



Urban Design & Built Form Study

Planning Proposal

Anzac Parade, Cawood Avenue, Solarch Avenue & Galup Street
Little Bay, NSW

Prepared for
Meriton

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We create amazing places



At SJB we believe that the future of the city
is in generating a rich urban experience
through the delivery of density and activity,
facilitated by land uses, at various scales,
designed for everyone.

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Executive Summary

1

Executive Summary

SJB have been engaged by Meriton Group to prepare an Urban Design and Built Form Study for a site located at 1408 Anzac Parade, Little Bay. The Urban Design Report (UDR) has been prepared in support of a Planning Proposal that seeks amendments to the current LEP and DCP controls for the subject site.

This report outlines a design rationale for changes to the current site masterplan, approved for a Stage 1 Development Application in January 2010. The far western block of the site has since been developed as 5 storey residential flat buildings that are consistent with the approved master plan. The revised scheme, proposed in this report, harnesses the development potential for the remainder of the site, re-evaluated to align with current planning policies and strategies and proposes an increase in FSR from 0.5:1 to 2:1.

This study includes a development strategy for the subject site within a wider investigation precinct that includes the government-owned land adjoining to the north. This investigation precinct includes the 1408 Anzac Parade site (13.5Ha) owned by Meriton, the Land and Housing Corporation land properties (11.5Ha) and the Long Bay Correctional Facility (41,59Ha) owned by State Government. The vision is aspirational and is derived from a high level understanding of emerging policy shifts and current and future public investments into public transport, specifically a future Metro service.

The integrated development strategies identify an opportunity for greater densities than currently approved, driven by a demand for increased housing supply and infrastructure delivery within Eastern Sydney. The preferred scheme aims to achieve a balance between the proposed uplift and the provision of open space, social infrastructure, the capacity of local road networks and access to public transport.

A specialist consultant team has been brought together by Meriton to provide technical expertise for the design proposal and specialist reports to support the Planning Proposal. The team includes Architecture and Urban Design by SJB, Town Planning and Feasibility by Urbis, Social Infrastructure Needs

Analysis by Cred Consulting and Traffic Engineering by Arup. The previously approved development application confirms that the residential development on the site is desirable. This proposal leverages new opportunities that have arisen since this approval and proposes:

- A broader basket of uses that including
- 5,900sqm of retail / commercial uses including a supermarket, associated line shops and population serving commercial uses
 - an additional 10,355sqm of public open space (on top of the 25,060 that already exists on site)
 - community facilities (creche / day care)
 - 1,909 new residential units, including a potential hotel (total of 190,386 sqm GFA)

In order to achieve this the Planning Proposal request the following changes to the development controls:

- Increase in the permissible height of building from 18m to 65m (below the maximum permissible RL of 105 as defined by existing aviation constraints)
- An increase in FSR from 0.5:1 to 2:1 across the site
- Introduction of additional permitted land uses to support mixed use development

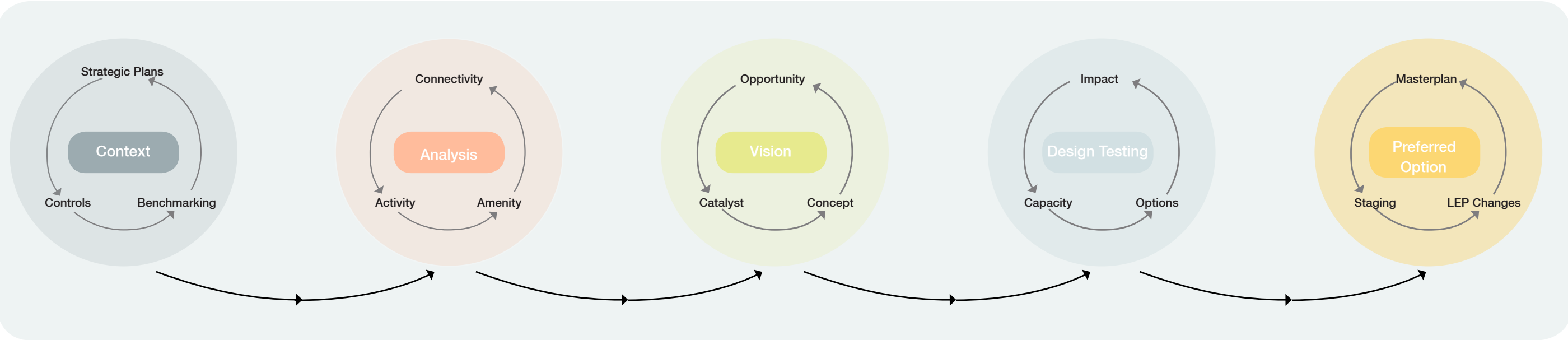
The appropriate information to support the planning proposal is contained in this report, and includes the following:

- An introduction to the site, its context and relevant planning frameworks
- A strategic framework and benchmarking analysis
- A thorough understanding of the local and urban context and an analysis of the design implications, summarised in an opportunities and constraints diagram
- Key design principles that will inform the future character, quality of the proposed development and underpin the building design
- Summary of the proposed LEP and DCP controls.
- An assessment of the proposal that quantifies solar access impact to the local area and impact on views for neighbouring sites



Executive Summary

1.1 Methodology



The above diagram illustrates the design process that was followed in order to arrive at the development proposal. This methodology is based broadly on the Government Architects Better Placed strategy that assists in delivering proposals that are appropriate to the changing needs of dynamic and growing urban environments. This process began with an understanding of the context - from a policy as well as spatial perspective, undertaking thorough site analysis, developing a vision for the site within the context of the broader precinct, developing options and testing alternatives so as to arrive a preferred option. This design-led process ensures the rigorous interrogation of the design options that leads ultimately to design excellence.

Better Placed

The design approach undertaken in this study has been informed by the key priorities and design considerations outlined in the *Better Placed* document, which include:

- 1. **Better fit** - contextual, local and of its place
- 2. **Better performance** - sustainable, adaptable and durable
- 3. **Better for community** - inclusive, connected and diverse
- 4. **Better for people** - safe, comfortable and liveable
- 5. **Better working** - functional, efficient and fit for purpose
- 6. **Better value** - creating and adding value
- 7. **Better look and feel** - engaging, inviting and attractive

Introduction and policy context

2

Outlines the purpose of this document, project methodology and background information in relation to the site's development history. This section also includes an overview of key state government policies and statutory controls that will inform the outcome for the site.

Introduction and policy context

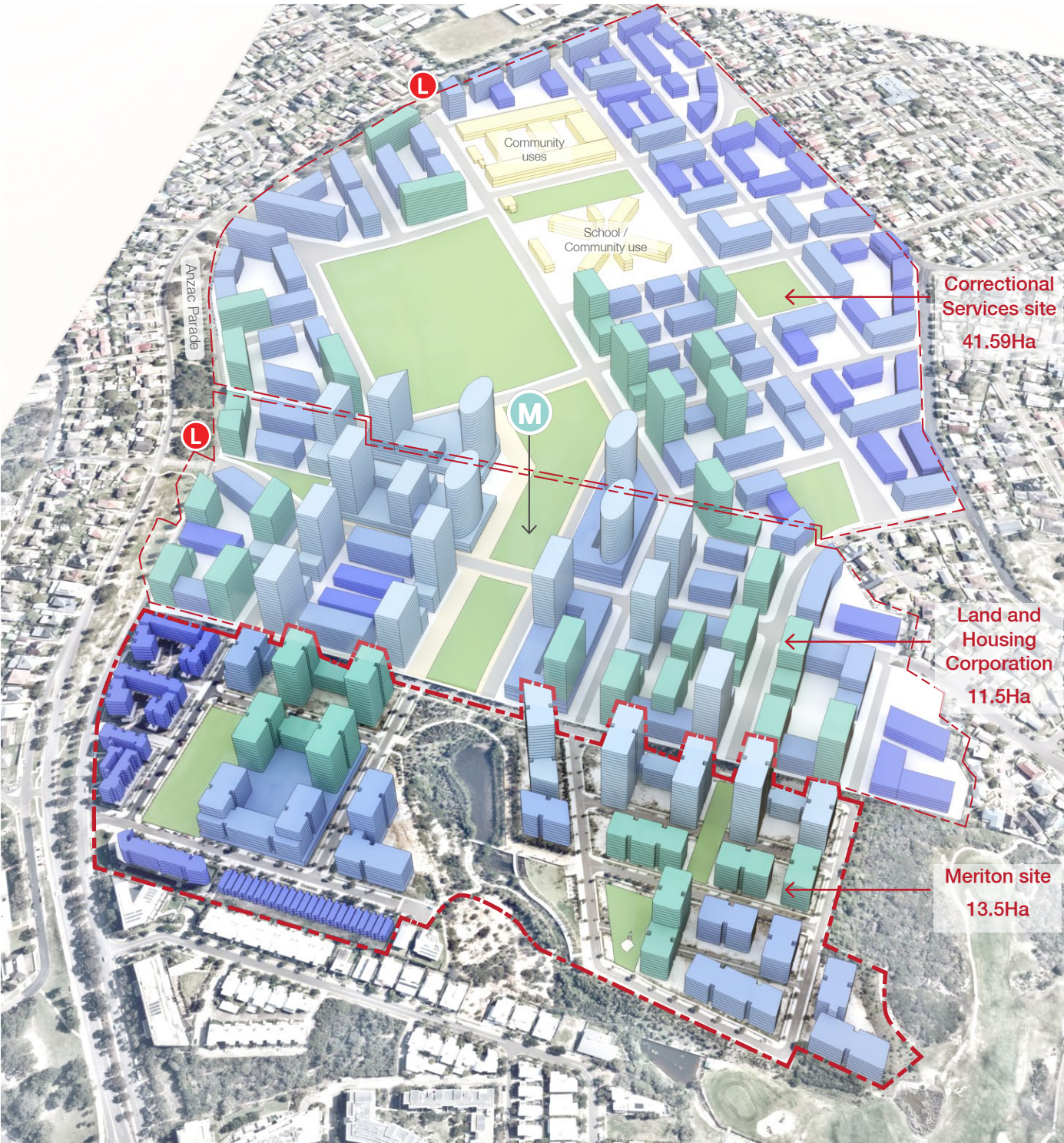
2.1 The purpose and structure of this report

This report outlines a design rationale for changes to the current site masterplan, approved for a Stage 1 Development Application in January 2010. The far western block of the site has since been developed as 5 storey residential flat buildings that are consistent with the approved master plan.

This study includes a development strategy for the subject site within a wider investigation precinct that includes the government-owned land adjoining to the north. This investigation precinct includes the 1408 Anzac Parade site (13.5Ha) owned by Meriton, the Land and Housing Corporation land properties (11.5Ha) and the Long Bay Correctional Facility (41,59Ha) owned by State Government. The vision is aspirational and is derived from a high level understanding of emerging policy shifts and future public investments into public transport.

The appropriate information to support the planning proposal is contained in this report, and includes the following:

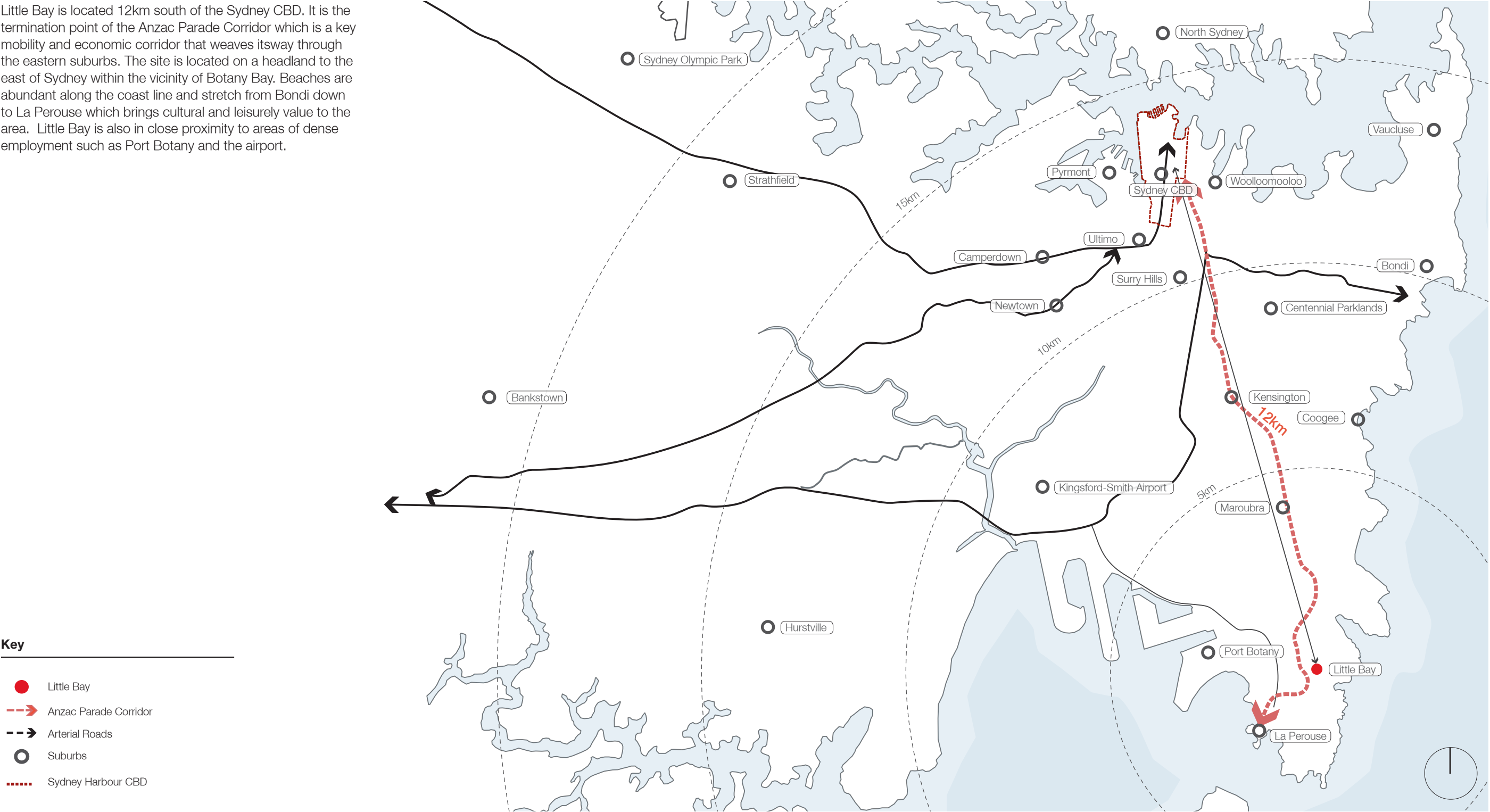
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- A thorough understanding of the local and urban context and an analysis of the design implications, surmised in an opportunities and constraints diagram
- Key design principles that will inform the future character, quality of the proposed development and underpin the building design
- Summary of the proposed LEP and DCP controls.
- An assessment of the proposal that quantifies solar access impact to the local area and impact on views for neighbouring sites



Introduction and policy context

2.2 Regional Context

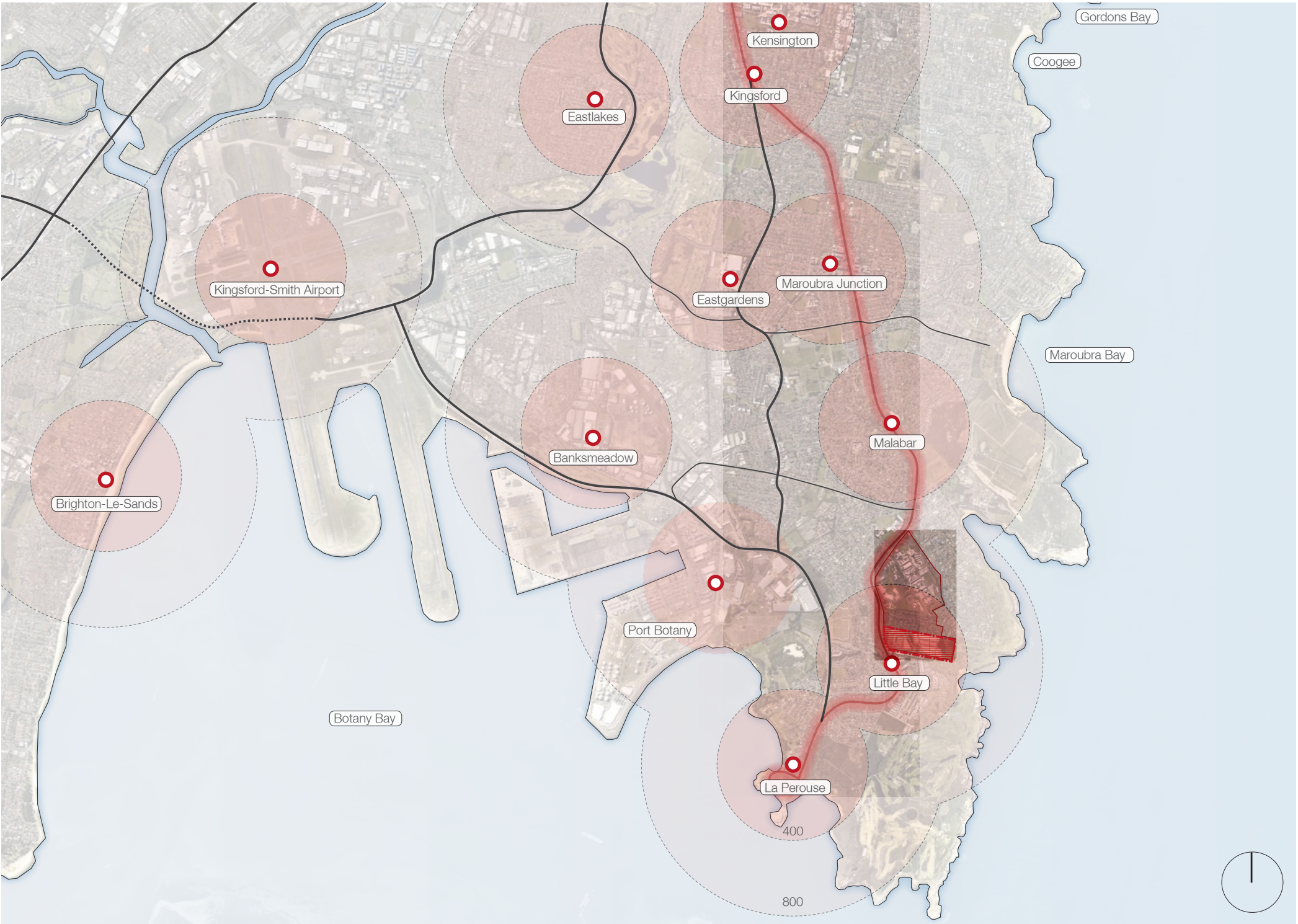
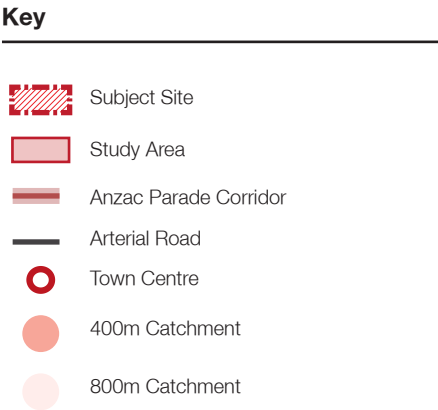
Little Bay is located 12km south of the Sydney CBD. It is the termination point of the Anzac Parade Corridor which is a key mobility and economic corridor that weaves its way through the eastern suburbs. The site is located on a headland to the east of Sydney within the vicinity of Botany Bay. Beaches are abundant along the coast line and stretch from Bondi down to La Perouse which brings cultural and leisurely value to the area. Little Bay is also in close proximity to areas of dense employment such as Port Botany and the airport.



Introduction and policy context

2.3 Urban Context

The Anzac Parade Corridor links a number of economic centres whose catchments overlapping ensuring good access for residents. The corridor is supported by a dense network of bus services and State Government is in the process of completing the light rail project that will connect the eastern suburbs to Sydney CBD with a dedicated and efficient public transport service. Maroubra Junction and Eastgardens are the closest large town centres, UNSW the nearest university and the site is conveniently close to the airport.



Introduction and policy context

2.4 Local context

The subject site (13.5Ha), owned by Meriton Group is located adjacent to Anzac Parade, a key development corridor within the Eastern District. The site represents one of the largest privately-owned residential development sites in the area.

The site adjoins a social housing estate (11.5Ha), owned by the Land and Housing Corporation (LAHC), which at some stage will be included into the Communities Plus program and will be developed for a mix of affordable and private market housing options. Further to the north, the Long Bay Correctional Facility (41.59Ha) owned by State Government has been earmarked for relocation and redevelopment with a new metro station.



Introduction and policy context

2.5 Site Context

The subject site is positioned in an area consisting of medium-low density residential dwellings. To the left of the site is the prominent movement corridor of Anzac Parade providing access to Little Bay beach. South of the site is the main social and commercial hub, with the LAHC social housing estate and Long Bay Correctional Facility located to the north.

A children’s playground, natural landscaped space and lagoon are located on the site, creating a connection to the copious amount of open recreational space positioned in close proximity (in particular, that of natively vegetated buffer zone, golf club and further Little Bay beach located directly adjacent to the subject site).

The block located at the western end of the site has been developed into five storey residential flat buildings and is consistent with the approved Stage 1 Masterplan.



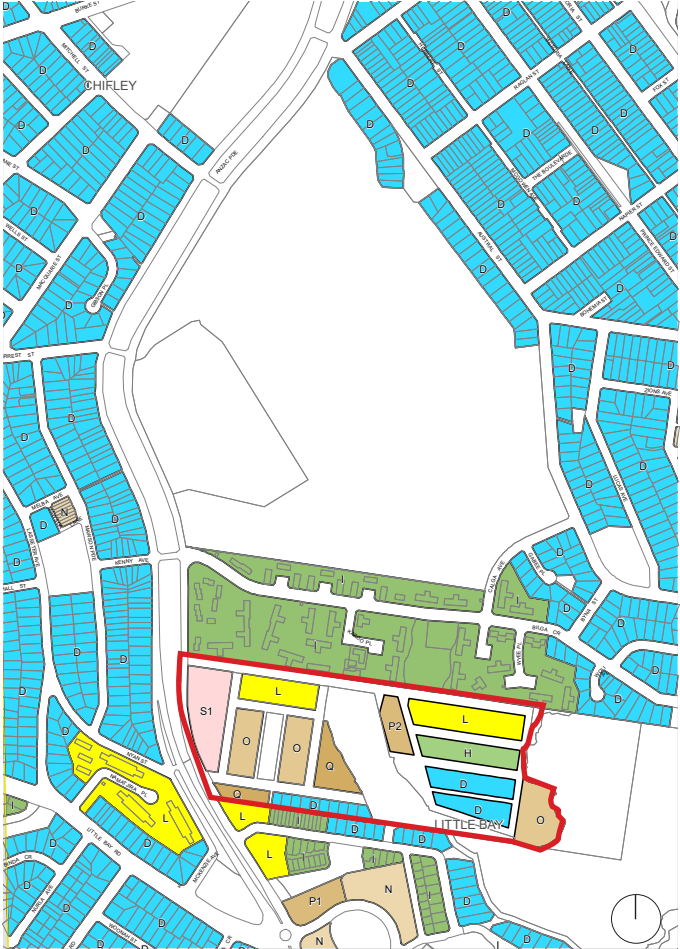
Key

--- Site Boundary

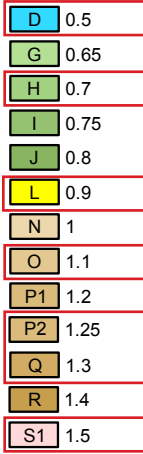
Introduction and policy context

1.1 Randwick LEP 2012

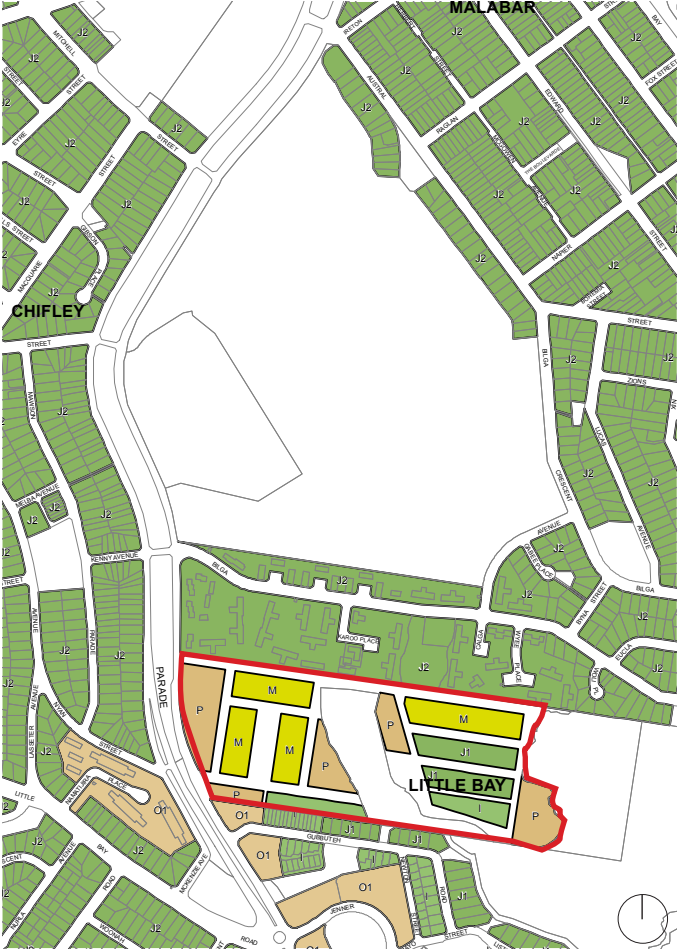
Floor Space Ratio



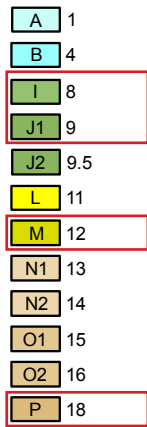
Floor Space Ratio Map - Sheet FSR_009 - Randwick LEP 2012



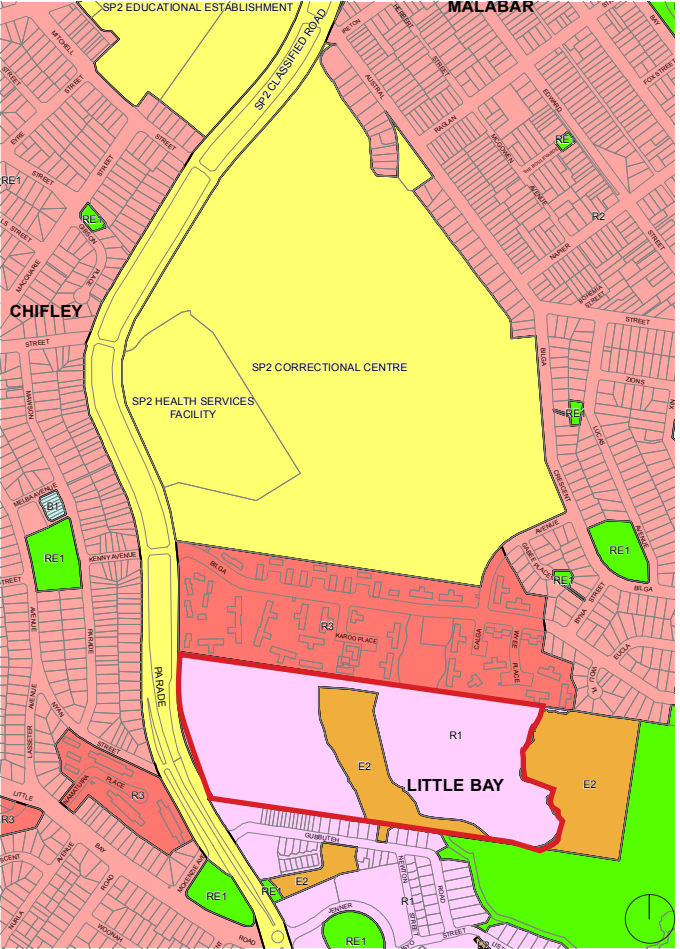
Height of Buildings



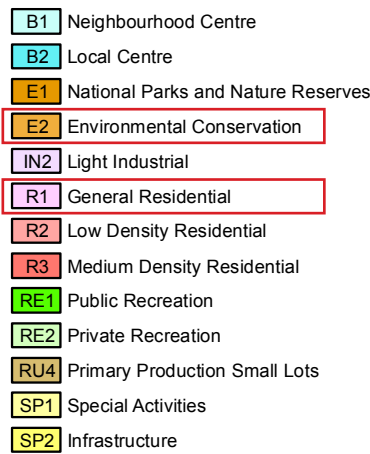
Height of Buildings Map - Sheet HOB_009 - Randwick LEP 2012



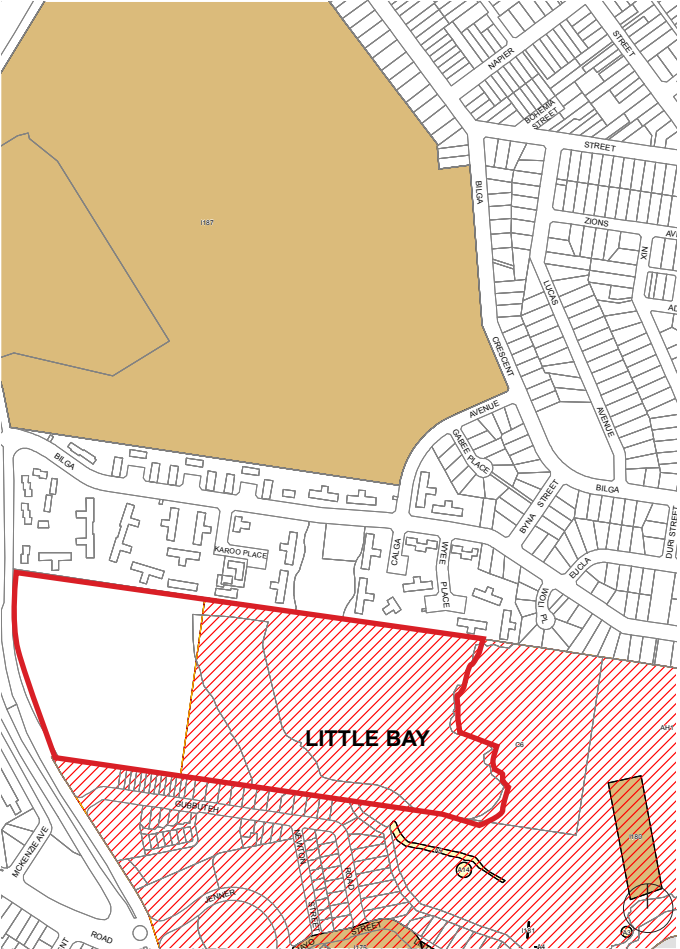
Land Use Zoning



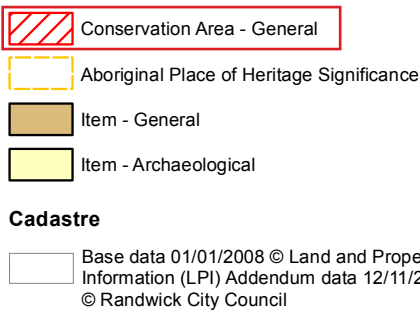
Land Use Zoning Map - Sheet LZN_009 - Randwick LEP 2012



Heritage



Heritage Map - Sheet HER_009A - Randwick LEP 2012



Introduction and policy context

2.6 Existing approvals: Little Bay Stage 1 Plan

The *Little Bay Stage 1 Plan (Revision D)* was produced for Charter Hall and Randwick City Council in 2009. The Plan was prepared by Hill Thalys Architecture + Urban Projects in collaboration with Candalepas Associates and McGregor Partners. The purpose of the document was to inform a Stage 1 Development Application for the subject site and prescribes controls in relation to built form, as well as public and private domain elements. This proposal is now 10 years old and significant changes have occurred in the planning and development environment.

The proposed Stage 1 Plan includes the following key features:

Lot Configuration

- Combination of small lots and larger lots for medium density housing

Street Pattern and Access

- Provides two access points to Anzac Parade off Ocean Avenue (primary) and Solarch Avenue (secondary)
- Hierarchy of landscaped Avenues and secondary residential streets
- Shared zones provided adjacent to linear park
- Pedestrian links provided to maximise connectivity to key local streets, open space and coastal walks.
- Low speed, low traffic streets create a pedestrian and cycle friendly environment

Open Space and Landscape:

- 50% of the site area is public domain, including 3 parks that are woven through the precinct. A large portion of this open space is not publicly accessible and included sensitive environmental areas with restricted access
- Urban Lounge: A linear park with playground located to the west (built)
- Paleo Valley Park: Provides a central open space that utilises existing water bodies for water treatment and forms the 'heart' of the precinct
- Brand Park: Landscaped recreational space that supports active play and community uses
- All parks include adjacent on-street parking
- An emphasis on water sensitive urban design, integrating stormwater management with open space/public domain strategy



Allotment Plan - Little Bay Stage 1 Plan, p.45

Introduction and policy context



Building Typology Plan - Little Bay Stage 1 Plan, p.46

Building Typology

- A mix of dwelling types are encouraged and planned to relate to the street hierarchy and block configurations
- Informed by surrounds to create a sensitive interface
- Located multi unit residential apartments in the more irregular shaped lots rather than small lot housing
- Apartment buildings are interspersed across the site

Controls	
	Detached residences and/or semi attached housing lots
	Detached residences and/or semi attached housing and/or Row housing with individual parking and/or Square courtyard housing with individual parking
	Detached residences and/or semi attached housing and/or Row housing with individual/shared parking and/or Apartments with common entry lobby from street frontage and shared underground parking
	Row housing with individual parking and/or Row housing with shared basement parking and/or Maisonette housing types with shared basement parking
	Multi unit apartment buildings Apartments with common garden and parking facilities. Common entry lobby from street frontage



Building Height Control Plan - Little Bay Stage 1 Plan, p.47

Height and density

- Higher densities located adjacent to open space
- Heights arranged to maximise solar access and minimise overshadowing within the site and to surrounding sensitive areas
- Proposed maximum height controls range from two storeys (8m) to up to five storeys plus basement (18m)
- Overall proposed FSR is 0.5:1 / gross GFA of 68,500m² public benefits.

Building Height Controls	
2	Two storeys permitted. 7.0m maximum wall height above RGL 8.0m maximum roof height above RGL
2 + A	Two storeys + attic room or roof terrace permitted. 8.0m maximum wall height above RGL 9.0m maximum roof height above RGL
B + 3	Basement + three storeys permitted. 1.2m maximum protrusion of basement above RGL 11m maximum wall height above RGL 12m maximum roof height above RGL
B + 5	Basement + five storeys permitted. 1.2m maximum protrusion of basement above RGL 17.2m maximum wall height to fifth storey above RGL 18m maximum roof height above RGL
*	Development applications for sites adjacent the Eastern Suburbs Banksia Scrub must include shadow diagrams that demonstrate that built form on these sites will cause no overshadowing of the mapped area of the Eastern Banksia scrub between 9am and 3pm at summer, equinox + midwinter. Note: The asset protection zone may be overshadowed during these times.

Introduction and policy context

Shortcomings of the existing approved scheme

- The approved development is not consistent with the current strategic planning
- The proposal has a very low FSR of 0.5:1, particularly in comparison with the adjacent Community Housing site that achieves an FSR of 0.75:1
- Significant advances have been made in the strategic planning environment with greater emphasis on increasing densities around public transport facilities
- Recent transport studies and future public transport plans indicate significant investments within the Eastern City District
- The low FSR does not take into account the inherent development potential in the adjacent public owned land (both the Community Housing site - 11.5Ha and the correctional services site - 41.5Ha) that hold significant development potential and that will be released by Government for development some time in the future
- The proposal is almost exclusively residential and does not provide the amenities, facilities and land uses that make higher density residential development desirable and convenient
- While the proposal includes a large quantum of open space much of this space is not publicly accessible and the proposal as a whole does not deliver significant public benefit.

In this context the approved proposal does not deliver the most effective or efficient use of the land.



Strategic Framework

3

Presents a strategic framework for the site and surrounding context, distilled at a regional, district and local scale. This is supplemented with a comparison between the existing densities and amenity provided in major centres located in proximity to the site.

Strategic Framework

3.1 Overview

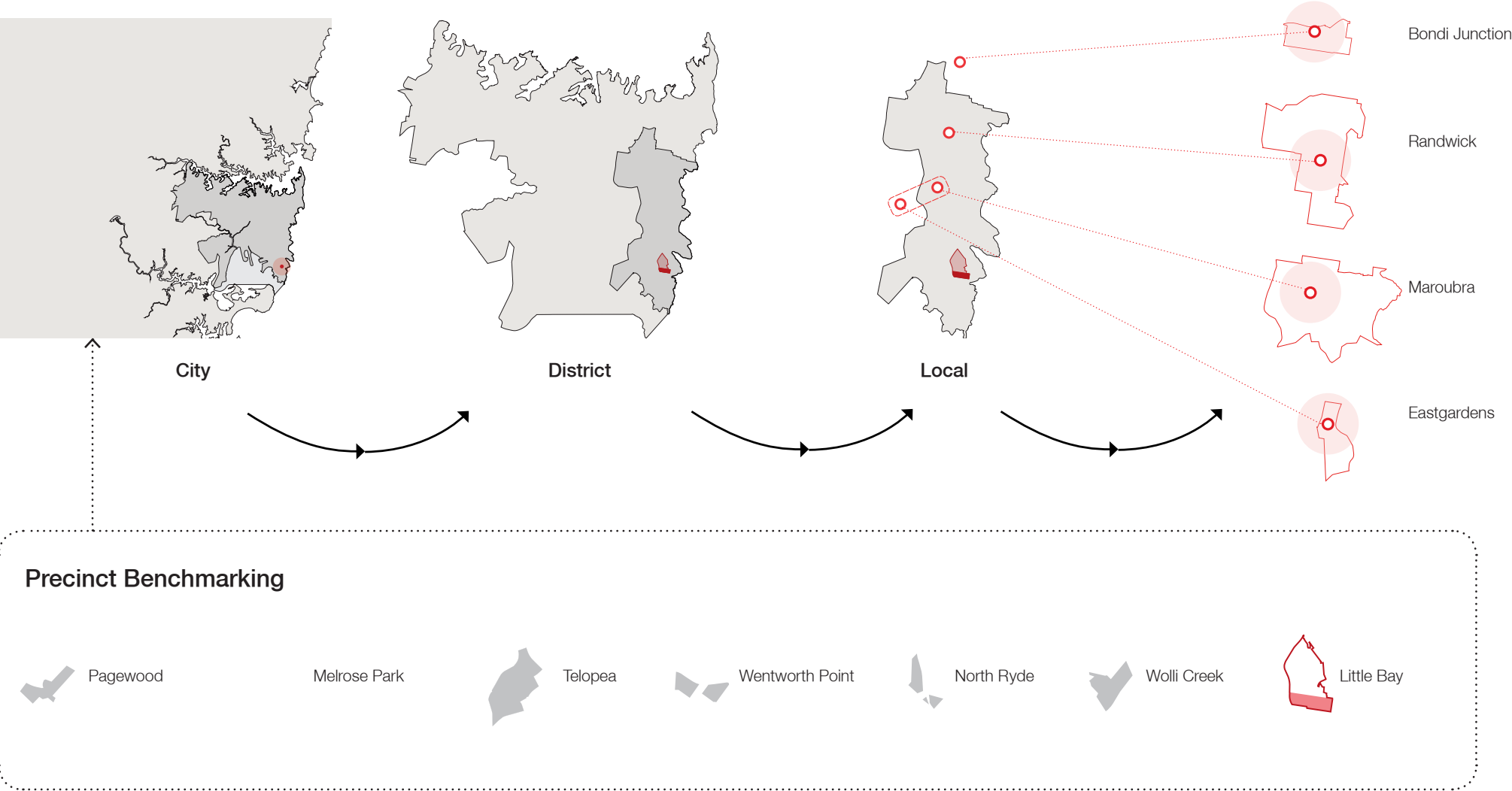
The strategic framework for the site has been developed from an understanding of the following documents that provide development direction at different scales.

- 1. Greater Sydney Region Plan**
The *Greater Sydney Region Plan - A Metropolis of Three Cities* was released by the Greater Sydney Commission (GSC) in 2018. The Plan provides high level strategic guidance for the development of Greater Sydney to 2056.
- 2. Eastern City District Plan**
In conjunction with the Greater Sydney Region Plan, the GSC released five District Plans in March 2018, as a guide for implementing the Region Plan at a district level.
- 3. Transport for NSW 2056**
Released in 2018 by Transport for NSW (TfNSW) the *Future Transport Strategy 2056* is a 40 year strategy for the transport system across Greater Sydney and regional NSW. The Strategy aligns with the wider vision put forward by the Greater Sydney Commission within the *Greater Sydney Region Plan* and supporting District Plan documents.

The section that follows draws on key concepts and ideas contained in these documents. The key findings are applied at a regional, district and LGA scale to establish a robust strategic framework in relation to the development potential of the site and its broader precinct considering existing and future context.

A separate benchmarking exercise has also been undertaken to gauge the development potential of the precinct in comparison to other precincts across Sydney that are comparable in scale, degree of change and development history to the subject site.

Planning Policy



Strategic Framework

3.2 Greater Sydney Region

The Greater Sydney Region is understood as a ‘Metropolis of Three Cities’ - the ‘Eastern Harbour City’, ‘Central River City’ and ‘Western Parkland City’. Each city district is anchored by a Metropolitan Centre, followed by strategic and local centres.

The subject site is located within the ‘Eastern Harbour City’ which is anchored by the Harbour CBD, referred to as “Australia’s global gateway and financial capital” (p.20). Any development within this region should respond to a future context and align with the Plan’s wider vision for the Eastern City District and Greater Sydney as a whole.

Key

Eastern City District

Major Road

Open Space

Planned Precinct

Employment Centre

Economic Corridor

Metropolitan Centre

Strategic Centre

Existing Train Line

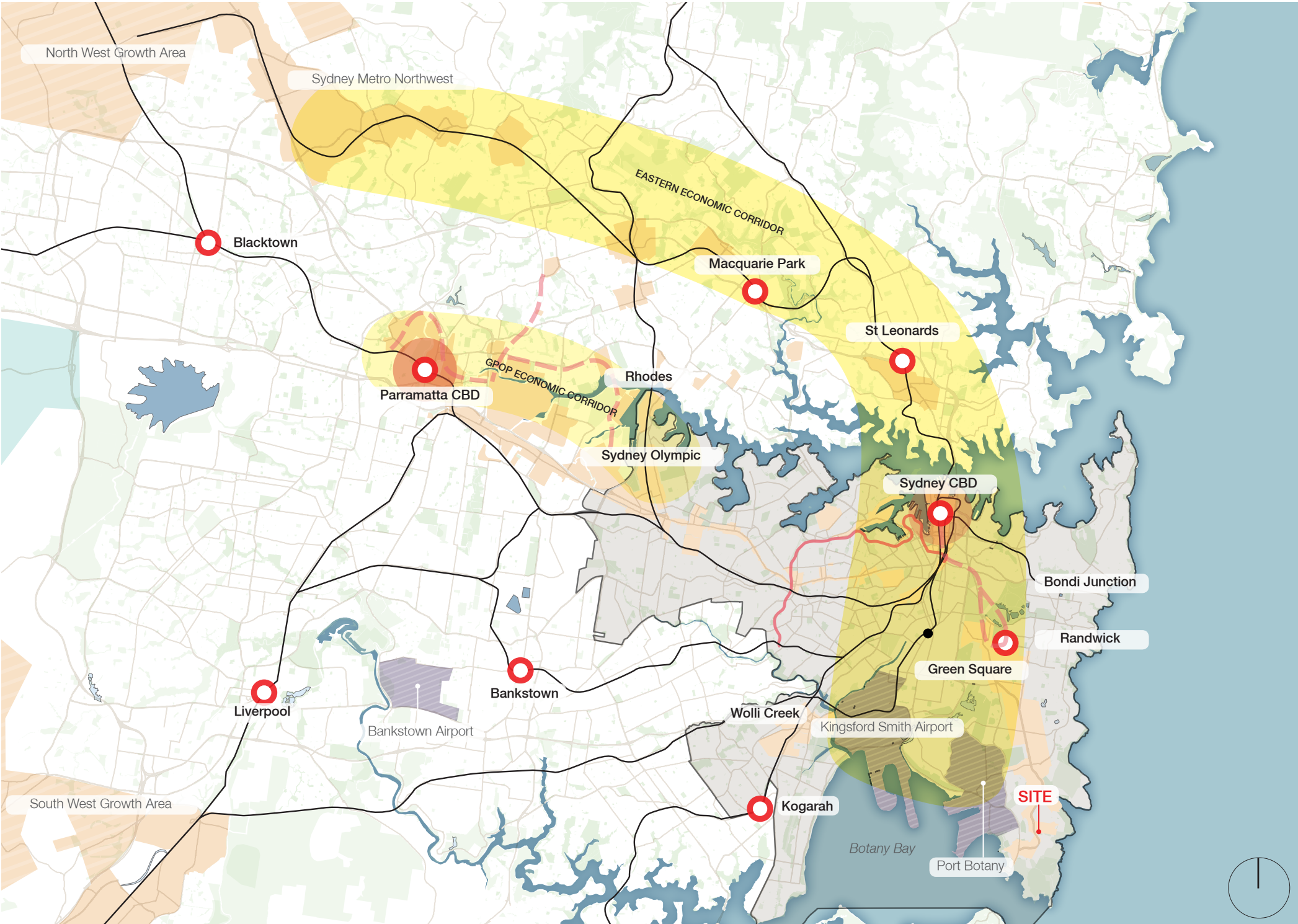
Light Rail - Under Construction

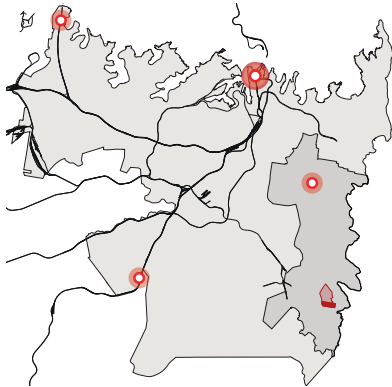
Light Rail - Under Investigation

Metro - Under Construction

Metro - Under Investigation

Potential Future Mass Transit Link





3.3 Informants from the Eastern City District Plan

The Eastern City District plan contains a number of cues for how the site might be developed. The following elements are identified as defining characteristics of the Eastern City District, drawing on the existing context and a desired future context envisioned by the Greater Sydney Commission.



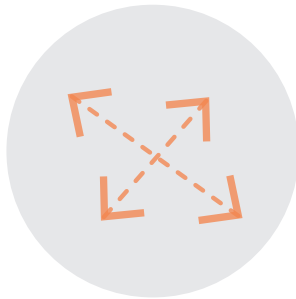
Landscape Setting

- Key centres and activity corridors sit within the landscape and are characterised by scenic vistas and green grid connections
- A network of green space is established across schools, public parks, bushland, recreational facilities and private open space
- The most liveable areas are typically characterised by a high level of open space amenity
- In some areas, streets are characterised by an established tree canopy, with targets to increase canopy coverage across the District
- The patterns of development are largely driven by existing landscape conditions such as topography, wetlands and environmental features



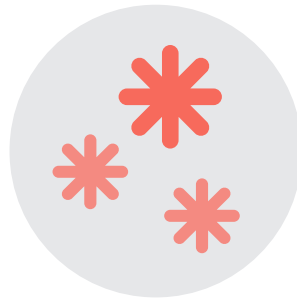
A Harbour City

- Characterised by a strong visual and physical connection to the water including Sydney Harbour, beaches, bays and local waterways
- The location of areas in proximity to the water has been critical for the development of key trade ports and industrial precincts
- Increased accessibility and connectivity through water-based public transport connections
- The District's climate, landform and ecology is largely informed by hydrological patterns
- Tourism opportunities for the District are typically focused around coastal and waterfront areas



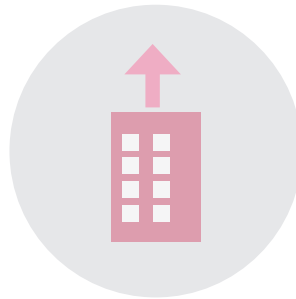
A '30 Minute City'

- Priority to locate dwellings within 30 minutes by public transport of a metropolitan or strategic centre
- Features the lowest car use and highest proportion of walking/ cycling for work journeys of any district
- Offers a range of public transport opportunities including heavy rail, light rail, metro and buses
- Major public and active transport investments under construction and identified for future investigation



Sydney's Economic Heart

- The District provides 37% of total jobs across Greater Sydney (2016)
- Productivity is focused within the Harbour CBD, supported by strategic and local centres
- The Eastern Economic Corridor stretches across the District, connecting key centres and industrial precincts
- The retention of industrial and urban services land to support productivity growth is identified as a key priority by the GSC



Urban Renewal & High Rise Living

- 22% of Greater Sydney's total projected housing growth (2016-2036) is located within the District
- At 59%, multi-unit dwellings were the predominant housing type in 2016
- Several urban renewal areas with the capacity for additional housing are identified within the District
- Medium-high density housing provided through infill development, focused around major transport corridors and infrastructure hubs
- Harnessing public land to provide residential developments that include a mix of private, affordable and social housing, along with supporting services and infrastructure



Vibrant Live/Work Centres

- 74% of the District's workforce reside within the area (2016)
- An emphasis on the co-location of housing, jobs and social infrastructure/support services
- As metropolitan and strategic centres grow, the retention of commercial areas alongside housing growth is identified as a key priority

Strategic Framework

The other significant components of the Eastern City District Plan that apply at district level include:

- 1. The Eastern City District is identified for significant housing growth, with a demand for 157,500 additional dwellings from 2016-2036, equating to 22% of Sydney’s total growth. This growth calls for the strategic planning of urban renewal and infill development, supported by increased infrastructure, services and amenity.
- 2. The Eastern City District is anchored by the Harbour CBD Metropolitan Centre.
- 3. The site is located within the Randwick LGA, anchored by Randwick Health and Education Precinct and major centre.
- 4. Within the Randwick LGA, an urban renewal precinct is identified along the Anzac Parade Corridor.
- 5. The extension of the light rail from Kingsford to Maroubra is identified for investigation over the next 10-20 years.
- 6. The extension of the Sydney Metro West line from the Harbour CBD to Malabar via Randwick is identified for investigation over the next 10-20 years. This line terminates close to the subject site and within the surrounding study area.
- 7. A public transport link is proposed between Bondi Junction and La Perouse.



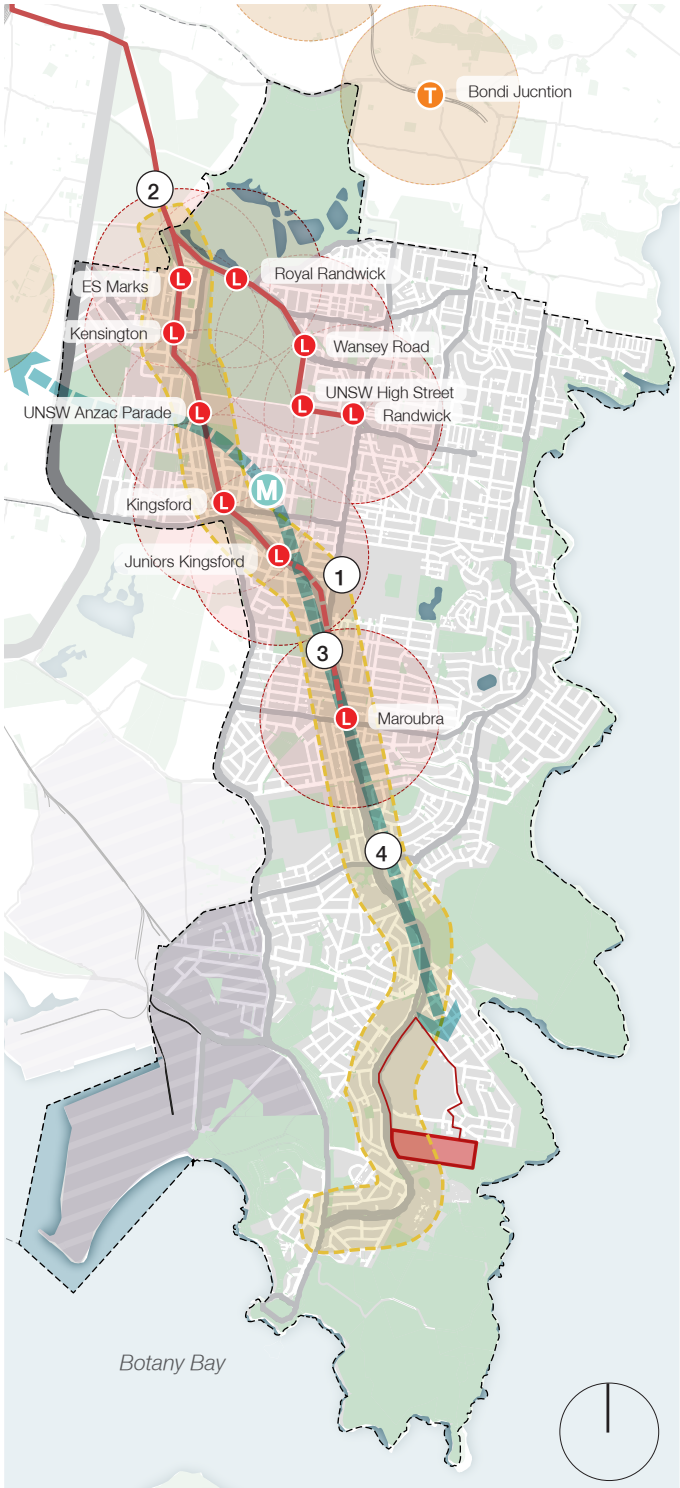
Strategic Framework

3.4 Randwick Local Government Area

At the local level of the Randwick LGA the following key land use and movement are important informants:

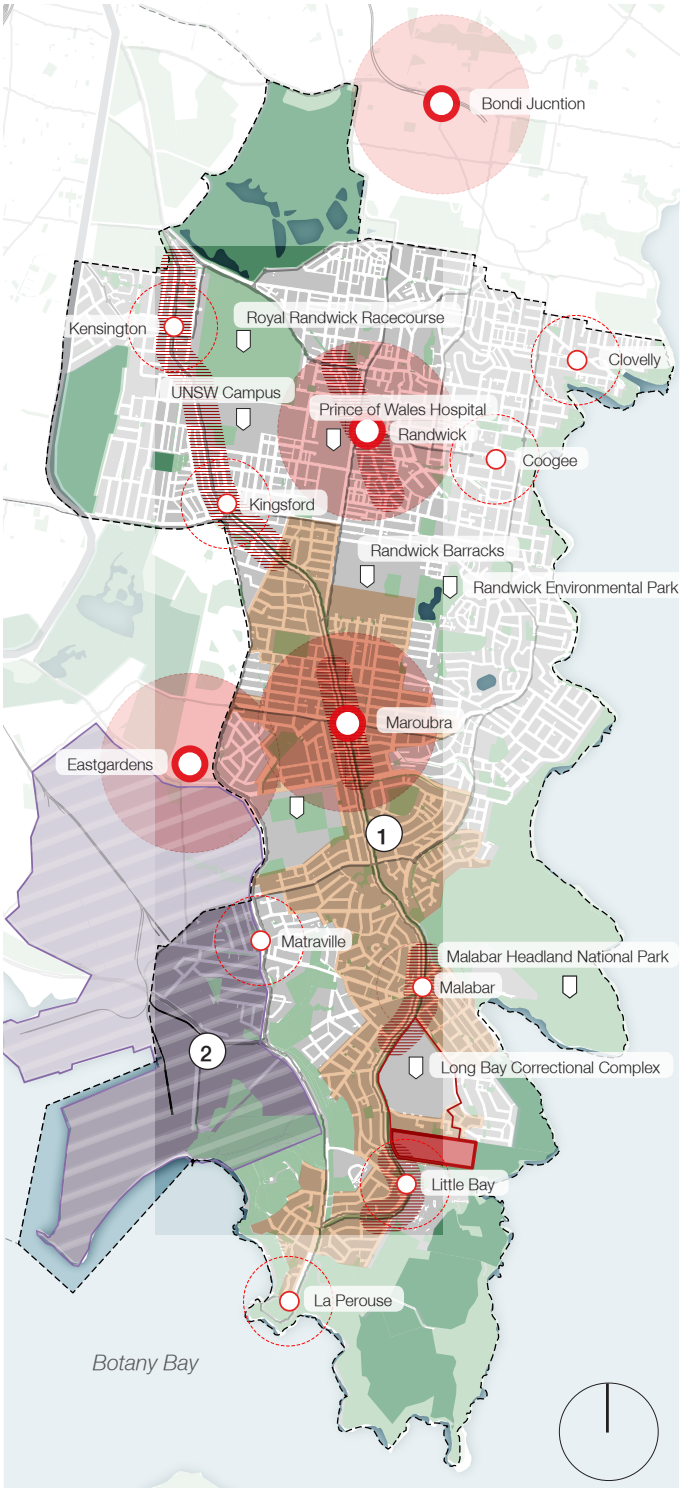
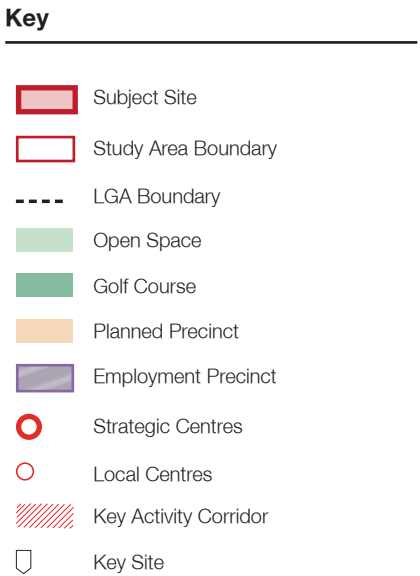
Movement

- 1. Anzac Parade is a key vehicular movement corridor that runs north-south through the LGA and defines the western boundary of the subject site and study area.
- 2. Currently under construction, the future light rail line runs from the Sydney CBD to the north-west area of the Randwick LGA, terminating at Kingsford and Randwick.
- 3. A potential extension of the light rail from Kingsford to Maroubra is identified for future investigation.
- 4. A potential metro link between the Harbour CBD to Malabar, in the vicinity of the subject site, is identified for future investigation.

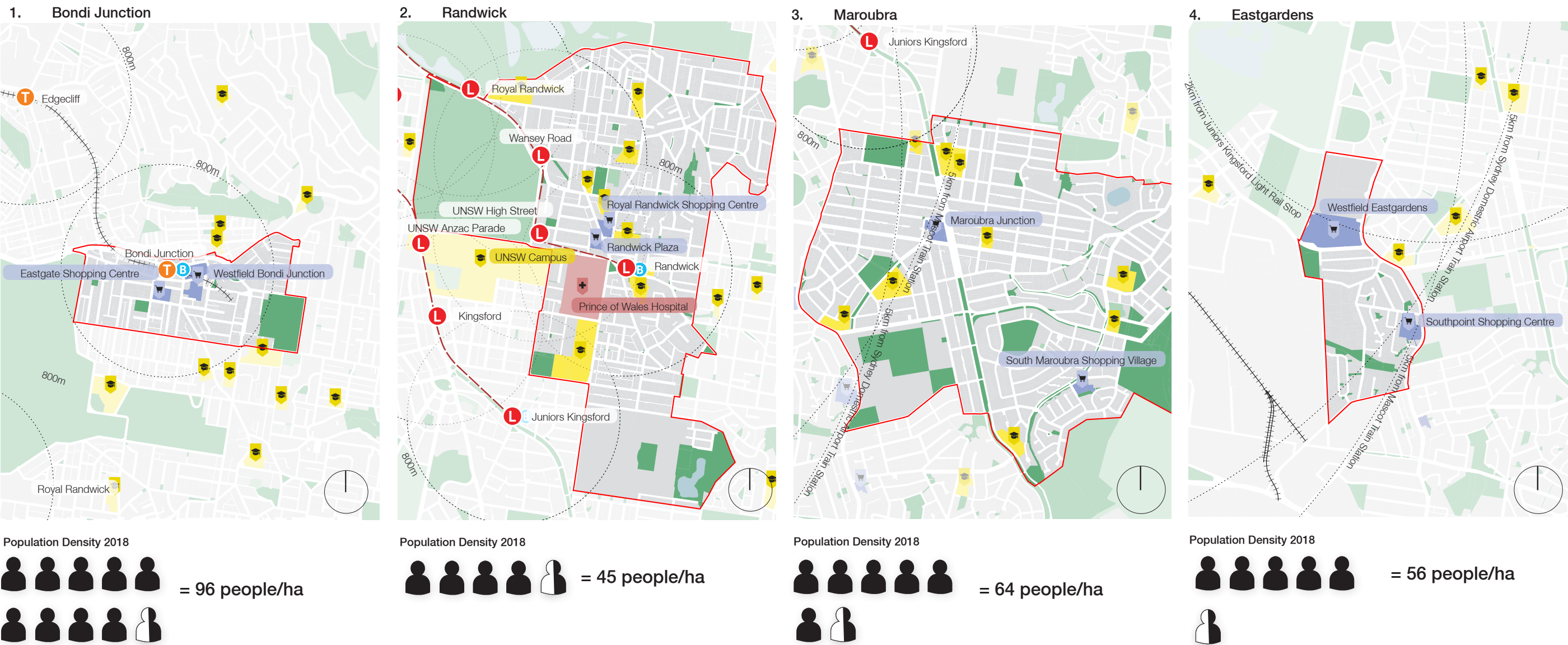


Land Use and Activity

- 1. The site is located within the revised boundary for the Anzac Parade Corridor Planned Precinct. The Department of Planning and Environment (DPE) identified growth opportunity within the precinct, leveraging off the area's excellent access to regional services and proximity to surrounding employment precincts. As of As of December 2013, investigation for the precinct was placed on hold.
- 2. The Port Botany employment precinct falls within the LGA to the south-west and is located within 1km of the subject site.
- 3. Activity, including retail, commercial and community uses, is focused around the strategic centres located within and in the immediate vicinity of the LGA.
- 4. Secondary retail and other services are mostly located within local centre nodes across the LGA.



3.5 Existing Major Centres



The above diagrams provide an assessment of the infrastructure, land use, density and amenity provided within existing major centres in Sydney's South East. This analysis reveals key characteristics that shape these major activity centres and helps to expose any gaps that may exist in the provision of services and infrastructure within the site's broader context.

The central location of key uses such as retail and health facilities is a common occurrence across all centre and suggests a high number of employment opportunities. Access to schools and local open space is fairly consistent, while the level of transport amenity varies somewhat depending on proximity to the Sydney CBD. This analysis highlights an opportunity for Little Bay to provide local services and residential development to support the surrounding employment areas and to safeguard industrial lands to the west.

Key

Suburb Boundary

Train Line

Public Open Space

Private Open Space

Light Rail - Under Construction

Public Transport Catchment

Bus Interchange

Major Retail Centre

Educational Facility

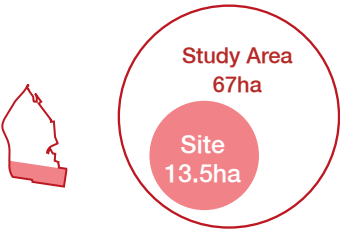
Hospital


























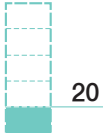




































= 10 people/hectare

Population data accessed from: <https://profile.id.com.au>

3.6 Precinct Benchmarking

Based on our analysis of the Eastern City, focusing on Sydney’s South East, the site at Little Bay provides an opportunity to create a local scale centre with high density residential supported by essential infrastructure and services. The benchmarking analysis below provides examples of other urban renewal precincts across Sydney of a similar scale, level of transport service and development context. The key learnings from this analysis have informed the development proposal for the subject site.



Development precinct	 Pagewood	 Melrose Park	 Telopea	 Wentworth Point	 North Ryde	 Wolli Creek
Precinct site area	16ha	28ha	64ha	18.6ha	12.7ha	35ha
Former predominant land use/ownership	 Manufacture	 Industrial	 LAHC housing / privately owned residential	 Roads & Maritime Services	 Industrial	 Industrial
Centre Typology	 Local Centre	 Local Centre	 Local Centre	 Local Centre	 Local Centre	 Local Centre
Number of Dwellings	 3,500	 5,050  Industrial	 4,500	 2,300	 3,000	 6,100
Maximum height	 20	 18	 20	 25	 30	 30
FSR Ranges	2:1 - 3.2:1	1.5:1 - 3:1	0.5:1 - 3.7:1	1:1 - 2.6:1	0.5:1 - 3.5:1	2:1 - 4:1
% of RE1 open space within precinct	 25%	 12%	 9%	 25%	 22%	 4%
Land use	 Residential  Mixed Use	 Residential  Mixed Use  Commercial	 Residential  Community  Mixed Use	 Residential  Mixed Use  School	 Residential  Mixed Use  Community	 Residential  Mixed Use
Public transport within 800m (planned or existing)	 B	 B  L	 L	 F  B	 M	 T  B

Analysis

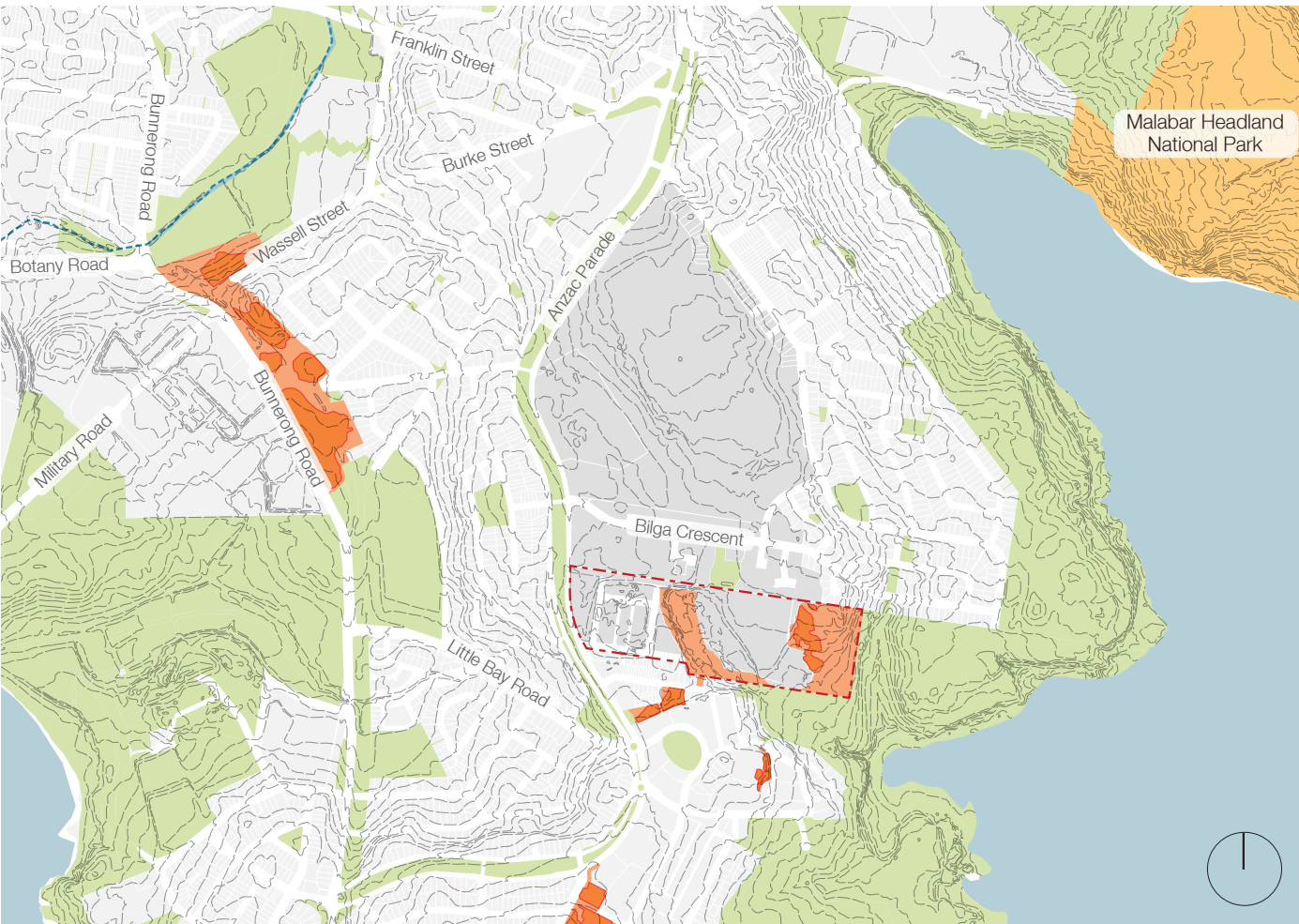
4

Analysis of the existing site context has been undertaken at an urban and local scale for the following:

- Views and Vistas
- Landform and Ecology
- Movement and Access
- Land Use, Activity and Ownership
- Built Form and Character
- Height
- Open Space, Recreation and Community Infrastructure
- Opportunities and Constraints

Analysis

4.1 Landform and Ecology

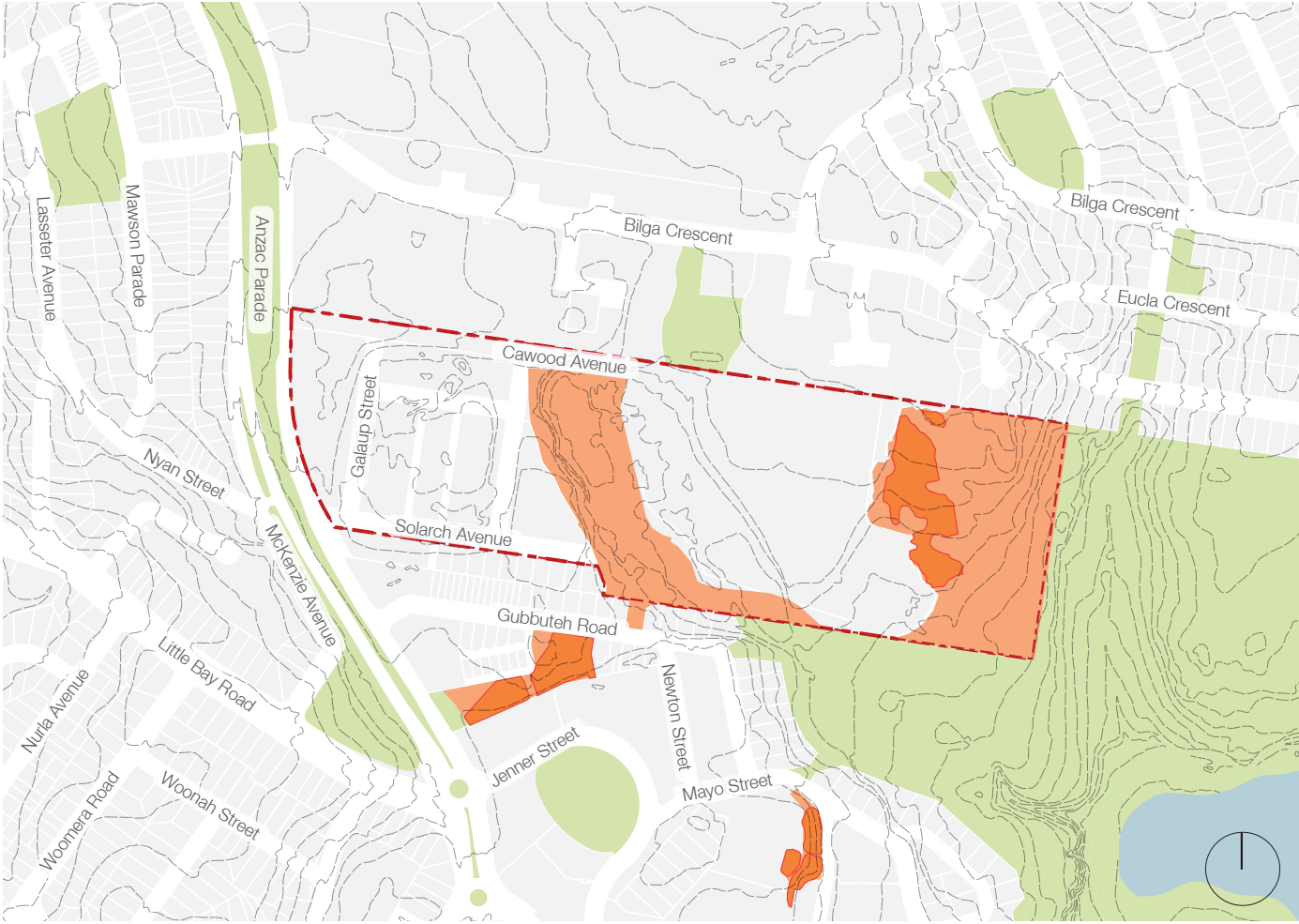


Urban Context

- Zoned as E1 in the Randwick LEP 2012, Malabar Headland National Park is located along the coast to the north-east.
- Two E2 Environmental Conservation zones are identified within the urban context, including one on the subject site.
- Across the area, the topographic condition generally falls towards the coastline.

Key

- Site Boundary
- Study Area
- Contour - 2m Interval
- Drainage Path
- E1 National Parks and Nature Reserves (Randwick LEP 2012)
- E2 Environmental Conservation (Randwick LEP 2012)
- Terrestrial Biodiversity



Local Context

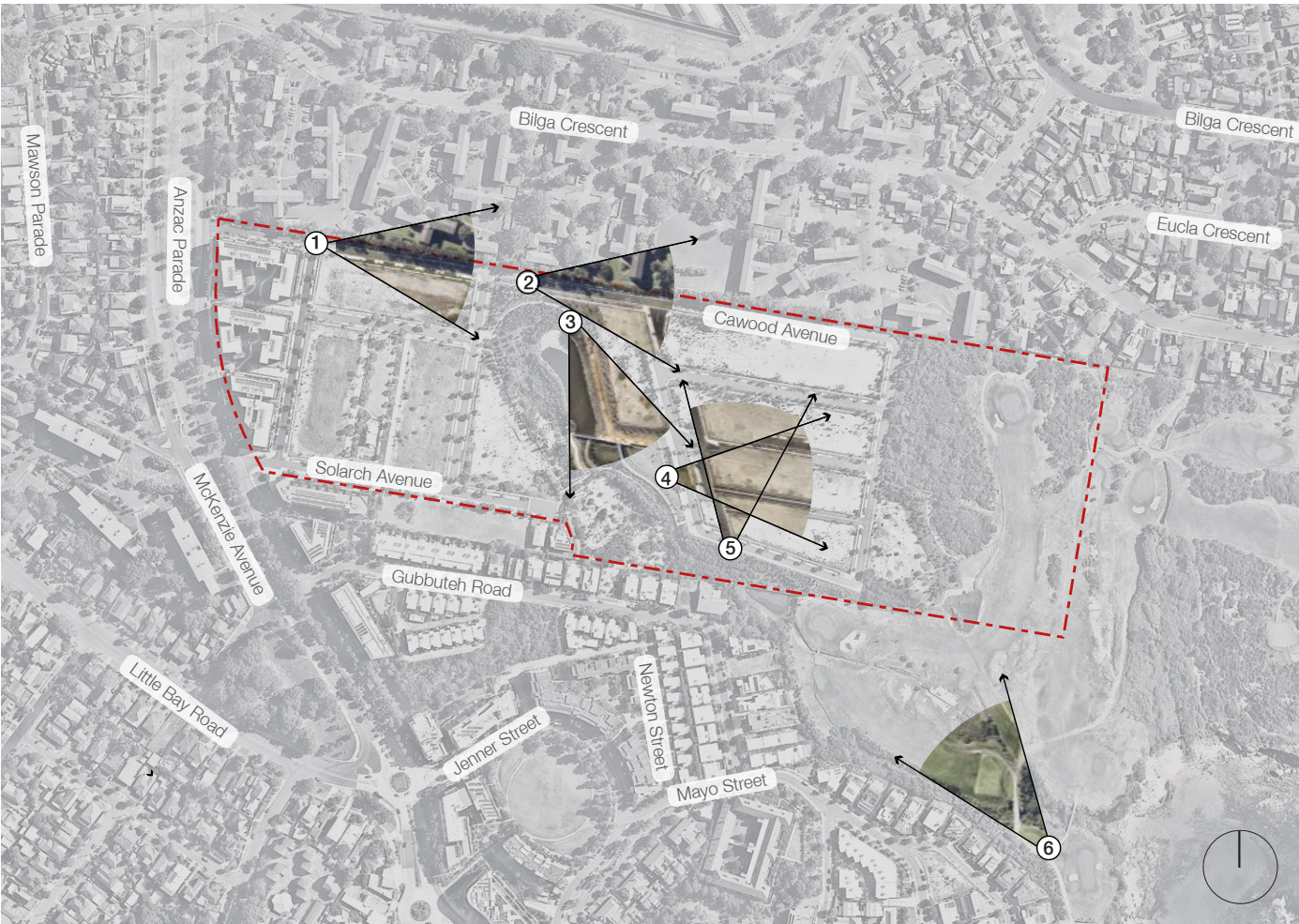
- A central and eastern portion of the site is zoned as E2 Environmental Conservation in the Randwick LEP 2012. Low impact uses such as roads, recreational space and environmental or community facilities are permitted in these areas.
- The topography of the site is fairly even, with key level changes occurring within the E2 zones at the central and eastern areas of the site.
- Areas identified for terrestrial biodiversity refer to environmentally sensitive land that should be protected in any future development.

Key

- Site Boundary
- Contour - 2m Interval
- E2 Environmental Conservation (Randwick LEP 2012)
- Terrestrial Biodiversity

Analysis

1.2 Views and Vistas



Key Plan

The combination of topography and the street layout create opportunities to frame distant views from the through the development of the site. It is also important to consider views of the site and how the development of the site will transform the existing character and identity of the area. Six key view corridors from the site have been identified in the diagram above and shown opposite. The rationale for the selection of these views include:

- Existing prominence of the subject site in the view from surrounding streets and spaces;
- Likely prominence of the built form of the Little Bay site following future redevelopment from surrounding streets and spaces;
- Affect of site masterplan's built form on its immediate surroundings in terms of visual prominence;
- Affect of site masterplan's built form from within the subject site in terms of visual prominence.

Key

Site Boundary

Key View Corridors



1. North western corner of site looking along Ocean Street



2. View along Ocean Avenue towards Little Bay



3. View of lagoon / open space positioned within site



4. Bay Lane looking in an easterly direction towards Little Bay



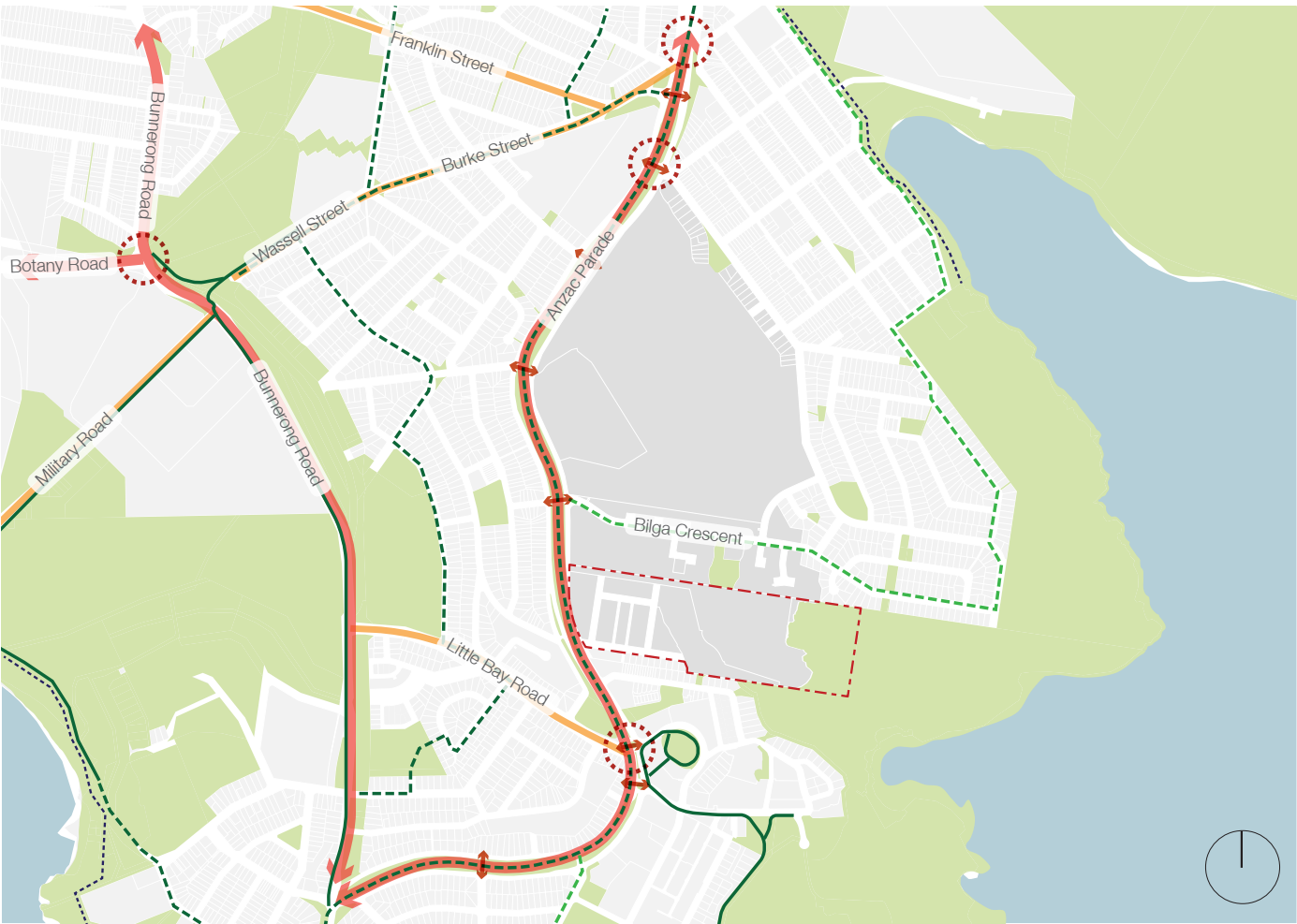
5. Fairway Terrace



6. View from The Coast Golf Club

Analysis

4.2 Movement and Access

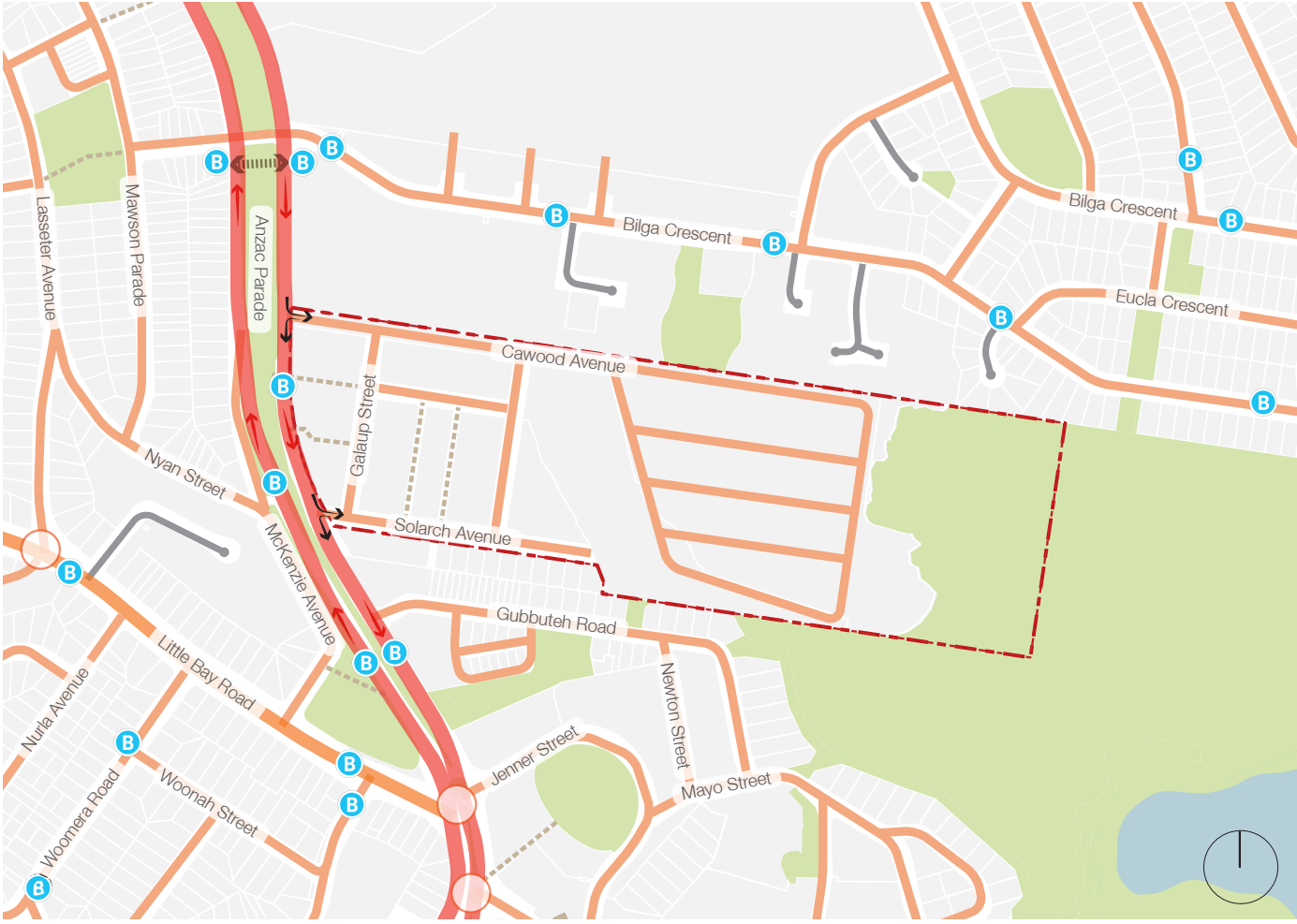


Urban Context

- Anzac Parade is the major arterial road that runs south to Little Bay Town Centre and Little Bay Beach and north to several major centres and to the Sydney CBD beyond.
- An established network of on/off-road cycle paths connect key open spaces and local centres within the area. This includes a cycle friendly route that runs through the LAHC housing estate immediately to the north of the site.

Key

- Site Boundary
- Study Area
- Arterial Road
- Primary Road
- Major Intersection
- Anzac Parade Crossing
- Cycle Path - Off Road Trail
- Cycle Path - On Road Dedicated Lane
- Cycle Friendly Roads
- Coastal Walking Track



Local Context

- The local area is well serviced by buses that are the primary mode of public transport connectivity, including a number of express routes, to the wider area.
- A pedestrian crossing over Anzac Parade is located nearby to the north. A green spine running between the two one-way roads along Anzac Parade facilitates road crossing at other points.
- Existing site access points are located at either end of the western boundary along Anzac Parade. Site access at other points is limited by adjoining lots and open space.

Key

- Site Boundary
- Arterial Road - One Way
- Primary Road
- Secondary Road
- Cul de sac
- Pedestrian Link
- Pedestrian Crossing
- Roundabout
- Existing Site Access
- Local Bus Stop

Analysis

4.3 Land Use, Activity and Ownership

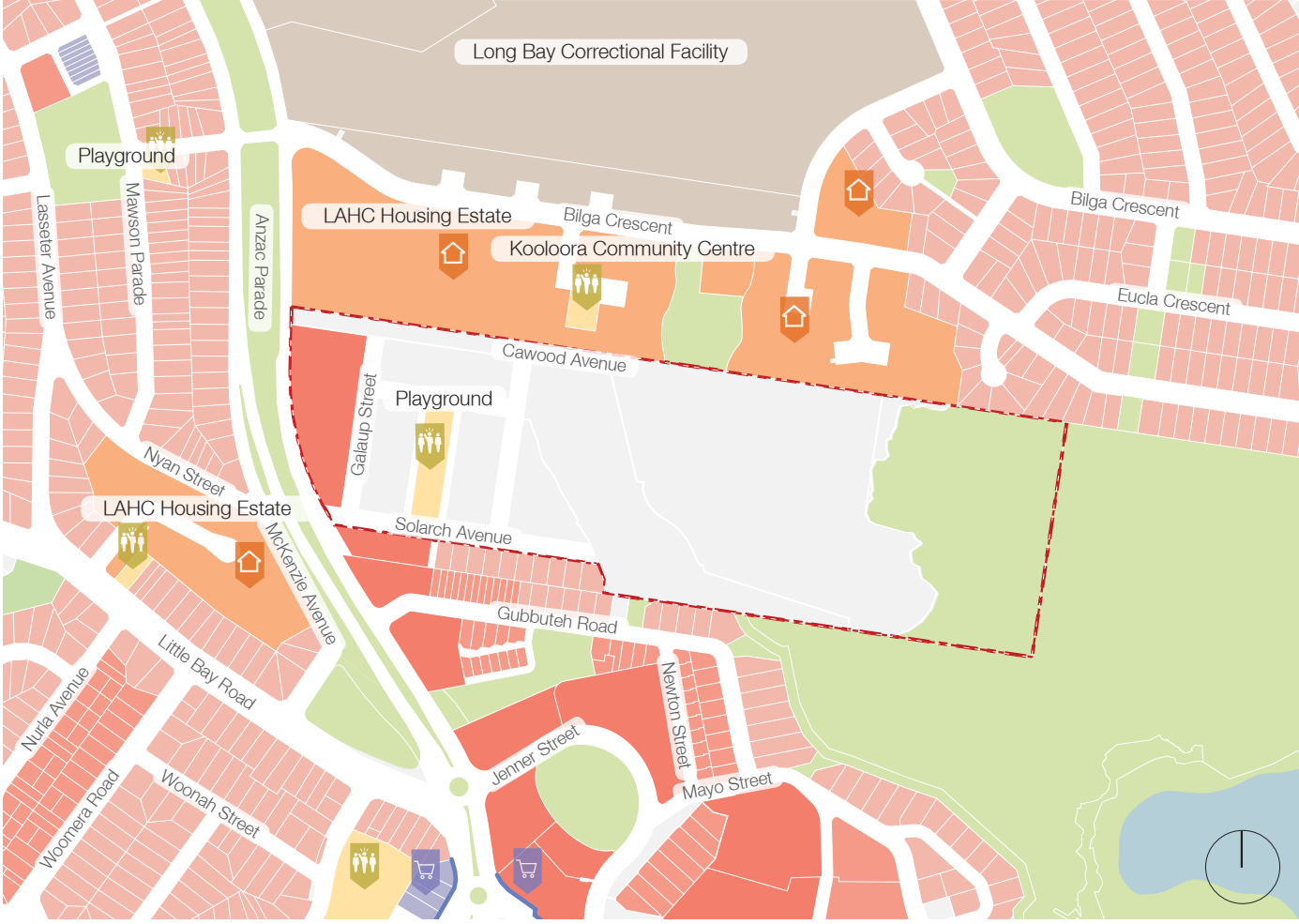


Urban Context

- The predominant surrounding land use is residential, interspersed with pockets of retail, open space and community infrastructure.
- A number of social housing estates are located in the immediate vicinity, including a large precinct adjacent to the north of the site.
- The Long Bay Correctional Facility occupies a large area located to the north of the site.
- Limited local services, including retail, schools and community facilities are clustered around the Anzac Parade/ Burke Street junction to the north and at the Anzac Parade/ Little Bay Road junction to the south.

Key

	Site Boundary		Retail
	Study Area		School
	Residential Areas		Industrial Zone
	Medium-rise Mixed use Development		Health Use
	Social Housing Estate		Cemetery
	Community Facility		Activity Cluster
	Long Bay Correctional Complex		Government-owned Land within Study Area



Local Context

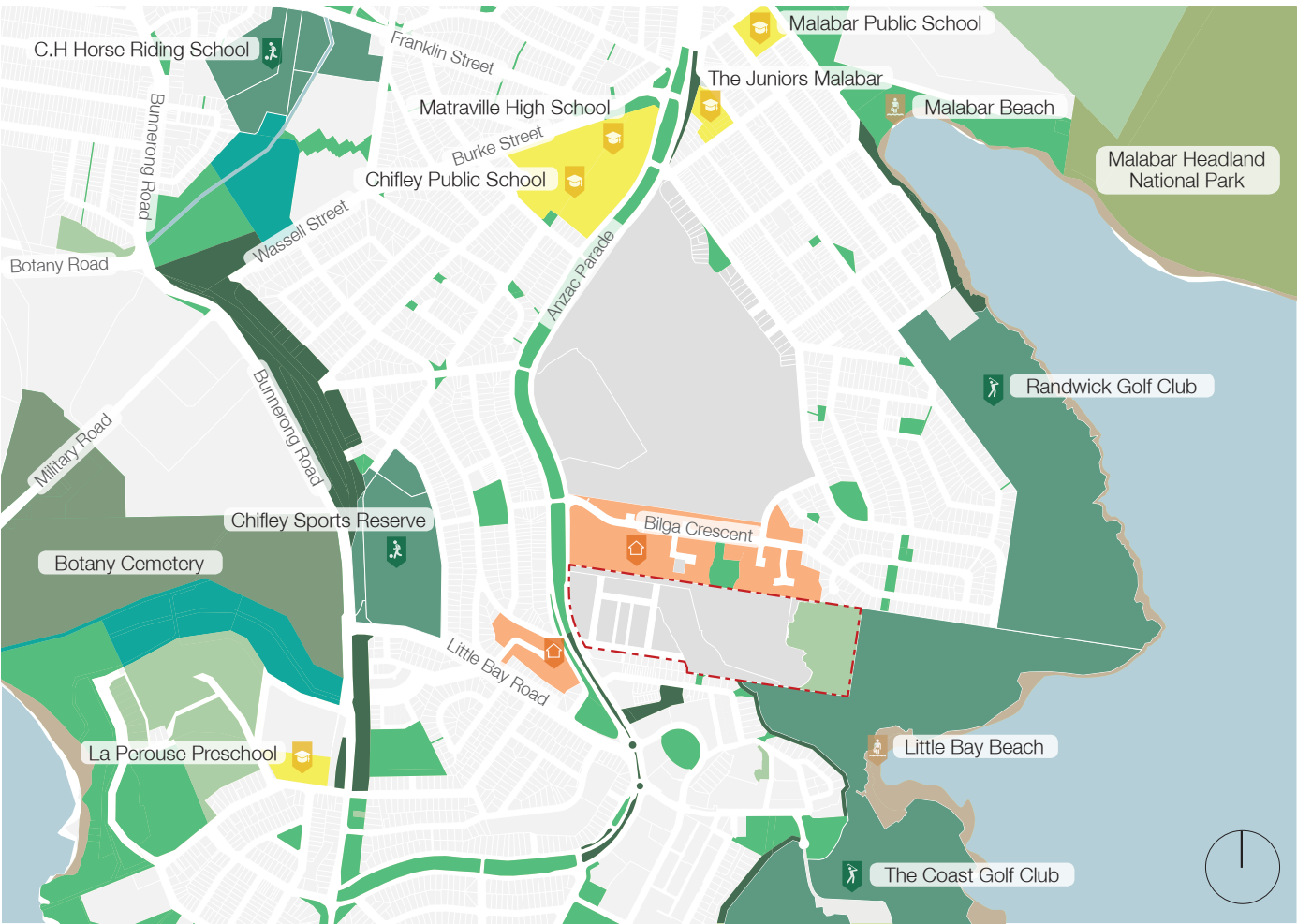
- The locality consists predominantly of low-medium scale residential dwellings.
- A social housing estate borders the site's northern perimeter.
- Higher density residential and mixed use developments, consisting of residential flat buildings with ground floor retail, are focused around the Anzac Parade/ Jenner Road junction to the south.

Key

	Site Boundary
	Low Density Detached Dwellings
	Low-Medium Density Residential
	Medium-High Density Residential
	Social Housing Estate
	Community Facility
	Long Bay Correctional Complex
	Retail
	Retail ground floor

Analysis

4.4 Open Space, Recreation and Community Infrastructure



Urban Context

- The wider context offers a variety of open space and recreation opportunities.
- Located to the west of the site is Botany Cemetery, Chifley Sports Reserve, heritage-listed market gardens, as well as several public and private open spaces.
- To the east, the coastline is framed by the expansive golf courses and Malabar Headland National Park.
- The site is in walking distance of Little Bay Beach and is close to Malabar Beach.
- Landscaped corridors area also prevalent across the area.

Key

<div></div>	Site Boundary	<div></div>	Cemetery
<div></div>	Study Area	<div></div>	National Park
<div></div>	Social Housing Estate	<div></div>	Coastline
<div></div>	School		
<div></div>	Public Open Space		
<div></div>	Private Open Space		
<div></div>	Sport/ Recreation		
<div></div>	Landscaped Corridor		
<div></div>	Market Garden		



Local Context

- A number of high quality local parks are within the site's immediate vicinity and provide passive and active recreation opportunities.
- Although not publicly accessible, the golf course adjacent to the east creates a scenic, landscaped interface and provides unobstructed views to the ocean beyond.
- Local social infrastructure consists of childcare centres, playgrounds and community centres.

Key

<div></div>	Site Boundary
<div></div>	Social Housing Estate
<div></div>	Childcare Centre
<div></div>	Community facility
<div></div>	Public Open Space
<div></div>	Private Open Space
<div></div>	Sport/ Recreation
<div></div>	Vegetated Area
<div></div>	Coastline

Open Space, Recreation and Community Infrastructure - Images



1. Neighbouring golf course



2. View to the study site from golf course



3. Chifley Sports Reserve and Playground (Google Images)



4. Little Bay



6. Little Bay Beach



7. Dr Walters Park, Chifley (Google Images)



8. Water body within study site



9. Playground facility within site



10. Park and public infrastructure within site

4.5 Built Form and Character



Urban Context

- The industrial sites to the east and west are occupied by large footprint, low-lying built form and infrastructure.
- A significant portion of the site is a Heritage Conservation Area, which extends south-east across the neighbouring golf course and Prince Alfred development precinct.
- There are no heritage items identified within the subject site, however a number are identified in the vicinity including the entire site of the Long Bay Correctional Facility.

Key

- Site Boundary
- Study Area
- Heritage Item - General
- Conservation Area
- Long Bay Facility Precinct
- Social Housing Precinct
- Industrial Zones
- Social Infrastructure Cluster
- Prince Alfred Development Site
- Height/Density Corridor
- Low Density Residential Interface



Local Context

- The local built form includes a mix of detached and semi-detached dwellings, townhouses /terraces and maisonette-style and walk up units. More recent residential flat buildings are located on the site and within the adjacent Prince Alfred development precinct.
- Archaeological items of significance are identified within the open space to the south of the site.
- Residential flat buildings are generally 4 to 5 storeys

Key

- Site Boundary
- Heritage Item - General
- Archaeological Item
- Conservation Area
- Detached Dwelling
- Townhouse/Terrace/Semi
- Maisonette
- Walk Up
- Residential Flat Building

Analysis

Built Form and Character - Images



Key Plan



1. Single storey public housing to the north



2. Three storey walk up public housing to the north



3. Five storey public housing flats on Anzac Parade



4. Long Bay Correctional Facility (Google images)



5. Five storey apartment building to the south



6. Four storey apartment building with ground floor retail



7. Four storey apartment complex towards Little Bay Beach



8. Detached dwelling within development complex to the south



9. Heritage infrastructure within former hospital site

Analysis

4.6 Height



Urban Context - Height Restrictions

- Maximum height controls are significantly restricted by the PANSOPS and OLS controls, due to the area's vicinity to Sydney Airport.
- The height limits prescribed by the Obstacle Limitation Surfaces (OLS) step from 120m to 80m in increments of 10m. These limits may be exceeded if special approval is granted.
- The site spans across three PANSOPS height limits, stepping from a minimum of 126.4m AHD to 184.7m AHD.

Key

- Site Boundary
- Study Area
- Obstacle Limitation Surfaces (OLS)
- PANSOPS Surfaces
- PANSOPS Surface - 'Circling Minima Category A & B'
- PANSOPS Surface - 'Circling Minima Category C & D'



Local Context - Existing and Proposed Heights

- Within the local context, existing built form heights fall into the ranges of 1-2 storeys (mostly detached and semi-detached dwellings), 2-4 storeys (mostly walk up units) and reaching a maximum of 5-6 storeys (walk ups and residential flat buildings).
- The Little Bay Stage 1 Plan proposed heights of 8m, 9m, 12m and 18m across the proposed block structure on the subject site. The block to the far west has since been developed as three residential flat buildings at up to 18m.

Key

- Site Boundary
- 1-2 Storeys
- 3-4 Storeys
- 5-6 Storeys
- Proposed Heights (Little Bay Stage 1 Plan)

4.7 Constraints



Open Space, Landform and Ecology

- 1. Consider impact on E2 Enviromental Conservation zone located on site.
- 2. Consider impact on terrestrial biodiversity areas located on site.
- 3. Beach/coastal access limited by golf courses that are not publicly accessible, located directly to the east of the site.
- 4. Respond to topgraphic condition, which falls towards the coastline.



Movement and Access

- 1. Access to/from site via Anzac Parade is limited by one-way roads.
- 2. Site access is restricted by open space and adjoining lots to the east and south.
- 3. The site is well serviced by buses that ensure that residents can get to a higher order public transport service (train station or light rail) within 15 minutes.

Land Use and Built Form



Land Use and Built Form

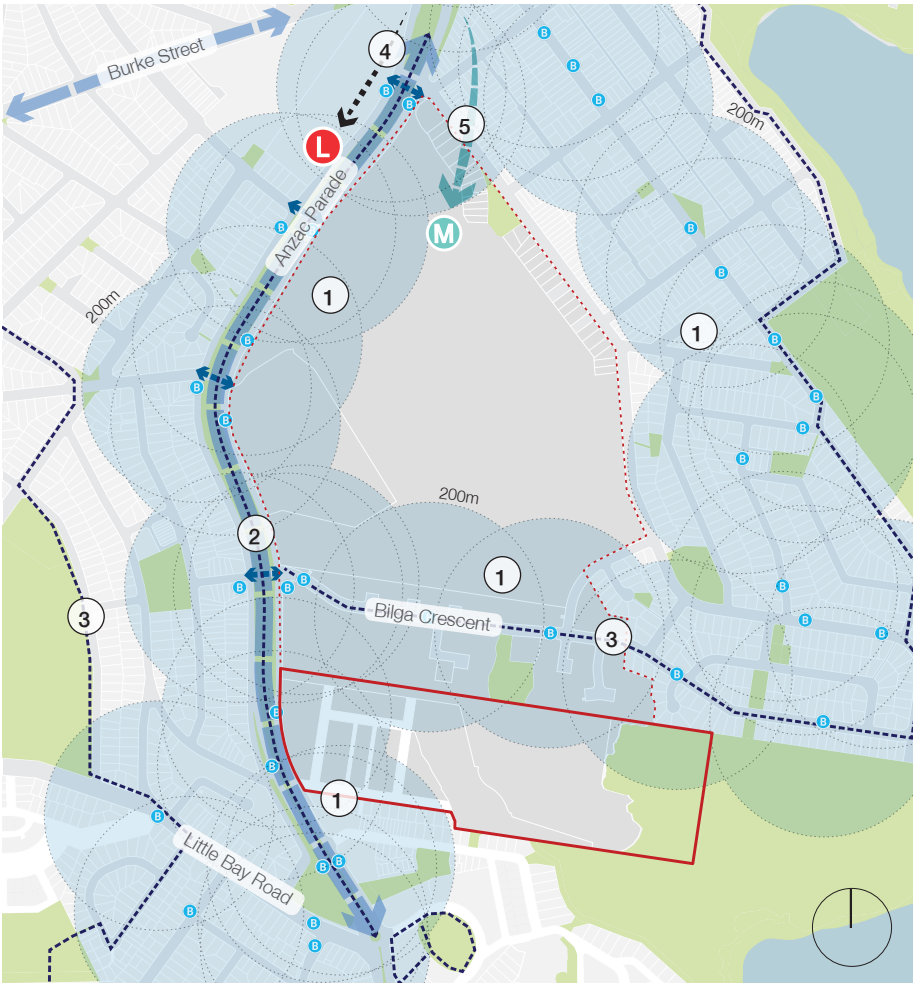
- 1. The eastern portion of the subject site is a heritage conservation area.
- 2. Several heritage items are located within the study area, but no heritage items exist on the site.
- 3. Consider the implications of the redevelopment of the existing social housing estate.
- 4. Maximum height is prescribed by the OLS (lower limit) and PANSOPS (upper limit) restrictions.
- 5. Transition built form to adjoining low-medium density rediential areas.
- 6. Consider north-south orientation of the site, ensuring minimal overshadowing impact to open space, residential properties and other sensitive area.

4.8 Opportunities



Open Space, Land form and Ecology

1. The site and study area are serviced by several local public parks and recreational spaces.
2. Opportunity to enhance existing open space within the site and study area.
3. Opportunity to facilitate connections to local beaches at Malabar and Little Bay.



Movement and Access

1. The site and study area are serviced by numerous bus stops, located within 200m around its perimeter.
2. Located along the western boundary, Anzac Parade is the primary vehicular movement corridor running north-south between Little Bay and Sydney CBD.
3. Integrate future development with existing cycle connections.
4. There is an opportunity to extend the light rail south along Anzac Parade.
5. Opportunity to provide a metro rail connection between the site and Sydney CBD to the north-west, identified as a long-term aspiration by the GSC.



Land Use and Built Form

1. Opportunity for urban renewal across the area occupied by the social housing estate and Long Bay Correctional Complex, adjoining the site to the north.
2. The majority of the subject site remains undeveloped.
3. Focus density along the Anzac Parade Corridor, continuing the pattern of development occurring to the south.
4. Local social infrastructure includes several schools, which are clustered to the north.

Vision and Structure Plans

5

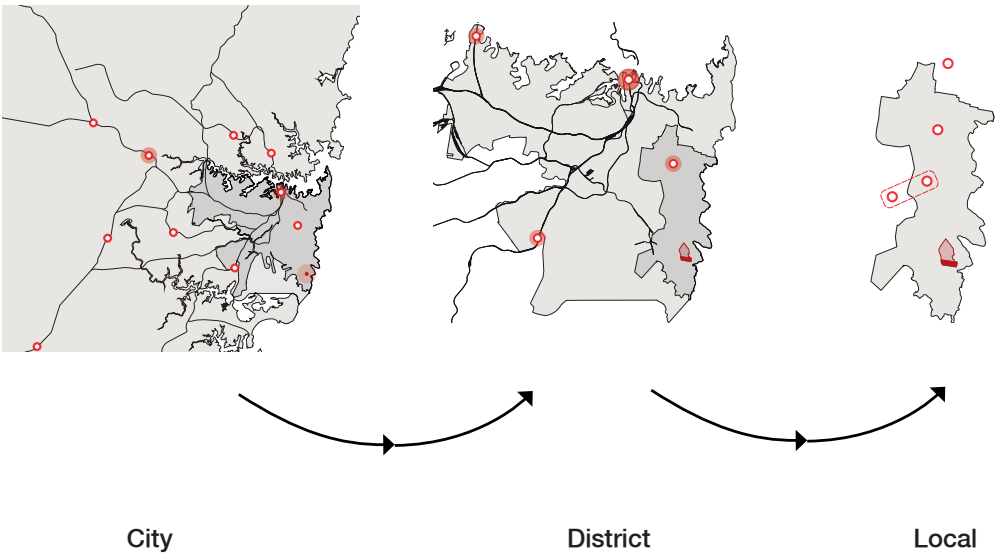
This section of the report articulate the vision and opportunities that the broader precinct offers to the area in response the strategic context in which it sits and the role that the site presents as a catalyst for the delivery of the vision.

5.1 Concept

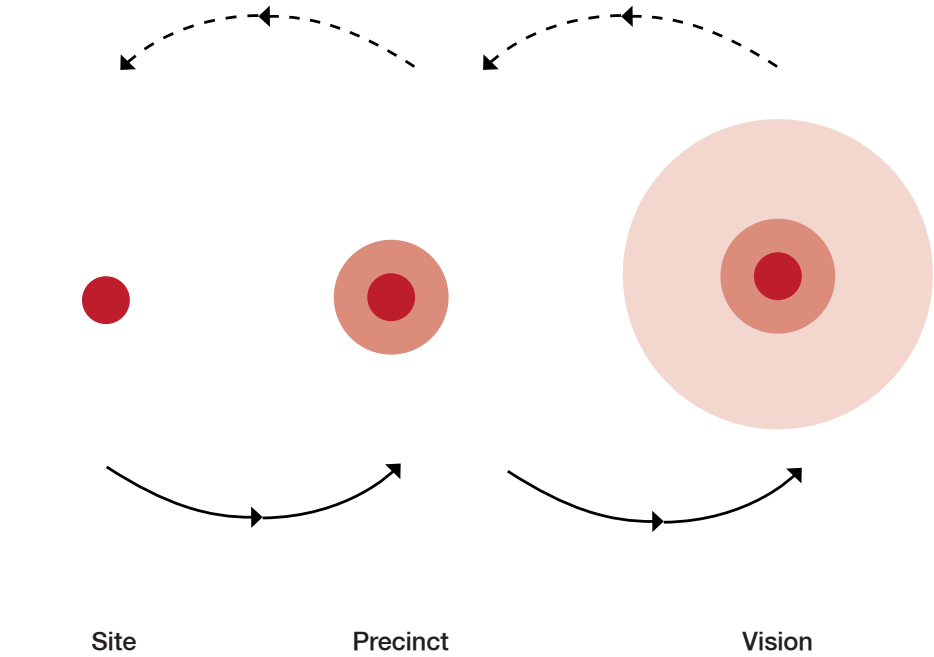
The concept for the site is twofold:

- 1. The strategic framework is distilled at a number of scales, beginning with the city scale and ending at the local level, neighbourhood level. This ensures that the site leveraged on its role within the wider economic and spatial network of places.
- 2. The framework and opportunities informs a bottom-up strategy for the delivery of the vision. This begins with the site-based development, manifesting at a precinct scale, which eventually serves as a catalyst to implement changes, such as the delivery of public transport, at a district-wide level.

1. Strategic Framework and Opportunities



2. Delivery of Vision



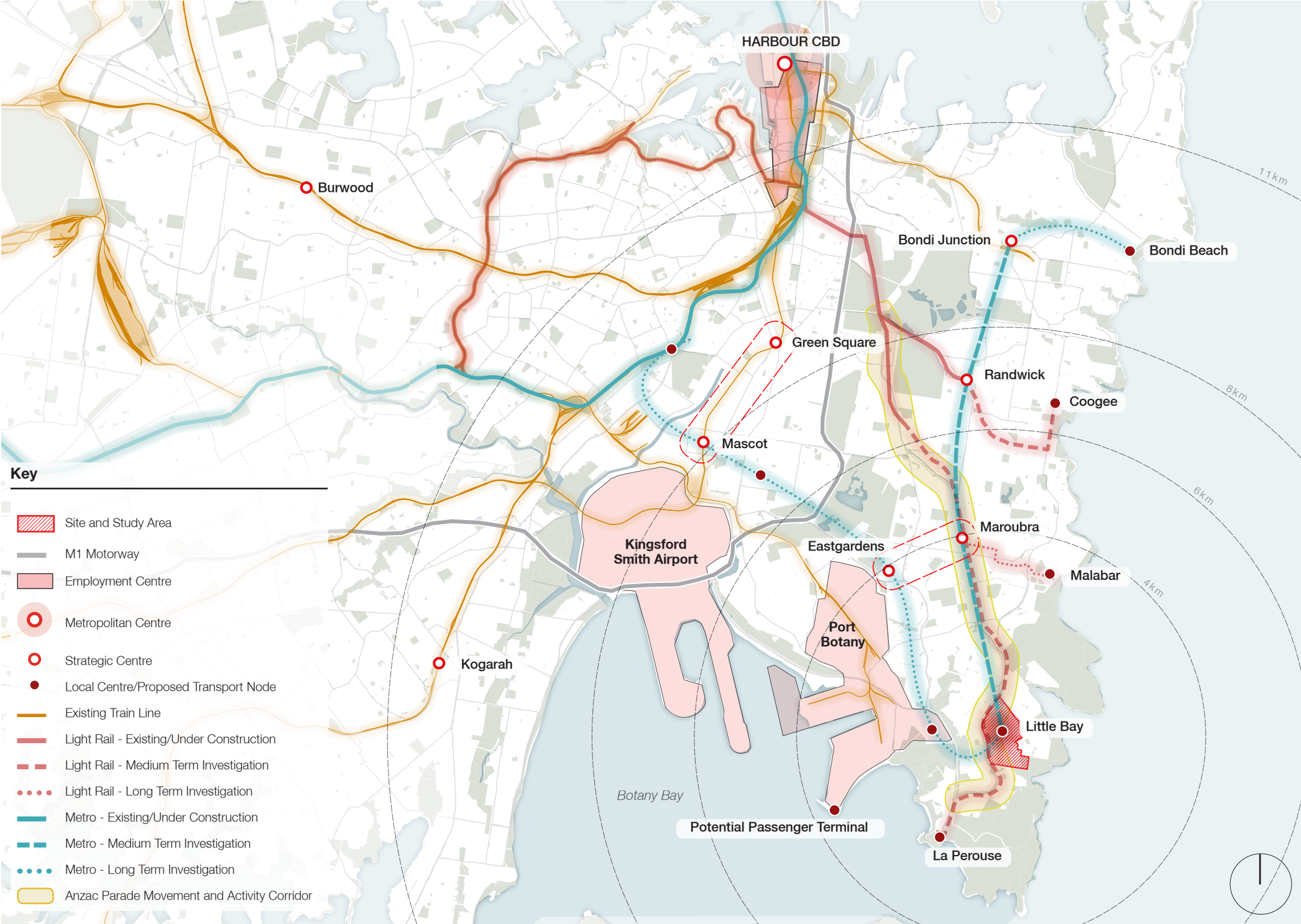
→ CATALYST

5.2 A vision for Eastern Sydney and the precinct

This site underpins a range future strategic opportunities for Sydney’s Eastern Suburbs that have been alluded to in the forward planning strategies outlined above. The project presents the district with unique opportunities including:

- Anchoring the extension of the eastern suburbs light rail at the southern end of Anzac Parade giving purpose and gravitas to the end of this route
- The anticipated extension of the eastern suburbs Metro network from Bondi Junction to the site via Maorubra in the medium term (10-20 years).
- In the long term the metro could be expanded further to Eastlakes and Mascot where passengers could connect to the Airport line and/or extend to the current metro under construction potentially with a new stop at Alexandria.

These cityshaping opportunities would establish a public transport loop improving access to jobs within one of Sydney’s most dense regions. The lightrail and metro extensions would provide many Sydneysiders improved public transport access to amenities and in particular Sydney’s eastern beaches. The development of Little Bay as a future major centre would further support this strategic project.



5.3 Design Objectives

The vision for the site has been informed by a set of overarching design objectives. These objectives reflect the design objectives provided in GANSW's Better Placed policy document and outlined below. The correlation between the Better Placed objectives and the site principles are represented through the colour coding system.

Design Objectives - Better Placed, GANSW

1.	Better fit - contextual, local and of its place
2.	Better performance - sustainable, adaptable and durable
3.	Better for community - inclusive, connected and diverse
4.	Better for people - safe, comfortable and liveable
5.	Better working - functional, efficient and fit for purpose
6.	Better value - creating and adding value
7.	Better look and feel - engaging, inviting and attractive



i. Integrate development with the existing and future movement network, facilitating transit-oriented development and promoting active and public modes of transport

● ● ● ●



ii. Respond to the landscape setting, retaining and utilising key view corridors to and from the site

● ● ●



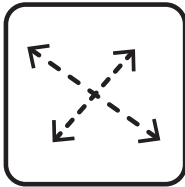
iii. Provide a mix of housing types and affordability, accounting for the diversity of users and needs of the local area

● ● ● ●



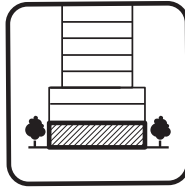
iv. Deliver high quality public open space and social infrastructure that responds to current and projected trends or deficiencies in the area

● ● ● ● ●



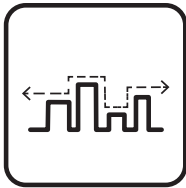
v. Create a permeable development site that ensures a high level of accessibility and integration with existing neighbourhoods

● ● ●



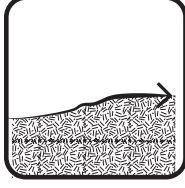
vi. Engage with the streetscape through considered setbacks and streetwall heights, providing opportunities for active uses and passive surveillance at ground level

● ● ●



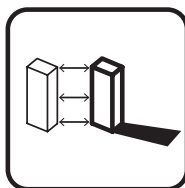
vii. Respond to the height and scale of the surrounding built environment through fit or transition of built form

● ●



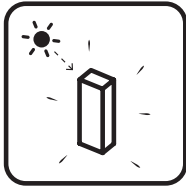
viii. Respond to the existing landform and environmental conditions, minimising impact on ecologically sensitive areas

● ●



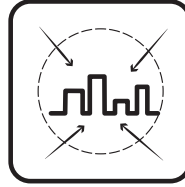
ix. Minimise impact on surrounding context, maintaining solar access and views through adequate separation and orientation of built form

● ●



x. Demonstrate design excellence through a quality development of architectural merit, that ensures a high level of amenity and sustainability

● ● ● ● ●



xi. Respond to significant qualities of the existing and desired future character of the local area

● ● ●



xii. Contribute to a sense of place, engaging with the needs, demographics and values of the local community

● ● ● ●



xiii. Balance the mix of residential and non-residential uses, to support the increased density and feasibility of the development

● ● ● ●



xiv. Respond to the Geological significance of areas within the site and locality

● ● ●



xv. Consider the staging of development to align with the delivery of infrastructure and an evolving vision for the wider context

● ●

Vision and Structure Plans

5.4 Precinct Structure Plans

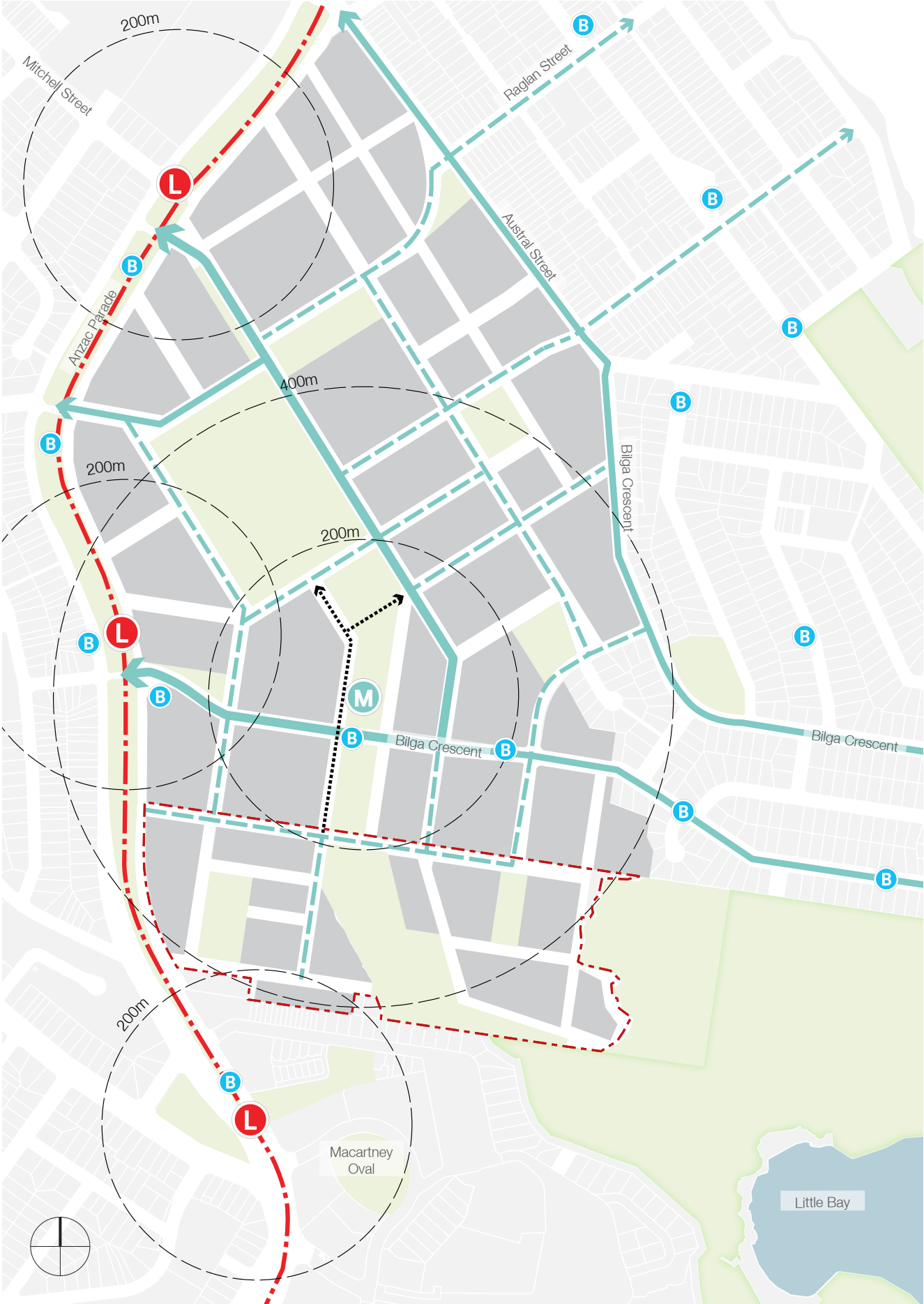
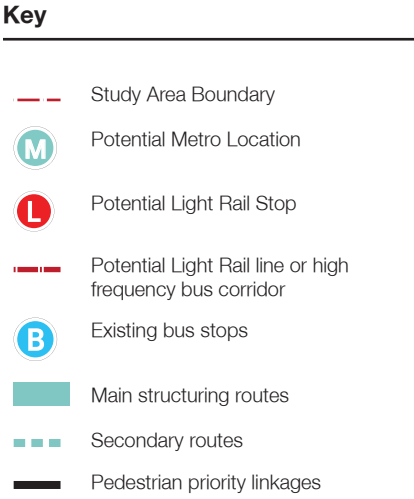
The vision for the site is couched in an appreciation of the future development potential of the broader precinct including the Long Bay Correctional Complex and the LACH housing site the to the north of the site. Collectively these three land parcels, totaling almost 70Ha, have the potential to radically reshape the eastern beaches and anchor long term opportunities in a meaningful way. The plans and diagrams that follow illustrate that the development of the site can be considered as the first stage of a bolder longer term vision.

Movement and Connections

The redevelopment of Long Bay Correctional Complex to the north of the site offers the opportunity to take advantage of future public transport investments and introduce new connections through the site to knit it into the fabric of the surrounding neighbourhoods. There are currently seven bus services that run along Anzac Parade and connect into the CBD and to other metropolitan centres. Three and these services (L94, X93 and X94) are limited stop and express services that would be incrementally upgraded in step with development roll out.

As part of the long term vision the planned future Metro Station is located towards the south of the precinct on Bilga Crescent. The metro box, containing the metro station, is located underneath the main open space corridor along for a cost effective construction for the Metro without the need for expensive over station development. Entrances and exit points to the station concourse could be integrated within the mixed use buildings around the open space. This location would also would facilitate easy transfer between the light rail or high frequency bus services that would run along Anzac Parade and also facilitate the incremental redevelopment of the Land and Housing Corporation owned properties into a high density neighbourhood

The new grid of urban streets picks up clues from some of the historic buildings that form part of the Long Bay Prison site and draws elements of the existing street network towards the future metro station. This will ensure that residents will be enjoy easy and convenient access to the public transport network. Opportunities to thread the light rail network that currently runs along Anzac Parade through and into the site should be explored in the next stage of planning.



Vision and Structure Plans

Green and Natural Systems

At the strategic level existing green and natural systems are acknowledged and drawn together to form a new network of open spaces and active mobility corridors.

A primary green open space corridor is drawn through the site centre of the site connecting southwards following natural drainage courses towards Little Bay. This generous space will be programmed along it's length and may include formal sports and recreational facilities. The corridor also performs the role of an open space transition between a higher density environment located around the proposed metro station and the lower scaled, detached housing that exists closer to the coastline.

A more active urban square is provided around the metro station and will become enlivened by retail and commuter related activities. The combined scale of the development and the density of people who will live in the new precinct will require the provision of new district level open spaces and public facilities that will need to be determined through a future planning process. This will include sports and recreational facilities, open spaces, connections to the beaches and recreational spaces.

The green corridors are also a response to the local topography channelling storm water to retention basis where water can be reused and recycled within the development though Water Sensitive Urban Design and Sustainable Urban Drainage. These corridors entwine to become active recreational routes where residents can lead healthy lifestyle and enjoy a close proximity to the ocean. The distribution of local open spaces within the development will ensure that residents have access to a quality open space amenity within 200m of where they live.

Key

Study Area Boundary

Potential Metro Location

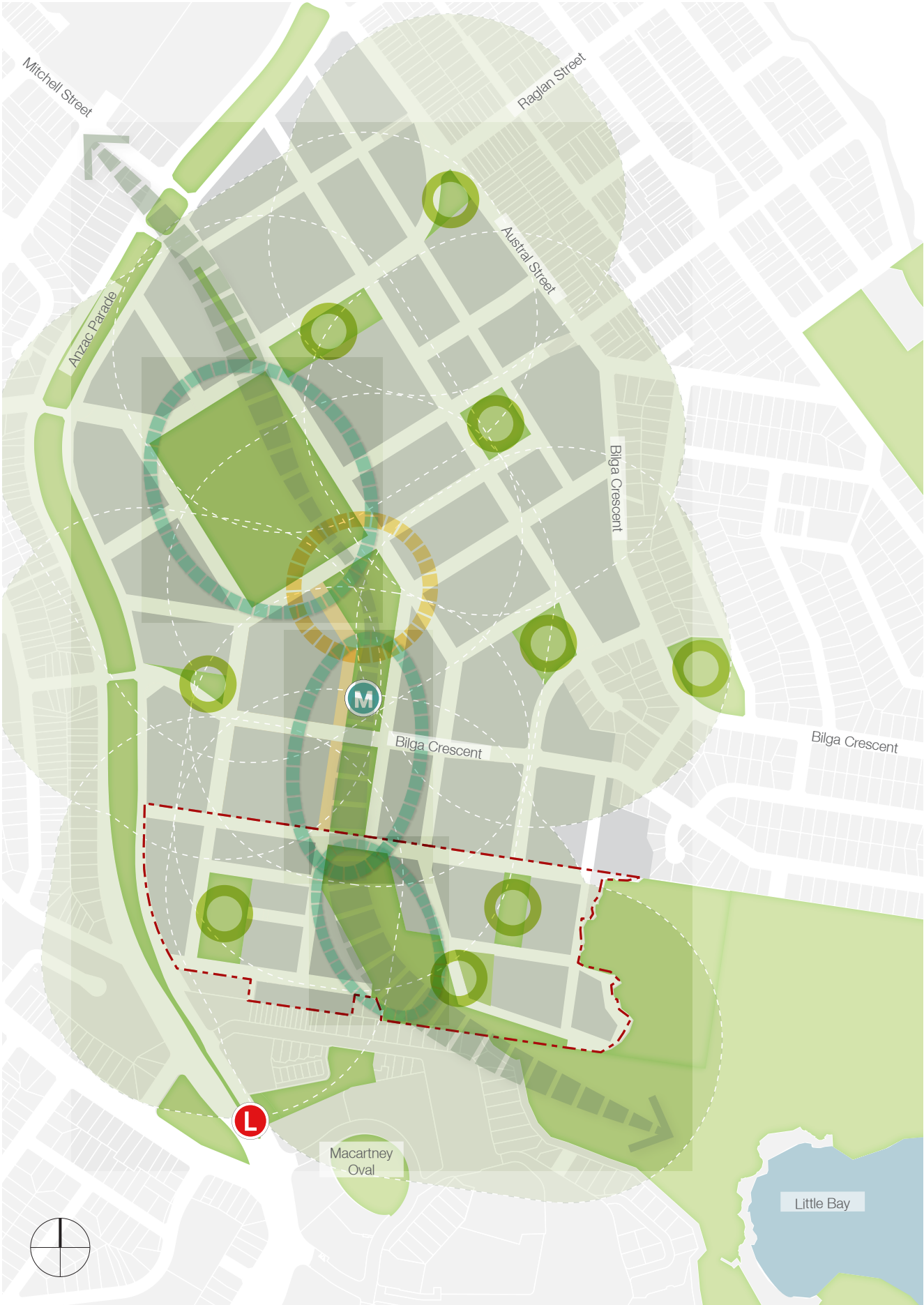
District level open space

Urban forecourt

Local open spaces

200m walking catchment from local open spaces

Green corridor



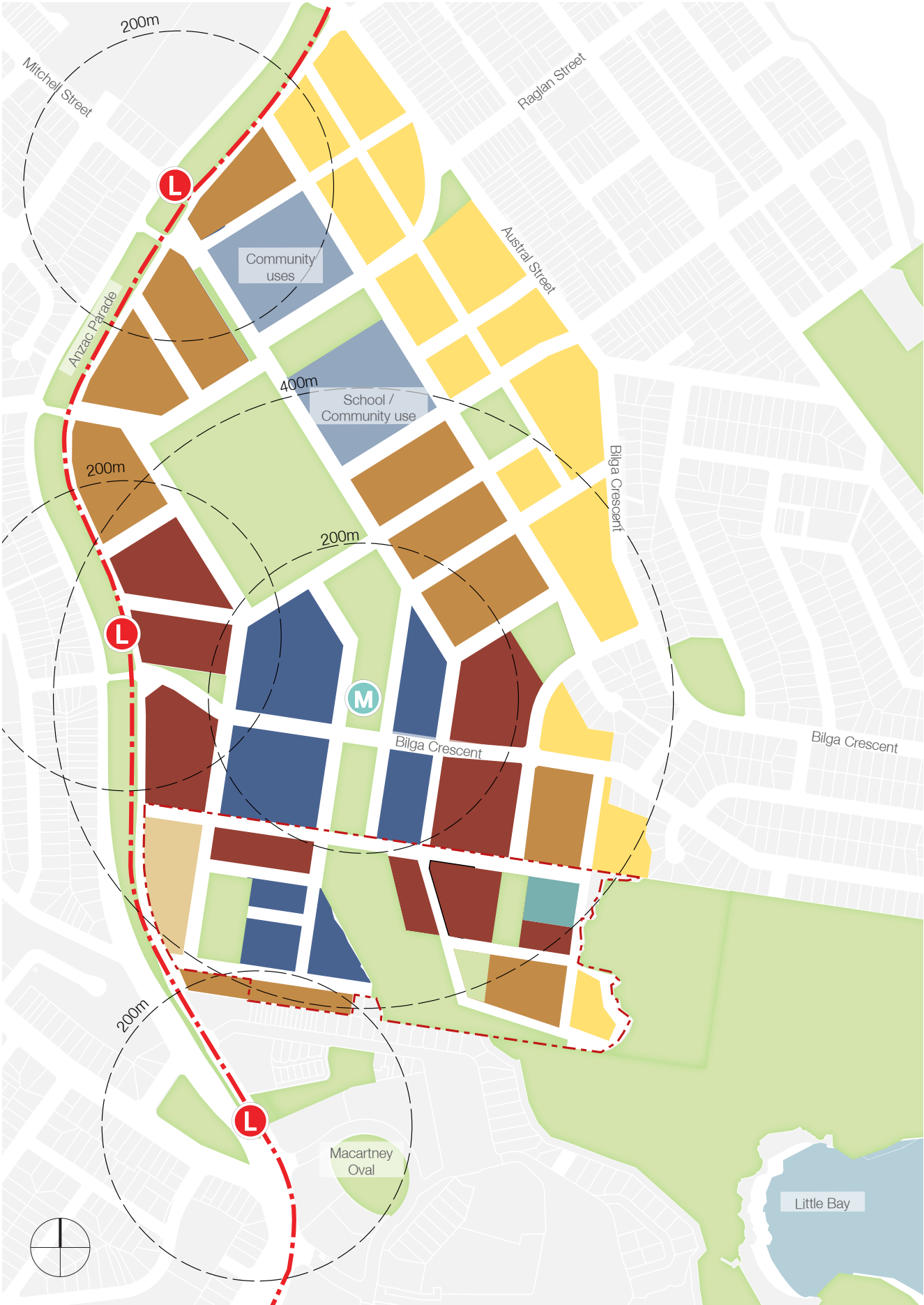
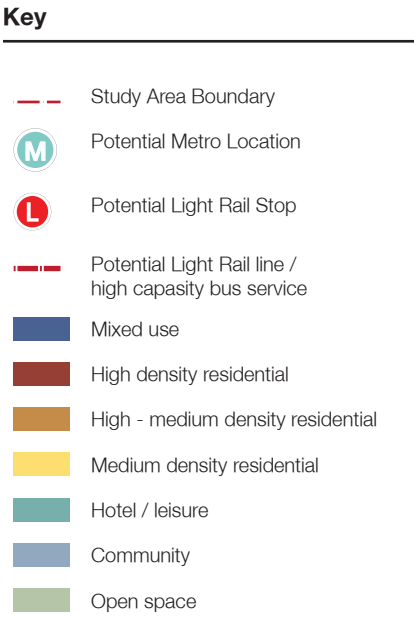
Vision and Structure Plans

Land Use and Urban Structure

The area immediately around the proposed Metro Station is seen as an intensely mixed use environment with a combination of convenience retail and high density residential accommodation. This precinct will also include a proportion of population serving commercial uses for small to medium size businesses.

At this stage it has not been determined which aspects of the Long Bay Correctional Complex have heritage significance but these facilities potentially have the capacity to be adaptively re-purposed as commercial and community facilities. Future design exercises should explore converting some of these buildings into schools and public facilities that retain and integrate listed heritage items.

There are a number of opportunities within the site for other non-commercial land uses such as hotels and leisure facilities. These types of uses will look to exploit those parts of the site with access to views and amenities - such as views of the ocean and open spaces.



Vision and Structure Plans

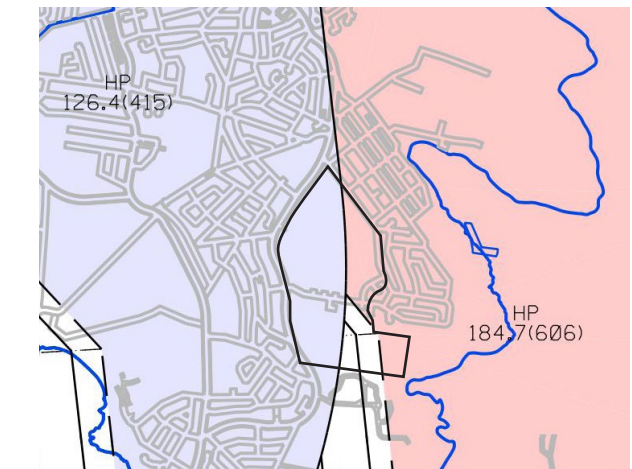
Density and Massing

As outlined above the precinct immediately around the metro station is seen as higher density mixed use precinct with residential densities around and above 400du/Ha with FSRs of between 6:1 and 8:1. The height of buildings is limited by the existing PAN OPS and OLS associated to Sydney Airport. During future design explorations designed will need to engage with the relevant authorities.

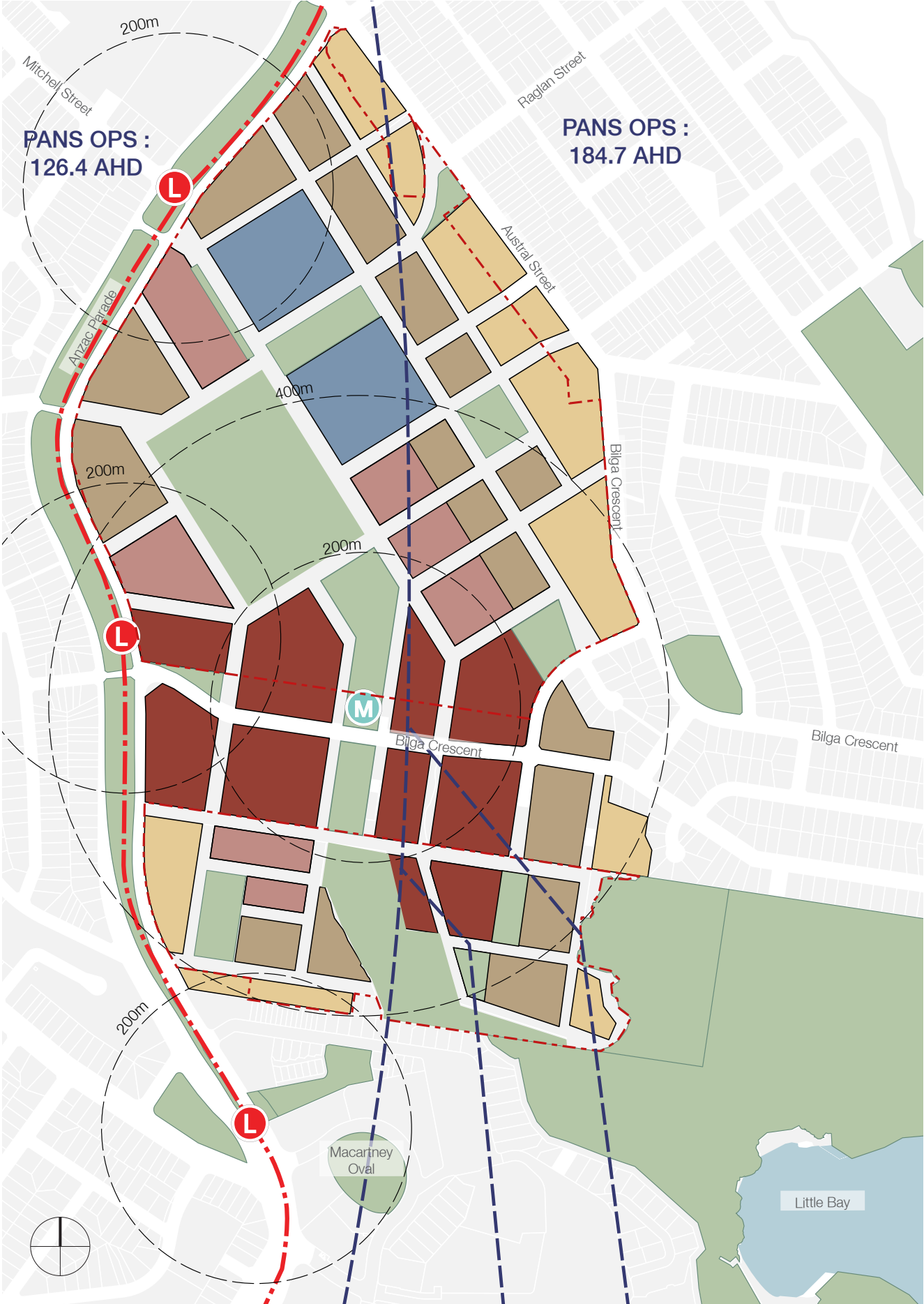
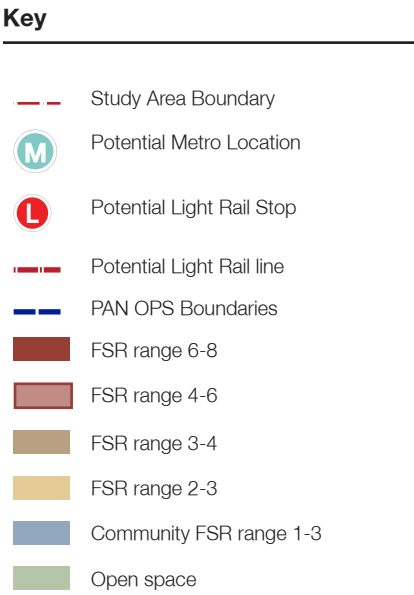
As a general principle densities reduce towards the east with 4-6 storey development interfacing to the existing detached housing to the east.



Obstacle Limitation Surface constraints on the site



PAN OPS height restrictions of 126.4 and 184.7 AHD across the site



Vision and Structure Plans

Staging

The broader vision for the site will take many years to deliver. The Meriton sites are vacant, serviced and ready to be developed within a 5 to 15 year time frame. This aligns neatly with potential future upgrades to the light rail / bus corridor which is also seen as being delivered in this period.

In medium term (15-25 years) the LAHC land could be redeveloped building on the momentum and uplift created through the Meriton development.

The redevelopment of Long Bay Correctional facility together with the extension of the metro is a longer term project that is likely to take 25-30 years to materialise. Portions of the site may become available at different stages as the different facilities within the site are relocated. The delivery of public facilities and amenities will need to be coordinated in line with population increases.

Key

Study Area Boundary

Potential Metro Location

Potential Light Rail Stop

Potential Light Rail line

Short term (5-15 years)

Medium term (15-25 years)

Long term (25 years+)

Open space



Vision and Structure Plans

Key

- Site boundary
- 4 storeys
- 5-10 storeys
- 11-20 storeys
- >20 storeys

1408 Anzac Parade, Little Bay

Site area	13.5Ha
Total GFA	196,385m²
Dwellings	1,909
* Note GBA includes existing buildings	



Vision and Structure Plans

5.5 Vision For the Site

The vision for the site flows out of the vision for the broader precinct and must be seen as the pioneer site that sets the benchmark for future development.

The Little Bay masterplan provides a framework that creates a strong sense of identity that is grounded in the sites coastal setting and unque landscape features. It responds to the existing topography by opening up and framing views through the site and capturing panoramic views from the site. High proportions of open space with deep soil zones for canopy trees and other vegetation will make a liveable environment that offers great amenity throughout the year.

The proposal will provide approximately 3.5 hectares of open space (26% of the site) that will form a green spine through the site, linking future properties to the north with Prince Henry and The Beach to the south. A retail precinct and open space will be the heart of the future community, bringing people together through a shared enjoyment of the amenities and open space.

The proposed density contributes positively towards meeting Sydney’s population growth targets in accordance with Metropolitan strategy with an offer that is varied to accommodate a diversity of people. Provision of a varied dwelling sizes and building typologies that range from two storey town houses to one bedroom apartments will create a vibrant and diverse resident population.

The proposed dwellings, retail, amenities and services will support vibrant streets and open space, contributing to a community life in a transient city.

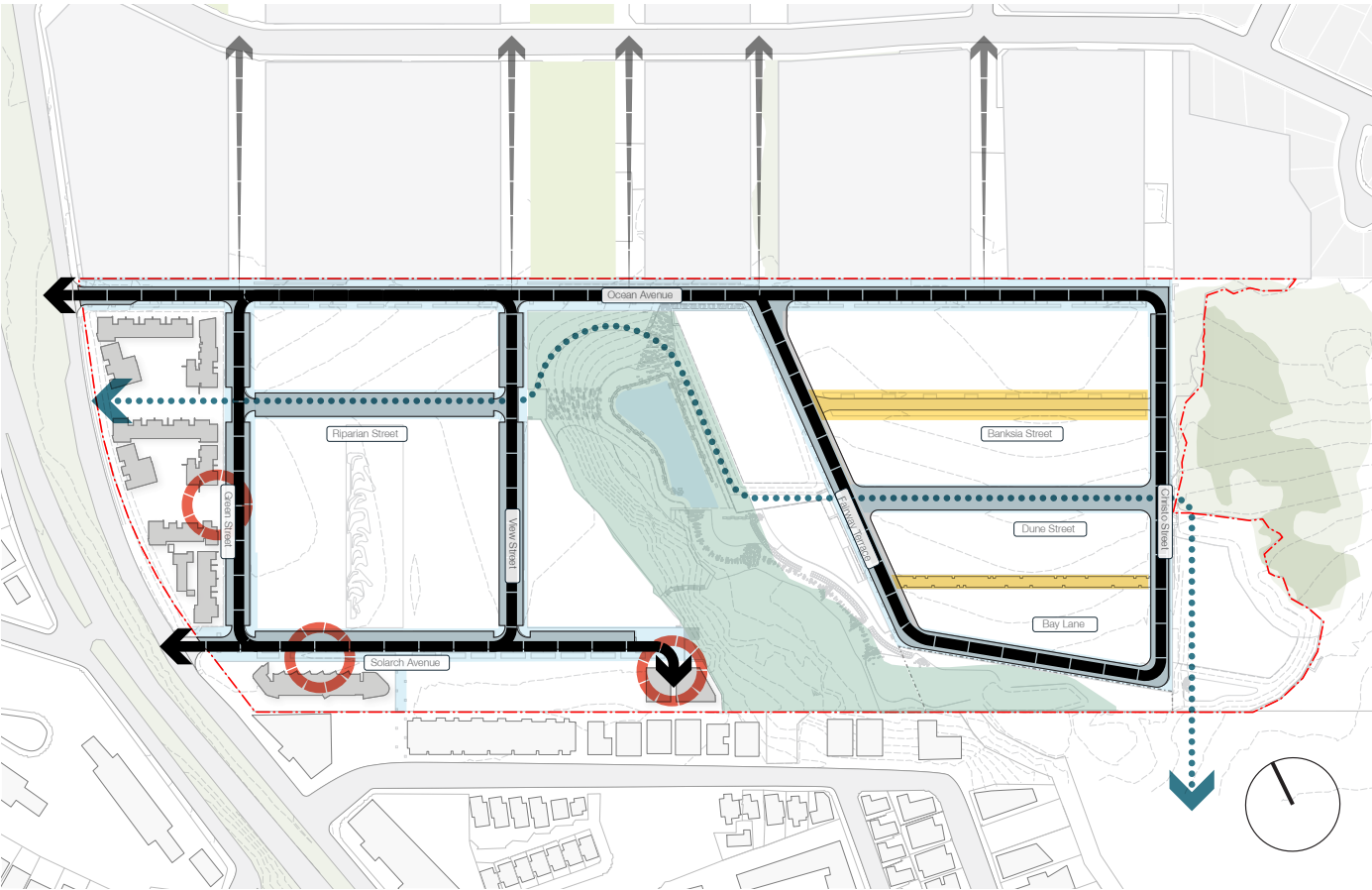
The offer of convenient amenities, such as childcare and a local supermarket will be of great benefit to the broader community and will afford residents the opportunity to live locally and age in place. The precinct will prioritise pedestrians and other active transport modes while also offering a legible traffic environment.



Vision and Structure Plans

5.6 Site Structure Plans

Movement and Access



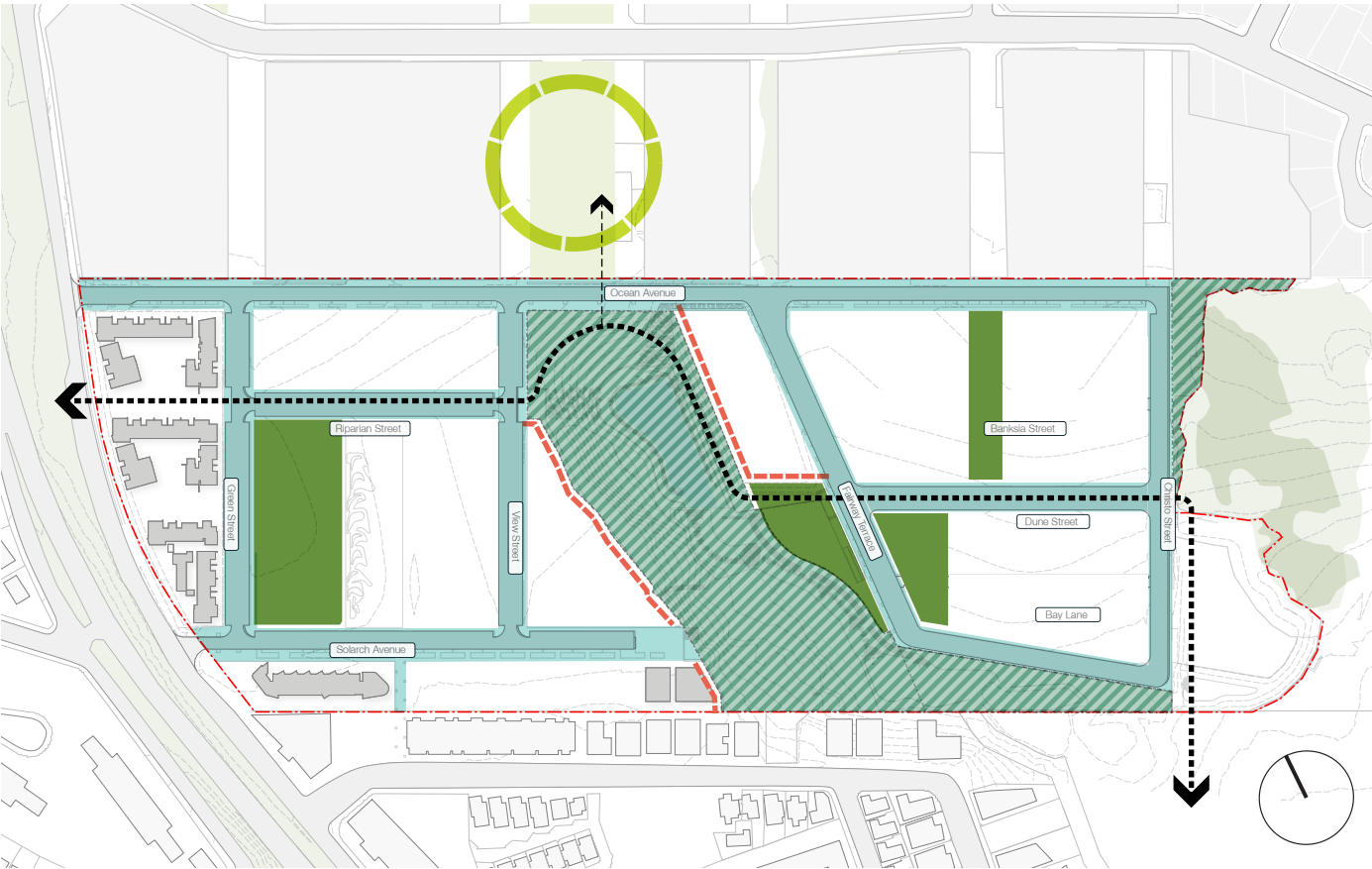
The site structure and configuration has been adapted to suite a diverse range of building typologies and uses. In order to achieve this, street and block have been widened or removed:

- Deliver more generous urban blocks that are able to accommodate higher density building typologies
- Allow for wider streets that frame views
- To allow for building setbacks at street wall level to help ensure a human scaled environment at street level
- Ensure adequate building separation
- Ensure clear access and serving loops
- Cues are also provided for how the site could integrated into the LAHC site when this is redeveloped

Key

- Site boundary
- Existing access
- ...> Pedestrian spine
- > Future roads
- > Service Roads
- Yellow Road Roads to be removed
- Light Blue Road Roads to be retained and widened

Open Space and Community Infrastructure



The new street network together with the increased population has also resulted in changed to the open space network. This changes include:

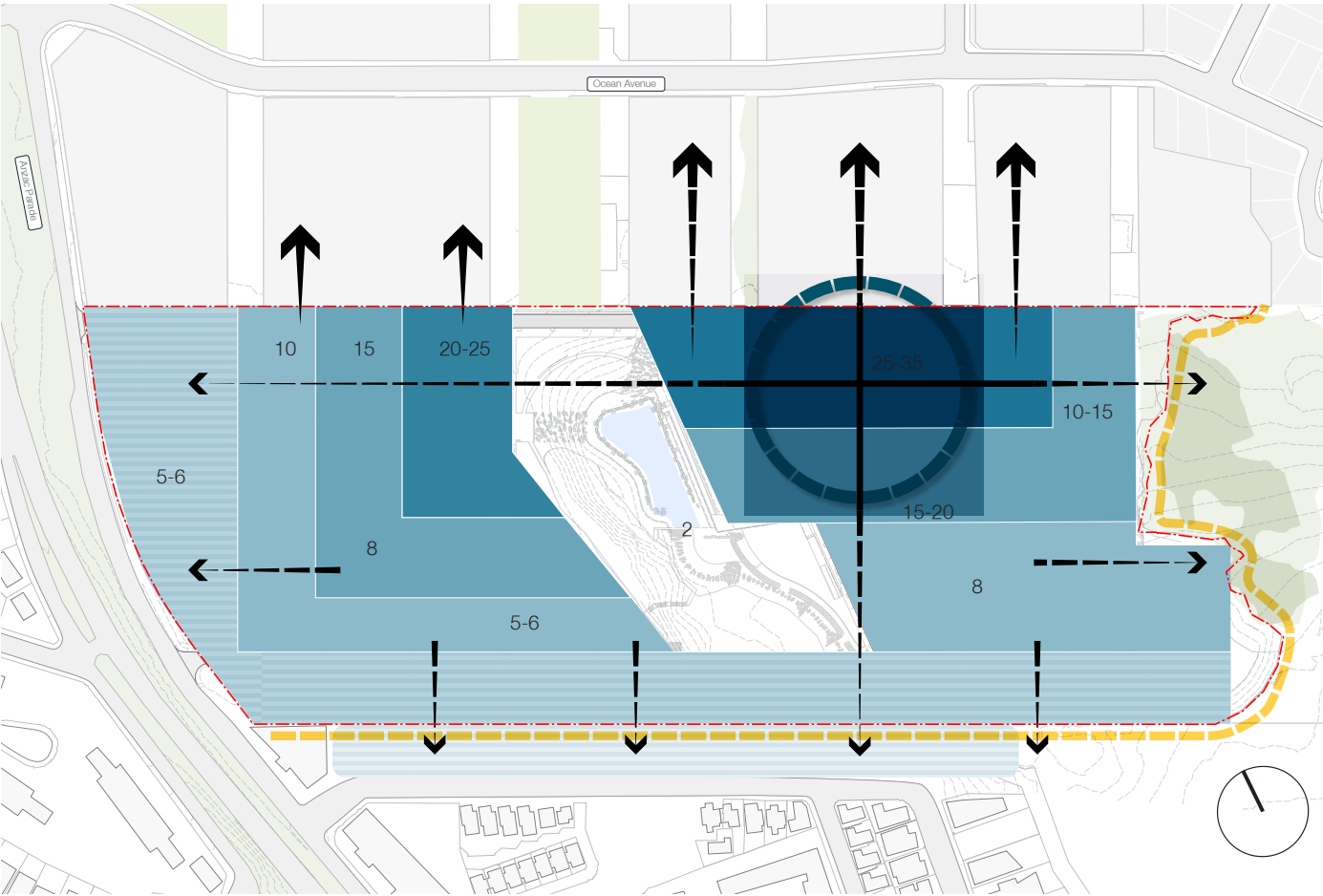
- A wider and more generous open space to the east of the site that acts as a interface between the existing lower rise residential flat buildings to the east and south
- A larger recreational space adjacent to the community title land and protected area that will be designed and landscaped to cater for a range of age groups.
- A new north south space connecting to future to the north
- The new open spaces provide opportunities for more recreational uses as the community title land performs an ecological function and is generally not accessible.

Key

- Site boundary
- Private interface with the park
- Green Hatched Area Community title land
- Green Area Existing roads retained and widened
- Yellow Area Additional Open Space
- Yellow Circle Future Open Space

Vision and Structure Plans

Built Form

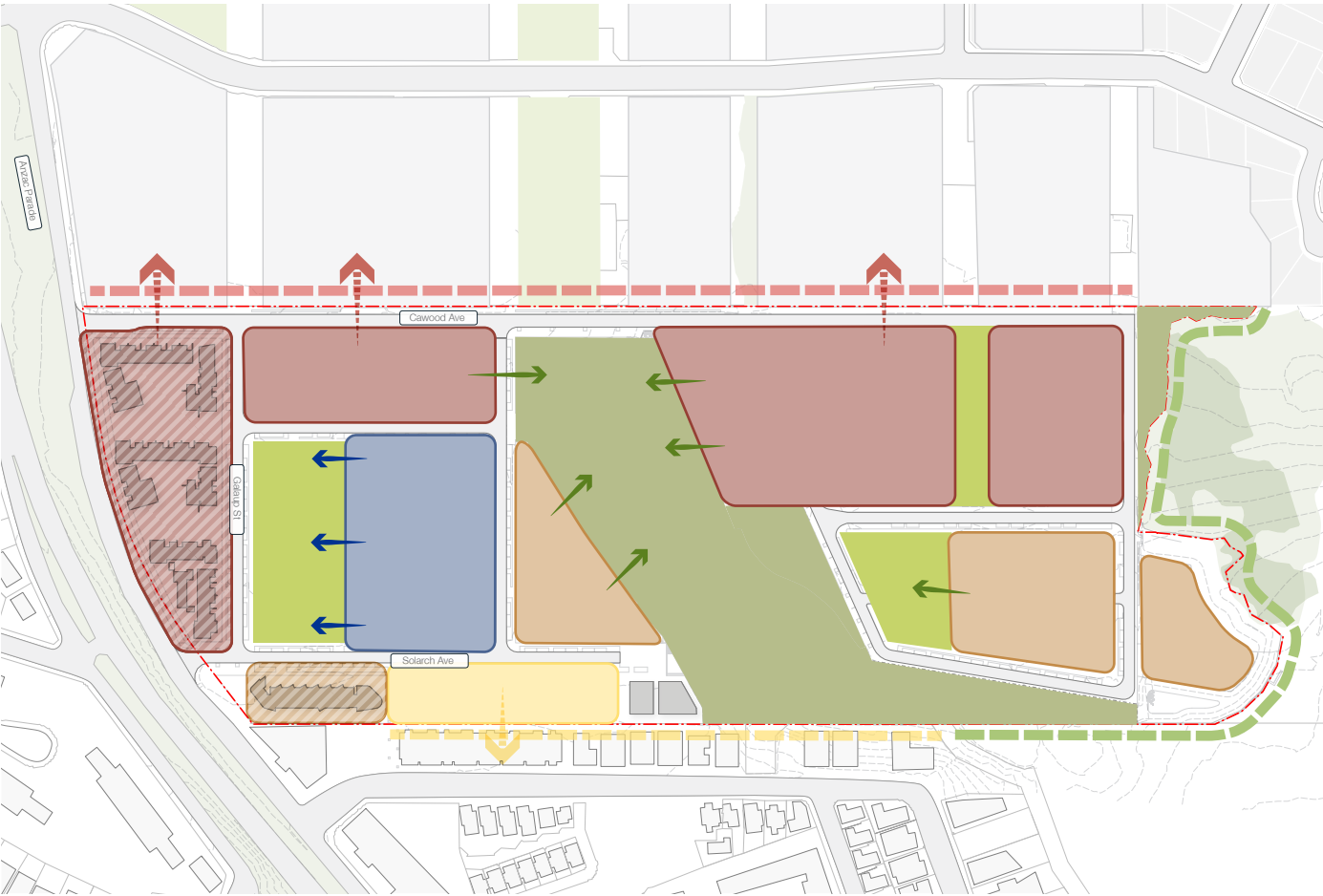


Key

- Site boundary
- Transition
- Opportunity for height
- Existing height
- Limit overshadowing

The height strategy for the site seeks to ensure good solar access to the public open space within the site and proposes a transition in buildings heights from west to east and north to south. Lower rise 6-8 storey buildings are located to the west adjacent to the existing 3 and 4 storey developments and taller elements to the east that capture long views. This strategy minimises the overshadowing of the lower scale residential allotments to the south and anticipates increased in height to the north around the future Metro Station. All proposed heights sit within the OLS.

Landuse



Key

- Site boundary
- Large scale residential
- Medium scale residential
- Low scale residential
- Mixed use
- Masterplan open space
- Proposed open space
- Active outlook to open space
- Passive surveillance
- Landscape interface
- Low-medium scale residential interface
- Low scale residential interface

The arrangement of land uses within the site looks to take advantage of local features and views onto open space amenities. The mixed use precinct is centrally located allowing for ease of access for local residents and convenient for those who may want to access these services from adjacent areas.

Proposed Masterplan

6

This section delves into greater detail introduces the proposed masterplan through plan, site section and 3D modelling. It demonstrates how the public realm will interface with the built form. It addresses the gross floor areas of each site, apartment yield and proposed height within the subject site.

Proposed Masterplan

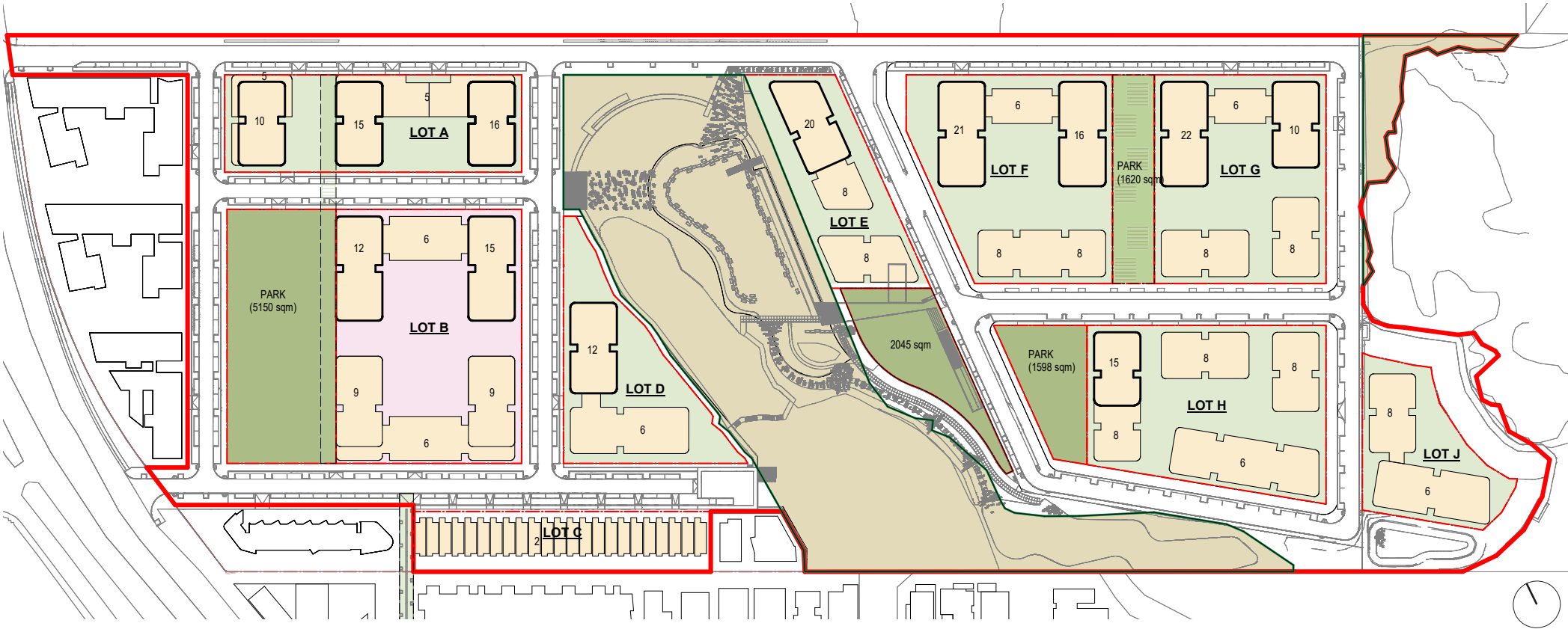
6.1 Site Layout Plan

The proposal height of proposed buildings varies from 22 storeys to two storeys across the site to create a sense of transition into the low density development surrounding the subject site.

The tallest parts of the proposal are in the north west corner, which minimises overshadowing to sensitive areas and the surrounding development.

The open space forms a spine through the precinct, bringing sunlight deep into the development and allowing residents and retail in the local area to spill out into the public realm. This will form the basis of a high amenity, enjoyable new precinct that has a strong sense of local connection to place and one another.

The podium will allow for communal open spaces to form below the tower, providing shared facilities for residents of the building. The configuration around the podium will maximise solar access with towers to the east and west of the envelope, while also providing shelter from wind tunnel effects, with the two storeys above podium to the north and south of the communal open space.



Key

- Site boundary
- Retail podium
- Residential
- Townhouse
- Open Space
- Pedestrian Through Link
- Proposed Beach Walk

Land Dedication Breakdown

LAND BREAKDOWN	AREA
TOTAL SITE AREA	123,203m ²
Community title	25,060m ²
Net Site Area	98,143m ²
Open Space	35,670m ²
Road/Infrastructure	38,391m ²
Developable Lot Area	49,397m ²

* Includes Community Title open space

Key Statistics

TOTAL	AREA
Retail GFA	5,900m ²
Residential GFA	190,386m ²
Total GFA	196,286m ²
Residential NSA	156,741m ²
FSR	2:1
Dwellings	1,909

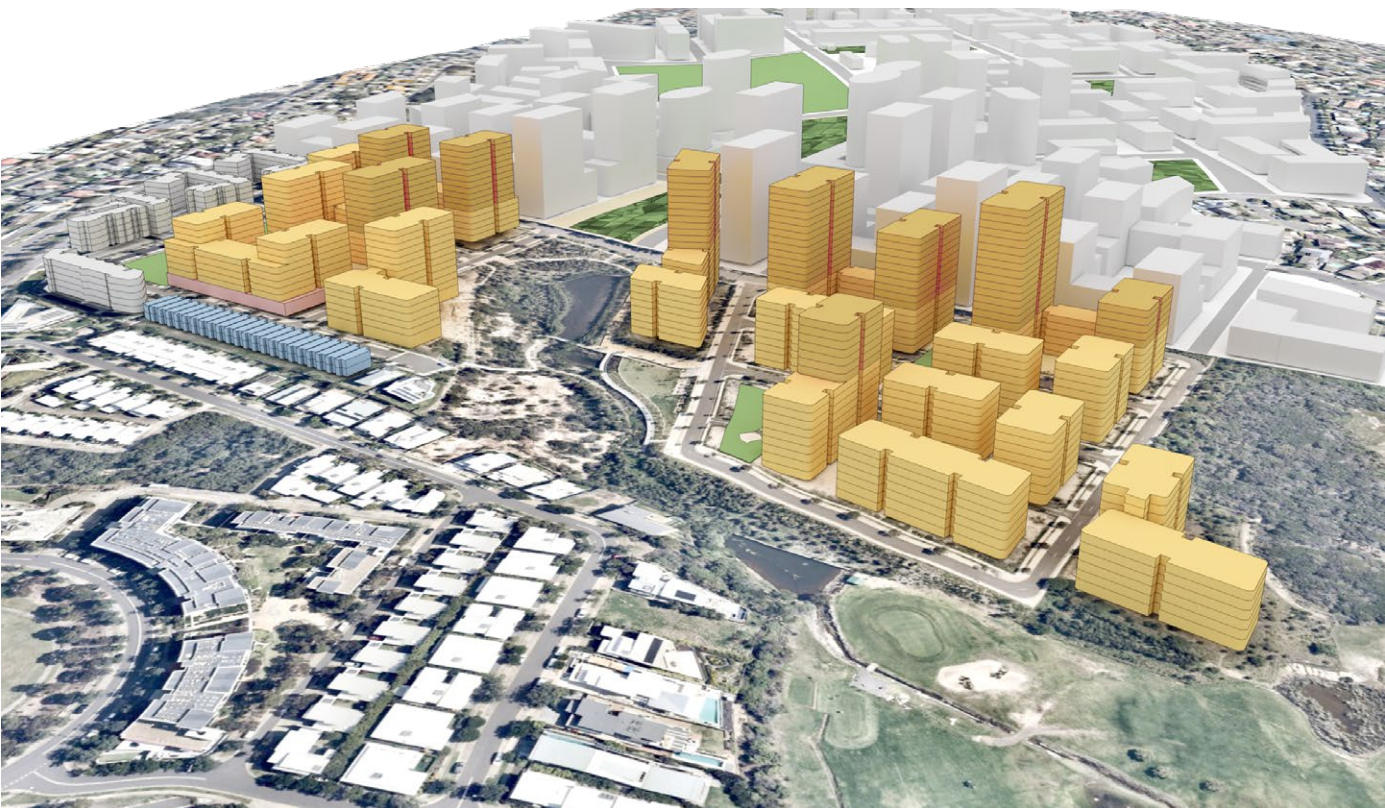
Unit Mix

1 Bed	560	30%
2 Bed	906	50%
3 bed	420	28.8%
Town House	23	1.2%
Total	1909	
Assumptions		
• Residential GBA-GFA Efficiency = 80%		
• Residential GFA-NSA Efficiency = 82%		
• Average Unit Size = 100m ²		

6.2 Massing

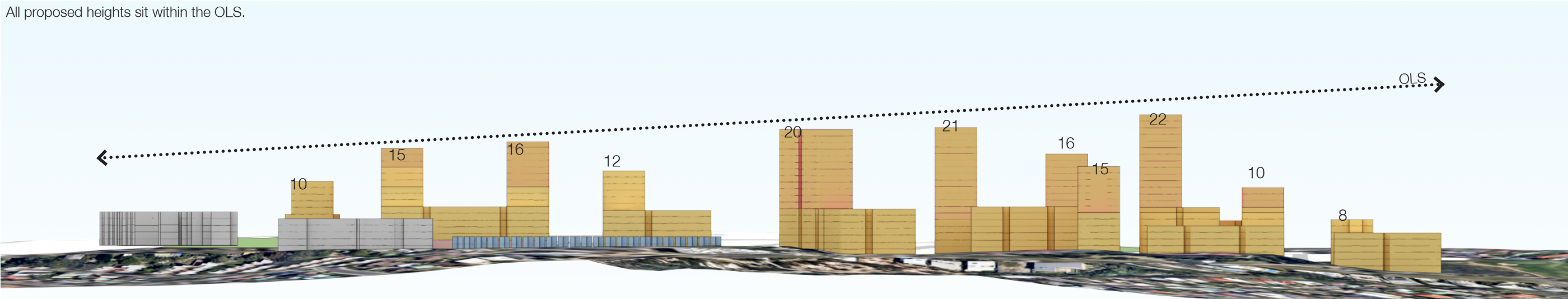


View from South west



View from south east

All proposed heights sit within the OLS.



Skyline section

Proposed Masterplan

6.3 Open Space Concept

The masterplan makes provision for 3.5Ha of open space or 36% of the total site area meaning that future residents of Little Bay will enjoy a range of open spaces for different lifestyles and activities within a short walk from their front door.

The landscape masterplan spatially implements the many themes that were established in the broader structure and vision. The key themes that have brought this plan together include:

- Integration - creating synergy with the built form and surrounding context and build an unique local character
- Connectivity - considers through site links, connectivity to key local attractions, and improves walkability
- Multifunctionality - to ensure spaces are appropriate to a range of user groups and useful to changing needs and populations.
- Participation - creating a public domain that bring to life the diversity of residents and users in Little Bay, encouraging informal encounters and building community.



1. Civic Square

- Creates a forecourt to the retail offer
- Place of congregation and for people to linger and socialise
- Sense of entry into the precinct
- Integrate public art.



2. Community Park

- Play spaces
- Informal seating spaces
- Informal open space for recreation
- Dining and alfresco area next to retail along building edges.



3. Link Park

- Shaded and vegetated open spaces that contribute amenity to the wider precinct
- Transitory spaces at the edges of the subject area



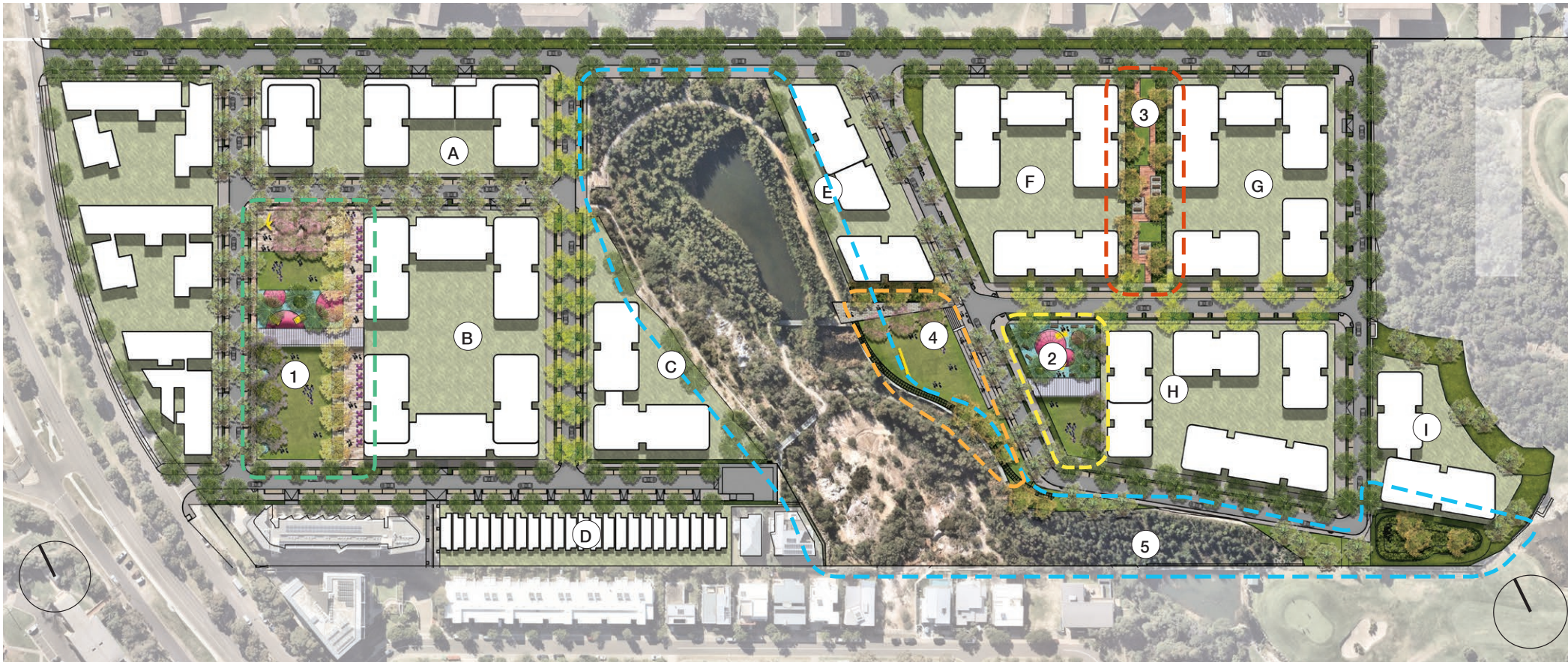
4. Amphitheatre

- Open air cinema/amphitheatre
- Space for the community to congregate and gather.



5. Existing Riparian Park

- Landscaped native environment
- Water sensitive urban design
- Space for wildlife and thick vegetation.



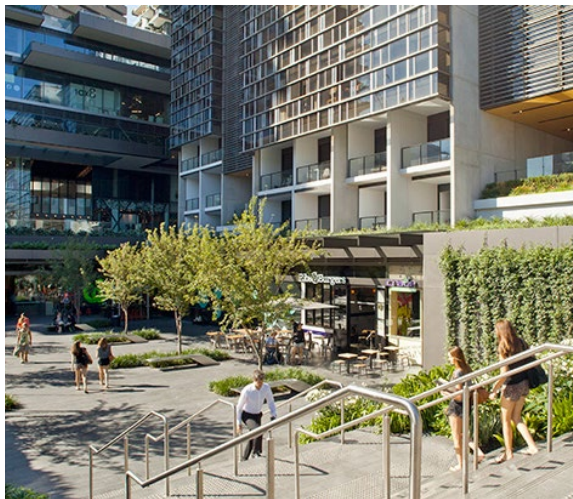
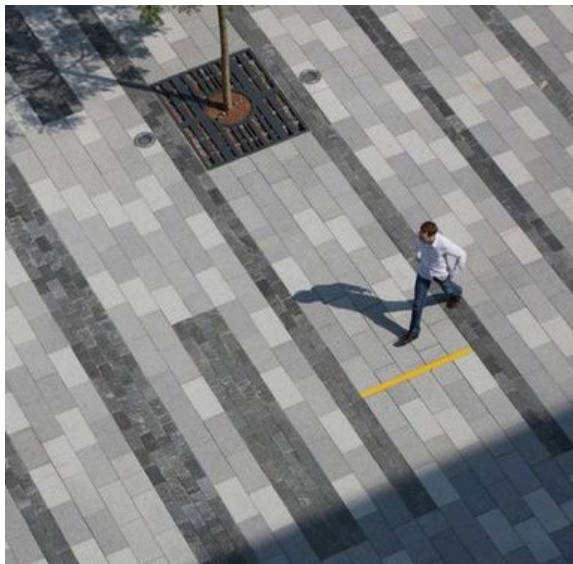
Conceptual landscape plan

Proposed Masterplan



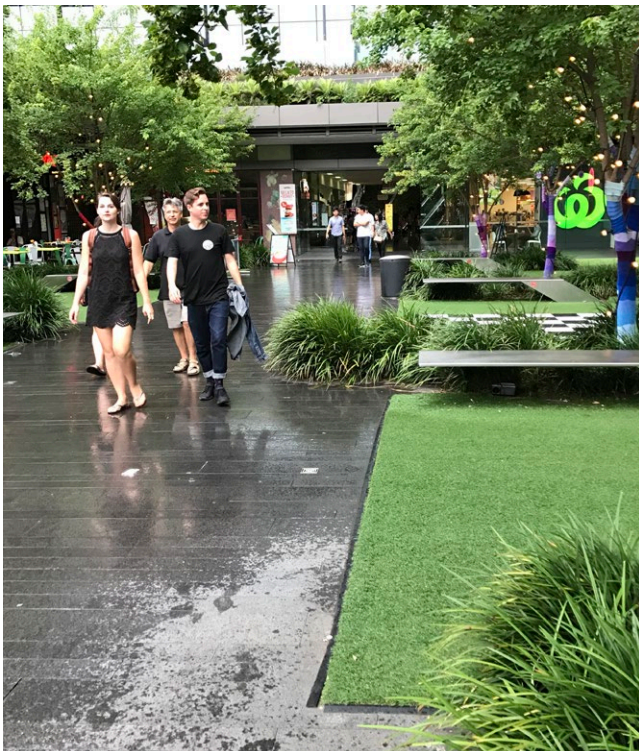
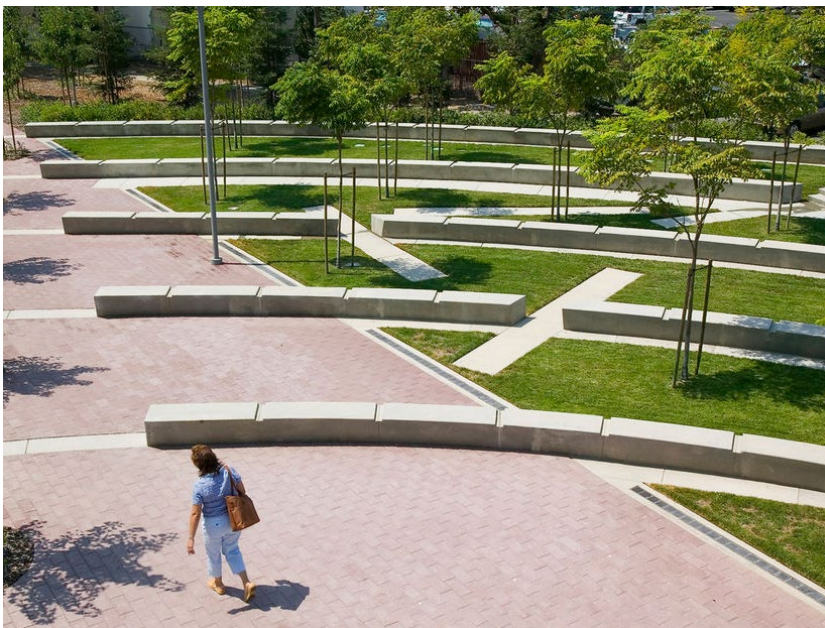
Landscape plan

Proposed Masterplan



Landscape precedent

Proposed Masterplan



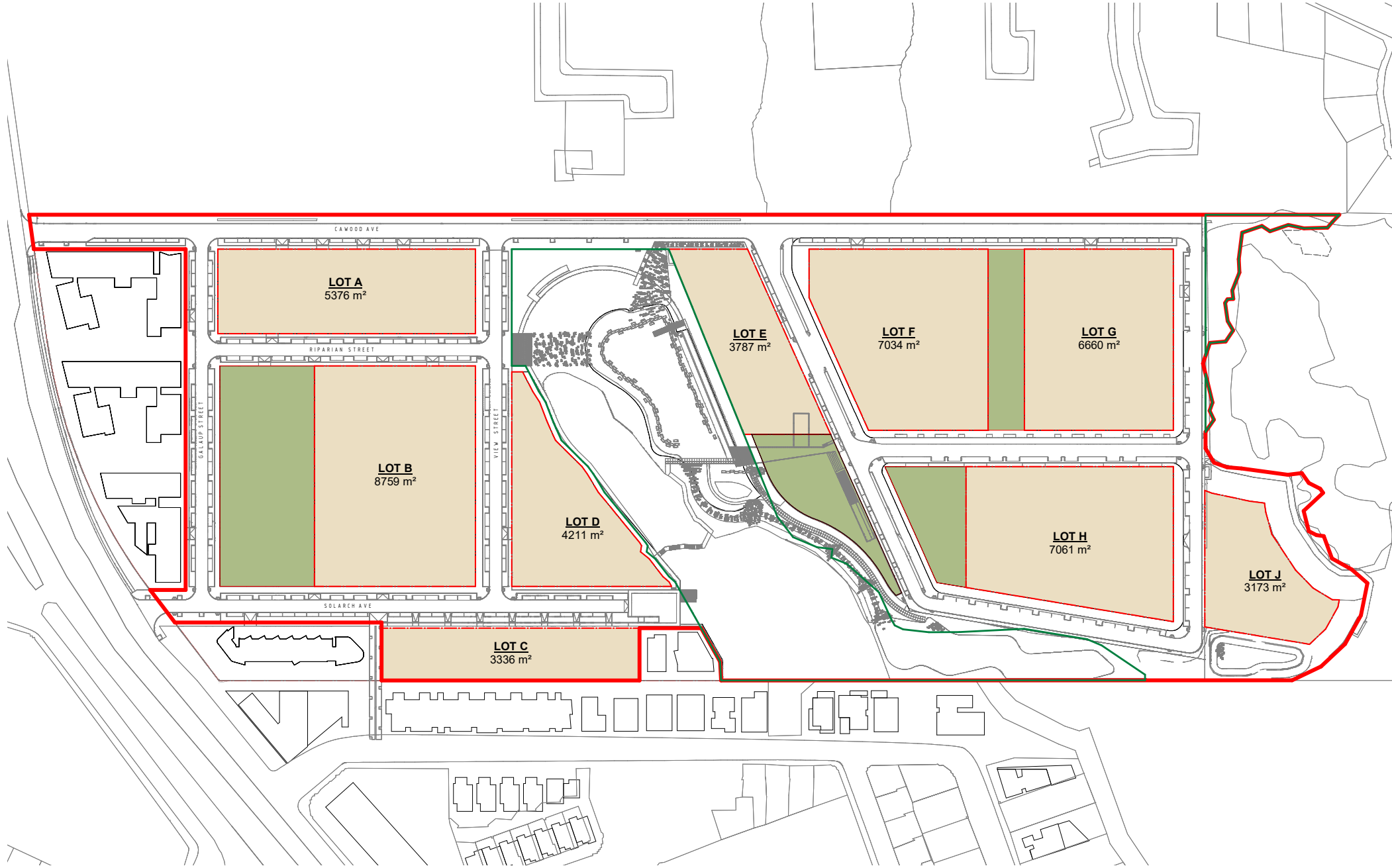
Landscape precedent

Proposed Masterplan

6.4 Lot Area and Maximum Heights

The diagram to the right shows the proposed development lots for the site along with maximum building height and storeys. The maximum RLS proposed for each lot take into consideration overshadowing of neighbouring properties, OLS, and transition of height towards sensitive areas. The massing shown provide an indicative location of height.

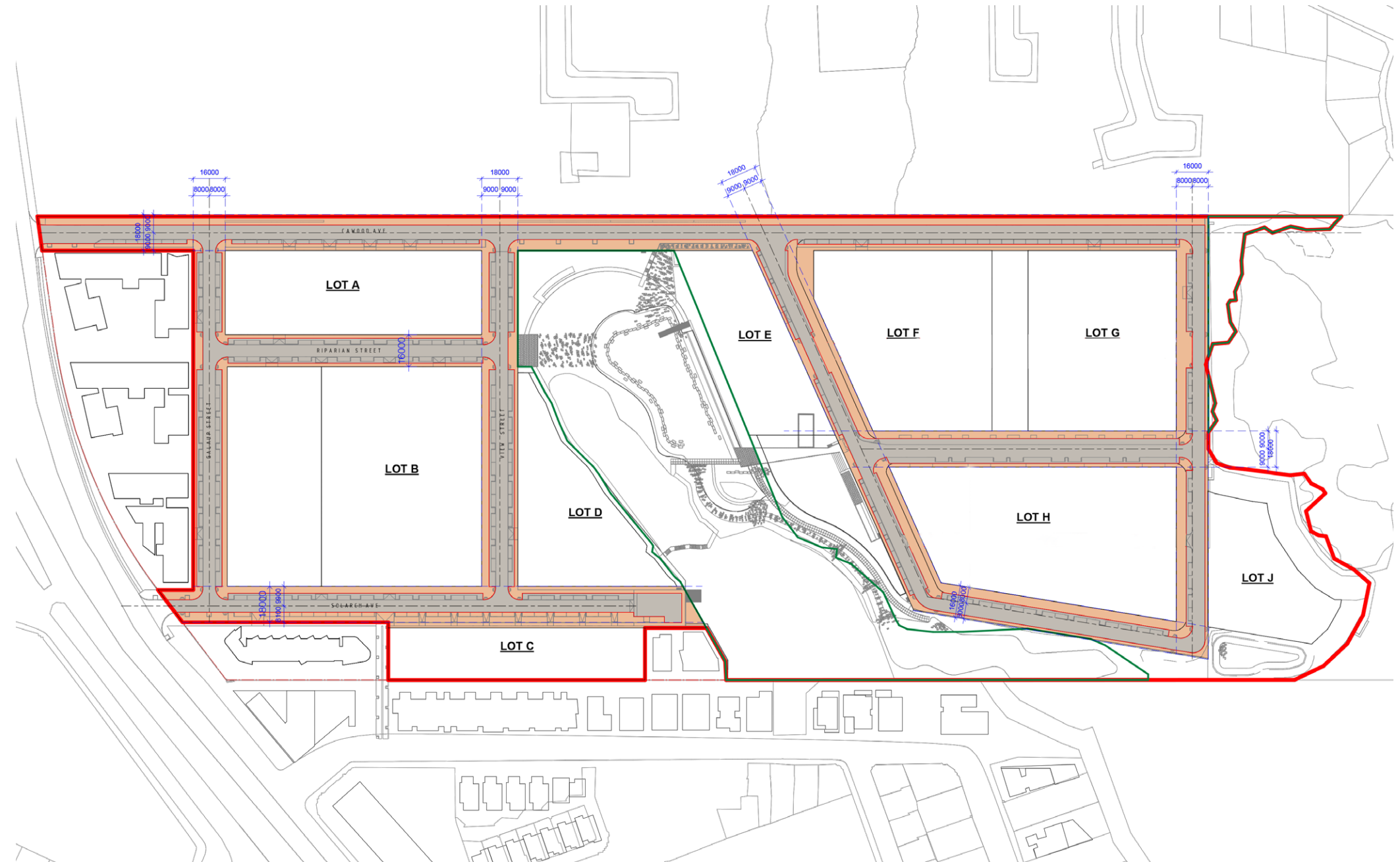
Building	Max Building Height	Max Storey
A	RL90	16
B	RL87	15
C	RL45	2
D	RL78	12
E	RL95	20
F	RL98	21
G	RL105	22
H	RL80	15
J	RL55	8



Proposed Masterplan

6.5 Street network plan

The diagram to the right shows the extent road reconfiguration to accommodate the new urban block and vehicular access requirements



Key

-  Site boundary
-  Existing Streets
-  Road Widening Area
- Demolished Streets

Proposed Masterplan

6.6 Typical Street Sections



Section A - 18m Road reserve (1:150)



Section B - 18m Road reserve (1:150)

Proposed Masterplan

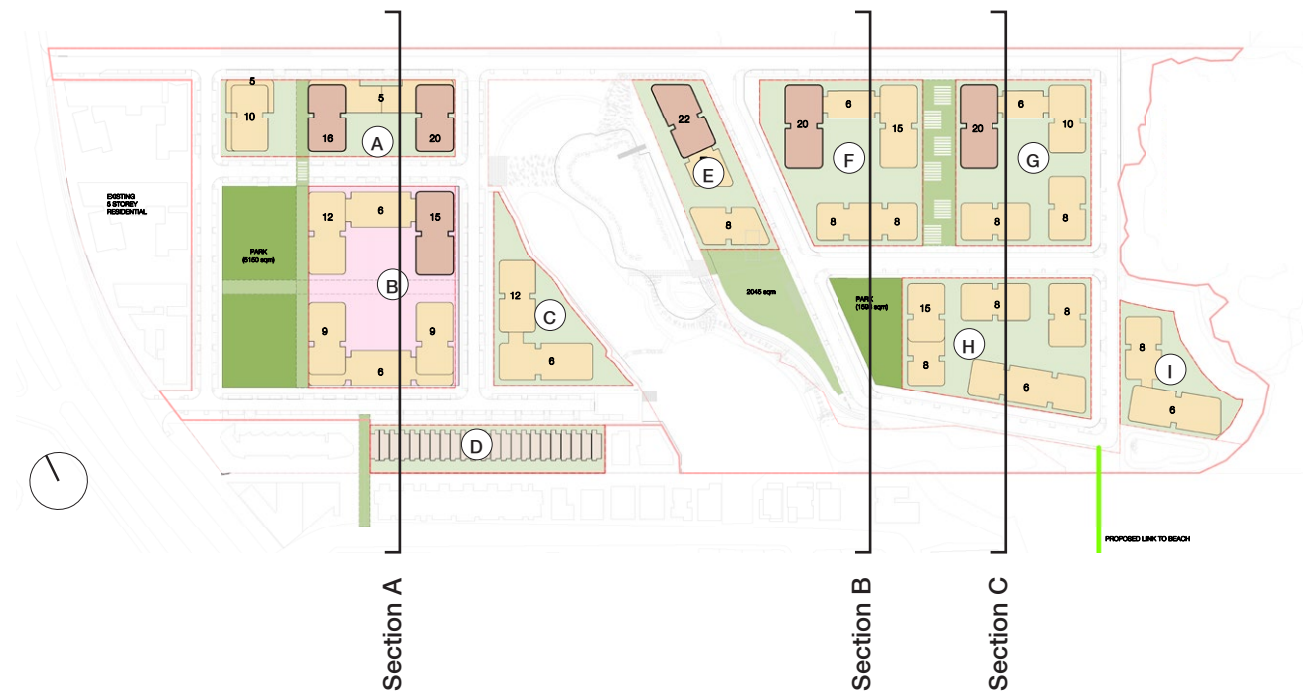
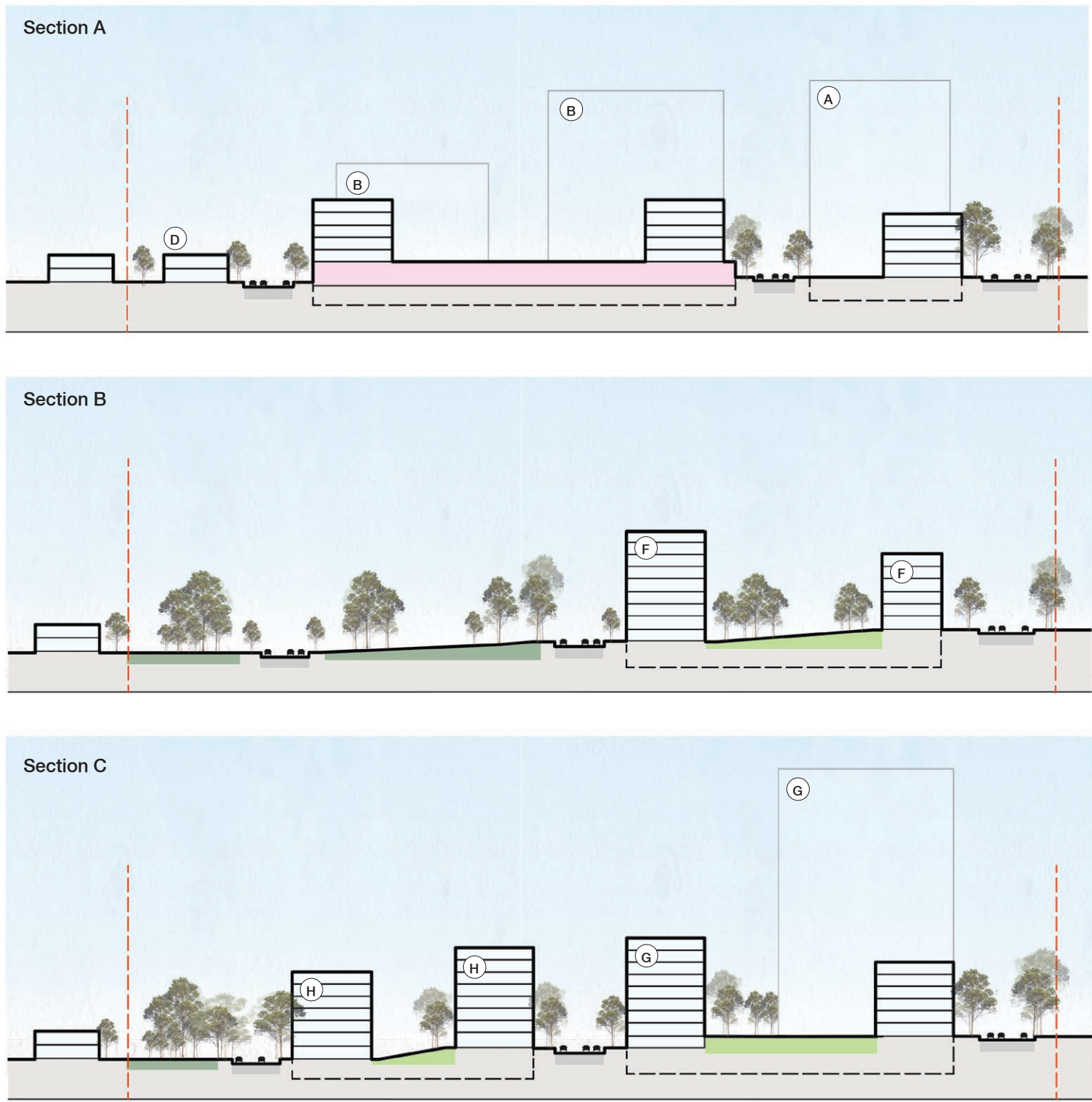


Section C - 16m Road reserve (1:150)



Section D - 16m Road reserve (1:150)

6.7 Site Sections



The cross site section demonstrates the transition in height toward the west and south of the site. They also show how the break up of the development allows for wide streets and tower separation. Communal open space is provided at ground between the proposed residential providing additional amenity to each block, Parking will be provided in basements below ground.

Key

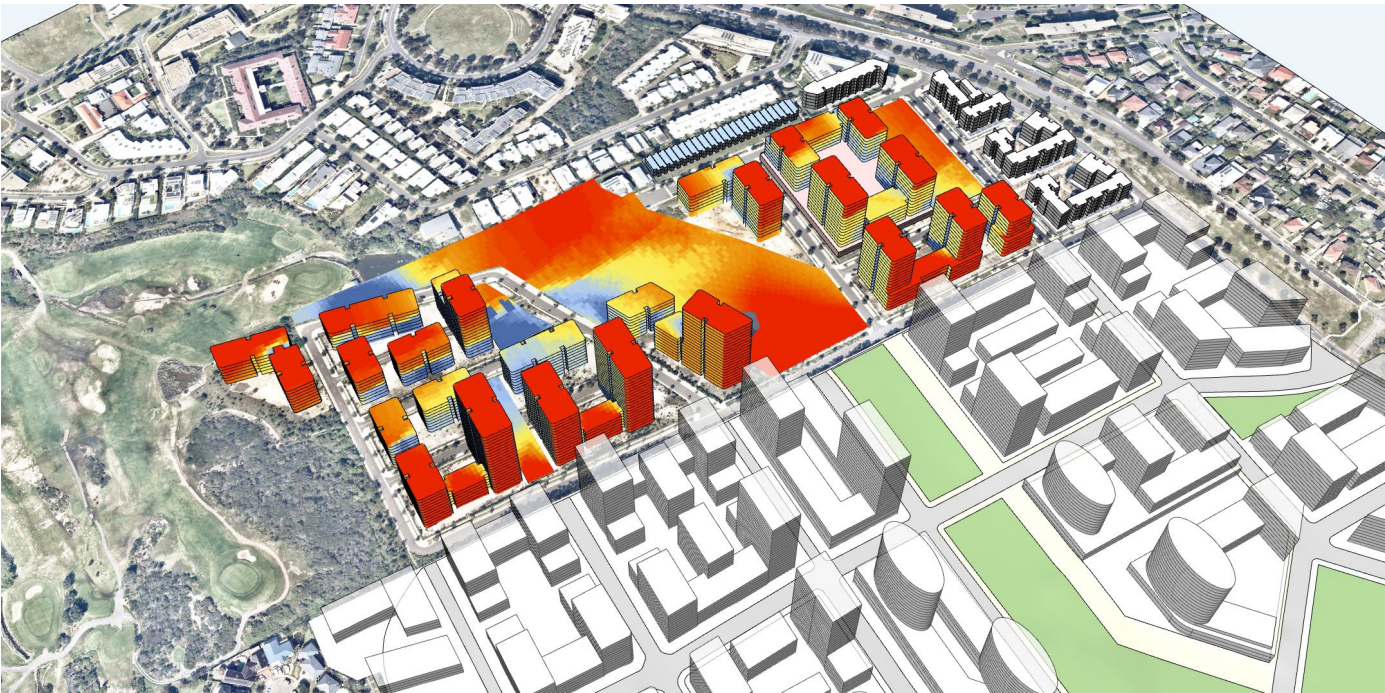
- Residential
- Retail
- Communal open space
- Public open space

Scheme Analysis

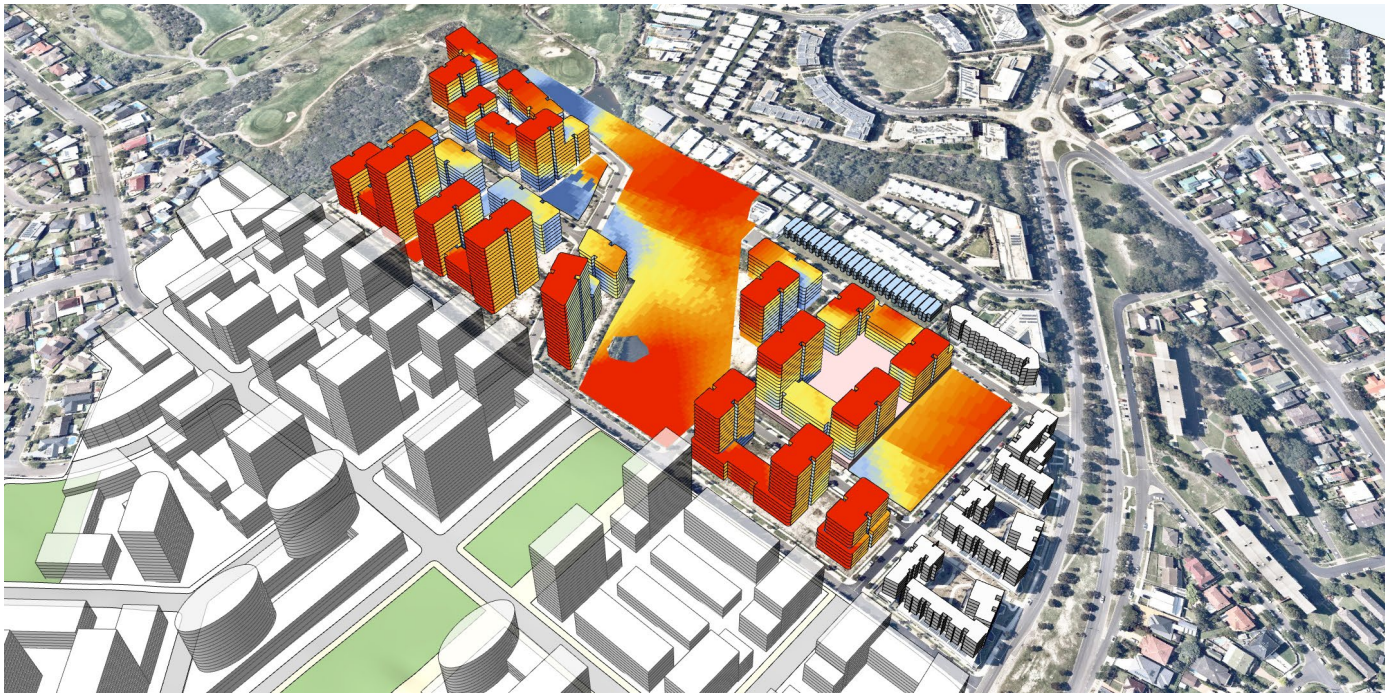
7

Scheme Analysis

7.1 Solar Insulation



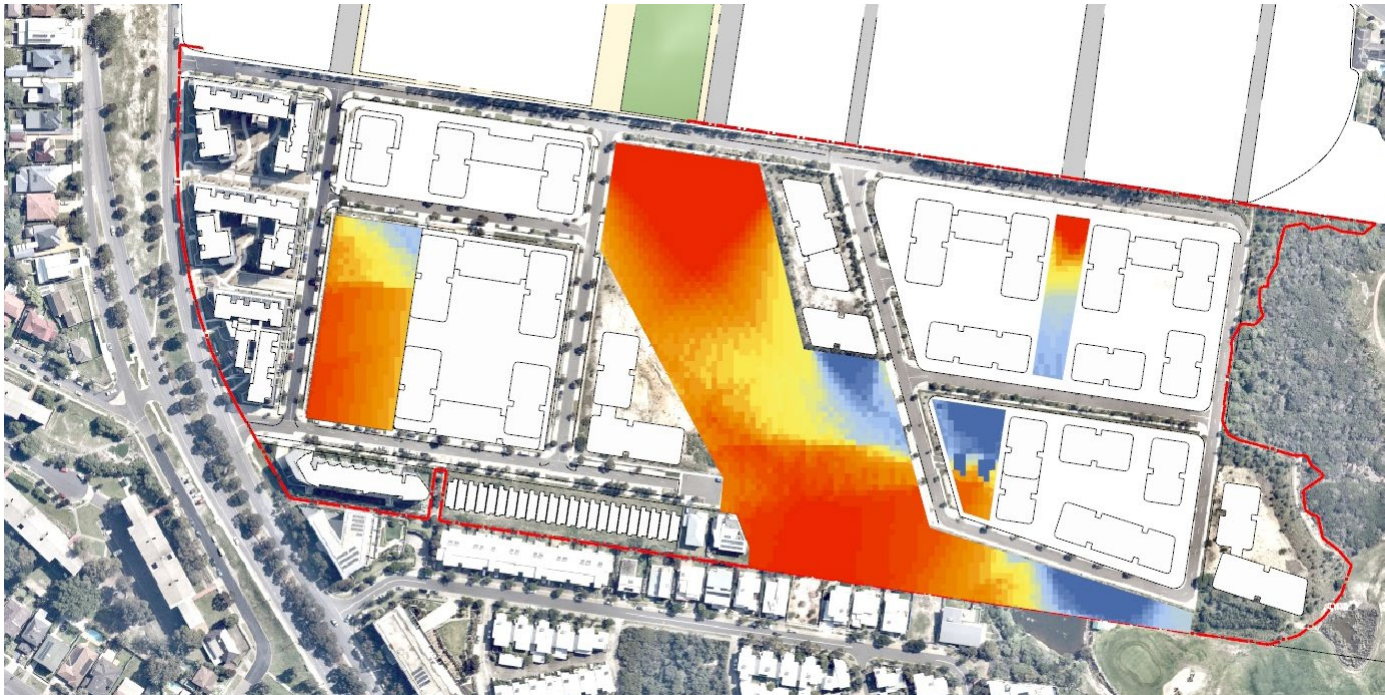
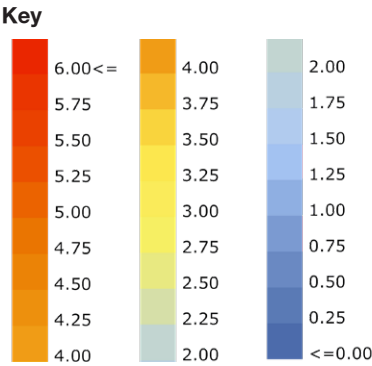
View from South



View from North

The solar insolation diagram above shows that development on each lot can be made to achieve solar access requirements of the ADG i.e 2 hours of solar access to 70% of dwellings on the winter solstice

Approximately 84% of the public realm receives more than 2 hours of sunshine on the winter solstice, while **76% receive more than 3 hours** of sunshine as shown in the diagram to the right.



Solar access to open space

7.2 Shadow Analysis - June 21



Heights have been distribute across the site to maximise solar access to open space and adjoining properties. Neighbouring low density residential will achieve greater than 4 hours of solar access on the winter solstice with the majority of the shadow contained within the site.

Key

 Proposed Shadows

Scheme Analysis

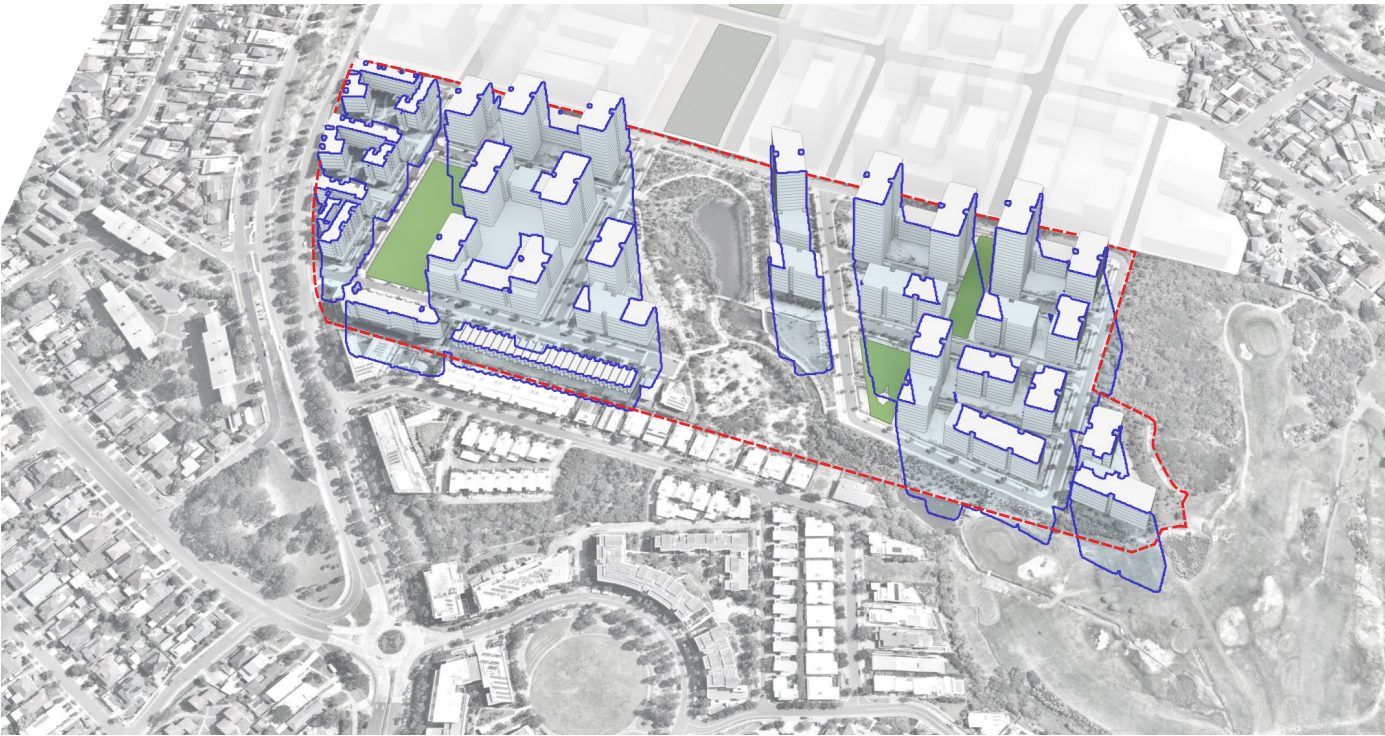


Heights have been distribute across the site to maximise solar access to open space and adjoining properties. Neighbouring low density residential will achieve greater than 4 hours of solar access on the winter solstice

Key

Proposed Shadows

Scheme Analysis

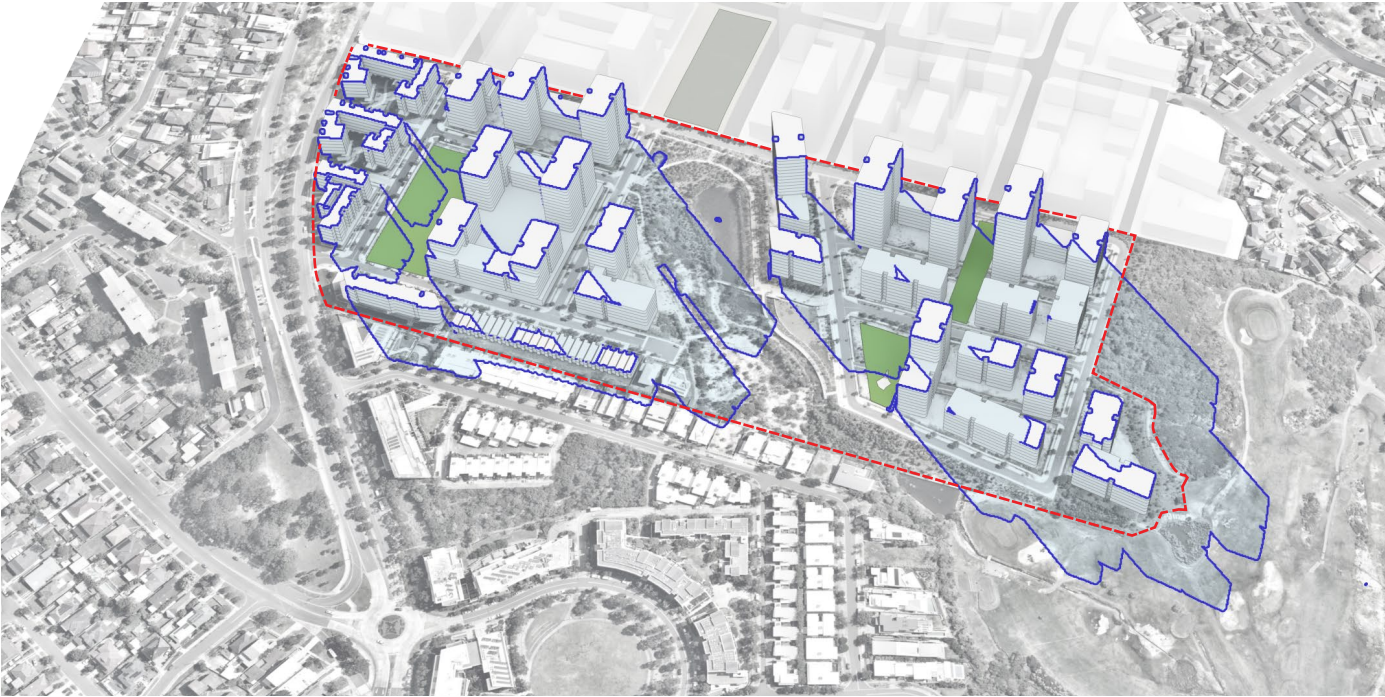


1pm



2pm

Heights have been distribute across the site to maximise solar access to open space and adjoining properties. Neighbouring low density residential will achieve greater than 4 hours of solar access on the winter solstice



3pm

Key

Proposed Shadows

SJB Architects

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We create spaces people love.
SJB is passionate about the
possibilities of architecture,
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and planning.
Let's collaborate.

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