



# Strategic & Corporate Committee

Monday 15 April 2024  
5.30pm

**Attachments 1 & 2 – Item R1**



**Under Separate Cover Annexures**  
**Meeting Agenda**

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## **Item No. R1**

# **Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy**

## **Annexure 1**

# **Draft Edgecliff Commercial Centre Planning and Urban Design Strategy - April 2024**



# EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY

April 2024



### **Acknowledgement of Country**

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.



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# Executive Summary

The Edgecliff Commercial Centre is an important local hub, providing a range of opportunities for shopping and services, living and working, transport, and recreation. Public transport and proximity to the Sydney Commercial Business District are the foundations for transport oriented development that can incorporate modern living and working space, a well-designed public domain, and a vibrant economy.

Council prepared the *Edgecliff Commercial Centre Planning and Urban Design Strategy* to guide the centre's revitalisation and maximise living, working and leisure space within walking distance of the Edgecliff Station and bus interchange. The key objectives of the Strategy are to:

- *Grow the centre* – Facilitate uplift on appropriate sites and encourage more retail, employment, residential and community space.
- *Create a true mix* – With non-residential uses on lower levels, residential above, and integrated community infrastructure. Focusing employment around Edgecliff Station, and shops along New South Head Road.
- *Accentuate the core* – Reflect the topography, with the tallest buildings on the hill around Edgecliff Station and reduce building height as New South Head Road descends east and west.
- *Preserve the Western Basin* – Keep building heights lower west of Mona Road and Glenmore Road, to maintain the visual and physical relationship between the Paddington slopes and Rushcutters Bay Park, enhance the landscape character, and retain housing diversity in the area.

- *Protect heritage and amenity* – Introduce built form measures that respond to heritage and amenity, such as lower street wall heights, locating vehicle entries on secondary streets, and ensuring solar access standards are met.
- *Design excellence* – Require advice on significant new building proposals from an expert design advisory panel so that new development exhibits excellent urban, architecture, and internal design.
- *Enhance community infrastructure* – Require new development to contribute toward the provision of new and upgraded community infrastructure.
- *Affordable housing* – Require new development to provide affordable housing as a percentage of the additional residential floor space achieved.
- *Diverse housing* – maintain the existing apartment buildings that contribute to housing diversity
- *Improve the public domain* – Improve liveability via public domain improvements including new public spaces, urban greening, street furniture and lighting, pedestrian paths, cycleways and public art.
- *Mitigate traffic impacts* – Upgrade traffic and transport infrastructure, encourage active transport use, and manage car parking requirements.

# 1. Introduction

## 1.1 About this plan

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC), and provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport.

Council initiated the ECC Strategy following the Woollahra Urban Planning Committee’s resolution on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

- The ECC Strategy seeks the ECC’s revitalisation via a coordinated development framework to facilitate:
- Transport oriented development
  - A mix of uses to support community need
  - Design excellence
  - Public domain upgrade and activation
  - Active transport use
  - Affordable housing
  - Delivery of community infrastructure.

In support of these aims, the ECC Strategy requires community infrastructure and public domain improvements in conjunction with any increase in density, to enhance the ECC’s long term liveability and sustainability.

*Public domain includes new public spaces, landscaping with lighting, greenery and street furniture, wayfinding signage, and creating visual interest, with building design and public art.*

*Community infrastructure includes footpaths and cycle ways, community centres, libraries, recreation facilities and improved access to public transport.*

- Council commissioned the following consultant studies to assess planning controls, identify opportunities for future uplift, and inform the ECC Strategy:
- JLL Market Analysis (2017)
  - SJB Planning and Urban Design Study (2018)
  - SCT Transport Analysis (updated 2024)
  - GTA Transport Assessment
  - Draft Edgecliff Commercial Centre Heritage Study (2023).

Council prepared the *Edgecliff Commercial Centre Public Domain Plan* (ECC Public Domain Plan) to document how the ECC’s public domain could be upgraded to support the potential growth identified in the ECC Strategy.

- The ECC Strategy is consistent with the Woollahra:
- Urban Forest Strategy (2023)
  - Active Transport Plan (2023)
  - Community Strategic Plan (2022)
  - Local Housing Strategy (2021)
  - Integrated Transport Strategy (Draft 2021)
  - Local Strategic Planning Statement (2020)
  - Community Facilities Study (2020)
  - Voluntary Planning Agreement Policy (2020)
  - Social and Cultural Plan (November (2018)
  - Disability Inclusion Action Plan (2017)
  - Street Tree Master Plan (2014)
  - Public Art Policy (2009).

# 2. Local context

## 2.1 Study area

This Strategy applies to the ECC as shown in Figure 1. The ECC runs along both sides of New South Head Road, from its intersection with New Beach Road in the west and its intersection with Ocean Avenue in the east.

The main road network in and around the ECC connects the Woollahra Local Government Area (LGA) to the Sydney Central Business District (Sydney CBD) and facilitates access between the eastern suburbs, the Sydney CBD, and beyond.

Edgecliff Station is a key transport interchange for the eastern suburbs. It connects the Woollahra LGA to Bondi Junction, the Sydney CBD and Sydney’s extensive rail network. The bus interchange associated with the station provides regular bus connection to Bondi, Rose Bay, Watsons Bay, the Sydney CBD, and the North Shore.

The ECC’s public transport capacity and its proximity to the Sydney CBD makes it an excellent location for promoting transport oriented development (TOD) supported by well-designed public spaces, community facilities and a vibrant local economy.

The ECC contains a mix of homes, shops, offices, and urban services. A hub at Edgecliff Station includes Eastpoint Food Fair (235-285 New South Head Road, above the station) and the Edgecliff Centre (203-233 New South Head Road, adjacent to the station). Each has a supermarket, specialty shops, cafes, parking, and pedestrian access through to Edgecliff Station and bus interchange.

There are a mix of active commercial uses in the Edgecliff Centre. Further down New South Head Road, there are urban services including a petrol station, carwash, and tyre service.

Parts of the ECC offer panoramic views towards Sydney Harbour, the CBD, and the Harbour Bridge, especially from the upper floors of buildings.

There are several heritage items within and on the boundaries of the ECC area. The Paddington Heritage Conservation Area (HCA) adjoins to the south, the Mona Road HCA adjoins to the north, and the Woollahra HCA is to the southeast (refer to Figure 10). At the time of preparing this Strategy, Council had commissioned a draft Edgecliff Commercial Centre Heritage Study (2023) which recommends new listing of eight local heritage items and one HCA in the ECC (more detail in Section 4.1).

There are nearby public open spaces including Rushcutters Bay Park, Trumper Park and Trumper Oval, providing a range of sporting and recreational facilities.

Several schools are located within walking distance of the ECC, including Ascham, Sydney Grammar, Edgecliff Preparatory and Double Bay Public School. The ECC also has access by bus and road to several tertiary educational institutions, including COFA (UNSW College of Fine Arts) and the National Art School.

The Double Bay Commercial Centre is located within a 15 minute walk from Edgecliff Station and complements the ECC by providing a range of community services, local businesses, and dining opportunities.

The ECC has access to other nearby centres and precincts that offer shopping and entertainment, including Bondi Junction; Kings Cross; Oxford Street and Darlinghurst; Woolloomooloo; Surry Hills; Moore Park Entertainment Quarter; and Centennial Park.

## 2.2 Topography

The topography in the ECC rises from west to east along New South Head Road to Edgecliff Station near the top of the ridgeline, and then falls down the hill to Double Bay in the east. The land falls steeply into Trumper Park.

The topography can make walking or cycling in the area difficult where the incline gets steep. This is particularly notable heading west from Double Bay along New South Head Road and heading up from Trumper Oval towards New McLean Street.



Figure 2. View from Trumper Park looking towards Ranelagh tower (Source: SJB 2018)



Figure 3. Existing street view facing West from New South Head Road looking East (Source: SJB 2018)

## 2.3 Views

The ECC can be seen from nearby ridgelines and the taller buildings are visible from lower land, such as from Trumper Oval and Rushcutters Bay Park. The buildings at the top of the ridge are visually imposing in views from the Paddington HCA.

Whilst the ECC is often identified with the Ranelagh and the Edgecliff Centre building, other elements such as the Edgecliff Rushcutters Bay Viaduct and the Morton Bay Fig trees in Rushcutters Bay Park are also highly visible and associated with the ECC.

Due to the topography and presence of street trees, it is difficult to perceive a full or direct view towards the ECC from street level. However, the upper levels of buildings surrounding the ECC have views towards and beyond the ECC to the Sydney CBD or Harbour.

There are views of the city skyline from points along New South Head Road, and another glimpse of the skyline from Ocean Street across the road entry to the bus interchange.

Some apartment units in taller buildings in and around the ECC have varying views, of the CBD skyline and Harbour Bridge to the west, the Harbour to the north, district views to the east, or regional views towards Centennial Park, Paddington and Darlinghurst to the south.



Figure 1. Study Area: Edgecliff Commercial Centre (SJB 2018)

2.4 Existing built form

The eclectic style and character of the built form in the ECC reflects the varied land use comprising a mix of services, commercial, retail, residential and educational. Building age varies, generally from the early to late twentieth century. Building height varies significantly from 1 to 16 storeys. The three to four storey built form elevation along New South Head Road is punctuated by several taller buildings that are generally of later construction.

The suburb of Edgecliff has a high percentage of apartments in medium and high rise buildings —70% of dwelling stock (ABS 2021). All dwellings within the ECC are apartments. Consequently, a significant number of properties within and surrounding the ECC have been strata subdivided.

Some of these older apartment buildings contain smaller units, have no parking or on-site facilities and are a type of housing that is unlikely to be facilitated in today's market. These buildings make an important contribution to housing diversity in the ECC.



Figure 4. Existing street view showing Cadry's building (Source: Google maps 2021)

The surrounding residential neighbourhoods have a range of building styles and typologies and benefit from street tree planting, with many streets having extensive tree canopies.

The Paddington HCA adjoining to the south 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, is a large open space, comprising informal and formal recreation areas, and mature trees.

The Cadry's building, a three-storey former pub, is within the Paddington HCA and has high social and historical significance that reflects the neighbourhood evolution of the area (see Figure 4).

New South Head Road is a wide arterial road with six lanes of vehicular traffic. The footpaths have been narrowed in places and, while there are a number of retail frontages, many of the buildings do not have active use at the street frontage and the street has relatively low footpath activity.

A number of streets in the ECC, e.g. New Mclean Street, have service entrances and driveways for certain buildings fronting New South Head Road. Subject to the arrangement, this can compromise pedestrian amenity and safety.

A number of sites within the immediate study area are serviced from New South Head Road. Waste collection for many of these sites is from the footpath which interrupts the pedestrian traffic and detracts from the visual presentation of the ECC.

2.1 Movement network

Pedestrian movement in the ECC varies in amenity, safety, and connectivity. There are limited pedestrian crossings in the north-south direction which reduces accessibility to surrounding areas.

A number of densely vegetated paths connect New McLean Street with Trumper Park. However, due to the topography, the paths are not easily accessible for people with different mobility needs.

The bus interchange, above the station, provides to a number of public bus routes and can be accessed from the retail levels above Edgecliff Station. Buses enter the bus interchange from Ocean Street and exit through a tunnel under Ocean Street, merging onto New South Head Road below the Ocean Street intersection (see Figure 5).

Car ownership in Edgecliff suburb is relatively high, with 73% of households owning a car, and a ratio of 1.43 cars per dwelling (compared to 89% and 1.59% respectively in Greater Sydney). However, only 26.417% use a car to travel to work (ABS 2021). This indicates that the majority of residents use public or active transport during their commute.

The majority of the traffic on New South Head Road is through- traffic. New South Head Road has steady traffic between early morning and late evening, with congestion during peak hours.

Clearway and T2 transit lane restrictions apply along New South Head especially between Darling Point Road and New McLean Street.



Figure 5. Existing street view facing West from the intersection of New South Head Road and Ocean Street (Source: SJB 2018)

### 3. Strategic context

#### 3.1 Metropolitan plans

The Greater Sydney Region Plan, A Metropolis of Three Cities (Region Plan), establishes a vision of three cities: the Western Parkland City, the Central River City, and the Eastern Harbour City. Woollahra is within the Eastern Harbour City, which is envisioned to become a more innovative and globally competitive city. Key directions for the Eastern Harbour City include improving infrastructure, strengthening and supporting the ‘Harbour CBD’, and increasing housing supply in the right location to support the aspirational ‘30 minute city’.

The Eastern City District Plan (District Plan) provides the planning priorities and actions for implementing the Region Plan at a district level and is a link between regional and local planning.

The Region and District plans establish a three-level hierarchy of centres – metropolitan, strategic, and local – reflecting each centre’s role in the social and economic geography of Greater Sydney. As an identified local centre, Edgecliff provides jobs and services for the local catchment (in contrast to larger strategic or metropolitan centres, which serve wider catchments).

The Region Plan aims to ensure all workers in the Greater Sydney Region can access jobs within 30 minutes’ of where they live. The District Plan aims to improve the 30 minute access to jobs by enhancing east/west connectivity via a potential rapid bus service between Sydney City and Bondi Junction and several walking and cycling infrastructure commitments.

The Eastern City is being planned to accommodate a population increase of 325,000 by 2036, to be achieved via housing targets for each local government area (LGA). The 2016-2021 housing target for Woollahra was 300 net new dwellings, which was met.

Woollahra’s targets for the 2021-2036 are documented in the Woollahra Local Housing Strategy (Woollahra LHS) as an increase of 500 net new dwellings between 2021 and 2026, and another 400 between 2026 and 2036.

As of 1 May 2023, 215 net additional dwellings have commenced or completed construction. This represents 43% of the housing target.

The District Plan encourages urban renewal in existing centres that have frequent high capacity public transport. The aim is to enable more people to live in areas that provide access to jobs and services without the need to drive or drive long distances.

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

The District Plan further identifies several sustainability measures including to combat the urban heat island effect, protecting biodiversity, delivery of the green grid and enhancing urban tree canopy.



Figure 6. Structure Plan for the Eastern City District (Source: Eastern City District Plan 2018, p11)

3.2 Woollahra Local Environmental Plan 2014

Land Use Zones

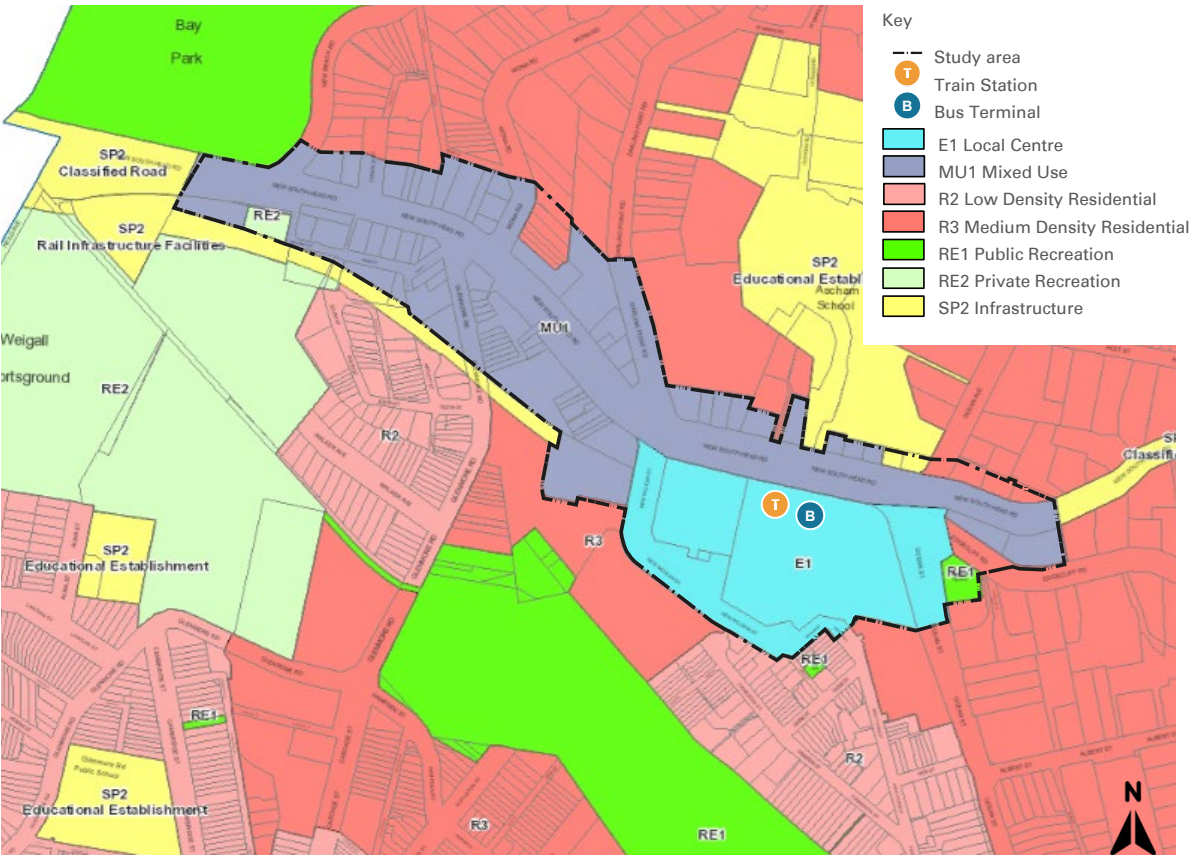


Figure 7. Woollahra LEP 2014 Land Use Zones map extract

The ECC is predominantly zoned E1 Local Centre (formerly B2 Local Centre) and MU1 Mixed Use (formerly B4 Mixed Use).

The site at 81-83 New South Head Road is zoned RE2 Private Recreation and is occupied by a car wash facility.

The Edgecliff Square Reserve located at the intersection of Edgecliff Road and Ocean Street is zoned RE1 Public Recreation.

Surrounding the study area are predominantly residential or recreation zones, with the Ascham School (SP2 Special Infrastructure) located to the north.

Height of Buildings

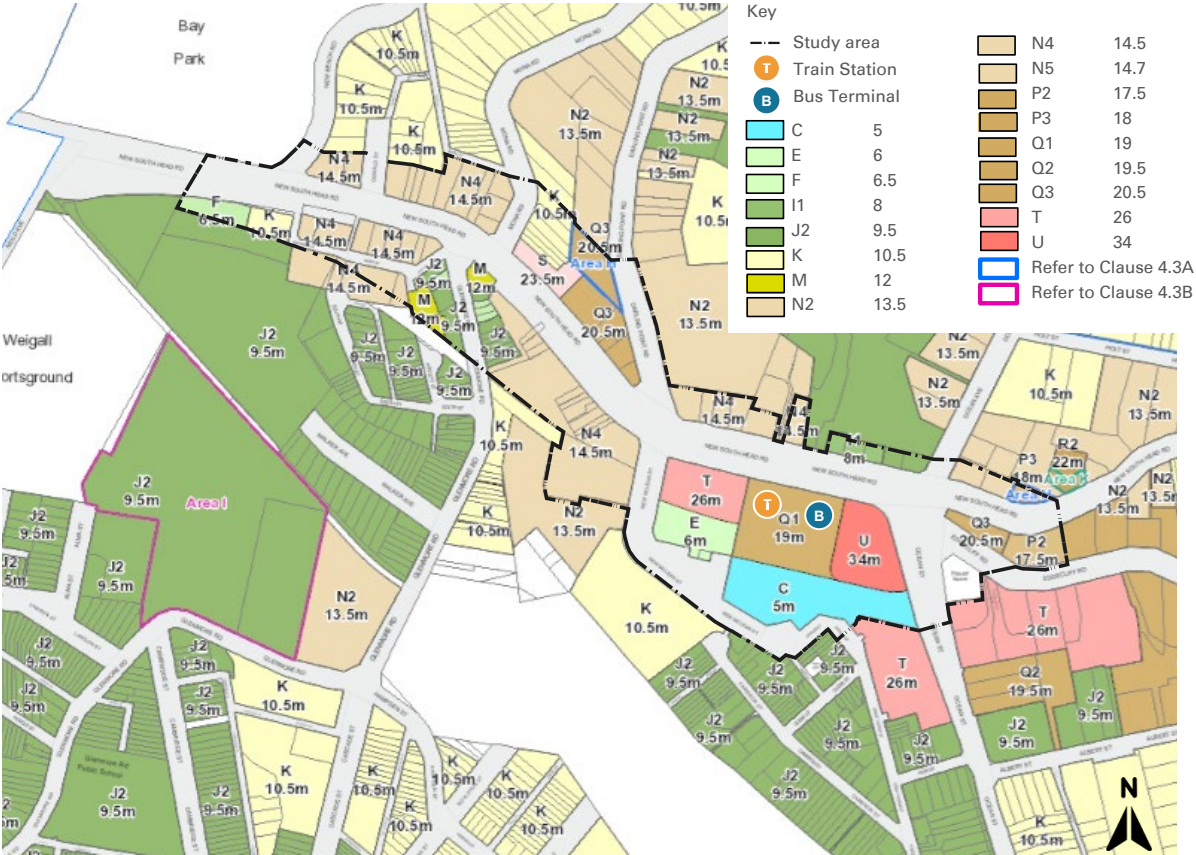


Figure 8. Woollahra LEP 2014 Height of Buildings map extract

The maximum Height of Buildings (HOB) for land within the ECC ranges from 5m to 34m.

The distribution of the maximum HOB generally follows the topography. The highest HOB is focused around Edgecliff Station (a high point on the ridgeline) and transitions down the hill towards Rushcutters Bay and Double Bay.

Some development in and near the ECC that has a greater height than is permitted by the current maximum HOB standard, was built before the introduction of the Woollahra LEP 2014.

Floor Space Ratio

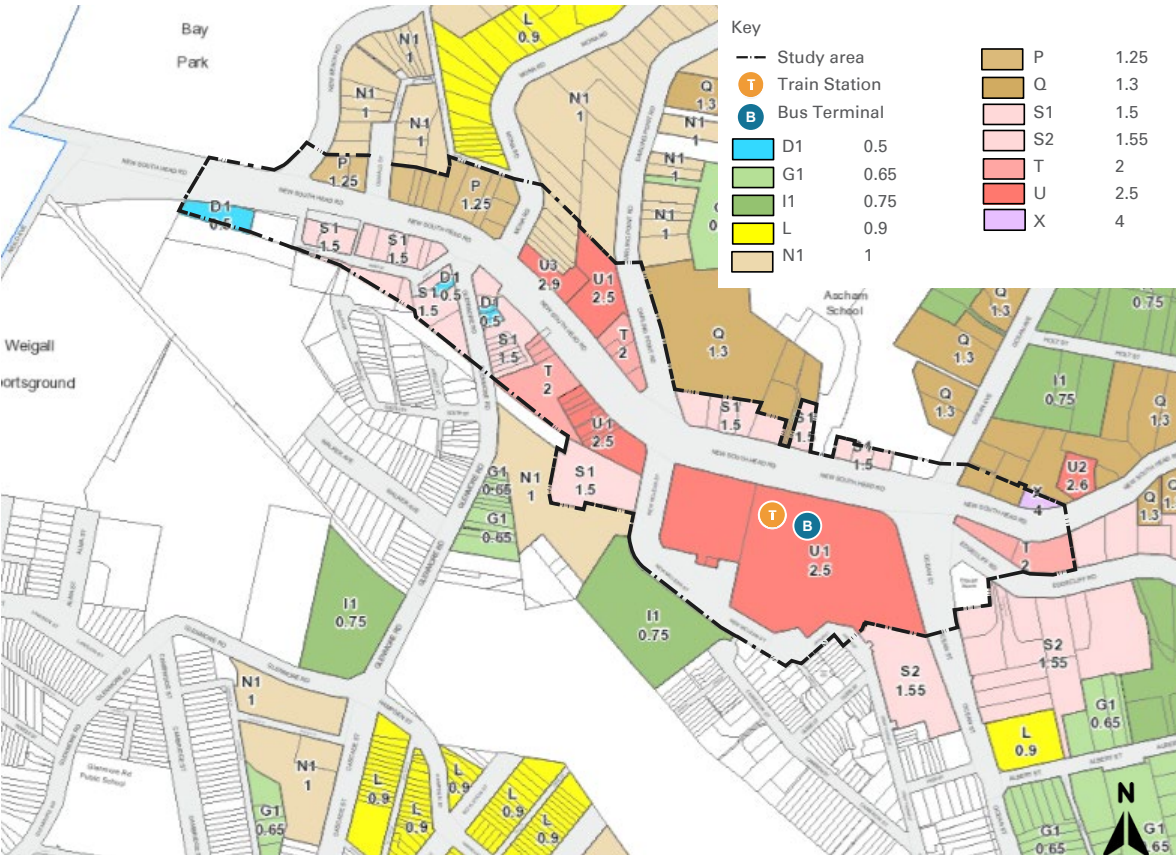


Figure 9. Woollahra LEP 2014 FSR map extract

The maximum floor space ratio (FSR) for land within the ECC ranges from 0.5:1 to 4:1.

The distribution of the maximum FSR generally follows the topography. The highest FSR is focused around Edgecliff Station and transitions down the hill towards Rushcutters Bay and Double Bay.

Some development in and near the ECC that has a greater height than is permitted by the current maximum FSR standard, was built before the introduction of the Woollahra LEP 2014.

Heritage

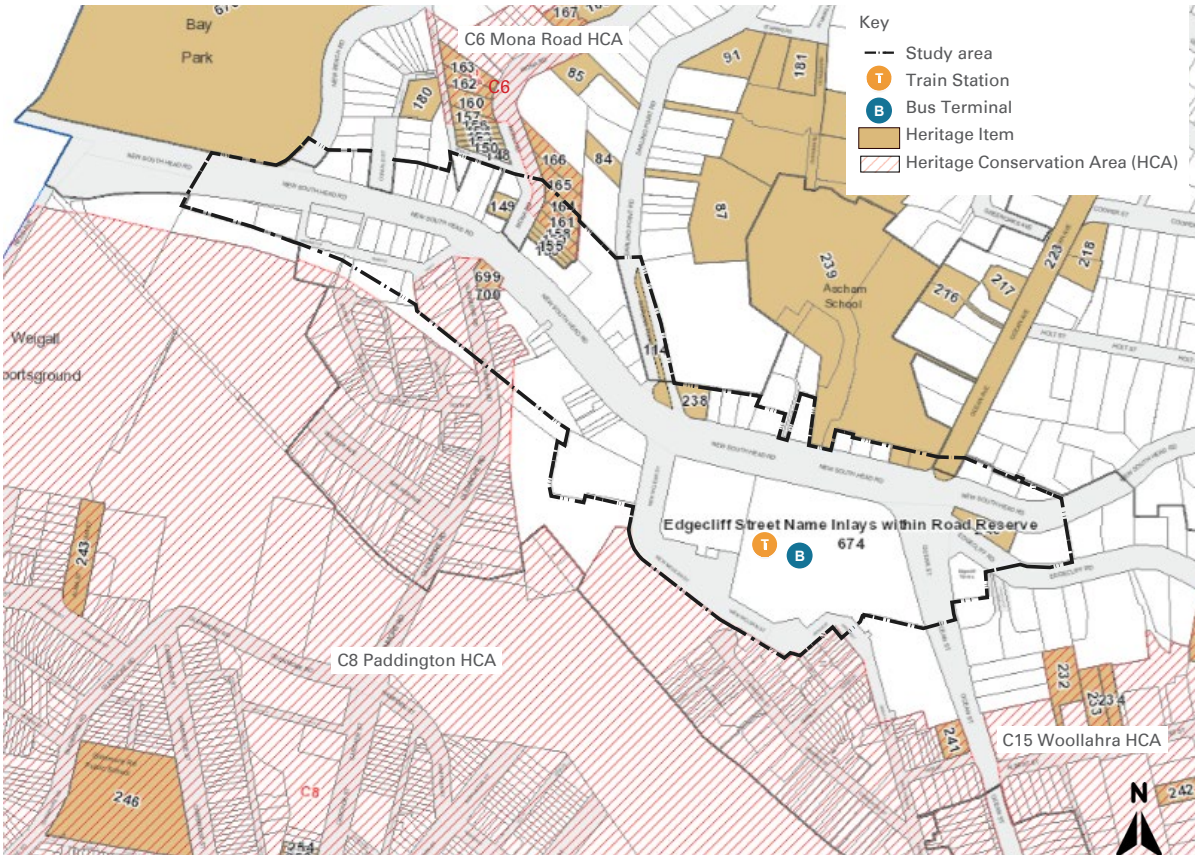


Figure 10. Woollahra LEP 2014 Heritage map extract

Local heritage items within the ECC (on New South Head Road) include the former bank building at 136, Ascham School at 188 and the former Post Office at 287–289 New South Head Road.

Rushcutters Bay Park (adjoining the ECC to the northwest) and the Fenton residential building at 8 Albert Street (to the south-east) are listed as state heritage items.

The Paddington HCA and Mona Road HCA adjoin the ECC (both having a small number of properties inside the ECC), and the Woollahra HCA is to the south-east.

Edgecliff Station and the Edgecliff (Rushcutters Bay) Viaduct are heritage items under Section 170 of the Heritage Act 1977.

The draft Edgecliff Commercial Centre Heritage Study (2023) also recommends new listing of eight local heritage items and one HCA in the ECC.

3.3 Woollahra DCP 2015

The *Woollahra Development Control Plan 2015* (Woollahra DCP 2015) establishes detailed planning and design guidelines for development across the LGA. Key chapters that apply to the ECC include:

Part B: General Residential

Sites in the ECC that are zoned R3 Medium Density Residential are subject to the provisions in Chapters B1, B2 and B3. Certain residential sites in the ECC are located in the Darling Point Precinct and the Mona Road HCA.

Part C: Heritage Conservation Areas (HCAs)-

Chapter C1 Paddington HCA

The Paddington HCA is a unique urban area that has historical, aesthetic, technical and social significance at a national and state level. Chapter C1 provides detailed controls on development in the Paddington HCA with regards to built form, open space and public domain.

Chapter C2 Woollahra HCA

The Woollahra HCA comprises a broad triangular plateau, sloping gently down from the ridge that forms its southern and western boundaries to the escarpment above Double Bay.

Part B: Neighbourhood Conservation Areas-

Chapter B2.4 Mona Road HCA

The Mona Road HCA comprises dwelling houses, semi- detached houses, and flat buildings that demonstrate characteristics of the Victorian, Federation Arts and Crafts and Federation Queen Anne styles.

The relevant chapters provide detailed controls on development in the HCAs regarding built form, open space, and public domain.

The DCP also identifies that some 1950 towers (such as Ranelagh at 3-17 Darling Point Road) are intrusive and should not be replicated.

The impact of uplift in the ECC on the HCAs is a consideration for the ECC Strategy and the above DCP chapters will apply to future development in the vicinity of the HCAs.

Chapter D2 Mixed Use Centres  
D2.2 New South Head Road Corridor

Chapter D2.2 establishes the desired future character and objectives for sites zoned MU1 (formerly B4) Mixed Use in the ECC and includes a range of residential and commercial land uses within four to six storey mixed use buildings fronting New South Head Road.

Relevant controls relating to the built form include:

- C1- The ground level contains active uses, preferably specialty retailing and personal services that do not generate high parking demand.
- C2- Offices and residential uses are generally located above street level.
- C11- Awnings are provided for mixed use and commercial buildings.
- C16- At ground level, the building may have a zero setback to side and rear boundaries.
- C20- Development on land in proximity to the adjoining heritage conservation area is in architectural harmony with the adjoining historical buildings in respect of massing, modelling of facades, fenestration and external materials, colours and finishes.

Chapter D3 General Controls for Neighbourhood and Mixed Use Centres

Chapter D3 applies to the sites zoned MU1 (formerly B4) Mixed Use in the ECC.

Chapter D3 includes general controls on land use; street character; built form; building articulation; heritage and contributory buildings; acoustic and visual privacy; landscaped area and private open spaces; car parking and vehicular access; and site facilities.

For the ECC, the relevant controls include:

- C5- Development provides a range of residential accommodation types and forms (such as multi-level dwellings on the upper storeys).
- C5- Vehicle access is not off the active street frontage. Vehicular entries are from a secondary street, are discrete and minimise conflicts with pedestrians.
- C16- Development protects existing street trees and includes streetscape improvements.
- C14- Development maintains the significant views and vistas identified on the maps for the centres in Chapter D1 and D2.
- C1- Deep soil landscaped area comprises at least 10% of the site area.

Chapter D4 Edgecliff Centre

Chapter D4 establishes the desired future character and objectives for land at 203-233 New South Head Road and 235 New South Head Road. These sites are zoned E1 (formerly B2) Local Centre.

The future built form includes increased residential and commercial land uses. Buildings up to eight storeys are indicated along New South Head Road, with ten storeys at the corner of Ocean Street, transitioning down to one and two storeys at the New McLean Street frontage.

Relevant controls relating to the built form include:

- C1- The ground floor of the building on New South Head Road is setback 3m.
- C3- The design of the lower part of the street façade relates to the scale of pedestrians.
- C18- Development provides an active frontage to New South Head Road, New McLean Street and Arthur Street.
- 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.

Part E: General Controls for All Development

Chapter E1 provides requirements for parking and vehicular access, general provisions for stormwater management, tree management, contaminated land, waste management, sustainability, signage, and adaptable housing.

Chapter E1 includes a requirement to provide appropriate electrical infrastructure to facilitate the installation of electric vehicle charging points, and green travel plans to encourage active and public transport.

3.4 Council plans & policies

Woollahra Community Strategic Plan (Woollahra CSP)



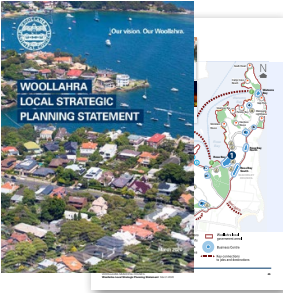
Woollahra 2032 is Council’s Community Strategic Plan. It identifies the strategic direction and integrated planning framework for the Woollahra LGA as required the *Local Government Act 1993*.

The CSP outlines five themes that summarise what the community values. These themes are community wellbeing, quality places and spaces, a healthy environment, local prosperity, and community leadership and participation.

Each theme sets goals for Council to facilitate and deliver in partnership with community and other government agencies.

- Specifically, the ECC Strategy strives to achieve the following CSP goals:
- *Goal 4: Well planned neighbourhoods*
  - *Goal 5: Liveable places*
  - *Goal 9: Community focused economic development*

Woollahra Local Strategic Planning Statement (Woollahra LSPS)



The Woollahra LSPS sets out a 20-year land use vision and planning priorities to help ensure the Woollahra LGA continues to be a great place to live, work, play and visit.

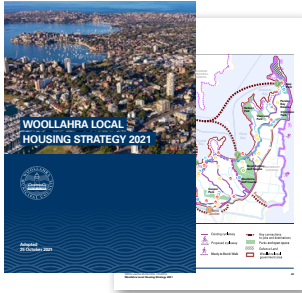
The Woollahra LSPS 2020 encourages a diverse range of housing choices in well-planned locations that are the right fit for our area and have easy access to public transport, jobs, and community services. Under the vision, new housing should enhance the vibrancy and attractiveness of our villages and destinations whilst protecting our distinctive village character through fine-grain human scale design.

The ECC Strategy responds to Action 38 of the Woollahra LSPS 2020 which states: '*Undertake community consultation on the Edgecliff Commercial Centre Planning and Urban Design Study (due 2020).*'

The ECC Strategy strives to achieve a number of the Woollahra LSPS planning priorities including:

- *Planning Priority 2: Planning for a community supported by infrastructure that fosters health, creativity, cultural activities and social connections*
- *Planning Priority 3: Working in collaboration with our community, government, businesses and organisations.*
- *Planning Priority 4: Supporting diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes\*.*
- *Planning Priority 5: Conserving our rich and diverse heritage.*
- *Planning Priority 6: Placemaking supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people.*
- *Planning Priority 8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.*
- *Planning Priority 13: Improving the sustainability of our built environment, businesses, transport and lifestyles by using resources more efficiently and reducing emissions, pollution and waste generation.\**

Woollahra Local Housing Strategy 2021 (Woollahra LHS)



The Woollahra LHS establishes objectives and actions for future housing in the LGA. It outlines housing constraints in the LGA, and our long history of residential development, to explain how our housing targets are established.

The Woollahra LHS is the basis for strategic planning for housing and residential development in the LGA. The Woollahra 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. It is anticipated that most of the 400 net new dwellings for the 2026 and 2036 period will be achieved in the ECC.

The Woollahra LHS includes an aspirational target of 5% affordable housing. The ECC Strategy sets an affordable housing contribution (for uplift sites) that has been determined to be feasible.

**Woollahra Voluntary Planning Agreement Policy 2020**

This policy relates to planning agreements which are legally established under the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2021*. The policy applies to planning agreements where Woollahra Council is or will be a party.

Planning agreements are a way of obtaining community benefit in tandem with significant uplift in the planning controls applying to land.

As part of the future development envisioned for the ECC, Council may consider entering into a planning agreement with developers to provide a way for the local community to secure public benefits in addition to measures which are required to address the impact of development on private and public lands.

**Woollahra Affordable Housing Policy 2021**

This policy provides direction for Council, the community and applicants regarding Council's commitment to protect existing housing supply as well as increase affordable housing supply for key and essential workers on low and moderate incomes. This Policy sets an aspiration target for affordable housing of 10% of new dwellings.

The policy includes actions and timeframes which will be applied through the *Woollahra: Delivery Program and Operational Plan*. The specific actions relevant to the ECC strategy include: preparing an affordable housing contributions scheme for development in uplift areas, supporting contribution reforms that permit affordable housing for new apartment developments, investigating suitable planning controls that allow high quality co-living and/or micro-housing types near hospitals and tertiary education, investigating unit mix planning provisions so that a diverse range of housing sizes are included in new developments, and considering contributions for affordable housing when negotiating Voluntary Planning Agreements for planning proposals.

**Woollahra Active Transport Plan (Woollahra ATP)**

The Woollahra ATP aims to make active transport a safe, easy and healthy option for as many people as possible and to meet Council's emission reduction targets. The Active Transport Plan will guide Council's investment and design decisions for our walking and cycling networks across 10-15 years.

The vision is to make walking and cycling or 'active transport' the most convenient, comfortable and safe choice for short trips in Woollahra. To achieve this, Council will invest in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure. The plan includes short-term priority projects and a longer-term plan for the growth and development of the walking and cycling networks.

The objectives supporting Council's long-term vision include:

- Deliver attractive, vibrant and safe walking areas for pedestrians.
- Develop, design and deliver pedestrian and cycling networks focused on the centres in Woollahra that connect to the City of Sydney and to Waverley.
- Make our roads safer for pedestrians and cyclists- supporting Transport for NSW's vision for zero deaths and serious injuries on the road network.
- Improve the pedestrian accessibility, inclusivity and amenity at parks and reserves, the harbour and the ocean front.

The priority cycling projects relevant to the ECC Strategy include:

- Rushcutters Bay to Edgecliff Station Interchange (Project 1a)
- Edgecliff Station Interchange to Double Bay (Project 1a)
- Edgecliff Road- Edgecliff to Queen Street (Project 2)

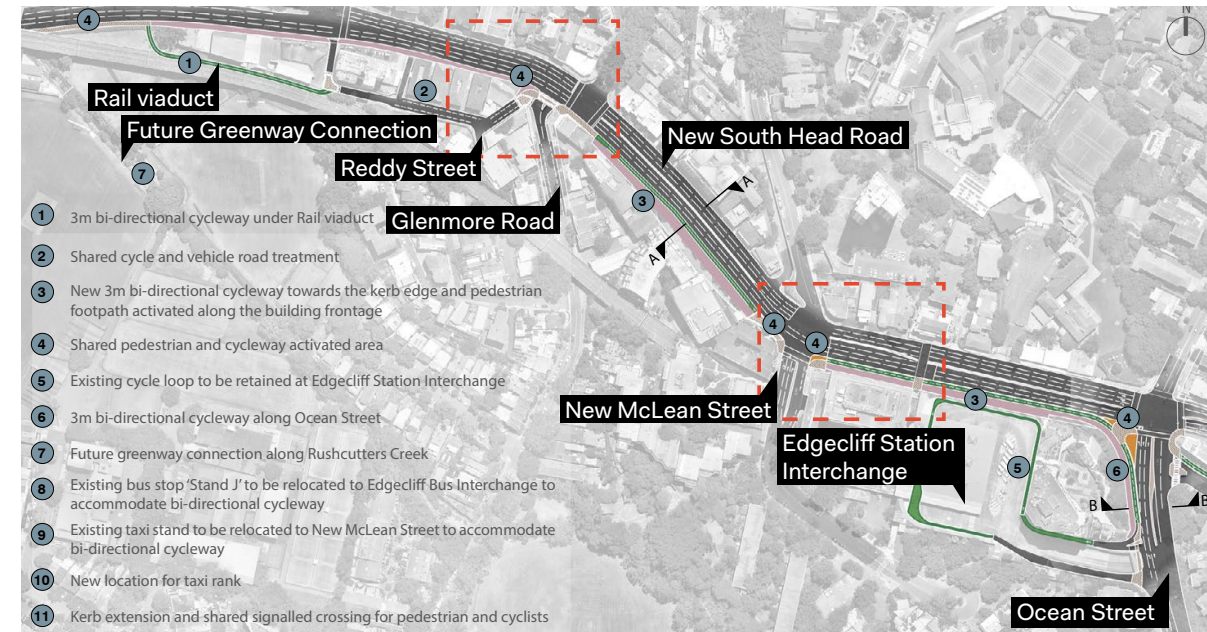


Figure 11. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

# 4. Analysis

## 4.1 Recent activity

### Planning proposals and development applications

Figure 12 shows sites for which development applications for substantial redevelopment have been lodged, and sites for which enquiries or requests for planning proposals have been lodged.

Owners wishing to increase the maximum HOB and FSR standards to facilitate mixed use buildings with a significant residential component have made enquiries, and some formally lodged requests for planning proposals.

A number of recent development applications in the ECC involved substantial redevelopment. Some of these have proposed additional storeys that exceed the permissible maximum building height on the site.



Figure 12. Recent key proposals in and around the ECC

1. 77-83 New South Head Road (Discontinued)	Recent development applications
2. 2-14 New South Head Road (Potential)	i. 73-79 New South Head Road (Approved in 2018)
3. 529-539 Glenmore Road (Discontinued)	ii. 81-83 New South Head Road (Approved in 2019)
4. 80-84 and 90 New South Head Road (Approved)	iii. 502 Glenmore Road (Withdrawn)
5. 203-233 New South Head Road (Potential)	iv. 1 Mona Road, formerly 80-84 and 90 New South Head Road (Approved)
6. 136-148 New South Head Road (Exhibited)	v. 114-118 New South Head Road (Approved)
7. 240-246 New South Head Road (Approved)	vi. 135-153 New South Head Road (Withdrawn)
8. 8-10 New Mclean Street (Under assessment)	vii. 230-238 New South Head Road (Approved)
9. 252-254 New South Head Road (Approved)	viii. 240-246 New South Head Road (Approved)
	Recent planning proposal enquiries or requests

Heritage investigations

In 2022, Woollahra Council engaged GML Heritage to undertake a heritage study of buildings in and around the Edgecliff Commercial Centre. The purpose of the study was to consider and identify places with local heritage value that meet the criteria for listing on the Woollahra LEP 2014. The study also aimed to inform the future progress of the ECC Strategy with consideration to the protection of heritage values in the area.

The recommendations in the report identify the properties shown in Figure 13 as meeting the threshold for local heritage listing on the Woollahra LEP 2014, Schedule 5. If supported, Council staff will pursue the recommendations through a planning proposal. Heritage listing aims to provide the ongoing protection and recognition of the heritage significance of this site.

Implications for uplift sites

Significance assessment for the heritage listing of Cadry's and the adjacent stone cottage at 549 Glenmore Road recommends that there be no substantial addition or alteration to the New South Head Road or Glenmore Road elevations (except if to return the buildings to a prior known state). The properties, therefore, have no uplift potential.

The assessed heritage significance of Glenmore Cottages at 543–547 Glenmore Road, Edgecliff supports the heritage protection of Cadry's and the stone cottage at 549 Glenmore Road, making the immediate area unsuitable for uplift.

Two of the recommended heritage listings (Winston House and Portland Hall) are not recommended for uplift due to their heritage significance.



Figure 13. Recommended heritage items

The heritage significance of Gruzman House, Winston House and the adjacent Phoenix Palms make Oswald Street unsuitable for uplift.

Restricting uplift west of Glenmore Road and Mona Road (identified as the Western Basin), and focusing growth around the Edgecliff Station helps to preserve the heritage significance of the above sites and the Paddington HCA, and maintains the visual and physical relationship between the Paddington slopes and Rushcutters Bay Park.

Recommended Heritage Items	Recommended HCA
1. 'Winston House', 20 New South Head Road, Edgecliff	A. Brantwood Estate HCA, which includes the following sites:
2. Phoenix Palms at Oswald Street Reserve, Darling Point (Landscape item)	i. 'Ruskin', 156–164 New South Head Road, Edgecliff
3. 'Gruzman House', 6–8 Oswald Street, Darling Point	ii. 'Cobham', 166 New South Head Road, Edgecliff
4. 'Portland Hall', 48 New South Head Road, Edgecliff	iii. 'Brantwood Court', 168 New South Head Road, Edgecliff
5. 'Glenmore cottages', 543–547 Glenmore Road, Edgecliff	iv. 'Brantwood Hall', 170 New South Head Road, Edgecliff
6. 'Cobham', 166 New South Head Road, Edgecliff	v. 'San Remo', 172–180 New South Head Road, Edgecliff.
7. 'Brantwood Court', 168 New South Head Road, Edgecliff	
8. 'Brantwood Hall', 170 New South Head Road, Edgecliff.	

4.2 What we heard

Exhibition and summary of submissions

The draft ECC Strategy was exhibited alongside the draft Edgecliff Commercial Centre Public Domain Strategy and other supporting studies, from 31 May 2021 to 30 September 2021. Council received 125 individual and nine group submissions of which 65 objected, 39 provided comments and 33 supported the Strategy. Sixteen consultant/owner submissions made in relation to uplift (or development potential) on specific private properties, are recorded as requests and not included in the objection, support, or comment counts.

Figure 14 shows the sites that were identified for uplift within the exhibited ECC Strategy

Summary of issues raised in support

Submissions received in support of the ECC Strategy, specifically supported the need for upgrade in the centre and for transit oriented development.

Supporters (as well as a few objectors) agree that the ECC is outdated and run down, with difficult access due to traffic and topography, and highlight the need for new housing, community infrastructure, including community facilities and public domain improvements. It is also acknowledged that the role of the ECC as an important local hub for services, employment, and shopping, could be enhanced.

**Summary of issues raised in objections/ comments**  
Of the submissions in objection or as comment, the most common issue raised was the recommended scale of built form (raised in 33% of objections/ comments), the subsequent increase in density and its impact on parking and traffic congestion along New South Head Road (raised in 19% of objections/ comments). Other concerns included the loss of amenity (particularly solar access and views), lack of community infrastructure and negative impacts to the area's character and to sites with heritage significance.

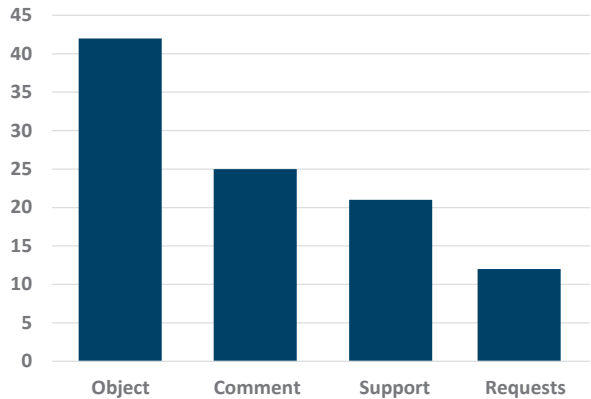
While some accept the recommended height at Edgecliff Station as reasonable, they expressed concerns about the spread of additional height down the hill to the west, particularly as it could interrupt the visual/physical connection from the Paddington slopes to Rushcutters Bay Park – 4 to 6 storeys is a popular maximum height, with some requesting limiting to the viaduct height in the basin to preserve the 'basin view'.

Response to community feedback

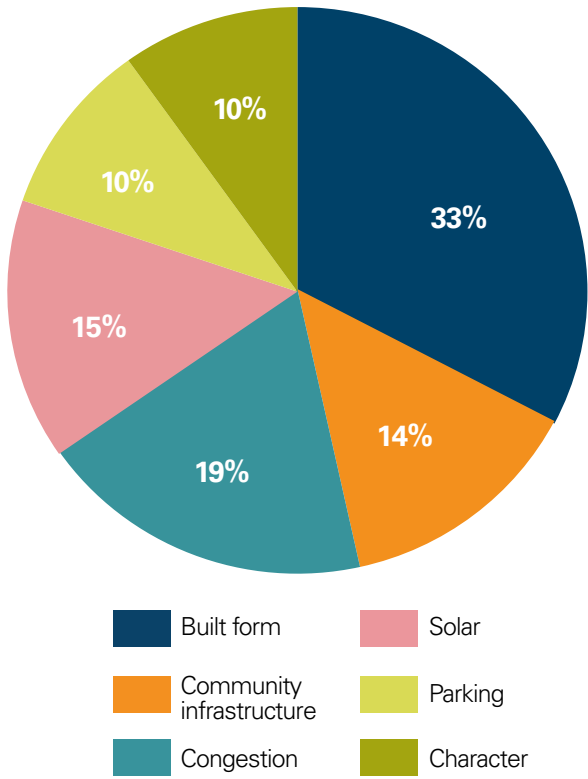
In response to the community feedback received, the ECC Strategy was updated, with additional studies and information considered by Council. The updates include:

- Preservation of the entrance to Woollahra LGA and the ECC as the Western Basin.
- Amend review sites with a focus for uplift around Edgecliff Station. The updated ECC Strategy recommends refocusing the additional height and FSR on sites that:
  - Are closer to Edgecliff Station
  - Have frontage to New South Head Road
  - Have potential for higher housing yield
  - Have no identified heritage or character value
  - Will not interrupt the basin view.
- Review built form controls: height, FSR & uses
- Inclusion of Edgecliff Centre principles and built form measures
- Implications of proposed heritage listings

Summary of submission type (% of all submissions)



Key submission themes



4.3 Constraints

The Strategy has identified the following constraints that would impact the development potential of some sites within the ECC.

Built form constraints

- Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.
- The western basin\* is a valued visual, physical and cultural connection that warrants protection.
- Limited housing diversity in recent development.
- Heritage listed items, those recommended for listing, and buildings located in a HCA should be retained.
- Sites fronting New South Head Road with no secondary street access have restricted servicing arrangements.

- Existing residential zones limit the opportunity for a diverse range of uses that are needed to strengthen the economic role of the ECC.

Public domain and movement network constraints

The key public domain and movement constraints in the ECC include:

- Traffic along New South Head Road, including school and retail traffic, has a negative effect on pedestrian amenity and movement.
- Steep topography can be challenging for some pedestrians and cyclists.

*\*Note: The land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park).*

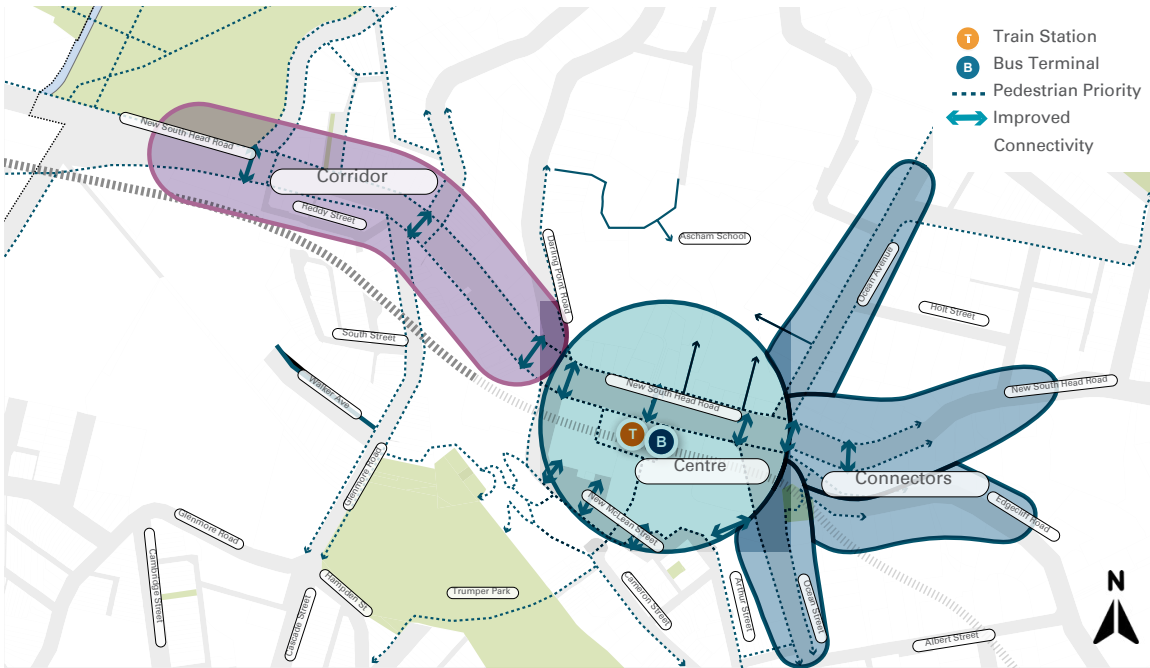


Figure 15. Opportunities in the ECC based on movement

4.4 Opportunities

The strategy provides an opportunity to develop a clear and coordinated approach to growth within the ECC.

Due to one or more of the reasons listed in the previous section, some sites have limited redevelopment potential. Figure 16 identifies those sites with development potential under the ECC Strategy.

Appropriate uplift and revitalisation in the ECC provides the following key opportunities:

- Strengthen the centre's civic and employment role through delivery of enhanced floor space, built form stock, and community infrastructure (Subject to appropriate mechanisms).
- Enable a mix of uses to support community needs.
- Facilitate housing growth in line with the Woollahra LSPS and LHS.

- Retention of diverse housing west of Glenmore/Mona Roads.
- Facilitate affordable housing.
- Delivery of design excellence.
- Improve pedestrian amenity and connectivity in the centre by exploring new locations for crossings and through-site links (see Figure 15).
- Create a sense of identity along New South Head Road.
- Improve the quality of public domain and identify opportunities for urban greening.
- Create public spaces for gathering.
- Identify opportunities for public art.
- Investigate new urban technologies such as smart poles or sustainability measures to improve the environmental and social qualities of the ECC.



Figure 16. Sites that provide an opportunity for future uplift

## 5. Vision

### 5.1 Vision statement

*The Edgecliff Commercial Centre is a key local centre and community hub, well-located and supported by public transport. The centre will continue to serve an important economic function offering diverse services and employment.*

*Residents, owners, and visitors form part of a vibrant and contemporary urban place that comprises apartments, community spaces, and a range of businesses.*

*Enhance the centre's access to the harbour-side and parklands that adds to its liveability. Transport facilitates connectivity with the Eastern Suburbs, the Sydney CBD, and other employment, service, and entertainment centres.*

*The centre's built form emulates the topography, shows respect for heritage and parklands, and achieves design excellence. Sustainability and liveability are promoted in buildings, public spaces, and community infrastructure. Existing housing diversity is retained.*

*The centre's qualities and location make it one of Sydney's most liveable local centres.*

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Figure 17. Artist's impression indicating the potential built form under the preferred development scenario as viewed from New South Head Road opposite the intersection with Glemore Road looking East (Source: SJB 2023)



## 5.2 Desired future character

The ECC is a local hub for employment, businesses, services, and community activity, and has a mix of apartment living in proximity to the Edgecliff Station and bus interchange. There are four precincts identified in the ECC. Each precinct varies in scale and uses. The desired future character for each precinct is described on this page.

### 1. Western Basin

**This precinct is one of the main entrances to the Woollahra LGA and is the western entrance to the ECC. Some of the most diverse housing in the ECC is located in this precinct.**

The mature Moreton Bay Figs along the northern side of New South Head Road, and the wide central landscaped median, are fundamental to the precinct's character. To the south, the Edgecliff (Rushcutters) Viaduct is revealed and street trees in a linear park (adjacent to 73-85 New South Head Road) reinforce the landscape character.

Landscaping frames views into the ECC and building height responds to the height of the trees. Vehicular entry from the rear of buildings, and gardens at the New South Head Road frontage, reinforce the primarily residential and generously landscaped character of the precinct.

The visual relationship across the precinct, between the Paddington slopes and Rushcutters Bay, is retained.

### 2. Mixed Use Corridor

**This precinct contains a mix of retail, services, and residential uses. Retail activates the New South Head Road frontage and continuous awnings provide pedestrian protection.**

A two storey street wall height enables shops on the New South Head Road frontage and reinforces the residential character and lower scale of non-residential activity.

An extended linear park along the southern side New South Head Road, continues the landscape character of the Western Basin Precinct. Shady seating in Oswald Park provides some respite from the busyness of New South Head Road and enhances the pedestrian access to through to Mona Lane and New Beach Road.

Articulated facades and upper storey setbacks reduce the apparent bulk and scale of buildings. Street trees and landscaping, contemporary footpath paving, public transport and wayfinding enhance the public domain.

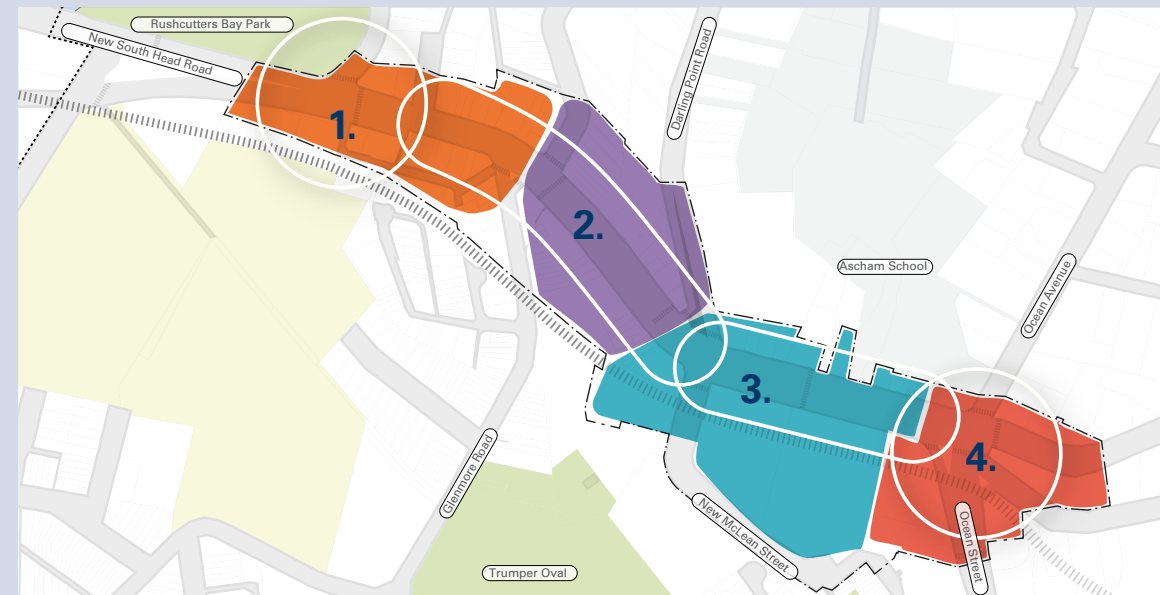


Figure 18. Character areas

### 3. Local Commercial Core

**Modern apartments and employment space support this precinct's economic importance and enhance its role as a community hub and focus for employment, shopping, and living. This precinct's status is boosted by design excellence in architecture and urban design. Active frontages, modern public spaces, urban greening and public art contribute to liveability.**

A four storey street wall height accommodates additional employment space while maintaining a human scale for pedestrians.

New McLean Street provides a transition to the Paddington HCA, and Trumper Park and Oval. Solar access impacts to existing public open spaces, streets and residential areas are to be minimised.

### 4. Eastern Edge

**This precinct is the eastern entrance to the ECC and a connection to Double Bay. Public art, urban greening, wayfinding and contemporary pedestrian infrastructure mark this threshold. The Edgecliff Square Reserve is an opportunity for passive recreation.**

### 5.3 Illustrative masterplan

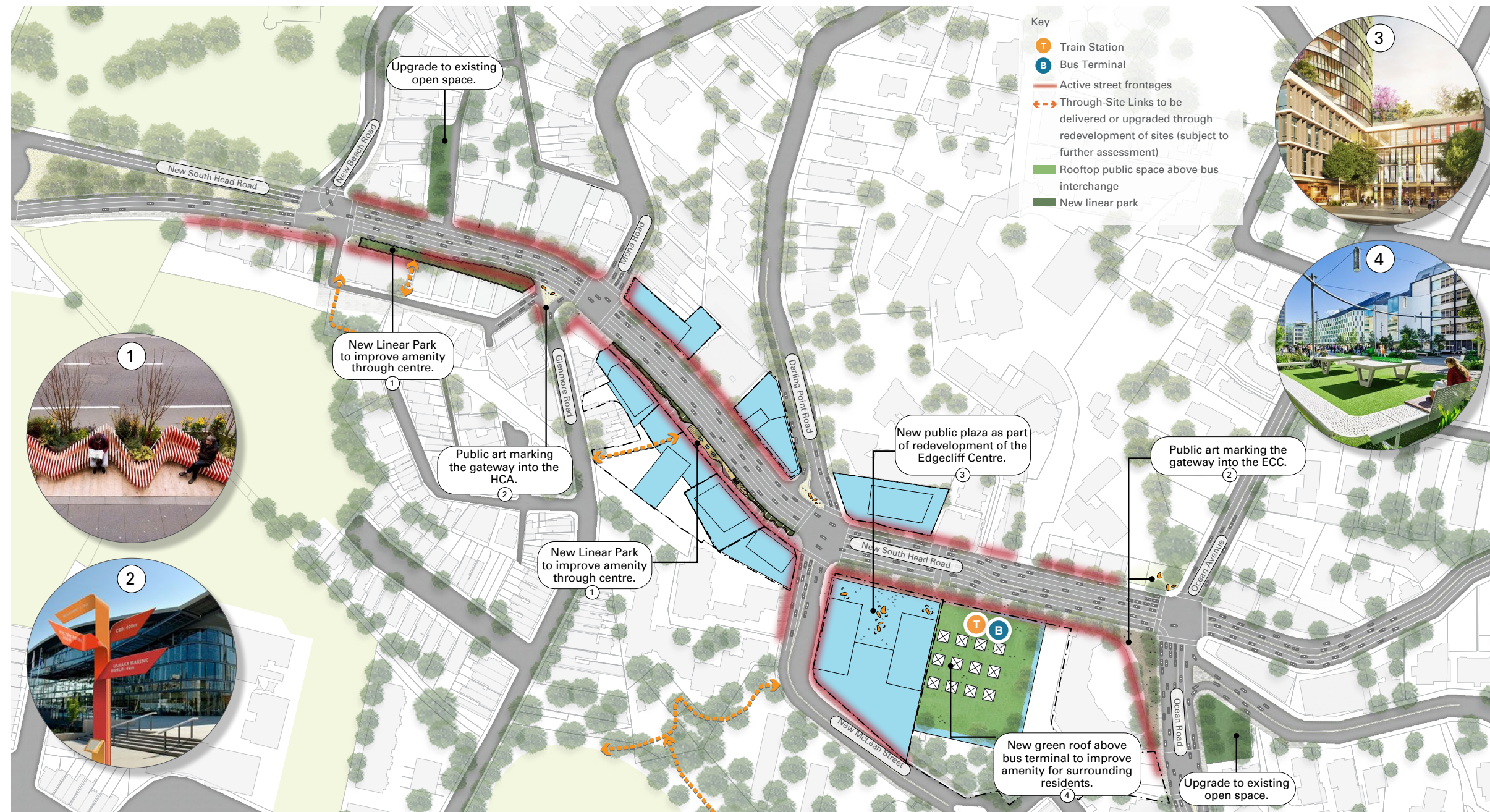


Figure 19. Illustrative masterplan



6.3 Floor space

Uplift and the proposed increased building heights are facilitated by increased FSRs. The proposed FSRs are based on economic modelling, extensive urban design testing and analysis of amenity impacts.

The highest density is proposed around the Edgecliff station to match with recommended taller buildings.

Maximum FSRs on uplift sites range from 2.5:1 to 7.5:1 based on individual site merit and context. The recommended maximum FSR for each of the uplift sites is identified in Figure 22.

The Strategy recommends all mixed use sites are to have one or more levels of non-residential uses, with residential uses above.

An FSR has not been identified for the Edgecliff Station site (235-287 New South Head Road) due to a number of site constraints. Any development on this site will need to overcome these constraints and ensure consistency with the vision for the ECC.

**Non residential floor space**

As a minimum, the existing amount of commercial floor space in the ECC will need to be maintained.

Additional commercial floor space is encouraged by requiring uplift sites to have a minimum non-residential component of between 1:1 and 3:1, to ensure the ECC continues to function as a local employment centre.

Table 2. Approximate indicative yield based on 100% uptake

Land Use	Approximate existing GFA (m²)	Indicative GFA (m²)	Increase from existing GFA (m²)
Residential uses	60,500 (600-750 dwellings)	109,800 (1050-1370 dwellings)	+49,300 (490-615 dwellings)
Non-residential uses	53,700	58,000	+4300
Total	114,200	167,800	+53,600

6.4 Amalgamation

Encourage amalgamation of sites to avoid site isolation and ensure that development has:

- Functional retail floor spaces at ground level
- Flexibility for a range of non-residential uses
- Efficient residential floor plates
- Efficient parking layout
- Minimised vehicular and service entrance
- Internal loading and waste management areas.

The recommended site size is two to five lots combined to create an adequate site area with an average minimum street frontage of approximately 20 metres to 30 metres (see Figure 21).

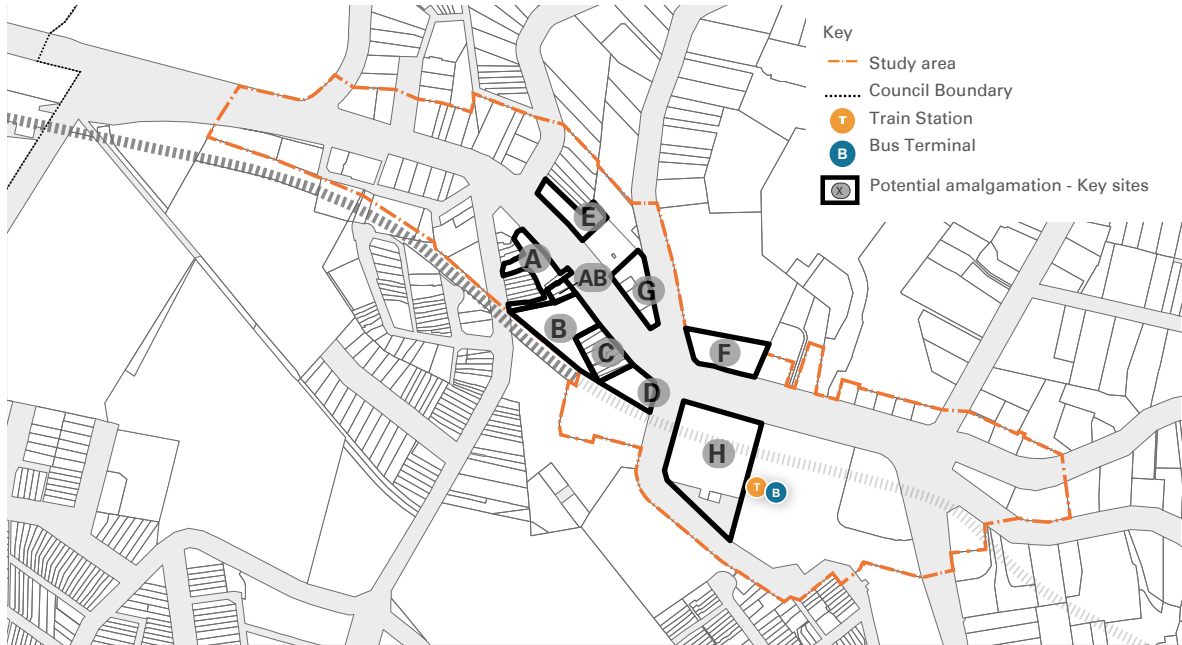
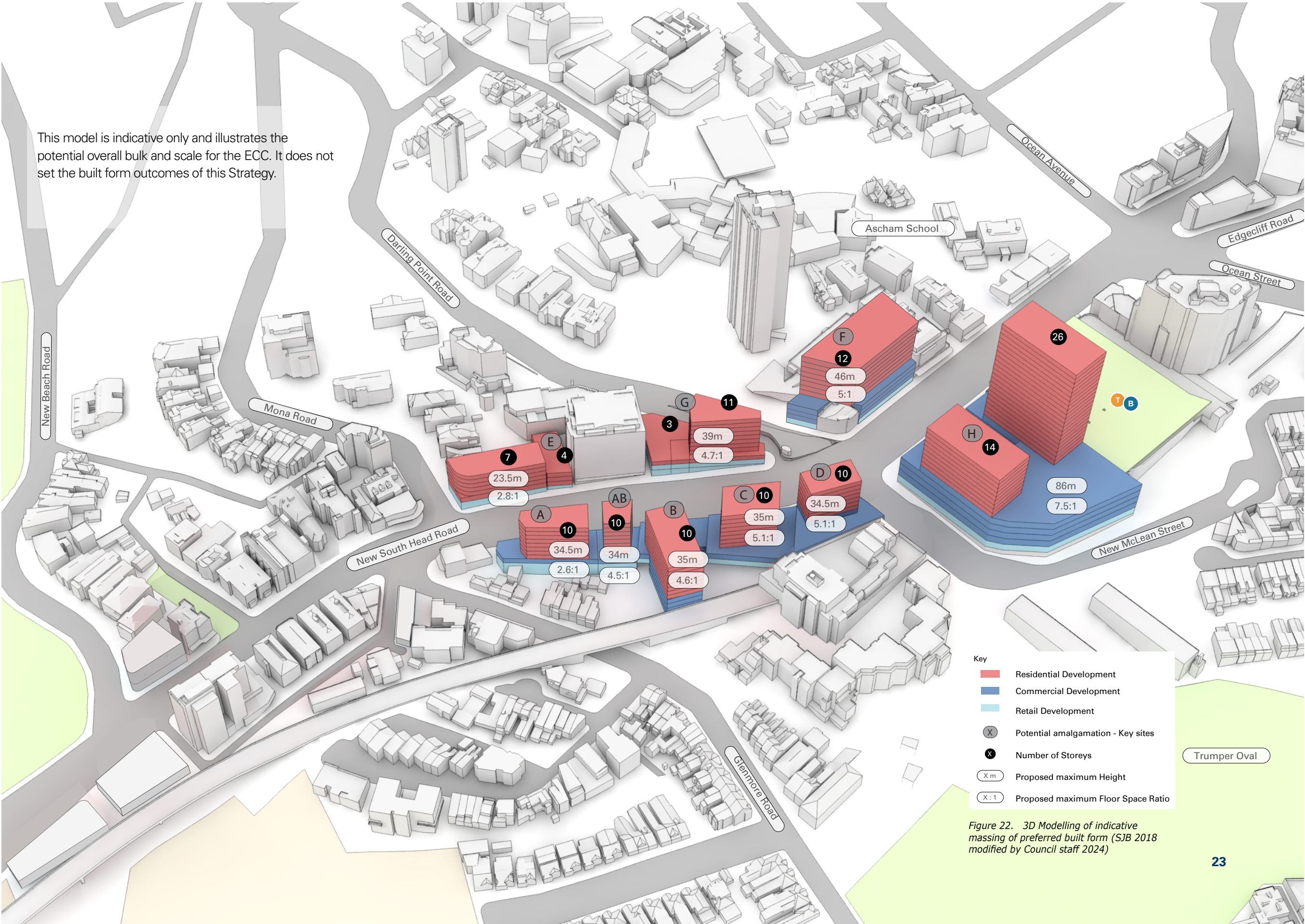


Figure 21. Proposed amalgamation pattern



6.5 Built form

The built form strategy for the ECC is informed by the SJB Planning and Urban Design Study preferred scenario that is based on an extensive analysis of the urban characteristics of the ECC. The recommended building envelopes are appropriate to its location and role in the strategic centre hierarchy.

The recommended built form will generally follow the sloping topography of the ECC with the tallest buildings around Edgecliff Station. Current building heights within the Western Basin precinct will be preserved (refer to Figure 23). This will enable retention of the apartment buildings that contribute to housing diversity.

New vehicle entries will be restricted to secondary streets, away from New South Head Road, to minimise congestion and improve public domain and street activation.

Future development will be subject to a design excellence process to achieve the best built form outcomes.

An artist's impression of the indicative potential development in the ECC is provided in Figure 24.

- Sensitive response to heritage**
- Built forms will respond to heritage significance by:
- retaining all heritage items and buildings in the HCAs
  - transitioning to lower street wall heights around heritage items and HCAs
  - providing active frontages and public domain improvements to showcase the heritage significance of the ECC.

The Cadry's building at the corner of Glenmore Road and New South Head Road marks the entrance to the Paddington HCA. The proposed two storey street wall in this section of the ECC will create an appropriate interface with Cadry's.

New McLean Street will be a transition between the Local Commercial Core and the Paddington HCA and Trumper Park. The street will be enhanced through active frontages, rationalised vehicular access, urban greening and a sensitive built form transition to the Paddington HCA.

**Solar access**

The proposed built form will ensure that solar access to Trumper Park and Oval, the Paddington HCA and existing dwellings is maintained. At a minimum, development will be required to allow two hours of direct sunlight between 10am and 2pm on 21 June. Narrow floorplates will be encouraged, wherever possible, to facilitate fast-moving shadows and minimise impacts on existing solar access.

**Guiding Principles**

The Guiding Principles in Table 3 are aimed at ensuring amenity is maintained in future development, public open spaces, existing residential areas and HCAs.

Table 3. Guiding Principles	
1	Development must provide a mix of uses with active street frontages on the ground level along the length of New South Head Road.
2	Development must ensure that the character of the HCAs is not negatively impacted by the bulk and scale of the built form.
3	Development must demonstrate design excellence.
4	Development must contribute towards enhancing the public domain and active transport network.
5	Development must comply with the <i>State Environmental Planning Policy No 65 — Design Quality of Residential Apartment Development</i> and the <i>Woollahra DCP 2015</i> where relevant.
6	Development must ensure that surrounding residential areas continue to receive 2 hours of direct sunlight to private open spaces on 21 June.
7	Development must ensure that existing public open spaces (including Trumper Park and Oval) and new public open spaces must achieve adequate solar access between the hours of 10am and 2pm on 21 June.

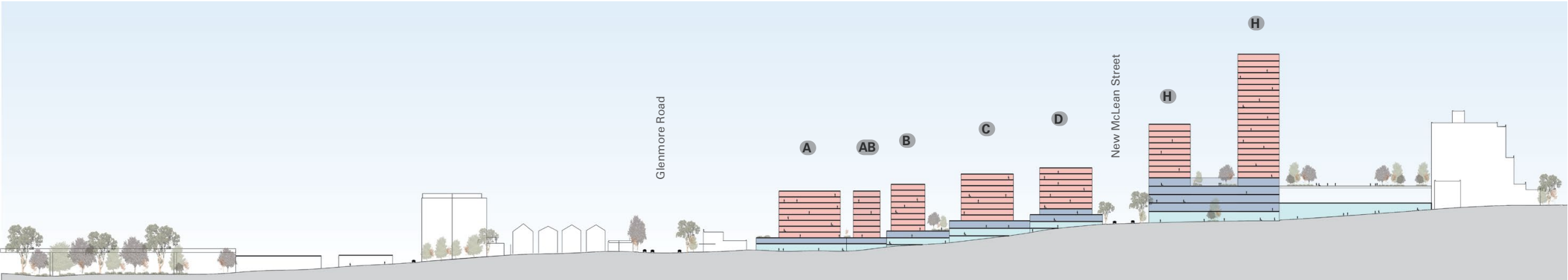


Figure 23. Built form section (SJB 2018 modified by Council staff)



Edgecliff Centre site

The existing Edgecliff Centre building (203-233 New South Head Road) is a key site in the ECC due to its size, its location next to the Edgecliff Station, and its relative elevation (the site is near the top of the ridge).

In regard to urban design, the height provides for a landmark development at the core of the ECC marking the top of the hill and Edgecliff Station, while not overwhelming surrounding residential areas and nearby public spaces. The scale of the built form proposed is appropriate to its location and role in the strategic centre hierarchy.

The ECC Strategy indicates a maximum building height of 86 metres (26 storeys). Figure 27 illustrates a section of the potential development compared to the Ranelagh building. A maximum FSR of 7.5:1 (see Table 4) and a minimum non-residential FSR of 3:1 is recommended to help retain and enhance the role of the Local Commercial Core.

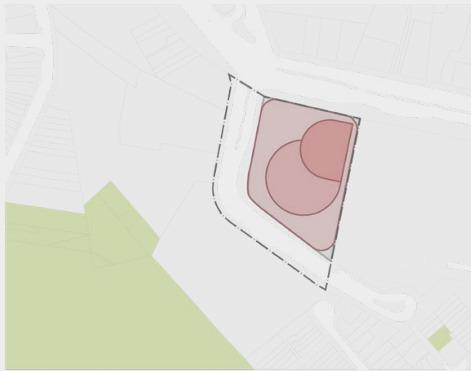
A development measuring 26 storeys on the Edgecliff Centre site would result in the tallest building within the ECC. However, it will not produce any unreasonable environmental planning impacts. For instance, solar analysis indicates development on the Edgecliff Centre site would not produce excessive overshadowing. Trumper Oval would receive no additional shadowing after 10am in mid-winter. Dwellings south of the ECC will also be capable of receiving at least two hours of sunlight to their private open spaces.

Any development on this site will need to consider the following urban design principles.



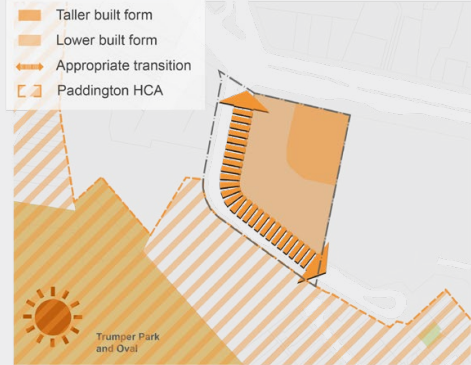
01

Integrated built form responds to context



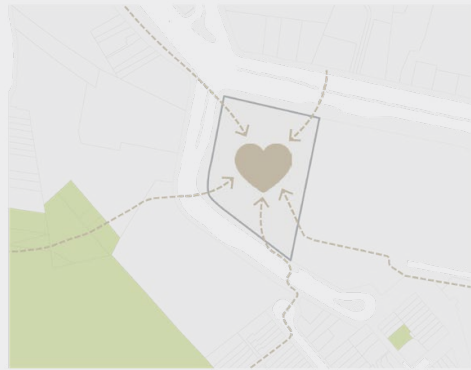
02

Responsive to Country place & heritage



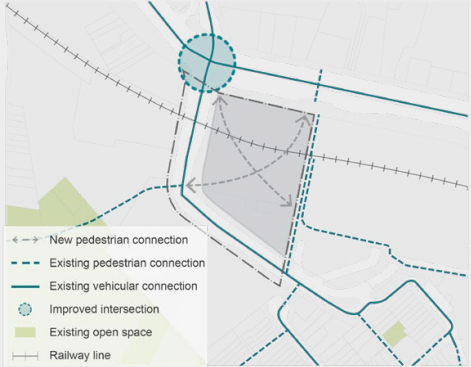
03

High amenity, quality design & sense of place



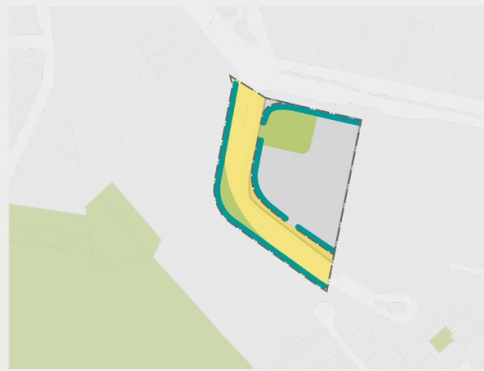
04

Improve accessibility to, from and within the site



05

Enhance and expand the public domain and community infrastructure



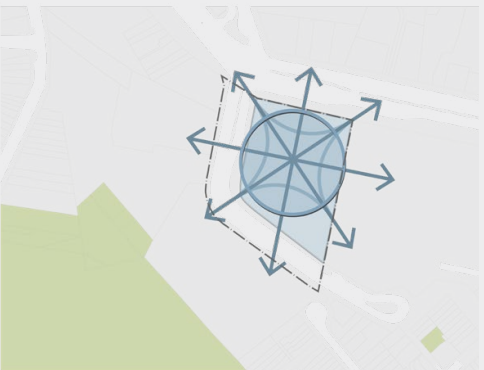
06

Integrate open space and expand tree canopy



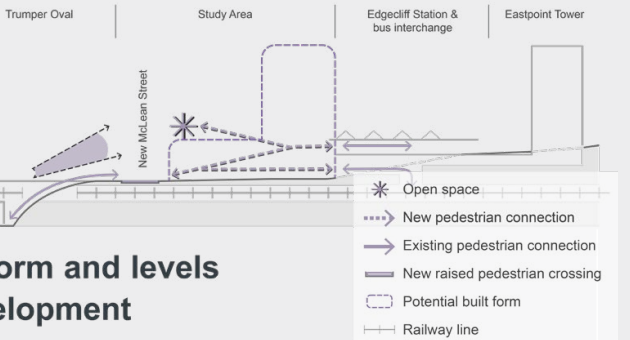
07

Sustainable, adaptable and diverse



08

Work with landform and levels of adjacent development



A key component of the vision for this site is a public plaza with pedestrian connections to New South Head Road and New McLean Street, that will provide a much-needed public gathering space for residents, workers and visitors (see Figures 25 to 28). The site is also large enough to accommodate a significant indoor community and recreation space.

Table 4. Indicative maximum FSR for 203-233 New South Head Road based on feasibility target provided by JLL (SJB 2018)

	Proposed GFA	Proposed FSR
Retail	2,893m <sup>2</sup>	75:1
Commercial	17,642m <sup>2</sup>	
Residential	22,275m <sup>2</sup>	
<b>Total</b>	<b>42,810m<sup>2</sup></b>	
<b>Site Area</b>	<b>5,867m<sup>2</sup></b>	



Figure 27. Concept section of envisioned development at 203-233 New South Head Road (SJB 2018)

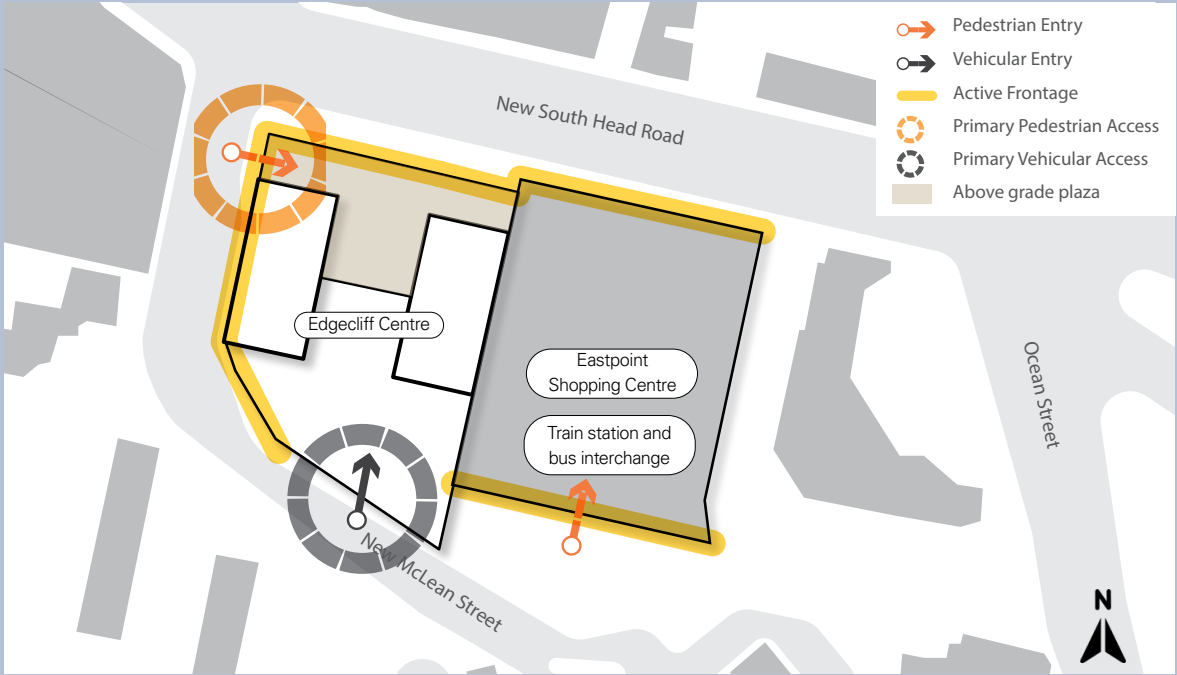


Figure 28. Concept plan of envisioned development at 203-233 New South Head Road(SJB 2018)



Figure 25. Artist's impression of the Edgecliff Centre site viewed from New South Head Road looking South-East (SJB 2023)



Figure 26. Artist's impression indicating the potential public plaza on the Edgecliff Centre site as viewed from New South Head Road looking South (SJB 2023)

6.6 Active street frontages

To improve the public domain and reinforce the economic and civic role of the ECC, active street frontages will be encouraged along the length of New South Head Road and, where possible, along New McLean Street.

The location of active street frontages is identified in Figure 29 below.

Active street frontages will enhance the public domain, improve pedestrian amenity and increase passive surveillance in the area.

Active frontages will be achieved by minimising residential uses at ground level along New South Head Road and encouraging vehicular access from the side streets.

**Awnings**  
To support active ground floor uses and improve pedestrian amenity, awnings will be required along the length of New South Head Road.

Where awnings cannot be provided along New South Head Road, where possible the urban tree canopy will be increased through street tree planting to create shade and pedestrian amenity.

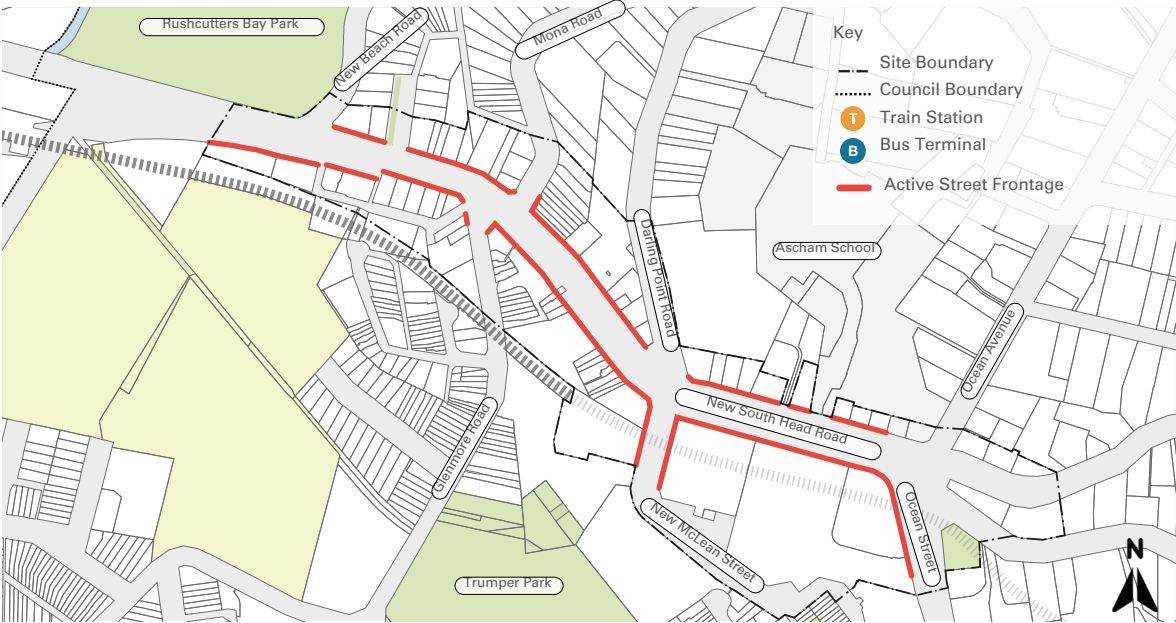


Figure 29. Recommended Active Street Frontages map

6.7 Design excellence

Where development uplift is proposed, design excellence will be required. The design excellence process will require developers to consider:

- standard of architectural design, materials and detailing,
- improvement to the public domain improvements
- sustainability initiatives
- impact on view sharing, view corridors and landmarks
- heritage constraints and streetscape constraints
- relationship with surrounding development
- improvement to pedestrian, cycle, vehicular and service access and circulation
- mix of retail, commercial and residential uses, housing diversity

Mechanisms to encourage design excellence such as a new clause in the Woollahra LEP 2014 and a Design Advisory Panel will be investigated.

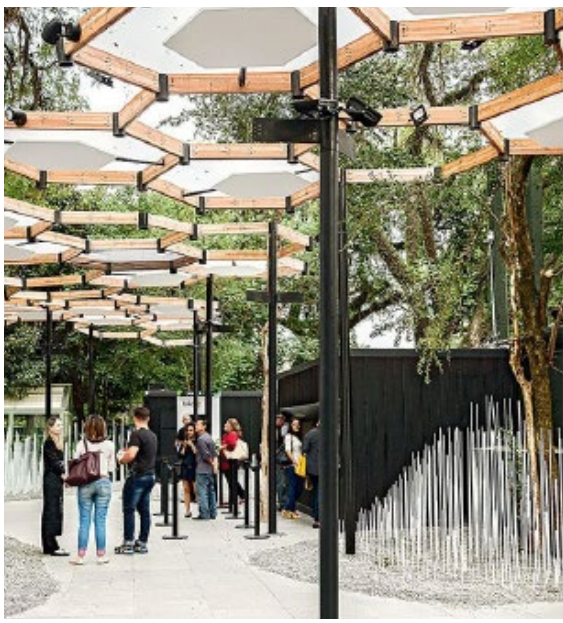


Figure 30. Public domain improvements will be encouraged as part of the design excellence process (SJB 2018)

6.8 Community infrastructure

Under the exceptions clause, uplift sites will be required to enhance community infrastructure as works associated with development.

The recommendations of the *Woollahra Community Facilities Study* (adopted September 2020) will be considered when determining the types of community facilities required for the ECC.

Council will investigate a range of mechanisms to facilitate delivery of community infrastructure in other areas of the ECC. This may include Voluntary Planning Agreements and/or s7.11 and s7.12 Contribution Plans (made under the *Environmental Planning and Assessment Act 1979*).

6.9 Affordable housing

Under the exceptions clause, uplift sites will be required to contribute to the provision of affordable housing. The contribution will be a percentage of new residential floor space and will be based on feasibility.

Mechanisms to encourage affordable housing such as a new clause in the Woollahra LEP 2014 will be investigated.

Maintaining the diverse housing west of Glenmore/Mona Road will also help to retain some relatively more affordable housing in the ECC.

6.10 Public domain

The Draft Edgecliff Commercial Centre Public Domain Plan identifies opportunities to facilitate a range of public domain improvements in the ECC. The plan responds to the desired future character of each precinct and recommends a range of projects on public and private land (see Figure 31).

In summary, the plan identifies opportunities to:

- Reinforce the characteristics of entries through public art.
- Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
- Support walking in the ECC by upgrading pathways and urban furniture.
- Enhance active transport connections along New South Head Road as identified in the Woollahra ATP.
- Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
- Enhance urban greening in the ECC and encourage environmental sustainability through high quality landscape.
- Enhance the amenity of existing parks and provide better connections to open spaces.

The following page highlights the key opportunities for public domain improvements in the four precincts in the ECC.

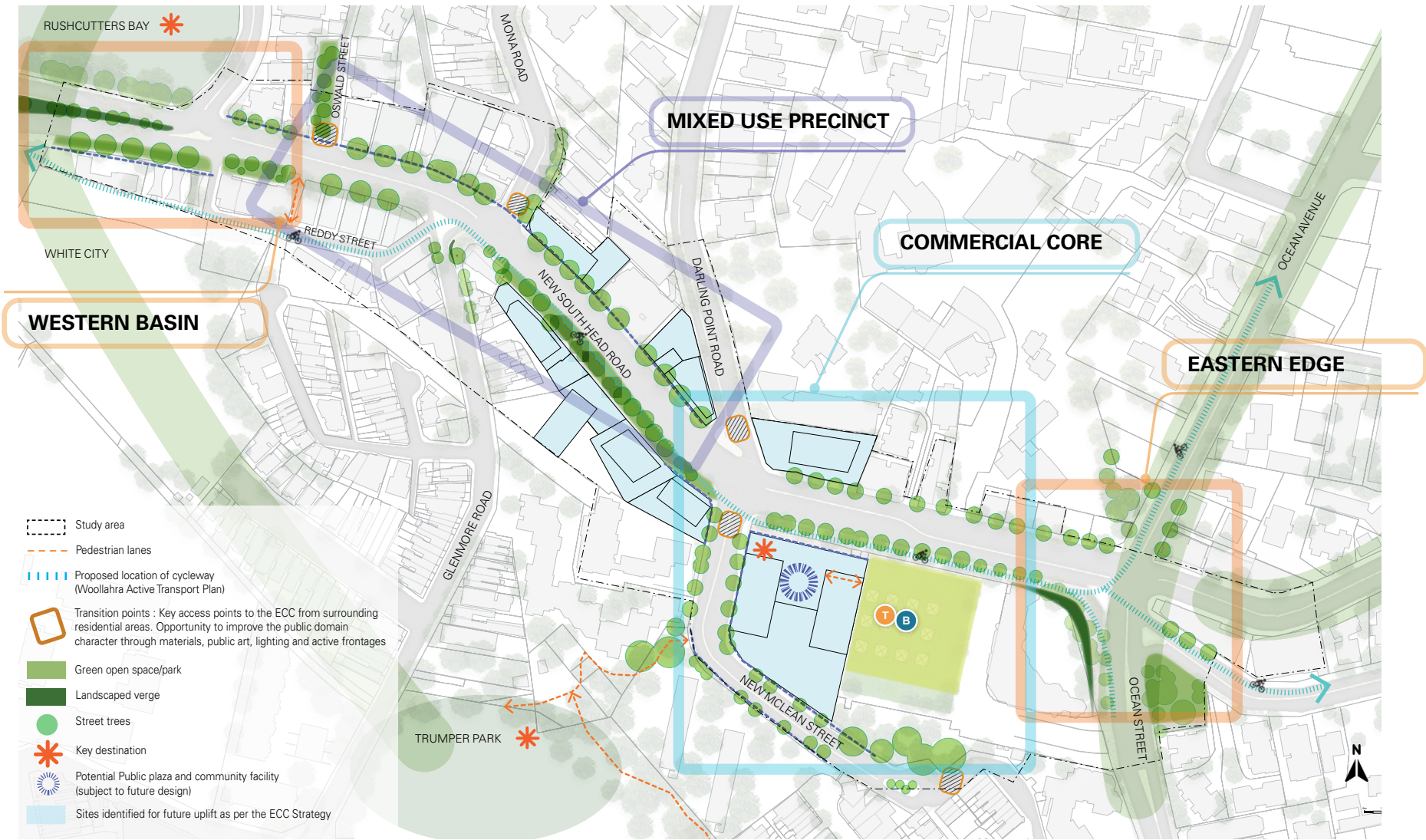


Figure 31. Public Domain Structure Plan (Draft Edgecliff Commercial Centre Public Domain Strategy 2021)

**Western Basin Precinct**

Some of the key opportunities in this precinct are:

- Public art and feature lighting to emphasise the open character of the precinct.
- Pedestrian lighting to enhance amenity and safety.
- Upgrade the existing linear park adjacent to 85-97 New South Head Road with street trees, landscaped verges, urban furniture and wayfinding elements.
- Pedestrian improvements along the Mahoney lane in line with the recommendations of Woollahra ATP.

**Mixed Use Corridor**

Some of the key opportunities in this precinct are:

- New linear park along the south side of New South Head Road to enhance urban greening and active transport (see Figure 32).
- Pocket Park at Oswald Avenue to provide a child-friendly public space complemented by traffic calming.
- Footway upgrades and widening along the north side of New South Head Road.
- Additional street trees and upgrades to the existing planter boxes.
- Consistent awnings.
- Public art, wayfinding features and special lighting elements to enhance the gateway character of Glenmore Road.

**Commercial Core Precinct**

Some of the key opportunities in this precinct are:

- New public plaza as part of the redevelopment of the Edgecliff Centre (203-233 New South Head Road) providing outdoor dining, landscaping, seating and gathering spaces, lighting and water features.
- Investigating potential for an accessible rooftop public open space above the bus interchange to provide a range of active and passive activities.
- Outdoor dining along New McLean Street with improved footways, street trees and urban furniture.
- Public art at the intersection of New South Head Road and Darling Point Road to mark the entrance to the ECC from the north.

**Eastern Edge Precinct**

Some of the key opportunities in this precinct are:

- Landscape upgrade to Edgecliff Square Reserve.
- Footway upgrade on the southern side of New South Head Road.
- Incorporating aspects of *Cycling Priority Project 1a* as proposed in the Woollahra ATP.
- Public art to enhance the visual character of the precinct.



Figure 32. Artist's impression indicating the potential linear park with active frontages along the south side of New South Head Road (Edgecliff Commercial Centre Public Domain Strategy 2024)

6.11 Transport

The *ECC Transport Study* by SCT Consulting provides an extensive analysis of the existing network and the future capacity within the ECC. The report identifies a number of potential traffic and transport solutions to ensure that ECC's existing public transport, active transport infrastructure and road network will be capable of accommodating the scale of the potential uplift recommended by this Strategy.

The recommended strategic policy directions include:

Reduce existing parking controls

- Cap parking for the Commercial Core to be no more than currently provided.
- Evaluate current parking provision rates and parking multipliers within theWoollahra DCP 2015 in view of considering a reduction, particularly for residential uses.
- Implement use of priced on-street parking to support local businesses

Introduce green travel plan program

- Ensure travel plans are effectively delivered by development proponents with an aim to redistribute a proportion of the private vehicle trips to alternate transport modes.

Support additional car share

- Amend theWoollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Investigate the use of car share schemes for new development to reduce dependence on street parking permits.

Pedestrian wayfinding and safety

- Prepare a pedestrian wayfinding strategy for the ECC, in line with theWoollahra Active Transport Plan 2023 recommendations.
- Work with Transport for NSW for pedestrian safety upgrades at identified locations.

Monitor public transport patronage

- Regularly monitor public transport patronage to determine the needs of residents and evaluate the success of public transport improvements;
- Lobby TfNSW to continue reviewing rail service demand, providing additional capacity as demands increase.

Infrastructure improvements

In addition to the policy directions, SCT recommended infrastructure upgrades to improve the operation of the road network in the ECC for public transport, active transport, road network and parking. Figure 33 highlights SCT's recommendations to the transport infrastructure in the ECC. The key recommendations include:

- Introduce new signalised pedestrian crossings at the north-western slip lane. of New South Head Road and New Beach Road intersection.
- Straighten the pedestrian crossing on the southern side of the New South Head Road / Darling Point Road / New McLean Street intersection (across New McLean Street) to improve safety for pedestrians crossing the road.
- Formalise the pedestrian crossing at the southern leg of the Glenmore Road/ New South Head Road intersection to improve Glenmore Road configuration for pedestrian safety.
- Investigate optimisation of the signal phasing at all signalised intersections.

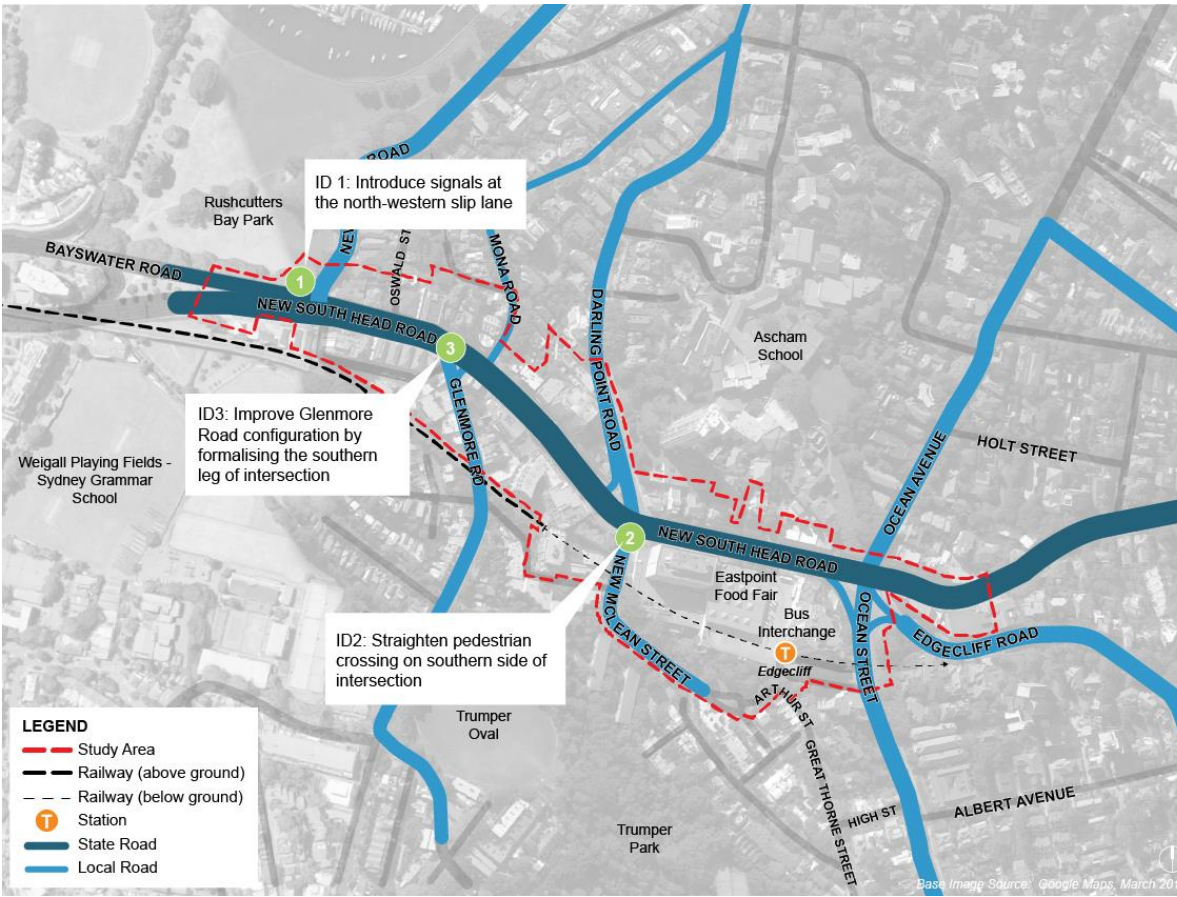


Figure 33. Proposed infrastructure improvements (SCT 2024)



Figure 34. — Artist's impression of linear park along New South Head Road facing South (Source: SJB 2018)

## 7. Implementation

The recommendations in this Strategy will inform future amendments to the Woollahra LEP 2014 and the Woollahra DCP 2015.

### Suggested LEP amendments

The suggested amendments to the Woollahra LEP 2014 will address matters including:

- A new local provision to facilitate higher density development, with regard to the Height of Buildings and Floor Space Ratio, only if development meets certain criteria:
  - Suitable site amalgamation
  - Design excellence
  - Delivery of community infrastructure
  - Consistency with the Edgecliff Planning and Urban Design Strategy
  - Contribution towards provision of affordable housing.
- Introduction of a minimum non-residential FSR for certain sites in the ECC
- Delivery of affordable housing at a minimum rate as specified for each uplift site.
- Mechanisms to encourage design excellence.
- A new local provision to facilitate active street frontages.
- Rezoning 81-83 New South Head Road from RE2 Private Recreation to MU1 Mixed Use zone.

A summary of the proposed amendments to the Woollahra LEP 2014 is provided in Table 5.

### Suggested DCP amendments

Amendments to the Woollahra DCP 2015 will address matters including:

- Incorporating existing and desired future character statements for the ECC (or in a Local Character Statement).
- Street wall heights to ensure that new development in the ECC is at a human scale.
- Street setbacks and upper storey setbacks to allow for the provision of public domain elements.
- Provision of awnings above active street frontages.
- Strengthen existing overshadowing controls relating to Trumper Park and Oval.
- Requirement for a public plaza as part of any redevelopment of the Edgecliff Centre site (203-233 New South Head Road).

### Developer contributions

All redevelopment in the ECC must contribute to the delivery of community infrastructure, public open space, public domain and community facilities.

Council will investigate the most appropriate development contributions mechanism to facilitate improvements in the ECC that increase amenity, facilities, services, and liveability for current and future residents and works.

This may include Voluntary Planning Agreements and/or s7.11 or s7.12 contributions plans under the *Environmental Planning and Assessment Act 1979*.

Summary of suggested LEP amendments

The following table (Table 5 identifies the indicative maximum building height, maximum FSR, minimum non-residential FSR and street wall height for the suggested amalgamated sites (Figure 35).

Disclaimer: The values in Table 5 are indicative only. Any increase in density on these sites will be subject to the development meeting the criteria identified in Chapter 6 of this report.



Figure 35. Suggested amalgamation pattern for the ECC

Table 5. Indicative maximum building heights and FSRs

Site	Existing HOB	Existing HOB in storeys (indicative)	Proposed HOB incentive*	Proposed building height in storeys	Existing FSR	Proposed FSR incentive	Proposed non-residential FSR
A	14.5m	4 storeys	34.5m	10 storeys	1.5:1	2.6:1	0.7:1
AB	14.5m	4 storeys	34m	10 storeys	1.5:1	4.5:1	2.0:1
B	14.5m	4 storeys	35m	10 storeys	2.0:1	4.6:1	1.6:1
C	14.5m	4 storeys	35m	10 storeys	2.5:1	5.1:1	2.0:1
D	14.5m	4 storeys	34.5m	10 storeys	2.5:1	5.1:1	2.2:1
E	23.5m	7 storeys	23.5m	7 storeys	2.0:1	2.8:1	0.5:1
F	14.5m	4 storeys	46m	12 storeys	1.5:1	5:1	1.6:1
G	20.5m	6 storeys	39m	11 storeys	2.0:1	4.7:1	0.4:1
H	Part 6m Part 26m	2 storeys 7 storeys	Part 48 Part 86m	14 storeys 26 storeys	2.5:1	75:1	3.0:1

\* Any increase in density will be subject to the development meeting the criteria identified in Chapter 6 of this report.



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## **Item No. R1**

# **Post Exhibition Report on the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy**

## **Annexure 2**

# **Edgecliff Commercial Centre Public Domain Plan - April 2024**



# EDGECLIFF COMMERCIAL CENTRE PUBLIC DOMAIN PLAN

April 2024



**Acknowledgement of Country**

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.



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This chapter provides the background of the Plan, introduces the study area, identifies the key opportunities and constraints, and outlines the structure of this Plan.

# 1.0

## INTRODUCTION

## 1.1 Background

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC), and provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport.

Council initiated the ECC Strategy following the Woollahra Urban Planning Committee’s resolution on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

- The ECC Strategy seeks the ECC’s revitalisation via a coordinated development framework to facilitate:
- Transport oriented development
  - A mix of uses to support community need
  - Design excellence
  - Public domain upgrade and activation
  - Active transport use
  - Affordable housing
  - Delivery of community infrastructure.

This *Edgecliff Commercial Centre Public Domain Plan* (this Plan) has been prepared in response to the ECC Strategy’s aim to enhance the streetscape and public domain of the ECC.

## 1.2 Purpose of this Plan

This Plan provides guidelines and recommendations to improve the ECC’s public domain elements.

This Plan establishes a vision and key design principles creating a holistic public domain structure for the ECC. It responds to the specific characteristics of each precinct, providing detailed plans and recommendations, including a range of short to long term projects on public and private land.

- This Plan is consistent with the aims and objectives of the ECC Strategy and other Council policies and plans including:
- Edgecliff Commercial Centre Heritage Study (2023).
  - SCT Transport Analysis (updated 2024)
  - Community Strategic Plan (2022)
  - Local Housing Strategy (2021)
  - Active Transport Plan (2023)
  - Urban Forest Strategy (2023)
  - Integrated Transport Strategy (Draft 2021)
  - Local Strategic Planning Statement (2020)
  - Community Facilities Study (2020)
  - Voluntary Planning Agreement Policy (2020)
  - Social and Cultural Plan (November 2018)
  - Disability Inclusion Action Plan (2017)
  - Street Tree Master Plan (2014)
  - Public Art Policy (2009).

### Woollahra Active Transport Plan

The *Active Transport Plan* (ATP) is a key document that has informed the preparation of this Plan. The outcomes of the Woollahra ATP have been incorporated into various parts of this Plan.

### Woollahra Community Facilities Study

Council adopted the *Woollahra Community Facilities Study* in September 2020. The study identifies current and future gaps in the provision of Council community facilities and provides recommendations on the location and type of future community facilities.

The study identifies that the ECC is a “*key transport hub in the LGA and a locality where new development is planned. The characteristics of this locality highlight the potential to deliver a library or other facilities as an integrated component of any new mixed-use development of a sufficient scale*” (Page 65).

The study identifies that future uplift and development in the ECC will increase pressure on local community facilities and increase the need for a new integrated multipurpose facility.

1.3 Study area

The ECC is located along New South Head Road, between New Beach Road and Ocean Avenue (see Figure 1). The Edgecliff bus and rail interchange is located in the ECC’s core at the high point on New South Head Road. Under the Woollahra LEP 2014, the core is zoned E1 Local Centre whilst most of the ECC corridor is zoned MU1 Mixed Use.

The ECC is well positioned with proximity to the Sydney CBD and to major entertainment precincts and recreational areas. The Greater Sydney Regional Plan *A Metropolis of Three Cities* (March 2018) and the Eastern City District Plan set out numerous directions, objectives and actions which seek to promote the economic and residential vitality of local centres such as the ECC. A common feature of these centres is their relationship to existing public transport.

1.4 Constraints

The nature of New South Head Road, a busy and important arterial connection, constrains the quality of the public domain. There are also other constraints along New South Head Road that have been identified including:

- Narrow footway on the northern side of the road.
- Lack of urban greening on the northern side of the road.
- Sloping topography, which constrains walkability for less mobile pedestrians.
- Heritage and contributory items, which requires a sensitive approach while planning public domain improvements.
- Lack of activation nodes to attract people to spend time and linger in the public domain.
- Minimal street furniture and inconsistent avning pattern.
- Minimal connections between the two sides of the road.

1.5 Opportunities

The ECC Strategy identifies potential opportunities for redevelopment of the sites along New South Head Road. This will potentially enhance the character of the existing public domain and provide opportunities to create new public spaces through new development.

In addition, Council aims to improve the existing open spaces consistent with the desired future character of the ECC. The key opportunities include:

- Enhance the character of New South Head Road as a green corridor and provide better connections to the significant green amenities of the surrounding area such as Rushcutters Bay and Trumper Park.
- Respond to the potential future higher density commercial and residential development in the ECC by creating a range of pedestrian oriented facilities.
- Enhance the ECC’s character as a gateway to Sydney’s Eastern Suburbs and the Woollahra LGA.
- Improve the active transport network within the ECC.



Figure 1. The Edgecliff Commercial Centre study area (SJB 2018)


This chapter provides an overarching framework for the public domain of the Edgecliff Commercial Centre and identifies the key strategies for the character precincts.

# 2.0


## STRUCTURE PLAN

2.1 Vision and urban design principles


ACTIVE  
& ATTRACTIVE



GREEN



WALKABLE




CONNECTED



SUSTAINABLE



INCLUSIVE



- This Plan seeks to:
- Enhance the green character of the ECC through high quality landscaping and urban tree canopy.
  - Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
  - Support walking in the ECC by providing high quality pathways and urban furniture.
  - Enhance active transport connections along New South Head Road.
  - Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
  - Encourage environmental sustainability through features including electric vehicle charging infrastructure.
  - Enhance the amenity of existing parks and provide better connections to green open spaces.

The aims and principles are reflected in the public domain structure plan in Figure 2.

2.2 Public domain structure plan

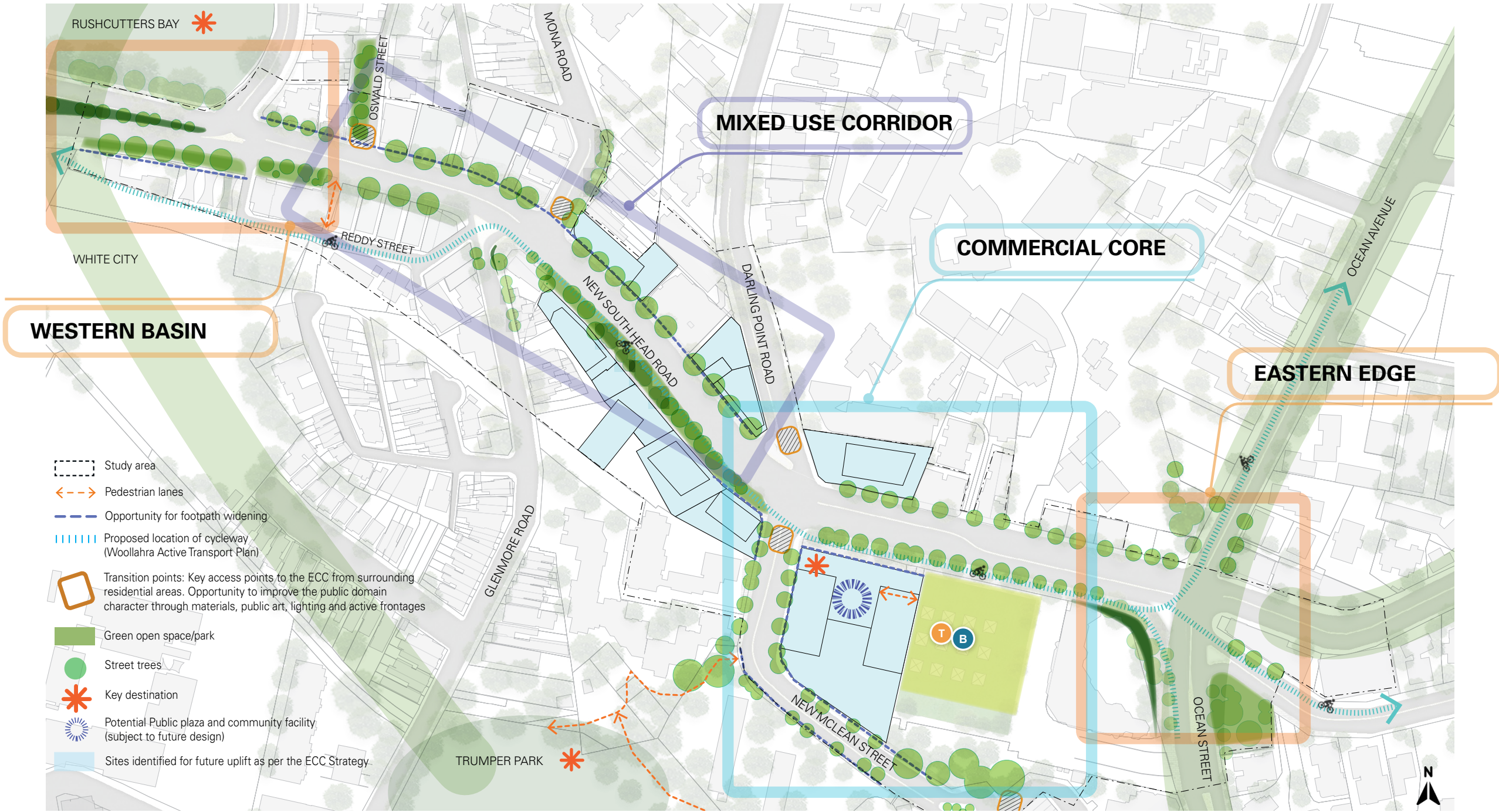


Figure 2. Public Domain Structure Plan

This chapter provides public domain concept plans for each precinct in the ECC and further information on selected site-specific projects.

# 03

## PRECINCT PLANS

3.1 Western Basin Precinct

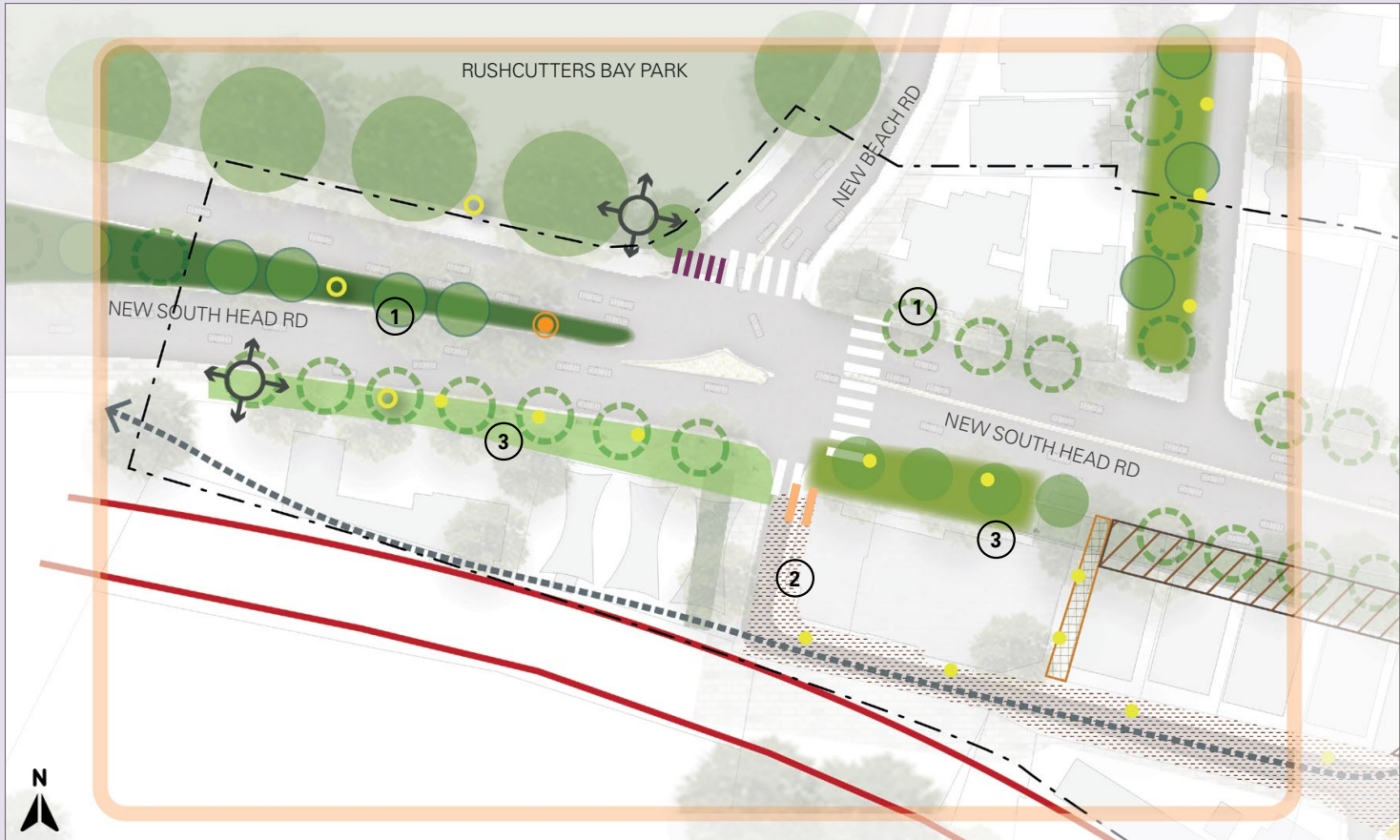
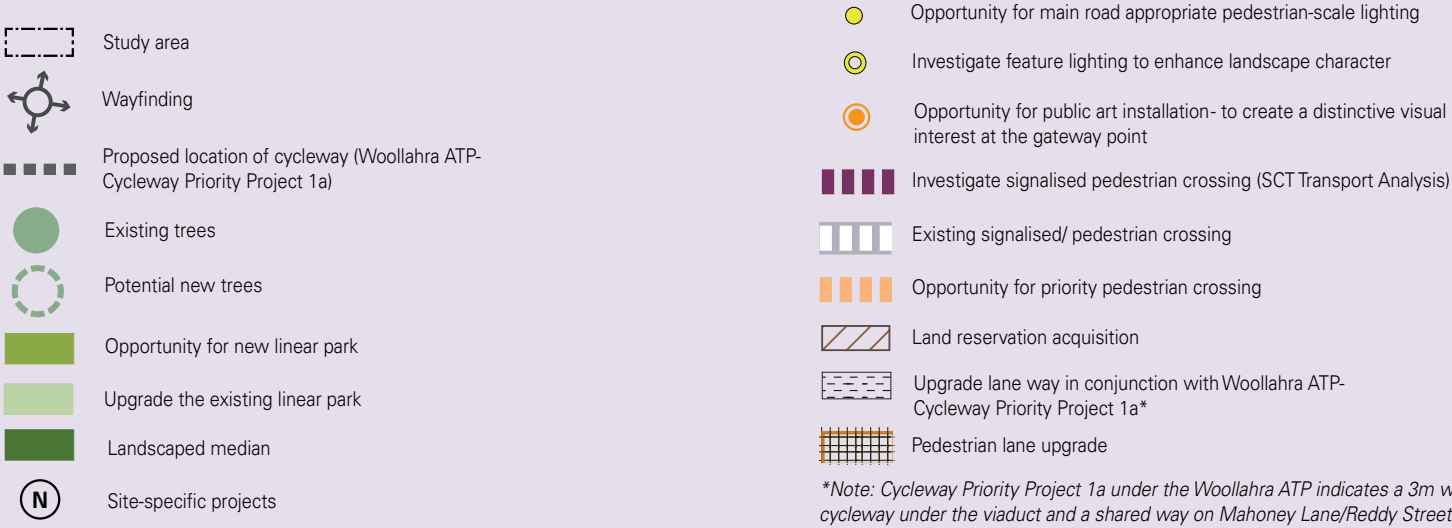


Figure 3. Public domain concept plan - Western Gateway Precinct



Desired future character of the precinct

The Western Basin precinct is one of the main entries to the Woollahra LGA from the Sydney CBD. The built form and landscape of this precinct reinforce this role. The public domain principles are to:

- Use public wayfinding, public art or special lighting to symbolise the entry and exit points
- Maintain the prominence of the Moreton Bay Fig trees as the entry to the Woollahra LGA
- Enhance urban greening in linear parks along the southern side of New South Head Road.
- Incorporate aspects of *Cycling Priority Project 1a* (CPP 1a) as proposed in the Woollahra ATP.
- Enhance pedestrian amenity through improved footways and high quality street furniture.
- Use wayfinding elements to enhance legibility.

The site specific projects identified on Figure 3 are discussed on pages 12 to 15 of this Plan.

Western Basin Precinct - Site specific projects

1 Landscape upgrades

The state-listed heritage item Rushcutters Bay Park is located to the north of New South Head Road at the western entrance to the ECC.

The Moreton Bay Fig trees along the edge of the park make a significant contribution to the gateway character of this precinct (see Figure 4). The adjacent landscaped central median, on New South Head Road, provides the potential to complement the figs with more tree planting . The potential to plant trees on the southern side of New South Head Road and the northern side (east of New Beach Road) would further enhance the landscaped character.

The footway on the northern side of New South Head Road is narrow (approximately 3m wide), has low quality paving, no street trees and poor pedestrian amenity (see Figure 4). Potential street tree planting and paving upgrade could improve pedestrian amenity here.



Figure 4. Aerial image and street view of the Western Basin Precinct (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

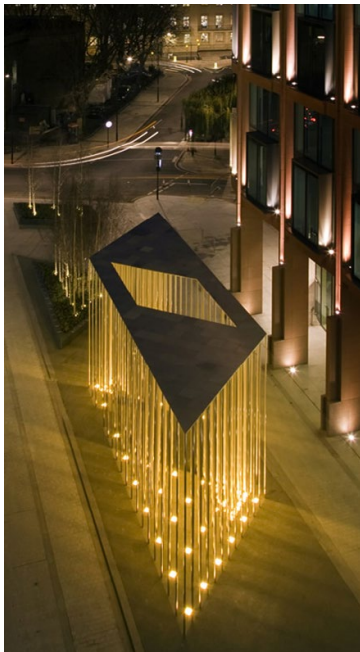
Investigate opportunities for:

- Public art installation and feature lighting to complement the landscape character of the precinct.
- Footway upgrades and new street furniture.
- Growth of mature trees through analysis of existing deep soil conditions.

- Landscape upgrades through additional street trees and urban greening.
- Minimising potential conflicts between awnings and street trees.
- Pedestrian scale lighting, and wayfinding signage.



Concept image of a landscaped median strip (Source: Street Design Manual)



Public art installation and feature lighting (Source: Robin Horton)



Concept image of street tree planting along footways (Source: The Echo 2021)

2 Mahoney Lane/ Reddy Street Upgrade

Mahoney Lane/ Reddy Street is a laneway at the rear of apartment buildings fronting New South Head Road with on-street parking on both sides.

It has narrow footways, asphalt paving and no greening landscape. A cyclone wire fence along the southern side encloses a substation for the Eastern Suburbs Railway.

The amenity of the lane could be improved with street trees complemented by a modest amount of street furniture. The upgrade would be undertaken in conjunction with the recommendations of the Woollahra ATP CPP 1a that proposes shared cycle and road treatment. The CPP 1a includes a 3m bi-directional bike path under the viaduct to the west and a consistent landscape theme could be introduced.



Figure 5. Aerial image and street view of Mahoney Lane, Edgecliff  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Streetscape upgrades to facilitate a 10km/hour shared zone.
  - Installation of pedestrian scale lighting to enhance the amenity and safety
  - Upgrades to the existing fence of the electric substation by urban greening, such as a green wall, in collaboration with Transport for NSW.
  - Pedestrian improvements along the lane in line with the recommendations of Woollahra ATP CPP 1a that shows shared cycle and vehicle road treatment.



Concept image of screen planting (green wall)  
(Source: ID 74303853 © Milkos | Dreamstime.com)

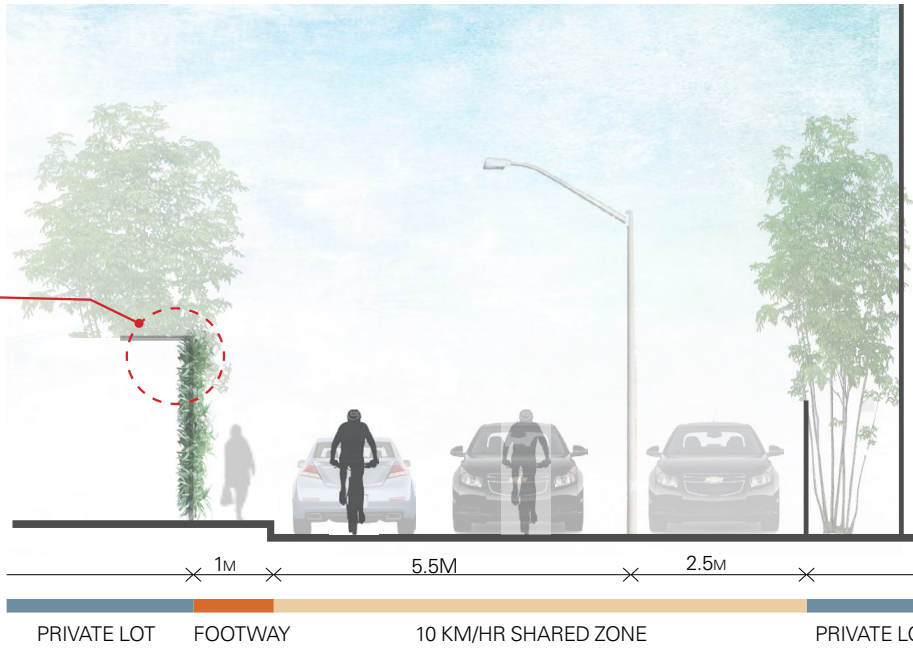


Figure 6. Indicative street section for Mahoney Lane upgrade

3 Linear park

The linear park at the frontage of 81-83 New South Head Road is a green space that could be enhanced for public benefit.

The Edgecliff (Rushcutters Bay) Viaduct (heritage listed under section 70 of the Heritage Act 1977) is a prominent feature when looking south from New South Head Road. Views of the Viaduct will be protected by retaining the current building heights in this block.



Figure 7. Aerial image and street view of 85-97 New South Head Road  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Upgrades to the linear park at the frontage of 81-83 New South Head Road with additional street trees, more greenery and street furniture.
  - A new linear park along the southern side of New South Head Road to the east of Reddy Street.
  - Street furniture with inclusive seating for all ages and abilities.
  - Pedestrian-scale lighting to enhance the visual quality of the precinct, especially at night time.
  - Wayfinding in the linear park.
- Feature lighting to enhance the character of the precinct.
  - Minimising paved surfaces in the linear park.
  - Enhancing the visual character of the viaduct with public art and/ or landscaping.
  - Appropriate tree species for the existing and future linear park.



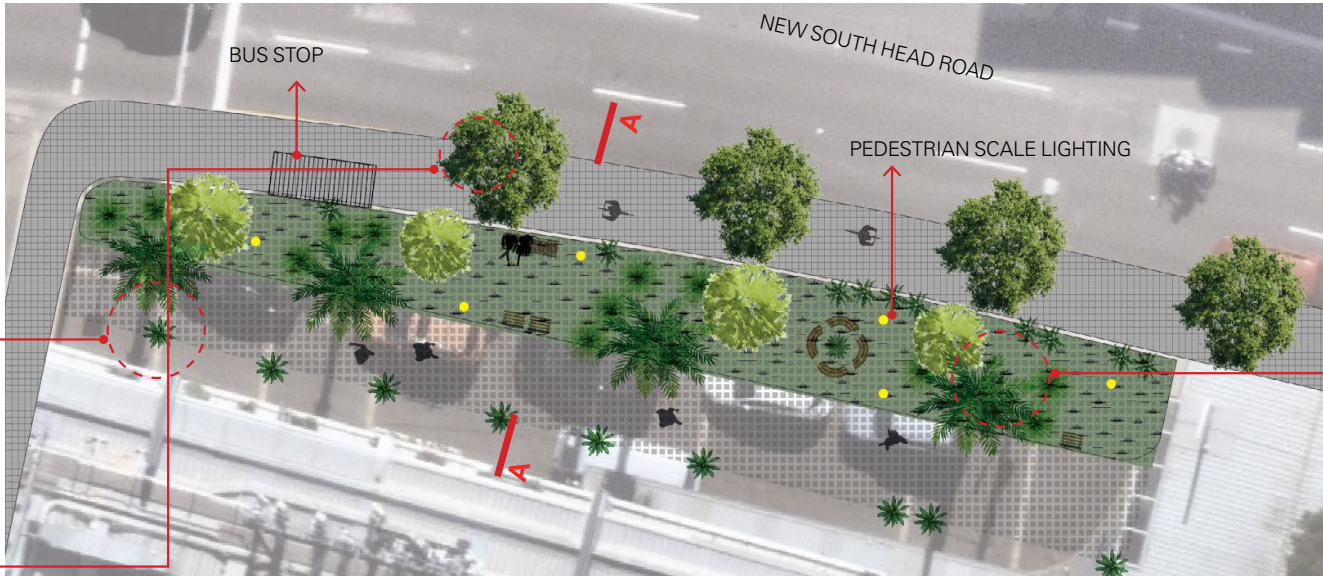
Green elements in linear parks (Source: John Gollings | Arch Daily 2011)



Lighting features to emphasis its green character and add visual interest  
(Source: Hendrick Manufacturing | Archello 2021)



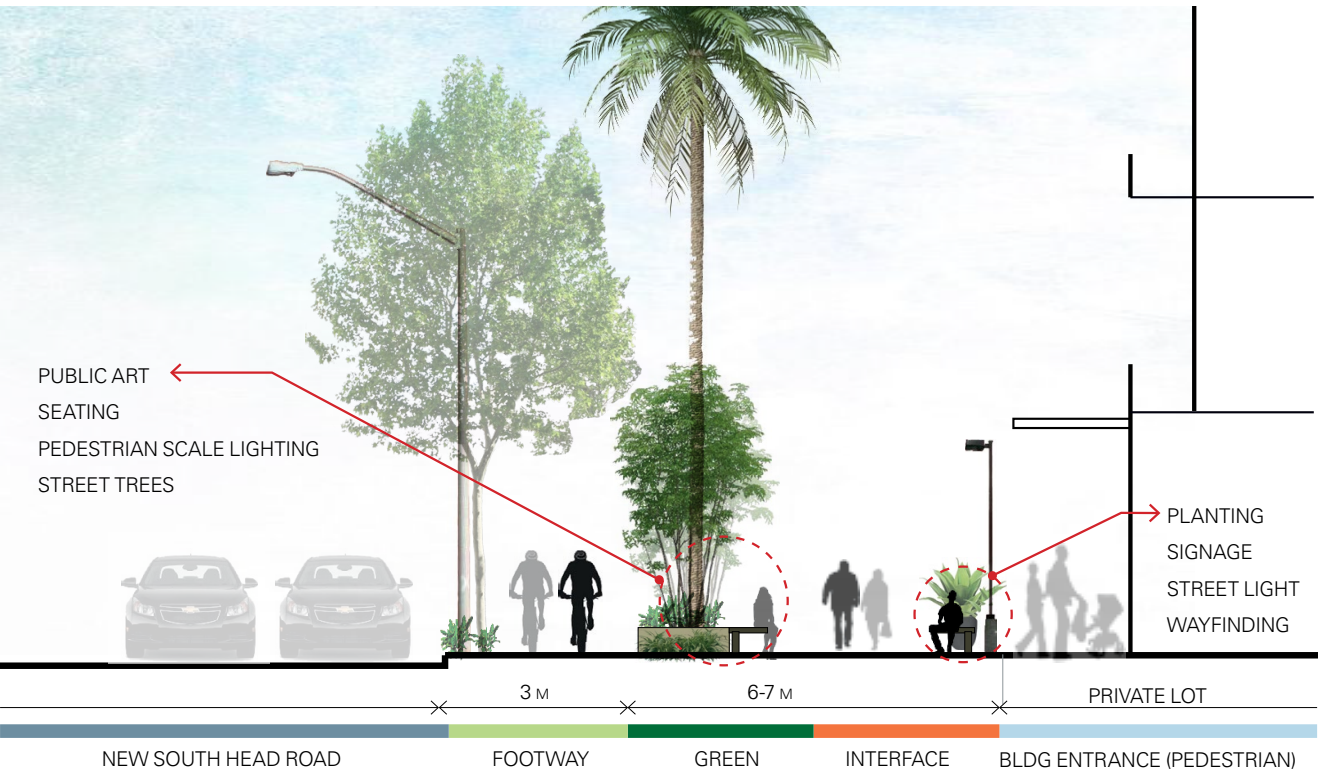
Greenery in variety of forms  
(Source: Inspiration Decoration Material Co. Ltd)



Opportunity for pervious paving (Source: Barcelona | Adrià Goula)



Street tree grates - permeable and consistent with the paving characteristics of the centre  
(Source: Jean & Etienne Belondrade and Aréa photo library)



Wayfinding (Source: Minale Tattersfield)



Urban furniture combined with landscape  
(Source: Lonsdale St, Dandenong | John Gollings)

Figure 8. Indicative public domain plan and street section of linear park in front of 85-97 New South Head Road Edgecliff

### 3.2 Mixed Use Corridor

#### Desired future character

The mixed use precinct includes a range of retail, non-residential and residential. The Mixed Use Precinct provides a transition to surrounding residential areas and the Mona Road Heritage Conservation Area (HCA), while the Paddington Gateway marks the entry to the Paddington HCA via Glenmore Road. The precinct and gateway are expected to serve the needs of current and future residents and workers by providing a safe, activated and accessible public domain.

New South Head Road impacts pedestrian amenity due to the heavy vehicular traffic and associated noise. Narrow footways on the northern side of the road also constrain opportunities for outdoor dining. However, residential streets intersecting New South Head Road, as well as linear and pocket parks in the precinct (supported by landscape buffers), offer opportunities to provide outdoor dining.

The key design principles to enhance the public domain in the Mixed Use Precinct and the Paddington Gateway are to:

- Provide activation nodes to enhance vibrancy.
- Enhance the landscape character through additional street trees, footway and furniture upgrade, public art and/or lighting features.
- Upgrade the existing linear park on the southern frontage of New South Head Road (between New McLean Street and Glenmore Road) to provide opportunities for a range of pedestrian oriented activities in combination with potential outdoor dining spots.
- Incorporate aspects of CPP 1a as proposed in the Woollahra ATP.
- Use way-finding to enhance legibility.
- Enhance the gateway character of Glenmore Road to the Paddington HCA through footway upgrade, public art, feature lighting and wayfinding.



Figure 9. Public domain concept plan - Mixed Use Precinct and Paddington Gateway

\*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and sharing space with pedestrians at the Glenmore Road and New McLean Street intersections.

Mixed Use Corridor - Site specific projects

1 Streetscape upgrade

The local heritage item at 133 New South Head Road (known as the Cadry’s building) is a key building that marks the entrance to the Paddington HCA from New South Head Road.

The streetscape at the intersection of New South Head Road with Glenmore Road could contribute towards the gateway character if it was improved with landscaping, urban furniture and public art.

Opportunities and recommendations

Investigate opportunities for:

- Public art, wayfinding and feature lighting to enhance the gateway character of Glenmore Road.
- Footway widening to incorporate outdoor dining at the intersection with Reddy Street.
- Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.



Figure 10. Aerial image and street view of Glenmore Road- New South Head Road intersection (Source: Google Maps 2020 modified by Council staff)



Figure 11. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)



Concept image for paving differentiation through decorative public art (Source: Accurate Pavement Striping 2019)



Concept image for gateway activation through outdoor dining (Source: Nundah Corner Cafe 2018)

2 Streetscape upgrade

The footway on the north side of New South Head Road is inactive, with low quality paving and no street trees.

There are inconsistent awning patterns in this section. As the footway is narrow along this stretch of the road, the existing or potential future awnings may conflict with street trees. The existing planter boxes further reduce space for walking. Due to the insufficient deep soil in this section, these planter boxes are required for the growth of street trees.

Opportunities and recommendations

Investigate opportunities for:

- Footway upgrades.
- Signage and wayfinding upgrades.
- Urban greening through street tree planting and minimising potential conflicts with awnings
- Upgrades to the existing planter boxes.
- Widening the existing footway where associated with new development.
- Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.
- Collaboration with future development applicants to fund public infrastructure.



Figure 12. Aerial image and street views of New South Head Road, Edgecliff (Source: Google Maps 2020 modified by Council staff)



Concept image of a planter box as a public art (Source: Sean Martindale 2011)



Concept image of a linear planter box for areas where mature trees cannot be planted (Source: Brandon University)



Concept image of footway integrated with street trees (Source: THillsboro, Oregon | Steve Szigethy)

3 Pedestrian Lane Upgrade

There are a number of existing pedestrian lanes that connect residential precincts to New South Head Road. They will require landscape upgrades to better integrate with the ECC’s public domain structure.



Figure 13. Aerial image and street view of existing pedestrian lanes  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Footway upgrades.
  - Signage and wayfinding upgrades.
  - Pedestrian scale lighting.
  - Active street frontages on adjacent lots as part of their future potential redevelopment.
  - Urban greening including street trees and low-height shrubs.



Concept image of laneway lighting to enhance safety  
(Source: Tom Brill | Leccor Leuchten GmbH)



Concept image of streetscape upgrade through planting  
(Source: Adrià Goula | Territori 24)



Concept image of public art integration with paving design  
(Source: Great Magazine)

4 Activation node - Outdoor dining area

Mona Road is a key street that provides access to the ECC from the surrounding residential areas. The road carries significant traffic and is an important pedestrian connection to the ECC.

The tree canopy, which includes large fig trees, overhangs the narrow road and creates a green and shady space that contrasts with New South Head Road. This intersection presents an opportunity to celebrate the arrival to the ECC from the surrounding residential areas through public art and urban greening. Improvements to the public domain would also contribute to further activation of the area.

The outdoor restaurant at 2B Mona Road is a good example of activity that uses the relatively quieter and much shadier space to activate the street and also provides a ‘refuge’ from the bustle of New South Head Road.



Figure 14. Aerial image and street view of 80-84 New South Head Road  
Note: Site is currently under construction (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Active street frontages with outdoor dining
  - Building on existing streetscape elements and upgrade through paving, additional planting and integrated seating.
  - Minimising potential conflicts between awnings and street trees.
  - Footway upgrades to improve pedestrian amenity.



Outdoor dining at 2B Mona Road (Source: RestaurantGuru)



Concept image of emphasising corner buildings through facade greening (Source: Philippe Starck)

5 Pocket park at Oswald Avenue

The reserve in Oswald Street is heavily planted with native and exotic trees, shrubs and ground cover that provide lushness, cooling and shade. But space for sitting and lingering is limited. The four Phoenix Palms are recommended for heritage listing. Although their visual prominence is somewhat obscured by other tree canopies, they are prominent cultural plantings.

The palms are prominent landscape elements in the Basin Precinct, and are valuable contributory landscape features in the New South Head Road corridor.



Figure 15. Aerial image and street view of Oswald Avenue, Edgecliff  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Footway upgrades and reduction in amount of hard paving.
  - A variety of inclusive urban furniture.
  - Pedestrian scale light features.
  - New child-friendly spaces.
  - Streetscape upgrade including a 10km/hour shared zone, a well-designed pocket park.
  - Child-friendly spaces in accordance with the *Child Safe Standards 2023* prepared by the NSW Office of the Children’s Guardian.



Image of a pocket park in Mexico (Source: Timeout Mexico)



Image of a shared zone in Waterloo (Source: Google Maps)

URBAN DESIGN CONSIDERATION



Oswald Avenue as a shared street  
(Source: Global Designing Cities Initiative)



Landscaping opportunities within the pocket park  
(Source: Canva, AI generated)



An example of seating furniture  
(Source: id created, Inc. 2019)



Urban furniture for interaction  
(Source: Valeria Kalcheva 2018)

Figure 16. Indicative public domain plan for Oswald Avenue, Edgecliff

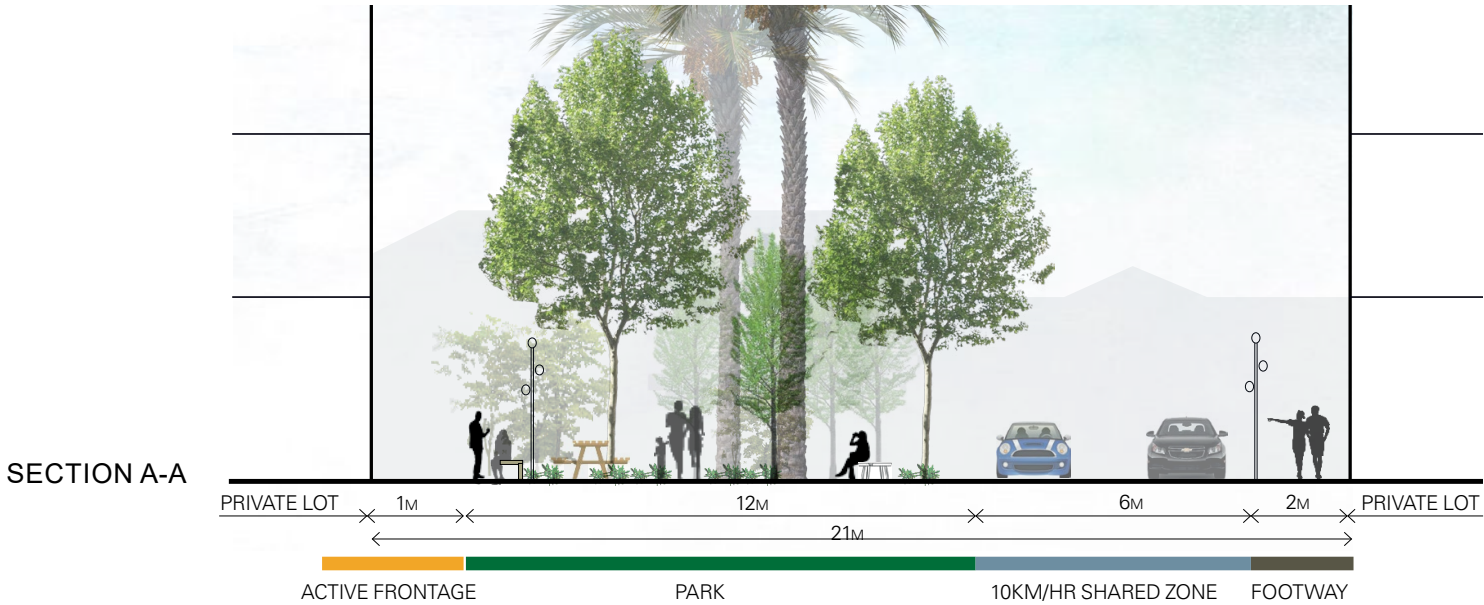


Figure 17. Indicative section through Oswald Avenue, Edgecliff



Figure 18. Before and after views of the potential pocket park at Oswald Avenue

6 Linear park

The linear park along the southern side of New South Head Road is on a footpath, that has been widened, and consists of mature trees in brick planter boxes or with wood framed tree surrounds. The plantings divide the footpath into two distinct wide paths.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge from Glenmore Road. The pedestrian footpath will remain toward the building edge. The bike path will continue onto Ocean Street.

The Cadry’s building, a listed heritage item, on the corner of New South Head Road and Glenmore Road presents a constraint into widening of the footpath. It is proposed the footpath here will become a shared pedestrian and cycle activation area.

The existing electricity boxes have negative impacts on the public domain character. Integrating public art into these could improve the visual quality of the street.



Figure 19. Aerial image and street view of the south side of New South Head Road (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- Upgrades to the planter boxes to incorporate seating, lighting and other street furniture (including bike racks).
- Supplementing plantings with large, evergreen canopy trees for increased shading
- Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.
- Creating spaces for passive recreation (such as places to sit and have lunch).
- Urban furniture with inclusive seating for all ages and abilities.

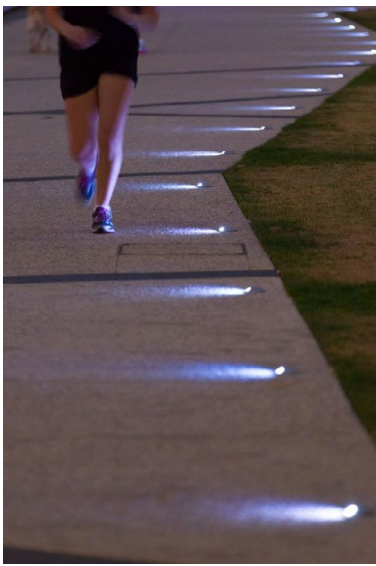
- Improved storm-water management and Water Sensitive Urban Design (WSUD).
- Active street frontages.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of outdoor seating (Source: jag9889 2013 via Flickr)



Concept image of planter boxes as seating areas (Source: X Craft 2021)



Concept image of outdoor lighting (Source: Lighting Options Australia 2021)



Figure 21. Before and after views of the potential linear park along 161-177 New South Head Road, Edgecliff

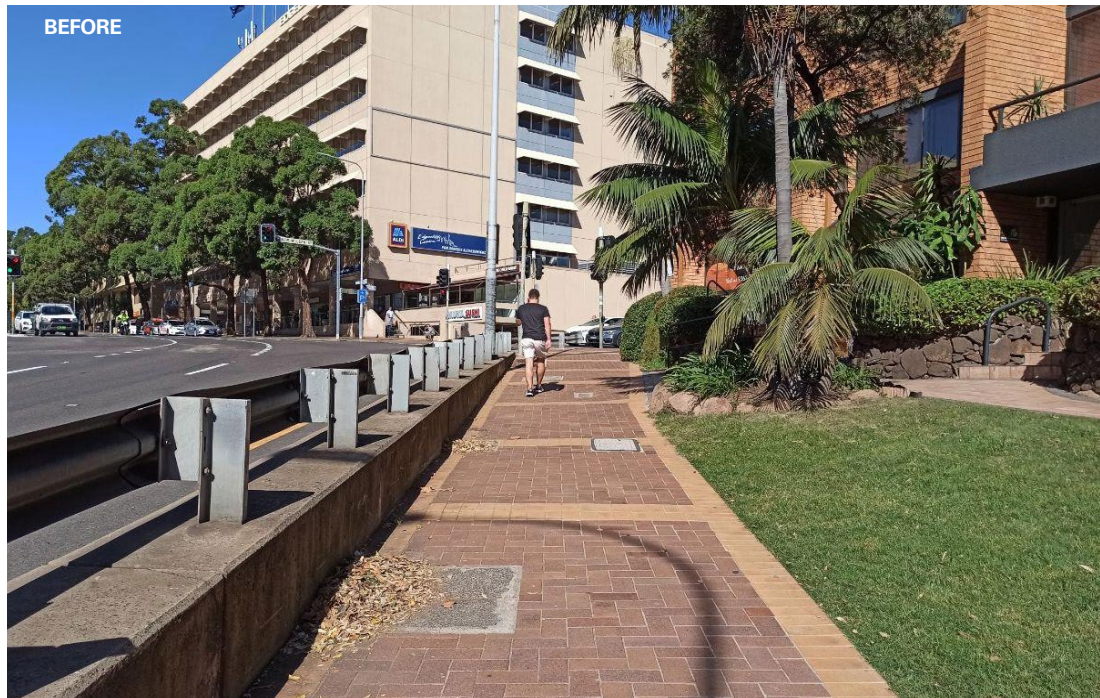
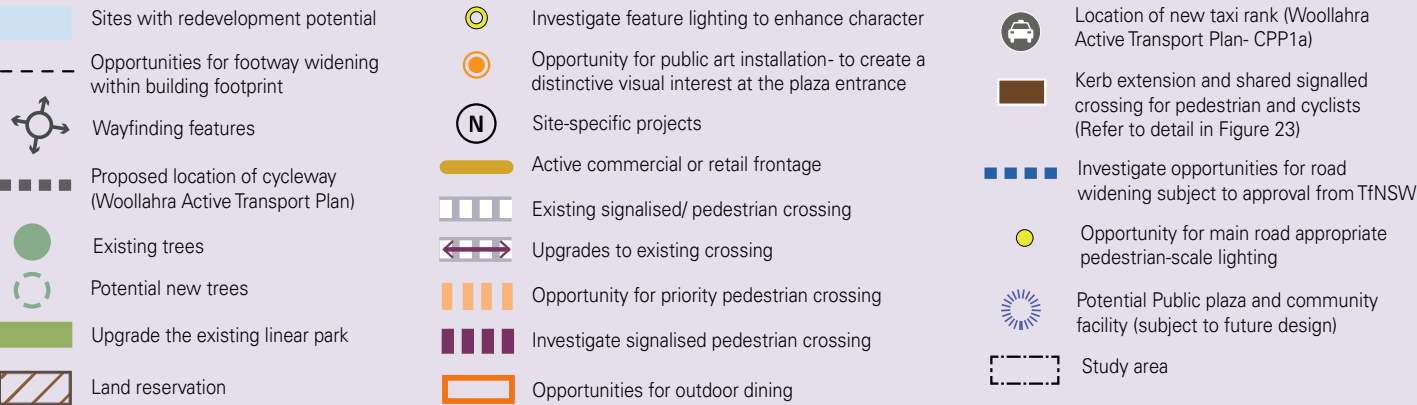


Figure 20. Before and after views of the potential linear park along the south side of New South Head Road.

3.3 Commercial Core Precinct



Figure 22. Public domain concept plan - Commercial Core Precinct



Desired future character of the precinct

The Commercial Core Precinct is the focal point for employment, retail, community services and high density residential accommodation in the ECC. Edgecliff Station continues to support the broader context. The main public domain design principles aim to:

- Maximise opportunities for a variety of inclusive outdoor open spaces.
- Encourage outdoor life with active retail frontages and outdoor dining.
- Enhance the green character of the precinct.
- Upgrade the quality of public domain through high quality furniture, lighting and public art.
- Use way-finding elements to enhance legibility.
- Maximise opportunities for child-friendly spaces.
- Encourage environmental sustainability through new technology such as electric vehicles and charging stations

Woollahra Active Transport Plan recommendations

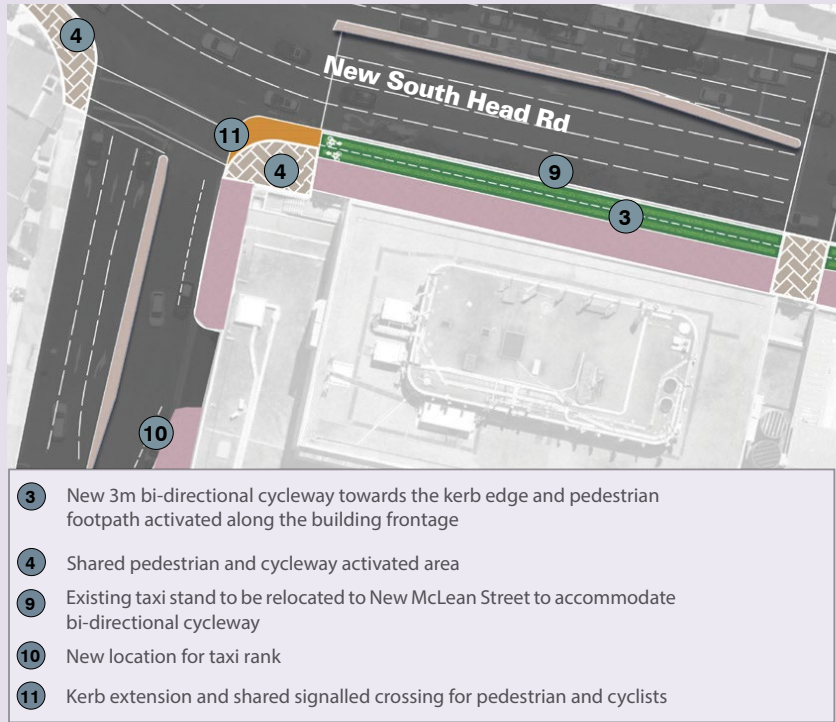


Figure 23. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

Commercial Core Precinct - Site specific projects

1 Streetscape upgrade

Darling Point Road is a key local street linking the ECC to the Darling Point Peninsula.

The existing median island has a retaining wall which is highly visible due to the steep rise in topography in this area. The concrete balustrade on the retaining wall is listed as a local heritage item.



Figure 24. Aerial image and street view of the Darling Point Road island (Source: Google Maps 2020 modified by Council staff)

2 Rooftop green public space

This project is identified to work with TfNSW to investigate opportunities to use the roof area of the existing bus interchange above Edgecliff Station.

This is an opportunity for a distinctive green public space.



Figure 25. Aerial image of the existing bus interchange at Edgecliff Station (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Public art at the entrance to the ECC from the surrounding residential area.
  - Celebrating the existing heritage character through a combination of public art and feature lighting to further enhance the key intersection.

Opportunities and recommendations

- Investigate opportunities for:
- An accessible and inclusive public green space.
  - Urban greening.
  - A range of recreational and social activities.
  - Outdoor events or seasonal markets.
  - Creating interactive spaces for all ages and abilities.



Concept image of a green wall (Source: Atlantis Aurora 2019)



Concept image of public art and lighting feature (Source: Richard Glover)



Concept image of passive green public spaces (Source: SJB 2018)



Concept image of active green public spaces (Source: SJB 2018)

3 New McLean Street- Streetscape upgrades

New McLean Street is a service lane providing freight and vehicle access to the Edgecliff Centre Shopping Centre and the Eastpoint Food Fair Car Park. It also serves as the main vehicle and waste collection access to the residential properties to the west and south of the street. Traffic volumes along New McLean Street are high due to its dead-end configuration, service function and surrounding land uses.

On the other hand, New McLean Street is also part of ECC’s key pedestrian network. The existing pedestrian paths located by the entry to Trumper Park to the west and at Cameron Street provide opportunities to celebrate and enhance the legibility of the connections to surrounding public open spaces and residential areas.

Currently the street has narrow footpaths, interrupted by a number of driveways, and inactive building frontages contributing to a unpleasant pedestrian environment. While the streetscape appearance is lush and green, most trees and landscaping are within private properties adjoining the street.

New McLean Street stands on land that formed part of the St James’ Glebe Lands and is bounded by the Paddington HCA to the south and west. There are opportunities to acknowledge and celebrate the area’s historic significance within the public domain.

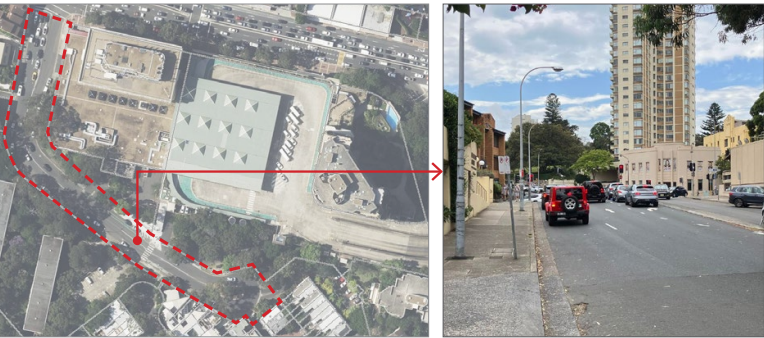


Figure 26. Aerial image and street view of 203-233 New South Head Road Edgecliff (Source: Sixmaps modified by Council staff)

Opportunities and recommendations

Improve pedestrian environment and place function of the street

Investigate opportunities for

- Footpath widening, landscaping, quality paving, urban furniture, wayfinding signage and public art as identified in Figure 27.
- Upgrade the pedestrian crossing at the Transport Interchange entry with raised platforms and high-quality paving, framed by large trees and landscaped verges.
- Increase greenery and street tree planting in line with the Woollahra Urban Forest Strategy 2023 and Street Tree Master Plan 2014.
- Avenue planting to provide consistent spatial form.
- Improving day and night safety with pedestrian-scale lighting along the street to be placed at regular intervals.
- Reconfiguration of car parking spaces as indented car parking to create opportunities for landscaped verges, street tree planting and permeable surfaces for cooling.
- Use of tactile paving at driveway crossings to provide safety for people who are blind, have low vision, or another vision impairment.
- Upgrades to pedestrian and cycle crossing at the intersection of New McLean Street and New South Head Rd in accordance with the Active Transport Plan.
- Enhancement of roundabout at the end of the street without excessive redesign.

Celebrate the historic significance of the Paddington HCA

- Develop a public art and heritage interpretation signage plan to acknowledge and celebrate the historic significance of the St James’ Glebe Lands.
- Better integrate with the adjacent HCA by reinforcing its material palette where appropriate.



Example of wide footpath, landscaped verges, and street trees (Source: City of Sydney)



Example of a raised pedestrian crossing in Bellevue Hill



Concept image of pedestrian scale lighting (Source: cw39 Houston)

Opportunities and recommendations

Create ‘pause points’ in the public domain

These spaces provide opportunities for people to enjoy, meet, and connect while improving people’s sense of space. Investigate opportunities to:

- Create ‘pause points’ as identified in Figure 27 through urban seating, landscaping, and public art.
- Highlight connections to Trumper Park, entry to train station, New South Head Road, nearby streets, etc through improved wayfinding signage.

Maintain service function while improving pedestrian safety

Investigate opportunities for

- Minimising road carriageway where possible to create opportunities for landscaped verges and wider footpaths.
- Straightening the pedestrian crossing at New South Head Road intersection as recommended by the SCT Transport Analysis.
- Reviewing the roadway operations for pedestrian safety.
- Driveway consolidation subject to redevelopment of sites.

Create an activation node

- Facilitate activation of commercial, retail or community- focused frontages at street level facing New McLean Street and New South Head Road (primary active frontage) at sites associated with redevelopment.
- Investigate opportunities active street frontages with outdoor dining.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of a ‘pause point’ consisting of public art, lighting and seating in Leichhardt (Source: Outdoor Retreats Landscaping)



Concept image of a ‘Pause point’ consisting of seating and landscaping (Source: Hitsa)



Concept image of Indented Parking (Source: NACTO)



Street art projects (Source: City of Moreton Bay)



Use of signage for wayfinding



Concept image of potential landscape arrangements to accommodate outdoor dining (Source: Foz do Iguaçu City Hall)



Figure 27 Indicative public domain plan for New Mclean Street

4 Edgecliff Centre Plaza

The Edgecliff Centre (203-233 New South Head Road) is identified in the ECC Strategy as having redevelopment potential that could also include a public plaza.

A public plaza at this location will provide much-needed community space and an inviting refuge from the noise and congestion of New South Head Road. This concept provides a significant opportunity to activate the ECC through an equitable and inclusive design that allows people to gather, linger and interact.

There is also an opportunity to provide accessible links from this public plaza to the potential rooftop green public space.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge of New South Head Road, between New McLean Street to Ocean Street. The pedestrian footpath will remain toward the building edge.



Figure 28. Aerial image and street view of 203-233 New South Head Road Edgecliff (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- A vibrant public space to allow people to gather in the ECC.
- Active street frontages with outdoor dining facilities to improve pedestrian amenity.
- Urban greening.
- Range of seating spaces for all ages and abilities.
- Child-friendly spaces in accordance with the *Child Safe Standards* prepared by the NSW Office of the Children’s Guardian.
- A library vending machine.
- Public domain elements for play areas, lighting and water
- Innovative solutions to accommodate trees in the public plaza despite the limited space for deep soil.
- Community facilities consistent with the *Woollahra Community Facilities Study*.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of green and urban outdoor plaza (Source: Jacob Petersen)

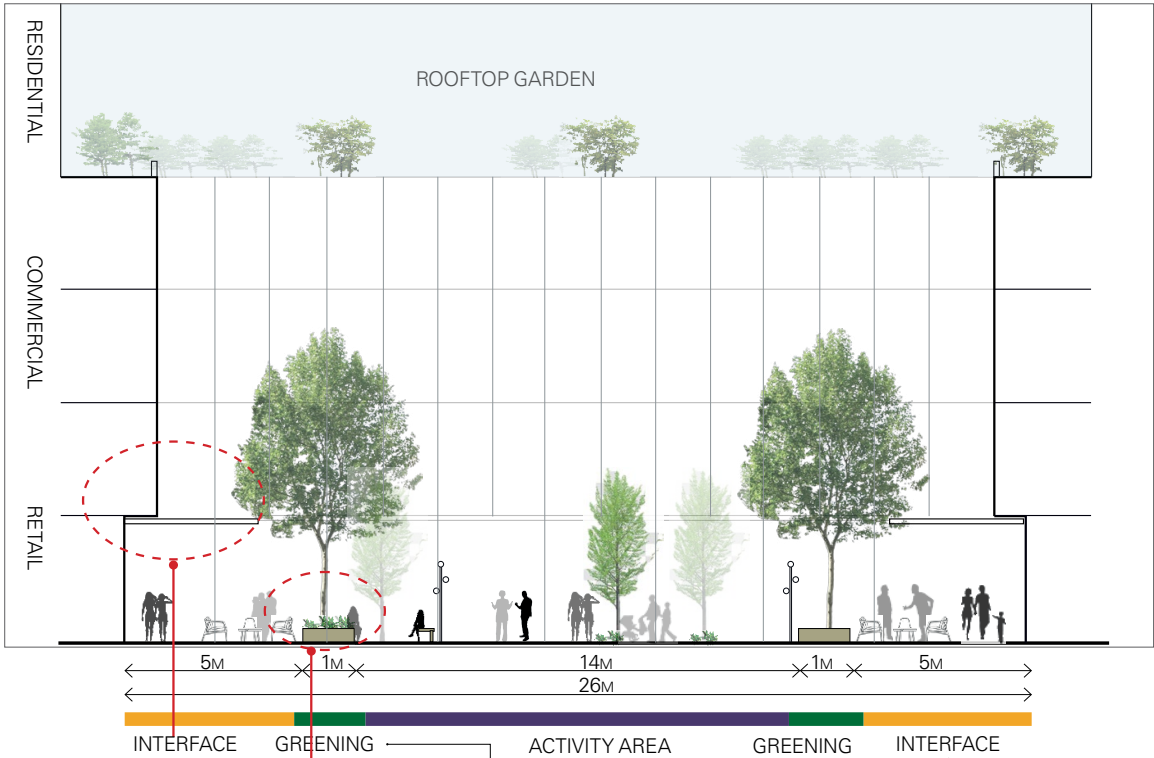


Figure 29. Indicative section of the Edgecliff Centre Site

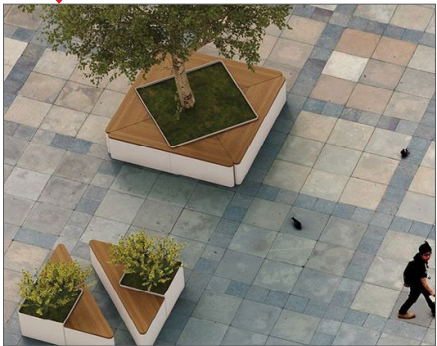
- MATURE TREES
- SEATING AREAS
- LIGHTING FEATURES- COMBINED WITH- TREES
- PUBLIC ART
- RANGE OF SEATING OPTIONS
- SPECIAL LIGHTING FEATURES
- WATER ELEMENTS
- GREEN ELEMENTS
- ACTIVE FRONTAGES
- OUTDOOR DINING
- LIGHTING



Artist's impression of development on the Edgecliff Centre Site (Source: SJB 2023)



An example of awning as a public art element (Source: Just Burgeff Architekten via a3lab)



An example of creative planting and seating (Source: Artform Urban 2021)



An example of creative paving (Source: Shiratski 2008 via Flickr)



An example of paving and seating (Source: Vaia 2012 via Interiorzie)



Range of seating options (Source: SJB 2018)



3.4 Eastern Edge Precinct



Figure 30. Public domain concept plan - Eastern Gateway Precinct

- Study area
- Sites with redevelopment potential
- Opportunities for footway widening to improve the public domain
- Wayfinding features
- Investigate opportunities for a cycleway\*
- Existing trees
- Opportunity for rooftop open space over the Edgecliff Station
- Double Bay green corridor

- Potential new trees
- Opportunity for main road appropriate pedestrian-scale lighting
- Investigate feature lighting to enhance character
- Opportunity for public art installation- to create a distinctive visual interest at the gateway point
- Site-specific projects
- Active commercial or retail frontage
- Existing signalised/ pedestrian crossing
- Opportunity for priority pedestrian crossing

\*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and continuing onto Ocean Street and Ocean Avenue, and crossing Ocean Street on to Edgecliff Road.

Desired future character of the precinct

Located at the intersection of New South Head Road and Ocean Street, the Eastern Edge Precinct provides access to surrounding residential neighbourhoods. Despite limited redevelopment potential in this precinct, there are opportunities to improve the public domain to reinforce the gateway character of this precinct. The main design principles for this precinct are to:

- Enhance urban greening in combination with the green corridor strategies in the Double Bay Public Domain Strategy.
- Footway upgrades.
- Enhance the visual quality of public domain through high quality furniture, lighting and public art
- Use way-finding elements to enhance legibility.
- Upgrade the existing pocket park.

Eastern Edge Precinct - site specific projects

1 Edgecliff Square Reserve

The Edgecliff Square Reserve is a valuable public domain element in the Eastern Edge Precinct as it provides opportunities for an activated neighbourhood park.

The area is under used and partially dedicated to ventilation units for the bus tunnel to the Edgecliff bus interchange.

Opportunity to upgrade the area and make it more usable for people, keeping it lush, shady and minimising any further structures.



Figure 31. Aerial image and street view of the Edgecliff Square Reserve  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

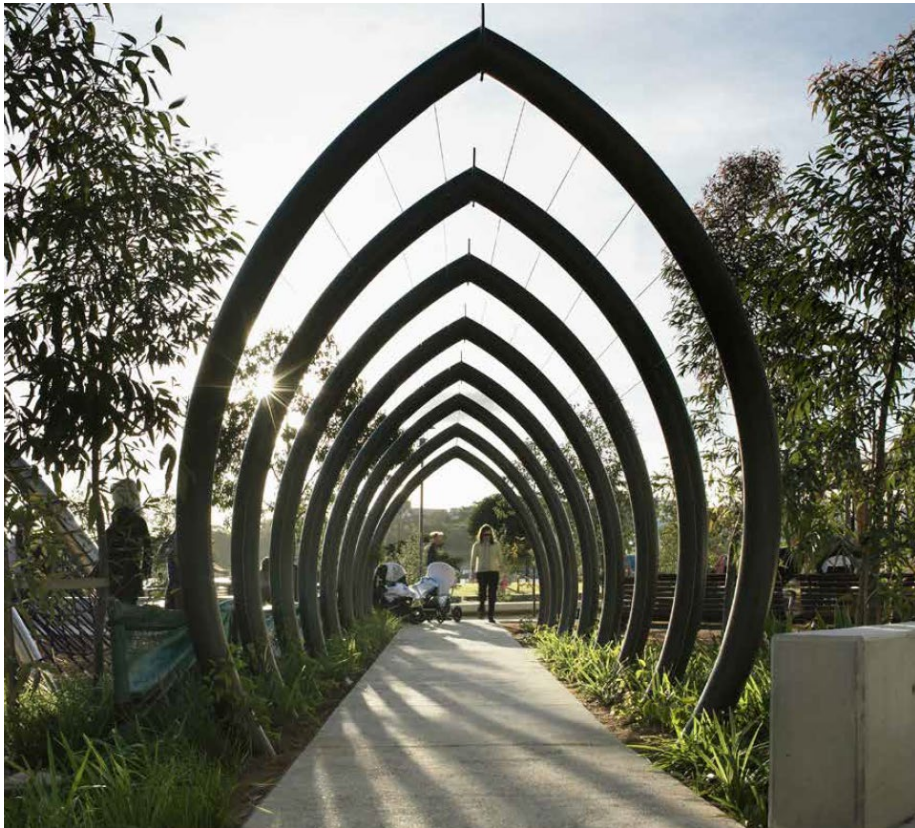
- Investigate opportunities for:
- Landscape upgrades with enhanced urban greening and integrated urban furniture.
  - Pedestrian scale lighting to enhance the area’s safety and attraction in the evening hours.
  - Range of passive recreational activities.
  - Enhancement of the urban infrastructure in the park (better integrate the ventilation units).



An example of creative uses in a public green space  
(Source: SJB 2018)



An example of casual seating in a public green space  
(Source: Simon Vine)



An example of pedestrian scale public green space  
(Source: Florian Groehn)

2 Streetscape upgrade

The existing footway on the northern side of New South Head Road within this precinct does not include any street trees.

The median islands between New South Head Road, Ocean Street and Edgecliff Road do not have any landscape features.

The intersection, with its triangular medians, is an opportunity to increase greenery.



Figure 32. Aerial image and street view of the corner of New South Head Road and Ocean St/ Ave (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Gateway public art in combination with feature lighting to enhance the visual character of the precinct.
  - Additional street trees on both sides of New South Head Road.
  - Signage and wayfinding.
  - Footway upgrades on the southern side in conjunction with the redevelopment of Edgecliff Centre and the implementation of CPP 1a.



An example of gateway public art  
Source: Romildo Campos 2016 via Flickr)



Concept image of tree lighting to emphasise the landscape character of the precinct during dark hours (Source: Sham/ Alamy)



Figure 33. Before and after views of the potential footway upgrade along the route from Double Bay to Edgecliff

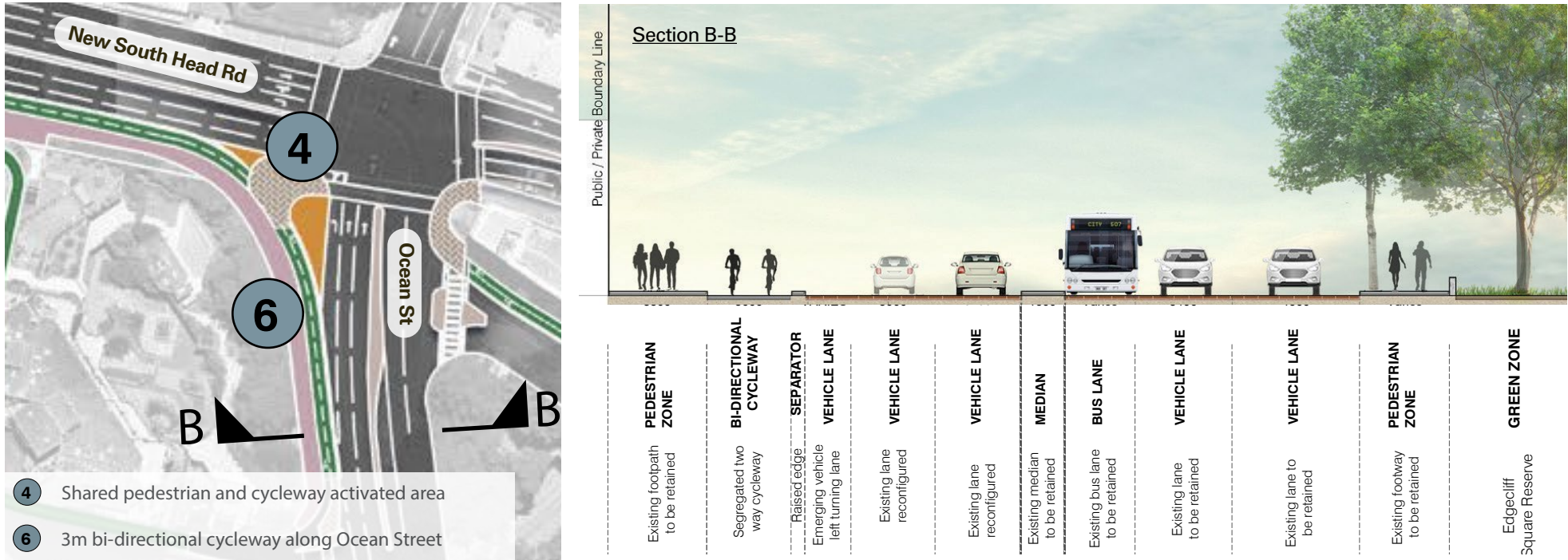


Figure 34. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

The chapter provides suggestions for urban furniture and material to help ensure a consistent palate of high quality and sustainable open spaces is delivered.

# 04

## DETAILS

4.1 Urban furniture

Opportunities and recommendations

- Avoid clutter and improve function for pedestrians, cyclists, taxis, buses and entries
- Encourage a range of seating options in open spaces in addition to Council’s standard seating type.
- Increase activation of retail frontages with outdoor dining furniture, where possible.
- Encourage a variety of robust and sustainable materials
- Integrate seating with greenery such as planter boxes, benches or seating under shade trees.
- Establish seating styles that suit all age groups and needs.
- Encourage environmental sustainability through features such as Wifi, USB charging ports and powerpoints and electric vehicle charging infrastructure.
- Encourage consistency with Council’s Footpath Dining Guidelines and Footway Dining Policy.



(Source: Metalco srl 2021)



(Source: Zano Mirosław Zarotyński 2021)

Council’s *Disability Inclusion Action Plan 2017* recommends better integrating planning and public domain outcomes across Council to improve accessibility, adhere to universal design principles and provide adequate seating, shade, rest stops and public toilets.



Outdated furniture



Fixed furniture

Council’s *Footway Dining Guidelines* and *Footway Dining Policy* provide guidelines on furniture style and characteristics. The document also refers to other guidelines such as the *Double Bay Public Domain Plan* for detailed public domain requirements.



Removable (Source: Dan Hocking)



Classic (Source: Anne Street Studio Inc)



Variety (Source: Angie Silvy)



Benches (Source: Farah Nosh)



Colourful (Source: Civitas Inc)



Smart (Source: Sezgin Mesut)



Natural (Earthworks Natural Stone 2021)



Minimalist (Source: Scott Burrows)



Multi-purpose



Combined with green (Source: SJB 2018)



Innovative (Source: Rose Bay Parked Benches Consultation 2021)

Outdoor dining

Open spaces

Wayfinding



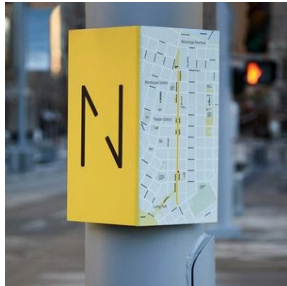
Totem pole  
(Source: SJB 2018)



Interactive (Source: Thomas.Matthews  
Communication Design 2021)



Informative and sustainable (Source:  
Design Communications Ltd. 2021)



Small scale  
(Source: Pentagram 2021)



Distance time to locations  
(Source: Urban and Public 2021)

Lighting features



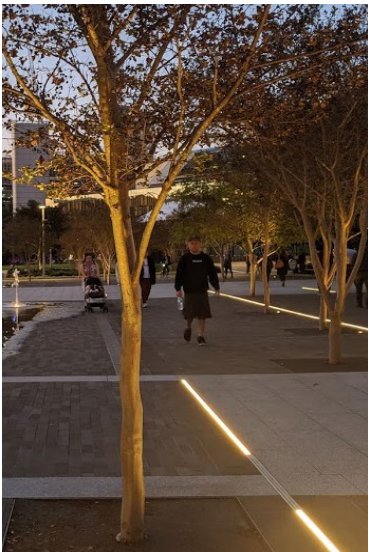
Distinctive  
(Source: A' Design Awards)



Sustainable  
(Source: Mathieu Lehanneur)



Staircase lighting for wayfinding and safety



Street tree lighting to emphasise places

Opportunities and recommendations

- Enhance the legibility and attractiveness of outdoor spaces through inviting urban furniture.
- Encourage a range of urban furniture in or close to pedestrian oriented destinations such as pocket parks or plazas.
- Locate wayfinding at key destination points
- Use multi functional urban furniture such as banners/ poles as wayfinding elements or planter boxes as seating areas.
- Minimise urban furniture that divides or separate sections of public domain such as bollards or fences.
- Encourage sustainability and features such as Wifi, USB charging ports and powerpoints.
- Discourage unnecessary urban furniture such as bollards and fences that clutter the public domain.

Waste bins



Woollahra's standard furniture  
(Source: Draffin 2021)



Smart litter bin  
(Source: Conduct Hq Pty Ltd)

Bollards



Innovative (Source: Peter Walker and Partners)



Multi-functional



Artistic (Source: Dexigner 2021)

Bicycle racks



Small scale



Multifunction



Public art element

Tree grate



(Source: Street + Garden 2021)



(Source: Commercial Systems Australia 2021)

Tree grates are to be simple and designed to consider the needs of water infiltration, maintenance access, future tree growth and the footwear types of street users.

The material, shape and color should be consistent with the rest of landscape.

Multi functional urban furniture



Bicycle rack and seating (Source: Addi)



Street signage (Source: Andrew Rankin 2019)



Street bollard (Source: Faro Barcelona 2021)



Creative planter and seating (Source: Artform Urban 2021)



Smart bench in Southwark- South London (Source: Ecorenewable energy)



Multi functional street lighting (Source: Yangzhou Langxu Lighting Technology Co. Ltd.)

Public art



Colourful (Source: SJB 2018)



Pedestrian-scale (Source: SJB 2018)



Abstract (Source: SJB 2018)

Public art can be stand- alone or integrated with other urban infrastructure. Integration can be facilitated by engaging with artists while designing urban furniture, wayfinding, lighting and urban greening elements. This approach is also recommended in the policy objectives of Council's *Public Art Policy*.

4.2 Footway characteristics

Opportunities and recommendations

- Apply a consistent paving palette across the ECC and upgrade where necessary
- The existing paving pattern in front of the Edgecliff Centre could be continued along the New South Head Road corridor as a consistent paving pattern.
- There are also opportunities for other pavement types to be used in open spaces, pocket parks and urban plazas to differentiate the characters of the precincts.
- Clearly delineate separated cycleway in line with recommendation of CPP1a
- Emphasise special areas such as gateway locations
- Create high quality edges at the interface with planting
- Prioritise natural materials with earthy tones
- Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.

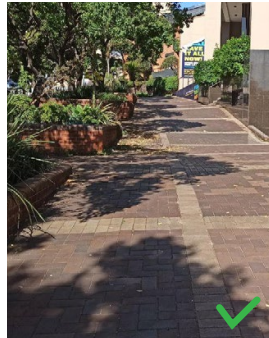
Existing context



Natural tone



Neat joins



Robust and low maintenance



No tree grate



No paving



Asphalt

Potential future paving characteristics



Contrast



Edge detail (Source: Woollahra Development Control Plan 2015)



Inclusive (Source: Visul Systems 2020)



Seamless integration with tree grate (Source: Batiproduits)



Permeable interlocking concrete pavers (Source: EV Studio)



Seamless integration with cycleway (Source: National Association of City Transportation Officials, New York 2014)

4.3 Planting palette

Opportunities and recommendations

- Select a range of trees consistent with the Urban Forest Strategy and Woollahra Street Tree Masterplan 2014.
- Select street tree species that can provide seasonal interest and flower displays to reflect the seasonal changes in the year.
- Select and locate trees to ensure that there are no impacts on road safety.
- Provide a range of deciduous and evergreen trees in public open spaces and plazas to create visual interest as well as maximise winter sunlight.
- Select trees with taller trunks and higher canopies to allow more space for pedestrian movement at street level and enhance visual connectivity in the public domain.
- Plant canopy trees to provide shading to pedestrian oriented spaces.
- Provide a range of shrubs and ground cover planting in addition to street trees to facilitate diversity and maximise urban greening, subject to wearability and maintenance.
- Enhance sustainability through planting species that require less or no irrigation through best practice underground watering solutions.
- Encourage sustainable storm water management through landscaped verges, rain gardens and deep soil areas.
- Select trees with wide canopies for areas with high volume of pedestrian such as pocket parks or areas with potential outdoor dining spaces.
- Plant additional street trees along footways. Investigate opportunities to minimise potential conflicts between street trees and awnings.

Canopy trees in Woollahra Street Tree Masterplan 2014



Caesalpinia Ferrea



Harpullia Pendula



Flindersia Australis

Canopy trees in areas with high pedestrian interaction



Canopy trees (Source: Ben Gooden 2020 via CityGreen)



Higher trunk



Deciduous trees - seasonal interest and winter sun  
Source: Arnold Associates 2021)

Street trees



Native (Source: Transport for NSW 2019)



Small tree on narrow footway (Source: Woollahra Street Tree Masterplan 2014)



Seasonal interest (Source: John Gollings)

Shrubs and Cover plants plants



Median islands (Source: Garden Style 2021



Combined with urban furniture (Source: Rose Bay Parked Benches Consultation 2021)



Planter box in narrow footway (Source: Adam Christopher Design Ltd)

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