

# Analysis

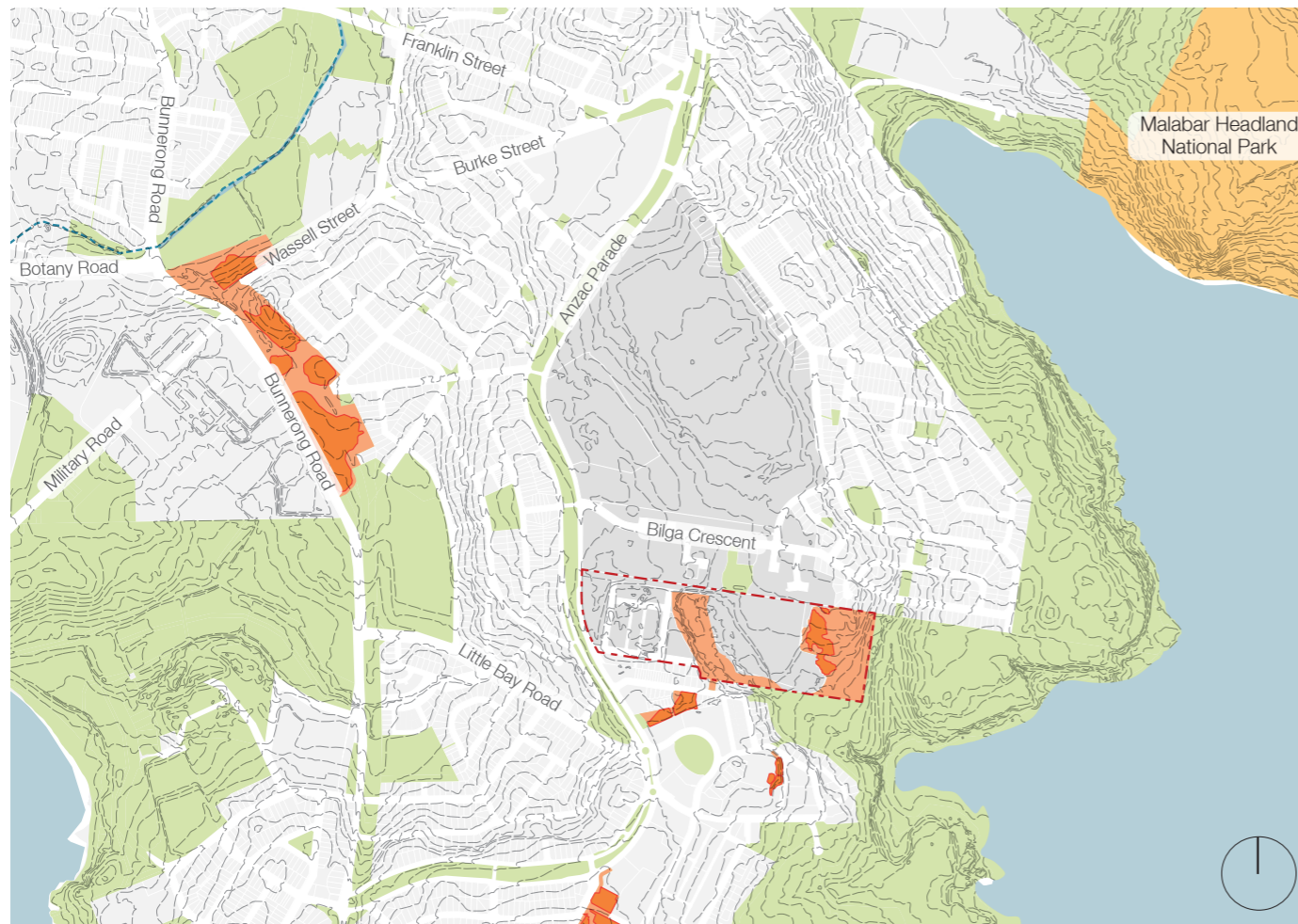
# 4

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

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

# Analysis

## 4.1 Landform and Ecology

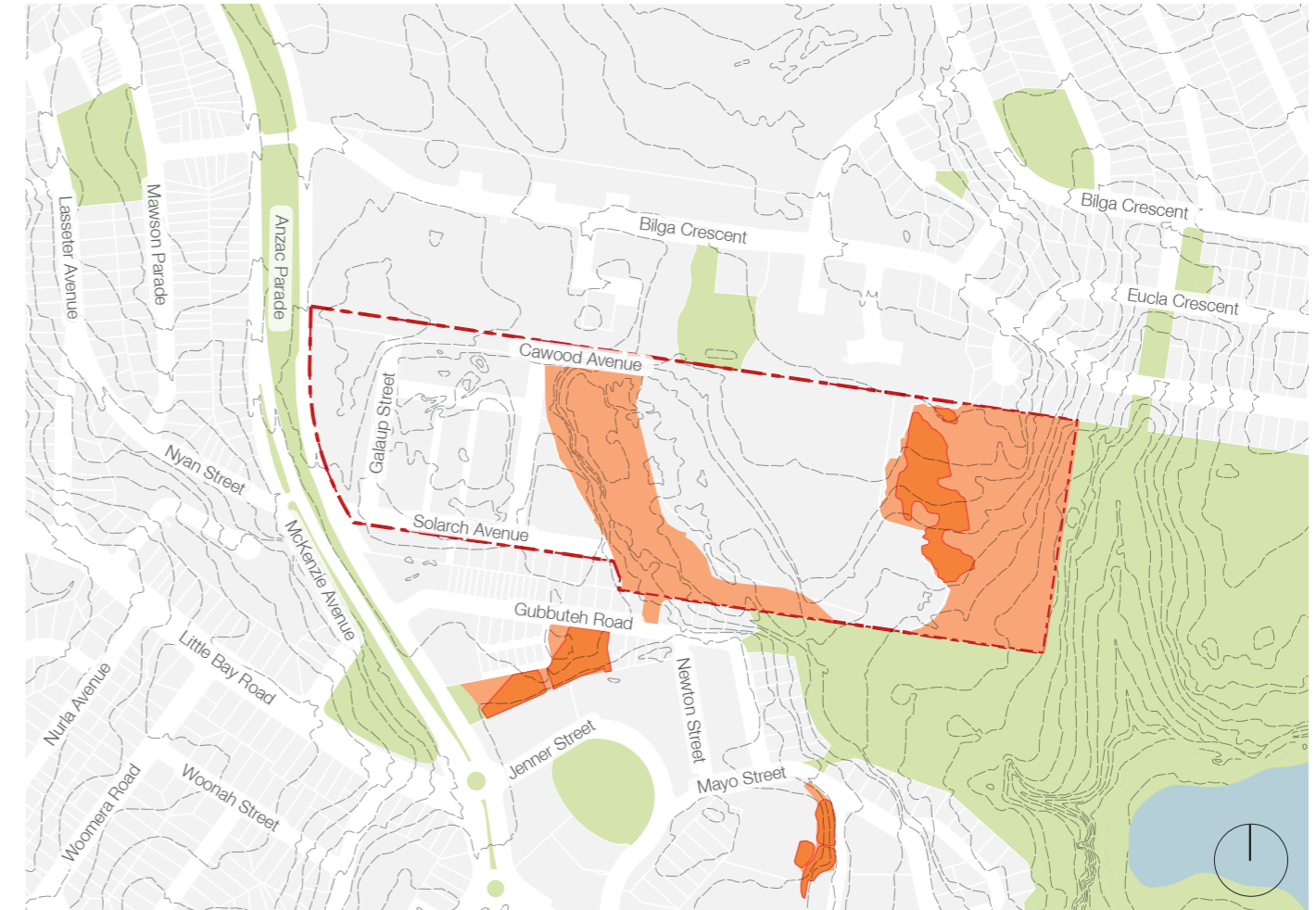


### Urban Context

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

### Key

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



### Local Context

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

### Key

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



# Analysis

## 1.2 Views and Vistas



**Key Plan**

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

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

### Key

- Site Boundary
- Key View Corridors



1. North western corner of site looking along Ocean Street



2. View along Ocean Avenue towards Little Bay



3. View of lagoon / open space positioned within site



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



5. Fairway Terrace

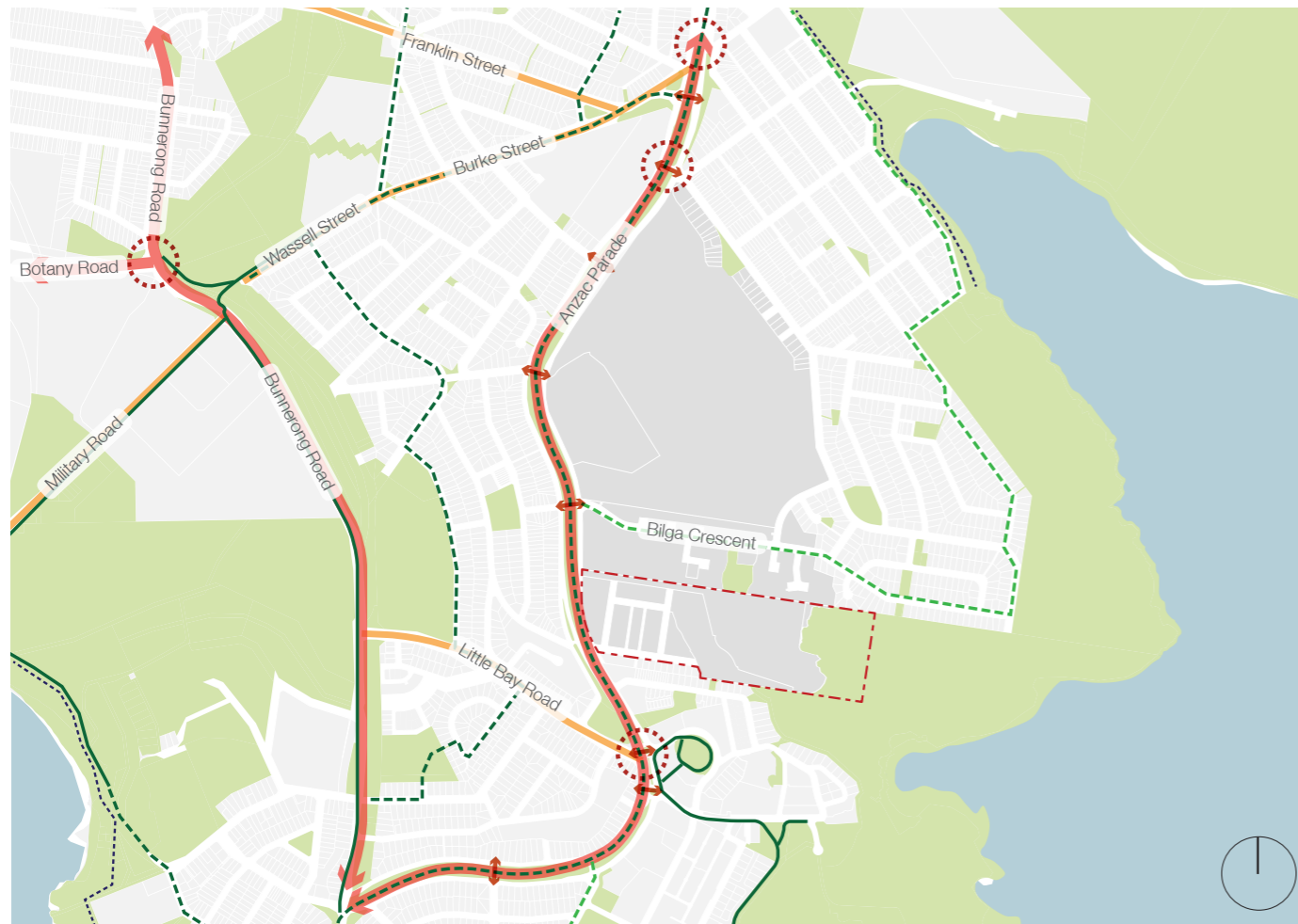


6. View from The Coast Golf Club



# Analysis

## 4.2 Movement and Access

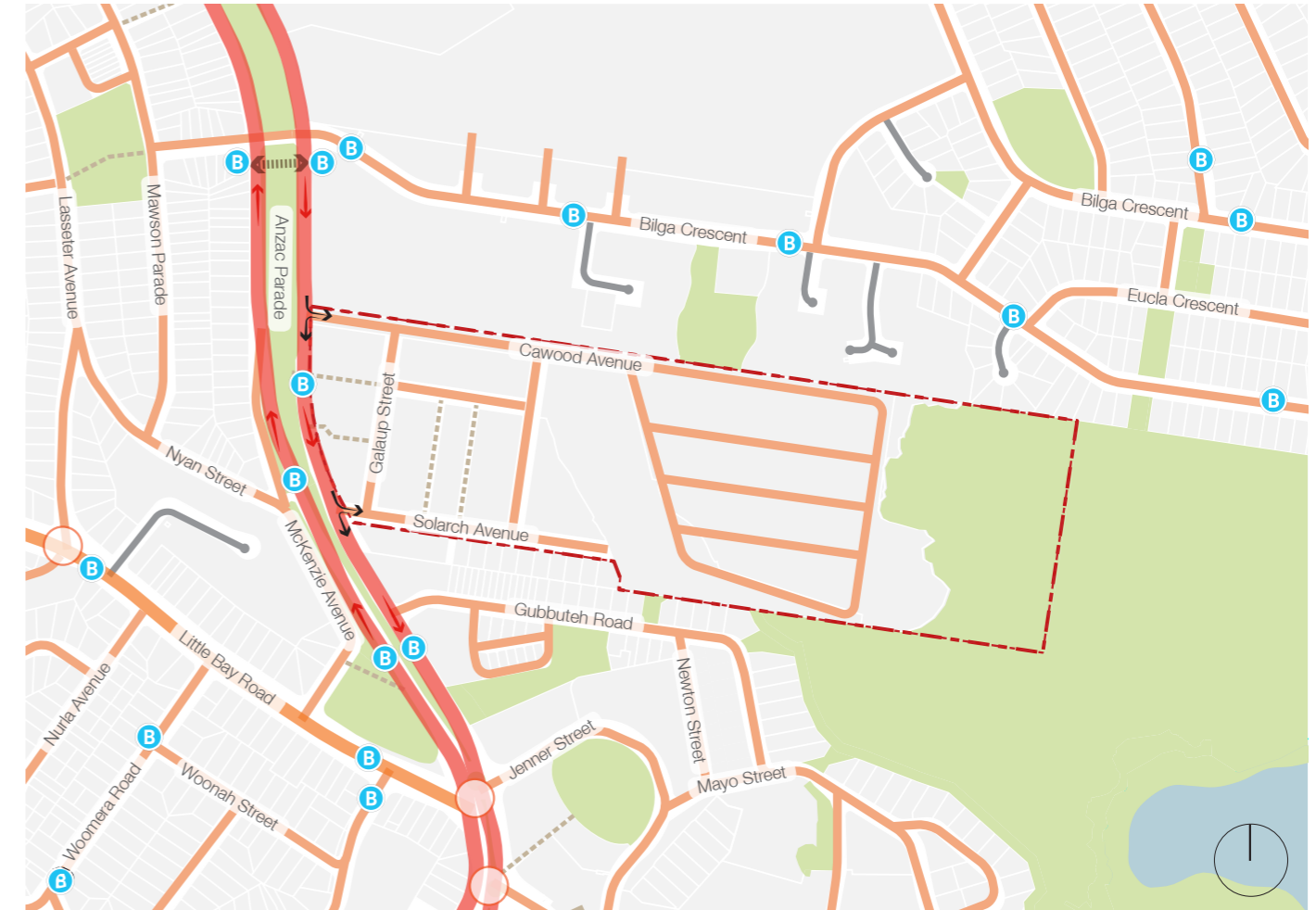


### Urban Context

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

### Key

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



### Local Context

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

### Key

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



# Analysis

## 4.3 Land Use, Activity and Ownership

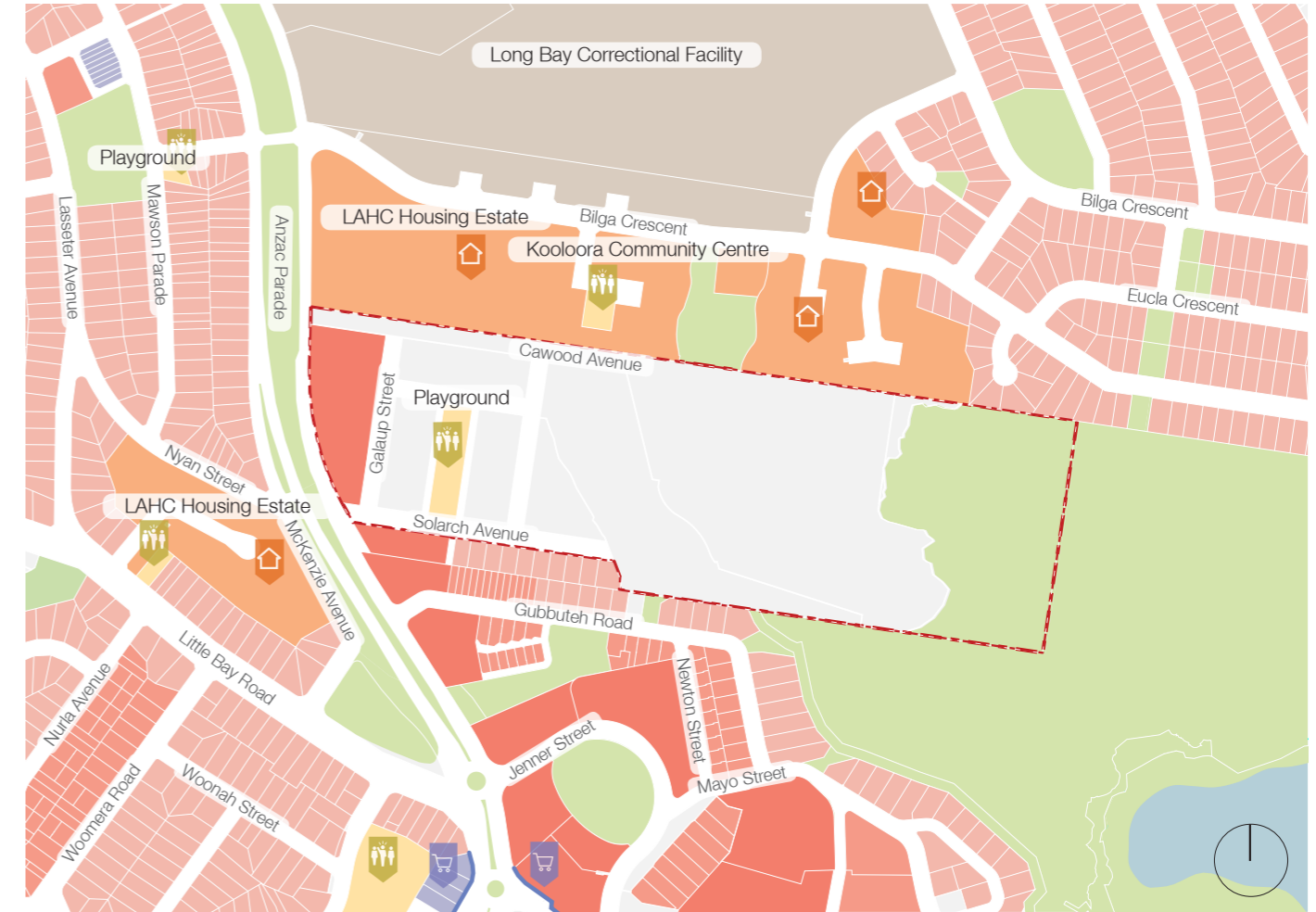


### Urban Context

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

### Key

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



### Local Context

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

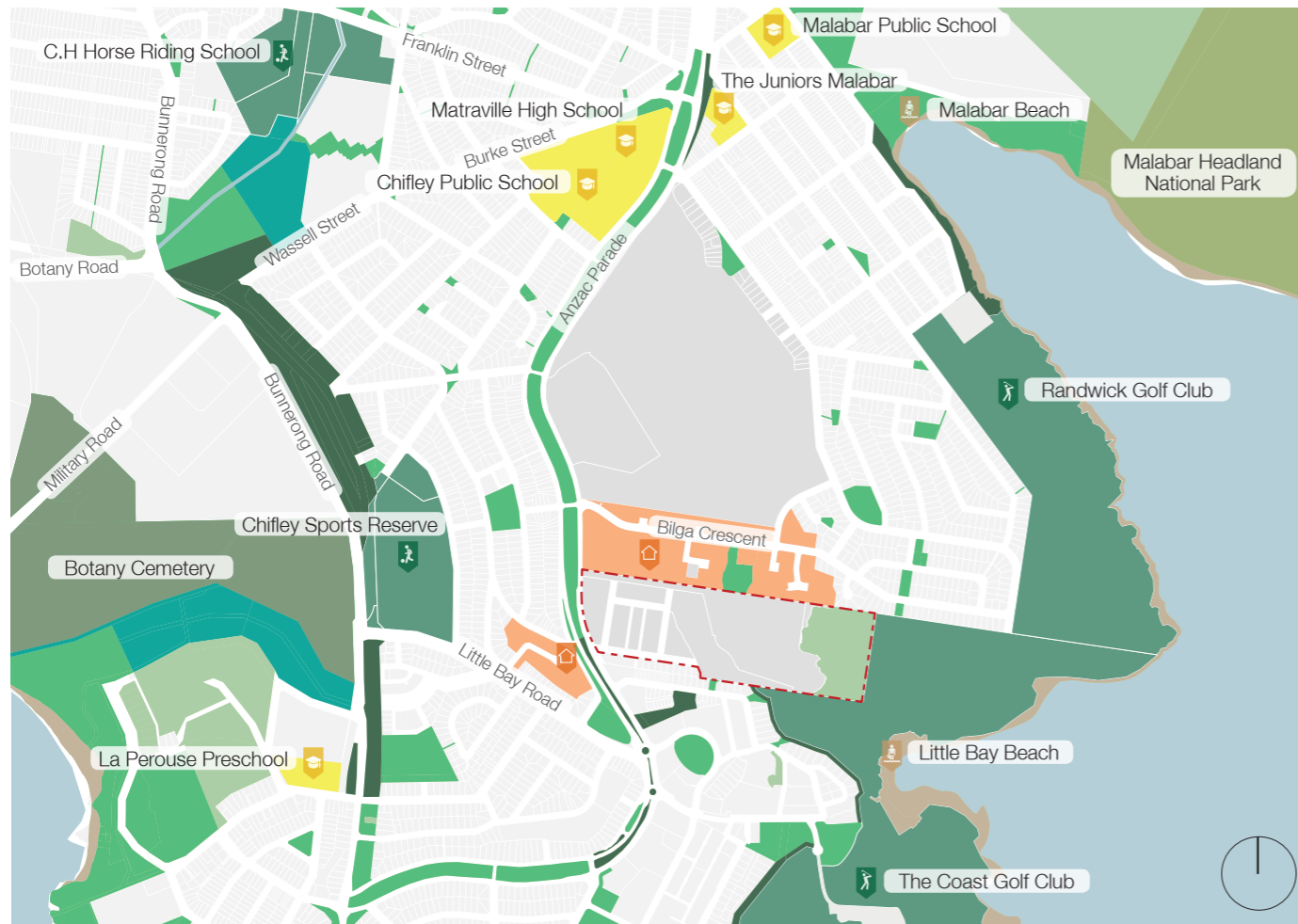
### Key

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



# Analysis

## 4.4 Open Space, Recreation and Community Infrastructure



### Urban Context

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

### Key

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



### Local Context

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

### Key

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



# Analysis

## Open Space, Recreation and Community Infrastructure - Images



Key Plan



1. Neighbouring golf course



2. View to the study site from golf course



3. Chifley Sports Reserve and Playground (Google Images)



4. Little Bay



6. Little Bay Beach



7. Dr Walters Park, Chifley (Google Images)



8. Water body within study site



9. Playground facility within site



10. Park and public infrastructure within site



# Analysis

## 4.5 Built Form and Character



### Urban Context

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

### Key

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



### Local Context

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

### Key

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



# Analysis

## Built Form and Character - Images



1. Single storey public housing to the north



2. Three storey walk up public housing to the north



3. Five storey public housing flats on Anzac Parade



4. Long Bay Correctional Facility (Google images)



5. Five storey apartment building to the south



6. Four storey apartment building with ground floor retail



7. Four storey apartment complex towards Little Bay Beach



8. Detached dwelling within development complex to the south

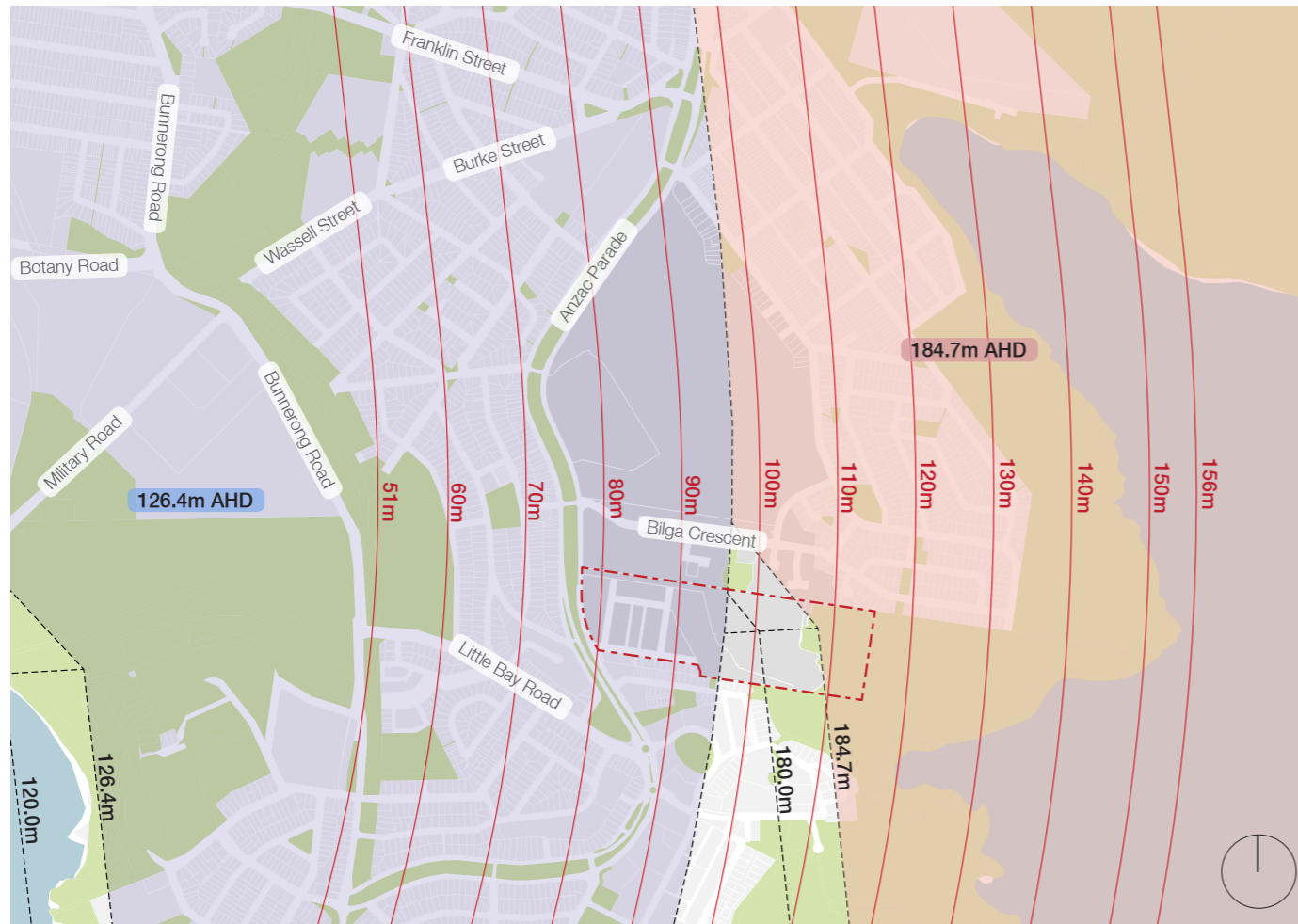


9. Heritage infrastructure within former hospital site



# Analysis

## 4.6 Height



### Urban Context - Height Restrictions

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

### Key

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



### Local Context - Existing and Proposed Heights

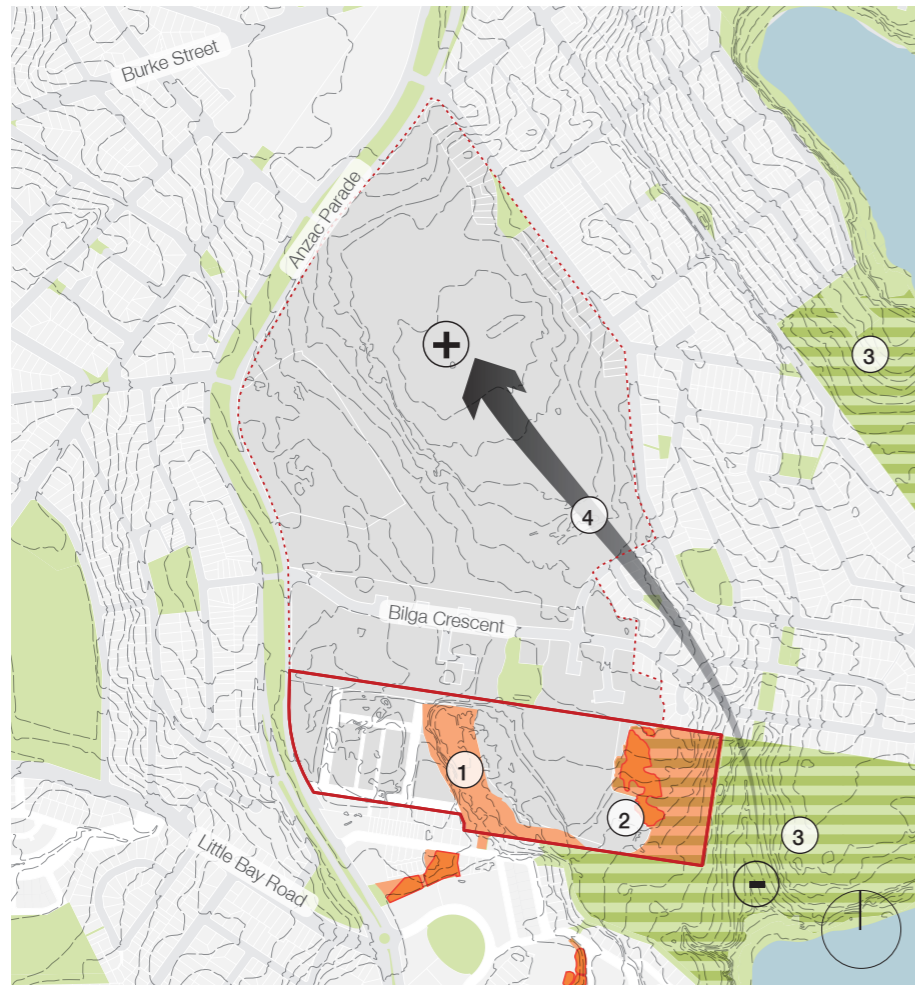
- Within the local context, existing built form heights fall into the ranges of 1-2 storeys (mostly detached and semi-detached dwellings), 2-4 storeys (mostly walk up units) and reaching a maximum of 5-6 storeys (walk ups and residential flat buildings).
- The Little Bay Stage 1 Plan proposed heights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

### Key

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

# Analysis

## 4.7 Constraints



### Open Space, Landform and Ecology

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



### Movement and Access

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

### Land Use and Built Form



### Land Use and Built Form

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



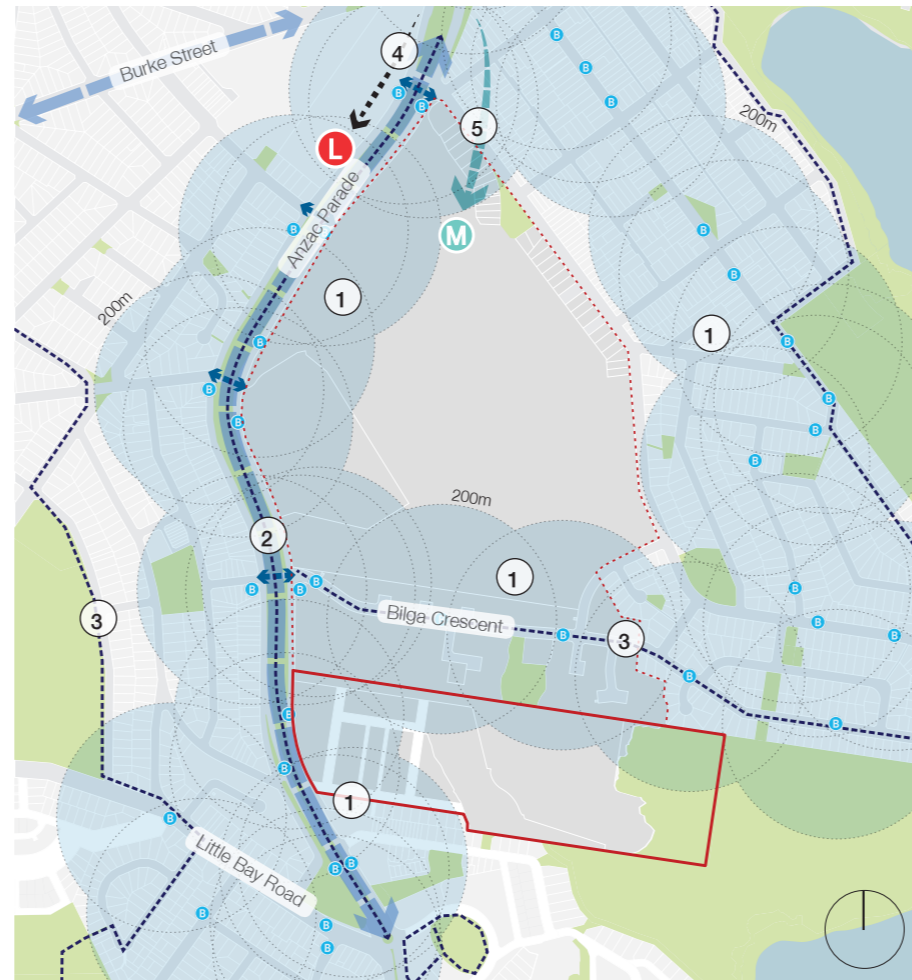
## Analysis

### 4.8 Opportunities



#### Open Space, Land form and Ecology

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



#### Movement and Access

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



#### Land Use and Built Form

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



# Vision and Structure Plans

# 5

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



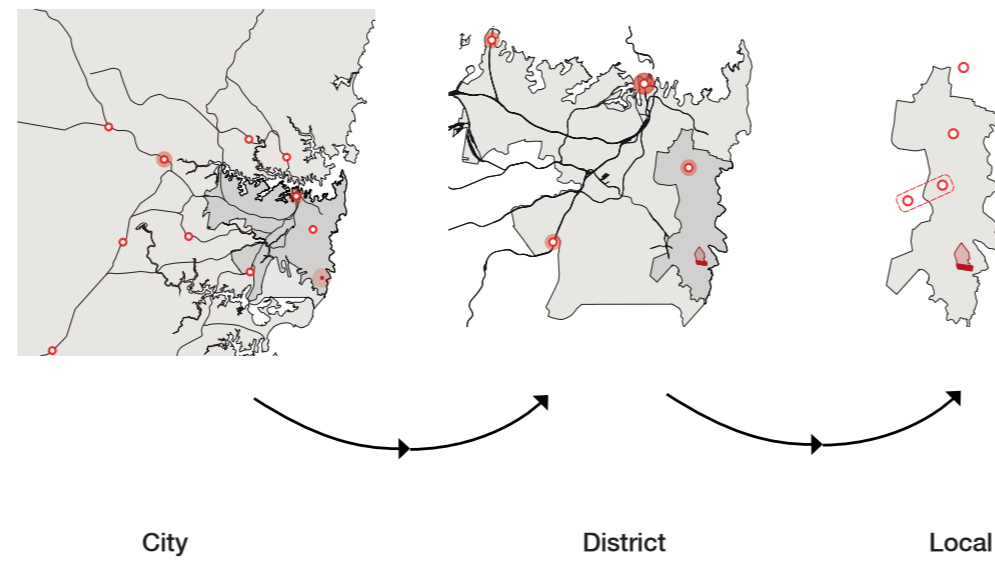
## Vision and Structure Plans

### 5.1 Concept

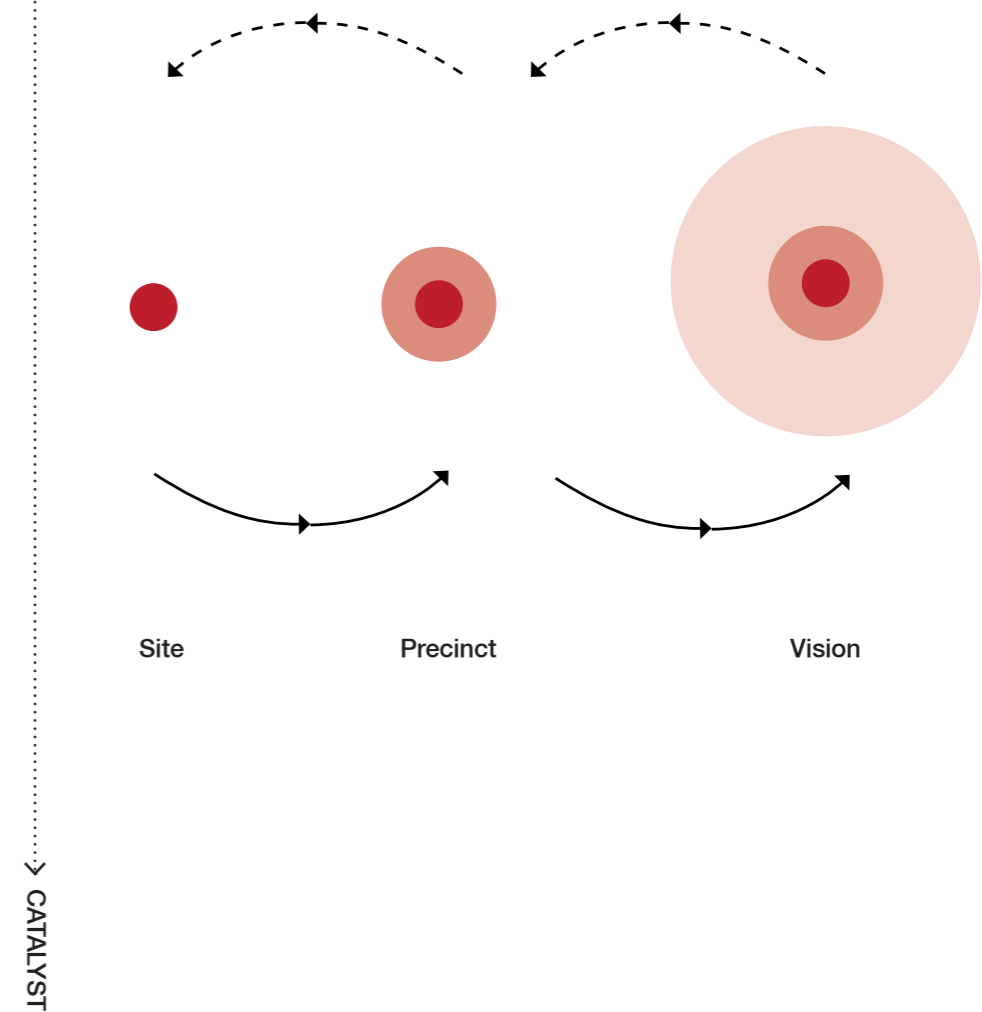
The concept for the site is twofold:

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

#### 1. Strategic Framework and Opportunities



#### 2. Delivery of Vision



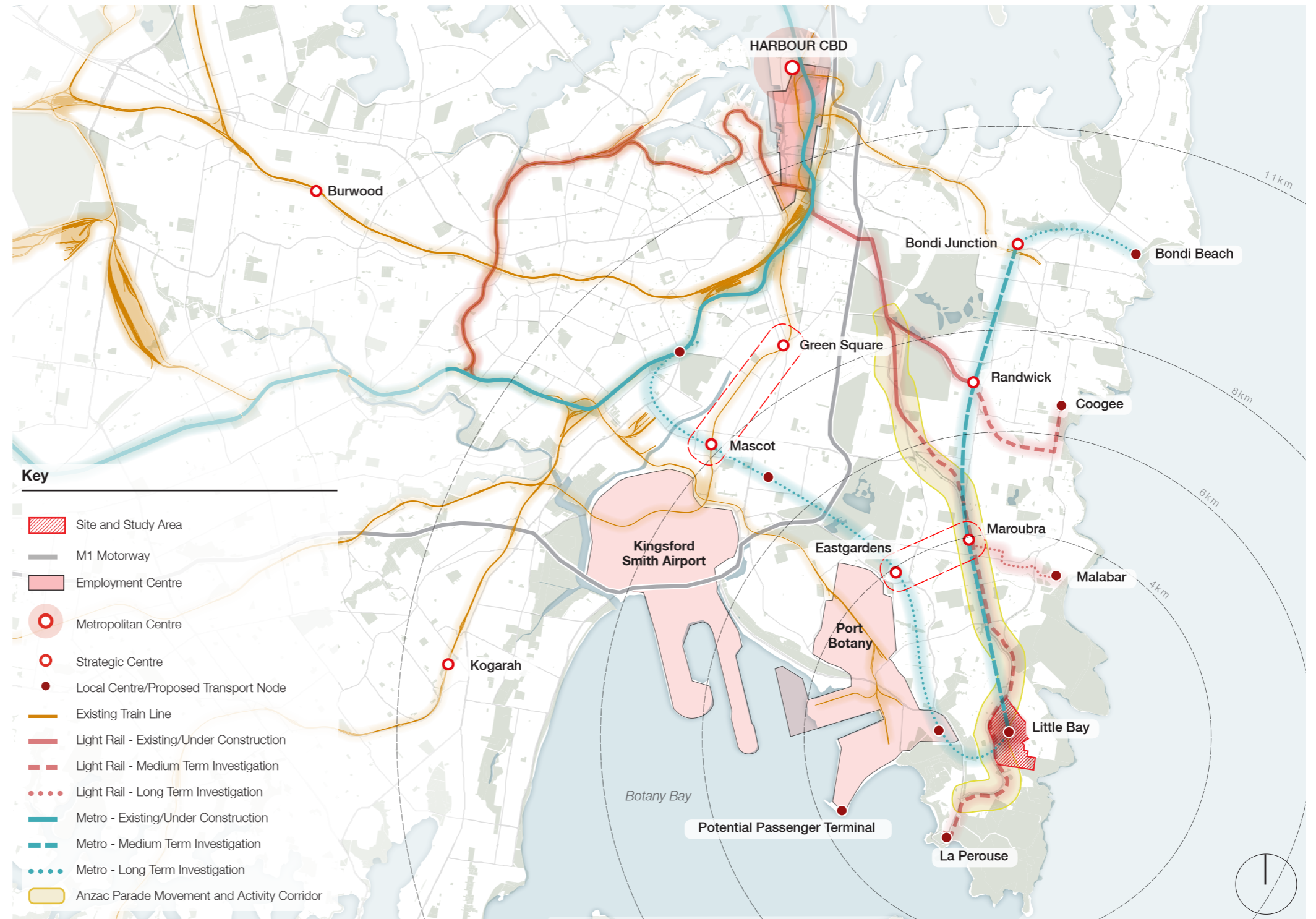


## 5.2 A vision for Eastern Sydney and the precinct

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

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

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





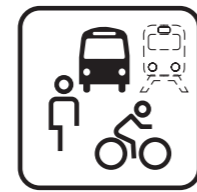
## Vision and Structure Plans

### 5.3 Design Objectives

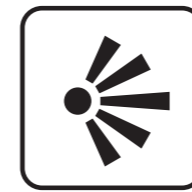
The vision for the site has been informed by a set of overarching design objectives. These objectives reflect the design objectives provided in GANSW's Better Placed policy document and outlined below. The correlation between the Better Placed objectives and the site principles are represented through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

#### Design Objectives - Better Placed, GANSW

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



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



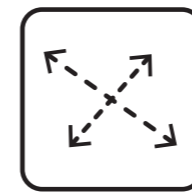
ii. Respond to the landscape setting, retaining and utilising key view corridors to and from the site



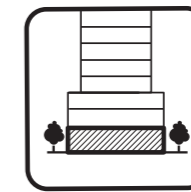
iii. Provide a mix of housing types and affordability, accounting for the diversity of users and needs of the local area



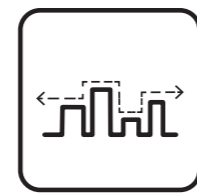
iv. Deliver high quality public open space and social infrastructure that responds to current and projected trends or deficiencies in the area



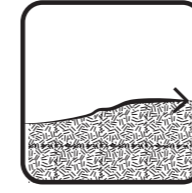
v. Create a permeable development site that ensures a high level of accessibility and integration with existing neighbourhoods



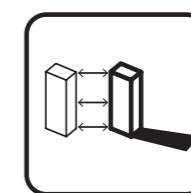
vi. Engage with the streetscape through considered setbacks and streetwall heights, providing opportunities for active uses and passive surveillance at ground level



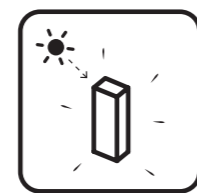
vii. Respond to the height and scale of the surrounding built environment through fit or transition of built form



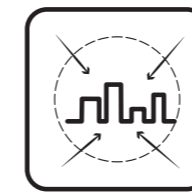
viii. Respond to the existing landform and environmental conditions, minimising impact on ecologically sensitive areas



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



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



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



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



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



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



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





## Vision and Structure Plans

### 5.4 Precinct Structure Plans

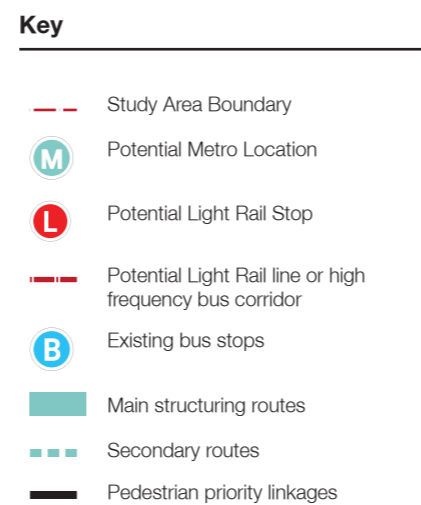
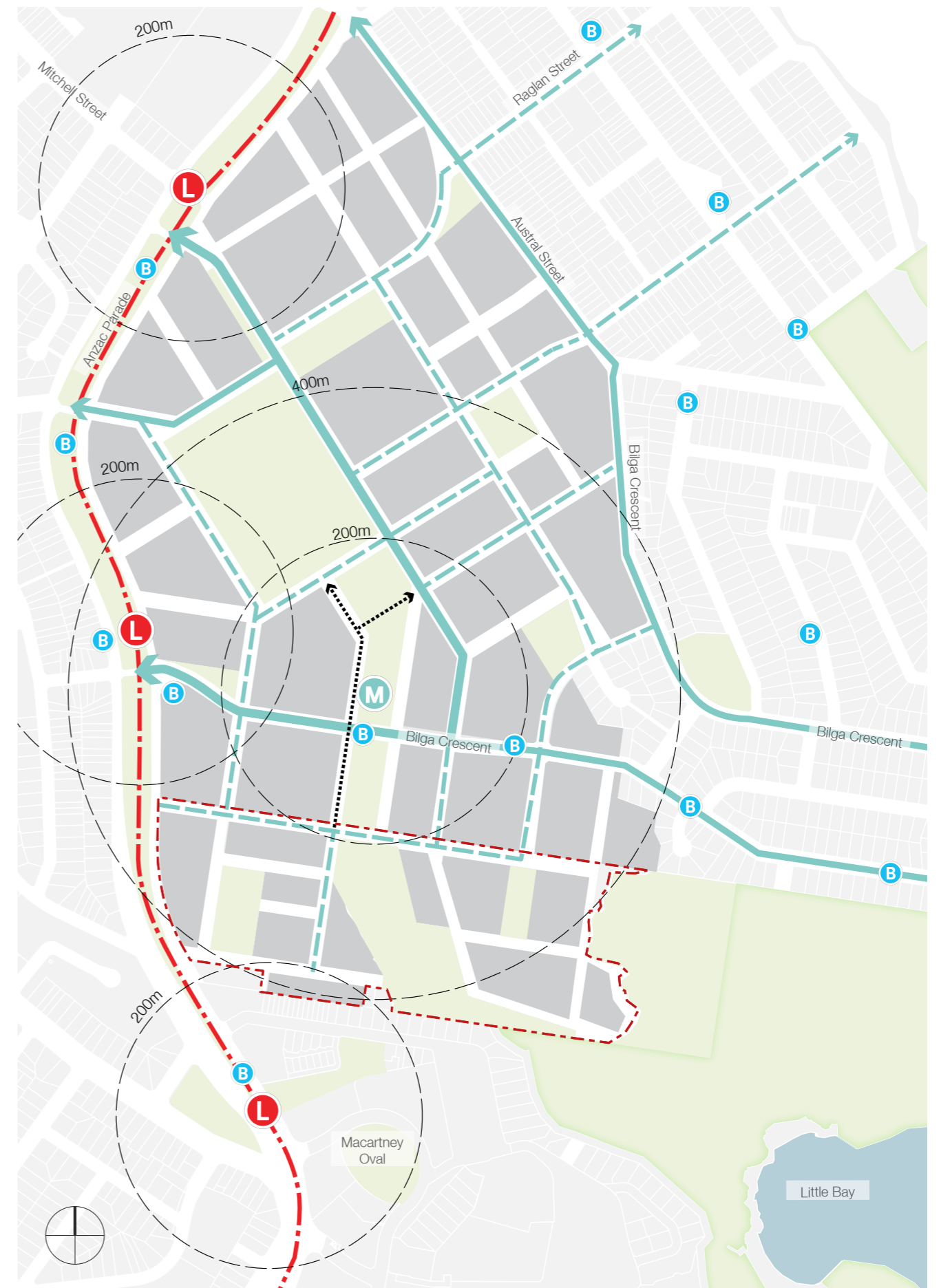
The vision for the site is couched in an appreciation of the future development potential of the broader precinct including the Long Bay Correctional Complex and the LACH housing site to the north of the site. Collectively these three land parcels, totaling almost 70Ha, have the potential to radically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

#### Movement and Connections

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

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

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





## Vision and Structure Plans

### Green and Natural Systems

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

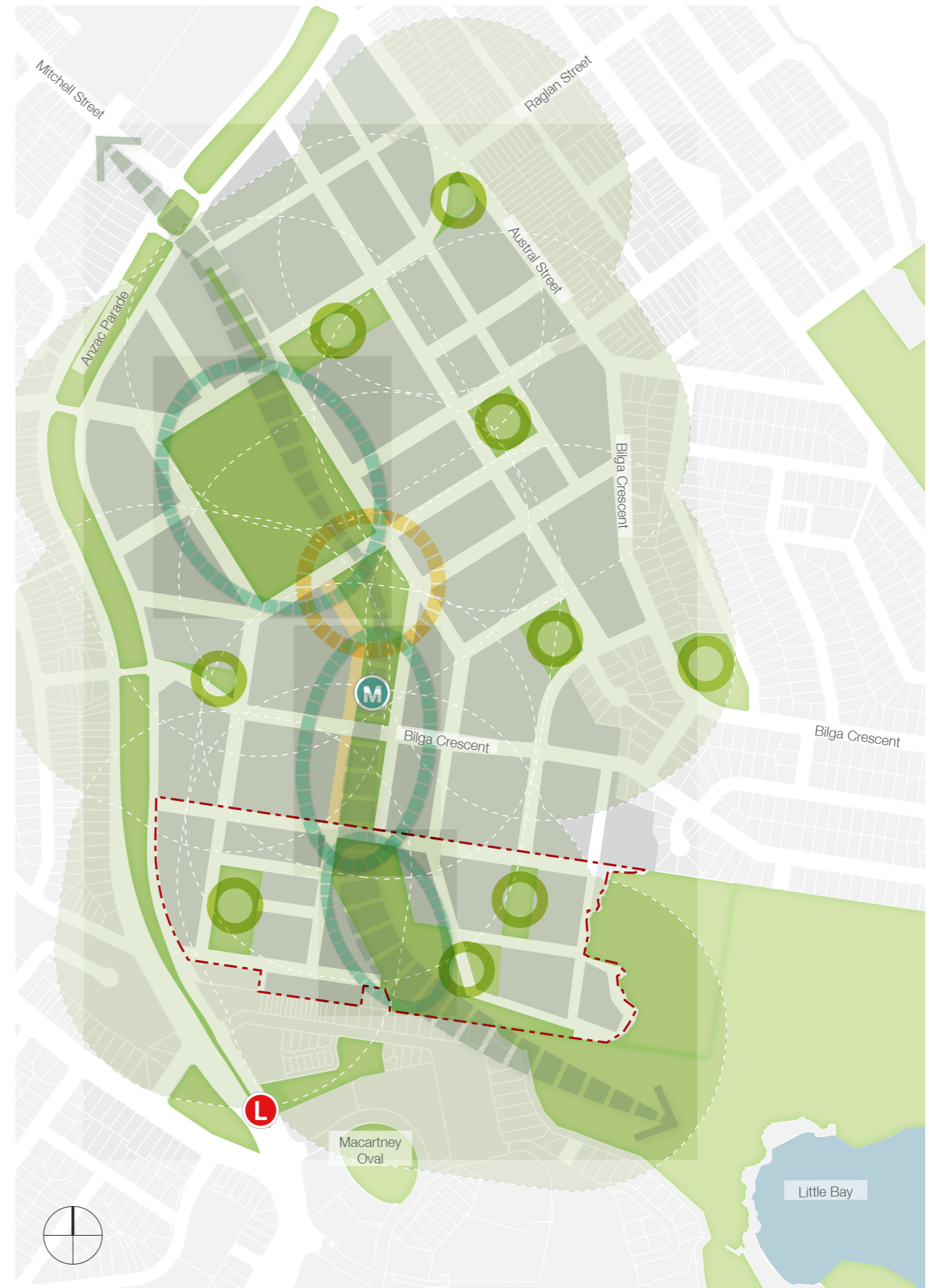
A primary green open space corridor is drawn through the site centre of the site connecting southwards following natural drainage courses towards Little Bay. This generous space will be programmed along its length and may include formal sports and recreational facilities. The corridor also performs the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

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

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

### Key

-  Study Area Boundary
-  Potential Metro Location
-  District level open space
-  Urban forecourt
-  Local open spaces
-  200m walking catchment from local open spaces
-  Green corridor



## Vision and Structure Plans

### Land Use and Urban Structure

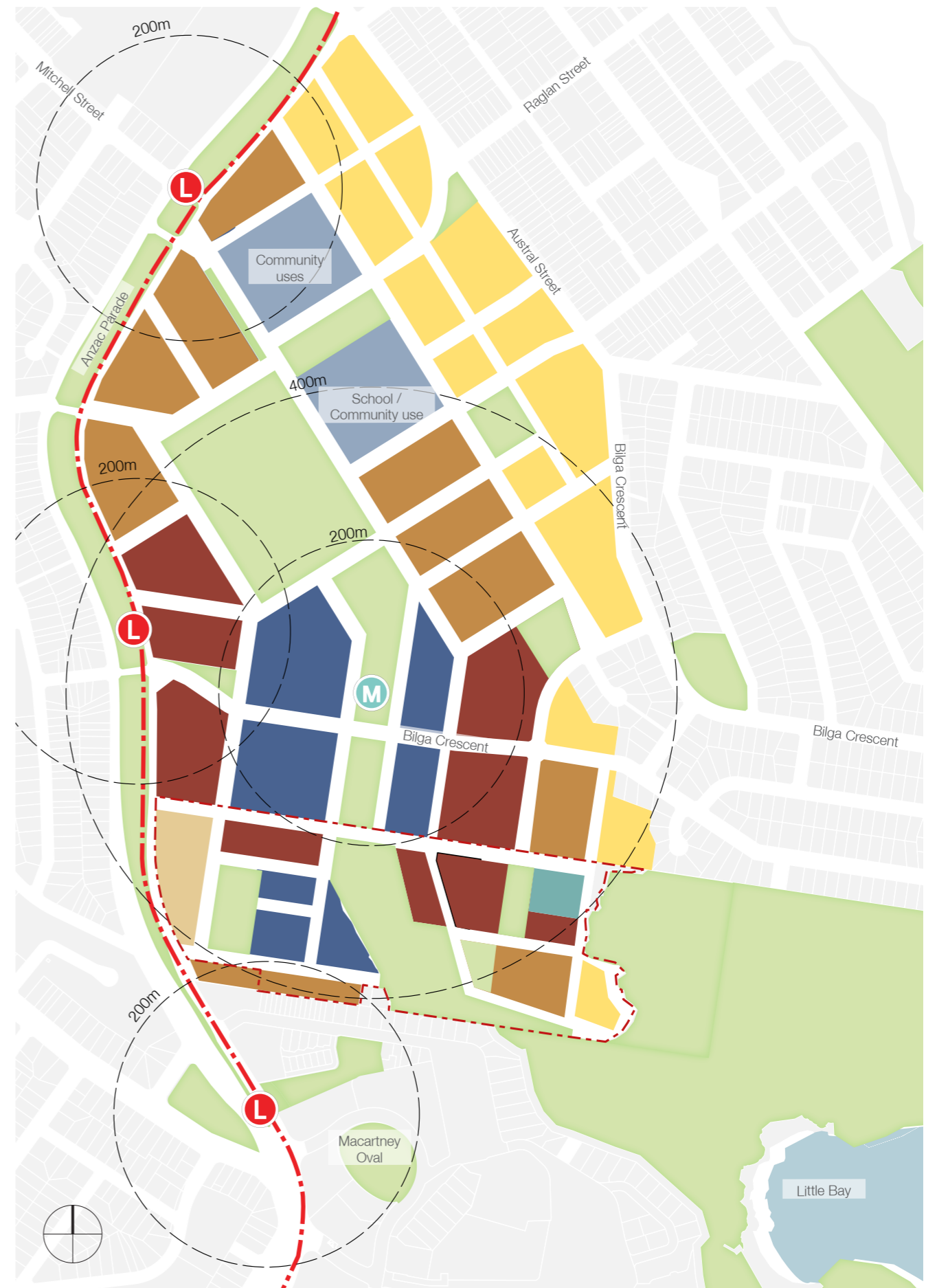
The area immediately around the proposed Metro Station is seen as an intensely mixed use environment with a combination of convenience retail and high density residential accommodation. This precinct will also include a proportion of population serving commercial uses for small to medium size businesses.

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

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

### Key

- Study Area Boundary
- M Potential Metro Location
- L Potential Light Rail Stop
- Potential Light Rail line / high capacity bus service
- Mixed use
- High density residential
- High - medium density residential
- Medium density residential
- Hotel / leisure
- Community
- Open space





## Vision and Structure Plans

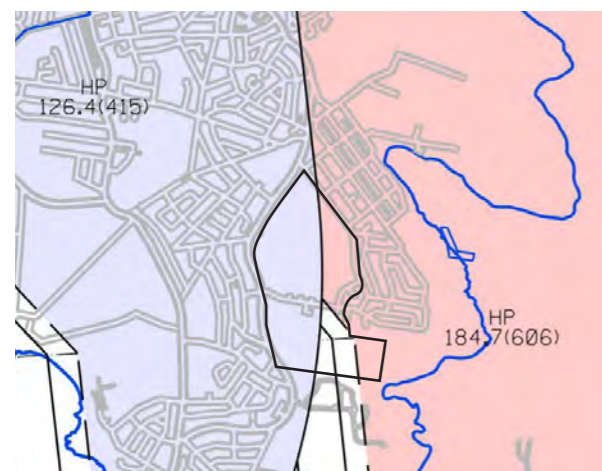
### Density and Massing

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

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



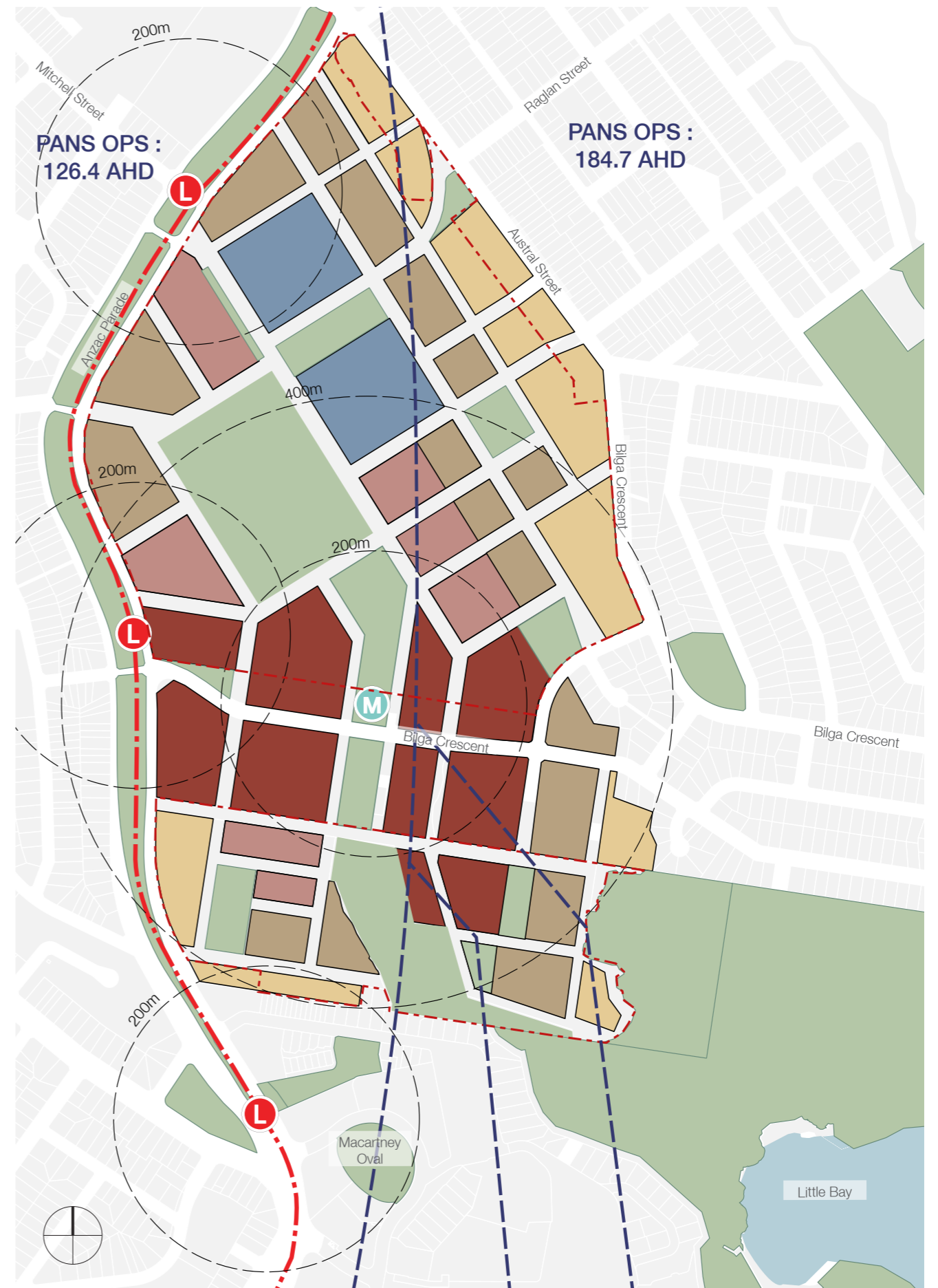
Obstacle Limitation Surface constraints on the site



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

### Key

- - - Study Area Boundary
- M Potential Metro Location
- L Potential Light Rail Stop
- - - Potential Light Rail line
- - - PAN OPS Boundaries
- FSR range 6-8
- FSR range 4-6
- FSR range 3-4
- FSR range 2-3
- Community FSR range 1-3
- Open space



## Vision and Structure Plans

### Staging

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

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

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

### Key

-  Study Area Boundary
-  Potential Metro Location
-  Potential Light Rail Stop
-  Potential Light Rail line
-  Short term (5-15 years)
-  Medium term (15-25 years)
-  Long term (25 years+)
-  Open space





# Vision and Structure Plans

## Key

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

### 1408 Anzac Parade, Little Bay

Site area	13.5Ha
Total GFA	196,385m <sup>2</sup>
Dwellings	1,909
* Note GBA includes existing buildings	

