



We acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.



Aboriginal people fishing at Queens Beach at Vaucluse in the 1830s  
Source: Martens 1837

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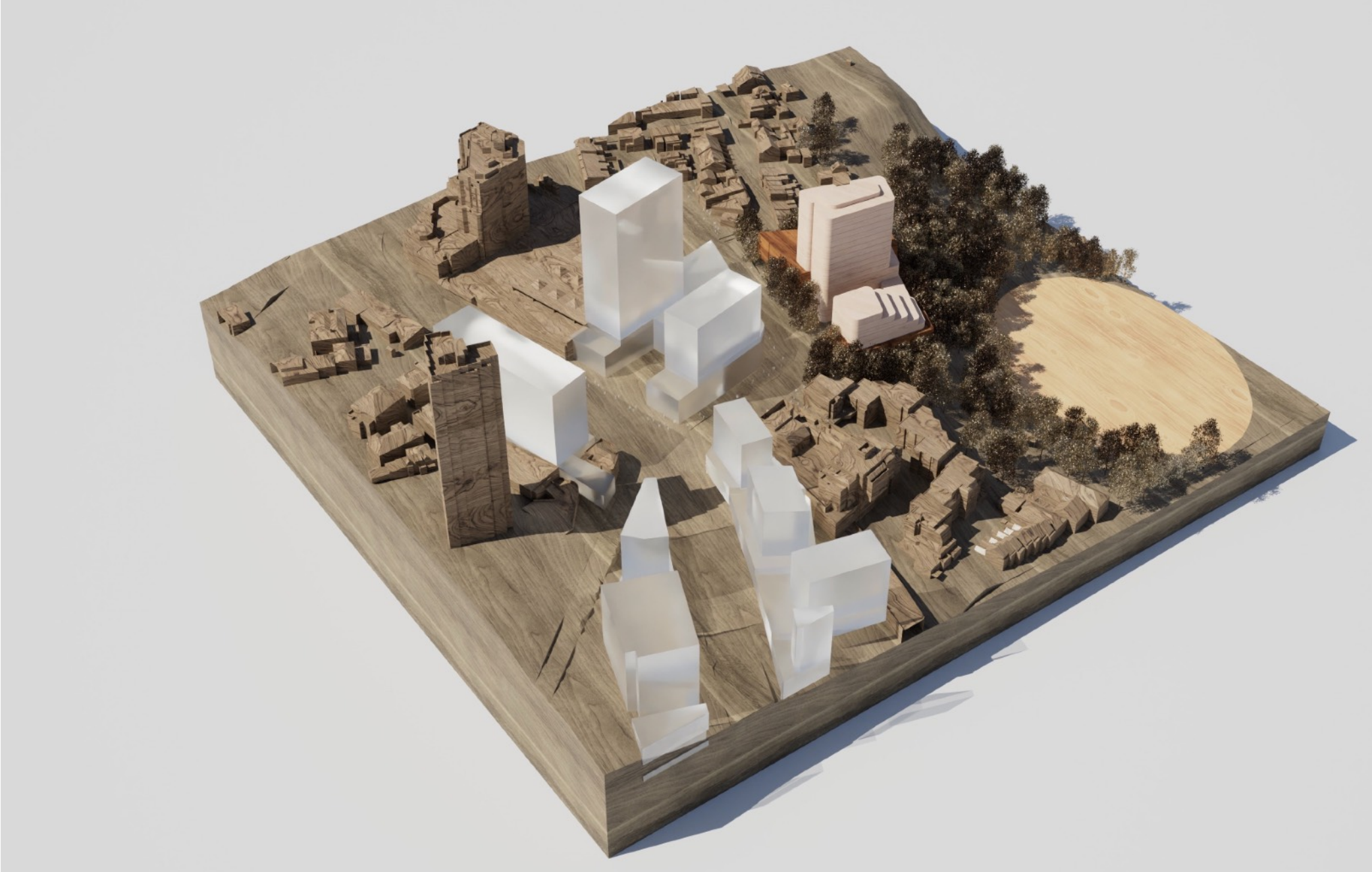
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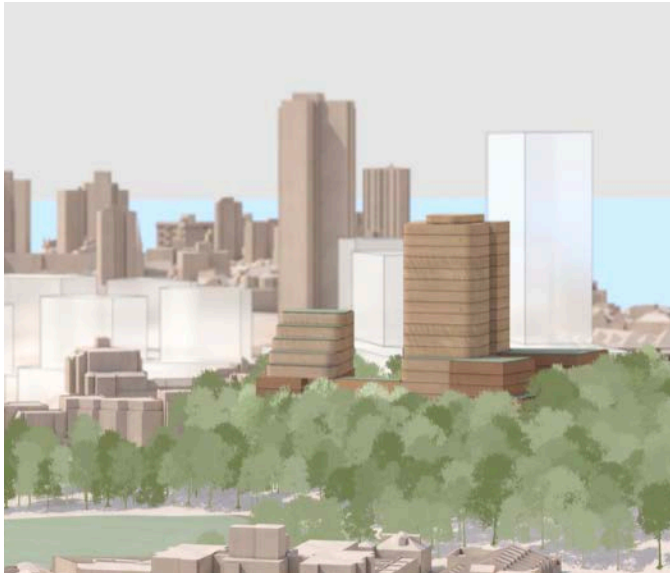
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# Executive Summary



## Overview

This Urban Design Report supports a Planning Proposal seeking approval to amend the existing planning controls and building envelope at 8-10 New McLean Street, Edgecliff.

The proposals outlined in this report respond to requests from the Sydney Eastern City Planning Panel regarding the initial Planning Proposal, PP-2023-1648 – 8-10 New McLean Street, Edgecliff – Woollahra LGA. The revised proposal, as detailed in this document, aligns with the independent urban design review prepared by SJB on behalf of the PPA team. The review recommended maximum building heights ranging from 3 to 9 storeys, with a single tower reaching up to 18 storeys (RL91.0), and a maximum FSR of 3.7:1. This proposal aligns with these recommendations.

The proposed amendments to the planning controls include significant public benefits, such as increased residential density adjacent to Woollahra LGA's only railway station, the provision of affordable housing, and the revitalisation of New McLean Street.

In line with the Panel's request, the site's development potential now focuses exclusively on residential growth, with the original commercial component removed from the proposal.

## Site

The traditional Aboriginal custodians of much of the Woollahra district were the Cadigal clan, while the harbour area around Watsons Bay and South Head was inhabited by the Birrabirragal clan. Both the Cadigal and Birrabirragal clans belong to the coastal Dharug language group.

The subject site is located near Edgecliff Railway Station, part of the Eastern Suburbs Line, and just over 2 km from the eastern edge of the Sydney CBD, measured from Hyde Park. Although situated just outside the Edgecliff Commercial Centre, the site directly adjoins Edgecliff Railway Station and the Edgecliff Bus Interchange to the south. This strategic location offers significant potential for increased density, rejuvenation, and activation.

The applicant, Landmark Group Australia, has successfully secured rights over this substantial 7,226 sqm landholding, an exceptionally rare opportunity within the Eastern Suburbs. Given its size and location, site-specific and strategic consideration is warranted.

Over time, Edgecliff has evolved into a key transitional corridor, serving as the gateway to the Eastern Suburbs. Despite this, it remains under-utilised in its potential to function as a vibrant town centre for the surrounding businesses and residents. The Edgecliff Precinct features a diverse mix of modern mixed-use and commercial areas, with excellent access via both public transport and private vehicles.

The area's topography, which slopes downward toward Sydney Harbour, has significantly influenced its development. Many residential buildings are positioned along the ridgeline to optimise sensible built-form outcomes, promote view sharing, and take advantage of the stunning vistas the location affords.

## Vision

This proposal presents a carefully considered residential development that prioritises accessibility, connectivity, and integration with the natural environment. The design incorporates communal spaces, gathering areas, and landscaping to promote a sense of community and enhance residential amenity.

The development has been planned with a focus on proximity to Edgecliff Rail Station, ensuring convenient access to public transport for residents and visitors.

A strong visual and physical connection to Trumper Park is central to the design, with the integration of greenery and open spaces creating a seamless relationship between the development and its surroundings. The proposal delivers well-designed homes with a direct connection to the adjacent Trumper Park Oval, reinforcing the project's connection to its context.

The development also demonstrates a commitment to sustainability and inclusivity, creating a vibrant residential community that enhances the quality of life for residents and contributes positively to the broader area.



# Introduction

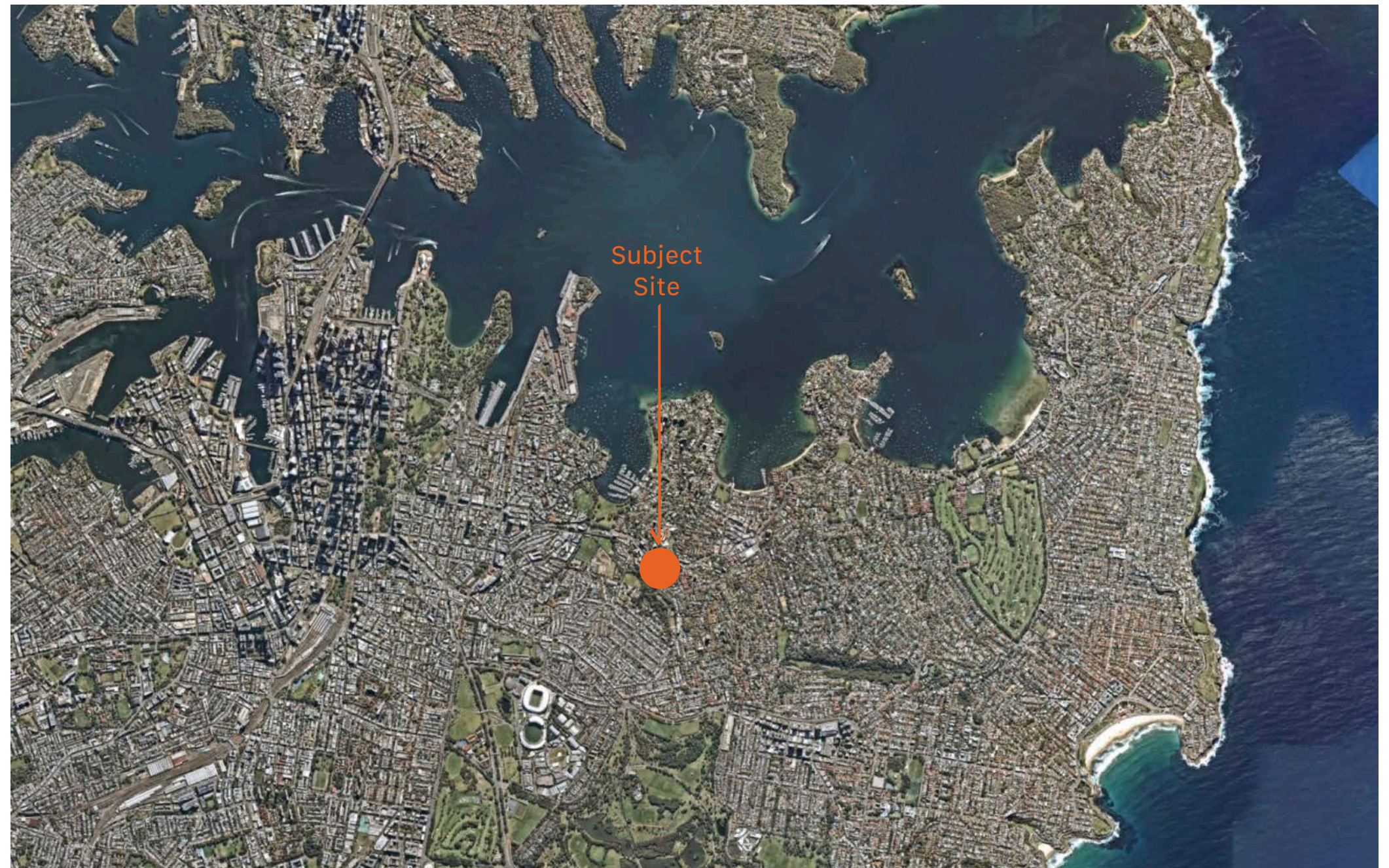
## Site Location

The subject site is located in the suburb of Edgecliff, approximately 4 km east of the Sydney CBD, and is positioned just south of the Edgecliff Local Centre. Edgecliff benefits from a strategic location that offers excellent access to various transport links, land uses, and local amenities, making it well-suited to accommodate an increase in density.

Situated on New McLean Street, the site is less than 50 m south of the Edgecliff Centre, which houses the Edgecliff Train Station and Bus Interchange, serving as the primary transport hub within the Local Government Area (LGA). These facilities provide connections to the Woollahra LGA, Bondi Junction, the Sydney CBD, and greater Sydney.

The site is located within the Paddington Heritage Conservation Area (HCA) and formed part of the original St James Glebe grant. It features a gentle slope descending from east to west and from north to south, where it adjoins Trumper Park. At this southern boundary, the landform drops away more dramatically. Positioned to the north of Trumper Park, this Planning Proposal has carefully considered the potential impacts on solar access to Trumper Park Oval. The analysis concludes that the impacts are acceptable, with detailed solar impact assessments included in this report.

To the east of the site lies low-density terrace housing along Cameron Street, Glebe Street, and Arthur Street. These predominantly two-storey heritage homes are located within an R2 'Low Density' Residential Zone and are also part of the Paddington HCA. To the west of the site, the terrain gently descends towards Rushcutters Bay. Within walking distance are Rushcutters Bay Park and its marina. Beyond that, further to the west, lies the City of Sydney LGA.



# Introduction

## Project Vision

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

Edgecliff Commercial Centre, Planning and Urban Design Strategy

## Community amongst Landscape

The proposal seeks to create a residential, development carefully set amongst the existing and evolving landscaping. With a high focus on affordable housing, The proposals have been developed with careful consideration of the existing mature trees at the perimeter of the site. These are seen as an important asset that can enrich the development and establish a unique environment for living and being.



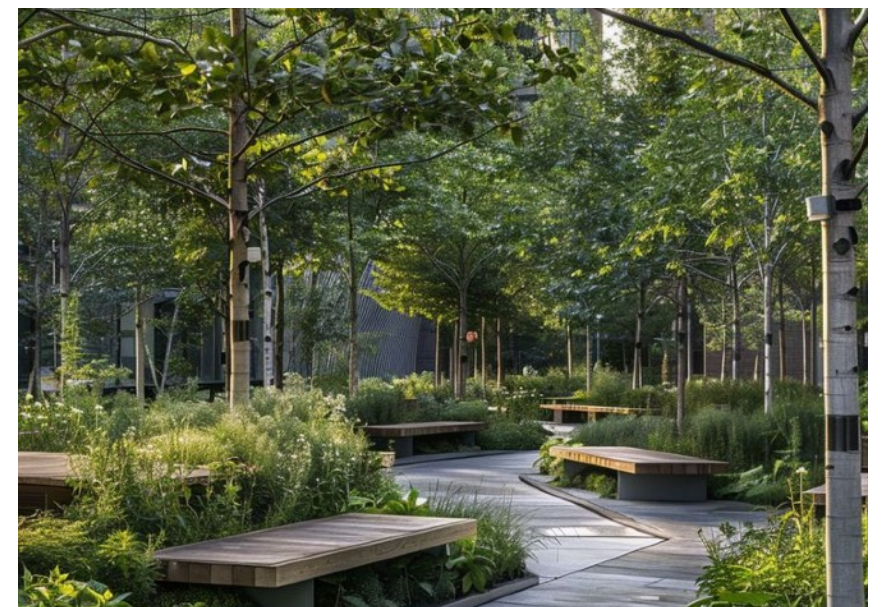
## Housing

The proposal introduces a range of residential accommodation, primarily apartments, with additional variants along New McLean Street and the adjoining park. This development will complement and expand the diversity of housing options within the existing residential stock in Edgecliff. By offering a variety of dwelling types, the proposal responds to evolving household needs and supports the growing demand for diverse housing options in the Eastern Suburbs, contributing to the creation of a more inclusive and sustainable community. This approach aligns with current state and local housing strategies aimed at increasing housing supply and affordability in well-connected areas.



## Sustainability

The vision for the proposal is grounded in a strong connection to Edgecliff's identity, honouring its history and natural charm while looking forward to the future. The project aims to be vibrant and sustainable, with a focus on minimising environmental impact and offering a high-quality living environment for its residents. It is proposed to explore a number of sustainability measures during the development application stage, as detailed in the accompanying ESD Report prepared by SLR.

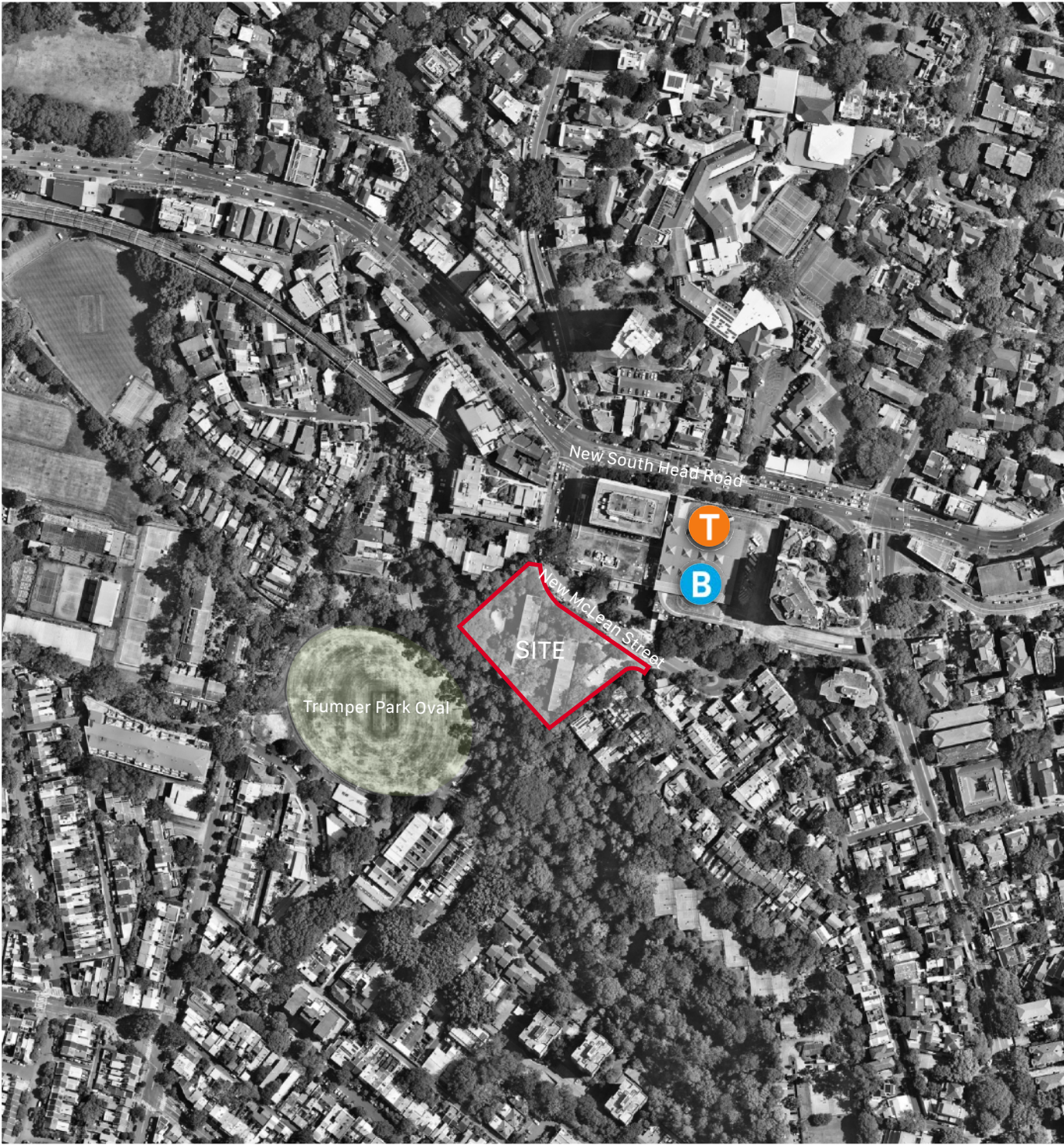
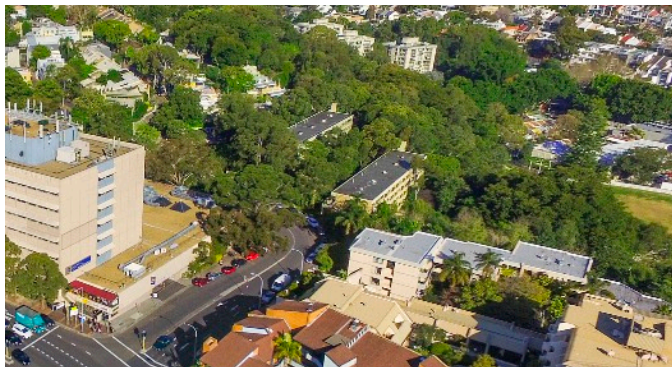
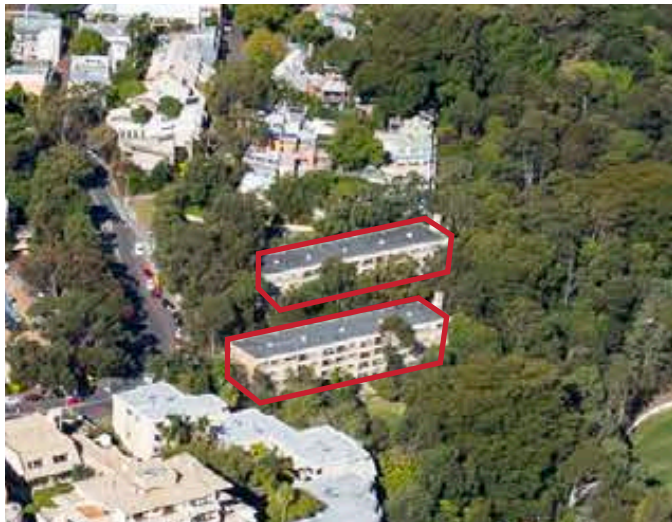


## 2. Site Context

# Site Context

The subject site consists of a single lot, identified as Nos. 8-10 New McLean Street, Edgecliff, with the legal description SP 20548. The site is irregular in shape and has a total area of approximately 7,226 sqm. It features a frontage of approximately 115m to New McLean Street and a southern (rear) boundary of 98m adjoining Trumper Park. The site dimensions include a western (side) boundary of 73m and an eastern (side) boundary of 85m, both adjoining medium-density residential developments.

The site currently contains two large freestanding residential flat buildings positioned at an acute angle to the street frontage. Its periphery, including the New McLean Street frontage, is vegetated, with pedestrian access limited to areas immediately adjacent to the buildings. Pedestrian and vehicular access to the site is available from New McLean Street.



# Site Context

## Boundary Interfaces



### Northern

The northern boundary fronts New McLean Street. The council foot path which runs along the north of the site encroaches within the boundary line. Further north of the site and on the opposite side of New McLean Street is the Edgecliff Centre, an eight storey building with ground level shops, offices, residential and businesses uses surrounding the entrance to Edgecliff Railway Station. At the eastern end of the street block is Eastpoint Tower a 12 storey residential tower block located above the ground level businesses. Much of the street block is characterised by 1960's-1970's architecture with a dominance of concrete materials with a harsh interface with the pedestrian environment.



### Southern

The southern boundary fronts Trumper Park, a densely vegetated strip which houses a walking trail and sports oval. Beyond this is a locally important open space known as Trumper Oval/Trumper Park which provides significant green space to the Edgecliff and Paddington area. The park and oval are named after cricket legend Victor Trumper. The linear open space extends from Glenmore Road through to the Woollahra Municipal Council building on Quarry Street and provides playing fields, walking tracks and tennis courts. There is currently no link through the subject site between this open space and the adjoining Edgecliff local centre, with access provided either side of the subject site.



### Eastern

To the east of the site is low density terrace housing along Cameron Street, Glebe Street and Arthur Street. These are mainly two storey heritage homes, falling within an R2 'Low Density' residential zone and also falling within the Paddington HCA.



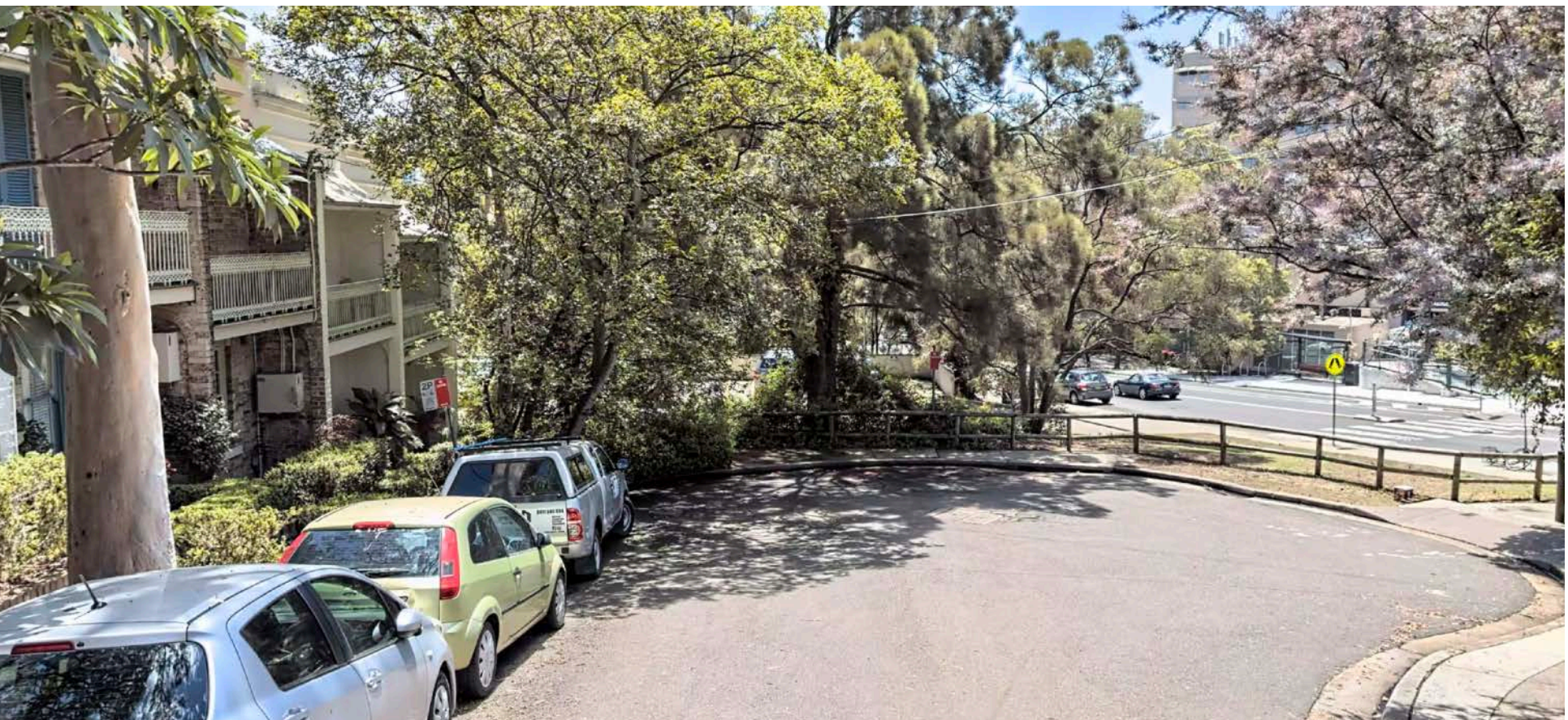
### Western

North-west of the site is No. 4 New McLean Street, a residential complex known as 'Wimbledon' containing approximately 60 residential units within a group of 4 storey residential flat buildings.

Site Context  
Street Scape



New McLean Street Looking West



Cameron Street Looking West

# Site Context

Street Scape



New McLean Street Looking South



New McLean Street Looking East

# Site Context

Trumper Park Walking Trail



The Trumper Park Walking Trail is a 1.6 km trail that is a favourite local hidden secret to escape the hustle and bustle. It consists of a series of walking trails connecting surrounding Paddington streets through regenerated bushland.



Trumper Park Oval



Trumper Park Walking Trail

# Site Context

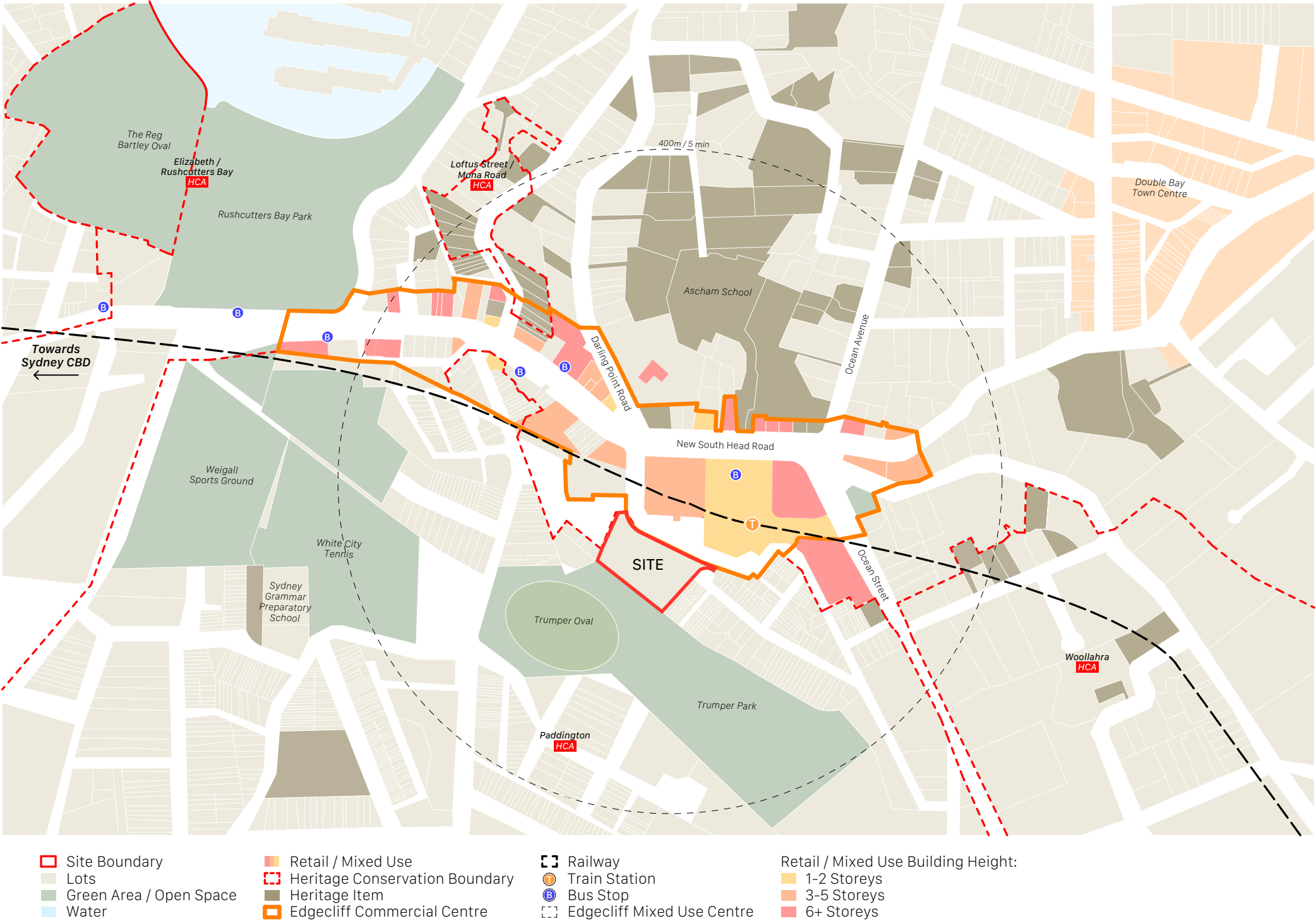
Local Urban Context

The traditional Aboriginal custodians of much of the Woollahra district were the Cadigal clan, while the harbour area around Watsons Bay and South Head was inhabited by the Birrabirragal clan. Both clans were part of the coastal Dharug language group.

The site is ideally located just outside the bustling Edgecliff commercial core and sits within the Paddington Heritage Conservation Area, a setting rich in historical charm and architectural significance. Its proximity to Edgecliff Train Station and Bus Interchange ensures exceptional connectivity, offering seamless access for residents and visitors alike.

As part of the Paddington Heritage Conservation Area, the site benefits from the preservation of the area’s rich cultural heritage. This blend of historical character and contemporary vibrancy creates a distinctive urban experience that is both harmonious and unique.

With its excellent accessibility to various parts of Sydney, the site is perfectly suited for commuters and those seeking a dynamic lifestyle. Its close proximity to local amenities and cultural attractions fosters a strong sense of community and enhances urban connectivity.



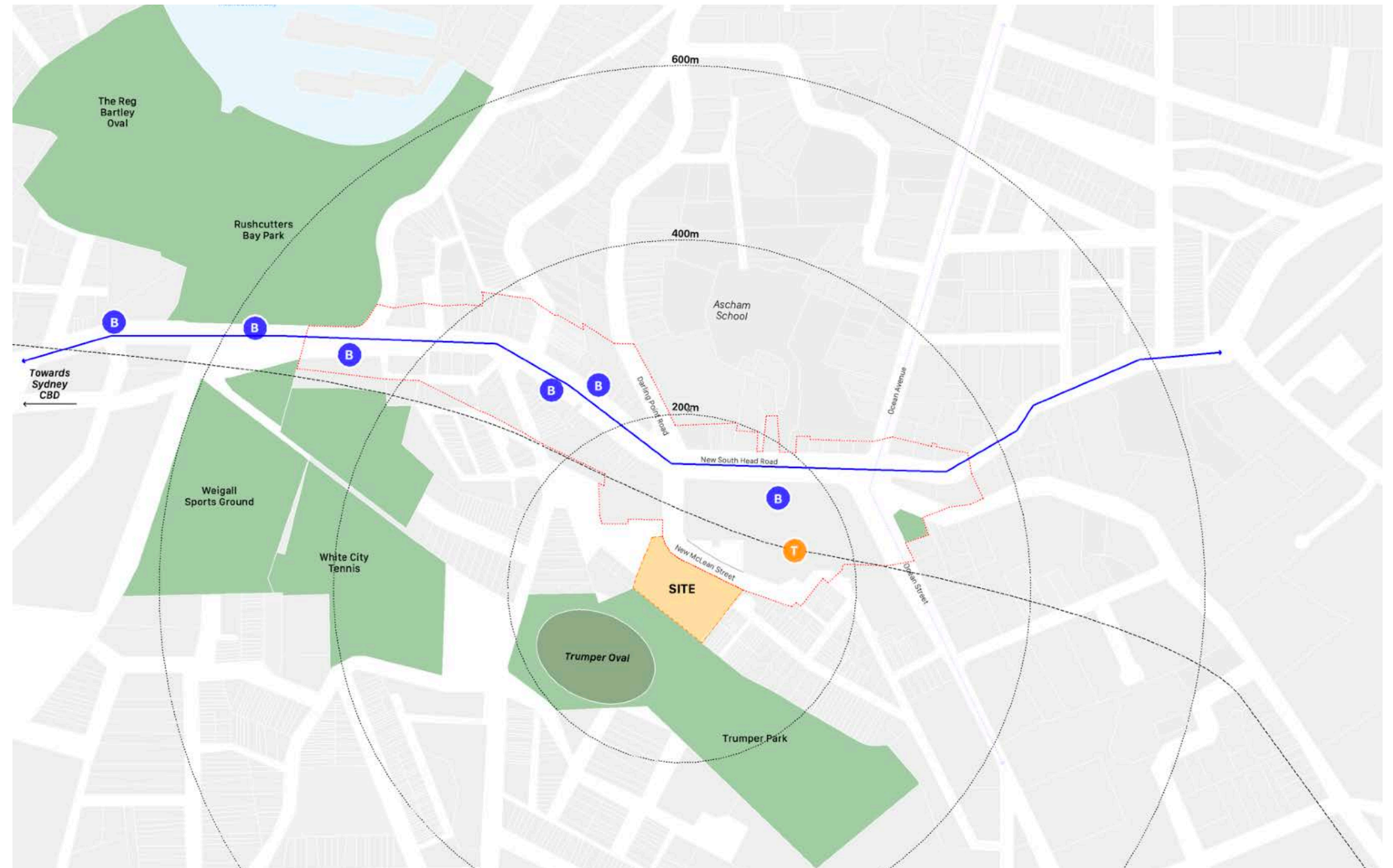
# Site Context

## Transport and Connectivity

Nestled within the heart of a major transport hub, the site boasts a highly desirable location, offering unparalleled connectivity and accessibility. With a network of public transport options such as trains and buses at its doorstep, residents and visitors can effortlessly navigate the city. The Edgecliff Transport Interchange connects the site with direct railway services to the Sydney CBD, Sutherland Shire, and Bondi Junction. The bus services operating from the interchange also provide important connections to the Sydney CBD, the Lower North Shore, and the Eastern Suburbs.

The site lies just 200 meters away from New South Head Road, a crucial vehicle link leading directly to the Sydney CBD.

Trumper Park, Weigall Sports Ground, and Rushcutters Bay Park offer high quality green spaces for recreation and relaxation within walkable distance.



# Site Context

## Heritage Context

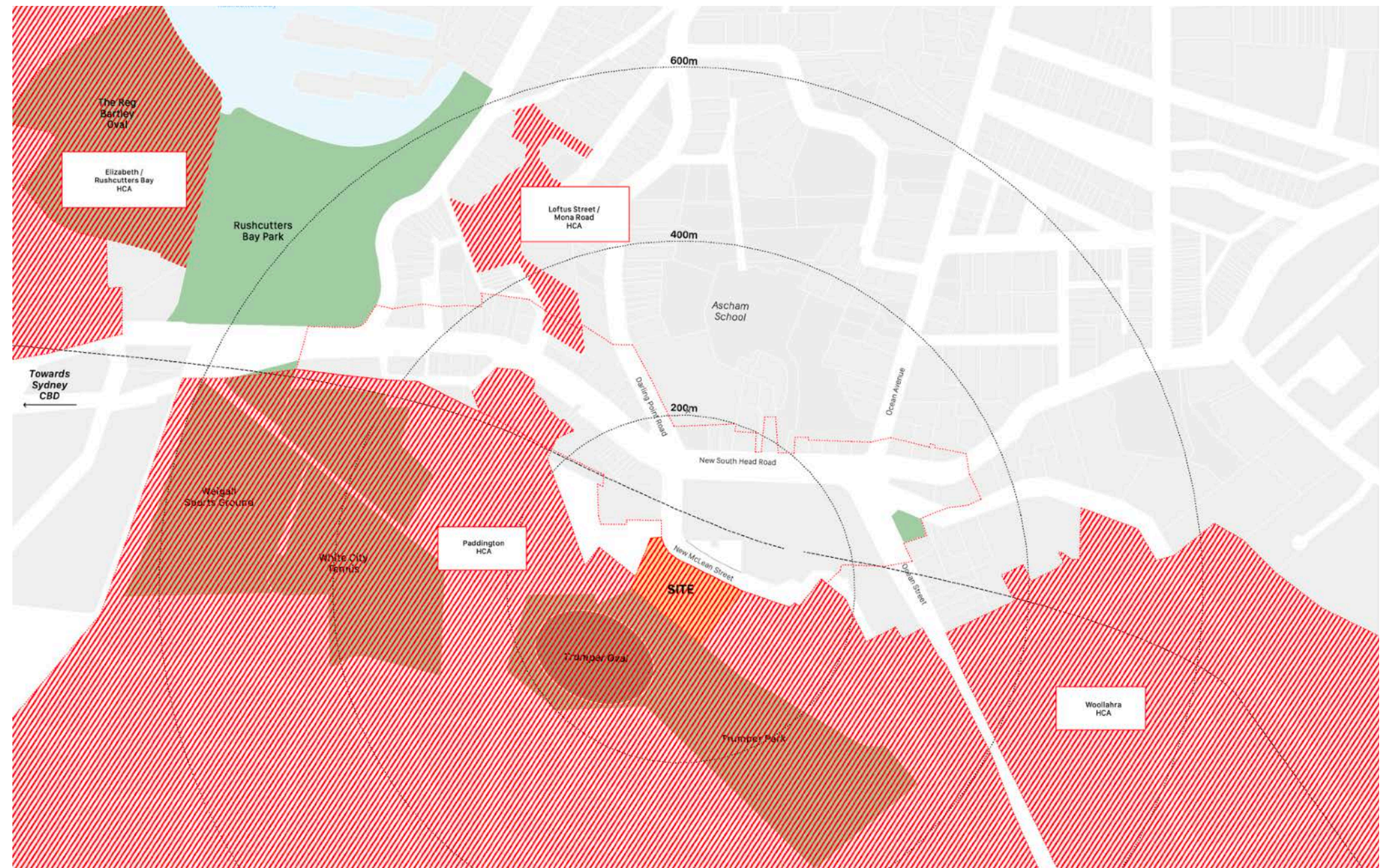
The subject site is not individually listed as a heritage item on the Woollahra Local Environmental Plan (LEP) 2014 or on the State Heritage Register (SHR). However, it is located within the Paddington Heritage Conservation Area (HCA) and in the vicinity of a number of heritage items and HCAs (Woollahra HCA and Mona Road HCA). The Paddington HCA comprises a large portion of south Edgecliff and Paddington, down to Centennial Park. The Woollahra DCP 2014 describe the the HCA as follows:

*Paddington is a unique urban area which possesses historical, aesthetic, technical and social significance at a National and State level. An important factor in the significance of Paddington is its exceptional unity, encompassing scale, character, history, architecture and urban form.*

*The built environment of Paddington is an excellent example of the process of 19th century inner city urbanisation of Sydney which was largely completed by 1890. The predominant Victorian built form is an excellent representative example of the phenomena of land speculation and a 'boom' building period between 1870 and 1895.*

*The terraces of Paddington clearly trace the evolution of the imported English Georgian and Regency terrace models into the distinct Australian style evident in the Victorian era terraces.*

A detailed description of the heritage context is provided in the Heritage Impact Statement Pre-Planning Proposal document as prepared by Curio that forms part of this submission.



# Site History

## Plan of St James Glebe

The name of the Woollahra area is anecdotally derived from local Aboriginal word 'Woo-la-ra', meaning 'camp' or 'meeting ground', selected by Sir Daniel Cooper as the name for his planned mansion at Point Piper in 1856.

*In September 1842, the Crown granted a glebe in two parts to the Anglican church of St James King Street. The larger portion of the St James Glebe was a 29-acre parcel wedged between Ocean Street and Trumper Park in today's Edgecliff.*

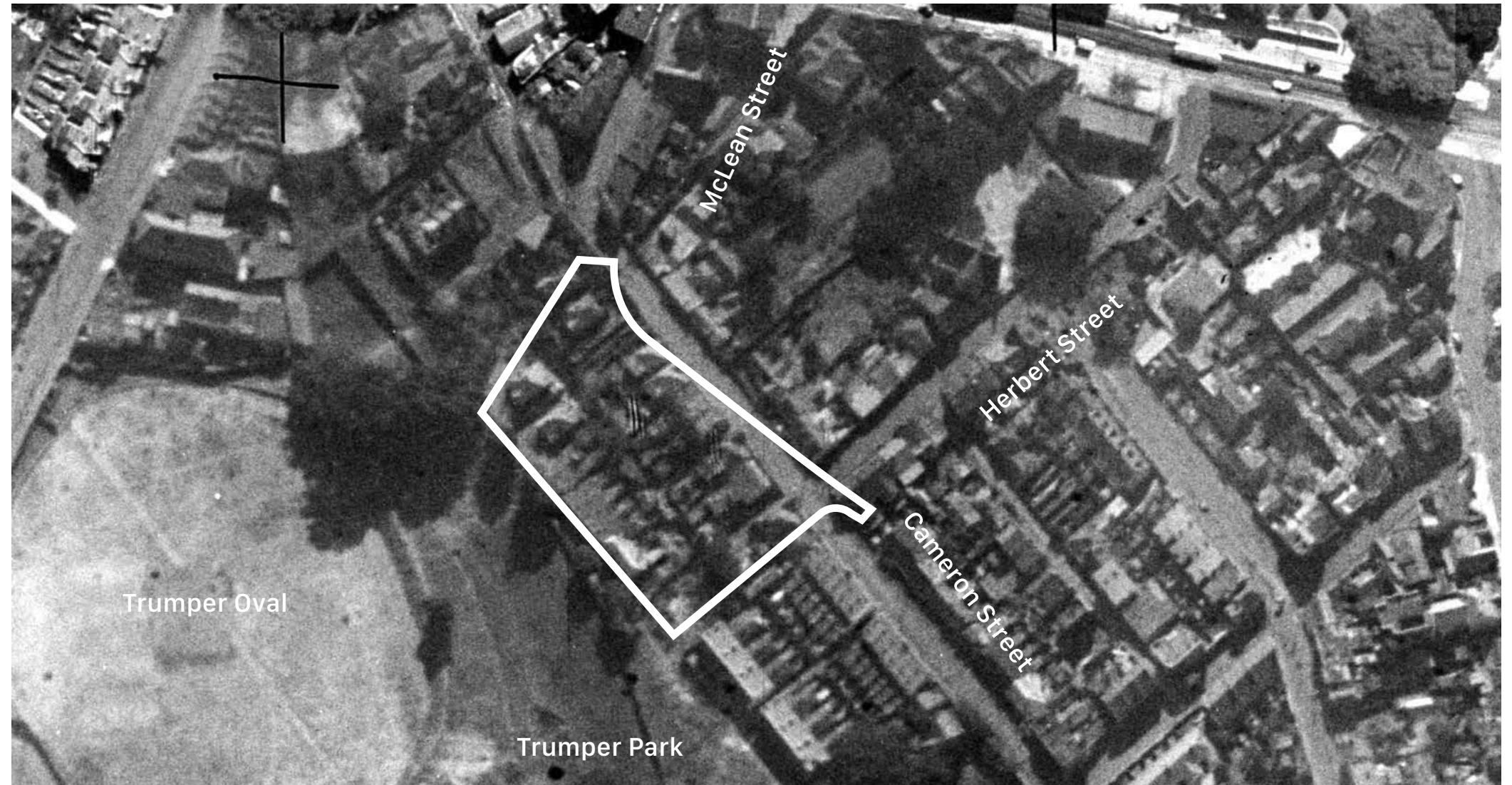
*The landscape which formed on the Edgecliff Glebe reflected its tenure - long-term leaseholds, chiefly taken up by investors, and subject to multiple and successive re-subdivisions. Small residential sites predominated punctuated by a few larger houses, occasional corner shops and a modest commercial strip along New South Head Road. See: Plan of St James Glebe*

*By the mid-twentieth century, the housing stock of the glebe presented as something of a time-warped, with little modernisation undertaken in the decades before. However, this small world was on the brink of major change, a fact appreciated by the curator of the collection displayed here, photographed from the mid 1960s, intentionally to capture this moment.*

*In the following decade the elapsed leaseholds were called in, the Edgecliff Centre built, a train station installed and a viaduct constructed across Rushcutters Bay to carry the Eastern Suburbs railway service into the heart of the former glebe. The line was officially opened in June 1979 \*.*

The proposal as described on the following pages of this report seeks to draw upon the historical street pattern for the lower podium elements for 8-10 New McLean Street, Edgecliff. The tower above, broadly adopts the orientation as proposed for the towers to the adjacent Edgecliff Centre as illustrated in the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy.

\* source: [https://www.woollahra.nsw.gov.au/library/local\\_history/woollahras-historic-landscapes/edgecliff-in-the-60s](https://www.woollahra.nsw.gov.au/library/local_history/woollahras-historic-landscapes/edgecliff-in-the-60s)



Aerial Photograph Looking South East Toward Subject Site 60's



Aerial Photograph Looking South East Toward Subject Site 60's



Terrace Houses backing on to Trumper Park 60's

# Site History

Plan of St James Glebe



Plan of St James Glebe Overlaid with todays Urban Morphology



Existing Built form on subject site



Contrast between historical and contemporary orientation of built form

### 3. Existing and Future Planning Framework

# Existing Planning Framework

## State Planning Policy

The site is subject to a number of state policies and guidelines that have informed the development of this Planning Proposal and associated reference proposals.

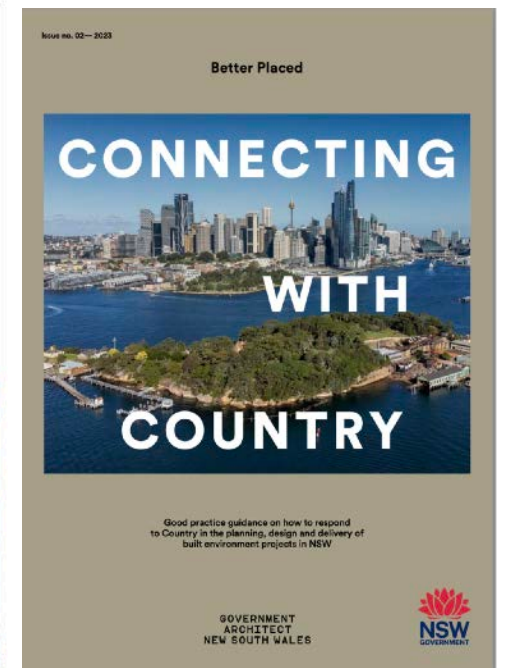
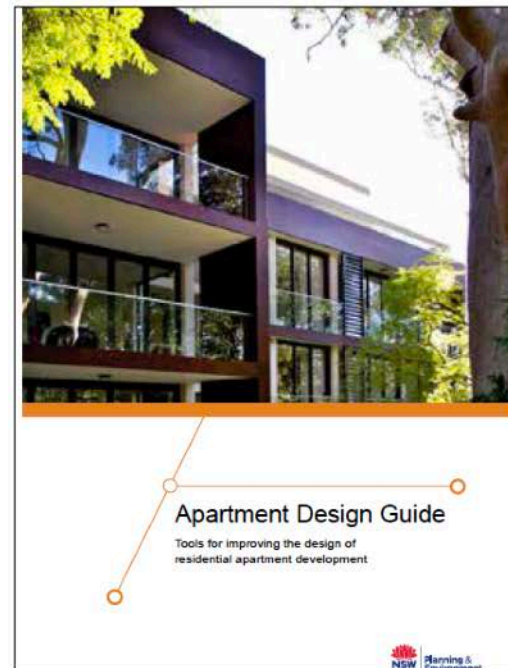
*The Apartment Design Guide* provides consistent planning and design standards for apartments across NSW. It provides design criteria and general guidance about how development proposals can achieve the 9 design quality principles identified in [State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development \(SEPP 65\)](#).

*Better Placed* by GANSW establishes what is expected in terms of good design and effective process, across all projects in NSW. *Better Placed* was launched as a first draft in September 2016 with significant consultation undertaken in the form of workshops, written responses, conferences, seminars and outreach to a variety of groups including government agencies, local government, peak industry bodies, professionals and communities. The final policy released in July 2017.

*Future Transport 2056* acknowledges the vital role transport plays in the land use, tourism, and economic development of towns and cities. It includes issue-specific and place-based supporting plans that shift the focus away from individual modes of transport, toward integrated solutions. The Strategy and Plans also focus on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The New South Wales government has issued the *Connecting with Country Framework*, which provides guidance for designers, planners and governments on how to respond to Country and empower Aboriginal voices in the design process.

Developed by Government Architect NSW, the framework encourages all built environment projects to take a Country-centred approach, guided by Aboriginal people.



# Existing Planning Framework

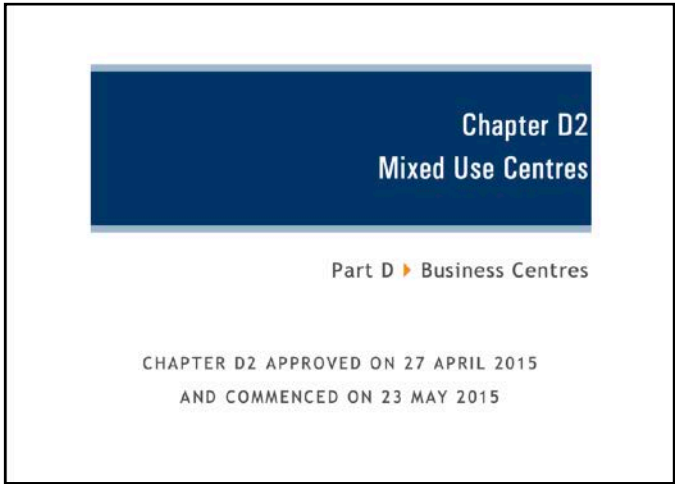
## Local Planning Policy

The Woollahra LEP is the principal environmental planning instrument applying to the site. The Woollahra DCP builds upon the Woollahra LEP and provides more fine-grain design and development controls applicable to the site. The current planning controls that apply to the site under *Woollahra Local Environmental Plan 2014* (WLEP) are summarised in the Planning Proposal Report as prepared by Planning Ingenuity that forms part of this submission.

Woollahra Development Control Plan 2015, C29 notes that “Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.” In response the proposal has been designed as to not create any additional overshadowing over Trumper Park Oval.

The scale of redevelopment permitted under the existing controls is not commensurate with cost of redevelopment, the scale of existing residential buildings in the immediate vicinity or the potential opportunity that the site offers.

The Draft Woollahra Integrated Transport Strategy sets out a vision for a more accessible LGA where active, sustainable and efficient modes of transport are the most convenient choice for most trips.



Woollahra DCP 2015



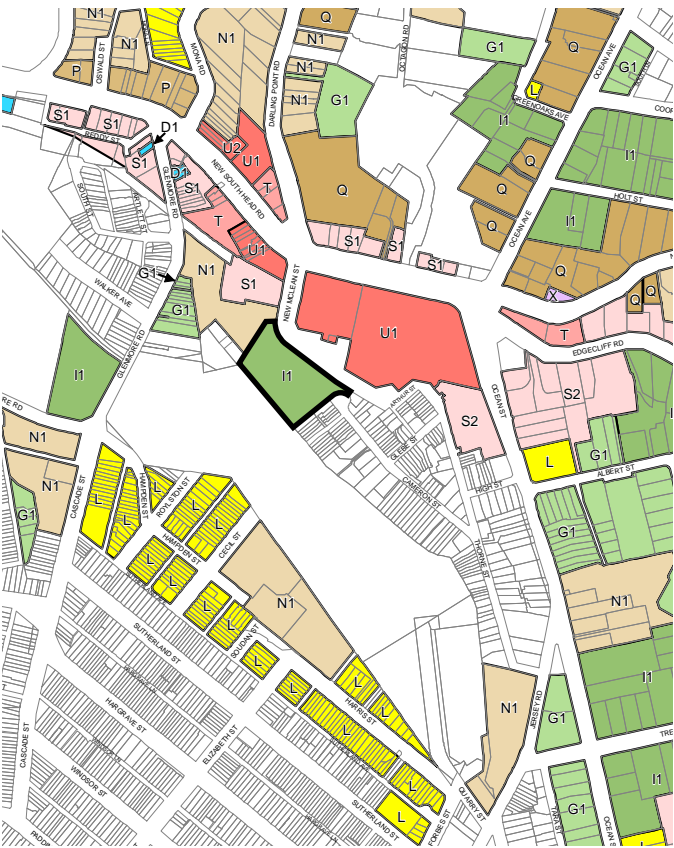
Woollahra Community Facilities Study



Draft Woollahra Integrated Transport Strategy

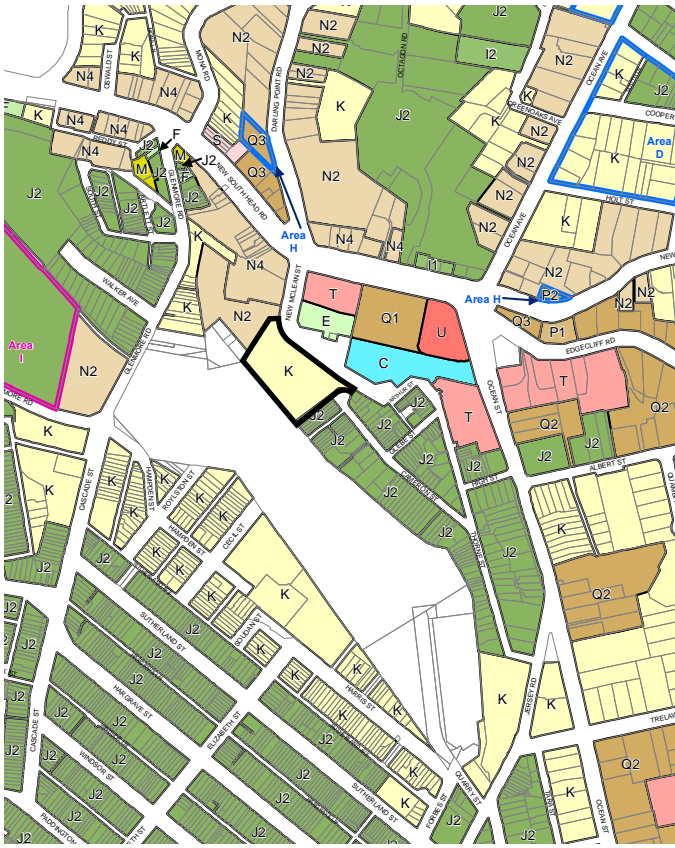
# Existing Site Controls

## Local Environmental Plan



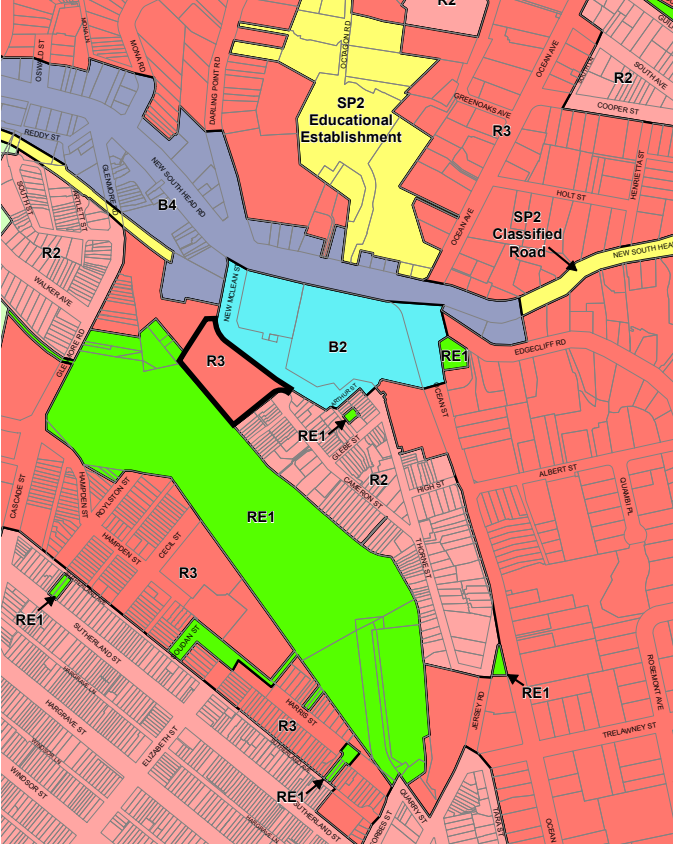
Floor Space Ratio

A1	0.21	F1	0.6	N1	1	S1	1.5
A2	0.37	F2	0.63	N2	1.04	S2	1.55
B1	0.4	G1	0.65	O	1.1	S3	1.68
B2	0.43	G2	0.68	P	1.25	S4	1.7
C	0.46	H	0.73	Q	1.3	T	2
D1	0.5	I1	0.75	R1	1.4	U1	2.5
D2	0.52	I2	0.77	R2	1.42	U2	2.9
D3	0.53	L	0.9			V	3
						X	4



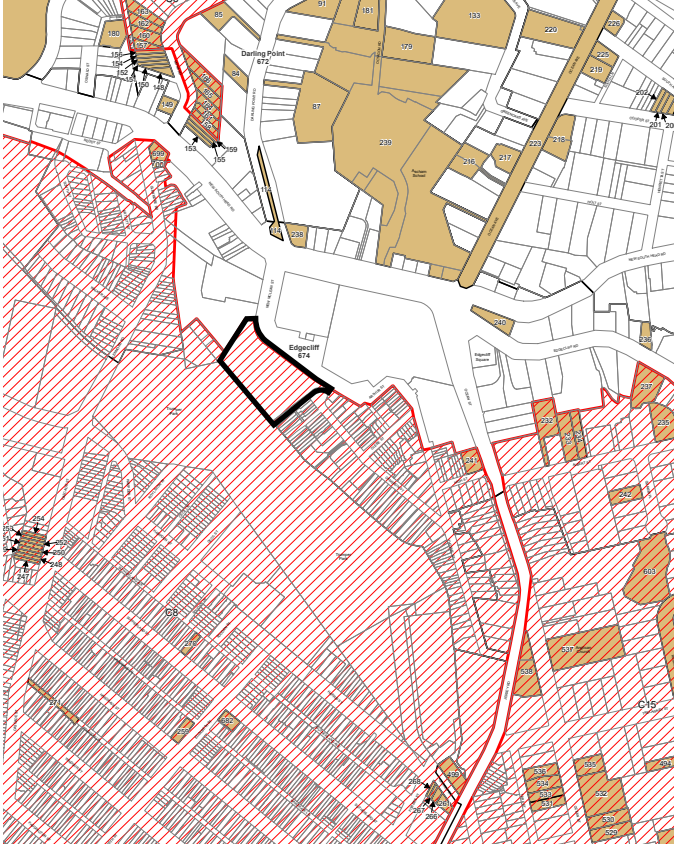
Height of Buildings

C	5	K	10.5	N4	14.5	Q3	20.5
E	6	L1	11	N5	14.7	R1	21.5
F	6.5	L2	11.5	O1	15	R2	22.5
G	7	M	12	O2	16.5	S	23.5
H	7.5	N1	13	P1	17.5	T	26
I1	8	N2	13.5	P2	18	U	34
I2	8.2	N3	14.1	P3	18.1		
J1	9			Q1	19		
J2	9.5			Q2	19.5		



Land Zoning

B1	Neighbourhood Centre	RE1	Public Recreation
B2	Local Centre	RE2	Private Recreation
B4	Mixed Use	SP2	Infrastructure
C1	National Parks and Nature Reserves	SP3	Tourist
C2	Environmental Conservation		
R2	Low Density Residential		
R3	Medium Density Residential		



Heritage

Heritage	
Conservation Area - General	
Item - General	
Item - Archaeological	
Item - Street Name Inlays	
e.g. Rose Bay 675	

# Future Planning Framework

## Strategic Context

### Metropolitan

The site at 8-10 New McLean Street, Edgecliff is located in the Edgecliff Local Centre which is located just over 2km from the eastern edge of the Sydney CBD (measured from Hyde Park). Under the Region Plan's centres hierarchy, Bondi Junction is the only Strategic Centre for the northern parts of the eastern beaches. While as a local centre, Edgecliff is the next level down in the hierarchy, it is larger in footprint and scale than most other local centres and has a number of attributes that suggest it already has or has the potential to function as a form of Strategic Centre for that part of the Eastern District closer to the Sydney CBD.

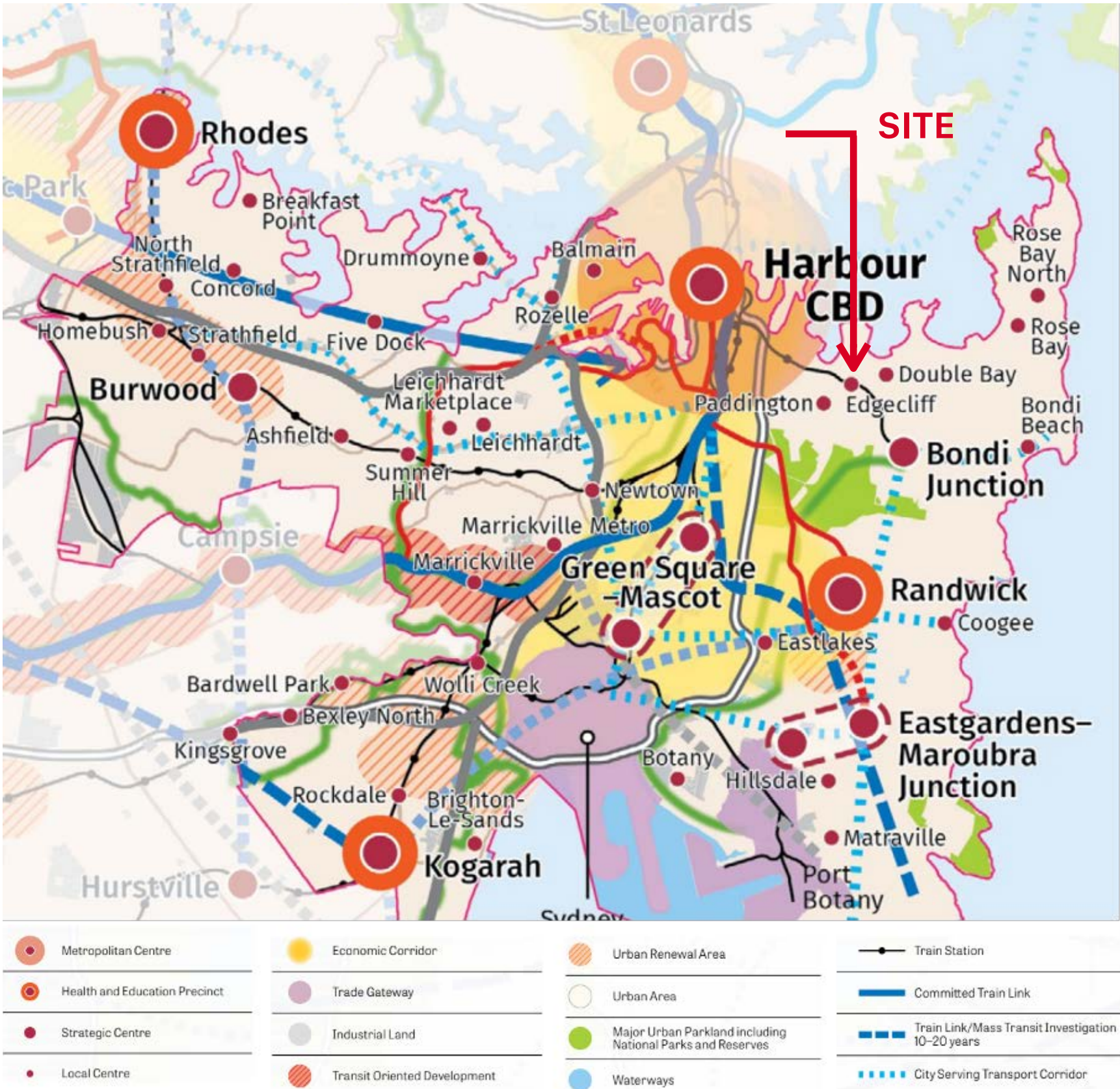
This elevated role is reinforced by the Woollahra Local Strategic Planning Statement (LSPS) which designates the centre as a 'key local centre'. This was also in part recognised by the previous 2005 metropolitan strategy for Sydney, City of Cities, A Plan for Sydney's Future, that designated Edgecliff together with Double Bay as a higher order town centre.

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

The ECCP & UDS and the Edgecliff Commercial Centre Transport Study (SCT Consulting) both recognise the importance of Edgecliff both as a strategic location but also as a transport interchange providing Woollahra's only railway station. The evolving planning controls for the Edgecliff Centre supports greater heights (and densities) adjacent to the railway station, along with active street frontages and diverse commercial and retail spaces to create a more vibrant centre.

This PP concept scheme as described on the following pages recognises the considerable potential for the site to facilitate new and improved facilities as part of an innovative and sustainable development adjacent to the Edgecliff bus and rail interchange on a site that has been largely ignored by the planning controls and is in critical need for upgrade and revitalisation.

Such a Planning Proposal has the potential to provide high-quality, accessible housing that has not been identified previously due to its land tenure.



Extracted from Eastern City District Plan

# Future Planning Framework

## Strategic Context

The Greater Sydney Region Plan, A Metropolis of Three Cities (Region Plan) was released on 23 March 2018 by the Greater Sydney Commission. The Region Plan contains TEN DIRECTIONS for the Greater Sydney Metropolitan Area and include the following:

1. A city supported by infrastructure;
2. A collaborative city;
3. A city for people;
4. Housing the city;
5. A city of great places;
6. A well connected city;
7. Jobs and skills for the city;
8. A city in its landscape;
9. An efficient city;
10. A resilient city.

The Metropolitan Strategy identifies the site as being located within the “Eastern Harbour City” which is accompanied by the Eastern City District Plan (District Plan). The District Plan identifies Edgecliff as being a Local Centre as detailed in the diagram to the right. The District Plan is a guide to implementing the Region Plan at a District level. It provides a 20-year plan to manage growth and achieve the 40 year vision.

The District Plan establishes a number of priorities and actions to guide growth, development and change, relating to productivity, liveability and sustainability. Additional housing to improve diversity and affordability co-ordinated with transport, development of centres and services is required in response to population growth.

As such, the local area will require more dwellings, jobs and infrastructure in order to accommodate the needs of the growing population.

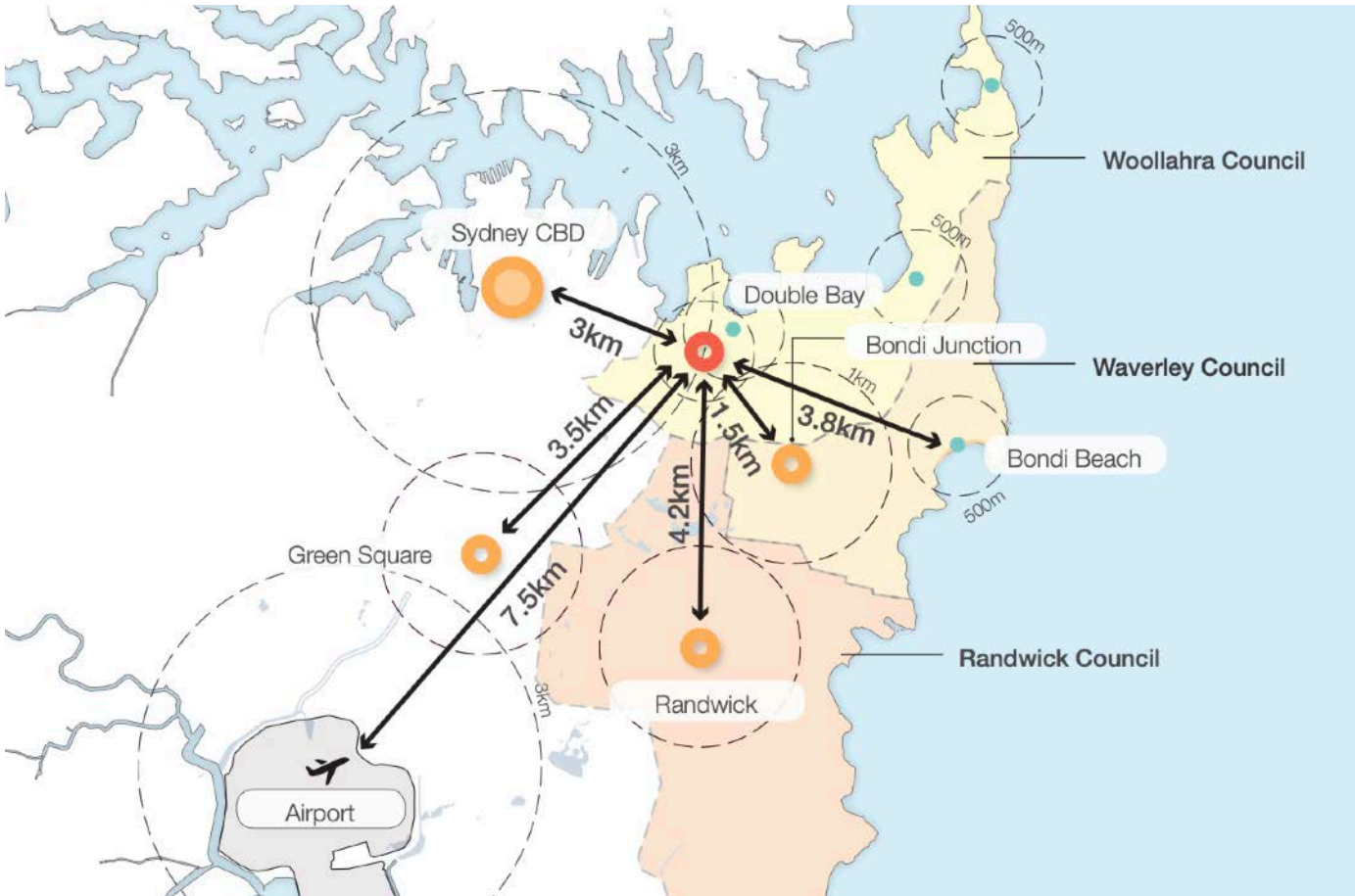
Woollahra Council is required to provide the following DWELLING TARGETS:

- an additional 300 dwellings from 2016–2021 (0-5 year target);
- an additional 500 dwellings from 2021–2026 (6-10 year target); and
- an additional 400 dwellings from 2026–2036 (10-20 year target).

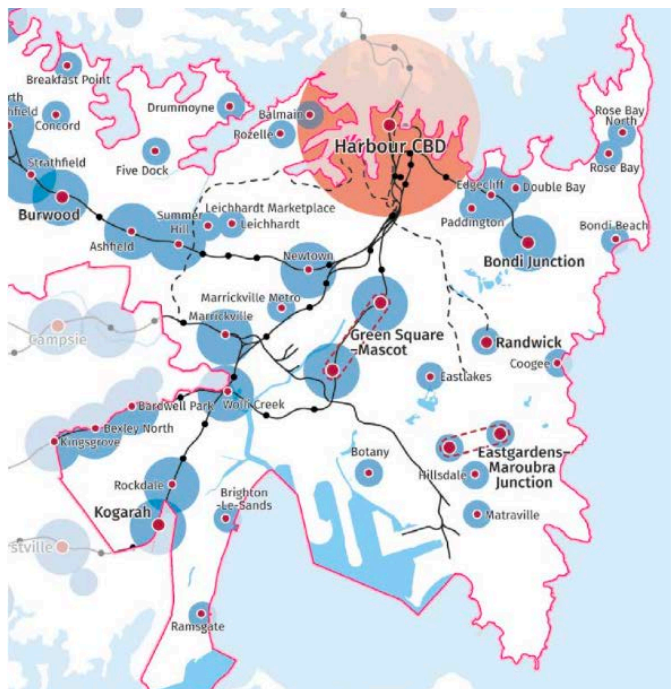
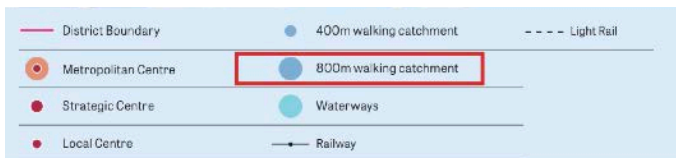
The economic impact study by Hill PDA indicates that at best the ECCPUDS will deliver 500 new apartments by 2041. Furthermore, development in the ECCPUDS will be difficult because it involves site amalgamations many of which are already strata titled, vehicle access would be compromised and the residential amenity along the busy arterial road is poor. Realistically this site forms one of the only feasible lots of land to allow Council to achieve their housing targets.

A total of 1,200 additional dwellings are required up to 2036 and given the constraints of the heritage conservation areas, environmental and character in the locality, the Housing Strategy 2021 indicates that additional dwellings can be provided in existing local centres, such as Edgecliff and Double Bay. This is reinforced by the District Plan which encourages renewing great places and local centres which are a focal point for neighbourhoods and include transport interchanges critical for the growth of the 30 minute city. The provision of additional housing in a highly accessible location will cater for the additional population and provide additional employment opportunities in the short and longer term. The proposed uplift to the Height of Buildings and FSR development standards will contribute significantly to meeting demand within a highly accessible and suitable location and is only possible based on a higher yield than currently exists on the site.

This ability is further described in the accompanying letter as prepared by Planning Ingenuity that forms part of this submission.



Relationship to Metropolitan Sydney  
Extracted from Edgecliff Commercial Centre Study by SJB



Eastern District Plan Centres  
From Eastern City District Plan

# Future Planning Framework

## Strategic Context

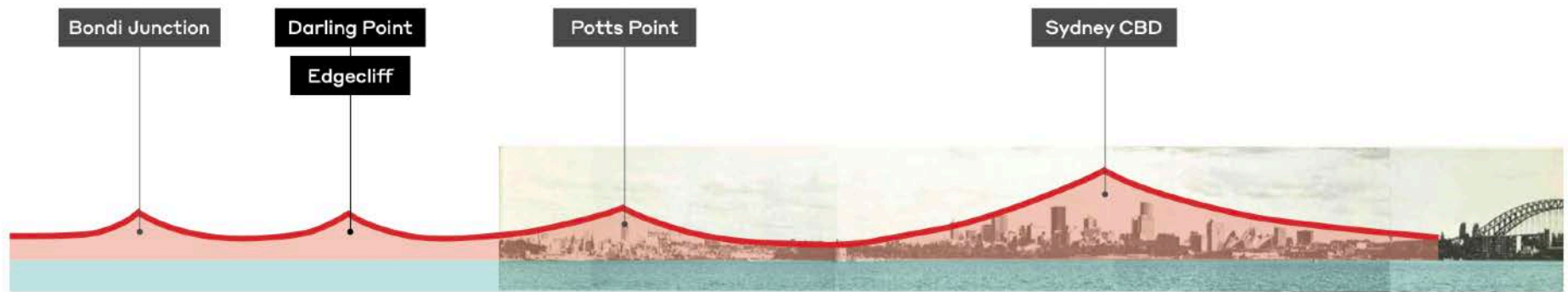
Greater heights and densities are typically concentrated around train stations, given the amenity provided by these public transport nodes. Kings Cross Station, the first stop on the T4 Eastern Suburbs & Illawarra Line out of the CBD exemplifies the concept of locating buildings with greater heights and densities around train stations.

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

Peninsulas along the Harbour guided the development pattern of built form, often in light of capturing views of the Harbour with towers at different scales aligned along the ridge roads. Taller buildings are aligned in two main linear corridors, with Edgecliff sitting at the intersection of the two. The east-west corridor is aligned with William Street and its extension New South Head Road, and a complementary north-south spine stretching from the end of Darling Point to the Edgecliff Centre. Taller buildings in these spines are dominated by point towers dating from the 1960s to 1990s that have heights of up to 30 storeys.

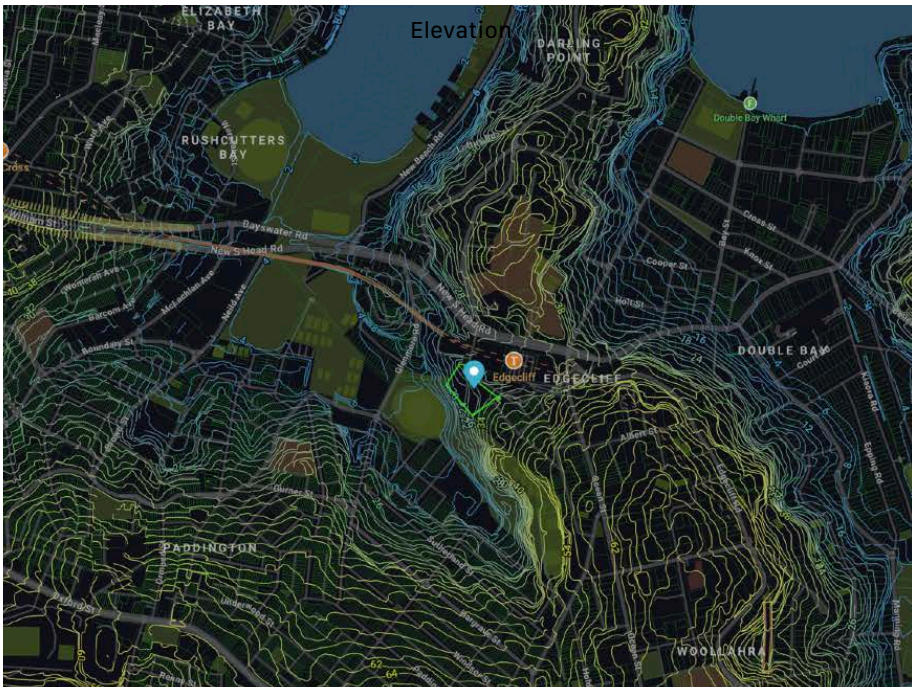


Extract from City of Sydney Strategic Plan 1970

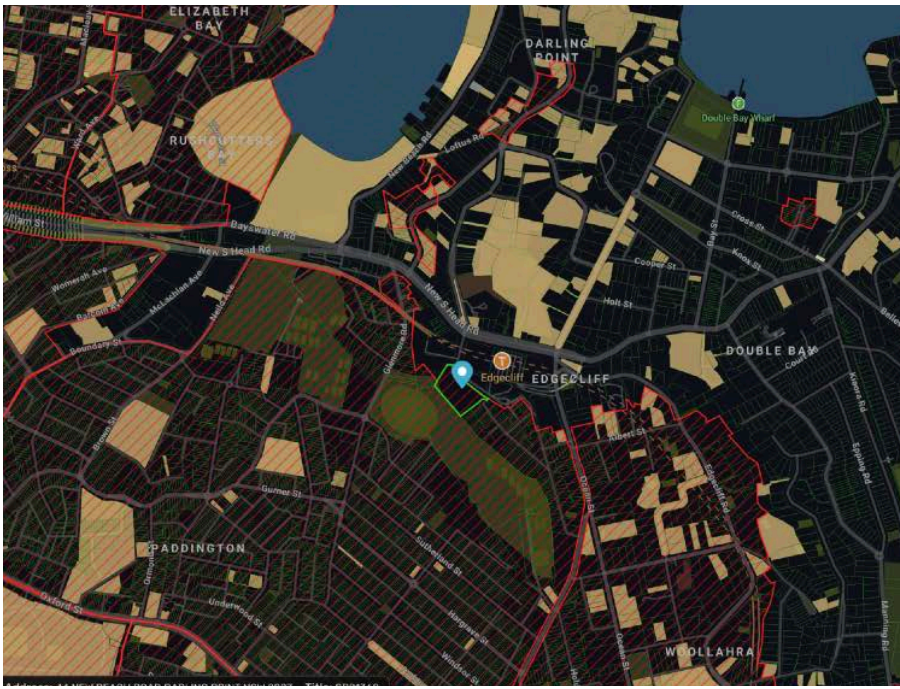


Extract from Edgecliff Centre - Strategic Context & Urban Design Report by Ethos Urban

### Elevation



### Heritage







Maps from Mecone Mosaic

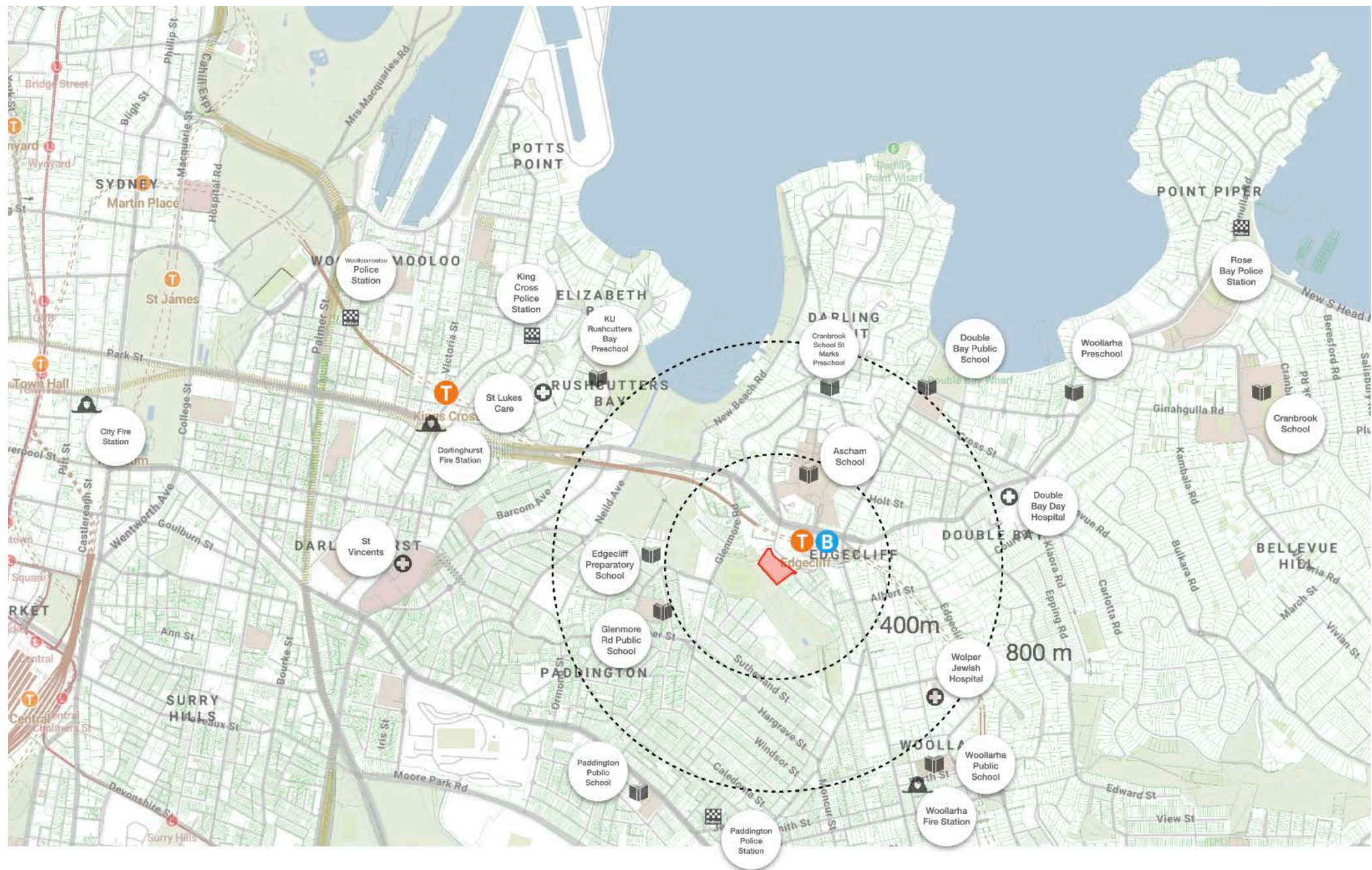
# Future Planning Framework

## Suitability For Affordable Housing

The redevelopment of 8-10 New McLean Street offers the opportunity for much needed affordable housing and a mix of housing choices within the Edgecliff locality. Affordable housing will allow for a greater cross section of the community, including key workers, to live and reside in this area. Currently, the Woollahra Local Government Area does not provide for an appropriate amount of affordable housing given the higher percentage of low density residential accommodation. The delivery of a range of residential apartments and allocation of affordable housing will create diverse neighbourhoods with ability to service those workers employed by the medical, educational, and emergency services facilities in the area.

Affordable housing for the site will be provided under the SEPP Housing 2021, equating to 5% of the residential gross floor area afforded by the uplift, which is consistent with the 5-10% range for new residential floor space under Direction 11 of the Greater Sydney Region Plan: A Metropolis of Three Cities.

-  Police
-  Medical / Nursing
-  Education
-  Childcare
-  Fire



Medical, educational, and emergency services facilities in the area that would benefit from increased affordable housing in Woollahra LGA.

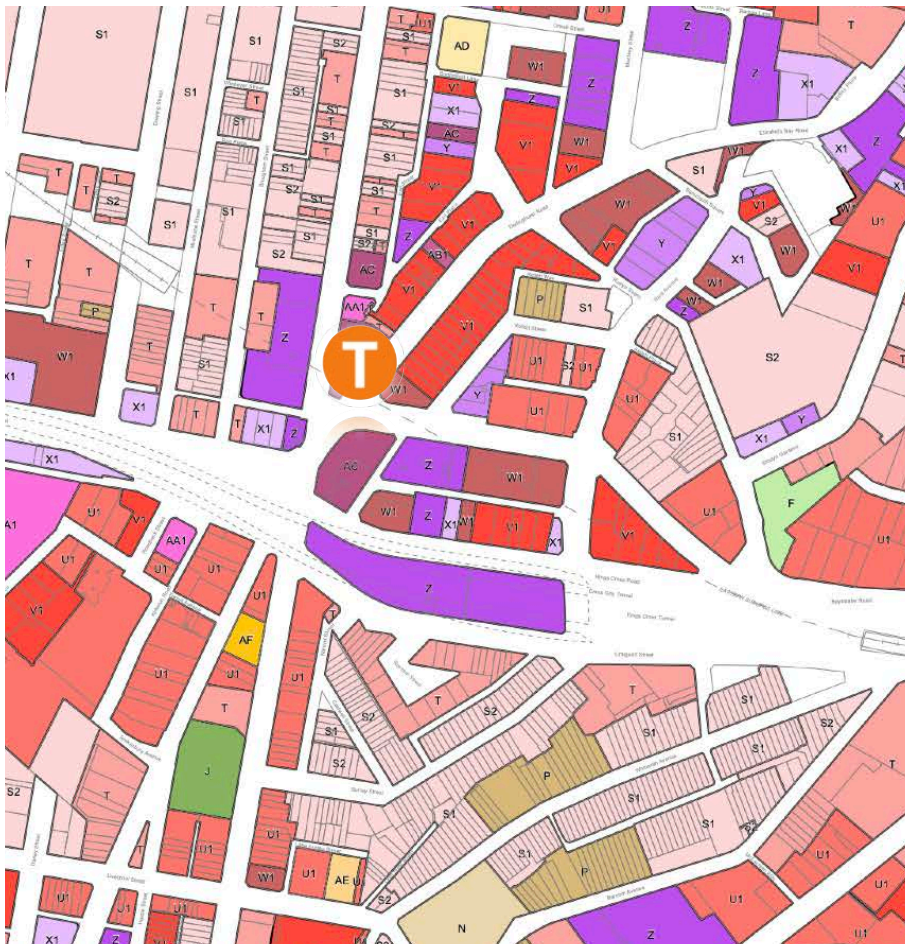
# Strategic Context

## Proposed Uplift

Bondi Junction’s LEP controls (height of building at 60m) predates its designation as a Strategic Centre (under the current Region and District Plan). The larger land holdings and configurations available in Bondi Junction mean that height can be distributed across a greater area to create appropriate density. Given the limited availability of suitable, developable lots within Edgecliff, there is limited opportunity to supply and distribute density. As such, sites such as 8-10 New McLean Street offer considerable opportunity adjacent to transport. As identified within the Hill PDA report, which forms part of this submission, Kings Cross Station, the first stop on the T4 Eastern Suburbs and Illawarra Line out of the CBD exemplifies the concept of locating buildings with greater heights and densities around train stations.



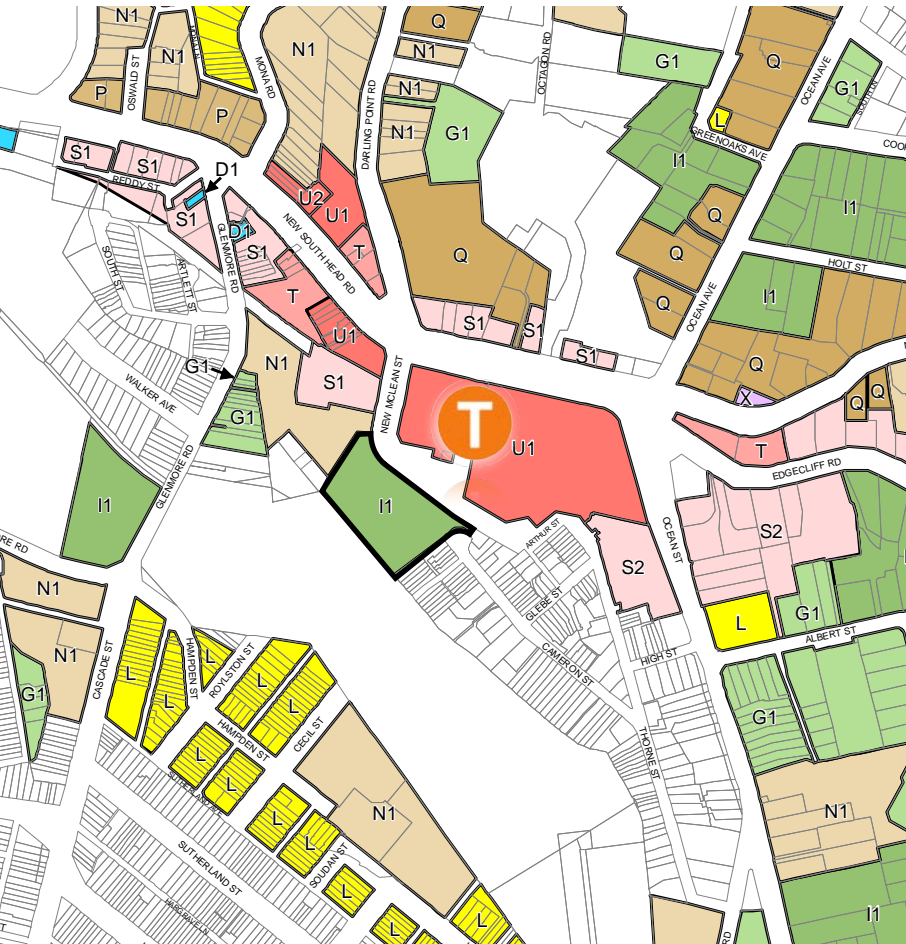
### Kings Cross Station



Floor Space Ratio

A 0.35	S2 1.75	X1 4	AC 8
F 0.6	T 2	X2 4.22	AD 9
H 0.7	U1 2.5	Y 4.5	AE 10
J 0.8	U2 2.75	Z 5	AF 11
L 0.9	V1 3	AA1 6	
N 1	V2 3.25	AA2 6.5	
P 1.25	W1 3.5	AB1 7	
S1 1.5	W2 3.75	AB2 7.5	

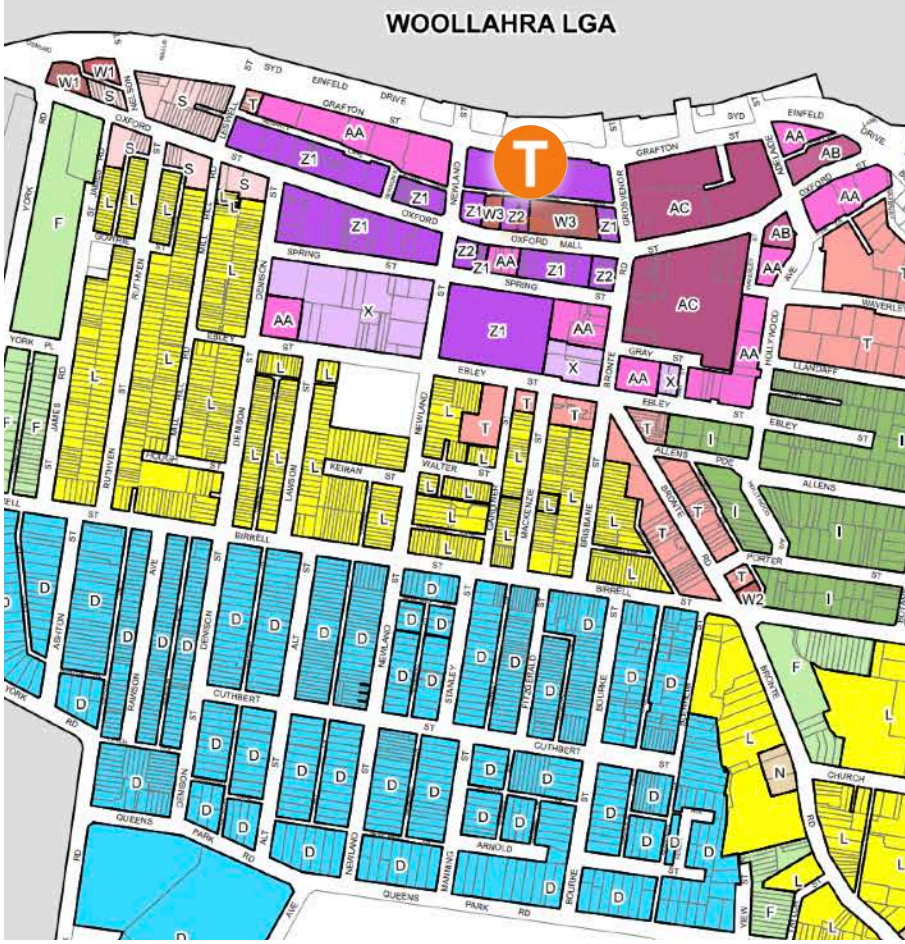
### Edgecliff Station



Floor Space Ratio

A1 0.21	F1 0.6	N1 1	S1 1.5
A2 0.37	F2 0.63	N2 1.04	S2 1.55
B1 0.4	G1 0.65	O 1.1	S3 1.68
B2 0.43	G2 0.68	P 1.25	S4 1.7
C 0.46	H 0.73	Q 1.3	T 2
D1 0.5	I 0.75	R1 1.4	U1 2.5
D2 0.52	I2 0.77	R2 1.42	U2 2.9
D3 0.53	L 0.9		V 3
			X 4

### Bondi Junction Station



Floor Space Ratio

D 0.50	W3 3.75
F 0.60	X 4.00
I 0.75	Z1 5.00
L 0.90	Z2 5.50
N 1.00	AA 6.00
S 1.50	AA 6.00
T 2.00	AB 7.00
V 3.00	AC 8.00
W1 3.50	
W2 3.6	

# Strategic Context

## Proposed Uplift

The proposed uplift to the Height of Buildings and FSR development standards will contribute significantly to meeting demand within a highly accessible and suitable location and is only possible based on a higher yield than currently exists under the R3 zoning. The concept plans have evolved with careful consideration of built form and amenity impact s associated with the uplift in development potential.

Given the superior site characteristics and strategic location, the proposed uplift in density will directly support and encourage the use of public transport. The concept design is the culmination of detailed design development and consultant input to arrive at a form that increases the development potential of the site while providing a suite of public benefits in a location that has been largely ignored by the current planning controls.

This documents describes the proposed built form and utilisation of the site. The strategic merit of the proposal is described in the accompanying letter as prepared by Planning Ingenuity that forms part of this submission.



Aerial image  
Showing site in relations to  
Sydney CBD and border context

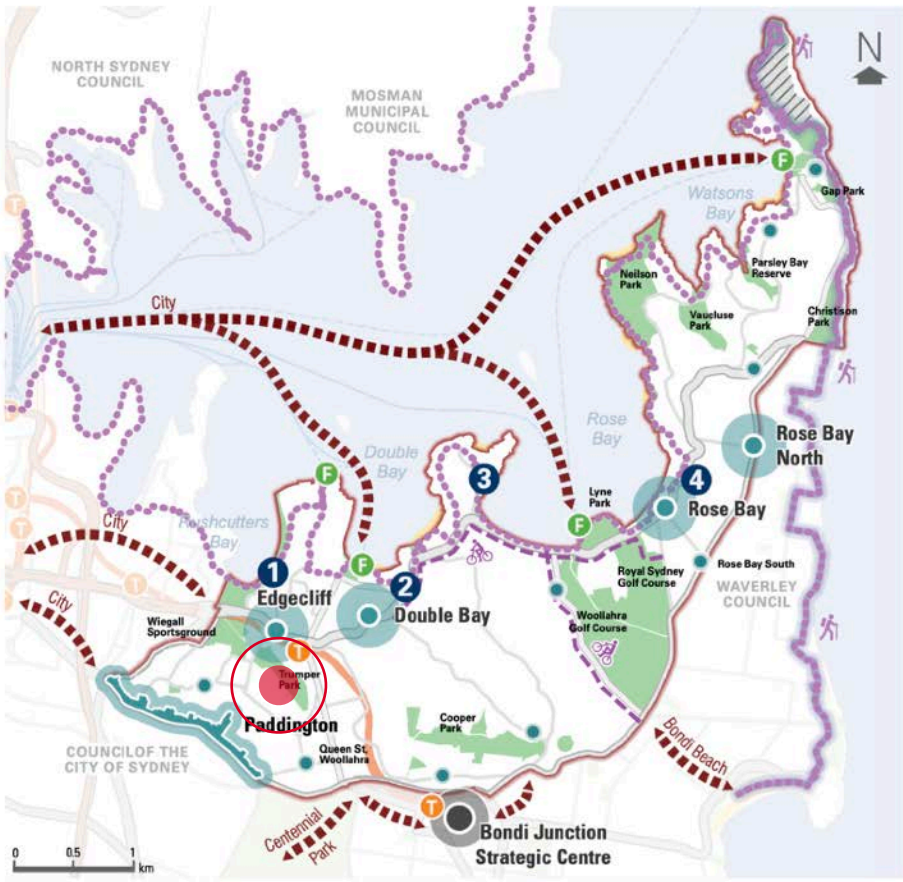


Transport Connections as  
extracted from:  
Woollahra Local Strategic  
Planning Statement March 2020

### Structure Plan

#### LEGEND

- Train Stations
- Ferry Wharfs
- Rail lines
- Ferry routes
- Proposed off-road cycleway
- Manly to Bondi walk
- Bondi Junction Strategic Centre (Waverley Council)
- Key Local centre
- Local centre
- Key connections to jobs and destinations
- Beaches
- Parks
- Defence Land
- Woollahra local government area



Structure Plan as extracted from:  
Woollahra Local Strategic  
Planning Statement March 2020

# Future Planning Framework

Edgecliff Commercial Centre - Planning and Urban Design Strategy

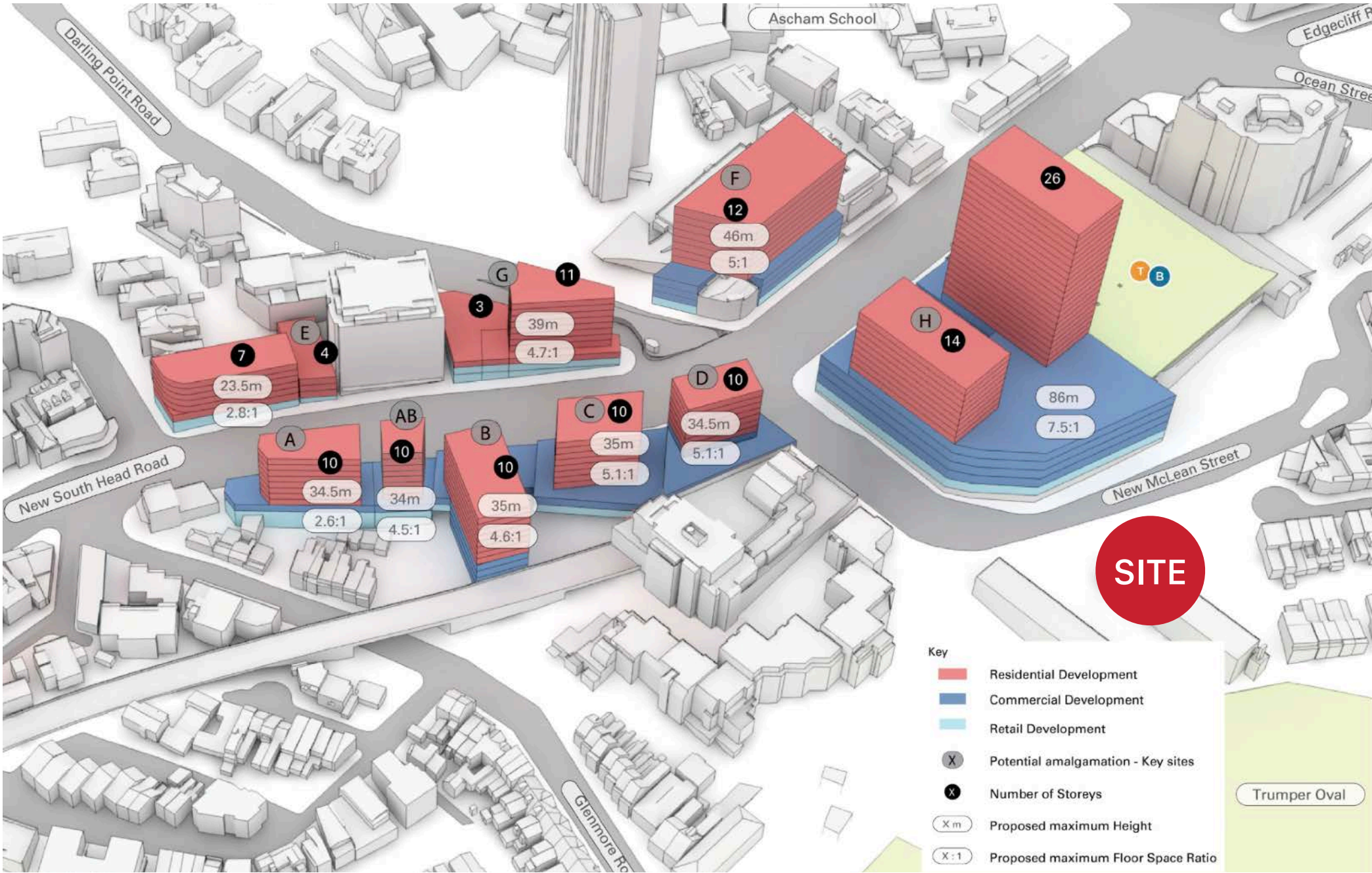


The ECCP & UDS identifies that increased FSR should be at its greatest closest to the train station. It also identifies that a final FSR (and height) has not been provided for the Eastpoint Shopping Centre site which houses the bus and rail interchange due to site constraints but it is a key site in the ECC that is likely to match or exceed the height and FSR of the Edgecliff Centre (26 Storeys and 7.5:1) due to its size, location and relative elevation (the site is at the crest of the ridge). The study reproduces an earlier built form study undertaken as part of the SJB report (2018), noting that the model (shown to the right) is indicative only and illustrates the potential overall bulk and scale for the ECC.

The proposed uplift in the FSR (and height) development standards will deliver an appropriate built form close to the only railway station in Woollahra and adjacent to Edgecliff Centre where the greatest built form investigated under the ECCP & UDS is anticipated. Whilst the subject site did not form part of the ECCP study, the development of the subject site to an increased height and density is clearly capable of satisfying the broad objectives of the Edgecliff Commercial Centre.

This strategic relationship to the ECCP & UDS is further described in the accompanying report as prepared by Planning Ingenuity that forms part of this submission.

Indicative future massing from: Planning and Urban Design Strategy from the council endorsed Edgecliff Commercial Centre Planning and Urban Design Strategy



Indicative future massing from: Planning and Urban Design Strategy from Council endorsed Edgecliff Commercial Centre Planning and Urban Design Strategy

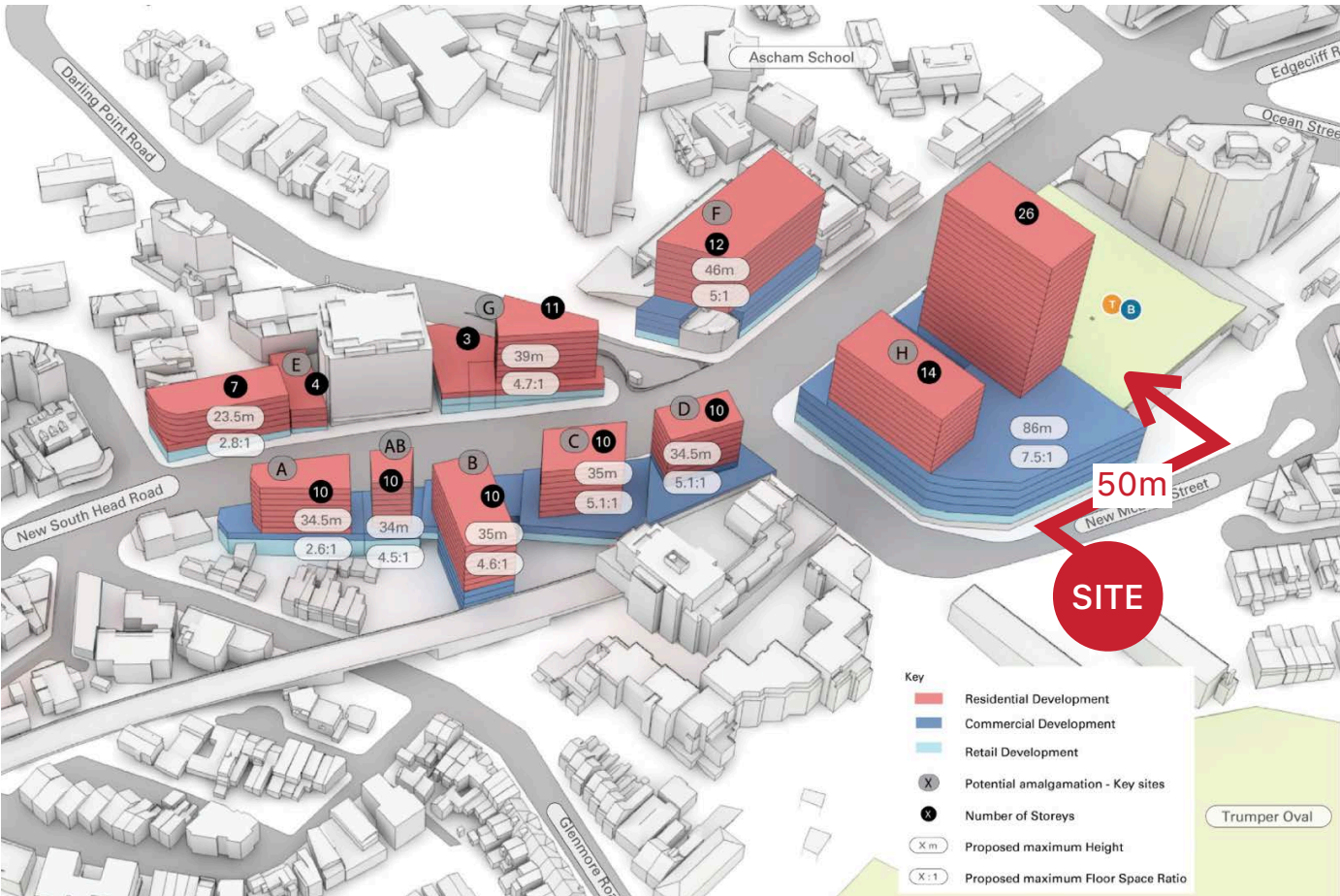
# Strategic Context

## Proposed Uplift

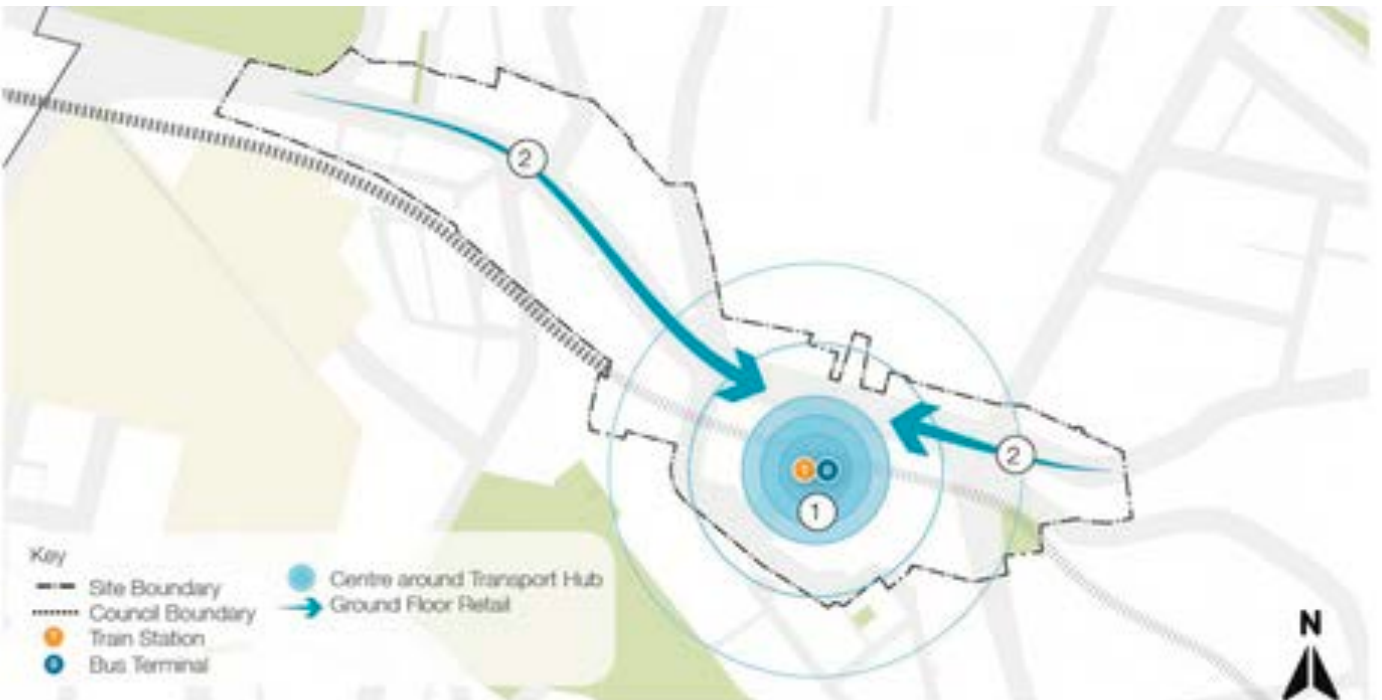
Given the advantage of access, buildings with greater heights and densities are often concentrated around transport nodes especially train stations. The evolving tower clusters as identified by the City of Sydney are generally in close proximity to existing and planned train and metro stations in the CBD. The detailed built form of these sites is further informed by analysis of environmental factors such as sun access to public space.

The Draft ECC identifies sites with a potential FSR of 5:1 located greater than 500m away from Edgecliff Station. Considering the subject site is located within 50m of the station the proposed FSR of 3.7:1 is rational and consistent with the Draft ECC planning framework.

Indicative future massing from: Planning and Urban Design Strategy from the council endorsed Edgecliff Commercial Centre Planning and Urban Design Strategy



Land Structure plan (SJB 2018)



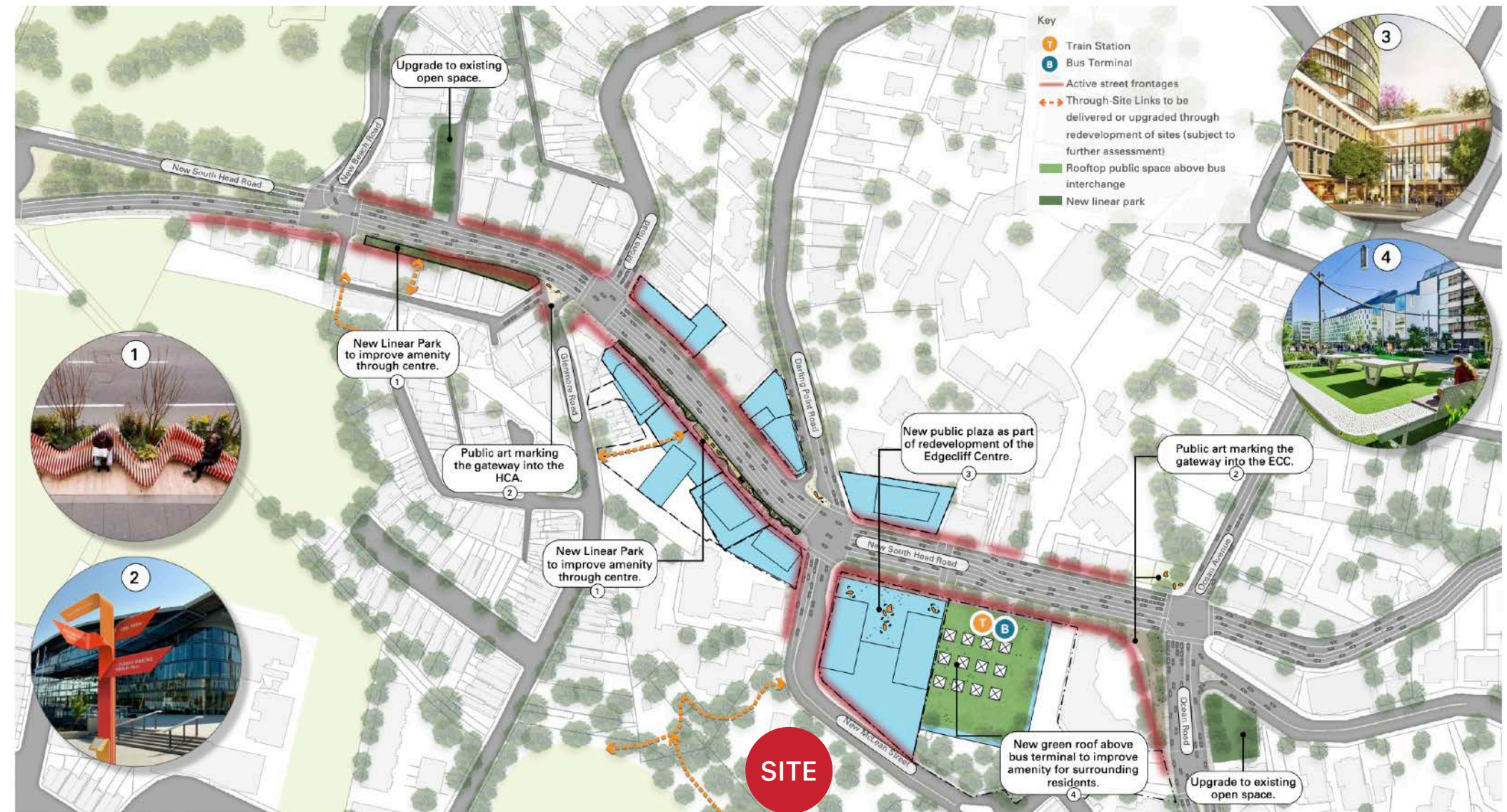
# Future Planning Framework

## Edgecliff Commercial Centre – Planning and Urban Design Strategy

The ECCP & UDS identifies the following opportunities to facilitate a range of public domain improvements:

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

The public realm interface proposals as contained within this Planning Proposal seek to respond to each of these identified opportunities.



Extracted from Edgecliff Commercial Centre Planning and Urban Design Strategy April 2024 endorsed by council on 29 April 2024

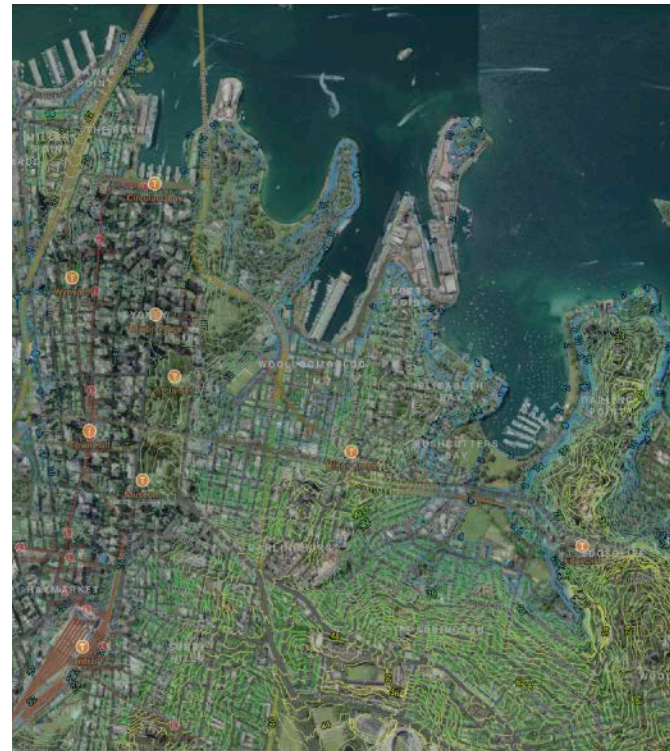
## 4. Urban Analysis

# Urban Analysis

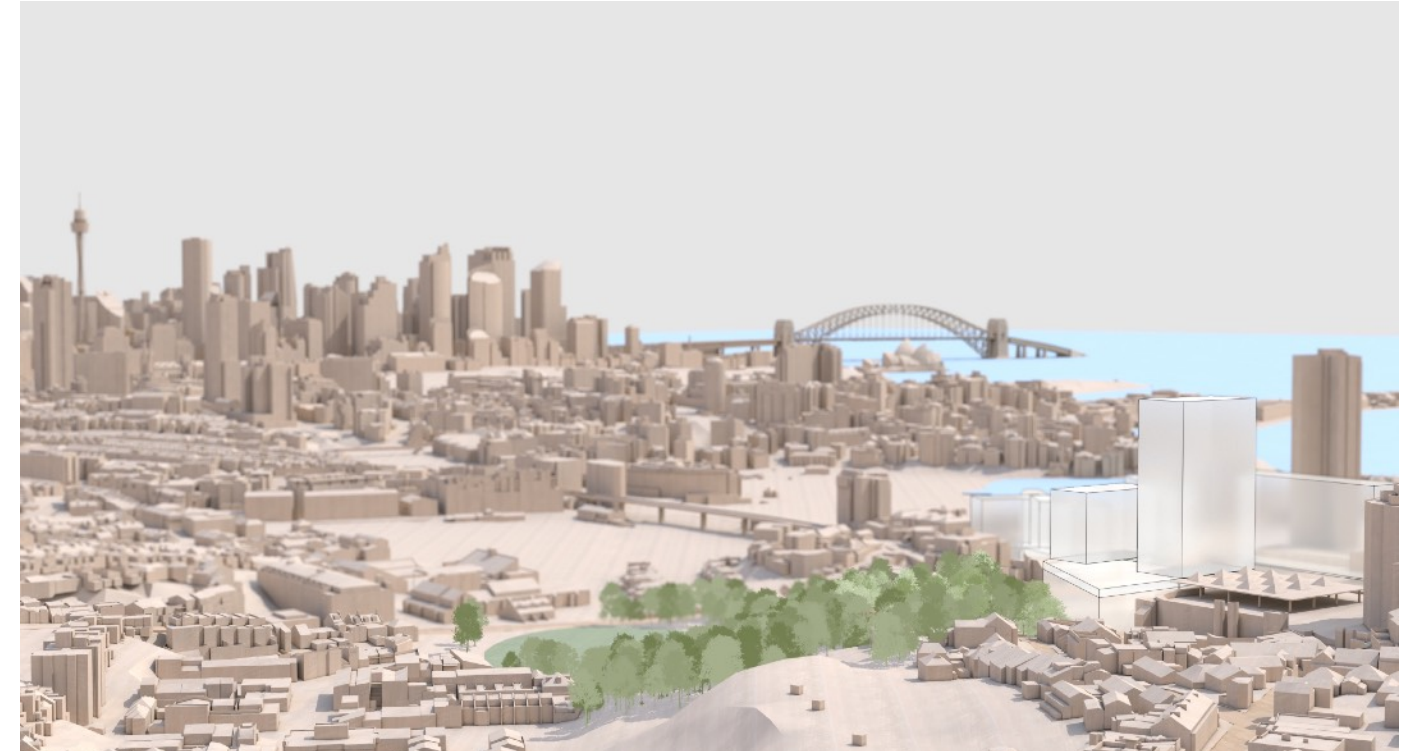
## Topography & Height

Similar to Darlinghurst and the Sydney CBD, topographically Edgecliff sits at the top of a crest that slopes down towards Sydney Harbour at the North. These centres are characterised by towers and taller buildings clustered around the transport nodes, and graduating down towards the harbour in the North.

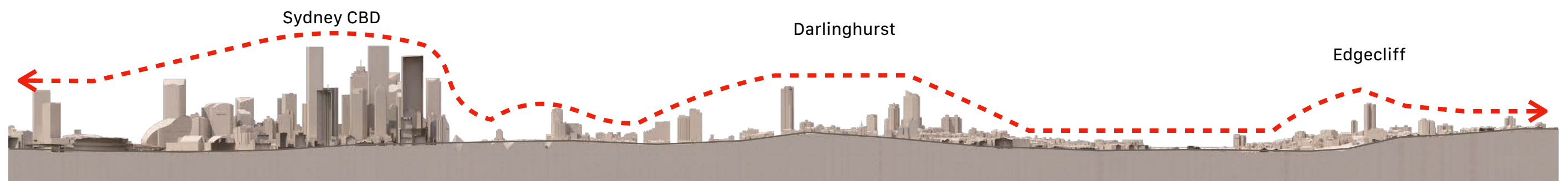
This overarching development typology demonstrates the suitability for increased density and height of development around the site, commensurate with the development density and skyline characteristics of adjacent centres. The proposal will contribute as one part of the evolving skyline character of Edgecliff, solidifying Edgecliff's role as the gateway to the Eastern Suburbs and along New South Head Road.



Relationship between contours and position of centres; Sydney CBD, Darlinghurst and Edgecliff



City view with indicative ECC Study massing added - showing the proposed increase in height along New South Head Road as one moves toward the train station and bus interchange



Diagrammatic city scale section cutting east west illustrating how Edgecliff contributes to the macro scale existing skyline

# Urban Analysis

## Existing Site Interface with Edgecliff Commercial Centre - Planning and Urban Design Strategy

The proposed built form as illustrated in the Edgecliff Commercial Centre Planning and Urban Design Strategy will generally follow the sloping topography of the ECC and locate the tallest buildings around the Edgecliff train station. The proposed built form will reinforce three primary scales that existing with the ECC and the broader peninsula:

- Lower scale (shown blue below)
- Medium scale (shown blue below)
- Taller Scale (shown green below)

The redevelopment of 8-10 New McLean Street, Edgecliff should respond to each of the scales, via a series of appropriately scaled podium elements (lower and medium) and a well portioned and appropriately articulated tower to accommodate uplift with careful consideration of environmental impacts such as view impacts, solar impacts and wind impacts.



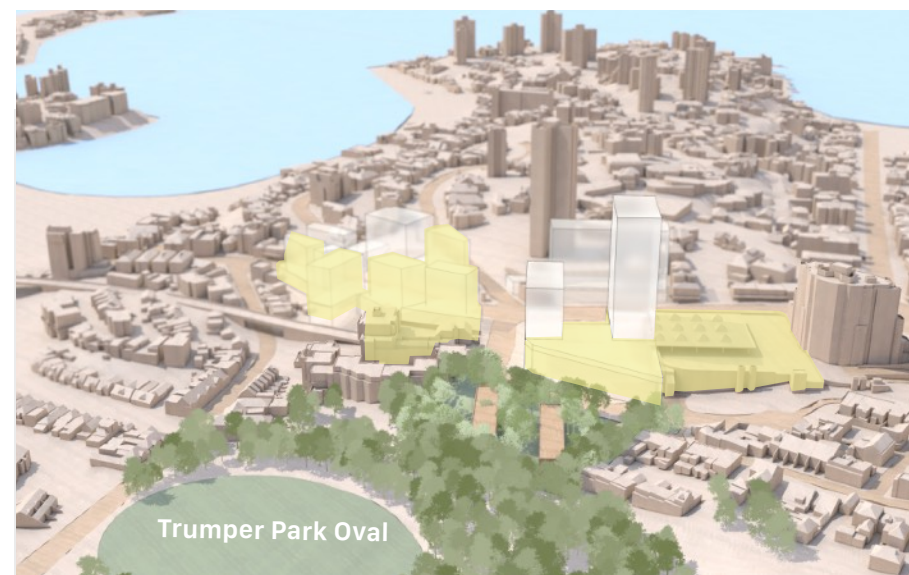
Artist's impression of indicative potential development in the ECC (Source: SJB 2018)



Indicative future massing from: Planning and Urban Design Strategy from Edgecliff Commercial Centre Planning and Urban Design Strategy Endorsed by Council



Lower scale



Medium scale



Taller scale

# Urban Analysis

## Existing and Future Tall Buildings

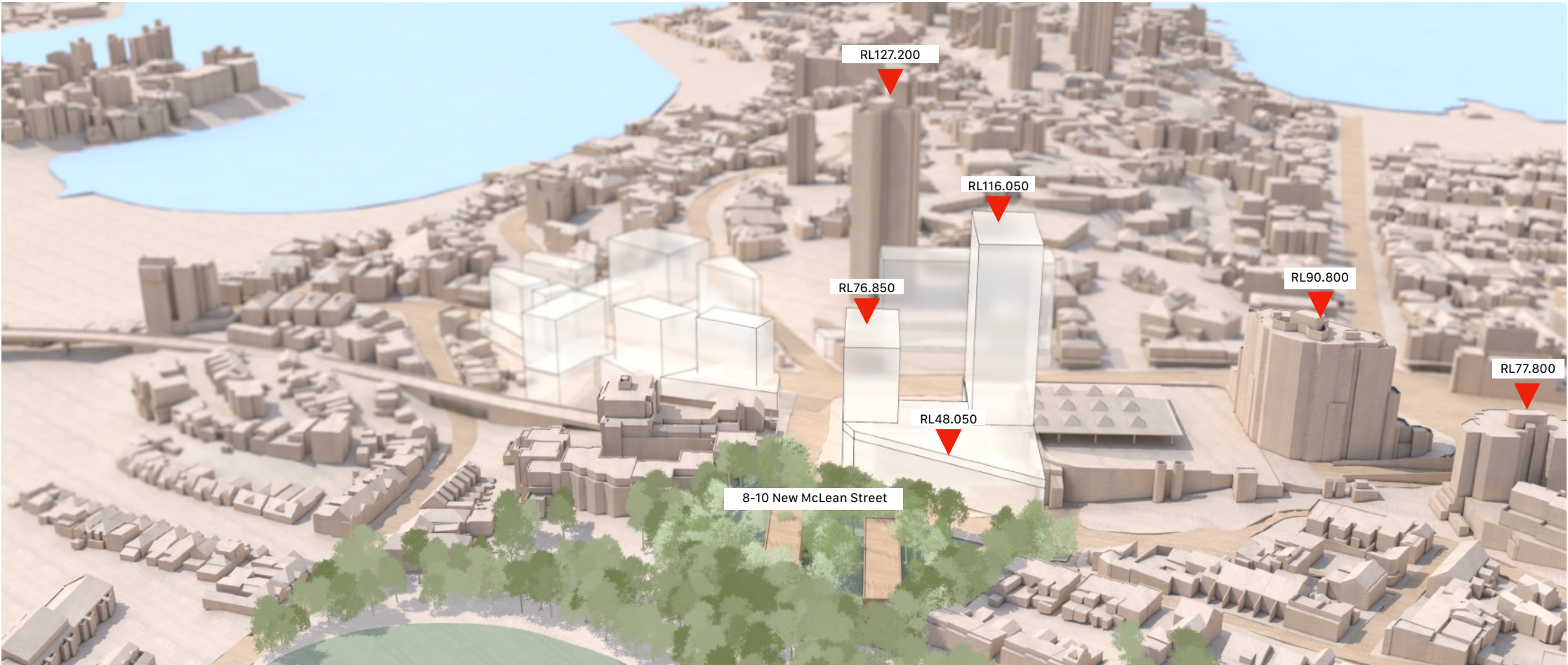
The site is in close proximity to a number of existing and proposed taller buildings.

These include 3 Darlington Point (Ranelagh), with an RL of 127.200, the approved planning proposal at 136-148 New South Head Road with an RL of 78.600. These are both located to the northern side New South Head Road.

Together with the exiting and proposed Edgecliff Centre these will form the gateway to the Edgecliff Commercial Centre, and to the greater Eastern Suburbs.

To the East of the site along Ocean street, there are two existing residential buildings at 180 and 170 Ocean street with RLs of 90.800 and 77.800 respectively.

As per the EEC study a landmark development is proposed for the Edgecliff Centre site (to the immediate west of the station) with a maximum building height of 86 metres (26 storeys). Under the maximum FSR of 7.5:1 and a minimum non-residential FSR of 3:1 is proposed to help retain and enhance the role of the Local Commercial Core precinct.



3 Darlington Point - Ranelagh



136-148 New South Head Road (Planning Proposal)



180 Ocean Street Apartment



170 Ocean Street Apartment

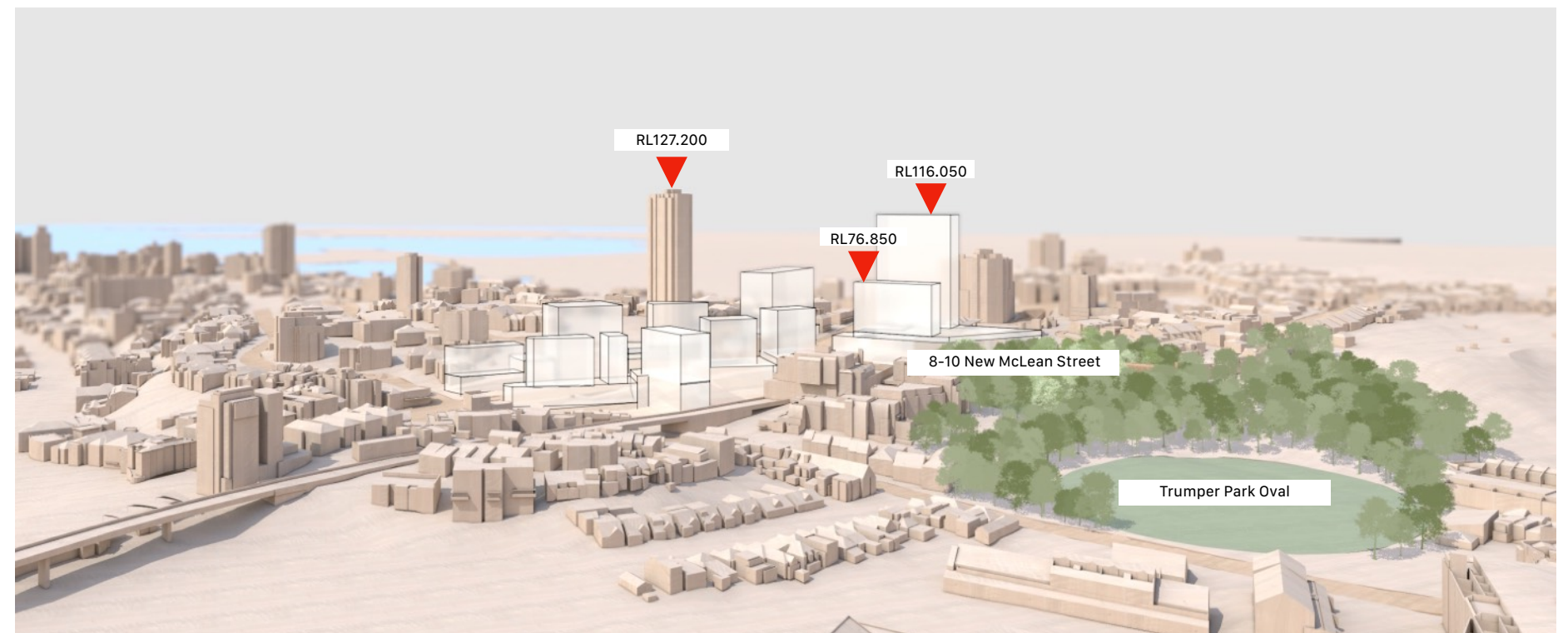
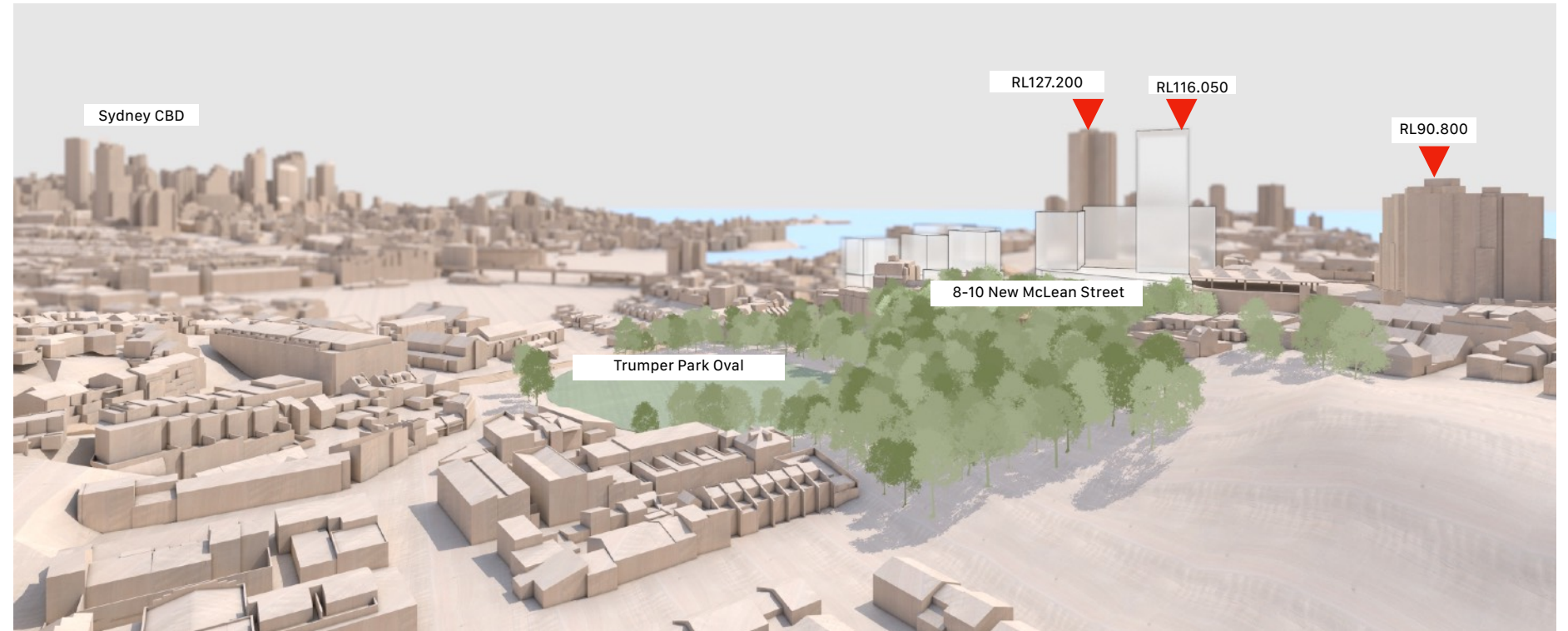
# Urban Analysis

## Evolving Context

The evolving planning controls for the Edgecliff Centre supports greater heights (and densities) adjacent to the railway station, along with active street frontages and diverse commercial and retail spaces to create a more vibrant centre.

While the proposed uplift in height (and density) is focused upon the existing B2 Local Centre land for the Edgecliff Centre, the remaining land within the B4 Mixed Use zone land will also receive significant increases in height (and density).

There are a number of factors that support a similar approach being adopted for the subject site, especially given its location, large land holding, frontage characteristics (to New McLean Street and Trumper Park) and ability to deliver much needed housing (including affordable housing). Analysis of the existing and evolving built form around the site indicates that the site can accommodate taller built form subject to suitably scaled podiums and careful consideration of environmental impacts such as solar access and public views.



Indicative future massing from Planning and Urban Design Strategy from Edgecliff Commercial Centre Planning and Urban Design Strategy

## 5. Envelope & Indicative Massing Development

# Envelope & Proposed Built Form Development

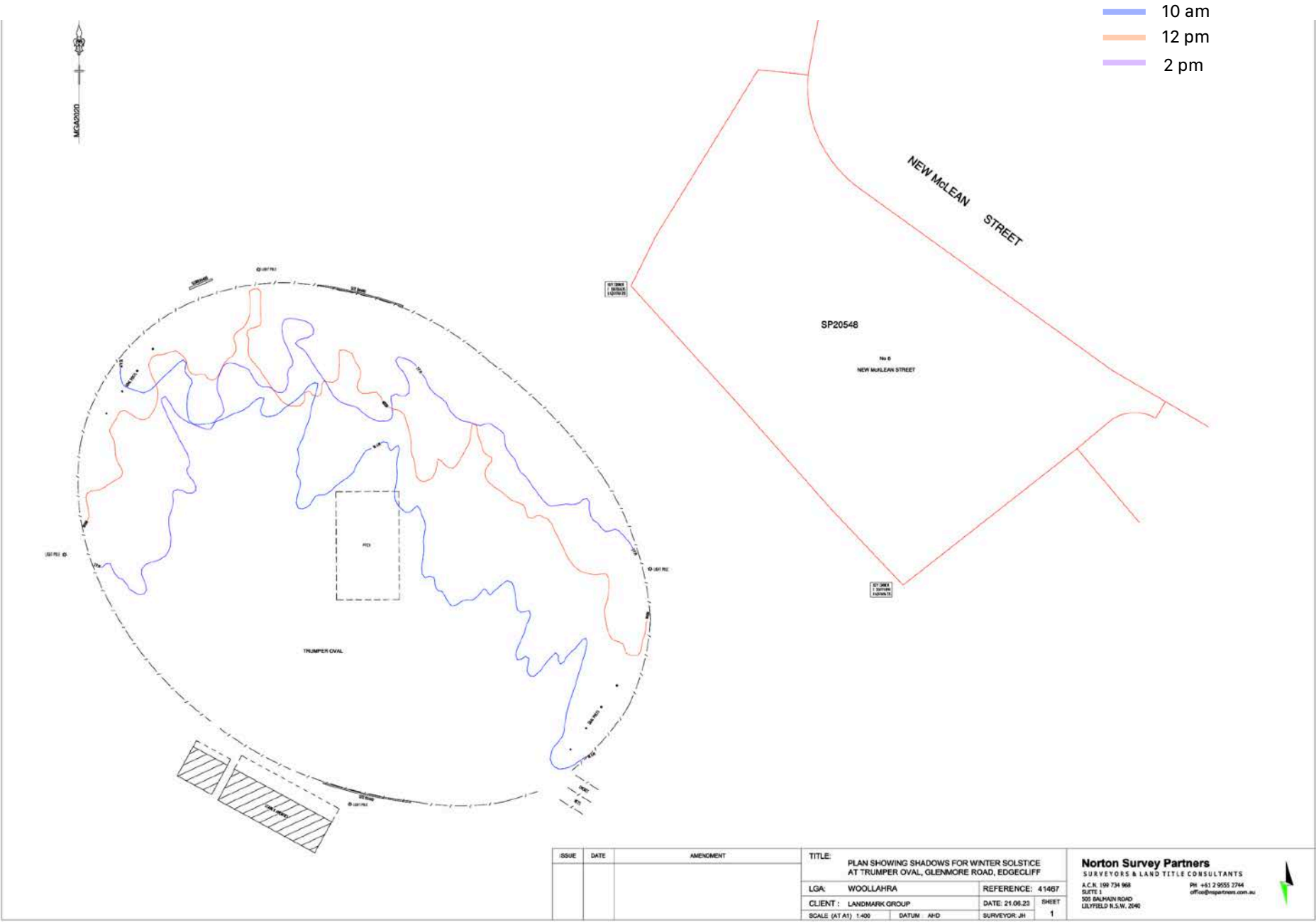
## Constraints - Trumper Park Oval Solar Access Plane

Woollahra Development Control Plan 2015, C29 notes that “Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.” In response the proposal has been designed as to not create any additional overshadowing over Trumper Park Oval.

Given the extensive overshadowing that results from the mature trees to the south of the subject site, a detailed shadow survey and photographic analysis has been undertaken at 21 June to exactly understand the existing solar access available to the Oval at mid winter.



Aerial photograph of Trumper Park oval at 10.00am on 21 June



Shadow survey of Trumper Park oval from 10.00am to 2.00pm on 21 June

# Envelope & Proposed Built Form Development

Constraints - Trumper Park Oval Solar Access Plane

The concept proposals as described on the following pages have been carefully developed to sit with the existing shadow surveyed by Norton Survey Partners at the key times as identified in the DCP. 10.00am on 21 June is the key time that requires detailed consideration.

This approach ensures that an appropriate scale can be provided to the eastern portion of the site along New McLean Street. This accommodates an activated and appropriated scale urban edge. Further details and shadow diagrams are provided in the following pages of this report.



Aerial photograph of Trumper Park oval at noon on 21 June



Maintenance of solar access to Trumper Park oval at key times has informed the position of taller built form on the site.

# Envelope & Proposed Built Form Development

## Constraints - Existing Vegetation

The resulting built form was developed in close conjunction with Urban Arbor, seeking to retain as many trees as possible, targeting the higher retention values as priority. The building envelope and basement extent are formed by critical root and tree protection zones, maintaining the necessary clearance for tree retention. Analysis by Urban Arbor shows the current proposal as successfully retaining the majority of category AA trees.

Furthermore, the trees to be removed within the building envelope have been considered by Urban Arbor and will be adequately compensated by replacement planting in more appropriate locations to enhance the landscaped character of

the locality. The tree replacement strategy is illustrated in the diagram to the right which is extracted from the the Landscape Planning Proposal by fjlandscape as forms part of this submission.

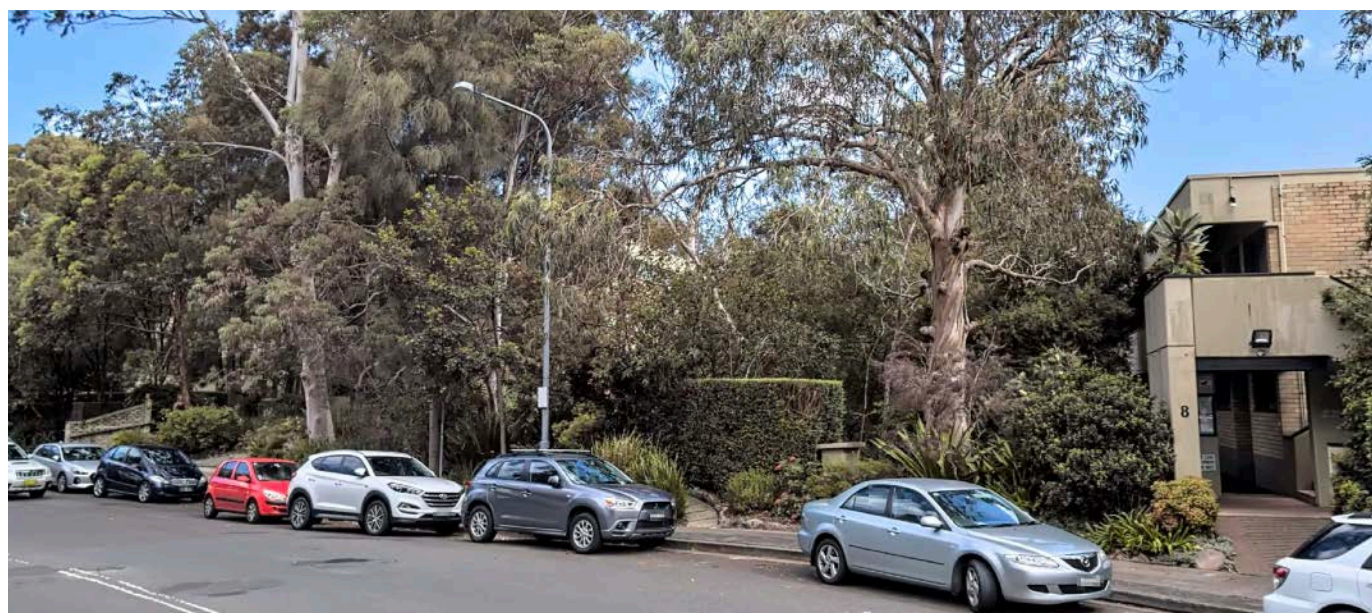
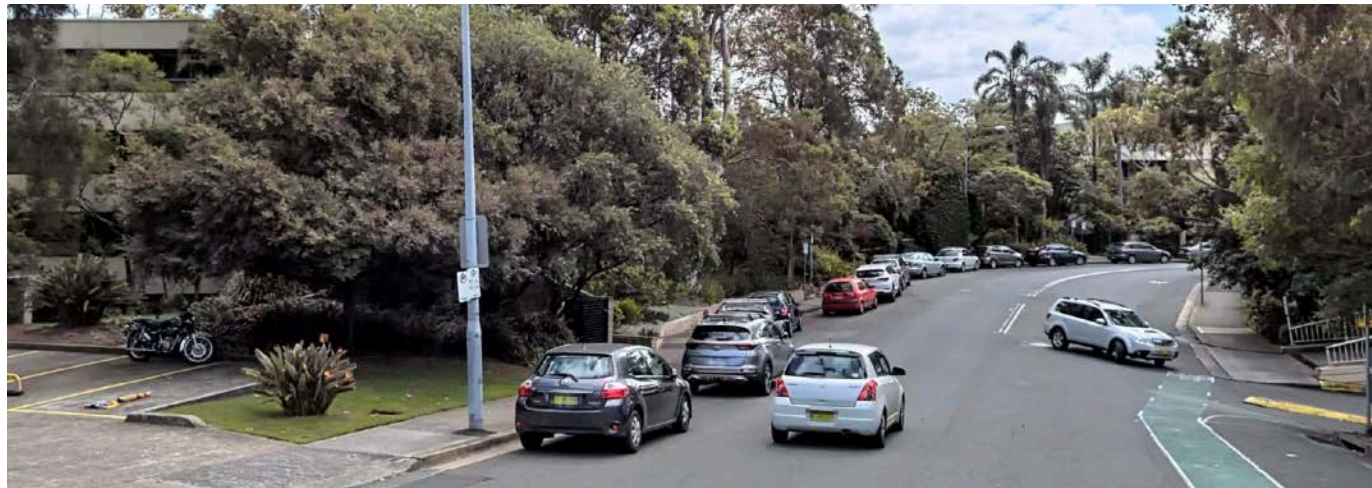
The resulting canopy coverage of proposal maintains the already significant existing canopy coverage, from an existing canopy coverage of 37%.



Existing Canopy Cover



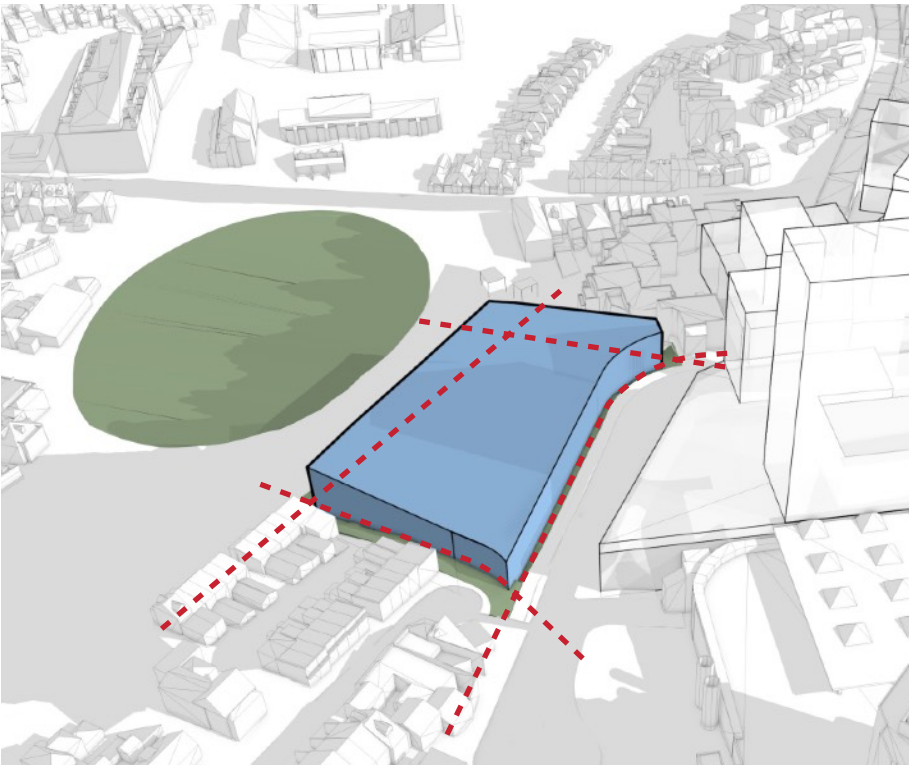
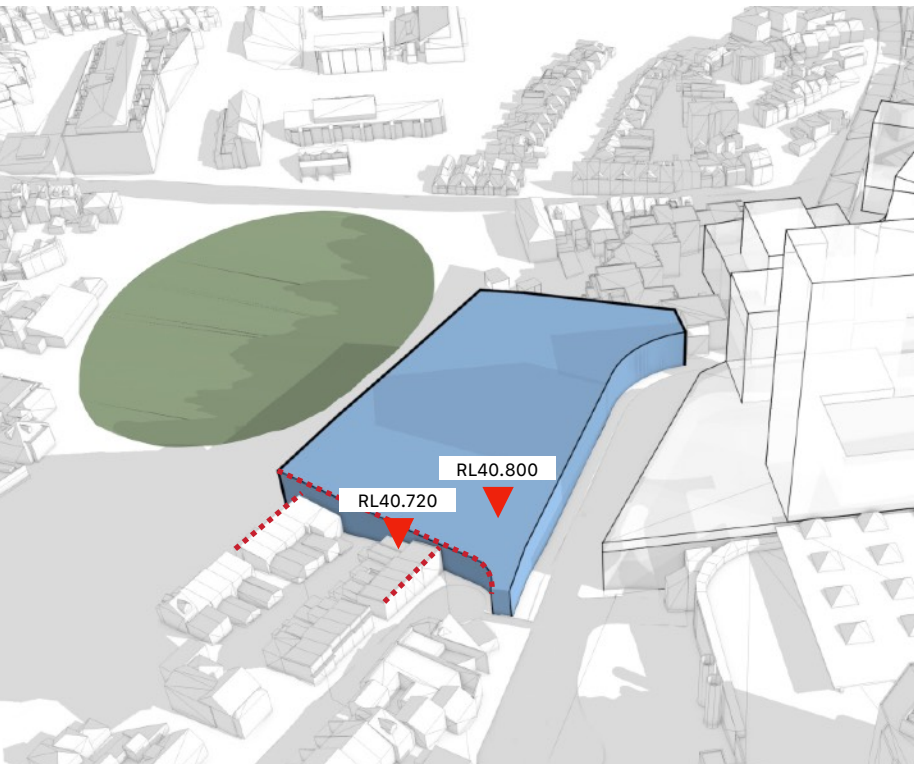
Indicative zone as available for deep soil planting zone (avoids car parking below)



Photograph of edge to New McLean Street showing existing trees

# Envelope Form Development

Base Envelope Development



## Boundary Extruded

Site area extruded to the height of Cameron Street Terraces to the East.

## Minimum Setbacks - DCP/ADG

DCP/ADG setbacks adopted:

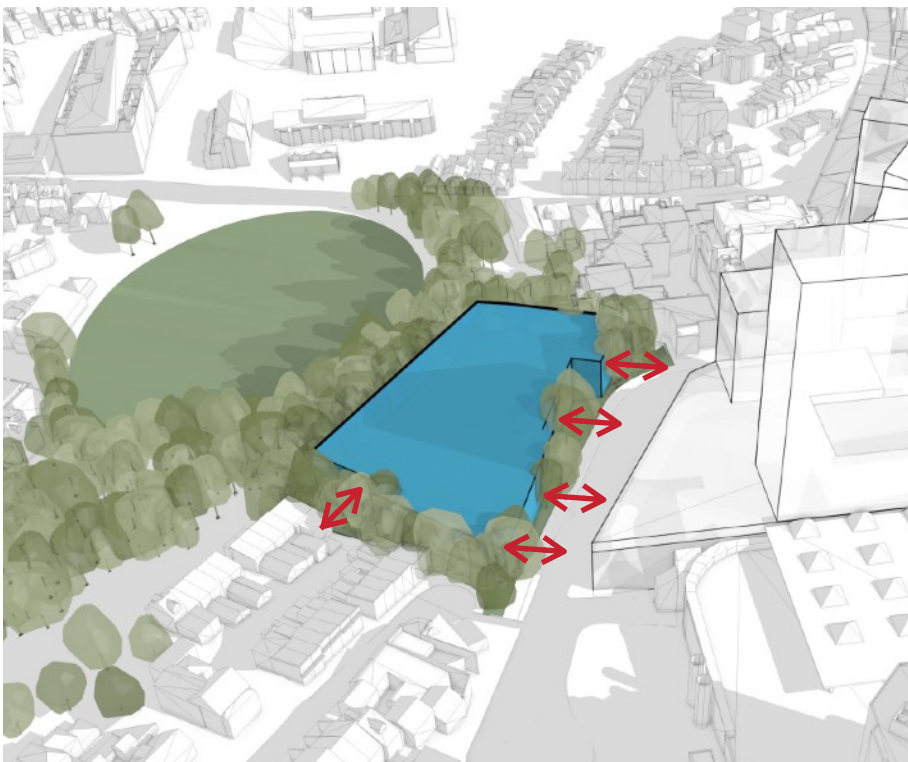
- North      Aligned to New McLean Street character
- South     Aligned to Trumper Park character
- East       ADG setback of 6m
- West       ADG setback of 6m

## Landscape Buffers

Variable eastern setback of 8m to 12m to Cameron Street Terraces for tree retention and heritage sensitivity.

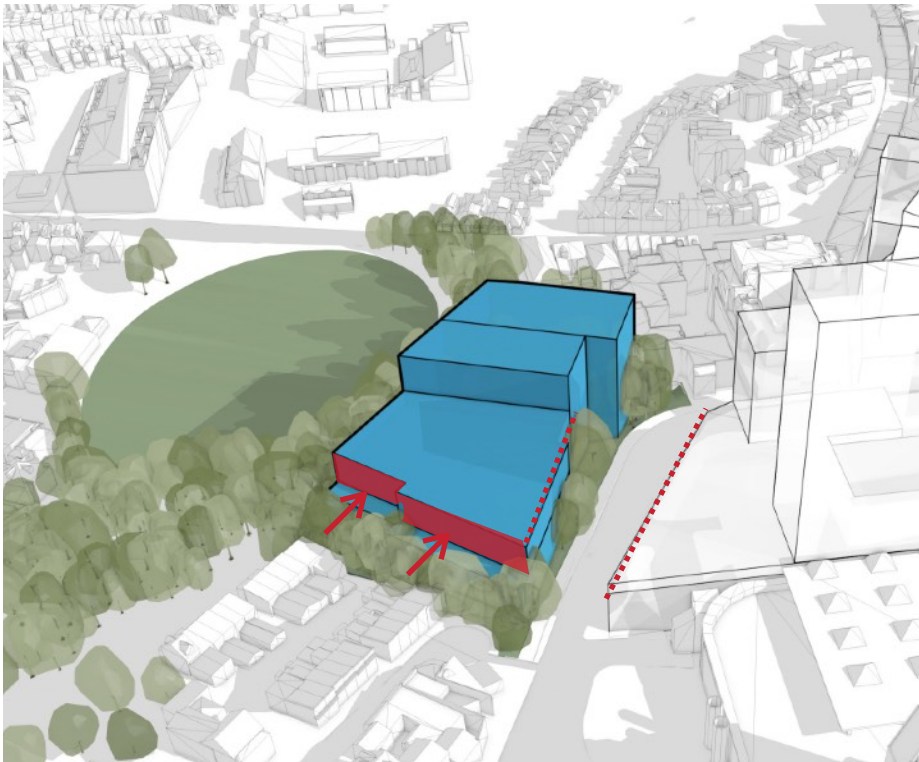
# Envelope Form Development

Base Envelope Development



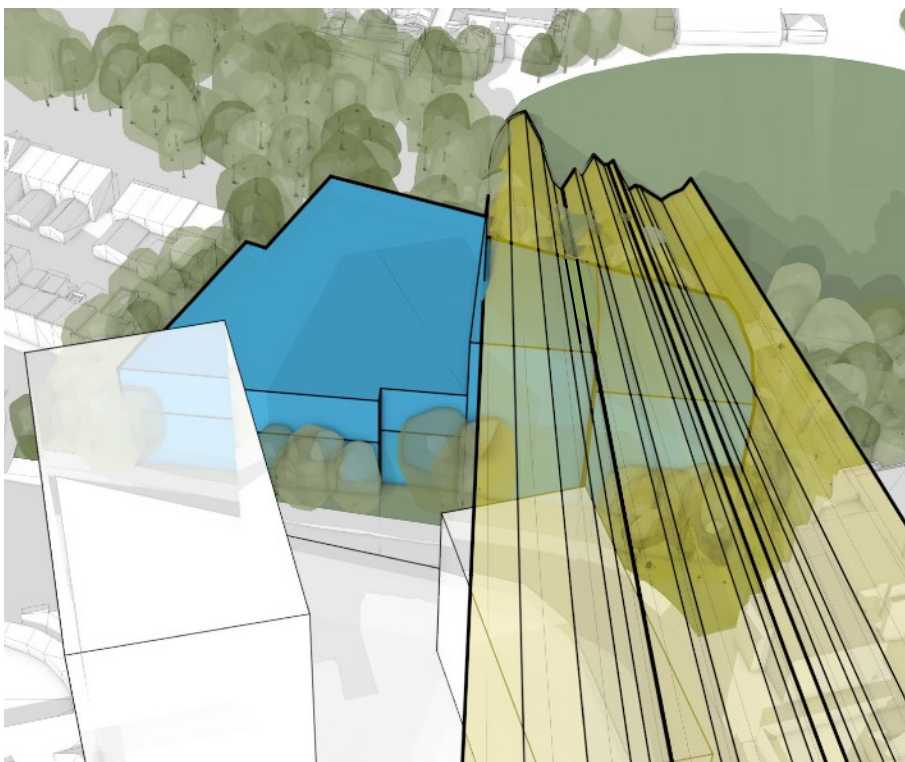
## Tree Protection Zones

Ground floor envelope is shaped to maximise retention of high value trees.



## Transition to Lower Scale

Upper floors of the podium that interface with the Eastern boundary are further setback facilitating a smooth transition to lower scale of Cameron Street.



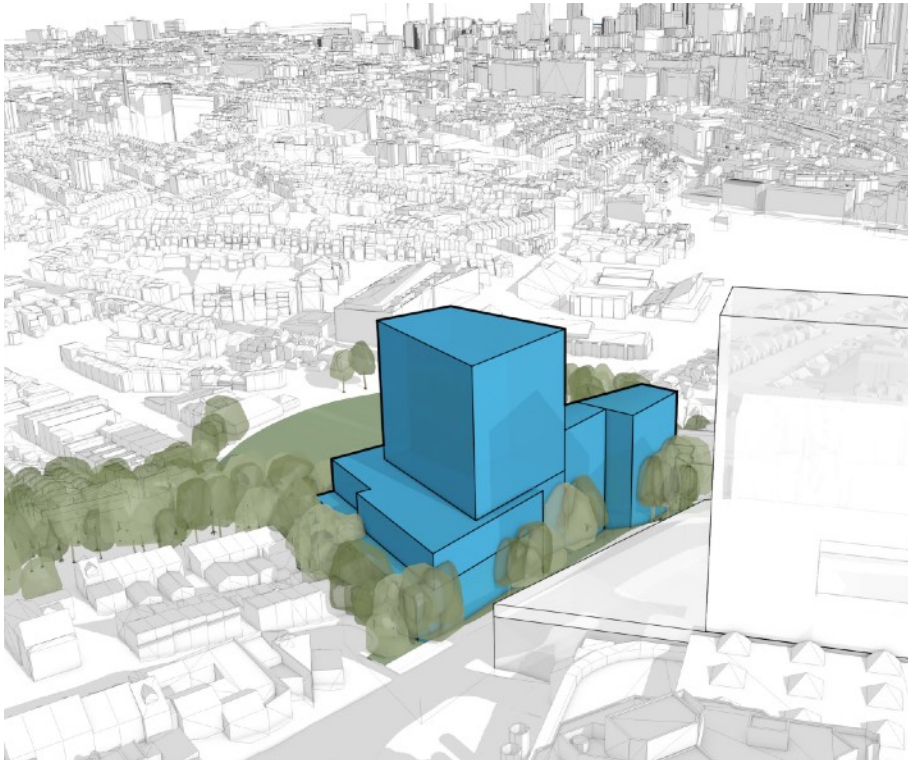
## Trumper Park Oval Solar Access Plane 10 am June 21

No additional overshadowing to Trumper Park Oval between control times of 10am-2pm on June 21.

Western boundary to respond to ADG setback requirements.

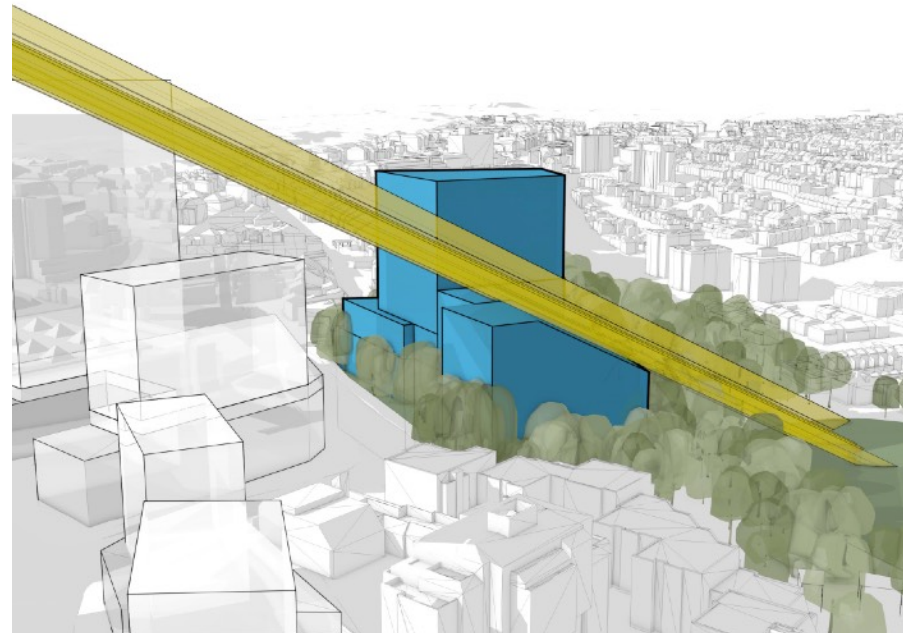
# Envelope Form Development

## Tower Envelope Development



### Transition to Lower Scale

The tower has been located as far west as possible to provide an appropriate level of operation to the lower scale residential properties within the Paddington HCA.



### Trumper Park Oval Solar Access Plane 10 am June 21

The tower envelope is shaped to ensure no additional overshadowing to Trumper Park Oval between control times of 10am-2pm on June 21.

# Envelope & Proposed Built Form Development

## Alignment to SJB Envelope Recommendations

In accordance with the recommendations of the Strategic Planning Panel of the Sydney Eastern City Planning Panel, SJB was engaged by the Department of Planning, Housing and Infrastructure to undertake an independent urban design review of the Planning Proposal for 8-10 McClean Street, Edgecliff. SJB's final envelope (as shown below) was based on the following recommendations:

### Height

- A maximum overall height of RL91, with a maximum of 18 storeys to the development, provides an appropriate relationship to scale of the Edgecliff Commercial Centre, by stepping down in height.
- Maximum Height of Building (RL91), and variable heights transitioning to minimise overshadowing of Trumper Park and adjoining development, as well as visual impacts.
- Maximum street wall of 6 storeys to ensure the development relates to the adjoining development within the Edgecliff Commercial Centre
- A 3 storey height along southern edge of the site to provide an appropriate transition to the HCA

### Setbacks

- Side setbacks that maximise retention of significant trees and minimise associated biodiversity impacts.
- Side setbacks that maximise achievement of ADG building separation/ setback criteria.

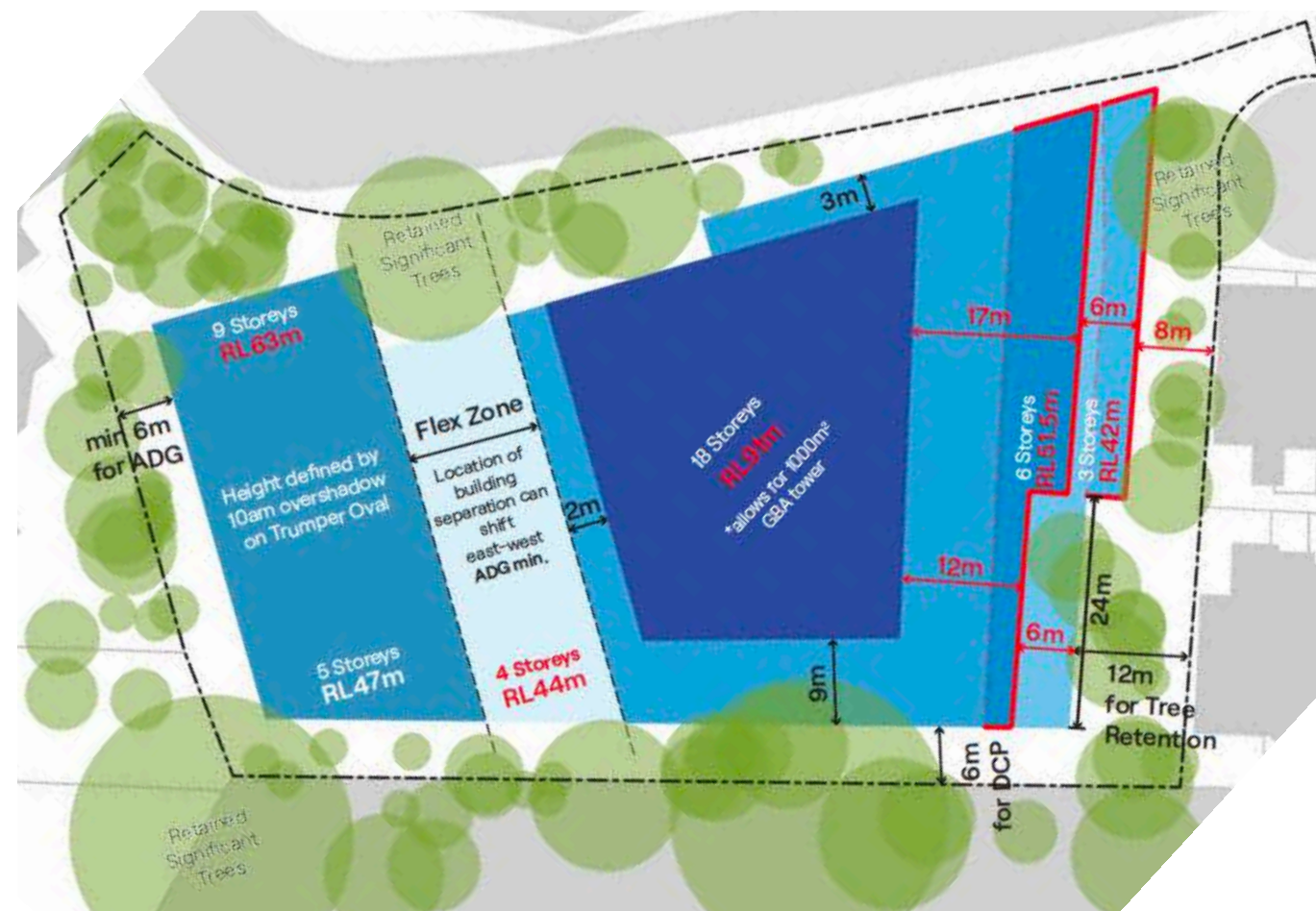
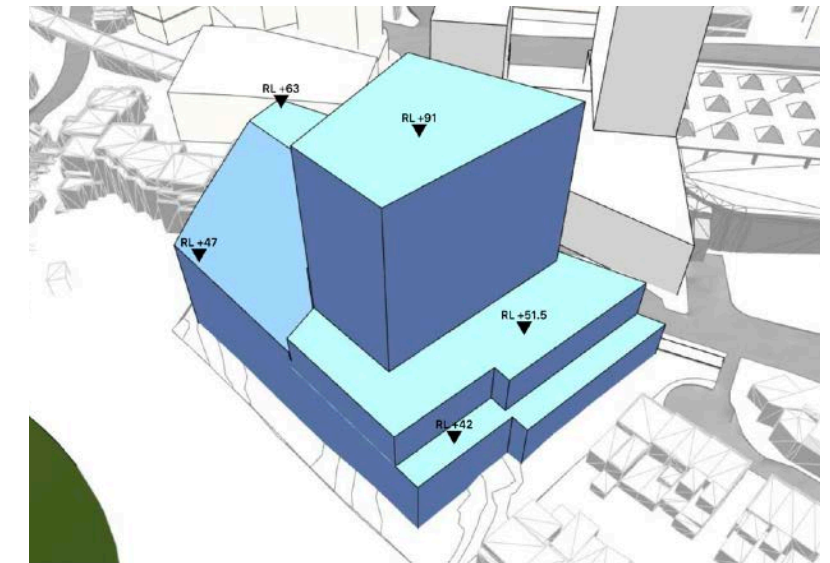
### FSR

- The building envelope results in a FSR of 3.6:1 to 3.7:1
- The identification of a tower zone on site is required to minimise overshadowing of Trumper Park and the adjoining residential development .

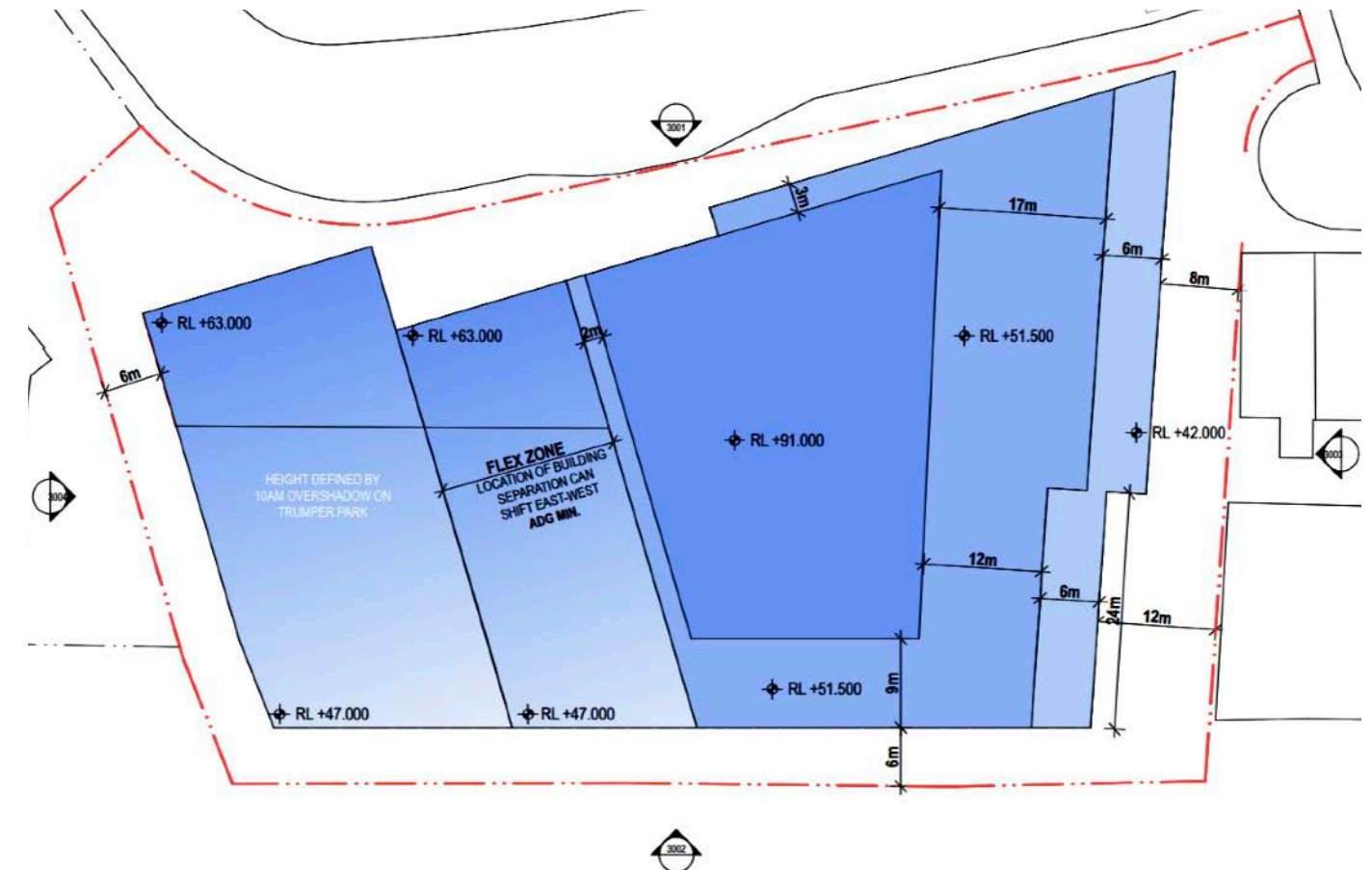
### Towers

- The tower zone can accommodate a tower with a maximum footprint of 1000m<sup>2</sup> (GBA) or 750m<sup>2</sup> (GFA).

Updated envelope as proposed in this Planning Proposal



Plan of envelope Extracted from 'Proponent response Proposal' by SJB Dated 12 July 2024



Updated envelope as proposed in this Planning Proposal - this reflects the SJB-recommended envelope

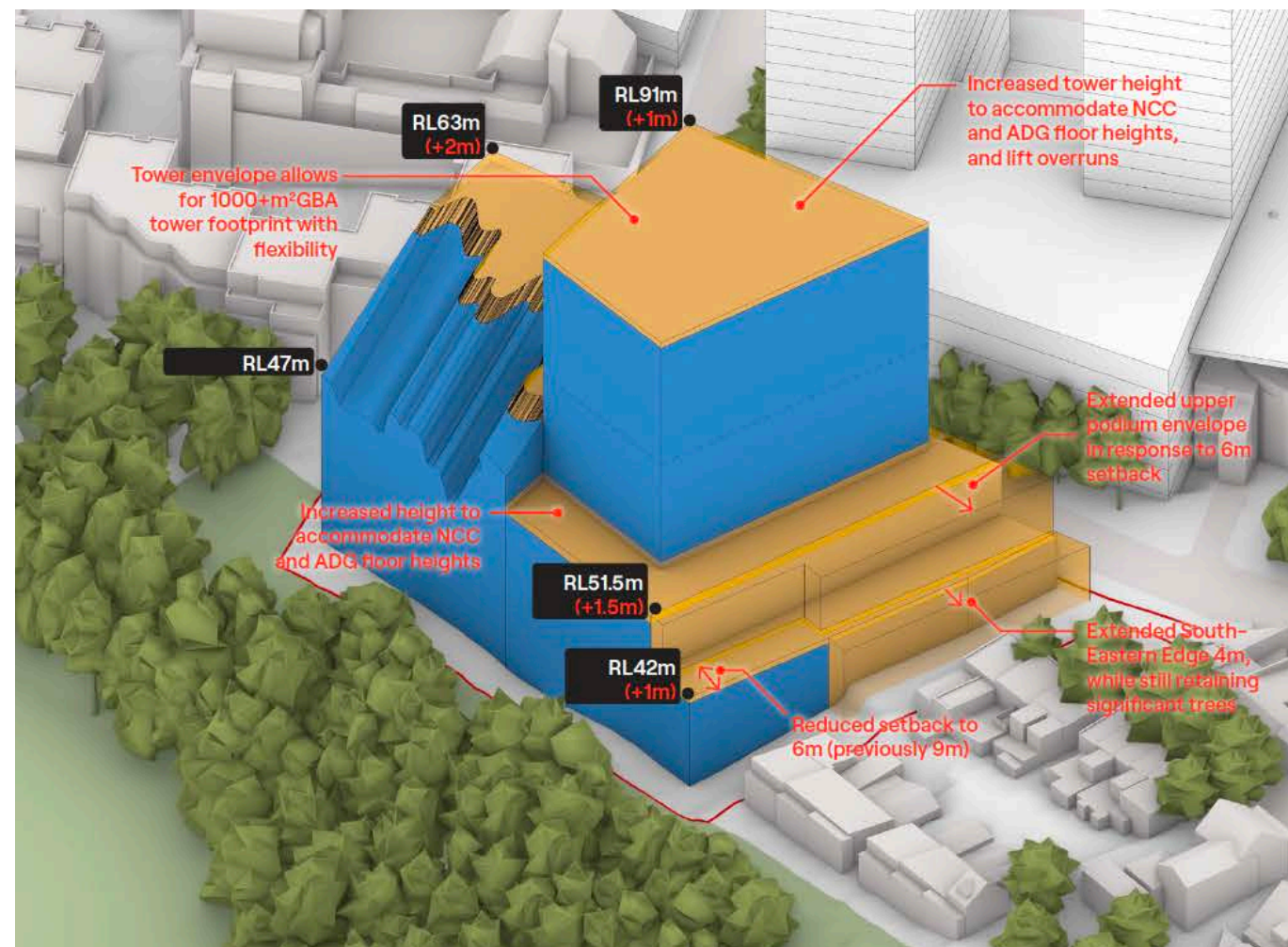
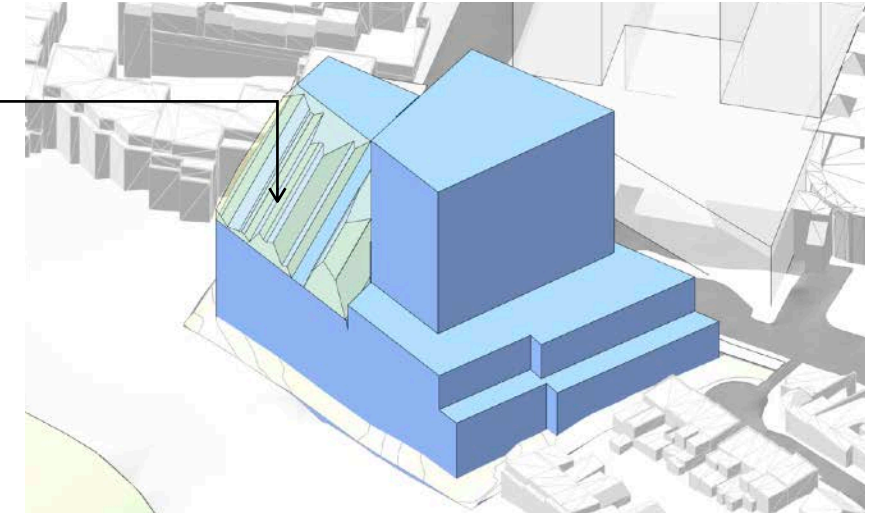
# Envelope & Proposed Built Form Development

## Alignment to SJB Envelope Recommendations

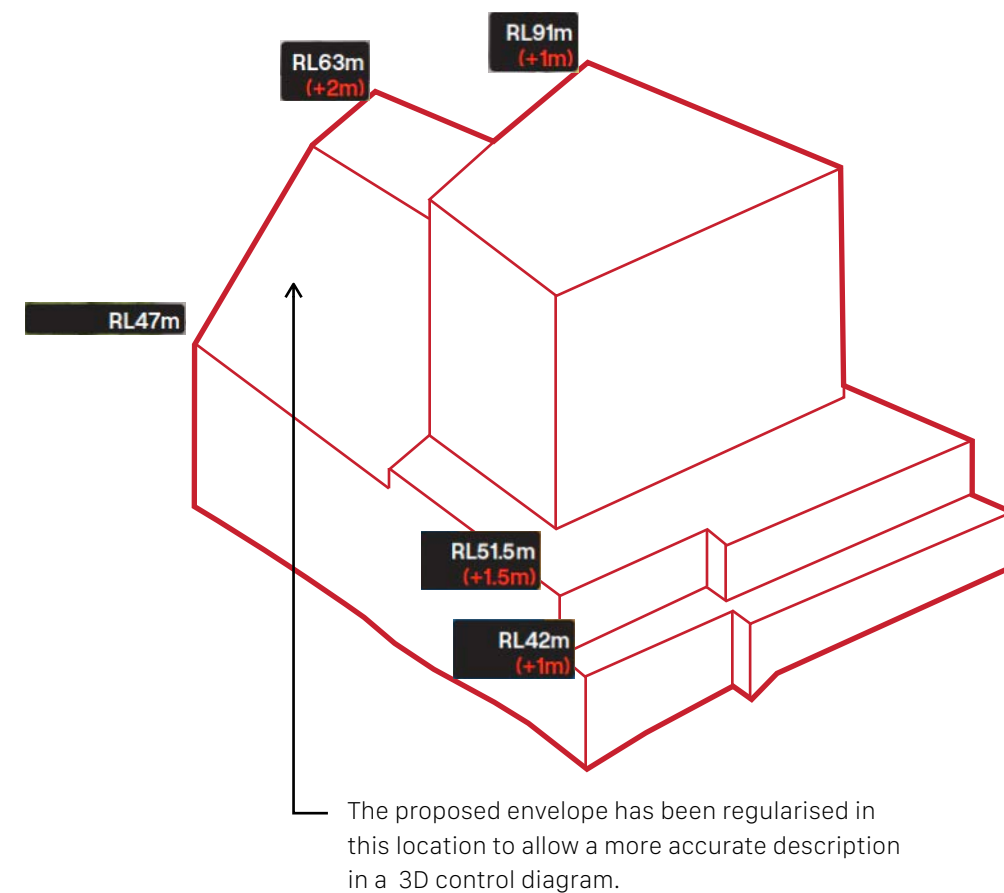
The following images demonstrate the current proposals' adherence to the envelope recommended by SJB.

The only slight amendment to the envelope, as illustrated in the SJB documentation, is the regularisation of the western portion to enable accurate description in a 3D control diagram. This adjustment still retains the 10:00 AM solar provision to Trumper Park Oval, as described elsewhere in this report.

The yellow highlighted section shows the portion of irregular envelope trimmed relative to SJB's final envelope to allow for a regularised envelope as per below.



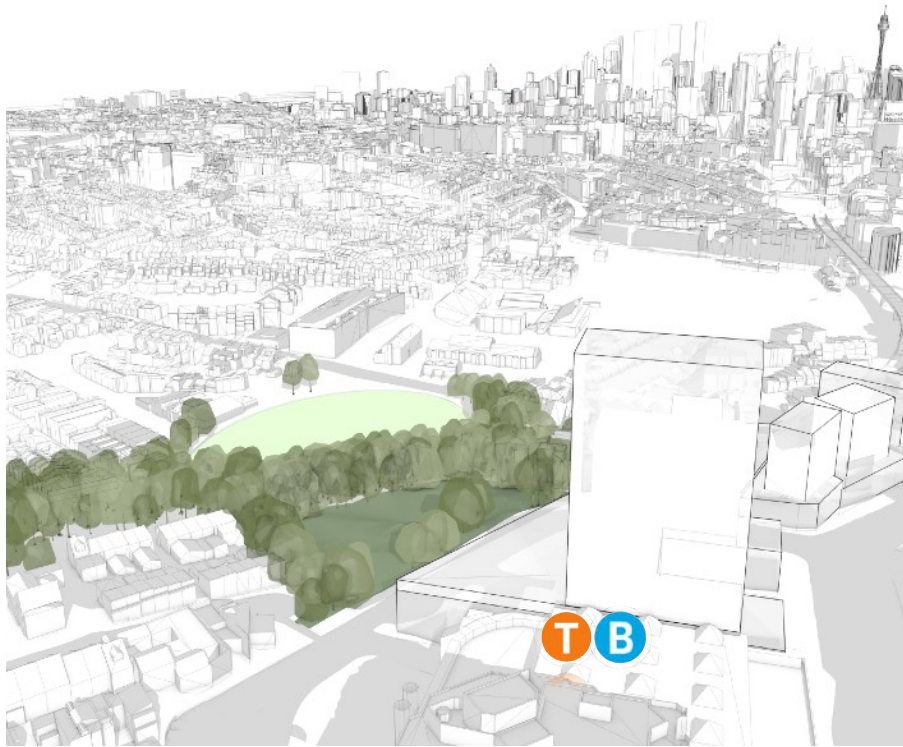
3D envelope Extracted from 'Proponent response Proposal' by SJB Dated 12 July 2024



The final proposed envelope as included in this revised submission, as viewed from the same angle as the final SJB envelope (shown to left)

# Built Form Development

Evolution of reference scheme massing and key connections



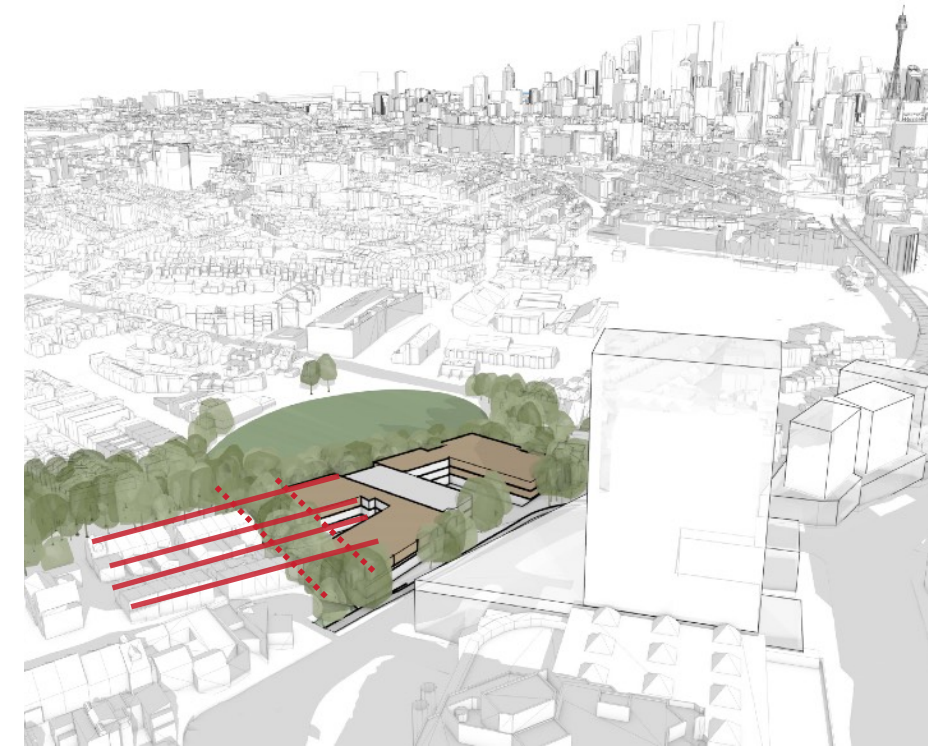
## Site

7,226 sqm site located in a strategic location between Edgecliff Train Station and Trumper park.



## Key Moves

Landscape buffers, with increased setbacks assist in the retention of the majority of high value trees.

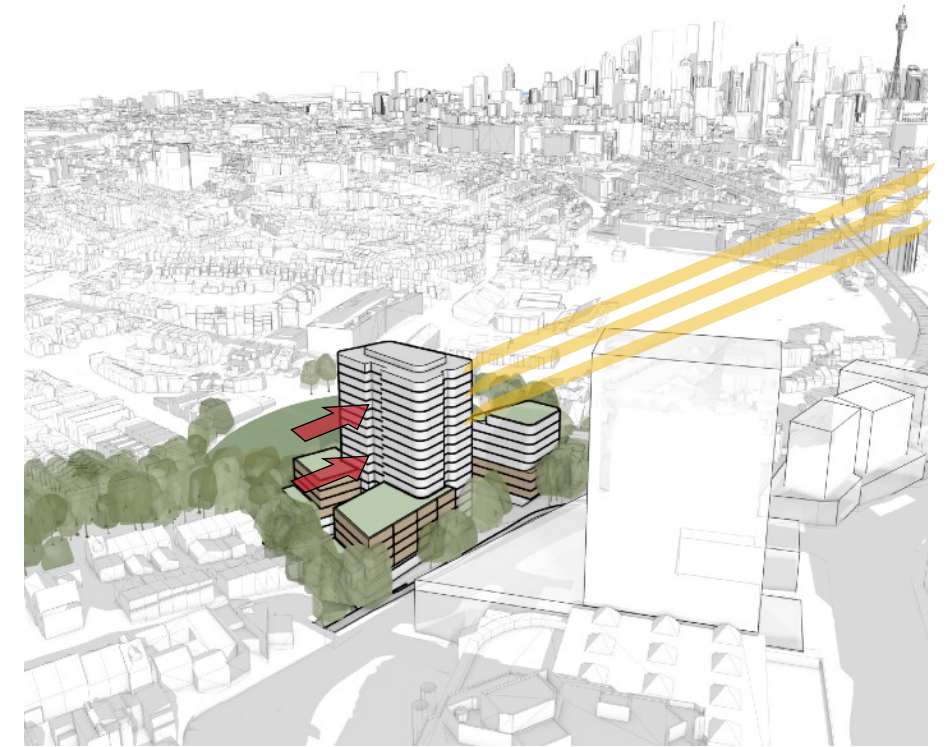
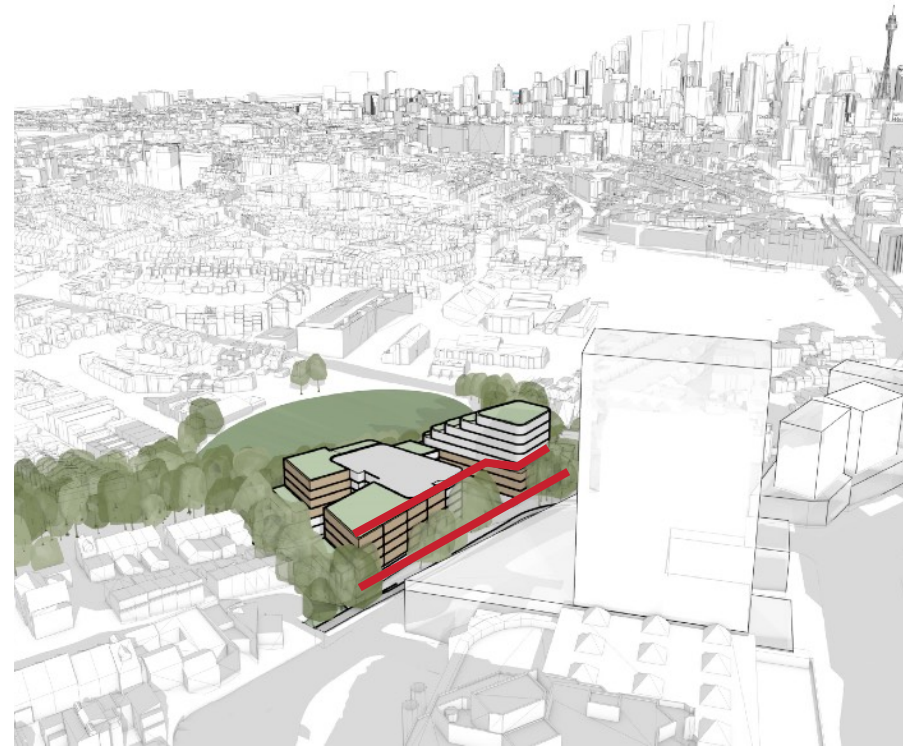
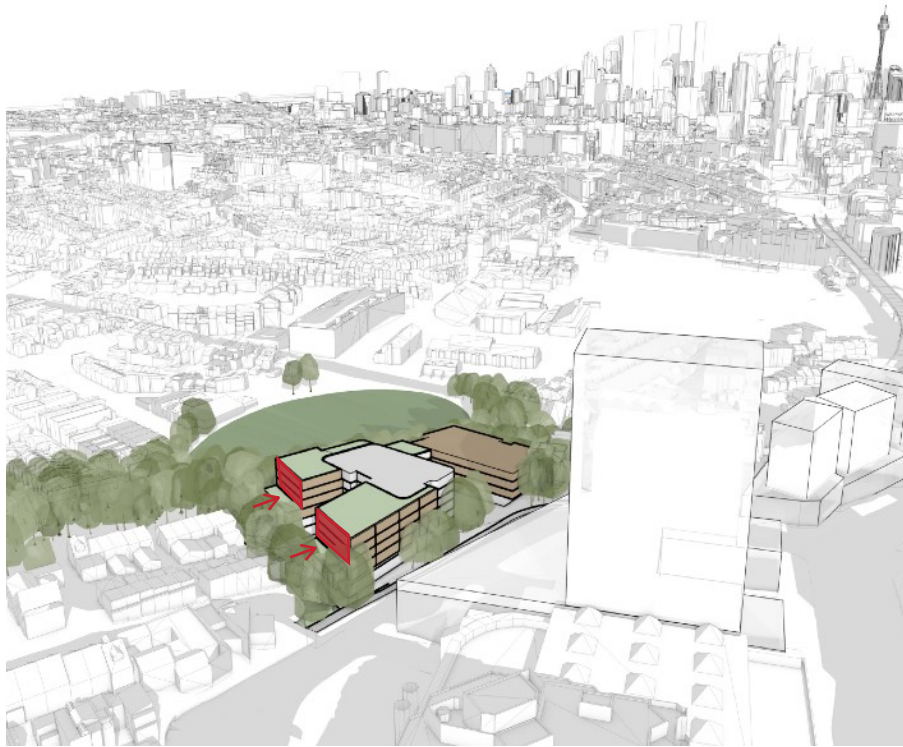


## Lower Podium Relationship

Lower levels of the podium are shaped by tree protection zones, landscape buffers to the East and West, layout and heights of existing buildings surrounding the site.

# Built Form Development

Evolution of reference scheme massing and key connections



## Podium

Increased eastern setbacks at upper floors of the podium to provide an appropriate separation from Cameron Street Terraces.

Set back upper floors of podium to provide appropriate scale and height to the street wall.

Street wall established by consistent datum referencing Draft ECC massing to the North.

## Upper Podium

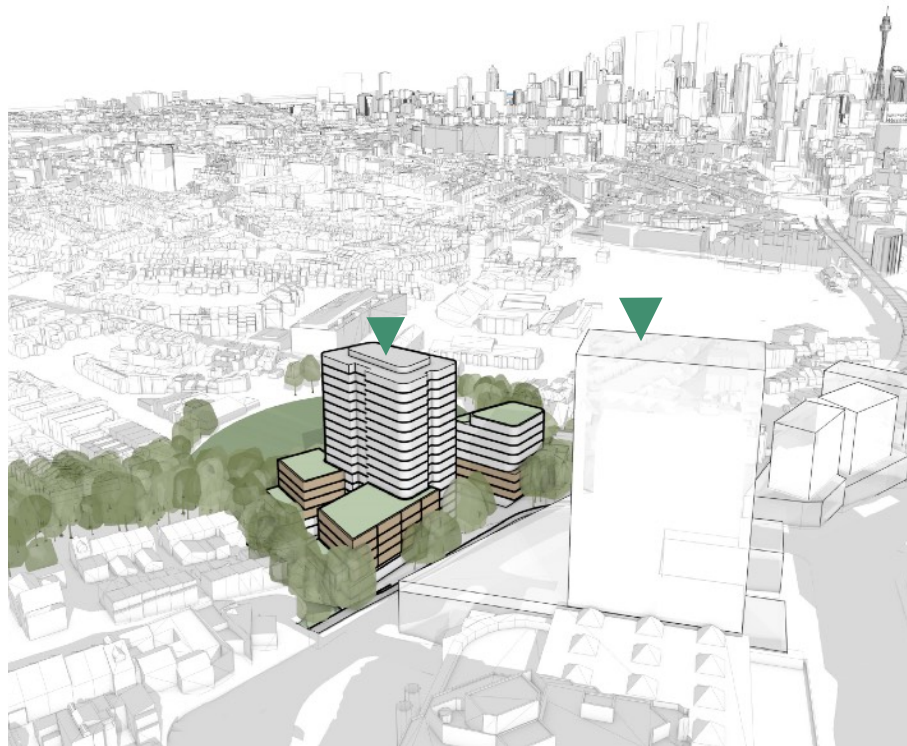
Taller elements sitting onto of the podium are setback/ have a recessed floor to aid in the break down of bulk along the street wall.

## Tower

Tower element is positioned as far west as possible without breaching the 10am Solar access plane to Trumper Park oval. This increases the tower setback to lower scale built form to the east

# Built Form Development

Evolution of reference scheme massing and key connections



## Tower Transition

Tower height is established such that it lower relative to that of the proposed Edgecliff Centre (as per ECC study) to establish hierarchy in built form with respect to station and centre.

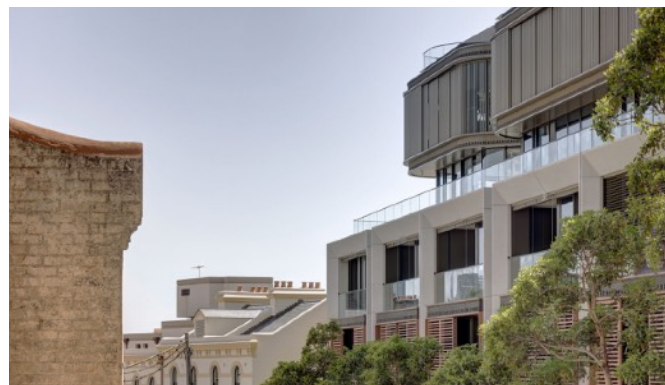
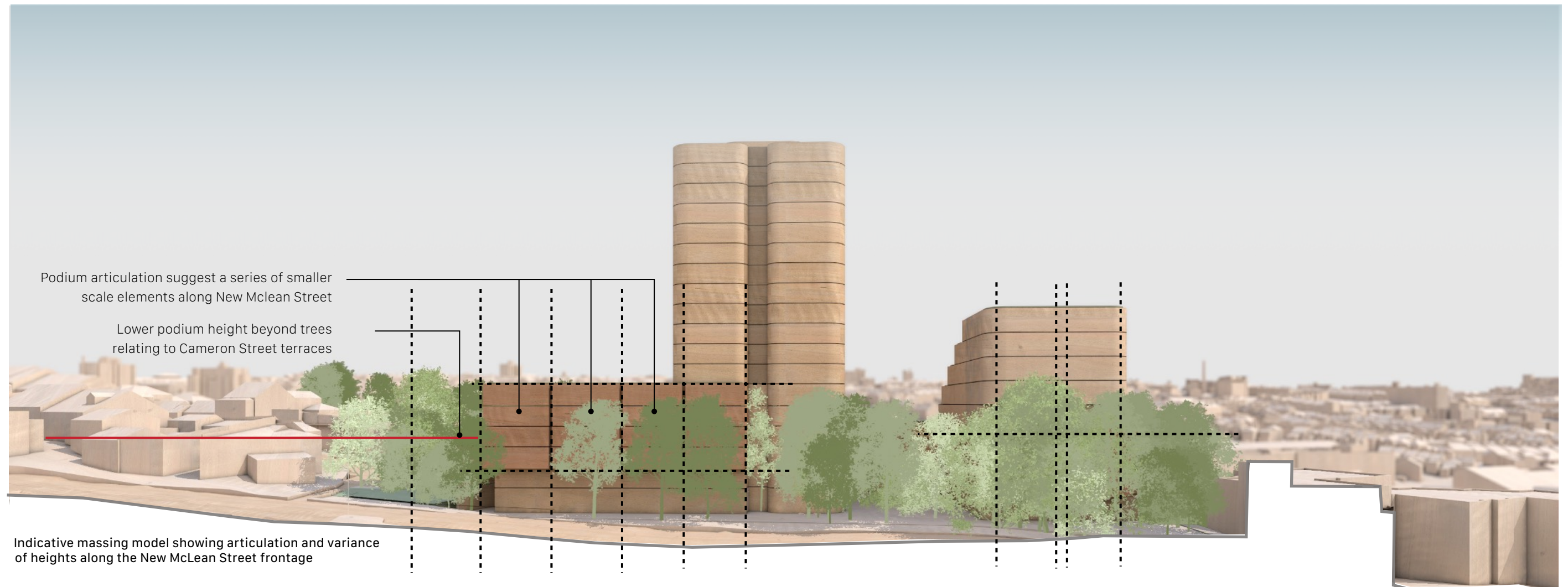
## Envelope

Planning envelope placed offer reference scheme with opportunity for future articulation, yet without risk to key drivers, eg: solar access to Trumper Park Oval.

# Envelope & Proposed Built Form Development

## Podium Articulation

The proposed massing of the podium seeks to respond to the immediate local context by establishing a series of horizontal datums. These help to appropriately express the overall scale of the podium relative to its urban context. Additionally, the podium is articulated as a series of vertical volumes or bays, enabling the larger site to relate to the smaller scale of the residential properties to the east, specifically within the Paddington HCA.



Harrington Collection, The Rocks, Sydney - fjcstudio:

an example of a larger volume being articulated as a series of smaller-scale elements that better relate to the adjacent context and streetscape

# Envelope & Proposed Built Form Development

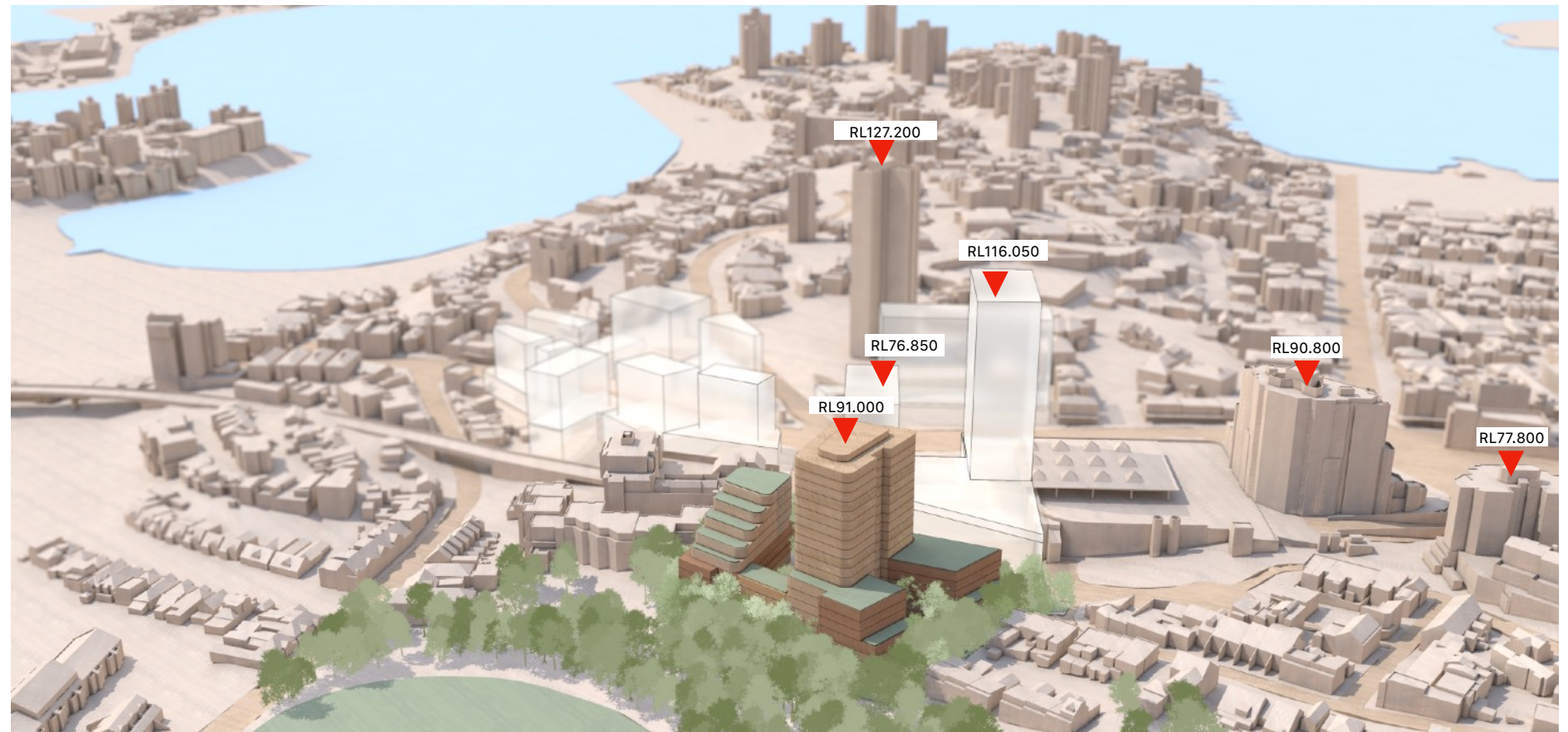
## Edgecliff Desired Future Character

The tower component of the proposal responds to the existing and evolving taller form of Edgecliff. The tallest portion of the tower is located to the north where height and density will be centred in accordance with the EEC study. A landmark development is proposed for the Edgecliff Centre site (to the immediate west of the station) with a maximum building height of 86 metres (26 storeys).

Further from the centre, height typically occurs in the form of isolated point towers such as at 3 Darlington Point (Ranelagh). This tower has an RL of 127.20. The future addition of other well-considered and located taller buildings will mitigate its visual impact on the skyline.

This height strategy aligns with the recommendations of the 26 March 2024 Rezoning Review, which noted that:

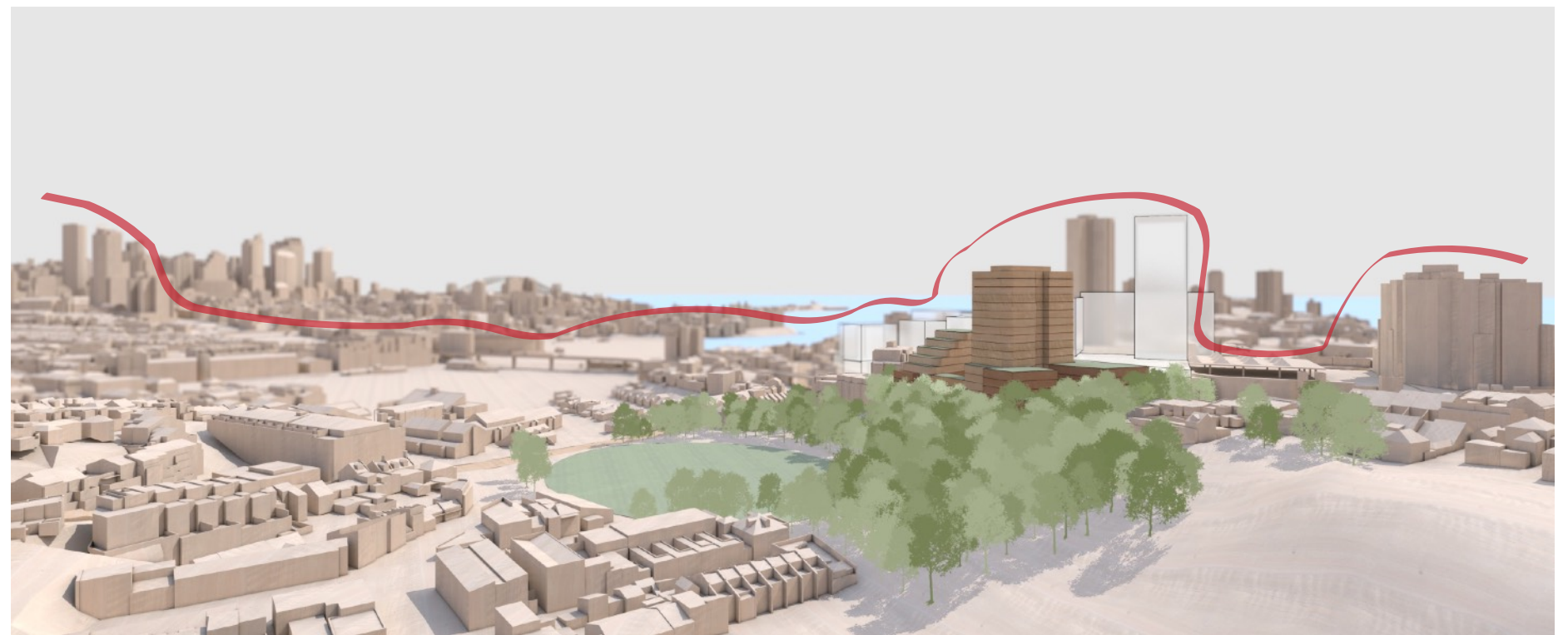
*The proposed height of any tower should step down from the Edgecliff Commercial Centre to reflect the height strategy of the draft Edgecliff Commercial Centre Strategy. It should maintain the integrity of the ECC strategy and the dominance of Edgecliff Centre.*



Tower heights as proposed in context



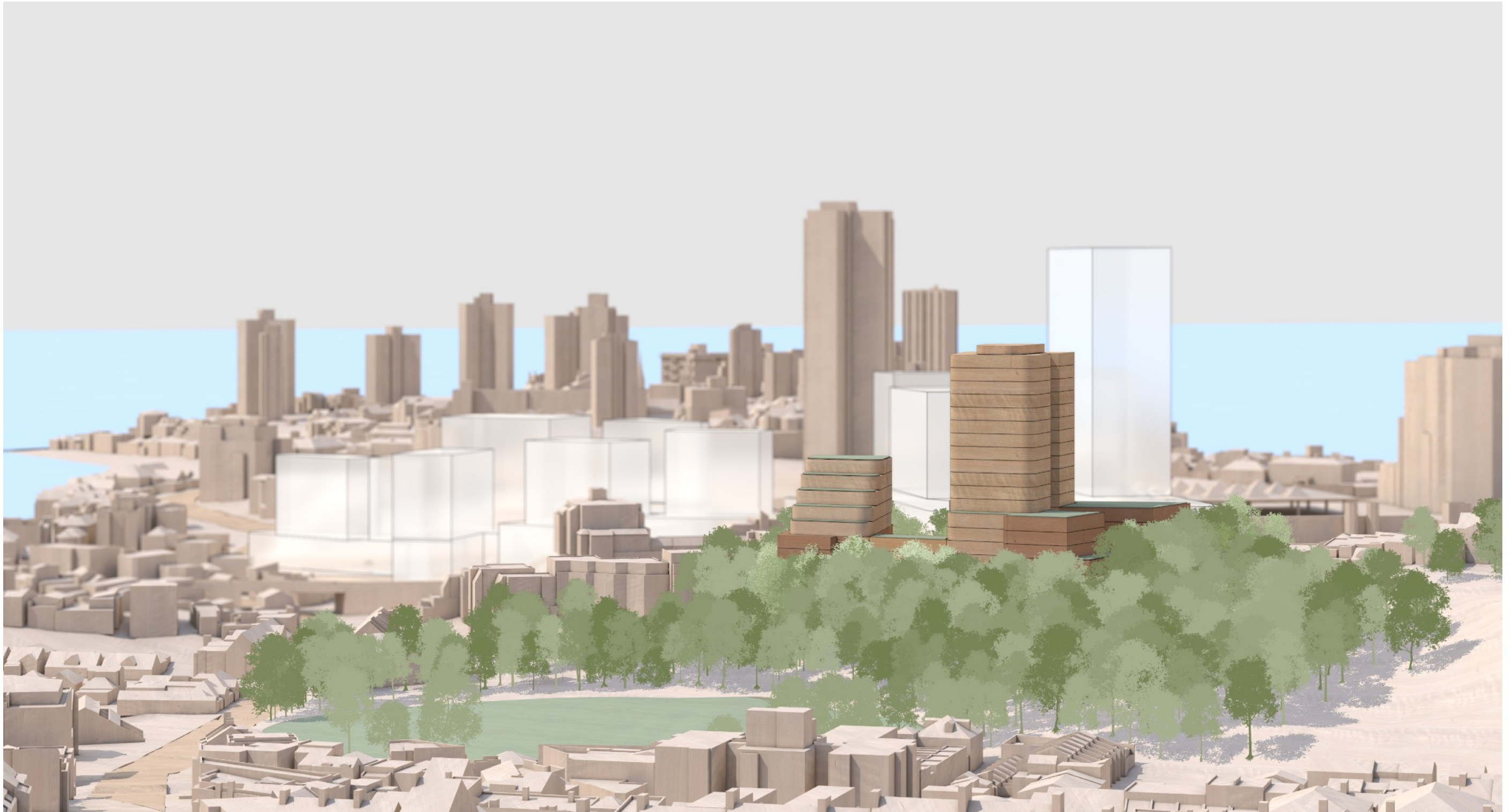
Tower from that steps down towards Trumper Park Oval



Proposed massing model in context showing anticipated future concentration of taller built form around train station

# Envelope & Proposed Built Form Development

Edgecliff Desired Future Character



Concept model showing podium and tower massing in context

# Artists Impression

Indicative / Reference Scheme – final design subject to future approval



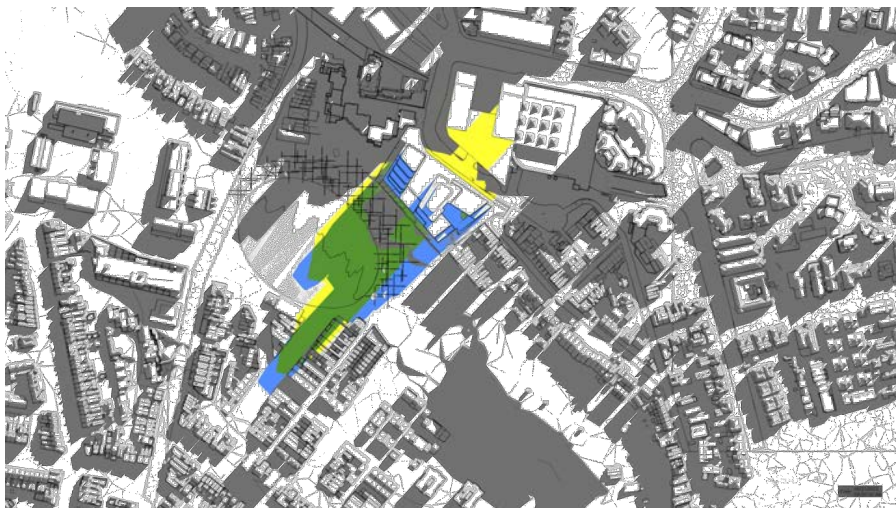
Artist Impression of the indicative / reference scheme from New McLean Street showing the street interface.

The final design will be subject to a future development application.

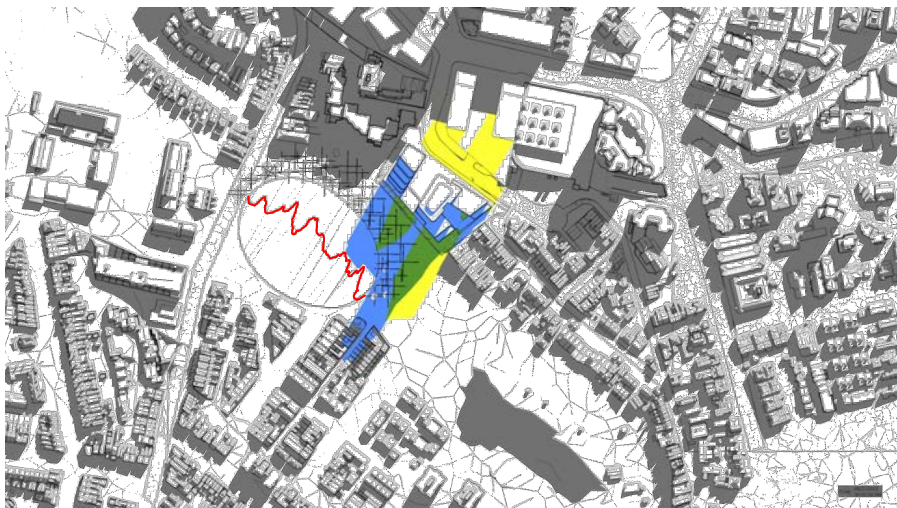
## 6. Assessment

# Solar Access

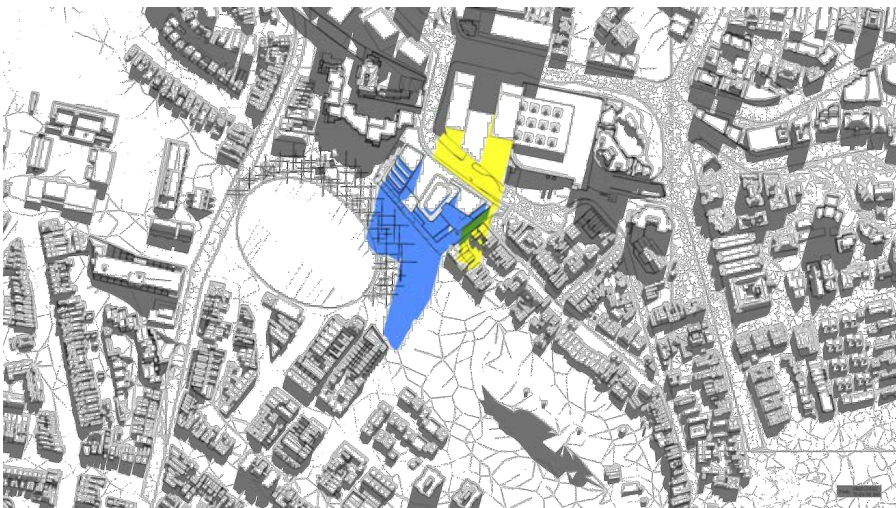
Public and Private Space



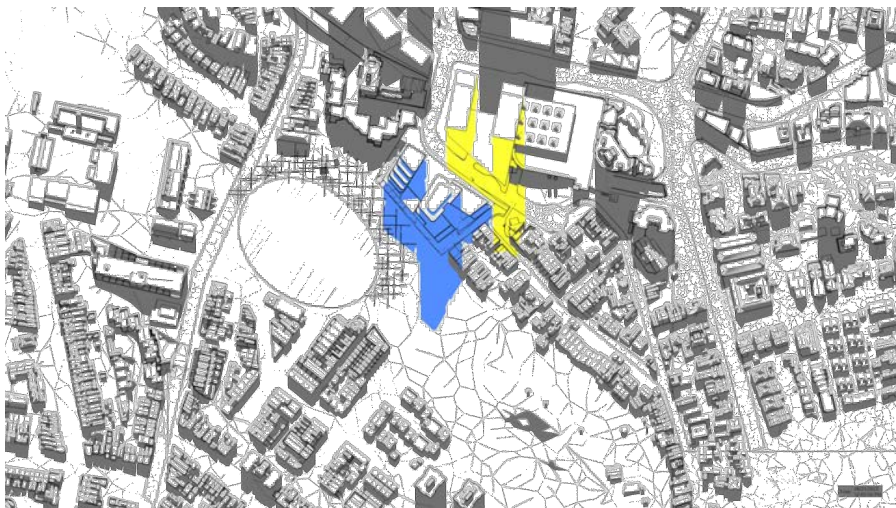
9am



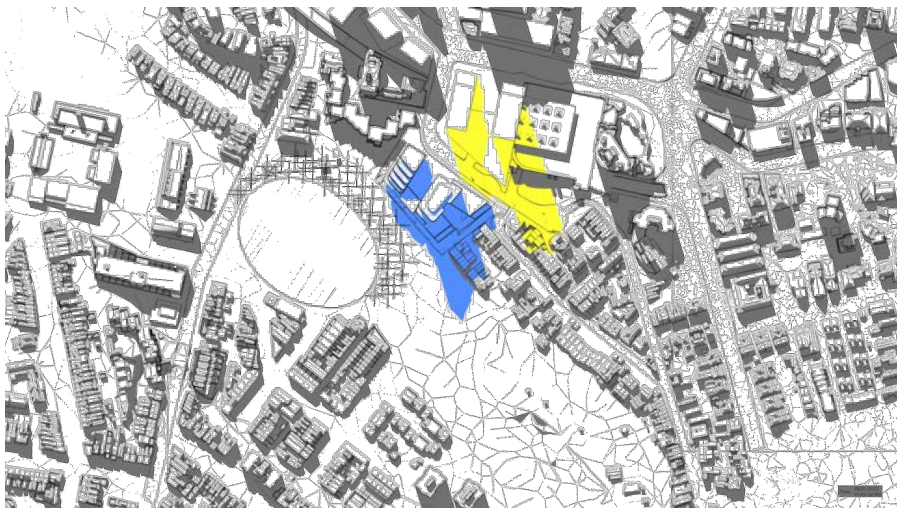
10am



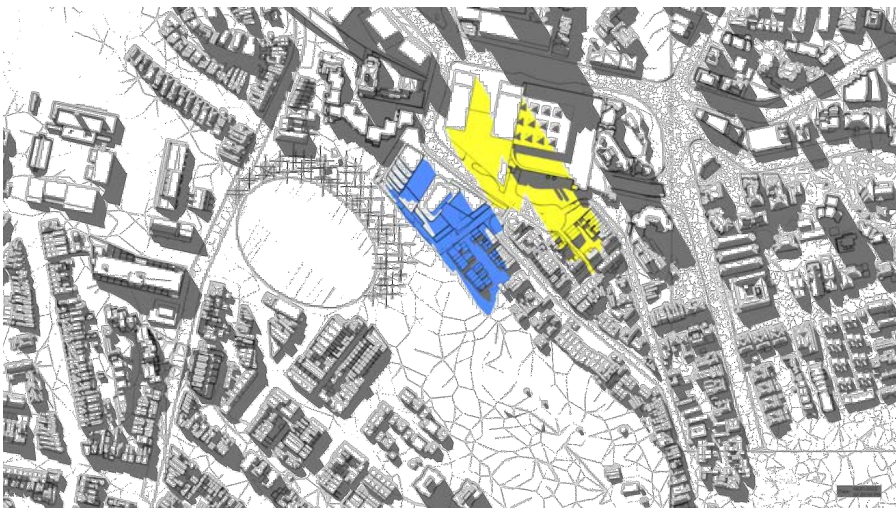
11am



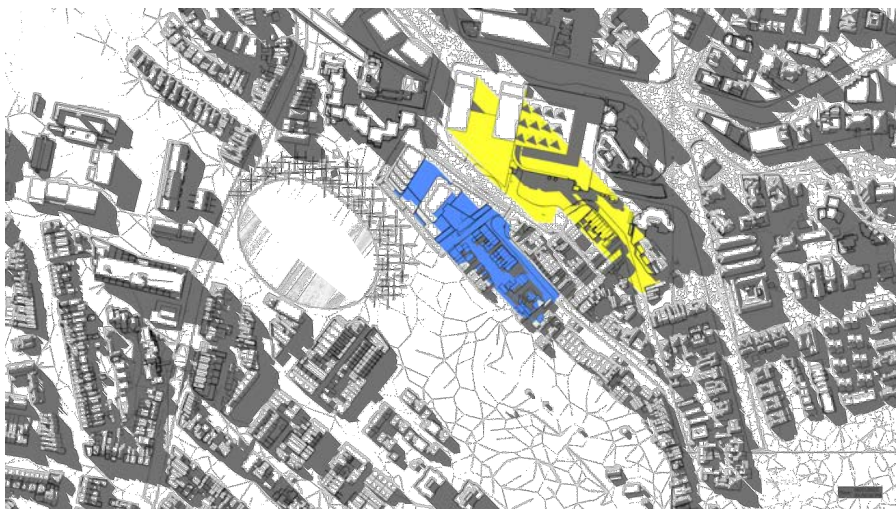
12am



1pm



2pm



3pm

The series of shadow diagrams on this page illustrate the solar access impacts on public space and adjacent residential properties. This demonstrates that solar access can be maintained for more than 2 hours for those existing residential properties to the south and east. The shadows generated from the proposed massing as associated with the Edgecliff Centre site are shown in yellow. The SJB final report noted:

*At 9am the proposed shadow extent sits almost entirely within the shadow extent of the ECC proposed. At 10am, there a small impact to properties across Trumper Park, however these properties will receive adequate sunlight for the remainder of the day. From 12pm, private open spaces of the terraces in the adjacent properties are being impacted slightly by the proposed, however they are also being impacted by the proposed ECC massing and will still receive adequate sunlight throughout the day of greater than 3 hours total.*

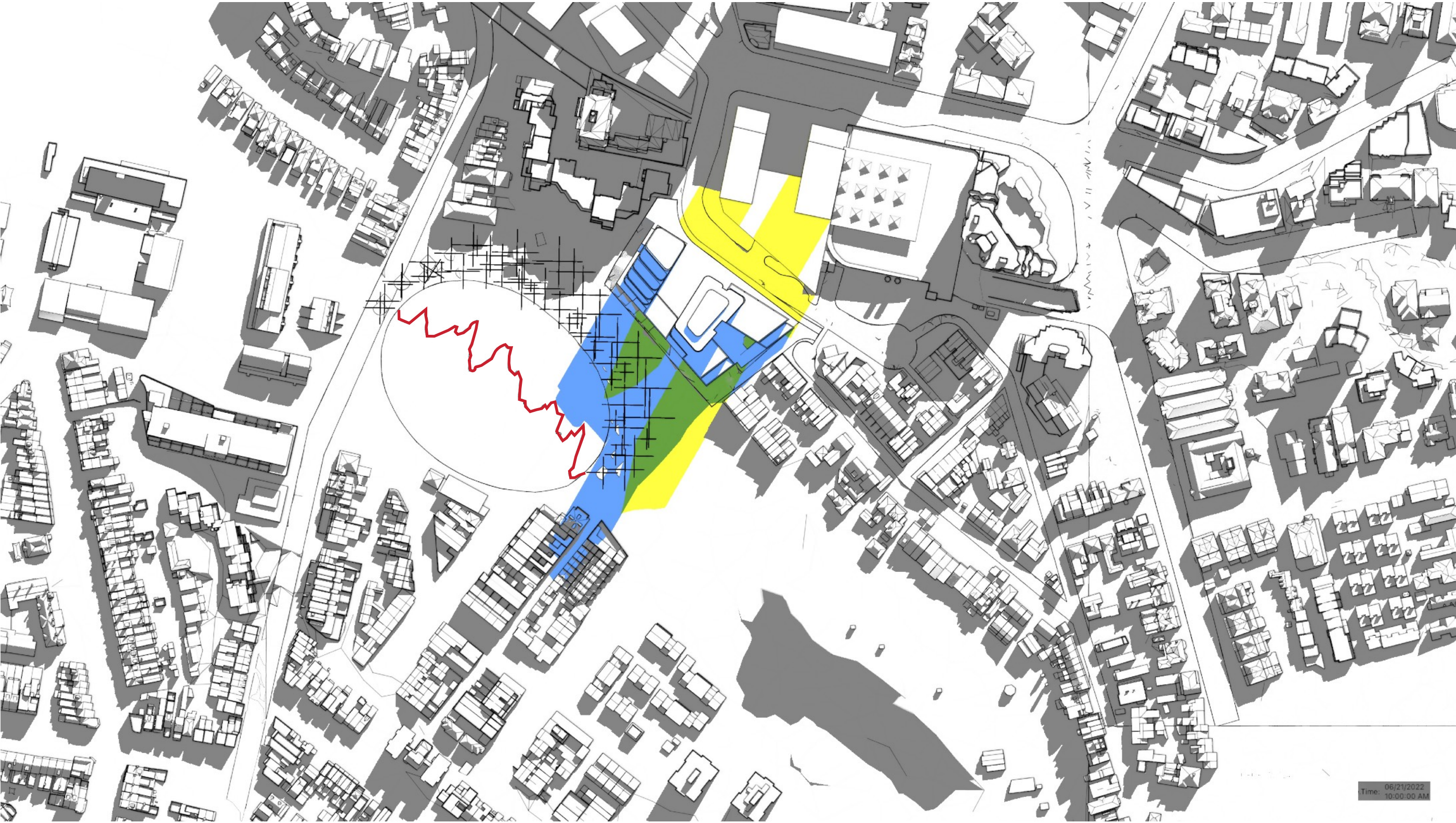
It is noted the cumulative impact on the terraces to the east will be further reduced if the ECC massing is amended to that as considered under the Rezoning Review RR-2024-32 - Woollahra LGA - Pp-2024-540, given this moves the proposed Edgecliff Centre tower 12m to the west.

- Shadow from Proposal at 8-10 New McLean Street
- ECC Massing to Edgecliff Centre
- Cumulative Impact Impact - Proposal and Draft ECC
- Surveyed Existing Vegetation Shadow - adjacent to Trumper Park

Solar Access  
Public and Private Space 9am



Solar Access  
Public and Private Space 10am



# Solar Access

Public and Private Space 11am



# Solar Access

Public and Private Space 12pm



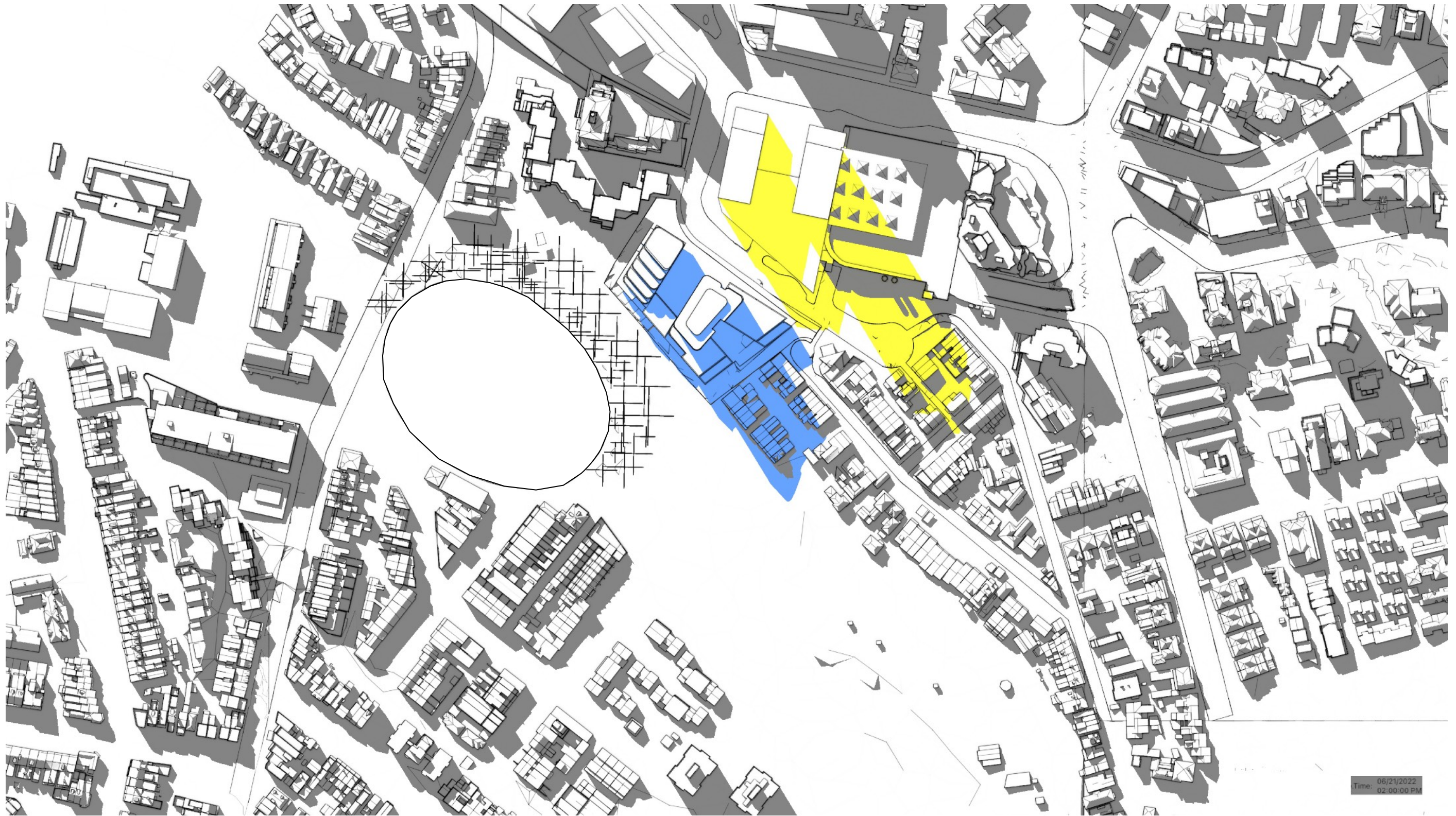
# Solar Access

Public and Private Space 1pm

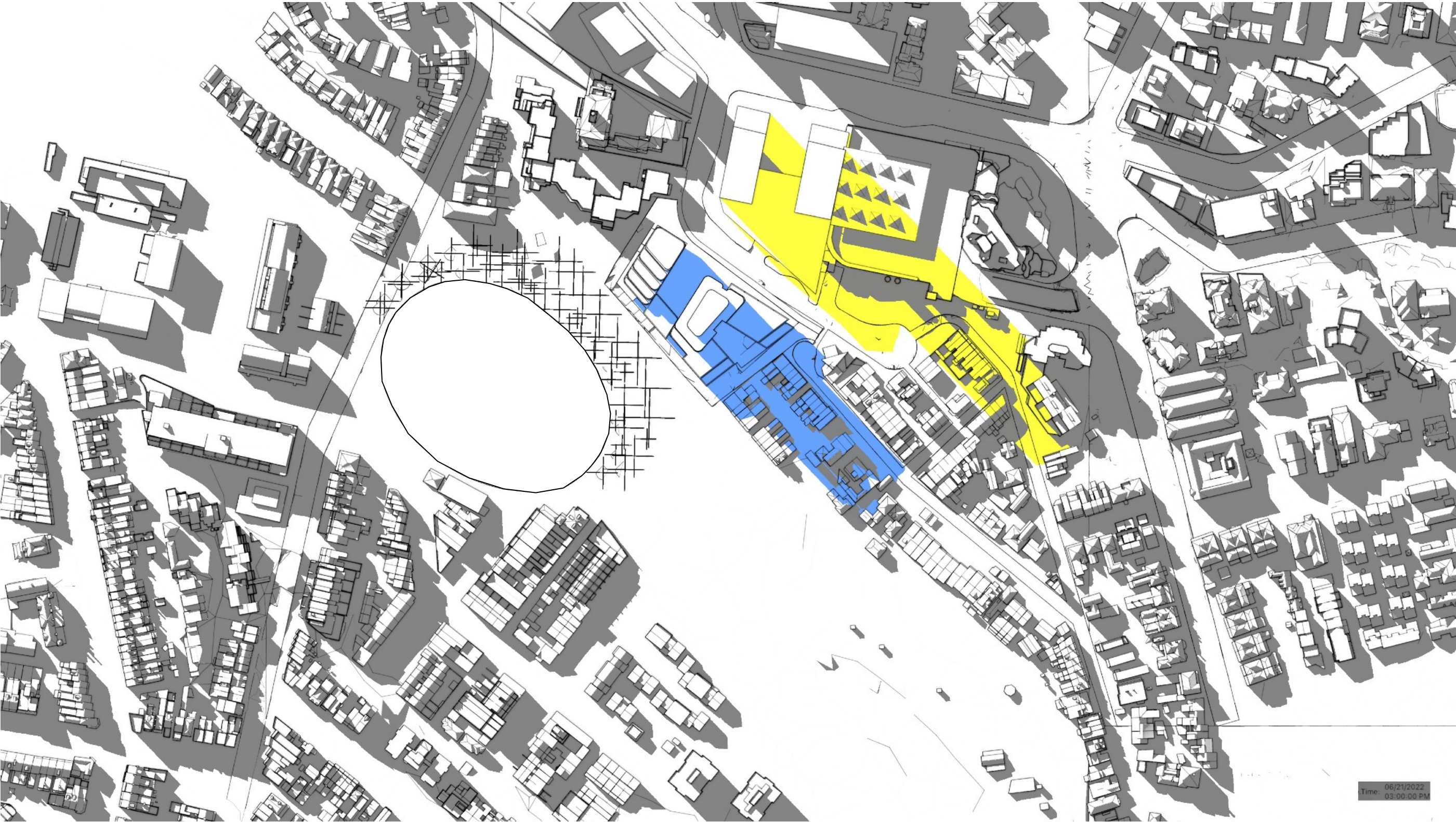


# Solar Access

Public and Private Space 2pm



Solar Access  
Public and Private Space 3pm



# Solar Access

Trumper Park Oval - 10.00am on 21 June



# Solar Access

Sun Eye Views - June 21



9am



10am



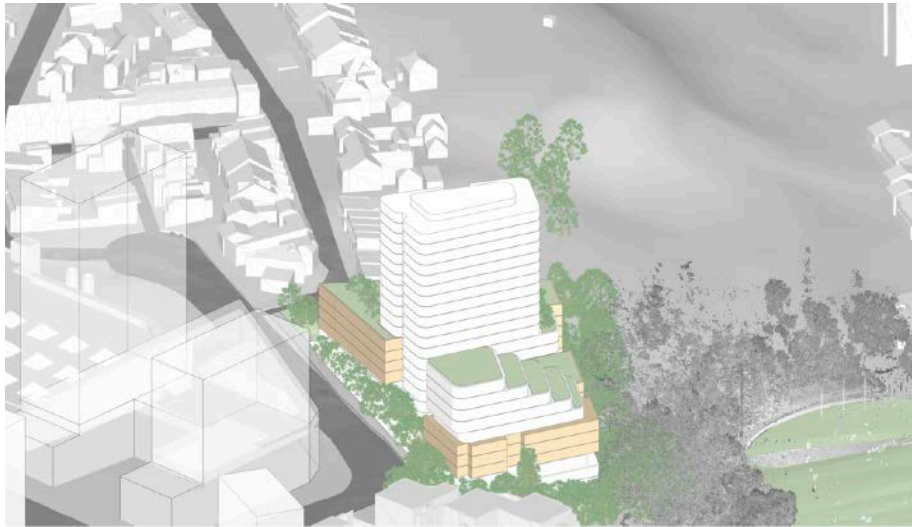
11am



12am



1pm



2pm

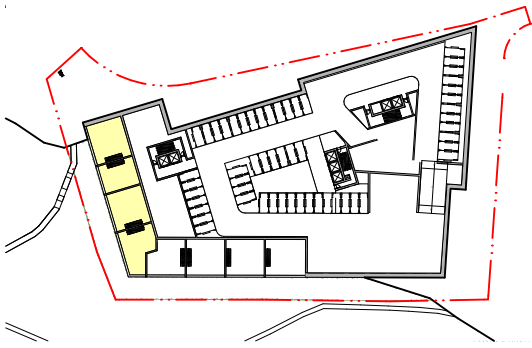


3pm

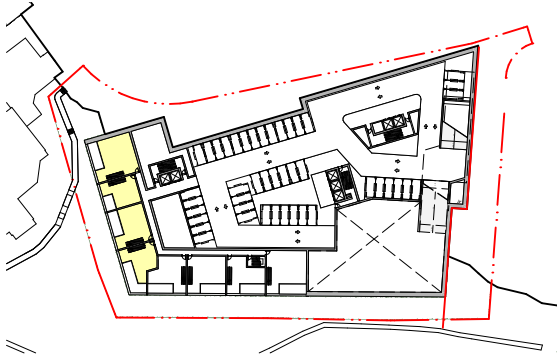
# ADG

## Solar Compliance

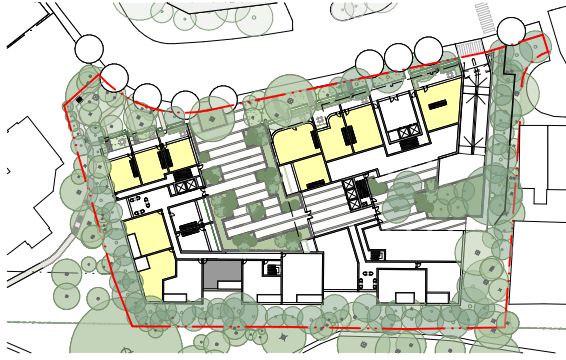
- > 2 hours 70% ✓
- No solar 8% ✓



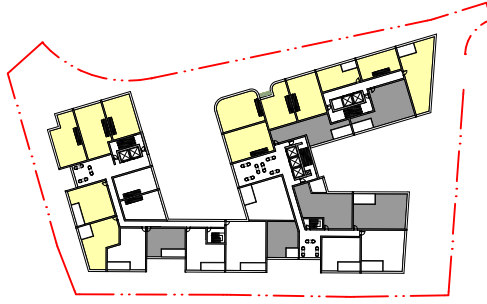
Basement 1 Carpark



Lower Ground Level



Ground Floor Plan



Level 1



Level 2



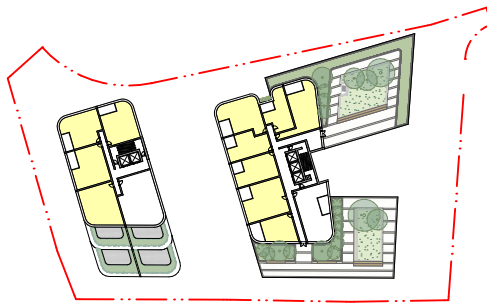
Level 3



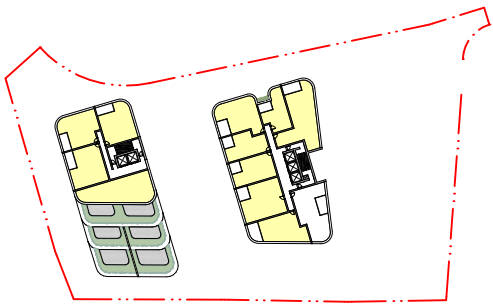
Level 4



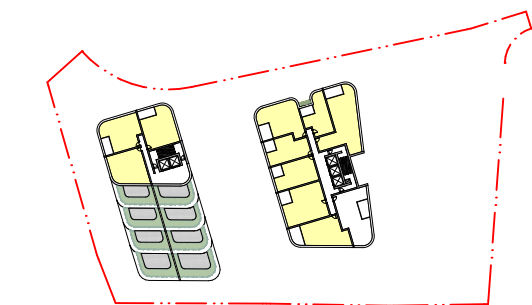
Level 5



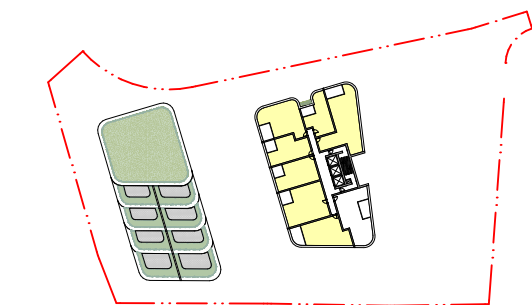
Level 6



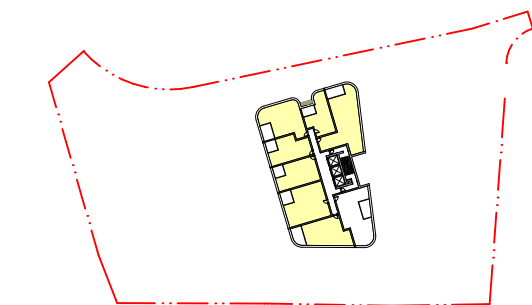
Level 7



Level 8



Level 9



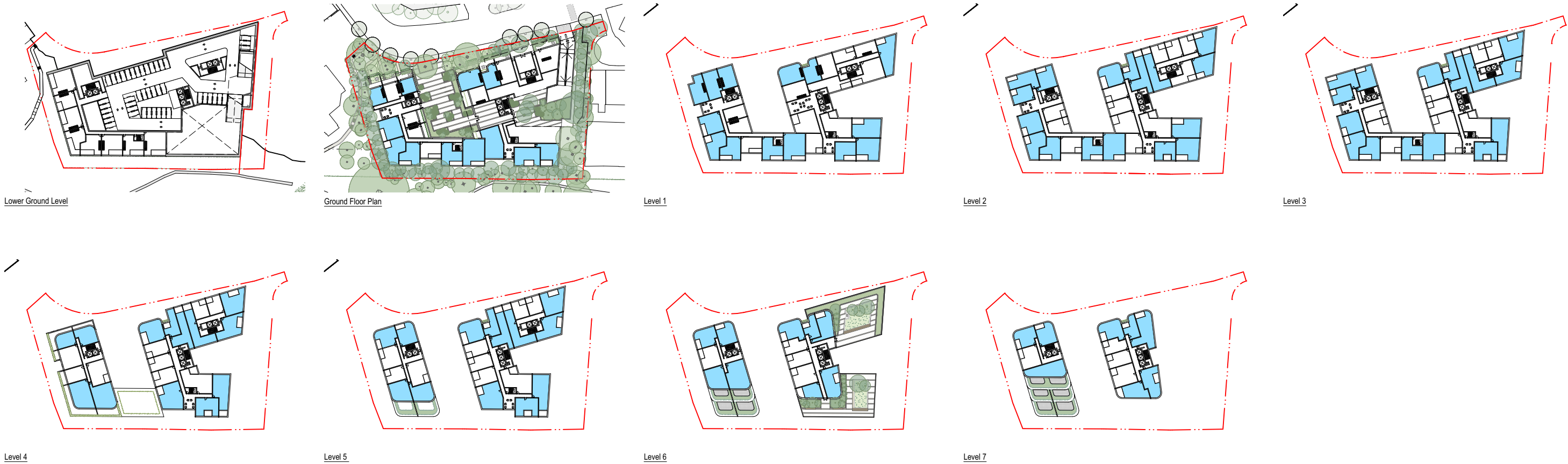
Level 10-17


- >2 Hours Solar
- <2 Hours Solar
- No Solar

# ADG

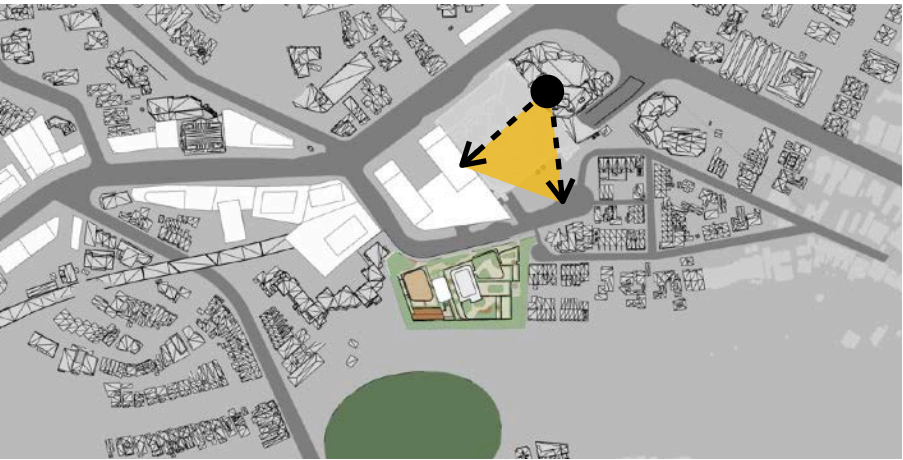
## Cross Ventilation Compliance

- 60% 

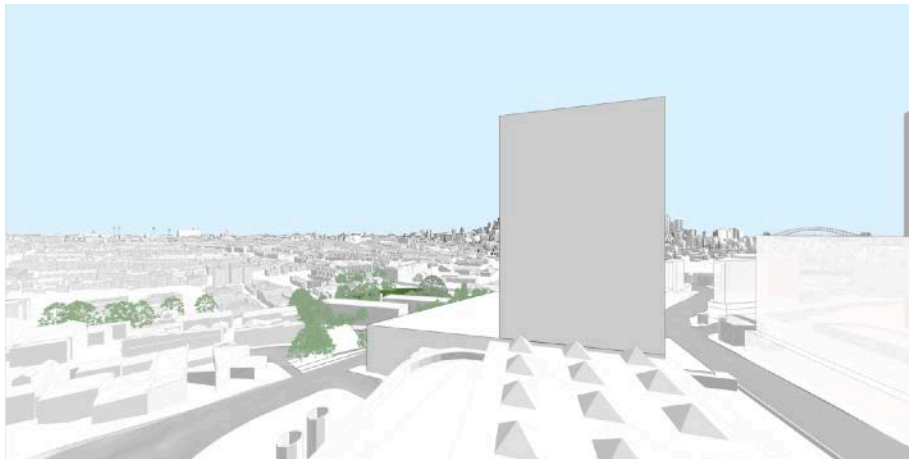


 Naturally Cross Ventilated

View Sharing  
180 Ocean Street



Existing (+ ECC study envelope for Edgecliff Centre site)

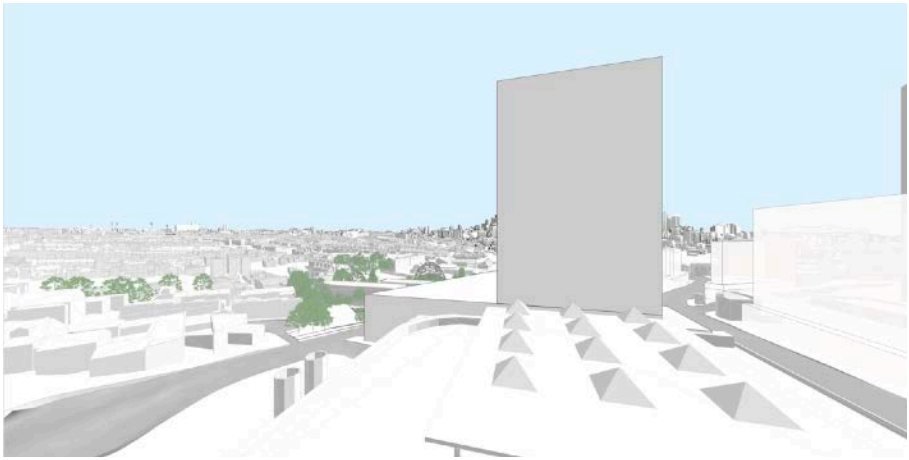


RL +80

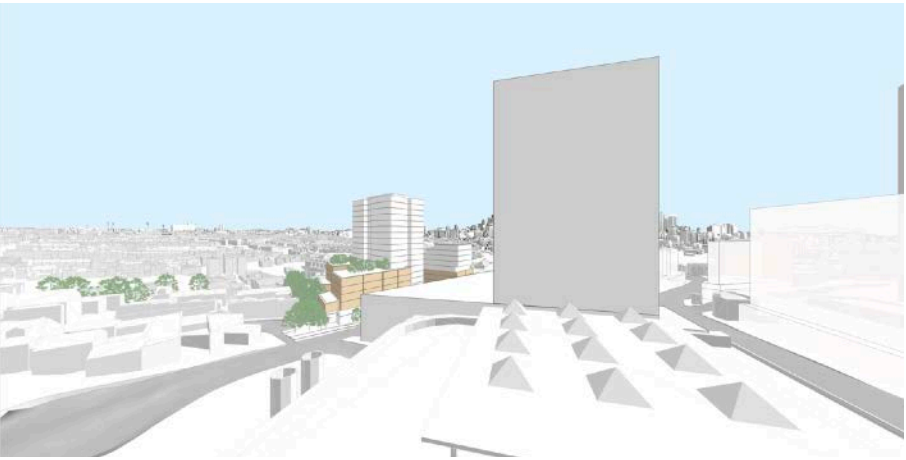
Proposed



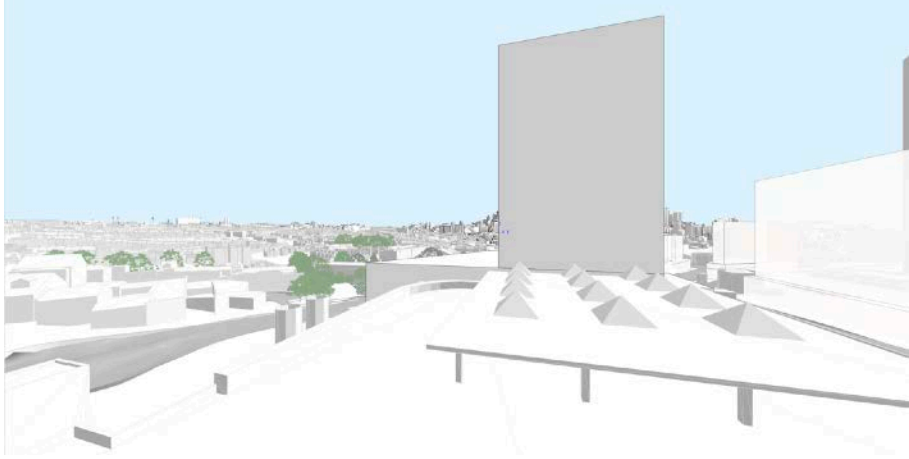
RL +80



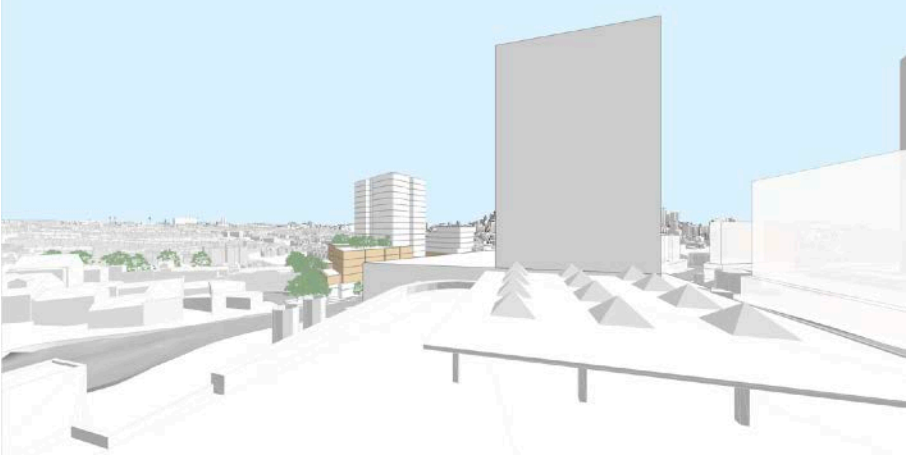
RL +70



RL +70



RL +60



RL +60

View Sharing  
3 Darling Point Road



Existing (+ ECC study envelope for Edgecliff Centre site)



RL +120

Proposed



RL +120



RL +90



RL +90



RL +60



RL +60

## 7. Development Summary

# Development Schedule

8-10 New McLean Street, Edgecliff		Lot Area:	FSR	Residential	Apartment Mix			Apt. Total			ADG		
		7,226	3.70										
Level	RL	Floor to Floor Height (m)	GFA	1B	2B	3B					>2Hr	No Solar	Cross Ventilation
Roof	91.00												
Plant	88.40	2.6	-										
Level 17	85.00	3.4	765	3	4	1	8				7	0	
Level 16	81.80	3.2	765	3	4	1	8				7	0	
Level 15	78.60	3.2	765	3	4	1	8				7	0	
Level 14	75.40	3.2	765	3	4	1	8				7	0	
Level 13	72.20	3.2	765	3	4	1	8				7	0	
Level 12	69.00	3.2	765	3	4	1	8				7	0	
Level 11	65.80	3.2	765	3	4	1	8				7	0	
Level 10	62.60	3.2	765	3	4	1	8				7	0	
Level 9	59.40	3.2	765	3	4	1	8				7	0	
Level 8	56.20	3.2	941	3	7	1	11				10	0	
Level 7	53.00	3.2	1,053	3	7	2	12				11	0	8
Level 6	49.80	3.2	1,167	4	8	1	13				11	0	9
Level 5	46.60	3.2	2,086	4	9	5	18				13	1	13
Level 4	43.40	3.2	2,186	9	6	7	22				16	1	13
Level 3	40.20	3.2	2,505	13	9	4	26				15	4	16
Level 2	37.00	3.2	2,908	14	11	4	29				15	6	17
Level 1	33.80	3.2	2,948	6	6	4	16				4	6	9
Ground Floor	29.90	3.9	2,558	1	13	5	19				10	2	12
Lower Ground	26.70	3.2	860	0	0	8	8				4	0	1
Basement 1	23.70	3	642	0	0	0	0				0	0	
Basement 2	20.70	3	-										
Basement 3	17.70	3	-										
		Total HOB	61.1	GFA	Total	Total	Total	Total			Total	Total	Total
		Sub Total		26,736	84	112	50	246			172	20	98
		Percentage			34%	46%	20%				70%	8%	60%



# Parking Schedule

Land use	Maximum parking generation rates
Attached dwellings	
Attached dwelling located in a heritage conservation area	2 spaces per dwelling <sup>1,2</sup>
Attached dwelling not in a heritage conservation area	Same rates as for residential flat buildings and multi dwelling housing stated below <sup>1</sup>
Residential flat buildings, manor houses, multi dwelling housing and multi dwelling housing (terraces) <i>Spaces based on number of bedrooms per dwelling<sup>3</sup></i>	
Studio apartment <sup>4</sup>	0.5 space
1 bedroom	1 space
2 bedrooms	1.5 spaces
3 or more bedrooms	2 spaces
Visitors	0.25 spaces
Mixed use development (residential component) <i>Spaces based on number of bedrooms per dwelling<sup>3</sup></i>	
1 bedroom or studio apartment <sup>5</sup>	0.5 space
2 bedrooms	1 space
3 or more bedrooms	1.5 space
Visitors	0.2 spaces

## Summary

- Total 1B = 84 | Total 2B = 112 | Total 3B= 50  
Total Apartments= 246

### Parking Rates

#### Residential

- 1B | 84 x 0.5 = 44
- 2B | 112 x 1 = 112
- 3B | 50 x 1.5 = 75
- Visitor | 246 x 0.2 = 50

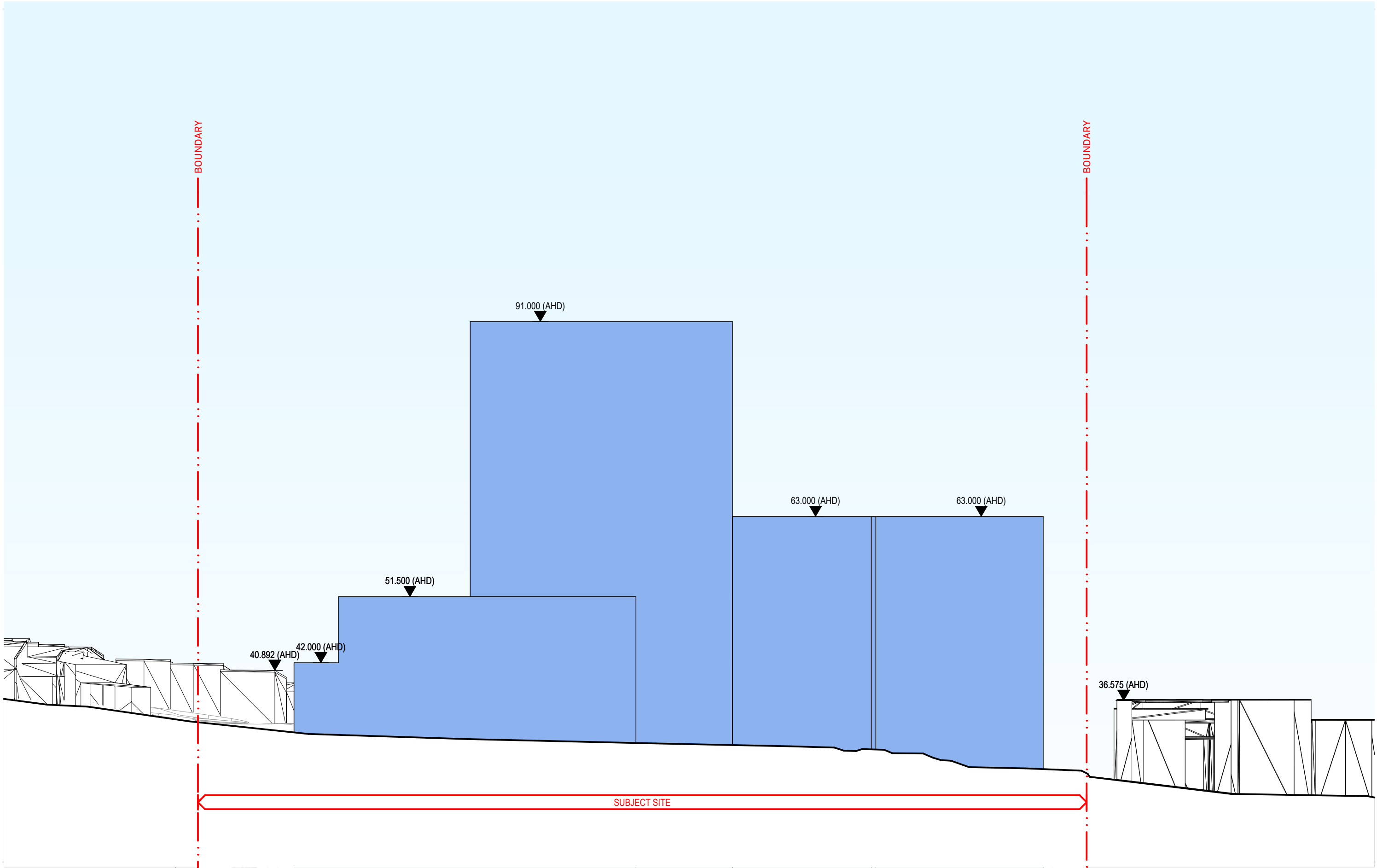
281

8-10 New McLean Street, Edgecliff Parking				
Level	Residential			
Lower Ground	44			
Basement 1	54			
Basement 2	123			
Basement 3	60			
TOTAL	281			

# Appendix I

## Proposed Envelope Drawing Set





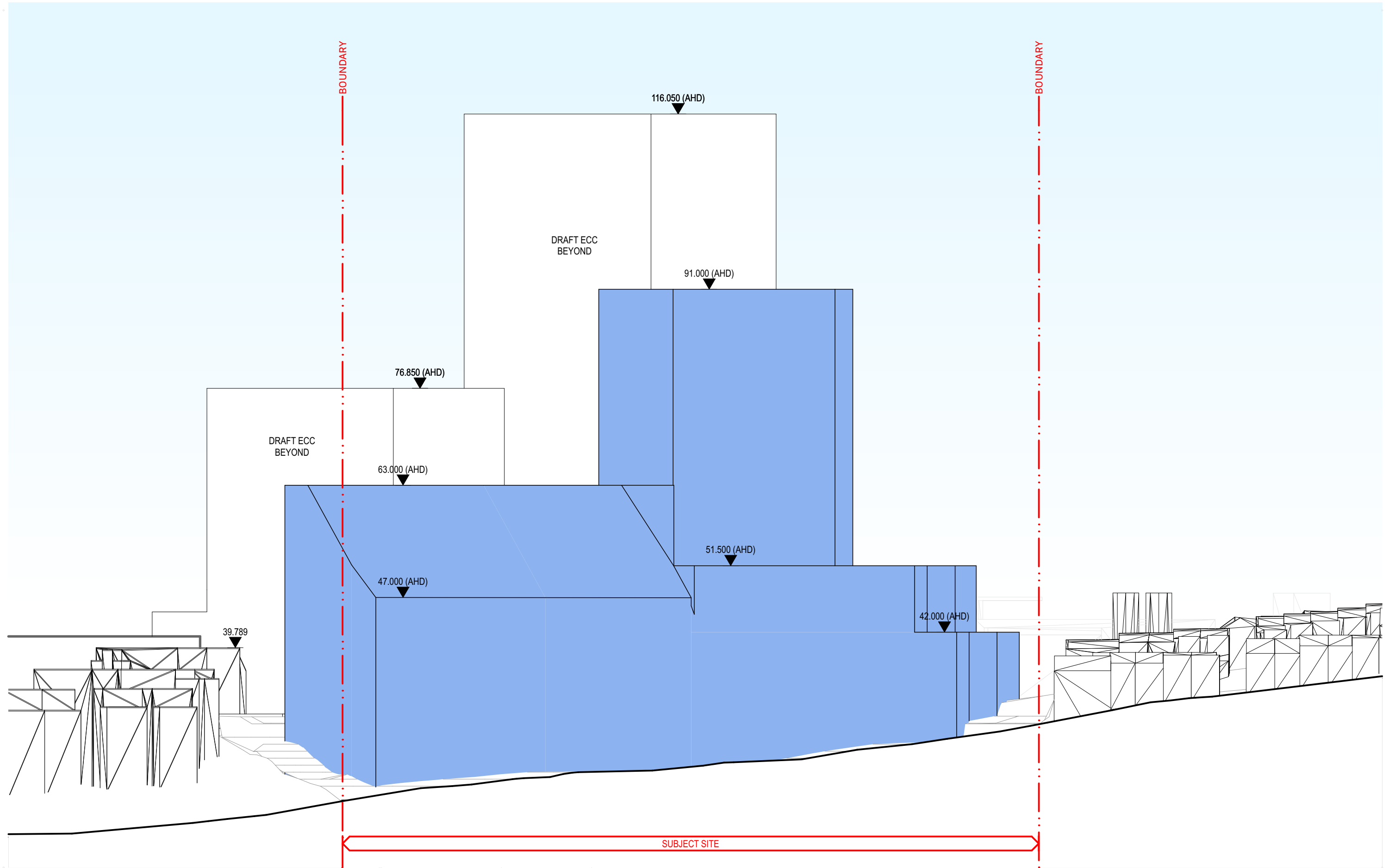
0  
14/11/2024

3001 — Envelope Elevation - North  
<Landmark> — 8-10 New McLean Street, Edgecliff

Scale  
1:500 @ A3

0 5 10 20m



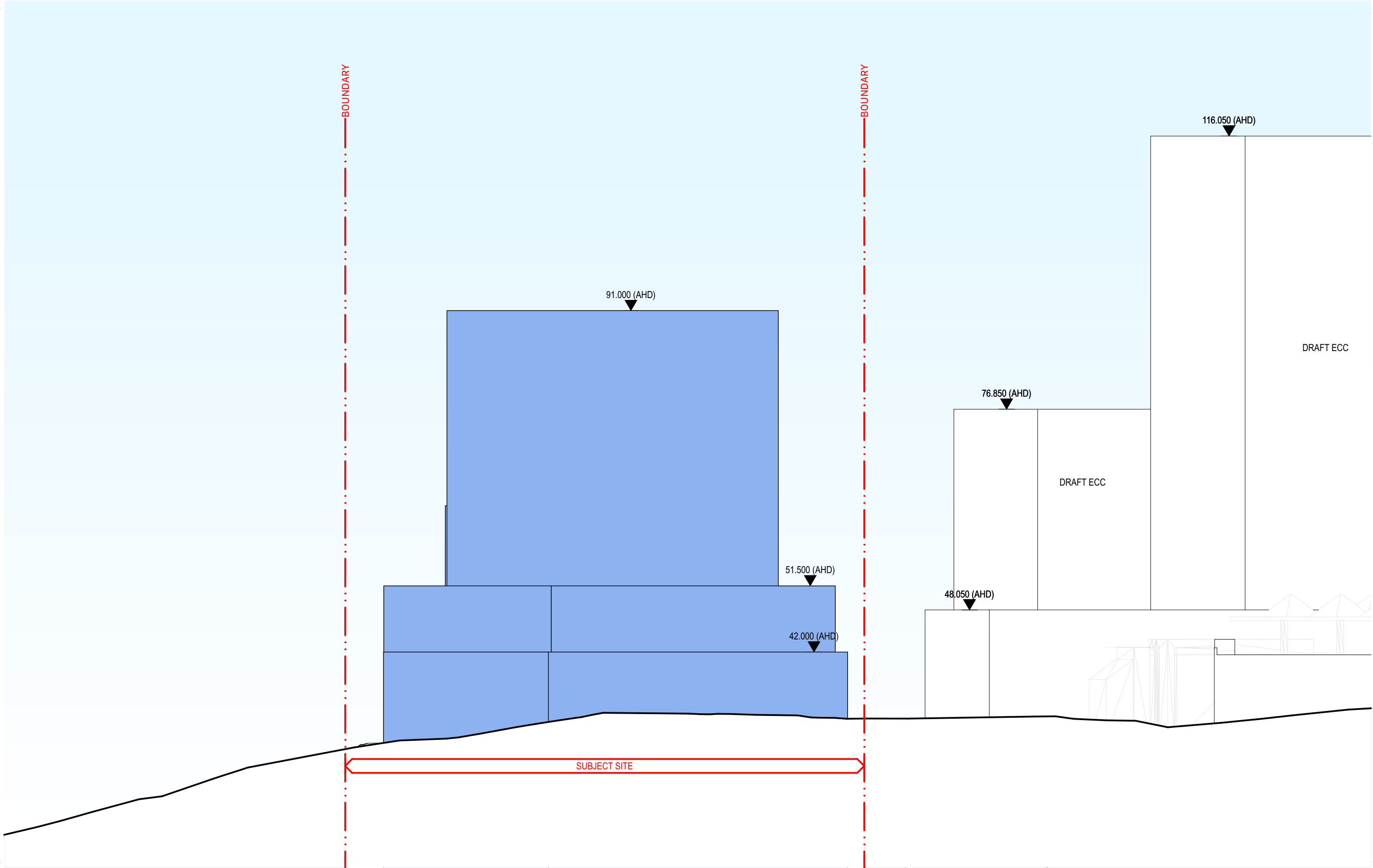


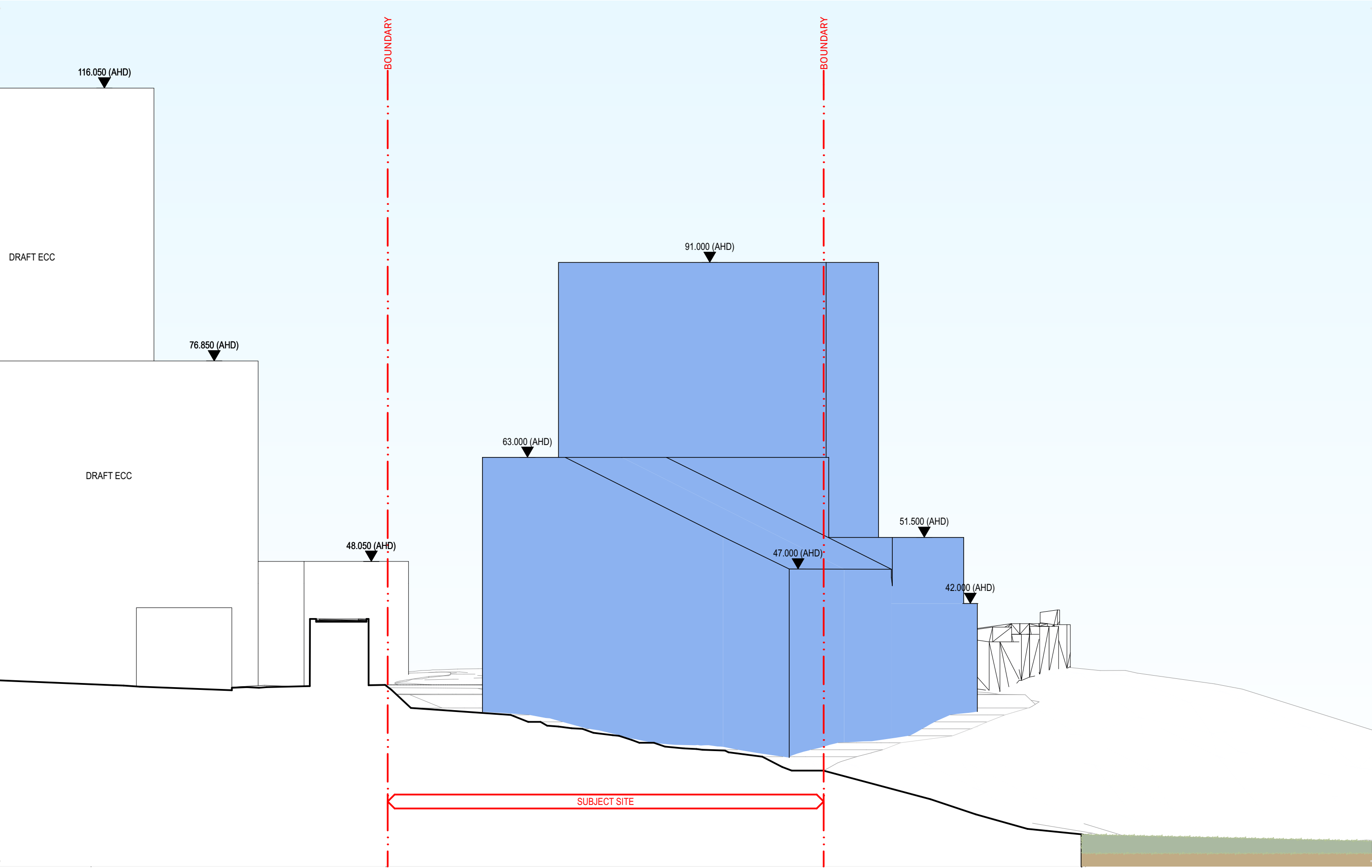
0  
14/11/2024

3002 — Envelope Elevation - South  
<Landmark> — 8-10 New McLean Street, Edgecliff

Scale  
1:500 @ A3

0 5 10 20m



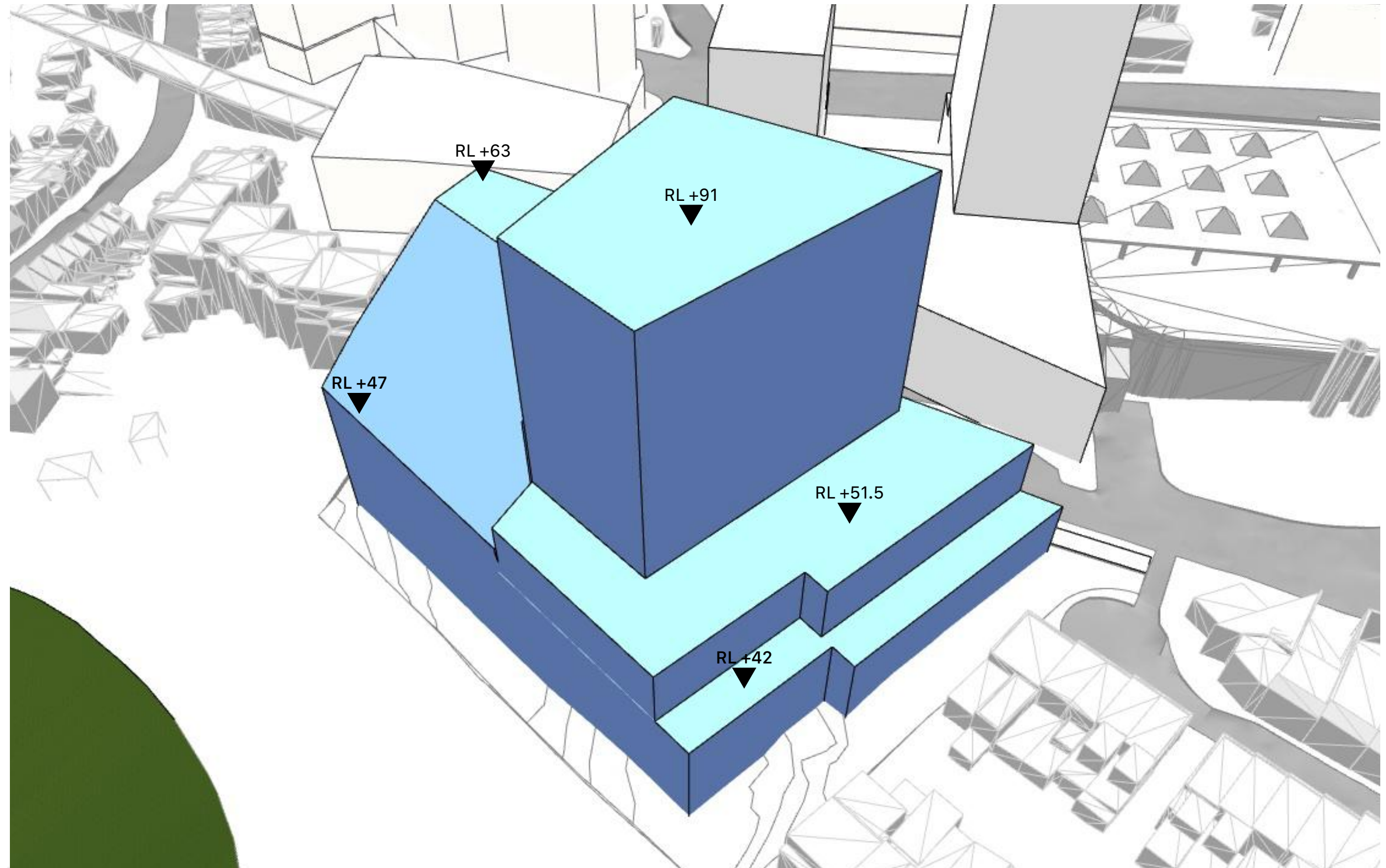


0  
14/11/2024

3004 — Envelope Elevation - West  
<Landmark> — 8-10 New McLean Street, Edgecliff

Scale  
1:500 @ A3

0 5 10 20m



0  
14/11/2024

3005 — Envelope 3D  
<Landmark> — 8-10 New McLean Street, Edgecliff

Scale  
1:500 @ A3

0 5 10 20m



## Appendix II

### Reference Design Scheme Drawing Set





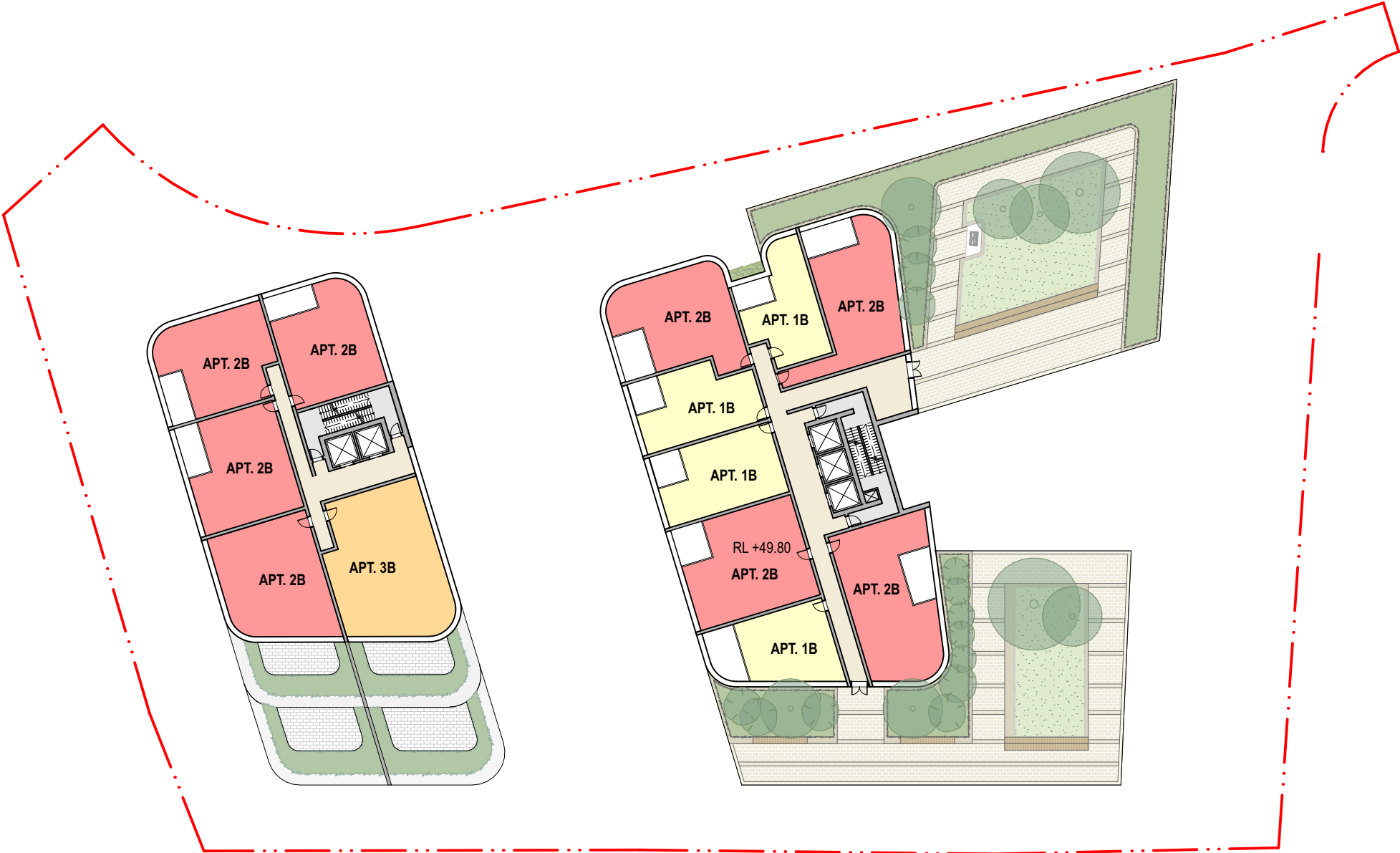


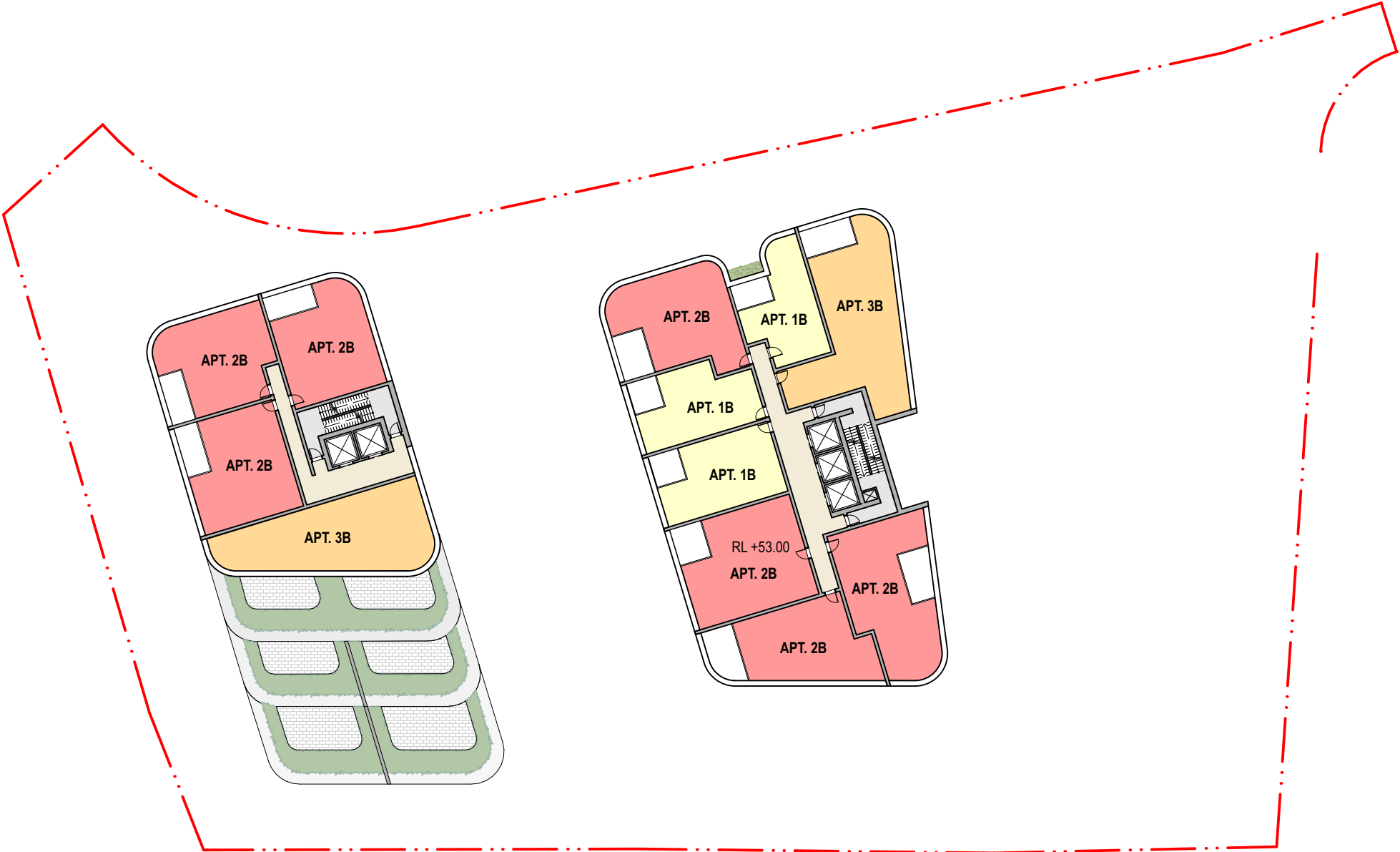


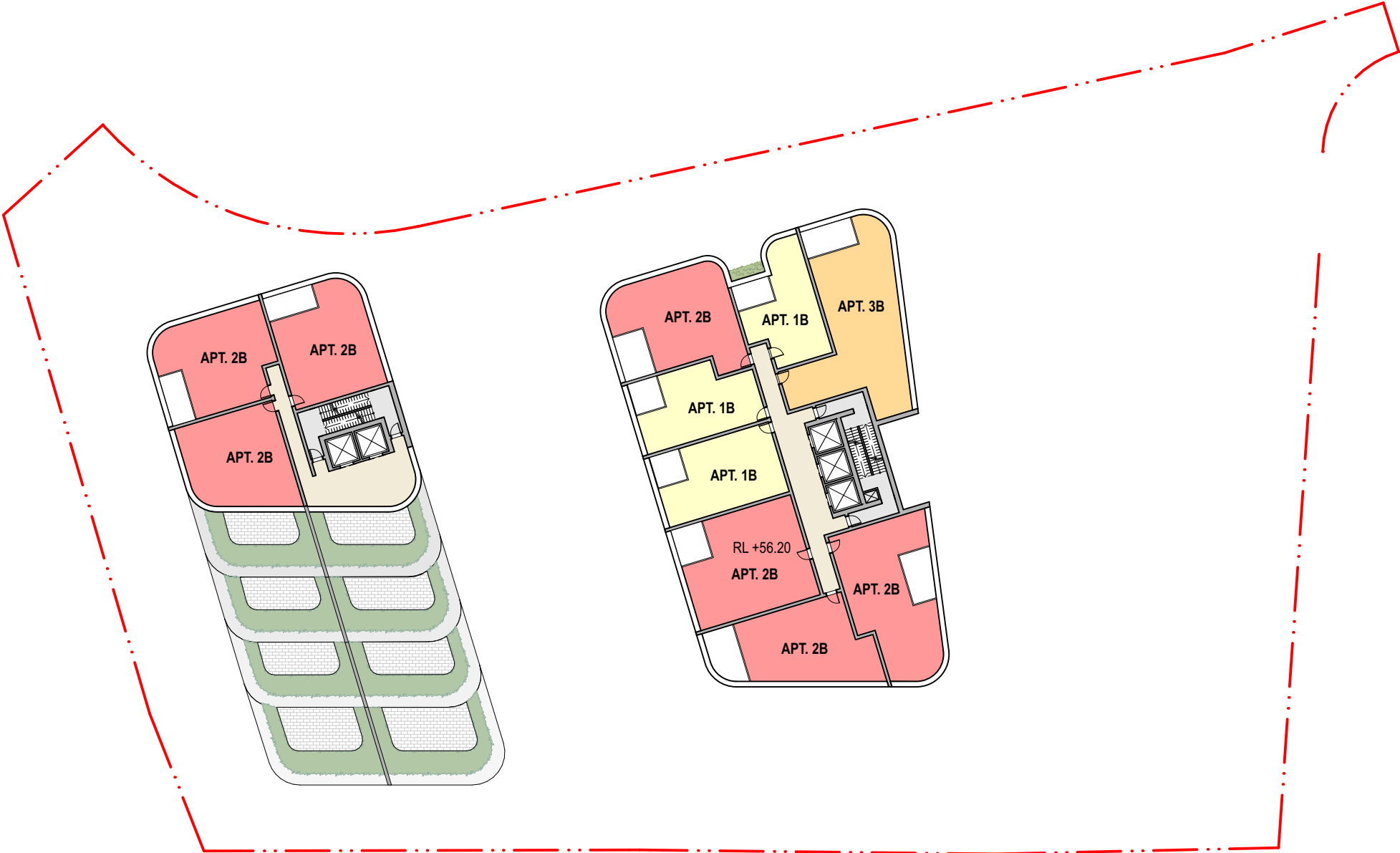


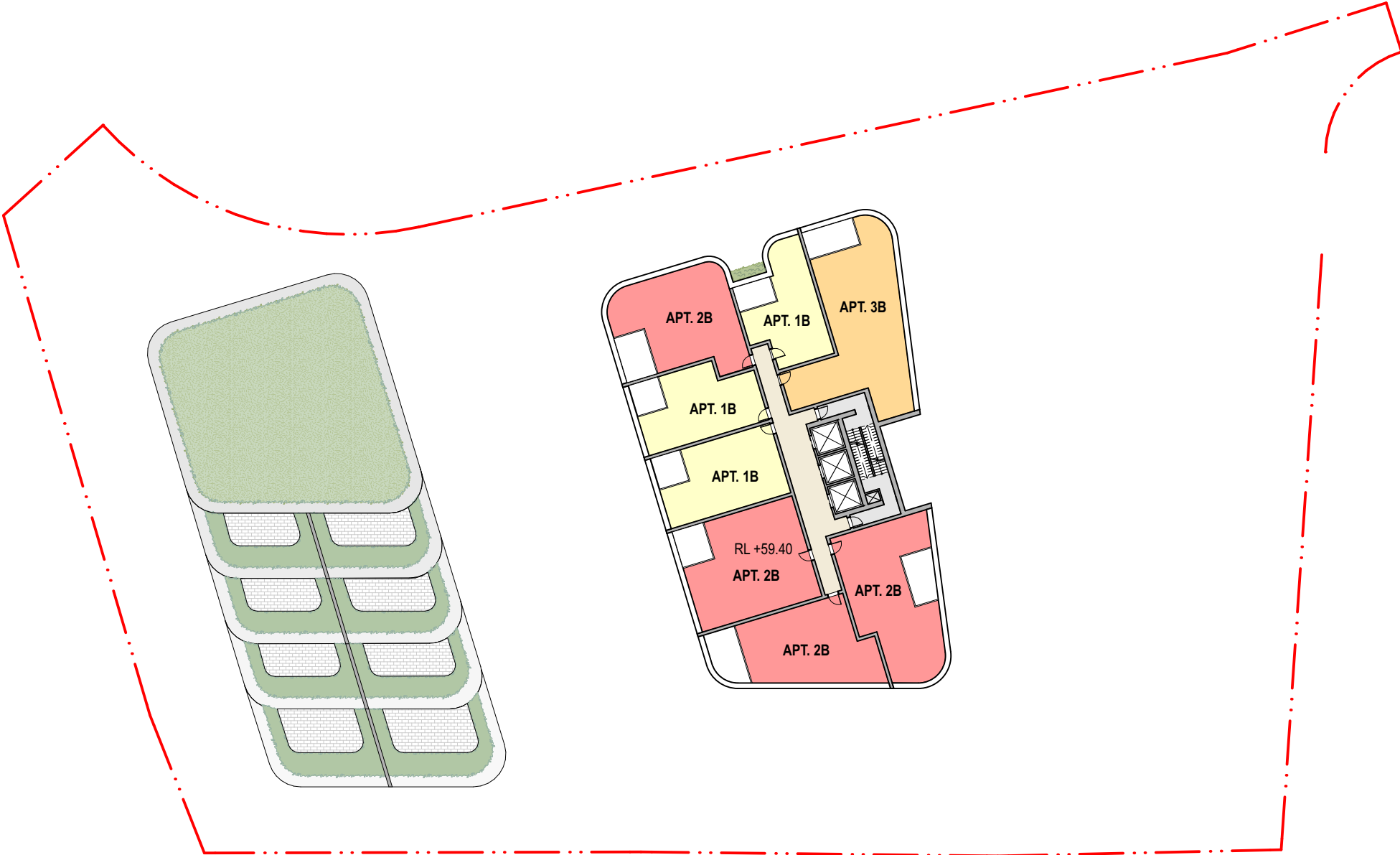


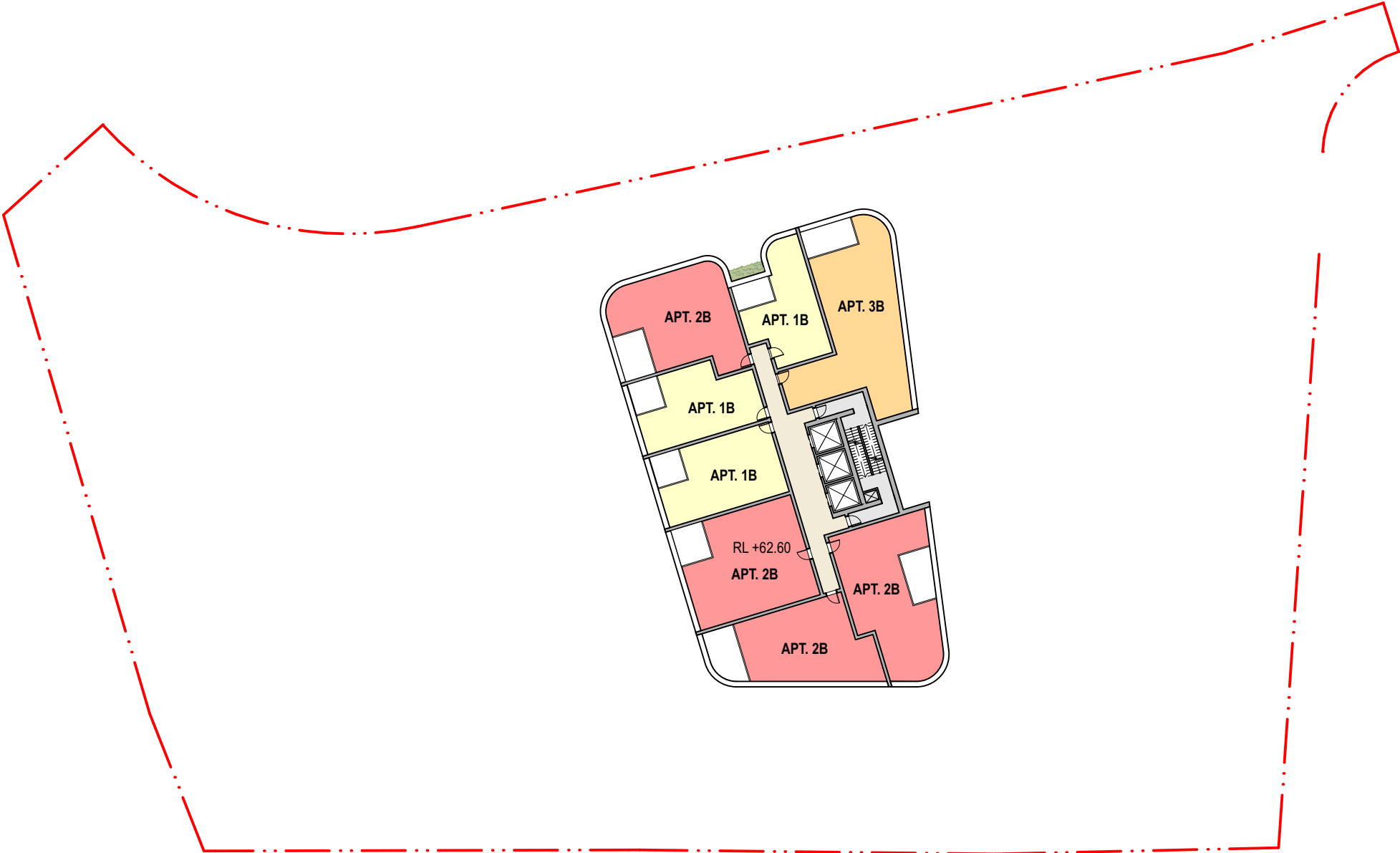






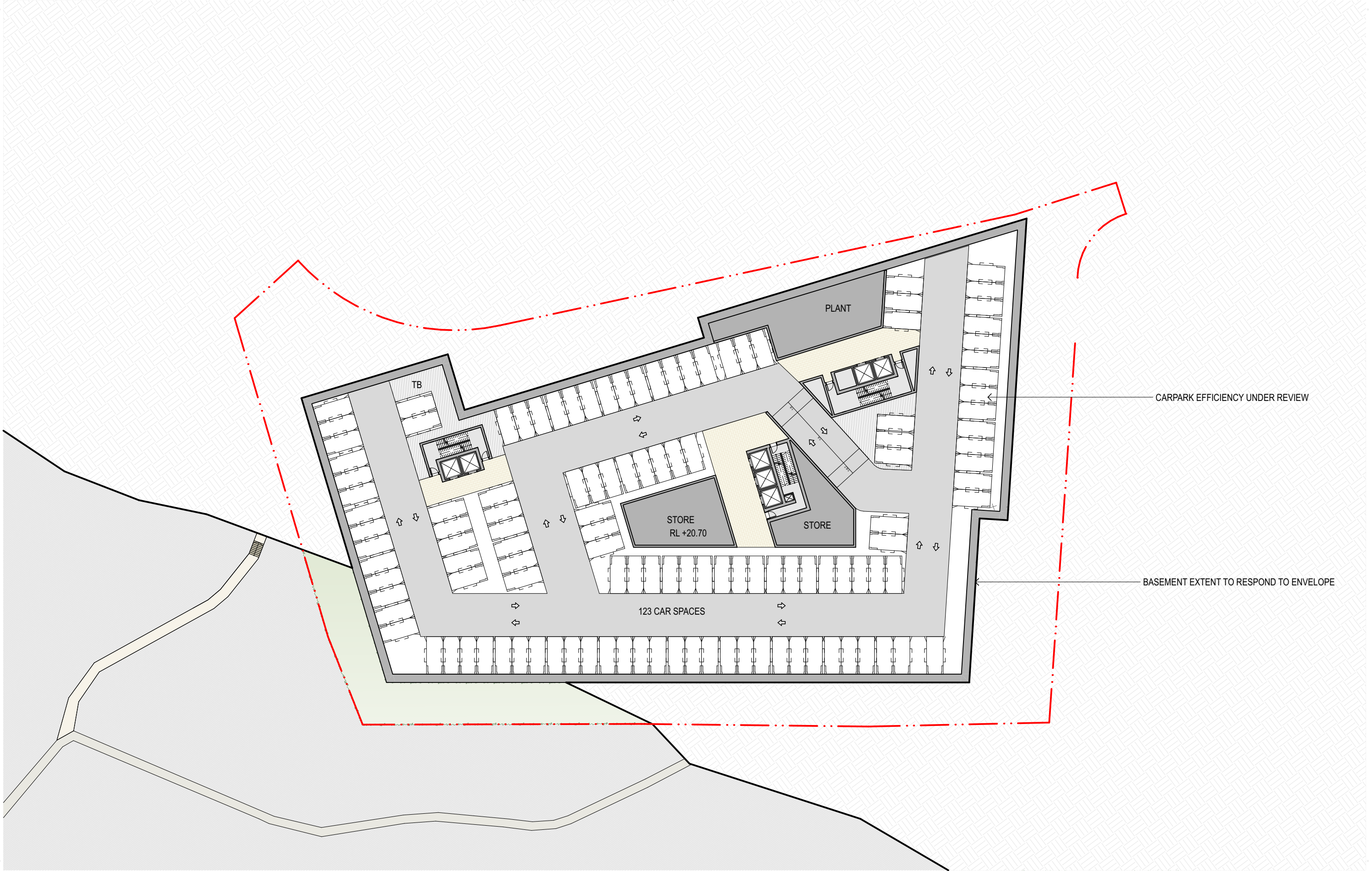


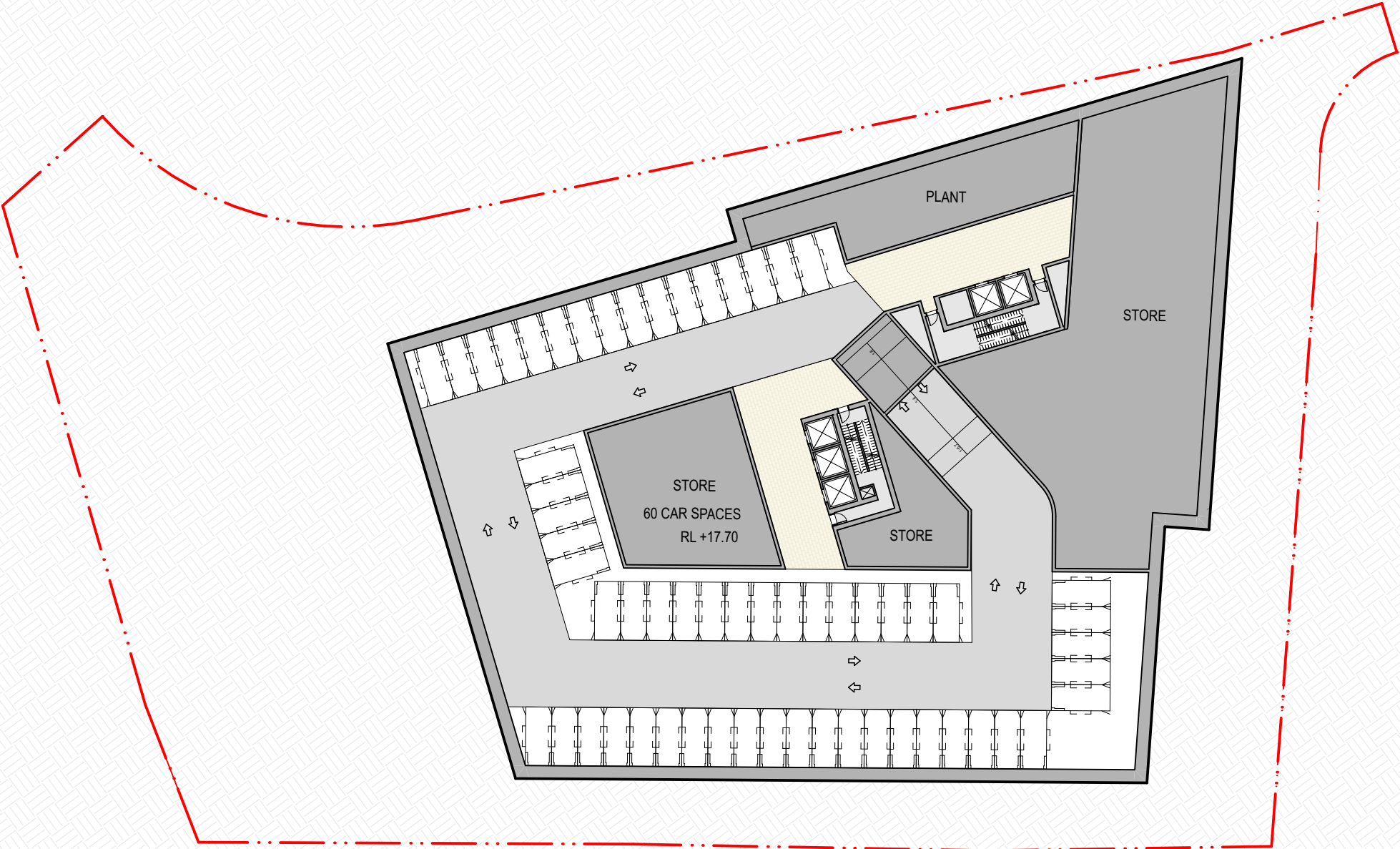


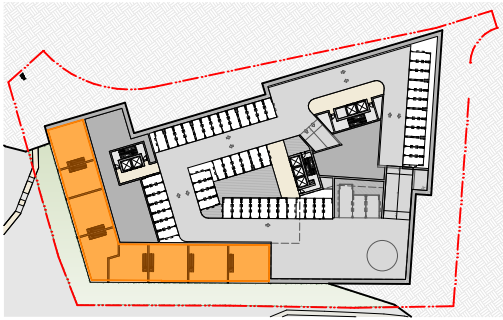




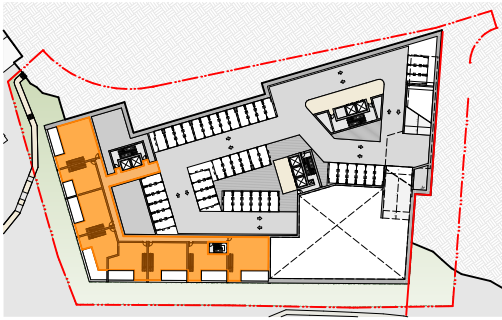








Basement 1 Carpark - GFA 642 sqm



Lower Ground Level - GFA 860 sqm



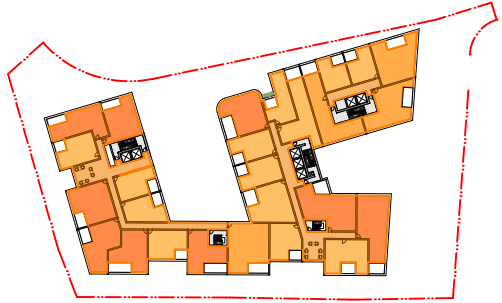
Ground Floor - GFA 2,558sqm



Level 1 - GFA 2,948 sqm



Level 2 - GFA 2,908 sqm



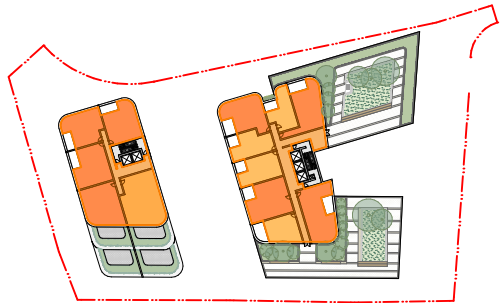
Level 3 - GFA 2,505 sqm



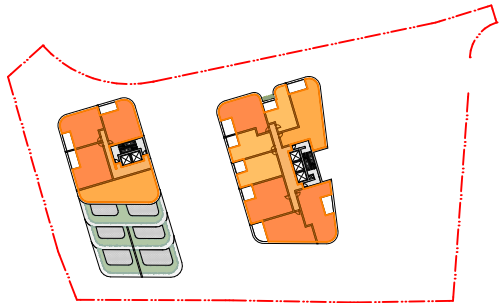
Level 4 - GFA 2,186 sqm



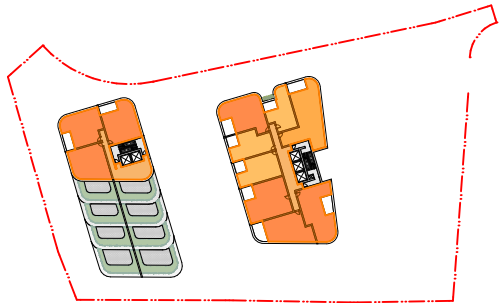
Level 5 - GFA 2,086 sqm



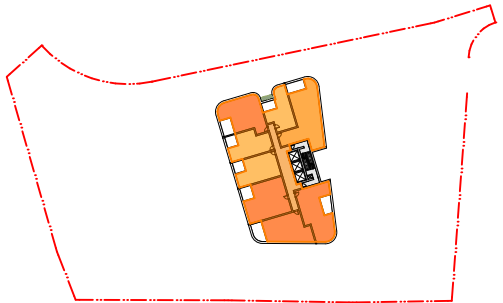
Level 6 - GFA 1,167 sqm



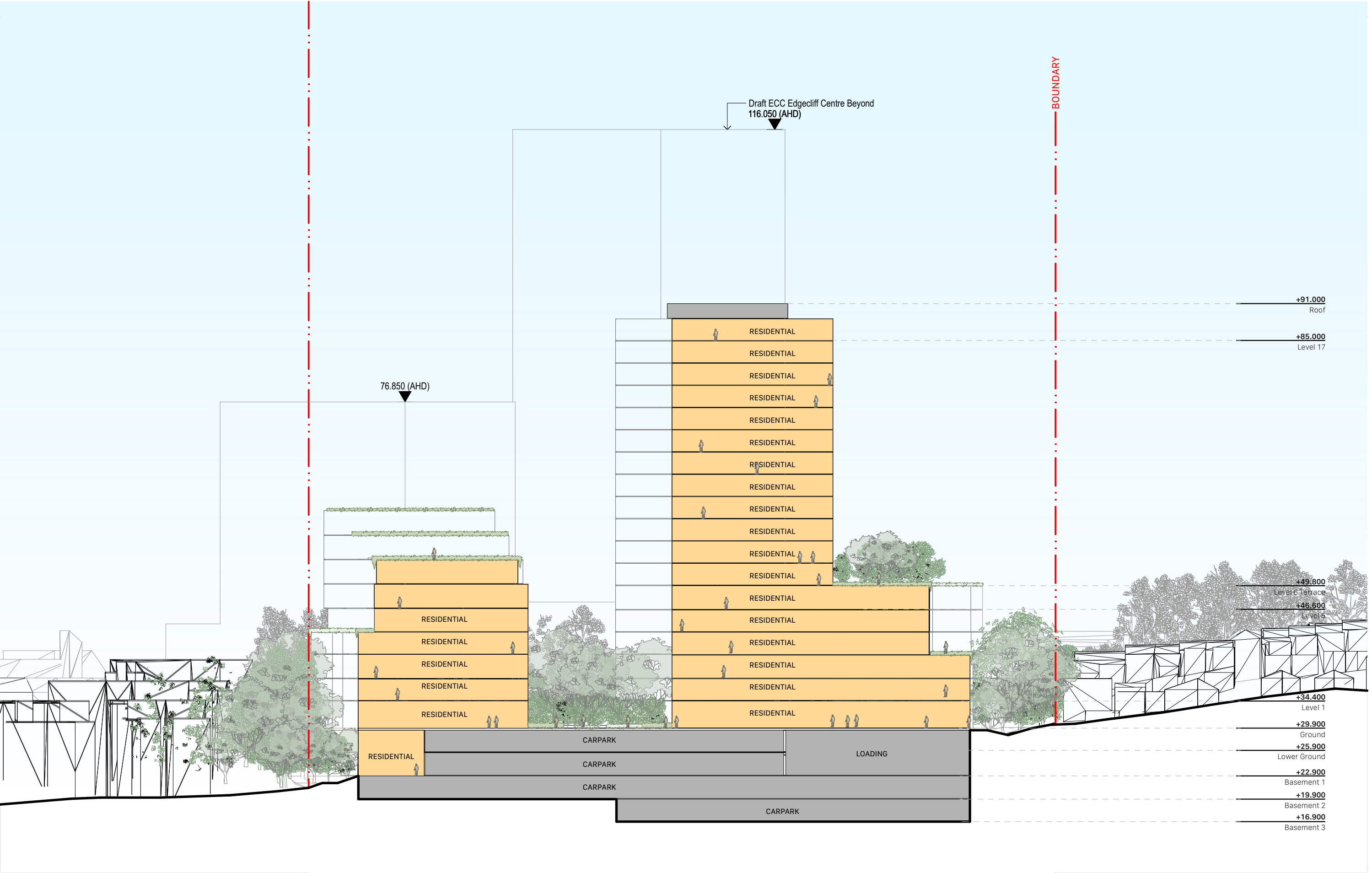
Level 7 - GFA 1,053 sqm



Level 8 - GFA 941 sqm



Level 10-17 Typical Tower - GFA 765 sqm



0  
28/11/2024

4000 — Programtic Section  
<Landmark> — 8-10 New McLean Street, Edgecliff

Scale  
1:500 @ A3

0 5 10 20m

## Appendix III

### ADG Key Criteria

ADG

Key Criteria

New McLean Street

Clause Number	Clause Title	Objective	Design Criteria	Fjcstudio Commentary												
PART 03 - SITING THE DEVELOPMENT																
	Site Analysis	3A-1	Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context	<ul style="list-style-type: none"><li>Confirmed</li></ul>												
		3B-1	Building types and layouts respond to the streetscape and site while optimising solar access within the development	<ul style="list-style-type: none"><li>Refer to the Streetscape section of the report</li><li>The Apartments are located to optimise solar access and minimise overshadowing within the site and to the significant public domain elements.</li></ul>												
	Orientation	3B-2	Overshadowing of neighbouring properties is minimised during mid winter	<ul style="list-style-type: none"><li>The building forms and orientation have been composed to minimise overshadowing.</li></ul>												
	Public Domain Interface	3C-1	Transition between private and public domain is achieved without compromising safety and security	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>												
		3C-2	Amenity of the public domain is retained and enhanced	<ul style="list-style-type: none"><li>Confimed</li></ul>												
	Communal and Public Open Space	3D-1	An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping <ol style="list-style-type: none"><li>Communal open space has a minimum area equal to 25% of the site (see figure 3D.3)</li><li>Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)</li></ol>	<ul style="list-style-type: none"><li>There is opportunity for generous residential amenities at ground level and on the roof of the podium as indicated on the illustrative scheme drawings. These facilities can have access to an external landscaped terrace.</li></ul>												
		3D-2	Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting	<ul style="list-style-type: none"><li>Can comply</li></ul>												
		3D-3	Communal open space is designed to maximise safety	<ul style="list-style-type: none"><li>Passive surveillance of space and CPTED principles have been considered throughout the development and can be enhanced with CCTV coverage of the public domain and lobby areas.</li></ul>												
		3D-4	Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>												
	Deep Soil Zone	3E-1	Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality Deep soil zones are to meet the following minimum requirements: <table><tr><td>Site area</td><td>Min. Dim.</td><td>Deep Soil zone (% of site area)</td></tr><tr><td>&lt;650m2</td><td>-</td><td>7%</td></tr><tr><td>650m² - 1500m²</td><td>3m</td><td>7%</td></tr><tr><td>&gt;1150m²</td><td>6m</td><td>7%</td></tr></table>	Site area	Min. Dim.	Deep Soil zone (% of site area)	<650m2	-	7%	650m² - 1500m²	3m	7%	>1150m²	6m	7%	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
Site area	Min. Dim.	Deep Soil zone (% of site area)														
<650m2	-	7%														
650m² - 1500m²	3m	7%														
>1150m²	6m	7%														
	Site Amenity - Visual Privacy	3F-1	Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room <ul style="list-style-type: none"><li>Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:<table><tr><td>Building Height</td><td>Habitable Room &amp; Balcony</td><td>Non Habitable Room &amp; Balcony</td></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 12m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Up to 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table></li></ul>	Building Height	Habitable Room & Balcony	Non Habitable Room & Balcony	Up to 12m (4 storeys)	6m	3m	Up to 12m (5-8 storeys)	9m	4.5m	Up to 25m (9+ storeys)	12m	6m	<ul style="list-style-type: none"><li>All building separation distances comply with the criteria.</li></ul>
Building Height	Habitable Room & Balcony	Non Habitable Room & Balcony														
Up to 12m (4 storeys)	6m	3m														
Up to 12m (5-8 storeys)	9m	4.5m														
Up to 25m (9+ storeys)	12m	6m														
		3F-2	Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space	<ul style="list-style-type: none"><li>The concept proposals achieve this requirement.</li></ul>												
	Site Access - Pedestrian Access and Entries	3G-1	Building entries and pedestrian access connects to and addresses the public domain	<ul style="list-style-type: none"><li>All entries and pedestrian ways address the greater public domain.</li></ul>												
		3G-2	Access, entries and pathways are accessible and easy to identify	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>												
		3G-3	Large sites provide pedestrian links for access to streets and connection to destinations	<ul style="list-style-type: none"><li>The concept proposals meet this requirement.</li></ul>												
	Vehicle Access	3H-1	Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes	<ul style="list-style-type: none"><li>The basement access is located in the existing location, and is accessed via the slip road to the west of Darling Drive.</li></ul>												

# ADG

## Key Criteria

New McLean Street				
Clause Number	Clause Title	Objective	Design Criteria	Fjstudio Commentary
	Bicycle and Car Parking	3J-1	Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas. 1. For development in the following locations: * on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or * on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less The car parking needs for a development must be provided off street.	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		3J-2	Parking and facilities are provided for other modes of transport	<ul style="list-style-type: none"><li>Bicycle parking is provided at a rate of either 1 secure bicycle cage per unit or a space in the open parking area located on Basement 1. There is also bicycle parking provided in the public domain on ground level (New McLean ST and Plaza).</li></ul>
		3J-3	Car park design and access is safe and secure	<ul style="list-style-type: none"><li>The car park is secure with access directly to the residential lobby.</li></ul>
		3J-4	Visual and environmental impacts of underground car parking are minimised	<ul style="list-style-type: none"><li>Parking is underground in a number levels of basement.</li></ul>
		3J-5	Visual and environmental impacts of on-grade car parking are minimised	<ul style="list-style-type: none"><li>Parking is underground in a number levels of basement.</li></ul>
		3J-6	Visual and environmental impacts of above ground enclosed car parking are minimised	<ul style="list-style-type: none"><li>There is no above ground parking.</li></ul>
PART 04 - DESIGNING THE BUILDING				
	Solar and Daylight Access	4A-1	To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space * Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas * In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter * A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement. Refer to the diagrams on the following pages.</li></ul>
		4A-2	Daylight access is maximised where sunlight is limited	<ul style="list-style-type: none"><li>All apartments have been designed to maximise their window openings to capture views and as a consequence optimise their access to sunlight be it direct, reflected or ambient.</li></ul>
		4A-3	Design incorporates shading and glare control, particularly for warmer months	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Natural Ventilation	4B-1	All habitable rooms are naturally ventilated	<ul style="list-style-type: none"><li>All apartments have operable windows with compliant open areas.</li><li>All balconies have sliding doors opening into the living spaces to maximise ventilation</li></ul>
		4B-2	The layout and design of single aspect apartments maximises natural ventilation	<ul style="list-style-type: none"><li>Apartments are well orientated where possible to maximise the natural ventilation performance of apartments.</li></ul>
		4B-3	The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.  1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed. 2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		4C-1	Ceiling height achieves sufficient natural ventilation and daylight access 1. Measured from finished floor level to finished ceiling level, minimum ceiling heights are: Minimum ceiling height for apartment and mixed use buildings * Habitable Rooms - 2.7m * Non-Habitable Rooms - 2.4m * Two Storey Apartments - 2.7m for living area floor and 2.4m for second floor where it's area does not exceed 50% of the apartment area. * Attic Spaces - 1.8m at edge of room with a 30 degree minimum ceiling slope. * If located in mixed use areas - 3.3m for ground and first floor to promote future flexibility of use. These minimums do not preclude higher ceilings if desired	<ul style="list-style-type: none"><li>All habitable rooms are capable of having a minimum ceiling height of 2.7m</li><li>All non-habitable rooms are capable of having a minimum ceiling height of 2.4m</li></ul>
		4C-2	Ceiling height increases the sense of space in apartments and provides for well proportioned rooms	<ul style="list-style-type: none"><li>All habitable rooms are capable of having a minimum ceiling height of 2.7m</li><li>All non-habitable rooms are capable of having a minimum ceiling height of 2.4m</li><li>All ceiling mounted services are capable of being located in 2400 ceilings over wet areas.</li><li>Bulkheads do not protrude into habitable spaces</li></ul>
		4C-3	Ceiling heights contribute to the flexibility of building use over the life of the building	<ul style="list-style-type: none"><li>The proposed development is for a residential development</li><li>The apartment ceiling heights comply with Objectives 4C1 and 2</li></ul>

# ADG

## Key Criteria

New McLean Street				
Clause Number	Clause Title	Objective	Design Criteria	Fjcstudio Commentary
		4D-1	<p>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity</p> <p>1. Apartments are required to have the following minimum internal areas:</p> <ul style="list-style-type: none"><li>* 1 Bedroom - 50m2</li><li>* 2 Bedroom - 70m2</li><li>* 3 Bedroom - 90m2</li></ul> <p>The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m² each.</p> <p>2. Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms</p>	<ul style="list-style-type: none"><li>All apartments in the illustrative scheme conform to the required minimum internal areas.</li><li>Apartment sizes have been developed in accordance with the client brief and approvals on the development site whilst providing efficient apartment planning</li><li>All habitable rooms in the illustrative scheme have windows which represent more than 10% of the floor area of the room.</li></ul>
		4D-2	<p>Environmental performance of the apartment is maximised</p> <p>1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height</p> <p>2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window</p>	<ul style="list-style-type: none"><li>All apartments in the illustrative scheme comply with the 8m to the back of the kitchen rule of thumb.</li><li>All apartments in the illustrative scheme are open plan layouts, with living rooms and bedrooms located against the external envelope of the building to maximise natural light and ventilation.</li></ul>
		4D-3	<p>Apartment layouts are designed to accommodate a variety of household activities and needs</p> <p>1. Master bedrooms have a minimum area of 10m2 and other bedrooms 9m2 (excluding wardrobe space)</p> <p>2. Bedrooms have a minimum dimension of 3m (excluding wardrobe space)</p> <p>3. Living rooms or combined living/dining rooms have a minimum width of:</p> <ul style="list-style-type: none"><li>* 3.6m for studio and 1 bedroom apartments</li><li>* 4m for 2 and 3 bedroom apartments</li></ul> <p>4. The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts</p>	<ul style="list-style-type: none"><li>All apartments in the illustrative scheme comply with the minimum ADG bedroom sizes.</li><li>All apartments in the illustrative scheme comply with the minimum ADG living room widths. Penthouses have wider living rooms.</li></ul>
	Private Open Space and Balconies	4E-1	<p>Apartments provide appropriately sized private open space and balconies to enhance residential amenity</p> <ul style="list-style-type: none"><li>* 1 Bedroom - 8m² - min 2m depth</li><li>* 2 Bedroom - 10m² - min 2m depth</li><li>* 3 Bedroom - 12m² - min 2.4m depth</li></ul> <p>For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m² and a minimum depth of 3m.</p>	<ul style="list-style-type: none"><li>All of the proposed apartment balcony areas satisfy the ADG objectives. The scheme results in the following range of balcony sizes:<ul style="list-style-type: none"><li>* 1 Bed External Area - 8m²</li><li>* 2 Bed External Area - 10m²</li><li>* 3 Bed External Area - 12m²</li></ul></li></ul>
		4E-2	Primary private open space and balconies are appropriately located to enhance liveability for residents	<ul style="list-style-type: none"><li>Balconies are located off the living areas to maximise sunlight and views.</li></ul>
		4E-3	Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building	<ul style="list-style-type: none"><li>Balconies are located within the building envelope to become an integral part of the form. Operable screens and louvres are used to control sunlight and winds.</li></ul>
		4E-4	Private open space and balcony design maximises safety	<ul style="list-style-type: none"><li>The proposed development satisfies the requirements of the objective.</li></ul>
	Common Circulation and Spaces	4F-1	<p>Common circulation spaces achieve good amenity and properly service the number of apartments</p> <p>1. The maximum number of apartments off a circulation core on a single level is eight</p> <p>2. For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40</p>	<ul style="list-style-type: none"><li>The maximum number of apartments off a circulation core on a single upper tower level is nine (9). The lower levels have a maximum of fourteen(14). In response to this the amenity of the circulation space is lifted by providing access to views and natural daylight immediately adjacent o the lifts.</li></ul>
		4F-2	Common circulation spaces promote safety and provide for social interaction between residents	<ul style="list-style-type: none"><li>Areas in front of lifts and corridor widths allow for sufficient circulation space and interaction of residents.</li></ul>
	Storage	4G-1	<p>In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:</p> <ul style="list-style-type: none"><li>* 1 Bedroom - 6m3</li><li>* 2 Bedroom - 8m3</li><li>* 3 Bedroom - 10m3</li></ul> <p>At least 50% of the required storage is to be located within the apartment</p>	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement. Refer to the basement plans included in the illustrative scheme.</li></ul>
		4G-2	Additional storage is conveniently located, accessible and nominated for individual apartments	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Acoustic Privacy	4H-1	Noise transfer is minimised through the siting of buildings and building layout	<ul style="list-style-type: none"><li>Generally apartments are arranged side by side to assist in the resolution of acoustic separation and zoning. Noise sources such as lift shafts and common corridors have also been taken into account.</li></ul>
		4H-2	Noise impacts are mitigated within apartments through layout and acoustic treatments	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Noise and Pollution	4J-1	In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings	<ul style="list-style-type: none"><li>Generally apartments are arranged side by side to assist in the resolution of acoustic separation and zoning. Noise sources such as lift shafts and common corridors have also been taken into account.</li></ul>
		4J-2	Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission	<ul style="list-style-type: none"><li>Insulation will be provided to the facade walls to minimise noise. Elements of solid walls are provided to the balcony areas to further minimise noise transfer</li></ul>
	Apartment Mix	4K-1	A range of apartment types and sizes is provided to cater for different household types now and into the future	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		4K-2	The apartment mix is distributed to suitable locations within the building	<ul style="list-style-type: none"><li>The mix is distributed evenly across the floors with the premium/larger apartments taking up the corner positions.</li></ul>
	Ground Floor Apartments	4L-1	Street frontage activity is maximised where ground floor apartments are located	<ul style="list-style-type: none"><li>Not applicable</li></ul>
		4L-2	Design of ground floor apartments delivers amenity and safety for residents	<ul style="list-style-type: none"><li>Not applicable</li></ul>
	Facades	4M-1	Building facades provide visual interest along the street while respecting the character of the local area	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>

# ADG

## Key Criteria

New McLean Street				
Clause Number	Clause Title	Objective	Design Criteria	Fjcstudio Commentary
		4M-2	Building functions are expressed by the facade	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Roof Design	4N-1	Roof treatments are integrated into the building design and positively respond to the street	<ul style="list-style-type: none"><li>The concept proposals for the roof has been developed to respond to the relative exposure of the building to the degree to which they are viewed from adjoining developments.</li></ul>
		4N-2	Opportunities to use roof space for residential accommodation and open space are maximised	<ul style="list-style-type: none"><li>The concept proposals incorporate roof terraces where the building form steps.</li></ul>
		4N-3	Roof design incorporates sustainability features	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Landscape Design	4O-1	Landscape design is viable and sustainable	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		4O-2	Landscape design contributes to the streetscape and amenity	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Planting on structures	4P-1	Appropriate soil profiles are provided	<ul style="list-style-type: none"><li>Raised planters within the upper level terraces can provide sufficient soil depth for planting appropriately scaled plants.</li></ul>
		4P-2	Plant growth is optimised with appropriate selection and maintenance	<ul style="list-style-type: none"><li>Plant selection will be selected to achieve this requirement.</li></ul>
		4P-3	Planting on structures contributes to the quality and amenity of communal and public open spaces	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Universal Design	4Q-1	Universal design features are included in apartment design to promote flexible housing for all community members <ul style="list-style-type: none"><li>Developments achieve a benchmark of 20% of the total apartments incorporating the Liveable Housing Guideline's silver level universal design features</li></ul>	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		4Q-2	A variety of apartments with adaptable designs are provided	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
		4Q-3	Apartment layouts are flexible and accommodate a range of lifestyle needs	<ul style="list-style-type: none"><li>Equitable access is provided to all apartment doors in the illustrative scheme are in accordance with AS1428.2</li></ul>
	Adaptive Reuse	4R-1	New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place	<ul style="list-style-type: none"><li>Not applicable</li></ul>
		4R-2	Adapted buildings provide residential amenity while not precluding future adaptive reuse	<ul style="list-style-type: none"><li>Not applicable</li></ul>
	Mixed Use	4S-1	Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement	<ul style="list-style-type: none"><li>R3 Medium Density Residential Zoning is to be maintained</li></ul>
		4S-2	Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents	<ul style="list-style-type: none"><li>The proposed development satisfies the requirements of the objective.</li></ul>
	Awning and Signage	4T-1	Awnings are well located and complement and integrate with the building design	<ul style="list-style-type: none"><li>The proposed development can satisfy the requirements of the objective.</li></ul>
		4T-2	Signage responds to the context and desired streetscape character	<ul style="list-style-type: none"><li>Signage to be developed under separate application</li></ul>
	Energy Efficiency	4U-1	Development incorporates passive environmental design <ul style="list-style-type: none"><li>Adequate natural light is provided to habitable rooms (see 4A Solar and daylight access)</li><li>Well located, screened outdoor areas should be provided for clothes drying</li></ul>	<ul style="list-style-type: none"><li>See 'Solar and Daylight Access' for natural daylighting.</li><li>All apartments in the illustrative scheme to have internal drying facilities and balconies.</li></ul>
		4U-2	Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer	<ul style="list-style-type: none"><li>The proposed development can satisfy the requirements of the objective.</li></ul>
		4U-3	Adequate natural ventilation minimises the need for mechanical ventilation	<ul style="list-style-type: none"><li>Natural ventilation is provided.</li></ul>
	Water Management and Conservation	4V-1	Potable water use is minimised	<ul style="list-style-type: none"><li>The proposed development satisfies the requirements of the objective</li></ul>
		4V-2	Urban storm water is treated on site before being discharged to receiving waters	<ul style="list-style-type: none"><li>The proposed development satisfies the requirements of the objective.</li></ul>
		4V-3	Flood management systems are integrated into site design	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Waste Management	4W-1	Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents	<ul style="list-style-type: none"><li>All waste storage and management facilities are not accessible nor visible to the general public.</li></ul>
		4W-2	Domestic waste is minimised by providing safe and convenient source separation and recycling	<ul style="list-style-type: none"><li>The concept proposals have been developed with consideration of this and the developed proposal can achieve this requirement.</li></ul>
	Building Maintenance	4X-1	Building design detail provides protection from weathering	<ul style="list-style-type: none"><li>The materiality and detailing of the proposed development are in keeping with the client brief, building typology and expected building life.</li></ul>
		4X-2	Systems and access enable ease of maintenance	<ul style="list-style-type: none"><li>All facades are accessible for cleaning and maintenance.</li></ul>
		4X-3	Material selection reduces ongoing maintenance costs	<ul style="list-style-type: none"><li>Materials will be carefully selected to require minimum ongoing maintenance.</li></ul>
	Building Configuration - Safety of Children		<ul style="list-style-type: none"><li>Windows have safety screens, window locks or other safety devices to prevent falls.</li><li>Room layouts minimise the need to locate furniture immediately adjacent windows or balustrades</li></ul>	<ul style="list-style-type: none"><li>All windows located at fall height will be capable of being fitted with restrictors that limit openings to 125mm</li></ul>

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