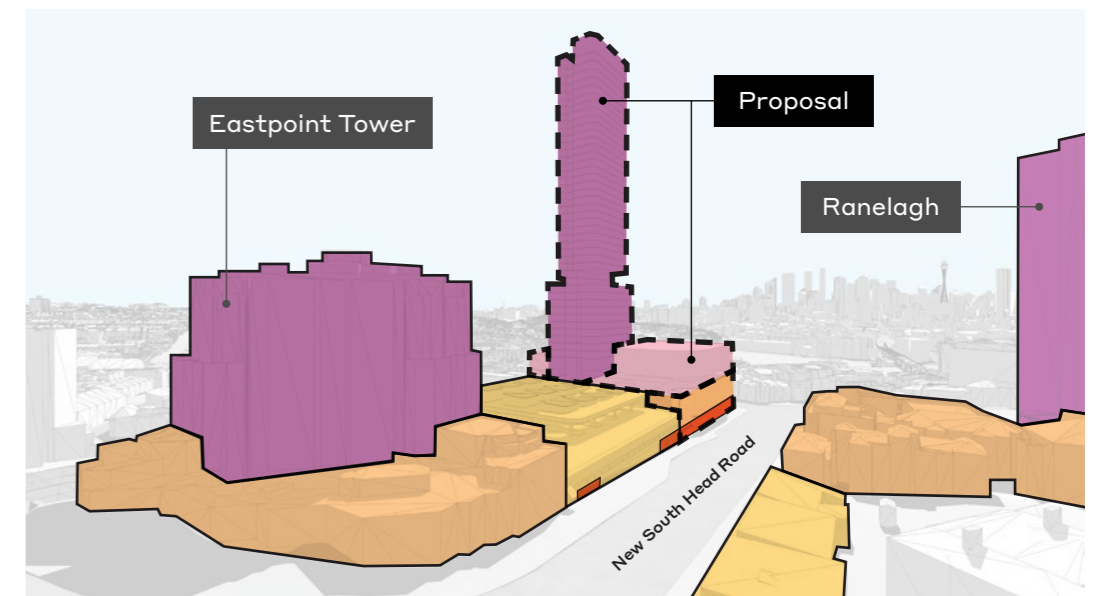
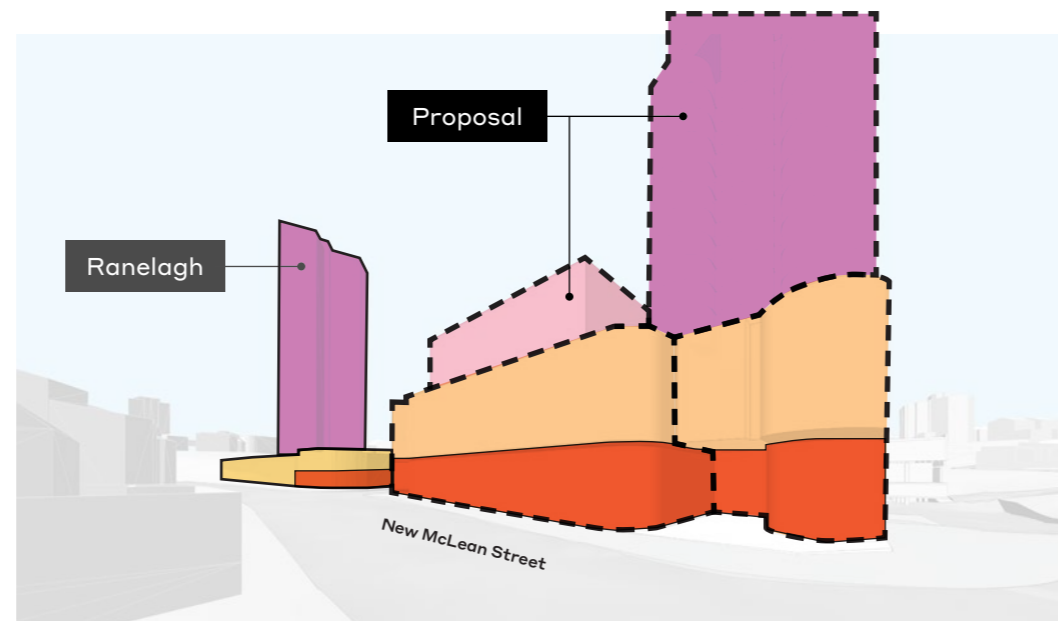
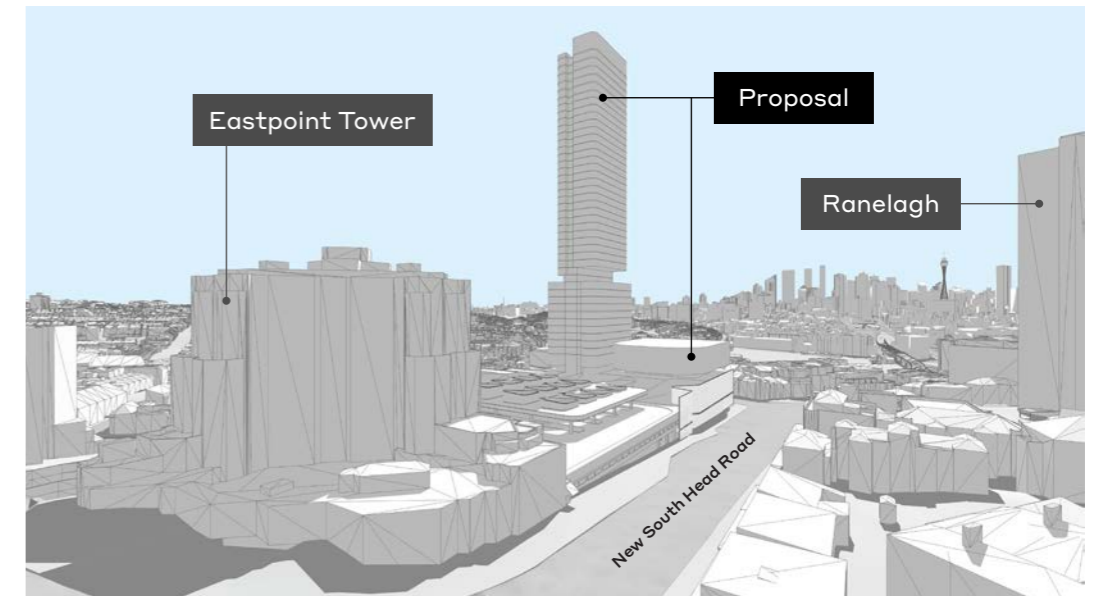
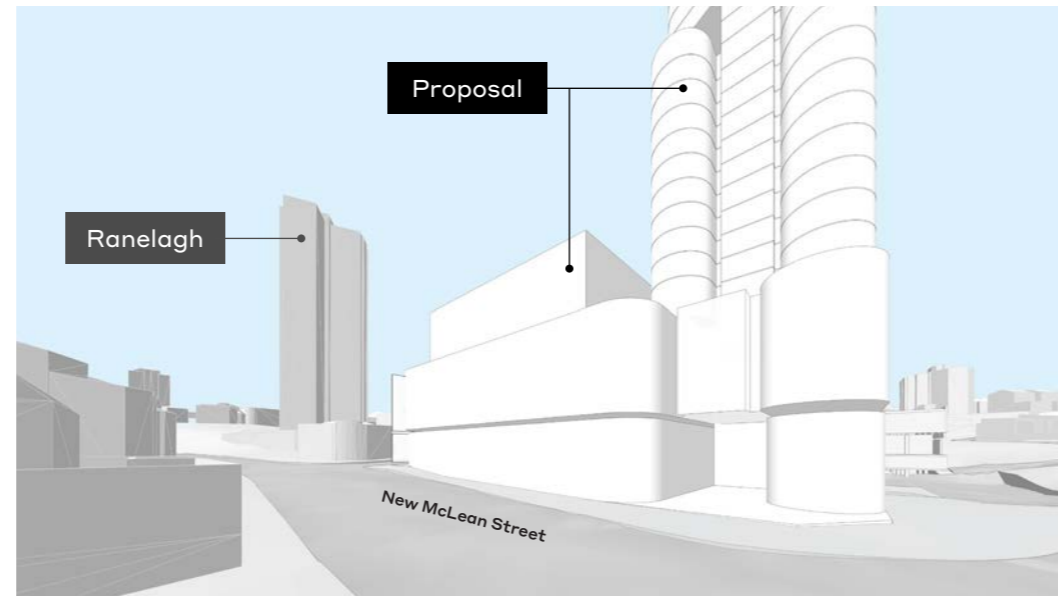
NOT TO SCALE

# 12.0 Indicative Concept Scheme

## 12.5 Integration with Local Built Form Character

As previously discussed in **Section 7.7**, there is no clear hierarchy of built form in the Edgecliff Local Centre, given the mix of typologies in the centre. These built form typologies comprise of various heights and scales that are often in juxtaposition next to each other.

Following the Built Form Principles established in **Section 10.2**, the proposed scheme, with its retail and commercial podium, residential podium and residential tower, brings these separate built form elements together, and integrates itself with the surrounding built form context, as shown in the figures on the right.



- LEGEND
- 1-2 storeys
  - 3-5 storeys
  - 6-8 storeys
  - 9 storeys+
  - Active frontages
  - Existing building outline
  - Proposed building outline

166 Integration of proposal with the existing local built form context

## 12.0 Indicative Concept Scheme

### 12.6 Shadow Analysis

#### Woollahra DCP

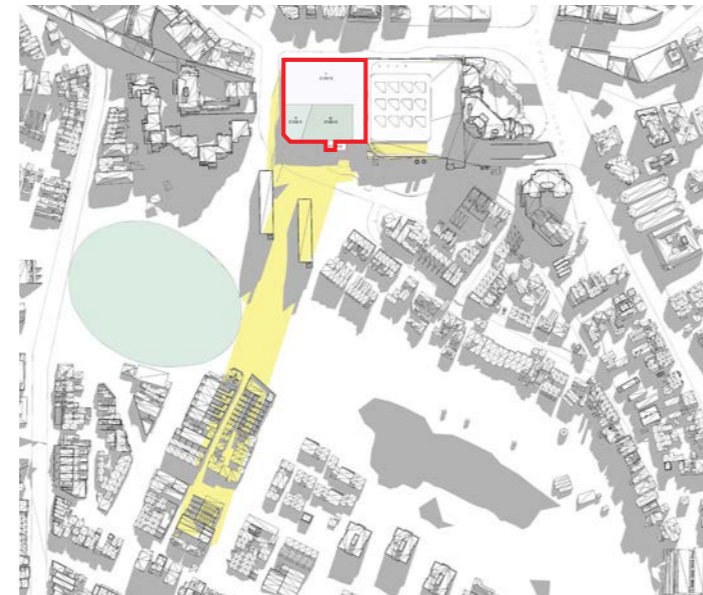
Control C23 in the Woollahra DCP states that “Solar access to the Trumper Park oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.”

The shadow diagrams presented in **Section 11.4** have demonstrated that the proposed scheme complies with the above control and does not cast any additional overshadowing on Trumper Oval between these times.

The figure on the right reiterates that the proposed scheme, which sits within the Option 3 building envelope, does not overshadow Trumper Oval at 10am at mid-winter.

#### SEPP65

Based on the shadow analysis conducted by FJMT, any additional overshadowing of existing residential development around the site cast by the proposed scheme will not reduce their hours of daylight below the required hours as per SEPP65 requirements due to the fast-moving shadows cast by the proposed slender tower form.



167 Option 3 building envelope does not cast any additional overshadowing on Trumper Oval at 10am, 21 June  
Source: FJMT & Ethos Urban

#### LEGEND

- Site boundary
- Trumper Oval
- Shadows cast by existing buildings
- Additional shadows cast by proposed building envelope

### 12.7 View Impacts

#### View Sharing Considerations

The proposed scheme has considered existing views from the residential developments east of the site (170 and 180 Ocean Avenue, including Units 1003 and 1004 at 170 Ocean Avenue) towards the CBD and the Harbour. It sits within the Option 3 building envelope discussed in **Section 11.4** and has demonstrated that it results in reduced view impacts on these residential developments.

#### View Impacts from Key Public Domains

View impacts from a number of key public domains around the site have also been considered.

For a comparison of original photographs of the existing site conditions and photomontages of the proposed scheme superimposed over the existing site conditions, please refer to the **Public View Photomontage Report (April 2020)** prepared by Virtual Ideas and analysis by Dr Richard Lamb.

### 12.8 Public Benefits

- The planning proposal will facilitate the much needed renewal of the existing transport interchange which will facilitate and encourage higher patronage of public transport.
- The planning proposal will facilitate a mix of uses that will increase the provision of much needed services necessary to support the growing and changing demographic of the population.
- The co-location of residential uses with retail, medical and commercial uses will support transit-orientated development and contribute to the creation of a walkable centre that provides homes in proximity to employment.
- The planning proposal will provide dwelling supply in a strategically positioned site that will enable housing targets to be met while protecting existing residential areas.
- The proposed public domain works and active retail uses will contribute to the revitalisation of the town centre.
- The mix of employment generating uses made possible by the LEP amendments will generate approximately 692 operational jobs.
- A range of community uses proposed under the indicative concept scheme are capable of being provided by the development and include:
  - community space;
  - publicly accessible open green space;
  - allied medical uses;
  - civic plaza on the ground floor;
  - a retail precinct at the ground plane.
- The planning proposal will underpin Edgecliff's status as the gateway to the Eastern Suburbs.
- Creation of a Town Centre.

## 13.0 Conclusion

Based on our review and analysis of publicly available government documents (as at September 2020) as well as our urban design analysis, we believe that the unique characteristics of the Edgecliff and Double Bay Local Centres, Edgecliff being a high street centre with a railway station and Double Bay being a fine grain activity centre, present an opportunity for these two centres to be reconsidered as a combined strategic centre. The treatment of these two smaller and close but physically separate centres as a single entity has precedent in the District Plan, with two of the District's three strategic centres being such couplets (Eastgardens-Maroubra Junction and Green Square-Mascot). The provision of height within the Edgecliff component of this combined centre is necessitated due to Edgecliff comprising a railway station, and much like Bondi Junction, appropriately uplifting the residential density in proximity to the station.

Our analysis of the site and its surrounding context has also informed how the proposed scheme presented in this report may unlock the potential of the site with a true mixed-use development that involves retention of jobs floorspace in a different configuration, introduction of a significant number and choice of homes and substantially improved public domain outcomes. Not only does the proposed scheme align with and support the strategic direction and planning priorities of State and local strategic plans, it is also responsive to both its broader local context.

In terms of broader context, it represents a clear urban termination of the line of point towers heading east from the CBD generally along the William Street and New South Head Road axis and those of the Darling Point peninsula. The proposed height is also in response to the

site's location, being directly co-located with the Edgecliff Station. The proposed scheme will provide much needed housing supply and options to the projected population growth and changing demographic of both Edgecliff and the wider Woollahra LGA.

In terms of local context and site constraints, the proposed massing of form to the south of the site avoids the ESRL and addresses valued CBD views from existing residential developments to the east of the site, while also preserving solar access to Trumper Oval to the south of the site in accordance with Woollahra DCP controls. Additionally, the proposed podium and tower typology has been developed in response to the site's urban context.

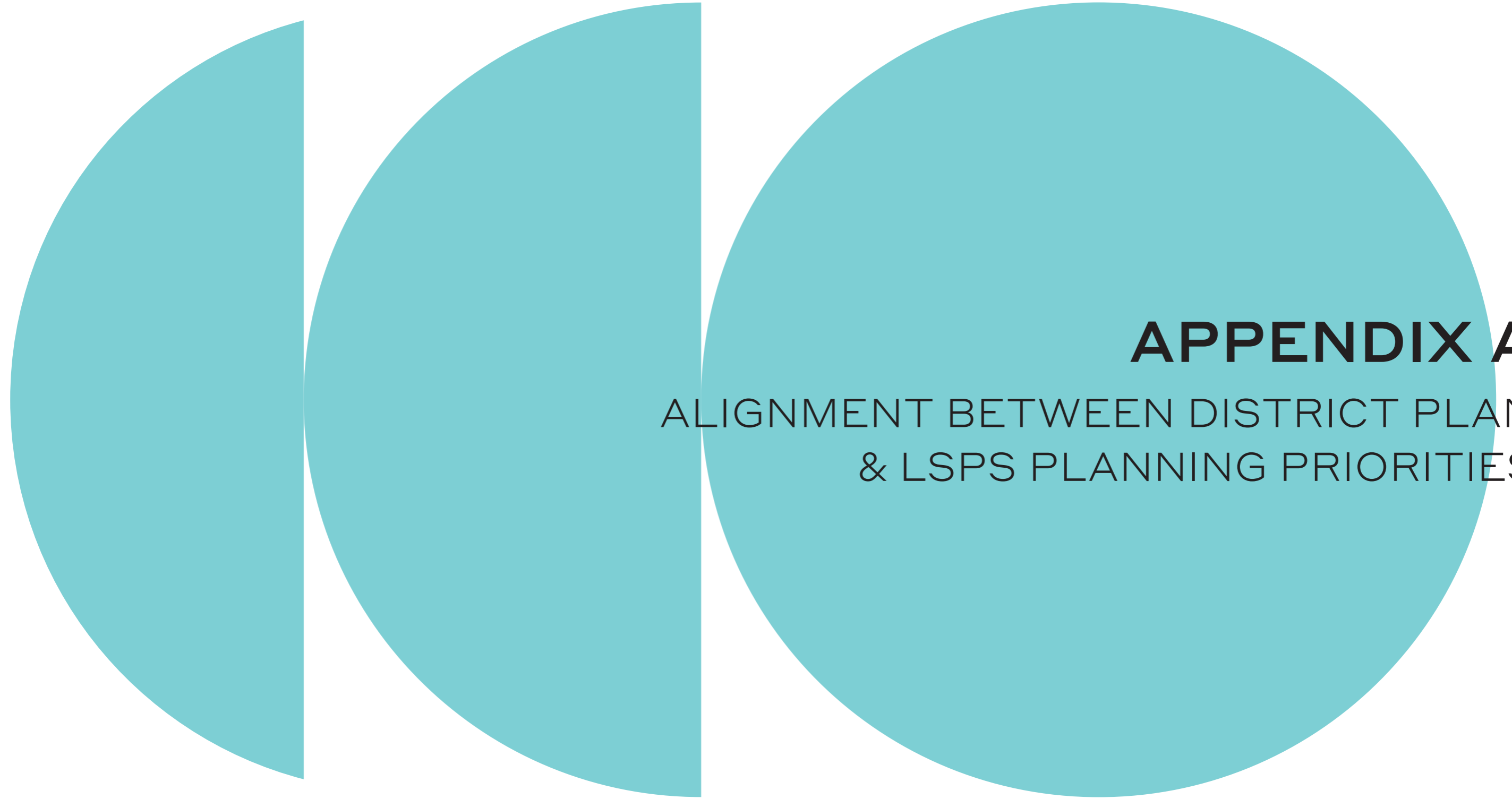
As discussed in this report, Edgecliff's local built form character currently lacks a clear hierarchy, with its diverse mix of built form typologies of varying heights, scales and uses. This mix of typologies are often in juxtaposition next to each other, as a result of the Edgecliff's continuous morphology over the decades. The proposed scheme, with its retail and commercial podium, residential podium and residential tower, aims to unify these separate built form elements and stitches Edgecliff together as a proper town centre with an identity which it currently lacks.

In conclusion, we believe that this report has demonstrated, through rigorous strategic and urban design analysis and considerations, that the planning proposal has sufficient strategic merit to proceed to a gateway determination, and fully supports the planning proposal to amend the Woollahra Local Environmental Plan 2014 to enable renewal of the Edgecliff Centre.



168 View of proposed scheme from New South Head Road  
Source: FJMT

**ETHOS  
URBAN**



# **APPENDIX A**

ALIGNMENT BETWEEN DISTRICT PLAN  
& LSPS PLANNING PRIORITIES

# Appendix A

## Alignment between District Plan & LSPS Planning Priorities

LSPS Planning Priority	District Plan Planning Priority
<b>Theme: Infrastructure and Collaboration</b>	
E1: Planning for integrated land use and transport for a healthy, connected community, and a 30-minute city	E1: Planning for a city supported by infrastructure
E2: Planning for a community supported by infrastructure that fosters health, creativity, cultural activities, and social connections	E3: Providing services and social infrastructure to meet people's changing needs E4: Fostering healthy, creative, culturally rich and socially connected communities
E3: Working in collaboration with our community, government, businesses, and organisations	E2: Working through collaboration
<b>Theme: Liveability</b>	
E4: Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes	E5: Providing housing supply, choice and affordability with access to jobs, services and public transport
E5: Conserving our rich and diverse heritage	E6: Creating and renewing great places and local centres, and respecting the District's heritage
E6: Placemaking supports and maintains the local character of our neighbourhoods and villages whilst creating great places for people	E6: Creating and renewing great places and local centres, and respecting the District's heritage
<b>Theme: Productivity</b>	
E7: Supporting access to a range of employment opportunities and partnerships	E7: Growing a stronger and more competitive Harbour CBD E11: Growing investment, business opportunities and jobs in strategic centres
E8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities	E7: Growing a stronger and more competitive Harbour CBD E11: Growing investment, business opportunities and jobs in strategic centres
E9: Supporting and enabling innovation whilst enhancing capacity to adapt and thrive in a rapidly changing digital environment	E7: Growing a stronger and more competitive Harbour CBD E11: Growing investment, business opportunities and jobs in strategic centres
<b>Theme: Sustainability</b>	
E10: Protecting and improving the health, diversity and enjoyment of our waterways and water ecosystems	E16: Protecting and enhancing scenic and cultural landscapes E17: Increasing urban tree canopy cover and delivering Green Grid connections E18: Delivering high quality open space
E11: Conserving and enhancing our diverse and healthy green spaces and habitat, including bushland, tree canopy, gardens, and parklands	E16: Protecting and enhancing scenic and cultural landscapes E17: Increasing urban tree canopy cover and delivering Green Grid connections E18: Delivering high quality open space
E12: Protecting and enhancing our scenic and cultural landscapes	E16: Protecting and enhancing scenic and cultural landscapes E17: Increasing urban tree canopy cover and delivering Green Grid connections E18: Delivering high quality open space
E13: Improving the sustainability of our built environment, businesses, and lifestyles by using resources more efficiently and reducing emissions, pollution, and waste generation	E19: Reducing carbon emissions and managing energy, water and waste efficiently
E14: Planning for urban resilience so we adapt and thrive despite urban and natural hazards, stressors and shocks	E20: Adapting to the impacts of urban and natural hazards and climate change