



Preferred Option

Detailed testing and analysis of a preferred outcome

Preferred Option

7.1 Chapter Overview

The following chapter investigates and tests a preferred development scenario that will inform the recommendations of this report.

The preferred option combines elements from Scenarios 1, 2 and 3, to facilitate development and improve the public domain and infrastructure within the centre. Both an upper and lower limit of feasibility were investigated to arrive at a planning control outcome that delivers an appropriate urban outcome, yet also allows development feasibility.

From the scenario testing, five (5) distinct character areas have emerged that can be used to shape the future character of the ECC. These areas are elaborated upon in the following chapter.

The comparison of the three scenarios in Chapter 6 has reinforced the importance of guiding principles for development, which form the basis of the preferred option. Many of these points have been noted throughout the report, most notably in the Guiding Principles at the beginning of Chapter 5, and include;

- Retain heritage items within the ECC;
- Retain contributory buildings within the Paddington Heritage Conservation Area;
- Provide minimal increased overshadowing to public open spaces between 10am-2pm on the 21 June;
- Facilitate view sharing to the harbour and Sydney CBD;
- Create gateways at the eastern and western ends of the ECC, as well as to the Paddington Heritage Conservation Area; and
- Allow the built form to respond to the existing character, context and topography of the ECC.

Preferred Option

7.2.1 Character Areas

Five (5) character areas have been identified following the urban and context analysis, outlined earlier in the report. Each of these areas features a common characteristic, which may relate to land use, built form, architectural style, materials and finishes, streetscape, topography and heritage.

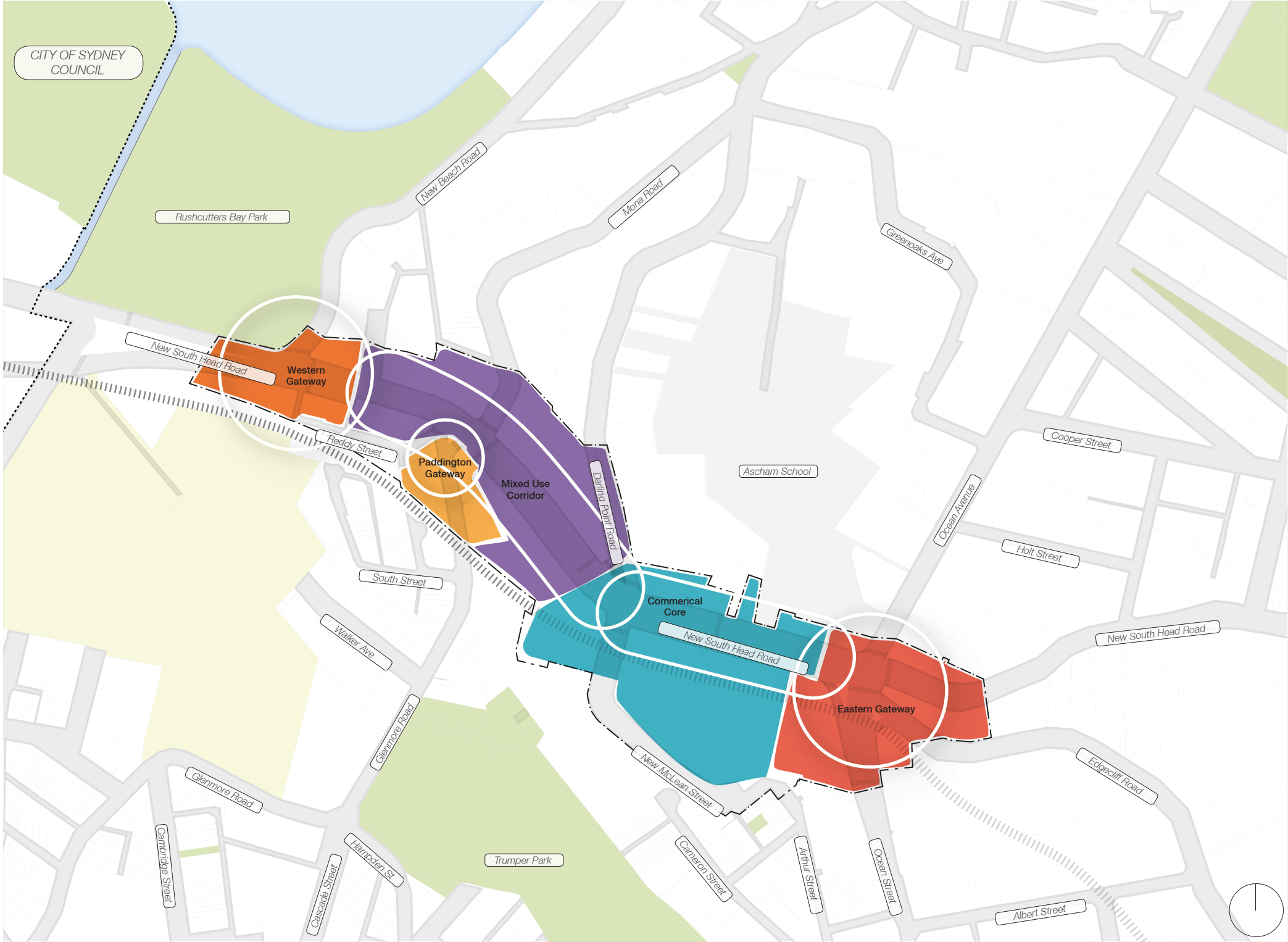


Figure 7.2.1 Character Areas

Preferred Option

7.2.2 Character Areas

1. Western Gateway

Existing Character

The character area is centred around the signalised intersection of New South Head Road and New Beach Road, adjacent to Rushcutters Bay Park. The area is defined by buildings that include the 12-storey Bayside Apartment building (85-97 New South Head Road), two 4-storey Art Deco era apartment buildings (2-14 and 20 New South Head Road), a car wash and petrol station (73-83 New South Head Road). There is currently no coherent scale or character in the built form. Other than the park, the quality of the public domain is compromised by the volume of traffic and relatively narrow footpaths, and the surface car parking in the large setback of the Bayside Apartment building.

Desired Future Character

The Western Gateway will serve as the entrance to the ECC and the eastern suburbs. Redevelopment should reinforce the ‘gateway’ qualities of the area, articulated through architectural features and form, landscaping and the creation of a sense of arrival. The scale of any new development should sensitively respond to the existing built form and mature Moreton Bay Fig trees that line the edge of the park along New South Head Road, and frame views into the centre from the west.

2. Mixed Use Corridor

Existing Character

The character area includes most of the mixed use section of New South Head Road between Oswald Street and Darling Point Road / New McLean Street. The character along this section of New South Head Road is varied, with no single or prominent feature. The varying setbacks, building styles and narrow footpaths along the northern frontage of New South Head Road, are countered by wide, pedestrianised and landscaped areas that provide a generous setback for commercial and mixed-use buildings along the southern frontage. The area is also defined by a steep incline and curve in New South Head Road, which reveals framed views from the west to the Edgecliff Centre at the top of the hill, and from the east to Rushcutters Bay Park at the bottom of the hill.

Desired Future Character

The Mixed Use Corridor should retain a varied built form character that serves as the interface between the predominately residential Western Gateway and the Commercial Core to the east. The proportions, activation and landscape quality of the public domain will be celebrated through the reinforced building setbacks along the northern frontage to New South Head Road, and improvements to the linear park along the southern frontage. The experience for pedestrians and vehicles driving through this area will vary depending on the speed and direction of travel. The area will continue to provide changing vistas both up and down the hill and be enhanced with additional quiet and cool landscaped spaces, active frontages, public art and wayfinding.

3. Paddington Gateway

Existing Character

The character area is centred around the intersection of Glenmore Road and New South Head Road. The existing low-medium scale of development creates a break in the built form of New South Head Road, and an open clearing that allows views along Glenmore Road towards the Paddington Heritage Conservation Area (HCA). This area has a residential character with zero setbacks and buildings that have a regular rhythm, material palette and form, such as the terrace houses, worker’s cottages and sympathetic infill development. The existing street trees provide a unique streetscape quality that differs from the character to New South Head Road.

Desired Future Character

The Paddington Gateway will continue to mark the beginning of the Paddington HCA, which extends south along Glenmore Road to Trumper Park and Paddington. The built form is a low-medium scale, has a regular vertical rhythm and consistent roof line. Any new development in this area should respect and retain the existing character through the continuation of a 2 storey street wall with regular vertical articulation, and mark the transition from the dense mixed-use nature of New South Head Road towards the residential character of Paddington. The public domain will reflect the entry into the HCA through paving materials with finer detail and a change in street tree varieties. The pedestrian island provides an opportunity for Council to create a landscaped gateway marker to identify the boundary of the HCA.

4. Commercial Core

Existing Character

The character area is characterised by a variety of building typologies, scales, materials, setbacks and architectural styles, including two-storey shopfronts, 3-4 storey inter-war apartment buildings, commercial and large mixed-use developments around Edgecliff station and the bus interchange.

The buildings along the northern frontage of New South Head Road contribute to the historic character of the area, which has been slowly altered over time. The Ascham School has one street frontage within this character area that is used as an entry to the staff car park and a high sandstone wall to the corner of Ocean Avenue.

Along the southern frontage, the Edgecliff Centre is a prominent feature of the character area and ECC, being positioned at crest of the hill of New South Head Road, at the intersection with New Mclean Street. The Eastpoint Shopping Village is a two-storey mixed-use commercial building that provides access to the train station and bus interchange. The strong horizontal expression of these buildings juxtaposes the finer grain vertical ground plane along the northern frontage.

Desired Future Character

The Commercial Core area around Edgecliff station and the bus interchange will continue to be the focal point for employment, retail, and supporting services, which leverage off the access to high-quality public transport. The key development opportunities are the Edgecliff Centre and Eastpoint Shopping Centre, which will continue to provide the important mixed-use functions required to support the broader community. New development should consider the impact on the amenity of surrounding properties, streets and public spaces.

Development along the northern frontage of New South Head Road must consider the finer grain of development and interface with the Ascham School.

The quality and quantity of the public domain within the Commercial Core should be carefully considered as part of any redevelopment proposal and improve the town centre experience by encouraging people to dwell and enjoy the centre.

5. Eastern Gateway

Existing Character

The character area is centred around the large intersection of New South Head Road, Ocean Street, Ocean Avenue, and Edgecliff Road. The area is characterised by heavily trafficked roads, the poorly maintained and used open space of Edgecliff Square Reserve, and the Ocean Street Eastpoint Tower, which is the largest residential building in the ECC. The tower appears physically isolated from the remainder of the centre, due to its expansive curtilage, which includes the ramp access and bus terminal.

The quality of the pedestrian environment through this area is compromised by zero property setbacks to both the Ascham School and the Ocean Street Eastpoint Tower, wide road corridors and narrowed footpaths. A number of large mature trees provide relief for the scale of the residential tower and width of the road corridors.

Desired Future Character

The Eastern Gateway will continue to feature a heavily trafficked intersection and a variation in built form scale, materials and typologies. The character of the area should be enhanced through the upgrade of the public domain. This should include the removal of the left turning slip lanes from Ocean Street into New South Head Road to create a pedestrian plaza with public art and wayfinding, improving the pedestrian crossing environment at the entry of the TfNSW bus interchange ramps, and upgrading the Edgecliff Square Reserve.

Preferred Option

7.3 Heritage and Character Buildings

The heritage buildings within the study boundary are to be maintained, as well as buildings within the Paddington Heritage Conservation Area.

In addition to this, a number of buildings are recommended to be investigated for their contributory qualities to the character of New South Head Road.



Figure 7.3.1 Heritage Constraints and Potential Items for Investigation

Preferred Option

7.4.1 Concept Plan

Built Form:

Land Use

- 1 Commercial uses are concentrated around the Edgecliff Centre and one block from station, with a minimum non-residential FSR applied.
- 2 Retail uses along the length of New South Head Road, but does not wrap around secondary streets (Glenmore Road, Mona Road etc).
- 3 Residential uses are permissible, setback above other uses.
- 4 New McLean Street has active street frontage as indicated on map.

Built Form

- 5 The greatest height is focussed around the train station to emphasise topography (both from within the centre and surrounding areas).
- 6 Building envelopes respond to view lines from existing residential buildings and significant views from public spaces and roads within the centre.

Gateway Treatment

- 7 Western Gateway is created through architectural features and a recognisable public domain.

Edgecliff Centre

- 8 As a minimum maintain the current commercial GFA in any new development.
- 9 Include the Council owned road reservation to New McLean Street to increase build-ability on site and facilitate delivery of public plaza.

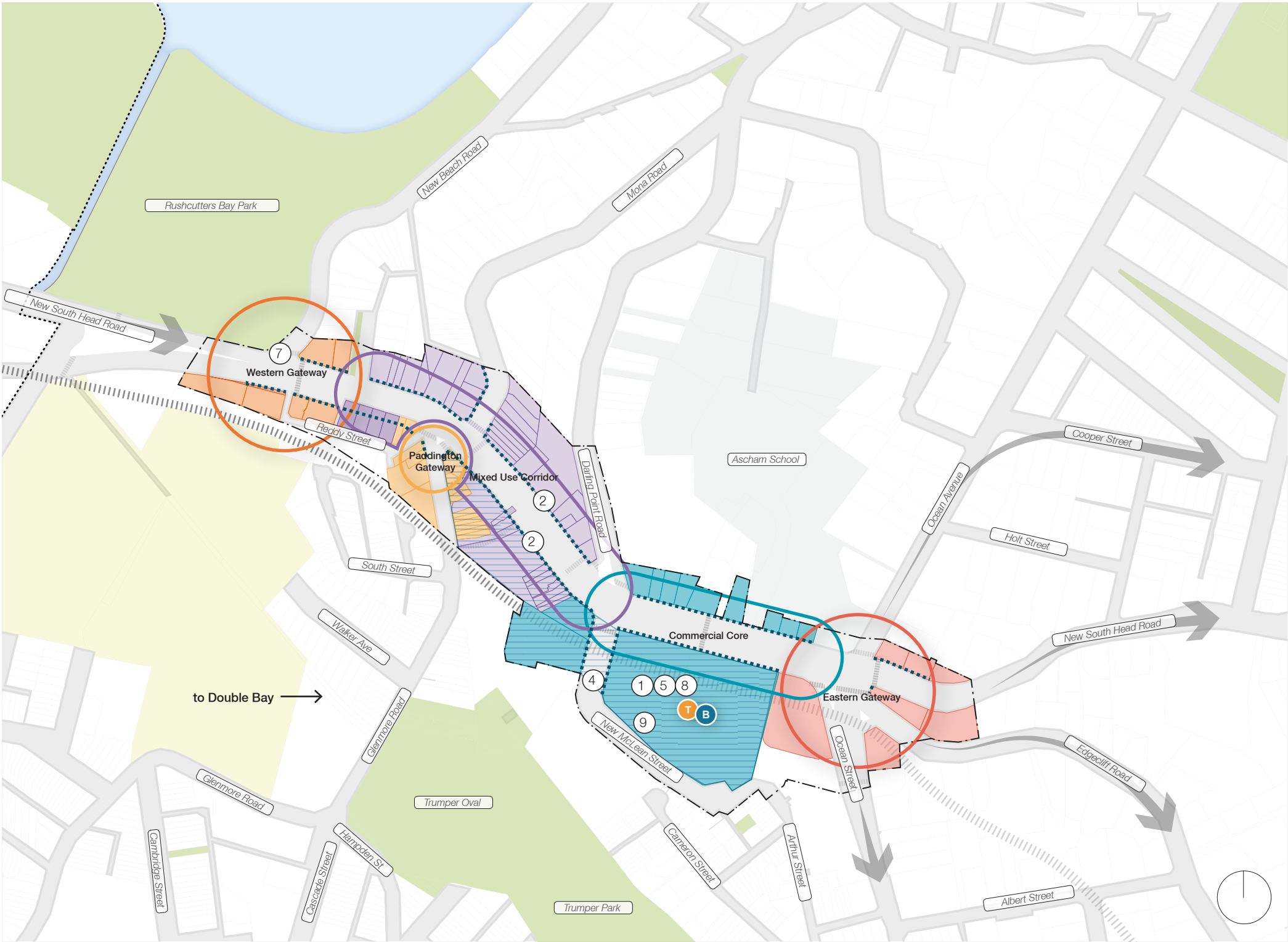
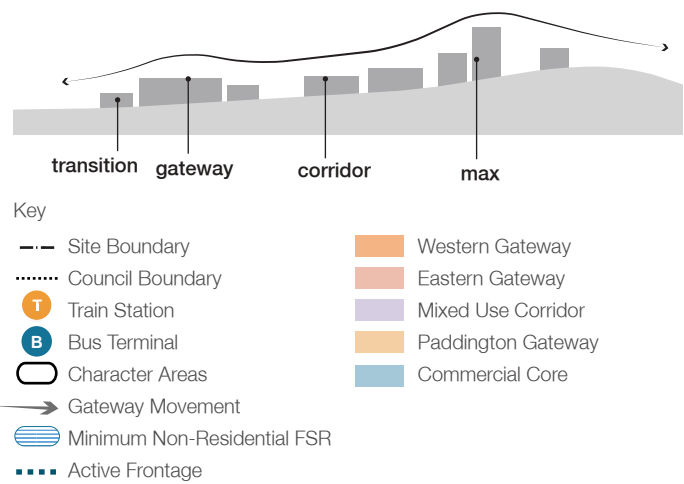


Figure 7.4.1 Preferred Option Concept Plan

Preferred Option

7.4.2 Concept Plan

Open Space & Public Domain:

Open Space & Public Domain

- 10 Deliver a linear park along the western length of the south side of New South Head Road to improve the amenity to the pedestrian domain and provide pedestrian connection to Rushcutters Bay Park.
- 11 Deliver a green roof above the bus interchange on the Eastpoint Centre to collect rainwater and solar power, and improve amenity for residential apartments.
- 12 Deliver a new public plaza as part of the redevelopment of the Edgecliff Centre to New South Head Road.

Gateway Treatment

- 13 Deliver public art installation to gateways and additional landscaping and public domain upgrades.
- 14 Eastern Gateway is created through public domain treatment.

Public Artwork

- 15 Recognise the history of the ECC and celebrate culture through public artwork and identify opportunities to mark historic town centre.

Wayfinding

- 16 Implement improved wayfinding through and beyond the ECC.

Key

Site Boundary

Council Boundary

T

Train Station

B

Bus Terminal

Character Areas

Upgrade to Public Open Space

Proposed New Public Open Space

Green Rooftop

New Pedestrian Crossing

Gateway Treatment

Wayfinding Mechanism

Public Artwork Opportunity

Proposed New Public Plaza

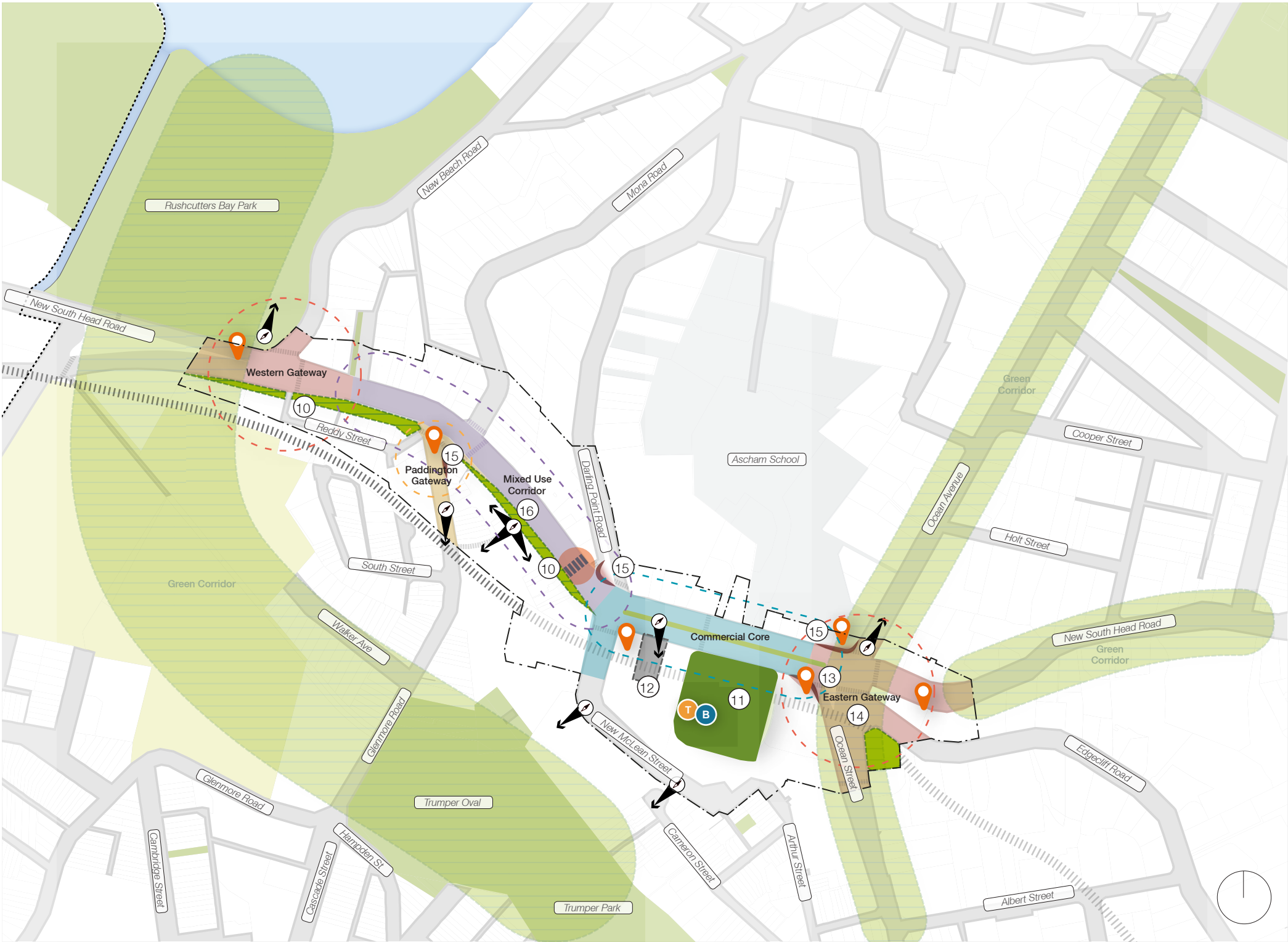


Figure 7.4.2 Preferred Option Concept Plan - Public Domain and Open Space

Preferred Option

7.5 Preferred Option - Principles and Strategy

Discussion

The opportunity sites shown in the diagram illustrate sites in the centre that have been tested to resolve in greater detail the proposed controls for the ECC.

All of the sites have a non-residential component on ground level, to ensure residential amenity away from New South Head Road.

The sites in red are mixed use sites, and are assumed to be retail or commercial at ground, with residential above. The sites shown in blue indicate that there is a minimum non-residential FSR allocated to these sites to ensure the provision of employment floorspace in the centre in the future.

The redevelopment of the Edgecliff Centre site requires a minimum non-residential FSR of 3:1 to replace the existing commercial and retail floor space.

The sites in the block bound by New McLean Street and Glenmore Road will vary from a minimum non-residential FSR of 2:1 to 1:1.

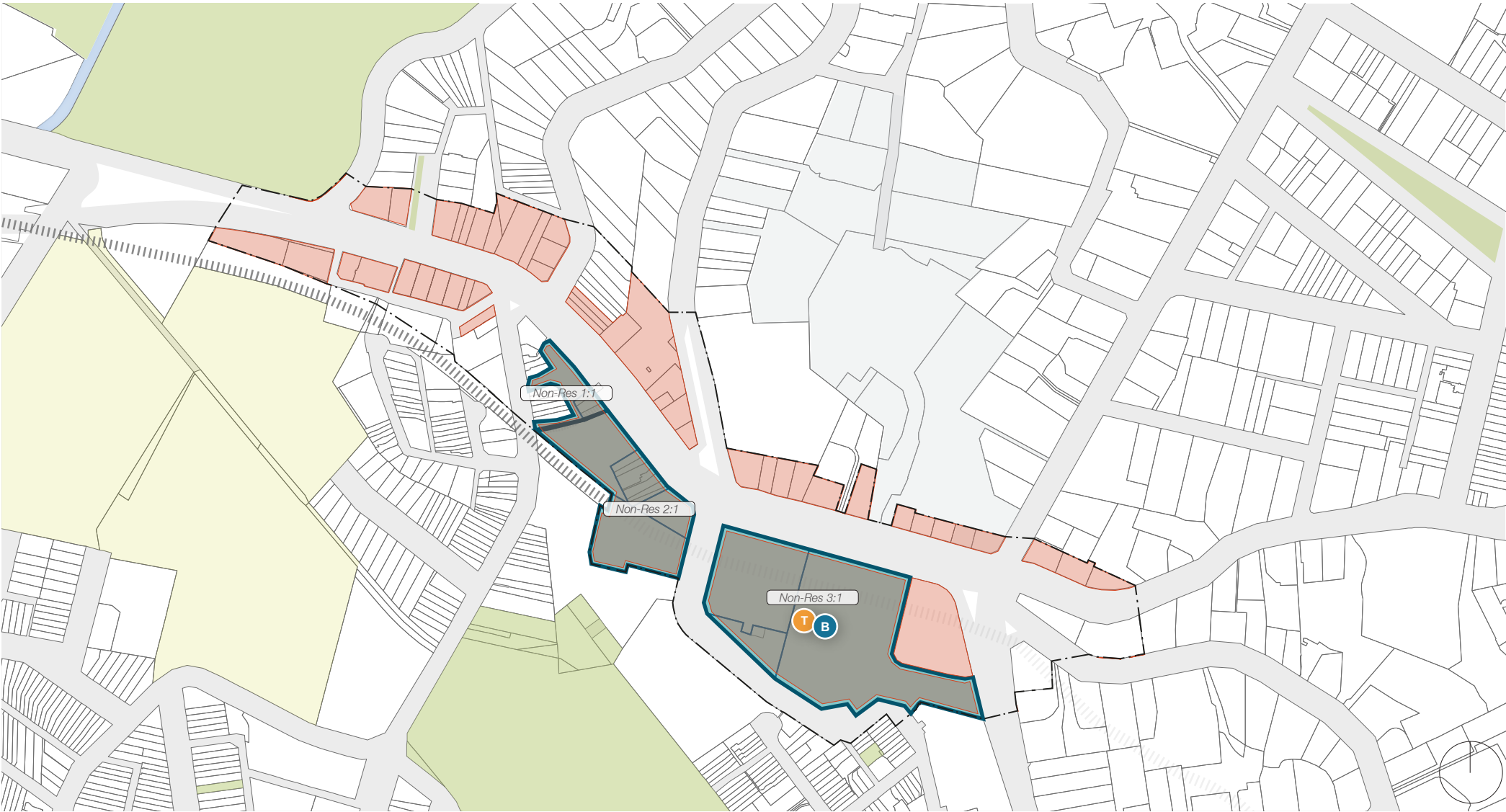


Figure 7.5.1 Preferred Option Opportunity Sites

Table 7.1 - Preferred Option Yield

	Total GFA (sqm)	Retail GFA (sqm)	Commerical GFA (sqm)	Residential GFA (sqm)
Existing Floor Space in Study Area	114,000	20,700	33,000	60,500
Proposed Floor Space in Study Area	163,100	25,950	34,300	102,850
Increase in Floor Space	49,100	5,450	1,300	42,350
Proposed Employment Floor Space	6,750			
Additional Dwellings*	400-500 dwellings			

*Average dwelling size = 80-100m²

Preferred Option

7.6 Range Testing - Heights and FSR



Figure 7.6.1 Minimum Range Option

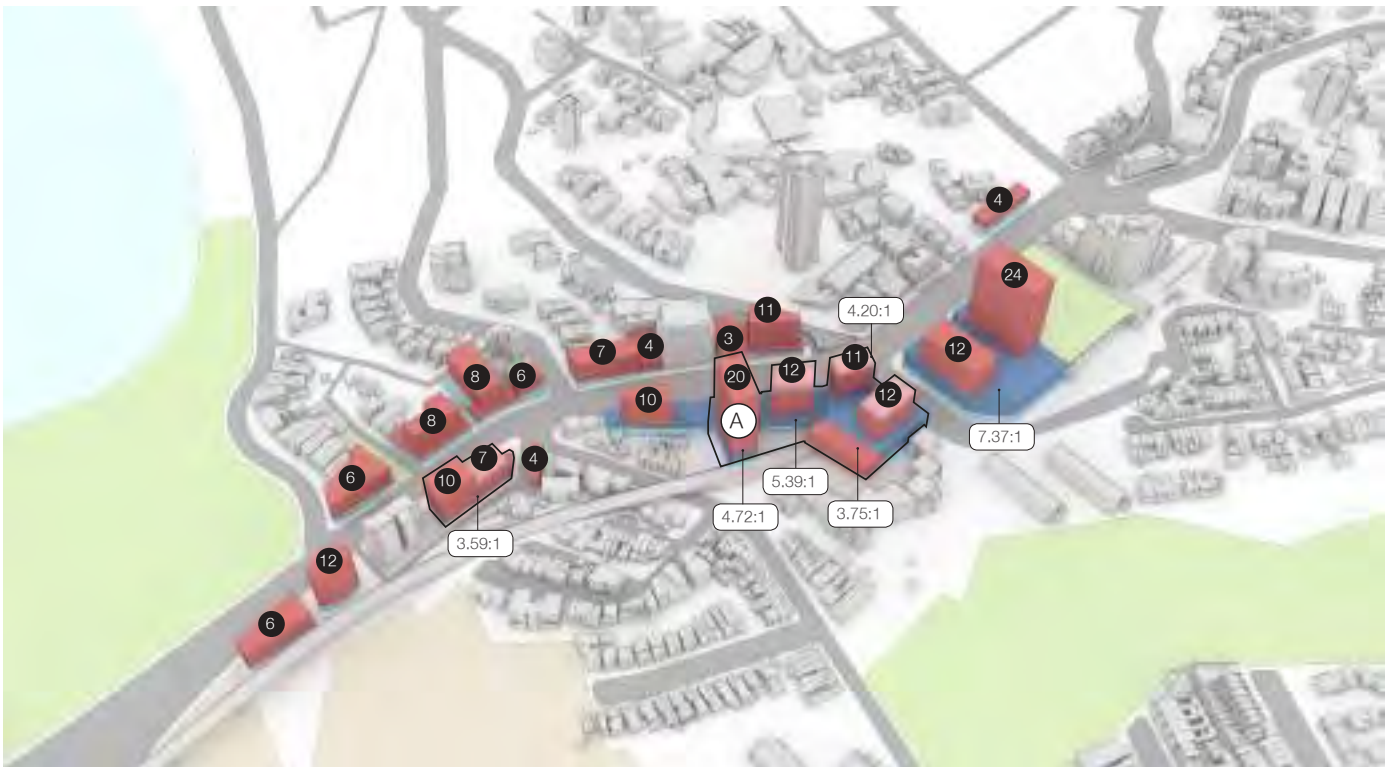


Figure 7.6.2 Maximum Range Option

Discussion

The outlined sites indicate the sites that JLL have provided feasibility case studies on. These case studies indicate a minimum and maximum range of FSRs that would facilitate feasible development in the current market in Sydney.

Figure 7.7.1 indicates the minimum FSR range - that is if the building was aquired and land ownership consolidated at a reasonable cost, within a reasonable timeframe.

Figure 7.7.2 indicates the maximum anticipated FSR that would be required to facilitate reasonable redevelopment, reflecting additional constraints or complications with the process.

The additional FSR has been modelled with both the height and FSR indicated in the diagrams. Further analysis of the minimum and maximum built forms allowed an appropriate built form to be settled upon as an option that both allowed reasonable redevelopment, as well as a good urban outcome. In most cases, the additional FSR is expressed as the equivalent of an additional 1-2 storeys of development.

Site A has an indicative minimum FSR of 4.75:1 to facilitate the redevelopment of this site. The development currently on this site is a commercial building to the New South Head Road frontage, however to the rear of the site is a residential flat building. The higher FSR is reflective of the difficulty in having to consolidate the land ownership due to the strata titles of the residential flat building.

The FSR thus results in a built form equivalent to 20 storeys, which is considered inappropriate for the site due to the impacts upon adjacent sites. The recommended height and FSR for this site are more in keeping with the adjacent sites.

Given that the site is already delivering the minimum non-residential FSR as well as residential development, it is unlikely that this site will be redeveloped in the near future.

Key

- Residential Development
- Commercial Development
- Retail Development
- Number of Storeys
- Floor Space Ratio

Preferred Option

7.7 Preferred Option - Massing

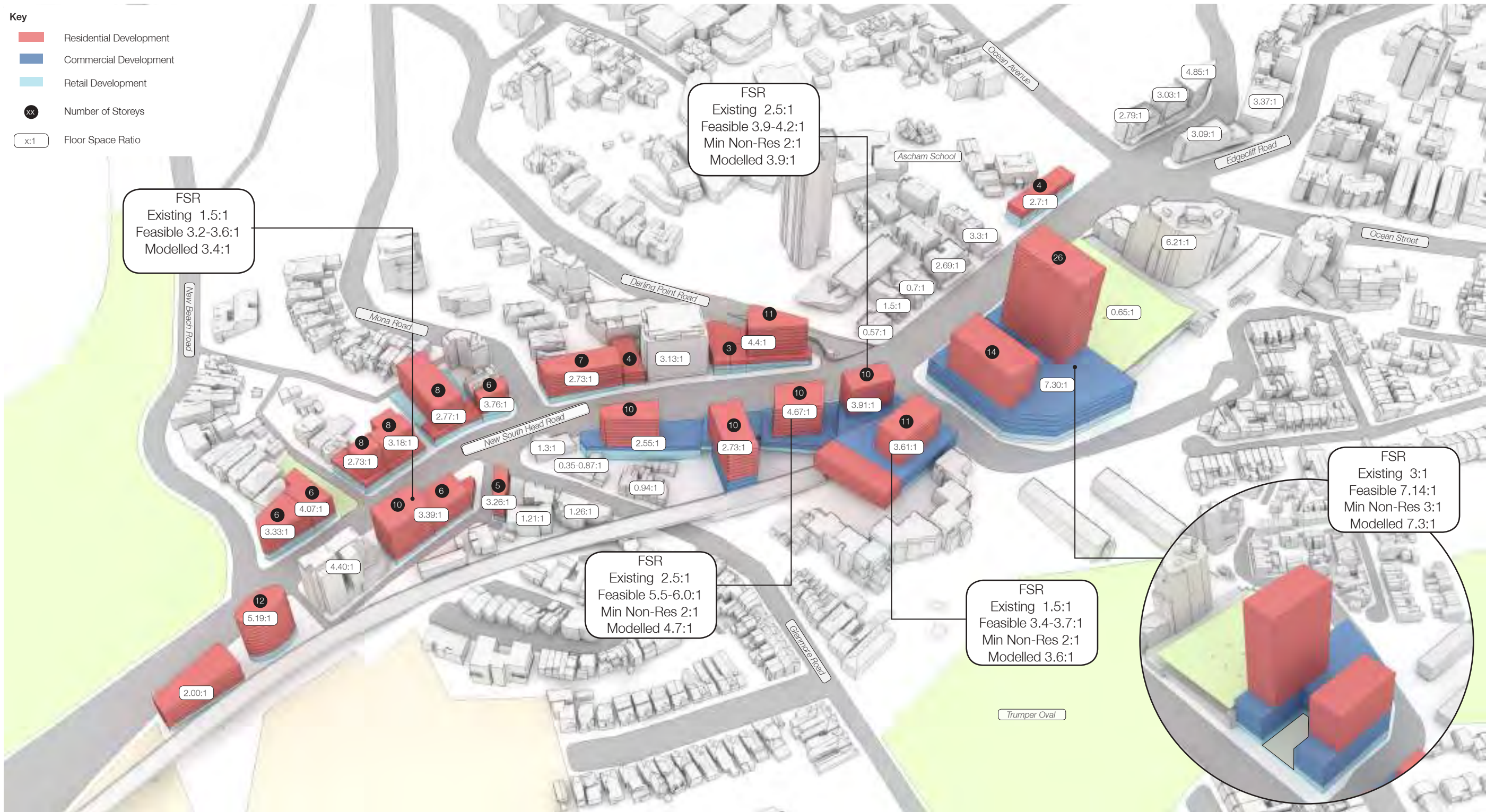


Figure 7.7.1 Preferred Option Model

Preferred Option

7.8 Preferred Option - Edgecliff Centre Study

This option allows for the redevelopment of the Edgecliff Centre only.

Similar to Scenario 2, a public open space is provided above the TfNSW bus interchange and is accessed via a modification to the existing lift and stair core within the site, or potentially a new connection to New South Head Road. Given the space is elevated two storeys above street level, this may not be ideal to encourage use of the space.

The arrangement of the built form allows for less view sharing from the Ocean Street Eastpoint Tower. Any opportunities to increase the sharing of views should be encouraged.

The option replaces the existing retail, and commercial floorspace, and provides additional retail to meet a feasibility target provided by JLL.

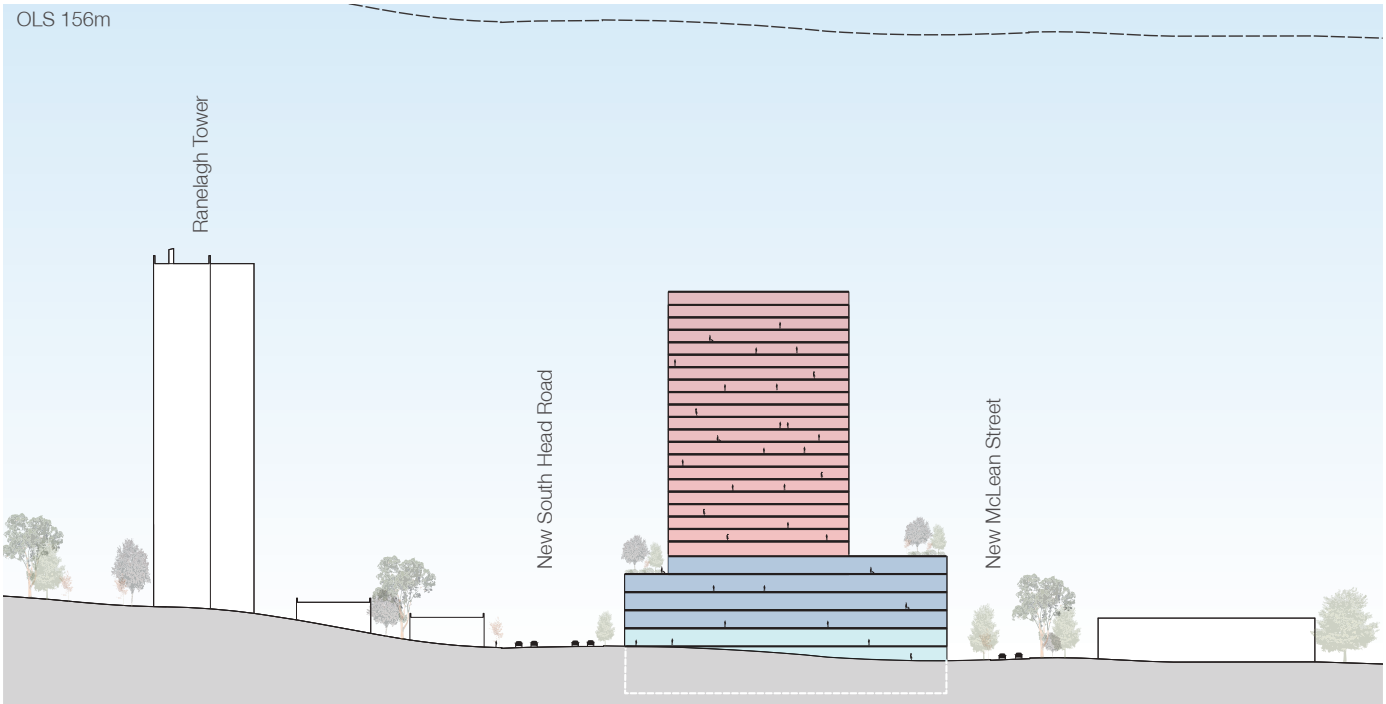


Figure 7.8.1 Section 3



Figure 7.8.2 Concept Plan



Figure 7.8.3 Massing View 01



Figure 7.8.4 Massing View 02

Scenario A	Proposed GFA	Proposed FSR
Retail	2,893m ²	7.30:1
Commercial	17,642m ²	
Residential	22,275m ²	
Total	42,810m²	
Site Area	5,867m²	

Preferred Option

7.9 Preferred Option - Edgecliff Centre - Views to the Harbour Bridge

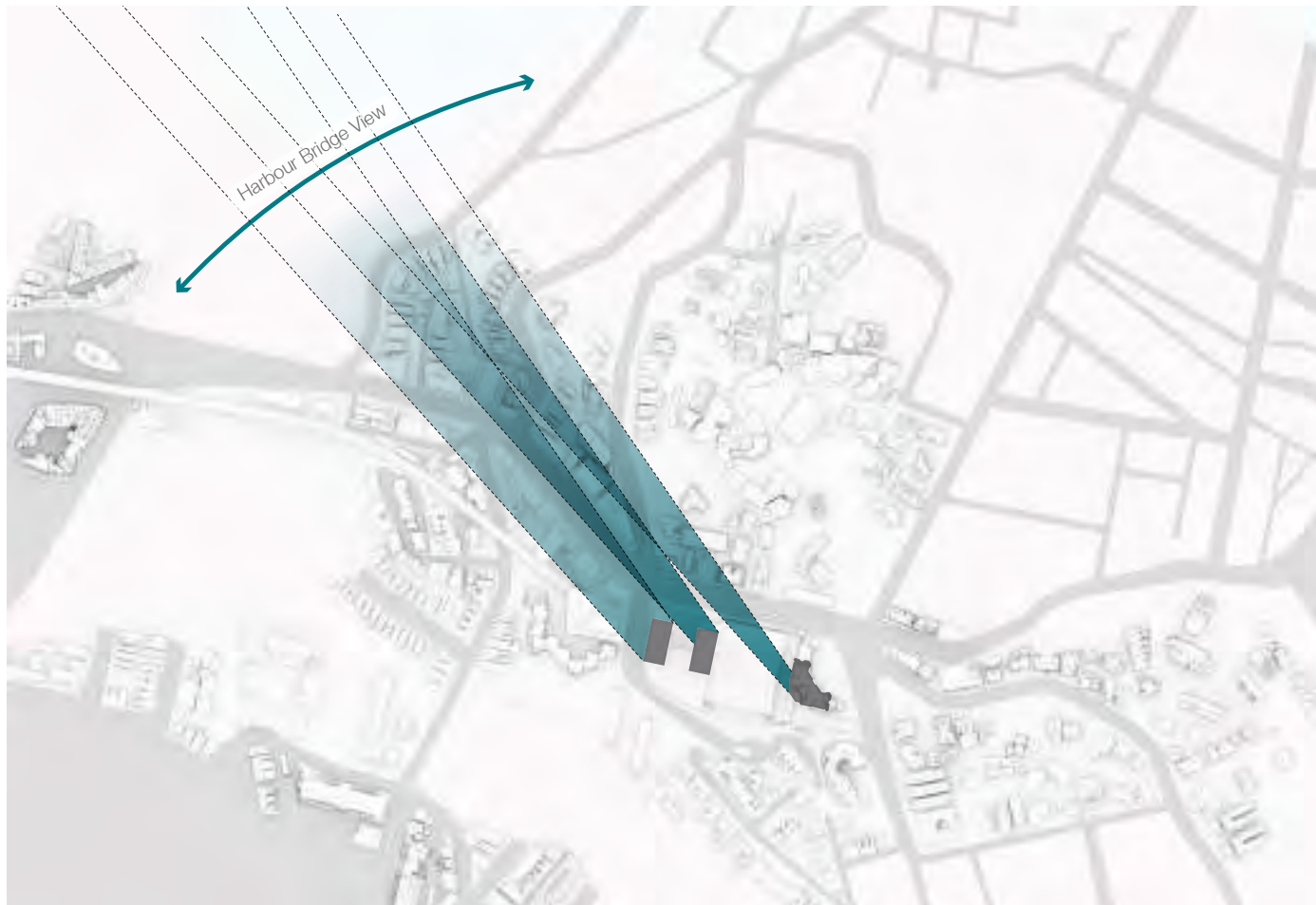


Figure 7.9.1 Views to Harbour Bridge up to 14 storeys



Figure 7.9.2 Views to Harbour Bridge 15 storeys and above

A views analysis of the Preferred Option shows that the proposed towers on the Edgecliff Centre opportunity site will have significant views to the Harbour Bridge and will not affect existing views of the residential building to the east.

Preferred Option

7.10 Preferred Option - Edgecliff Centre - Views to Sydney Harbour

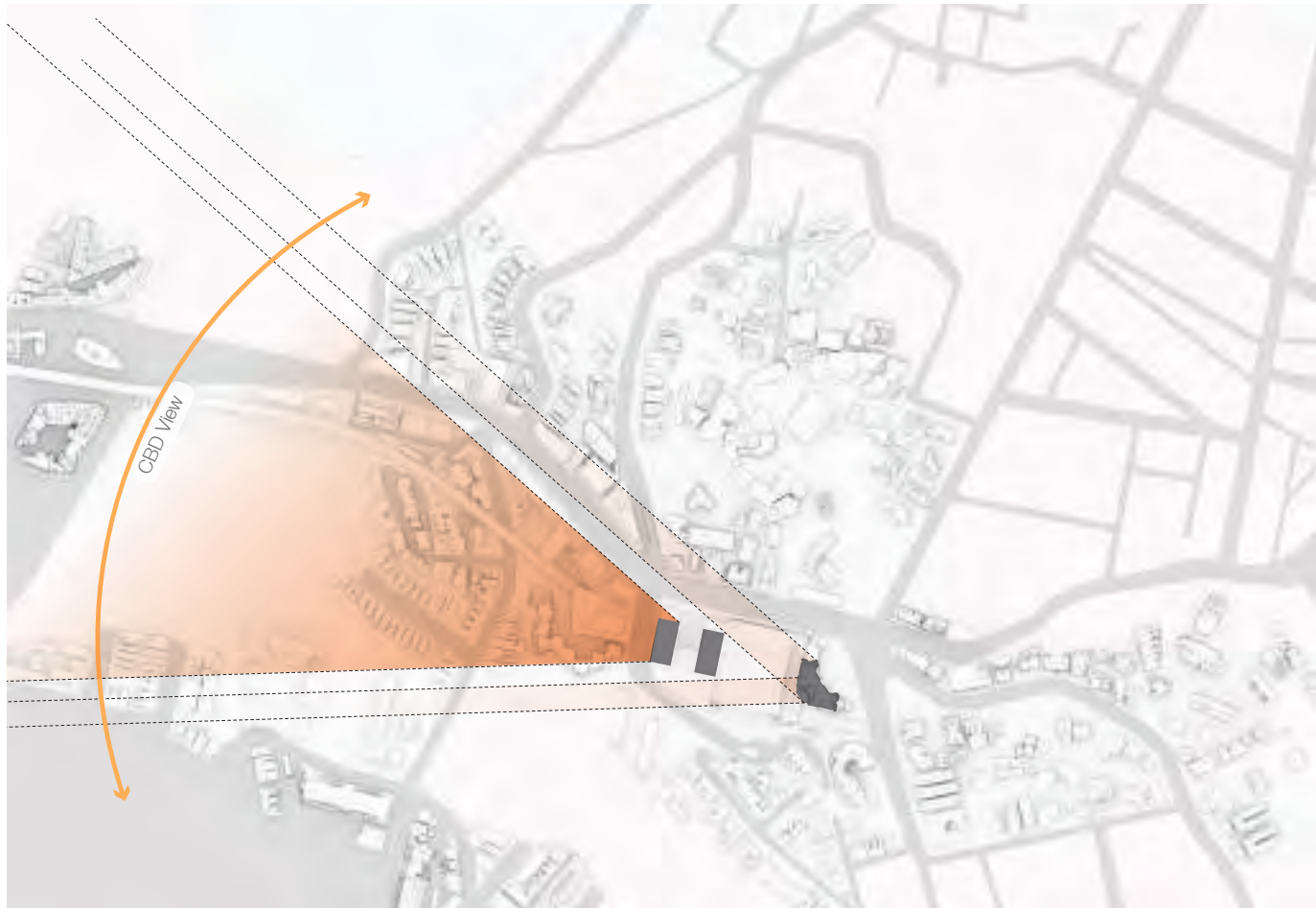


Figure 7.10.1 Views to Sydney CBD up to 14 storeys

A views analysis of the Preferred Option shows that the proposed towers on the Edgecliff Centre opportunity site will have significant panoramic views to the Sydney CBD and will affect views of the residential building to the east.

The Ocean Street Eastpoint tower will lose a significant portion of view towards the CBD, however all of the apartments will be able to retain partial views to the harbour or the CBD.



Figure 7.10.2 Views to Sydney CBD 15 storeys and above

Preferred Option

7.11.1 Preferred Option - Photomontage



Figure 7.11.1 View 1 Existing



Figure 7.11.2 View 1 Proposed

Discussion

- The 6-8 storey street wall creates a sense of enclosure along New South Head Road.
- The built form also creates a framing of the existing Ranelagh Tower, reinforcing the recognisable urban marker.
- Buildings that wrap around corners highlight routes throughout the centre.

Preferred Option

7.11.2 Preferred Option - Photomontage



Figure 7.11.3 View 2 Existing



Figure 7.11.4 View 2 Proposed

Discussion

This built form option provides the opportunity for a landmark development at the Edgecliff Centre Opportunity Site, that is framed by development along the New South Head Road corridor. Retaining the Cadry's building to the corner of Glenmore Road and New South Head Road creates a break in the built form, and opens the intersection at the Paddington Gateway to the Paddington Heritage Conservation Area. The lower street wall creates a dialogue with the Cadry's building, whilst the buildings above created a varied and interesting skyline.

Preferred Option

7.12 Preferred Option - Schedule Reference Plan

This reference plan outlines the lots within the centre to be redeveloped and is to be read in conjunction with the Area of Schedule of the preferred option on the following page of this report.

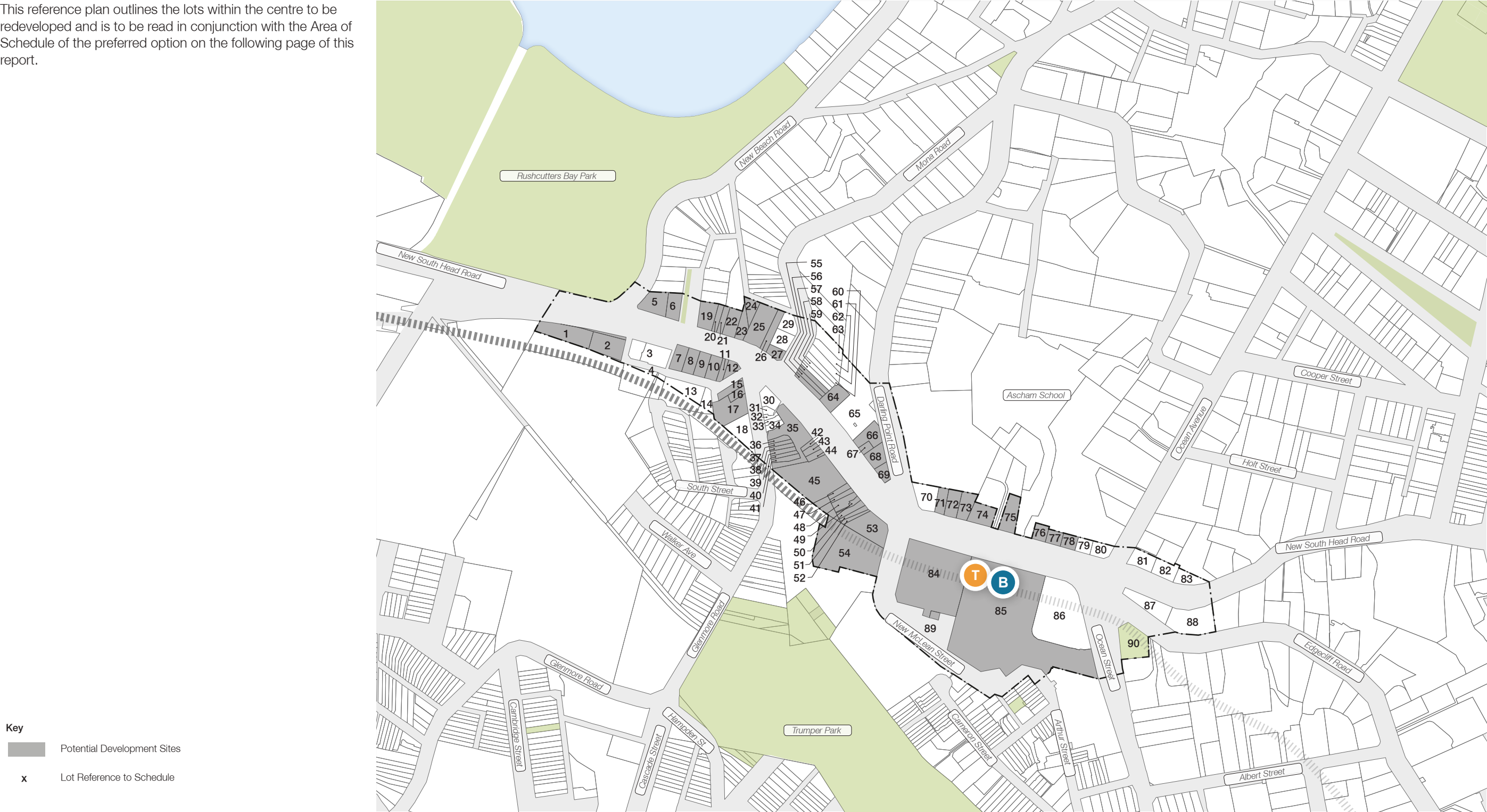
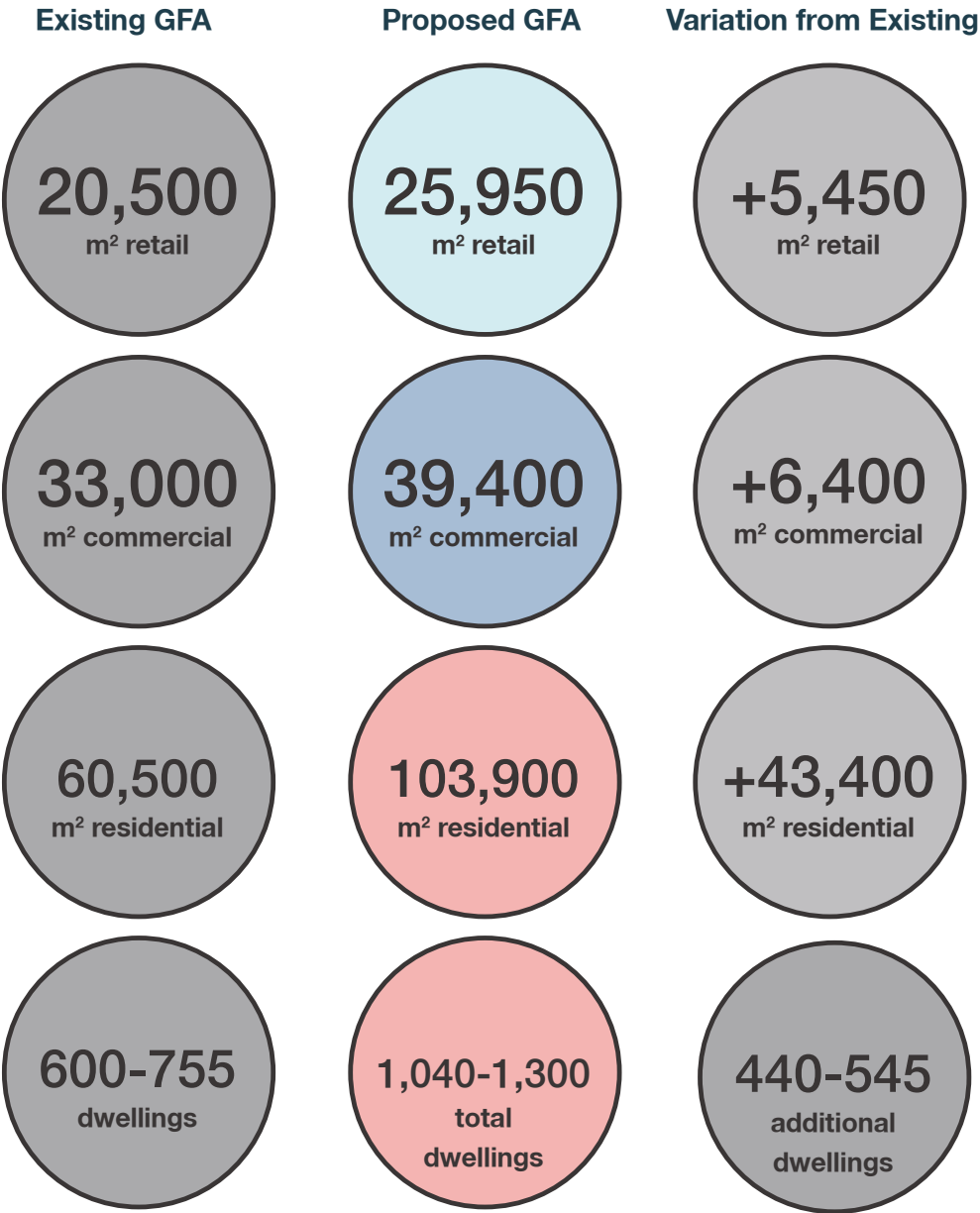


Figure 7.12.1 Schedule Reference Plan

Preferred Option

7.13 Preferred Option - Schedule of Areas

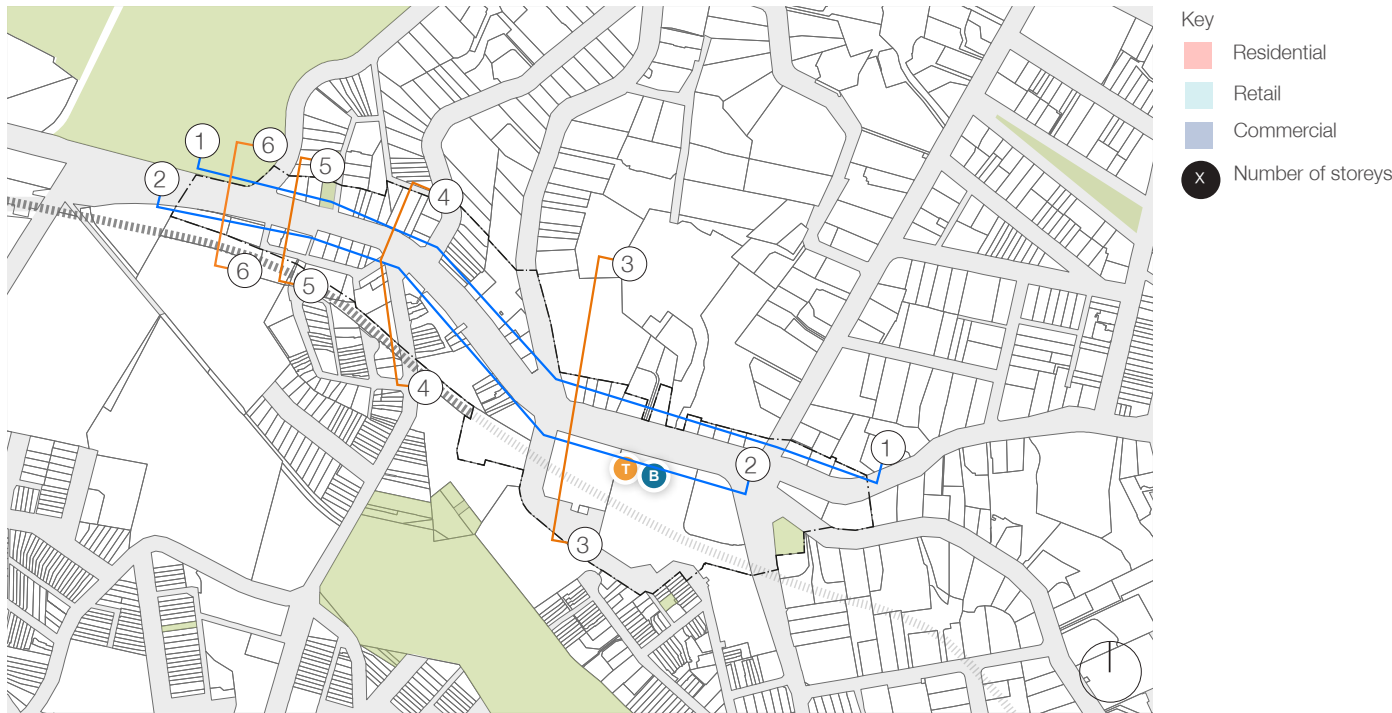
No	Street No	Street Name	Street Type	Site Area	Existing FSR	Existing GFA	Existing Retail GFA	Existing Commercial GFA	Existing Residential GFA	Proposed GFA	Proposed FSR	Proposed Retail GFA	Proposed Commercial GFA	Proposed Residential GFA	Approx Dwellings	Uplift
1	79	New South Head	Road	976												
2	81-83	New South Head	Road	767	0.00	1,743	1,743	0	0	5,971	3.43	658		5313	53	66
3	85-93	New South Head	Road	893	4.40	3,925	287	0	3,638	3,925	4.40	287		3,638	36,383	45,478
4	-	Rail Service	Lane	271	-	-	-	-	-	-	-	-	-	-	0	0
5	14	New South Head	Road	624	1.59	990	0	0	990	2,080	3.33	334		1746	17.46	21,825
6	20	New South Head	Road	420	1.79	751	168	0	583	1,709	4.07	272		1,437	14.37	17,963
7	99	New South Head	Road	371	1.48	551	0	0	551							958
8	101	New South Head	Road	342	1.61	551	0	0	551							
9	109	New South Head	Road	360	1.53	551	0	0	551							
10	113	New South Head	Road	308	1.79	551	0	0	551							
11	115	New South Head	Road	345	1.13	391	391	0	0							
12	117	New South Head	Road													
13	-	Rail Service	Street	1,238	-	-	-	-	-	0	0.00				0	0
14	-	Rail Service	Street	315	-	-	-	-	-	0	0.00				0	0
15	502	Glenmore	Road	246	1.21	299	299	0	0	804	3.26	160		644	6.44	8,05
16	498	Glenmore	Road	148	0.14	21	21	0	0							505
17	494	Glenmore	Road	825	1.21	1,001	0	0	1,001	2,132	2.19	1,253		879	8.79	10,988
18	490	Glenmore	Road	672	1.26	844	0	0	844		1.26	0		844	8.4375	10,547
19	32	New South Head	Road	517	1.66	857	0	0	857	1,413	2.73	336		1,077	10.77	13,463
20																556
21	44	New South Head	Road	782	2.51	1,965	0	1,965	0	2,490	3.18	404		2,086	20.86	26,075
22																
23																
24	48	New South Head	Road	573	1.03	593	0	0	593							
25	58	New South Head	Road	918	1.45	1,334	299	0	1,035	5,142	2.77	1022		4,120	41.2	51.5
26	62	New South Head	Road	368	2.20	810	0	810	0							-2,737
27	66	New South Head	Road	210	2.15	451	189	262	0	789	3.76	136		653	6.53	8,1625
28	2A	Mona	Road	384	1.55	596	0	596	0	596	1.55		596			338
29	2B	Mona	Road	345	5.46	1,882	207	0	1,675	1,882	5.46	207	0	1,675		
30	133	New South Head	Road	345	1.30	447	135	0	312	447	1.30	135	0	312	3.12	3.9
31	549	Glenmore	Road	99	0.35	35	0	0	35	35	0.36	0	0	35	1	0.4375
32	547	Glenmore	Road	60	0.50	30	0	0	30	30	0.50	0	0	30	1	
33	545	Glenmore	Road	95	0.87	83	0	0	83	83	0.87	0	0	83	1	
34	543	Glenmore	Road	111	0.42	47	0	0	47	47	0.42	0	0	47	1	
35	539	Glenmore	Road													
36	537	Glenmore	Road													
37	535	Glenmore	Road													
38	533	Glenmore	Road													
39	531	Glenmore	Road													
40	529	Glenmore	Road													
41																
42	153	New South Head	Road	1,270	1.93	2,452	0	2,452	0							
43	155	New South Head	Road	98	1.24	122	0	122	0	4,176	2.55	725	1,005	2,446	24.46	30,575
44	157	New South Head	Road	136	1.46	198	0	198	0							1,208
45	159	New South Head	Road	132	1.50	198	0	198	0							
46	175	New South Head	Road	2,427	2.26	5,487	811	0	4,676	6,625	2.73	412	2,349	3,864	38.64	48.3
47																1,138
48																
49	191	New South Head	Road	1,051	3.69	3,876	593	3,283	0	4,908	4.67	782	1,083	3,043	30.43	38,038
50																1,032
51																
52																
53	201	New South Head	Road	959	2.20	2,106	0	2,106	0	3,749	3.91	623	1,194	1,932	19.32	24,15
54	2	New McLean	Street	3,120	1.92	5,993	885	0	5,108	11,262	3.61	1,219	5,066	4,977	49.77	62,213
55																5,269
56	80-84	New South Head	Road	1,060												
57					0.00	2,245	300	1,202	743	4,275	2.73	644	0	3631	36.31	45,388
58	90	New South Head	Road	503												2,031
59	9	Mona	Road	204	0.74	151	0	3	0.74	0						
60	11	Mona	Road	190	0.80	151	0	0	151	151	0.80				0	0
61	15A	Mona	Road	231	0.73	169	0	0	169	169	0.73				0	0
62	15	Mona	Road	374	0.53	198	0	0	198	198	0.53				0	0
63	17	Mona	Road	367	0.54	198	0	0	198	198	0.54				0	0
64	21	Mona	Road	410	0.57	234	0	0	234	234	0.57				0	0
65	100	New South Head	Road	2,336	3.13	7,315	618	1,710	4,988	7,315	3.13	618	1,710	4,988		
66	118	New South Head	Road	119	2.91	348	78	0	270	348	2.91	184		89	0.89	1,1125
67	2B	New South Head	Road	501	2.07	1,035	232	0	803							
68	2A	Darling Point	Road	397	2.38	943	211	0	731							
69	130	New South Head	Road	210	2.40	504	142	197	164							
70	136	New South Head	Road	627	0.57	360	0	360	0	360	0.57		360		0	0
71	138	New South Head	Road	293	1.50	439	0	0	439							
72	142	New South Head	Road	416	0.70	293	0	293	0	2,421	2.12	486	675	1,260	12.6	15.75
73	148	New South Head	Road	434	0.67	293	0	293	0							1,397
74	164	New South Head	Road	550	2.69	1,479	332	0	1,148	1,792	3.26	357	500	935	9.35	11,888
75	180	New South Head	Road	631	3.30	2,081	371	0	1,710	1,705	2.70	866	0	839	8.39	10,488
76	208A	New South Head	Road	266	1.28	341	143	198	0							
77	210A	New South Head	Road	247	1.38	341	143	198	0	2,060	2.71	375	520	1,165	11.65	14,563
78	212	New South Head	Road	247	1.38	341	143	198	0							1,037
79	-	Ascham School		252	0.00	0				0	0.00	-			0	0
80	-	Ascham School		319	0.00	0				0	0.00	-			0	0
81	222	New South Head	Road	467	2.79	1,303	232	0	1,071	1,303	2.79	232	0	1,071	10.71	13,388
82	230	New South Head	Road	445	3.03	1,350	0	0	1,350	1,350	3.03	0	0	1,350	13.5	16,875
83	240	New South Head	Road	383	4.85	1,854	0	0	1,854	1,854	4.85	0	0	1,854	18.54	23,175
84	203-233	New South Head	Road													
85	-	Council Owned Land		5,867	2.31	13,534	3,814	9,720		42,810	7.30	2,893	17642	22,275	222.75	278.44
86	235	New South Head	Road												0	0
87	285	New South Head	Road												0	0
88	287	New South Head	Road												0	0
89	297-299	New South Head	Road												0	0
90	-	Edgecliff Square Reserve		996	0.00					0	0.00				0	0



To calculate the number of dwellings within the centre, the total residential floorspace is divided by 80sqm and 100sqm to determine a likely range of apartment sizes compliant with the ADG based on a unit mix of approximately 30% 1 bed and studios; 50% 2 bedrooms and 20% 3 bedrooms.

Preferred Option

7.14.1 Preferred Option - Sections



Plan

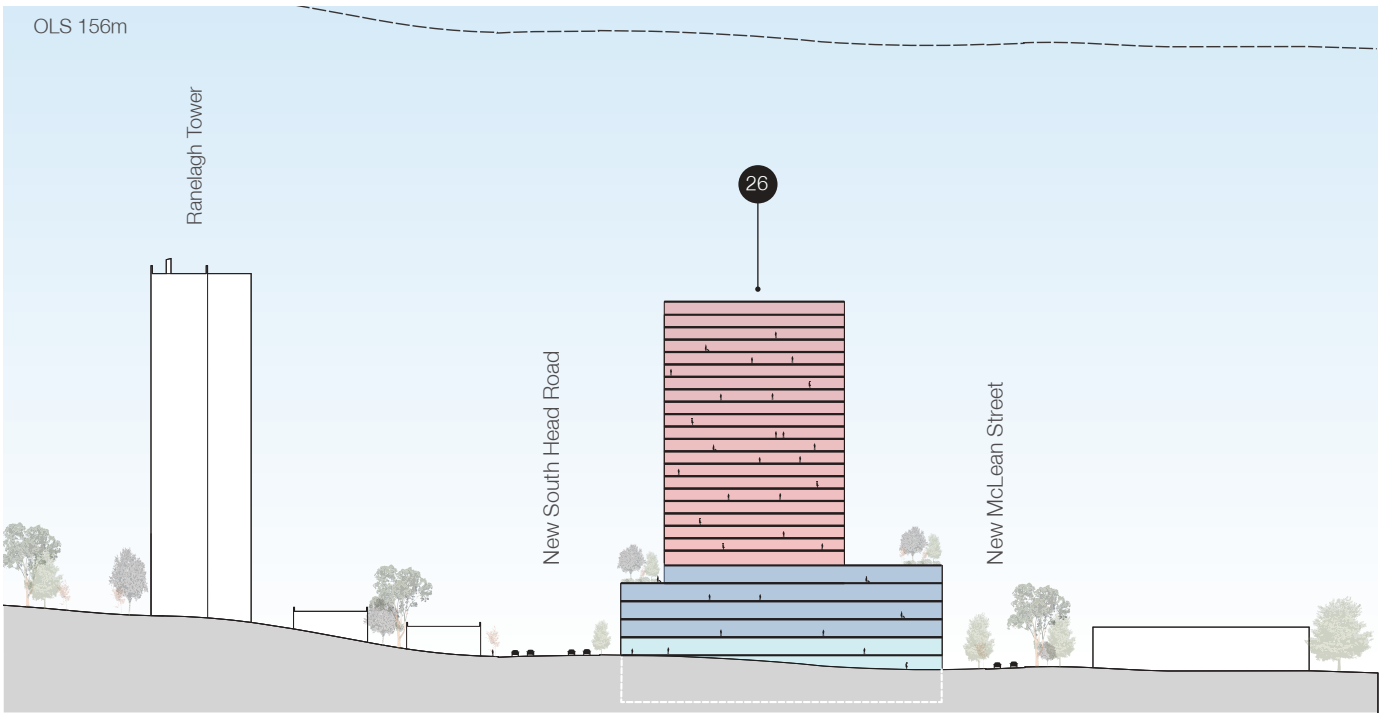


Figure 7.14.1 Section 3

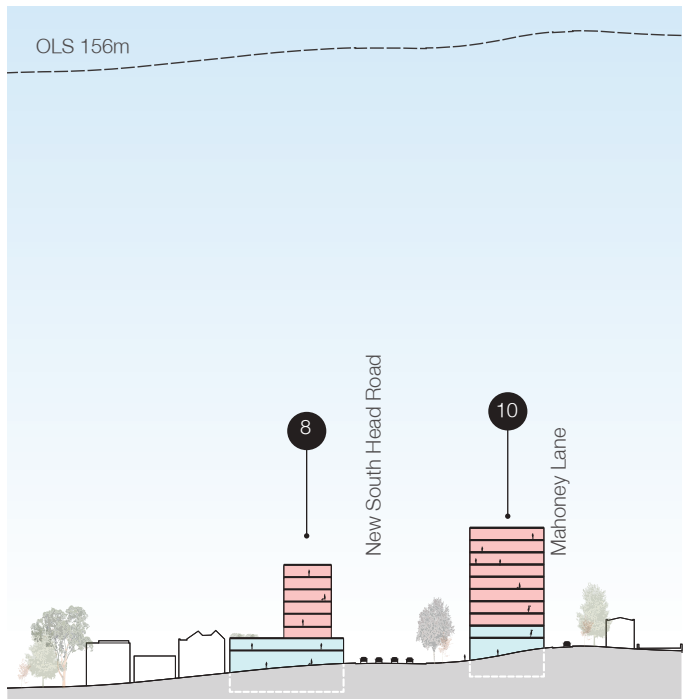


Figure 7.14.2 Section 5

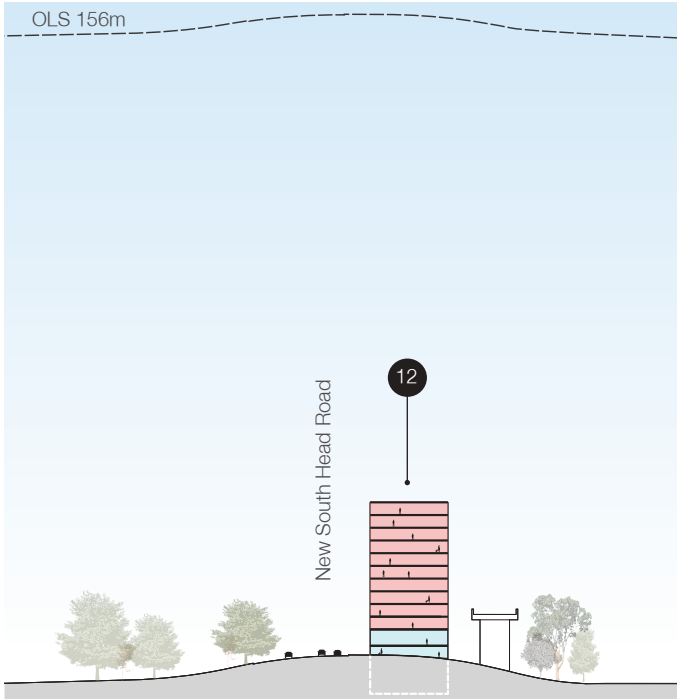


Figure 7.14.3 Section 6

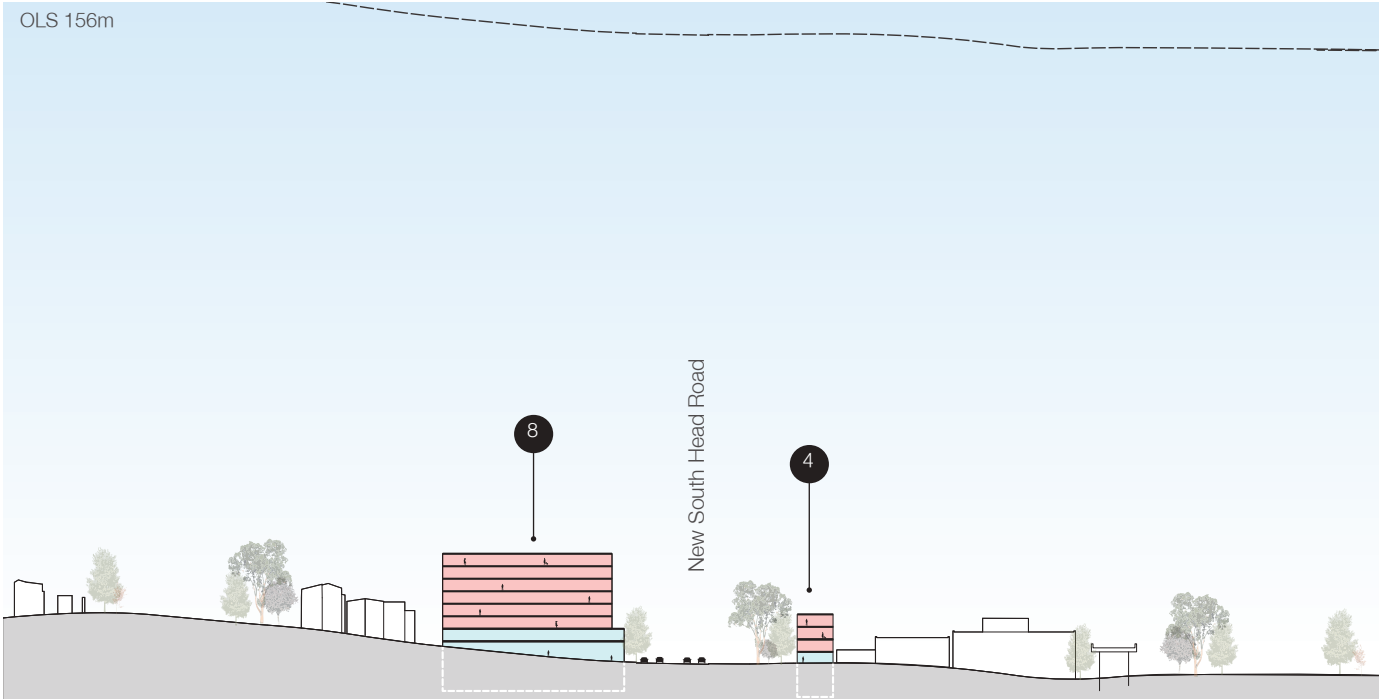


Figure 7.14.4 Section 4

Preferred Option

7.14.2 Preferred Option - Sections

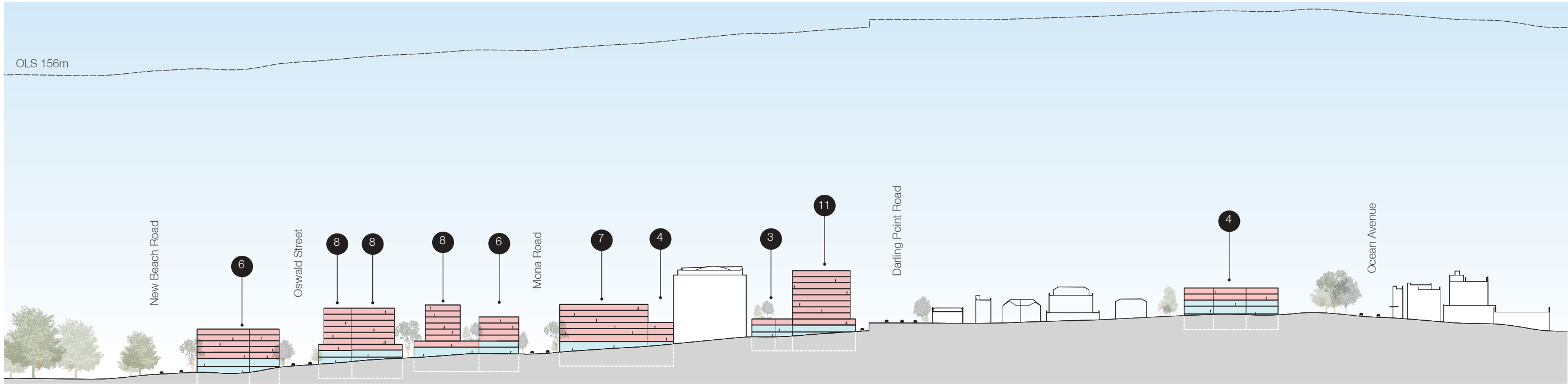


Figure 7.14.5 Section 1

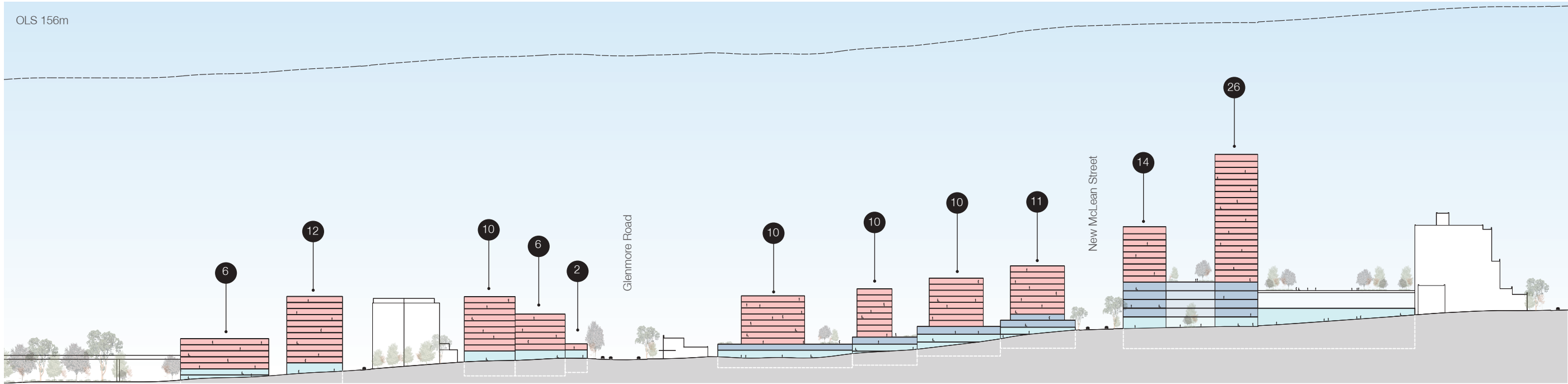


Figure 7.14.6 Section 2

Preferred Option

7.15 Preferred Option - Shadow Analysis



Figure 7.15.1 Shadow 9am 21 June



Figure 7.15.2 Shadow 10am 21 June



Figure 7.15.3 Shadow 11am 21 June



Figure 7.15.4 Shadow 12pm 21 June



Figure 7.15.5 Shadow 1pm 21 June

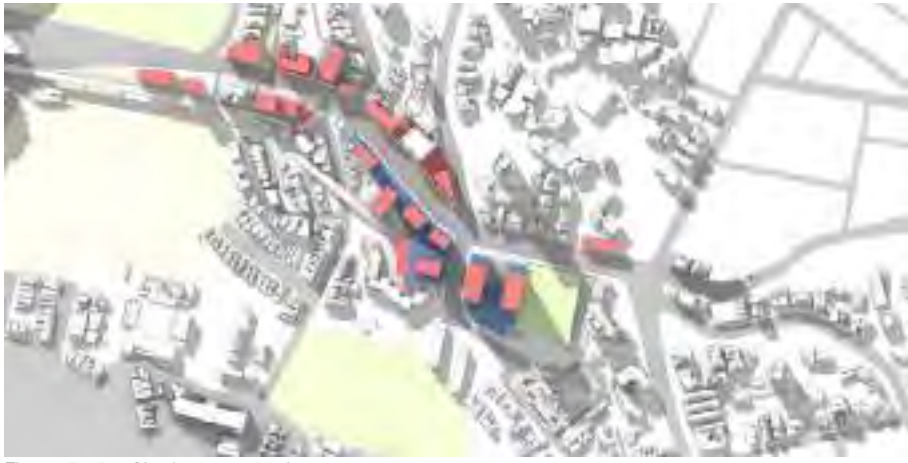


Figure 7.15.6 Shadow 2pm 21 June



Figure 7.15.7 Shadow 3pm 21 June

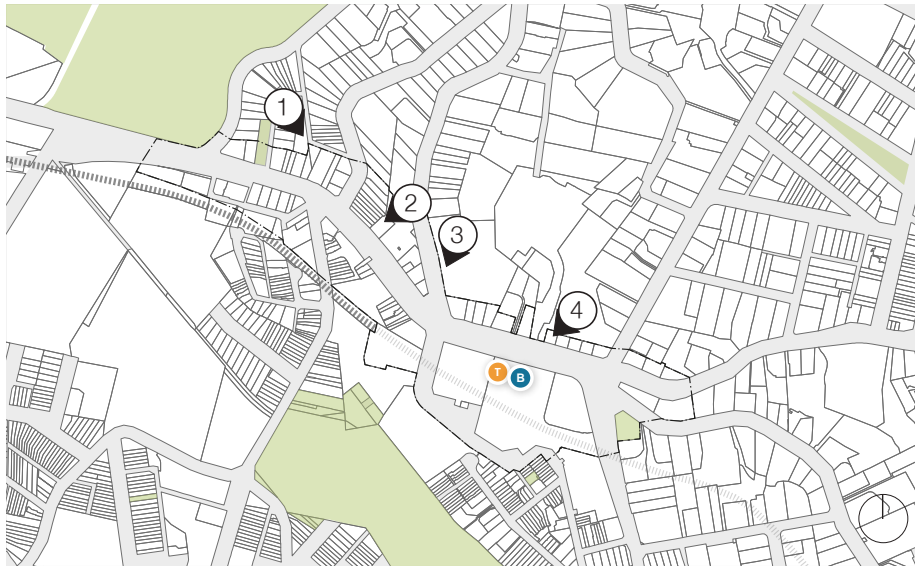
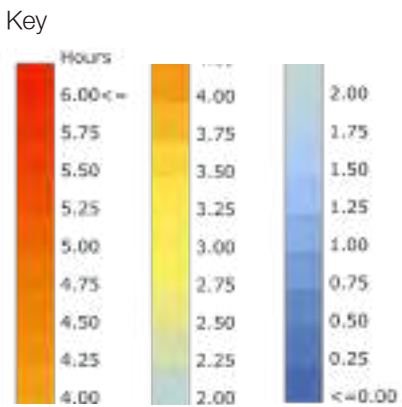
The traditional overshadowing analysis demonstrates that Trumper Park and Oval will receive significant overshadowing at 9am on 21 June, caused predominantly by the redevelopment of the Edgecliff Centre.

Overshadowing is also caused to the Paddington Heritage Conservation Area, however the shadow moves fast enough to ensure that dwellings continue to receive a minimum of 2 hours of direct sunlight to their private open spaces.

Preferred Option

7.16 Preferred Option - Solar Insolation

The solar access analysis illustrates the number of hours that each building elevation, Trumper Oval and Trumper Park receive direct sunlight during mid-winter (21 June). The darker red colours indicate a greater amount of sunlight is received on the surface.



Key Plan

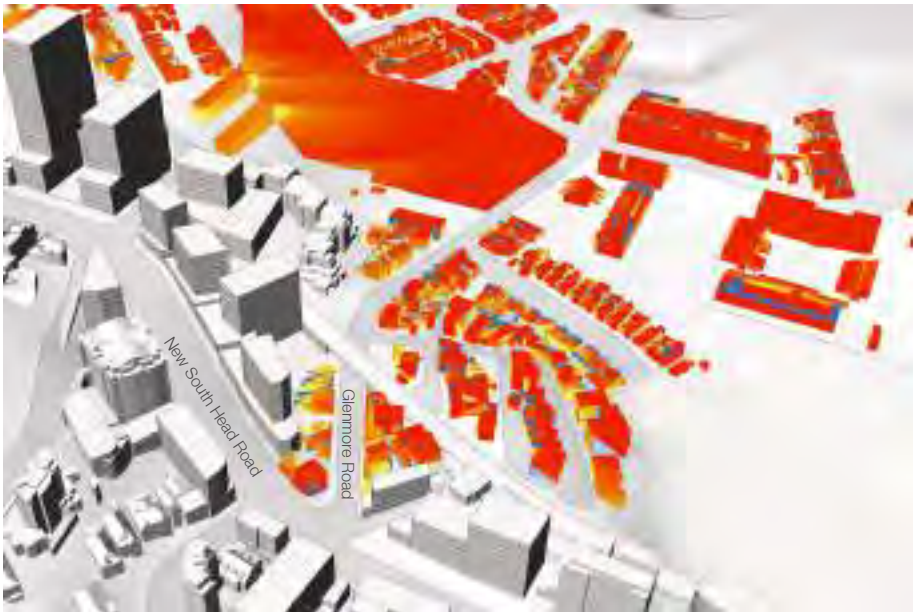


Figure 7.16.1 Solar Insolation - View 01

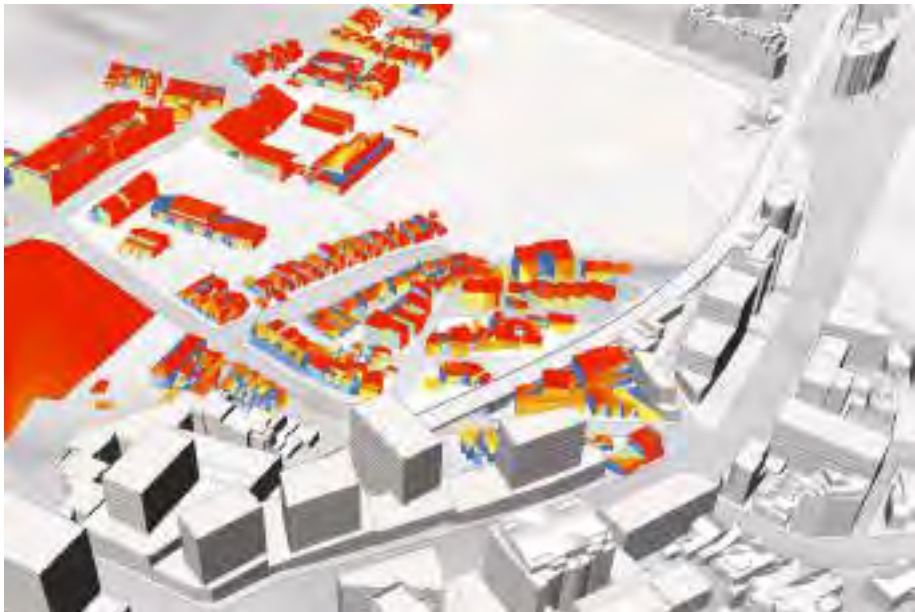


Figure 7.15.8 Solar Insolation - View 02



Figure 7.16.2 Solar Insolation - View 03

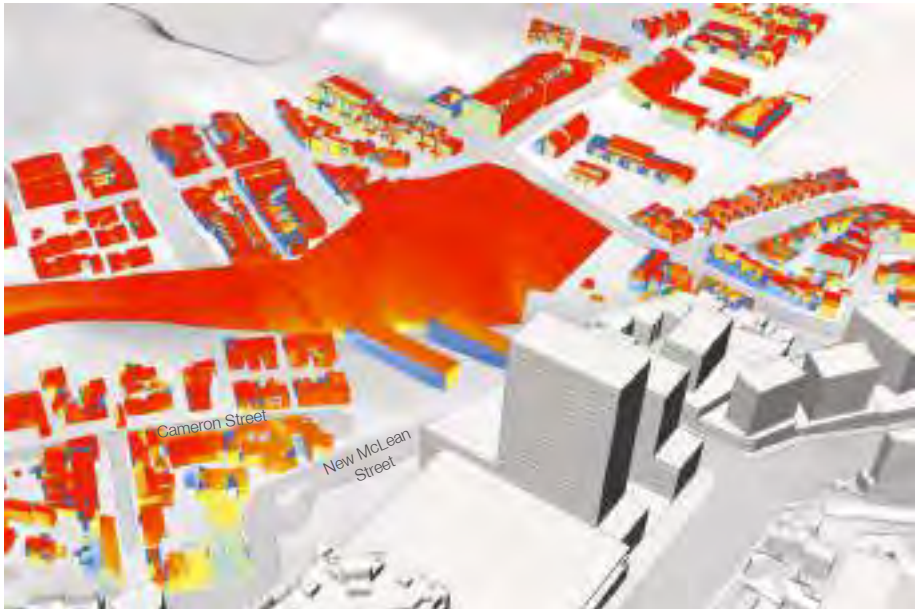


Figure 7.16.3 Solar Insolation - View 04

Preferred Option

7.17 Preferred Option Appraisal



Figure 7.17.1 Views

Views

- The views from the Ocean Street Eastpoint Tower are not maintained to the CBD.
- The views from New South Head Road are not maintained to the CBD.
- The views from 100 New South Head Road are not maintained to the CBD or Rushcutters Bay.
- A methodology for navigating view sharing is recommended to be developed.

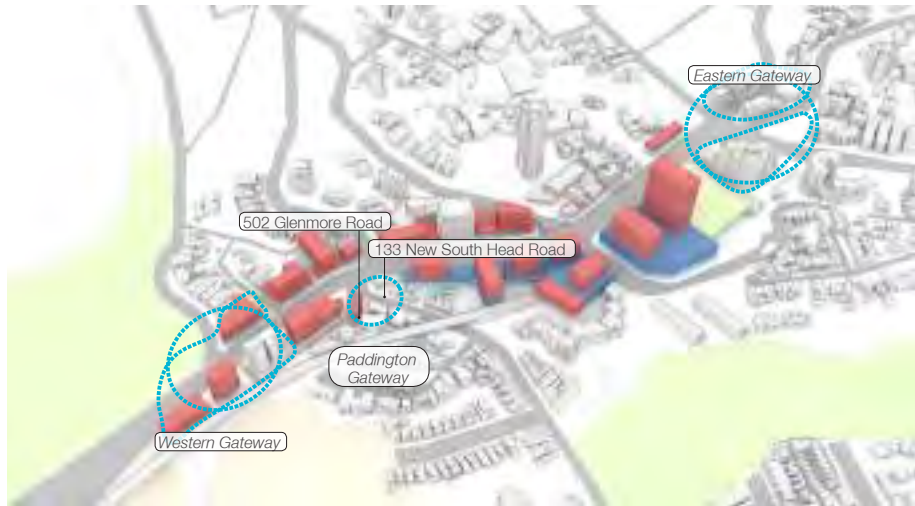


Figure 7.17.4 Gateways

Gateways

- The Western Gateway is created through three towers that have varying heights.
- The Paddington Gateway is marked only with the new development to 502 Glenmore Road and the Cadry's building at 133 New South Head Road. The break in the otherwise continuous street wall serves to create a gateway through the provision of more space, a different built form typology, and different public domain and planning treatment.



Figure 7.17.2 Height

Height

- Height is located throughout the ECC, with the tallest heights at the train station.
- The tallest heights are concentrated around the train station, allowing the valley and the top of the hill to be read.



Figure 7.17.5 Fixed Character

Fixed Character

- The various towers create a dialogue between the existing larger residential developments and the modelled envelopes, allowing for a cohesive centre.

Key					
<div></div>	Residential Development	<div></div>	Views	<div></div>	Gateway
<div></div>	Commercial Development	<div></div>	Height Transition	<div></div>	Fixed Built Form
<div></div>	Retail Development	<div></div>	Solar Access	<div></div>	HCA



Figure 7.17.3 Solar Access to Open Space

Solar Access to Open Space

- Towers causes additional overshadowing to Sydney Grammar School Fields throughout the day and additional overshadowing to Trumper Oval between 9am-11am.



Figure 7.17.6 Height Conservation Area

Heritage Conservation Area

- The built form has moderate impact upon the amenity of the HCA south of the Edgecliff Centre and Eastpoint Centre, however the scale and typology of buildings is not in line with the character of the HCA.
- Development on Glenmore Road is sensitive to the character of the area.

Preferred Option

7.18 Preferred Option - Discussion

<div>Identity</div>	<div>Strengths</div> <ul style="list-style-type: none">A continuous street wall is achieved that can follow the topography of the centre.Taller towers create urban markers or gateways and improve wayfinding and identity within the centre.The variation in the built form creates visual interest within the centre.Clearly identifiable towers can create a sense of ownership and pride for residents. <div>Weaknesses</div> <ul style="list-style-type: none">Towers have the potential to lose the sense of ownership and identity of each apartment, as they become more difficult to differentiate than apartments within the podium.	<div>Amenity</div>	<div>Strengths</div> <ul style="list-style-type: none"><i>Greater amenity for dwellings can be achieved due to a greater separation from New South Head Road and to the Eastpoint Tower. Towers also allow greater flexibility to orientate dwellings towards side boundaries to improve amenity and access to views.</i>A continuous street wall is provided at a height that allows greater amounts of solar access and increased view to the sky into the public domain.Buildings with narrow floorplates create dynamic shadows that distribute their overshadowing impact. <div>Weaknesses</div> <ul style="list-style-type: none">Overshadowing is more likely to impact existing buildings and surrounding areas further away.	<div>Views</div>	<div>Strengths</div> <ul style="list-style-type: none">The location of towers and a lower street wall protects some views from within the centre looking towards the CBD.Dwellings in towers are more likely to have views to the harbour, CBD or across the district.Towers can be located to negotiate view sharing, and can also define the centre's skyline as viewed from surrounding areas. <div>Weaknesses</div> <ul style="list-style-type: none">The location of the towers will impact upon the views of the centre from the surrounding areas, and may create tension between the community due to the loss of views.
<div>Connectivity</div>	<div>Strengths</div> <ul style="list-style-type: none">A consolidated commercial precinct around the public transport interchange will encourage a greater number of people to commute by train or bus.Redevelopment throughout the centre will allow for increased connectivity via through site links.	<div>Public Domain + Open Space Network</div>	<div>Strengths</div> <ul style="list-style-type: none">The increased density throughout the centre is likely to increase foot traffic along New South Head Road, and as a result, improve the use of the proposed linear park.Vehicular access to sites is likely to be improved through site amalgamation. This would allow access to large or shared basements predominately from side streets and not New South Head Road.Improved waste collection strategies are also able to be investigated due to amalgamated sites and basements. <div>Weaknesses</div> <ul style="list-style-type: none">Connecting pedestrians to the open space above the bus terminal may create connectivity issues. The elevated open space is detached from the public domain.	<div>Design Excellence</div>	<div>Strengths</div> <ul style="list-style-type: none">Larger development allows greater opportunity to undertake urban design competitions and attracts more prominent architects. <div>Weaknesses</div> <ul style="list-style-type: none">To achieve the proposed minimum lot size of 600sqm for a tower, site amalgamation is required. This can be a lengthy and costly process.Large amalgamated sites have the potential to be poorly designed or have a monotonous presentation to the street frontage. Site configuration may also create towers that appear bulky. This could be addressed through design controls that encourage the articulation of facades and building massing to create a vertical rhythm that also steps along the streetscape. A maximum floor plate size could also be created to promote slender towers.
<div>Sustainability</div>	<div>Strengths</div> <ul style="list-style-type: none">Wholesale redevelopment of the ECC can allow Council to lead precinct scale sustainability measures.	<div>Employment</div>	<div>Strengths</div> <ul style="list-style-type: none">A significant amount of employment floor space is able to be delivered and is likely to satisfy the needs of the future population.<i>The consolidation of commercial development within podiums around the transport interchange and active frontage controls along New South Head Road will deliver a generous amount of retail and commercial floorspace and create a busy centre.</i> <div>Weaknesses</div> <ul style="list-style-type: none">A consolidated commercial precinct limits the potential future expansion of commercial floorspace growth in the future. This could be mediated through increasing the floor to ceiling levels on the ground and first floor throughout the centre, as well as encouraging applicants to address adaptability of first floor residential into future commercial suites.	<div>Housing</div>	<div>Strengths</div> <ul style="list-style-type: none">A significant number of dwellings are able to be delivered. This is likely to satisfy the needs of the future population.Due to certain site constraints, basement carparking is not easily achievable for a number of sites. This can encourage true transport oriented development that aims to minimise use of private vehicles.Affordable housing is more likely to be delivered in larger developments. <div>Weaknesses</div> <ul style="list-style-type: none">The costs to consolidate a number of these sites, as well as site affectations such as the rail tunnel, will likely impact upon the deliverability of affordable housing within the centre.The challenges in delivering basement car parking may create tensions in the delivery of a product type, as well as potentially¹ placing more pressure on existing surrounding street networks.

Preferred Option

7.19 Illustrative Masterplan

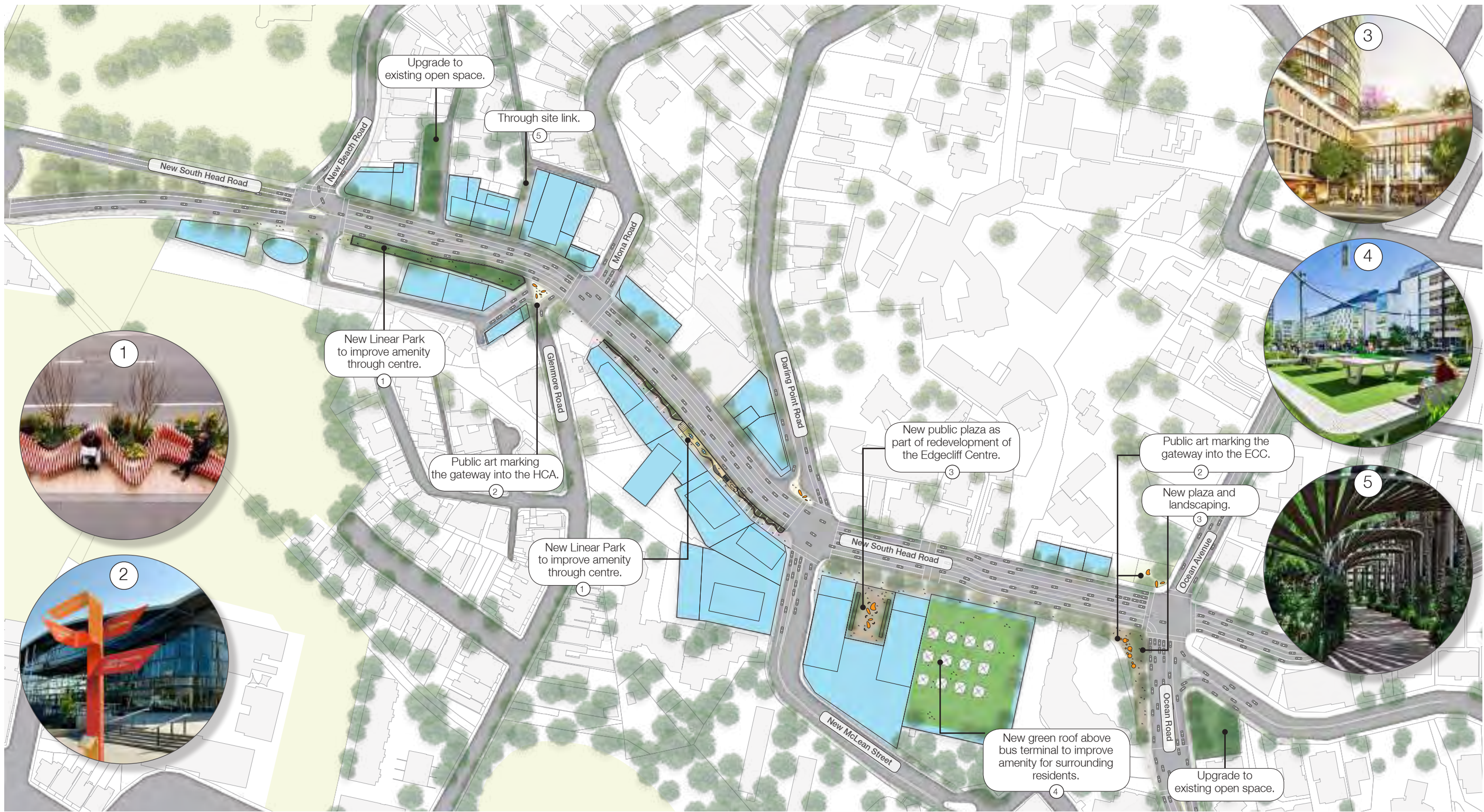


Figure 7.19.1 Illustrative Masterplan

Preferred Option

7.20 Visualisation - Corner New South Head Road & Glenmore Road



Figure 7.20.1 Visualisation, corner New South Head Road & Glenmore Road

Preferred Option

7.21 Visualisation - Corner New Maclean Street and New South Head Road



Figure 7.21.1 Visualisation, corner New South Head Road & New Maclean Street

Preferred Option

7.22 Visualisation - Potential Public Open Space at Edgecliff Centre, New South Head Road



Figure 7.22.1 Visualisation, potential public open space at Edgecliff Centre

Preferred Option

7.23 Visualisation - Linear Park along New South Head Road, south--



Figure 7.23.1 Visualisation, Linear Park along New South Head Road (south)



Alternate Option

Additional testing and analysis of the alternate built form option for the Edgecliff Centre and Eastpoint Shopping Centre site

Alternate Option

8.1 Alternate Option - Edgecliff Centre and Eastpoint Shopping Centre Study

An alternate option was prepared to explore the opportunity to redevelop Edgecliff Station/Eastpoint Shopping Centre, in addition to the adjacent Edgecliff Centre.

This option allows for the complete redevelopment of the Edgecliff Centre and the Eastpoint Shopping Centre sites, as well as the Council owned land to the south of the Edgecliff Centre. This assumes consolidated land ownership, and TfNSW's willingness to integrate the bus interchange into a new development - this has not been confirmed by TfNSW.

The development concept retains retail at the lower two levels, with commercial floorspace located above. Two residential towers sit above commercial podiums, positioned to minimise overshadowing to Trumper Park. The alignment of the buildings, however, does impact the views towards the Sydney CBD from the Ocean Street Eastpoint Tower.

The scheme includes a public plaza at ground level, an elevated public open space to New McLean Street, and another public space above the bus interchange. These open spaces will provide improved amenity for the general public and users of the new developments, including capturing the unique views to the CBD and Harbour.

Key

Residential

Commercial

Retail

Open Space

Plaza

Pedestrian Entry

Vehicular Entry

Active Frontage

Primary Pedestrian Access

Primary Vehicular Access



Reference Plan

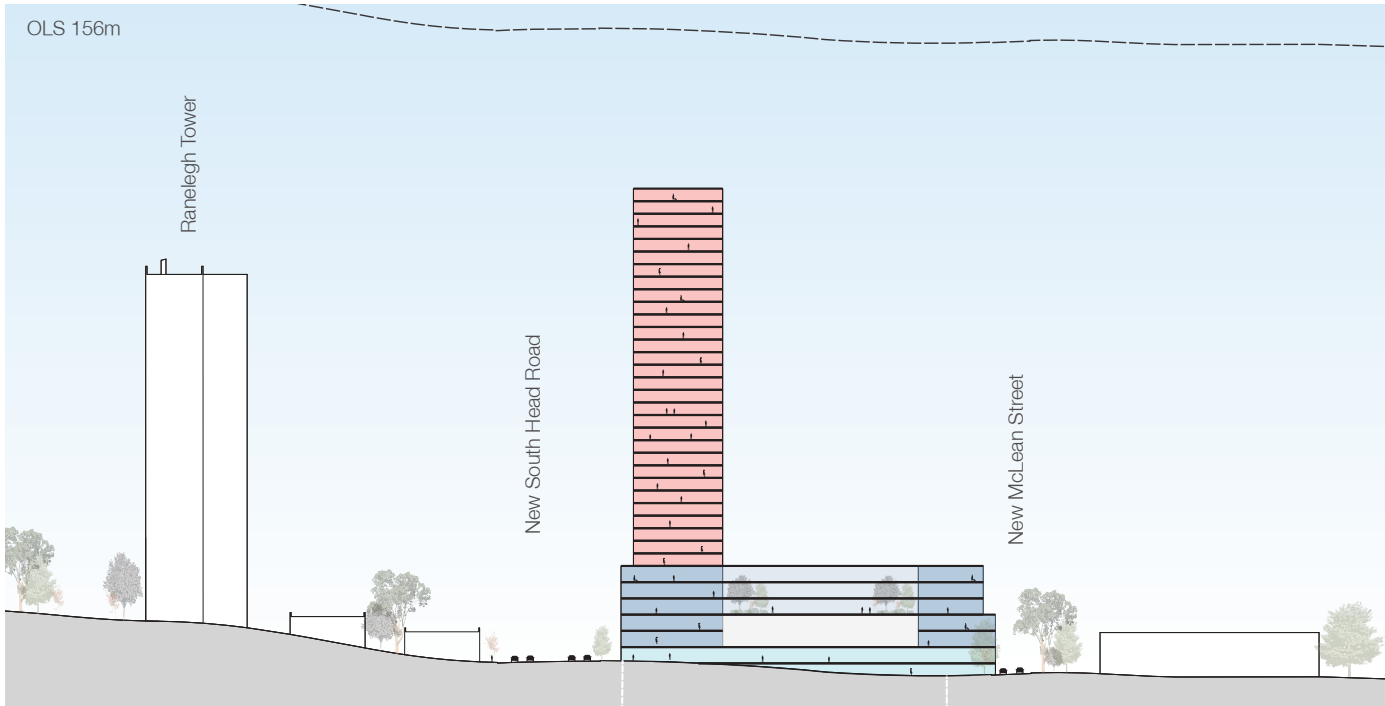


Figure 8.1.1 Section 3

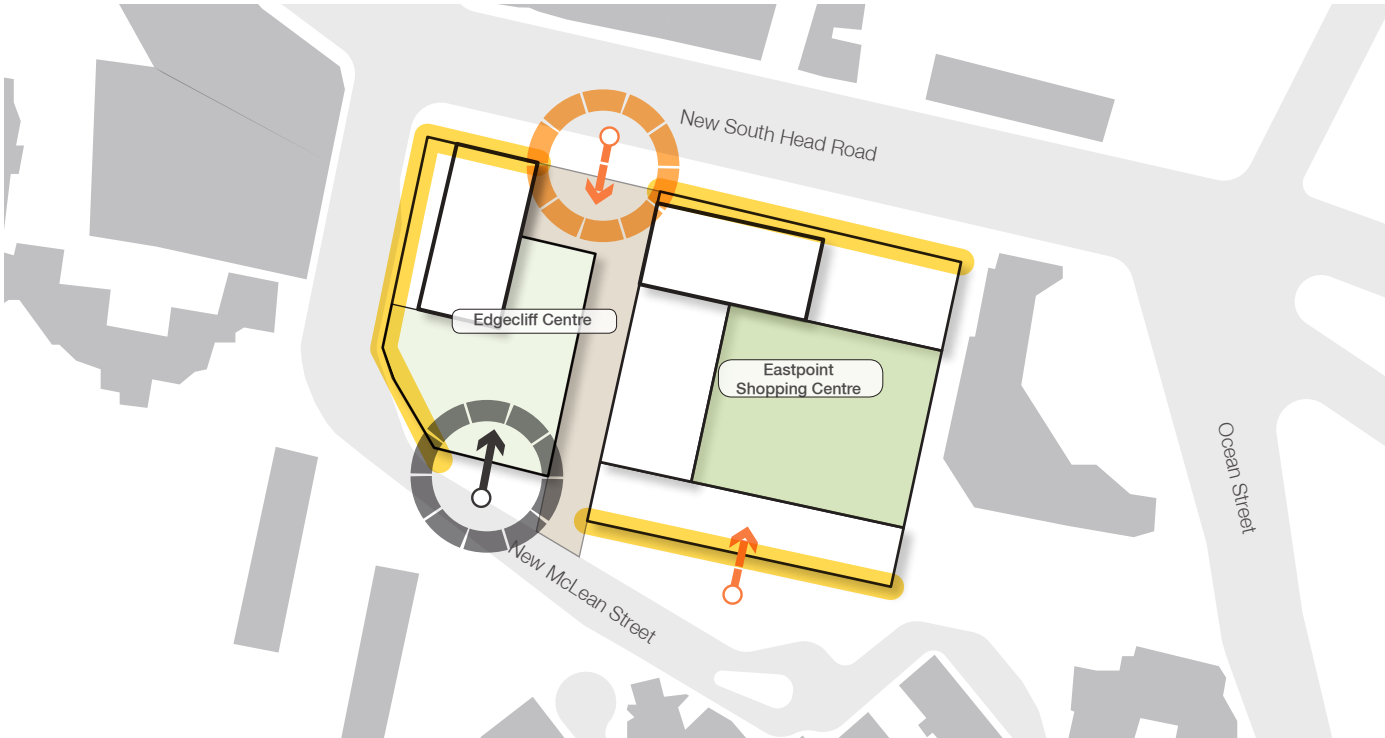


Figure 8.1.2 Concept Plan



Figure 8.1.3 Massing View 01



Figure 8.1.4 Massing View 02

Scenario A	Proposed GFA	Proposed FSR
Retail	11,370m ²	5.66:1
Commercial	32,590m ²	
Residential	32,670m ²	
Total	76,630m²	
Site Area	13540m²	

Recommendations

8.2 Alternate Option - Views to the Harbour Bridge



Figure 8.2.1 Views to Harbour Bridge up to 20 storeys



Figure 8.2.2 Views to Harbour Bridge 21 storeys and above

A views analysis of the Preferred Option shows that the proposed towers on the Edgecliff Centre opportunity site will have significant views to the Harbour Bridge, however will affect existing views of the residential building to the east.

Recommendations

8.3 Alternate Option - Views to Sydney CBD

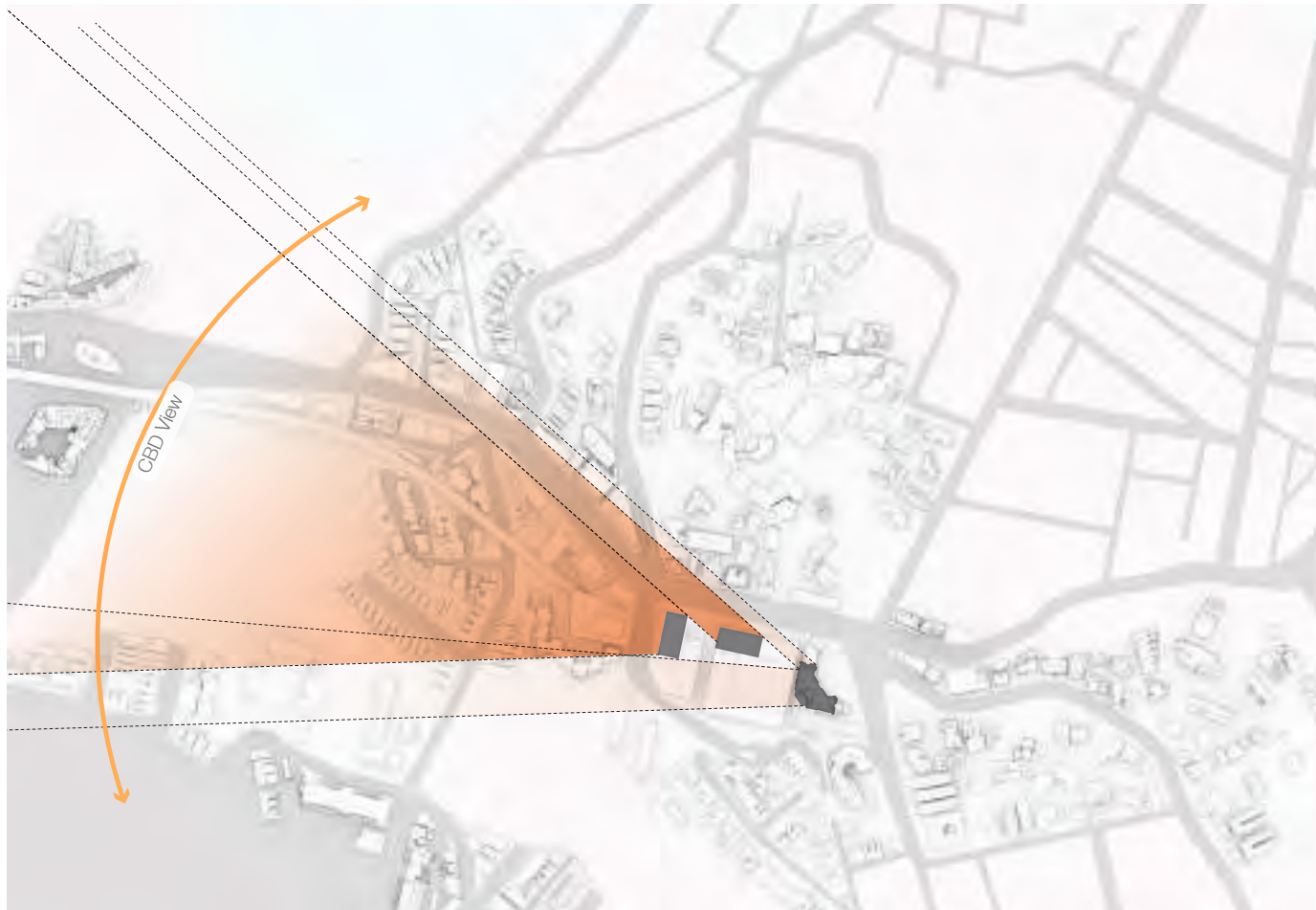


Figure 8.3.1 Views to Sydney CBD up to 20 storeys



Figure 8.3.2 Views to Sydney CBD 21 storeys and above

A views analysis of the Preferred Option shows that the proposed towers on the Edgecliff Centre opportunity site will have significant panoramic views to the Sydney CBD and will affect views of the residential building to the east.

The Ocean Street Eastpoint tower will lose a portion of view towards the CBD, however all of the apartments will be able to retain partial views to the harbour or the CBD.

Alternate Option

8.4 Alternate Option - Massing

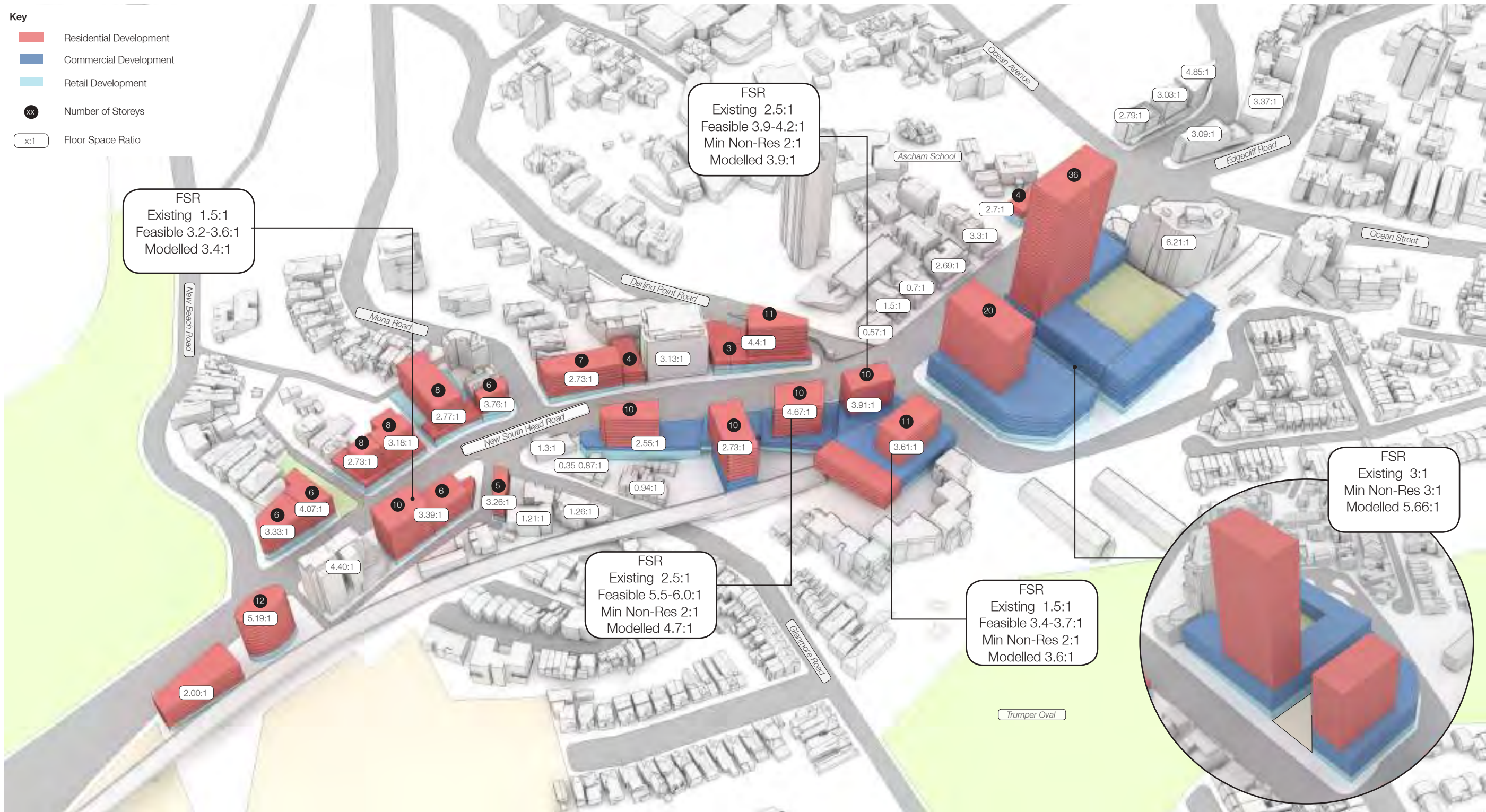


Figure 8.4.1 Alternate Option Model

Recommendations

8.5.1 Alternate Option - Photomontage



Figure 8.5.1 View 1 Existing



Figure 8.5.2 View 1 Proposed

Discussion

- The 6-8 storey street wall creates a sense of enclosure along New South Head Road.
- The built form also creates a framing of the existing Ranelagh Tower, reinforcing the recognisable urban marker.
- Buildings that wrap around corners highlight routes throughout the centre.

Recommendations

8.5.2 Alternate Option - Photomontage



Figure 8.5.3 View 2 Existing



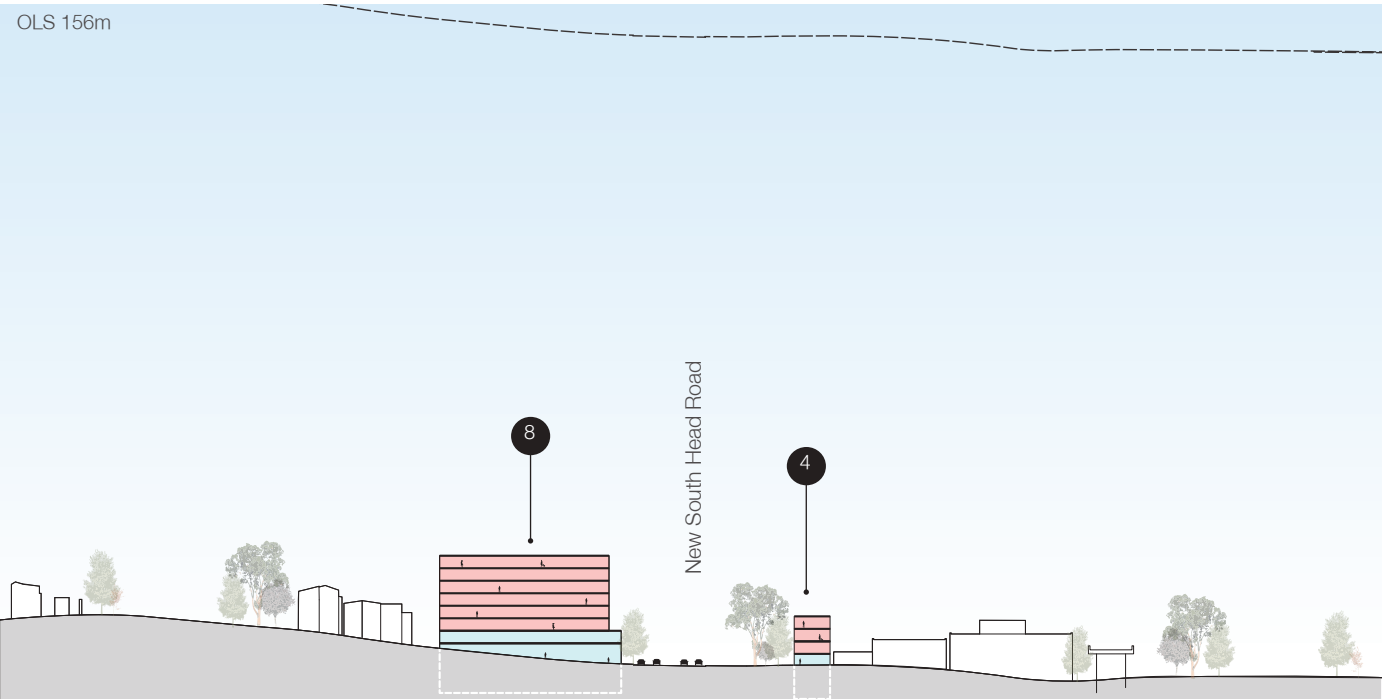
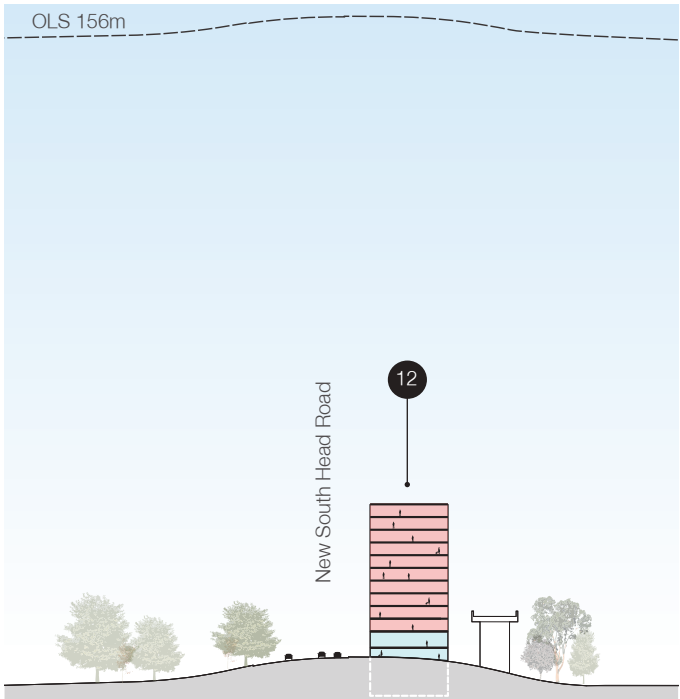
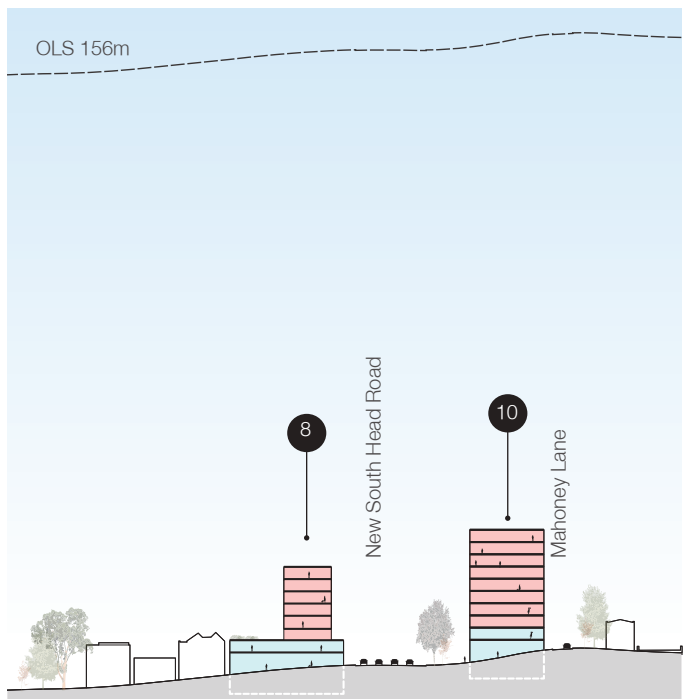
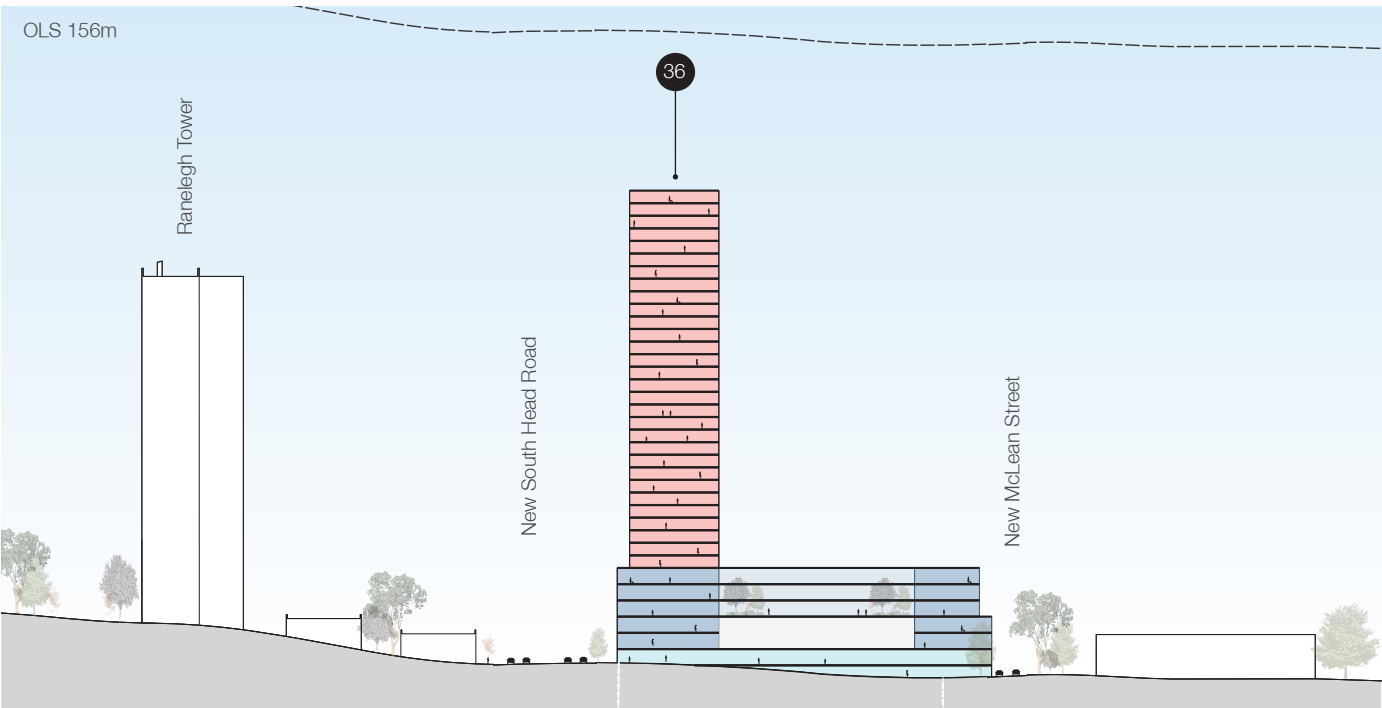
Figure 8.5.4 View 2 Proposed

Discussion

This built form option provides the opportunity for a landmark development at the Edgecliff Centre Opportunity Site and Eastpoint Shopping Centre, that is framed by development along the New South Head Road corridor. Retaining the Cadry's building to the corner of Glenmore Road and New South Head Road creates a break in the built form, and opens the intersection at the Paddington Gateway to the Paddington Heritage Conservation Area. The lower street wall creates a dialogue with the Cadry's building, whilst the buildings above created a varied and interesting skyline.

Alternate Option

8.6.1 Alternate Option - Sections



Alternate Option

8.6.2 Alternate Option - Sections

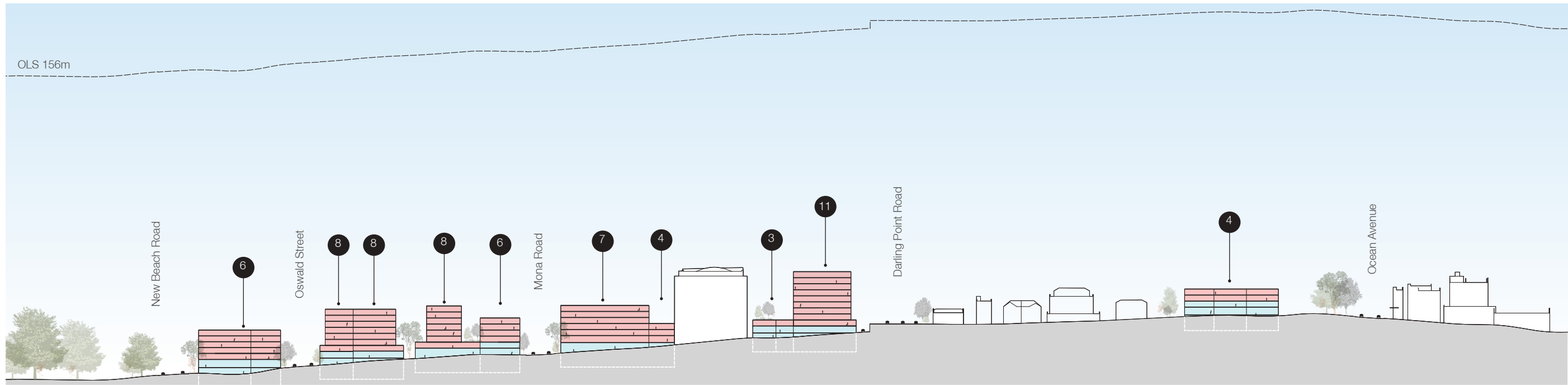


Figure 8.6.5 Section 1

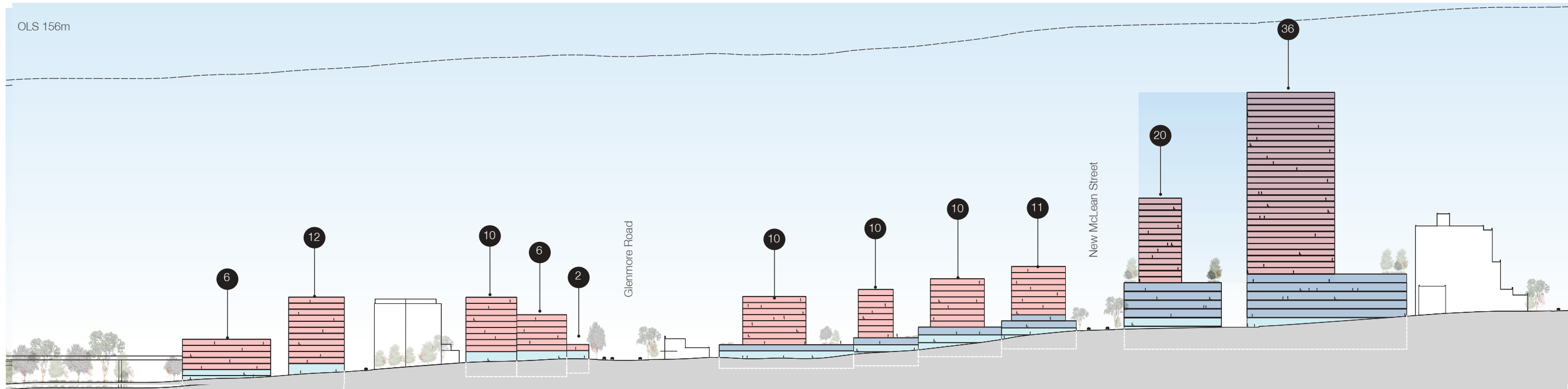


Figure 8.6.6 Section 2

Alternate Option

8.7 Alternate Option - Shadow Analysis



Figure 8.7.1 Shadow 9am 21 June



Figure 8.7.2 Shadow 10am 21 June



Figure 8.7.3 Shadow 11am 21 June



Figure 8.7.4 Shadow 12pm 21 June



Figure 8.7.5 Shadow 1pm 21 June



Figure 8.7.6 Shadow 2pm 21 June



Figure 8.7.7 Shadow 3pm 21 June

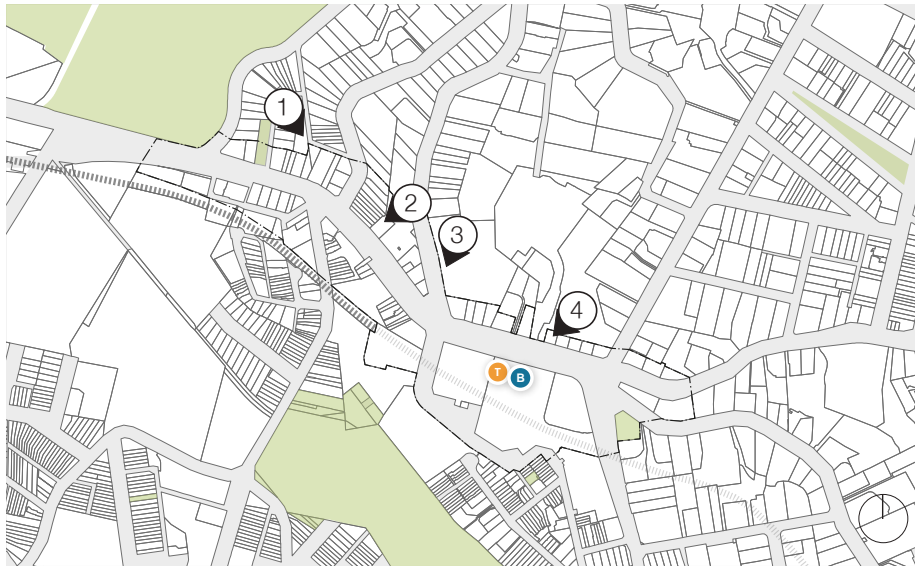
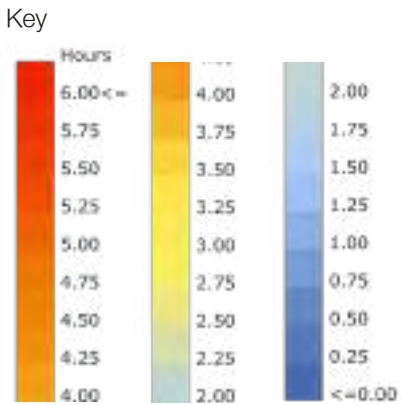
Similarly to the preferred option, the overshadowing analysis demonstrates that Trumper Park and Oval will receive significant overshadowing at 9am on 21 June, caused predominantly by the redevelopment of the Edgecliff Centre and Eastpoint Shopping Centre. This option also creates some additional overshadowing to the south-eastern portion of the park at 10am.

Overshadowing is also caused to the Paddington Heritage Conservation Area, however the shadow moves fast enough to ensure that dwellings continue to receive a minimum of 2 hours of direct sunlight to their private open spaces.

Recommendations

8.8 Alternate Option - Solar Insolation

The solar access analysis illustrates the number of hours that each building elevation, Trumper Oval and Trumper Park receive direct sunlight during mid-winter (21 June). The darker red colours indicate a greater amount of sunlight is received on the surface.



Key Plan

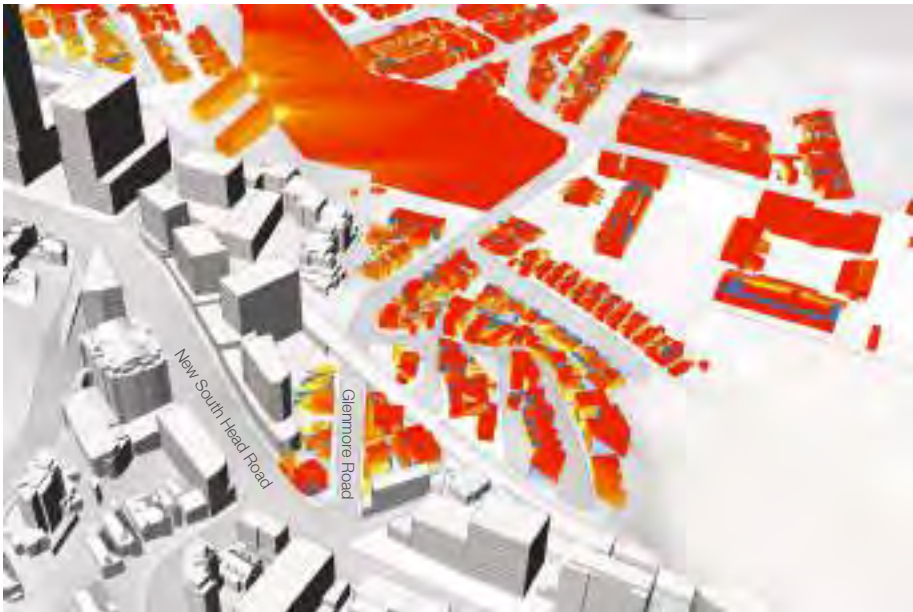


Figure 8.8.1 Solar Insolation - View 01

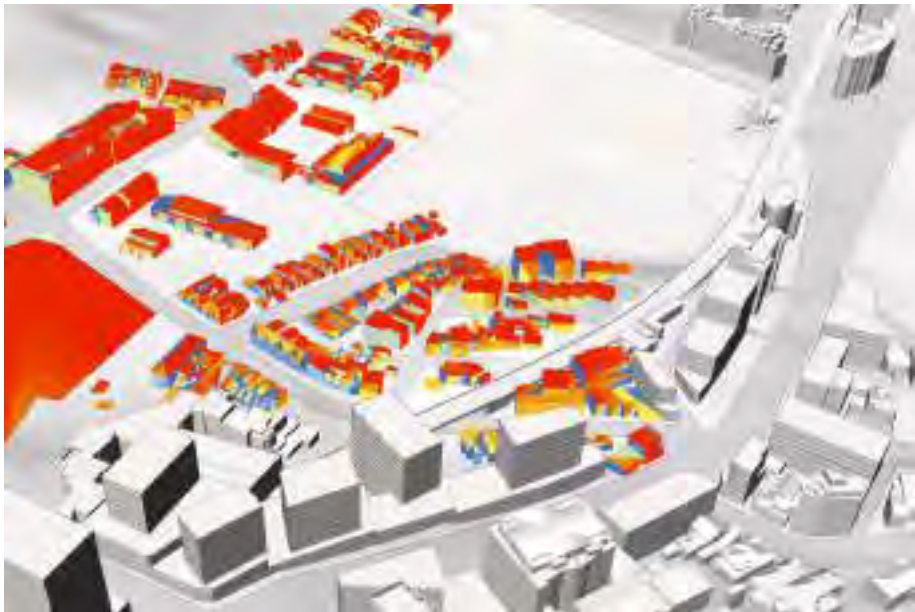


Figure 8.7.8 Solar Insolation - View 02



Figure 8.8.2 Solar Insolation - View 03

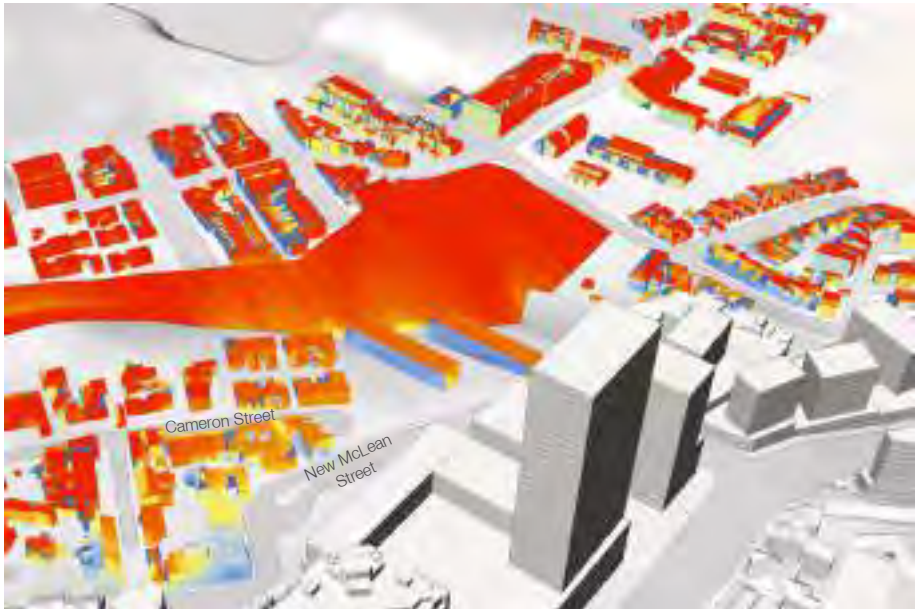


Figure 8.8.3 Solar Insolation - View 04

Recommendations

8.9 Alternate Option - Appraisal



Recommendations

8.10 Alternate Option - Discussion

<div>Identity</div>	<div>Strengths</div> <ul style="list-style-type: none">· A continuous street wall is achieved that can follow the topography of the centre.· Taller towers create urban markers or gateways and improve wayfinding and identity within the centre.· The variation in the built form creates visual interest within the centre.· Clearly identifiable towers can create a sense of ownership and pride for residents. <div>Weaknesses</div> <ul style="list-style-type: none">· Towers have the potential to lose the sense of ownership and identity of each apartment, as they become more difficult to differentiate than apartments within the podium.	<div>Amenity</div>	<div>Strengths</div> <ul style="list-style-type: none">· Towers also allow greater flexibility to orientate dwellings towards side boundaries to improve amenity and access to views.· A continuous street wall is provided at a height that allows greater amounts of solar access and increased view to the sky into the public domain.· Buildings with narrow floorplates create dynamic shadows that distribute their overshadowing impact. <div>Weaknesses</div> <ul style="list-style-type: none">· Overshadowing is more likely to impact existing buildings and surrounding areas further away.· <i>Orientation of the tower above the Eastpoint Shopping Centre has poor amenity to the dwellings on the southern facade.</i>	<div>Views</div>	<div>Strengths</div> <ul style="list-style-type: none">· A lower street wall protects some views from within the centre looking towards the CBD.· Dwellings in towers are more likely to have views to the harbour, CBD or across the district.· Towers can be located to negotiate view sharing, and can also define the centre's skyline as viewed from surrounding areas. <div>Weaknesses</div> <ul style="list-style-type: none">· <i>The location of the towers will impact upon the views of the centre from the surrounding areas, and may create tension between the community due to the loss of views, particularly Sydney Harbour views from Ocean Street Eastpoint Tower.</i>
<div>Connectivity</div>	<div>Strengths</div> <ul style="list-style-type: none">· A consolidated commercial precinct around the public transport interchange will encourage a greater number of people to commute by train or bus.· Redevelopment throughout the centre will allow for increased connectivity via through site links.	<div>Public Domain + Open Space Network</div>	<div>Strengths</div> <ul style="list-style-type: none">· The increased density throughout the centre is likely to increase foot traffic along New South Head Road, and as a result, improve the use of the proposed linear park.· Vehicular access to sites is likely to be improved through site amalgamation. This would allow access to large or shared basements predominately from side streets and not New South Head Road.· Improved waste collection strategies are also able to be investigated due to amalgamated sites and basements. <div>Weaknesses</div> <ul style="list-style-type: none">· <i>Connecting pedestrians to the open space above the bus terminal may create connectivity issues. The elevated open space is detached from the public domain and not visible from the street as it is hidden behind the commercial within the podium.</i>	<div>Design Excellence</div>	<div>Strengths</div> <ul style="list-style-type: none">· Larger development allows greater opportunity to undertake urban design competitions and attracts more prominent architects.· <div>Weaknesses</div> <ul style="list-style-type: none">· To achieve the proposed minimum lot size of 600sqm for a tower, site amalgamation is required. This can be a lengthy and costly process.· Large amalgamated sites have the potential to be poorly designed or have a monotonous presentation to the street frontage. Site configuration may also create towers that appear bulky. This could be addressed through design controls that encourage the articulation of facades and building massing to create a vertical rhythm that also steps along the streetscape. A maximum floor plate size could also be created to promote slender towers.
<div>Sustainability</div>	<div>Strengths</div> <ul style="list-style-type: none">· Wholesale redevelopment of the ECC can allow Council to lead precinct scale sustainability measures.	<div>Employment</div>	<div>Strengths</div> <ul style="list-style-type: none">· A significant amount of employment floor space is able to be delivered and is likely to satisfy the needs of the future population.· The consolidation of commercial development within podiums around the transport interchange and active frontage controls along New South Head Road will deliver a generous amount of retail and commercial floorspace and create a busy centre. <div>Weaknesses</div> <ul style="list-style-type: none">· A consolidated commercial precinct limits the potential future expansion of commercial floorspace growth in the future. This could be mediated through increasing the floor to ceiling levels on the ground and first floor throughout the centre, as well as encouraging applicants to address adaptability of first floor residential into future commercial suites.	<div>Housing</div>	<div>Strengths</div> <ul style="list-style-type: none">· A significant number of dwellings are able to be delivered. This is likely to satisfy the needs of the future population.· Due to certain site constraints, basement carparking is not easily achievable for a number of sites. This can encourage true transport oriented development that aims to minimise use of private vehicles.· Affordable housing is more likely to be delivered in larger developments. <div>Weaknesses</div> <ul style="list-style-type: none">· The costs to consolidate a number of these sites, as well as site affectations such as the rail tunnel, will likely impact upon the deliverability of affordable housing within the centre.· The challenges in delivering basement car parking may create tensions in the delivery of a product type, as well as potentially⁹ placing more pressure on existing surrounding street networks.

A large, stylized graphic of the letter 'Q' in a light teal color, positioned on the left side of the slide. The 'Q' is composed of a thick white outline and a solid teal center, with a small teal tail at the bottom right.

Recommendations

Recommendations and next steps

Recommendations

9.1 Chapter Overview

The preferred built form outcome for the ECC has evolved through an iterative design process with input from Council and the consultant team, including JLL (economic feasibility and land use) and GTA (transport and traffic). Throughout the design testing the original vision and design principles were revisited to ensure the built form, movement and public domain proposals achieved the high aspirations for this important centre.

The findings from this study have been distilled into a series of recommendations that Council can consider as part of their strategic planning for the ECC. These may include;

- Recommendations for LEP and DCP controls,
Note: the purpose of this study is not to prepare actual LEP and DCP maps or controls, however, the following advice provides clear recommendations for potential change;
- Proposed Policy Amendments;
- An illustrative master plan, design principles and visualisations to inform a detailed public domain plan;
- Recommendations for further studies.



Recommendations

9.2 Existing Character Statement- Edgecliff Commercial Centre

The following statement seeks to capture the existing character of the ECC and has evolved over the length of the project.

The Edgecliff Commercial Centre (ECC) is defined by New South Head Road, which rises from Rushcutters Bay and Double Bay to the crest of the hill, where the transport interchange is located. Views to the harbour and city skyline can be captured from the street and buildings that tightly contain the road corridor.

Ground floor retail and commercial uses on upper levels provide an important economic function, which corresponds with the excellent public transport services and proximity to the Sydney CBD. Housing is provided throughout the centre, typically above the active ground floor retail and commercial uses, which provide an important buffer from the traffic noise at street level.

Due to the high volume of traffic and minimal setback to built form along New South Head Road there are few opportunities for public open space or improved pedestrian amenity. There are however a number of large public open spaces, including Trumper Park and Rushcutters Bay Park, in addition to the harbour foreshore, within a short walk from the ECC.

The connectivity of the ECC to surrounding residential neighbourhoods and other centres, including Double Bay, must address the steep topography, tight and often disconnected street network, and heavily trafficked roads. Despite these physical and urban constraints the majority of visitors to the centre arrive on foot or public transport.

The centre serves a number of important functions for the local residents and the broader community, the ECC offers a number of opportunities to enhance its role as the gateway to the eastern suburbs.



Figure 9.2.1 Existing Photos of the Edgecliff Commercial Centre

Recommendations

9.3 Desired Future Character Statement - Edgecliff Commercial Centre

Through the preparation of this study an understanding of a Desired Future Character for the ECC has been identified and distilled below.

Edgecliff is the gateway between Sydney’s eastern suburbs and CBD along a vital transit corridor. Based around a key piece of public transport infrastructure, Edgecliff will capitalise on its location to provide excellent connectivity to nearby employment centres such as Sydney CBD and Bondi Junction; harbour-side parks; and lifestyle destinations that make the location one of Sydney’s most liveable suburbs.

The centre will continue to serve an important economic function, providing commercial floor space to support existing health and professional uses. High-quality transit oriented development around the transport interchange will support a range of supporting services and land uses, including retail, housing and recreation.

Design excellence throughout the centre will be achieved through developments that are sustainable, promote social well being and interaction, and contribute to a revitalised neighbourhood identity. Priority will be placed on walking, cycling and improved access to public transport, allowing an opportunity to create a network of vibrant and inclusive open spaces that will connect residents and workers with the community and support liveability.

Within the ECC, five character areas will guide development and underpin the recommendations within this chapter. Each character area varies in the scale of development and their uses. The characters areas are:

- Western Gateway
- Paddington Gateway
- Mixed Use Corridor
- Commercial Core
- Eastern Gateway

Recommendations

1. The existing and desired future character area statements are recommended to be incorporated into the WDCP.

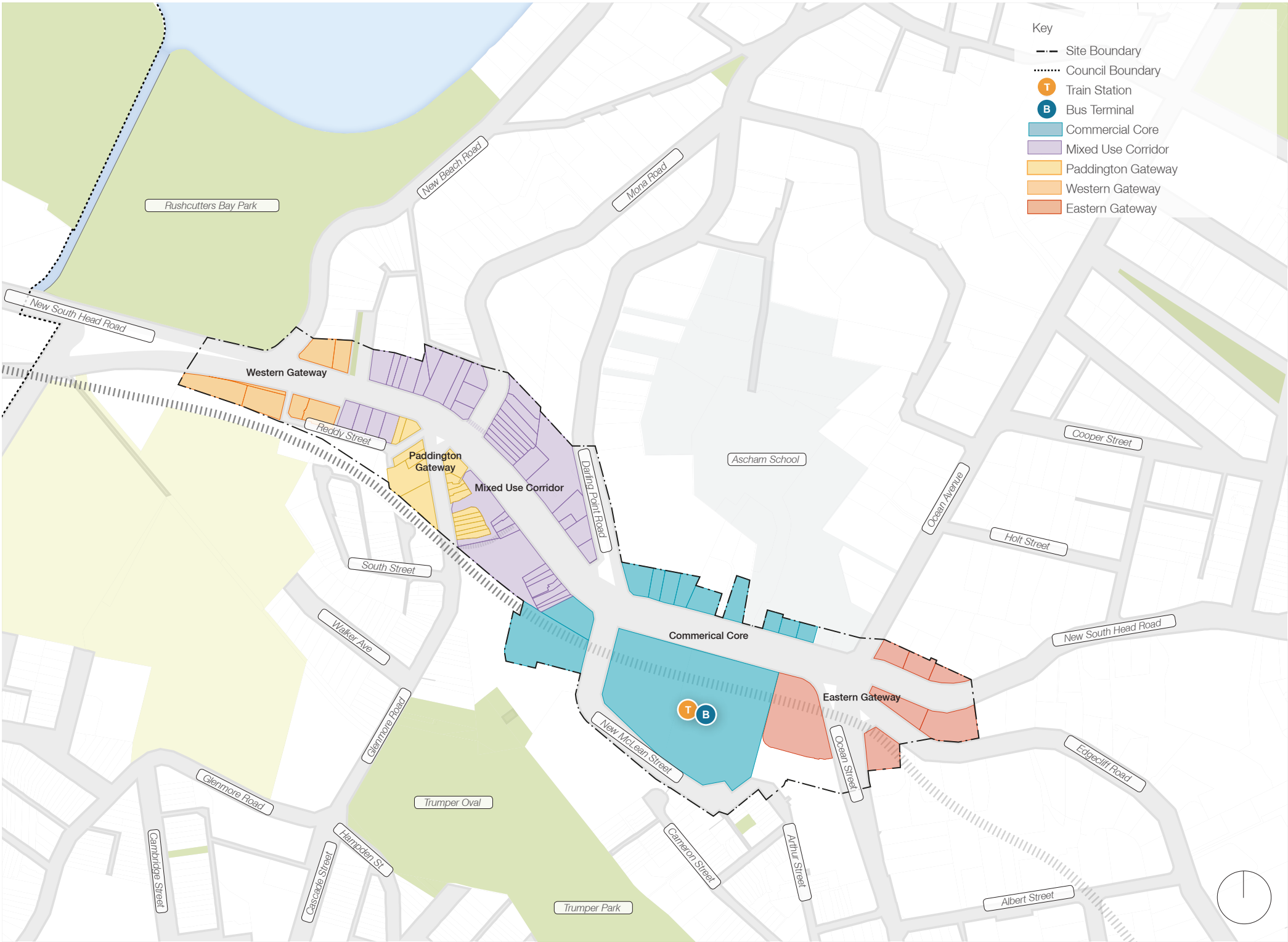


Figure 9.3.1 Character Area Reference Plan

Recommendations

9.4 Character Areas

As outlined in Section 7 of this study, each of the five character areas has been described in terms of their existing and desired future characteristics. This information may form part of a DCP controls that may guide the variation in built form, public domain and architectural design across the Edgecliff Commercial Centre.

1. Western Gateway

Existing Character

The character area is centred around the signalised intersection of New South Head Road and New Beach Road, adjacent to Rushcutters Bay Park. The area is defined by buildings that include the 12-storey Bayside Apartment building (85-97 New South Head Road), two 4-storey Art Deco era apartment buildings (2-14 and 20 New South Head Road), a car wash and petrol station (73-83 New South Head Road). There is currently no coherent scale or character in the built form. Other than the park, the quality of the public domain is compromised by the volume of traffic and relatively narrow footpaths, and the surface car parking in the large setback of the Bayside Apartment building.

Desired Future Character

The Western Gateway will serve as the entrance to the ECC and the eastern suburbs. Redevelopment should reinforce the ‘gateway’ qualities of the area, articulated through architectural features and form, landscaping and the creation of a sense of arrival. The scale of any new development should sensitively respond to the existing built form and mature Moreton Bay Fig trees that line the edge of the park along New South Head Road, and frame views into the centre from the west.

2. Mixed Use Corridor

Existing Character

The character area includes most of the mixed use section of New South Head Road between Oswald Street and Darling Point Road / New McLean Street. The character along this section of New South Head Road is varied, with no single or prominent feature. The varying setbacks, building styles and narrow footpaths along the northern frontage of New South Head Road, are countered by wide, pedestrianised and landscaped areas that provide a generous setback for commercial and mixed-use buildings along the southern frontage. The area is also defined by a steep incline and curve

in New South Head Road, which reveals framed views from the west to the Edgecliff Centre at the top of the hill, and from the east to Rushcutters Bay Park at the bottom of the hill.

Desired Future Character

The Mixed Use Corridor should retain a varied built form character that serves as the interface between the predominately residential Western Gateway and the Commercial Core to the east. The proportions, activation and landscape quality of the public domain will be celebrated through the reinforced building setbacks along the northern frontage to New South Head Road, and improvements to the linear park along the southern frontage. The experience for pedestrians and vehicles driving through this area will vary depending on the speed and direction of travel. The area will continue to provide changing vistas both up and down the hill and be enhanced with additional quiet and cool landscaped spaces, active frontages, public art and wayfinding.

3. Paddington Gateway

Existing Character

The character area is centred around the intersection of Glenmore Road and New South Head Road. The existing low-medium scale of development creates a break in the built form of New South Head Road, and an open clearing that allows views along Glenmore Road towards the Paddington Heritage Conservation Area (HCA). This area has a residential character with zero setbacks and buildings that have a regular rhythm, material palette and form, such as the terrace houses, worker’s cottages and sympathetic infill development. The existing street trees provide a unique streetscape quality that differs from the character to New South Head Road.

Desired Future Character

The Paddington Gateway will continue to mark the beginning of the Paddington HCA, which extends south along Glenmore Road to Trumper Park and Paddington. The built form is a low-medium scale, has a regular vertical rhythm and consistent roof line. Any new development in this area should respect and retain the existing character through the continuation of a 2 storey street wall with regular vertical articulation, and mark the transition from the dense mixed-use nature of New South Head Road towards the residential character of Paddington. The public domain will reflect the

entry into the HCA through paving materials with finer detail and a change in street tree varieties. The pedestrian island provides an opportunity for Council to create a landscaped gateway marker to identify the boundary of the HCA.

4. Commercial Core

Existing Character

The character area is characterised by a variety of building typologies, scales, materials, setbacks and architectural styles, including two-storey shopfronts, 3-4 storey inter-war apartment buildings, commercial and large mixed-use developments around Edgecliff station and the bus interchange.

The buildings along the northern frontage of New South Head Road contribute to the historic character of the area, which has been slowly altered over time. The Ascham School has one street frontage within this character area that is used as an entry to the staff car park and a high sandstone wall to the corner of Ocean Avenue.

Along the southern frontage, the Edgecliff Centre is a prominent feature of the character area and ECC, being positioned at crest of the hill of New South Head Road, at the intersection with New McLean Street. The Eastpoint Shopping Village is a two-storey mixed-use commercial building that provides access to the train station and bus interchange. The strong horizontal expression of these buildings juxtaposes the finer grain vertical ground plane along the northern frontage.

Desired Future Character

The Commercial Core area around Edgecliff station and the bus interchange will continue to be the focal point for employment, retail, and supporting services, which leverage off the access to high-quality public transport. The key development opportunities are the Edgecliff Centre and Eastpoint Shopping Centre, which will continue to provide the important mixed-use functions required to support the broader community. New development should consider the impact on the amenity of surrounding properties, streets and public spaces.

Development along the northern frontage of New South Head Road must consider the finer grain of development and

interface with the Ascham School. The quality and quantity of the public domain within the Commercial Core should be carefully considered as part of any redevelopment proposal and improve the town centre experience by encouraging people to dwell and enjoy the centre.

5. Eastern Gateway

Existing Character

The character area is centred around the large intersection of New South Head Road, Ocean Street, Ocean Avenue, and Edgecliff Road. The area is characterised by heavily trafficked roads, the poorly maintained and used open space of Edgecliff Square Reserve, and the Ocean Street Eastpoint Tower, which is the largest residential building in the ECC. The tower appears physically isolated from the remainder of the centre, due to its expansive curtilage, which includes the ramp access and bus terminal.

The quality of the pedestrian environment through this area is compromised by zero property setbacks to both the Ascham School and the Ocean Street Eastpoint Tower, wide road corridors and narrowed footpaths. A number of large mature trees provide relief for the scale of the residential tower and width of the road corridors.

Desired Future Character

The Eastern Gateway will continue to feature a heavily trafficked intersection and a variation in built form scale, materials and typologies. The character of the area should be enhanced through the upgrade of the public domain. This should include the removal of the left turning slip lanes from Ocean Street into New South Head Road to create a pedestrian plaza with public art and wayfinding, improving the pedestrian crossing environment at the entry of the TfNSW bus interchange ramps, and upgrading the Edgecliff Square Reserve.

Recommendations

9.5 Proposed Controls - Approach

While the LEP maps for Height of Buildings (HOB) and Floor Space Ratio (FSR) may be updated, the site-by-site nature of the testing and refinement of the built form will not translate into simple map amendments.

Given that the preferred built outcome relies on a number of sites amalgamating, it is recommended that Special Areas be applied to the HOB and FSR LEP maps that refer to relevant site specific clauses in the LEP. Within each clause, HOB and/or FSR will be made permissible subject to the amalgamation of specifically identified sites (i.e. those identified as Special Areas on the HOB/FSR maps).

The site specific clauses will also outline the minimum non-residential FSR prescribed for certain sites to ensure that the ECC continues to remain an important centre for employment.

As a mechanism to encourage amalgamation, and delivery of identified public benefits, it is proposed that the current base heights and FSRs applying to the study area not be amended. Instead, in the Part 6 Additional Local Provisions section of WLEP 2014 an ECC provision will be provided.

This new ECC specific section and associated clauses along with associated maps will address:

- Additional height permitted;
- Additional FSR permitted;
- Minimum non-residential FSR required in the nominated areas;
- Active street frontage requirements; and
- Permissibility of residential flat buildings if undertaken as part of a mixed use development in the B4 Mixed Use zone proposed - this can be achieved by a clause in the local provisions allowing this form of development.

The local provisions will outline objectives that development is required to address to be eligible to achieve the additional height and FSR. This includes the delivery of public domain improvements, demonstrating that solar access is maintained to important open space areas such as Trumper Park and public benefits such as the delivery of affordable housing.

9.6 Public Domain Upgrade

Development in the ECC will be the subject of development contributions under the site specific plans.

This study contemplates a range of potential works and upgrades to the public domain. Some items such as a new publicly accessible plaza to the Edgcliff Centre site will be guided through a Development Control Plan (DCP) provision. Other upgrade works such as the linear open space will be partly funded by Section 94A Contributions.

Given the extent of the uplift contemplated for the ECC through local provisions to the LEP, consideration will be given to pursuing an increased S94A Levy for the ECC. This will require approval from the Minister of Planning under the S94E and Clause 25K of the Environmental Planning and Assessment Regulation 2000 to allow a levy greater than 1% to be imposed.

Recommendations

1. **That the existing LEP Height of Building, Land Zoning and Floor Space Ratio Maps and controls remain as the 'base' case.**
2. **That Special Areas are indicated in the LEP to reflect individual sites and amalgamation patterns outlined in the preferred option.**
3. **Insert a new clause into WLEP 2014 Part 6, that outline additional provisions for individual and amalgamated sites. These include:**
 - Additional height permitted;
 - Additional FSR permitted;
 - Minimum non-residential FSR required in the nominated areas; and
 - Permissibility of residential flat buildings only if undertaken as part of a mixed use development in the B4 Mixed Use zone proposed.
4. **That amendments to the Woollahra Development Control Plan (DCP) be prepared to support the LEP Amendments. These include:**
 - Active street frontages requirements;
 - Street wall height requirements;
 - Controls to ensure no additional overshadowing to open spaces; and
 - Provision of new open space and upgrades to existing open spaces.

Recommendations

5. **The increased development potential on Special Area sites will be linked to a contributions scheme to assist in the delivery of public infrastructure, as outlined in these recommendations.**

The contributions scheme will facilitate public domain improvements in the centre (as outlined in these recommendations) that will increase amenity and liveability (discussed in Chapter 2), as well as support increased residential and commercial uses.
6. **That the contributions scheme for the ECC be pursued as a S94A Levy.**
7. **That Council pursue Ministerial approval to impose a lever greater than 1% following further analysis and costing of proposed public domain improvements.**

Recommendations

9.7 Affordable housing provision - WLEP2014

The Draft Central District Plan builds upon the requirements of *A Plan for Growing Sydney* for the delivery of more opportunities for affordable housing (Action 2.3.3).

The Draft Central District Plan at Liveability Priority 3 suggests a target of 5-10% of new floor space at rezoning to be targeted as affordable housing.

To implement the recommendations and outcomes of the study the height of buildings and floor space ratio (FSR) controls will require the preparation of a planning proposal. The planning proposal will be the mechanism to undertake the necessary revisions to the Woollahra LEP 2014.

Responding to Liveability Priority 3 will be part of the strategic merit test to be satisfied in any Planning Proposal that is prepared and presented for gateway determination.

To facilitate the delivery of affordable housing through future redevelopment in the ECC, as required by the Draft District Plan, consideration could be given to the adoption of a Voluntary Planning Agreement (VPA) policy for affordable housing delivery. Such a policy could be implemented as part of any planning proposal process pursued for the ECC. The delivery of affordable housing and other public benefits will be enabled through the WLEP 2014 including provisions that development for additional FSR identified can only be consented to if appropriate arrangements for affordable housing provision have been entered into with Council.

Any policy for affordable housing will consider delivery of dwellings in kind or the payment of cash contributions.

Recommendations

- 8. That a minimum of 5% of the additional GFA achieved above the base case controls on the Special Area sites be delivered as affordable housing.
- 9. Consideration be given to the adoption of a Voluntary Planning Agreement (VPA) Policy for Affordable Housing Delivery.
- 10. That affordable housing provision requirements be included in Part 6 Additional Local Provisions of the WLEP2014.

9.8 Design Excellence and Sustainability - WLEP2014

The urban design review for the ECC has identified a range of redevelopment opportunities that include significant uplift across the study area. In areas accommodating higher densities, design excellence and a high standard of design quality and built form outcome become an even more important consideration.

In the context of assessing and determining development proposals, design excellence will have regard to a greater range of matters than simply the aesthetics of the building. The range of matters that constitute design excellence include public domain relationship, sustainability initiatives and relationship to surrounding development. To provide a framework for the assessment and consideration of design excellence any local provision for the ECC may include a design excellence clause that development seeking to utilise the additional height and FSR will be required to demonstrate to the consent authority that design excellence has been achieved.

There are a range of mechanisms that Council will investigate to support design excellence, including Design Review Panels, as outlined in SEPP 65 and the Apartment Design Guide, or the Design Competition process. A number of local authorities and priority precincts have included specific controls relating to design competitions, including the City of Sydney, City of Parramatta and Newcastle City Council.

The factors that may be included in a design excellence provision are:

- i. the standard of architectural design, materials and detailing,
- ii. the form and external appearance of the development
- iii. how the development will improve the quality and amenity of the public domain,
- iv. how the proposed development responds to the environmental and built characteristics of the site and its relationship with other buildings
- v. how the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,
- vi. view sharing principles,
- vii. heritage issues and streetscape constraints,
- viii. the bulk, massing and modulation of buildings,
- ix. how the proposal achieves the principles of ecologically sustainable development,
- x. the improvement to pedestrian, cycle, vehicular and service access, circulation and requirements.

Recommendations

9.9 Design Excellence and Sustainability - WLEP2014

Recommendations

11. That design excellence will be demonstrated for all developments exceeding the base FSR based on the following processes;
- A Design Excellence clause in the LEP
 - A Design Review Panel (internal or external experts) to review and advise on applicants
 - That competitive design processes be implemented for the key sites identified in Figure 8.6.1.
12. That developments are required to achieve a 4+ Green Star Rating from the Green Building Council of Australia.
13. Sites with existing tall buildings have been considered throughout the built form testing to ensure they don't detract from the character of ECC. These existing sites will retain their existing controls, even where they don't align with the current built form.

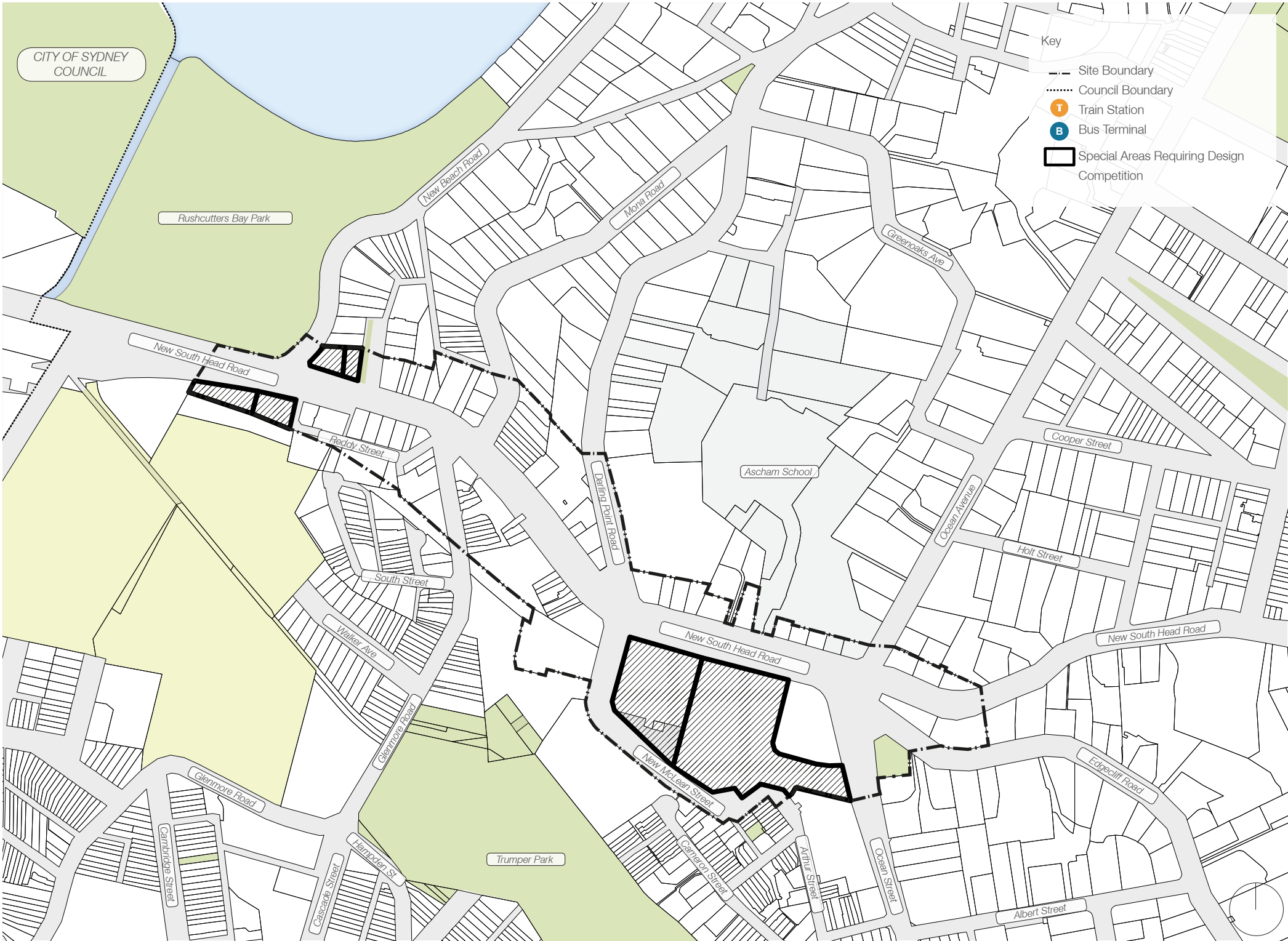


Figure 9.9.1 Suggested sites subject to competitive design process.

Recommendations

9.10 Proposed Controls - WLEP 2014 Zoning

It is proposed that the majority of the centre retain the existing land use zones, predominantly B4 Mixed Use and B2 Local Centre. No changes to the applicable land use tables are proposed.

The site at 81-83 New South Head Road is proposed to be rezoned from RE2 Private Recreation to B4 Mixed Use. This is for a number of reasons including:

- the zoning RE2 Private Recreation allows a number of uses that may be inactive or not publicly accessible;
- to facilitate the opportunity for a coordinated ‘gateway’ to the centre through the creation of a stepped built form to Rushcutters Bay Park from the centre; and
- consistency with the B4 Mixed Use zoning of the adjacent site at 73-79 New South Head Road.

There are two significant parcels of land nominated as Land Reservation Acquisition areas for road widening, affecting 99-115 New South Head Road as well as 543-549 Glenmore Road and 133 New South Head Road, which are within the Paddington Heritage Conservation Area. It is recommended that these be removed from the controls, as it affects the ability for these sites to be redeveloped, and potential of a linear park on New South Head Road, in addition to significantly compromising the character of the HCA.

Recommendations

14. The site at 81-83 New South Head Road be rezoned to B4 Mixed Use;
15. The retention of land use zones for the balance of the centre;
16. Additional land use permissibility be introduced for residential flat buildings as part of a mixed use development on specific sites via an amendment to Schedule 1 of WLEP2014;
17. Active street frontage requirement in the B4 Mixed Use Zone as well as B2 Local Centre be addressed through site specific clauses, and
18. Liaise with the relevant acquisition authority to remove the Land Reservation Acquisition area.

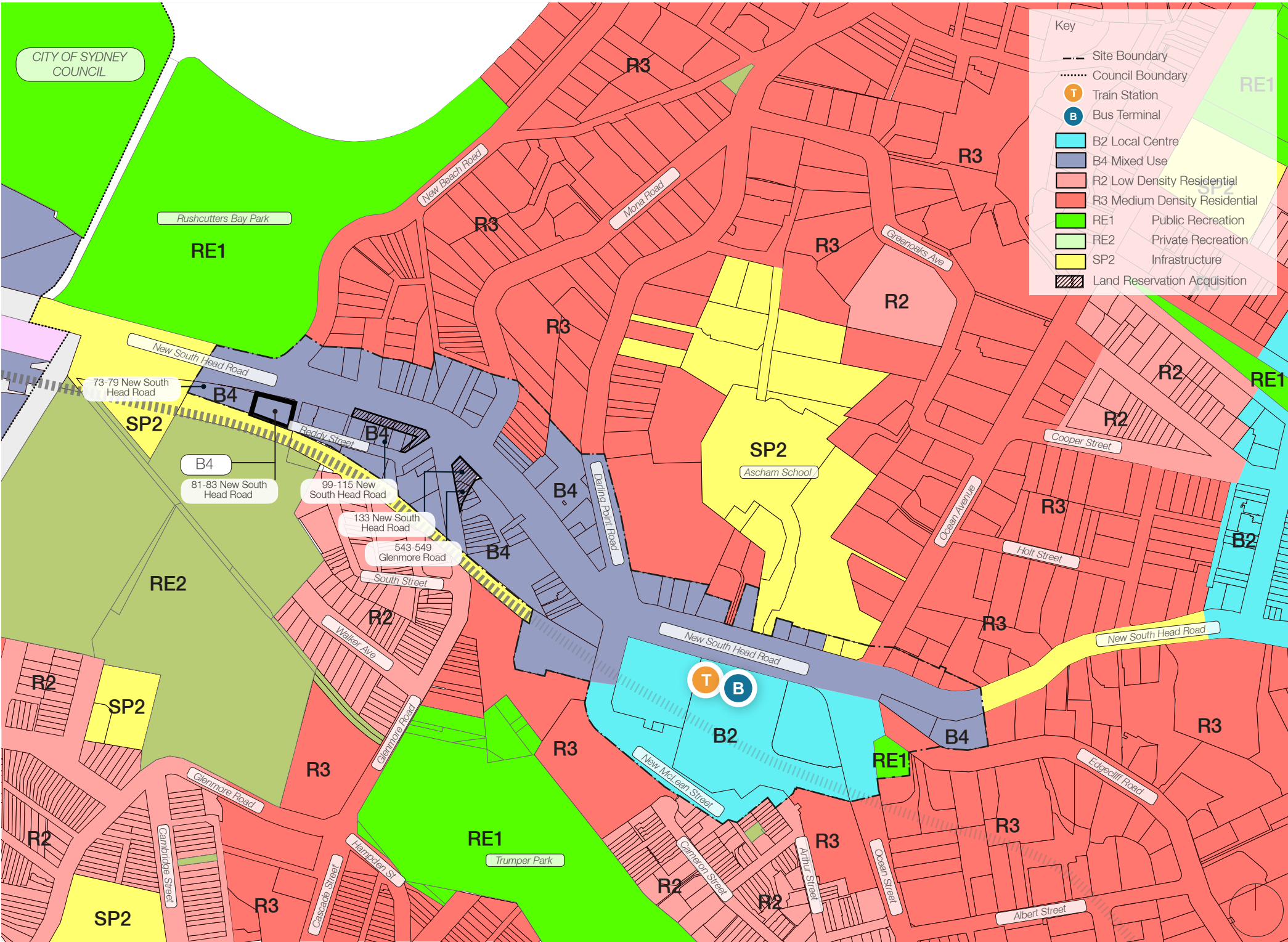


Figure 9.10.1 WLEP2014 Zoning Map Extract - Proposed

Recommendations

9.11 Proposed Controls - WLEP 2014 Height

It is proposed that the existing height controls in the current WLEP 2014 height maps remain unchanged as base controls. The amendments proposed will be the identification of the Special Areas where additional height may be permitted. The urban analysis has identified opportunities for increased building heights, which have evolved through detailed analysis. The heights have sought to avoid adverse overshadowing to open spaces, provide opportunities for view sharing, and provide an appropriate scale of development and future built form relationships to the nearby conservation areas. By not amending the height of building controls, the only mechanism to achieve the uplift in building height will be to comply with the requirements set out in the anticipated site specific clauses for the identified development parcels.

The site at 235 New South Head Road has a number of constraints and will retain the existing controls and therefore is not subject to any proposed amendment to HOB controls. The site, however, will be subject to future investigation and outcomes will be consistent with the principles of this study and to be developed in conjunction with owners and appropriate public and government agencies. To facilitate a coordinated approach to development between sites 203-233 New South Head Road and 235 New South Head Road, it is recommended that Council consider a significant uplift to achieve a holistic approach to a new town centre. Further to this, any future design on 203-233 New South Head Road must consider a physical integration with 235 New South Head Road and any existing or future development located on it.

Sites within the ECC not included within the Special Areas are currently already at the desired built form and therefore will not receive a bonus height control. Should these sites be redeveloped in the future, a planning merit assessment process would guide the replacement building remaining consistent with the character of the local area.

Recommendations

19. That the Special Areas indicated in Figure 8.11.1 be introduced into the WLEP 2014 Height Map, with the additional heights prescribed, to incentivise development and capture uplift.
20. That the range of proposed building heights in Figure 8.11.1 be implemented as new site specific clauses in Part 6 of WLEP 2014.

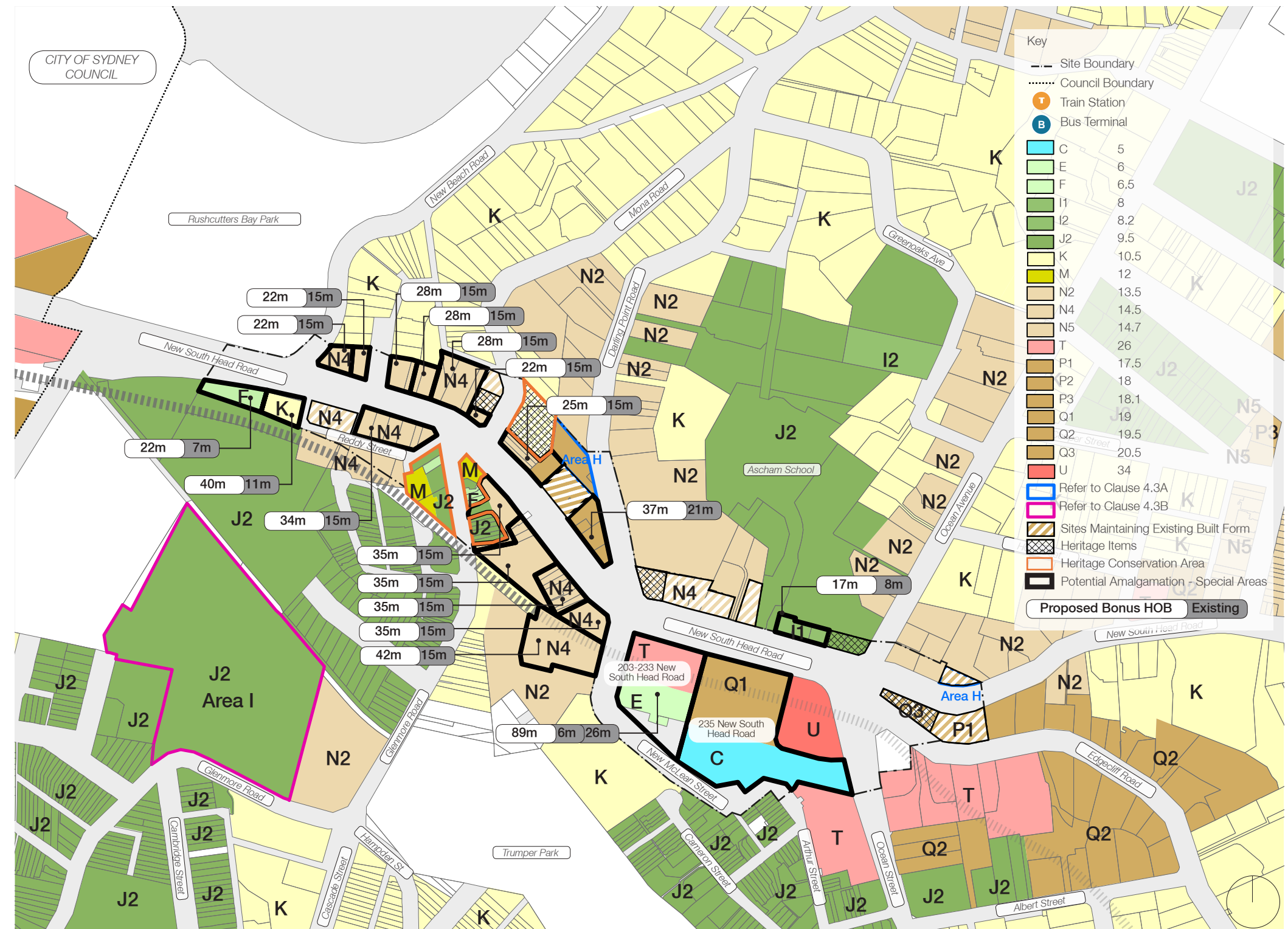


Figure 9.11.1 WLEP2014 Height Map Extract - Proposed

Recommendations

9.12 Proposed Controls - WLEP 2014 FSR

It is proposed that the existing WLEP 2014 FSR controls remain unchanged as base controls. The amendments proposed will be the identification of Special Areas where additional FSR may be permitted. The detailed analysis to identify the appropriate building heights and form has also assisted in identifying corresponding FSR standards. As with the approach to building height, by not amending the FSR maps the identified additional FSR will only be achievable if the parameters for an ECC site specific clause are met. The proposed FSRs have also been subject to economic viability testing to provide greater certainty that the development potential provided will justify the redevelopment of existing assets.

The white label indicates the recommended maximum FSR that will be allocated to amalgamated sites. In blue is the recommended minimum non-residential FSR. As outlined in Chapter 7, this provision is proposed to ensure that the ECC continues to function as an employment centre that supports Sydney CBD and Bondi Junction, as well as providing an important local services role.

The site at 235 New South Head Road has a number of constraints and will retain the existing controls and therefore is not subject to any proposed amendment to FSR controls. The site however will be the subject of future investigation, and any design outcomes will be consistent with the principles outlined in this study and be developed in conjunction with owners and appropriate public and government agencies. To facilitate a coordinated approach to development between sites 203-233 New South Head Road and 235 New South Head Road, it is recommended that Council consider significant uplift to achieve a holistic approach. Further to this, any future design on 203-233 New South Head Road must consider a physical integration

with 235 New South Head Road and any existing or future development located on it. Sites within the ECC not included within the Special Areas are already representative of the desired built form and therefore will not receive a bonus FSR control. Should these sites be redeveloped in the future, a planning merit assessment process would guide the replacement building remaining consistent with the character of the local area.

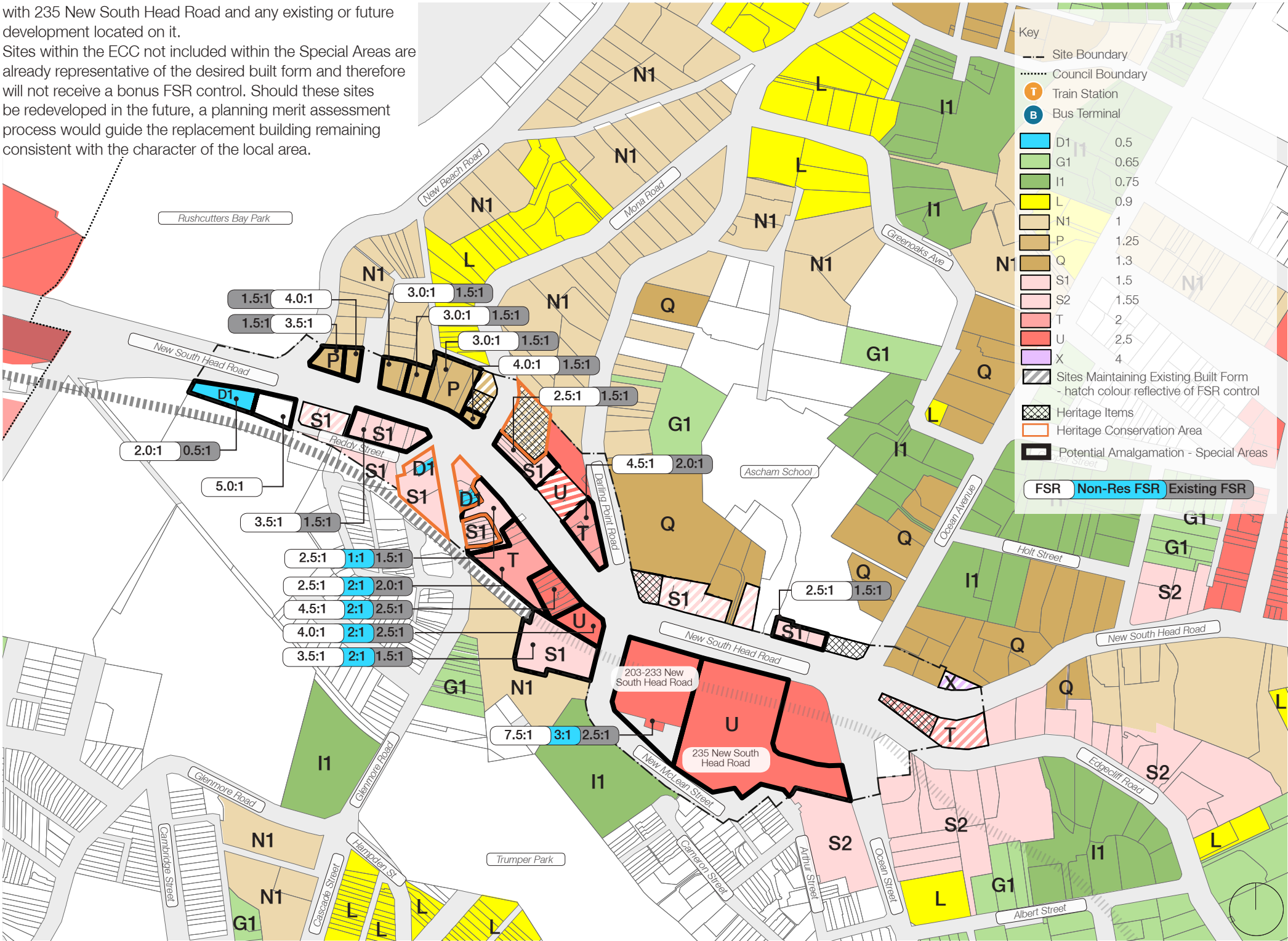


Figure 9.12.1 WLEP2014 FSR Map Extract - Proposed

Recommendations

21. That the Special Areas indicated in Figure 8.12.1 be introduced into the WLEP2014 FSR Map, with the additional maximum FSR and minimum non-residential FSR prescribed, to incentivise development, capture uplift and retain employment land.
22. That an additional Special Area site that combines both 203-233 and 235 New South Head Road be created to incentivise coordinated redevelopment of the whole B2 Local Centre zone.

Recommendations

9.13 Proposed Controls - WLEP 2014 Active Frontages

As recommended in 8.5 LEP Amendments, there will be no change to the land use tables themselves. However, through the Additional Permitted Uses in Schedule 1, residential flat building as part of mixed use developments will be made permissible on specific lots identified as Special Areas. In addition to this, an Active Frontages Clause is proposed as an additional local provision in Part 6, to ensure that the frontages to New South Head Road are activated and are retail or business in nature. The combination of these controls will permit residential flat buildings on sites that have secondary frontages, as well as encouraging vehicle access from these side streets and not from the active frontages.

It is also recommended that awnings are provided above active frontages to encourage a continuous awning, as well as improve amenity for pedestrians along the entire corridor.

Active Street Frontages are proposed to reinforce the mixed use nature of the ECC, as well as minimising residential uses at ground level which would have poor amenity due to busy traffic along New South Head Road. The proposed control reflects the current conditions within the ECC as the B4 zone permits shoptop housing as the only form of residential accommodation. This requires a shopfront to be at the street frontage if residential development is delivered, as well as across the whole site. If Residential Flat Building is adopted as a typology, the shopfront can be retained to the New South Head Road frontage, with residential at ground when not fronting New South Head Road.

Recommendations

23. Update the relevant sections of the Woollahra DCP for the Edgecliff Commercial Centre, as required.

24. That Active Frontages be applied to sites as indicated in Figure 8.13.1, via an Active Frontage map in the stand-alone Edgecliff Commercial Centre WLEP 2016, Part 6 Additional Local Provisions.

25. That awnings be required above Active Frontages supported within the WDCP.

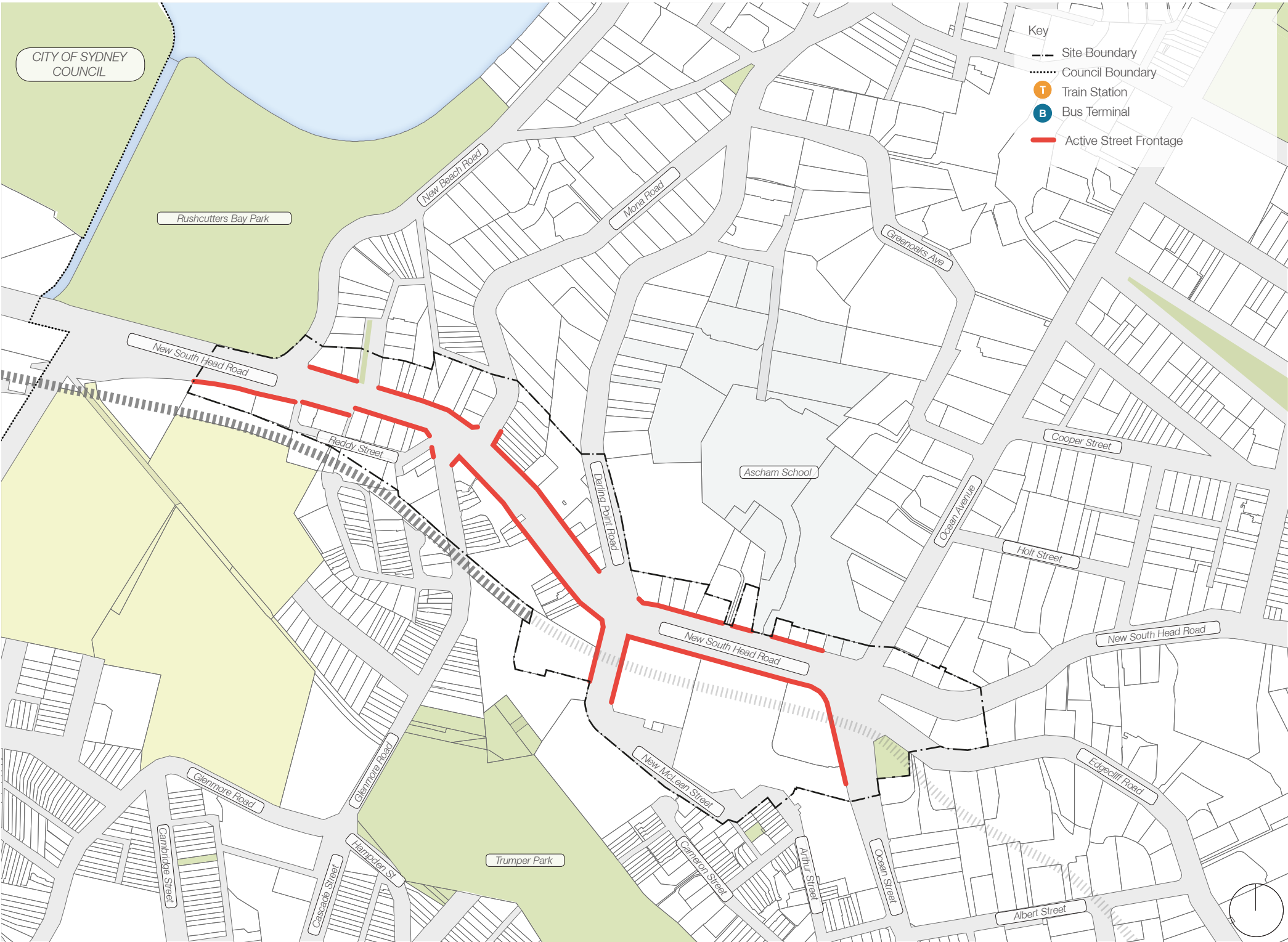


Figure 9.13.1 Recommended Active Frontages

Recommendations

9.14 Street Wall Height - Woollahra DCP

The detailed modelling in Chapter 7 identified a built form approach that seeks to improve the amenity for pedestrians along New South Head Road, responds to the existing built form character and aligns with the proposed distribution of commercial land use throughout the centre - where the commercial uses are typically located at ground and within the podium levels.

The four storey street wall corresponds with the highest non-residential FSR controls, located within the current Commercial Core, including and immediately surrounding the station. This is based on the modelling and feasibility testing outlined in this report, which demonstrates that the volume of podium space required to deliver a four storey street wall can be occupied by commercial floorspace. The built form character resulting from the street wall is also representative of the Commercial Core/station precincts role as the urban focal point of activity and vibrancy, where the public domain is contained by a range of retail, employment and other uses.

Transitioning away from the station the street wall height reduces to two storeys. This creates a more human-scale of development, particularly around the linear park, as well as along the curved incline towards the station from Rushcutters Bay Park. The commercial floor space requirement (proposed non-residential FSR control) for these sites aligns with the built form and feasibility testing of the two-storey street wall envelope. The varied built form height along the length of New South Head Road has an added urban benefit of framing long views up the hill towards 203-233 and 235 New South Head Road, the two most prominent sites with significant redevelopment potential.

Recommendations

- 26. That street wall heights be implemented in a DCP as shown in Figure 8.14.1.

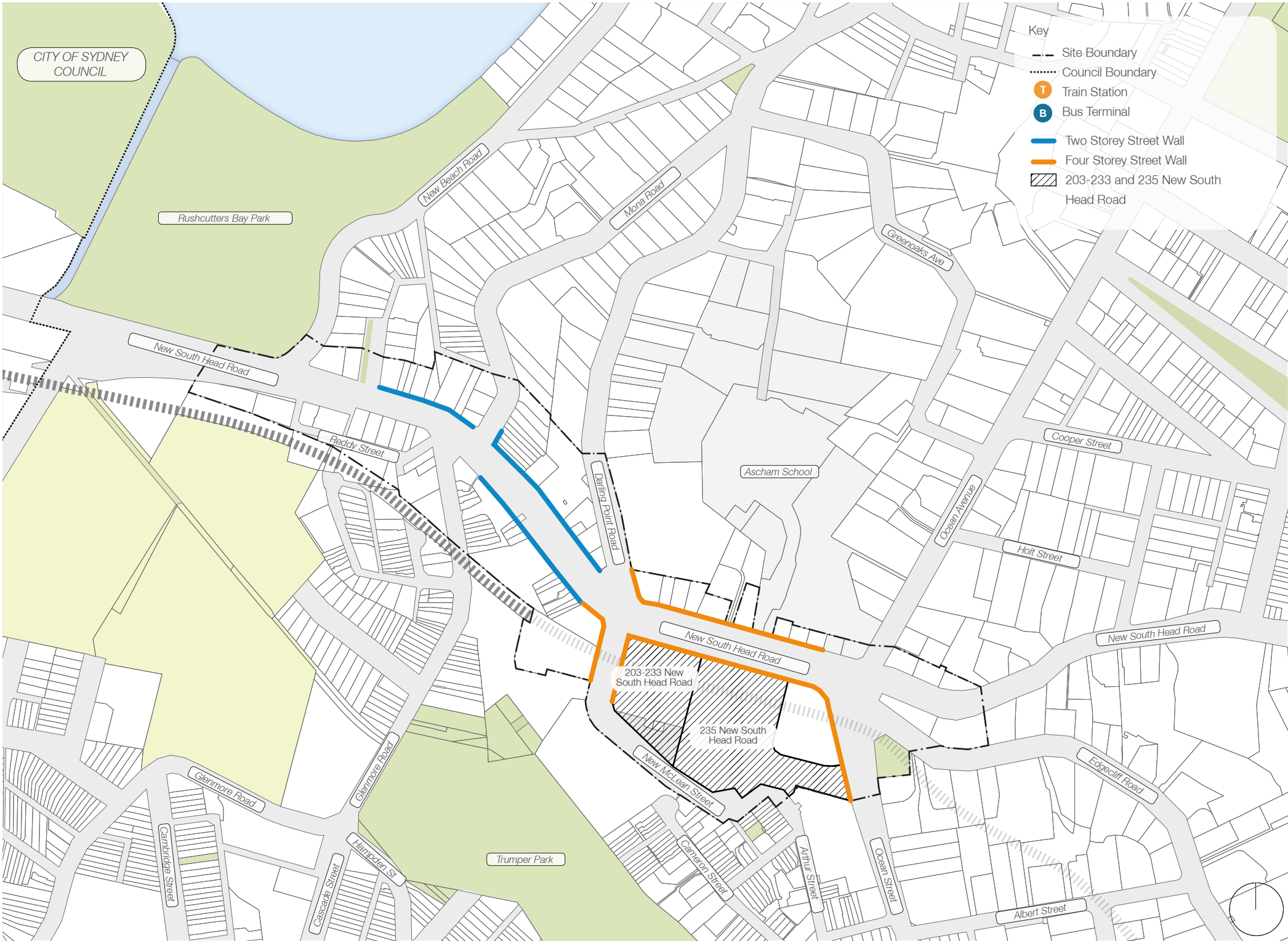


Figure 9.14.1 Recommended Street Wall Heights

Recommendations

9.15 Solar Access to Open Spaces Potentially Impacted by Development - Woollahra DCP

The recommended control aims to ensure no additional overshadowing is incurred on existing significant open spaces as a result of future development. Given the limited opportunity for additional public open space within the ECC, the protection of the amenity of public open space within and surrounding the centre is an important consideration when analysing built form and potential development uplift. For this reason, Trumper Oval and Sydney Grammar School Sports Field have been identified as spaces that are potentially impacted by future development.

Trumper Oval sits within the valley floor to the south of the Edgecliff Commercial Centre. The modelling and testing within Chapter 7 of this report utilises solar clipping planes to determine the appropriate heights for the built form throughout the study area, most notably around New Maclean Street, the Edgecliff Centre (203-233) and Eastpoint Centre (235 New South Head Road), addition to the other Special Area sites.

Sydney Grammar School Sports Field is a privately owned sports field located immediately to the south of the rail viaduct in the west end of the study area. This open space has also been considered in relation to the development of two sites immediately to the north of the viaduct, 81-83 New South Head Road. Given the expanse of private sporting fields, proximity of the site and existing shadow caused by the viaduct, the shadowing impact must be mitigated where possible.

Recommendations

- 27. The Woollahra DCP will include a new control that requires that Trumper Oval, as identified in Figure 8.13.1, will receive no additional overshadowing on 21 June between 10am-2pm.



Figure 9.15.1 Recommended Street Wall Heights

Recommendations

9.16 Open Space, Landscape Improvements and Through-Site Links - Woollahra DCP

Figure 8.16.1 illustrates desired open space, landscape improvements and through-site links to be delivered associated with redevelopment based on S94A contribution or VPA offer within the ECC. The height and FSR permitted to the Special Areas will assist in the delivery of the linear park as shown in Figure 8.16.1, as well as additional landscaping to existing public open spaces within the ECC. In order to deliver the linear park, the Land Reservation Acquisition area nominated in the LEP is recommended to be removed. In its place, a setback control in the DCP which allows adequate space for the park is proposed.

Sites 1 and 2 shown in Figure 8.16.1 provides the opportunity to landscape the traffic islands and verges as well as the introduction of public art to create gateways.

- Site 1 creates a gateway into the Paddington Heritage Conservation Area as viewed when travelling along New South Head Road, Glenmore Road and Mona Road.
- Site 2 creates a gateway to ECC as viewed from New South Head Road and Ocean Street travelling west.

It is recommended that council update the works schedule for S94A contributions to include civic and public domain works that could be funded by S94A contributions. A new public plaza will be delivered as part of any redevelopment of the Edgecliff Centre. The plaza will front New South Head Road, and create a focal point. A new landscaped non-traffickable platform is provided above the bus terminal to improve the amenity of the area.

Recommendations

28. Deliver public domain improvements as indicated in Figure 8.16.1 that provide accessible travel for pedestrians.

29. A public plaza be required in the WDCP as part of the redevelopment of the Edgecliff Centre site.

30. Sites 1 and 2 receive landscape upgrades and introduction of public art to create gateways to the Edgecliff Commercial Centre and Paddington Heritage Conservation Area.

31. Embellishments be provided to Oswald Street Reserve, Edgecliff Square Reserve, and a new landscaped platform above the bus terminal.

32. Remove the Land Reservation Acquisition Area from the WLEP and add a setback control to the DCP to allow for the provision of the linear park as indicated in Figure 8.16.1.



Figure 9.16.1 Open Space, Landscape Improvements and Through-Site Links

Recommendations

9.17 Key Strategies for the Edgecliff Commercial Centre

The Edgecliff Commercial Centre is the gateway to the eastern suburbs and will continue to provide an important economic function, facilitated by the bus and rail network, and close proximity to the Sydney CBD and other major centres. To ensure the vision for the centre is fulfilled over time, and facilitated through the development of key sites and spaces, a number of strategies have been identified. These provide the basis for the recommendations outlined in this chapter and include;

Character

- C1** Strengthen and renew the identity of the ECC through the redevelopment of key sites, improvements to the public domain, all while maintaining the important economic contribution.
- C2** Strengthen the role of the centre as a major transport node and interchange for the Eastern Suburbs by improving access to the station and bus services
- C3** Ensure the delivery of new public spaces in the form or a new linear space along New South Head Road and urban plaza as part of the redeveloped Edgecliff Centre. These spaces will form part of an integrated public domain network that connects to nearby Trumper Park, Rushcutters Bay Park and other open spaces.
- C4** Enhance the area’s unique topographical characteristics through the design of the public domain and orientation of buildings to capture long views to Rushcutters Bay, the harbour and city skyline
- C5** Require Design Excellence for all major developments throughout the Edgecliff Commercial Centre to reflect its role as the ‘gateway to the east’
- C6** Create a built form to reflect both a consistent and contiguous streetwalls that contains the pedestrian environment, with variation in building heights to create adequate separation and maximise amenity.

Amenity

- A1** Enhance the quality and comfort for pedestrians by providing new public open spaces, which are linked by increased planting and landscaping along the length of New South Head Road.
- A2** Improve pedestrian amenity through weather and noise protection, footpath widening, seating, landscaping and physical separation from passing traffic
- A3** Ensure adequate building separation above the street wall to allow residents and commercial tenants access to natural ventilation, direct sunlight and daylight, and views to surrounding features (CBD skyline, harbour and open spaces)

Views & Vistas

- V1** Encourage view sharing between new and existing properties
- V2** Maintain significant local and regional views from the public domain within the centre. New public open spaces will maximise access to existing view corridors.
- V3** Strengthen the visual prominence and landmark qualities of key sites, and their role in defining the visual character of the centre.

Recommendations

Movement

- M1** Encourage walking within the centre and to nearby destinations by enhancing the pedestrian experience, prioritising connectivity and improving amenity of pedestrians.
- M2** Provide improved pedestrian connections across New South Head Road.
- M3** Prioritise access to the public transport infrastructure and encourage journeys between centres to be made via public transport.
- M4** Improve the accessibility of the centre through improvements to the public domain, and wayfinding to assist visitors and those with limited mobility.
- M5** Increase opportunities for through-site links to increase pedestrian permeability and link key private and public spaces.
- M6** Provide improved wayfinding to nearby attractions and open spaces to offer pedestrians interesting and pleasant routes through the centre.
- M7** Enhance pedestrian connections to nearby centres including Double Bay, Queen Street, Oxford Street, and Paddington.
- M8** Discourage additional parking in new developments to minimise traffic impact to the ECC, particularly to New South Head Road.

Public Open Space

- O1** Support an activated public domain through the provision of Active Street Frontages in all development fronting New South Head Road.
- O2** Encourage opportunities for public artworks within the public domain.
- O3** Provide a network of open spaces that extends beyond the centre to surrounding destinations, including Trumper Park, Rushcutters Bay Park, Edgecliff Square Reserve and the harbour foreshore.
- O4** Utilise open spaces and the public domain to implement sustainable initiatives such as water-sensitive urban design, smart poles, renewable energy creation, improved waste management.
- O5** Provide new public open spaces as part of major developments, most notably the Edgecliff Centre and Eastpoint Centre and the proposed linear park along New South Head Road.

Design Excellence

- D1** Promote design excellence through an appropriate design policy and competitions.
- D2** Support design excellence through active engagement between Council and applicants to achieve a shared vision.

Recommendations

Sustainability

- S1** Support developments that achieve best practice sustainability measures, beginning from the early phases of design.
- S2** Support development that achieves a Green Building Council of Australia Green Star Rating of 4 or above.
- S3** Encourage energy efficient developments that implement passive design strategies to reduce operating greenhouse emissions and reduce peak energy demand to be supported.
- S4** Promote reduced demands for potable water and encourage appropriate use of alternative water sources.
- S5** Utilise recycled water in the public domain and landscaping.
- S6** Reduce the impact of stormwater on the public domain and improve the quality of stormwater run-off through water sensitive urban design measures (WSUD).
- S7** Minimise car dependency and reduce on-site parking by ensuring the built environment is designed to promote the use of public transport, walking and cycling, including secure bike storage and end-of-trip facilities.
- S8** Ensure waste avoidance, and maximise reuse and recycling of materials in the public domain where appropriate.
- S9** Protect and enhance biodiversity and encourage planting of indigenous vegetation.
- S10** Explore decentralised provision of resources such as power, water and waste treatment to increase community resilience.

Employment

- E1** Grow employment opportunities through the retention and provision of additional commercial floor space.
- E2** Provide specialised space for health and medical related employment to support the existing health precinct.
- E3** Reinforce the centre's function as a local retail destination, supported by supermarkets, specialty and local retailers.
- E4** Provide flexible office floor space that can cater for a variety of uses and configurations.

Housing

- H1** Require between 5 and 10% of all development uplift to be affordable housing.
- H2** Provide increased opportunities for a range of dwelling sizes and configurations through different housing typologies and apartment mix.
- H3** Reduce parking rates for new residential developments, and restrict resident parking permits to increase the availability of on-street parking and reduce additional traffic generation.
- H4** Support innovative housing typologies that reflect the centre's unique characteristics, including access to transport, open space and employment and micro apartments with no parking.

Recommendations

9.18 Recommendations for further studies

Placemaking Strategy

It is recommended that a placemaking strategy is undertaken that encompasses a consistent approach throughout the ECC for wayfinding and the public domain. This should include schemes for street furniture; consistent signage; smart poles; landscaping; and consistent materials for the public domain.

As part of the Placemaking Strategy, it is recommended that a Public Artwork Strategy be undertaken. The strategy should build upon the opportunities for public artworks identified in Chapter 6 of this report, and identify new opportunities for public artworks within the public domain of the ECC. This strategy will then inform the VPA Infrastructure Schedule.