

# 136-148 NEW SOUTH HEAD ROAD, EDGECLIFF

Rezoning Review Request

We acknowledge First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future.


We pay our respects to Elders past, present and emerging, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.

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# /01

## THE SITE



136-148 New  
South Head Road  
1,746 m<sup>2</sup>

# INTRODUCTION

**The primary purpose of this report is to accompany a Rezoning Review Request relating to Planning Proposal to increase permitted building height to 46m (12 storeys) and FSR (to 5:1) at 136-148 New South Head Road Edgecliff.**

**The reason for the request is that Council has not made a determination of the Planning Proposal despite it being submitted on 13 October 2022 (41 weeks ago). Council staff prepared a report for the consideration of the Woollahra Local Planning Panel (WLPP) at their meeting of 22 April 2022 which recommended that the WLPP advise Council to proceed with the Planning Proposal as submitted (see Attachment A).**

As detailed below the WLPP did not adopt this recommendation, but rather advised Council not to proceed with the Planning Proposal and to incorporate it into the Draft Edgecliff Commercial Centre Strategy (ECCS) process or alternatively, if Council wished to proceed, that certain matters be addressed (see Attachment B). At this stage the matter has not yet been put to Council's Environmental Planning Committee (EPC) for further consideration.

A detailed urban design analysis and indicative concept design has been developed, demonstrating the future potential distribution of land uses, massing, building form, and an overall building height and floor space ratio for the site.

This has been developed with consideration of adequate building separation, and assessment of solar and view impacts within the site and neighbouring properties.

To demonstrate that future development on the subject site is feasible, an indicative concept design has been prepared that includes potential basement car parking arrangements, ground level street address, above ground podium including non-residential uses, and residential uses above.

The indicative concept plan shows one way in which the site could be redeveloped under the controls sought by the Planning Proposal.

# /02



# EXECUTIVE SUMMARY

# /03

**The preparation of the Planning Proposal and potential building envelope have been informed by a detailed analysis of the site's development constraints and opportunities and Council's feedback on the draft Planning Proposal. This analysis has included site context, topography, aspect, relationship to neighbouring development, traffic, access, viability, development trends and market expectations. An Urban Design Study has been undertaken by Group GSA to assist in developing the planning and design principles for the site.**

The Planning Proposal is facilitated by the amalgamation of 4 existing properties which allows the viable redevelopment of the subject land and ensures that redevelopment does not result in the need to provide vehicular access via New South Head Road.

The proposal aims to provide for retention and enhancement of the site's employment generating capacity by protecting and refurbishing the existing heritage item (maintaining the existing commercial use) and providing a podium with 3-4 levels of commercial floor space including ground floor. The ground level of the street frontage will be activated by food and drink premises and retail uses. Above, a tower will provide high quality contemporary apartment living, attractive to both investors and owner occupiers, particularly those households seeking to downsize. Providing more apartments suitable for downsizers has a positive outcome by increasing the supply of housing available for families seeking a house and garden lifestyle.

The form of the proposed tower envelope responds to the site constraints, being setback from the existing heritage item (generally as advised by Council), to minimise overshadowing of important public domain and neighbouring dwellings and to minimise view loss.

By including substantial public benefits in the Planning Proposal, in the form of contributions for additional community infrastructure including affordable housing, returns from redevelopment are reasonably shared between the developer and the community.

To achieve these outcomes, it is proposed to seek amendment to Woollahra LEP to allow a building of up to 46m (12 storeys) with an FSR of 5:1. Achieving these standards will be subject to Council being satisfied that the proposal results in a number of positive outcomes relating to:

- The amalgamation of the site into one lot;
- Achieving design excellence and a high level of sustainability;
- Contributing to the provision of additional community infrastructure including affordable housing;
- Maintaining and respecting the existing heritage item at 136 New South Head Road.

**The Planning Proposal will also facilitate the delivery significant community benefit. These include:**

- Retention and refurbishment of the existing heritage building at 136 New South Head Road;
- Replacement of existing buildings that are not a positive element in the streetscape with a new landmark building that is more consistent with the B4 Mixed Use zoning of the land;
- Activation of the street frontages with vibrant retail and commercial uses;
- Provision of a significant amount of non-residential floor space, to maintain and enhance the role of Edgecliff as a major employment generator;
- Increased economic activity and a greater amount of activity and vitality to the Edgecliff Commercial Centre. Construction will add \$270.8M to the economy (\$130M within Woollahra LGA) and create 852 jobs and when completed the development will add \$5.3M to the economy and an additional 103 jobs per annum;
- An offer to enter into a Voluntary Planning Agreement (VPA) that will provide significant contributions for Council to provide the new community infrastructure (including affordable housing, community facilities, public open space and public art) and to supplement existing facilities and services. The terms of such an offer are currently being discussed with Council.

Whilst not part of the Planning Proposal, the indicative concept plans that have been prepared demonstrate that the site can be developed with a high quality urban form that meets and exceeds the design requirements of the Apartment Design Guide (ADG). The built form is limited in height in accordance with Council's pre-lodgement feedback to ensure compatibility with the existing context. It is much lower than the 26 storey height proposed for the Edgecliff Centre site opposite on New South Head Road in Council's draft Edgecliff Commercial Centre Strategy (ECCS). The form is sculpted to maintain views as much as is reasonably possible and to ensure that there is no unreasonable overshadowing of important public spaces or adjacent properties.

Council staff assessed the Planning Proposal and prepared a report to the Woollahra Local Planning Panel (WLPP), to seek the WLPP's advice prior to putting the Planning Proposal to the Council's Environmental Planning Committee (EPC) and the full Council. This report fully supported the Planning Proposal as submitted and recommended that the WLPP advise Council to proceed with the Planning Proposal (see Attachment C).

Unfortunately, the WLPP, did not fully comprehend the nature of the proposed amendment to the LEP and so resolved to advise Council not to proceed with the Planning Proposal as it did not have sufficient strategic or site specific merit to proceed as a stand alone planning proposal and that it should be incorporated into the draft ECCS or alternatively, that if Council resolved to proceed, that certain matters be addressed (see Attachment B). We strongly disagree with this advice and the reasons for the decision of the WLPP are noted and addressed in detail in Section 8 of this report.

We are of the view that the Planning Proposal is a logical step in the strategic planning for this site and precinct, being consistent with broader strategic plans, the draft Edgecliff Commercial Centre Strategy and providing much needed additional housing and commercial floor space. The locational attributes of the site mean that impacts on existing development can be minimised. The walkability of the site to significant transport links, employment, shopping and recreation opportunities means that the sustainability objectives of the strategic planning for Sydney (such as the '30 minute city') can be readily achieved.

## Key Benefits



**Adaptive reuse of a contemporary backdrop to the building, respecting the opportunity for the building to be appreciated in a three dimensional manner.**



**Enhanced green network through retention of existing street trees, with no vehicular cross-overs proposed within close proximity.**



**A new 'heritage plaza', as forecourt to the heritage will provide pedestrians with some relief within the busy New South Head Road context.**



**Contribute towards meeting the mandated local housing targets.**



**5872sqm GFA of residential floorspace, up from the existing 740sqm, which could achieve around 41 new dwellings.**



**Set a new benchmark for the future character of the Edgecliff Commercial Centre, become a new landmark and define the urban core of Edgecliff as a place.**



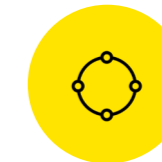
**A diverse mix of 1 to 5 bed apartments, all with fantastic amenity and great lifestyle opportunities located only a short train ride from the city and the ocean, and walking distance to Trumper Park and Rushcutters Bay.**



**New openings and 'heritage lobby' to the Eastern wall of the heritage building to provide a new address and increased activation to this older building, and to increase surveillance to the public realm.**



**2851 m2 of commercial & retail floor space could be provided in the podium, more than double that of what currently exists on this site and consistent with what the existing 1.5:1 FSR would allow.**



**Connected street character, tying in with the surrounding context.**



**/04**

**CONTEXT**

# CONTEXT

**The site is located at 136-148 New South Head Road, at its intersection with Darling Point Road. New South Head Road is a major thoroughfare that dissects Edgecliff, and is an important link for both public and private transport to nearby centres and the wider transport network.**

The site is located within the Edgecliff Commercial Centre (ECC), an important gateway to the Woollahra Local Government Area (LGA). It connects the Woollahra LGA to the Sydney Central Business District (CBD) and the eastern suburbs.

Immediately across the road from the site, Edgecliff train station is a key public transport interchange in the ECC and the eastern suburbs. It connects the LGA to Bondi Junction and the Sydney CBD along the Illawarra train line. The Edgecliff bus interchange is located above the train station and provides regular bus connections to Bondi, Rose Bay, Watsons Bay, the Sydney CBD and the North Shore.

The site's access to the Edgecliff public transport interchange and proximity to the Sydney CBD makes it a good location for promoting transit oriented development (TOD), supported by well designed public spaces and a vibrant local economy.

**The design response of the proposed building envelope was designed with consideration of elements such as appropriate building height and bulk and scale, streetscape condition, and approach to the heritage building. This demonstrated contextual fit is responsive to the future desired character of the area, through an understanding of the following;**

## Land Use

The corridor is a primarily mixed use built environment (per the adjacent diagram) with a focus on residential uses and non residential uses along the length of the New South Head Road corridor.

## Building Heights

Currently the concentration of the greatest heights in Edgecliff and Darling Point are located around the ridgeline to emphasise a sloping topography. This is a historic trend, but also has the impact of protecting significant views from homes, public spaces and roads. The proposed 12 storey building will establish an appropriate transition in scale from the existing 2 to 9 storey building heights along New South Head Road to the existing taller development around the train station.

Furthermore, this 12 storey Proposal will offer a contextually appropriate transition from the planned 26 and 14 storey heights of the future Edgecliff Centre to the planned 11 storey buildings adjoining.

## View impact and sharing

Developing an understanding of view sharing and impacts of the proposed envelope is critical in determining its appropriate height, bulk and scale. A view analysis from a number of surrounding properties has been undertaken and the building envelope designed to minimise impact.

## Streetscape

Our analysis of streetscapes and active frontages has been driven by the desire to understand the future character of New South Head Road and how the future envelope can contribute and maintain a consistency of street wall height and setback. We also analyse the current character of the corridor, as a primarily defensive interface that could improve pedestrian amenity and how an envelope could respond to the future transformation of the road.

## Heritage

The site contains a heritage item at 136 New South Head Road and has other items in the vicinity. Our analysis refers to the report prepared by the Heritage consultant to understand the contributory nature of the former bank building and how we might sensitively propose an envelope that will celebrate this important corner building.



# CONTEXT

## The Site

The site incorporates four separate lots currently occupied by 2-4 storey mixed use buildings.

It is located at 136-148 New South Head Road, Edgecliff. It is proximal to Edgecliff railway station.

The site is located in the suburb of Edgecliff, 1 km east of the Sydney Central Business District.

It is located within the Woollahra Council Local Government Area (LGA), south of Sydney Harbour and within close proximity to the strategic centre of Bondi Junction.

The site is within the Edgecliff Commercial Centre; an important local hub, with access to commercial, retail and recreational areas, and a gateway to the Woollahra LGA.

The site comprises five consecutive lots along New South Head Road. These lots fall within the Woollahra Municipal Council LGA.

See the adjacent table for the lot details.

Lot 2 in DP 983678 is a very small residual lot (less than 1m<sup>2</sup>) that forms part of 138-140 New South Head Road.

This lot is not owned by Council or the applicant, however the applicant is seeking to purchase the property from a deceased estate. It is understood that it will be subject to the same controls as the remainder of the site.

### Lot 1:

Site address 136 New South Head Road  
Edgecliff NSW 2027

Lot/Section/DP 1/-/DP663495

### Lot 2:

Site address 138-140 New South Head Road  
Edgecliff NSW 2027

Lot/Section/DP 1/-/DP1092694

### Lot 3:

Site address 142-146 New South Head Road  
Edgecliff NSW 2027

Lot/Section/DP A/-/DP443992

### Lot 4:

Site address 148 New South Head Road  
Edgecliff NSW 2027

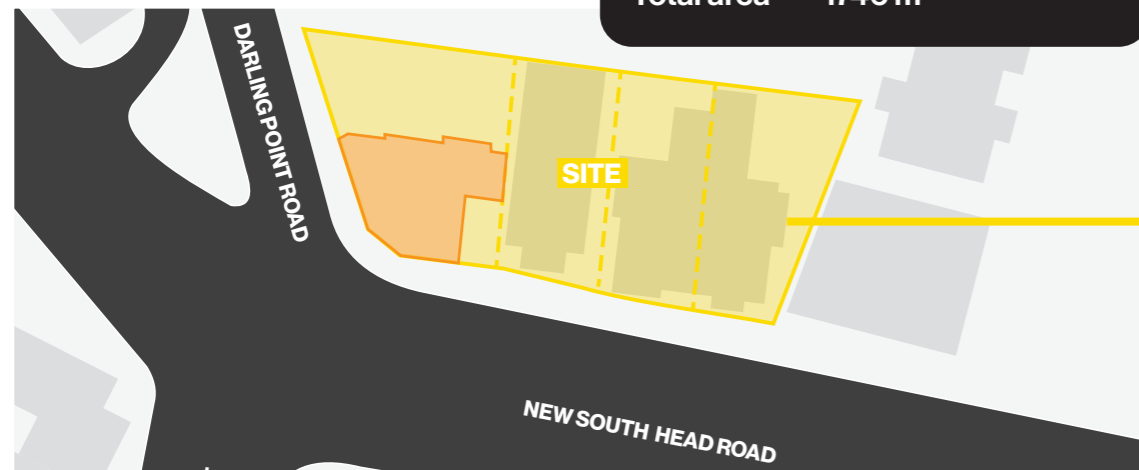
Lot/Section/DP B/-/DP443992

### Lot 5:

Site address 138-140 New South Head Road  
Edgecliff NSW 2027

Lot/Section/DP 2/-/DP983678

**Total area 1746 m<sup>2</sup>**





# THE PROPOSAL

## 05.1 Vision

### State Policy

As outlined in the Metropolitan and Eastern City District Plan Edgecliff is a significant Local Centre that is a focal point for the neighbourhood and, having a major transport interchange, is important to achieving a 30 minute city.

Local centres have an important role in providing local employment and opportunities for new housing, the latter being guided by Council's Housing Strategy.

A 'place-based' approach should be adopted to achieve a wide range of planning outcomes. The Planning Proposal will facilitate development to achieve these outcomes.

### Local Policy

Council's adopted Housing Strategy identifies only Edgecliff centre and Cross Street Double Bay as potentially accommodating new dwellings through changes to planning controls.

Council LEP and DCP also provide a vision for development within the Edgecliff commercial centre. The Planning Proposal is consistent with this vision, providing the opportunity for additional dwellings, greater employment, active street frontages, enhanced heritage outcomes and a landmark, high quality building.

Council also has a new vision for Edgecliff outlined in the draft Edgecliff Commercial Centre Strategy (ECCS). In pre-lodgement discussions, Council advised that the site was not included as a key site in the Strategy as amalgamation was considered unlikely. Further, as the Planning Proposal was lodged before the public exhibition of the ECCS, Council advised that the proposal needed to be justified on its own merits - and so it is. Notwithstanding, the proposed height and FSR is within the range of uplifts proposed in the ECCS. Council officers are yet to report back to Councillors on the public submissions and there is no defined timeline to do so.

### A building of its place

Celebrate the architectural language of heritage, thereby creating a unique new building of its place, and help define a new character for Edgecliff Commercial Centre. To achieve this, the concept proposes to:

- Take cues from the art deco language of the context borrowing the strong horizontal lines and to soften the edges of the proposed new building.
- Introduce a void between tower volume and heritage to reinforce the important corner and celebrate the heritage building, thus creating a backdrop to the old;

- Recess podium and align with parapet of heritage item;
- Break down volume of tower to reduce bulk to the street and maximize views from residences;
- Create a welcoming entrance to heritage with pedestrian relief in a new plaza, which will increase the visual prominence of the heritage item.

### Improving the New South Head Road Interface:

The immediate vicinity is characterised by a mix of development and eras. The southern site is predominantly late twentieth century buildings constructed after the road widening. The north side of the road is more intact and the site is located in a line of early twentieth century 2-4 storey high buildings.

Overall the existing street wall height of 3-5 storeys exists along New South Head Road. The concentration of higher density developments along New South Head Road predominantly occurs at the arrival points and around the station.

Overall, streetscape character is lacking and the proposal is an opportunity to connect and knit in with the surrounding context.

### Accessible, connected, amenable

Immediately opposite Edgecliff station, the future transit oriented development has great immediate access to train services to both the CBD and Bondi Junction as well as an array of Bus services.

Having a new heritage plaza as part of the proposal only adds to the potential benefit this development would have to increasing the accessibility of Edgecliff and its surrounding context. The plaza provides three main benefits;

- **Accessible** – suitable for use by people of all ages and abilities.
- **Activation** – has a human scale and elements of interest including heritage features and activation
- **Amenable** – safe, direct and comfortable.

### Modulate built form to engage with public domain

Ground floor setback to plaza, tapering podium to parapet height, to create generous plaza entrance. Provide a space for pedestrian relief and activation along the defensive New South Head Road.

Upper floor podium setbacks to reinforce datum set by the heritage item.



'Located atop an important and historic ridgeline on one of Sydney's prime peninsulas, our proposal reflects the opportunity to create a gateway building and new focal point in a metamorphosis of the Edgecliff Commercial Centre.'

Alister Eden/Principal, GROUPGSA

# THE PROPOSAL

## 05.2 Proposal Summary

The vision outlined above can only be achieved through creating sufficient development potential for the site. The terms of this potential have been worked out through close conciliation with Council officers and it has been agreed that development at 12 storeys and an FSR of 5:1 represents an appropriate balance between development potential and the contextual understanding of the site. The LEP is proposed to be amended in a similar manner to existing provisions that allow the achievement of increased height and FSR, subject to certain outcomes being achieved.

Whilst this structure was always proposed, this was not made clear in the Council assessment report and this is the reason the WLPP felt that there needed to be some caveats on achieving the additional height and FSR. Accordingly, these requirements have been slightly modified to take into account most of the matters raised by the WLPP. These requirements are noted below and discussed further in Section 8 of this report:

- Result in the amalgamation of the site into one lot;
- Achieve design excellence and a high level of sustainability;
- Contribute to the provision of additional community infrastructure including affordable housing;
- Maintain and respect the existing heritage item at 136 New South Head Road.

It is also proposed to prepare site specific DCP amendments to provide more detail on how these outcomes can be achieved and to embody the conclusions of the design process that have determined an appropriate building envelope as discussed below.

No. Storeys	Building Height (FTF)
<b>12</b>	<b>46 m</b>
Residential GFA	Site Area
<b>5872 m<sup>2</sup></b>	<b>1746 m<sup>2</sup></b>
Commercial GFA	Building Height (RL)
<b>2851 m<sup>2</sup></b>	<b>78.6 m</b>
FSR	No. Apartments
<b>5:1</b>	<b>41</b>
GFA	
<b>8723 m<sup>2</sup></b>	



‘Located atop an important and historic ridgeline on one of Sydney’s prime peninsulas, our proposal reflects the opportunity to create a gateway building and new focal point in a metamorphosis of the Edgecliff Commercial Centre.’

Alister Eden/Principal, GROUFGSA

# THE PROPOSAL

## 05.3 | Determining An Appropriate Building Form

### 05.3.1 | Maximum Building Height

**The proposed envelope height has been arrived at through analysis of the context and the future built form of the site surrounds discussions with Council officers including informal and formal pre-lodgement meetings.**

Council was of the view that previous schemes for 28 and 18 storey buildings were excessive having regard to the 'local centre' status of Edgecliff and the existing context. Notwithstanding that the design team believed a higher building was justified, the proposal was amended to accord with Council's specific recommendations that the height be limited to 12 storeys.

The proposed envelope height offers a transition between the height and bulk of Ranelagh tower and New South Head Road.

The 12 storey envelope presents as an appropriate form in response to the Eastern Harbour Ridgeline and to the site's existing Edgecliff context.

The proposed maximum building height of 46 metres allows for a 12 storey building plus plant, lift overrun and accessible roof garden and has regard to the sloping nature of the site. The tower generally comprises of 3.2m residential floor heights. The 4 storey podium comprises a 3.9m ground floor and three 3.75m commercial levels, as well as allowance for additional height above the heritage listed building at 136 New South Head Road to ensure adequate respect of the original parapet form.

The proposed building will be consistent with the built form intention of the ECC Study, ensuring that the tallest building heights are concentrated around the Edgecliff train station. The proposed building will act as a key addition at an intersection where 10 and 11 storey buildings rise to 14 and 26 storeys.

This envelope will ensure a consistency of built form at the top of the Edgecliff ridgeline, providing an important transition point for the building heights of surrounding sites and reinforcing the gateway role of New South Head Road.

Building height is also discussed below in relation to Strategic and Site specific merit.

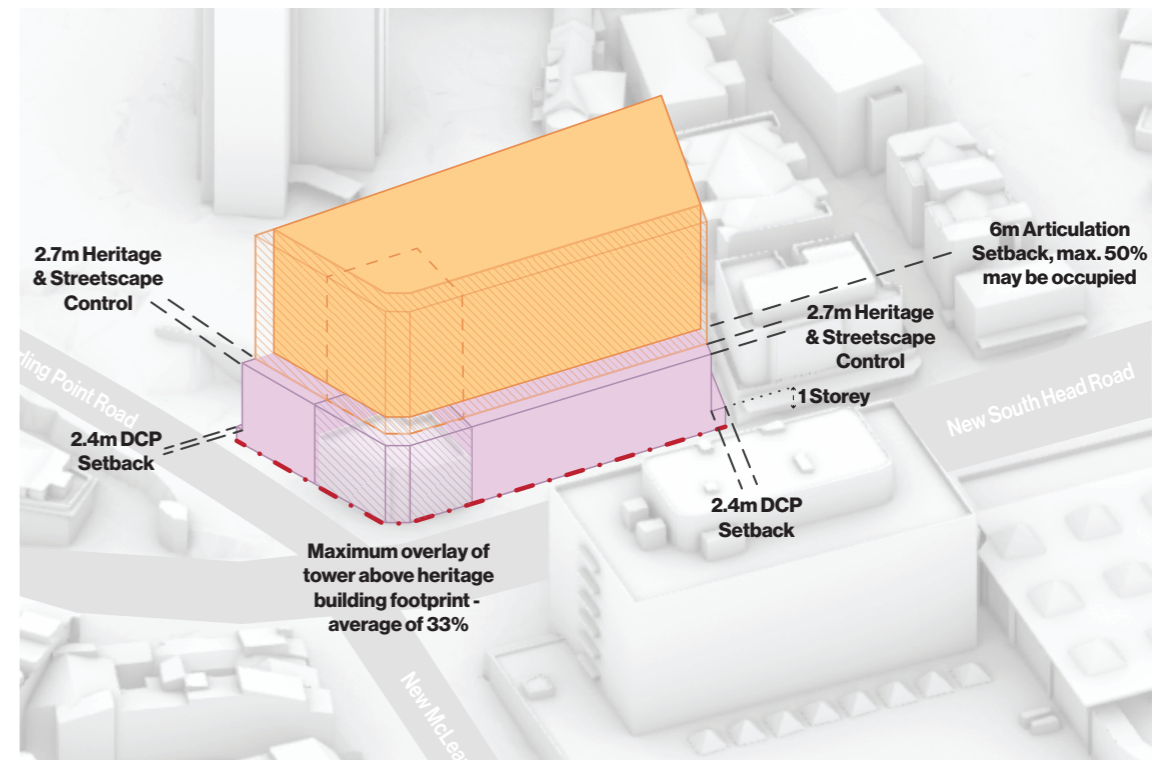
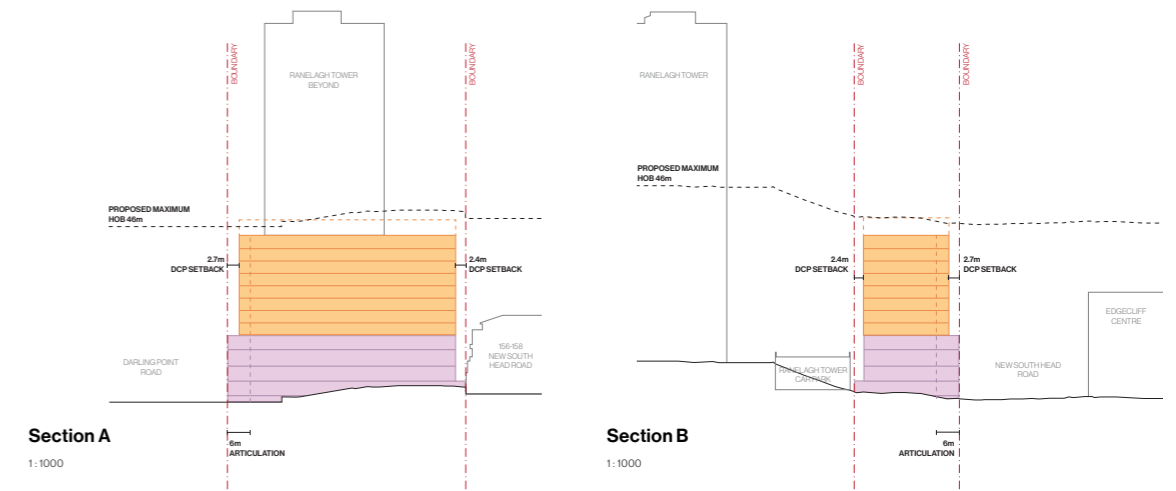
### 05.3.2 | Podium Height

**The proposed envelope adopts the tower+podium typology to enhance the existing street wall along New South Head Road. The podium matches the 0m setback of the adjacent building at 160 New South Head Road.**

The proposed podium height of four storeys aligns with the stated Desired future character of New South head Road (D2.2.2) described in the Woollahra Development Control Plan 2015 in addition to the conclusions of the ECCS (Edgecliff Commercial Centre Study).

At lower levels the proposed setbacks seeks to balance the creation of a 4 storey streetwall and a reasonable level of amenity for the neighbouring dwellings. Any privacy issues at podium level can be resolved through privacy screening.

The proposed envelope also incorporates additional tower setbacks not currently stipulated in the DCP to reinforce the existing street wall. These controls will form part of new suggested site specific DCP provisions.



# THE PROPOSAL

## 05.3.3 | Heritage Interface

The proposed envelope has been designed to ensure the most appropriate response to the heritage item on the site at 136 New South Head Road.

The proposed envelope will retain the site's valuable heritage item, and will maintain the pre-eminence of its position at the intersection of New South Head Road and Darling Point Road, ensuring not to obstruct significant views to or from the existing building (objectives O1, C4 of the DCP).

The proposed envelope will ensure a significant setback of the cantilevered built form above, ensuring that the tower element is an average of 33% above the footprint of the heritage item. This key move allows the form and scale of the heritage item to be preserved allows for adequate respect of the original parapet form (objectives O4, C1, C2, C5 of the DCP).

## 05.3.4 | Tower Setback

The proposed envelope incorporates all DCP setbacks, and takes into consideration privacy and overshadowing;

- Ground floor 0m setback, fostering activity and engagement with the adjacent streets
- 2.4m rear setback above ground levels
- 2.4m side setback to adjoining neighbour above ground level. This setback is greater than current DCP requirements, ensuring better amenity for the dwellings in the adjoining building

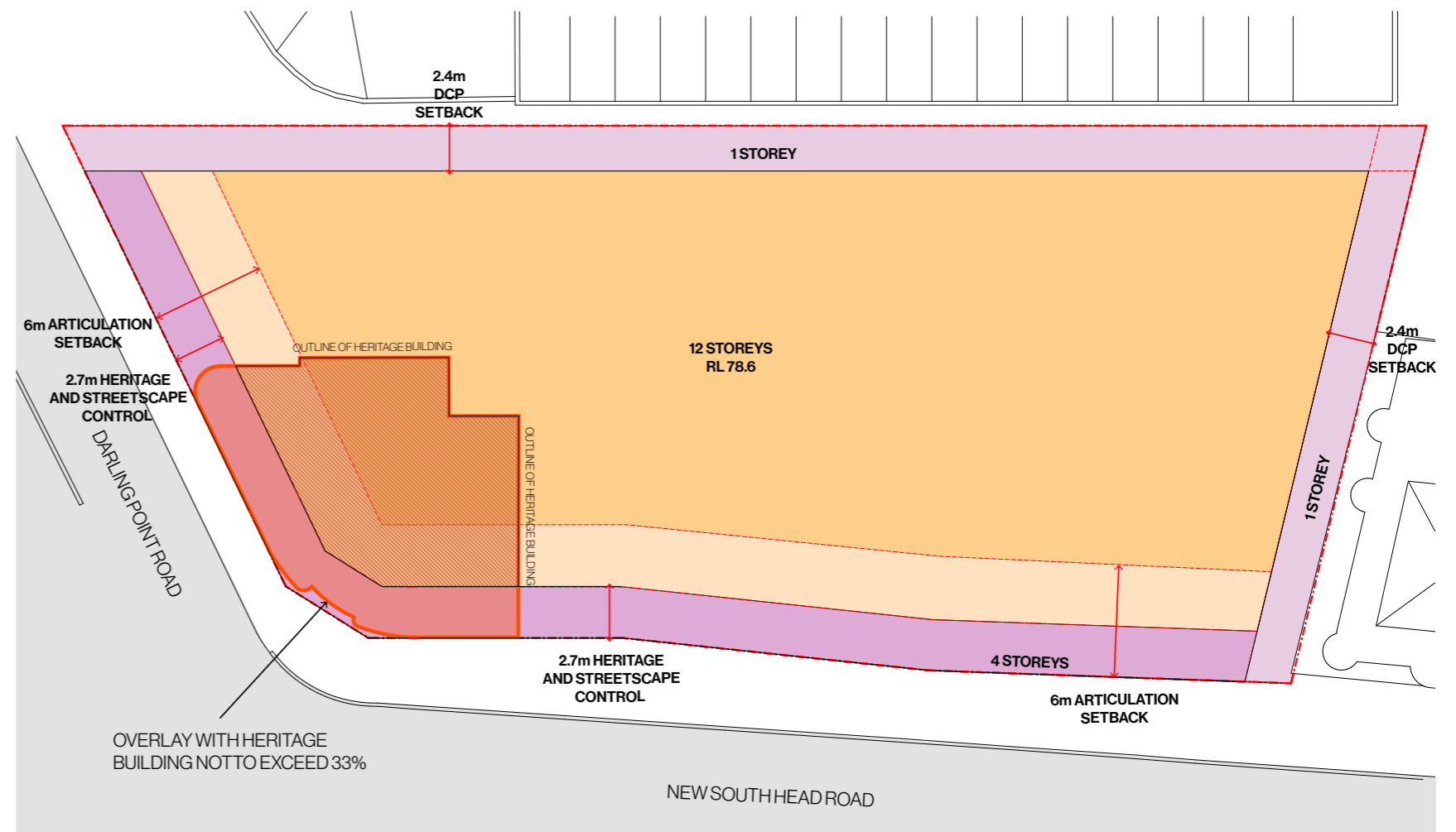
- 2.7m heritage setback\*

\* this is the minimum setback. There is a further control relating to the existing heritage building.

- a 6m articulation zone is proposed that supports the 2.7m heritage setback

The proposed setbacks for the tower have been designed to ensure a sensitive interface with adjacent buildings.

The proposed envelope adopts a 2.4m DCP setback to the north and eastern boundaries - where there are currently existing buildings. This is further set back by a minimum of 2.7m in the tower and further supported by a 6m articulation zone that can be used for architectural treatments specific to each orientation.



# THE PROPOSAL

## 05.4 | Key Benefits

### 05.4.1 | Improved Public Realm

Located on the highly prominent corner at 136-148 New South Head Road, this building will set a new benchmark for the reimagined New South Head Road Corridor and become a landmark that helps reinvigorate and define the urban core of Edgecliff as a place.

Of both historical reverence and civic importance, the podium offers a hierarchy of retail, public realm and community spaces.

Currently, the northern side of New South Head Road comprises active mixed use frontages that encourage activity on the street, of which the site lacks presently. These active edges, however, are interfered by concealed entrances, high fences and private entryways. The public domain upgrade will reactivate Edgecliff's active frontages, providing for a safe, active pedestrian streetscape experience with a street-facing a commercial frontage.

The proposed building form offers places to meet and to rest amidst a vibrant high-street experience.

Growing out from the podium, the butterfly shaped residential floorplates of varying sizes provide for a naturally sculpted tower that both holds the prominent corner at an urban scale but peels back to celebrate the heritage below. Note that whilst the Planning Proposal will facilitate flexibility in design, the indicative concept provides an example of what can, and is intended to be achieved.

The new vision will allow the heritage building to be complemented by the residential expression in the tower above. Passers by will be able to easily distinguish the new from the old in this proposed composition, offering prominence and a celebration of Edgecliff's heritage.



Existing Interface along New South Head Road

### 05.4.2 | Heritage

There is a wide context of local heritage significance surrounding the site, including prominent public and civic buildings, exemplary dwellings, open spaces, subdivisions and valuable heritage conservation areas.

The heritage context surrounding the subject site presents an opportunity to ensure new development remains complementary and compatible with the wider character of the area.

The proposed building envelope will respond appropriately to the proximity of the nearby conservation areas; reducing visual impacts, maintaining key views, and providing a cohesive addition to the character of the surrounding streetscape to seamlessly transition historical areas to the commercial centre.



Proposed Concept Interface along New South Head Road

### 05.4.3 | Economic benefits

The proposed 5:1 FSR will allow up to 8,740sqm of mixed use floor space. The specific economic benefits will depend on the final proportions of types of GFA. Notwithstanding, the indicative concept submitted provides an 8,723sqm Gross floor area (GFA) mixed use building, consisting of:

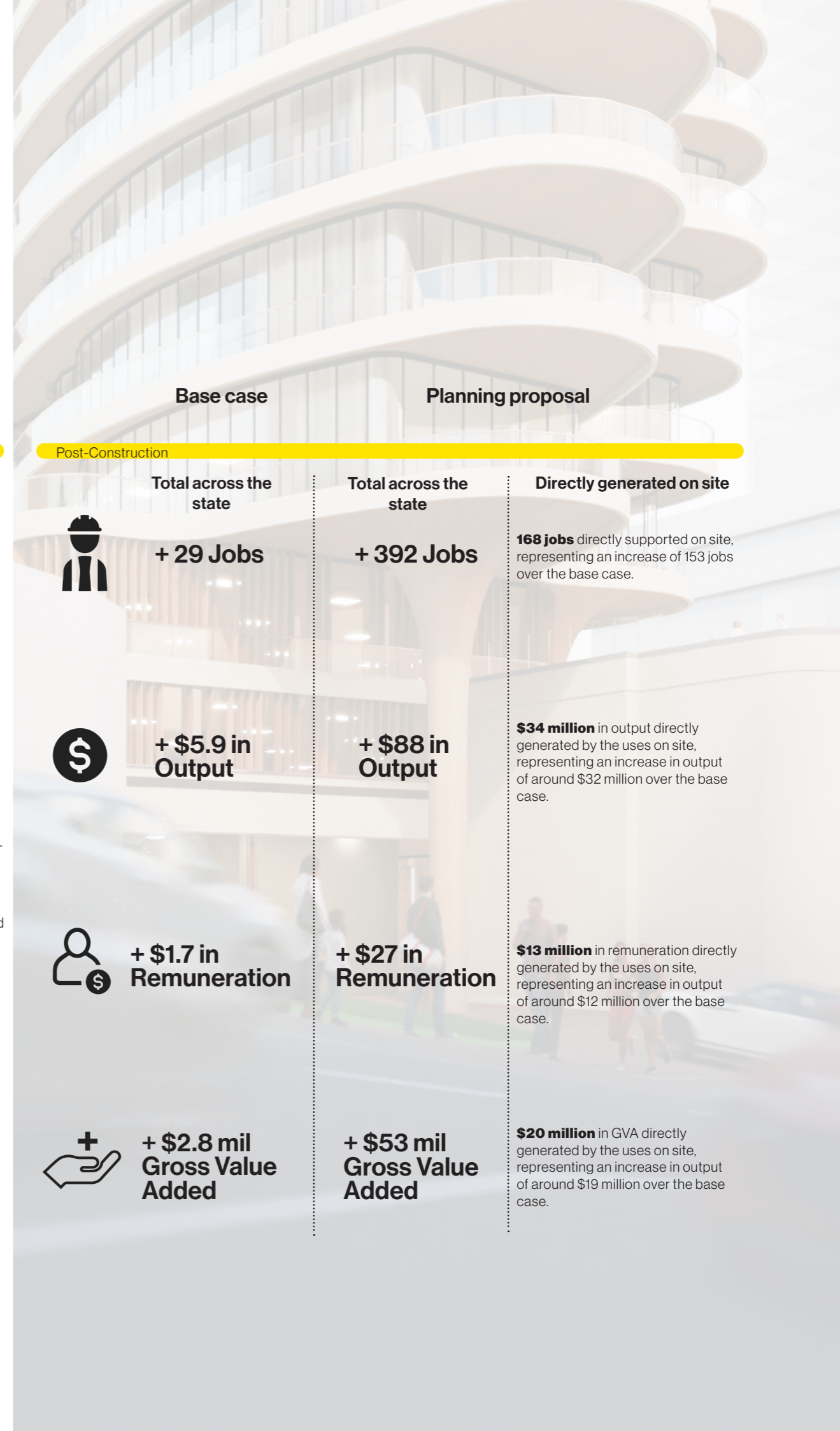
- 5,872sqm GFA of residential space, providing 41 residential apartments
- 2,851sqm of commercial office space.

The economic activity generated onsite has been estimated using the following methodology/sources:

- Employment onsite – estimated using industry standard employment densities, that is, the average amount of floorspace required to support one job within a particular industry
- Direct output, wage and industry value added – sourced from IBIS World reports 2019 at the ANZISC 4-digit or corresponding 1-digit industry level
- Multiplier effects – sourced from 2018-2019 ABS input-output tables and HillPDA.

Upon completion, the planning proposal, if developed in accordance with the concept scheme, would provide 2,851sqm GFA of A-grade commercial office space. Based on an average employment density of 1 job per 17sqm of GFA, it is estimated that the proposal would directly support 168 jobs. This is an increase of around 153 jobs over the base case.

The economic impact of the planning proposal is summarised adjacent:



# THE PROPOSAL

## 05.4.4 | Social Economic Benefits

### Investment Stimulus

Where a significant property investment decision has been made, it is generally viewed as a strong positive commitment for the local area. Such an investment can, in turn, stimulate and attract further investment. Development of the planning proposal would support a wide range of economic multipliers which would, in turn, support investment in associated industries. It would also raise the profile of Woollahra to potential investors.

The planning proposal would create additional business opportunities in this locality associated with future residents and employment floorspace on site. It would increase the profile of this area and, in so doing, increase the financial feasibility of mixed-use developments, potentially acting as a catalyst on surrounding sites.

### Jobs closer to home

The planning proposal would provide additional employment opportunities for residents living both within the LGA and the wider Eastern City District.

There are many benefits associated with providing jobs closer to home, most notably a reduced need to travel and the knock-on benefits associated with this in terms of reduced pressure on infrastructure.

A reduction in the number and length of journeys made, in particular, those made in private vehicles, has environmental benefits. There are also lifestyle benefits related to increased free time, reduced travel-related stress and a reduced likelihood of road related accidents.

Providing jobs closer to home is echoed in the 30-minute city objectives of the State planning policies. As such the Revised Design would help to achieve this planning objective.

### Increased residential accommodation for key workers

Affordable housing is accommodation for key workers who are unable to afford to pay market rents on top of general living expenses, such as travel to work, food, and clothing.

The planning proposal would provide a means for creating affordable apartments for key workers through the implementation of a monetary contribution under a Voluntary Planning Agreement. This would reduce the likelihood that these key workers would need to live in surrounding LGAs and travel to Woollahra for work due to the cost of housing.

### Contributing to employment targets

Transport for New South Wales forecasts employment within Woollahra LGA to increase by 5,165 jobs between 2022-41. Of these around 2,405 or 47% are in the knowledge intensive industries (as categorised by the Greater Cities Commission).

The planning proposal would contribute to the LGA meeting this employment target.

## 05.4.5 | Transport Benefits

### Transit Orientated Development

High-density mixed-use development close to major transport nodes meets urban consolidation objectives. It results in improved efficiencies, reduces dependency on private motor vehicle usage and encourages the use of public transport.

The site was not included in the ECCs because it was assumed that the lots comprising the site could not be amalgamated. Amalgamation in this case was considered essential as without such amalgamation, the need for vehicular access from New South Head Road for 3 of the lots would result in an adverse traffic outcome. This may have made the sites extremely difficult to redevelop. Therefore the amalgamated site provides the opportunity to access all of the land from Darling Point Road, which is a far superior traffic outcome. It also allows a greater active frontage to the main New South Head Road frontage.

The other key transport benefit arises from the site's immediate proximity to Edgecliff railway station and bus interchange. Consistent with Planning Priority E5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport and Planning Priority E10 - Delivering integrated land use and transport planning and a 30-minute city, detailed in Eastern City District Plan, the Planning Proposal will provide jobs and housing within 30 minutes of at least 5 strategic centres by public transport. It is also on a major road that has connections to the wider arterial road network. To reflect these benefits and to achieve sustainable planning objectives, it is proposed to provide less parking that is presently required by Council's controls. This is consistent with the recommendations of the ECCS and will be part of the site specific DCP provisions.



# CONTEXT

## 05.5 | Applicant Capabilities And Project Delivery

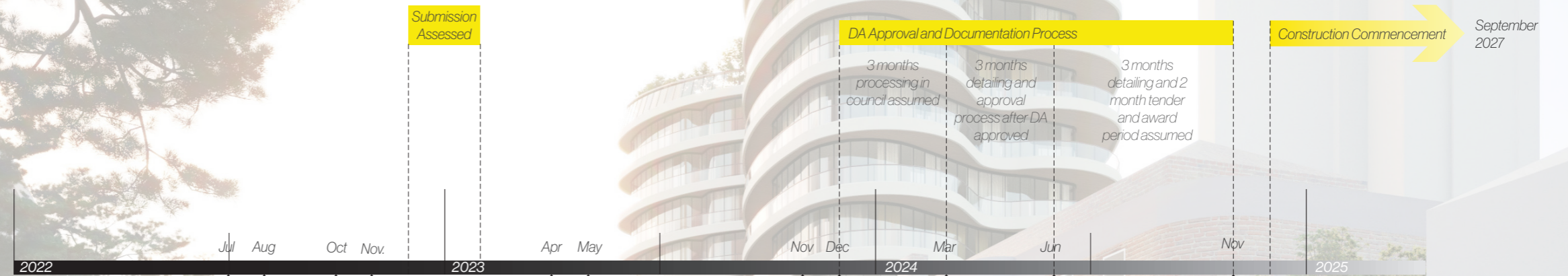
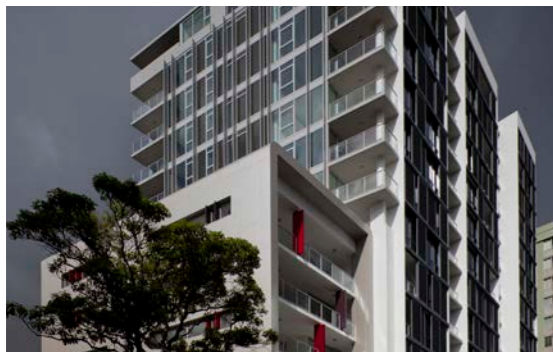
Anka will deliver the project in line with the Edgecliff Central development program to ensure 136-148 New South Head Road will contribute to the revitalisation of Edgecliff as soon as possible.

**A public exhibition process to allow for community input and engagement will take place upon gateway determination, and the proposal modified, if necessary before proceeding to gazettal.**

Following this it is intended to lodge a DA consistent with the details provided in the indicative concept outlined in the Planning Proposal. The submittal of a complete design documentation pack and Council's ensuing approval is a process which may take up to a year to ensure a high quality result. Construction is expected for completion before July 2027.

The applicant is the Anka Property Group (Anka), who for over 50 years has brought to the development industry a unique blend of experience, innovation and entrepreneurship.

A privately-owned company that specialised in commercial, retail and residential within Australia and internationally has been based in Edgecliff since 2002. Some of their most recent projects are Alta in Darlinghurst and Union in Rozelle. Anka aim to delivery their project by Sept 2027.



## STRATEGIC MERIT

### 06.1 | Summary of Strategic Merit

**DP&E 'Guide to Preparing LEP's' notes that: "There will be a presumption against a Rezoning Review request that seeks to amend LEP controls that are less than 5 years old, unless the proposal can clearly justify that it meets the Strategic Merit Test."**

In this case, the subject LEP is 8 years old but in any event meets the 'Strategic Merit Test'. This is because, as required by this Guide and discussed below, the Planning Proposal:

- Gives effect to the relevant district plan within the Greater Sydney Region (Eastern City Plan);
- Gives effect to the Woollahra local strategic planning statement and endorsed Housing Strategy;
- Is consistent with the outcomes for the Edgecliff local centre outlined in the publicly exhibited Edgecliff Commercial Centre Strategy (ECCS);

By providing additional housing and employment uses in a location that is within an existing centre with a wide range of goods and service and is highly accessible by public transport, providing access to numerous major centres within 15 minutes.

Even in the event that Council does not proceed with the ECCS, as instructed by Council officers, the Planning Proposal is designed to stand on its own merits and is of a scale that is consistent with the existing built form context and existing strategic planning context.



# STRATEGIC MERIT

## 06.2 | Alignment with A Metropolis of Three Cities –the Greater Sydney Region Plan (GSRP) March 2018



**The site is located in the Woollahra Local Government Area within the Eastern Harbour City. Edgecliff is identified as a Local Centre under the Eastern City District Plan.**

The Greater Sydney Region Plan: A Metropolis of Three Cities is a 40-year vision for Sydney that is framed around three liveable cities – the Western Parkland City, the Central River City, and the Eastern Harbour City. Within these cities, the Plan envisions the majority of people living within 30 minutes of their jobs, education / health facilities, services and great places.

It incorporates a 20-year plan to manage the development of the Greater Sydney region, setting out 'Ten Directions' that collectively form a framework for liveability, productivity and sustainability that underpins the growth of Sydney. They are:

- A city supported by infrastructure: including transport infrastructure that enables access to a metropolitan centre / cluster within 30 minutes.
- A collaborative city: where growth is delivered through collaboration between government, community and business.
- A city for people: that celebrates diversity and is driven by people-centric planning.

- Housing the city: by expanding supply, choice and affordability.
- A city of great places: designed for people, with improved access to open space, and conserves / enhances environmental heritage.
- A well-connected city: more accessible and walkable.
- Jobs and skills for the city: to create a stronger economy.
- A city in its landscape: that values green space and protects landscape.
- An efficient city: that is sustainable and re-uses energy, water and waste.
- A resilient city: that can adapt to a world of climate change and manages exposure to natural and urban hazards.

The site location responds to 30 minute city established by the Greater Sydney Commission and can leverage nearby natural environments and proximity to infrastructure as potential opportunities in the design response.

The vision of the metropolis of three cities seeks to further increase Edgecliff's role as a key transport interchange. This direction is therefore likely to impact on Edgecliff's strategic position in the future.

## 06.3 | Alignment with the Eastern City District Plan



The Eastern City District Plan is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and sits between regional and local planning. It is a 20-year plan that outlines growth across economic, social and environmental matters to achieve a 40-year vision for Greater Sydney.

In addition to the demographic projection and housing needs, the plan also highlights Planning Priorities across the following areas:

- Infrastructure and Collaboration- A city supported by infrastructure, A collaborative city
- Liveability- A city for people, Housing the city, A city of great places
- Productivity- Jobs and skills for the city, A well-connected city
- Sustainability- A city in its landscape, An efficient city, A resilient city
- The Plan identifies the need for density and new centres along transport corridors especially along the Eastern Economic Corridor within which the sites are located.

The Eastern City District is predicted to continue growing with demand for an additional 157,500 dwellings between 2016-2036. This will be provided through urban renewal around new and existing infrastructure and infill development. The focus of growth is identified to be on well-connected walkable places that build on local strengths and deliver quality places.

Local centres including Edgecliff have been recognised as an important role in providing local employment and increased housing. Additionally, residential development within a five-minute walk of a centre focused on local transport has been highlighted as significant clusters.

This proposal will satisfy the following priorities outlined in the District Plan;

- E1 - Planning for a City supported by Infrastructure
- E2 - Working through collaboration
- E3 - Providing services and social infrastructure to meet people's changing needs
- E4 - Fostering healthy, creative, culturally rich and socially connected communities
- E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport
- E6 - Creating and renewing great places and local centres, and respecting the District's heritage

Edgecliff is identified as having potential housing, retail and commercial growth opportunities within 800m walking catchment focusing on the public transport node. The subject site is directly adjacent to a transport interchange.

The subject site has the potential to strengthen the role of Edgecliff as a Local Centre, to become the focal point of the neighbourhood and achieving the aspiration of a 30 minute city.

This proposal also responds to the recommended principles for Local Centres including the following:

- Will be appropriate to accommodate additional housing as part of their housing strategy;
- Will need to grow to provide for the required goods and services of the community;
- May also need to grow to deliver other roles for the community, such as recreation, cultural, arts and community hubs.

The scheme delivers a residential development sitting within close proximity to Edgecliff Station. It has the potential for expanded employment opportunities both during and post construction of the development, and it expands the current commercial floorspace offering along New South Head Road.

# STRATEGIC MERIT

## 06.4 | Alignment with Apartment Design Guide



**The Apartment Design Guide is a resource to improve the planning and design of residential apartment development in NSW. It updates and replaces the Residential Flat Design Code introduced in 2002.**

The Apartment Design Guide is used in conjunction with State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) which sets out the NSW Government’s policy direction for residential apartment development in NSW.

The scheme is consistent with and exceeds the design requirements of the Apartment Design Guide (ADG). The proposed building envelope has been arrived at through analysis of the site, its context and development controls.

Per the ADG, the proposed envelope is approximately 25-30% greater than the potential building that could be achieved. This loose fit allows for greater flexibility to respond to site specific issues including interface with neighbouring properties, building use and architectural treatments.

The scheme is consistent with SEPP65 ADG Principle 4: Sustainability by combining positive environmental, social and economic outcomes including use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs.

## 06.5 | Alignment with Better Placed



**The Better Placed Principles will guide our approach to contribute meaningfully to the public vitality, local community and the broader Woollahra Context.**

Better Placed is a state mandated document that sets a clear approach to ensure good design across architecture, public places and environments. It articulates seven principles as a means to value and improve our built environment and public domain. They are:

- Better fit - contextual, local and of its place
- Better performance - sustainable, adaptable and durable
- Better community - inclusive, connected, diverse
- Better for people - safe, comfortable and liveable
- Better working - functional, efficient and fit for purpose
- Better Value creating and value adding
- Better Look and feel engaging inviting and attractive

The proposed concept honours the heritage building on the site, whilst offering a contemporary addition to the site, that resonates with local character and offers a diverse use to the connected community of Edgecliff. It well-utilises the site, contributing to a sustainable future and high-standard for living.

## 06.6 | Alignment with Future transport strategy 2056



**Future Transport 2056 is an update of NSW’s Long Term Transport Master Plan. It is a suite of strategies and plans for transport developed in concert with the Greater Sydney Commission’s Sydney Region Plan.**

The Future Transport Strategy sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans.

The Strategy and Plans also focus on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The proposed concept sits within the dynamic infrastructure network of the Future Transport Strategy 2056, offering future residents with choice, key to the sustainability and resilience of the future of Sydney and NSW.

# STRATEGIC MERIT

## 06.7 | Alignment with Woollahra LEP

The Woollahra Local Environment Plan 2014 controls that pertain to the site are shown adjacent, and summarised below;

Height of Buildings:

14.5m

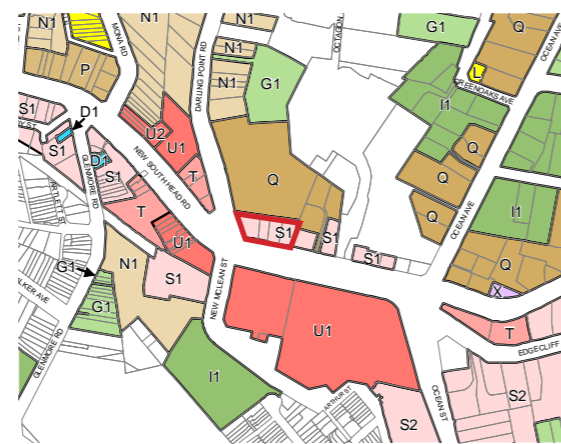
Floor Space Ratio:

1.5:1

Zoning:

B4 Mixed Use

### Floor Space Ratio



N2	1.04	S2	1.55	F1	0.6
O	1.1	S3	1.68	F2	0.63
P	1.25	S4	1.7	G1	0.65
Q	1.3	T	2	G2	0.68
R1	1.4	U1	2.5	H	0.73
R2	1.42	U2	2.9	I1	0.75
S1	1.5	V	3	I2	0.77

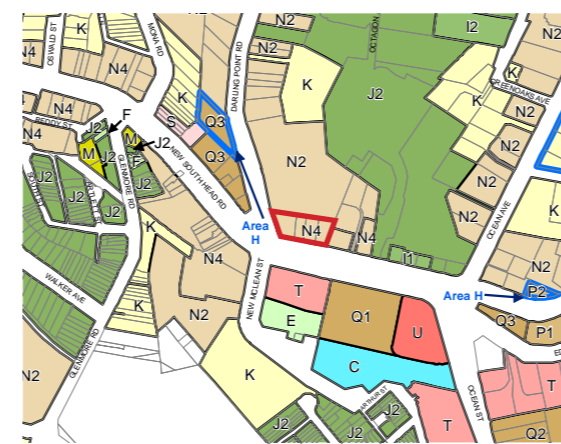
The site has a permissible FSR of 1.5:1.

The objectives of the floor space ratio are;

- For buildings in Zone B1 Neighbourhood Centre, Zone B2 Local Centre, and Zone B4 Mixed Use—to ensure that buildings are compatible with the desired future character of the area in terms of bulk and scale.

Whilst the proposed building envelope achieves an FSR of 1.5:1, it is considered that the objectives for FSR remain relevant and will be achieved.

### Height of Buildings



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

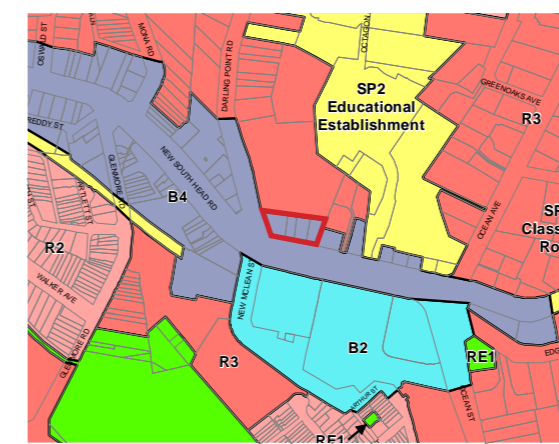
The site currently has a permissible height control of 14.5m, which is the equivalent of approximately four storeys.

The permissible height of buildings along New South Head Road is generally 14.5m within the commercial core area which is zoned B4. The Edgecliff Centre, across the road from the site is zoned B2 and currently has a permissible height range of 19-34m. It is also worth noting that Ranelagh Tower, located immediately north of the site has a permissible height of 13.5m and currently in excess of 30 storeys.

The concept building occupies around 62% of the building envelope, taking into account the 50% articulation zone and maximum 33% average tower overlay of the heritage building. The proposed building envelope has a maximum height of 46m, 12 storeys.

This 12 storey proposal will offer a contextually appropriate transition from the planned 26 and 14 storey heights of the future Edgecliff Centre to the planned 11 storey buildings adjacent to the site.

### Land Zoning



B2	Local Centre
B4	Mixed Use
R2	Low Density Residential
R3	Medium Density Residential
RE1	Public Recreation

The objectives for the B4 zone include;

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To provide active ground floor uses to create vibrant centres.
- To provide for development of a scale and type that is compatible with the amenity of the surrounding residential area.
- To ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.

The proposal is consistent with B4 zoning, offering a 'live-work' environment by providing for higher density residential development integrated with a vibrant retail offering that is supported by consistency with the local character, and is complementary to the heritage item.

### Heritage



(Red hatched box)	Conservation Area - General
(Brown box)	Item - General
(Yellow box)	Item - Archaeological

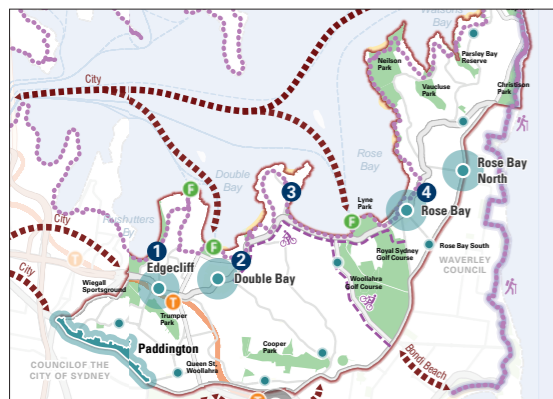
The property located at 136 New South Head Road, which is part of the subject site is identified as a local heritage item.

There are a number of local listed heritage properties in the immediate site context and a considerable Heritage Conservation Area to the south and West.

The approach to heritage for 136 New South Head Road is further detailed in later chapters of this report.

# STRATEGIC MERIT

## 06.8 | Alignment with Local Strategic Planning Statement



### The Plan identifies the need for density and new centres along transport corridors, especially along the Eastern Economic Corridor within which the sites are located.

Consistent with the NSW Government's approach to planning for future transport, the LSPS applies the principles of a 30-minute city and movement and place. It aims to protect local character and provide streets and places that are enjoyable for people.

The Woollahra Local Strategic Planning Statement sets out a 20-year land use vision and planning priorities for the future of the area to:

- Manage future growth, new technology and changing community needs;
- Conserve heritage, villages, local character and environment;
- Ensure resilience and sustainability despite challenges such as climate change;
- Identify areas for further detailed strategic planning;
- Link council's plans to the implementation of the NSW Government's strategic plans.

This proposal will satisfy the following priorities outlined in the LSPS;

- *Planning priority 1: Planning for integrated land use and transport for a healthy, sustainable, connected community and a 30-minute city*

This proposal will deliver additional housing and employment opportunities at the heart of the Edgecliff Local Centre, 5 minutes from the Sydney CBD.

- *Planning priority 4: Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes*

Additional housing in the Edgecliff Local Centre will offer the benefits of greater access, amenity and connectivity to more residents.

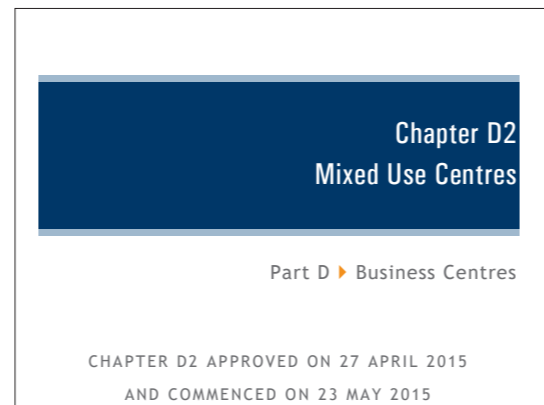
- *Planning priority 5: Conserving our rich and diverse heritage*

The refurbishment of the heritage-listed former bank at 136 New South Head Road will enable its ongoing conservation, revitalising activity and engagement on the site.

- *Planning priority 8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment and community activities*

This proposal presents an opportunity to provide active street frontages at ground level along New South Head Road, reanimating activity at the threshold between the street and the building.

## 06.9 | Alignment with Woollahra Development Control Plan 2015



The Woollahra Council Development Control Plan 2015 Section D4 Edgecliff Centre Objective O17 asks for overshadowing of adjoining properties and Cooper Park Oval (which we note to be a typographical error and should reference Trumper Park Oval) to be minimised.

The control relating to this objective requests that solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.

The Woollahra DCP outlines provisions to regulate development in the LGA, establishing detailed planning and design guidelines.

### New South Head Road Corridor

Chapter D2.2: Mixed Use Centres - New South Head Road Corridor, Edgecliff describes a desired future character for the commercial centre as:

- A highly urban environment, meeting high standards of visual quality and pedestrian amenity;
- A main entry point to the Municipality, where the experience and journey through the centre makes a positive impression;
- Containing generally four to six storey mixed use buildings fronting New South Head Road;

- Presenting well designed building facades, ensuring the view driving along New South Head Road contributes to the public domain and providing human scale design elements, such as interesting frontages and awnings for protection;
- Protecting and responding to the character and scale of the Paddington heritage conservation area;
- Creating a more vibrant centre, particularly at night, through a range of residential and commercial land uses, including restaurants and cafes.

### The Proposal will contribute a vibrant and active new space to the New South Head Road Corridor.

## 06.10 | Alignment with Woollahra Community Facilities Study



Ethos Urban were commissioned by Council to evaluate Council's existing supply of community facilities across the LGA, identify current and future gaps in provision, and provide recommendations for existing and proposed Council community facilities.

The report was endorsed at a Council meeting on 29 September 2020.

This Study has shown that the LGA needs "a large integrated multi-purpose facility in the Western catchment" around Edgecliff and "more flexible, adaptable spaces within local facilities" and "cultural and creative spaces across the LGA".

The subject site is located within the Western Catchment, as identified in the Study. The Study specifically recognises the demand for a new integrated multi-purpose facility within this Catchment.

The nature of the site and the intended controls indicate that it is not highly suited to the provision of a facility of the size envisaged. Such a facility would be better placed in a site such as the Edgecliff Centre where a larger floorplate is available and there is better proximity to transport. The proposal will include contributions for such a facility and others considered necessary by Council within the Edgecliff commercial centre.

# STRATEGIC MERIT

## 06.11 | Alignment with Draft Woollahra Integrated Transport Strategy



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

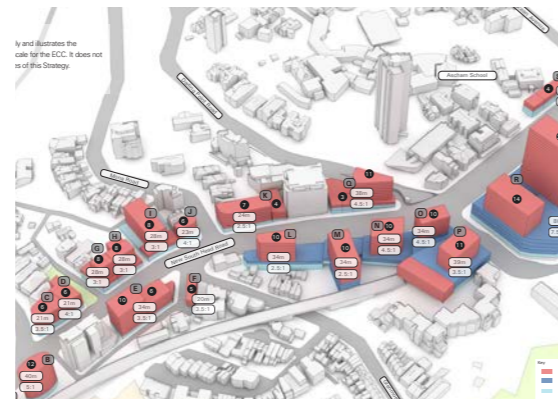
The Strategy outlines four key themes from which to ensure the delivery of a successful, efficient and sustainable transport system for the LGA:

- Access, Mobility and Liveable Places: Supporting people in Woollahra to get around, regardless of age or ability
- Public Transport: Working with the State Government to make public transport a more competitive alternative to car use.
- Active Transport: Making walking and cycling the most convenient option for most trips.
- Roads and Parking: Managing the road network to support all users and reducing traffic congestion, noise and speeding.

### The subject site is located within the ECC, a key transport node of the LGA and the wider eastern suburbs.

Appropriate development of this site presents an opportunity to maximise the benefits of active and efficient transport for more Woollahra residents, delivering on the plans of the Greater Sydney Commission for a 30-minute city and enhancing mobility and convenience in the LGA.

## 06.12 | Alignment with Draft Edgecliff Commercial Centre Planning and Urban Design Strategy



The Draft Edgecliff Commercial Centre Planning and Urban Design Strategy establishes a new vision for the Edgecliff Commercial Centre (ECC) and provides recommendations on planning controls, urban design, public domain and transport to guide future development in the ECC.

This strategy seeks to revitalise the ECC by creating a clear and coordinated framework to facilitate development that:

- Provides high quality transit oriented development with a suitable mix of uses that supports community needs
- Displays design excellence
- Upgrades and activates the public domain
- Enhances active transport
- Provides affordable housing
- Contributes to the delivery of community infrastructure that meets a range of community needs now and in the future.

### Local Commercial Core

The Strategy identifies the area in which the subject site is located as the Local Commercial Core Precinct.

This Precinct is identified as the focal point for employment, retail, community services and apartments in the ECC.

The Strategy describes future development in this precinct that enhances the employment role of the ECC through high-quality architectural design and urban design, demonstrating design excellence and minimising view Impacts from surrounding properties, streets and

public spaces.

The Strategy envisages new public spaces in this Precinct that will provide high quality landscape design, public art, urban furniture, active and passive recreational spaces and outdoor dining opportunities.

### Built Form

The Strategy identifies that building heights within the future vision of the ECC are to respond to the local context and the sloping topography, with the greatest height to be focused around the Edgecliff train station in the Local Commercial Core.

The Strategy proposes an appropriate street wall of up to four storeys for sites immediately surrounding the Edgecliff train station, to allow commercial floorspace to be concentrated within podium levels.

Built form within the ECC is also expected to be sensitive in response to concerns such as:

- Heritage and heritage conservation area interfaces
- Enhancing the public domain
- Creating active ground level street frontages
- Enhancing active transport connections.

This Proposal presents an opportunity to create further consistency in built form along New South Head Road, delivering development that is consistent with the desired future character of the Local Commercial Core and reinforcing the ECC as a gateway to the east.

## 06.13 | Draft Edgecliff Commercial Centre Public Domain Strategy



This Strategy provides guidelines and recommendations to help develop the ECC's public domain elements.

It sets out a vision and key design principles creating a holistic public domain structure for the ECC: The Plan envisions a public domain that is

- Active and Attractive
- Green
- Walkable
- Connected
- Sustainable
- Inclusive.

### Commercial Core Precinct

The Strategy identifies the area in which the subject site is located as the Commercial Core Precinct, describing its desired future character as a focal point for employment, retail, community services and high density residential accommodation in the ECC, supported by the Edgecliff Train Station:

The Strategy outlines key public domain design principles, which aim to:

- Maximise opportunities for a variety of inclusive outdoor open spaces
- Encourage outdoor life with active retail frontages and outdoor areas

- Enhance the green character of the precinct
- Upgrade the quality of public domain through high quality furniture, lighting and public art
- Use way-finding elements to enhance legibility
- Maximise opportunities for child-friendly spaces
- Encourage environmental sustainability through Smart City features including Electric Vehicle charging infrastructure.

The Strategy identifies a number of site specific projects in close proximity to the subject site:

- Darling Point Road Streetscape Upgrade; introducing public art, urban greening and lighting features
- New McLean Street Activation Node - Outdoor dining area; activating the Precinct through engaging street frontages and outdoor dining, pedestrian amenity, street trees, urban furniture, kerb extensions, public art, greening and potential cycleways.
- Edgecliff Centre Plaza; provision of a community space in the form of a public plaza, with equitable and inclusive design, pedestrian amenity, greening, furniture, play areas and trees.

These upgrades will enhance the public domain in the immediate vicinity of the subject site and enable further opportunity, inspiration and design cues from which the proposed development can interface with, maximising public amenity, connectivity, and social activity.

The contributions payable under the VPA can be used to contribute to the provision of these public domain enhancements.

# STRATEGIC MERIT

## 06.14 | The Right Scale for the Right Place

### Eastern Harbour Ridgeline

The proposal will demonstrate an important piece of the future skyline character that reinforces the role of Edgecliff at the entry to the Eastern Suburbs and along New South Head Road.

The site presents an opportunity to celebrate the visual termination point at this prominent intersection as well as the entrance to Darling Point Road as the main spine of the Darling Point Peninsula.

The high density residential and commercial opportunities will reflect the future growth of the district and reinforce the tourism economy by creating additional infrastructure such as services and accommodations as projected by the strategic policies.

Edgecliff Centre provides an opportunity for a greater density within 400-800m of the station along the major collector of New South Head Road to transform and grow Sydney as a true 30 minute city.

The location of the centre, its proximity to the CBD and its role as a gateway to the Eastern Suburbs including Kings Cross and Bondi Junction, intensifies its role as a gateway and reinforces the increased height and density in this proposal, which we consider justifies and appropriately responds to the opportunity.

“Future Transport 2056 identifies the importance of transport interchanges as places which will have a high level of accessibility as service frequencies and travel times are improved. 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.”

Greater Sydney Commission, Metropolis of 3 Cities

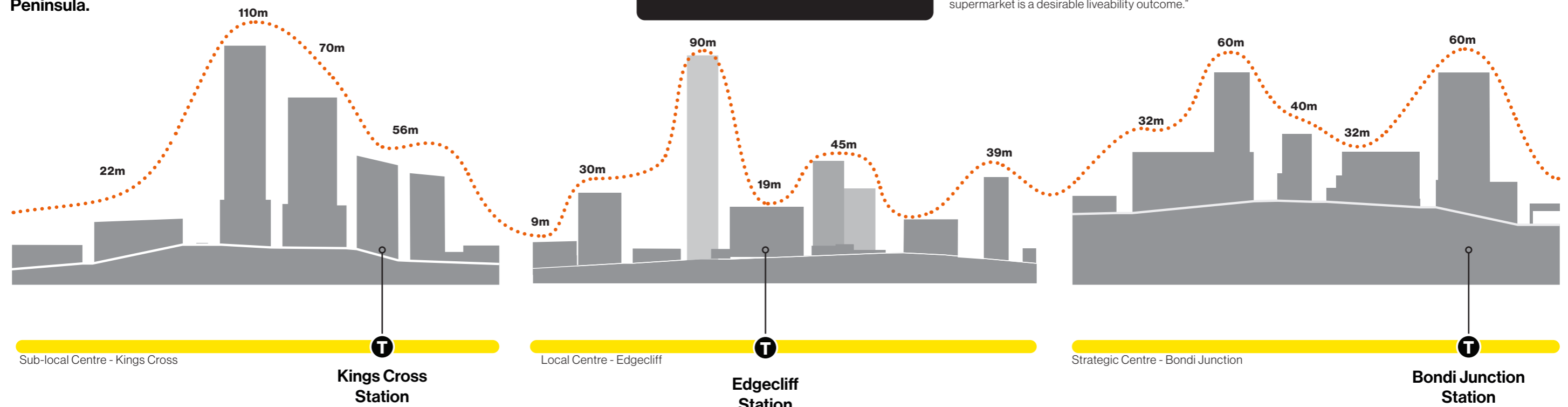
Edgecliff is significantly underdeveloped considering its context within the city. Its is within 4kms of two strategic centre (Bondi Junction and the CBD) and has both a bus and rail interchange.

Compared to other metropolitan centres, some of which are less accessible, it has very low permitted building and height and FSR and this is significantly limiting the potential for redevelopment.

Besides being an important inter-modal transit hub, Woollahra Municipal Council's LSPS identifies Edgecliff as a “key local centre”. As an important local employment centre, Edgecliff is a strategically significant location for future mixed use development. According to the Greater Sydney Commission, “Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. [...] Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.”

The most recent significant development to occur in the centre was the DA 2/2017 for the 7 storey 80 New South Head Road in 2018. This indicates that the current planning controls are not sufficient to encourage the revitalisation of this important local centre.

Based on the previous analysis of other centres, we are of the view that sites closest to Edgecliff Station can accommodate buildings up to 10-15 storeys.





# /07

**SITE-SPECIFIC  
MERIT**

# SITE-SPECIFIC MERIT

## 07.1 | Summary of Site Specific Merit and Opportunities and Constraints

### The proposal demonstrates site-specific merit.

- The site allows for the restoration and adaptive re-use of the heritage listed building located on 136 New South Head Road;
- The proposal will benefit the wider public realm of the area and New South Head Road by increasing amenity, further activating the street and upgrading the pedestrian environment;
- The site sits adjacent to the Edgecliff Centre, adjacent to the Edgecliff Railway Station and the Edgecliff Bus Interchange which supports urban consolidation objectives as an optimal location to support a high-density, mixed-use development;
- It is located on a major circulation thoroughfare offering access for vehicular traffic and transport connections;
- The design concept maximises views to the Sydney Harbour and CBD without overshadowing adjacent buildings or parks, and it reinforces Edgecliff along the ridgeline;
- The design concept confirms that the objectives and guidelines of SEPP 65 and the Apartment Design Guide can be achieved on this site;
- Vehicular access and servicing to the site can be achieved in an efficient manner and reduces pedestrian interaction with vehicles;
- It complements existing commercial activity in the area and increases employment generating floor space in line with NSW forecasts;
- Proximity of the site to public transport means the site provides for jobs closer to home as highlighted in the 30-minute city objectives of the State planning policies.

## 07.2 | Opportunities

### Built Form

- Potential to design a direct response to the heritage building at the corner of New South Head Road and Darling Point Road, with recessive and complementary forms to retain the prominence of the heritage building.
- Increase street activation and public domain along New South Head Road.
- Existing pattern of immediate (0m) setback with awning amenity and four storey street wall could be preserved.

### Site Access

- Proximity to the train station and bus interchange provide opportunities for height and FSR to respond to the future Transit Oriented Development Hub.
- The site is accessed via New South Head Road, one of the city's major circulation thoroughfares and public transport arteries.
- Dual frontage to both New South Head Road and Darling Point Road enables enhanced accessibility options for visitors, tenants and goods.
- Proximity to the Sydney CBD enhances access and connectivity.

### Environmental Design

- Maximise key views to Sydney Harbour and CBD.
- Reinforce the role of Edgecliff at the top of the ridgeline as an entry to the Eastern Suburbs and along New South Head Road.

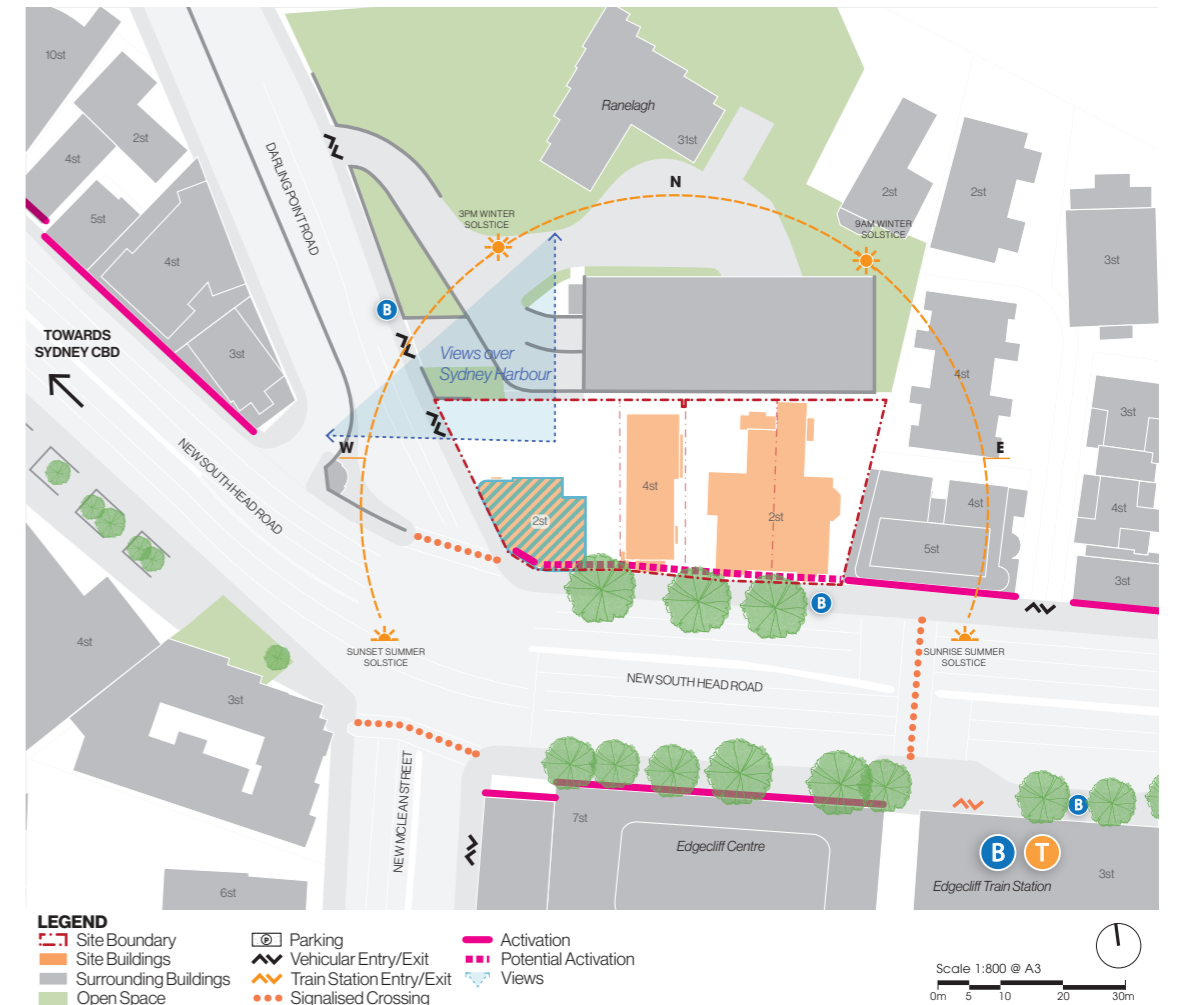
## 07.3 | Constraints

### Built Form

- **Heritage building** on corner could be difficult to integrate into future design and will need to be considerably and sympathetically detailed.
- The property is located in close proximity to a number of **heritage conservation areas**. Development of the site will need to be sympathetic to the character of surrounding historically-valuable sites.
- **Long blank wall** adjacent to the northern boundary impacts views, aspect and orientation.
- New South Head Road presents a significant source of **noise pollution**. Buildings along this interface may require acoustic mitigation solutions.
- Openings, balconies and roof terrace of neighbouring building to the east present a significant impact upon **privacy and overlooking**.

### Site Access

- Proximity to major thoroughfare of New South Head Road might present challenges relating to **traffic and congestion**.
- **Pedestrian access** along this busy traffic thoroughfare will require detailed and cohesive design considerations.





# SITE-SPECIFIC MERIT

## 07.4 | Existing Corridor Heights

**The Woollahra Local Strategic Planning Statement (2020) describes Edgecliff as “the gateway that links Sydney’s Eastern Suburbs and CBD along a vital transit corridor. ... It provides employment, local business services and retail.”**

The area around Edgecliff station is characterised by numerous tower heights and forms. Generally, heights of buildings cascade down the hill - with the tallest buildings located at the ridge where Edgecliff station is located.

The concentration of taller buildings at the ridge reinforces the area’s role as a local centre by concentrating residents and workers around the station and retail offerings.

Located at the crest of New South Head Road, redevelopment of the subject site is an opportunity to reinforce Edgecliff’s identity and function as a gateway linking Sydney’s Eastern Suburbs with the CBD.

The subject site is located in close proximity to significant towers in the local centre - between Ranelagh tower (residential; 31 storeys) and Edgecliff Centre (commercial; 7 storeys). 100 New South Head Road, Eastpoint and 6-10 Darling Point Road are also visible from the subject site.

### Building heights along New South Head Road vary between 6-15 storeys along the ridgeline.

We have identified existing tower heights along the corridor as well as developed an understanding of their perceived height and mass;

Ranelagh, to the immediate north of the site is an anomalous height at 31 storeys. It is controversial due to its dominance of local and district views and identified as an ‘intrusive development’ in the Woollahra DCP 2015. Five more modest towers are located in the area around the subject site.

- Edgecliff Centre is a 7-storey commercial building, with no setback to New South Head Road. Perception of the height and mass of Edgecliff Centre at street level is moderated by mature trees and a ground-floor arcade.

- 100 New South Head Road is a 10-storey residential tower to the west of the subject site. The tower has no setback to the street. Perception of the height and mass of 100 New South Head Road at street level is moderated by a ground-floor awning.
- Eastpoint and Oceanpoint are an ensemble of two towers - 10 and 15 storeys respectively - on the corner of Ocean Street and New South Head Road. Eastpoint has a 25m setback from New South head Road - presenting a low 2-storey podium to the street.
- 6-10 Darling Point Road is a 8 storey residential building. Perception of the tower’s mass and height at street level are moderated by a two-storey podium 9m setback to Darling Point Road and a highly articulated tower form.



## 07.5 | Future Corridor Heights

### The Strategy proposes maximum building heights across the ECC to range from 17 to 89 meters (4 - 26 storeys), with the greatest height being focused around the Edgecliff train station in the Local Commercial core.

This analysis demonstrates that a 12 storey development that would be consistent with the future character of the Local Centre of the ECC, providing an appropriate building height to transition from the taller heights of the Local Commercial Core, to the adjoining Mixed Use Precinct and the wider Medium Density Residential areas.

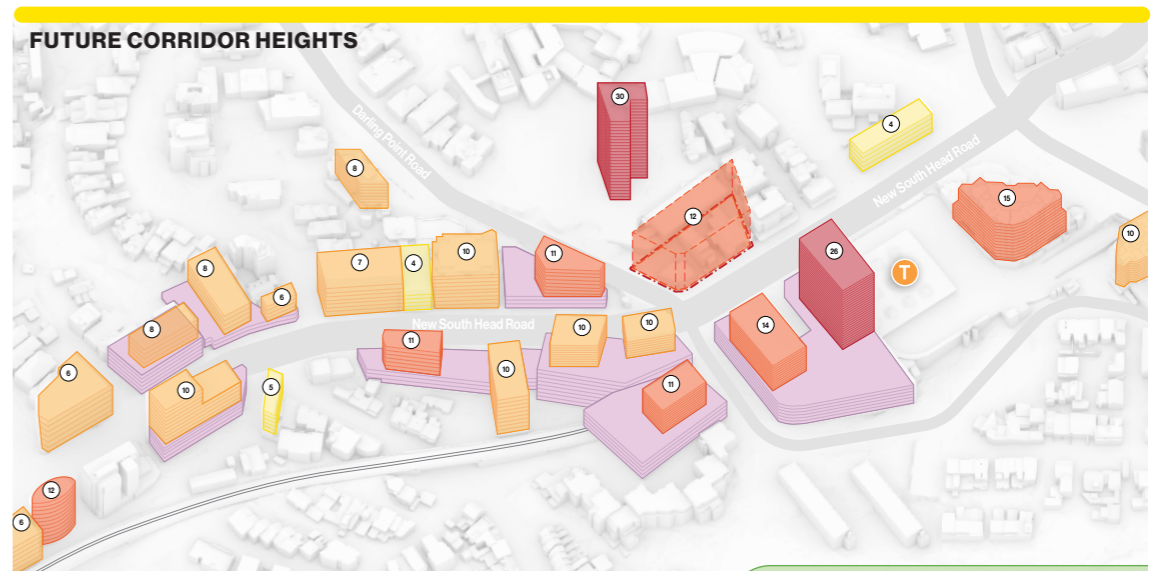
With significant and recessive building setbacks, the site could provide a clear transition in scale to sensitively respond to the heritage-listed item at 136 New South Head Road, whilst also minimising the disruption of view corridors and maintaining a 4 storey street wall for comfortable pedestrian amenity

### Height Transition

The proposed 12 storey building will establish an appropriate transition in scale from the existing 2 to 9 storey building heights along New South Head Road to the existing taller development around the train station.

Furthermore, this 12 storey Proposal will offer a contextually appropriate transition from the planned 26 and 14 storey heights of the future Edgecliff Centre to the planned 11 storey buildings adjoining.

The Proposal will also enhance the consistency of built form along the Edgecliff Ridgeline, providing a more cohesive contextual fit for the intrusive heights of Ranelagh.



# SITE-SPECIFIC MERIT

## 07.6 | Local Character

**The existing streetscape of New South Head Road features inconsistent typologies, fragmented built scales and low pedestrian amenity.**

**The site presents an opportunity to complete a portion of the street wall on the northern side of New South Head Road.**

Additions and alterations to the local character and an inconsistency in typology along New South Head Road can be seen in the stark differences between the large format commercial destinations and the small heritage buildings.

Development of the subject site provides an opportunity to enhance the consistency of built form along the northern side of New South Head Road.

A coherent and consistent alignment of buildings would benefit the streetscape, whilst remaining sympathetic to the adjoining development. These elements might include maintaining setback patterns, ground floor activity, a consistent podium height of four storeys and recessed upper levels.

Chapter 2.2.3 of the Woollahra DCP 2014 sets out objectives for development along New South Head Road to meet high standards of visual quality and pedestrian amenity.

There are several opportunities for the proposed envelope to align with the following DCP Principles;

- Objective 06 identifies an opportunity to create a more consistent, unified awning line and Public domain improvements which are consistent along the road with the exception of the Subject Site.
- Objective 07 of the DCP details the need to ensure development to be sympathetic to the adjoining development which is relevant to the heritage building on site and 160 New South Head Road directly adjoining the site on the east.

Furthermore, the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy identifies opportunities to facilitate a range of public domain improvements in the ECC which will inform the future streetscape design.

Opportunities for the proposed envelope to align with these improvements include the provision of vibrant and inclusive public spaces, high quality pathways and urban furniture, fine grain ground floor activation and public art.

Improvements such as street tree planting and pavement upgrading would enhance consistency and unify the ECC corridor to improve the comfort, safety and attractiveness of the street for pedestrians.

Moreover, these public domain upgrades would enhance the relationship of the site with the adjoining Darling Point Precinct, extending the amenity of Darling Point Road's garden setting to enhance the streetscape quality of the commercial centre.

**The indicative concept design has been developed with a clear podium and tower configuration appropriate to the existing streetscape, and has sensitively integrated the smaller scale of the heritage building.**

Clearly of its place and informed by the existing context, the resulting character will celebrate and enhance the heritage item and create dialogue between existing and future contexts.

The indicative design complies with the proposed envelope controls and is reflected in the diagrams on the following pages, with the following key characteristics:

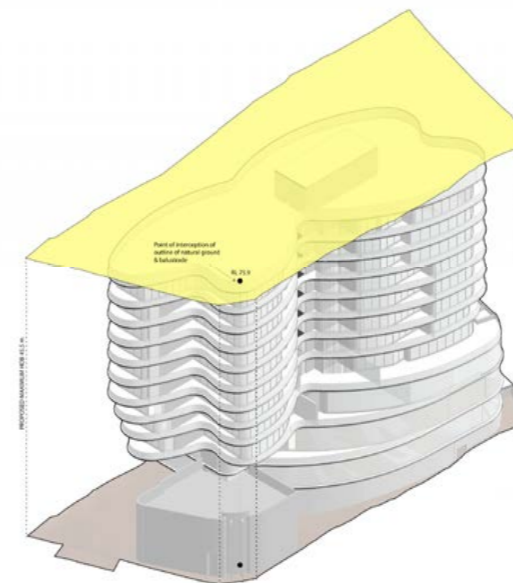
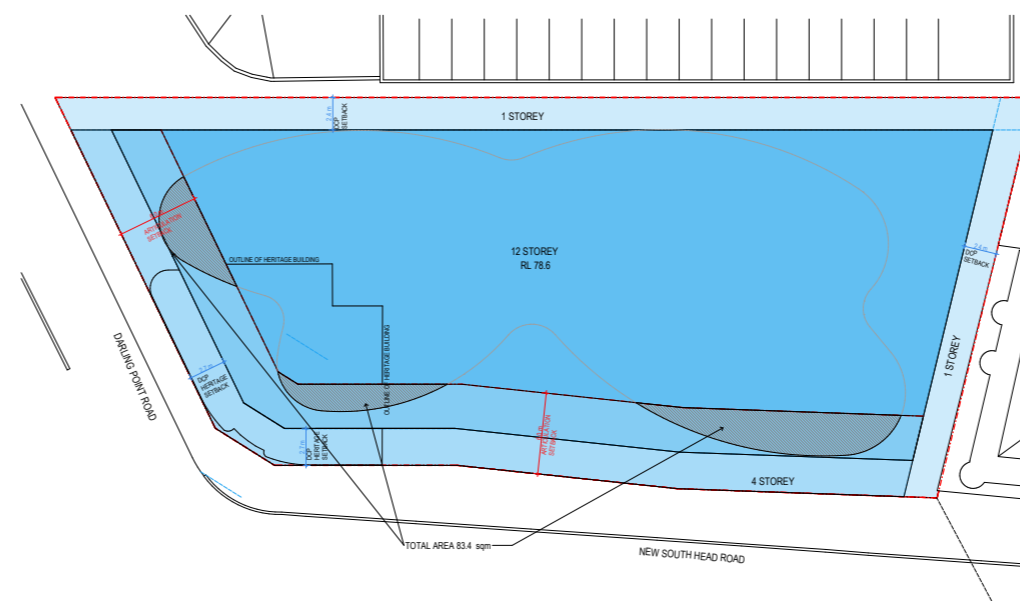
- The concept building occupies around 62% of the building envelope, taking into account the 50% articulation zone and maximum 33% average tower overlay of the heritage building
- The maximum height of building will sit below the 46m height blanket.
- The heritage cantilever will have an average overhang of 31%
- The encroachment within the 6m articulation setback zone to New South Head Road and Darling Point Road is 36%, and below the proposed 50% allowance.
- Side and rear setbacks are achieved.

## 09.7 | Building Exterior

**The indicative design proposes a sculptural built form for this highly prominent corner site, and will set a new benchmark for the future character of the Edgecliff Commercial Centre, become a new landmark and define the urban core of Edgecliff as a place.**

The Art-Deco inspired façades of this new 12 storey building have strong horizontal banding that accentuate the curvilinear floorplates and naturally assist the design to soften the mass and bulk of the building.

Whilst the tower expresses its residential nature with extensive use of glazing and continuous balconies, the podium facade is composed of solid elements and a stronger use of vertical elements to achieve a balance of shading and protection to the interior, and also to compliment the architecture of the adjacent heritage item. The podium seeks to extend the same facade treatment around all facades, as part of a consistent approach, however the glazed office space will incorporate colourback glass or more solidity to avoid privacy impacts to the neighbouring residential property.



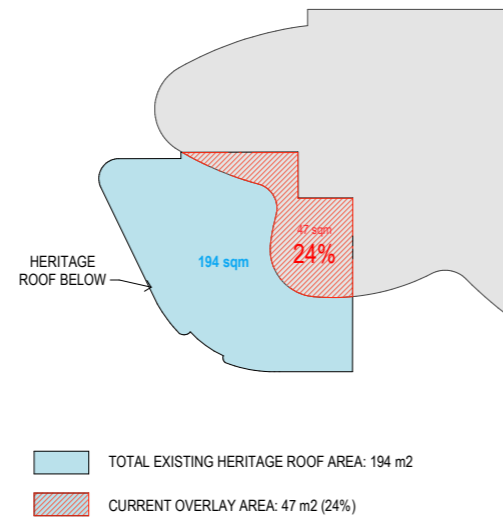
# SITE-SPECIFIC MERIT

## 07.8 | Heritage Curtilage

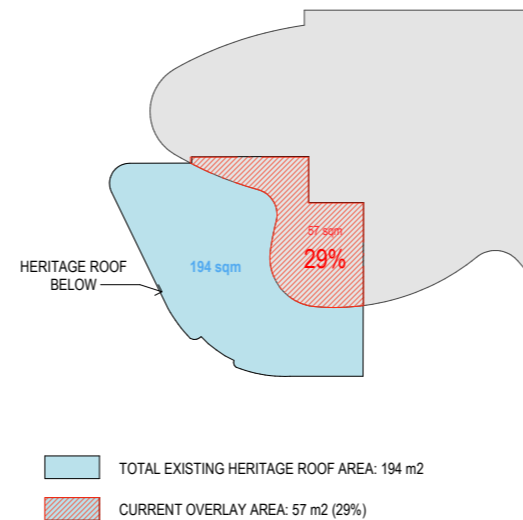
The concept design has been developed to allow for the heritage item to be clearly read as an independent building.

The concept proposes to align with Council's recommendation to not extend over the heritage item by more than one third by utilizing a varying setback in the design that goes above and beyond expectations where levels are closest to the heritage building.

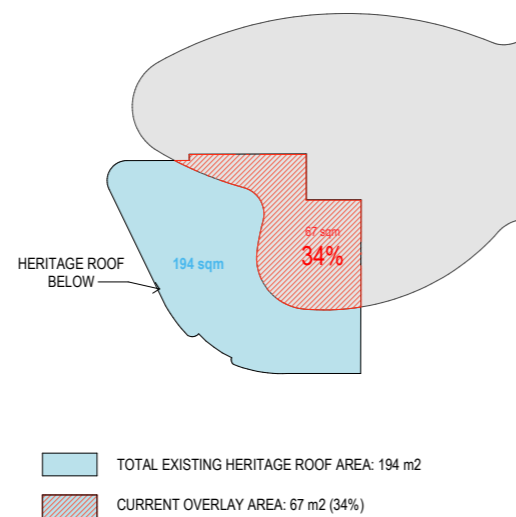
This approach achieves it's greatest setback at the lowest floors where there is only a 24% overlay to building below, and at the upper floors extends to a 39% overhang. This overhang achieves an average of 31% and less than 1/3 of the heritage footprint.



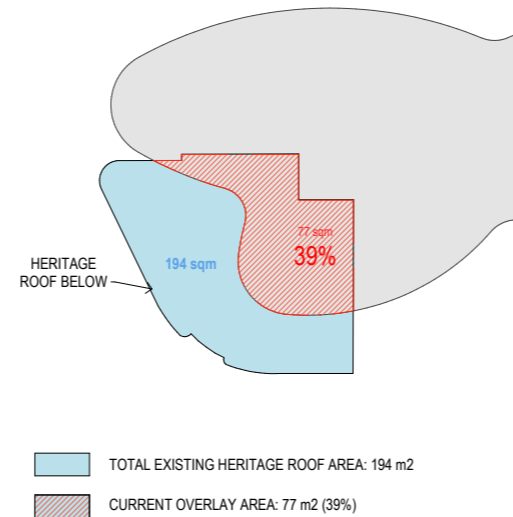
OVERLAY LEVEL 3 & HERITAGE BUILDING



OVERLAY LEVEL 4 & HERITAGE BUILDING



OVERLAY LEVEL 5 & HERITAGE BUILDING



TYPICAL LEVEL 6 & HERITAGE BUILDING



# SITE-SPECIFIC MERIT

## 07.9 | Heritage Response

**The subject site features an item of local heritage significance, a former bank at 136 New South Head Road.**

**The old bank holds a prominent position on the corner fronting the intersection of New South Head Road and Darling Point Road.**

The item has been identified by the Woollahra DCP 2014 as an item with a heritage significant building and interiors.

There are also a number of items of local heritage significance surrounding the site.

These include the concrete balustrade on Darling Point Road, near the intersection with New South Head Road.

This item is a retaining wall that divides Darling Point Road into two levels, and it is significant for its association with early road works in the Woollahra Municipality.

It also has aesthetic significance for its style, detail and as an example of the decorative form given to road works in the district.

East of the subject site is the Ascham School Precinct, which is comprised of a wide group of heritage items, including:

- 'Fiona' House including interiors and former entrance gates,
- 'Glenrock' House including interiors and inner and outer gates,
- The Dower House including interiors, sand-stone works, remaining open space and oval adjacent to 'Fiona',
- 4 Moreton Bay Figs,
- 'Yeomerry' House at 1 St Mark's Road; and
- 'Duntrim' House at 37 Darling Point Road

At two points of the Ascham School Precinct, an entrance and a walled garden on the corner of New South Head Road and Ocean Avenue break up the consistent active street frontage that extends along New South Head Road.

**The heritage items in the immediate vicinity of the subject site provide a rich and varied context for future enhancements.**

The qualities and character of these items provide key design cues for future enhancements, which will complement the existing fabric; responding appropriately to scale, siting, material and form.

The proposed envelope will celebrate the design significance of local heritage properties, preserving the prominence of the heritage bank at 136 New South Head Road through deep setbacks, an unobtrusive cantilever, and a complementary built form, scale and material selection.

The former bank provides an opportunity to celebrate the design quality and communicate historic significance at the threshold of the public domain.



The heritage-listed, former bank building is situated on the subject site at 136 New South Head Road.



The former bank occupies a prominent position at the intersection of Darling Point Road and New South Head Road.



Ascham School is a locally heritage listed property, located east of the subject site.



Immediately west of the subject site is a heritage listed concrete balustrade.

# SITE-SPECIFIC MERIT

## 07.10 | View Impact

**The Edgecliff Local Centre is located along a ridgeline which provides the benefit of broad district, Sydney CBD and Harbour views to the taller buildings in the area.**

The site is located within Edgecliff Local Centre, and as such increased heights within the centre usually restrict views due to existing height and density. There are three residential developments that will be impacted by the proposal.

- Eastpoint Tower - 180 Ocean Street
- Oceanpoint Tower - 170 Ocean Street
- The Ranelagh Tower - 3 Darling Point Road

The proposed building height has been shown to be 'reasonable' in the submitted Urban Design Report having regard to the metropolitan, district and local context and the existing and desired future character of the area (as detailed in Council's previous 'Opportunity Sites' study and the current ECCS).

Whilst there are some adverse impacts on a number of individual dwellings, it is considered that the overall benefits that will arise from the proposal, as discussed at length in this report, is sufficient to outweigh these impacts. Also as noted, in all cases, iconic views of the CBD skyline are unaffected by the proposal.

It is noted that unlike the ECCS, the Opportunity Site Study included the Edgecliff rail/bus interchange as part of the potential redevelopment area. It is considered that in the longer term, it would be a poor planning outcome for this site not to be redeveloped. Due to the angle of viewing from Oceanpoint to the subject site, any feasible redevelopment of the interchange site (even as low as the existing Edgecliff Centre parapet) would block views over the site.



Potential views impacted from Eastpoint, Oceanpoint and Ranelagh Towers

# ISSUES RAISED BY WOOLLAHRA LOCAL PLANNING PANEL IN THEIR DECISION OF 22 APRIL 2022 (SEE ATTACHMENT B)

# /08

MATTERS RAISED BY WLPP	COMMENTS	
<p>Resolution A - the Planning Proposal should not proceed and it should be incorporated into the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy</p>		
<p><b>Premature to proceed at this stage to Gateway prior to the adoption of the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (ECC Strategy)</b></p>	<p>The applicant originally discussed the Planning Proposal with Council officers in December 2020, well before the public exhibition of the draft ECC Strategy which commenced on 31 May 2021. On this basis staff advised that the proposal could only be considered on its own merits as the contents of the draft ECC Strategy had not been finalized and could not be discussed. A proposal for an 18 storey building was the subject of a pre-lodgment meeting with Council officers who advised that: 18 storeys was excessive and that a 12 storey building might be more appropriate and also that the FSR should be reduced from 6:1 to 5:1.</p> <p>Accordingly the Planning Proposal and the Council officer's assessment of this proposal is based on the specific merits of the site and supports proceeding to Gateway without the draft ECC Strategy being finalized. (see Attachment A)</p>	<p>As noted in the staff assessment report, there are number of relevant documents that have informed Council on the need for additional community infrastructure in this area. Additional infrastructure will be needed regardless of whether the draft ECC Strategy is implemented or not and Council has an existing Contributions Plan that will apply to any DA that results from the subject Planning Proposal. Further, additional funds will be provided by way of a VPA in accordance with Council's VPA Policy that is currently being negotiated with Council officers. We note that Resolution B of the WLPP advice includes the following requirements that will address this issue:</p> <ul style="list-style-type: none"> <li>- Any planning agreement proposed by the applicant is to be prepared in accordance with the adopted Woollahra Voluntary Planning Agreement Policy 2020.</li> <li>- Should a Gateway determination be received, the planning proposal, site-specific draft development control plan and any draft Planning Agreement be publicly exhibited concurrently.</li> </ul> <p>This is also likely to be a requirement of any Gateway determination by DPE.</p> <p>We request that your cover report provide confirmation of the above comments and that the VPA will be required to be resolved prior to any public exhibition of the Planning Proposal.</p>
<p>Unresolved strategic issues including the following:</p>		
<p><b>The capacity of the surrounding road network</b></p>	<p>This is not an 'unresolved' issue. The applicant's traffic expert concluded that the Darling Point/New South Head Road intersection would continue to have a satisfactory level of service. Council officer's assessment has noted that whilst traffic would increase, mitigating measures would be required to minimise impacts. These include provision of a median strip to enforce left in/left out only access and traffic calming to improve safety near the intersection and ease congestion. Apart from this no infrastructure upgrades have been noted as being necessary.</p> <p>In relation to the draft ECC Strategy, Council's consultants (SCT) considered the proposed suggested increases in density and recommended infrastructure upgrades "to improve the operation of the road network in the ECC for public transport, active transport, road network and parking". Council officers requested the applicant's traffic expert to consider the cumulative impacts of the draft ECC Strategy and they have advised the subject Planning Proposal's 'low traffic generation...would not alter the conclusions drawn in the SCT report or result in the need for any addition road or transport work'.</p> <p>This matter is dealt with further in the attached letter and email from the applicant's traffic expert (Attachment C). Given the somewhat ambiguous wording of their previous comments, we request that Council's traffic advisors review this information and that their response forms part of your cover report that addresses the WLPP matters.</p>	<p>The WLPP did not raise any general concern with the proposed bulk and form other than in relation to those matters it said would need to be addressed in Part B of their resolution. These points are noted and commented upon below in relation to Resolution B. Council officers advised the applicant as part of the pre-lodgement process that a 12 storey form may be appropriate (as noted above). Their support for the Planning Proposal for a 12 storey building indicates that they believe this is an appropriate scaled building based on the existing context.</p> <p>This statement is based on the indicative concept which, in addition to 41 apartments, provides around 2,850sqm of commercial floor space. If only 2 levels of commercial space were provided at the lower levels, then more apartments could be accommodated. Also the existing dwellings on the site are small and the indicative concept included 34% 3 bed or greater apartments. Comparing 'like for like' and allowing for less commercial space, the proposal could provide for up to 66 additional apartments.</p> <p>We also note that the benefits of employment generating uses have not been given any weight by the Panel. This is contrary to the objectives of the B4 Mixed Use zone which include: To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling. The subject site could not be in a more accessible location. The provision of commercial floor space has many benefits including increases in direct and indirect employment as outlined in Attachment D.</p>
<p><b>The status of the road reservation</b></p>	<p>As noted in the staff report, this matter is being resolved through a separate Planning Proposal. The Planning Proposal for the subject site does not seek any changes that affect the road reservation and can proceed regardless of what happens with the other Planning Proposal.</p> <p>We request that your cover report provide a further update on this Planning Proposal and reiterate our above comments.</p>	<p><b>The benefit of providing 35 net new dwellings does not provide sufficient justification to proceed, prior to the ECC Strategy being adopted.</b></p> <p>Further, whilst additional dwellings are a benefit, the WLPP has ignored the main benefit of the proposal and that is that it will facilitate the redevelopment of land that, apart from the heritage building, makes little, if any contribution to achieving the aim of the existing LEP and DCP to create a vibrant centre. The existing built form has no streetfront activation to contribute to this aim and does not conform with the relevant planning controls. The proposal will facilitate a high quality building that improves the visibility of the heritage building and otherwise activates the street frontage.</p> <p>There are also significant economic and social benefits arising from the Planning Proposal as outlined in Attachment D. In relation to future housing targets mandated by State government policy, as noted in Section 5.5 above, the estimated completion date for the project is post 2026 and so the Planning Proposal will assist Council in meeting its targets for the 2026-2036 period. We ask that Council officers confirm in their report to EPC and Council that the proposal should proceed as it will be needed to assist in Council meeting its required targets for additional housing.</p> <p>As noted previously, the site is not part of the ECC Strategy and has been submitted and assessed as a stand alone Planning Proposal that is supportable on its own merits. There is no valid reason or benefit in deferring the Planning Proposal until the ECC Strategy is adopted, particularly as there is no certainty regarding timing or if it will ultimately be adopted by Council.</p>

**The planning proposal does not have sufficient site specific merit**

Respectfully, we do not agree with the WLPP, and as discussed in the submitted Planning Proposal documentation and confirmed by Council officers' own detailed assessment (summarized on p20-21 of their report), the proposal has more than sufficient site specific merit.

The specific reason given by the WLPP for their view was because: it proposes to significantly increase the Height and Floor Space Ratio development standards with no mechanisms within the LEP to ensure the delivery of the benefits proposed in the concept design. These matters include but are not limited to:

- Site amalgamation.
- Retention and conservation of the Heritage Item in a manner which retains the scale of the building and ensures that the item is not overwhelmed by the proposed new building.
- Specifying a minimum quantum of non-residential Floor Space Ratio.
- Provision of Affordable Housing consistent with Council's adopted policy.
- Design Excellence and commitments to sustainability beyond those required by BASIX.

The WLPP conclusion above is incorrect but understandable. In this regard the submitted Planning Proposal Report included the following example of how a draft LEP clause may be worded which closely aligns with the WLPP comments (see Attachment E):

Clause 4.4E Exceptions to building height and floor space ratio (136-148 New South Head Road Edgecliff being Lot 1 DP663465, Lot 1 DP1092694 and Lots A and B DP443992)

(1) The objectives of this clause are as follows—

- (a) to permit a greater maximum floor space ratio on the land, subject to certain criteria,
- (b) to conserve and recognise the heritage significance of the existing heritage building on the site,
- (c) to promote design excellence,
- (d) to facilitate the provision of additional community infrastructure,
- (e) to contribute to the growth of Edgecliff commercial centre with additional housing and employment opportunities,
- (f) to ensure building design that has regard to amenity impacts on surrounding properties.

(2) This clause applies to land identified as "Area K" on the Height of Buildings Map and "Area 6" on the Floor Space Ratio Map.

(3) Despite clauses 4.3 and 4.4, development consent may be granted to development on land to which this clause applies that results in a floor space ratio that does not exceed 5:1 and a height that does not exceed 46 metres if –

- (a) the existing lots are to be amalgamated into one lot;
- (b) the consent authority is satisfied that the development will achieve design excellence, will contribute to the provision of additional community infrastructure and has regard to amenity impacts on surrounding properties.

For some reason, the Planning Proposal report did not form part of the information provided to the WLPP. Further, reports prepared by Council officers did not make clear references that this was the intended approach.

As can be seen above, the suggested draft LEP clause addressed the matters of:

- Site amalgamation (Clause (3)(a));
- Retention and conservation of the Heritage Item (Objective (1)(b));
- Provision of Affordable Housing by way of a reference to community infrastructure in Objective (1)(a) and Clause (3)(a); and
- Design Excellence (Objective (1)(c) and Clause (3)(b)).

This was a suggestion only and can be supplemented in any way agreed between Council and the applicant prior to public exhibition. In relation to the other matters raised by the WLPP:

- Non-residential FSR – Council's officers' have not indicated a need for a minimum non-residential FSR in the LEP provisions. Notwithstanding, if this issue is required to be addressed further, the applicant would agree to a minimum non-residential FSR of 1.5:1. This is the same as the existing FSR control for the site and significantly greater than the 0.58:1 commercial FSR on the site;
- Heritage – this is already referred to in the draft LEP objectives and detailed controls have already been included in the suggested draft DCP provisions (see Attachment E). However this is to be strengthened through the further suggested wording of the draft LEP (see Conclusion);
- Affordable Housing – community infrastructure includes affordable housing and this is already referred to in draft clauses noted above. Without a definitive Council requirement for the percentage of Affordable Housing that needs to be provided, it is not appropriate to include further detail in the draft LEP provisions. In this regard it is noted that Council's adopted Affordable Housing Strategy only includes an 'aspirational' target of 10%. The draft ECC Strategy indicates that a provision of 5% Affordable Housing would be applicable. On this basis, it is suggested that this issue be dealt with as part of the overall community benefit discussions that are part of the VPA negotiations between Council officers and the applicant. Notwithstanding, as noted in the Conclusion, a reference to affordable housing is noted for inclusion in the suggested recommendation;
- Sustainability – it is suggested that this be incorporated as an objective in the draft LEP (see suggested wording for Council's recommendation in the Conclusion). Although details for sustainability were contained in the draft DCP provisions (see Attachment E), to address the issue raised by the WLPP, sustainability targets have been confirmed by the applicant's Sustainability consultant (Attachment G) and it is recommended that the draft DCP be amended to require these targets to be met (see Conclusion of this letter)

Resolution B – Qualified support for the Planning Proposal

**I. [The WLPP] does not support the site specific amendments to increase the Height of Buildings to 46m and the Floor Space Ratio to 5:1 without further urban design and traffic analysis including:**

**a. Whether the 46m height standard is beyond what is required to accommodate a 12 storey building; and**

**b. Defining in a draft Development Control Plan a building envelope that does not exceed a Floor Space Ratio of 5:1 and is in the form of a podium with tower.**

**c. The cumulative traffic and transport implications of the proposal and measures that are to be undertaken to mitigate impacts e.g. reduced car parking provision.**

In relation to a., as noted by us in the WLPP meeting, the reason for the 46m height limit was to allow an appropriate degree of flexibility in the design as, given the B4 Mixed Use zoning, the site could be developed with a 100% commercial building and residential and commercial uses have different ceiling height requirements. As indicated in Attachment F if the building was 100% commercial, then it could only achieve 11 storeys in height and be under the proposed height control. If there remains a concern about this, the applicant would be prepared to agree to including a 12 storey height limit in the site specific DCP provisions.

In relation to b. the submitted draft DCP provisions included a building envelope diagram that shows the required setbacks and height that create a building envelope (see Attachment E). This indicates a podium and tower form. The envelope generally equates to an FSR of 5:1 but allows some flexibility to determine the final building design, which is appropriate at this early stage of the process and an accepted urban design practice. FSR is an LEP control and therefore gives more certainty to the outcome than DCP controls. The details in Attachment E also includes details showing the manner in which the indicative concept is consistent with the suggested DCP controls.

In relation to c., as noted above Council officers requested that the impacts of the Planning Proposal have regard to the potential cumulative impacts arising from the implementation of the recommended scenario in the draft ECC Strategy. This consideration concluded that there were no notable issues arising and Council officers have not raised any objection to this conclusion. We ask that this be made clearer in the cover report to the EPC and Council meetings.

As noted above, it is proposed to adopt a lower parking rate in the site specific DCP provisions. This will be discussed further with Council officers but is included in the suggested recommendation to the EPC and Council (see Conclusion of this letter).





# CONCLUSION

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The proposed building form indicates that this site has the opportunity and capacity to deliver a diverse high-density, mixed-use development that is well serviced by amenity and lifestyle opportunities.

Reflecting the scale of the place, the proposal will be embedded in the local community whilst enriching the existing urban, vibrant character of Edgecliff.

The proposal balances the unique qualities of the site and surrounding context and has the ability to be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

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Council staff's assessment of the Planning Proposal concluded that the proposal has both Strategic Merit and site specific merit and that it should proceed to Gateway determination.

The matters raised by the WLPP, indicate a lack of understanding of the nature of the proposed amendments to the Woollahra LEP as all these issues were addressed in the submitted documentation. Notwithstanding, the indicative provisions have been redrafted and can be further modified as necessary prior to the public exhibition or gazettal.



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**SYDNEY**

Level 7, 80 William Street  
East Sydney NSW 2011  
Australia

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**MELBOURNE**

Level 4, 152 Elizabeth Street (by appointment only)  
Melbourne VIC 3000  
Australia

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**BRISBANE**

Level 14, 100 Edward Street  
Brisbane QLD 4000  
Australia

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**HO CHI MINH CITY**

19th Floor – Havana Tower, 132 Ham Nghi,  
Ben Thanh Ward, District 1, Ho Chi Minh City  
Vietnam

