

Masterplan Report

Little Bay, New South Wales

Prepared for Meriton
Revision C, March 2020



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1.0

Introduction

1.0 INTRODUCTION

This report identifies an alternate masterplan for the redevelopment of the site at 1408 Anzac Parade. Importantly this alternative design considers the urban and landscape context in greater detail by seeking to bind the existing and adjacent residential communities in the development of a new mixed-use residential community.

The features of this alternate masterplan includes:

- Modulated built form to reduce the visual impacts of the site, especially when viewed from the coast;
- Introduces two neighbourhood precincts as a contextual response to the setting of the site;
- Introduce a publicly accessible pedestrian spine to connect the site;
- Create meaningful public open space;
- Provides a range of housing types from shop top to row housing;
- Integrates new retail uses within a mixed use street based environment; and
- Provision of site-wide amenity, including childcare centres, provision for a hotel and recreational facilities.

The PTW Brief

PTW Architects were engaged by Meriton in 2019 to undertake a review of the SJB Masterplan, now lodged with Randwick Council. In particular, this review addresses concerns raised by Council's Design Review Committee and the local community especially in terms of visual impact.



Image: Aerial photo of the site at 1408 Anzac Parade



2.0

Constraints and Opportunities

2.1 SENSITIVITIES

The site possess a number of sensitivities which require careful consideration.

In summary, the sensitivities of the site consists of:

- Proximity to a coastal landscape from where parts of the site are highly visible;
- Adjacent to a coastal golf course;
- Located adjacent to Prince Henry Hospital redevelopment with a mix of low to high density housing;
- Existing low to high density residential neighbourhoods along the northern and southern boundaries of the site;
- Existing medium and high density development south of the site and along Anzac Parade;
- Proximity to Long Bay Gaol and community housing immediately to the north;
- Retention of an important ochre deposit that has significance within the site;
- A site bounded by maximum building heights set by the Sydney Airport flight paths; and
- A site located along Anzac Parade which is a strategic transport corridor.



Proximity to the coastal landscape of Little Bay



Recognise the historic setting of former Prince Henry Hospital



The existing nearby residential character of Anzac Parade



Proximity to Long Bay Correctional Centre and Gaol



Building heights as a response to the local context



The future urban character of the Anzac Parade corridor

Images: A range of urban design sensitivities

2.2 STRATEGIC PLANNING CONTEXT

The "K2K" Strategy

The Kensington to Kensington Strategy proposes sustainable growth along Anzac Parade. The vision for this growth seeks to develop Anzac Parade as a vibrant and prosperous boulevard.

When considering the long term implementation of this urban vision it is assumed that it will be adopted along the entire length of Anzac Parade. Here new sustainable town centres will flourish at key locations including the community of Little Bay.

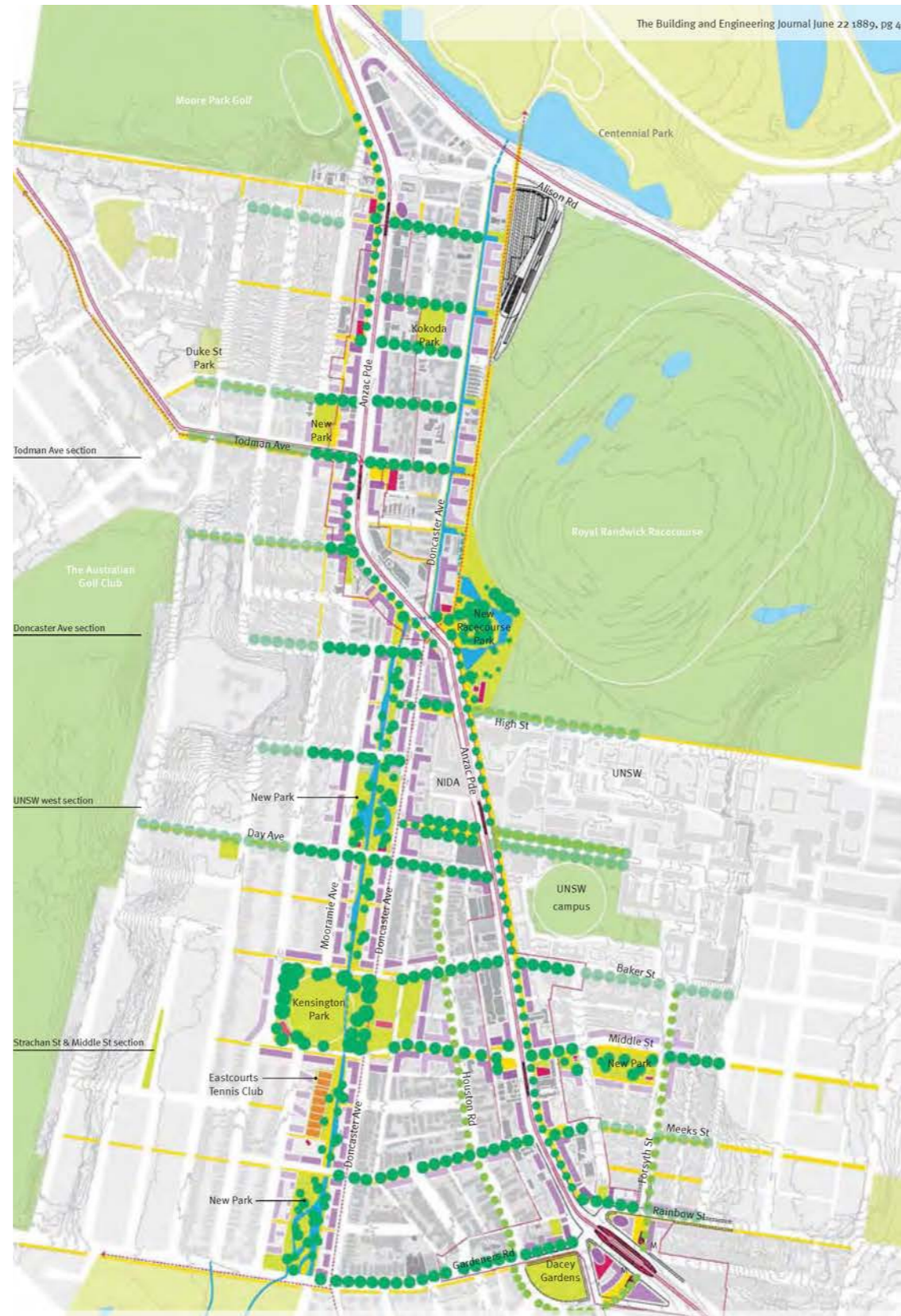


Image: K2K Competition Winning Masterplan - JMD, Hill Thalys + Bennett and Trimble

2.3 SITE SPECIFIC URBAN DESIGN

The site has two distinct precincts separated by a public landscape corridor. The urban character of these precincts shall be informed by their immediate context.

To the west of the site and along the Anzac Parade corridor, are located medium to high residential density developments. The robust urban character of this setting can therefore inform how the urban character of the western precinct. Importantly this precinct has the potential for a significant increase in density from the current approval.

In contrast, the eastern section of the site, and adjacent to a sensitive coastal landscape, will require a more sensitive response. New built form will therefore need to be modulated to provide a transition.

The following urban design principles will guide the desired future character of the site:

- Create two residential precincts linked by publicly accessible landscape corridors;
- Reinforce the urban character of the western precinct with taller street aligned mixed-use buildings;
- Create a less urban character within the eastern precinct. Incorporate low to mid rise buildings integrated with soft landscape features;
- Establish building setback controls so that wider footpaths and soft landscape treatments are integrated with WSUD strategies; and
- While facilitating two precincts with new pedestrian linkages, the proposed masterplan is assumed to be a standalone development.

Recognising the specificities of the site, the following built form principles will inform the proposed masterplan:

- Modulated built form which interfaces with each adjoining natural and built environment;
- To draw upon the unique landscape character of the coast through new landscape elements integrated with stepped built form;
- Integrate new uses which provide site-wide amenity; and
- Modulate the built form to provide a minimal visual impact when viewed from nearby public spaces.

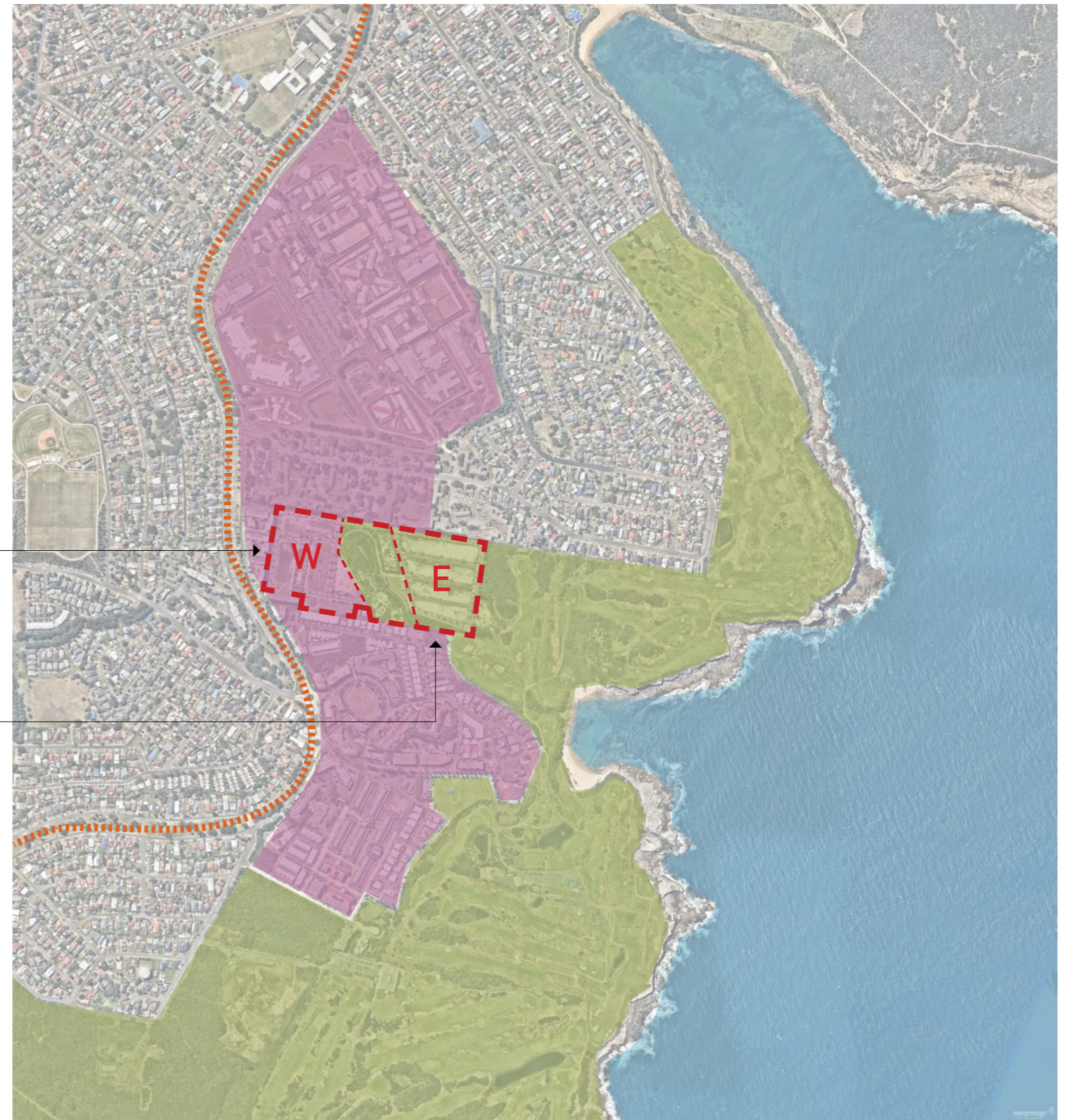
Robust urban character
Precinct less sensitive to visual impacts
More height along Anzac Parade corridor
Existing medium to higher density developments

Precinct sensitive to view impacts
Scale to transition down to shoreline
Built form to respond to natural context

Image: The Landscape Character Zones, PTW

Legend

- The Site
- The Anzac Parade Corridor
- The Coastal Landscape





3.0

The Neighbourhoods

3.1 DISTINCT NEIGHBOURHOODS

Urban Precincts and Neighbourhoods

The alternate masterplan places greater emphasis on the regional context. By recognising differences in the landscape character of the area a more site specific built form and public domain strategy is proposed.

The proposed urban form of the alternate masterplan recognises the sensitivity of the coastal landscape. This is where the built form within the eastern sections of the site is distinguished from the western sections of the site.

In particular, the built form strategy of the eastern precinct is modulated through lower building heights to minimise the visual impact upon the adjoining coastal landscape. Within the western sections of the site higher densities, will be more robust and urban. To each northern, southern and eastern boundary, the built form will be modulated to provide appropriate transition.

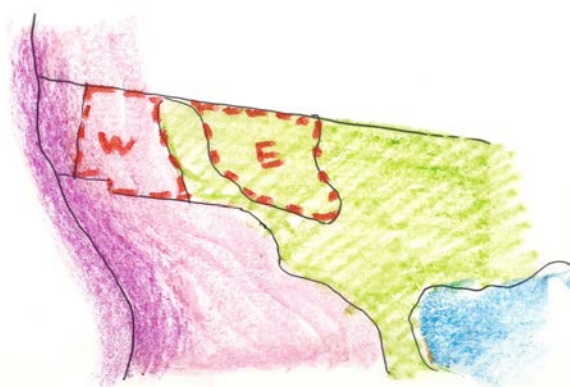


Image: PTW

3.2 THE NEIGHBOURHOODS

Central Spine

The two neighbourhoods will be linked by a pedestrian 'Central Spine'. This will be a landscaped boulevard integrated with active uses.

The Central Spine will vary in urban character. To the west, the spine will be more urban and activated by ground floor commercial retail uses. Elsewhere childcare uses will be located.

To the east, the spine will be more vegetated and casual in visual character. The spine will terminate in linear park and integrated with small scale retail uses will overlook the adjoining coastal landscape.

The Central Spine will also provide public benefit and connect with adjacent urban areas and coastal pathways.



Legend

- ● ● ● Future Access for Adjacent Neighbourhood
- ● ● ● Pedestrian Boulevard
- Residential
- ▨ Future Retail
- Ground Floor Retail, Residential Above
- Public Plaza



3.3 THE ANZAC PARADE NEIGHBOURHOOD

Two distinct neighbourhoods are proposed under the PTW alternate masterplan.

The western precinct will be urbane in character and be integrated with taller mixed-use residential buildings that address pedestrian friendly streets.

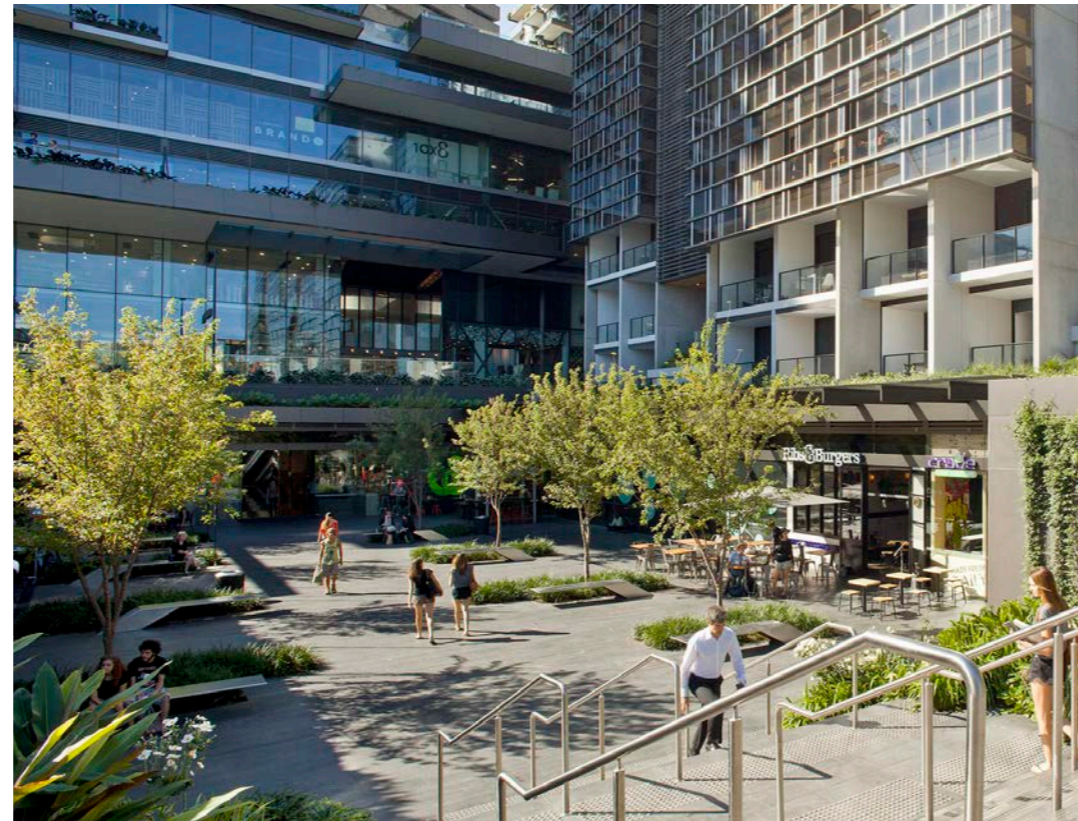


Image: The pedestrian spine will terminate in a new public open landscape integrated with active retail uses.



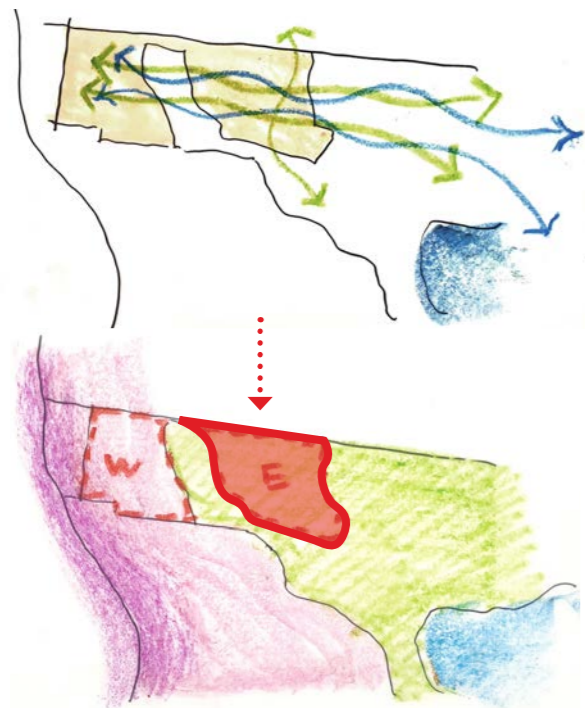
3.4 THE COASTAL NEIGHBOURHOOD

The eastern precinct is characterised by landscaped corridors and stepped residential blocks.

The desired future character of this Coastal Neighbourhood shall promote a casual lifestyle. Buildings integrated with soft landscape elements will provide a soft interface with the adjoining coastal landscape. At key locations small scale retail will be integrated with paved areas to provide an opportunity to overlook the coast.

To ensure a reduced visual impact from key publicly accessible vantage points, the bulk and scale of this neighbourhood will have reduced building heights and be stepped in profile.

Image: The pedestrian spine will terminate in a new active open space characterised by coastal vegetation.



3.5 THE CENTRAL SPINE SEQUENCE

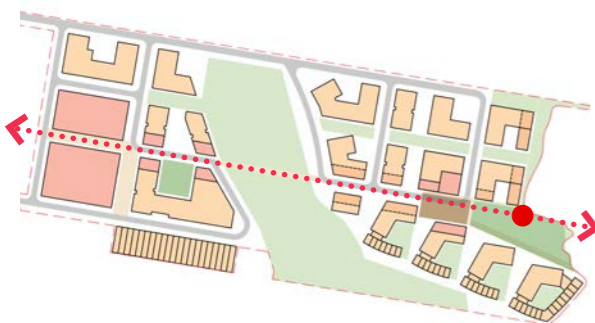
A New Community Park Within the Eastern Precinct

A linear park will be positioned at the eastern end of the Central Spine. This park shall be detailed to accommodate a range of passive uses.

It is envisaged that this space will provide a necessary interface with the adjoining coastal landscapes.



Key Plan





4.0

The Current Proposal

4.1 COUNCIL APPROVED LEP

SLEP 2012

The council approved RLEP 2012 permits the distribution of building height across the site. With a graduation of permissible building heights, the highest permissible development, up to 18 metres, is shown adjacent to the landscape corridor and at the eastern boundary adjacent to the coastal golf course. The maximum permissible building height shown within this south-east corner is of concern, as any new development will clearly be seen from the public foreshore of Little Bay.

Other weaknesses with the SLEP 2012 is noted as:

- Offers limited community benefit
- Does not create any meaningful public open space linkages other than that proposed by a roadway structure;
- Locates height within the most sensitive parts of the site;
- Incorporates urban design principles which are not site specific;
- The site is under-developed with a density of 0.5:1 FSR. This seems very low given the site's strategic context;
- The general arrangement and orientation of the proposed urban blocks do no maximise environmental amenity or consider the direction of the important view lines; and
- Is mono-functional with no land uses other than residential being permitted.

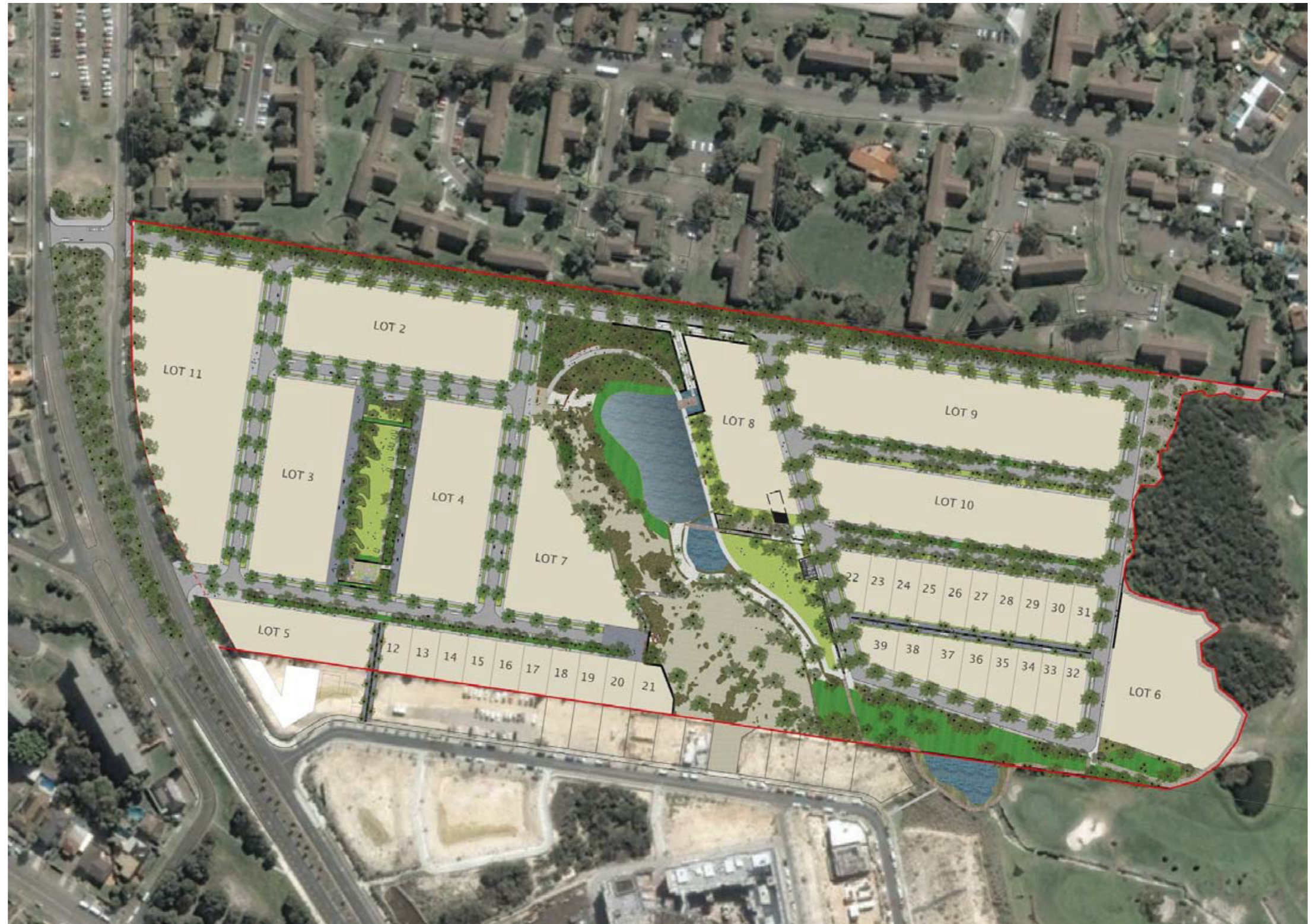


Image: Allotment Plan, Little Bay Stage 1 Plan, p.45

4.2 THE SJB MASTERPLAN

The SJB Masterplan shares density between the western and eastern precincts of the site. A range of building heights is proposed. With the tallest being 22 storey and located to the north-eastern section of the site, the distribution of height seems to be informed by the Sydney Airport flight paths height limit. This has resulted in the tallest buildings being located within the eastern zone of the site, an area with environmental sensitivity.

The urban form of the masterplan incorporates lower scale along the southern boundary, while taller buildings are shown along the northern boundary in anticipation of redevelopment within these adjacent sites. The masterplan also utilises the available height under the RLEP 2012, especially at the south-eastern corner of the site.

The SJB Masterplan also proposes new landscape open spaces. The most significant of these are located within the western precinct adjacent to existing residential flat buildings.

The rectangular geometry of the roadway system is similar to the layout shown in the current planning instrument. In some instances the rectangular roadway pattern is modified by the set out of the open landscape corridor and this has resulted in irregular shaped sites with less than ideal building alignments.

Features of the SJB Masterplan is noted by the following:

- New density is evenly distributed across the site. This does not consider the environmental sensitivities of the eastern precinct;
- Built form is not modulated along the boundaries. Limited transitions are shown to mediate the adjoining sites and too much height is shown along the eastern and northern edges; and
- New public landscape open space is not connected across the site in any meaningful way.



MASTERPLAN BUILT FORM MASSING
Image: SJB

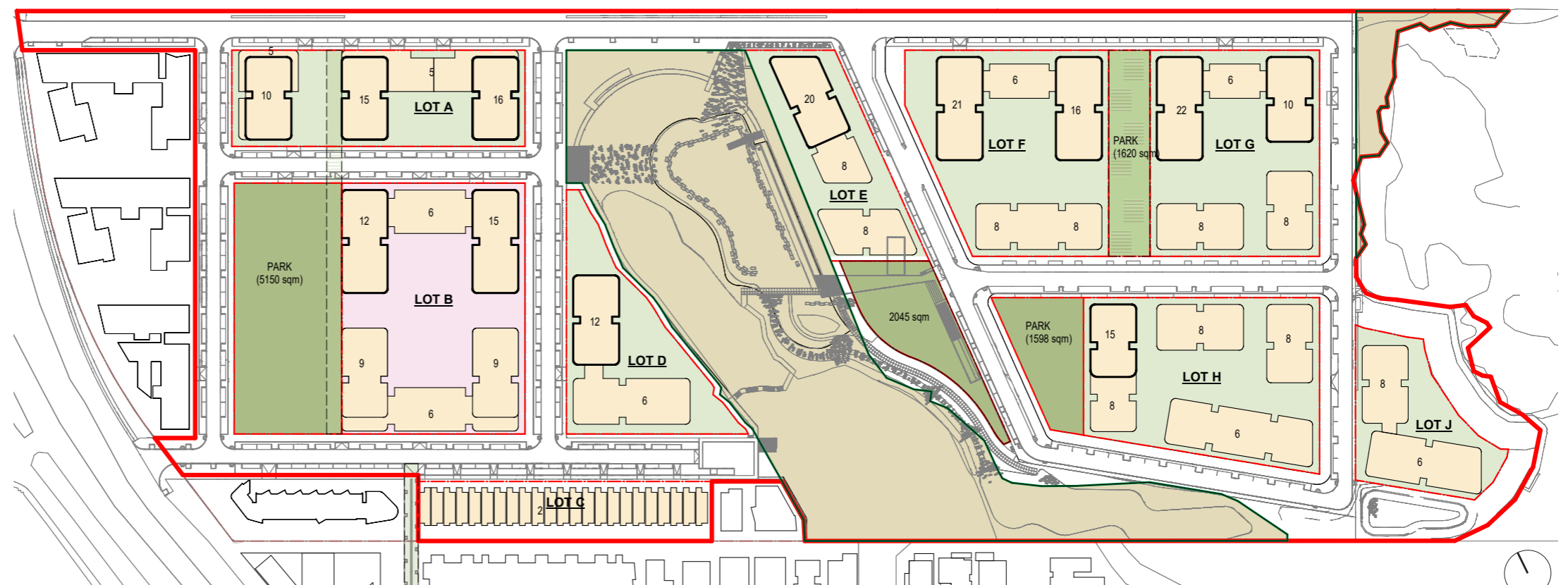


Image: Masterplan Sectional Diagram, SJB

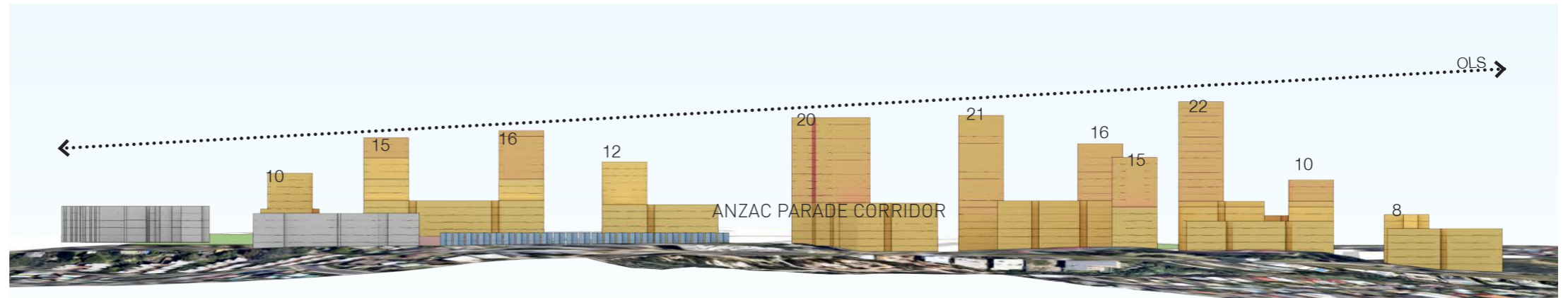
4.2 THE SJB MASTERPLAN

View Impacts

Under the SJB Masterplan, the proposed built form is shown to exceed the heights anticipated by RLEP 2012. This is most evident when the proposed massing is overlaid with the massing of RLEP 2012 in a view taken from the beach of Little Bay. This results in an increase in visual impact when compared to the LEP.

With the built form of each residential block aligned north-south and likely to meet the intent of the ADG, this will however provide limited opportunity for view sharing.

The location of taller buildings within the eastern section of the site, while satisfying the Sydney Airport height limits, will certainly reduce the view sharing opportunity from buildings located further to the west.



EXTRACT FROM SJB MASTERPLAN



KEY PLAN

IMAGE: SJB

5.0

Urban Design Principles

5.1 URBAN STRUCTURE

Access Structure

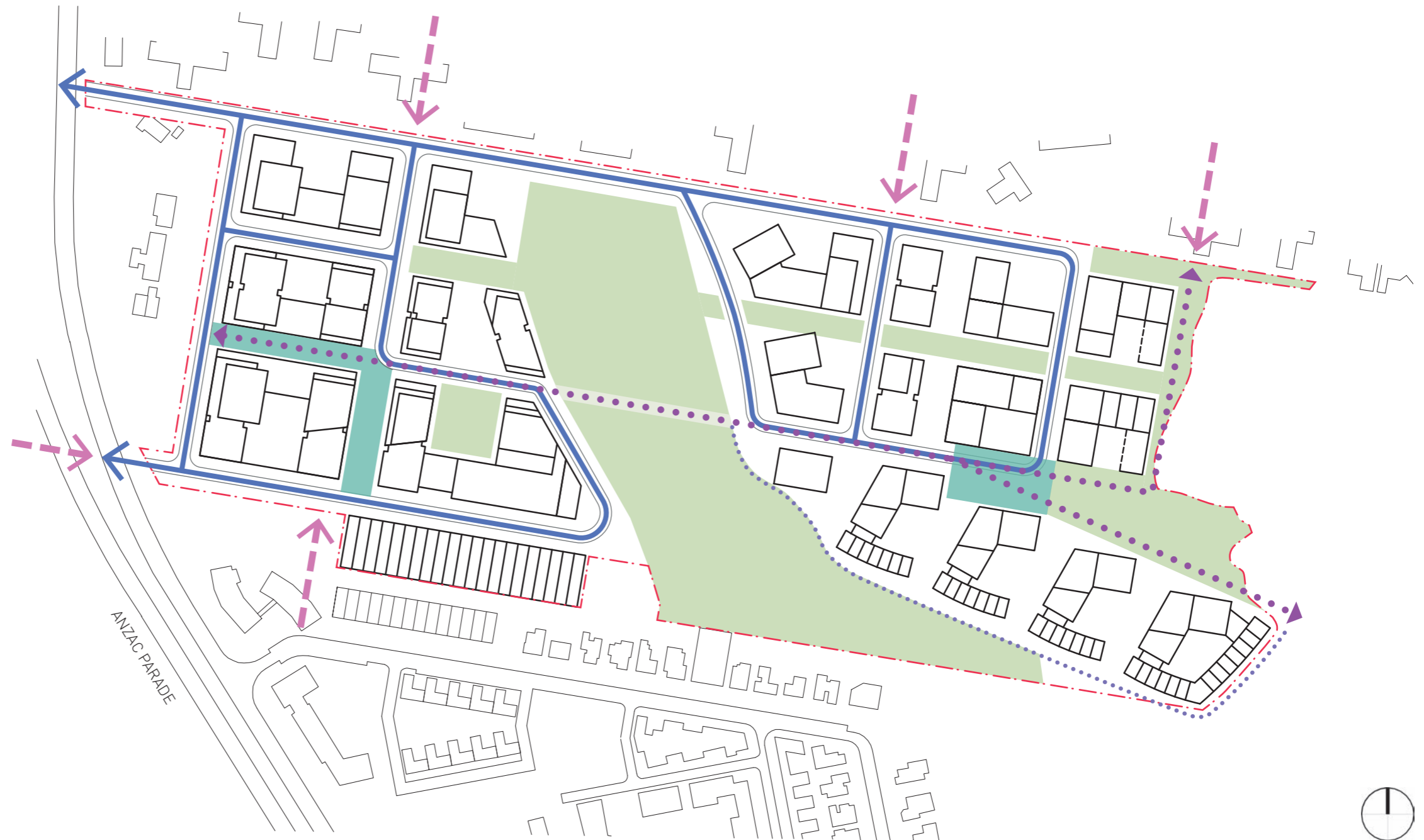
The proposed masterplan will seek to create a pedestrian friendly and publicly accessible environment. The access structure shall therefore minimise the extent of new roadways by providing new landscaped shared ways. This strategy seeks to reduce the extent of roadways as currently shown under the SJB Masterplan.

The alternate masterplan shall:

- Locate new roadways away from the sensitive areas of the site, such as the central landscape zone and the golf course. This will create a green edge;
- Maintain a northern boundary roadway to connect both neighbourhoods and provide possible future connections to the north;
- Locate an east-west pedestrian activated spine within the centre of the site;
- Provide a series of distinct publicly accessible pocket and linear parks;
- Locate new public landscape open spaces so that the greatest amount of amenity is provided, for example, locate landscape spaces to celebrate the termination of the pedestrian spine; and
- A roadway structure which encourages active transport usage for bicycles and pedestrian connections to bus stops.

Legend

-  Street Network
-  Future Access From Other Neighbourhoods
-  Pedestrian Spine
-  Corso Walkway
-  Elevated Footbridge Link
-  Public Open Space
-  Plaza

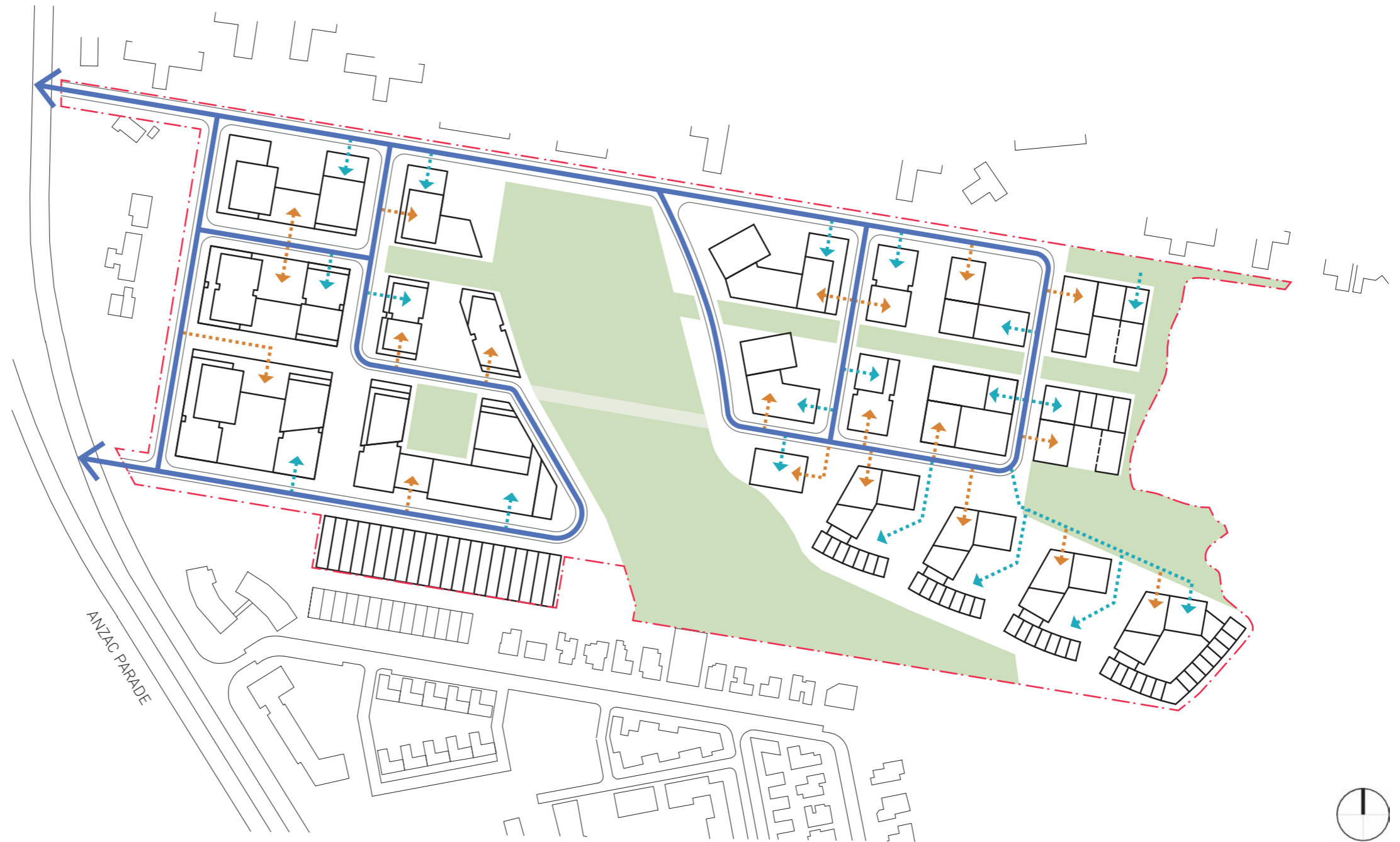


5.2 ACCESS

Roadway Access and Site Entries

The alternate masterplan shall:

- Locate new building entries so that each street is activated; and
- Locate new vehicle entries within each secondary street. This will minimise their urban impact.



Legend

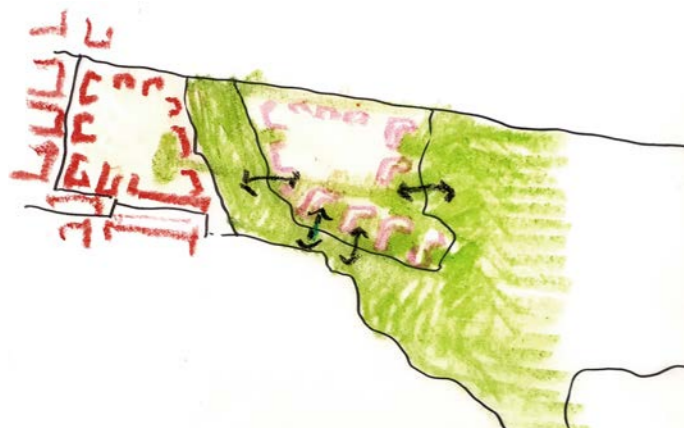
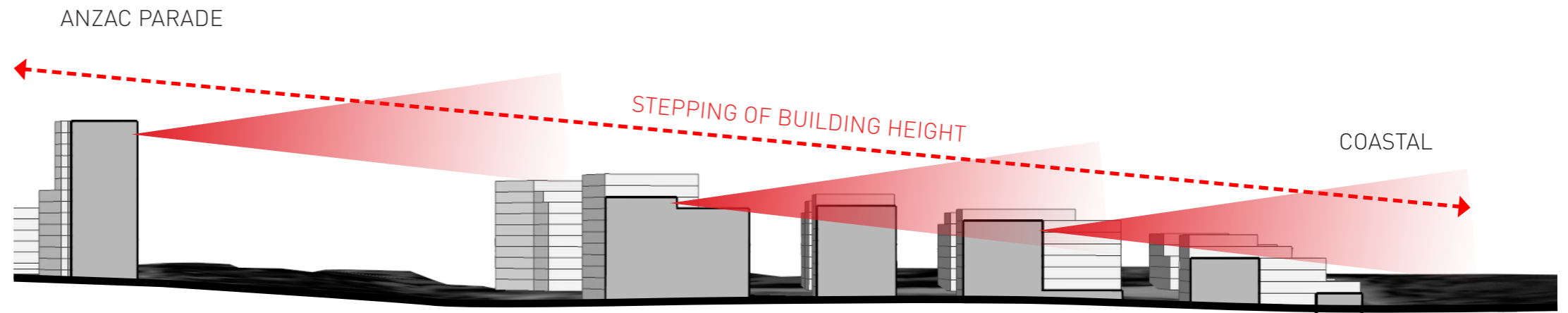
- Site Boundary
- Pedestrian Spine
- Roadway
- Vehicle and Service Entry
- Apartment Entry

5.3 BUILT FORM STRATEGY

Mass, Interface and View Opportunity

The alternate masterplan shall:

- Provide modulated built form in response to site specific sensitivities;
- Incorporate stepped the built form along each southern and eastern boundary. To the eastern boundary this will minimise visual impact when viewed from the coastal edge;
- Locate modulated built form for solar access as well as for view sharing opportunity
- Locate modulated built form within the eastern and sensitive sections of the site;
- Locate taller volumes in less sensitive areas of the site;
- Locate stepped built form as a "feathered" interface with the adjoining open landscape spaces, especially along the south-eastern boundary;
- Integrate green roofs with new built form adjacent to open landscape spaces; and
- Locate soft landscape elements on each new podium, this will visually soften the bulk and scape of these elements.



Legend

- Coastal View (All Levels)
- Coastal View (Upper Levels)
- Views to adjacent landscape open spaces

5.4 HEIGHT DISTRIBUTION

Building Heights

The alternate masterplan shall:

- Locate taller buildings in more robust areas of the site. This is where the buildings will have limited impact on existing adjacent dwellings and sensitive coastal landscapes;
- Locate medium rise buildings towards the middle sections of the site. This shall facilitate view sharing opportunity while providing a height transition between the two precincts; and
- Provide row housing along the southern boundary of the site by also providing a scale transition with adjacent communities and sensitive landscapes.



Legend

- Site Boundary
- Public Open Space
- 01-03 Floor
- 04-06 Floor
- 07-09 Floor
- 10-12 Floor
- 13-15 Floor
- 16-18 Floor

5.5 HOUSING CHOICE AND BUILDING TYPES














Housing Choice

The overall development seeks to accommodate a diversity of building typologies with associated dwelling type. A range of active communal uses, such as retail, hospitality and childcare uses, shall be integrated with new residential uses. These shall be located along an east-west aligned pedestrian spine.

The alternate masterplan shall provide:

- Row houses;
- Low-rise apartments with broad terraces; and
- Taller apartments integrated with ground floor retail and community uses.

Legend

-  Site Boundary
-  Pedestrian Spine
-  Active Outlook to Open Space
-  Landscape Interface
-  Low-Medium Scale Residential Interface
-  Low Scale Residential Interface
-  Public Open Space
-  Retail
-  Town House
-  Terrace House
-  Low Density
-  High Density
-  High Density (Shop-Top)



5.6 ACTIVATED STREETS

Active Ground Floors

The alternate masterplan shall:

- Distribute active uses, such as retail and childcare uses, across the site;
- Locate a supermarket and supporting retail within the western neighbourhood of Anzac Parade; and
- Locate other small scale retail and hospitality uses adjacent to the east-west pedestrian spine.



Legend

- Pedestrian Spine
- Site Boundary
- Active Retail Frontage
- Potential Retail Frontage
- Retail Zone
- Public Open Space
- Plaza

5.7 PUBLIC OPEN SPACES

Landscape Spaces

The alternate masterplan shall:

- Provide a hierarchy of landscape open spaces;
- Locate new public open spaces within each neighbourhood and connect these with an east-west pedestrian link;
- Integrate the new pedestrian spine with a pedestrian bridge across the landscape corridor;
- Provide individual courtyards and communal private garden areas for each new building group;
- Provide a series of vegetated corridors, pocket parks, vegetated setbacks and green roofs within the eastern sections of the site to "invite" open landscape into the site; and
- Provide street trees within the western sections of the site. This will link with other pedestrian friendly streets within the Anzac Parade corridor.



1. PUBLIC PLAZA



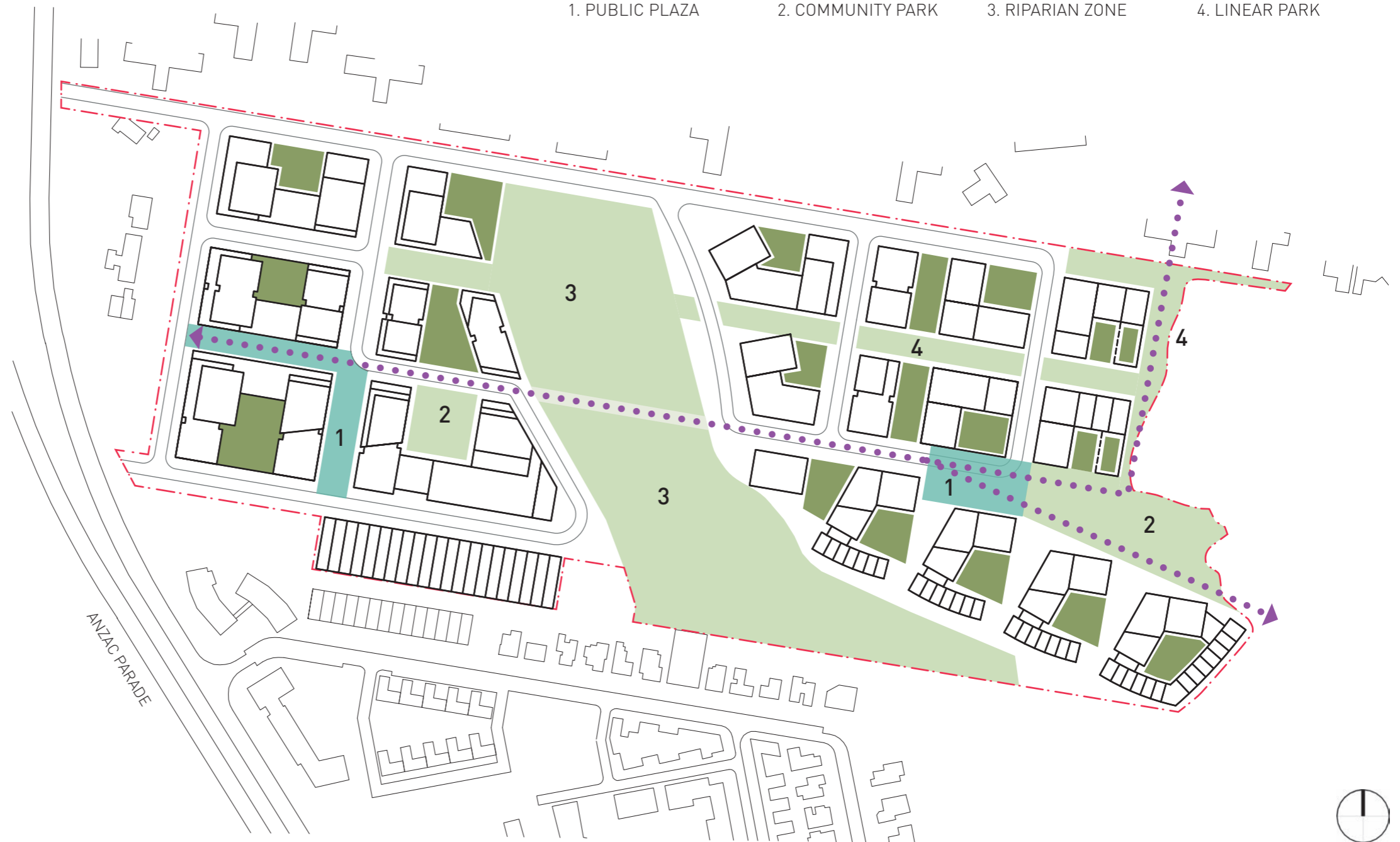
2. COMMUNITY PARK









3. RIPARIAN ZONE



4. LINEAR PARK



Legend

-  Site Boundary
-  Pedestrian Spine
-  Elevated Footbridge
-  Public Open Space
-  Communal Open Space
-  Public Plaza

5.8 ENVIRONMENTAL AND SOCIAL SUSTAINABILITY

Site Wide Sustainability

A number of environmental and social sustainability strategies will be implemented. These include, but are not limited to:

- An active and socially cohesive environment
- Protect endangered coastal flora and fauna;
- Protection indigenous cultural items, such as an ochre deposit located on the site;
- Integrate Water Sensitive Urban Design elements (WSUD), such as bio-swales for ground water cleansing and recharging;
- To implement an active transport system including shared pathways and pedestrian streets;
- Provide opportunity for rainwater harvesting and reuse; and
- Maintain passive solar design strategies, such as sun shading, thermal mass transfer and orientation towards daylight.



Images: A range of environmental and socially sustainable design strategies



6.0

The Proposed PTW Alternate Design

6.1 PTW ALTERNATE MASTERPLAN

Open Space

The alternate masterplan incorporate a sequence of activated public open spaces that will be permeable. The alternative masterplan features an east-west pedestrian spine, pedestrian plazas, landscaped boulevards and linear parks. These spaces will be a public asset for adjoining properties.

Within each development site residential courtyards and private communal open spaces, with correct orientation, will also be provided.

The new landscape open spaces of the alternative masterplan will be detailed as a diverse sequence of landscape spaces to reflect the character of the development. While the western sections of the development will be more urban, the eastern sections of the development will evoke the landscape character of a “coastal town”.



Image: PTW



6.1 PTW ALTERNATE DESIGN

Visualisation



Image: PTW

6.1 PTW ALTERNATE DESIGN

Visualisation



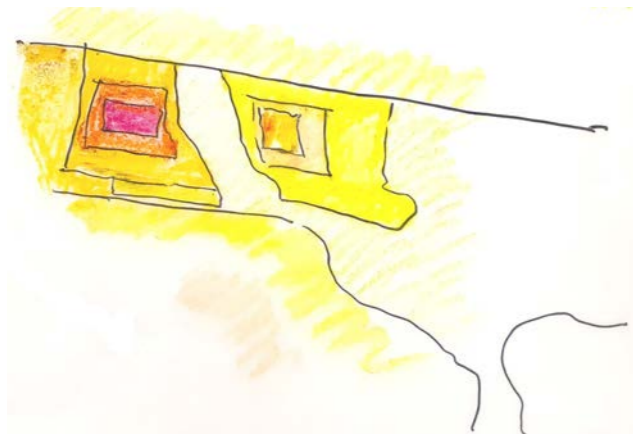
Image: PTW

6.3 VIEW IMPACTS

Reduced Eastern View Impacts from Little Bay

The modulated built form strategy of the alternate masterplan seeks to minimise visual impact of new development when viewed at key view points.

The following visual analysis, with a view taken from a key publicly accessible viewpoint at Little Bay, compares the SJB Masterplan with the PTW proposal.



7.0

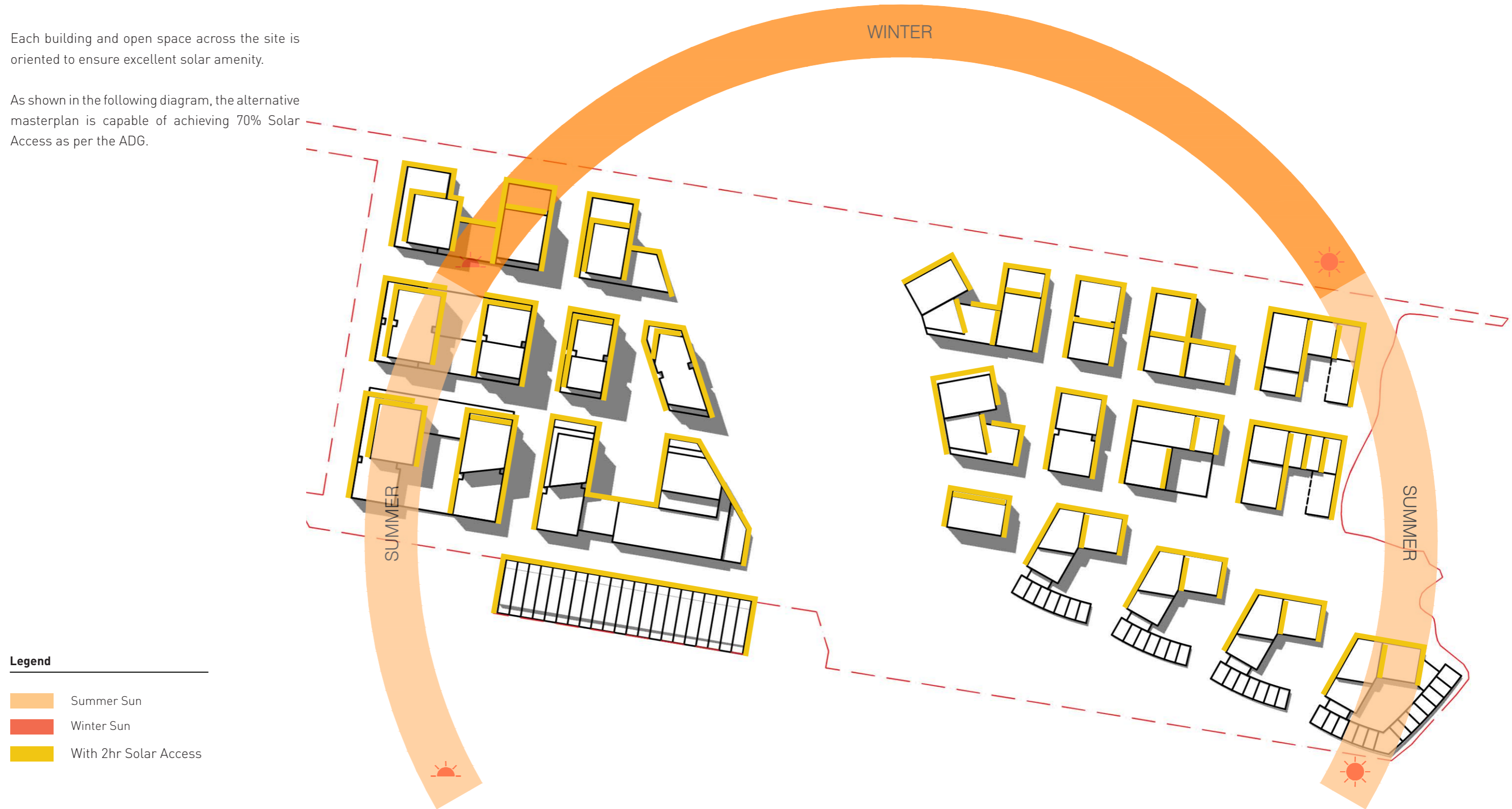
Scheme Analysis

7.1 ADG COMPLIANCE STRATEGY

Solar Access

Each building and open space across the site is oriented to ensure excellent solar amenity.

As shown in the following diagram, the alternative masterplan is capable of achieving 70% Solar Access as per the ADG.

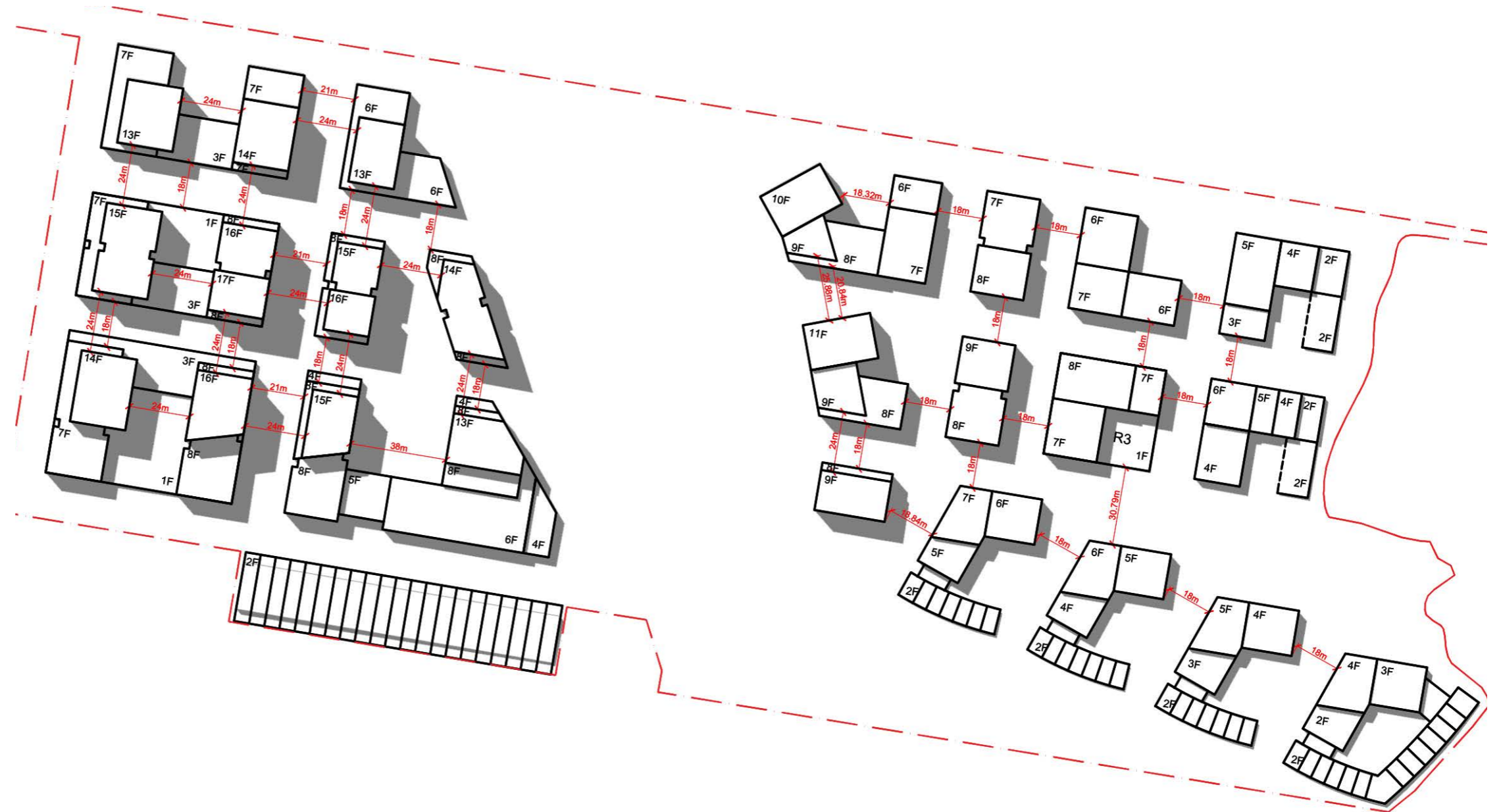


- Legend**
- Summer Sun
 - Winter Sun
 - With 2hr Solar Access

7.1 ADG COMPLIANCE STRATEGY

Building Separation

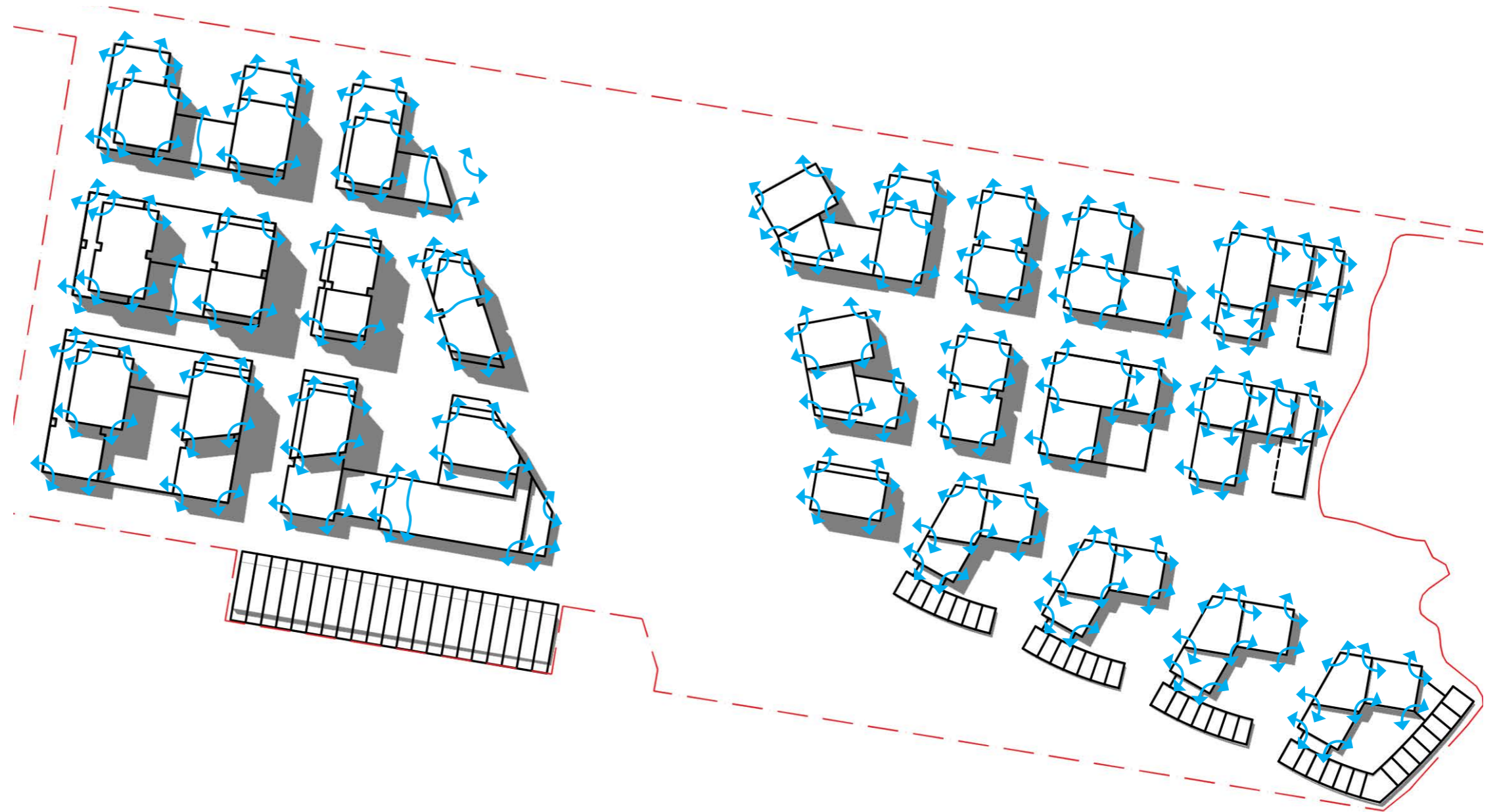
As shown in the following diagram, the alternative masterplan is capable of providing the required separation between each building block as identified under the ADG.



7.1 ADG COMPLIANCE STRATEGY

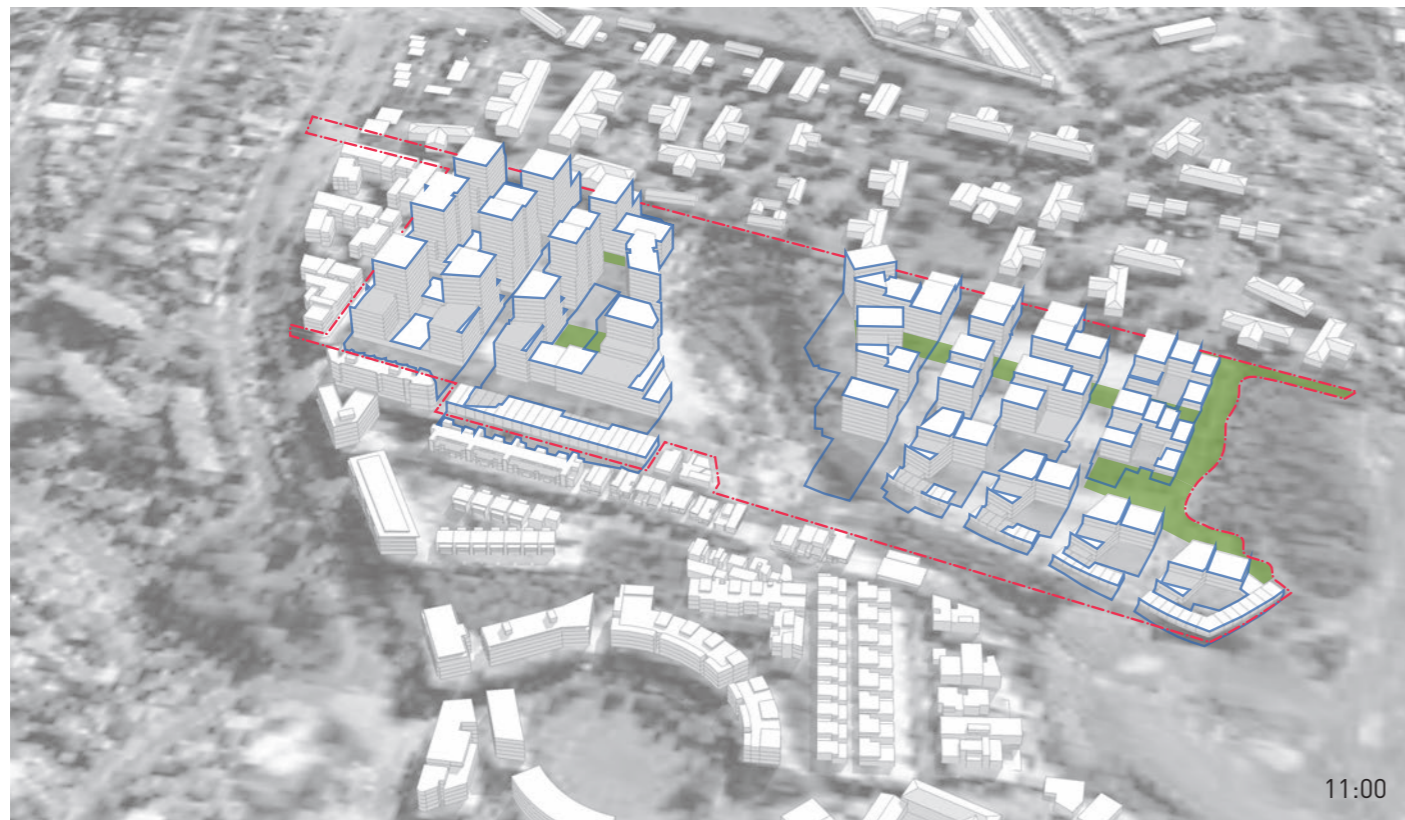
Cross Ventilation

As shown in the following diagram the building envelopes of the alternative masterplan is capable of achieving 60% cross ventilation as identified under the ADG.



7.2 SHADOW ANALYSIS

June 21



7.2 SHADOW ANALYSIS

June 21



7.3 SCHEDULES

A yield summary of the alternate masterplan is provided below.

Building No.	Floors	GFA
Building A1	14F	17,880
Building A2	17F	20,956
Building A3	16F	20,834
Building A4	13F	8,527
Building A5	16F	9,119
Building A6	14F	8,190
Building A7	15F	25,695
Building B1	10F	12,233
Building B2	11F	8,863
Building B3	8F	4,963
Building B4	7F	6,161
Building B5	9F	5,628
Building B6	8F	7,267
Building B7	5F	4,178
Building B8	6F	4,680
Building B9	9F	3,758
Building B10	7F	5,413
Building B11	6F	4,639
Building B12	5F	3,864
Building B13	4F	3,993
Townhouse T1	2F	3,150
Retail R1	1F	2,426
Retail R2	1F	3,361
Retail R3	1F	372
TOTAL		196,150
FSA		2.00



