

Edgecliff Centre and Edgecliff Transit Interchange Planning Proposal Summary

Site Context

The site is located at 203-233 New South Head Road, Edgecliff within the Woollahra Local Government Area (LGA). It is located adjacent to the Edgecliff Transport Interchange which connects the site with direct railway services to the Sydney CBD, Sutherland Shire, and Bondi Junction. The bus services operating from the interchange also provide important connections to the Sydney CBD, the Lower North Shore, and the Eastern Suburbs.



Figure 1 – Site Location

Summary

The Planning Proposal (proposal) envisions the renewal of the Edgecliff Centre for a mixed-use development comprising a retail, commercial, medical/wellbeing podium with a residential building that will create a vibrant place for the town centre of Edgecliff, which is universally identified to be in dire need of an upgrade. The proposal includes significant transit, ground plane and public domain improvements, including upgrades to the pedestrian entrances to the Edgecliff Railway Station, significant enhanced intermodal connectivity between the Edgecliff Bus Interchange and the Edgecliff Station, upgrades of the existing transit interfaces, publicly accessible open green spaces, community spaces and the inclusion of a ground floor civic plaza.

Background

In developing the vision for the Edgecliff Centre, it was recognised that a variety of constraints limited future improvements to the customer experience at the Edgecliff train and bus interchange. These constraints identified in Figure 2 include ownership limits, air rights/common property, and existing operational requirements of the centre. Upgrades associated with the Transport Access Program (TAP) completed in 2019 provided evidence of the complexities associated with this interchange.

Woollahra Council has also identified, in the Local Strategic Planning Statement adopted in March 2020, a desire for the Edgecliff Interchange to play an increased role as a transport node within the LGA.

In view of these strategic plans, Longhurst, along with its design team of FJMT, Arup and Aurecon commenced the development of a scheme which focuses on the opportunity to unlock the Edgecliff Interchange and promote a best-in-class transit oriented development and interchange.

To unlock this opportunity the following key design principles were identified and considered when developing the scheme for the Edgecliff Centre planning proposal;

- Improved identity and legibility
- Intermodal connectivity
- Universal accessibility
- Safety and security
- Movement of people
- Operational continuity
- Placemaking and activation
- User experience

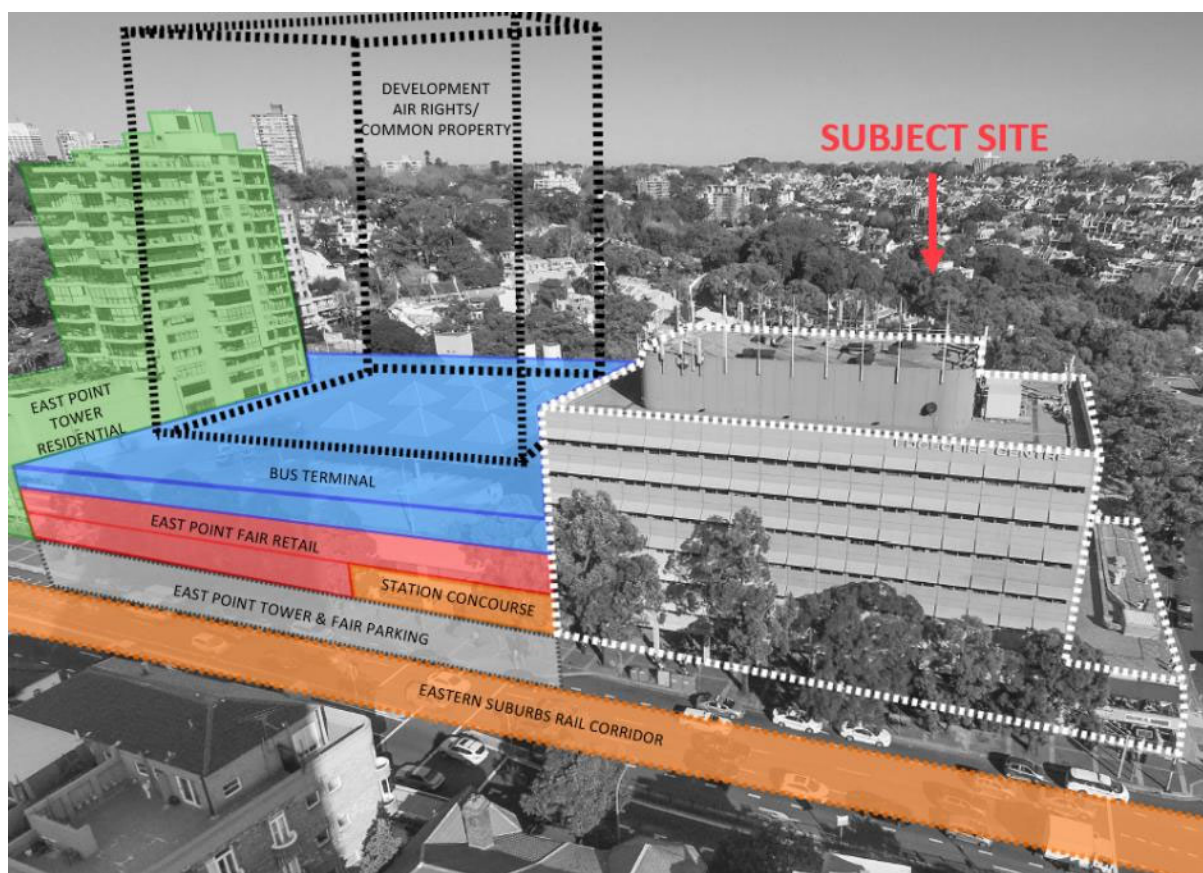


Figure 2 – Ownership & Land-Use of Edgecliff Transit Interchange.

These key principles were developed into an indicative scheme (required to be lodged with the overall Planning Proposal) which focused on utilising the Floor Space and Land from Longhurst's proposal to improve the Interchange into a modern place-based interchange. A detailed summary of these improvements is provided in the **Transit Interchange Upgrades** section below.

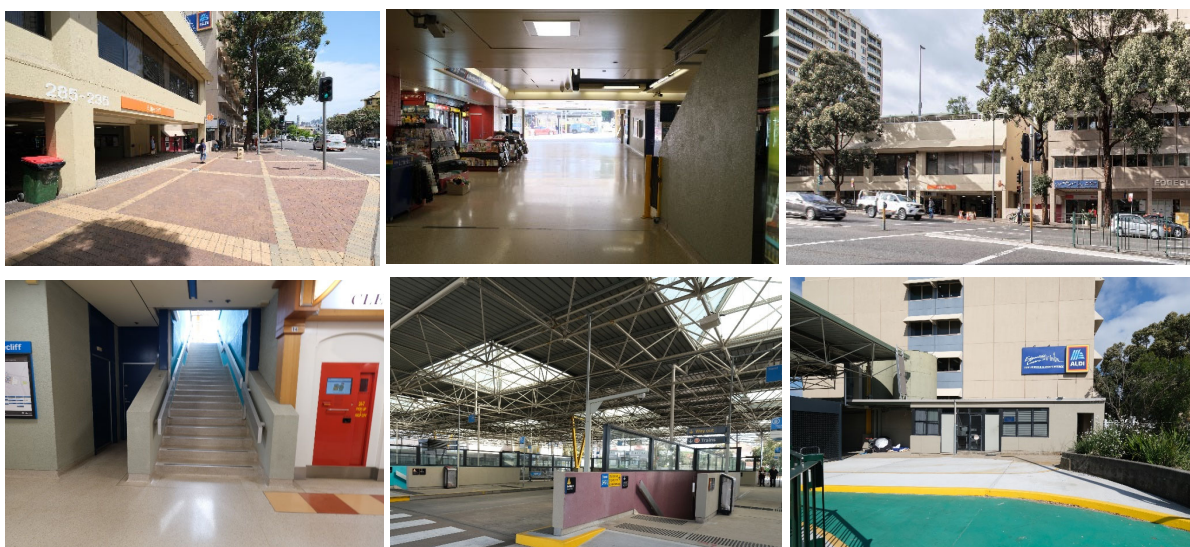
The indicative proposal was subsequently presented to TfNSW and the relevant representatives of Sydney Trains and Sydney Buses. Ongoing engagement has occurred as the scheme further evolved ensuring that the vision and proposal for the Edgecliff Transport Interchange remained aligned with strategic policies and direction of the NSW Government.

This engagement has been positive, with TfNSW indicating its overall support for the improvements relating to the Transport Interchange and providing feedback that the Longhurst should continue to prioritise the resolution of the planning pathway. This planning pathway is currently underway with a Request for Planning Proposal formally submitted to Woollahra Council on 8 December 2020. Longhurst continues to engage with the Council-led rezoning process, including the finalisation of the public benefit offer being the VPA Offer submitted to TfNSW on the 19th of February 2021. As outlined within the VPA Offer it is proposed that any VPA be entered into post the LEP Gateway Determination and prior to the making of the planning instrument change giving effect to the Planning Proposal. Longhurst have sought feedback and remain engaged with DPIE, through Place Design and Public

Spaces, and the Planning Delivery Unit. DPIE are comprehensively briefed to Deputy Secretary level and are generally supportive of the scheme, having committed senior support in person during the planning process.

Transit Interchange Upgrades

The existing connectivity and interface to the Edgecliff Station and Edgecliff Bus Interchange is poorly connected and is overdue for customer experience improvement. As identified earlier, constraints within the existing interchange practically preclude the ability to provide any meaningful improvements on that site.



The Edgecliff Centre proposal is compelling, principally due to the unique opportunity represented by the proposed redevelopment of the Edgecliff Centre to transform the Edgecliff Transport Interchange and town centre more widely. The proposal offers a single opportunity to unlock significant value to the existing Transport Interchange asset and provide significant benefits to the community.

Improvements

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 and to retail, employment, medical and new community facilities.

Specific measures include:

- An intermodal transportation link with clear wayfinding and high-capacity vertical transport infrastructure within a large atrium directly connecting train and bus enabling users to easily traverse between the transport modes and amenities in a safe, permeable and intuitive manner.
- An improved customer experience at bus-train interchange arrival and the addition of easy access community and customer facilities, such as vital health services and highstreet style retail outlets.
- A new large volumetric station entrance and feature awning along New South Head Road with increased legibility, signage, and wayfinding.
- Improved placemaking, safety and user experience – replacing the dated, highly constrained, and poorly functioning transport interchange.
- Integration works including upgrades to the interfaces and breakthroughs to the operational transport interchange along the train concourse, existing arcade & bus terminal levels.
- New visually connected pedestrian entry at the bus hardstand for improved modal accessibility.
- An enhanced interface along the bus hardstand with public furniture and breakout space for an improved commuter experience.

A new, civic focussed entrance and plaza of approx. 500m² along New South Head Rd enhancing the site through-link, provision of numerous permeable connections through the site, local amenities and to the transport interchange.

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 as well as providing improvements to the safety of the interchange with improved passive surveillance from the active components of the redevelopment.



Figure 3 – Existing Transit Interchange Entry and Edgecliff Centre



Figure 4 – Proposed Transit Interchange Entry and Edgecliff Centre

Operational Continuity

To ensure operational continuity for the station, Longhurst have developed the scheme to locate many of these improvements within the boundary of the proposal site to ensure that these can be completed in-line with the building works. Interface works at or beyond the boundary line would occur with little to no disruption to the operation of the train station and bus terminal.

The proposal purposefully seeks to limit works on the adjoining building ensuring limited disruption occurs to the operational interchange. Therefore, the *integration works* for the two interfaces, which include structural openings, minor service relocations, smoke and fire separation, interface finishes of the breakthroughs and transitional finishes of the two transit zones, can be completed behind a safe work zone. It is proposed that once the works are complete, a simple removal of any safety barriers between the two areas during construction can occur to open the interchange in its upgraded form.

The significance of the land and floor space provided is a public place and transport value multiplier both in terms of the contribution of the additional amenity which will expand the Edgecliff Interchange as well as the ability to ensure there is limited disruption to an existing functioning asset.



Figure 5 – CGI of proposed Intermodal Connection, entry and interface.

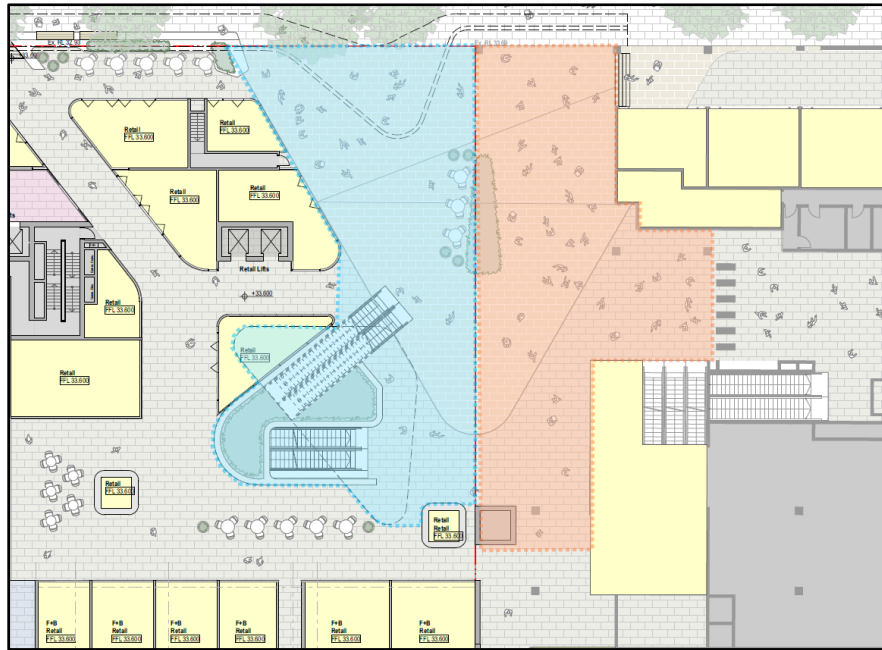


Figure 6 – Ground Floor Plan – Train Concourse/Entry and Plaza

Other Public Benefits include;

- Delivery of a community facility adjacent to the public open space with cultural and artists displays throughout the plaza.
- Further opportunities through the dedication of land to Woollahra Council for an iconic civic amenity along New Maclean Street.
- Realisation of a town centre with ease of access to transport, amenities and leisure. A significant aesthetic improvement to the site and town centre also results.
- Growth of high-value jobs from 467 to 692 focusing on attracting business and investment into the LGA and wider NSW economy.



Figure 7 – CGI Aerial of new Bus Interface and Publicly Accessible Open Green Space on subject site.

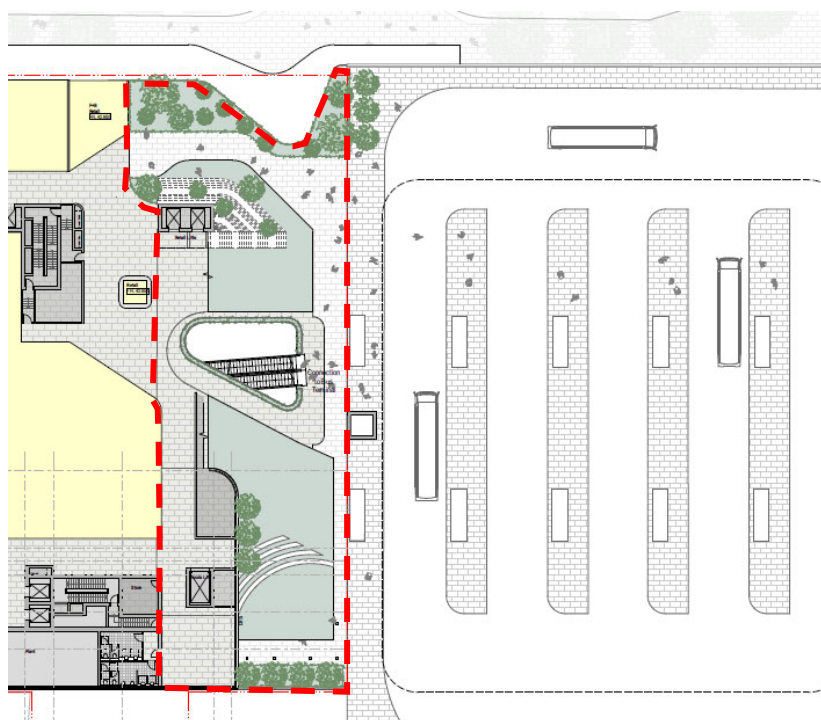


Figure 8 – Level 2 Plan of Open Green Space and Bus Terminal Interface.

Transport Orientated & Mixed-Use Development

The proposal is an exemplar of Transport Orientated Development (TOD) integrating land use and public transport for a healthy, sustainable, connected community. It enables growth of high-value jobs, providing better access to homes and employment, and creates more liveable and sustainable centres. It retains employment generating uses on site, increasing on-going jobs from 467 to 692.

As a mixed-use precinct, the proposal will provide a range of uses targeted towards enabling key amenity to be 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.

Housing Targets & Village Protection

Further to the above well-known principles of Transport Orientated Development (TOD), there are NSW state planning targets to ensure housing and population growth is managed in an effective manner both within the local LGA and more broadly within Greater Sydney. Woollahra Council faces a significant challenge to meet the housing targets from 2021 in the Eastern City District Plan – which have doubled from the previous period. This is compounded by recent residential approvals within Double Bay & Edgecliff converting to commercial schemes.

Community feedback indicated a desire towards the protection of Woollahra's villages and heritage conservation areas and recent advice to the Council regarding the local housing strategy by SGS Planning has identified that there is an apparent shortfall of capacity in Council's planning controls for new apartments. A lack of capacity from available sites for new housing will put pressure on established neighbourhoods and local communities. Without an appropriate policy response to deliver additional housing in line with the 6-10 year target there will be more pressure on these sensitive locations affected by lack of infrastructure, traffic congestion and heritage conservation areas.

The most appropriate policy and investment response is to focus future housing supply around major public transport nodes such as Edgecliff which is an appropriate land use centre, with close proximity to transport, services and local amenity whilst also being able to manage impacts associated with development. The Longhurst proposal will be a benchmark for transport-oriented development and will assist in preserving the character of Woollahra's special villages.

Environmental Impact Assessment

The building has been methodically tested for its environmental impacts and detailed comparisons with alternate form options have also been explored within the detailed Planning Proposal, which have shown a taller and slimmer form has significantly less impacts to other forms including the previous council led opportunity study.

Views

The building form has been tested both from private domain and public domain by view expert Dr Richard Lamb who is Sydney's eminent expert in view assessments. He has tested the private domain views against the principles of Tenacity and the proposal was deemed appropriate and, in most cases, an improvement on other tested options including Woollahra Council's previous opportunity study.

Shadows

Through the design principles of a tower form with a faster moving shadow, the envelope ensures that there are limited impacts on surrounding properties and public spaces. A shorter and broader form will result in greater impacts on shadows to the immediate surrounds of the building including lingering wider shadows and potential impacts on public spaces, such as Trumper Park oval to South.

The envelope has been developed to ensure that Solar access to Trumper Park oval within the provided hours of winter solstice identified in the DCP is maintained as well as compliance with SEPP 65/ADG for all surrounding properties.

Streetscape

The tower is set back from the street and is in line with the existing built form character of the area. The residential podium relates to the adjacent residential form and enables a consistent transition to the south. The scheme also considers an extension of the existing street wall height along New South Head Road and has a consistent commercial podium along New South Head Rd.

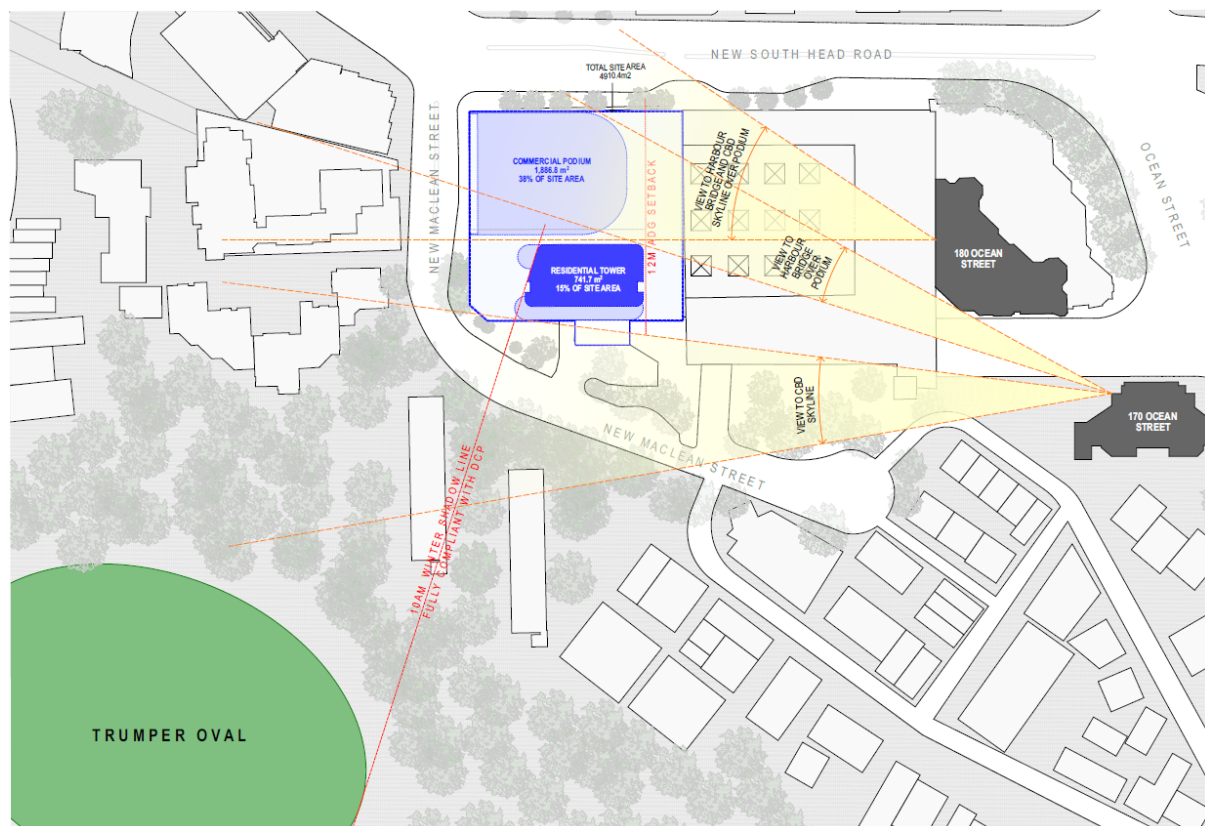


Figure 9 – Site plan outlining the wider environmental considerations of the proposal.

Traffic and Parking

The proposal acknowledges early in the process the capacity issues of the existing road network and has responded to this by ensuring that there are no increased traffic movements during any peak period compared to the existing building's capacity. This has been achieved through three primary principles.

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

The proposed parking provision satisfies the requirements of the planning controls and the demand for parking based on data collected from the existing building, whilst providing a cap on the traffic activity. This approach is consistent with the design principles of TOD and focuses travel to/from the site on transport infrastructure.

Further localised improvements include rationalising the existing seven vehicular crossovers of the site and locating these away from the intersection of New South Head Road and New Maclean Street to the road reserve at the south of the building which will result in an improved outcome from the current condition.

Heritage

The subject site is not a listed heritage item nor is it located within a Heritage Conservation Area (HCA). The current construction and architecture are unsympathetic and inconsistent with the heritage context of the surrounding HCAs and has already impacted on a majority of these views and vistas. The general character and form of this area of New South Head Road (Edgecliff) is as a mixed used precinct with tower forms and there are similarly characterised precincts such as the Sydney CBD, Darlinghurst and Potts Point which can already be seen from different vantage points of the HCAs and share these forms. It is important to note that the key significance as identified by council documents to the HCAs generally relate to the internal character and street-level experience within their specific boundaries.

While the Edgecliff Centre itself is not heritage listed, it is located adjacent to the Edgecliff Railway Station, which is listed as a heritage item on RailCorp's Section 170 Heritage Register. The heritage impact statement notes that while any connections to the station concourse should not replicate the exact colour scheme, materiality, and colour palettes of Edgecliff Station, but they should be commensurate with aesthetic significance and qualities of the station. Further detailed design of new and revised station entrances would be sympathetic to the heritage values and features of the station.

Economic Benefits

The existing centre is outdated and is nearing the end of its optimal life. The building suffers from an above average vacancy and will continue to offer poor productivity without significant investments to ensure the offering is relevant to modern tenant and customer requirements.

The proposal would make significant contribution to both the local and wider New South Wales economy, which is in line with current policy to promote private investment particularly, through the rebuilding phase during and post the Covid-19 pandemic.

Some key economic benefits include:

- Construction value have been estimated at \$346m, which will generate an additional \$443m of economic activity in production induced multiplier effects and a further \$313m in consumption induced effects. The total economic activity generated by the construction is estimated at **\$1.1 billion**.
- The development will generate 863 job years directly on construction on site and a further 2,064 job years will be generated through production induced and consumption induced multiplier effects.
- The development when completed will accommodate 692 permanent jobs on site an increase from the current estimated potential of 467 jobs. However, due to the aging nature and end of

optimal life there is an above average vacancy rate with the asset presently under-performing its jobs potential.

- Gross value added contribution towards regional domestic product is estimated to be \$66m per annum, a net increase of \$19m per annum.
- The additional workers and residents on site will generate a net increase in expenditure for retail businesses in Edgecliff of approx. \$5m every year.
- Increased aged population of Edgecliff/Double Bay/Darling Point will require 11,000sqm more floor space for medical services. The proposal includes 3,092sqm of medical, health and wellbeing services, which will contribute to meeting some of this growth in demand.
- Additional whole of government revenue from development is estimated at \$132m being \$57m from GST, \$64 from stamp duties, \$8m from payroll tax during construction and \$4m from developer contributions.
- Further estimated \$20 million of works are considered as part of the VPA offer along with floor space and land contribution valued at \$14.5 million.
- The project can deliver approx. 250 dwellings adjacent to transport and in line with the GSC 30 minute city strategy and the Eastern City District plan residential targets.

Social Benefits

The proposal aims to deliver a complete transformation of the Edgecliff Town Centre that will result in tangible improvements to the quality of life and well-being of community members. These include:

- Delivering a model transit-oriented development accommodating new housing at a transport hub to promote public transport use and sustainable, walkable lifestyles – capitalising on existing infrastructure.
- Improved civic domains through a new station entryway and plaza incorporating improved intermodal connections, user experiences, accessibility and promoting modal shifts.
- New green infrastructure, via a publicly accessible open green space – creating much needed new open space in the locality.
- Improved open space networks in the locality, through linkages to nearby Trumper Park.
- Improved safety, accessibility and wayfinding.
- Improved commuter and local community experience.
- Improved social infrastructure, services, amenities and opportunities for community members to live, work, meet their daily retail and medical needs, socialise, and recreate.
- Provision for a community space with cultural and artist displays as well as an opportunity for land dedication to Council to enable a larger multi-purpose community facility.
- Focus on ageing-in-place with a provision for a curated medical and well-being offering as well as diverse housing offering with universal accessibility and amenities.