

# EDGECLIFF COMMERCIAL CENTRE

## PLANNING AND URBAN DESIGN STRATEGY



Draft  
April 2021



## **Acknowledgement of Country**

Woollahra Council acknowledges the Gadigal and Birrabirragal people who are the traditional custodians of this land and pay respects to Elders past, present and emerging.



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# Executive Summary

The Edgecliff Commercial Centre (ECC) is an important local hub and a gateway to the Woollahra Local Government Area (LGA). It is ideally located close to the Sydney CBD and has access to commercial, retail, recreational areas and transport services including the Edgecliff station and bus interchange. The ECC is surrounded by significant heritage items and heritage conservation areas (HCA) including the Paddington HCA.

The *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (this Strategy) reviews the planning controls for the ECC to create a clear and coordinated framework to guide future development of the centre.

The aim of this Strategy is to revitalise the ECC by facilitating high-quality transit oriented development with a range of land uses including commercial, retail, community facilities and housing.

The key elements of the Strategy include:

- *Land Use:* Promote mixed use development with a focus on commercial uses around the Edgecliff train station and non-residential uses along the length of New South Head Road with residential uses on upper levels of new development (except in the heritage conservation areas).
- *Building height:* Concentrate the greatest heights around the ridgeline to emphasise the sloping topography and protect significant views from homes, public spaces and roads.
- *Floor space:* Facilitate uplift on amalgamated sites and introduce a minimum non-residential FSR to facilitate a mix of land uses.

- *Built form:* Sensitive respond to heritage items and heritage conservation areas by lowering street wall heights and encourage the location of vehicle entries on secondary streets.
- *Active street frontages:* Encourage active street frontages to activate the public domain, increase pedestrian amenity, create visual interest and increase passive surveillance in the area.
- *Design excellence:* Require new development to deliver the highest standard of architectural design and urban design.
- *Community infrastructure:* Require new development to be accompanied by community infrastructure.
- *Affordable housing:* Require new development to provide affordable housing for a minimum of 5% of the additional residential GFA achieved.
- *Public domain:* Improve liveability via public domain improvements including new public spaces, urban greening, street furniture, pedestrian paths, cycleways and public art.
- *Traffic and transport:* Mitigate the traffic impacts of development uplift through infrastructure upgrades, encouragement of active transport and reduction in car parking requirements for smaller apartments.



# 1. Introduction

## 1.1 About this plan

The *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (the Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC) and provides recommendations on planning controls, urban design, public domain and transport to guide future development in the ECC.

The Strategy was initiated by a resolution of the Woollahra Urban Planning Committee on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

In conjunction with the *Draft Edgecliff Commercial Centre Public Domain Strategy*, this strategy seeks to revitalise the ECC by creating a clear and coordinated framework to facilitate development that:

- provides high quality transit oriented development with a suitable mix of uses that supports community needs,
- displays design excellence,
- upgrades and activates the public domain,
- enhances active transport,
- provides affordable housing, and
- contributes to the delivery of community infrastructure that meets a range of community needs now and in the future.

Supporting this aim, the Strategy requires that any increased density is accompanied by community infrastructure and public domain improvements to support the long term liveability and sustainability of the ECC. This includes new public spaces, community facilities, affordable housing, urban greening, pedestrian and cycling infrastructure and improved access to public transport.

The Strategy was informed by the review undertaken by consultants to assess the planning controls and identify opportunities for future uplift within the ECC. The review included the following documents:

- *SJB Planning and Urban Design Study*
- *JLL Market Analysis*
- *SCT Transport Analysis*
- *GTA Transport Assessment*

This Strategy is consistent with Council policies and plans, including:

- *Woollahra Local Strategic Planning Statement 2020*
- *Woollahra Integrated Transport Strategy (Draft)*
- *Woollahra Community Facilities Study* (adopted September 2020)
- *Woollahra Public Art Policy* (Adopted October 2009)
- *Woollahra Social and Cultural Plan* (November 2018)
- *Woollahra Disability Inclusion Action Plan* (Adopted June 2017)
- *Woollahra Street Tree Master Plan* (April 2014)
- *Woollahra Voluntary Planning Agreement Policy 2020*

## 1.2 Study area

This Strategy applies to the ECC as shown in Figure 1.

The ECC is located along New South Head Road from the intersection of New Beach Road in the west to the intersection of Ocean Avenue in the east. New South Head Road is a major thoroughfare that dissects the ECC, and is an impediment to north- south pedestrian movement.

The ECC is an important gateway to the Woollahra Local Government Area (LGA). It connects the Woollahra LGA to the Sydney Central Business District (CBD) and the eastern suburbs.

The Edgecliff train station is a key public transport interchange in the ECC and the eastern suburbs. It connects the LGA to Bondi Junction and the Sydney CBD along the Illawarra train line. The Edgecliff bus interchange is located above the train station and provides regular bus connections to Bondi, Rose Bay, Watsons Bay, the Sydney CBD and the North Shore.

The centre's access to the Edgecliff public transport interchange and proximity to the Sydney CBD makes it a good location for promoting transit oriented development (TOD) supported by well designed public spaces and a vibrant local economy.

The ECC currently has a mix of retail, commercial and residential uses. There are a large number of health related industries currently located in the Edgecliff Centre building (203-233 New South Head Road) adjacent to the train station.

The ECC offers panoramic views towards the harbour, CBD and the Harbour Bridge.

The ECC is surrounded by a number of heritage items, the Paddington Heritage Conservation Area (HCA), the Mona Road HCA and the Woollahra HCA, which add to the local character of the centre.

The centre is also in close proximity to public open spaces including Rushcutters Bay Park, Trumper Park and Trumper Oval, providing a range of sporting and recreational facilities.

A number of schools are located within walking distance of the ECC including Ascham School, Sydney Grammar School, Edgecliff Preparatory and Double Bay Public School. The ECC also has easy access to a number of tertiary educational institutions including COFA (UNSW College of Fine Arts) and the National Art School by bus and road.

The Double Bay Centre is located within a 10 to 15 minutes walk from the Edgecliff train station and complements the ECC in providing a range of community services, local businesses and dining opportunities.

The ECC provides easy access to other nearby centres and precincts that offer entertainment opportunities including Bondi Junction; Kings Cross; Woolloomoolloo; Oxford Street and Darlinghurst; Surry Hills; Moore Park Entertainment Quarter; and the Centennial Park.



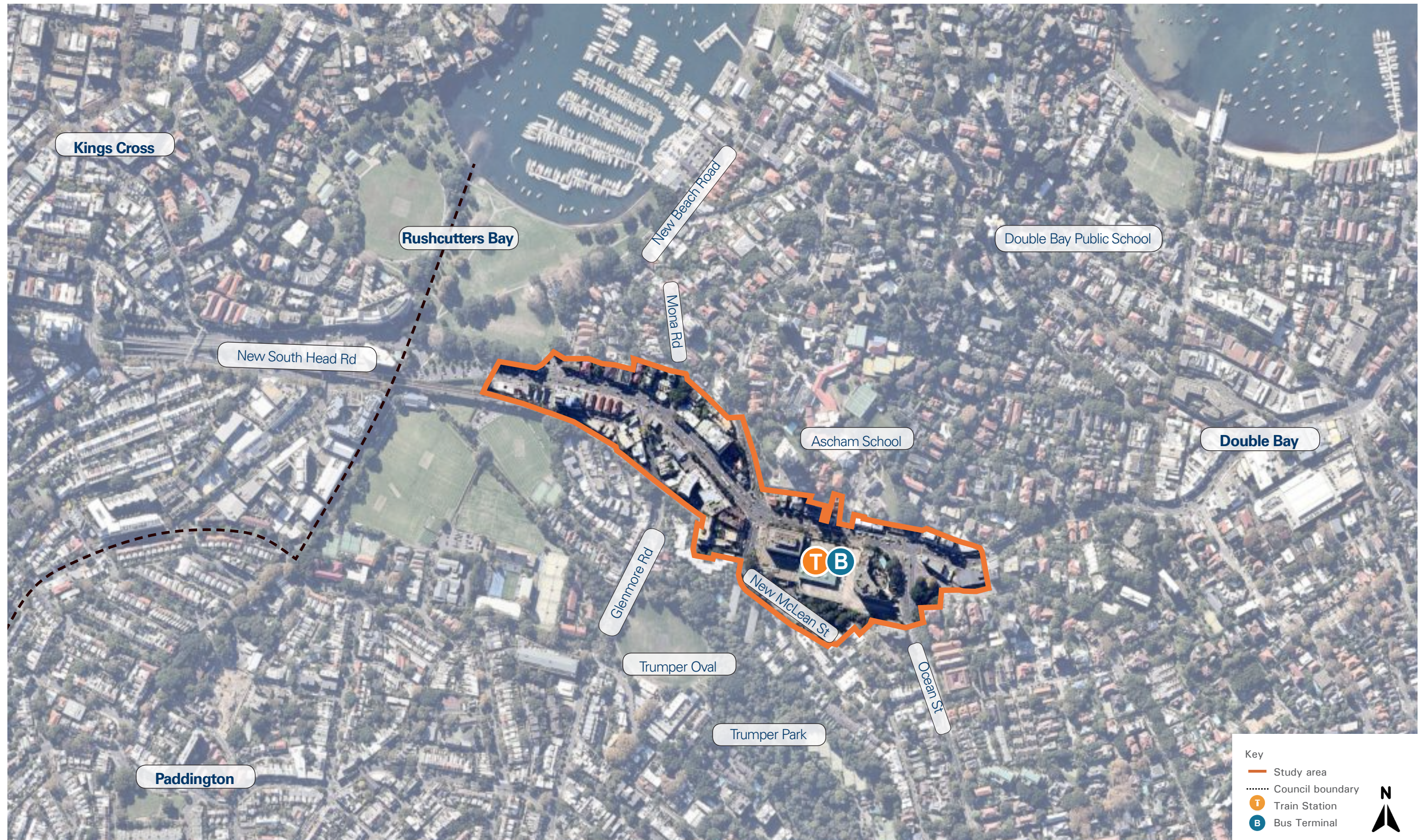


Figure 1. Study Area: Edgecliff Commercial Centre (SJB 2018)



# 2. Strategic context

## 2.1 Metropolitan plans

The Greater Sydney Region Plan, *A Metropolis of Three Cities* (Region Plan), establishes a vision of three cities: the Western Parkland City, the Central River City and the Eastern Harbour City.

Edgecliff is located in the Eastern Harbour City, which is envisioned to become a more innovative and globally competitive city.

Key directions for the Eastern Harbour City include improving infrastructure, strengthening and supporting the Harbour CBD and increasing housing supply in the right locations to support the aspiration for a 30 minute city.

The *Eastern City District Plan* (District Plan) contains the planning priorities and actions for implementing the Region Plan at a district level. It is a link between regional and local planning.

The Region and District Plans establish a three-level hierarchy of centres– metropolitan, strategic and local centres – reflecting their role in the overall economic geography of Greater Sydney.

Edgecliff is identified as a local centre which is characterised by local jobs and services for the local catchment in contrast to strategic or metropolitan centres which service much larger catchments.

As per the Region Plan, jobs need to be located within 30 minutes’ access of where people live. The District Plan aims to improve the 30 minute access to jobs within the Eastern City by enhancing east/west connectivity via a potential rapid bus service between Sydney City and Bondi Junction and a number of walking and cycling infrastructure commitments.

The Eastern City is identified as having a population increase of 325,000 inhabitants by 2036. It sets a five year housing target for the Woollahra LGA of an additional 300 dwellings by 2021.

The Region Plan also requires Councils to demonstrate how they can meet the indicative 6-10 year housing targets. It is noted that the 6-10 year housing target for 2021/22 to 2025/26 for the Woollahra LGA (as indicated by the Greater Sydney Commission's Assurance Panel) is an additional 500 to 600 dwellings (March 2020).

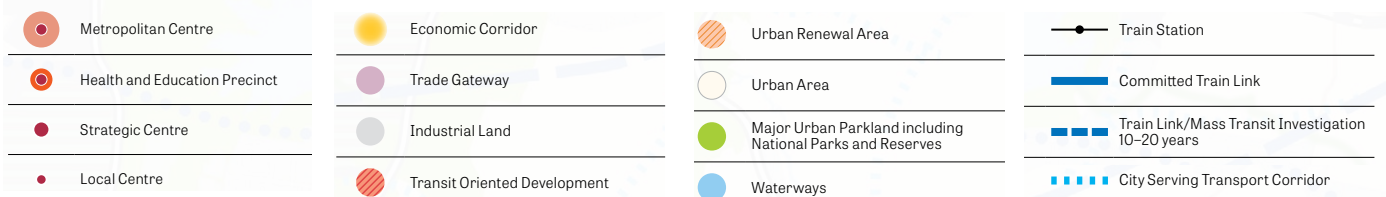
The District Plan encourages urban renewal in existing and new centres with frequent high capacity public transport. This is to allow more people to live in areas that provide access to jobs and services.

The District Plan identifies that there is an unmet need for diverse housing. It recommends providing a range of different types, sizes and price points to help improve affordability and suggests that 5-10% of new residential floor space is affordable rental housing.

Several sustainability measures have been identified to combat the urban heat island effect, including protecting biodiversity, delivery of Sydney’s green grid and enhancing urban tree canopy.



Figure 2. Structure Plan for the Eastern City District (Source: Eastern City District Plan 2018, p11)





# 2.2 Council plans

## Woollahra Community Strategic Plan

Woollahra 2030 is Council’s Community Strategic Plan. It identifies the strategic direction and integrated planning framework for the Woollahra LGA under the Local Government Act 1993.

It identifies five themes that summarise what the community values, namely community wellbeing, quality places and spaces, a healthy environment, local prosperity and community leadership and participation.

Each theme sets key goals for Council to facilitate and deliver in partnership with community and other government agencies.

This Strategy strives to achieve the following goals:

- Goal 1: A connected, harmonious and engaged community for all ages and abilities
- Goal 2: A supported, enabled and resilient community
- Goal 3: A creative and vibrant community
- Goal 4: Well planned neighbourhoods
- Goal 5: Liveable places
- Goal 6: Getting around
- Goal 9: Community focused economic development
- Goal 10: Working together

## Woollahra Local Strategic Planning Statement

The Woollahra Local Strategic Planning Statement 2020 (Woollahra LSPS 2020) sets out a 20-year land use vision and planning priorities to help ensure the Woollahra LGA continues to be a great place to live, work, play and visit.

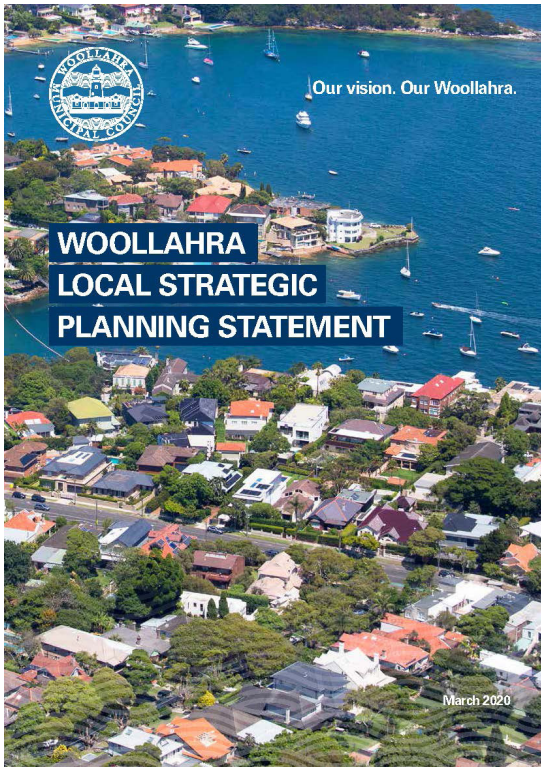
The Woollahra LSPS 2020 encourages a diverse range of housing choices in well-planned locations that are the right fit for our area and have easy access to public transport, jobs, and community services. New housing should enhance the vibrancy and attractiveness of our villages and destinations whilst protecting our distinctive village character through fine-grain human scale design.

This Strategy responds to Action 38 of the Woollahra LSPS 2020 which states: 'Undertake community consultation on the Edgecliff Commercial Centre Planning and Urban Design Study (due 2020).

This Strategy strives to achieve a number of planning priorities of the LSPS including:

- Planning Priority 2: Planning for a community supported by infrastructure that fosters health, creativity, cultural activities and a social connections
- Planning Priority 3: Working in collaboration with our community, government, businesses and organisations.
- Planning Priority 4: Supporting diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes\*.
- Planning Priority 5: Conserving our rich and diverse heritage.
- Planning Priority 6: Placemaking supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people.
- Planning Priority 8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment and community activities.
- Planning Priority 13: Improving the sustainability of our built environment, businesses, transport and lifestyles by using resources more efficiently and reducing emissions, pollution and waste generation.

\*Note: At the time of drafting this Strategy, Council is preparing a Local Housing Strategy to determine the appropriate distribution of the indicative 6-10 year housing targets for 2021/22 to 2025/26 of 500 to 600 dwellings as indicated by the Greater Sydney Commission's Assurance Panel (March 2020).



## 2.3 Woollahra Local Environmental Plan 2014

### Land Use Zones

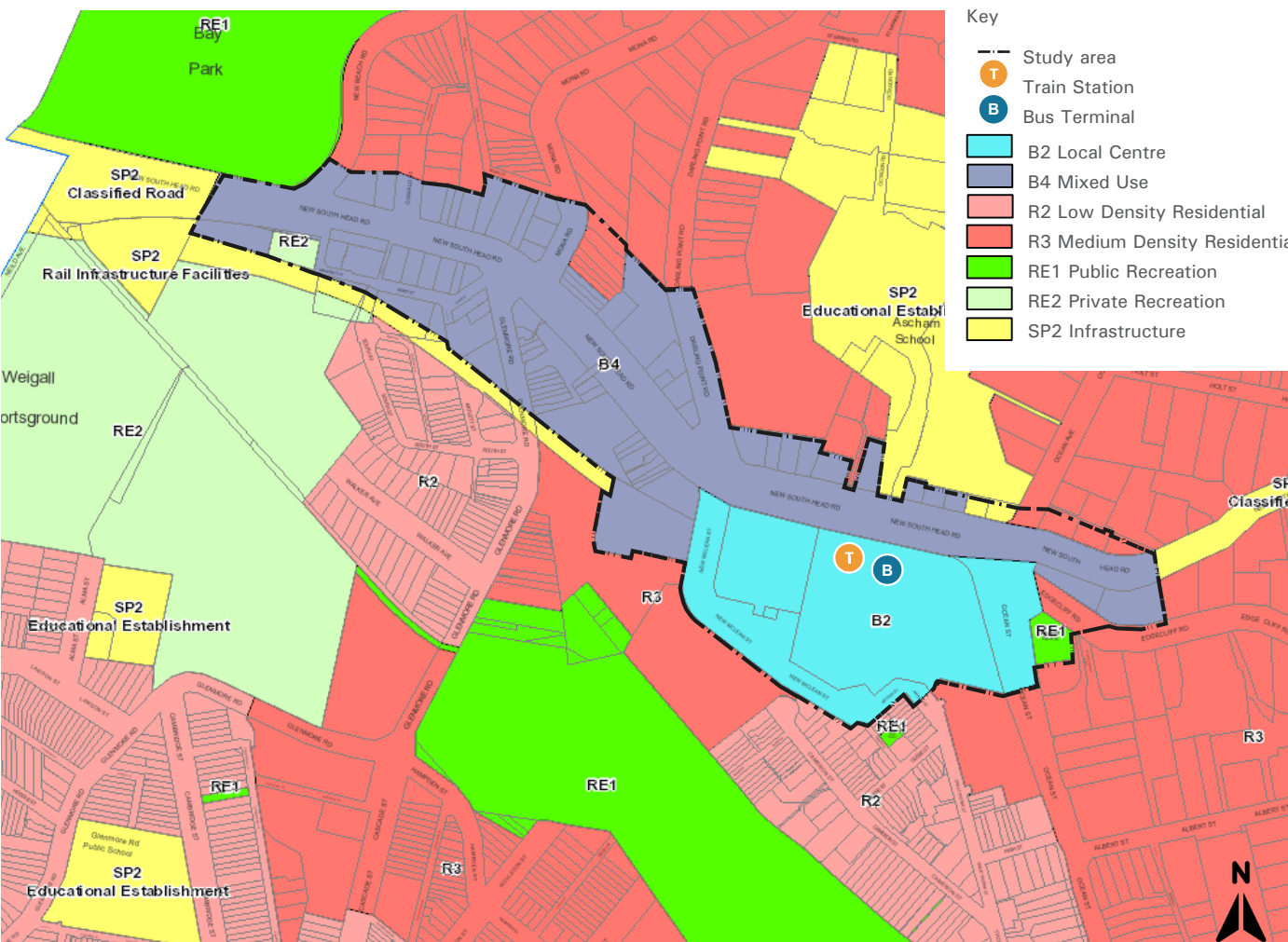


Figure 3. Woollahra LEP 2014 Land Use Zones map extract

The study area is predominantly zoned B2 Local Centre and B4 Mixed Use with a small number of lots zoned R3 Medium Density Residential.

The site at 81-83 New South Head Road is zoned RE2 Private Recreation. However, it is currently occupied by a car wash facility which is not permissible in the RE2 Private Recreation zone.

The Edgecliff Square Reserve located at the intersection of Edgecliff Road and Ocean Street is zoned RE1 Public Recreation.

Surrounding the study area are predominantly residential or recreation zones, with the Ascham School (SP2 Special Infrastructure) located to the north.

### Height of Buildings

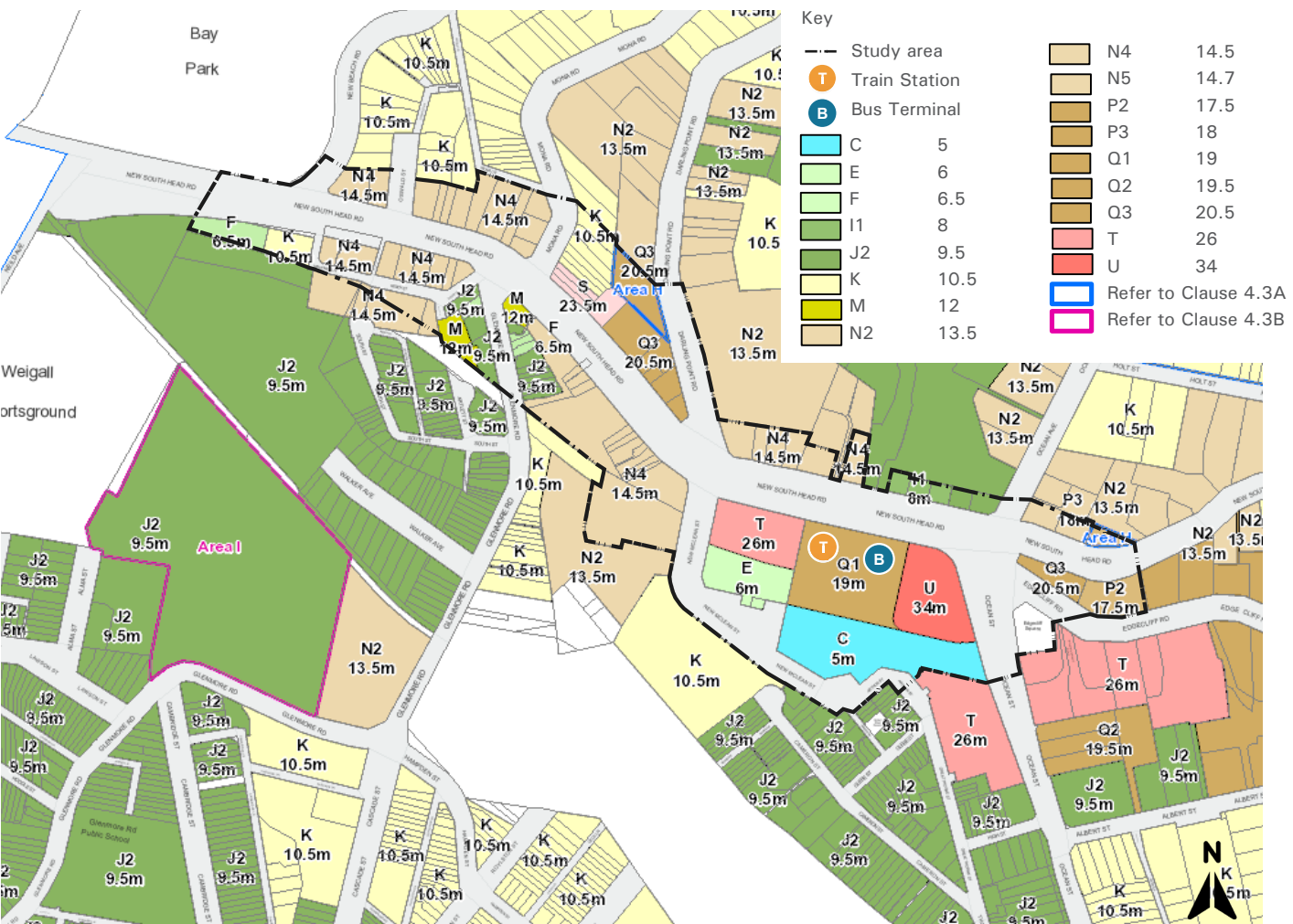


Figure 4. Woollahra LEP 2014 Height of Buildings map extract

The maximum Height of Buildings (HOB) within the ECC ranges from 5 metres to 34 metres.

The distribution of the maximum HOB generally follows the natural topography. The highest HOB is concentrated around the ridgeline (around the train station) and steps down with the natural landform. This allows reasonable amenity and views to be maintained across the ECC.

It is noted that some of the existing development in and around the ECC was built before the Woollahra LEP 2014 was introduced. These buildings may be taller than the current maximum HOB standard.



Floor Space Ratio



Figure 5. Woollahra LEP 2014 FSR map extract

The maximum Floor Space Ratio (FSR) within the ECC ranges from 0.5:1 to 4:1.

The distribution of FSR allows higher density development around the train station and transitions down to the west and east away from the train station along New South Head Road.

It is noted that some of the existing development in and around the ECC was built before the Woollahra LEP 2014 was introduced. These buildings may have a greater gross floor area than the current maximum FSR standard.

Heritage

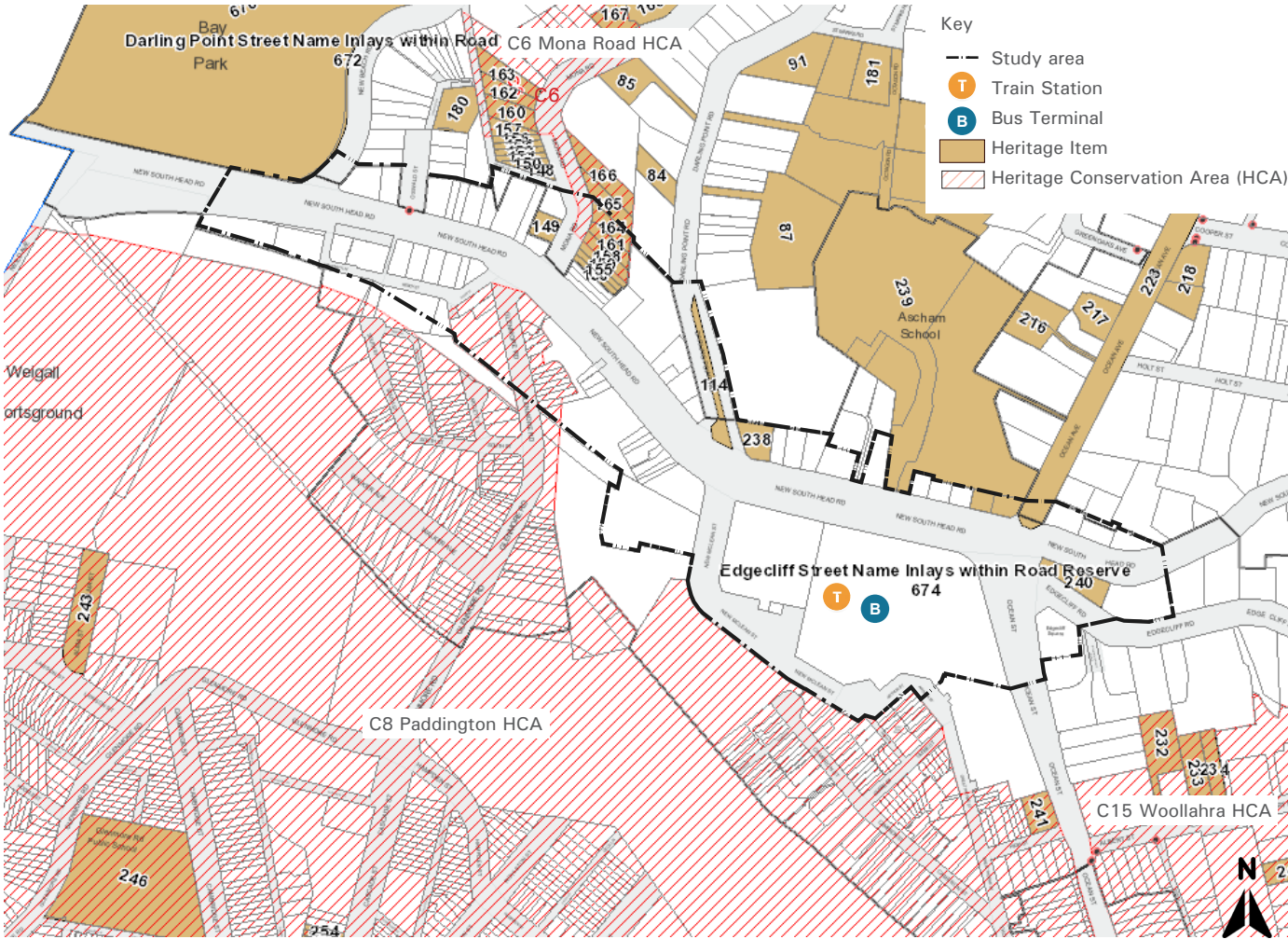


Figure 6. Woollahra LEP 2014 Heritage map extract

There are a number of local heritage items within and adjoining the ECC. These include the former bank building at 136 New South Head Road, Ascham School at 188 New South Head Road and the former Post Office at 287–289 New South Head Road.

Rushcutters Bay Park at New South Head Road and the Fenton residential building at 8 Albert Street are state listed heritage items located to the west and south of the ECC respectively.

Parts of the Paddington HCA and Mona Road HCA are located within the south west and north west of the ECC respectively. The study area is also adjacent to the Woollahra HCA to the south-east.

The Edgecliff train station and the railway viaduct are listed as heritage items under Section 170 of the Heritage Act 1977.

## 2.4 Woollahra DCP 2015

The *Woollahra Development Control Plan 2015* (Woollahra DCP 2015) establishes detailed planning and design guidelines for development across the LGA. Key chapters that apply to the ECC include:

### Part B: General Residential

Sites in the ECC that are zoned R3 Medium Density Residential are subject to the provisions in Chapters B1, B2 and B3. It is noted that certain residential sites in the ECC are located in the Darling Point Precinct and the Mona Road HCA.

### Part C: Heritage Conservation Areas (HCAs)

#### Chapter C1 Paddington HCA

This chapter applies to sites in the ECC that are located in the Paddington HCA.

Paddington is a unique urban area which possesses historical, aesthetic, technical and social significance at a national and state level. Chapter C1 provides detailed controls on development in the Paddington HCA with regards to built form, open space and public domain.

Development in the ECC must carefully consider the provisions in this part and the impacts it may have on the HCA.

### Chapter D2 Mixed Use Centres

#### D2.2 New South Head Road Corridor

This section establishes the desired future character and objectives for sites zoned B4 Mixed Use in the ECC.

The future built form as described in this section includes a range of residential and commercial land uses with four to six storey mixed use buildings fronting New South Head Road.

Relevant controls relating to the built form include:

- C1- The ground level contains active uses, preferably speciality retailing and personal services that do not generate high parking demand.
- C2- Offices and residential uses are generally located above street level.
- C11- Awnings are provided for mixed use and commercial buildings.
- C16- At ground level, the building may have a zero setback to side and rear boundaries.
- C20- Development on land in proximity to the adjoining heritage conservation area is in architectural harmony with the adjoining historical buildings in respect of massing, modelling of facades, fenestration and external materials, colours and finishes.

### Chapter D3 General Controls for Neighbourhood and Mixed Use Centres

This chapter contains general controls for twelve centres, zoned either B1 Neighbourhood Centre or B4 Mixed Use. It applies to the sites zoned B4 Mixed Use in the ECC.

The chapter includes general controls on uses; street character; built form; building articulation; heritage and contributory buildings; acoustic and visual privacy; landscaped area and private open spaces; car parking and vehicular access; and site facilities. For the ECC, the relevant controls include:

- D3.2: C5- Development provides a range of residential accommodation types and forms (such as multi-level dwellings on the upper storeys).
- D3.3: C5- Vehicle access is not off the active street frontage. Vehicular entries are from a secondary street, are discrete and minimise conflicts with pedestrians.
- D3.3: C16- Development protects existing street trees and includes streetscape improvements.
- D3.4 : C14- Development maintains the significant views and vistas identified on the maps for the centres in Chapter D1 and D2.
- D3.8: C1- Deep soil landscaped area comprises at least 10% of the site area, with the exception of Hopetoun Avenue, where at least 15% of the site area is deep soil landscaped area.

### Chapter D4 Edgecliff Centre

This chapter establishes the desired future character and objectives for land at 203-233 New South Head Road and 235 New South Head Road. These sites are zoned B2 Local Centre.

The future built form includes increased residential and commercial land uses. Currently, buildings up to eight storeys are permissible along New South Head Road, with ten storeys at the corner with Ocean Street, transitioning down to one to two storeys at the New McLean Street frontage.

Relevant controls relating to the built form include:

- C1- The ground floor of the building on New South Head Road is setback 3m.
- C3- The design of the lower part of the street façade relates to the scale of pedestrians.
- C18- Development provides an active frontage to New South Head Road, New McLean Street and Arthur Street.
- C27- 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.

### Part E: General Controls for All Development

This part establishes general provisions for parking and access, stormwater management, tree management, contaminated land, waste management, sustainability, signage, and adaptable housing.

Chapter E1 includes controls that require development to provide appropriate electrical infrastructure to facilitate the installation of electric vehicle charging points, and green travel plans to encourage active and public transport.



## 2.5 Council policies

### Woollahra Voluntary Agreement Policy 2020

This policy relates to planning agreements which are legally established under the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*. The policy only applies to those planning agreements to which the Council is or will be a party.

Planning agreements provide a means for allowing the local community to share in the financial benefit obtained by a developer due to a change in planning controls or a consent to a development application.

As part of the future development envisioned for the ECC, Council may consider entering into a planning agreement with developers to provide a way for the local community to secure public benefits in addition to measures which are required to address the impact of development on private and public lands.

### Double Bay Public Domain Strategy 2016

This strategy was prepared by Aspect Studios. It was adopted by Council in August 2016. The strategy identifies a holistic approach to the public domain in the Double Bay Village Centre, and extends along New South Head Road to Ocean Street. Two sections of the strategy are relevant to the ECC. These include:

#### B3.01 Edgecliff Gateway

This section identifies that pedestrian amenity is compromised at the intersection between New South Head Road and Ocean Street due to the prioritisation of vehicle movements.

The proposal for this intersection includes prioritisation of pedestrians, reduction of hard paved areas to reduce urban heat, additional planting and new trees, new lighting and smart poles, improved wayfinding and the removal of the slipway to improve pedestrian amenity as shown in Figure 7.

#### B3.02 Western Approach

This section notes that the pavement along New South Head Road between Ocean Street and Manning Road is largely in need of repair and upgrade.

The study notes that the amenity of pedestrians around the bus tunnel is compromised due to the steep incline, lack of shade, lack of street furniture, and excessive waiting times at crossings.

Proposed improvements for this areas include the reduction of hard paved areas, increased planting to provide a buffer between pedestrians and vehicles, improved crossing points, new pedestrian lighting, bubblers and street furniture, smart-poles to improve wayfinding and sense of place.

The study also recommends a shared cycling and pedestrian path on the southern footpath along New South Head Road and new traffic calming crossing solutions at key intersections as shown in Figure 8.

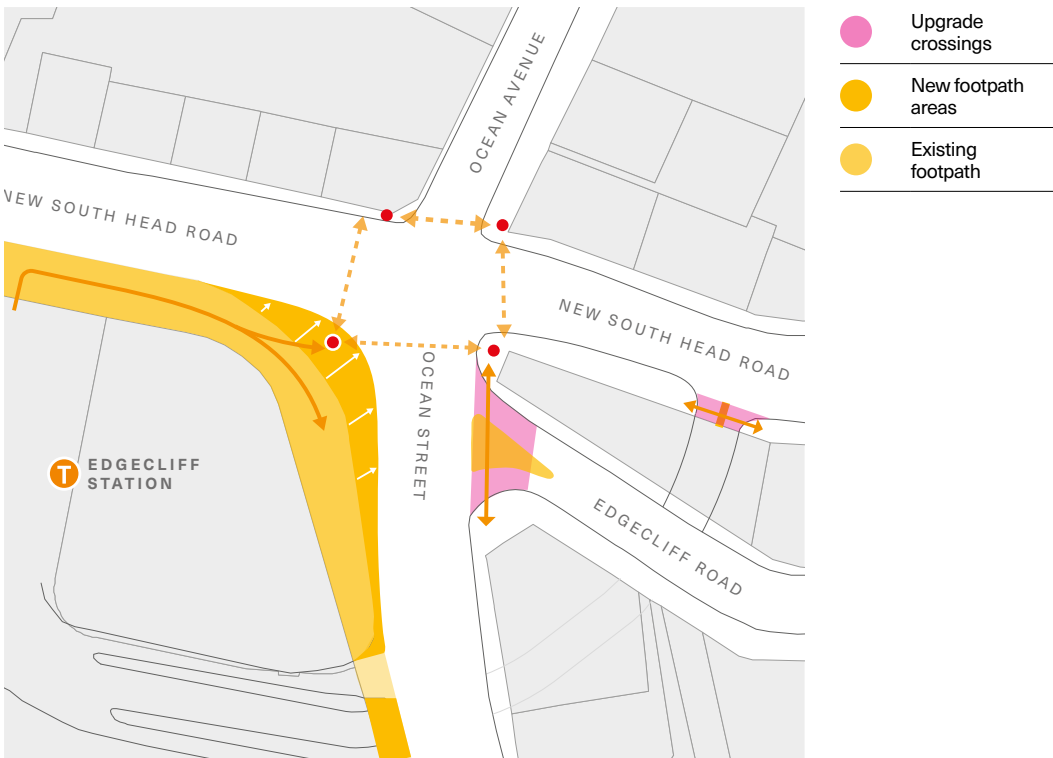


Figure 7. Proposed improvements to the Edgecliff Gateway (Source: Double Bay Centre Public Domain Strategy 2016)

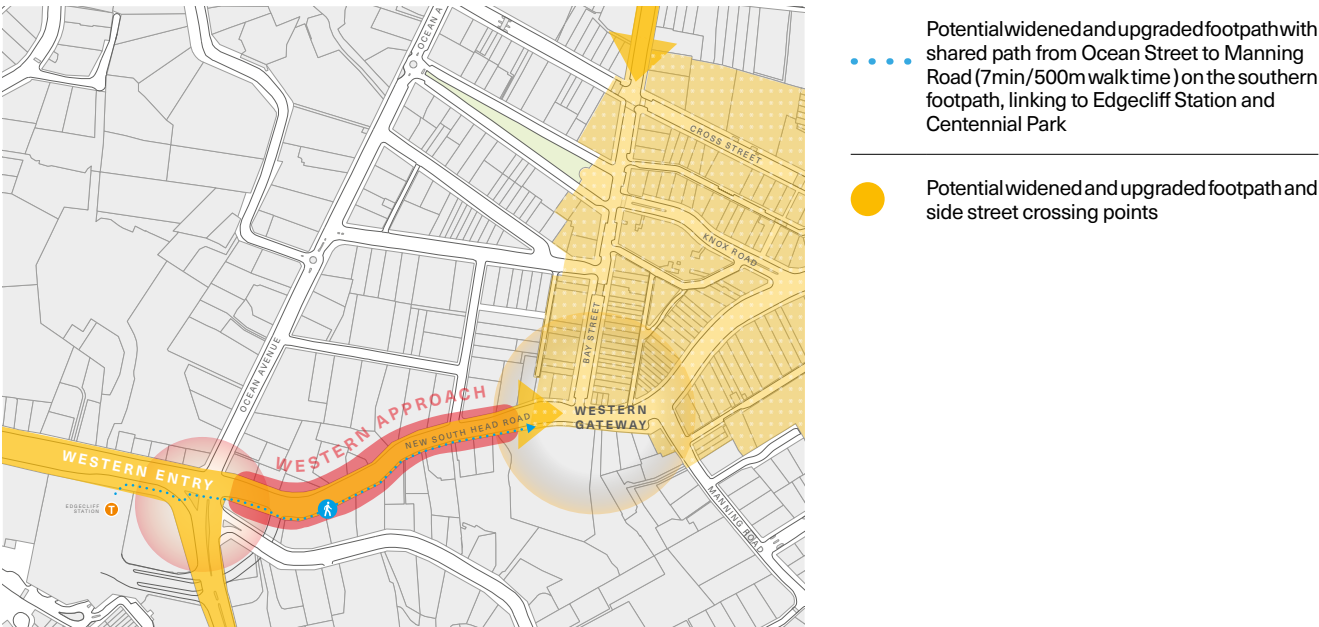


Figure 8. Proposed improvements to the Western approach (Source: Double Bay Centre Public Domain Strategy 2016)



## 2.6 Recent proposals

In 2010, Council identified 24 opportunity sites within the Woollahra LGA to meet the NSW Government's housing targets. However, in 2011 Council resolved to defer any further consideration of the proposed planning control changes for the opportunity sites. It is noted that four of these sites were within the ECC:

- 73–79 New South Head Road
- 2–14 New South Head Road
- 203–233 and 235–285 New South Head Road
- 240–246 New South Head Road

There are a number of sites in the ECC where developers are interested in increasing the maximum Height of Buildings (HOB) and Floor Space Ratio (FSR) standards in the Woollahra LEP 2014 to facilitate buildings with a dominant residential use. Some have made enquiries, whilst others have formally lodged requests for planning proposals.

Ad-hoc planning proposal requests focus on a particular site, and this results in a fragmented and uncoordinated approach to planning.

A number of recent development applications in the ECC have involved substantial redevelopment. Some of these have proposed additional storeys that exceed the permissible maximum building height on the site.

Figure 9 identifies recent development applications involving substantial redevelopment, and sites where we have received enquiries or where requests for planning proposals have been lodged.



Figure 9. Recent proposals in the ECC

Recent planning proposal enquiries or requests	Recent development applications
1. 77-83 New South Head Road (On hold)	i. 73-79 New South Head Road (Approved)
2. 2-14 New South Head Road (On hold)	ii. 81-83 New South Head Road (Approved)
3. 529-539 Glenmore Road (Discontinued)	iii. 502 Glenmore Road (ongoing)
4. 80-84 and 90 New South Head Road (Approved)	iv. 80-84 and 90 New South Head Road (Approved)
5. 203–233 New South Head Road (Refused by Council)	v. 114-118 New South Head Road (Approved)
6. 136 New South Head Road (Refused by Council)	vi. 135-153 New South Head Road (Withdrawn)
7. 240-246 New South Head Road (Constructed)	vii. 136 New South Head Road (Withdrawn)
	viii. 230-238 New South Head Road (Approved)
	ix. 240-246 New South Head Road (Approved)



# 3. Local context

## 3.1 Existing built form

The ECC has a high percentage of apartments within high and medium density buildings totaling 96.5% of the building stock in the suburb (ABS 2016).

The built form along New South Head Road is predominantly three to four storeys high, punctured by several taller buildings. The Cadry's building at the intersection of New South Head Road and Glenmore Road is a three-storey former pub in the Paddington HCA and has a high social and historical significance that reflects the neighbourhood evolution of the area (see Figure 10).

The streets in the surrounding residential neighbourhood have a range of building styles and typologies and benefit from street tree planting, with many streets having extensive tree canopies.

New South Head Road is a wide arterial road with six lanes of traffic. Despite a number of retail frontages, the built form along the road is generally not active.

A number of streets link to the HCAs, which have a unique character of Victorian terraces and mature street trees.

New McLean Street and Reddy Street currently have service entrances and driveways for development fronting New South Head Road. The pedestrian amenity and safety in these streets is compromised by the large number of driveways on these streets.

It is also noted that a large number of lots within and surrounding the ECC have been previously developed and strata subdivided. This limits their potential for future development.

## 3.2 Movement network

Pedestrian movement in the ECC varies in amenity, safety and connectivity. There are limited pedestrian crossings in the north-south direction which reduces accessibility to surrounding areas.

A number of densely vegetated paths connect New McLean Street with Trumper Park. However, due to the topography, the paths are not easily accessible for people with different mobility needs.

The Edgecliff bus interchange provides access to a number of public bus routes and is accessed from above the Edgecliff train station.

Buses enter the Edgecliff bus interchange through Ocean Street and exit through a tunnel underneath Ocean Street, merging with New South Head Road before the Ocean Street intersection (see Figure 11).

Car ownership is high, with 46.4% of Edgecliff residents owning a car. However only 26.4% use a car to travel to work (ABS 2016). This indicates that the majority of residents use public or active transport during their commute.

The majority of the traffic within the ECC is through-traffic. New South Head Road has steady traffic between early morning and late evening, with congestion during peak hours.

Clearway and T2 transit lane restrictions apply along New South Head to prevent congestion especially between Darling Point Road and New McLean Street.

A number of sites within the immediate study area are serviced from New South Head Road. Waste collection for many of these sites is from the footpath which interrupts the pedestrian traffic and detracts from the visual presentation of the ECC.



Figure 10. Existing street view facing East from the intersection of New South Head Road, Mona Road and Glenmore Road (Source: Google maps 2021)



Figure 11. Existing street view facing West from the intersection of New South Head Road and Ocean Street (Source: SJB 2018)



### 3.3 Topography

The natural landform in the ECC rises from west to east along New South Head, with the Edgecliff train station located near the top of the ridgeline, and falling as the ECC extends down the hill to the east.

The topography allows view sharing for development in the ECC to capitalise on the excellent views to the Sydney CBD and Harbour.

However, the topography can make walking or cycling in the area difficult where the incline gets steep. This is particularly notable heading west from Double Bay along New South Head Road and heading up from Trumper Oval towards New McLean Street.

The ECC can be seen from a number of locations in the surrounding area. Whilst the ECC is predominantly identified by the Ranelagh building located to the north of the ECC and the Edgecliff Centre building, other elements such as the train viaduct and the Morton Bay Fig trees lining Rushcutters Bay Park are also visible from the surrounding areas.



Figure 12. View from Trumper Park looking towards Ranelagh tower (Source: SJB 2018)

### 3.4 Views

Due to the topography and abundance of street trees, it is difficult to perceive a full or direct view towards the ECC from street level in the surrounding areas. However, it is likely that the upper levels of buildings surrounding the ECC will have views towards and beyond the ECC to the CBD or harbour.

A view of the city skyline can be seen from along the majority of New South Head Road. Another glimpse of the skyline can be seen from Ocean Street between the two buildings at 170 Ocean Street and 235-285 New South Head Road.

A number of taller apartment buildings in and around the ECC have largely uninterrupted regional views, with different apartments able to see views to the CBD skyline to the west, Harbour to the north, district views to the east, or regional views towards Centennial Park, Paddington and Darlinghurst to the south.



Figure 13. Existing street view facing West from New South Head Road looking East (Source: SJB 2018)

### 3.5 Opportunities

The key opportunities in the ECC include:

- Improve pedestrian amenity and connectivity in the centre by exploring new locations for crossings and through-site links (see Figure 13).
- Reinforce the gateway role of the centre
- Strengthen the centre's civic, health and employment role.
- Create a sense of identity along New South Head Road.
- Create public spaces for gathering.
- Investigate potential sites for uplift.
- Investigate mechanisms to capture any increased value to benefit the residents and workers within the area.

- Investigate alternate methods for waste collection and vehicle access for sites along New South Head Road.
- Identify opportunities for public art.
- Improve pedestrian amenity along New McLean Street.
- Investigate new urban technologies such as smart poles or sustainability measures to improve the environmental and social qualities of the ECC.

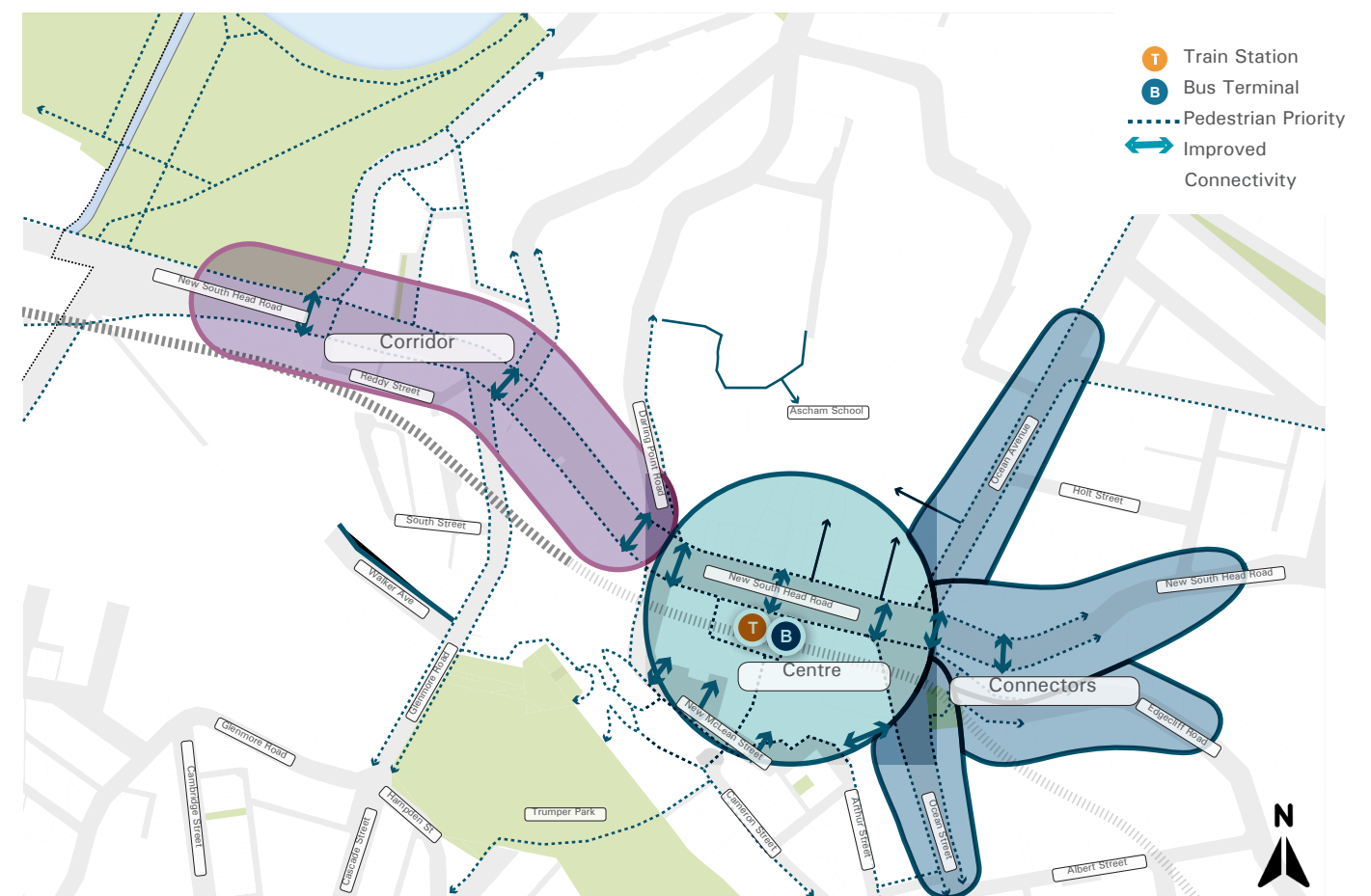


Figure 14. Opportunities in the ECC based on movement (SJB 2018)



### 3.6 Constraints

**Built form constraints**

Some sites have limited redevelopment potential due to one or more of the following reasons:

- Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.
- Heritage listed items and buildings located in a heritage conservation area should be retained.
- Sites fronting New South Head Road with no secondary street access have restricted servicing arrangements.
- Strata-titled lots have lesser development potential due to the large number of owners required to affect change on these sites.
- Existing residential zones limit the opportunity for a diverse range of uses that are needed to strengthen the economic role of the ECC.

Given the above constraints, Figure 15 identifies those sites that have development potential under the Strategy.

**Public domain and movement network constraints**

The key public domain and movement constraints in the ECC include:

- Traffic along New South Head Road compromises pedestrian amenity.
- Steep topography hinders accessibility for people with less mobility.
- Activities of schools may impact upon the movement through the ECC.
- View corridors towards the CBD and district need to be managed to allow view sharing.
- The Eastpoint Food Fair and Edgecliff Centre buildings serve as a local commercial core in the ECC. However, the location of the rail tunnel underneath the sites, the bus interchange above the sites and the complicated ownership arrangements\* are considerations for any future development on these sites.

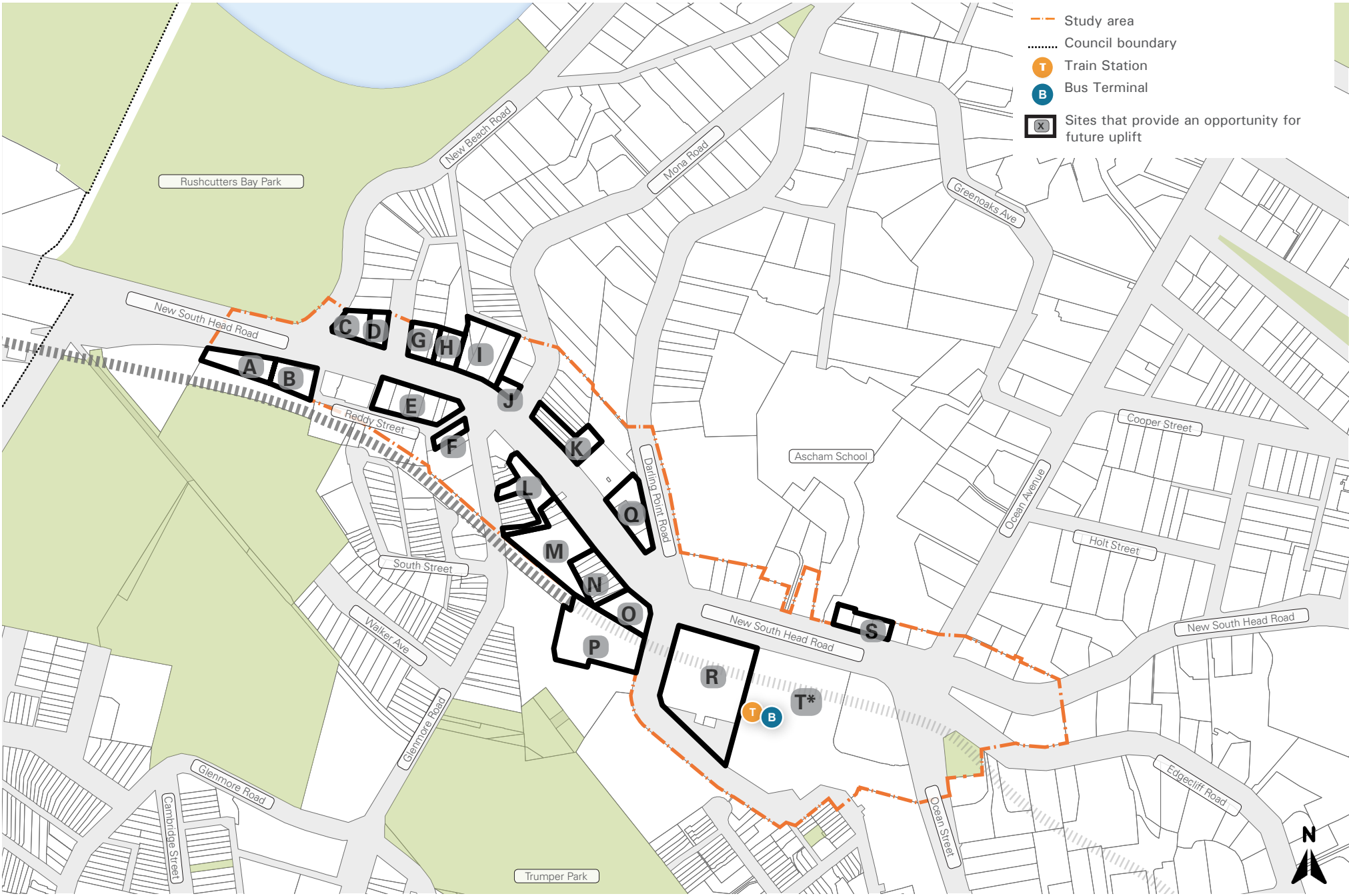


Figure 15. Sites that provide an opportunity for future uplift

*\*Note: The airspace above the Eastpoint Food Fair building (235-285 New South Head Road) is currently owned by the residential tower at 180 Ocean Street. This serves as a constraint on any development on this site.*



# 4. Vision

## 4.1 Vision statement

*Edgecliff is a key local hub for our community. It is the gateway that links Sydney's eastern suburbs and CBD along a vital transit corridor and a key piece of public transport infrastructure. It is surrounded by significant heritage including the Paddington HCA.*

*Edgecliff will capitalise on its excellent connectivity to the Sydney CBD, Bondi Junction, harbour-side parks and lifestyle destinations that make the centre one of Sydney's most liveable.*

*The centre will continue to serve an important economic function and provide diverse opportunities for a range of services, commercial and retail, community facilities and housing. The built form will sensitively respond to the unique character of the heritage conservation areas.*

*Design excellence is a critical component for delivering the vision for the ECC. It will ensure that new developments promote sustainability and liveability, and protect the significance of heritage items and heritage conservation areas which contribute to the unique character of the ECC.*

*Future development will be accompanied by community infrastructure and public domain improvements to support the long term liveability and sustainability of the ECC. This includes new public spaces, community facilities, affordable housing, urban greening, pedestrian and cycling infrastructure and improved access to public transport.*

Figure 16. Artist's impression indicating the potential built form under the preferred development scenario as viewed from New South Head Road opposite the intersection with Glemore Road looking East (Source: SJB 2018)





## 4.2 Desired future character

There are five precincts identified in the ECC. Each precinct varies in scale and uses. The desired future character for each precinct is described on this page.

### 1. Western Gateway

This precinct serves as the main entrance to the Woollahra LGA from the Sydney CBD. Future development will reinforce the gateway quality of this precinct through architectural features, landscaping, public art, lighting and public domain upgrades.

The existing linear park between 85-97 New South Head Road will be enhanced.

Future built form will frame views into the ECC from the west and sensitively respond to the mature Moreton Bay Fig trees that line the edge of Rushcutters Bay Park.

### 2. Mixed Use Corridor

This precinct provides a range of retail, non-residential and residential uses. Future development will have a vibrant mixed use character with active street frontages at ground level, continuous awnings, well-articulated facades and upper storey setbacks to reduce the overall bulk and scale.

The public domain will be enhanced through a new linear park along the southern side of New South Head Road, additional street trees, footway upgrades, public art and wayfinding.

### 3. Paddington Gateway

This precinct marks the entry to the Paddington HCA, which possesses historical, aesthetic, technical and social significance at a national and state level.

Future development will respect and retain the existing low to medium scale character of this precinct through the continuation of two storey street walls and vertical articulation.

The entry to the Paddington Gateway from Glenmore Road will be enhanced through public art, wayfinding and footway upgrades.



Figure 17. Character areas

### 4. Local Commercial Core

This precinct is the focal point for employment, retail, community services and apartments in the ECC. The Paddington HCA is located adjacent to this precinct.

Future development will enhance the employment role of the ECC through high-quality architecture and urban design demonstrating design excellence. Active frontages, new public spaces, urban greening and public art will promote liveability.

New McLean Street will provide a sensitive transition and access to the Paddington HCA. Impacts on views and solar access to existing public open spaces, streets and residential areas will be minimised.

### 5. Eastern Gateway

This precinct serves as the gateway to the ECC from the east and provides connections to surrounding residential neighbourhoods.

The gateway character of this precinct will be enhanced through public art, urban greening, wayfinding and improvements to the pedestrian infrastructure.

The Edgecliff Square Reserve will be upgraded to provide additional opportunities for active and passive recreation.



## 4.3 Illustrative masterplan

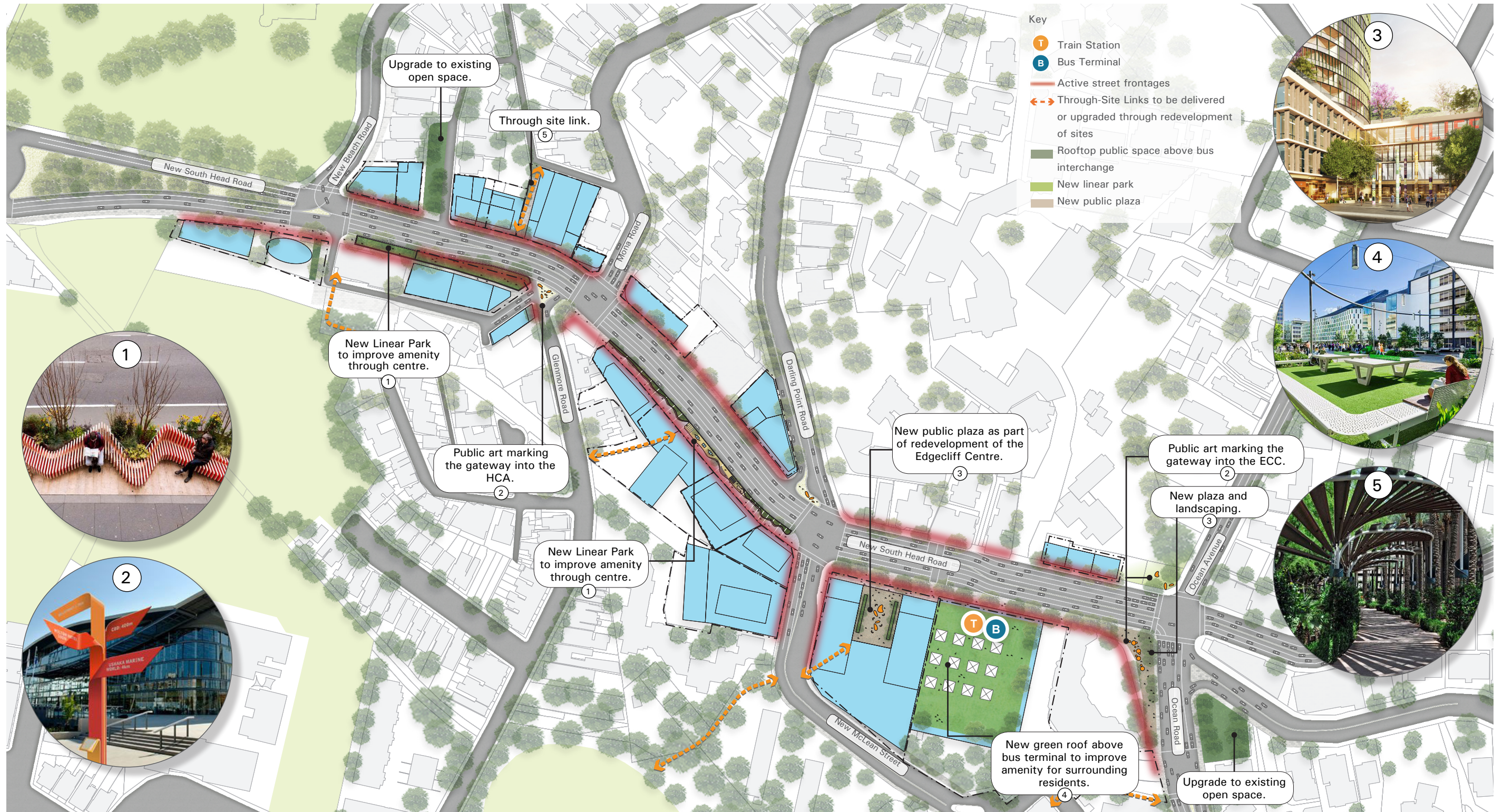


Figure 18. Illustrative masterplan (SJB 2018 modified by Council staff)



# 5. Strategies

## 5.1 Land Use

To achieve the desired future character for the ECC, the existing B4 Mixed Use and B2 Local Centre zoning in the centre will be retained. These zones are consistent with the future vision for the ECC.

Commercial uses will be concentrated around the Edgecliff train station (see Figure 19). Non-residential uses will be located along the length of New South Head Road (see Figure 22).

To ensure that New South Head Road is functional and vibrant and that all residents have adequate amenity, residential uses will be located above other uses with sufficient setbacks. The illustrative masterplan (Figure 18) outlines the indicative built form envisioned for the ECC.

The site at 81-83 New South Head Road is zoned RE2 Private Recreation. However, it is currently occupied by a car wash facility which is not permissible in the RE2 Private Recreation zone. It is therefore recommend that this anomaly is rectified by amending the zoning of the land to reflect the use of the land.

The change in zone would make the car wash facility permissible, and the site will no longer be subject to the existing use rights provisions in the *NSW Environmental Planning and Assessment Act 1979*.

Sites zoned R3 Medium Density Residential and/or located in the HCAs will retain their existing land uses and no changes are proposed.

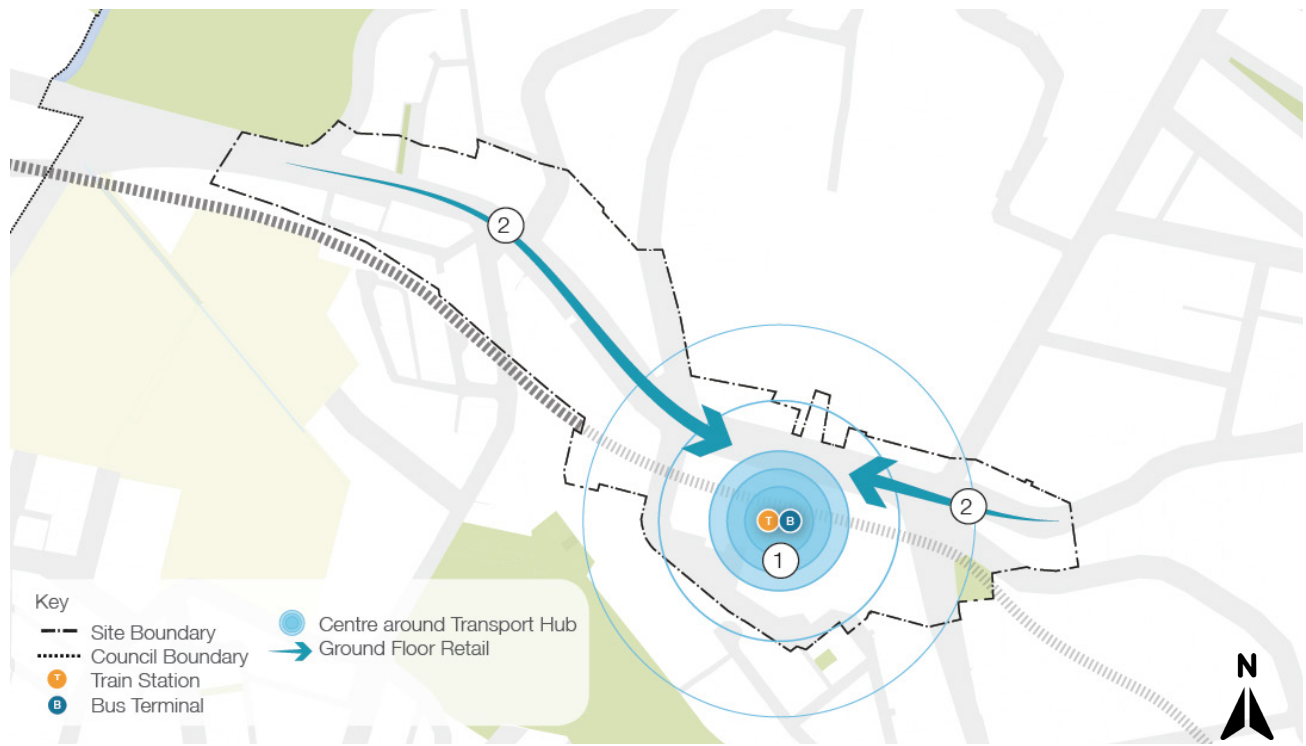


Figure 19. Land Use Structure Plan (SJB 2018)

## 5.2 Building heights

This proposed building heights respond to the local context and the sloping topography. View sharing from existing residential buildings and significant views from public spaces and roads in the ECC were considerations for the proposed building heights.

The proposed maximum building heights across the ECC range from 17 to 89 metres (4 storeys to 26 storeys) based on individual site merit and context. The greatest height will be focused around the Edgecliff train station in the local commercial core.

To promote orderly development that is supported by public benefits, the proposed building heights can be accessed only if the sites are developed consistent with the proposed amalgamation pattern as identified in Figure 21. The proposed building heights for each of the amalgamated sites are identified in Figure 22.

### Street wall heights

Four storey street wall heights are proposed for sites immediately surrounding the Edgecliff train station to allow commercial floorspace to be concentrated within podium levels. Transitioning away from the station, the street wall height will reduce to two storeys (see Figure 20).

The distribution of buildings heights reflects the focal point near the station and a more human-scale of development heading away from the station. The varied built form height along the length of New South Head Road has an added benefit of framing long views up the hill towards the Local Commercial Core precinct.

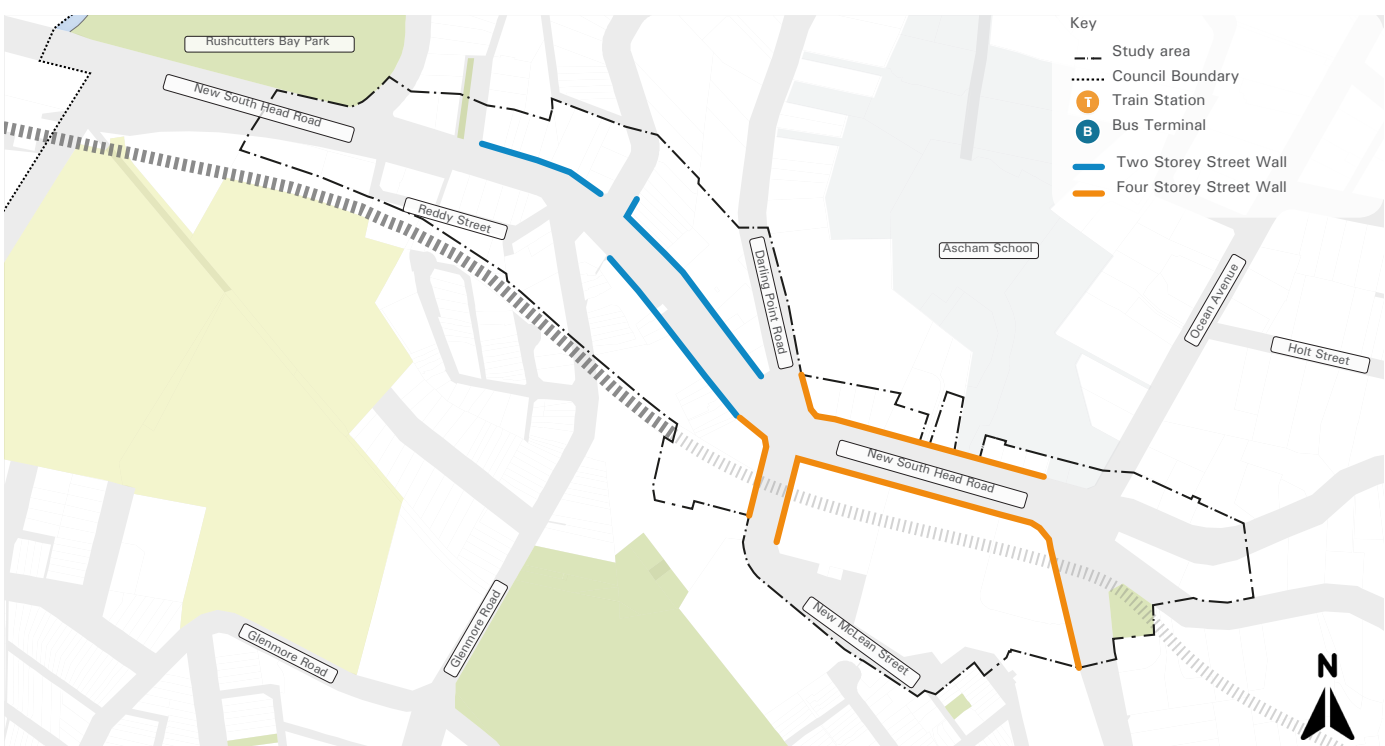


Figure 20. Proposed street wall heights (SJB 2018)



### 5.3 Floor space

The proposed FSRs are the result of a feasibility analysis undertaken by JLL in collaboration with SJB .

To facilitate uplift, the Strategy identifies maximum FSRs ranging from 2.0:1 to 7.5:1 based on individual site merit and context. The highest density is proposed around the Edgecliff train station. Figure 22 illustrates indicative massing of the built form under the proposed maximum building heights and FSRs.

To promote orderly development that is supported by public benefits, the proposed FSRs can be accessed only if the sites are developed consistent with the proposed amalgamation pattern. The proposed maximum FSR for each of the amalgamated sites is identified in Figure 22.

All mixed use sites are assumed to have one or more levels of non-residential storeys with residential above. At a minimum, it is recommended that any existing commercial floor space in the ECC is maintained.

An FSR has not been identified for the Edgecliff train station site (235 New South Head Road) due to a number of site constraints. Any development on this site will need to ensure consistency with the vision for the ECC .

**Non residential floor space**

Sites around the Edgecliff train station (as shown on Figure 21) will require a minimum non-residential component of between 1:1 to 3:1. This will ensure that the ECC continues to function as a local employment centre and supports the Sydney CBD and Bondi Junction.

**Table 1. Approximate indicative yield based on 100% uptake (SJB 2018)**

Land Use	Approximate existing GFA (m²)	Indicative GFA (m²)	Increase from existing GFA (m²)
Residential uses	60,500 (600-750 dwellings)	102,850 (1,000 –1,250 dwellings)	+42,350 (400- 500 dwellings)
Non-residential uses	53,700	60,250	+6,750
Total	114,000	163,100	+49,100

### 5.4 Amalgamation

Amalgamation of sites is proposed to ensure that development:

- Provides highly functional retail floor spaces on the ground level
- Provides flexibility for a range of non-residential uses such as health or offices
- Provides highly efficient residential floor plates
- Provides efficient parking layout
- Limits the number of vehicle and service entrances
- Facilitates internal loading and waste management areas
- Avoids site isolation.

The suggested amalgamation pattern combines two to five lots based on site area with an average minimum street frontage of approximately 20 to 30 metres (see Figure 21 below).

To promote orderly redevelopment that is supported by new public spaces, pedestrian and cycling infrastructure and better access to public transport, the proposed maximum building heights and FSRs will be considered only if development meets certain criteria including:

- Suitable site amalgamation
- Design excellence
- Delivery of community infrastructure
- Consistency with the Edgecliff Planning and Urban Design Strategy.

Figure 22 is an extract of the 3D model prepared by SJB for their analysis of the preferred development scenario which illustrates the proposed amalgamation pattern, floor space, maximum building heights and street wall heights.



Figure 21. Proposed amalgamation pattern (SJB 2018)



This model is indicative only and illustrates the potential overall bulk and scale for the ECC. It does not set the built form outcomes of this Strategy.

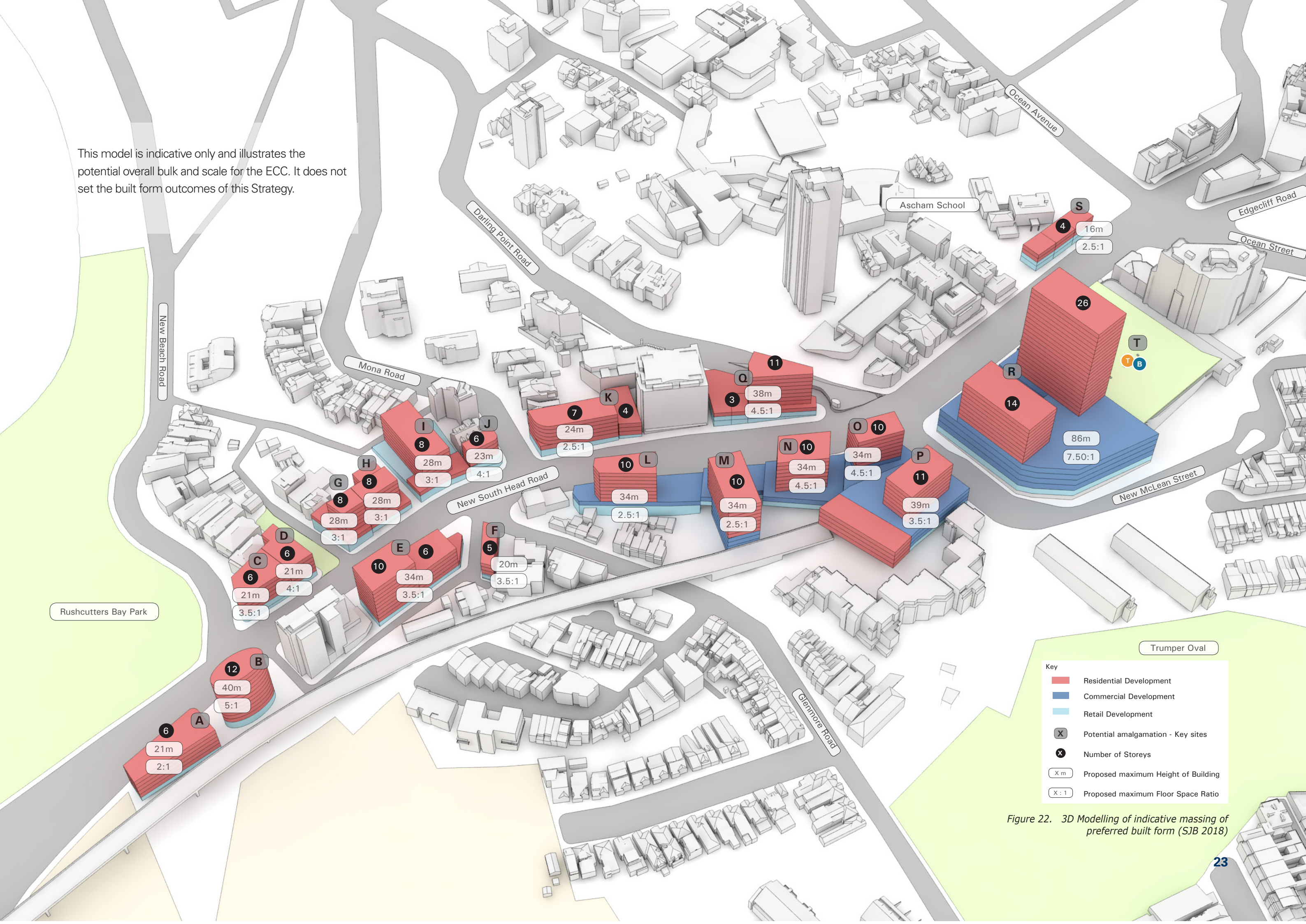


Figure 22. 3D Modelling of indicative massing of preferred built form (SJB 2018)



5.5 Built Form

The proposed built form for the ECC has been informed by the *SJB Planning and Urban Design Study*. The study tested three development scenarios and recommended a preferred development scenario based on an extensive analysis of the urban characteristics of the ECC.

The proposed built form will generally follow the sloping topography of the ECC and locate the tallest buildings around the Edgecliff train station (see Figure 23).

The proposed built form will create a consistent street wall to reinforce the primacy of New South Head Road as a gateway to the east.

New development will be encouraged to locate vehicle entries on secondary streets away from New South Head Road to minimise congestion and improve public domain and street activation.

Future development will be subject to a design excellence process to achieve the best built form outcomes.

Sensitive response to heritage

Heritage items and HCAs in and around the ECC contribute significantly towards the character of the ECC. The strategy recommends that future built form responds to the heritage significance of the area by:

- retaining all heritage items and buildings in the HCAs;
- transitioning to lower street wall heights around heritage items and HCAs;
- providing active frontages and public domain improvements to showcase the heritage significance of the ECC.

The Cadry’s building at the corner of Glenmore Road and New South Head Road marks the entrance to the Paddington HCA. The proposed two storey street wall in this section of the ECC will create an appropriate interface with the Cadry’s building whilst the buildings above will create a varied and interesting skyline.

New McLean Street serves as a transition between the Commercial Core precinct and the Paddington HCA. The street will be enhanced through active frontages, optimised vehicular access, urban greening and a sensitive built form transition to the Paddington HCA.

Solar access

The proposed built form will ensure that solar access to Trumper Park and Oval, the Paddington HCA and existing dwellings is maintained. At a minimum, development must allow 2 hours of direct sunlight between 10am and 2pm on 21 June. Narrow floorplates are proposed wherever possible to facilitate fast-moving shadows and minimise impacts on solar access to existing dwellings.

Guiding Principles

The following Guiding Principles in Table 2 will ensure that amenity is maintained in future development, public open spaces, existing residential areas and HCAs.

Table 2. Guiding Principles	
G1	Development must provide a mix of uses with active street frontages on the ground level along the length of New South Head Road.
G2	Development must ensure that the character of the HCAs is not negatively impacted by the bulk and scale of the built form.
G3	Development must demonstrate design excellence.
G4	Development must contribute towards enhancing the public domain and active transport network.
G5	Development must comply with the <i>State Environmental Planning Policy No 65 — Design Quality of Residential Apartment Development</i> and the <i>Woollahra DCP 2015</i> where relevant.
G6	Development must ensure that surrounding residential areas continue to receive 2 hours of direct sunlight to private open spaces on 21 June.
G7	Development must ensure that existing public open spaces (including Trumper Park and Oval) and new public open spaces must achieve adequate solar access between the hours of 10am and 2pm on 21 June.

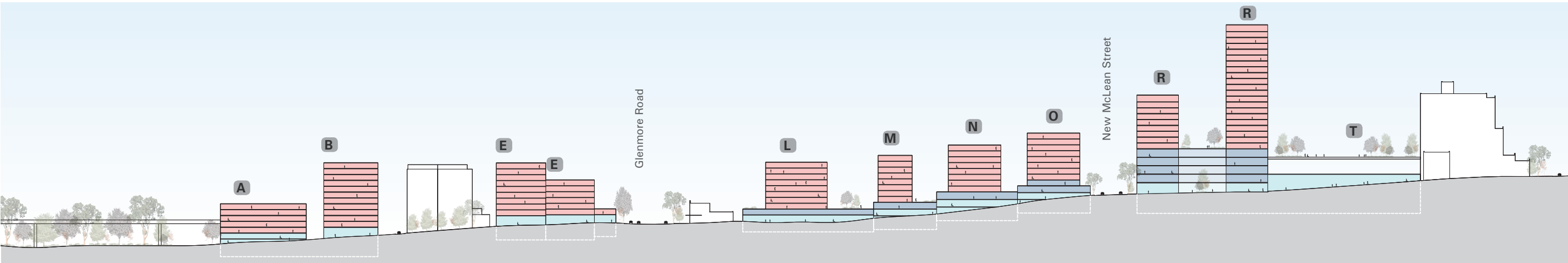


Figure 23. Built form section (SJB 2018)



Edgecliff Centre site

The existing Edgecliff Centre building (203-233 New South Head Road) is a key site in the ECC due to its size, location next to the train station, and relative elevation (the site is at the crest of the ridge).

A landmark development is proposed at this site with a maximum building height of 86 metres (26 storeys). Figure 24 illustrates a section of the proposed development compared to the Ranelagh building. A maximum FSR of 75:1 (see Table 3) and a minimum non-residential FSR of 3:1 is proposed to help retain and enhance the role of the Local Commercial Core precinct.

A key component of the vision for this site is a central ground level public plaza accessed directly from New South Head Road. This will provide a much-needed public gathering space for residents, workers and visitors (see Figures 25 to 27).

Table 3. Indicative maximum FSR for 203-233 New South Head Road based on feasibility target provided by JLL (SJB 2018)

	Proposed GFA	Proposed FSR
Retail	2,893m <sup>2</sup>	75:1
Commercial	17,642m <sup>2</sup>	
Residential	22,275m <sup>2</sup>	
<b>Total</b>	<b>42,810m<sup>2</sup></b>	
<b>Site Area</b>	<b>5,867m<sup>2</sup></b>	



Figure 24. Concept section of envisioned development at 203-233 New South Head Road (SJB 2018)



Figure 25. Artist's impression of the Edgecliff Centre site viewed from New South Head Road looking South-East (SJB 2018)

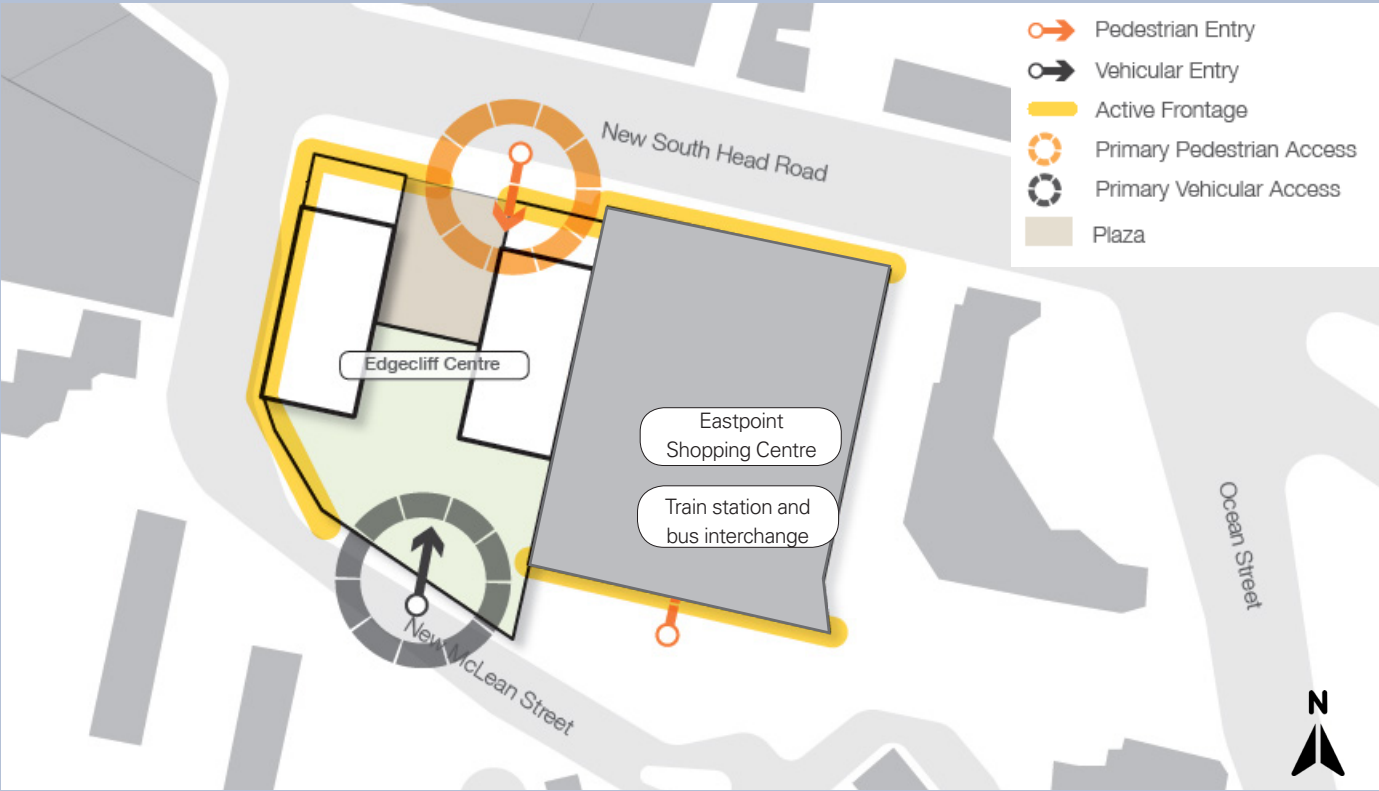


Figure 26. Concept plan of envisioned development at 203-233 New South Head Road(SJB 2018)



Figure 27. Artist's impression indicating the potential public plaza on the Edgecliff Centre site as viewed from New South Head Road looking South (SJB 2018)



## 5.6 Active street frontages

To improve the public domain and reinforce the economic and civic role of the ECC, active street frontages are proposed along the length of New South Head Road and, where possible, along New McLean Street.

The location of active street frontages is identified in Figure 28 below.

Active street frontages will enhance the public domain, improve pedestrian amenity and increase passive surveillance in the area.

This will be achieved by minimising residential uses at ground level along New South Head Road and encourage vehicle access from the side streets.

### Awnings

To support active ground floor uses and improve pedestrian amenity, awnings will be required along the length of New South Head Road.

Where awnings cannot be provided along New South Head Road, where possible the urban tree canopy will be increased through street tree planting to create shade and pedestrian amenity.

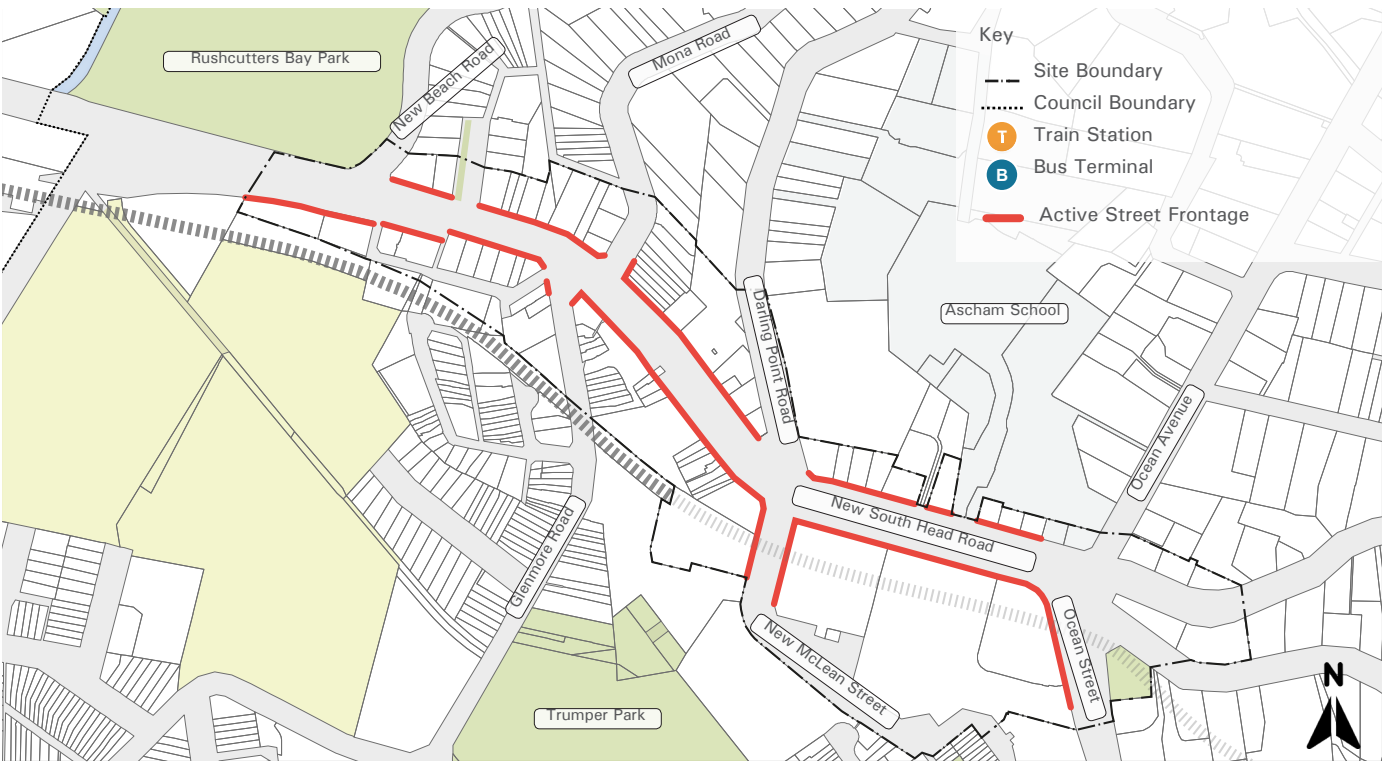


Figure 28. Recommended Active Street Frontages map

## 5.7 Design excellence

Where development uplift is proposed, design excellence will be required. The design excellence process will require developers to consider:

- the standard of architectural design, materials and detailing,
- public domain improvements
- sustainability initiatives
- view sharing principles
- heritage constraints and streetscape constraints
- relationship with surrounding development
- improvement to pedestrian, cycle, vehicular and service access and circulation.

Mechanisms to encourage design excellence such as a new clause in the Woollahra LEP 2014 and a Design Review Panel will be investigated.



Figure 29. Public domain improvements will be encouraged as part of the design excellence process (SJB 2018)

## 5.8 Community facilities

To improve pedestrian amenity, liveability and support residential and commercial uses, development uplift on amalgamated sites must be accompanied by community infrastructure.

The recommendations of the *Woollahra Community Facilities Study* (adopted September 2020) will be considered while determining the types of community facilities required for the ECC.

Council will investigate a range of mechanisms to facilitate delivery of community infrastructure. This may include Voluntary Planning Agreements and/or s7.11 and s7.12 Contribution Plans under the *Environmental Planning and Assessment Act 1979*.

## 5.9 Affordable housing

Affordable housing must be provided at a minimum rate of 5% of new residential GFA.

The delivery of affordable housing will be encouraged through a range of mechanisms including the *Woollahra Voluntary Planning Agreement Policy 2020* and a new clause in the Woollahra LEP 2014.

An artist's impression of the indicative potential development in the ECC is provided in Figure 30.



Figure 30. Artist's impression of indicative potential development in the ECC (Source: SJB 2018)





## 5.10 Public Domain

The *Draft Edgecliff Commercial Centre Public Domain Strategy* identifies opportunities to facilitate a range of public domain improvements in the ECC. It responds to the desired future character of each precinct and recommends a range of projects on public and private land (see Figure 31).

In summary, the strategy identifies opportunities to:

- Reinforce the characteristics of gateway locations through high quality public art.
- Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
- Support walking in the ECC by providing high quality pathways and urban furniture.
- Enhance active transport connections along New South Head Road.
- Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
- Enhance urban greening in the ECC and encourage environmental sustainability through high quality landscape.
- Enhance the amenity of existing parks and provide better connections to green open spaces.

The following page highlights the key opportunities for public domain improvements in the five precincts in the ECC.

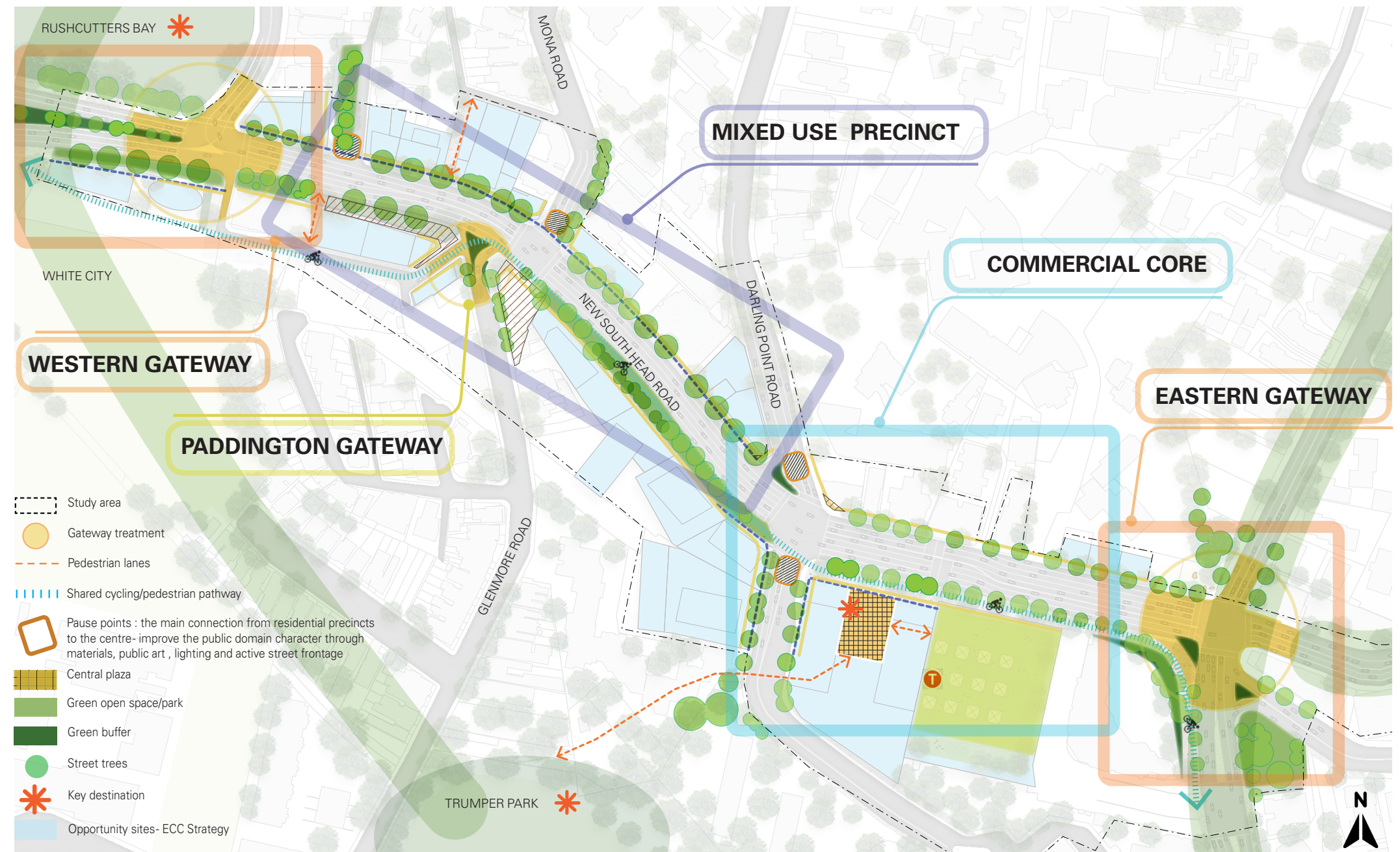


Figure 31. Public Domain Structure Plan (Draft Edgecliff Commercial Centre Public Domain Strategy 2021)



### Western Gateway Precinct

Some of the key opportunities in this precinct are:

- Public art and special lighting features to emphasise the gateway character of the precinct.
- Landscape upgrades including additional trees and ground cover plants.
- Footway widening minimising potential conflict between awnings and street trees.
- Signage and traffic calming elements.
- Pedestrian lighting to enhance the amenity and safety.
- Upgrade the existing linear park between 85-97 New South Head Road with street trees, landscaped verges, urban furniture and wayfinding elements.

### Mixed Use Precinct

Some of the key opportunities in this precinct are:

- New linear park along the south side of New South Head Road to enhance urban greening and active transport (see Figure 32).
- Pocket Park at Oswald Avenue to provide a child-friendly public space complemented by active street frontages and traffic calming (see Figure 33).
- Footway upgrades and widening along the north side of New South Head Road.
- Additional street trees and upgrades to the existing planter boxes.
- Consistent awning patterns.

### Paddington Gateway Precinct

Some of the key opportunities in this precinct are:

- Public art, wayfinding features and special lighting elements to enhance the gateway character of Glenmore Road.
- Footway upgrades and widening to incorporate outdoor dining at the intersection with Reddy Street.
- Enhance the visual character of the railway bridge.

### Commercial Core Precinct

Some of the key opportunities in this precinct are:

- New public plaza as part of the redevelopment of the Edgecliff Centre site (203-233 New South Head Road) providing outdoor dining, landscaping, a range of seating and gathering spaces, lighting features and water elements.
- Investigating potential for an accessible rooftop public open space above the existing bus interchange to provide a range of active and passive activities.
- Outdoor dining along New McLean Street with improved footways, street trees and high quality urban furniture.
- Public art at the intersection of New South Head Road and Darling Point Road to mark the entrance to the ECC from the north.

### Eastern Gateway Precinct

Some of the key opportunities in this precinct are:

- Landscape upgrade to Edgecliff Square Reserve and existing median islands on Ocean Avenue.
- Footway upgrade on the southern side of New South Head Road.
- Investigate potential for a cycleway on New South Head Road\*.
- Public art to enhance the gateway character of the precinct.

*\*Note: At the time of drafting this Strategy, Council is preparing an Active Transport Plan for the Woollahra LGA. The outcomes of the Plan will be incorporated into this Strategy as the concepts are progressed.*



Figure 32. Artist's impression indicating the potential linear park with active frontages along the south side of New South Head Road (Draft Edgecliff Commercial Centre Public Domain Strategy 2021)



Figure 33. Artist's impression indicating the potential public space with active street frontage on Oswald Street (Draft Edgecliff Commercial Centre Public Domain Strategy 2021)



## 5.11 Transport

The *SCT Transport Analysis* provides transport recommendations for SJB's preferred development scenario. The recommended policy directions include:

### Support mixed use development

- Ensure that job-generating land uses are paired with residential land uses to reduce the need for car and public transport journeys.

### Reduce existing parking controls

- Cap parking for the Commercial Core to be no more than currently provided.
- Decrease the maximum parking rate for units to 0.3 spaces for studios and 1 bedroom units, while excepting new residential flat buildings from the residential parking scheme.

### Introduce green travel plan

- Introduce a green travel plan and a parking strategy to redistribute a proportion of the private vehicle trips to alternate transport modes.

### Support additional car share

- Amend the Woollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Investigate the use of car share schemes for new development to reduce dependence on street parking permits.

### Pedestrian wayfinding and safety

- Prepare a pedestrian wayfinding strategy for the ECC.
- Work with Transport for NSW for pedestrian safety upgrades at identified locations.

### Infrastructure improvements

In addition to the policy directions, SCT recommended infrastructure upgrades to improve the operation of the road network in the ECC for public transport, active transport, road network and parking.

Figure 34 highlights SCT's recommendations to improve the transport infrastructure in the ECC.

The key recommendations include:

- Improve existing intersections and road configurations to prioritise pedestrian safety.
- Introduce new signalised pedestrian crossings at the intersection of New South Head Road and New Beach Road, and across the bus access way underneath 287-289 New South Head Road.
- Encourage through-site links and footpath upgrades to improve pedestrian connectivity.
- Widen the right turn lane from New South Head Road to New McLean Street to allow a 50 metres right turn bay (currently approximately 30 metres).
- Ban right turn from Darling Point Road to New South Head Road diverting traffic to Mona Street.

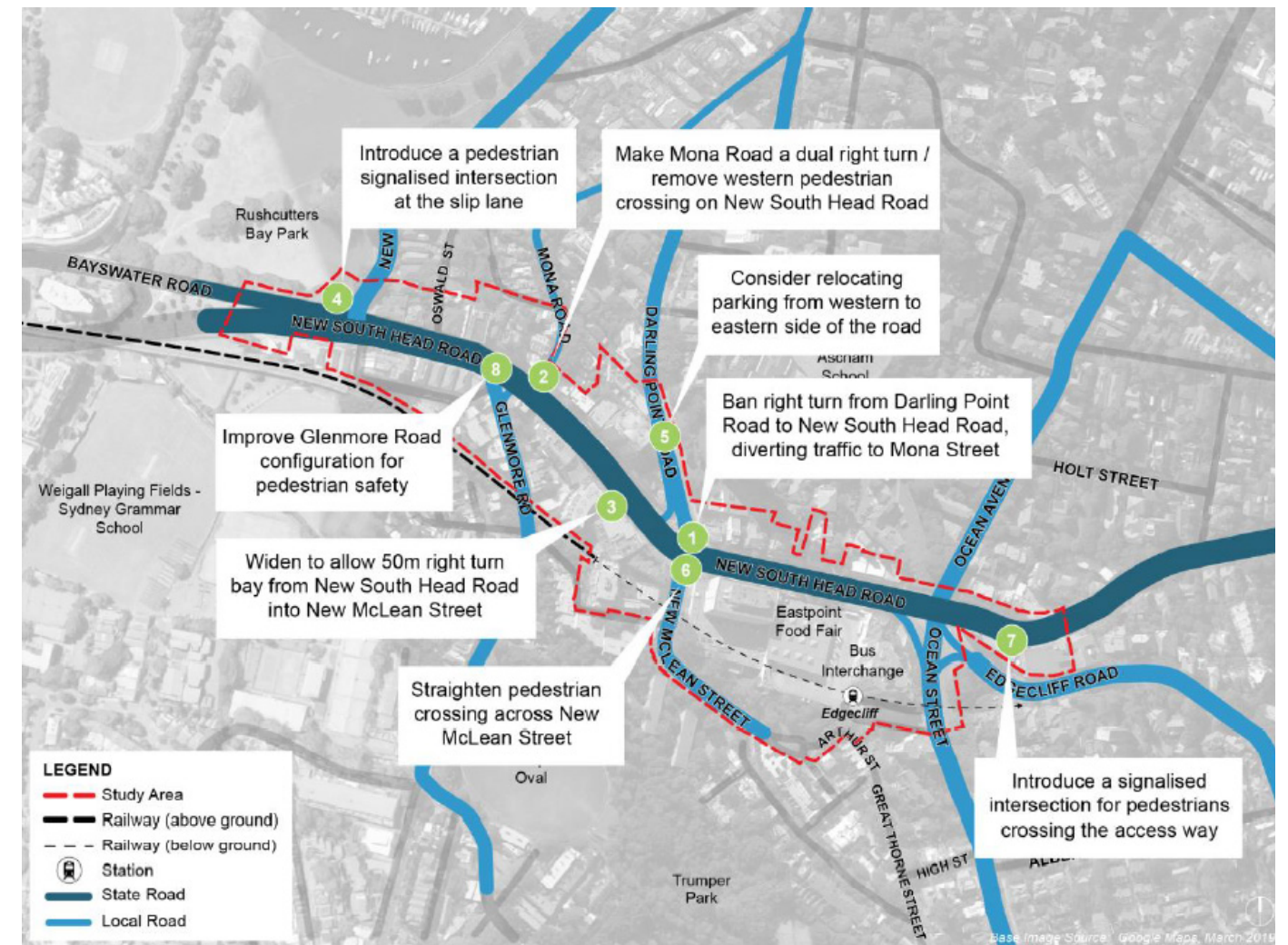


Figure 34. Proposed transport infrastructure improvements (SCT 2019)





Figure 35. — Artist's impression of linear park along New South Head Road facing South (Source: SJB 2018)

## 6. Implementation

After considering the feedback received during the public exhibition of this Strategy, Council staff will draft an implementation strategy which will ultimately seek to amend the provisions in the Woollahra LEP 2014 and the Woollahra DCP 2015.

### Suggested LEP amendments

The suggested amendments to the Woollahra LEP 2014 will address matters including:

- Rezoning 81-83 New South Head Road from RE2 Private Recreation to B4 Mixed Use zone.
- A new local provision to facilitate higher density development, with regard to the Height of Buildings and Floor Space Ratio, only if development meets certain criteria:
  - Suitable site amalgamation
  - Design excellence
  - Delivery of community infrastructure
  - Consistency with the Edgecliff Planning and Urban Design Strategy.

- Introduction of a minimum non-residential FSR for certain sites in the ECC.
- Delivery of affordable housing at a minimum rate of 5% of new residential GFA.
- Mechanisms to encourage design excellence.
- A new local provision to facilitate active street frontages.

A summary of the proposed amendments to the Woollahra LEP 2014 is provided in Table 4.

### Suggested DCP amendments

Amendments to the Woollahra DCP 2015 will address matters including:

- Incorporating existing and desired future character statements for the ECC (or in a Local Character Statement).
- Street wall heights to ensure that new development in the ECC is at a human scale.
- Street setbacks and upper storey setbacks to allow for the provision of public domain elements.
- Provision of awnings above active street frontages.
- Strengthen existing overshadowing controls relating to Trumper Park and Oval.
- Requirement for a public plaza as part of any redevelopment of the Edgecliff Centre site (203-233 New South Head Road).

### Developer contributions

All redevelopment in the ECC must contribute to the delivery of community infrastructure, public open space, public domain and community facilities.

Council will investigate the most appropriate development contributions mechanism to facilitate improvements in the ECC that increase amenity, facilities, services, and liveability for current and future residents and works.

This may include Voluntary Planning Agreements and/or s7.11 or s7.12 contributions plans under the *Environmental Planning and Assessment Act 1979*.



Summary of suggested LEP amendments

The following table (Table 4) identifies the indicative maximum building height, maximum FSR, minimum non-residential FSR and street wall height for the suggested amalgamated sites (Figure 36).

Disclaimer: The values in Table 4 are indiative only. Any increase in density on these sites will be subject to the development meeting the criteria identified in Chapter 6 of this report.

Table 4. Indicative maximum building heights and FSRs (SJB 2018)

Site	Existing HOB	Existing HOB in storeys (indicative)	Proposed HOB incentive*	Proposed building height in storeys	Existing FSR	Proposed FSR incentive*	Proposed non-residential FSR*
A	6.5m	2 storeys	21m	6 storeys	0.5:1	2.0:1	N/A
B	10.5m	3 storeys	40m	12 storeys	N/A	5.0:1	N/A
C	14.5m	4 storeys	21m	6 storeys	1.5:1	3.5:1	N/A
D	14.5m	4 storeys	21m	6 storeys	1.5:1	4.0:1	N/A
E	14.5m	4 storeys	34m	10 storeys	1.5:1	3.5:1	N/A
F	9.5m	2 storeys	20m	5 storeys	1.5:1	3.5:1	N/A
G	14.5m	4 storeys	28m	8 storeys	1.5:1	3.0:1	N/A
H	14.5m	4 storeys	28m	8 storeys	1.5:1	3.0:1	N/A
I	14.5m	4 storeys	28m	8 storeys	1.5:1	3.0:1	N/A
J	14.5m	4 storeys	23m	6 storeys	1.5:1	4.0:1	N/A
K	23.5m	7 storeys	24m	7 storeys	1.5:1	2.5:1	N/A
L	9.5m/14.5m	4 storeys	34m	10 storeys	1.5:1	2.5:1	1:1
M	14.5m	4 storeys	34m	10 storeys	2.0:1	2.5:1	2:1
N	14.5m	4 storeys	34m	10 storeys	2.5:1	4.5:1	2:1
O	14.5m	4 storeys	34m	10 storeys	2.5:1	4.0:1	2:1
P	14.5m	4 storeys	39m	11 storeys	1.5:1	3.5:1	2:1
Q	20.5m	6 storeys	38m	11 storeys	2:1	4.5:1	N/A
R	6m/26m	7- 8 storeys	86m	26 storeys	2.5:1	7.5:1	3:1
S	8m	2 storeys	16m	4 storeys	1.5:1	2.5:1	N/A
T	5m/ 19m	5 - 7 storeys	To be investigated	To be investigated	2.5:1	To be investigated	To be investigated

\* Any increase in density will be subject to the development meeting the criteria identified in Chapter 6 of this report.



Figure 36. Suggested amalgamation pattern for the ECC (SJB 2018 modified by Council staff)







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