



136-148 NEW SOUTH HEAD ROAD, EDGECLIFF

Urban Design Report for Planning Proposal

We acknowledge the Gadigal and Birrabirragal people who are traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

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EXECUTIVE SUMMARY

This Design Report has been prepared on behalf of Edgecliff Central Pty Ltd to support a planning proposal for amendments to the Woollahra Local Environmental Plan 2014 for the site at 136-148 New South Head Road.

Document Purpose and Structure

The primary purpose of this document is to accompany a planning proposal for the subject site.

The report will provide urban design and architectural justification of the proposed changes to the Woollahra Local Environmental Plan 2014 as per 3.33(2)(c) of the Environmental Planning and Assessment Act 1979 No 203 (EP&A).

The report seeks to demonstrate how the proposal integrates key opportunities and constraints affecting the subject site, contributing to the justification, including:

- the strategic ambitions of state and local planning efforts,
- the broad aims of state design guidelines,
- the site's location in its urban context,
- the physical site characteristics.

The report is structured to demonstrate:

- detailed analysis and alignment to the strategic context
- features and character of the site and its current and future context,
- principles leading to a proposed envelope informing the proposed height and FSR, and
- an indicative reference scheme illustrating how the site may be developed within the proposed envelope.

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, and 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.

A strategic vision for Edgecliff

A city serving corridor

Identified in the NSW Government's Future Transport Strategy as a city serving corridor - a higher density arterial within 10km of metropolitan centres, the New South Head Road Corridor will provide high frequency access to metropolitan centres across Sydney. This will, in future years, continue to grow to meet the higher order demands of population growth due to its proximity, accessibility and potential for increased density.

An intermodal transit hub

Establishing Edgecliff as a key inter-modal transit hub for the both the Eastern District and the Harbour City is critical to its prosperity as a growing Local Centre east of the CBD.

The importance of Edgecliff Local Centre as a place of interchange highlights its potential to deliver increased mixed use, walkable and cycle friendly development. As density increases along the Corridor there is a need for place based planning that has been considered as part of this proposal. This underpins the vision for connecting and unlocking the public domain that will facilitate and enhance growth and evolution over time.

A key local centre

Local centres, like Edgecliff, are a focal point of neighbourhoods. Where they include public transport and transport interchanges, they are an important part of the Greater Sydney Commission's aspiration for Sydney to be a 30-minute city.

The Edgecliff Local Centre, located along a corridor on New South Head Road, provides essential access to day-to-day goods and services close to where people live. It supports a significant catchment area including; the Darling Point Peninsula, Paddington, Double Bay and Rushcutters Bay that will support future renewal objectives set out by the Greater Sydney Commission including;

- An appropriate location for additional housing
- Growth to provide for the required goods and services of the community
- Grow to deliver other roles for the community such as recreation, culture, arts and community hubs.

Key to the renewal of this local centre is the New South Head Road condition. The ground floor interface can improve the way the centre is experienced, moving between places and enhancing the social and economic condition of Edgecliff as a whole.

The design concepts in this proposal focus on aligning with Council's future vision for the Commercial Centre outlined in the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy and improving the streetscape and built form potential of Edgecliff.





1.0 INTRODUCTION

01

1.1 PURPOSE OF THIS REPORT

This Urban Design Report has been prepared by GroupGSA on behalf of Edgecliff Central Pty Ltd, for the site at 136-148 New South Head Road.

The primary purpose of this report is to accompany a Planning Proposal for the subject site.

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.

The Report Objectives may be summarised as;

- 1

Investigating and understanding the strategic context of Edgecliff within the Eastern District context
- 2

Demonstrating alignment with the strategic planning context, local character and planning controls
- 3

Understand in detail, the features and character of the site, its opportunities and constraints and potential for redevelopment
- 4

Articulate a clear vision for the project that will help realise its potential along New South Head Road
- 5

Develop an urban design framework to ensure implementation of key design moves
- 6

Demonstrate a development scenario against the urban design principles, as well as key moves and a preferred option
- 7

Prepare an indicative concept design that demonstrates the development potential of the site and the most appropriate built form and public domain response
- 8

Provide a preferred planning and urban design recommendation that achieves the best outcome for both the site and the community.

1.2 COUNTRY

The Edgecliff and Darling Point area was originally part of the larger territory of the Cadigal clan of the Eora people whose country extended across the southern shores of Sydney Harbour.

The Cadigal

The Cadigal originally inhabited the area that they called “Cadi” that lies south of Port Jackson covering today’s Sydney central business district and stretches from South Head to Petersham.

The Cadigal were coastal people who were dependent on the harbour for providing most of their food. They were one of seven clans living in coastal Sydney who spoke a common language and have become known as the Eora people. “Eora” simply means “people” or “of this place” in their language. The Cadigal language was likely a dialect of the Dharug language.

They lost traditional land and harbour resources after European arrival in 1788 and a smallpox outbreak in 1789 resulted in widespread annihilation with few survivors. Several sources also confirm an Indigenous presence (a ‘tribe’, and a ‘king’: Yerinibe or Yaranabi) in the area, well into the nineteenth century. Yarranabee Road, which follows a key ridge line on the Darling Point peninsula now bears his namesake.

Bays and Peninsulas

Most of the harbourside bays of Sydney’s eastern suburbs contained Aboriginal settlements at different periods throughout the 19th century. Bayside reclamation works since that time have removed or covered over many of the physical traces of this occupation, but historical documents confirm Aboriginal people had a presence there.

Rushcutters Bay was most likely used by Aboriginal people from the early 19th century, but it is from the 1850s that records have survived. There appear to have been several different Aboriginal settlements at different times, on either side of a small creek winding through the mudflats of what is now Rushcutters Bay Park, and on the higher ground at Edgecliff.

The best documented settlements were those in the bush, close to the South Head Road tollbar (around the corner of today’s Neild Avenue and William Street). The population ranged from a few people to two dozen residents there at different times. Local European residents later described ceremonies taking place there until at least the 1870s, and men spearfishing in the bay.

The Maroo

The track whose alignment follows the ridgeline between South Head and Sydney was known as the Maroo and was used predominantly by Aboriginal people and men stationed at the South Head lookout post.

Aboriginal people used to follow the top of the ridge because of the sandstone nature of the country side that you could be trapped in a little valley and it would be a much longer walk.

Under instruction from Governor Macquarie, it was upgraded in 1811 for strategic purposes, making it able to accommodate wheeled vehicles. The South Head Road also became the access road to some of Sydney’s salubrious villas built by the colony’s emerging plutocracy, at Darlinghurst, Potts Point, Darling Point, and Point Piper, and on the hilltop in what became Paddington. A second road to the South Head – the New South Head Road – was commenced in 1831. This ran closer to the harbour shores and took over this access role, while the old South Head Road was increasingly used for excursions and scenic outings.



Aboriginal Clans along Parramatta River c.1790



Rushcutters Bay c.1870

1.3 POST SETTLEMENT

Steep and heavily wooded terrain, a high ridge and an unstable shoreline delayed European occupation of Darling Point until the 1830s.

Mrs Darlings Point

Darling Point was first called 'Mrs Darling's Point' in Surveyor Larmer's 1831 field book, in honour of Eliza, wife of the then Governor of New South Wales, Ralph Darling. The name was subsequently shortened to its present form.

Governor Ralph Darling reserved the land for public purposes having earlier rejected an application for a whaling station. In June 1831, the English Colonial Office introduced a new English crown land policy which effectively abolished the issue of free grants to selected colonial residents. Regulations under the new policy stipulated that all unreleased crown land had to be surveyed, valued and sold at public auction.

Investment and Subdivision

By the early 1830s, acquisition of urban and rural land was a major investment strategy for colonial entrepreneurs and the proposed auction of the Darling Point villa allotments generated a considerable amount of interest.

The subdivision prepared by Surveyor Mortimer William Lewis provided thirteen allotments ranging from six to fifteen acres (2.4–6 hectares), together with two government roads (early versions of today's Darling Point and Yarranabbe roads) and an intended road along the western shoreline.

During the early 1840s, original Darling Point allotments continued to be subdivided for profit or to deal with the ongoing effects of the serious economic depression. The Lindesay, Mount Adelaide, Delamere and Glenhurst subdivisions provided a large number

of new allotments for which new access roads were required. Subsequent Darling Point subdivisions and re-subdivisions were also facilitated by that strategy, resulting in today's myriad of intersecting streets, cul-de-sacs, one-way streets and battleaxe blocks.

Edgecliff

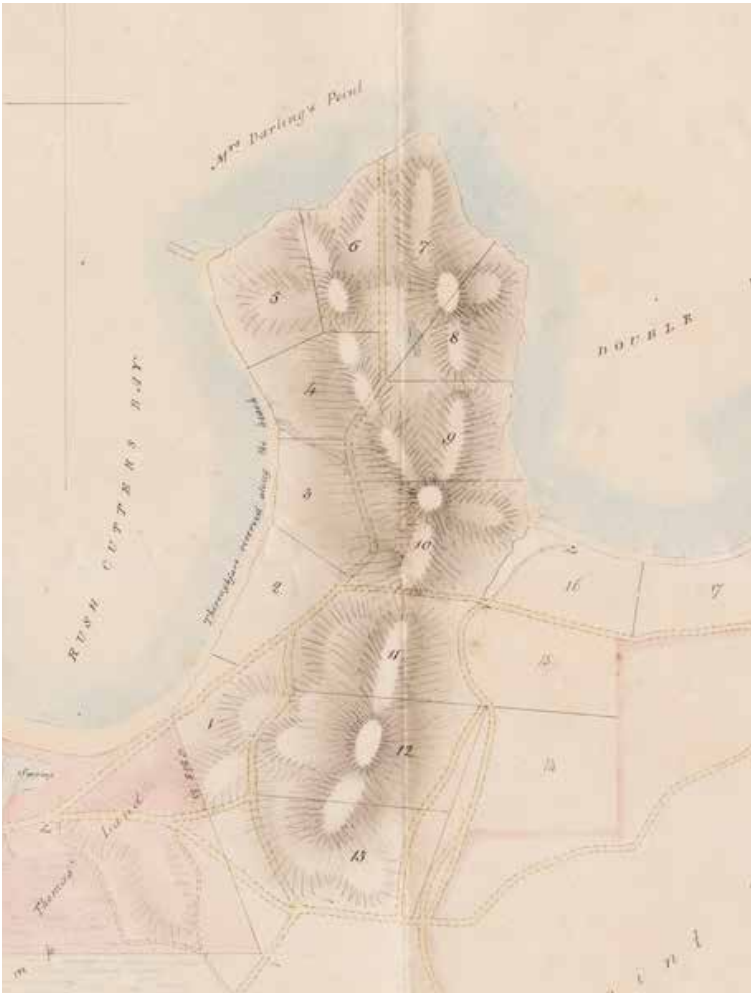
A pair of surveyors devised the name Edgecliff as they walked through the bush in 1857 appraising the land for potential housing subdivision.

In 1861, Edgecliff House was built on the corner of Ocean Street and Edgecliff Road by Edward Wise, Justice of the Supreme Court and it is after this property that the suburb was named.

By 1894 the flow of mail had increased to warrant a post office building on the corner of Edgecliff and New South Head Road. In the same year, a cable tramway started running from the city to Ocean Street. Following World War 1, the Edgecliff Local Centre began to take shape along New South Head Road. In the 1920s and 1930s a number of art deco buildings were constructed that assist in giving the corridor its character.

There is a heritage building located on the site at 136 New South Head Road. Built in 1940, the Commonwealth Savings Bank of Australia was the original proprietor, whose branch has the characteristics of the Inter-War Functionalist style. Its layout was typical of bank buildings of the period with a banking chamber and offices on the ground floor and a manager's residence above.

By the 1970s the construction of the Eastern Suburbs Railway and the Edgecliff Commercial Centre had commenced. This monolithic form at the top of the ridgeline was the first glimpse of built form presiding at the top of the hill, creating the beginnings of a gateway to the Eastern Suburbs.



Mrs Darlings Point c.1833



New South Head Road c.1910



The intersechio of Darling Point Road and New South Head Road, c.1910

1.4 SITE CONTEXT

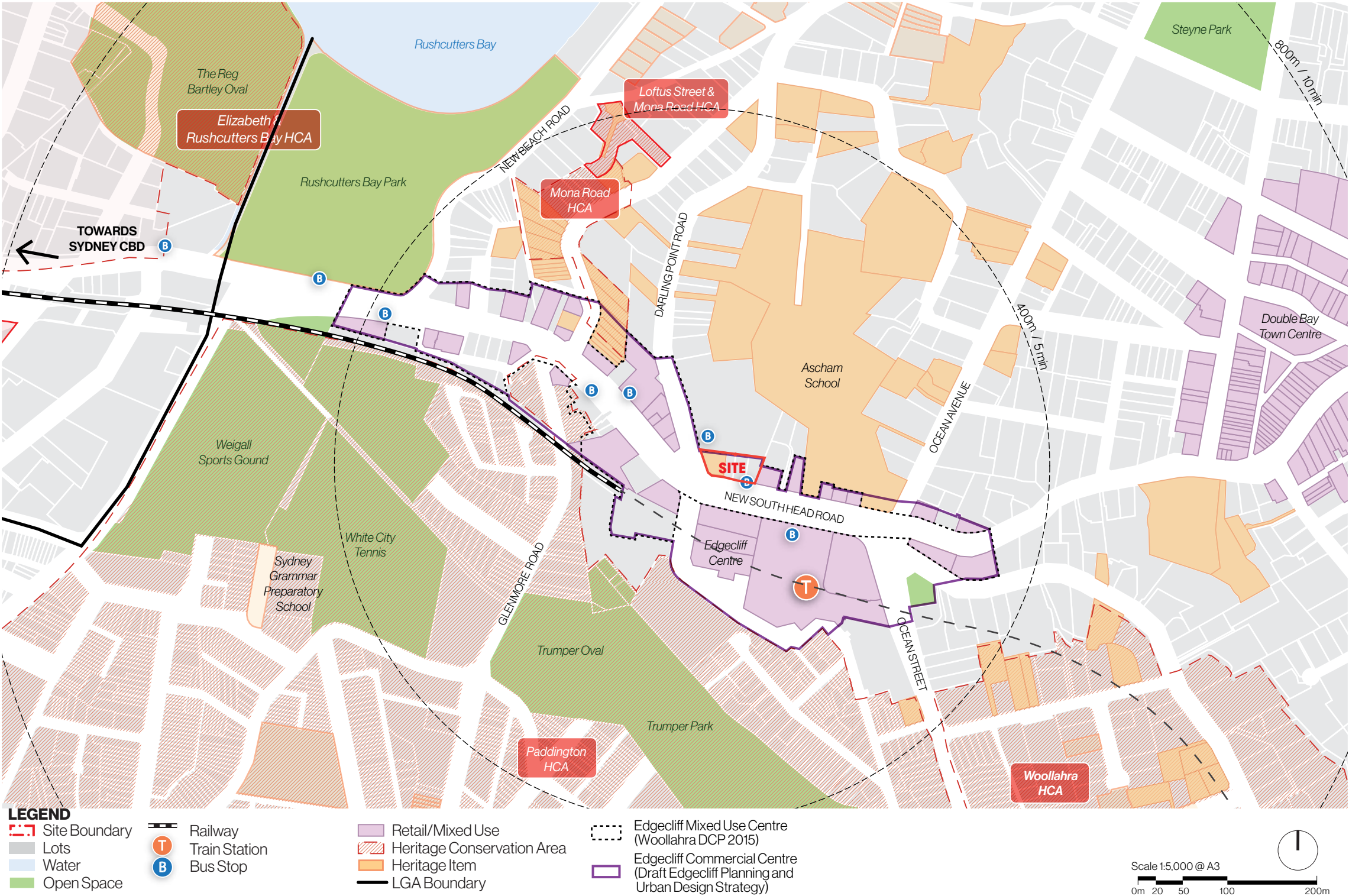
The subject site is located on the corner of New South Head Road and Darling Point Road.

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 impediment to north - south pedestrian movement.

The site is located within the Edgecliff Commercial Centre, 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.



1.5 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 four consecutive lots along New South Head Road. These lots fall within the Woollahra Municipal Council LGA.

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:

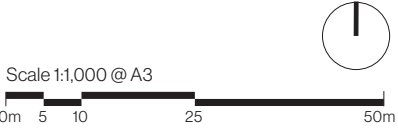
Site address 148 New South Head Road
Edgecliff NSW 2027

Lot/Section/DP B/-/DP443992

Total area 1748 m²



LEGEND
[Red outline] Site Boundary
[Orange fill] Heritage Item







2.0 STRATEGIC CONTEXT

02

2.1 METROPOLITAN PLANNING POLICY

Greater Sydney Regional Plan - A Metropolis of Three Cities

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.



Source: Greater Sydney Regional Plan, GSC

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.

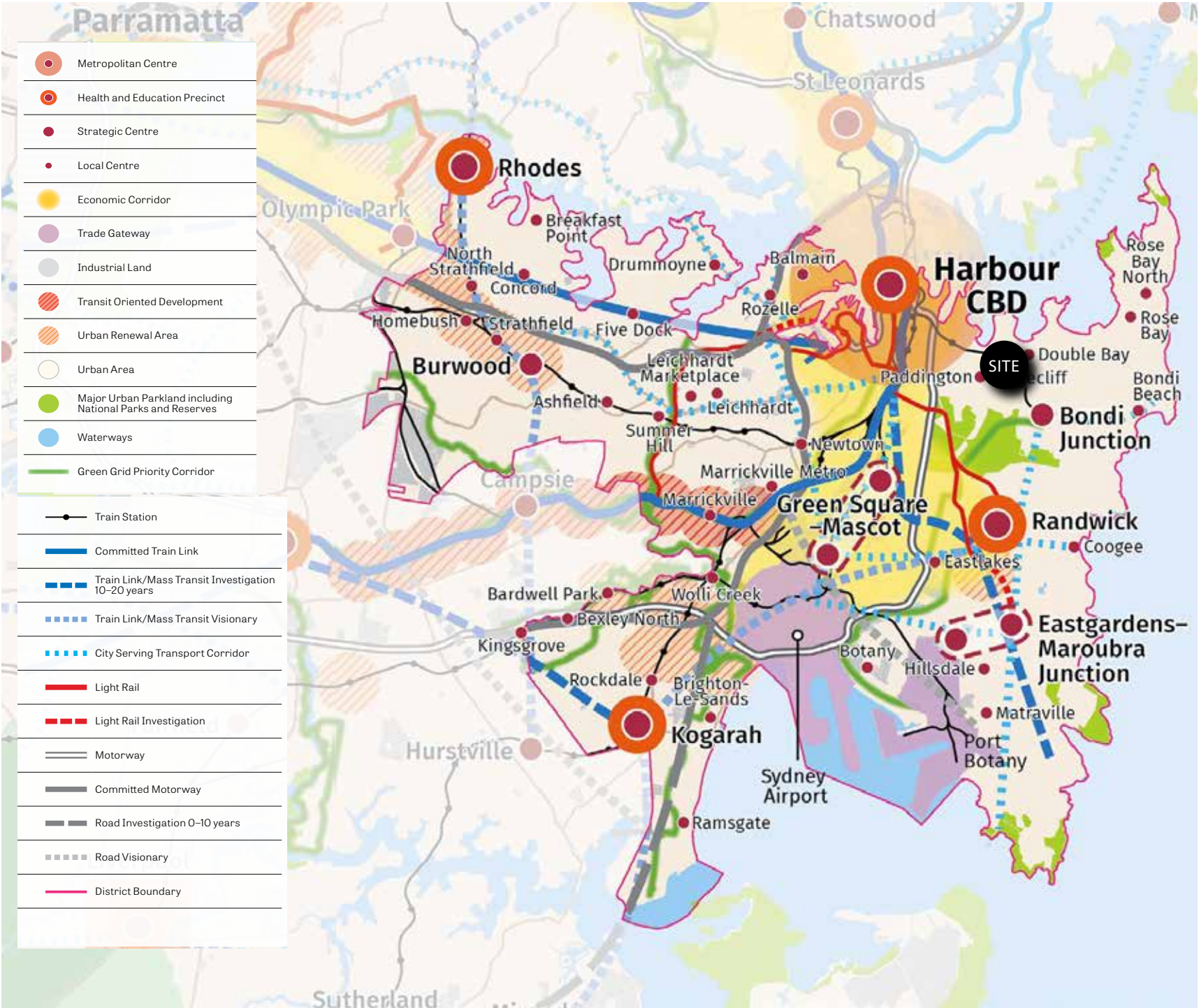
Local centres including Edgecliff have been recognised as an important role in providing local employment and increased housing. Additionally, residential development within a five-minute walk of a centre focused on local transport has been highlighted as significant clusters.

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.



Source: South District Plan, GSC

2.2 STATE PLANNING POLICY

The site is subject to a number of state policies and guidelines that have informed the concept design.

We have distilled the key information that has informed our site response throughout the design process.



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.

This Apartment Design Guide will help to achieve better design and planning for residential apartment development, by providing benchmarks for designing and assessing these developments.

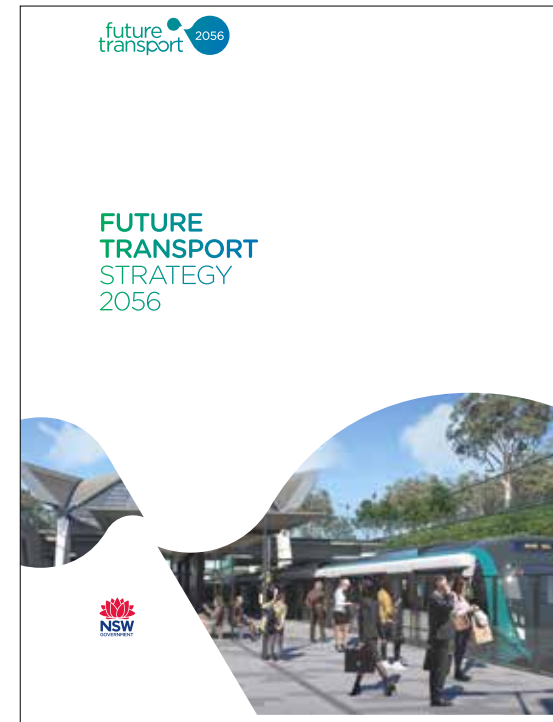


Better Placed

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



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.

2.3 LOCAL ENVIRONMENT PLAN

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



A2	0.37	N2	1.04	S2	1.55	F1	0.6
B1	0.4	O	1.1	S3	1.68	F2	0.63
B2	0.43	P	1.25	S4	1.7	G1	0.65
C	0.46	Q	1.3	T	2	G2	0.68
D1	0.5	R1	1.4	U1	2.5	H	0.73
D2	0.52	R2	1.42	U2	2.9	I1	0.75
D3	0.53	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.

Height of Buildings



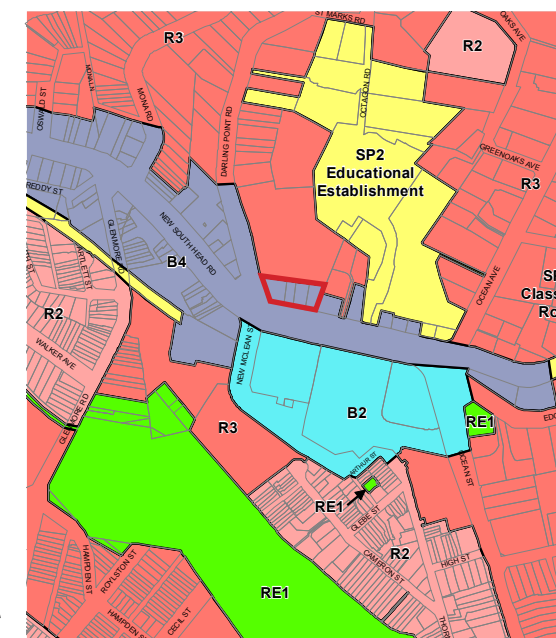
C	5	I2	8.2	Q2	19.5	N4	14.5
E	6	J1	9	Q3	20.5	N5	14.7
F	6.5	J2	9.5	R1	21.5	O1	15
G	7	K	10.5	R2	22.5	O2	16.5
H	7.5	L1	11	S	23.5	P1	17.5
I1	8	L2	11.5	T	26	P2	18
I2	8.2	M	12	U	34	P3	18.1

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 above height map does not meet the strategic height vision for the Edgecliff Centre or the higher density requirements for mixed use and local centre zones compared with other locations across Sydney.

Land Zoning

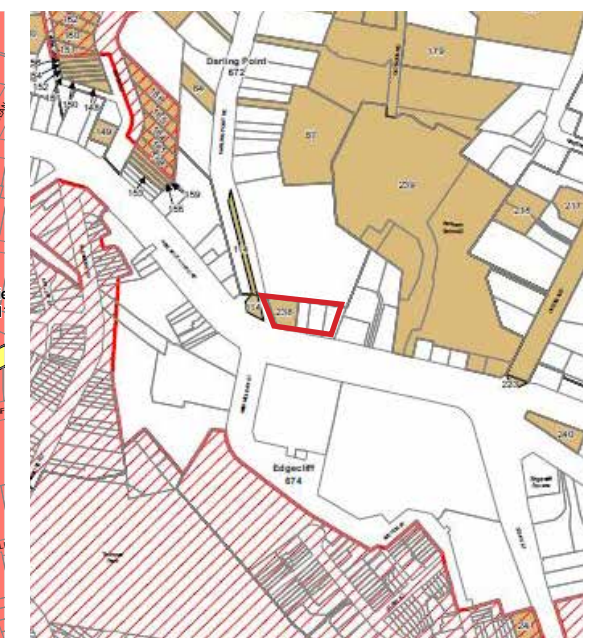



B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
E1	National Parks and Nature Reserves
E2	Environmental Conservation
R2	Low Density Residential
R3	Medium Density Residential
RE1	Public Recreation


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.

Heritage



 Conservation Area - General

 Item - General

 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 approach in more detail in later chapters of this report.

2.4 LOCAL PLANNING POLICY

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.



1 Edgecliff planning review area



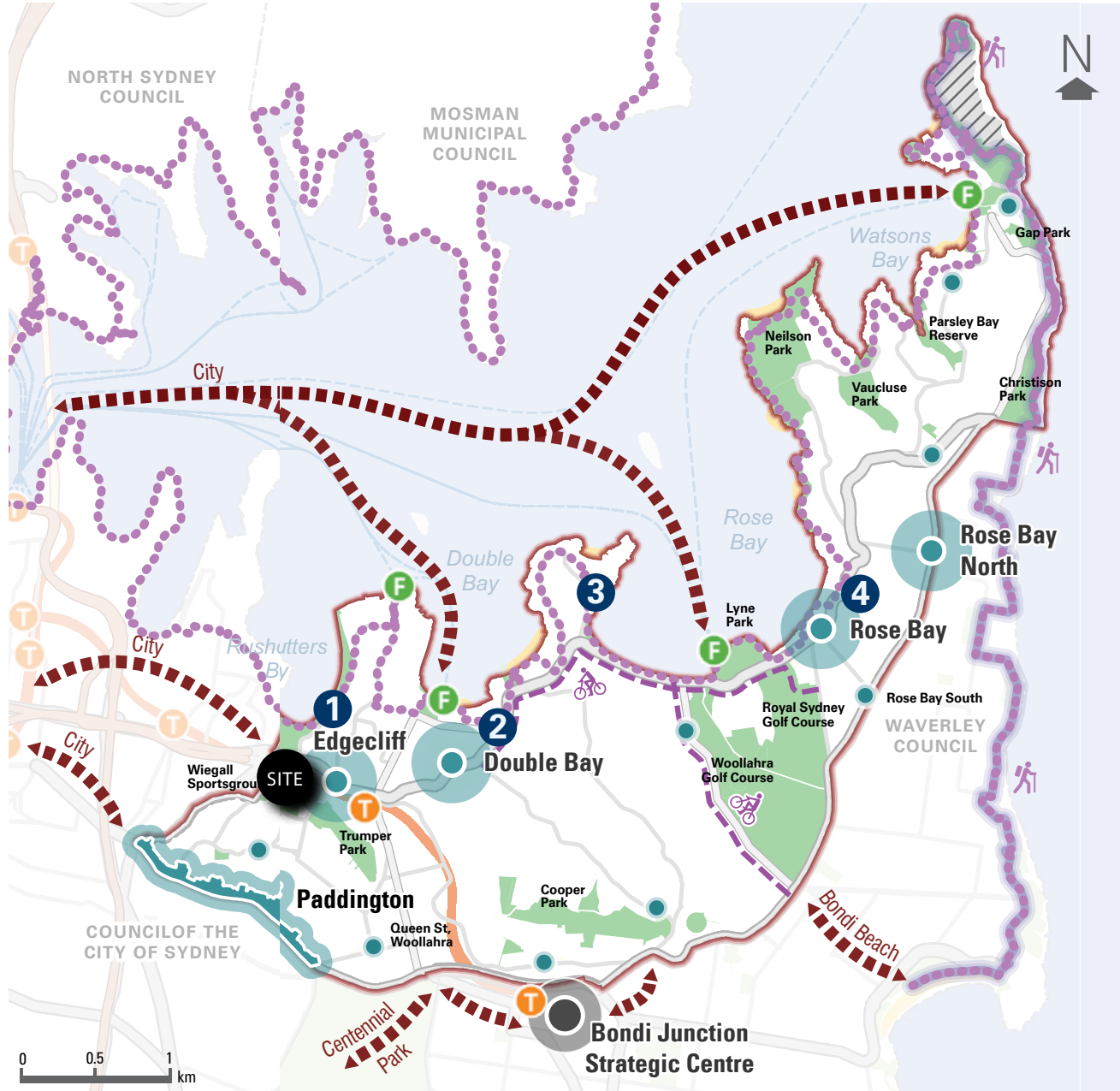
2 Double Bay planning review area



3 Proposed new off-road cycleway links

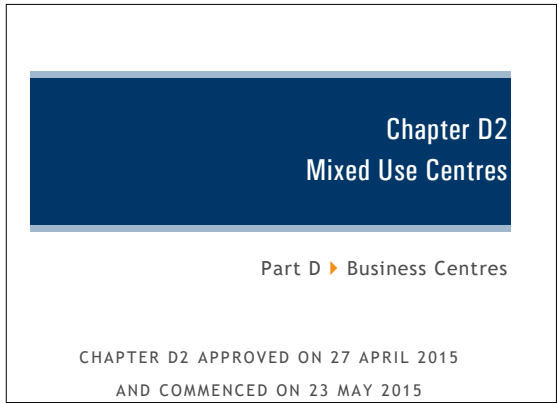


4 Rose Bay car park redevelopment project



LEGEND

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



- 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.

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

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



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.



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.

2.5 EDGECLIFF COMMERCIAL CENTRE STUDIES

The Opportunity Sites Study 2010 included four sites within the Edgecliff corridor focused on New South Head Road. These included one at the eastern gateway (7 storeys), two at the western gateway (both 6 storeys) and one in the centre (the Edgecliff Centre - 17 storeys) above the railway station and adjoining the bus interchange. While this study did not consider the centre holistically, it supports the basic planning logic of having the highest density of development closest to major transport hubs. This study was then superseded by the ECC Studies, which are discussed below.

Draft Edgecliff Planning and Urban Design Strategy

The Draft Edgecliff Commercial Centre Planning and Urban Design Strategy establishes a 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

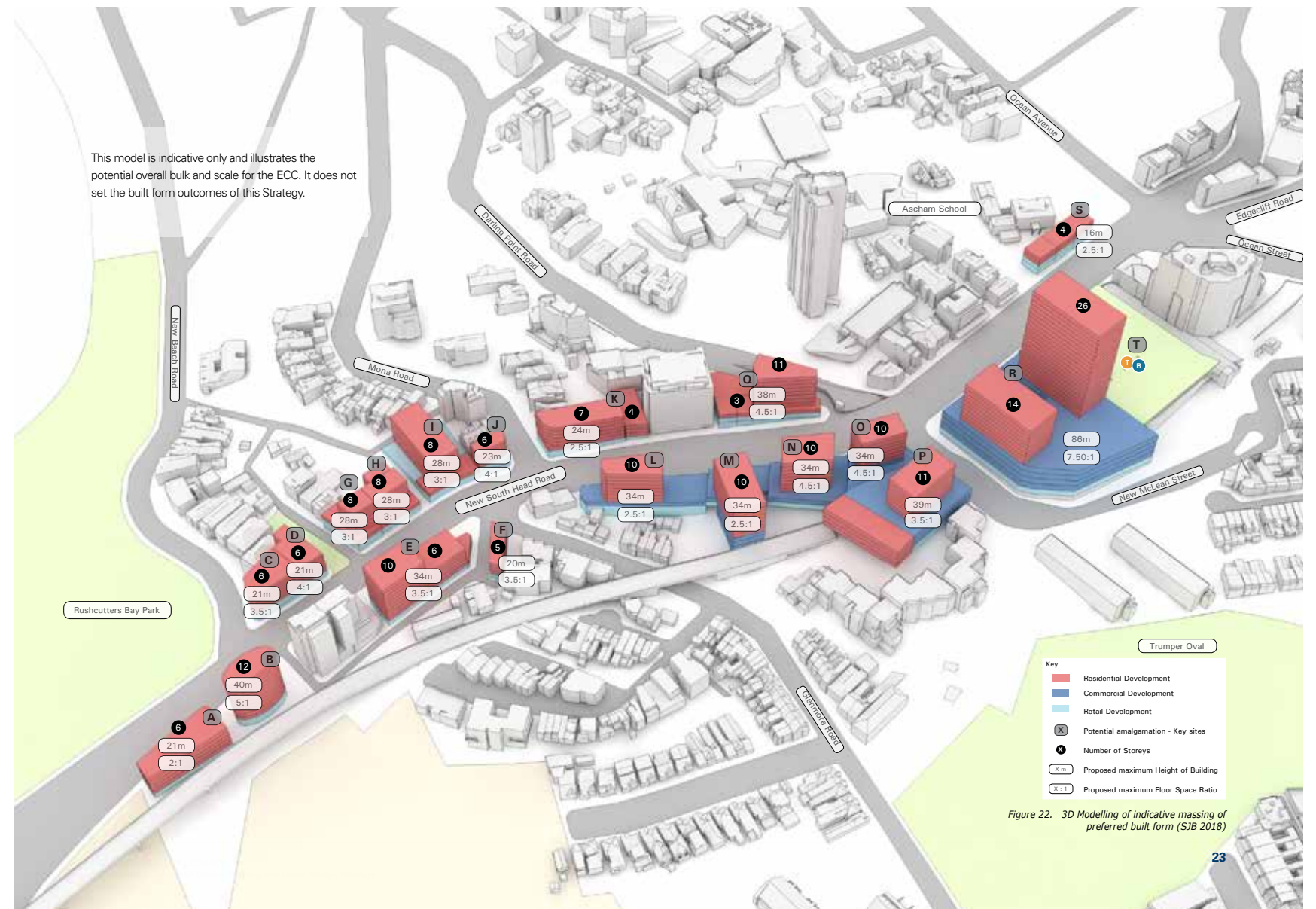
The Strategy identifies that building heights within the future vision of the ECC are to respond to the local context and the sloping topography, with the greatest height to be focused around the Edgecliff train station in the Local Commercial Core.

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.



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.



Figure 27 of the Draft ECC Public Domain Strategy - the future Edgecliff Centre





3.0 LOCAL CENTRES STUDY

03

3.1 ACHIEVING A 30 MINUTE CITY

The future Edgecliff Local Centre can support the growth of 30 minute Sydney by enabling people to have more convenient access to jobs and services across the region.

Well connected with local shops, close to a network of open spaces and within five minutes to the Sydney CBD and Bondi Beach, this site is ideally situated to contribute to the growth of Sydney as envisioned by the Greater Sydney Commission.

The aim is that residents of Sydney can reach one of three important regional centres in less than a half-hour by walking, biking, or public transport. Doing so requires the thoughtful application of urban design, in making key decisions about investment and increases in density and also making decisions about the micro elements of a city including the streets, intersections and access to transit stops. Integrating land use and transport in the future 30 minute city is key to its success.

Generating additional housing and employment opportunities, conserving heritage fabric as a part of the design whilst also improving the accessibility, this proposal has the potential to offer much to connecting Sydney and anchoring off the CBD.

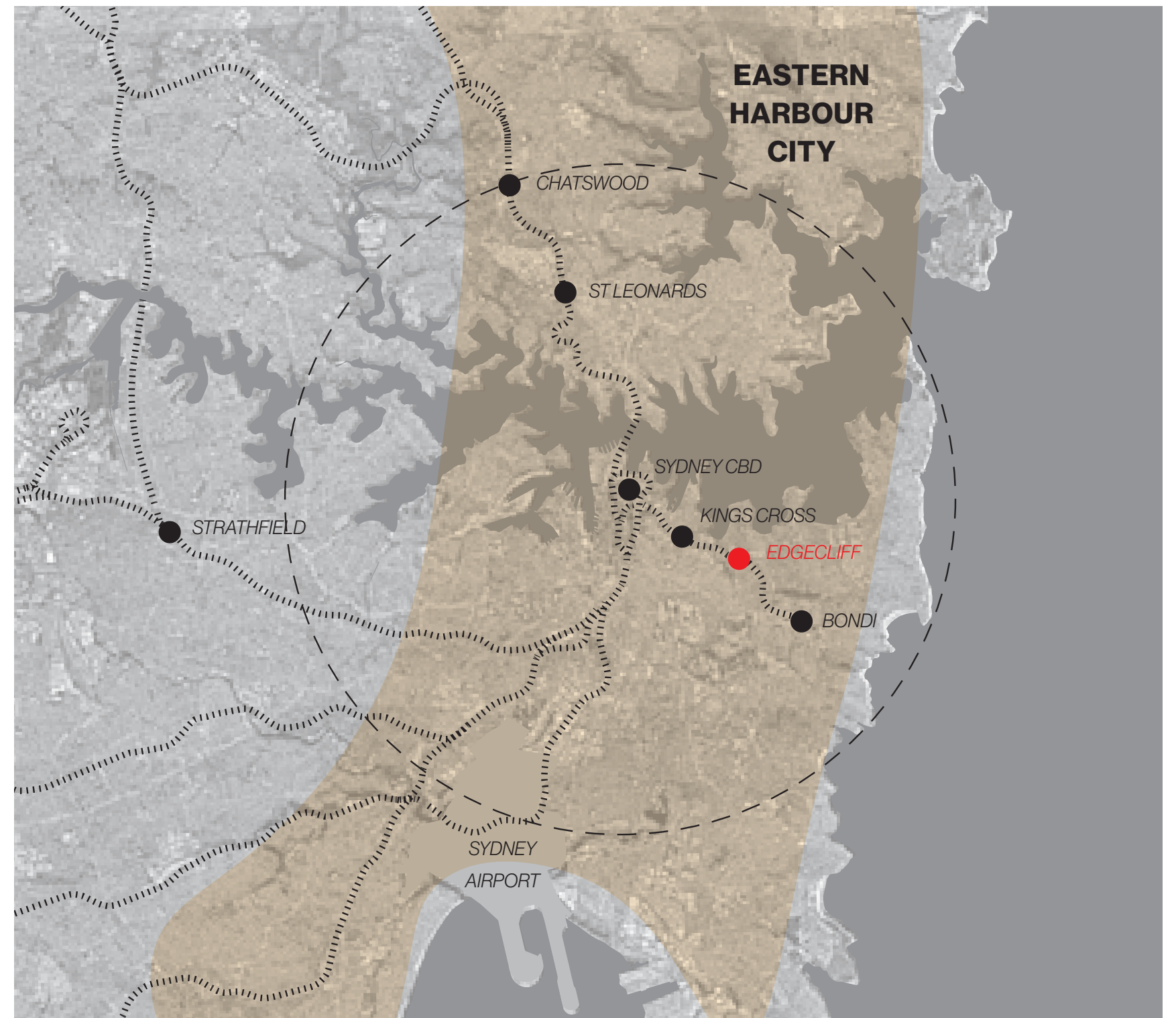
A new transit oriented development for the Eastern Harbour City

A TOD typically includes a central transit stop (such as a train station, light rail or bus stop) surrounded by a high-density mixed-use area, with lower-density areas spreading out from its centre. A TOD is also typically designed to be more walkable than other dense areas, through using smaller block sizes and reducing the land area dedicated to cars.

The densest areas of a TOD are normally located within a radius of 400m to 800m around the central transit stop, as this is considered to be an appropriate scale for pedestrians. With densities focused around these hubs, the concept of a 30minute city becomes a reality.

For Sydney, The Future Transport Strategy for 2056 is the framework developed to define the future of transit oriented development hubs. It's vision is built on six outcomes; Customer Focused, Successful Places, A strong Economy, Safety and Performance, Accessible Services and Sustainability.

Edgecliff is in a key position to meet many of these outcomes, however it's current lack of amenity, housing and public domain provisions require future development to ensure it's place as a key transport hub and local centre.



3.2 EASTERN HARBOUR RIDGELINE

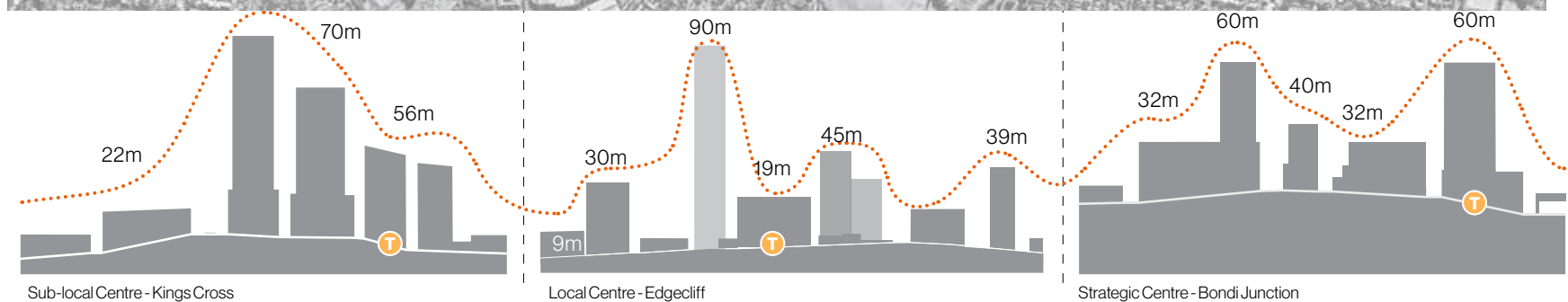
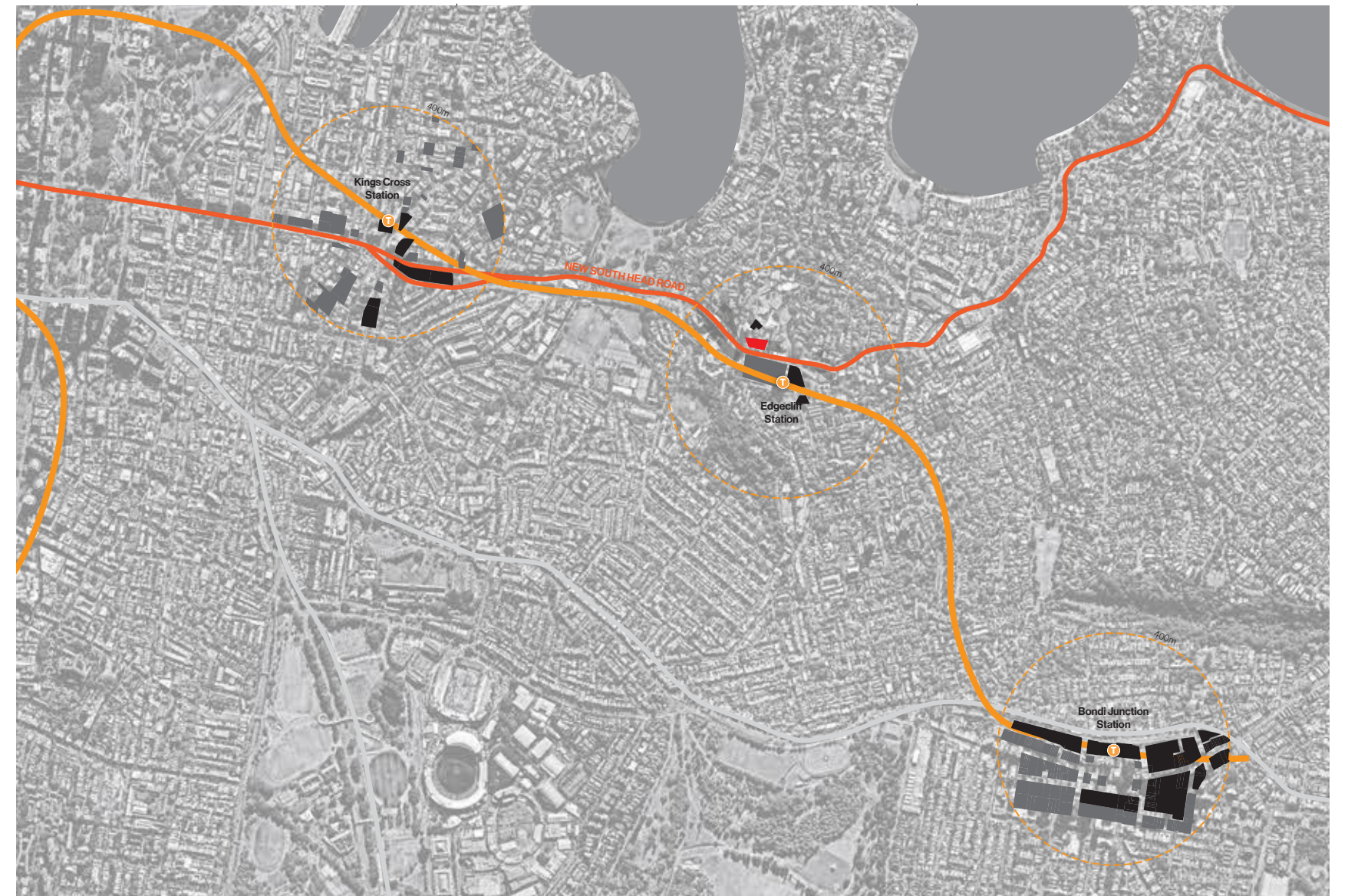
The proposal will demonstrate an important piece of the future skyline character that reinforces the role of Edgecliff at the entry to the Eastern Suburbs and along New South Head Road.

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.



3.3 LOCAL CENTRES

A study of other centres within a 30 minute travel distance from the Sydney CBD demonstrates that there is potential capacity to increase height and density in Edgecliff.

A number of local centres have LEP controls that enable development and allow for the growth anticipated around each of these centres.

Edgecliff

Edgecliff by comparison is lacking the LEP provisions for FSR and building heights that would enable the kind of Transport Oriented Development (TOD) currently underway in each of the following case studies.

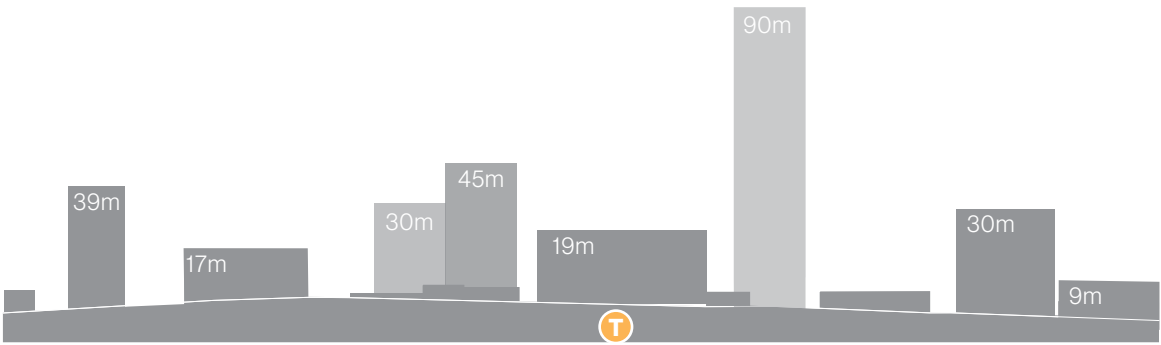
At Edgecliff, existing LEP controls are limited to a maximum building height of 34m, limiting the potential for future growth in this area. There is an opportunity for these controls to be reviewed in the context of what is relevant compared to these other local centres.

The subject site in this proposal is well positioned to increase the housing and commercial provisions in the area, while acting as a catalyst for future development close to Edgecliff Station, allowing the corridor to develop into a TOD and play a more significant role in the greater strategic vision of the 'Eastern Harbour City'.

Redfern

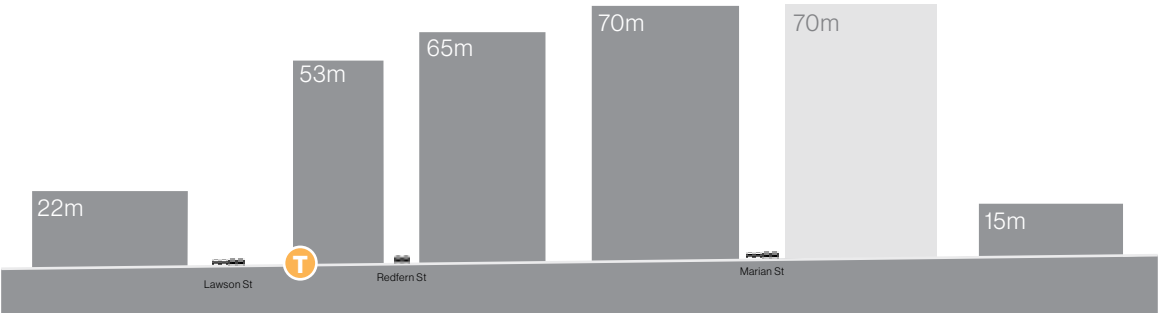
Redfern is a local centre, approximately the same distance from the CBD as Edgecliff.

Its maximum LEP height is 22m however recent development has topped approximately 60m. Redfern is supported by a train and bus interchange and a substantial commercial and retail centre within a 800m radius from the Station.



Edgecliff

Existing Built Heights (LEP)



Redfern

Existing Built Heights
Development under Construction

Strathfield

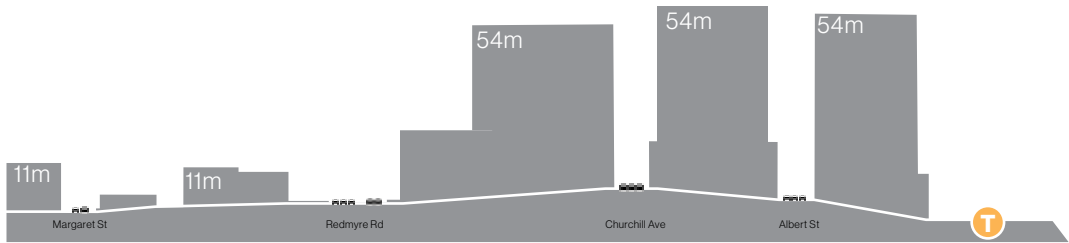
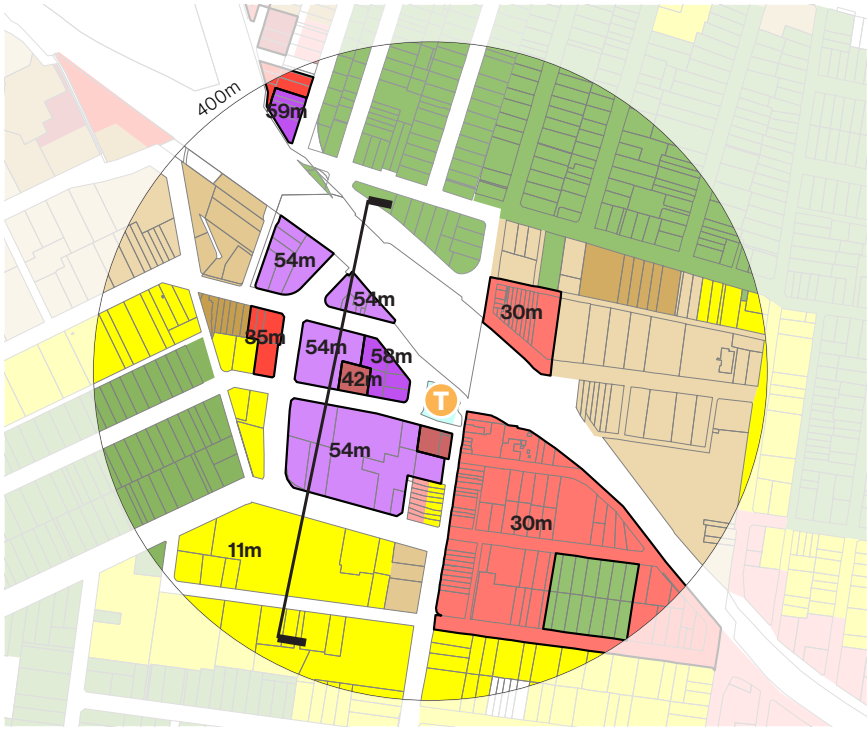
Strathfield is located outside the 30 minute city radius from the CBD however demonstrates an increased approach to height and density in comparison with Edgecliff.

The LEP currently allows built form up to 60m, which is almost double the allowable envelopes along the New South Head Corridor. It also has a similar scaled retail and commercial centre as Edgecliff, again demonstrating the potential for uplift in the proposed corridor.

Wolli Creek

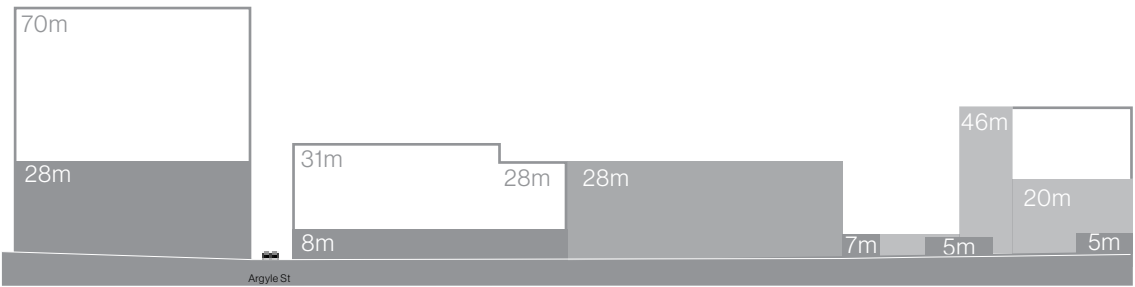
Wolli Creek is a local centre, situated approximately 20 minutes from the Sydney CBD.

The centre's maximum LEP height is 70m and it is similarly supported by a train and bus interchange and a substantial commercial and retail centre within a 800m radius from the Station.



Strathfield

Existing Built Heights



Wolli Creek

Existing Built Heights
Current LEP Control

3.4 SUMMARY

“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, cyclefriendly 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.

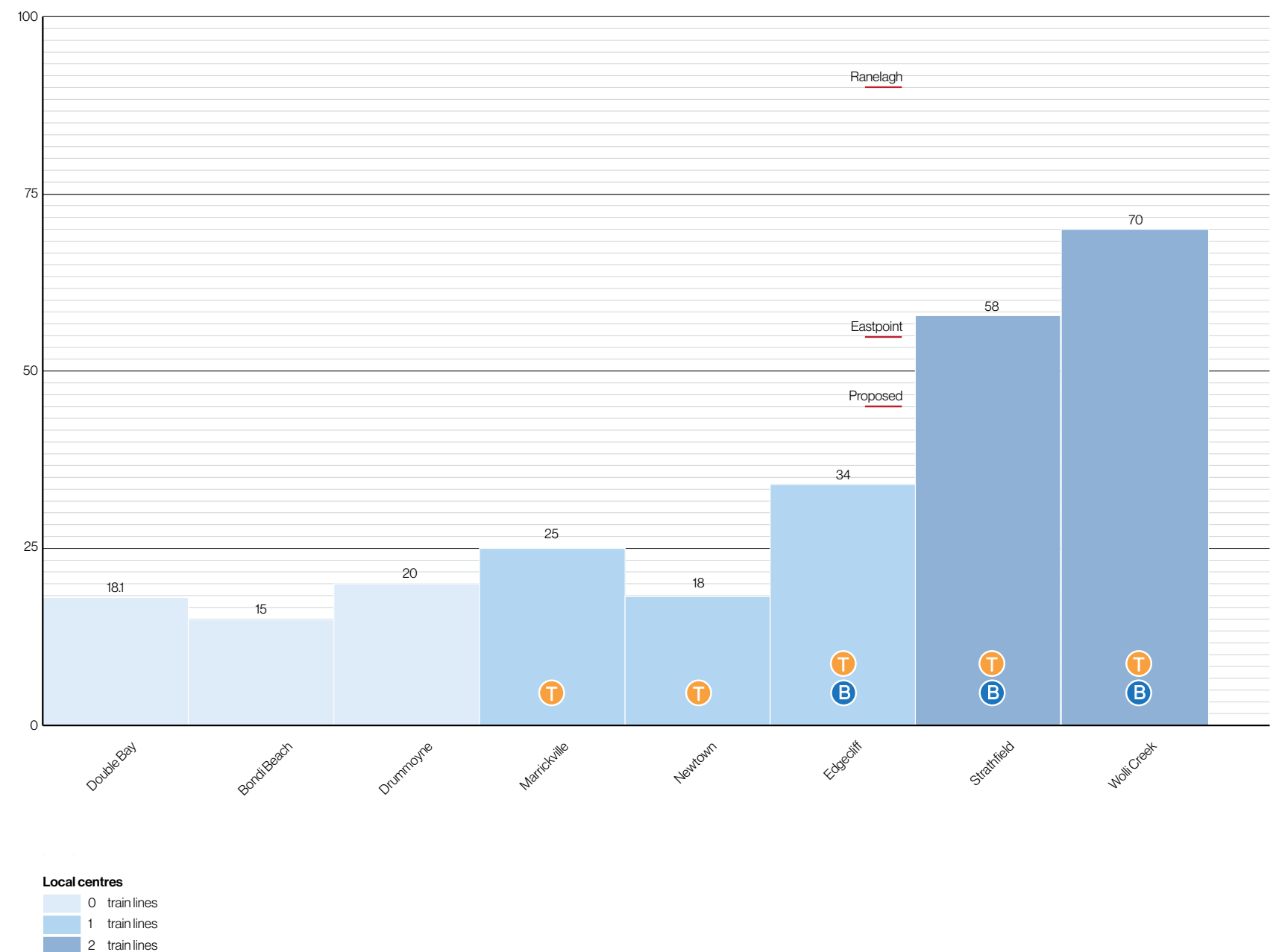
Compared to other metropolitan centres, some of which are less accessible, it has very low permitted building and height and FSR and this is significantly limiting the potential for redevelopment.

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.

Comparison of maximum height of buildings (HOB) in metres with centre hierarchy







4.0 ANALYSIS

04

4.1 SITE CONTEXT

This chapter provides an in depth analysis of the site, its local and immediate context.

Due consideration has been given to understand key urban design elements that will influence the proposed building envelope for this submission.

The analysis has been structured to establish a basis for which the proposed building envelope can be designed with consideration of elements such as appropriate building height, bulk and scale, streetscape condition and approach to heritage. This will ensure that it demonstrates contextual fit and 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 topograh. This is a historic trend, but also has the impact of protecting significant views from homes, public spaces and roads. Our analysis takes a peninsula approach along the Darling Point ridgeline and then a smaller scale along the New South Head Road corridor to observe three different scenarios in order to adopt a preferred rationale in the next chapter of this report.

Streetscape

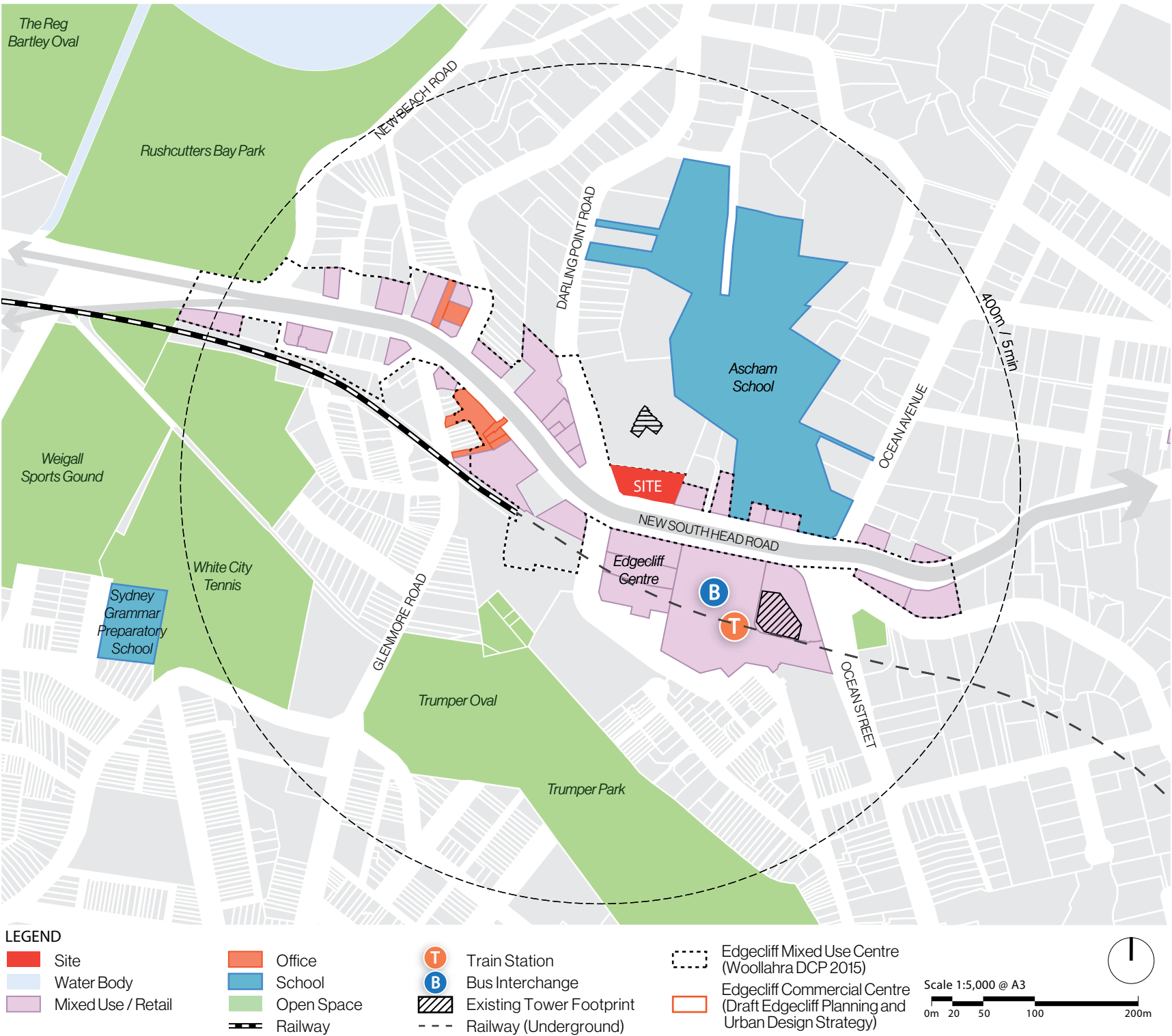
Our analysis of streetscapes and active frontages has been driven by the desire to understand the future character of New South Head Road and how the future envelope can contribute and maintain a consistency of street wall height and setback. We also analyse the current character of the corridor, as 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 is surrounded by significant heritage items and Heritage Conservation Areas that contribute substantially to local character. 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 and envelope that will celebrate this important corner building.

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. Similarly, view analysis from a number of surrounding properties has been provided.



4.2 PENINSULA HEIGHT CONTEXT

The distribution of tall residential buildings along Darling Point Road and around Edgecliff station have set a precedent for residential towers in the area.

We have adopted a trans scalar approach to analysing and determining the most appropriate height for the proposal.

Currently the concentration of the greatest heights in Edgecliff and Darling Point are located around the ridgeline to emphasise a sloping topograh. This is a historic trend, and has the impact of protecting significant views from homes, public spaces and roads. It also affords the greatest and best views north and east toward Sydney Harbour and the Central Business District.

Edgecliff and Darling Point are characterised by a bricolage of multi-dwelling building types, many of which exceed 10 storeys.

While singular towers, such as Ranelagh, appear out of character with their surrounding context, the clustering of towers around Edgecliff train station and along Darling Point Road have created coherent urban districts and skyline.

Darling Point Road Ridgeline

Towers in Darling Point are primarily aggregated along the Darling Point Road ridgeline - which the subject site terminates at New South Head Road. Towers in Darling Point are predominantly singular forms set back from the street, surrounded by gardens which contribute to local character as noted in Woollahra DCP Chapter B1. The towers along Darling Point Road on average are 20 storeys, significantly higher than any existing buildings along the New South Head Road corridor.

While mature trees in the area moderate the perception of tower height and mass, this building type offers little in terms of street activation.

New South Head Road Ridgeline

Towers around Edgecliff station are just as tall as their counterparts on Darling Point. Height is concentrated around the station and the blocks just east of Ocean Street, to the south of New South Head Road.





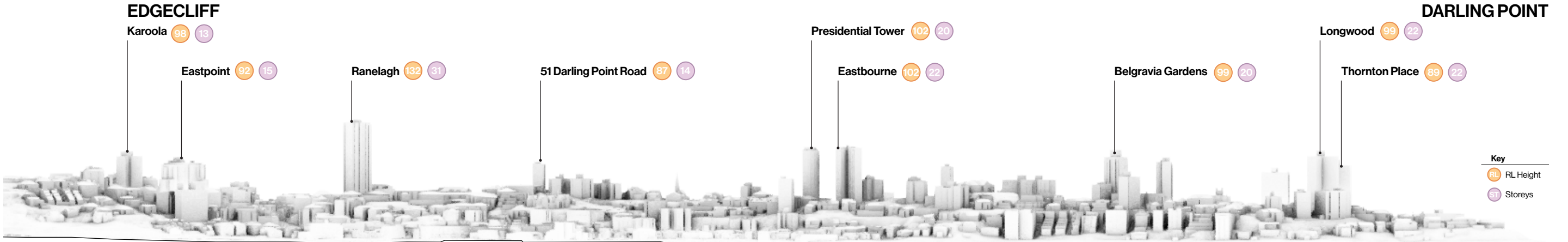
Eastbourne Tower (Source: Murray Property)



Edgecliff and Darling Point viewed from Rushcutters Bay



View west along Thornton Street. Longwood Tower in the foreground. (Source: Google Streetview)



Eastern Elevation of Darling Point

4.3 EXISTING CORRIDOR HEIGHTS

The site presents an opportunity to enhance the local centre character of Edgecliff.

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.

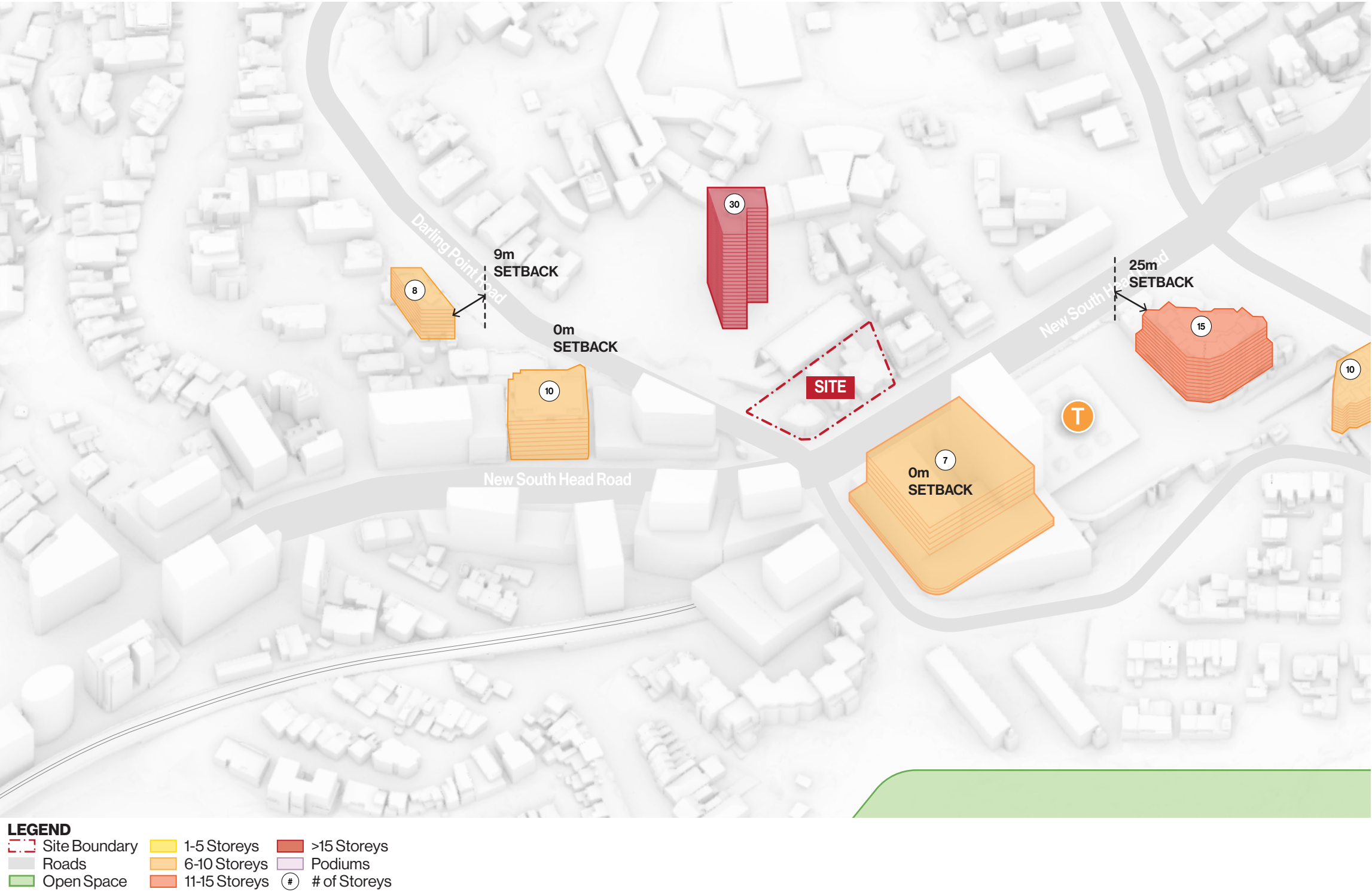


Building heights along New South Head Road vary between 6-15 storeys along the ridgeline.

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.



4.4 FUTURE CORRIDOR HEIGHT

The Strategy proposes maximum building heights across the ECC to range from 17 to 89 metres (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.

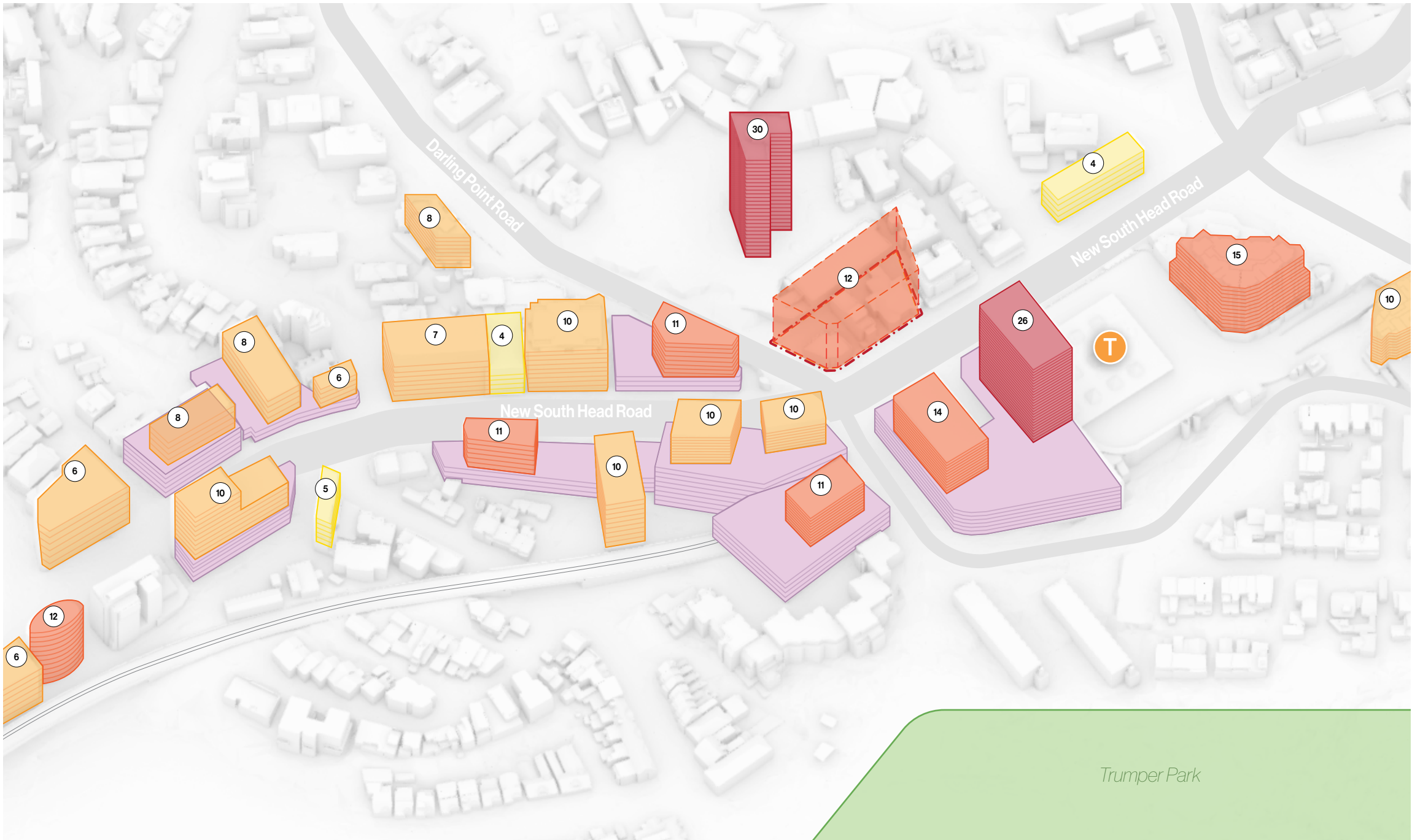
With significant and recessive building setbacks, the site could provide a clear transition in scale to sensitively respond to the heritage-listed item at 136 New South Head Road, whilst also minimising the disruption of view corridors and maintaining a 4 storey street wall for comfortable pedestrian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



LEGEND
 Site Boundary
 1-5 Storeys
 6-10 Storeys
 >15 Storeys
 Roads
 Podiums
 Open Space
of Storeys

4.5 CONNECTIVITY

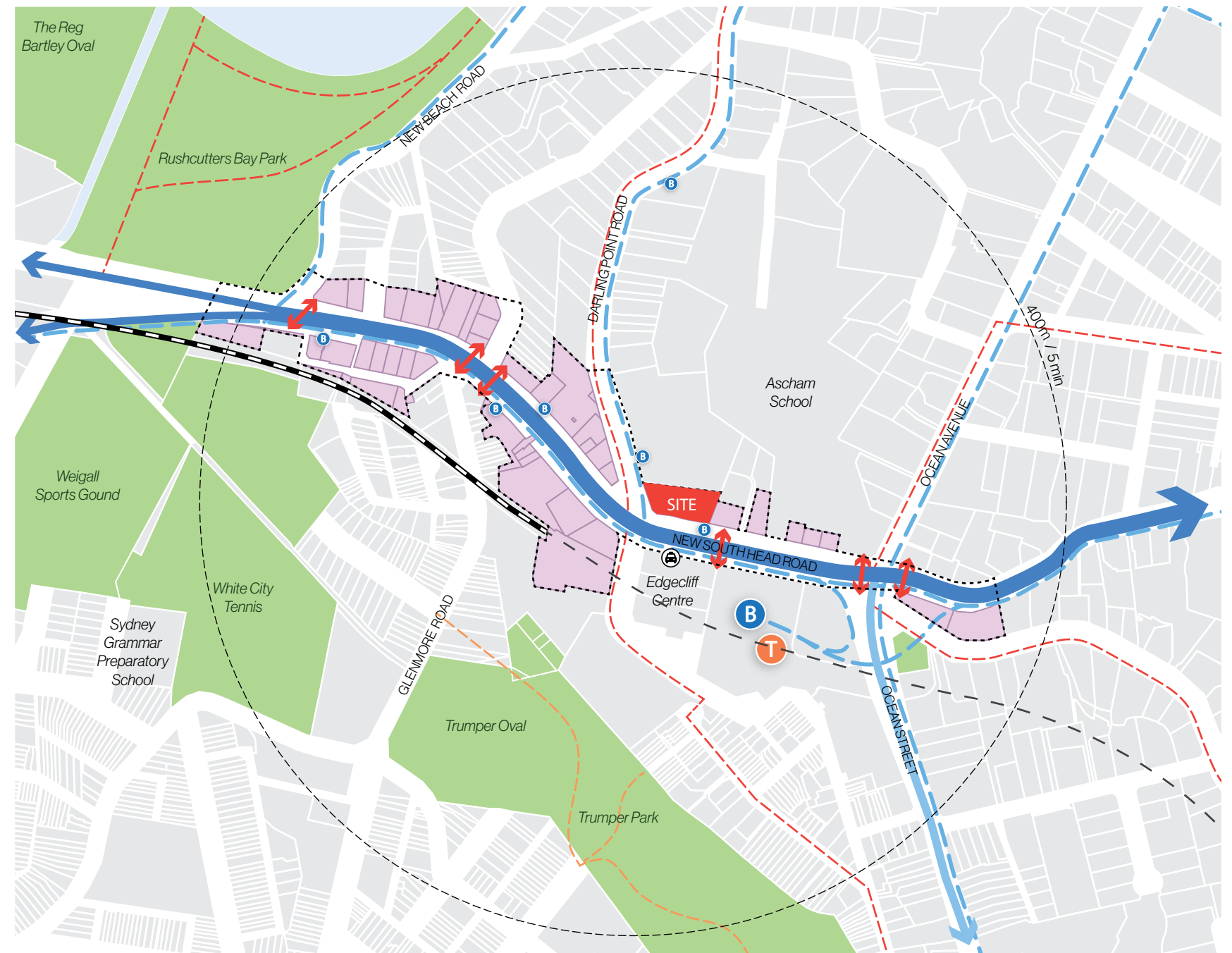
There is significant opportunity to improve the quality of the New South Head Road interface and unlock connectivity across New South Head Road into the surrounding context.

Active transport and amenity

Pedestrian access to Edgecliff Station is provided through Eastpoint Food Fair. The station concourse can be accessed from the main entrance on New South Head Road and a secondary access in the form of a ramp on New McLean Street. On the concourse level, escalators (two in each direction) that are located in the paid area behind the ticket gates provide access to the platform level.

Escalators and stairs provide access from the concourse level to the gallery level above. From the gallery level, stairs provide a link to the bus interchange level. Each bus rank is provided with two sets of stairs from the gallery level.

Footpaths are present along both sides of New South Head Road, Ocean Street and New McLean Street as well as a majority of other roads surrounding the station. Signalised pedestrian crossing facilities are provided at the mid-block of New South Head Road in front of the main entrance to Edgecliff Station/ Eastpoint Food Fair and on all approaches of the New South Head Road/Ocean Street intersection. A zebra crossing is provided on New McLean Street to facilitate pedestrian access to the building. These facilities provide a safe crossing point to and from the station and interchange facilities.



LEGEND

SITE	Main Road	T Train Station	Signalised Crossing
Edgecliff Mixed Use Centre	Secondary Road	B Bus Interchange	Cycle Lane
Water Body	Collector	Bus Route	T Taxi Stand
Open Space	Railway	Walking Path	B Bus Stop within 400m Catchment

4.6 STREETScape CONDITION

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

Currently, the northern side of New South Head Road comprises active mixed use frontages that encourage activity on the street, however are interfered by concealed entrances, high fences and private entryways.

This fragmented building line lacks in articulation and consistency.

Existing development along the northern side of New South Head Road features an established street wall height of four storeys, and a pattern of active ground floor retail occupancies.

The pavements on the northern side of New South Head Road are shallow and directly adjoin the busy four lane road.

The pavement does not operate as a safe or enjoyable environment for pedestrians to walk down.

Furthermore, and despite its location as a key transport hub, pedestrian crossings are much restricted along the street to prioritise the movements of motor vehicular traffic. This feature currently hinders access to the key destinations of Edgecliff Centre and the station.

North of the site, the streetscape alters somewhat from the bustle of New South Head Road to the established garden setting of Darling Point Road.

Here, the streetscape is significantly more amenable to pedestrians, with a tree lined street, mature tree canopy and established gardens at Ranelagh Tower.



Darling Point Road near New South Head Road Intersection



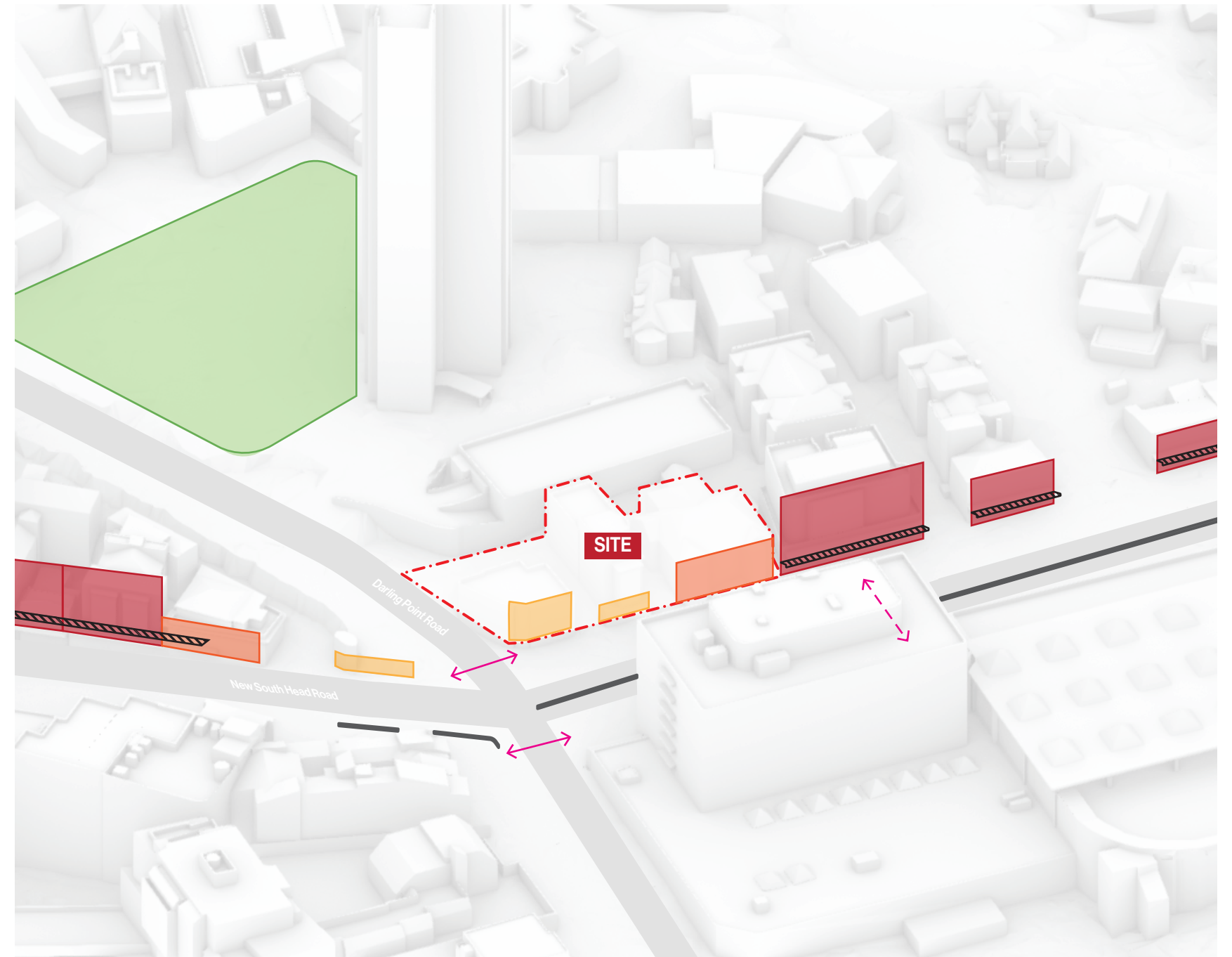
Access to 148 New South Head Road Intersection



Private road, entrance to Ascham School at 188 New South Head Road



Access to 148 New South Head Road Intersection



LEGEND		
 	1-2 Storeys	↔ Pedestrian Crossing
 	3-4 Storeys	 Traffic Barrier
 	5+ Storeys	 Awning

Proposal Significance

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;

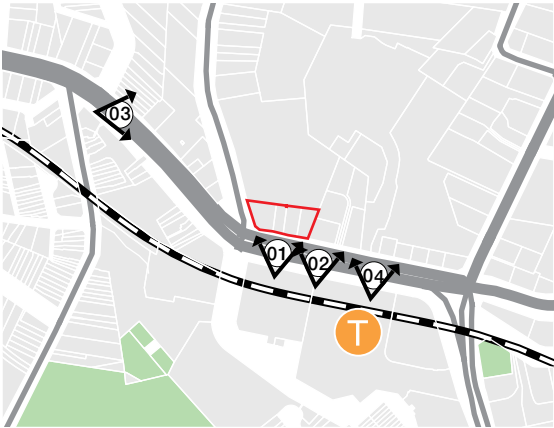
- Objective 06 identifies an opportunity to create a more consistent, unified awning line and Public domain improvements which are consistent along the road with the exception of the Subject Site.
- Objective 07 of the DCP details the need to ensure development to be sympathetic to the adjoining development 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.



01 New South Head Road, facing north.



03 New South Head Road, facing north-east. Development along the corridor is inconsistent.



02 Existing development along the corridor establishes a consistent podium height of four storeys.



04 While the corridor features significant retail and commercial opportunity, access and activity are compromised by the pedestrian environment.

A built form of large format commercial centres, small heritage buildings and a mixture of additions present an incohesive, impermeable streetscape.

Much of the southern side of New South Head Road is characterised by large format, multi-storey mixed use developments.

Many of these buildings feature partially concealed and set back ground floor interfaces, with blank walls, few openings and inconsistent facades. Many of these large lots have large expanses of blank, unrelieved walls and currently present a hard edge for pedestrians at street level.

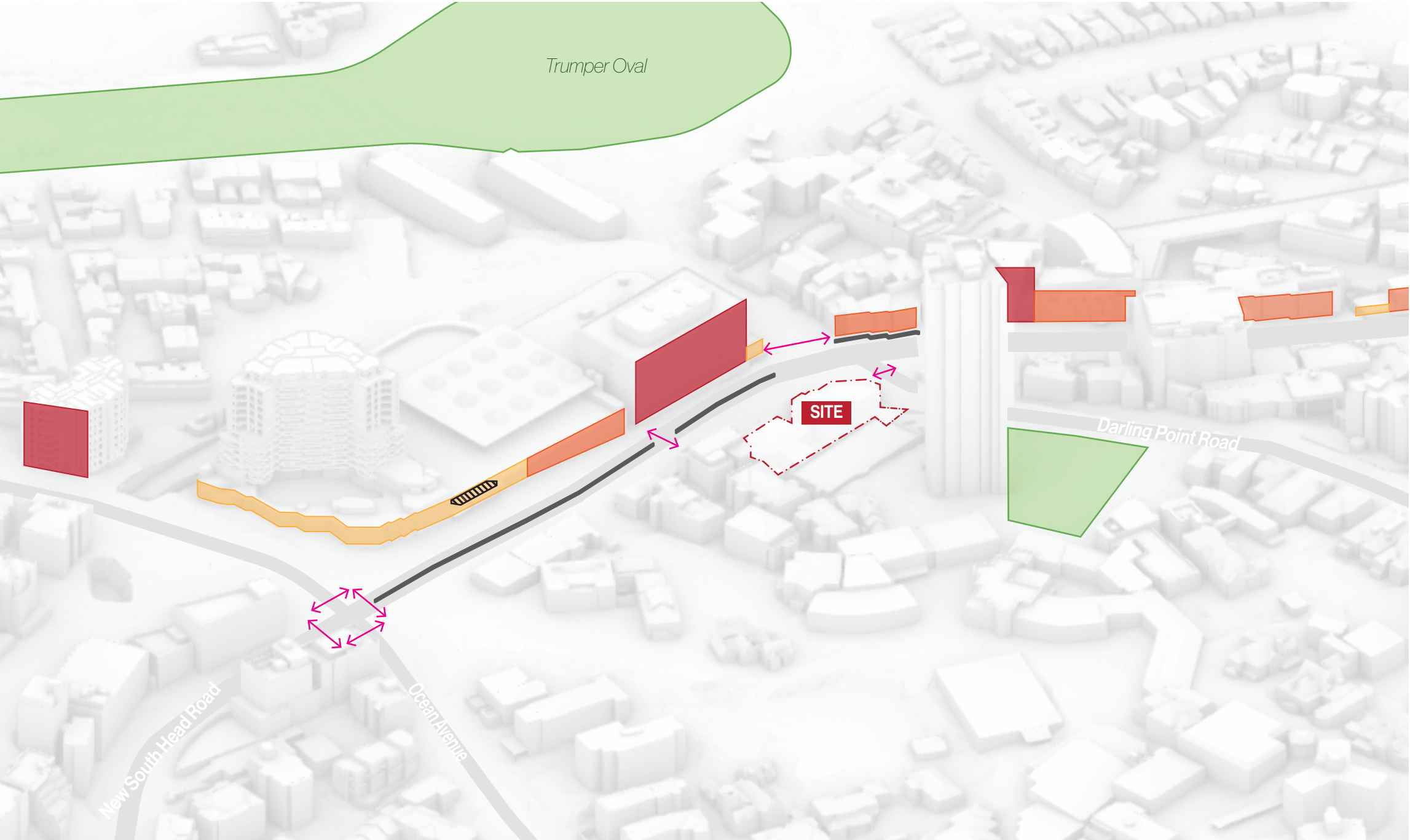
The southern side of New South Head Road presents very few awnings or interruptions in the facade of the large lots, which are predominantly articulated via horizontal architectural gestures.

Pedestrian movement is also compromised on the southern side of the corridor.

The congestion and proximity of the multi-lane road, and the pavement along the southern side of New South Head Road are accompanied by a significant traffic buffer which further impedes pedestrian movement.

The Edgecliff Centre building is a key site on this side of the street due to its size and function as a transit oriented development.

However, access and arrival to this destination is currently compromised by disjointed pedestrian pathways and defensive built form.



LEGEND		
 Site Boundary	 1-2 Storeys	↔ Pedestrian Crossing
 Roads	 3-4 Storeys	 Traffic Barrier
 Open Space	 5+ Storeys	 Awning

Proposal Significance

The proposed envelope provides an opportunity to enhance the quality and connectivity of the public domain along New South Head Road.

Future development of the corridor has the potential to unify the character of existing built forms on both sides of the road, sympathetically interfacing with heritage while contributing to the activation of the commercial and commuter function of the centre.

Chapter 2.2.3 of the Woollahra DCP 2014 sets out objectives for development along New South Head Road to improve the street facade by relating to the scale of pedestrians.

The southern side of New South Head Road features a large emphasis on horizontal facade planes. **Objective 03** mentions for the facade design to incorporate similar proportions of glazed and non-glazed surfaces and to achieve a balance between vertical and horizontal divisions.

There is thus an opportunity to break up the monotonous facade design and to complement the surrounding buildings to provide unity.

Objective 06 outlines the opportunity to improve the public domain, including street tree planting and pavement upgrades to improve consistency and unify the corridor.

There is an opportunity to provide this improvement to the streetscape, reducing the sensory impact of the traffic on New South Head Road.

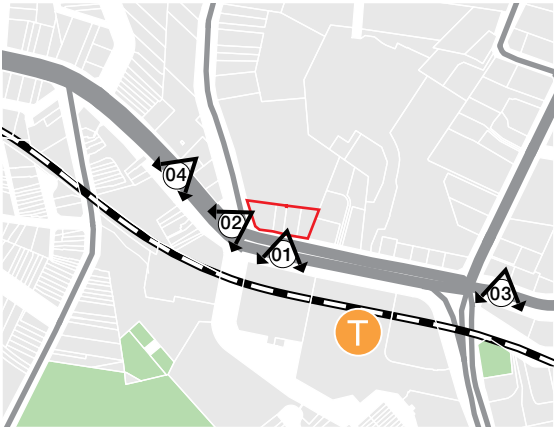
The future envelope also has the opportunity to provide dwelling, activity and interaction space in response to the proximity of the transport interchange to the immediate south.

The proposed envelope will have direct connectivity to the key destination of the transport interchange and the Edgecliff Centre, and can provide public domain enhancements, including an improved pedestrian environment, to deliver a stronger and more efficient commercial corridor.

In accordance with the proposed public domain opportunities of the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy, new development can contribute to the effective function of the overall corridor.

The proposed envelope has the opportunity to deliver active and generous public dwelling spaces, such as entry plazas or active frontages, enhancing the overall vibrancy and cohesiveness of the street.

An active ground level and welcoming interface, with a wide plaza and generous public domain, would also significantly enhance pedestrian comfort and would seamlessly blend with the proposed public domain enhancements of the Strategy.



01 The Edgecliff Centre is a commercial and transport-oriented destination of the corridor.



03 187 New South Head Road, facing south.



02 Pedestrian movement is compromised by the bustle of multi-lane roads.



04 191 New South Head Road, facing south.

4.7 HERITAGE CONTEXT

The subject site is located in close proximity to a number of historically valuable areas and items of the Woollahra LGA.

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.

Paddington Heritage Conservation Area

The Paddington HCA sits directly south of the site, adjacent to the Edgecliff Centre. The HCA comprises a large portion of south Edgecliff and Paddington, down to Centennial Park.

The built environment of Paddington has been identified as an excellent example of the process of 19th century inner city urbanisation of Sydney.

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

Woollahra Heritage Conservation Area

The built environment of the Woollahra HCA has been identified as significant for its ability to demonstrate the important historical phases of the area's development.

These include the development of large estates during the mid-19th century, small lot residential development in the mid-19th century, retail development of the mid-19th to early 20th centuries, speculative subdivisions of the late-19th century, Inter-War consolidation and municipal improvements of the 20th century.

Mona Road Heritage Conservation Area

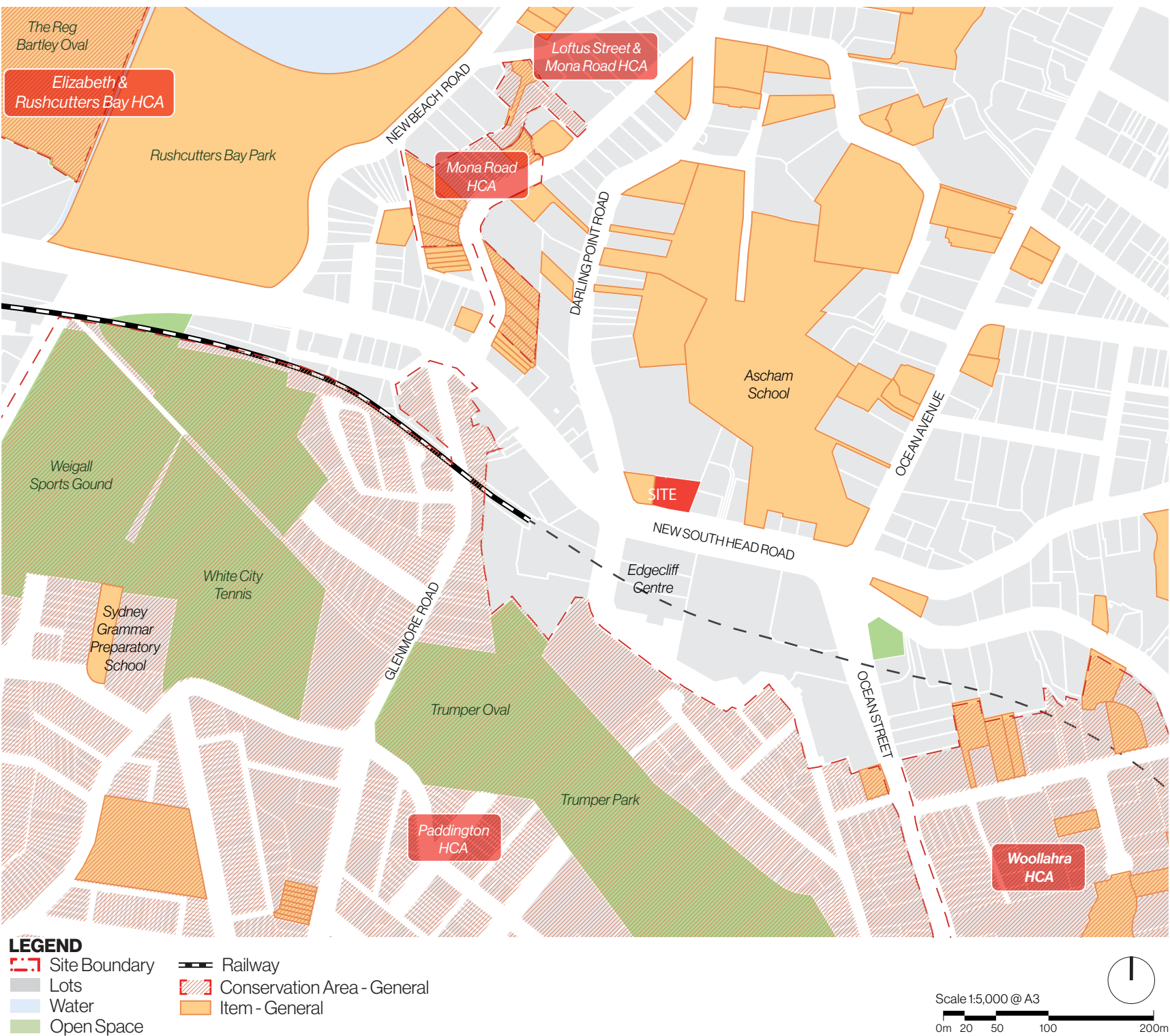
The Mona Road HCA is located within the Darling Point residential precinct and comprises dwellings that demonstrate the important characteristics of the Federation Arts and Crafts and Federation Queen Anne styles.

This HCA contains a cohesive group of substantial but speculative housing built within the first decade of the 20th century on part of the Mona Estate that demonstrates the more intense residential development pattern of Darling Point

Proposal Significance

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.



4.8 SITE HERITAGE

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.

Proposal Significance

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.



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



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



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



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

4.9 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.

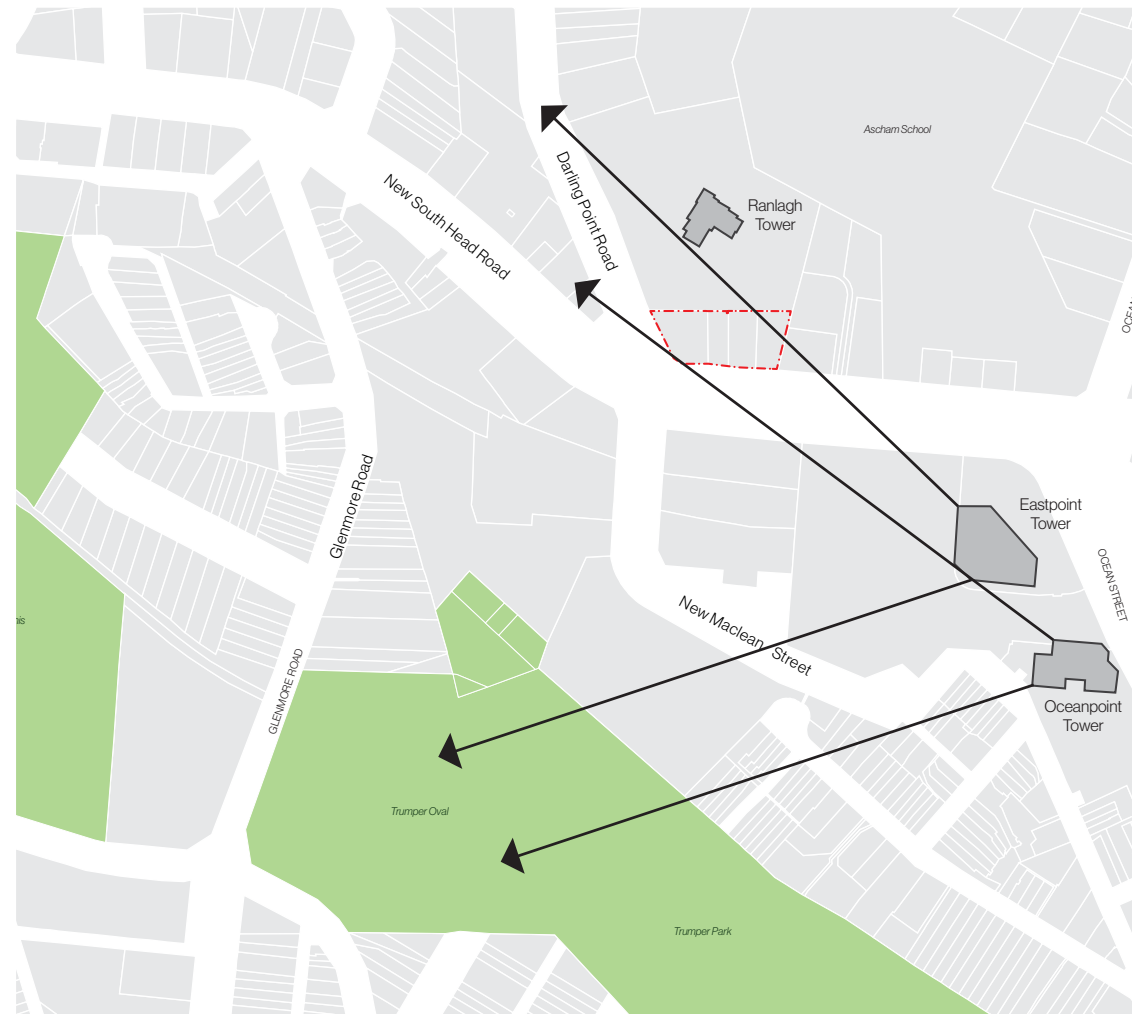
The site is located within Edgecliff Local Centre, and as such increased heights within the centre usually restrict views due to existing height and density. There are three residential developments that will be impacted by the proposal.

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

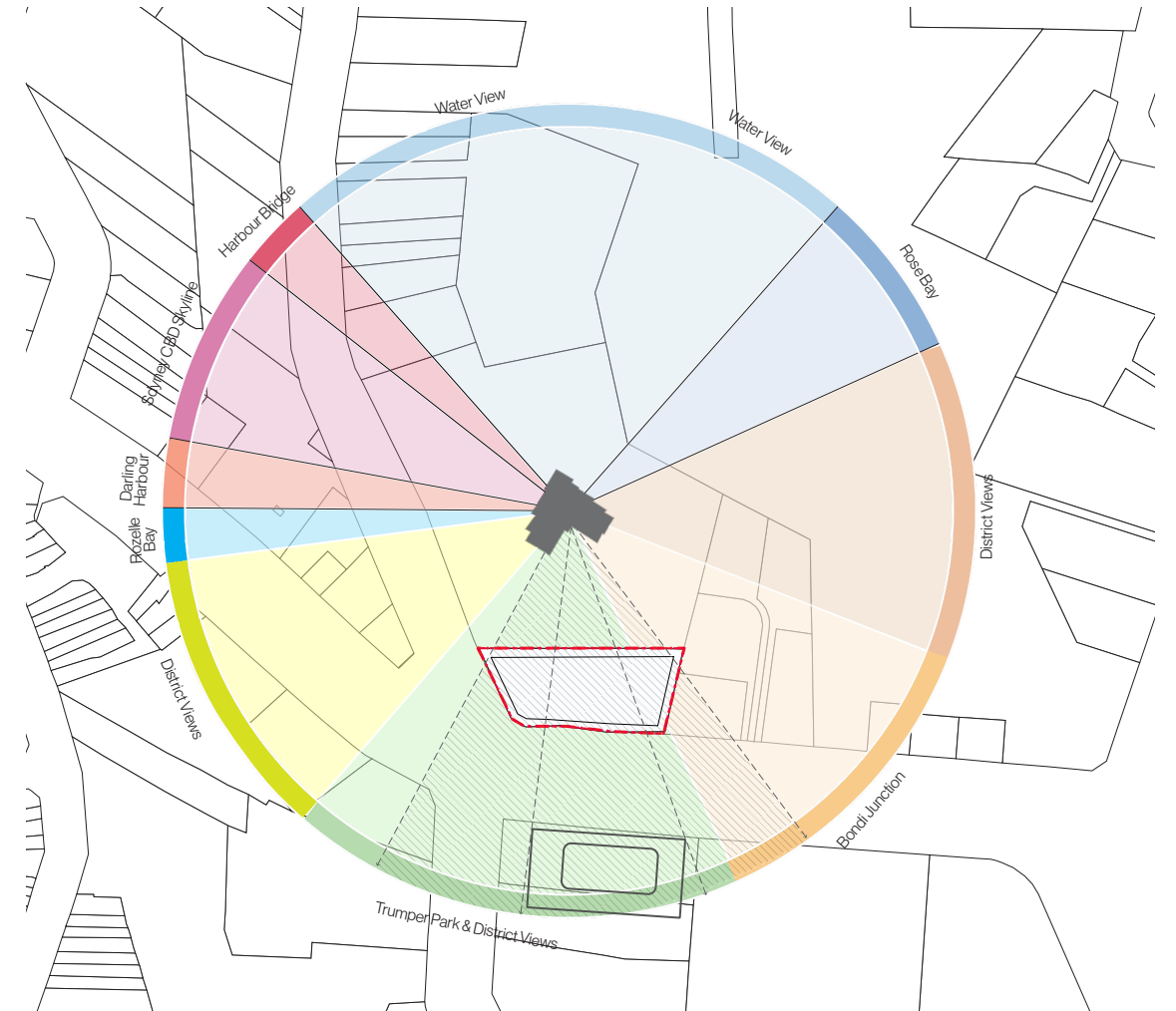
We have tested the view impacts from these properties and believe that a sensitively designed tower form can reasonably maintain views, including iconic views.

The analysis of the view impacts (see attachment 1B) does not have a significant impact on determining the proposed building envelope other than the building height. However the main consideration in relation to height has been the existing and future building height context within the commercial centre.

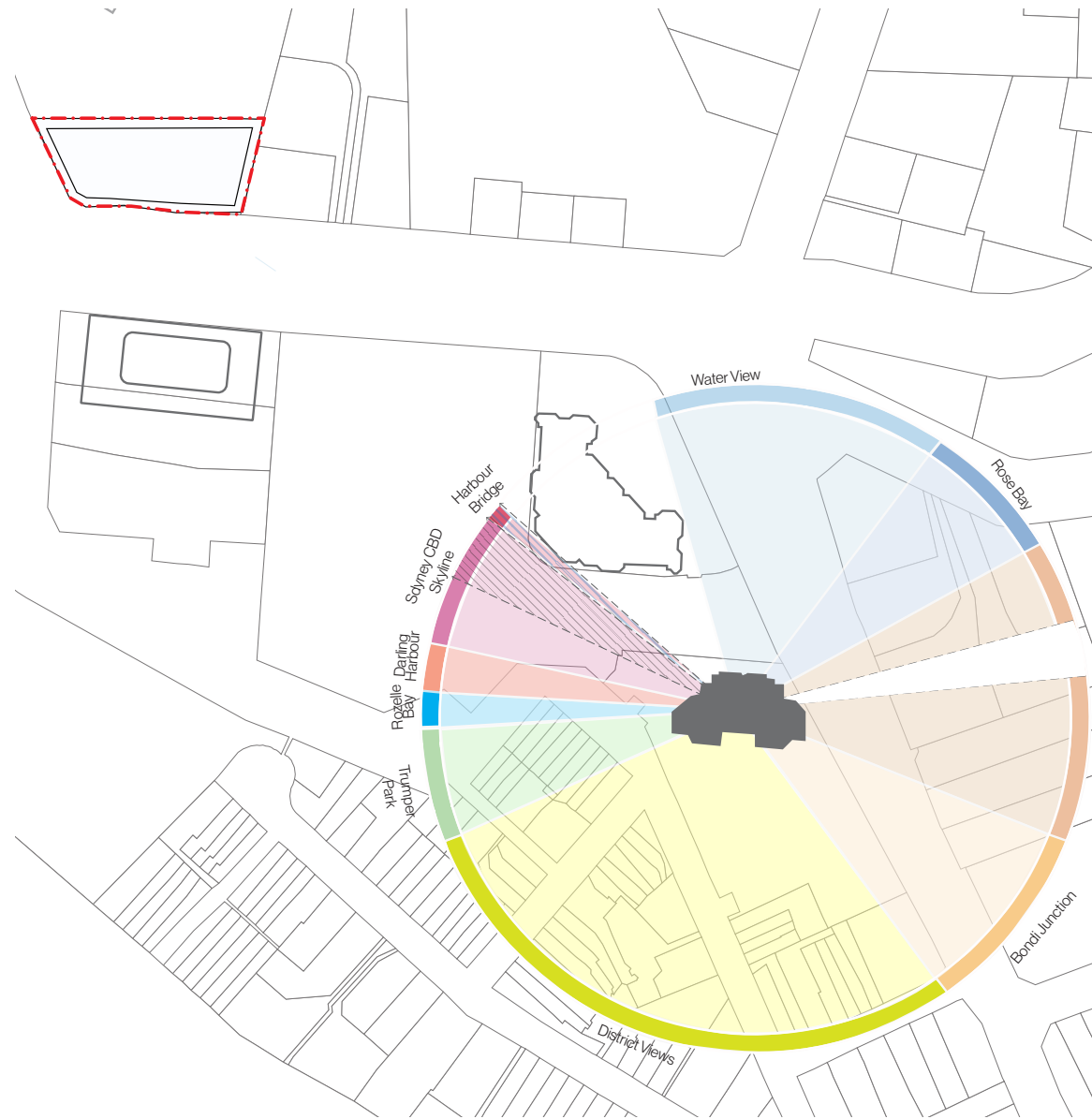
Higher buildings will have an impact but moderating height will reduce impacts and the analysis undertaken indicates that for a 12 storey building (modelled on the adjacent page). Either primary iconic views will not be affected (in the case of Ranelagh) or that some iconic CBD views will be retained for all dwellings (in the case of Eastpoint and Oceanpoint).



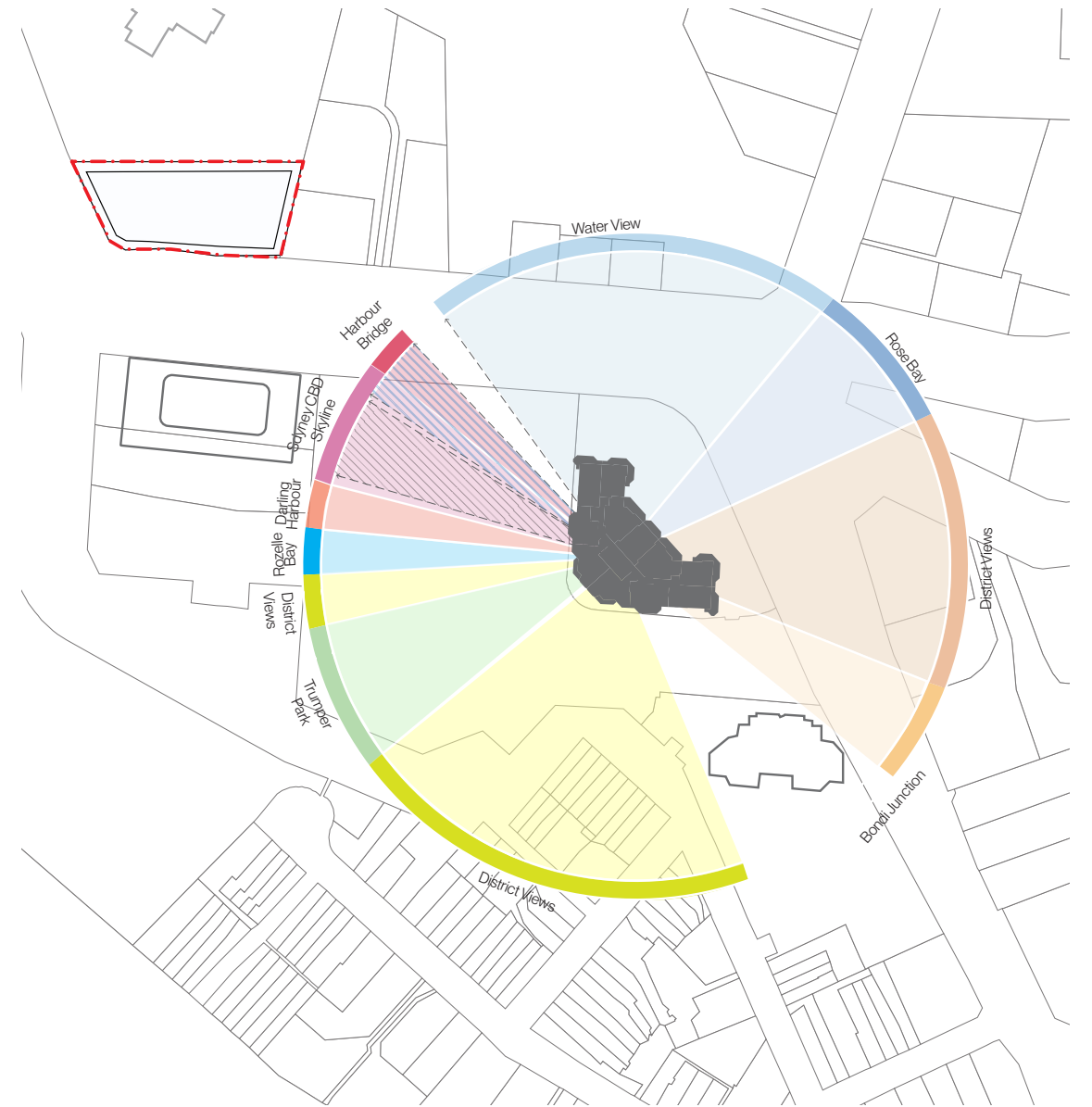
Potential views impacted from Eastpoint, Oceanpoint and Ranelagh Towers



Potential views impacts from Ranelagh Tower



Potential views impacts from Oceanpoint Tower



Potential views impacts from Eastpoint Tower

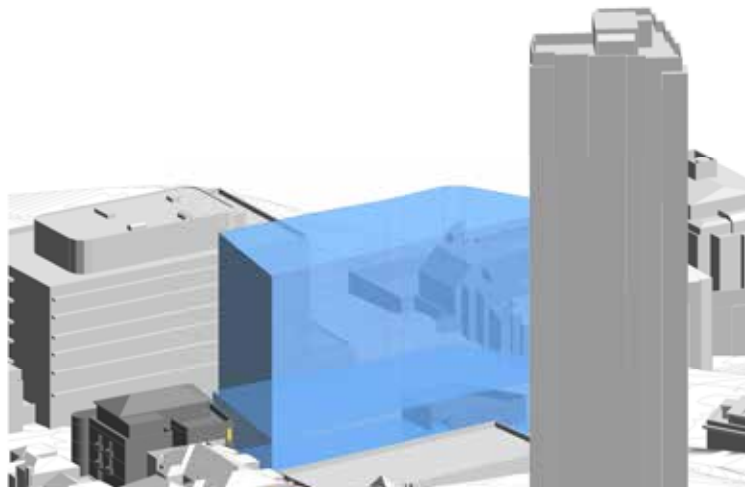
4.10 SOLAR ACCESS

The following diagrams have been prepared to illustrate the solar access to the proposed building envelope and to the buildings in the surrounding context.

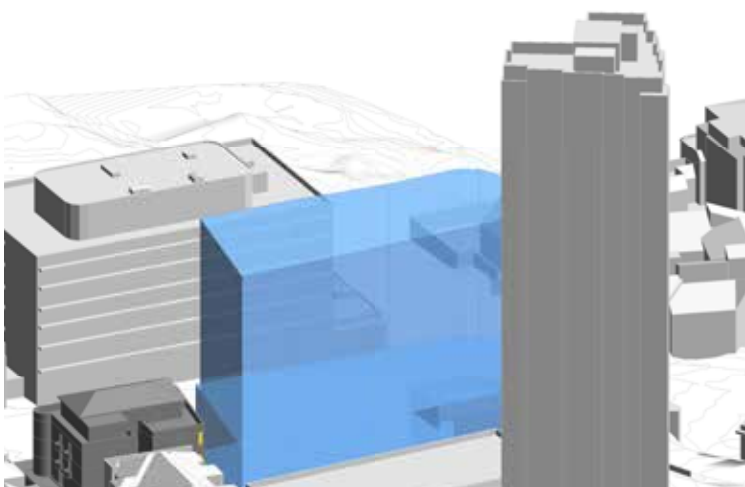
This analysis demonstrates that solar access for a minimum of 2 hours in mid winter to proposed living spaces can be achieved with this building envelope, as required by SEPP65 and the Apartment Design Guide.

The analysis also confirms that the same conditions can be retained for the existing living spaces of buildings in the surrounding context, and that the open spaces of Trumper Park Oval will not be overshadowed by the proposed building, aligning with the Woollahra DCP principles for the Edgecliff Centre.

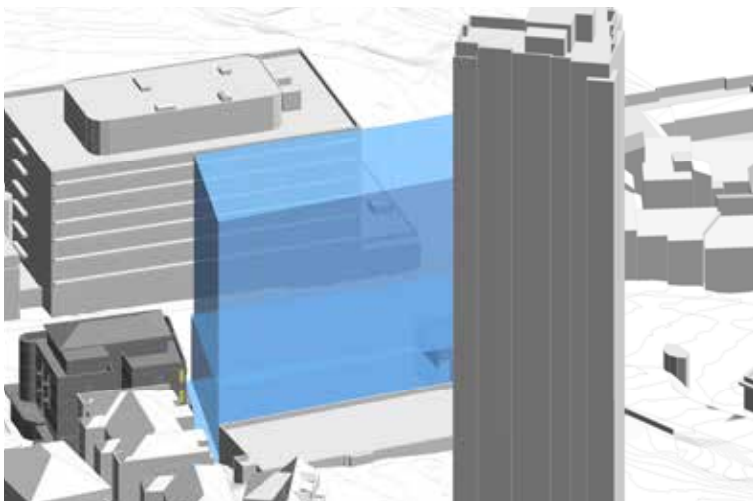
Analysis occurred on 21st June (winter equinox) and analyses the period between 9am and 3pm.



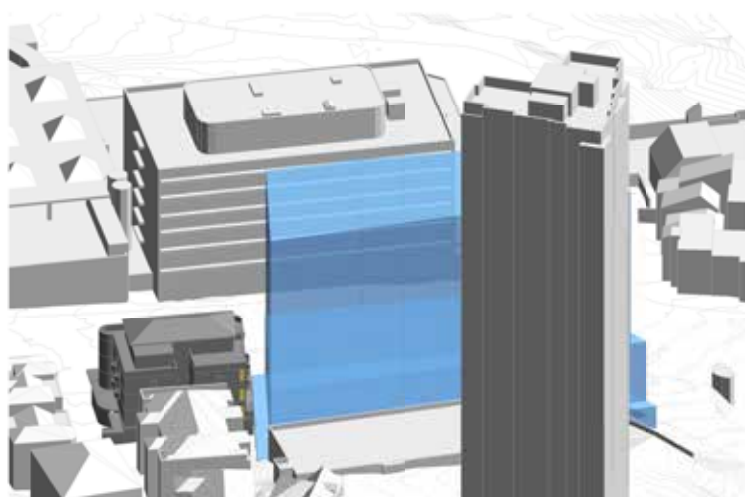
21 JUNE - 9AM



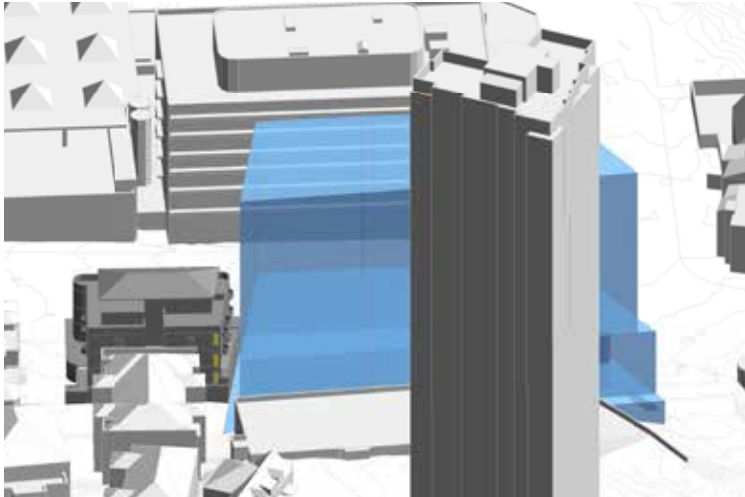
21 JUNE - 9.30AM



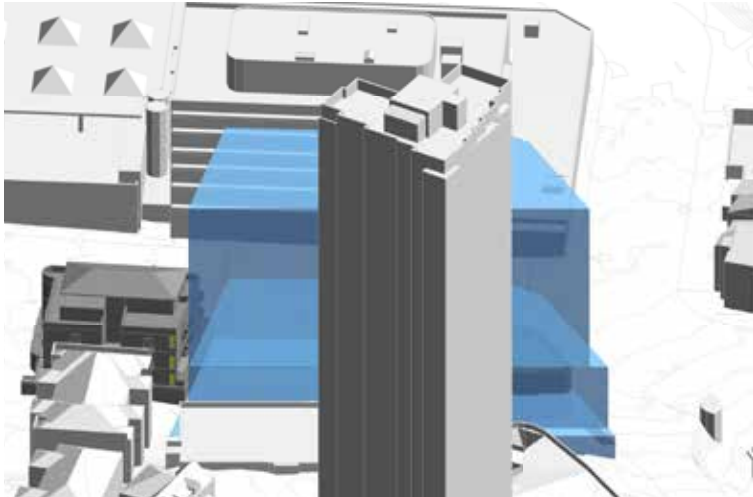
21 JUNE - 10AM



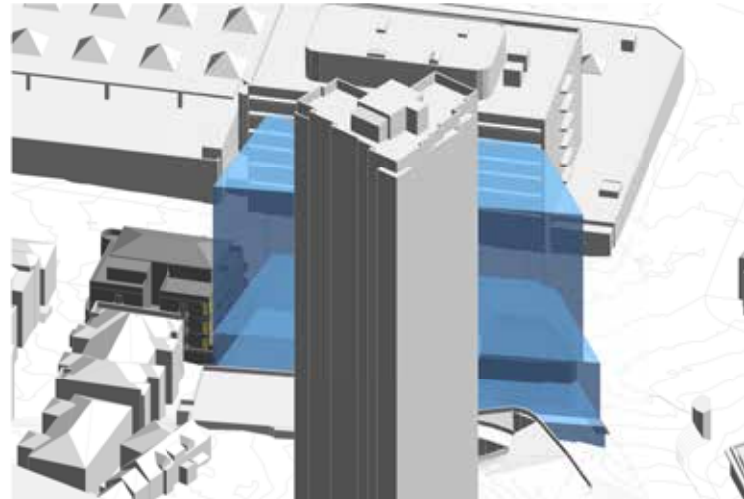
21 JUNE - 10.30AM



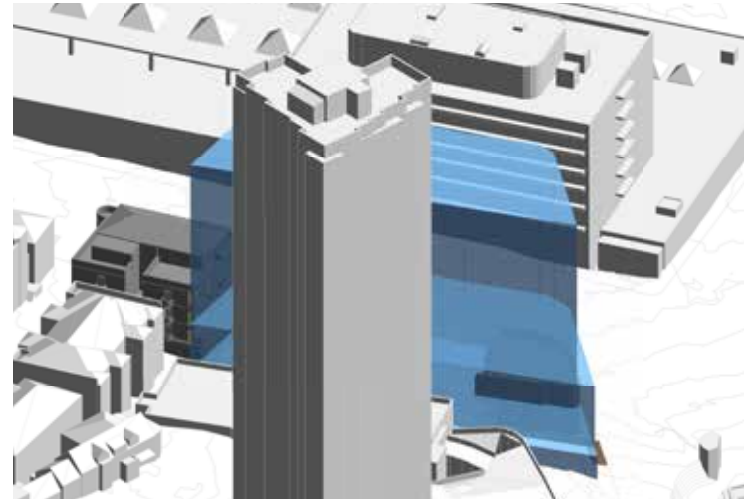
21 JUNE - 11AM



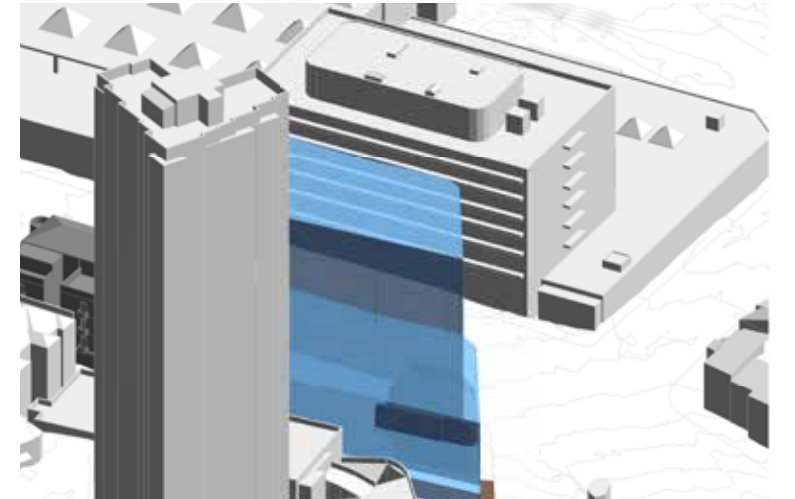
21 JUNE - 11.30AM



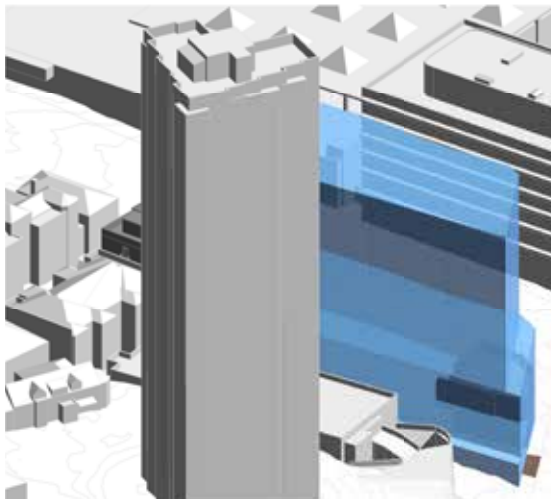
21 JUNE - 12PM



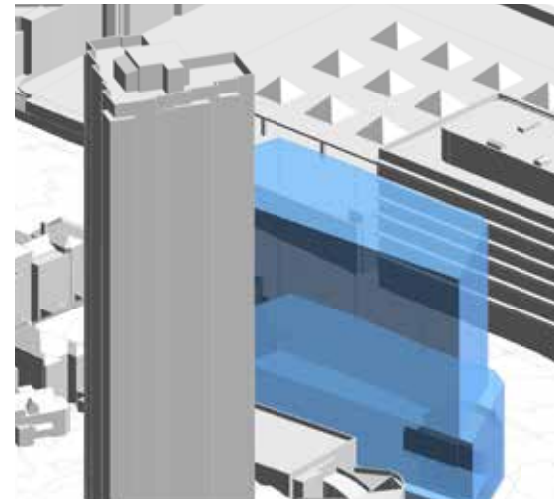
21 JUNE - 12.30PM



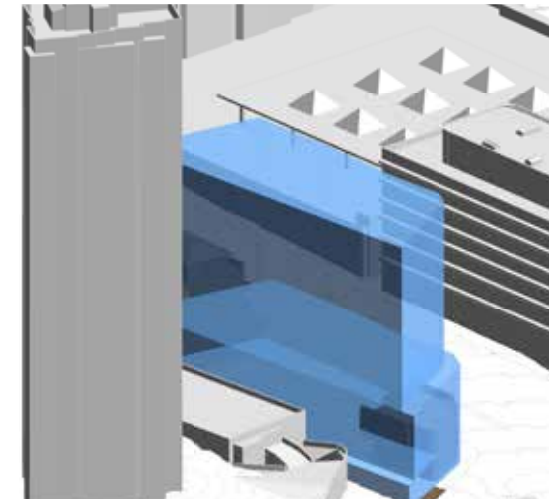
21 JUNE - 1PM



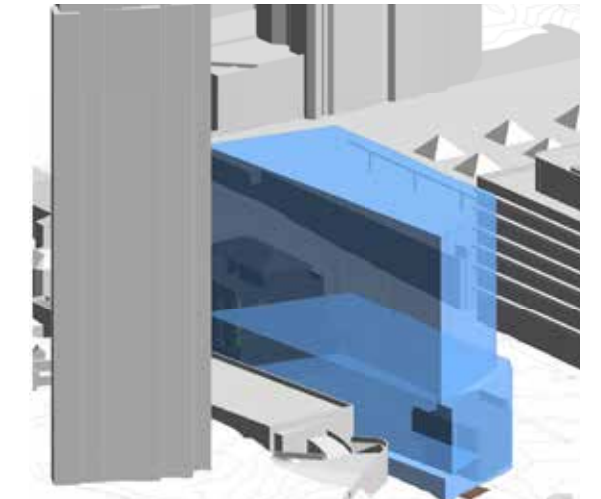
21 JUNE - 1.30PM



21 JUNE - 2PM



21 JUNE - 2.30PM



21 JUNE - 3PM

4.11 OPPORTUNITIES

Based on the site analysis and an understanding of the local context, the site presents a number of opportunities that will inform the creation of a successful design response.

Built Form

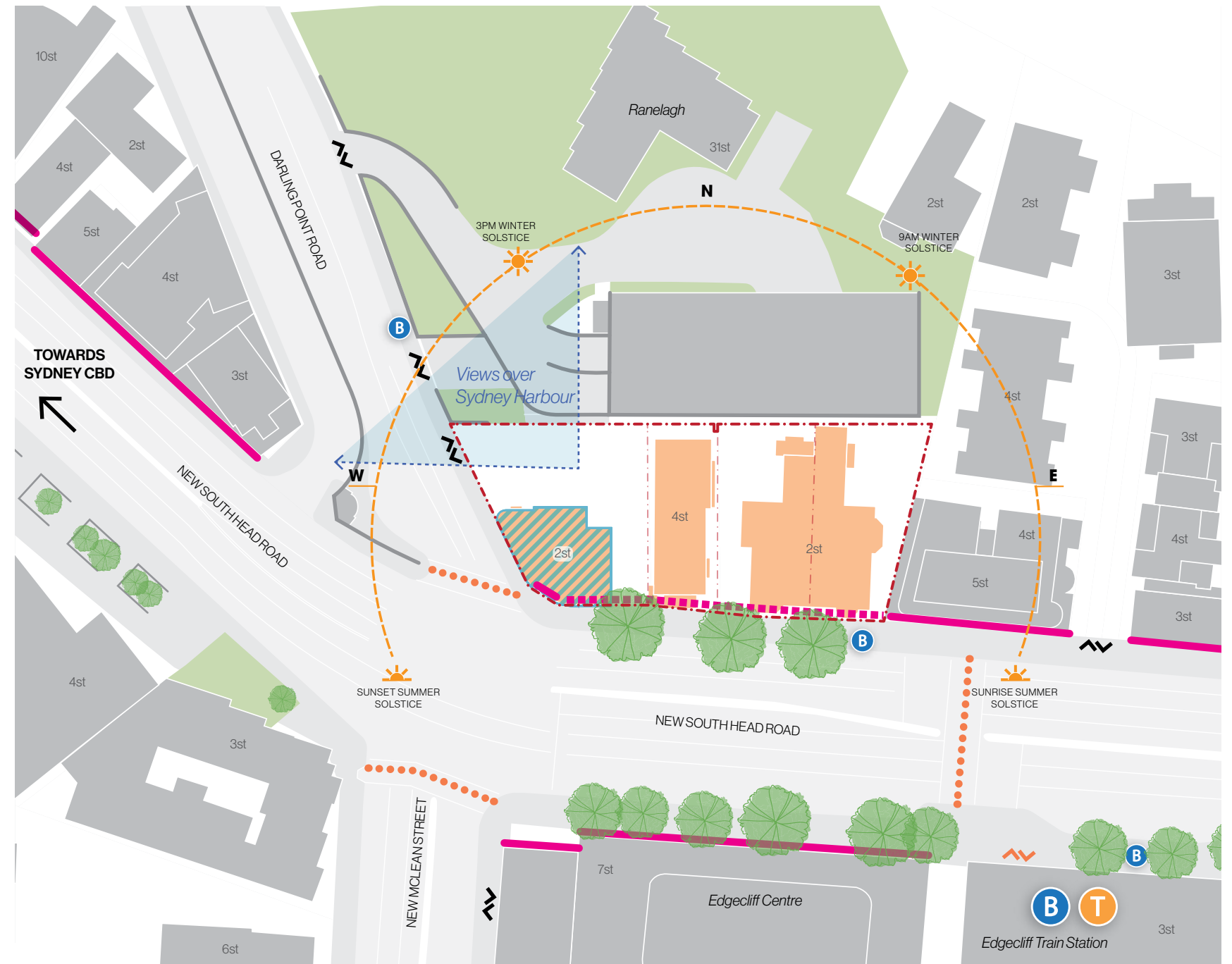
- Potential to design a direct response to the heritage building at the corner of New South Head Road and Darling Point Road, with recessive and complementary forms to retain the prominence of the heritage building.
- Increase street activation and public domain along New South Head Road.
- Existing 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.



LEGEND

- | | | |
|---|---|--|
| Site Boundary | Parking | Activation |
| Site Buildings | Vehicular Entry/Exit | Potential Activation |
| Surrounding Buildings | Train Station Entry/Exit | Views |
| Open Space | ●●● Signalised Crossing | |

Scale 1:800 @ A3

0m 5 10 20 30m

4.12 CONSTRAINTS

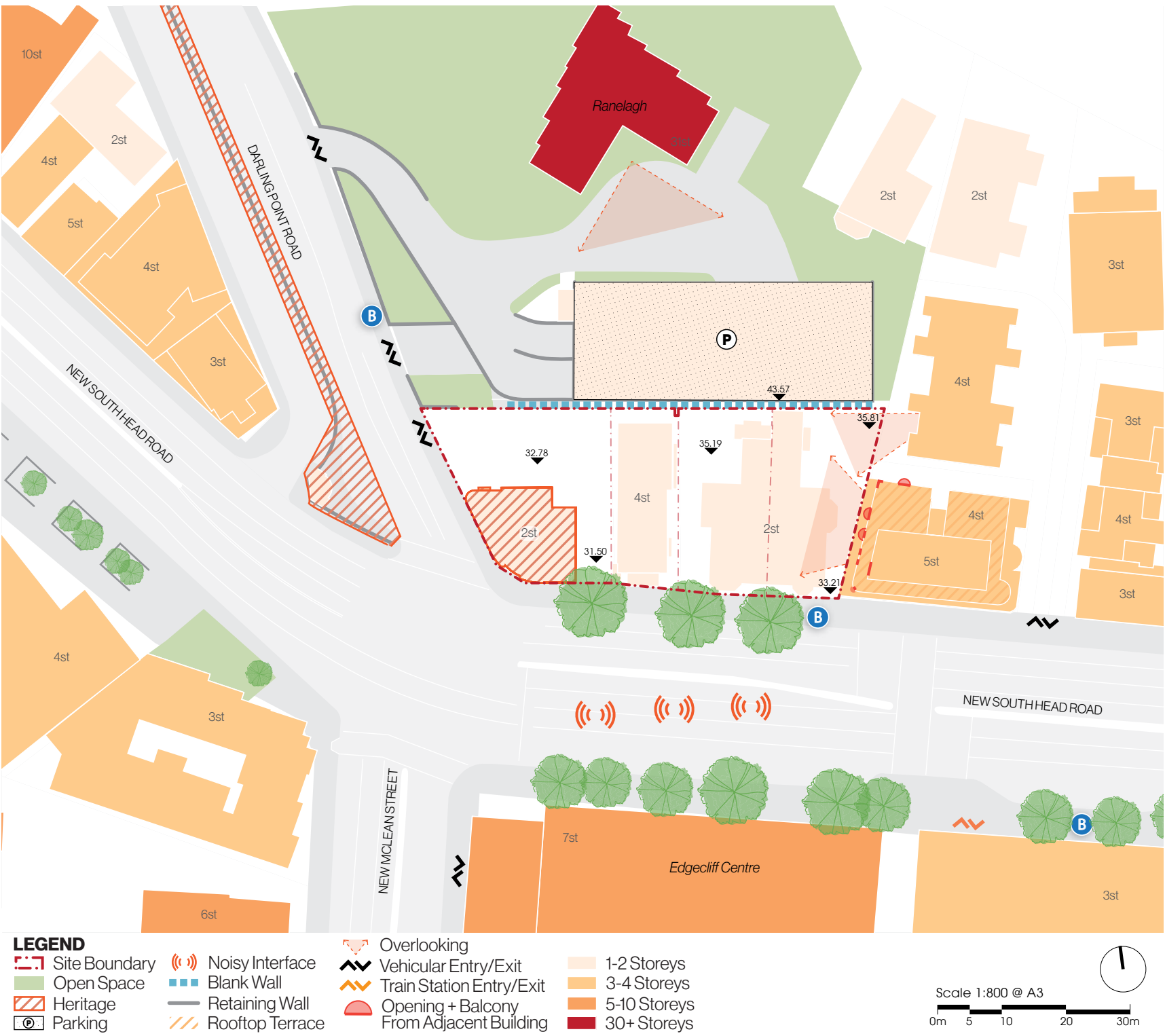
Based on the site analysis and an understanding of the local context, the site presents a number of constraints that will require consideration and coordination to ensure an appropriate design response.

Built Form

- **Heritage building** on corner could be difficult to integrate into future design and will need to be considered 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.







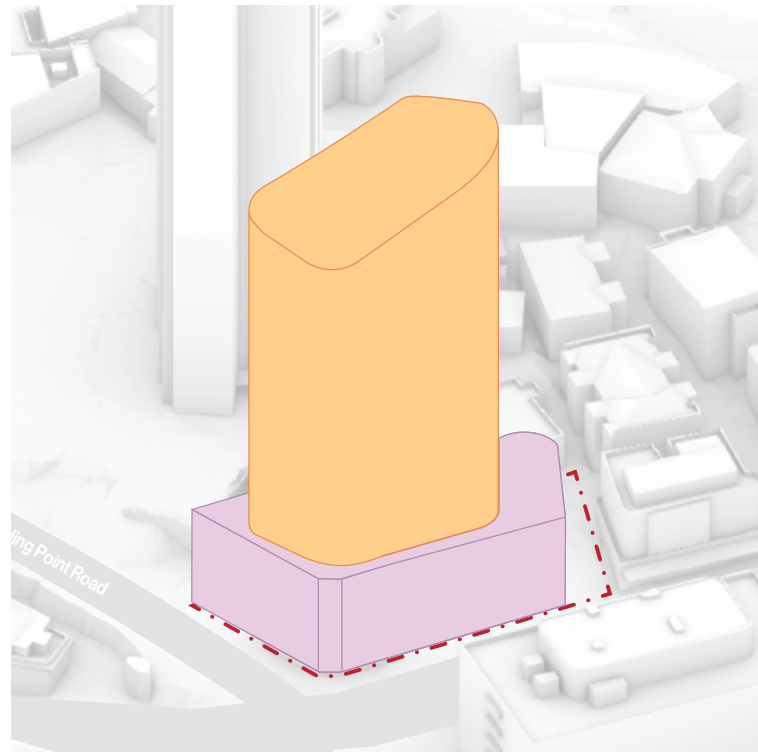
5.0 PROPOSED BUILDING ENVELOPE

05

5.1 PROJECT EVOLUTION

A summary of the design approach and how it has evolved to respond to the future Edgecliff Commercial Centre context.

We have articulated the pros and cons of each approach that has been developed following consultation with Council and integration with the ECC draft strategy to determine the most appropriate contextual fit.



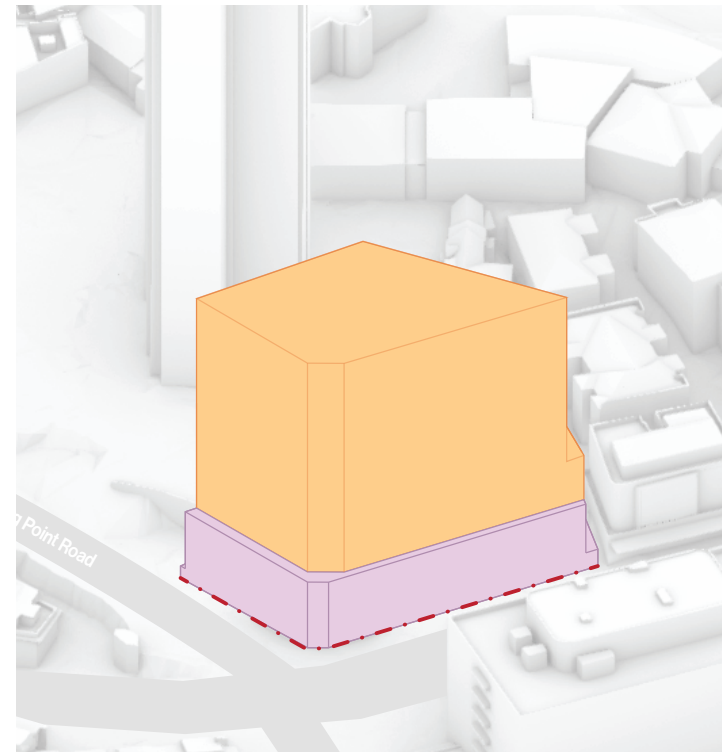
28 storeys

Pros

- Slender tower footprint minimises view impact at upper levels from Oceanpoint and Eastpoint
- Chamfered envelope on tower means that the building would not overshadow the Trumper Park oval
- Additional public domain proposed at eastern end of building on ground floor, providing opportunities for activation

Cons

- Tower height exceeds future vision for the ECC as detailed in Council's draft strategy
- Tower height limits views from Oceanpoint and Eastpoint apartments
- Approach to heritage building not integrated into the podium
- Podium height not consistent with current conditions or Council strategies



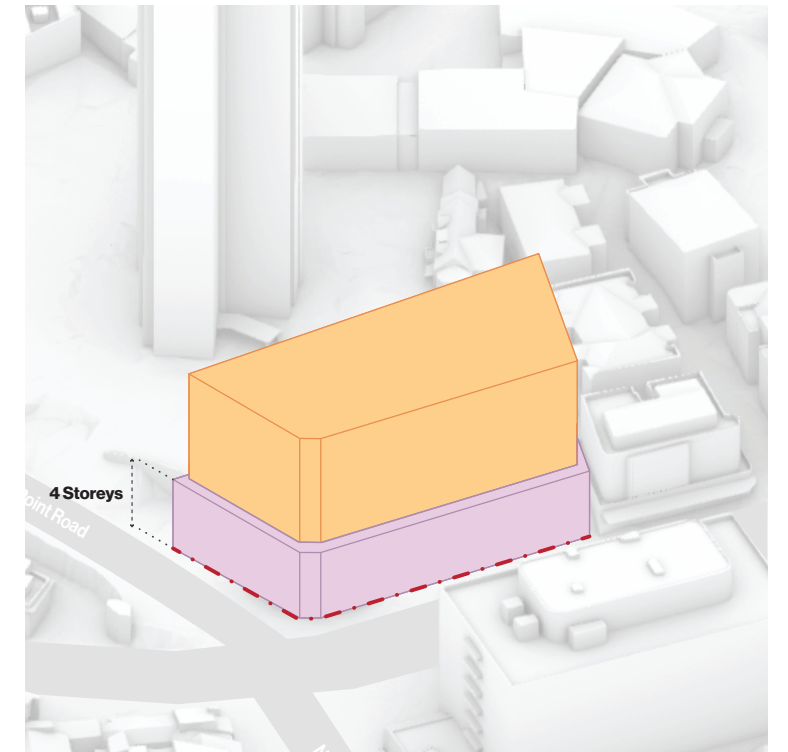
18 storeys

Pros

- Tower is chamfered at the north eastern corner to minimise view impact from Oceanpoint and Eastpoint towers
- Tower generally consistent with future vision for the ECC as detailed in Council's draft strategy
- Reduced overshadowing of Trumper Park

Cons

- Tower height limits views from Oceanpoint and Eastpoint apartments
- Setbacks inconsistent with current and desired future street scape conditions on New South Head Road and Darling Point Road



12 storeys

Pros

- Height of tower aligns with existing building height context and future vision for the ECC as detailed in Council's draft strategy
- Tower height does not overshadow Trumper Park
- Podium height and setbacks consistent with future vision for the streetscapes along Darling Point Road and New South Head Road
- Approach to heritage building integrated into the podium controls

Cons

- Tower height limits views from Oceanpoint and Eastpoint apartments at mid- lower levels

5.2 PROPOSED ENVELOPE

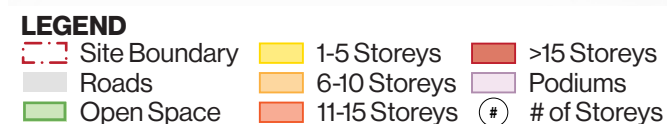
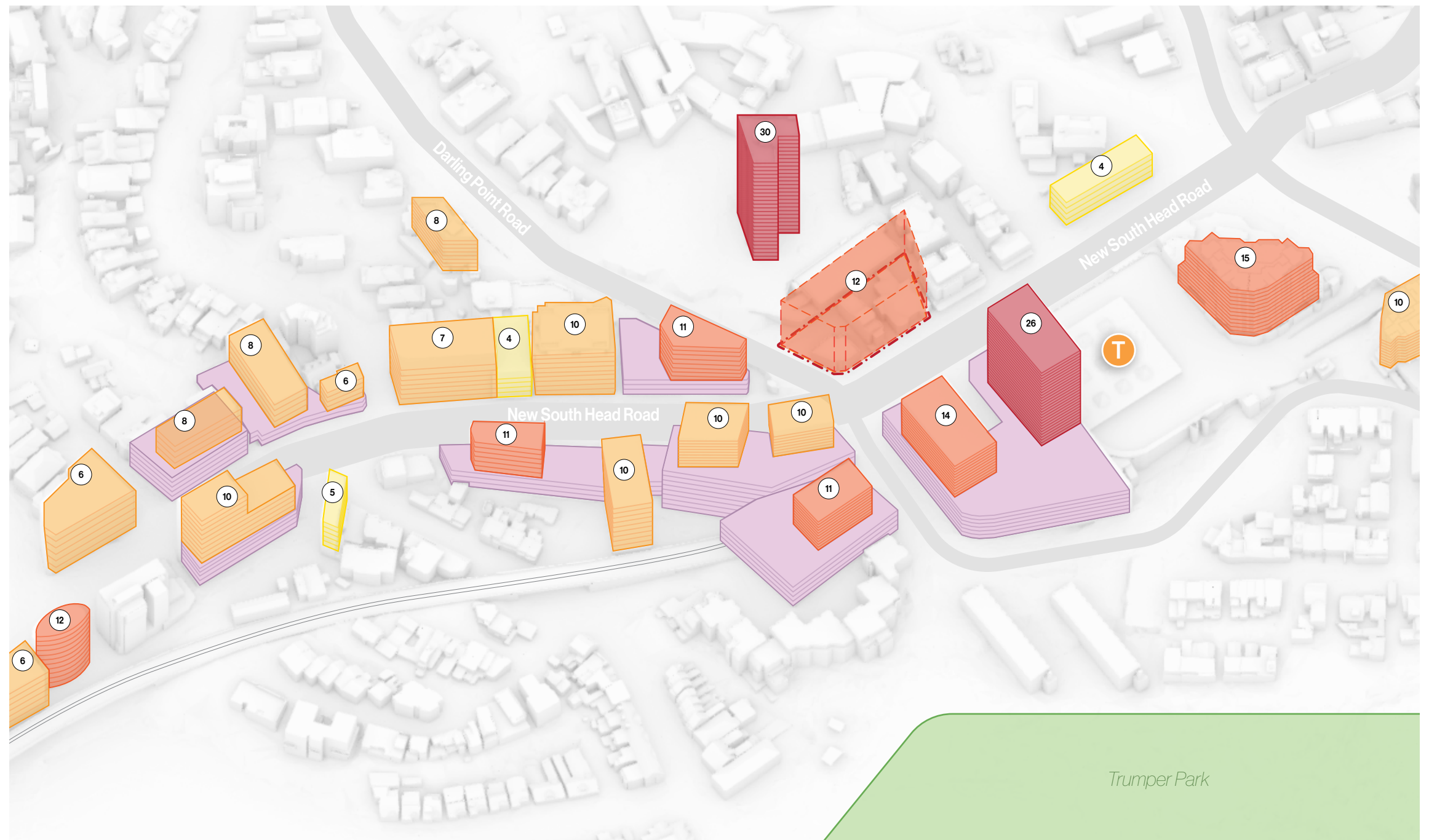
The proposed building envelope has been developed in response to the existing built context of the Edgecliff ridgeline and the planned future context of the Edgecliff Commercial Centre.

The proposed building height has been determined as a point of transition between the 31 storey height of Ranelagh Tower adjacent, the existing 9 storey building and the proposed 26 storey height of the Edgecliff Centre.

The proposed 12 storey envelope height will also act as an appropriate addition to the intersection of New South Head Road and Darling Point Road, where future development is to rise 10, 11 and 14 storeys tall.

Furthermore, the proposed built form will present a defined podium to reinforce the primacy of New South Head Road as a gateway to the east.

The building envelope will create a distinct 2.7m street setback, presenting a 4 storey street wall that is consistent with the existing form of the street.



5.3 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.

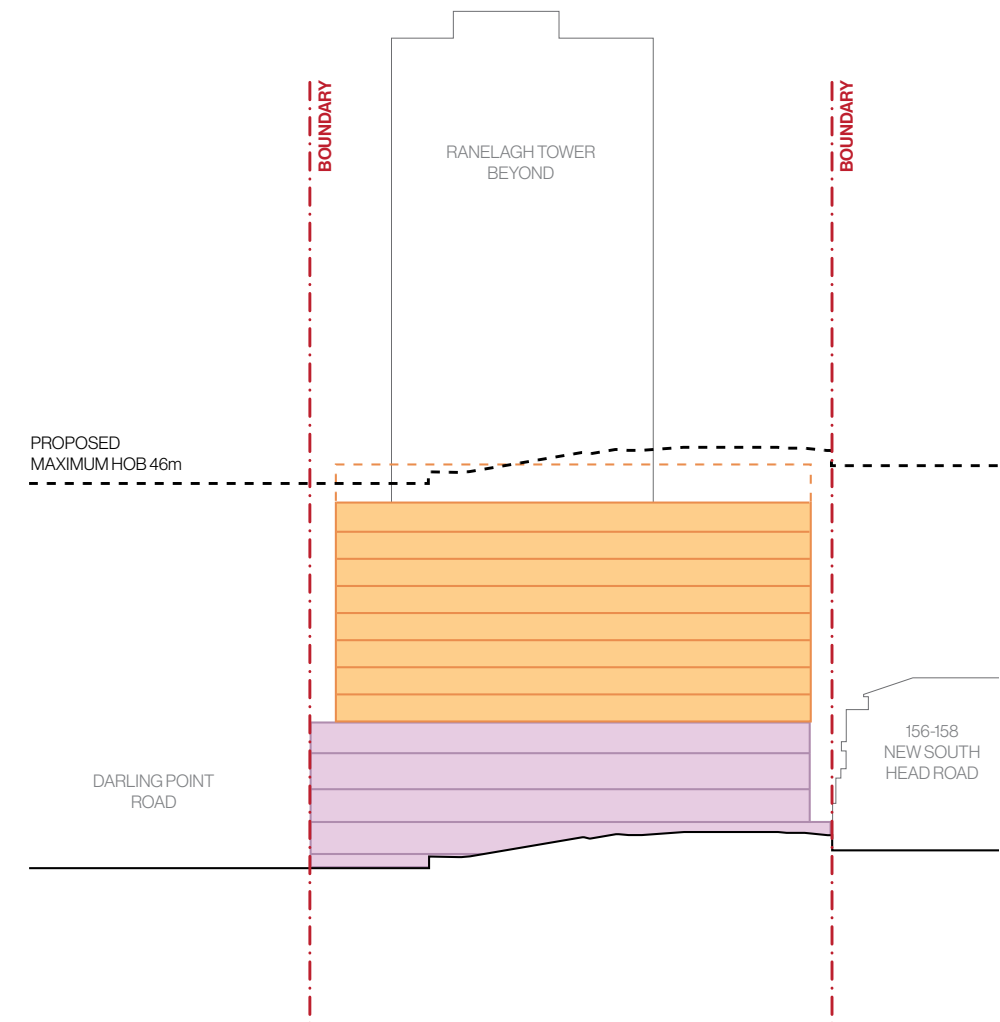
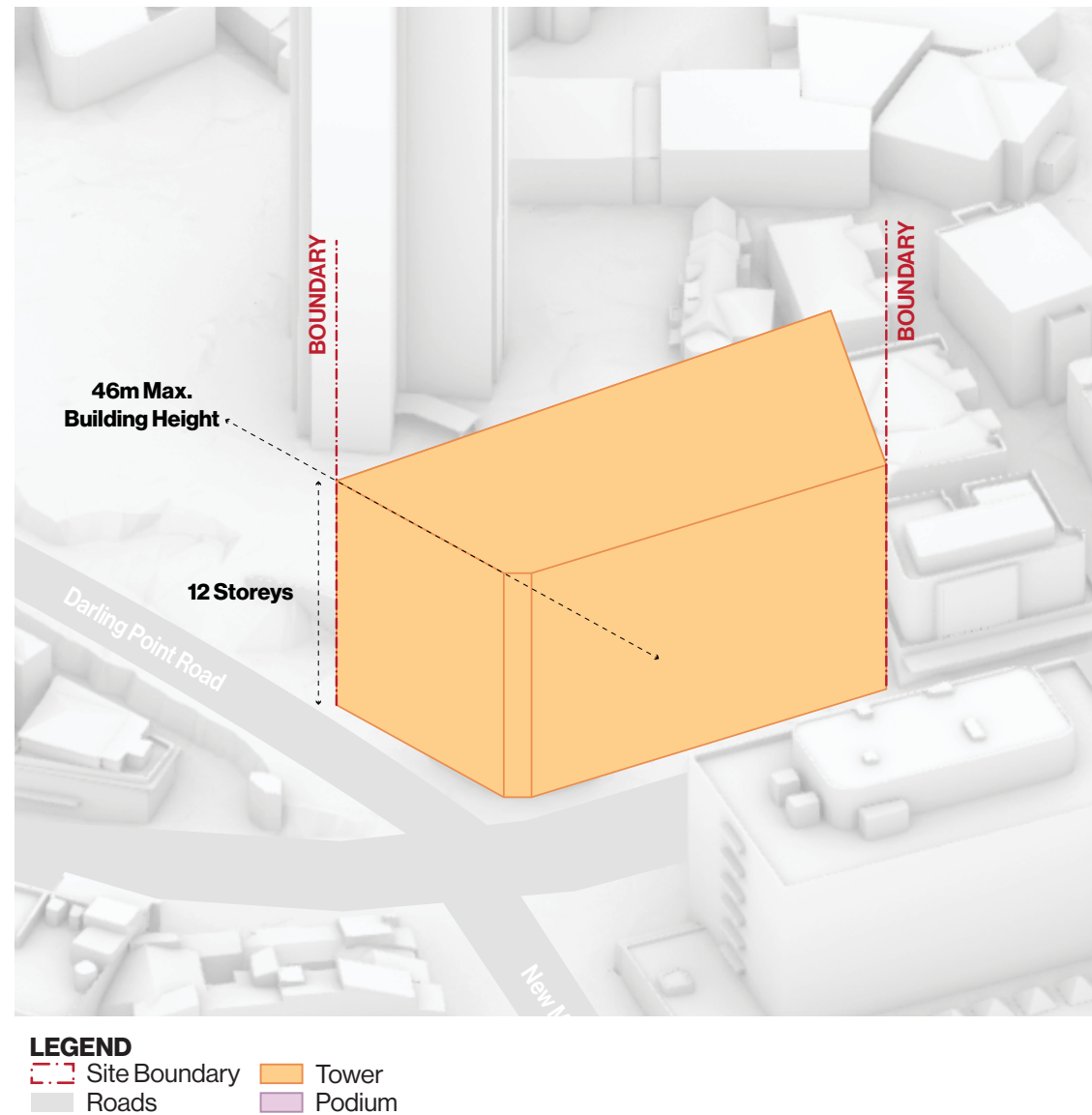
The proposed envelope height offers a transition between the height and bulk of Ranelagh tower and New South Head Road.

The 12 storey envelope presents as an appropriate form in response to the planned building heights of the intersection of New South Head Road and Darling Point Road, as outlined by the ECC Study.

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

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.



5.4 PODIUM HEIGHT

The proposed envelope responds to the objectives and controls highlighted in the Woollahra Development Control Plan 2015.

The proposal also incorporates setbacks to maintain views and solar access to nearby residents.

Podium height

DCP Podium objectives and controls

O3 To promote an attractive street wall along New South Head Road.

O5 To improve the relationship of buildings to the public domain.

C9 The front setback defines a coherent and consistent alignment to the public domain.

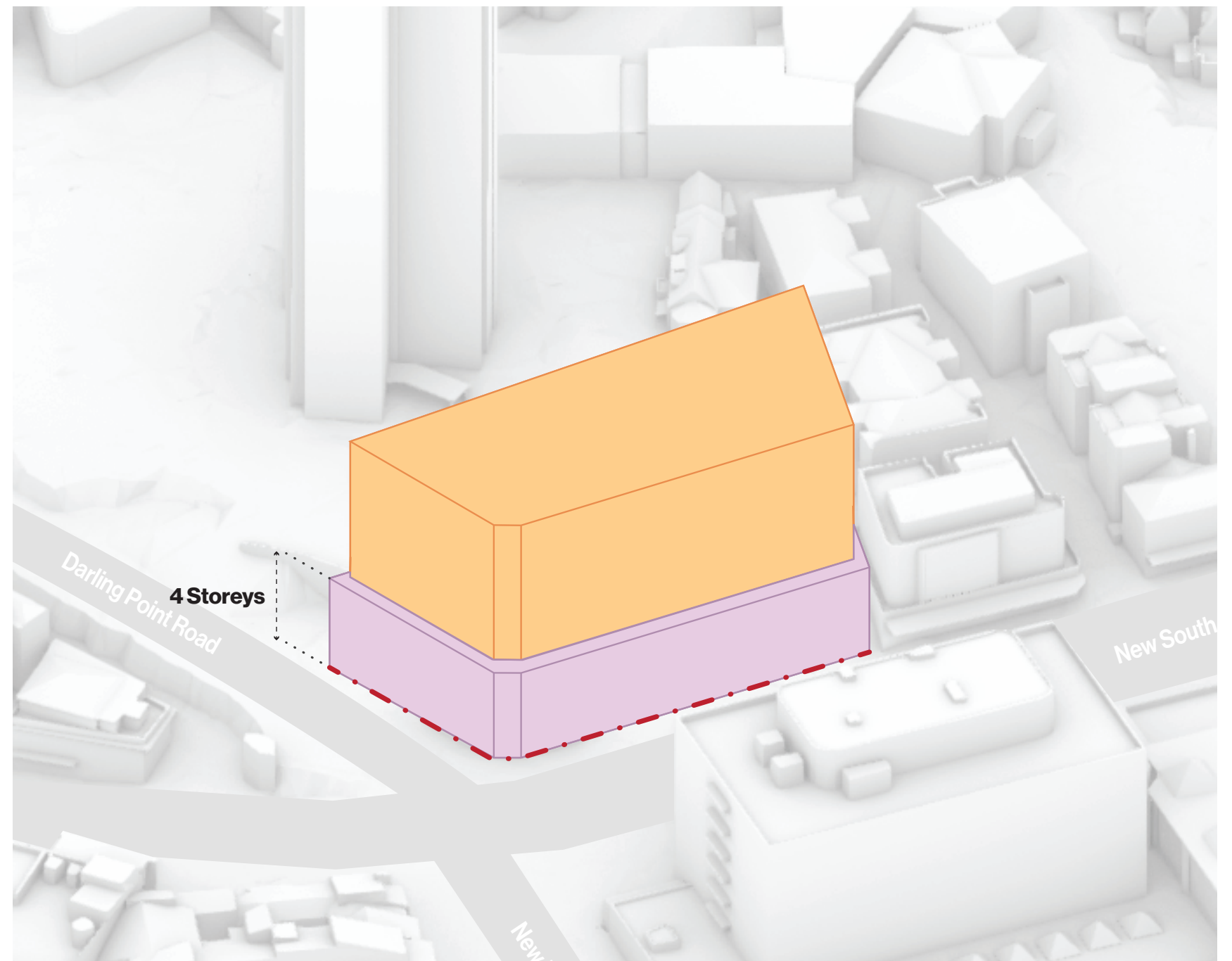
Massing Response

The proposed envelope adopts the tower+podium typology to enhance the existing street wall along New South Head Road (O3 + O5). The podium matches the 0m setback of the adjacent building at 160 New South Head Road (C9).

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 stipulated in the DCP to reinforce the existing street wall - to meet objectives O3 and O5 of the DCP.



LEGEND

- | | |
|---------------|--------|
| Site Boundary | Tower |
| Roads | Podium |

5.5 HERITAGE

Heritage Interface

DCP Heritage objectives and controls

O1 To protect and enhance items of heritage significance and contributory buildings.

O2 To ensure development conserves or enhances items and areas of special architectural, social, cultural or historic interest.

O3 To ensure that contributory buildings are retained and adaptively reused in a manner that respects the significance of the building.

O4 To support new building design that responds to, and complements, the form and character of heritage and contributory buildings.

C1 The significance of the heritage item or contributory building is not compromised by the proposed development, particularly in regards to building bulk, scale, design, setbacks, external colours and finishes.

C2 The upgrade or re-use of the heritage item or contributory building retains and enhances the architectural and streetscape value of the building.

C3 Development involving the re-use of a contributory building reinstates missing façade elements and decorative details.

C4 Demolition of a contributory building is avoided.

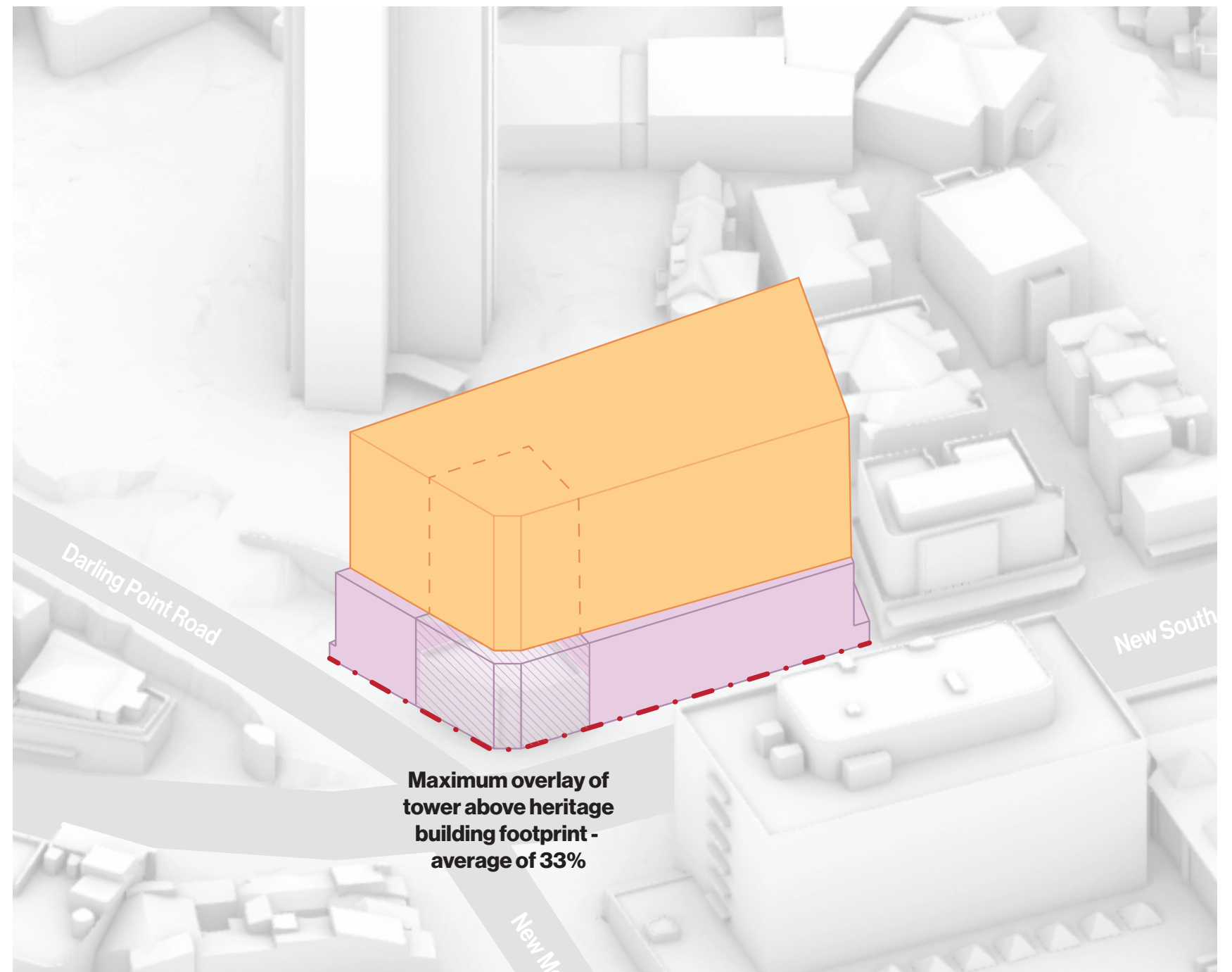
C5 Development adjacent to a heritage item or contributory building is sympathetic in scale, alignment, detailing and materials

Massing Response

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 preeminence 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 (O1, C4).

The proposed envelope will ensure a significant setback of the cantilevered built form above, ensuring that the tower element is an average of 33% 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 (O4, C1, C2, C5).



LEGEND
Site Boundary
Roads
Tower
Podium

5.6 TOWER SETBACKS

Setback controls

DCP setback objectives and controls

O7 To ensure development is sympathetic to the adjoining development.

O8 To protect access to natural light and ventilation of adjoining sites.

O9 To provide for the amenity of occupants and adjoining residential uses.

C16 At ground level, the building may have a zero setback to side and rear boundaries.

C17 A side boundary setback of at least 1.8m applies to the fifth storey and above, if relevant.

Note: This control is relevant to sites where the maximum building height is 20.5m in the LEP.

C18 A rear setback of 2.4m applies to all levels of the building above ground level.

C19 A 2.4m building articulation area applies at the rear to all levels above the first floor. The articulation area is occupied by a combination of external and internal elements.

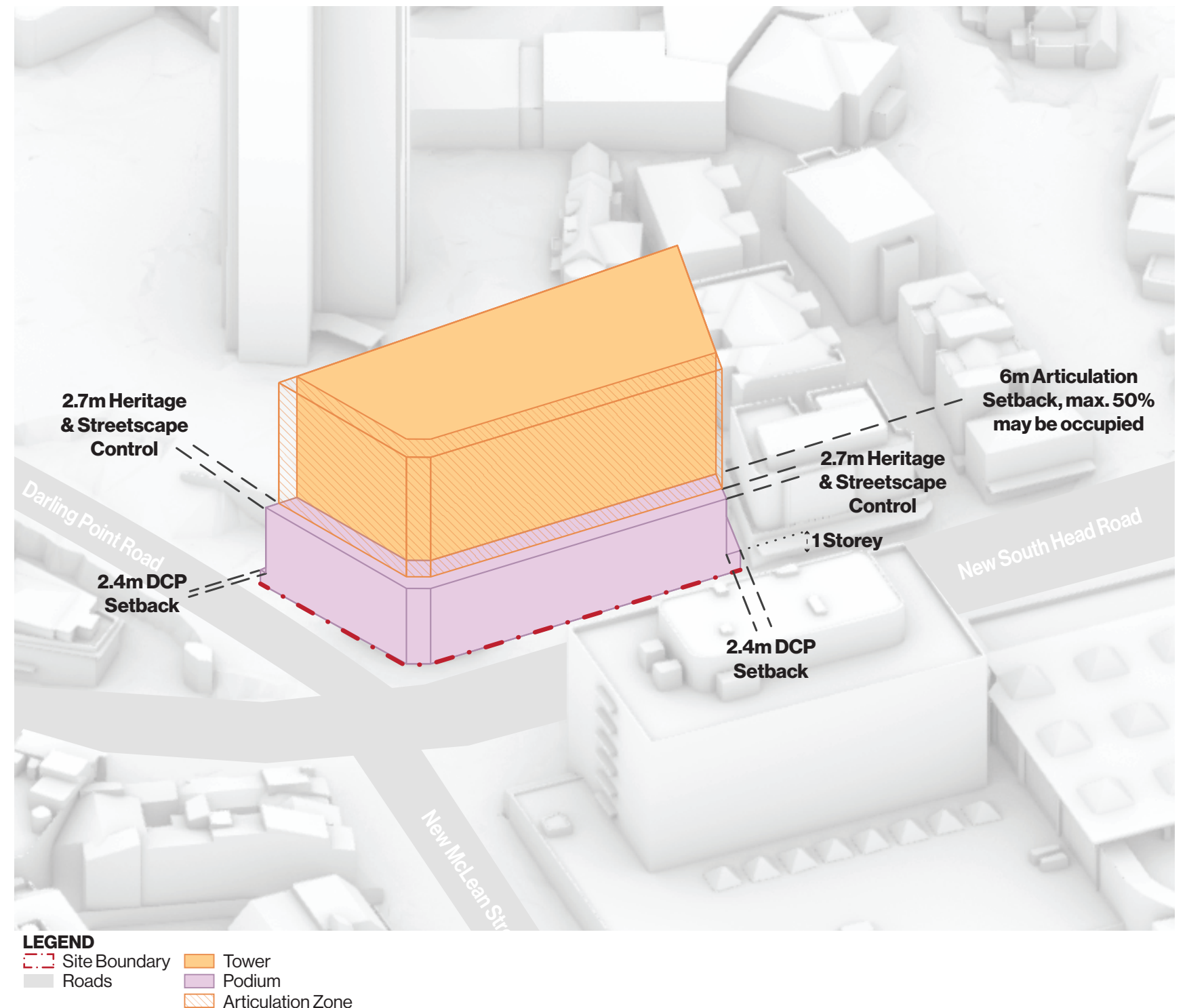
Massing response

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 (see below)

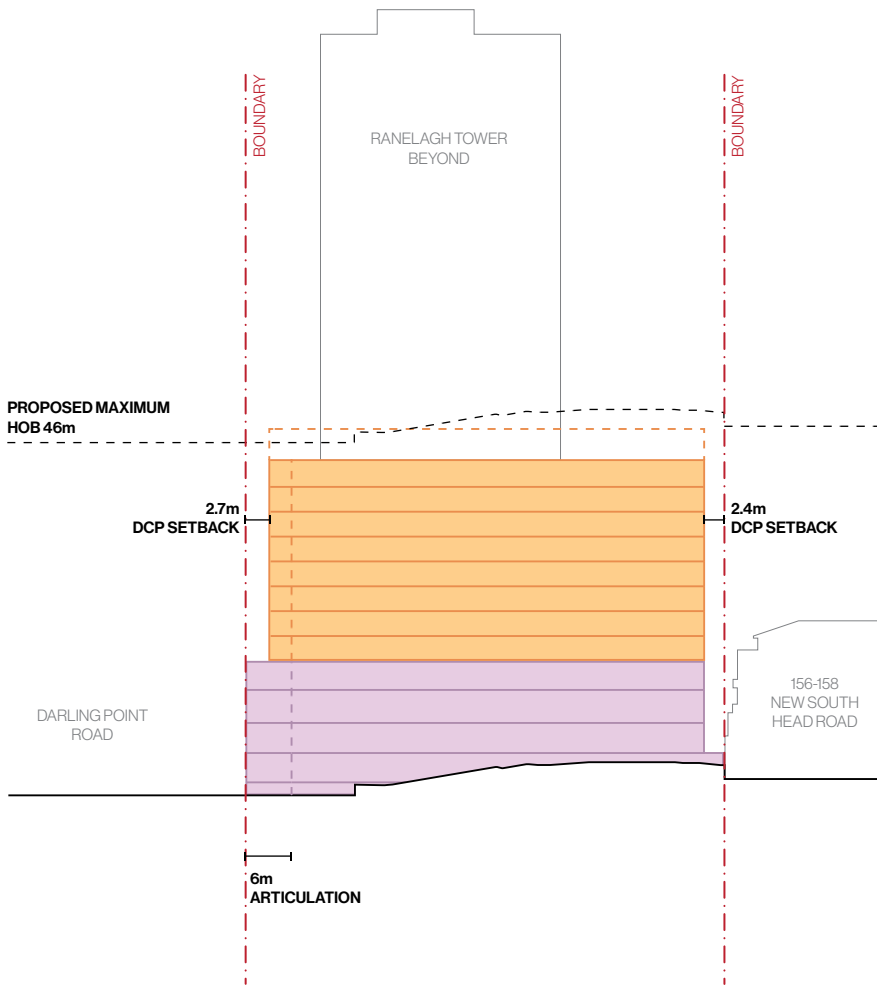
- a 6m articulation zone is proposed that supports the 2.7m heritage setback



Massing response

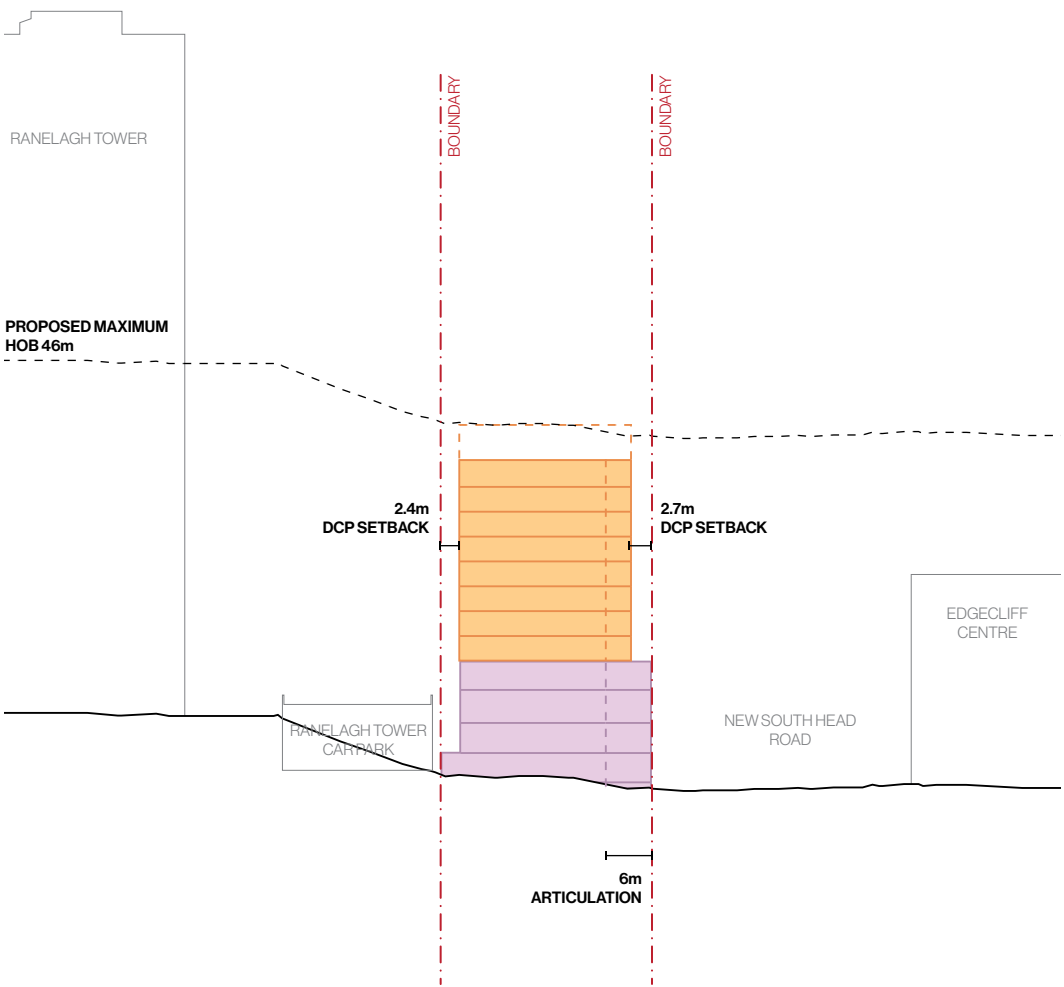
The proposed setbacks for the tower have been designed to ensure a sensitive interface with adjacent buildings.

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.



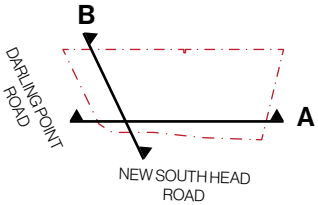
Section A

1:1000



Section B

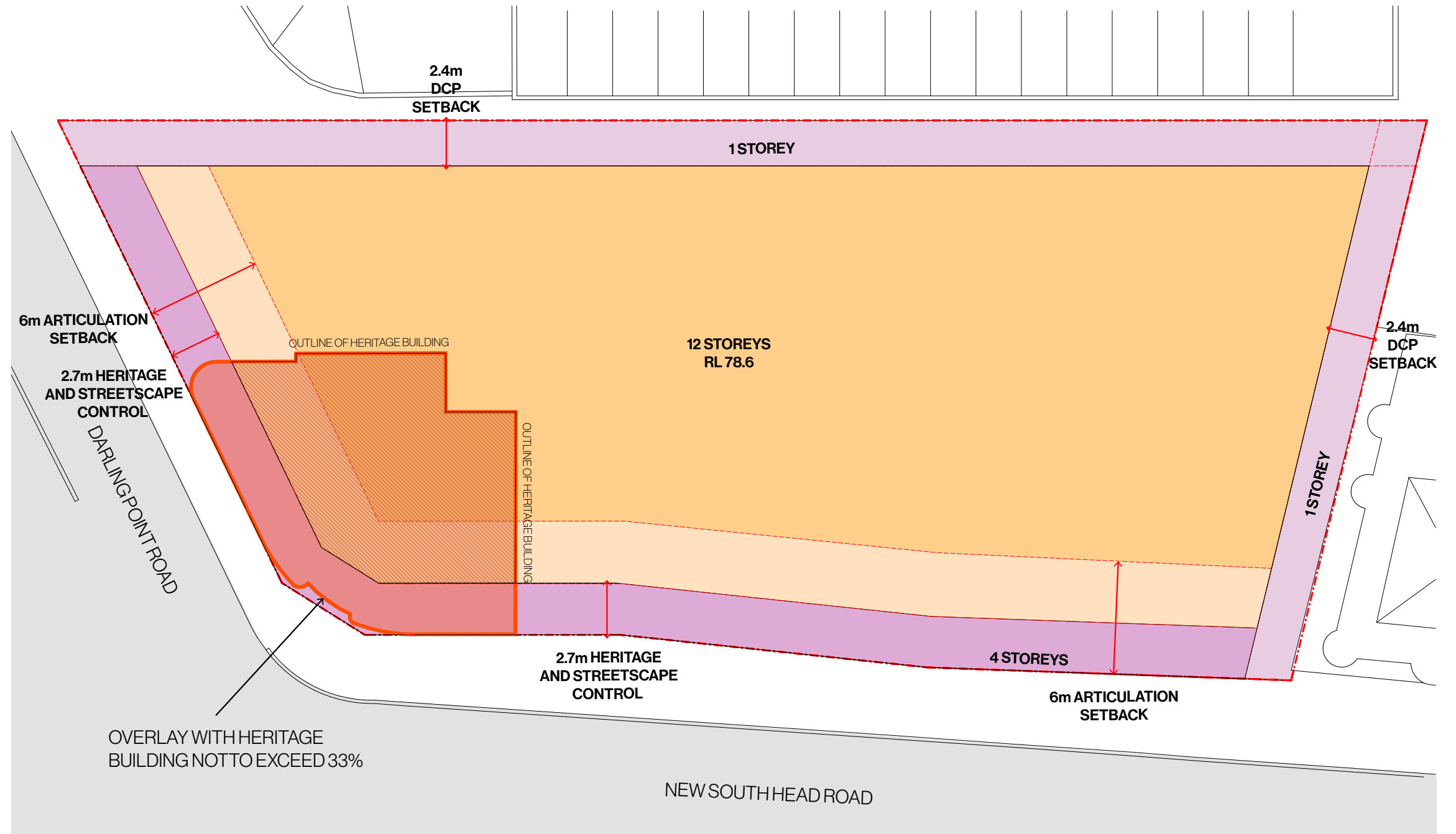
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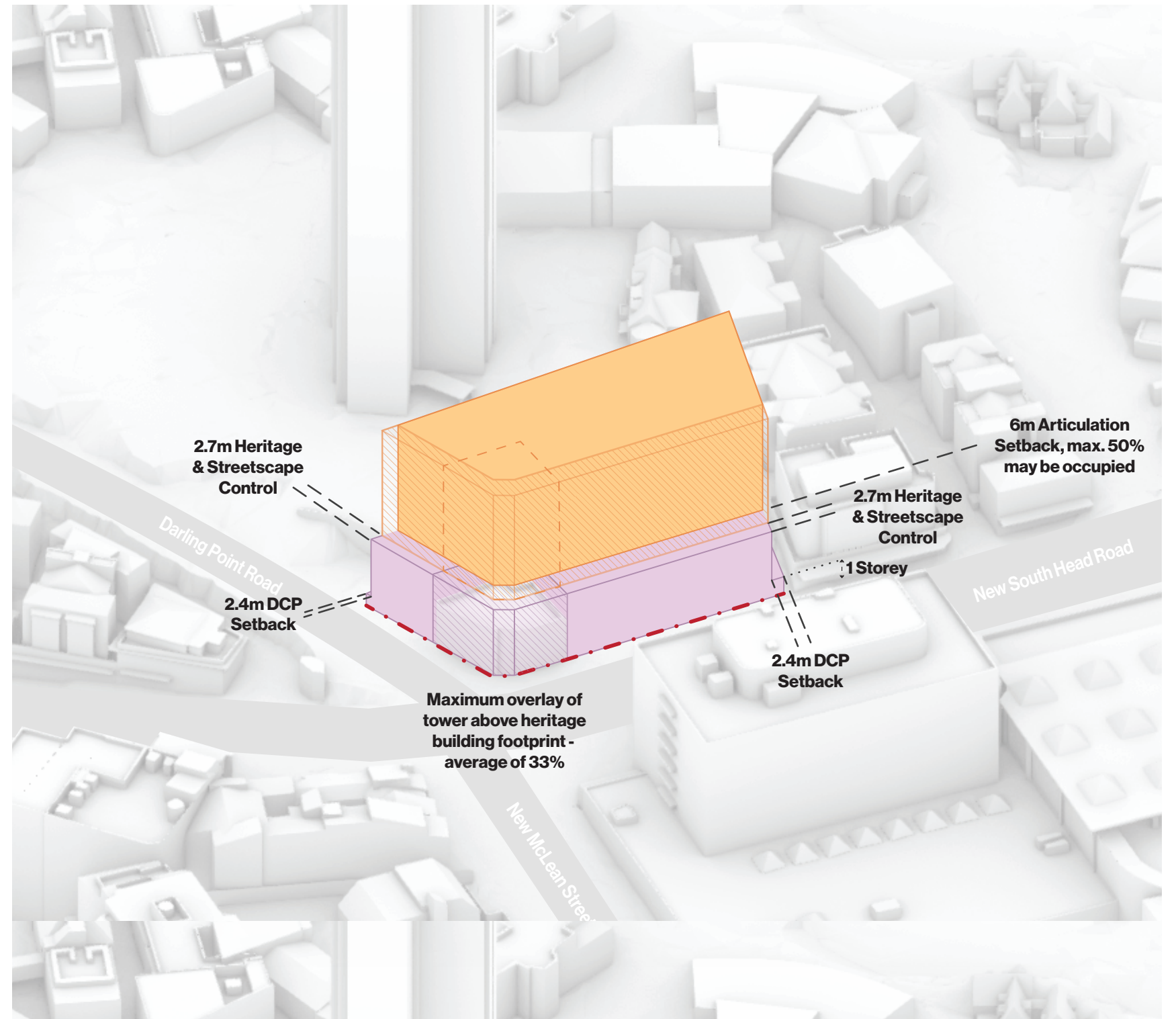


5.7 PROPOSED ENVELOPE

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.





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