



EDGECLIFF COMMERCIAL CENTRE PUBLIC DOMAIN PLAN

Endorsed by Council on 29 April 2024



Acknowledgement of Country

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.



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This chapter provides the background of the Plan, introduces the study area, identifies the key opportunities and constraints, and outlines the structure of this Plan.

1.0

INTRODUCTION

1.1 Background

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC), and provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport.

Council initiated the ECC Strategy following the Woollahra Urban Planning Committee’s resolution on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

The ECC Strategy seeks the ECC’s revitalisation via a coordinated development framework to facilitate:

- Transport oriented development
- A mix of uses to support community need
- Design excellence
- Public domain upgrade and activation
- Active transport use
- Affordable housing
- Delivery of community infrastructure.

This *Edgecliff Commercial Centre Public Domain Plan* (this Plan) has been prepared in response to the ECC Strategy’s aim to enhance the streetscape and public domain of the ECC.

1.2 Purpose of this Plan

This Plan provides guidelines and recommendations to improve the ECC’s public domain elements.

This Plan establishes a vision and key design principles creating a holistic public domain structure for the ECC. It responds to the specific characteristics of each precinct, providing detailed plans and recommendations, including a range of short to long term projects on public and private land.

This Plan is consistent with the aims and objectives of the ECC Strategy and other Council policies and plans including:

- Edgecliff Commercial Centre Heritage Study (2023).
- SCT Transport Analysis (updated 2024)
- Community Strategic Plan (2022)
- Local Housing Strategy (2021)
- Active Transport Plan (2023)
- Urban Forest Strategy (2023)
- Integrated Transport Strategy (Draft 2021)
- Local Strategic Planning Statement (2020)
- Community Facilities Study (2020)
- Voluntary Planning Agreement Policy (2020)
- Social and Cultural Plan (November (2018)
- Disability Inclusion Action Plan (2017)
- Street Tree Master Plan (2014)
- Public Art Policy (2009).

Woollahra Active Transport Plan

The *Active Transport Plan* (ATP) is a key document that has informed the preparation of this Plan. The outcomes of the Woollahra ATP have been incorporated into various parts of this Plan.

Woollahra Community Facilities Study

Council adopted the *Woollahra Community Facilities Study* in September 2020. The study identifies current and future gaps in the provision of Council community facilities and provides recommendations on the location and type of future community facilities.

The study identifies that the ECC is a “*key transport hub in the LGA and a locality where new development is planned. The characteristics of this locality highlight the potential to deliver a library or other facilities as an integrated component of any new mixed-use development of a sufficient scale*” (Page 65).

The study identifies that future uplift and development in the ECC will increase pressure on local community facilities and increase the need for a new integrated multipurpose facility.

1.3 Study area

The ECC is located along New South Head Road, between New Beach Road and Ocean Avenue (see Figure 1). The Edgecliff bus and rail interchange is located in the ECC's core at the high point on New South Head Road. Under the Woollahra LEP 2014, the core is zoned E1 Local Centre whilst most of the ECC corridor is zoned MU1 Mixed Use.

The ECC is well positioned with proximity to the Sydney CBD and to major entertainment precincts and recreational areas. The Greater Sydney Regional Plan *A Metropolis of Three Cities* (March 2018) and the Eastern City District Plan set out numerous directions, objectives and actions which seek to promote the economic and residential vitality of local centres such as the ECC. A common feature of these centres is their relationship to existing public transport.

1.4 Constraints

The nature of New South Head Road, a busy and important arterial connection, constrains the quality of the public domain. There are also other constraints along New South Head Road that have been identified including:

- Narrow footway on the northern side of the road.
- Lack of urban greening on the northern side of the road.
- Sloping topography, which constrains walkability for less mobile pedestrians.
- Heritage and contributory items, which requires a sensitive approach while planning public domain improvements.
- Lack of activation nodes to attract people to spend time and linger in the public domain.
- Minimal street furniture and inconsistent awning pattern.
- Minimal connections between the two sides of the road.

1.5 Opportunities

The ECC Strategy identifies potential opportunities for redevelopment of the sites along New South Head Road. This will potentially enhance the character of the existing public domain and provide opportunities to create new public spaces through new development.

In addition, Council aims to improve the existing open spaces consistent with the desired future character of the ECC. The key opportunities include:

- Enhance the character of New South Head Road as a green corridor and provide better connections to the significant green amenities of the surrounding area such as Rushcutters Bay and Trumper Park.
- Respond to the potential future higher density commercial and residential development in the ECC by creating a range of pedestrian oriented facilities.
- Enhance the ECC's character as a gateway to Sydney's Eastern Suburbs and the Woollahra LGA.
- Improve the active transport network within the ECC.



Figure 1. The Edgecliff Commercial Centre study area (SJB 2018)

This chapter provides an overarching framework for the public domain of the Edgecliff Commercial Centre and identifies the key strategies for the character precincts.

2.0

STRUCTURE PLAN

2.1 Vision and urban design principles

ACTIVE
& ATTRACTIVE



GREEN



WALKABLE



This Plan seeks to:

- Enhance the green character of the ECC through high quality landscaping and urban tree canopy.
- Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
- Support walking in the ECC by providing high quality pathways and urban furniture.
- Enhance active transport connections along New South Head Road.
- Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
- Encourage environmental sustainability through features including electric vehicle charging infrastructure.
- Enhance the amenity of existing parks and provide better connections to green open spaces.

The aims and principles are reflected in the public domain structure plan in Figure 2.

CONNECTED



SUSTAINABLE



INCLUSIVE



2.2 Public domain structure plan

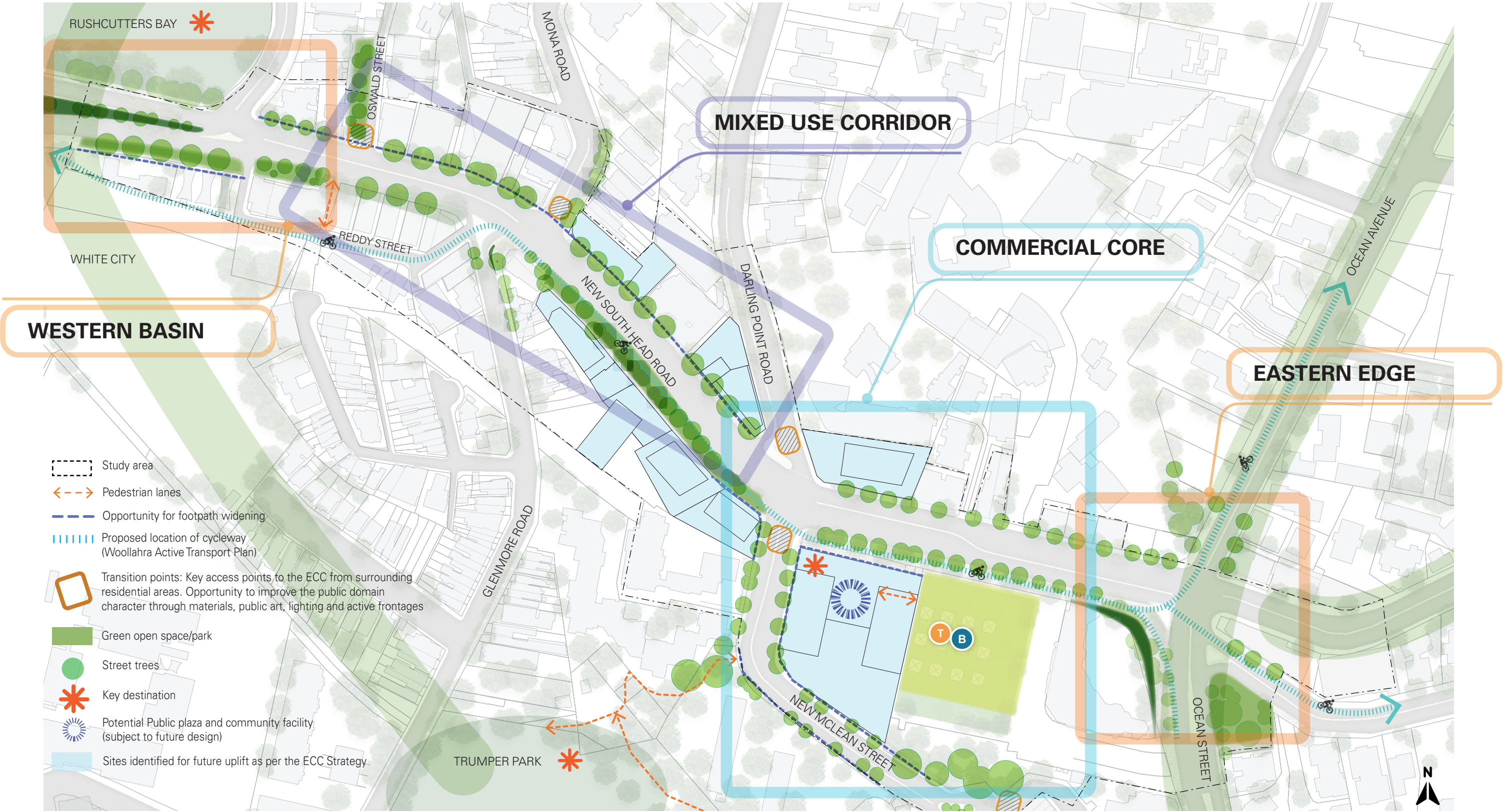


Figure 2. Public Domain Structure Plan

This chapter provides public domain concept plans for each precinct in the ECC and further information on selected site-specific projects.

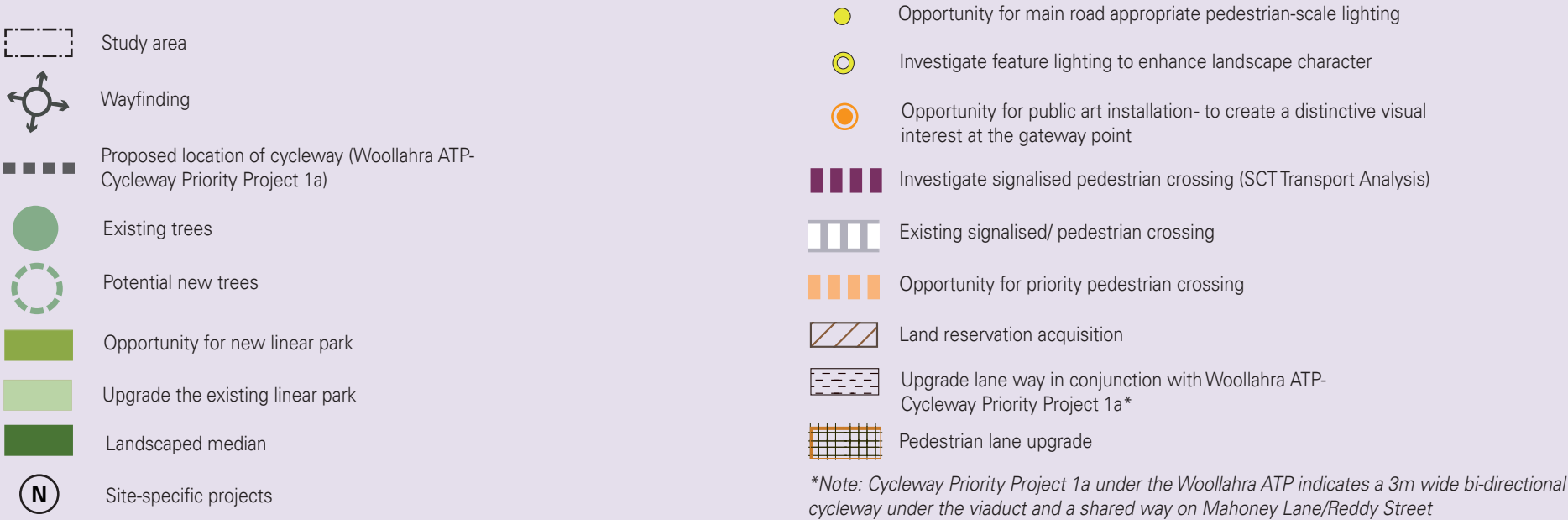
03

PRECINCT PLANS

3.1 Western Basin Precinct



Figure 3. Public domain concept plan - Western Gateway Precinct



Desired future character of the precinct

The Western Basin precinct is one of the main entries to the Woollahra LGA from the Sydney CBD. The built form and landscape of this precinct reinforce this role. The public domain principles are to:

- Use public wayfinding, public art or special lighting to symbolise the entry and exit points
- Maintain the prominence of the Moreton Bay Fig trees as the entry to the Woollahra LGA
- Enhance urban greening in linear parks along the southern side of New South Head Road.
- Incorporate aspects of *Cycling Priority Project 1a* (CPP 1a) as proposed in the Woollahra ATP.
- Enhance pedestrian amenity through improved footways and high quality street furniture.
- Use wayfinding elements to enhance legibility.

The site specific projects identified on Figure 3 are discussed on pages 12 to 15 of this Plan.

Western Basin Precinct - Site specific projects

1 Landscape upgrades

The state-listed heritage item Rushcutters Bay Park is located to the north of New South Head Road at the western entrance to the ECC.

The Moreton Bay Fig trees along the edge of the park make a significant contribution to the gateway character of this precinct (see Figure 4). The adjacent landscaped central median, on New South Head Road, provides the potential to complement the figs with more tree planting. The potential to plant trees on the southern side of New South Head Road and the northern side (east of New Beach Road) would further enhance the landscaped character.

The footway on the northern side of New South Head Road is narrow (approximately 3m wide), has low quality paving, no street trees and poor pedestrian amenity (see Figure 4). Potential street tree planting and paving upgrade could improve pedestrian amenity here.

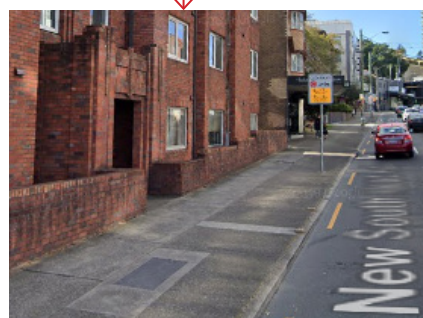
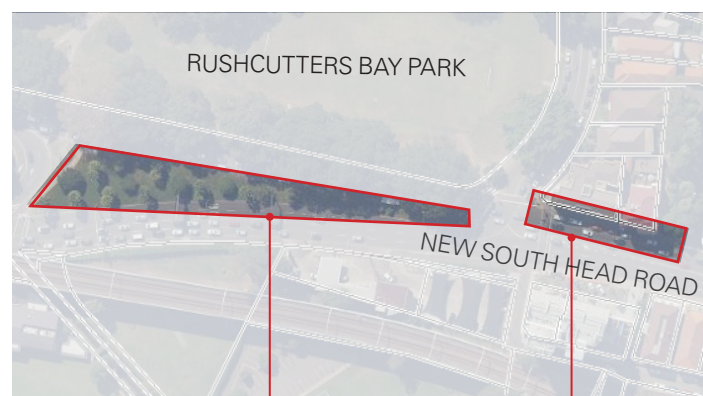


Figure 4. Aerial image and street view of the Western Basin Precinct (Source: Google Maps 2020 modified by Council staff)

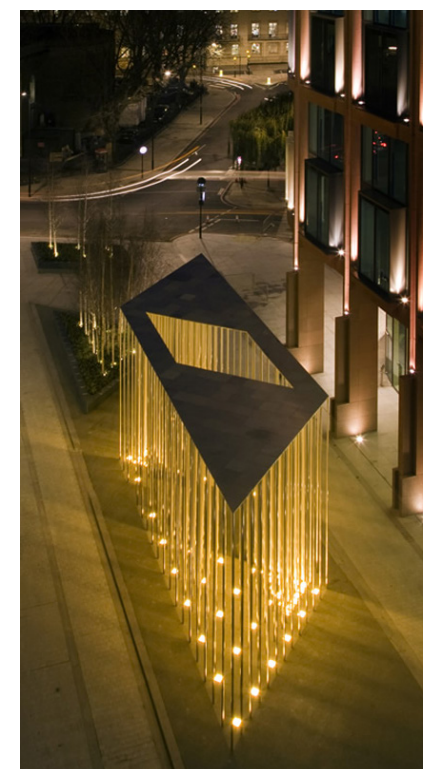
Opportunities and recommendations

Investigate opportunities for:

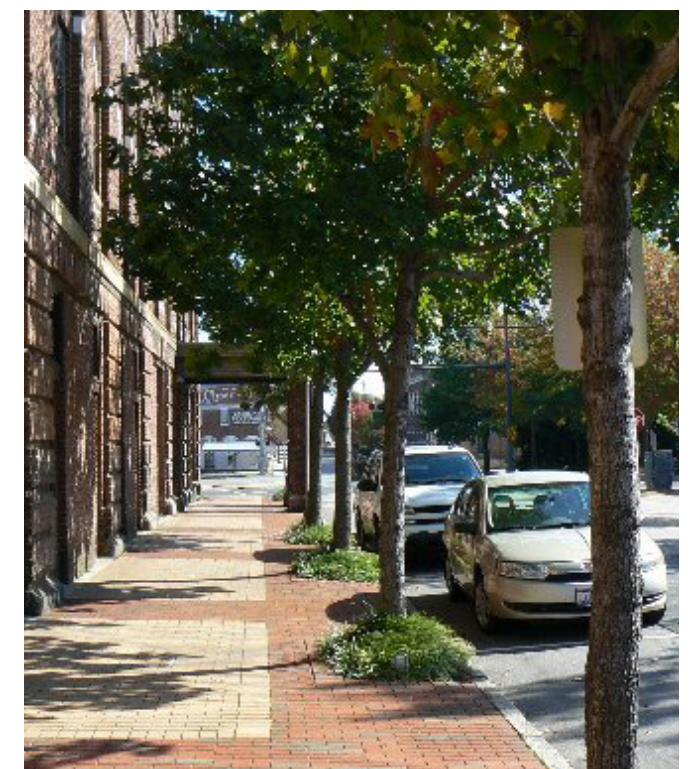
- Public art installation and feature lighting to complement the landscape character of the precinct.
- Footway upgrades and new street furniture.
- Growth of mature trees through analysis of existing deep soil conditions.
- Landscape upgrades through additional street trees and urban greening.
- Minimising potential conflicts between awnings and street trees.
- Pedestrian scale lighting, and wayfinding signage.



Concept image of a landscaped median strip (Source: Street Design Manual)



Public art installation and feature lighting (Source: Robin Horton)



Concept image of street tree planting along footways (Source: The Echo 2021)

2 Mahoney Lane/ Reddy Street Upgrade

Mahoney Lane/ Reddy Street is a laneway at the rear of apartment buildings fronting New South Head Road with on-street parking on both sides.

It has narrow footways, asphalt paving and no greening landscape. A cyclone wire fence along the southern side encloses a substation for the Eastern Suburbs Railway.

The amenity of the lane could be improved with street trees complemented by a modest amount of street furniture. The upgrade would be undertaken in conjunction with the recommendations of the Woollahra ATP CPP 1a that proposes shared cycle and road treatment. The CPP 1a includes a 3m bi-directional bike path under the viaduct to the west and a consistent landscape theme could be introduced.



Figure 5. Aerial image and street view of Mahoney Lane, Edgecliff
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Streetscape upgrades to facilitate a 10km/hour shared zone.
- Installation of pedestrian scale lighting to enhance the amenity and safety
- Upgrades to the existing fence of the electric substation by urban greening, such as a green wall, in collaboration with Transport for NSW.
- Pedestrian improvements along the lane in line with the recommendations of Woollahra ATP CPP 1a that shows shared cycle and vehicle road treatment.



Concept image of screen planting (green wall)
(Source: ID 74303853 © Milkos | Dreamstime.com)

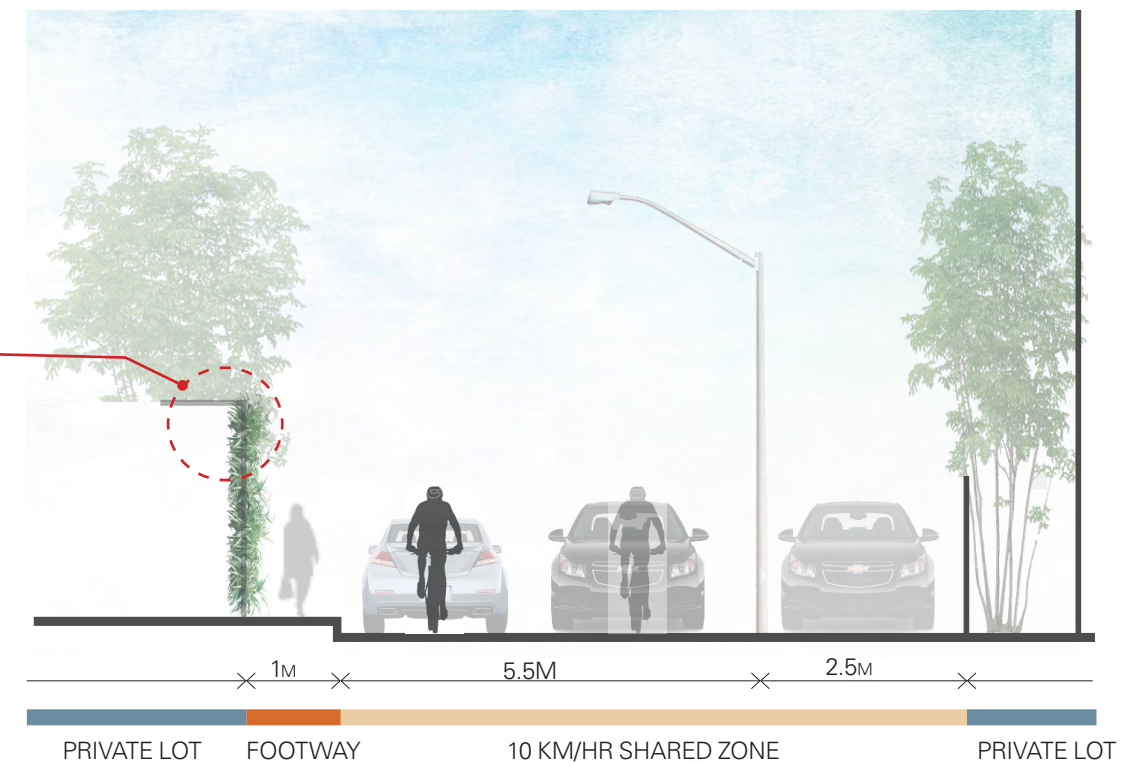


Figure 6. Indicative street section for Mahoney Lane upgrade

3 Linear park

The linear park at the frontage of 81-83 New South Head Road is a green space that could be enhanced for public benefit.

The Edgecliff (Rushcutters Bay) Viaduct (heritage listed under section 70 of the Heritage Act 1977) is a prominent feature when looking south from New South Head Road. Views of the Viaduct will be protected by retaining the current building heights in this block.

Opportunities and recommendations

Investigate opportunities for:

- Upgrades to the linear park at the frontage of 81-83 New South Head Road with additional street trees, more greenery and street furniture.
- A new linear park along the southern side of New South Head Road to the east of Reddy Street.
- Street furniture with inclusive seating for all ages and abilities.
- Pedestrian-scale lighting to enhance the visual quality of the precinct, especially at night time.
- Wayfinding in the linear park.
- Feature lighting to enhance the character of the precinct.
- Minimising paved surfaces in the linear park.
- Enhancing the visual character of the viaduct with public art and/or landscaping.
- Appropriate tree species for the existing and future linear park.

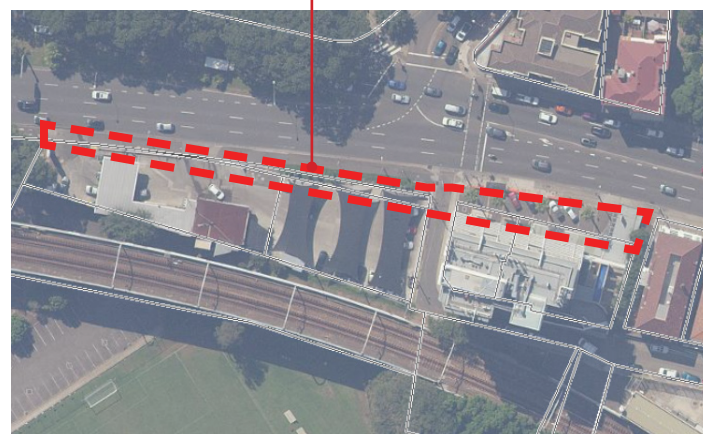


Figure 7. Aerial image and street view of 85-97 New South Head Road (Source: Google Maps 2020 modified by Council staff)



Green elements in linear parks (Source: John Gollings | Arch Daily 2011)



Lighting features to emphasis its green character and add visual interest (Source: Hendrick Manufacturing | Archello 2021)



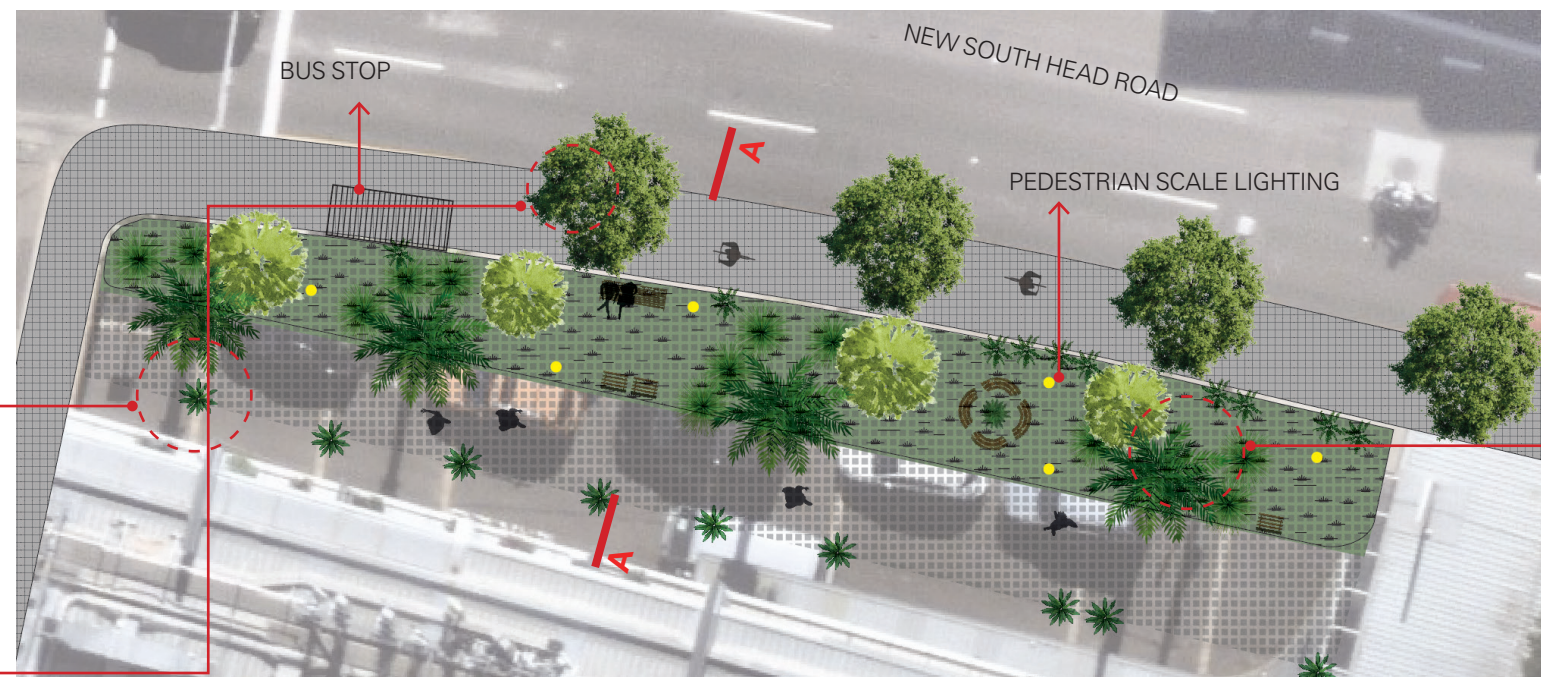
Greenery in variety of forms
(Source: Inspiration Decoration Material Co. Ltd)



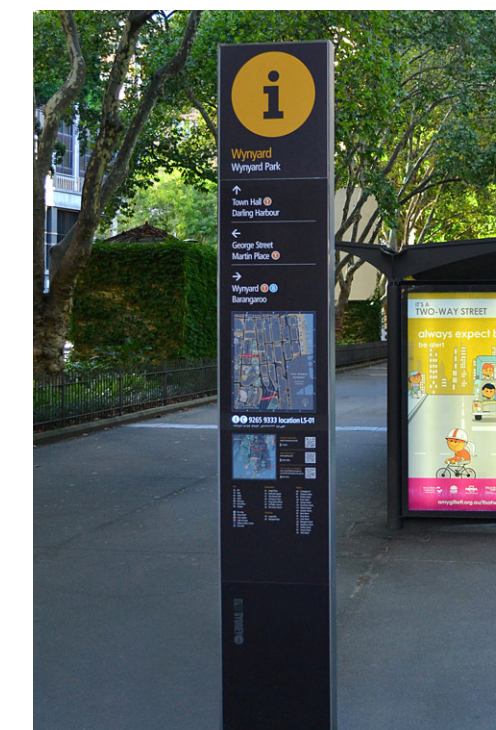
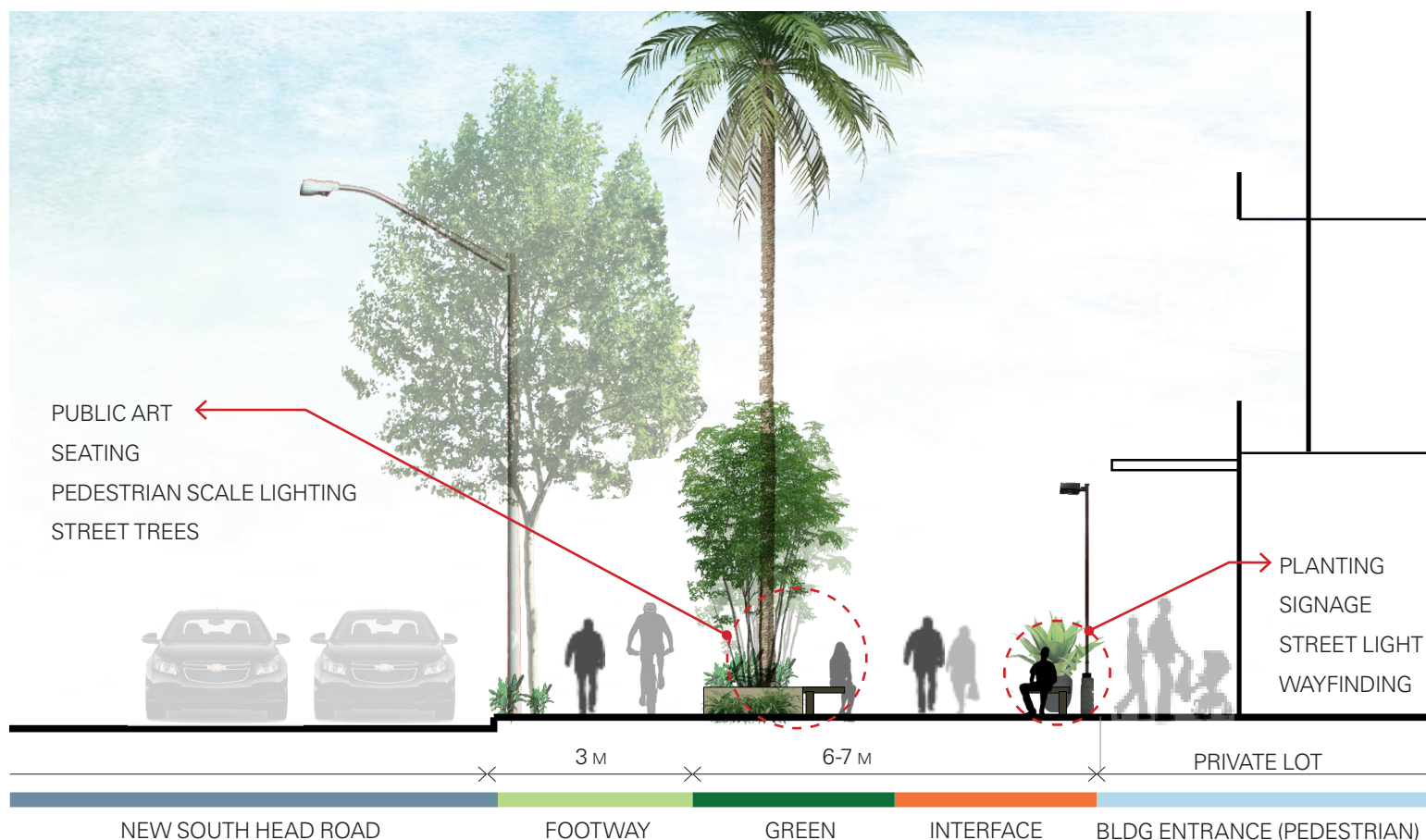
Street tree grates - permeable and consistent with the paving characteristics of the centre
(Source: Jean & Etienne Belondrade and Aréa photo library)



Urban furniture combined with landscape
(Source: Lonsdale St, Dandenong | John Gollings)



Opportunity for pervious paving (Source: Barcelona | Adrià Goula)



Wayfinding (Source: Minale Tattersfield)

Figure 8. Indicative public domain plan and street section of linear park in front of 85-97 New South Head Road Edgecliff

3.2 Mixed Use Corridor

Desired future character

The mixed use precinct includes a range of retail, non-residential and residential. The Mixed Use Precinct provides a transition to surrounding residential areas and the Mona Road Heritage Conservation Area (HCA), while the Paddington Gateway marks the entry to the Paddington HCA via Glenmore Road. The precinct and gateway are expected to serve the needs of current and future residents and workers by providing a safe, activated and accessible public domain.

New South Head Road impacts pedestrian amenity due to the heavy vehicular traffic and associated noise. Narrow footways on the northern side of the road also constrain opportunities for outdoor dining. However, residential streets intersecting New South Head Road, as well as linear and pocket parks in the precinct (supported by landscape buffers), offer opportunities to provide outdoor dining.

The key design principles to enhance the public domain in the Mixed Use Precinct and the Paddington Gateway are to:

- Provide activation nodes to enhance vibrancy.
- Enhance the landscape character through additional street trees, footway and furniture upgrade, public art and/or lighting features.
- Upgrade the existing linear park on the southern frontage of New South Head Road (between New McLean Street and Glenmore Road) to provide opportunities for a range of pedestrian oriented activities in combination with potential outdoor dining spots.
- Incorporate aspects of CPP 1a as proposed in the Woollahra ATP.
- Use way-finding to enhance legibility.
- Enhance the gateway character of Glenmore Road to the Paddington HCA through footway upgrade, public art, feature lighting and wayfinding.



Figure 9. Public domain concept plan - Mixed Use Precinct and Paddington Gateway

*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and sharing space with pedestrians at the Glenmore Road and New McLean Street intersections.

Mixed Use Corridor - Site specific projects

1 Streetscape upgrade

The local heritage item at 133 New South Head Road (known as the Cadry’s building) is a key building that marks the entrance to the Paddington HCA from New South Head Road.

The streetscape at the intersection of New South Head Road with Glenmore Road could contribute towards the gateway character if it was improved with landscaping, urban furniture and public art.

Opportunities and recommendations

- Investigate opportunities for:
- Public art, wayfinding and feature lighting to enhance the gateway character of Glenmore Road.
 - Footway widening to incorporate outdoor dining at the intersection with Reddy Street.
 - Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.



Figure 10. Aerial image and street view of Glenmore Road- New South Head Road intersection (Source: Google Maps 2020 modified by Council staff)



Figure 11. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)



Concept image for paving differentiation through decorative public art (Source: Accurate Pavement Striping 2019)



Concept image for gateway activation through outdoor dining (Source: Nundah Corner Cafe 2018)

2 Streetscape upgrade

The footway on the north side of New South Head Road is inactive, with low quality paving and no street trees.

There are inconsistent awning patterns in this section. As the footway is narrow along this stretch of the road, the existing or potential future awnings may conflict with street trees. The existing planter boxes further reduce space for walking. Due to the insufficient deep soil in this section, these planter boxes are required for the growth of street trees.

Opportunities and recommendations

Investigate opportunities for:

- Footway upgrades.
- Signage and wayfinding upgrades.
- Urban greening through street tree planting and minimising potential conflicts with awnings
- Upgrades to the existing planter boxes.
- Widening the existing footway where associated with new development.
- Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.
- Collaboration with future development applicants to fund public infrastructure.



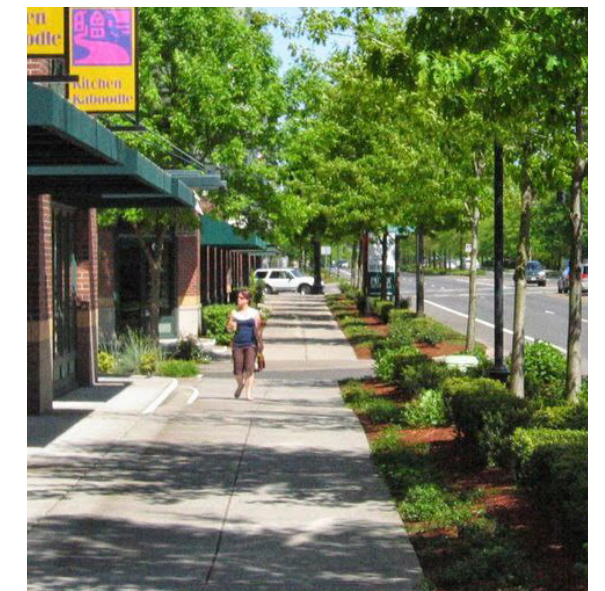
Figure 12. Aerial image and street views of New South Head Road, Edgecliff (Source: Google Maps 2020 modified by Council staff)



Concept image of a planter box as a public art (Source: Sean Martindale 2011)



Concept image of a linear planter box for areas where mature trees cannot be planted (Source: Brandon University)



Concept image of footway integrated with street trees (Source: THillsboro, Oregon | Steve Szigethy)

3 Pedestrian Lane Upgrade

There are a number of existing pedestrian lanes that connect residential precincts to New South Head Road. They will require landscape upgrades to better integrate with the ECC's public domain structure.

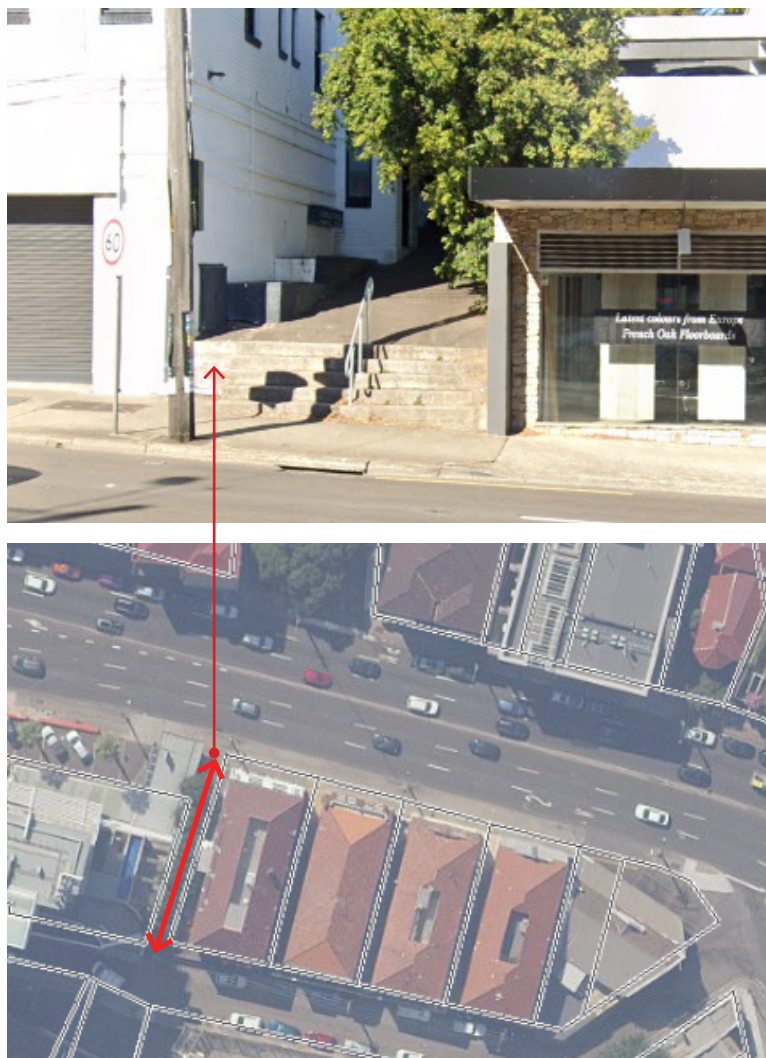
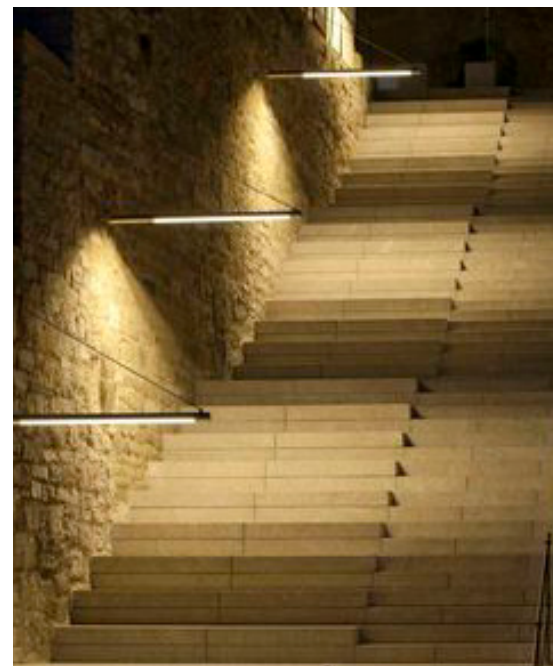


Figure 13. Aerial image and street view of existing pedestrian lanes
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Footway upgrades.
- Signage and wayfinding upgrades.
- Pedestrian scale lighting.
- Active street frontages on adjacent lots as part of their future potential redevelopment.
- Urban greening including street trees and low-height shrubs.



Concept image of laneway lighting to enhance safety
(Source: Tom Brill | Leccor Leuchten GmbH)



Concept image of streetscape upgrade through planting
(Source: Adrià Goula | Territori 24)



Concept image of public art integration with paving design
(Source: Great Magazine)

4 Activation node - Outdoor dining area

Mona Road is a key street that provides access to the ECC from the surrounding residential areas. The road carries significant traffic and is an important pedestrian connection to the ECC.

The tree canopy, which includes large fig trees, overhangs the narrow road and creates a green and shady space that contrasts with New South Head Road. This intersection presents an opportunity to celebrate the arrival to the ECC from the surrounding residential areas through public art and urban greening. Improvements to the public domain would also contribute to further activation of the area.

The outdoor restaurant at 2B Mona Road is a good example of activity that uses the relatively quieter and much shadier space to activate the street and also provides a 'refuge' from the bustle of New South Head Road.

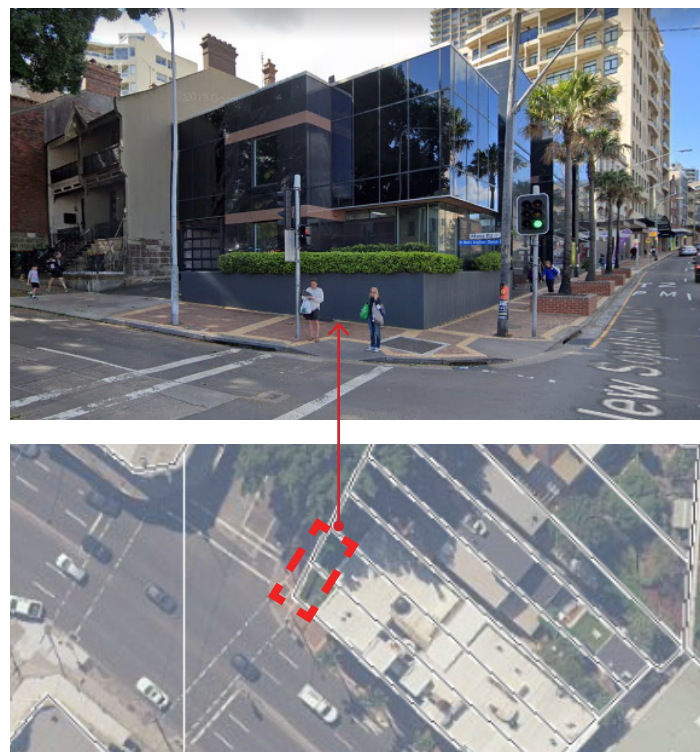


Figure 14. Aerial image and street view of 80-84 New South Head Road
Note: Site is currently under construction (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Active street frontages with outdoor dining
- Building on existing streetscape elements and upgrade through paving, additional planting and integrated seating.
- Minimising potential conflicts between awnings and street trees.
- Footway upgrades to improve pedestrian amenity.



Outdoor dining at 2B Mona Road (Source: RestaurantGuru)



Concept image of emphasising corner buildings through facade greening (Source: Philippe Starck)

5 Pocket park at Oswald Avenue

The reserve in Oswald Street is heavily planted with native and exotic trees, shrubs and ground cover that provide lushness, cooling and shade. But space for sitting and lingering is limited. The four Phoenix Palms are recommended for heritage listing. Although their visual prominence is somewhat obscured by other tree canopies, they are prominent cultural plantings.

The palms are prominent landscape elements in the Basin Precinct, and are valuable contributory landscape features in the New South Head Road corridor.



Figure 15. Aerial image and street view of Oswald Avenue, Edgecliff
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Footway upgrades and reduction in amount of hard paving.
- A variety of inclusive urban furniture.
- Pedestrian scale light features.
- New child-friendly spaces.
- Streetscape upgrade including a 10km/hour shared zone, a well-designed pocket park.
- Child-friendly spaces in accordance with the *Child Safe Standards 2023* prepared by the NSW Office of the Children's Guardian.

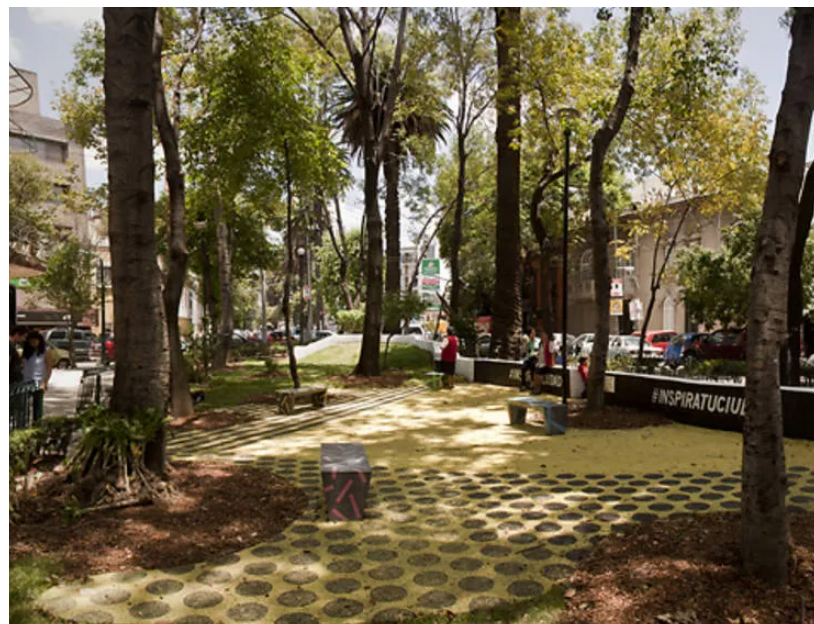


Image of a pocket park in Mexico (Source: Timeout Mexico)



Image of a shared zone in Waterloo (Source: Google Maps)

URBAN DESIGN CONSIDERATION



Oswald Avenue as a shared street
(Source: Global Designing Cities Initiative)



Landscaping opportunities within the pocket park
(Source: Canva, AI generated)



An example of seating furniture
(Source: id created, Inc. 2019)



Urban furniture for interaction
(Source: Valeria Kalcheva 2018)

Figure 16. Indicative public domain plan for Oswald Avenue, Edgecliff

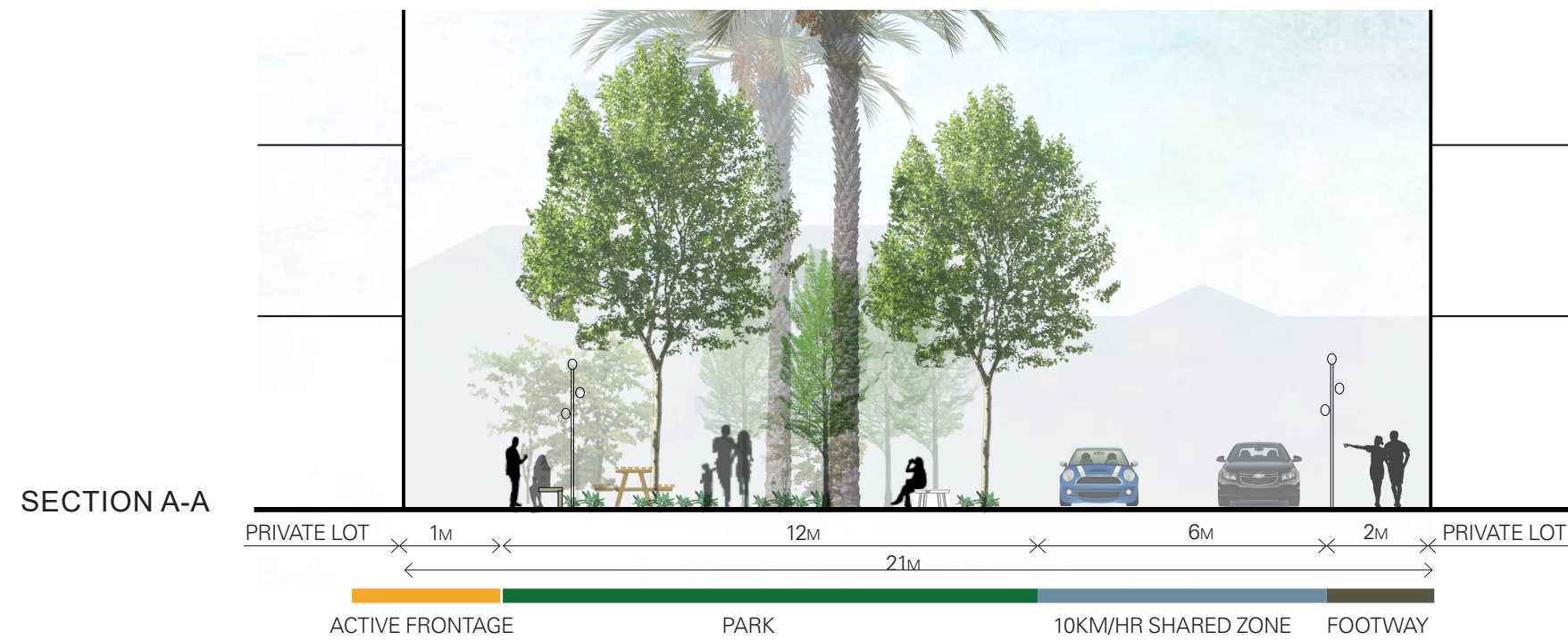


Figure 17. Indicative section through Oswald Avenue, Edgecliff



Figure 18. Before and after views of the potential pocket park at Oswald Avenue

6 Linear park

The linear park along the southern side of New South Head Road is on a footpath, that has been widened, and consists of mature trees in brick planter boxes or with wood framed tree surrounds. The plantings divide the footpath into two distinct wide paths.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge from Glenmore Road. The pedestrian footpath will remain toward the building edge. The bike path will continue onto Ocean Street.

The Cadry's building, a listed heritage item, on the corner of New South Head Road and Glenmore Road presents a constraint into widening of the footpath. It is proposed the footpath here will become a shared pedestrian and cycle activation area.

The existing electricity boxes have negative impacts on the public domain character. Integrating public art into these could improve the visual quality of the street.



Figure 19. Aerial image and street view of the south side of New South Head Road (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

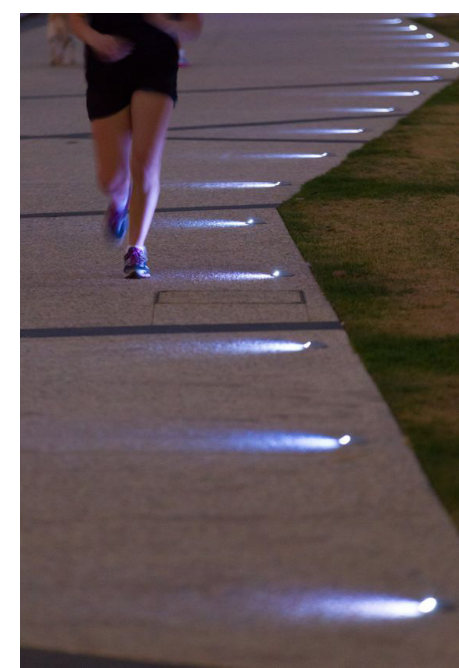
- Upgrades to the planter boxes to incorporate seating, lighting and other street furniture (including bike racks).
- Supplementing plantings with large, evergreen canopy trees for increased shading
- Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.
- Creating spaces for passive recreation (such as places to sit and have lunch).
- Urban furniture with inclusive seating for all ages and abilities.
- Improved storm-water management and Water Sensitive Urban Design (WSUD).
- Active street frontages.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of outdoor seating
(Source: jag9889 2013 via Flickr)



Concept image of planter boxes as seating areas
(Source: X Craft 2021)



Concept image of outdoor lighting
(Source: Lighting Options Australia 2021)



Figure 21. Before and after views of the potential linear park along 161-177 New South Head Road, Edgecliff

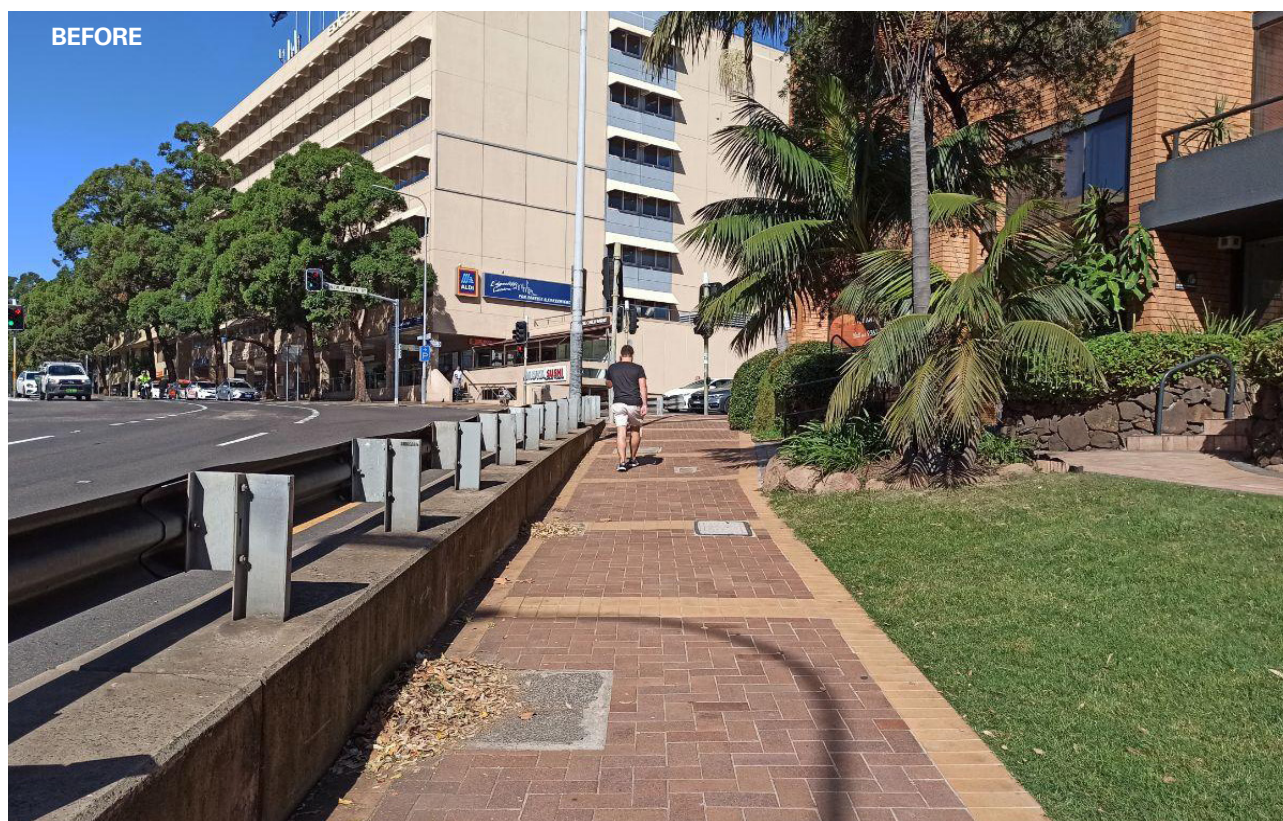
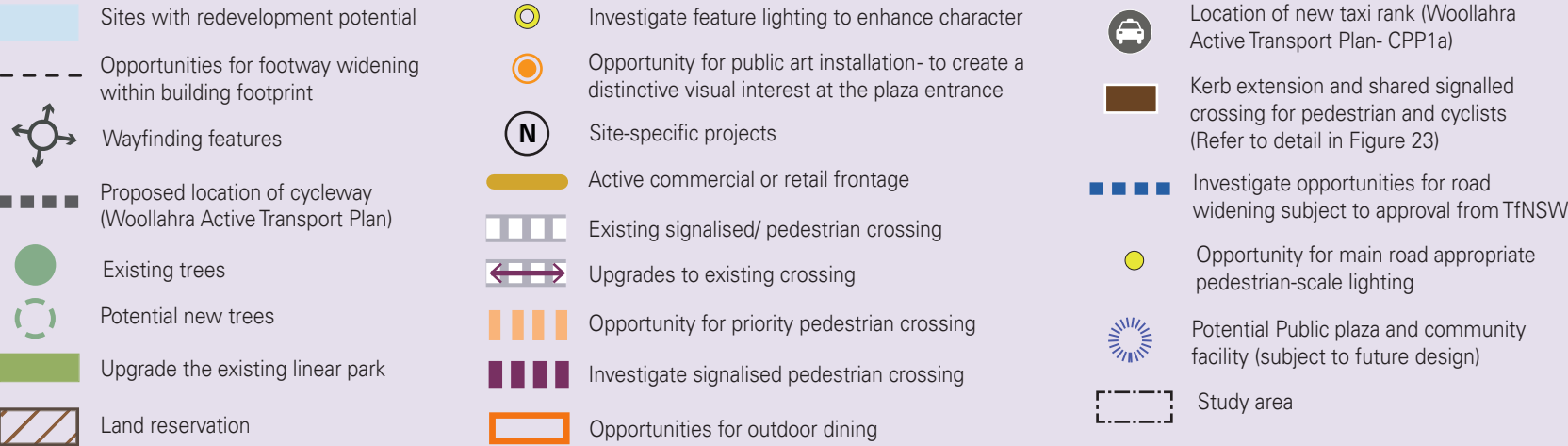


Figure 20. Before and after views of the potential linear park along the south side of New South Head Road.

3.3 Commercial Core Precinct



Figure 22. Public domain concept plan - Commercial Core Precinct



Desired future character of the precinct

The Commercial Core Precinct is the focal point for employment, retail, community services and high density residential accommodation in the ECC. Edgecliff Station continues to support the broader context. The main public domain design principles aim to:

- Maximise opportunities for a variety of inclusive outdoor open spaces.
- Encourage outdoor life with active retail frontages and outdoor dining.
- Enhance the green character of the precinct.
- Upgrade the quality of public domain through high quality furniture, lighting and public art.
- Use way-finding elements to enhance legibility.
- Maximise opportunities for child-friendly spaces.
- Encourage environmental sustainability through new technology such as electric vehicles and charging stations

Woollahra Active Transport Plan recommendations

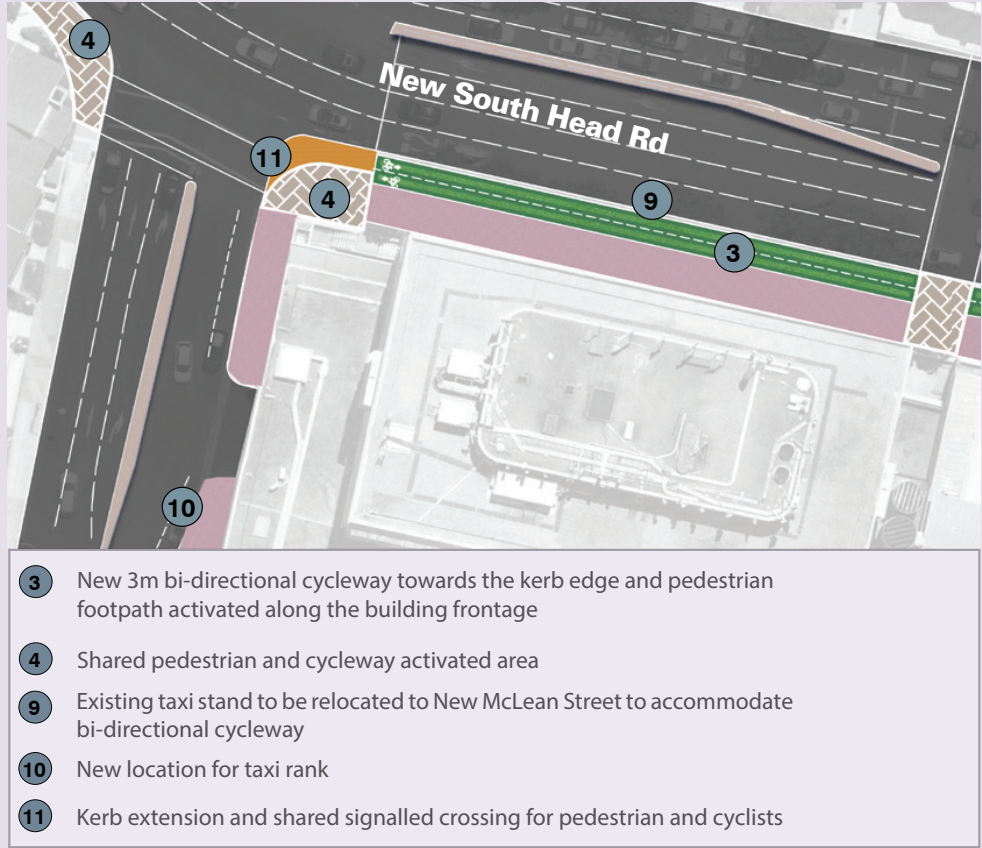


Figure 23. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

Commercial Core Precinct - Site specific projects

1 Streetscape upgrade

Darling Point Road is a key local street linking the ECC to the Darling Point Peninsula.

The existing median island has a retaining wall which is highly visible due to the steep rise in topography in this area. The concrete balustrade on the retaining wall is listed as a local heritage item.



Figure 24. Aerial image and street view of the Darling Point Road island (Source: Google Maps 2020 modified by Council staff)

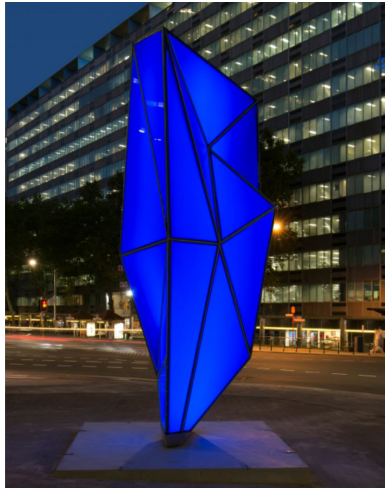
Opportunities and recommendations

Investigate opportunities for:

- Public art at the entrance to the ECC from the surrounding residential area.
- Celebrating the existing heritage character through a combination of public art and feature lighting to further enhance the key intersection.



Concept image of a green wall (Source: Atlantis Aurora 2019)



Concept image of public art and lighting feature (Source: Richard Glover)

2 Rooftop green public space

This project is identified to work with TfNSW to investigate opportunities to use the roof area of the existing bus interchange above Edgecliff Station.

This is an opportunity for a distinctive green public space.



Figure 25. Aerial image of the existing bus interchange at Edgecliff Station (Source: Google Maps 2020 modified by Council staff)

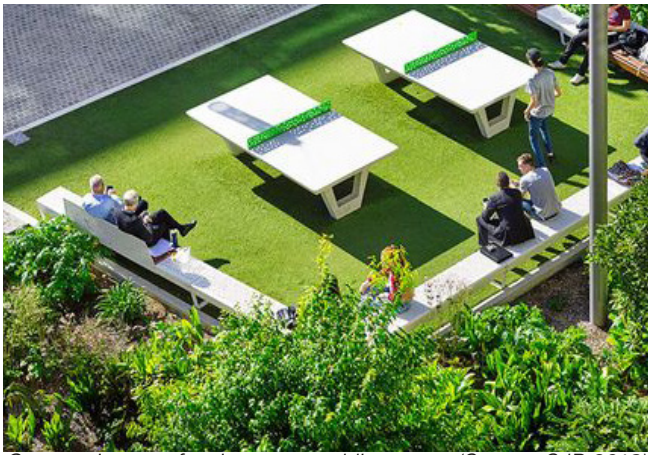
Opportunities and recommendations

Investigate opportunities for:

- An accessible and inclusive public green space.
- Urban greening.
- A range of recreational and social activities.
- Outdoor events or seasonal markets.
- Creating interactive spaces for all ages and abilities.



Concept image of passive green public spaces (Source: SJB 2018)



Concept image of active green public spaces (Source: SJB 2018)

3 New McLean Street- Streetscape upgrades

New McLean Street is a service lane providing freight and vehicle access to the Edgecliff Centre Shopping Centre and the Eastpoint Food Fair Car Park. It also serves as the main vehicle and waste collection access to the residential properties to the west and south of the street. Traffic volumes along New McLean Street are high due to its dead-end configuration, service function and surrounding land uses.

On the other hand, New McLean Street is also part of ECC's key pedestrian network. The existing pedestrian paths located by the entry to Trumper Park to the west and at Cameron Street provide opportunities to celebrate and enhance the legibility of the connections to surrounding public open spaces and residential areas.

Currently the street has narrow footpaths, interrupted by a number of driveways, and inactive building frontages contributing to a unpleasant pedestrian environment. While the streetscape appearance is lush and green, most trees and landscaping are within private properties adjoining the street.

New McLean Street stands on land that formed part of the St James' Glebe Lands and is bounded by the Paddington HCA to the south and west. There are opportunities to acknowledge and celebrate the area's historic significance within the public domain.



Figure 26. Aerial image and street view of 203-233 New South Head Road Edgecliff (Source: Sixmaps modified by Council staff)

Opportunities and recommendations

Improve pedestrian environment and place function of the street

Investigate opportunities for

- Footpath widening, landscaping, quality paving, urban furniture, wayfinding signage and public art as identified in Figure 27.
- Upgrade the pedestrian crossing at the Transport Interchange entry with raised platforms and high-quality paving, framed by large trees and landscaped verges.
- Increase greenery and street tree planting in line with the Woollahra Urban Forest Strategy 2023 and Street Tree Master Plan 2014.
- Avenue planting to provide consistent spatial form.
- Improving day and night safety with pedestrian-scale lighting along the street to be placed at regular intervals.
- Reconfiguration of car parking spaces as indented car parking to create opportunities for landscaped verges, street tree planting and permeable surfaces for cooling.
- Use of tactile paving at driveway crossings to provide safety for people who are blind, have low vision, or another vision impairment.
- Upgrades to pedestrian and cycle crossing at the intersection of New McLean Street and New South Head Rd in accordance with the Active Transport Plan.
- Enhancement of roundabout at the end of the street without excessive redesign.

Celebrate the historic significance of the Paddington HCA

- Develop a public art and heritage interpretation signage plan to acknowledge and celebrate the historic significance of the St James' Glebe Lands.
- Better integrate with the adjacent HCA by reinforcing its material palette where appropriate.



Example of wide footpath, landscaped verges, and street trees (Source: City of Sydney)



Example of a raised pedestrian crossing in Bellevue Hill



Concept image of pedestrian scale lighting (Source: cw39 Houston)

Opportunities and recommendations

Create ‘pause points’ in the public domain

These spaces provide opportunities for people to enjoy, meet, and connect while improving people’s sense of space. Investigate opportunities to:

- Create ‘pause points’ as identified in Figure 27 through urban seating, landscaping, and public art.
- Highlight connections to Trumper Park, entry to train station, New South Head Road, nearby streets, etc through improved wayfinding signage.

Maintain service function while improving pedestrian safety

Investigate opportunities for

- Minimising road carriageway where possible to create opportunities for landscaped verges and wider footpaths.
- Straightening the pedestrian crossing at New South Head Road intersection as recommended by the SCT Transport Analysis.
- Reviewing the roadway operations for pedestrian safety.
- Driveway consolidation subject to redevelopment of sites.

Create an activation node

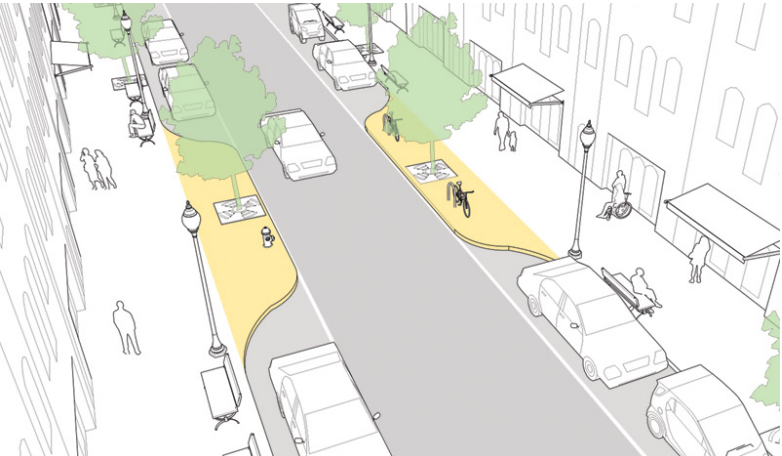
- Facilitate activation of commercial, retail or community- focused frontages at street level facing New McLean Street and New South Head Road (primary active frontage) at sites associated with redevelopment.
- Investigate opportunities active street frontages with outdoor dining.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of a ‘pause point’ consisting of public art, lighting and seating in Leichhardt (Source: Outdoor Retreats Landscaping)



Concept image of a ‘Pause point’ consisting of seating and landscaping (Source: Hitsa)



Concept image of Indented Parking (Source: NACTO)



Street art projects (Source: City of Moreton Bay)



Use of signage for wayfinding (Source: Peter Vial in Bijlmerweide, Amsterdam)



Concept image of potential landscape arrangements to accommodate outdoor dining (Source: Foz do Iguaçu City Hall)



Existing

-> Transport interchange entry
- T Edgecliff train station
- B Edgecliff bus station
- Pedestrian links
- Ramp to station
- Heritage Conservation Area
- Landscaping/Park
- Roundabout
- Kiss and ride shelter

Proposed

- Areas with improved footpath pavement
- Areas with higher quality footpath pavement and raised platform for crossing
- Kerb extension and shared signalled crossing for pedestrians and cyclists
- Location of dedicated cycleway (Woollahra Active Transport Plan)
- Opportunities for carriageway narrowing
- Opportunity to consolidated driveway (location indicative only)
- Existing trees
- Potential new trees
- Landscaped verge
- Indented car parking
- Taxi waiting bay (Woollahra Active Transport Plan)
- Taxi rank (Woollahra Active Transport Plan)
- K+R Kiss and ride bays
- Opportunity for public art
- Opportunity for wayfinding signage
- Opportunity for 'pause points'
- Opportunity for pedestrian scale lighting
- Potential east-west through-site link
- Active commercial or retail frontage
- Opportunity for residential active frontage
- Opportunities for outdoor dining
- Opportunity to straighten pedestrian crossing
- Opportunity for footpath widening
- Opportunity for new footpaths

Figure 27. Indicative public domain plan for New Mclean Street

4 Edgecliff Centre Plaza

The Edgecliff Centre (203-233 New South Head Road) is identified in the ECC Strategy as having redevelopment potential that could also include a public plaza.

A public plaza at this location will provide much-needed community space and an inviting refuge from the noise and congestion of New South Head Road. This concept provides a significant opportunity to activate the ECC through an equitable and inclusive design that allows people to gather, linger and interact.

There is also an opportunity to provide accessible links from this public plaza to the potential rooftop green public space.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge of New South Head Road, between New McLean Street to Ocean Street. The pedestrian footpath will remain toward the building edge.



Figure 28. Aerial image and street view of 203-233 New South Head Road Edgecliff
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- A vibrant public space to allow people to gather in the ECC.
- Active street frontages with outdoor dining facilities to improve pedestrian amenity.
- Urban greening.
- Range of seating spaces for all ages and abilities.
- Child-friendly spaces in accordance with the *Child Safe Standards* prepared by the NSW Office of the Children's Guardian.
- A library vending machine.
- Public domain elements for play areas, lighting and water
- Innovative solutions to accommodate trees in the public plaza despite the limited space for deep soil.
- Community facilities consistent with the *Woollahra Community Facilities Study*.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of green and urban outdoor plaza
(Source: Jacob Petersen)

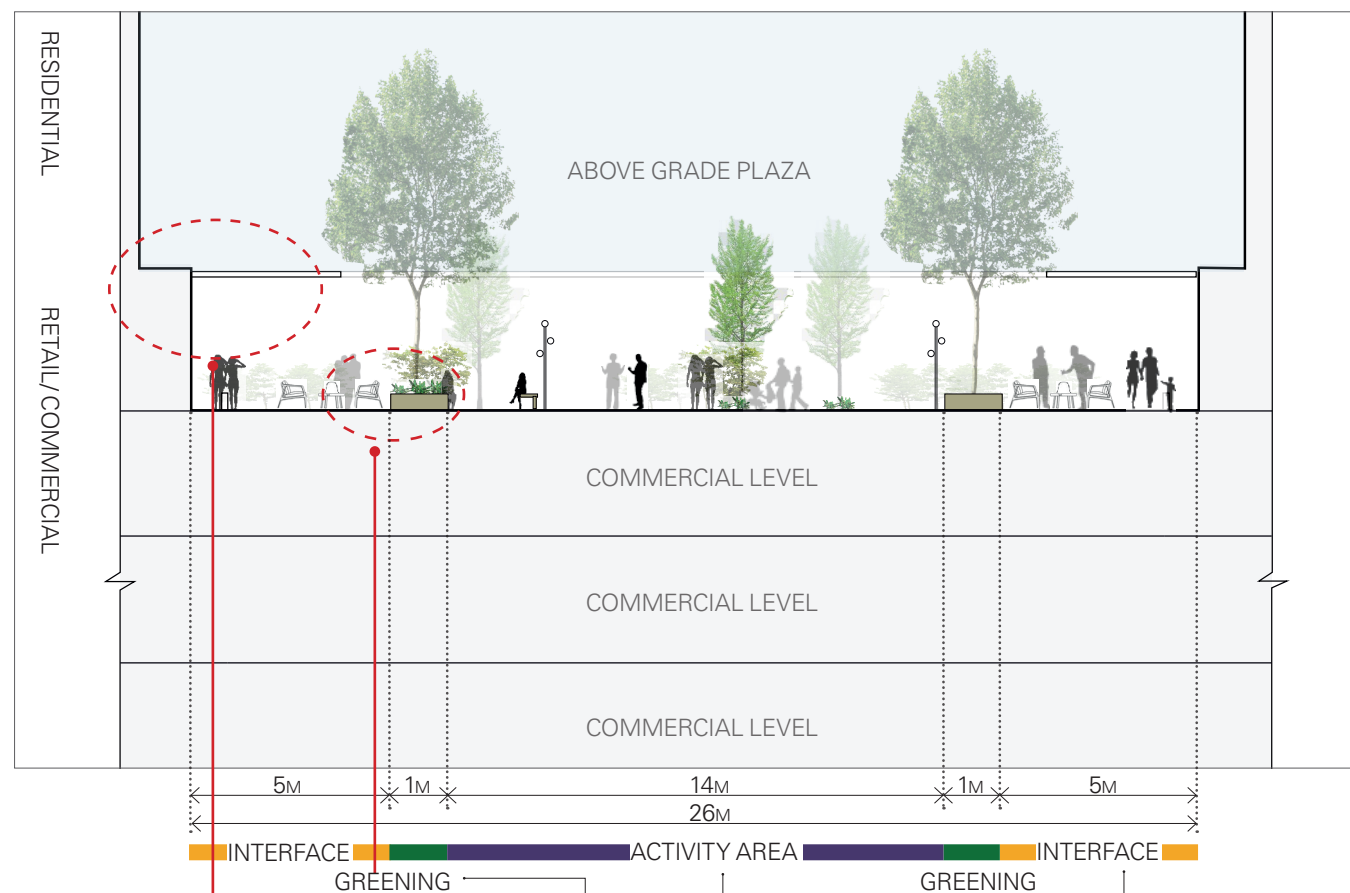


Figure 29. Indicative section of the Edgecliff Centre Site

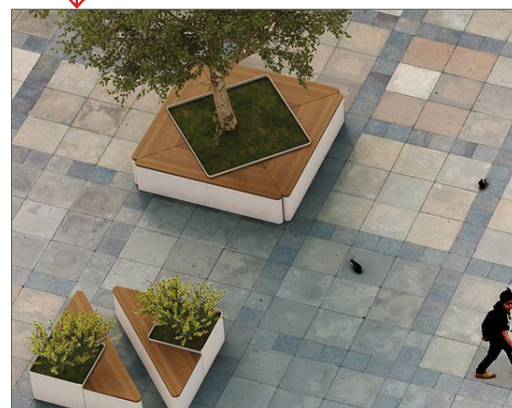
- MATURE TREES
- SEATING AREAS
- LIGHTING FEATURES- COMBINED WITH- TREES
- PUBLIC ART
- RANGE OF SEATING OPTIONS
- SPECIAL LIGHTING FEATURES
- WATER ELEMENTS
- GREEN ELEMENTS
- ACTIVE FRONTAGES
- OUTDOOR DINING
- LIGHTING



Artist's impression of development on the Edgecliff Centre Site (Source: SJB 2023)



An example of awning as a public art element (Source: Just Burgeff Architekten via a3lab)



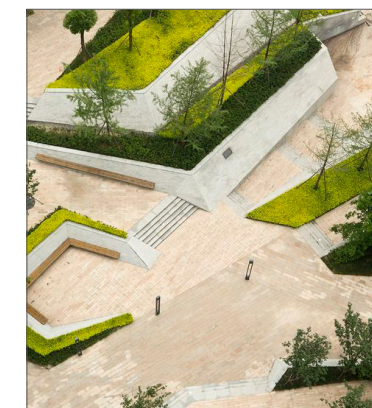
An example of creative planting and seating (Source: Artform Urban 2021)



An example of creative paving (Source: Shiratski 2008 via Flickr)



An example of paving and seating (Source: Vaia 2012 via Interiorzie)



Range of seating options (Source: SJB 2018)



3.4 Eastern Edge Precinct



Figure 30. Public domain concept plan - Eastern Gateway Precinct

- Study area
- Sites with redevelopment potential
- Opportunities for footway widening to improve the public domain
- Wayfinding features
- Investigate opportunities for a cycleway*
- Existing trees
- Opportunity for rooftop open space over the Edgecliff Station
- Double Bay green corridor

- Potential new trees
- Opportunity for main road appropriate pedestrian-scale lighting
- Investigate feature lighting to enhance character
- Opportunity for public art installation- to create a distinctive visual interest at the gateway point
- Site-specific projects
- Active commercial or retail frontage
- Existing signalised/ pedestrian crossing
- Opportunity for priority pedestrian crossing

*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and continuing onto Ocean Street and Ocean Avenue, and crossing Ocean Street on to Edgecliff Road.

Desired future character of the precinct

Located at the intersection of New South Head Road and Ocean Street, the Eastern Edge Precinct provides access to surrounding residential neighbourhoods. Despite limited redevelopment potential in this precinct, there are opportunities to improve the public domain to reinforce the gateway character of this precinct. The main design principles for this precinct are to:

- Enhance urban greening in combination with the green corridor strategies in the Double Bay Public Domain Strategy.
- Footway upgrades.
- Enhance the visual quality of public domain through high quality furniture, lighting and public art
- Use way-finding elements to enhance legibility.
- Upgrade the existing pocket park.

Eastern Edge Precinct - site specific projects

1

Edgecliff Square Reserve

The Edgecliff Square Reserve is a valuable public domain element in the Eastern Edge Precinct as it provides opportunities for an activated neighbourhood park.

The area is under used and partially dedicated to ventilation units for the bus tunnel to the Edgecliff bus interchange.

Opportunity to upgrade the area and make it more usable for people, keeping it lush, shady and minimising any further structures.



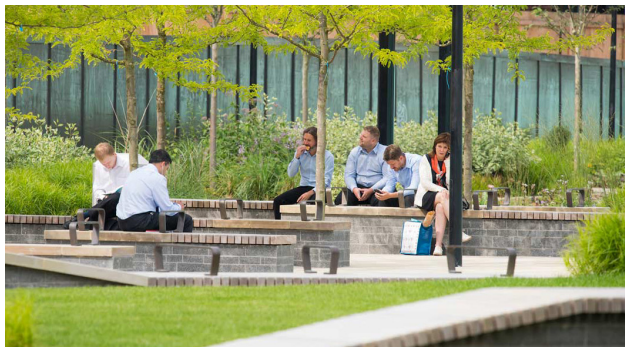
Figure 31. Aerial image and street view of the Edgecliff Square Reserve
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

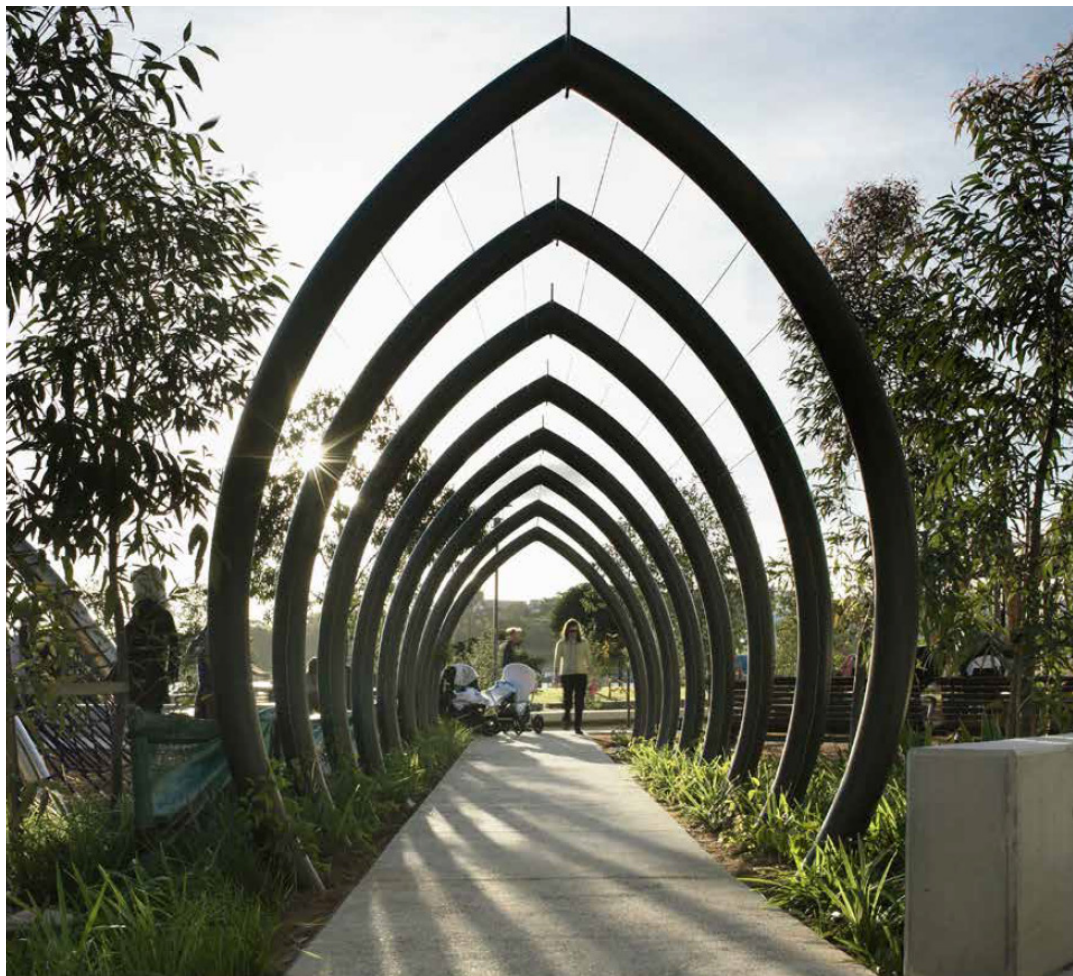
- Investigate opportunities for:
- Landscape upgrades with enhanced urban greening and integrated urban furniture.
 - Pedestrian scale lighting to enhance the area’s safety and attraction in the evening hours.
- Range of passive recreational activities.
 - Enhancement of the urban infrastructure in the park (better integrate the ventilation units).



An example of creative uses in a public green space
(Source: SJB 2018)



An example of casual seating in a public green space
(Source: Simon Vine)



An example of pedestrian scale public green space
(Source: Florian Groehn)

2 Streetscape upgrade

The existing footway on the northern side of New South Head Road within this precinct does not include any street trees.

The median islands between New South Head Road, Ocean Street and Edgecliff Road do not have any landscape features.

The intersection, with its triangular medians, is an opportunity to increase greenery.



Figure 32. Aerial image and street view of the corner of New South Head Road and Ocean St/ Ave
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Gateway public art in combination with feature lighting to enhance the visual character of the precinct.
- Additional street trees on both sides of New South Head Road.
- Signage and wayfinding.
- Footway upgrades on the southern side in conjunction with the redevelopment of Edgecliff Centre and the implementation of CPP 1a.



An example of gateway public art
Source: Romildo Campos 2016 via Flickr)



Concept image of tree lighting to emphasise the landscape character of the precinct during dark hours
(Source: Sham/ Alamy)

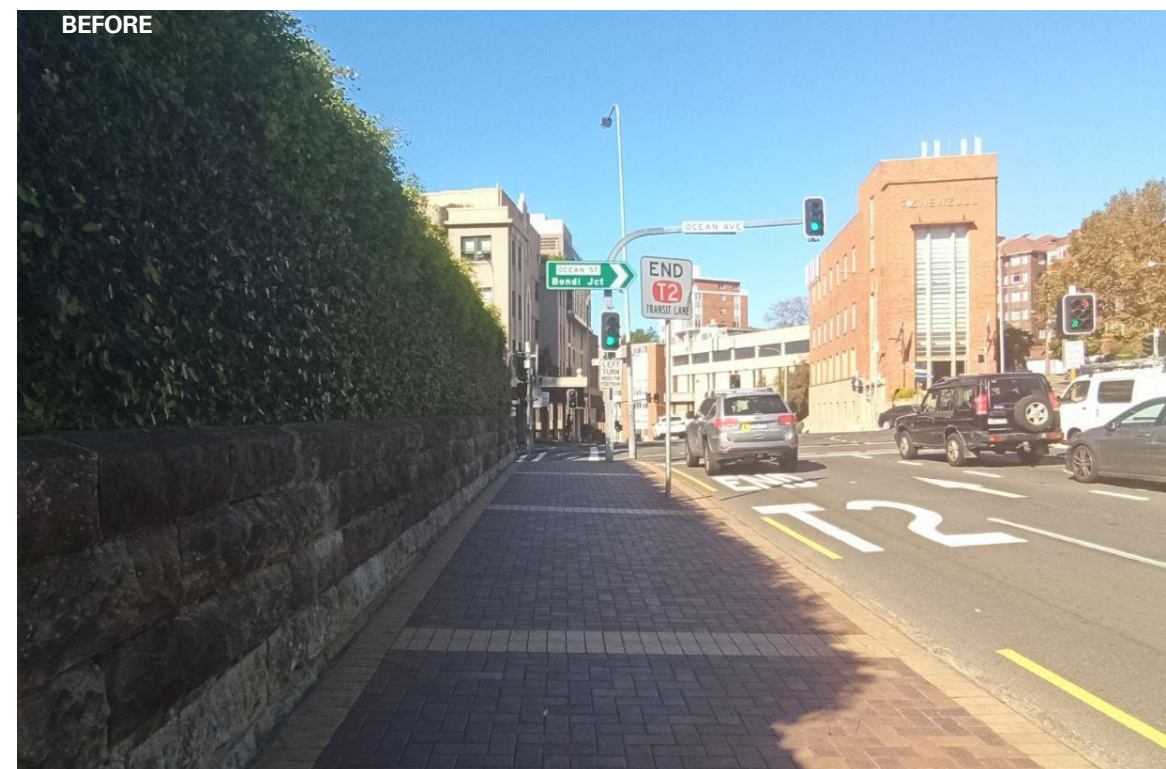


Figure 33. Before and after views of the potential footway upgrade along the route from Double Bay to Edgecliff

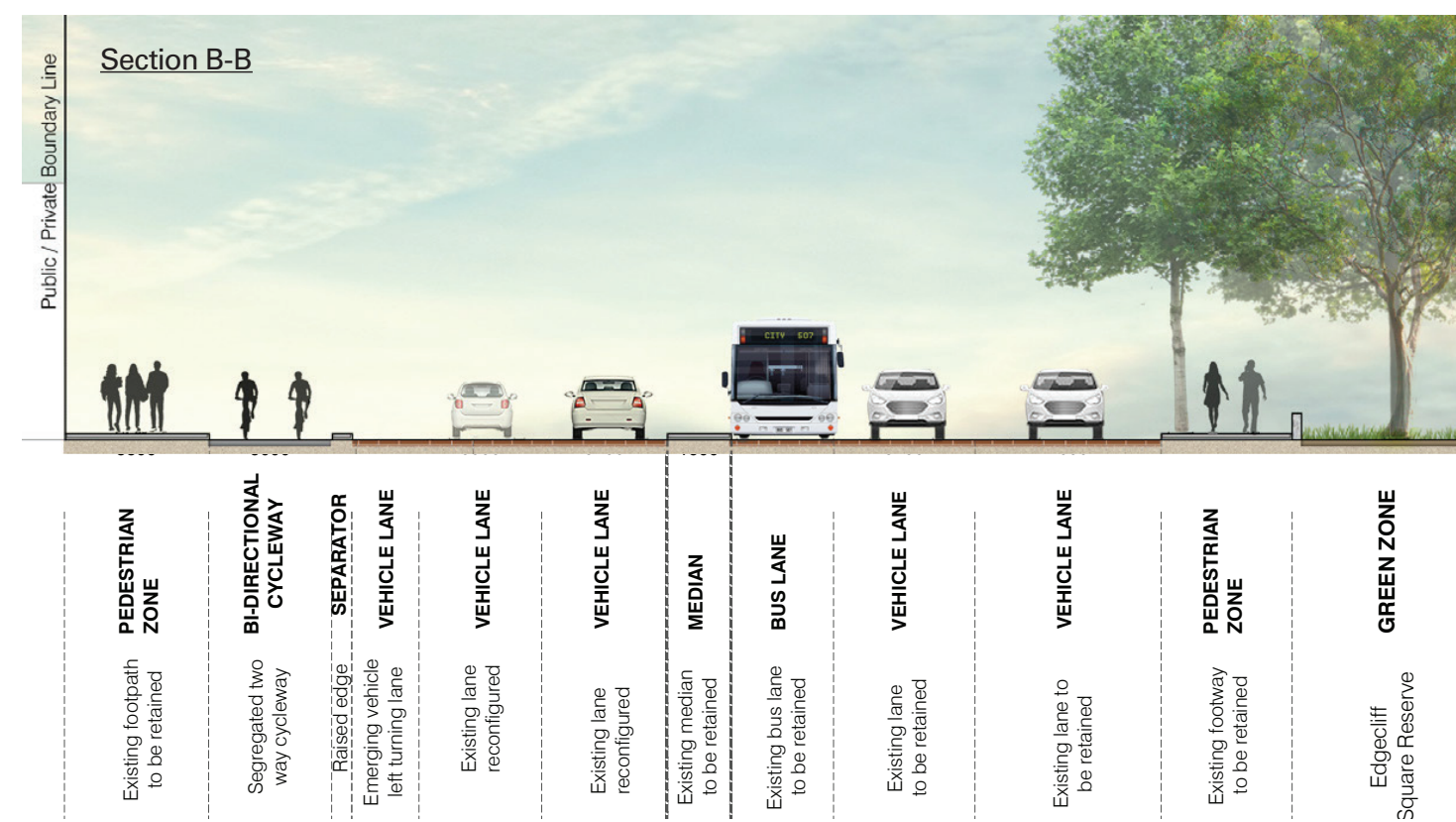
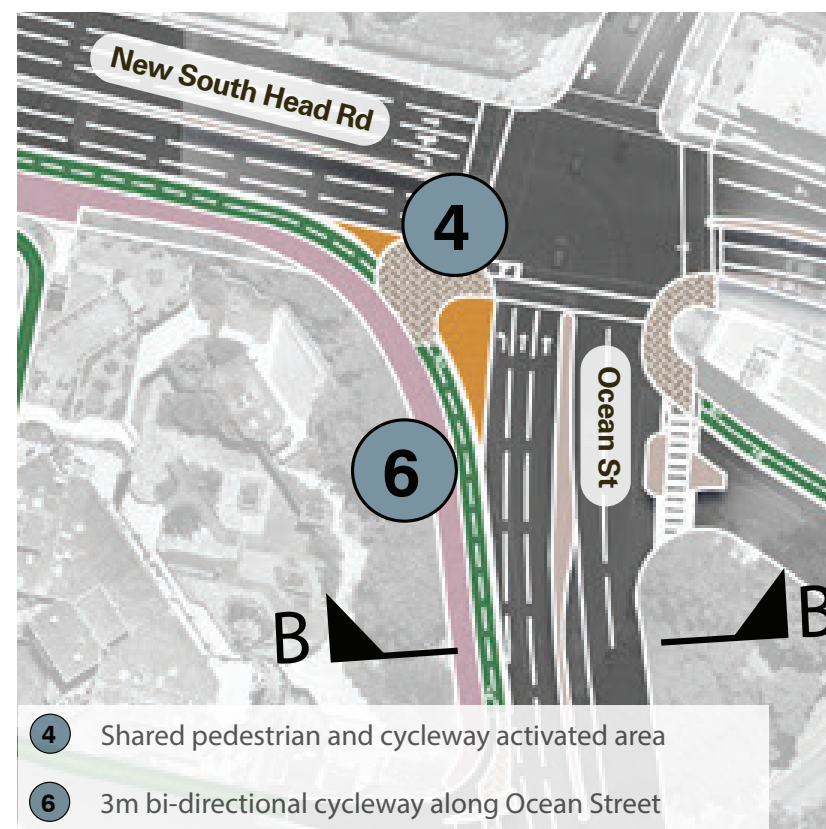


Figure 34. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

The chapter provides suggestions for urban furniture and material to help ensure a consistent palate of high quality and sustainable open spaces is delivered.

04

DETAILS

4.1 Urban furniture

Opportunities and recommendations

- Avoid clutter and improve function for pedestrians, cyclists, taxis, buses and entries
- Encourage a range of seating options in open spaces in addition to Council’s standard seating type.
- Increase activation of retail frontages with outdoor dining furniture, where possible.
- Encourage a variety of robust and sustainable materials
- Integrate seating with greenery such as planter boxes, benches or seating under shade trees.
- Establish seating styles that suit all age groups and needs.
- Encourage environmental sustainability through features such as Wifi, USB charging ports and powerpoints and electric vehicle charging infrastructure.
- Encourage consistency with Council’s Footpath Dining Guidelines and Footway Dining Policy.



(Source: Metalco srl 2021)



(Source: Zano Miroslaw Zarotyński 2021)

Council’s *Disability Inclusion Action Plan 2017* recommends better integrating planning and public domain outcomes across Council to improve accessibility, adhere to universal design principles and provide adequate seating, shade, rest stops and public toilets.



Outdated furniture



Fixed furniture

Council’s *Footway Dining Guidelines* and *Footway Dining Policy* provide guidelines on furniture style and characteristics. The document also refers to other guidelines such as the *Double Bay Public Domain Plan* for detailed public domain requirements.



Removable (Source: Dan Hocking)



Classic (Source: Anne Street Studio Inc)



Variety (Source: Angie Silvy)



Benches (Source: Farah Nosh)



Colourful (Source: Civitas Inc)



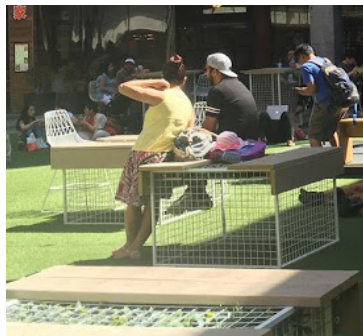
Smart (Source: Sezgin Mesut)



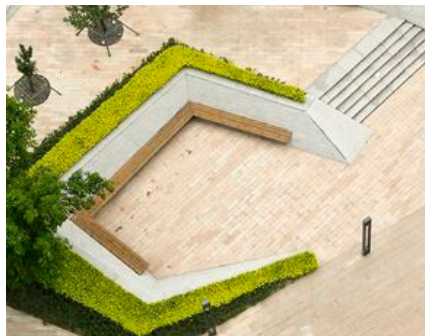
Natural (Earthworks Natural Stone 2021)



Minimalist (Source: Scott Burrows)



Multi-purpose



Combined with green (Source: SJB 2018)



Innovative (Source: Rose Bay Parked Benches Consultation 2021)

Outdoor dining

Open spaces

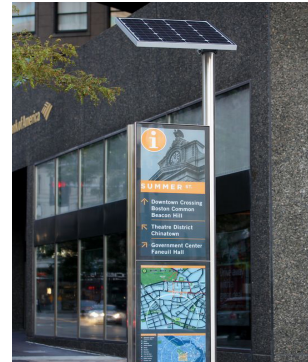
Wayfinding



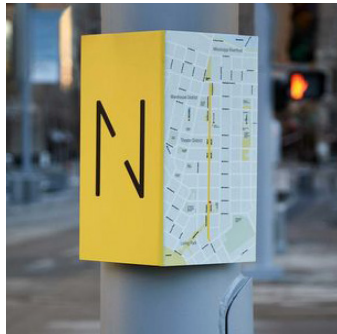
Totem pole
(Source: SJB 2018)



Interactive (Source: Thomas.Matthews
Communication Design 2021)



Informative and sustainable (Source:
Design Communications Ltd. 2021)



Small scale
(Source: Pentagram 2021)



Distance time to locations
(Source: Urban and Public 2021)

Lighting features



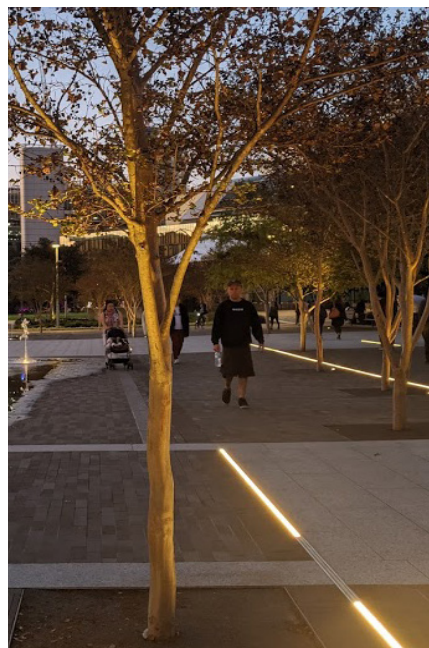
Distinctive
(Source: A' Design Awards)



Sustainable
(Source: Mathieu Lehanneur)



Staircase lighting for wayfinding and safety



Street tree lighting to emphasise places

Opportunities and recommendations

- Enhance the legibility and attractiveness of outdoor spaces through inviting urban furniture.
- Encourage a range of urban furniture in or close to pedestrian oriented destinations such as pocket parks or plazas.
- Locate wayfinding at key destination points
- Use multi functional urban furniture such as banners/ poles as wayfinding elements or planter boxes as seating areas.
- Minimise urban furniture that divides or separate sections of public domain such as bollards or fences.
- Encourage sustainability and features such as Wifi, USB charging ports and powerpoints.
- Discourage unnecessary urban furniture such as bollards and fences that clutter the public domain.

Waste bins



Woollahra's standard furniture
(Source: Draffin 2021)



Smart litter bin
(Source: Conduct Hq Pty Ltd)

Bollards



Innovative (Source: Peter Walker and Partners)



Multi-functional



Artistic (Source: Designer 2021)

Bicycle racks



Small scale



Multifunction



Public art element

Tree grate



(Source: Street + Garden 2021)



(Source: Commercial Systems Australia 2021)

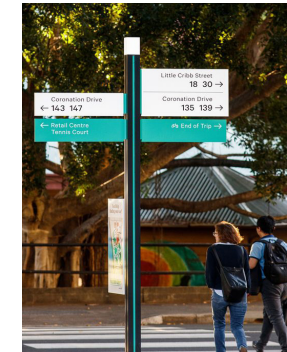
Tree grates are to be simple and designed to consider the needs of water infiltration, maintenance access, future tree growth and the footwear types of street users.

The material, shape and color should be consistent with the rest of landscape.

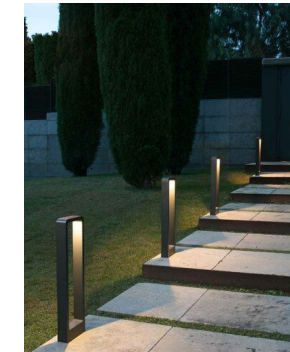
Multi functional urban furniture



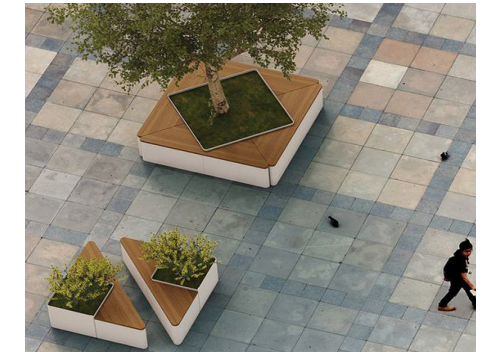
Bicycle rack and seating (Source: Addi)



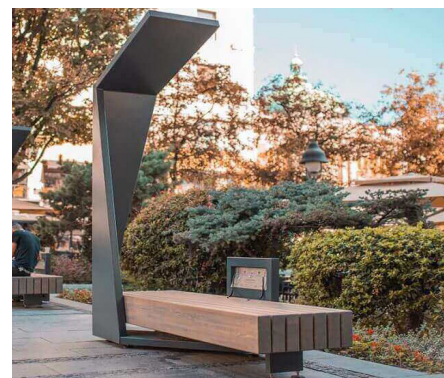
Street signage (Source: Andrew Rankin 2019)



Street bollard (Source: Faro Barcelona 2021)



Creative planter and seating (Source: Artform Urban 2021)



Smart bench in Southwark- South London (Source: Ecorenewable energy)



Multi functional street lighting (Source: Yangzhou Langxu Lighting Technology Co. Ltd.)

Public art



Colourful (Source: SJB 2018)



Pedestrian-scale (Source: SJB 2018)



Abstract (Source: SJB 2018)

Public art can be stand- alone or integrated with other urban infrastructure. Integration can be facilitated by engaging with artists while designing urban furniture, wayfinding, lighting and urban greening elements. This approach is also recommended in the policy objectives of Council's *Public Art Policy*.

4.2 Footway characteristics

Opportunities and recommendations

- Apply a consistent paving palette across the ECC and upgrade where necessary
- The existing paving pattern in front of the Edgecliff Centre could be continued along the New South Head Road corridor as a consistent paving pattern.
- There are also opportunities for other pavement types to be used in open spaces, pocket parks and urban plazas to differentiate the characters of the precincts.
- Clearly delineate separated cycleway in line with recommendation of CPP1a
- Emphasise special areas such as gateway locations
- Create high quality edges at the interface with planting
- Prioritise natural materials with earthy tones
- Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.

Existing context



Natural tone



Neat joins



Robust and low maintenance



No tree grate

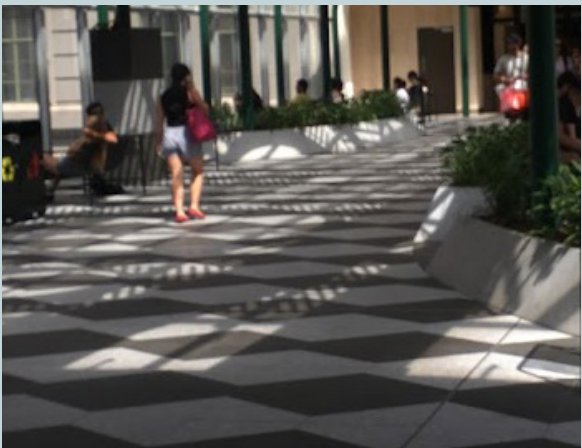


No paving



Asphalt

Potential future paving characteristics



Contrast



Edge detail (Source: Woollahra Development Control Plan 2015)



Inclusive (Source: Visul Systems 2020)



Seamless integration with tree grate (Source: Batiproduits)



Permeable interlocking concrete pavers (Source: EV Studio)



Seamless integration with cycleway (Source: National Association of City Transportation Officials, New York 2014)

4.3 Planting palette

Opportunities and recommendations

- Select a range of trees consistent with the Urban Forest Strategy and Woollahra Street Tree Masterplan 2014.
- Select street tree species that can provide seasonal interest and flower displays to reflect the seasonal changes in the year.
- Select and locate trees to ensure that there are no impacts on road safety.
- Provide a range of deciduous and evergreen trees in public open spaces and plazas to create visual interest as well as maximise winter sunlight.
- Select trees with taller trunks and higher canopies to allow more space for pedestrian movement at street level and enhance visual connectivity in the public domain.
- Plant canopy trees to provide shading to pedestrian oriented spaces.
- Provide a range of shrubs and ground cover planting in addition to street trees to facilitate diversity and maximise urban greening, subject to wearability and maintenance.
- Enhance sustainability through planting species that require less or no irrigation through best practice underground watering solutions.
- Encourage sustainable storm water management through landscaped verges, rain gardens and deep soil areas.
- Select trees with wide canopies for areas with high volume of pedestrian such as pocket parks or areas with potential outdoor dining spaces.
- Plant additional street trees along footways. Investigate opportunities to minimise potential conflicts between street trees and awnings.

Canopy trees in Woollahra Street Tree Masterplan 2014



Caesalpinia Ferrea



Harpullia Pendula



Flindersia Australis

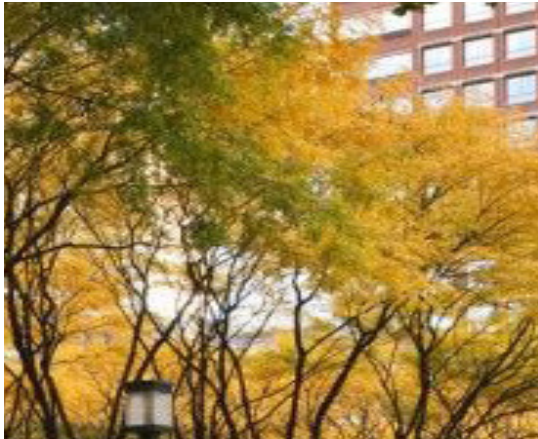
Canopy trees in areas with high pedestrian interaction



Canopy trees (Source: Ben Gooden 2020 via CityGreen)



Higher trunk



Deciduous trees - seasonal interest and winter sun (Source: Arnold Associates 2021)

Street trees



Native (Source: Transport for NSW 2019)



Small tree on narrow footway (Source: Woollahra Street Tree Masterplan 2014)



Seasonal interest (Source: John Gollings)

Shrubs and Cover plants plants



Median islands (Source: Garden Style 2021)



Combined with urban furniture (Source: Rose Bay Parked Benches Consultation 2021)



Planter box in narrow footway (Source: Adam Christopher Design Ltd)

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