

Edgecliff Centre Rezoning Review

203 – 233 New South Head Road, Edgecliff



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We acknowledge the traditional custodians of the land and pay respect to Elders past, present and future.

The Edgecliff Centre

203 – 233 New South Head Road, Edgecliff – Submitted to the Sydney Eastern City Planning Panel on behalf of Longhurst Group



Introduction

This document is a Request for a Rezoning Review for the Planning Proposal lodged with Woollahra Council for the land located at 203-233 New South Head Road, Edgecliff, known as The Edgecliff Centre. A rezoning review is sought by Longhurst Investments No. 1 Pty Ltd, as Council have resolved not to support the request for a Planning Proposal.

The proposal offers a single opportunity to reinvigorate and rejuvenate the wider Edgecliff Town Centre and Transport Interchange at no cost to Government. The Edgecliff Centre is uniquely placed as one of the most strategically located sites within Edgecliff and the wider LGA. It has an area of 4,910 sqm and is one of the largest freehold and zoned site within Edgecliff and Double Bay that is under single ownership and is unfragmented. It sits above and adjacent to the Edgecliff Train Station and Bus Concourse, and has no major environmental planning constraints such as heritage. The site is also able to effectively respond to traffic, overshadowing and view sharing.

On-going engagement with Transport for NSW (TfNSW) and the Department of Planning, Industry and Environment have assisted in informing this proposal's alignment with government policy objectives and a VPA Offer to TfNSW.

Through the "Lens of Edgecliff" we sought to understand the attributes and potential of Edgecliff to the locality and the wider Sydney region. A key focus was needed to Reconnecting Edgecliff...



Reconnecting Edgecliff

Connected community

“Identifying local areas suitable for housing should have local attributes which include proximity to transport interchanges, centres with local amenity (supermarkets) that can also support walkable neighbourhoods with access to jobs, schools open space and opportunities to optimise existing infrastructure.”

SOURCE: GREATER SYDNEY COMMISSION

- > Twin objectives supporting the Woollahra community:
 - Appropriately designed housing supporting independent living for an ageing population that wish to age in place; and
 - Providing housing choice for young professionals and families looking to stay in Woollahra, where there is a trend of these groups shrinking in size and leaving the area as they age.
- > With limited development opportunities to create new housing in the LGA, providing for diverse housing types is important to accommodate for different groups in the community that want to call Woollahra home.

Connected health

“The Woollahra LGA is expecting an increase of aged persons over 85 to increase by 56% by 2036.”

SOURCE: NSW GOVERNMENT COMMON PLANNING ASSUMPTIONS / DPIE

- > An aging population in Woollahra LGA also seeks to live in areas with a clustering of easy to access medical facilities and allied health services that reduce the need to travel far;
- > Edgecliff is part of the specialist health cluster servicing the Inner East. Approximately 60% of health care and social assistance businesses in Woollahra LGA are located in and around Edgecliff;
- > Demand in medical services in Edgecliff and Double Bay alone will require 11,000 sqm of space by 2036; and
- > Connecting health can leverage transport infrastructure to connect the wider community to health services concentrated in and around Edgecliff.

Connecting commerce

“Demand in medical services in Edgecliff and Double Bay alone will require 11,000 sqm of space by 2036.”

SOURCE: TFNSW FORECASTS

- > Focusing on improving connections to the Metropolitan Centre can help leverage economic growth opportunities to support local commerce and reduce leakage of opportunities to other locations;
- > Focusing investment to promote key local industry sectors such as retail, health and professional services; and
- > Accommodating the professional/financial services workforce which resides in the LGA (31.3% for Woollahra vs Greater Sydney average of 16.2%) close to home and transport, leveraging high value jobs for Woollahra.

Connecting places

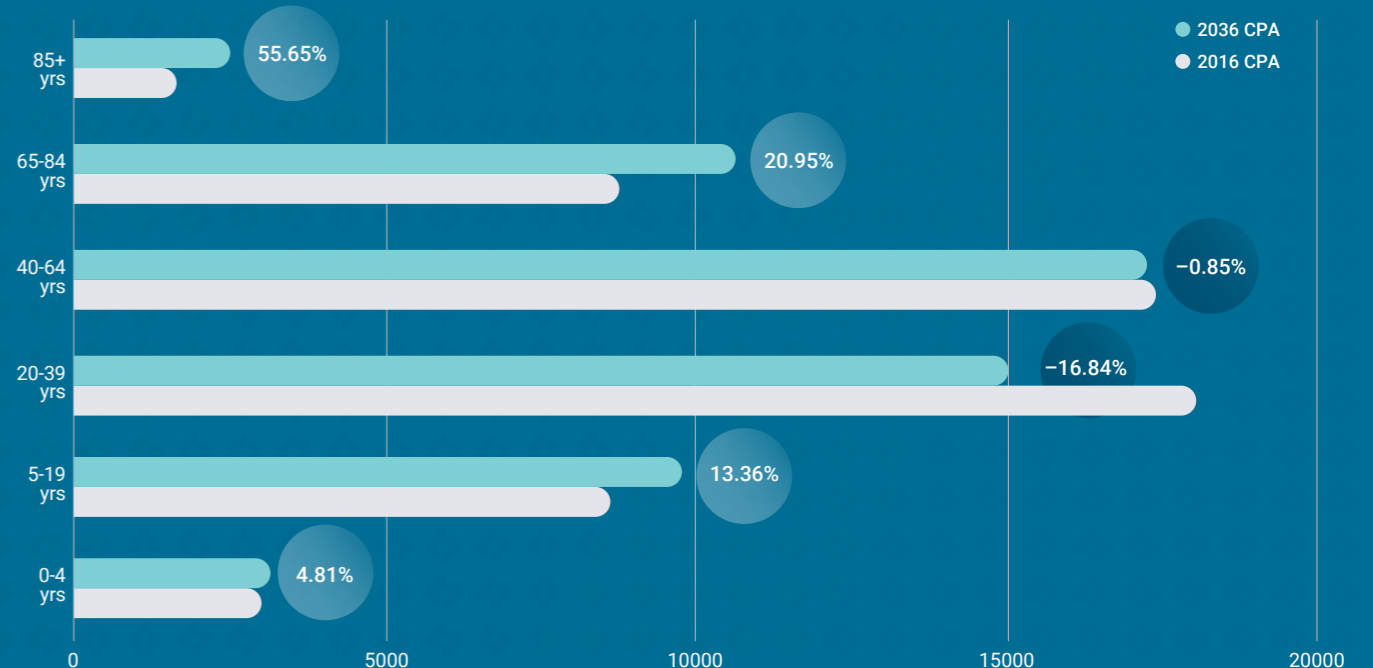
“Work with our community and government agencies to increase the role of Edgecliff as a key transport interchange in our area.”

SOURCE: WOOLLAHRA LSPS MARCH 2020

- > Edgecliff is the gateway between the Eastern Suburbs and Sydney CBD and should have an identifiable Town Centre;
- > Optimising infrastructure and opportunity to create a best-in-class transport;
- > Improvement of wider transport accessibility through placed based design; and
- > Intertwining delightful public spaces within public infrastructure to create a destination of place with a transport interchange that anchors the town centre.



Population cohort comparison between 2016 – 2036 by DPIE CPA



Executive summary

Vision

Longhurst Group have lodged a Planning Proposal for the renewal of the Edgecliff Centre site (the site) for a mixed-use development comprising a retail/commercial/medical podium and residential tower that will create a vibrant place for the centre of Edgecliff as well as leveraging and improving the existing public transport infrastructure.

The proposal includes significant placemaking, transit orientated upgrades, ground plane and public domain improvements, including new pedestrian entrances to the adjoining Edgecliff Transport Interchange, improved connectivity between the bus concourse and the station, upgrades to the transport interface, a plaza of approx. 500 sqm, and proposed public green spaces.

The existing centre is outdated and is nearing the end of its optimal life. The site provides a large, consolidated area for renewal and is strategically positioned above an existing rail corridor and adjacent to a bus concourse. The existing connectivity and interface to Edgecliff Station and bus concourse is poorly conceived and is overdue for vast improvement. This is despite recent TfNSW investment in lift / DDA upgrades to the platform and station interface, however, due to current ownership structure there is a limited ability to make large scale improvement.

The site thereby provides a unique opportunity to deliver significant enhancements to the connectivity of the existing intermodal transport connection. This opportunity unlocks the potential for a place based planning approach to the site to accommodate additional employment generating uses, allied medical uses, a diversity of housing product and open space in a highly accessible location. Edgecliff is located within 3km of the Sydney CBD and has been identified in the Woollahra Local Strategic Planning Statement (LSPS) as the gateway that links Sydney's Eastern Suburbs and CBD along a vital transit corridor.

The Woollahra LSPS also identifies a planning priority to work with community and government agencies to increase the role of Edgecliff as a key Transport Interchange in the LGA. There is a single opportunity for this to occur with the redevelopment of the Edgecliff Centre, with the adjoining site (directly above the station) constrained by complicated stratum and strata arrangements.

Importantly, the proposal aligns with the strategic planning framework including the Eastern City District Plan and the Woollahra LSPS by facilitating employment generating uses including a regional medical facility and housing diversity within a Centre with access to a key transport node in a prime and strategically located site.

Public benefits

The project includes a myriad of benefits related to transport connections, public domain and walkability connections, encouraging community connections and well-being, as well as responding to housing and demographic needs in the Woollahra LGA.

Essential infrastructure upgrades

- > Incorporating a new internal circulation and intermodal connection to provide direct, convenient, legible and easily accessible pedestrian links through the site and local street network to the railway station and adjoining bus concourse;
- > Providing a new identity via an upgraded entry and civic plaza significantly enhancing the legibility of both the Edgecliff Railway Station and bus interchange along New South Head Road; and
- > Improved safety outcomes with improved pedestrian movements and connections providing active and passive surveillance opportunities.

Leveraging infrastructure upgrades

- > Delivering a transit-orientated development with direct connection to Edgecliff Station located on the Eastern Suburbs line, which is one of the highest patronage railway lines in NSW;
- > Bringing to life a fundamental planning principle which sees density and employment increase over an existing station that is approx. a five minute train journey from Central Sydney and Martin Place; and
- > Integrating with a significant bus concourse serving the Eastern Suburbs and maximising the use of a highly underutilised and outdated transport interchange. The revitalisation of the interchange as part of the renewal of Edgecliff Centre will support and encourage greater patronage of public transport.

A town centre that works

- > Creating placemaking opportunities in Edgecliff through new public spaces and landscaping to establish a more attractive destination and town centre;
- > Providing a new ground floor open plaza and shared public square with integrated fine-grain retail;
- > Providing a attractive fine-grain retail laneway fronting New South Head Road; and
- > Providing a publicly accessible open green space within a constrained urban environment contributing to the existing green foot print of Woollahra.

A connected community

- > Providing publicly accessible open green space and community space which will be integrated on the podium level of the bus concourse that will increase amenity for residents, workers and commuters, and will foster the growth of a community choosing to stay and use the space and not simply commute;
- > Providing a community facility co-located within the publicly accessible open space and other opportunities for cultural/ artistic displays for local artists to display works within the high footfall open plaza;
- > Providing the co-location of residential uses with retail, medical/well-being and commercial uses which will support transit-orientated development and contribute to the creation of a walkable centre that provides homes in proximity to employment, both in Edgecliff or easily accessible by rail or bus from the upgraded transport interchange;
- > Providing dwelling supply on a strategically positioned site that will enable Woollahra housing targets to be met while protecting the character of existing low density residential areas from drastic change;

- > The dwelling supply will also increase the diversity and availability of housing to meet particular demand among a higher than average local population of older people, allowing them to downsize and 'age in place' in their much loved LGA;
- > Facilitating a mix of uses, including highly accessible health/medical and wellbeing uses that will increase the provision of much needed services necessary to support the growing and changing demographic and support ageing in place;
- > Providing overall improvements in local amenity and services to the community and providing better access to these renewed services for the wider community (due to the site's location to transport and the proposed intermodal upgrades);
- > Delivering a connected commerce hub to leverage new trends such as work from region in a post Covid-19 environment; and
- > Opening up opportunities to deliver additional new community facilities in the Western Catchment within the Edgecliff town centre, or an upgrade of an existing community facility.



Executive summary continued

Merit

Summary of strategic merit

The Edgecliff Centre Strategic and Urban Design Study prepared by Ethos Urban (which accompanied the Planning Proposal) has provided a strategic planning and urban design analysis to demonstrate that the renewal of the site has sufficient strategic merit to proceed to a Gateway determination. Through the study, it has been identified that:

- > Edgecliff, under the Greater Sydney Region Plan is designated as a Local Centre. This type of centre plays an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome;
- > The Future Transport 2056 Plan identifies the importance of transport interchanges as places which will have a high level of accessibility as service frequencies and travel times are improved. On this basis, the Greater Sydney Region Plan states that there will be potential for interchanges specifically to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods and that Councils need to consider local conditions through place based planning that provides for centres around interchanges to grow and evolve over time and potentially become Strategic Centres;
- > Under the Greater Sydney Region Plan, Bondi Junction is the only Strategic Centre for the northern parts of the Eastern District. Edgecliff is the next tier in the hierarchy and is identified as a Local Centre. It, however, is larger in footprint and scale than most other local centres and has a number of attributes that suggest it already has the potential to function as a form of Strategic Centre for that part of the Eastern District closer to the Sydney CBD (Edgecliff is just over 2km from the eastern edge of the Sydney CBD); and
- > Under the previous metropolitan plan, Edgecliff and Double Bay combined were designated as a Town Centre, which confers greater significance than that of a local centre. It is conceivable that with the right planning interventions, Edgecliff and Double Bay can be guided to evolve as a more coherent single centre comprising two distinct but related parts. The take up of this rare, larger unconstrained site, directly adjacent to transport infrastructure, supports the further evolution of Edgecliff to cater for a greater proportion of future residents and jobs without interfering with the character of Double Bay.

In addition, the Planning Proposal will facilitate development which:

- > Maximises existing infrastructure (the Edgecliff Railway Station) and provides more efficient access to housing, jobs and services to an existing transport hub. It also reduces reliance on vehicle usage and increases daily critical mass to support the viability of goods and services on the site and within the broader Edgecliff Centre;
- > Integrates land use and transport to support a walkable 30 minute city. The Planning Proposal provides additional capacity in a location that is in close proximity to jobs, transport, services, and open space, in accordance with the '30 minute city';
- > Contributes to the 0-5-year housing target for Woollahra and the housing projections by the GSC up to 2026, and the attainment of the overall housing target for the district which in turn will protect existing lower density residential areas from substantial change; and
- > Protects commercial and employment floor space to support the increased role of Edgecliff as a key transport interchange and Centre.

The above demonstrates that from a strategic planning perspective, the renewal of Edgecliff Centre aligns with the overall strategic planning framework and is consistent with the applicable strategic planning framework set by the State and by Council.

Summary of site-specific merit

The Planning Proposal demonstrates site-specific merit because:

- > It has been subject to a broader environmental assessment. In particular, it has been determined that the existing infrastructure and services on the site (with augmentation) will be capable of supporting the future redevelopment of the site. The proposal also incorporates significant regional infrastructure improvements in terms of the transport upgrades proposed;
- > It has considered environmental values such as views, overshadowing, traffic generation and other impacts as demonstrated in the Planning Proposal report and has been determined to result in an acceptable environmental impact;

- > The preceding Council-led opportunity study for the Edgecliff Centre (2010) recommended an FSR of 6.05:1 which included predominately residential uses. The proposed scheme responds to this and provides a residential FSR of approximately 6:1, but further complements the transit orientated development by including a minimum FSR of 3:1 for non-residential employment-generating uses;
- > For many years now, the NSW Government has sought to grow high-value jobs and provide better access to homes and employment and create liveable and sustainable centres. This strategy has translated into the successful increase in density around existing and proposed public transport, including over-station developments;
- > Edgecliff is only two stops from the Sydney CBD, and the density proposed is commensurate to other centres with such close proximity. The proposed density reflects a density which can feasibly and appropriately be placed on the site based on environmental analysis and is in response to a Station and Transport Interchange located less than 5 minutes from the CBD; and
- > The building form is commensurate to the surrounding scale and typology. The podium comprises of three distinct elements to respond to the prevailing street frontage heights and heights of surrounding buildings. The proposal has further replicated the surrounding tower typology by positioning the tower component away from the street frontage.

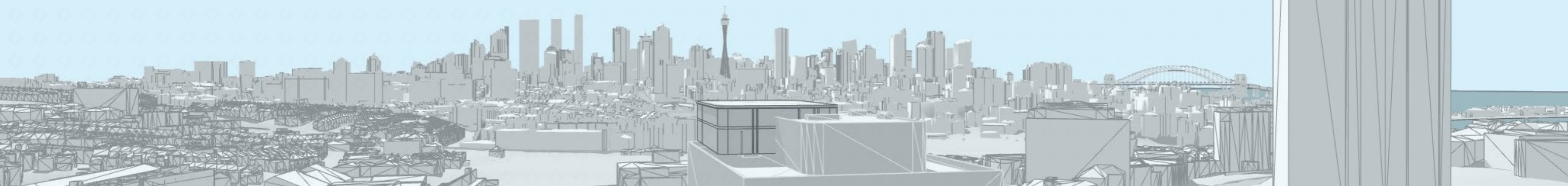
Overall grounds to proceed

The Planning Proposal is supportable for the following key reasons:

- > Rejuvenation of the now outdated Edgecliff Centre which is universally recognised by Woollahra residents as being an eyesore which currently reduces the amenity and aesthetics of this important centre. The proposal offers the opportunity to re-invent that narrative;
- > The placement of density around transport infrastructure is a desired planning principle. In this case particularly, the placement of density goes a significant way to reaching Woollahra Council's housing targets, while reducing pressure elsewhere in the LGA, and better allowing the preservation and protection of the LGA's existing low density character areas;

- > The careful examination and assessment of environmental impacts of the Planning Proposal including – overshadowing, view loss, the distribution of bulk and scale through a slender tower design, traffic and heritage to ensure that there are no adverse impacts arising from the density proposed and hence the proposal can readily be supported on environmental planning grounds; and
- > The proposal is a once in a generation opportunity to reinvigorate the Edgecliff Town Centre, provide improved accessibility, legibility and user experience to transport infrastructure and create an overall better identity for Edgecliff. The density proposed needs to be viewed in light of the significant public benefits proposed and the generational aspects of a development which will be around for some 100 years.

The site thereby provides a unique opportunity to deliver significant improvements to the connectivity of the existing intermodal transport connection. This opportunity unlocks the potential for a place based planning approach to the site to accommodate additional employment generating uses, allied medical/wellbeing uses, a diversity of housing product and open space in a highly accessible location. Edgecliff is located within 3km of the Sydney CBD and has been identified in the Woollahra LSPS as the gateway that links Sydney's Eastern Suburbs and CBD along a vital transit corridor.



Context



Context continued

The site

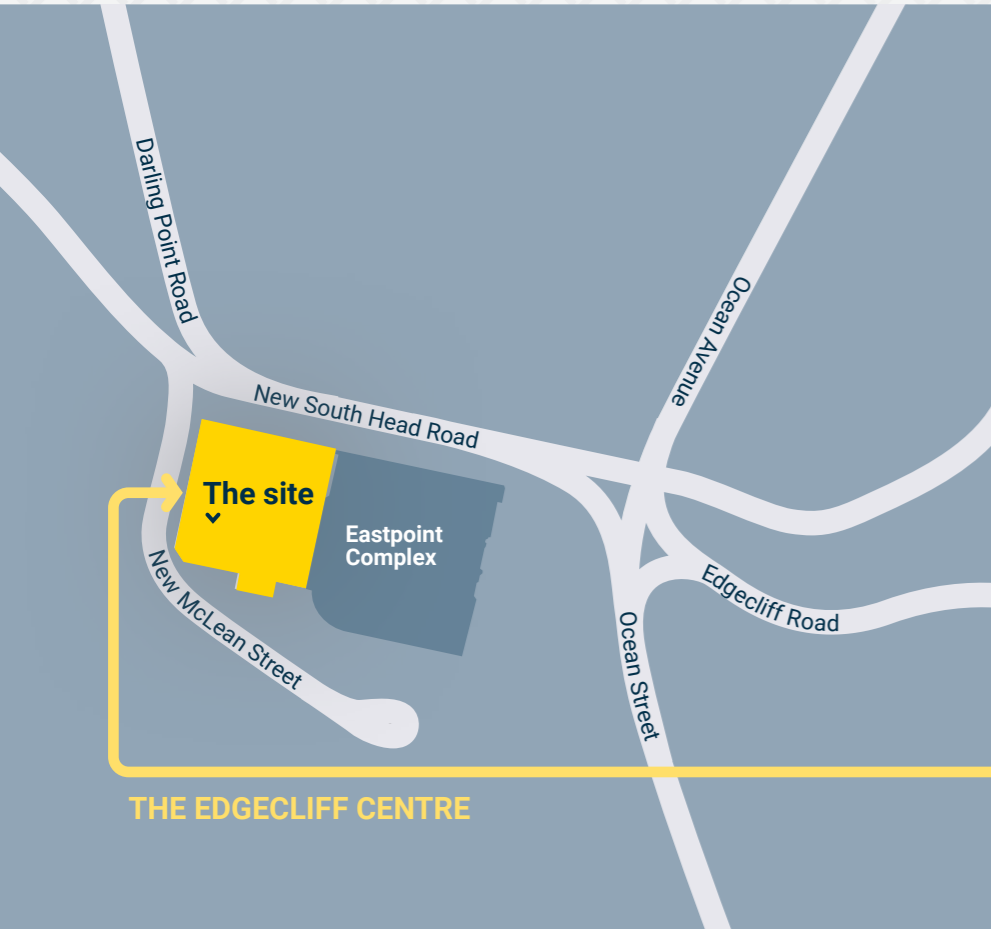
The site is the only remaining large and unconstrained portion of land in the Edgecliff Centre corridor. It uniquely sits above and adjacent to the only transport interchange in Woollahra, in a setting which has a very different character to the remainder of the LGA and which is capable of accommodating density without impinging on lower density residential and/or conservation areas.

The existing centre is outdated and is nearing the end of its optimal life.

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

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

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



Context continued

Timeline and capacity to deliver



- ← 25 FEB Written correspondence from Council noting that the Planning Proposal has not been supported
- ← 08 DEC Official lodgement of the Planning Proposal
- ← 06 NOV Submission of Planning Proposal to Council
- ← 24 JUL Pre-lodgement meeting with Council

The renewal of Edgecliff Centre as a Transit Orientated Development is a once in a generation opportunity to underpin Edgecliff as the gateway to the Eastern Suburbs and to create a landmark place.

Longhurst would be able to commence construction immediately following endorsement and gazettal of the planning proposal and subsequent detailed approvals, and are financially well positioned to do so.

Longhurst have managed the timely expiration of leases by 2022 and have actively engaged with tenants to allow for a smooth and streamlined transition to commence construction.

The Edgecliff Centre is nearing the end of its economic life and requires significant investment to continue to function as commercial and retail centre.

Longhurst are financially well placed and willing to invest into the Edgecliff Centre to ensure its continued productivity to the economy and community.

The proposal

Vision

Longhurst has a vision to deliver a high-quality renewal project which will strengthen Edgecliff as a centre and a gateway that links Sydney's Eastern Suburbs and the Sydney CBD.

The project represents a step-change in the evolution of the Edgecliff Centre as a pre-eminent local centre which importantly can deliver on Council's objective of increasing the role of Edgecliff as a key transport interchange (under its Local Strategic Planning Statement). It also aligns with the State's current strategy of increasing density around existing and planned infrastructure to grow high-value jobs, provide better access to homes and employment, and create liveable and sustainable centres.

The renewal of the Edgecliff Centre provides a unique opportunity to deliver significant enhancements to the transit interchange, ground plane and wider public domain. This compelling offering is unique to the proposal which unlocks the new Edgecliff Transport Interchange.

This Planning Proposal establishes the planning framework to deliver on this vision for a high-quality, transit oriented development, which will:

- > Provide a world class transport interchange and destination at ground level and podium;
- > Provide open green space and a civic ground plaza which will galvanise the site as a destination, rather than merely a transport interchange;
- > Be of the highest standard of architectural, urban and landscape design, and provide a recognisable and high-quality contribution to the Eastern Suburbs, reinforcing the status of Edgecliff as the Gateway between Central Sydney and the Eastern Suburbs; and
- > Deliver a mixture of residential, commercial, retail and medical/well-being floor space to support more efficient access to jobs, services, and homes and contribute to the Greater Sydney Commission's goal of the '30 minute city'.

The project makes the most of the scarce land available in the Edgecliff to deliver employment, retail, medical/wellbeing and residential floor space. It unlocks latent, highly optimal and unconstrained land capable of delivering a mixture of uses and public benefits whilst minimising environmental impacts and not compromising the amenity of the surrounding streets, parks and valued public spaces.



Key findings

- > Renew the outdated Edgecliff Centre into a mixed-use TOD that will create a vibrant place for the town centre.
- > This will achieve the Woollahra LSPS objectives to create a gateway that links Sydney's Eastern Suburbs and CBD and increase the role of Edgecliff as a key transport interchange.
- > Facilitate the creation of a world class transport interchange.



The proposal continued



Overcoming barriers to renewal

The adjoining Edgecliff train station and bus interchange is formed within a stratum ownership arrangement (Eastpoint Stratum) which makes it a highly constrained site to facilitate meaningful improvements or an overall redevelopment. In developing the vision, it was recognised these constraints limited the future potential of the Interchange due to ownership limits, common property of air rights and existing operational requirements of the complex. It is further complicated as any upgrades being funded through the sale of air-rights, a commonly used mechanism for station upgrades in recent years would not be available.

Upgrades associated with the Transport Access Program (TAP) completed in 2019 provided evidence of the complexities associated with this interchange. The proposal has therefore sought to enable the regeneration of this interchange in a purposeful way to offer significant benefits in improvement of inter-modal connection, station legibility and overall customer experience. The redevelopment of the Edgecliff Centre seeks to deliver these improvements at no-cost to government within its boundary, utilising land and floor space for improvements to key public infrastructure and the realisation of a town centre.

Proposal summary

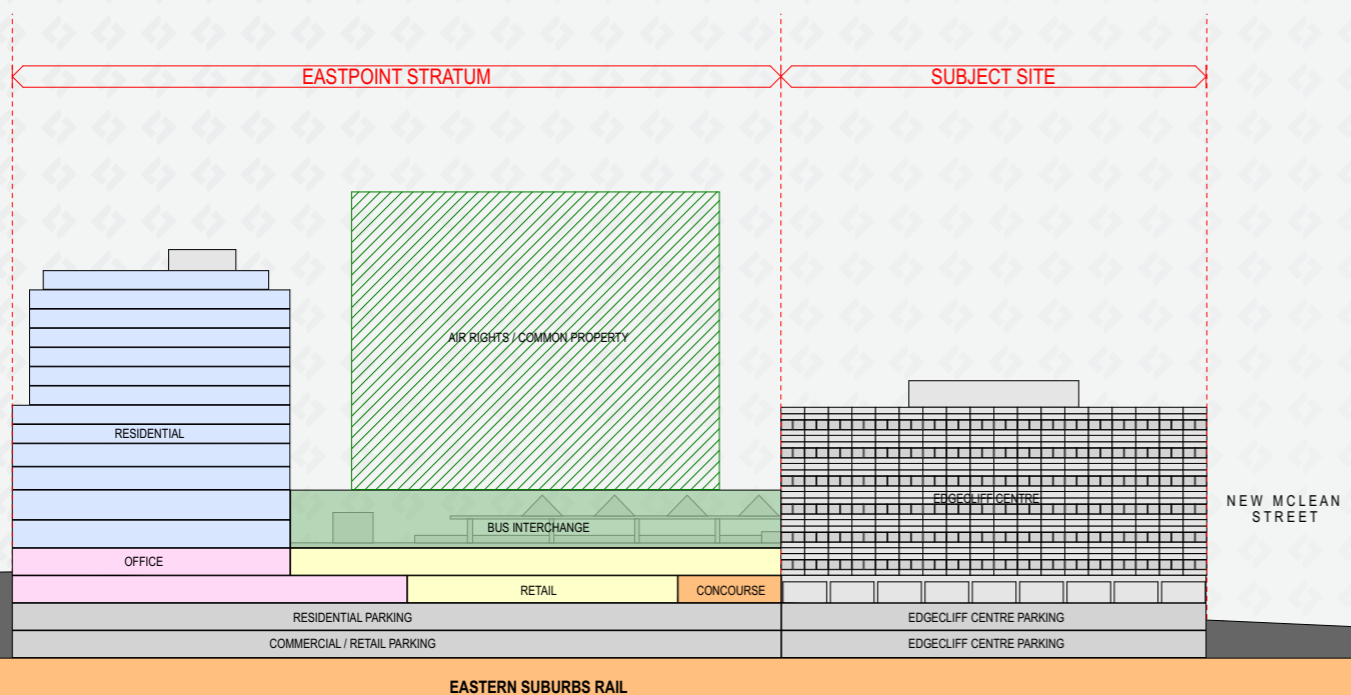
An indicative development concept prepared by award-winning Architects FJMT has been prepared to ensure all relevant built form, amenity and design parameters have been considered, and to establish a reasonable scale and density for the future building on the site.

Component	Development Concept
Site area	4,910 sqm
GFA	> 44,190 sqm, comprising: <ul style="list-style-type: none"> - 5,414 sqm of commercial office; - 7,143 sqm of retail; - 3,092 sqm of medical / well-being; and - 28,541 sqm of residential
FSR	> 9:1, comprising: <ul style="list-style-type: none"> - 3:1 employment FSR (retail, commercial, medical, wellbeing); and - 6:1 residential FSR.
Maximum overall height	RL 192.68 (161.75m) – RL 195 (167m)
Street frontage height	RL 60.98
Residential apartments	232 – 268
Car parking spaces	> 301, comprising: <ul style="list-style-type: none"> - 117 retail spaces; - 184 residential spaces.
Bicycle spaces	> 387 <ul style="list-style-type: none"> - 268 residential spaces; and - 119 non-residential spaces.
Motorcycle spaces	> 20

Amendments to the Woollahra Local Environmental Plan 2014

The proposed amendments to the Woollahra LEP will allow the site to reach its strategic potential and contribute significantly to the local public domain and provide broader regional benefits in terms of the transport upgrades proposed. Specifically, the amendments sought to the Woollahra LEP are as follows:

- > An increase to the height of buildings development standard from part 6m and 26m to approx. 160 metres;
- > An increase to the floor space ratio (FSR) standard from 2.5:1 to 9:1; and
- > Inclusion of a minimum non-residential FSR of 3:1.



Key findings

Public Open Space 1,500 sqm	Civic Ground Plaza 500 sqm	Retail and Office 12,557 sqm	Medical and Well-being 3,092 sqm	Jobs 692	Transport Investment \$30m

The proposal continued



Key benefits

Upgraded transport outcomes

Transport demand

Analysis of ABS data suggests that 20% of the Woollahra LGA use public transport to commute to work, and at a more local scale, a large proportion of the residents in Edgecliff use train services (41.2%), while only 3.3% of residents in the area utilise the bus network to commute to work.

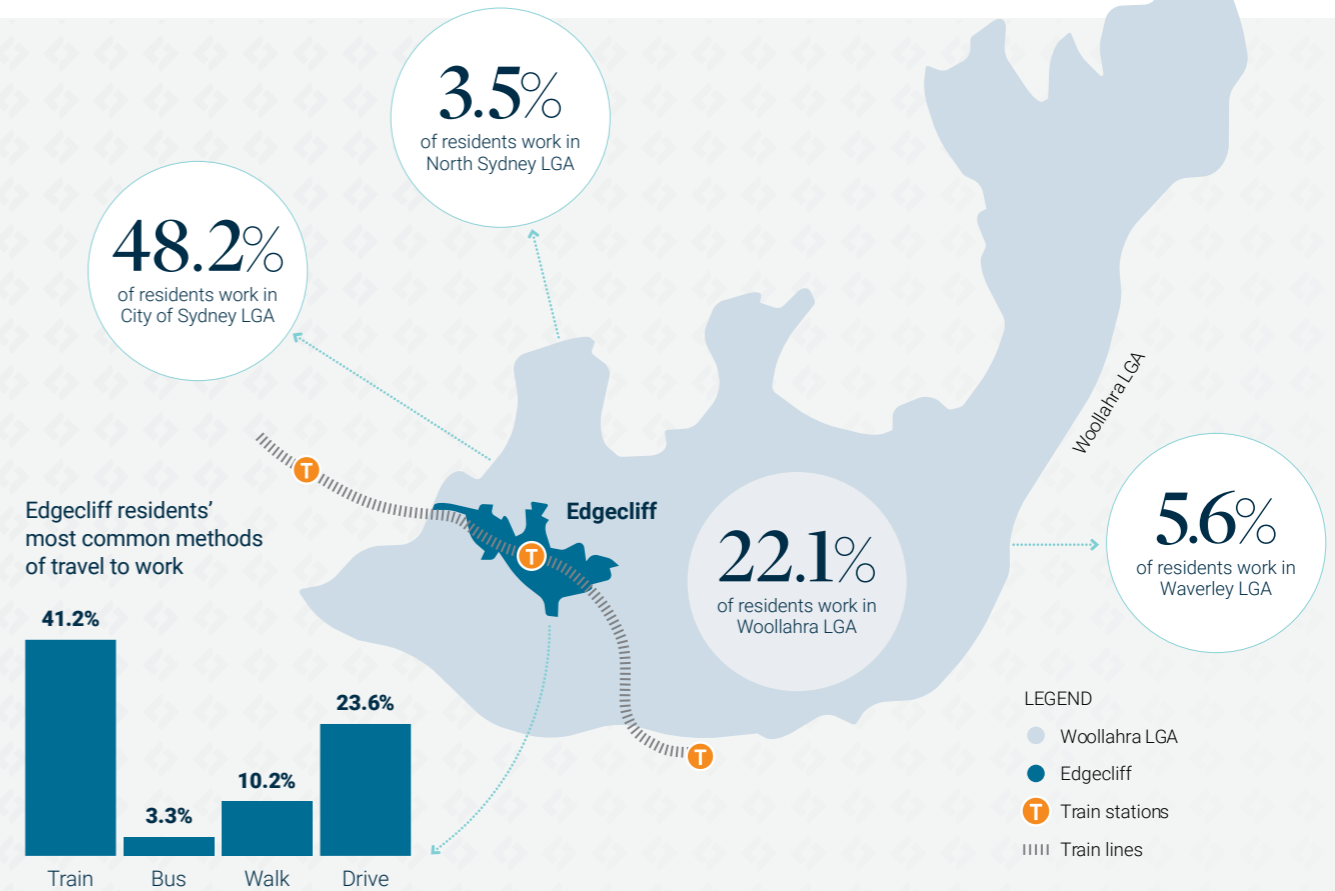
Nearly half of residents from the Woollahra LGA travel to the City of Sydney for work (48.2%), while about a quarter of residents work within the Woollahra LGA (22.1%). The Eastern Suburbs particularly the Woollahra LGA is primarily serviced via the bus network. This supports the need to upgrade and enhance the Edgecliff Interchange customer and modal experience to facilitate patronage increase across the wider LGA.

Further analysis on the train station has indicated Edgecliff is uniquely placed in the Sydney train network with the twin benefits of being the second stop on a line and two stops from the Sydney CBD. Trains arrive at Edgecliff in both directions with ample room to onboard additional passengers. TfNSW has two categories that act as a proxy for capacity constraints – standing room only and few seats available. Opal card data for peak hour services (6am-10am and 4pm-8pm) has shown that only 0.6% of services that arrive at Edgecliff station are at capacity. Comparatively this is very low to other stations close to the Sydney CBD such as St Peters (14%), Green Square (14%) and Waverton (15%).

Adjacent (over rail) development at Edgecliff can leverage existing train capacity to support broader metropolitan planning objective of the 30-minute city and jobs closer to home.

Key findings

- > Opportunity to better utilise existing public transport infrastructure promoting improved accessibility, patronage and modal shifts across the whole of the Woollahra LGA.



Proposed upgrades and improvements

The proposal includes significant transit, ground plane and public domain improvements to the existing Edgecliff train station and bus concourse. Currently, both the railway station and bus interchange suffers from poor accessibility, activation and amenity within an aged and landlocked interchange.

The proposal is compelling principally due to the unique opportunity to transform the Transport Interchange and town centre more broadly. The proposal offers a single opportunity to unlock significant value to existing transport assets and provides local and regional benefits for the community.

Stakeholder Engagement

The transport improvements have received positive feedback and support from TfNSW, Sydney Trains and Buses. Ongoing engagement with these stakeholders has evolved over time to ensure that the proposal for the Edgecliff Transport Interchange remains aligned with strategic policies and the direction of the NSW Government.

Whilst developing the proposal there was engagement with both Transport for NSW (TfNSW) and the Department of Planning at both an asset and operational level. The engagement and support for the improvement to the Transport Interchange led to a Letter of Offer being provided by Longhurst to TfNSW to fund and deliver the transport oriented improvements at no cost to government.

Why is this proposal important to transport now?

The existing interchange is landlocked and constrained within a strata arrangement limiting air-rights as a funding mechanism to unlock value. A redeveloped Edgecliff Centre will result in similar strata ownership, highlighting the single opportunity to revitalise the Transport Interchange.

The proposal continued

Key benefits continued

Transport improvements and works

A transformational upgrade to the Edgecliff Transport Interchange to a 'best-in-class' transport node, facilitating improved connections and experiences for commuters, workers and residents between transport modes, retail, employment, medical and new community facilities.

Value of works

The value of the improvements and works proposed to be undertaken towards the upgrade of the revitalised Interchange have been estimated to cost circa \$20,000,000.

These works include;

- > A new large volumetric station entrance and feature canopy creating an address for the Interchange and Town Centre with increased legibility and identity;
- > A new, civic focussed entrance and plaza of approx. 500 sqm along New South Head Road enhancing the site through-link, permeable connections through the site, local amenities and to the transport interchange;
- > An inter-modal transportation connection incorporating high-capacity vertical infrastructure and way finding within a large atrium connecting commuters with transport options and amenities in a permeable and intuitive manner;
- > Improved placemaking, safety and user experience – replacing the dated, highly constrained, and poorly functioning transport interchange; and
- > Integration works including upgrades to the interfaces and breakthroughs along the train concourse, existing arcade and bus terminal levels.

Key findings

- > Significant investment in public transport.
- > A single opportunity to unlock value.
- > Operational continuity of the train and bus services ensured.

“Only opportunity to deliver a best-in-class Transport Interchange in Edgecliff.”

- > A highly visible interchange entry at the bus concourse connecting transport, community facilities and amenities such as allied health services and high street retail for an improved customer experience;
- > Creation of a publicly accessible open green space adjacent to the bus interchange, extending the public domain footprint with iconic vistas, which would generally not be able to be provided in existing built-up areas. This space provides opportunities for leisure, cultural activation, public art and active play;
- > Improvements to the safety of the interchange with improved passive surveillance from the active components of the redevelopment;
- > An enhanced interface along the bus hardstand with public furniture and breakout space for an improved commuter experience; and
- > Large atrium and voids within the plaza and podium providing visual connectedness and permeability from the local street network to the transport facilities.

Value of land and floor space

The contribution of floor space and land to facilitate the revitalization of the Edgecliff Interchange has been valued at approximately \$10,000,000.

Operational continuity

Ownership and operational constraints limit the capability of the existing Interchange. TfNSW have identified the advantages the proposal offers to provide significant amenity improvements whilst limiting the impact and disruption of the operational interchange and resolving the limiting ownership issues. This demonstrates the proposal's benefits as a transport value multiplier in terms of contribution of amenity, floor space and operational continuity.

The proposal facilitates this outcome by focusing the improvements within its boundary and ensuring they can be completed in-line with the building works.

Interface works including breakthroughs for improved connectivity can occur at the boundary line allowing for continued operation of train and bus services and enabling simple unveiling of the new Edgecliff Interchange when completed.

EASTERN DISTRICT PLAN PRIORITY

- > Planning Priority E1: Planning for a city supported by infrastructure.
- > Objective 4: Infrastructure use is optimised.

Transit orientated development

NSW Government policy over recent years has sought to integrate land use planning with existing or planned infrastructure. This is otherwise referred to as transit oriented development (TOD) which aims to:

- > Provide people with better access to public transport;
- > Provided people with a broader range of housing options and job opportunities; and
- > Create more revitalised, connected and sustainable communities overall.

This is captured in the 30-minute city concept which is intended to guide decision-making on locations for new transport, housing, jobs, education, health and other facilities. The proposal underpins the notion of a 30-minute city and transit oriented development. It is providing a range of uses targeted towards leveraging amenity, which is expected adjacent to a modern transport interchange. The proposal seeks to accommodate more relevant retail, a curated medical/wellbeing offering, modern and sustainable offices to attract new businesses and investment along with diverse housing options which are currently lacking within the LGA.

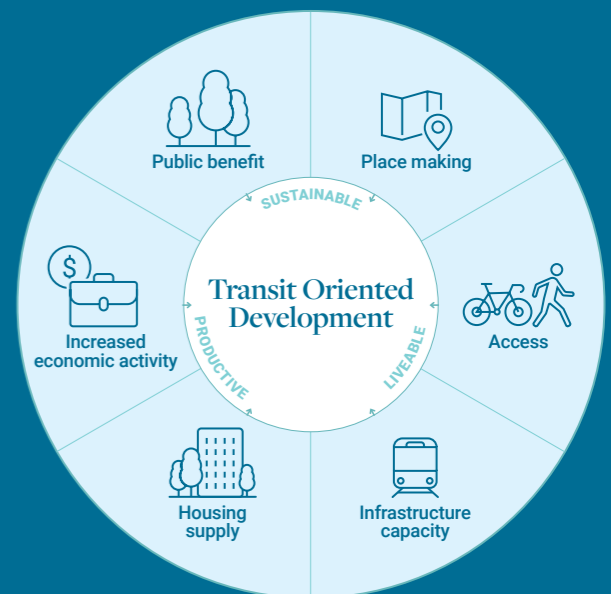
The proposal is an exemplar of TOD, locating increased density with infrastructure to revitalise the centre and reduce car dependency within the LGA.

Key findings

- > Delivery of a transit-orientated development with direct connection to the Edgecliff Interchange.
- > Bringing to life a fundamental planning principle which sees a density and employment increase over and adjacent to an existing railway station.
- > Integrates with a significant bus interchange serving the Eastern Suburbs and maximises the use of a highly underutilised and outdated transport interchange.
- > The revitalisation of the interchange as part of the renewal of Edgecliff Centre will support and encourage greater patronage of public transport.

The proposal underpins the notion of a 30-minute city and TOD.

There are a limited number of sites within the Edgecliff corridor capable of redevelopment and density. The Edgecliff Centre is the most suitable and strategically located site to deliver an exemplar of TOD for the centre.



EASTERN DISTRICT PLAN PRIORITY

- > Planning Priority E1: Planning for a city supported by infrastructure.
- > Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city.

The proposal continued

Key benefits continued

Social

Community facilities and floor space

The proposal includes:

- > A community facility space of approximately 200 sqm with direct links to open green space and artistic and cultural exhibition space for local emerging artists within an integrated, high-exposure ground plaza. Overall, the proposal will seek to connect these important facilities with key transport infrastructure, making them widely accessible. This would contribute to Council's wider network of facilities (as identified within Council's Communities Facilities Study 2020); and
- > A proposition to Council involving the dedication of land by the proponent to create an opportunity for the delivery of an integrated multipurpose community facility (approximately 2,900 sqm) on Council land immediately to the south of the site along New Maclean Street. This is aligned with the recommendations of the Woollahra Community Facilities Study.

Key findings

- > Creation of community facility space accessible via the public open green space.
- > Opportunity to dedicate land to Council to unlock dormant unproductive council land in accordance with Council's recently adopted Community Facilities Study.

Woollahra Community Facilities Study 2020

The Woollahra Community Facility Study adopted by Council identified that:

1. The site forms part of the 'Western Catchment' of the LGA.
2. Community surveys found that limited parking and transport options were reducing the ability for some user groups to access the existing facilities;
3. Provision of a new integrated multi-purpose facility could be located within Edgecliff Economic Corridor area in partnership with future developers; and
4. A large multi-purpose community facility (MPCF) can be delivered through a single building or a cluster of proximate buildings and sites.

Further to its contribution to the cluster strategy, Longhurst have been able to identify an opportunity to accommodate a MPCF located on a portion of the site and Council owned road reserve. The proposal contributes to this vision by unlocking the operational and physical barriers at the rear of the site along New Maclean Street and enables dedication of land to Council to realise this opportunity.

Overall, the improved utilisation of this land for community purposes would:

- > Improve the productivity of a currently dormant and inefficient piece of Council land susceptible to dumping of rubbish, vehicles and remains the responsibility of Council;
- > Unlock viable, highly accessible land located within the Edgecliff Centre which can be made suitable for a community space and be funded through developer contributions in line with recommendations outlined in the Community Facilities Study;
- > Improve the street activation of New Maclean Street as stipulated within the DCP;
- > Benefit from the investment into transport infrastructure; and
- > Enable council to secure a viable MPCF site at no cost to ratepayers.

Longhurst to date have not received a response from Council on the proposed land dedication or its request to meet and discuss with council staff.

EASTERN DISTRICT PLAN

- > Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage.
- > Objective 12: Great places that bring people together.



The proposal continued

Key benefits continued

Housing supply and typology

Demographic Analysis

There is the need for an additional 157,500 homes between 2016 and 2036 for the Eastern City District. Woollahra had as a 0-5-year housing target of 300 dwellings (up to 2021) with a forecasted projected need of 500-600 dwellings for Woollahra from 2021 to 2026.

Woollahra's population is ageing, while net growth is projected to be modest, the growth in people 65-84 is 21% while those aged 85+ is 56%.

There is also a projected flight of young (producing) workers 20-39 from the area which suggests that this is linked to the relative lack of additional housing supply and diversity of stock within the LGA. This group is faced with living at home longer or moving out of the area.

Ageing in Place and Allied Health

Ageing in Place is a concept in which the aged population remains living within the community with a level of independence, rather than in care. To enable this to occur, housing stock needs to be universally accessible, easily maintained and closely located to amenity and services.

Existing apartments within Edgecliff and more broadly Woollahra suffer from poor accessibility with a large portion being built during the inter-war period, prior to the introduction of accessibility standards. This results in an inability for our aged population to live independently for longer, and places greater pressures on the care system. It also further exacerbates housing issues with larger family homes remaining underutilised without proper transitional homes available for Ageing In Place.

Compared to the rest of Sydney, Woollahra has an above average older population. Forecasts show a 34% increase of jobs in medical services in the Edgecliff and Double Bay region from 2016 to 2036. This translates to a need for around 11,000 additional sqm of space than currently provided. The proposal recognises this and incorporates 3,092 sqm of allied medical, health and well-being services which will contribute to meeting the growth in demand.

Housing Typology

The proposal will provide this additional housing which is well connected within a universally designed mixed-use development enabling sufficient transitioning for our community to age-in place. Further the proposal's benefits and diverse housing typology facilitates additional supply of housing for those who want to remain in the Woollahra LGA, located with close proximity to key amenities and world class transport links, attracted by the reduction on the reliance of car ownership and access to the metropolitan centre.

A significant contribution to the above mentioned housing targets without impacting Woollahra's existing predominately low density heritage character areas is also in alignment with the recent community consultation which was undertaken by Council to inform Council's Local Strategic Planning Statement (LSPS). The community sentiment indicated a preference for high density development to be centred at Edgecliff due to its location and infrastructure, whilst also protecting the villages of Woollahra from over-development.

Public open space

The proposal offers a unique opportunity to provide a large 1500 sqm publicly accessible open green space within the development in a constrained urban area. Adjoining the existing Edgecliff Bus terminal, the proposal will create an extension of the existing public domain, transforming it into a multi-functional public realm destination.

The proposed open space will facilitate key connections from the bus terminal to the train concourse and contribute to the Woollahra open space network by providing a key community benefit of new open public green space. The park will significantly improve the interface for users of the bus terminal and seek to provide further connectivity synergies with the transport uses on the site, providing green break out space and the opportunity for leisure and active uses (as opposed to simply commuting), which is a desired goal of improving transport infrastructure.

The location of the open green space provides for direct access to the proposed community space, closely linked to local amenity and is accessible via the public domain. It's position benefits from the passive surveillance of the active uses of the development and transport interchange.

Key findings

- > The open space will galvanise the site as a destination, rather than merely a transport interchange, incorporating fine-grain retail, plaza areas and open green space
- > Easily accessible open space with wide vistas, an opportunity not always capable of being provided in a highly built up/constrained town centre
- > Promotes key connections from the bus terminal to the train concourse

EASTERN DISTRICT PLAN

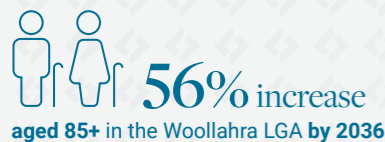
- > Planning Priority E18 Delivering high quality open space

Key findings

- > Significant contribution to Woollahra's local housing targets leveraging public transport and protecting the villages.
- > Diverse housing typology for the local community, catering to downsizers and young professionals.

EASTERN DISTRICT PLAN

- > Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport
- > Objective 10: Greater housing supply
- > Planning Priority E3: Providing services and social infrastructure to meet people's changing needs
- > Objective 6: Services and infrastructure meet communities' changing needs



The proposal continued

Key benefits continued

Economic

Investment in Jobs

The proposal when or close to full occupation will generate an estimated 692 jobs. This is a net increase of 225 over the current operation (being 467). This will include:

- > 197 full and part time retail jobs;
- > 390 predominantly full-time jobs associated with the office floor space;
- > 85 predominantly full-time jobs associated with the medical/well-being uses; and
- > The building suffers from above average vacancy due to its economic life. Significant investment is required to ensure its employment productivity continues.

The site, once developed will contribute \$66 million to regional domestic product, a net increase of \$19 million.

The net increase in retail expenditure to the Edgecliff area from the additional residents and employees is estimated to be equivalent to approximately \$5 million per year.

The proposed scheme will have a construction cost of circa \$346 million, with total economic activity associated with construction estimated at \$1 billion. This includes:

- > \$443 million of economic activity in production induced multiplier effects;
- > \$313 million in consumption induced effects;
- > 863 jobs directly in construction; and
- > An additional 2,604 jobs through production induced and consumption induced multiplier impacts.

There is growing retail demand in Edgecliff. This is largely from the primary trade area (i.e. local residents within 500m of the site), adjoining residents from Darling Point (where there is no shopping centre), the 3,000 workers in Edgecliff, and the 3,500 daily train commuters. From these sources of demand, total retail sales could reach \$110 million by 2026 which would translate to a need for 14,400 sqm of additional retail space, of which 4,700 sqm would be for supermarkets.

Sustainable economic recovery

The renewal of Edgecliff Centre offers a unique opportunity for Edgecliff to be a revitalised town centre in a post COVID-19 world where activation and vitality will be imperative to society's recovery.

By supporting both economic growth and community development at this critical time, there is potential for the Edgecliff Centre development to contribute meaningfully to the recovery of the local and regional community through the period of social and economic recovery we are entering in the post-COVID environment – and beyond.

The proposal aligns with the State's current strategy of increasing density around existing and planned infrastructure to grow high-value jobs, provide better access to homes and employment, and create liveable and sustainable centres.

The mix of uses and transport upgrades provide more efficient access to jobs, services, and homes and contributes to the Greater Sydney Commission's goal of the '30 minute city'.

EASTERN DISTRICT PLAN

> Planning Priority E11 Growing investment, business opportunities and jobs in strategic centres.



- > 197 full and part time **retail related jobs**
- > 390 predominantly full-time jobs **office related jobs**
- > 85 predominantly full-time jobs **medical/wellbeing related jobs**



Contribution to **regional domestic product** (\$19 million net increase from current operation)



per year **net increase in retail expenditure** to the Edgecliff area



Strategic merit



B

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cospace.

work space.

meeting space.

Strategic merit continued

Summary of strategic merit

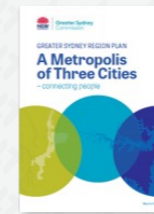
The Edgecliff Centre Strategic and Urban Design Study (which accompanies the Planning Proposal) has provided a strategic planning and urban design analysis to demonstrate that the renewal of the site has sufficient strategic merit to proceed to a gateway determination. Through the study, it has been identified that the proposal:

- > Effectively responds to existing infrastructure (the Edgecliff Railway Station) and provides more efficient access to housing, jobs and services to an existing transport hub. It also reduces reliance of vehicle usage and increases daily critical mass to support the viability of goods and services on the site and within the broader Edgecliff town centre;
- > Contributes to the 0-5-year housing target for Woollahra (including the most recent increased targets identified for Woollahra), and the attainment of the overall housing target for the district, thereby assisting in protecting lower density areas from development pressures;
- > Protects but modernises commercial floor space to support the increased role of Edgecliff as a key transport interchange and Centre;
- > Responds to the Future Transport 2056 Plan which identifies the importance of transport interchanges as places which will have a high level of accessibility as service frequencies and travel times are improved. On this basis, the Greater Sydney Region Plan states that there will be potential for interchanges specifically to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods and that Council's need to consider local conditions through place based planning that provides for centres around interchanges to grow and evolve over time and potentially become strategic centres;
- > Addresses the Greater Sydney Region Plan. Under the Greater Sydney Region Plan, Bondi Junction is the only Strategic Centre for the northern parts of the Eastern District. Edgecliff is the next tier and is identified as a Local Centre. It, however, 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 (Edgecliff is just over 2km from the eastern edge of the Sydney CBD);
- > Responds to the Edgecliff context, which under the Greater Sydney Region Plan is designated as a Local Centre. This type of centre plays an important role in providing access to goods and services, close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome. Furthermore, the District Plan notes that centres with a supermarket (Edgecliff contains two) qualify as a larger local centre. This finding supports its elevated role as defined by the Woollahra LSPS which designates the centre as a 'key local centre'; and
- > Under the previous metropolitan plan, Edgecliff and Double Bay combined were designated as a Town Centre, which confers greater significance than that of a local centre. It is conceivable that with the right planning interventions, Edgecliff and Double Bay can be guided to evolve as a more coherent single centre comprising two distinct but related parts, consistent with the Future Transport Strategy's indication that interchanges specifically are centres capable of the most change. The take up on this rare, larger unconstrained site, directly adjacent to transport infrastructure, supports the further evolution of Edgecliff to cater for a greater proportion of future residents and jobs without interfering with the character of Double Bay.

In addition, the Planning Proposal will facilitate development which:

- > Maximises existing infrastructure (the Edgecliff Railway Station) and provides more efficient access to housing, jobs and services to an existing transport hub. It also reduces reliance on vehicle usage and increases daily critical mass to support the viability of goods and services on the site and within the broader Edgecliff Centre;
- > Integrates land use and transport to support a walkable 30 minute city. The Planning Proposal provides additional capacity in a location that is in close proximity to jobs, transport, services, and open space, in accordance with the '30 minute city' principle; and
- > Protects commercial and employment floor space to support the increased role of Edgecliff as a key transport interchange and Centre.

Alignment with the Greater Sydney Region Plan



The proposal gives effect to several directions and objectives under the Greater Sydney Region Plan.

Direction	Objective	
A city supported by infrastructure	Objective 1: Infrastructure supports the three cities	✓
	Objective 4: Infrastructure use is optimised	✓
A city for people	Objective 6: Services and infrastructure meet communities' changing needs	✓
	Objective 7: Communities are healthy, resilient and socially connected	✓
Housing the city	Objective 10: Greater housing supply	✓
A city of great places	Objective 12: Great places that bring people together	✓
A well-connected city	Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	✓
Jobs and skills for the city	Objective 22: Investment and business activity in centres	✓
A city in its landscape	Objective 31: Public open space is accessible, protected and enhanced	✓
	Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	✓

Alignment Eastern City District Plan



The proposal gives effect to several planning priorities under the Eastern City District Plan, including:

Planning Priority E1 – Planning for a city supported by infrastructure

Objective 1: Infrastructure supports the three cities.

Objective 4: Infrastructure use is optimised.

- > The proposal will facilitate a new, mixed-use transit-orientated development with upgrades to the existing transport infrastructure. This will maximise the use of existing infrastructure. Increased density above the Edgecliff Train Station demonstrates the alignment of land use and infrastructure planning.

Planning Priority E3 – Providing services and social infrastructure to meet people's changing needs

Objective 6: Services and infrastructure meet communities' changing needs.

The Woollahra community is changing:

- > It is ageing in place. It has more people with an average age over 60 than the rest of Sydney (23.8% compared to 19.0% (2019));
- > The proposal will facilitate a new, mixed-use transit-orientated development with upgrades to the existing transport infrastructure. This will maximise the use of existing infrastructure. Increased density above the Edgecliff Train Station demonstrates greater alignment of land use and infrastructure planning. The additional capacity provided by the proposed infrastructure upgrades will support improved connections to the eastern economic corridor and each of the three cities; and
- > It has demand for new community facilities and facilities in walking distance to the Edgecliff Train Station.

Strategic merit continued

Alignment Eastern City District Plan continued



The proposal:

- > Makes provision for 3,092 sqm of medical floor space to support ageing in place;
- > Makes a commitment to the dedication of land to create an opportunity for the delivery of an integrated multipurpose community facility on Council land immediately to the south of the site;
- > Supports the provision of a separate community floor space which can be utilised for a range of options (for example, a student study space and or community meeting spaces); and
- > Supports housing diversity and typology for the wider community needs.

Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities

Objective 7: Communities are healthy, resilient and socially connected

In the Eastern City District, places with high concentrations of social connectors are characterised by:

- > **Access to trains or high frequency bus routes;**
- > **Cultural and economic diversity;**
- > High levels of volunteering;
- > **High provision of social infrastructure;**
- > Access to education and learning;
- > Walkable town centres or eat streets; and
- > **Diverse housing mix (density, tenure and affordability).**

Planning Priority E5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport

Objective 10: Greater housing supply

The previous target for the Woollahra LGA was an 300 additional dwellings (2016-2021). DPIE monitoring shows the current pipeline 2019/20 to 2023/24 of 550 dwellings. Council is also to show how they can meet an indicative draft range for 6-10-year housing targets for 2021/22 to 2025/26 of 500 - 600 dwellings as part of its Local Housing Strategy.

Over the longer term, the Region Plan sets a District 20-year strategic housing target of 157,500, equating to an average annual supply of 7,875 dwellings, or one in five of all new homes in Greater Sydney over the next 20 years.

To deliver the 20-year strategic housing target, the District Plan states that in local housing strategies, councils should investigate and recognise opportunities for long-term housing supply associated with city-shaping transport corridors; **growing, emerging and new centres and other areas with high accessibility.**

The site is **highly accessible and alone can support the provision of 232-268 residential units on a single site** to help achieve each of Woollahra's and the broader districts housing targets into the future.

Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage

Objective 12: Great places that bring people together

Great places have a distinctive function and identity. For the site, this is a mixed-use location which provides jobs and services and acts as a transitional location for residents, workers and commuters of the broader train network. The **proposal builds on and improves the established function and identity of the site** which will ultimately attract more residents, workers and visitors to Edgecliff. The proposal provides:

- > A people-focused ground floor and podium with fine grain retail and open space that is walkable, enjoyable and of a human scale;
- > New floor space for community use;
- > Greater retail and commercial floor space (compared to current conditions) which will attract new business into Edgecliff and expand job opportunities; and
- > New residential floor space that will create daily critical mass to support the viability of goods and services and vibrancy of the site.



Priority E6 also identifies the importance of transport interchanges as places which have a high level of accessibility which can also deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods.

Priority E6, when read together with other planning priorities, supports the provision of a greater amount, choice and affordability of homes in locations that have access to jobs, services and public transport, with the complementary creation and renewal of great places and local centres while respecting the heritage.

There is explicit **reference to exploring growth in interchanges** including consideration of the elevation of their roles in the centres hierarchy.

Planning Priority E10 – Delivering integrated land use and transport planning and a 30-minute city

Objective 14: Integrated land use and transport creates walkable and 30-minute cities

The 30-minute city concept will guide decision-making on locations for new transport, housing, jobs, education, health and other facilities to support more efficient access to workplaces, services and community facilities.

The proposal underpins the notion of a 30-minute city. It increases residential, commercial and community floor space on a site which can use the existing Edgecliff Train Station and Bus Interchange to give people more efficient access to their workplace, home or services.

Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres

The proposal is consistent with Planning Priority E11 as it aligns land use and infrastructure planning (by utilising existing infrastructure) for a growing centre which has the capacity and demand for non-residential floor space. The proposal also:

- > Supports a mix of residential, community and commercial uses to diversify the range of uses within an established centre;
- > Increases the quantum of non-residential floor space (compared to current conditions) to attract investment, business activity and job growth;
- > Provides publicly accessible open space which will contribute to the vibrancy and quality of the public realm, and contribute to improved walkability; and
- > Co-locates new health and community uses.

Planning Priority E17 – Increasing urban tree canopy cover and delivering Green Grid connections and Planning Priority E18 – Delivering high quality open space

Objective 32 – The Green Grid links parks, open spaces, bushland and walking and cycling paths.

Objective 31 – Public open space is accessible, protected and enhanced.

The proposal provides open green space and a civic ground plaza to support green connections within an existing urban area.

Strategic merit continued

Alignment with NSW State Plan



The Proposal is consistent with the revised NSW State Plan 2021 in that it will:

- > Create construction jobs;
- > Contribute to housing supply;
- > Encourage business investment;
- > Develop a high-quality development in proximity to existing state transport infrastructure.

Key findings



RETURN QUALITY SERVICES: TRANSPORT

GOAL 8

Grow patronage on public transport by making it a more attractive choice



RENOVATE INFRASTRUCTURE

GOAL 19

Invest in critical infrastructure



STRENGTHEN OUR LOCAL ENVIRONMENT & COMMUNITIES

GOAL 27

Enhance cultural, creative, sporting and recreational opportunities

GOAL 9

Improve customer experience with transport services

Alignment with Future Transport 2056



The *Future Transport Strategy 2056* is the 2017 update of the NSW Long Term Transport Master Plan and supersedes the Master Plan. It is a 40-year vision for mobility in NSW, developed with the Greater Sydney Commission, the Department, and Infrastructure NSW. It seeks to ensure that transport planning and land use planning are fully integrated and is based upon the key themes of a Productive Economy, Liveable Communities and a Sustainable Society.

This Planning Proposal will best serve the objectives of this Plan through:

- > Supporting the '30-minute city' model allowing better access to jobs and essential services closer to home, and closer to each other;
- > Facilitating integrated transport and land use planning, allowing for better activation of the existing public spaces fronting and adjoining the site, and improved liveability by making essential, retail and medical/well-being services more accessible;
- > Supporting the utilisation of the rail system, by providing significant employment opportunities in direct proximity to an existing heavy rail station; and
- > Assisting to unclog the Sydney CBD transport system by connecting more people to existing rail and the bus interchange and encouraging patronage of an existing network.

Alignment with the NSW State Infrastructure Strategy



The Strategy sets out six directions for infrastructure in NSW, of which the following is relevant:

- > **Integrating land use and infrastructure planning.** This planning proposal looks to maximise the use of the existing Edgecliff railway station by developing within the centre of Edgecliff so as to capitalise on the accessibility it provides and further looks to future proof the interchange with its improvements. This seeks to 'get the most' out of current infrastructure stock given the State's growing population and tightening fiscal measures.

Strategic direction

The Strategy sets six cross-sectoral strategic directions, each designed to achieve 'more with less' and embed good practice across the infrastructure lifecycle.



Integrating land use and infrastructure planning



Infrastructure planning, prioritisation and delivery



Asset management: assurance and utilisation



Resilience



Digital connectivity and technology



Innovative service delivery models

Strategic merit continued

Alignment with the Woollahra Local Strategic Planning Statement



“Edgecliff is the Gateway between the Eastern Suburbs and the CBD along a vital transit corridor”

SOURCE: WOOLLAHRA LSPS

Infrastructure and collaboration

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

The Planning Proposal is consistent with Woollahra Planning Priority E1, E2 and E3 as it:

- > Represents a transport orientated development of scale with integrated land uses in a centre and adjacent to a railway station;
- > Will support an increased portion of people living with easy walking access to a range of jobs, services and facilities, as well as access by bus to other nearby activity centres and by train to other centres;
- > Will, through the size and scale of the site and length of frontage, improve the existing adjoining public domain and provide for a more comfortable and attractive walking environment for people of all capabilities;
- > Will, through the open space and public domain inclusions and medical/well-being uses proposed, contribute to the community which can foster health and support social connections; and
- > Through the diversity of land uses and public spaces, and the activation and critical mass this provides, contribute to place making within the heart of Edgecliff.

Liveability

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

The Planning Proposal is consistent with Woollahra Planning Priority E4 and E6 as it:

- > Provides a greater amount and choice of new homes in a mixed use, transit-oriented form within a centre aligned with a train station. Combined with an improved public domain outcome and mix of uses, it will improve placemaking and social interactions.



Productivity

- > *Planning Priority E7: Supporting access to a range of employment opportunities and partnerships.*
- > *Planning Priority E8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.*

The Planning Proposal is consistent with Woollahra Planning Priority E7 and E8 as it:

- > Will support commercial floor space which given the local centre zoning, can support a range of employment uses. This will support the retention and diversification of local employment opportunities; and
- > Collocate medical/well-being and business uses within a public domain filled with fine-grain retail to create a more interconnected environment to support placemaking.

Sustainability

- > *Planning Priority E13: Improving the sustainability of our built environment, businesses, and lifestyles by using resources more efficiently and reducing emissions, pollution, and waste generation.*

The Planning Proposal is consistent with Woollahra Planning Priority E13 as it:

- > Provides a more sustainable form of development (transit orientated development) compared to more dispersed growth options; and
- > It will support a more ecologically sustainable development on the site with strong NABERS and Greenstar ratings. The scale of the site and proposal provides the opportunity to provide innovative, best practice and tangible measures that would be likely less viable as part of smaller scale renewal.

Alignment with the Woollahra — 2030



The proposal gives effect to several directions and objectives under the Woollahra — 2030.

Theme	Goal	Strategy	Comment
Community wellbeing	A connected, harmonious and engaged community for all ages and abilities.	Provide places and spaces for people to connect and interact.	The planning proposal provides significantly improved communal and public open spaces for social interaction, supported by access to services, transport and fine-grain retail.
Quality places and spaces	Well planned neighbourhoods.	Enhance the form and function of the local business centres.	The proposal will elevate the existing function of the centre through an expansion of commercial, medical/well-being and residential floor space, supporting an increase in local jobs and daily critical mass to support the vitality of the centre.
Local prosperity	Community focused economic development.	Encourage vibrant and vital local suburbs, villages and neighbourhoods that support a healthy economy.	
A healthy environment	Sustainable use of resources.	Reduce greenhouse gas emissions and ecological footprint.	The proposal will provide a more ecologically sustainable development on the site and target a NABERS Energy rating of 5 stars, a 4 Star NABERS Water rating and a Greenstar rating of 5 stars.

Alignment with Woollahra Integrated Transport Study



The Draft Woollahra Integrated Transport Study (ITS) articulates Council's policy for transport and sets a vision for more sustainable and accessible LGA. The themes and objectives of the ITS which are aligned with this Planning Proposal include:

- > **Access, Mobility and Liveable Spaces (Theme 1)** – The proposal supports intermodal access from the public domain to the existing Edgecliff Railway Station and bus interchange, which will be permeable and DDA compliant. This is also intended to align with the medical and wellbeing uses proposed on the site.
- > **Public Transport (Theme 2)** – The proposal will bring homes closer to existing transport infrastructure and will increase the ease and improve the experience of intermodal travel, which overall will support increased public transport patronage in the LGA (Objective 6.1).
- > **Active Transport (Theme 3)** – The proposal will include bicycle parking. Combined with Council's policy commitment to investing in and building safe, accessible and attractive pathways and cycleways, this will ensure the site can support active transport in the LGA (Target 7.2).
- > **Roads and Parking (Theme 4)** – The proposal will create a concentration of jobs, homes and services which will reduce demand for travel across the LGA, supporting the need for private vehicle ownership (Target 8.2).

The right scale for the right place

Council have noted that the proposed height is inconsistent with the centre's hierarchy and the role of Edgecliff as a Local Centre.

Relying solely on the centre's hierarchy to determine the acceptability of height is not considered appropriate to the determination of whether a certain height is appropriate or not in a location. It represents only one of several criteria (both strategic and site-specific) which should inform the suitability of height on the site. These additional considerations are as follows:

- > Character and place;
- > The Western end of the Woollahra LGA and its existing character;
- > Adjoining development and its place further east of the William Street and Darling Point linear height corridors;
- > Proximity and accessibility to the Sydney CBD, being a 5 minute train journey;
- > The pattern of centres around the Sydney CBD;
- > Height more broadly around train stations;
- > Opportunity site (ie, large, unfragmented land area) in a highly constrained locality;
- > No "hard" environmental planning constraints e.g flood, contamination, heritage; and
- > The constraints of developing the Eastpoint Shopping Centre directly above the station but constrained by complex titling and stratum arrangements.

Character and place

The planning framework is increasingly taking a more design and character-led approach. The draft Design and Place SEPP for example, will be a principles-based SEPP, integrating good design with specific place considerations. The current Government Architects 'Better Placed' design policy does the same, advocating for development which is contextual and suitable to specific places.

In terms of the site and its character, the height proposed is suitable. The site is one of the most strategically located sites within the Edgecliff centre and wider LGA. It has an area of 4,910 sqm and is the largest freehold and zoned site within Edgecliff and Double Bay that is under single ownership and is unfragmented. It also sits above and adjacent to the Edgecliff Train Station and Bus Interchange, and has no major environmental planning constraints such as heritage. The site is also able to effectively respond to overshadowing and view sharing.

In terms of character, the Edgecliff Local Centre is characterised as a mixed-use centre within a vital transit corridor and is vastly different to the remainder of the Woollahra LGA, which in general has a more suburban character and lower building heights. In Edgecliff, low rise 1-2 and 3-5 storey typologies are often juxtaposed against midrise 6-8 storey typologies, with high rise residential towers above 9 storeys typically set back from the main street. Ranelagh tower is immediately north of the site (up to 32 storeys) and the site is positioned at the end of a ridge road that stretches from the end of Darling Point, which is dominated by point towers dating from the 1960s to 1990s with heights ranging between 30 to 60m and above 60m.

The proposal has replicated the surrounding tower typology by positioning the tower component away from New South Head Road Street. The podium height comprises distinct elements of different scales which responds to the prevailing street context of surrounding development along New South Head Road and provides a logical end of the two linear corridors of point towers being at their intersection above the transit interchange.

Strategic merit continued

The right scale for the right place continued

Height around train stations and smaller centres

More broadly, buildings in Sydney with greater heights and densities are typically concentrated around train stations, given the amenity provided by these public transport nodes. Kings Cross Station (which is also a Local Centre), the first stop on the T4 Eastern Suburbs and Illawarra Line out of the Sydney CBD, exemplifies the concept. The site is located only one stop after Kings Cross. Zetland, Green Square and Waterloo are other examples.

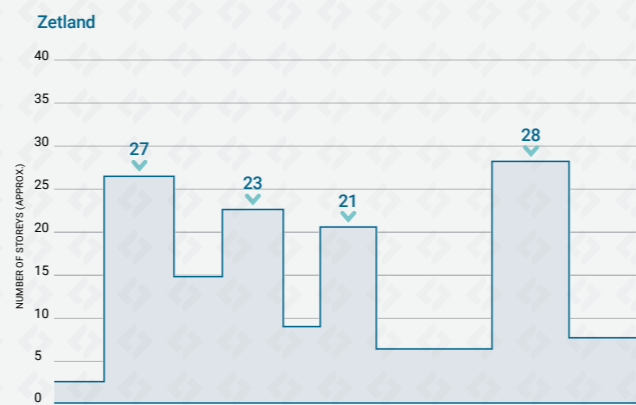
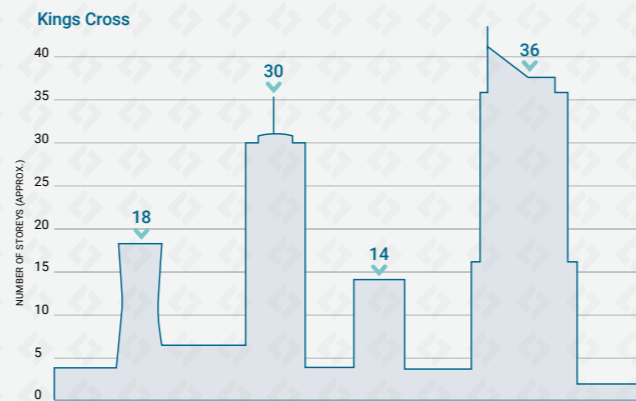
The Region and District Plans also include a number of planning priorities that when read together support investigation of renewal of the Edgecliff Centre and the site. These focus on the integration of land use and transport through the provision of a greater amount of choice and affordability of homes in locations such as Edgecliff that have access to jobs, services and public transport.

They also support the complementary creation and renewal of great places and local centres while respecting the heritage. In particular, both plans make explicit reference to exploring growth in interchanges such as Edgecliff, including consideration of the elevation of their roles in the centre's hierarchy.

Specifically, page 121 of the Region Plan states that *'There will be potential for interchanges to deliver mixed-use, walkable, cycle friendly centres and neighbourhoods. Councils need to consider local conditions through place-based planning that provides for centres around interchanges to grow and evolve over time and potentially become strategic centres.'*

We also note that most maximum buildings heights for existing Strategic Centres generally predate the current centres hierarchy. These pre-established LEP heights do not necessarily reflect the appropriate heights for a Strategic Centre. Furthermore key local centres and strategic centres are also reviewing their current planning controls for increased density and height. As a result, an analogous comparison of the proposed height to other permissible building heights of Strategic Centres is not considered appropriate as a reason to restrict the appropriate analysis of height on the site.

The LEP controls (60m) for Bondi Junction for example, came into force in 2012. This predates Bondi Junction's designation as a Strategic Centre (under the current Region and District Plan) by eight years. The physical characteristics of Bondi Junction (larger land areas and lot configurations) means that height in Bondi Junction can be distributed across a greater commercial and mixed use centre which allows greater density at lower overall heights. Given the smaller size of the Edgecliff Centre site (compared to Bondi Junction) and the very limited number of large developable lots within Edgecliff, there is limited opportunity to supply and distribute density.



LEGEND

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

TOWER CLUSTERS ALONG RIDGE ROADS

Growth of transit orientated development

More broadly, The NSW Government continues to encourage transit orientated development in growing high-value jobs, to provide better access to homes and employment, and create liveable and sustainable centres overall. This strategy has translated into the successful increase in density around existing and proposed public transport, including over-station developments. This thinking in planning has advanced significantly since the controls for Bondi Junction (for example) were first envisaged over a decade ago.

St Leonards is a prime example. It has seen a significant increase in density to land surrounding the existing train station and metro station. Height in St Leonards reaches up to 50, 45, 42 and 35 storeys with FSR as high as 25.4:1, 20:1, 18:1 and 15:1. This has been solidified in the recent St Leonards and Crows Nest 2036 Plan (finalised in August 2020). Like Edgecliff is to the Sydney CBD, St Leonards is also only two stops away from the North Sydney CBD and three from the Sydney CBD.

Edgecliff is similar in locational advantage to St Leonards and Crows Nest, where densities far in excess of this scale have been deemed appropriate by recent State Government work.

Where Edgecliff differs is the highly limited number of sites suitable for the scale of transit orientated development, with the Edgecliff Centre having the size and proportions and being the only real site capable of delivery of a transit orientated development within the centre.

The same can be said for the following centres that are capable of supporting transit orientated development such as:

- > Epping (which permits up to 72m and 6:1 FSR);
- > Chatswood (which permits heights up to RL 246m, RL 234m, RL 201m and RL 175m with corresponding FSR's of 8:1, 7:1, 6:1 and 5.5:1);
- > Waterloo Metro Quarter which has and will continue to leverage existing and planned infrastructure with heights up to RL 116.9, RL 104.2 and RL 96.9 with a corresponding FSR of 6:1. With a site area of approximately 13,500 sqm, this allows a GFA of up to 81,000 sqm which is significantly higher than the GFA proposed in this Planning Proposal.

The Sydney Metro Northwest Urban Renewal Corridor (which includes eight station precincts from Cherrybrook to Cudgong Road) also demonstrates a commitment to increasing density with infrastructure.

Strategic merit continued

The right scale for the right place continued

Broader visual and built form catchment

There is also a concentration of taller buildings outside the Sydney CBD in centres and corridors aligned with major transport routes or in locations to maximise views to the Harbour. This character is particularly evident for land to the immediate east of the CBD. This includes the William Street / New South Head Road, Elizabeth Bay / Potts Point and Darling Point ridge.

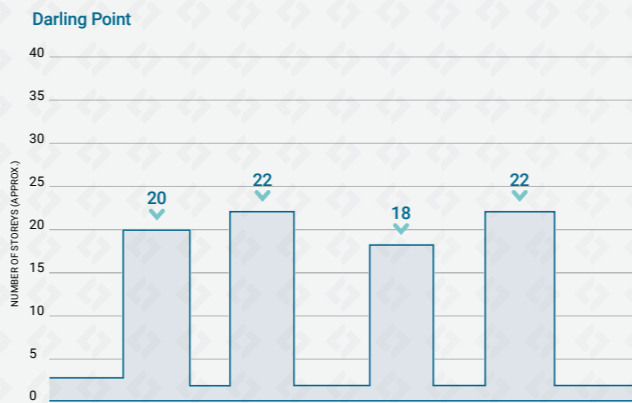
In terms of the site, it is located within and at the eastern boundary of a visual and built form character area that stretches from Hyde Park to Edgecliff that has a distinct presence of slender, taller buildings. These taller buildings are aligned in two main linear corridors. The east-west corridor is aligned with William Street and its extension 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 32 storeys.

Therefore the logical end to these built forms are at the junction of where the lineal corridors intersect above the Edgecliff Transport Interchange.

Given these attributes, the site is different in terms of place and character to the remainder on the Woollahra LGA (as detailed above), which includes more a suburban character with lower building heights. This difference in character is recognised in Council's LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD and a key local centre identified for greater density.

Land Use

The primary role of a Metropolitan and Strategic Centre is on job growth and job concentration. These centres are not determined by height, nor do they set the appropriateness of height on a site. The Greater Sydney Region Plan (on page 119) specifically speaks to the role of Strategic Centres as attracting investment, business activity and jobs to support the 30-minute city concept. Page 120 of the Plan also states that *"Employment growth is the principal underlying economic goal for metropolitan and strategic centres..."* It is contended that it is erroneous to purely link height with Strategic Centres alone in the centres hierarchy, when centres such as Edgecliff can contribute strategically to such economic growth due to their location and proximity to the Sydney CBD.



Strategic benefits

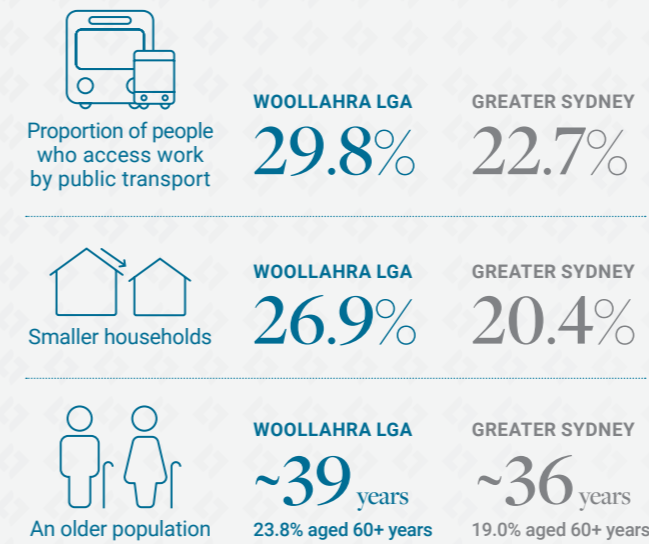
Over recent years, renewal of key sites in larger Local centres and Strategic Centres co-located with rail stations has typically been in the form of mixed use development featuring ground level and / or podium non-residential uses and residential uses in upper levels, often in tower configurations. When done at scale, this form of renewal has the potential to provide substantial community benefit. For the site and Woollahra, the proposal means:

- > The strategic placement of density which goes a significant way to reaching Woollahra Council's housing targets, while reducing pressure elsewhere in the lower density areas of the LGA from development pressures;
- > Reinvigoration of the existing Edgecliff bus interchange and railway station into a best-in-class transport interchange;
- > Rejuvenation of the now outdated Edgecliff Centre which currently reduces the amenity and aesthetics of this important centre;
- > The protection and expansion of employment generating floor space in a highly accessible location; and
- > A community facility co-located within the publicly accessible open space.

Change in demographics / alignment with demographics

Population and demographics

In 2019, the population of the Woollahra LGA was estimated to be 58,964 (Woollahra Council). The characteristics of this population differs to that of Greater Sydney in a number of key ways:



The above statistics demonstrate a need for well located housing (close to transport) and capable of responding to changing demographics. Woollahra's population is no longer characterised by the predominantly single tenure housing, but requires consideration of downsizers, young families and lone person households. The redevelopment of the Edgecliff Centre is one of the few sites of sufficient size to cater to demand and provide a diverse housing typology.

Growth and change

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

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

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

This overall pattern is reflected in the Eastern City and the Woollahra LGA. According to the Draft Woollahra Integrated Transport Strategy 2019 (Draft Woollahra ITS 2019), Woollahra's population *"is estimated to increase by 38 per cent to 80,626 by 2056. Edgecliff and Double Bay are expected to experience the largest population growth"*.

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

- > Growing population (forecast to increase from 58,964 in 2019 to 59,850 in 2036) (acknowledging that growth is not a direct reflection of demand, but is highly influenced by other factors such as planning controls);
- > Forecast decline (16.8%) in the working age population (those aged 20 – 39 years); and
- > Forecast increase in older persons (21% increase in those aged 65 – 84 and 56% increase in those aged 85+).

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

- > A greater number of homes with a diverse typology for the changing demographic;
- > More homes in accessible locations such as centres and within walking distance to public transport to cater for older persons and continue the high rate of journey to work by public or active transport; and
- > Homes that are attractive to working age people.

Site-specific merit



Site-specific merit continued

Summary of site-specific merit and opportunities and constraints

The proposal is considered to demonstrate site-specific merit having been meticulously tested for its environmental impacts, considering existing and future uses and ensuring infrastructure can accommodate the development.

- > It is a large, unique urban site that is unencumbered with any significant natural environmental values;
- > Technical input has demonstrated it can be readily serviced by utilities and infrastructure to support the proposed use and density;
- > It has been subject to a broader environmental assessment. In particular, it has been determined that the existing infrastructure and services on the site (with augmentation) will be capable of supporting the future redevelopment of the site. The proposal also incorporates significant regional infrastructure improvements in terms of the transport upgrades proposed;
- > It sits above the Eastern Suburbs Railway line, adjacent to the Edgecliff Railway Station and directly adjoins the Edgecliff Bus Interchange which is an appropriate location to support density for the efficiency it creates in locating and moving people to and from home, work and services;
- > Solar access to public spaces specifically Trumper Park Oval is managed through careful consideration of the form ensuring full compliance with Council's DCP ensuring no overshadowing occurs between 10:00am and 2:00pm in mid-winter;
- > The built form has considered the existing uses surrounding the site, particularly in relation to:
 - View sharing for the residents at 170 and 180 Ocean Avenue and others; and
 - Overshadowing to the existing residents to the south.
- > The design concept confirms that a design solution can be achieved for the residential component that is consistent with the objectives and guidelines of SEPP 65 and the Apartment Design Guide;
- > A high-quality design solution is proposed that is capable of achieving design excellence;
- > Vehicular access and servicing can be achieved in an acceptable manner with a decrease in vehicle crossovers;
- > The density will generate **no net increase in traffic** when compared to current conditions;
- > It recognises the existing commercial role of the site and seeks to protect, increase and enhance employment-generating floor space on the site to ensure it can continue and expand this role;

- > The proposal can support the changing demographics of the area. In particular, it will:
 - Provide housing stock to support the growing population of the Woollahra LGA (being a forecast increase from 58,964 in 2019 to 59,850 in 2036 and to 80,626 in 2056);
 - Provide employment-generating floor space and housing typology to help re-attract a working age population (those aged between 20-64 years) into the LGA (which is forecast to decline by 17% to 2036); and
 - Provide medical and well-being uses to support ageing in place for older persons in the LGA (21% increase in those aged 65 – 84 and 56% increase in those aged 85+).
- > Significant regional contributions are proposed to upgrade the Edgecliff Train Station and Bus Interchange which will help the station and interchange meet the additional demand placed on it by the additional density of the site and the broader anticipated growth identified for Edgecliff and the Woollahra LGA; and
- > The proposal balances Regional, whilst local benefits and open space is also proposed.

Site-specific opportunities

The site has the following site-specific opportunities which the proposal looks to take advantage of:

- > A location which is adjacent to and above the Edgecliff Railway Station and Bus Interchange, and an opportunity to unlock investment in regional infrastructure;
- > Large lot size (4,910 sqm) which is unfragmented and under single ownership in the heart of Edgecliff;
- > It is only two stops from the Sydney CBD, and the density proposed is commensurate to other centres with such close proximity. The proposed density reflects a density which can feasibly and appropriately be placed on the site based on environmental analysis and is in response to a Station and Transport Interchange located less than 5 minutes from the CBD; and
- > Proximity to complementary uses (including two established supermarkets, Ascham School and local retail along New South Head Road).

Site-specific constraints

Irrespective of the site-specific opportunities the site may hold, to demonstrate site-specific merit, consideration needs to be given to the site's natural environment and its immediate locality (including existing and surrounding future uses) to inform an orderly and equitable proposal.

The key site-specific considerations identified for the site are outlined below. Each has been used to inform the proposal.



Built form

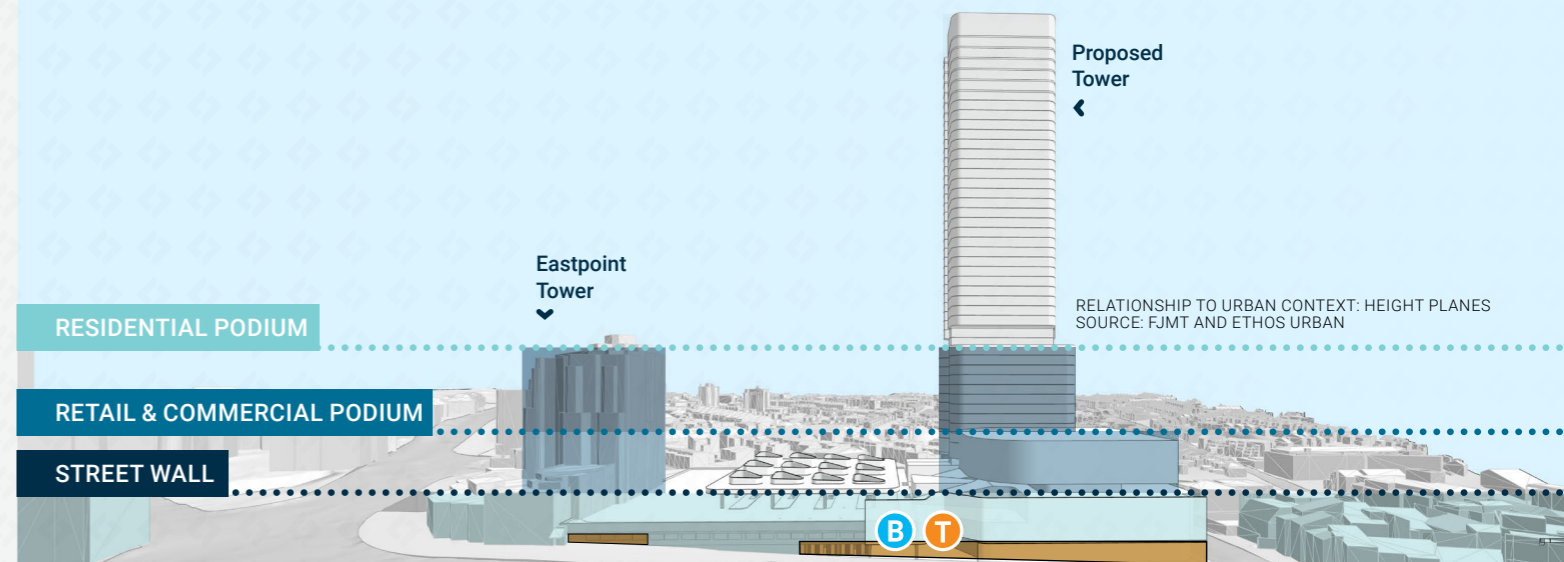
Existing local character and surrounding development

The Edgecliff Local Centre is different to the remainder of the Woollahra LGA, which in general has a more suburban character and lower building heights. Edgecliff is described within the LSPS as the gateway that links Sydney's Eastern Suburbs and CBD along a vital transit corridor.

Land surrounding the site is characterised by a diverse mix of built form typologies with varying heights and land uses that is a result of continuous morphology over the decades. Low rise 1-2 and 3-5 storey typologies are often juxtaposed against midrise 6-8 storey typologies, with high rise residential towers above 9 storeys typically set back from the main street. This is exemplified by the current site – a 7 storey commercial building that is set against the 2 storey Eastpoint Complex to the east.

The proposal has replicated the surrounding tower typology by positioning the tower component away from the New South Head Road street front. The podium comprises distinct elements: the street wall, and a podium which has different scales to respond to the street, which are a contextual response to the prevailing street frontage heights and heights of surrounding development along New South Head Road.

The overall podium height will reach RL 95.00. The upper component of the podium is designed to replicate the height of Eastpoint Tower (180 Ocean Street) and the lower component of the podium is designed to align to the residential building at 170 Ocean Avenue. Given the heights and setback proposed, the podium avoids generating an undue sense of enclosure and scale to the public domain and respects the scale of existing development.



Site-specific merit continued

Built form continued

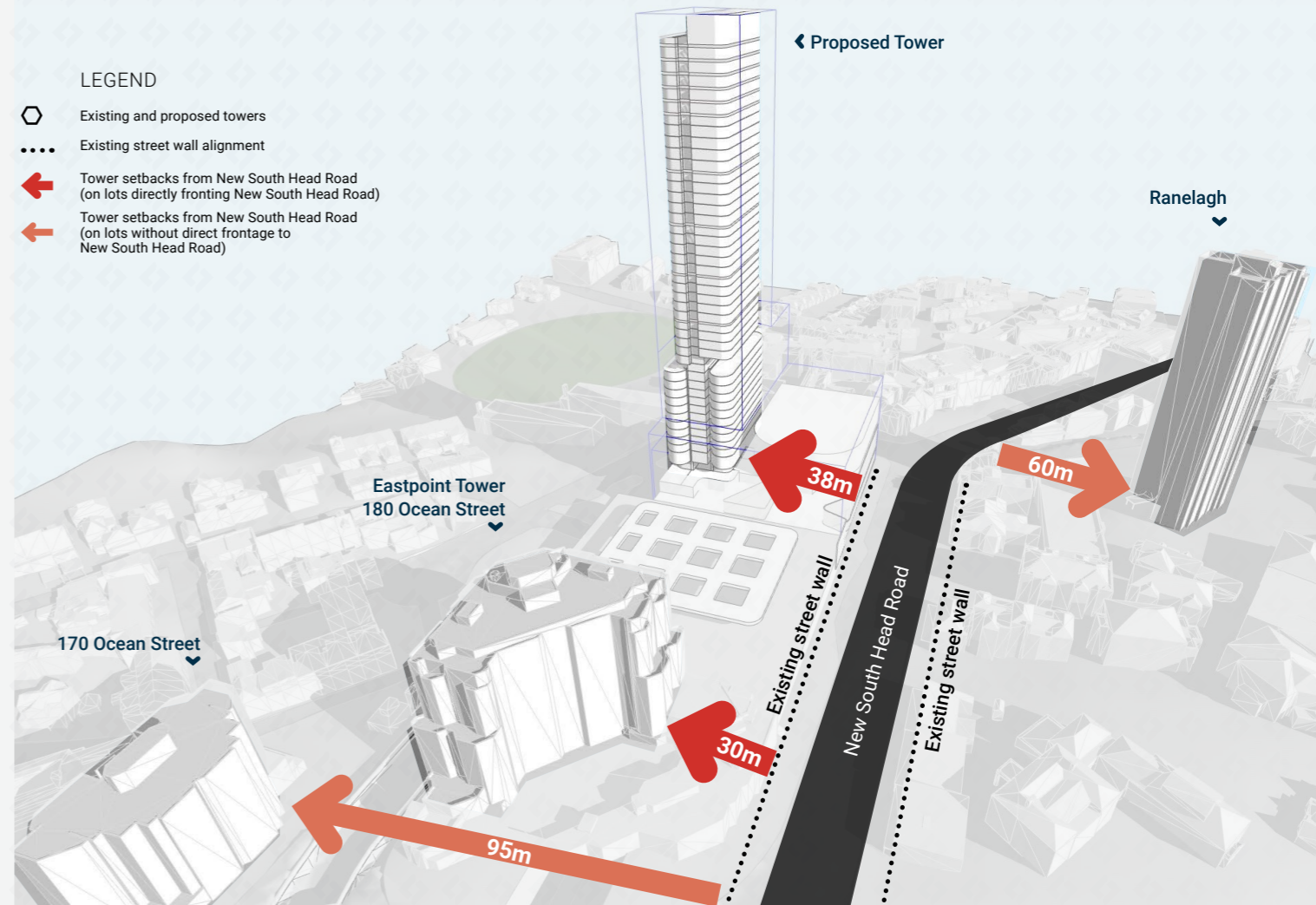
The tower component extends to 45 storeys (161m) and is setback 38m from New South Head Road and 12m from the eastern boundary of the site. As mentioned previously, the positioning of the tower form is based on replicating the existing tower typology of the area as well as:

- > Sun access to Trumper Park Oval. The western setback (between 14.5m and 24.1m) and the angled articulation of the western façade ensures the Oval is not subject to overshadowing from 10:00am mid-winter (in accordance with the DCP control);
- > A 12m eastern setback to ensure suitable building separation and privacy (for development over 25m) between the site and high-rise residential development to the east; and
- > Consideration of view sharing for residents to the east looking back at the Sydney CBD and Harbour. The building line of the envelope has been positioned to the southern end of the site and to minimise its elevation length in the western view.

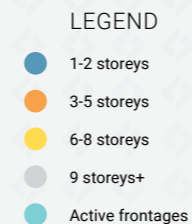
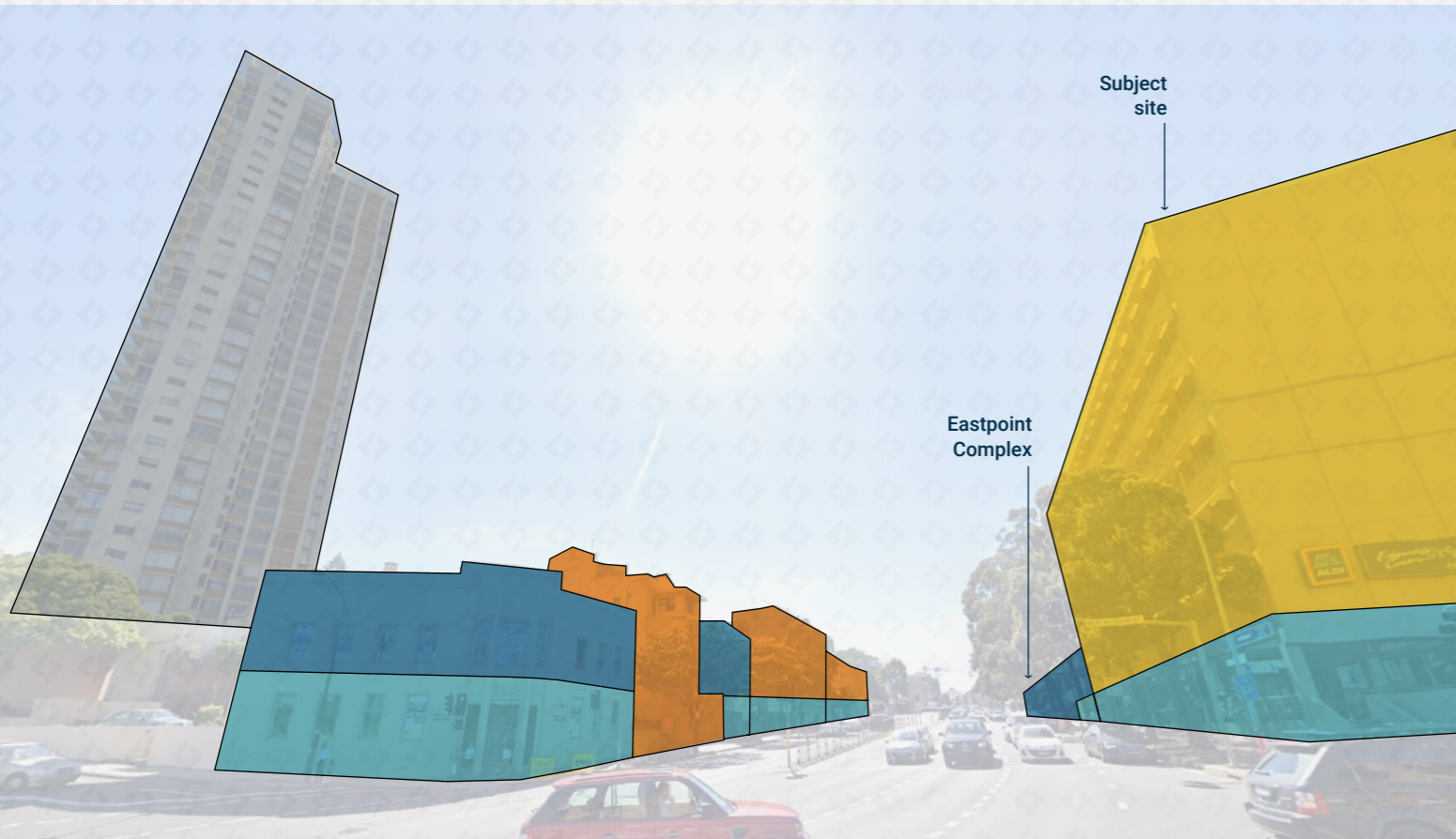


Key findings

- > Edgecliff differs from the remainder of the Woollahra LGA, which in general has a more suburban character and lower building heights.
- > The proposal responds to the built form typology in the immediate area – tower element above podium which is setback from the street frontage.
- > Proposal supports a sympathetic street wall height to New South Head Road and a slim tower form that occupies only 15% of the site area.



RELATIONSHIP TO URBAN CONTEXT: TOWERS SETBACK FROM NEW SOUTH HEAD ROAD
SOURCE: FJMT AND ETHOS URBAN



LOCAL BUILT FORM TYPOLOGIES AROUND THE SITE

Site-specific merit continued

Built form continued

Density around strategic train stations

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

On the other hand, Kings Cross Station, the first stop on the T4 Eastern Suburbs and Illawarra Line out of the CBD exemplifies the concept of locating buildings with greater heights and densities around train stations. The figure on the right shows a large concentration of towers around this station. The same can be said for Bondi Junction and other centres which have seen a significant increase in height on land surrounding stations. Bondi Junction and Kings Cross for example has already developed a typology of height and density around the stations, which is reflective of the built form established within these centres.

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

Point tower typology

The centre is located within and at the eastern boundary of a landscape area that stretches from Hyde Park to Edgecliff that has a distinct presence of slender, taller buildings.

These taller buildings are aligned in two main linear corridors. The east-west corridor is aligned with William Street and its extension 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 32 storeys. Given these attributes, in many respects the Edgecliff Centre is different to the remainder on the Woollahra LGA, which in particular has a more suburban character and lower building heights.

Notably, this is also recognised by the Woollahra LSPS that identifies Edgecliff as the gateway between the eastern suburbs and the CBD. While of a greater height than other buildings, uplift of the nature proposed is compatible with this overall visual pattern

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

Key findings

- > Existing centres in the Eastern District have already established a typology of height and density around their respective train stations.
- > Edgecliff Interchange is the only train station or bus terminal within the Woollahra LGA.

Key findings

- > The site is a logical end of the two main linear corridors of point and cluster towers to terminate at their intersection above a transport interchange.



LEGEND

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

CONCENTRATION OF TALL BUILDINGS AROUND TRAIN STATIONS

Site-specific merit continued

Built form continued

Built form testing

Testing of the proposed form was compared to other potential built form outcomes on the site. This included:

- > **Option 1:** Compliant LEP scheme under the existing controls for the site;
- > **Option 2:** Opportunity Site Study envelope which was consistent with the built form controls envisioned for the site under Council's Edgecliff Opportunity Study 2010;
- > **Option 3:** A single lower broader tower envelope; and
- > **Option 4:** A taller and thin tower envelope (the proposal).

Council's previous opportunity study identified a residential scheme of 6.05:1 FSR across the subject site and Edgecliff Interchange. Through testing the proposal has been able to achieve the targeted 6:1 residential FSR whilst maintaining the existing 3:1 employment generating floorspace all within the Edgecliff Centre site.

The upgrades and improvements to the Edgecliff Transport Interchange and wider town centre realised through the delivery of the proposal is supported by the arrangement of floorspace, density and mixed-uses proposed.

Option 1

Compliant LEP scheme under the existing controls for the site

A complying LEP envelope under the existing controls for the site is shown in below. A complying LEP envelope clearly failed to respond to the rare, unencumbered size of the site and its location adjacent to public transport, and did not support the increasing role of Edgecliff as a key transport interchange in the Eastern District. Nor did it support the principles of transit orientated development.

The part 6m and 26m height limit forces a sub-optimal design outcome (i.e. a short squat building with inappropriate proportions) and insufficient density in proximity to key transport infrastructure. The demolition of the existing building on the site to redevelop up to 26m would not be feasible and this would be exacerbated given the constraints associated with the below ground rail easement. This option is determined to be not realistic or optimal.

Option 2

Woollahra Opportunity Site Study envelope

The Woollahra Council Opportunity Study Envelope tested a 53m height (17 storeys) and 6.05:1 FSR on the site. The study assumed the amalgamation of the site with the adjoining Eastpoint Centre (the adjoining site to the east). The outcome is shown below. The envelope was included in a study of sites which Council identified as being capable of supporting additional density to meet housing targets, and comprised primarily residential uses with only minor retail for employment-generating floor space.

Assessment of this option by FJMT found that the built form arrangement would make ADG compliance very difficult, if not impossible. The scheme would also fail to generate any feasible, modern, or efficient floor plates (and minimum non-residential floor space control) to support commercial development, which was not the predominant land use intended on the site under the scheme.

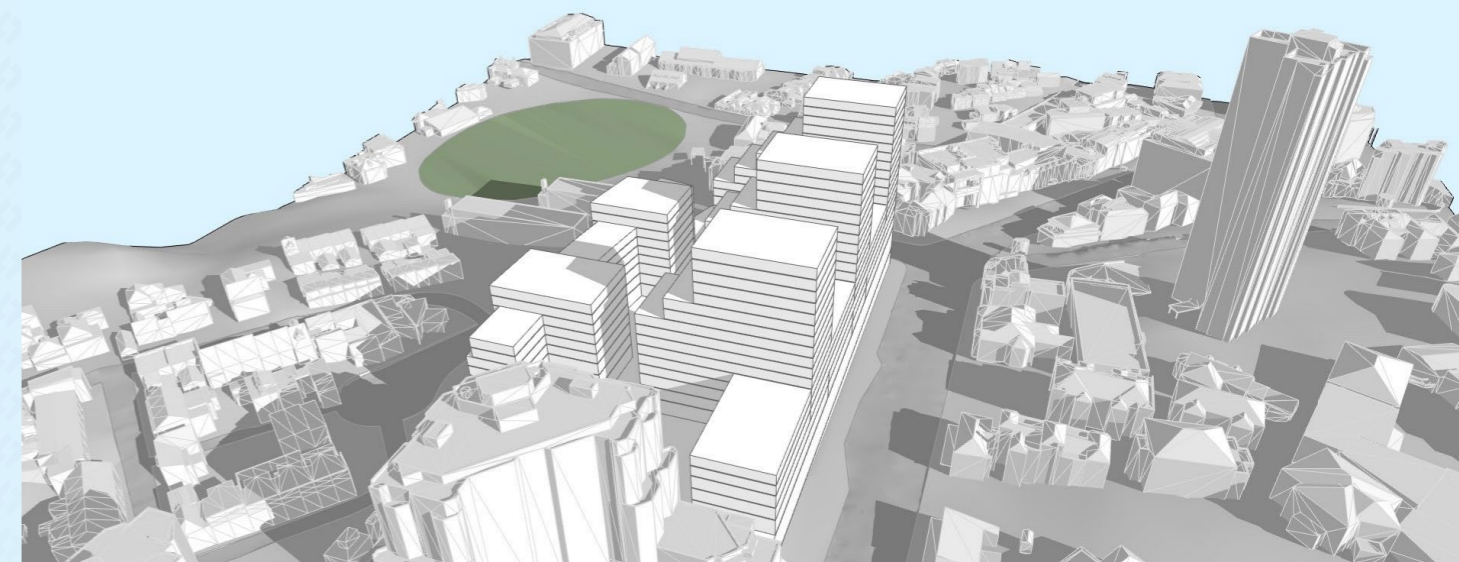
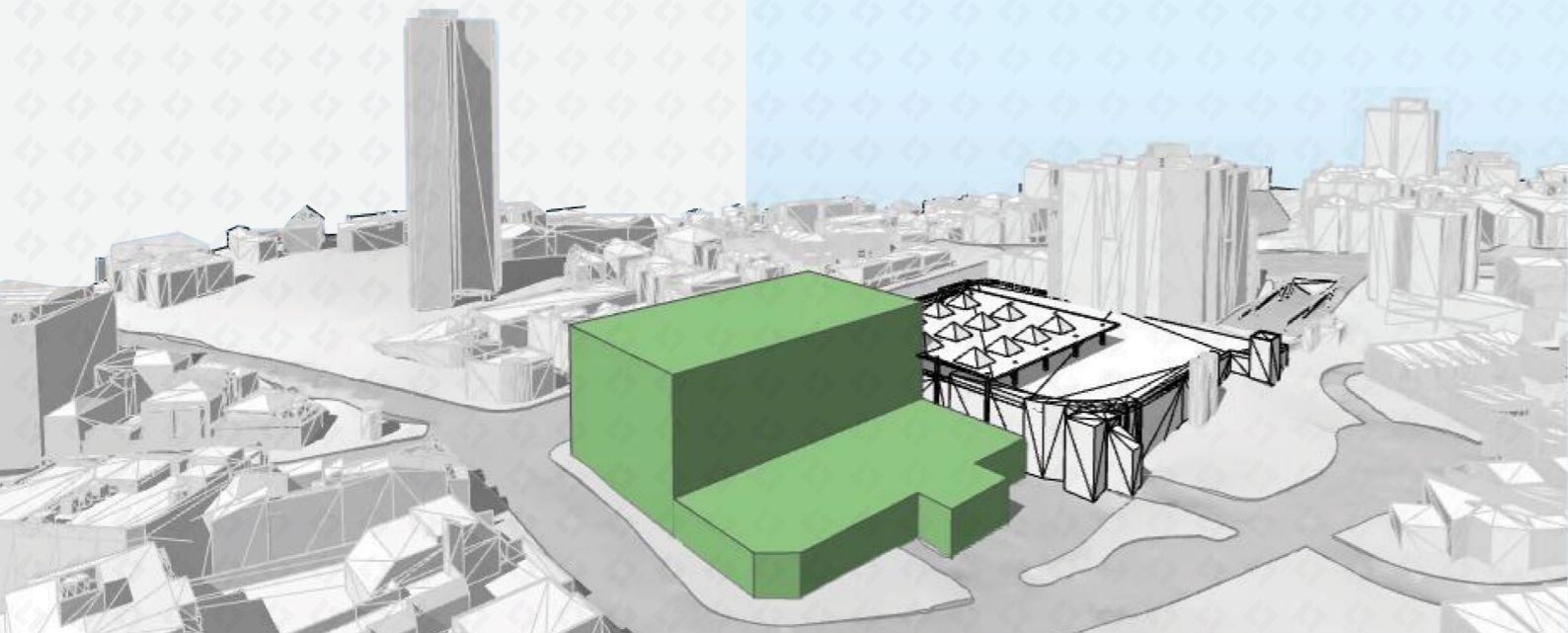
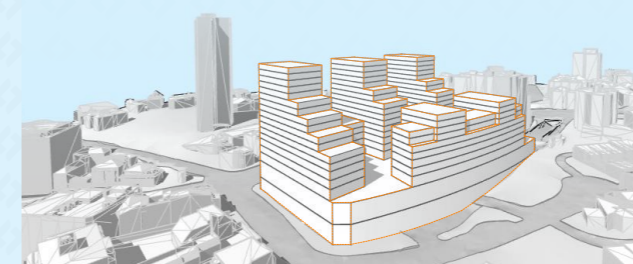
The floor to floor heights (which are approximately 3.1m) would also be insufficient to meet the demands of retail and commercial development and would be insufficient for any loading requirements.

On this basis, the Opportunity Site envelope would realistically be around a height of 72m if employment generating uses were factored in.

The assessment found that:

- > The 17-storey street wall heights would dominate the street front and supersede the general height pattern of existing street wall heights;
- > The tower elements would not be setback from New South Head Road which is inconsistent with the typologies in the area. This would result in a shear wall to the street that creates an undesirable pedestrian experience (and wind conditions);
- > The envelope would have a catastrophic impact on the views currently available to the residents of 170 and 180 Ocean Street in terms of Sydney CBD and Harbour views; and
- > The envelope causes a larger, slow moving shadow which would shadow Trumper Park at 10am on 21 June which is inconsistent with the DCP.

Council conceded an amalgamation of the Interchange with the subject site would be unlikely to occur due to ownership and operational requirements of the East Point Complex.



Site-specific merit continued

Built form continued

Option 3

Lower broader tower form, above podium setback envelope

Option 3 has a maximum building height of 30 stories with a target FSR of 9:1, which comprises of approximately 6:1 residential and 3:1 non-residential. This amount of FSR can be accommodated on the site appropriately and is comparable to density around other similar centres in Sydney with close proximity to a Transit Interchange and the Sydney CBD. This FSR allows the residential FSR envisaged by the Opportunity Site Study whilst retaining employment generating FSR (3:1) for a true mixed use transit orientated development

Note that this option:

- > Provides a better outcome than Option 2. It provides a 7m above podium setback to the western boundary and 10m setback to the eastern boundary to support ADG compliance and reduce overshadowing to the west;
- > Provides a tower setback from New South Head Road to be compatible with the existing street wall;
- > Supports enhanced view sharing (especially at the lower levels) for residents at 170 and 180 Ocean Avenue but will overshadow Trumper Park;
- > The form is broad and bulky at the base and tower element. This creates a more ill proportioned mass which would not allow sufficient articulation for a detailed building and extenuates the perceived bulk and scale of the building from the public domain; and
- > Larger floorplates would not meet the objectives of the recently announced Draft Place and Design SEPP.



Option 4

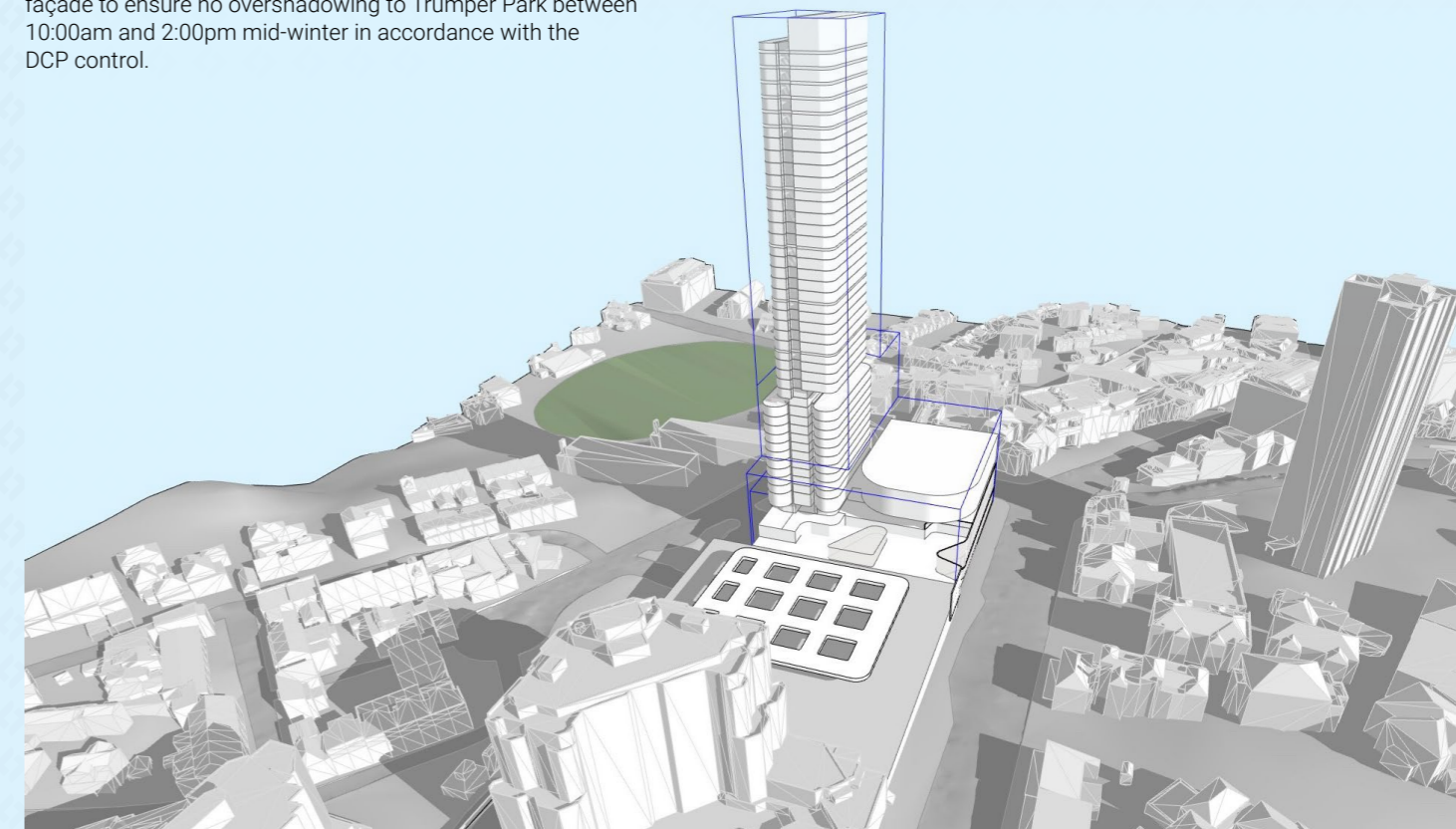
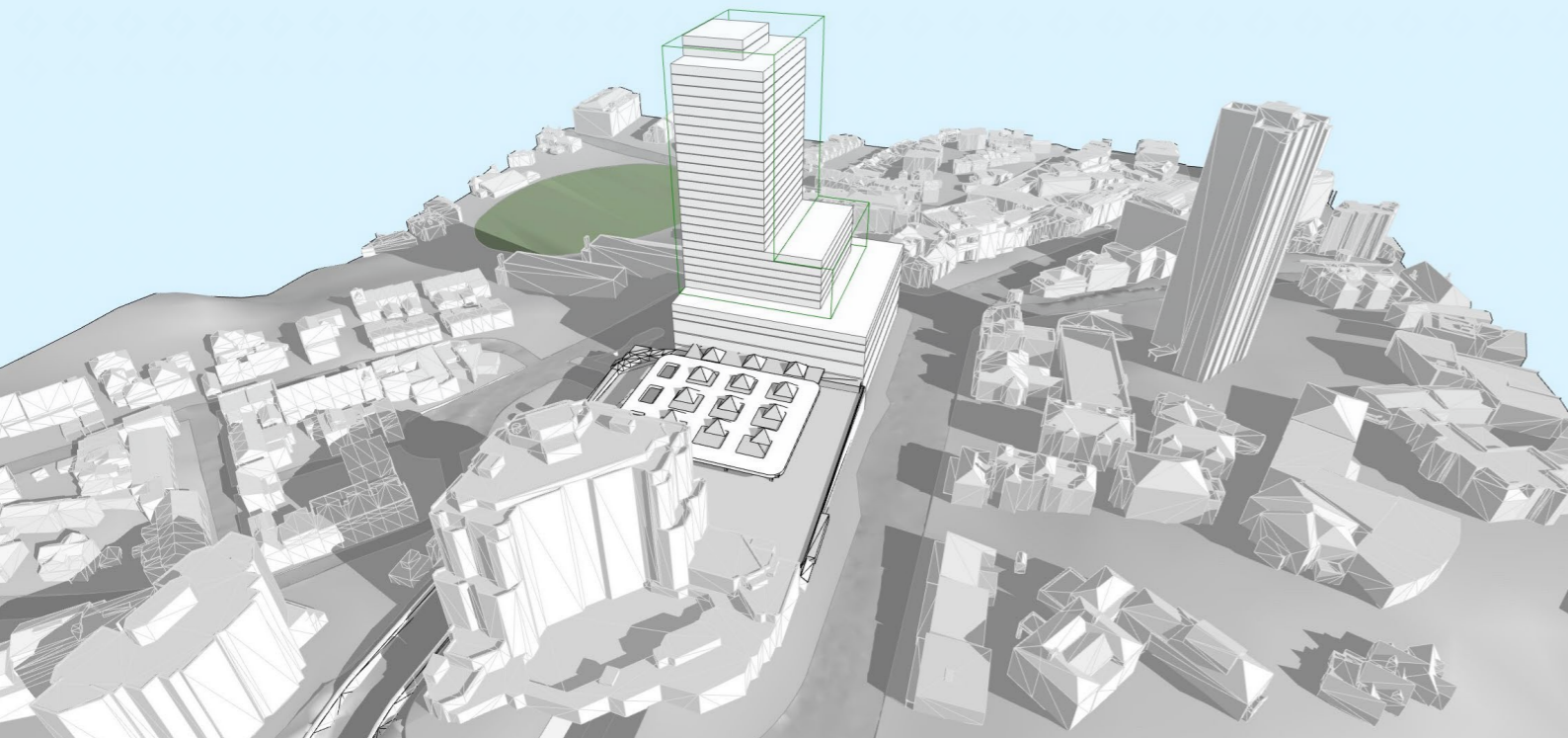
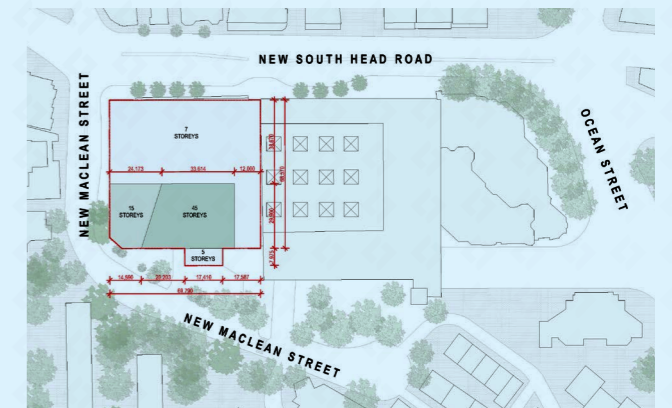
Proposed envelope scheme (the subject of this proposal)

The proposed envelope has been subject to testing by FJMT which has demonstrated it provides a better outcome compared to the other options identified in this section of the report. It also provides a better contextual response to the surrounding locality which highlights the suitability to accommodate a building form which supports an FSR of 9:1. This FSR allows the residential FSR envisaged by the Opportunity Site Study but adds a substantial amount of employment generating FSR (3:1) for a true mixed use transit orientated development.

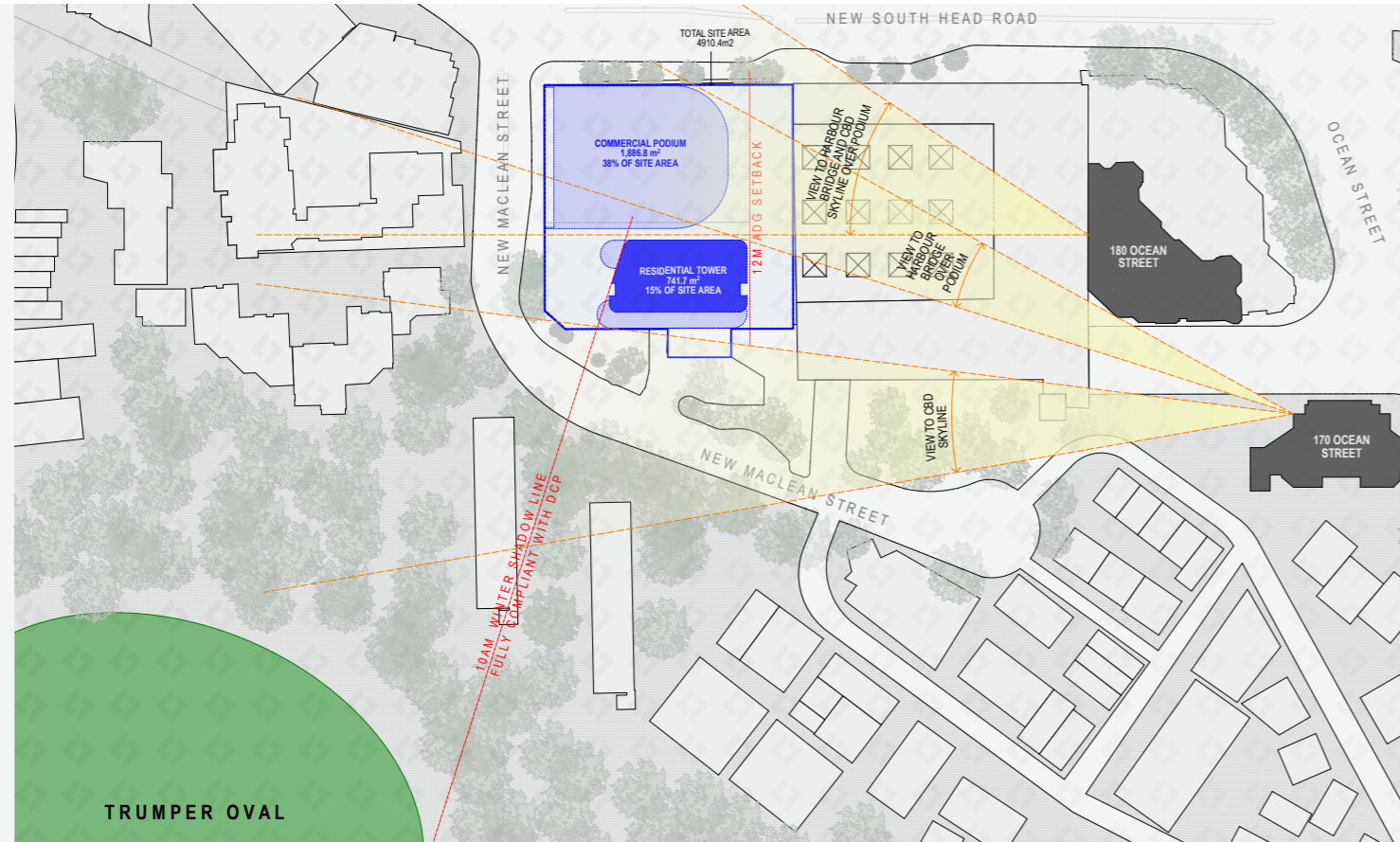
Within this envelope, an indicative scheme is shown to demonstrate how the LEP controls for the site (height and floor space) could foreseeably look. The planning proposal is an alternative pathway to facilitate the real and feasible construction of a transit-orientated, mixed use development up to a height of RL 195 on the site.

Although the proposed envelope is taller, the podium has been setback and reduced at the lower levels to better consider views to the Harbour and CBD for adjoining residents at 170 and 180 Ocean Avenue. This mass has then been distributed upwards, into a slender tower which also reduces view loss impacts and creates a fast moving shadow for residents to the south, thereby reducing overshadowing impacts.

The building is also cut back on an angle on the western façade to ensure no overshadowing to Trumper Park between 10:00am and 2:00pm mid-winter in accordance with the DCP control.



Site-specific merit continued



Height and Density

The height and density on the site was derived through an examination of the specific characteristics of the site and its surrounds. This identified that the site was suitable for greater height and density because it was:

- > One of the last remaining large lots within Edgecliff which is under single ownership and not restricted in terms of strata title;
- > Located directly above and adjacent to the Edgecliff Train Station and Bus Interchange which would utilise existing transport assets and most efficiently support access to and from the site;
- > Located within a centre that has no predefined consistent character with various heights and land uses which are very different to the low density character of the rest of the Woollahra LGA;
- > Not environmentally constrained in terms of flooding or heritage; and
- > For the reasons set out above, capable of significantly contributing to Woollahra's housing targets.

Consideration was then given to the locality-specific environmental context and impacts. This looked at determining and assessing potential impacts associated with the height and density proposed. This identified and considered in particular:

- > View sharing of various residential towers including; 170 and 180 Oceans Street, Ranelagh Tower, Karoola Tower;

- > Potential impacts associated with the existing Paddington Heritage Conservation Area (HCA), including parts of Woollahra and Edgecliff local Heritage Conservation Area (Item no. C8) located south and west of the site;
- > The amenity of surrounding residential receivers and their ability to SEPP 65 and ADG compliance; and
- > Impacts to the subterranean rail corridor and compliance with 'Development Near Rail Tunnels' standards.

These elements went on to inform the height of the proposed podium as well as the position, length and angle of the tower component, so as to ensure Trumper Park Oval was not overshadowed between 10am and 2pm at mid-winter, and that view sharing to Sydney CBD and Harbour Bridge was maximised. The height and density will not affect the internal character and street-level experience of Paddington HCA.

Key findings

- > Respond to the hierarchy of built form within the area
- > Protects the views and sight-lines of neighbouring residents
- > Protect Trumper Park Oval from overshadowing

Overshadowing

Trumper Park Oval is located approximately 125m south-west of the site. The Woollahra DCP (WDPC) looks to protect the amenity to the Oval by way of control that protects solar access to the Oval between 10am and 2pm on 21 June.

The intent of the proposal was to comply with the solar access control to Trumper Park Oval and create a tower envelope that does not cause shadow to the Oval between 10am and 2pm on 21 June. This was achieved by creating a taller, slender tower that created a faster moving shadow which included:

- > Setting back the tower envelope 24.1m from the western boundary;
- > Positioning the tower envelope more centrally along the southern boundary; and
- > Cutting the western edge of the tower envelope to all sunlight access.

Further, for the existing residential buildings south of the Oval, the shadow cast by the proposal does not reduce their hours of daylight below the required 2 hours of the SEPP 65 amendment.



Key findings

- > A taller, thin tower creates a slimmer and fast moving shadow which reduces the extent and duration of shadow cast.
- > Built form ensures the Oval is not subject to overshadowing from 10:00am mid-winter as required by Woollahra DCP.
- > Compliance for all residential receivers to the south during mid-winter solstice.

Site-specific merit continued

Heritage and heritage conservation areas

The proposal is not a heritage item and is not located inside a Heritage Conservation Area (HCA) and therefore the planning proposal will present no physical impact to any heritage items or HCA.

Whilst not within any HCA, the Edgecliff precinct is visible from parts of the surrounding HCA's and has a vastly different streetscape, setting and precinct character to the nearby HCA's. The significance and character of the HCA's predominantly relate to the local, pedestrian level appreciation of the low scale high-density residential character, walkable scale and architectural design of these areas, and is not associated with, nor influenced by, the built form of the Edgecliff Precinct which is a more modern, contrasting mixed-use and commercial context.

There are similar characterised centres as the Edgecliff precinct and the proposal visible from the HCA's wider settings (e.g. Sydney CBD, Potts Point and Darlinghurst). These are desired vistas which further reinforces the significance of the HCA's internal character and the suitability of the proposal's form.

The heritage assessment undertaken by Curio Heritage has determined that the current Edgecliff Centre is unsympathetic in terms of materiality, when considering the context of the nearby heritage items. The application of a more sensitive and appropriate colour and materiality palette for the new development would allow for a more sympathetic and commensurate outcome.

The heritage analysis also considered the primary setting and views from various heritage and contributory items including Trumper Park Oval and Rushcutters Bay Park. This identified closed vistas (i.e. internal views) or view lines that generally look away from the Edgecliff Centre site. The primary views of significance from Rushcutters Bay Park relate to its landscape positioning and historical significance, including internal park views as well as views connecting the park with the Harbour foreshore.

Identified vistas from Trumper park are influenced and dictated by the natural topography of the area, that is parkland and former swamp areas, framed to the south by the natural north-facing amphitheatre-shape of Paddington. This topographical form means that the primary view lines from Trumper and Rushcutters Bay parks do not include the Edgecliff Centre site.

Therefore, while the proposed tower will be generally visible in the wider settings of the Edgecliff/Paddington area, the simple visibility of the tower as part of the wider skyline is not considered to present an overly adverse impact to the heritage significance or setting of either park or to the overall public experience of space within them.

Key findings

- > Site is not a Heritage Item or located within a HCA.
- > 3 of 50 significant views and vistas identified within the Paddington HCA, have partial views to the site and the proposal is consistent with the objectives of these views and vistas.
- > The wider settings from the HCA's include similar characterised centres which are desired vistas reinforcing the significance of the HCA's internal character, and therefore the suitability of the proposal.

Transport and parking

Existing network conditions

The proposal recognises the limitations of the surrounding road network and the important role the redevelopment of the Edgecliff Centre will have on the area.

The site sits on the corner of New South Head Road (State Road) and New Maclean Street (Local Road). The roads are connected with a four-arm intersection with Darling Point Road. SIDRA modeling undertaken by PTC Traffic Consultants shows that this intersection currently operates at the following levels of service under current conditions:

- > In the AM period (peak being 7:15am to 8:15am), a satisfactory (C level) of service;
- > In the PM period (peak being 5:15pm to 6:15am), a good (B level) of service with spare capacity; and
- > During Saturdays (peak being 11:30am to 12:30pm), an unsatisfactory (F level) of service with excessing queuing.

How does the proposal help?

Improving local conditions

The existing conditions would be improved with the proposal through the following key design attributes;

1. Car park entry is relocated away from the corner of New South Head Rd allowing an improved flow;
2. Vehicle crossovers at the pedestrian footpaths are rationalised from 3 to 1.
3. Existing loading docks are relocated within the building line.

Promoting Modal Shifts

As identified in many local and State strategic policies, the phenomenon of modal shift forming a change of habits to promote the use of public transport is an important aspect of an proposal.

Significant improvements towards the customer experience and accessibility of the Edgecliff Transport Interchange along with relevant commercial uses and well connected homes will have a significant role in promoting the use of alternate active transport methods.

Parking Principles

In town centres with limited street parking, heavy traffic conditions and access to public transport is usually driven by parking allowance not floor area.

Comparable centres such as Greenwood Plaza in North Sydney and areas such as Milson Point and St Leonards, manage this through parking allowances. Comparatively the WDCP requires 12 times more parking than comparable centres.

Analysis and outcomes

The total existing trip made to and from the site was assessed by PTC based on the existing uses and RSM trip rates, on-site traffic count surveys and the data from the site's existing car parks. The assessment assumed full occupation of the car parks (determining the 'potential' existing trip generation) and compares this with the future trip generation.

Peak period	Future trip generation	Potential existing trip generation	Net trip generation
Weekday AM	72 (38 in, 34 out)	72 (60 in, 12 out)	0 (-22 in, +22 out)
Weekday PM	208 (102 in, 106 out)	224 (87 in, 137 out)	-16 (+15 in, -31 out)
Saturday Middy	241 (122 in, 123 out)	244 (121 in, 123 out)	-3 (+1 in, -4 out)

The analysis has indicated by redistributing a portion of high traffic generation uses (commercial and retail) to lower traffic generation uses (residential) the proposal is able to offset the increase in car spaces and have a decrease in traffic movements during peak hours.

The proposal will have no increased traffic movements during any peak hour period comparatively to the existing development.

Key findings

- > Redistribution of parking uses - reduction in commercial/retail spaces and the addition of residential car spaces, which are a lower traffic generator.
- > Modal Shifts - Increasing the appeal of public transport via transit upgrades and an improved user experience to promote public transport patronage.
- > Delivery of modern offices with targeted users who have less dependence on vehicle usage.

“ No increased traffic movements during any peak period compared to the existing building's capacity.”

Site-specific merit continued

View impacts

View sharing and impacts

The site is in proximity to many existing residential towers dating from the 1960s to 1990s with heights up to 32 storeys. Given some towers are located to the east (with westerly views to the Sydney CBD) of the site, the proposal has responded to view sharing.

A detailed Visual Impact Assessment (VIA) was undertaken to consider views in the public domain and impacts on view sharing by adjacent residential development.

The VIA which documents key vantage points identified within the photo-montage report is provided at **Appendix H** of the Planning Proposal and sets out an analysis of existing public and private views, providing an assessment of visual impact based on levels of visual effects, visual absorption capacity, compatibility with urban features and sensitivity. The VIA considered the principles of tenacity (where appropriate noting this assessment related to a Planning Proposal and not a Development Application).

The VIA also undertook an assessment of public interest views and whether these have been identified of special significance. It is noted that no specific views or viewing locations are found in any statutory documents. The assessment then completed a review of the WDCP 2015 which concluded that the proposal would not significantly impact on any views identified.

In respect of the WDCP the following findings were identified:

- > Out of the 50 significant views and vistas identified within the Paddington HCA, only three have partial views to the site and the proposal is consistent with the objectives of these views and vistas.
- > A group of view points in close range were also identified relative to the site, these were all outward views most of which appear to emanate not from the public domain, but from inside private buildings, including the Edgecliff Centre itself.

The findings of the VIA identify that overall:

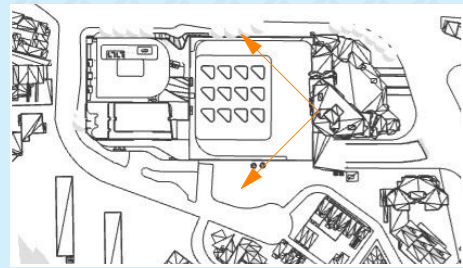
- > Minor to moderate change would occur to the effect of the project on the effective visual catchment and to the visual character, scenic quality, and public domain sensitivity of the site as a result of the construction of the proposal.
- > The overall level of visual effects was rated as moderate for most views in the visual catchment.
- > High levels of visual effects were found for some close views with unimpeded foregrounds and low levels of visual effects for a number of distant views. This level of change would be expected of close views directly adjacent to a new proposal
- > There would be low to medium visual exposure to most view locations other than close views that may be associated with higher levels of visual effects. The commercial podium of the proposal has similar impacts to the existing building, on close views.
- > The height of the tower does not cause significant view loss, and the residential podium does not cause any greater view loss impact on private views than would be caused by a building of the same height as the existing Eastpoint tower.
- > When the levels of visual effect were weighted against criteria of visual absorption capacity and compatibility with urban features, including the likely future character of the visual context of this part of Edgecliff and the wider visual context, the residual visual impacts were considered to be low to moderate overall.
- > The overall level of visual impacts therefore varies from low to moderate, with moderate impacts on closer views only, similar to existing conditions.

Key findings

- > Compatibility with urban features were rated high from all priority view points.
- > The overall level of visual impacts varies from low to moderate, with moderate impacts on close views only, which is similar to the existing condition.



Site-specific merit continued



View impacts continued

Private domain views

As part of the VIA existing residential towers were modelled and key views considered when developing the proposal to ensure view impacts are managed and view sharing principles promoted.

The key sites which were considered include;

- > 180 Ocean Street
- > 170 Ocean Street
- > 3 Darling Pt Road (Ranelagh)

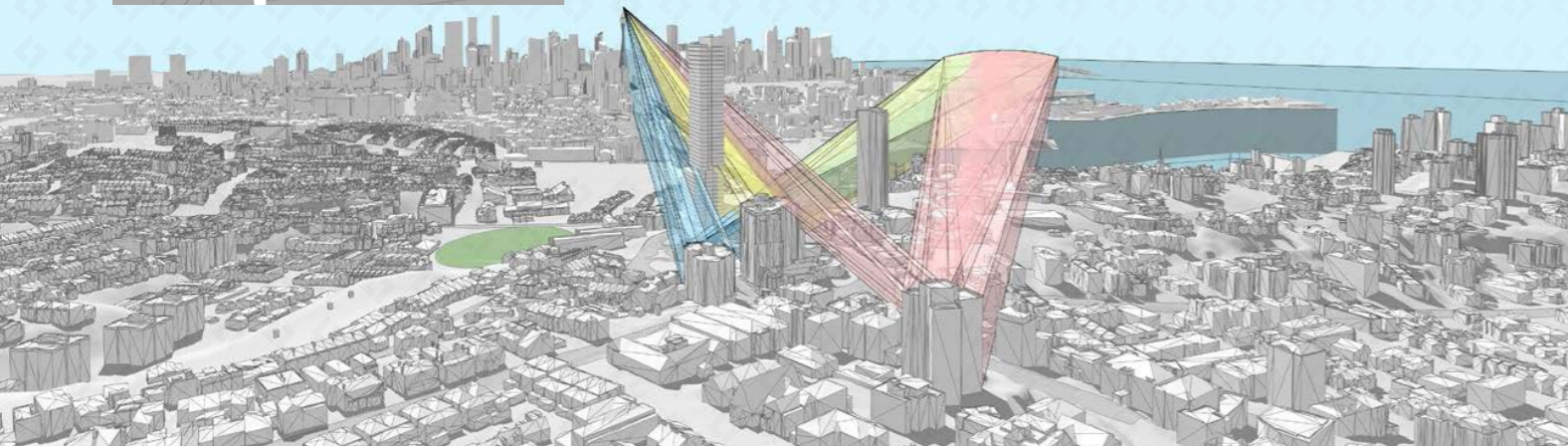
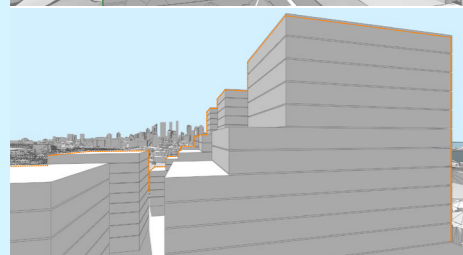
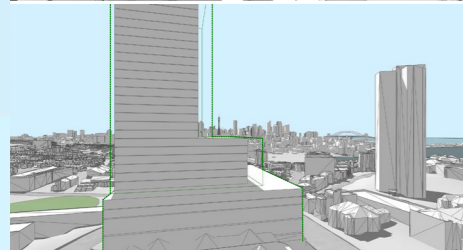
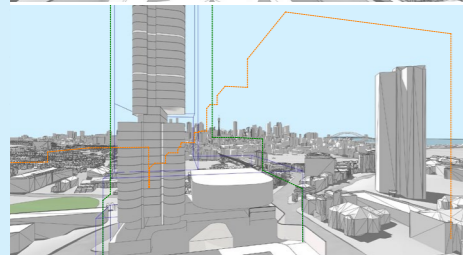
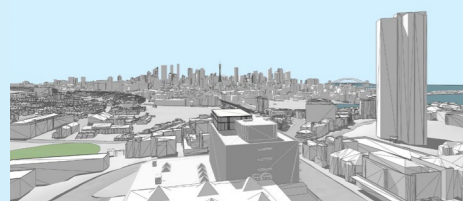
The effects on the private domain views were then considered inline with the built forms options of the urban design study. The VIA considered these effects against all schemes and concluded the preferred scheme managed to provide the best view sharing outcomes which is illustrated left.

The key findings of the VIA on private domain views are;

- > Skyline Icons are retained at all levels of Eastpoint.
- > Skyline Icons are retained at all levels of primary views at Ocean Point.
- > The Council Opportunity Site proposed built form option would result in a devastating view loss.
- > The residential tower height causes no view loss, irrespective of its proposed height.

Key findings

- > Proposal has deployed skillful design to ensure the principles of view sharing are well considered.



Additional environmental considerations

Wind

An Environmental Wind Assessment has been undertaken by Arup. It is provided at **Appendix L** of the Planning Proposal report and provides an experience-based wind assessment of the proposed concept envelope on pedestrian wind level conditions in and around the site. Overall, Arup considers that the majority of locations around the site would be suitable for walking. Locations on the western corners being at the upper end of the classification can be dealt with by ameliorations in the detailed design process, which is standard practice. The assessment concludes though that these wind conditions would remain suitable for the intended use of the space.

Noise and Vibration

Arup has undertaken an acoustic review of the proposal (refer to **Appendix M** of the Planning Proposal). A full Acoustic Assessment will accompany any future Development Application. It notes that for the proposal it will be feasible to comply with the relevant acoustic policies and standards to provide a suitable acoustic outcome for uses of the site

Contamination

Aurecon has undertaken a Detailed Site Investigation Assessment, noting that it is technically not required with a Planning Proposal. Based on the desktop information reviewed, it has been considered that the site represents a low risk in relation to contaminants of potential concern with no concentrations that would pose a potential risk to human health and or the environment, or constrain the future use of the site for the intended purposes. The Detailed Site Investigation Assessment is provided at **Appendix N** of the Planning Proposal report.

Geotechnical and Structure

Aurecon have undertaken a geotechnical and structural engineering review of the proposal. They have concluded that based on the expected geotechnical conditions of the site, the proposal can be feasibly designed and constructed on the site to ensure no adverse impact to the below rail corridor. This is based on conformance with the recommended design measures and mitigation measures identified by Aurecon. The Assessment is provided at **Appendix Q** of the Planning Proposal report.

Rail Impact

Arup has undertaken a Rail Impact Assessment (the report is provided at **Appendix K** of the Planning Proposal report) to identify potential areas of impact of development associated with the rail corridor and provide engineering principles in relation to pedestrian flow, fire engineering and acoustics to support development within the corridor. The assessment determines that the overall impact of the proposal is an improvement to the existing rail corridor and is suitable for existing rail in the vicinity of the site.

Airspace Operation

The proposal is supported by a Preliminary Aeronautical Assessment that has been undertaken by Strategic Airspace. The Assessment is provided at **Appendix S** of the Planning Proposal report. The assessment notes that:

- > The height of the proposal would infringe the Obstacle Limitation Surface (**OLS**) on the site by 39m which would trigger the need for height approval under the Airports (Protection of Airspace) Regulations (**APAR**). The proposed height is approvable under the APAR but may be subject to conditions.
- > The height of the proposal would be well below the PANS-OPS and the Radar Terrain Clearance Chart and is therefore considered approvable.
- > There would be ample room for cranes to operate at a maximum height that would not exceed the height constraint of the limiting surface. Thus, implications associated with cranes would not affect the assessment of the height application.
- > Considering the above, Strategic Airspace see no technical impediment to approval of the proposed works under the APAR.

Infrastructure Provision

A desktop review of the existing utilities of the site and their capability in accommodating the proposal has been undertaken by IGS (provided at **Appendix O** of the Planning Proposal report). It also makes recommendations as to any utility upgrades which would be required to accommodate the proposal. The following is of note from the IGS review:

- > In order to accommodate the proposal, two new onsite substations will likely be required;
- > Two natural gas mains are located in the vicinity of the site. These are estimated to have adequate capacity to support the proposal (subject to assessment and approval from the gas provider Jemena);
- > Multiple telecommunications conduits are located along New South Head Road and McLean Street, and these are anticipated to have the carrying capacity to support the proposal;
- > No major existing water services will need to be disconnected or diverted. The existing reticulation tee of the trunk main in New South Head Road will likely need upgrading to supply the proposal; and
- > An existing gravity sewer (225mm) extends from the southern boundary of the site, across McLean Street and connecting to a sewer main at New McLean Street. It is considered to have enough existing capacity to serve the proposal.

Key findings

- > All other relevant environmental assessment matters for the Planning Proposal have been assessed and deemed acceptable or capably able to be addressed in the detailed design phase.

Issues raised by Woollahra Council

Issue	Comments
Issues raised by Council as inconsistencies with strategic plans	
<i>Does not sufficiently address future infrastructure and community needs that future development on the site would generate or how this key location will contribute to the needs of the centre and the surrounding area.</i>	<p>The proposal addresses the likely infrastructure services that will be required as part of the proposal, as detailed in Section 8.14 (page 77) of the Planning Proposal Report and the accompanying Services Report (Appendix O).</p> <p>Moreover, the community needs and the resultant social impacts on these are addressed in Section 8.19 (page 79 – 80) of the Planning Proposal Report and the accompanying Social Impact Assessment (Appendix X) and Social and Economic Benefits Statement (Appendix W).</p>
<i>Does not provide affordable housing.</i>	<p>Council has not established an affordable housing policy that is implementable through either the Woollahra LEP 2014 or the Woollahra DCP 2015, therefore not requiring that the proposal include affordable housing. Notwithstanding this, the proposal includes a mixture of residential apartment types throughout the indicative development scheme:</p> <ul style="list-style-type: none"> > 21 studio apartments; > 85 one bedroom apartments; > 102 two bedroom apartments; and > 60 three bedroom apartments. <p>As such, the proposal attends to increase housing supply and diverse housing typology needed by the community which is currently restricted by council's planning controls.</p> <p>Furthermore significant regional contributions are proposed to upgrade the NSW transport assets, whilst local benefits and open space is also proposed. This regional investment in city-making infrastructure enables future affordable housing opportunities to be more likely realized.</p>
<i>Scale and role of a local centre and the desired future character of the precinct.</i>	<p>The project represents an appropriate step-change in the evolution of the Edgecliff Centre as a preeminent local centre which importantly delivers on Council's objective of increasing the role of Edgecliff Centre as a 'key local centre' (under the LSPS). As such, the scale and role of the proposal aligns with the objectives of an enhanced local centre, by providing employment, retail, medical, community and residential floor space in close proximity to this key public transport interchange. Therefore, it enables the provision of compact, walkable, pedestrian-oriented, mixed use communities centred around public transport, epitomising a transit oriented development which typifies local centres. This is further explored within the detail of the Request for Rezoning Review.</p> <p>The proposal is largely consistent with the desired future character set out in the Woollahra DCP 2015, as is set out in detail in Section 8.2.1 (page 63) of the Planning Proposal Report.</p>
<i>Insufficient public benefit.</i>	<p>The proposal involves significant public benefit. This is expressed in Chapter 3.5 and is comprehensively detailed in Section 9.0 (page 80-85) of the Planning Proposal Report. A VPA Offer has been submitted to Transport for NSW and discussions are currently on-going to proceed with suitable next steps.</p>

Issue	Comments
Issues raised by Council as inconsistencies with strategic plans	
<i>LEP objectives for Land Use Zone, Height of Buildings and FSR.</i>	<p>The proposal is largely consistent with the B2 Local Centre objectives in that it:</p> <ul style="list-style-type: none"> > Will facilitate the provision of retail and community uses that serve the needs of people who live in, work and visit the local area; > Provides significant employment floor space and residential apartments above Edgecliff Railway Station and adjacent to Edgecliff bus interchange, thereby encouraging employment opportunities in accessible locations, as well as maximising public transport patronage, and encouraging walking and cycling; > Will attract new business and commercial opportunities; and > Provides attractive fine grain laneway retail that fronts New South Head Road and invites pedestrians to travel through the site, contributing to an active ground floor environment and the creation of a vibrant centre. <p>The proposal is inconsistent with the B2 objectives of providing a development of a height, bulk and scale compatible with the amenity and desired future character of the neighborhood which are reflective of the existing built form controls. Notwithstanding this, the site-specific characteristics of the site and its strategic context demonstrate the appropriateness of additional density being provided on the site.</p> <p>The proposal is generally consistent with the height and FSR objectives, as detailed in Sections 8.2.1 and 8.2.2 (page 63 - 68) of the Planning Proposal Report</p>
<i>Height and FSR are inappropriate and would create a building envelope which has an excessive bulk and scale.</i>	<p>The suitability of the increased density of the proposal is comprehensively detailed in Section 8.2 (page 62) of the Planning Proposal Report</p>
<i>Desired future character as set out in Woollahra DCP 2015.</i>	<p>The proposal is largely consistent with the desired future character set out in the Woollahra DCP 2015, as is set out in detail in Section 8.2.1 (page 63) of the Planning Proposal Report</p>
<i>Building envelope will result in adverse impacts on the local centre and the surrounding area with regard to streetscape, public domain, heritage, views, traffic, residential amenity, sustainability and prescribed airspace.</i>	<p>The following matters are specifically dealt with in the following sections of the Planning Proposal Report:</p> <ul style="list-style-type: none"> > Streetscape (Section 8.1 on pages 61 and 62); > Public domain (Section 8.3 on page 70); > Heritage (Section 8.9 on page 75); > Views (Section 8.5 on pages 71 – 72); > Traffic (Section 8.7 and Section 8.8 on pages 72 – 75); > Residential amenity (Section 8.6 on page 72); > Sustainability (Section 8.15 on pages 77 – 78); and > Prescribed airspace (Section 8.17 on page 79).

Conclusion

This is the single opportunity to deliver, realise and fund the reinvigoration of the Edgecliff Transport Interchange into a world class transport node.

Uniquely and strategically placed The Edgecliff Centre is an exemplar of mixed-used development integrating housing, office, retail and allied health leveraging transport infrastructure and creating a town centre for the community of Edgecliff.



