

APPENDIX B URBAN DESIGN BUILT FORM AND MASSING STUDY



Urban Design & Built Form Study

Planning Proposal

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

Prepared for
Meriton

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

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Executive Summary

1

Executive Summary

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

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

This study includes a development strategy for the subject site within a wider investigation precinct that includes the government-owned land adjoining to the north. This investigation precinct includes the 1408 Anzac Parade site (13.5Ha) owned by Meriton, the Land and Housing Corporation land properties (11.5Ha) and the Long Bay Correctional Facility (41.59Ha) owned by State Government. The vision is aspirational and is derived from a high level understanding of emerging policy shifts and current and future public investments into public transport, specifically a future Metro service.

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

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

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

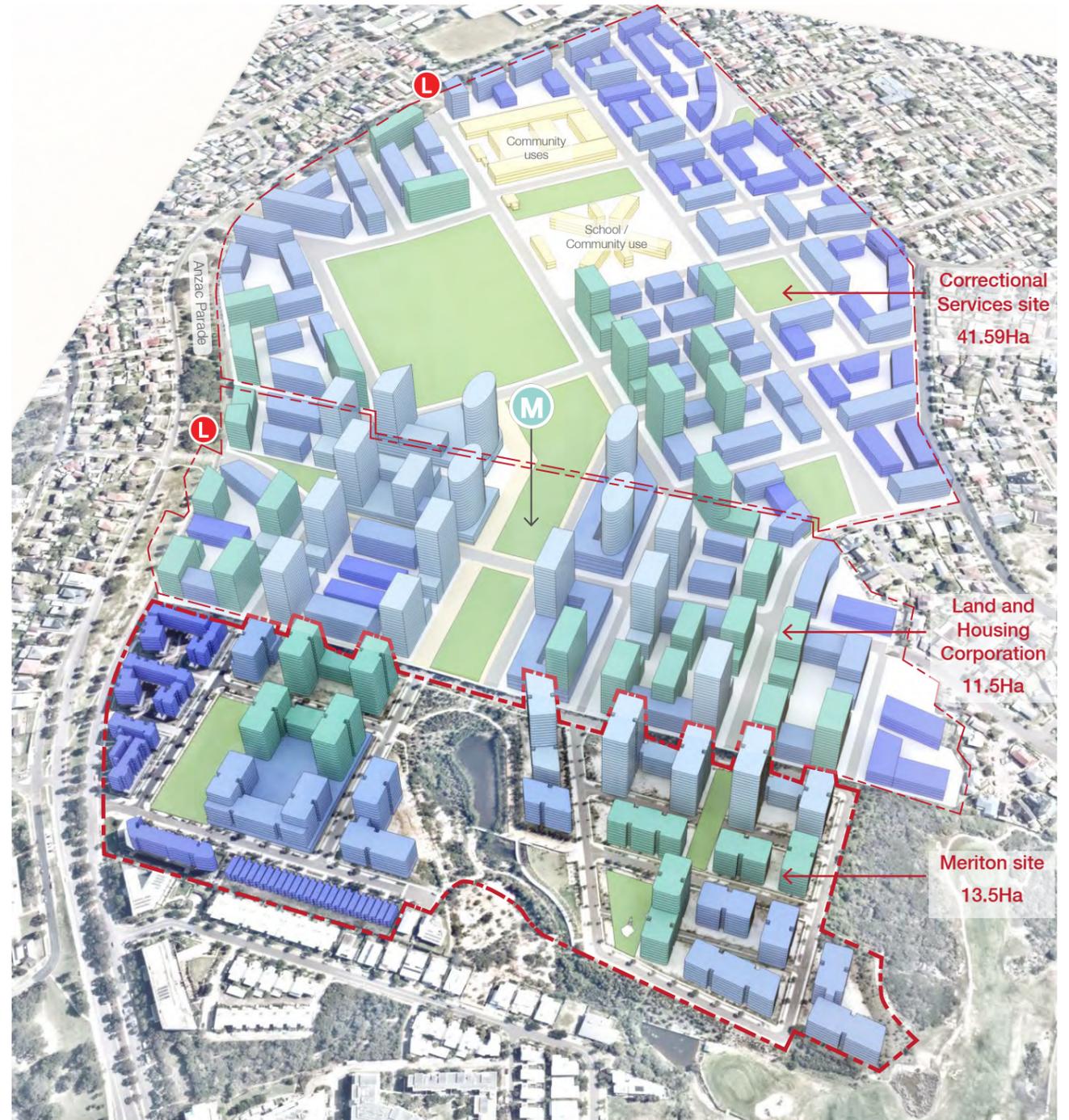
- A broader basket of uses that including
- 5,900sqm of retail / commercial uses including a supermarket, associated line shops and population serving commercial uses
 - an additional 10,355sqm of public open space (on top of the 25,060 that already exists on site)
 - community facilities (creche / day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

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

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

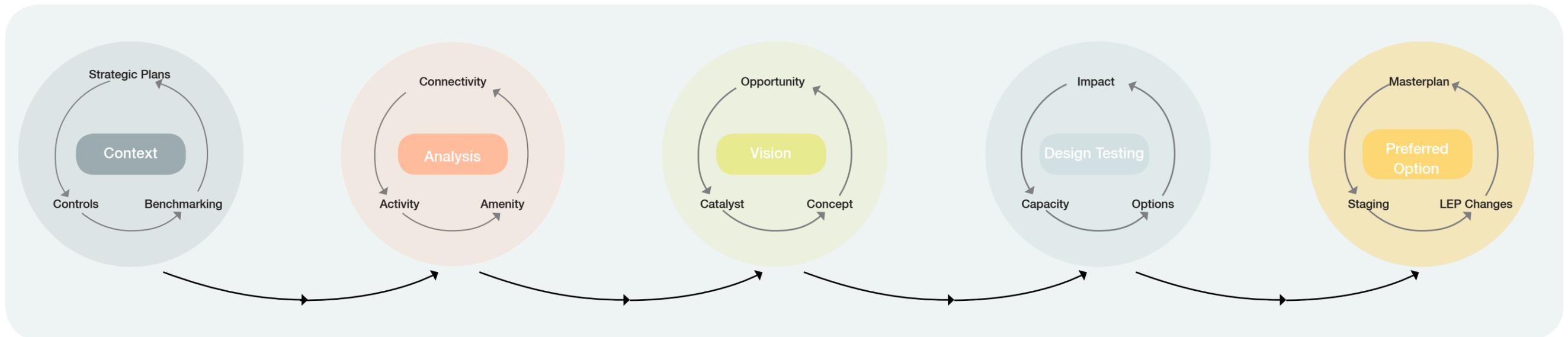
The appropriate information to support the planning proposal is contained in this report, and includes the following:

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



Executive Summary

1.1 Methodology



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

Better Placed

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

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

Introduction and policy context

2

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

Introduction and policy context

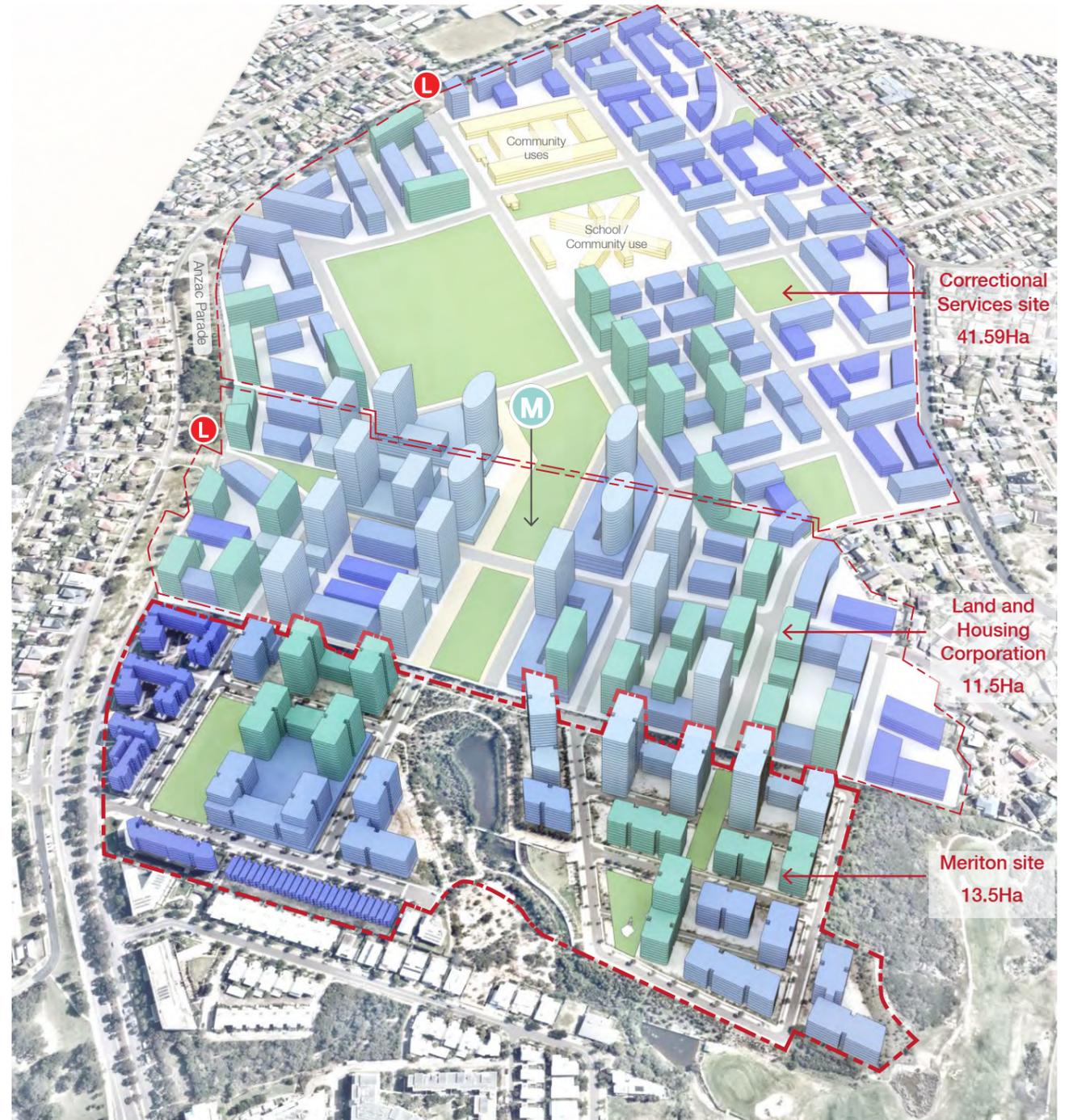
2.1 The purpose and structure of this report

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

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

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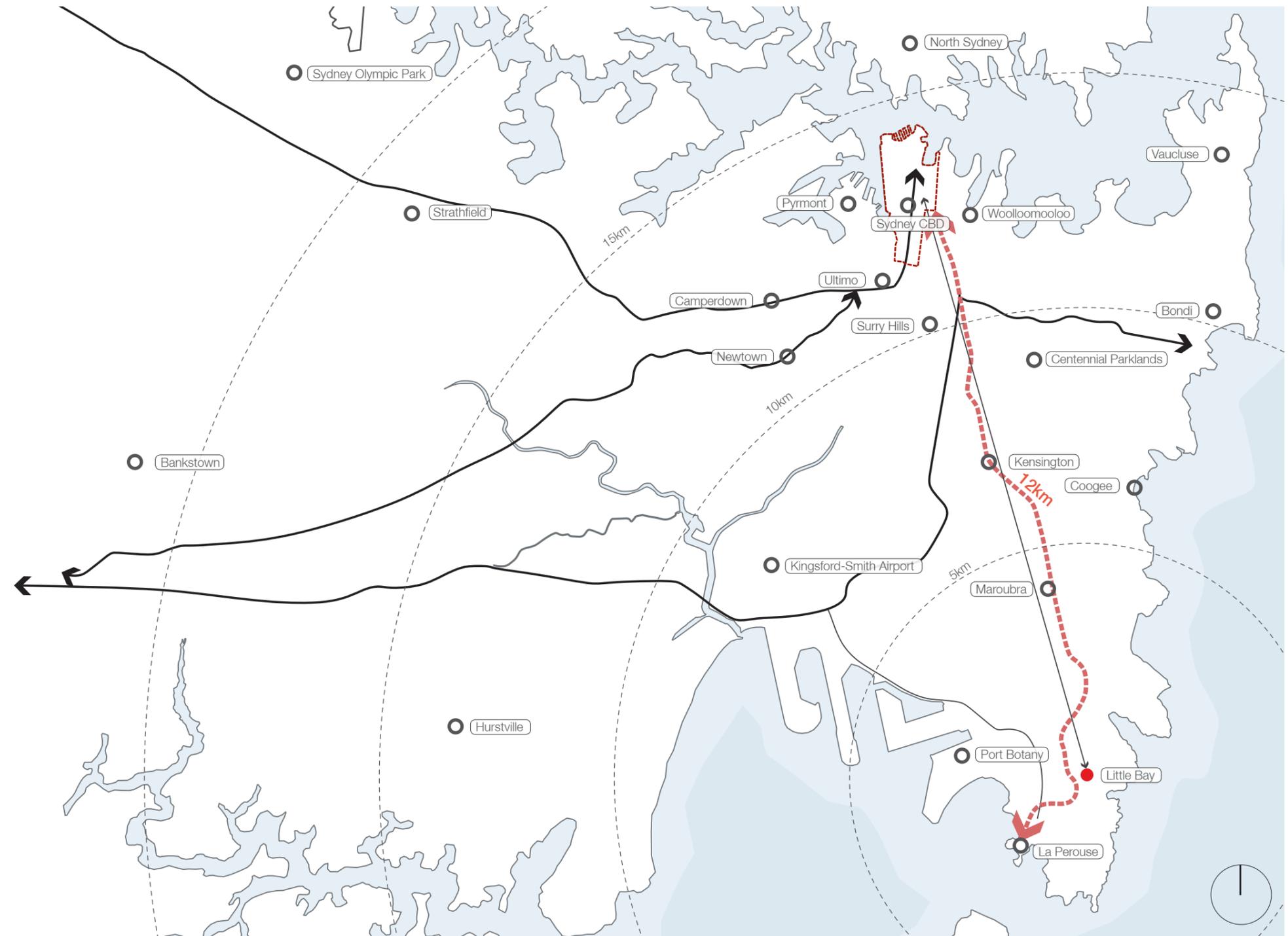
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Introduction and policy context

2.2 Regional Context

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



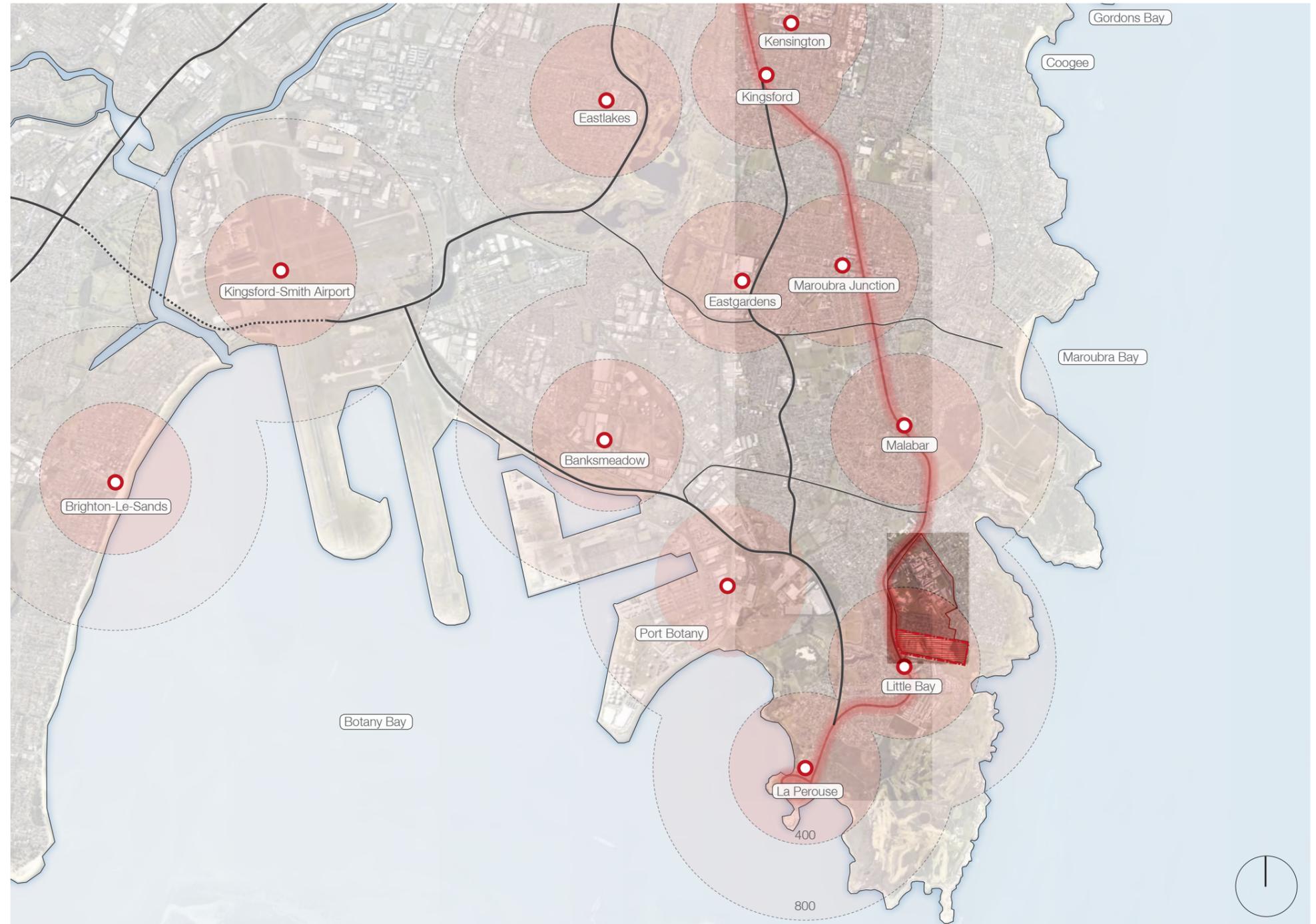
Key

- Little Bay
- > Anzac Parade Corridor
- - -> Arterial Roads
- Suburbs
- Sydney Harbour CBD

Introduction and policy context

2.3 Urban Context

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



Key

- Subject Site
- Study Area
- Anzac Parade Corridor
- Arterial Road
- Town Centre
- 400m Catchment
- 800m Catchment

Introduction and policy context

2.4 Local context

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

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



Introduction and policy context

2.5 Site Context

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

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

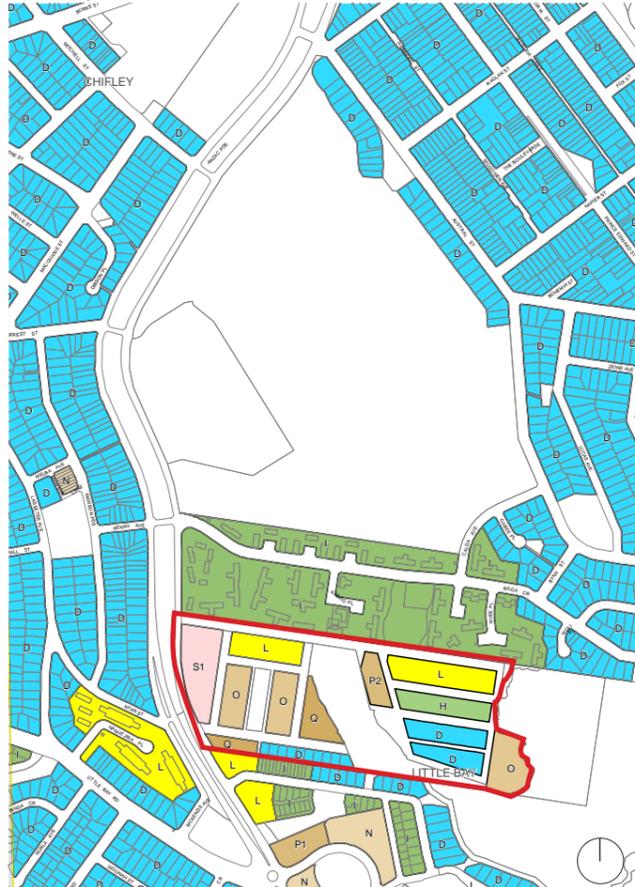
The block located at the western end of the site has been developed into five storey residential flat buildings and is consistent with the approved Stage 1 Masterplan.



Introduction and policy context

1.1 Randwick LEP 2012

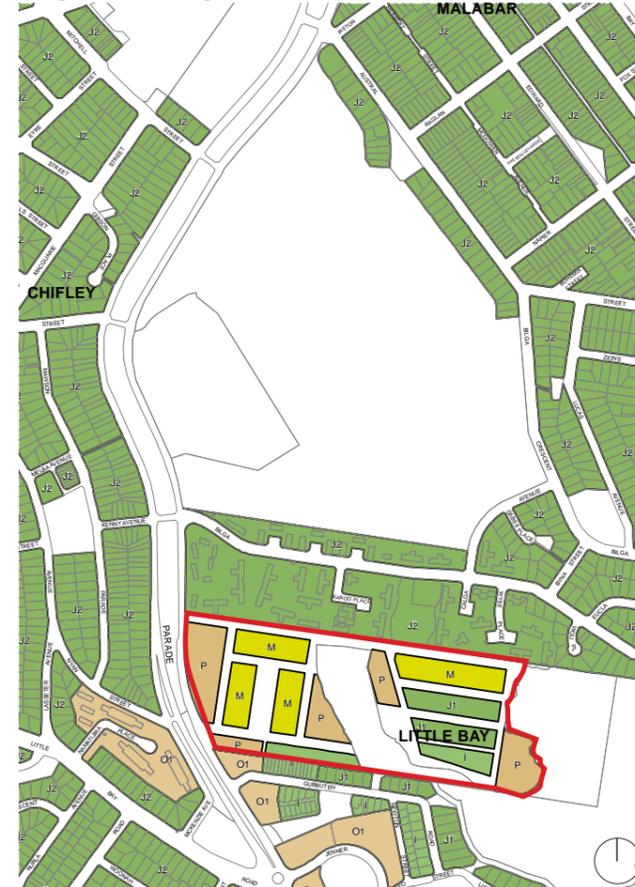
Floor Space Ratio



Floor Space Ratio Map - Sheet FSR_009 - Randwick LEP 2012

D	0.5
G	0.65
H	0.7
I	0.75
J	0.8
L	0.9
N	1
O	1.1
P1	1.2
P2	1.25
Q	1.3
R	1.4
S1	1.5

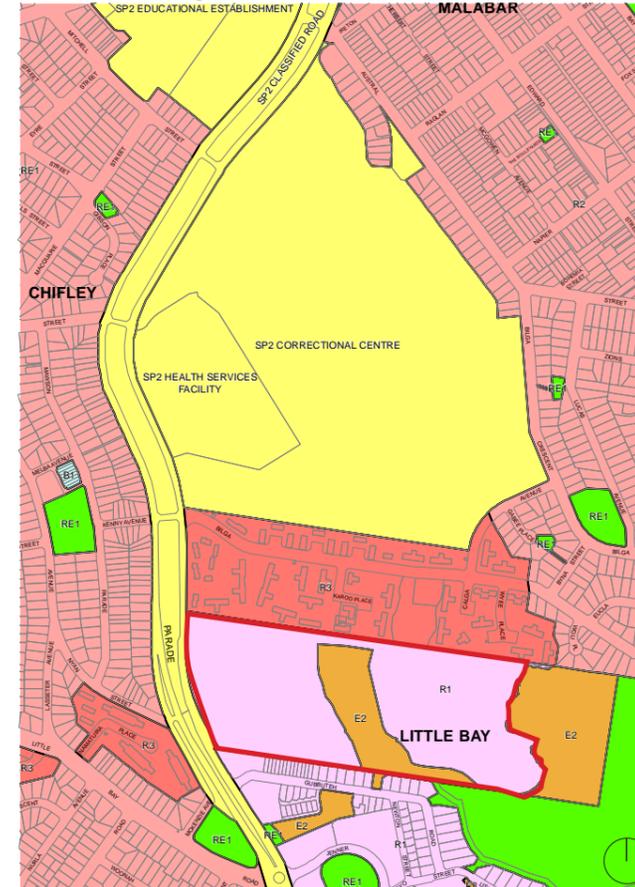
Height of Buildings



Height of Buildings Map - Sheet HOB_009 - Randwick LEP 2012

A	1
B	4
I	8
J1	9
J2	9.5
L	11
M	12
N1	13
N2	14
O1	15
O2	16
P	18

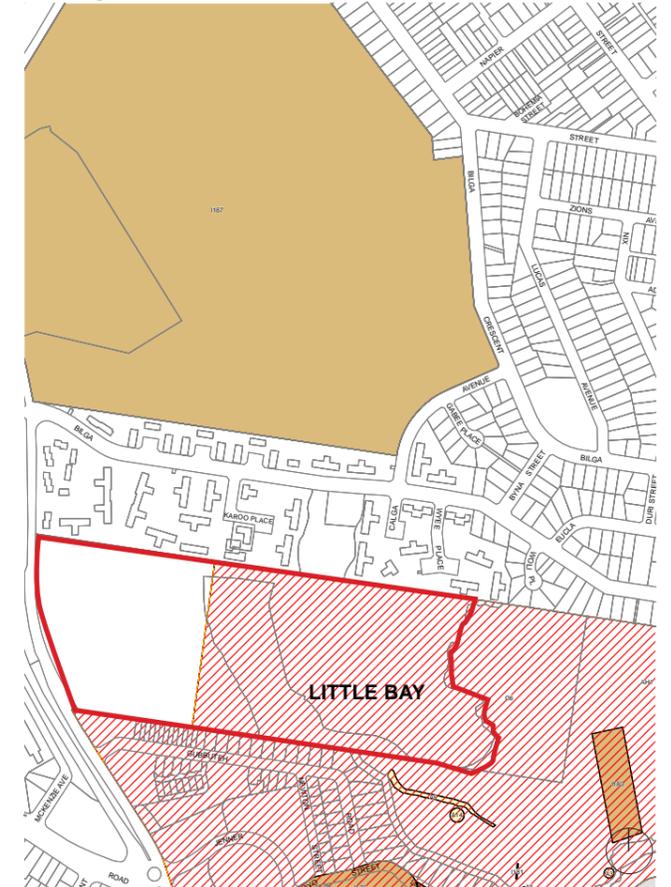
Land Use Zoning



Land Use Zoning Map - Sheet LZN_009 - Randwick LEP 2012

B1	Neighbourhood Centre
B2	Local Centre
E1	National Parks and Nature Reserves
E2	Environmental Conservation
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU4	Primary Production Small Lots
SP1	Special Activities
SP2	Infrastructure

Heritage



Heritage Map - Sheet HER_009A - Randwick LEP 2012

	Conservation Area - General
	Aboriginal Place of Heritage Significance
	Item - General
	Item - Archaeological

Cadastre

Base data 01/01/2008 © Land and Property Information (LPI) Addendum data 12/11/2012 © Randwick City Council

Introduction and policy context

2.6 Existing approvals: Little Bay Stage 1 Plan

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

The proposed Stage 1 Plan includes the following key features:

Lot Configuration

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

Street Pattern and Access

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

Open Space and Landscape:

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



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

Introduction and policy context



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

Building Typology

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

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



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

Height and density

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

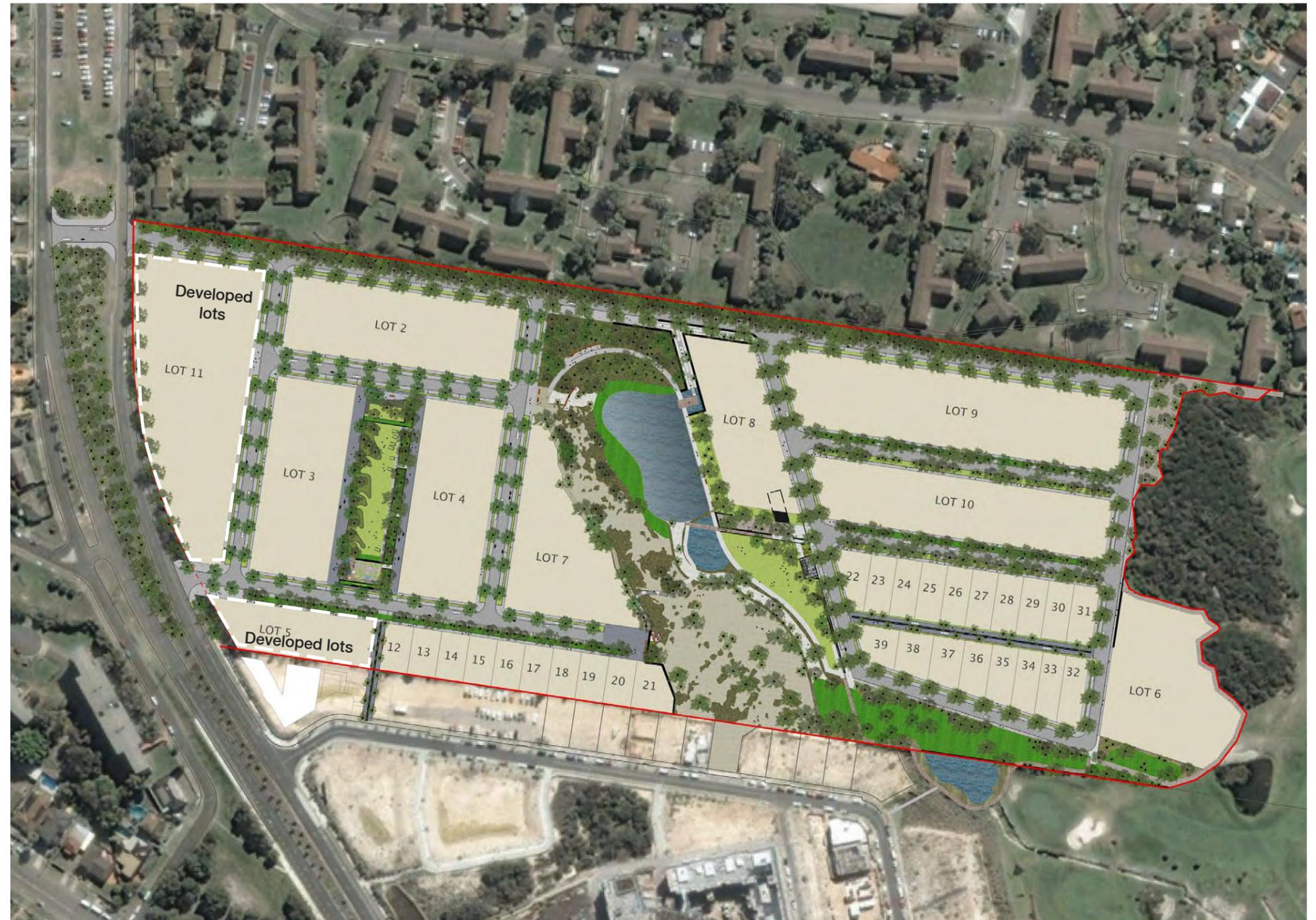
Building Height Controls	
2	Two storeys permitted. 7.0m maximum wall height above RGL 8.0m maximum roof height above RGL
2 + A	Two storeys + attic room or roof terrace permitted. 8.0m maximum wall height above RGL 9.0m maximum roof height above RGL
B + 3	Basement + three storeys permitted. 1.2m maximum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

Introduction and policy context

Shortcomings of the existing approved scheme

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

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



Strategic Framework

3

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

Strategic Framework

3.1 Overview

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

1. Greater Sydney Region Plan

The *Greater Sydney Region Plan - A Metropolis of Three Cities* was released by the Greater Sydney Commission (GSC) in 2018. The Plan provides high level strategic guidance for the development of Greater Sydney to 2056.

2. Eastern City District Plan

In conjunction with the Greater Sydney Region Plan, the GSC released five District Plans in March 2018, as a guide for implementing the Region Plan at a district level.

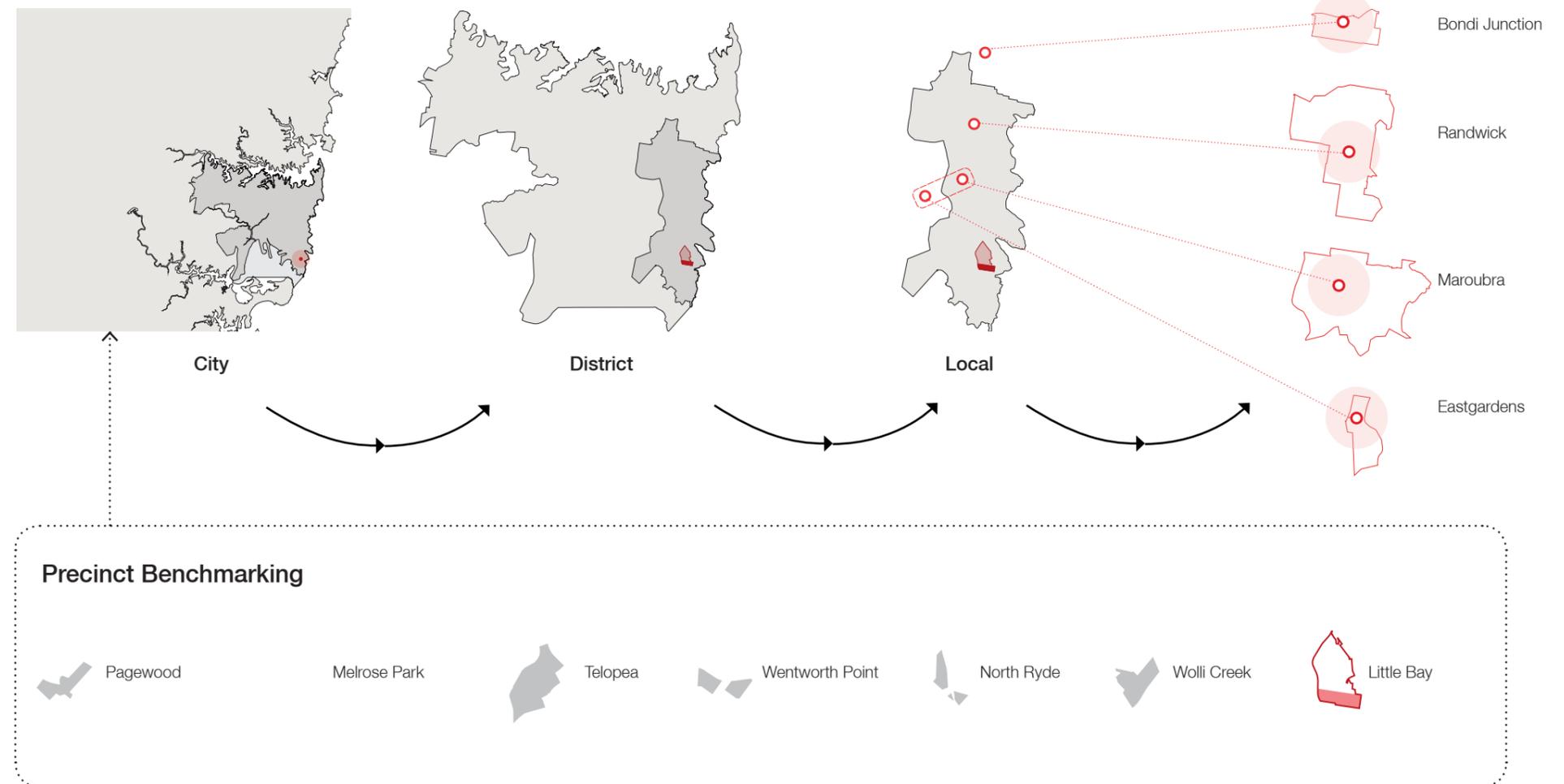
3. Transport for NSW 2056

Released in 2018 by Transport for NSW (TfNSW) the *Future Transport Strategy 2056* is a 40 year strategy for the transport system across Greater Sydney and regional NSW. The Strategy aligns with the wider vision put forward by the Greater Sydney Commission within the *Greater Sydney Region Plan* and supporting District Plan documents.

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

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

Planning Policy



Strategic Framework

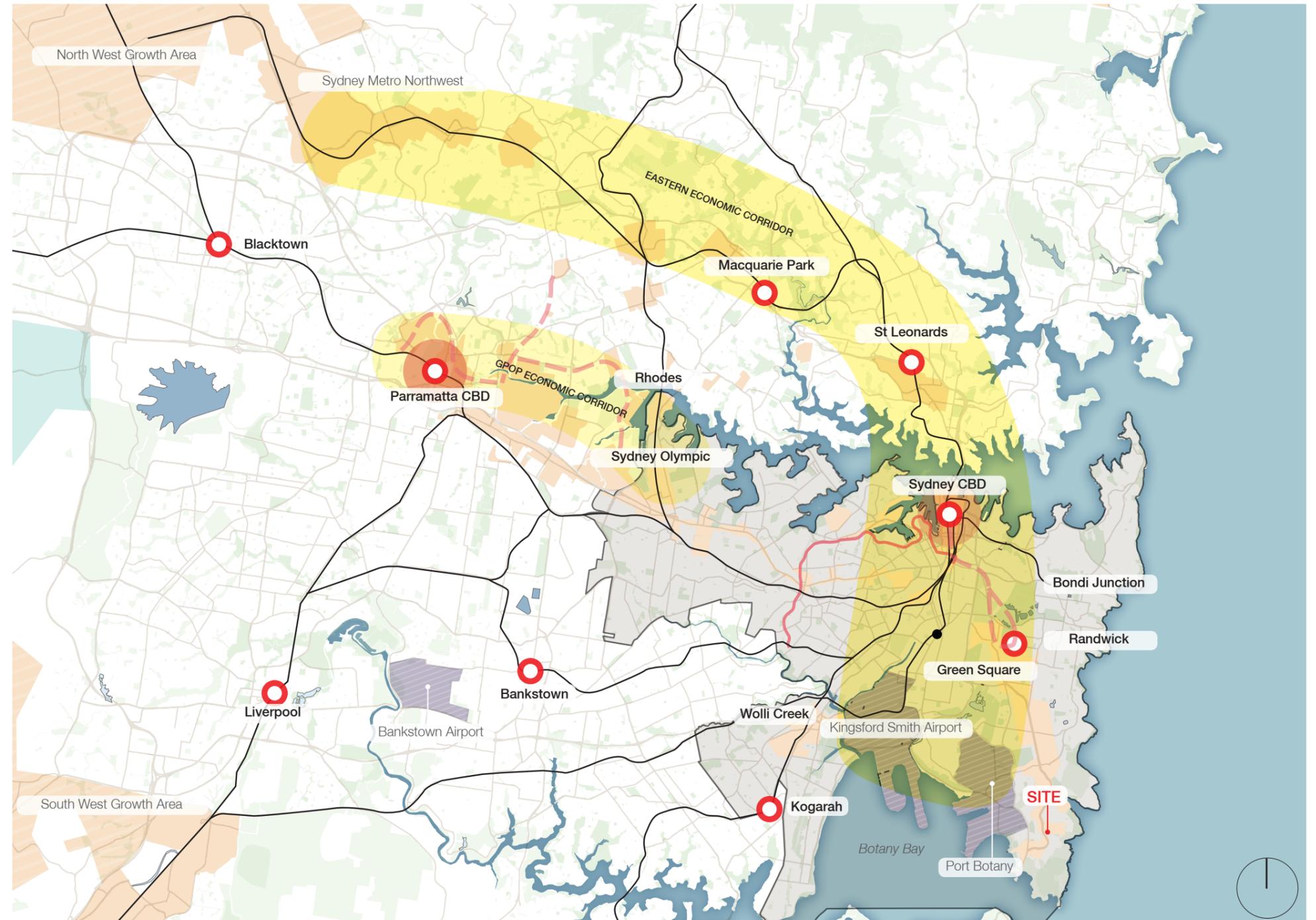
3.2 Greater Sydney Region

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

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

Key

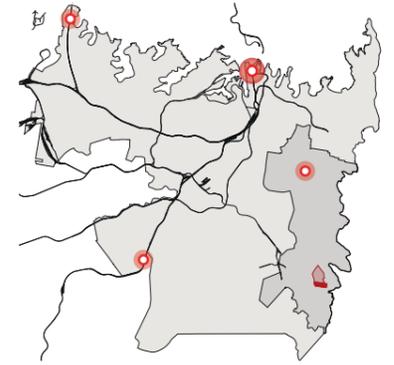
- Eastern City District
- Major Road
- Open Space
- Planned Precinct
- Employment Centre
- Economic Corridor
- Metropolitan Centre
- Strategic Centre
- Existing Train Line
- Light Rail - Under Construction
- Light Rail - Under Investigation
- Metro - Under Construction
- Metro - Under Investigation
- Potential Future Mass Transit Link



Strategic Framework

3.3 Informants from the Eastern City District Plan

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



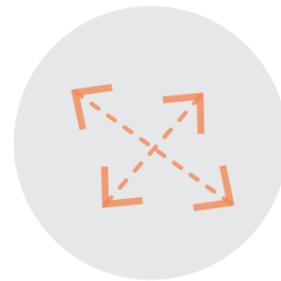
Landscape Setting

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



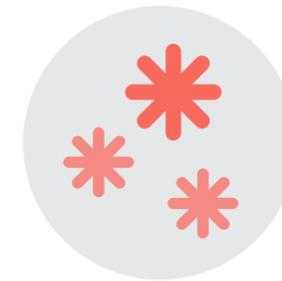
A Harbour City

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



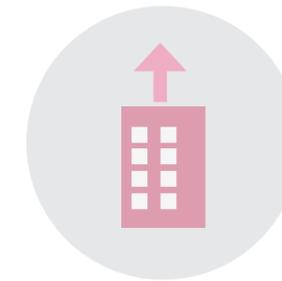
A '30 Minute City'

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



Sydney's Economic Heart

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



Urban Renewal & High Rise Living

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



Vibrant Live/Work Centres

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