



# Woollahra Local Planning Panel Public Meeting

**Friday, 22 April 2022  
1.00pm**

## **Agenda**

Meeting to be held using conferencing  
technology

## **Compliance with social distancing requirements to limit the spread of COVID-19 virus at Woollahra Local Planning Panel Meetings (Public Meetings):**

Amendments have been made to the *Local Government Act 1993* to allow councils to meet remotely to reduce the risk of COVID-19 and ensure compliance with the Public Health Order.

Woollahra Council will be holding Woollahra Local Planning Panel (WLPP) meetings remotely using conferencing technology. The Chair of the panel, members of the Panel and staff will be participating in meetings by an audio-visual link instead of attending in person.

In response to the Directive issued by the Minister for Planning & Public Spaces on 30 June 2020, the Woollahra Local Planning Panel was required to change the way applications are considered from 1 August 2020.

In this regard, the applications listed on this Agenda will be considered at a public meeting by the Panel.

Members of the public are invited to listen to Public meetings using conferencing technology. Public participation by phone will be managed in accordance with meeting procedures.

Instructions on how to join the meeting will be forwarded to person who have pre-registered to listen or make a submission to the panel. This information will be forwarded on the day of the meeting via email.

Late correspondence may be submitted for consideration by the Panel. All late correspondence must be received by **12 noon on the day before the meeting**. Late correspondence is to be emailed to [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au)

The Woollahra Local Planning Panel (Public Agenda), including the assessment report on the development application, will be publically available on Council's website six (6) days prior to the meeting at: [www.woollahra.nsw.gov.au/council/meetings\\_and\\_committees/agendas\\_and\\_minutes](http://www.woollahra.nsw.gov.au/council/meetings_and_committees/agendas_and_minutes)

Minutes of the Woollahra Local Planning Panel (Electronic Meeting) will be posted to Council's website once finalised.

If you are experiencing any issues in joining the meeting please call Council's Governance department on (02) 9391 7001.

A audio recording of the meeting will be uploaded to Council's website following the meeting by 5.00pm on the next business day.

## **Outline of Meeting Protocol & Procedure (COVID-19):**

- The Chair will call the Meeting to order and ask the Panel/Staff to present apologies and/or late correspondence.
- The Chair will commence the Order of Business as shown in the Index to the Agenda.
- To listen to the meeting, please register by sending your name, phone number, email address and item you are interested in to [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au) by **12 noon on the day before the meeting**.
- To register to speak at the meeting, you should register using the appropriate 'Register to address the Panel Application Form' as available on Council's website at: [www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au) by **12 noon on the day before the meeting**.
- Members of the Public who have pre-registered to listen or speak at a meeting will be sent an email with the audio-visual link prior to the meeting. Please **do not** share the audio-visual link with any third party/ies.
- Members of the Public who have pre-registered to speak will be allowed three (3) minutes in which to address the Panel, one (1) warning bell will be rung at the conclusion of two (2) minutes and two (2) warning bells rung at the conclusion of three (3) minutes. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (e.g. applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allocated three (3) minutes, the speaker takes no further part in the debate unless specifically called to do so by the Chair.
- If there is more than one (1) person wishing to address the Panel from the same side of the debate, the Chair will request that where possible a spokesperson be nominated to represent the parties.
- After considering any submissions the Panel will debate the matter (if necessary) in closed session, and arrive at a resolution.
- Minutes of the Woollahra Local Planning Panel (Public Meeting) will be posted to Council's website once finalised.

## **Disclaimer:**

By speaking at the Woollahra Local Planning Panel (WLPP) Meeting members of the public consent to their voice and personal information (including name and address) being recorded and publicly available on Council's website. Accordingly, please ensure your address to Council is respectful and that you use appropriate language and refrain from making any defamatory statements or discriminatory comments.

Woollahra Council does not accept any liability for statements, comments or actions taken by individuals during a Council meeting.

Any part of the meeting that is held in closed session will not be recorded.

People connecting to this meeting by conferencing technology are reminded that under the *Local Government Act 1993*, the recording of meetings by a member of the public using any electronic recording device including a mobile phone or video camera is not permitted. Any person found recording without the permission of Council may be expelled from the meeting.

The recording of each meeting will be retained on Council's website for a minimum period of 6 months. After that period has passed, recordings of meetings may be disposed of in accordance with the *State Records Act 1998*.

For further information please visit [www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au)

## **Woollahra Local Planning Panel Membership:**

1 Chair, 2 Experts and 1 Community Representative

## **Quorum:**

3 Panel members



# Woollahra Municipal Council

## Notice of Meeting

13 April 2022

To: Woollahra Local Planning Panel Members  
*Chair*  
*Experts*  
*Community Representative*

Dear Panel Members,

### Woollahra Local Planning Panel (Public Meeting) – 22 April 2022

In accordance with the provisions of the Local Government Act 1993, I request your attendance at Council's **Woollahra Local Planning Panel (Public)** meeting to be held via teleconference, **on Friday 22 April 2022 at 1.00pm.**

Panel Members, members of the public and staff are advised that we will be holding Woollahra Local Planning Panel meetings remotely using conferencing technology (until further notice).

Members of the public may:

- Register to address the meeting by **no later than 12 noon on the day before the meeting** using the following Register to Speak Form  
[https://www.woollahra.nsw.gov.au/council/meetings\\_and\\_committees/planning\\_panels/woollahra\\_local\\_planning\\_panel\\_wlpp/wlpp\\_register\\_to\\_speak](https://www.woollahra.nsw.gov.au/council/meetings_and_committees/planning_panels/woollahra_local_planning_panel_wlpp/wlpp_register_to_speak).
- Submit late correspondence for consideration by Councillors by emailing [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au) by **12noon on the day of the meeting.**
- Watch and listen to the meeting live via Council's website **from 1.00pm on the day of the meeting:**  
[https://www.woollahra.nsw.gov.au/council/meetings\\_and\\_committees/planning\\_panels/woollahra\\_local\\_planning\\_panel\\_wlpp/wlpp\\_agendas\\_audio\\_recordings\\_and\\_minutes](https://www.woollahra.nsw.gov.au/council/meetings_and_committees/planning_panels/woollahra_local_planning_panel_wlpp/wlpp_agendas_audio_recordings_and_minutes)

A audio recording of the meeting will be uploaded to Council's website following the meeting by 5.00pm on the next business day.

The safety of our community, Councillors and our staff is Council's number one priority and we thank you for your patience and understanding at this time.

If you have any difficulties accessing the meeting please contact (02) 9391 7001.

Regards,

Craig Swift-McNair  
General Manager



## Meeting Agenda

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1.	Opening	
2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Late Correspondence	
5.	Declarations of Interest	
	<b>Items to be Decided by the Panel</b>	
D1	Planning Proposal - 136-148 New South Head Road, Edgecliff - 22/69145 .....7 <b>*See Recommendation Page 7</b>	



<b>Item No:</b>	D1
<b>Subject:</b>	<b>PLANNING PROPOSAL - 136-148 NEW SOUTH HEAD ROAD, EDGECLIFF</b>
<b>Authors:</b>	Louise Menday, Consultant Strategic Planner Lyle Tamlyn, Strategic Planner Anne White, Manager - Strategic Planning
<b>Approver:</b>	Scott Pedder, Director - Planning & Place
<b>File No:</b>	22/69145
<b>Purpose of the Report:</b>	To seek the advice of the Woollahra Local Planning Panel in relation to a planning proposal to amend the planning controls for 136 - 148 New South Head Road, Edgecliff under the Woollahra Local Environmental Plan 2014.
<b>Alignment to Delivery Program:</b>	Strategy 4.1: Encourage and ensure high quality planning and urban design outcomes.

#### **Recommendation:**

- A. THAT the Woollahra Local Planning Panel advises Council to proceed with the planning proposal for 136-148 New South Head Road, Edgecliff to amend the *Woollahra Local Environmental Plan 2014* to:
- (i) Increase the maximum height of buildings development standard from 14.5m to 46m.
  - (ii) Increase the maximum floor space ratio development standard from 1.5:1 to 5:1.
- B. THAT the Woollahra Local Planning Panel advises Council that:
- (i) Any planning agreement proposed by the applicant be prepared in accordance with the adopted *Woollahra Voluntary Planning Agreement Policy 2020*.
  - (ii) Should a Gateway determination be received, the planning proposal, site-specific draft development control plan and any draft Planning Agreement be publicly exhibited concurrently.

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#### **Executive Summary:**

This report seeks the advice of the Woollahra Local Planning Panel (Woollahra LPP) on proposed amendments to the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014).

On 13 October 2021, Edgecliff Central Pty Ltd lodged a request for a planning proposal for 136-148 New South Head Road, Edgecliff (the subject site). The objective of the planning proposal is to increase the development potential of the subject site to facilitate a 12 storey mixed use building by amending the Woollahra LEP 2014 as follows:

- Increase the maximum Height of Buildings development standard from 14.5 m to 46 m; and
- Increase the maximum floor space ratio (FSR) development standard from 1.5:1 to 5:1

The applicant submitted an indicative development concept to illustrate the built form that could be constructed in accordance with the proposed envelope.

We recommend that the Woollahra LPP provides advice to Council to proceed with the draft planning proposal at **Attachment 1**.



The site is located on the north-eastern corner of New South Head Road and Darling Point Road (see **Figure 2** below). The landform of the site rises from the west to the east along New South Head Road, with it being a relatively high point towards the top of the ridge. The New South Head Road frontage is approximately 55m and the secondary frontage to Darling Point Road is approximately 27m.



**Figure 2: Aerial view of the subject site (site highlighted in red)**

The site comprises the following buildings (see **Figures 3-5** below):

- 136 New South Head Road – A two storey rendered brick building, used for commercial and residential purposes, with an at grade car park to the rear. This property is listed as local heritage item No. 238 under the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014).
- 138-140 New South Head Road – A three to four storey rendered brick apartment building. Due to the slope from north to south across this property, the building presents as four storeys to New South Head Road.
- 142-148 New South Head Road – A two storey former residential building currently used for commercial and medical suites.



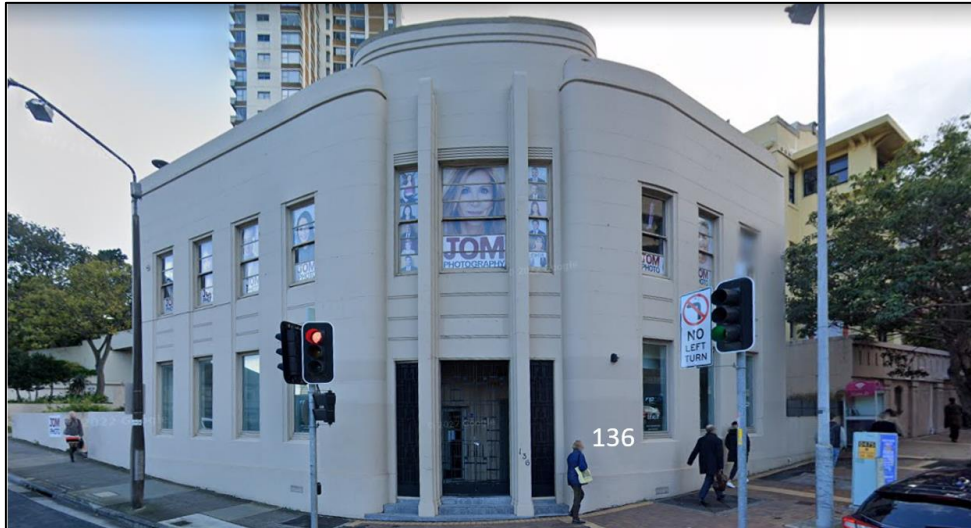


Figure 3: 136 New South Head Road, viewed from the corner of New South Head Road

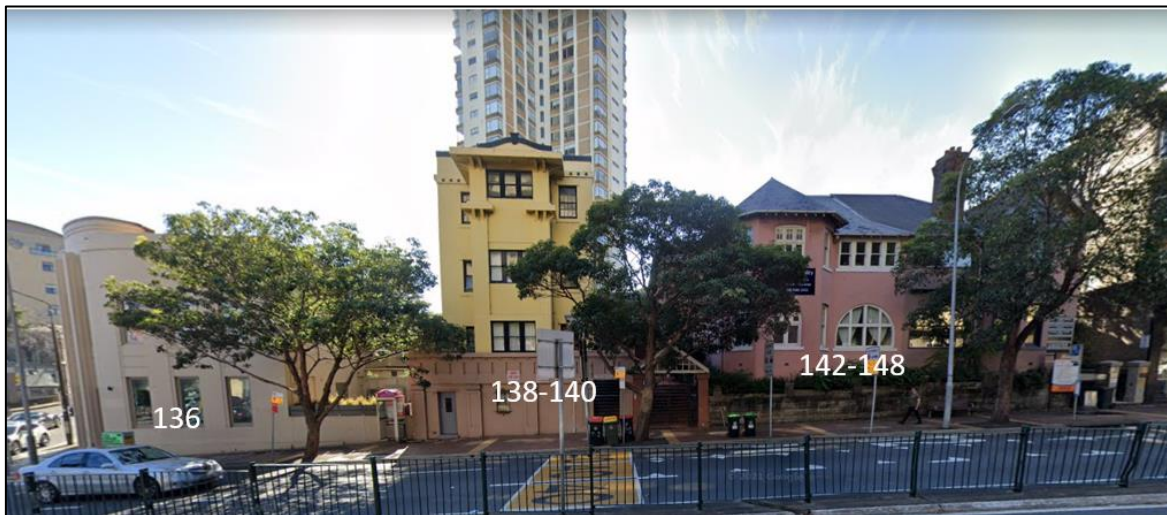


Figure 4: 136-148 New South Head Road, viewed from New South Head Road.



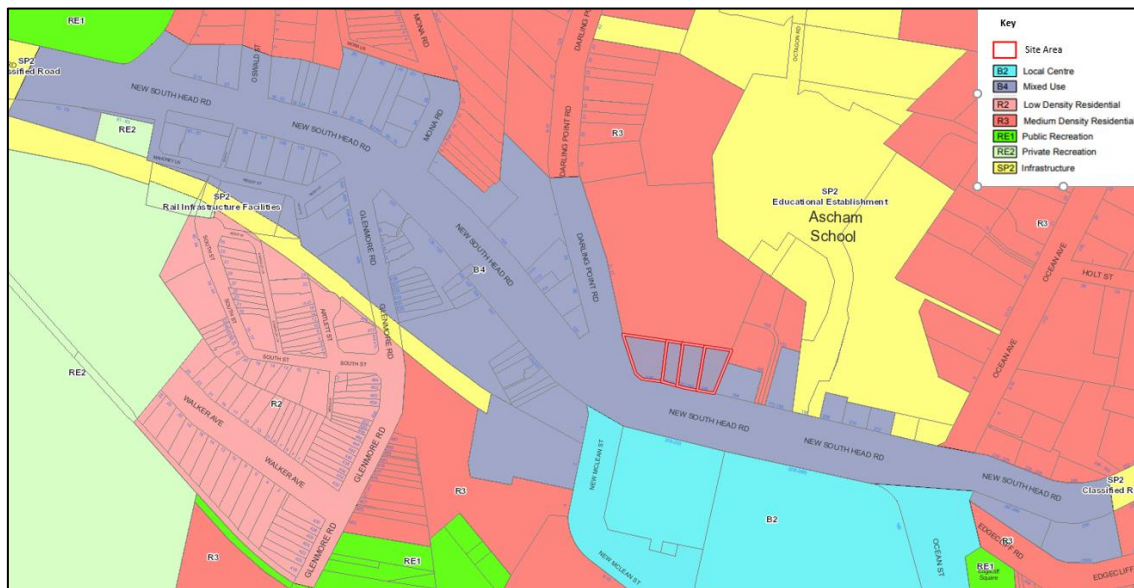
Figure 5: 3D view of 136-148 New South Head Road  
(with the site highlighted in red) viewed from the west.



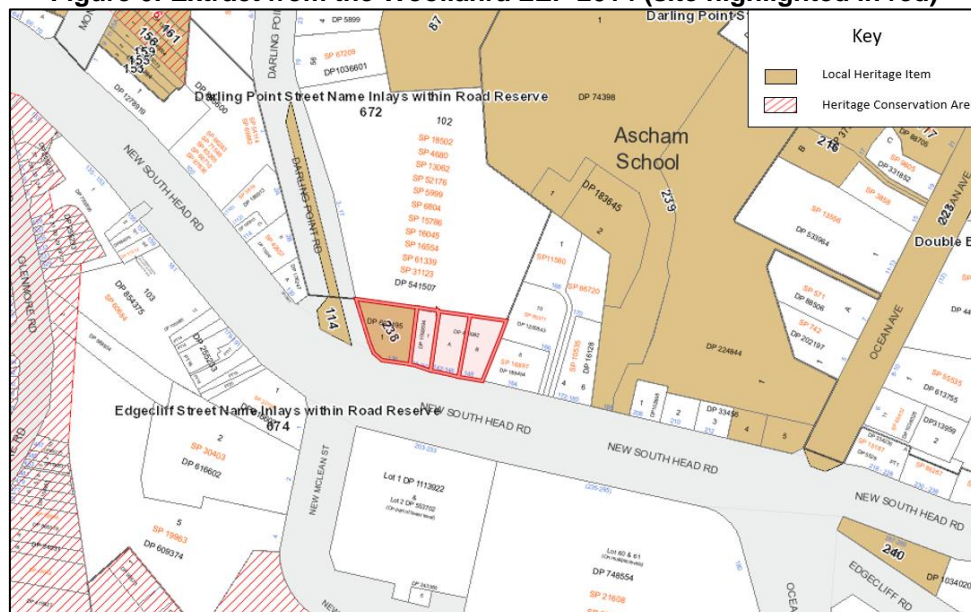
There are three Brush Box trees on the Council verge along the New South Head Road frontage. These trees are evenly spaced and vary in height between 10m and 12m

Vehicular access is provided via an existing driveway off Darling Point Road, about 25m from the intersection with New South Head Road. The driveway currently provides access to off-street parking for 136 New South Head Road only. Each building has pedestrian access points from New South Head Road.

The site is zoned B4 Mixed Use under the Woollahra LEP 2014 (see **Figure 6** below) and the corner of 136 New South Head Road is identified as land to be reserved for road widening under *Clause 5.1 Relevant acquisition authority of the Woollahra LEP 2014*<sup>1</sup>.



**Figure 6: Extract from the Woollahra LEP 2014 (site highlighted in red)**



**Figure 7: Extract from the Woollahra LEP 2014 Heritage Map (site highlighted in red)**

<sup>1</sup> On 25 October 2021 Council resolved to submit a planning proposal to the Department of Planning and Environment seeking to remove twelve parcels of land along New South Head Road and Glenmore Road in Edgecliff from the Land Reservation Acquisition Map in the Woollahra LEP 2014. These parcels have been reserved for road widening. As this matter is being progressed separately, it is not the subject of this planning proposal.

### The surrounding context

Development surrounding the site comprises a mix of commercial, retail, residential and educational buildings varying in age, and height from 1 storey to 14 storeys. An exception to this built form is the 31 storey apartment building 'Ranelagh', located immediately to the north and zoned R3 Medium Density Residential under the Woollahra LEP 2014. The Ranelagh building sits in a large landscaped area and has a substantial parking garage on its boundary with the subject site. The Ranelagh Building is identified as intrusive development in the *Woollahra Development Control Plan 2015* (Woollahra DCP 2015).

Ascham School is located to the north and northeast of 'Ranelagh', but does not have a boundary with the subject site. Ascham consists of numerous school buildings and substantial open spaces, that include the following local heritage items:

- 'Fiona' including interiors and former entrance gates; and
- 'Glenrock' including interiors and inner and outer gates;
- 'Dower House' including interiors, sand-stone works, remaining open space and oval adjacent to 'Fiona', and 4 Moreton Bay Figs.

**Figure 7** above illustrates the location of the heritage items on, and surrounding the subject site and the proximity of the Paddington Heritage Conservation Area, which is located to the south west of the subject site.

Immediately east of the subject site are five lower scale buildings with limited access from New South Head Road, with access via a shared right-of way. These buildings comprise

- 164 New South Head Road – An Interwar, five storey mixed use building with top floor residential uses and ground floor shops. This building is constructed to the street boundary.
- 166, 168 and 170 New South Head Road - All brick residential flat buildings in small gardens/yards, three, four and four storeys respectively.
- 172-180 New South Head Road – White Interwar four storey mixed use building with ground floor shops fronting New South Head Road.

Immediately to the west of the subject site is a heritage listed retaining wall on Darling Point Road. Further to the west are nos.100 -130 New South Head Road, with a range of building heights and styles.

The site is opposite the Edgecliff Station and bus interchange which establishes the Edgecliff Commercial Centre (ECC) as a local transport, employment, retail and service hub.

Eastpoint residential tower is at the corner of New South Head Road and Ocean Street. Located at the top of the ridge line this 14 storey building presents as a significant landmark in the area.

The Paddington Heritage Conservation Area (HCA) is located so the south of the subject site, separated by New South Head Road and the Edgecliff Centre. The HCA has a predominantly 19th century residential character, represented by late-Victorian terrace houses, modest workers' cottages (including single-storey timber and masonry houses) and former mansions. Trumper Park and Trumper Oval, within the HCA, provide open space including informal and formal recreation areas, and mature trees.

Photographs of surrounding development are provided in **Figures 8 to 11** below.



Figure 8: Ranelagh apartment building, viewed from New South Head Road.



Figure 9: Nearby apartment buildings at 100-128 New South Head Road (to the south of the subject site) on the northern side of New South Head Road





**Figure 10: View of the Edgecliff Centre, opposite the subject site**



**Figure 11: View of the Eastpoint Food Fair at 238-285 New South Head Road, the bus and rail interchange and the Eastpoint Tower behind**

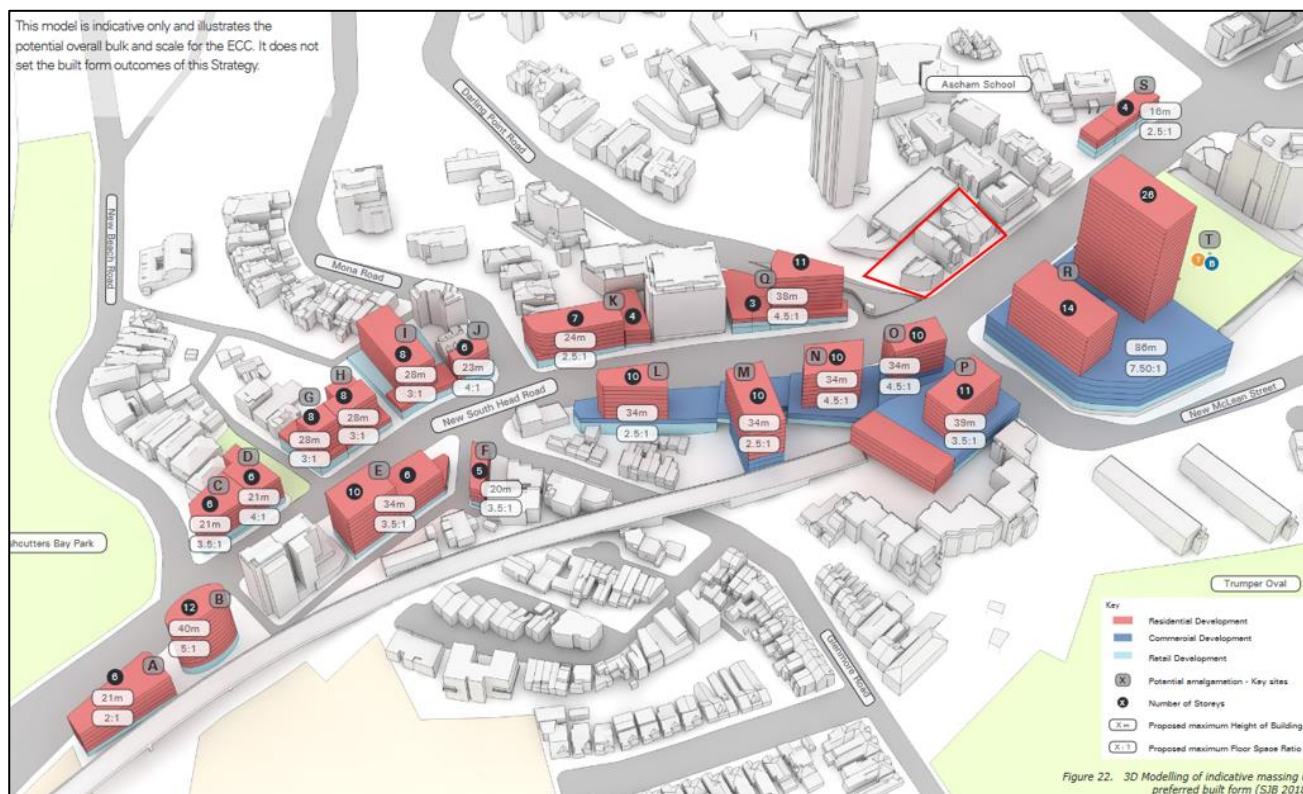
Draft Edgecliff Commercial Centre Planning and Urban Design Strategy

The subject site is within the Edgecliff Commercial Centre (ECC) and within the area covered by the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (draft ECC Strategy).



The draft ECC strategy sets a new vision for the ECC and makes recommendations on key built form outcomes including land uses, heritage conservation, maximum building heights, active street frontages, affordable housing, design excellence, community infrastructure and transport. The draft ECC Strategy identifies a number of properties along New South Head Road with potential uplift (additional height and FSR) (see **Figure 12** below).

Whilst the site falls within the ECC it was not identified for uplift in the draft ECC Strategy. This was because at the time of preparation, the subject site was in multiple ownerships and vehicle access was not available to all four properties. However, since the draft ECC Strategy was prepared, the subject site has been brought into a single ownership and vehicle access can be obtained to the whole site from Darling Point Road.



**Figure 12: Extract from the 3D model contained in the ECC Strategy (site in red).**

Council exhibited the draft ECC Strategy from 31 May – 30 September 2021. Given issues raised in submissions, Council staff are refining the draft ECC Strategy and intend to provide a post-exhibition report to Council later this year.

While it is expected uplift sites will be identified in the final ECC Strategy, at the time of writing this report, there is no certainty about which sites will be included and what building height and floor space controls will be recommended.

Regardless of the outcome on the draft ECC Strategy, there will be continued pressure for uplift in the ECC. This is due to:

- The ECC acts as a gateway connecting the Woollahra LGA to the Sydney CBD and more broadly to the eastern suburbs. The centre's proximity to Edgecliff train station and bus interchange also makes it an ideal location for new homes and commercial uses.
- A number of owners in the ECC have expressed interest in redeveloping at higher density and are continuing to consider potential proposals with Council staff

- The Eastern City Regional Planning Panel recognised the strategic importance of growth around Edgecliff Station when reviewing a planning proposal for a 45 storey development on the Edgecliff Centre (opposite the subject site at 203-233 New South Head Road). The Regional Planning Panel considered that site has strategic merit for significant uplift subject to addressing site specific merit issues.
- Council staff engaged with the Greater Sydney Commission and the then NSW Department of Infrastructure and Industry (now DPE) regarding Woollahra's identified growth to 2036. Both agencies supported focusing growth in the ECC.

### Background

In March 2021, Council staff held a pre-application meeting with the applicant team and discussed concept plans for a 66m building (18 storeys) with a proposed FSR of 6:1. In a letter dated 12 April 2021, Council staff provided minutes of the pre-application meeting, and documented issues for the applicant to address prior to submitting a formal request to Council (**Attachment 2**). Council's letter included an indication that 18 storeys was excessive and that a 12 storey building might be more appropriate.

The staff comment on height was made in the context of the indicative uplift identified in the draft ECC Strategy. The exhibited draft ECC Strategy indicates the following four properties in the vicinity of the site

***Table 1: Indicative uplift identified in the draft ECC Strategy,  
for sites surrounding the subject site***

Address	Location	Existing height control	Indicative uplift
203-233 New South Head Rd	Opposite on New South Head Rd	7-8 storeys (6m/26m)	14 storeys (86m)
2 New Mclean St	Opposite on New McLean St	4 storeys (14.5m)	11storeys (39m)
1 New Mclean St	Opposite corner of New South Head Rd & New McLean St	4 storeys (14.5m)	10 storeys (34m)
130 New South Head Rd	Opposite on northwest corner of New South Head Rd & Darling Point Rd	6 storeys (20.5m)	11 storeys (38m)

### The planning proposal

On 13 October 2021, the applicant submitted the request for a planning proposal seeking a height and FSR of 46m (12 storeys) and 5:1 respectively. The documents provided with the applicant's request for a planning proposal are available on Council's website at the following link and **Attachment 4** contains a list of these documents, and some of the key consultant reports are attached to this document.

[https://www.woollahra.nsw.gov.au/building\\_and\\_development/development\\_rules/previous\\_and\\_proposed\\_exhibitions/planning-proposal-request-for-136-148-new-south-head-road,-edgecliff](https://www.woollahra.nsw.gov.au/building_and_development/development_rules/previous_and_proposed_exhibitions/planning-proposal-request-for-136-148-new-south-head-road,-edgecliff)

The objective of the planning proposal is to enable a 12 storey mixed use development on the subject site through amendments to the development standards contained in the Woollahra LEP 2014. The proposed changes are summarised below in **Table 2**.



**Table 2: Existing and proposed Woollahra LEP 2014 development standards**

LEP development standard	Existing	Proposed
Height of Buildings	14.5m	46m
FSR	1.5:1	5:1

The planning proposal satisfies the requirements of section 3.33 of the EP&A Act as it includes:

- A statement of the objectives or intended outcome of the amendment to Woollahra LEP 2014.
- An explanation of the provisions that are to be included in the amendment to Woollahra LEP 2014
- The justification for the objectives, outcomes and provisions and a process for implementation.
- Details of the community consultation that is to be undertaken.

The applicant submitted a 3D model of the proposed overall building envelope, refer to **Figure 13**.



**Figure 13: 3D view of the proposed building envelope on the subject site, viewed from the south west**

The applicant also submitted an indicative development concept (refer to **Figures 14 and 15**) to illustrate what could be constructed under the proposed planning provisions within the building envelope.

The indicative concept submitted with the application indicates a street wall height of 15m (four storeys) along the New South Head Road frontage, which is a similar height to the building to the east. The concept illustrates that the upper eight storeys of the tower are set back above the four storey podium and articulated into a series of ellipses.

Non-residential uses are concentrated in the four storey podium with residential dwellings on levels 5-12 above with a roof top garden.

The indicative development concept of a 12 storey mixed use development comprises:

- Total GFA of 8723m<sup>2</sup> distributed as follows: 5872m<sup>2</sup> residential, 2851m<sup>2</sup> non-residential – includes 339m<sup>2</sup> heritage building, 2253m<sup>2</sup> office, 155m<sup>2</sup> retail

- Forty-one apartments mixed as follows: 9 x 1 bedroom, 18 x 2 bedroom, 12 x 3 bedroom, 1 x 4 bedroom, and 1 x 5 bedroom
- Three levels of basement parking accessed off Darling Point Road, with capacity for 77 car spaces and eight motorcycle spaces.

The indicative development concept shows the conservation of the heritage item at 136 New South Head Road by retaining the existing building and partially cantilevering the new building over the top (see **Figure 15** below).



**Figure 14: Artist's impression of indicative development concept viewed looking north from New South Head Road (Source: Planning Proposal Concept Report, Group GSA 2021)**



**Figure 15: Artist's impression of indicative development concept – Darling Point Road looking south (Source: Planning Proposal Concept Report, Group GSA 2021)**

### Staff assessment

Council staff have assessed the planning proposal with reference to the NSW Department of Planning and Environment's (DPE) *Local Environmental Plan Making Guideline (December 2021)*. The full assessment is provided at **Attachment 3**. In summary, staff consider the planning proposal has strategic and site-specific merit as summarised below.

#### *Strategic merit*

A strategic merit assessment against relevant region, district, and local strategies, including the draft ECC Strategy, considers how the site can contribute to meeting Council's strategic obligations in the context of the NSW Government's objectives for the Eastern City District and Greater Sydney. Staff consider the planning proposal has strategic merit as it is consistent with:

- *District Plans*  
The relevant objectives of Greater Sydney Region *Plan: A Metropolis of Three Cities* (2018) and actions in the *Eastern City District Plan* (2018), particularly with the objective of:

*Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart, and adaptable solutions.*

This approach is incorporated in the Woollahra Local Strategic Planning Statement (LSPS) and the Woollahra Local Housing Strategy (LHS), by focusing growth in areas close to public transport and key centres.

The planning proposal will assist in meeting the Eastern District City housing targets (with approximately 35 net new dwellings). The documentation submitted with the planning proposal suggests a contribution could be made towards affordable housing as part of a planning agreement.

The planning proposal aligns with the centre's hierarchy as it has the potential to contribute to the ECC's revitalisation as an employment and transport hub. This is further detailed in the applicant's Economic Benefits Assessment at **Attachment 8**.

Development of the subject site will bring wider public benefits via modern employment and residential floor space, and could contribute to new or enhanced community infrastructure in the ECC (such as urban greening and outdoor space, pedestrian and cycle facilities and indoor community space).

- *Woollahra 2030: Community Strategic Plan (CSP)*  
Given the subject site is within the ECC, the planning proposal is consistent with the theme quality places and spaces and:
  - Goal 4: Well-planned neighbourhoods
    - 4.1 Encourage and ensure high quality planning and urban design outcomes
    - 4.5 Enhance the form and function of the local business centres
  - Goal 5: Liveable places
    - 5.1 Enhance local community, cultural and recreation facilities to become more attractive, integrated, and accessible.
- *Woollahra LSPS & Woollahra LHS*  
The planning proposal is consistent with both the Woollahra LSPS and Woollahra LHS. In particular, the planning proposal fits with the LSPS liveability theme and:
  - *Planning Priority 6: Place making supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people*



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

The draft ECC Strategy identifies that growth supported by revitalisation and upgraded community infrastructure can create a more vibrant and liveable centre for the local population. The planning proposal will contribute to this aim and help protect other areas of Woollahra from development while balancing the pressure for new housing and jobs.

- *Woollahra LEP 2014 & Woollahra DCP 2015*  
The planning proposal is generally consistent with the objectives of relevant controls of the Woollahra LEP 2014 and Woollahra DCP 2015 by being compatible with the desired future character of the ECC, as highlighted in the site-specific merit assessment below.

#### *Site Specific merit*

The site-specific merit assessment considers local aspects of the planning proposal against the draft ECC Strategy principles, and relevant Woollahra LEP 2014 and Woollahra DCP 2015 objectives. Staff consider the planning proposal has site-specific merit due to the following:

- *Height of buildings* – The proposed 12 storey (46m) building height is significantly lower than the 31 storey ‘Ranelagh’ building behind the site, or the 14-26 storeys proposed for the opposite side of New South Head Road under the draft ECC Strategy. Future development on the subject site would instead adopt a scale that is similar to the Eastpoint residential tower or the apartment building at 100 New South Head Road. This would allow the site to facilitate an appropriate height transition between the ECC and the surrounding residential neighbourhoods.

The submitted concept scheme also demonstrates that development within the proposed height limit can be articulated to further minimise bulk and ensure that additional height sits sympathetically within the streetscape. This is further outlined in the applicant’s Concept Design Report at **Attachment 5**. A view study is also included at **Attachment 9**.

- *FSR* – As discussed above, future development will adopt a scale that is compatible with the existing and proposed built context of the site. The newly amalgamated site, stretching 50 metres along New South Head Road, will also allow for development to efficiently use any additional floor space. It would promote functional commercial spaces with flexibility for various uses, consolidated vehicular access and servicing arrangements, and efficiently-planned residential floor plates. This will ensure that the site could meaningfully contribute to the supply of dwellings and commercial floor space in Edgecliff, without resulting in an unnecessarily bulky form.
- *Heritage* – Council’s Strategic Heritage Officer identified that the planning proposal is generally acceptable as it reflects Council’s advice to reduce the height (from 18 to 12 storeys) and provide a cantilever over the heritage item at 136 New South Head Road. The proposed scale

*provides a more compatible setting and will not ‘overwhelm’ the parapeted form of the heritage item.*

Also, there will be no impact on nearby heritage items (due to separation distances) and the lower height of the proposed building envelope reduces the potential for adverse visual impacts from the Paddington HCA. This is further detailed in the applicant’s Heritage Report at **Attachment 7**.

- *Traffic and Transport* – The site is ideally located in the Woollahra LGA to take advantage of significant public transport infrastructure and existing services, and where the use of active transport should be encouraged through reduced parking provision. Whilst Council staff have concerns about some of the traffic generation calculations, these can be addressed should the planning proposal progress. Further information is available in the applicant's Traffic and Parking Report at **Attachment 6**.
- *Streetscape* – Redevelopment would provide an opportunity to improve the relationship of the site to the street and introduce active street frontages. The indicative development concept illustrates a four storey street wall height which is consistent with the Woollahra DCP 2015 guidelines. This approach is also consistent with the draft ECC Strategy for sites adjacent to Edgecliff Station.
- *Residential amenity* – The shadow analysis submitted with the planning proposal shows the additional shadow that would result from the built form constructed under the proposed controls. This analysis indicates the shadows at hourly intervals between 9am to 3pm on 21 June. The analysis concludes that the proposed envelope will not result in any adjoining dwellings failing to meet acceptable standards of solar access. Furthermore, the shadow diagrams indicate that there will be no unreasonable overshadowing of the public domain (including Trumper Park).
- *Views* – The view analysis submitted with the planning proposal illustrates that there may be some view impacts associated with the proposed envelope. However, these are unlikely to be unreasonable impacts. As the concept is further developed, they will be assessed under the view sharing controls in the Woollahra DCP 2015 (informed by Tenacity Consulting v Warringah Council 2004 NSWLEC 140). These controls seek to strike a balance between accommodating new development while providing, where practical, reasonable access to views from surrounding properties. Furthermore, potential view sharing will be weighed against the strategic objectives of enhancing the ECC's role as a local centre and focusing development in locations close to the Edgecliff Station and bus interchange.

#### *Public Benefit*

The Woollahra Voluntary Planning Agreement Policy 2020 (Woollahra VPA Policy) incorporates section 7.4(1) of the EP&A Act and states

*that a planning agreement is a voluntary agreement or other arrangement under this Division between a planning authority and a person (the developer) (a) who has sought a change to an environmental planning instrument.*

By virtue of this planning proposal the applicant is seeking to change an environmental planning instrument (Woollahra LEP 2014) and is currently seeking to enter into a negotiation with Council regarding a VPA. This negotiation is being managed by Council's Director Infrastructure and Sustainability for reasons of probity (as per the Woollahra VPA Policy) and will be reported to Council independently of reporting on the planning proposal.

Should the planning proposal proceed, a contribution towards improved community infrastructure is appropriate to ensure a public benefit is achieved in tandem with the proposed development.

Council staff are refining the community infrastructure needs for the ECC (to be incorporated in the final ECC Strategy). These refined needs will be available to inform the negotiations for the VPA, and may include contributions towards:

- Childcare, education, early childhood education or health facilities
- Facilities for youth and young adults
- Facilities for seniors and universal access

- Community facilities such as libraries, cultural and multi-use community centre
- Recreation and open space, urban greening and outdoor spaces
- Pedestrian and bike paths
- Affordable housing.

Should the planning proposal proceed, it is recommended that any draft VPA is exhibited concurrently with the planning proposal to ensure that uplift on the subject site is accompanied by appropriate community infrastructure.

#### *Staff Recommendation*

Council staff recommend that the Woollahra LPP advises the Council to proceed with the draft planning proposal at **Attachment 1** for the land at 136-148 New South Head Road, Edgecliff, to amend the Woollahra LEP 2014 to:

- Increase the maximum height of buildings development standard from 14.5m to 46m
- Increase the maximum floor space ratio development standard from 1.5:1 to 5:1

#### **Options:**

As a consequence of this report, the Woollahra LPP may provide advice to Council to proceed with the planning proposal as currently proposed.

Alternatively, the Woollahra LPP may provide advice not to proceed with the planning proposal or require staff to make amendments.

#### **Community Engagement and / or Internal Consultation:**

Internal consultation was undertaken and the responses are referred to in this report and the Assessment at **Attachment 3**.

If the planning proposal receives a gateway determination, surrounding landowners and the wider community will be notified via the exhibition process

Public exhibition of the planning proposal will be undertaken in accordance with the requirements of the *Environmental Planning and Assessment Act 1979*, the *Environmental Planning and Assessment Regulation 2021*, the *Woollahra Community Participation Plan 2019* and any conditions of the Gateway determination.

#### **Policy Implications:**

Should Council resolve to progress the planning proposal (having considered the advice of the Woollahra LPP), and should it progress to finalisation, there will be policy implications as controls for the subject properties will change under the Woollahra LEP 2014 and the Woollahra DCP 2015.

#### **Financial Implications:**

The applicant has paid lodgment fee in accordance with Council's adopted Fees and Charges.

#### **Resourcing Implications:**

Staff resource implications will be associated with progressing a planning proposal which will include managing the public exhibition and preparing a post exhibition report to a meeting of Council.

## **Conclusion:**

This report seeks the advice of the Woollahra LPP on a developer-initiated planning proposal to revise the planning controls for 136-148 New South head Road under the Woollahra LEP 2014.

This report presents an assessment of the planning proposal against the strategic planning framework and relevant site-specific matters. It has strategic merit in the context of the region, district and local planning objectives and will help achieve Council's desired outcomes for land surrounding the ECC. The planning proposal also demonstrates site-specific merit. The built form likely to result from the amended controls will align with the scale of surrounding developments, and position new residential and commercial floor space in an appropriate location. It will also facilitate an appropriate height transition to surrounding lower density uses, ensuring that the wider built environment is respected.

Council staff consider the planning proposal has site specific merit in the context of the draft ECC Strategy, the Woollahra LEP 2014 and the Woollahra DCP 2015.

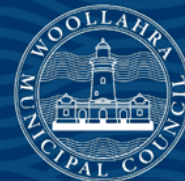
Council staff recommended that the Woollahra LPP advises Council to proceed with the draft planning proposal at **Attachment 1**.

## **Attachments**

1. Draft Planning Proposal - April 2022
2. Pre-application consultation Minutes - 12 April 2021
3. Staff Assessment - March 2022
4. Document List (submitted with the planning proposal)
5. Concept Design Report by Group GSA - September 2021
6. Traffic and Parking Assessment by Colston Budd Rogers and Kafes - May 2021
7. Heritage Assessment by Urbis - 16 July 2021
8. Economic Benefits Assessment by Hill PDA - 25 August 2021
9. View Study by Ingham Planning and Group GSA - 8 February 2022



# Planning Proposal



## 136-148 New South Head Road, Edgecliff



Version Date:	12 April 2022
Division/Department:	Planning and Place/Strategic Planning
Responsible Officer:	Consultant Strategic Planner
HPE CM Record Number:	22/48068

**Acknowledgement of Country**

*We acknowledge the Gadigal and Birrabirragal people as the traditional custodians of the land in our local area.*

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## Supporting documents (circulated separately)

### Supporting studies and reports

The applicant submitted the following documents with the request for a planning proposal:

- Response to pre-application comments by Ingham Planning Pty Ltd September 2021
- Planning Proposal Report by Ingham Planning Pty Ltd September 2021
- Urban Design Report by Group GSA (Issue 10) 7 September 2021
- Planning Proposal Concept Report by Group GSA (Issue 7) 7 September 2021
- Site Survey Plan by Norton Survey Partners 19 June 2020
- Traffic & Parking Assessment by Colston Budd Rogers Kafes Pty Ltd May 2021
- Heritage Assessment by Urbis dated 17 July 2021 & Statement 18 August 2021
- Wind Impact Assessment (Revision 1) by ARUP 23 June 2021
- Acoustic Assessment by Acoustic Logic (Revision 0) 15 June 2021
- Contamination Investigation by Douglas Partners 17 March 2021
- Geotechnical Investigation by Douglas Partners 17 March 2021
- ESD Concept Advice by Efficient Living 13 August 2021
- Economic Benefits Assessment by Hill PDA 25 August 2021
- Preliminary Arboricultural Report (Revision B) by tree iQ 2 July 2021
- View Assessment
  - Planning Proposal 1B View Study August 2021
  - 164 New South Head Road View Study
  - Covering letter 164 New South Head Road View Study February 2022

### Correspondence with the applicant

- Pre-application Consultation Minutes - 12 April 2021

### Council reports

- Assessment Report (prepared by Woollahra Council Staff) March 2022

## 1. Introduction

### 1.1. Background

On 19 March 2021, Council staff discussed concept plans for a 66m building with a 6:1 floor space ratio (FSR) at a pre-application meeting. Council staff provided minutes of the meeting on 12 April 2022, and documented issues for the applicant to address prior to submitting a formal request to Council. Council's letter suggested that 18 storeys was excessive and that a 12 storey building may be more appropriate.

The staff comment on height was made in the context of the draft ECC Strategy. The exhibited draft ECC Strategy indicates the following for properties near the site:

- 7 to 14 storeys: 203 – 233 New South Head Road NSHR, Edgecliff Centre opposite
- 4 to 11 storeys: 2 New McLean Street opposite on New McLean Street
- 4 to 10 storeys: 1 New McLean Street opposite corner of NSHR and New McLean Street
- 6 to 11 storeys: 130 NSHR, opposite corner of NSHR and Darling Point Road.

On 13 October 2021, the applicant submitted the request for a planning proposal seeking a lower height and FSR of 46m (12 storeys) and 5:1 respectively and an indicative development concept for a 12 storey mixed use building. The following documents are provided in support of the applicant's request for a planning proposal:

- Response to pre-application comments by Ingham Planning Pty Ltd September 2021
- Planning Proposal Report by Ingham Planning Pty Ltd September 2021
- Urban Design Report by Group GSA (Issue 10) 7 September 2021
- Planning Proposal Concept Report by Group GSA (Issue 7) 7 September 2021
- Site Survey Plan by Norton Survey Partners 19 June 2020
- Traffic & Parking Assessment by Colston Budd Rogers Kafes Pty Ltd May 2021
- Heritage Assessment by Urbis dated 17 July 2021 & Statement 18 August 2021
- Wind Impact Assessment (Revision 1) prepared by ARUP 23 June 2021
- Acoustic Assessment by Acoustic Logic (Revision 0) 15 June 2021
- Contamination Investigation by Douglas Partners 17 March 2021
- Geotechnical Investigation by Douglas Partners 17 March 2021
- ESD Concept Advice by Efficient Living 13 August 2021
- Economic Benefits Assessment by Hill PDA 25 August 2021
- Preliminary Arboricultural Report(Revision b) prepared by tree iQ 2 July 2021

### 1.2. Description of the planning proposal

The planning proposal is made in relation to 136-148 New South Head Road, Edgecliff and seeks the following amendments to Woollahra LEP 2014:

- Increase in the maximum height of building from 14.5 metres to 46 metres
- Increase in the maximum FSR from 1.5:1 to 5:1

This planning proposal has been prepared in accordance with section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979) and the Department of Planning and Environment's *Local Environmental Plan Making Guideline* (December 2021).



### 1.3. Indicative development concept

The indicative development concept is for a 12 storey mixed use building comprising:

- Total GFA of 8723m<sup>2</sup> with the following distribution: 5872m<sup>2</sup> residential, 2851m<sup>2</sup> non-residential – includes 339m<sup>2</sup> heritage building, 2253m<sup>2</sup> office, 155m<sup>2</sup> retail
- Forty-one apartments with the following mix: 9 x 1 bedroom, 18 x 2 bedroom, 12 x 3 bedroom, 1 x 4 bedroom, and 1 x 5 bedroom
- Three levels of basement parking accessed off Darling Point Road, with capacity for 77 car spaces and 8 motorcycle spaces with the following allocation: 53 car spaces and 6 motorcycle spaces residential, 24 car spaces and 2 motorcycle spaces non-residential.

Council's Strategic Heritage Officer identified that the planning proposal is generally acceptable as it reflects Council's advice to reduce the height (from 18 to 12 storeys) and provide a partial cantilever over the heritage item at 136 New South Head Road. The new building would be set back to allow views of the heritage item and not detract from its significance (**Figures 1 and 2**).

The street wall height of the indicative development concept is 15m (4 storeys) along the New South Head Road frontage, which is a similar height to the building to the east. The upper 8 storeys of the tower are set back above the 4-storey podium and articulated into a series of ellipses to break down the volume of the tower. Non-residential use is concentrated in the 4-storey podium with residential on levels 5-12. The concept also includes a rooftop garden.



Figure 1: Indicative development concept for a 12 storey mixed use building (Source: Planning Proposal Concept Report, Group GSA 2021)

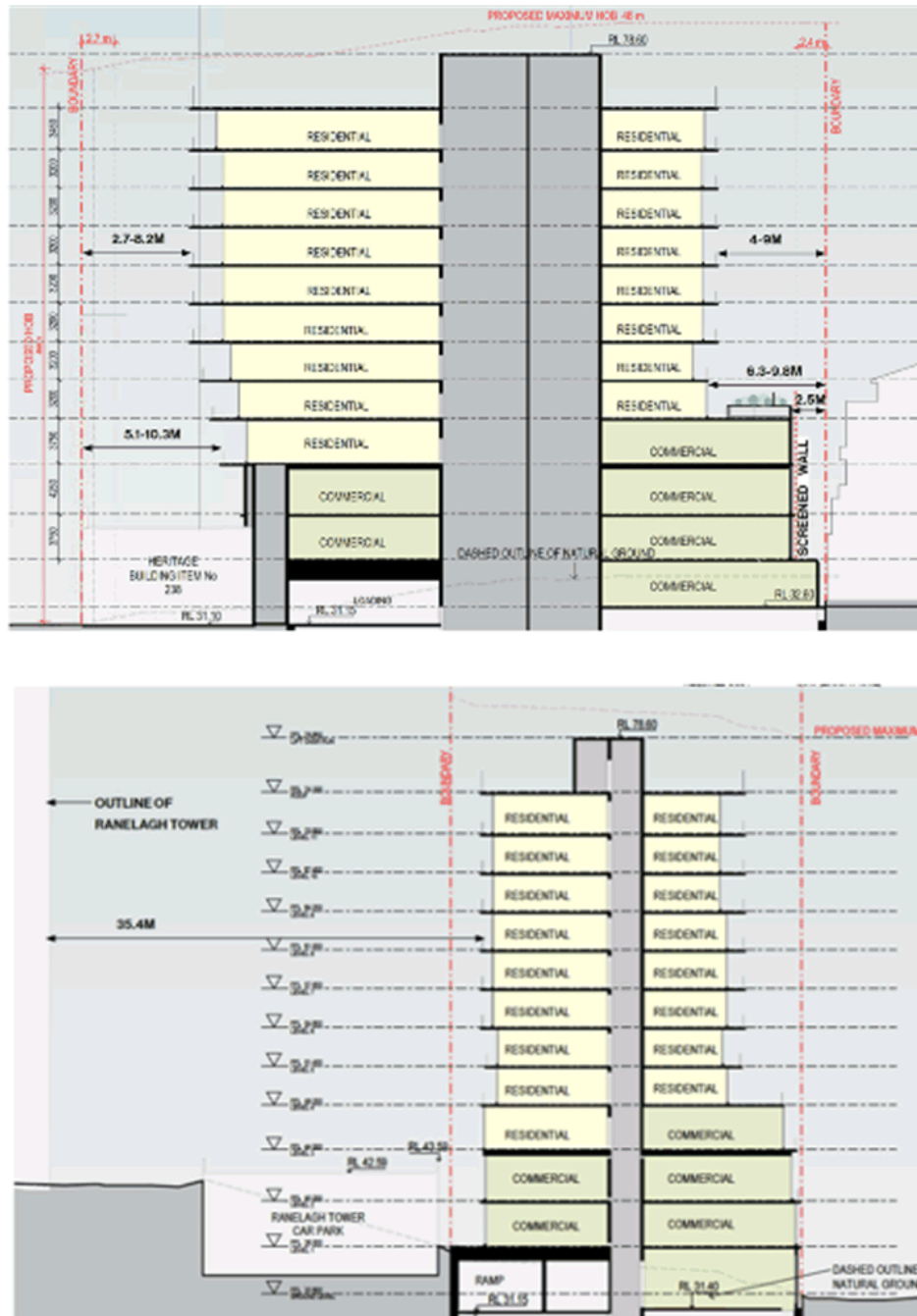


Figure 2: Indicative development concept cross section east-west (top) and north-south (Source: Source: Planning Proposal Concept Report, Group GSA 2021)



## 2. Subject site and context

### 2.1. The subject site

The subject site is known as 136-148 New South Head Road, Edgecliff, has an area of approximately 1746m<sup>2</sup> and comprises the following lots:

- Lot 1 DP663495 (No. 136)
- Lot 1 DP1092694 (No. 138-140)
- Lot 2 DP983678 (No 138-140)
- Lot A DP443992 (No 142-144)
- Lot B DP443992 (No 146-148)

Lot 2 in DP 983678 is a very small residual lot that forms part of 138-140 New South Head Road. This lot is not owned by Council or the applicant, however the applicant is seeking to purchase the property from a deceased estate. It is understood that it will be subject to the same controls as the remainder of the site.

The site is located at the north-eastern corner of the New South Head Road and Darling Point Road intersection (refer to **Figures 3 and 4**). The landform of the ECC rises from west to east along New South Head, with the subject site being at a relatively high point.



Figure 3: Aerial image of site (Source: Council Maps)

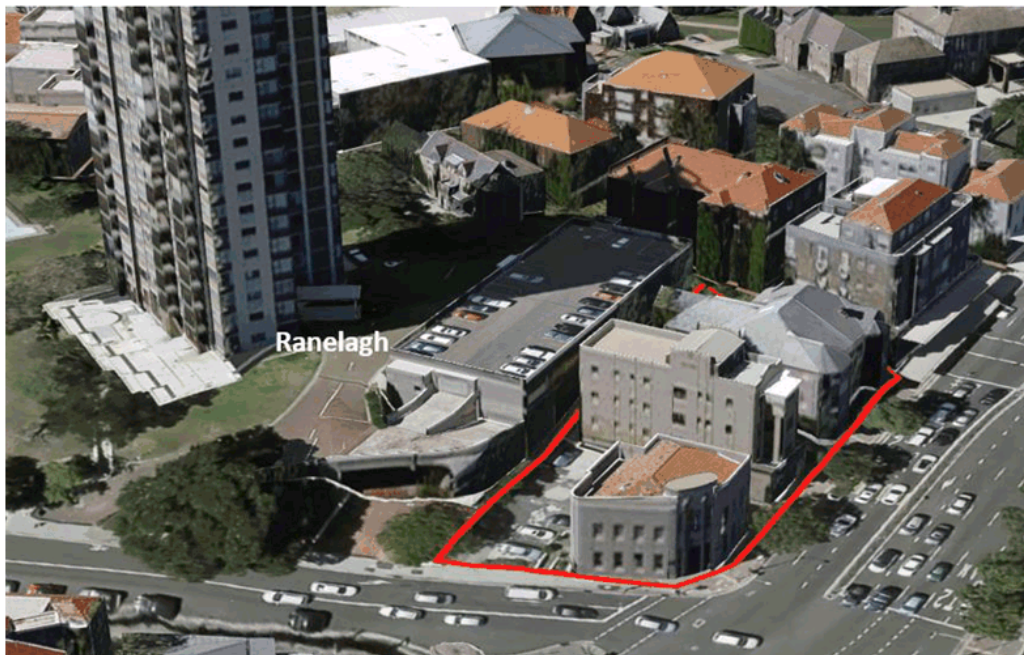


Figure 4: 3D view of site at 136-148 New South Head Road, Edgecliff (Source: Council Maps)

The subject site has a variable fall of approximately 3m east to west, and also north to south. The New South Head Road frontage is approximately 55m and the secondary frontage to Darling Point Road is approximately 27m. There is pedestrian access via multiple entrances from New South Head Road to the buildings and rear yards of the properties. Vehicle access is provided by an existing driveway off Darling Point Road about 25m from its intersection with New South Head Road. The driveway currently provides access to off-street parking for 136 New South Head Road only, but will be the single access to the combined site under the planning proposal.

The subject site is zoned B4 Mixed Use under the Woollahra LEP 2014. The building at 136 New South Head Road is listed as a local heritage item under Schedule 5 of the Woollahra LEP 2014 (refer **Figure 5**). The corner of 136 New South Head Road is identified as land to be reserved for road widening under *Clause 5.1 Relevant acquisition authority* of the Woollahra LEP 2014.

The site comprises various buildings as follows (and shown in **Figure 6**):

- 136 New South Head Road: Two storey rendered brick heritage building, used for commercial and residential purposes, and an at grade car park to the rear
- 138-140: Three to four storey rendered brick apartment building. Due to the slope from north to south across this property, the building presents as four storeys to New South Head Road. The street frontage is a service area (entry, bins etc.) that presents as a front wall
- 142-148: Two storey former residential building used for commercial and medical suites.

There are three Brush Box trees on the Council verge on the New South Head Road frontage of the subject site. The trees are evenly spaced across the frontage, vary in height between 10 and 12 metres, and are in good health.



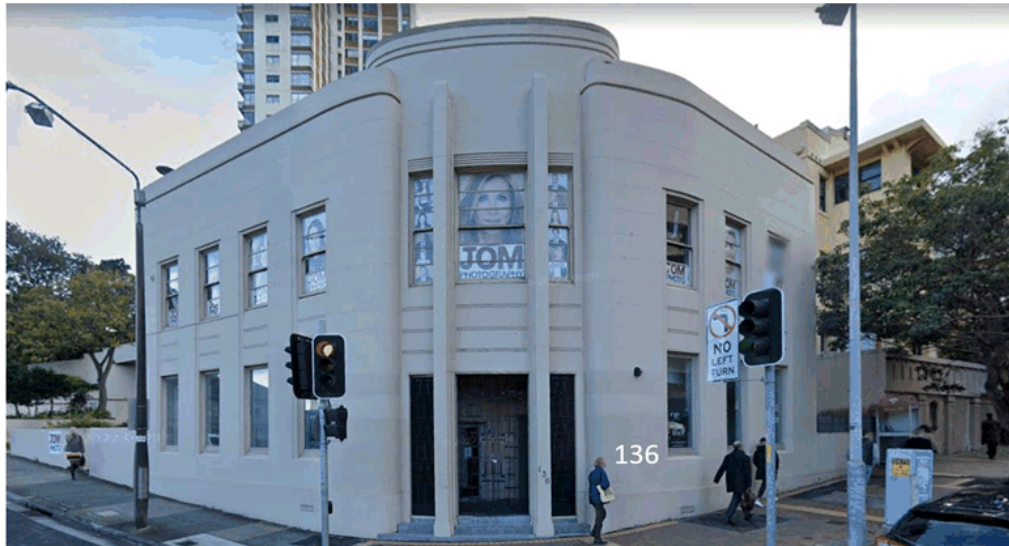


Figure 5: View of 136 New South Head Road - existing heritage item (Source: Google)

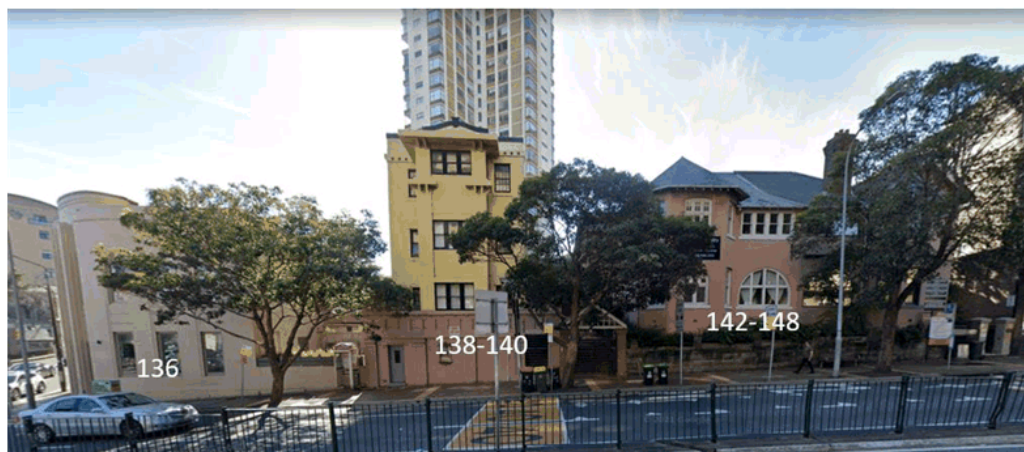


Figure 6: View of 142-148 New South Head Road (Source: Google)

## 2.2. Surrounding development

Development surrounding the site comprises a mix of commercial, retail, residential and educational buildings varying in age, and height from 1 storey to 14 storeys. An exception to this built form is the 31 storey apartment building 'Ranelagh', located immediately to the north and zoned R3 Medium Density Residential under the Woollahra LEP 2014. The Ranelagh building sits in a large landscaped area and has a substantial parking garage on its boundary with the subject site. The Ranelagh Building is identified as intrusive development in the Woollahra Development Control Plan 2015 (Woollahra DCP 2015).

Ascham School is located to the north and northeast of 'Ranelagh', but does not have a boundary with the subject site. Ascham consists of numerous school buildings and substantial open spaces, that include the following local heritage items:

- 'Fiona' including interiors and former entrance gates; and
- 'Glenrock' including interiors and inner and outer gates;

- 'Dower House' including interiors, sand-stone works, remaining open space and oval adjacent to 'Fiona', and 4 Moreton Bay Figs.

Immediately east of the subject site are five lower scale buildings with limited access from New South Head Road, with access instead via a shared right-of way. These buildings comprise

- 164 New South Head Road – An Interwar, five storey mixed use building with top floor residential uses and ground floor shops. This building is constructed to the street boundary.
- 166, 168 and 170 New South Head Road - All brick residential flat buildings in small gardens/yards, three, four and four storeys respectively.
- 172-180 New South Head Road – White Interwar four storey mixed use building with ground floor shops fronting New South Head Road.

Immediately to the west of the subject site is a heritage listed retaining wall on Darling Point Road. Further to the west are numbers 100 -130 New South Head Road, with a range of building heights and styles. 100 New South Head Road is a taller building, adopting a scale similar to what could be constructed on the subject site.

The site is opposite the Edgecliff Station and bus interchange which establishes the Edgecliff Commercial Centre (ECC) as a local transport, employment, retail and service hub.

Eastpoint residential tower is at the corner of New South Head Road and Street. Located at the top of the ridge line this 14 storey building presents as a significant landmark in the area.

The Paddington Heritage Conservation (HCA) is located so the south of the subject site, separated by New South Head Road and the Edgecliff Centre. The HCA has a predominantly 19th century residential character, represented by late-Victorian terrace houses, modest workers' cottages (including single-storey timber and masonry houses) and former mansions. Trumper Park and Trumper Oval, within the HCA, provide open space including informal and formal recreation areas, and mature trees.

Photographs of surrounding development are provided in Figures 7 to 10 below.



Figure 7: Ranelagh apartment building, viewed from New South Head Road.





*Figure 8: Nearby apartment buildings at 100-128 New South Head Road (to the south of the subject site) on the northern side of New South Head Road*



*Figure 9: View of the Edgecliff Centre, opposite the subject site*



Figure 10: View of the Eastpoint Food Fair at 238-285 New South Head Road, the bus and rail interchange and the Eastpoint Tower behind

### 2.3. Proximity to services, transport, and recreation facilities

The site is located approximately 70 metres (pedestrian route) from train services and the bus interchange at Edgecliff Station. The Nos. N91, L24, 200, 328, 324, 325, 326, 327, and 328 bus services and train services provide regular links between Bondi Junction, Vacluse, Walsh Bay, Watsons Bay, Darling Point, Chatswood, and the Sydney CBD.

The site is located within 30 metres of the Edgecliff Centre and Eastpoint Food Fair (with supermarkets, specialty shops and services (including substantial health services)).

According to School Infrastructure NSW, the site is in the catchments of:

- Woollahra Public School
- Double Bay Public School
- Glenmore Road Public School
- Rose Bay Secondary College
- Inner Sydney High School

The site is within 200m walking distance of Trumper Park and about 370 metres of Rushcutters Bay Park.



### 3. Existing planning controls

The controls applying to the site under the Woollahra LEP 2014 are as follows:

**Table 1: Existing planning controls - Woollahra LEP 2014 for 136-148 New South Head Road, Edgecliff**

Land Use Zoning	Maximum building height	Maximum Floor space ratio	136 New South Head Road only	
			Heritage Conservation	Acquisition by public authority
B4 Mixed Use	14.5m	1.5:1	Local Item No. 238	Reserved for public purpose

### 4. Objectives of the planning proposal

The objectives of the Planning Proposal are:

- To put in place building envelope controls that would allow redevelopment of the site by for a 12 storey mixed use development.
- To enable a built form that is compatible with the existing and emerging context and character of the locality.

### 5. Explanation of provisions

#### 5.1. Height of Buildings

It is proposed to amend the Height of Buildings Map (Sheet HOB\_003) to increase the maximum height of buildings control from 14.5m to 46m.

The amendment will permit development of the subject site for a building up to 12 storeys. It is envisaged that any development on the subject site will have a 4 storey podium and an 8 storey tower set back behind. These details will be included in a site-specific development control plan.

The proposed 12 storey (46m) building height is significantly lower than the 31 storey 'Ranelagh' building behind the site, or the 14-26 storeys proposed for the opposite side of New South Head Road under the draft ECC Strategy. Future development on the subject site would instead adopt a scale that is similar to the Eastpoint residential tower or the apartment building at 100 New South Head Road. This would allow the site to facilitate an appropriate height transition between the ECC and the surrounding residential neighbourhoods.

The submitted concept scheme also demonstrates that development within the proposed height limit can be articulated to further minimise bulk and ensure that additional height sits sympathetically within the streetscape.

## 5.2. Floor Space Ratio

It is proposed to amend the Floor Space Ratio Map (Sheet FSR\_003) to increase the maximum floor space ratio from 1.5: to 5:1.

The amendment will permit development of the subject site for a building with approximately 8723m<sup>2</sup> of gross floor area (GFA). It is envisaged the GFA will include non-residential use in the 4-storey podium and residential use above. These details will be included in a site-specific development control plan.

As discussed above, future development will adopt a scale that is compatible with the existing and proposed built context of the site. The newly amalgamated site, stretching 50 metres along New South Head Road, will also allow for development to efficiently use any additional floor space. It would promote functional commercial spaces with flexibility for various uses, consolidated vehicular access and servicing arrangements, and efficiently-planned residential floor plates. This will ensure that the site could meaningfully contribute to the supply of dwellings and commercial floor space in Edgecliff, without resulting in an unnecessarily bulky form.

## 5.3. Land Reservation

The applicant has also proposed to amend the Land Reservation Acquisition Map (Sheet FSR\_003) to remove the partial Classified Road (B4) Reservation from 136 New South Head Road, Edgecliff.

Woollahra Council considers the land reservation redundant and is progressing a separate planning proposal (PP-2021-6740) to have it removed. As such, this matter does not form part of the subject planning proposal.

# 6. Justification

## 6.1. Need for planning proposal

### 6.1.1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. The planning proposal is not the direct outcome of a recent study or strategy. However, the planning proposal does have strategic merit regarding Region, District and Local strategic plans and strategies (as described at Point 6.4).

The development enabled by the planning proposal has the potential to help meet Woollahra's employment and housing targets. It will also assist in the revitalisation of the ECC, and the strengthening of the ECC as a key local centre.

The site is ideally located in the Woollahra LGA to take advantage of significant public transport infrastructure and existing services, and where the use of active transport should be encouraged through reduced parking provision. Whilst Council staff have concerns about some of the traffic generation calculations, these can be addressed should the planning proposal progress.

Council's Strategic Heritage Officer identified that the planning proposal is generally acceptable as it reflects Council's advice to reduce the height (from 18 to 12 storeys) and provides a partial cantilever over the heritage item at 136 New South Head Road. The proposed scale provides a more compatible setting and will not 'overwhelm' the parapeted form of the heritage item. Also, there will be no impact on nearby heritage items (due to

separation distances) and the lower height of the proposed building envelope reduces the potential for adverse visual impacts from the Paddington HCA.

The planning proposal has site-specific merit, as it meets the objectives of the relevant Woollahra LEP 2014 and Woollahra DCP 2015 controls and is acceptable in the context of existing larger buildings in the vicinity of the subject site.

**6.1.2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

Yes. The objective of the planning proposal is to enable the development of a building up to 12 storeys with GFA of approximately 8700m<sup>2</sup>. The proposed map amendments are the simplest and most effective means of achieving the objectives and providing certainty as to the outcome of the amendments.

A site-specific DCP would support the LEP amendments and provide greater certainty regarding outcomes, particularly in relation to design and amenity. The main objective would be to provide guidance on the built form and an appropriate balance between managing impacts and providing adequate flexibility to achieve design excellence.

**6.2. Relationship to strategic planning framework**

**6.2.1. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including exhibited draft plans or strategies)?**

Yes. The planning proposal is consistent with the objectives of the *Greater Sydney Region Plan: A Metropolis of Three Cities* (2018) and the planning priorities and actions of the *Eastern City District Plan* (2018), as summarised below.

The relevant objectives of *Greater Sydney Region Plan: A Metropolis of Three Cities* (2018) and actions in the *Eastern City District Plan* (2018), particularly with the objective of:

*Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart, and adaptable solutions.*

This approach is incorporated in the *Woollahra Local Strategic Planning Statement* (LSPS) and the *Woollahra Local Housing Strategy* (LHS), by focusing growth in areas close to public transport and key centres, and is carried into the draft ECC Strategy. The planning proposal will also assist in meeting the Eastern District City housing targets (with approximately 35 net new dwellings).

The documentation submitted with the planning proposal suggests a contribution could be made towards affordable housing as part of a planning agreement.

The planning proposal aligns with the centre's hierarchy as it has the potential to contribute to the ECC's revitalisation and strengthening the ECC as an employment and transport hub.

Development of the subject site at a higher density will bring wider public benefits via modern employment and residential floor space, and could contribute to new or enhanced community infrastructure in the ECC (such as urban greening and outdoor space, pedestrian and cycle facilities and indoor community space).

**6.2.2. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

Yes. The planning proposal is consistent with the following Council strategic plans:

**Woollahra 2030, Council's Community Strategic Plan**

Given the subject site is within the ECC the planning proposal is consistent with the theme *quality places and spaces and*:

- *Goal 4: Well-planned neighbourhoods*
  - 4.1 Encourage and ensure high quality planning and urban design outcomes
  - 4.5 Enhance the form and function of the local business centres
- *Goal 5: Liveable places*
  - 5.1 Enhance local community, cultural and recreation facilities to become more attractive, integrated, and accessible.

The ECC is being planned to accommodate growth supported by revitalisation and upgraded community infrastructure, to create a more vibrant and liveable centre that will provide for the local population. A building within the proposed envelope could contribute to achieving the aims of the draft ECC Strategy by contributing to housing, modern employment space and a revitalised centre. This is consistent with the CSP's aim of preventing inappropriately sized development, while balancing the need for new housing and jobs, and responding to the housing targets set by the State Government.

**Woollahra Local Strategic Planning Statement 2020 (LSPS)**

The planning proposal is consistent with the LSPS *liveability theme and*:

- *Planning Priority 6: Place making supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people*
- *Planning Priority 8: Collaborating to achieve great place making outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.*

The ECC is being planned to accommodate growth supported by revitalisation and upgraded community infrastructure, to create a more vibrant and liveable centre that will provide for the local population and the planning proposal would contribute to these aims.

The planning proposal has the potential to contribute approximately 35 net new dwellings towards Woollahra's housing targets, within the ECC that the LHS identifies as the focus for Woollahra's housing growth. Furthermore, the planning proposal could contribute to the provision of affordable housing by way of a VPA.

**Draft Edgecliff Commercial Centre Strategy 2021 (the draft ECC strategy)**

The draft ECC Strategy is being prepared to accommodate employment and housing growth in accordance with the strategic planning framework. The planning proposal would contribute to revitalisation and strengthening of the ECC as a local centre and hub.

**6.2.3. Is the planning proposal consistent with any other applicable State and regional studies or strategies?**

Yes. The planning proposal is consistent with the *Standard Instrument – Principal Local Environmental Plan* and all other applicable State Environmental Planning Policies (refer to **Schedule 1**).

**6.2.4. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

Yes. The planning proposal is consistent with the *Standard Instrument – Principal Local Environmental Plan* and all other applicable State Environmental Planning Policies (refer to **Schedule 1**).

**6.2.5. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

Yes. The planning proposal is consistent with applicable section 9.1 directions (refer to **Schedule 2**).

**6.3. Environmental, social and economic impact**

**6.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

No. There are no critical habitat areas, threatened species, populations or ecological communities or their habitats present on the subject land. Accordingly, the proposal will not have any impact in this regard.

**6.3.2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

No. The planning proposal is generally consistent with the Woollahra LEP 2014 and Woollahra DCP 2015 that incorporate consideration of environmental effects. In particular the planning proposal is consistent with the objectives of relevant controls and the desired future character of the ECC, as assessed in **Schedule 3**.

**6.3.3. Has the planning proposal adequately addressed any social and economic effects?**

The planning proposal is generally consistent with the Woollahra LEP 2014 and Woollahra DCP 2015. In particular, the planning proposal is consistent with the objectives of relevant controls and the desired future character of the ECC, as assessed in the site-specific merit assessment in **Schedule 3**.

The planning proposal would allow for viable development of the subject site and would contribute to the strengthening of the ECC as a key local centre that is a transport and employment hub for the Woollahra LGA.

**6.4. State and Commonwealth interests**

**6.4.1. Is there adequate public infrastructure for the planning proposal?**

Yes. The Eastern City District Plan does not identify any planned state upgrades to infrastructure in the Woollahra LGA. There are planned upgrades in the Eastern Economic



Corridor - transport, health, education, and cultural facilities - that may benefit the subject site at a regional level.

The subject site is well-served by existing rail, bus, and regional road networks and is ideally located to take advantage of the significant public transport investment in the ECC that includes Edgecliff Station and bus interchange, and buses operating along New South Head Road. There are areas of open space within walking distance to the site at Trumper Park and Rushcutters Bay. There are shopping facilities, restaurants, entertainment, and other services within walking distance at the Edgecliff Centre and Eastpoint. The site meets the criteria for encouraging public transport use, walking, and cycling.

The subject site is within an established urban area currently serviced by water, sewer electricity and telecommunications infrastructure.

**6.4.2. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

N/A. If required by the gateway determination, consultation will be undertaken with public authorities and this section will be completed following any such consultation.

## 7. Mapping

The planning proposal seeks to amend the following Woollahra LEP 2014 maps:

- Height of Building Map (Sheet HOB\_003)
- Floor Space Ratio Map (Sheet FSR\_003)

Map extracts will be produced following consultation with the Woollahra LPP.

## 8. Community consultation

The public exhibition will be undertaken in accordance with the requirements of the Act and the *Environmental Planning and Assessment Regulation 2021*, also having regard to other relevant plans and guidelines including the *Woollahra Community Participation Plan 2019*, *Local Environmental Plans – a guide to preparing local environmental plans* and any conditions of the Gateway Determination.

We recommend that the planning proposal is exhibited for a minimum of 28 days.

Public notification of the exhibition will comprise:

- weekly notice in the local newspaper (the *Wentworth Courier*) for the duration of the exhibition period, when a hardcopy version of that newspaper is being published.
- a notice on Council's website.
- a letter to land owners in the vicinity of each site
- notice to local community, resident and business groups, such as the Double Bay Residents Association.

During the exhibition period the following material will be available on Council's website and in the customer service area at Woollahra Council offices:

- the planning proposal, in the form approved by the gateway determination.
- the gateway determination.



- information relied upon by the planning proposal (such as the view analysis and relevant Council reports).
- Woollahra LEP 2014.
- Section 9.1 Directions.

## 9. Project timeline

As Council is authorised to exercise the functions of the Minister for Planning under section 3.36 of the *Environmental Planning and Assessment Act 1979*, the proposed timeline for completion is as follows:

Plan-making step	Estimated completion
EPC/Council Report	May 2022
Planning proposal submitted to DPIE for Gateway	June 2022
Gateway determination	August 2022
Completion of technical assessment	TBC
Government agency consultation	September 2022
Public exhibition period	September 2022
Submissions assessment	October - December 2022
Council assessment of planning proposal post exhibition	January 2023
Council decision to make the LEP amendment	February 2023
Council to liaise with Parliamentary Counsel to prepare LEP amendment	March 2023
Forwarding of LEP amendment to Greater Sydney Commission and Department of Planning and Environment for notification	June 2023
Notification of the approved LEP	September 2023

## Schedules

### Schedule 1 – Consistency with State Environmental Planning Policies

State environmental planning policy	Comment on consistency
SEPP (Biodiversity and Conservation) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Exempt and Complying Development Codes) 2008	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Housing) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Industry and Employment) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Planning Systems) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Precincts - Central River City) 2021	Not applicable
SEPP (Precincts - Eastern Harbour City) 2021	Applicable and consistent. There are currently no identified state significant precincts located in the Woollahra LGA.
SEPP (Precincts - Western Parkland City) 2021	Not applicable.
SEPP (Precincts - Regional) 2021	Not applicable
SEPP (Primary Production) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Resilience and Hazards) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Resources and Energy) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Transport and Infrastructure) 2021	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

State environmental planning policy	Comment on consistency
SEPP No 65 – Design Quality of Residential Apartment Development	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.
SEPP (Building Sustainability Index: BASIX) 2004	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the operation of this policy.

**Schedule 2 – Compliance with section 9.1 directions**

<b>Planning proposal – Compliance with section 9.1 directions</b>		
<b>Direction</b>		<b>Applicable/comment</b>
<b>1</b>	<b>Planning systems</b>	
1.1	Implementation of Regional Plans	Applicable and consistent. The planning proposal is consistent with the relevant objectives in the <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i> (2018) and the relevant priorities and actions of the <i>Eastern City District Plan</i> (2018) as discussed herein.
1.2	Development of Aboriginal Land Council land	Not applicable. This planning proposal does not affect Aboriginal Land Council Land.
1.3	Approval and referral requirements	Applicable and consistent. The planning proposal does not require any additional approval or referral requirements.
1.4	Site specific provisions	Applicable and consistent. The planning proposal does not contain any unnecessarily restrictive site specific planning controls.
1.5 – 1.17	Implementation Plans	Not applicable. These plans do not apply to the Woollahra LGA.
<b>2</b>	<b>Design and place</b>	
<b>3</b>	<b>Biodiversity and conservation</b>	
3.1	Conservation zones	Applicable and consistent. The planning proposal will not affect the conservation standards of any environmentally sensitive land.
3.2	Heritage conservation	Applicable and consistent. The planning proposal will not change existing heritage provisions. The planning proposal applies to a heritage item and Council's Strategic Heritage Officer has not raised any objections to the planning proposal on heritage grounds.
3.3	Sydney drinking water catchments	Not applicable. This direction does not apply to the Woollahra LGA.
3.4	Application of C2 and C3 zones and environmental overlays in Far North Coast LEPs	Not applicable. These LEPs do not apply to the Woollahra LGA.

Planning proposal – Compliance with section 9.1 directions		
Direction		Applicable/comment
3.5	Recreation vehicle areas	Not applicable. The planning proposal does not apply to sensitive land or land with significant conservation values, and does not relate to land to being developed for a recreation vehicle area.
<b>4 Resilience and hazards</b>		
4.1	Flooding	Applicable and consistent. The planning proposal will not rezone flood liable land or affect the application of controls that ensure that development on flood liable land will not result in risk to life or damage to property.
4.2	Coastal management	Not applicable. The planning proposal does not affect provisions relating to land in a coastal zone.
4.3	Planning for bushfire protection	Not applicable. The planning proposal does not affect bushfire prone land.
4.4	Remediation of contaminated land	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the objective of this direction.
4.5	Acid sulfate soils	Applicable and consistent. Existing acid sulfate soils provisions will not be altered by the planning proposal.
4.6	Mine subsidence and unstable land	Not applicable. The planning proposal does not apply to land within a proclaimed Mine Subsidence District or to land identified as unstable.
<b>5 Transport and infrastructure</b>		
5.1	Integrating land use and transport	Applicable and consistent. The planning proposal does not contain a provision which is contrary to the aims, objectives and principles of: <ul style="list-style-type: none"> <li>Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</li> <li>The Right Place for Business and Services – Planning Policy (DUAP 2001).</li> </ul>
5.2	Reserving land for public purposes	Applicable and consistent. Council has already resolved to remove the partial reservation on the subject site along with others on New South Head Road Edgecliff under a separate planning proposal (PP ). Council is continuing negotiations with the RMS and seeking their approval of the reservations.

<b>Planning proposal – Compliance with section 9.1 directions</b>		
<b>Direction</b>		<b>Applicable/comment</b>
5.3	Development near regulated airport and defence airfields	Applicable and consistent. The planning proposal does not contain a provision which is contrary to this direction.
5.4	Shooting ranges	Not applicable. The planning proposal does not apply to land adjacent to or adjoining an existing shooting range.
<b>6</b>	<b>Housing</b>	
6.1	Residential zones	Not applicable. The planning proposal does not apply to land in a residential zone.
6.2	Caravan parks and manufactured home estates	Not applicable. The planning proposal will not affect any caravan parks or manufactured housing estates.
<b>7</b>	<b>Industry and employment</b>	
7.1	Business and industrial zones	Applicable and consistent. The planning proposal does not remove or alter a business zone and does not reduce the achievable employment floor space in the existing B4 Zone that applies to subject site. The intended outcome is maintenance or increase in employment floor space on the land the planning proposal applies to.
7.2	Reduction in non-hosted short-term rental accommodation period	Not applicable. These strategies do not apply to the Woollahra LGA.
7.3	Commercial and retail development along the Pacific Highway, North Coast	Not applicable. This direction does not apply to the Woollahra LGA.
<b>8</b>	<b>Resources and energy</b>	
8.1	Mining, petroleum production and extractive industries	Not applicable. This planning proposal will not affect any of the nominated activities.
<b>9</b>	<b>Primary production</b>	
9.1	Rural zones	Not applicable. This planning proposal will not affect any rural zones.
9.2	Rural lands	Not applicable. This planning proposal will not affect any rural lands.



Planning proposal – Compliance with section 9.1 directions		
Direction		Applicable/comment
9.3	Oyster aquaculture	Not applicable. This planning proposal will not affect any Priority Oyster Aquaculture Areas.
9.4	Farmland of state and regional significance on the NSW Far North Coast	Not applicable. This direction does not apply to the Woollahra LGA.

Woollahra  
Municipal  
Council



**Council Ref:** Pre-application consultation 2/2021 [21/52431]

12 April 2021

Andrew Boyarsky  
Edgecliff Central Pty Ltd  
PO Box 727  
Edgecliff NSW 2027

Dear Mr Boyarsky

**Pre-application consultation response**

**Meeting No:** 2/2021

**Meeting date:** 19 March 2021

**Property:** 136-148 New South Head Road, Edgecliff  
(Lot 1 DP 663495, Lot 1 DP 1092694, Lot A DP 443992, Lot B DP 443992)

**Applicant:** Edgecliff Central Pty Ltd

Thank you for meeting with us on 19 March 2021 to discuss your pre-application consultation for a request for a planning proposal at **136-148 New South Head Road, Edgecliff**.

Attached are our responses to the information you submitted prior to the meeting and key issues discussed at the meeting. We hope that these will be of assistance should you proceed to lodge a request to prepare a planning proposal.

The comments provided in this letter and the attached response are made in regard to a pre-application for a planning proposal request. The comments do not represent a notification under clause 10A of the *Environmental Planning and Assessment Regulation 2000*.

The pre-application consultation aims to identify issues that need to be addressed prior to requesting Council to prepare a planning proposal. However, it is only after a detailed assessment of a request that all issues can be identified and fully considered. Please note the disclaimer at the end of the response.

In summary, the pre-application submission proposes to amend the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014) as follows:

- Increase the maximum building height standard from 14.5m to 66m.
- Increase the maximum floor space ratio (FSR) standard from 1.5:1 to 6:1.

Council staff generally support reviewing the planning controls for this site. However, the proposed increase in both maximum building height and FSR are significant in relation to the site and its context, creating a building envelope which is excessive in height and bulk. Council staff consider that the proposed amendments cannot be justified on either strategic or site-specific merits. Therefore, Council staff do not support the proposed maximum building height and FSR.

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[www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au)

DX 3607 Double Bay  
ABN 32 218 483 245

Council staff also note that a review of the planning controls for the Edgecliff Commercial Centre has been undertaken to provide a clear and coordinated framework to guide future development in the Centre. We recommend that a request for a planning proposal considers this review. A copy is available on Council's website in the agenda for the Strategic and Corporate Committee meeting of 29 March 2021.

An application form and information to guide your application are available on Council's website: [www.woollahra.nsw.gov.au/building\\_and\\_development/development\\_rules/requests\\_for\\_planning\\_proposals](http://www.woollahra.nsw.gov.au/building_and_development/development_rules/requests_for_planning_proposals). If you lodge a request for a planning proposal, indicate on the form that you had a pre-application meeting and include the reference provided at the top of this letter.

I hope this service has been of use to you. Please contact Deeksha Nathani if you require any further assistance on (02) 9391 7145.

Yours sincerely

A handwritten signature in dark ink, appearing to be 'Anne White', written in a cursive style.

Anne White  
**Manager – Strategic Planning**

136-148 New South Head Road, Edgecliff  
Pre-application consultation 2/2021 [21/52431]

12 April 2021

### PRE -APPLICATION CONSULTATION RESPONSE

<b>Reference no.</b>	Pre-application 2/2021
<b>Property Address</b>	136-148 New South Head Road, Edgecliff
<b>Legal description</b>	Lot 1 DP 663495 Lot 1 DP 1092694 Lot A DP 443992 Lot B DP 443992
<b>Meeting date</b>	19 March 2021
<b>Pre-application officer</b>	Deeksha Nathani, Strategic Planner
<b>Applicant</b>	Edgecliff Central Pty Ltd
<b>Present at meeting</b>	<p><b>Woollahra Council</b> Nick Economou, Acting Director Planning and Development Anne White, Manager – Strategic Planning Kelly McKellar, Team Leader – Strategic Planning Deeksha Nathani, Strategic Planner</p> <p><b>Applicant</b> Andrew Boyarsky –Edgecliff Central Pty Ltd Dennis Meyer –Edgecliff Central Pty Ltd Brett Brown – Ingham Planning Lisa-Maree Carrigan – Group GSA Alister Eden – Group GSA Jenna Keyes – Group GSA</p>

#### 1 Information submitted

On 12 February 2021, the Applicant submitted the following:

- Completed pre-application consultation form dated 12 February 2021
- Completed gifts disclosure form dated 12 February 2021
- Cover letter prepared by Ingham Planning dated 12 February 2021
- Pre-planning proposal report prepared by Group GSA dated February 2021
- Architectural drawings prepared by Group GSA dated 8 February 2021
- Preliminary Heritage Assessment prepared by Urbis dated 18 November 2020
- Heritage Design Statement prepared by Urbis dated 2 February 2021
- Transport Review prepared by Colston Budd Rogers & Kafes Pty Ltd dated December 2020
- Preliminary Site Investigation prepared by Douglas Partners dated February 2021
- Geotechnical Desktop Assessment prepared by Douglas Partners dated February 2021.



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## **2 The site and context**

### **2.1 The site**

The site is described as 136-148 New South Head Road, Edgecliff (the site). It is located on the north-eastern side of the intersection of New South Head Road and Darling Point Road, Edgecliff.

The site comprises the following:

- 136 New South Head Road (Lot 1 DP 663495), owned by Cadfam Pty Ltd & Jemer Pty Ltd
- 138-140 New South Head Road, Edgecliff (Lot 1 DP 1092694), owned by Mr J P & Mrs S Hanna
- 142-146 New South Head Road, Edgecliff (Lot A DP 443992), owned by Mr D J & Mrs A G Milman
- 148 New South Head Road, Edgecliff (Lot B DP 443992), owned by Aybee Pty Ltd.

The site has an irregular shape with an approximate area of 1748m<sup>2</sup> and a frontage of approximately 55m to New South Head Road and 27m to Darling Point Road.

The site slopes down from the northern boundary to the south-eastern corner with an approximate fall of 5m. The site is visually prominent located at the top of the Edgecliff ridgeline.

The site is zoned B4 Mixed Use under the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014). 136 New South Head Road is listed as a local heritage item under Schedule 5 of the Woollahra LEP 2014 which is discussed in Section 2.4 below. It is also noted that the corner of 136 New South Head Road is identified as land to be reserved for certain public purposes under *Clause 5.1 Relevant acquisition authority* of the Woollahra LEP 2014.

### **2.2 Existing development**

The site currently contains the following development:

- 136 New South Head Road: A two-storey former bank building at the south-west corner with an open-air car park at the rear.
- 138-140 New South Head Road: A three-storey residential flat building with a pedestrian entrance on New South Head Road. Due to the sharp fall in topography from north to south across this site, the three storey building presents as a four storey building along New South Head Road, with the street level serving as an amenities area.
- 142-146 New South Head Road: A semi-detached, two-storey commercial building with a pedestrian entrance on New South Head Road.
- 148 New South Head Road: A semi-detached, two-storey commercial building with a pedestrian entrance on New South Head Road.

### **2.3 Surrounding development**

The site is located in the Edgecliff Commercial Centre (ECC) on New South Head Road. The ECC contains a mix of commercial and residential uses with a mix of heights, scales and built form. More specifically, the site is surrounded by the following development:

#### *North*

Directly adjoining the site to the north is the 'Ranelagh' residential tower at 3-17 Darling Point Road, Darling Point located on a large landscaped lot. The tower is approximately 91m (31 storeys) in height and the site is zoned R3 Medium Density Residential. This tower is identified as 'intrusive development' in the *Woollahra Development Control Plan (DCP) 2015*.

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#### *East*

Adjoining the site to the east, existing development comprises:

- A five-storey mixed-use building at 164 New South Head Road with no front setback to New South Head Road, accessed off a shared vehicular driveway from the adjoining battle-axe lot on New South Head Road.
- Two to four storey residential buildings at 166, 168 and 170 New South Head Road with battle-axe access off New South Head Road.
- Three to four storey mixed-use and residential buildings at 172-180 New South Head Road with a shared vehicular driveway from the adjoining battle-axe lot on New South Head Road.
- The heritage-listed Ascham School building and playing fields with a vehicular entrance on New South Head Road.
- Two storey commercial development at 208, 210 and 212 New South Head Road.

#### *South*

To the south of the site, on the opposite side of New South Head Road, development consists of:

- The 'Edgecliff Centre' building at 203-233 New South Head Road comprising of a seven storey building dating from the 1970s that is occupied by a range of commercial premises including retail at the ground level and office premises above.
- A large mixed use development at 235-285 New South Head Road and 180 Ocean Street, zoned B2 Local Centre. It incorporates the following:
  - Eastpoint Shopping Centre,
  - the Edgecliff Train Station below ground and bus interchange on the roof of the shopping centre, and
  - 'Eastpoint', a 16 storey residential tower on the south-western corner of New South Head Road and Ocean Street.

#### *West*

Development on the western side of Darling Point Road, opposite the site, consists of:

- A three storey mixed use development at 130 New South Head Road.
- A number of mixed use and residential buildings ranging from three to nine storeys stepping down the slope to the West.

## **2.4 Heritage**

The site comprises a heritage item of local heritage significance:

- Item 238: 136 New South Head Road, Edgecliff (Lot 1, DP 663495) - Building and interiors.

The site is also located within the vicinity of the following heritage items and heritage conservation areas listed in Schedule 5 of the Woollahra LEP 2014:

- Item 114: Concrete balustrade on Darling Point Road, near the intersection with New South Head Road (to the west of the site)
- Item 239: 188 New South Head Road (to the east of the site) – Ascham school precinct
- Heritage Conservation Area C8: Paddington HCA (opposite the site on New McLean Street to the south)
- Heritage Conservation Area C6: Mona Road HCA (approximately 200m to the north-west)
- Heritage Conservation Area C15: Woollahra HCA (approximately 250m to the south-east)

The 'Edgecliff Railway Station' located opposite the site and the 'Edgecliff (Rushcutters Bay) Viaduct' located to the south west of the site are listed as heritage items on the Heritage and Conservation Register under Section 170 of the NSW Heritage Act 1977.

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## 2.5 Transport and access

The site benefits from excellent public transport access, being located opposite the Edgecliff train and bus interchange. Trains and buses from this location connect to various locations in the Woollahra LGA, Bondi Junction, the Sydney CBD and the greater Sydney metropolitan area.

The site is located on New South Head Road which is a major arterial route connecting the Sydney CBD to the Woollahra LGA, and more broadly to the eastern suburbs. The site is adjacent to the intersection of Darling Point Road, New McLean Street, and New South Head Road and approximately 150m from the intersection of Ocean Street, Ocean Avenue and New South Head Road. Both of these intersections have a high level of traffic congestion especially during weekday morning peak periods (*Draft Woollahra Integrated Transport Strategy (ITS) 2021*).

There is limited vehicular access to the site. It is noted that 136 New South Head Road has a small car parking area at the rear of the building accessed via a driveway on Darling Point Road.

The main pedestrian access to the site is from New South Head Road.

## 3 Description of the planning proposal request

A request for a planning proposal would involve the following changes to the *Woollahra Local Environmental Plan 2014* (LEP):

- Amendment to the maximum building height standard from 14.5m to 66m.
- Amendment to the maximum floor space ratio (FSR) standard from 1.5:1 to 6:1.

## 4 State legislation

### 4.1 Environmental Planning and Assessment Act 1979

Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act) sets out what information a planning proposal must include when submitted for a gateway determination. The Department of Planning, Industry and Environment (DPIE) has two documents titled *A Guide to Preparing Planning Proposals* (December 2018) and *A Guide to Preparing Local Environmental Plans* (December 2018) to help applicants meet the requirements of the Act.

We draw to your attention that these guidelines identify that a planning proposal must demonstrate the strategic merit and the site-specific merit of the proposed LEP amendments.

### 4.2 Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Region Plan: A Metropolis of Three Cities* (GSC 2018) (the Region Plan) establishes a vision of three cities: the Western Parkland City, the Central River City and the Eastern Harbour City. Edgecliff is located in the Eastern Harbour City, which is envisioned to become a more innovative and globally competitive city.

Ten directions are set out within the Region Plan which establish the aspirations for the region over the next 40 years. These directions are a core component of the vision and a measure for the Region Plan's performance.

The Region Plan also establishes a three-level hierarchy of centres— metropolitan, strategic and local centres – reflecting their role in the overall economic geography of Greater Sydney. Objectives to create and support local employment opportunities in these centres are included in the Region Plan.

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A request for a planning proposal must demonstrate full compliance with relevant directions and actions of the Region Plan.

#### **4.3 Eastern City District Plan**

The *Eastern City District Plan* (GSC 2018) (the District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Region Plan at a district level and is a bridge between regional and local planning.

Edgecliff is identified as a local centre in the District Plan. Its role is to provide local jobs and services for the local catchment in contrast to strategic or metropolitan centres which service much larger catchments. We note that the District Plan encourages urban renewal in centres with frequent high capacity public transport to allow more people to live in areas with access to jobs and services. It also contains principles to ensure development and renewal in centres is undertaken using a place-based approach.

The District Plan also identifies that there is an unmet need for diverse housing. It recommends providing a range of dwellings comprising different types, sizes and price points to help improve affordability and suggests that 5-10% of new residential floor space is affordable rental housing.

Additionally, the District Plan identifies a number of sustainability measures to combat the urban heat island effect, including protecting biodiversity, delivery of Sydney's Green Grid and increasing urban tree canopy.

A request for a planning proposal must demonstrate full compliance with the vision and relevant priorities and actions of the District Plan.

#### **4.4 Future Transport 2056 and the Greater Sydney Services and Infrastructure Plan**

*Future Transport 2056* (Transport for NSW 2020) contains strategies and plans for transport across NSW aligned with the Greater Sydney Commission (GSC) and DPIE's regional plans and Infrastructure NSW's State Infrastructure Strategy. It provides an integrated vision for the state.

The *Greater Sydney Services and Infrastructure Plan* (Transport for NSW 2018) is the 40-year plan for transport in Sydney and supports Future Transport 2056 and the Region Plan. The services and infrastructure plan establishes the specific outcomes transport customers in Greater Sydney can expect and identifies the policy, service and infrastructure initiatives to achieve these.

The focus of the plan is enabling people and goods to move safely, efficiently and reliably around Greater Sydney, including having access to their nearest centre within 30 minutes by public transport, 7 days a week. It is also envisaged that the transport system will support the liveability, productivity and sustainability of places on our transport networks. Achieving this will require more efficient modes of transport – public transport, shared transport and walking and cycling – to play a greater role.

A request for a planning proposal must address the relevant issues in the *Future Transport 2056* and the *Greater Sydney Services and Infrastructure Plan*.

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#### **4.5 State Environmental Planning Policy 65: Design Quality of Residential Apartment Development (SEPP 65)**

A request for a planning proposal must address the relevant matters in SEPP 65 and the associated Apartment Design Guide (ADG), including:

- Section 2E - Building depth.
- Section 3E – Deep soil zones
- Section 3F – Visual privacy
- Section 3J – Bicycle and car parking
- Objectives 4A-1 and 4B-3 to achieve a reasonable sunlight and cross ventilation.
- Section 4S – Mixed use.

#### **4.6 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005**

A request for a planning proposal must address the relevant matters in *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

### **5 Council's strategic plans and studies**

#### **5.1 Woollahra 2030**

*Woollahra 2030*, Council's community strategic plan, identifies the strategic direction and integrated planning framework for the Woollahra LGA. Council is committed to revitalising its centres, to deliver vibrant villages that provide local access to a range of shops and facilities.

A request for a planning proposal must demonstrate full compliance with the relevant goals of the plan.

#### **5.2 Woollahra Local Strategic Planning Statement 2020**

The *Woollahra Local Strategic Planning Statement (LSPS) 2020* sets out a 20-year land use vision and planning priorities that will support and guide Council's planning controls to help ensure the Woollahra LGA continues to be a great place to live, work, play and visit.

The Woollahra LSPS 2020 identifies Edgecliff as a key gateway for the LGA:

*Edgecliff is the gateway that links Sydney's Eastern Suburbs and CBD along a vital transit corridor. It is based around a public train and bus interchange. Edgecliff is located in close proximity to Double Bay local centre, harbour-side parks and lifestyle destinations. It provides employment, local business services and retail. A planning review is currently underway for Edgecliff.*

A request for a planning proposal must demonstrate full compliance with the relevant planning priorities of the Woollahra LSPS 2020.

#### **5.3 Draft Woollahra Integrated Transport Strategy**

The Draft Woollahra ITS 2021 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. Council recognises the importance of having a transport strategy that reduces dependence on private vehicles by developing a system of viable, public and active transport alternatives.

The strategy sets out the key objectives, background analysis, challenges, opportunities, policies and actions with regard to four themes:



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- 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.

Council staff note that the site is located in the ECC, which is a transport node for train, bus, vehicular, cycling and pedestrian movement.

A request for a planning proposal must address the relevant objectives and themes in the Draft Woollahra ITS 2021. The Draft Woollahra ITS 2021 is on public exhibition from 1 April 2021 to 21 May 2021 and a copy of the strategy is available on Council's 'Your Say Woollahra' online platform.

#### 5.4 Review of the Edgecliff Commercial Centre Planning Controls

The ECC comprises land along New South Head Road generally from its intersection with New Beach Road to its intersection with Ocean Street and Ocean Avenue. This area has been the subject of a number of enquiries from developers seeking potential planning proposal requests.

To create a clear and coordinated framework to guide the future development of the ECC, Council staff have prepared a comprehensive *Review of the Edgecliff Commercial Centre Planning Controls* (the Review). This Review was carried out on a fine grained, block by block approach, as some areas and sites are more appropriate for increased density than others.

The Review includes the following key documents:

- *Draft Edgecliff Planning and Urban Design Strategy*
- *Draft Edgecliff Commercial Centre Public Domain Strategy*.

It is supported by the following studies:

- *SJB Planning and Urban Design Study*
- *JLL Market Analysis*
- *SCT Transport Analysis*.

We recommend that a request for a planning proposal consider this review. A copy is available on Council's website in the agenda for the Strategic and Corporate Committee of 29 March 2021.

## 6 Woollahra Local Environmental Plan 2014

### 6.1 Part 4.3: Height of buildings

The existing maximum height of buildings that applies to the site under the Woollahra LEP 2014 and the proposed height are as follows:

Woollahra LEP 2014 - Height	Proposed height
14.5m	66m

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The building height objectives of clause 4.3 of the Woollahra LEP 2014 are as follows:

- (a) *to establish building heights that are consistent with the desired future character of the neighbourhood,*
- (b) *to establish a transition in scale between zones to protect local amenity,*
- (c) *to minimise the loss of solar access to existing buildings and open space,*
- (d) *to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,*
- (e) *to protect the amenity of the public domain by providing public views of the harbour and surrounding areas.*

Council staff do not support the proposed building height on the site as discussed in Section 8.1 below. However, if a request for a planning proposal is submitted, it must fully justify the requested height of buildings standard. The request must respond to the objectives above and provide appropriate justification with regard to matters such as the effect on the desired future character, bulk and scale, solar access, views, loss of privacy and public amenity. Additional information about some of these issues is provided in Sections 8.1 and 8.3.

The request must also address whether a change in maximum building height may require associated changes to the Woollahra DCP 2015.

#### **6.2 Part 4.4: Floor space ratio**

The existing FSR standard that applies to the site under Woollahra LEP 2014 and the proposed FSR are as follows:

Woollahra LEP 2014 - FSR	Proposed FSR
1.5:1	6:1

The pre-application submission seeks a maximum FSR of 6:1 which represents an increase of 300% of the existing permissible floor space on the site.

The FSR objectives of clause 4.4 of Woollahra LEP 2014 include:

- (b) *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.*

Council staff do not support the proposed FSR on the site as discussed in Section 8.1 below. However, if a request for a planning proposal is submitted, it must fully justify the requested FSR standard for the site. This must include analysis of the impacts of increasing FSR from the existing controls to the requested control. The request must include an appropriate associated minimum non-residential FSR.

The request must also address whether a change in maximum FSR may require associated changes to the Woollahra DCP 2015.

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## **7 Woollahra Development Control Plan 2015**

### **7.1 Chapters D2: Mixed Use Centres - New South Head Road Corridor, Edgecliff**

The site is located in the New South Head Road Corridor, Edgecliff which is addressed in Part D2: Mixed Use Centres of Woollahra DCP 2015. The request for a planning proposal must have regard to the desired future character of the centre. It is also recommended that the request for a planning proposal considers the *Review of the Edgecliff Commercial Centre Planning Controls*.

### **7.2 Chapter E1: Parking and Access**

A request for a planning proposal must be accompanied by a traffic and transport report based on the **maximum** permitted development under the requested planning controls.

### **7.3 Chapter E3: Tree Management**

A request for a planning proposal, regardless of the scale, must have regard to Council's desired future character objectives and controls relating to trees, specifically Chapter E3 Tree Management of Woollahra DCP 2015.

### **7.4 Chapter E4: Contaminated Land**

A request for a planning proposal must consider any potential contamination of the site.

## **8 Referral officers comments**

### **8.1 Strategic Planning**

It is acknowledged that the site's location in the ECC provides opportunities to accommodate a greater density than the current applicable controls. This is consistent with the Region Plan, District Plan and the Woollahra LSPS.

However, the proposed maximum building height and FSR are considered excessive for Edgecliff's role as a local centre.

#### *8.1.1 Role of a local centre*

It is noted that the pre-application planning proposal report compares the site to strategic and metropolitan centres such as St. Leonards, Kings Cross, Chatswood and Bondi Junction. These centres have much larger catchments and a greater number of existing high-density developments as compared to Edgecliff, which is identified as a local centre in the District Plan.

The local context of Edgecliff is significantly different from the examples given in that it is surrounded by significant heritage conservation areas in Edgecliff, Darling Point and Paddington. If the justification for additional density relies on a comparison to other centres, it should focus on centres with similar centre hierarchy, heritage, and character.

#### *8.1.2 Building height*

In relation to the proposed maximum building height, Council staff note:

- The proximity of the site to the zone boundaries between the B4 Mixed Use, R3 Medium Density Residential and B2 Local Centre zones.
- The prominent location of the site near the top of the Edgecliff ridgeline.
- The existing heritage-listed item at 136 New South Head Road.
- The dominant surrounding built form context generally ranging from two to nine storeys.
- The desired future character of the ECC emerging from the *Review of the Edgecliff Commercial Centre Planning Controls*.

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The proposed building height would permit development which would be inconsistent with the objectives identified above. In particular, the proposed maximum building height would not:

- be consistent with the desired future character of the ECC emerging from the *Review of the Edgecliff Commercial Centre Planning Controls*
- reflect the role and character of Edgecliff as a local centre as identified in the District Plan and Woollahra LSPS 2020.
- establish a transition in scale between zones to protect local amenity and sensitively respond to the heritage-listed item on 136 New South Head Road.
- minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion.

The proposed maximum building height would permit a building of approximately 66m above ground level. A comparison of the proposed maximum building height to other approved building height standards show that the proposed maximum building height is:

- substantially greater than the current highest maximum building height of 34m permitted under the Woollahra LEP 2014.
- greater than the maximum building height of 60m permitted under *Waverley Local Environmental Plan 2012* at Bondi Junction, which is designated as a strategic centre in the Region Plan and District Plan.
- greater than the maximum building heights of 39m (11 storey) proposed for other similar sites in the ECC as identified in the *Review of the Edgecliff Commercial Centre Planning Controls*.

Council staff recommend that the proposed maximum building height is reduced to permit a building of a maximum of 12 storeys with consideration given to:

- creating an appropriate interface with the heritage-listed item at 136 New South Head Road,
- establishing a transition in scale from the existing two to nine storey building heights along New South Head Road, and
- responding to the desired future character and role of Edgecliff as a local centre.

#### 8.1.3 Floor Space Ratio

Having considered the site and its context, the proposed maximum FSR would permit development which would be inconsistent with the objective identified above. In combination with the proposed maximum building height, it would permit development which would

- be inconsistent with the desired future character of the ECC emerging from the *Review of the Edgecliff Commercial Centre Planning Controls*.
- not reflect the role and character of Edgecliff as a local centre as identified in the Region Plan.
- create excessive bulk and scale.

A comparison of the proposed FSR with other FSR development standards in the Woollahra LGA and in major centres in other LGAs shows that the proposed the proposed maximum FSR is:

- substantially greater than the current maximum FSR of 4:1 permitted under the Woollahra LEP 2014.
- greater than the maximum FSR of 4.5:1 proposed for other similar sites in the ECC identified in the *Review of the Edgecliff Commercial Centre Planning Controls*.



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Council staff recommend that the proposed maximum FSR is reduced, with consideration given to an FSR between 4.5:1 to 5:1, with a view to:

- creating an appropriate interface with the heritage-listed item at 136 New South Head Road,
- establishing a transition in scale from the existing two to nine storey building heights along New South Head Road, and
- responding to the desired future character and role of Edgecliff as a local centre.

#### *8.1.4 Non-residential FSR*

To future proof the ECC's ability to maintain and provide non-residential floor space and employment, Council staff recommended the applicant seeks to provide a minimum non-residential FSR.

The long term benefits of providing non-residential floor space are:

- Future proofing/flexible land use opportunities
- Protection of employment opportunities
- Daytime foot traffic to support businesses such as retail uses
- Encourage live/work opportunities
- Maintain and enhance day time vitality and vibrancy
- High-quality businesses and activities that attract people to the ECC
- Products and services for the needs of residents.

At a minimum, this means development should facilitate:

- Employment generating land uses.
- Active ground floor retail and business uses such as cafes, shops, hairdressers and restaurants.
- First floor non-residential uses, such as business, office, medical services and community uses.

*Note: For the purposes of this approach, car parking and serviced apartments are not included as non-residential floor space.*

#### *8.1.5 Forecast*

For reporting purposes to the DPIE, the planning proposal must include a statement which, based on the maximum potential development as well as the indicative development concept, identifies the:

- Number and size of existing and proposed dwellings
- Number of potential new residents
- Size of existing and new non-residential gross floor area in square metres
- Number of existing and new jobs that will be accommodated in the non-residential area
- Number and type of existing and proposed car parking spaces.

## **8.2 Development control**

Should a development application for the site be lodged prior to a change in the existing planning controls, it would be assessed under the existing controls that apply. The expectation is that an application must fully comply with the relevant development standards and controls. Any exceedances of the development standards would need to be fully justified by virtue of *Clause 4.6 Exceptions to development standards* in Woollahra LEP 2014.

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### 8.3 Urban Design

An urban design analysis of the proposed height and FSR should address the following:

#### 8.3.1 Bulk and Scale

The indicative development concept proposed as part of the pre-application planning proposal presents a bulk and scale that is inconsistent with the desired future character of the ECC. As identified in Section 8.1 above, the pre-application planning proposal report compares the site to strategic and metropolitan centres which have much larger catchments and a greater number of existing high-density developments.

The pre-application planning proposal report states that “sites closest to Edgecliff Station can accommodate buildings up to 30-40 storeys” (page 25). Insufficient justification is provided in support of this statement. It is noted that the Ranelagh building located to the north of the site is identified as an ‘intrusive development’ in the Woollahra DCP 2015 and is not representative of the desired future character in the centre as it presents an out of context bulk and scale and contributes little to the streetscape as compared to the subject site.

Additionally, the pre-application planning proposal report states that “the subject site has potential to realise a 28-30 storey form without impacting the solar access to Trumper Park in midwinter” (page 51). It is noted that solar access to Trumper Park is not the only criteria to establish the appropriate building envelope on this site, and other considerations including the desired future character of the ECC, bulk and scale, topography, view impacts and potential environmental impacts must also be considered.

#### 8.3.2 View sharing

A request for a planning proposal must address any view sharing impacts relating to surrounding properties. An assessment of these impacts must be based on the **maximum** building envelope created by the requested planning controls, not the building envelope of the concept building (although this may be included in addition to the maximum building envelope, for example, shown as “wire frame” superimposed on a photograph).

The view sharing assessment must follow the four step process established in *Tenacity Consulting v Warringah (2004) NSWLEC 140* (paragraphs 23-33). The requirement for a view sharing assessment must not be taken to represent our support for the requested building height control, whether it be the height sought in your pre-application submission or another height.

The pre-application material included a preliminary view analysis of a limited number of surrounding properties. A request for a planning proposal must address view sharing impacts relating to all affected surrounding properties. The view assessment from surrounding properties should include, at a minimum:

- ‘Ranelagh’ tower at 3-17 Darling Point Rd, Darling Point.
- ‘Eastpoint’ tower at 180 Ocean Street, Edgecliff
- ‘Oceanpoint’ tower at 170 Ocean Street, Edgecliff.

#### 8.3.3 Solar access and overshadowing

A request for a planning proposal must address any solar access impacts on surrounding properties. An assessment of these impacts must be based on the **maximum** building envelope created by the requested planning controls, not the building envelope of the concept building (although the solar access and overshadowing impacts from the concept building may be included in addition to the maximum building envelope).

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#### 8.3.4 Streetscape

A streetscape analysis of the proposed maximum building height and FSR must consider the following:

- The interface with the local heritage item at 136 New South Head Road. The proposed building envelope may adversely impact the heritage significance of the heritage item in terms of its views and setting, unless the setback of the tower is increased. This is discussed further in Section 8.4 below.
- The existing fine-grain streetscape along New South Head Road with vertical articulation and the two to four storey street wall height.
- The existing streetscape along Darling Point Road has an established garden setting with mature trees at the street. Consistent with Chapter B1 of the Woollahra DCP 2015, the desired future character for the precinct requires development to retain the visual prominence of the tree canopy, particularly along the ridgeline of Darling Point Road. Although the subject site is not within the Darling Point Precinct, it is a key connection and entry point to the ECC from the Darling Point Peninsula. Accordingly, it is necessary to consider its contribution to the Darling Point Road Streetscape from an urban design perspective.
- Existing street trees and proposed urban greening measures as identified in the *Review of the Edgecliff Commercial Centre Planning Controls* to enhance urban greening.

#### 8.3.5 Public domain

A public domain analysis of the proposed maximum building height and FSR must consider the following:

- The ECC has limited public spaces. Incorporating a public plaza would positively contribute to the ECC's public domain character and be in alignment with the Woollahra LSPS 2020 (particularly Planning Priorities 6 and 8), and the *Review of the Edgecliff Commercial Centre Planning Controls*.  
However, the proposed ground level entrance plaza in the indicative development concept offers limited interaction with and contribution to the public domain. The space is not at a size that performs as a public plaza. A more accessible public plaza concept should be considered. A public space adjoining the heritage item at 136 New South Head Road may provide opportunities to increase the visual prominence of the heritage item and to activate New South Head Road.
- The proposed concept must provide active frontages facing New South Head Road to enhance the public domain, streetscape and public safety. Activation of New South Head Road should consider a ground level setback adjoining the heritage item at 136 New South Head Road site to facilitate a public plaza.

### 8.4 Heritage

Council staff do not support the indicative development concept that cantilevers the tower element across the existing heritage item as it does not create a 'backdrop' to the heritage-listed item and does not allow for the item to be appreciated in a three-dimensional manner. The proposed cantilever reduces the prominence of the original parapet of the heritage-listed item and adversely affects key views to this building. The setting of this curtilage item will be adversely affected by the overwhelming tower element proposed in the indicative development concept.

Council staff recommend that the proposed development is appropriately set back from the front façade of the heritage item in order to allow for the form and scale of the heritage item to be read and adequate respect of the original parapet form. It is recommended that the maximum cantilever of the tower element extends over no more than one-third of the heritage item and that this setback is shown on the proposed maximum Height of Buildings map.

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It is noted that some of the examples provided in the Heritage Design Statement (Urbis 2021) are not considered appropriate for the local context of the ECC. These include:

- Examples from metropolitan centres that are the subject of greater development pressure than a local centre.
- Examples of projects that have not yet been built and/or received development consent.

It is noted that the example of the development at 88 Walker Street, North Sydney presents a gentle cantilever over the adjoining local heritage-listed former fire-station (at 86 Walker Street North Sydney). A similar approach could be used for the subject site, with a less pronounced cantilever over the heritage-listed building at 136 New South Head Road.

The proposal also involves the demolition of two residential flat buildings at 138-140 New South Head Road and 142-148 New South Head Road, Edgecliff. Inter-War Residential flat buildings are protected under Clause B3.8.6 of the Woollahra DCP 2015. From a review of the Preliminary Heritage Assessment (Urbis 2020), much of the original fabric seems to be intact in both of these buildings.

The report's history on the sites is considered insufficient as it does not include research of Woollahra Local Studies, Building Registers and the Valuations. Additional research is required to inform the heritage assessments of these buildings, especially due to the proposed irreversible demolition.

### 8.5 Engineering Services

Council's Traffic and Transport Engineering staff note that the traffic analysis for any planning proposal request of this scale on this site would need to consider:

- The intersection performance between New South Head Road and Darling Point Road with measures to address the existing traffic issues at this location.
- The cumulative traffic impacts of the future development proposals in the ECC.
- Justification of the shortfall in car parking spaces and the adverse impacts on the on-street parking in the surrounding area. It is noted that no car parking spaces are currently identified to be allocated to the proposed multi-purpose community facility. Any future proposal would need to provide adequate parking for any such community facility.
- The proposed driveway on Darling Point Road is located adjacent to a public bus stop. Relocation of the bus stop may be considered to minimise potential congestion on Darling Point Road.
- Necessity to upgrade the public domain along New South Head Road and Darling Point Road.
- Opportunities to improve the pedestrian and cycling infrastructure.

As New South Head Road is a Classified Road, early consultation with the Roads and Maritime Services (RMS) is recommended.

A traffic impact statement identifying the **maximum** potential additional vehicle movements and traffic management strategy must be provided. The maximum potential car park and traffic movements must be based on calculations in accordance with Chapter E1 Parking and Access in Woollahra DCP 2015. This statement must address the implications of the likely development uplift arising from the requested new planning controls on existing traffic, parking and transport conditions surrounding the site and within any proposed parking areas. The statement must be produced by a suitably qualified and experienced traffic engineer in accordance with Chapter E1 Parking and Access in Woollahra DCP 2015.



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## 8.6 Community services

The *Woollahra Community Facilities Study* (adopted 29 September 2020) identifies the need for a multipurpose facility in the Western Catchment of the Woollahra LGA. The study recommends that the facility should be a minimum of 2,000 - 2,500sqm in size and be adaptable for increased demand over time. Page 65 of the study states:

### *Strategic Opportunities for Delivery*

#### *8.2.3 Provide a new integrated multipurpose facility in the Western Catchment*

*A primary and pressing issue revealed through the community needs analysis is the forecast gap in provision in the Western Catchment, which is linked with the uncertainty over the future of the arrangement for the provision of a library in the City of Sydney-owned Paddington Town Hall.*

*The provision of a new integrated multipurpose facility could be located within the Edgecliff Economic Corridor area in partnership with future developers (e.g. via a Voluntary Planning Agreement or joint venture). Future uplift and development in this location over time will increase the pressure on local community facilities and further strengthen the need for a new integrated multipurpose facility.*

The site is located within the Western Catchment and, if developed, will increase the demand for local community facilities.

The indicative development concept submitted as part of the pre-application planning proposal request locates a multi-purpose community facility in the heritage-listed item at 136 New South Head Road. Any proposed multi-purpose community facility must be flexible to allow for a range of uses. The indicative location of the lift at the rear of the property would result in a majority of the functional space being used for circulation and is not supported. Appropriate parking arrangements for any proposed community facilities must also be considered.

A development of this scale should also consider the inclusion of child care facilities to address the increased demand.

The applicant should contact relevant Council staff to discuss the opportunities for a planning proposal request to incorporate the provision of local community facilities and / or the dedication of floor space for a facility. This may be considered in the voluntary planning agreement negotiations, as discussed in Section 9.

## 8.7 Affordable housing

A development of this scale should include affordable housing as a minimum of 5% of the new residential GFA achieved.

## 8.8 Open Space and Trees

The development concept submitted as part of the pre-application planning proposal request includes a rooftop open space above the heritage-listed item at 136 New South Head Road. This conceptual open space is located two storeys above ground level and would not be easily accessible for the wider community. All public spaces must be accessible, visible and legible from the public domain.

The proposal does not identify specific spaces or facilities for young children or the youth to engage in active play, as there are no play areas proposed. The indicative development concept

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proposed as part of the pre-application planning proposal request will likely increase demand on open space. The planning proposal request must address this anticipated demand, including measures such as dedication of on-site spaces or development contributions.

A request for a planning proposal, regardless of the scale, must have regard to Council's desired future character objectives and controls relating to trees, specifically Chapter E3 Tree Management of Woollahra DCP 2015. The applicant must engage an arboricultural consultant early in the planning phase to determine the retention value of all of the existing trees and vegetation, especially along New South Head Road. Setbacks for tree planting and landscape can be identified and used to guide the constraints and opportunities analysis of the site and inform building envelope controls.

### 8.9 Sustainability

A development of this scale should be 'best practice'. A 'best practice' site would have a NABERS rating of 6 stars for energy and 6 stars for water. Meeting minimum BASIX standards for the residential portion of the site would not be considered 'best practice'.

In addition to best practice water and energy fittings, the site should include:

- Solar panels
- Use of low carbon construction materials
- Maximum natural ventilation
- Water recycling / stormwater harvesting
- Stormwater treatment including raingardens
- Local native plant species
- Electric Vehicle charging infrastructure in both residential and commercial car parks.

### 8.10 Property and projects

The applicant must contact relevant Council staff to discuss the future maintenance of the proposed multi-purpose community facility and public plaza on this site. This may be considered in the voluntary planning agreement negotiations, as discussed in Section 9.

### 8.11 Compliance

No comments at this time.

## 9 Voluntary planning agreement

The *Woollahra Voluntary Planning Agreement Policy 2020* (VPA Policy) was adopted by Council on 10 February 2020. Under this policy, Council may consider entering into a planning agreement where there will be an opportunity or likely requirement for a development contribution, including requests for planning proposals seeking a change to Woollahra LEP 2014 to facilitate the carrying out of development.

If approved, the proposed increase in Height of Buildings and FSR standards will substantially increase the development potential of the site and hence its land value. With this in mind, Council anticipates negotiating a planning agreement prepared in accordance with the VPA Policy, to share in this value uplift for the community's benefit. We emphasise, however, that the strategic merit of a planning proposal must be fully justified and the Council would need to support the requested changes.

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Council prefers that negotiations for a planning agreement commence before the lodgement of a request for a planning proposal. Further, the VPA Policy seeks to separate the role of Council as an asset manager and planning authority to ensure probity. In this regard, please contact the Director – Technical Services to discuss the requirements for a planning agreement. It is noted that additional documentation may be required to inform the negotiations.

## **10 Information required with a request to prepare a planning proposal**

Should you submit a request for a planning proposal, the core documents listed in 10.1 below, are required. Additional documents may be required at the time a request to prepare a planning proposal is lodged.

### **10.1 Documents**

- Completed application form.
- Land owner's consent.
- Request to prepare a planning proposal addressing the matters in *A guide to preparing planning proposals*.
- Concept plans including elevations and sections illustrating the distribution of land use and building bulk.
- Results of any consultation with surrounding property owners.
- Disclosure statement (relating to political donations and gifts).
- Survey plan.
- Studies, investigations and reports supporting the requested changes and relating to the maximum requested building height / FSR envelope, as well as the concept plan envelope, including:
  - Planning report justifying the requested amendments to the height and FSR controls, including the following information:
    - Number and size of existing and proposed dwellings
    - Number of potential new residents
    - Size of existing and new commercial gross floor area
    - Number of existing and new jobs that will be accommodated in the commercial area
    - Number and type of existing and proposed car parking spaces.
  - Photomontage and site photographs
  - 3D Model in the format required by Attachment 9: 3D Digital Model Technical Requirement of Council's DA Guide.
  - View analysis
  - Shadow diagrams in plan and elevation
  - Traffic and parking assessment
  - Urban design analysis (including streetscape study and figure-ground study)
  - Heritage impact statement
  - Arboricultural report
  - Geotechnical investigation
  - Acoustic assessment
  - Wind impact assessment

#### *Notes:*

*Images must show the maximum building height / FSR envelope of the proposal, as well as the concept plan envelope may include, for example, a "wire frame" superimposed on a photograph or another image.*

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*Further reports, studies or documentation may be required once the request has been submitted.*

## 11 Fees

This planning proposal request is considered to be a major planning proposal. According to Council's 2020/21 Fees and Charges the cost for stages 1 and 2 are:

### Major planning proposal

<b>Stage 1</b> Up to gateway determination	\$41,770 (GST exempt)	All steps up to and including submission of planning proposal to DPIE for gateway determination if endorsed by Council. May include changes to Woollahra DCP 2015.
<b>Stage 2</b> Post gateway determination	\$24,930 (GST exempt)	All steps up to publication of the amending LEP subject to Council support. May include changes to Woollahra DCP 2015.

**Note:** An hourly rate of \$285.00 applies to any additional unforeseen tasks and functions.

*The above fees are relevant for the 2020/21 financial year only. Any fees payable outside this period will be subject to the adopted fees and charges for the relevant financial year.*

## 12 Next steps

Should you choose to lodge a planning proposal request, fees are NOT payable upon lodgement of a request. Council staff will review the request and supporting documentation to ensure all the required information has been provided to allow a full assessment of the request. We will contact you if we require additional information. Once we are satisfied that all the required information has been provided an invoice will be issued to the applicant.

Once all required documentation and payment is received we will commence the detailed assessment of the request. Further information may be required by us once this detailed assessment commences. The planning proposal request will then be reported to Council's Environmental Planning Committee (EPC). If the EPC supports the planning proposal, it will be referred to the Woollahra Local Planning Panel (LPP) for advice. The advice of the Woollahra LPP will then be reported back to the EPC for consideration.

## 13 Conclusion

The pre-application submission proposes the following changes to the Woollahra LEP 2014:

- Amendment to the maximum building height standard from part 14.5m to 66m.
- Amendment to the maximum floor space ratio (FSR) standard from 1.5:1 to 6:1.

As identified in the response above, Council staff generally support reviewing the planning controls for this site. However, the proposed increase in both maximum Height of Buildings and FSR standards are significant in relation to the site and its context and would create a building envelope which would permit development of an excessive height and bulk. Council staff consider that the proposed maximum building height and FSR cannot be justified on either strategic or site-specific merits. Therefore, Council staff do not support the proposed Height of Buildings and FSR standards.



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However, if a request for a planning proposal is lodged with Council, it must fully justify the changes being sought to the Height of Buildings and FSR standards and include an appropriate associated minimum non-residential FSR provision. The request must also provide all the documentation identified in the 'information required with a request to prepare a planning proposal' section must be provided to permit a full assessment of the request.

#### **14 Disclaimer**

The aim of a pre-application meeting is to provide a service to people who wish to obtain the comments of Council staff about the various aspects of a planning proposal request, prior to lodging an application. The advice can then be addressed or at least known, prior to lodging an application. This has the following benefits:

- It allows a more informed decision about whether to proceed with a request for a planning proposal; and
- It allows issues to be addressed, especially issues of concern, prior to requesting Council to prepare a planning proposal. This could then save time and money once the request for a planning proposal is lodged.

All efforts are made to identify issues of relevance and likely concern with the preliminary request. However, the comments in this response are based on the information submitted for preliminary assessment and discussion at the pre-application meeting.

You are advised that:

- The comments expressed may vary once detailed information is submitted and formally assessed, or as a result of issues contained in submissions by interested parties if a planning proposal is exhibited.
- If a request to prepare a planning proposal is received by Council, nothing contained in a pre-application response binds Council staff, the elected Council members, or other bodies beyond Council in any way.

The comments provided in this response are made in regard to a pre-application for a request for a planning proposal. The comments do not represent a notification under clause 10A of the *Environmental Planning and Assessment Regulation 2000*.

We hope that this advice assists you. If you have any further enquires please contact Deeksha Nathani on (02) 9391 7145 during business hours.



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Strategic Planner



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# Request for a Planning Proposal for 136-148 New South Head Road, Edgecliff



## Assessment



Version Date:	April 2022
Division/Department:	Strategic Planning/Planning & Place
Responsible Officer:	Consultant Strategic Planner
HPE CM Record Number:	22/48755

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## 1. Assessment

Council staff have undertaken an assessment of the request for a planning proposal in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant NSW Department of Planning, Industry and Environment guidelines.

- Greater Sydney Region Plan and Eastern City District Plan (2018)
- Housing supply, diversity and affordability
- Centres hierarchy
- Public benefit
- Woollahra 2030, Council's Community Strategic Plan
- Woollahra Local Strategic Planning Statement 2020 (LSPS)
- Woollahra Local Housing Strategy (LHS)
- Draft Edgecliff Commercial Centre Strategy (the draft ECC strategy)
- Draft ECC Strategy – strategies and guiding principles

### **Assessment against Woollahra LEP 2014 objectives**

- B4 Zone Objectives
- Height of Buildings
- Floor Space Ratio
- Land Reservation Acquisition

### **Assessment against Woollahra DCP 2015 principles**

- Desired future character
- Commercial centre objectives
- Heritage
- Solar access
- Views
- Traffic, access and parking
- Residential amenity
- Sustainability

Council staff assessed the request with reference to the NSW Department of Planning and Environment's (DPE) *Local Environmental Plan Making Guideline* (December 2021).

A strategic merit assessment against relevant region, district, and local strategies, including the draft ECC Strategy<sup>1</sup>, considers how the site can contribute to meeting Council's strategic

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<sup>1</sup> Draft Edgecliff Commercial Centre Planning and Urban Design Strategy *exhibited 31 May – 30 September 2021 - establishes a vision for the Edgecliff Commercial Centre (ECC) and provides recommendations on planning controls, urban design, public domain and transport enhancements to guide future development. Refer to Section 1.8 for detail.*



obligations in the context of the NSW Government's objectives for the Eastern City District and Greater Sydney.

A site-specific merit assessment considers local aspects of the planning proposal against the draft ECC Strategy principles, and relevant Woollahra LEP 2014 and Woollahra DCP 2015 objectives and controls.

### **1.1. Greater Sydney Region Plan and Eastern City District Plan (2018)**

The Region Plan objectives include making more effective use of existing regional infrastructure (such as public transport, roads, schools and hospitals). For Woollahra this would include the existing rail, bus and regional road networks. It would also include planned investment in the Eastern Economic Corridor - transport, health, education and cultural facilities - as the District Plan does not identify any planned state upgrades to infrastructure in the Woollahra LGA. The District Plan indicates opportunities should be taken to better align growth with infrastructure by considering the capacity of existing infrastructure and includes the following objective:

*Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions.*

This approach is incorporated in the *Woollahra Local Strategic Planning Statement* (LSPS) and the *Woollahra Local Housing Strategy* (LHS), by focussing growth in areas close to public transport and key centres, and is carried through into the draft ECC Strategy.

Council staff engaged with the Greater Sydney Commission and the then NSW Department of Infrastructure and Industry (now DPE) regarding Woollahra's identified growth to 2036. Both support the idea of focussing Woollahra's growth around Edgecliff Station, and the draft ECC Strategy is a collaborative approach to achieving Council's obligations under the Region and District plans.

Given the subject site is within the ECC, the planning proposal can be considered consistent with the Region and District Plans regarding infrastructure and collaboration, as there is a nexus from the applicant's proposal through the LSPS and LHS to those plans.

### **1.2. Housing supply, diversity and affordability**

The Region Plan objectives include providing additional housing in areas where there is supporting infrastructure and employment, and the plan states there is unmet need for diverse and affordable housing, and housing in locations that are supported by infrastructure, businesses, services and employment. The District Plan sets targets for housing and suggests 5-10% of new residential floor space be provided as affordable rental housing<sup>2</sup>.

This approach is incorporated in the LSPS and the LHS, by focussing growth in areas close to public transport and key centres where existing employment can be enhanced, and is carried through into the draft ECC Strategy.

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<sup>2</sup> In October 2021, Council adopted the *Woollahra Affordable Housing Policy* which sets an aspirational target for affordable housing of 10% of new dwellings.



Woollahra's housing target was 300 net new dwellings between 2016 and 2021, and a further 500 net new dwellings between 2021 and 2026. The planning proposal has the potential to produce approximately 41 apartments (35 net gain) and thus contribute to achieving Woollahra's housing targets.

The documentation submitted with the planning proposal suggests a contribution could be made towards affordable housing as part of a planning agreement.

Given the subject site is in the ECC that incorporates Region, District and Local strategies, the planning proposal can be considered consistent with all regarding housing supply. The indicative development concept shows a range of apartment sizes and this can be confirmed in a site specific DCP.

### 1.3. Centres hierarchy

The Region Plan objectives include managing and expanding the network of existing centres to maximise the liveability, productivity and sustainability benefits. The Region Plan states the management of local centres should be informed by a place-based strategic planning process *including an assessment of how, broadly, the proposed hierarchy influences decision-making for commercial, retail and other uses.*

This approach is incorporated in the LSPS and the LHS, by focussing growth in key centres in areas close to public transport, and is carried through into the draft ECC Strategy. The LSPS and LHS refer to the planning review of Double Bay and Edgecliff underway to identify opportunities for increased housing, local businesses, and employment in these key local centres.

The ECC is the only local centre in the Woollahra LGA with a train station and bus interchange. Council is following the Region Plan recommended approach of place based planning in the draft ECC Strategy that identifies how the ECC could be revitalised with density and heights that are appropriate for its key local centre status.

Given the planning proposal has the potential to contribute to the ECC's revitalisation and strengthening as an employment and transport hub, it is considered to be consistent with the Region Plan centres hierarchy objectives.

### 1.4. Public benefit

The Region and District plans emphasise the need for the provision of appropriate infrastructure to support growth, including delivery of new or improved public open spaces and a range of community facilities and services to support the forecasted population.

The planning proposal seeks development potential beyond that envisaged when the Woollahra LEP 2014 was adopted and beyond that envisaged by the community at the time of consultation on the LEP. While development at a higher density will bring wider public benefits via enhanced employment and residential floor space, it will create a greater need for supporting local community infrastructure. In particular, it will create a need beyond that which is envisaged in the *Woollahra Contributions Plan 2021* that matches growth envisaged under the current controls in the Woollahra LEP 2014.

The infrastructure needs to support additional growth in the ECC are identified (at a high level) in the draft ECC Strategy and include outdoor recreation space, urban greening, indoor community space, improvements for pedestrians and cyclists, affordable housing and traffic management. The infrastructure needs for the ECC are informed by Council's

Community Facilities Study, draft Play Space Strategy and draft Recreation Needs Study, the ECC Public Domain Plan and Traffic Study.

The applicant is suggesting a monetary contribution towards community infrastructure rather than providing community facilities on site, and in lieu of Section 7.12 contributions.

Should the planning proposal proceed to a planning proposal, a contribution towards community infrastructure is appropriate to ensure public benefit in tandem with the new development. However, this contribution should be made in addition to the applicable Section 7.12 contributions at development application stage. The applicant's commitment needs to be included in a VPA between the applicant and Council. The terms of the draft VPA are currently being negotiated with Council staff (in accordance with Council's adopted VPA policy) and should the planning proposal proceed, a draft VPA would be exhibited concurrently with the draft planning proposal. A draft VPA will be reported to Council in a separate report.

The Woollahra Voluntary Planning Agreement Policy 2020 (Woollahra VPA Policy) will apply. The VPA Policy incorporates section 7.4(1) of the EP&A Act that provides *that a planning agreement is a voluntary agreement or other arrangement under this Division between a planning authority and a person (the developer) (a) who has sought a change to an environmental planning instrument.*

The applicant has entered negotiation with Council regarding a VPA. This negotiation is being managed by Council's Director Infrastructure and Sustainability for reasons of probity (as per the Woollahra VPA Policy) and will be reported to Council independently of reporting on the planning proposal. Council staff that assessed the request for a planning proposal and recommending this planning proposal are not involved in the VPA negotiations.

Council staff are refining the community infrastructure needs for the ECC (to be incorporated in the final ECC Strategy). These considerations will feed into the negotiations for the VPA in relation to the planning proposal, and may include contributions towards:

- Childcare, education, early childhood education or health facilities
- Facilities for youth and young adults
- Facilities for seniors and universal access
- Community facilities such as libraries, cultural and multi-use community centre
- Recreation and open space, urban greening and outdoor spaces
- Pedestrian and bike paths
- Affordable housing.

It is desirable that any draft VPA be exhibited with the draft planning proposal to ensure that uplift on the subject site is accompanied by appropriate infrastructure, and there is public transparency.

If appropriate community infrastructure can be provided with the proposal, then the planning proposal can be considered consistent with the Region and District plans regarding public benefit.

### **1.5. Woollahra 2030, Council's Community Strategic Plan**

*Woollahra 2030, Council's Community Strategic Plan (CSP)*, identifies the strategic direction and integrated planning framework for the Woollahra LGA and the CSP's five themes reflect community values. The applicant's proposal is considered to be consistent with the CSP. In particular, given the planning proposal is within the ECC it is consistent with the theme *quality places and spaces* and:

*Goal 4: Well-planned neighbourhoods*

4.1 Encourage and ensure high quality planning and urban design outcomes

4.5 Enhance the form and function of the local business centres

*Goal 5: Liveable places*

5.1 Enhance local community, cultural and recreation facilities to become more attractive, integrated, and accessible

The ECC is being planned to accommodate growth supported by revitalisation and upgraded community infrastructure, to create a more vibrant and liveable centre that will provide for the local population. A building within the proposed envelope could contribute to achieving the aims of the draft ECC Strategy by contributing to housing, modern employment space and a revitalised centre. This is consistent with the CSP aims of *protecting our environment from high rise and inappropriate oversized development while balancing the pressure for new housing and jobs, and responding to the housing targets set by the State Government.*

**1.6. Woollahra Local Strategic Planning Statement 2020 (LSPS)**

The LSPS documents a 20-year land use vision and planning priorities for the Woollahra LGA, identifies the ECC as a key local centre and transport hub, and refers to the planning review undertaken to investigate increased housing, local business and employment. A short-term action in the LSPS is to *undertake community consultation on the Edgecliff Commercial Centre Planning and Urban Design Study (due 2020)* with the aim of adopting and implementing a strategy for upgrade of the ECC. The consultation was undertaken in 2021 with the public exhibition of the draft ECC Strategy and supporting documents. The draft ECC Strategy is consistent with the vision and specific actions in the LSPS including:

*Planning Priority 6: Place making supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people*

*Planning Priority 8: Collaborating to achieve great place making outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.*

The planning proposal is considered consistent with the LSPS as it has the potential to contribute to the revitalisation of the ECC in the context of the place based planning for the ECC.

**1.7. Woollahra Local Housing Strategy (LHS)**

Council approved the Woollahra LHS on 25 October 2021. The report identified that Woollahra's 2016-2021 target of 300 net new dwellings has been achieved, and another 900 dwellings are required by 2036.

The LHS identifies that Woollahra's housing targets will be primarily met in the ECC, it being the only area within the LGA that is capable of accommodating growth without State Government investment in major infrastructure and services. The LHS includes an aspirational target of 5% affordable housing and this has been incorporated in the draft ECC strategy. Further, the *Woollahra Affordable Housing Policy 2021* sets an aspirational target for affordable housing of 10% of new dwellings and the draft ECC Strategy sets a minimum 5% of new residential GFA.

The planning proposal has the potential to deliver 41 dwellings (35 net new dwellings) that would contribute to achieving Woollahra's housing targets and could reduce the need for



redevelopment of other sites in the ECC to the heights envisaged in the draft ECC Strategy. The documentation submitted with the planning proposal suggests that the applicant may make a contribution towards affordable housing as part of a planning agreement. The planning proposal is, therefore, considered consistent with the LHS.

#### 1.8. Draft Edgecliff Commercial Centre Strategy (the draft ECC Strategy)

The subject site is within the Edgecliff Commercial Centre (ECC) and within the area covered by the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (draft ECC Strategy).

The draft ECC strategy sets a new vision for the ECC and makes recommendations on key built form outcomes including land uses, heritage conservation, maximum building heights, active street frontages, affordable housing, design excellence, community infrastructure and transport. The draft ECC Strategy identifies a number of properties along New South Head Road with potential uplift (additional height and FSR). Refer to **Figures 1 and 2**

Whilst the site falls within the ECC it was not identified for uplift in the draft ECC Strategy. This was because at the time of preparation, the subject site was in multiple ownership and vehicle access was not available to all four properties. However, since the draft ECC Strategy was prepared, the subject site has been brought into single ownership and vehicle access can be obtained to the whole site from Darling Point Road.

Council exhibited the draft ECC Strategy from 31 May – 30 September 2021.



**Figure 1: Draft ECC Strategy area**

The draft ECC strategy proposes five precincts, and the site is in the Local Commercial Core. This precinct is the focus for employment, retail, community services and apartments where:

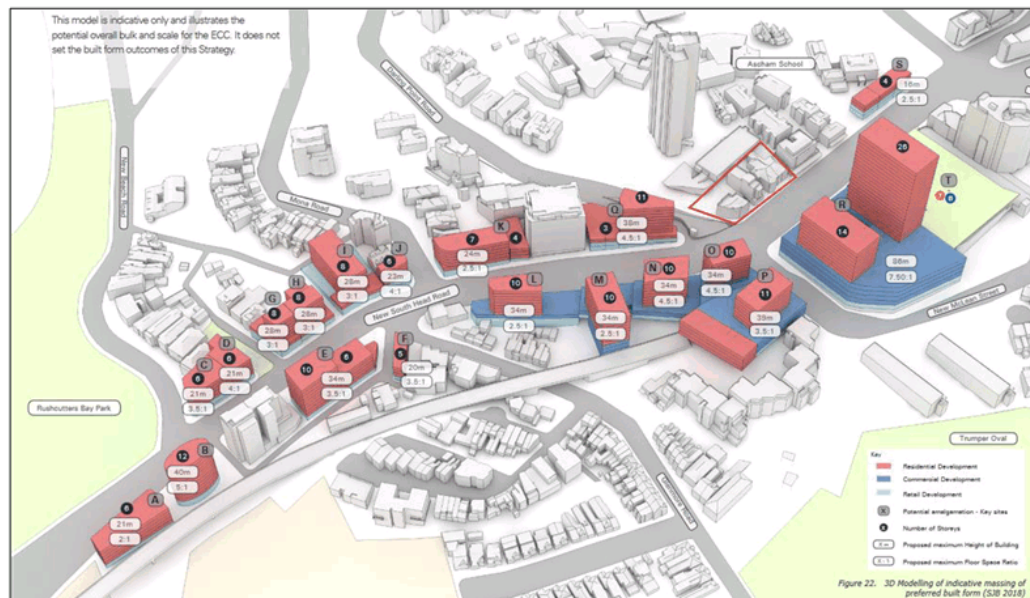
*Future development will enhance the employment role of the ECC through high-quality architecture and urban design, and design excellence. Active frontages, new public spaces, urban greening, and public art will promote liveability. New McLean Street will provide a sensitive transition and access to the Paddington HCA. Impacts on views and solar access to existing public open spaces, streets and residential areas will be minimised.*

The planning proposal and indicative development concept demonstrate consistency with the aims of the exhibited draft ECC Strategy as follows:

- Height and FSR compatible with those identified on nearby uplift sites
- New non-residential space in a modern commercial setting, adjacent to Edgecliff Station would enhance the employment role of the ECC
- Being close to transport, development of the subject site will be transport oriented and the location-meets criteria to encourage active transport use
- Redevelopment would provide new and improved active frontages, including conservation and refurbishment of the heritage listed building

The planning proposal can, therefore, be considered consistent with the ECC Strategy.

It should be noted, however, that given the issues raised in submissions to the Draft ECC Strategy, Council staff are in the process of refining and amending the draft ECC Strategy. While it is expected uplift sites will be identified in the final ECC Strategy, at the time of writing this report, there is no certainty about what building height and floor space controls will be recommended for each site.



**Figure 2:** 3D Modelling of indicative potential built form (Source: SJB 2018) (site highlighted in red)

### 1.9. Draft ECC Strategy – strategies and guiding principles

Table 2 provides an assessment of the planning proposal and indicative development concept against the strategies and guiding principles of the draft ECC Strategy. While the draft ECC Strategy is not finalised, it is expected similar strategies and principles will be included in the final ECC Strategy.



**Table 2: Assessment against ECC Strategy: Strategies and Guiding principles**

Strategy	Response
5.1 Land Use	The proposal does not seek a change from the B4 mixed use zoning.
5.2 Building height	<p>The approach in the draft ECC Strategy is to highlight the line and slope of New South Head Road, with the taller buildings of 26 and 14 storeys at the Edgecliff Centre and 8-10 storeys transitioning down towards the lowest point at Rushcutters Bay Park. Four storey street wall heights for sites surrounding Edgecliff Station are proposed to concentrate commercial floor space in the Local Commercial Core in podium levels.</p> <p>A 12-storey building on the subject site is consistent with this approach as it would reinforce the higher buildings on the high point of New South Head Road, with a slight step down from the 14 storeys on the Edgecliff Centre, and another step down to the potential 11-storey building on the uplift site to the west (130 New South Head Road).</p>
5.3 Floor Space	<p>The proposed FSR of 5:1 is lower than the 7.5:1 indicated for the Edgecliff Centre, and slightly greater than the 4.5:1 indicated for the uplift site to the west (130 New South Head Road).</p> <p>The planning proposal is consistent with the ECC approach to focus higher density and more employment space adjacent to Edgecliff Station.</p>
5.4 Amalgamation	<p>The amalgamated site would provide a frontage to New South Head Road of around 55m, enabling the benefits of amalgamation noted in the draft ECC Strategy, such as functional floor plates and efficient parking layout.</p> <p>Achievable floor plates would provide flexibility for a range of non-residential uses, no land would be isolated and vehicle access to land that currently does not have vehicle access could be achieved from Darling Point Road.</p>
5.5 Built form	<p>The approach is to follow the sloping topography of the ECC and locate the tallest buildings around Edgecliff Station, with a consistent street wall (vehicle entries from side streets) and one or more levels of non-residential storeys with residential above.</p> <p>The indicative development concept for a 12-storey building on the subject site is consistent with this approach as it would reinforce the focus of taller buildings around Edgecliff Station, increases non-residential space in a 4-storey podium, and presents a consistent street wall to New South Head Road. The built form is consistent with the draft ECC Strategy <i>Built Form Principles</i> (refer to Table 3) and would make a positive contribution to the revitalisation of the ECC.</p>
5.6 Active frontages	The indicative development concept shows the provision of active frontages, with retail at the street frontage. The requirement for active frontages would be confirmed in DCP provisions for the site should the planning proposal proceed.
5.7 Design excellence	The requirement for design excellence can be included in amendments to the Woollahra LEP 2014 should the a planning proposal proceed.
5.8 Community infrastructure	<p>The applicant has entered negotiation with Council regarding a VPA. This negotiation is being managed by Council's Director Infrastructure and Sustainability for reasons of probity (as per the Woollahra VPA Policy) and will be reported to Council independently of reporting on the planning proposal. Council staff that assessed the request for a planning proposal are not involved in the VPA negotiations.</p> <p>Council staff are refining the community infrastructure needs for the ECC (to be incorporated in the final ECC Strategy). These considerations will feed into</p>

	<p>the negotiations for the VPA in relation to the planning proposal, and may include contributions towards:</p> <ul style="list-style-type: none"> <li>• Childcare, education, early childhood education or health facilities</li> <li>• Facilities for youth and young adults</li> <li>• Facilities for seniors and universal access</li> <li>• Community facilities such as libraries, cultural and multi-use community centre</li> <li>• Recreation and open space, urban greening and outdoor spaces</li> <li>• Pedestrian and bike paths</li> <li>• Affordable housing.</li> </ul>
5.9 Affordable housing	The documentation provided has indicated a potential contribution towards affordable housing (to be confirmed in a VPA).
5.10 Public Domain Improvements	The proposal does not conflict with any of the proposed public domain improvements identified in the draft ECC Strategy that includes a central plaza, improvements to the parks Oswald Street and Edgecliff Square Reserve, verge planting and outdoor seating areas, and improved pedestrian and cycle facilities. The proposal could contribute towards these community infrastructure improvements via a VPA.
5.11 Transport	<p>The proposal does not conflict with any of the transport improvements identified in the draft ECC Strategy. The proposal will contribute towards community infrastructure and:</p> <ul style="list-style-type: none"> <li>• Support mixed use development</li> <li>• Potentially provide for less parking than is permitted by Council's DCP</li> <li>• Facilitate preparation of a Green Travel Plan at DA stage.</li> </ul>

**Table 3: Assessment against ECC Strategy: Built form guiding principles**

Built Form – Guiding Principles	
G1 Mix of uses with active street frontages at ground level along New South Head Road	
	<p>A mix of uses and active street frontages can be achieved in development of the site under the proposed planning controls. The indicative development concept shows active frontages and two to three levels of non-residential use at the ground and lower levels.</p> <p>A minimum non-residential FSR can be applied to ensure a minimum non-residential component contributes to the ECC's employment role.</p>
G2 The character of HCAs is not negatively impacted by the bulk and scale of the built form	
	<p>New South Head Road and the properties on the southern side of it provide some separation between the site and the Paddington HCA</p> <p>Development on the site under the proposed controls could be designed to be compatible with existing buildings (as shown in a view of the requested building envelope in <b>Figure 10</b>).</p>
G3 Development must demonstrate design excellence.	

	Should the planning proposal proceed, relevant LEP provisions can include a requirement for design excellence
G4 Development contributes towards enhancing the public domain and active transport network.	
	Should the planning proposal proceed to a planning proposal, the site could contribute toward identified infrastructure upgrades through a VPA and Section 7.12 Contributions.
G5 Comply with State Environmental Planning Policy No 65 -- Design Quality of Residential Apartment Development and the Woollahra DCP 2015 where relevant.	
	The applicant provided an evaluation of the indicative development concept to demonstrate that future development under the proposed development controls can comply with the requirements of SEPP 65, the Apartment Design Guide, and generally with the controls of the Woollahra DCP 2015 relevant to residential amenity.
G6 Surrounding residential areas continue to receive 2 hours of direct sunlight to private open spaces on 21 June.	
G7 Existing public open spaces (including Trumper Park and Oval) and new public open spaces achieve adequate solar access between the hours of 10am and 2pm on 21 June	
	The shadow analysis submitted with the planning proposal shows the additional shadow that would result from the built form constructed under the proposed controls. This analysis indicates the shadows at hourly intervals between 9am to 3pm on 21 June. The analysis concludes that the proposed envelope will not result in any adjoining dwellings failing to meet acceptable standards of solar access. Furthermore, the shadow diagrams indicate that there will be no unreasonable overshadowing of the public domain (including Trumper Park).

## 2. Assessment against Woollahra LEP 2014 objectives

### 2.1. B4 Zone Objectives

The planning proposal is not seeking to change the B4 Mixed Use zoning and a mixed use development is permissible. The request is considered consistent with the objectives of the zone as follows:

- *To provide a mixture of compatible land uses*

A mix of uses can be provided. The indicative development concept shows functional floor plates with two to three levels of non-residential use at the ground and lower levels and residential above and shows that appropriate separation between residential and non-residential activity can be achieved.

- *To integrate suitable business, office, residential, retail, and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling*

The site's proximity to the Edgecliff Station, bus interchange, and Sydney CBD makes it appropriate for higher density development, particularly if a similar scale is adopted on nearby uplift sites identified in the draft ECC Strategy. The site is well-located to encourage use of public and active transport.

- *To provide active ground floor uses to create vibrant centres.*

A mix of uses and active street frontages can be provided. The indicative development concept shows active frontages and ground level design that can integrate with the public domain of the street.

- *To ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.*

In the Woollahra DCP 2015, the desired future character for the Edgecliff Centre and Eastpoint complex (opposite the subject site) describes buildings of 8–10 storeys (26m to 34m) stepping down to New McLean Street (to the south) to 2 storeys. For the remainder of the New South Head Road corridor the desired future character describes buildings of 4-6 storeys. The DCP is indicating taller buildings around the station to take advantage of the public transport facilities, and focus employment and residential floor space at this location.

While the planning proposal is two storeys taller than the current LEP standard and DCP guideline for the vicinity, it could be considered consistent with the intent of the desired future character statement which is to increase employment and residential floor space to take advantage of the transport infrastructure, and focus taller buildings at the higher point of the ECC. Furthermore, the height of the Eastpoint residential tower is 14 storeys, and the 12 storey building on the subject site would provide a step down from that high point towards the lower scale in the remainder of the New South Head Road corridor.

The LSPS and LHS identify uplift and revitalisation of the ECC, in line with the relevant Region and District Plan objectives. In this context, uplift on the subject site would be consistent with the desired future character.

- *To provide for development of a scale and type that is compatible with the amenity of the surrounding residential area.*

There is a small residential area to the east of the subject site that is two, three and five storeys in height. A development to the height and scale requested could overlook this residential area. Potential impacts include visual and aural privacy, and there would be a significant stepping in height close to the boundary of that residential area. These issues would need to be considered in detail should the planning proposal proceed and measures to protect the amenity of adjacent residential areas incorporated into a site specific DCP.

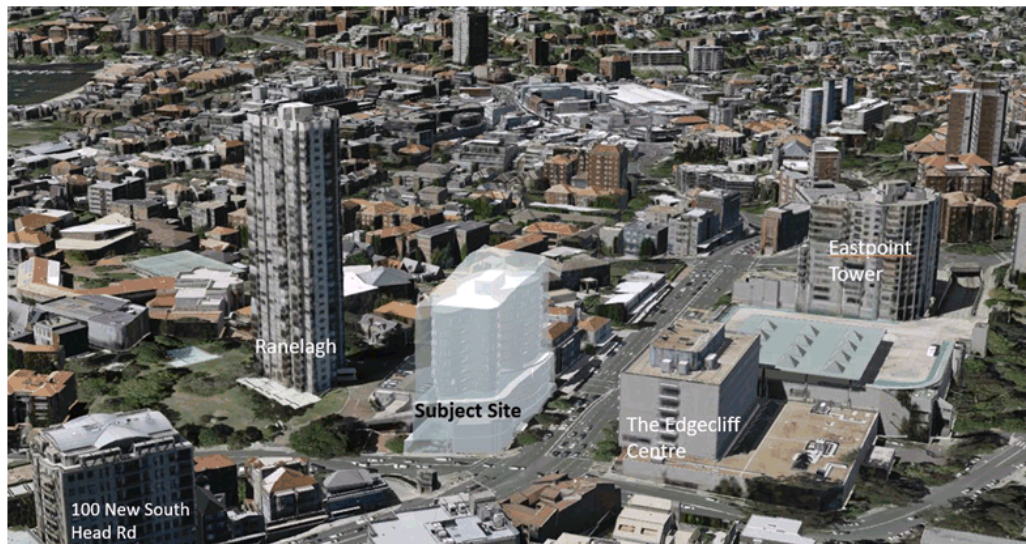
The background study for the draft ECC Strategy considered the amenity of surrounding residential areas and it includes strategies and guiding principles to ensure development in the ECC would be compatible with surrounding residential areas. These protections are being reviewed and could form the basis of a site specific DCP.

## 2.2. Height of Buildings

The planning proposal seeks an increase in the Height of Buildings development standard from 14.5m to 46m.

**Figure 3** shows the requested building envelope and indicative development concept in the context where its relationship to nearby taller buildings can be seen. Development within the requested envelope would be similar in scale to the existing Eastpoint residential tower to the east. There is a transition in scale to the Edgecliff Centre opposite and to the apartment building to the west (100 New South Head Road).

The applicant relates the request to Ranelagh (31 storeys) adjoining to the north, to suggest the requested height is appropriate within the existing context. However, Ranelagh is listed as intrusive in the Woollahra DCP 2015 and is not an appropriate benchmark for the height of new buildings. Notwithstanding, the bulk of Ranelagh does help to integrate the building bulk on the subject site, particularly when viewed from the lower scale Paddington Heritage Conservation Area to the south, as shown in **Figure 4**.



**Figure 3:** Model of the requested building envelope and indicative development concept in context  
(Source: Woollahra Council 2022)





**Figure 4:** Model of the proposed building envelope and indicative development concept in context, as viewed from the Paddington HCA (Source: Woollahra Council 2022)



**Figure 5:** Model of the proposed building envelope in the EEC Strategy context (Source: Planning Proposal Report, Ingham Planning 2021)

**Figure 5** shows the proposed building envelope within the model of the suggested building envelopes that were included in the exhibited draft ECC Strategy and shows how the proposed envelope would fit within the context of the foreshadowed uplift in the ECC.

The 46m Height of Buildings is considered consistent with the objectives of the Height of Buildings controls, as follows:

(a) *to establish building heights that are consistent with the desired future character of the neighbourhood*

As discussed above, while the planning proposal is two storeys taller than the current LEP standard and DCP guideline for the vicinity, it could be considered consistent with the intent of the desired future character statement which is to increase employment and residential floor space to take advantage of the transport infrastructure available in this location.

The planning proposal and indicative development concept presents a mixed use building and commercial and residential floor space beyond what is currently permitted. Such a building would contribute to the revitalisation of the ECC, and the taller building makes the additional commercial and residential floor space achievable.

Council's Strategic Heritage Officer commented that *the impact of height on the heritage item is addressed by reducing the overall height (from 18 storeys to 12) and reducing the overhang (as per Council advice). The reduced scale provides a more compatible setting for the heritage item as it will not 'overwhelm' its parapeted form.*

(b) *to establish a transition in scale between zones to protect local amenity*

The site adjoins the R3 Medium Density Residential Zone and a 33 storey building to the north. A transition in this situation is unlikely.

While the rest of the adjoining land is in the same zone, there would be a significant jump in height from the 3 and 4 storey buildings to the east, and no real transition is shown in the indicative development concept. The lower scale buildings are constrained by vehicular access and not identified in the draft ECC Strategy for uplift. Their scale is unlikely to change.

The built form relationship would need to be considered in detail should the planning proposal proceed, and measures to protect the amenity of adjacent residences and measures to achieve an appropriate physical relationship incorporated in a DCP.

(c) *to minimise the loss of solar access to existing buildings and open space*

The shadow analysis submitted with the planning proposal shows the additional shadow that would result from the built form constructed under the proposed controls. This analysis indicates the shadows at hourly intervals between 9am to 3pm on 21 June. The analysis concludes that the proposed envelope will not result in any adjoining dwellings failing to meet acceptable standards of solar access. Furthermore, the shadow diagrams indicate that there will be no unreasonable overshadowing of the public domain (including Trumper Park).

There is outdoor seating (not open space) at the New South Head Road frontage of the Edgecliff Centre that would lose some sun during the mid-winter period. Given this is not open space, and the area could be redeveloped, the increase in overshadowing is not considered an impediment to a taller building on the subject site.

Much of the mid-winter shadow would fall on New South Head Road, the lower levels of the Edgecliff Centre commercial building opposite the subject site and onto the

hardstand of the bus interchange to the south. While the Ranelagh tower casts a long shadow, that cast from the subject site would be wider and fill in current gaps. Given the subject site is in a commercial centre the additional shadow onto the roads and commercial buildings is not considered an impediment to a taller building on the subject site.

- (d) *to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion*

Overshadowing is discussed under point (c)

There is potential for overlooking of the lower scale residential properties to the east of the subject site, but this can be addressed through DCP measures and detailed design measures.

The view analysis submitted with the planning proposal illustrates that there may be some view impacts associated with the proposed envelope. However, these are unlikely to be unreasonable impacts. As the concept is further developed, they will be assessed under the view sharing controls in the Woollahra DCP 2015 (informed by Tenacity Consulting v Warringah Council 2004 NSWLEC 140). These controls seek to strike a balance between accommodating new development while providing, where practical, reasonable access to views from surrounding properties. Furthermore, potential view sharing will be weighed against the strategic objectives of enhancing the ECC's role as a local centre and focusing development in locations close to the Edgecliff Station and bus interchange.

As shown in **Figure 9**, a building within the requested envelope would integrate with existing development and would not be visually intrusive.

### 2.3. Floor Space Ratio

The planning proposal seeks an increase in the FSR from 2.5:1 to 5:1. As shown in **Figure 9**, there are a number of buildings in the vicinity of the subject site that have similar bulk and scale. If additional height is considered acceptable then the additional FSR is acceptable and required to provide the employment space and dwellings to enable Woollahra to meet its Region and District planning obligations.

In light of the changing character of the ECC, the 5:1 FSR control requested is considered acceptable in the existing context, and consistent with the objectives of the FSR controls, as follows:

- (b) *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.*

Development within the requested envelope would be similar in scale to Eastpoint residential tower to the east and the residential tower to the west (100 New South Head Road).

As discussed above, the desired future character of the ECC is to focus larger buildings, employment space and residential adjacent to Edgecliff Station and the planning proposal is consistent with the intent of this desired future character.

Also as previously discussed, the ECC is anticipated to change in line with Council's adopted strategic planning documents (LSPS and LHS). The planning proposal

would result in a mixed use building with additional commercial and residential floor space. Such a building would contribute to the focus of housing growth in the ECC as identified in the LSPS and the LHS. A taller building would make the additional commercial and residential floor space achievable.

#### 2.4. Land Reservation Acquisition

The Woollahra LEP 2014 identifies a land reservation at the corner of the site (refer to **Figure 10**). The relevant acquisition authority for the reservation is the Roads and Maritime Services (RMS), part of Transport for NSW. The reservation for acquisition was placed under the Woollahra LEP 1995, when the land was identified for road widening purposes as part of the 1958 Road Alignment project. This project was superseded by the Cross City Tunnel that was completed in 2005, and the Eastern Suburbs railway with its rail/bus interchange at Edgecliff Station. The RMS have no apparent plans to acquire the land or to carry out road improvement works using the reserved land.



**Figure 6:** Land acquisition reservation at the corner of the site (Source: Woollahra Council Maps)

On 25 October 2021 Council resolved to submit a planning proposal to the Department of Planning and Environment seeking to remove twelve parcels of land along New South Head Road and Glenmore Road in Edgecliff from the Land Reservation Acquisition Map in the Woollahra LEP 2014. These parcels have been reserved for road widening. As this matter is being progressed separately, it is not the subject of this planning proposal.



### 3. Assessment against Woollahra DCP 2015 principles

#### 3.1. Desired future character

*Part D: Business Centres, Chapter D2 Mixed Use Centres – Edgecliff Road Corridor and Chapter D4 Edgecliff Centre* of the Woollahra DCP 2015 describe the existing character and desired future character for the ECC. Key features of the desired future character are:

- Reinforcing the ECC's role as the focus of retail and business activity and a convenient place for people to meet, work, shop and use services.
- High quality urban environment and pedestrian amenity including human scale and active frontages on New South Head Road and New McLean Street.

The planning proposal would contribute towards achieving these objectives as it would provide modern employment and residential floor space adjacent to Edgecliff Station, and through contributions towards improved quality of the urban environment.

The desired future character in the Woollahra DCP 2015 is generally incorporated in the draft ECC Strategy that aims to enhance the ECC's role as a focus of retail, business and residential activity. The point of departure from the Woollahra DCP 2015 desired future character is the heights (that are discussed previously). The draft ECC Strategy envisions taller buildings along New South Head Road generally up to 8-10 storeys with 26 and 14 storeys on the Edgecliff Centre opposite the subject site and 11 storeys on the property to the west of the site (130 New South Head Road).

Twelve storeys is consistent with the draft ECC Strategy's desired future character as it will contribute to reinforcing the ECC's role as a focus of business and retail activity and reinforce the focus of taller buildings and greater floor space adjacent to the station.

#### 3.2. Commercial centre objectives

The desired future character is similar to that in the above point. With the exception of building heights (8-10 storey) the planning proposal could achieve consistency with the Woollahra DCP 2015 commercial centre guidelines for the ECC including active frontages, façade design, and pedestrian scale at street level.

The Woollahra DCP 2015 requires the design of the lower part of a building to relate to the pedestrian scale and activate the street generally through a setback of the building above a street wall that relates to the context and incorporates active uses such as retail and services.

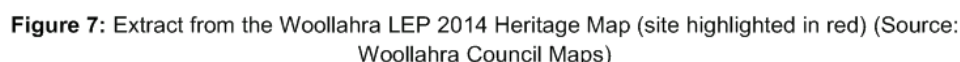
Given the nature of buildings on the site there is no consistent street wall or active frontage. While the corner building abuts the street and is two storeys, the two apartment/commercial buildings have a one to two storey front wall and no active frontage. Redevelopment would provide an opportunity to introduce a better relationship of the site to the street and activate the frontage.

The indicative development concept for a 12 storey building presents a street wall height of 15m (approximately 3-4 storeys) along New South Head Road and has upper storey setbacks and articulation. This is consistent with the Woollahra DCP 2015 guidelines and the draft ECC Strategy that indicates four storey street wall heights for sites adjacent to Edgecliff Station, to allow commercial floor space to be concentrated within podium levels.



### 3.3. Heritage

- 'Concrete balustrade', Item No. 114 (on Darling Point Road)
- Ascham School Precinct, Item No.239
- Paddington Heritage Conservation Area, Item No.C8
- 'Edgecliff (Rushcutters Bay) Viaduct' listed under the Heritage Act on RailCorp Section 170 Heritage Register.



*The proposed development provides an improvement to the previously proposed pre-planning proposals, given its reduced height and compliance with the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (the Edgecliff Strategy). Adverse*

*visual impact from the Paddington HCA is considerably reduced, with the proposal aligning with the surrounding built context anticipated by the Strategy.*

*There would be no adverse heritage impact arising from this development to the Edgecliff (Rushcutters Bay) Viaduct, given its listing as a major component of one of the state's largest post-war railway engineering undertakings.*

*The planning proposal has taken into consideration Council's advice in reducing overhanging of the new building over the heritage listed former Commonwealth Bank. The reduced scale provides a more compatible setting for the building and will not 'overwhelm' the parapeted form of the heritage item. The overhang over 136 New South Head Road is not an average of 1/3, which is consistent with the advice previously given.*

*In a view of redeveloping the Edgecliff corridor as a local centre, the proposed height is consistent with the surrounding heights of the new development. It employs a clearly contemporary design, a contemporary palette of materials with soft edges and is respectful of the surrounding heritage items.*

*The proposal also involves the demolition of two residential flat buildings at 138-140 New South Head Road and 142-148 New South Head Road, Edgecliff. Inter-War Residential flat buildings are protected under Clause B3.8.6 of the Woollahra DCP 2015, but the DCP has no statutory weight, it is only a guideline. The heritage assessment report prepared by Urbis in July 2021 has undertaken historic research on the public site, undertaken a heritage assessment in accordance with the NSW heritage criteria and assessed the heritage impact of the proposal. At DA stage, a demolition report is required to be prepared in accordance with the DA Guide.*

*From a review of the heritage assessment report, there seems to be much original intact fabric in both buildings, however they do not meet the threshold for individual heritage significance.*

*Whilst demolition of Inter-War flat buildings is not ideal due to loss of local character, it has been demonstrated that 142-146 and 148 New South Head Road do not meet the threshold for heritage listing.*

The Strategic Heritage Officer recommendation is that:

*The proposal is generally acceptable, provided the following documentation is provided at DA stage:*

- A Heritage Demolition Report, prepared in accordance with Council's DA Guide.*
- An Archaeological assessment of the subject site is to be prepared to assess the significance of the existing brick and sandstone retaining walls and provide recommendations to incorporate them in any future development.*

The Strategic Heritage Officer's requirements can be included in a site specific DCP should the request proceed to a draft planning proposal.

### **3.4. Solar access**

The Indicative Concept Report (Group GSA September 2021) provides solar analysis that indicates dwellings on the site and surrounding land will receive a minimum two hours of sun to living areas mid-winter between the hours of 9am and 3pm, which is a generally accepted standard. The shadow diagrams also show that the open spaces of Trumper Park Oval will not be overshadowed by a development to the scale requested.

The diagrams illustrate the shadows created from existing buildings and the indicative development concept. Where the additional shadow falls outside the Ranelagh tower shadow, it falls largely onto New South Head Road, lower levels of the Edgecliff Centre commercial building, or the hardstand of the bus interchange. The shadows appear not to impact on dwellings in the Paddington HCA to the south of the Edgecliff Centre. (Refer to examples in **Figure 8**)



**Figure 8:** Sample of existing shadows (grey) and from a new building on the site (pink)  
(Source: Planning Proposal Concept Report, GroupGSA 2021)

The draft ECC Strategy requires 2 hours of sunlight to public space (including the draft ECC Strategy proposed outdoor plaza on the Edgecliff Centre) and private open spaces between 10am and 2pm.

It is noted, however, that the draft ECC Strategy's public plaza on the New South Head frontage of the Edgecliff Centre is conceptual and may change.

### 3.5. Views

The planning proposal would result in a built form that would be more visible in the ECC skyline, and more visible from parts of the Paddington HCA. However, Council's Strategic Heritage Officer commented *given its reduced height and consistency with the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy, adverse visual impact from the Paddington HCA is considerably reduced. And further that it is considered development on the subject site under the proposed envelope can be designed to be compatible with existing buildings in views from the HCA as the Edgecliff Centre screens much of its bulk.*

The view analysis submitted with the planning proposal illustrates that there may be some view impacts associated with the proposed envelope. However, these are unlikely to be unreasonable impacts. As the concept is further developed, they will be assessed under the view sharing controls in the Woollahra DCP 2015 (informed by Tenacity Consulting v Warringah Council 2004 NSWLEC 140). These controls seek to strike a balance between accommodating new development while providing, where practical, reasonable access to views from surrounding properties. Furthermore, potential view sharing will be weighed against the strategic objectives of enhancing the ECC's role as a local centre and focusing development in locations close to the Edgecliff Station and bus interchange.

The applicant's *Planning Proposal Urban Design Report* and *View Study* provides an assessment of view impacts from affected residential properties and states:



*'[we] believe that a sensitively designed tower form can reasonably maintain views, including iconic views. The analysis of the view impacts 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 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).*

The following section is an outline of the applicant's analysis of view impacts for each of the main residential properties affected, using some examples provided by the applicant.

**Ranelagh (refer to Figures 9 and 10)**

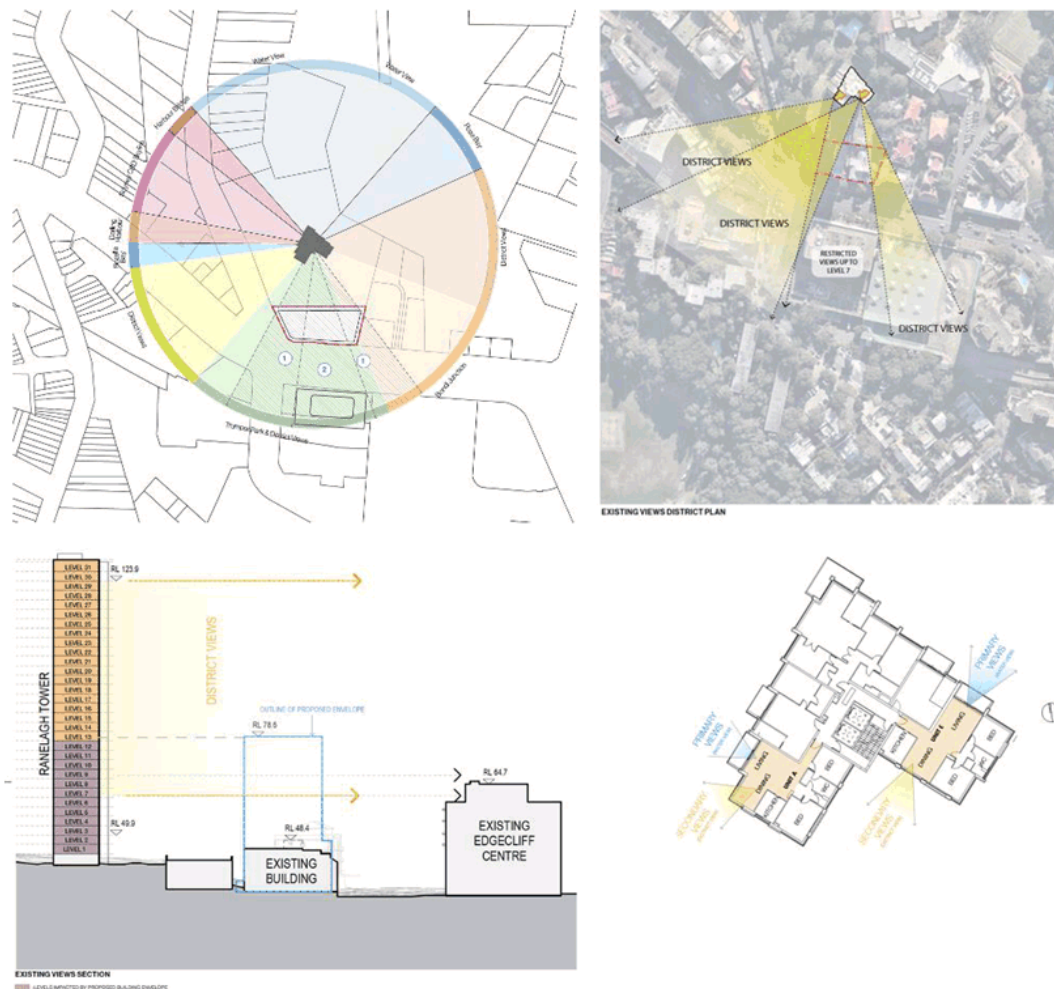
According to the applicant's view analysis, the affected units are on numerous levels and at the southwest (Units A) and southeast (Units E) of the L-shaped building. Units most affected would be above Level 7 to around Level 15 of the 31-level building (as shown in the lower image in **Figure 10**). The analysis identifies the views affected (from dining rooms) as district or secondary views. The views affected are of land, are not iconic and are could, therefore, to be given less weight than the other views afforded to the affected units (from living rooms).

The district views from Units E would be removed, and the district views from Units A would be significantly reduced (as shown at the top image of **Figure 10**). The images below (**Figure 9**) are indicative of the district views that would be affected.



**Figure 9:** Indicative district views from 'Ranelagh' looking south (Source: Google Maps 2022)

The analysis indicates the affected units also have views to the northeast or northwest and identifies these as the primary views from the affected units. These views are from living rooms and include city skyline (Units A) and water views (Units E).



**Figure 10: Ranelagh View Impact (GROUPGSA 2021)**

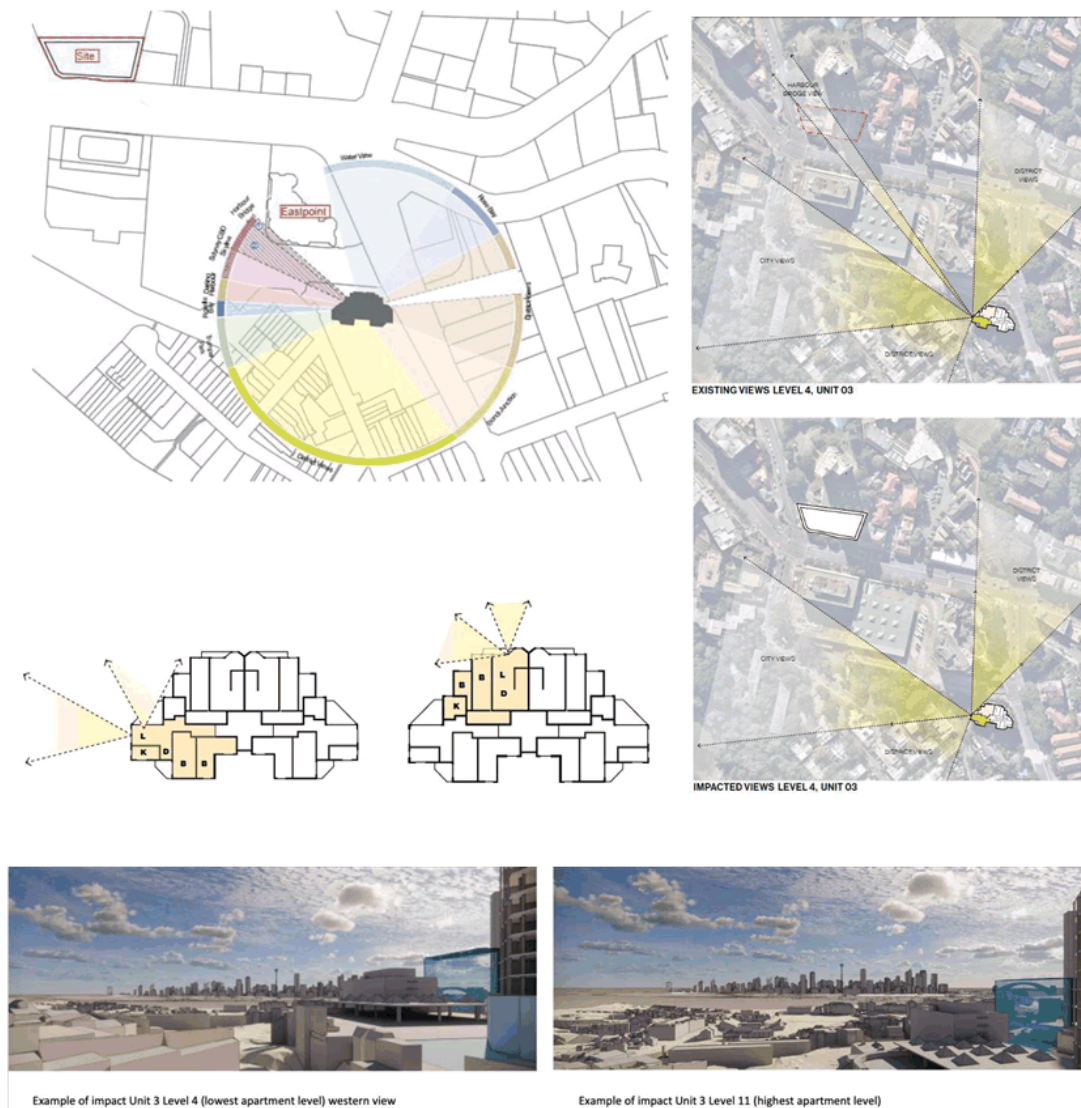
**Oceanpoint (Refer to Figure 11)**

According to the applicant's view analysis, affected units are on numerous levels and on the southwest corner of the building (Unit 3 on each level). The analysis shows that Unit 3 on each level will lose views towards the Harbour Bridge. These views have a significant land component and potentially some water component from the upper levels.

The affected units also have views to the north that will not be affected by the proposal. At the lower levels these views are of buildings, at the higher levels there appears to be some water component.

While the affected views are narrow, the view loss could trigger an assessment under *tenacity* as they involve an icon (Sydney Harbour Bridge), and some appear to have a water component (both matters that are given weight in *tenacity*). It would be a matter for assessors to determine the extent of the view loss and weigh this against the views retained.





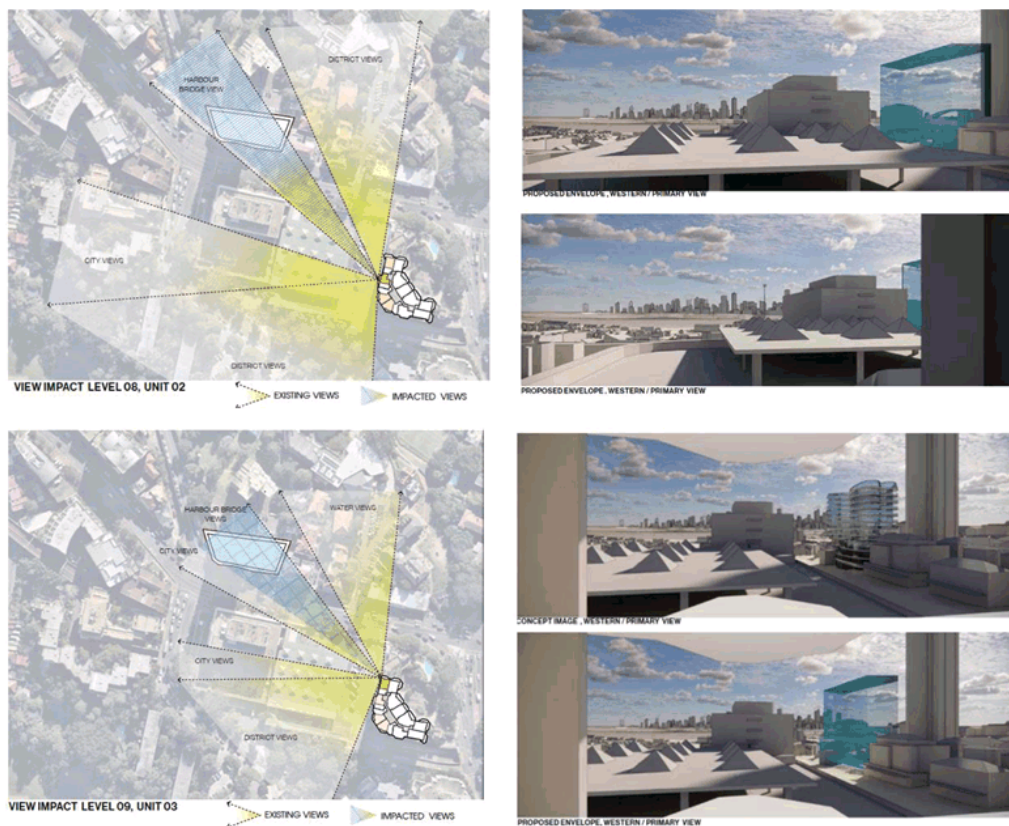
### **Eastpoint (refer to Figure 12)**

According to the applicant's view analysis, 4 of the 11 units on each of Levels 8-12 will be affected (Units 01, 02, 03 and 04), and 2 of the 6 units on each of Levels 13-19 will be affected to (Units 01 and 02).

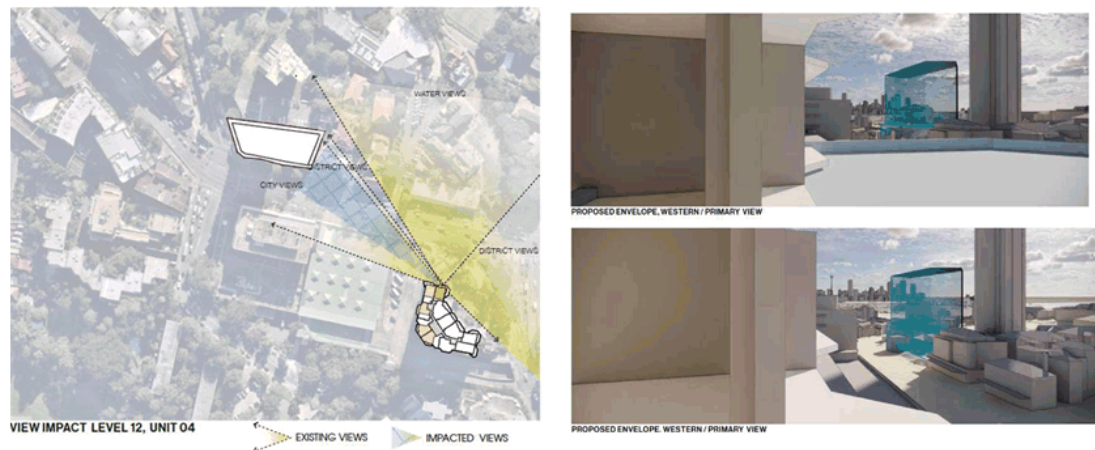


**Figure 12: Eastpoint View Impact (GROUPGSA)**

Level 8 is the lowest level of residential in the building. At the lowest level in the centre of the building (Unit 02) and north-western corner (Unit 03) existing buildings impact views. Under the proposal, views toward the Harbour Bridge would be affected, and city skyline views would be retained (as shown below). District views to the north and south would be retained. Similar impacts would be experienced up to Level 12 – the layout changes at Level 13. Full analysis is not provided for Unit 01, but it is assumed the impact would be less than that for Unit 02 given it is further to the south and facing slightly more south.



The impact on Units 04 (from the balcony) would be similar to the impact on Units 3, and this impact continues up to Level 12 (lower image below). The extent of the view increases as the levels increase to Level 12, so it could be argued the impact increases for those upper units.



The applicant's view analysis shows impact for Level 16 (Units 1 and 2) and Level 18 (Units 1 and 2). While there is still some impact on views towards the Harbour Bridge, Unit 2 has views north toward the harbour that would be considered primary. Unit 2 will continue to have city skyline views and district views to the south.

#### **164 New South Head Road (refer to Figure 13)**

The property to the east of the subject site has ground floor shops and three residential levels above. Unit 13 on Level 3 has a deck around 2 sides and there is a roof top court. According to the applicant's analysis Unit 13, and Units 11 and 12 on Level 2 would be affected by the proposal. For example, the image lower right shows the view impacted from the balcony adjacent the dining room of Unit 13 and the view impacted from the lounge room of Unit 11 respectively.

The affected views are over side boundaries, which are less likely to be supported for retention thought the application of *Tenacity*. Applying the principles of *Tenacity*, it is more likely to support view retention from the primary orientation of units. Further, it is possible that redevelopment beyond the subject site, to the applicable 20.5m height control, would impact on these views.





**Figure 13:** 164 New South Head Road View Impact (GROUPGSA 2021)

### **Summary of view impact**

The view analysis submitted with the planning proposal illustrates that there may be some view impacts associated with the proposed envelope. However, these are unlikely to be unreasonable impacts. As the concept is further developed, they will be assessed under the view sharing controls in the Woollahra DCP 2015 (informed by Tenacity Consulting v Warringah Council 2004 NSWLEC 140). These controls seek to strike a balance between accommodating new development while providing, where practical, reasonable access to views from surrounding properties. Furthermore, potential view sharing will be weighed against the strategic objectives of enhancing the ECC's role as a local centre and focusing development in locations close to the Edgecliff Station and bus interchange.

Views of the ECC skyline, and views from dwellings and public places, are considered in the background study<sup>3</sup> to the draft ECC Strategy. It is stated in the Strategy that the preferred option was chosen as the towers can be located to account for view sharing and create a recognisable skyline that can be easily identified from surrounding areas, create a sense of identity and provide urban wayfinding.

While the site is not one of the nominated uplift sites in the draft ECC Strategy, the same view sharing and skyline objectives can be applied to its development under the requested planning controls, if developed within the context of the draft ECC Strategy. This could result in a redesign of the indicative development concept and a review of the heights and FSR's for the subject site. As noted elsewhere in this report, Council is reviewing the heights and FSRs for the ECC in response to submissions received and the subject site needs to be incorporated into that review.

### **3.6. Traffic, access and parking**

Council's Traffic and Transport officers have commented on the applicant's Traffic and Parking Assessment (Colston Budd Rogers & Kafes May 2021) as follows.

<sup>3</sup> Edgecliff Commercial Centre Study, SJB Architects, September 2018

### **Traffic generation**

The request would generate 41-53 vehicle trips per hour during peak (calculated using a GFA-based generation rate rather than a parking-space-based rate). The request would significantly increase traffic off Darling Point Road access and may cause congestion during peak hours. At the detailed design stage, Council's Traffic Engineers would request the developer design and construct a concrete centre median in Darling Point Road (upper section), at the intersection with New South Head Road, with associated signs and line markings, near the proposed development frontage, to discourage motorists from turning right in or out of the driveway access. This traffic calming measure will improve safety near the intersection and ease congestion. A left-in-left-out access to site will be required.

The required median strip and access/egress arrangements can be included in a site-specific DCP should the planning proposal proceed.

### **Intersection Performance**

The SIDRA analysis should be revised using the correct traffic generation rate (noted above). Given the location of the driveway and its impact on Darling Point Road that intersects with New South Head Road, Transport for NSW (TfNSW) should also be referred.

### **Public Safety**

Noting the New South Head Road corridor consists of a number of residential and commercial high rise properties, and that Edgecliff Station and Ascham School are in proximity, widening of the existing footpath should be considered to improve pedestrian amenity. Council's Traffic and Transport Engineers would like the applicant to explore, where possible, any potential widening of the footpath and the site setback capability, to provide adequate space for a highly pedestrianised area and for potential use of other transport modes (potential cycle path). This could be incorporated into a planning agreement to secure additional community infrastructure.

### **Parking**

The request would yield a maximum requirement of 53 car parking spaces for residential uses and a minimum requirement of 43 parking spaces for non-residential uses, as per Council's DCP. The proposed provision of 77 parking spaces (53 residential and 24 retail/commercial), would result in a shortfall of 19 spaces for commercial/retail. Whilst parking provision for residential development is capped by a maximum rate, provision should not be substantially below the maximum. Concerns are raised for the increase of parking pressures on the surrounding road network.

Parking rates in relation to the request can be refined, should the planning proposal proceed. The draft ECC strategy recommends reduced rates for residential and capping at current provision for non-residential on the Edgecliff Centre, and this option (or a variation) could be explored for the site.

### **Strategic Planning Comment**

Parking

Under the Woollahra DCP 2015, the proposal would need a **maximum** of 52 residential car parking spaces, and a **minimum** of 43 non-residential car spaces (a total of 95 car spaces if the maximum for residential is forced). The indicative concept design shows 77 car spaces.



Council staff support this planning proposal because the subject site is opposite Edgecliff Station and bus interchange and ideally located for higher density development. Given the location it could be considered acceptable to encourage public and active transport use through reduced parking on the subject site, and there is potential to review the parking requirements as the planning proposal progresses.

The draft ECC Strategy suggests capping non-residential parking at what is there now and reducing rates for studio/1 bed from 0.5 down to 0.3 in the commercial core (where the subject site is located). Further, there are precedents nearby where reduced parking has been accepted. For example, when reviewing a planning proposal for 252-254 New South Head Road, Double Bay, the Sydney Eastern District Regional Planning Panel accepted significantly reduced parking rates and suggested no parking at all would be acceptable.

Adequate parking in relation to the planning proposal can be confirmed, should the planning proposal proceed. The draft ECC Strategy recommends reduced rates for residential and capping at current provision for non-residential on the Edgecliff Centre opposite, and this option (or a variation) could be explored for the subject site.

#### Public Safety

Given the heritage item on No.136 it is not possible to widen the whole of the footpath on the New South Head Road frontage. However, it may be possible to increase pedestrian space through design of the ground floor. A planning agreement could also be used to dedicate footpath area to Council to improve pedestrian safety.

#### Traffic Generation and intersection performance

Council staff have requested the applicant amend the Traffic Assessment using the GFA-based generation rate. The amended assessment and referral to Transport for NSW (TfNSW) can be considered should the planning proposal proceed. The draft planning proposal will be referred to TfNSW should the planning proposal proceed, as their approval will be required due to the subject site's proximity to the state road.

### 3.7. Residential amenity

The applicant lodged an assessment of the indicative development concept that indicates that the site can be developed to meet the design requirements of the Apartment Design Guide (ADG) and can achieve the principles in State Environment Planning Policy (SEPP) 65 - Design Quality of Residential Apartment Development.

### 3.8. Sustainability

The applicant indicated the following targets are applicable and they would use all best endeavours to achieve these targets:

- NABERS Base Building Energy for Offices: 5.5 stars
- NABERS Energy for Apartment Buildings: 4.5 stars
- NABERS Water for Offices: 4.0 stars
- NatHERS Average star rating: 7 stars
- BASIX Energy Score: 30 points
- BASIX Water Score: 40 points

These are standard response and more is warranted given the site would be receiving significant uplift. In Council's response to the pre-application consultation, and in response to the request as lodged Council's Sustainability Officer commented:

*The scale of development remains out of character with the existing buildings in the area and from a sustainability perspective, a development of this scale should be best practice. Although the report submitted by the applicant titled ESD & NABERS - Concept Advice outlines several sustainability initiatives regarding operational energy and water efficiency, there is little reference to the embodied emissions of the building from materials and construction. Accordingly in order to be best practice, we believe the application should be required to register the project with the Green Building Council of Australia and obtain a Green Star Buildings rating (<https://new.gbca.org.au/green-star/rating-system/buildings/>)*

The Sustainability Officer's requirements are supported and recommended to be included as one of the requirements in the exceptions to height and FSR clause that would be included in LEP amendments should the request proceed to a planning proposal.

#### 4. Conclusion

This report presents an assessment of a planning proposal against the strategic planning framework and relevant site-specific matters. In summary, the planning proposal has strategic merit in the context of the Region, District and Local planning objectives. Council staff consider the planning proposal has site specific merit in the context of the draft ECC Strategy, the Woollahra LEP 2014 and the Woollahra DCP 2015. Development enabled by the planning proposal has the potential to contribute to achieving Woollahra's employment and housing targets and contributing to the revitalisation of the ECC. The subject site is ideally located to take advantage of the significant public transport investment in the ECC and meets the criteria for encouraging public transport use, walking and cycling.

In terms of strategic merit, Council prepared the draft ECC Strategy to provide a clear framework to guide development in the ECC. The Greater Sydney Commission and DPE acknowledge that the draft ECC Strategy is the next step in implementing Woollahra Council's obligations within the wider strategic planning framework. While the draft ECC Strategy has not been finalised, it is expected uplift sites will be identified in the final ECC Strategy as the ECC is identified as the focus of growth in the Woollahra LGA.

In terms of site specific merit, while the planning proposal does not comply with numerical controls, it is considered to meet the objectives of those controls and is acceptable in the context of existing taller buildings in the vicinity of the subject site. The planning proposal meets the desired future character objectives of reinforcing the ECC's role as the focus of retail and business activity, and increased residential activity. The proposal has the potential to contribute to a high quality urban environment and improved pedestrian amenity through activating the street front and conserving the heritage item.

No issues have been raised in the referrals that would prevent a development within the proposed envelope. Relevant amenity matters have been addressed in the indicative development concept, and measures to protect amenity can be refined and included in a site specific DCP, including refined parking rates, physical relationship to surrounding buildings, views and shadowing

## 136-148 New South Head Road, Edgecliff Document List



The applicant submitted the following documents:

Document	Dated
Request for planning proposal application form, signed by Andrew Boyarsky	Received 9 November 2020 Signed September 2021
Response to pre-application comments prepared by Ingham Planning Pty Ltd	September 2021
Planning Proposal Report prepared by Ingham Planning Pty Ltd	September 2021
Urban Design Report prepared by Group GSA (Issue 10)	7 September 2021
Planning Proposal Concept Report prepared by Group GSA (Issue 7)	7 September 2021
Site Survey Plan prepared by Norton Survey Partners	19 June 2020
Traffic & Parking Assessment prepared by Colston Budd Rogers Kafes Pty Ltd	May 2021
Heritage Assessment prepared by Urbis dated 17 July 2021 & Statement	18 August 2021
View Study prepared by Ingham Planning and Group GSA	8 February 2022
Wind Impact Assessment (Revision 1) prepared by ARUP	23 June 2021
Acoustic Assessment prepared by Acoustic Logic (Revision 0)	15 June 2021
Contamination Investigation prepared by Douglas Partners	17 March 2021
Geotechnical Investigation prepared by Douglas Partners	17 March 2021
ESD Concept Advice prepared by Efficient Living	13 August 2021
Economic Benefits Assessment prepared by Hill PDA	25 August 2021
Preliminary Arboricultural Report (Revision b) prepared by tree iQ	2 July 2021

**GROUPGSA**



# **136-148 NEW SOUTH HEAD ROAD, EDGECLIFF**

**Indicative Concept Report**

Prepared for Edgecliff Central Pty Ltd | GroupGSA | September 2021

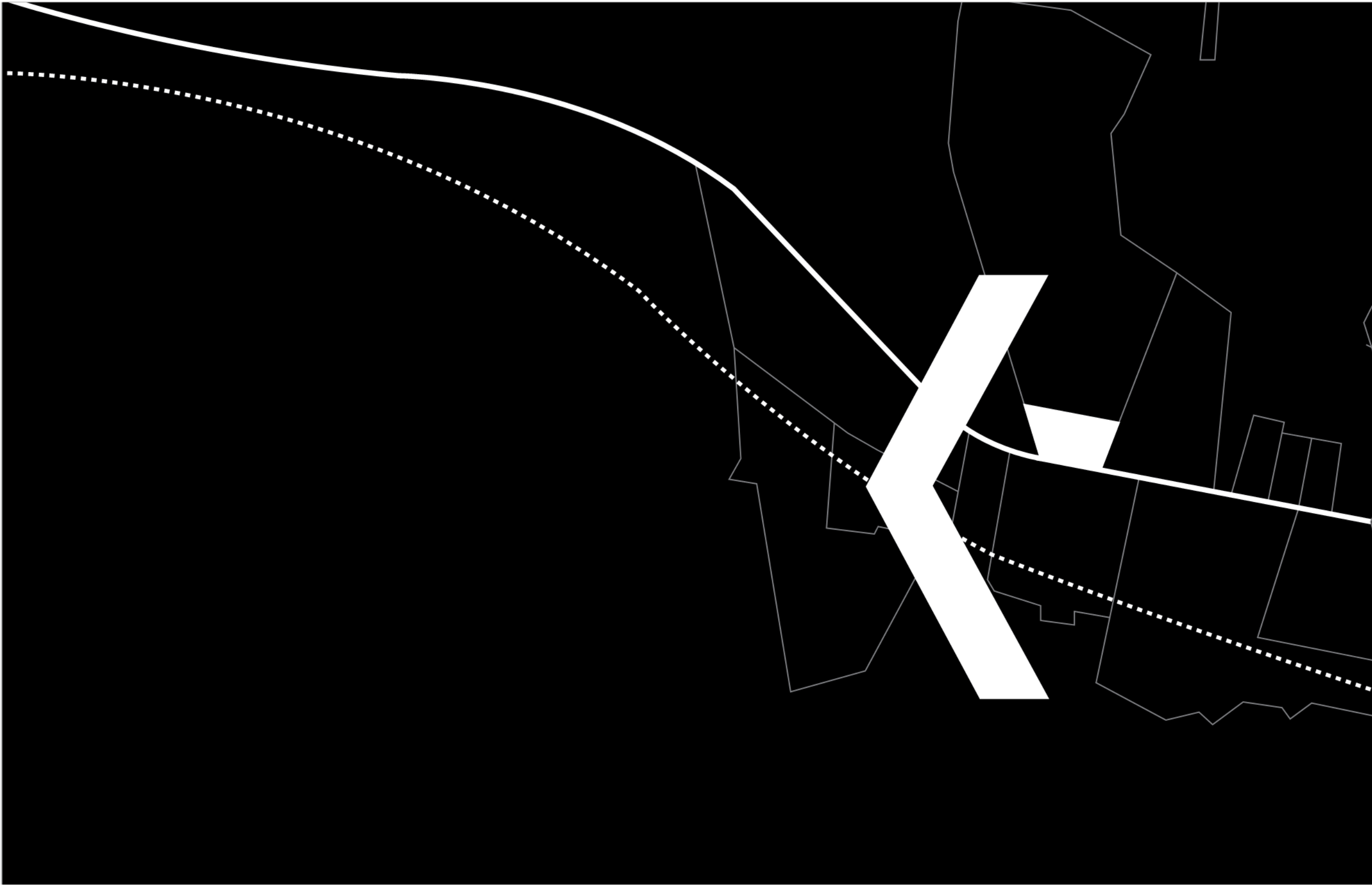


*We acknowledge the Gadigal and Birrabirragal people who are traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.*

Issue	Title	Date	Prepared	Checked
1	Pre-lodgement Draft Issue	08/02/21	AE/JK/JC/HR/DN	AE/JK
2	Pre-lodgement Issue	10/02/21	AE/JC/DN	JC
3	Draft issue for review	06/08/21	NO/DD/DN	JK
4	Draft issue for review	23/08/21	NO/DD/DN	AE/JK
5	Draft issue for review	30/08/21	NO/DD/DN	AE/JK
6	Draft issue for review	03/09/21	DN	AE/JK
7	Issue for Lodgement	07/09/21	DN	AE/JK
8				

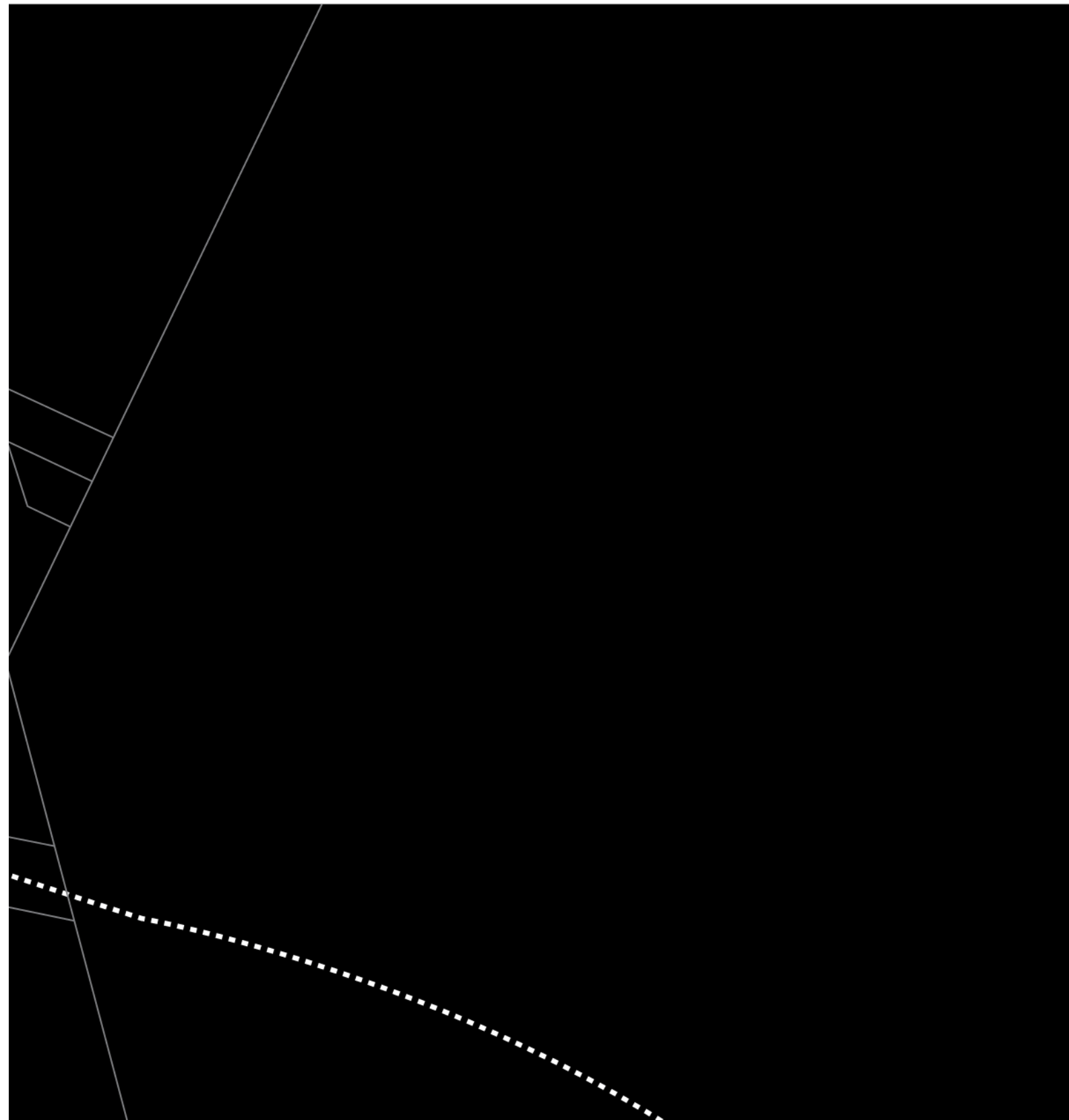
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Pg 4

136-148 New South Head Road - Indicative Concept Report  
For: Edgecliff Central Pty Ltd



## INDICATIVE CONCEPT DESIGN

# 01

Pg 5

GROUP GSA



# INTRODUCTION

This Indicative Concept Report has been prepared by GroupGSA Architects on behalf of Edgecliff Central Pty Ltd.

This report forms part of a Planning Proposal to Woollahra Council.

The report is prepared in relation to a proposal for a site known as 136-148 New South Head Road, Edgecliff and which is identified as Lot 1 in Deposited Plan 663495, Lot 1 in DP 1092696, and Lots A and B in DP 443992.

The planning proposal follows a client initiated design excellence competition involving a number of top-tier architectural practices, and also several discussions with Woollahra Council on the potential of this site, and how this will contribute to Council's vision for the Edgecliff Corridor.

Based on this process the Planning Proposal seeks to amend Woollahra LEP to permit a 12 storey building, an FSR of 5:1 and introduce site specific planning controls into the DCP.

This report demonstrates a development outcome for this site that sits within the proposed building envelope and demonstrates that the intended outcome of the Planning Proposal can be achieved. The indicative scheme includes approximately 41 apartments, ground floor retail & commercial tenancies, first, second and third floor commercial suites, as well as ancillary parking, loading, landscaping and plant. The proposed built form is for a 12 storey building with a strongly articulated and sculpted podium and setback tower, and includes up to 3 levels of below ground basement parking.

It is the applicant's intention to prepare a DA for lodgement based on the concept scheme if Council supports the Planning Proposal.





# THE VISION

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

Located on the highly prominent corner at 136-146 New South Head Road, this building will set a new benchmark for the reimagined New South Head Road Corridor and become a landmark that helps reinvigorate and define the urban core of Edgecliff as a place.

Taking cues from the art deco influenced facades of the immediate context and site, this curvilinear 12 storey mixed-use building seeks to compliment and enhance the existing character of its place.

Mitigating the shift from four to two storeys in the northern street-wall heights, the soft form of a new commercial podium seamlessly transitions in scale, allowing the heritage corner element to be both part of the new vision and also to retain its prominence and be celebrated.

Growing out from the podium, the butterfly shaped residential floorplates of varying sizes provide for a naturally sculpted tower that both holds the prominent corner at an urban scale but peels back to celebrate the heritage below.

The smooth lines and forms are evidenced across both old and new, and the depth of the protective podium facade and resulting solidity extends the dialogue between expression. However, it is the introduction of warm tones in lower levels and the honest, open, and residential expression in the tower above that allows the passer by to easily distinguish the new from the old in this proposed composition.

As part of the development, the public realm is enhanced with the new 'heritage plaza' offering that not only becomes a new dwell space for the public, but also provides entrance and visual break to celebrate the former bank building that is retained on site.

On plan, the tower plates have been carefully shaped to maximise the amenity of the future residents with generous perimeter balconies offering an outdoor lifestyle and allowing the fully operable facades to maximise natural cross flow to almost all apartments. In addition, the floorplates have been sculpted to ensure neighbouring buildings retain their access to natural daylight and to ensure their amenity is not compromised.



# THE SITE

## Site Description

The sites, 136-148 New South Head Road Edgecliff, for a combined site of 1746m<sup>2</sup> and form the corner block with frontages on New South Head Road and Darling Point Road.

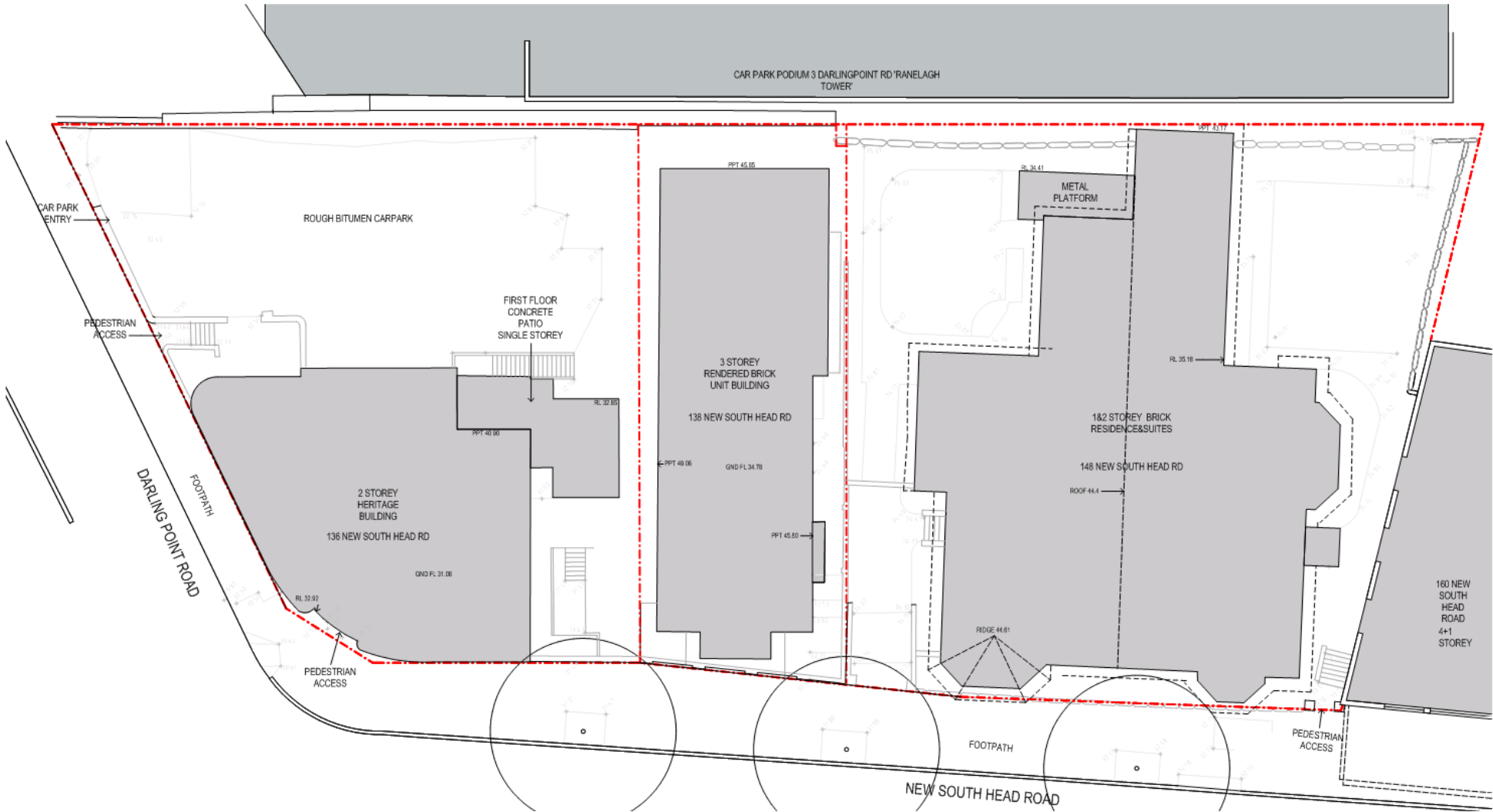
The other boundary conditions include the 3 storey height concrete podium car park and retaining brick wall of 'Ranelagh Tower' to the North, and the 4-5 storey brick commercial & residential building of 160 New South Head Road to the East.

The subject site is currently occupied by a 2 storey rendered brick heritage building known as 136 New South Head Road and is currently used for commercial and residential purposes, a 3-4 storey rendered brick apartment building known as 138 -140 New South Road, and a 2 storey brick former residential building now used for commercial and medical suites, known as 142 & 148 New South Head Road.

Only the corner lot, occupied by the heritage building, that has vehicular access and onsite parking. The driveway is located on Darling Point Road.

In this concept, only the heritage building is proposed to remain.

The site has a variable fall of approximately 3m east to west, and equally of around 3m north to south.





# THE SITE

## Boundary Interfaces

The subject site interfaces with a loading dock and 3-4 storey car parking podium of 3 Darling Point Road (Ranelagh Tower) to the North, and the retail and residential mixed-use building of 160 New South Head Road to the East.

Both of these conditions present opportunities and constraints for the future development.



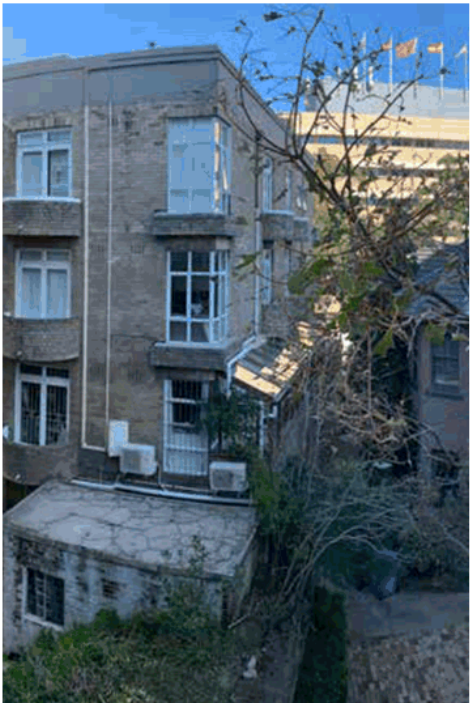
Northern Interface: blank brick retaining wall to loading dock and car parking of 3 Darling Point Road - Ranelagh Tower



Northern Interface: concrete & block wall to loading 3 storey + roof deck podium car parking of 3 Darling Point Road - Ranelagh Tower



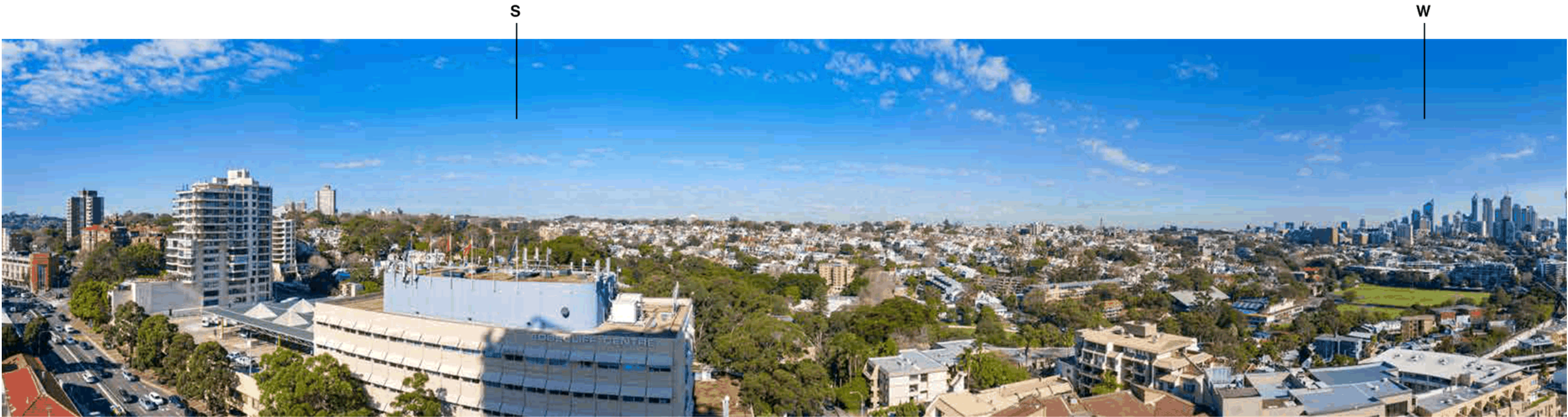
Eastern Interface: blank brick wall to ground floor retail, and minimal setback to brick residential floors above, of 160 New South Head Road



Eastern Interface: retaining wall to ground floor service courtyard and minimal setback to upper level residential floors above, of 160 New South Head Road. The eastern fenestration relies on borrowed light from the subject site, with some glazing having been built on the boundary.



# THE SITE

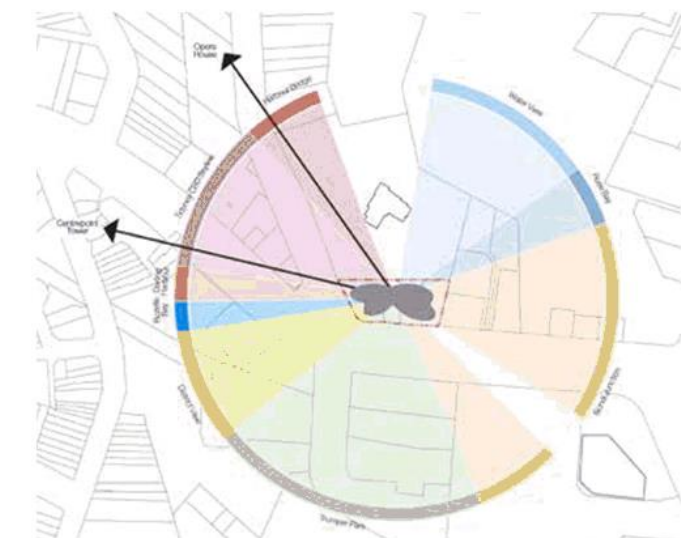


## Elevated Views

The elevation of the site will afford the upper level and rooftop level to enjoy panoramic views of Sydney CBD to the West, Sydney Harbour to Rose Bay in the North, and district views over Paddington and the Eastern Suburbs to the South and East respectfully.

Lower views will largely be to the Paddington, district and the Sydney CBD. It is exoected that some views would be built out with the development of the Edgecliff Corridor.





**GROUPSA**



# DESIGN PRINCIPLES

## A building of its place

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

- Take cues from the art deco language of the context borrowing the strong horizontal lines and to soften the edges of the proposed new building.
- Introduce a void between tower volume and heritage to reinforce the important corner and celebrate the heritage building, thus setting the new building as backdrop to the old
- Recess podium and align with parapet of heritage item
- Break down volume of tower to reduce bulk to the street and maximize views from residences
- Create a welcoming entrance to heritage with a new plaza, which will become a place for pedestrian relief along New South Head Road as well provide opportunity to increase the visual prominence of the heritage item.

## Improving the New South Head Road Interface:

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

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

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

## Accessible, connected, amenable

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

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

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

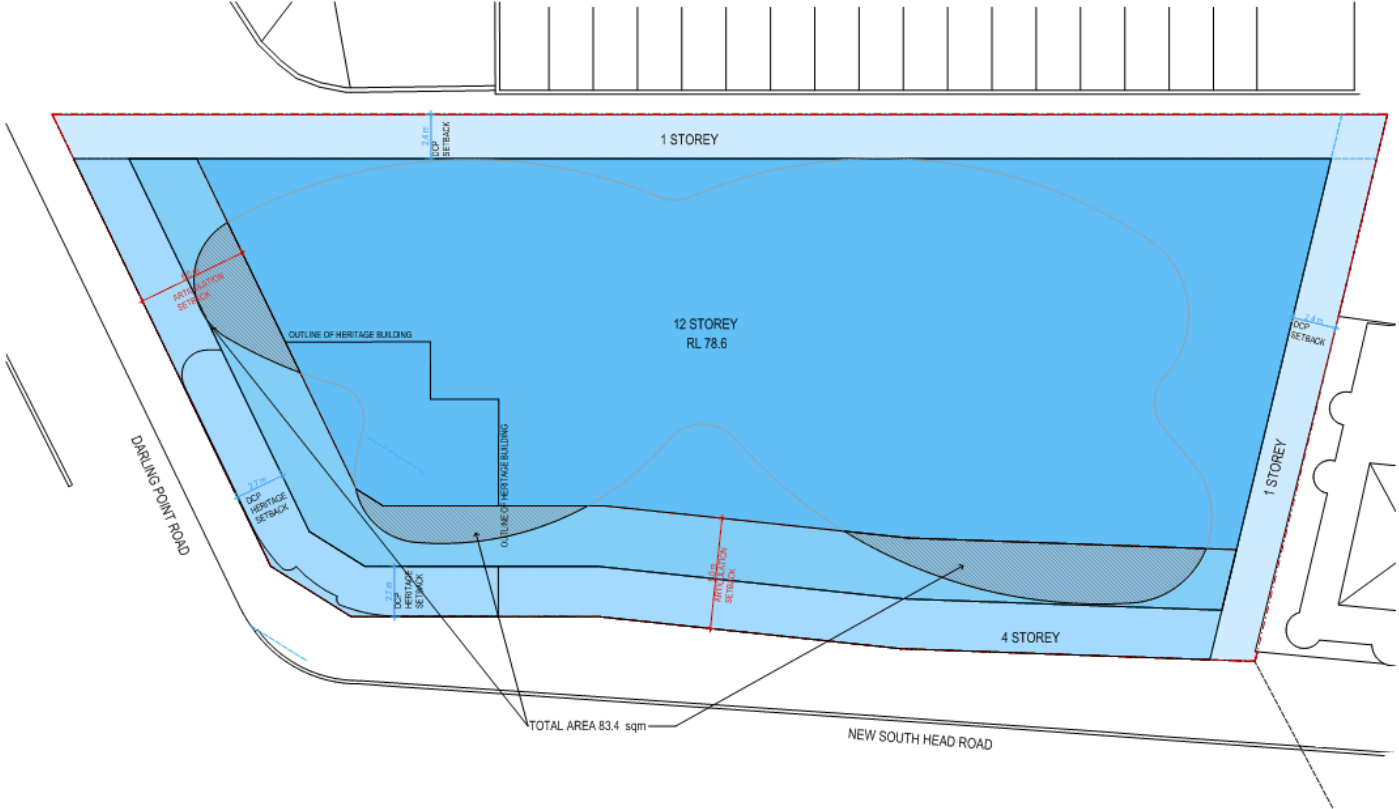
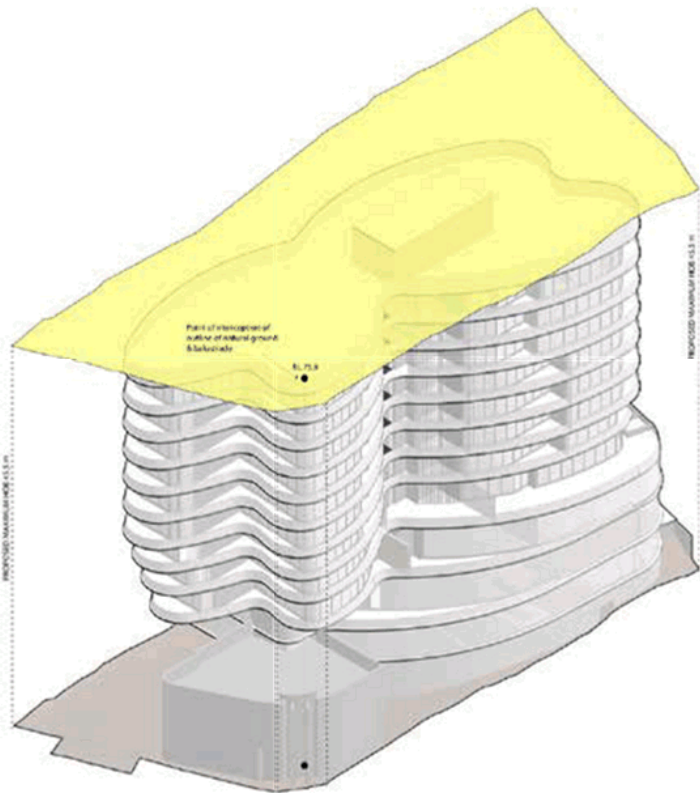
## Modulate built form to engage with public domain

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

Upper floor podium setbacks to reinforce datum set by heritage item



# DCP RESPONSE



## Built Form

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

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

- The indicative design complies with the proposed envelope controls and is reflected in the diagrams on the following pages, with the following key characteristics:
- The concept building occupies around 62% of the building envelope, taking into account the 50% articulation zone and maximum 33% average tower overlay of the heritage building
  - The maximum height of buiding will sit below the 46m height blanket.
  - The heritage cantilever will have an average overhang of 31%
  - The encroachment within the 6m articulation setback zone to New South Head Road and Darling Point Road is 36%, and below the proposed 50% allowance.
  - Side and rear setbacks are achieved.



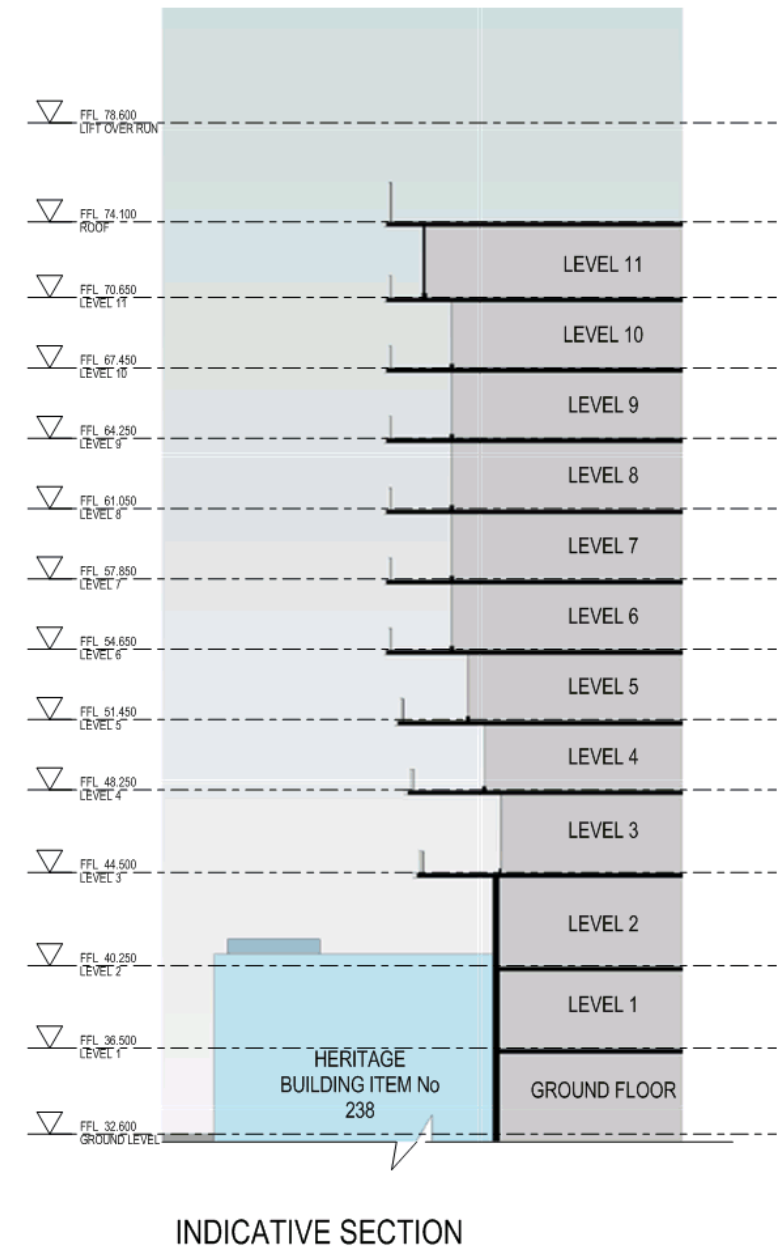
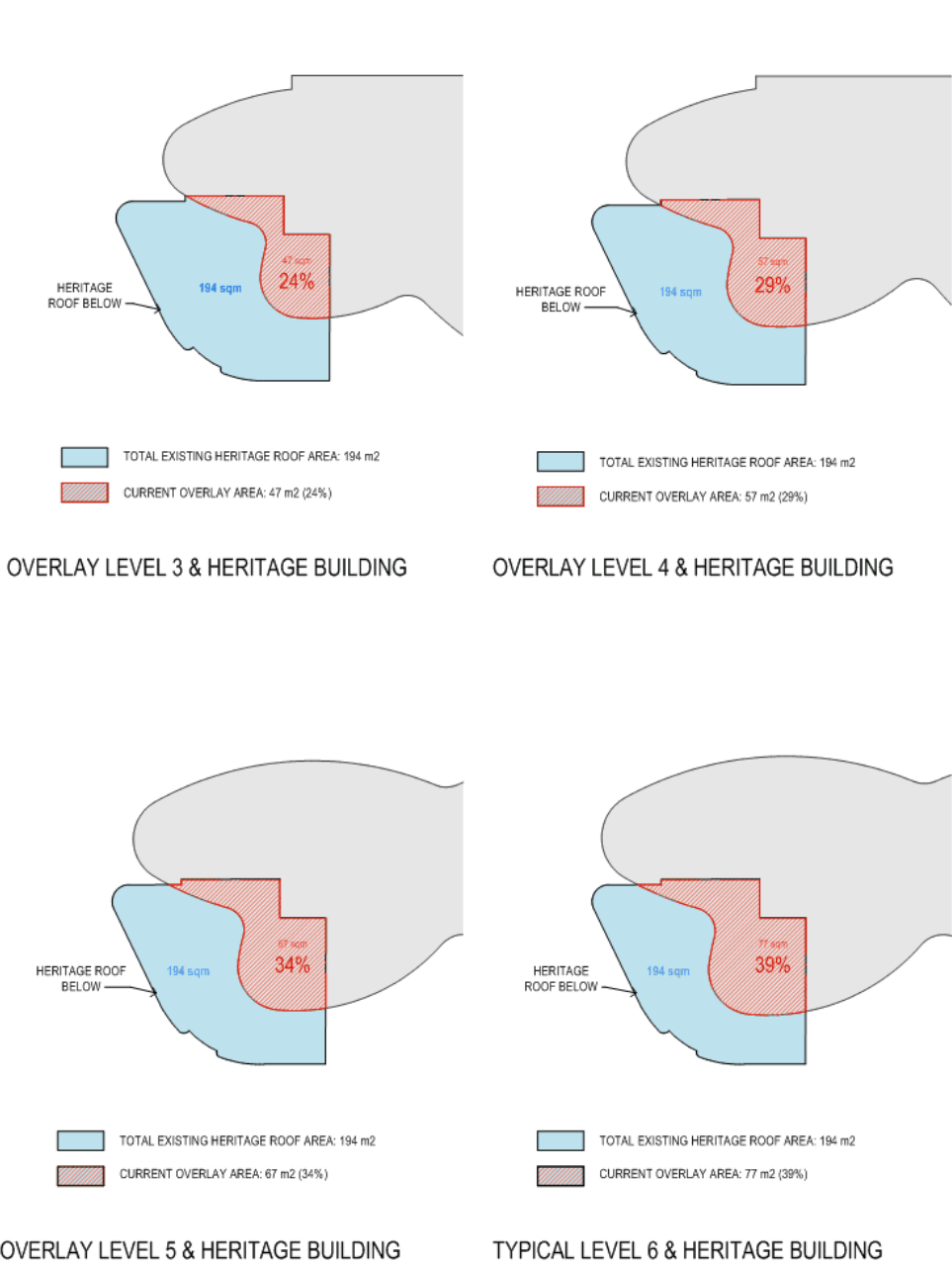
# DCP RESPONSE

## Heritage Curtilage

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

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

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





# DCP RESPONSE

## Land Use

The concept proposes for a mixed-use building with an appropriate mix of retail, commercial and residential floorspace that will contribute to the aims of the Edgecliff commercial centre.

From Ground Floor to Level 03, the proposed non-residential uses will ensure that the employment generation needs are met, and the levels above are to provide a suitable mix of unit sizes to cater for a wide range of housing needs.

Pages 28-29 provide a breakdown of the yield for the concept building.

## Heritage Response

sThe subject proposal is one which has respected the important heritage context of the precinct.

Based on advice from our Heritage Consultant, the former bank building on the corner of Darling Point Road is conserved. The envelope should provide an appropriate contemporary backdrop to the building and respects the opportunity for the building to be appreciated in a three dimensional manner.

Detailed design of the building would intend to provide an appropriate distance above the item and thereby respects its parapet form.

The conserved heritage item forms an important element in the podium base for the building, contributing to a two storey datum along New South Head Road. The conceived base for the building should provide an appropriate scale in height and width to link the heritage item to the 4 storey street-wall of the non-listed interwar flat buildings to the east and provide an appropriate context for the entrance to the heritage listed Ascham School.

The proposed envelope respects the entrance to Darling Point Road and the listed retaining walls and balustrade to the divided street.

## Building Exterior

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

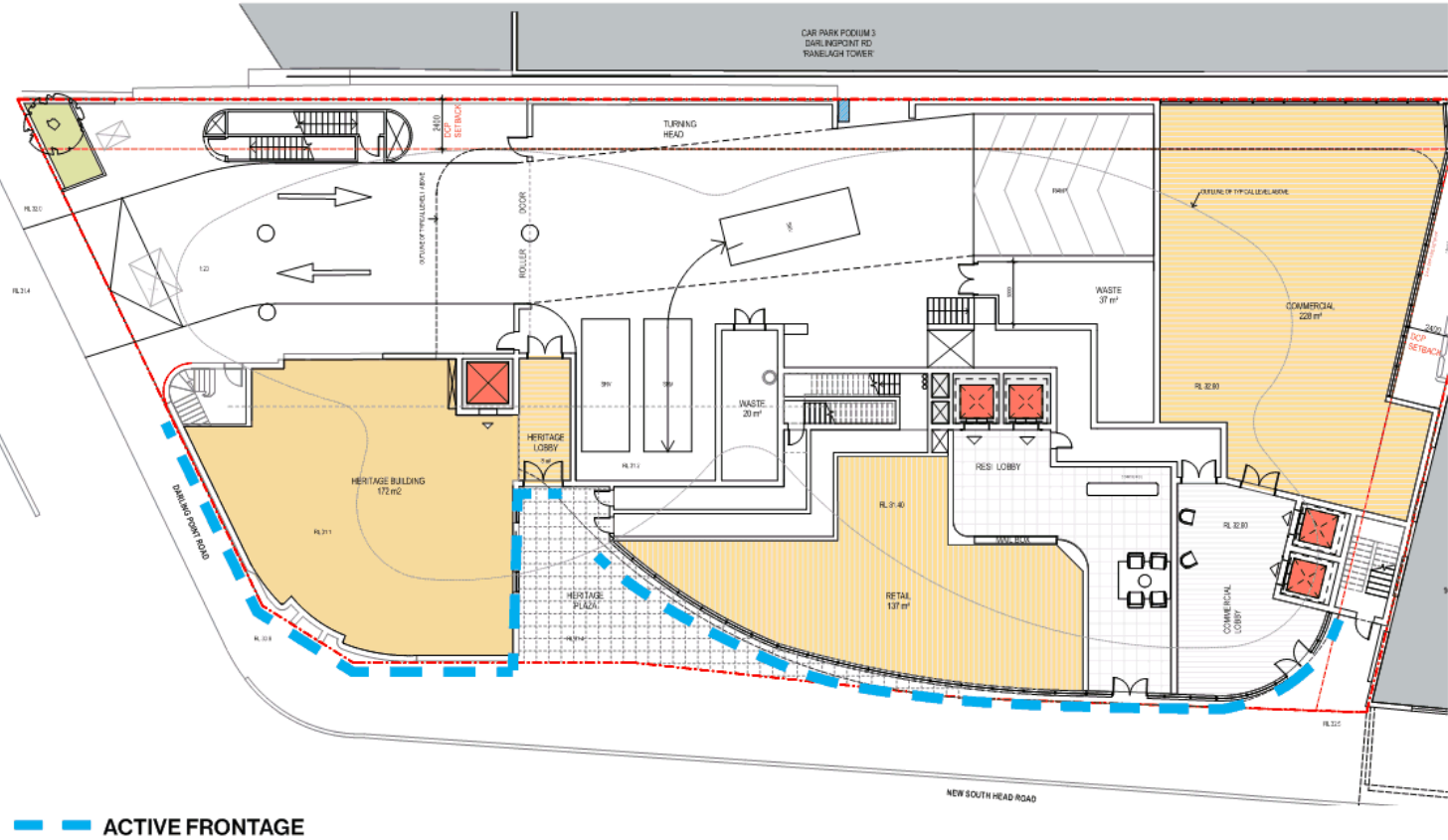
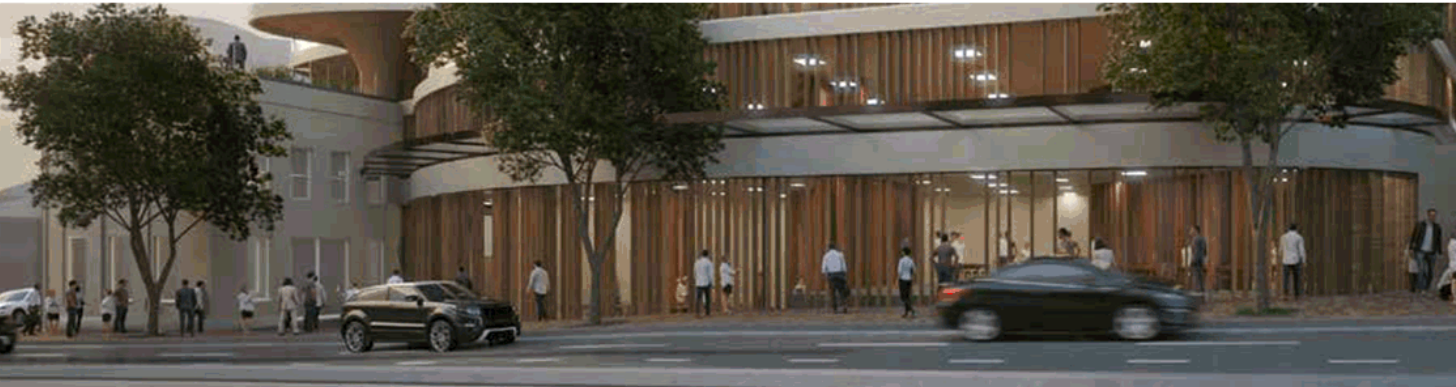
The art deco inspired facades of this new 12 storey building have strong horizontal banding that accentuate the curvilinear floorplates and naturally assist the design to soften the mass and bulk of the building.

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

## Active Frontages

The concept proposes for a mix of retail and commercial tenancies and residential and commercial lobbies to provide activation along length of the New South Head Road frontage. In addition, this concept proposes for new openings and 'heritage lobby' to the Eastern wall of the heritage building to provide a new address and increased activation to this older building, and to increase surveillance to the public realm. The extents of new openings would require detailed review with a heritage consultant at development application stage.

We note that the existing building currently provides activation to this intersection, with the existing windows and original entrance, which are not proposed to be altered or modified.



# PART 3 & 4

# SEPP65 ADG

### Apartment Design

The residential tower consists of 41 apartments suited to a variety of lifestyle. The dwelling mix is 9 x 1 bedroom (22%), 18 x 2 bedroom (44%), 12 x 3 bedroom (29%), 1 x 4 bedroom (2%) and 1x 5 bedroom (2%) apartments.

Most apartments have been designed as oversized apartments to allow flexible living, including work from home, and well exceed the ADG minimum standards. The average apartment sizes range from 60m² 1 Bed, 107m² 2 Bed, 157m² 3 Bed, 294m² 4 Bed, and 317m² 5 Bed apartments.

The residential floors will have 2.7m ceilings throughout, and a flush threshold between internal and external spaces. To achieve this, the floor to floor height is typically 3.2m.

There are 35 apartments (85%) with dual aspect, providing enhanced daylight and natural cross ventilation.

A minimum of 2 hours direct sunlight between 9am and 3pm in mid winter will be enjoyed by more than 70% of the apartments. Similarly more than 70% of apartments (in the first 9 levels) will be naturally cross ventilated.

Each apartment will have access to the required private storage space via a combination of space within the apartment or secure storage cage within the apartment.

### Floor Area and Envelope

The proposed envelope is consistent with SEPP65 ADG 2B Building Envelopes. The envelope is the three dimensional volume that defines the outer most part of a site that the building can occupy.

The proposed envelope is more that 30% larger that the floor area of the concept floorplan and allows for flexibility with the design and building components that do not count as floor space but contribute to building design and articulation, such as the wrap around balcony.

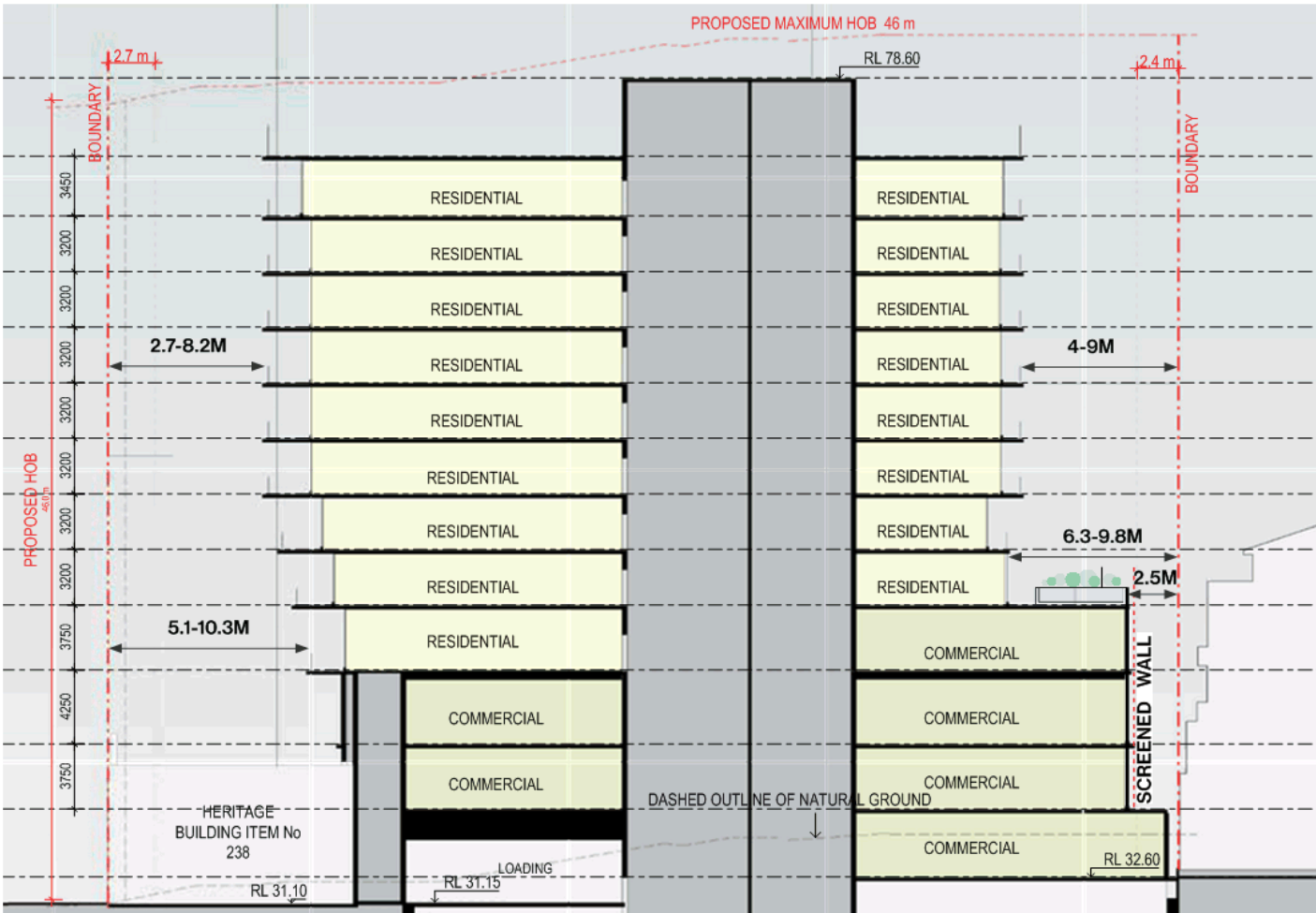
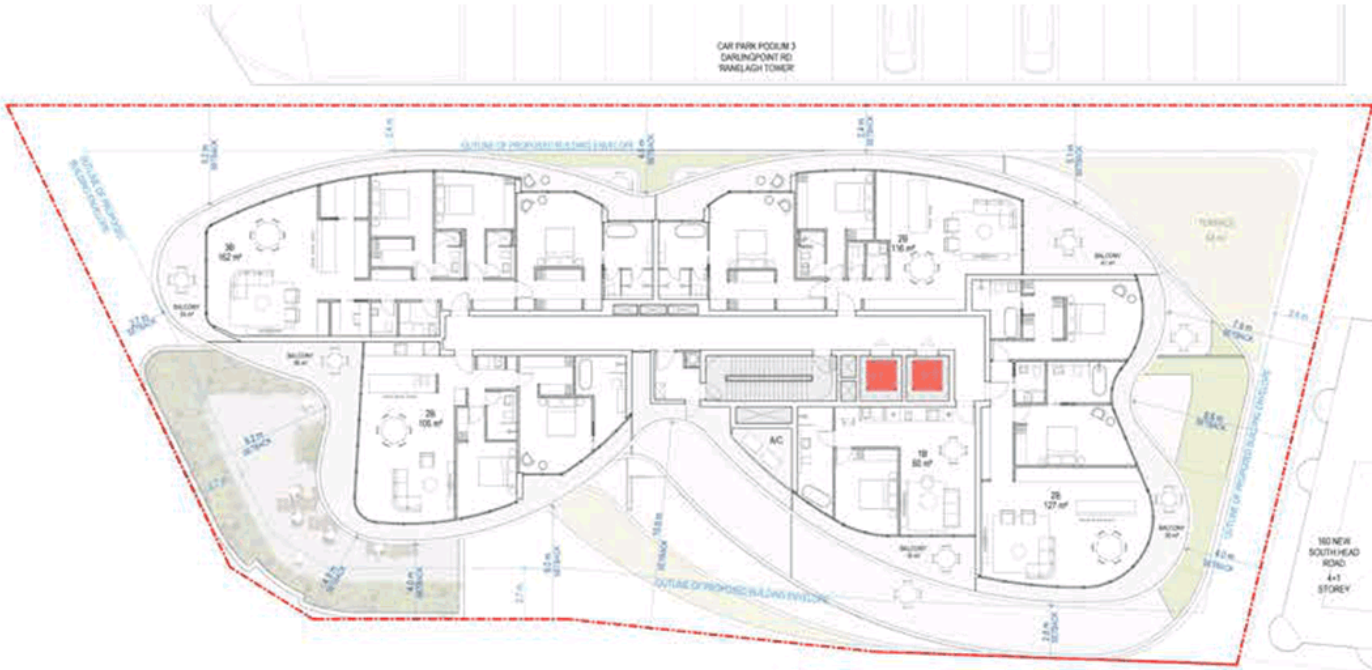
### Visual Privacy

The commercial podium follows the setbacks as described in the DCP, with 0m setback to ground floor retail and commercial uses, and a 2.4m setback for the levels above.

Where the commercial podium interfaces with the adjacent residential building to the East, a screened wall is proposed to ensure visual privacy of the existing apartments of 160 New South Head Road is not compromised.

To the upper levels of the tower the curvilinear tower has setbacks varying from 4-9.8m, depending on location and storey. At level 4, deep planters and setback privacy screens would be incorporated where adjacencies are most sensitive. Above this level, there are no impacts expect to the neighbouring building as there is no provision for this building to increase in height or FSR and, therefore, would not be expected to be redeveloped.

To the North, the concept building interfaces with the podium car park of the strata sub-divided residential Ranelagh Tower, with the neighbouring residential tower some 33m away. As result, there are no impacts with the proposed setback to this boundary.





# PART 3 & 4

# SEPP65 ADG

### Communal Open Space

The proposed rooftop will provide residents with a communal area greater than the 436sqm minimum required under the ADG (25% x site area).

This rooftop area is well positioned to provide all residents with harbour and district views, and could accommodate a range of spaces for various activities. This space will enjoy 2hours of direct sunlight in mid winter to 50% of the area.

At Level 03, an additional communal external terrace is offered to residents. This external terrace will function together with the adjacent communal internal room, which may allow for private dining, a residents lounge or residents cinema.

Level 02 provides the users of the commercial tenancies with a range of external spaces, including a new landscaped terrace located above the former bank building, where elevated views of the CBD can be enjoyed.

### Private Open Space

Each apartment has access to private open space with average terraces or balconies well exceeding the ADG minimum sizes. The average sizes are 13/35/38/86/82 for 1 Bed through to 5 Bed units.

### Public Open Space

The proposed concept would retain the existing street trees, with no vehicular cross-overs proposed within close proximity.

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

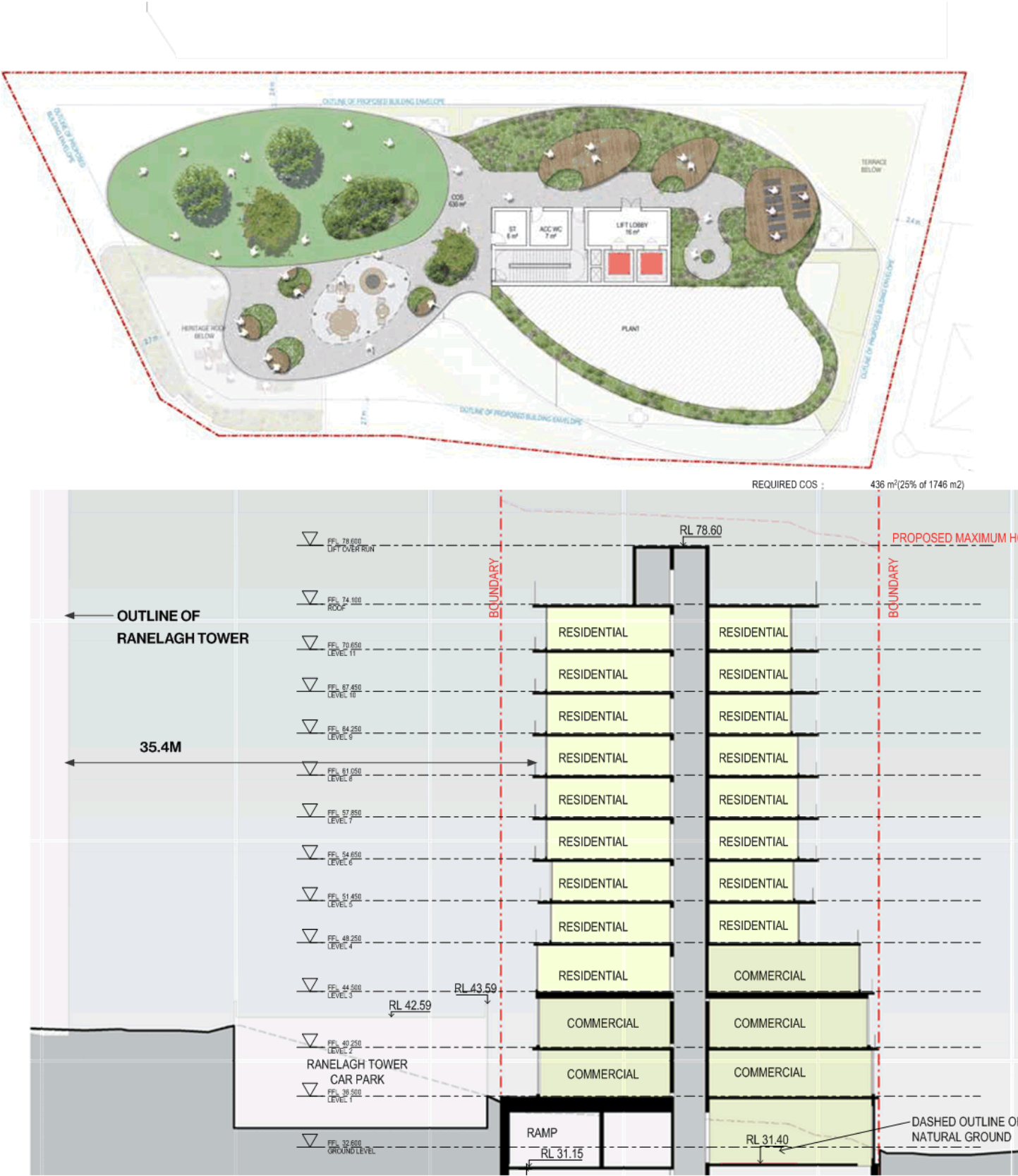
### Deep Soil

Due to the location, site peculiarities and also the building typology proposed within this reference scheme, it may not possible to provide deep soil within the site. The site is constrained by the existing heritage item and resulting traffic strategy, and also sits with a high density local centre context. Naturally, there are only non-residential uses proposed for the ground floor and, as per the ADG, deep soil would not be a criteria expected from this site. However, the concept has capacity to provide deep planter boxes in the communal and private open space of both residential and commerical floors, and can accommodate appropriate soil depths to add to the urban greening of the environment, and to provide high quality open space for residents and workers.

### SEPP65 ADG Principle 3: Landscape

*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.*

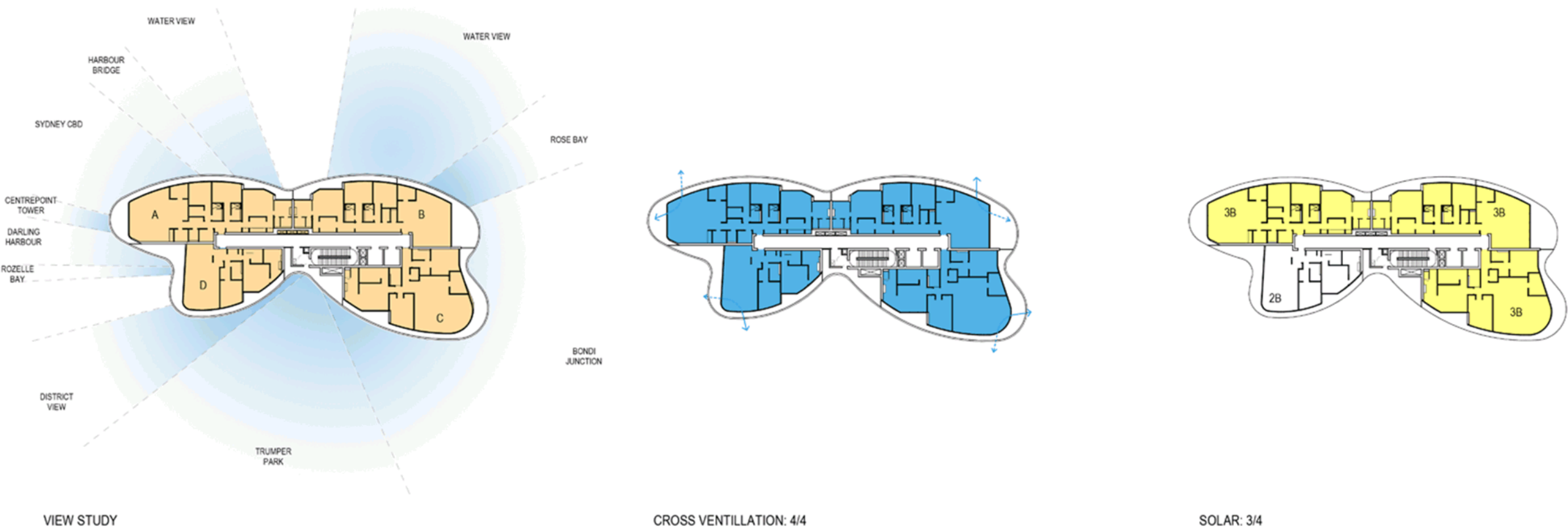
*Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, provides for practical establishment and long term management.*



GROUP GSA

PART 3 & 4

SEPP65 ADG



Indicative Compliance Schedule

DESIGN CRITERIA	REQUIRED MIN.	AVERAGE TOTAL
3D.1 Communal Open Space - Area	25%	36%
3D.2 Communal Open Space - Solar	50%	100%
3E Deep Soil	7%	0%
3F Visual Privacy	0-12m	0-9m

Indicative Compliance Schedule

DESIGN CRITERIA	REQUIRED MIN.	AVERAGE TOTAL
4A Solar Acces	70%	71%
4B. Natural Ventilation	60%	71%
4C. Ceiling Height	100%	100%
4D. Size & Layout	100%	100%
4E. Private Open Space	100%	100%
4F. Common Circulation	100%	100%
4G. Private Storage	100%	100%

SEPP65 ADG Principle 6: Amenity

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.



# TRAFFIC

The site is comprised of four lots, one of which has frontage to a road other than New South Head Road. The potential amalgamation of these lots offered by the proposal provides a significant benefit in terms of traffic issues.

All traffic is proposed to enter and exit the site on Darling Point Road, as shown on the plan and CGI opposite. The driveway location is the only viable option, as access from New South Head Road would not be possible.

The loading & waste strategy would see a loading dock located at the closest point to the driveway entrance, as basement access for larger vehicles would not be viable on a small constrained basement footprint such as this.

Within the basement, the design allows for 3 levels of car parking and achieves approximately 77 car spaces.

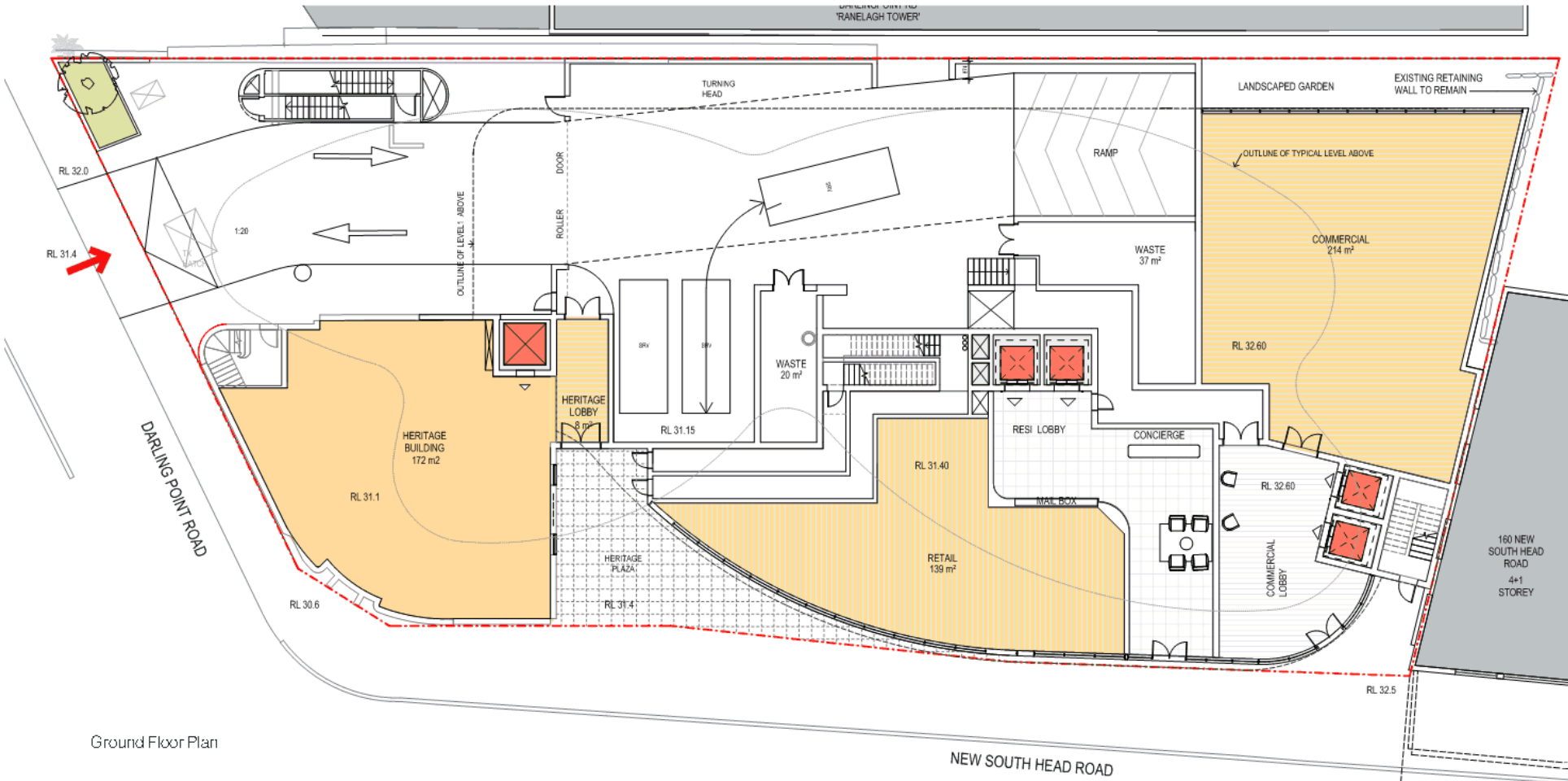
### Car Parking

Level	Parking (min)
Basement 01 =	24 spaces (comm. parking)
Basement 02 =	29 spaces (resi. parking)
Basement 03 =	24 spaces (resi. parking)
Total =	77 spaces

### Motorcycles

Level	Parking (min)
Basement 01 =	2 spaces (comm. parking)
Basement 02 =	4 spaces (resi. parking)
Basement 03 =	2 spaces (resi. parking)
Total =	8 spaces

Advice from our traffic engineer is that the low level of traffic generated from the proposed development would not have noticeable effects on the operation of the surrounding road network.



Ground Floor Plan





# SUSTAINABILITY & INNOVATION

**In addition to the best practice contributions aligned with NABERS and BASIX, the design should allow for additional sustainability features including:**

**Towards Zero**

Use of low carbon construction materials. Wherever possible, concrete re-use from the existing building and lime-free / Portland cements to all new concrete, should be explored in the primary structure.

Self-finished materials, such as natural stone and exposed concrete soffit to the RFB lobby add further to reducing unnecessary layering of building materials and reduction of embodied energy within the building.

**Smart building systems**

The building operator will have the flexibility and the ability to control all power intensive services necessary to the successful function of the building. Building services such as lifting and lighting can be centrally controlled with the potential to shutdown lifts and reduce lighting in off-peak modes.

Electric vehicle charging infrastructure to both residential and commercial car parking will be installed.

Integrated solar PV will form part of any rooftop design, used as screening devices of rooftop plant, where applicable.

**Passive design**

The development will consist of passive design strategies that respond to a range of environmental conditions the building is exposed to. The floorplate design will optimise amenity to the common areas and apartments. Corridors will feature natural ventilation and natural light at each level.

With over 85% of the apartments having a dual frontage, the residents will have the opportunity to naturally cool their residences and have less reliance upon mechanical ventilation systems.

The wrap around balcony serves function to shade the building and also, in addition to a well designed rooftop, will encourage occupants outdoors, decreasing reliance on heating and cooling.

**Facade design**

The facade has also been designed to maximise the 360 degree views available whilst avoiding unnecessary heat loading to the controlled internal spaces. The proposed design has provided for a deep perimeter balcony that will protect the glazing and internal spaces during warm summer months. The podium is designed with use of strong vertical fins and the deep facade will protect the working environment within this space. The self shading of facade will allow for increased natural daylighting during daylight hours, and avoid the need for tinted glazing. Low emissivity and/or double glazed units will also be installed on the S.East to South to S.West facades.

**Food Production and Waste Reduction**

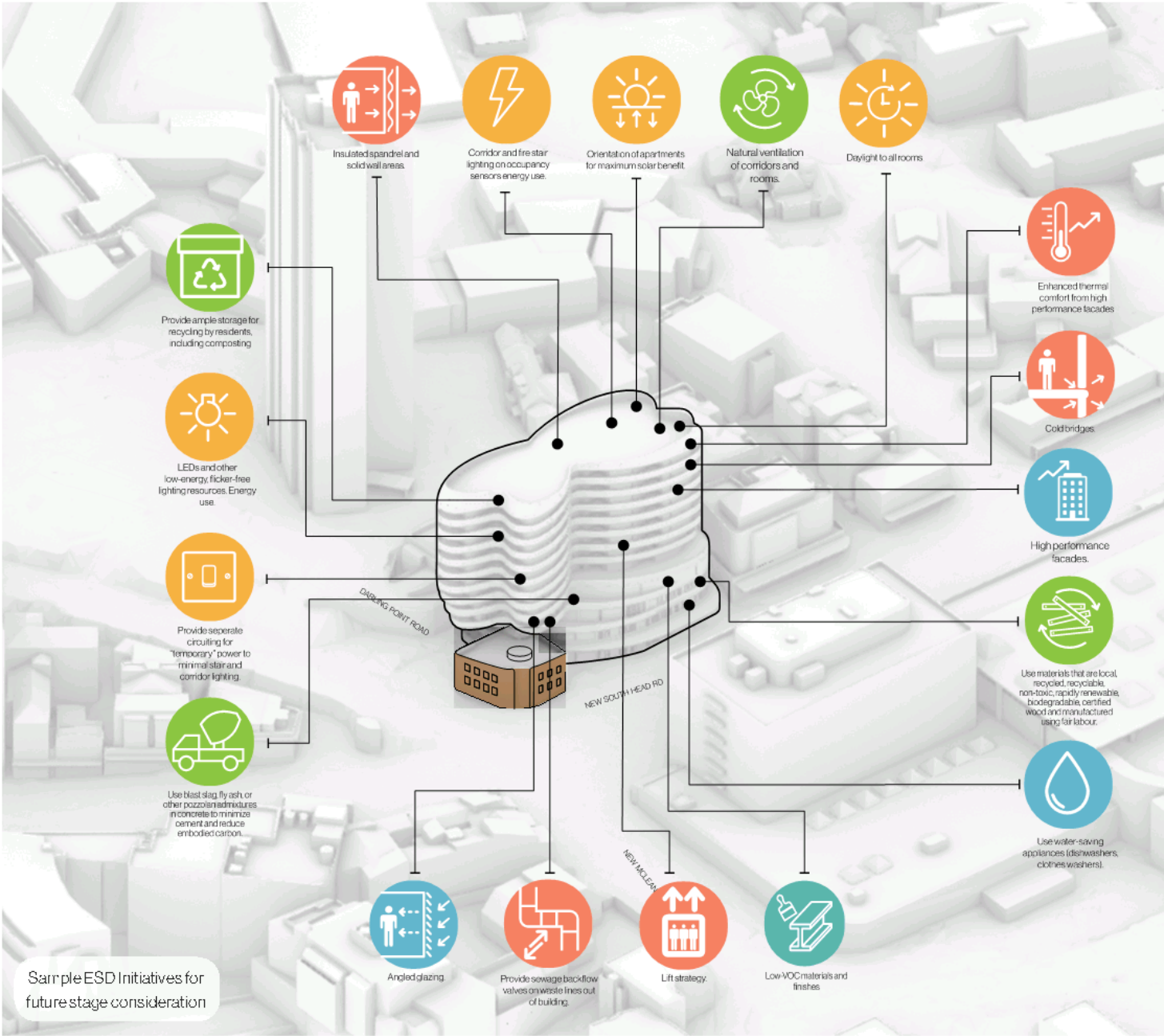
It is envisaged that some residents will have the opportunity for localised food production opportunities with direct connection to their kitchen and apartment. As part of completing the food cycle, on-site composting would allow residents to re-use food waste and help reduce household garbage and landfill.

**Urban Ecology**

The design provides for new trees on the landscaped rooftop, that will contribute to the goals and along with the local native plant species selected for the communal gardens, provide means of reducing the urban heat island effect. Not only will this encourage a healthier lifestyles through biophilic design, enhance biodiversity and ensure ecological resilience.

**SEPP65 ADG Principle 4: Sustainability**

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs.

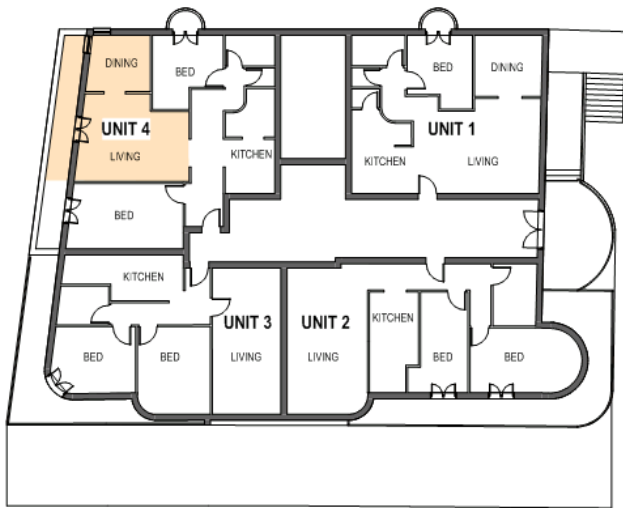


# DCP: SHADOW STUDY

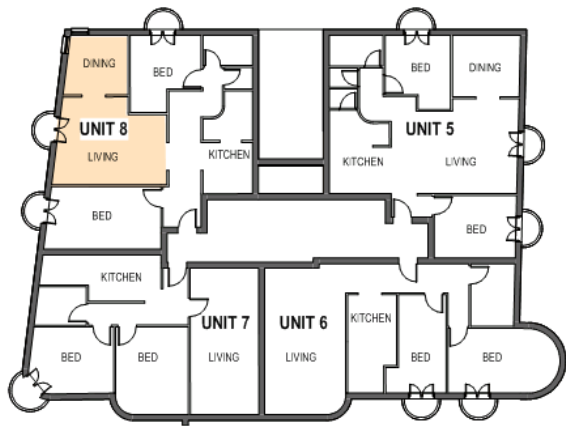
## 160 New South Head Road - View From Sun Diagrams

This analysis was undertaken to test the solar access to the neighbouring building and, in particular, the west and north-west facing apartments of 160 New South Head Road, as identified in the reference plans below.

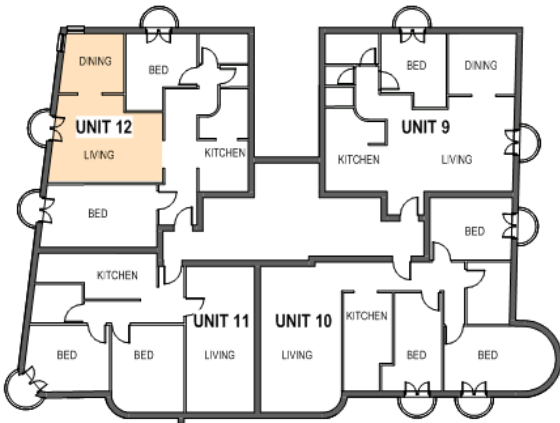
As demonstrated with the concept design, the existing solar access to living spaces can be retained during mid winter.



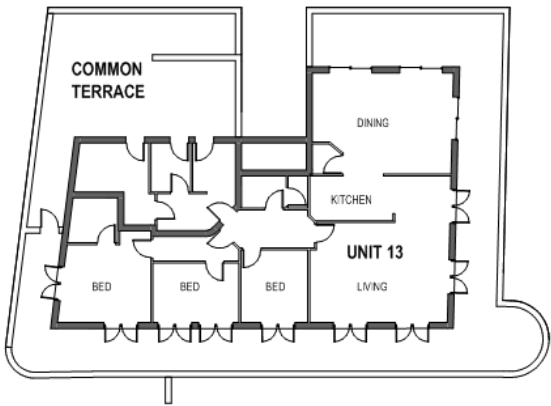
FIRST FLOOR



SECOND FLOOR



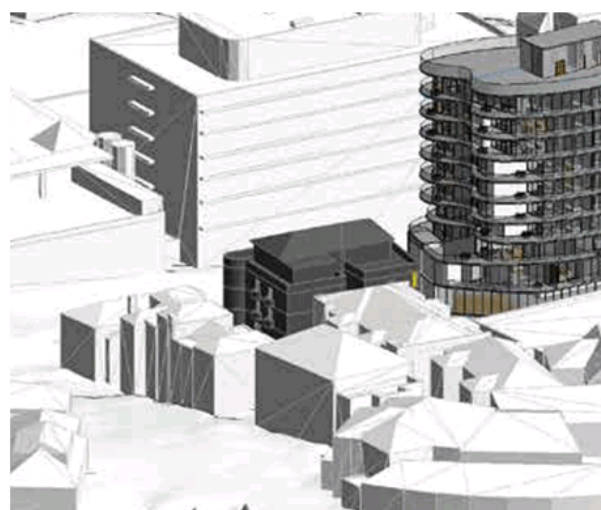
THIRD FLOOR



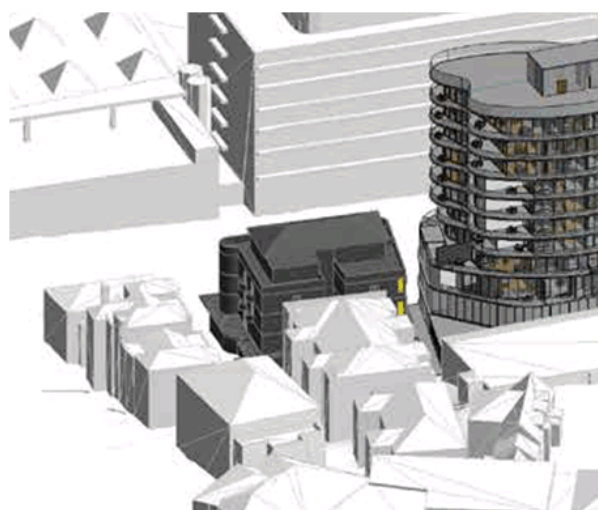
FOURTH FLOOR



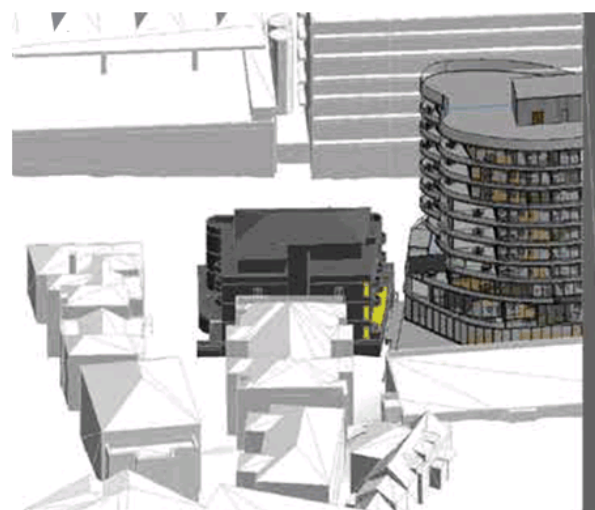
## DCP: SHADOW STUDY



0900 - View From Sun - 21 Jun



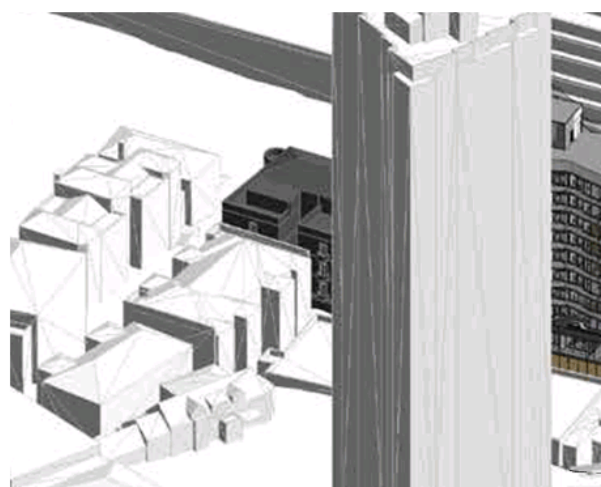
1000 - View From Sun - 21 Jun



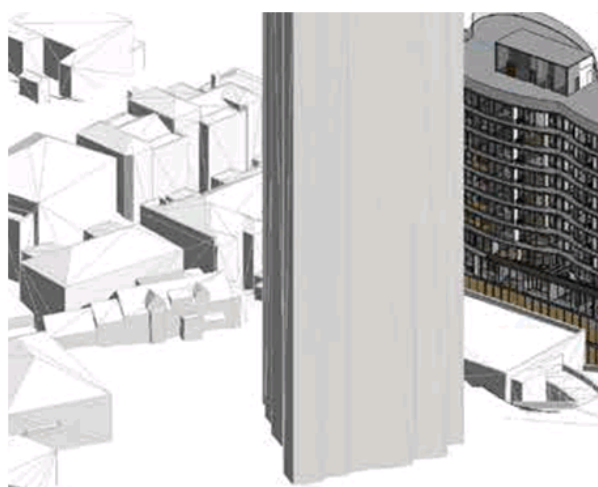
1100 - View From Sun - 21 Jun



1200 - View From Sun - 21 Jun



1300 - View From Sun - 21 Jun



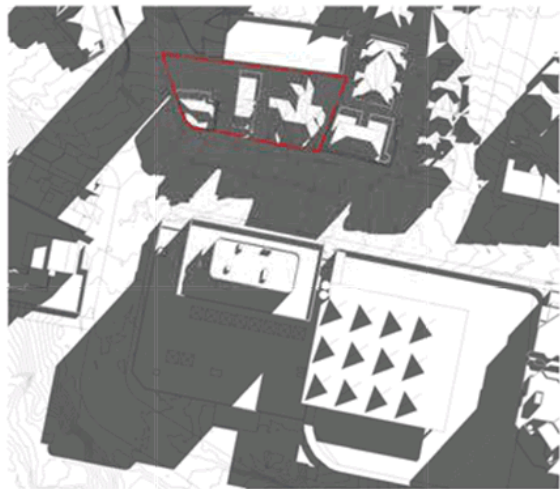
1400 - View From Sun - 21 Jun



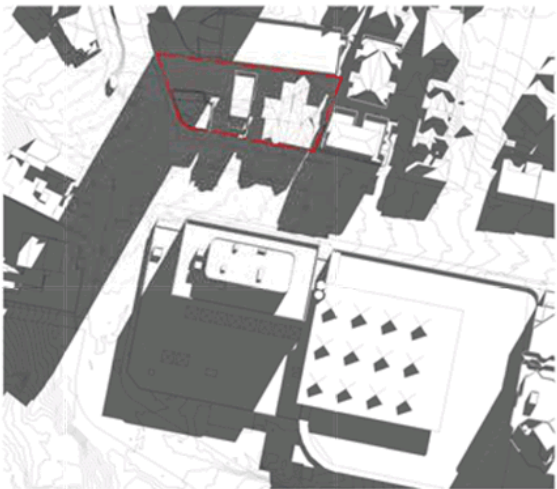
1500 - View From Sun - 21 Jun



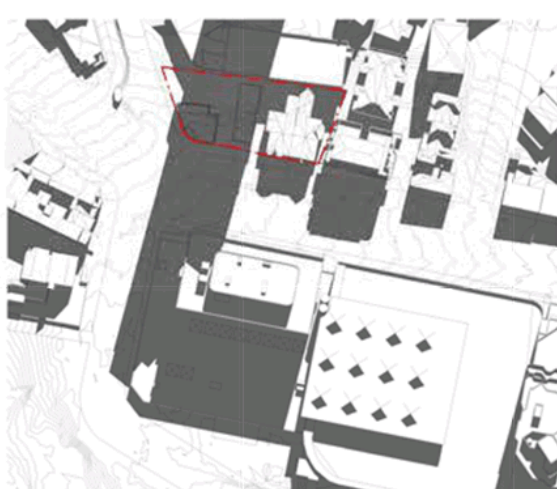
# SHADOW DIAGRAMS



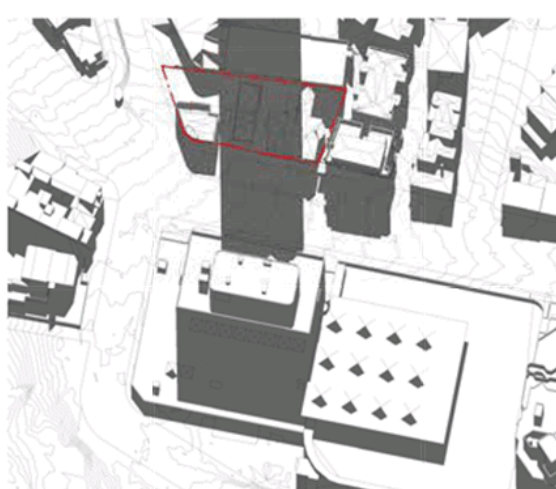
1 SHADOW DIAGRAM - 9AM 21ST JUN - EXISTING CONTEXT  
1:1250



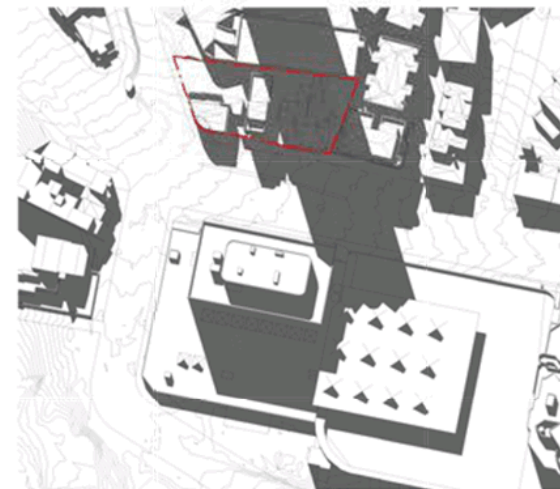
2 SHADOW DIAGRAM - 10AM 21ST JUN - EXISTING CONTEXT  
1:1250



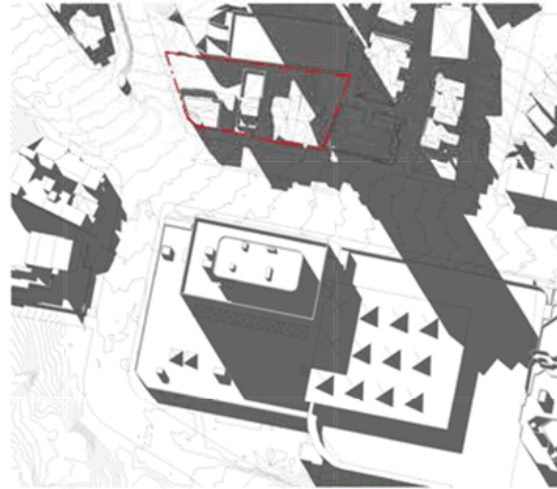
3 SHADOW DIAGRAM - 11AM 21ST JUN - EXISTING CONTEXT  
1:1250



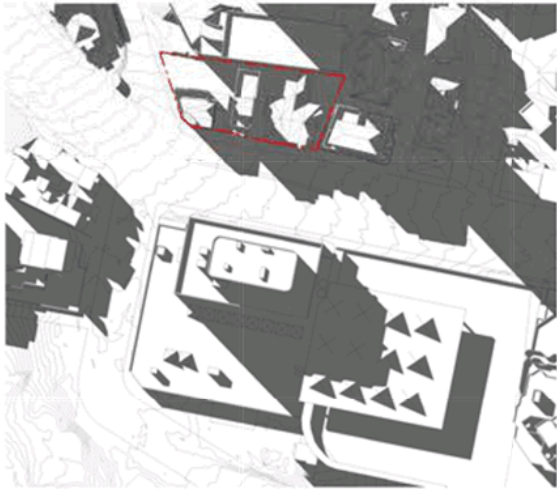
4 SHADOW DIAGRAM - 12PM 21ST JUN - EXISTING CONTEXT  
1:1250



5 SHADOW DIAGRAM - 1PM 21ST JUN - EXISTING CONTEXT  
1:1250



6 SHADOW DIAGRAM - 2PM 21ST JUN - EXISTING CONTEXT  
1:1250



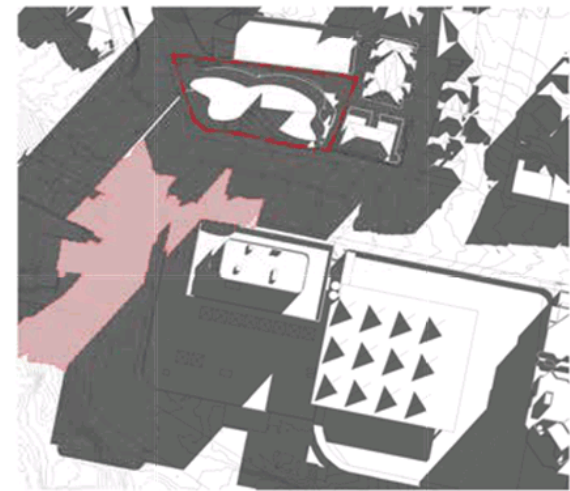
7 SHADOW DIAGRAM - 3PM 21ST JUN - EXISTING CONTEXT  
1:1250

### Existing Shadow Diagrams

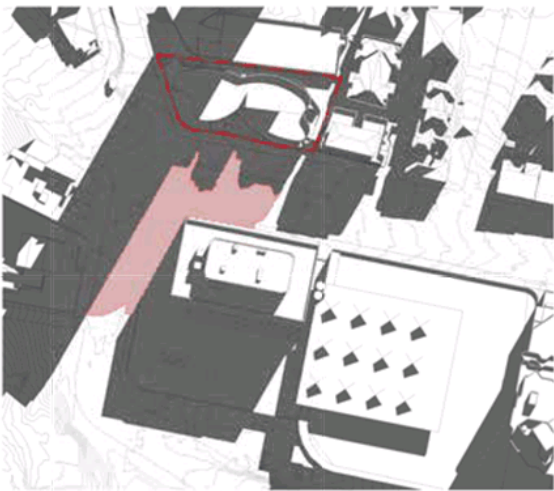
These diagrams illustrate the shadows created from the existing context and buildings on the subject site.



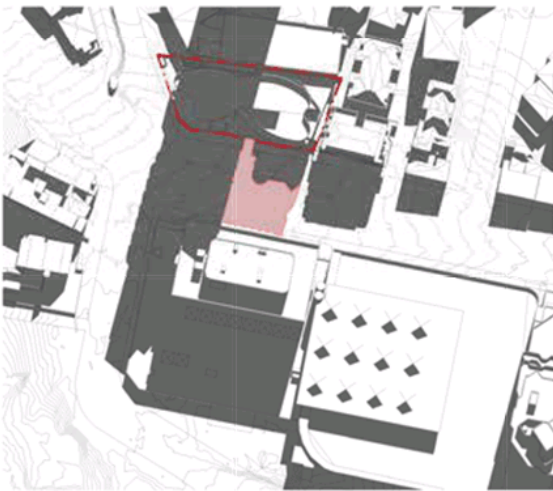
# SHADOW DIAGRAMS



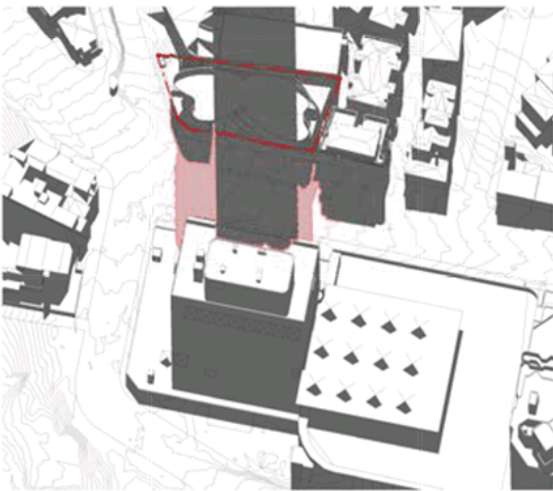
1 SHADOW DIAGRAM - 9AM 21ST JUN - PROPOSED SHADOWS  
1:1250



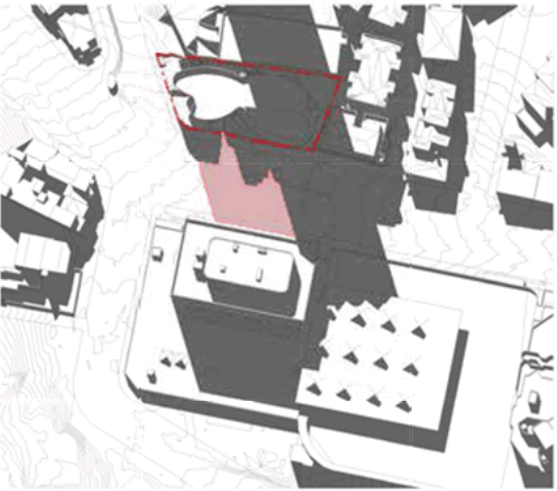
2 SHADOW DIAGRAM - 10AM 21ST JUN - PROPOSED SHADOWS  
1:1250



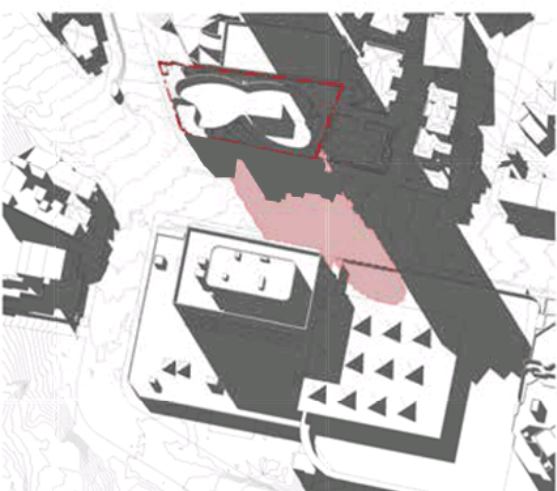
3 SHADOW DIAGRAM - 11AM 21ST JUN - PROPOSED SHADOWS  
1:1250



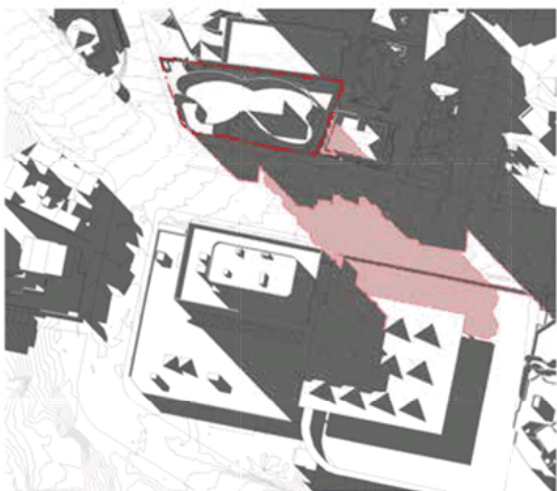
4 SHADOW DIAGRAM - 12PM 21ST JUN - PROPOSED SHADOWS  
1:1250



5 SHADOW DIAGRAM - 1PM 21ST JUN - PROPOSED SHADOWS  
1:1250



6 SHADOW DIAGRAM - 2PM 21ST JUN - PROPOSED SHADOWS  
1:1250



7 SHADOW DIAGRAM - 3PM 21ST JUN - PROPOSED SHADOWS  
1:1250

### Proposed Shadow Diagrams

These diagrams illustrate the shadows created from the existing context and the concept design proposed for the subject site, as contained within this section of the report.

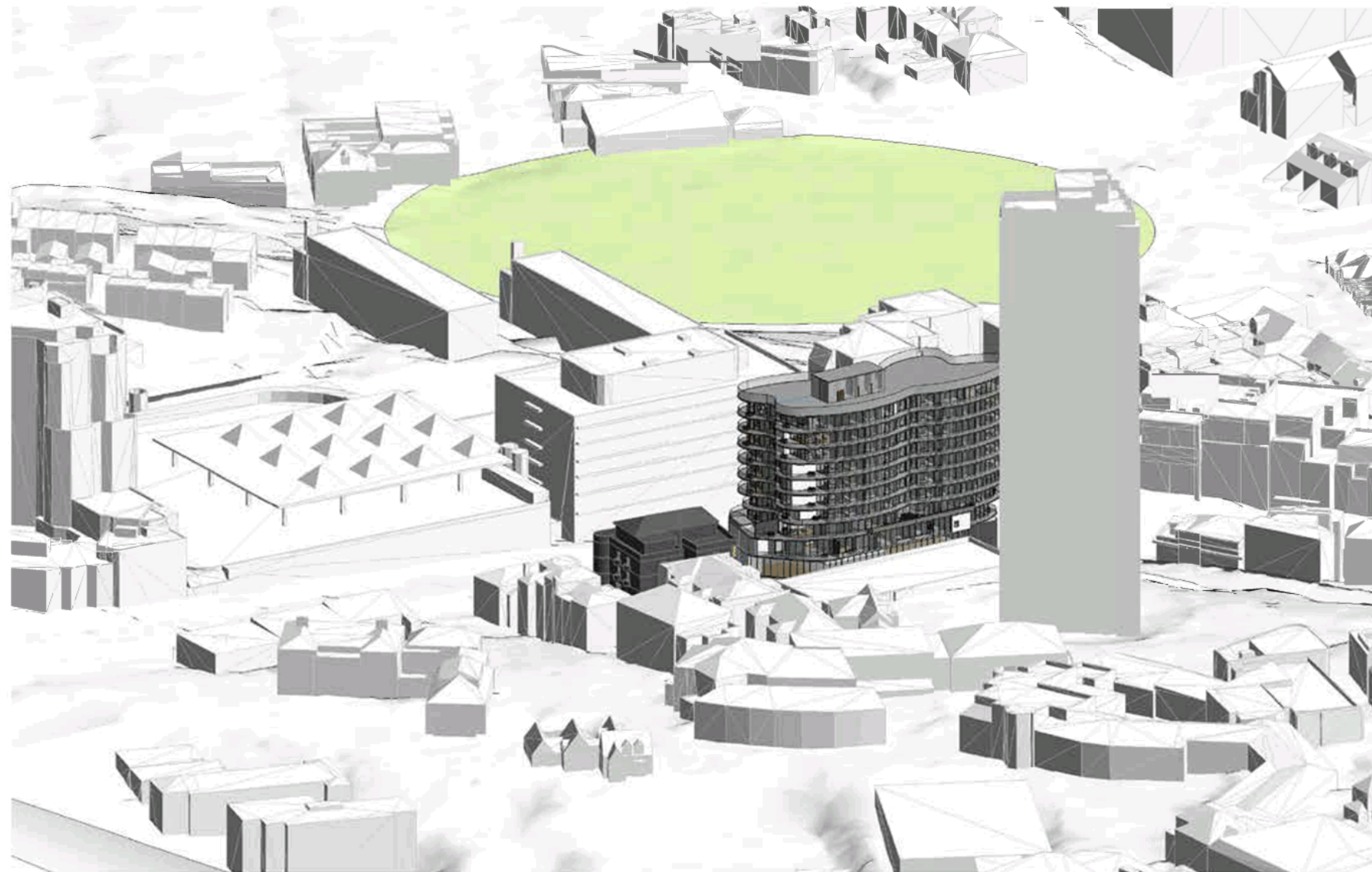
Where the proposed building shadow falls outside of the existing Ranelagh Tower shadow, the additional shadows have negligible impacts, with shadows largely falling onto New South Head Road, lower levels of the Edgecliff Centre commercial building, or the hardstand of the bus interchange to the south .

Additional shadow from  
indicative concept design

# TRUMPER PARK OVAL

## 9AM - VIEW FROM THE SUN

This analysis was undertaken to demonstrate that solar access to Trumper Park Oval will not be impacted from the proposed 12 storey building, and aligns with the Woollahra DCP principles for the Edgecliff Commercial Centre.





# VIEW SHARING

## Concept Design View Impact

As demonstrated with a more resolved building, the view impacts from surrounding buildings can be moderated.

View corridors between the proposed envelope and Ranelagh tower can be achieved for the Northern apartments in Eastpoint Tower. Similarly, Harbour Bridge view impacts from Oceanpoint Tower can be reduced.





# LAND USE AND DENSITY

## Commercial opportunities

The proposed building form indicates that around 2851sqm of commercial & retail floor space could be provided in the podium. This is slightly more than double that presently exists on this site.

## Residential yield

The proposed tower will provide opportunity for around 5872sqm GFA of residential floorspace, up from the existing 740sqm, which could achieve around 41 new dwellings, and assumed to provide a diverse mix of 1 bed, 2 bed, 3 bed, 4 bed, and 5 bed apartments, all with fantastic amenity and great lifestyle opportunities being located only a short train ride from the city and the sea, and with convenience of the open space of Trumper Park and Rushcutters Bay. This will contribute towards meeting the mandated local housing targets.

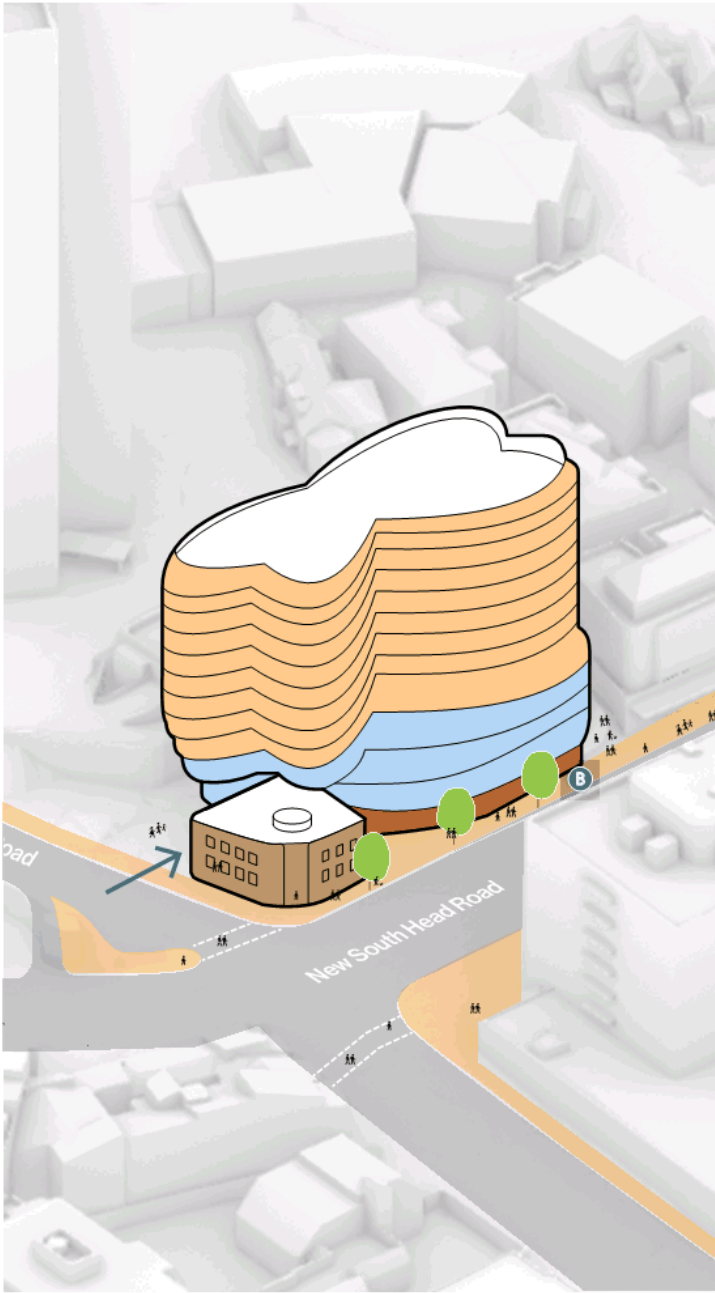
## Density

With a site area of 1748sqm, the indicative building form will provide an FSR of 5:1 (1.63:1 commercial floor space and 3.36:1 residential floor space) . This amount of floor space is typical of what can be expected in a well located centre such as this.

### SEPP65 ADG Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.



# INDICATIVE YIELD SCHEDULE

136 New South Head Road, Edgecliff  
Date :16/08/2021

Site Area: 1746 m2

Level	Storeys	Use	Floor Height (m)	RL (m)	Areas								Yield / Unit Mix						ADG Compliance				
					GBA (m2)	GFA (m2)					1B	2B	3B	4B	5B	Total	Solar			C/V			
						Commercial				Residential							>2Hrs	<2HRS	0 HRS				
						EOT	Waste	Heritage	Retail	Office											Waste	Communal	Resi
Level B3		Parking											10										
Level B2		Parking											10										
Level B1		Parking				75				3													
Level 0	1	Comm / Ret	3.9	32.6			29	172	155	277	29		78										
Level 1	2	Commercial	3.75	36.5				167		919													
Level 2	3	Commercial	4.25	40.25						807													
Level 3	4	Comm / Resi	3.75	44.5						247		71	499	4	2		0	0	6	5	1	0	2
Level 4	5	Resi	3.2	48.25									610	1	2	2	0	0	5	4	1	0	4
Level 5	6	Resi	3.2	51.45									596	1	3	1	0	0	5	3	1	1	4
Level 6	7	Resi	3.2	54.65									652	1	3	1	0	0	5	3	1	1	4
Level 7	8	Resi	3.2	57.85									652	1	3	1	0	0	5	3	1	1	4
Level 8	9	Resi	3.2	61.05									652	1	3	1	0	0	5	3	1	1	4
Level 9	10	Resi	3.2	64.25									659	0	1	3	0	0	4	3	1	0	
Level 10	11	Resi	3.2	67.45									659	0	1	3	0	0	4	3	1	0	
Level 11	12	Resi	3.2	70.65									665	0	0	0	1	1	2	2	0	0	
Roof		COS	4.5	74.1									30										
		Plant / overrun																					
Total			45.75			75	29	339	155	2253	29	71	5772	9	18	12	1	1	41	29	8	4	22
								2851					5872										
						Total GFA:	8723 m2			FSR:	5.00 :1		22%	44%	29%	2%	2%		70.7%	20%	9.8%	71.0%	
						Resi GFA:	5872 m2			Resi FSR:	3.36 :1												
						Comm GFA:	2851 m2			Comm FSR:	1.63 :1												

SEPP65 ADG Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

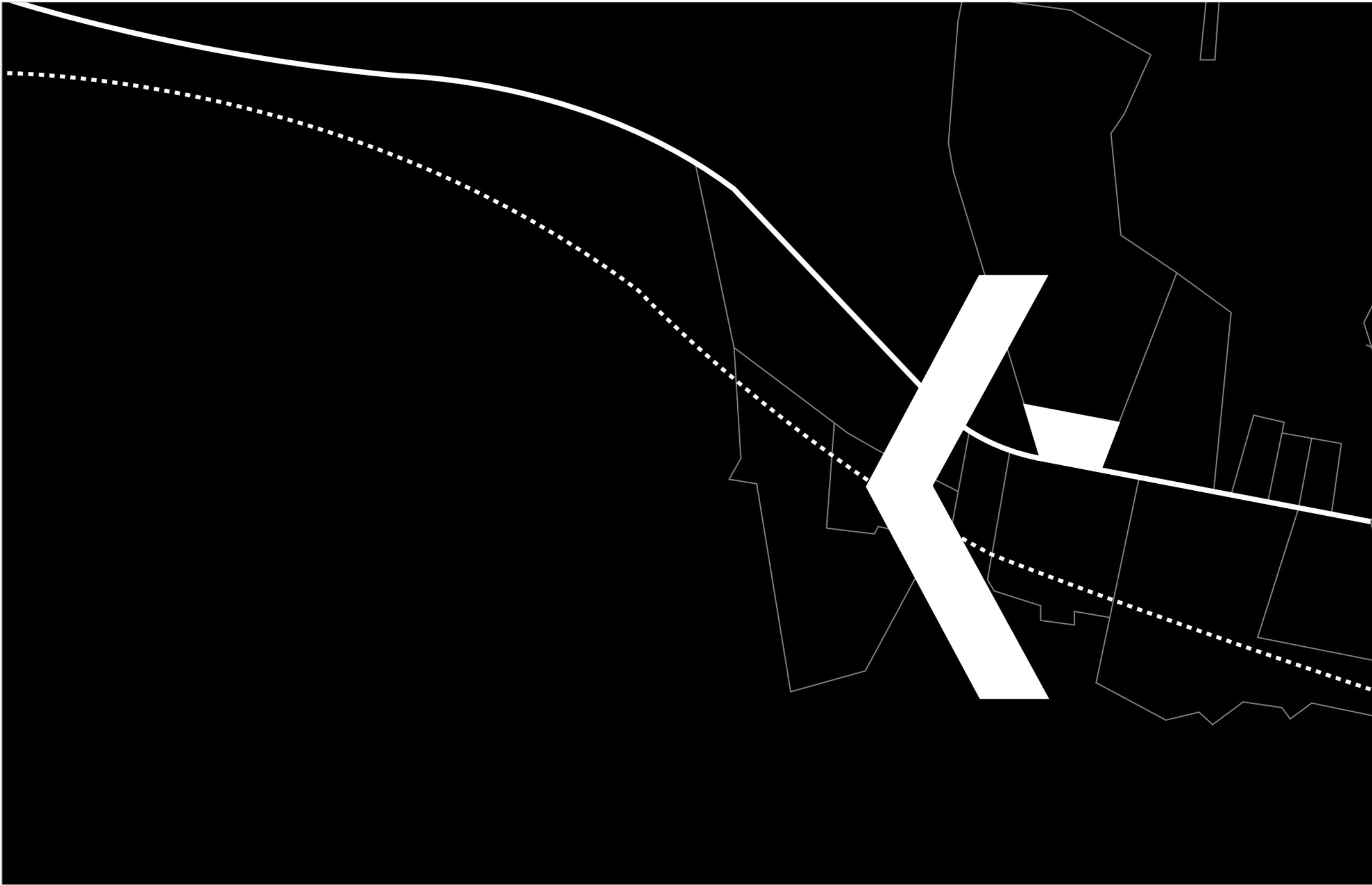
Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.



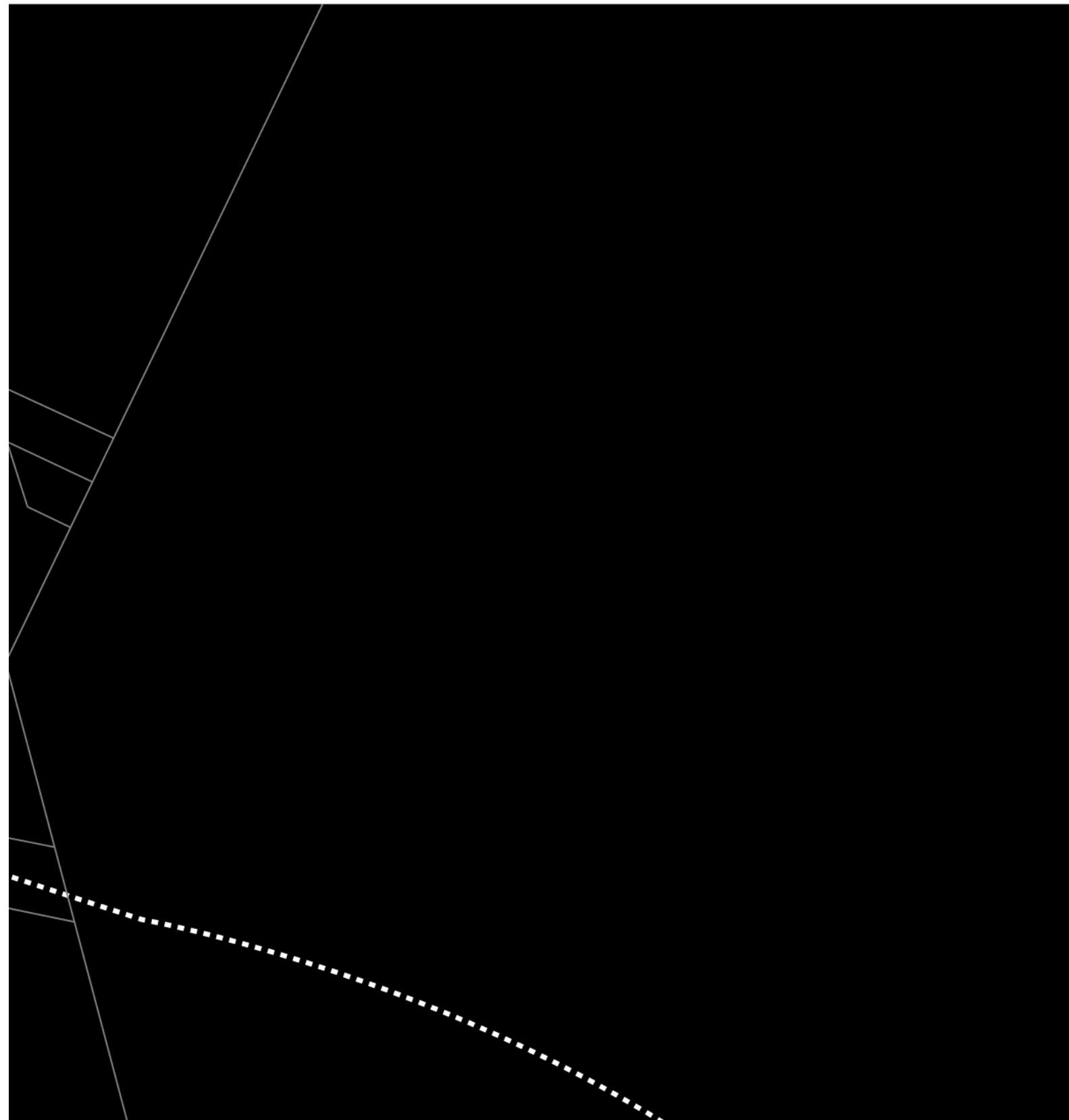
# SUMMARY











## INDICATIVE CONCEPT DESIGN DRAWINGS

# 02

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GROUP GSA

**GROUP GSA**  
www.groupgsa.com

**SYDNEY**

Level 7, 80 William Street  
East Sydney NSW 2011  
Australia

**MELBOURNE**

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Melbourne VIC 3000  
Australia

**BRISBANE**

Level 14, 100 Edward Street  
Brisbane QLD 4000  
Australia

**PERTH**

Level 2, 307 Murray Street  
Perth WA 6000  
Australia

**SHANGHAI**

Room 407, No. 71, Xi Suzhou Road Jingan District  
Shanghai 200041  
PR China

**HO CHI MINH CITY**

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

EDGECLIFF CENTRAL PTY LTD

SUPPLEMENTARY TRAFFIC  
INFORMATION FOR PLANNING  
PROPOSAL FOR PROPOSED MIXED  
USE DEVELOPMENT,  
136 – 148 NEW SOUTH HEAD  
ROAD, EDGECLIFF

MAY 2021

COLSTON BUDD ROGERS & KAFES PTY LTD  
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Zenith Centre  
821 Pacific Highway  
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411  
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REF: 11658/2

Colston Budd Rogers & Kafes Pty Ltd

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APPENDIX - PREVIOUS REPORT



Colston Budd Rogers & Kafes Pty Ltd

CHAPTER I

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I. INTRODUCTION

I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Edgecliff Central Pty Ltd to provide supplementary traffic information for the planning proposal for a mixed use development at 136 – 148 New South Head Road at Edgecliff. We have previously prepared a document<sup>1</sup> regarding transport aspects, which is appended to this report.

I.2 The pre-application consultation response from the council, dated 12 April 2021, includes the following:

*Council's Traffic and Transport Engineering staff note that the traffic analysis for any planning proposal request of this scale on the site would need to consider:*

- *The intersection performance between New South Head Road and Darling Point Road with measures to address the existing traffic issues at this location.*
- *The cumulative traffic impacts of the future development proposals in the ECC.*
- *Justification of the shortfall in car parking spaces and the adverse impacts on the on-street parking in the surrounding area. It is noted that no car parking spaces are currently identified to be allocated to the proposed multi-purpose community facility. Any future proposal would need to provide adequate parking for any such community facility.*
- *The proposed driveway on Darling Point Road is located adjacent to a public bus stop. Relocation of the bus stop may be considered to minimise potential congestion on Darling Point Road.*

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<sup>1</sup> Transport Aspects of Planning Proposal for Proposed Mixed Use Residential Development, 136 – 148 New South Head Road, Edgecliff, December 2020.

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CHAPTER I

- *Necessity to upgrade the public domain along New South Head Road and Darling Point Road.*
- *Opportunities to improve the pedestrian and cycling infrastructure.*

*As New South Head Road is a Classified Road, early consultation with the Roads and Maritime Services (RMS) is recommended.*

*A traffic impact statement identifying the **maximum** potential additional vehicle movements and traffic management strategy must be provided. The maximum potential car park and traffic movements must be based on calculations in accordance with Chapter E1 Parking and Access in Woollahra DCP 2015. This statement must address the implications of the likely development uplift arising from the requested new planning controls on existing traffic, parking and transport conditions surrounding the site and within any proposed parking areas. The statement must be produced by a suitably qualified and experienced traffic engineer in accordance with Chapter E1 Parking and Access in Woollahra DCP 2015.*

1.3 Council has recently undertaken a review of the planning controls for the Edgecliff commercial centre. The *Review of the Edgecliff Commercial Centre Planning Controls*<sup>2</sup> identifies potential increased development in the centre, including some 400 – 500 dwellings plus some 6,750m<sup>2</sup> of other uses. These would be delivered through site amalgamations and increased densities.

1.4 The review includes a series of planning and urban design studies which the council has resolved to publicly exhibit. Two of the studies are transport assessments<sup>3,4</sup>.

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<sup>2</sup> Report to the council, 29 March 2021.

<sup>3</sup> "Edgecliff Commercial Centre Transport Study Final Report." Prepared for Woollahra Municipal Council by SCT Consulting Pty Ltd, 7 August 2019.

Colston Budd Rogers & Kafes Pty Ltd

CHAPTER I

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I.5 The SCT study was undertaken subsequent to the GTA study, to identify measures to accommodate the increase in development in the centre. The measures recommended in the SCT study include:

- banning the right turn from Darling Point Road to New South Head Road and diverting traffic to Mona Street (either time limited or permanent ban);
- introducing dual right turn lanes on Mona Road and removing the western pedestrian crossing on New South Head Road;
- widening New South Head Road using land on the southern side, to increase the length of the right turn bay into New McLean Street;
- providing a signalized crossing for pedestrians on the left slip lane from New South Head Road to New Beach Road;
- relocating on-street parking on Darling Point Road from the western side to the eastern side;
- realigning the pedestrian crossing across New McLean Street;
- introducing a signalized crossing for pedestrians crossing the bus access east of Ocean Street;
- improving the configuration of Glenmore Road for pedestrian safety;

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<sup>4</sup> "Edgecliff Commercial Centre Study Transport Assessment." Prepared for Woollahra Municipal Council by GTA Consultants (NSW) Pty Ltd, 9 November 2017.

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CHAPTER I

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- encouraging mixed use development to reduce the need for external travel;
  - reducing parking requirements for studios and one bedroom apartments, and exempting new residential flat buildings from resident parking schemes;
  - limiting parking in the commercial core to no more than currently;
  - requiring travel plans for new developments;
  - requiring parking to be allocated to share vehicles in new developments;
  - investigating the use of car share schemes for developments not eligible for resident parking schemes; and
  - preparing a pedestrian wayfinding strategy for the centre.
- 1.6 The subject site is not identified in the strategy for increased development. However, it has characteristics which provide the opportunity to accommodate additional development.
- 1.7 For the purposes of the traffic assessment, we have considered the following two development options for the site:
- 8,690m<sup>2</sup> commercial; and
  - mixed use comprising 2,640m<sup>2</sup> commercial, 172m<sup>2</sup> retail and 51 residential apartments.
- 1.8 Public domain improvements are being addressed by other study team members. The supplementary traffic information is presented in the following chapter.
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CHAPTER 2

2. SUPPLEMENTARY TRAFFIC INFORMATION

2.1 The supplementary traffic information is set down through the following sections:

- New South Head Road/Darling Point Road intersection;
- parking provision;
- access arrangements and bus stop;
- pedestrians and cyclists;
- role of TfNSW; and
- summary.

New South Head Road/Darling Point Road Intersection

2.2 Traffic generation of the proposed development would have its greatest effects during weekday morning and afternoon peak hours when it combines with other traffic on the surrounding road network.

2.3 In order to gauge traffic conditions, counts were undertaken during weekday morning and afternoon peak hours at the intersection of New South Head Road with Darling Point Road and New McLean Street (25 July 2019). The results of the surveys are shown in Figures 1 and 2, and summarised in Table 2.1.

2.4 New South Head Road carried some 4,945 to 5,660 vehicles per hour two-way during the surveyed morning and afternoon peak periods. Darling Point Road and New McLean Street carried lower flows of some 380 to 715 vehicles per hour two-way.

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CHAPTER 2

**Table 2.1: Existing two-way (sum of both directions) peak hour traffic flows**

Road	Location	AM peak hour	PM peak hour
New South Head Road	East of Darling Point Road	5,035	5,650
	West of Darling Point Road	4,945	5,660
Darling Point Road	North of New South Head Road	380	395
New McLean Street	South of New South Head Road	410	715

2.5 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The intersection of New South Head Road with Darling Point Road and New McLean Street has been analysed using the SIDRA program for the traffic flows shown in Figures 1 and 2.

2.6 SIDRA simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

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CHAPTER 2

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

- 2.7 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.
- 2.8 The analysis found that the signalised intersection of New South Head Road with Darling Point Road and New McLean Street is operating with average delays of less than 50 seconds per vehicle during weekday morning and afternoon peak periods. This represents level of service D, a satisfactory level of service for a busy intersection during peak periods.

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CHAPTER 2

- 2.9 Surveys undertaken by TfNSW indicate that commercial development in centres generates some 0.4 and 0.25 vehicles per hour per parking space during weekday morning and afternoon peak hours respectively. Residential development generates 0.19 and 0.15 vehicles per hour per apartment two-way during weekday morning and afternoon peak hours respectively.
- 2.10 Based on two vehicles per hour per 100m<sup>2</sup> for the retail use, the two development options would have the following traffic generations:
- commercial: 40 and 25 vehicles per hour two-way during weekday morning and afternoon peak hours respectively; and
  - mixed use: 25 and 20 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 2.11 These are modest traffic generations and do not make allowance for the existing traffic generation of the site. Additional traffic generations of 40 and 25 vehicles per hour have been assessed for the development (for all commercial use). The additional development traffic flows are shown in Figures 1 and 2, and summarised in Table 2.2.

<b>Table 2.1: Existing two-way (sum of both directions) peak hour traffic flows</b>					
<b>Road</b>	<b>Location</b>	<b>AM peak hour</b>		<b>PM peak hour</b>	
		Existing	Plus development	Existing	Plus development
New South Head Road	East of Darling Point Road	5,035	+20	5,650	+15
	West of Darling Point Road	4,945	+15	5,660	+10
Darling Point Road	North of New South Head Road	380	+40	395	+25
New McLean Street	South of New South Head Road	410	+5	715	-



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CHAPTER 2

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- 2.12 The intersection of New South Head Road with Darling Point Road and New McLean Street has been reanalyzed with SIDRA for the additional development traffic flows shown in Figures 1 and 2. The analysis found that the intersection would continue to operate with average delays of less than 50 seconds per vehicle during peak periods. This represents level of service D, a satisfactory level of service for a busy intersection during peak periods.
- 2.13 With regards to cumulative traffic effects, the SCT report considers a development scenario with a traffic generation of some 200 vehicles per hour during weekday morning and afternoon peak hours. By comparison, as noted above, the traffic generation of the proposed development would be some 20 to 40 vehicles per hour two-way.
- 2.14 The low traffic generation of the subject development would not alter the conclusions drawn in the SCT report or result in the need for any additional road or transport works.

Parking Provision

- 2.15 Chapter EI of the Woollahra Development Control Plan 2015 includes the following parking requirements:
- 0.5 spaces per studio or one bedroom apartment;
  - one space per two bedroom apartment;
  - 1.5 spaces per apartment with three or more bedrooms;
  - one space per five apartments for visitors;
  - 2.5 spaces per 100m<sup>2</sup> for office and business premises;
  - 3.3 spaces per 100m<sup>2</sup> for retail premises; and
-

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CHAPTER 2

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- 7 spaces per 100m<sup>2</sup> for food and drink premises (including cafés/restaurants).
- 2.16 The parking rates for the residential components are maximum rates and the rates for non-residential uses are minimum rates.
- 2.17 There is also a parking multiplier for Edgecliff of 0.6. This effectively reduces the minimum parking requirements for the non-residential uses to 1.5, 1.98 and 4.2 spaces per 100m<sup>2</sup> for office, retail and restaurants respectively.
- 2.18 Based on these rates, the development would require:
- some 130 parking spaces for the commercial option; and
  - maximum of some 61 residential spaces and minimum of some 43 non-residential spaces for the mixed use option.
- 2.19 Three levels of basement parking are proposed, providing some 97 spaces. The mixed use option therefore has the ability to provide parking in accordance with the DCP.
- 2.20 The location of the site in the centre of Edgecliff, immediately adjacent to the railway station and bus interchange, means that it is readily accessible by modes of travel other than private car.
- 2.21 It would be desirable to provide reduced rates of car parking, particularly for the non-residential uses, having regard to the location of the site adjacent to Edgecliff railway station, bus services which operate along New South Head Road and the close proximity of the site to bicycle routes and taxi facilities.
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CHAPTER 2

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2.22 The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre. There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:

- local centres have an important role in providing local employment;
- they should protect and expand retail and commercial floor space;
- where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
- local centres should deliver transit-oriented development and collocate facilities;
- they should protect and expand employment opportunities; and
- parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

2.23 Commercial parking should therefore be provided in the context of these objectives, and the location of the site immediately adjacent to excellent public transport services. The Edgecliff study also recommends reduced rates of parking for studios and one bedroom apartments and limiting parking for commercial development. By limiting parking provision, the proposed development will satisfy the objectives of the Eastern City District Plan and the centre study as follows:

- enabling employees and residents to readily access trains and trains and buses close to the site;
  - providing limited on-site parking to encourage greater public transport use and increase the proportion of trips by public transport;
- 
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CHAPTER 2

- providing for a mix of uses in a local centre, close to other services and facilities, to reduce the need for external travel; and
- being readily connected to the Sydney CBD, as well as other major commercial centres, by public transport.

2.24 With regards to the allocation of parking, this would be undertaken at the development application stage, including appropriate parking allocation to the community facility.

Access Arrangements and Bus Stop

2.25 Vehicular access to the development would be provided from Darling Point Road, in approximately the location of the existing driveway to the site. New South Head Road is a classified road under the Roads Act 1993. Clause 101(2) of the Infrastructure SEPP 2007 is as follows:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
  - (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
  - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
    - (i) *the design of the vehicular access to the land, or*
    - (ii) *the emission of smoke or dust from the development, or*
    - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*



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- 2.26 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Darling Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.
- 2.27 We note that there is an existing driveway in the proposed access location, and that the scale of development and its associated parking provision would result in relatively low site traffic generation.
- 2.28 We also note that the Darling Point Road carriageway is wider in the vicinity of the site. This generally provides for vehicles to pass another vehicle turning right into the site from Darling Point Road.
- 2.29 It would also be possible to introduce 'keep clear' restrictions on Darling Point Road at the driveway, if considered necessary or appropriate by the authorities. As noted above, there would be low volumes of traffic undertaking this turn.
- 2.30 At the time of a development application, the driveway, parking area and loading bay will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.
- 2.31 With regards to the bus stops in Darling Point Road, we note that for the majority of the time, the bus stops are not occupied and will have little effect on the operation of the site access.
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- 2.32 We also note that the existing bus stop on the eastern side of the road is closer to the driveway to an adjacent site to the north. It would not have unusual issues for the operation of a site access point on Darling Point Road, which is further south. Relocation of the bus stops is therefore not considered to be necessary.

Pedestrians and Cyclists

- 2.33 There are good pedestrian links between the site and the railway station via the existing signalized pedestrian crossing of New South Head Road.
- 2.34 New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle routes through the area.
- 2.35 The proposed development will therefore be readily accessible by people walking and cycling.
- 2.36 Appropriate bicycle parking will be provided in the development, for residents/employees and visitors. The final bicycle parking provision will be determined at the development application stage.

Role of TfNSW

- 2.37 As noted in paragraph 2.24, New South Head Road is a classified road under the Roads Act 1993. Works in a classified road require the concurrence of TfNSW under section 138 of the *Roads Act 1993*.
- 2.38 As also noted in paragraph 2.24, clause 101(2) of the Infrastructure SEPP 2007 is as follows:
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(2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*

(c) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*

(d) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*

(iv) *the design of the vehicular access to the land, or*

(v) *the emission of smoke or dust from the development, or*

(vi) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*

2.39 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Daring Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.

2.40 As no access to the site is proposed from New South Head Road, the concurrence of TfNSW with regards to access is not triggered under Section 138 of the *Roads Act 1993*.

Summary

2.41 In summary, the main points relating to the supplementary traffic information for the planning proposal are as follows:

- i) the council is exhibiting its *Review of the Edgecliff Commercial Centre Planning Controls*;
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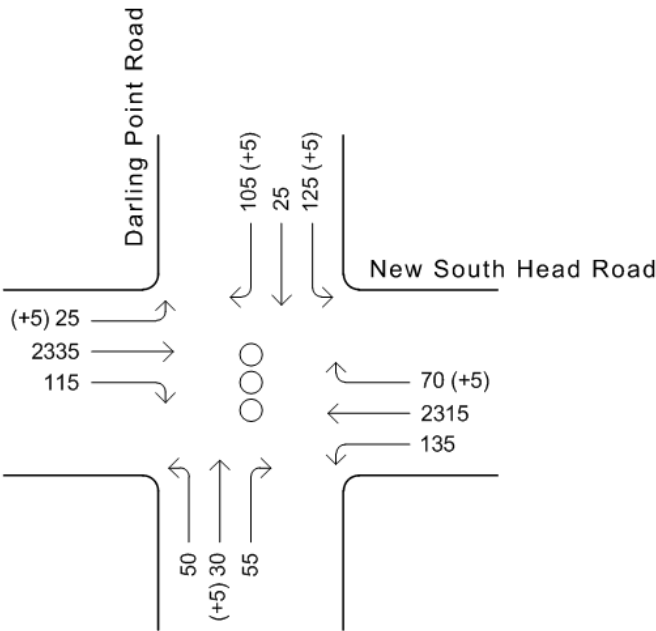
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CHAPTER 2

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- ii) the SCT transport study, which forms part of the review, recommends a series of road works and policy measures to accommodate additional development in the Edgecliff commercial centre;
  - iii) the subject site is not identified in the strategy. However, it has characteristics which provide the opportunity to accommodate mixed use and commercial development;
  - iv) the low traffic generation of the subject development would not alter the conclusions drawn in the SCT report or result in the need for any additional road or transport works;
  - v) appropriate parking will be provided, having regard to the location of the site in the Edgecliff centre and adjacent to excellent public transport services;
  - vi) access arrangements are appropriate; and
  - vii) appropriate provision for pedestrians and cyclists will be included.
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11658 - Edgecliff Planning Proposal



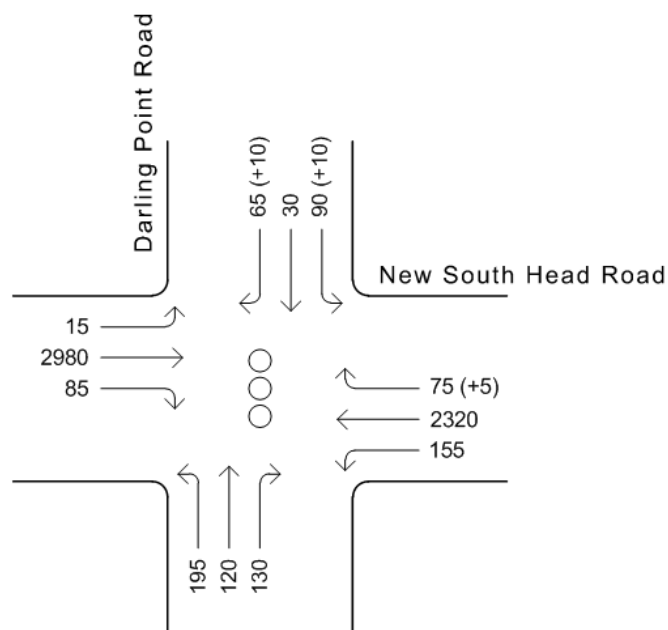
**LEGEND**

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals

**Weekday morning peak  
hour traffic flows plus  
development traffic  
Figure 1**

Colston Budd Rogers & Kafes Pty Ltd  
Drawn By: CBRK Pty Ltd\_hs Ref: 11658 7.05.2021

11658 - Edgecliff Planning Proposal



## LEGEND

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals

**Weekday afternoon peak  
hour traffic flows plus  
development traffic  
Figure 2**

Colston Budd Rogers & Kafes Pty Ltd

Drawn By: CBRK Pty Ltd\_hs Ref: 11658 7.05.2021

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APPENDIX

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APPENDIX

PREVIOUS REPORT

EDGECLIFF CENTRAL PTY LTD

TRANSPORT ASPECTS OF  
PLANNING PROPOSAL FOR  
PROPOSED MIXED USE  
RESIDENTIAL DEVELOPMENT,  
136 – 148 NEW SOUTH HEAD  
ROAD, EDGECLIFF

DECEMBER 2020

COLSTON BUDD ROGERS & KAFES PTY LTD  
ACN 002 334 296  
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REF: 11658



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Colston Budd Rogers & Kafes Pty Ltd

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Edgecliff Central Pty Ltd to review the transport aspects of a planning proposal for a mixed use residential development at 136 – 148 New South Head Road at Edgecliff. The site is on the northern side of New South Head Road, east of Darling Point Road, as shown in Figure 1.
- I.2 The site is occupied by a number of commercial and residential buildings. Vehicular access is provided from Darling Point Road to the building at 136 New South Head Road, to a small area of at-grade parking. No on-site parking is provided for the other three buildings which front New South Head Road.
- I.3 The planning proposal would provide for a mixed use development including some 4,000m<sup>2</sup> commercial plus some 70 residential apartments.
- I.4 The transport aspects of the planning proposal are reviewed in the following chapter.

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2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- potential scale of development;
- policy context;
- public transport, walking and cycling;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

Site Location and Road Network

- 2.2 The site is on the northern side of New South Head Road, east of its intersection with Darling Point Road and New McLean Street, at Edgecliff, as shown in Figure 1. It is occupied by a number of commercial and residential buildings. Vehicular access is provided from Darling Point Road to the building at 136 New South Head Road, to a small area of at-grade parking. No on-site parking is provided for the other three buildings which front New South Head Road.
- 2.3 Edgecliff railway station is opposite the site, on the southern side of New South Head Road.
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- 2.4 New South Head Road forms part of a route connecting the city with the Eastern Suburbs. Through Edgecliff it provides a six lane divided carriageway with three traffic lanes in in each direction. Major intersections are signalised with additional lanes for turning traffic. Clearways operate in both directions, seven days per week. Transit lanes operate on weekday peak periods in the direction of peak traffic flow. There is a signalised pedestrian crossing, adjacent to the site, connecting to the railway station. There are bus stops on both sides of the road. New South Head Road forms part of a bicycle route between Double Bay to the east and Rushcutters Bay and Kings Cross to the west. There is a taxi rank on the southern side of the road, opposite the site.
- 2.5 Also adjacent to the site, New South Head Road has a signalized intersection with Darling Point Road and New McLean Street. New McLean Street provides access to commercial and residential development and is a dead end further east. It forms part of a bicycle connection to Woollahra and Paddington. Darling Point Road connects to Darling Point to the north. It provides for two-way traffic, with parking permitted on both sides, clear of intersections and where the carriageway provides sufficient width. There is a bus stop on Darling Point Road, close to the site.

Potential Scale of Development

- 2.6 The planning proposal would provide for a mixed use development including some 4,000m<sup>2</sup> commercial plus some 70 residential apartments.



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Policy Context

- 2.7 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. These policies are discussed below.
- 2.8 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
- 2.9 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
- 2.10 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre.
- 2.11 There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:
- local centres have an important role in providing local employment;
  - where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
  - they should protect and expand retail and commercial floor space;
- 
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- local centres should deliver transit-oriented development and collocate facilities;
- they should protect and expand employment opportunities; and
- parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

Public Transport, Walking and Cycling

- 2.12 As previously noted, the site is across the road from Edgecliff railway station. Edgecliff is on the T4 Eastern Suburbs and Illawarra Line.
- 2.13 Services through Edgecliff operate on a five to 10 minute headway in each direction. During weekday peak periods, services are more frequent.
- 2.14 Local bus services are provided by Sydney Buses. As previously noted, there are bus stops on New South Head Road (adjacent to the railway station) and Darling Point Road, close to the site.
- 2.15 Services include:
- route 200: Bondi Junction to Chatswood via the city;
  - route 323: Dover Heights to the city via Rose Bay;
  - route 324: Watsons Bay to the city via Vaucluse Heights and Vaucluse;
  - route 325: Watsons Bay to the city via Vaucluse;
  - route 326: Bondi Junction to the city via Bellevue Hill, Double Bay, Edgecliff, Rushcutters Bay and Kings Cross;
  - route 327: Bondi Junction to the city via Bellevue Hill, Double Bay, Edgecliff, Darling Point, Rushcutters Bay and Kings Cross;

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- route 328: Bondi Junction to Darling Point via Edgecliff;
  - route L24: Watsons Bay to City Wynyard (Limited Stops); and
  - route N91: Bondi Junction to Macquarie Park via the city.
- 2.16 As previously noted, good pedestrian links are provided between the site and the railway station via the signalized pedestrian crossing of New South Head Road.
- 2.17 New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle routes through the area.
- 2.18 There is a taxi rank on the southern side of New South Head Road, opposite the site.
- 2.19 The site therefore has excellent access to public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.20 The proposed development would increase employment and residential densities close to existing public transport services.
- 2.21 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and Eastern City District Plan as follows:
- enabling employees and residents to readily access trains and trains and buses close to the site;
  - providing limited on-site parking to encourage greater public transport use and increase the proportion of trips by public transport;
- 
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- providing for residential development in a local centre, close to other services and facilities, to reduce the need for external travel; and
- being readily connected to the Sydney CBD, as well as other major commercial centres, by public transport.

Parking Provision

2.22 Chapter E1 of the Woollahra Development Control Plan 2015 includes the following parking requirements:

- 0.5 spaces per studio or one bedroom apartment;
- one space per two bedroom apartment;
- 1.5 spaces per apartment with three or more bedrooms;
- one space per five apartments for visitors;
- 2.5 spaces per 100m<sup>2</sup> for office and business premises;
- 3.3 spaces per 100m<sup>2</sup> for retail premises; and
- 7 spaces per 100m<sup>2</sup> for food and drink premises (including cafés/restaurants).

2.23 The parking rates for the residential components are maximum rates and the rates for non-residential uses are minimum rates.

2.24 There is also a parking multiplier for Edgecliff of 0.6. This effectively reduces the minimum parking requirements for the non-residential uses to 1.5, 1.98 and 4.2 spaces per 100m<sup>2</sup> for office, retail and restaurants respectively.



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- 2.25 The location of the site in the centre of Edgecliff, adjacent to the railway station and bus interchange, means that it is readily accessible by modes of travel other than private car.
- 2.26 It may be desirable to provide reduced rates of car parking, particularly for the non-residential uses, having regard to the location of the site adjacent to Edgecliff railway station, bus services which operate along New South Head Road and the close proximity of the site to bicycle routes and taxi facilities.
- 2.27 The final parking provision will be determined at the development application stage.

Access, Servicing and Internal Layout

- 2.28 Vehicular access to the development would be provided from Darling Point Road, in approximately the location of the existing driveway to the site. New South Head Road is a classified road under the Roads Act 1993. Clause 101(2) of the Infrastructure SEPP 2007 is as follows:
- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
- (i) *the design of the vehicular access to the land, or*
- (ii) *the emission of smoke or dust from the development, or*
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(iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*

- 2.29 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Daring Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.
- 2.30 We note that there is an existing driveway in the proposed access location, and that the scale of development and its associated parking provision would result in relatively low site traffic generation.
- 2.31 We also note that the Darling Point Road carriageway is wider in the vicinity of the site. This generally provides for vehicles to pass another vehicle turning right into the site from Darling Point Road.
- 2.32 It would also be possible to introduce 'keep clear' restrictions on Darling Point Road at the driveway, if considered necessary or appropriate by the authorities. As noted above, there would be low volumes of traffic undertaking this turn.
- 2.33 At the time of a development application, the driveway, parking area and loading bay will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.
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CHAPTER 2

Traffic Generation

- 2.34 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.35 Commercial parking in the development would be limited, at some 20 to 30 parking spaces. The remaining parking would be provided for the residential component.
- 2.36 Traffic generation of the development would therefore be low, at some 20 to 30 vehicles per hour two-way at peak times.
- 2.37 The effects of this traffic on the surrounding road network would be assessed at the planning proposal stage. However, it is a low generation, equivalent to an average of only one vehicle every two to three minutes at peak times. Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.
- 2.38 We understand that the council is currently undertaking a study for the Edgecliff Commercial Corridor. The planning proposal would form an input to that study.

Summary

- 2.39 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) some 4,000m<sup>2</sup> commercial plus some 70 residential apartments;

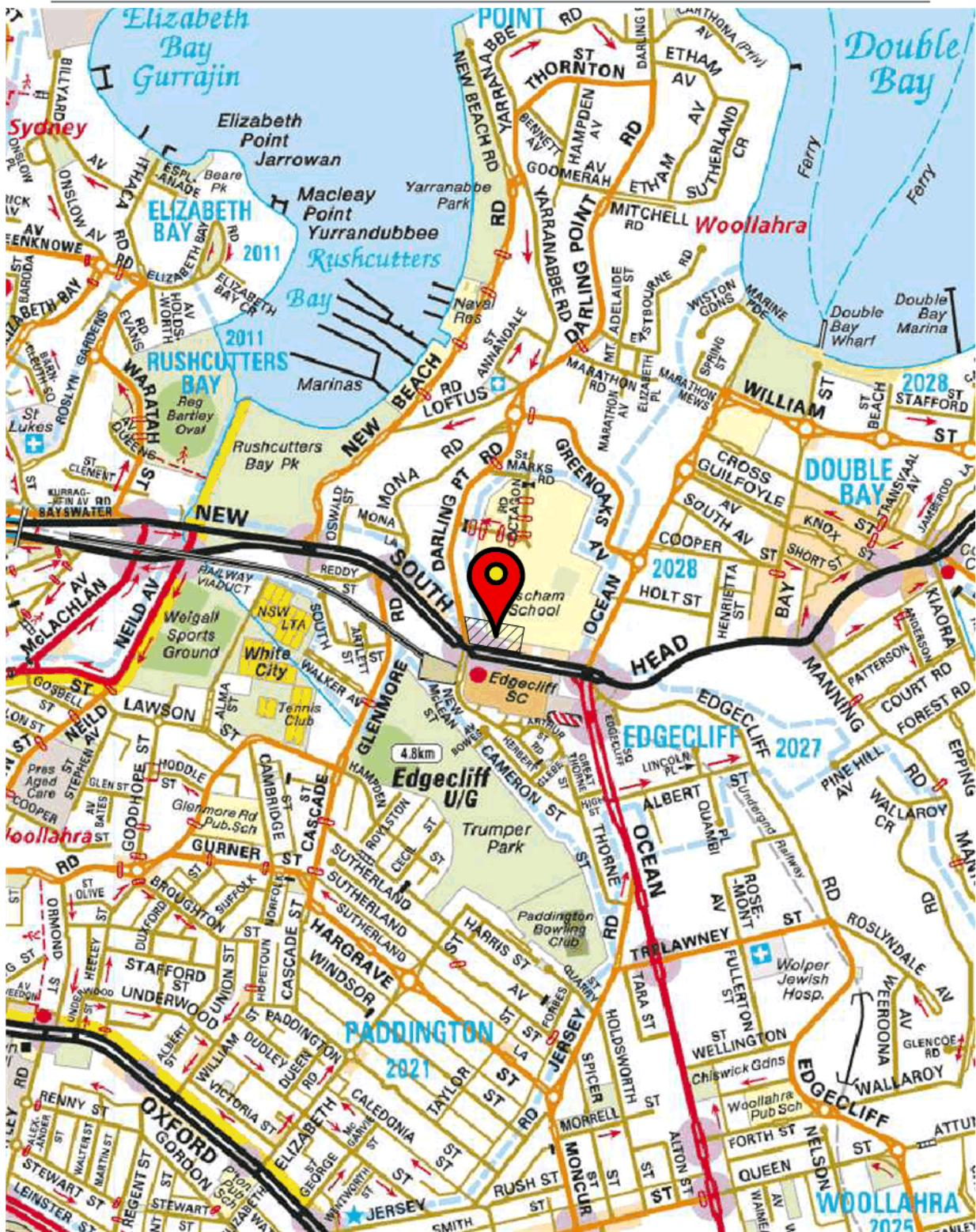
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CHAPTER 2

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- ii) the planning proposal is consistent with the planning for Edgecliff as a local centre;
  - iii) the site has excellent access to public transport services, including rail, bus and taxi;
  - iv) the development would increase employment and residential densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
  - v) appropriate on-site parking will be provided;
  - vi) access will be provided from Darling Point Road;
  - vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
  - viii) traffic generation of the proposed development would be low, equivalent to an average of only one vehicle every two to three minutes at peak times; and
  - ix) such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.
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11658 - Edgecliff Planning Proposal



Click: <https://goo.gl/maps/Yg83AauMTBsJ8qbQ9>

Location Plan

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd\_mc Ref: 11658 2.12.2020

Figure 1

## Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: JH/11658/jj

25 August, 2021

Transport Planning  
Traffic Studies  
Parking Studies

Anka Property Group  
PO Box 727  
EDGECLIFF NSW 2027

Attention: **Dennis Meyer**  
Email: [dennism@ankaproperty.com](mailto:dennism@ankaproperty.com)

Dear Sir,

### **RE: PLANNING PROPOSAL FOR 136-158 NEW SOUTH HEAD ROAD, EDGECLIFF**

- I. As requested, we are writing regarding the following matter raised by the council in relation to the planning proposal for the above site:

#### **5.3 Draft Woollahra Integrated Transport Strategy**

*The Draft Woollahra ITS 2021 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. Council recognises the importance of having a transport strategy that reduces dependence on private vehicles by developing a system of viable, public and active transport alternatives.*

*The strategy sets out the key objectives, background analysis, challenges, opportunities, policies and actions with regard to four themes:*

- Access, Mobility and Liveable Places: Supporting people in Woollahra to get around, regardless of age or mobility.*
- 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.*

*Council staff note that the site is located in the ECC, which is a transport node for train, bus, vehicular, cycling and pedestrian movement.*

*A request for a planning proposal must address the relevant objectives in the Draft Woollahra ITS 2021. The Draft Woollahra ITS 2021 is on public exhibition from 1 April 2021 to 21 May 2021 and a copy of the strategy is available on Council's 'Your Say Woollahra' online platform.*

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411

Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296  
EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

- 1 -



Colston Budd Rogers & Kafes Pty Ltd

2. We have previously prepared reports<sup>1,2</sup> which were submitted in support of the planning proposal. As noted in those reports, there are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. The draft Woollahra ITS has been prepared in the context of these strategic policies.
3. The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
4. The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
5. A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre.
6. There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:
  - local centres have an important role in providing local employment;
  - where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
  - they should protect and expand retail and commercial floor space;
  - local centres should deliver transit-oriented development and collocate facilities;
  - they should protect and expand employment opportunities; and
  - parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.
7. The themes identified in the draft ITS therefore complement the objectives of the strategic state policies for Edgecliff.

<sup>1</sup> Transport Aspects of Planning Proposal for Proposed Mixed Use Residential Development, 136-148 New South Head Road, Edgecliff, December 2020.

<sup>2</sup> Supplementary Traffic Information for Planning Proposal for Proposed Mixed Use Development, 136-148 New South Head Road, Edgecliff, May 2021.

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8. The site is across the road from Edgecliff Railway Station. There are also regular bus services which operate from stops adjacent to the railway station and along Darling Point Road, close to the site. There is a taxi rank on the southern side of New South Head Road, opposite the site.
9. There are good pedestrian links between the site and the railway station via the signalized pedestrian crossing of New South Head Road. New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle network.
10. The site therefore has excellent access to public transport services. The proposed development will be readily accessible by public transport, walking and cycling. It will also increase employment and residential densities close to existing public transport services, and close to services and facilities in Edgecliff.
11. The planning proposal is therefore consistent with the themes in the draft ITS as follows:
  - providing increased residential and commercial densities close to excellent existing public transport services, supporting people in Woollahra to get around, regardless of age or mobility;
  - providing for more employment and housing close to public transport, making public transport a more competitive alternative to car use;
  - being located close to existing bicycle routes and pedestrian links (which in turn connect to other public transport nodes), making walking and cycling a convenient option for many trips; and
  - providing for more employment and housing in the centre of Edgecliff, close to other services and facilities, thereby reducing travel demands and reducing traffic congestion, noise and speeding.
12. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,  
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis  
Director





**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Pty Ltd  
ABN 50 105 256 228

18/08/2021

Woollahra Municipal Council  
PO Box 61  
Double Bay NSW 1360

Dear Sir/Madam,

## **RE: 136-140 NEW SOUTH HEAD ROAD, EDGECLIFF - HERITAGE STATEMENT PLANNING PROPOSAL: DESIGN STATEMENT**

### **Introduction**

This letter seeks to supplement the revised Heritage Assessment that has been prepared to accompany a Planning Proposal for the site. Urbis specifically seeks to address concerns raised by Council regarding the proposed revised design principles which involves cantilevering in part over the heritage building on the larger site. The heritage item is a two storey late Inter-war functionalist former bank building erected in 1940.

### **The proposal**

In Councils' review of the initial proposal there were a number of matters that were raised as set out below. I will respond to each matter in turn.

- *Concern regarding the cantilever across the heritage item as it does not provide a backdrop for its appreciation in a three-dimensional manner. The parapet is reduced in prominence and key views are affected. The tower will appear overwhelming.*

The proposal has been reduced in scale and has been redesigned to have regard to this matter. The form of the proposal has been designed into three components and the curved nature of the development above the subject item is complementary to the streamline design of the item. The scale of the building has therefore been reduced and the views to the building provide a more compatible setting for the building on this corner site. The parapet of the item is clearly read due to the scale and setback of the proposal. The indicative openings are consistent with the existing building and will assist in the legibility of the building and better integrate it with the overall design.

- *The recommendation was made that the tower element should not extend over the heritage item by more than one third of the item.*

The redesign of the building has reduced the amount of 'overhang' so that is now not more than one third for the floor plate of the building. The item will clearly read as an independent building that has been respected in the massing of the proposed new work.



- *88 Walker street North Sydney I presented as a good example of the principles to be followed as it presents as a gentle cantilever.*

The principles endorsed by Urbis are listed below and have regard to the satisfactory design principles of the 88 Walker Street, North Sydney, proposal. These principles are included in the draft DCP provisions detailed in the Planning Proposal. These principles aim to ensure that development will maintain and enhance the significance of the item. The following comments are provided on how the indicative concept responds to these principles.

1. *The item should be clearly visible and form a prominent element of the design. It should retain its integrity and be more prominent in views from the east along New South Head Road. Appropriate openings may be considered for the eastern facade.*

The proposal provides for the clear delineation of the item. The current situation has a taller blank façade to the east of the item and the proposal provides for a lower replacement adjacent podium to complement the item and a significant setback. There is a recess along the eastern side of the item to give it a more prominent appearance in the New South Head Road streetscape, with much of the original eastern elevation exposed. The item will clearly be read in the round.

2. *The new addition should complement but not replicate the materials and details of the item.*

The proposal provides for rendered bands to the proposal with contemporary banded windows. The render is compatible with the heritage item however is used in a more void to solid relationship than the very solid to void elevation of the bank. This relationship complements the materiality however is clearly used in a different configuration to distinguish the new from the old.

3. *There should be a clear delineation between the item and the addition, either by a physical separation, shadow line or material change.*

The setback from the corner of the item and the minimal soffit of the proposal is such that there is a clear delineation with little impact. The delineation is such that the shadow line is clear and the shape of the proposal is clearly different however the soffit is not so high as to provide an intrusive element in the view towards the item. The item is integrated into the design of the proposal whilst retaining its own identity.

4. *The item should retain and enhance a contextual relationship to the streetscape.*

The proposal provides for the item to be more clearly delineated in its corner position than currently exists whilst maintaining a strong street podium from Darling Point Road to the adjoining residential flat building to the east.

5. *The ability for a use to complement the new context.*

The existing heritage item has the opportunity to be connected in its rear, less significant spaces, to the proposed development, being clearly independent in form but connected for integration and access and ongoing viability.

#### **Discussion:**

The proposed amended design is for a well resolved concept for the addition of contemporary new accommodation in a place well serviced by transport. The subject heritage item is a well resolved example of its type however has been subject to change internally over time.



The proposal will integrate the item into a comprehensive redevelopment and will serve to add a new dynamic to this section of New South head Road.

The proposal meets the key principles for successful cantilevered and integrated design in much the same way as the successful North Sydney example as highlighted by Council. The key principles and controls will be embodied in site specific DCP provisions that will ensure a high-quality response.

A detailed conservation schedule will be prepared for the heritage item and the detailed proposal will be the subject of a Heritage Impact Statement.

Whilst subject concept requires a detailed architectural design it can meet the key design principles as:

- The addition will be of high-quality contemporary design.
- The structural support will be well resolved.
- The soffit will not overwhelm the item.
- The item will form part of a well-designed streetscape.
- The item will integrate new uses sympathetic to the overall podium for the proposal

Urbis considers that the proposed DCP provisions will ensure that the future development will maintain and enhance the heritage significance of the subject listed building. The indicative concept design is consistent with these principles and confirms that the overall heritage outcome for the site will be a positive one.

Kind regards,

A handwritten signature in black ink, appearing to read "Stephen Davies", followed by a small dot.

Stephen Davies  
Director



URBIS

# HERITAGE ASSESSMENT

136-148 New South Head  
Road

Prepared for  
**EDGECLIFF CENTRAL PTY LTD**  
16 July 2021



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## EXECUTIVE SUMMARY

Urbis has been engaged by Edgecliff Central Pty Ltd to prepare this heritage assessment for three buildings located at 136-148 New South Head Road, Edgecliff (the subject site). The subject site is located within the Woollahra Local Government Area (LGA) and includes the following addresses:

- 136 New South Head Road, Edgecliff
- 138-140 New South Head Road, Edgecliff
- 142-146/148 New South Head Road, Edgecliff

The subject site is administered under the Woollahra Local Environmental Plan (LEP). The subject site is not located within a Heritage Conservation Area. The subject site includes one heritage listed item:

- 'Building', located at 136 New South Head Road, listed on the Woollahra LEP 2014, as I238.

## CONCLUSIONS & RECOMMENDATIONS

Urbis has reviewed the subject site comprising the following three buildings:

- Former two-storey Inter-War Functionalist style bank building at 136 New South Head Road;
- Inter-War three-storey flat building at 138-140 New South Head Road; and
- Federation Arts and Crafts two-storey, semi-detached building comprising professional suites at 142-146 and 146 New South Head Road

Having undertaken this heritage assessment, the following conclusions and recommendations are provided:

1. Urbis is of the opinion only the existing heritage item, the former bank building at 136 New South Head Road, meets the threshold for heritage listing. There are opportunities to remove some of the fabric and spaces of lesser heritage significance in this building for sympathetic future development.
2. Given the deteriorated condition of the Inter-War flat building at No 138-140 New South Head Road and the loss of original fabric and detailing within the building, we have assessed the building to have little heritage significance. There is little opportunity to adaptively reuse or salvaging any fabric associated with the Inter-War Flat building due to degradation of fabric throughout the building. Urbis supports the demolition of the flat building.
3. The two-storey, semi-detached Federation Arts and Crafts building comprising professional suites at 142-146 and 146 New South Head Road does not meet the threshold for heritage listing. However, the building does contain a number of quality materials that would be considered suitable for salvaging, including joinery, stained glass windows, ceiling timbers, timber panel doors and hardware and marble fireplaces.
4. Consideration should be given to retaining the sandstone retaining wall on the northern boundary of the site throughout construction and should be assessed by a structural engineer. In the event that the wall cannot be retained, consideration should be given to salvage and reconstruction, or reinterpretation in the development.
5. In the design of a new development on the site, due heritage consideration would need to be given to the Inter-War Functionalist style former bank building at 136 New South Head Road and heritage items in close proximity, namely:
  - Concrete balustrade, Darling Point Road, near intersection with New South Head Road, Darling Point; and
  - Ascham school precinct, 188 New South Head Road, Edgecliff.



# 1. INTRODUCTION

## 1.1. BACKGROUND

Urbis has been engaged by Edgecliff Central Pty Ltd to prepare the following Heritage Impact Statement. The owner is keen to understand the heritage significance of each building and its grounds to assist in determining possible future development of the subject site.

## 1.2. SITE LOCATION

The subject site comprises four allotments located at 136-148 New South Head Road (Figure 1). The individual allotments have the following street addresses - Nos 136, 138-140, 142-146 and 148 New South Head Road, Edgecliff. The buildings are located within a block bounded by New South Head Road to the south, Darling Point Road to the west, Greenoaks Avenue to the north and Ocean Avenue to the east.



Figure 1 – Location map, boundaries of amalgamated site area indicated.

Source: SIX Maps, 2020 with Urbis overlay.



## 1.5. AUTHOR IDENTIFICATION

The following report has been prepared by Annabelle (Heritage Assistant), Sarah Hawkins (Heritage Consultant), Anthony Kiliyas (Senior Consultant) and Lynette Gurr (Associate Director, Heritage). Stephen Davies provided project direction and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

## 2. SITE DESCRIPTION

### 2.1. SETTING

The subject sites are situated at the corner of New South Head Road and Darling Point Road. New South Head Road is a main arterial road extending through the eastern suburbs from the Sydney CBD to Vaucluse. New South Head Road facilitates six lanes of traffic and is generally a busy road as the main route used to access the eastern suburbs of Sydney. The subject sites are located opposite The Edgecliff Centre. The Edgecliff Centre comprises an underground carpark, ground floor retail and premises with commercial premises above, the building is tall and imposing over New South Head Road and is a landmark of the Edgecliff area. The Edgecliff Centre is also a major transport hub for the area. It is connected to Edgecliff Station and functions as a bus terminal at the rear.

East along New South Head Road is Ascham School, located at 188 New South Head Road. The school campus is not visible from the main road. The entrance is defined by prominent sandstone and steel gates. Located on adjacent to 136 New South Head Road at the entrance to Darling Point Road is the entrance to a large apartment complex known as Ranelagh, located at 3 Darling Point Road. The complex takes the form of a large tower. The building is well-known for its size and prominent corner location.

New South Head Road is generally defined by commercial occupancies with some residential apartment arrangements. The sites are accessible to pedestrians from New South Head Road and Darling Point Road. There is limited vehicular access all buildings with the exception of 136 New South Head Road which has some parking facilities at the rear of the building, accessed via Darling Point Road. New South Head road has minimal landscaping as it functions as main traffic corridor.



Figure 3 – View of subject sites from southern side of New South Head Road.



Figure 4 – View of subject sites from southern side of New South Head Road with apartment tower visible behind.





Figure 5 – View from parking facilities associated with Ranelagh, Edgecliff Centre visible at left.



Figure 6 – View of 136 and 138-140 New South Head Road from Darling Point Road, Edgecliff visible at right, 136 New South Head Road parking facilities in foreground.

## 2.2. 136 NEW SOUTH HEAD ROAD

### 2.2.1. Description of Exterior

The site at 136 New South Head Road Edgecliff is defined legally as Lot 1, DP1092694. The subject property is approximately 624 square metres in size and features a two-storey former bank building at the south-west corner and a large 9 space open air car park at the rear. The topography slopes up to the north. The site has been terraced. The property has a rendered masonry fence adjoining the footpath and is separated from its neighbour to the east by a tall brick wall on a sandstone base. This appears to relate to an early boundary marker. It is separated from the northern neighbour by a tall brick retaining wall and associated with an earlier neighbouring property.

The subject building is constructed in the Inter-War Functionalist style with strong vertical elements in the centre and window bays contrasting with regular horizontal bands. The building presents to the street intersection with a somewhat symmetrical design centred on the corner, which is recessed from the side elevations, with regularly spaced windows. The ground floor windows appear to have been replaced with single panes of glass. The first-floor windows are original timber-framed, sashes with horizontal glazing bars. The building has a simple parapet on all sides, obscuring views of a double hipped roof clad in terracotta tile. There is a later kitchen with roof terrace addition on the eastern side. The original design of the building exterior is generally intact with only minor alterations evident.

The main entrance to the former ground floor banking chamber is via an entry porch with steps fronting the street intersection. The entry porch can be locked with a sliding metal grate door. Faux sidelights are decorated with similar metal grates. The original front door has been closed to create a window and a new door added on the western side of the porch. A gate onto New South Head Road originally provided access to the ground floor and a small external courtyard has been closed. The original metal gate and masonry wall remain in place. A similar entry to the first floor, off Darling Point Road, also remains, as does the back entry including stairs and small porch.





Figure 7 – Oblique aerial imagery of site facing north-east.

Source: [www.realcommercial.com.au](http://www.realcommercial.com.au)



Figure 8 – Rear of subject site and associated parking facilities, from Darling Point Road.



Figure 9 – Main entrance to ground floor banking chamber with metal grilles.



Figure 10 – Window arrangement on southern façade with curved corners.



Figure 11 – Main entry door enclosed with glazed infill



Figure 12 – Side entrance from Darling Point Road.

Source: Anka Property Group, 2020



Figure 13 – View of No 136 showing the curved form of the painted rendered masonry walls with horizontal banding to spandrel panels, parapets and other decorative elements



Figure 14 - Original decorative metal grille over window



Figure 15 – Corner entry porch with decorative sliding grille and later addition door opening with aluminium doors





Figure 16 – East Elevation with later addition plant structure and kitchen on raised plinth. Former bank walls are rendered with horizontal banding



Figure 17 – Decorative air vent set into tiled wall finish

### 2.2.2. Description of Interior

136 New South Head Road is accessed via an original vestibule at the corner of the building. The foyer features original decorative materials such as tiling and steel security grille doors. At the north side of the vestibule is a contemporary aluminium doorway which provides entry into the current office space. The existing foyer is a contemporary room constructed of plasterboard walls. The foyer provides access to the main open plan office space and to a conference room, which is also a plasterboard wall non-original room.

The ground floor features a large, central open plan room with smaller rooms to the sides. There are contemporary toilets on the rear (north) wall, and two small storage rooms, one being the original bank safe and the other the strong room, located along the northern wall. The original ceiling has been replaced with a plasterboard ceiling but the masonry walls retain their original horizontal banding. A later kitchen addition is accessed via a short stairway off the main room and features a contemporary kitchen fit out. An external doorway into the kitchen space has been closed in. While the ground floor features some later partitions and openings, it remains relatively intact and interpretable as a banking chamber.

The first floor is accessed via an entry door off Darling Point Road. A stylised timber stairway to the first floor appears to be original although the secondary handrail is likely a later addition. The first floor, former bank managers residence, features a complex layout of rooms and hallways, some of which appear to have been altered from their original design. Many rooms retain their original stepped cornices and simplified skirtings and original light fittings. Other rooms including the kitchen, bathrooms and hallway have a simple edging. The kitchen and bathroom are a mid-twentieth century fitout which appears to be original to the building and retains features such as a servery from the kitchen into the original dining room. While some elements of the

first floor have been altered, the floor remains interpretable as a bank manager's residence. The subject building appears to be in generally good condition with no major maintenance issues readily evident.

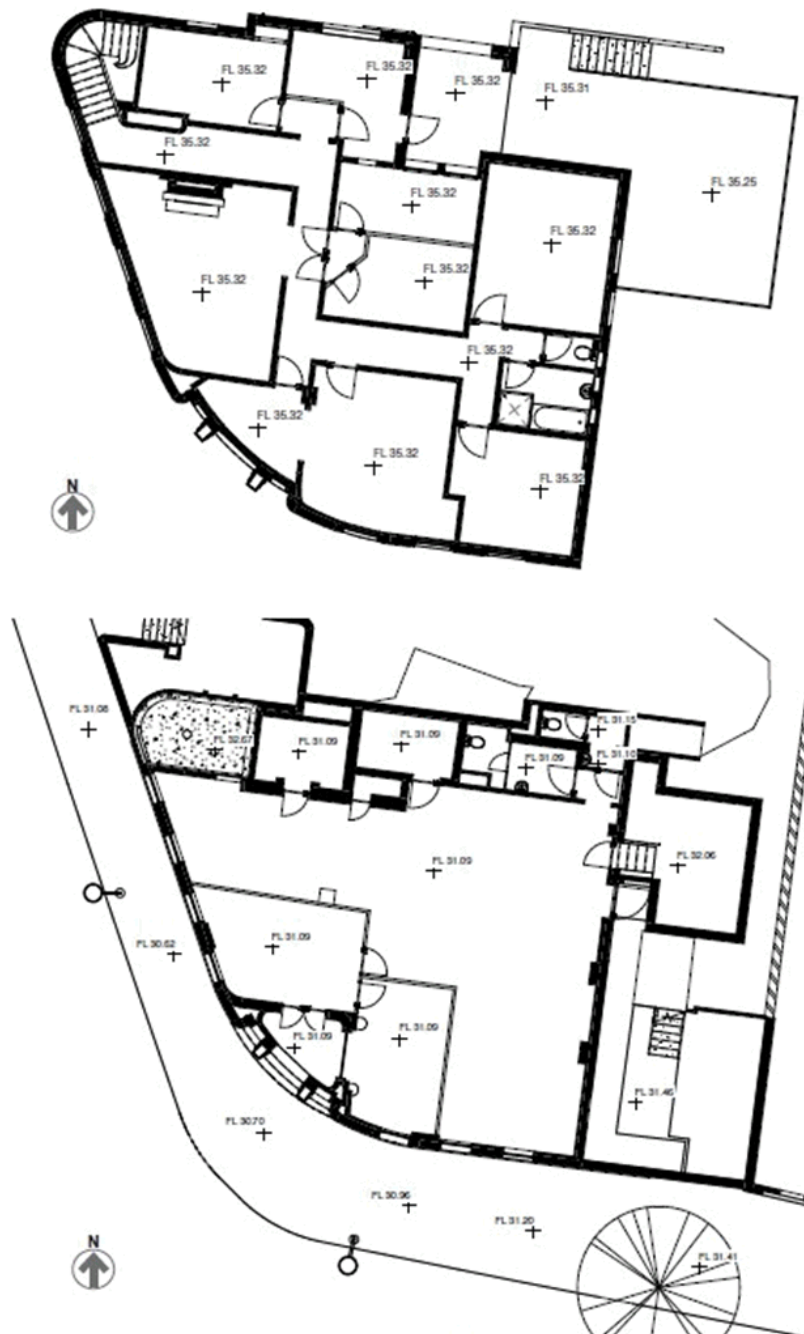


Figure 18 – 136 New South Head Road, showing floor plan – Ground Floor below and First Floor above

Source: GBA, HIS 2020



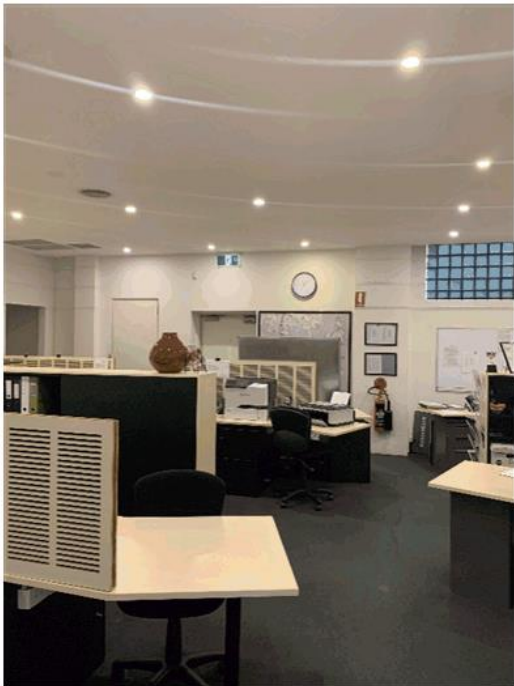


Figure 19 – Ground floor commercial space.  
Source: Anka Property Group, 2020



Figure 20 – Ground floor commercial space.  
Source: Anka Property Group, 2020

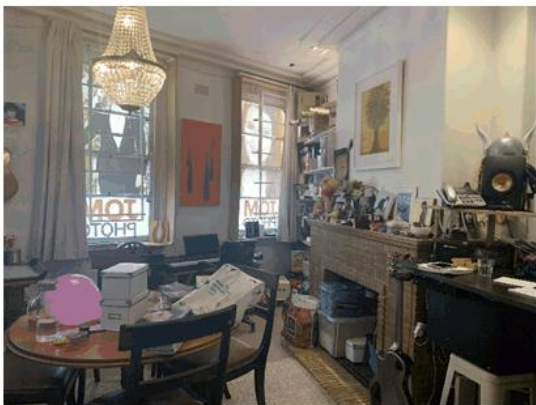


Figure 21 – Internal fabric, first floor apartment,  
including horizontal decorative fireplace  
Source: Anka Property Group, 2020



Figure 22 – Internal bathroom to first floor apartment.  
Source: Anka Property Group, 2020



Figure 23 – First floor commercial space.

Source: Anka Property Group, 2020



Figure 24 – First floor commercial space.

Source: Anka Property Group, 2020



Figure 25 – First Floor, apartment kitchen.

Source: Anka Property Group, 2020



Figure 26 – First Floor, laundry and kitchen with later addition metal security door

Source: Anka Property Group, 2020



## 2.3. 138-140 NEW SOUTH HEAD ROAD

### 2.3.1. Description of Exterior

The subject building at 138-140 New South Head Road is defined legally as Lot 1 of Deposited Plan 1092694. The three-storey flat building identified as 'Knightsbridge' occupies the rectangular shaped site. The flat building is setback from the street boundary. A lower floor amenities area is located at street level. It is detailed with attached pilasters and forms a plinth to the building. The flat building is rendered and painted masonry construction. The architectural detailing of the parapet has been painted black to match black timber framed windows on the first, second and third floors. The exterior of the main façade is separated from the street by a masonry wall of the same architectural style and features as the main building.

The building is entered via stairs leading from the street at the eastern end of the main façade to a landing along the eastern side of the building. The southern façade of the building fronting New South Head Road features a large bay window in the centre accompanied by a smaller window to the east, on each level. The southern façade is defined by a modest parapet and Inter-war architectural detailing around the bay windows. The eastern and western facades feature modest rectangular windows with white framing, and tall parapets showcasing the building's name 'Knightsbridge'. Ancillary structures to the top floor apartment are partially visible from street level from various angles. The rear of the property is visible from Darling Point road. The building is deep and occupies majority of the lot. There is access to the rear of the site via the eastern side of the building which comprises sandstone flagging.

The eastern façade features square bay windows with awnings over upper window group at the southern end of the building, one on each level. These may have been verandahs, since infilled with timber-framed windows. The exterior of the bay windows is clad in shingles. The entrance to the building is located immediately north of the bay windows via a brick archway leading into a small landing and stairwell. The ground floor apartments are accessed via this landing while first and third floor apartments are accessed via a timber staircase located inside the archway. There are landing areas at each level which are currently tiled.



Figure 27 – View of southern façade fronting New South Head Road.



Figure 28 – Masonry wall and lower ground floor amenities area separates main building structure from street.



Figure 29 – View of western façade from carpark at rear of 136 New South Head Road. “Knightsbridge 1919” raised letter signage on parapet pediment.



Figure 30 – View of eastern façade with concrete awning over upper windows. The corner windows appear to be later addition infilled balconies.



Figure 31 – View of northern façade and sandstone flagging at rear of building.



Figure 32 – Detail of bay windows clad with timber shingles expressing the feature bay.

### 2.3.2. Description of Interior

No plan of the flat building is available for this building. Each floor contains two flats accessible from the eastern stair. The interiors of the ‘Knightsbridge’ flats are generally in poor condition. The interior of the building is divided into multiple apartments across the three levels. The apartments contain early fabric, including timber framed sash windows, doors, decorative plaster ceiling and expressed timber ceilings and drop beam detailing, alcoves, timber joinery cabinetry and timber flooring, generally with carpet covering or tiled finish.

The internal layout of the apartments on the first, second and third floors are generally similar. The apartments comprise a main living room, a small kitchen, and bathroom. Some apartments contain multiple bathrooms. In several of the apartments, original doorways and entry points have been blocked to reconfigure the spaces. This includes the enclosure of former balcony spaces. Bathrooms and kitchens are generally modified through various phases of later additions and fitouts. These spaces are in poor condition. Early floors throughout the building have been covered with tiles, carpet or laminate flooring. Windows, alcoves, and roof detailing in the main rooms are largely intact with indication of general degradation. Some

detailing remains including early joinery, cupboards, serveries and ceiling features, however most of the original cornices, ceiling roses, architraves and skirting have been removed. Many of the ceilings indicate evidence of mould. Sections of ceiling have been replaced overtime as a means of repair.

There is a single apartment located at the top of the building in the roof space which opens out onto the main roof plane of the building. The apartment contains early wooden ceilings, however, has clearly been modified to accommodate living quarters. The stairwell, located on the eastern side of the building is tiled throughout and the timber staircase has been repainted. The timber posts of the staircase appear early, however other elements are likely later additions. There are windows located on each level within the stairwell. Some windows have been replaced, the windows feature various different frames and panes including stained glass.

The exterior presentation of the subject building is simplified version of this style is not a good example. The interior of the building has deteriorated and lost much of the original character and fabric of the building.





Figure 33 – Interior fabric, ground floor apartment with plaster finish masonry walls, timber architraves, skirting and pictures rails.



Figure 34 – Interior fabric, ground floor apartment.



Figure 35 – Interior fabric, kitchen with rudimentary fitout and tiled flooring.



Figure 36 – Interior fabric, third floor apartment, bay window with casement windows with multipaned leaves and built in timber seat.



Figure 37 – Interior fabric, third floor apartment alcove with multipaned, double-hung sash windows.

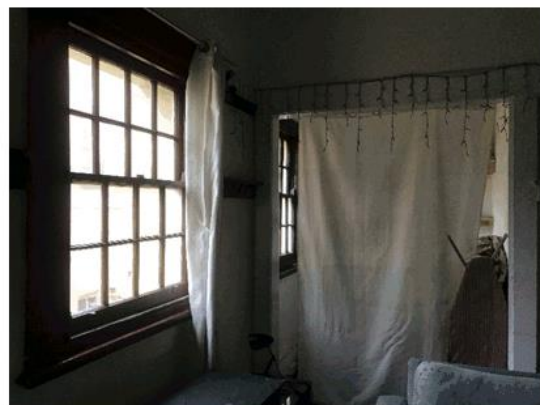


Figure 38 – Interior fabric third floor apartment windows and alcove.



Figure 39 – Interior fabric, third floor apartment.



Figure 40 – Interior fabric, third floor apartment ceiling detailing with batten over plaster sheeting and expressed timber beams with original shellac finish.



Figure 41 – Interior fabric, view of enclosed balcony, third floor apartment.



Figure 42 – Interior of kitchen fabric with servery connecting to living room.



Figure 43 – Interior fabric, original cupboard joinery in entry area.



Figure 44 – Interior fabric, third floor apartment, with timber panel door.





Figure 45 – Interior fabric, third floor apartment, early sideboard joinery and picture rail is evident only in this apartment.



Figure 46 – Bathroom fabric with later addition fitout



Figure 47 – Roof top apartment - timber roof structure with exposed stained beams and lining.



Figure 48 – View of roof top apartment from roof deck.



Figure 49 – Stairwell and staircase with simple decoration to newel post and metal balustrading.



Figure 50 – Stairwell, window and timber staircase and stained-glass window to upper sash.

## **2.4. 142-146 NEW SOUTH HEAD ROAD**

### **2.4.1. Description of Exterior**

The subject site at 142-146 New South Head Road is defined legally as Section A, DP443992. The site contains a semi-detached, two-storey building of masonry construction, enclosed with hipped and gabled roofs finished with modern slate tiles. The eaves overhang, to all sides of the building, contains expressed timber rafters. The chimneys have been removed. The skylight installed over the internal stair is possibly modification to an original skylight. The commercial building dating to 1897 is designed in the Federation Queen Anne Style with elements of Arts and Crafts.

The southern property boundary to New South Head Road is defined by a rusticated sandstone wall with extended piers forming a balustrade. The entrance to the property is made from the south-western side, via a later addition metal entrance gate set between early rendered masonry piers. The masonry piers are painted the same colour as the later addition painted brickwork of the building.

The south elevation, presenting to New South Head Road, contains arched and rectangular windows on both levels. A prominent bay exists at the south-western corner and spans the building's two levels. The double-hung sash and casement windows are timber-framed and multi-paned top lights. All windows are original, apart from the large arched ground-floor window which is a later addition infilled verandah. The corner bay has a pyramidal roof clad with slate tiles and similar timber eaves and rafter detailing as the remaining roof.

From the front gate, the property is accessed via a set of external garden steps, leading to a paved yard. The main entrance at the western side of the building comprises a timber framed door, covered with a timber framed awning. A later-addition, lightweight wall screens the 'rear' yard at the north-western corner of the property. The western elevation has several narrow, timber-framed, multi-paned top light sash windows.

The west elevation of the northern wing is asymmetrical, comprising window and door openings, including French doors at ground-floor level and windows with lower timber panel to openings at first floor, possible location of former balcony. There is a small, single-storey rear area to the northern extent of the building. This may have accommodated a laundry. Landscaping at the property comprises later addition pavers, with some shrub plantings. The northern (rear) boundary marker of the property comprises a high sandstone retaining wall.





Figure 51 – Principal (south) elevation, viewed from New South Head Road. 142-146 is to the left of the building.



Figure 52 – Detail of principal elevation to New South Head Road showing later addition infilled verandahs.



Figure 53 – Entrance gate and stairs from New South Head Road.



Figure 54 – Main entrance to building on west elevation.



Figure 55 – Western elevation with later addition painted brickwork.



Figure 56 – Detail of eaves overhang and exposed timber rafters to roof at rear of dwelling. Later addition windows.



Figure 57 – Rear (northern wing) of dwelling, with single-storey masonry extension. Note also face brick chimney on roof of adjoining property (148 New South Head Road).



Figure 58 – Rear (north-western side) of property, showing rear elevations with altered window openings extended to create full length windows and French doors.





The ground-floor north-western room has retained original timber-framed sash windows at the western wall and timber skirting boards to the western, southern and eastern walls, however, new floors and ceilings have been introduced. This room provides access to the 'rear' yard of the property via a set of three French doors.

The ground-floor rooms to the north – bathroom, kitchen and laundry – are mostly later addition fitouts. However, the timber flooring, skirting boards and architraves remain in the north-south hallway. With the exception of the main entry, all door leaves throughout the ground-floor are timber replacements. It is noted, original ground floor timber joinery was shellac finish and has been overpainted in white.

#### 2.4.2.2. First Floor

The First Floor is accessed via the original timber stair adjoining the eastern side of the building. The exposed soffit of the stair is timber tongue-and-groove timber. Above the stair is a skylight (probably original) which provides natural light to the stairwell.

The first floor contains seven (7) rooms of varying dimensions, all of which run off a north-south hallway. The original north-western room has been sub-divided using lightweight, timber-framed and plasterboard walling. The northern wall contains later addition French doors mirroring door openings to the ground-floor room beneath. Rooms comprises infilled former verandah.

All rooms have timber flooring with carpeted finish and original timber architraves, timber skirting boards and multi-paned timber-framed windows. All ceilings and cornices – except for northern room – contain later addition plasterboard ceilings and cornices, with air conditioning mounted in the roof space and ceiling-mounted vents.

The northern first floor wing contains a pitched ceiling lined with timber tongue-and-groove lining boards. This ceiling has been modified to allow for the introduction of services above. Along the eastern wall, this room contains a chimney breast and two French doors at the western wall. The room previous had a verandah (now infilled) and incorporated within room.

All first floor doors are later addition timber leaves. As with the ground-floor, all first floor timber elements are painted white.



Figure 60 – Main door entry, internal view. Original timber architraves and stained-glass panel fanlights and side lights.



Figure 61 – Ground floor, view from hallway into north-western room.





Figure 62 – Ground-floor, south-eastern room.



Figure 63 – South-western room (with bay window), ground-floor level.



Figure 64 – Ground floor, north-western room.

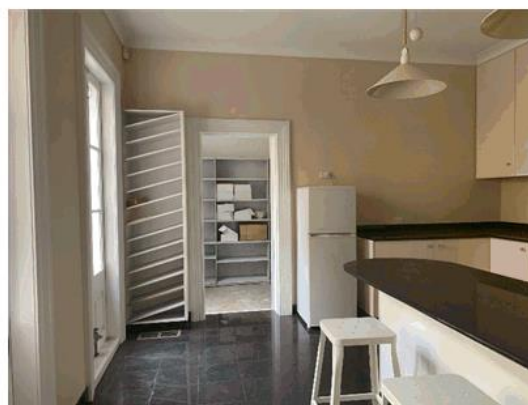


Figure 65 – Kitchen at rear (north) of ground-floor, with view into rear wing extension.



Figure 66 – Ground-floor, bathroom with later addition fitout.



Figure 67 – Ground-floor, central hallway looking north.



Figure 68 – Ground-floor, single-storey laundry and store wing extension with concrete slab floor.

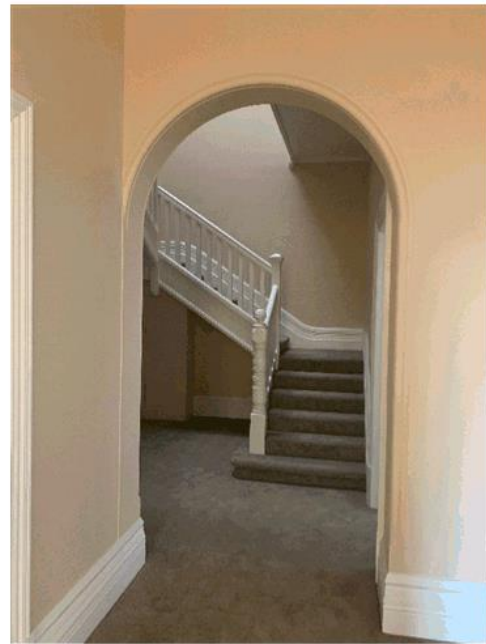


Figure 69 – View from front door to staircase at ground-floor, facing east.



Figure 70 – Detail of painted, timber tongue-and-groove soffit to stair.



Figure 71 – Detail of timber balustrade to stair and timber framed skylight in ceiling.



Figure 72 – First floor, stair landing, view towards south-eastern room.



Figure 73 – First floor, south-eastern room incorporating later addition enclosed verandah.



Figure 74 – First floor, southern hallway with original timber architraves and skirtings.



Figure 75 – First floor, south-western room with bay configuration, viewed from hallway.





Figure 76 – First floor, timber-framed bay window in south-western room (all windows have later addition secondary frame for acoustic screening).



Figure 77 – First floor, south-western room with later addition, plasterboard ceiling and cornice and air condition vent.



Figure 78 – First floor, showing original timber framed double-hung sash window and skirting.



Figure 79 – First floor, later addition timber door with original timber architrave and skirting board.





Figure 80 – First floor, large-format north-western room with later addition plasterboard ceiling.



Figure 81 – First floor, western-facing room with timber-framed, multi-paned top sash windows.



Figure 82 – Northern hallway, first floor.



Figure 83 – First Floor, Bathroom with recent fitout.



Figure 84 – First floor, north-western room with pitched roof – former verandah – and later addition, plasterboard ceilings and a/c vents.



Figure 85 – First floor, north-western room, later addition French doors and enclosed former verandah.



Figure 86 – First floor, northern room – note timber tongue-and-groove ceiling.



Figure 87 – First floor, northern room – note chimney breast along eastern wall.

## 2.5. 148 NEW SOUTH HEAD ROAD

### 2.5.1. Description of Exterior

The subject site at 148 New South Head Road, Edgecliff, is defined legally as Section B, DP443992. The site contains a semi-detached, two-storey building of masonry construction, enclosed with a series of overlaid hipped and gabled roofs clad with concrete tiles. The eaves overhang – at all sides of the building – contains expressed timber rafters. Three face brickwork chimneys surmount the roof – one at the principal elevation, and two at the rear.

The building, dating to 1897, was designed as professional suites / consultation rooms in the Federation Queen Anne Style with elements of Arts and Crafts. The commercial use of the building is evident from the public domain due to signage mounted to the building and sandstone boundary wall.

The southern property boundary at New South Head Road is defined by a rusticated sandstone wall with extended piers forming a balustrade – this is the same wall extending from adjoining semi-detached property at Nos 142-146. The entrance to the property is made from the eastern end of the property, via a metal entrance gate set between early rendered masonry gateposts. The masonry rendered gateposts are painted to match the non-original finish of the building.

The south elevation of the building, presenting to New South Head Road, contains a series of arched and rectangular windows across the lower and upper levels, including the prominent bay at the south-eastern corner which spans the building's two levels. The windows are all original timber-framed sash windows with the exception of the large arched window at ground-floor level and the large, rectangular window above. Timber detailing at the bottom of this window, as well as a shadow line to the brickwork directly beneath, suggests that this section of the building originally contained open verandas before being enclosed. The corner bay is enclosed with a pyramidal roof clad with concrete tiles and exhibits similar eaves and rafter detailing as the rest of the building. However, unlike the bay at 142-146, the bay at 148 abuts a gabled wall, making the bay less prominent and presenting as an asymmetrical elevation.

From the front gate, the property is accessed via a set of external steps, leading to the ground-floor entry on the east elevation. The main entry comprises a later addition open masonry porch.

The 'rear' (north-western) building wing contains a secondary entry to a ground-floor medical tenancy (principally accessed from the south-eastern door), as well as an entry to the north to a secondary ground-floor tenancy. The easternmost point of the building is defined by a two-storey bay which forms part of the building envelope.

The east and north elevations contain timber-framed, double-hung sash windows – some are multi-pane to the upper sash (similar to 142-146). The elevations also contain exposed, wall-mounted services which serve the building's commercial tenancies.

Landscaping at the property comprises brick pavers, with some shrub plantings. The sandstone retaining wall at the northern boundary extends from 142-146. At No 148 the adjoining property to the rear is accessed via a set of sandstone steps in the rear yard.





Figure 88 – Principal (southern) elevation, viewed from New South Head Road. 148 is to the right of the image.



Figure 89 – Detail of rusticated sandstone boundary wall, which runs across 142-148 New South Head Road where the semi-detached properties sit.



Figure 90 – Detail of south elevation to New South Head Road. Note the enclosed verandah to ground and first floors.



Figure 91 – Detail of faceted bay at south-eastern corner, abutting face brickwork gabled wall to New South Head Road. Brickwork has been painted.





Figure 92 – Entrance gate posts at New South Head Road differ stylistically from sandstone wall.



Figure 93 – Entrance to southern section of ground-floor tenancy, at south-eastern side of building.



Figure 94 – Rear (north-eastern side) of property, showing rear elevations of dwelling and masonry chimneys.



Figure 95 – Detail of fenestration at upper level of building rear.



Figure 96 – North-eastern façade, ground-floor level. Note secondary bay at left of image.



Figure 97 – Rear (northern) section of building. Note secondary entrance to rear tenancy at corner.



Figure 98 – Sandstone steps and boundary wall at north-eastern corner of the property.

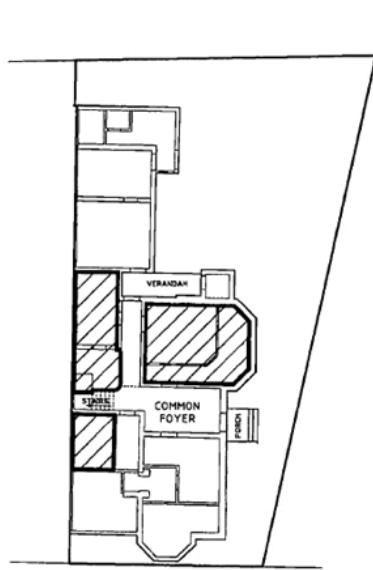


Figure 99 – 148 New South Head Road, Ground Floor

Source: Anka Property

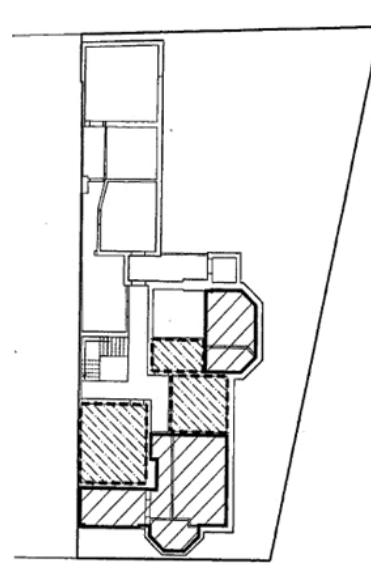


Figure 100 - 148 New South Head Road, First Floor

Source: Anka Property

## 2.5.2. Description of Interior

### 2.5.2.1. Ground-Floor

The ground-floor is subdivided into two commercial tenancies. The larger tenancy, a dental surgery, is contained within the southern portion of the building. A smaller tenancy is contained at the northern wing of the building. The southern-most section of the ground floor is vacant.

Entering the building at the south-eastern side, there is a short east-west hallway which provides access to rooms at the north and the south. The original timber staircase is located along the western wall. This configuration mirrors that found in the adjoining building at No 142-146.

The ground-floor contains several rooms, including smaller rooms formed with lightweight partitions. This replanning of the internal space has not, in large part, resulted in the removal of original fabric. Original timber flooring, exposed beam with timber lined ceilings, skirting boards, architraves, timber panel door leaves and hardware are extant. A fireplace with marble surrounds is also extant within the eastern room. The timber doors, architraves, skirting boards, stair and ceilings throughout this main tenancy have a shellac finished.

Non-original fabric is associated with lightweight partitions, replacement window frames, plasterboard ceilings and new timber door leaves. Stained glass windows have been removed from the main entry.

The secondary, smaller tenancy at the north of the ground-floor is accessed via a separate northern entry. This tenancy contains three small rooms – office, kitchen, and bathroom. Internal partitions are lightweight, ceilings are plasterboard and the flooring to this section is concrete slab.





Figure 101 – Main entry foyer, internal view showing timber door and window architraves, skirting and ceiling with shellac finish. Later addition front door and timber panel ceiling. Stained glass removed and windows modified.



Figure 102 – Timber panel door to room off main hallway (common foyer).



Figure 103 – Detail of original timber door with finger pad.



Figure 104 – Front hallway, view looking east towards front door.





Figure 105 – Timber stair at western side of ground-floor.



Figure 106 – Detail of timber tongue-and-groove soffit to stair and skylight above.



Figure 107 – Access to treatment room under stair.



Figure 108 – Timber door to treatment room under stair.



Figure 109 – North-south hallway at centre of ground-floor.



Figure 110 – Treatment room within eastern portion of ground-floor. Partition wall evident at left.

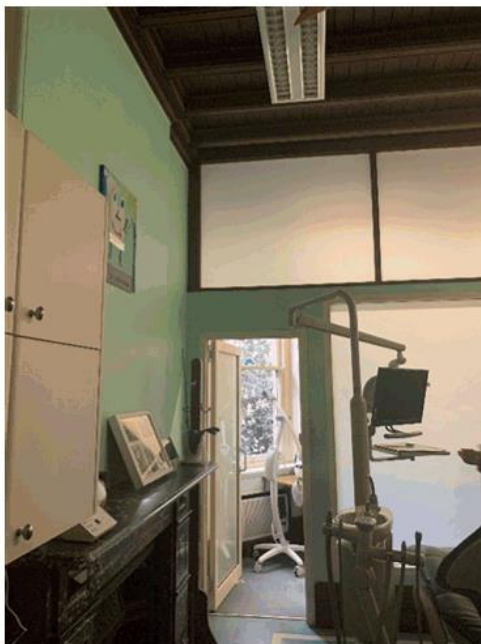


Figure 111 – Treatment room at eastern side of ground-floor, facing east towards partition wall.

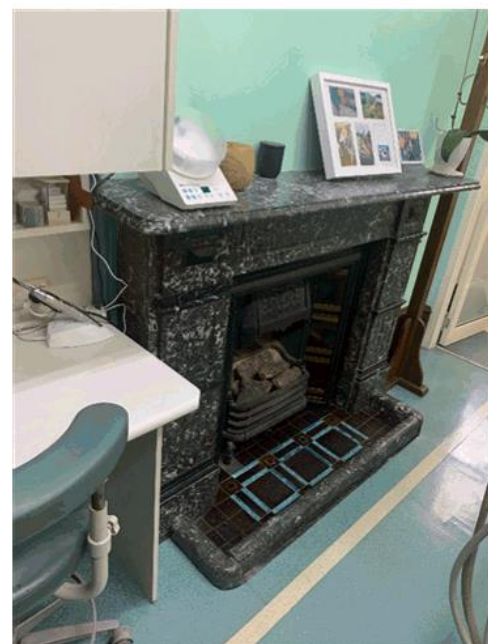


Figure 112 – Detail of marble fireplace and hearth in ground-floor treatment room.





Figure 113 – Bay window located on east elevation of ground-floor treatment room.



Figure 114 – Subdivided rooms at southern portion of ground-floor.



Figure 115 – Space at south-western corner of ground-floor (enclosed veranda), with New South Head Road visible from window. This area was formerly a verandah, since enclosed.



Figure 116 – Timber tongue-and-groove ceiling in enclosed veranda space.



Figure 117 – Sub-divided spaces in southern portion of the building. Lightweight partitions.



Figure 118 – Subdivided rooms at southern portion of ground floor.



Figure 119 – Ground-floor, showing subdivided rooms in southern portion. False ceilings installed.



Figure 120 – Ground-floor, kitchen has been subdivided within southern section of building.





Figure 121 – Timber architraves and sills to windows in room at south-eastern portion of ground floor.



Figure 122 – Lightweight partition screens at southern portion of ground floor.



Figure 123 – Modern kitchen at southern portion of ground floor.

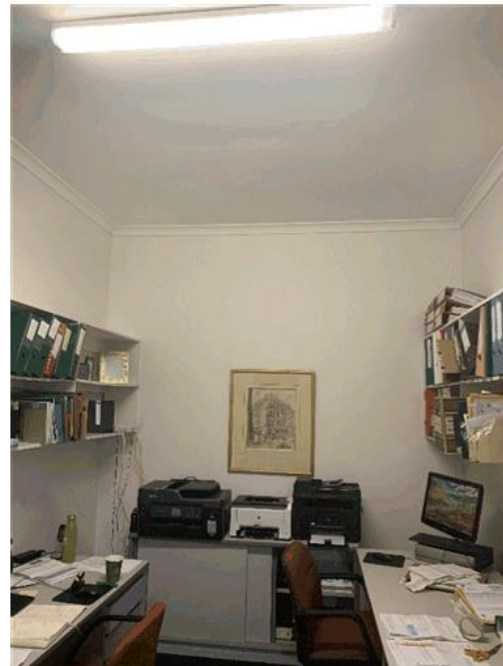


Figure 124 – Office space within second tenancy at northern wing of ground floor. Later addition plasterboard ceiling and cornices.

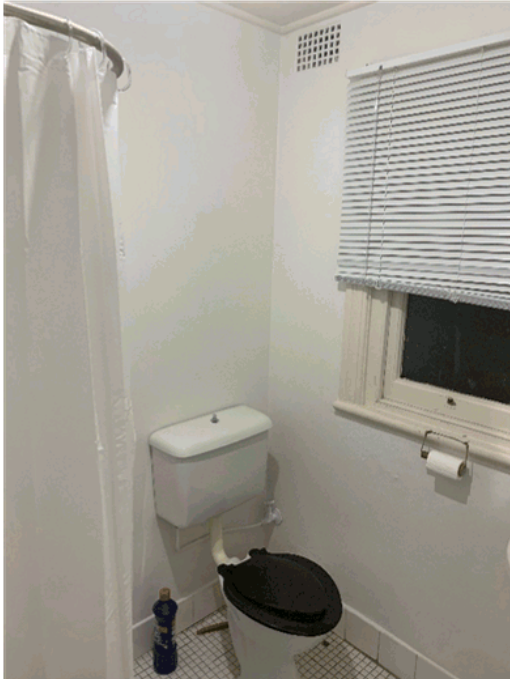


Figure 125 – Bathroom within secondary tenancy on northern wing of ground-floor.



Figure 126 – Kitchen within secondary tenancy at northern wing of ground-floor. Painted face brickwork walls.

#### 2.5.2.2. First Floor

The First Floor of the semi-detached tenancy was not accessible during the site inspection and therefore the level of integrity and intactness could not be assessed.

## 3. HISTORICAL OVERVIEW

### 3.1. AREA HISTORY

The following history has been sourced from the Dictionary of Sydney, contributed by Patricia Jacobsen, 2016.

#### 3.1.1. Who Darling Point

Darling Point is a peninsula suburb on the eastern side of Sydney Harbour, approximately four kilometres from the Sydney central business district bounded by Edgecliff, Rushcutters Bay, Double Bay and Sydney Harbour. Darling Point was first called 'Mrs Darling's Point' in Surveyor Larmer's 1831 field book, in honour of Eliza, wife of Governor of New South Wales, Ralph Darling. The name was subsequently shortened to its present form.

#### 3.1.2. First People

The 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. 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.

#### 3.1.3. The Europeans

Steep and heavily wooded terrain, a high ridge and an unstable shoreline delayed European occupation of Darling Point until the 1830s. The construction of a new road in 1831 and Bentley's Bridge over a swampy gully in 1838, improved access slightly. 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.

There were delays in the release of Darling Point land for several reasons including disruption caused by a change of governor in late 1831, and (unsuccessful) manoeuvring by the Colonial Treasurer Campbell Drummond Riddell to gain special access to a reserved sixteen acres (6.5 hectares). The land in question was ultimately included in the 1833 gazettal of the proposed auction of 'Villa Allotments on Mrs Darling's Point'.

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. When nine allotments were auctioned in October 1833, they realised an average price of £34 per acre (13.76 hectare), well above the government's reserve of £10 per acre. The six successful tenderers included retired Third Fleet Private James Chisholm Senior, widowed hotel keeper Elizabeth Pike and four successful businessmen: James Holt, Thomas Barker and emancipists, William MacDonald and Joseph Wyatt.

Holt, Barker and Wyatt each bought two allotments. Thomas Barker purchased another allotment when a further three on the southern end of the peninsula were sold in 1835, increasing his Darling Point land holding to 25.75 acres (10.4 hectares). Successful businessman, Thomas Smith, bought two allotments comprising 28.5 acres (11.5 hectares) on the south-eastern corner. Another allotment of 15 acres (6 hectares) on the south-western corner was granted to the Colonial Astronomer, James Dunlop, in 1835, conditional upon the construction of a single dwelling on his land to the value of £1,500.

#### 3.1.4. First Developers

The original purchasers of the Darling Point allotments soon profitably disposed of their land, to a second group of short-term investors. Within six weeks of his October 1833 purchase, James Holt realised a considerable profit on the sale of his 16 acres (6.4 hectares) at the north-eastern end of the peninsula to Colonial Treasurer Riddell who had earlier attempted to gain a free grant for that land. In 1835, Joseph Wyatt



sold his two allotments at the north-western end of the peninsula to the Surveyor-General, Sir Thomas Mitchell. Both James Chisholm's and Elizabeth Pike's allotments on the eastern side of the peninsula were sold between 1835 and 1837.

By 1845, all of the original allotments had been subdivided into smaller allotments, thus setting the trend for endless subdivisions and re-subdivisions during the nineteenth and twentieth centuries. It has been suggested elsewhere that Thomas Barker built his large residence, Roslyn Hall, in Darling Point, but this is incorrect. Thomas Smith was the only original purchaser to construct a family residence, Glenrock, in 1836, on his Darling Point land – after he had disposed of a large part of his original holding. In Smith's opinion, Darling Point land 'was becoming too valuable to be idle', a view confirmed by Darling Point's position in the 2011 census as one of the most closely populated suburbs of Sydney at 56.57 persons per hectare.



Figure 127 – Early sketch at Mrs Darling's Point c1835, artist, Robert Russell

Source: National Library of Australia.

### 3.1.5. Reshaping Mrs Darling Point

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. Very few of the homes constructed on those early subdivisions remain intact but several, which were built on re-subdivisions, now appear in state and local heritage lists.

The number of Darling Point residences increased from six in 1841 to 13 at the end of the decade and a permanent close-knit community began to emerge. During the ensuing decades, Darling Point's reputation as a desirable suburb was firmly established by affluent residents who built large villas on their land which they maintained with readily available domestic labour. The owners of those estates enjoyed a high standard of living and several had close familial and business connections. One contemporary journal article described that community as the exclusive 'Darlingpointonians'. Members of the community entertained lavishly in their palatial residences which were the venues for events such as soirees and balls that were so famous that a surviving score from the late nineteenth century was entitled 'The Darling Point Polka'.

Among the new settlers in Darling Point during the 1840s were Thomas Ware Smart MLC and MLA, and Thomas Sutcliffe Mort, who both helped to forge its permanent community. Each played prominent roles in



colonial politics, including the campaigns for responsible government and against renewed convict transportation in the late 1840s to early 1850s. Mort was an auctioneer and colonial entrepreneur who made a significant contribution to the emerging Australian pastoral industries with the construction of infrastructure such as Mort's Dock at Balmain, railway rolling stock and the early development of refrigeration for the meat export market. Smart and Mort created large estates where they built their grand villas – Mona and Greenoakes.



Figure 128 – Plan of Mrs Darling's Point divided into villa allotments for sale June 15, 1833, by Thomas Livingstone Mitchell

Source: State Library of New South Wales, [a4692001 / Ca 83/16]

### 3.1.6. A Place of Worship

As the Darling Point community grew, several residents including Smart, Mort and Thomas Whistler Smith MLA (son of early settler, Thomas Smith) – known locally as the 'three Toms' – requested Sydney's Church of England Bishop, W Broughton, to provide them with a place of worship. Broughton agreed to a temporary 'Chapel of Ease' which opened in 1847 in a coach house on Thomas Smart's property, Mona. Mort then donated part of his land for the St Marks Church which was designed by Edmund Blacket and opened on 7 November 1852. During the following decades, the 'three Toms' served as trustees and wardens of St Marks and, together with many other generous parishioners, provided considerable financial support for the church. Both Mort and Smart later allowed access through their estates to shorten the parishioners' route to services.

As well as a place of worship, St Marks provided its parishioners with a social centre, and a surviving diary written by Sir Thomas Mitchell's daughter, Blanche, confirms the important role of the church in the lives of those families. Blanche described how her sister and friends sang in the choir, taught Sunday school and joined other parishioners at social gatherings hosted in the parsonage. Two of Blanche's sisters, Alice and Camilla, were married in a double wedding ceremony at St Marks on 16 April 1857. St Marks remains a

popular venue for weddings, baptisms and funerals, for its parishioners and the wider community. It is a significant example of nineteenth century Australian ecclesiastical architecture.

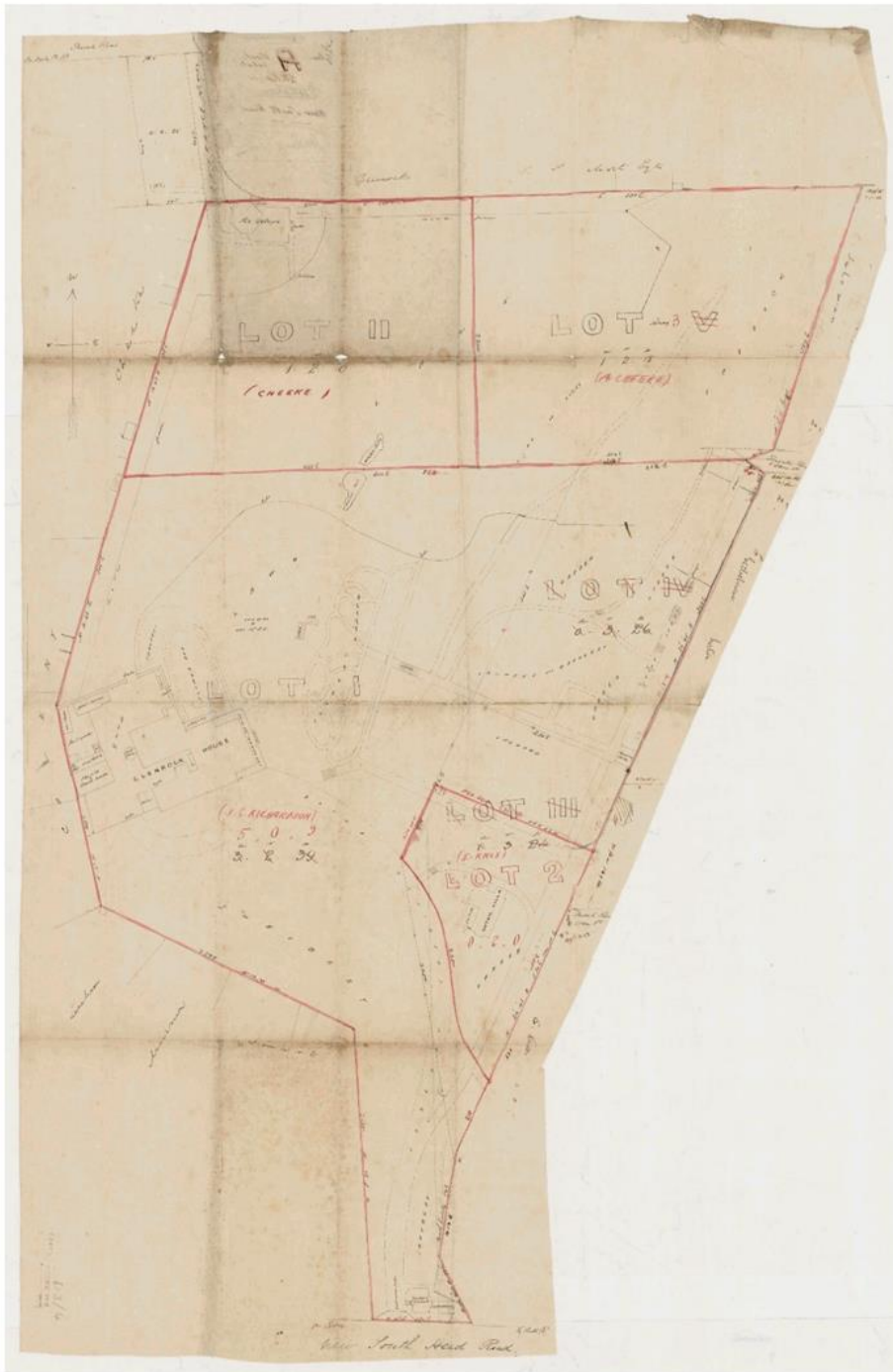


Figure 129 – Early sketch plan of Glen Rook Estate at New South Head Road, area belonging to Thomas Ware Smart indicated.

Source: New South Wales State Library

### 3.1.7. Educating the Young

Many nineteenth century Darling Point children were either educated overseas, at home by governesses and tutors, or attended fee-paying private schools. Good, free education was not available until late in the century, but during the century's middle years the colonial government provided some financial assistance to approved church schools for teachers' salaries and school supplies. St Marks Church was able to open an elementary parish school in part of Thomas Smart's coach house, where it remained until 1859 when it moved to a site in nearby Edgecliff which was then known as 'St Marks Village'. Secondary education was also provided by the Reverend Henry Cary, a highly qualified Oxford graduate, in his home at St Marks Crescent. His successor, the Reverend George McArthur, also taught boys at the secondary level but moved the secondary section (St Marks Collegiate School) to Macquarie Fields and later resigned his ministry.

The Cooksey Sisters' Young Ladies' Academy was conducted at the Mitchell family's Carthona, and other private schools, were also established during the latter part of the nineteenth century, namely the St Marks Crescent Preparatory Day and Boarding School for boys conducted by the Misses Macaulay, and Mrs Robinson's Preparatory School for boys, Brooksby, in Lower Ocean Street. The non-denominational private girls' school, Ascham, was founded in 1886 by a German woman, Miss Marie Wallis, in a surviving end terrace house at 1 Marathon Avenue. As student numbers increased at Ascham additional educational and residential accommodation was leased in local residences, including Delamere, Queenscliff and Mount Adelaide.

Ascham's next move was to the second Glenrock on the south-eastern corner of Darling Point which was built by John Marks in the late 1870s on the site of Thomas Smith's original Glenrock. The school's new owner and headmaster, Herbert Carter, proceeded to subdivide and sell some of the surrounding land for new home sites. Although Ascham's official geographical address changed to Edgecliff around 1918, it remains the custodian of several of Darling Point's nineteenth and early twentieth century heritage listed residences. Glenrock, Fiona, The Octagon, The Dower House, Yeo-merry (renamed Raine House) and Duntrim House all now form part of the current Ascham school campus.

### 3.1.8. Mid-century Newcomers

After the passage of the *New South Wales Constitution Act 1855*, and the gradual development of self-government, an increasing number of politicians and members of the judiciary took up residence in Darling Point. The establishment of the elected Woollahra Municipal Council in 1860 and the introduction in 1863 of a reliable new land registration system (Torrens Title) undoubtedly increased the locality's appeal. Several residents owned their own carriages but in 1848 a fairly expensive daily omnibus service was provided between Darling Point and the GPO and it remained the main form of public transport until the end of the century.

During the 1850s, two prominent solicitors – Robert Ebenezer Johnson and James Norton – took up residence respectively in Brooksby and Ecclesbourne, both of which were built on the original Darling Point allotment bounded on the east by Lower Ocean Street which subsequently became part of the suburb of Double Bay. Johnson was an 1856 appointee to the first New South Wales Legislative Council and lived in Brooksby until his death in 1866. Norton was another nominee. He purchased Ecclesbourne in 1857 from the estate of Thomas Whistler Smith and resided there until his death in 1906. Irish-born barrister and politician Edward Butler built his home, St Canice, in the 1860s on part of Thomas Barker's third allotment and lived there until his death in 1879.

The first mayor of the municipal council of Sydney, John Hosking, resided in the mid-nineteenth century Darling Point residence Callooa at 5 Bennett Avenue while the first Woollahra mayor, George Thornton, lived at Longwood on Thornton Street. Judge Alfred Cheeke, the first New South Wales district judge, was listed in the 1860 Woollahra Municipal Council Rate Assessment Record as the owner of allotments on the south-eastern corner of Darling Point which he held until his death in 1876. After Cheeke's death in 1876, his land was purchased by the politician James Watson to enlarge his adjoining Glanworth which had been built in 1863 by Robert Coveny on part of Thomas Smith's original land.





Figure 130 – Sydney Metropolitan Detail series 1891, approximate location of subject site circled in blue.

Source: Sydney Metropolitan Detail series key map [cartographic material] / Dept. of Lands.

### 3.1.9. Late 19<sup>th</sup> Century Newcomers

During the last two decades of the nineteenth century, Darling Point continued to appeal to new residents who built family homes on remnants of previous subdivisions. It remained the preferred address of politicians, members of the legal fraternity and successful businessmen. As well as the surviving heritage listed homes on Darling Point Road, namely Swifts and Cleveland, several other homes were built on remnants of the Delamere subdivision. The solicitor, John Williamson built his new residence, Denholm, circa 1888–89, and the politician and judge, Sir Joseph George Innes, purchased an existing residence, Winslow, on Darling Point Road.

Another member of the Judiciary, the Australian born District Judge, Legislative Councillor and Attorney-General, George Bowen Simpson, commissioned the architect John Horbury Hunt in 1884 to design his large Victorian Free Gothic style residence, Cloncorrick, on remnants of the 1841 Glenhurst Estate subdivision. Although converted into apartments in the twentieth century, Cloncorrick remains on part of its original site at 1 Annandale Street. Horbury Hunt may also have partly designed The Annery, which was built in 1884–86 by the company director and solicitor, George Montague Merivale, in Marathon Road on the easterly slope of Darling Point at the top of the 'Break Neck Steps' leading to William Street, Double Bay. After Edward Butler's death in 1879, his home at 9–12 Loftus Street, St Canice, was occupied by Sir John Henniker. Butler's home remains on part of its original site, having been used as the Jean Colvin Cancer Care Centre until sold in 2014.

Two other residences, Newstead and Lillianfels, which were built on residues of the Glenhurst Estate have survived into the twenty-first century. The former, a three storey Federation Queen Anne style residence, was built in 1890 and remains at 1 Yarranabbe Road. Lillianfels, an early Victorian Regency town house built



circa 1890 (replacing Restormel) remains at 5–9 Yarranabbe Road. During the period, several other responses to changing architectural tastes were built throughout Darling Point, such as the surviving pair of highly decorative duplexes, Lorne-Lindisfarne and Trevenna-Roskear in Darling Point Road.

The 1891 census showed that the number of Darling Point residences had increased to 114 and the population was then 709. However, by the end of the nineteenth century, several owners of large Darling Point estates had died, and their families were unable, or unwilling, to maintain their large homes and gardens. Others were adversely affected by the severe economic depression of the 1890s as well as the diminishing availability of the domestic workforce. Subdivisions during the pre-World War I period included Etham, Glenhurst, Mount Adelaide, Mona Estate and Mona Extension, Springfield, Glanworth, Greenoaks, Carthona, Avoca and Lindsay. As well as providing a large number of small allotments, several new access roads were provided for the subdivisions.

### 3.2. SITE HISTORY

The subject site comprises a former bank building located at 136 New South Head Road (Figure 131, at left), 138-140 New South Head Road (Figure 131, centre) and 142-146 New South Head Road (Figure 131, at right). The following section will provide a separate site history for each of the buildings.



Figure 131 - Photo of buildings comprising subject site, undated.

Source: Woollahra Library, Local History Digital Archives.



Figure 132 – Photograph of buildings comprising subject site taken c.2009.

Source: Woollahra Council Archives

### 3.2.1. 136 New South Head Road

#### 3.2.1.1. Former buildings

Sections of the historical account of this site have been sourced from the report, "Statement of Heritage Impact for 136 New South Head Road" (January 2020) prepared by GBA Heritage.

Number 136 New South Head Road originally formed part of the land granted to Thomas Smith in April 1935. The land was subsequently transferred to a major land holder of the area, John Hosking, before it was on-sold to Thomas Ware Smart in 1857. In 1867, the land was sold to Alexander Oliver and Arthur Frederick Smart who owned the property until 1880 when it was purchased by James Ewan. Two titles were attached to the property in 1890, being James Ewan and George Walker Waddell. Waddell was the Bank Manager of the City of Sydney Bank. James Ewan's title was transferred to the Australian Joint Stock Bank in 1890 and George Walker Waddell's title was transferred in 1891 to the Australian Joint Stock Bank.

The 1896 *Sands Sydney and Suburban Postal Directory* is the first to list a building on the subject site, at the corner of New South Head Road and Darling Point Road. It seems likely, a commercial building was constructed on the site, c1895, and named "Redbank". Two barristers are listed as inhabitants, suggesting the structure was used for professional offices.

The 1908 subdivision plans for the Glanworth Estate (Figure 141) show the footprint of "Redbank" at the corner of New South Head Road and Darling Point Road. The 1908 *Sands Directory* lists Miss ME Whish as the resident. The latest listing for "Redbank" is in the 1916 *Sands Directory*. An existing sandstone base to the brick wall along the eastern property line may have been part of the original fence to Redbank, and since used as the base for a brick wall.

In 1917, the property was transferred to the Commissioners of the Government Savings Bank of New South Wales. A tender is listed in the *Sydney Morning Herald* on Wednesday 25 July 1917 for the "Renovations to branch premises of State Savings Bank at Woollahra." Following this advert, the Government Savings Bank of NSW is listed in the 1918 *Sands Directory* and suggests the "Redbank" residence was altered for use as the Woollahra branch of the Government Savings Bank of NSW.



In August 1928, alterations were undertaken to the Woollahra premises of the Government Savings Bank of NSW<sup>1</sup>. The architects are listed as Messrs. Ross and Rowe. Alterations were undertaken to include a laundry facility (Figure 133).

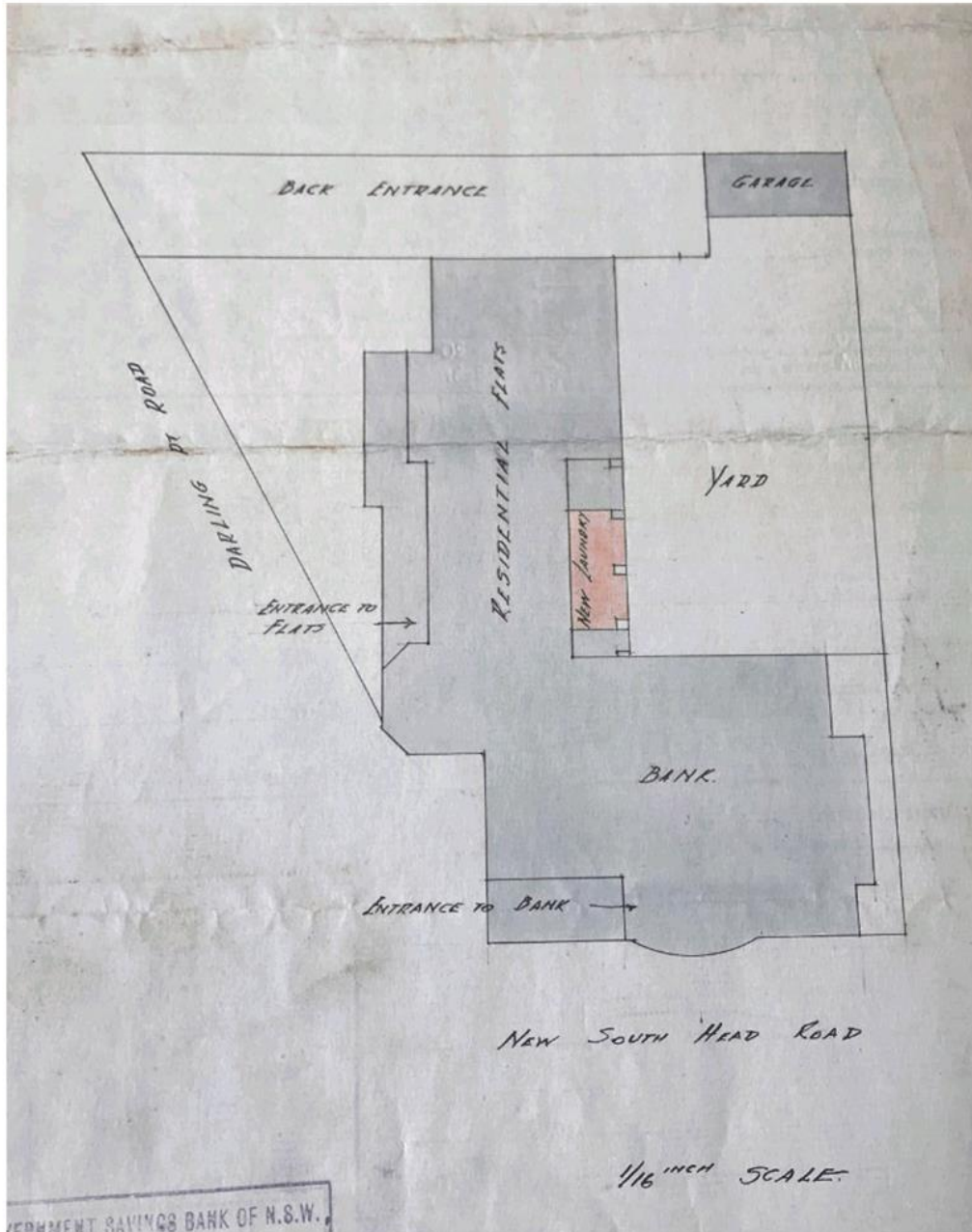


Figure 133 – Plan of earlier building located at 136 New South Head Road, dated October 28, 1928, property of the Government Savings Bank of NSW.

Source: Woollahra Council Archives.

<sup>1</sup> "Notes", *The Sydney Morning Herald*, Wednesday, 8 August 1928, p11.

### 3.2.1.2. The current building

In 1938 the building was demolished for the widening of Darling Point Road by the Department of Main Roads. The current building dates to 1940. It was custom designed in the Inter-War Functional style by the Commonwealth Department of the Interior specifically for the Commonwealth Bank.<sup>2</sup>

From 1918 to 1932-33, the *Sands Directory* lists the Government Savings Bank of NSW as the occupants. A certificate of title dated 1940 lists the Commonwealth Savings Bank of Australia as the registered proprietor. This building was purpose built as a bank branch. 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.<sup>3</sup> Early photographs of the building show a thick coffered ceiling which has since been plastered over. The building was entered through the foyer into an open plan area, with the strong room, voucher room, and toilets at the far (north) wall of the building.

The original layout of the building's ground floor was likely similar to its current state, with the exception of the plasterboard walls which contain the foyer and conference room. It is unlikely that former walls within the ground floor have been demolished. The original bank teller's desks and joinery was likely a freestanding structure, as visible in the interior photographs available. The teller's desks appear to have been aligned along the far wall of the building, with several desks located behind the tellers cabinets. These photographs also show that the flooring was originally carpeted.

The first floor of the building likely served as the bank manager's residence, as was typical of public buildings and bank buildings in the Inter-War period. The upper residence was accessed internally, stairs removed previously, and from Darling Point Road. Original joinery and details such as the staircase and servery remain intact. A 1943 newspaper article names Mr C.R. Maybury as the manager of the Edgecliff branch of the Commonwealth Bank, whose role involved travel to regional branches such as at Wagga Wagga.<sup>4</sup> The first floor appears to have limited modifications however additional partition walls have been constructed to create a second bedroom.

1949 aerial imagery of the site shows much of the external form and features of the subject property (Figure 142). A rear structure, possibly a garage, has since been demolished and a kitchen addition constructed. New South Head Road was widened post-1949, requiring the demolition of the structures to the south. The northern side remains relatively intact. Figure 142 has been annotated to indicate design features extant today.

The building was altered during the 1970s to accommodate new facilities for increased bank staff, which was constructed at the eastern side of the building. The bank ceased operation in 1990 when the bank relocated to premises at 179-191 New South Head Road. Since then, the bank has hosted various tenants including a medical centre, video rental store, real estate agency and photographic studio.<sup>5</sup> It is assumed that these various tenants have utilised the existing floorplan with little modification, with temporary and reversible plasterboard walls constructed where necessary. Modifications such as the construction of the existing foyer and conference room have somewhat altered the legibility of the original floorplan. The construction of the plaster drop ceilings has subsequently lessened the visibility of internal windows. The original coffered ceiling may remain present beneath the drop ceiling. There are no extant office fittings associated with the bank.

From 1990 to 1991 the building was leased to the Commonwealth Bank, following the sale of the building to new owners. From 1991 to 2001 the ground floor office was leased as a video rental store, with a secondary tenant leasing the first floor.<sup>6</sup> From 2002 to 2007 the building was leased by a medical centre who occupied both the ground and first floor. These works involved the establishment of additional openings in both floors and of a more open-plan office space. From 2007 the medical centre vacated the first floor, which was subsequently leased to the JOM photography studio which is still located within the building.

<sup>2</sup> Heritage Impact Statement, Stephenson & Turner International, 2011.

<sup>3</sup> Heritage Impact Statement, Stephenson & Turner International, 2011.

<sup>4</sup> *Daily Advertiser*, 29 September 1943. 'Personal.' Accessed online via Trove 11/5/2021 at: <https://trove.nla.gov.au/newspaper/article/144008642?searchTerm=%22commonwealth%20bank%22%20%22edgecliff%22>

<sup>5</sup> Heritage Impact Statement, Stephenson & Turner International, 2011.

<sup>6</sup> Stephenson & Turner, 2011. *Heritage Impact Statement Section 96 Modification of Development Consent 136 New South Head Road, Edgecliff*, 7.



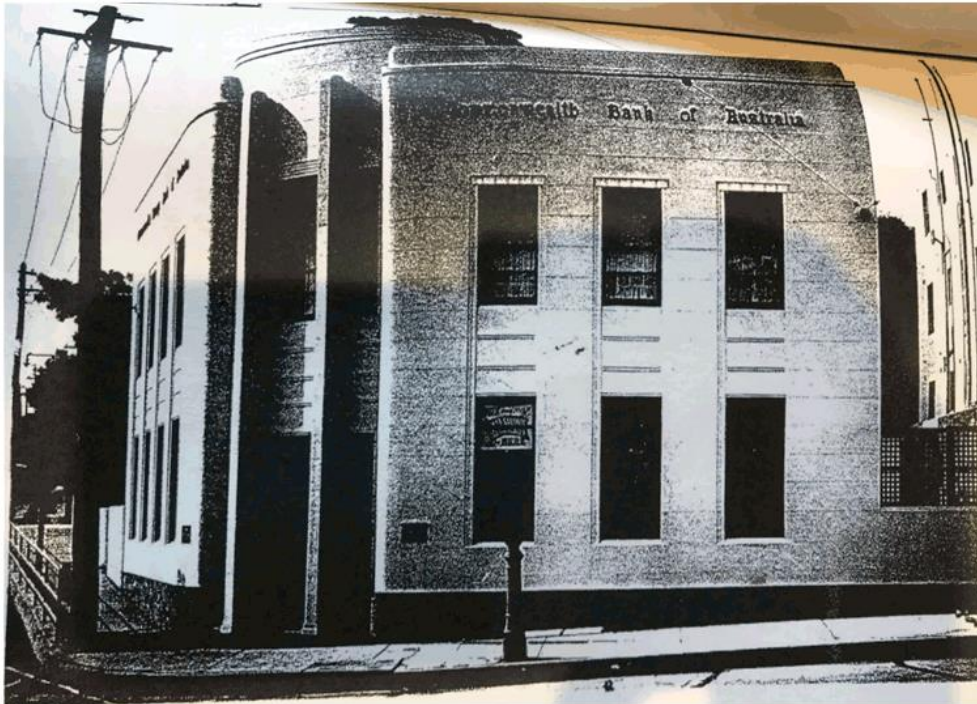


Figure 134 – Photo of bank building c.1942 soon after completion.

Source: Woollahra Council Archives



Figure 135 – Bank building, June 1959.

Source: Commonwealth Bank Archives.



Figure 136 – Interior of ground floor banking chamber, June 1959.

Source: Commonwealth Banking Archives.



Figure 137 – Interior of ground floor banking chamber, June 1959.

Source: Commonwealth Bank Archives.





Figure 138 – Former bank building located at 136 New South Head Road, c1991.

Source: Woollahra Library, Local History Digital Archives.



Figure 139 – The Darling Point Road façade of 136 New South Head Road

Source: Woollahra Council Archives.



Figure 140 – Bank building, c2009.

Source: Woollahra Council Archives.

### 3.2.1.3. Property Ownership

A list of known property owners of the subject site are recorded in Table 1.

Table 1 – Property Owners, 136 New South Head Road, Edgecliff

136 New South Head Road, Edgecliff		
Year	Owner	Title Reference
April 1835	Crown Grant Thomas Smith	Vol: 5162 Fol: 202
February 1841	John Hosking & Trustees of Hosking's Estate	Appn: 441
September 1857	Thomas Ware Smart	Appn: 441
September 1864	Thomas Ware Smart	Vol: 7 Fol: 49
July 1867	Alexander Oliver + Arthur Frederick Smart	Vol: 48 Fol: 233
October 1880	James Ewan	Vol: 508 Fol: 114
November 1888	James Ewan	Vol: 901 Fol: 215
April 1890	James Ewan	Vol: 966 Fol: 177
January 1890	The Australian Joint Stock Bank	Vol: 966 Fol: 177



136 New South Head Road, Edgecliff		
Year	Owner	Title Reference
August 1917	The Commissioners of the Government Savings Bank of New South Wales	Vol: 2782 Fol: 68
August 1940	Commonwealth Savings Bank of Australia	Vol: 5162 Fol: 202
August 1989	Sterling Agencies Pty Ltd	Vol: 5162 Fol: 202



Figure 141 – 1908 Glanworth Estate Subdivision Plans. Former structure 'Redbank' (indicated) was replaced later with the existing former bank building.

Source: NSWSL, Object no. 230161486-1

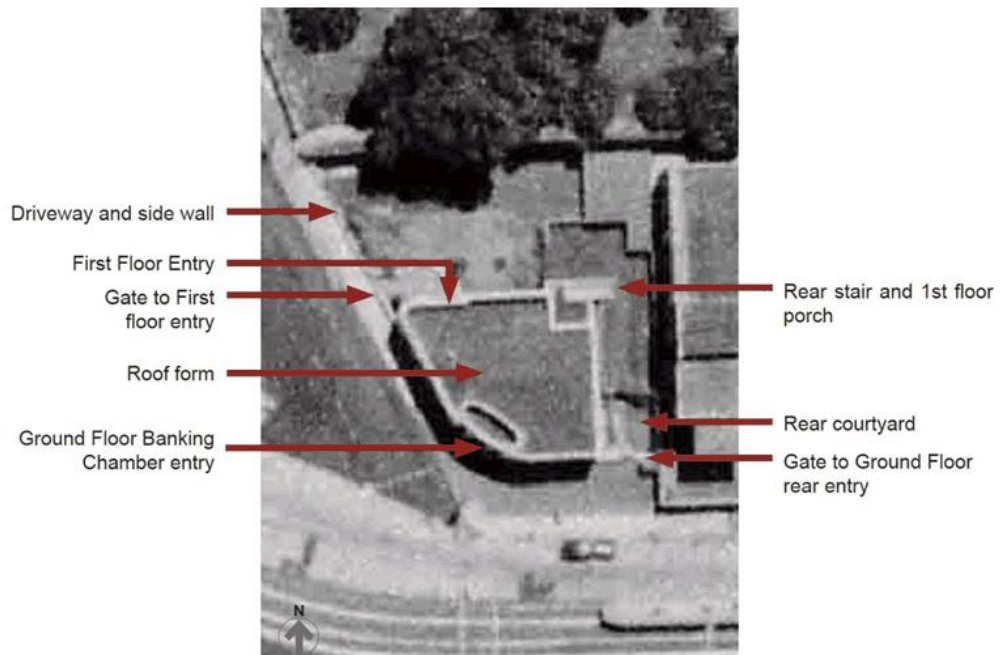


Figure 142 – 1949 aerial imagery of site, annotated.

Source: 1949 aerial image, sheet 29, City of Sydney Historical Atlas with GBA Heritage overlay.



Figure 143 – View of New South Head Road c1988, former bank building at left.

Source: Woollahra Library, Local History Digital Archives.

### 3.2.2. 138-140 New South Head Road

#### 3.2.2.1. Former land use

The flat-building known as "Knightsbridge", located at No 138-140 New South Head Road, was constructed in 1919. The land occupied by the current building originally formed part of the Crown grant awarded to Thomas Smith in 1835. By 1841 the land was under the ownership of John Hosking before it was purchased in 1864 by Thomas Ware Smart. In 1880 the land was sold to major landholder James Ewan. The parcel of land at the corner of Darling Point Road and New South Head Road (34¼ perches) was sold to the Australian Joint Stock Bank in 1890. A 12ft wide passage was retained at the rear of the parcel of land (Figure 144). This parcel included the land now occupied by 136 New South Head Road. Between 1890 and 1917, the parcel of land was subdivided and the portion (13 perches) pertaining to 138-140 New South Head Road was purchased by manufacturer, Edgar Louis Jacobs (Figure 145).

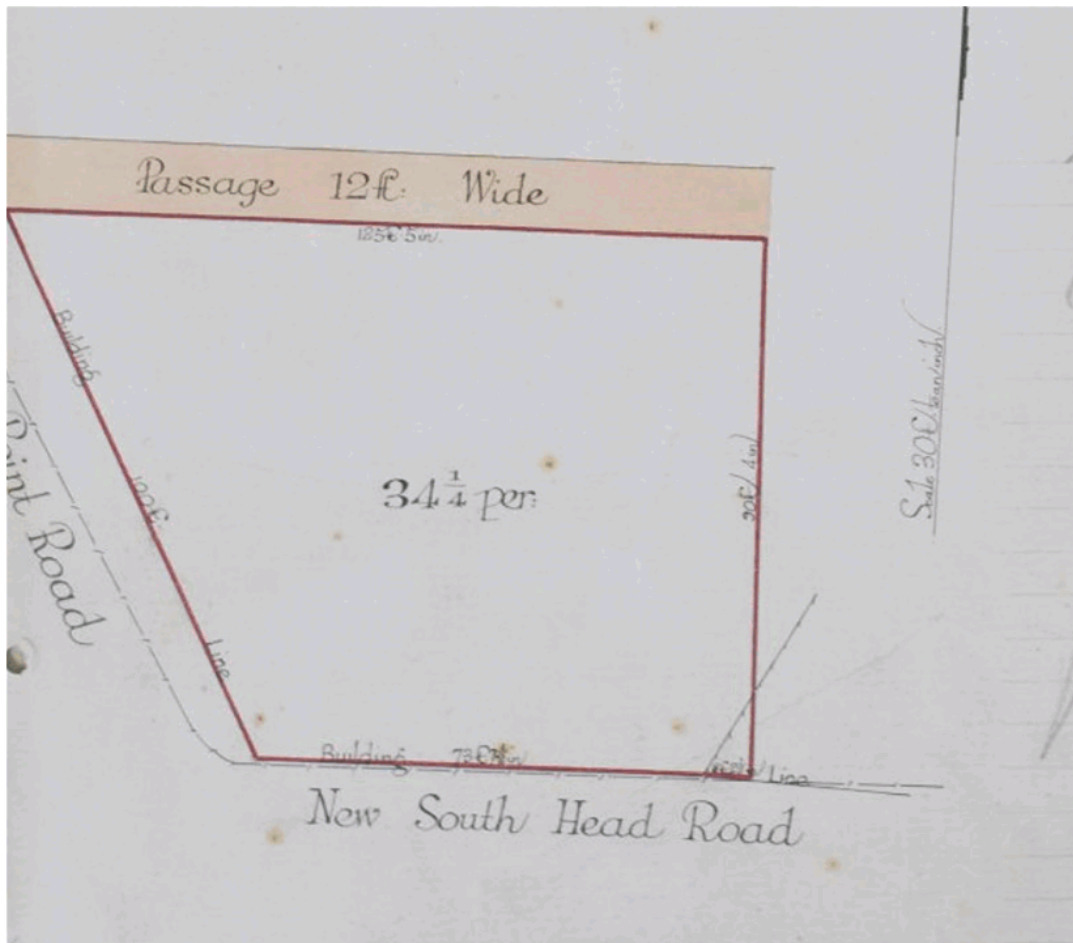


Figure 144 – Early sketch of subject land included on 1890 land title, purchased by Australian Joint Stock Bank.

Source: NSW HLRV, Vol: 966 Fol: 177

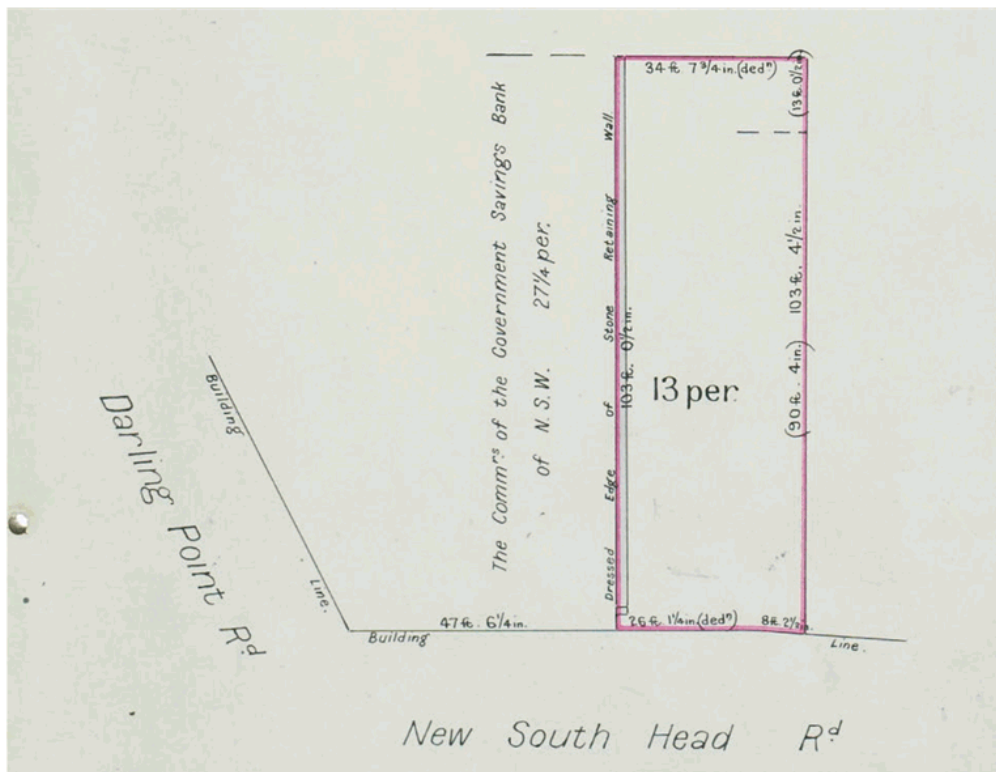


Figure 145 – Early sketch of subject site included on 1917 land title, purchased by Edgar Louis Jacobs.

Source: NSW HLRV, Vol: 2814 Fol: 88

### 3.2.2.2. Current building

In 1919, the property was purchased by Frederick John Woodland, who likely constructed the Knightsbridge Flats. In February 1929, two titles were attached to the property, one being to motor car proprietor, Herbert John Ward, and the other to Mathew Patrick Murphy. The flats included at least five individual residences with garage spaces at ground level. The provision of private garage spaces at this time would have been somewhat unusual, as private vehicle ownership was still not common. The garage spaces would have increased the value of the flats however and added to the ease of commuting to the Sydney CBD from the building, further serviced by the popular bus and tram routes along New South Head Road. The flats were accessed via an external staircase located at the east side of the building, which provided access to the residential lobby with central staircase. The entrance to the flat building was constructed with a grander façade which features Ionic column capitals and decorations. 1934 modifications to the entrance included the provision of neon signage above the entrance doorway.

In 1934 plans were drafted for the conversion of garages at the front of Knightsbridge flats into shop premises, facing New South Head Road for Messrs Murphy & Ward. The plans were designed by Architect E. Lindsay Paul of 88 Pitt Street Sydney. The 1934 garage conversion resulted in significant modification to the exterior of the building, in addition to the interior of the ground floor. It appears that the original building configuration comprised of two garage spaces, which were each infilled as part of the shopfront conversion. The western two garage spaces were infilled with brick plinths, double glazed doors, and a large glazed shopfront window. Decorative signage was also installed, originally for the provision of a chemist store. The eastern two garage spaces were partially infilled with brick, with the eastern portion converted into the new entrance for the building. The interior works involve the demolition of the internal partition walls between the two western garages, which also required the removal of piers and store walls at the rear of the garage. The easternmost garage space was converted into a utility area. The space was divided into three new rooms comprising of the original meter room, a cloak room, and a W.C. The cloak room could be accessed through the new shopfront space, while the W.C. was accessed through the cloak room. New internal walls were



constructed to separate these three spaces, which appear to have been constructed for the store staff and were not likely utilised by residents of the Knightsbridge flats.

During the 1940s, the building operated as a depot for Red Cross workers of the Darling Point-Woollahra branch members. The building provided accommodation in the form of flats for members and allowed them to produce pyjamas, dressing gowns, socks and the like for distribution to British Seamen and their families<sup>7</sup>. The building was known as the 'Knightsbridge Depot'<sup>8</sup>. Upon Mathew Patrick Murphy's death, his title was transferred in 1954 to his widow, Gladys Winifred Murphy. In 1955, the property was under the sole ownership of Gladys Winifred Murphy.

Modifications in the 1970s to the Knightsbridge Flats included alterations to each flat throughout the building, as well as to the exterior. Alterations to each flat included the construction of built-in wardrobes at the northern wall of each flat, which were constructed to full ceiling height. These were constructed following the demolition of the original cupboard in the bedrooms. Major alterations were undertaken to the bathrooms of each flat, which included the bricking up of external doorways and the construction of new partition walls and re-hanging of doors in these partitions. The kitchens and bathrooms of each flat were also renovated with new fittings and waterproofing. The plans from these renovations note that wall and floor tiles were defective throughout each kitchen space, requiring replacement. The kitchen layouts were converted from a galley kitchen along the western wall, to a U-shaped kitchen with bench space along north, west, and south walls. Finally, shelving was installed within the store cupboards in each living room.

External modifications associated with these works included the removal of several defective window lintels and sashes across each elevation, particularly on the western elevation. Extensive areas of roofing were replaced due to defects, as were the original box gutters and flushing across the building. On the roof level, which included a sundeck and laundry space, several modifications were also undertaken. New wash tubs and laundry fitouts were installed, and the existing roof decking was replaced with bitumen felt roofing. Sketches of the building from plans drafted in 1971 by building consultants Newton & Associates, for Messrs Lawbel Pty Ltd are included at Figure 149. These show modifications to the flats.

Knightsbridge was sold again in May 1974 to Mazol Pty Ltd following the major renovations and was on-sold in the late 1970s. In the late 1980s building ownership changed again following sale, where it was purchased by John and Sarah Hanna. The individual flats do not appear to have ever been put up for individual sale based on available real estate data, with the building appearing to have been retained by one owner and with individual flats leased out.

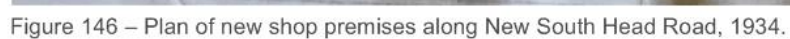
<sup>7</sup> *The Sydney Morning Herald*, Thursday, 8<sup>th</sup> August 1940, p20.

<sup>8</sup> *The Sydney Morning Herald*, Monday, 12<sup>th</sup> July 1943, p2.

## Property Ownership

Table 2 – Table of ownership, 138-140 New South Head, Edgecliff.

Year	Owner	Title Reference
April 1835	Crown Grant Thomas Smith	Vol: 6947 Fol: 174
February 1841	John Hosking & Trustees of Hosking's Estate	Appn: 441
September 1864	Thomas Ware Smart	Vol: 7 Fol: 49
July 1867	Alexander Oliver and Arthur Frederick Smart	Vol: 48 Fol: 233
October 1880	James Ewan	Vol: 508 Fol: 114
April 1890	The Australian Joint Stock Bank	Vol: 966 Fol: 177
November 1913	Calveley Colleton McEwan (school master)	Vol: 966 Fol: 177
November 1917	Edgar Louis Jacobs	Vol: 2814 Fol: 88
April 1919	Frederick John Woodland	Vol: 2926 Fol: 234
February 1929	Herbert John Ward	Vol: 4244 Fol: 98
	Mathew Patrick Murphy	Vol: 4244 Fol: 97
	Gladys Winifred Murphy	Vol: 4244 Fol: 98
September 1954	Gladys Winifred Murphy	Vol: 4244 Fol: 98
March 1955	Gladys Winifred Murphy	Vol: 6947 Fol: 174
May 1974	Mazol Pty Limited	Vol: 6947 Fol: 174
July 1978	PAV Investments Pty Limited	Vol: 6947 Fol: 174
April 1987	John Peter Hanna & Sarah Hanna	Vol: 6947 Fol: 174



URBIS  
02\_PRELIMINARYHERITAGEASSESSMENT\_EDGECLIFFCENTRAL\_NEWSOUTH  
HEADRD\_EDGECLIFF\_2021

**F**LAT, 3 rooms, nicely furnished, best offer. No. 1 Flat **KNIGHTSBRIDGE, 140 New South Head-road, Edgecliff.**

Figure 147 – Extract from *The Sydney Morning Herald*, advertisement listing flats for rent at 140 New South Head Road.

Source: *The Sydney Morning Herald*, Advertising, Tuesday 8<sup>th</sup> November 1932, p6, via Trove.

## Women's War Work.

# AID FOR CHILDREN OF BRITISH SEAMEN.

A **PIANO** has been sent to Palestine and another to St Anne's Red Cross Home by the Woollahra-Darling Point branch of the Red Cross during the past year. More than 16,000 articles have been sent to Headquarters and Junior Red Cross for distribution among children of British seamen and the seamen themselves. During the year 7,000 yards of flannelette have been made up into pyjamas and dressing gowns; 3,000 pairs of socks have been made. The sum of £1,500 has been collected by the branch in this time. Several regular sewing bees are run by the branch, and two small shops and a main depot are also conducted. The depot is at **140 New South Head Road (FM3166)**, and there is a sub-depot at **471 New South Head Road**. The president is Miss Milner Stephen, the honorary secretary is Miss H. M. Sands, and the honorary treasurer is Mrs. K. F. Coles.

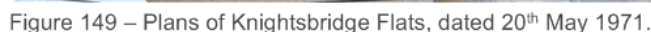
dames Anderson Stuart, D. C. Evans Macarthur Brown, and C. Jaede. The guild hopes to send another parcel soon and has been assisted in its work by many donations, including a large parcel from Orange.

THE women's auxiliary working for the 2/17th Battalion Comforts Fund has undertaken to provide supper for 2,000 persons at the battalion dance at Ingleburn Camp on Saturday night, arranged as a send-off to the men before setting out on the Bathurst route march. This auxiliary, which has Mrs. McLeod Bolton as its president, raised about £90 in the past nine weeks. Previously to that it worked as an auxiliary to the 17th Militia Battalion, for which it raised £600 in 13 months. It was the first militia auxiliary formed in the Commonwealth. The Mayoress of North Sydney, Mrs. J. O. Cramer, is honorary treasurer, and Miss Dorothy Roberts honorary sec-

Figure 148 – "Women's War Work" - Red Cross Depot at 140 New South Head Road.

Source: *The Sydney Morning Herald*, Thursday 8<sup>th</sup> August 1940, p20.





Source: Woollahra Council Archives

### 3.2.3. 142-146 & 148 New South Head Road

The property now known as 142-146 and 148 New South Head Road was originally part of the Crown grant awarded to Thomas Smith in April 1835. In November 1888 the land was under the ownership of major land holder in the area James Ewan. Figure 144 depicts the original parcel of land purchased by Ewan on which the existing buildings currently stand. In 1890, the land was purchased by George Walker Waddell, Esquire. A portion of the land was sold to the Australian Joint Stock Bank in 1891. The site was reserved for the construction of a commercial building at 136 New South Head Road. Following the widening of the road in 1938, the bank building was demolished and a new bank building constructed in 1940 in the Inter-War Functional style. The site to the south was also built upon c1919 for the construction of a flat building, known as Knightsbridge, located at 138-140 New South Head Road.

In 1897, the property was purchased by Alexander MacCormick. It is understood MacCormick constructed professional medical suites on the site around this time.

A two-storey, semi-detached commercial building was constructed on the site, comprising 'Muirton' at 142-146 New South Head Road to the west and the other known as 'Corryong', located at 148 New South Head Road to the east. The commercial building was designed with elements of the Federation Queen Anne style and Arts and Craft style. The building operated as professional suites and possibly dwelling leased to medical professionals. The building was originally a double storey construction, with the ground floor and first floor layouts directly reflecting each other. The entrance to the ground floor was accessed via a small external staircase on the west side of the property, which led into a central lobby room. At the front of the building, fronting New South Head Road, each floor featured a bay window within the primary room, with a fireplace on the ground floor. To the (east) of this primary room was a large rectangular room. An internal staircase was located at the eastern wall of the property, with a central stairwell. Smaller secondary rooms were placed along the eastern wall at the rear of the building, accessed via a hallway. Access was also provided via the primary staircase to the roof level, which featured a small rooftop terrace with short parapets creating a division from the tiled roof.

Until the 1960s, the two semi-detached units were owned as one property. From 1897 until November 1955, various members of the MacCormick family owned the semi-detached building. In 1914, 'Muirton' and 'Corryong' were transferred to Alison Mary Campbell MacCormick. In June 1925, it was purchased by cousins Charles William Cropper, secretary, and Charles Malcolm Campbell MacCormick, engineer, as joint tenants.

In October 1934, Charles William Cropper sold his portion of the property to solicitor, Edward Telford Simpson. Charles Malcolm Campbell MacCormick and Edward Telford Simpson owned the property jointly until 1955 when it was purchased by John James Hilton Watson of Darling Point. In 1956, 142-146 New South Head Road was jointly owned by dentist, Garnet Roy Bowerman and Emily Smith. No 148 New South Head Road was transferred to Emily Smith in the same year. In the early 1960s, 148 New South Head Road was sold to Gwendoline Forster. It was sold again in the late 1960s and the early 1970s. In 1984 additional modifications occurred, with the construction of a ducted air condition system throughout the building.

Owners of the property, particularly in the early site history, were doctors and medical professionals. Later owners were engineers and solicitors who worked from other establishments. Rooms within 'Muirton' and 'Corryong' were leased as professional rooms.

Plans dated 1975 detail a working floor plan for surgeries belonging to Dr Derek Freeman Group. Alterations and additions were drafted by Architects Clarke Gazzard Pty Ltd. The 1975 plans of 148 New South Head Road show the modification of the floorplan to accommodate a new fit-out, which involved the construction of several new partition walls. The principal room was separated out into a lobby and two new surgery rooms through the creation of several partition walls. The adjoining rectangular rooms were also separated by plasterboard partitions, with a new door constructed at the hallway adjacent to the staircase. This created a distinctive separation between the public spaces and the consulting rooms and surgeries. The lobby room was converted into a waiting room, with direct access from the porch and stairs up to the dwelling. At the rear of the dwelling, former ancillary rooms were converted into staff lockers, storage and bathroom spaces.

### Property Ownership

Table 3 – Property ownership, 142-146 New South Head Road - 'Muirton'

Year	Owner	Title Reference
April 1835	Thomas Smith	Vol: 7196 Fol: 64
November 1888	James Ewan	Vol: 905 Fol: 215
June 1890	George Walker Waddell	Vol: 972 Fol: 3
June 1897	Alexander MacCormick	Vol: 1052 Fol: 32
January 1914	Alison Mary Campbell MacCormick	Vol: 1052 Fol: 32
June 1925	Charles William Cropper (secretary) and Charles Malcolm Campbell MacCormick (engineer) as joint tenants	Vol: 1052 Fol: 32
October 1934	Charles Malcolm Campbell MacCormick and Edward Telford Simpson (solicitor) as joint tenants	Vol: 1052 Fol: 32
November 1955	John James Hilton Watson of Darling Point	Vol: 1052 Fol: 32
October 1956	Garnet Roy Bowerman	Vol: 1052 Fol: 32
March 1956	Emily Smith	

Table 4 – Property ownership, 148 New South Head Road - 'Corryong'

Year	Owner	Title Reference
April 1835	Thomas Smith	Vol: 7196 Fol: 65
November 1888	James Ewan	Vol: 901 Fol: 215
June 1890	George Walker Waddell	Vol: 972 Fol: 3
April 1892	George Walker Waddell	Vol: 1052 Fol: 32
June 1897	George Walker Waddell Alexander MacCormick	Vol: 1052 Fol: 32
January 1914	Alison Mary Campbell MacCormick	Vol: 1052 Fol: 32
June 1925	Charles William Cropper Charles Malcolm Campbell MacCormick	Vol: 1052 Fol: 32 Vol: 1052 Fol: 32
October 1934	Charles Malcolm Campbell MacCormick Edward Telford Simpson	Vol: 1052 Fol: 32
November 1955	John James Hilton Watson	Vol: 1052 Fol: 32
October 1956	Emily Smith	Vol: 7196 Fol: 65
May 1963	Gwendoline Forster	Vol: 7196 Fol:65
May 1969	Ronald Plater Holdings Pty Ltd	Vol: 7196 Fol: 65
April 1968	Robert Plater Holdings Pty Ltd	Vol: 7196 Fol: 65
May 1974	Aybee Pty Limited	Vol: 7196 Fol: 65

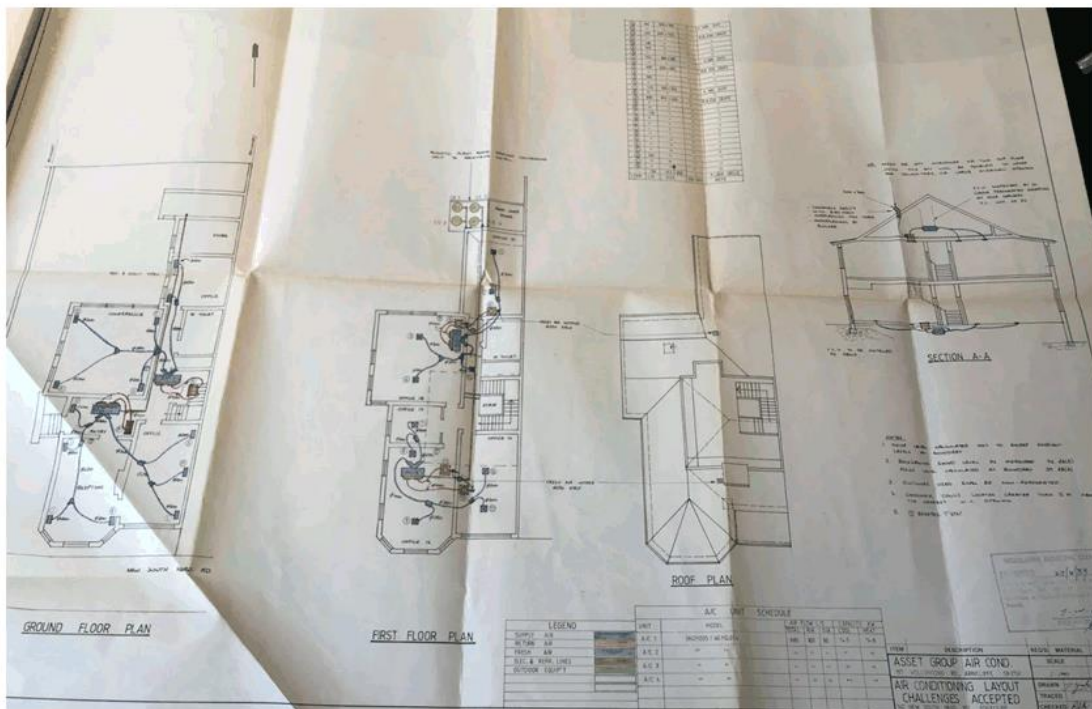


Figure 150 – Plans dated June 1989 for 142 New South Head Road.

Source: Woollahra Council Archives

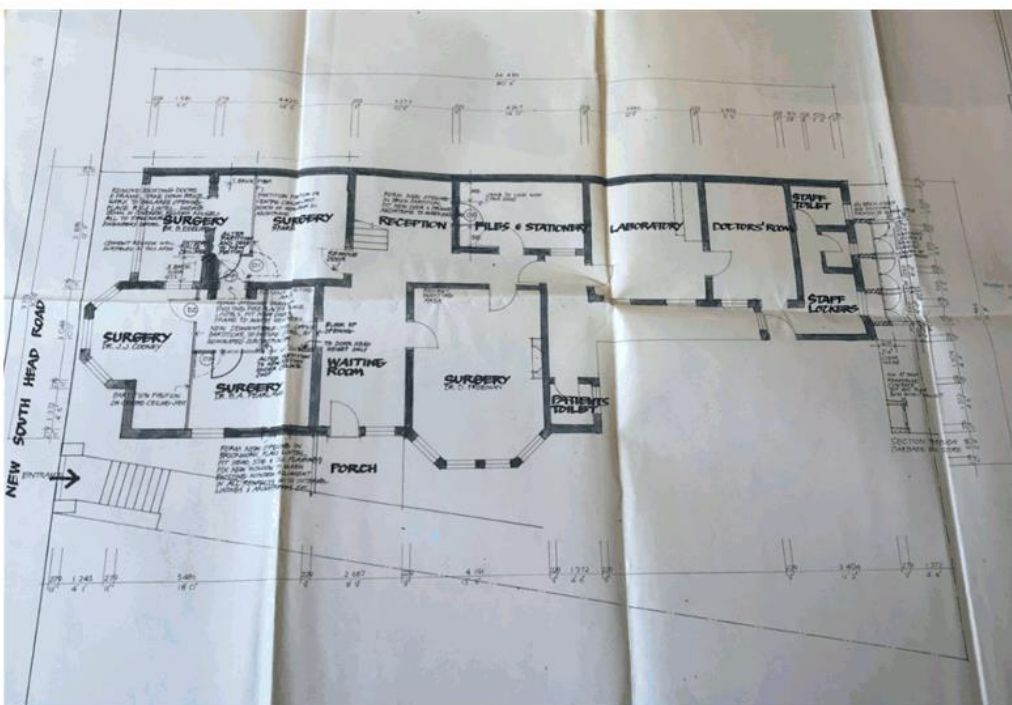


Figure 151 – Plans dated 1975 for alterations and additions to 148 New South Head Road.

Source: Woollahra Council Archives.



**RICHARDSON & WRENCH LTD.**  
(Continued from Previous Column)

**Darling Point**

**ATTRACTIVE PAIR HOUSES**  
**MAIN ROAD POSITION**

**"MUIRTON" AND "CORYONG," 142-148 NEW SOUTH HEAD ROAD.** North side, close to Darling Point Road. Outstanding position. Transport at door.

**TWO-STOREY SEMI-DETACHED**, solidly constructed of brick, slate roofs. "Muirton" is occupied as Professional rooms and dwelling and comprises side entrance, porch, entrance vestibule, 2 Surgeries, Living-room, 4 Bedrooms, 2 Staff Bedrooms, Bathroom, 2 Toilets, Kitchen, Laundry, Balcony and offices.

"Coryong" is occupied as a Residential, comprising: Entrance Porch, Hall, 10 Rooms, 3 Kitchens, Laundry, Bathroom, 2 Toilets.

**TOTAL GROSS RENTS, £465 PER ANNUM.**

**LAND:** 82ft 1¾in frontage to New South Head Road, by depths of 92ft 8¾in and 99ft 10in, rear line 103ft 2in. **TORRENS TITLE.**

Inspections through Auctioneers.

**MINTER, SIMPSON & CO.,** Vendor's Solicitors.

Figure 152 – Extract from Sydney Morning Herald advertisements.

Source: *The Sydney Morning Herald*, Saturday 13<sup>th</sup> February 1954, p31.

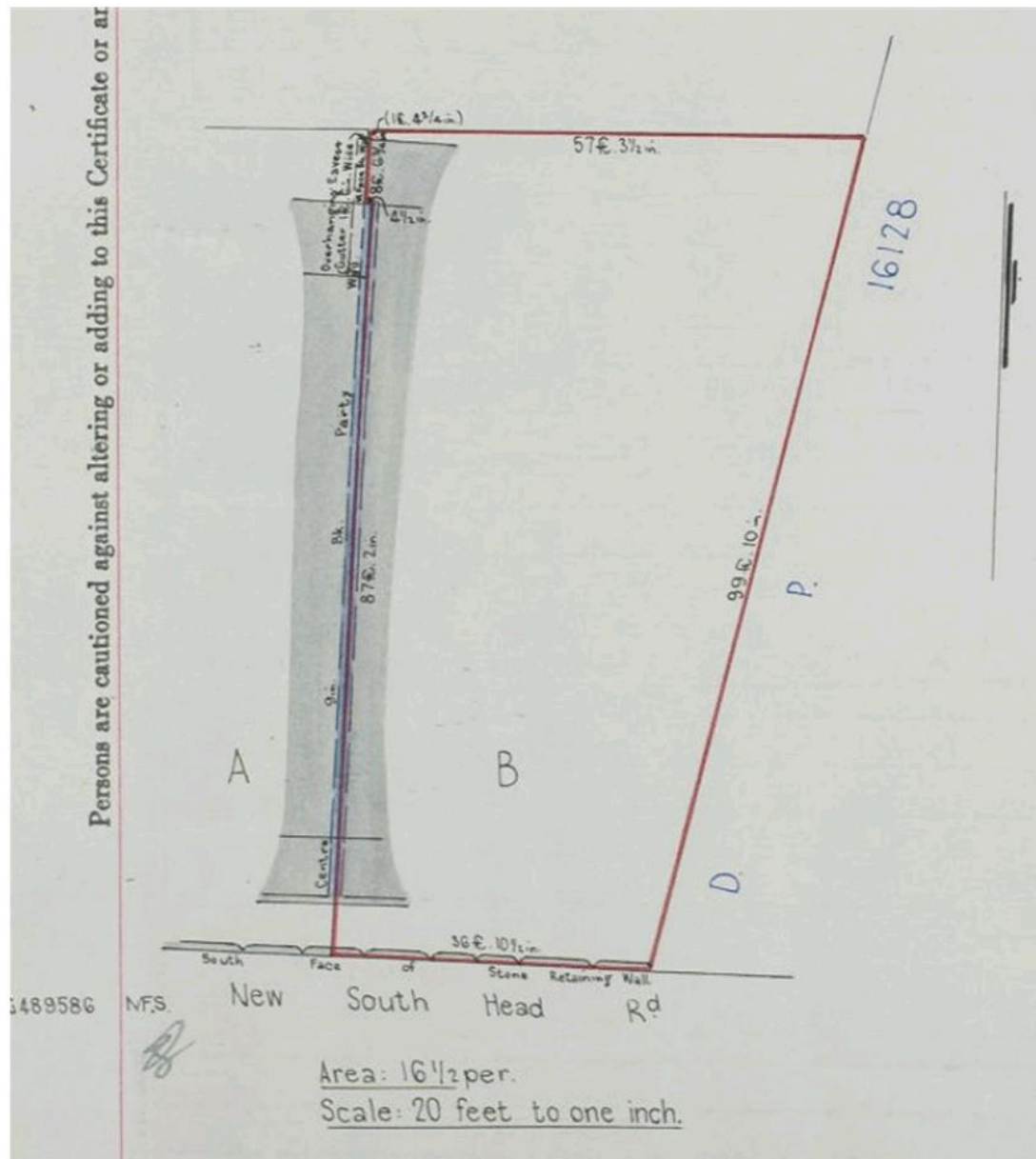


Figure 153 – Early sketch of site included on 1956 land title, under the ownership of Emily Smith.

Source: NSW HLRV, Vol: 7196 Fol: 65

### 3.3. HISTORIC PHOTOS

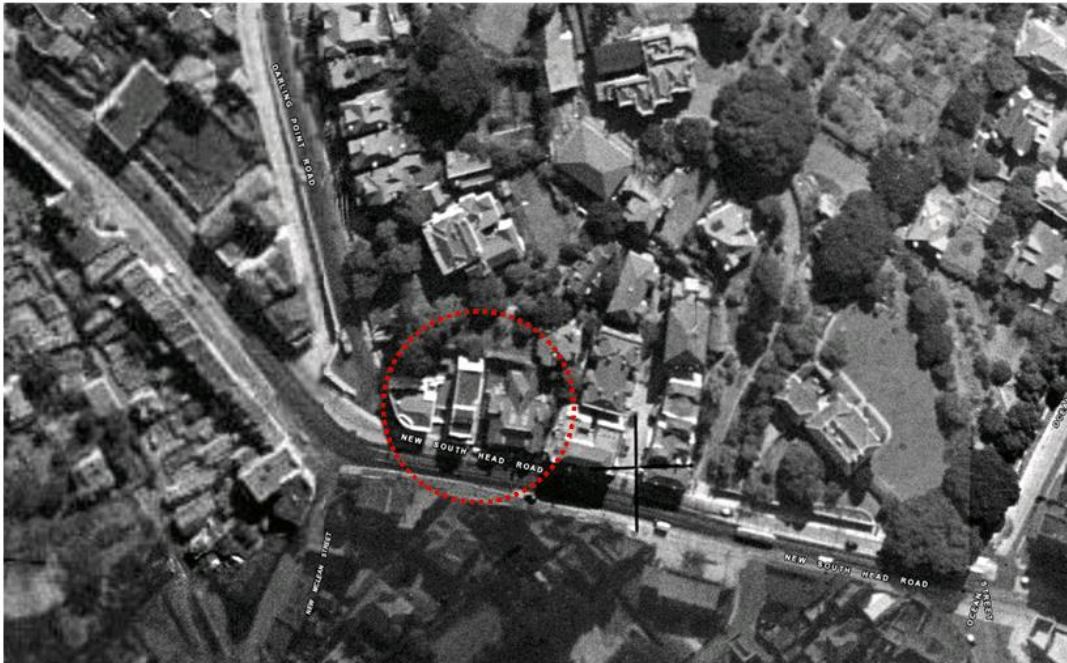


Figure 154 – Aerial imagery of Sydney from 1943, subject site indicated.

Source: SIX Maps, 2020



Figure 155 – Darling Point, 1870.

Source: National Library of Australia via: <https://nla.gov.au/nla.obj-141476580/view>





Figure 156 – Shops along New South Head Road, 1920s – showing earlier commercial building at No 136 on corner at left.

Source: Woollahra Library, Photograph 8863, Accession number: pf000316



Figure 157 - New south Head Road, facing east. Apartment complex tower Ranelagh visible in background

Source: Woollahra Library, Local History Digital Archives.





Figure 158 – View of New South Head Road, facing east c1972, newly constructed Edgecliff visible in background.

Source: Woollahra Library, Local History Digital Archives.



Figure 159 – Motor garage located on the corner of New South Head Road and Darling Point Road.

Source: Woollahra Library, Local History Digital Archives.

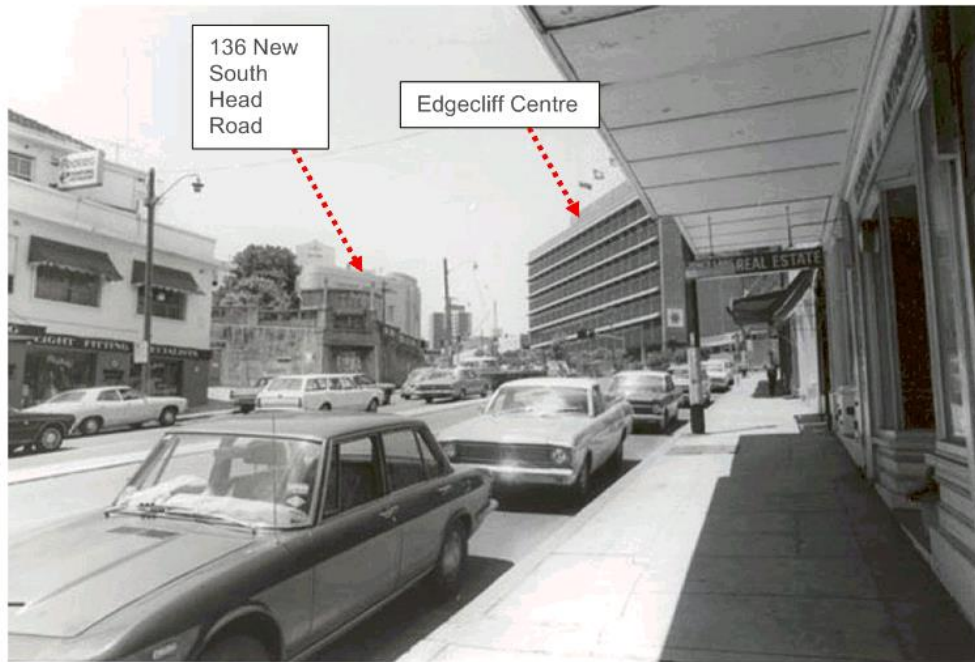


Figure 160 – View of New South Head Road facing north-east c1972. Edgecliff Centre at right, retaining wall and 136 New South Head Road visible at left.

Source: Woollahra Library, Local History Digital Archives.]

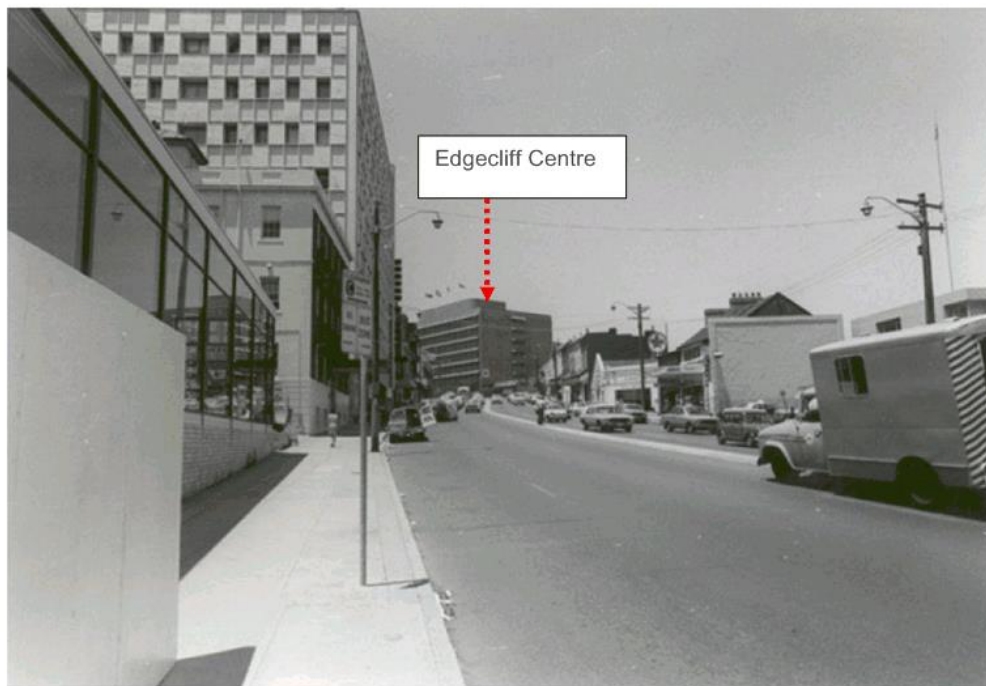


Figure 161 – View of New South Head Road facing south-east c1972, Edgecliff Centre indicated.

Source: Woollahra Library, Local History Digital Archives.

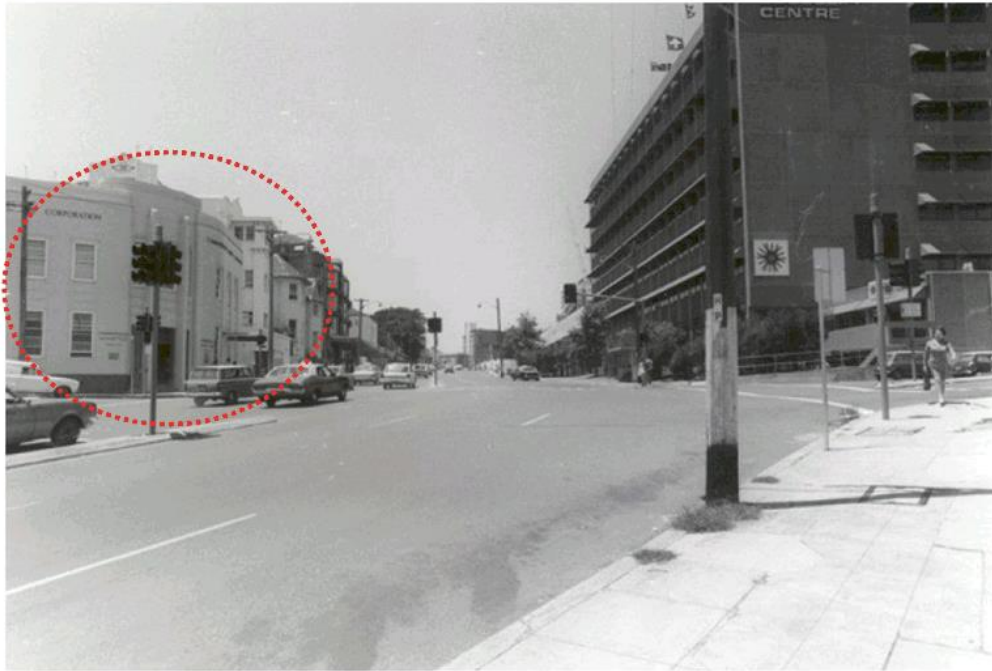


Figure 162 – View of New South Head Road facing east at the intersection of Darling Point and New McLean Street c1972. Subject site area indicated.

Source: Woollahra Library, Local History Digital Archives.



Figure 163 – View of Darling Point Road facing south c1972, Edgecliff Centre and 136 New South Head Road indicated.

Source: Woollahra Library, Local History Digital Archives.





Figure 164 – View of Darling Point Road facing south c1972, Edgecliff Centre visible (centre) and Ranelagh apartment complex at left.

Source: Woollahra Library, Local History Digital Archives.



Figure 165 – Oblique aerial imagery of New South Head Road, 1967.

Source: Woollahra Library, Local History Digital Archives.



## 4. HERITAGE SIGNIFICANCE

### 4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place – why it is important and why a statutory listing was made to protect these values.

### 4.2. SIGNIFICANCE ASSESSMENT – 136 NEW SOUTH HEAD ROAD

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 5 – Assessment of heritage significance

Criteria	Significance Assessment
<b>A – Historical Significance</b> <i>An item is important in the course or pattern of the local area's cultural or natural history.</i>	<p>The site is part of a sub-division of the original land grant to Thomas Smith in 1835 associated with the early villa development on the shores of Port Jackson and the later sub-division of the grounds of the mid-Victorian mansion, 'Ranaleagh', previously located to the north of the site.</p> <p>The subdivisions record the growth of Edgecliff as a service centre for the residential suburbs of Darling Point, lower Woollahra and Edgecliff. The growth of the centre was furthered in the later 19<sup>th</sup> century, by its role as the junction of cable tram services from the city and steam trams from Woollahra.</p> <p>The site retains evidence of the growth of the banking industry in NSW being the proposed site of an early small private bank (the AJS Bank) the established site of the Government Savings Bank of NSW (1917-1931) and of the Commonwealth Savings Bank (1931-1990). In 1938, the former bank building was demolished for road widening. The current bank building was constructed in 1940 in the Inter-War Functionalist style for the Commonwealth Savings Bank.</p> <p>The building retains several original built elements internally and externally, including the original floorplan (with modification) and decorative fabric. Sandstone retaining walls on the site may reflect early land use which pre-dates the construction of the bank building, however additional research would be required.</p> <p>The subject former bank building at 136 New South Head Road meets the criterion for historic significance.</p>

Criteria	Significance Assessment
<p><b>B – Associative Significance</b></p> <p><i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i></p>	<p>The building was the premises for a branch of the Governments Savings Bank of NSW, it was one of many buildings constructed by the bank. It is a building typical of its type and has no strong or special association. The building is not considered to have associative significance.</p> <p>The site does not retain an association with a particular person or group of persons. Its strongest association would be with the successive bank managers who ran the bank and lived in the first floor for a long period of time. For much of the 20<sup>th</sup> century, these were respected figures in the commercial life of the local community. However, this association is likely to be a minor and remembered only for its amenity values.</p> <p>The former Commonwealth Savings Bank building does not meet the threshold for the criterion of associative significance.</p>
<p><b>C – Aesthetic Significance</b></p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i></p>	<p>The Inter-War Functionalist style bank building was designed by the Commonwealth Department of the Interior and completed in 1940.</p> <p>The building demonstrates a number of key characteristics of the style, including asymmetrical massing, simple geometric shapes, expression of horizontal and vertical massing, parapet roof and rounded corner. The building is situated on the corner of New South Head Road and Darling Point Road. This prominent location, combined with the distinctive architectural quality, results in a building with landmark qualities. While there has been some modification to the floorplan and therefore the integrity of the building, much of the layout remains legible and original fabric such as joinery, skirting boards, and features such as a servery in the first floor kitchen are retained.</p> <p>The former Commonwealth Savings Bank building (1931–1990), constructed in the Inter-War Functionalist style meets the threshold criterion for aesthetic significance.</p>
<p><b>D – Social Significance</b></p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p>	<p>There are no known community or cultural groups that have a strong or special association with the site or building.</p> <p>The former Governments Savings Bank of NSW building does not meet the threshold criterion for social significance.</p>

Criteria	Significance Assessment
<b>E – Research Potential</b> <i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	<p>The former Governments Savings Bank of NSW building is not the first building constructed on the site. Any potential new information that may have been able to contribute to the understanding of the local area (or NSW) is highly likely to have been destroyed when the current building was constructed.</p> <p>The current building did not employ new methods of construction.</p> <p>The former Governments Savings Bank of NSW building does not meet the threshold criterion for research potential.</p>
<b>F – Rarity</b> <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	<p>The former Governments Savings Bank of NSW building is not a rare example of Inter-War Functionalist as it is one of many banks in the Sydney area and NSW.</p> <p>The former Governments Savings Bank of NSW building does not meet the threshold criterion for rarity.</p>
<b>G – Representative</b> <i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i> <ul style="list-style-type: none"> <li>• cultural or natural places; or</li> <li>• cultural or natural environments.</li> </ul>	<p>The existing building is a good example of the Inter-War Functionalist architectural style used for bank buildings in the 1920s and 1930s. It is representative of the architectural typology used for branch building by the Governments Savings Banks.</p> <p>The integrity of building's identifiable typology of the external form has been retained.</p> <p>The former Governments Savings Bank of NSW building meets the threshold criterion for representativeness.</p>

#### 4.2.1. Statement of Significance - 136 New South Head Road

*The former Commonwealth Savings Bank of Australia building, at 136 New South Head Road has aesthetic significance as an example of the Inter-War Functionalist architectural style. It was designed by the Commonwealth Department of the Interior and completed in 1940. The building demonstrates a number of key characteristics of the style, including asymmetrical massing, simple geometric shapes, expression of horizontal and vertical massing, parapet roof and rounded corner. The former Commonwealth Savings Bank of Australia building has landmark qualities due to its location on the corner of New South Head Road and Darling Point Road and distinctive architectural style.*

*The subject site has historical significance for its continuous use for banking purposes, including the former Australian Joint Stock Bank (AJS) established 1890 and the Government Savings Bank of NSW, established in 1918 and the Commonwealth Savings Bank of Australia, which occupied the site from 1940. The former Commonwealth Savings Bank of Australia, constructed in 1940 in the Inter-War Functionalist style, is representative of the architectural typology used for branch building by the Governments Savings Banks branch buildings in the Inter-War period.*

### 4.3. SIGNIFICANCE ASSESSMENT – 138-140 NEW SOUTH HEAD ROAD

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 6 – Assessment of heritage significance – 138-140 New South Head Road, Knightsbridge

Criteria	Significance Assessment
<b>A – Historical Significance</b> <i>An item is important in the course or pattern of the local area's cultural or natural history.</i>	<p>The subject three-storey flat building at 138-140 New South Head Road was designed as an infill development in 1919 within a suburban block of Edgecliff that was developed principally for commercial use. The subject flat building was designed in the Inter-War Free Classical style. The designer of the building is unknown.</p> <p>The building forms part of the trend towards early residential flat building development in the Darling Point and Edgecliff suburbs. It is an example of one of many flat buildings that were constructed around the end of the World War I in this area.</p> <p>The building has been altered extensively both internally and externally resulting in loss of original fabric. However, the building has operated continuously as residential flats since 1919. It is understood from drawings dating to the 1930s the undercroft of the flats served as garaging and were later converted to shops. This commercial use no longer operates. Over the period, the amenity of the flats has deteriorated considerably and used for low cost housing.</p> <p>During the 1940s, the building operated as a depot for Red Cross workers of the Darling Point-Woollahra branch members. The building provided flat style accommodation for members who produced pyjamas, dressing gowns, socks and the like for distribution to British Seamen and their families. This was typical of work that occurred in the local area during wartime.</p> <p>While the subject building is representative of Inter-War flat buildings constructed in the local area, there are numerous, intact flat buildings in better condition.</p> <p>The flat building at 138-140 New South Head Road does not meet the criterion for historical significance.</p>



Criteria	Significance Assessment
<p><b>B – Associative Significance</b></p> <p><i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i></p>	<p>Historical research of the subject flat building identifies it provided accommodation for a wide variety of occupants.</p> <p>In 1919, the property was purchased by Frederick John Woodland. Historic research does not identify the owner as a prominent citizen in the local area. No other person associated with the flat building is known to have been a prominent or well-known person or group of people.</p> <p>The flat building at 138-140 New South Head Road does not meet the criterion for associative significance.</p>
<p><b>C – Aesthetic Significance</b></p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i></p>	<p>The three-storey flat building constructed in 1919 and located at 138-140 New South Head Road has some characteristics of the Inter-War Free Classical style. The designer of the building is unknown.</p> <p>The exterior presentation of the subject building is a simplified version of Inter-War Free Classical style and does not represent the creative achievement or technical excellence of that style.</p> <p>In addition, the interior of the building has deteriorated and lost much of the original fabric and detailing. Extensive modifications to Knightsbridge in the 1930s resulted in the conversion of the garage spaces into commercial shopfronts, which saw the demolition of internal walls and piers, and the creation of three ancillary spaces (WC, meter room, and cloak room) for the store staff. 1970s modifications to the building also included the bricking in of several doorways, removal of original bathroom and kitchen fit-outs, replacement of roofing, including sundeck, flushing, and box gutters.</p> <p>The flat building at 138-140 New South Head Road does not meet the criterion for aesthetic significance.</p>
<p><b>D – Social Significance</b></p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p>	<p>For over 100 years, numerous occupants have lived in the three-storey flat building at 138-140 New South Head Road. Whilst no extensive social significance investigation has been undertaken, it seems unlikely the place is recognised as a place of held in high esteem by the local community.</p> <p>The subject site has not been listed as a place of heritage significance. This indicates the local community does not hold it in high regard.</p> <p>The subject Inter-War flat building at 138-140 New South Head Road does not meet the criterion for social significance.</p>

Criteria	Significance Assessment
<b>E – Research Potential</b> <i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	<p>Historic research does not identify any other building having occupied the site prior to the construction of the former building flat building in 1919. Therefore, there is unlikely to be archaeological potential on the site.</p> <p>The subject three-storey Inter-War flat building is a typical masonry building construction and does not contain technical information that would not be readily found throughout the local and broader area.</p> <p>The subject Inter-War flat building at 138-140 New South Head Road does not meet the criterion for research potential.</p>
<b>F – Rarity</b> <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	<p>The subject Inter-War flat building at 138-140 New South Head Road is not rare. There are numerous examples of the Inter-War Free classical style present within Sydney and the Woollahra LGA, including more intact examples.</p>
<b>G – Representative</b> <i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i> <ul style="list-style-type: none"> <li>• cultural or natural places; or</li> <li>• cultural or natural environments.</li> </ul>	<p>There are numerous Inter-War flat buildings evident in the local government area. These flat buildings are finer, more intact representative examples of the style and period.</p> <p>There are numerous examples of flat buildings in the local area of Edgecliff and Darling Point. It does not provide a fine representational example of the typology. Nor does it have sufficient variation to makes it distinctive.</p> <p>The subject Inter-War flat building at 138-140 New South Head Road does not meet the criterion for representativeness.</p>

#### 4.3.1. Statement of Significance – 138-140 New South Head Road

*The subject three-storey flat building at 138-140 New South Head Road was designed as an infill development in 1919 within an area principally associated with commercial use. The subject flat building was designed in the Inter-War Free Classical style, although is not a good example of that style.*

*The building forms part of a period when residential flat buildings were constructed in the Darling Point / Edgecliff area. The exterior presentation of the subject building is a simplified version of Inter-War Free Classical style. However, the building does not represent the creative achievement or technical excellence of that style. In addition, the interior of the building has deteriorated and lost much of the original fabric and detailing. The subject Inter-War flat building at 138-140 New South Head Road does not meet the criterion for heritage listing.*

#### 4.4. SIGNIFICANCE ASSESSMENT – 142-146 & 148 NEW SOUTH HEAD ROAD

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 7 – Assessment of heritage significance - 142-146 & 148 New South Head Road

Criteria	Significance Assessment
<b>A – Historical Significance</b> <i>An item is important in the course or pattern of the local area's cultural or natural history.</i>	<p>The Federation Queen Anne / Arts and Crafts style semi-detached building located at 142-146 and 148 New South Head Road has historic associations with early subdivision patterns within the Darling Point (later known as Edgecliff) area. The subject site has associations with the establishment of a commercial precinct in Edgecliff at the end of the nineteenth century.</p> <p>The subject site was owned by surgeon Sir Alexander MacCormick, who never occupied the building. The building is associated with the provision of medical care in the local community of Darling Point, Edgecliff and Woollahra.</p> <p>The building provided professional consultation rooms, surgery and dwellings.</p> <p>The two-storey, semi-detached building located at 142-146 and 148 New South Head Road has some historic associations, however, these are not sufficient to reach the threshold for inclusion of the criterion for historical significance.</p>
<b>B – Associative Significance</b> <i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i>	<p>The Federation Arts and Crafts style building at 142-146 and 148 New South Head Road has historical associative significance for significant persons that include surgeon, Sir Alexander MacCormick, and solicitor and company director, Edward Telford Simpson (family law firm of, "Minter, Simpson, &amp; Co") who were, for the first 50 years, the principal owners of the building.</p> <p>Whilst MacCormick and Simpson were prominent professionals they did not occupy the professional suites. Both lived in other local suburbs. MacCormick had a passion for property development and was responsible for numerous properties in Sydney. For these prominent citizens, the building provided an income from the rental of the place.</p> <p>The Federation period professional suites at 142-146 and 148 New South Head Road provided medical services to the local community, historic research has not uncovered any strong or special associations with the life or works of a person, or group of persons, of importance in the history of the local area.</p> <p>The Federation Arts and Crafts style semi-detached building located at 142-146 and 148 New South Head Road does not fulfil the criterion for associative significance.</p>

Criteria	Significance Assessment
<b>C – Aesthetic Significance</b> <i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i>	<p>The semi-detached building at 142-146 New South Head Road is a reasonably intact building used as professional suites (and possibly former residence) since 1897. The original form, scale and fenestration pattern remain on the building's exterior. The semi-detached building with professional medical suites at 142-146 New South Head Road has retained some of its internal fabric and detailing however, ceilings have been removed for the installation of air conditioning throughout the building.</p> <p>Close inspection of both semis reveals the building has undergone some external modifications, which have altered the building's overall integrity. This includes the painting of all the face brickwork, enclosure of original verandahs at the south elevation, changes to fenestration at the rear of the property at No 142-146 and infill of verandahs, changes of roof finish and removal of chimneys and fireplaces.</p> <p>Internally, the professional suites at No 148 have retained original fabric including timber flooring, architraves, skirting boards, staircases and timber panel ceilings. Several partition walls have subdivided rooms and reduced the legibility of the original room configurations. The original, internal features, such as the marble fireplace, timber ceilings, skirtings and stair joinery with shellac finish at 148 are in reasonable condition, but not notable for having any particular creative or technical merit.</p> <p>The internal features and fabric at No 142-146 have been lost through alterations and have removed original ceilings, doors, fireplaces and sections of flooring. However, decorative lead-light panels and internal staircases in both semi-detached tenancies have been retained as part of the main entry are an original feature. This has resulted in some loss of the overall integrity of the interiors.</p> <p>The Federation Arts and Crafts semi-detached building located at 142-146 and 148 New South Head Road is not sufficiently intact to fulfil the criterion for aesthetic significance and listing.</p>
<b>D – Social Significance</b> <i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i>	<p>It is noted that the subject properties historically served as professional suites and dwellings for local professionals, particularly in the field of medicine.</p> <p>Whilst no direct research has been undertaken in this area, these former occupants are not considered to constitute a particular social, cultural or community group that hold the place in high esteem. The place is known for amenity purposes.</p> <p>The Federation semi-detached building located at 142-146 and 148 New South Head Road does not fulfil the criterion for social significance.</p>



Criteria	Significance Assessment
<b>E – Research Potential</b> <i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	<p>The existing semi-detached building located at 142-146 and 148 New South Head Road is not known to have been constructed using materials or methods which differed from those used for professional suites in the local area constructed in the last decade of the nineteenth century. The materials and detailing are quality, in accordance with the status expected of professional suites within the local area, serving Darling Point, Edgecliff and lower Woollahra. These features are readily available in other professional suites of the area.</p> <p>Historic research identifies no other building was located on this parcel of land prior to the construction of the existing semi-detached building. Therefore, there is unlikely to be archaeological potential on the subject site.</p> <p>The Federation period semi-detached building located at 142-146 and 148 New South Head Road does not fulfil the criterion for research significance.</p>
<b>F – Rarity</b> <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	<p>The Federation Arts and Crafts style professional suites are not uncommon throughout Sydney's Eastern suburbs, with many examples of the style found within the Woollahra LGA. The subject site is therefore not assessed to be rare.</p>
<b>G – Representative</b> <i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i> <ul style="list-style-type: none"> <li>• cultural or natural places; or</li> <li>• cultural or natural environments.</li> </ul>	<p>The property is an example of a Federation Arts and Crafts style semi-detached building comprising professional suites. Notwithstanding some extant original features, collectively, there has been sufficient modification to diminish the integrity of the semi-detached pair. They have lost the potential to be a fine representative example of this period and type and there are numerous examples within the local area.</p> <p>Additionally, the degree of change at 142-146, has resulted the pair being unable to meaningfully constitute a good, intact example of a semi-detached pair.</p> <p>The Federation period semi-detached building located at 142-146 and 148 New South Head Road does not fulfil the criterion for representativeness.</p>

#### 4.4.1. Statement of Significance – 142-146 & 148 New South Head Road

*The subject building, comprising 142-146 and 148 New South Head Road, presents to the public domain as a somewhat intact pair of semi-detached professional suites and residences. While its original form and scale have been retained, there have been a number of external and internal changes which have diminished its overall integrity. A degree of original internal fabric and spaces remains, there have also been modifications which have diminished the building's architectural finishes and detailing. The Federation Arts and Craft style semi-detached building would not be considered a fine, intact, representative example of this typology. This has diminished the integrity of the pair.*

*Research has made associations with the original and early owners of the property, notably, the surgeon, Sir Alexander MacCormick, and solicitor and company director, Edward Telford Simpson (family law firm of, "Minter, Simpson, & Co"). For the first 50 years, these persons and their families, were the principal owners of the building. However, the prominent professionals did not occupy the professional suites and lived in other suburbs. MacCormick had a passion for property development and was responsible for numerous properties in*

*Sydney. For these prominent citizens, the building provided an income from the rental of the place.*

*On the whole, the subject building does not exhibit any particular architectural, creative or technical merit which would deem it worthy of listing.*

## 5. CONCLUSIONS AND RECOMMENDATIONS

Urbis has reviewed the subject site comprising the following three buildings:

- Former two-storey Inter-War Functionalist style bank building at 136 New South Head Road;
- Inter-War three-storey flat building at 138-140 New South Head Road; and
- Federation Arts and Crafts two-storey, semi-detached building comprising professional suites at 142-146 and 146 New South Head Road

Having undertaken this heritage assessment, the following conclusions and recommendations are provided:

1. Urbis is of the opinion only the existing heritage item, the former bank building at 136 New South Head Road, meets the threshold for heritage listing. There are opportunities to remove some of the fabric and spaces of lesser heritage significance in this building for sympathetic future development.
2. Given the deteriorated condition of the Inter-War flat building at No 138-140 New South Head Road and the loss of original fabric and detailing within the building, we have assessed the building to have little heritage significance. There is little opportunity to adaptively reuse or salvaging any fabric associated with the Inter-War Flat building due to degradation of fabric throughout the building. Urbis supports the demolition of the flat building.
3. The two-storey, semi-detached Federation Arts and Crafts building comprising professional suites at 142-146 and 146 New South Head Road does not meet the threshold for heritage listing. However, the building does contain a number of quality materials that would be considered suitable for salvaging, including joinery, stained glass windows, ceiling timbers, timber panel doors and hardware and marble fireplaces.
4. Consideration should be given to retaining the sandstone retaining wall on the northern boundary of the site throughout construction and should be assessed by a structural engineer. In the event that the wall cannot be retained, consideration should be given to salvage and reconstruction, or reinterpretation in the development.
5. In the design of a new development on the site, due heritage consideration would need to be given to the Inter-War Functionalist style former bank building at 136 New South Head Road and heritage items in close proximity, namely:
  - Concrete balustrade, Darling Point Road, near intersection with New South Head Road, Darling Point; and
  - Ascham school precinct, 188 New South Head Road, Edgecliff.

## 6. BIBLIOGRAPHY AND REFERENCES

### 6.1. BIBLIOGRAPHY

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*[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]*



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Edgecliff Central Pty Ltd  
136 – 148 New South Head Road  
Edgecliff, NSW, 2027  
c/o  
Anka Property Group  
Level 3, 179-191 New South Head Rd  
PO BOX 727  
Edgecliff NSW 2027  
25 August 2021

Dear Dennis,

**Subject: Economic Benefits of 136 - 148 New South Head Road, Edgecliff**

Anka engaged HillPDA to assess the economic benefits to accompany a Planning Proposal for a proposed mixed-use development at 136-148 New South Head Road, Edgecliff (subject site).

The Planning Proposal seeks an increase in the FSR to 5:1 which will facilitate the development of an 11 storey building comprising ground floor retail space with podium commercial office space above. Residential apartments are located from levels 3 to 11.

A total of around 8,730sqm of mixed-use gross floor area (GFA) would be developed comprising of:

- 490sqm GFA of retail plaza at the ground floor
- 2,261sqm GFA of commercial office to support a broad range of market requirements, and
- Around 41 apartments.

This letter provides an assessment of economic benefits that would arise from the realisation of the proposed development.

**Economic impacts**

**Method**

In determining the economic impacts in the construction stage of the project, we adopted the estimated hard construction cost of \$85 million as indicated by ANKA group.

In determining the economic impacts in the operation stage, a forecast of Full Time Equivalent (FTE) jobs onsite using industry benchmark data was used to calculate the expected demand change by ABS industry category required to satisfy this job count. These calculations were then carried forward to yield additional jobs, revenue and gross value added from site operation.

The economic impact assessment is carried out using national input-output tables and location quotients, to develop region-specific multipliers. These multipliers illustrate the level of additional economic activity generated by a source industry, at the Hawkesbury local government area level.

There are two types of effects captured by multipliers:

**Type I - Production Induced Effects:** which is made up of:

- *Direct effect:* which constitutes all outputs and employment required to satisfy the direct demand change in a given industry, and



- *Indirect effect*: which accounts for the extra output and employment from all industries required to support this increase in demand.

**Type II - Consumption Induced Effects**: which include the effects listed in the Type I multiplier, along with the:

- *Induced effect*: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The source of the multipliers adopted in this report is ABS Australian National Accounts: Input-Output Tables 2017-18 (ABS Pub: 5209.0). HillPDA's internal modelling has determined Woollahra LGA specific metrics for evaluation.

### Project assumptions

**Table 1: Proposed yield**

	Units	Unit size	Mix	GFA (sqm)
<b>Existing</b>				
Residential	7	-	-	629
Commercial	-	-	-	1,233
Carparking	8	-	-	-
<b>Proposed</b>				
1 bedroom	9	85	22%	765
2 bedroom	18	112	44%	2,016
3 bedroom	12	130	29%	1,560
Penthouse	2	305	5%	610
Commercial	-	-	-	1,984
Retail	-	-	-	430
Carparking	81	-	-	-
<b>Total</b>				<b>7,365</b>











### Estimated economic impacts

This section examines the economic contribution that the subject site currently generates. This is referred to as the "base case". The economic contribution under the base case is then compared to that predicted to be generated if the proposed development is to proceed. Economic impacts include employment generation, wages and gross value added. The economic impacts during construction are also assessed.

An economic impact snapshot of the proposed development is as follows.

**Table 2: Economic benefits**

		Base case	Site	Above base case
<b>During construction (1)</b>				
	Gross output	Nil	\$270.8 mil (\$130 mil Woollahra LGA)	+ \$270.8
	Jobs years onsite (2)	Nil	65	+ 65
	Total jobs years created (2)	Nil	852 (212 Direct Jobs)	+852
	Wage revenue generated	Nil	\$270.8 mil (\$130 mil Woollahra LGA)	+ \$4.6 mil
<b>Post-construction (3)</b>				
	Jobs onsite (2)	49	152 per annum	+ 102 Jobs
	Onsite staff remuneration	\$2.9 mil	10 mil per annum	+ \$7.1 mil
	Gross value added	\$5.1 mil	\$12.7 mil	+ \$7.6 mil
	Residents on site (4)	23	76	+ 53

1. Based on an estimated construction cost of \$85 million (\$2020)

2. One job year equals one full-time job for one year. Jobs per land use: Commercial 124, Retail 15.

3. Performance indicators are per annum levels during operations (\$2021)

4. ABS 2016, Woollahra LGA by BEDRD

Other economic benefits include:

- Provide a catalyst for further investment in the locality



- Providing jobs closer to home and meet local employment targets
- Providing additional local commercial floorspace
- Contribute to Transit Orientated Development (TOD) objectives by concentrating more people near the train station and commercial services, thereby reducing the reliance on private motor vehicle travel and increasing the use of public transport; and
- Contributing to Sydney achieving the 30-minute city concept.

Yours sincerely,

Signed by

A handwritten signature in blue ink, appearing to read 'Sam Taylor'.

.....  
**Sam Taylor**

**Associate**

B.Prop Econ (UTS) (2017), Dip Sec & Risk Mgt,  
UnivCert Counter Terrorism St Andrews (UK)

[Sam.Taylor@hillpda.com](mailto:Sam.Taylor@hillpda.com)

22 April 2022



Our ref 19031  
8 February 2022

Lousie Menday – Strategic Planning  
Woollahra Council  
**by email**

Dear Louise

**RE: Planning Proposal for 136-148 New South Head Road Edgecliff**

As requested by you in our recent phone discussion, we attach an analysis of the impact of the proposal on No 164 New South Head Road, the property immediately to the east of the subject land.

We have reviewed this information and provide the following comments regarding the potential impacts. As can be seen in this information, this 5 level shop top housing development is designed with its apartments predominantly orientated to the north (toward the rear boundary) and to the south (towards New South Head Road) and not to the side boundaries (including the western side boundary adjoining the subject site). Whilst there are some windows facing the site, these tend to be mainly bedrooms. There are some living areas also but these are either not the main living areas or have alternate orientation, further they are at the lower levels where the Planning Proposal will have no additional impact.

Where views do occur they are over a side boundary and as noted in the LEC's *Tenacity* Planning Principle for view sharing, such views are difficult to maintain and requiring retention of such views would unreasonably sterilize any redevelopment on the subject site. In this regard as can be seen in the section drawing provided, all but the top level of No 164 is below the existing 14.5m height control and so the majority of the potential impacts arise from the existing controls.

At the top level there is only one apartment and its main open space and living areas are in the NE corner, away from the subject site. Whilst there are some views available from a bedroom and narrow streetfront terrace, again these are over a side boundary and therefore are harder to protect. Further it is likely that redevelopment beyond the subject site, which is subject to a higher 20.5m height control, would impact on these views in any event. Given that these views are not related to the main living areas of the dwelling, are over a side boundary, are potentially affected by existing development controls and that requiring their retention would prevent any

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22 April 2022

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feasible redevelopment of the subject site, these impacts are not considered to be unreasonable.

Further we have reviewed the potential impacts of Council's Edgecliff Commercial Centre Strategy recommended building heights as noted in the attached. As can be seen here, future development in accordance with the Strategy will significantly impact on views. It is noted that this is likely to be the case with many surrounding developments (including the subject site). Such impacts need to be considered having regard to the broader benefits to the community of a revitalized and vibrant Edgecliff commercial centre.

As discussed in the submitted Planning Proposal documentation, there are also many public benefits that arise from the Planning Proposal. Whilst any reduction in amenity is unfortunate, the broader benefits of redevelopment of the site need to be taken into account. Given the very minimal additional impact likely to result from the Planning Proposal, it is considered that the benefits of redevelopment far outweigh these minor impacts.

We trust this information is sufficient to allow you now finalise your report and recommend that the Planning Proposal be supported by Council at next month's Environment Committee meeting. Please contact Brett Brown, Director if you would like to discuss further..

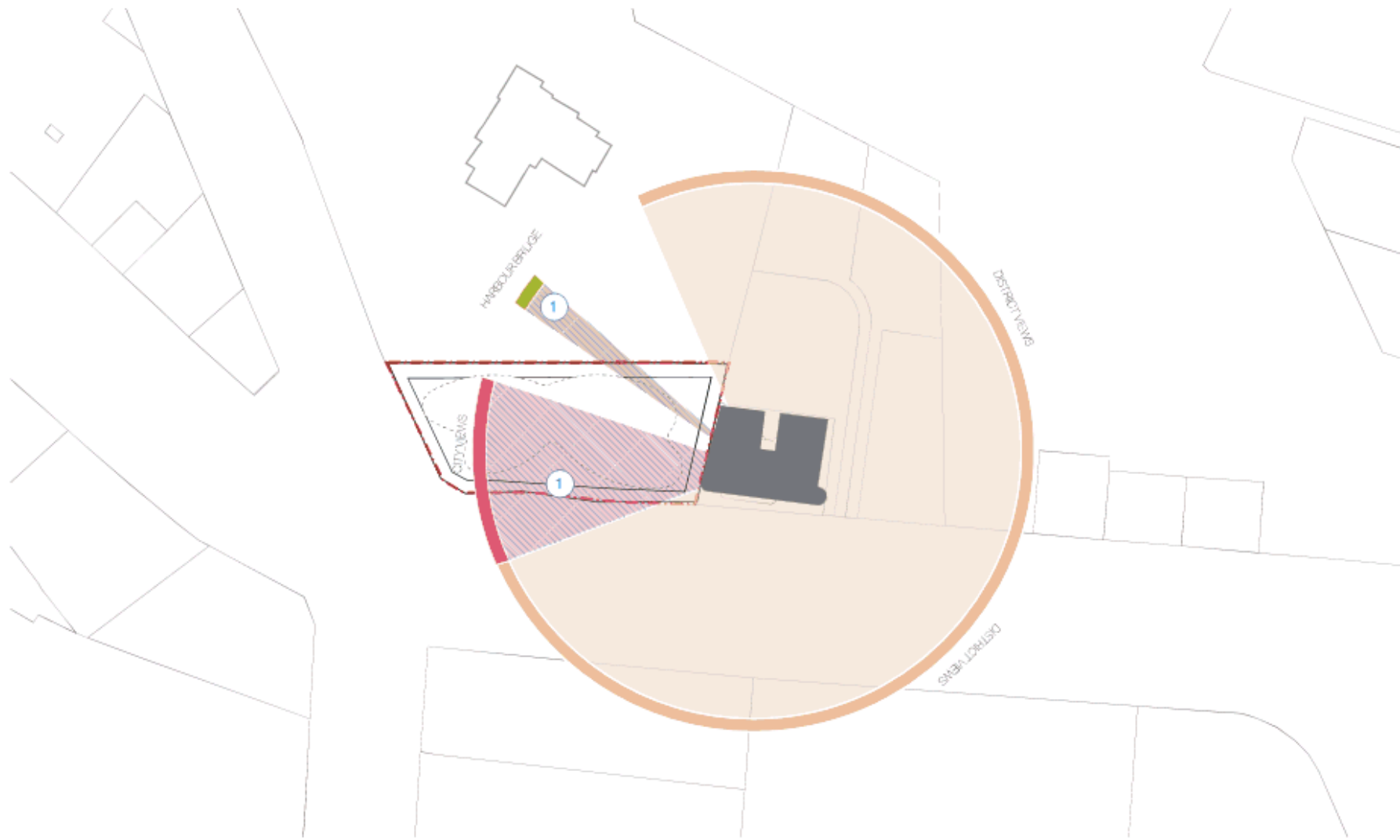
Yours faithfully

A handwritten signature in blue ink, appearing to read 'Brett Brown', written over a horizontal line.

**INGHAM PLANNING PTY LTD**



164 NSHR  
VIEWS



1 IMPACTED VIEWS

*NOTE: CITY, HARBOUR BRIDGE AND DISTRICT VIEWS SHOWN ARE GENERALLY ONLY AVAILABLE AT UPPER LEVELS OF THIS BUILDING.*

*NOTE: IMAGES SOURCED FROM ONLINE REAL-ESTATE WEBSITES.*



CITY VIEWS EXAMPLE



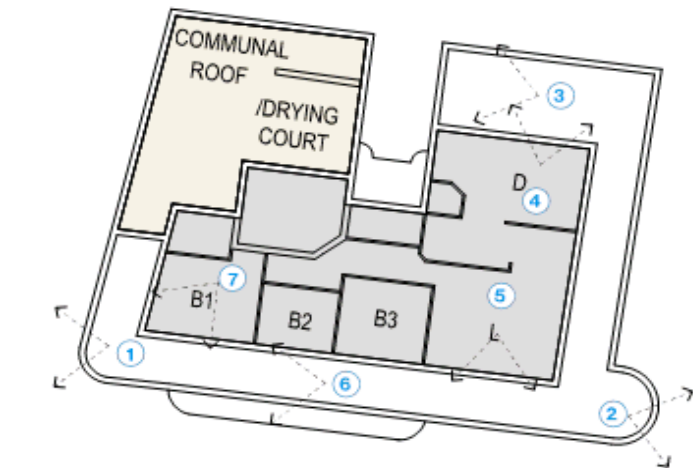
DISTRICT VIEWS EXAMPLE



# EXISTING VIEWS LEVEL 3 (UNIT 13) (HIGHEST LEVEL OF DWELLINGS)

*NOTE: IMAGES SOURCED FROM ONLINE REAL-ESTATE WEBSITES.*

*NOTE: PLAN GENERATED FROM A SURVEY MODEL AND MERGED WITH PLANS SOURCED FROM ONLINE REAL-ESTATE WEBSITES. SOME MINOR DISCREPANCIES MAY EXIST.*



VIEW IMPACT LEVEL 03(UNIT 13)



VIEW 7 - PRIME VIEW (NOT AFFECTED)



VIEW 1



VIEW 2 (NOT AFFECTED)



VIEW 3



VIEW 4-PRIME VIEW (NOT AFFECTED)



VIEW 5 - PRIME VIEW (NOT AFFECTED)



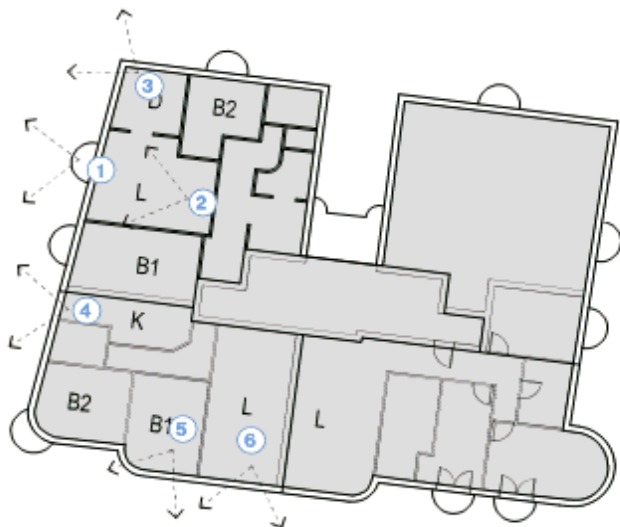
VIEW 6



# EXISTING VIEWS LEVEL 2

NOTE: IMAGES SOURCED FROM ONLINE REAL-ESTATE WEBSITES.

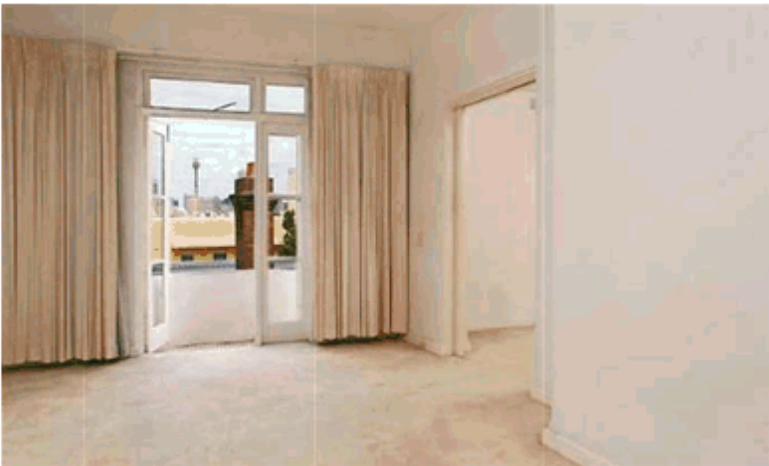
NOTE: PLAN GENERATED FROM A SURVEY MODEL AND MERGED  
WITH PLANS SOURCED FROM ONLINE REAL-ESTATE WEBSITES.  
SOME MINOR DISCREPANCIES MAY EXIST.



VIEW IMPACT LEVEL 02(UNIT 11&12)



VIEW 1. UNIT 12



VIEW 2. UNIT 12



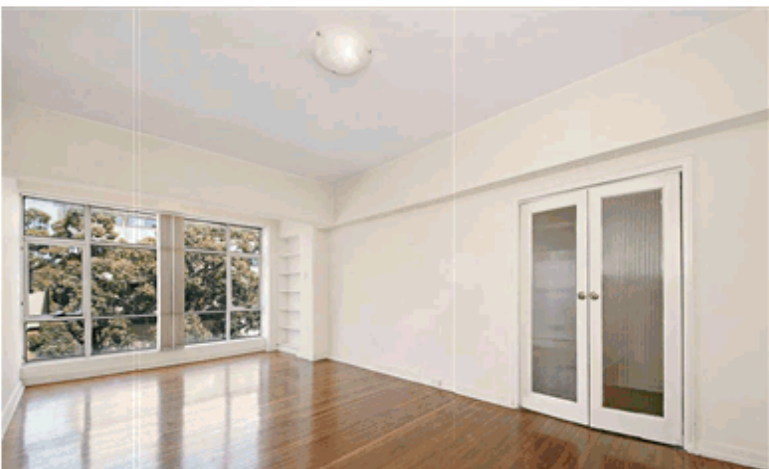
VIEW 3. UNIT 12 (NOT AFFECTED)



VIEW 4. UNIT 11

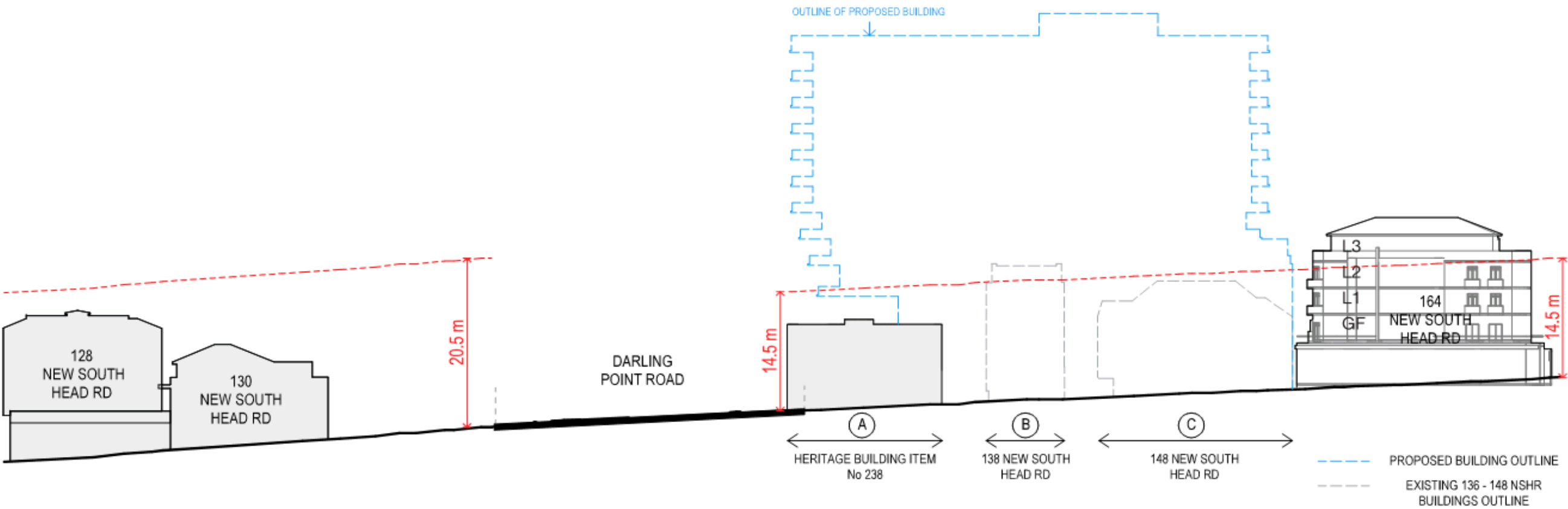
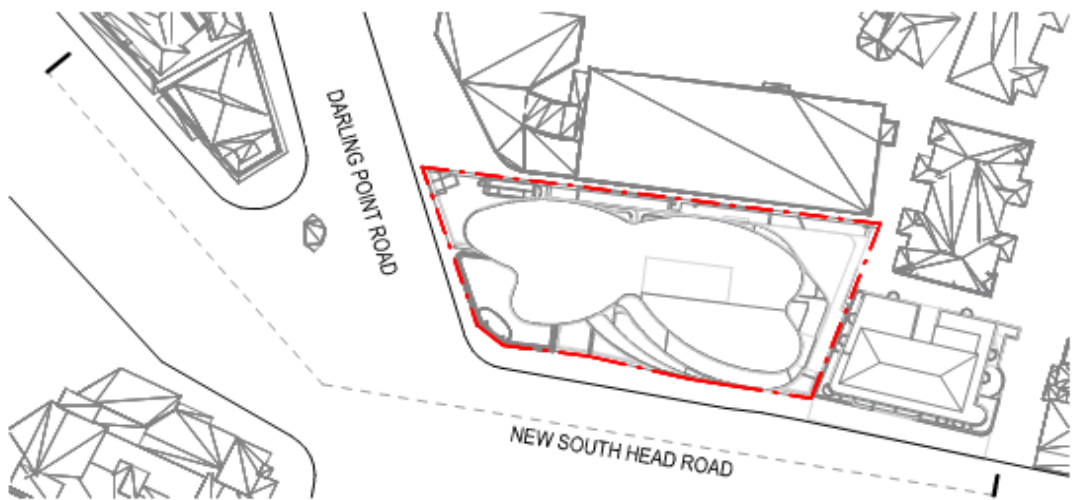


VIEW 5 (NOT AFFECTED) . UNIT 11



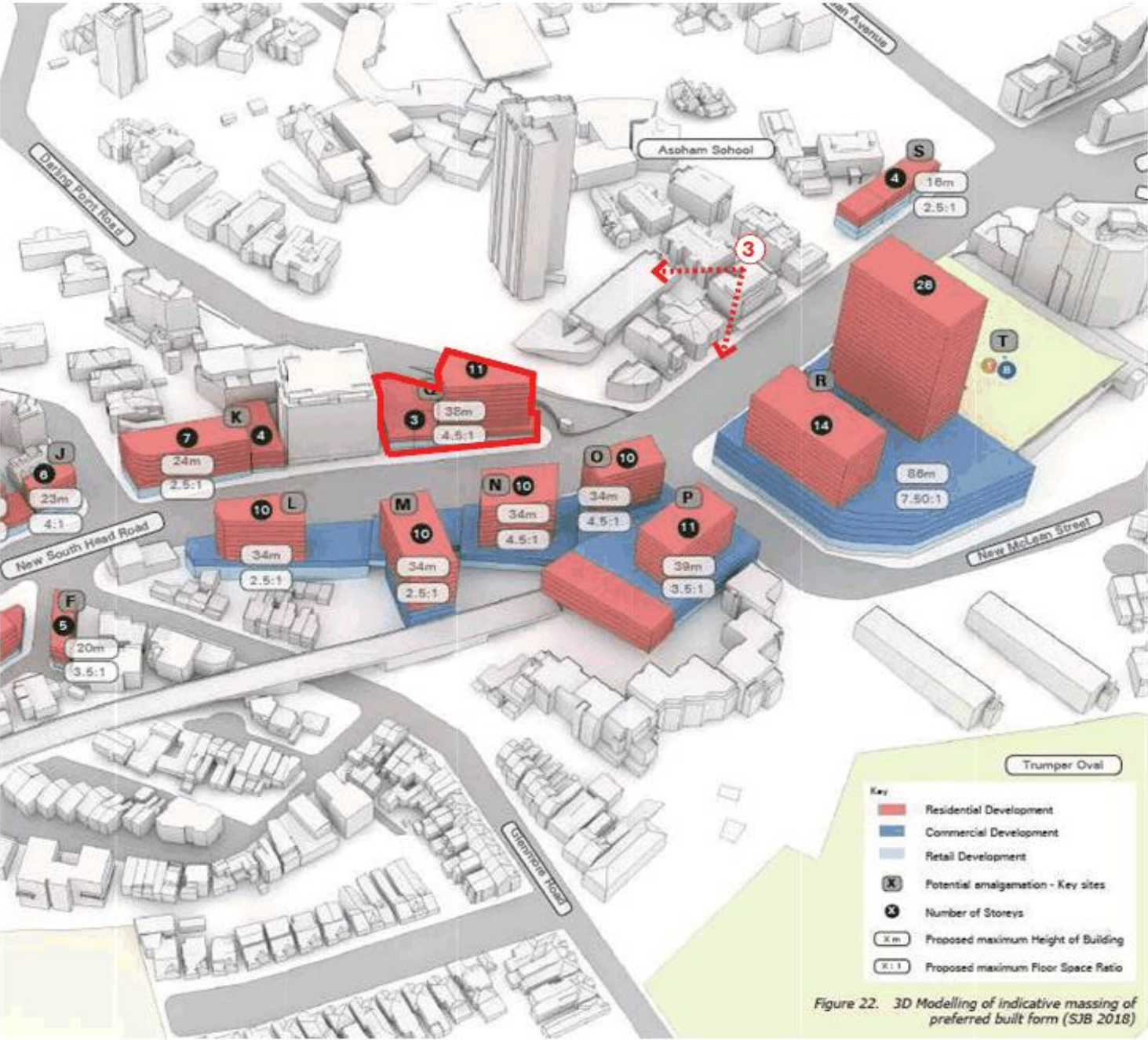
VIEW 6 - PRIME VIEW (NOT AFFECTED). UNIT 11

INDICATIVE SECTION

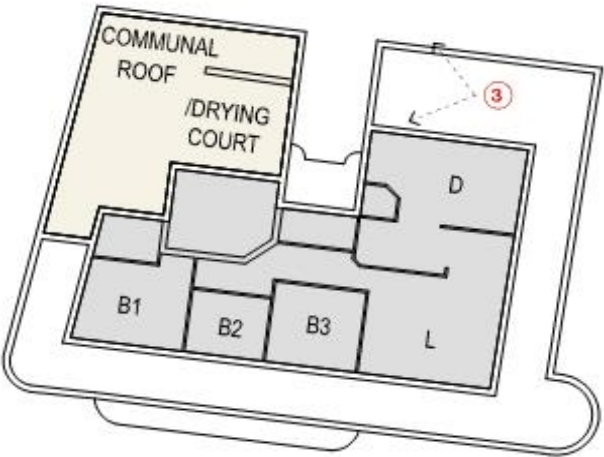




# EDGECLIFF COMMERCIAL CENTRE STRATEGY



WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY



164 NSHR VIEW IMPACT LEVEL 03(UNIT 13)

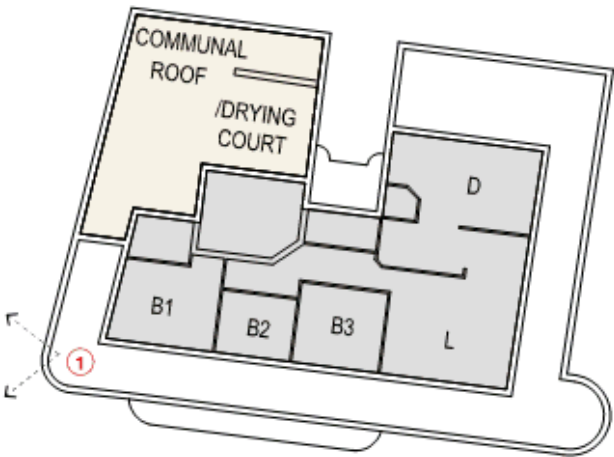
THE ENVELOPES OF WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE



VIEW 3. THE ENVELOPES OF WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY AND VIEW IMPACT ON LEVEL 03(UNIT 13)



# EDGECLIFF COMMERCIAL CENTRE STRATEGY



164 NSHR VIEW IMPACT LEVEL 03(UNIT 13)

THE ENVELOPES OF WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE

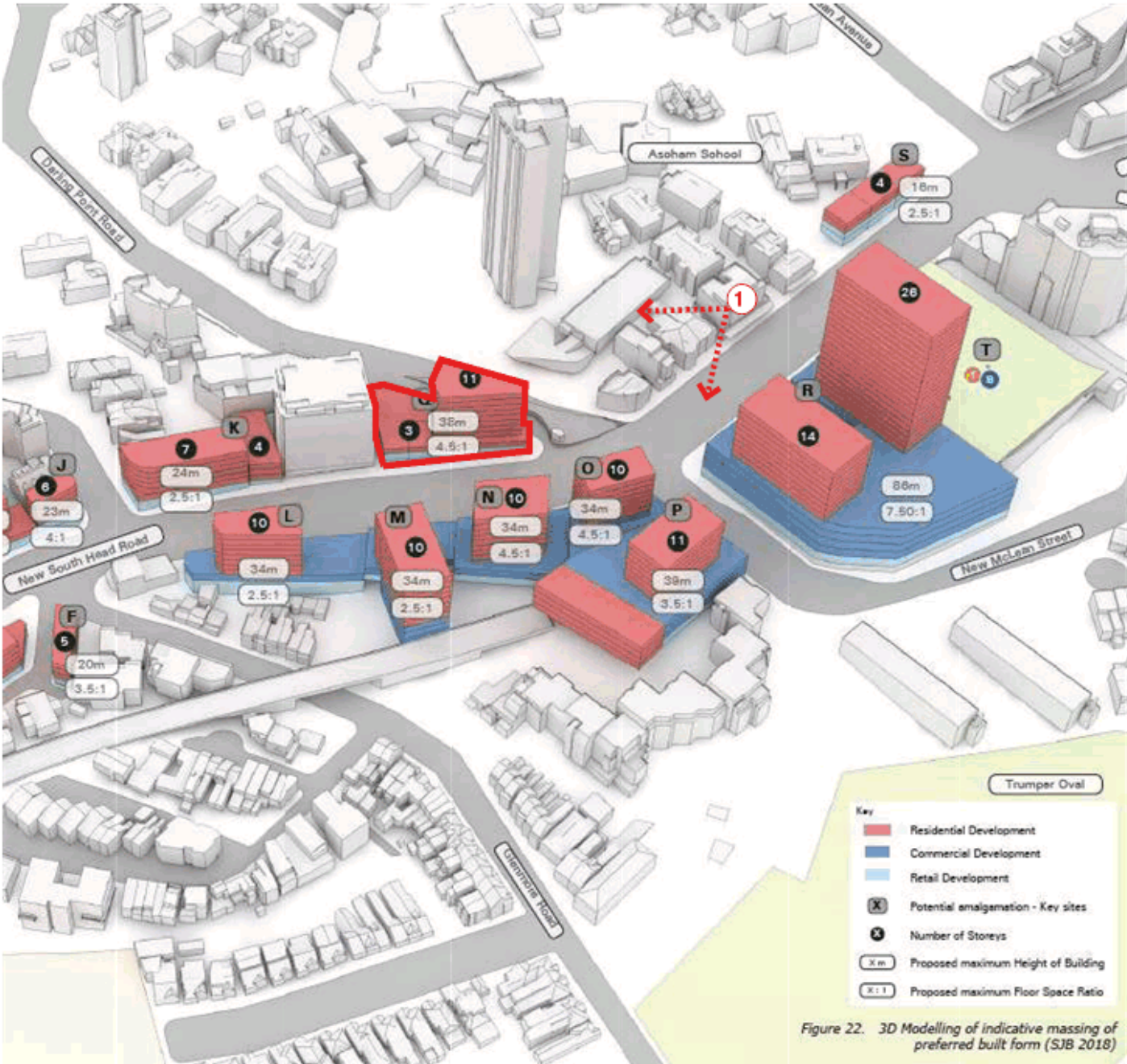


Figure 22. 3D Modelling of indicative massing of preferred built form (SJB 2018)

WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY



VIEW 1. THE ENVELOPES OF WOOLLAHRA COUNCIL DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY AND VIEW IMPACT ON LEVEL 03(UNIT 13)

**GROUPGSA**



# **136-148 NEW SOUTH HEAD ROAD, EDGECLIFF**

**View Impact Studies for Planning Proposal**

Prepared for Edgecliff Central Pty Ltd | GroupGSA | August 2021

*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.*

Issue	Title	Date	Prepared	Checked
1	Final draft issue	31/08/21	MK	AE
2				
3				
4				
5				
6				
7				
8				



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For: Edgecliff Central Pty Ltd





**1.0 RANELAGH  
TOWER VIEWS**

**01**

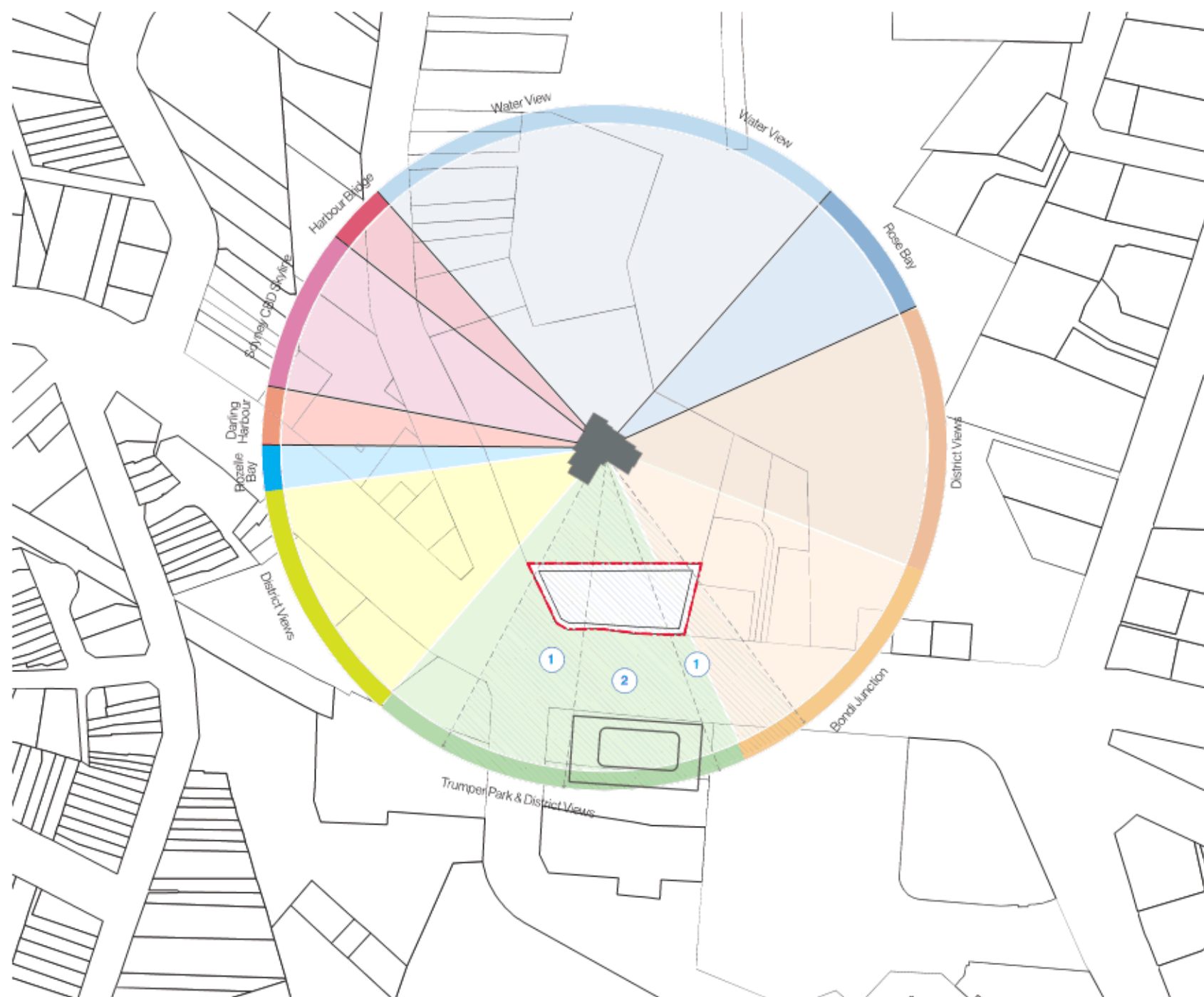
# 1.1 RANELAGH TOWER VIEWS

## Existing Views

'Ranelagh' tower currently sits higher than much of the surrounding context and, therefore, enjoy wide views from most levels. From about Level 06, most apartments would have a water view, with all apartments orientated towards the North..

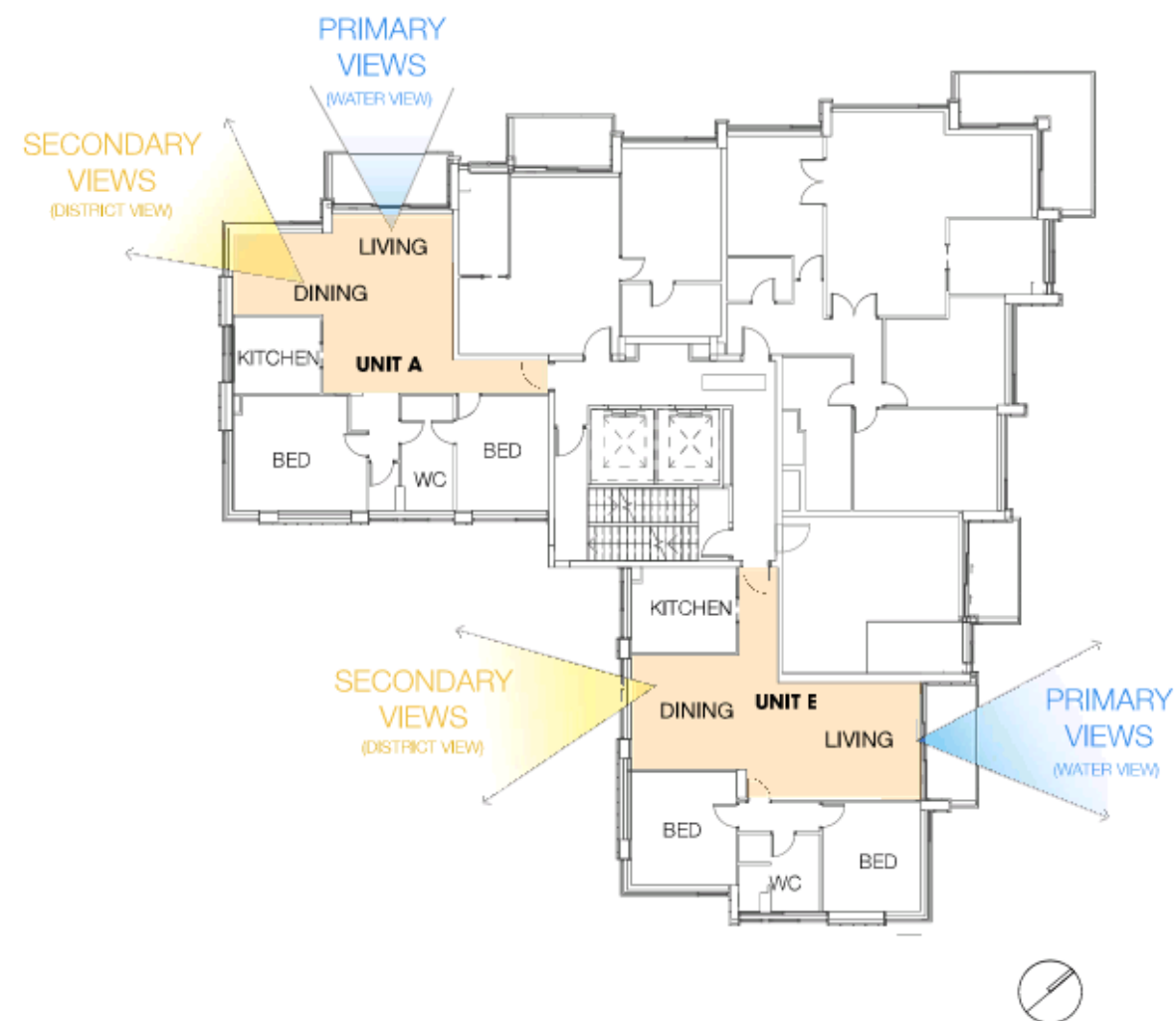
For the two through apartment typologies, a secondary view towards the district of Paddington can also be experienced, where the apartments are sitting higher than the Edgecliff Centre, which currently blocks southern views for those units on lower levels.

- 1 IMPACTED VIEWS
- 2 LIMITED VIEWS



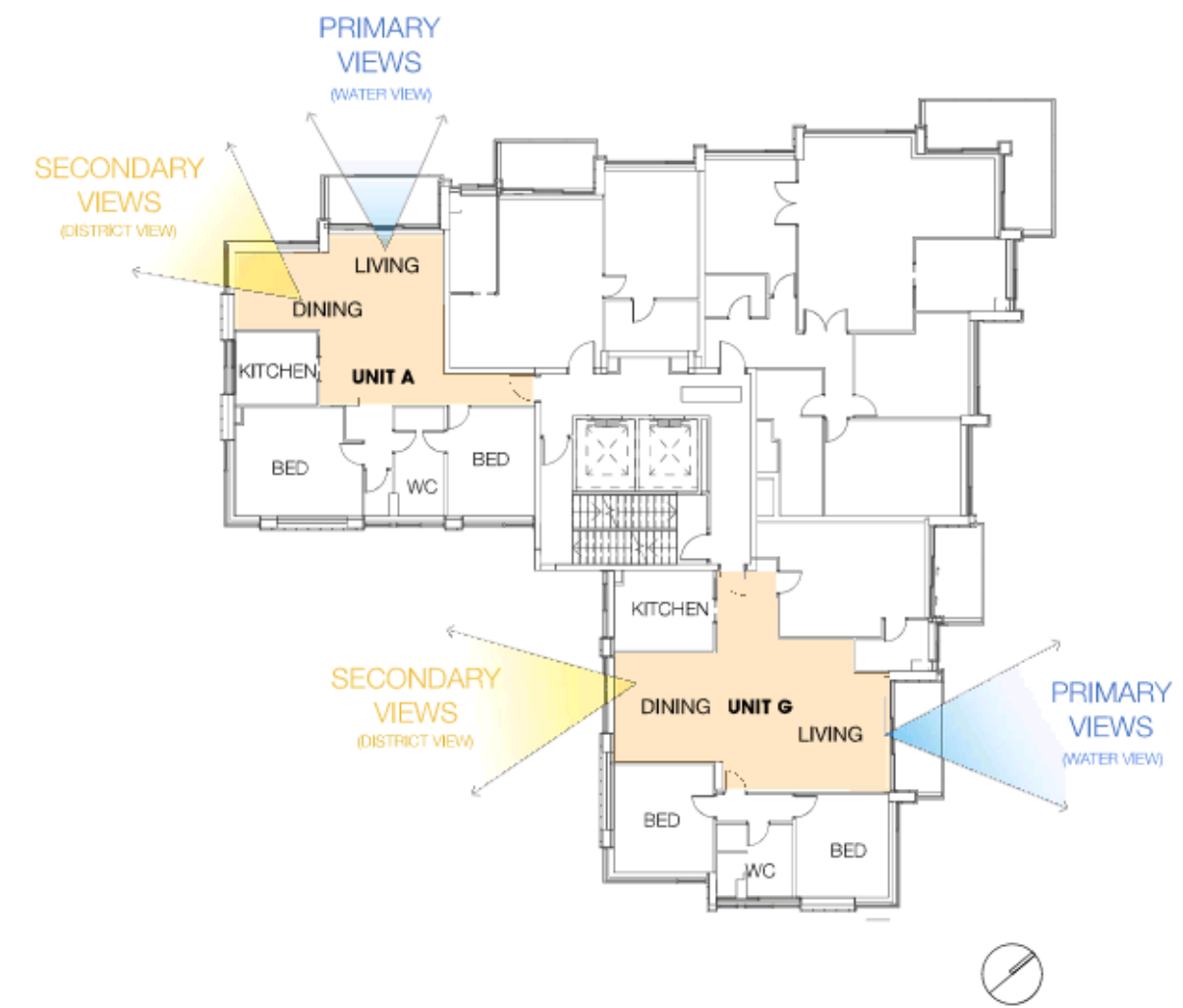


## 1.2 RANELAGH TOWER TYPICAL PLANS



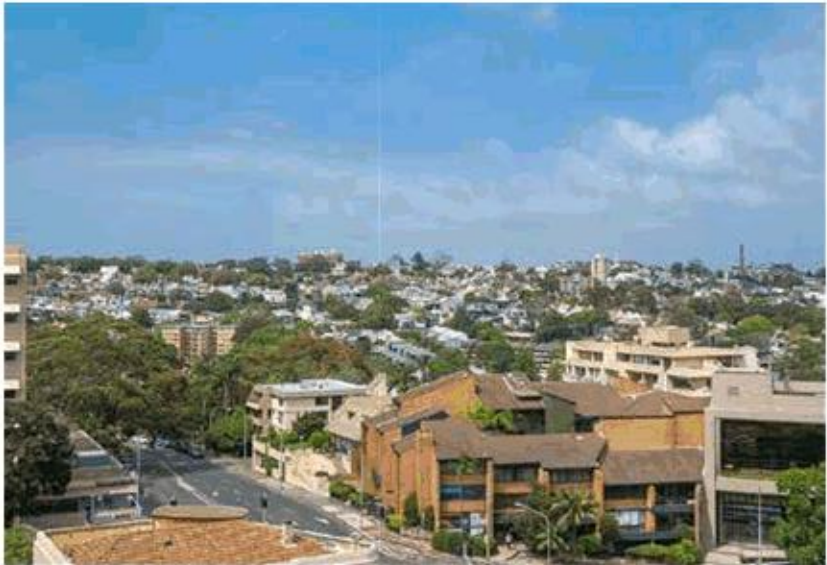
LEVEL 6-11

NOTE: WATER VIEWS ARE AVAILABLE FROM L6



LEVEL 12-29

# 1.3 EXISTING VIEWS L2-L5



VIEW 1,  
UNIT E,LEVEL 5



VIEW 2,  
UNIT E,LEVEL 5



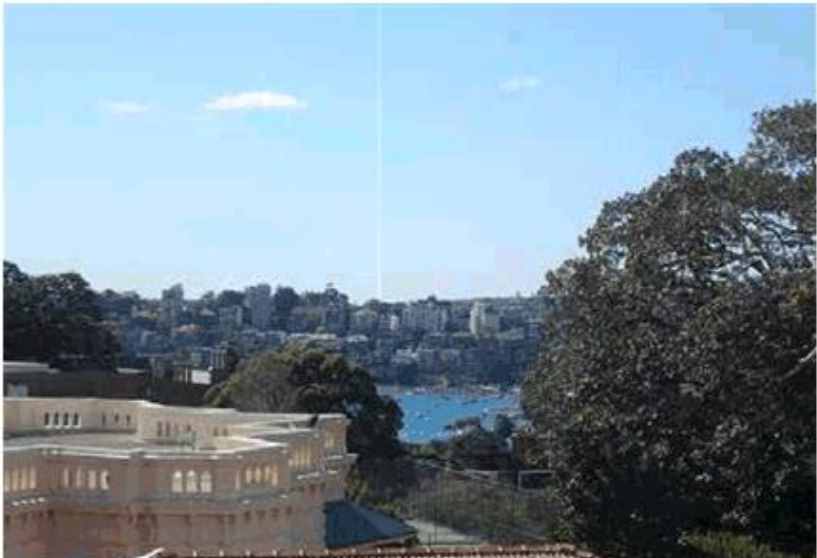
VIEW 3,  
UNIT A,LEVEL 4



VIEW 4,  
UNIT A,LEVEL 4



# 1.4 EXISTING VIEWS L6-11



VIEW 2,  
UNIT E, LEVEL 6



VIEW 1,  
UNIT E, LEVEL 8



VIEW 3,  
UNIT A, LEVEL 6



VIEW 4,  
UNIT A, LEVEL 7



# 1.5 EXISTING VIEWS L12-L29



VIEW 2,  
UNIT G,LEVEL 12



VIEW 2,  
UNIT G,LEVEL 14



VIEW 3,  
UNIT A,LEVEL 15



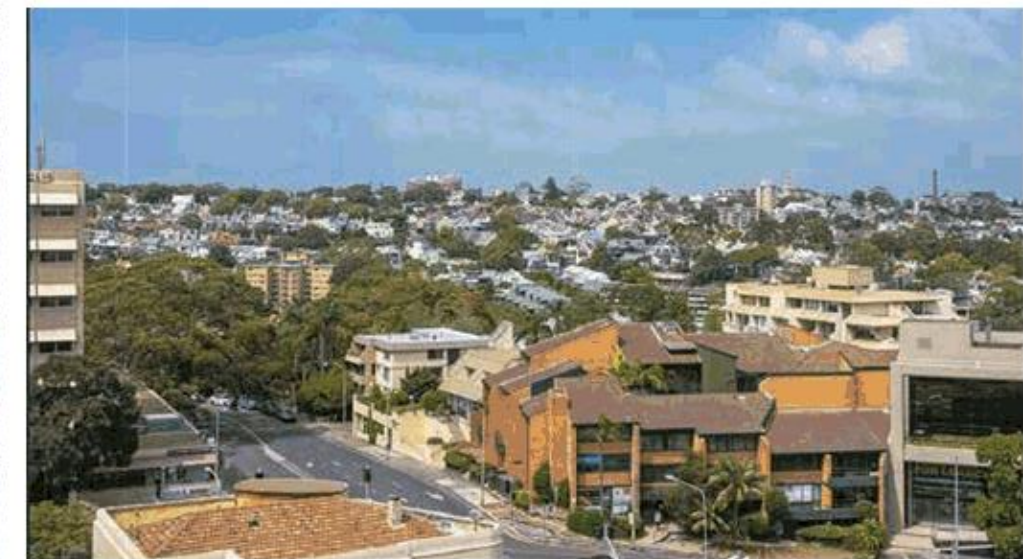
VIEW 4,  
UNIT A,LEVEL 16



## 1.6 EXISTING DISTRICT VIEWS



- ① TRUMPER PARK
- ② PADDINGTON
- ③ OXFORD STREET



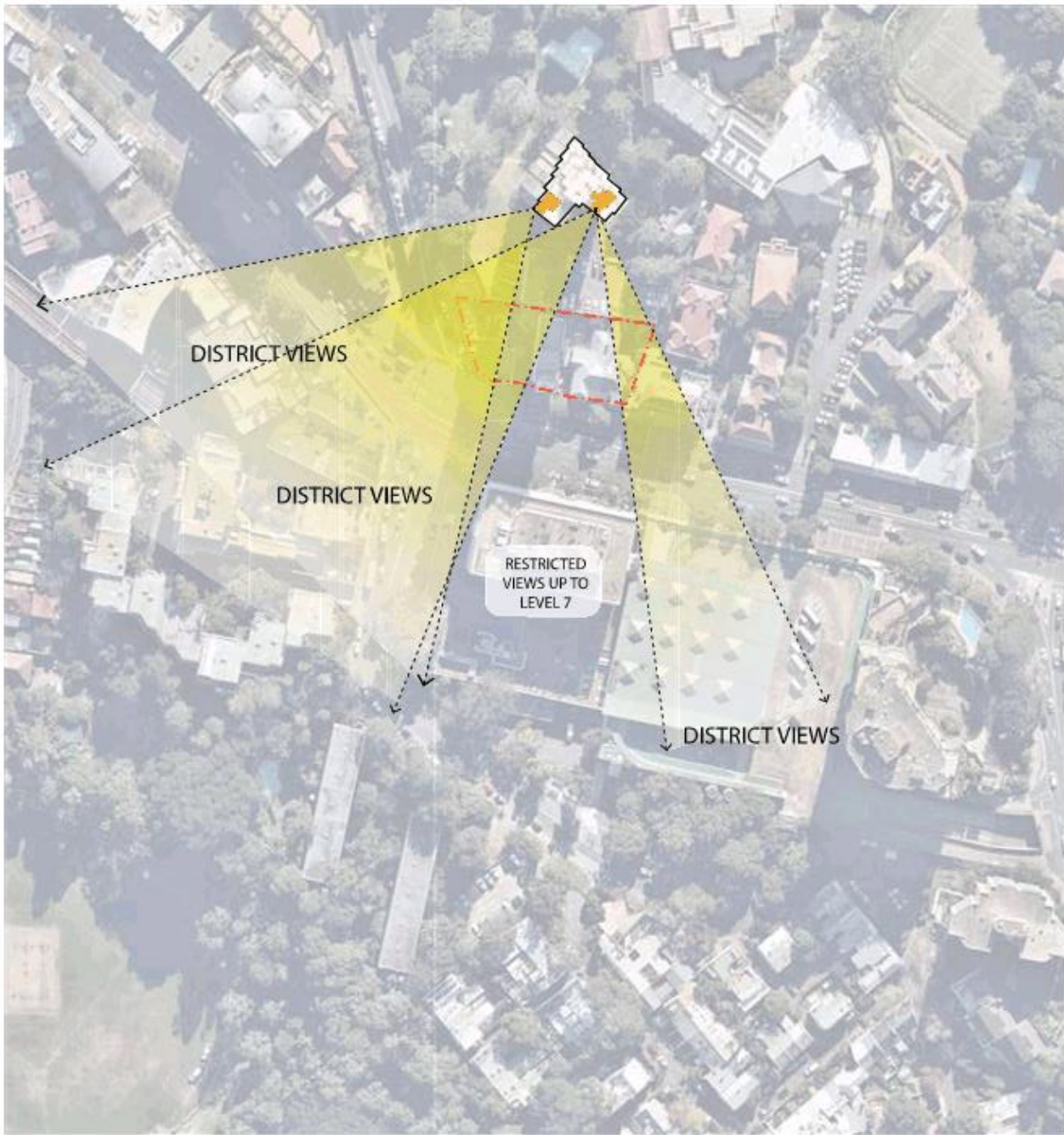
DISTRICT VIEW FROM LEVEL 5 (UNIT E)



DISTRICT VIEW FROM LEVEL 23 (UNIT G)

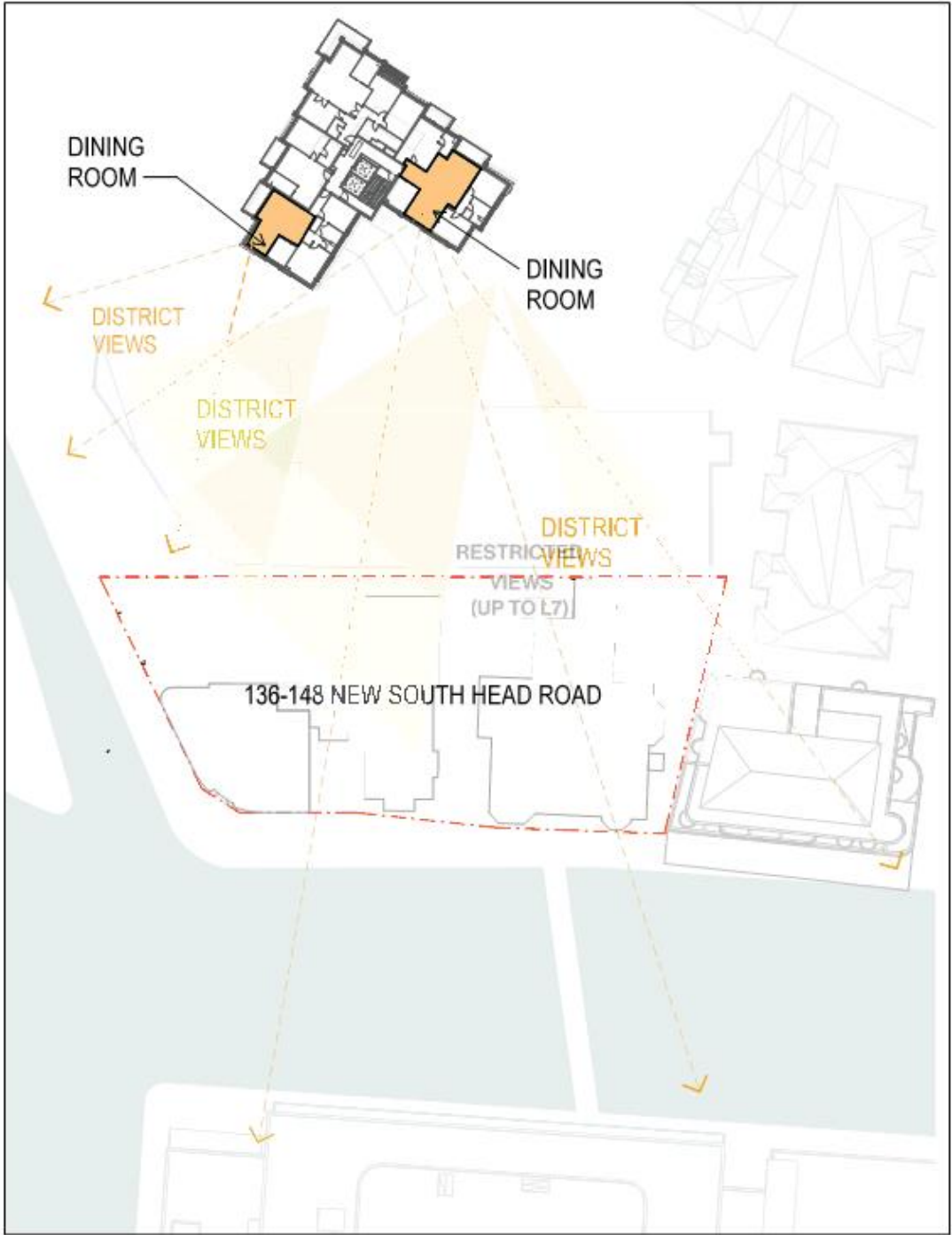


# 1.7 EXISTING VIEWS



EXISTING VIEWS DISTRICT PLAN

Pg 13

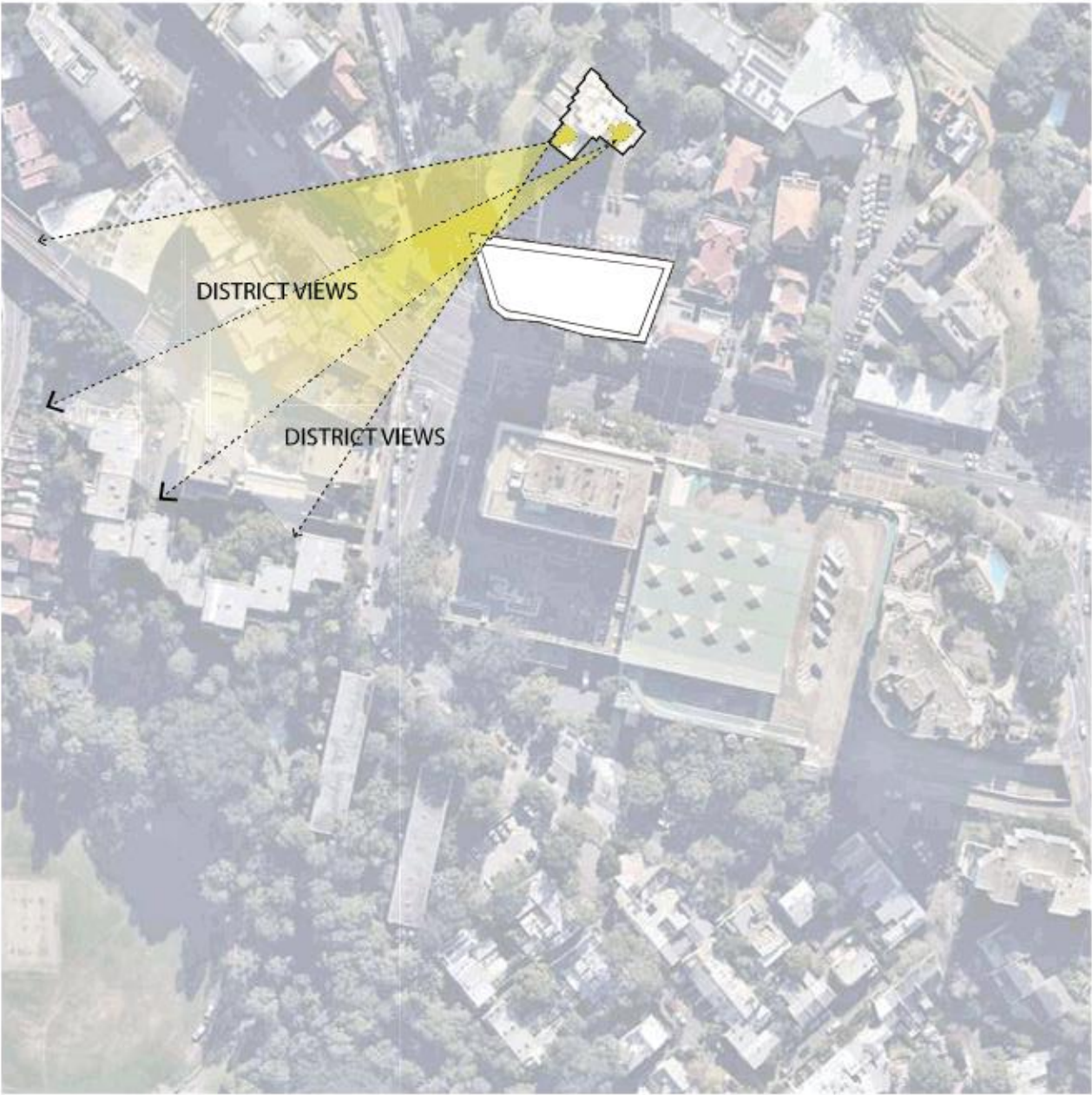


EXISTING VIEWS PLAN

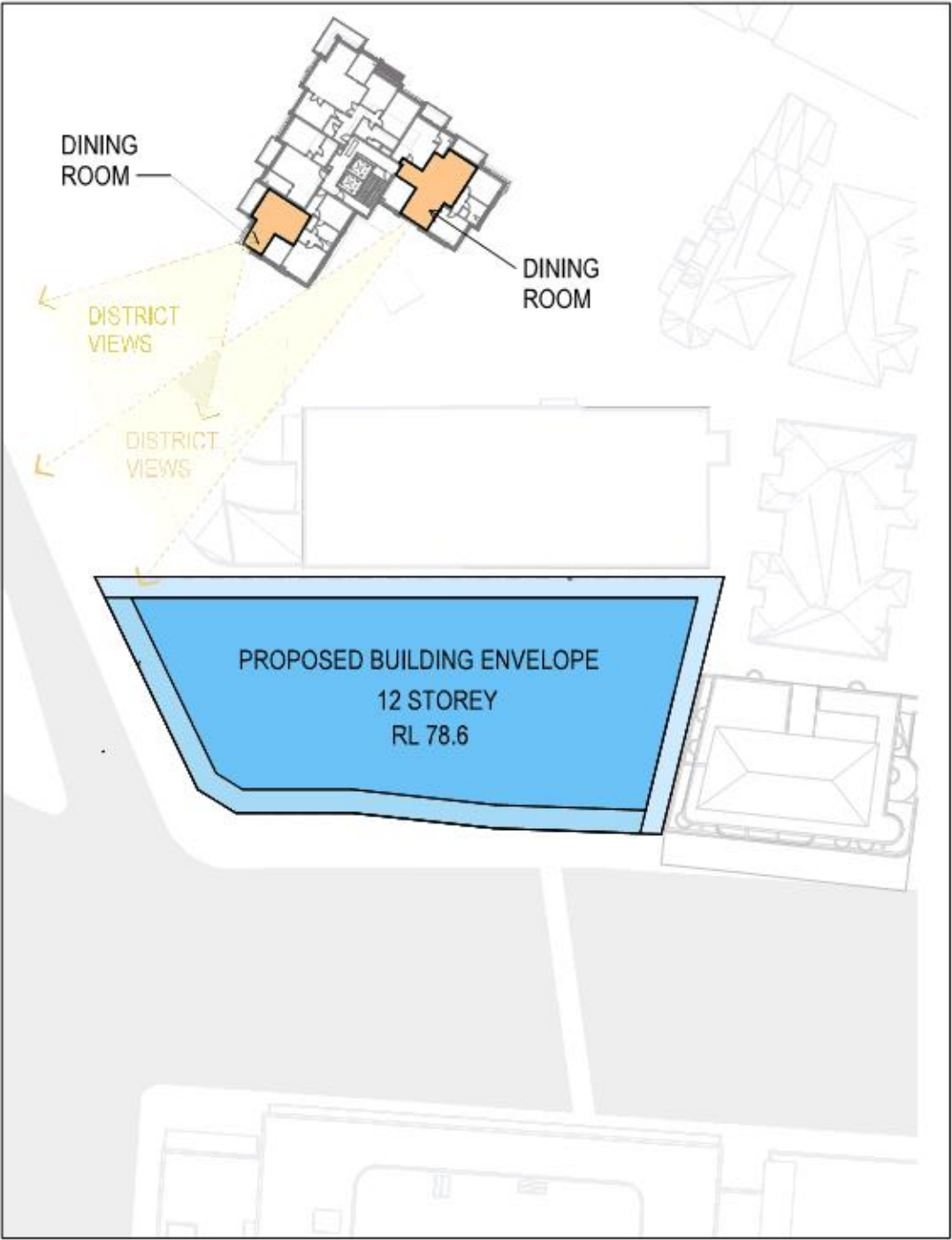
GROUP GSA



# 1.8 VIEWS WITH PROPOSED ENVELOPE

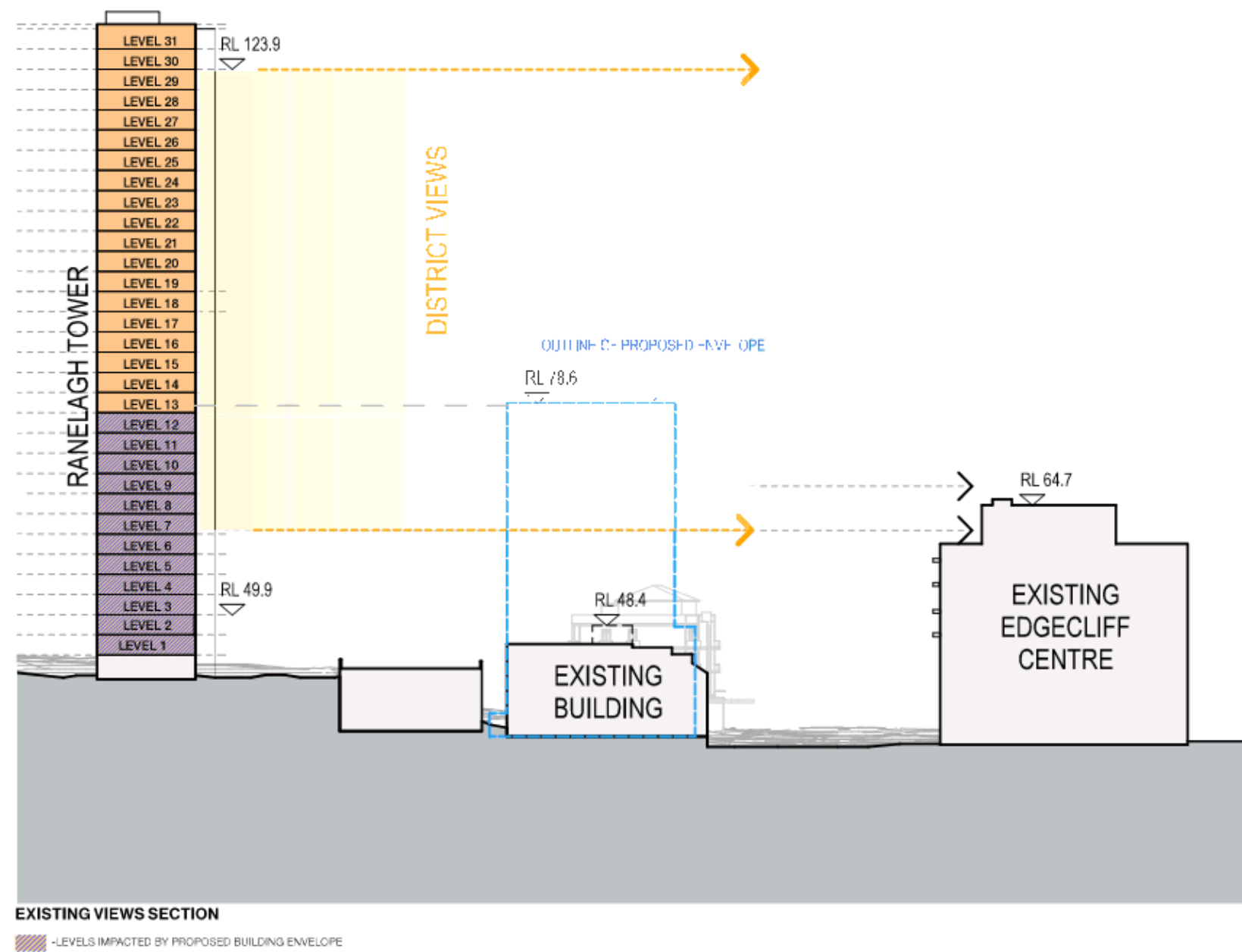


IEWS DISTRICT PLAN WITH PROPOSED ENVELOPE



PLAN : VIEWS WITH PROPOSED ENVELOPE

## 1.9 SECTION







Pg 16      Edgecliff Urban Design Report  
For: Edgecliff Central Pty Ltd





**2.0 OCEANPOINT  
VIEW STUDY**

02

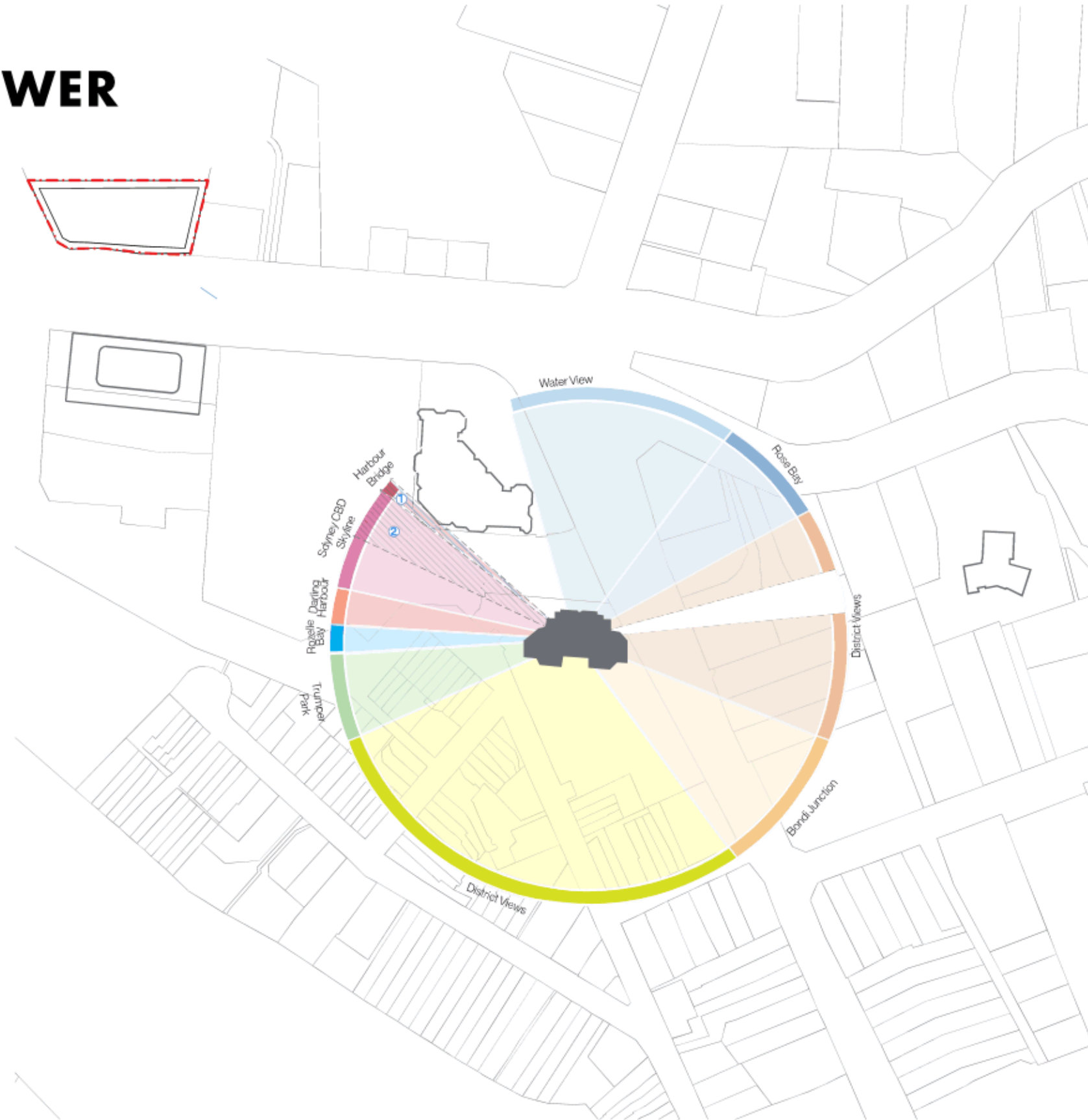
## 2.1 OCEAN POINT TOWER

### Existing Views

Eastpoint & Oceanpoint Towers currently sit higher than much of their surrounding context and, therefore, enjoy panoramic views from upper levels, with views to Bondi Junction, Sydney Harbour, Manly, Paddington, North Sydney, Sydney CBD and various district views being possible.

In addition to both buildings being an obstruction to one another's views, the tower forms of 3-17 Darling Point road ('Ranelagh'), 203-233 New South Head Road ('Edgecliff Centre'), 442-446 Edgecliff Road and a cluster of towers on the Darling Point Peninsula also form minor blockages at various levels in the wide and generous view cones from these towers.

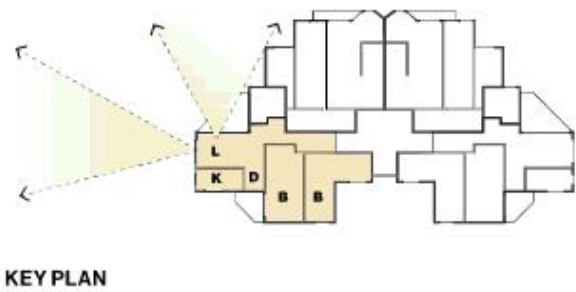
- ① IMPACTED VIEWS
- ② LIMITED VIEWS





# 2.2 VIEWS IMPACT LEVEL 4, UNIT 03 (LOWEST LEVEL OF DWELLINGS)

This study represents the South Western apartments in this tower. The proposed envelope does not interrupt CBD views to the West or views of Darling Point Peninsula to the North. Limited views of the Harbour Bridge would be blocked.



WESTERN / PRIMARY VIEW



NORTHERN / SECONDARY VIEW



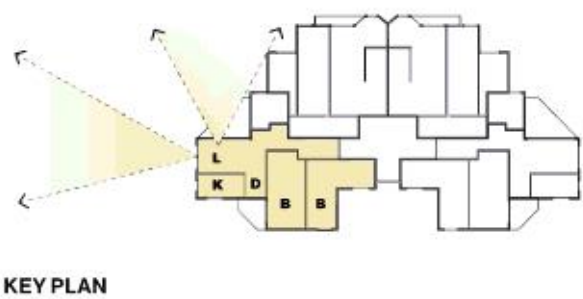
EXISTING VIEWS LEVEL 4, UNIT 03



IMPACTED VIEWS LEVEL 4, UNIT 03



# 2.3 VIEWS IMPACT LEVEL 11, UNIT 03 (HIGHEST LEVEL OF DWELLINGS)



This study represents the South Western apartments in this tower. The proposed envelope does not interrupt CBD views to the West or views of Darling Point Peninsula and water to the North.



WESTERN VIEW



NORTHERN VIEW

The extents of this survey model does not extend beyond the Darling Point Peninsula. This particular view would also capture Middle Head and Manly beyond.



EXISTING VIEWS LEVEL 11, UNIT 03

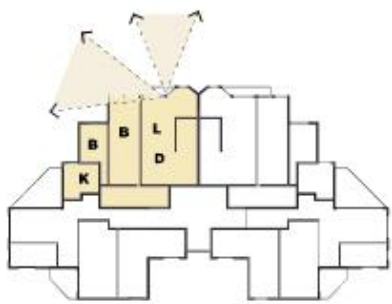


IMPACTED VIEWS LEVEL 11, UNIT 03



# 2.4 VIEWS IMPACT LEVEL 11, UNIT 04

## (HIGHEST LEVEL OF DWELLINGS)

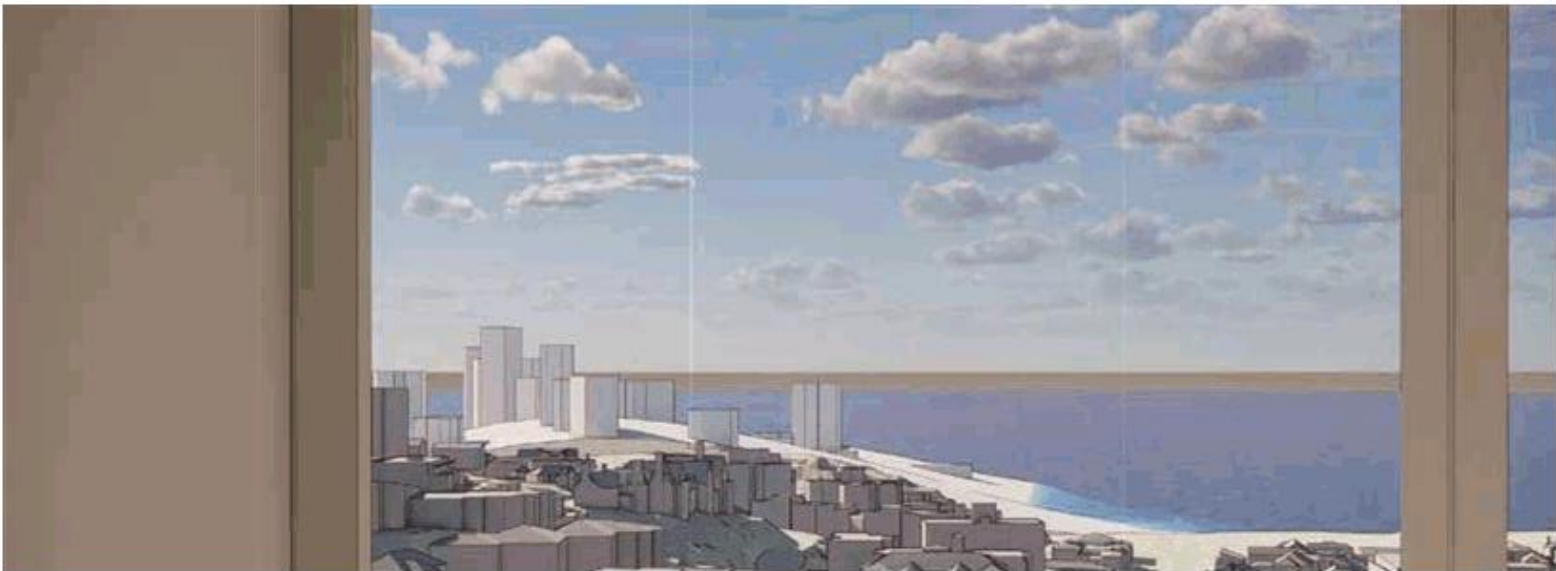


KEY PLAN

This apartment represents the impact analysis to all North Eastern apartments in this tower. As demonstrated, the proposed envelope does not interrupt primary views of the harbour or Darling Point Peninsula, nor of secondary views to the CBD.



WESTERN / SECONDARY VIEW



NORTHERN / PRIMARY VIEW

The extents of this survey model does not extend beyond the Darling Point Peninsula. This particular view would also capture Middle Head and Manly beyond.



EXISTING VIEWS LEVEL 11, UNIT 04



IMPACTED VIEWS LEVEL 11, UNIT 04





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For: Edgecliff Central Pty Ltd





**3.0 EASTPOINT  
VIEW STUDY**

03





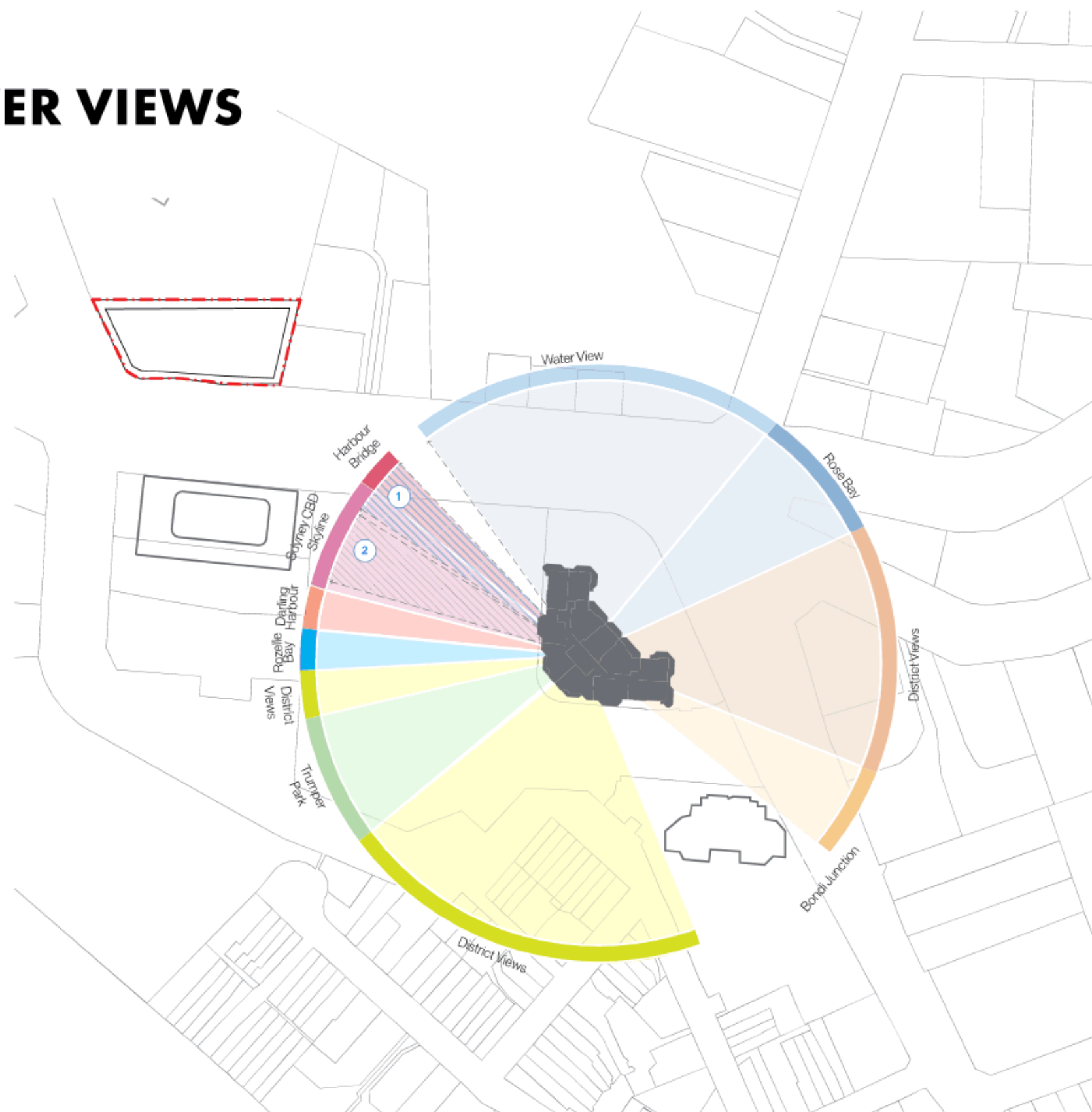
## 3.1 EASTPOINT TOWER VIEWS

### Existing Views

Eastpoint & Oceanpoint Towers currently sit higher than much of their surrounding context and, therefore, enjoy panoramic views from upper levels, with views to Bondi Junction, Sydney Harbour, Manly, Paddington, North Sydney, Sydney CBD and various district views being possible.

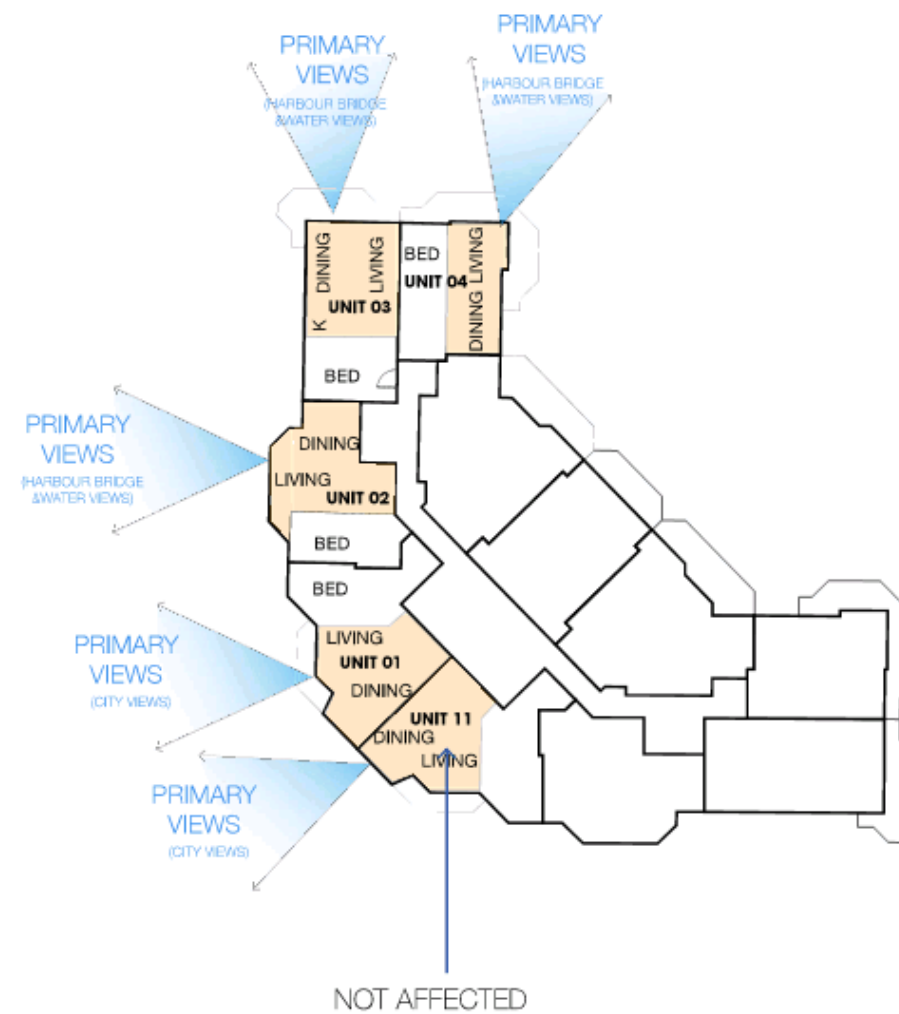
In addition to both buildings being an obstruction to one another's views, the tower forms of 3-17 Darling Point road ('Ranelagh'), 203-233 New South Head Road ('Edgecliff Centre'), 442-446 Edgecliff Road and a cluster of towers on the Darling Point Peninsula also form minor blockages at various levels in the wide and generous view cones from these towers.

- ① IMPACTED VIEWS
- ② LIMITED VIEWS

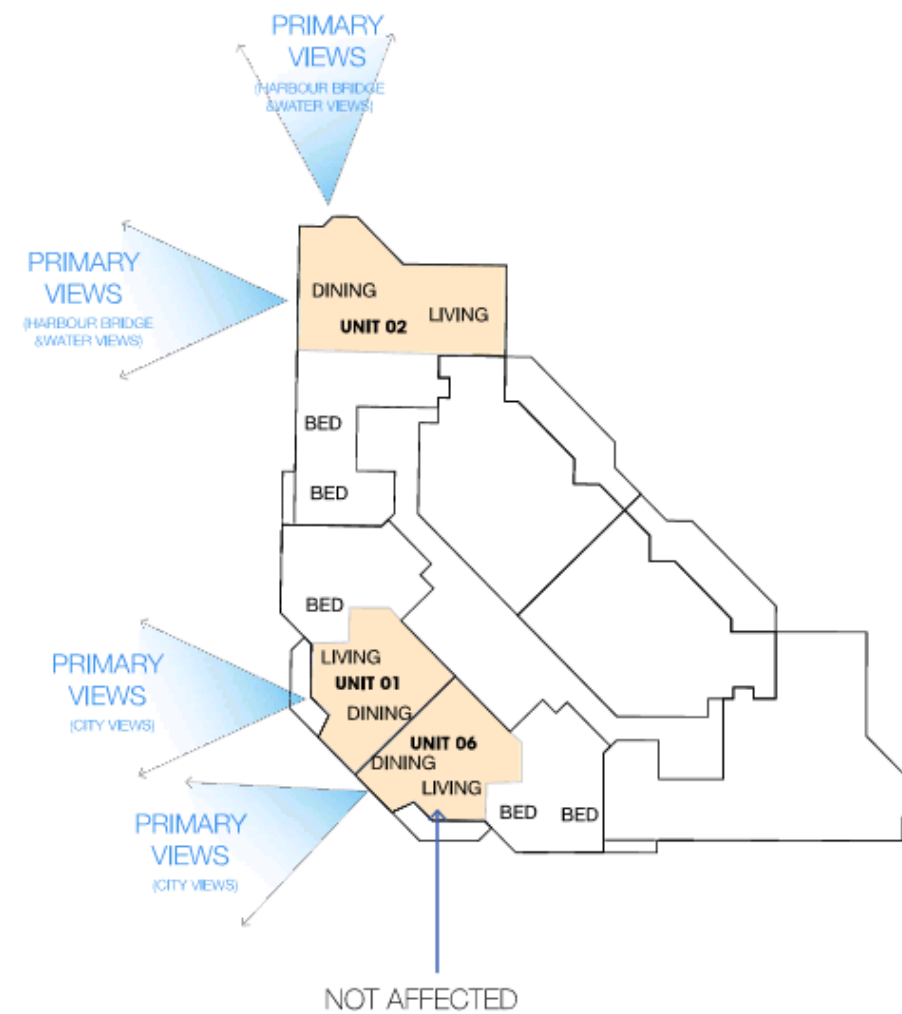


## 3.2 EASTPOINT TOWER TYPICAL PLANS

This analysis seeks to provide a summary of the potential impacts of the proposed envelope and the indicative concept. As the concept is around ??% smaller than the envelope, the impacts are reduced. Only 4 of the 11 units at Levels 8-12 will be affected to a notable degree. As indicated the Unit 11 views are barely affected. At Levels 13-19 only 2 of the 6 units will be affected to a notable degree. As indicated the Unit 6 views are barely affected.



LEVEL 8-12



LEVEL 13-19

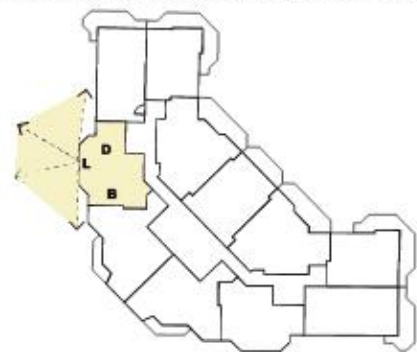




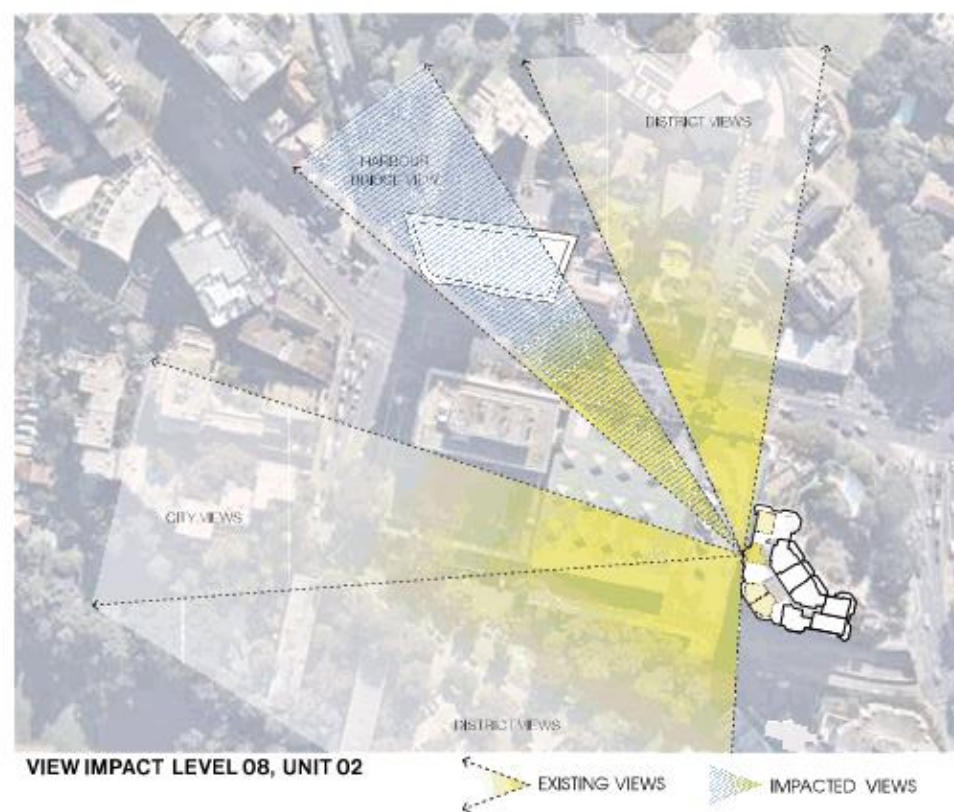
## 3.3 VIEWS IMPACT LEVEL 8, UNIT 02

### (LOWEST LEVEL OF DWELLINGS)

This study represents the lowest unit in the centre of the building. Being from a low position this view is very susceptible to any redevelopment (indicated by the extent to which existing buildings already obscure views). Bridge views are affected but iconic CBD skyline views are retained. District views to the north and south are retained.



KEY PLAN



VIEW IMPACT LEVEL 08, UNIT 02



PROPOSED ENVELOPE, WESTERN/ PRIMARY VIEW



CONCEPT IMAGE, NORTHERN/ SECONDARY VIEW

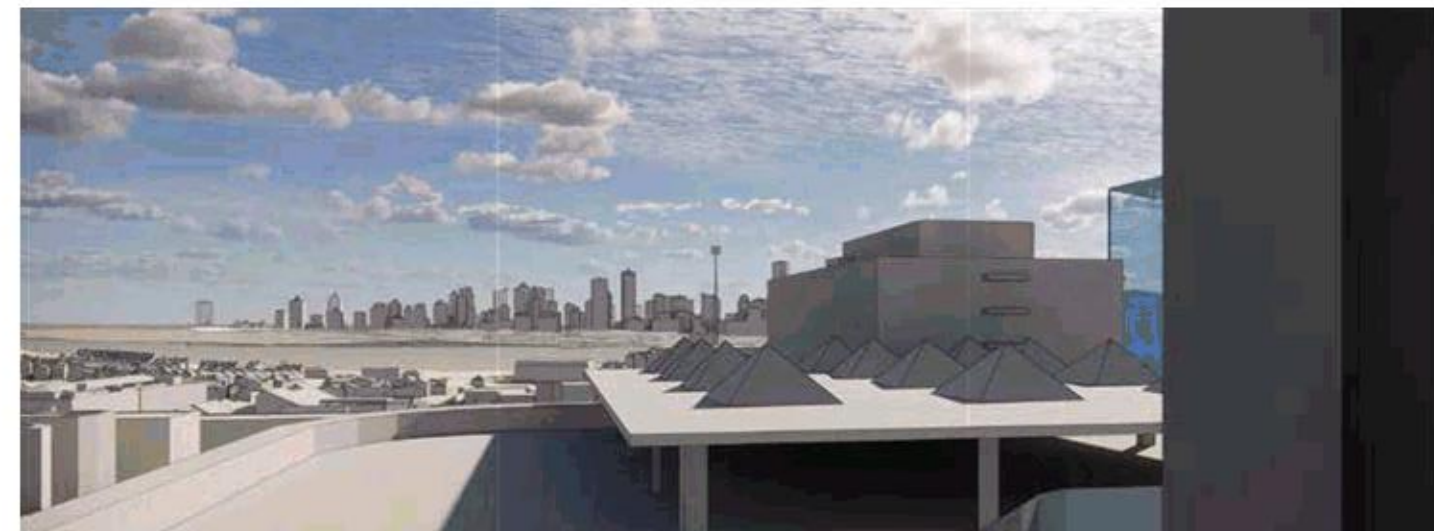


## 3.4 VIEWS IMPACT LEVEL 8, UNIT 011

**(LOWEST LEVEL OF DWELLINGS)**



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE , WESTERN / PRIMARY VIEW



SOUTHERN/ SECONDARY VIEW

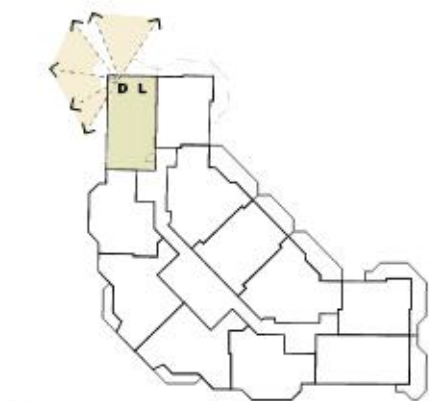


SOUTHERN/ SECONDARY VIEW

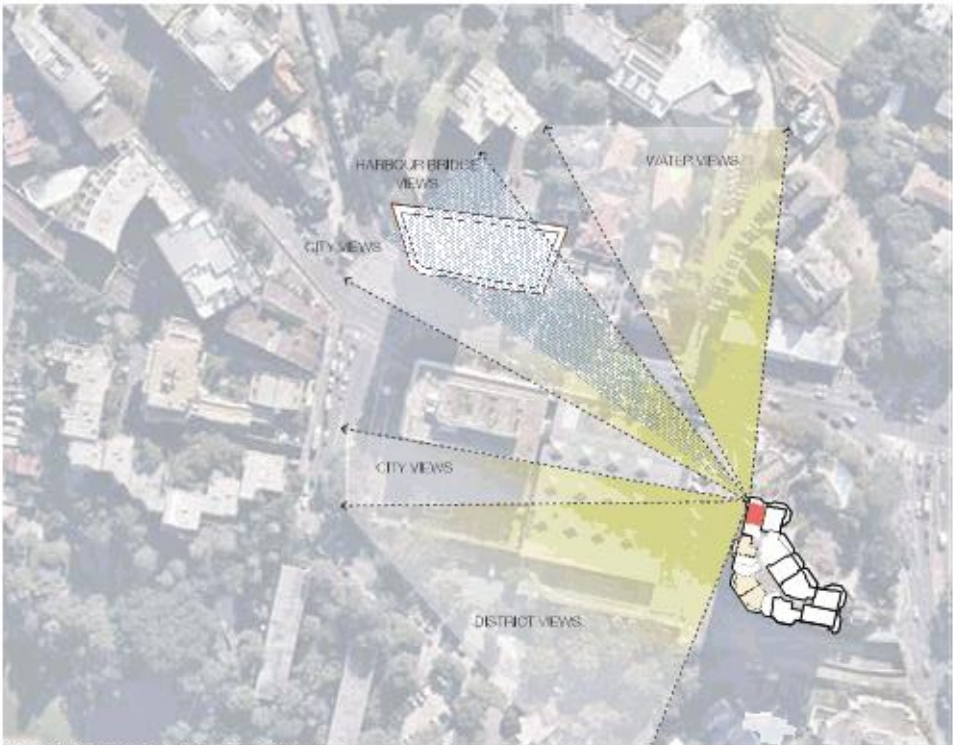


# 3.5 VIEWS IMPACT LEVEL 9, UNIT 03

This study represents the lowest unit in the North-Western corner of the building that has impacts from the proposed envelope.



KEY PLAN

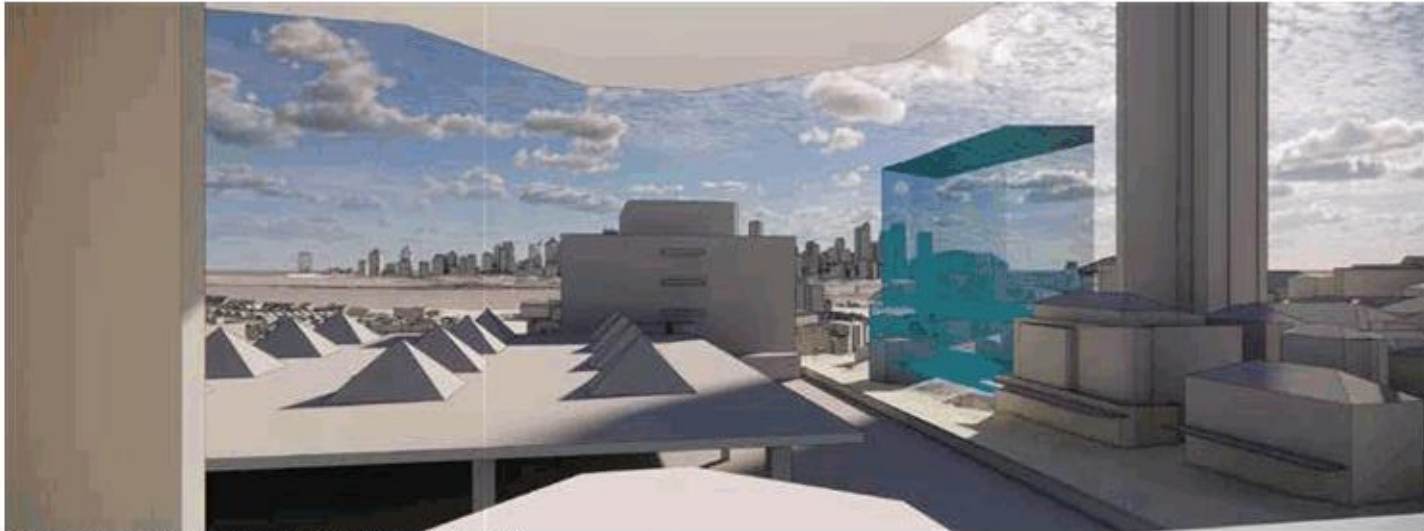


VIEW IMPACT LEVEL 09, UNIT 03

EXISTING VIEWS IMPACTED VIEWS



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW

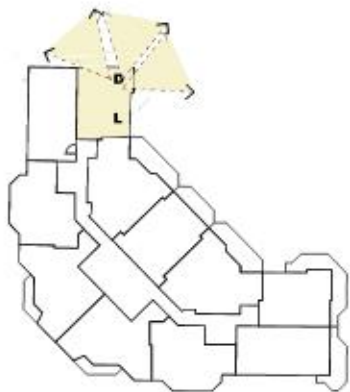


NORTHERN / PRIMARY VIEW



# 3.6 VIEWS IMPACT LEVEL 9, UNIT 04

This study represents the lowest unit in the North-Eastern corner of the building that has impacts from the proposed envelope.



KEY PLAN

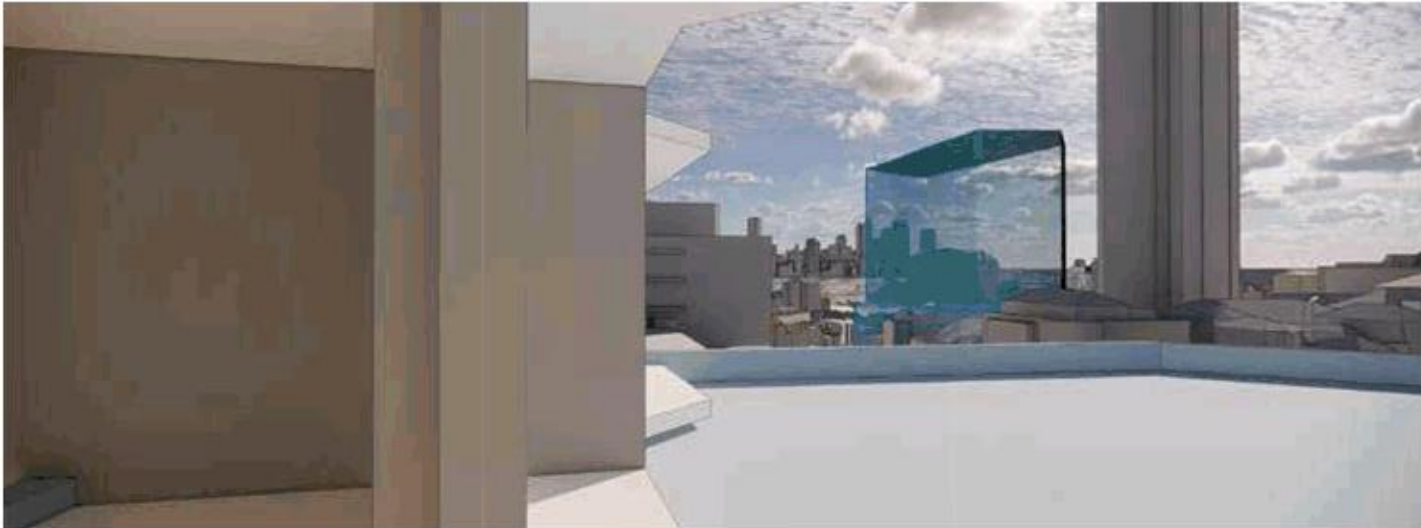


VIEW IMPACT LEVEL 09, UNIT 04

EXISTING VIEWS IMPACTED VIEWS



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW

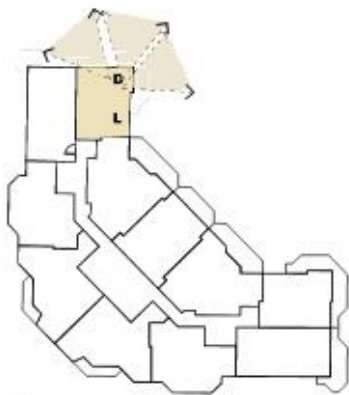


NORTHERN / PRIMARY VIEW

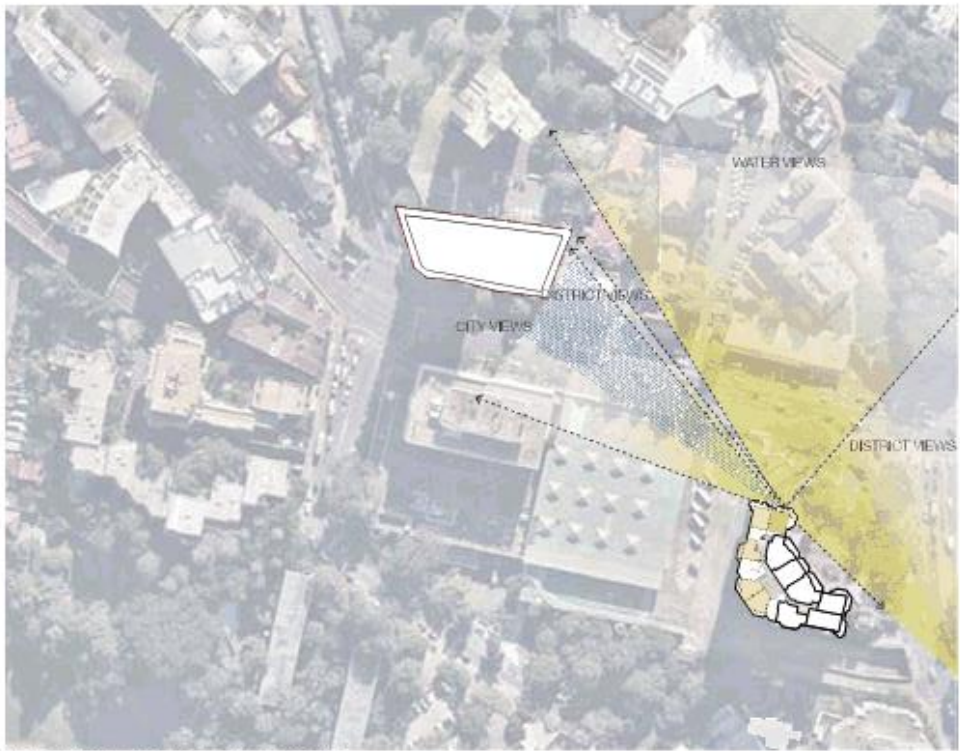


# 3.7 VIEWS IMPACT LEVEL 12, UNIT 04

This study represents the lowest unit in the North-Eastern corner of the building that has impacts from the proposed envelope.



KEY PLAN



VIEW IMPACT LEVEL 12, UNIT 04

EXISTING VIEWS  
IMPACTED VIEWS



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW

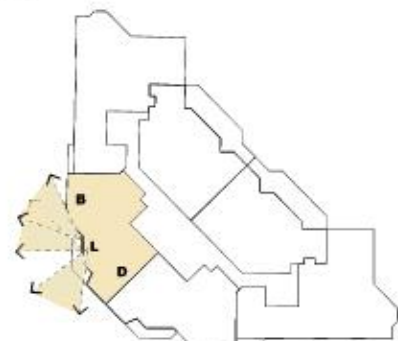


NORTHERN / PRIMARY VIEW

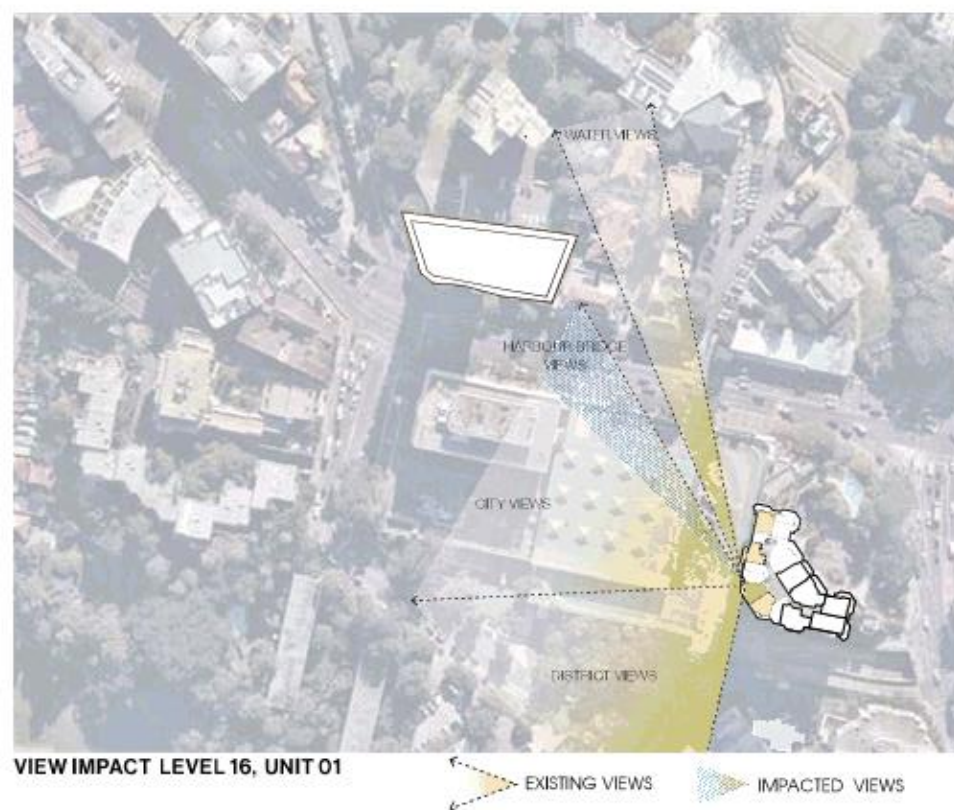


## 3.8 VIEWS IMPACT LEVEL 16, UNIT 01

This study represents the highest unit in the South-Western corner of the building where Bridge views are affected. Overall though only a small part of the view is affected with iconic CBD skyline views being retained as well as harbour and district views.



KEY PLAN



VIEW IMPACT LEVEL 16, UNIT 01

EXISTING VIEWS IMPACTED VIEWS



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW



SOUTHERN / PRIMARY VIEW

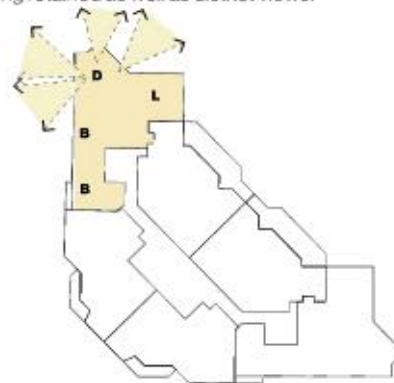


NORTHERN VIEW



## 3.9 VIEWS IMPACT LEVEL 16, UNIT 02

This study represents the highest unit in the North-Western corner of the building where Bridge views are affected. Overall though, only a small part of the view is affected with iconic CBD skyline and harbour views being retained as well as district views.



KEY PLAN



VIEW IMPACT LEVEL 16, UNIT 02

EXISTING VIEWS IMPACTED VIEWS



CONCEPT IMAGE , WESTERN / PRIMARY VIEW



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW

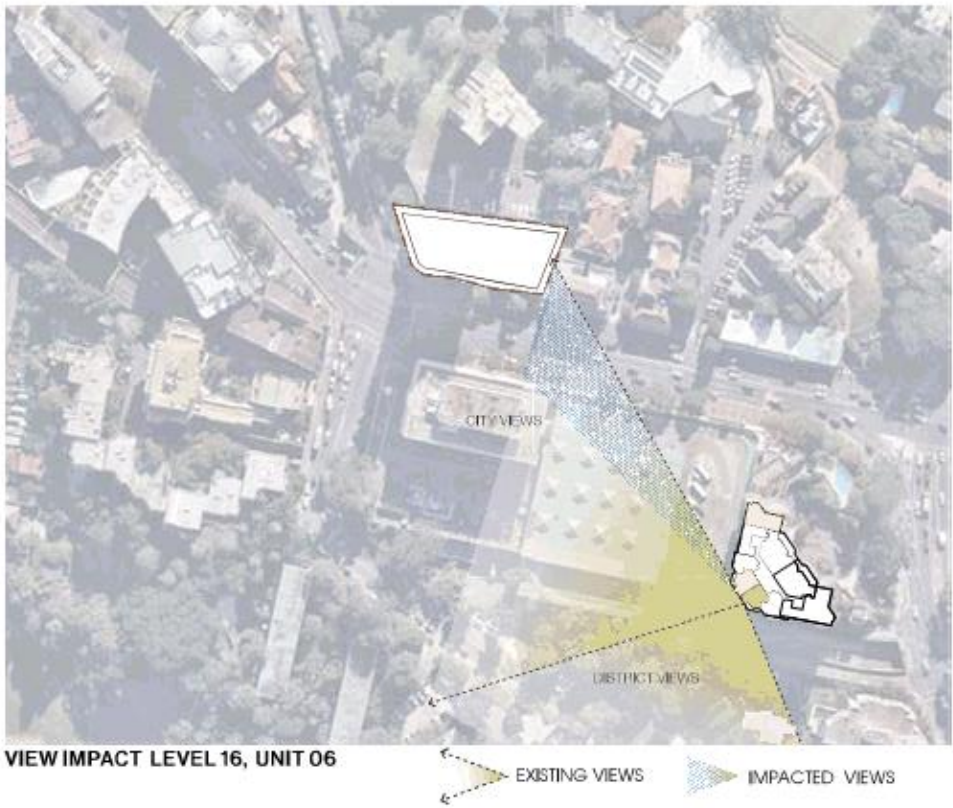
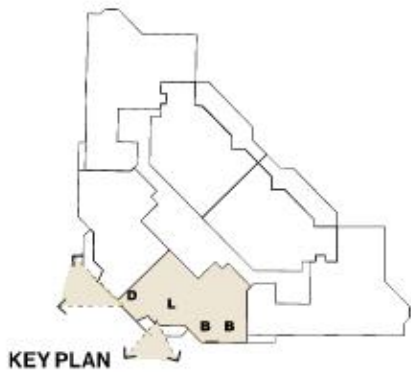


NORTHERN VIEW



# 3.10 VIEWS IMPACT LEVEL 16, UNIT 06

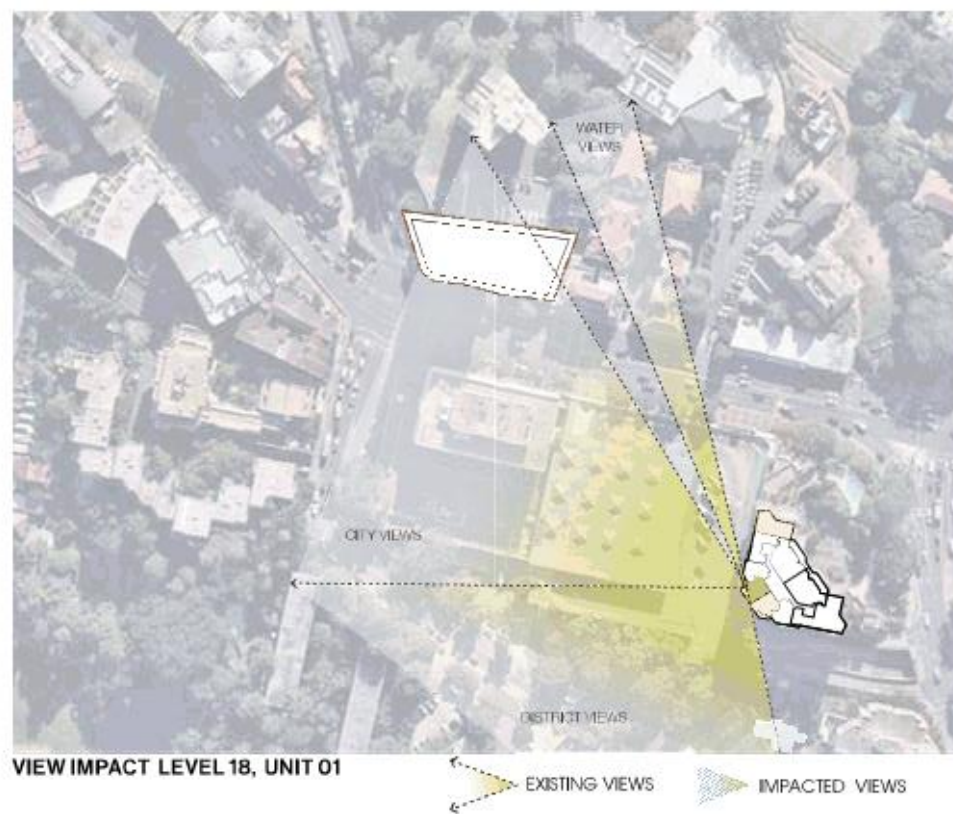
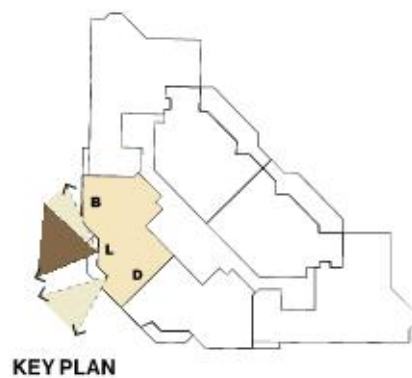
This study represents the highest unit in the South-Western corner of the building that has a degree of impact from the proposed envelope.





## 3.11 VIEWS IMPACT LEVEL 18, UNIT 01

This study represents the highest unit in the South-Western corner of the building. Only a small part of the overall view is affected. Iconic Bridge, Opera House and CBD views are unaffected.

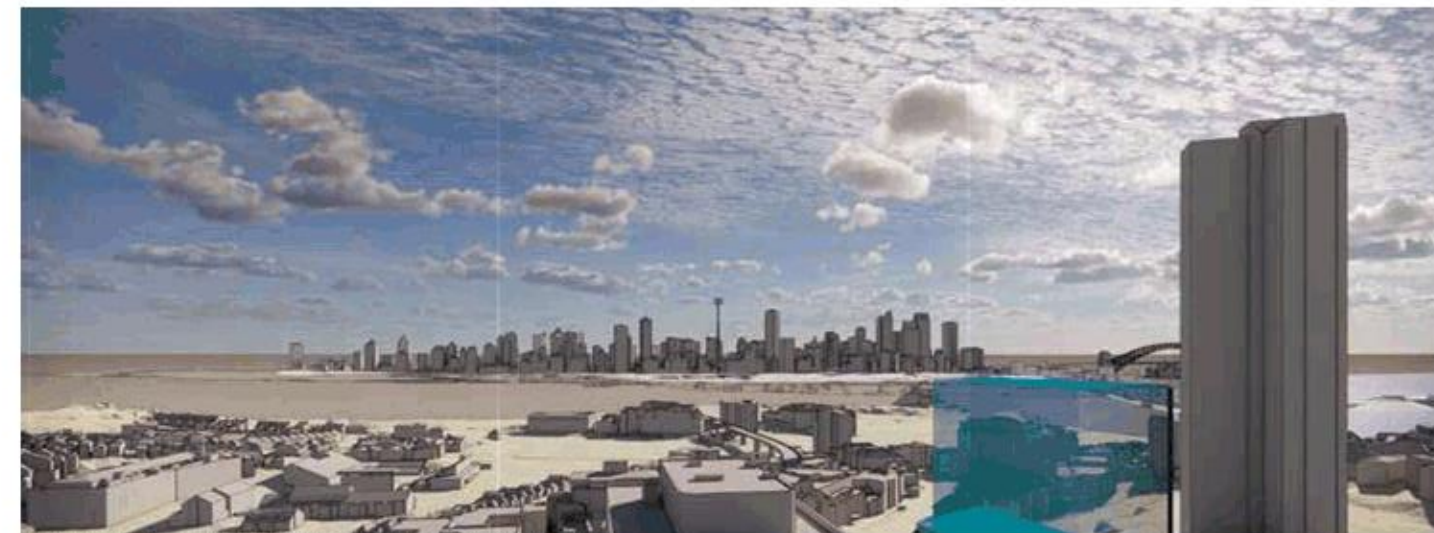
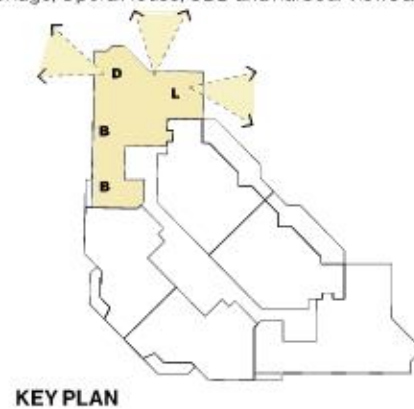




## 3.12 VIEWS IMPACT LEVEL 18, UNIT 02

### (HIGHEST LEVEL OF DWELLINGS)

This study represents the highest unit in the Northern corner of the building. This study represents the highest unit in the Northern corner of the building. Only a small part of the overall view is affected. Iconic Bridge, Opera House, CBD and harbour views are unaffected.



PROPOSED ENVELOPE, WESTERN / PRIMARY VIEW



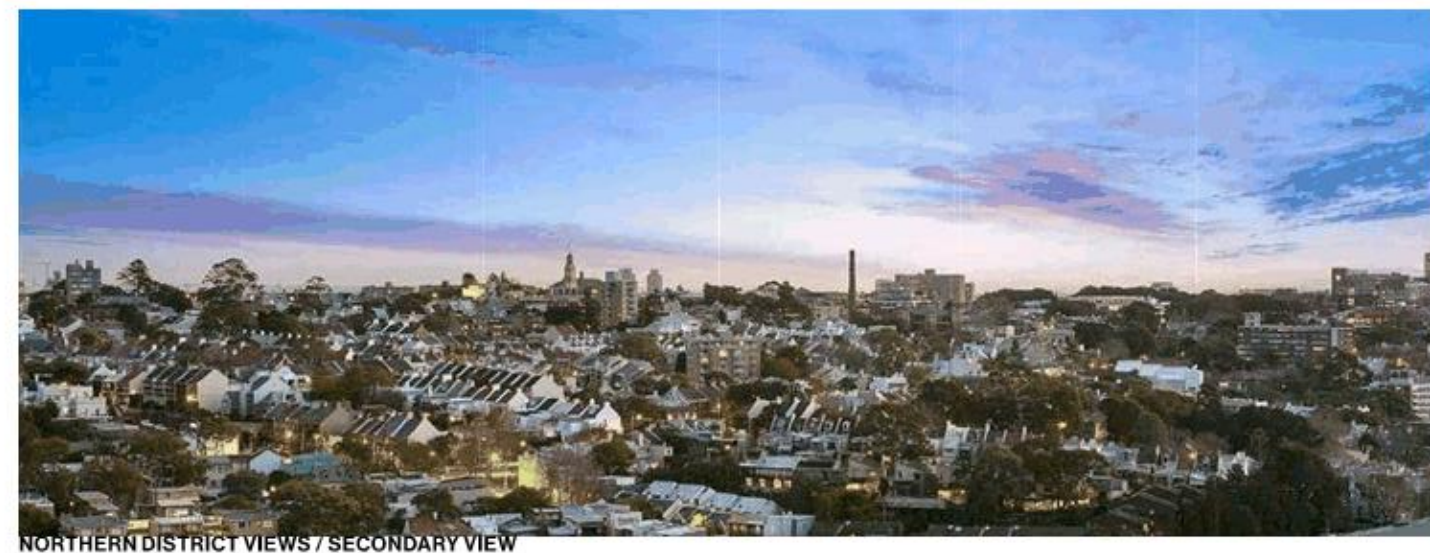
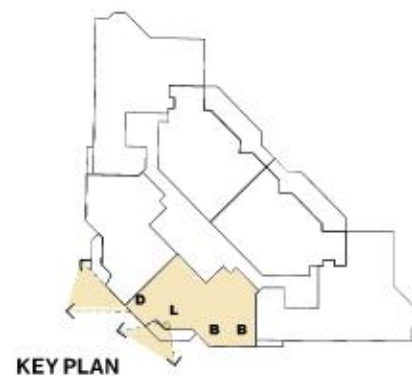
NORTHERN / PRIMARY VIEW



## 3.13 VIEWS IMPACT LEVEL 18, UNIT 06

### (HIGHEST LEVEL OF DWELLINGS)

This study represents the highest unit in the South-Western corner of the building.  
The analysis confirms that the units in this location of the building are only minimally affected by the proposal.



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