



Edgecliff Centre Planning Proposal

Urban Design Study and Drawings | Longhurst Property



fjmt studio architecture interiors urban landscape community
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Contents

- 1.0 Introduction 4
- 2.0 Contextual Analysis 6
- 3.0 Existing Planning Framework 14
- 4.0 Envelope Development 16
- 5.0 Proposed Planning Framework 24
- 6.0 Public Domain Concept and Principles 30
- 7.0 Analysis of Relevant Technical Studies 36
- 8.0 Envelope Drawings 38
- 9.0 Indicative Concept Scheme 44



1.0 Introduction

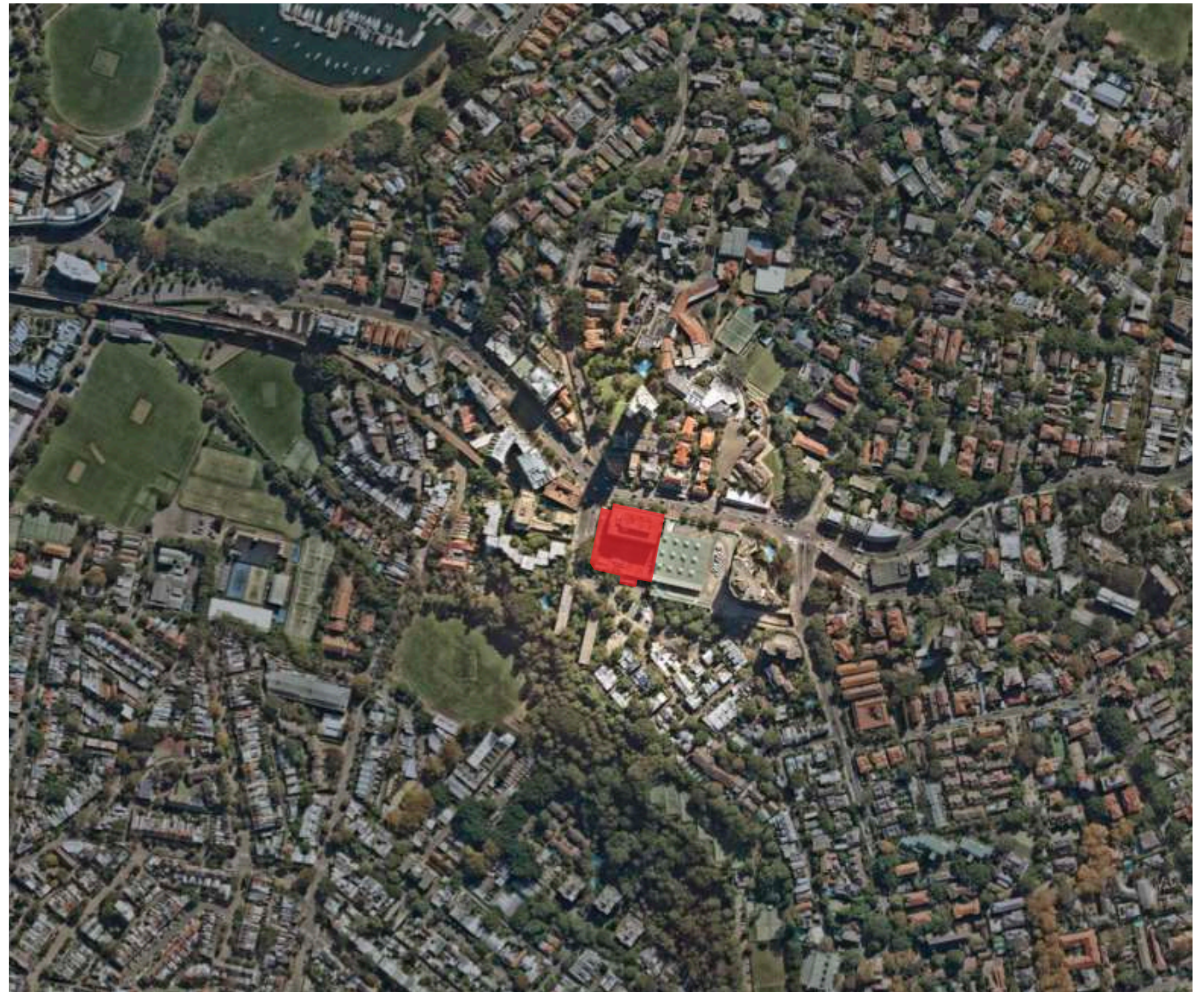
This document has been prepared to provide the architectural analysis and drawings to support the Planning Proposal for the land at 203-233 New South Head Road, Edgecliff, NSW 2027, the proposed subject site currently known as The Edgecliff Centre.

The purpose of this design report is to investigate the site's development potential for a mixed use commercial and residential scheme with basement parking. The following report analyses the opportunities and constraints of potential schemes under the current planning controls with an aim to review whether a more feasible and alternate envelope/scheme could provide a better development outcome for the site and for the broader site context.

Key to this investigation was to maintain the Woollahra Council's vision for the street block bound by New South Head road and New McLean Street as outlined in Chapter D4 Edgecliff Centre of the Woollahra Council Development Control Plan 2015 (DCP). This has been undertaken through an analysis of the existing site and context, an analysis of potential built form envelopes on the site and adjoining properties including concurrent planning proposals and future developments that have achieved development consent on neighbouring sites.

The outcome of this investigation has led to the development of an alternative proposed envelope requiring amendments to the current applicable controls in order to deliver a better outcome for the site within the current context of the Edgecliff B2 Local Centre.

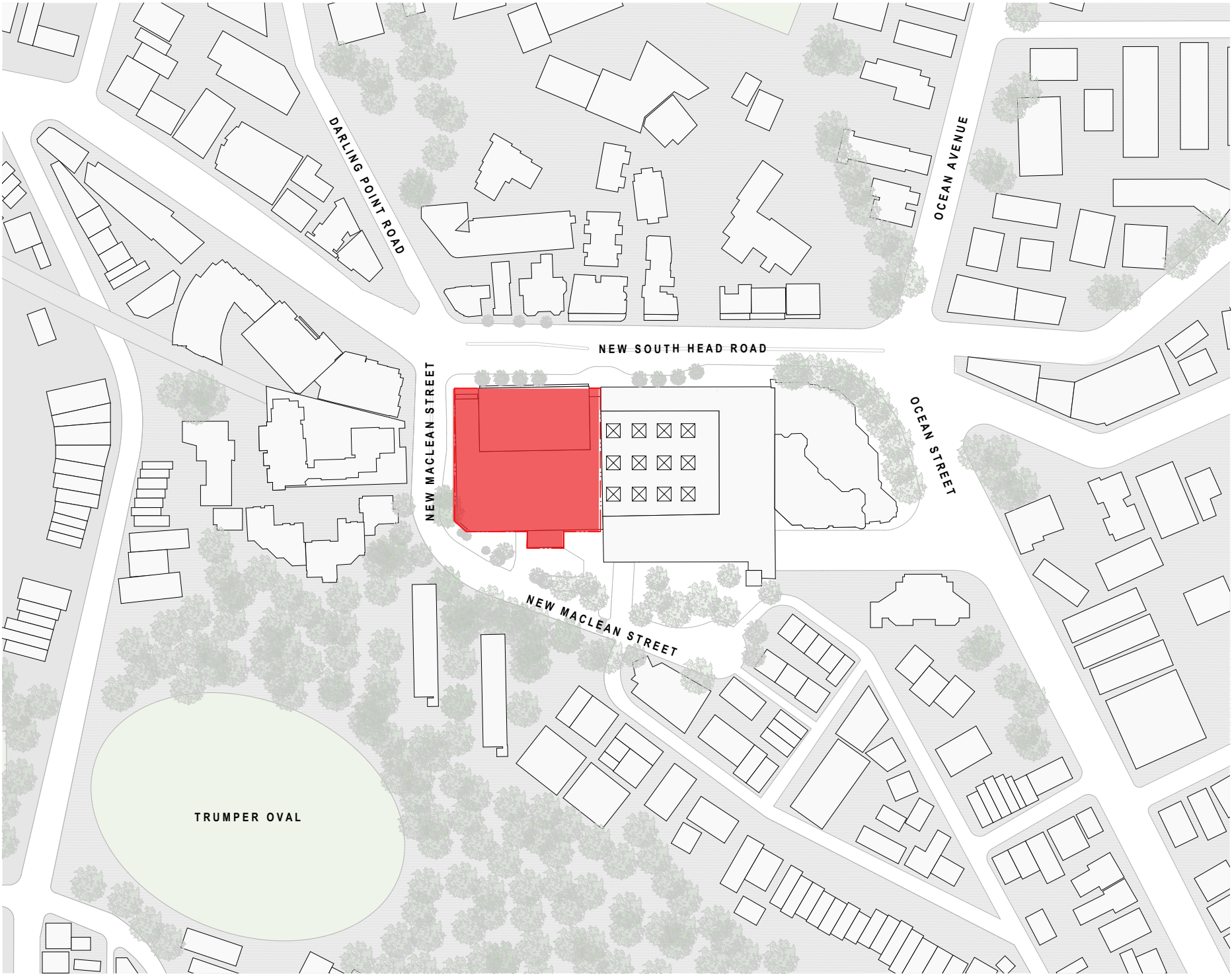
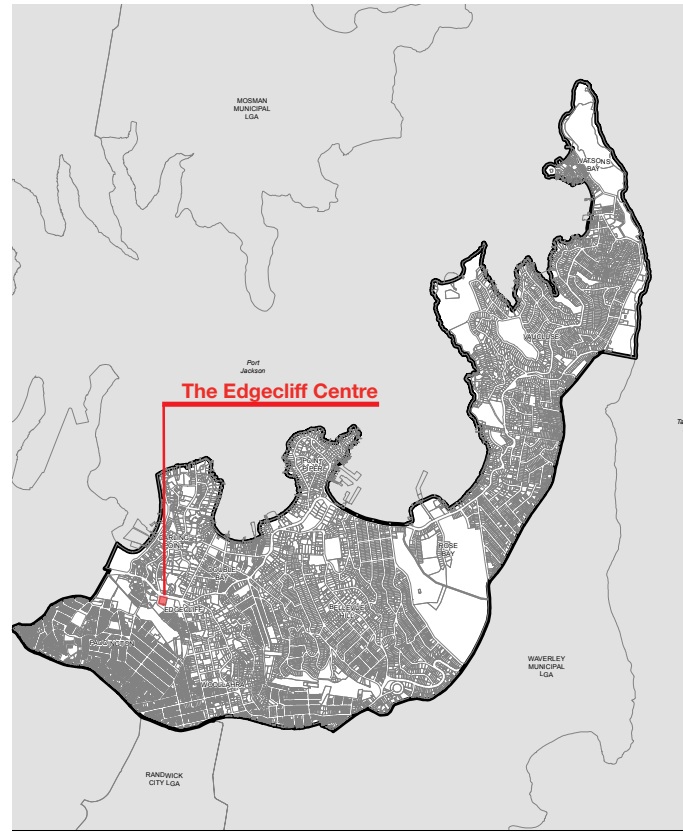
To begin, an analysis has been undertaken of the subject site within its current context and existing streetscape. This is followed by an urban design analysis of the built form potential for the development block, comparing the opportunities and constraints of complying envelopes, leading to an optimised alternate envelope. The following then outlines the benefits and contributions attainable as a result of the proposed alternative envelope. Finally the envelope is tested through the development of an indicative concept scheme to ensure a high quality urban form is achievable within the parameters of the envelope and the allowable floor area.



Site Location

Located on New South Head Road at the gateway to the Eastern suburbs, the subject site comprises of 203-233 New South Head Road (Lot 2 DP 553702, Lot 203 DP 1113922 and Lot 5 in DP 243380). The site is bounded by New South Head Road to the North and New McLean Street to the South and West, and Eastpoint Centre and Edgecliff Station to the East. The site is currently occupied by the six storey Edgecliff Centre, a mixed use commercial / retail building with two levels of basement parking.

The site is located within Woollahra Council and is part of a B2 Local Centre within the Woollahra Local Environment Plan (LEP) 2015.



2.0 Contextual Analysis

Site Analysis

The site's predominant street frontage is to New South Head Road, which is one of the main arterial roads linking the Sydney CBD to the Eastern Suburbs. Located at the top of a significant landscape feature with views of Sydney's CBD and the Eastern Suburbs and beaches beyond, 203-233 New South Head Road forms part of Edgecliff Centre is within walking distance to a diverse mix of commercial, cultural, retail, residential, -entertainment facilities and public open space. The Edgecliff Centre will benefit from a well established system of pedestrian routes into surrounding residential and leisure areas and transport infrastructure including Edgecliff Railway Station trains and the adjacent Edgecliff Bus Interchange.

The immediate area is characterised by a mix of commercial retail centre with some ground level retail, restaurant, and cafe. There are a number of existing residential tower developments in the immediate precinct, stepping down to medium and low rise residential throughout the surrounding suburbs.

North

To the north of the site are the residential suburbs of Darling Point and Double Bay, with Sydney Harbour visible beyond. Prominent recreational areas within walking distance are Rushcutters Bay Marina and Park, Yarranabe Park and Steyne Park.

Views from the site are expansive in all directions, with the most prominent being those towards the north westerly aspect back towards the Sydney CBD and towards the north easterly and south easterly looking at the heads and towards the Eastern Suburbs and beyond.

Immediately north of the site, across New South Head Road are low rise commercial office buildings comprising 3-4 storeys, containing mixed small business uses as well as a significant 30-plus storey residential tower development, Ranelagh at 3 Darling Point Rd.

West

Immediately West of the site, across New McLean Street and bordering New South Head Road are low rise commercial office buildings comprising 3-4 storeys, containing mixed small business uses.

Further down the topography of the site sits the low rise residential precinct surrounding Glenmore Road, as well as the recreational green space of Trumper Oval.

Beyond this sits Rushcutter Bay and Kings Cross, which contain a number of high rise residential developments including the 40 story Elan, the 37 story Zenith residence, the 22 story Altair and the newly completed 20 story Omnia. The 43 story Horizon tower sits beyond in Darlinghurst.

South

South of the site heads lies the predominantly low rise residential precinct surrounding Cameron St and Glebe St.

Beyond this, and further down the slope of the site lies the recreation green open space of Trumper Park.

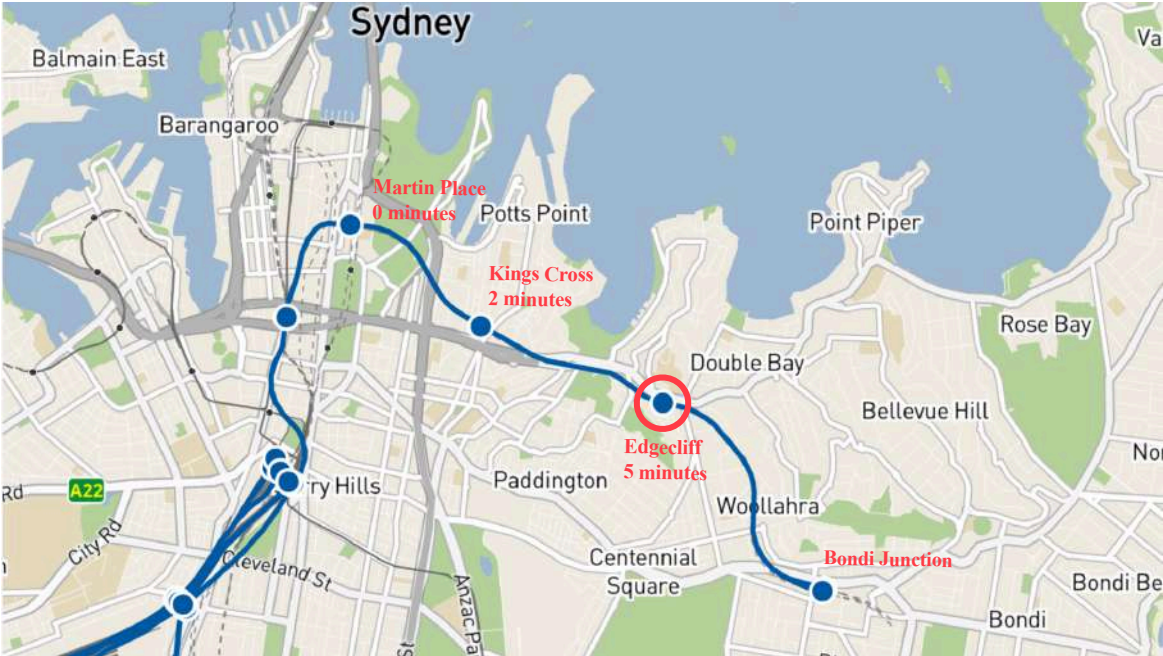
Beyond this sits the residential precinct of Woollahra.

East

Immediately to the East of the site at 203-233 New South Head Road lies 235-285 New South Head Road which contains the Eastpoint Shopping Centre, a three storey building containing retail and business uses and a car park. The Edgecliff Railway Station and rooftop bus interchange are also accessed from this building.

Beyond this sits 180 Ocean Street, a 2 to 14 storey mixed use residential and commercial building on Ocean Street, located at the eastern end of the centre.

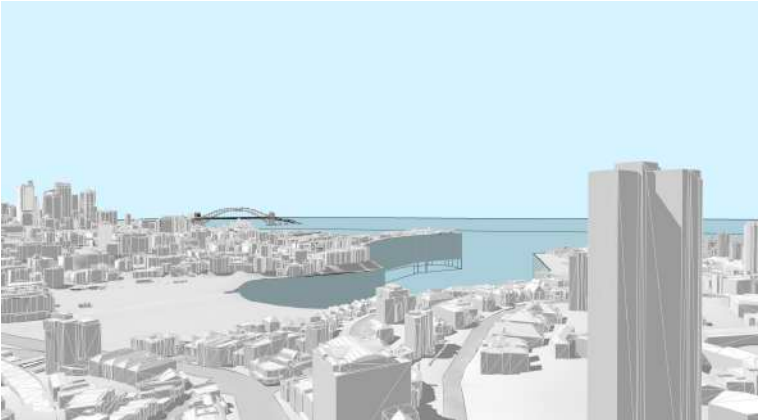
Beyond Ocean Street the topography drops down toward Double Bay, with low to medium scale residential developments on each side of the state road New South Head Road.



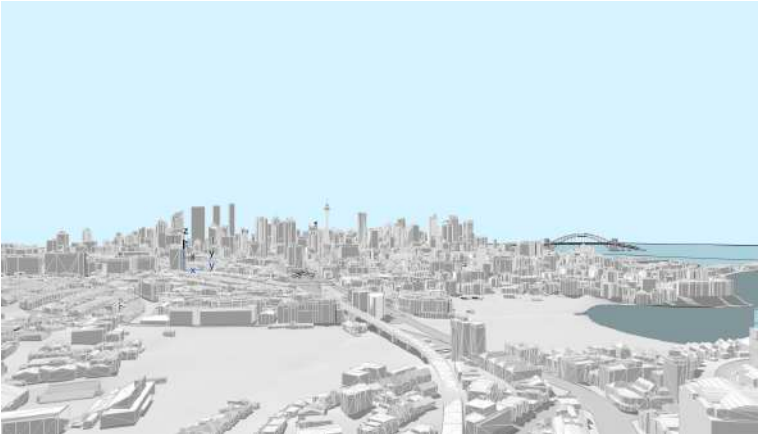
Edgecliff Railway Links



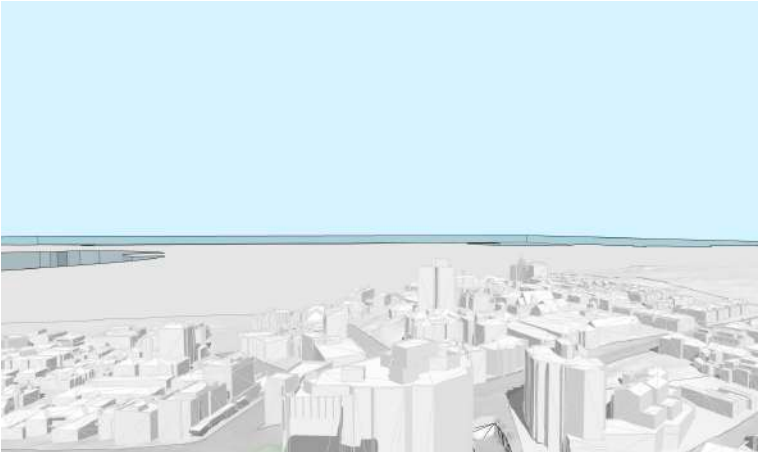
Site Views



Level 25 - North



Level 25 - West



Level 25 - East



Level 25 - South

Contextual Analysis: Precinct
Site Uses

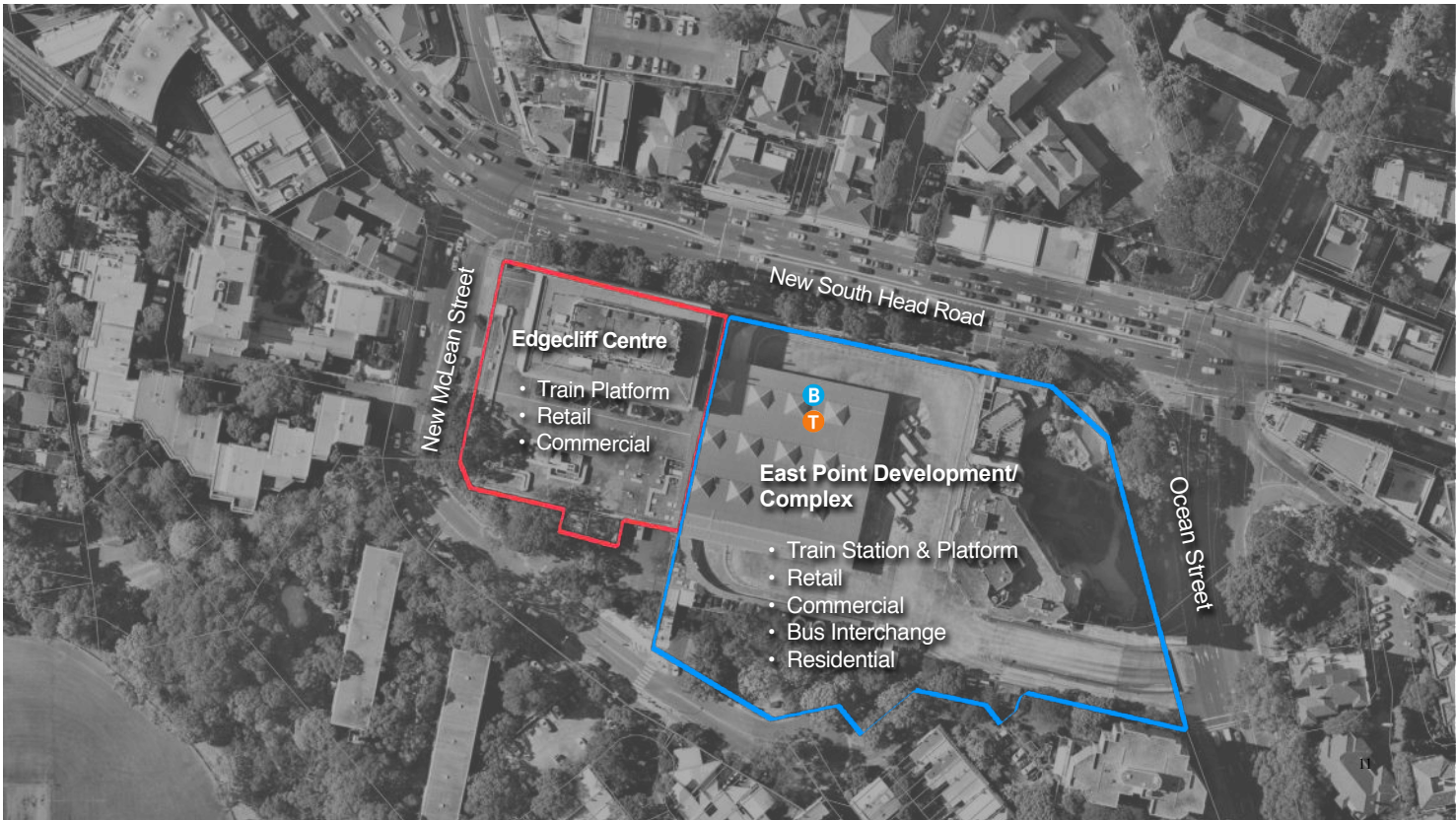
The existing precinct retail, commercial and transport precinct of Edgecliff Centre and East Point Complex presents an extremely compelling opportunity to significantly contribute to the urban environment and public experience of the area.

Currently the urban form does not have high amenity and accessibility to the public transports needs upgrading. The integration of the two sites could be greatly improved, facilitating a much improved public experience of connecting the rooftop Bus Interchange on East Point Complex to the basement Train Station below through a much more connected and legible pedestrian connection that further integrates the desire for high quality retail and commercial offerings.

The direct proximity to the railway and bus services also provides a unique opportunity for residential development that will provide a highly connected experience and minimise the requirement for car parking and prevent excessive new traffic generation, in line with Woollahra Council's ambitions.



Edgecliff precinct

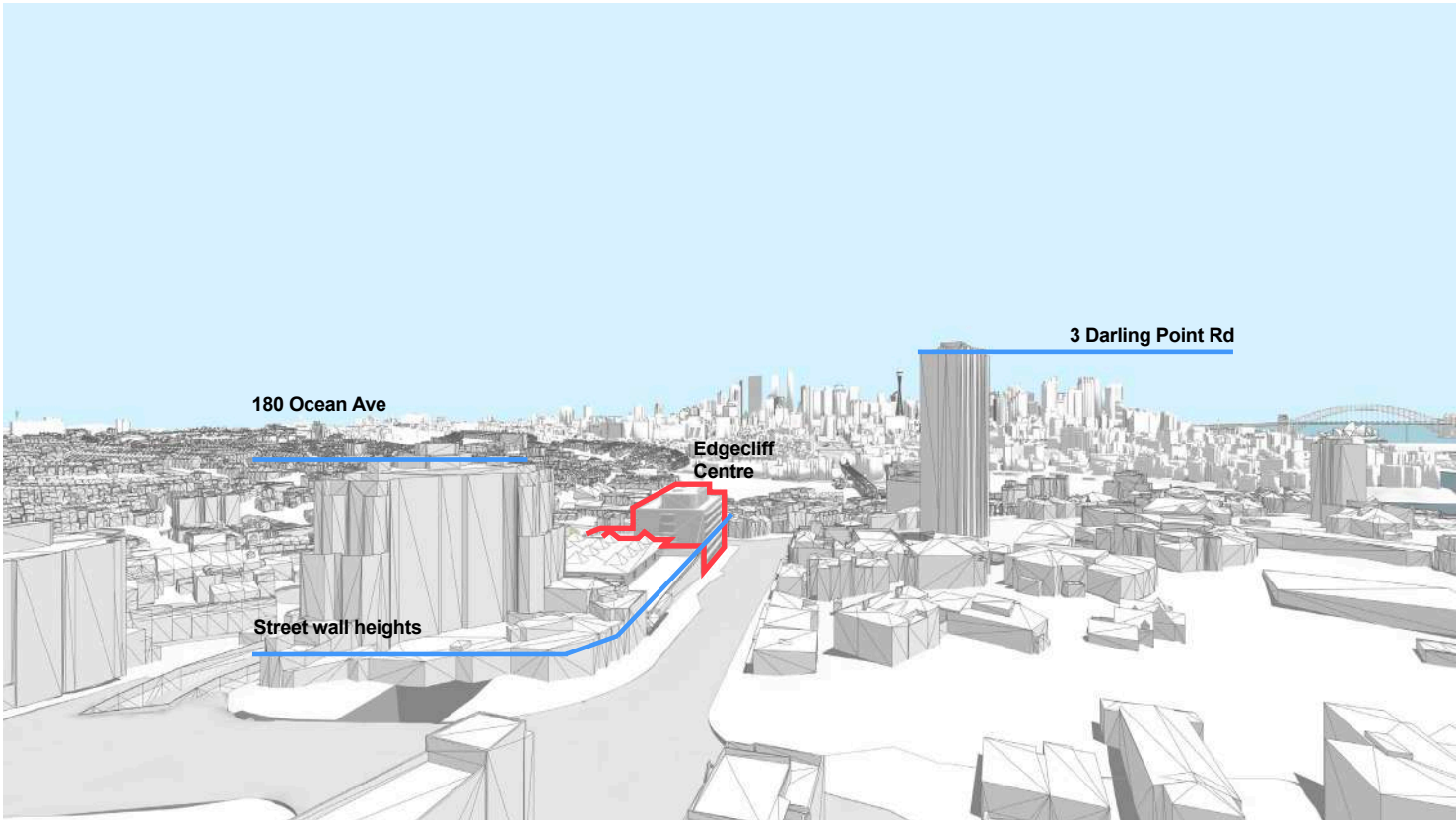


Edgecliff precinct

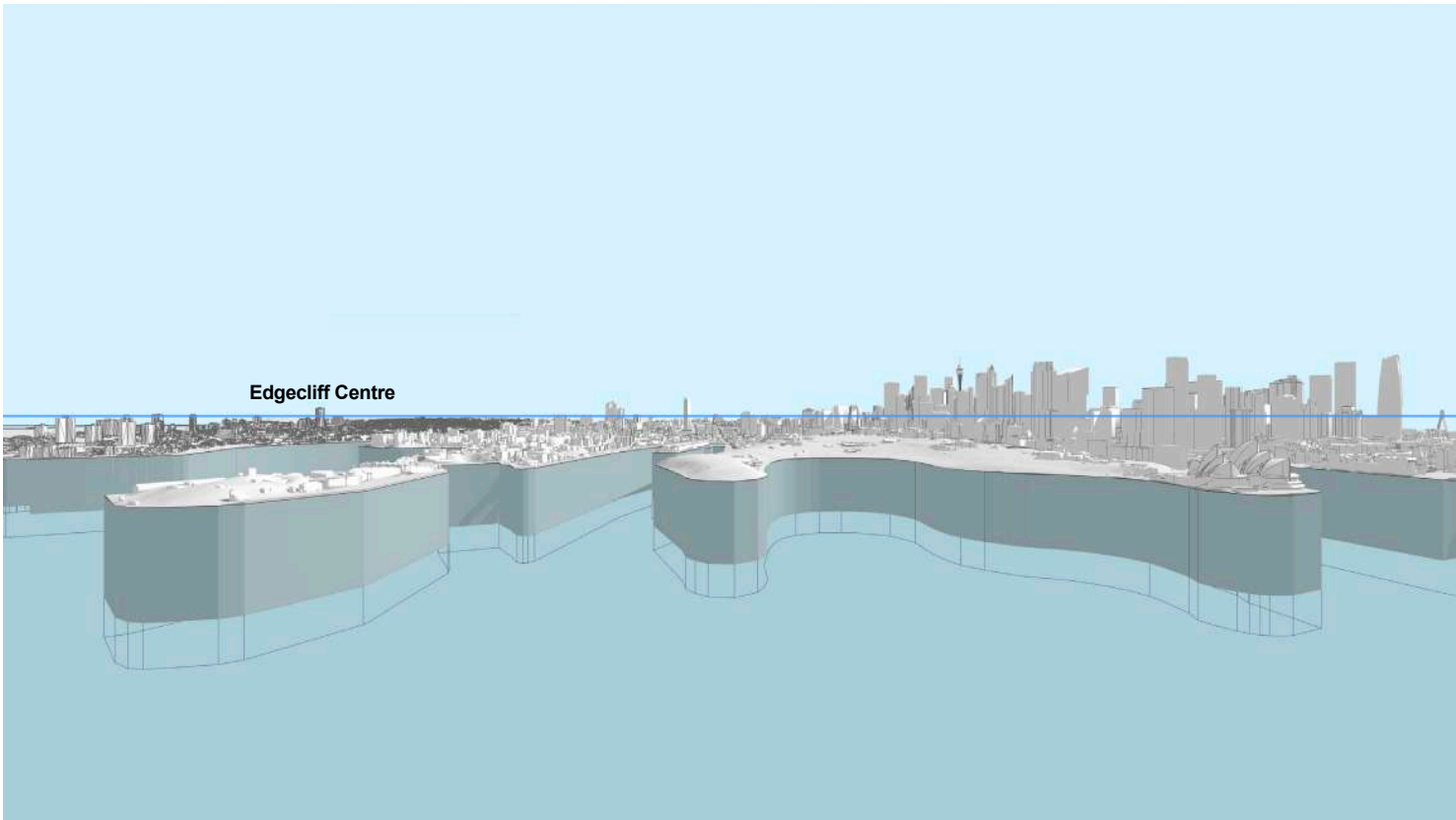
Contextual analysis: Precinct
Urban Form

The subject site occupies a significant location on New South Head Road, and marks the gateway to the broader Eastern Suburbs area.

This transition is marked by the existing residential towers at 3 Darling Point Rd and 180 Ocean Avenue.



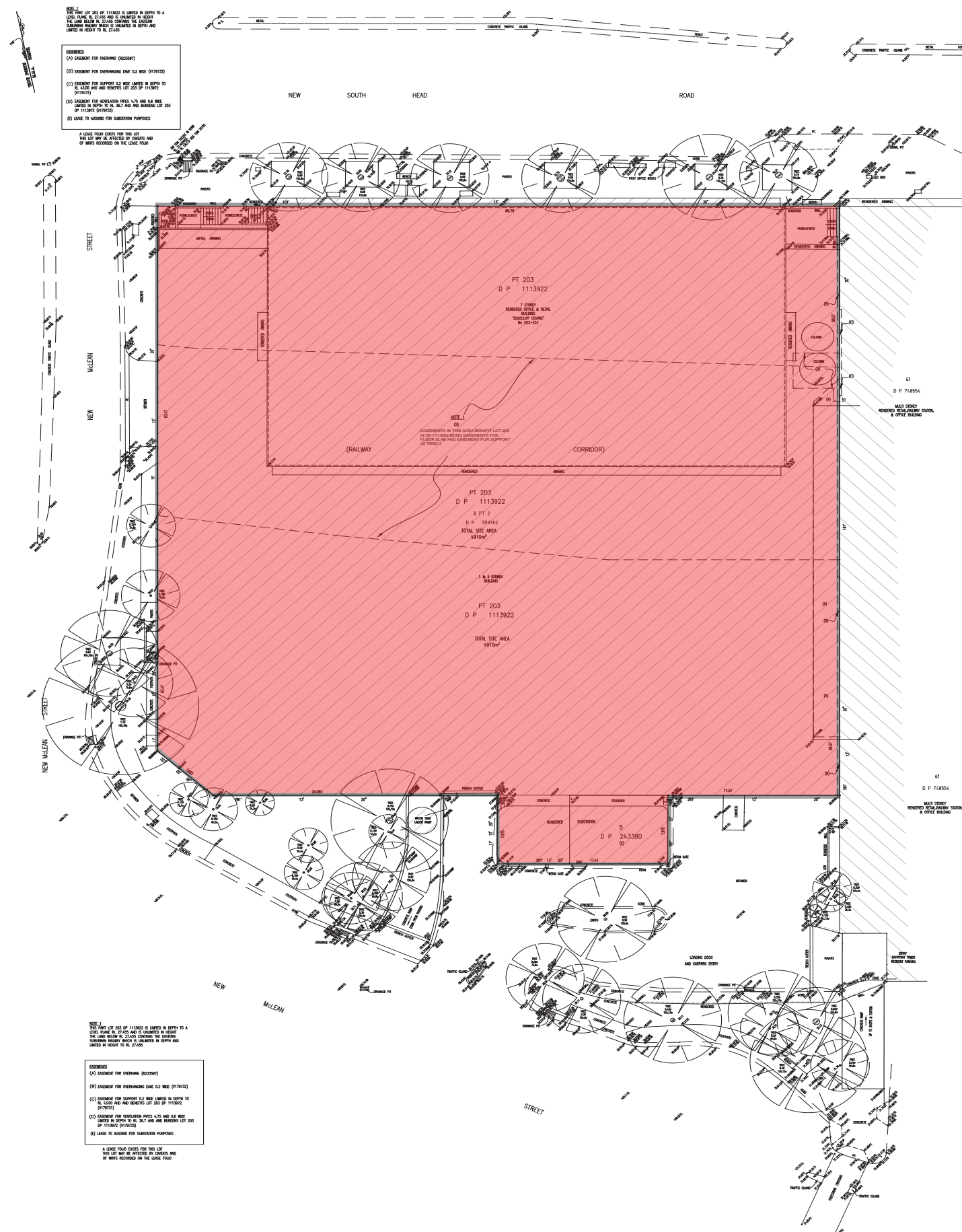
Edgecliff Urban Context



Edgecliff Urban Context

Contextual Analysis: Site Survey

Boundary Survey



Source: Surveyed and Drawn by Linker Surveyors

Subject Site - Total Site Area = 4910m²

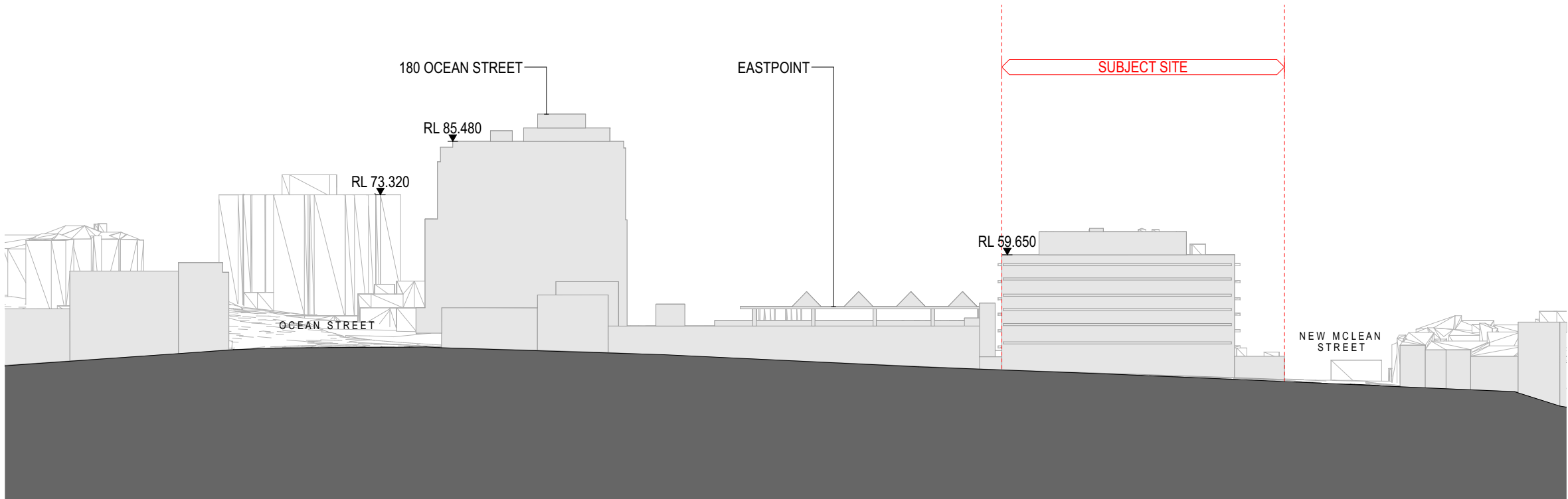
Contextual analysis: Existing Building Envelope, and Streetscape

New South Head Road North Elevation

The subject site and address of 203-233 New South Head Road is located on the southern boundary of New South Head Road..

The southern side of New South Head Road has a mixed street wall height ranging from 14 stories at 180 Ocean Street to 2 stories at Eastpoint.

The frontages of 180 Ocean Street and Eastpoint are relatively inactive and would benefit from redevelopment and the injection of active frontages. The entrance to Edgecliff Railway Station is not visually prominent, and would benefit from an intervention that boosts its visibility. The existing retail colonnade of Edgecliff Centre is set back from the footpath, and has no meaningful integration with the pedestrian experience.



* RL XX - Approximate Relative Level



Image 1.1 View of Edgecliff Centre



Image 1.2 Subject Site



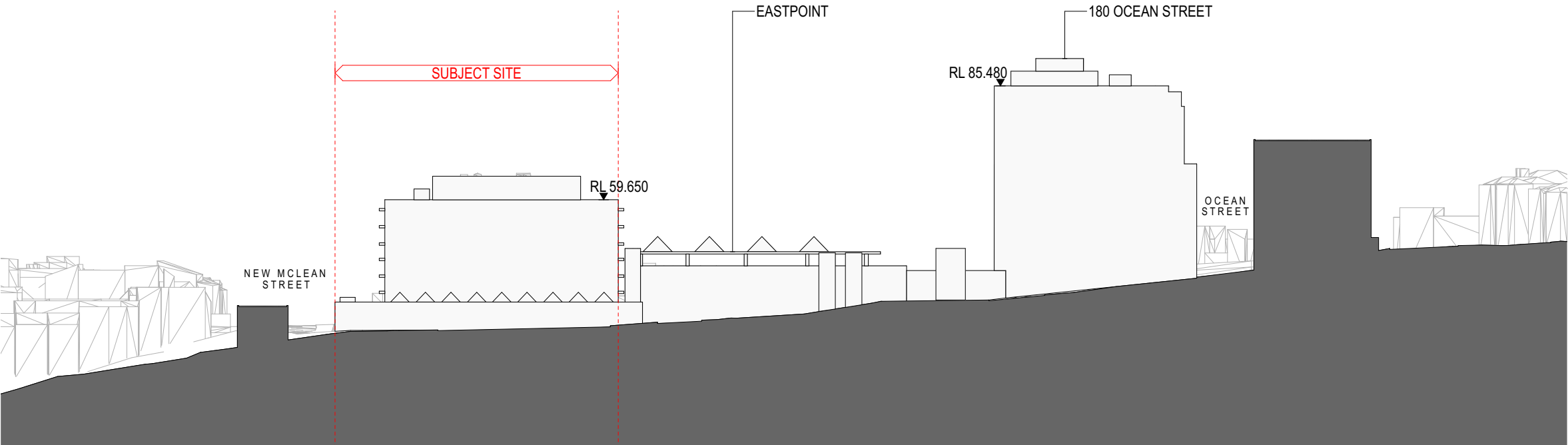
Image 1.3 Eastpoint and entrance to Edgecliff Railway Station



Image 1.4 Eastpoint and entrance to retail mall

Contextual analysis: Existing Building Envelope, and Streetscape

New McLean Street South Elevation



* RL XX - Approximate Relative Level



Image 1.5 Edgecliff Centre Loading Dock and right of way access to Eastpoint



Image 1.6 View of existing Edgecliff Centre carpark



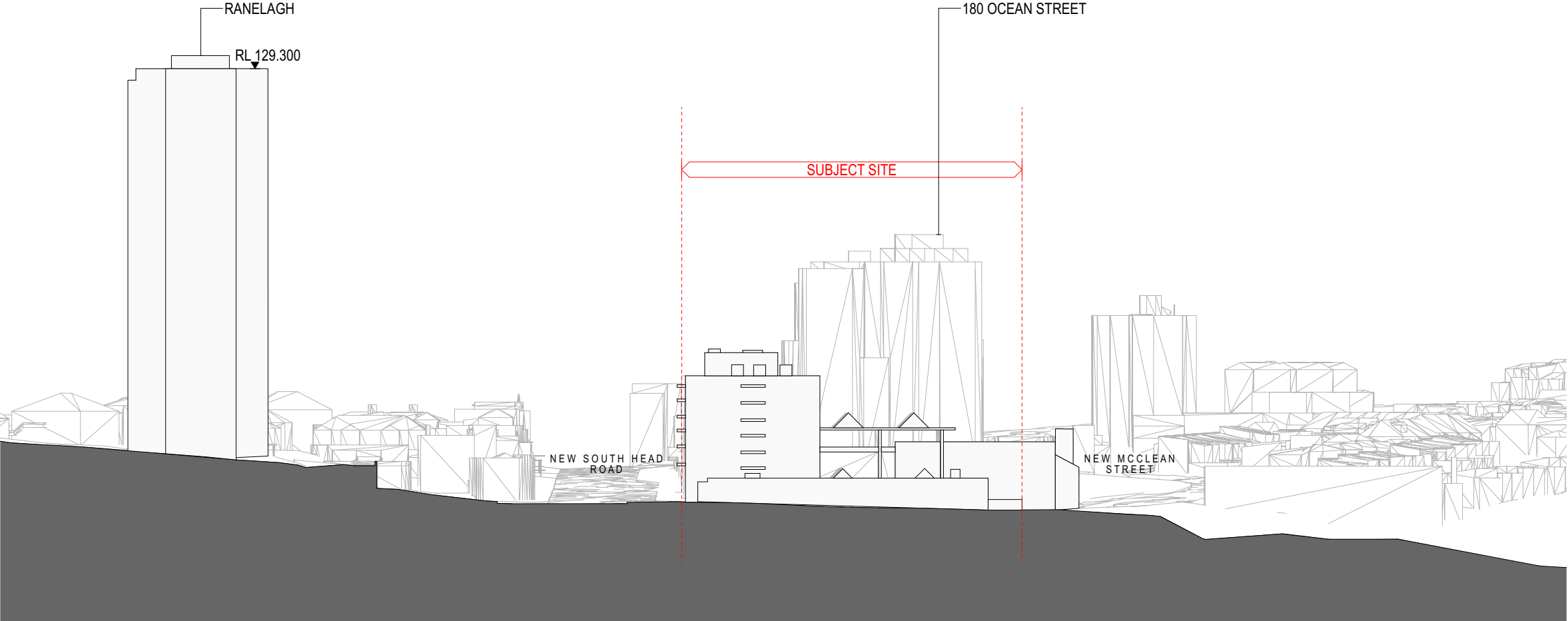
Image 1.7 Existing parking access



Image 1.8 Eastpoint and new pedestrian link

Contextual analysis: Existing Building Envelope, and Streetscape

New McLean Street West Elevation



* RL XX - Approximate Relative Level



Image 1.9 View of subject site on corner of New South Head Road and New McLean Street



Image 1.10 View of Retail parking entry / exit



Image 1.11 Subject Site with Ranelagh tower in the background



Image 1.12 View of subject site from Darling Road

3.0 Existing Planning Framework

Built Form Analysis

Woollahra LEP 2015 / Woollahra DCP 2015 and Block Controls

The following section reviews and compares the sites development potential under the current controls of the Woollahra LEP 2015 and Woollahra DCP 2015 as well as the Edgecliff Centre Business Centre controls.

In investigating the sites development potential the following site constraints and planning controls have been considered:

- Height controls
- Setback control
- FSR control
- Street wall height control
- Sun access to surrounding green areas including Trumper Oval
- Requirement of through site links or lane ways
- Achievement of a PCA Premium Grade floor plate (i.e 1500m² +) for the commercial component.
- Compliance with the Apartment Design Guide NSW and SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development).

The following objectives are outlined in the Chapter D4 Edge-cliff Business Centre section of the Woollahra DCP 2015.

D4.1.3 Objectives

The objectives of this chapter are:

1. To encourage a high standard of architectural and landscape design in any new development within the centre.
2. To protect the amenity of residential and commercial development.
3. To protect the amenity of adjoining residential areas.
4. To improve connections within the centre and into the surrounding commercial and residential areas.
5. To enhance the way development contributes to a sense of place.
6. To encourage a diverse mix of uses in the centre, whilst maintaining its role of providing medical services.
7. To activate the frontage to New McLean Street and Arthur Street.

Built Form Analysis

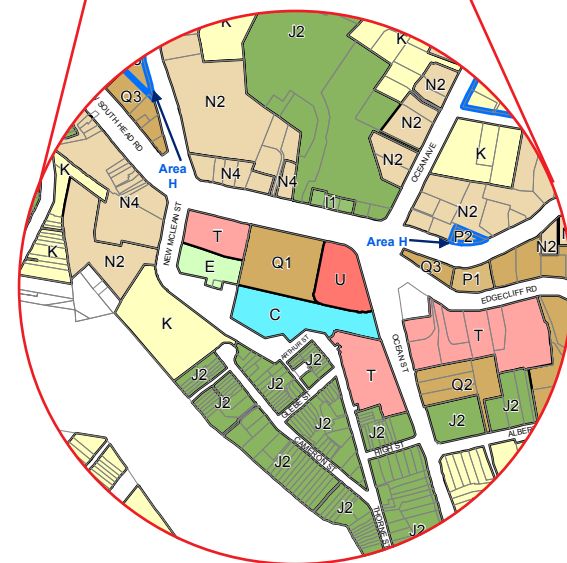
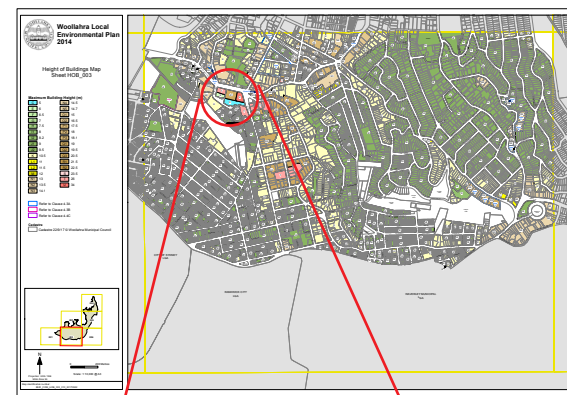
Woollahra LEP 2015 / Woollahra DCP 2015

LEP / DCP Envelope

New South Head Road: 28m

New McLean Street: 6m

- Building over existing railway infrastructure is cost prohibitive and not likely feasible. Demolition of existing building without opportunity for uplift is not feasible.
- It would deliver a sub optimal outcome from an urban design perspective, providing a short squat building with inappropriate proportions between the podium and the tower.
- The scale of redevelopment allowed is not commensurate with the scale of existing residential buildings in the immediate vicinity including 180 Ocean Street and Ranelagh.
- The allowed envelope is not in line with the aspirations of Chapter D4.1.3 of the Woollahra LEP 2015, in particular points 5 through 7.



Maximum Building Height (m)

T 26 E 6

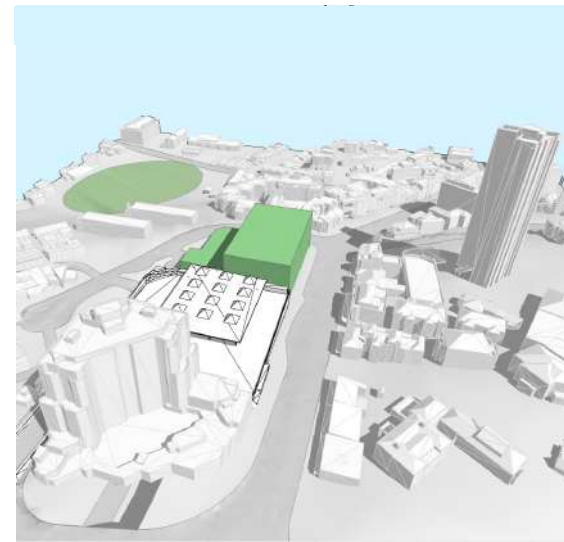


Image 1.13 Woollahra LEP 2015 Envelope. Built form on Subject Site

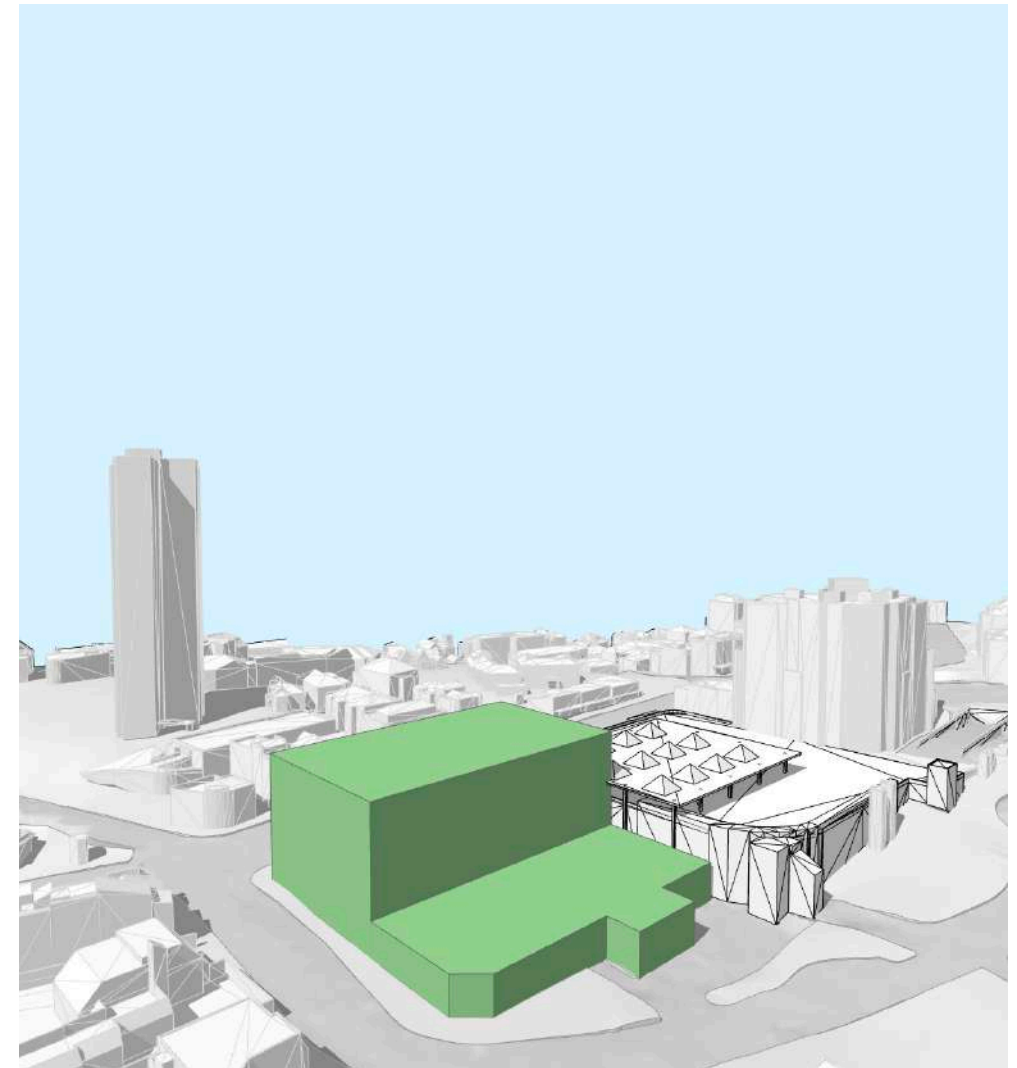


Image 1.14 Woollahra LEP 2015 Envelope. Built Form on Subject Site

4.0 Envelope Development

Edgecliff Opportunity Site

View Studies

Proposed Envelope

Height:	53m
Storeys	17 Storeys
FSR	6.05:1

In June 2010 Woollahra Council prepared a number of studies of opportunity sites within the council area, including on the site for Edgecliff Centre and the adjacent East Point Complex.

The study comprises a mix of retail, commercial and residential uses including towers up to 17 storeys.

Analysis of the proposal reveals that with a building height of 53m and 17 stories there is an allowance of 3.1m floor to floor, which is insufficient for retail, commercial and loading purposes. Retail/loading requires 4.5-5m and commercial 3.8m as a minimum. Taking this into consideration the modeling has been based on these assumptions to compare a suitable form and realised built form outcome.

Given the proposed building form, ADG compliance would be very difficult to impossible, and provision of efficient and modern, well lit commercial floor plates also difficult.

From the attached view studies, it is apparent that the views from the existing residential units on 170 and 180 Ocean Avenue are severely compromised at all levels. The harbour view is completely obscured, as is much of the city skyline.



Image 1.15 Opportunity Site Plan



Image 1.16 Opportunity Envelope. Aerial View from South-West



Image 1.17 Opportunity Envelope. View from Trumper Oval



Image 1.18 Opportunity Site Envelope. Aerial View looking West down New South Head Road

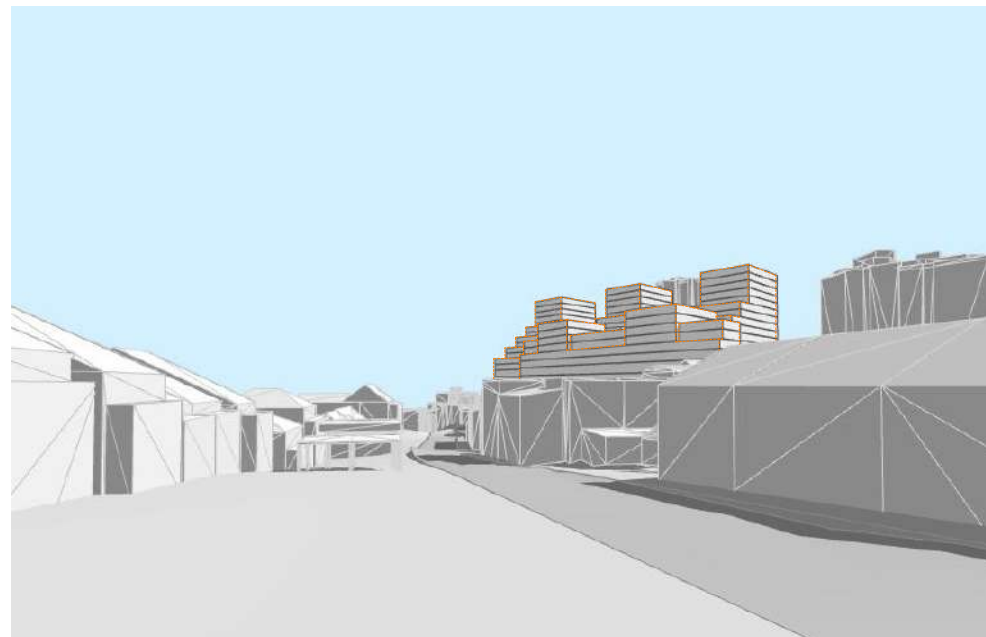
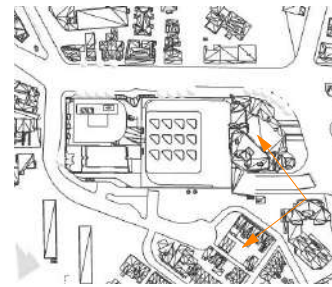
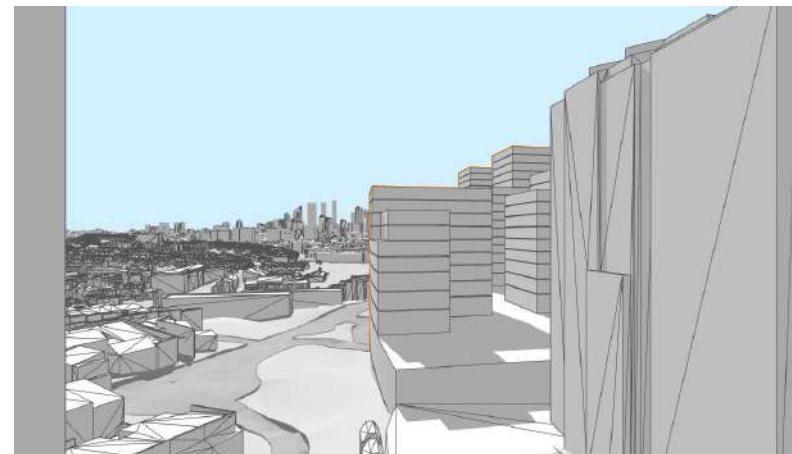


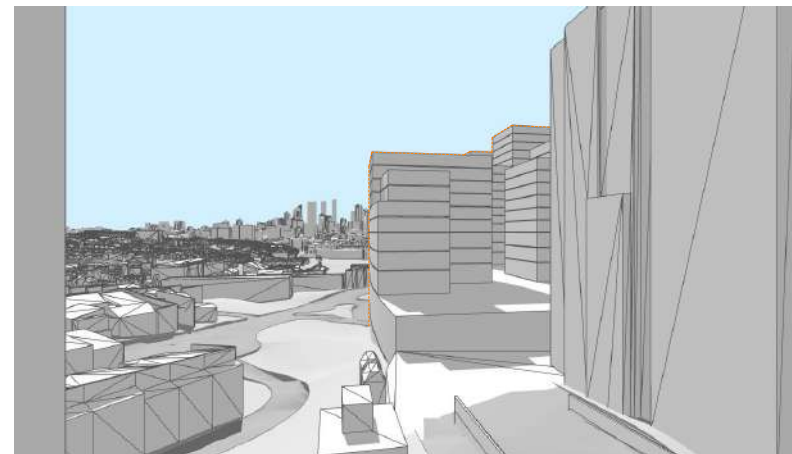
Image 1.19 Opportunity Envelope. View from Cameron Street



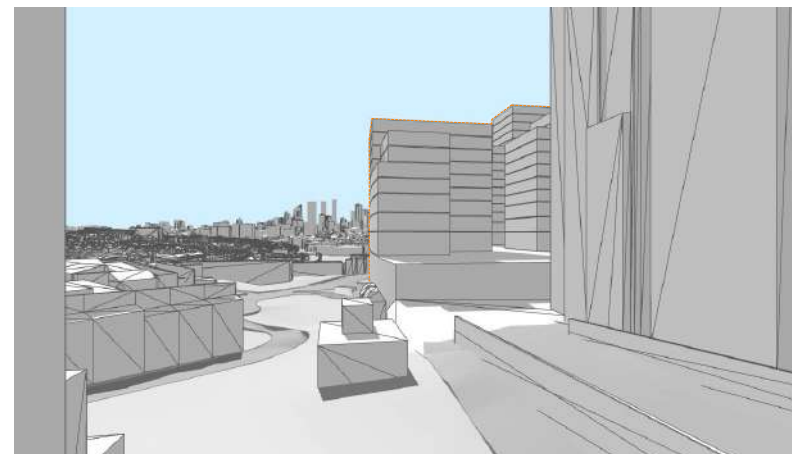
View Impact from 170 Ocean Avenue



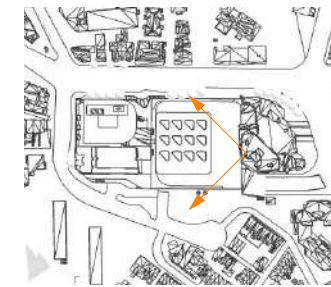
RL68.0 Proposed



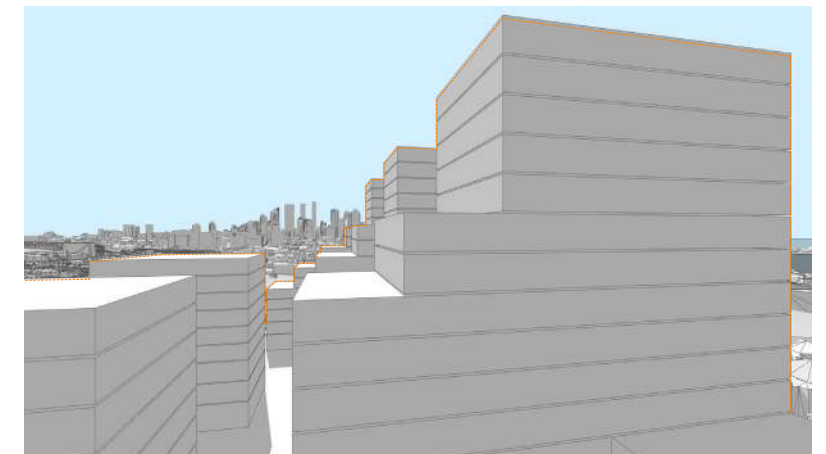
RL60.0 Proposed



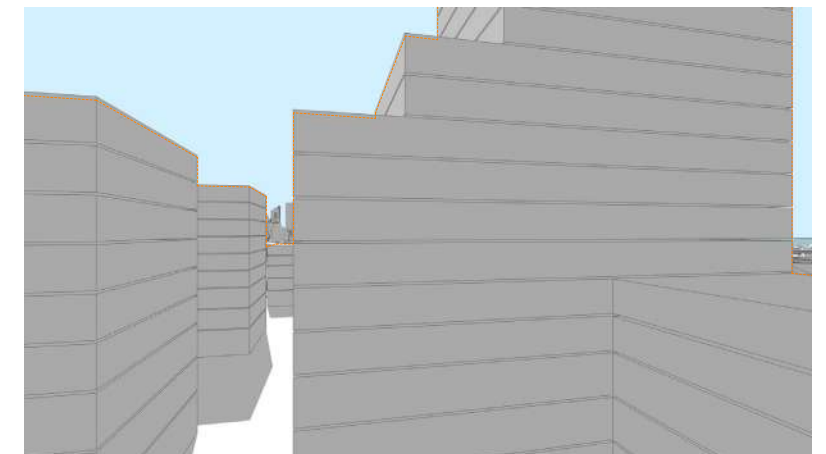
RL52.0 Proposed



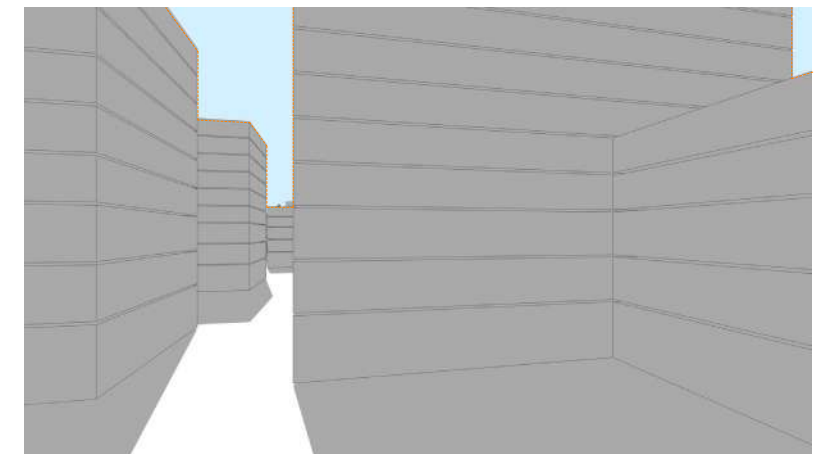
View Impact from 180 Ocean Avenue



RL63.5 Proposed



RL70.0 Proposed



RL58.0 Proposed

Edgecliff Opportunity Site
Overshadowing and Solar Access

The public places and times identified in the DCP within the site's proximity that could potentially be impacted upon include;

Trumper Oval 10:00-14:00

The shadow study prepared as part of the Woollahra Council's Opportunity Site study shows no overshadowing of Trumper Oval at 10am, however with a more appropriate floor to floor allowance as previously outlined to achieve a viable and suitable built form outcome for the site the modeling has been based on these assumptions. At this more realistic height the opportunity site massing casts a shadow on Trumper oval at 10am on the 21 June.

Shadow impact from the massing is negligible on the existing residential precinct to the South of the site.

21 June

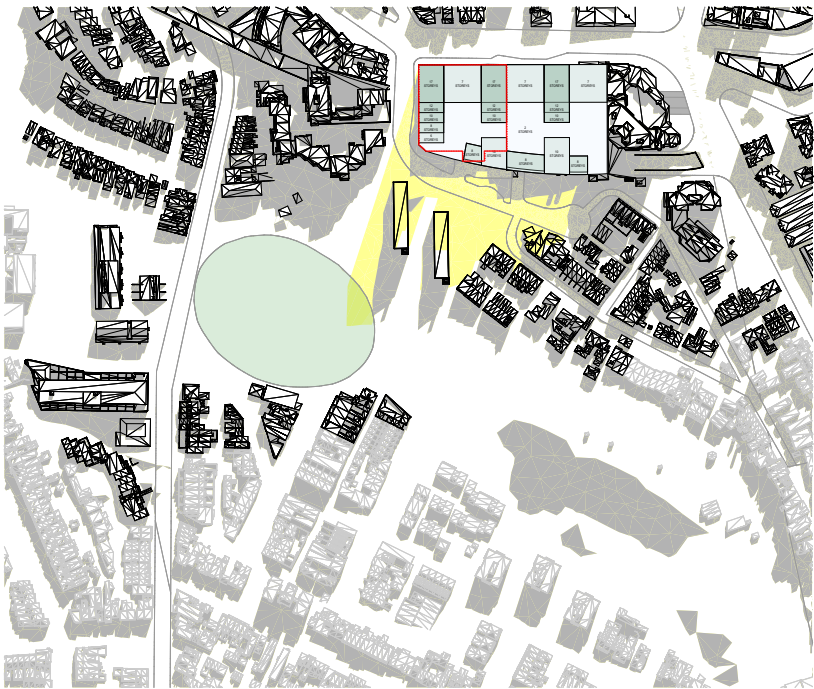


Image 1.20 21 June 10am

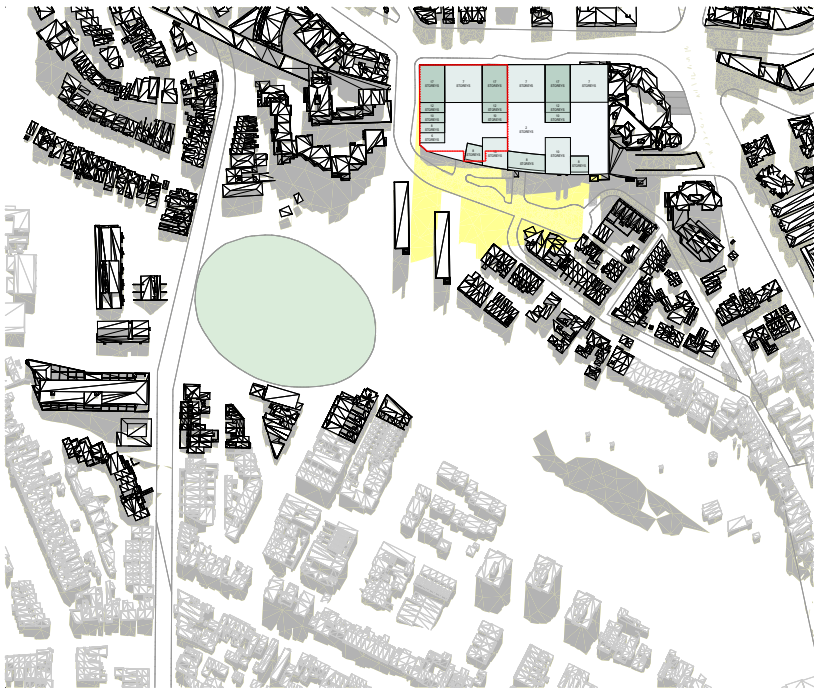


Image 1.21 21 June 11am

O16	To protect the amenity of adjoining residential zoned land.	C25	The building design minimises overlooking into the habitable rooms and open space areas of adjoining residential uses.
O17	Minimise overshadowing of adjoining properties and Cooper Park Oval.	C26	Development maintains solar access to existing adjoining dwellings for a period of two hours between 9am and 3pm on 21 June to existing north facing windows of habitable rooms, and for at least two hours to at least 50% of the private open space. Where existing overshadowing is greater than this, sunlight is not to be further reduced.
		C27	Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.

- Existing Shadow
- Additional Shadow

Woollahra DCP Chapter D4.017

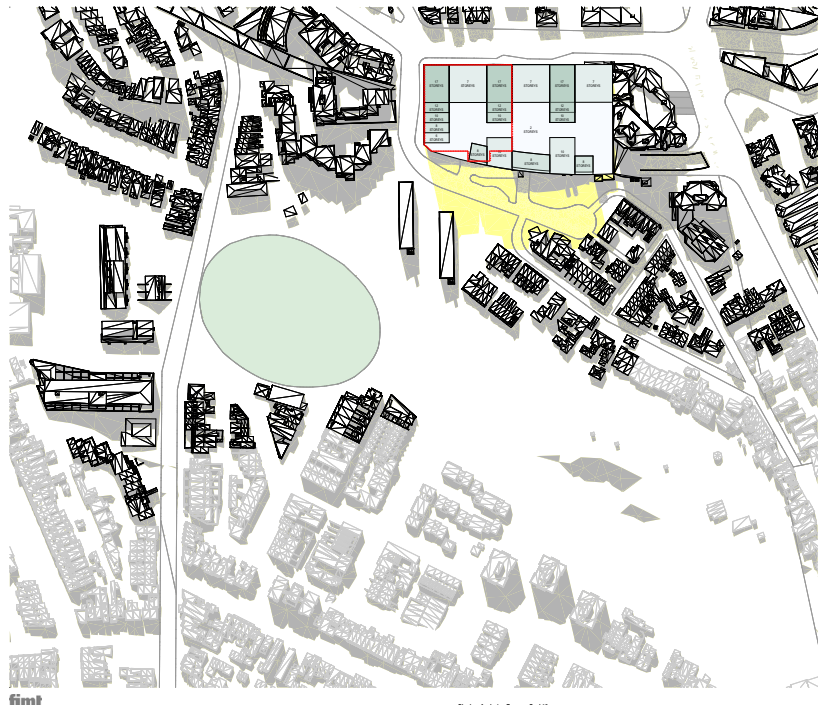


Image 1.22 21 June 12pm

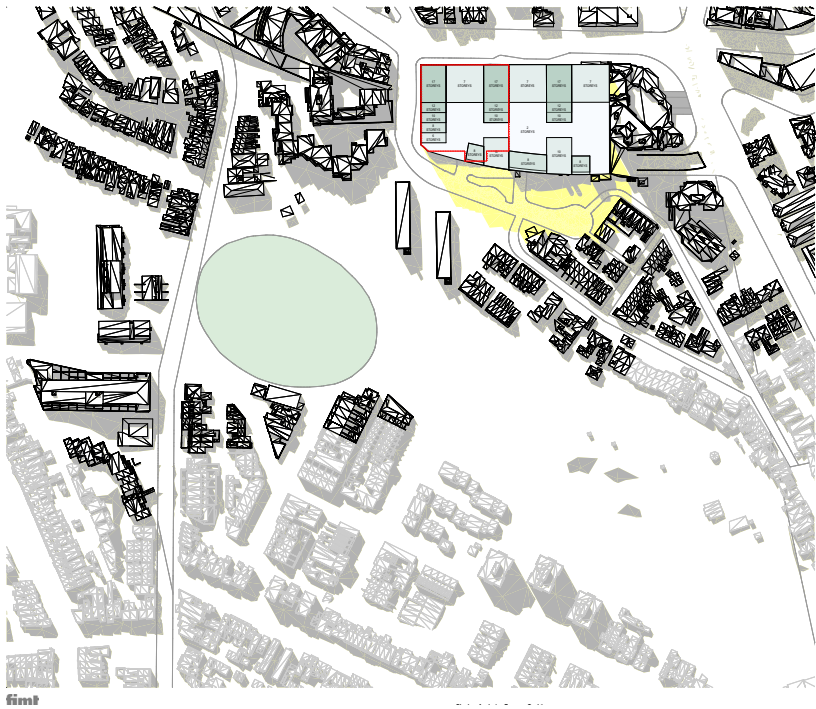


Image 1.23 21 June 1pm

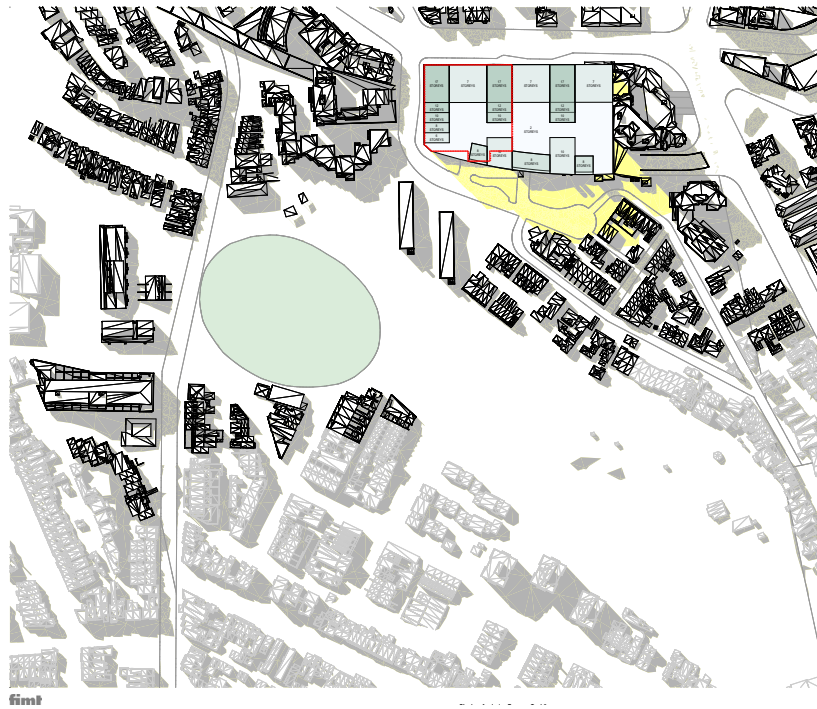


Image 1.24 21 June 2pm

- Existing Shadow
- Additional Shadow



30 Storey Option

View Studies

Proposed Envelope

Tower Height:	119.99m
Tower Setbacks	
Eastpoint	10m
New McLean Street (East)	7m
New McLean Street	
Road Reserve (South)	0m
Podium Height	
Lower	34.94m
Upper	53.84m
Street frontage Height	38.5m
FSR	9:1

The illustrated 30 Storey Option attempts to devise an envelope that achieves the target FSR of 9:1 while limiting the height to 30 Storeys, with an allowance of two storeys for lift overrun.

The 10m setback to East Point and 7m setback to New McLean Street (East) seek to achieve compliance with the ADG and to avoid excessive overshadowing to the West.

The tower is setback from New South Head Road to minimise impact on the street wall.

The impact on views are less significant than from the opportunity site block model, however in order to accommodate the 9:1 FSR in 30 Storeys, the resulting form is necessarily broad towards the base and impinges on city views from the adjacent residential properties, particularly from lower levels.

The building form presents as an ill proportioned mass that does not allow for sufficient articulation within the proposed FSR. The resulting form is not appropriate for such a significant gateway site.

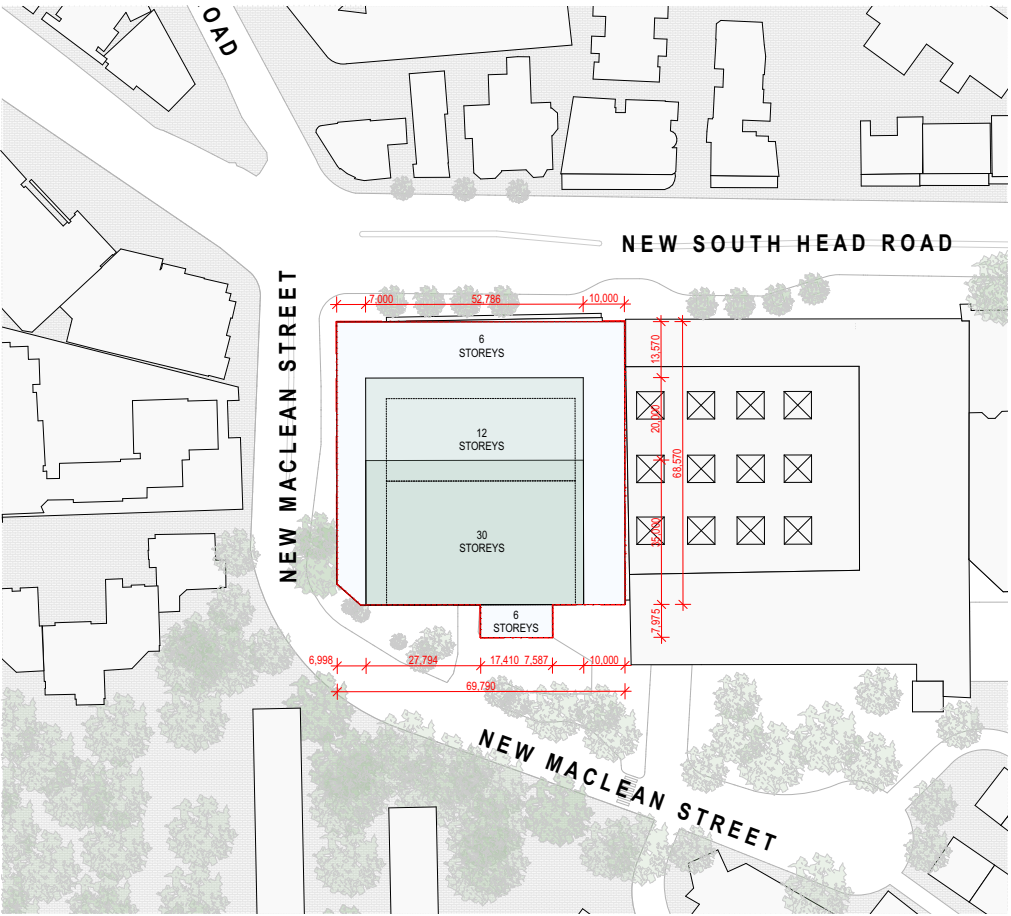


Image 1.25 30 Storey Option Site Plan

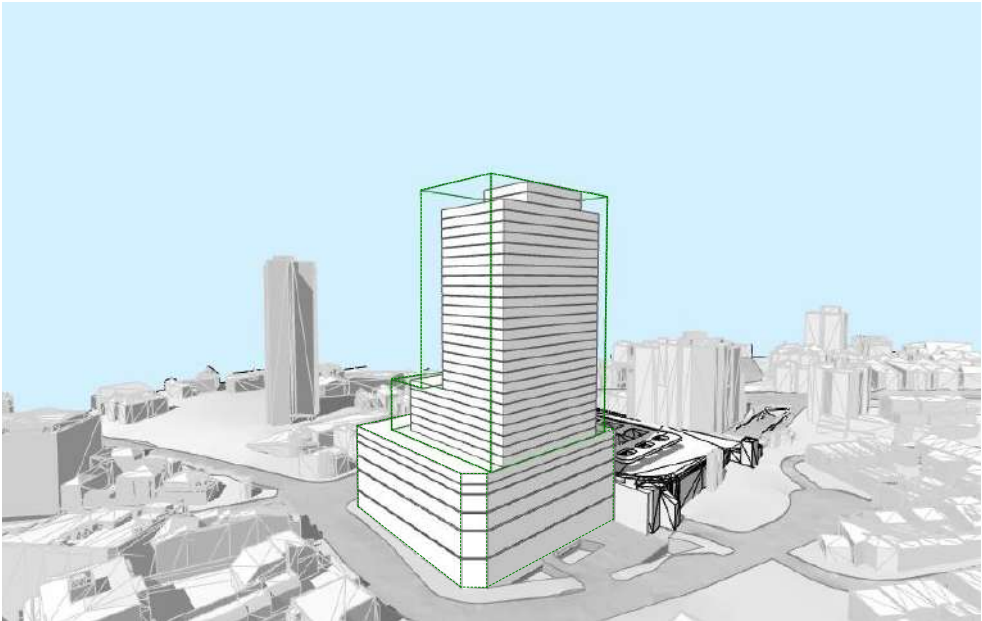


Image 1.26 30 Storey Option. Aerial View from South-West

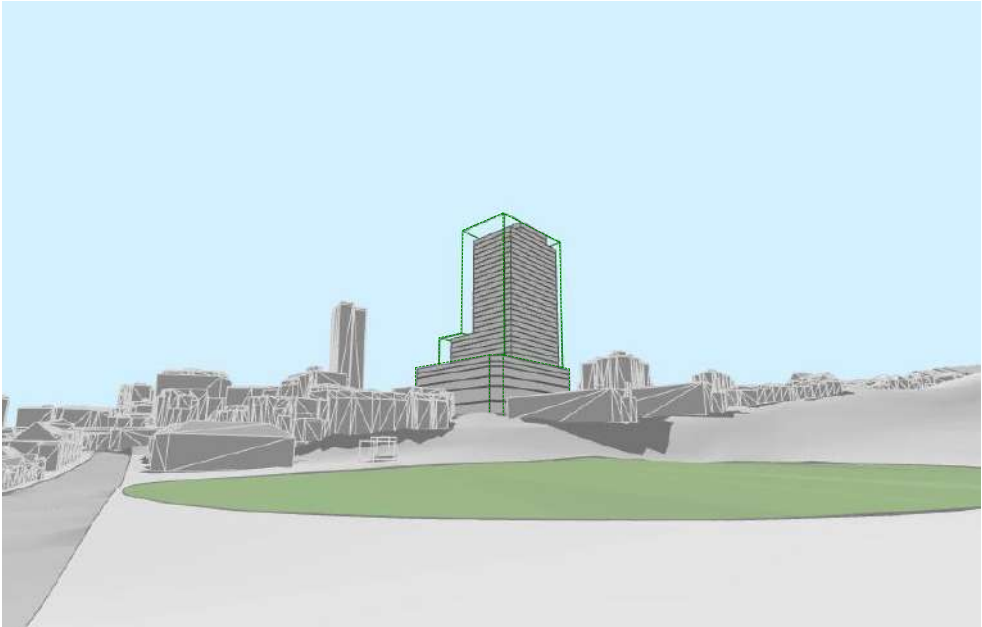
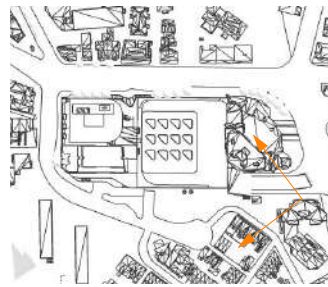


Image 1.27 30 Storey Option. View from Trumper Oval



View Impact from 170 Ocean Avenue

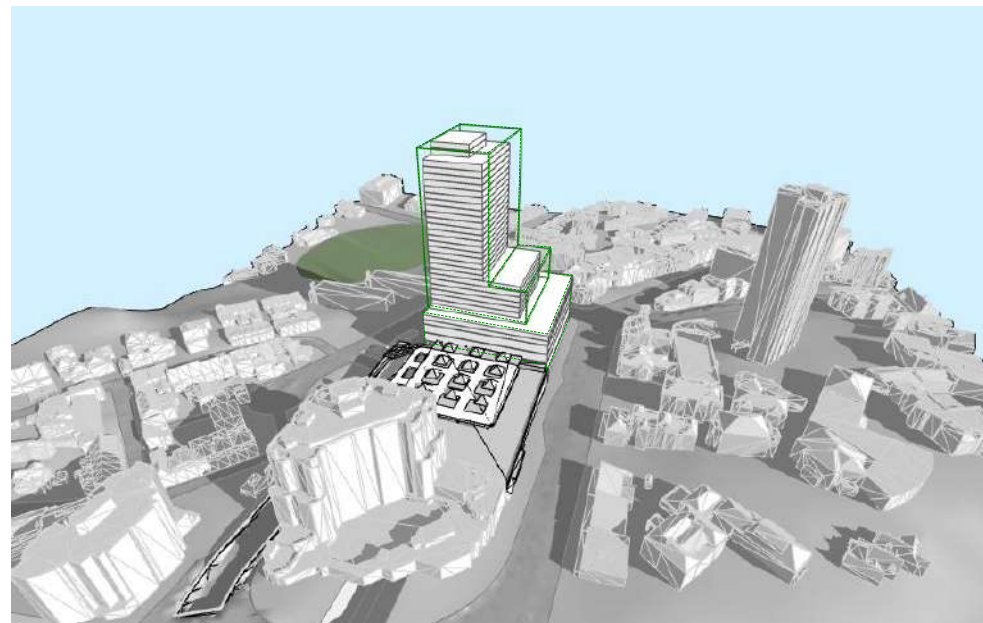


Image 1.28 30 Storey Option. Aerial View looking West down New South Head Road

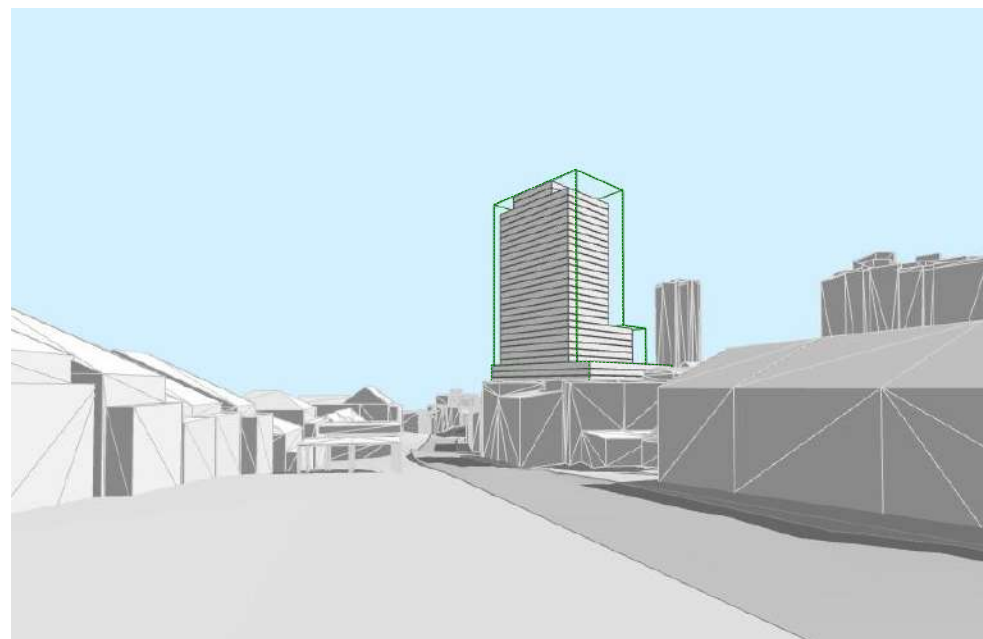
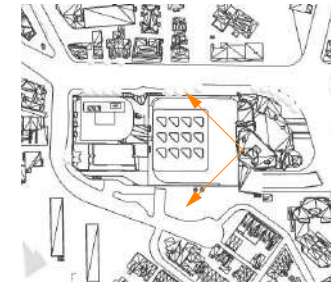
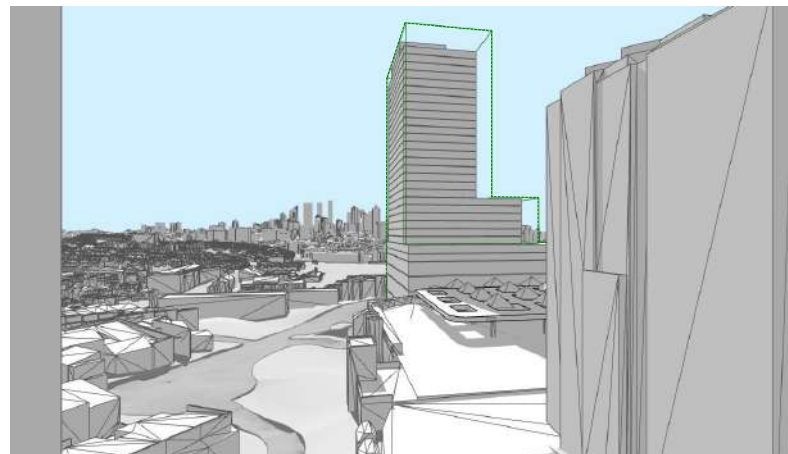


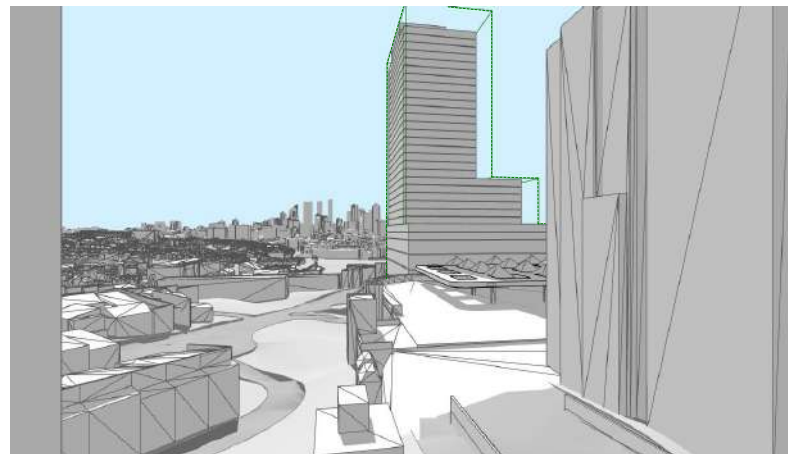
Image 1.29 30 Storey Option. View from Cameron Street



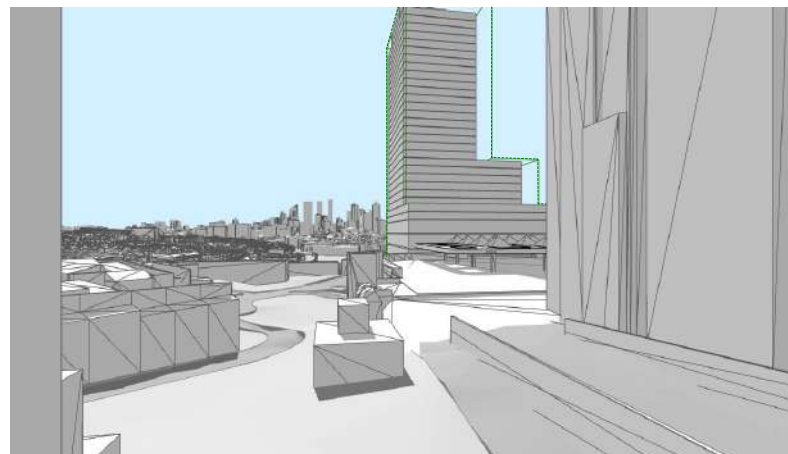
View Impact from 180 Ocean Avenue



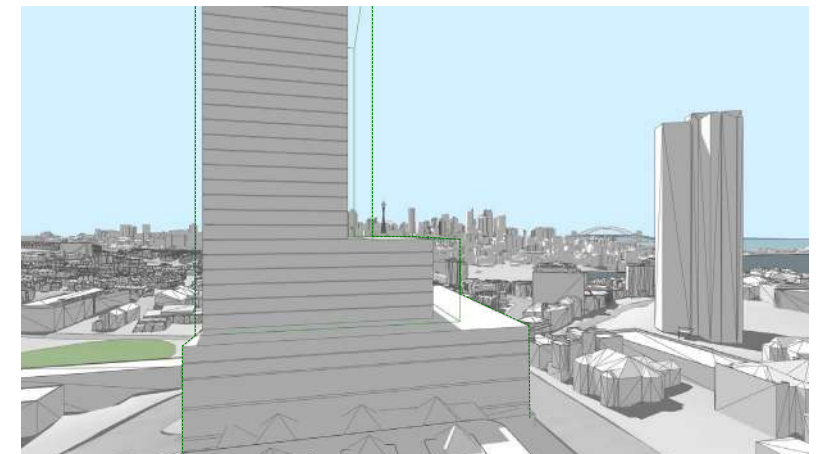
RL68.0 Proposed



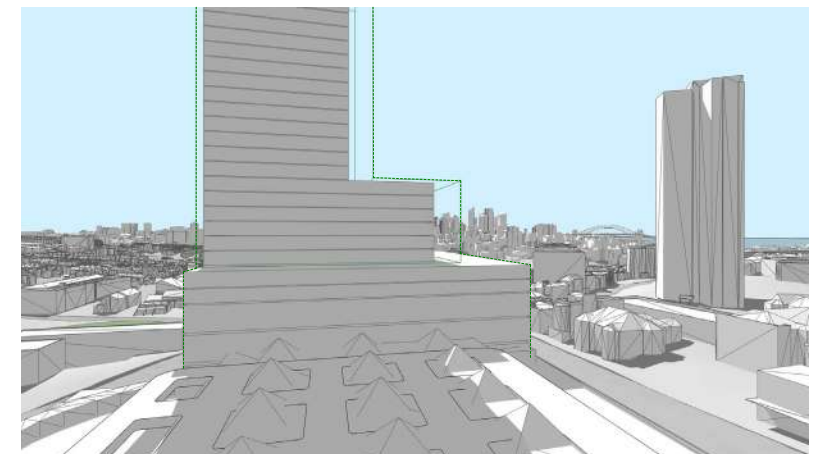
RL60.0 Proposed



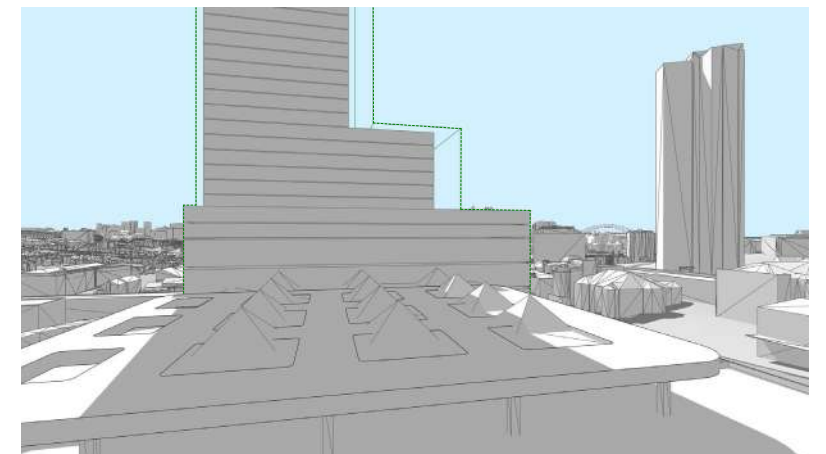
RL52.0 Proposed



RL63.5 Proposed



RL70.0 Proposed



RL58.0 Proposed

30 Storey Option
Overshadowing and Solar Access

The 30 Storey massing option overshadows Trumper Oval at 10am on June 21, in violation of Woollahra Council's DCP requirement.

The blocky massing also casts a wider, more slow moving shadow that has more impact on residential premises to the South of the site.

The additional overshadowing of the existing residential buildings in the surrounding area will not reduce their hours of daylight below the required 2 hours of the SEPP 65 amendment.

21 June

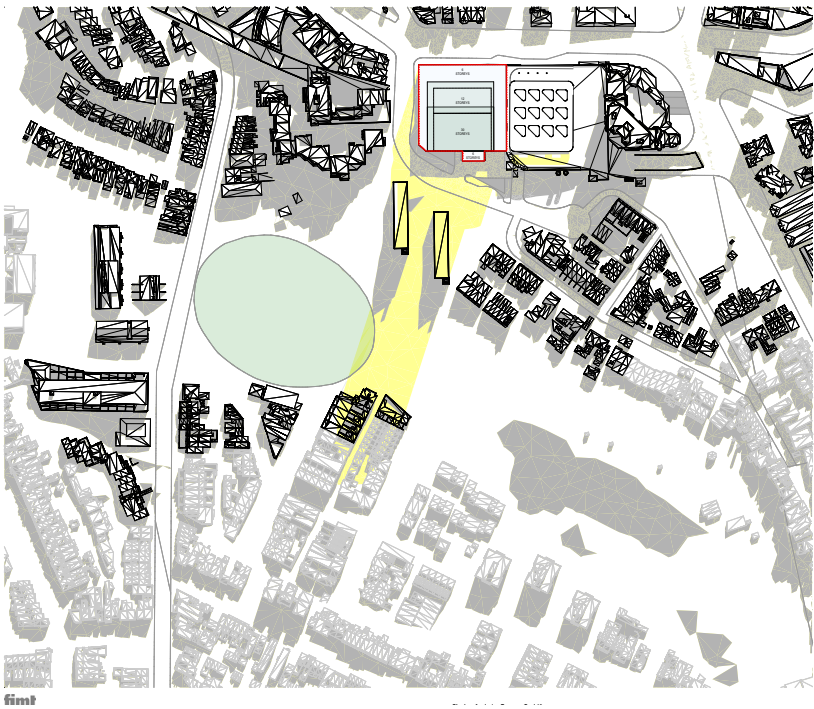


Image 1.30 21 June 10am

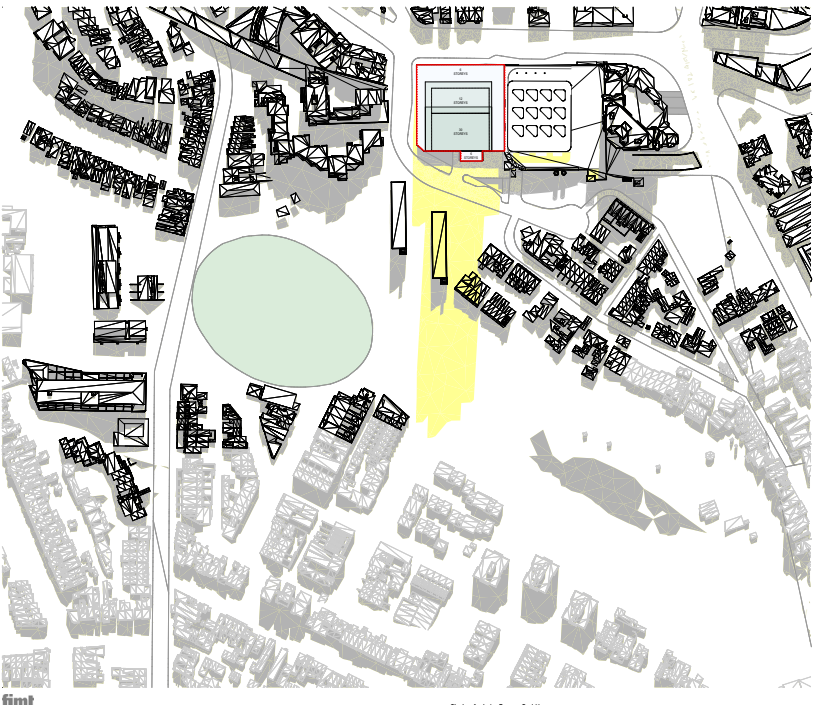


Image 1.31 21 June 11am

O16 To protect the amenity of adjoining residential zoned land.	C25 The building design minimises overlooking into the habitable rooms and open space areas of adjoining residential uses.
O17 Minimise overshadowing of adjoining properties and Cooper Park Oval.	C26 Development maintains solar access to existing adjoining dwellings for a period of two hours between 9am and 3pm on 21 June to existing north facing windows of habitable rooms, and for at least two hours to at least 50% of the private open space. Where existing overshadowing is greater than this, sunlight is not to be further reduced.
	C27 Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.

- Existing Shadow
- Additional Shadow

Woollahra DCP Chapter D4.017

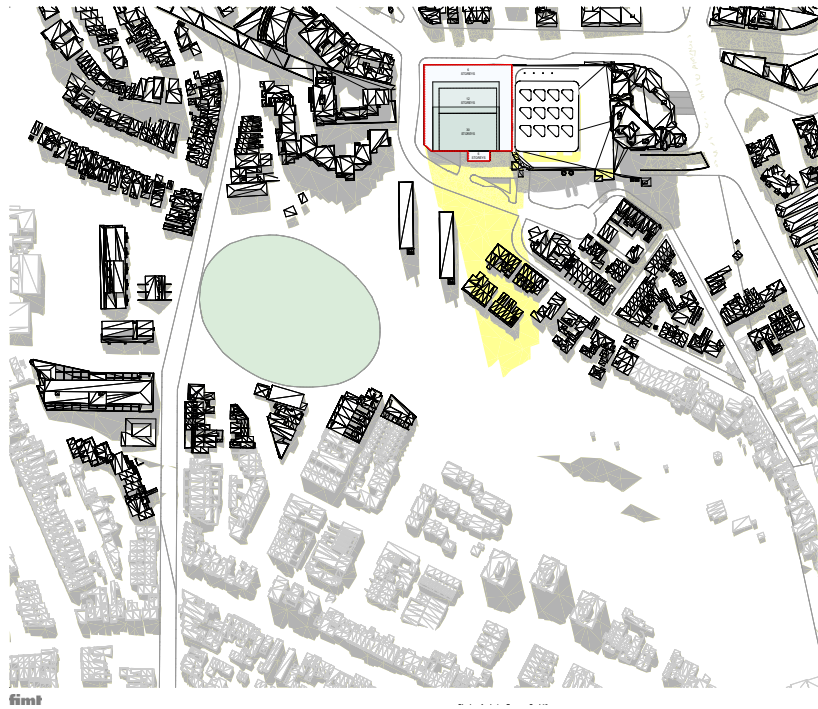


Image 1.32 21 June 12pm

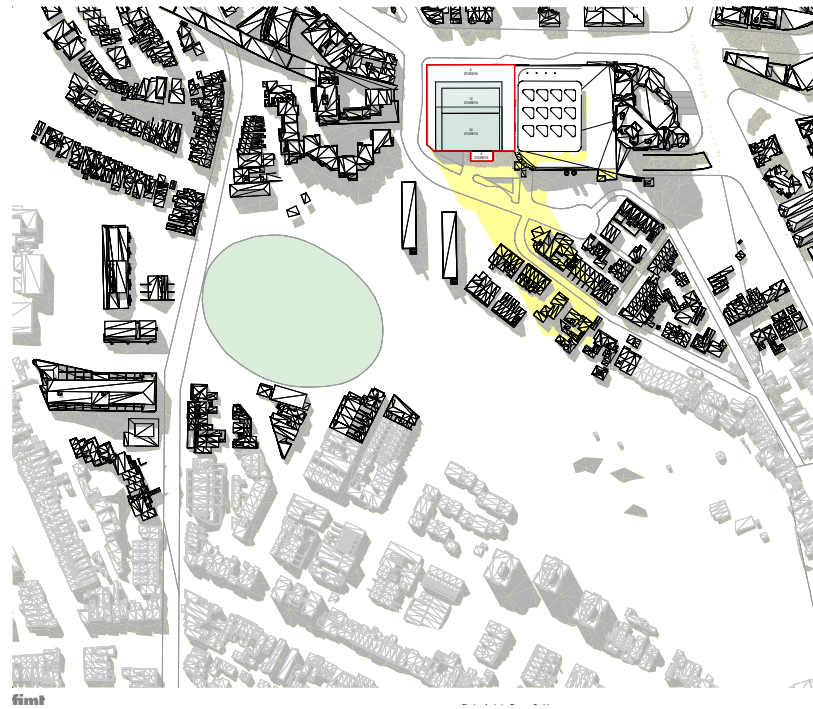


Image 1.33 21 June 1pm

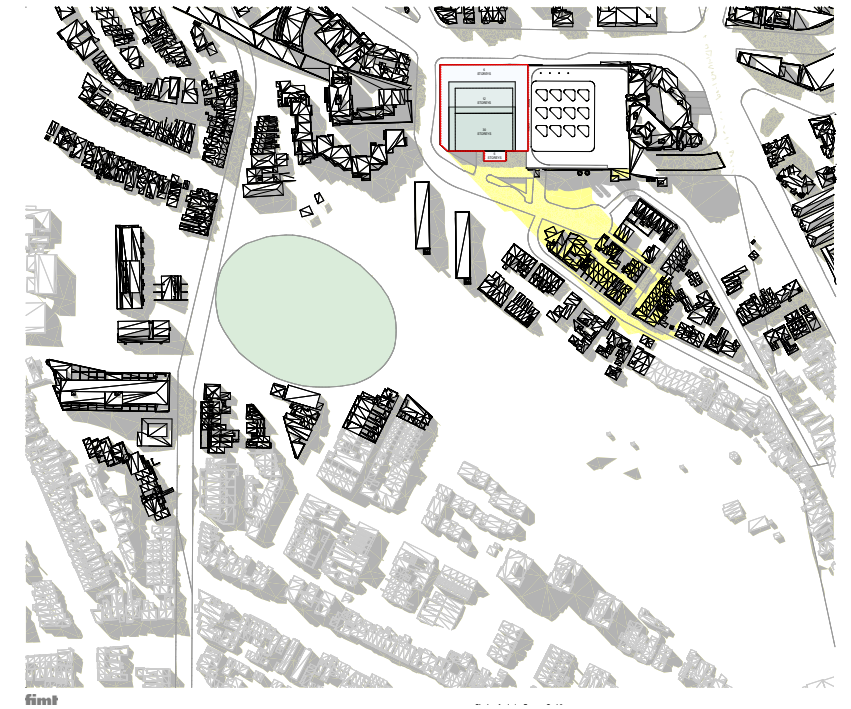


Image 1.34 21 June 2pm

- Existing Shadow
- Additional Shadow



5.0 Proposed Planning Framework

Proposed Envelope

Edgecliff Centre

Proposed Envelope

Tower Height:	167.01m
Tower Setbacks	
Eastpoint	12m
New McLean Street (East)	12.45m to 24.173m
New McLean Street	
Road Reserve (South)	0m
Podium Height	
Lower	24.01m
Upper	42.01m
Street frontage Height	38.5m
FSR	9:1

The proposed built form envelope relies on amendments to the existing FSR controls and tower setbacks to form new controls.

An amendment to the current LEP height controls will allow for an alternative real and feasible construction of a tower up to a height of 167.01m. This height provides a form which responds to the requirements of a new development to maintain significant views from existing adjacent residential premises and avoid overshadowing Trumper Oval during the DCP designated times whilst providing the ability to achieve an high amenity Residential floor plate.

The proposed podium heights allow for a quality commercial floor plate that achieves the desired outcomes of the Chapter D4 Edgecliff Centre DCP aims which aim to “improve connections within the centre and into the surrounding commercial and residential areas. To enhance the way development contributes to a sense of place. To encourage a diverse mix of uses in the centre, whilst maintaining its role of providing

medical services. To activate the frontage to New McLean Street and Arthur Street.”

Urban Design Considerations

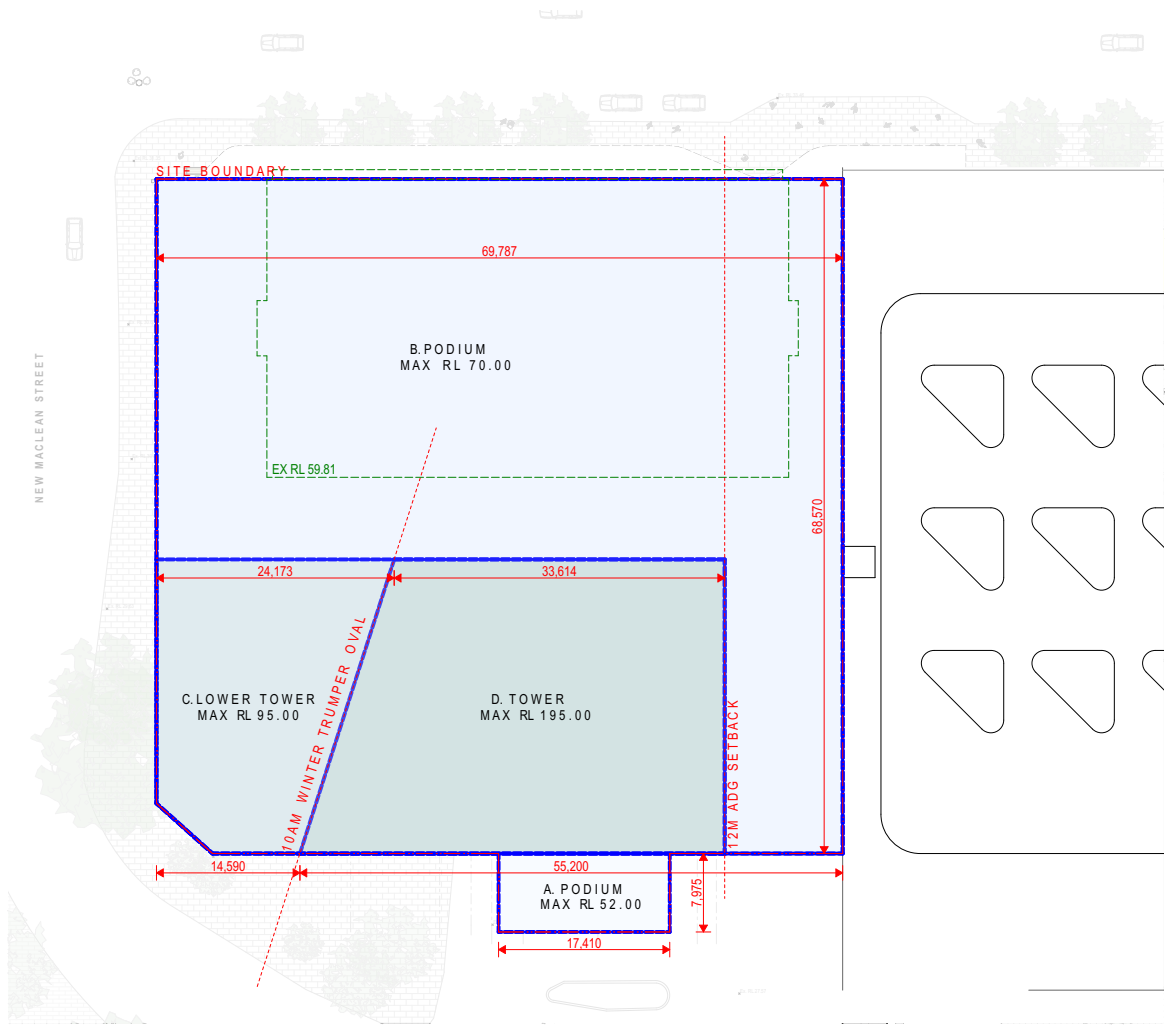
- The intent of the existing envelope controls to provide a medium rise built form the corner of New South Head Road and New McLean Street is maintained, with the opportunity to provide more meaningful pedestrian connection and activity along these facades.
- The proposed tower envelope provides extra definition for the Business Centre precinct, and brings a mix of residential use to the site which will enliven and enrich the precinct.
- Redevelopment of the site allows for a more generous and striking entrance to the existing Edgecliff Railway station including the allowance for public space along New South Head Road and for a visible and navigable bus connection from street level to the existing bus terminal on the roof of the adjacent Eastpoint in line with Chapter D4.1.3.05 which aims to “To enhance the way development contributes to a sense of place.”
- Opportunity for integration with the adjacent bus interchange of public green space on the podium rooftop level.
- Appropriate building separation is still maintained;

Contribution to the City

- More efficient use of city space and ability to concentrate commercial, retail and residential space directly over and adjacent to existing public transport infrastructure, providing better connectivity for the public as well as reducing the reliance of future residents and visitors to the building on car based transport. The proposed envelope responds to the criteria for stated in Chapter D4 Edgecliff Centre DCP which states that “Given the excellent public transport access, the centre is ideally located for increased residential and commercial land uses. Retailing, medical and health

related services and professional services will continue to cater for the needs of the local community.”

- Ability to accommodate additional employment space as a result of increased envelope to New South Head Road.
- Opportunity for greater vertical connectivity both between floors and with the public domain through voids and atria.
- Regular and high value commercial floor plate in terms of size and depth, also regular and efficient tower form is able to be achieved within the proposed envelope.



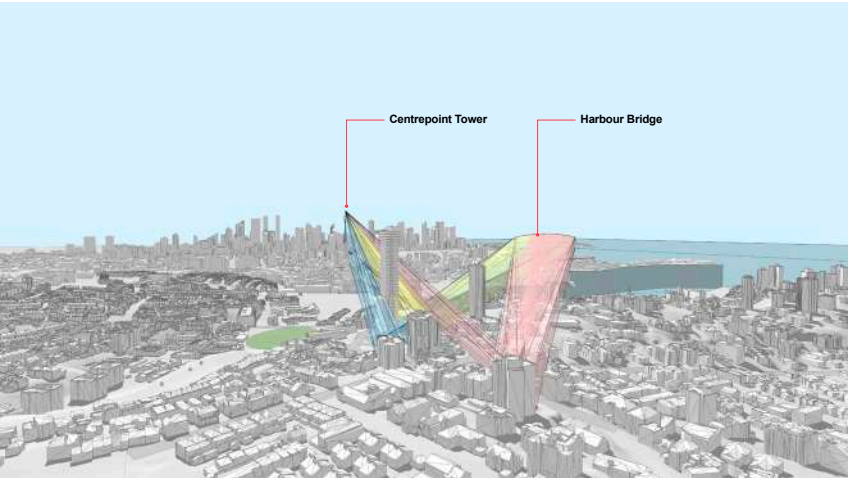
Proposed Envelope

Proposed Envelope

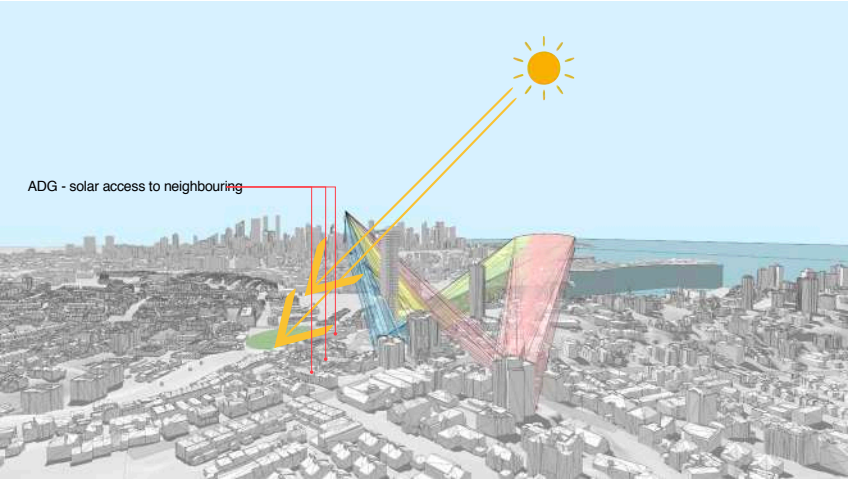
Development Criteria

The proposed envelope has been developed with the following criteria in mind, as expressed in the goals of the Woollahra Council DCP:

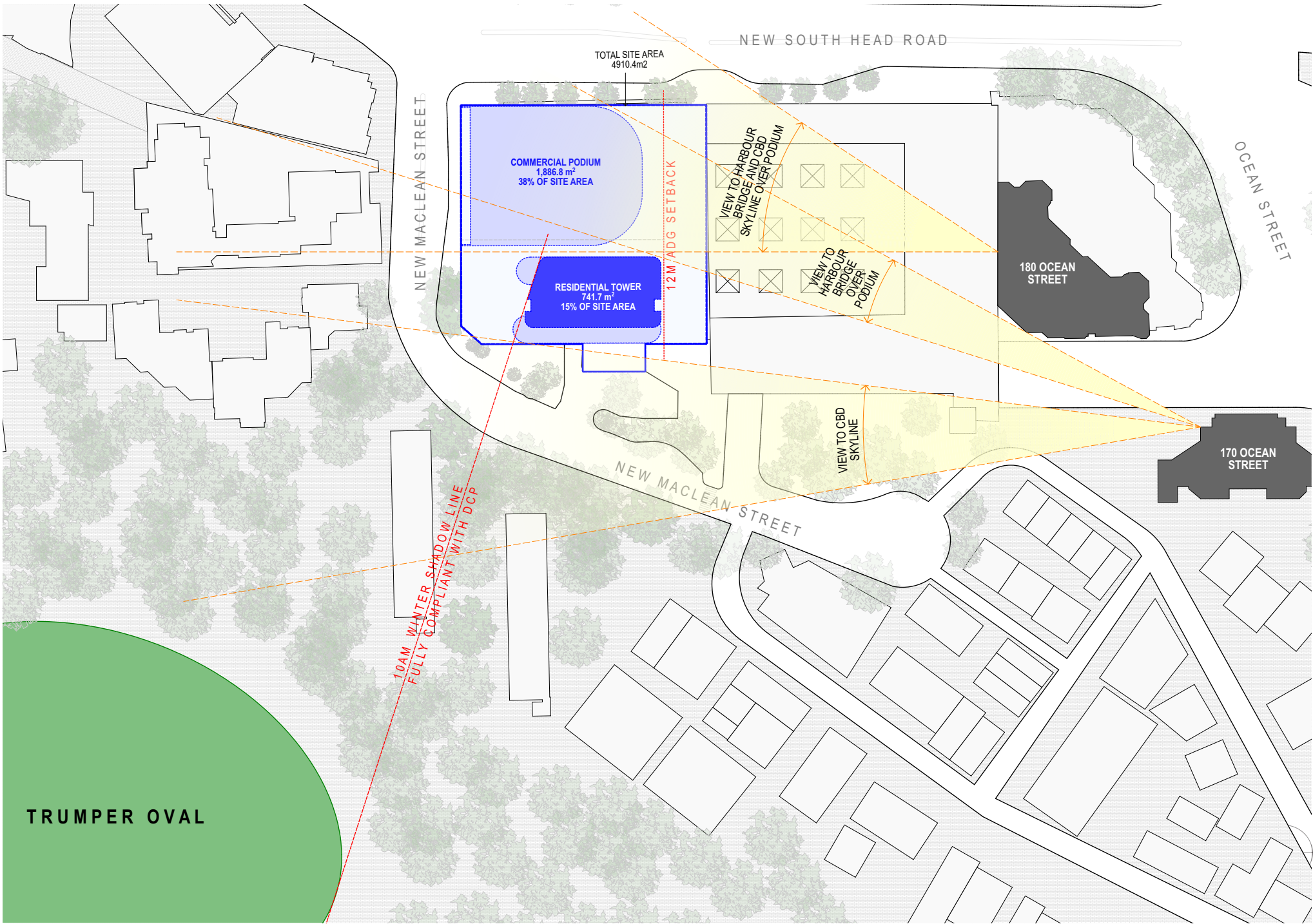
- Protection of significant views from existing adjacent residential properties, particularly views to the Sydney CBD skyline and Centrepont Tower and Sydney Harbour and the Sydney Harbour Bridge
- ADG Solar Access to neighbouring residential premises, particularly the existing residential precinct to the South of the site.



Corridors to Significant Views from Adjacent Residential



Solar Access to Neighbouring Precinct



Envelope and Indicative Scheme massing development relating to surrounding context

Proposed Envelop

View Studies

Proposed Envelope

Tower Height:	167.01m
Tower Setbacks	
Eastpoint	12m
New McLean Street (East)	12.45m to 24.173m
New McLean Street Road Reserve (South)	0m
Podium Height	
Lower	24.01m
Upper	42.01m
Street frontage Height	38.5m
FSR	9:1

The proposed Envelope has been designed to maximise the views from adjacent residential at 170 and 180 Ocean Avenue as well as minimising overshadowing to the residential properties to the South.

In order to achieve this, podium has been setback further and lowered, and to reduce the bulk at the lower levels that obscures the neighbours' view of the CBD and Harbour Bridge. This mass has been redistributed into the tower, which has been extended up.

The tower envelope has been further cut back on an angle on the Western side to ensure that there is no overshadowing of Trumper Oval. The resulting tall, thin tower envelope also ensures that the shadow cast on residential properties to the south is thin and fast moving, ensuring that it does not reduce their hours of sunlight below the ADG acceptable level of 2 hours on the 21 June.

The comparison views on this and the opposing page illustrate that the proposed tower envelope allows for a far more balanced and articulated building form in keeping with this important urban gateway, and that by moving building bulk from the lower levels to the upper levels, neighbours' access to significant views are maintained.

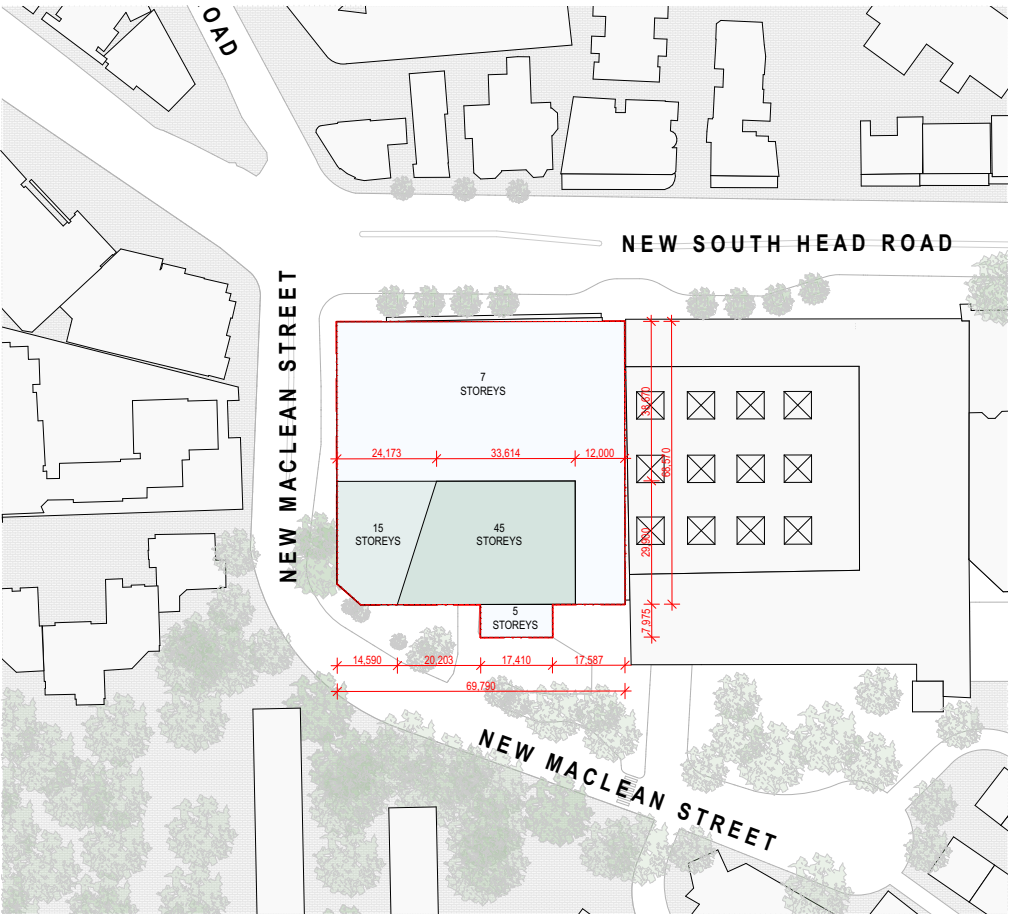


Image 1.35 Proposed Envelope Site Plan

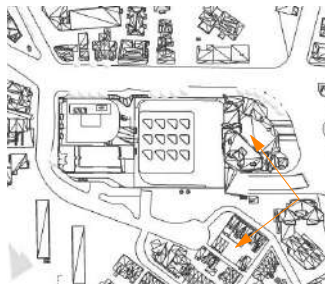


Image 1.36 Proposed Envelope. Built Form on Subject Site

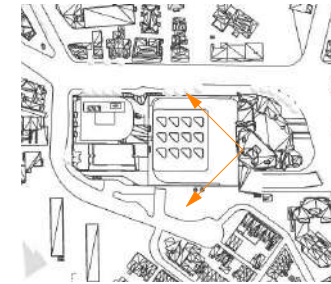
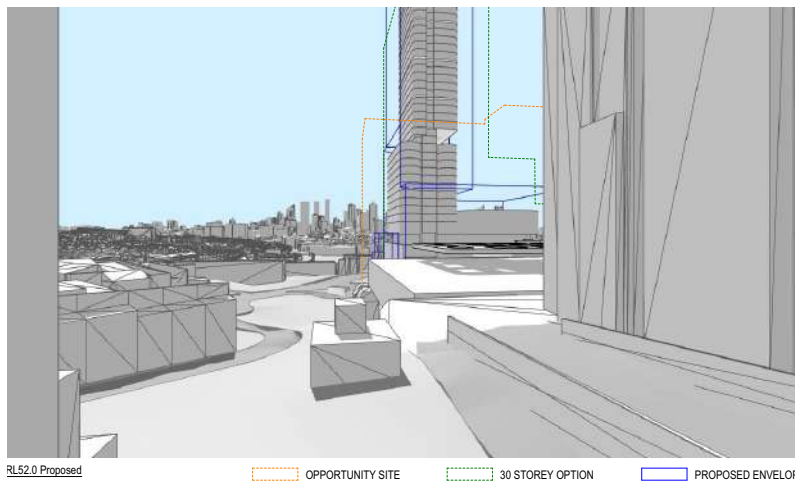
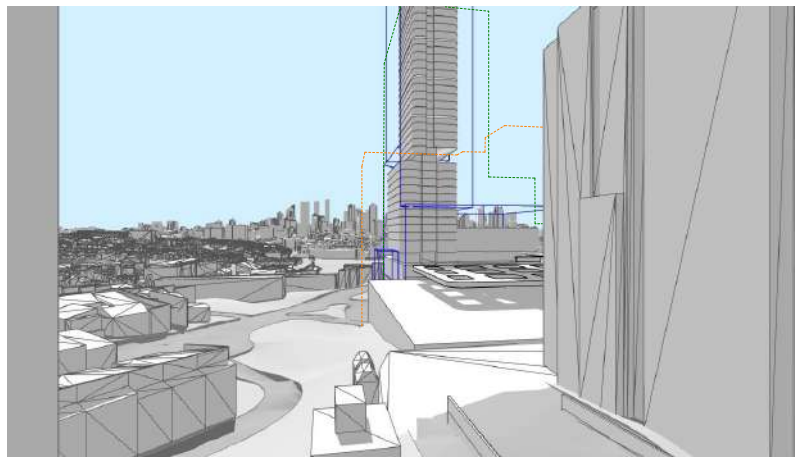
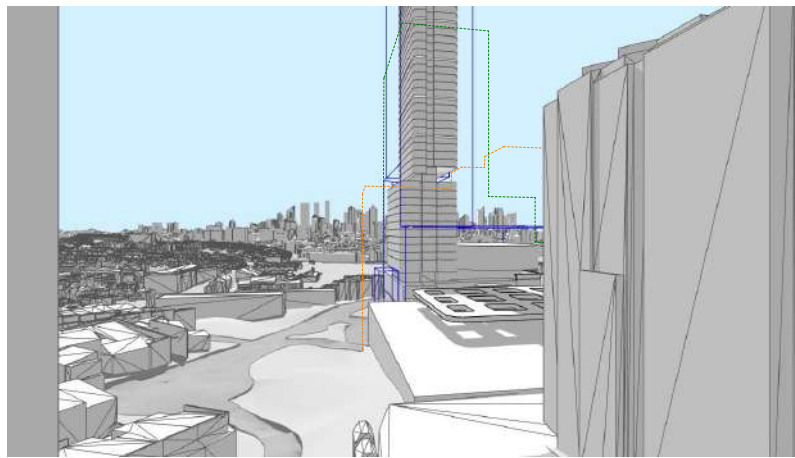


Image 1.37 Proposed Envelope. Built Form on Subject Site

OPPORTUNITY SITE 30 STOREY OPTION PROPOSED ENVELOPE



View Impact from 170 Ocean Avenue



View Impact from 180 Ocean Avenue

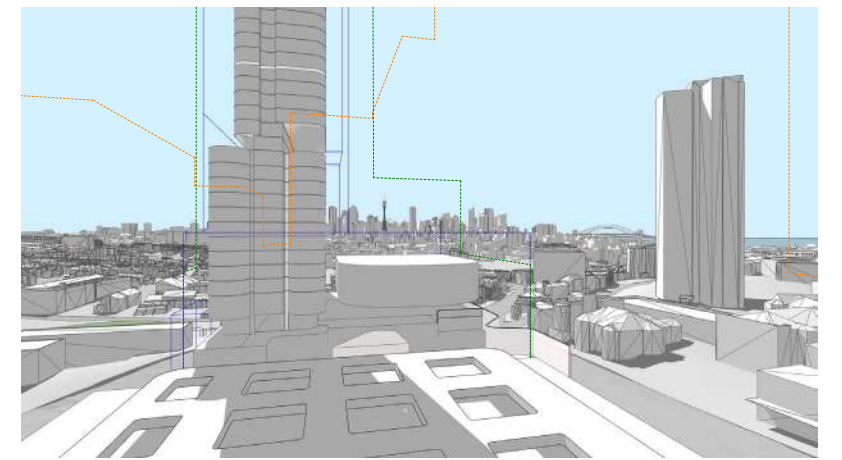
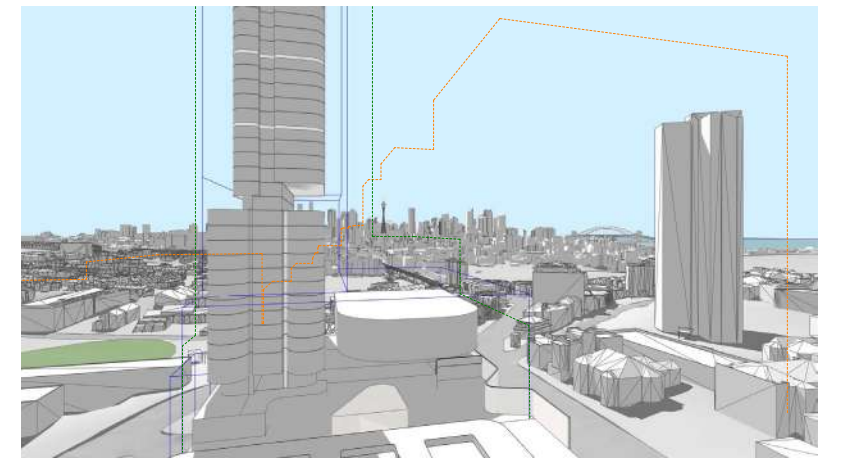


Image 1.38 Proposed Envelope. Built Form on Subject Site



Image 1.39 Proposed Envelope. Built Form on Subject Site

OPPORTUNITY SITE 30 STOREY OPTION PROPOSED ENVELOPE

Proposed Envelope

Overshadowing and Solar Access

The proposed envelope has been developed to minimise additional overshadowing to the public domain in particular the relevant public places identified in the DCP:

Trumper Oval 10:00-14:00

The analysis has been based on the proposed envelope and would be further improved by the indicative scheme.

The results illustrate that the proposed envelope will not result in any additional overshadowing of Trumper Oval within the specified times.

The additional overshadowing caused by the proposed envelope will have minimal additional impact on the public domain. The tall, thin tower ensures that the shadow cast is thin and fast moving.

The additional overshadowing of the existing residential buildings in the surrounding area will not reduce their hours of daylight below the required 2 hours of the SEPP 65 amendment.

21 June

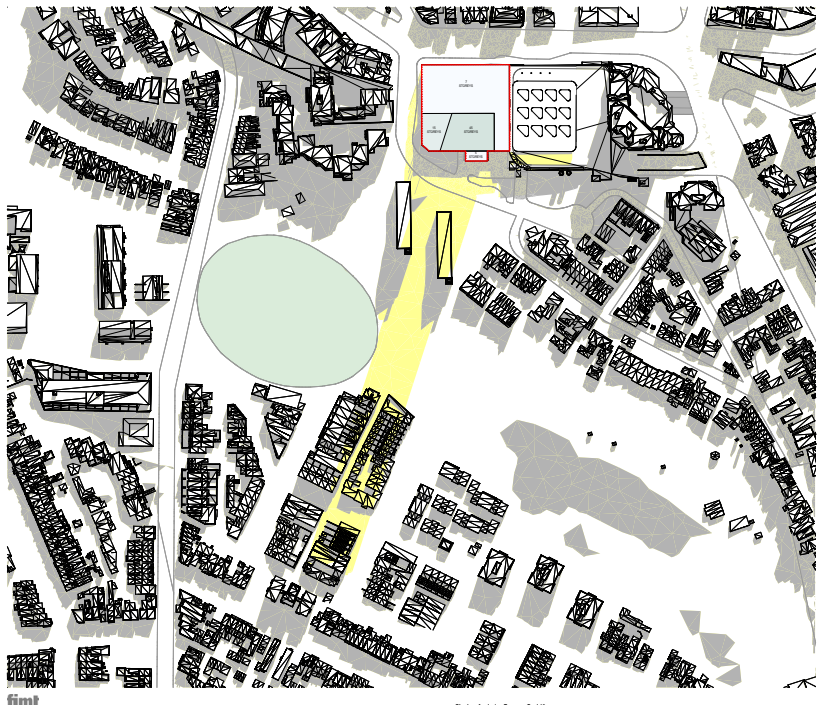


Image 1.41 21 June 10am

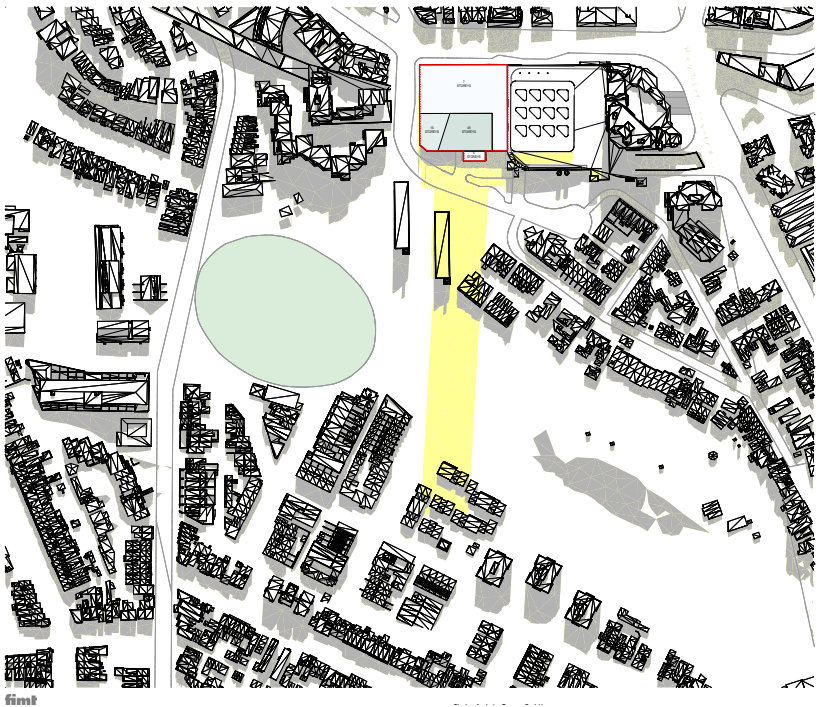


Image 1.40 21 June 11am

O16 To protect the amenity of adjoining residential zoned land.	C25 The building design minimises overlooking into the habitable rooms and open space areas of adjoining residential uses.
O17 Minimise overshadowing of adjoining properties and Cooper Park Oval.	C26 Development maintains solar access to existing adjoining dwellings for a period of two hours between 9am and 3pm on 21 June to existing north facing windows of habitable rooms, and for at least two hours to at least 50% of the private open space. Where existing overshadowing is greater than this, sunlight is not to be further reduced.
	C27 Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.

- Existing Shadow
- Additional Shadow

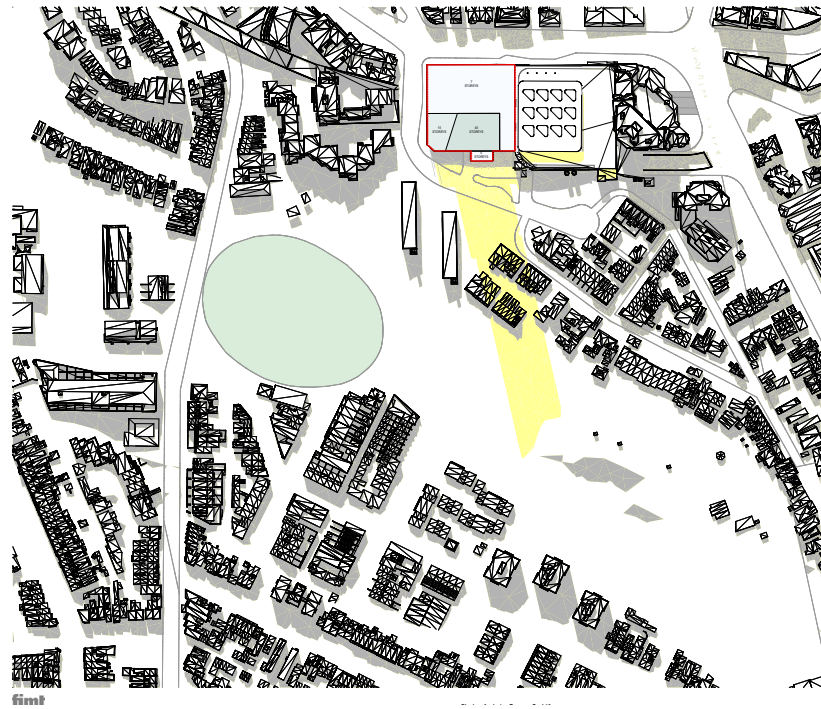


Image 1.42 21 June 12pm

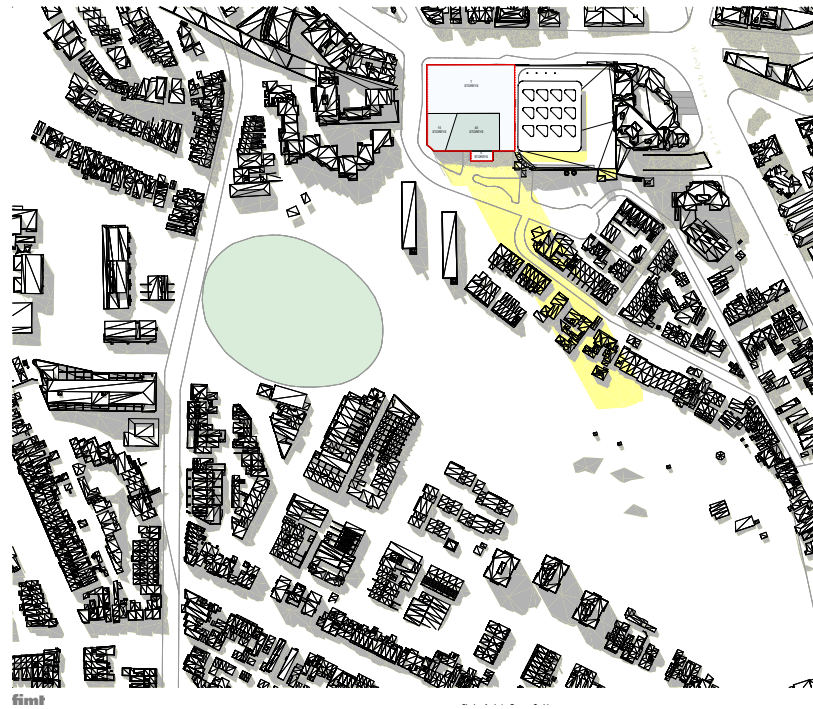


Image 1.43 21 June 1pm

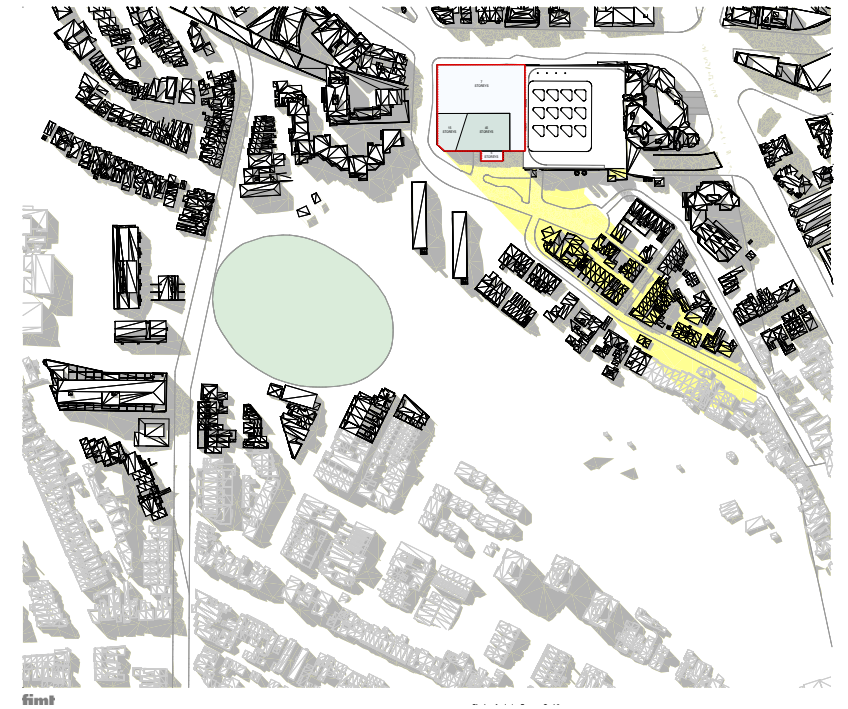


Image 1.44 21 June 2pm

- Existing Shadow
- Additional Shadow



6.0 Public Domain Concept and Principles

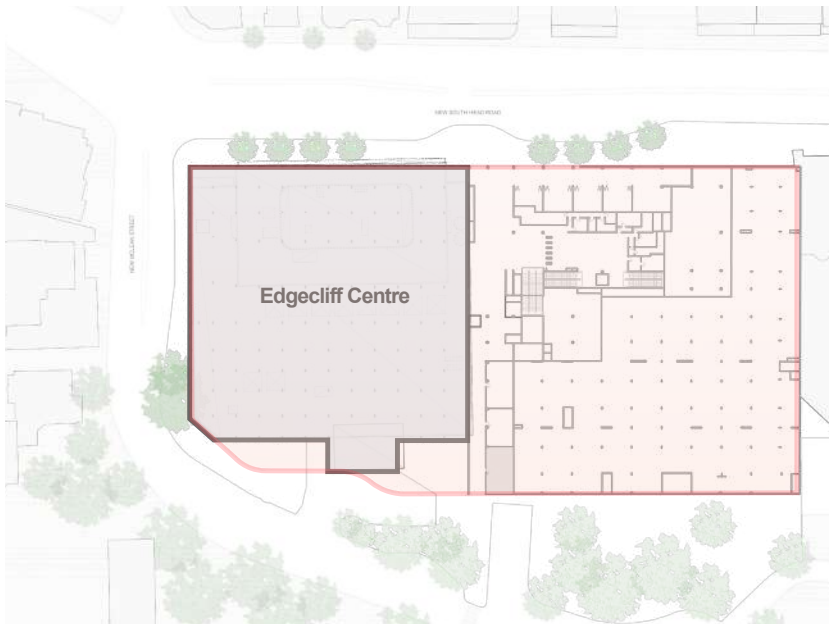
Indicative Scheme - Entrance and Public Square Circulation Void & Active Frontages

The following section illustrates the public benefits and contributions attainable as a result of the proposed alternative envelope.

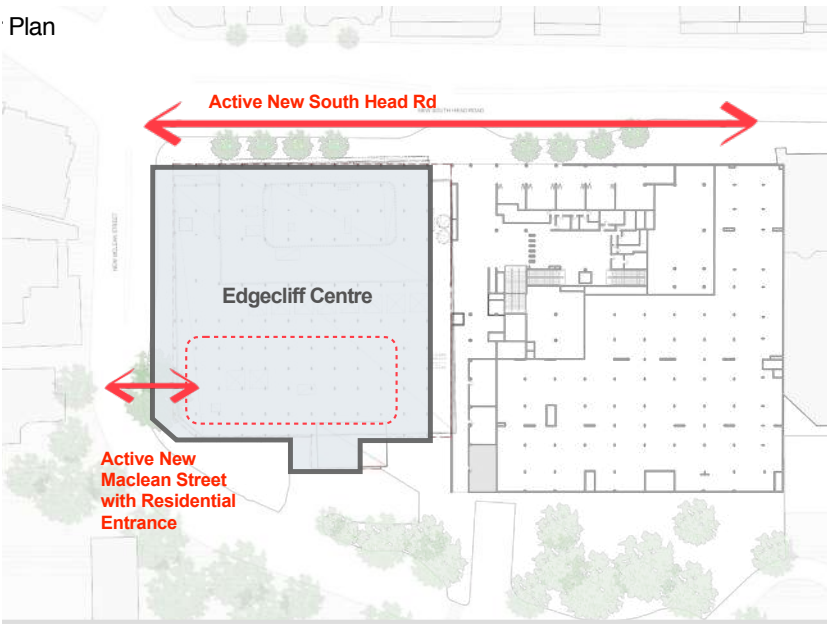
Three principles have been established as key drivers in realising the Council's vision for the site and the broader current context of the Edgecliff Centre Block through providing for a new address and publicly accessible open space demarcating the entrance the existing Edgecliff Railway Station, a new public circulation void that provides an identifiable and inviting circulation route to the existing rooftop Bus Interchange and a network of accessible and activated lane ways and frontage to New South Head Road.

The proposed envelope will deliver an enhanced public domain outcome from that originally anticipated within the existing Woollahra Edgecliff Centre LEP/DCP controls through the provision of:

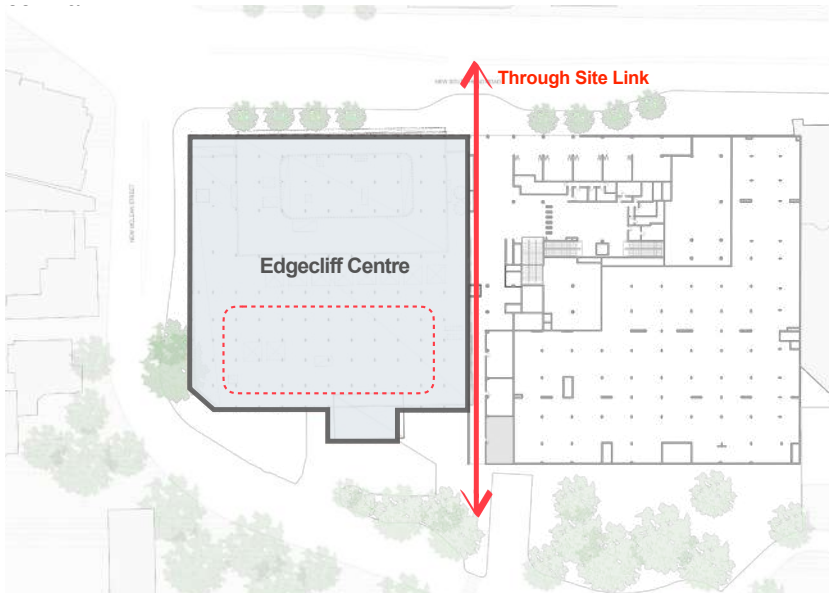
- A new address and upgraded entry experience linking New South Head Road and the existing Edgecliff Railway Station;
- A circulation void that provides an inviting and easily accessible pedestrian link to the existing rooftop Bus Interchange,;
- Attractive fine and grain Lane way retail and frontage to New South Head Road.



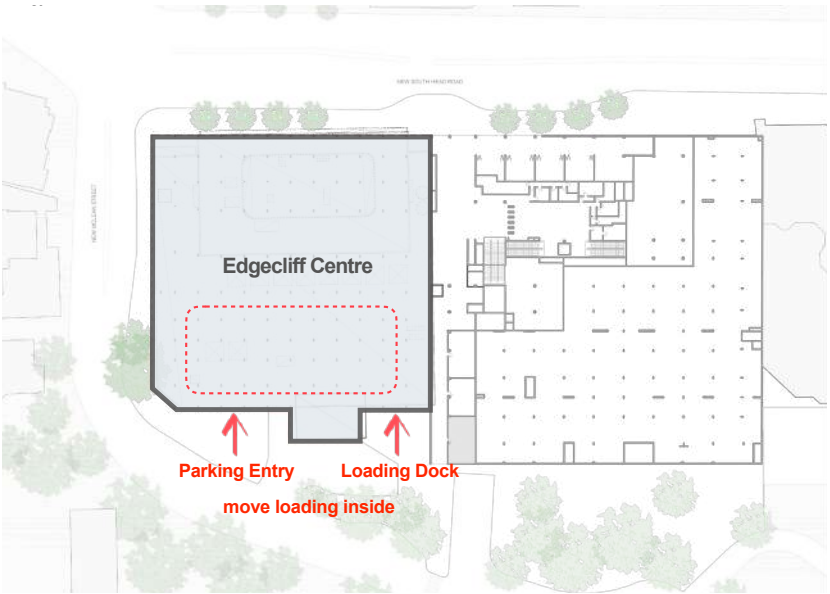
Existing Condition



Active Frontages

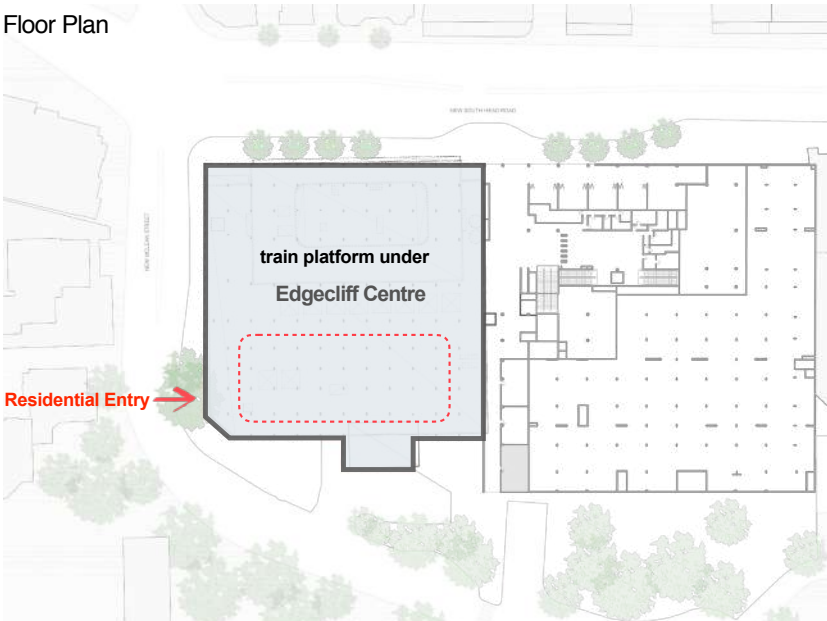


Through Site Link

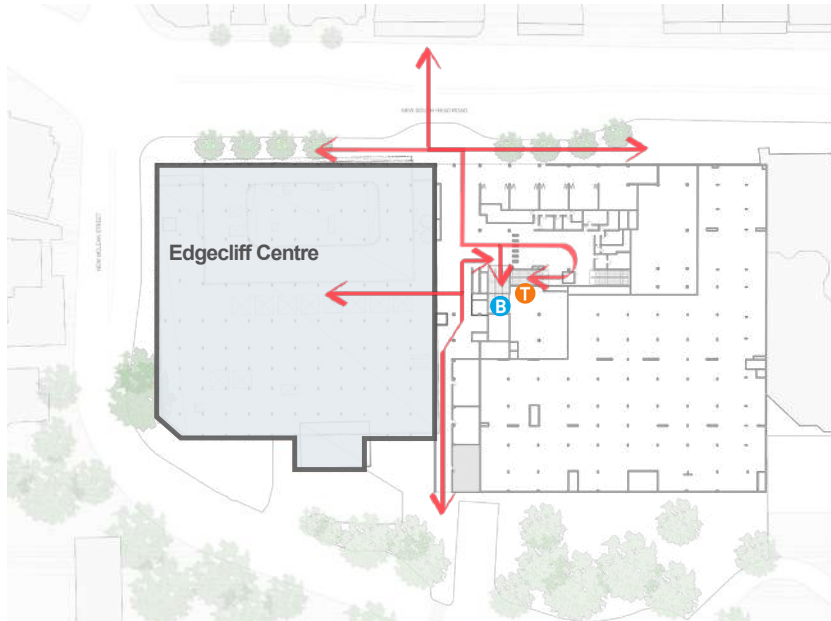


Loading and Parking Access

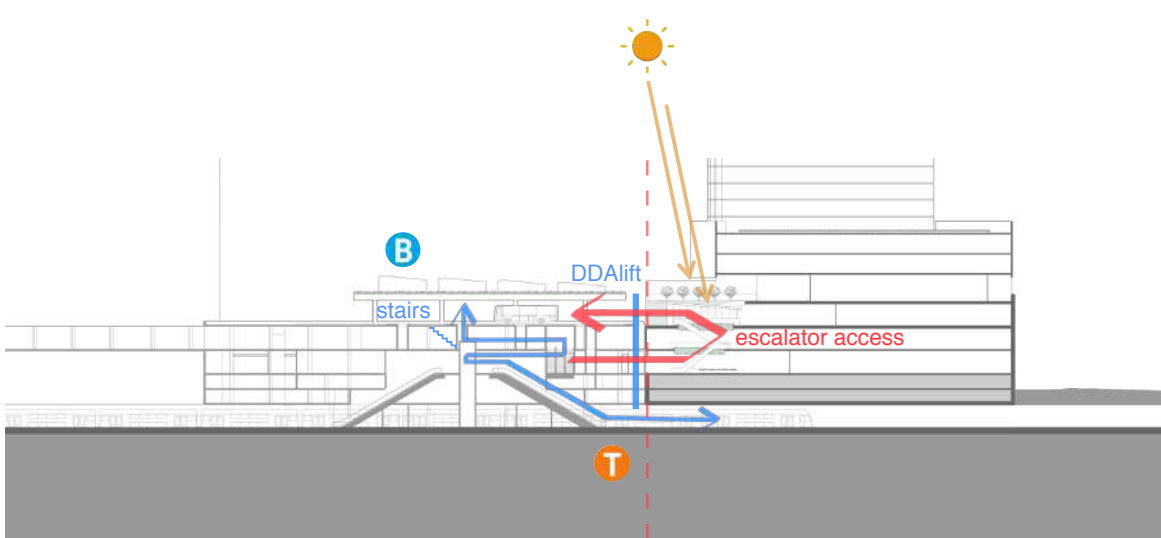
References Images



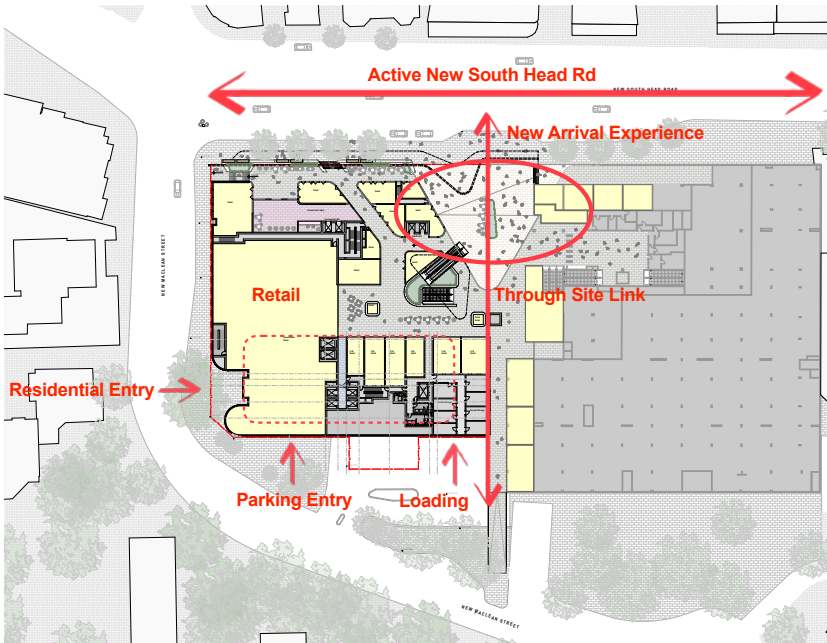
Residential Entry



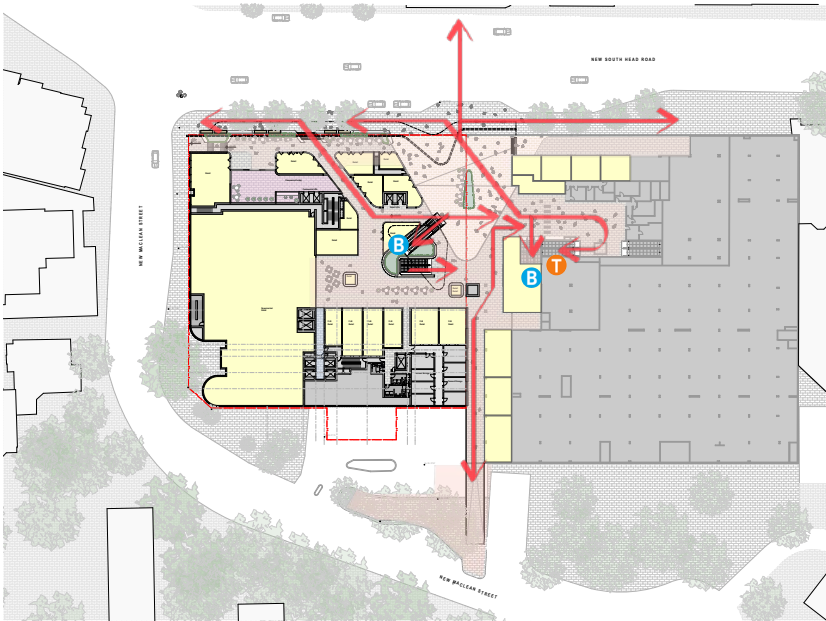
Existing Ground Floor Strategy



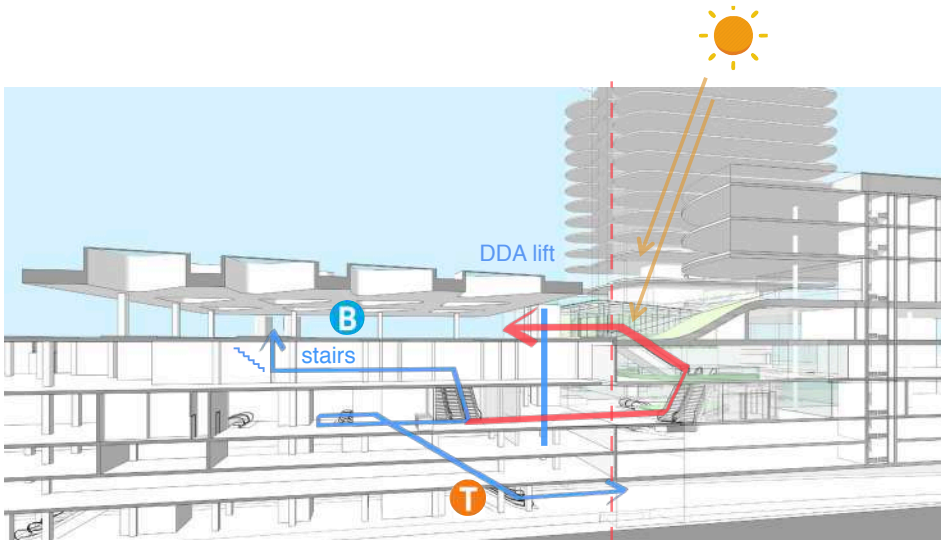
Proposed Links to Public Transport - Section



Proposed Ground Floor Strategy



Proposed Public Transport Access



Proposed Links to Public Transport -3D Axonometric

Indicative Scheme - Entrance and Public Square Circulation Void & Active Frontages

The proposed Ground Floor Plan imagines a new shared, covered Public Square as the combined entry to the Edgecliff Centre and the existing East Point Complex, providing a new and improved address for the existing Railway Station. This would be a very valuable addition to the street scape, as the immediate precinct has no sheltered space for pedestrians to stop and dwell. This will assist in pedestrianising the public domain along the arterial road and provide a more permeable experience at the ground plane.

This would be an excellent opportunity to provide Public Art from a local artist to further add to the place making of the development and create a connection to the history of the area.

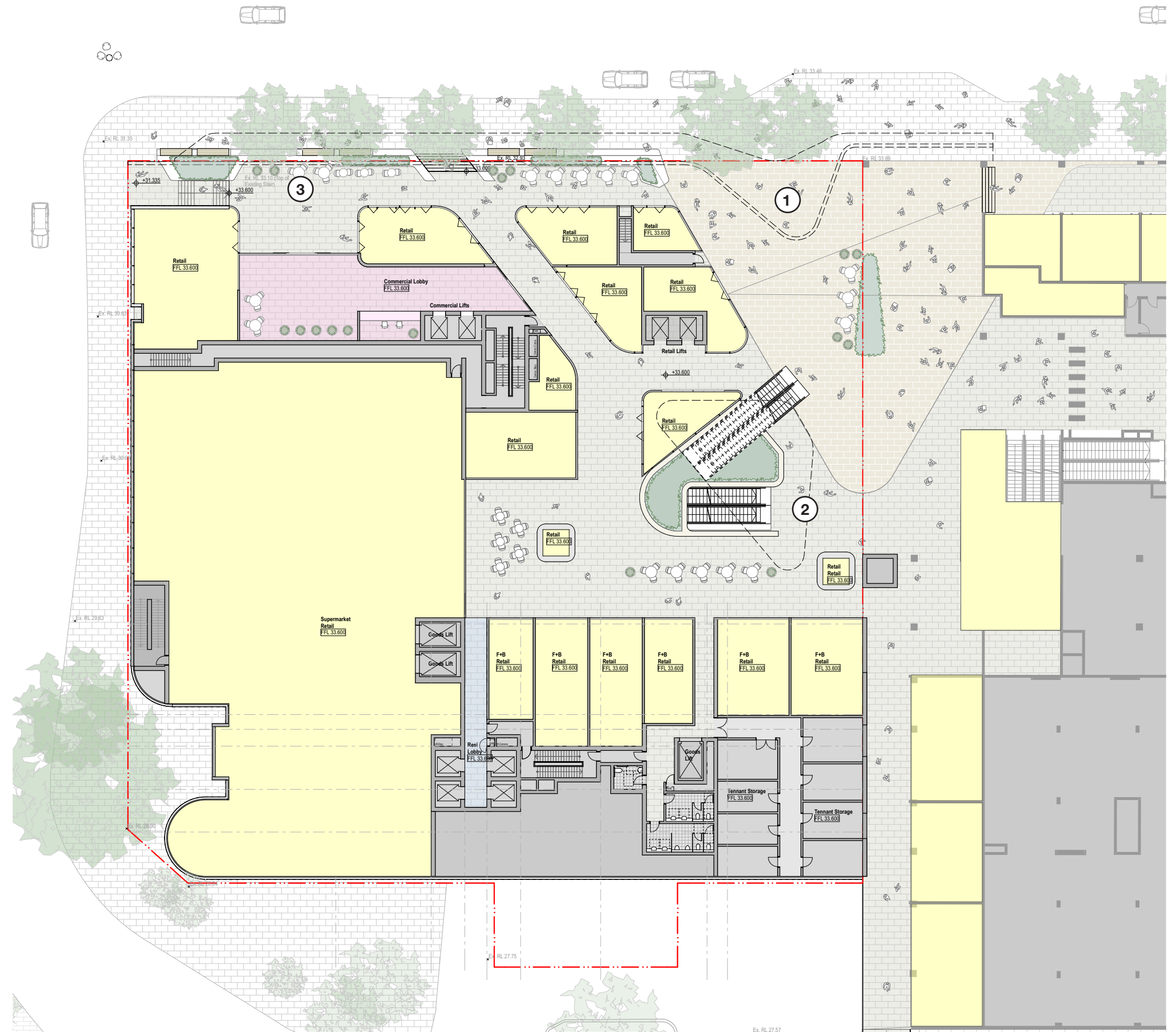
The frontage to New South Head Road provides activation to the street, while still providing a sheltered and usable loggia space that can be inhabited by pedestrians and food and adjacent beverage tenancies.

The location of a commercial lobby to the North-West Corner provides another layer of activation and use to New South Head Road.

A central atrium provides inter-modal escalator access from the ground floor to the L2 Bus Interchange, and provides connection from the basement public parking to the proposed retail spaces.

The fine grain nature of the proposed retail adjacent to the entry and to the South of the floor plate provides a Town Center type atmosphere.

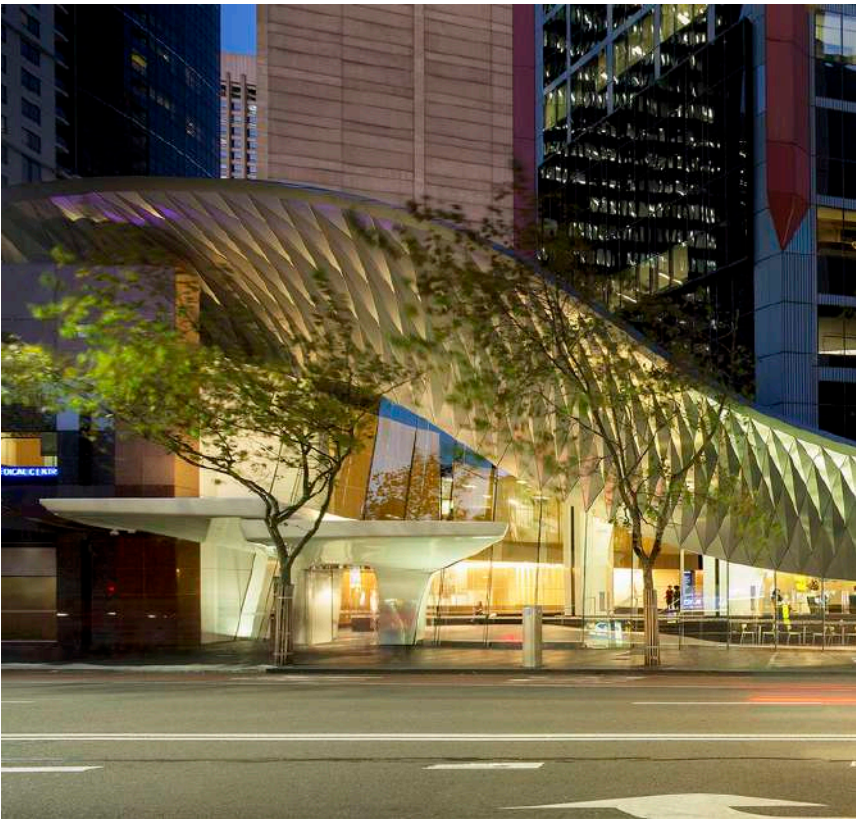
The addition of new retail and the revitalisation of the Edgecliff Centre site enhances the existing retail assets on the East Point site, and provides further opportunities for new spaces to be developed on that site that interface with Edgecliff Centre.



*numbers on plan refer to the reference images on page.41

References Images

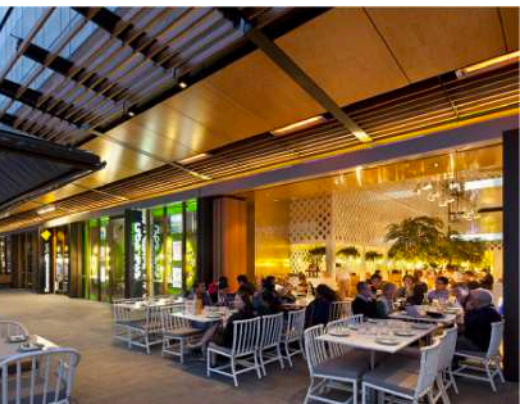
① Entrance and Public Square



② Circulation Void



③ Activated Frontages



Indicative Scheme - L2 Landscape Concept

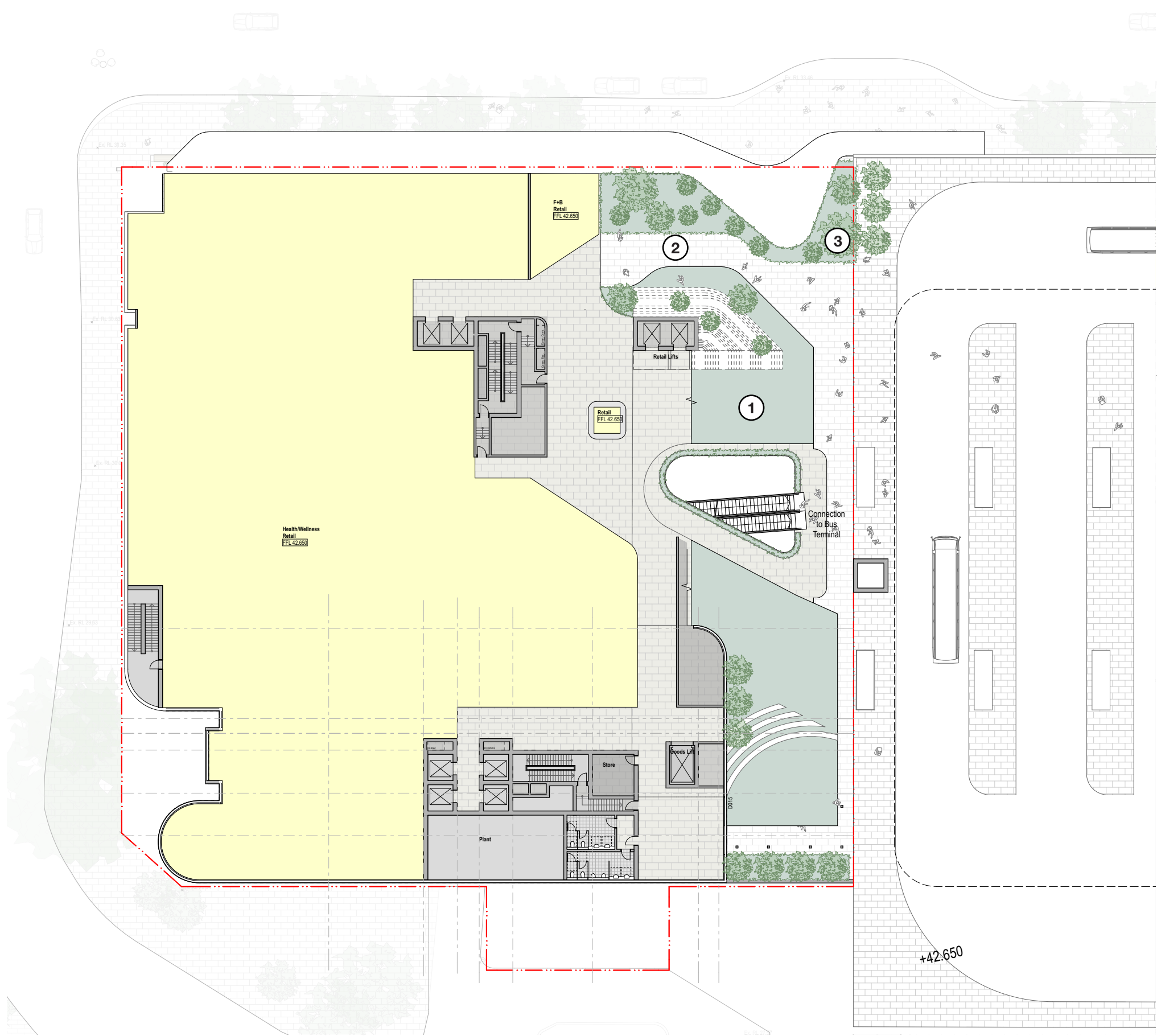
The Edgecliff Bus Interchange on the L2 rooftop of the adjacent Eastpoint Centre provides an exciting opportunity for future development on the Edgecliff Centre site to contribute to the public domain and upgrade the experience of commuters moving between the Bus Interchange, New South Head Road, New McLean Street and the Edgecliff Railway Station.

The proposed envelope provides the opportunity for a campus-like experience at the L2 roof deck, with the intersection of Commercial, Retail, Medical and Residential uses with the provision of new public space, all immediately adjacent to the existing publicly accessible transport interchange.

The current configuration of the Edgecliff Centre and Eastpoint transport hub is unique within the Sydney context, and the provision of new public spaces at both street and rooftop level allows these adjacencies to be exploited to contribute to the public life of the city. The proposed public space will be accessible not only from the proposed development, but also from the existing Bus Interchange, providing added value to the existing transport infrastructure.

The Publicly Accessible Open Green Space has been developed in tandem with the provision of a generous public plaza on ground floor, the open atria provides for a significant opportunity for connections from the local street network up to the green space creating an inviting and permeable ground plane and podium in what is currently a confined and restricted urban environment.

Due to the land-locked nature of the existing Eastpoint building, the redevelopment of the Edgecliff Centre provides the possibility to unlock the opportunities latent in the Eastpoint complex and to upgrade the interface and experience for all commuters.



*numbers on plan refer to the reference images on page.43

References Images

① Public Lawn



Through Site Link - Visually light bridge like structure over. Reference Image - Through Site Link 200 George St

② Public Square



③ Landscape Buffer



7.0 Analysis of Relevant Technical Studies

Wind Acoustic & Vibration Traffic Geotechnical Review Heritage Impact

An experience based study of the proposed Edgecliff Centre development to be located at 203-233 New South Head Road was conducted by Arup to assess the pedestrian wind environment in and around the development site.

It is considered that wind conditions at the majority of locations around the site would be classified as suitable for pedestrian walking. Wind conditions on the ground plane would be expected to meet the safety criterion, with some pedestrian accessible places on the terrace exceeding the criterion. Local amelioration could be adopted during detailed design to improve the wind conditions.

Benefits of the design from a pedestrian level wind perspective include the significant tower setbacks from the podium edge to the north, east, and west, and the tower curved corners to reduce the impacts of downwash flow.

Refer to the Environmental Wind Assessment Report for further details.

The Acoustic and Vibration report by Arup finds that noise and vibration emission from the site would not be anticipated to have a significant impact on the surrounding land use and environment.

Furthermore, it finds that the development largely provides opportunity to enhance outcomes and that the project provides opportunity to enhance the aural experience for commuters through improvements to the architectural design of the station entry and connected spaces.

Refer to the Acoustic and Vibration Report for further details.

The traffic report by PTC finds that the proposed development is highly accessible to existing public transport services and is consistent with government policy objectives to reduce private car travel and encourage public transport use.

The report also finds that the consolidation of loading and parking to the New McLean Street aspect simplifies traffic patterns and alleviates the current congestion from the retail entry and exit adjacent to the corner of New South Head Road and New McLean Street.

The proposed development will result in improved pedestrian connectivity in the vicinity of the site and the proposed envelope and indicative design will provide the necessary number of retail and commercial parking spaces to replace the existing parking on site, as well as additional basement levels to accommodate the proposed residential component.

The proposal will have no increased traffic generation from the current conditions.

Refer to the Traffic Report for further details.

The Desktop Geotechnical Review prepared by Aurecon reviews the available geotechnical information and makes a number of recommendations to be considered during the design process.

The early recommendations have been used to inform the indicative scheme presented, and have been presented to TfNSW.

The review concludes that the proposed development is feasible with the consideration of design recommendations to manage and assess the potential risks associated with the near ESR railway tunnels.

Refer to the Geotechnical Review for further details.

The Heritage Impact Statement by Curio Project states that the Planning Proposal for the Edgecliff Centre subject site does not include any heritage listed items, nor is it located within an HCA, and therefore will have no physical impact to any heritage items nor within any HCA. Neither will the planning proposal present any heritage impact to the S170 register listed Edgecliff Station.

The existing streetscape and precinct character within which the Edgecliff Centre is situated is vastly different from the low density historic residential character and setting of the Heritage Conservation Areas that surround it (i.e. Paddington to the south, Woollahra to the southeast, and Mona Road to the northwest).

Generally, the proposed redevelopment of the Edgecliff Centre, as facilitated by the planning proposal, is considered to be consistent with the existing character of this section of New South Head Road, Edgecliff.

Refer to the Heritage Impact Statement for further details.

Environmental

The Environmental Assessment undertaken by Aurecon notes that the site has been subject to extensive urban development since prior to the 1940s and has been in its current form since the 1970s.

Furthermore, it notes that based on the scope of work undertaken, information obtained and reviewed as part of this assessment, the site represents a LOW risk of CoPCs being present at concentrations above applicable Tier I screening values for the proposed development. It is unlikely that there are COPCs present at concentrations that would pose a potential risk to human health or the environment or constrain the future use of the site.

Refer to the Environmental Assessment for further details.

Social

The Social Impact Assessment prepared by Cred Consulting notes that overall the proposed development is well located in proximity to open space and social infrastructure including community facilities in Double Bay and a number of district and regional parks. However, there are opportunities to enhance existing open space to provide additional and informal recreation opportunities to support a growing population, as well as providing new community facilities in Edgecliff that provide places to meet, gather and connect to address social isolation particularly given the high proportion of lone and older person households. Currently there is no community hub or identity for Edgecliff or a central meeting place.

The proposal will deal with these issue by providing a publicly accessible open green space, Entry & Plaza, Vertical Transport Link, Community Space, Improved connections and way finding, Interconnected Podium and a Medical / Wellness Precinct.

Refer to the Social Impact Assessment for further details.

Rail Impact Assessment

The Rail Impact Assessment prepared by Arup notes that the proposed development positively enhances many aspects of the rail experience, including pedestrian flow, entry experience and access to the existing Bus Interchange.

It notes that the development, provides a new access to the bus interchange, connects the new development directly to the bus interchange, educes the reliance on stairs to access the bus platforms and provides better integration between the bus interchange and train station.

It goes on to note that any material impacts on the rail infrastructure or to the development from the railway such as acoustic and fire engineering are minor and can be managed through the design development.

Refer to the Rail Impact Assessment for further details.

ESD

The ESD report by Arup notes that the design will target the following areas:

Energy – reduce energy use and greenhouse gas emissions. The building’s envelope and services have been integrated to ensure the building is controlled to maintain the desired conditions whilst optimising the energy efficiency of the complex.

Indoor Environmental Quality – design the building to maximise occupant comfort addressing issues of thermal and visual comfort and indoor air quality.

Water – minimise potable water consumption and optimise the water efficiency of the development.

Materials and Waste – minimise waste, encourage reuse and recycling of materials and use low environmental impact materials.

Transport – encourage more energy efficient and less polluting forms of transport to and from the site.

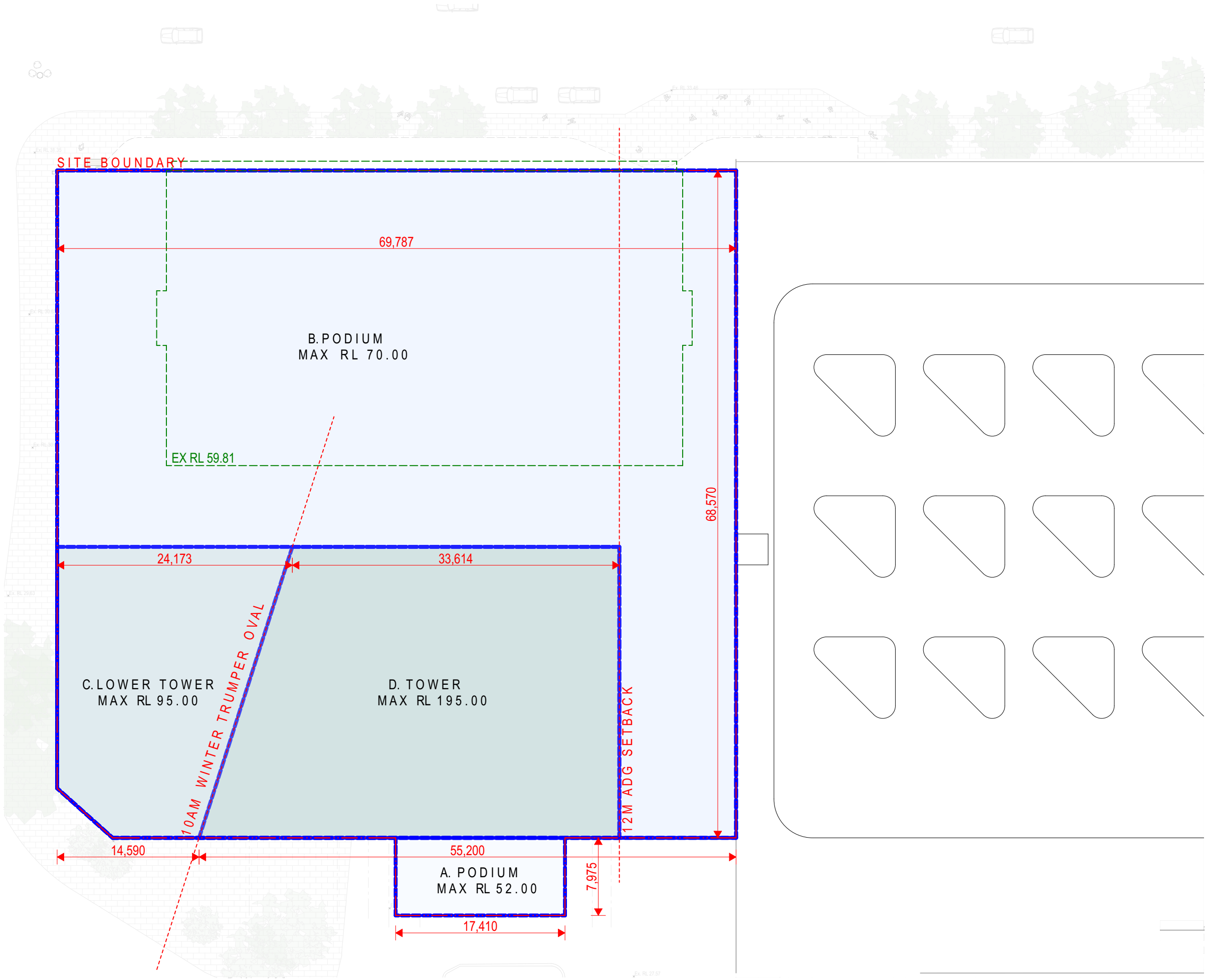
Climate change adaptation and resilience – a study of associated risks will be undertaken and any risks categorised as ‘high’ will be resolved within design development.

Community Amenity – the development plans to integrate external and internal community spaces to work alongside council targets to improve public infrastructure. In addition the development proposes to provide improved public thoroughfare from the train station and bus terminals.

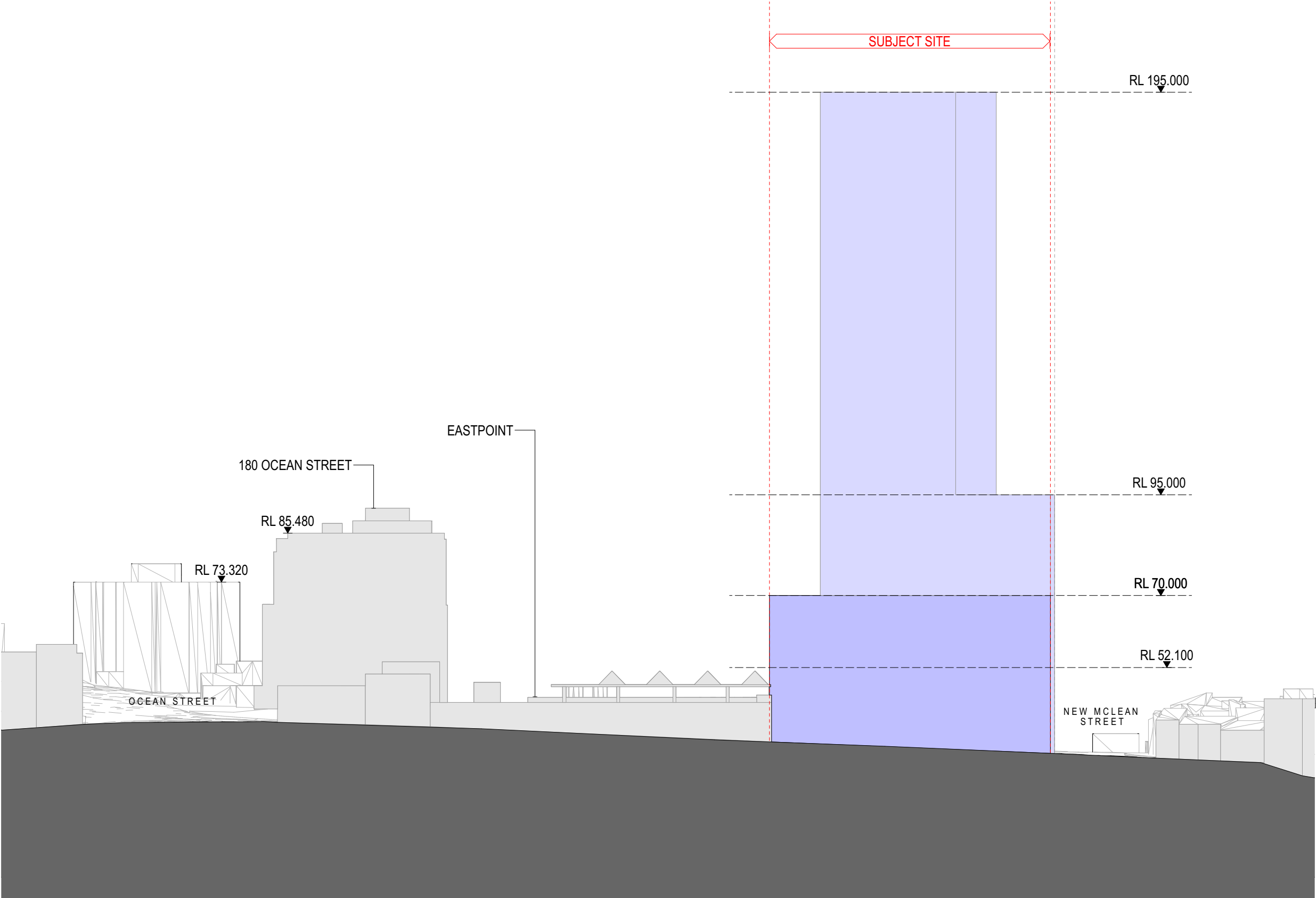
Refer to the ESD Report for further details.

8.0 Envelope Drawings

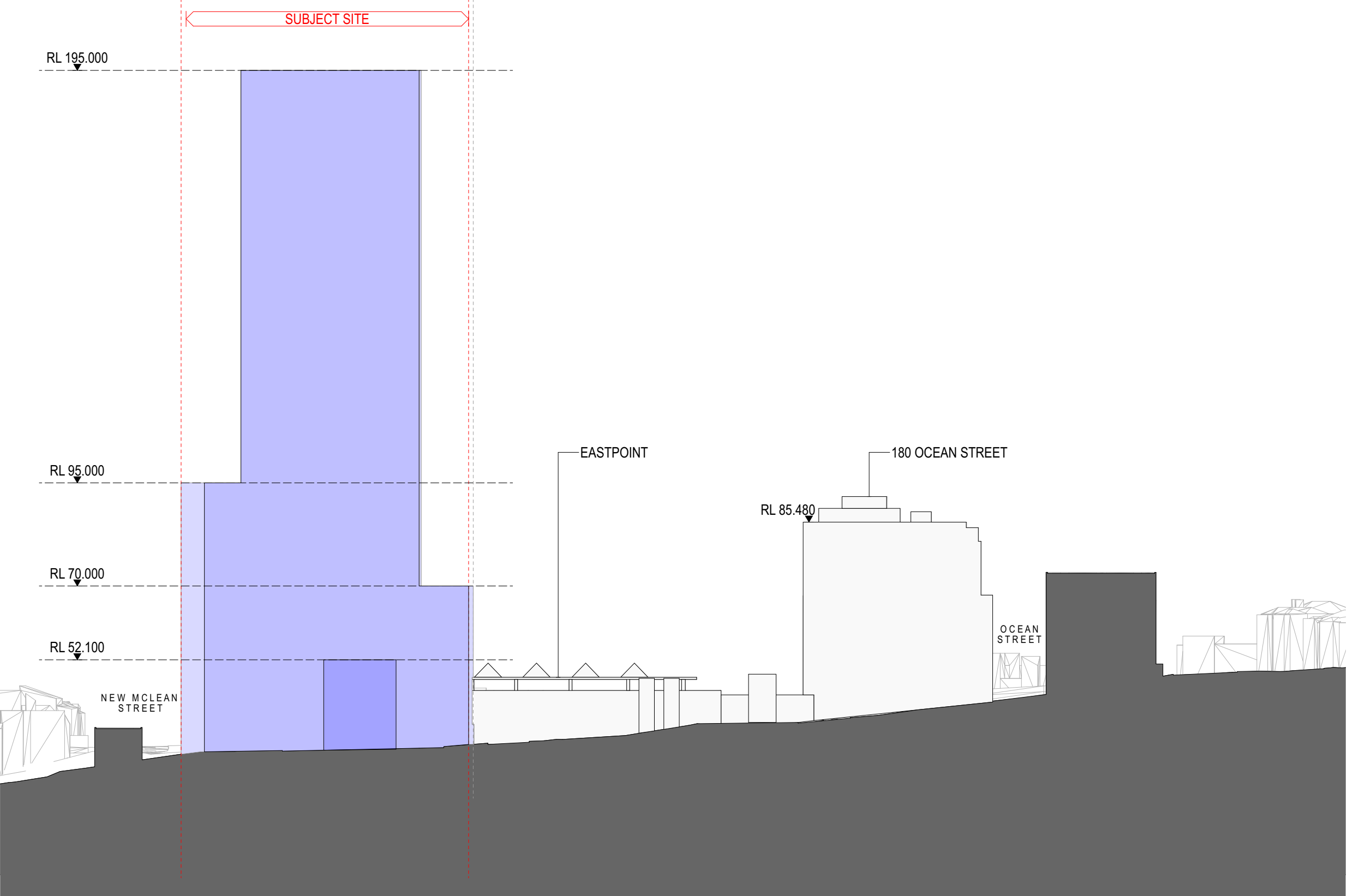
Envelope Drawing



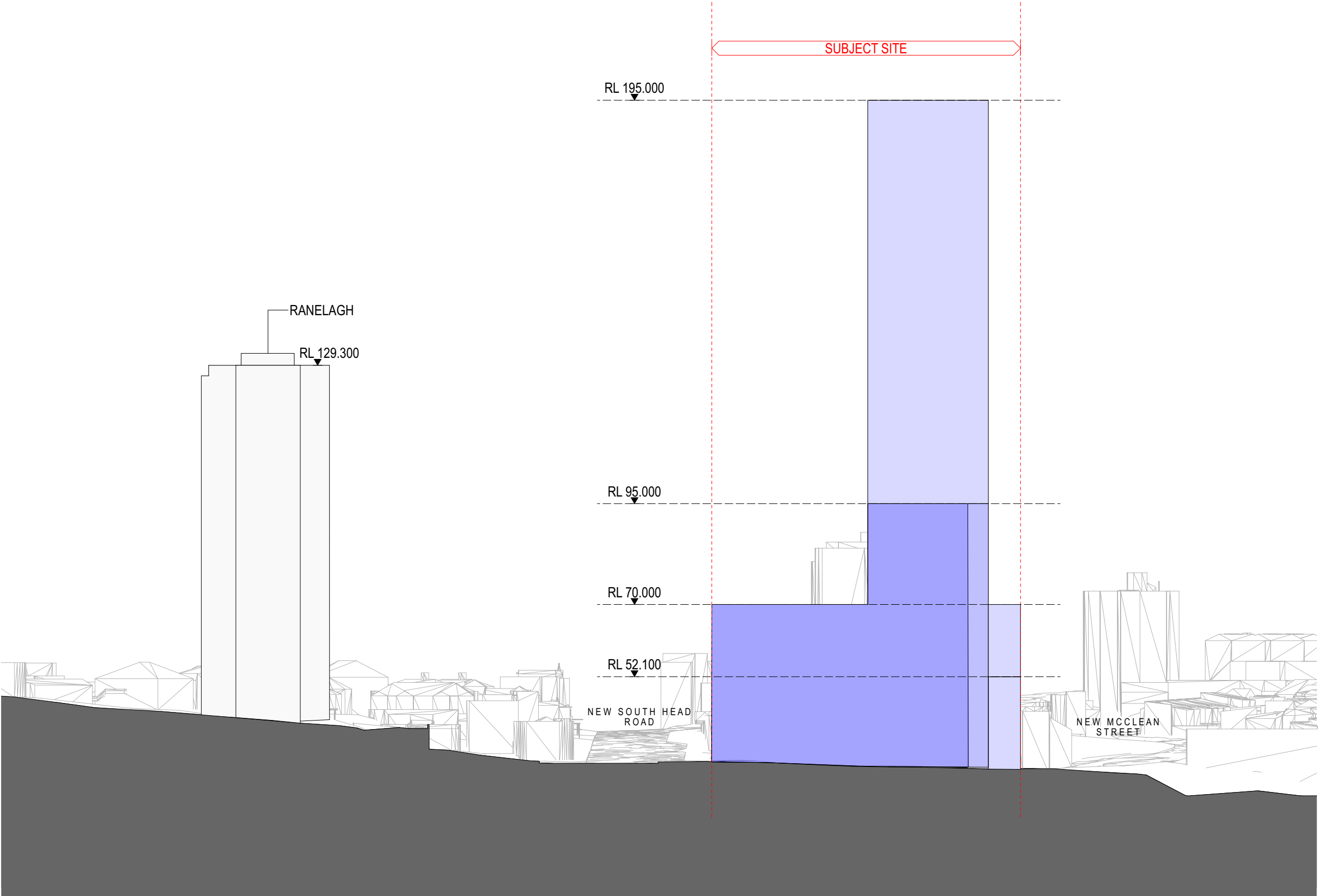
Envelope Elevation North



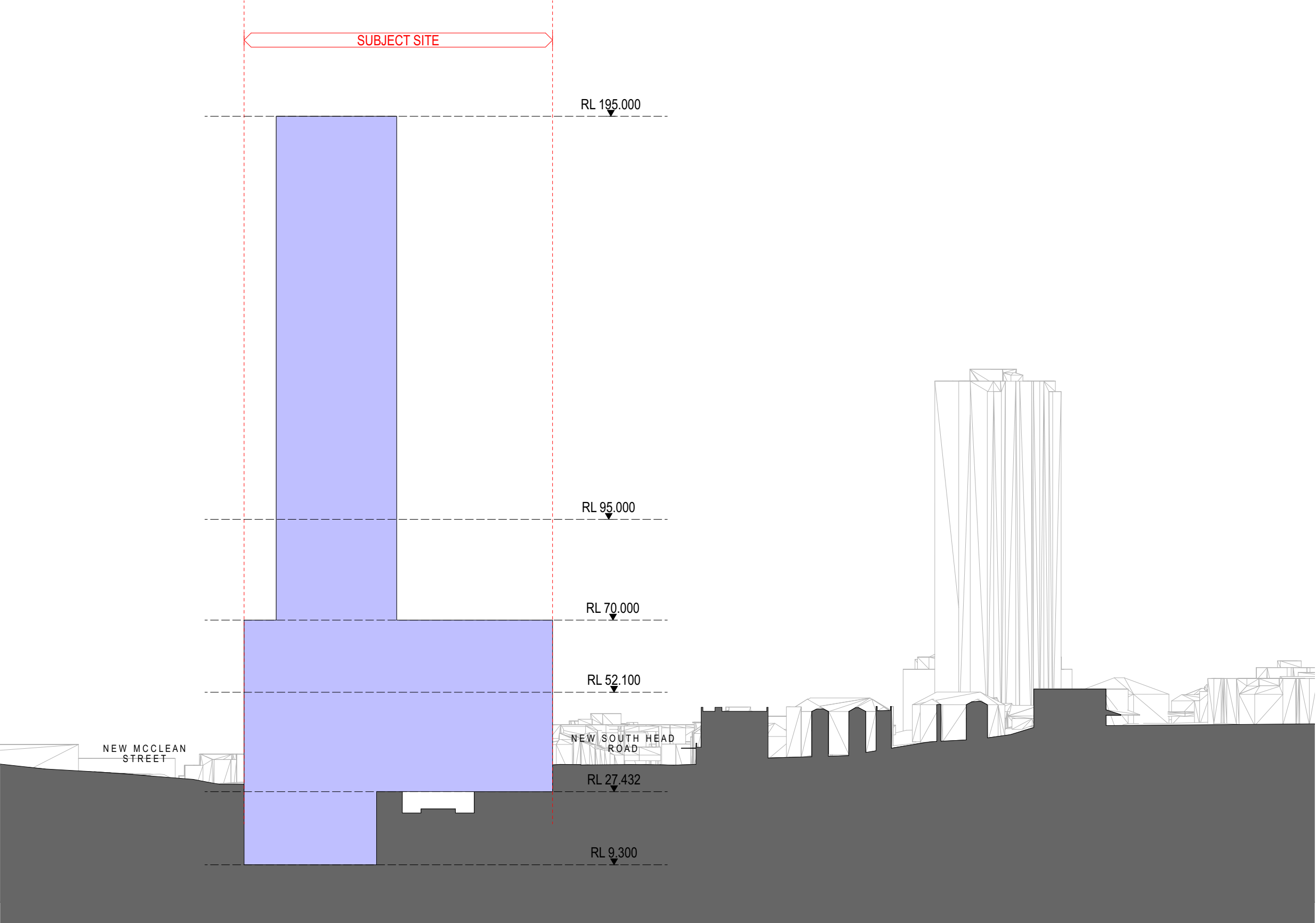
Envelope Elevation South



Envelope Elevation West



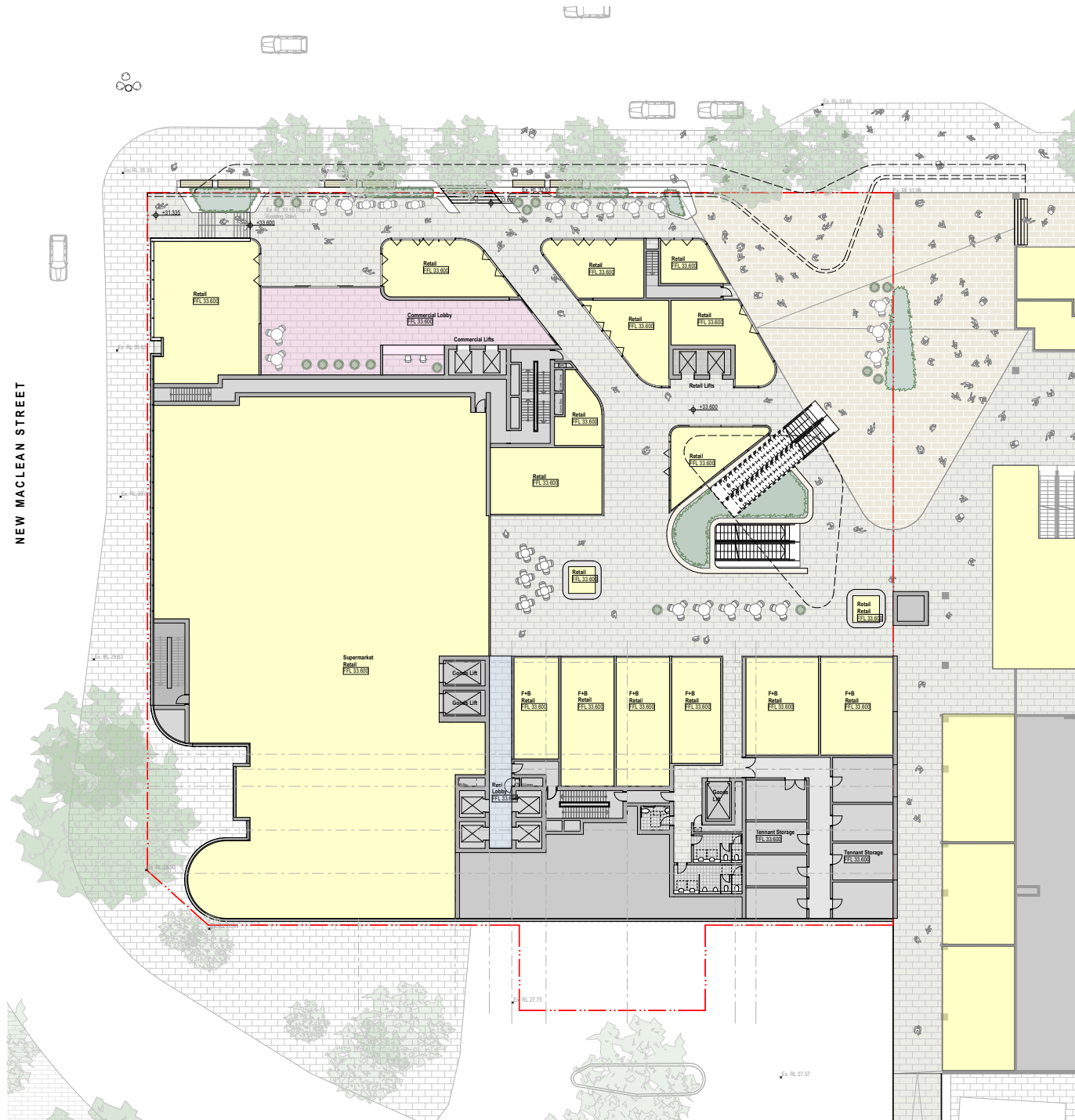
Envelope East



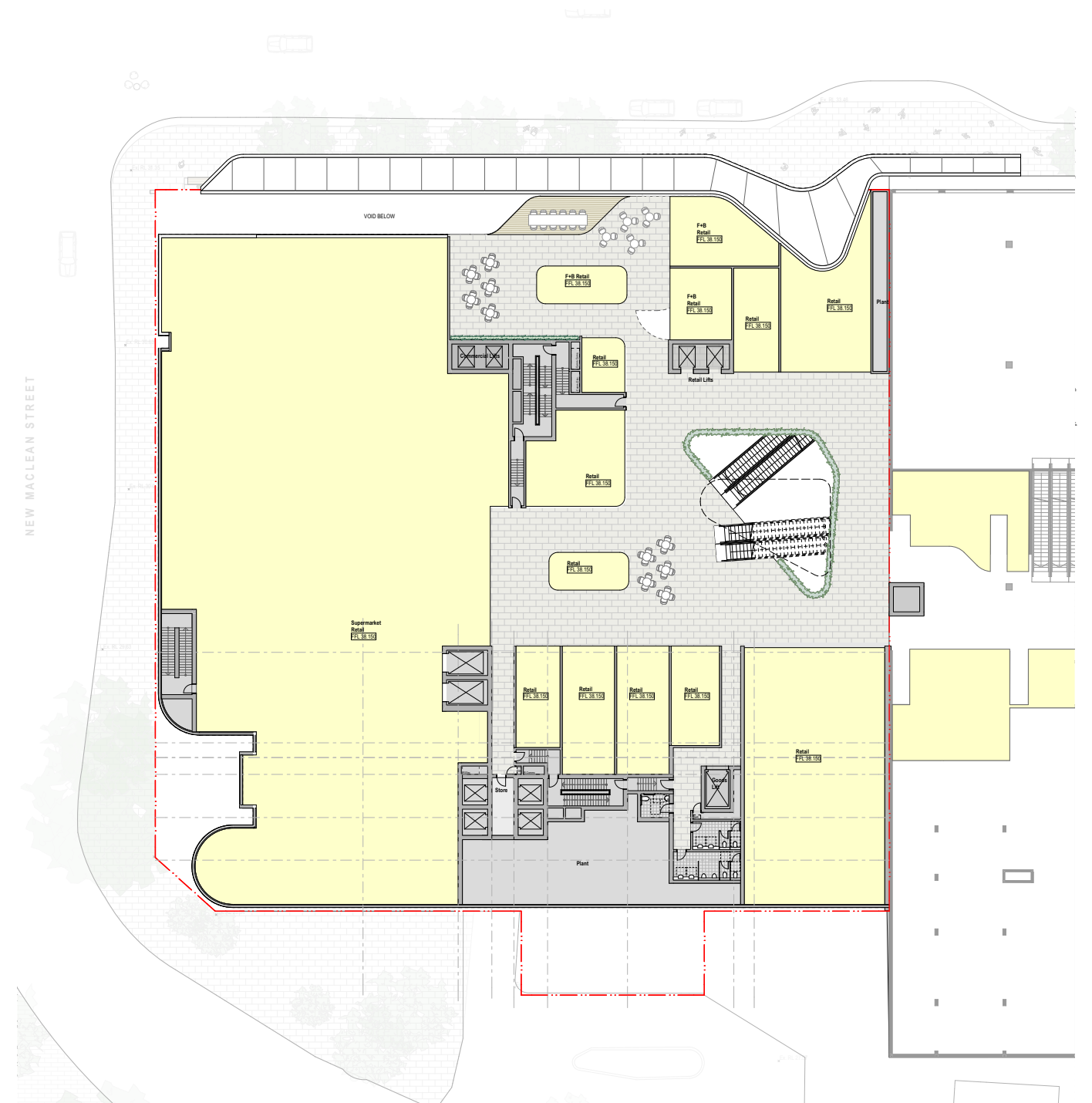
9.0 Indicative Concept Scheme

Indicative Modelling Form - Photomontage Edgecliff Centre Entrance

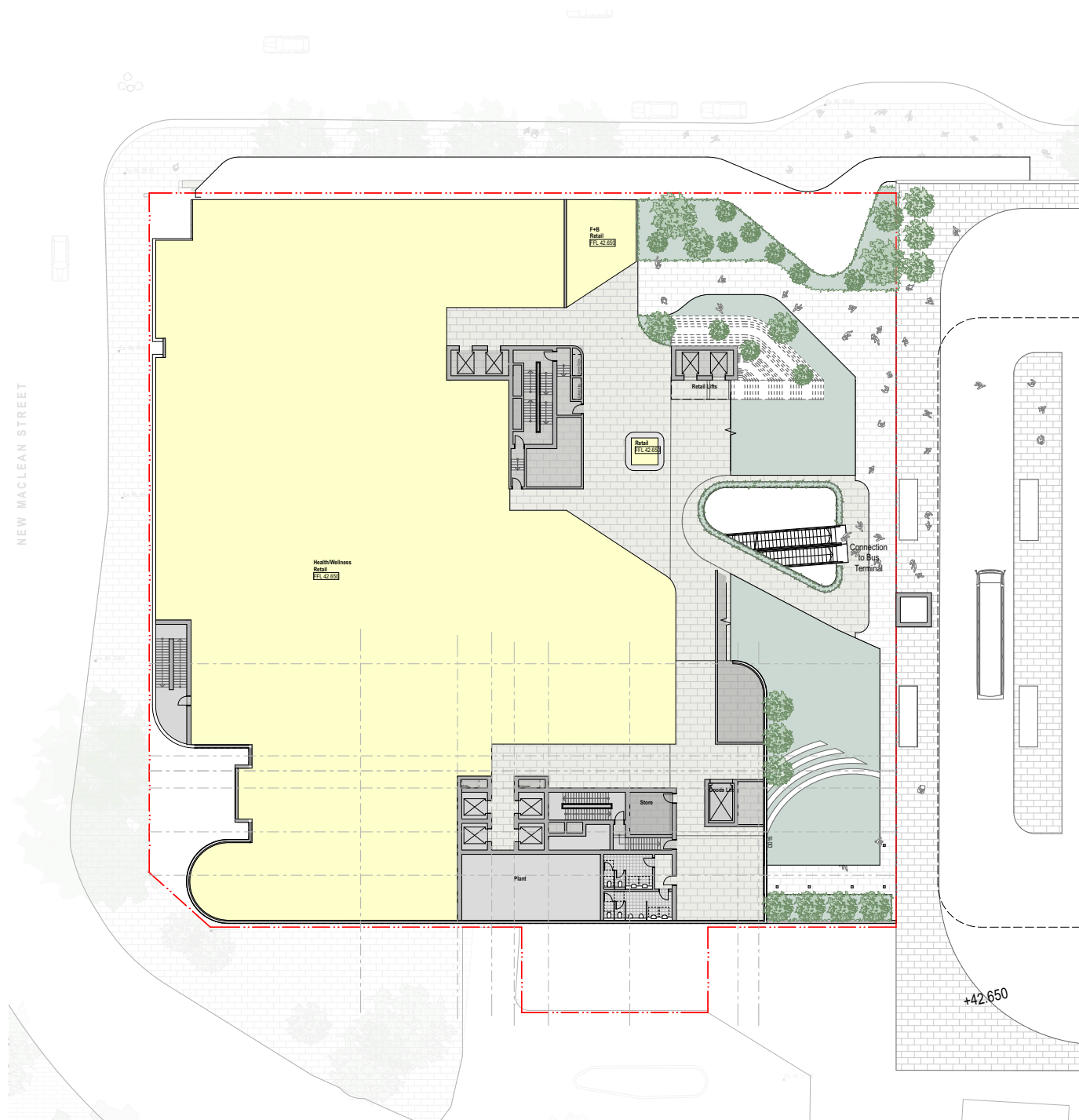




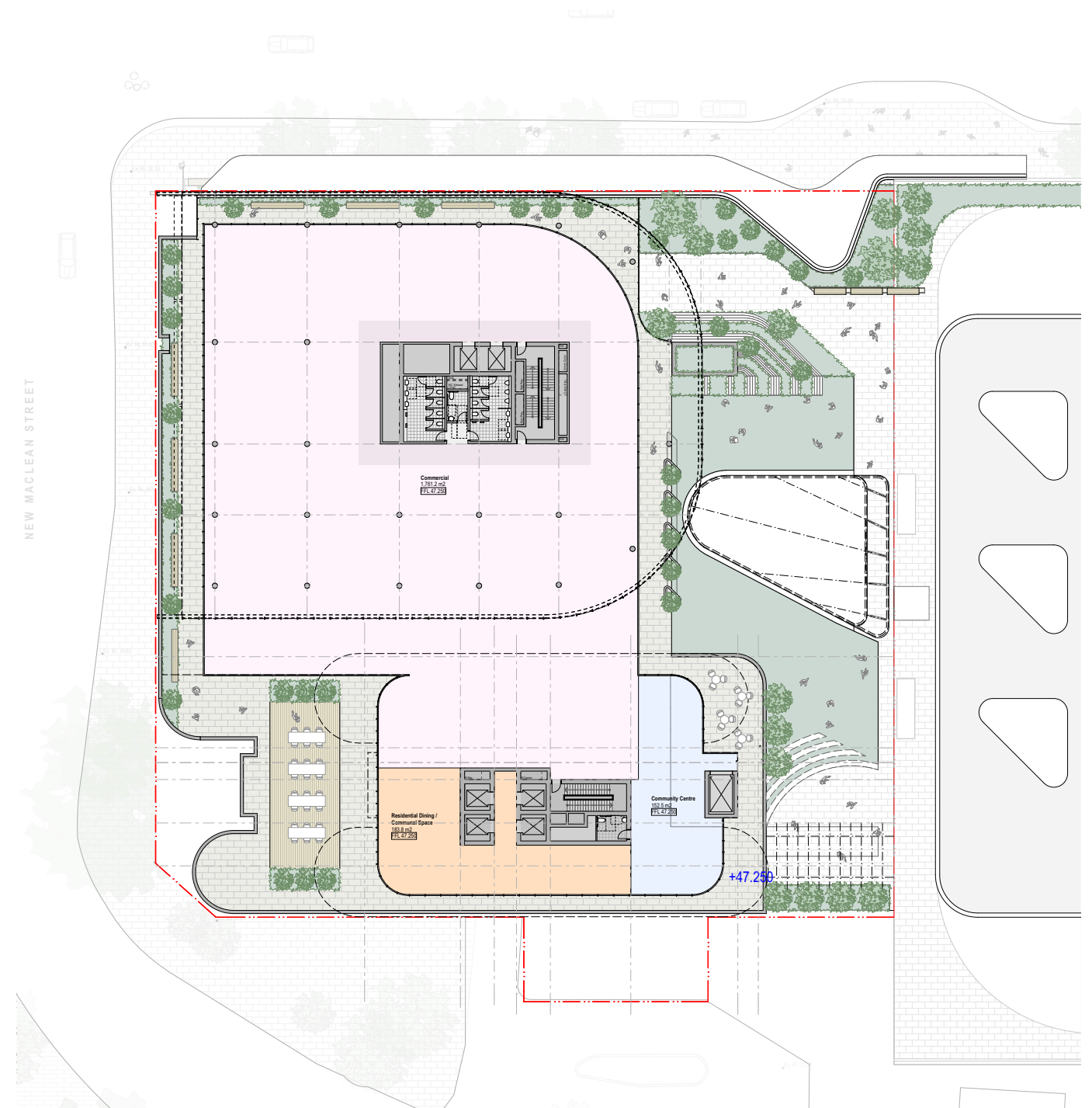
Ground Floor Plan



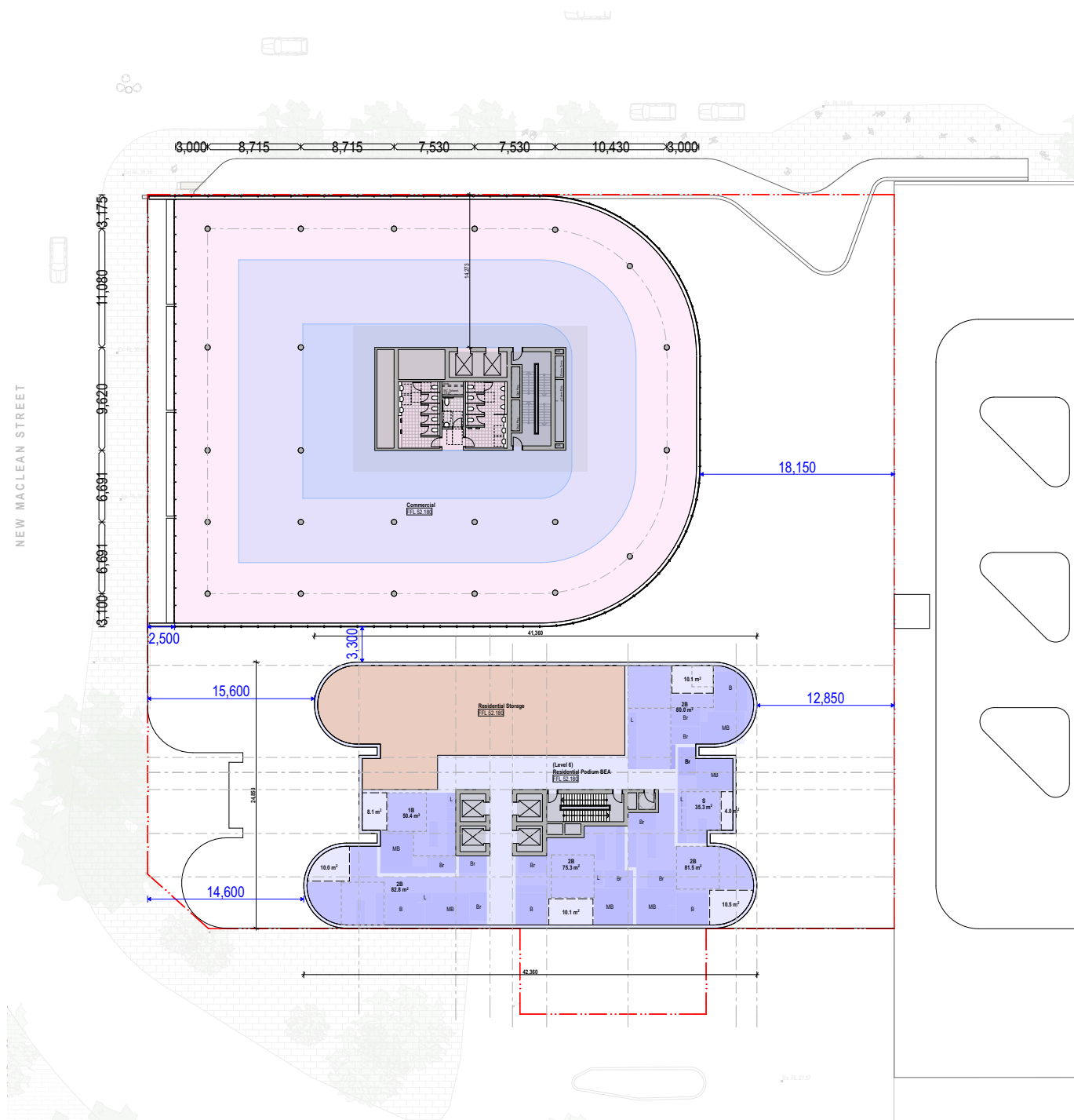
Level 1 Plan



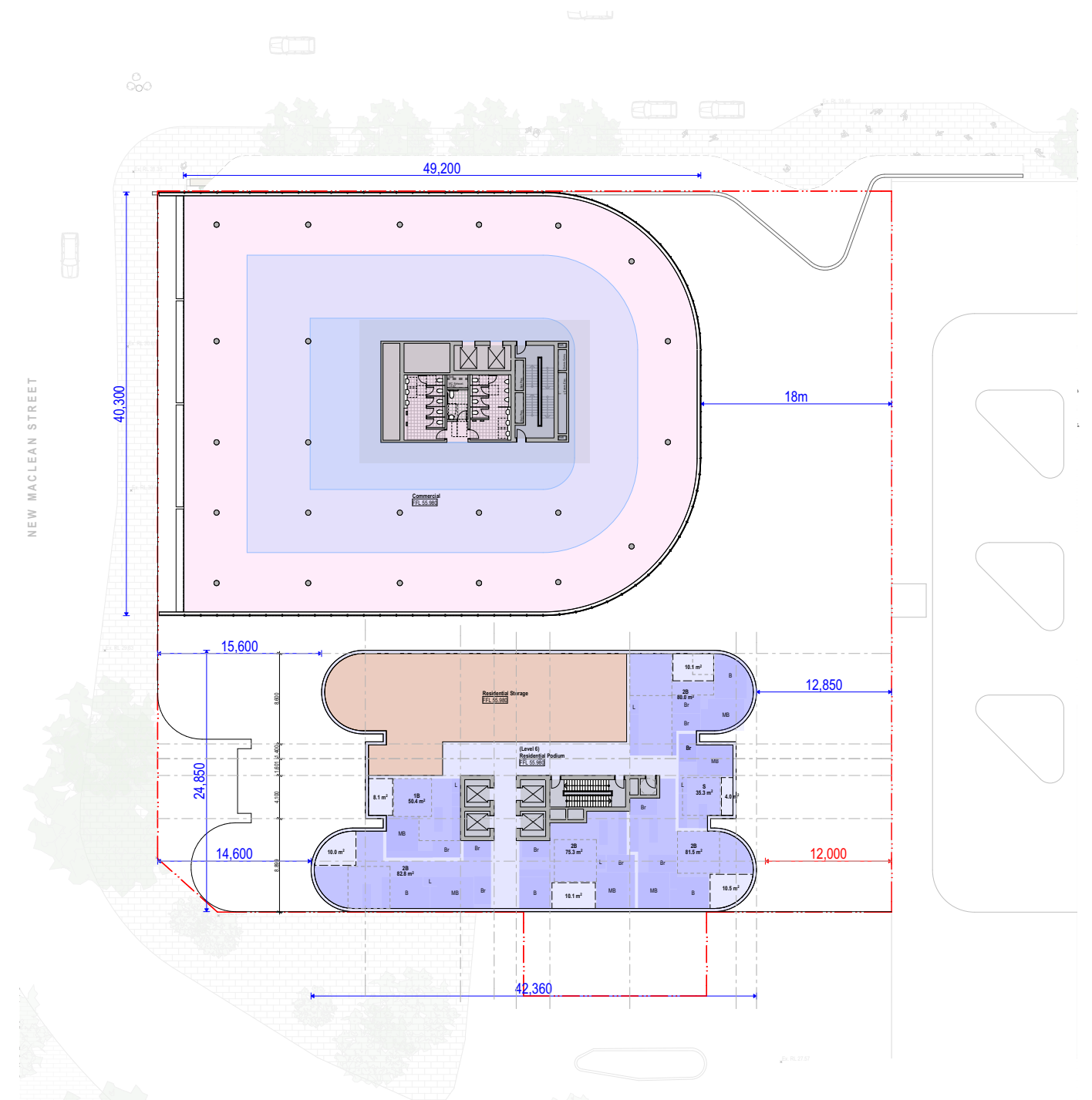
Level 2 Plan



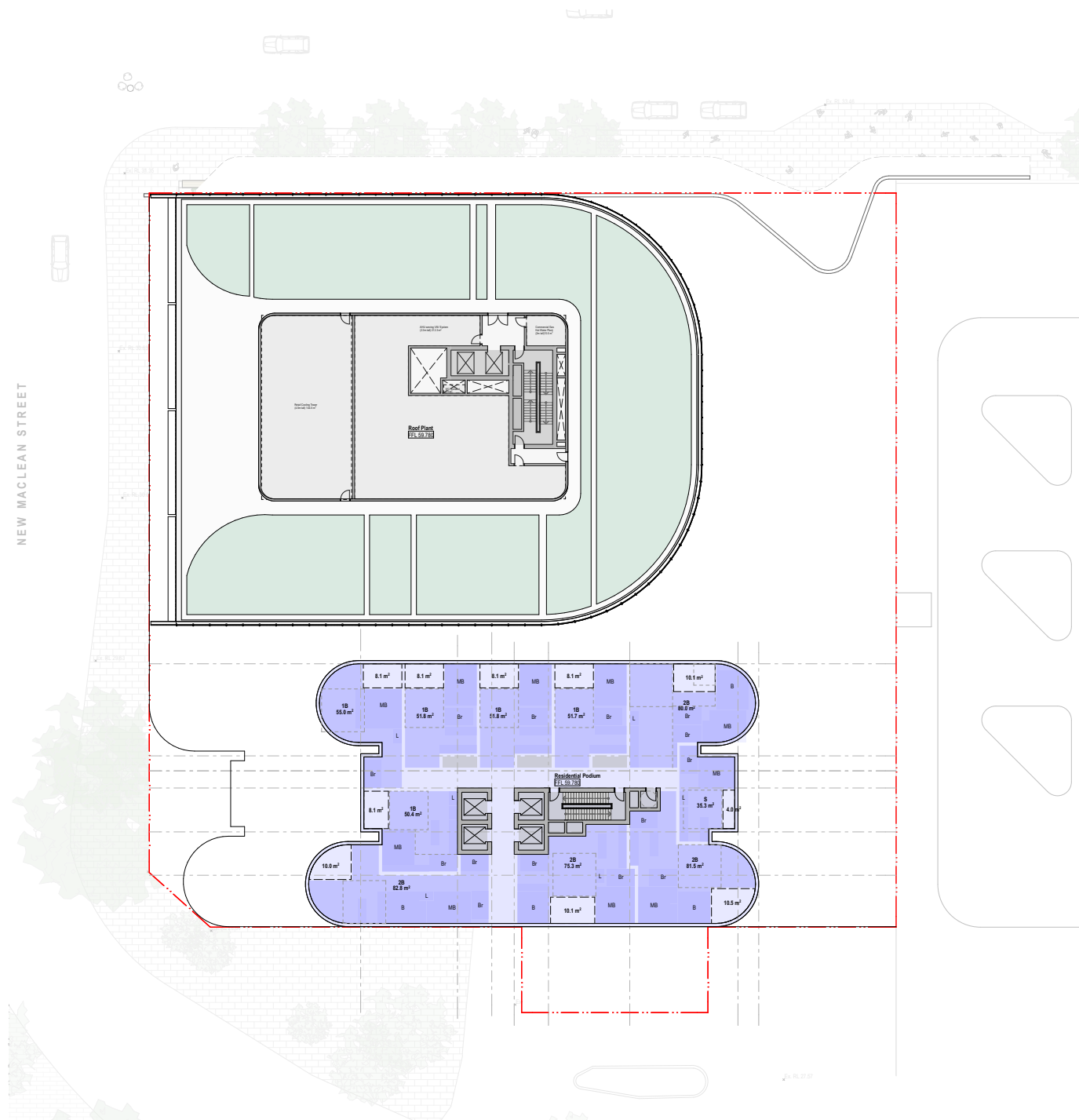
Level 2 Mezzanine Plan



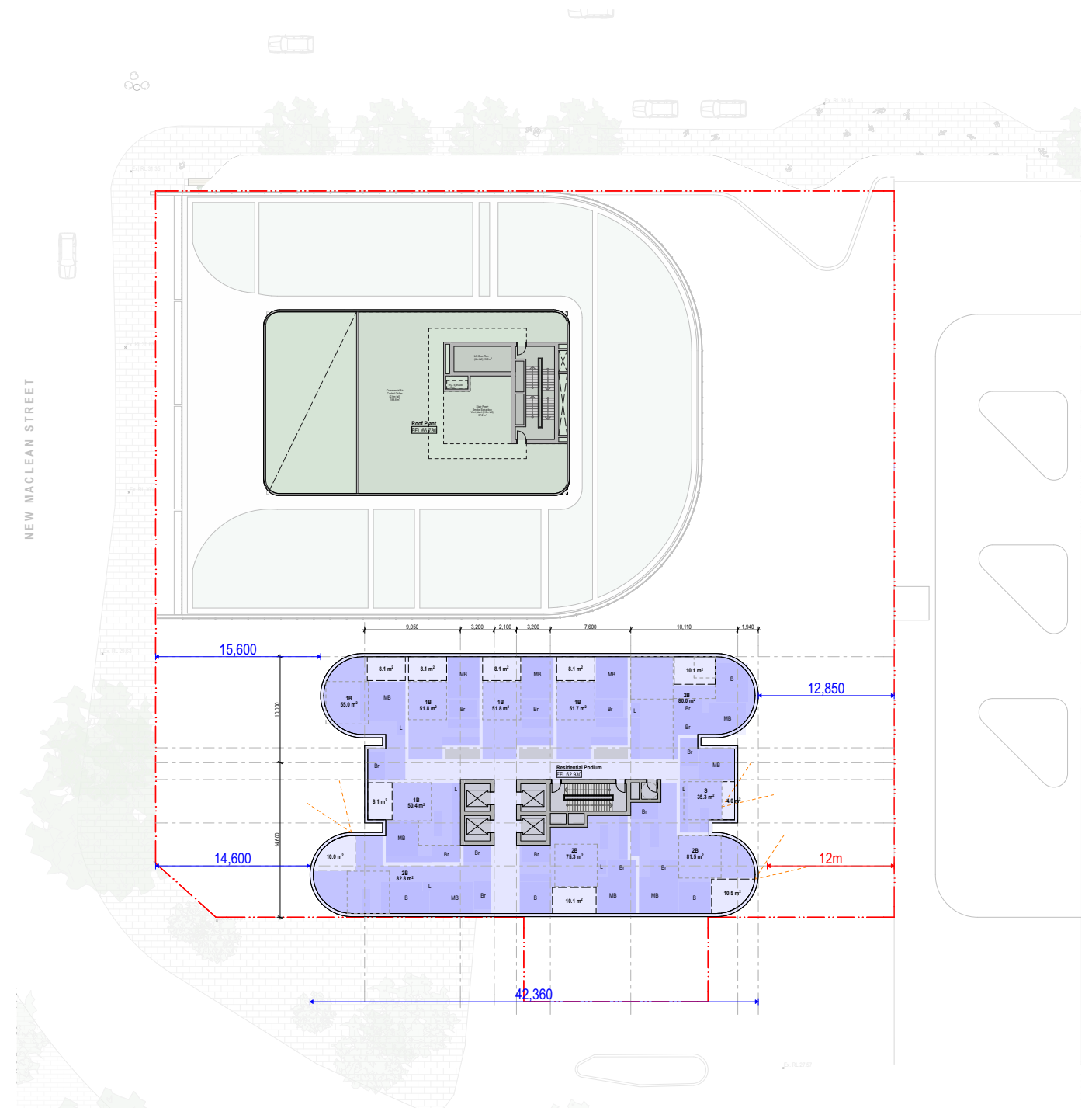
Level 3 Plan



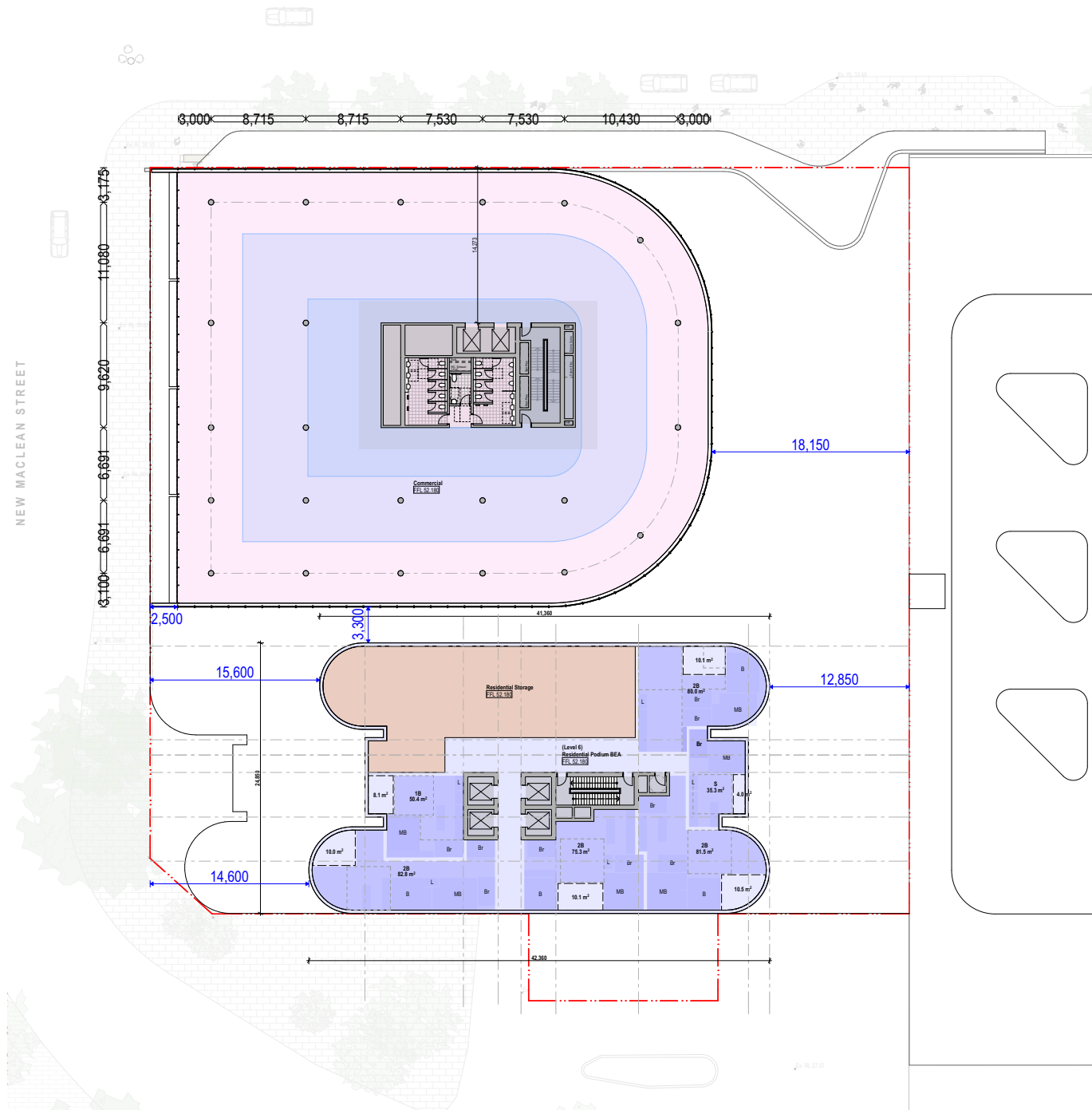
Level 4 Plan - Residential Typical L4-5



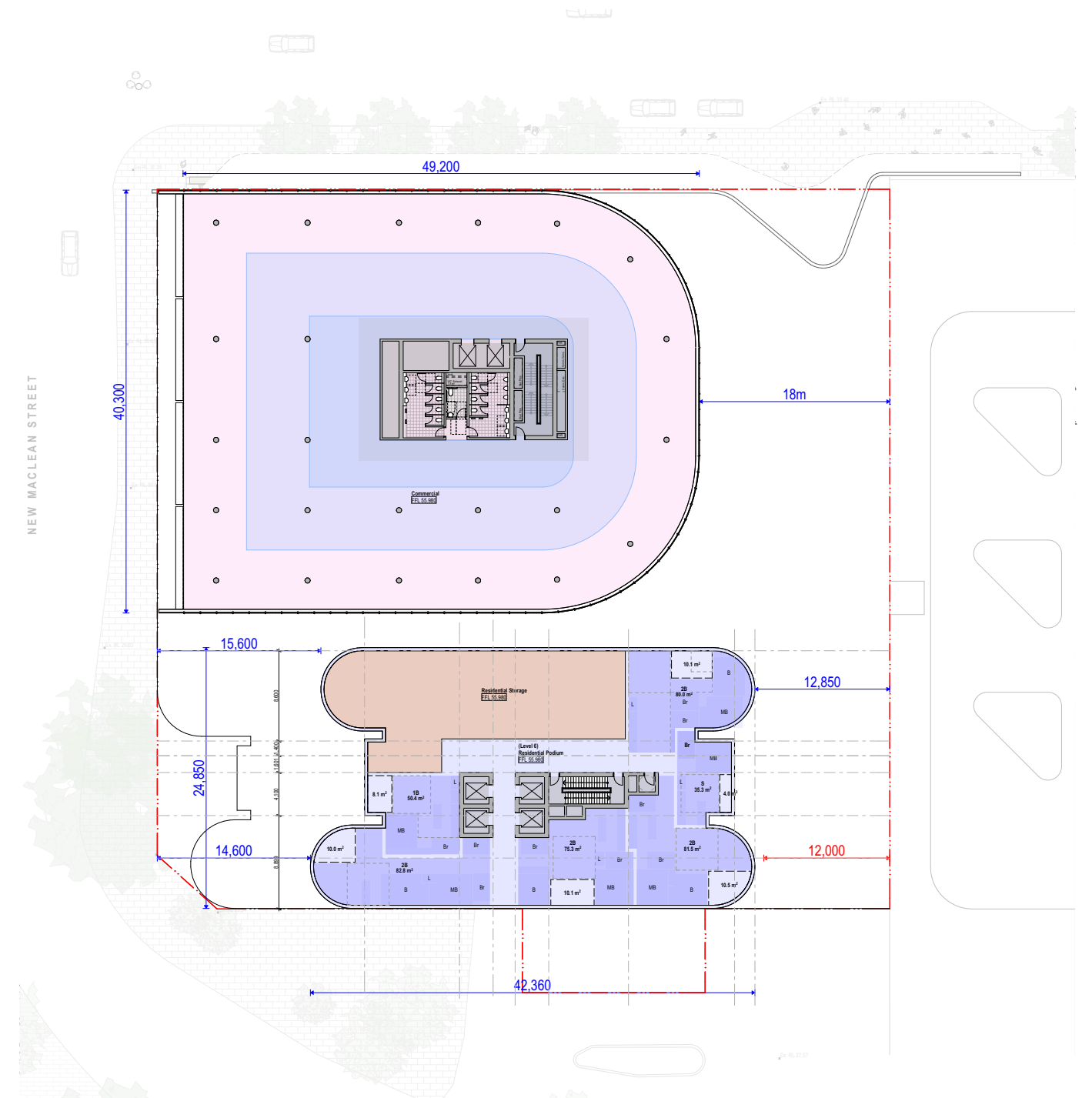
Level 5 Plan



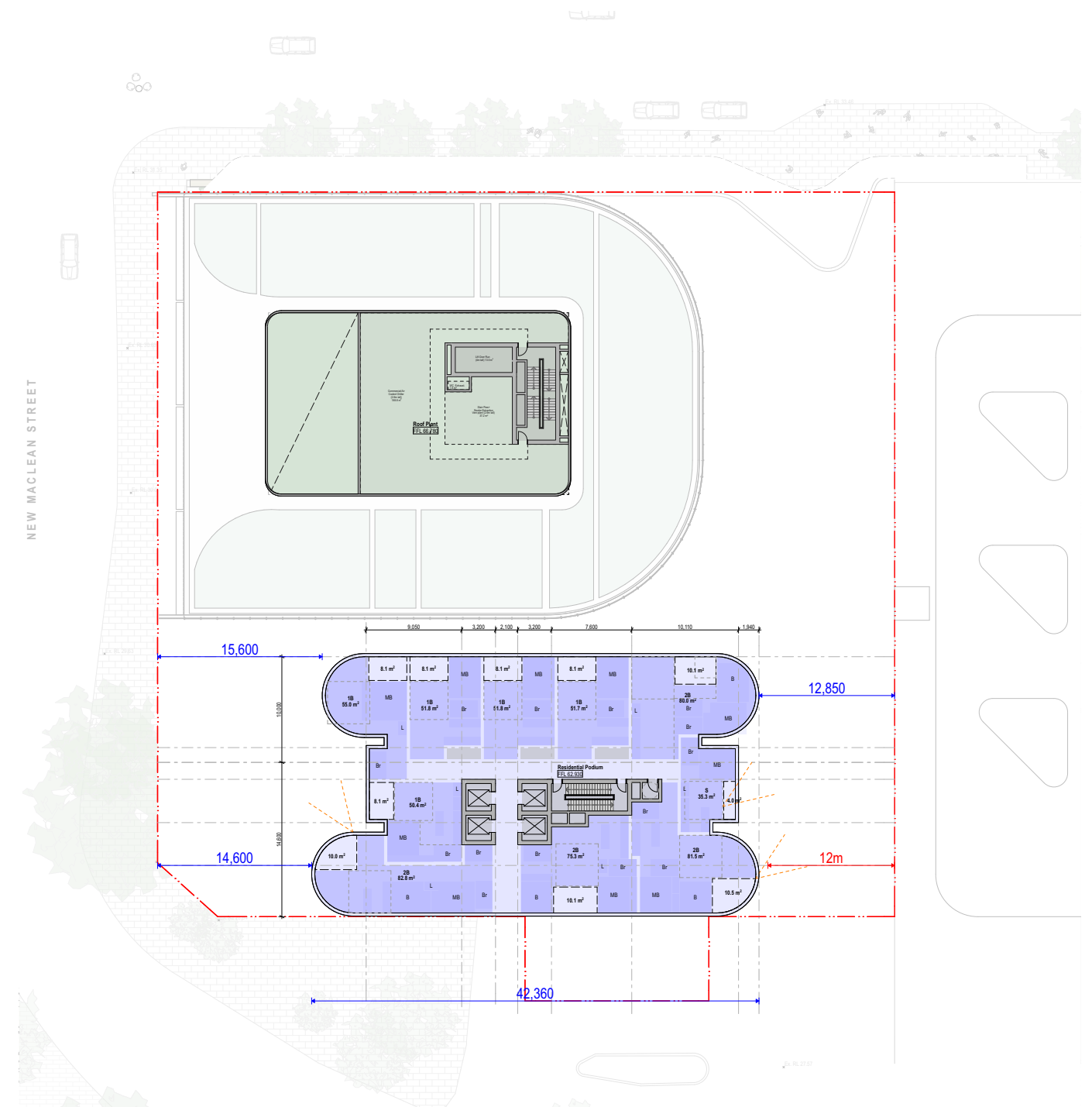
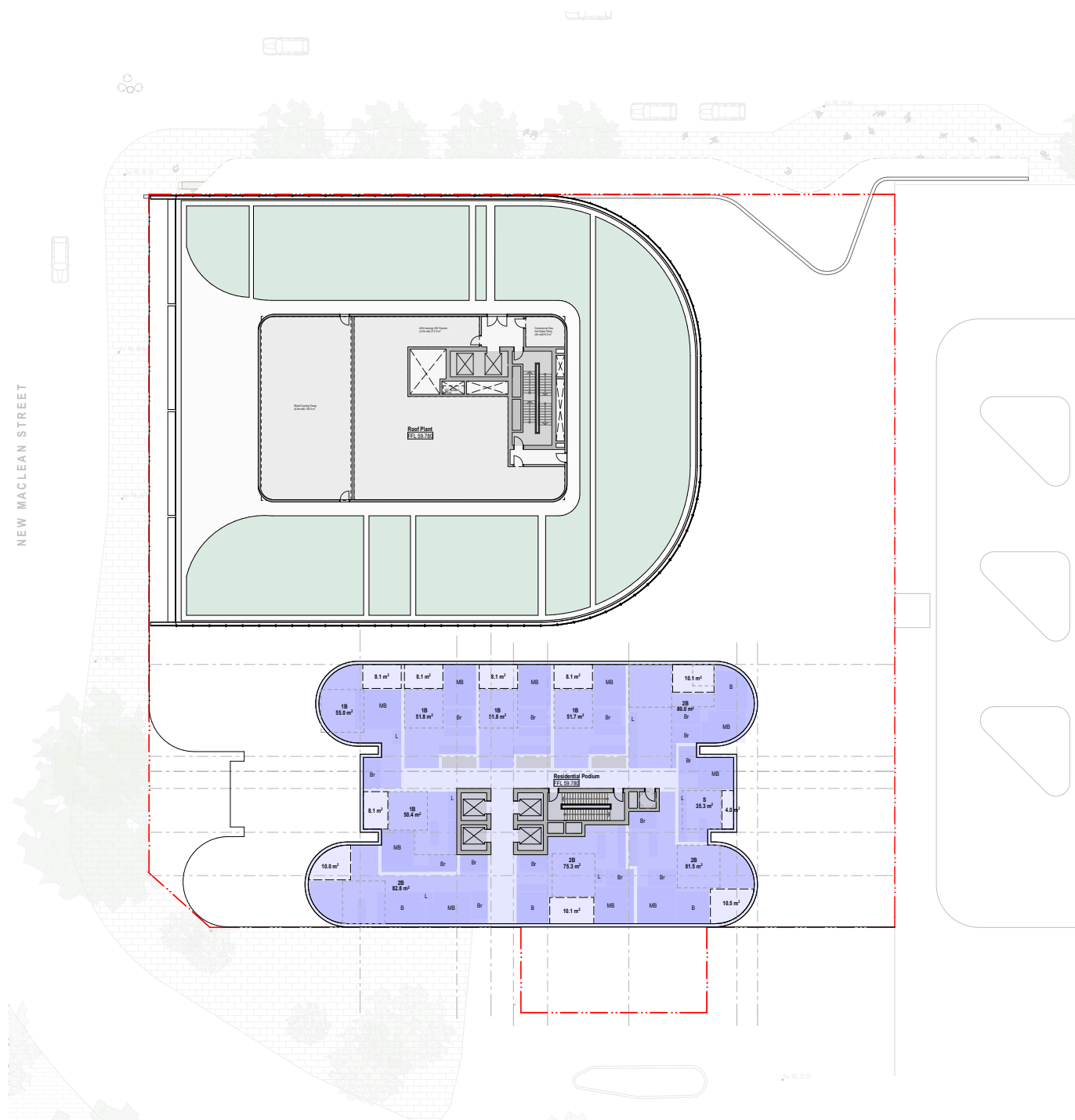
Low Rise - Residential Typical L6-12

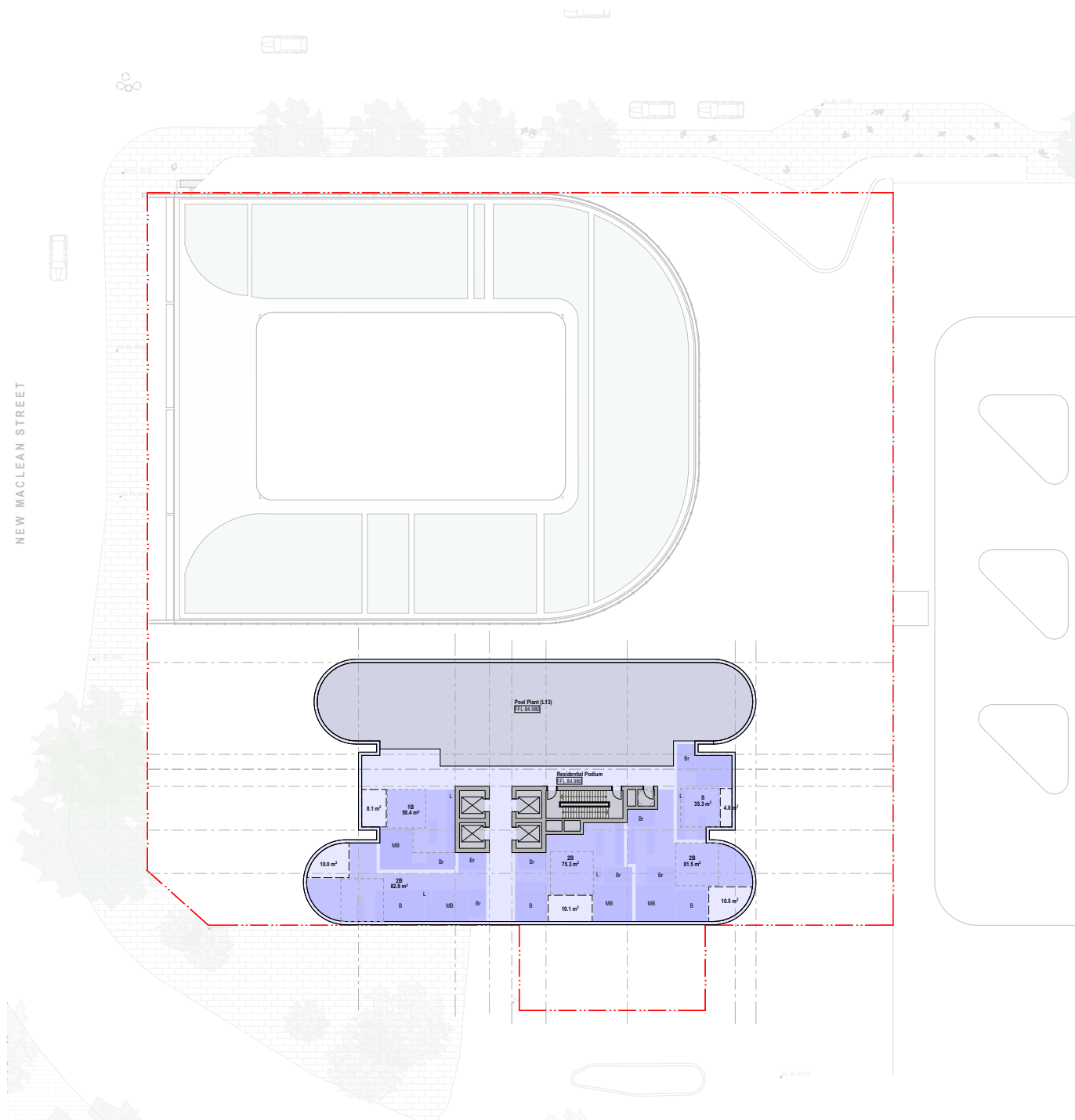


Level 3 Plan

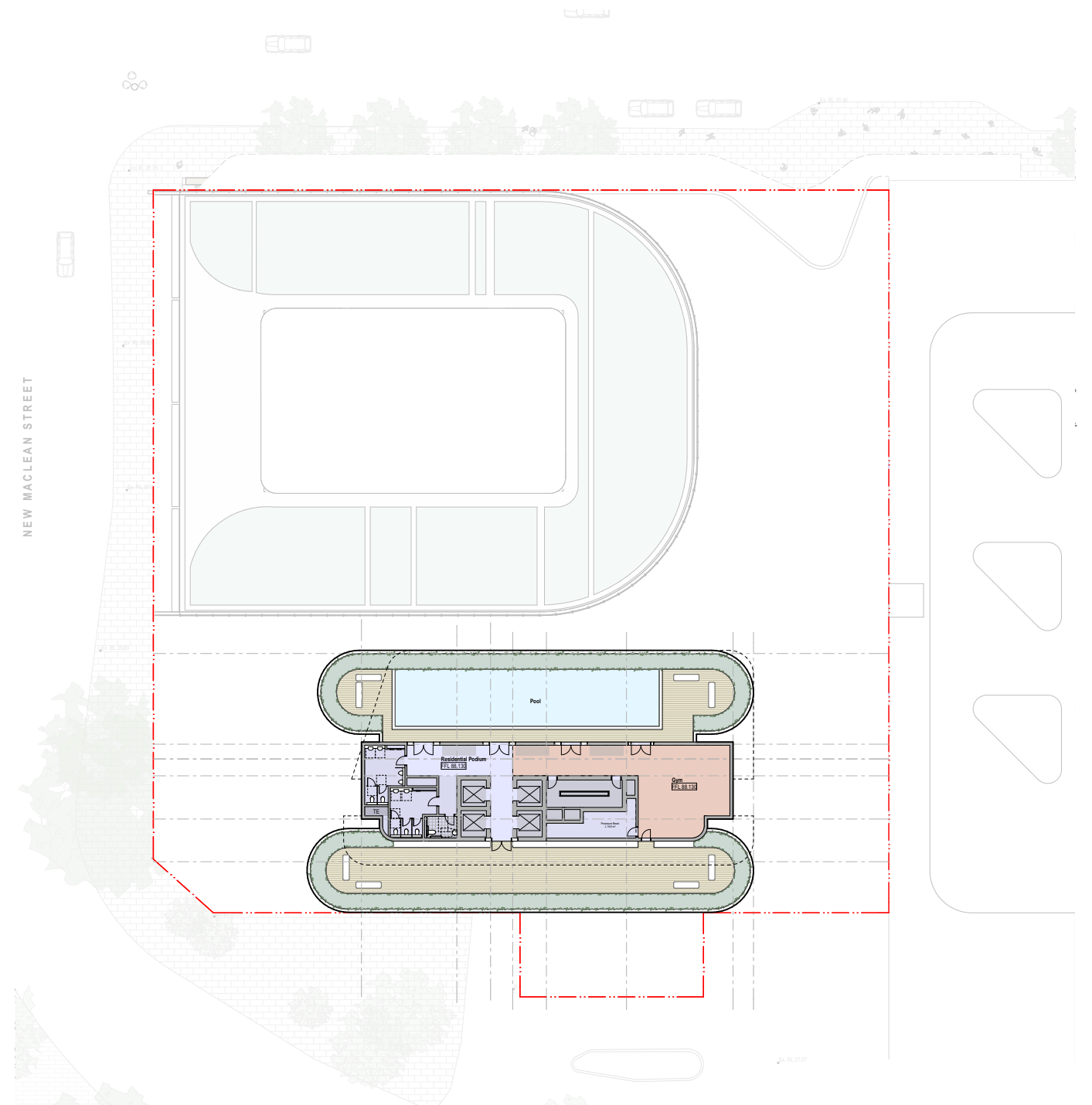


Level 4 Plan - Residential Typical L4-5

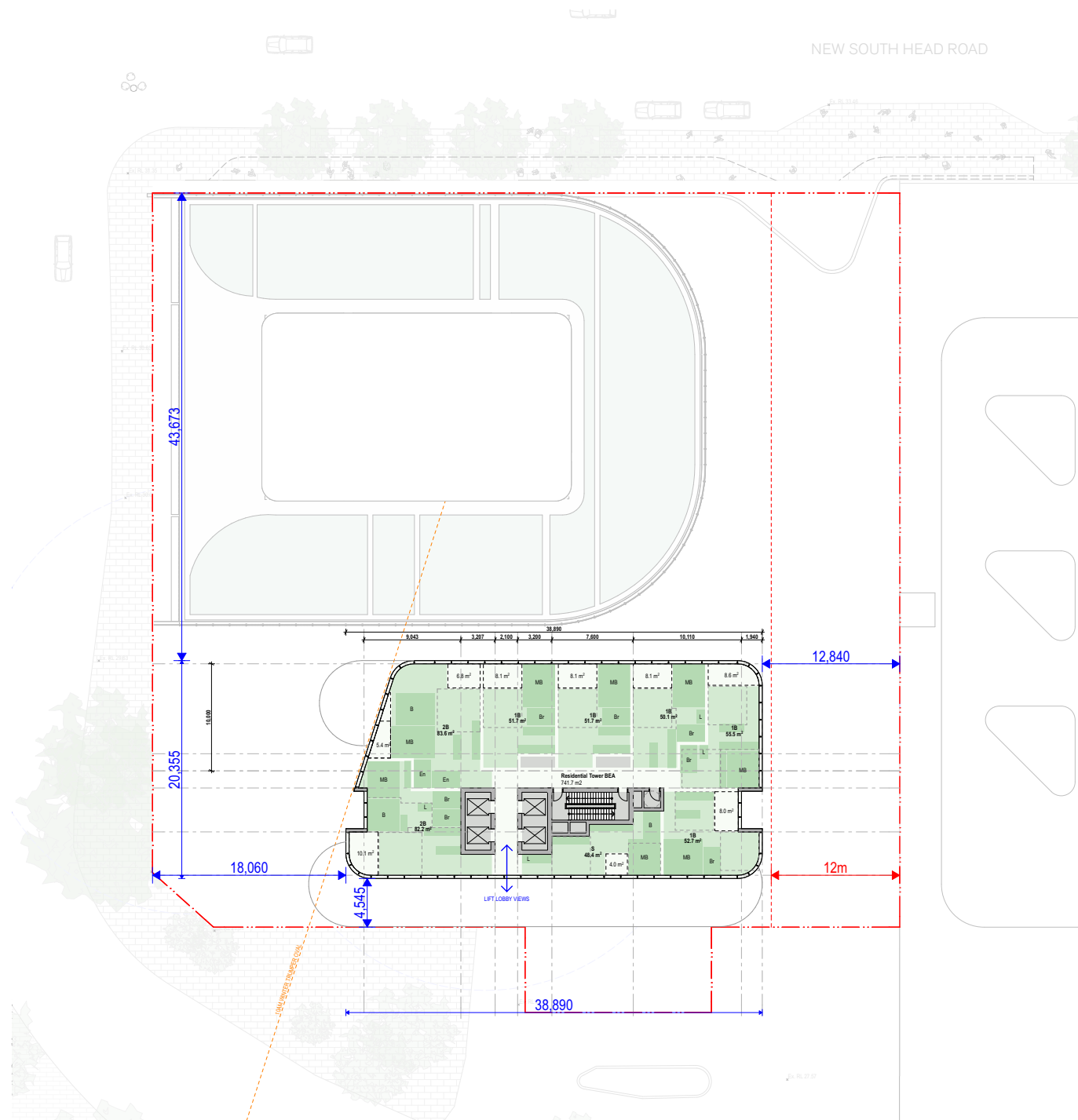




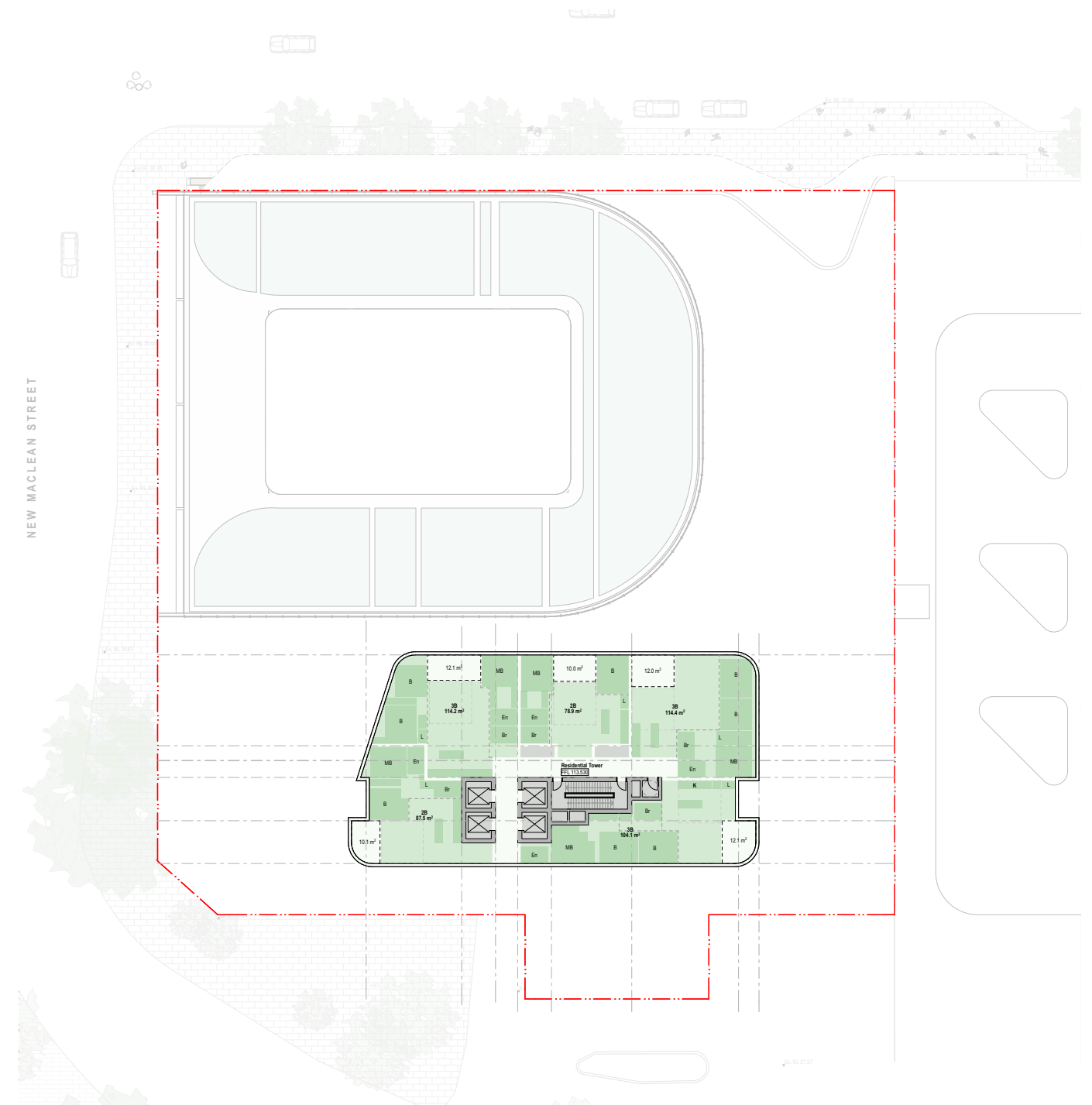
Level 13 Residential - Pool Plant



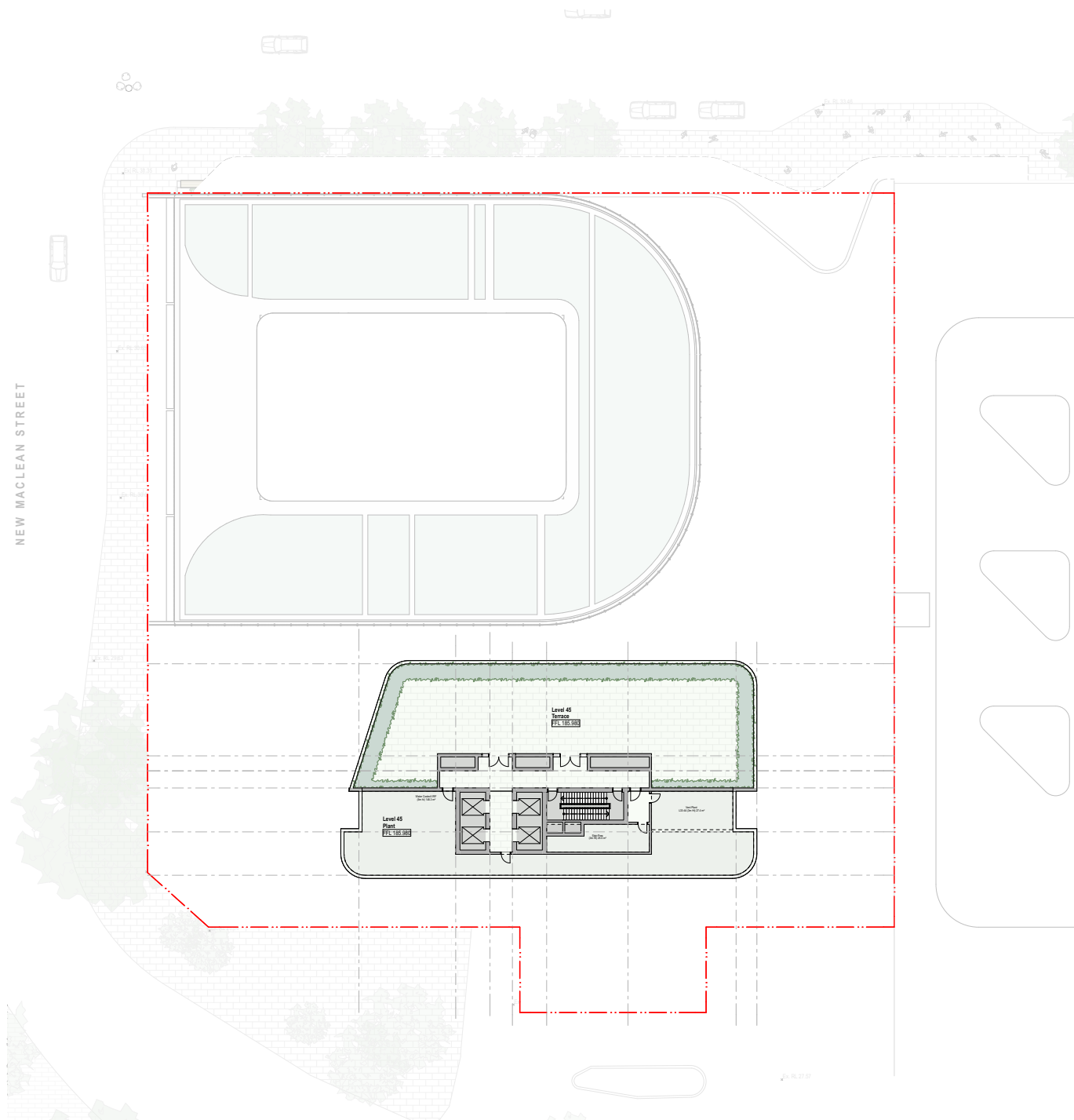
Level 14 Terrace - Pool



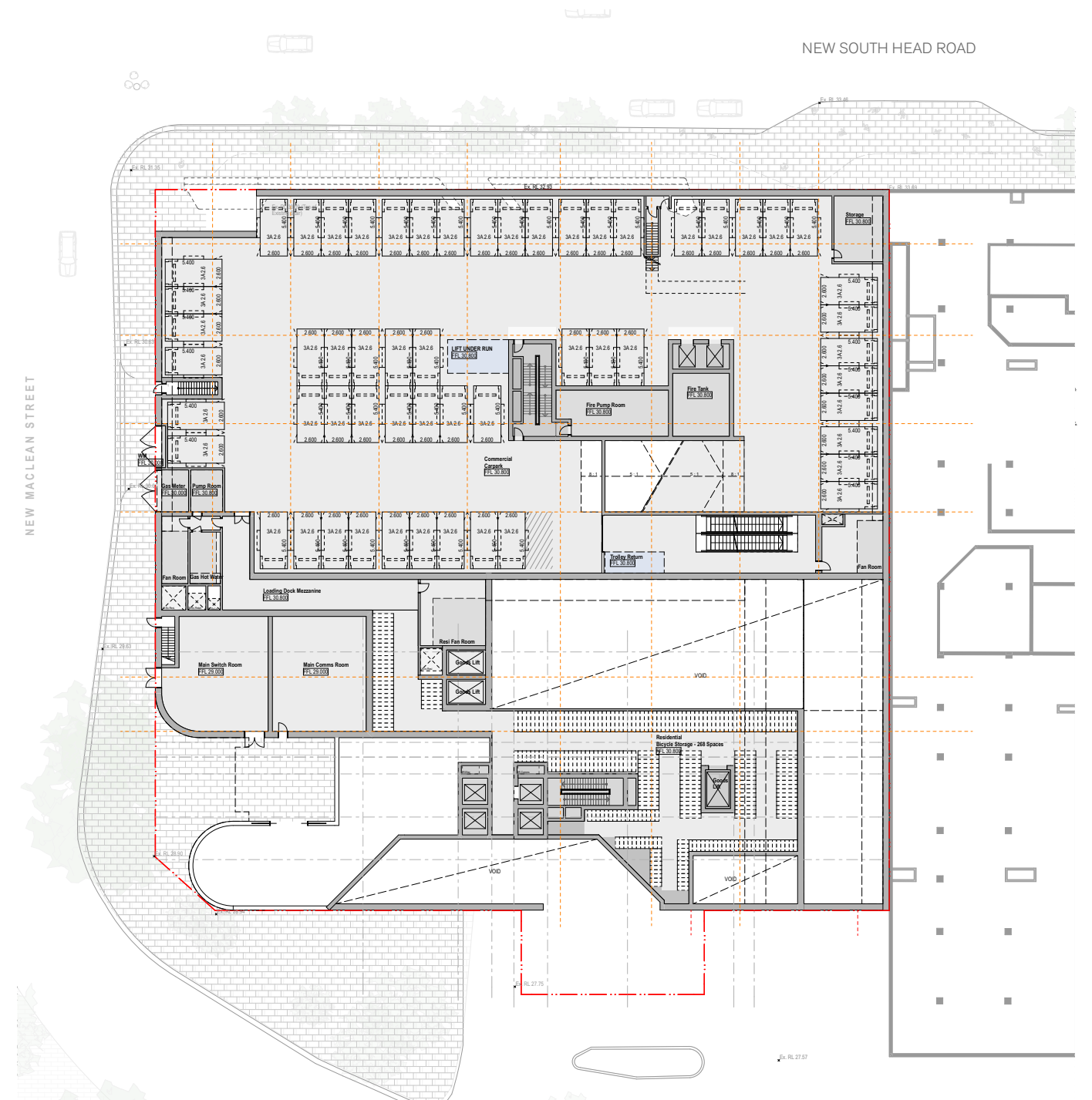
High Rise - Residential Typical 2 and 2 Bed Apartments Plan L16-21



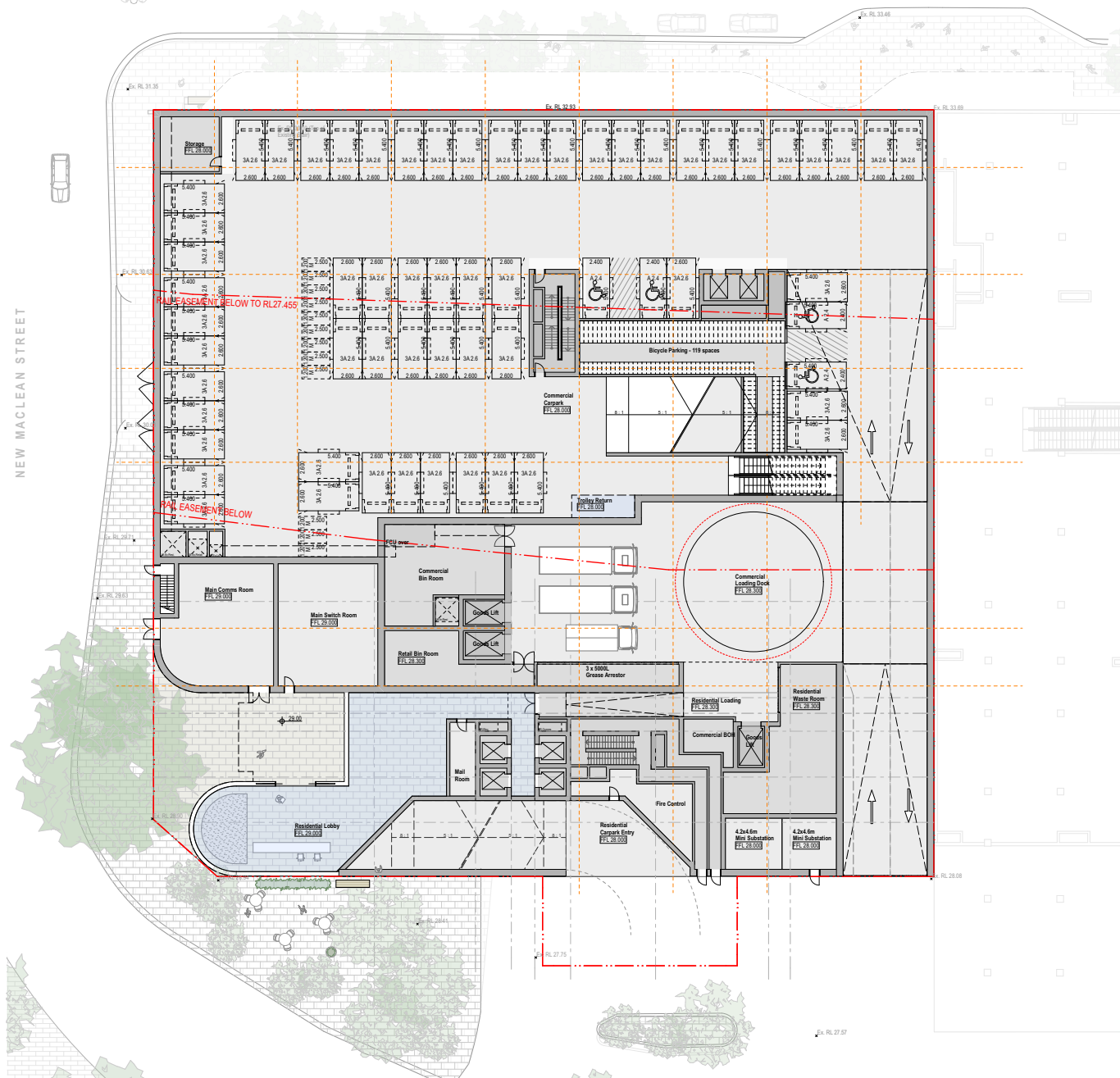
High Rise - Residential Penthouse L22-44



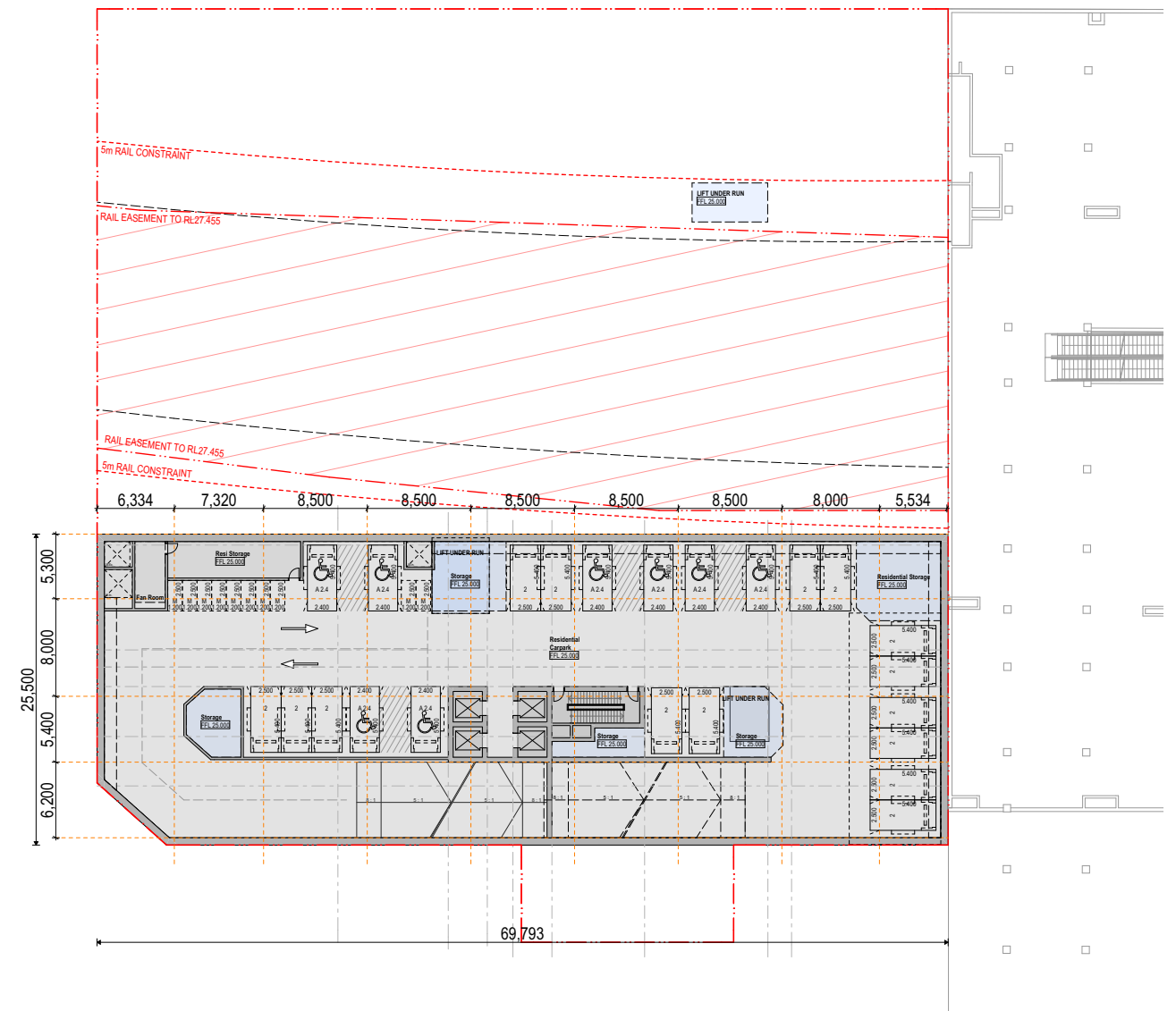
Level 45 - Roof Terrace



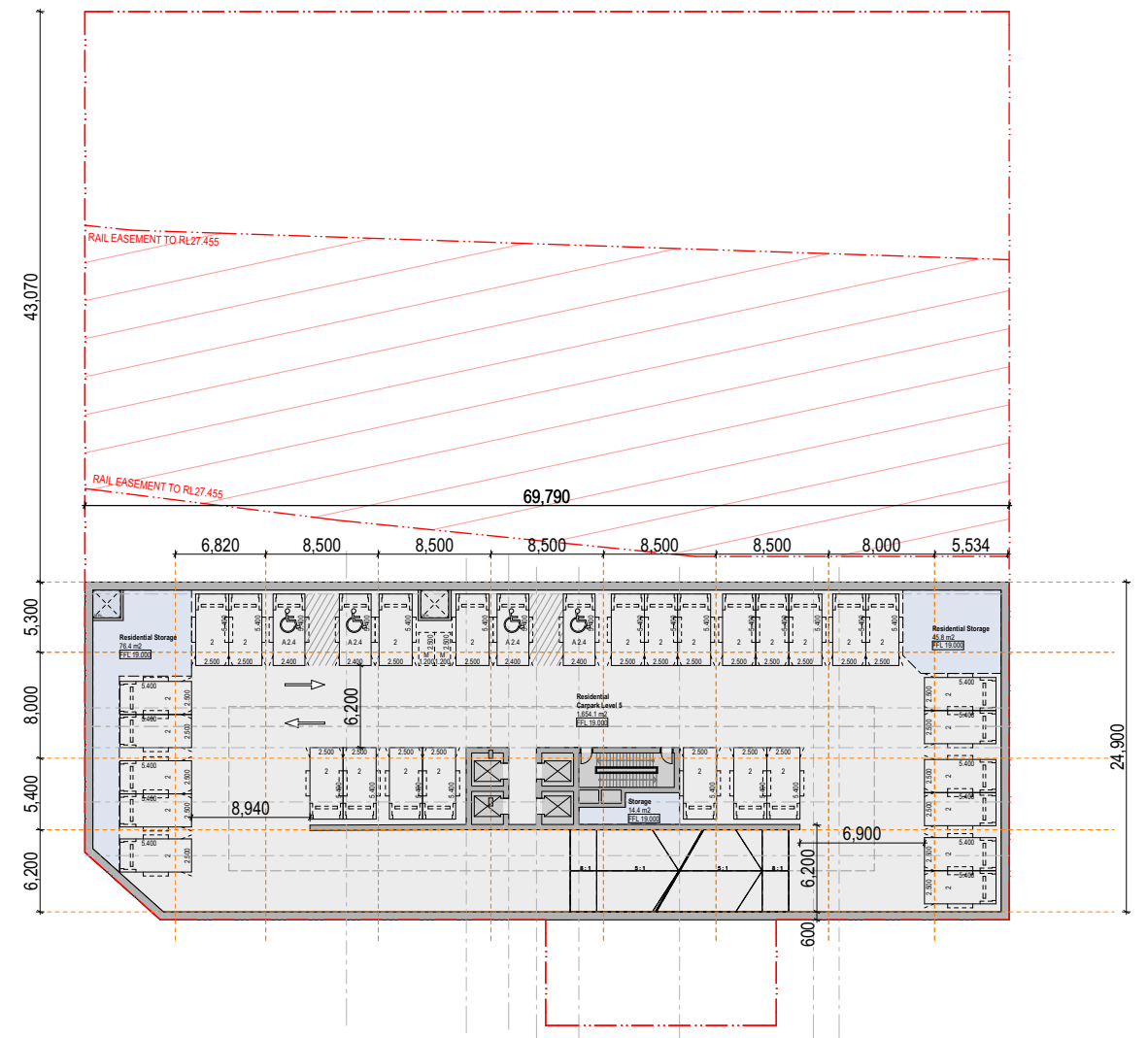
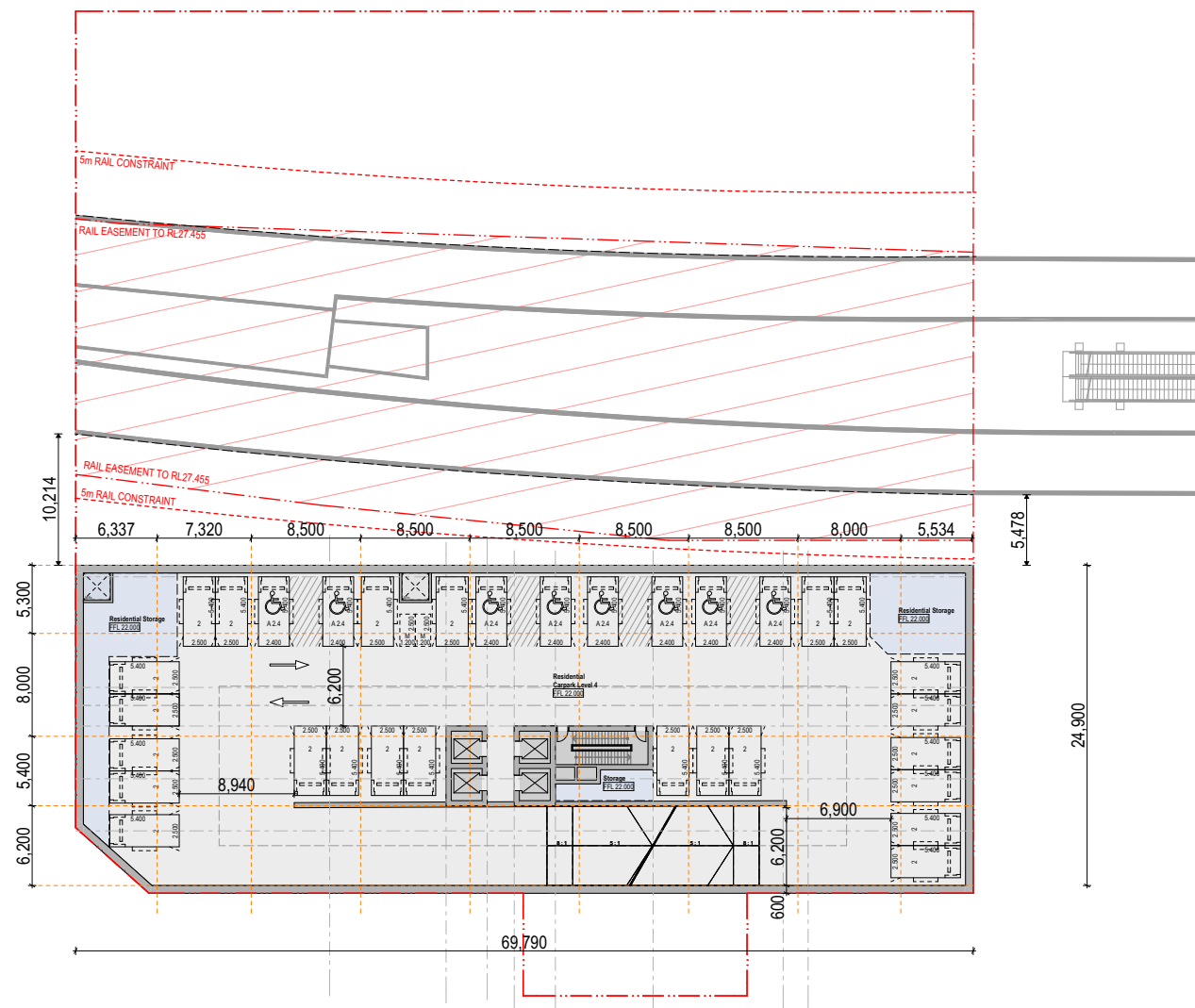
Basement 1



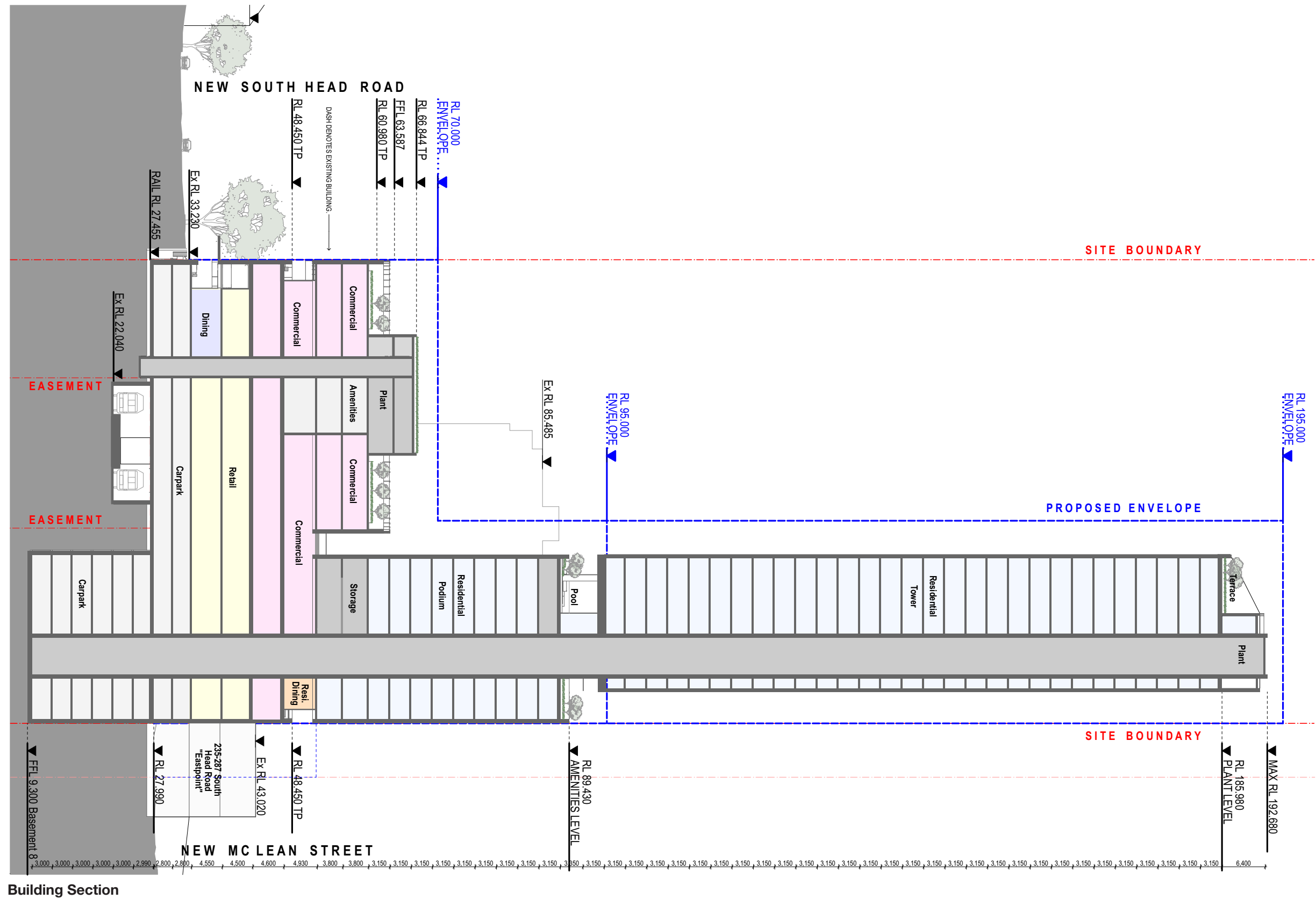
Basement 2



Basement 3 - Railway Platform Level







Indicative Modelling Form - Photomontage from Bus Interchange



Indicative Modelling Form - Photomontage above New South Head Road looking towards Sydney CBD



Spreadsheet of FSR and GFA by level and use

fjmt

LPEC		REV.7				DATE 27/05/2020		
Story	RL	F/F	Typical Floor Plate		GBA (Inc. Balcony and facade)	GFA		
RESIDENTIAL								
TOP RL	194.98							
Roof feature	190.83	4.15	FEATURE					
Level 45 - Plant & Communal Rooftop	187.73	3.10	Plant / Communal		704	0		
Level 44 - Resi 42	184.230	3.50			816	620		
Level 43 - Resi 41	180.730	3.50			816	620		
Level 42 - Resi 40	177.230	3.50			816	620		
Level 41 - Resi 39	173.730	3.50			816	620		
Level 40 - Resi 38	170.230	3.50			816	620		
Level 39 - Resi 37	167.080	3.15			816	620		
Level 38 - Resi 36	163.930	3.15			816	620		
Level 37 - Resi 35	160.780	3.15			816	620		
Level 36 - Resi 34	157.630	3.15			816	620		
Level 35 - Resi 33	154.480	3.15			816	620		
Level 34 - Resi 32	151.330	3.15			816	620		
Level 33 - Resi 31	148.180	3.15			816	620		
Level 32 - Resi 30	145.030	3.15			816	644		
Level 31 - Resi 29	141.880	3.15			816	644		
Level 30 - Resi 28	138.730	3.15			816	644		
Level 29 - Resi 27	135.580	3.15			816	644		
Level 28 - Resi 26	132.430	3.15			816	644		
Level 27 - Resi 25	129.280	3.15			816	644		
Level 26 - Resi 24	126.130	3.15			816	644		
Level 25 - Resi 23	122.980	3.15			816	644		
Level 24 - Resi 22	119.830	3.15			816	636		
Level 23 - Resi 21	116.680	3.15			816	636		
Level 22 - Resi 20	113.530	3.15			816	636		
Level 21 - Resi 19	110.380	3.15			816	636		
Level 20 - Resi 18	107.230	3.15			816	636		
Level 19 - Resi 17	104.080	3.15			816	636		
Level 18 - Resi 16	100.930	3.15			816	636		
Level 17 - Resi 15	97.780	3.15			816	636		
Level 16 - Resi 14	94.630	3.15			816	636		
Level 15 - Resi 13	91.480	3.15	Double Height Residential Amenities	-	470	383		
Level 14 - Resi 12	88.130	3.35		Pool	354	364		
Level 13 - Resi 11	84.980	3.15		Pool Plant	1041	531		
Level 12 - Resi 10	81.830	3.15			1041	817		
Level 11 - Resi 09	78.680	3.15			1041	817		
Level 10 - Resi 08	75.530	3.15			1041	817		
Level 9 - Resi 07	72.380	3.15			1041	817		
Level 8 - Resi 06	69.230	3.15			1041	817		
Level 7 - Resi 05	66.080	3.15			1041	817		
Level 6 - Resi 04	62.930	3.15			1041	817		
Level 5 - Resi 03	59.780	3.15			1041	817		
Level 4 - Resi 02	55.980	3.15		Resi Storage	1041	854		
Level 3 - Resi 01	52.180	3.15		Resi Storage	1041	854		
TOTALS					36639	27943		
COMMERCIAL / RETAIL	COMMERCIAL RL	COMMERCIAL F/ F	NON- RESIDENTIAL GBA	NON-RESIDENTIAL GFA	NON-RESIDENTIAL NLA	RESIDENTIAL GFA	COMMUNITY CENTRE GFA	
Podium Level 5	59.780	3.800						
Podium Level 4	55.980	3.800	1,883	1,765	1,589			
Podium Level 3	52.180	3.800	1,883	1,765	1,589			
Podium Level 2 Mezzanine	46.880	5.300	2,390	1,884	1,696	198	158	
Podium Level 2	42.280	4.600	3,657	3,092	2,373			
Podium Level 1	37.780	4.500	4,537	3,732	2,663			
Ground Floor	33.230	4.550	4,616.8	3,411	2,271	500		
TOTALS			18,967	15,649	12,180	698	158	
BASEMENT								
					BASEMENT GBA			
Basement 1	30.41	2.82			4571.0			
Basement 2	27.59	2.82			4608.0			
Basement 3	24.59	3			1654.0			
Basement 4	21.59	3			1654.0			
Basement 5	18.59	3			1654.0			
Basement 6	15.59	3			1654.0			
Basement 7	12.59	3			1654.0			
Basement 8	9.59	3			1654.0			
TOTALS					19,103			
				TOTAL GBA	TOWER GBA	RESI GFA		
TOTALS				93,812	36,639	28,541		
				EFFICIENCY		78%		
				(Tower GBA to GFA*)				

NOTES:

* Efficiency Rating of Residential Tower only (NOTE - GFA Excludes Communal Open Space, Core, Facade and Balconies)
Commercial, Retail and carpark areas have a different efficiency rating.

PARKING SCHEDULE							
Retail DDA (INCLUDE D)	Retail Car Parking	RESI CARPARKING	RESI DDA (INCLUDE D)	Motorcycle Parking		Bicycle Parking	
	56			12		268 (Resi)	
4	61			12	TOTAL	119 (Non-Resi)	
TOTAL	117		8	10			
		23	8	2			
		32	8	2			
		35	2	2			
		35	2	2			
		35	2	2			
		24	2	2			
		22	20	TOTAL			
		Total Resi Parks Provided					
		184 Total Car Parks Allowable					
		TBC					

FSR Calculation	
Site Area	4,910
Total GFA	44,190
FSR	9



architecture
interiors
urban
landscape
community

Sydney
Melbourne
Oxford
London