

EASTLAKES

URBAN CONTEXT REPORT

PREPARED FOR
CROWN GROUP
OCTOBER 2019



EXECUTIVE SUMMARY

Urbis have prepared this Urban Context Report in support of the proposal to modify the Part 3A Project Approval (MP 09_0146) for the Eastlakes Shopping Centre by Crown Group.

Eastlakes Shopping Centre is a local centre located in Sydney's inner-south, 8km from Sydney's CBD. The existing buildings, and much of the immediately surrounding housing was originally the site of the Rosebery Racecourse which was redeveloped in the 1960's. The shopping centre currently spans two sites, to the north and south of Evans Avenue. The south site sits immediately adjacent to Eastlakes Reserve.

In 2013, a Major Project Approval was granted to redevelop the existing retail shopping centre into a mixed-use local centre and specifically for:

Mixed use development incorporating basement car parking, ground floor retail area, and residential development above, communal open space, public domain landscaping and associated infrastructure works.

Subsequently, in July 2018, a modification approval was granted on the north site for reconfiguration of the ground

level retail mall, general improvements to the basement car park layout, and a modification to the building envelope of a residential tower.

The approval also involved design development of the landscape strategy for the North Site and tree removal and replacement along the Evans Avenue streetscape.

This proposal relates to a modification application relating exclusively to the south site and comprises of:

General site improvements relating to the configuration of the ground floor retail podium and public domain interface improvements, modifications to all residential tower envelopes, including the consolidation of towers. The proposed built form is characterised by four residential towers 4-10 storeys in height above a two storey retail podium, and improvements to the interface between the retail podium and Eastlakes Reserve and a broader range of community facilities.

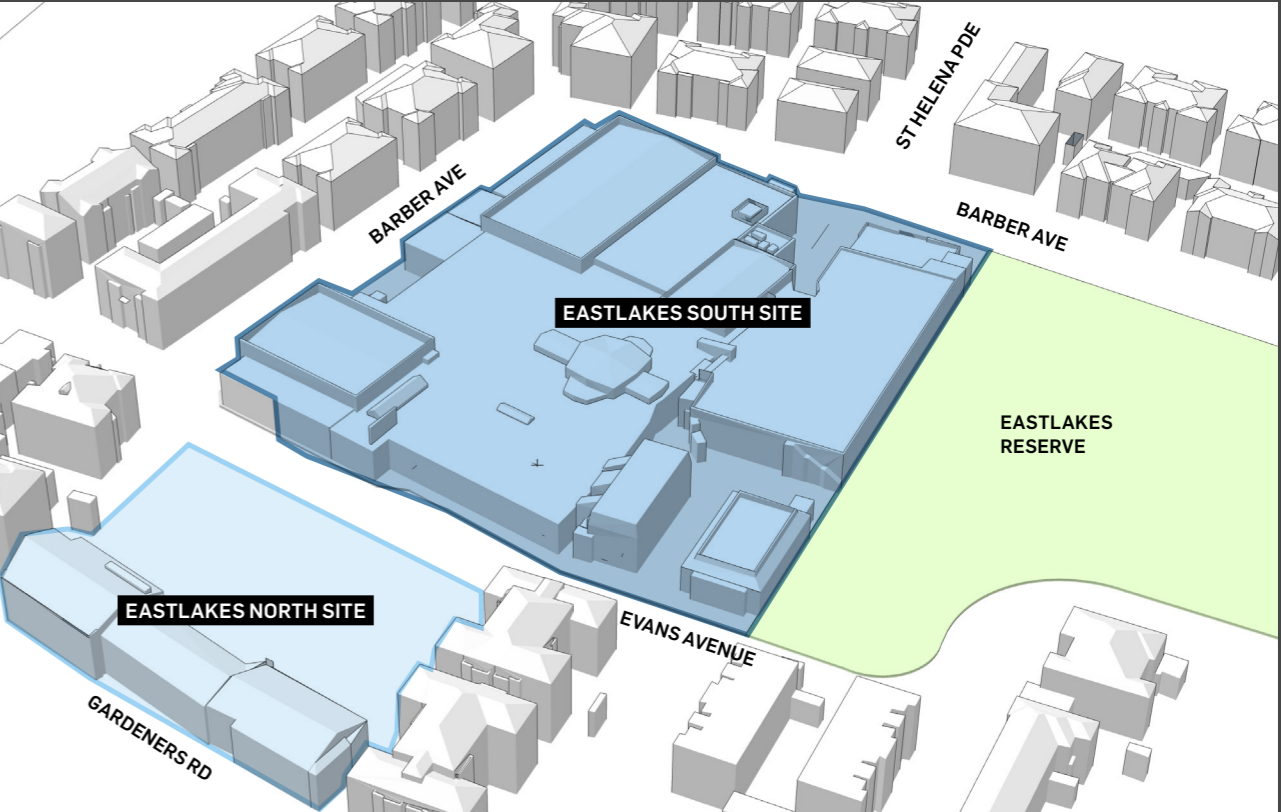
A summary comparison of the south site development through the approval process is provided below and is summarised in the adjacent diagrams.

SOUTH SITE DEVELOPMENT SUMMARY

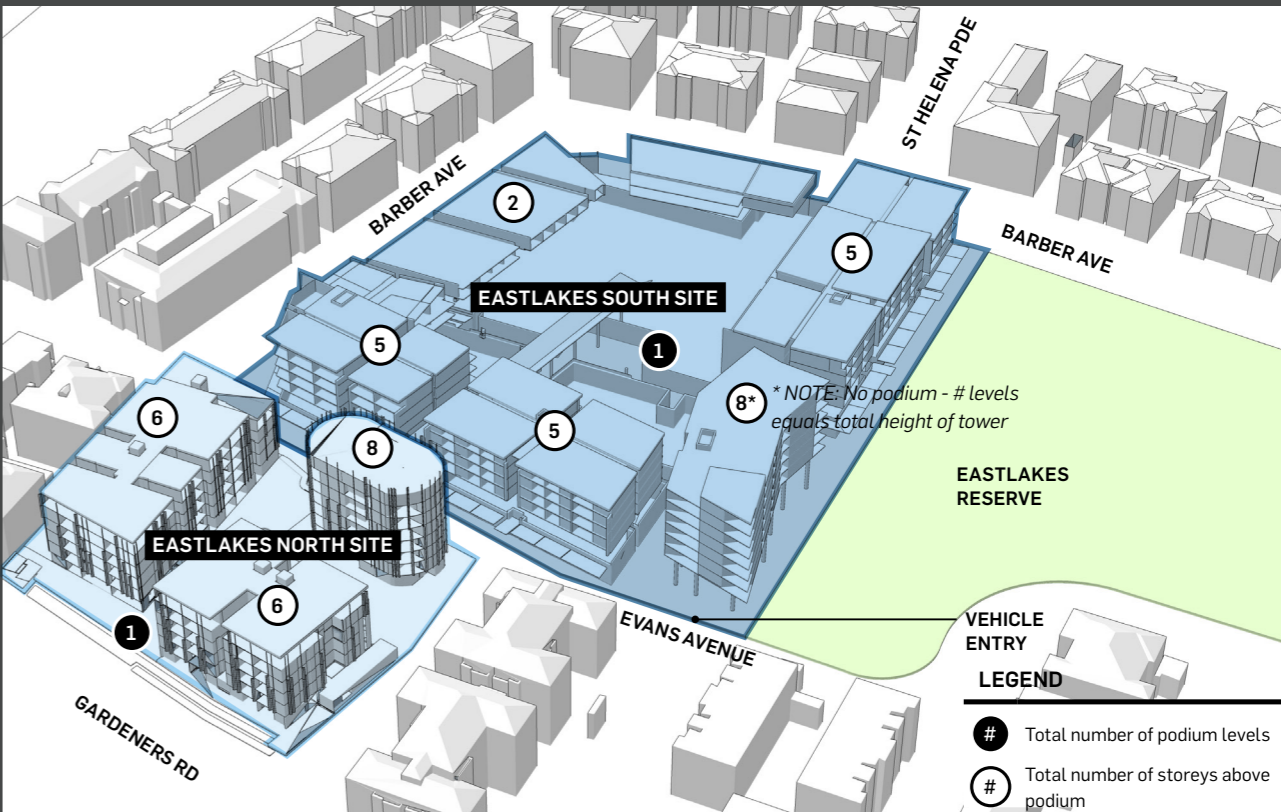
ITEM	EXISTING	2013 MAJOR PROJECT APPROVAL	PREFERRED PROJECT	PROPOSED UPLIFT (FROM 2013)
NON RESIDENTIAL GFA (SQM)	13,100	11,082	15,826	+4,744
RESIDENTIAL GFA (SQM)	Nil.	24,661	29,667	+5,006
RESIDENTIAL UNITS (# APARTMENTS)	Nil.	292	361	+69
- STUDIO	Nil.	7	32	+25
- 1 BED		171	164	-7
- 2 BED		110	126	+16
- 3 BED		3	39	+36
- 4 BED		1	0	-1
CAR PARKING (# SPACES)	460	700	916	+216

EXISTING SITE AND APPROVED SCHEME

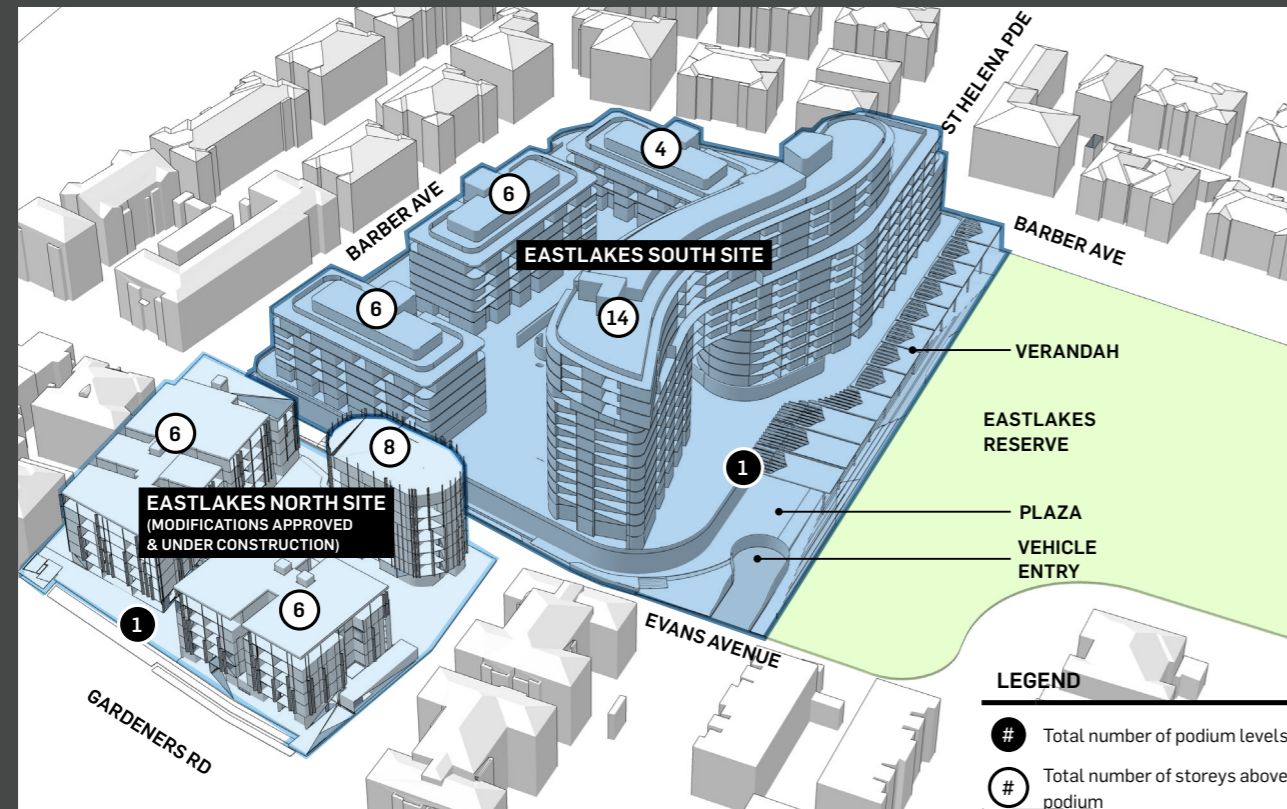
EXISTING BUILT FORM



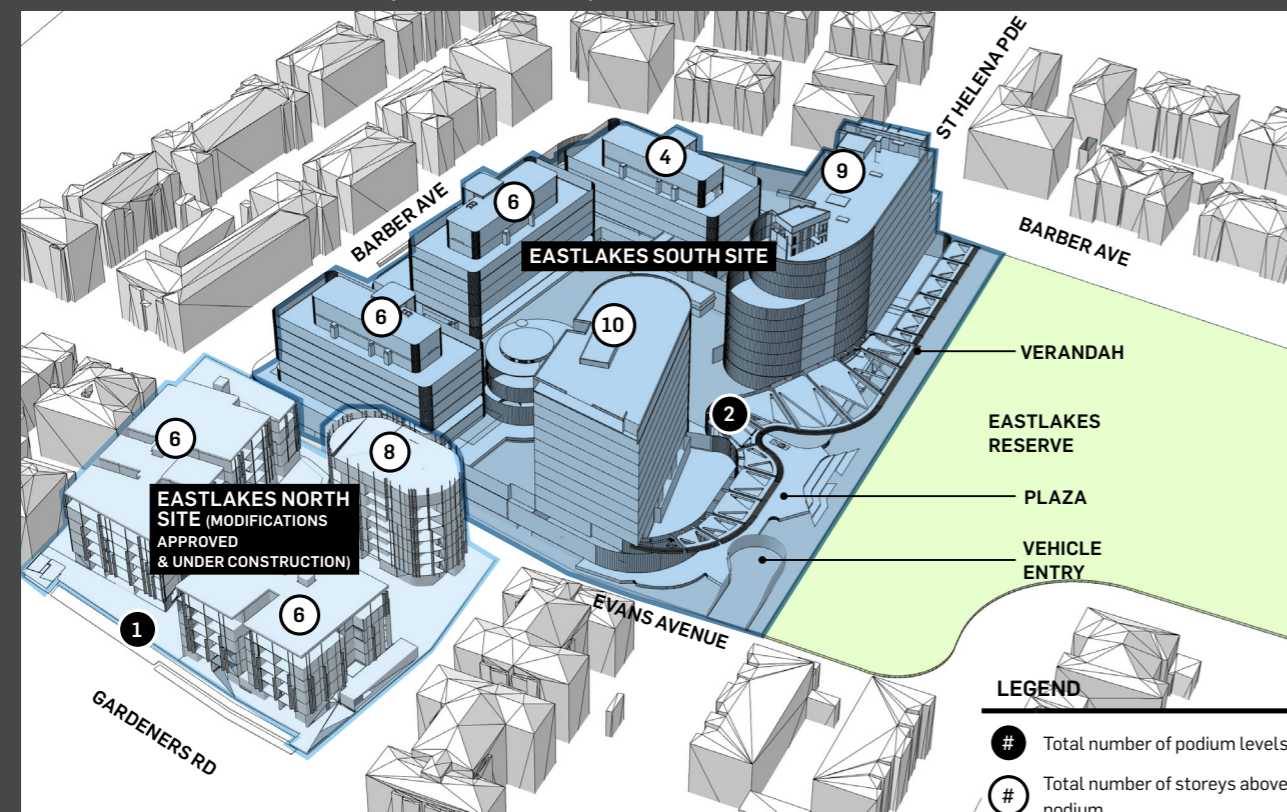
APPROVED 2013 SCHEME (SOUTH SITE)



2018 EXHIBITED MODIFICATION (SOUTH SITE)



PREFERRED PROJECT (SOUTH SITE)



PREFERRED PROJECT

Compared to the Approved 2013 Scheme, the Preferred Project seeks to improve design and architectural outcomes for the development in the following ways:

- Improve interface with Eastlakes Reserve to promote activation to open space, as well as increase Eastlakes Reserve setbacks to improve solar performance of the park by reducing overshadowing;
- Define the significance of the local centre with a distinct landmark building that will be a visual beacon in the broader context;
- Provide a public domain that encourages cross site permeability, and enhances local place values through a hierarchy of programmed public spaces.
- Improve amenity and building performance in terms of ADG as the prior scheme was based on RFDC;
- Increase the diversity of the built form and residential unit mix;
- Provide an allocation of affordable housing and community facilities integrated into the scheme; and
- Offer greater residential amenity (communal and private open space), improved landscaping and communal facilities.

While the Preferred Project maintains the same design intent as the 2018 Exhibited Scheme, the Preferred Project features the following modifications:

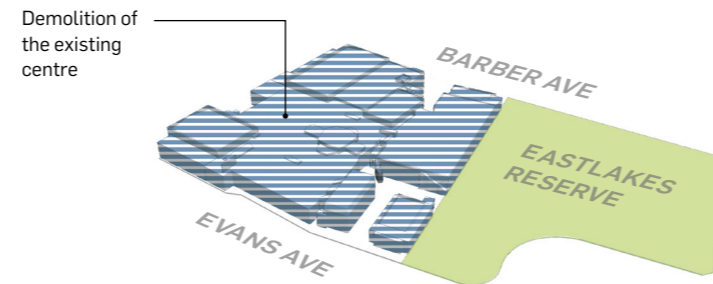
- Building height is reduced by 4+ storeys in response to the Civil Aviation Safety Authority (CASA) building height limit for Sydney Airport.
- The long building element fronting Eastlakes Reserve is reduced into two building forms to improve the bulk and scale of this interface and to better reflect buildings in the surrounding context. This modification also creates improved residential outcomes, offering better solar access and natural ventilation to apartments.
- Residential amenity on the podium rooftop is increased to include more communal open space and landscaping.
- Podium ground level and level 1 is reconfigured to increase tenancies to Evans Avenue and Eastlakes Reserve, improve permeability through the site, and improve visibility to community facilities.
- Additional residential GFA, additional apartments and number of car parking spaces have been reduced.

EXECUTIVE SUMMARY CONT...

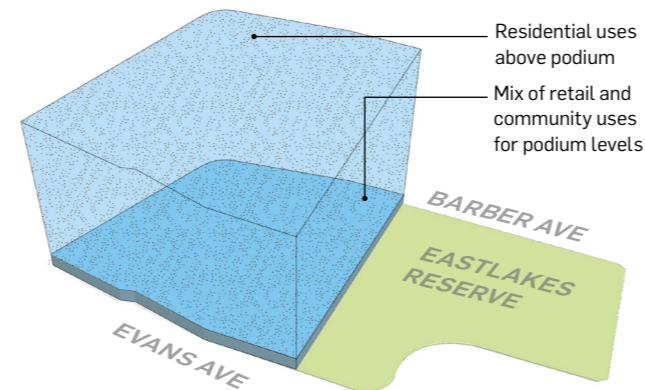
The following diagrams provide a summary of the key outcomes proposed for the south site in response to context. Each diagram articulates the design response identified for the site in relation to a specific urban context issue and demonstrates the evolution of the design.

SUMMARY OF DESIGN CHANGES

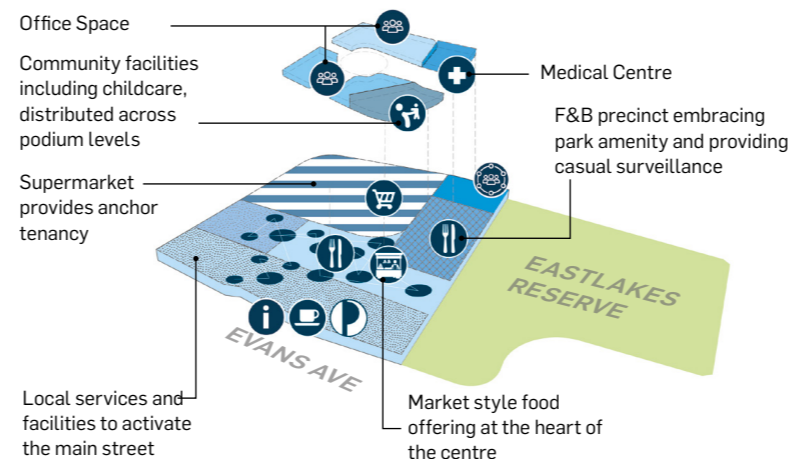
1 COMPLETE REDEVELOPMENT OF THE SITE AS A CATALYST FOR CHANGE



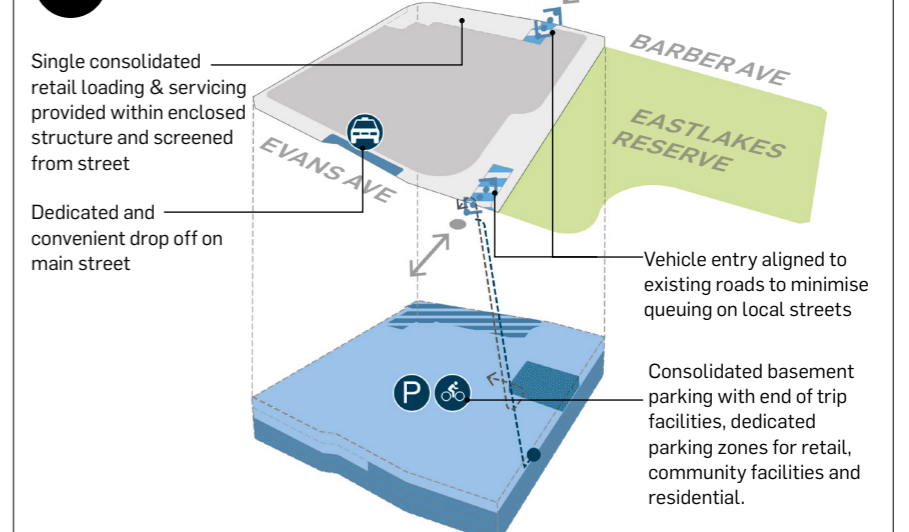
2 A MIXED USE NODE IN A WALKABLE CATCHMENT



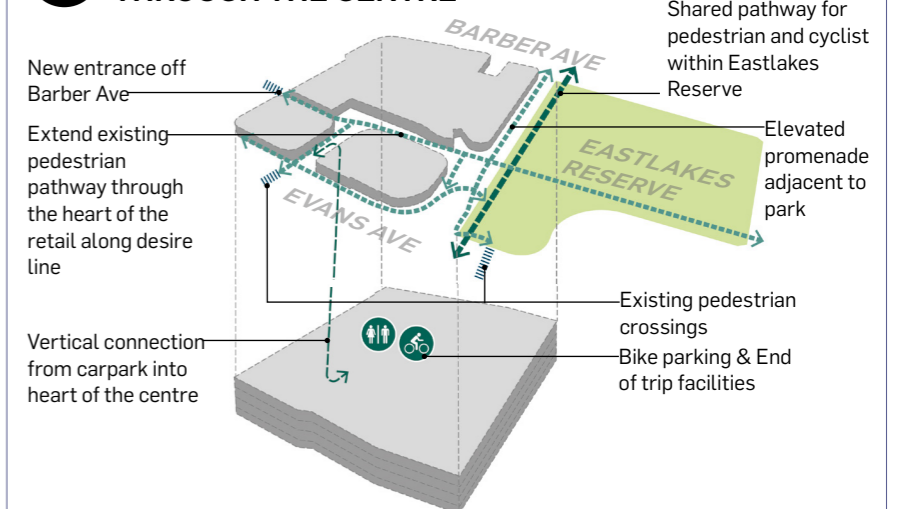
3 ENHANCE EXISTING RETAIL AND COMMUNITY OFFER



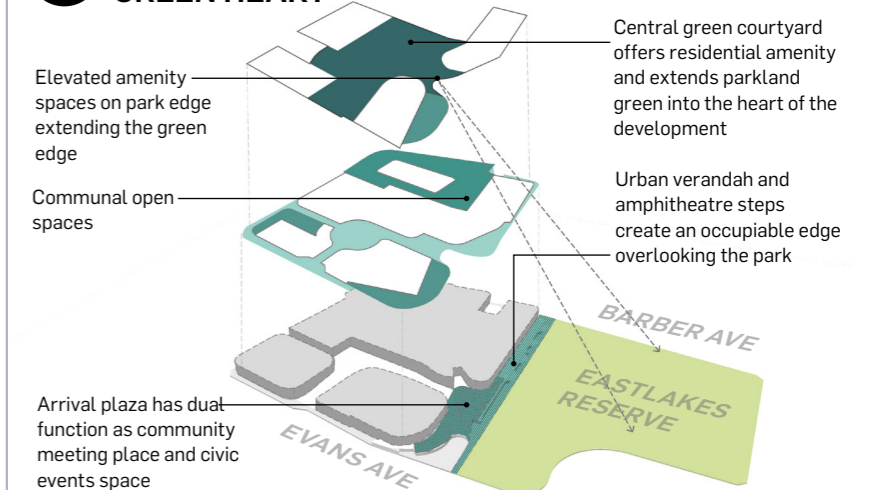
4 SEAMLESS AND DIRECT ACCESS



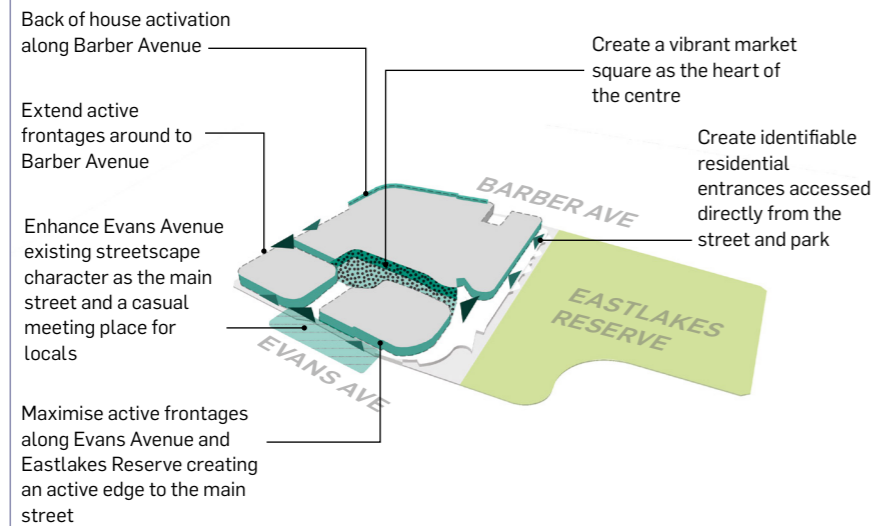
5 EXTEND PEDESTRIAN CONNECTIONS THROUGH THE CENTRE



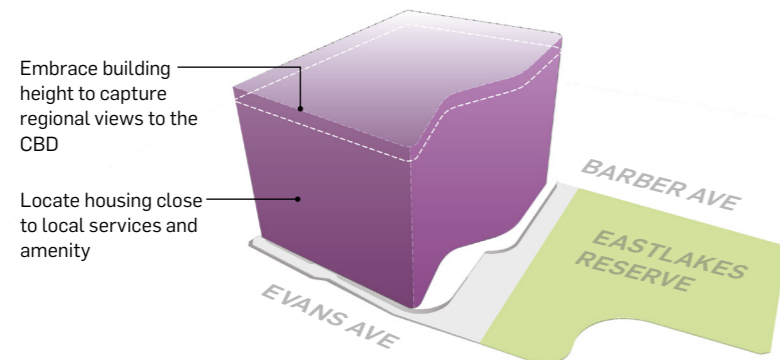
6 OCCUPY THE VERANDAH AND CREATE A GREEN HEART



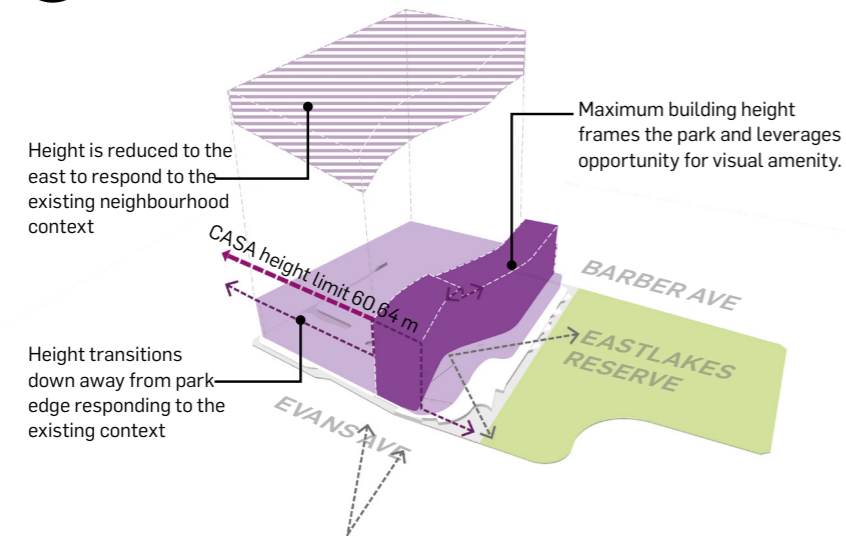
7 ENCOURAGE STREET BASED ACTIVITY AND PEOPLE PLACES



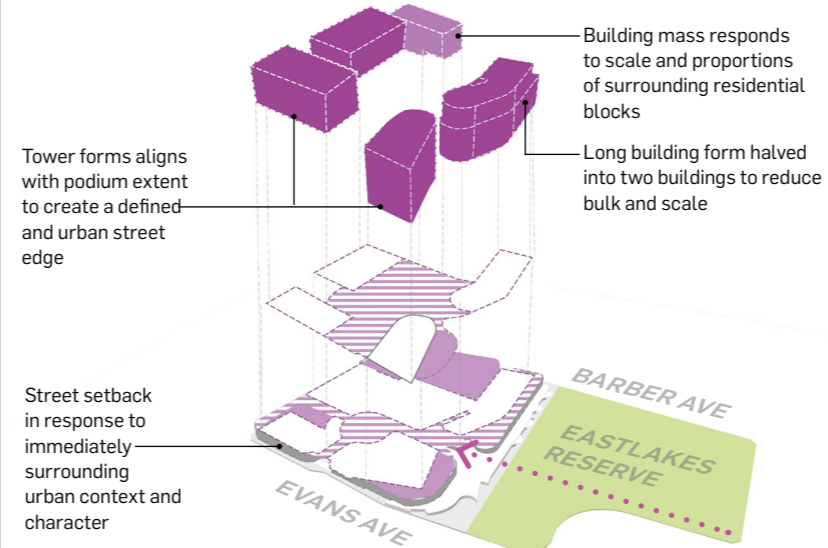
8 MAKE EFFICIENT USE OF LAND AND CAPTURE VIEWS



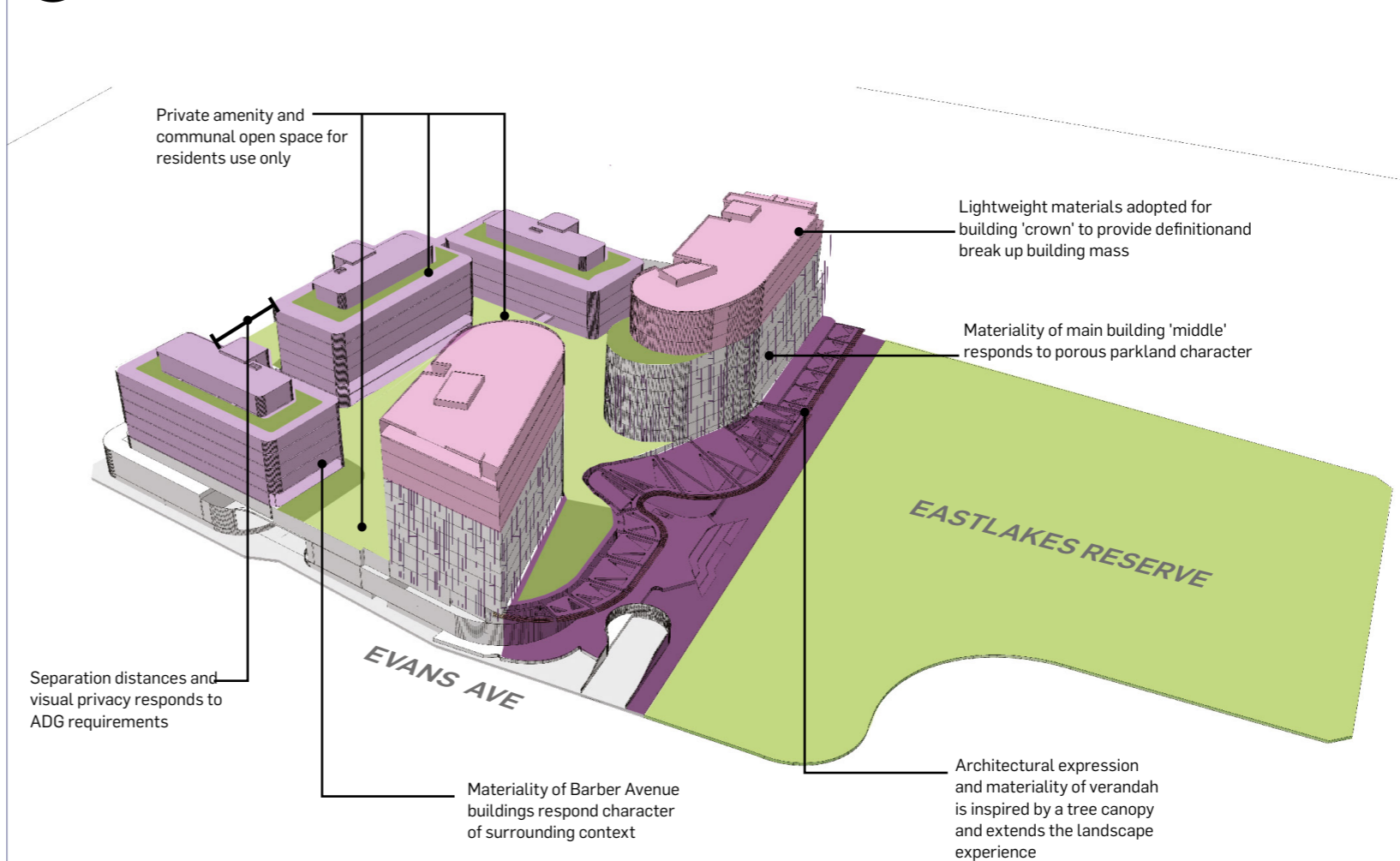
9 BOLDLY EMBRACE THE PARK AMENITY AND RESPECT ADJOINING RESIDENTS



10 ARTICULATE BUILDING SCALE AND MASSING IN RESPONSE TO CONTEXT



11 BUILDING DESIGN AND ARTICULATION RESPONDS TO PLACE AND MAXIMISES AMENITY



INTRODUCTION

PURPOSE OF THIS DOCUMENT

This Urban Context Report has been prepared by Urbis in support of the proposal to modify the Part 3A Project Approval (MP 09_0146) for the Eastlakes Shopping Centre.

The purpose of this document is to articulate the rationale for the modification application and provide a detailed account of the design outcomes in response to context. This includes:

- An overview of the changed strategic context of metropolitan Sydney in which the project now sits.
- A description of the existing urban context and how the proposed modification design responds to this.
- A summary of the key differences between the 2013 approval and the 2018 proposal and the benefits or impacts of these differences.

PROJECT BACKGROUND

2013 PROJECT APPROVAL

On 19 September 2013, the Planning Assessment Commission, on behalf of the Minister for Planning, granted Major Project Approval MP09_0146 for:

Mixed use development incorporating basement car parking, ground floor retail area, and residential development above, communal open space, public domain landscaping and associated infrastructure works.

The approval facilitated the redevelopment of the existing Shopping Centre across two sites (north and south) with a total provision of 59,856.4m² of floor space comprising:

- 14,404m² of retail floor space;
- 34,636m² of residential floor space equating to 425 apartments; and
- Basement car parking across two levels for 916 vehicles.

Associated landscaping, infrastructure, storm-water, utility works and stratum subdivision also formed part of the approval.

The built form across the site was characterised by ground level retail and nine (9) residential buildings located above a landscaped podium. The residential buildings range between 2-6 storeys in height.

2018 S75W MODIFICATION APPROVAL NORTH SITE

In July 2018, a modification application for the north site was approved. The works approved in the modification comprised of general improvements relating to basement car park layout, reconfiguration of the ground level retail mall and a modification to the building envelope on one of the residential towers.

The proposal also involves design development of the landscape strategy for the North Site and tree removal and replacement along the Evans Avenue streetscape.

Development on the north site ultimately aims to create an identifiable "Gateway Building" to the first phase of the Local Centre urban renewal.

2018 EXHIBITED SCHEME - SOUTH SITE

MOD 4 was submitted to the Department of Planning and Environment (the Department) on the 31 August 2018. The Department then placed the modification on exhibition for 30 days between 1 and 30 November 2018. A total of 155 written submissions were received during this time from Council, state agencies and the general public.

Post exhibition of the proposal, further consultation was undertaken by way of face to face meetings and email exchanges with Bayside Council and government agencies. The key meetings that were held include:

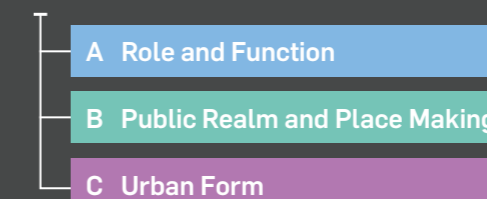
- Government Architect's Office – 7 February 2019
- Department of Planning and Environment – 12 February 2019
- Bayside Council – 13 February 2019
- State Design Review Panel – 17 April 2019

The Proponent has reviewed the Issues Letter by the Department, submissions by Bayside Council, public agencies and the general public. In response to these submissions, the Proponent has made several amendments to the proposed Modification Application dealing with the built form, ground level activation, car parking provision and the public benefit offering associated with the application.

STRUCTURE OF THIS DOCUMENT

For ease of interpretation, this document has been structured as follows:

- **Executive Summary:** A summary of the key rationale for the project and design changes between the 2013 approval and the 2018 proposal.
- **Introduction:** Purpose of this report and document navigator.
- **Strategic Planning Directions:** A review of the metropolitan and district plan to identify the key directions for the Eastlakes site. These key directions set the scene for the urban context investigations.
- **Urban Context:** Strategic, local and detailed site analysis of the urban context to inform the identification of key outcomes for the site. This section of the document is organised under three overarching themes being:



SITE LOCATION



Figure 1 Eastlakes is 8 kilometers from Sydney's CBD

THE OPPORTUNITY FOR EASTLAKES



Figure 2 Eastlakes Local Centre is immediately surrounded by medium density housing, with fine grain low density housing beyond

Figure 3 The images below capture the character of the local area around Eastlakes. Images include medium density housing in the immediate area, typical streetscapes and the local park.





GREAT PLACES ARE WALKABLE.

**THEY ARE DESIGNED, BUILT AND MANAGED TO
ENCOURAGE PEOPLE OF ALL AGES AND ABILITIES TO
WALK OR CYCLE FOR LEISURE, TRANSPORT OR EXERCISE.
THIS REQUIRES FINE GRAIN URBAN FORM AND LAND
USE MIX AT THE HEART OF NEIGHBOURHOODS.**

STRATEGIC PLANNING DIRECTIONS

ALIGNMENT WITH KEY PLANNING DIRECTIONS FROM THE REGION AND DISTRICT PLANS

Since the 2013 Part 3A approval for Eastlakes Centre, Sydney's growth challenge has been redefined. Sydney is now one of the top ten fastest growing regions in the western world.

In 2014, the first real metropolitan plan for Greater Sydney "A Plan for Growing Sydney" was prepared by the NSW Department of Planning and Environment (DPE). This plan presented a clear strategy for accommodating Sydney's future population growth for the next 20 years (to 2034) and brought together the existing six (6) sub-regional plans into a comprehensive metropolitan strategy.

Following release of the metropolitan plan, 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.

These strategic plans - A Metropolis of Three Cities which outlines the 40-year vision for the Greater Sydney Region and five District Plans which articulate the 20 year plans - aim to make Greater Sydney more productive, liveable and sustainable for future generations.

The key strategic planning directions for Eastlakes as informed by these plans are summarised on the following pages.

SYDNEY IS CHANGING: POPULATION FORECASTS

2013 Draft Metropolitan Strategy for Sydney 2011-2031
(Current as per Part 3A Major Development Approval)

+1.3 MILLION PEOPLE
+545,000 ADDITIONAL DWELLINGS
+625,000 NEW JOBS

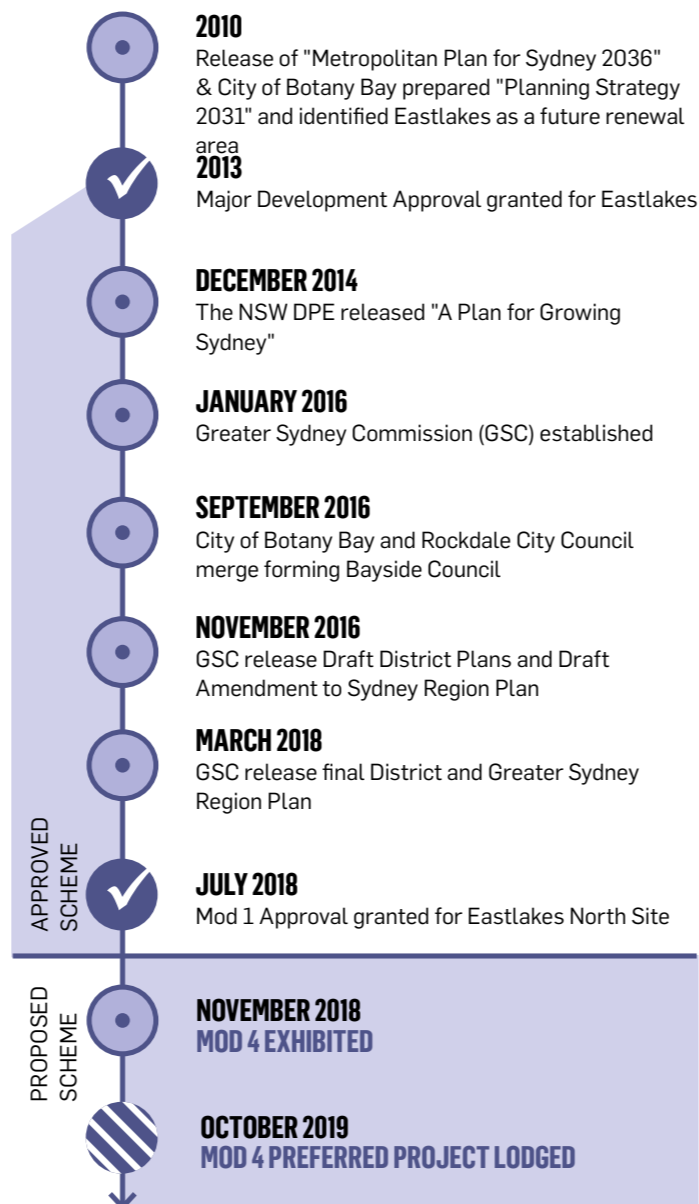
2014 A Plan for Growing Sydney 2011 - 2031

+1.6 MILLION PEOPLE
+664,000 ADDITIONAL DWELLINGS
+689,000 NEW JOBS

TODAY Greater Sydney Region Plan 2016 – 2036

+1.7 MILLION PEOPLE
+725,000 ADDITIONAL DWELLINGS
+817,000 NEW JOBS

TIMELINE



GREATER SYDNEY NEEDS TO ACCOMMODATE AN EXTRA

+400,000 PEOPLE
+180,000 DWELLINGS
+192,000 JOBS

OVER THE NEXT 20 YEARS
(COMPARES 2013 - 2018 PROJECTIONS)

GREATER SYDNEY REGIONAL PLAN 2056

A METROPOLIS OF THREE CITIES

The Greater Sydney Regional Plan 2056 boldly envisions Sydney as a metropolis of three cities. Underpinned by the key strategy to deliver a "30-minute city", the plan seeks to rebalance growth across the region to provide more equitable access to jobs, schools, and healthcare from people's homes. The plan is the first to strategically align land use, transport and infrastructure across the region.

Eastlakes is located in the Eastern Harbour City, within the Eastern City District Plan. The Eastern Harbour City has Australia's global gateway and financial capital, the Harbour CBD, as its metropolitan centre. Well-established, well-served and highly accessible by its radial rail network, it is home to half a million jobs and the largest office market in the region.

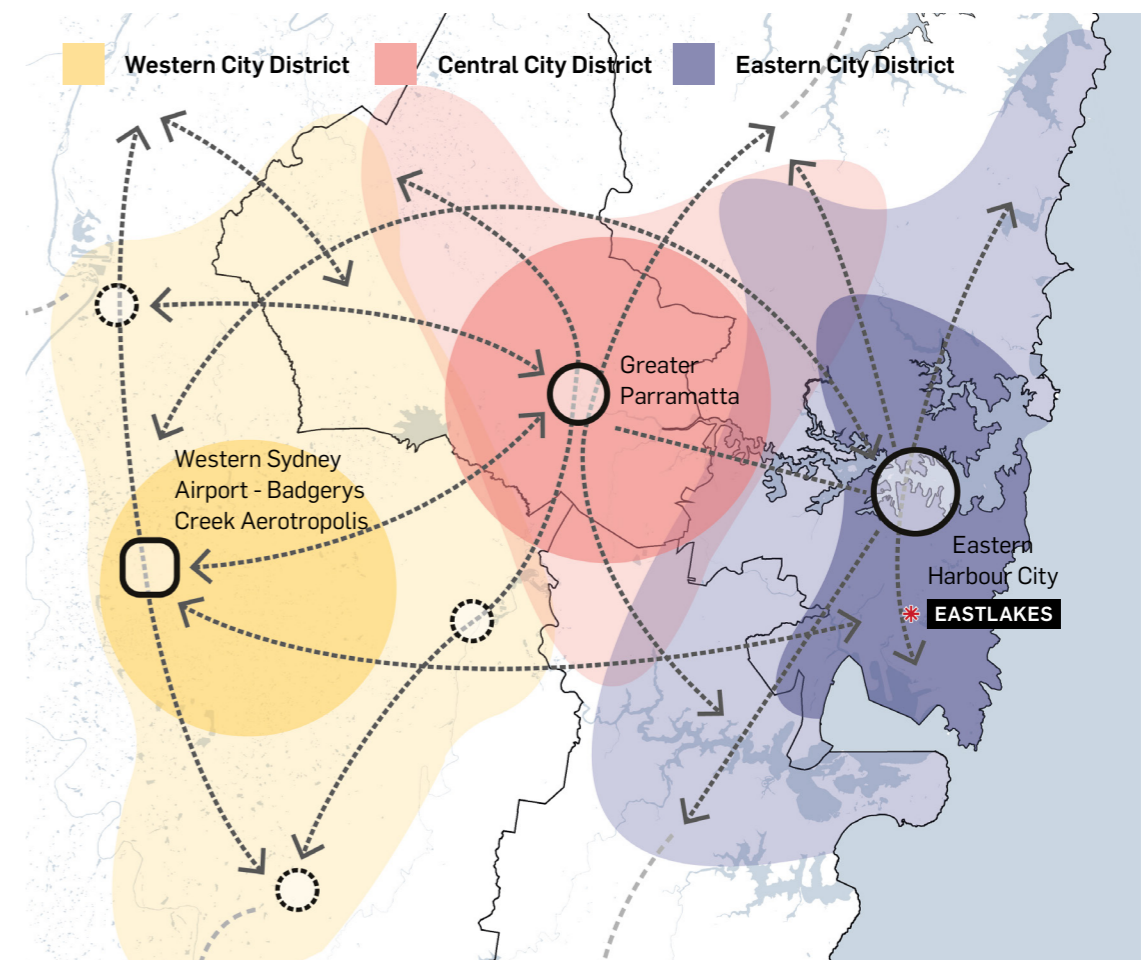


Figure 4 Greater Sydney Region Plan vision : A Metropolis of Three Cities

EASTERN CITY DISTRICT PLAN 2036

AUSTRALIA'S GLOBAL GATEWAY AND FINANCIAL CAPITAL

This Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The key outcomes for the Eastern City District are:

Infrastructure and collaboration: Major transport investments are underway across the District and Collaboration Areas include health and education precincts at Camperdown-Ultimo and Randwick.

Liveability: An additional 157,500 dwellings over the next 20 years will be provided through urban renewal around new and existing infrastructure and infill development. The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality places.

Productivity: The Harbour CBD is the largest office market in the region and will be supported by an emerging Innovation Corridor on its western edge which includes universities, a teaching hospital, international innovation companies and fast-growing start-ups. Industrial lands will be retained and support productivity and growth.

Sustainability: An integrated approach to the green infrastructure will improve sustainability while the Green Grid will provide cool, green links to support walking, cycling and community access to open space.

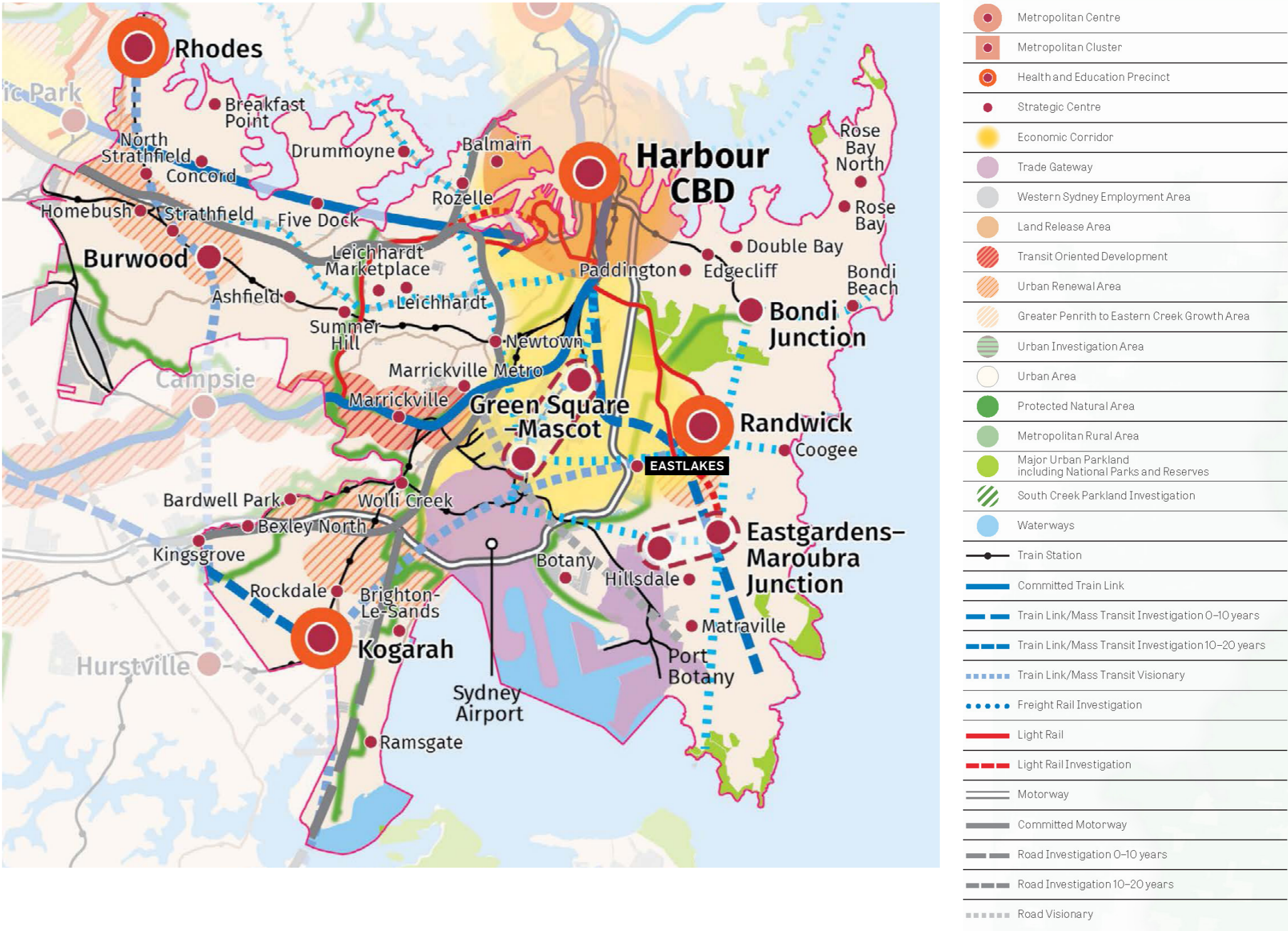


Figure 5 Eastern City District Plan

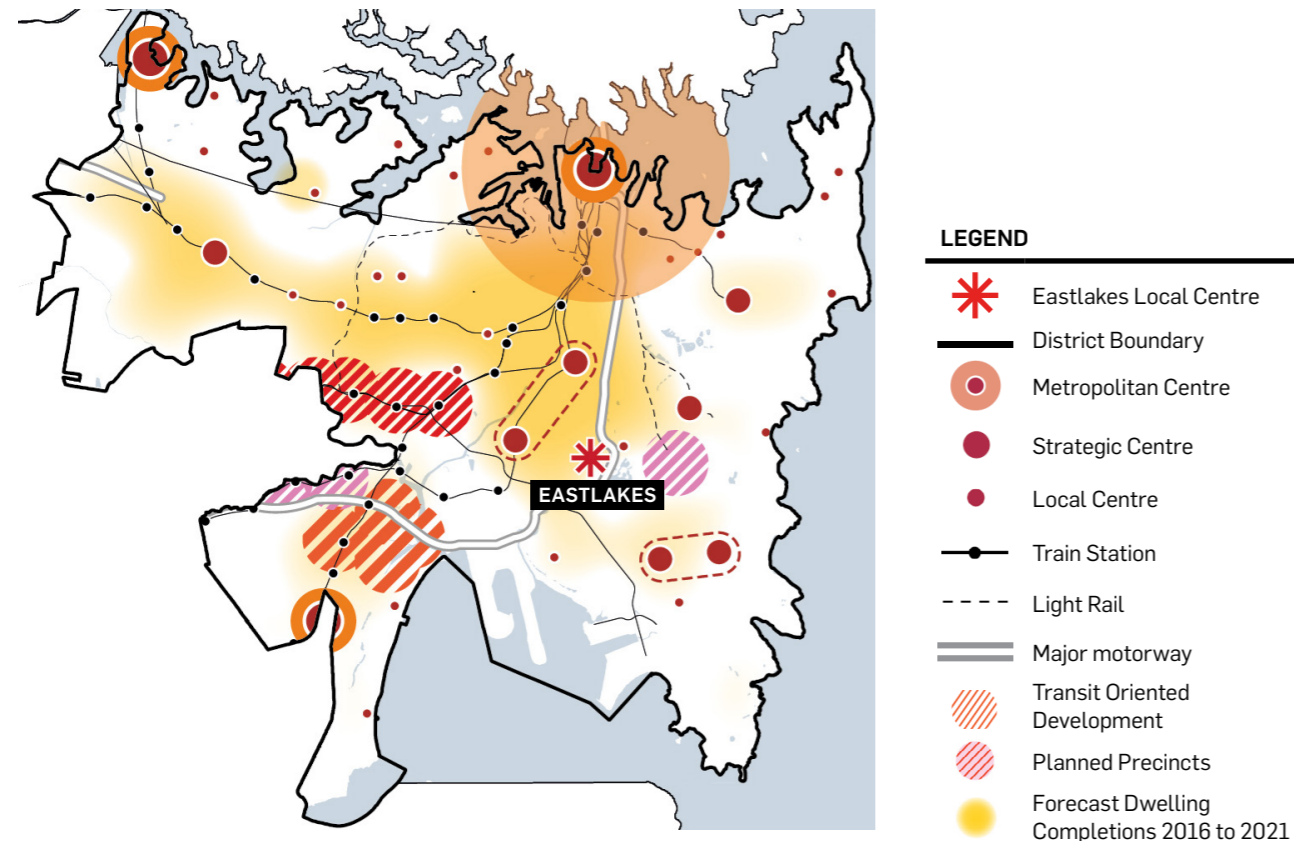


Figure 6 Eastern City District future housing supply

MORE HOUSING IN THE RIGHT LOCATIONS

The Eastern City District is experiencing significant housing growth. With 36,889 dwellings completed in the five-year period from July 2012 – June 2017. This represents 27 per cent of all completions in Greater Sydney over this period and an increase of 96 per cent on the previous five-year period to (2007–08 to 2011–12). This growth is set to continue with an additional 325,000 people to be accommodated in 157,500 homes across the Eastern City over the next 20 years. This equates to an average annual supply of 7,875 dwellings.

For Bayside Council, where Eastlakes is located, their five-year housing target for 2016-2021 is 10,150 dwellings which equates to 22 per cent of the Eastern City District's housing target (46,550). Based on the District's dwelling needs and existing opportunities to deliver supply, these are generally consistent with known housing approvals and construction activity.

A key outcome of the District Plans is for each council to prepare 6-10 year housing targets. Based on a 22 per cent proportion, this equates to potentially 8,662 dwellings for Bayside Council over the next 5 years from 2022-2026. The district plan identified the following key requirements for the preparation of housing strategies:

- Creating capacity for more housing in the right locations
- Supporting planning and delivery of growth areas and planned precincts as relevant to each local government area
- Supporting investigation of opportunities for alignment with investment in regional and district infrastructure
- Supporting the role of centres.

325,000 NEW RESIDENTS

+157,500 NEW HOMES REQUIRED.

DELIVERING A 30-MINUTE CITY

In the Eastern City Plan, Eastlakes is identified as a local centre within the Eastern Economic corridor, and with good connectivity to strategic centres and a range of major employment precincts. This means Eastlakes has outstanding accessibility to a wide range of jobs, and is 30 minutes from almost 600,000 jobs in knowledge-intensive, industrial, health and education sectors.

Over the next 20 years, the jobs targets for the Eastern City District is expected to increase by at least 190,900 jobs from 586,100 to between 777,000 - 856,500. This means Eastlakes, along with surrounding areas, will see increasing pressure to accommodate additional housing, local services and facilities, in proximity to these jobs and key services.

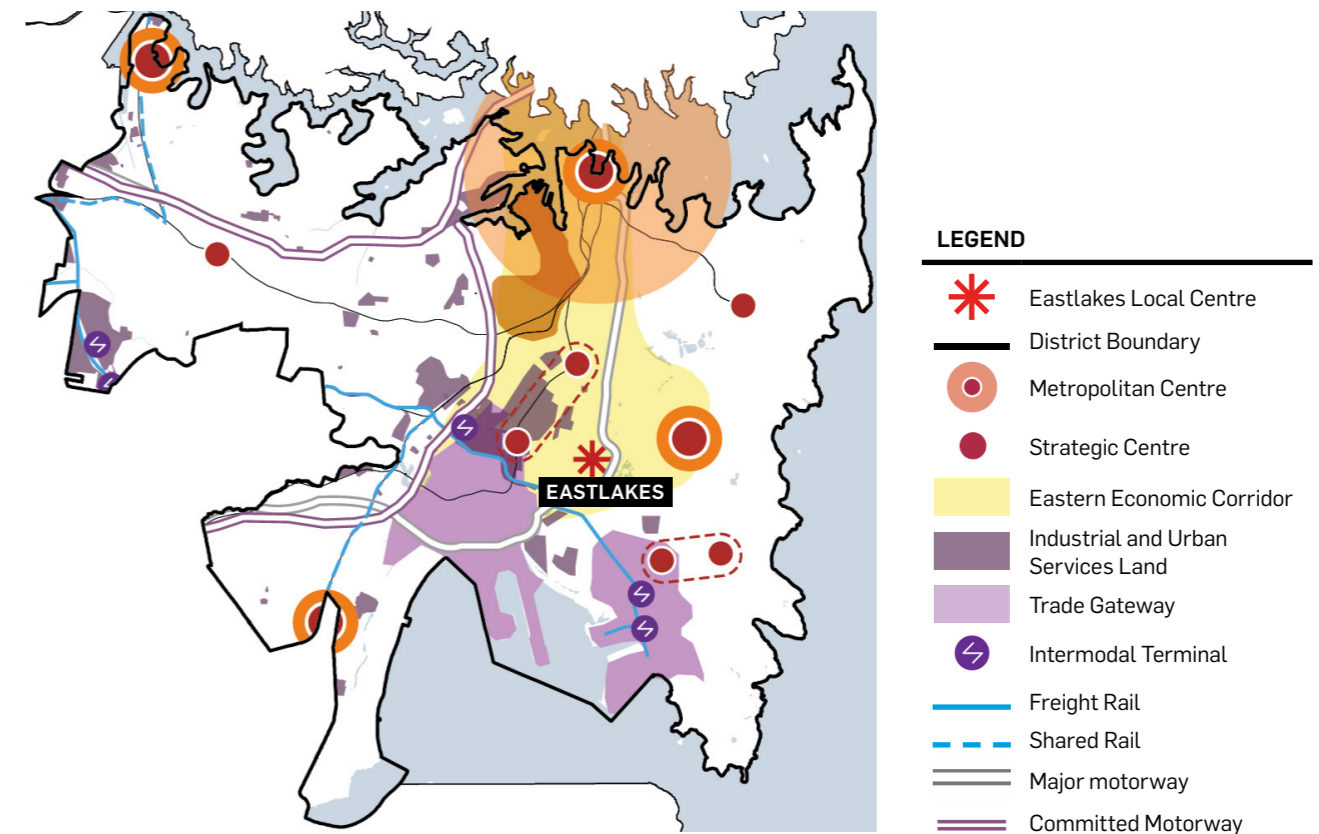
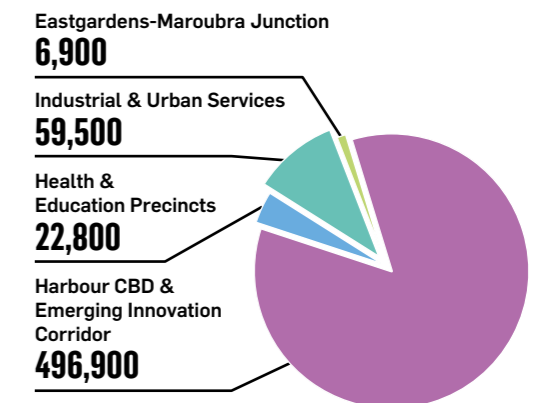


Figure 7 Employment precincts in the Eastern District Plan

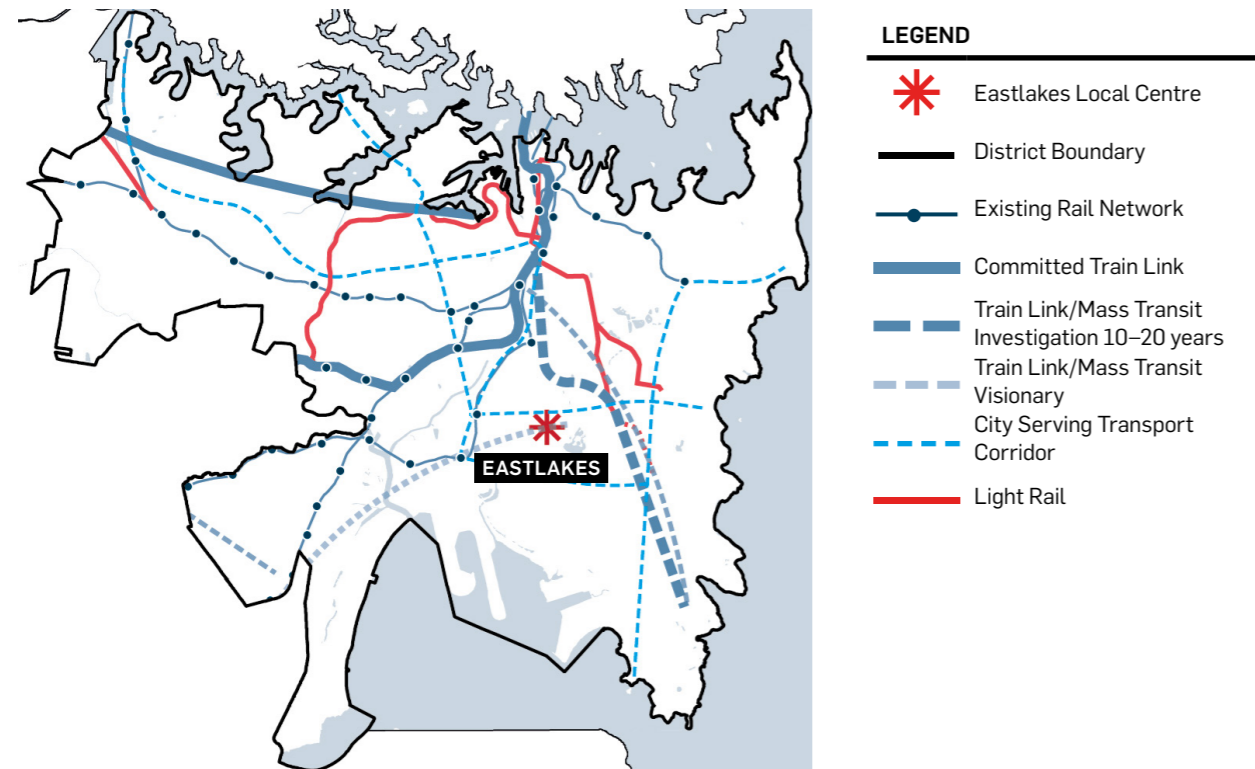


Figure 9 Summary of public transport and connectivity from District Plan

INVESTING IN TRANSPORT

A key focus in the District Plan is investment in transport networks for areas located within 10km of the metropolitan centres. Located eight kilometres from the Sydney CBD, Eastlakes benefits from existing good transport accessibility and will continue to benefit from on-going investment into both active, public and private transport networks due to its inner city location. Investments identified for the 0-10 year timeframe include:

Sydney CBD and South East Light Rail: The light rail will terminate at Kingsford which is 1.5km west of Eastlakes. Although not walking distance, the light rail will be connected to Eastlakes by an easy and direct bus route against peak traffic movements.

City-serving transport corridors: The Eastern City District plan identifies a high frequency transport corridor immediately to the north of the site along the alignment of Gardeners Road. These corridors will attract State Government investment to ensure increased capacity and public transport offering supports surrounding higher density residential areas. In particular the following 0-10 year bus service initiatives have

been identified which will benefit Eastlakes by providing more frequent services to mass transport nodes including Green Square, Kingsford Light Rail and Mascot stations:

- **Harbour CBD to Green Square mass transit link along Botany Road;**
- **Green Square to La Perouse rapid bus link.**

Active transport initiatives: The following suite of walking and cycling initiatives have been identified for investigation in the next 10 years to ensure walking and cycling are the most convenient option for short trips around centres and local areas:

- **Inner Sydney Regional Bike Network:** Within 10kms of the Harbour CBD;
- **State Infrastructure Multi Modal Corridor Program:** Delivering cycling routes within state owned assets; and
- **Precinct Improvement Program:** Provide bicycle parking at interchanges and partner with developers to provide cycling end of trip facilities within precincts.

UNLOCKING AMENITY: CONNECTING THE GREEN GRID

Green infrastructure is the network of green spaces, natural systems and semi-natural systems that support sustainable communities. It consists of four connected elements: waterways, urban bushland, urban tree canopy and green ground cover, parks and open spaces. Green grid and sustainability priorities identified in the Eastern City District Plan with relation to Eastlakes include:

Increase tree canopy cover: Increase urban tree canopy cover to 40% through tree-lined streets, urban bushland and tree cover on private land. Eastlakes is identified as one of the few areas in the Eastern City District as being vulnerable to heatwaves, recording a land surface temperature in excess of 41 degrees.

Provide urban green cover: Deliver urban green cover through urban renewal and transformation projects including rain gardens, green roofs and green walls.

Deliver green grid connections: Enhancing the amenity and activity within, and accessibility to, the Greater Sydney Green Grid will promote a healthier urban environment, improve community access to recreation and exercise, encourage

social interaction, support walking and cycling connections and improve resilience. The key green grid project identified in the vicinity of Eastlakes is:

- **Mill Stream and Botany Wetlands Open Space Corridor Green Grid Priority Project:** Significant opportunity for improved north-south access and cross-district access from Botany Bay and Sydney Airport through The Australian, Lakes, Eastlakes and Bonnie Doon golf courses to Centennial Park.

Delivering high quality open space:

- **Investment in existing open spaces:** Place-based planning for renewal precincts can identify opportunities to improve the quality, management and use of existing open space, and opportunities to provide new open space.
- **Re-purposing of existing private open space:** Future opportunities to re-purpose existing private recreation land (such as nearby golf courses) for public open space and active recreation to deliver additional public open space for active sport and recreation, walking and cycling will require further investigation and effective collaboration.

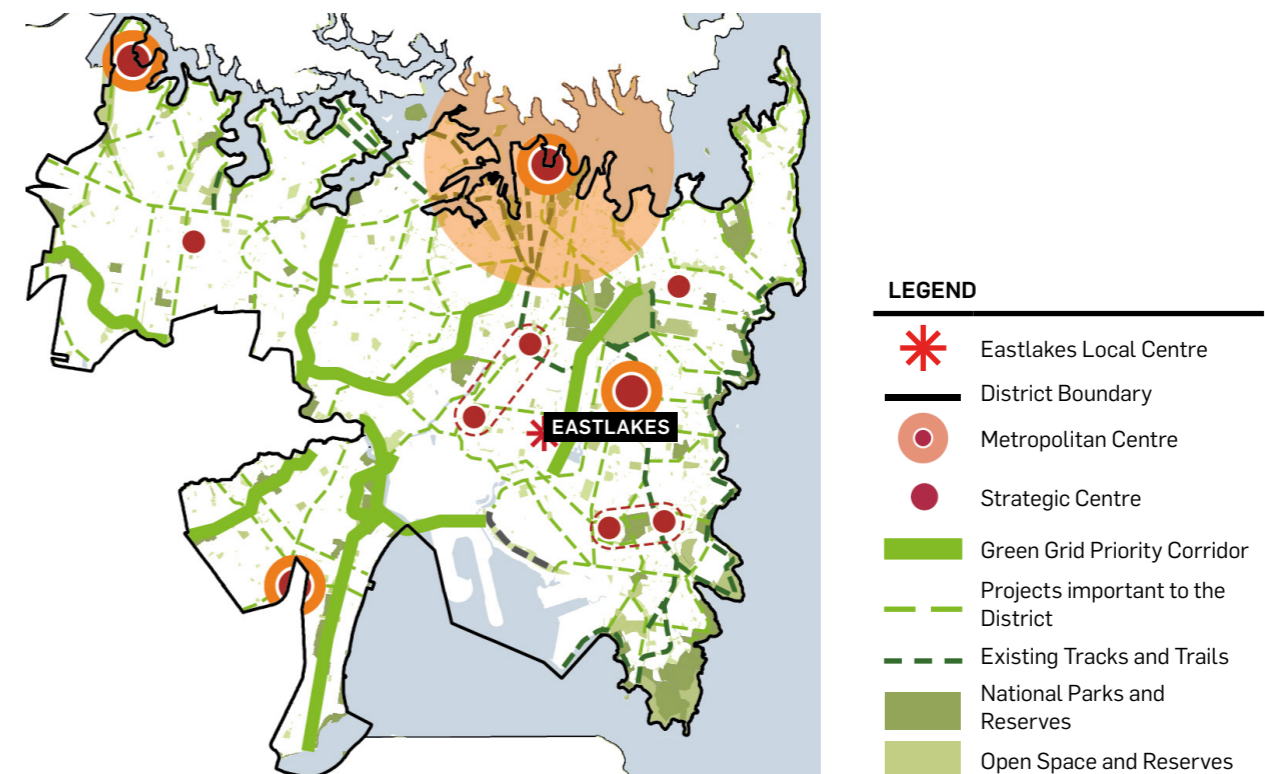


Figure 8 Summary of green grid from District Plan

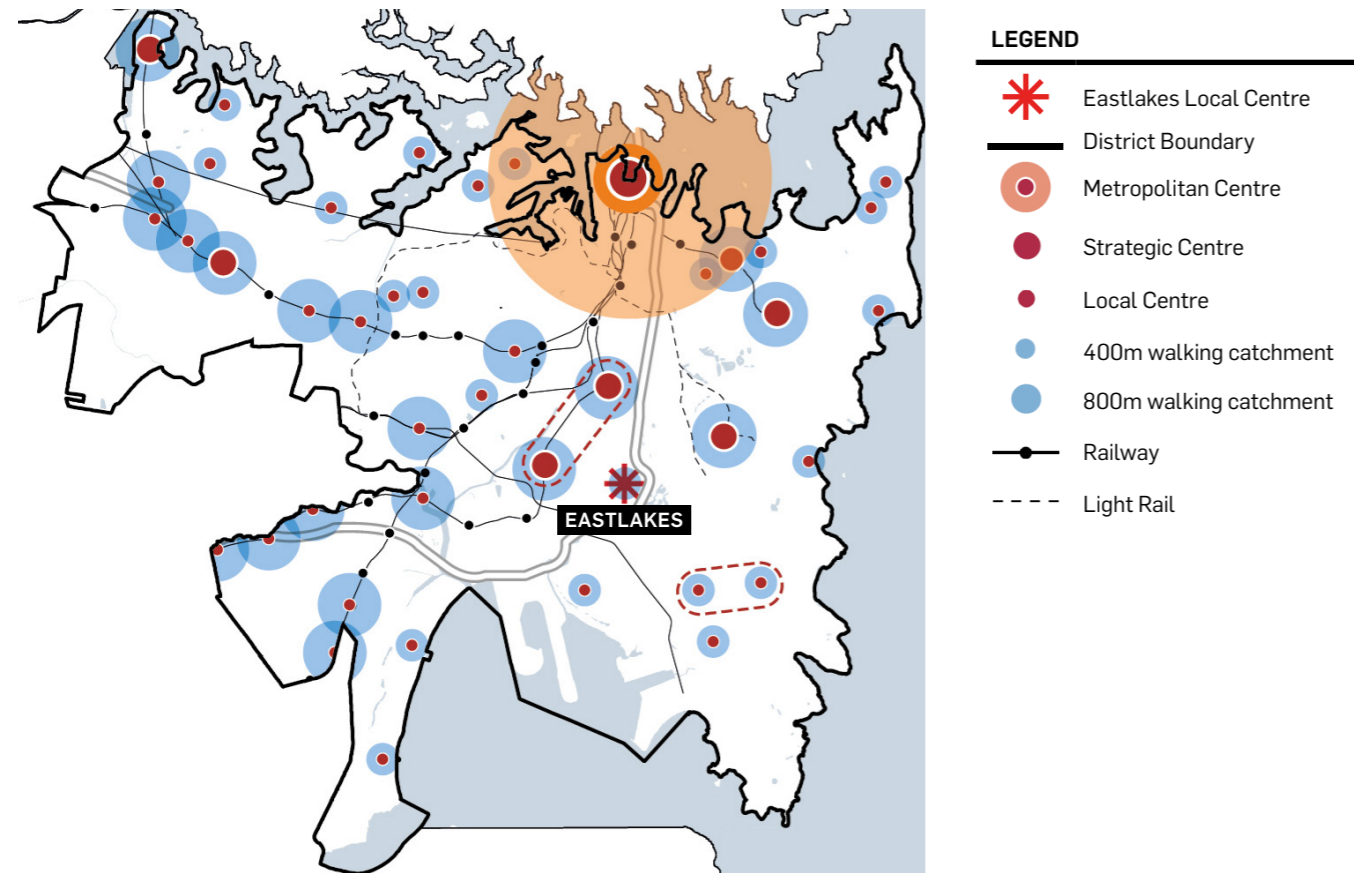


Figure 10 Summary of local centres from District Plan

CREATING GREAT PLACES

The Eastern City District is a place of distinctive and lively centres, villages, neighbourhoods and suburbs that house diverse and culturally rich communities. Eastlakes is one of thirty-one local centres in the Eastern City District.

The key role of local centres is to be the focal point of neighbourhoods, providing essential access to day-to-day goods and services close to where people live. They are diverse and varied and include many of the District's great places, from clusters of local shops and vibrant main streets - such as those at Strathfield and Marrickville that provide culturally diverse eating and shopping experiences to retail centres such as Eastlakes and community hubs such as Rockdale. Improving liveability is about creating and renewing great places, neighbourhoods and centres.

Local centres are also an important part of a 30-minute city. Highly accessible, they provide interchanges for bus and rail networks linking to strategic centres. Future Transport 2056 identifies the importance of local centres as interchanges and their potential to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. As service frequencies and travel times are improved, there is a need for councils to consider local conditions through place-based planning that provides for centres around interchanges and interchanges around centres - and for them to grow and evolve over time.

Local centres also have an important role in providing local employment. Across Greater Sydney, local centres account for approximately 18 per cent of all of Greater Sydney's jobs. The District Plan identifies the need to grow existing centres, particularly strategic centres and supermarket-based local centres.

KEY DIRECTIONS



01 POPULATION PROJECTIONS HAVE INCREASED

Sydney's population projection has increased from 1.3 to 1.7 million since 2013. Reflecting this growth, Sydney's Housing Targets have increased by nearly 200,000 to 725,000 new dwellings.



02 CLOSE TO JOBS

Eastlakes proximity to the CBD, airport, port and knowledge hubs means it is within 30 minutes from almost 600,000 jobs across a broad spectrum of sectors including, knowledge intensive, industrial, health and education fields.



03 AN ESTABLISHED LOCAL CENTRE

Renewal of existing local centres in our growing city will allow them to respond to their emerging role and function as transport hubs, employment locations and providing liveability for higher density living.



04 TRANSPORT INVESTMENT IS INCREASING

Eastlakes location within 10 kilometres of a metropolitan centre means it will benefit from increased transport accessibility and ongoing investment into public and active transport networks.



05 POTENTIAL TO UNLOCK AN AMENITY RICH SETTING

Eastlakes Shopping Centre is located within a 15 minute walk from 35% of the LGA's open space. While currently not accessible, this open space presents significant potential to support increased densities in an inner city location.



06 THE RIGHT LOCATION FOR HOUSING

Eastlakes meets all the criteria for locating new housing in the right locations. As an established local centre, close to jobs that are easy to get to, with existing amenity and the opportunity nearby to unlock more, it offers key aspects of liveability.

URBAN CONTEXT & SITE ANALYSIS

AN APPROACH TO PLACE-BASED DESIGN

The creation and renewal of great places requires place-based planning and design excellence that builds on local strengths and focuses on public places and open spaces.

The Government Architect NSW document *Better Placed: An integrated design policy* identifies seven objectives that define the key considerations in the design of the built environment being:

- **BETTER FIT:** contextual, local and of its place
- **BETTER PERFORMANCE:** sustainable, adaptable and durable
- **BETTER FOR COMMUNITY:** inclusive, connected and diverse
- **BETTER FOR PEOPLE:** safe, comfortable and liveable
- **BETTER WORKING:** functional, efficient, and fit for purpose
- **BETTER VALUE:** creating and adding value
- **BETTER LOOK AND FEEL:** engaging, inviting and attractive

These seven considerations have been embedded in our approach to urban context and site outcomes.

The diagrams opposite describe our approach to understanding urban context, investigating the opportunities and constraints of the site itself and identifying an appropriate site outcome.

Our urban context and site analysis has been undertaken under three key themes being:

- **Role & Function:** The site and its role in the 30 minute city
- **Public Realm & Place Making:** The site as a participant in urban life
- **Urban Form:** The site and its contribution to creating distinctive places

For each theme, a detailed series of investigations were undertaken to identify outcomes for the site.

The diagram below provides a summary of the process. The diagram opposite provides a summary of the detailed full suite of investigations and the outcomes identified for the site. The detailed analysis is presented over the following pages.

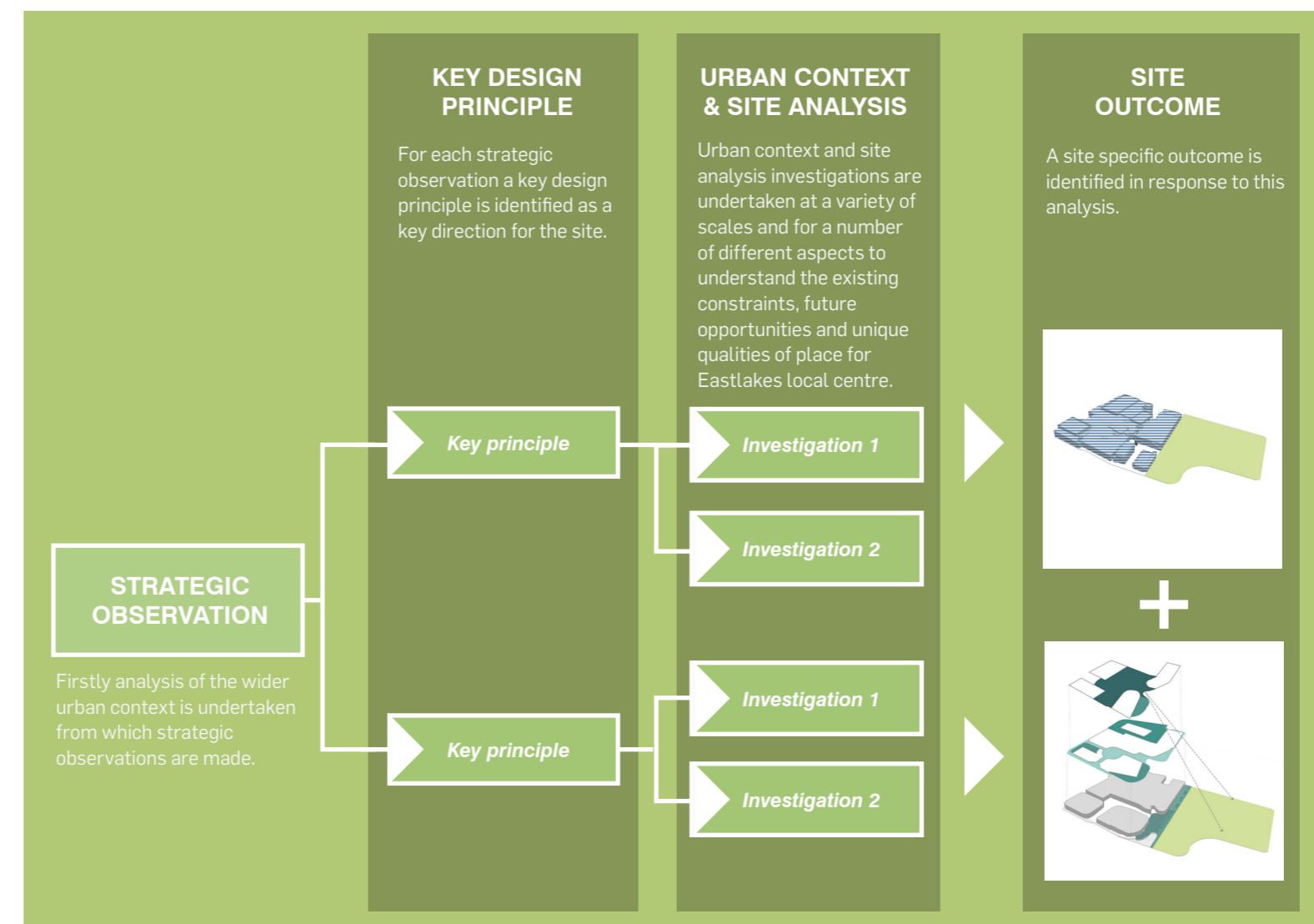


Figure 11 Context analysis process

STRATEGIC PLANNING DIRECTIONS
POPULATION GROWTH
Accommodating growth in the right places
DELIVERING 30 MINUTE CITIES
Ensuring jobs are close to homes
INVESTMENT IN TRANSPORT
Supporting
UNLOCK AMENITY
Connecting the green grid
LOCAL CENTRE
Delivering walkable neighbourhoods

	STRATEGIC OBSERVATIONS	>	KEY DESIGN PRINCIPLE	>	URBAN CONTEXT AND SITE ANALYSIS			>	PROPOSED OUTCOME
<div>A</div> <div>ROLE & FUNCTION</div> <div>THE SITE AND ITS ROLE IN THE 30 MINUTE CITY</div>	A desirable location for renewal	>	A site that is ready and will be a catalyst for change	>	Urban renewal potential of Eastlakes	Existing built fabric quality	Renewal criteria	>	Complete redevelopment of the site as a catalyst for change
	Livability as a driver for density	>	A mixed use node in a walkable catchment	>	Local centre density drivers analysis	Local centre density outcomes analysis		>	An expanded mixed-use neighbourhood hub
	An established local centre	>	Be the heart of the community	>	Existing shopping centre design analysis	Active frontages	Staging considerations	>	Enhance existing retail and community offer
	Convenient access from district road	>	Streamline local vehicle access and servicing	>	Vehicle access and parking	Loading and servicing	Kerbside allocation	>	Align vehicle access to street network and consolidated parking and loading
<div>B</div> <div>PUBLIC REALM & PLACE MAKING</div> <div>THE SITE AS A PARTICIPANT IN URBAN LIFE</div>	A connected, flat and grid	>	Encourage active transport and local walking trips	>	Topography	Local active transport network	Pedestrian walkability analysis	>	Extend connections into the retail heart
	Celebrate open space and local amenity	>	Embrace place-based responses to Eastlakes Reserve	>	Eastlakes Reserve upgrades	Occupy the edge	Green on green	>	Occupy the verandah and create a green heart
	A walkable neighbourhood	>	Encourage street based activity and people places	>	Celebrate arrival	An everyday market place	Street based addresses	>	Reinforce the main street, create a market place & embrace street addresses
<div>C</div> <div>URBAN FORM</div> <div>THE SITE AND ITS CONTRIBUTION TO CREATING DISTINCTIVE PLACES</div>	Eastlakes is a desirable place to live	>	Maximise the opportunity to accommodate housing in the right location	>	Housing demand	Urban renewal precinct building heights	Viewshed analysis	>	Make efficient use of land
	Eastlakes is a local destination	>	Create a marker on the skyline to contribute legibility and wayfinding	>	Building heights analysis	Aviation height limits	Place based height responses	>	Boldly embrace the park amenity & respect adjoining residents
	Housing diversity is part of the character of the inner south	>	Built form massing provides a unifying response	>	Local building grain and massing	Shadow analysis		>	Deliver a transition of height and grain across the site that responds to context
	High density requires high livability	>	Deliver design excellence	>	Apartment Design Guide	Articulation	Materiality	>	Facade treatment and articulation responds to place and accentuates a bottom, middle and top



A

ROLE & FUNCTION

THE SITE AND ITS ROLE IN THE 30 MINUTE CITY

Eastlakes is one of 31 local centres in the Eastern City District. Local centres are a key ingredient of a 30-minute city, providing essential access to everyday goods and services close to where people live.

Delivering more housing in the right locations means providing housing capacity in locations which optimise investment in both existing and new infrastructure.

Eastlakes is located in an established part of Sydney which is currently undergoing significant change. This includes transition of urban services and industrial land to residential development, significant transport investment including light rail and high-frequency bus services, and local infill housing in existing neighbourhoods.

Eastlakes opportunity sits somewhere between the large urban renewal redevelopments and the local infill sites. Both the existing centre and the adjacent surrounding housing represent older building stock which have a poor interface with the public realm. Collectively, these sites present a substantial renewal opportunity. Beyond the local centre, infill development of existing low density residential neighbourhoods has already begun.

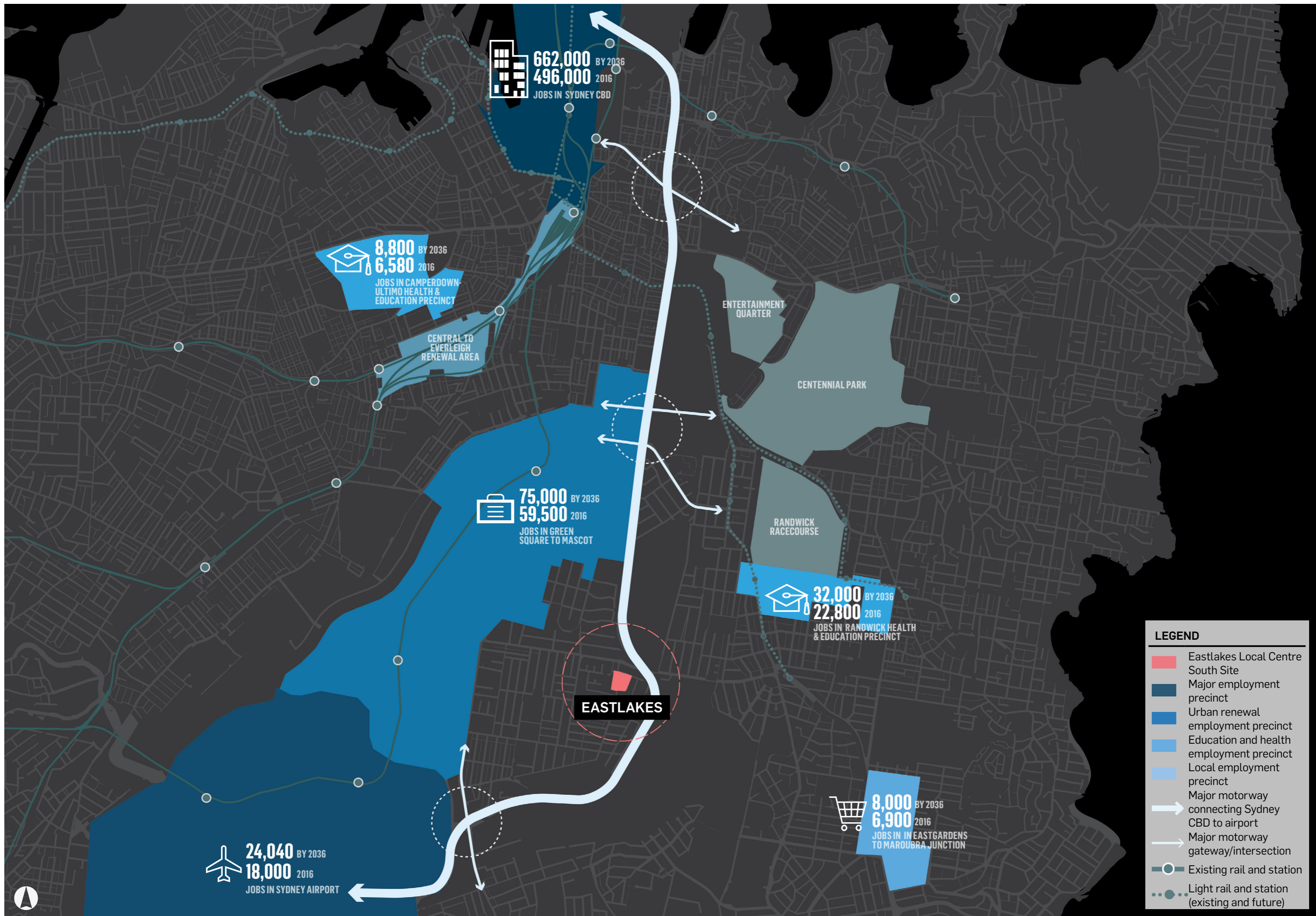
Strategic Observations:

A.1 A desirable location for renewal: Eastlakes is located in a transitional area positioned between significant urban renewal locations of Green Square, Mascot, East Gardens and Randwick; and local urban infill in the surrounding established residential areas.

A.2 Livability as a density driver: Compared with other local centres in the Eastern City District, Eastlakes has strong accessibility to employment with relatively low density living. Improving local services and amenity at the local centre will enhance the area's livability and ultimately drive growth and density.

A.3 An established local centre: Eastlakes is already an established local centre, providing a good mix of local facilities and services for the benefit of the community. However, both the existing local centre and immediately surrounding housing represent older building stock which has already been identified as suitable for replacement.

A.4 Convenient access from district road: Eastlakes is well located in close proximity to major road infrastructure, which allows for excellent access to a significant number of jobs within 10, 20 and 30 minutes.



EASTLAKES IS A DESIRABLE LOCATION FOR RENEWAL

DESIGN PRINCIPLE

A SITE THAT IS READY AND WILL BE A CATALYST FOR CHANGE

Eastlakes has been the subject of many urban context studies in the past. Both the local centre and immediately adjoining housing represent some of Sydney's older building stock and face some insurmountable challenges in terms of their design and the way in which they interface with the public realm. Renewal of this area has been identified through prior Council Studies, through development approvals and through community engagement.

ANALYSIS: HISTORY AND PREVIOUS STUDIES

The existing urban structure of Eastlakes is a story of two parts, with clear delineation between two clear typologies in both the urban structure and the built form.

The southern area represents a traditional grid layout which generally consists of connected streets and walkable urban blocks. Close to the local centre, the grid is slightly modified with occasional indented short cul-de-sacs which break the regular street frontage - this was formerly the Rosebery Racecourse.

The built fabric also responds to the lot layouts with low-and medium-rise medium density flat buildings in the north on the larger lots. These were built in the 1960-70's at the same time as the local centre. Parking areas, semi-private landscape and gardens and building design all present an ambiguous frontage to public realm and local streets and do not provide today's expected levels of privacy, safety and amenity for residents.

More traditional detached residential housing is located in the south and is experiencing investment, improvement and incremental renewal. These dwellings generally present a clear definition to the streets and well defined front gardens.

The local centre and adjoining parks are centrally located and form a natural focus for the precinct with key access streets into the neighbourhood aligning views and connections to the centre.

Previous studies and investigations prepared by City of Botany Bay in 2009 undertook detailed planning for Eastlakes. The study outlined opportunities for intensification of the Eastlakes Centre, and identified potential for the following:

- Increase residential density potential at Eastlakes between Universal and Garden Streets.
- Increase residential density potential around the Eastlakes centre, integrated with a redevelopment and expansion of the shopping centre.
- Advocate for redevelopment and renewal assistance for areas around Hillsdale and Eastlakes.

Figure 13 Historical aerial - Rosebery Racecourse 1945



KEY FINDING

- The part of Eastlakes neighbourhood located adjacent to Gardeners Road was once the site of the Rosebery Racecourse.
- In World War I and II, the racecourse was utilised as an army camp.
- In 1961, the area was redeveloped as a residential area with a local centre and park which today includes a memorial to local soldiers who trained on that site during both world wars.

Figure 12 Botany Bay Planning Strategy 2031 Implementation Plan



KEY FINDING

The former Botany Bay Council Planning Strategy identified Eastlakes as an appropriate place for renewal and intensification of residential uses including:

- Increase residential density potential at Eastlakes between Universal and Garden Street.
- Increase residential density potential around the Eastlakes centre, integrated with a redevelopment and expansion of the shopping centre.

LEGEND

- Eastlakes Centre South Site
- B2 Commercial core zone
- Investigation for higher density residential - medium term
- Medium density residential zone - short term
- Public Open Space zone
- Private Open Space zone

ANALYSIS: EXISTING BUILT FABRIC AND PUBLIC REALM OUTCOMES



Figure 14 Eastlakes apartment housing stock features a number of buildings with blank façades to the street preventing casual surveillance.



Figure 15 Eastlakes is dominated by on-grade parking along driveways and large dedicated areas to the front and rear of properties, which minimises the provision of private and communal open space.



Figure 16 Poorly defined public and private domains create ambiguous spaces that are poorly maintained and used.



Figure 17 The current local centre has large blank façades and service areas fronting local streets. This interface offers poor street activation and a noisy and unsightly pedestrian experience.



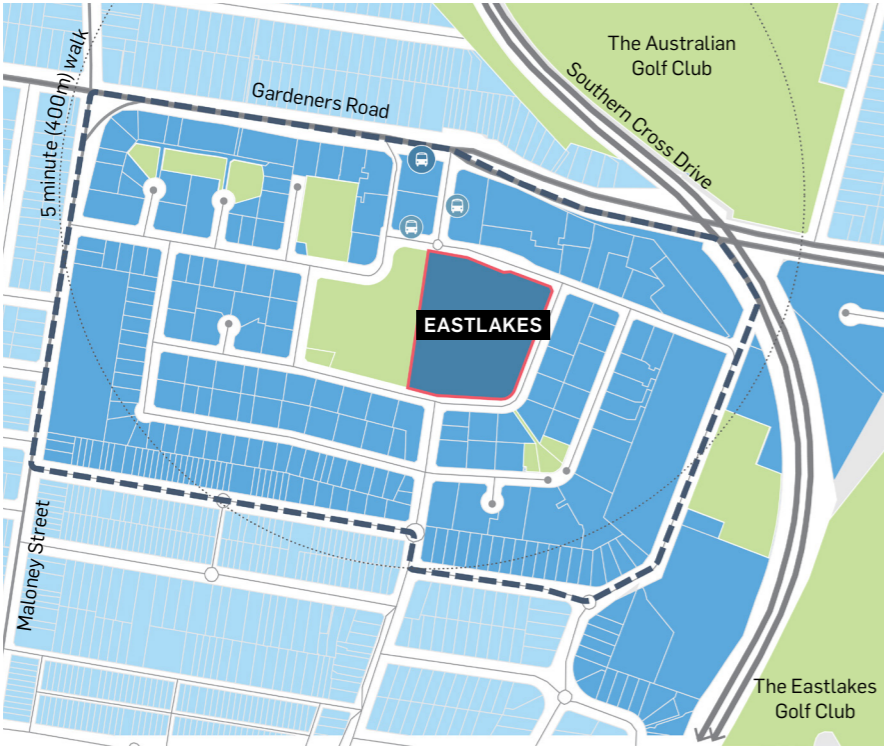
Figure 18 Evans Road performs as a high street activated by shop frontages and access to the local centre, however entry points are unmarked and have limited visibility making wayfinding challenging for visitors.



Figure 19 The local centre addresses Eastlakes Reserve with parking areas and a blank facade. This interface limits opportunity for activation and surveillance to the park.

ANALYSIS: RENEWAL POTENTIAL OF EASTLAKES

Figure 22 Urban structure plan



KEY FINDING

- The Eastlakes Shopping Centre and immediately surrounding residential area has some characteristics of urban structure which differ from the surrounding residential area including:
 - The road network includes some cul-de-sacs and does not follow the highly regular street grid network
 - Urban blocks are slightly irregular and consist of larger lots
- The urban structure still supports a walkable neighbourhood with good permeability and connectivity and includes a local centre and open space at its heart with high-frequency transport connections on a main road adjacent to the centre.

LEGEND (LOT AREA)

- Eastlakes Centre South Site
- Rectilinear urban blocks and street grid
- Slight irregular urban blocks and street grid includes cul-de-sacs
- Local centre
- Open space
- Historic Boundary of Rosebery Racecourse
- Highway/Major Road
- Local Road
- Round-about
- Cul-de-sac
- Regional bus stop
- Local bus stop
- 5 minute walking catchment

Figure 20 Lot size plan



KEY FINDING

There is a clear demarcation of lot sizes within Eastlakes. Existing lots to the south and west are characterised by 800 square meters or less. However in proximity to the local centre there is a concentration of larger lots. This includes a significant number between 1,000-1,500 square meters as well as a smaller number of larger lots up to 5,000 square meters. These larger lots have greater potential capacity if considered for renewal, however are also occupied by taller building forms.

LEGEND (LOT AREA)

- Eastlakes Centre South Site
- 4000 - 4999
- 3000 - 3999
- 2000 - 2999
- 1500 - 1999
- 1000 - 1499
- 800 - 999
- 400 - 799
- Less than 400 sqm

Figure 21 Strata ownership plan



KEY FINDING

The larger lots immediately surrounding the local centre accommodate multi-unit dwellings and are thus strata titled, which is a key challenge to unlocking development opportunities within Eastlakes. The local centre is one of the only larger sites which is under single ownership, therefore presenting a rare opportunity for renewal. A mixed-use proposal delivering improved services and faculties has the potential to be a catalyst for change within the wider area.

LEGEND

- Eastlakes Centre South Site
- Strata with less than 8 ownerships
- Strata with more than 8 ownerships
- Social Housing
- Single ownership (no strata title)

Figure 24 Building grain analysis



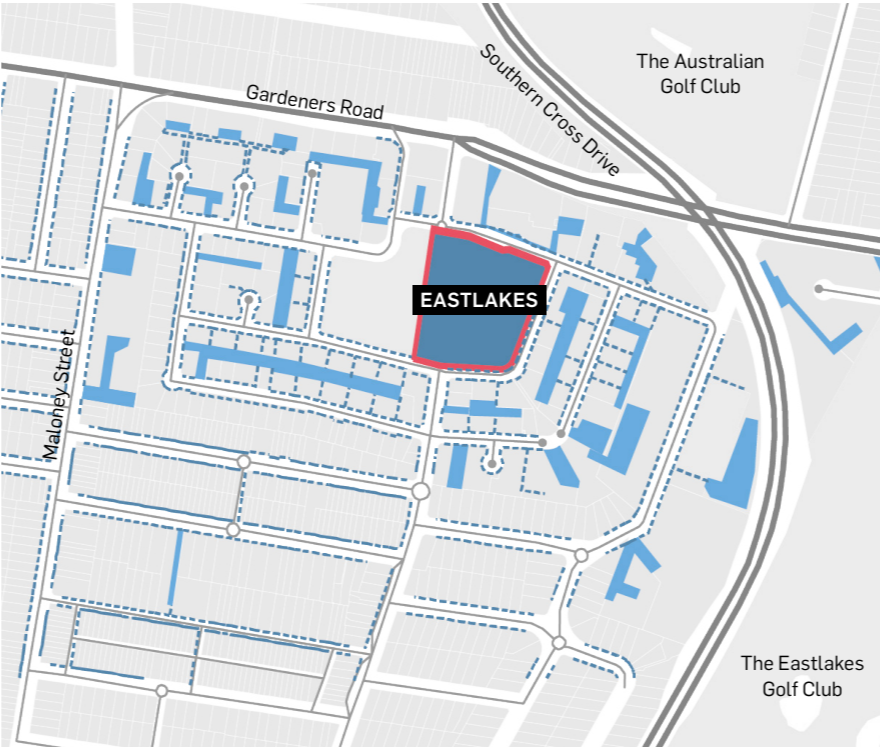
KEY FINDING

- Existing building grain is also quite distinctive and reflects the urban pattern created by lot sizes. This results in:
 - Finer grain buildings in the areas further away from the local centre in the south and west
 - Medium sized building grain concentrated around the local centre and along Gardeners Road.
 - A number of large footprint buildings scattered around the neighbourhood which have distinctive forms including linear building footprints and courtyard typologies which do not relate to the urban structure and street pattern.

LEGEND

- Eastlakes Centre South Site
- Local centre
- Large grain buildings
- Medium grain buildings
- Fine grain buildings
- Fine grain buildings - single detached housing

Figure 23 Local car parking, access and servicing plan



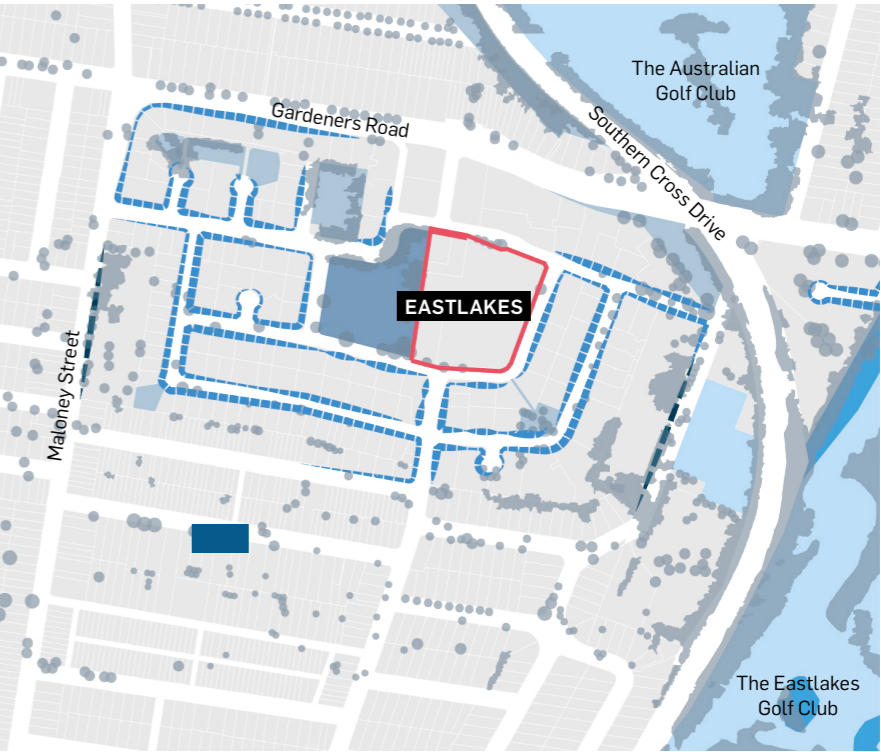
KEY FINDING

- Parking in Eastlakes is dominated by a combination of:
 - On-street parking
 - Surface driveways between buildings to rear parking courtyards which take up most of the space in the centre of urban blocks
 - Large areas of surface parking at the front, side or rear of properties.
- This approach to carparking results in extensive impervious carparking areas, a lack of private or communal amenity space for residents and poor CPTED outcomes due to unsecured access around residential buildings.

LEGEND (LOT AREA)

- Eastlakes Centre South Site
- Local centre includes large multi-deck car park facility
- Hard paved surface (typically on grade car parking)
- Driveway
- Highway/Major road
- Local road
- Round-about
- Cul-de-sac

Figure 25 Public realm and private amenity interface



KEY FINDING

- The public domain experience around the Eastlakes shopping centre and immediately surrounding medium density residential housing area is relatively poor when compared with the low density residential areas beyond. This includes:
 - An unattractive elevation frontage appearance of the shopping centre to Evans Reserve and the adjacent residential properties
 - Poorly defined amenity in the front of medium density residential lots which is ambiguous and has no designed purpose
 - Lack of communal private amenity provision
 - Lack of tree canopy.

LEGEND

- Eastlakes Centre South Site
- Park
- Pocket park
- Private open space
- Reserve
- Vegetation / Trees
- Undefined Private Landscape
- Unsafe Pedestrian Corridor

ANALYSIS: MORE HOUSING IN THE RIGHT LOCATIONS

Creating capacity for new housing in the right locations means linking renewal to the provision of local infrastructure, both existing and new infrastructure. The District Plan identifies clear criteria for accommodating additional housing capacity in two key locations being:

- **Urban renewal:** Opportunities for urban renewal need to be considered by location and by capacity of existing and proposed infrastructure and are to be focused on contributing to liveability. They can range in scale from individual precincts around transport nodes and strategic centre to comprehensive corridor renewal around a series of nodes.
- **Local infill development:** Local infill development – the missing middle – refers to low-rise medium density housing such as villas and townhouses within existing residential areas, that provide greater housing variety.

Investigations into Eastlakes alignment with the locational criteria identified for both urban renewal opportunities and local infill development reveals that Eastlakes presents an opportunity to accommodate additional housing capacity. This opportunity has already been acknowledged within the 2009 Botany Council study, the 2013 Major Development Approval on the Eastlakes north and south sites and the recent Modification Approval on the north site.

This scale of the opportunity at Eastlakes is a unique one, somewhere between two scales, due to the following characteristics:

- Eastlakes inner-south location means it has excellent proximity to a large number and wide variety of jobs.
- Eastlakes has excellent connectivity to district and regional transport links via local bus connections to Mascot and Green Square Station and the future Kingsford light rail stop.
- Eastlakes is classified as a local centre and has good walking and cycling links, promoting healthy lifestyles supported by local services and amenity.
- The 1960's medium-rise, medium density housing stock in the immediate vicinity of Eastlakes is typical of parts of suburban Greater Sydney undergoing replacement of older housing stock.
- Eastlakes' opportunity is neither specifically the large-scale urban renewal precincts of Zetland, Green Square, Victoria Park and Mascot, nor the low-rise medium density infill within existing lower density residential neighbourhoods of Rosebery, Eastlakes, Mascot and Botany.

CRITERIA	URBAN RENEWAL		LOCAL INFILL DEVELOPMENT	ANALYSIS OF EASTLAKES																				
Transport & infrastructure investment	✗	• Alignment with catalytic regional and district transport infrastructure investment.	✗	• Areas with good proximity to regional transport where more intensive urban renewal is not suitable due to challenging topography or other characteristics.	• Eastlakes is not located within 10 minutes walking catchment of either a light rail stop or rail station. • Eastlakes is located only a five minute walk from high-frequency regional bus route stop on Gardeners Road which is identified as a city-serving transport corridor in the district plan. NSW has identified planned improvements along this network to meet growing demand. • This high-frequency bus route provides local connections to district and regional mass transit services which are located nearby being the future Kingsford light rail terminus, and Mascot and Green Square train stations. • There are no specifically challenging characteristics of Eastlakes which make it unsuitable for renewal.																			
	✓	• Accessibility to regional transport (noting the role of high-frequency local transport services in providing connections to and expanding the catchment of regional transport).																						
	✓	• The 10 minute walking catchment of centres with rail, light rail or regional bus transport.																						
Proximity to jobs services and facilities	✓	• Accessibility to jobs.	✓	• Residential land around local centres.	• Eastlakes central location within the Eastern Economic Corridor means local transport connections provide convenient access to a significant number of jobs via a variety of transport modes including: <table><tr><th>MODE</th><th>10 MINUTES</th><th>10-20 MINUTES</th><th>20-30 MINUTES</th></tr><tr><td>Car</td><td>580,000 jobs</td><td>520,000 jobs</td><td>505,000 jobs</td></tr><tr><td>Public Transport</td><td>220,000 jobs</td><td>100,000 jobs</td><td>320,000 jobs</td></tr><tr><td>On foot</td><td>613 jobs</td><td>2,322 jobs</td><td>6,877 jobs</td></tr></table>				MODE	10 MINUTES	10-20 MINUTES	20-30 MINUTES	Car	580,000 jobs	520,000 jobs	505,000 jobs	Public Transport	220,000 jobs	100,000 jobs	320,000 jobs	On foot	613 jobs	2,322 jobs	6,877 jobs
	MODE	10 MINUTES							10-20 MINUTES	20-30 MINUTES														
Car	580,000 jobs	520,000 jobs	505,000 jobs																					
Public Transport	220,000 jobs	100,000 jobs	320,000 jobs																					
On foot	613 jobs	2,322 jobs	6,877 jobs																					
✓	• Enhancements to existing infrastructure such as upgrades to schools, open space, sporting facilities etc.																							
Active Transport	✓	• A comprehensive walking and cycling network.	✓	• Residential land around local centres where links for walking and cycling help promote a healthy lifestyle.	• Eastlakes existing urban structure exhibits the characteristics of a walkable neighbourhood anchored with local services and facilities including good public transport, a local centre and open space. • The relatively flat topography of the location and much of the surrounding areas means it is a good location for active transport options.																			
Redevelopment constraints	✓	• Distance from special land uses such as ports and airports.			• Eastlakes is located 2.5 km from Sydney Airport and Port of Sydney. Its proximity to the airport means heights restrictions are applicable to the site. Thus high-density high-rise forms of development are restricted by the OLS identified for the site.																			
Housing renewal opportunities	✓	• Areas of high social housing concentration where there is good access to services, transport and jobs.	✓	• Transitional areas between urban renewal precincts and existing neighbourhoods.	• The inner south includes a variety of housing typologies and renewal opportunities: <ul style="list-style-type: none">– Significant urban renewal precincts include Green Square, Zetland, Victoria Park and Mascot.– Areas of low-rise, detached housing n parts of Eastlakes, Rosebery and Mascot are currently experiencing incremental change including low-rise medium density infill.– The area immediately surrounding Eastlakes shopping centre consists of medium rise housing built in 1960's. A study undertaken by Botany Council in 2009 identified that existing housing stock and the semi-private realm surrounding these exhibited some challenges in terms of delivering amenity and providing a positive interface with the public realm. It was identified as a medium term urban renewal opportunity.																			
			✗	• Lower density parts of suburban Greater Sydney undergoing replacement of older housing stock.																				
			✓	• Areas with existing social housing that could benefit from urban renewal and which provide good access to transport and jobs.																				

Figure 26 Summary of potential renewal opportunities for Eastlakes



KEY FINDING

- The existing urban structure, built form and amenity offering of Eastlakes shopping centre and surrounding medium and high density housing does not meet today's liveability expectations and presents some negative urban character outcomes.
- The Eastlakes local centre presents an immediate renewal opportunity as a catalyst site that is ready to go.
- The surrounding medium and high density housing presents a medium term opportunity for renewal due to strata ownership. There is potential for the local centre transformation to act as a catalyst for change.

LEGEND

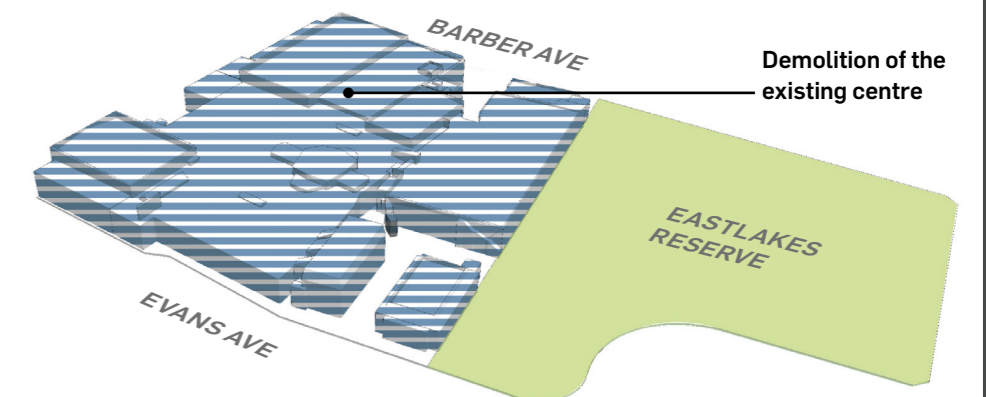
- Eastlakes Centre South Site
- Eastlakes North Site Approved Mixed Use Development - under construction
- Catalyst sites - short term opportunity and improved local services
- Higher density residential renewal opportunity - medium term
- Low-rise medium density infill opportunity - long term

OUTCOME

The following outcomes are proposed for the site in response to the analysis of existing urban context and its potential for renewal and change.

- > As a large site under single ownership, the local centre presents a unique opportunity as a catalyst site to stimulate investment and change for Eastlakes.
- > Existing condition of the buildings, public realm and their interface to the surrounding urban area is poor.
- > Demolish the existing centre and rebuilt providing a refreshed retail and local services offer.

COMPLETE REDEVELOPMENT OF THE SITE AS A CATALYST FOR CHANGE



A MIXED USE NODE IN A WALKABLE CATCHMENT

Improve and upgrade the local services and amenity, as well as the local retail offer at the shopping centre to enhance the liveability of Eastlakes as an active, safe, and convenient local centre.

ANALYSIS: EASTERN CITY DISTRICT LOCAL CENTRE ANALYSIS

Local centres in the Eastern City District come in a variety of shapes and sizes, each responding to unique, place-specific characteristics and their location within the wider city network.

To better understand the characteristics of Eastlakes local centre and its future role and function, in contributing to a 30-minute city, a comparative study with other local centres in the Eastern District Plan was undertaken. A short list of comparable centres was identified considering:

- Centre more than 800m walking distance to train or light rail station
- Centre with access to comparable number of jobs within 10 minutes via public transport (within approximately 20% of Eastlakes)
- Centre with access to comparable number of jobs within 10 minutes drive time (within approximately 20% of Eastlakes)

For each centre two sets of data were then analysed focusing on the key density drivers and density outcomes. The purpose of this was to identify the relationship, if any, between service provision and transport accessibility of local centres and the density outcomes.

Density drivers measures are defined as typical prerequisites for high density residential typologies, and include:

- Number of jobs within a 10-minute drive time
- Number of jobs within 10-minutes of public transport
- Quantum of retail provision within the local centre.

Density outcomes measures include:

- The number of apartments within a 10 minute walk of the local centre
- The dwelling density index in the catchment of the local centre.

The study revealed that a number of centres achieve higher levels of residential density despite comparable levels of density drivers. In particular, Double Bay, Rozelle, Leichardt and Balmain have notably greater density despite having similar accessibility and travel time to employment. This study highlights the potential for Eastlakes to accommodate greater density given its proximity and accessibility to employment, in line with ambitions of realising a "30-minute city".

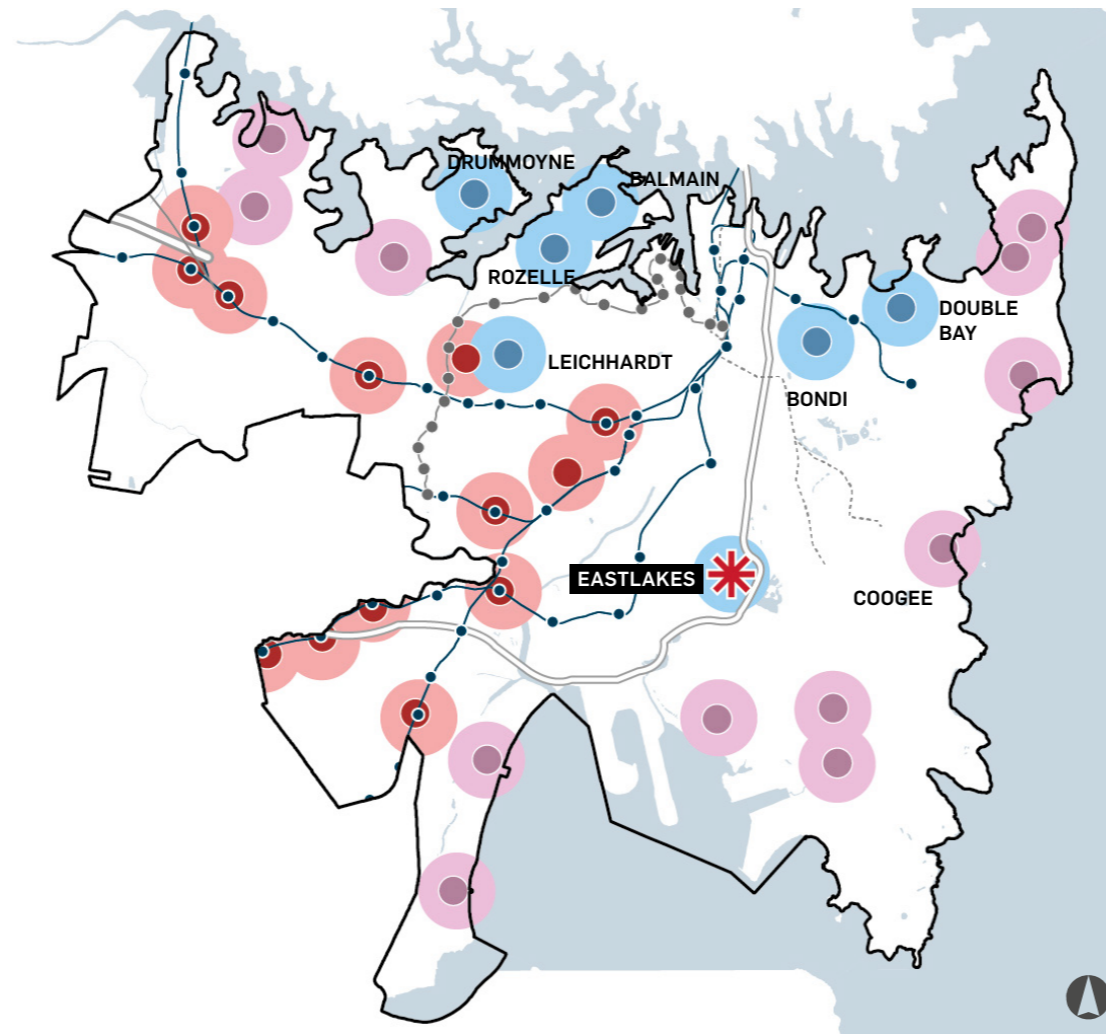
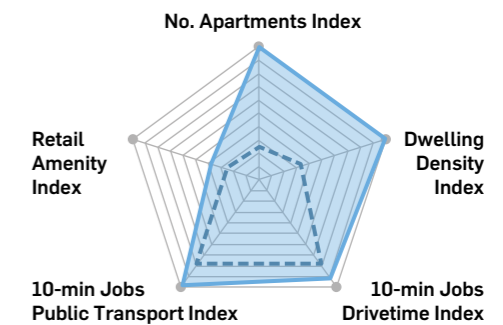
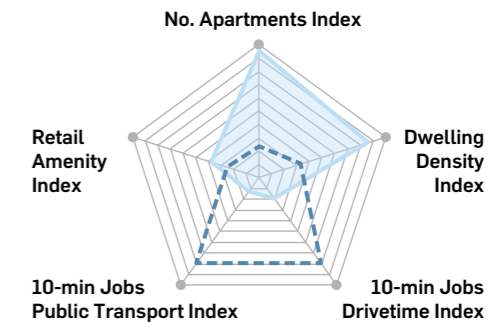
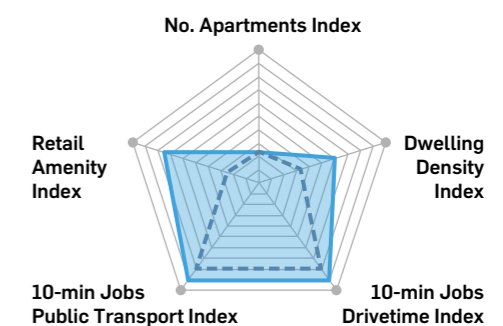
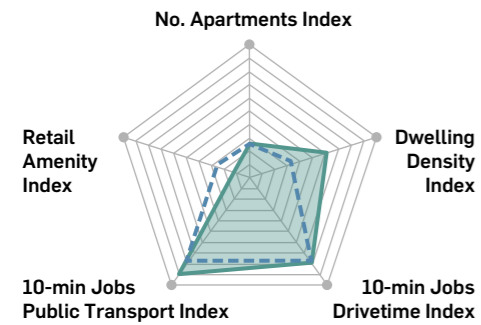


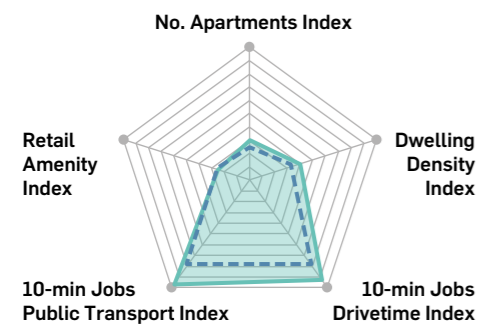
Figure 27 Local centres in the Eastern City District

LEGEND**DOUBLE BAY****BONDI****LEICHHARDT**

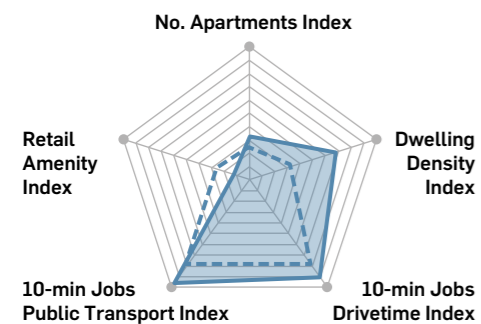
BALMAIN



DRUMMOYNE



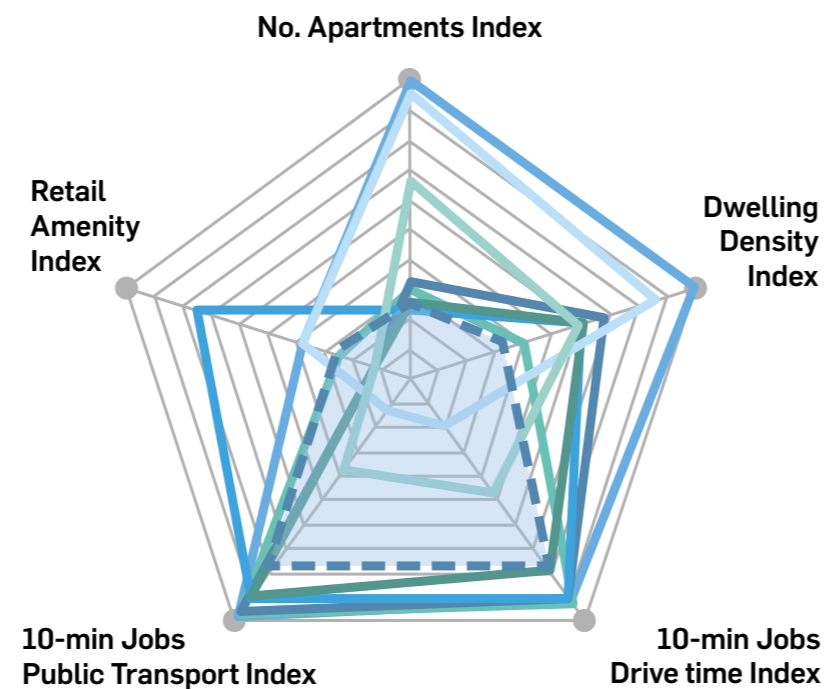
ROZELLE



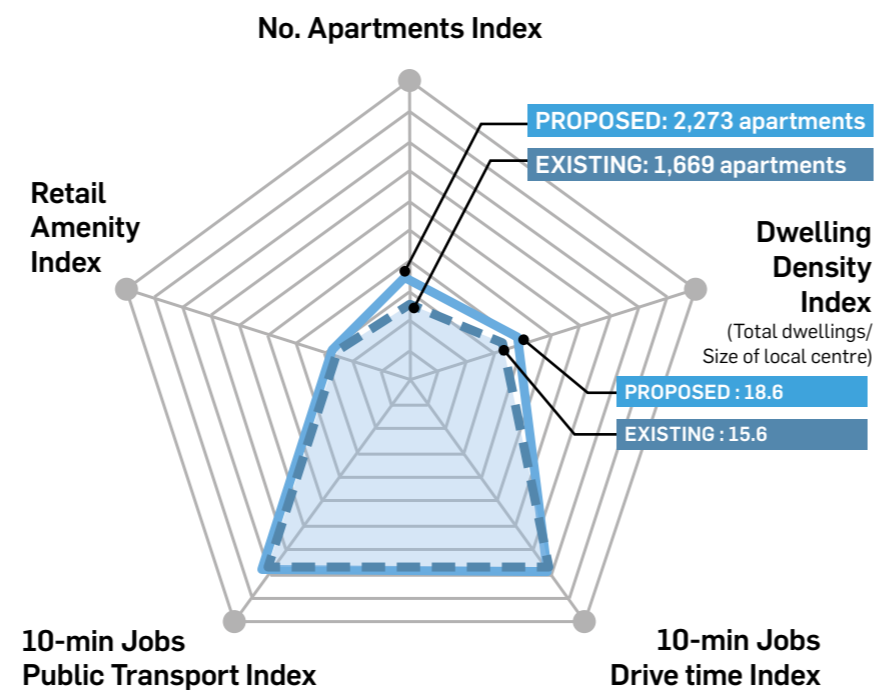
LEGEND

	Eastlakes Local Centre - existing		Balmain
	Double Bay		Drummoynes
	Bondi		Rozelle
	Leichhardt		

SUMMARY OF LOCAL CENTRES



EASTLAKES - CURRENT, APPROVED AND PROPOSED

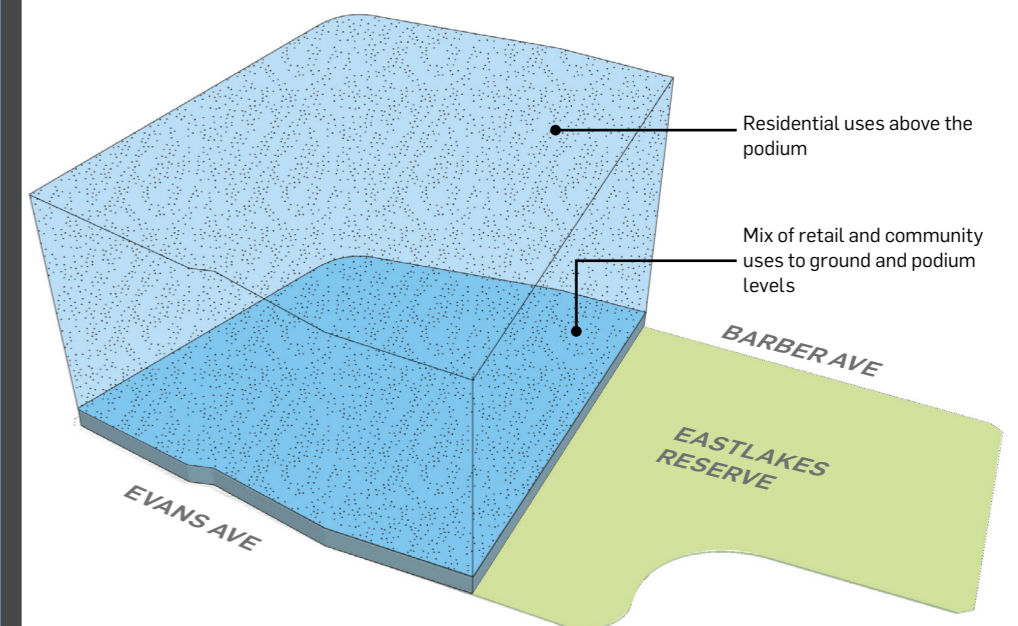


OUTCOME

The following outcomes are proposed for the site in response to the analysis of the future role and function of the site as a local centre:

- > An immediate opportunity to accommodate additional density within the catchment of the local centre is to redevelop the site as a mixed use offer.
- > Provide retail and community uses at ground and podium levels activating the streets and park.
- > Provide residential uses at the upper levels.

A MIXED USE NODE IN A WALKABLE CATCHMENT



BE THE HEART OF THE COMMUNITY

Create a vibrant and inclusive destination that is embedded in place and serves as the heart of the community. Ensure the centre will offer high quality public realm, places for people, a variety of services, and a range of retail and dining options.

ANALYSIS: EASTLAKES LOCAL CENTRE OFFER

Eastlakes existing local centre is an established retail and community destination within the neighbourhood. Its offer is unique in the area, featuring a broad range of retail, food and beverage and community services within a single concentrated site. In particular, the mix of ethnic food, retailers is a key drawcard for visitation

Figure 28 Existing Local Services

**KEY FINDING**

- Eastlakes local centre is an established retail and community precinct servicing a large catchment. There are no comparable offers in terms of scale, concentration or diversity in the neighbourhood.
- Apart from the existing local centre, retail and community services are typically dispersed and isolated as single, stand alone services across the broader neighbourhood.
- Parts of Botany Road and Anzac Parade perform as relatively active high streets offering retail, dining and convenience option. These high streets are mostly located outside a 1200m walking catchment from the local centre and are both located as busy, high traffic roads which are difficult to cross both in terms of frequency and distance.

ANALYSIS: EXISTING LOCAL CENTRE CHARACTERISTICS

Figure 29 Eastlakes local centre has a broad and mixed retail offer. Tenancies vary from specialty retail to fresh produce to professional services.



Figure 32 The shopping centre layout currently features long corridors and a number of intersections. The layout does not offer a clear or legible retail experience.

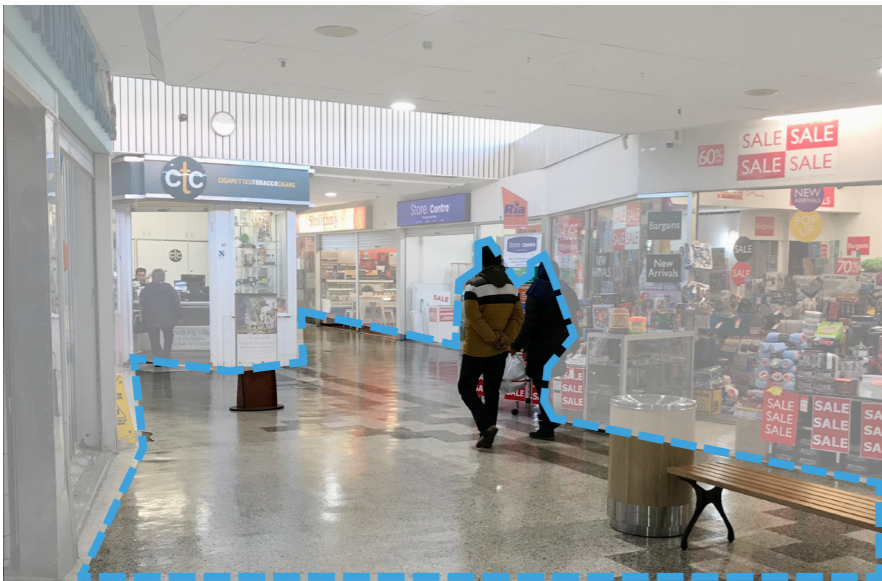


Figure 30 Eastlakes local centre features a number of small internal meeting spaces. These spaces have basic interior fit-outs that offer little in the way of local character and place.



Figure 33 Eastlakes local centre currently features a small high street fronting Evans Road. It contains food and beverage outlets as well as well-used north-facing outdoor dining.



Figure 31 Despite the simple design and minimal visual amenity, meeting spaces within the local centre appear to be regularly occupied by the local community.



Figure 34 The current local centre has a poor interface with the park. There is no physical connection and minimal visual connections with only glances of greenery from the car park.



ANALYSIS: EASTLAKES LOCAL CENTRE LAYOUT

Eastlakes existing local centre offers a mix of both main stream supermarkets, speciality cultural food offers and community services and uses. The centre layout is largely internalised and focused around a central circulation loop. It has limited active façades and therefore offers minimal interaction or activation to adjoining streetscapes.



KEY FINDING

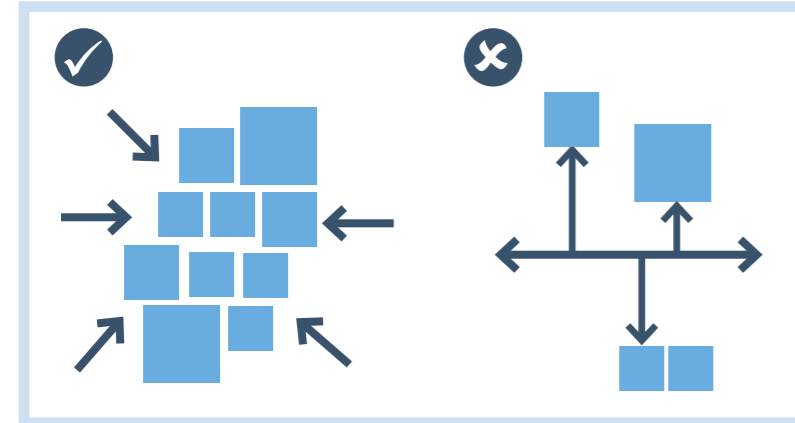
- Eastlakes is one of Sydney's oldest shopping centres. It is anchored by two supermarkets - Woolworths and Aldi and over 60 speciality stores located across one level. It is known for its abundant and diverse cultural food offer including from delis, specialty meat and seafood stores and exotic fruit and veggie traders.
- Evans Avenue currently functions as a main street on the southern side with existing cafes opening out onto the street and providing footpath dining. The existing shopping centre does not address Eastlakes Reserve.
- There are four entrances to the shopping centre, three of which are located away from the street and accessed through service, loading and parking areas.
- The north site, currently under construction, includes provision for the relocation of the Aldi plus 14 speciality stores. This retail offer will ensure a continuous local centre offer through redevelopment of the south site.
- The centre design is largely internalised, and focused on a central circulation loop, which offers minimal interaction or activation with the immediate surrounding context.

Figure 35 Eastlakes shopping centre existing layout (south site) and approved layout (north site)

The opportunities below outline best-practice design strategies for driving positive retail outcomes and activated public spaces. These opportunities have been applied to the ground floor design of Eastlakes local centre. They aim to enhance the retail experience and promote a vibrant public realm that is embedded in place and context.

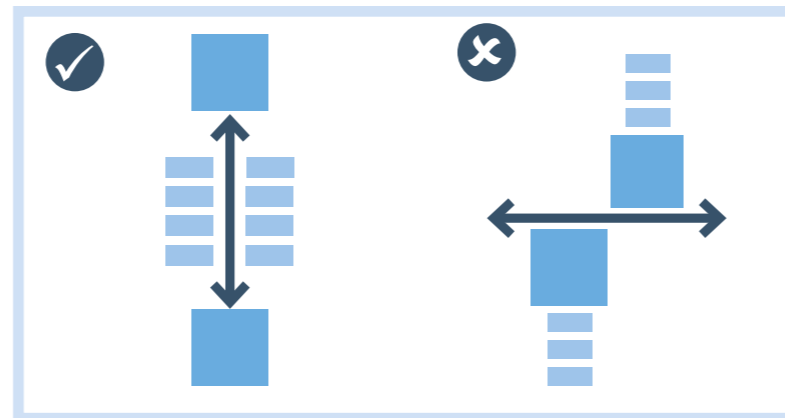
OPPORTUNITY 1: CLUSTER

- Encourage critical mass to create intensity of activity and interest



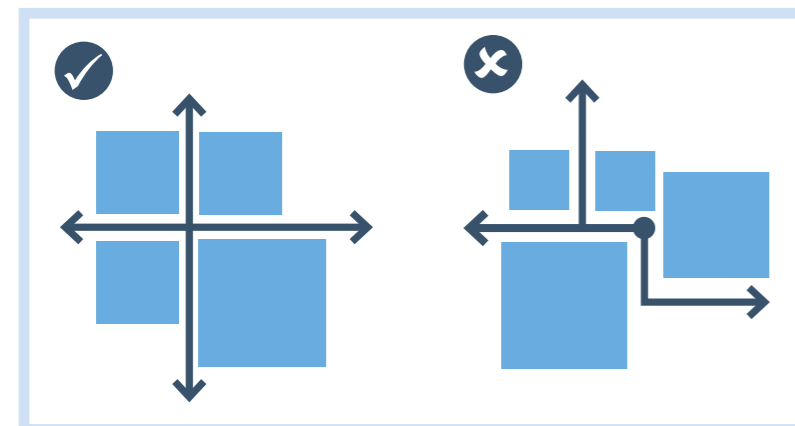
OPPORTUNITY 2: CONNECT

- Strategically locate retail anchors and car parking to drive footfall



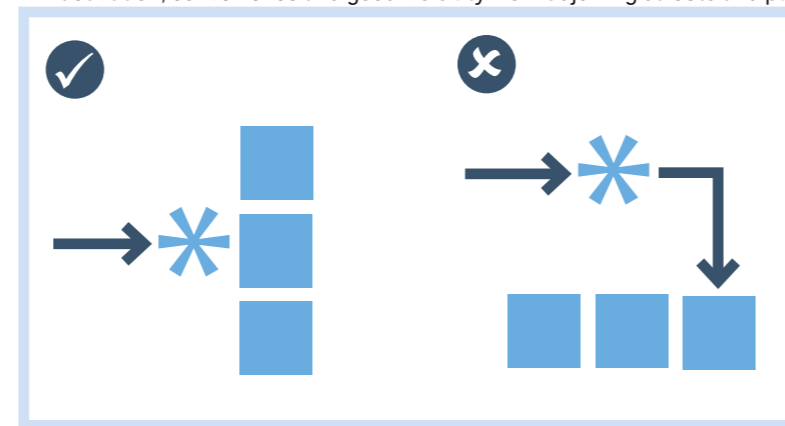
OPPORTUNITY 3: NAVIGATE

- Provide a simple and legible layout to promote natural wayfinding



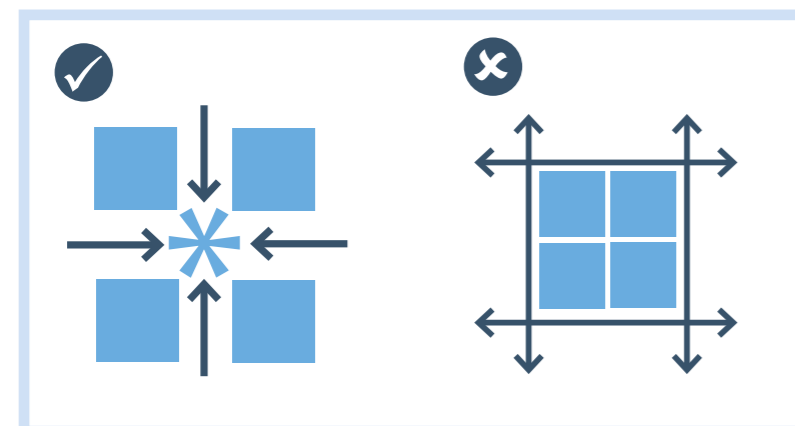
OPPORTUNITY 4: ACTIVATE

- Align primary movement corridors, gateways and key spaces to promote activation, convenience and good visibility from adjoining streets and places



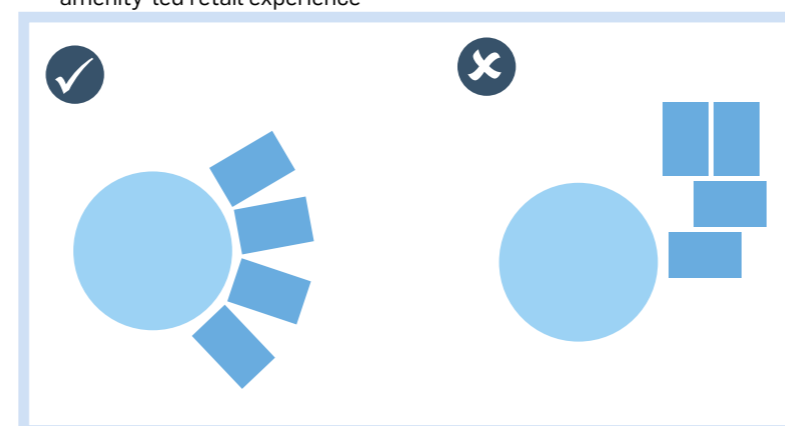
OPPORTUNITY 5: ANCHOR

- Create an inclusive and vibrant heart at the centre (a market place)



OPPORTUNITY 6: ORIENTATE

- Maximise access to local park to create an attractive, comfortable and amenity-led retail experience



OUTCOME

The following outcomes are proposed for the site in response to the local centres analysis.

- 

Provide a full-line supermarket as an anchor to drive footfall between the north and south site.



Provide a food and beverage offer adjacent to the park to respond to existing amenity and provide extended hours of activation and natural surveillance.



Orientate local services and facilities towards the main street to offer convenience and activation.

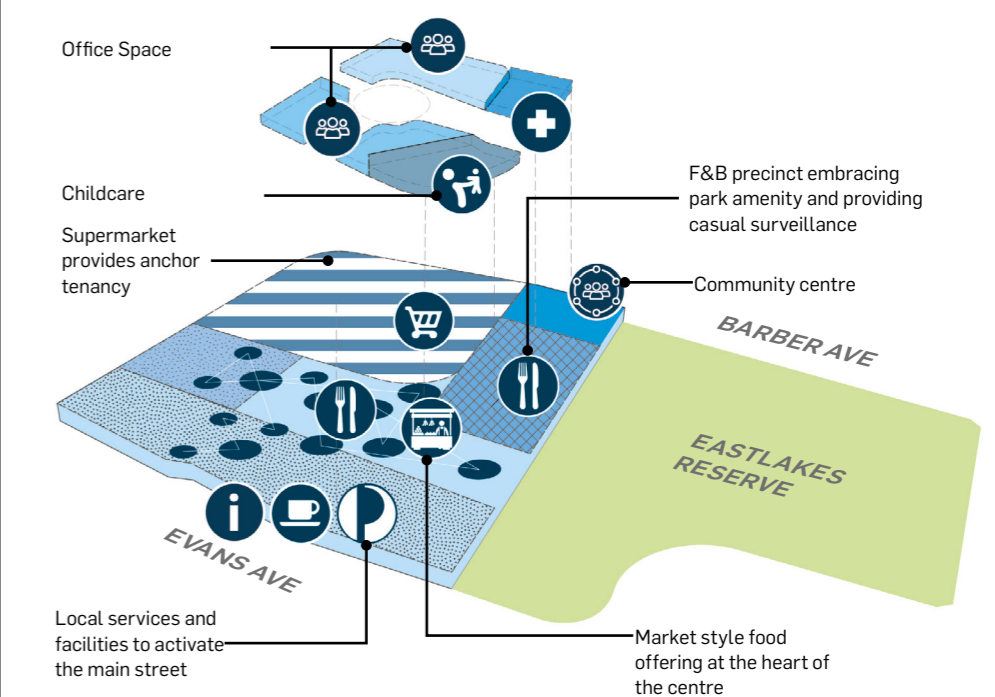


Provide a concentration of fresh and ethnic food offers in the heart of the centre.

Provide local community facilities and services across both levels overlooking Eastlakes Reserve including:

 - A childcare centre
 - A medical and health centre
 - A local library
 - A collaborative working space

ENHANCE EXISTING RETAIL AND COMMUNITY OFFER



CONVENIENT ACCESS FROM DISTRICT ROAD

DESIGN PRINCIPLE

CONSOLIDATE AND STREAMLINE VEHICLE ACCESS AND SERVICING

Efficient and direct access, consolidated servicing and loading areas, and dedicated kerbside allocation are all essential ingredients in ensuring access to Eastlakes local centre is seamless, convenient and minimises conflict.

ANALYSIS

Vehicle access: There are four existing vehicle access crossovers to the site as follows:

- One access off Evans Avenue, just offset from the alignment of Racecourse Place and the roundabout providing access to surface parking as well as the multi-deck carpark.
- Two access points off Barber Avenue to the east of the site for loading and servicing and a small number of surface carparks.
- One access point off Barber Avenue to the south of the site, just offset to the east and the west of the St Helena Parade alignment providing access and egress to the multi-deck carpark and a loading and servicing area.

Parking: Parking on the site is predominantly located within a two storey multi-deck carpark located to the west of the site adjacent to Eastlakes Reserve. There are also scattered areas of parking around the perimeter of the site.

Loading and servicing: Loading and servicing occurs around the edge of the site, is open air and not secured or fenced. This results in significant noise impacts as well as poor visual amenity for the adjoining residents.

Kerbside allocation: Kerbside allocation for parking and drop off around the centre is limited. The roads are generally narrow which result in a intimate and human scale environment however this also means adequate allocation for taxis, drop-off and ride-share is not provided. An existing bus stop for local bus services is located on Racecourse Place and also on Evans Ave to the west of the roundabout.

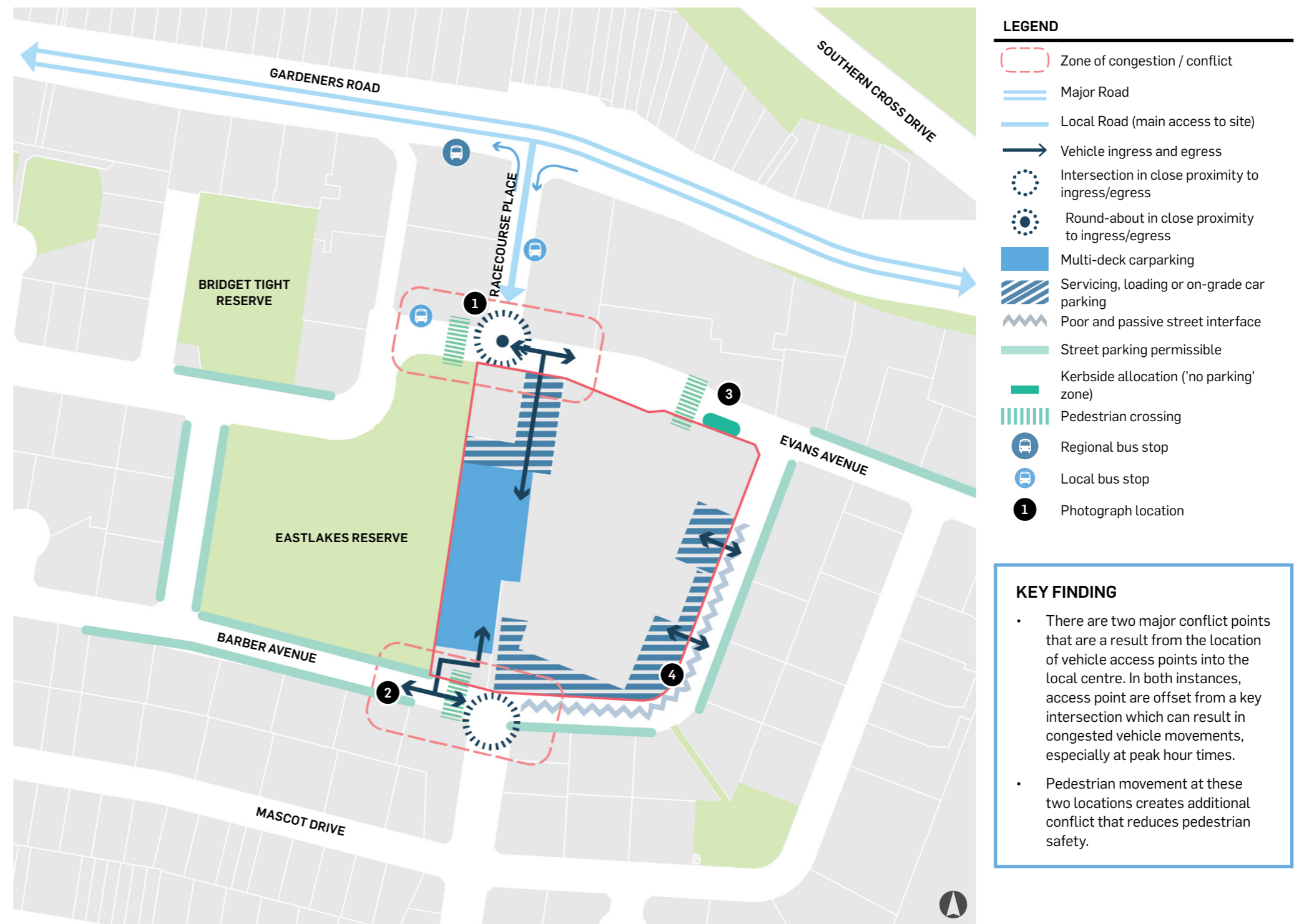
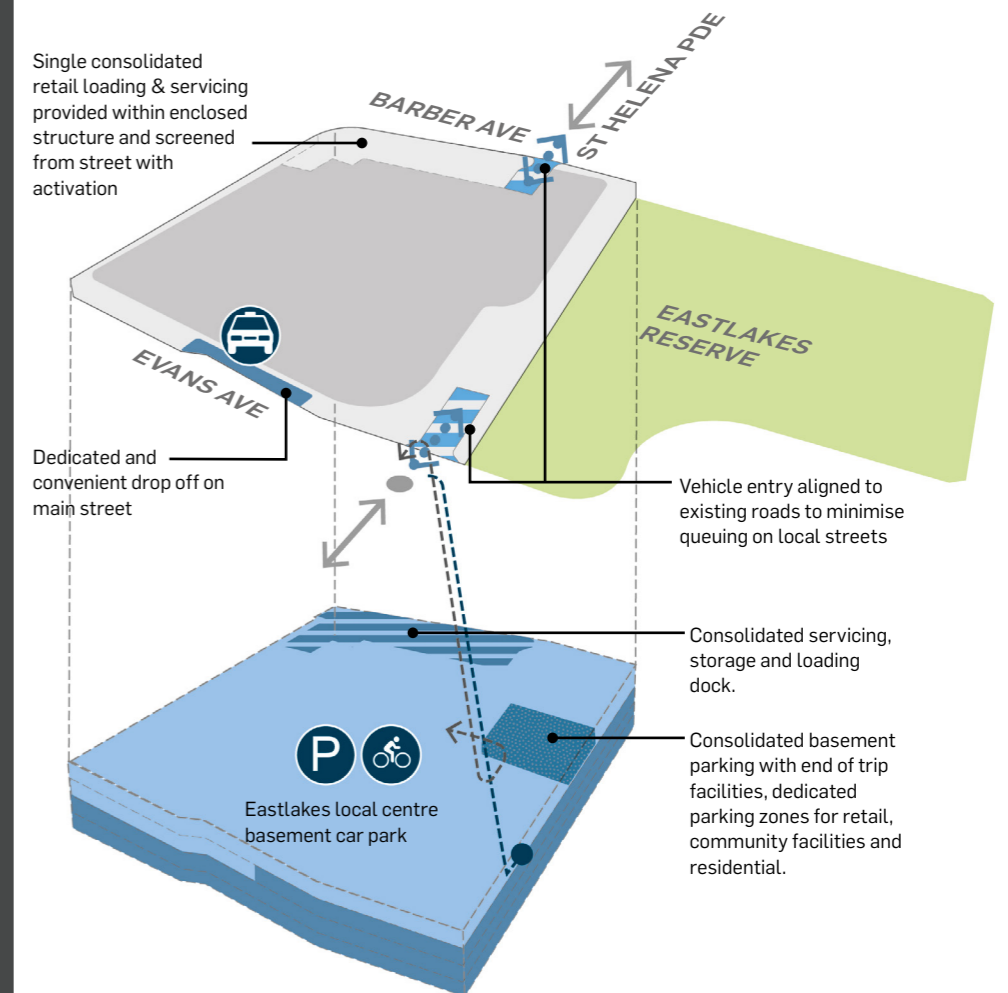


Figure 36 Vehicle access and movement analysis

The following outcomes are proposed for the site in response to the analysis of existing access, loading, servicing, parking and kerbside allocation:

- > Align two new vehicle access points into the site with the existing road network to minimise vehicle conflicts and crossovers.
- > Locate all residential and retail parking below ground in basement levels with secure access and express ramps providing delineated access and parking areas.
- > Consolidate retail loading and servicing into a single location away from Eastlakes Reserve and Evans Avenue main street. Enclosed the loading area to minimise noise and visual impacts on surrounding residents.
- > Identify dedicated kerbside allocation along Evans Avenue main street for convenient and dedicated taxi / uber drop off and pick up.

SEAMLESS AND DIRECT ACCESS



- 1 Major vehicle access point into the local centre is not aligned with the round-about junction off Racecourse Road and Evans Avenue. This skewed alignment exacerbates congestion to the surrounding road network particularly in peak hour times.



- 3 Evans Avenue operates as a local hight street with active retail frontages and a strong pedestrian presence. This retail strip however, has limited kerbside allocation for taxis, drop off and ride-share.



- 2 The other major vehicle access point is located off Barber Avenue and is offset from a major intersection with St Helena Parade. This junction also has a pedestrian crossing which results in further conflict. Direct vehicle access into the local centre needs to be considered to minimise vehicle conflict and crossovers.



- 4 Loading docks occur at multiple locations off Barber Avenue. These areas are not secured or fenced, resulting in poor noise control and visual impact for neighbouring residents.





Botany Wetlands

Council's vision to unlock The Botany Wetlands to create a unique community asset that defines the City. The Wetlands are currently the hidden gem of the City, largely locked up within golf courses and commercial estates.

Council has proposed a 25 year plan to restore community access to the Wetlands, starting with cycling and pedestrian connections from Gardeners Road through the golf courses to the Lord St Business park then along the Millpond to Sir Joseph Banks Park.

Eventually they plan to create a massive new park covering the current Eastlakes Golf Course. The new park with pedestrian and bicycle links would restore internal connections through the City from the Bay through to Gardeners Road – making it easy once again to get from Mascot to Botany and Daceyville and to connect onwards to the city and other points.

Figure 37 Bayside Council vision for the transformation of the Eastlakes Golf Course into a major public park, reinstating public access to the Botany Wetlands

B PUBLIC REALM
THE SITE AS A PARTICIPANT IN URBAN LIFE

Eastlakes is located in an area which has abundant breathing space which provides a wide variety of amenity and recreation experiences. This includes nature based, active and passive recreation and active transport routes. Understanding how to enhance and innovatively use these existing green spaces, recreation links and natural systems, is key to delivering a livable neighbourhood.

Eastlakes neighbourhood sits immediately adjacent to a regionally significant open space corridor, which comprises of Mill Stream and Botany Wetlands and extends from Botany Bay and Sydney Airport through to The Australian, Lakes, Eastlakes and Bonnie Doon golf courses to Centennial Park.

The District Plan identifies improved public use and access through this corridor as a significant opportunity in delivering Sydney's Green Grid. This has been reinforced through Bayside Council's Vision 2040 document which identifies a vision for a new parkland through the transformation of the Botany Golf Course.

The setting of the local centre at Eastlakes benefits from immediate adjacency to two local parklands being Eastlakes Reserve and Bridget Tight Reserve. These local parks serve two different functions, with Eastlakes Reserve being a more active space and Bridget Tight Reserve offering more contemplative and passive options for recreation.

Local cycling connections are provided to and from Eastlakes with a regional connection identified through the Botany Wetlands as part of the Green Grid.

Strategic Observations:	
B.1	Walkable neighbourhood: Eastlakes has the bones of a walkable neighbourhood. Whilst getting to the centre is relatively convenient and safe, connections and access for pedestrians and other active transport users into the actual centre is convoluted and unsafe. The new local centre needs to provide convenient, direct and safe connections from the local urban fabric into the centre.
B.2	Celebrate local amenity: Eastlakes local centre is surrounded by roads on three sides and a generous local park on the fourth. This green address offers a unique opportunity to provide a built form response that makes the most of this setting whilst also providing benefits to the open space including passive surveillance encouraging increased use of this important asset.
B.3	Encourage street-based activity: Eastlakes local centre currently sits as an island site with only the main frontage along Evans Avenue providing a high street character that interacts with the surrounding neighbourhood. The remainder of the street interfaces are dominated by blank facades, exposed service and loading areas and carparking.



EASTLAKES FEATURES A CONNECTED, FLAT AND GRIDED ROAD STRUCTURE

ENCOURAGE ACTIVE TRANSPORT AND LOCAL WALKING TRIPS

Create safe, direct and convenient connections along desire lines with seamlessly integrated pedestrian and cycle links into the heart of the local centre from the surrounding urban fabric. Eastlakes' local centre can play a key role in transforming travel behaviour within its local catchment.

ANALYSIS: ACTIVE TRANSPORT NETWORK

Eastlakes is located in Sydney's inner-south, an area with relatively flat topography, which offers good potential for active transport opportunities.

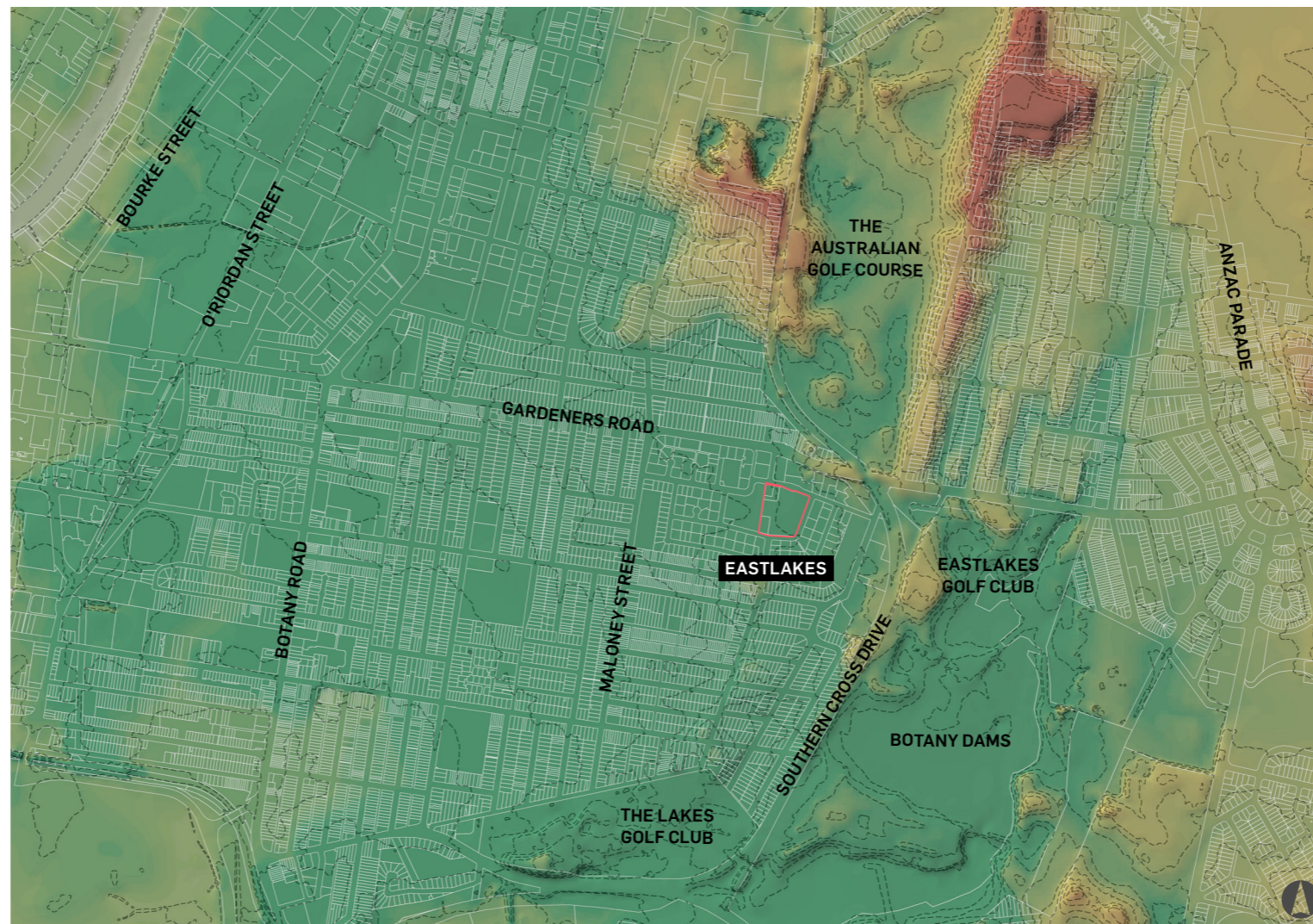
There is already an established on and off road cycle network connecting Eastlakes to the surrounding area. However the quality and difficulty of some of these connections still requires some improvement to make them safer and encourage more people to use them.

For example:

- Gardeners Road is identified as an off-road cycle route however the route is a shared pathway along a narrow footpath alongside the road, subject to driveway crossovers, road crossings and street signage interference. As such, it does not pose an attractive cycle pathway option.
- The local network to the south of Gardeners Road is identified as on-road environment moderate difficulty. Maloney Street for example has no cycleway markings and changes from one lane with parking to two lanes in places.
- The cycleway identified along Southern Cross Drive is identified as on-road environment high difficulty. There is no cycle markings and is a motorway environment and is not suitable for cycling.

Improvements to the cycle network have been identified by Transport for NSW in Future Transport 2056 through the establishment of the Principal Bicycle Network, which will provide high quality, high priority cycling routes across Greater Sydney. This network is in addition to the Sydney Regional Bike Network, a network of safe, connected and direct cycleways within a 10-kilometre radius of the Harbour CBD. The bike network will be integrated with the Greater Sydney Green Grid. Eastlakes is located within 10km of Sydney's CBD and is identified within the area for planned cycle network improvements.

Figure 38 Topography plan



LEGEND

- Eastlakes Centre South Site
- Highest Elevation
- Lowest Elevation

Figure 39 Local cycle network plan



- LEGEND**
- Eastlakes Centre South Site
 - Shared way
 - Cycle Path
 - Cycle Lane
 - Road Shoulder
 - Existing Rail
 - Future Light Rail

Figure 40 Local cycle network - level of difficulty plan



- LEGEND**
- Eastlakes Centre South Site
 - Off Road Environment
 - All Cycle Path
 - On Road Environment
 - High Difficulty
 - Moderate Difficulty
 - Low Difficulty

ANALYSIS: LOCAL CENTRE WALKABILITY

There is evidence of many local residents walking to the Eastlakes shopping centre. The surrounding street network generally provides frequent and permeable connections via the street network to the park and shops.

The surrounding street network typically provides footpaths on both sides of the road. We note however that there is no existing footpath to the eastern side of Longworth Ave, on the Eastlakes Reserve side.

There are a number of existing pedestrian zebra crossings in the vicinity of the shopping centre being:

- Between Bridget Tight Reserve and Eastlakes Reserve
- Immediately to the west of the roundabout at Racecourse Place and Evans Ave
- Further east along Evans Ave between the future north retail offer and existing south retail offer
- On Barber Ave near the St Helena Parade intersection

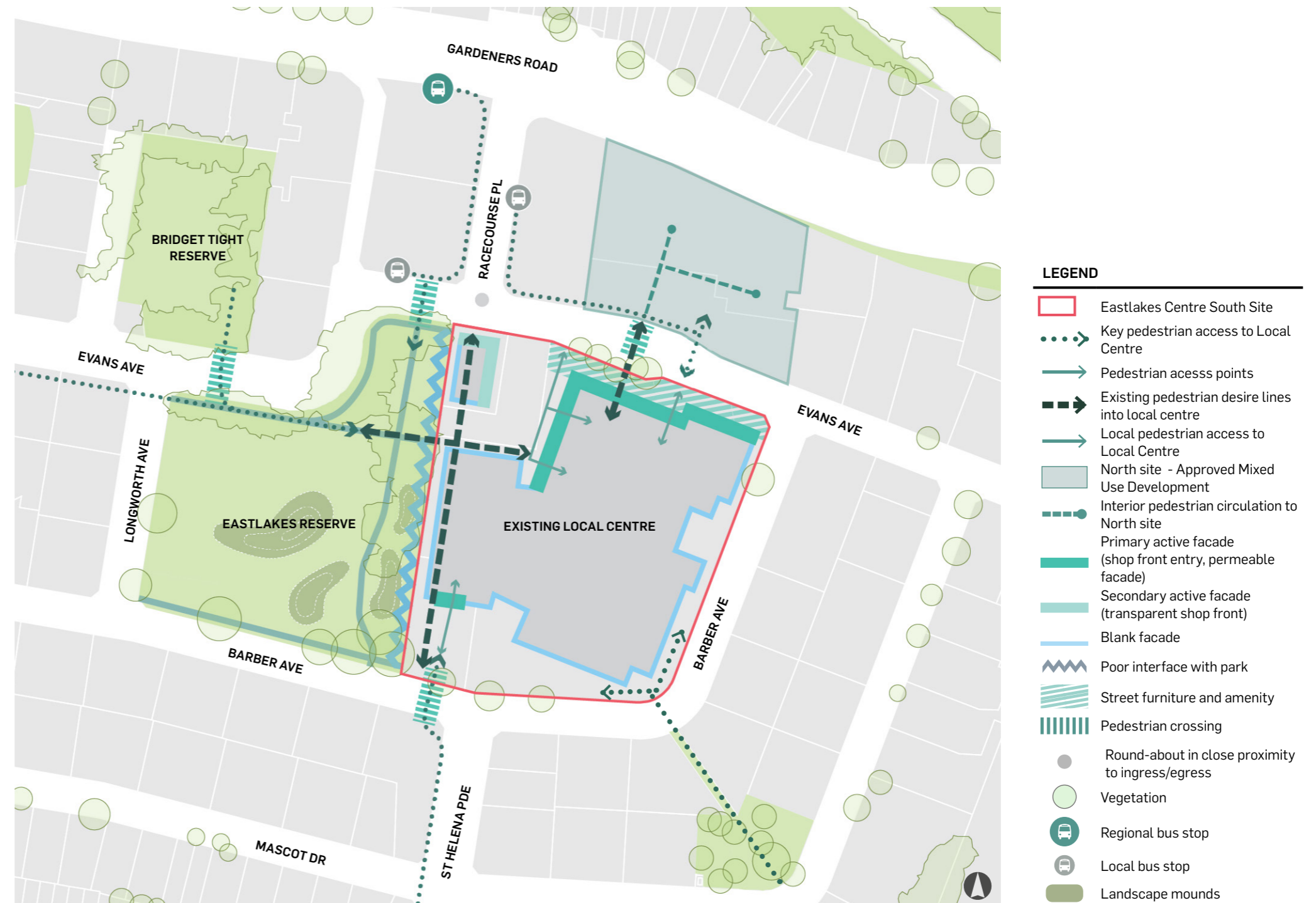
There is also currently a path running north south on the eastern side of Eastlakes Reserve, immediately adjacent to the shopping centre. This pathway however does not meet appropriate CPTED principles. Key issues include:

- No passive surveillance provided by the adjoining shopping centre due to the provision of blank walls, service areas and carparking along this edge
- Poor visibility due to existing planting
- Existing mounding along the edge which provides a physical barrier and well as a visual one.

Existing pedestrian desire lines into the local centre would align with:

- Heading east along Evans Ave, through Eastlakes Reserve and into the centre
- A north-south connection across Evans Ave between the north and south sites
- A north south connection along the eastern edge of Eastlakes Reserve connecting Racecourse Place and St Helena Parade

Figure 41 Pedestrian Experience Analysis



OPTIONS INVESTIGATION: EASTLAKES RESERVE CONNECTION

Options for the character of the interface between the local centre and Eastlakes Reserve from Racecourse Place and St Helena Ave were investigated to identify the preferred function and design of the connection. This included:

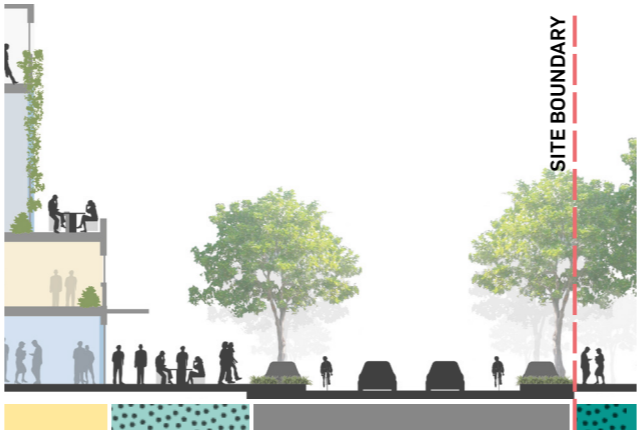
- A street;
- A shared surface for cars, pedestrians and cyclists;
- A shared path for pedestrian and cyclists.

1. STREET

- Requires intersection alignment with Racecourse Place and St Helena Parade and thus significant land take
- Provides 'rat-run' from Gardeners Road
- Provision of vehicle access to centre along this connection would attract significant traffic generation between park and local centre
- Park would become an 'island'



Figure 42 Vehicle access to centre



2. SHARED SURFACE

- Requires intersection alignment with Racecourse Place and St Helena Parade and thus significant land take
- Enhances cycle and pedestrian mobility within local network
- Creates opportunity for 'rat-run' from Gardeners Road thus potentially attracting through traffic and resulting in pedestrian and vehicle conflicts
- Assumes vehicle access to centre not provided along connection therefore alternative access point required off surrounding street frontages does not solve current congestion and conflict issues

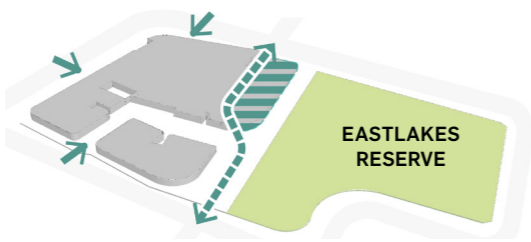
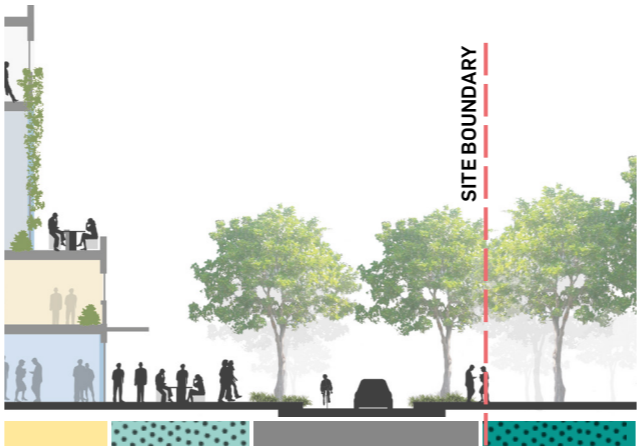


Figure 43 Alternate vehicle access required



3. SHARED ACTIVE TRANSPORT PATHWAY

- Enhances cycle and pedestrian mobility within local network
- Improves activation and safety to local park
- Minimises loss of usable land for provision of local services
- Allows for provision of new access points to local centre aligned to existing intersections to minimise vehicle congestion and conflict issues
- Enhances existing connectivity between local centre and park

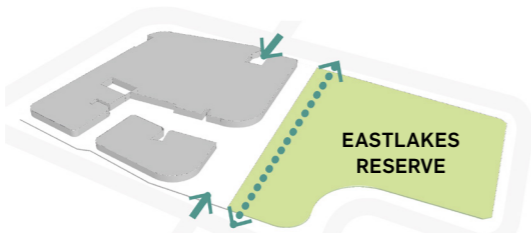
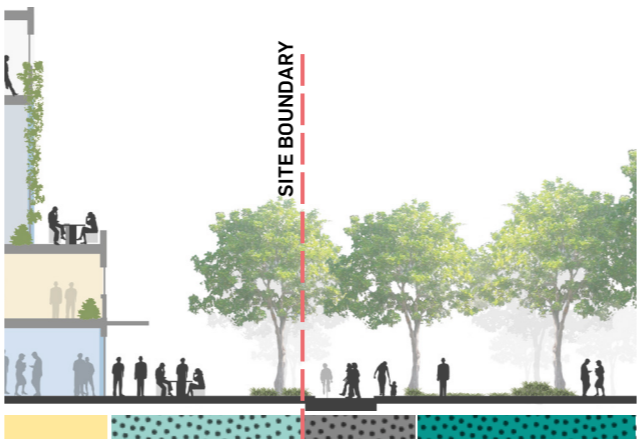


Figure 44 Aligned vehicle access to road network

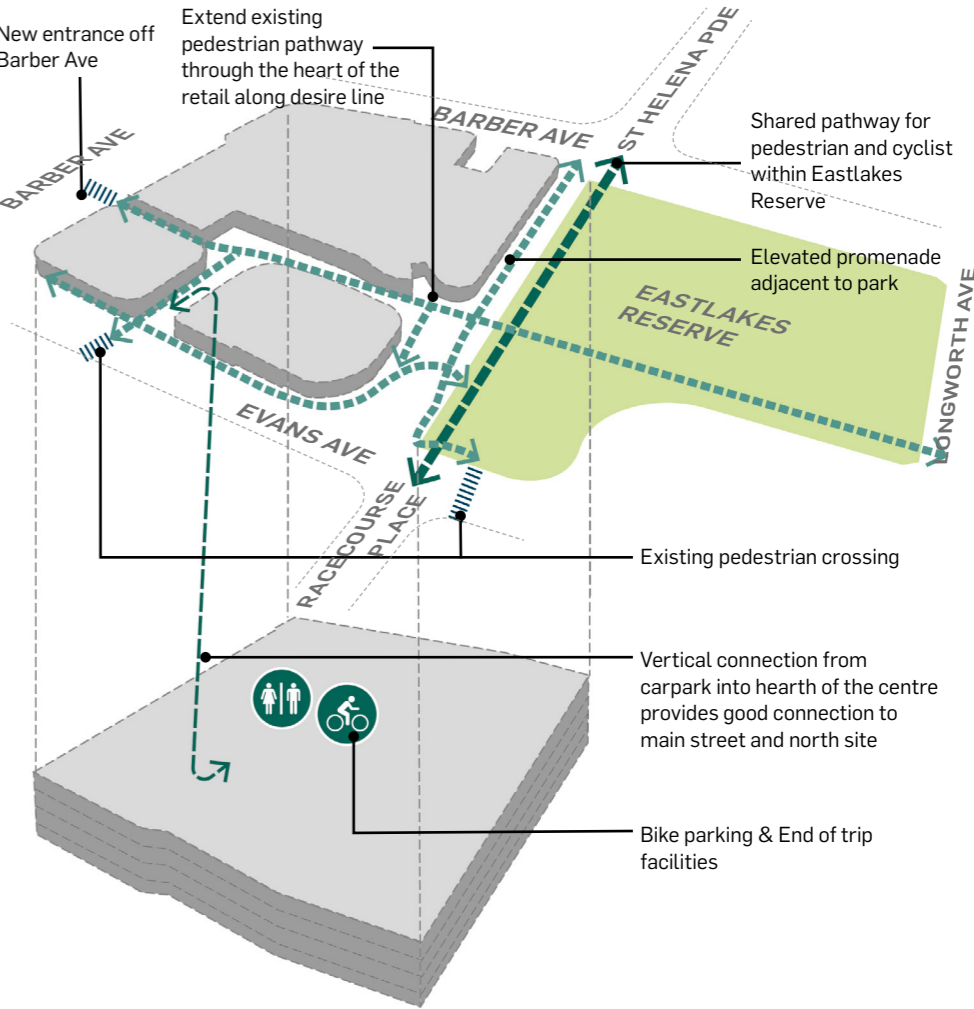


OUTCOME

The following outcomes are proposed for the site in response to the local movement, way-finding and active transport opportunities:

- > Project existing pedestrian axis from St Helena Parade, Racecourse Place and Barber Avenue into the heart of the new centre, connecting streets, parks and adjoining retail areas seamlessly into the retail precinct.
- > Provide a new shared pathway for pedestrians and cyclists along the common boundary of Eastlakes Reserve, in alignment with Racecourse Place.
- > Provide generous cycle parking in the basement carpark for visitors, employees and residents of Eastlakes local centre.

EXTEND PEDESTRIAN CONNECTIONS THROUGH THE CENTRE



IN ALL INSTANCES, CELEBRATE OPEN SPACE AND LOCAL AMENITY

EMBRACE PLACE-BASED RESPONSES TO EASTLAKES RESERVE

Celebrate the relationship between Eastlakes Reserve and the Eastlakes local centre at every opportunity through layered public and private amenity and activation opportunities at a variety of levels.

ANALYSIS: LOCAL CHARACTER AND PLACE-BASED OPPORTUNITIES

Eastlakes Reserve is a significant place-asset in the local area. However the existing design and interface between the park and the shopping centre means the eastern edge of the park is underutilised and not perceived as safe.

In acknowledgement of the perceived lack of usability and safety of the park, the former City of Botany Bay Council identified upgrades to create a more attractive park. A package of works have recently been completed in 2017-18. Existing mounding, trees and planting along the eastern edge of the park remain in response to the frontage presented by the shopping centre.

A Multicultural Fair is held by Council at the Reserve in March each year, and in 2018 5,000 people attended this event. This demonstrates the potential that this particular open space has to offer, and the role it may play in the community.

In contrast to the Reserve, Bridget Tight Reserve is more of a passive park with significant planting. There is a small childrens playground as well as some seating. In the south-western corner of the park there is an existing substation.

RECENT WORK: EASTLAKES RESERVE UPGRADES

Eastlakes Reserve has been upgraded with various embellishments including:

- An exciting new playground with a toddler play area with shade sail, an older children's play area and a nature play zone
- New concrete perimeter paths surrounding the playground provide opportunities for children to ride scooters and bikes
- Feature landscaping in the form of a tree grove with new garden beds with native planting, tree planting and sandstone boulders.
- Outdoor ping pong table
- Fitness station
- New amenity facilities include a new BBQ, new picnic tables, seating, bins and a shelter
- New trees have also been planted throughout the reserve
- Extension of the existing timber post and rail fencing along Barber and Longworth Avenue beside the playground.

The upgrades were primarily focused in the south western corner of the park. Additional embellishments have been identified for future works including:

- Gazebo / rotunda
- Second fitness station
- Senior play items (i.e. games tables)
- Basketball court renewal
- Path upgrades.



Figure 45 Eastlakes Reserve upgrade works

OPPORTUNITIES FOR THE RESERVE:

To better leverage the amenity offered at Eastlakes Reserve, two key place-making opportunities have been identified:

- **Occupy the Edge**
- **Green on Green**

OPPORTUNITY 1: OCCUPY THE EDGE

- Maximise the opportunity to capture park amenity by creating an active interface between Eastlakes Reserve and the shopping centre along the western edge.
- Provide a generous shade structure to create a giant verandah that is both open and provides protection.
- Identify a program of park upgrades for the eastern edge to respond to the new active frontage of the centre incorporating previously identified work not yet delivered.
- Respond to the change in levels from north to south and east to west across the site by creating an edge that can be occupied such as amphitheatre steps.



OPPORTUNITY 2: GREEN ON GREEN

- Maximise the benefits of the park frontage and visual amenity it offers with multi-level public realm responses that fold the greenery along the edge of the building extend the green into its heart through a terraced green courtyard.

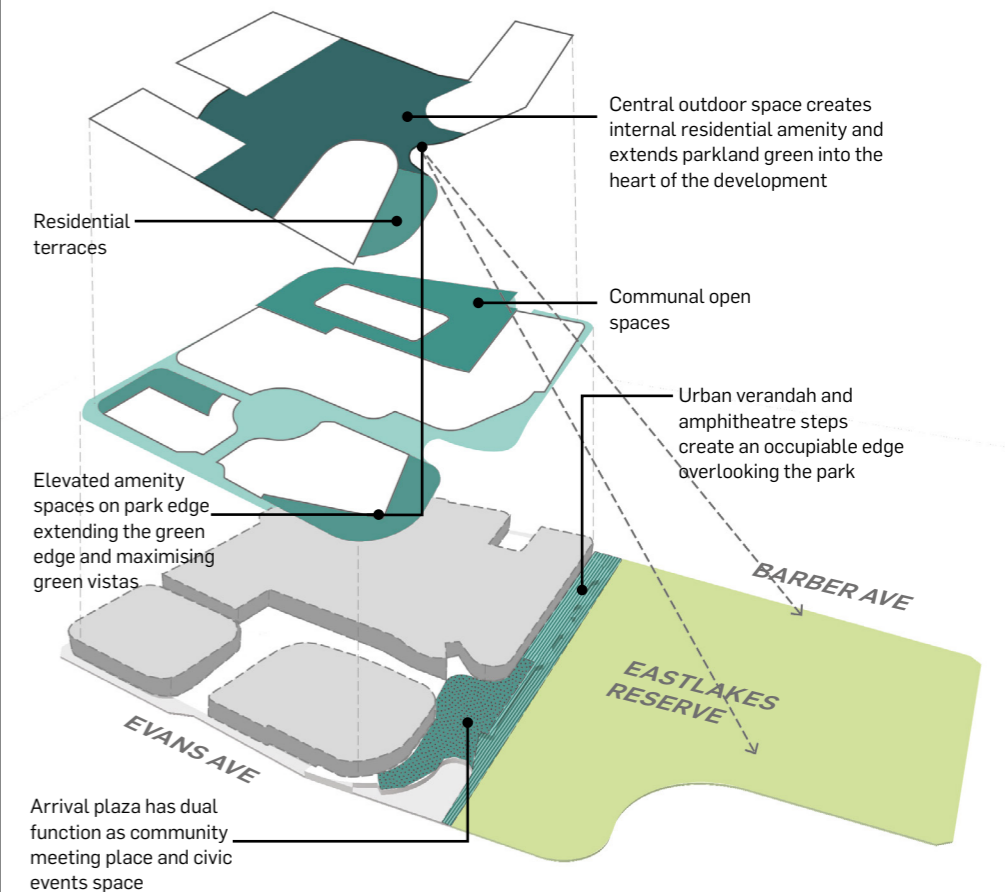


OUTCOME

The following outcomes are proposed for the site in response to place-making opportunities for Eastlakes Reserve:

- Activate the park frontage with an urban verandah experience including elevated outdoor seating area and food and beverage activation that extends hours of passive surveillance.
- Celebrate the park entrance with a pocket plaza and elevated awning that marks the arrival and assists with legibility and way-finding.
- Manage existing topographical changes through amphitheatre steps that double as event seating providing a programmable space and casual resting place.
- Provide elevated private amenity on the park edge maximising access to green vistas.
- Create a central outdoor space above podium as a focus for residential amenity beyond the park frontage.

OCCUPY THE VERANDAH & CREATE A GREEN HEART



ENCOURAGE STREET BASED ACTIVITY AND PEOPLE PLACES

Evans Avenue plays an important role in the local centre, as a popular high street for Eastlakes. Enhancement of this existing character through a revitalised retail offer and improved public realm will be supported by nodal residential access on other street frontages to provide incidental activation and front doors.

ANALYSIS: THE PEDESTRIAN EXPERIENCE

The current pedestrian experience surrounding the local centre is relatively poor due to large passive façades, multiple vehicle crossings and unenclosed loading docks adjacent to the street. In addition to this, direct pedestrian entry into the shopping centre is currently inset and unclear from the surrounding streets.

Further to this, the area typically has a severe lack of pedestrian amenity, such as limited street furniture, lighting, landscaping, and passive surveillance for safety

One anomaly to the local pedestrian experience is Evans Road, which operates as a pedestrian focused high street featuring shop fronts and outdoor seating. In the future, it's success as a high street will be further enhanced with the completion of construction of the Eastlakes north site, which has a mirrored retail and dining street frontage.

The following opportunities have been identified to promote street-based activation at the local centre:

- Celebrate arrival
- An everyday marketplace
- Street based entries

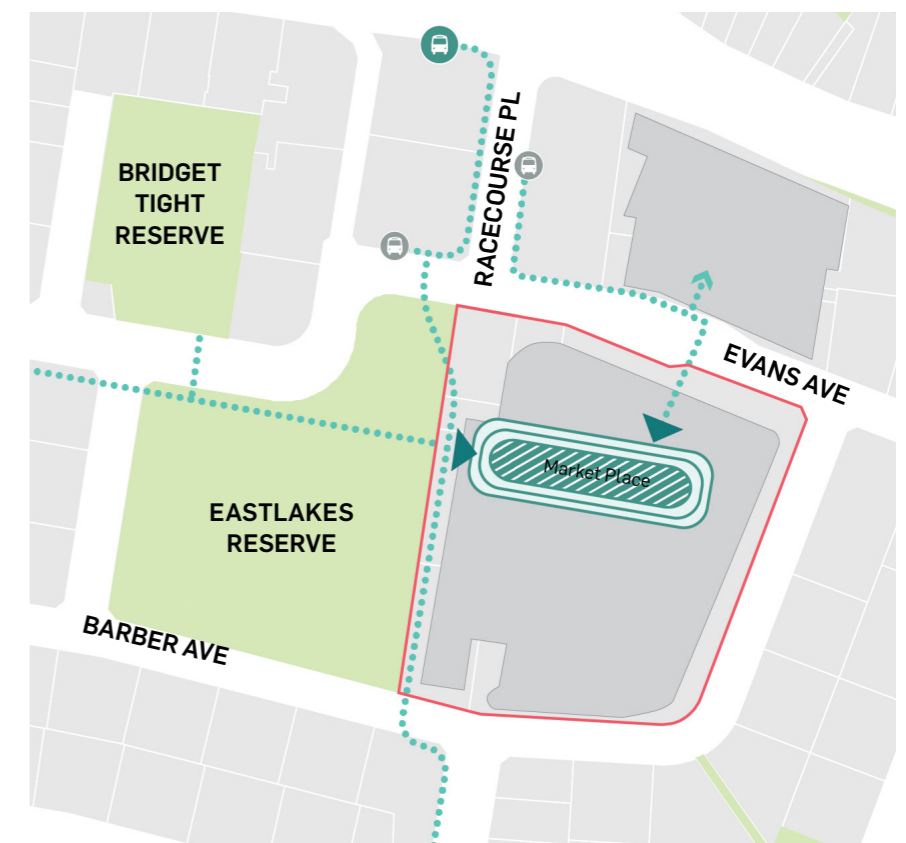
**OPPORTUNITY 1:
CELEBRATE ARRIVAL**

Celebrate three key arrival spaces aligned with pedestrian desire lines and visual alignments providing place-based individual responses for each of the following:

- Urban high street
- Park arrival plaza
- Green corner at the southern end of the park

**OPPORTUNITY 2:
AN EVERYDAY MARKET PLACE**

Create a vibrant, welcoming and inclusive hub or market place at the heart of the precinct. Enhance the hub's activation by ensuring it is accessible, visible and well programmed.



OPPORTUNITY 3: STREET BASED ADDRESS

Promote an active street frontage that supports pedestrian movement by providing access to residential lobbies from the adjoining streets and public spaces. Extend active frontages beyond the park and main street around corners to activate parts of Barber Avenue.

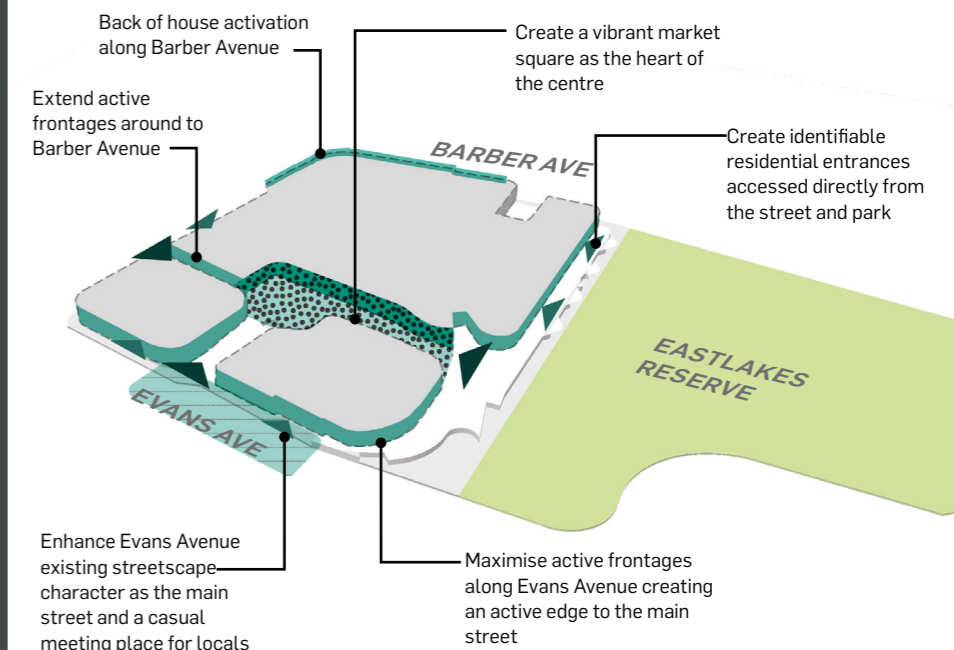


OUTCOME

The following outcomes are proposed for the site to encourage street based activity:

- Concentrate convenient, everyday retail activities and casual food offer along the Evans Avenue frontage to enhance activity along the main street.
- Retain and enhance the existing cultural food offer through a central market place.
- Locate residential lobbies directly off street frontages to create front door address and provide natural pedestrian activity on the streets surrounding the centre.

ENCOURAGE STREET BASED ACTIVITY AND PEOPLE PLACES





URBAN FORM

THE SITE AND ITS CONTRIBUTION TO CREATING DISTINCTIVE PLACES

Located only 8km from Sydney's CBD - the nation's financial and business capital - Eastlakes benefits from its positioning within Sydney's Eastern Economic Corridor. With proximity to jobs, lifestyle and transport, Eastlakes is a desirable place to live. Accommodating additional people in new buildings that contribute to the celebration of local character means building on local strengths and celebrating distinctiveness.

The inner-south of Sydney's CBD is an area undergoing rapid transformation. Locations like Green Square, Mascot, Waterloo and Zetland are seeing widespread urban renewal in which large areas of previously industrial land are being re-imagined as high-density communities close to transport.

These urban renewal areas sit immediately adjacent to established low-density neighbourhoods including Roseberry, Kensington and Daceyville. In these locations, small-scale urban infill is seeing the incremental intensification of land through low-rise medium density housing proposals on individual lots.

The opportunity for Eastlakes sits somewhere between these scales. Neither complete renewal, nor incremental infill, Eastlakes transformation from a retail centre into a mixed-use neighbourhood offering housing choice will provide the services and facilities to support the community into the future.

Strategic Observations:

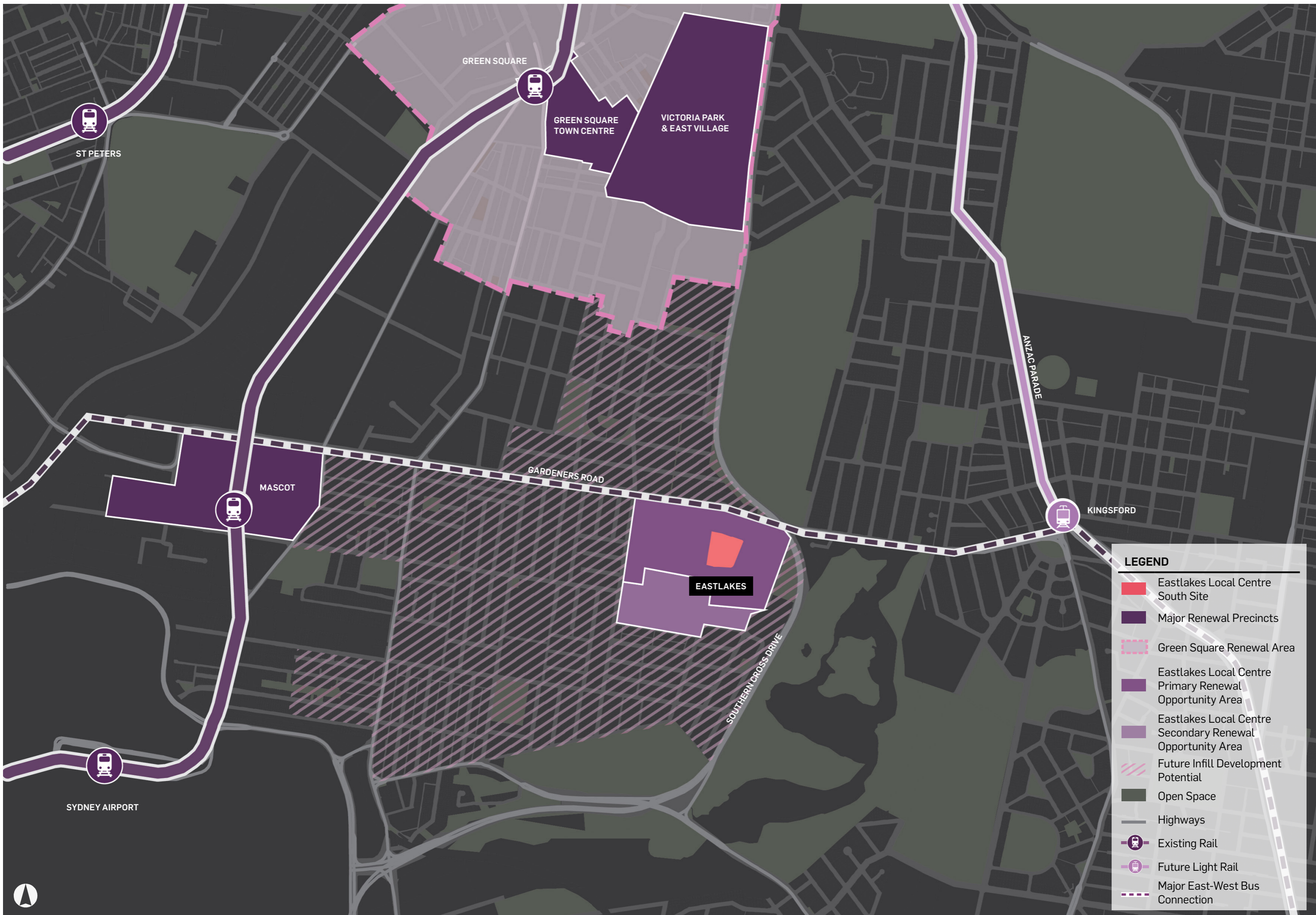
- C.1

Eastlakes is a desirable location to live: Eastlakes proximity to jobs, good transport access and local amenity and services means it is a desirable location to live. Making efficient use of land in existing urban locations is important to meet the growth challenges being faced in Sydney.
- C.2

Eastlakes is a local destination: Eastlakes is already the heart of the community. However in physical terms, the current built form detracts from its surroundings and is not identifiable in the local area.
- C.3

Housing diversity is part of the character of the inner south: Existing built form in the inner south neighbourhoods varies from one storey detached housing to 30 storey towers. This housing diversity offers housing that meets the requirements of a many different people ensuring our neighbourhoods are inclusive.
- C.4

Livability is essential for delivering high-density housing in inner-city locations. Access to daylight and sunlight, good natural ventilation, views and vistas and maintaining privacy are all essential requirements of high-density living.



ANALYSIS: HOUSING SUPPLY FORECASTS

The Eastern City District Plan is forecast to provide 22% of the total new housing within Greater Sydney to 2036.

The GSC has set five-year housing targets for the Eastern City District based on the District's dwelling needs and existing opportunities to deliver supply. They identify specific housing markets as well as supply targets for each Council. Eastlakes is located within the Eastern Shore housing market and Bayside Council LGA. The boundaries of the housing markets and the Council areas do not necessarily align.

The **Eastern City** housing targets identified within the District Plan are:

- 0-5 years: 46,550 dwellings
- 0-20 years: 157,500 (annual supply of 7,875).

Bayside Council housing targets account for 22% of the total Eastern City District targets being:

- 0-5 years: 10,150 dwellings

The five-year targets are generally consistent with known housing approvals and construction activity. These are minimum targets and largely reflect delivery potential under current planning controls. The existing Major Development Approval for the site was approved in 2013 and therefore would have been accounted for within the already established 0-5 year targets.

Table 1 Eastlakes Approved Major DA (2013)

	EASTLAKES NORTH SITE	EASTLAKES SOUTH SITE	TOTAL
# Dwellings	112	292	404

An overall 20 year target for each district has been identified with each council tasked to develop their own 6–10 year housing targets through the preparation of a housing strategy. The aim of the housing strategy is to both create liveable neighbourhoods and meet housing demand.

Bayside Council has just commenced preparing their housing strategy to inform their 6-10 year targets. Using the data provided in the district plan if the percentage remained the same (22%), this would equate to a 0-20 year target of 34,650 for Bayside Council (or an annual supply of 1,733).

Figure 46 Eastern City local government areas

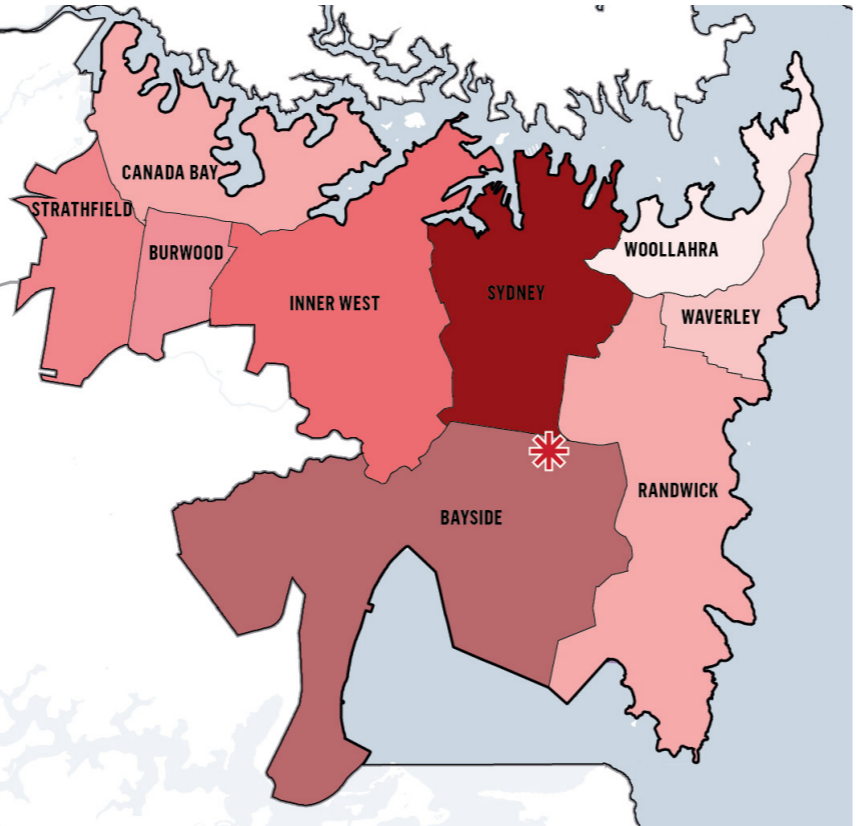


Table 2 Eastern City District Housing Supply Target

LGA	0-5 YR (2016-2021)	6-10 YR (2022-2026)	TOTAL %
City of Sydney	18,300	62,055*	39.4
Bayside	10,150	34,650*	22
Inner West	5,900	19,845*	12.6
Strathfield	3,650	12,600*	8
Burwood	2,600	8,820*	5.6
Randwick	2,250	7,560*	4.8
Canada Bay	2,150	7,246*	4.6
Waverley	1,250	4,095*	2.6
Woollahra	300	945*	0.6
TOTAL	46,550	157,500	100

* NOTE: Figures are estimates only extrapolated from 0-5 year targets.

Figure 47 Eastern City housing market areas



LEGEND

- Inner West–Burwood
- Inner West–Marrickville
- St George
- Eastern Shore
- City and Harbourside

ANALYSIS: HISTORIC HOUSING SUPPLY

In order to understand the potential demand for apartments within the Study Area Urbis has assessed the projected demand for dwelling growth in Metropolitan Sydney and the potential market share that the catchment area could achieve.

The NSW Department of Planning and Environment projects the population of the Metropolitan Sydney to increase by around 1.7% per annum over the next decade, equating to an average demand of approximately 33,500 additional dwellings per annum. Based on housing approval data, it is estimated that around 60% of these dwellings are currently apartments equating to demand for on average 20,100 per annum in 2018.

Based on changes to the historic and future dwelling typology within Sydney, Urbis expects the share of apartment development could grow to 68% by 2028 equating to demand for 23,400 apartments per annum in 2028.

It is assumed that the Study Area has the potential to achieve a market share of Sydney's apartment market of around 15.8% of future dwelling demand, which aligns with its share of apartment dwelling approvals in 2017-18.

The graph below illustrates the Study Area's forecast annual apartment demand from 2018 to 2026 using this 15.8% share of Sydney's apartment market. It illustrates growth of between 1% - 3.2% between 2018-26. This equates for demand for approximately 3,200 – 3,600 apartments per annum over this period

Figure 48 Study area forecast annual apartment demand

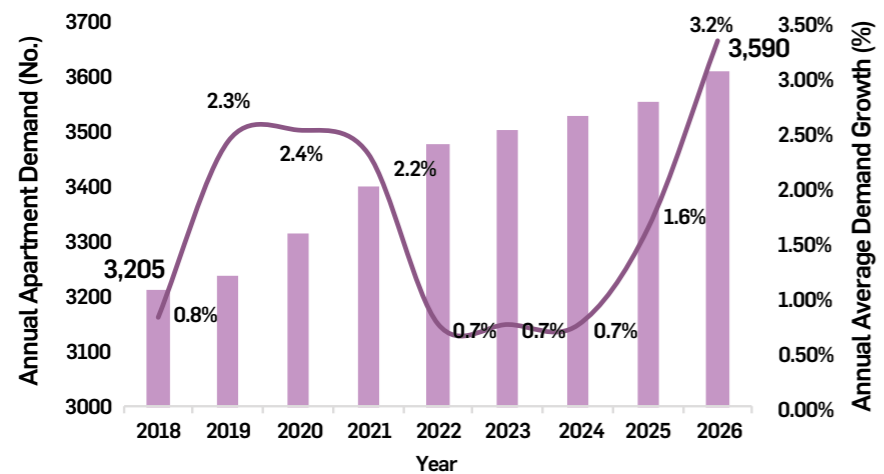
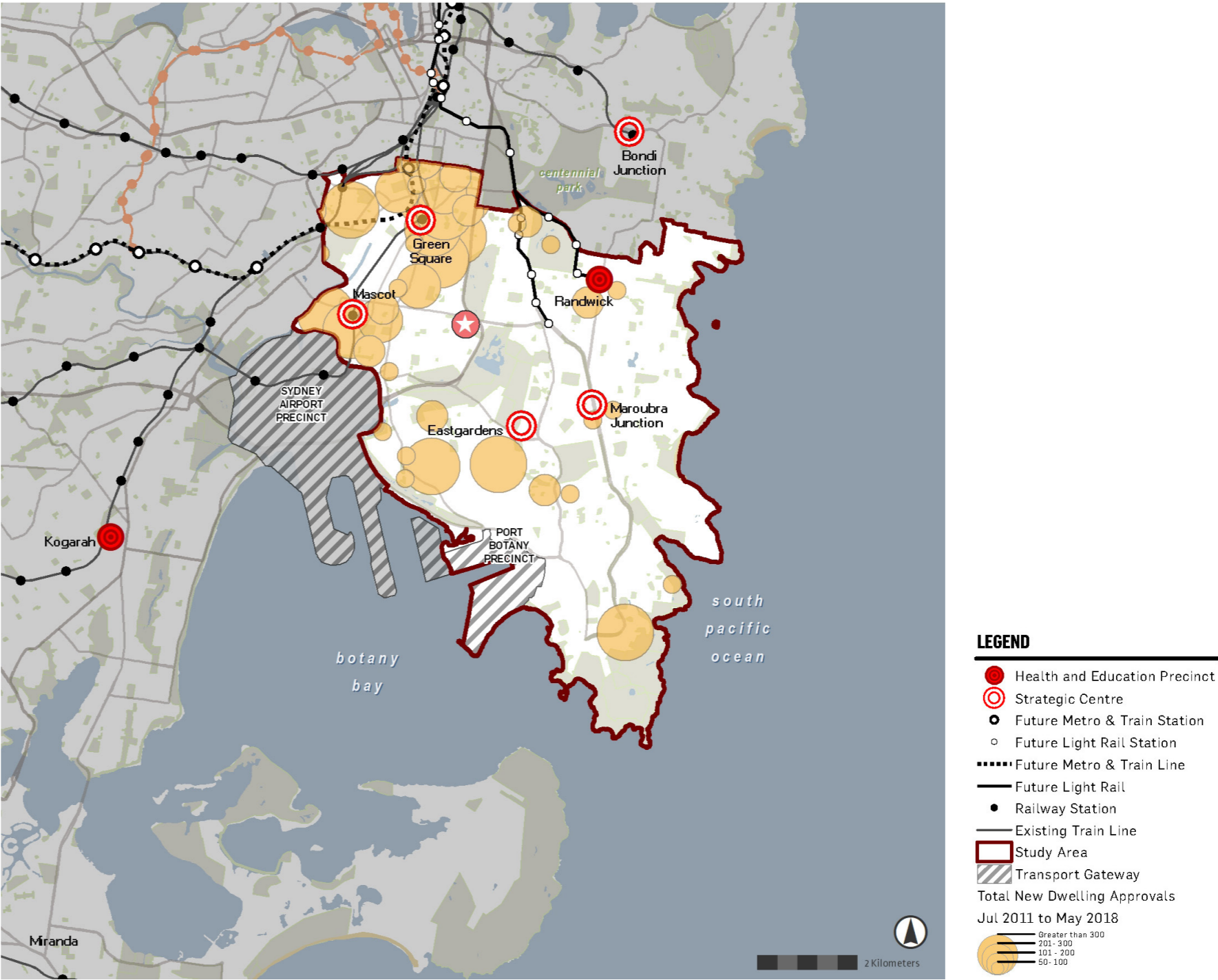


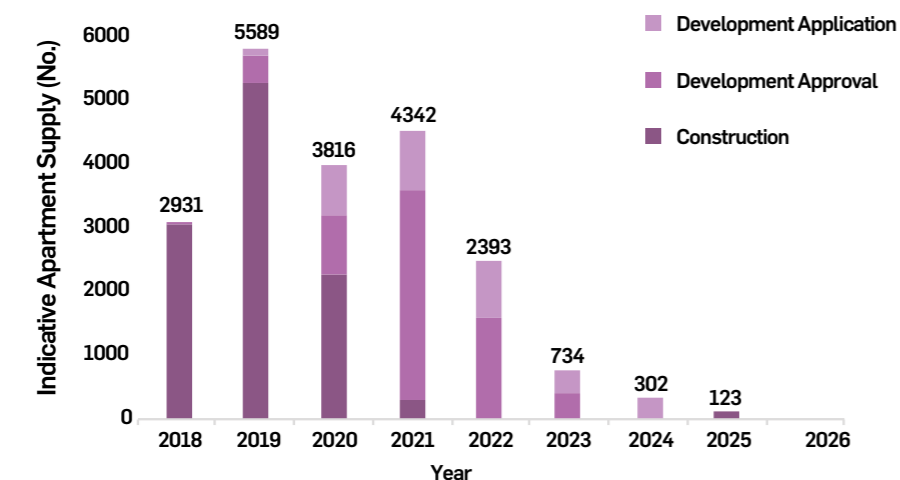
Figure 49 Eastern shore historic residential supply



ANALYSIS: CURRENT HOUSING SUPPLY

There are approximately 19,070 apartments proposed over the next five years (to 2022) in the Study Area. Much of the apartment pipeline beyond 2020 has not begun construction, or is still going through the development application process. This indicates that while there is a strong supply pipeline, much of it is subject to approval and project financing still.

Figure 50 Study area indicative apartment supply



ANALYSIS: HOUSING DEFICIT / SURPLUS

The chart below shows the deficit / surplus of apartments within the Study Area. It illustrates with the delivery of much of the Study Area's pipeline between 2019-22 there will be a surplus of apartments. Based on forecasting however this excess apartment capacity will be fully taken up in 2023.

Beyond 2022, there is a deficit of apartment supply within the study area of 1,405 in 2023 growing substantially 2024.

This indicates that while there is a strong supply pipeline of apartments between 2019 and 2022, planning for additional apartment development with strong locational attributes such as Eastlakes is necessary to meet demand beyond 2022.

Figure 51 Study area indicative gap

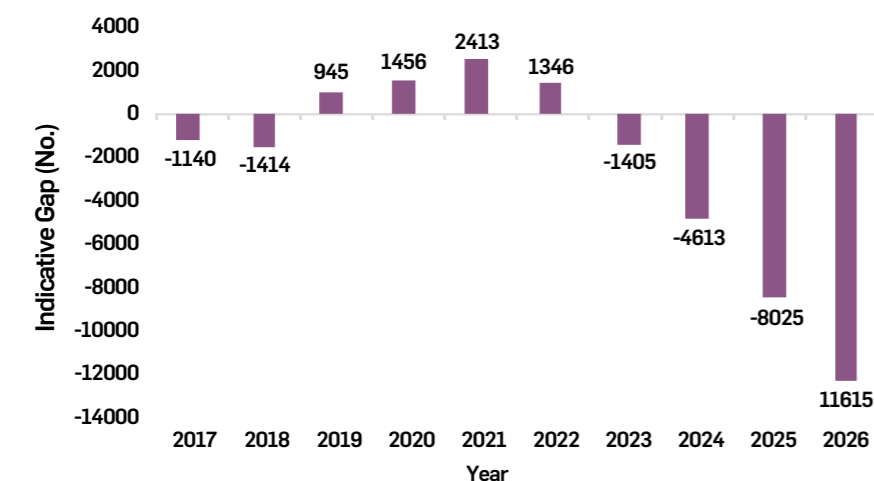
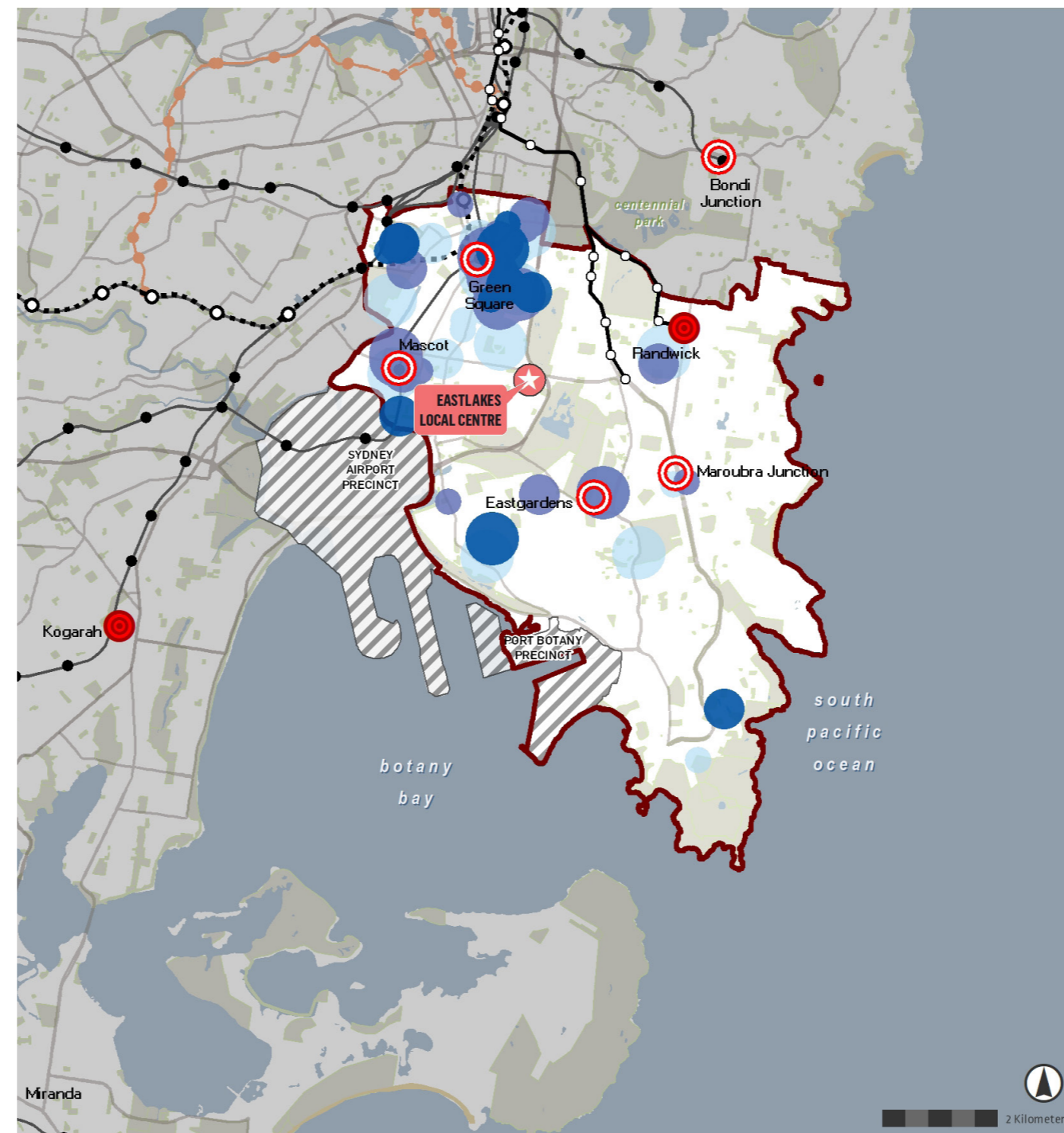


Figure 52 Eastern Shore future residential supply



APARTMENT SUPPLY DEFICIT

2022 SUPPLY = DEMAND
2023 -1,405 DEFICIT
2024 SUPPLY DEFICIT ACCELERATING

BUILDING SCALE IN NEARBY NEIGHBOURHOOD CENTRE RENEWAL PRECINCTS

Efficient use of land within inner city renewal precincts through integrated redevelopment ensures the delivery of densities within a range of buildings heights alongside the provision of amenity. Analysis of nearby renewal precincts identified a range of building heights between 35 -65m. Both Waterloo and East Village are neighbourhood centres (not local centres) and are service by bus rapid transit not rail or metro.

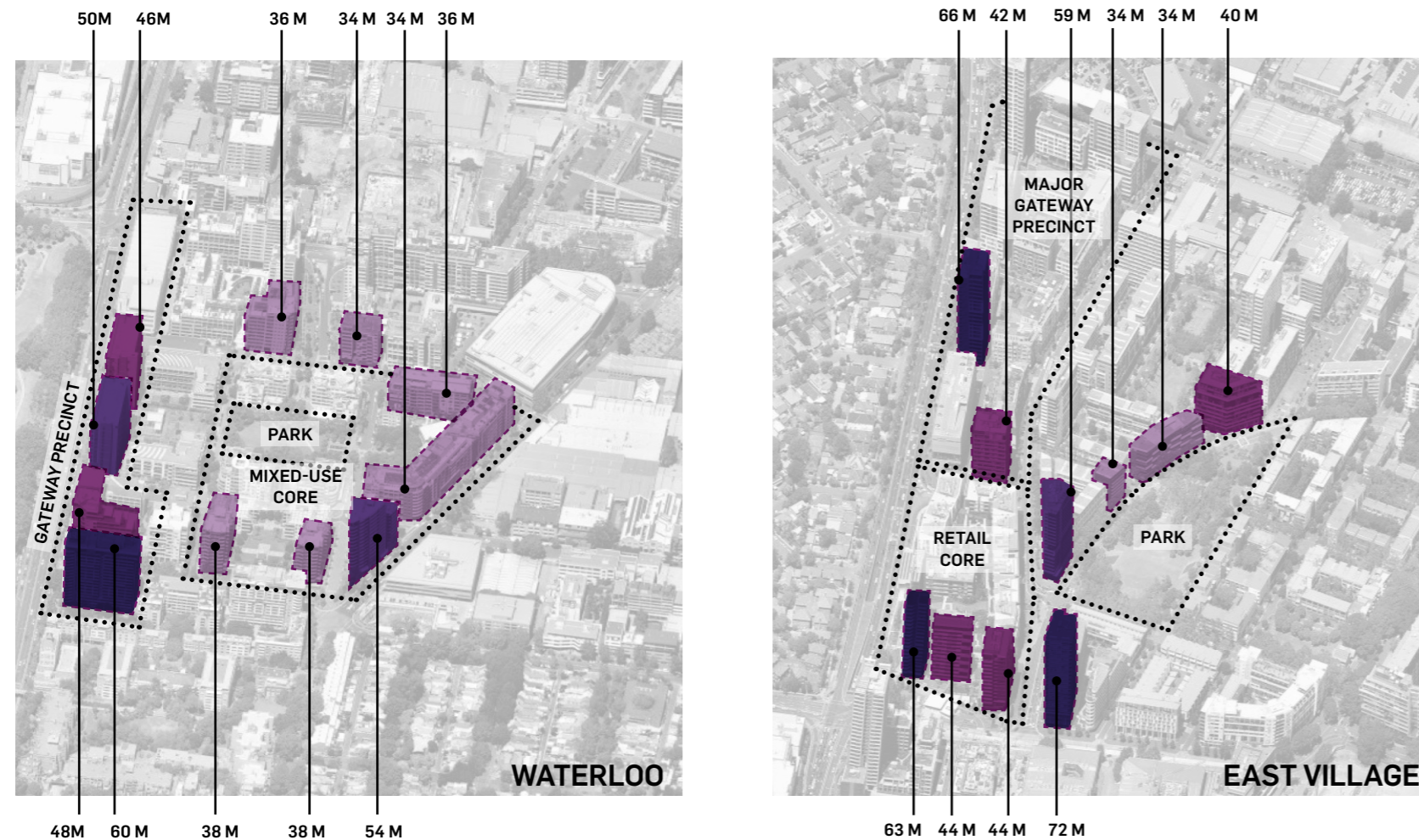
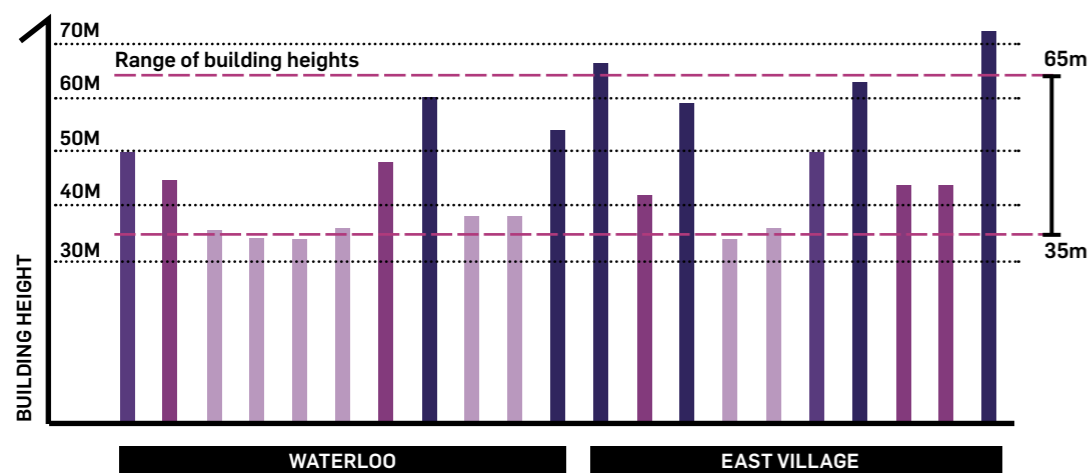


Figure 53 Building renewal precincts in the inner south



KEY FINDING

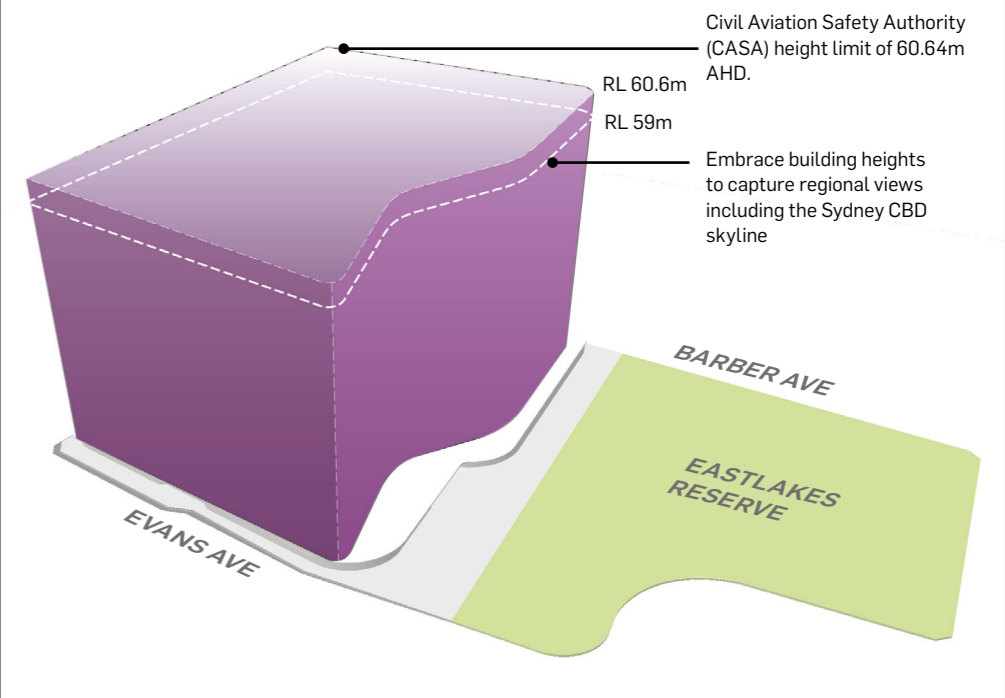
- Recent renewal areas in the inner south at Waterloo and Eastville, feature mixed used development at their core. Building heights of these developments typically range between 35m - 65m.
- Efficient use of land would suggest building heights in this range.

OUTCOME

The following outcomes are proposed for the site to make efficient use of land close to services, facilities and infrastructure.

- Optimise residential density on the catalyst site to make efficient use of land with good access to services, amenity and transport.
- Building height does not exceed the Civil Aviation Safety Authority (CASA) height limit of 60.64m AHD as required for Sydney Airport.

MAKE EFFICIENT USE OF LAND AND CAPTURE VIEWS



EASTLAKES IS A LOCAL DESTINATION

DESIGN PRINCIPLE

EASTLAKES IS A MARKER ON THE LOCAL SKYLINE CONTRIBUTING TO LEGIBILITY AND WAYFINDING

Place-making means designing buildings and spaces to provide cues to local legibility and wayfinding. As the local centre and hub for the neighbourhood, Eastlakes local centre has the opportunity to be a marker on the skyline.

ANALYSIS: BUILDING HEIGHT

Existing buildings heights in Eastlakes are taller immediately surrounding the local centre and decrease as you move away.

Immediately surrounding the centre, building heights are predominately 3 and 5 storey buildings. There are a couple of taller buildings scattered amongst these. These taller buildings are typically 8 storeys or greater.

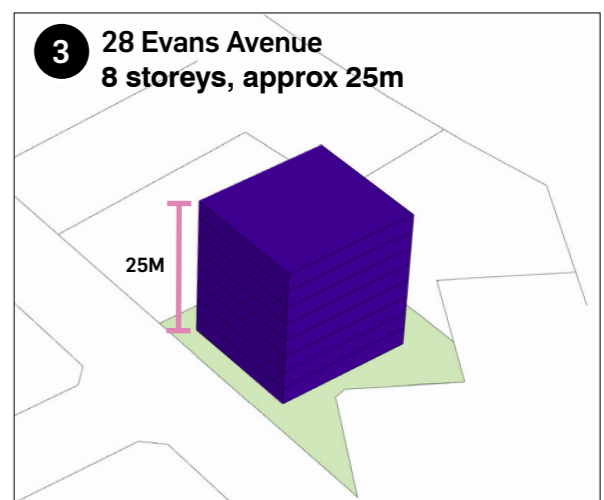
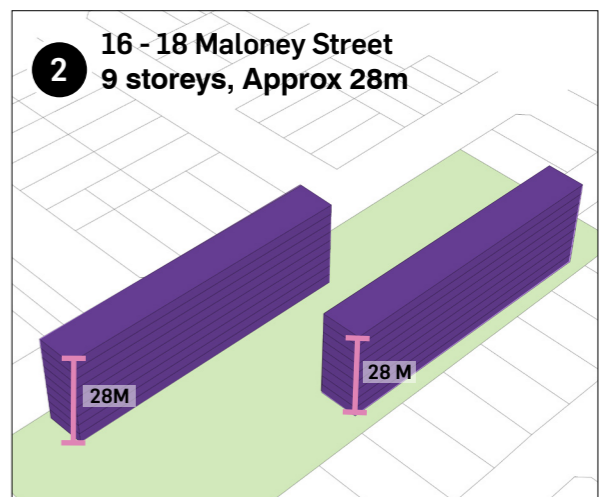
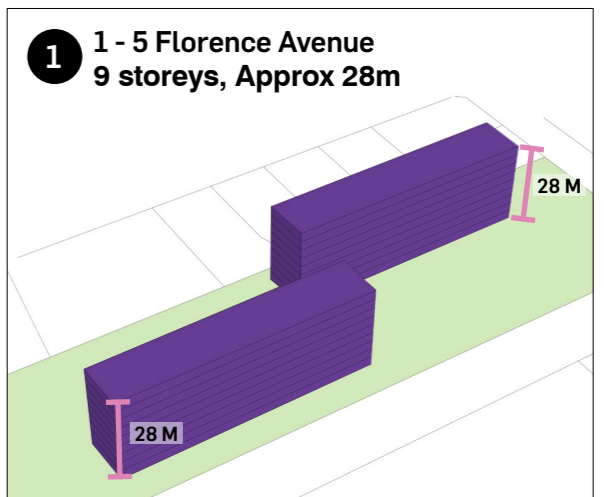
These taller buildings are visible on the skyline from the surrounding area. They act as markers but to nowhere, and are scattered within the neighbourhood and therefore do not provide much assistance in the way of legibility or wayfinding.

In contrast to its surroundings, the local centre is predominately a two to three storey building. It is not visible from the surrounding street network or Gardeners Road.

The 2013 approval included a maximum building heights of 8 storeys including podium.

The 2018 modification approval for the north site includes buildings between 6-8 storeys above podium (one level) and a maximum height of 26m.

Figure 54 Existing building heights



ANALYSIS: VIEWSHED

An analysis of the visibility of the Eastlakes centre was undertaken for both the existing centre and the 2013 approval. The 2013 scheme provided far greater visibility of the local centre

Existing Centre Viewshed

The existing centre is primarily only visible from the immediate surrounds including Eastlakes Reserve, Barber Avenue and Evans Avenue and along the arrival streets of Racecourse Place and St Helena Parade. There are some glimpses of the centre available from the elevated point within the Australian Golf Course in the north.

Figure 55 Existing centre view shed analysis

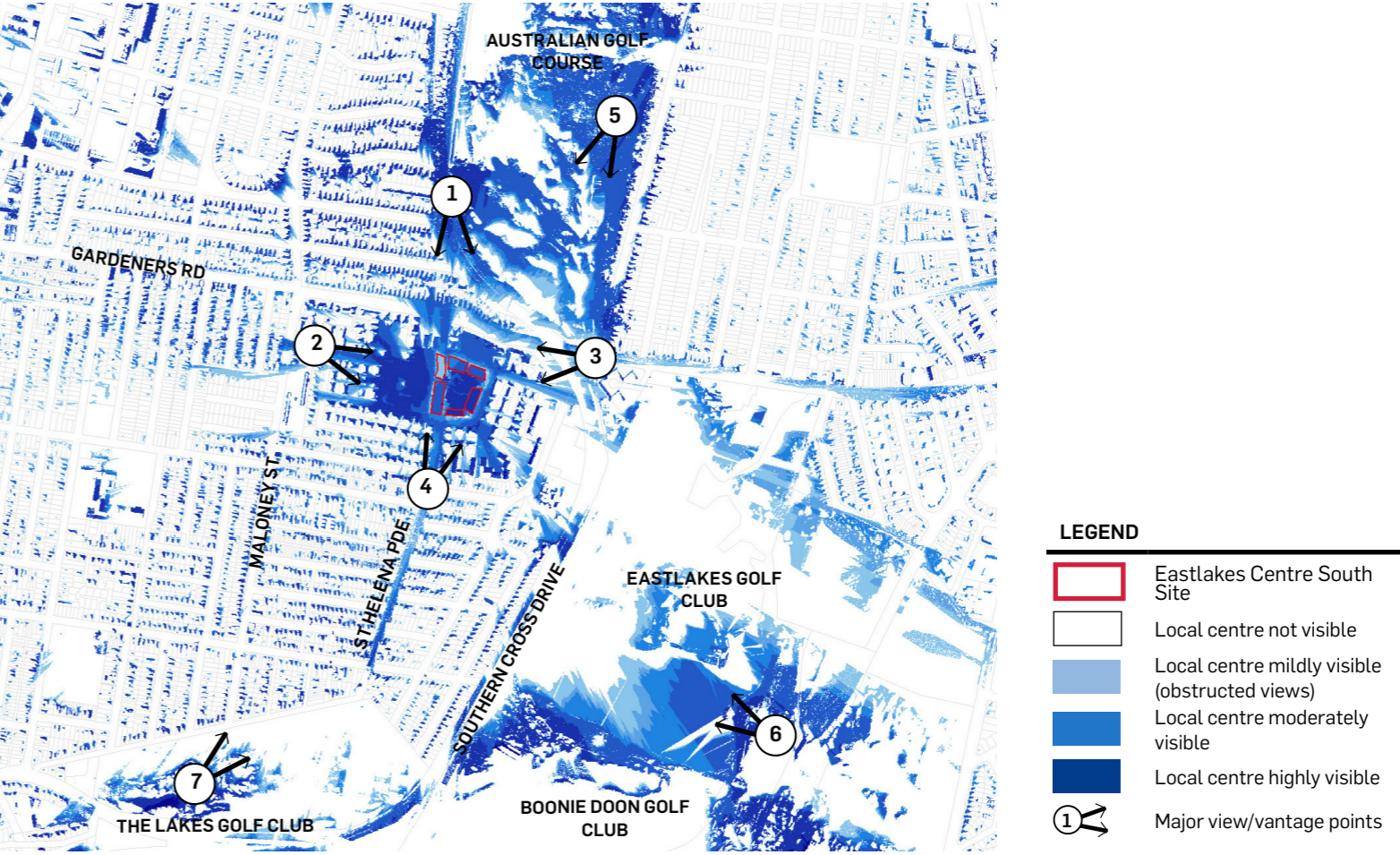


2013 Approval Viewshed

The 2013 approval proposed to increase the local centre from 3 storeys to 8 storeys, and is therefore more visible from the surrounding context. It increased the legibility and presence of the local centre in the neighbourhood.

Under the 2013 scheme, the local centre became visible from local roads and arrival routes including St Helena Parade. The proposed scheme also receives views from the surrounding golf courses (The Australian and Bonnie Doon).

Figure 56 Approved MDA (2013) view shed analysis



ANALYSIS: BUILDING HEIGHT AND CONTEXT

AVIATION HEIGHT RESTRICTION

Eastlakes proximity to Sydney Airport means it is subject to height limitations. The Civil Aviation Safety Authority (CASA) identifies 60.64m AHD as the maximum height limit for the site. A detailed Aeronautical Impact Assessment has been prepared to confirm this restriction.

EXISTING PUBLIC REALM

The scale and dimensions of the public realm, inclusive of roads and open space, play a key role in informing appropriate building heights to surrounding built form. The scheme adopts a 1:3 ratio for scaling public realm lengths and widths to inform adjacent building height. This ratio in the context of Eastlakes is described in the adjacent diagram.

EASTLAKES RESERVE

Eastlakes Reserve is a significant size local park and creates generous amenity setting for the local centre. The existing park is irregular in shape and ranges from 40m deep in the northern end for a small portion of the site to 115m deep at the southern end. In width it ranges from 100m in length towards the west to 150m in length in the east adjacent to the centre.

In many great cities around the world, open space provides great relief to the urban fabric, and the scale of surrounding buildings embrace this amenity, framing the space.

Eastlakes Reserve is currently framed by low rise buildings, typically 4 storeys with a pitched roof (or 12-15 meters). This housing does not contribute to a place specific response to the park or a positive framing of the space, allowing housing to embrace the amenity.

Figure 57 1:3 ratio illustrating public realm to building height relationship. (Source: FJMT)

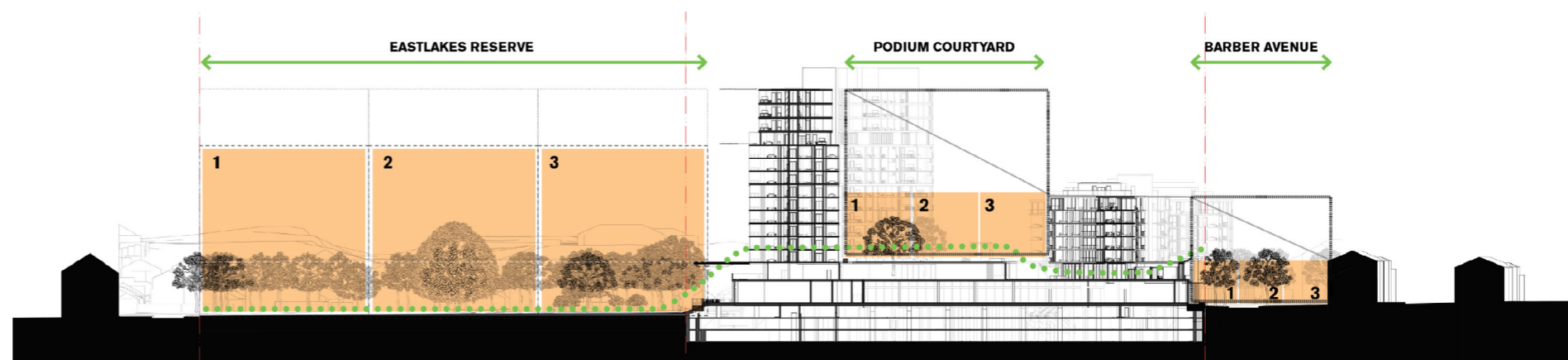
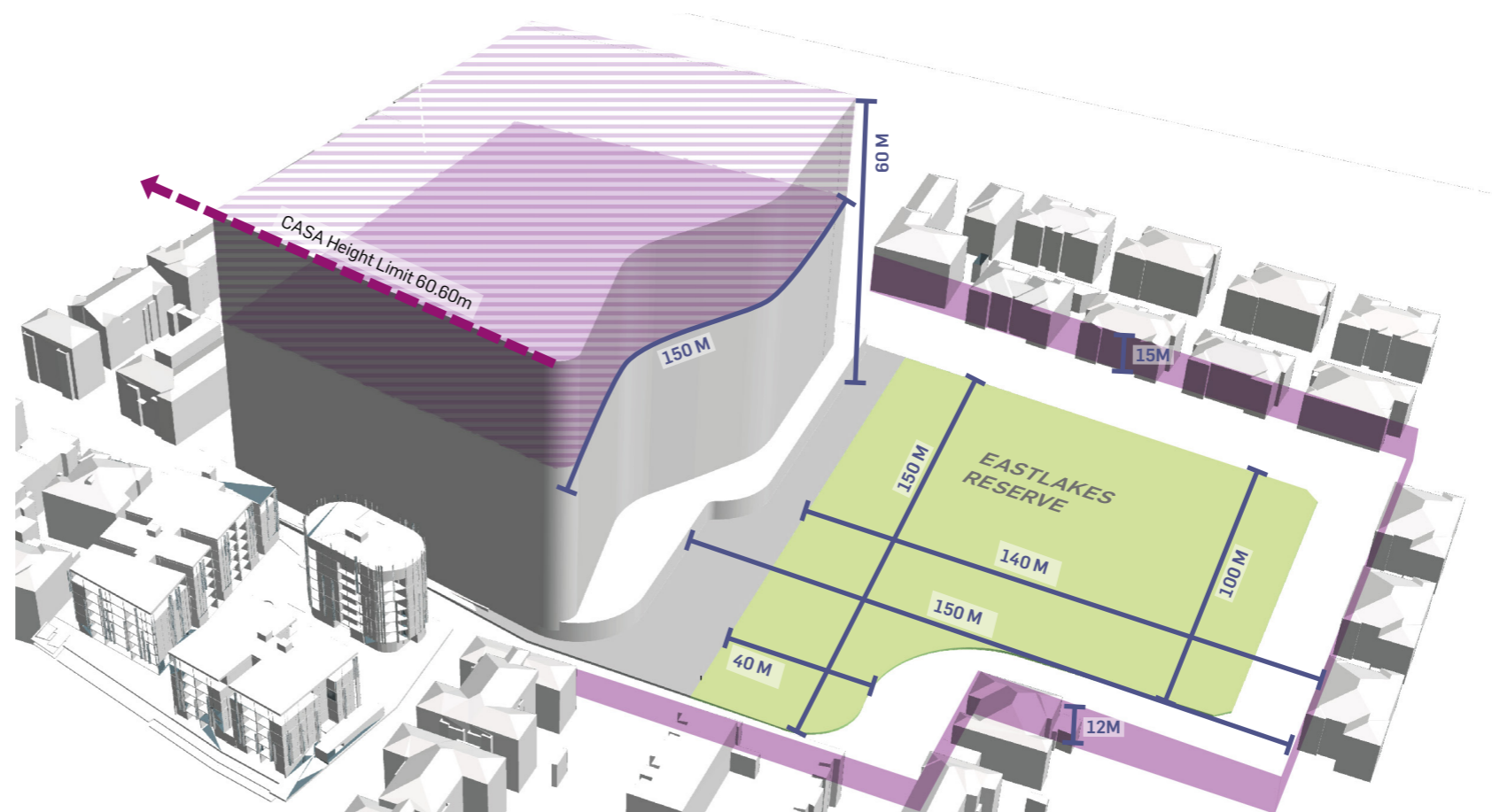


Figure 58 Comparable dimensions between local context and proposed building height and scale fronting Eastlakes Reserve



SURROUNDING RESIDENTIAL CONTEXT

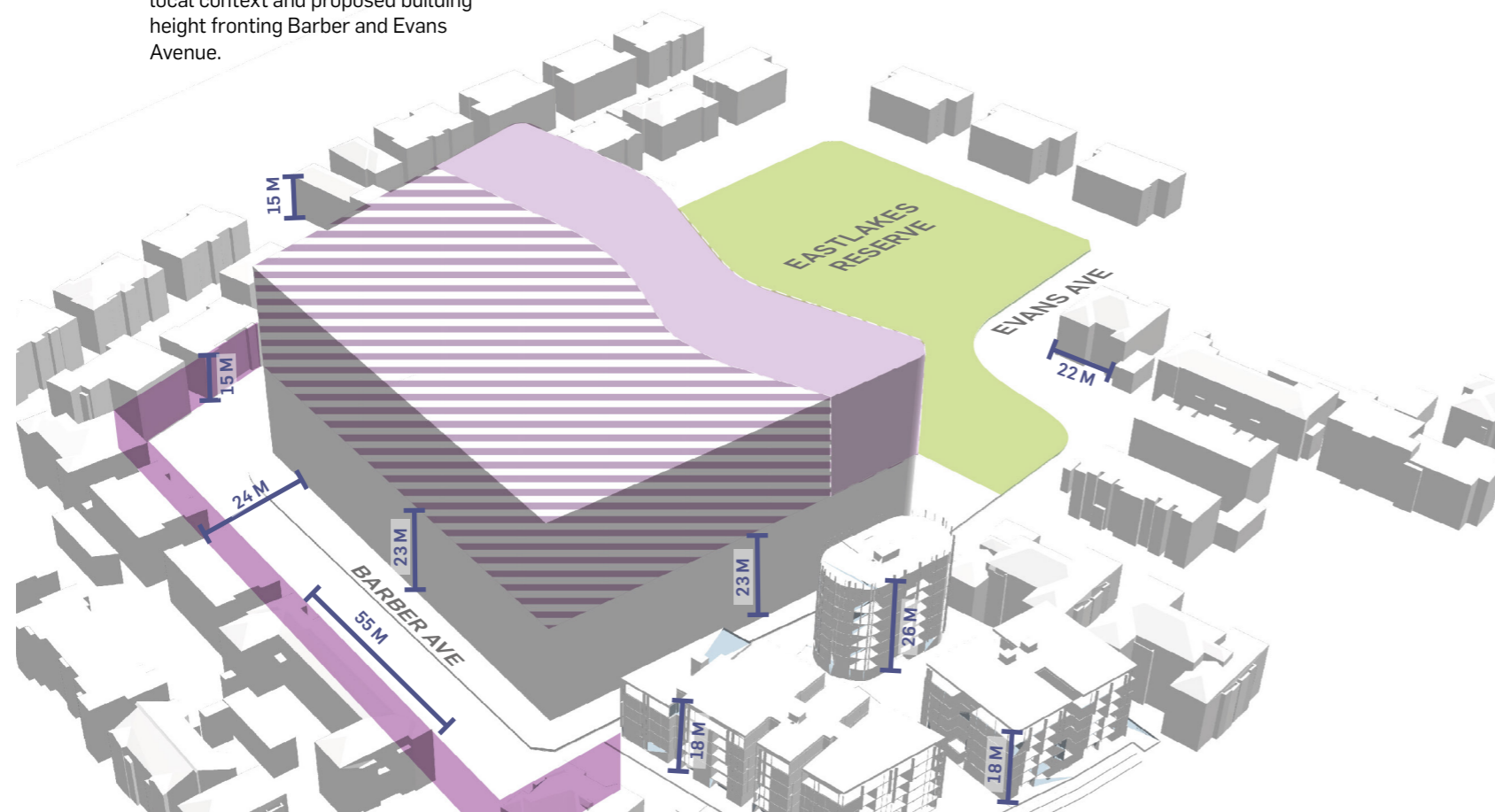
Building frontages to Barber and Evans Avenue have a very different role and scale compared to built form fronting the park. For Barber and Evans Avenue it is important that new built forms maintains a scale and character relative to the immediate neighbourhood. This includes maintaining a sense of human scale and creating a balanced streetscapes that is framed by comparable height on either side of the road.

While the surrounding buildings are one consideration in determining height at the local centre, ultimately these buildings will be re-developed in the long term. Therefore, building height should be informed by the scale and width of the public realm, and in particular the roads themselves. As the current road width is 24m, a building height of 24m is thus an appropriate building height to consider. Taller buildings can transition around to Evans Avenue to create a framed main street environment and respond to height on the north site.

KEY FINDING

- The scale and dimensions of the public realm, such as the widths of roads and the scale of parks, play a key role in informing appropriate building heights to surrounding built form.
- At Eastlakes, built form fronting the Reserve responds to the scale and proportions of the park. Meanwhile, built form alongside Evans and Barber Avenue, responds directly to the scale of the street and adjoining buildings. In both instances, maintaining a human scale is an important and consistent approach.

Figure 59 Comparable dimensions between local context and proposed building height fronting Barber and Evans Avenue.

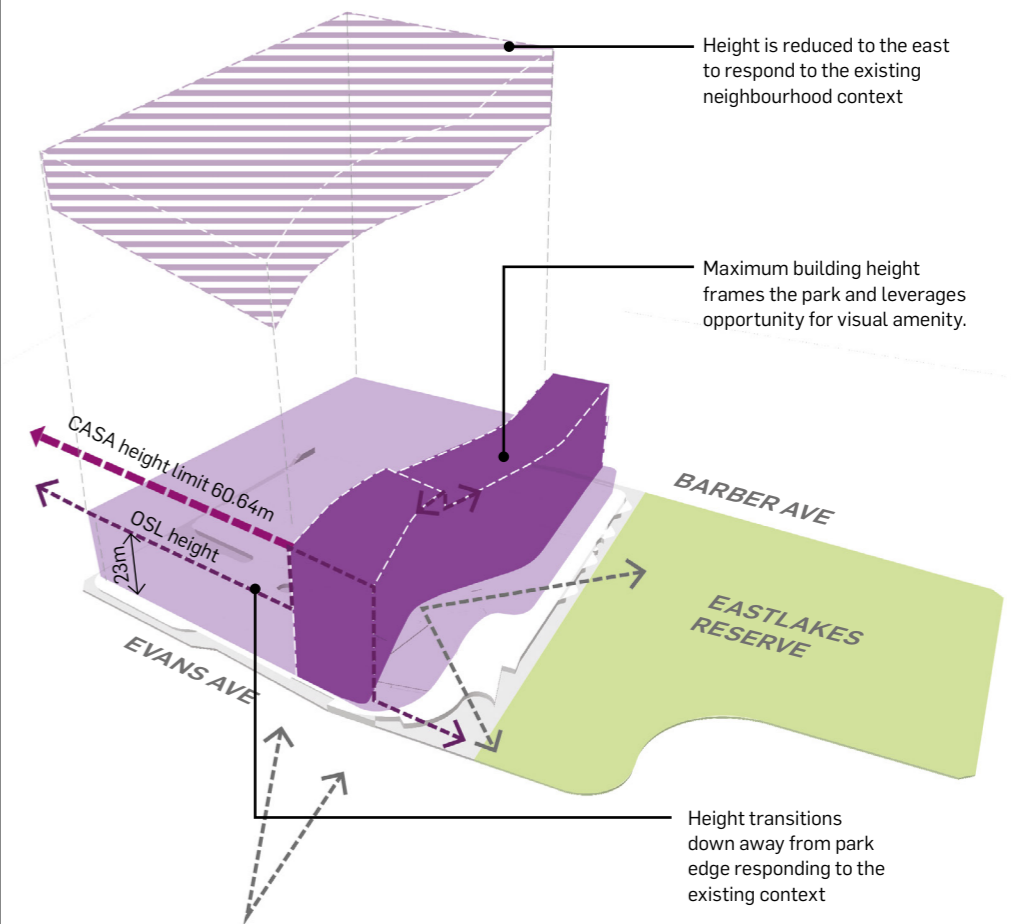


OUTCOME

The following outcomes are proposed for the site in response to the building height analysis:

- > Tallest building elements front Eastlakes Reserve to define and frame the park edge, and maximise views towards open space.
- > Transition the eastern end of the site in response to surrounding building heights and considerations of shadow implications.

BOLDLY EMBRACE THE PARK AMENITY & RESPECT ADJOINING RESIDENTS



BUILT FORM MASSING PROVIDES A UNIFYING RESPONSE

Eastlakes local centre built form response presents an opportunity to bring together the existing varied building typologies together into a single and unified response. Responding to both typologies is a key outcome.

ANALYSIS : RESPONSE TO LOCAL CONTEXT AND CHARACTER

The proposed building form reflects a unique building typology in the area, characterised by notably long buildings.

Eastlakes local centre presents an opportunity to celebrate this architectural typology (long buildings) as a landscape orientated response specific to neighbourhood. This will enhance and strengthen the local character/vernacular.

Figure 60 Plan of typical building massings in the local context



LENGTH OF BUILDING

- Eastlakes Centre South Site
- > 60m in length
- < 60m in length

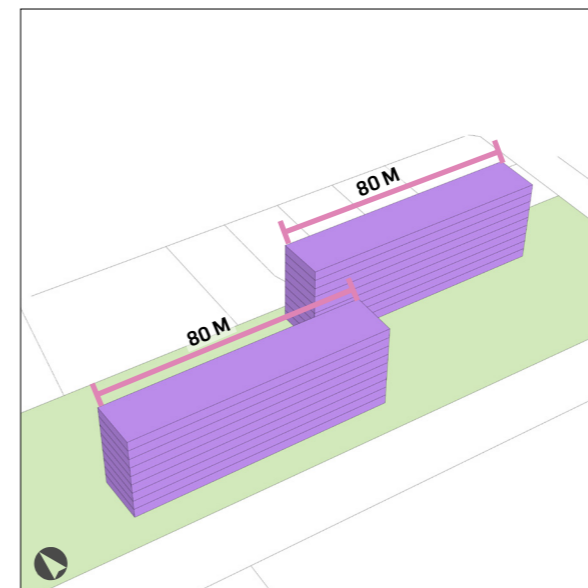
1 77 - 101 Gardeners Road
131m, 5 storeys



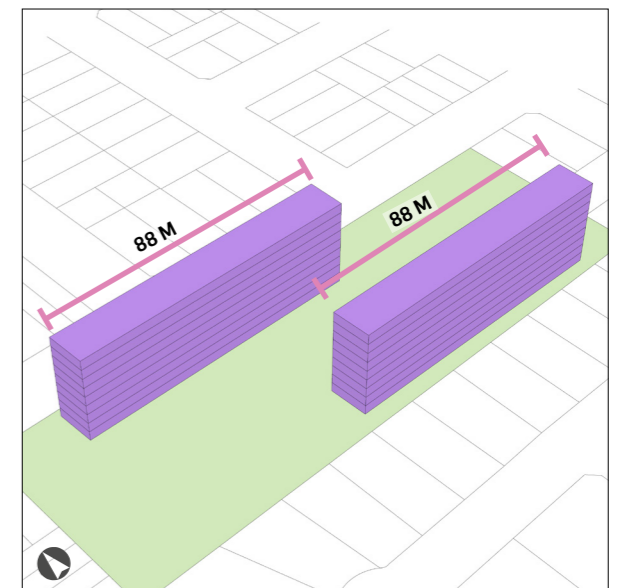
3 66 - 68 Mascot Drive
40m, 3-4 storeys



2 1 - 5 Florence Avenue
80m, 9 storeys



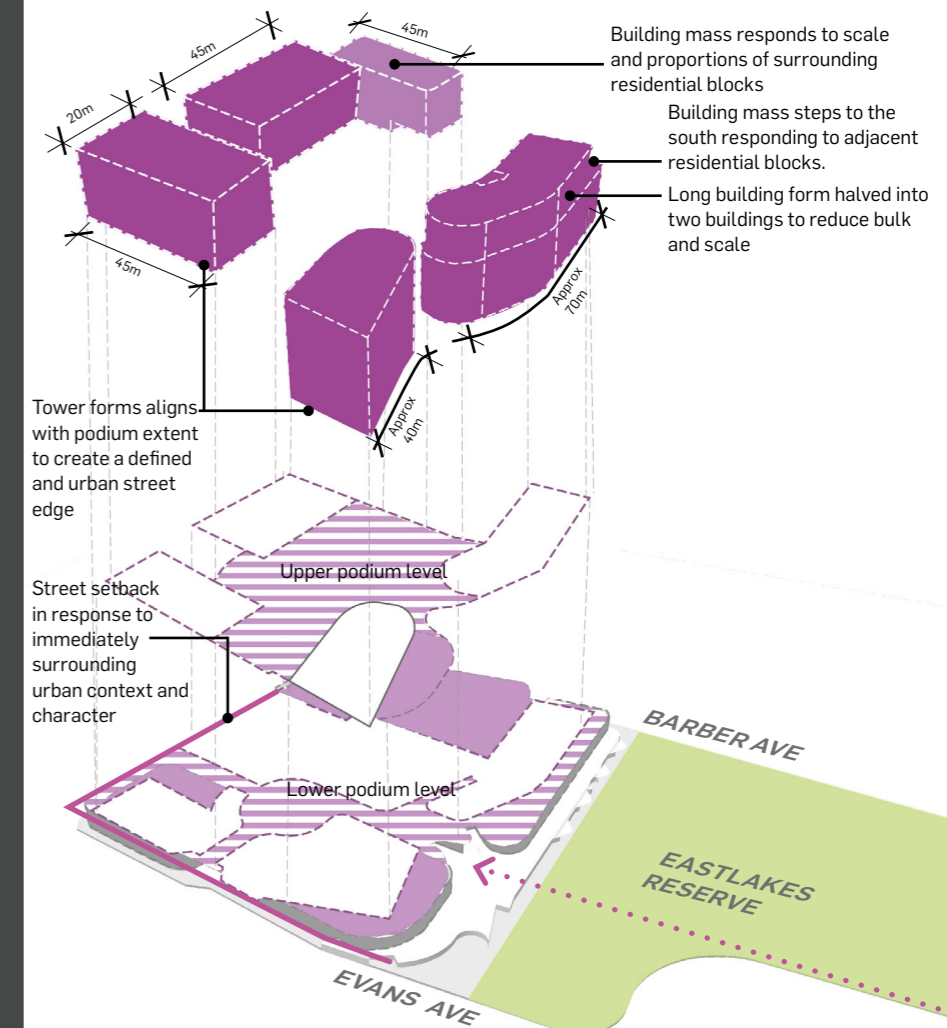
4 16 - 18 Maloney Street
88m, 9 storeys



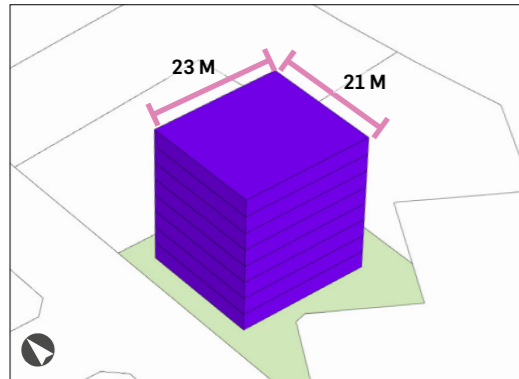
The following outcomes are proposed for the site in response to building massing and grain analysis:

- Maximise building frontage to open space to frame the park and optimise amenity.
- Break the long building element in line with pedestrian desire lines to assist with wayfinding and to reduce the scale and allow for views from the podium rooftop towards the park.
- Reduce the bulk and massing of building forms on the eastern end of the site to respond to the scale and grain of surrounding buildings.
- Create a positive response to Evans Ave by framing the main street with a building frontage.

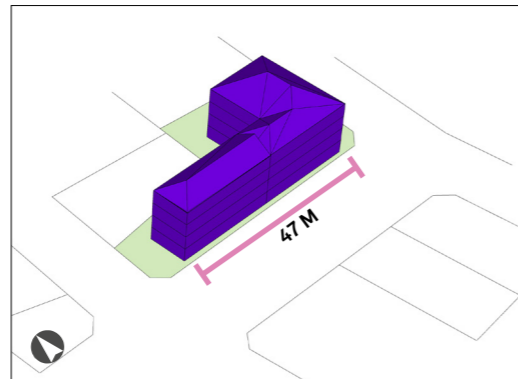
ARTICULATE BUILDING SCALE AND MASSING IN RESPONSE TO CONTEXT



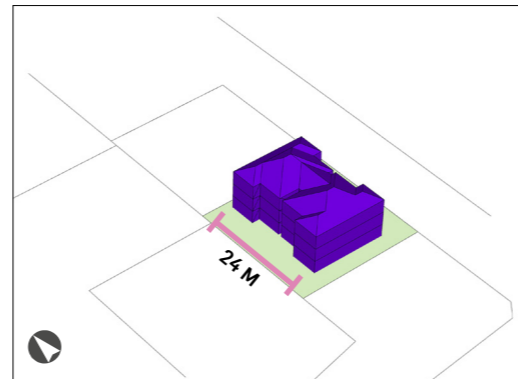
5 28 Evans Avenue
23m, 8 storeys



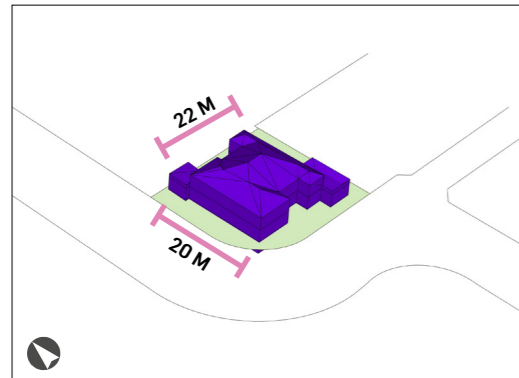
7 20 Barber Avenue
47m, 4 storeys



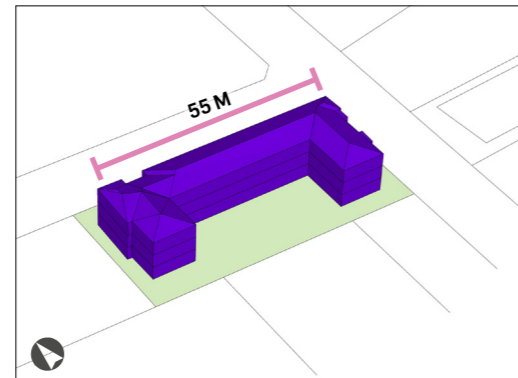
9 18 Barber Avenue
24m, 3 storeys



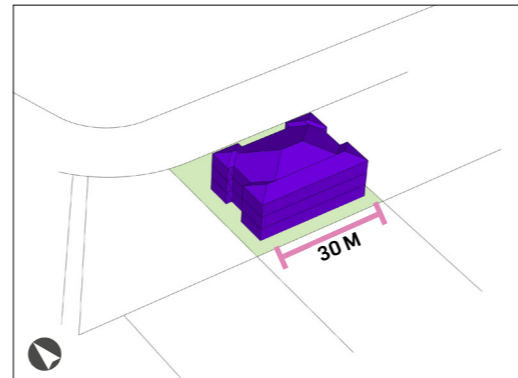
6 10 Evans Ave
22m, 3 storeys



8 34 Barber Avenue
55m, 3 storeys



10 30 Barber Avenue
55m, 3 storeys



KEY FINDING

- Distinctly long buildings in the neighbourhood range between 75-130 meters. Long building typologies are dependent on their immediate landscape setting to create a sense of openness and balance. Eastlakes Reserves, as a large open space, therefore enables an opportunity for a long building at the local centre.
- Typical multi-residential housing surrounding the local centre varies in length between 20 - 55m. The scale and proportions of these buildings inform an appropriate building grain for the local centre along Evans and Barber Ave.
- Evans and Barber Ave each offer a different character created by the built form and in particular street setbacks. Evans offers a more urban response, while Barber has greater setbacks and is therefore less activated. Proposed built form at the local centre should therefore respond to the character of these two streets.

HIGH DENSITY REQUIRES HIGH LIVEABILITY

DELIVER DESIGN EXCELLENCE

Eastlakes benefits from amazing strategic views including CBD skyline in the north and extensive green space in the east. In addition to this it sits adjacent to Eastlakes Reserve. Designing apartments to capture this amenity as well as being great places to live is a key outcome for medium density developments.

ANALYSIS: IMPROVING UPON THE 2013 APPROVED SCHEME

Compared to the Approved 2013 Scheme, the proposed modification seeks to improve design and architectural outcomes for the development in the following ways:

- Improve interface with Eastlakes Reserve to promote activation to open space, as well as increase Eastlakes Reserve setbacks to improve solar performance of the park by reducing overshadowing;
- Define the significance of the local centre with a distinct landmark building that will be a visual beacon in the broader context;
- Provide a public domain that encourages cross site permeability, and enhances local place values through a hierarchy of programmed public spaces;
- Improve amenity and building performance in terms of ADG as the prior scheme was based on RFDC;
- Increase the diversity of the built form and residential unit mix;
- Provide an allocation of affordable housing and community facilities integrated into the scheme; and
- Offer greater residential amenity (private open space), improved landscaping and communal facilities.

Table 3 Residential Units Summary

	EASTLAKES NORTH SITE	EASTLAKES SOUTH SITE
Approved DA (2013)	112	292
Proposed (2018)	133	468
Proposed South 2019	n/a	361
TOTAL ADDITIONAL	+21	+69

ANALYSIS: ARCHITECTURAL EXPRESSION

To reduce the bulk and scale of the building, and to create visual interest, the building massing on the south site has been articulated in three major tiers:

- **The Base/Ground**
- **The Middle**
- **The Top/Crown**

The Base/Ground

- This tier promotes a strong sense of human scale, and therefore responds to surrounding streetscapes including the height of street trees and neighbouring buildings.
- The tier importantly creates a vibrant and interesting pedestrian experience.

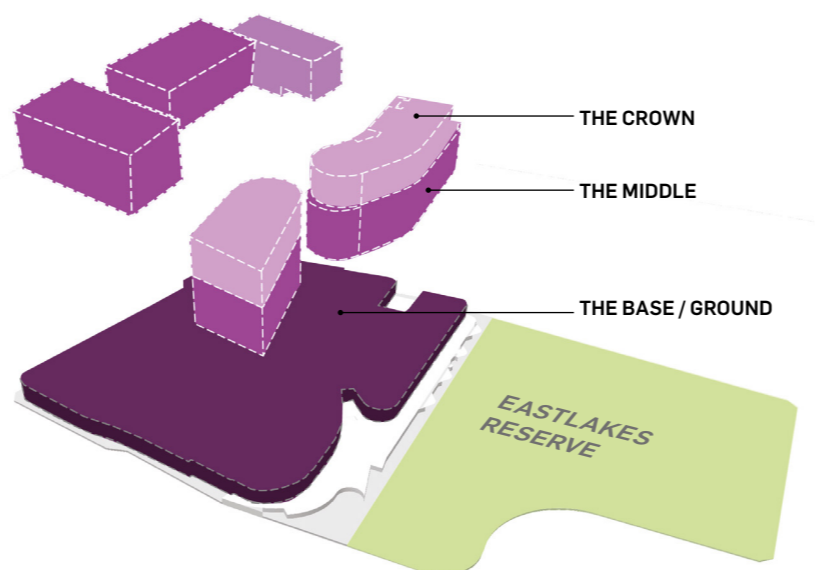
The Middle

- This tier has the largest building bulk, and therefore provides a distinct and attractive facade treatment to create visual appeal. The facade treatment balances solar performance with architectural expression.
- The facade expression plays an important role in giving character and identity to the precinct and the wider neighbourhood.

The Top/Crown

- This tier aims to reduce the impact of the building height by employing lightweight materiality and tones.

Figure 61 Architectural expression diagram



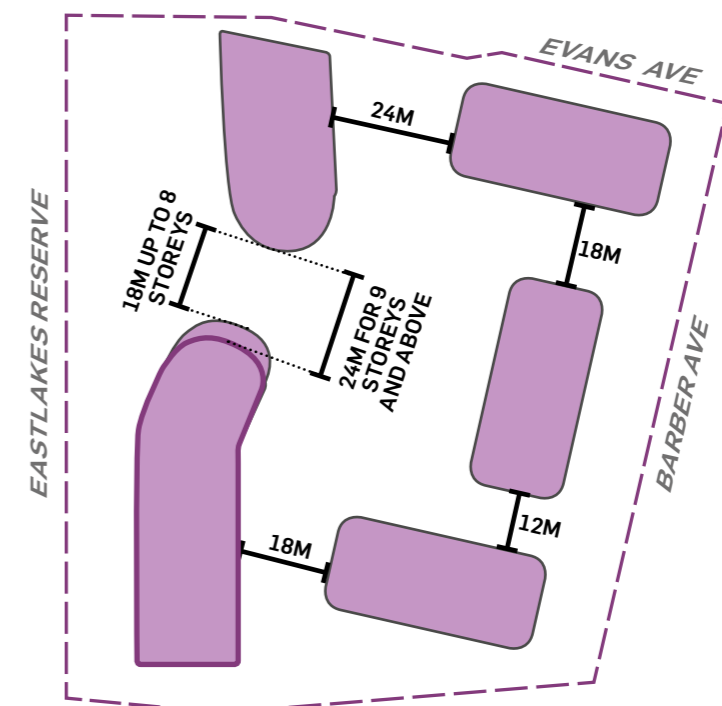
ANALYSIS: APARTMENT DESIGN GUIDELINE

Since the 2013 Approval, the Apartment Design Guideline (ADG) has been released with the purpose of improving design, planning and liveability of residential apartments. A high level review of the scheme establishes alignment with the requirements of the ADG, and in particular achieves standards for the following criteria:

- Solar access requirements to internal habitable spaces
- Solar access requirements to communal open space
- Visual privacy and cross-ventilation outcomes
- Building separation

Further information on ADG compliance is provided in the Architect's Report.

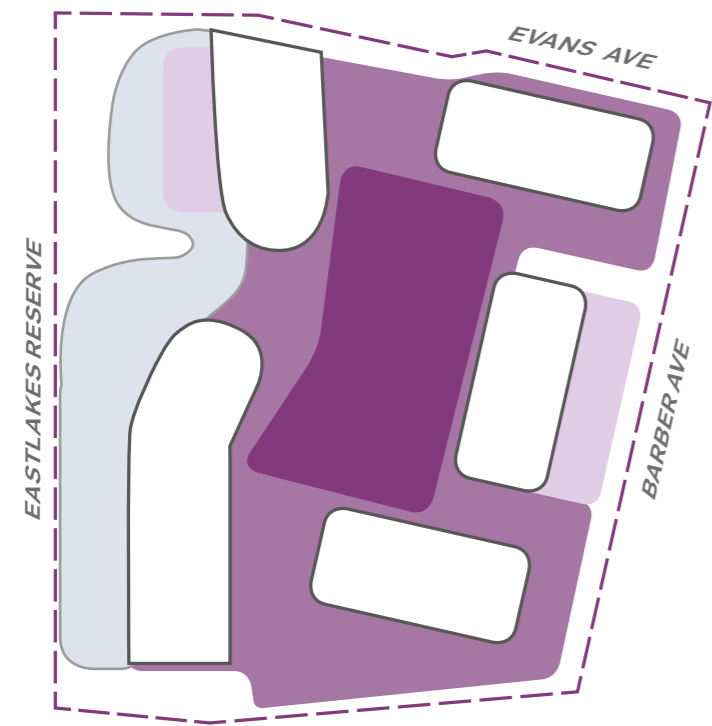
Figure 62 Minimum building separation distances



ANALYSIS: AMENITY

The liveability of residential apartments is underpinned by the standard and quality of amenity. At Eastlakes south site, the large podium footprint provides an outstanding opportunity to create an elevated landscape on the podium rooftop as well as smaller roof terraces on top of individual residential buildings. Residential amenity is therefore enhanced by incorporating communal open spaces and communal facilities, as well as private open spaces. These open spaces feature lush landscaping, strong solar access and open views to the surrounding context.

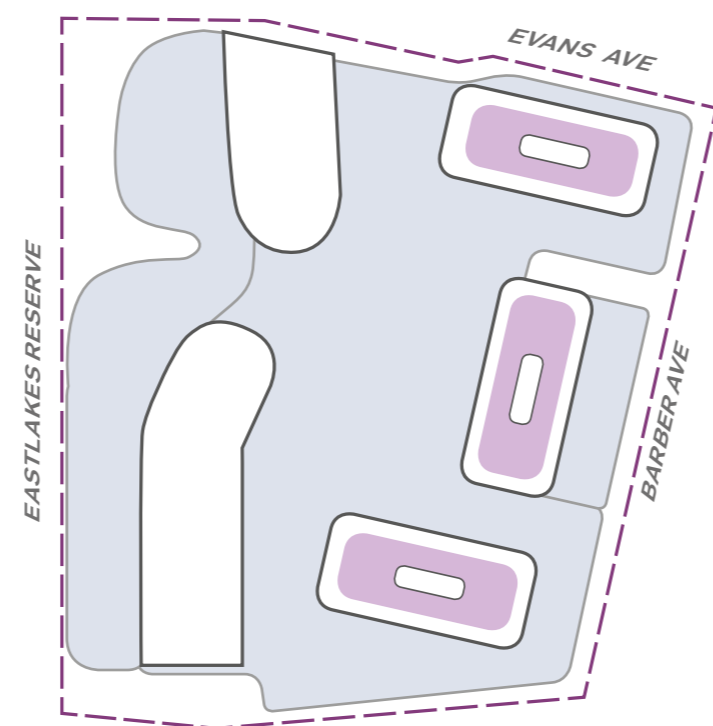
Figure 63 Podium amenity



LEGEND

- Eastlakes Centre South Site
- Awning below
- Residential towers
- Private open space - residential terraces
- Communal open space
- Main communal open space - swimming pool area

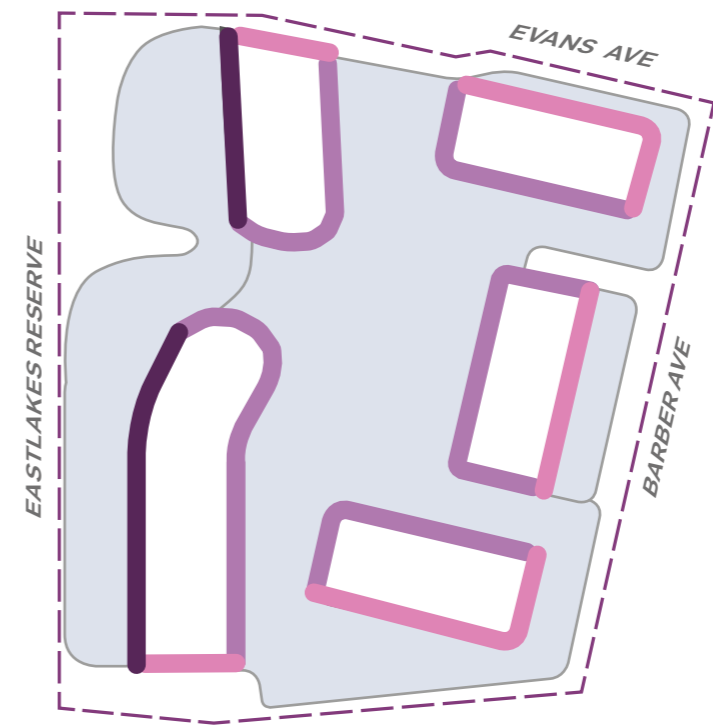
Figure 64 Roof top amenity



LEGEND

- Eastlakes Centre South Site
- Podium
- Residential towers
- Private open spaces on roof tops

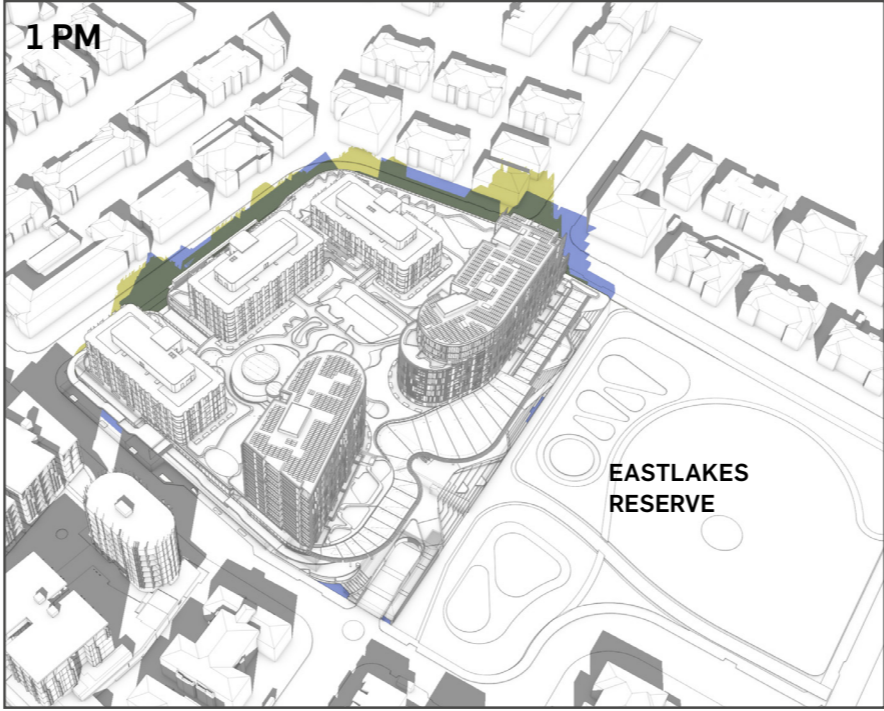
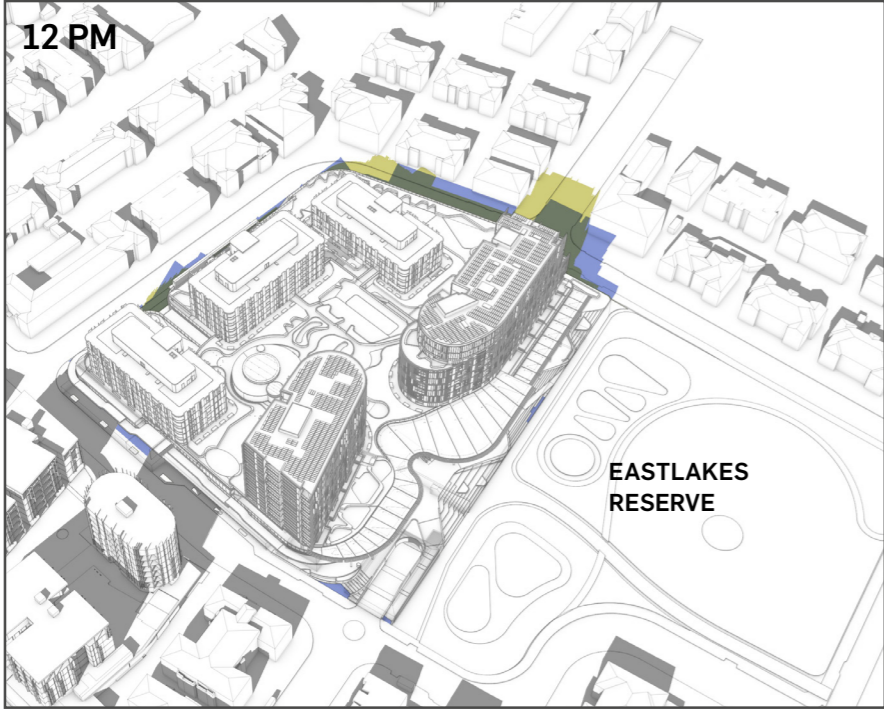
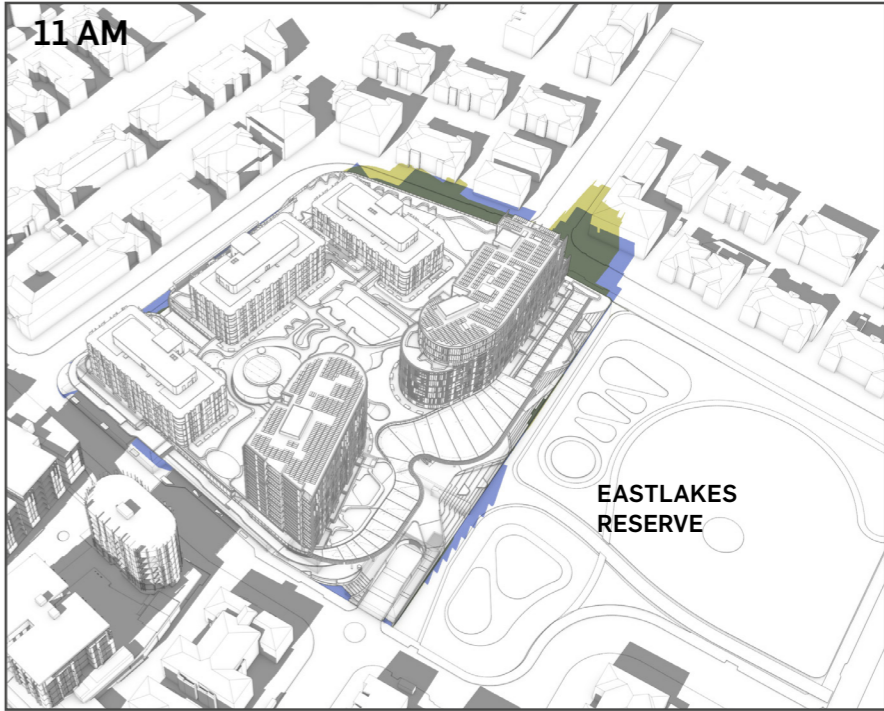
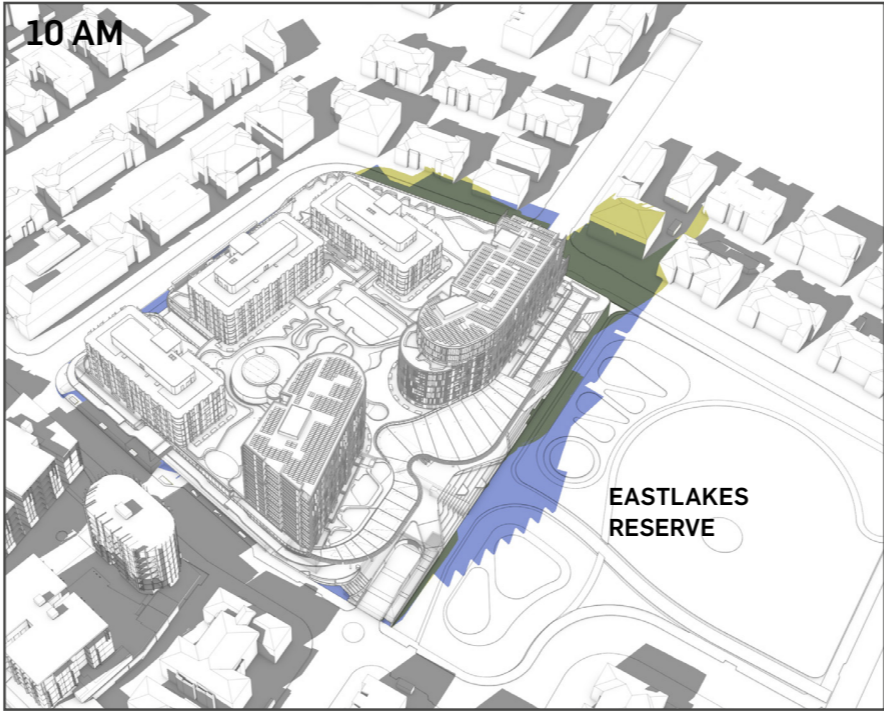
Figure 65 Visual amenity



LEGEND

- Eastlakes Centre South Site
- Podium
- Tower
- View to Eastlakes Reserve
- View to central podium landscaping
- View to streetscape

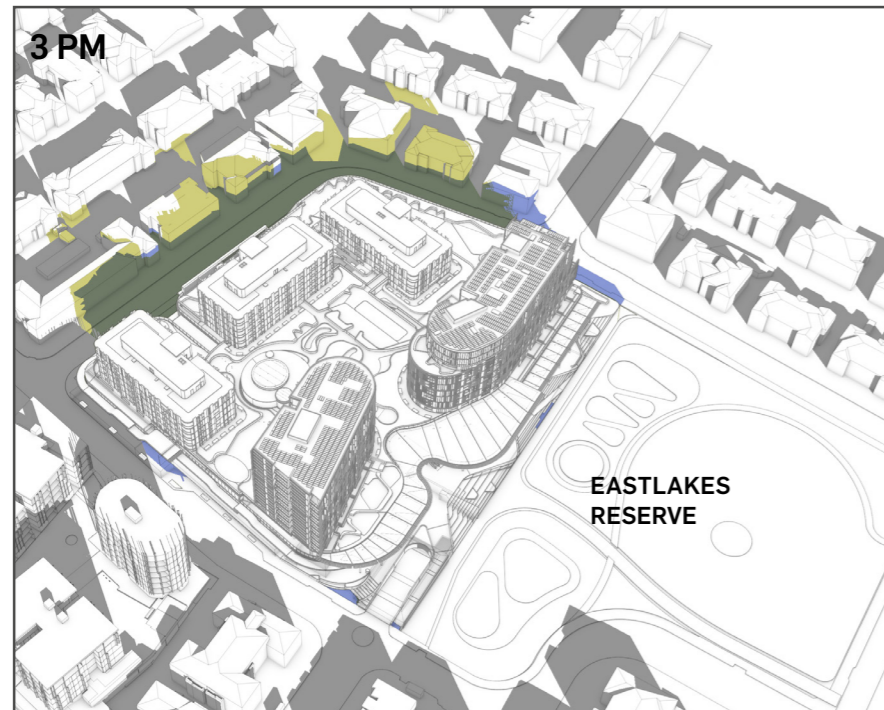
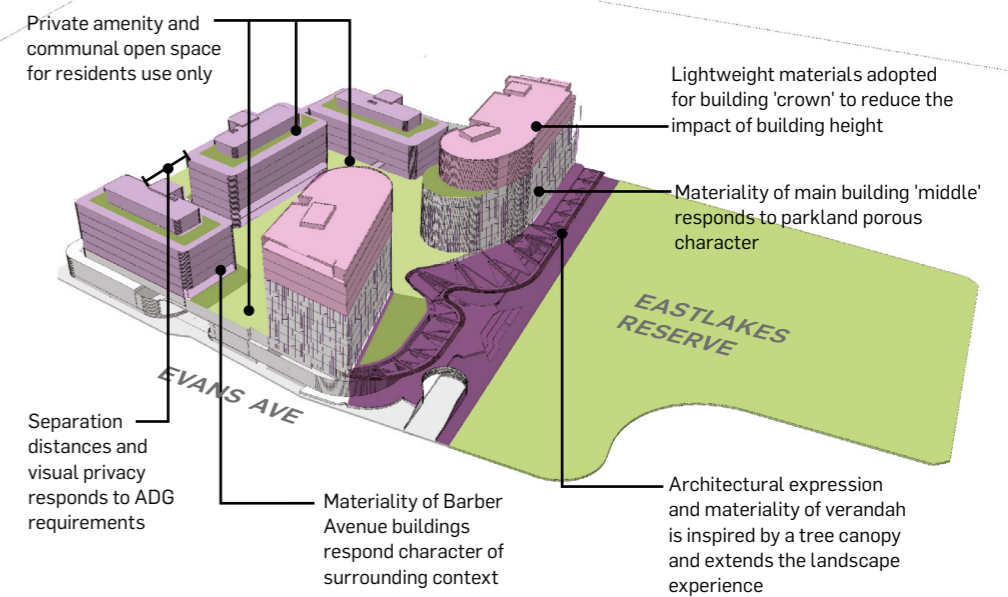
ANALYSIS: SHADOW IMPACTS (WINTER SOLSTICE JUNE 21ST)



The following outcomes are proposed for the site in response to the analysis of design excellence and quality housing:

- > Meet the requirements of the Apartment Design Guideline. In summary this means, ensure buildings allow for visual privacy and good environmental performance. Also, ensure buildings and open space meet solar access and cross ventilation requirements.
- > Articulate buildings to enhance the character and visual appeal of the neighbourhood. Also offer an attractive landmark, which reflects the role and importance of the local centre to the community.
- > Include spaces that are designed for people, and for community gathering and events. These public spaces should respond directly to local context to ensure they are embedded in place and offer authentic value to the local urban fabric.

BUILDING DESIGN AND ARTICULATION RESPONDS TO PLACE AND MAXIMISES AMENITY



LEGEND

- Shadow cast by proposed
- Shadow cast by 2013 Approved scheme

ANALYSIS: SHADOW IMPACTS

IMPACT ON PUBLIC AMENITY

- The proposed scheme notably reduces the shadow impact on Eastlakes Reserve between 9 and 10 am, by about 50% compared to the 2013 scheme. Improving solar access to the reserve will therefore enhance the usability, comfort and attractiveness of the park.

IMPACT ON PRIVATE AMENITY

- The proposed scheme creates greater shadow impact on neighbouring residential properties during afternoons. These shadows cast on private amenity are typically fast moving shadows, or late afternoon shadows when the sun is low in the horizon.
- While the proposed scheme increases the shadow impact to neighbouring properties, these properties still receive the minimum amount of direct natural light (two hours) as required by the ADG. Refer to the Architect's Report for further detail on shadow impact.

