

**URBIS**

# **LITTLE BAY PLANNING PROPOSAL**

Prepared for  
**MERITON**  
August 2019



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# EXECUTIVE SUMMARY

## OVERVIEW

The site presents a once in a generation opportunity for the renewal of existing residential zoned land in the inner south east of Sydney to align with current strategic and infrastructure planning policies. The site is 12.3ha in total developable area under single ownership by Meriton, representing one of the largest residential landholdings in the eastern district. In addition, the site directly adjoins over 53 hectares of government owned land to the north comprising Land and Housing Corporation and Long Bay Correctional Facility, both of which have been flagged for redevelopment in recent years.

Located just 11km from the Sydney CBD and 5km from Port Botany and Sydney Airport trade gateways and accessible to several Strategic Centres providing approx. 909,800 jobs by 2031, the site must be assessed not only against short term planning considerations, but for its capacity to contribute to 20-year planning outcomes envisaged for the Eastern City District. This includes contributing to dwelling supply targets by provision of approximately 1,500 additional houses in the Randwick Local Government Area (LGA) of the 157,500 required in the Eastern City District (or just 0.96%), a substantial affordable housing offering leveraging the site's unique coastal setting and accessible location as well as making provision for the growth of the targeted tourism industry. Meriton's site has the capacity to act as a catalyst for the redevelopment of the government land to the north and creates a demand for the planned transport corridors to be implemented. The redevelopment will respond directly to the Greater Sydney Commission's identification of the site as a significant project to contribute to housing supply within the Eastern City District.

The site has already been recognised as a highly suitable location for residential development and concentrated density. In December 2009, the Land and Environment Court granted development consent to a Stage 1 Master Plan across the site comprising an FSR of 0.5:1 including varying residential building forms ranging in height between 2-6 storeys. To date, the majority of the site has not been developed in accordance with the consent and has instead been the subject of multiple landowners in which time it has sat vacant.

Since development consent was granted in December 2009 there has been significant advances in the strategic planning framework governing Metropolitan Sydney including increased population projections and as a consequence increased dwelling and employment targets and significant investment and planning of transport infrastructure. Accordingly, this approval is now inconsistent with current strategic planning and if developed under the current controls would be a lost opportunity.

The site is located within the Anzac Parade Corridor Priority Precinct, an area identified by the Department of Planning and Environment (DPE) to provide housing and jobs close to public transport, shops and services as well as focusing on the substantial Government landholdings in this area. However, this Priority Precinct has not advanced. So, this Planning Proposal represents an opportunity to activate the development area through private initiative and achieve the relevant dwelling, employment and open space benefits for the community.

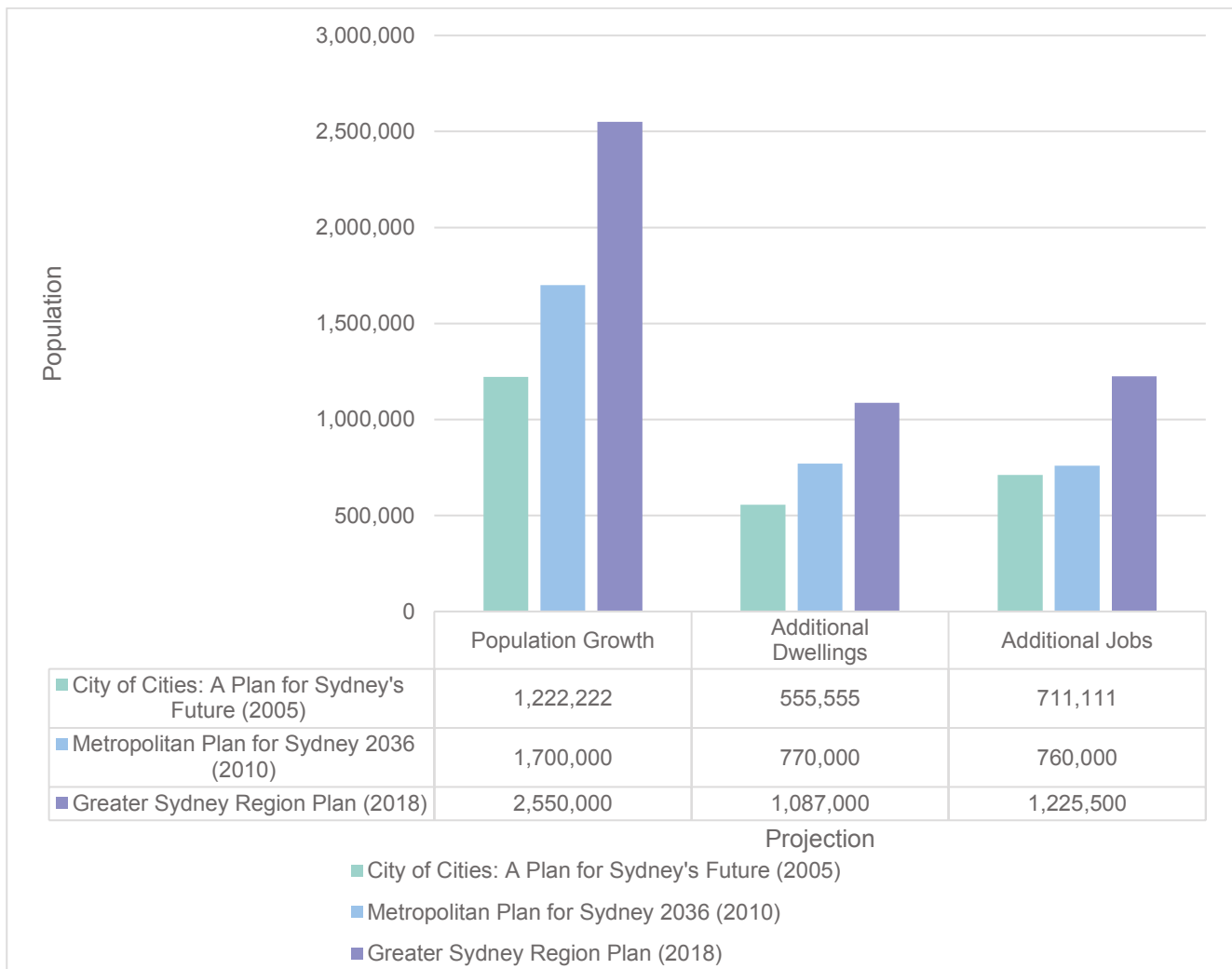
The metropolitan plan *City of Cities: A Plan for Sydney's Future 2005* applied at the time of the Stage 1 Master Plan approval. The plan envisaged that between 2004 and 2031 (27 years), Sydney's population will increase by 1.1 million people and Sydney will need 640,000 new homes and 500,000 additional jobs. The plan was subsequently replaced a year following the approval and the *Metropolitan Plan for Sydney 2036* was released. This Plan envisaged that between 2006 and 2036 (30 years) Sydney's population will increase by 1.7 million people and Sydney will need 770,000 new homes and 760,000 additional jobs.

The Greater Sydney Commission (GSC) was established in 2016 to lead metropolitan planning. Since this time the GSC has undertaken significant evidenced based research, data analysis and engagement to prepare the current metropolitan and district plans. To this end, the Greater Sydney Region Plan (GSRP) identifies that between 2016 and 2036 (20 years) Sydney's population will increase by 1.7 million and require 725,000 additional dwellings and 817,000 new jobs.

Compared to the 2005 metropolitan strategy that was in place when the current approval was issued, this represents an estimated increase of 1,327,778 people, 531,945 dwellings and 514,389 jobs over a 30-year period compared to what was anticipated at the time of the 2009 approval (refer to **Chart 1.1** below for a graphic illustration).

## Comparison of Sydney's strategic planning projections over a 30-year period

Chart 1.1



These changes in the strategic planning context affecting the site, together with the strategic importance of the site in its ability to deliver housing and jobs in a manner that has capacity to align with the future development of the government lands to the north and integration of transport infrastructure provides an opportunity to revisit the zoning and densities across the site.

Despite changes in the significant and sustained increase in population growth and associated dwelling and employment forecasts for the Greater Sydney region and significant investment and advancements of planned public transport networks within the south-eastern region, the development potential of the site has remained constant under the established floor space ratio standard across the site of 0.5:1. These planning controls respond to the population projections identified within the 2005 metropolitan plan City of Cities where there was no commitment or planning of any significant public transport in the area; and fails to respond to the current population projections identified within the applicable 2018 metropolitan plan. This demonstrates a significant mismatch between the demand for housing and development necessitated by the current strategic planning framework and the development potential of the site. As the largest land parcel held in single ownership within the Eastern City District available for residential development, failing to rezone the site to respond to the current planning framework to create a better mixed-use development in the right location with substantial public benefits that would not otherwise be achieved is a missed opportunity. Missing this opportunity will generate a number of significant implications, including the rezoning of employment land uses, density in inappropriate locations and continued urban sprawl.

The Planning Proposal therefore seeks to permit a rezoning of the site that will directly respond to the current strategic planning framework and correct land use planning for the south-eastern region to align with current strategic and infrastructure planning policy.



This Planning Proposal request has been prepared by Urbis on behalf of Meriton (the Proponent) to initiate the preparation of an amendment to the *Randwick Local Environmental Plan 2012* (RLEP 2012). The amendments relate to a 12.3ha landholding in Little Bay and would result in the following:

- Retention of the existing E2 Environmental Conservation and R1 General Residential zoning across the site;
- An addition to Schedule 1 Additional Permitted Uses to facilitate the permissibility of 'hotel or motel accommodation' and 'medical centre' on the site;
- A maximum floor space ratio (FSR) development standards of 2:1; and
- Maximum building heights across the site of 8.5m to 73m.

This proposal is supported by an offer by the proponent to enter into a Voluntary Planning Agreement with Council for the delivery of affordable housing, open space and a monetary contribution towards local infrastructure and services. Recognising that the site was identified within the Anzac Parade Priority Precinct, the Proponent is also willing to enter into an agreement with the State Government to contribute towards state infrastructure and overall will generate in excess of \$140 million in public benefit value. The Offer is made separately and in accordance with best practice and established guidelines, adopting a 50% target for value sharing which on such a significant site generates substantial benefits including up to 76 affordable housing units to be dedicated to Council. These units will house key workers including teachers, nurses and police officers that service the local area have opportunities to live in the area.

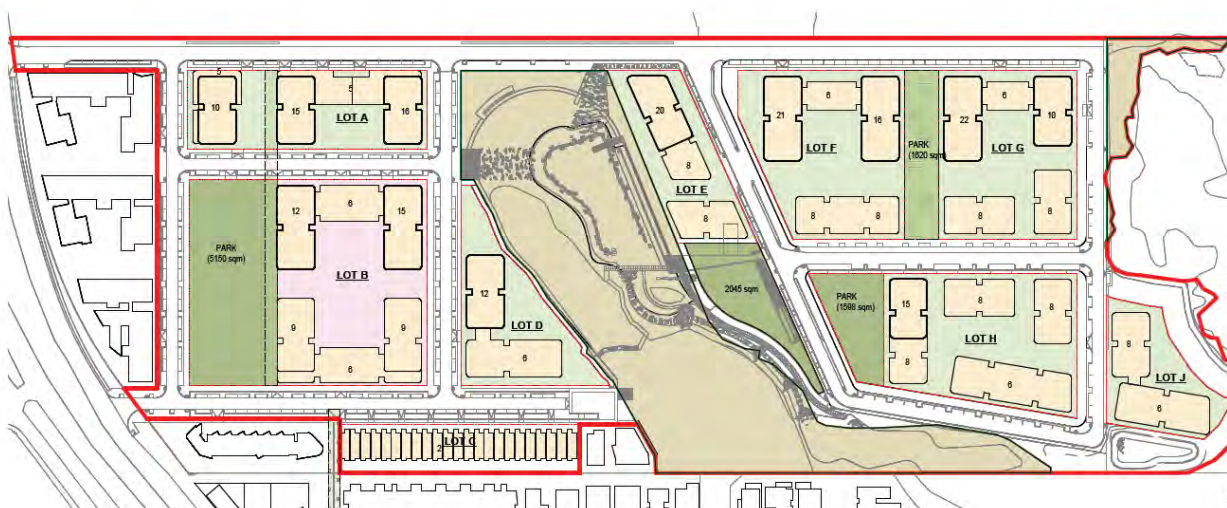
This report has been prepared to assist Randwick Council to prepare a Planning Proposal for the LEP Amendment of the site in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This report has been prepared in accordance with the NSW Department of Planning and Environment's *A Guide to Preparing Planning Proposals*.

## CONCEPT DESIGN

A Concept Plan and Urban Design Report has been prepared by SJB for the potential redevelopment of the site. Key features of the Concept Plan include:

- **Land Use:** Provision is made for approximately 1,909 new dwellings, comprising a mix of dwelling typologies including townhouses, and one, two- and three-bedroom apartments. Allowance has been made for complementary non-residential uses including approximately 5,900sqm of retail GFA and provision for a hotel, medical centre and child care centre.
- **Height and Built Form:** Multiple buildings are proposed across the site ranging from 2 to 22 storeys. The built form approach is responsive to the topography of the land with the taller buildings concentrated toward the north eastern portion of the site where the site is substantially lower than the western end of the site. The buildings then cascade down toward the south in recognition of the neighbouring low-density residential precinct. The diversity in building types and forms also ensures the proposal delivers visual interest and varied skyline views.
- **FSR:** A total GFA of 197,000sqm can be accommodated across the site, which equates to an overall FSR of 2:1.
- **Open Space:** A network of strategically located and connected open spaces with a combined area of approximately 3.56ha will be integrated into the development (36% of the site area). This includes retention of the existing central landscaped open space with areas of open space along the landscape buffer, civic square and community park along the western portion of the site, and areas of open spaces and play spaces interspersed throughout the site. Approximately 10,500sqm is planned as new open space to be dedicated to the Council for the benefit of the broader community.
- **Access:** The proposed development will generally utilise the existing internal road network approved and constructed in accordance with the Stage 1 Master Plan, with some adjustments due to the increased open space provision and changes in location of development blocks as well as greater road widths to facilitate the increased density and bus / service vehicle access into the site.
- **Community Facilities:** The proposed development provides substantial additional open space and will make provision for a range of support services for the local community through the mixed-use nature of the proposal (i.e. retail, medical centre, child care centre, serviced apartments).

Figure 1 – Indicative site master plan



Source: SJB

## PLANNING ASSESSMENT

The Planning Proposal has been assessed against relevant State and local planning considerations including relevant Strategic Merit Tests. The Planning Proposal is supported on planning merits in accordance with the following:

1. The Planning Proposal directly responds to significant advances in the strategic planning framework governing Metropolitan Sydney that outline a sustained increase in population projections for the metropolitan region. These changing demographic circumstances and the associated increased demand for infrastructure to support the population growth is not comparable to the development potential for the site, which has remained constant under a 2009 approval. **This change in circumstance illustrates there is strategic and site-specific merit to advance the proposed amendments to the planning framework in the manner proposed.**

The proposal is entirely consistent with the existing Greater Sydney Region Plan, associated Eastern City District Plan and local Randwick City Plan 2017. Specifically, the Proposal responds to the District Plan which identifies Little Bay as demonstrating potential to provide housing and deliver on the housing supply targets for the district. Further, the Proposal acts upon initiatives identified within the Randwick City Plan 2017 which illustrates increased density and development in the LGA will not eventualise without investment in public transport, community infrastructure and improved local access.

2. The Planning Proposal has site-specific merit due to following:
  - The availability of a large site available for renewal, one of the largest remaining residential landholdings in the Eastern District.
  - Retention of the predominant use of the site for residential housing with supporting uses.
  - Its location and accessibility adjacent to the Anzac Parade corridor, and the capacity to influence infrastructure provision within the area through the indicative extension of transport corridors to the south-eastern region including the Sydney Metro and CBD and South East Light Rail. This will also influence complementary renewal of the government-owned land parcel and Long Bay jail to the north of the site.
  - Environmental benefits through the retention and protection of environmentally sensitive land and land of significant biodiversity value within and immediately surrounding the site.
  - Can adequately address the opportunities and constraints of the site as addressed in this report and supporting studies.
3. The Planning Proposal will establish a new mixed-use centre and support a variety of land uses to the benefit of the current surrounding and future population. These economic benefits include:



- 538 direct and indirect jobs at a total Gross Value Added of \$61.2 million per annum during construction.
  - 593 direct and indirect ongoing jobs at a total Gross Value Added of \$27.51 million per annum during operation.
4. The Planning Proposal will facilitate the delivery of approximately 1,909 new dwellings (approximately 1,500 more than already permitted) that will support housing diversity within the area, whilst facilitating the achievement of the dwelling targets set for Randwick LGA and longer-term targets for the Eastern City District which requires 157,500 new dwellings by 2036.
  5. The Planning Proposal aims to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current surrounding and future population, including:
    - Improvements to the public domain and upgraded streets, public open space and new facilities;
    - A child care facility, medical centre and local retail centre.
  6. The Planning Proposal will deliver 1,900 dwellings within 30-minutes from 810,400 jobs by 2021, services and existing and planned future infrastructure. Accordingly, it will provide an outcome that would be consistent with the approach to locate housing in highly accessible locations in existing centres.
  7. The master plan demonstrates that the proposed development of the precinct will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings through considered siting of building envelopes. Additionally, the proposal will not have any significant adverse environmental impacts with respect to significant biodiversity, overshadowing, traffic, airspace operations, heritage or urban design, rather it will deliver numerous benefits as demonstrated within this report.

For these reasons, it is recommended that the Planning Proposal is endorsed by Council to enable a gateway determination by the Department of Planning and Environment.

# 1. INTRODUCTION

## 1.1. OVERVIEW

This report has been prepared by Urbis Pty Ltd on behalf of Meriton (the Proponent) in support of a Planning Proposal to amend the *Randwick Local Environmental Plan 2012* for land forming part of a 12.3-hectare landholding at Anzac Parade, Little Bay.

The site is bound by Anzac Parade to the west, a 53 hectare government landholding to the north controlled by Land and Housing Corporation and Long Bay Correctional Facility, The Coast Golf and Recreation Club adjoining Little Bay Cove to the east and the Prince Henry residential subdivision precinct to the south (refer **Figure 2**).

Figure 2 – The Site and Surrounding Landholdings and Development



Source: Urbis

The site is legally described by 15 lots and deposited plans outlined in **Section 3.1** of this Report. The subdivision of the land was made in accordance with the Stage 1 Master Plan consent (DA81/2009) that exists over the site comprising an FSR of 0.5:1 and a series of residential building forms ranging in height between 2- 6 storeys. This Planning Proposal relates to the whole of the land forming part of the Stage 1 Master Plan with the exception of the two 5-storey residential flat buildings along Anzac Parade and two dwelling houses already constructed and occupied.

Since the Stage 1 Master Plan was granted consent in December 2009, the Strategic planning framework has significantly evolved with evidenced based research, data analysis and engagement undertaken to prepare the current metropolitan and district plans. Comparing the Metropolitan Plan for Sydney 2036 (that existed at the time of the 2009 Master Plan approval) and the current Greater Sydney Region Plan, population projections have significantly increased and consequently dwelling and job targets have significantly risen.

The site represents one of the largest residential landholdings in single ownership in the Eastern District and, as a consequence of the changes in the strategic planning context offers a unique opportunity to revisit the densities across the site which is already zoned for residential uses in a proposal that would see private and affordable housing in a consolidated location. It would also provide an opportunity to integrate non-residential uses (such as retail and commercial floorspace and a tourism offering) in a high amenity coastal location that is accessible within 30 minute drive time to strategic centres and trade gateways anticipated to being the provider of over 900,000 jobs by 2031, existing bus routes and future high frequency and mass transit infrastructure. Furthermore, it will provide a catalyst for the adjoining Government lands to eventually redevelop resulting in a mixed-use precinct anchored by future public transport investment.

The site is currently zoned part R1 General Residential and E2 Environmental Conservation surrounding the central landscaped corridor. The maximum building heights permitted vary across the site from 8.5 metres – 73 metres, and individual FSRs have been nominated for each development block between 0.5 – 1.25:1 (parts already developed have FSRs up to 1.5:1) with a total FSR permitted across the site of 0.5:1.

This report has been prepared to assist Council in preparing a Planning Proposal to rezone the site and amend the height and floor space ratio development standards, under the RLEP 2012, in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The intended outcome of this planning proposal is to amend the RLEP 2012 as follows:

- An addition to Schedule 1 Additional Permitted Uses to facilitate the permissibility of 'hotel or motel accommodation' and 'medical centres' on the site;
- A maximum floor space ratio (FSR) development standard of 2:1 to the R1 zone only; and
- Maximum building heights across the site of 8.5m to 73m.

The amendment would facilitate future development of low - high density forms of residential accommodation in particular the delivery of townhouses and residential flat buildings varying in scale and height from 2 to 22 storeys, a local retail centre, provision for a hotel, child care centres, medical centre and other complementary uses in a landscaped and coastal setting.

## 1.2. REPORT STRUCTURE

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment. Furthermore, this Planning Proposal builds on the acknowledged planning history of the site including a previous planning proposal and subsequent development applications that has resulted in development now being commenced.

As required by Section 3.33 of the EP&A Act, this Planning Proposal request includes the following:

- Description of the subject site and context.
- Description of the proposed amendments to the RLEP 2012 supported by sufficient detail to indicate the effect of the amendments.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal that are to be included in the LEP.
- Summary of the justification of the proposal, including an environmental assessment.
- Description of the community consultation process that would be expected to be undertaken before consideration is given to making of the planning instrument.
- Indicative project timeline.

### 1.3. SUPPORTING DOCUMENTATION

This Planning Proposal request is supported by the following documentation:

- Deposited Plan prepared by NSW Land Registry Services provided at **Appendix A**;
- Urban Design Built Form and Massing Study prepared by SJB provided at **Appendix B**;
- Perspective Images prepared by Andrew Tremelling provided at **Appendix C**;
- View Analysis Study prepared by SJB provided at **Appendix D**;
- Transport Assessment prepared by ARUP provided at **Appendix E**;
- Community Needs Assessment prepared by Cred provided at **Appendix F**;
- Economic Benefits Report prepared by Urbis provided at **Appendix G**;
- Heritage Impact Statement prepared by Urbis provided at **Appendix H**;
- Aboriginal Cultural Heritage Consistency Assessment prepared by Extent Heritage provided at **Appendix I**;
- Biodiversity Development Assessment Report prepared by Travers Bushfire and Ecology and provided at **Appendix J**;
- Infrastructure Capacity Assessment prepared by AT&L provided at **Appendix K**;
- Site Audit Statements prepared by Environ provided at **Appendix L**;
- Review of Site Contamination prepared by ADE Consulting provided at **Appendix M**;
- Proposed LEP Maps – FSR and HOB prepared by Urbis provided at **Appendix N**; and
- Authority Consultation Summary prepared by Meriton provided at **Appendix O**.

The supporting documentation demonstrates the suitability of the site for the proposed land use zones and revised development controls and provides the basis for more detailed design investigations as part of any future development application (DA) proposal.

### 1.4. STAKEHOLDER AND COMMUNITY ENGAGEMENT

The proponent has had a number of informal discussions with the Council prior to submission and has engaged with other key landholders within the surrounding context, including the Land and Housing Corporation, Transport for NSW and Department of Justice. Further discussion of this consultation is provided within **Appendix O**.

Community consultation will be conducted in accordance with the EP&A Act and Council Policy as the application progresses.



## 2. SITE AND PLANNING HISTORY

### 2.1. PREVIOUS USE

**Table 1** provides a summary of the known historical uses of the site.

Table 1 – Previous Uses of the Site

Period	Event / Land Use
1881 – 1934	Part of the site used for the carrying on of a “Hospital” use, known as Coast Hospital, which would later become known as the Prince of Wales Hospital.
1940 – 1959	Following relocation of the Prince of Wales Hospital in the mid 1930s, the site was extensively mined for sand deposits leading to the exposure of culturally significant archaeological and indigenous Miocene and ochre outcrops through the central portion of the site.
1959 - 2006	The site was donated to the University of New South Wales. The University undertook extensive ground alteration works to fill the site, establishing playing fields and research centres.
2006	The site is identified as surplus to demand by UNSW and investigations and process to redevelop the land is commenced.
2008	The site was sold to CHOF5 Little Bay.
2014	The site was sold to T A Global.
2017	The site was sold to Karimbla Properties (No. 50) Pty Ltd which is a wholly contained subsidiary of Meriton Properties Pty Ltd.

### 2.2. HISTORICAL DEVELOPMENT CONSENTS

**Table 2** provides a summary of the historical development consents that applied to the site.

The applications summarised below were never activated following consent from Council, all are taken to have lapsed under the provisions.

Table 2 – Summary of Historical Development Consents

Date	Summary of Approval
27 September 2007	DA/264/2007 Development Consent was issued for a Stage 1 Master Plan to achieve the following: <ul style="list-style-type: none"> <li>- Subdivision of the site into 149 residential lots; and</li> <li>- General site layout to include building envelopes, road layouts and open space.</li> </ul>
December 2007	DA886/2007 Development Consent issued for a super lot subdivision to create three (3) lots. Approval was consistent with the master plan and was guided by the ecological constraints of the site.
11 November 2008	DA1020/2007 Deferred Commencement Consent was issued for remediation and bulk earthworks including demolition of all existing structures.



## 2.3. LATEST DEVELOPMENT CONSENTS AND APPLICATIONS

Following the sale of the land to CHOF5 Little Bay Pty Limited in 2006, a new Stage 1 Master Plan DA was lodged and subsequently approved, with the relevant development applications described in **Table 3**.

Table 3 – Summary of Current Development Consents

DA Number	Summary of Approval
DA81/2009	<p>A Staged Development Application was lodged with Council involving a master plan and site preparation works to include:</p> <ul style="list-style-type: none"> <li>▪ Subdivision into 28 single (Torrens Title) residential lots and 10 super lots;</li> <li>▪ FSR of 0.5:1 across the development site;</li> <li>▪ 2 - 5 storey building heights;</li> <li>▪ Demolition of existing structures, bulk earthworks (including remediation) and civil infrastructure works.</li> </ul> <p>The application was reported to Council and deferred from determination at its meeting of 6 October 2009. Following this the applicant (CHOF5 Little Bay Pty Limited) lodged an appeal in the Land and Environment Court based on deemed refusal. The appeal was upheld by order of the Court published on 23 December 2009.</p> <p>In accordance with the approval, subdivision works were completed and Lots 5, 11, 17 and 18 were built and occupied. The consent is therefore activated.</p>
DA495/2011	<p>Stage 2 for development of Lots 3 and 4 containing 66 x two (2) and three (3) storey terrace dwellings with basement level car parking for 132 vehicles, landscaping and associated works. Approved 5 October 2011. As no works were completed, the consent lapsed.</p>
DA496/2011	<p>Stage 2 for development of Lot 5 containing a five (5) storey residential flat building with 45 apartments over basement level parking for 47 vehicles and associated civil a landscaping works. Approved 5 October 2011.</p> <p>The building was subsequently built and occupied, activating the consent.</p>
DA812/2011	<p>Stage 2 for development of Lot 11 to construct three (3), five (5) storey residential flat buildings containing 179 residential apartments over basement level car parking for 226 vehicles and associated landscaping works. Approved 15 February 2012.</p> <p>The buildings were subsequently built and occupied, activating the consent.</p>
DA39/2016	<p>Stage 2 for development of Lot 2 to construct part 2/part 3 storey multi-dwelling housing development with roof terraces, containing 33 dwellings, basement parking for 50 vehicles, at grade parking for 8 vehicles, landscaping and associated works (variation to floor space ratio control). Approved 29 June 2016.</p> <p>These works did not commence.</p>

## 3. SITE CONTEXT

### 3.1. SITE DESCRIPTION

This subject site relates to an approximately 12.3-hectare landholding at Little Bay. The site was formerly known as 1408 Anzac Parade, Little Bay but has since been subdivided into multiple landholdings comprising development parcels and roads (refer to detailed description at Table 4 overleaf).

The extent of the landholding forming this Planning Proposal request is illustrated in **Figure 3**. The site excludes the constructed residential flat buildings at 2 Galaup Street fronting Anzac Parade, 1-5 Solarch Avenue located on the corner of Solarch Avenue and Anzac Parade and the two constructed dwelling houses at 23 and 25 Solarch Avenue. In addition to this, the central landscaped corridor is held in community title. The site has frontages to Cawood Avenue to the north, Wrapped Coast Road to the east, Solarch Avenue to the south, and Anzac Parade to the west.

The site was previously owned and occupied by the University of New South Wales (UNSW) between 1959 and 2008. The site was utilised for playing fields on the western portion of the site, and a number of buildings for university, research and related uses. In accordance with the Stage 1 Master Plan consent over the site (DA81/2009), the site was subdivided, suitably remediated, all existing buildings demolished, and a number of public domain works completed including provision of roads, infrastructure and services in preparation for the development of the site. Similarly, a number of Stage 2 DAs were approved for construction of buildings, to which only two residential flat buildings and two dwelling houses eventuated.

In accordance with the above approvals, the site is largely vacant however features public domain improvements including public roads, footpaths and bridges, and a children's public playground on the eastern portion of the site on Lot 19 (1R Solarch Avenue).

Figure 3 – The Site

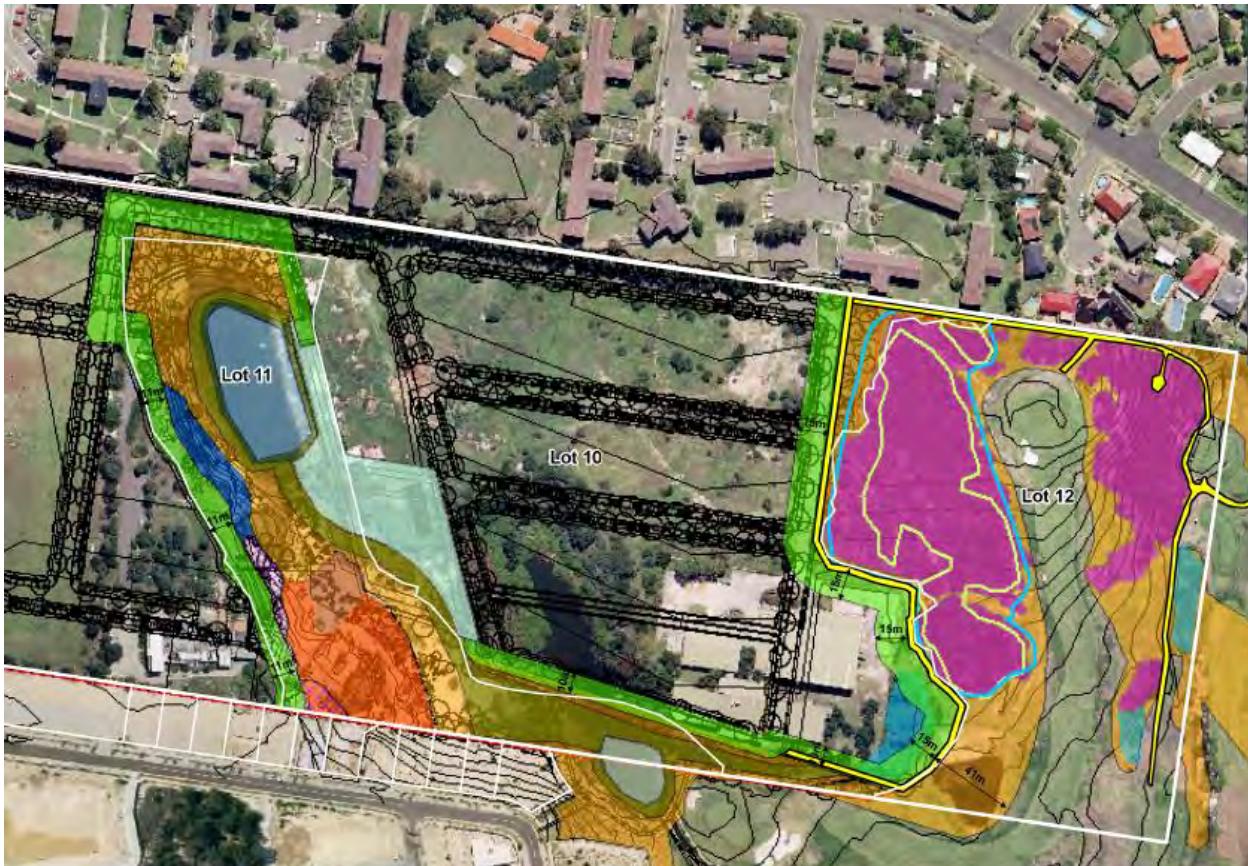


Source: Urbis



A 2.506-hectare landscaped corridor held within Community Title (Lot 1 of DP270775) is located in the centre of the site containing dams, and significant Miocene and Ochre deposits that are listed on the Register of the National Estate. A remnant stand of Eastern Suburbs Banksia Scrub (ESBS) is also located on the eastern most edge of the property. The ESBS is a critically endangered ecological community, and a critical habitat buffer has been established between the ESBS and the broader development site, protected by a fence along the boundary of the buffer. Both ecological and Aboriginal significant assets and established buffer areas will be retained and incorporated into the masterplan for the site.

Figure 4 – Constraint Mapping of the Miocene and Ochre Deposits and the remnant Eastern Suburbs Banksia Scrub



Source: Little Bay Stage 1 Plan prepared by Hill Thalys Architecture + Urban Projects, Candalepas Associates and McGregor Partners

Table 4 – Description of Site Address, Lot and Deposited Plans

Address	Lot	Deposited Plan
5-15 Cawood Avenue	2	270775
1-15 Galaup Street	3	270775
1R Solarch Avenue	19	270775
2-14 Lapwing Street	4	270775
3-17 Lapwing Street	7	270775
Roads (including Belbowrie Road, Galaup Street, Solarch Avenue, Lapwing Street, Dickinson Way, Bambur Way)	20	270775
7 Solarch Avenue	8	270775

Address	Lot	Deposited Plan
9 Solarch Avenue	9	270775
11 Solarch Avenue	10	270775
13 Solarch Avenue	11	270775
15 Solarch Avenue	12	270775
17 Solarch Avenue	13	270775
19 Solarch Avenue	14	270775
21 Solarch Avenue	15	270775
19 Cawood Avenue (including Cawood Avenue)	18	270775

In summary, special characteristics pertaining to the site are as follows:

- **Topography** - The site topography generally falls from west to east with low depression, formed as a result of the previous sand mining, bisecting the site in a north-south direction. This central depression serves a drainage line and several small dams have formed along its length.
- **Access and movement** – Vehicular access is provided from Anzac Parade with two access points at the northern and southern ends of the western frontage. Several internal roads have been constructed throughout the site. Cawood Avenue provides direct access along the northern boundary of the site to the eastern precinct. The site is currently fenced off to restrict general public access.
- **Cultural and Landscape Features** - The sand mining operations exposed archaeological and indigenous culturally important Miocene and ochre outcrops within the central corridor. In addition, the Eastern Suburbs Banksia Scrub vegetation is contained within the adjoining Lot 12 along the eastern edge of the site.
- **Ochre and Miocene Site** - The location of Miocene and Ochre deposits has previously been identified and surveyed in consultation with the La Perouse Local Aboriginal Land Council (LALC). A buffer area of between 7 and 10 metres in width has been established to protect the Miocene and Ochre formation that now forms part of the central open space that bisects the broader holding.

Images of the subject site are provided in **Figure 2**.



Figure 5 – Photographs of subject site



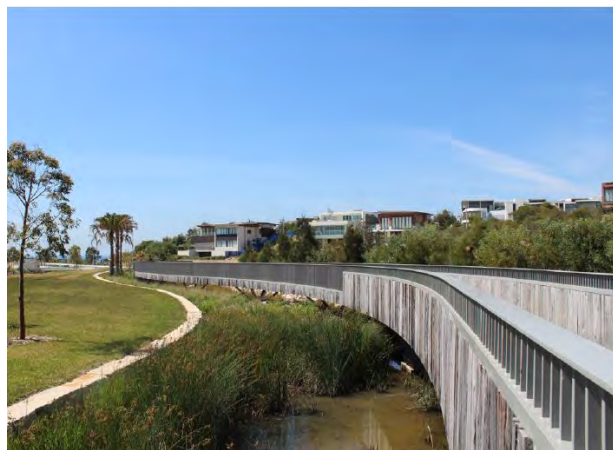
Picture 1 – Existing lot infrastructure



Picture 2 – Existing footpaths



Picture 3 – Lagoon within the site



Picture 4 – Existing footbridge currently on the site



Picture 5 – Children's Playground and Park on the site

Source: SJB



Picture 6 – Footpaths and landscaping within the site



## 3.2. URBAN CONTEXT

### 3.2.1. Regional Context

The site at Little Bay is within the south-eastern corner of inner Sydney, approximately 11km from the Sydney Central Business District. There are a number of strategic centres and renewal corridors within the region, highlighting the changing urban context and transformation of the regional environment, including:

- **Sydney Airport and Port Botany Trade Gateways**

The site is located within 1km of the Port Botany employment precinct and some 5km from Sydney Airport. Port Botany contains one of Australia's major land and sea freight gateways and is Australia's second largest container port as well as a bulk liquids berth. Sydney Airport a major freight, business and tourism gateway for the Harbour CBD and the nation. It contains Sydney's existing domestic and international air terminals. It generates an estimated 18,100 jobs.

- **Eastgardens – Maroubra Junction Strategic Centre**

Located approximately 6km north-west of the subject site, the Eastgardens- Maroubra Junction strategic centre is forecast to undergo significant growth and investment over the period to 2036. The centre benefits from a large retail catchment at Westfield Eastgardens and Pacific Square at Maroubra Junction, and services the residential population of the south-eastern area. Development activity within this centre includes the expansion and redevelopment of Westfield Eastgardens, and ongoing and future development within the Meriton-owned Pagewood site to the immediate north of Eastgardens. The precinct is forecast to accommodate an additional 2,100 employment opportunities between 2016-2036.

- **Randwick Health and Education Precinct**

The Randwick strategic centre is located approximately 8.8km north of the subject site. The strategic centre provides a range of health, research and education services, with a number of commercial and residential land uses supporting these primary services. The Randwick Collaboration Area is a key component of the plan, and includes the UNSW Kensington campus, Prince of Wales private and public Hospitals, the Royal Hospital for Women and Sydney's Children Hospital.

- **Kensington to Kingsford Renewal Corridor**

Randwick City Council has prepared the Kensington to Kingsford Planning Strategy to guide the future of Anzac Parade in Kensington and Kingsford. The strategy proposes new building heights up to a maximum of 60m and floor space ratio controls up to a maximum of 5:1 for land zoned B2 Local Centre within the Kensington and Kingsford local centres. The revised controls would increase the development capacity to approximately 5,280 dwellings in both centres.

On 19 December 2018, the Department issued an amended Gateway Determination for the strategy, and in May 2019 Council resolved to commence a 6-week community engagement program and public exhibition period. The strategy was placed on public exhibition from 20 August 2019 to 1 October 2019.

- **Bondi Junction Strategic Centre**

The Bondi Junction Strategic Centre is a high-amenity centre offering retail services and local amenities supported by the Bondi Junction bus interchange and railway station. The precinct offers employment opportunities in retail trade, health care and social assistance, and professional, scientific and technical services, anchored by Westfield shopping centre. It is estimated employment within the centre will grow from 13,800 jobs in 2016 to an upper baseline target of 20,500 jobs by 2036.

Challenges within the centre include retaining a strong commercial core and resisting pressure from residential development, improving the night-time offering of the precinct through activation of land uses after commercial business hours and considering transport connections to the south-east of the centre.

- **Green Square – Mascot Strategic Centre**

The Green Square – Mascot strategic centre is currently undergoing significant urban renewal from a predominately industrial area to one of increased residential use. The area comprises an area of approximately 278 hectares and extends across Beaconsfield, Zetland, Rosebery, Alexandria and Waterloo, located approximately 11km north of the subject site.

Facilitated by an amendment of existing planning controls at a state level and developer incentives, the redevelopment of the precinct has been led by the City of Sydney Council, Bayside Council, NSW State Government and a consortium of private developers including Landcom, Mirvac and Crown Group. Land uses within the precinct comprise a mix of residential towers, ancillary commercial land uses, and community facilities such as a library, plaza, open spaces and an aquatic and recreation centre. By 2030, Green Square will accommodate 61,000 new residents and 22,000 new workers supported by a Sydney Metro station at Waterloo, railway station at Green Square and extensive cycling and walking networks.

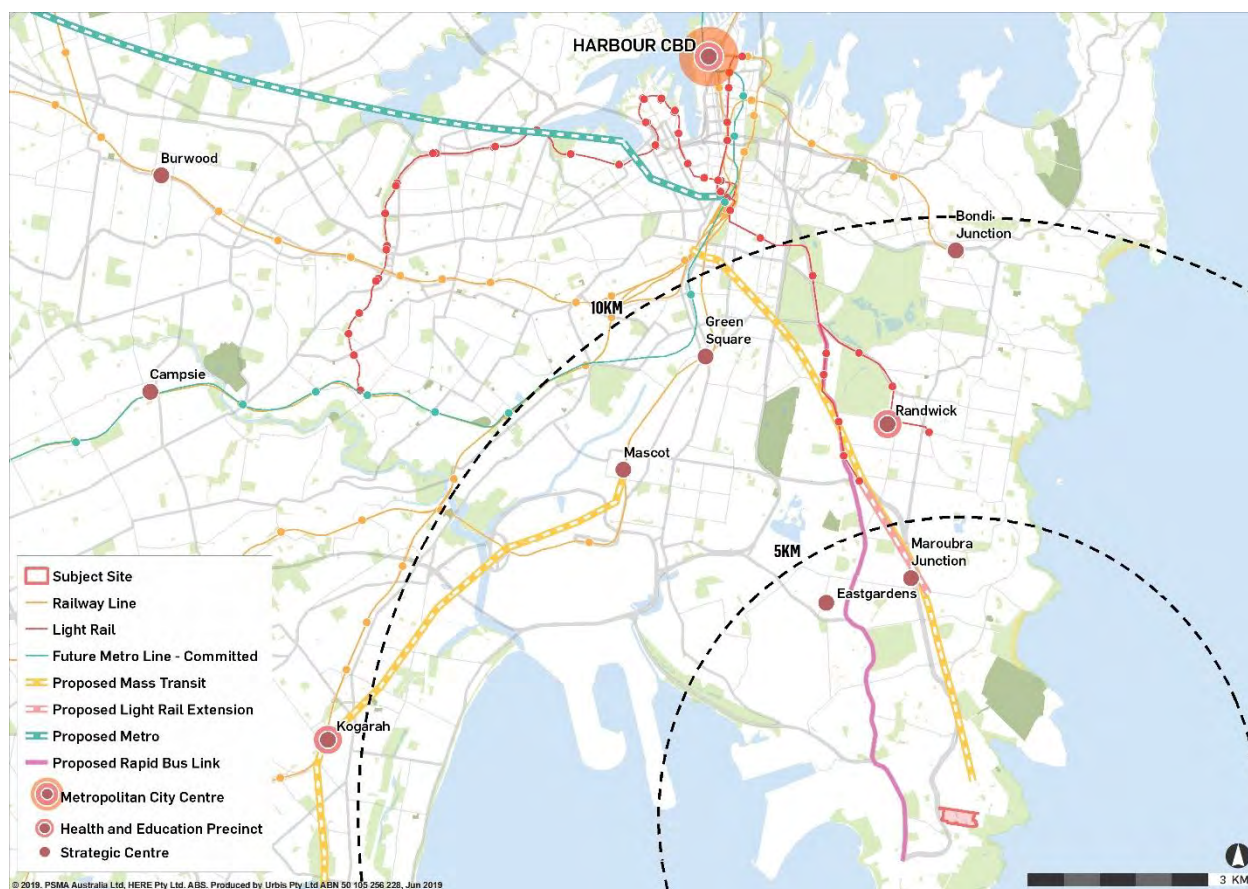
- **Anzac Parade Corridor Planned Precinct**

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. Key elements of the Planned Precinct included the provision of a mix of affordable housing, social housing, private housing, open space and social infrastructure such as community and educational facilities. The identification of the Anzac Parade corridor, including the site, indicates Government willingness to initiate an increased level of development within this area. The Planned Precinct was the subject of various public consultation forums in 2013.

Further investigation for the precinct was placed on hold in December 2013. However, the lack of additional studies and preparation of a formal strategy for the precinct does not invalidate the strategic merit of the corridor for further uplift and development, in addition to increased investment in transport corridors. Government reluctance to act upon the potential of this corridor must be met with initiative in the private sector.

The proximity of the site to these strategic centres and renewal corridors is illustrated Figure 6, with detailed illustration of the site's location within the Anzac Parade Corridor Planned Precinct in Figure 7.

Figure 6 – Proximity of the site to surrounding regional centres



Source: Urbis



Figure 7 – Anzac Parade Priority Precinct



Source: DPE, Urbis



### 3.2.2. Public and Sustainable Transport

The site benefits from a number of existing and planned (under construction) transport infrastructure projects. The following planned infrastructure projects will have a transformative impact on the site and the strategic centres identified in **Section 3.2.1**.

- **Sydney Metro City and Southwest**

Sydney Metro City and Southwest is currently under construction by TfNSW and is anticipated to be delivered by 2024. The future Sydney Metro City and Southwest involves the construction of 15.5km twin railway tunnels to be delivered in two stages; Chatswood to Sydenham and Sydenham to Bankstown. The construction of the first stage of the project commenced in 2017 whilst planning approval for the second stage of the project was only granted on 19 December 2018.

Once complete in 2024, the project will offer services every four minutes in the peak, improved station interchange facilities and reduced travel times to key strategic employment and education precincts. It is expected the project will increase the capacity of train services across Sydney from 120 an hour to up to 200 services an hour beyond 2024. As discussed in **Section 5.4**, the NSW Future Transport Strategy 2056 indicates the potential extension of the Sydney Metro City and Southwest via a southern transport corridor to Malabar.

The closest stations to the site include Waterloo Station (11km), Sydenham Station (13km) and Central Station (13km).

- **CBD and South East Light Rail (CSELR)**

The CBD and South East Light Rail (CSELR) is currently under construction by Transport for NSW (TfNSW) and anticipated to be delivered in 2019. The light rail project will provide a high frequency light rail service connecting Circular Quay along George Street to Central Station then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street. Nineteen light rail stops will be situated at convenient locations along the 12km route, and once complete will provide services every four minutes between the CBD and Moore Park and every eight minutes to and from Randwick and Kingsford. A light rail terminus and interchange precinct is located on High Street, Randwick.

A combined bus and light rail network will significantly improve public transport access to major sporting and entertainment facilities at Moore Park and Randwick along with the University of NSW, TAFE and health precincts.

Once complete, the site will be 10-minute drive to Kingsford Light Rail Station or 20 minute bus ride.

Investigation into the potential extension of light rail capacities along the south-east to Malabar is indicated in the Randwick City Plan, as discussed in **Section 5.5**.

In regard to existing transport capabilities, the subject site benefits from proximity to the following transport networks:

- **Trains**

The site is located approximately 10km south-east of Mascot Station, a 20-minute drive or 40-minute bus ride, and approximately 11km south of Bondi Junction Station, a 25-minute drive or 50 minute bus ride. Mascot Station is serviced by the T8 Airport and South line. Bondi Junction is serviced by the T4 Eastern Suburbs and Illawarra Line services by Sydney Trains and NSW Trainlink services.

- **Bus**

The site is well-served by bus routes along Anzac Parade and Bunnerong Road. Anzac Parade services a high frequency of buses which service the surrounding suburbs, the Randwick Health and Education precinct and the Moore Park entertainment precinct, whilst Bunnerong Road provides services to Eastgardens, Kensington and Central Station. The frequency of bus services is approximately one service every five minutes along Anzac Parade and one service every fifteen minutes along Bunnerong Road, serviced by the following buses

393	L94	X99
394	X93	658E
399	X94	620E

- **Walking and cycling networks**

There are a number of cycling facilities surrounding the site, consisting mainly of on-road facilities or shoulders. These include an off-road facility along Wentworth Avenue and on-road marked cycle lanes on Heffron Road / Page Street and Banks Avenue.

Due to the site's close proximity to public transport and local amenities, there is a good network of local footpaths. Footpaths and kerb ramps are provided on both sides of the road on Anzac Parade and the network of local streets. Anzac Parade provides a refuge given the wide median and allows people to cross to bus facilities citybound the Chifley Sports Reserve via Nyan Street. In addition to this, the site's proximity to the coast and numerous coastal walking tracks include Cape Banks walking track, Henry Head walking track and Jennifer Street boardwalk contribute to the amenity of the local area.

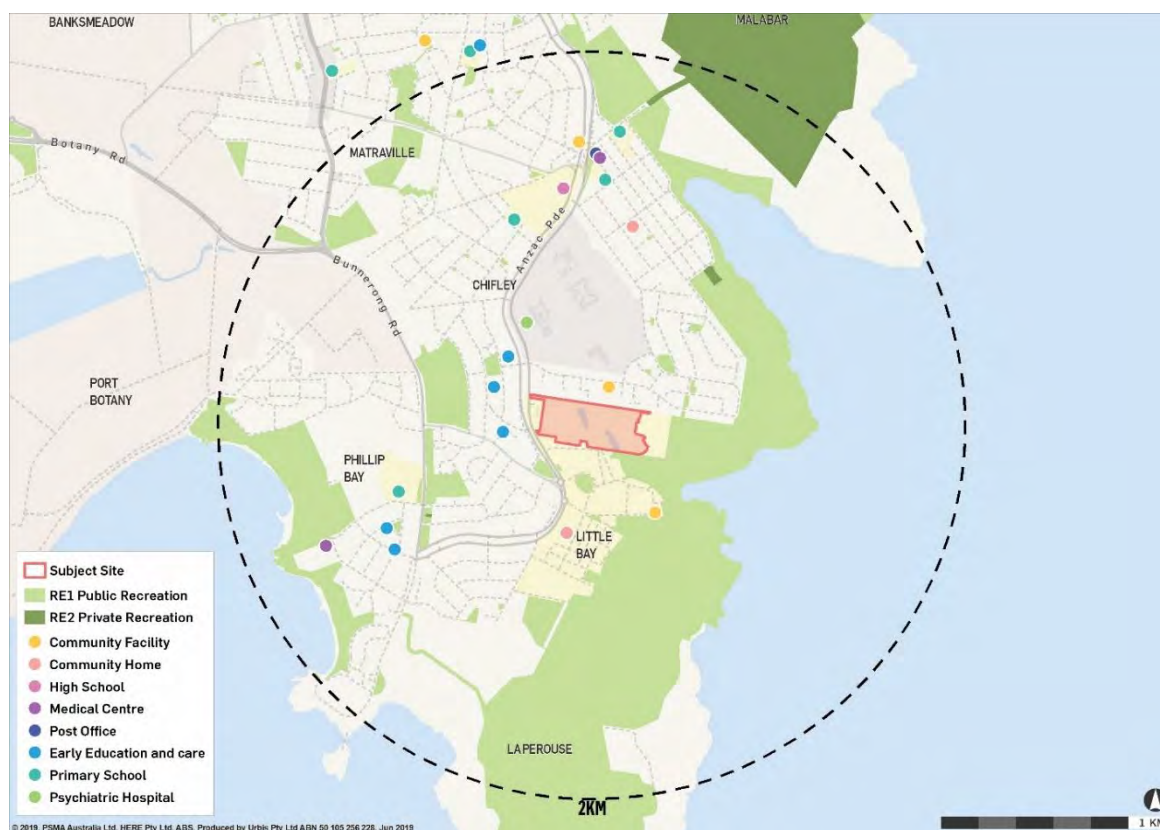
### 3.2.3. Open Space and Social Infrastructure

Cred Consulting have undertaken a Community Needs Assessment of the surrounding precinct, provided at **Appendix F**.

Areas of open space within proximity to the site include Kooloorra Reserve, an area of passive open space located 400m north of the site, and McArtney Oval, an area of passive and kickabout space located 500m south of the site. Chifley Sports Reserve offers district level sporting facilities including sports fields, playground, multi-purpose courts and a skate park, and is situated 650m north-west of the site. While the site is in proximity to a number of golf courses, including the Coast Golf Course and St Michaels Golf Course, these spaces are not publicly accessible for local informal recreational activities.

An audit of social infrastructure surrounding the site indicates the site is well-served by infrastructure to support the additional demand created by the proposal. There are 17 early education care, four primary schools and one public secondary school within 2km of the site. The Prince Henry Centre is a new function centre and community facility owned and managed by the Council located within 400m of the site, which will complement the existing Kooloorra Community Centre and Malabar Community Library and Hall. Whilst there are no indoor aquatic and recreation centres within 2km of the site, the Matraville Sports Centre and Des Renford Leisure Centre, Maroubra currently services the community needs.

Figure 8 – Open Space and Social Infrastructure Map



Source: Urbis, Cred Consulting



### 3.2.4. Local Context

The site is located within the southern part of Randwick Local Government Area (LGA), identified by Council as within the Southern Coastal precinct. The predominant character of the area is low and medium density residential developments, with a mix of houses, residential flat buildings and social housing estates primarily from the 1950s and 1960s. The area also features a number of large-scale landholdings featuring public and private uses, including Long Bay Correctional Complex, extensive social housing estates, the former Prince Henry Hospital site and Botany Bay National Park. Randwick City Council's City Plan 2017 identifies this area as having capacity for additional density on the back of transport infrastructure improvements.

Little Bay benefits from its proximity to a number of natural features, including the eastern seaboard, NSW National Parks, a number of golf clubs including Randwick Golf Club, The Coast Recreational Club, St Michael's Golf Club and New South Wales Golf Club.

The immediate context of the site reflects varying built forms and typologies, including the following:

- North of the site is a residential estate operated by Land and Housing Corporation NSW, providing residential accommodation in the form of two and three storey residential flat buildings and detached single dwelling houses. The estate is screened from the site by established vegetation up to 15 metres in height. Beyond the estate further to the north is Long Bay Correctional Centre.
- To the south is the former Prince Henry Hospital developed by Landcom, Stockland and other development partners. The site has an approximate area of 85 hectares (ha), 35 ha of which are developable and benefits from development consent allowing for construction of 850 dwellings including detached houses, town houses, apartments, affordable housing and an aged care facility. The consent allowed for buildings up to five (5) storeys. The Prince Henry site redevelopment is largely complete with residents already occupying most dwellings.
- Remnant Eastern Suburbs Banksia Scrub is located immediately to the east of the site on Lot 12 which remains in the ownership of the University of New South Wales (UNSW). Further to the east is the Coast Golf Club which extends north-south along the coastline of Little Bay itself.
- Anzac Parade, a dual carriageway road, forms the western boundary and primary frontage of the site. This is a major collector road extending from La Perouse to Surry Hills/Moore Park; and West of Anzac Parade, development is predominantly residential consisting of single and double storey detached dwellings as well as up to five (5) storey apartment buildings.

The proximity of the site to the surrounding land uses is illustrated in **Figure 9**, with images provided in **Figure 10**.

Figure 9 – Local Context Plan



Source: SJB

Figure 10 – Surrounding development context



Picture 7 – Neighbouring development to the south fronting golf course



Picture 8 – Detached dwellings on neighbouring sites to the south



Picture 9 – Neighbouring golf course



Picture 10 – Little Bay Beach



Picture 11 – Neighbouring social housing to the north  
*Source: SJB*



Picture 12 – Social housing in proximity of the site on Anzac Parade



## 4. STATUTORY PLANNING CONTEXT

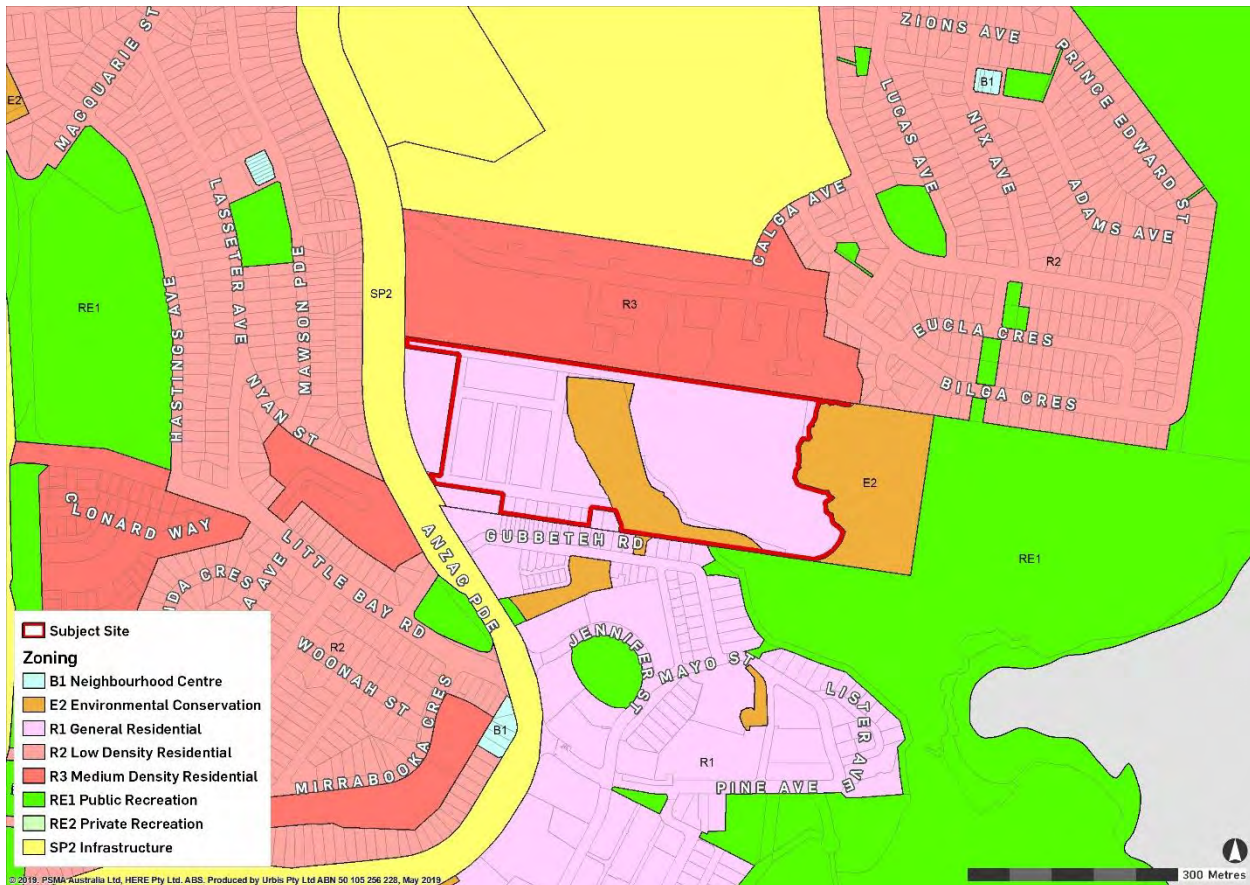
### 4.1. RANDWICK LOCAL ENVIRONMENTAL PLAN 2012

The Little Bay precinct is currently subject to the local planning controls outlined in the *Randwick Local Environmental Plan 2012* (RLEP 2012).

#### Zoning

The Little Bay precinct is part zoned R1 General Residential and E2 Environmental Conservation. **Figure 11** contains an extract from the land use zoning map.

Figure 11 – RLEP 2012 Extract Zoning Map



Source: Urbis

## Height

Maximum building height controls for the Precinct are identified in **Figure 12**. The precinct is subject to a range of height controls, including:

- 11m on the eastern portion of the site and the north-eastern corner of the western portion of the site;
- 18m within the central portion of the site; and
- 8m on the southern and eastern portion of the site.

Figure 12 – RLEP 2012 Extract Height Map



Source: Urbis

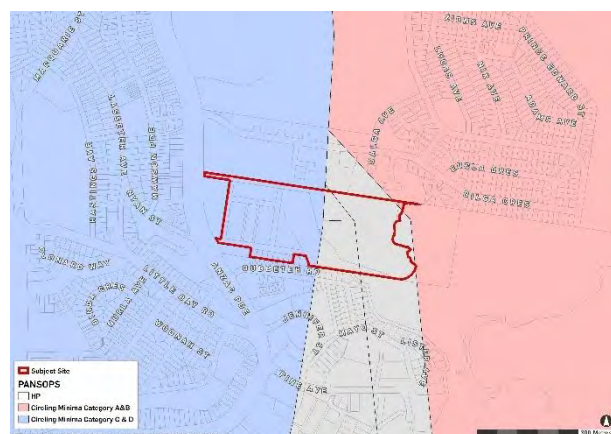
The height of buildings on the site is limited by the existing Procedures for Air Navigation – Operation Surfaces (PAN-OPS) contours ranging between 80-110m and an obstacle limitation surface (OLS) of 126.4 on the eastern portion of the site associated with Sydney Airport.

Figure 13 – Airspace Limitations



Picture 13 – OLS constraints on the site

Source: Sydney Airport



Picture 14 – PAN-OPS constraints on the site

Source: Sydney Airport

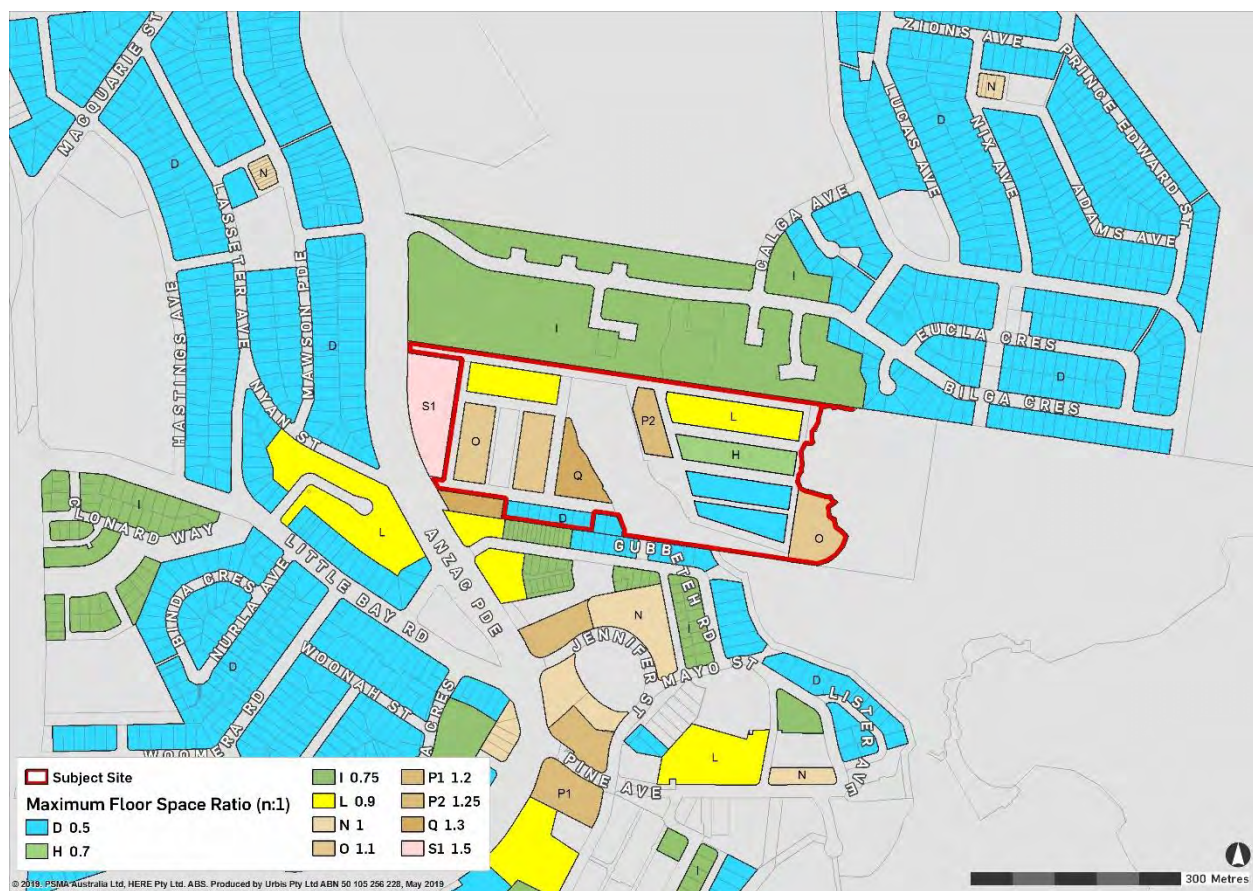


## Floor Space Ratio

Floor Space Ratio (FSR) controls for the Precinct are identified in **Figure 14**. The Master Plan consent for the site (DA264/07) established floor space ratios for individual development lots on the site, and a maximum FSR across the site of 0.5:1. FSR controls for individual lots are as follows:

- 0.9:1 along the northern portion of the site;
- 1.25:1 along one block in the centre of the northern boundary;
- 1.1 along the western boundary;
- 0.5 along the southern-most boundary and south-eastern corner;
- 0.7:1 on the north-eastern corner.

Figure 14 – RLEP 2012 Extract FSR Map



Source: Urbis

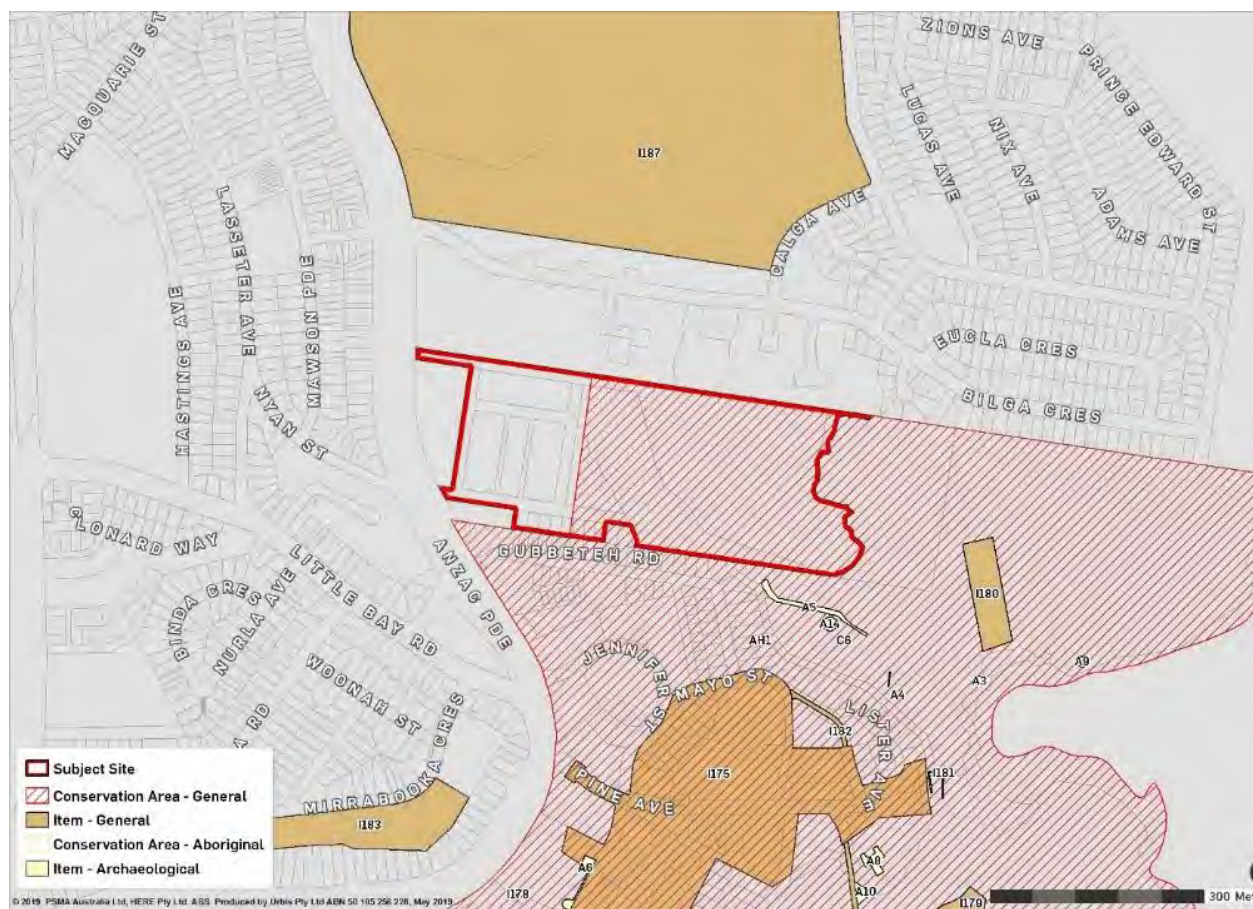
## Heritage

The eastern portion of the site is located within the Prince Henry Hospital Conservation Area (C6), as identified in **Figure 15**. The conservation area has Aboriginal social, historic, architectural, scientific and aesthetic significance.

Further to this, the site is within proximity to a number of archaeological sites and local heritage items, including:

- Former Prince Henry Hospital site—canalised water course (A5), a state-listed archaeological site located to the south of the site.
- Former Prince Henry Hospital site—moveable item M5: dressed sandstone blocks (A19), a state-listed archaeological site located to the south of the site.
- Former Prince Henry Hospital—Former Male Lazaret site (I180), a state-listed local heritage item to the east of the site.

Figure 15 – RLEP 2012 Heritage Map



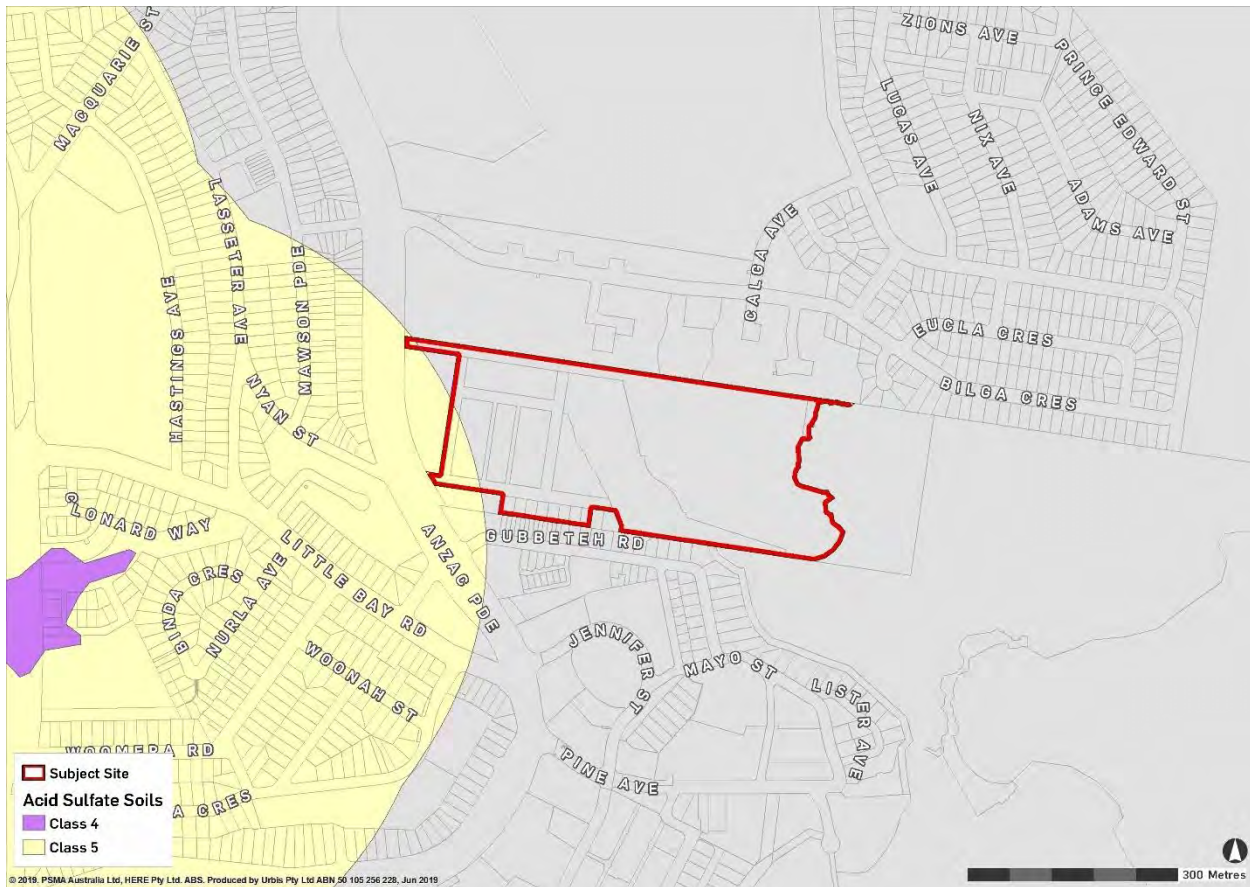
Source: Urbis



## Acid Sulphate Soils

Part of the western boundary of the site is identified as containing Class 5 acid sulphate soils, as illustrated in **Figure 16** below.

Figure 16 – RLEP 2012 Acid Sulphate Map



Source: Urbis

## Terrestrial Biodiversity

The eastern border of the site is identified as land containing terrestrial biodiversity, as illustrated in Figure 17. Whilst this area of terrestrial biodiversity is not contained within the site, development on the land directly adjacent will need to sensitively respond to this environmental constraint.

Figure 17 – Terrestrial Biodiversity Map



Source: Urbis

## Development Requiring the Preparation of a Development Control Plan

As the site has an area of greater than 10,000sqm, the site is subject to clause 6.12 of the Randwick LEP 2012. The objective of the control is to ensure that development on certain land occurs in accordance with a site-specific development control plan, which provides guidance for the built form and outlines environmental and amenity standards and requirements.

In accordance with subsection (4) of clause 6.12, the development control plan must provide the following:

- (a) design principles drawn from an analysis of the site and its context,*
- (b) phasing of development and how it will provide for the social and recreational needs of a new community,*
- (c) distribution of land uses, including open space (its function and landscaping) and environment protection areas,*
- (d) subdivision pattern and provision of services,*
- (e) building envelopes and built form controls,*
- (f) housing mixes and tenure choices, including affordable and adaptable housing,*
- (g) heritage conservation, including both Aboriginal and European heritage,*
- (h) encouraging sustainable transport, including increased use of public transport, walking and cycling, road access and the circulation network and car parking provision, including integrated options to reduce car use,*
- (i) impact on, and improvements to, the public domain,*
- (j) identification and conservation of native flora and fauna habitat and habitat corridors on the site, including any threatened species, populations or ecological communities,*
- (k) the application of the principles of ecologically sustainable development,*
- (l) identification, extent and management of watercourses, wetlands and riparian lands and any buffer areas,*
- (m) environmental constraints, including climate change, acid sulfate soils, flooding, contamination and remediation,*
- (n) opportunities to apply integrated natural water-cycle design and integrated renewable energy design.*

It is noted section 4.23 of the EP&A Act permits a concept development application to act as a development control plan and outline the visions, objectives and controls for the site. With regard to the development of the site under DA81/2009, the benefits of this provision were utilised and a concept plan (then known as a Stage 1 master plan) established the design principles, public domain elements and private domain controls to guide development of the site. Further discussion of the master plan is provided in **Section 4.3**.



## **4.2. RANDWICK COMPREHENSIVE DEVELOPMENT CONTROL PLAN 2013**

The Randwick Comprehensive Development Control Plan 2013 (RCDCP 2013) seeks to elaborate on the requirements set out in the Randwick LEP 2012 in respect of application for development consent.

Current development on the site is guided by the Stage 1 Master Plan (DA81/2009). Therefore, there are limited controls in the RCDCP 2013 that are of relevance to the site apart from general objectives and controls.

## **4.3. LITTLE BAY STAGE 1 PLAN – AUGUST 2009**

The Stage 1 Master Plan consent for the site (DA81/2009) approved on the 23 December 2009 was accompanied by the Little Bay Stage 1 Plan prepared by Hill Thalys Architecture + Urban Projects, Candalepas Associates and McGregor Partners (Revision D, dated 20 August 2009). The Little Bay Stage 1 Plan established a number of design principles, public domain elements and private domain controls to guide the subsequent Stage 2 Development Applications across the site.

The Stage 1 Plan includes the following key controls:

### **Lot Configuration**

- Predominant east-west alignment to provide long vistas through the site, maximise permeability and revealing key landscape corridors within the site and surrounding context.
- East-west block orientation maximises solar access
- Ensures each dwelling has a public street frontage

### **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 Landscaping**

- Over 50% of the site area is public domain, including 3 parks that are woven through the precinct
- 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.

### **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 e.g. low scale dwellings located to the south adjacent to detached dwellings within Prince Henry site
- Located multi-unit residential apartments in the more irregular shaped lots rather than small lot housing

- Apartment buildings are interspersed across the site so that they do not dominate one interface

### **Height and Density**

- Higher densities located adjacent to open space to maximise amenity for residents and activate open space interfaces
- Maximise amenity for highest densities, located in the areas most accessible to open space, public transport and major roads
- Heights arranged to maximise solar access and minimise overshadowing within the site and to surrounding sensitive areas
- Height is interspersed to mitigate impact and avoid concentration of density
- Proposed maximum height controls range from two storeys (8m) to up to five storeys plus basement (18m)
- Overall proposed FSR is 0.5:1 / GFA of 68,500sqm.

## 5. STRATEGIC PLANNING FRAMEWORK

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by both Randwick City Council and the NSW Government. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for the Little Bay precinct will implement or otherwise be consistent with relevant plans and policies.

A detailed assessment of the planning proposal's consistency with State and local strategic planning policies is provided within **Section 9.2**.

### 5.1. PREMIER'S AND STATE PRIORITIES

The NSW Premier's and State Priorities establish key priorities of the NSW Government intended to grow the economy, deliver infrastructure, protect the vulnerable, and improve health, education and public services across NSW. The key priorities as they relate to the proposal are discussed below.

#### Creating Jobs

The NSW Government acknowledges that more can be done to attract new jobs and businesses to the state. The State Government has targeted the creation of 150,000 new jobs in NSW between 2015-2019, a key pillar of which is 'Jobs for NSW', a private sector-led and NSW Government-backed initiative which aims to strengthen the NSW economy by generating rewarding jobs and accelerating high-potential sectors. A key element of the NSW Government's priority is to create jobs and apprenticeships for the construction sector through government infrastructure projects.

#### Delivering infrastructure

The State Government has identified that the NSW population is expected to grow by more than one million over the next 10 years. To support the growing population, the NSW Government identifies that by 2036 NSW needs to support 113% more train trips, 30% more car trips and 40% more households. The Priority further identifies that it is important that every NSW community receives its fair share of local projects and extra services. To ensure this, the NSW Government have an ambitious infrastructure investment program including the delivery of more than 80 significant local infrastructure projects.

#### Making housing more affordable

In 2017, the government announced a Housing Affordability Strategy of which this Premier's Priority is to increase the supply of housing, improve housing affordability and assist first home buyers. The NSW Government has identified that it wants to ensure enough homes are built to meet the needs of a growing population and at the same time, consider the unique character of our local neighbourhoods.

The NSW Government has identified that by 2036, an extra 2.1 million residents will need somewhere to live. To accommodate this, 61,000 housing completions on average are required per year to 2021. To support this commitment, the government will focus on two targets being faster housing approvals and accelerating rezoning to speed up the supply of available homes in appropriate areas. At a time when approvals and housing production is decreasing rapidly and considering the extensive contribution of housing production to the economy and employment industry, it is pertinent that the Government supports planning outcomes in the right locations. This will allow proponents who are capable of delivering these outcomes to contribute to improving housing affordability and supporting the housing industry.

#### Increase housing supply

This priority identifies that *A Plan for Growing* estimates that Sydney will need 664,000 new homes over the next 20 years. This Plan has since been superseded by the *Greater Sydney Region Plan* which discusses that an additional 725,000 dwellings are required in Sydney by 2036. It further identifies that increasing the supply of housing will put downward pressure on prices. As above, to meet these objectives it is critical for the Government to deliver the necessary approvals to facilitate such proposals as presented within this report.



## 5.2. A METROPOLIS OF THREE CITIES – GREATER SYDNEY REGION PLAN 2018 (GSRP)

In March 2018, the Greater Sydney Commission finalised 'A Metropolis of Three Cities - Greater Sydney Region Plan', which replaced *A Plan for Growing Sydney* (2014) as the NSW Government's metropolitan plan for Sydney. The Plan presents a strategy for managing growth and change and intends to guide infrastructure delivery over the next 40 years. The plan seeks to reposition Sydney as a metropolis of three cities – the western parkland, central river and eastern harbour cities.

The Plan is built on a vision where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. To support the vision, the Greater Sydney Commission have established ten (10) directions which establish the aspirations for Greater Sydney over the next 40 years. These directions will be used to guide future planning policy and infrastructure decisions within Greater Sydney to 2056. The identified directions include:

1. A city supported by infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

The site is located within the Eastern Harbour City. The plan highlights the importance of the eastern Sydney area, given its close proximity to Sydney CBD, Sydney Airport and Port Botany. The area is recognised as being accessible by public transport which will be further heightened with the completion of the CBD and South East Light rail, connecting Randwick and Kingsford to the CBD as well as other planned infrastructure projects. The Eastern Economic Corridor, stretching between Macquarie Park and Sydney Airport is considered the State's greatest economic asset, contributing two-thirds of NSW's economic growth.

The Greater Sydney Commission (GSC) was established in 2016 to lead metropolitan planning. Since this time the GSC has undertaken significant evidenced based research, data analysis and engagement to prepare the current metropolitan and district plans. To this end, the Greater Sydney Region Plan identifies that between 2016 and 2036 (20 years) Sydney's population will increase by 1.7 million and require 725,000 additional dwellings and 817,000 new jobs.

The plan identifies the need to accommodate an additional 1.7 million people, 725,000 additional dwellings and 817,000 new jobs in Greater Sydney by 2036. This represents an estimated increase of 1,327,778 people, 531,945 dwellings and 514,389 jobs over 30 years compared to what was anticipated under the metropolitan plan for Sydney titled *City of Cities: A Plan for Sydney's Future (2005)* that applied at the time of the 2009 Stage 1 Master Plan approval. This means between the project approval in 2009 and now there has been a substantial increase in forecasted population growth and associated jobs and dwelling growth.

The site is strategically located within close proximity to several key strategic centres, trade gateways and education and health precincts including, but not limited to, Port Botany (1km), Sydney Airport (10.2 km), Randwick (8.8 km), Eastgardens – Maroubra Junction (6.4 km), Bondi Junction (11.7 km), Green Square-Mascot (12.3 km), Sydney CBD (15.9 km). The site is also located within proximity to these centres by public transport via local bus services which provide links to the Sydney CBD, key Strategic Centres as well as regional transport modes including the future Kingsford Light Rail Station (7.8 km), Mascot Train Station (10.6 km) and Green Square Train Station (12.3 km).

## 5.3. EASTERN CITY DISTRICT PLAN

The site is located within the Eastern City District, an area encompassing the LGAs of Bayside, Burwood, Canada Bay, Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra. The revised Eastern City District Plan was finalised by the GSC in March 2018 and guides the implementation of the *Greater Sydney Region Plan* at a District level. The District Plan plans for the District's future growth over the next 20 years, establishing planning priorities that are directly linked to supporting the 10 key directions toward enhancing Greater Sydney's liveability, productivity and sustainability.

Key challenges identified within the plan relevant to the proposal include:

- Providing the required scale and diversity of housing stock to respond to population and demographic growth, and changes in household and age structures. The Eastern City District Plan identifies an overall population growth of around 325,000 between 2016 and 2036, requiring an additional 157,500 homes to be completed within the District by 2036. This housing will need to be delivered within a diverse mix of housing types in order to cater for a range of changing needs.

**The plan specifically identifies Little Bay as demonstrating potential to provide housing and deliver on the housing supply targets for the District.**

- Delivering affordable housing in locations supported by existing and planned services and amenities. Whilst government initiatives such as the *State Environmental Planning Policy (Affordable Rental Housing Scheme)* encourages the delivery of affordable housing, its application in the District is limited.
- The changing needs of the community are supported by necessary services and infrastructure. Education, health services and improving accessibility are identified as the three key areas of social infrastructure that need to be provided to ensure both existing and planned communities are healthy, resilient and socially connected.
- Ensuring cities, centres and neighbours have a great “sense of place” that reflects shared community values and culture is key to creating great places. The delivery of a well-designed built environment through fine grain urban form and social infrastructure will encourage walkability and consequently foster social connection within the community. Nearby strategic centres such as Eastgardens-Maroubra Junction and local centres such as Matraville will continue to grow and will be supported by population growth.
- Supporting the growth of targeted industry sectors including the tourism industry. While the District’s tourism economy is mature, it can grow by tapping into the breadth of assets in the District, understanding and better connecting interdependencies and building diverse experiences. Aboriginal heritage is an untapped opportunity for cultural tourism, with La Perouse in Sydney’s south-east identified as a major asset to explore.
- Protecting and improving the health and enjoyment of Sydney Harbour and the District’s waterways. New development and investment in infrastructure provide an opportunity to improve the necessary health and quality of the District’s waterways, foreshores and riparian corridors, through improving public access to, and along, the foreshores; providing connected green space around the foreshores; conserving cultural heritage; protecting and enhancing flora, fauna, and urban bushland; reducing erosion and sedimentation; promoting pervious surfaces; providing riparian vegetation buffers; and recovering and reinstating more natural conditions in highly modified waterways.
- Protecting and enhancing scenic and cultural landscape. Opportunities to enhance views comes with urban renewal which can also protect and maintain views to the coastline.
- Increasing urban tree canopy and delivering green grid opportunities as well as delivering high quality open space.

The Proposal will positively respond to these challenges, as discussed in **Section 9**.

## 5.4. NSW FUTURE TRANSPORT STRATEGY 2056

Coinciding with the release of the *Greater Sydney Region Plan 2018* and the *Eastern City District Plan*, the NSW Government released the *Future Transport Strategy 2056*. The Strategy sets out a 40-year framework for transport and is underpinned by an approach of ‘co-design’ with customers, industry and communities.

The plan focuses on six state-wide outcomes to guide investment, policy reform and service provision. The delivery of these outcomes will support a modern, innovative transport network.

- Customer experiences are seamless, interactive and personalised, supported by technology and data. Investment in emerging technology and delivery of an integrated service platform “Mobility as a Service”, will improve customer experience and convenience.
- The liveability, amenity and economic success of communities and places are enhanced by transport. This objective includes both active travel (walking and cycling), and using public transport, and will be achieved through partnerships with TfNSW, local councils and communities.

- Creating a transport system that powers our future \$1.3 trillion economy. Improvements to transport will provide connections to job centres, enable productivity-enhancing flexibility in the way people work and will allow Sydney's primary and freight industries the opportunity to grow and strengthen links to global export markets.
- Ensuring every customer enjoys safe travel across a high-performing efficient network. As the population continues to grow, reducing road fatalities will be achieved through upgrading existing road networks, changing behaviour to encourage safe driving skills, and incorporating new vehicles and smart infrastructure.
- Providing accessible services that will enable barrier-free travel for all. Repurposing existing inaccessible assets, providing inclusive customer service and developing a Social Access Plan will reduce transport disadvantage.
- The transport system is economically and environmentally sustainable, affordable for customers and supports emissions reductions.

In addition to the above objectives, the Strategy contains an overview of initiatives for investigation in the immediate future as well as 10 and 20-year periods and beyond. Indicative initiatives relative to the site are as follows:

- CBD & South East Light Rail (committed 0 -10 years)
- Sydney Metro City & South West (committed 0 -10 years)
- Green Square to La Perouse Rapid Bus Link (investigation 0 - 10-years)
- Light Rail Extension to Maroubra Junction (investigation 10 - 20-years)
- Mass transit / train link to South East (investigation 10 - 20-years)
- Extension of South East mass transit to Miranda (visionary 20+ years)
- City serving transport corridor from Bondi Junction to La Perouse (*identified in District Plan only*).

The existing and planned transport corridors in proximity to the site are illustrated in **Figure 18**.

The Planning Proposal will deliver on the six customer-focused outcomes, in particular connecting people and places. The activation of the Little Bay precinct and the broader south-eastern peninsula will catalyse the demand for government investment in transport within the south-east, endorsing the indicative transport corridors identified within the plan.

The proposal will also support initiative to promote sustainable methods of transport, specifically walking and cycling, through the delivery of a walkable neighbourhood with accessible footpaths, public domain treatments and pedestrian connections.



Figure 18 – Existing and Proposed Transport Infrastructure



Source: Urbis, GSC

## 5.5. RANDWICK CITY PLAN 2017

The *Randwick City Plan 2017* is the long-term community plan that sets out the vision and aspirations of the local government area for the next 20 years. The Plan aims to manage environmental, social and economic change across the city and aligns with a number of other strategies and plans developed at the state level by the Greater Sydney Commission and integrates with key Council documents such as the Randwick LEP 2012.

The Plan outlines six themes that are supported by outcomes and delivery program actions, plus additional themes and outcomes for specific areas. These themes are as follows:

- *Theme one – Responsible management:* The theme relates to business excellence within the administration of Council. Key issues include developing a strong sustainable long-term vision, customer quality, democratic governance and staff excellence.
- *Theme two – A sense of community:* The theme encompasses Council's social planning and community participation responsibilities and outlines how Council will support community growth with required facilities.
- *Theme three – Places for people:* The focus of theme three is delivering a natural and built environment that responds to residential, employment, recreation and leisure demands. Providing and maintaining quality public and open spaces, viable town centres with capacity for growth and contributing to the metropolitan residential targets whilst retaining the character of the LGA are key challenges identified within the Plan. Planning will consider the importance of improved public transport provision and the importance of achieving a balance between development and conservation values.
- *Theme four – A prospering City:* Key aims of the theme are to facilitate economic development and diversification of the local employment base, whilst also improving accessibility and tourism offerings in the LGA.
- *Theme five – Moving around:* Theme five focusses on integrating transport and land uses, the delivery of public transport infrastructure and improving mobility for pedestrians and cyclists.
- *Theme six – Looking after our environment:* Managing the natural environment and improving its resilience is the key objective of theme six. Encouraging the community and private actors to minimise greenhouse gas emissions, pollution, waste, water and energy use will improve the sustainability of the area.
- *Southern Coastal specific area:* The Southern Coastal area relates to the south-eastern corner of the LGA, including Malabar, Long Bay, Little Bay, La Perouse Frenchman's Bay and Yarra Bay. Key priorities of the area are to enhance the coastal walkway, community facility activation, seek a community facility with a focus on youth and an upgrade to Chifley Sports Reserve. The Plan identifies that **"with a lower density than the northern parts of the City, the existing housing mix and densities will remain, unless in conjunction with substantial public transport and community infrastructure improvements, and improved access to shops, services and employment"**.

Improved access to the Southern Coastal area through public or private investment will realise the full potential of the area and the growth objectives of the City Plan.

## 6. VISION

The vision for the broader precinct is high level and aspirational and is derived from emerging strategic policy shifts and future public investments into transport infrastructure. The vision is:

*To provide a quality master planned mixed use community in an iconic physical setting that has the capacity to grow and evolve as the government land to the north is incorporated in a manner which aligns with future transport infrastructure.*

The vision is built off the unique characteristics of the precinct, comprising three major landholdings totalling approx. 67ha of land under two ownership structures. Cumulatively, the three sites represent by far the largest undeveloped landholding in the Eastern District of Greater Sydney with the capability of delivering a significant mixed-use urban renewal precinct and substantial public benefit that aligns with current strategic and transport planning.

To support this vision, SJB have prepared a concept proposal for the broader precinct. The concept looks ahead towards the relocation and redevelopment of Long Bay Correctional Facility and inclusion of the Land and Housing estate into the Communities Plus program. The concept identifies one approach of how the Government lands could be redeveloped and integrated with the Meriton landholding in the future when the anticipated extension to the Metro line is delivered (20+ years' time). The concept is reliant on mass public transport improvement, including the extension of the Light Rail along Anzac Parade to Little Bay and a future Metro Station, both of which are identified for future investigation in the strategic policy documents.

It is noted that achievement of this vision is subject to Government decisions being made.

Figure 19 – Concept Aerial View Looking South (subject to Government decisions being made)



Source: SJB

The Concept integrates natural and open space systems through the site, in recognition of the existing open space network and coastal environment surrounding the site. The redevelopment of Long Bay Correctional Complex 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 of these services (L94, X93 and X94) are limited stop or express services that would be



incrementally upgraded in step with development roll out. In this proposal the planned future Metro Station is located towards the south of the precinct on Bilga Crescent. The metro box, which will contain the metro station, is located underneath the main open space corridor with opportunities for entrances and exit points to the underground facility to be integrated within the mixed-use buildings. This location would also facilitate easy transfer between the light rail or high frequency bus services that would run along Anzac Parade.

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 toward 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.

The land use structure recognises the surrounding urban context and includes medium density residential along the northern, eastern and southern edges to provide a suitable transition to the adjoining low – medium density neighbourhoods. The area immediately surrounding the future Metro Station is seen as an intensely mixed-use precinct with a combination of convenience retail and high-density residential accommodation. The precinct is also capable of accommodating community uses including a potential educational establishment as well as other suitable 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.

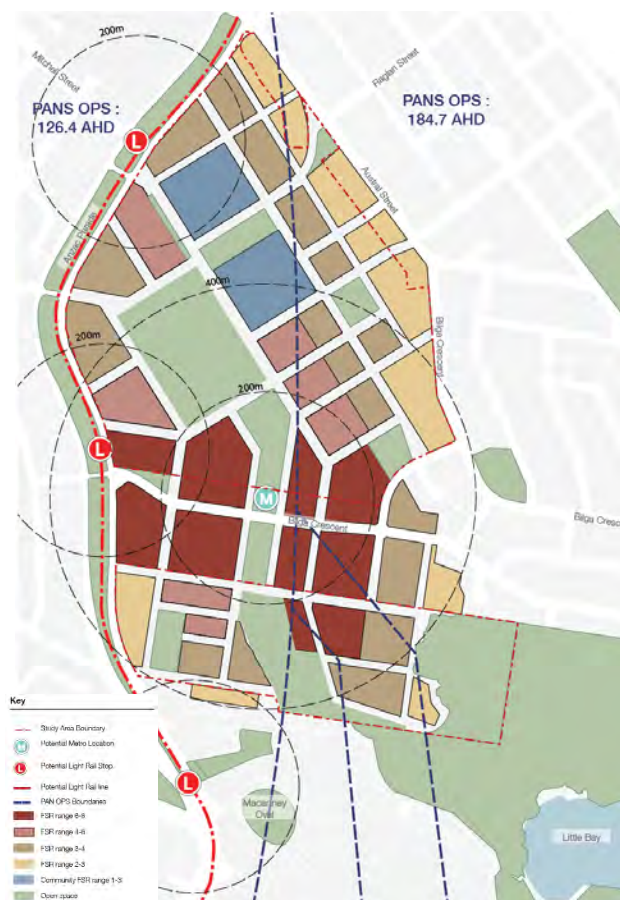
The height of buildings is cognisant of the airspace height limitations affecting the site, with overall density increasing around the anticipated future Metro station.

The vision is aligned to the State and local government's view to facilitate urban renewal around new infrastructure and infill development, with a focus on well-connected walkable places that build on local strengths and deliver high quality places.

Figure 20 – Land Use and Massing Vision



Picture 15 – Land Use and Urban Structure  
Source: SJB



Picture 16 – Density and Massing  
Source: SJB

## 7. INDICATIVE CONCEPT PLAN

The broader vision for the site will take many years to deliver. The Meriton site is vacant, serviced and ready to be developed within a 5 to 15-year timeframe. This aligns with potential future upgrades to the light rail / bus corridor which is also seen as being delivered in this period. The following outlines the Indicative Concept Design for the Meriton site alone, which has been prepared by SJB to support this Planning Proposal request (refer **Appendix B**).

### 7.1. LAND USES AND DISTRIBUTION

The primary objective of the redevelopment of the site is to create a walkable residential neighbourhood structure supported by local retail convenience uses with opportunities for passive and active recreation, celebration of natural assets and optimisation of proximity to the Anzac Parade transport corridor.

The development framework contains synergies with the vision of the broader precinct incorporating the Long Bay Correctional Facility and Land and Housing Estate, however, is also self-sufficient to ensure its sustainable operation as a stand-alone precinct. The developable area will include a compact and organised built form interspersed with areas of open space to promote a walkable and highly amenable residential community. A breakdown of the developable area is outlined in **Table 5**.

Table 5 – Estimated Developable Areas and Land Uses

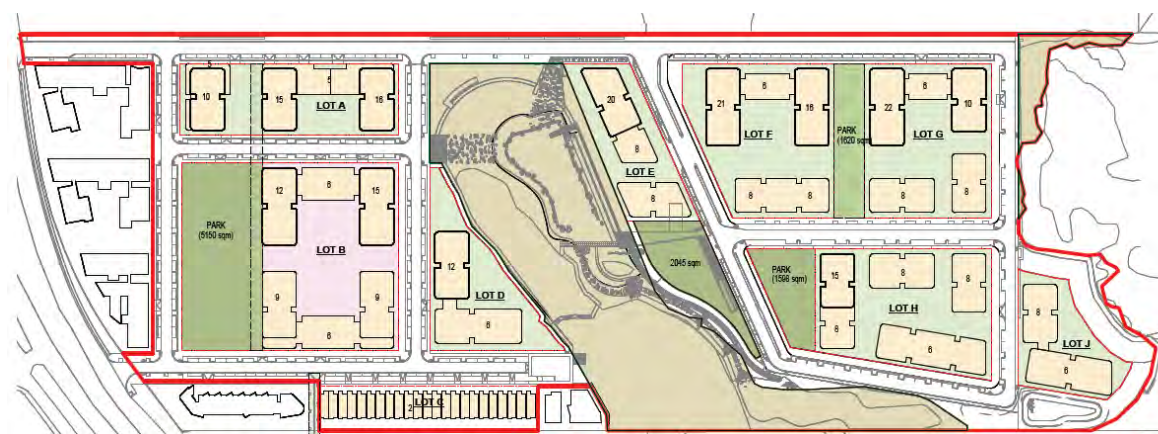
Use	Land area (sqm)
Subject site (excluding community title lot)	98,143sqm
Developable area	49,397sqm (50%)
Open space	35,670sqm (36.3%) <i>including community lot</i>
Road/ Infrastructure	38,391sqm (39.1%)

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 visitors who may want to access the services from adjacent areas. This range of land uses will support the sustainable use and growth of the site including residential, retail, recreational and open space uses.

The development will comprise a gross floor area (GFA) of 196,286sqm comprising:

- 190,386sqm of residential land use with provision for residential flat buildings, hotels, serviced apartments and terraces;
- 5,900sqm of ancillary retail land use with provision for a supermarket, retail shops and medical centres.

Figure 21 – Indicative Land Use



Source: SJB

## Residential Development

The indicative concept plan will accommodate 1,909 residential dwellings in a range of one, two and three-bedroom dwellings in residential flat buildings, shop top housing and residential terraces. The provision of a range of housing typologies will respond to existing and future changes in household and age structures, providing flexibility to cater for future population growth. This housing supply also responds to market preferences of the Eastern Shore housing market, which as discussed in **Section 5.5** will see an increased proportion of single person and couple-only household structures.

The indicative dwelling mix is outlined in the following Table 6.

Table 6 – Indicative Dwelling Mix

Dwelling type	Quantity	Ratio (%)
1 bedroom	560	29%
2 bedroom	906	47%
3 bedroom	420	22%
Townhouse	23	1%
Total	1,909	100%

## Mixed-use Precinct

The delivery of a vibrant mixed-use precinct located to the immediate west of the central open space will optimise connections to Anzac Parade and form the central hub of the master planned community. Retail podiums will be located around east-west pedestrian through site links with residential uses provided in potential tower forms above.

A retail podium with shop top housing above will create a vibrant and activated central hub, connecting with the adjacent community parklands along the west of the site and further along to Anzac Parade.

Approximately 5,900sqm of retail floor space will service the needs of the local community, whilst retaining the key commercial role of district and strategic centres of Eastgardens and Bondi Junction. Additional services such as a potential child care centre, medical centre and recreation facility (indoor) will provide the required local services to allow residents to live locally, reduce reliance on transport and age in place. The convenience of these amenities will also extend to the surrounding residential area, who will be able to take advantage of these services.

## Hotel

The site has the potential for a hotel on the site to support the development of a visitor economy in the region, anchored by a potential future cruise terminal at Molineaux Point and Yarra Bay and building on the region's natural coastal assets. The location of a potential hotel is within the south-eastern corner of the site in order to optimise views of Little Bay beach, open space and the coast line.

## 7.2. BUILT FORM AND SITE LAYOUT

The site structure and configuration has been adapted to suit a diverse range of building typologies and uses. In order to achieve this, the existing street network is modified to widen the street and urban blocks, allowing for wider streets to frame views, ensure adequate building separation and ensure clear access and serving loops.

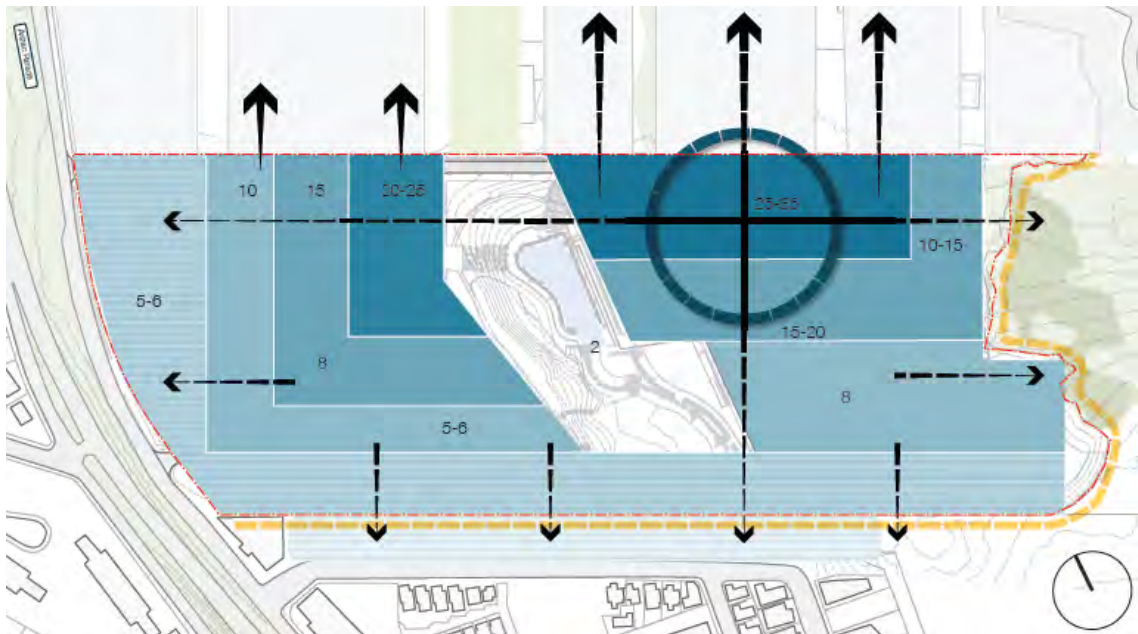
The height strategy for the site proposes a transition in building heights from west to east and north to south. Lower rise 6-8 storey buildings (8.5m) are located to the west adjacent to the existing multi-storey developments, whilst taller buildings in the north-eastern corner of up to 22 storeys in height (73m) will capture coastal views. This strategy minimises the overshadowing of lower scale residential allotments to the south and anticipates increases in height to the north, in respect of the anticipated Metro station. Importantly, all proposed heights sit within the OLS and no approvals are required from aviation authorities.



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.

Figure 22 – Lot Area and Maximum Heights Diagram



Source: SJB

Perspective images of the proposal have been prepared and are submitted **Appendix C**.

### 7.3. RESIDENTIAL AMENITY

The concept plan illustrates a layout and building arrangement that can be designed to comply with the relevant provisions of SEPP 65 and the associated ADG. As outlined in the Urban Design Built Form and Massing Study provided at **Appendix B**, key considerations are as follows:

- Building separations meet the minimum requirements set out in the ADG (Sections 2F and 3F) to assist in achieving high levels of visual and acoustic privacy, outlook, natural ventilation and daylight access.
- Building depths will support a range of apartment layouts and comply with the ADG requirements (Section 2E).
- The orientation of buildings maximise solar access for future residents, whilst minimising the potential for unreasonable overshadowing to neighbouring properties, the public domain and open space.
- The solar access analysis undertaken by SJB indicates that approximately 70% of dwellings on each lot will achieve the required 2 hours of solar access on the winter solstice based on the massing and separation of buildings. Further, approximately 84% of the public realm receives more than 2 hours of solar access on the winter solstice, while 76% receive more than 3 hours of sunlight.
- Heights have been distributed 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.
- A range of communal open space opportunities will be available throughout the development including open spaces (i.e. central spine and western park), civic square and retention of the existing riparian park.
- Future applications for development consent will need to be considered on their merits, in context of final/detailed design and comply with the requirements set out in SEPP 65 and the ADG.

## 7.4. PUBLIC DOMAIN AND OPEN SPACE

A network of existing green and natural systems with a combined area of 35,670sqm will be integrated into the precinct, creating passive and active open spaces and active mobility corridors. Development has been arranged around the retention of the existing central portion of ecological land (currently held in community title) which runs along a north-south axis, following the natural drainage courses towards Little Bay. The protection of this existing ecological area and the surrounding landscaped buffer area responds to existing site topography and will enable the natural funnelling of stormwater to retention basins for reuse and recycling.

In addition to the ecological and sustainability benefits of retaining this central ecological space, the corridor will perform the role of an open space transition between higher density land uses concentrated along the northern site boundary to the lower-density residential environment and open spaces to the south of the site. This central open space will also offer positive outlooks for the surrounding residential dwellings and will ensure all residents live within 200m of quality open space.

In addition to the above, the site layout also proposes a community park on the western boundary of the site, situated close to Anzac Parade to ensure accessibility and public access. This will ensure the park benefits not only the residents of the site but also the surrounding residential community. Passive and active recreational activities will be provided within this space, as envisaged in the Concept Plan.

Figure 23 – Indicative Landscape Plan



Source: SJB

## 7.5. PUBLIC BENEFIT OFFER

Under Section 7.4 of the EP&A Act, a proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument. The Public Benefit Offer will be provided to Council during the assessment process. Indicative provision of the contribution includes an affordable housing contribution of 5% of uplift (76 units), and monetary contributions for state and local infrastructure to ensure the developer is providing 50% of the land value uplift as per common industry practice. This approach is consistent with Council's 2017 Planning Agreements Policy.

## 8. PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- Objectives and intended outcomes of the amendment to the LEP;
- Explanation of provisions;
- Justification;
- Relationship to strategic planning frameworks;
- Environmental, social and economic impact;
- State and Commonwealth interests; and
- Community consultation.

This Section outlines the vision, objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes. The justification and evaluation of impacts is set out in **Section 9** of this report.

### 8.1. OBJECTIVES AND INTENDED OUTCOMES

The primary objective and intended outcome of this Planning Proposal is to facilitate a high-density quality residential master plan supported by commercial and tourism uses in an iconic physical and landscaped setting that will deliver housing, as well as some local jobs, services and amenities to the area. In doing so, it will provide a catalyst for the government lands to the north to be incorporated and evolve Little Bay into a mixed-use precinct supported by future high frequency and mass transit infrastructure.

The key objectives are:

- Provide additional housing to meet the needs of Sydney's growing population. Supporting population projection estimates indicate that Sydney will need to accommodate an additional 1,327,778 people compared to what was anticipated at the time of the 2009 Stage 1 Master Plan approval.
- Provide additional housing on a site that is already zoned and approved for residential uses to ensure other urban services and industrial land in the district are maintained and protected, consistent with the Eastern District Plan and Randwick City Council's City Plan 2017.
- Provide a development that leverages long-term transport objectives while being the nexus for short-term solutions that will benefit the broader community.
- Stimulate urban renewal of a site that has sat predominately vacant for more than 10 years.
- Support housing affordability best practice policies by increasing housing supply and diversity and introduce an affordable housing component to the site.
- Locate housing close to jobs and support the "30-minute city", with over 900,000 jobs placed within 30-minutes of the site by 2031.
- Ensure that new housing has high levels of amenity in terms of location, access to services and facilities, solar access, and acoustic attenuation.
- Locate housing in an area that provides scenic outlook and views toward the coastline and open spaces.
- Support the growth of the targeted tourism industry through provision of a hotel that leverages location relative to coastline views, aboriginal heritage and the potential future cruise terminal at Molineaux Point and Yarra Bay.
- Provide convenience based retail and commercial uses to serve the existing and future residents in a walkable catchment.



- Create direct and indirect employment during the construction and operational stages.
- Deliver a high-quality public domain and open spaces.
- Retain existing buffers in place around significant Aboriginal heritage sites and ecological communities.

## 8.2. EXPLANATION OF PROVISIONS

### 8.2.1. Land Use Zoning

This Planning Proposal seeks to retain the existing zoning across the site. The site will remain zoned R1 General Residential, with a central corridor of E2 Environmental Conservation surrounding the central landscaped corridor and adjacent buffer.

The objectives of the Randwick LEP 2012 R1 zone align with the residential objectives of the Planning Proposal. The objectives facilitate development for a range of housing types as well as other complementary land uses to support the day to day needs of residents and the local community.

These standard instrument objectives are:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To allow the comprehensive redevelopment of land for primarily residential and open space purposes.*
- *To protect the amenity of residents.*
- *To encourage housing affordability.*
- *To enable small-scale business uses in existing commercial buildings*

The land use table for the R1 zone contained in the Randwick LEP 2012 is identified below in black.

#### 2 Permitted without consent

*Home occupations; Recreation areas*

#### 3 Permitted with consent

*Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Business premises; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Group homes; Home-based child care; Home businesses; Hostels; Multi dwelling housing; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Pond-based aquaculture; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Restaurants or cafes; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Shops; Shop top housing; Tank-based aquaculture*

#### 4 Prohibited

*Funeral homes; Any other development not specified in item 2 or 3*

### 8.2.2. Schedule 1 Additional Permitted Uses

It is proposed to add the site to Schedule 1 Additional Permitted Uses of the Randwick LEP 2012. This is to facilitate the permissibility of the hotel and commercial land uses of the proposal. The amount of floor space associated with the commercial component has been capped to appropriately manage traffic generation.

The proposed clause is outlined as follows:

#### **10 Use of land at Little Bay Cove**

**(1) This clause applies to land at the following:**

5-15 Cawood Avenue being Lot 2 DP 270775

1-15 Galaup Street being Lot 3 DP 270775

1R Solarch Avenue being Lot 19 DP 270775

2-14 Lapwing Street being Lot 4 DP 270775

3-17 Lapwing Street being Lot 7 DP 270775

7 Solarch Avenue being Lot 8 DP 270775

9 Solarch Avenue being Lot 9 DP 270775

11 Solarch Avenue being Lot 10 DP 270775

13 Solarch Avenue being 11 DP 270775

15 Solarch Avenue being 12 DP 270775

17 Solarch Avenue being Lot 13 DP 270775

19 Solarch Avenue being Lot 14 DP 270775

21 Solarch Avenue being Lot 15 DP 270775

19 Cawood Avenue being Lot 18 DP 270775

(2) Development for the purpose of hotel or motel accommodation is permitted with development consent.

(3) Development for the purpose of a medical centre is permitted with development consent.

### 8.2.3. Development Standards

#### Height of Buildings

The proximity of the site to Sydney Airport means that building heights are restricted by the relevant airspace height limitation controls. PANS-OPS surfaces are the most restrictive surfaces that remain after analysing the surfaces from the overlapping protection areas of many procedures. The master plan has been developed having regard to the relevant airspace height restrictions.

This Planning Proposal seeks to change the maximum building heights across the site to between 8.5m – 73m as illustrated in **Figure 24** and at **Appendix N**.

A site-specific Development Control Plan or Concept Plan will be prepared which will provide further guidance of built form controls including height in storeys across the site.

#### Floor Space Ratio

This Planning Proposal seeks to remove the individual FSR's across the site and implement a maximum FSR of 2:1 across developable area of the site (i.e. area zoned R1), as illustrated in **Figure 25** and **Appendix N**.

#### Site Specific Development Control Plan

In accordance with section 4.23 of the EP&A Act, a concept development application can act as a development control plan to outline the visions, objectives and controls for the site. Once the Proposal is sufficiently progressed, and in agreement with the Council, the Proponent will prepare and lodge a Concept Development Application over the site which will establish the conceptual layout of the site.

## 8.3. MAPPING

This Planning Proposal seeks to amend the following maps contained in the Randwick LEP 2012.

### 8.3.1. Height of Building

This Planning Proposal seeks to amend the Height of Buildings Map under the Randwick LEP 2012, as identified in **Figure 24** and provided at **Appendix N**.

Figure 24 – Proposed Building Height



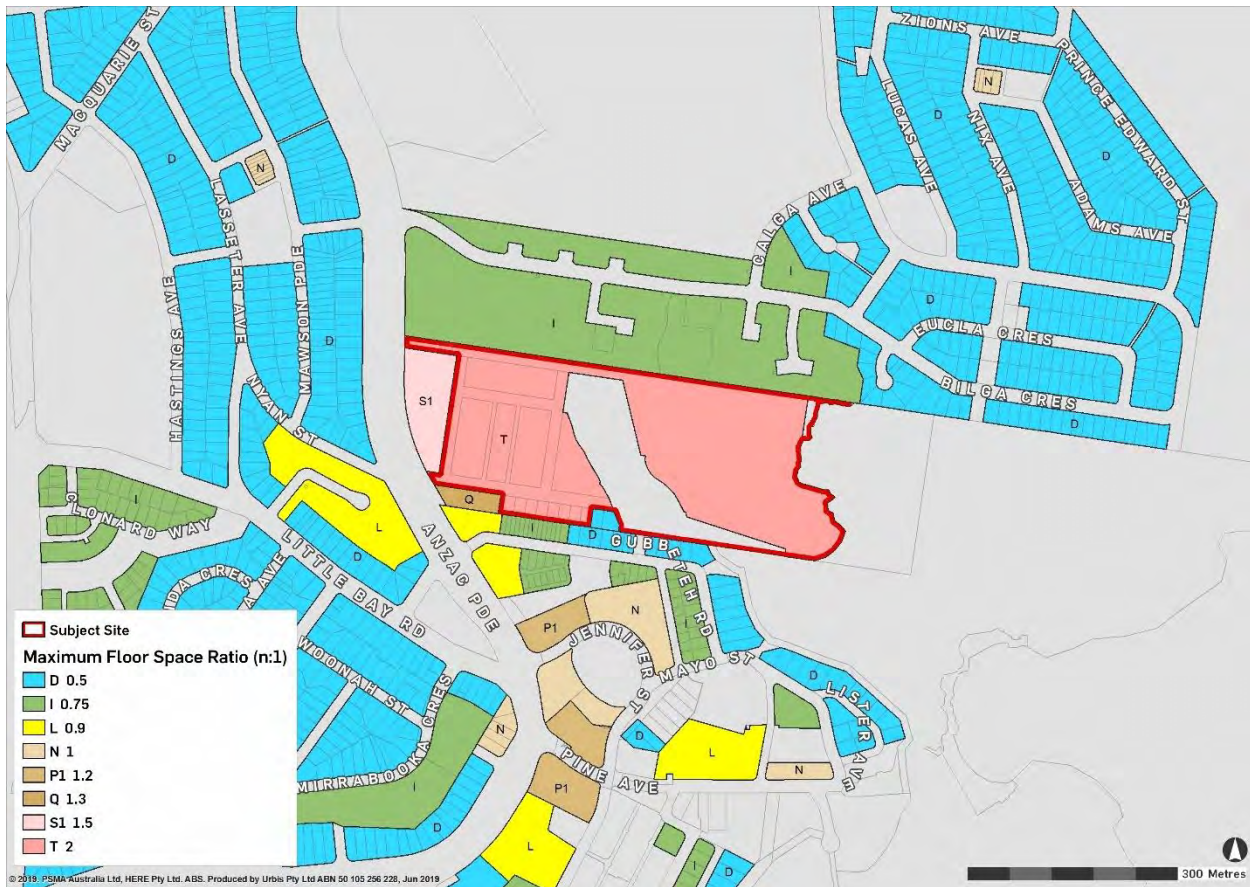
Source: Urbis



### 8.3.2. Floor Space Ratio

This Planning Proposal seeks to amend the Height of Buildings Map under the Randwick LEP 2012, as identified in **Figure 25** and provided at **Appendix N**.

Figure 25 – Proposed Maximum Floor Space Ratio



Source: Urbis

## 9. STRATEGIC JUSTIFICATION

### 9.1. NEED FOR THE PLANNING PROPOSAL

#### **Q1. Is the Planning Proposal a Result of an Endorsed Local Strategic Planning Statement, Strategic Study or Report?**

The Planning Proposal is not the direct result of a strategic study or report for the site. However, the proposal builds upon strategic directions for Greater Sydney and in particular the Eastern District and the future alignment of transport corridors in the region.

The Planning Proposal seeks to rezone the site and amend development provisions for the site in response to an identified once in a generation development opportunity that is aligned with the prospective strategic visioning of the future. The proposal will give effect to the intent of the following documents:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities 2018;*
- *The Eastern City District Plan;*
- *NSW Future Transport Study 2056; and*
- *Randwick City Plan 2017.*

The alignment of the Planning Proposal with the objectives of these documents is discussed in **Section 9.2.**

#### **Q2. Is the Planning Proposal the Best Means of Achieving the Objectives or Intended Outcomes, or is There a Better Way?**

Yes.

The Planning Proposal which seeks to rezone the site and implement specific development standards for maximum FSR and building heights supplemented with a master plan is consistent with Government policy and approaches to the rezoning of land and is considered the best means of achieving the objectives and intended outcomes.

The current height and densities allowed for by the development standards have been in place for over 10 years. The Stage 1 Master Plan was granted consent in December 2009, and since that time the majority of the site has been undeveloped and has instead sat vacant for many years. This Planning Proposal presents an opportunity to stimulate urban renewal and capitalise on the unique development opportunity for the site, and the ability to deliver significant private and affordable housing, commercial and tourism land uses within an open space and coastal setting.

Without an amendment to the planning controls, the opportunity to redevelop this significant landholding, being one of the largest residential zoned sites in one ownership in the Eastern District, will be lost. Furthermore, retaining the current zoning and development standards will prove unfeasible for the developer, as the long vacant history of the site will attest.

The site is a logical and appropriate place to concentrate future growth within the Randwick LGA being within an area already designated for housing, accessible to jobs, amenities and services and supported by future planned transport infrastructure.

### 9.2. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

#### **Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

*A Guide to Preparing Planning Proposals* sets out that in order to answer this question, a planning proposal needs to justify that it meets the Strategic Merit Test. The Strategic Merit Test considers two criteria; the strategic and site-specific merit of the proposal. The consistency of the Planning Proposal with the mandated assessment criteria is set out in the following sections.

### **a. Does the proposal have strategic merit?**

Yes. The strategic merit of the Proposal is demonstrated in the consistency with relevant strategic planning documents, as discussed in the following sections.

#### **Greater Sydney Region Plan – A Metropolis for Three Cities (2018)**

As discussed in **Section 5.1**, the *Greater Sydney Region Plan – A Metropolis for Three Cities (2018)* outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. The proposed amendments to the Randwick LEP 2012 are consistent with a number of directions to improve liveability, productivity, and sustainability in Greater Sydney, as described below.

##### *Direction 1: A city supported by infrastructure*

The direction aims to align infrastructure provision with future population growth to create strong communities. This is an important consideration to ensure future demands of a growing population are supported. The Plan outlines the objectives for Direction 1, to which the rezoning of the Little Bay precinct will support the following:

- *Objective 2 – Infrastructure aligns with the forecast growth-growth infrastructure compact*
- *Objective 4 – Infrastructure use is optimised*

#### **Social and Community Infrastructure**

The proposal seeks to make a significant contribution toward community and social infrastructure. The provision of community and social infrastructure has been informed by a Community Needs Assessment (refer **Appendix F**). The Assessment identifies the following recommendations which have been incorporated into the Master Plan and indicative Public Benefit Offer for the site:

- Overall, between a minimum of 2ha (15% of site) and 4.6ha (9sqm per person) of open space including provision of the following on the site:
  - Local parks of between 0.3 and 2ha onsite within 200m proximity to all residents
  - Local park onsite between 0.5ha and 2ha within 400m proximity to all residents
  - Green recreational link through site providing space for informal recreational activities.
  - Improved recreational and active transport links to existing reserves in proximity to site (e.g. Chifley Sports Reserve, Little Bay Beach access)
  - Financial contribution toward provision new district park/sports field within the combined precinct site.
- The delivery of any future floor space or community venue needs could be delivered through contributions toward a new and larger multipurpose community centre at the site of the existing Kooloora Community Centre (which is staffed), and a new venue to the north of the site.
- Delivery of a child care facility in response to the demand for early education services in the area.

Furthermore, the Section 7.11 Contributions generated by the proposal will be significant to support the funding of new and existing infrastructure in the LGA beyond that already expected. Broad estimates are approximately \$6 million.

#### **Transport Infrastructure**

The site is well serviced by bus routes along Anzac Parade and Bunnerong Road. Anzac Parade services a high frequency of buses which service the surrounding suburbs, the Randwick Health and Education precinct and the Moore Park entertainment precinct, whilst Bunnerong Road provides services to Eastgardens, Kensington and Central Station. The frequency of bus services is approximately one service every five minutes along Anzac Parade and one service every fifteen minutes along Bunnerong Road.

In addition, the site is located approximately 10km south-east of Mascot Station, a 20-minute drive or 40-minute bus ride.



Public Transport connections will be further heightened once the CBD and South East Light Rail becomes operational in 2019/ 2020. The site will be within a 10-minute drive time or 20-minute bus ride from Kingsford Light Rail Station, which will provide connections between Randwick and Circular Quay.

Furthermore, there are several planned public transport projects anticipated in the relevant Strategic planning framework that will benefit the site and the broader south east. These include:

- Sydney Metro City & South West (committed 0 -10 years).
- Green Square to La Perouse Rapid Bus Link (investigation 0 - 10-years).
- Light Rail Extension to Maroubra Junction (investigation 10 - 20-years).
- Mass transit / train link to South East (investigation 10 - 20-years).
- Extension of South East mass transit to Miranda (visionary 20+ years).
- City serving transport corridor from Bondi Junction to La Perouse.

### *Direction 3: A city for people*

Direction 3 focusses on Greater Sydney's social and cultural networks that once implemented will enhanced individual and community health outcomes. An important consideration is how these networks need to adapt to the changing demographic profile of Greater Sydney and the needs and demands of the community. The Planning Proposal will support the following objectives of Direction 3:

- *Objective 6 – Services and infrastructure meet communities' changing needs*
- *Objective 7 – Communities are healthy, resilient and socially connected*

The Planning Proposal provides the opportunity to carefully consider the needs and requirements of the community and deliver these services in an integrated and considered manner. Demographic trends which reveal the future population will likely be influenced by an increase in the number of infants under 4, young people between 5 and 19 and aging residents over 65 and how these trends will influence the future residents, workers and visitors of the precinct is central to the land use and decision-making process for the site.

The Planning Proposal seeks to create a mixed-use local centre that will provide essential services and facilities for future residents and the broader community. The delivery of a well-planned and socially connected neighbourhood will be achieved through the following provisions:

- Overall, between a minimum of 2ha (15% of site) and 4.6ha (9sqm per person) of open space including provision of the following on the site:
  - Local parks of between 0.3 and 2ha onsite within 200m proximity to all residents
  - Local park onsite between 0.5ha and 2ha within 400m proximity to all residents
  - Green recreational link through site providing space for informal recreational activities.
  - Improved recreational and active transport links to existing reserves in proximity to site (e.g. Chifley Sports Reserve, Little Bay Beach access)
  - Financial contribution toward provision new district park/sports field within the combined precinct site.
- The delivery of any future floor space or community venue needs could be delivered through contributions toward a new and larger multipurpose community centre at the site of the existing Kooloora Community Centre (which is staffed), and a new venue to the north of the site.
- While not a community facility (will most likely be delivered as a for profit service) there will be demand for 1 new early education and care centre within the site.

#### *Direction 4: Housing the city*

The Plan identifies the need to deliver 725,000 additional homes within NSW by 2036, with further provision of housing supply required by 2056 to meet continued strong population growth. Specific to the Eastern City District, 46,550 houses are targeted by 2021, with further growth over the period between 2016 to 2036 of 157,500 houses. The Plan focusses on delivering housing in the right locations, where homes can be linked with existing local infrastructure and optimise investment in new infrastructure. Although the Little Bay precinct is not specifically identified as an urban renewal or land release opportunity, its site-specific merits including its location, scale and environmental benefits justify the delivery of housing supply within the site.

The delivery of housing on the site will support the following objectives of Direction 4:

- *Objective 10 – Greater housing supply*
- *Objective 11 – Housing is more diverse and affordable*

The planning proposal would be consistent with the above approach to locate housing in highly accessible locations that are close to jobs, services and existing infrastructure and supported by on-site services and facilities to provide convenient living with less dependence on transport. A mix of low, medium and high-density housing choices will respond to housing need and market preferences, ensuring the precinct will be occupied and activated following its delivery. Further, the location of the site along the highly amenable eastern coastline with community services and recreational opportunities will further drive the desirability for housing in this location.

The combination of these strategic and site-specific attributes demonstrates the capacity to catalyse renewal of surrounding land uses such as the Long Bay Correctional Facility and LAHC housing precinct, and the potential extension of transport infrastructure such as the Sydney Metro and CBD and South East Light Rail to Little Bay.

The draft Public Benefit Offer will include an indicative affordable housing contribution of 5% of uplift (76 units), to allow key workers to live close to the city. This will boost economic productivity of regional economic centres, reduce time spent travelling and improve wellbeing.

#### *Direction 5: A city of great places*

Direction 5 aims to facilitate place-based planning to deliver a well-designed built environment, social infrastructure and opportunity and a fine-grain urban form. The Planning Proposal will support the following objectives of Direction 5:

- *Objective 12 – Great places that bring people together*
- *Objective 13 – Environmental heritage is identified, conserved and enhanced*

Land use planning on a precinct-wide scale offers the opportunity to deliver a network of open spaces, public facilities and environmental attributes that benefits all residents of the precinct, the broader community and visitors to Little Bay. The master plan for the site retains the existing central landscaped corridor including Indigenous culturally important deposits and creates an open space corridor that follows the natural drainage courses towards Little Bay. This corridor will link with two major public parks in the western and central portion of the precinct to ensure residents have access to quality open space amenity within 200m of where they live, allowing residents to lead healthy and socially connected lives. In addition to this, the potential connections to the foreshore and surrounding coastal walking tracks will encourage residents to be physically active.

The master plan will not impact existing heritage items within and adjacent to the precinct, rather these items are proposed to be integrated and celebrated as part of the future development of the area. Further, maintaining the existing layout ensures they are preserved and protected.

A fine-grain urban form will be achieved through the careful consideration and assessment of future development applications following the rezoning of the site. The precinct will be interspersed with open spaces, walkable footpaths and active uses, allowing the residential community and visitors to come together in an attractive coastal environment.

#### *Direction 6: A well-connected city*

This direction aims to deliver the 30-minute city, whereby residents can access their nearest strategic centre within 30 minutes. This direction requires the integration of land use, transport and infrastructure planning,

which once achieved will improve productivity and strengthen economic links. The objectives of the direction supported by the Planning Proposal include:

- *Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities*

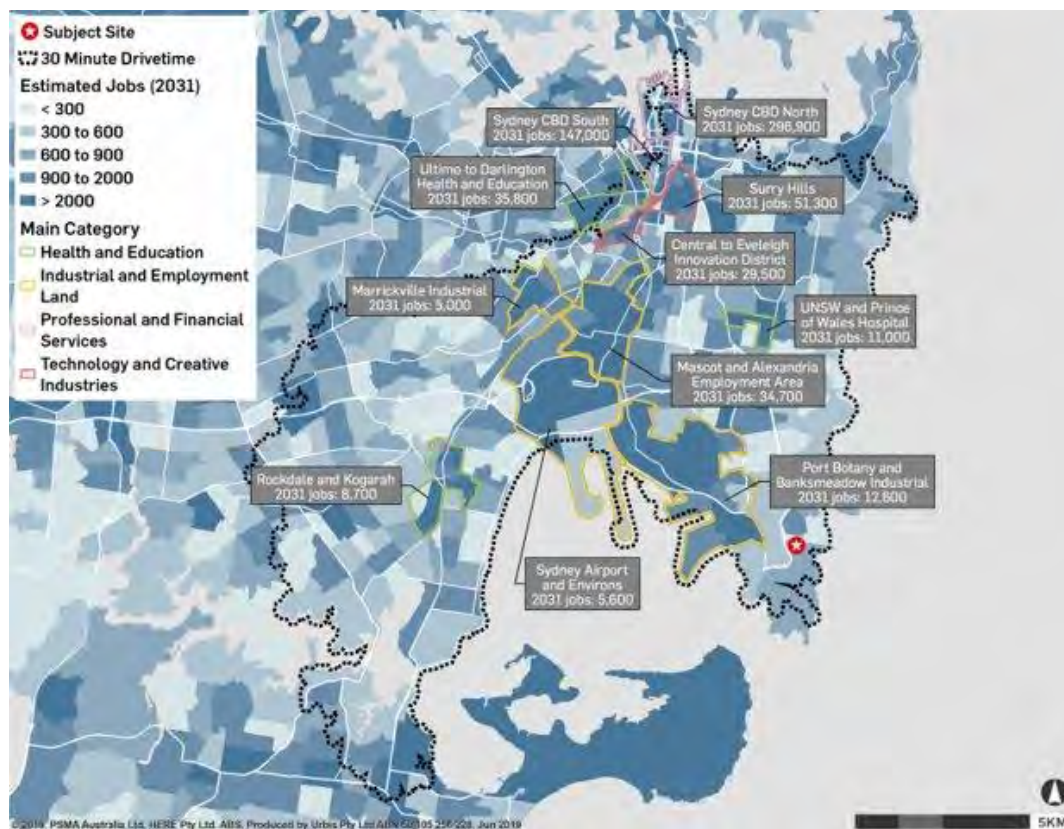
This Planning Proposal is unique as it is driven by innovative thinking and a proactive approach to land use and transport connectivity. The proposal seeks to unlock the benefits of the precinct which will catalyse State Government investment in transport linkages to the region. Specifically, the Plan identifies a planned mass transit and extension of the CBD and South East Light Rail along Anzac Parade to the South East. This builds upon the initiatives for investigation (10-20 year) study within the NSW Future Transport Strategy 2056, as discussed within **Section 5.4**, and the supporting Transport Assessment at **Appendix E**.

The Proposal builds upon a number of strategic investigation studies into the benefit of preserving the Anzac Parade corridor for future development, of which the site benefits from an immediate frontage along the western boundary. Whilst immediate action has focused upon the northern part of the corridor between the Sydney CBD, Kensington and Kingsford, the natural progression of land use planning will see the consideration and development of the southern part of the corridor between Kingsford and Little Bay. The rezoning of the precinct will catalyse this consideration, creating an adaptive approach to land use planning which marries demand for housing and transport accessibility with the capacity for higher-density development.

Within the short-term, the precinct is within 30-minute drive time from a number of centres in the Eastern City District, including Port Botany and Sydney Airport trade gateways, Eastgardens – Maroubra Junction Strategic Centre, Randwick Strategic Centre, Kogarah Strategic Centre, the Sydney CBD as well as several other local and employment centres as illustrated in **Figure 26**. Together these centres are anticipated to provide some 638,000 jobs by 2031.

The rezoning of the precinct to permit an increase in residential supply will unlock the ability for workers and residents to access key strategic centres and employment hubs within 30 minutes. Housing key workers within inner-city areas will also reduce time spent travelling to employment opportunities and improve accessibility.

Figure 26 – Jobs within 30 min drivetime of the site



Source: Urbis



### *Direction 7: Jobs and skills for the city*

The direction aims to increase the region's economic activity to \$655 billion by 2036, achieved by an employment growth of 817,000 jobs.

- *Objective 22 – Investment and business activity in centres*
- *Objective 23 – Industrial and urban services land is planned, retained and managed*

The Planning Proposal will enable the redevelopment of the Little Bay precinct into a residential community supported by tourism, commercial and community uses. The provision of commercial uses will play a local service role for the surrounding catchment and provide access to day-to-day goods and services, preserving the role and function of the Maroubra Junction and Eastgardens strategic centres. The Proposal will deliver some 5,900sqm of GFA to accommodate retail uses and a potential hotel that will enable the provision of 481 ongoing jobs on site and 112 jobs in the wider economy.

Importantly, the proposal will not enact a significant change to land use patterns as the land is already zoned for residential purposes. Increasing the density and amount of developable floor space on the site will ensure the metropolitan and district targets are achieved without rezoning industrial and urban services land, protecting this important industrial sector.

### *Direction 8: A city in its landscape*

The direction places an emphasis on managing the effects of urban development to protect, restore and enhance landscapes, waterways, coastlines, natural areas, tree canopy and open spaces. The direction also aims to mitigate the effects of climate change. The Proposal will support the following objectives of the direction:

- *Objective 25 – The coast and waterways are protected and healthier*
- *Objective 27 – Biodiversity is protected, urban bushland and remnant vegetation is enhanced*
- *Objective 28 – Scenic and cultural landscapes are protected*
- *Objective 31 – Public open space is accessible, protected and enhanced*

The proposal respects the environmental attributes of the site and seeks to preserve and protect the open space corridors and biodiversity. The central lagoon, Miocene and Ochre deposits and area of remnant stand of Eastern Suburbs Banksia Scrub (ESBS) on the eastern most edge of the property will be retained and protected as part of the Planning Proposal, with the approved buffer areas retained as part of the Master Plan. Further, the considered location of higher density land uses towards the northern and western portion of the site will generally retain scenic view corridors towards the golf course and Little Bay coastline. This will ensure the natural scenic and cultural landscape is retained despite the increase in development on the site.

The project will complement these protected environmental areas through the delivery of approximately 35,670sqm of high-quality open space in the precinct to be delivered to the public, creating a green corridor through the site which responds to natural topography and considerations.

### *Direction 9: An efficient city*

The Direction aims to reduce costs, carbon emissions and environmental impacts, through effective strategic land use, transport and infrastructure planning. The objectives of the direction supported by this Planning Proposal are as follows:

- *Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*
- *Objective 34 – Energy and water flows are captured, used and re-used*
- *Objective 35 – More waste is re-used and recycled to support the development of a circular economy*

Aligning transport with land use planning will slow emissions growth by locating homes closer to jobs, public transport and walking and cycling paths, reducing reliance on private vehicle use for mobility. As discussed, the Planning Proposal represents a proactive approach to planning and will catalyse investment in transport connectivity to the region, creating a residential community that aligns with public transport infrastructure. The provision of non-residential uses will also encourage greater self-containment for future residents, serving the daily needs of the local population and surrounding community. This will allow residents to utilise

active transport methods such as cycling and walking to access amenities, services and potentially some employment, in line with the objectives of the direction.

The redevelopment of the site at a precinct-wide scale will provide the opportunity to deliver an efficient and sustainable precinct, which incorporates technological advances, integrated water and energy systems and efficient waste management and reduction systems.

#### *Direction 10: A resilient city*

Direction 10 aims to establish building capacity to withstand and adapt to known and unforeseen impacts such as changes in climate and technology to improvement resilience of the city. Any future development application within the Precinct will seek to achieve all relevant standards in terms of resilience planning measures set by State and local government policy.

### **Eastern City District Plan**

The site is situated within the area covered by the Eastern City District Plan, released in March 2018. This District Plan has been developed by the Greater Sydney Commission and outlines the priorities and actions for the District which includes the Randwick City Council Local Government Area. The District Plan identifies various priorities for the district area, as well as specific priorities for the Randwick LGA.

The consistency of the proposal with the District Plan is assessed in **Table 7**.

Table 7 – Consistency with Eastern City District Plan

Priority	Description	Comment
Infrastructure and collaboration:		
E1	Planning for a city supported by infrastructure	<p>The proposal will leverage local transport options including several bus services along Anzac Parade providing connections to employment centres including the Sydney CBD, Eastgardens and Bondi Junction, and to larger transport hubs for further connections.</p> <p>Whilst these networks have sufficient capacity to accommodate short-term transport demands, the true value of the proposal and the fulfillment of this objective will be realised in the medium to long term with the prospective extension of the CBD and South East Light Rail and the Sydney Metro to the south-eastern region and to Little Bay which may coincide with the divestment and redevelopment of the Government lands to the north. The alignment of these transport networks with land uses that generate demand and justify the investment represents an economically efficient coordination of land use and transport planning.</p> <p>The Transport Assessment identifies that reliance on the delivery of these projects is not required to support the density envisaged by this Planning Proposal request, but will be required to support the broader vision encompassing with the Government lands to the north (refer to <b>Appendix E</b> for further discussion).</p> <p>As discussed in the Infrastructure Capacity Assessment at <b>Appendix K</b> the site contains the necessary enabling infrastructure including water, gas, energy and electricity networks to accommodate residential development. Whilst this may need to be augmented or adjusted during the detailed development of the site, enabling the development of a residential community will ensure these networks are utilised.</p>

Liveability:		
E3	Providing services and social infrastructure to meet people's changing needs	<p>The proposal meets this objective by providing medium-high density housing in a walkable neighbourhood in close proximity to existing and future public transport, which appeals to a wide demographic. The range of housing typologies offered on the site provides the security and flexibility to respond to changing demographic characteristics in the immediate and long-term future, including young people, people with a disability, older people and families.</p> <p>The proposal will also provide lower ground floor local shops and/or services, which will benefit future residents, nearby existing residents as well as visitors to the site.</p>
E4	Fostering healthy, creative, culturally rich and socially connected communities	<p>The proposal aims to capitalise on the site's natural and built attributes to create a new master plan residential community that supports a healthy and resilient community.</p> <p>The unique physical location of the site on the eastern coastline surrounded by aquatic reserves, headlands, open spaces and national parks is currently underutilised due to the site's long-term historic vacancy. Increasing the desirability of the site for development through amendments to the planning controls will enable the delivery of a residential community, providing the opportunity for future residents to enjoy these natural attributes and live a healthy lifestyle.</p> <p>As discussed in <b>Section 3.2.3</b>, the site benefits from its proximity to a network of social infrastructure including schools, community venues, libraries and recreation centres capable of accommodating for the site, which will provide the necessary foundation for the development of a strong socially connected community.</p> <p>The site will also provide ample open space within the central portion of the site and along the western border for the use of future residents, which will encourage social interaction within the site.</p>
E5	Providing housing supply, choice and affordability with access to jobs and services	<p>The GSC housing targets for the Eastern City District forecast a need for an additional 157,500 dwellings between 2016 and 2036. In addition to this, the GSC is working in collaboration with Randwick Council to develop housing targets for the LGA over a 6-10-year period, to be included in the relevant Local Strategic Planning Statements.</p> <p>As discussed in <b>Section 9.1</b>, there are limited sites within the Eastern District that demonstrate the capability of responding to the housing targets due to existing fragmented land ownership, high rates of development and site-specific natural or amenity constraints. It is unlikely the strategic centres within the Eastern City District and Randwick LGA of Eastgardens-Maroubra Junction and Randwick Health and Education Precinct will have the capacity to solely deliver on the housing targets, and therefore consideration of</p>



		<p>alternative locations to deliver on the forecast supply is necessary to achieve these targets.</p> <p>The proposed site represents an opportunity to deliver on the housing targets through density and diversity whilst respecting the local character of the surrounding residential suburbs. Historically zoned for residential purposes, the subject site is an appropriate location for this type of development and will demonstrate consistency with the surrounding residential land uses, delivering an efficient spatial distribution of land use. Further, the scale of the site permits the delivery of a range of medium and smaller dwellings, including terrace housing, and one, two- and three-bedroom apartments; responding to the changing demographic character of the region and the broader trends at a metropolitan level of increased single person and couple-only household structures. The inclusion of affordable housing on the site through delivery of 76 affordable dwellings will further diversify the housing offering on the site to include a cross-section of workers, ensuring key workers can afford to remain in inner-city locations in proximity to strategic centres and job opportunities.</p> <p>Additionally, the proposal will provide local employment opportunities through the proposed local shops and services within the retail podium as well as the hotel offering. Overall, the proposal will support 481 ongoing jobs on site and 112 jobs in the wider economy.</p>
<b>E6</b>	Creating and renewing great places and local centres, and respecting the District's heritage	<p>The existing site condition features a vacant plot of land with unused pedestrian and vehicle networks and overgrown landscaping. The site has remained idle for the previous two decades, generating significant adverse aesthetic, economic and social impacts on the local community. The proposal will provide an overwhelmingly positive contribution to the Randwick LGA and broader Eastern District through the creation of a vibrant, attractive and activated residential masterplan community, supported by local commercial services and a tourism offering.</p> <p>As demonstrated in the concept plan prepared by SJB, facilitating an amendment to the planning controls will enable the delivery of a well-designed built environment with a focus on open space, walkability and a people-friendly public realm. The proposal offers a unique opportunity to create a place with its own distinctive identity that celebrates its natural and built assets and capitalises on future city-shaping transport networks.</p>
Productivity:		
<b>E9</b>	Growing international trade gateways	<p>The redevelopment of the site will provide the required services to support the growth of nearby trade gateways including Port Botany and Sydney Airport. The delivery of housing supply on the site will support key workers employed in these districts, reducing travel time and increasing the supply of available workers to ensure the</p>

		<p>right workers are employed in these critical transport hubs. The proposed height limit for the site ranging between RL45 to RL105 respects the PAN-OPS and OLS restrictions of Sydney Airport, ensuring the safe ongoing operation of this critical activity.</p> <p>Further, the proposal includes the capacity for a 200-300 room hotel on the site which will support the future diversification of these trade gateways, which includes a potential cruise ship terminal at Yarra Bay and Molineaux Bay as identified in the NSW Cruise Development Plan 2018.</p>
E10	Delivering integrated land use and transport planning and a 30-minute city	<p>The proposal will initiate the delivery of a substantial quantum of housing close to employment districts including Sydney Airport, Eastgardens-Maroubra Junction, Bondi Junction and Randwick, supporting the delivery of a 30-minute city. As illustrated in <b>Figure 26</b>, the primary employment hubs in the surrounding region include industrial and employment services and health and education services, two industries that will continue to grow in demand as Sydney's population and service needs grows in the future. The proposal will also accommodate employment opportunities through commercial uses located within the retail podium and the proposed hotel, which can provide local employment opportunities.</p> <p>The site demonstrates a prominent location for future residents to access employment opportunities through integrated land use and transport planning, improving the liveability, productivity and sustainability of the district.</p>
E13	Supporting growth of targeted industry sectors	<p>The delivery of tourist and visitor accommodation on the site will support the development of a visitor economy in the region, identified as a targeted industry sector in the District Plan.</p> <p>The south-eastern region is an emerging tourism destination that will contribute to Sydney's role as a premier global destination city. The region's tourism offer is anchored by its natural environmental assets, including 29km of natural coastline, Malabar Headland and aquatic reserves at Magic Point and Cape Banks. This offer will be supported by a potential future cruise terminal at Molineaux Point and Yarra Bay as identified in the NSW Cruise Development Plan, July 2018. Further, the historic Aboriginal heritage sites located at Little Bay and La Pouse are identified as an area for investigation in the District Plan for cultural tourism.</p> <p>The capacity to deliver a 200-300 room hotel on the site will provide the tourist-based infrastructure that is required to fully capitalise on the attractions of the region. It will support the continued growth of visitation to the region and accommodate overnight guests that will spend an estimated \$18 million each year throughout the local and wider economy. These economic benefits indicate the significant positive opportunity that tourist accommodation offers for the region.</p>

Sustainability:		
E16	Protecting and enhancing scenic and cultural landscapes	<p>The site contains and is surrounded by unique scenic and cultural landscapes, including the eastern coastline, Aboriginal archaeological Miocene and Ochre deposits, endangered ecological communities and heritage assets. These assets are viewed as opportunities to improve the unique offering of the site, rather than development constraints, and have been celebrated and retained in the proposed concept plan (refer <b>Appendix B</b>).</p> <p>The distribution of built form on the site and location of taller towers in areas of reduced topography will retain key views towards the coastline from Anzac Parade looking east. Further, improving pedestrian connections to Little Bay beach through a proposed beach link will optimise the site's location adjacent to the coastline, ensuring members of the public can access and enjoy the scenic environment without difficulty.</p> <p>The concept plan will provide landscaping to sensitive site edges surrounding the existing E2 Environmental Conservation land to ensure the ongoing respect and retention of these spaces.</p>
E17	Increasing urban tree canopy cover and delivering Green Grid connections	<p>A primary green open space corridor drawn through the centre of the site will improve amenity, site sustainability and respect the site's natural environmental assets. This green corridor will be complemented by landscaping which will be further developed to accompany future development applications outlining the location, type and distribution of additional landscaping on the site.</p>
E18	Delivering high quality open space	<p>The proposal provides large communal open spaces for the benefit of future residents, including the central open space corridor and public park on the western boundary. Approximately 35,670sqm of open space (36% of the site area) is proposed. These spaces will include paving, seating, lawns and tree plantings, with the potential for formal sports and recreational activities adjacent to the buffer surrounding the central open space. The delivery of these spaces will ensure all residents are within 200m of quality open space amenity.</p> <p>The proposal also facilitates pedestrian connections for residents to surrounding open space areas, including a proposed beach link on the south-eastern boundary and a park link to Kooloora Reserve on the northern boundary, contributing the network of accessible pedestrian links in the locality.</p>



## Changing Circumstances

The Proposal further responds to changing morphology and demographic circumstances of the Greater Sydney region.

Since the Stage 1 Master Plan received development consent in December 2009 there has been significant advances in the strategic planning framework governing Metropolitan Sydney including increased population projections and as a consequence increased dwelling and employment targets and significant investment and planning of transport infrastructure.

The metropolitan plan *City of Cities: A Plan for Sydney's Future 2005* applied at the time of the Stage 1 Master Plan approval. The plan envisaged that between 2004 and 2031 (27 years), Sydney's population will increase by 1.1 million people and Sydney will need 640,000 new homes and 500,000 additional jobs. The plan was subsequently replaced a year following the approval and the *Metropolitan Plan for Sydney 2036* was released. This Plan envisaged that between 2006 and 2036 (30 years) Sydney's population will increase by 1.7 million people and Sydney will need 770,000 new homes and 760,000 additional jobs.

The Greater Sydney Commission (GSC) was established in 2016 to lead metropolitan planning. Since this time the GSC has undertaken significant evidenced based research, data analysis and engagement to prepare the current metropolitan and district plans. To this end, the Greater Sydney Region Plan identifies that between 2016 and 2036 (20 years) Sydney's population will increase by 1.7 million and require 725,000 additional dwellings and 817,000 new jobs.

Compared to the 2005 metropolitan strategy, this represents an estimated increase of 1,327,778 people, 531,945 dwellings and 514,389 jobs compared to what was anticipated at the time of the 2009 approval

The current height and densities allowed for by the development standards have been in place for over 10 years, and since that time the majority of the site has been undeveloped and has instead sat vacant for many years. This Planning Proposal presents an opportunity to stimulate urban renewal and capitalise on the unique development opportunity for the site, and the ability to deliver significant private and affordable housing, commercial and tourism land uses within an open space and coastal setting.

It is considered that the Planning Proposal meets the relevant criteria of the Strategic Plan test as it is entirely consistent with the existing Metropolitan Strategy and associated Eastern City District Plan. It also responds to a change in the strategic framework for the metropolitan region, which charts a sustained increased in population, housing and job projections over a 30-year period.

### **b. Does the proposal have site-specific merit?**

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

- *The natural environment*
- *Existing, approved and future land uses in the vicinity of the proposal*
- *Services and infrastructure that are or will be able to available to meet the demands arising from the proposal*

The Little Bay Cove precinct redevelopment will retain and protect areas of environmentally sensitive land and land of significant biodiversity value within and immediately surrounding the site. The geologically significant Miocene cliff face and lagoon incorporates biofiltration zones along its lengths and will be complemented by zones of public open space in the central corridor. Further, the retention of sensitive ESBS along the eastern boundary of the site will be protected through

The proposed rezoning will retain the intended residential land uses for the site, consistent with the surrounding character of the Little Bay area. As outlined in the strategic documents in the preceding section, there is a demand for additional housing supply within the region to support ongoing population growth which cannot be accommodated within the low-medium density housing in this area. The Proposal presents an opportunity to deliver the required housing supply in a manner consistent with the predominant residential land use of the Little Bay area, whilst the provision of additional permitted commercial uses and two significant areas of open space will provide improved amenities for existing residential neighbours. This will improve the amenity and convenience of living within this area. Further, the indicative built form layout respects the surrounding character through the provision of lower density buildings on the eastern and southern portion of the site adjacent to low-density development along Gubbuteh Road to the south and lower topography towards the coastline.

The proposal has the capacity to influence infrastructure provision within the area. The adaptive approach to land use and transport planning will allow the site to be rezoned for higher-density development in a manner consistent with indicative transport corridors including the Sydney Metro and CBD and South East Light Rail to Little Bay. The Planning Proposal will be the enabler of this investigation and demonstrates the capacity to align with the potential future redevelopment of significant landholdings surrounding the site, including the Long Bay Correctional Centre and LAHC housing site to the north. This infrastructure provision will not only meet the demands generated as a result of the proposal but will also catalyse the broader rejuvenation and desirability of the area.

In accordance with the Stage 1 Master Plan consent (DA81/2009) local infrastructures and services have already been accommodated on the site, including local roads, footpaths, water, sewer and electricity systems. Augmentation of these services to accommodate the additional demand will be undertaken where required.

Furthermore, the Section 7.11 Contributions generated by the proposal will be significant to support the funding of new and existing infrastructure in the LGA.

#### **Q4. Will the Planning Proposal Give Effect to a Council's Endorsed Local Strategic Planning Statement, or Other Endorsed Local Strategy or Strategic Plan?**

The community strategic plan is the long-term community plan that sets out the vision and outcome aspiration of the local government area. The relevant community plan for the Randwick LGA is the Randwick City Plan 2017.

##### **Randwick City Plan 2017**

The Randwick City Plan is the long-term community plan that sets out the vision and outcome aspiration of the community strategic plan is the long-term community plan that sets out the vision and outcome aspiration of the local government area. The relevant community plan for the Randwick LGA is the *Randwick City Plan 2017*.

##### Randwick City Plan 2017

The Randwick City Plan is the long-term community plan that sets out the vision and outcome aspiration of the local government area by 2026. The Plan aims to manage environmental, social and economic change across the city and aligns with a number of other strategies and plans developed by Council, including a range of 5-10-year plans, a management plan and budget, and quarterly and annual reports. The proposal aligns positively with the six themes of the City Plan as discussed below.

##### *Theme one – Responsible management*

The Planning Proposal is submitted to Randwick City Council for preliminary assessment and public notification, followed by a gateway review by the DPE in accordance with section 3.33 and 3.34 of the EP&A Act. Submission of the proposal through this regulatory pathway ensures integrity and transparency through the assessment process and will allow a collaborative approach between Council, the applicant and the public to ensure a balanced approach to rezoning.

##### *Theme two – A sense of community*

Inclusion of the local community in the rezoning and subsequent development of the subject site is an important consideration of the proposal. The Planning Proposal will undergo a 28-day public exhibition period following lodgement of the proposal in accordance with statutory requirements, in addition to complementary post-lodgement consultation led by the proponent to ensure the community is informed and engaged with the future use of the site.

The proposal aligns with Council's ethos to provide assistance to service providers to meet the needs of the community. Meriton will submit a Public Benefit Offer, with an indication to provide 76 affordable housing units (5% of uplift) and a monetary contribution for state and local infrastructure that would ensure the developer is providing 50% of the land value uplift as per common industry practice.

This contribution will ensure all members of the community have the opportunity to enjoy living in a highly accessible coastal location.

The proposal will optimise access and use of the community facilities and parks within the immediate surrounding location. The Community Needs Assessment at **Appendix F** identifies there is sufficient capacity within surrounding schools, libraries and community centres to accommodate the increased residential density on the site. Meanwhile, the identified need for additional parks and open recreational

facilities to service the population is captured within the provision of 35,750sqm (29% of the site area) of open space and parkland on the site. These parklands will be interspersed with walking tracks and cycleways to encourage active and healthy lifestyles, whilst the provision of playgrounds, playing fields and passive seating areas will allow residents to engage in social interaction and community activity.

### *Theme three – Places for people*

The Planning Proposal demonstrates a strong response to theme three of the Randwick City Plan, which focusses on encouraging sustainable development to accommodate population increases within a functional, safe and attractive built environment. The rezoning responds to strong, yet sustained population increase in the Greater Sydney region, a trend which the Greater Sydney Regional Plan forecasts will reach 1.7 million by 2036. As discussed within this report, the identified strategic centres within the Eastern City District of Eastgardens-Maroubra, Randwick and Bondi Junction do not demonstrate the capacity to solely accommodate this growth without support from additional land parcels in the surrounding area. The subject site demonstrates an opportunity to respond to the required housing targets of the district within an accessible location that has historically been zoned for residential purposes. The integration of the land use with the future potential extension of transport networks in the south-eastern region aligns with the objectives of the plan to locate increased development along transport corridors (particularly along Anzac Parade) and optimise public infrastructure and assets.

Whilst the Urban Design Built Form and Massing Study (**Appendix B**) provides only a high-level illustration of how the increased density could be accommodated on the site, the principles of Crime Prevention Through Environmental Design have been considered within the site layout, building orientation, open space provision and street network. These principles will be carried through to the detailed DA preparation stage, ensuring the community's safety, health and wellbeing is at the forefront of the design of the precinct.

The provision of affordable housing on the site will allow key workers to live in proximity to employment opportunities and services.

It is intended that over time the site will develop its own site-specific identity, whilst also integrating with the existing local character of the surrounding suburbs. Built upon its existing natural attributes including proximity to Little Bay beach and adjacent golf courses, coastal views, and archaeological and ecological assets, the site has the ability to transform into a key residential asset and contribute positively to the amenity, liveability and sustainability of the Randwick LGA, achieving the vision of the LGA as an “*effective and liveable City*”.

### *Theme four – A prospering City*

As discussed in the Economic Benefits Report at **Appendix G**, the proposal will generate significant economic benefits for the region as follows:

- The construction of site to increased density will generate 209 direct and 329 indirect employment opportunities, at a gross value added (GVA) of \$61.2 million per annum.
- The ongoing operation of the site at an increased density will generate 481 direct and 112 indirect employment opportunities, at a GVA of \$27.51 million per annum.
- New residents and visitors will spend a combined \$81 million on retail each year, helping to support the wider Randwick LGA economy.

In addition to the above, the proposal will support the emerging offer of a tourist and visitor economy in the region through the delivery of a 275-room hotel. Overnight guests to the hotel will spend an estimated \$18 million each year throughout the local and wider economy. Anchored by a potential future cruise terminal at Molineaux Point and Yarra Bay and the region's natural environmental assets, including 29km of natural coastline, Malabar Headland and aquatic reserves at Magic Point and Cape Banks offer tourist experiences unique to the region. The delivery of a hotel on the site will be the only high-density tourist and visitor accommodation in Little Bay and will have sufficient capacity to accommodate visitors to the region, whilst also supporting local employment opportunities.

### *Theme five – Moving around*

The site concept has been designed based on a simple-grid structure surrounding the central open space, in order to ensure pedestrian legibility and accessibility within the site. A strong east-west pedestrian spine will connect through the site and southwards towards Little Bay beach, promoting walking and cycling and creating an activated public domain. Further, the proposed residential uplift will generate the demand to

justify increasing the capacity of public transport networks, ensuring this investment is utilised to its fullest capacity and services a broad number of residents.

The proponent strongly supports ongoing advocating for the extension of transport networks to the south-eastern region as identified in the City Plan.

#### *Theme six – Looking after our environment*

The site contains areas of ecological and archaeological sensitivity, including remnant ESBS endangered ecological community on the eastern most edge of the property, central dams and significant Miocene and Ochre deposits in the centre of the sites. These areas have been retained and incorporated into the masterplan for the site, with development situated surrounding the central dam to respect the north-south flow of existing natural drainage systems.

All future development applications will be considered against and be compliant with the mandated energy and water efficiency requirements established within the *SEPP (Building Sustainability Index: BASIX) 2004*. Notwithstanding this, principles of environmental sustainability have been incorporated into the master plan site layout through building orientation, site layout, provision of a walkable street network and open space provision.

#### *Southern coastal specific area*

Key priorities of the southern coastal area relevant to the proposal are to recognise and preserve the area's landscape character, investigate an enhancement to Anzac Parade corridor with active transport, and plan for landscape and open space opportunities. The integration of landscaping throughout the site and the retention and centralisation of the open space corridor will ensure the landscape character of the site and coastal land is retained, despite allowing for additional density on the site. Further, the provision of residential density in this site offers the opportunity to bring forward the viability of the metro line by increasing patronage and will similarly increase the development potential for sites in the immediate surrounding context, allowing the area to demonstrate its full potential.

#### Randwick Local Strategic Planning Statement

The Planning Proposal will be delivered in accordance with the Greater Sydney Region Plan and Eastern City District Plan. Accordingly, while the Randwick Local Strategic Planning Statement is not currently released, it is expected that the subject site and the adjoining Government land will be identified for future housing supply.

### **Q5. Is the Planning Proposal Consistent with Applicable State Environmental Planning Policies?**

Yes.

An assessment of the Planning Proposal against the relevant State Environmental Planning Policies (SEPPs) and deemed Regional Environmental Plans (REPs) is set out in **Table 8** below.

Table 8 – Consistency with State Environmental Planning Policies

<b>State Environmental Planning Policy</b>	<b>Comment</b>
<i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i>	The delivery of affordable housing on the site will be in accordance with the relevant provisions of the Affordable Rental Housing SEPP.
<i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>	The Planning Proposal does not contain provisions that will contradict or hinder the application of the SEPP.
<i>State Environmental Planning Policy (Infrastructure) 2007</i>	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development.



	As development on the site will contain residential development containing 75 or more dwellings with access to Anzac Parade, future development applications will require concurrence from the Roads and Maritime Services in accordance with Schedule 3 of the SEPP.
<i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i>	Detailed compliance with the BASIX SEPP mandated levels of energy and water efficiency requirements will be demonstrated within all future development applications relating to residential uses on the site.
<i>State Environmental Planning Policy No. 55 Remediation of Land</i>	Clause 6 of SEPP 55 requires in the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use. In accordance with the Stage 1 master plan consent (DA81/2009) approved by the Land and Environment Court, remediation and validation works were carried out on the whole site (excluding the ESBS remnant along the eastern boundary). The attached Site Audit Statement ( <b>Appendix L</b> ) verifies the land has been suitably remediated for future use of the site. Future development applications will contain an assessment of the provisions of the SEPP.
<i>State Environmental Planning Policy No. 64 Advertising and Signage</i>	Detailed compliance with SEPP 64 provisions will be demonstrated within all future development applications relating to signage and advertising on the site.
<i>State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development (SEPP 65)</i>	Detailed compliance with SEPP 65 will be demonstrated within all future development applications relating to residential uses on the site. Nevertheless, the planning proposal seeks to facilitate and achieve best practice compliance with SEPP 65 and the associated Apartment Design Guide (ADG) by providing areas of open space, achieve required building separation distances and building orientation controls, and consider the location and distribution of car parking on the site. Further discussion of residential amenity is provided within the Urban Design Built Form and Massing Study ( <b>Appendix B</b> ).
<i>State Environmental Planning Policy No. 70 Affordable Housing (Revised Schemes)</i>	Meriton will seek to submit at Public Benefit Offer including a contribution of 76 affordable housing units (5% of uplift). As per the Government's policies, housing supply in the right locations close to jobs is a key element of improving affordability. The provision and design of the affordable housing dwellings will be in accordance with the affordable housing principles contained within Schedule 2 of the SEPP.

## Q6. Is the Planning Proposal Consistent with Applicable Ministerial Directions (S.9.1 Directions)?

Yes.

An assessment of the Planning Proposal against applicable Section 9.1 directions is outlined in **Table 9** below.

Table 9 – Section 9.1 Compliance Table

Ministerial Direction	Comment
<b>Employment and Resources</b>	
1.1 Business and Industrial Zones	<p>The proposal gives effect to the objectives of the direction as it will provide additional housing supply in an area already zoned for residential use, supporting and retaining employment generating land uses in the surrounding areas. Accommodating additional residential supply in this area will reduce the pressure to rezone industrial and urban services land, maintaining a suitable pattern of land use in the area. The provision of housing supply within this area will also accommodate key workers in an affordable setting within proximity to strategic and metropolitan centres, allowing key workers to travel to employment zones and support the growth of these areas.</p> <p>The permissibility of commercial uses through an additional permitted uses clause will reduce the amount of commercial floor space provided on the site, retaining the strategic role of Maroubra Junction and Eastgardens as the key commercial centres in the district.</p>
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
<b>Environment and Heritage</b>	
2.1 Environmental Protection Zones	Not applicable.
2.2 Coastal Management	Not applicable.
2.3 Heritage Conservation	<p>The eastern portion of the site is included within the Prince Henry Hospital Conservation Area (C6), and there are a number of heritage items associated with the prince Henry Hospital site in proximity to the site as follows:</p> <ul style="list-style-type: none"> <li>- Former Prince Henry Hospital site—canalised water course (A5), a state-listed archaeological site located to the south of the site.</li> <li>- Former Prince Henry Hospital site—moveable item M5: dressed sandstone blocks (A19), a state-listed archaeological site located to the south of the site.</li> </ul>

Ministerial Direction	Comment
	<p>- Former Prince Henry Hospital—Former Male Lazaret site (I180), a state-listed local heritage item to the east of the site.</p> <p>The proposal does not seek to amend clause 5.10 of the Randwick LEP 2012 and will retain the conservation listing (C6) affecting a portion of the site.</p> <p>Development on the site will conserve the significance of the conservation area and surrounding heritage items through land use distribution, built form and landscaping. Consideration of the localised impacts on the conservation area and heritage items will be contained within future detailed development applications.</p> <p>Further, it is recognised there is no change to the general distribution and location of buildings on the site compared to the approved master plan consent (DA39/2016). The Land and Environment Court judgement did not identify any incompatibility between the conservation of heritage items on the site and future residential development on the site, and as such it is not considered the proposed intensification of residential development on the site in a manner consistent with the LEC approval will raise significant issues.</p>
2.4. Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPS	Not applicable.
<b>Housing, Infrastructure and Urban Development</b>	
3.1 Residential Zones	<p>The Planning Proposal will deliver 1,909 dwellings in a variety of building typologies including one, two- and three-bedroom apartments and residential terraces. The provision of a range of typologies will respond to a gap in the housing market in the surrounding area, which predominately features low-density dwellings, and respond to the changing demographic characteristics which in the future will see an increase in residents aged between 5 and 19 and over 65. The diversity and density of housing options provided as a result of the Planning Proposal will broaden housing options for residents, maintaining community cohesion and affordability.</p> <p>Increasing housing density and supporting population growth in this area will align with indicative future transport corridors along the south-eastern corridor, increasing potential patronage of the corridors and encouraging government investment in this locality.</p> <p>The proposal maintains the existing residential use of the site and will therefore reduce the consumption of land for housing on the urban fringe and the pressure to rezone industrial and urban services land, maintaining an appropriate land use pattern within the Eastern District.</p>

Ministerial Direction	Comment
	<p>The proposal is supported by an Urban Design Study prepared by SJB (<b>Appendix B</b>) that outlines an indicative design concept for the site. The concept design explains how the proposed controls will enable development that is of good built and landscape design. Further, the consistency of the proposal with residential controls such as SEPP 65 and the ADG to be demonstrated in future detailed development applications will further improve the design standard of the proposal.</p>
3.2 Coastal Management	Not applicable.
3.3 Home Occupations	Not applicable.
3.4 Integrating Land Use and Transport	<p>The proposal will alter the residential zoning on the site and therefore is subject to the provisions of this direction. The proposal accords with the objectives of the direction as follows:</p> <ul style="list-style-type: none"> <li>- The site supports the principle of providing increased housing supply within an accessible location with access to jobs and services. Aligning this density with transport corridors, such as the Anzac Parade corridor and potential future Metro and Light Rail corridor in the south-eastern region, will boost the effectiveness of both the corridor and the residential community.</li> <li>- In the short-term, the site benefits from road-based transport options including bus services on Anzac Parade connecting to strategic and metropolitan centres.</li> <li>- In the long-term, the proposal will catalyse government investment and investigation into the viability of extending public transport networks to the locality, including the Sydney Metro and CBD and South East Light Rail. The provision of the density within this area will make the provision of transport services in the area more attractive to operators and users and represents a good investment.</li> <li>- The proposal will provide local retail and services, reducing small trip generation whilst also supporting the provision of higher-order commercial and retail services within the strategic centres of Maroubra Junction and Eastgardens.</li> </ul>
3.5 Development near Regulated Airports and Defence Airfields	<p>The subject site is located within proximity to the Sydney Airport and is limited by the existing Procedures for Air Navigation – Operation Surfaces (PAN-OPS) contours ranging between 80-110m and an obstacle limitation surface (OLS) of 126.4 on the eastern portion of the site associated with Sydney Airport.</p> <p>The proposed concept plan includes buildings up to a height of 8.5m to 73m. The Urban Design Built Form and Massing Study (<b>Appendix B</b>) illustrates the OLS limits. As the buildings are within the OLS, no controlled activity approval is required.</p> <p>Consideration will need to be given at the time of detailed design for the location of the site relative to Sydney Airport and where necessary, will</p>



<b>Ministerial Direction</b>	<p><b>Comment</b></p> <p>be supported by an aeronautical assessment and will be referred to Sydney Airport Corporation Limited for concurrence and determination.</p> <p>The proposed dwellings can be appropriately designed and incorporate mitigation measures (if required) to minimise adverse aircraft noise. This would be addressed at the time of detailed design.</p>
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	Not applicable.
<b>Hazard and Risk</b>	
4.1 Acid Sulphate Soils	The eastern portion of the site is identified as Class 5 acid sulphate soils under clause 6.1 of the Randwick LEP 2012. A detailed acid sulphate soils study analysis will be undertaken as part of the planning proposal to demonstrate the appropriateness of the intensification of the residential use of the site. This report will be made available to Council upon completion.
4.2 Mine Substance and Unstable Land	Not applicable.
4.3 Flood Prone Land	The proposal is not identified as a Flood Planning Area under clause 6.3 of the Randwick LEP 2012. Nevertheless, a detailed consideration of flooding impacts including provision of all habitable floor levels above the 1 in 100-year flood level will ensure all residential land uses are protected from flooding. This detail will be submitted within future detailed development applications.
4.4 Planning for Bushfire Protection	Not applicable.
<b>Regional Planning</b>	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.

Ministerial Direction	Comment
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	Not applicable.
5.11 Development of Aboriginal Land Council land	Not applicable.
<b>Local Plan Making</b>	
6.1 Approval and Referral Requirements	This is an administrative requirement for the RPA.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	The objective of the direction is to discourage unnecessarily restrictive site-specific planning controls. This Planning Proposal refers to an indicative design concept that is subject to change during the future preparation and assessment of future development applications. The design concept has the role of displaying what is potentially achievable with the proposed changes to RLEP 2012.
<b>Metropolitan Planning</b>	
7.1 Implementation of A Plan for Growing Sydney	The Planning Proposal is consistent with the vision, land use strategy, and directions contained within the <i>Greater Sydney Regional Plan 2018</i> and <i>Eastern City District Plan</i> as discussed in <b>Section 9.2</b> . Specifically, the proposal will deliver increased housing density and diversity within an amenable coastal setting in proximity to employment opportunities and transport networks and will deliver on the vision of the '30-minute city'.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.

Ministerial Direction	Comment
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

### 9.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

#### Q7. Is There Any Likelihood That Critical Habitat or Threatened Species, Populations or Ecological Communities, or Their Habitats Will Be Adversely Affected as a Result of the Proposal?

Travers Bushfire and Ecology prepared a Biodiversity Development Assessment Report (BDAR) (refer **Appendix J**) to consider the impact of the planning proposal on threatened species, populations and communities under the *Biodiversity Conservation Act 2016* (Biodiversity Act) and *Biodiversity Conservation Regulation 2017* (Biodiversity Regulations). A visual summary of the flora and fauna survey investigations and results is provided in the following **Figure 27**, with discussion provided thereafter.

[illegible]

## Biodiversity Offset Scheme

Table 10 – Biodiversity Regulation thresholds

Threshold Triggers	Proposal
(a) <i>The clearing of native vegetation of an area declared by clause 7.2 as exceeding the threshold, or</i>	<p>The current proposal utilises the same footprint as the approved development and as such will not require any additional clearing of vegetation compared to the previous activated consent. The removal of any regrowth shrubs within the development footprint has been approved and is not subject to any biodiversity offsetting.</p> <p>The updated masterplan will not cause any additional impacts on native vegetation that is not already accounted for under the approved and activated consent. Consequently, offsetting will not be required under this trigger.</p>
(b) <i>The clearing of native vegetation, or other action prescribed by clause 6.1, on land included on the Biodiversity Values Map published under clause 7.3.</i>	There are no areas of land identified within the Biodiversity Values Map located within the site.



As the proposal does not exceed either of the above threshold triggers for the BOS, the framework does not apply to the planning proposal.

## Fauna

A fauna survey was undertaken on the site in June 2019, in addition to previous fauna site surveys undertaken by Travers Bushfire and Ecology undertaken in late 2006 and 2008. These surveys included both diurnal and nocturnal surveys, with further detail provided within the BDAR.

Two threatened flora species were recorded in the study area during both recent and previous site surveys. These species include:

- Grey-headed Flying-fox (*Pteropus poliocephalus*)
- Eastern Bentwing-bat (*Miniopterus schreibersii oceanensis*)

In accordance with clause 7.3 of the *Biodiversity Conservation Act 2016*, a significance of impact assessment was undertaken to determine if the proposal will affect the identified threatened fauna species and their habitat. The assessment concluded the proposal will not likely have an impact on the two species.

In addition to the above, the *EPBC Act Protected Matters Report* provides additionally listed terrestrial, wetland and marine migratory species of national significance. No nationally protected migratory bird species were recorded within the study area during the surveys, and as such the proposal will not likely have an impact on nationally significant species.

## Flora

A flora survey was undertaken on the site on 17 July 2019, in addition to previous flora site surveys undertaken by Travers Bushfire and Ecology on 11 and 12 December 2006.

A vegetation community commensurate with Eastern Suburbs Banksia Scrub is located within the western portion of the site and comprises approximately 8% of the site area. This is identified as a critically endangered ecological community under the Biodiversity Act and an endangered ecological community under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Additional Eastern Suburbs Banksia Scrub is located almost entirely outside the lot boundary to the east; however, this area is located within a fully protected mapped area of critical habitat and associated buffer, ensuring there will be no impact on this area. The subject site also demonstrates the potential to accommodate *Acacia terminalis subsp. Terminalis*, identified as a threatened flora species under the Biodiversity Act.

In accordance with clause 7.3 of the *Biodiversity Conservation Act 2016*, a significance of impact assessment was undertaken to determine if the proposal will affect the identified critically endangered ecological community and the potential habitat of the threatened flora species. The assessment concluded the proposed area of impact is not of high quality and the proposal will not likely have an impact on the identified species.

## Watercourses and Wetlands

A number of wetland communities have been listed in Schedule 1 and 2 of the Biodiversity Act as endangered ecological communities. Impacts on wetland communities must be assessed under the Biodiversity Act and if present the management of wetland communities must be given due consideration.

The 2.506-hectare landscaped corridor and basin located within the centre of the site is commensurate with the Sydney Freshwater Wetlands, however as this wetland is artificial is not considered an endangered ecological community. No groundwater dependent ecosystems were observed within the study area.

In accordance with the above assessment, there are no direct impacts of the proposal on critical habitat, threatened species, populations or ecological communities as a result of the planning proposal. Indirect impacts associated with the proposal includes potential shading, lighting and acoustic impacts associated with the use of the land, however these impacts are to be expected as a result of human use and occupation. To suitably mitigate these impacts, Travers Ecology recommends the following measures:

- Control and eradication of invasive ecological weeds should continue to be undertaken to prevent further invasion by these species. Invasive species such as Lantana, Coral Tree, Chilean Cestrum, Bitou Bush, Water Primrose, Whisky Grass, Asparagus Fern, Pampas Grass and Panic Veldtgrass were observed within the study area.

- A project ecologist is to be engaged to ensure compliance with all restoration and mitigation measures. Ongoing maintenance of protected area is recommended as part of this proposal.
- Continued implementation of the approved VMP is to be continued. Targeted removal of weeds within the central drainage corridor is required to be continued and as are selective revegetation works as recommended by the project ecologist.

#### **Q8. Are There Any Other Likely Environmental Effects as Result of The Planning Proposal and How Are They Proposed to Be Managed?**

There are not likely to be any environmental impacts associated with the future development of the land that cannot be suitably mitigated through detailed design development, as discussed in the following sections.

##### **Built Form Impacts**

A comprehensive site analysis including review of the constraints and opportunities presented by the unique site was undertaken by SJB to inform the indicative Urban Design Built Form and Massing Study (**Appendix B**). The outcome of these investigations created an indicative design that reflects existing site characteristics and optimises site opportunities, enabling the provision of housing without compromising the amenity of surrounding residents.

The setting of the proposed buildings takes into consideration the sloping topography of the site towards the eastern coastal area. Taller buildings have been proposed along the eastern side of the site due to lower ground levels, reducing the scale of the buildings when viewed from surrounding sites and particularly the Anzac Parade corridor. This will also manage views and vistas towards the coast and retain where possible. The reduced density along the western and southern side of the site in recognition of the one and two storey dwellings along Gubbuteh Road to the south of the site will create a comfortable transition of building heights and minimise visual bulk impacts.

The Concept Plan has attempted to minimise shadow impact on surrounding properties and open spaces by providing special attention to the positioning, orientation and height of buildings. As illustrated in the figure extracts overleaf, shadows are largely contained within the site boundary or areas of public open space directly adjacent to the site, ensuring that neighbouring properties to the south receive greater than 4 hours of solar access on the winter solstice.

Figure 28 – Overshadowing analysis on the winter solstice



Picture 17 – Overshadowing impacts at 9am



Picture 18 – Overshadowing impacts at 12pm



Picture 19 – Overshadowing impacts at 3pm

Source: SJB

### **Visual Impact**

A comprehensive View Analysis Study prepared by SJB is attached at **Appendix C**. The study provides an overlay of the potential building envelopes envisaged within the concept plan on photographs from the surrounding context, in order to demonstrate the potential visual impact of the development. The Study includes analysis from the following viewpoints surrounding the site:

- Anzac Parade oriented south, after the intersection with Forrest Street;
- Anzac Parade oriented south, at the intersection with Bilga Crescent;
- Little Bay Beach oriented north-west;
- Anzac Parade oriented north, at the intersection with Pine Avenue;
- McCartney Oval adjacent to the Prince Henry Hospital site oriented north;
- Boora Point on Malabar Headland oriented south-west; and
- Malabar Beach oriented south.

The proposed building envelopes and the distribution of built form across the site has been developed with consideration on potential view impacts to the Randwick skyline, ocean and coastline glimpses, open space views, views of heritage buildings and local character views from the public domain and private residential dwellings. Refer to extracts of the View Analysis Study in **Figure 29** overleaf.

When looking north towards the site from Anzac Parade, the potential building envelopes sit comfortably within the streetscape. The streetscape is generally characterised by an existing incremental increase in height and density along Anzac Parade which the proposed amendments to planning controls will respect

and continue to follow in principle. These views are framed by the Prince Henry Hospital development site, which features building envelopes up to a maximum height of 18m, and therefore do not appear incongruent with the existing local urban environment.

Approaching the site from the north, the sloped topography of the site and the strategic placement of building envelopes within depressed areas reduces the perceived scale of the built form to ensure the site appears appropriate in its context (refer Picture 21 overleaf). Specifically, greater height controls up to 22-storeys are permitted along the north-eastern corner of the site, where the topography experiences a fall of approximately 7 metres from the western boundary of the site at Anzac Parade. It is further noted existing ocean and coastline glimpses from the public domain are already disrupted by extensive natural vegetation and building envelopes, both existing and under construction.

Whilst the potential building envelopes appear prominent when viewed from the south-east at Little Bay Beach, it is considered these views are exacerbated by the absence of building elements to the east of the site as a result of the open-plan nature of the Coast Golf and Recreation Club. It is not justifiable to limit the development potential of the subject site due to the existing nature of surrounding land parcels, which furthermore may be the subject of development applications in the future. In addition to this, it is noted the existing approval already permits an impact of built form in the local landscape.

Furthermore, the modulation of these building envelopes through façade articulation, material selection and architectural massing to be undertaken in future detailed development applications will reduce the perceived scale of the envelopes and moderate the visual impact on the local environment.

Figure 29 – Visual impact assessment



Picture 20 – Anzac Parade oriented north, at the intersection with Pine Avenue



Picture 21 – Anzac Parade oriented south, at the intersection with Bilga Crescent



Picture 22 – Macartney Oval looking north west

Source: SJB



Picture 23 – Little Bay Beach looking north west  
(Existing approved outline in blue)



## Traffic

A Transport Assessment has been undertaken by Arup and is attached at **Appendix E**. The report has assessed the impact of the proposal on the surrounding road network as well as the existing and future transport modes in close proximity of the site. The report has been undertaken in conjunction with the previously approved scheme (DA81/2009) on the site undertaken by Colston Budd Hunt and Kafes.

### Traffic Generation

Arup conducted a series of traffic surveys at key intersections surrounding the site to capture current local traffic volumes. The traffic survey was undertaken on Tuesday 9 April between 7am – 10pm and 3pm – 6pm, and Saturday 6 April between 10am – 2pm. The surveys were undertaken at two intersections in proximity to the site, including Cawood Avenue / Anzac Parade and Solarch Avenue / Anzac Parade. Utilising the RMS 2013 Technical Direction 04a for high density residential development and the results of the traffic surveys, the following peak hour traffic generation rates have been adopted for the site:

- Morning peak hour: 0.66 trips / dwelling
- Evening peak hour: 0.56 trips / dwelling
- Weekend peak hour: 0.66 trips / dwelling

Application of these trip rates to the indicative development of the precinct envisaged in the Urban Design Built Form and Massing Study will result in the following predicted trip generation volumes in **Table 11**.

Table 11 – Little Bay traffic generation

Land use	AM Peak	PM Peak	Weekend Peak
Residential	362	420	340
Retail	102	258	258
Childcare	54	34	0

Source: ARUP 2019

Based on the above, development of the Precinct is expected to generate 518 trips during the morning peak, 712 trips during the evening peak and 598 trips during the weekend peak. It should be noted however, that the mixed-use nature of the Precinct will facilitate trip containment of up to 25%. This will reduce the overall impact on the external road network.

### Intersection Performance

An assessment of traffic impacts on 14 key intersections was undertaken through a series of traffic count surveys. The results of these surveys were analysed using the SIDRA computer program to determine their performance characteristics under a traffic scenario modelled for 2029, including a 1% per annum traffic growth. The modelling is based on the development occurring in a single stage, which is a conservative approach to assessment of impact. The results indicate:

- 12 intersections will operate satisfactorily under the modelled scenario in both the AM and PM peak periods with acceptable performance in terms of degree of saturation and intersection delays. These intersections record a good level of service 'A' or 'B', indicating spare capacity in the remaining network.
- In exception of the above, two intersections at Anzac Parade / Beauchamp Road (west intersection) and Anzac Parade / Beauchamp Road (east intersection) indicate a level of service F, and will require upgrades to operate effectively. However, it is noted these intersections are currently operating at capacity and as such any form of development in the south-eastern region will require upgrades to these intersections.

It is considered implementation of these upgrades will ensure the network capacity surrounding the site is not an impediment to the envisaged development of the site.

In addition to the above, the assessment identifies several future strategic public transport projects that will reduce reliance on private vehicles and further improve congestion in the area. The report confirms that mode-shift can be achieved with amplification of existing bus services with an additional 9-12 buses

required. The proponent has allowed contribution towards state infrastructure via a VPA mechanism that could be used to facilitate this outcome to ensure these services are provided. While this is sufficient for the proposal, it recognised other substantial transport infrastructure initiatives that will further improve the situation. This includes the potential Stage 2 extension of the CBD & South East Light Rail and Sydney Metro City and South West to the south-eastern region. These transport investments would provide access to the Randwick Education and Health Precinct as well as the Sydney CBD, significantly improving transport accessibility within the region.

### Car Parking

Parking for the proposed residential component of the development envisaged in the Urban Design Built Form and Massing Study have been adopted with consideration of Randwick DCP 2012, SEPP 65, RTA Guide to Traffic Generating Development rates and the existing concept approval over the site (DA81/2009). It is noted the Apartment Design Guide (SEPP 65) applies a minimum parking requirement. The following parking rates are proposed

The minimum residential parking requirement adopted for the future renewal of Little Bay are outlined in **Table 12**.

Table 12 – Residential Parking Rates

Development Type	Proposed Rates	Indicative Provision	Proposed Parking
<u>Residential</u>			
1-bedroom	0.5 space per apartment	381	191
2-bedroom	0.8 space per apartment	955	763
3-bedroom	1.3 space per apartment	573	744
Visitor	1 space per 10 apartments	-	191
Total		1,909	1,889

Source: ARUP 2019

In regard to the other supporting land uses within the precinct, the following rates are adopted:

- Shops – 1 space per 40sqm
- Childcare – 1 space per 2 employees, 1 space per 8 children
- Indicative hotel – 1 space per 4 rooms, 1 space per 2 employees

Due to the large population density within the Precinct it is expected that there will be a very high level of walking trips, with the proposed retail and childcare services being a supporting use to the surrounding residential community. The availability of public transport services both within the immediate and long-term future as discussed previously will further reduce reliance on private vehicle use. Therefore, the proposed rates will reduce car reliance and encourage use of these public transport services as they become available. The proposed rates are more aligned to the recommended RTA Guide to Traffic Generating Development and assessment rates adopted in surrounding inner-city LGAs, including City of Sydney, Waverley and Woollahra.

Compliance with relevant car parking controls will be confirmed as part of any subsequent development application(s), following approval of this rezoning application. However, it is noted that the Precinct presents no obvious constraints and the requisite parking can be provided generally at basement level, but also at ground level for some uses.

Therefore, the assessment demonstrates that the concept design adopted for the Planning Proposal is considered acceptable from a traffic and transport planning perspective and has the potential to maximise use of public transport through reduced parking rates, innovative car share schemes and walkable public domains. This will ensure traffic impacts to the existing road network are mitigated and managed.

## **Contamination**

A Site Audit Statement (**Appendix L**) prepared in accordance with the *NSW Contaminated Land Management Act 1997* confirms the site has been suitably remediated and is appropriate for the proposed use.

In addition to this, ADE Consulting Group have undertaken a review of site contamination and the Remediation Action Plan prepared for the development in accordance with DA81/2009. The report is provided at **Appendix M**.

The report provides an updated assessment of the contamination documents in accordance with new legislation, including the amended *National Environmental Protection (Assessment of Site Contamination) Measure 1999 (2013 Amendment)* (NEPC 2013). In summary, the report concludes:

*Based on a review of the previous SARs, aerial photography of the Site in the time since the remediation works, and a site walkover, ADE believes the site can be considered suitable for the proposed Meriton development. ADE considers that appropriate management and classification of spoil during excavation works, including PFAS assessment, is sufficient to manage the low risk posed by residual contaminants present in fill material.*

## **Aboriginal Heritage**

An Aboriginal Heritage Impact Assessment was undertaken by AHMS in 2009 to support the Staged Development Application pertaining to the site involving a master plan and site preparation works (DA81/2009).

The assessment determined no Aboriginal objects or Aboriginal Places (as defined and protected by the *National Parks and Wildlife Act 1974*) were identified within the study area. Most of the study area was assessed as having no archaeological potential, but certain parts were assessed as having low archaeological potential. Excavation in the areas of low archaeological potential was monitored during the civil works, but no Aboriginal objects were found.

Further to this, a potential Aboriginal ochre site had previously been recorded in the adjacent Prince Henry Hospital property, and the associated landform extents into the study area (AHIMS No. 45-6-2670). Further investigation concluded the site is not an Aboriginal object or an Aboriginal Place, and as such is not impacted by the *National Parks and Wildlife Act*.

Notwithstanding the above, the identified site was found to have value to the contemporary Aboriginal community, as they use it as a source of ochre for ceremony. Public access to the site will be retained in perpetuity as the site is located within the central landscaped corridor which is held in community title. The Planning Proposal will ensure the protection of this site through management and ensure new and existing residents are culturally educated of the significance of the area.

Extent Heritage Advisors have undertaken a review of the Aboriginal Heritage Impact Assessment and a consistency assessment of the current master plan and the historical development approvals on the site (specifically DA81/2009) and its impact on the Aboriginal cultural heritage of the area. The review is provided at **Appendix I** and indicates:

*The Planning Proposal encompasses the same impact footprint as that proposed and previously approved 2009 Masterplan. As with the earlier plan, the Planning Proposal will continue to conserve the potential ochre site, #45-6-2670, within an E2 zone. Although as with the 2009 Masterplan, the Planning Proposal would similarly have the potential to impact the northern expression of the ochre deposit, which is encompassed within proposed Lot A.*

*Based on these considerations, it can be concluded that the Planning Proposal would not increase the level of Aboriginal heritage impact beyond that which has already been approved for previous developments of the site.*

In accordance with the above conclusion, the Planning Proposal and indicative master plan does not introduce any additional threat to Aboriginal archaeological sites or areas of archaeological potential than previously assessed.

Future Development Applications will include further due diligence assessments including potential test excavations to ensure there are no direct or indirect impacts to the site, in addition to ongoing consultation with the La Perouse Aboriginal Land Council. These assessments will be undertaken in accordance with the

2010 legislative updates to the relevant statutory heritage framework, specifically relating to procedural changes to the *National Parks and Wildlife 1974* and associated guidelines.

### **Non-Aboriginal heritage**

A Heritage Impact Statement (HIS) has been prepared by Urbis and is provided at **Appendix H**. The report considers existing and potential non-Aboriginal areas of heritage value adjacent or within the vicinity of the site.

The subject site is not an individual listed heritage item under any statutory heritage list. However, the eastern portion of the site is located within the wider C6 Prince Henry Hospital Heritage Conservation Area (HCA) under Schedule 5 of the *Randwick LEP 2012*. The subject site immediately adjoins the State-significant Prince Henry Site heritage listed, listed on the NSW State Heritage Register as Item 0165. The State-listed Long Bay Correctional Centre is located to the north separated from the subject site by a social housing development.

The HIS contains an assessment of the subject site against the seven criteria for assessing heritage significance as set out by the Heritage Council of New South Wales. The inclusion of the eastern portion of the subject site within the Prince Henry Hospital HCA does not reflect any site-specific built (European) heritage values of the subject site, but instead only reflects the historic larger land holding of the former Hospital prior to the divestment of the subject site and eventual closure of the Hospital facility. The subject site therefore has been assessed to not meet the requisite threshold for heritage listing, specifically due to the following:

- None of the identified significant elements associated with the former Prince Henry Hospital relate to or are located on the subject site.
- The subject site historically formed part of the larger Prince Henry Hospital site and was used as additional cultivation land before being divested to UNSW in the 1950s. The university did not appear to utilise the site until later when they constructed a small number of buildings and sporting fields. The site was sold to developers in 2008 and substantially redeveloped (cleared and graded) for future subdivision and built works.
- As one of the largest hospitals in Sydney in the early twentieth century, the Hospital likely has significance to the individuals who worked and were treated at the facility. However, the subject site was a surplus area of land to the Hospital and was divested for other uses.
- The subject site is not considered to have any heritage significance associated with the former Hospital site, as it never contained any facilities related to the Hospital operations and was never utilised as an important area of the Hospital. Use of the site in association with UNSW was temporary and surplus to their main campus operations. All evidence of these former uses and the late twentieth century buildings has been removed.

The HCA boundary is therefore considered to be a legacy listing that does not possess any immediate material heritage significance. Notwithstanding this assessment of the listing, the Planning Proposal and indicative concept plan continues to respect the heritage value of the Prince Henry HCA (C6) and the State significant Prince Henry heritage listed site (0165) as follows:

- None of the identified values of the HCA will be physically impacted. There are no significant built elements on the subject site and therefore no significant fabric will be impacted.
- The area of geological significance located in the centre of the subject site has already been formalised as an open space community area under a community title agreement and the previous site preparation works. The current Planning Proposal will retain this area as is and the proposed siting and scale of buildings in the indicative concept plan have responded to this significant geological element. The remainder of the identified significant elements within the HCA are located outside of the subject site to the south, within the core boundaries of the former Prince Henry Hospital site.
- The former Hospital site to the south has already been sympathetically redeveloped into a new urban environment containing medium density residential development. The Planning Proposal will complement this expanding urban neighbourhood by providing additional housing and facilities for the immediate community, thereby continuing the present character of the HCA to the northern boundary.
- The indicative concept plan for the Planning Proposal has been prepared with consideration for new higher-density development on the subject site and its potential visual impact on the core Prince Henry



Hospital HCA area to the south. Massing of the indicative building envelopes has been carefully sited with density stepping up towards the northern portion of the site, away from the southern boundary interface with the core former Hospital site. Buildings to the south are provided with a large landscaped buffer zone to prevent domination of lower scale development. Further, it is noted that development to the north of the core former Hospital site (interfacing with the subject property's southern boundary) already ranges between two and five storeys.

The Report concludes as follows:

*From a heritage perspective, the Planning Proposal provides for a reasonable and appropriate development of the place which will have no detrimental impact on the significance of the broader Prince Henry Hospital Heritage Conservation Area or vicinity heritage items.*

## **Q9. Has the Planning Proposal Adequately Addressed any Social and Economic Effects?**

### **Social Impact**

The outcomes of the Planning Proposal will have an overwhelmingly positive social impact on the local community. The Urban Design Built Form and Massing Study (**Appendix B**) demonstrates how the site can accommodate the increased density to permit the development of a high-quality residential development with supporting commercial uses, a significant improvement to the existing site condition and a realisation of the site's residential objective. Specifically, the proposal will have the following positive social impacts on the immediate and surrounding locality:

- Potential to contribute approximately 1,909 new dwellings to the local housing stock (approximately 1,500 more than currently permitted). The proposed concept design provides flexibility with the future detailed design to accommodate a variety and size of dwelling typologies consistent with the ADG, which will meet the changing demographic character of the area. In particular, the provision of smaller dwellings in an area characterised by detached dwellings will increase the supply and choice of well-located rental and purchase accommodation.
- Opportunity to acknowledge and celebrate the ecological, archaeological and terrestrial attributes of the site through integrating these elements into a high-quality urban design outcome that will enhance the surrounding public domain and ensure ongoing maintenance and care of these sensitive environments.
- Delivery of over 35,670sqm (29% of the site area) of open space – including retention of the linear north-open space and surrounding protection buffer.
- The proposal will activate a significant land parcel that has remained dormant since 2006. The activation of the vacant land parcel will deter anti-social and criminal behaviour, improve the amenity of the environment and prevent urban decay, implications which typically occur over time due to undeveloped land. The proposal and subsequent development of the site will realise the residential purpose of the site, which has been zoned as such since the preparation of the Randwick LEP in 2012. Further, the proposal will 'open-up' a site that has historically been closed and fenced off with a new development supporting a range of uses, open space and facilities, all within a permeable and accessible public domain network.
- Whilst the principles of crime prevention through environmental design (CPTED) will be considered in the detailed design of the development, design elements and opportunities for casual surveillance across podiums, public domain and open spaces will deter anti-social behaviour.
- Increased sustainability in terms of ability to walk and cycle within the site through improved walking and cycling routes, and the integration of the land parcel with the potential future extension of public transport networks along Anzac Parade.
- The applicant will enter into a Voluntary Planning Agreement with Council to provide affordable housing in line with policy targets.

The proposal seeks to make a significant contribution toward community and social infrastructure. The provision of community and social infrastructure has been informed by a Community Needs Assessment (refer **Appendix F**) and is discussed throughout this report.

## **Economic Impact**

Urbis have prepared an Economic Benefits Report (**Appendix G**) that outlines the positive economic impacts of the proposal on the immediate and broader community. In summary, the proposal will have the following economic benefits:

- The proposed development on the subject site is estimated to result in an increase in direct and indirect employment and economic activity (Gross Value Added – GVA).
  - 2019 direct and 329 indirect jobs from the construction of the proposed development concept resulting in gross value add of \$61.19 million.
  - 418 direct and 112 indirect jobs from the operation of the retail uses, child care and tourist and visitor accommodation uses resulting in a gross value add of \$27.51 million.
- The redevelopment of the site to the concept plan prepared by SJB (**Appendix B**) will accommodate an additional 4,206 residents, who will have access to 810,400 jobs in 2021 and 909,800 jobs in 2031 within a 30-minute travel time. Further, it is estimated these residents will spend a combined \$81 million on retail each year, helping to support the wider Randwick LGA economy.
- The proposed 275-room hotel will provide tourist-based infrastructure required to capitalise on the attractions of the region. Guests will spend an estimated \$18 million each year through the local and wider economy.
- The proposed development can contribute to improving housing affordability and the delivery of housing targets set within NSW's Central District Plan.
- Increasing the local resident population will activate the area, providing passive security for the residents, workers and visitors of the site.

It is considered the proposal has addressed social and economic impacts and is in the public interest.

## **9.4. STATE AND COMMONWEALTH INTERESTS**

### **Q10. Is There Adequate Public Infrastructure for the Planning Proposal?**

AT&L have prepared an Infrastructure Capacity Assessment (**Appendix K**) to determine the capacity of existing infrastructure and utilities at and surrounding the site to accommodate increased development on the site envisaged under the Planning Proposal.

It is understood that there is sufficient capacity in existing and planned utility services to support additional development in the Precinct and the general locality, subject to any necessary expansion and augmentation at the detailed DA stage. AT&L have conducted preliminary discussions with service providers including gas, stormwater, telecommunications, energy and water services, however ongoing investigation and consultations with these providers will be undertaken as part of the detailed site investigations to inform future development activity.

In addition to this, a range of established services are available within close proximity to the site, including health, education, emergency, open space and community services (refer Community Needs Assessment at **Appendix F**). The proponent will further contribute to these services through a Draft Public Benefit Offer, to be submitted to Council during the assessment of this Proposal.

### **Q11. What Are the Views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?**

The Planning Proposal is still in a preliminary stage. Appropriate consultation with relevant government agencies would be undertaken by Council following a gateway determination.

## **9.5. COMMUNITY CONSULTATION**

It is proposed that in accordance with '*A guide to preparing local environmental plans*' that the Planning Proposal undergo a 28-day public exhibition period. It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination.

## 10. PROJECT TIMELINE

The approximate timeframe for the Planning Proposal is outlined in **Table 13**.

This is a preferred timetable, based on a relatively smooth planning process and ongoing support from the respective agencies. It is quite possible that the timeline could extend well beyond the proposed project timeline.

Table 13 – Proposed Project Timeline

Task	Timing
Date of Planning Proposal Lodgement	August 2019
Date of Gateway Determination	November 2019 (3 months)
Anticipated timeframe for the completion of required technical information	December 2019 (1 month)
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	January/ February 2020 (1 month)
Commencement and completion dates for public exhibition period	February 2020 (1 month)
Dates for public hearing (if required)	TBC
Timeframe for consideration of submissions	April 2020 (2 months)
Timeframe for the consideration of a PP following exhibition	June 2020 (2 months)
Consideration of PP by Council (Council Meeting)	July 2020 (1 month)
Date of submission to the department to finalise the LEP	August 2020 (1 month)
Anticipated date RPA will make the plan (if delegated) or Anticipated date RPA will forward to the department for notification	November 2020 (3 months)
Anticipated publication date	December 2020 (1 month)

Following gazettal, in order to demonstrate housing supply will be provided post-2024 (i.e. beyond the 5-year housing targets), the following indicative timeline for development approval and construction of initial stage is submitted for awareness.

Table 14 – Development approval and construction timeline

<b>Task</b>	<b>Timing</b>
Lodge Concept DA	December 2020 (12 months)
Initial Detailed DA	June 2022 (6 months)
Commence works	September 2022 (3 months)
Complete initial stage	September 2024 (2 years)



# 11. CONCLUSION

The objective of this Planning Proposal is to support a change of land use zone and development standards applying to Little Bay Cove precinct to facilitate its renewal into a quality and evolving mixed-use environment. Specifically, this Planning Proposal seeks:

- An addition to Schedule 1 Additional Permitted Uses to facilitate the permissibility of 'retail premises' and 'medical centres' on the site;
- A maximum floor space ratio (FSR) development standards of 2:1; and
- Maximum building heights across the site of 8.5m to 73m.

This Planning Proposal to amend the *Randwick Local Environmental Plan 2012* has been prepared in accordance with the relevant provisions of the *Environmental Planning & Assessment Act 1979*, the regulations, applicable Local Planning Directions and the guidelines for the preparation of LEP amendments.

It is recommended that Council resolves to support this Planning Proposal that facilitates the proposed amendments to the Randwick LEP 2012 for the following reasons:

1. The Planning Proposal directly responds to significant advances in the strategic planning framework governing Metropolitan Sydney that outline a sustained increase in population projections for the metropolitan region. These changing demographic circumstances and the associated increased demand for infrastructure to support the population growth is not comparable to the development potential for the site, which has remained constant under a 2009 approval. **This change in circumstance illustrates there is strategic and site-specific merit to advance the proposed amendments to the planning framework in the manner proposed.**

The proposal is entirely consistent with the existing Greater Sydney Region Plan, associated Eastern City District Plan and local Randwick City Plan 2017. Specifically, the Proposal responds to the District Plan which identifies Little Bay as demonstrating potential to provide housing and deliver on the housing supply targets for the district. Further, the Proposal acts upon initiatives identified within the Randwick City Plan 2017 which illustrates increased density and development in the LGA will not eventualise without investment in public transport, community infrastructure and improved local access.

2. The Planning Proposal has site-specific merit due to following:
  - The availability of a large site available for renewal, one of the largest remaining residential landholdings in the Eastern District.
  - Retention of the predominant use of the site for residential housing with supporting uses.
  - Its location and accessibility adjacent to the Anzac Parade corridor, and the capacity to influence infrastructure provision within the area through the indicative extension of transport corridors to the south-eastern region including the Sydney Metro and CBD and South East Light Rail. This will also influence complementary renewal of the government-owned land parcel and Long Bay jail to the north of the site.
  - Environmental benefits through the retention and protection of environmentally sensitive land and land of significant biodiversity value within and immediately surrounding the site.
  - Can adequately address the opportunities and constraints of the site as outlined in this report and supporting studies.
3. The Planning Proposal will establish a new mixed-use centre and support a variety of land uses to the benefit of the current surrounding and future population. These economic benefits include:
  - 538 direct and indirect jobs at a total Gross Value Added of \$61.2 million per annum during construction.
  - 593 direct and indirect ongoing jobs at a total Gross Value Added of \$27.51 million per annum during operation.
4. The Planning Proposal will facilitate the delivery of approximately 1,909 new dwellings (approximately 1,500 more than already permitted) that will support housing diversity within the area, whilst facilitating

the achievement of the dwelling targets set for Randwick LGA and longer-term targets for the Eastern City District which requires 157,500 new dwellings by 2036.

5. The Planning Proposal aims to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current surrounding and future population, including:
  - Improvements to the public domain and upgraded streets, public open space and new facilities;
  - A child care facility, medical centre and local retail centre.
6. The Planning Proposal will deliver 1,900 dwellings within 30-minutes from 810,400 jobs by 2021, services and existing and planned future infrastructure. Accordingly, it will provide an outcome that would be consistent with the approach to locate housing in highly accessible locations in existing centres.
7. The master plan demonstrates that the proposed development of the precinct will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings through considered siting of building envelopes. Additionally, the proposal will not have any significant adverse environmental impacts with respect to significant biodiversity, overshadowing, traffic, airspace operations, heritage or urban design, rather it will deliver numerous benefits as demonstrated within this report.

In accordance with the above, we believe the proposed amendments to the LEP are appropriate in that they are consistent with the State's strategic direction and will provide an employment and vibrant mixed-use Precinct. We recommend that Council resolves to support this Planning Proposal to the NSW Department of Planning & Environment's Gateway Review Panel and the issuing of a Gateway Determination that facilitates the proposed amendments to the LEP.

# DISCLAIMER

This report is dated August 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Meriton (**Instructing Party**) for the purpose of Planning Proposal Request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# **APPENDIX A      DEPOSITED PLAN**



# **APPENDIX B      URBAN DESIGN BUILT FORM AND MASSING STUDY**

APPENDIX C

PERSPECTIVE IMAGES

# APPENDIX D      VIEW ANALYSIS STUDY

# APPENDIX E      TRANSPORT ASSESSMENT



# APPENDIX F

# COMMUNITY NEEDS ASSESSMENT

## **APPENDIX G**

## **ECONOMIC BENEFITS REPORT**

APPENDIX H

HERITAGE IMPACT STATEMENT

# **APPENDIX I      ABORIGINAL CULTURAL HERITAGE CONSISTENCY ASSESSMENT**



# **APPENDIX J      BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT**

# **APPENDIX K      INFRASTRUCTURE CAPACITY ASSESSMENT**

APPENDIX L

SITE AUDIT STATEMENTS

## **APPENDIX M**

## **REVIEW OF SITE CONTAMINATION**

# APPENDIX N      PROPOSED LEP MAPS



## **APPENDIX O**

## **AUTHORITY CONSULTATION SUMMARY**

