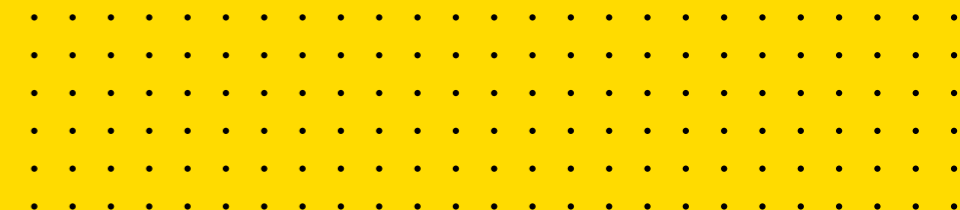




KINGS BAY PRECINCT MASTER PLAN REPORT



We acknowledge the traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

Issue	Title	Date	Prepared	Checked
1	Draft Issue	10/11/2020	SL/JK/NO	JK
2	Draft Issue	16/12/2020	JC/NO	JK
3	Revised master plan	15/01/2021	JC/NO	JC
4	Final Draft Issue	18/01/2021	JC	JC
5	Spencer Street render added	27/01/2021	JC	-
6	Variation - Issue for Review	15/04/2021	JC/NO	JC
7	Revised Master Plan	20/04/2021	JC/NO	-
8	Revised street wall	10/05/2021	JC	-
9	Revised Queens Road section	18/05/2021	JC	-



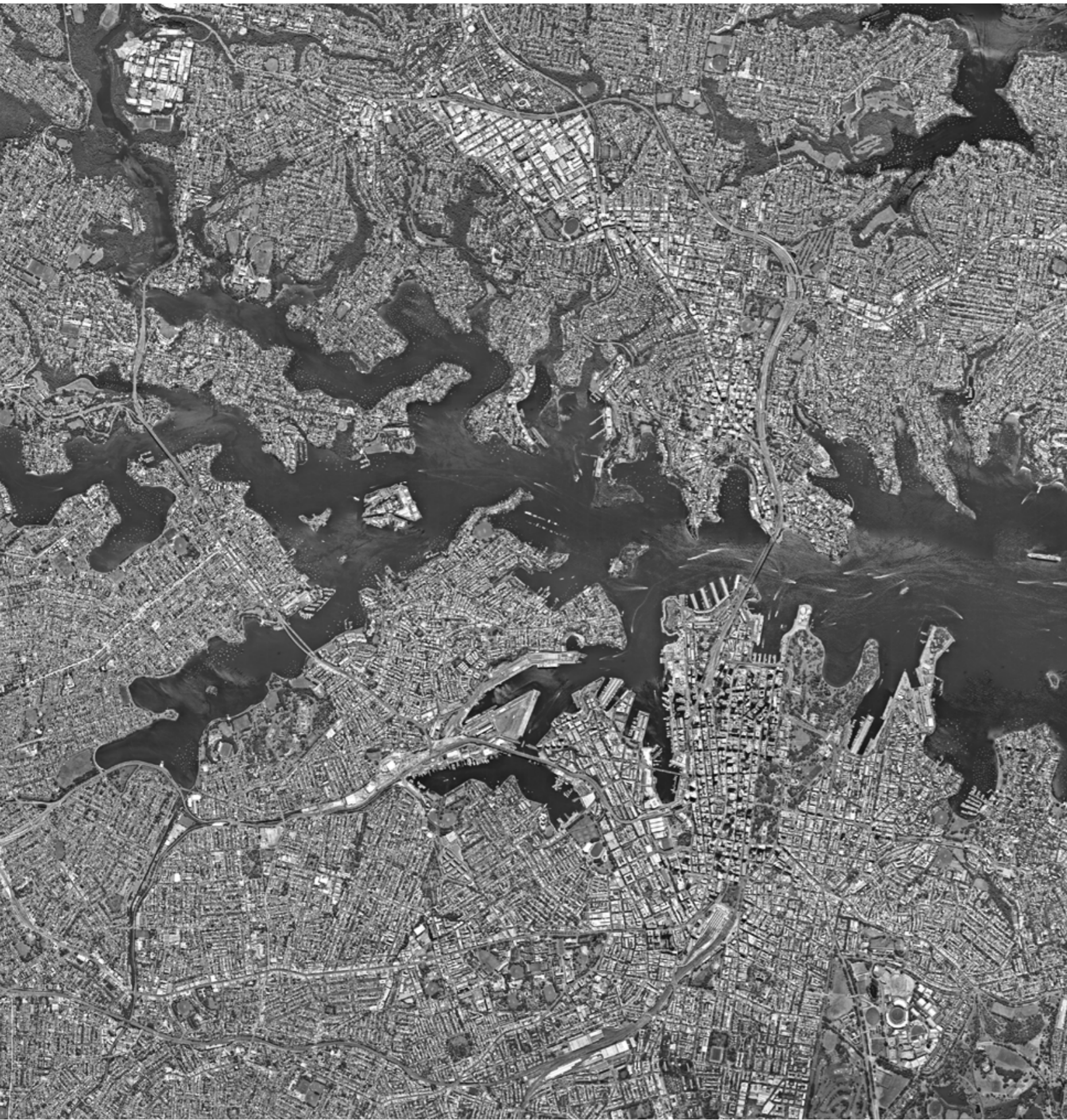
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CONTENTS

01/ INTRODUCTION	5	03/ URBAN DESIGN PRINCIPLES	
INTRODUCTION	6	29	
PRCUTS POLICY	8	URBAN DESIGN PRINCIPLES	30
FRAMEWORK	8	04/ MASTER PLAN	33
PRCUTS IMPLEMENTATION TOOL KIT	9	KINGS BAY PRECINCT VISION	34
PRCUTS DEVELOPMENT CONTROLS	10	KINGS BAY PRECINCT: SPENCER STREET	36
CITY OF CANADA BAY PRCUTS STRATEGIES	11	MASTER PLAN	38
CITY OF CANADA BAY POLICIES AND GUIDELINES	12	LOT AMALGAMATION	39
02/ POLICY CONTEXT & SITE ANALYSIS	15	PROPOSED DEDICATIONS	40
THE SITE	17	BUILDING HEIGHT STRATEGY	41
SITE CHARACTER	18	FLOOD STRATEGY	42
Streetscape	18	GROUND LEVEL SETBACK	43
Infrastructure	19	UPPER LEVEL SETBACKS	44
SITE ANALYSIS	20	STREET WALL	45
Existing land use	20	ACTIVE FRONTAGES	46
Existing circulation	21	OPEN SPACE AND LINKS	47
Topography and flora	22	PROPOSED ZONING	48
STRATEGY CONTEXT: PRCUTS	23	SHADOW ANALYSIS	50
Access and connectivity	23	05/ STREET INTERFACE	53
Land use and activation	24	KINGS ROAD	54
Public domain and streetscape	25	QUEENS ROAD	55
OPPORTUNITIES & CONSTRAINTS	26	SPENCER STREET	56
Opportunities	26	PARRAMATTA ROAD	57
Challenges	27	HARRIS ROAD	58
		WILLIAM STREET	59
		REGATTA ROAD	60
		WALKER STREET	61
		PARRAMATTA ROAD - SPENCER STREET PLAZA	62
		SPENCER STREET PLAZA - QUEENS ROAD	63
		PARRAMATTA ROAD - SPENCER STREET EAST	64
		PARRAMATTA ROAD - SPENCER STREET WEST	65
		SPENCER STREET WEST - QUEENS ROAD	66
		QUEENS ROAD - KINGS ROAD	67
		PARRAMATTA ROAD - KINGS BAY PARK EAST	68
		06/ YIELD ESTIMATE	71
		YIELD ESTIMATE	72





INTRODUCTION

01

INTRODUCTION

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) together with a package of implementation and reference documents. A Section 117 Ministerial Direction gives the Strategy and Implementation Tool Kit statutory weight.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

In response to PRCUTS, the City of Canada Bay has commenced additional urban design, traffic and transportation investigations for 3 precincts: Burwood, Homebush and Kings Bay. This work seeks to ensure that all future decisions to rezone land will be made with a thorough understanding of potential cumulative impacts and will achieve orderly, transparent and high-quality design outcomes.

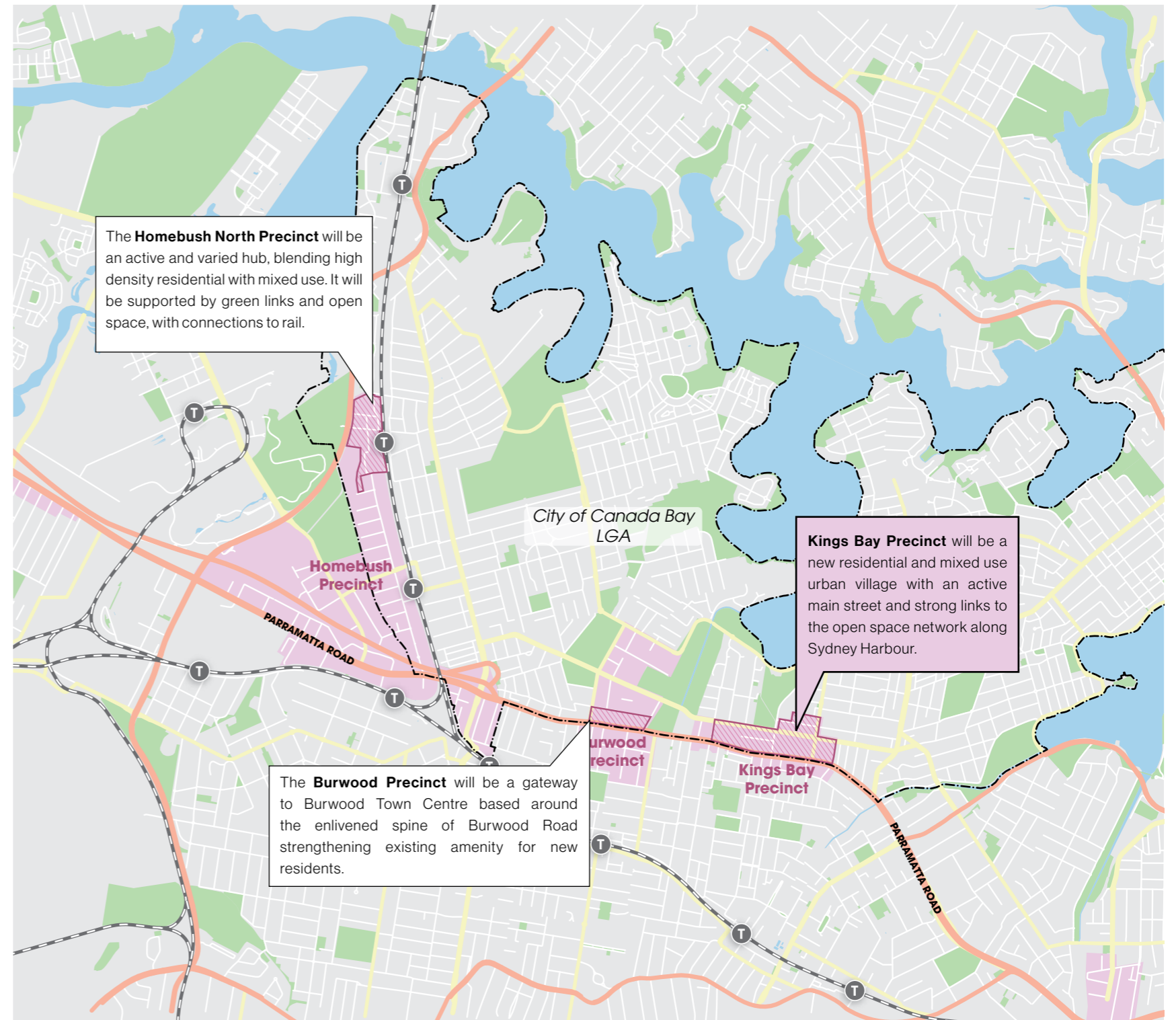
The Urban Design testing of the PRCUTS planning and design controls has been undertaken and informs this project. The master plan proposed in this report for Kings Bay consolidates the PRCUTS with other studies and plans that Council has produced that support the implementation of the PRCUTS. The Masterplan is intended to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013, DCP and contributions plan.

The Parramatta Road Corridor

The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, and wider focus precincts where future development is considered appropriate based on function and character. Within PRCUTS, the Corridor is separated into two distinct sections – Corridor West and Corridor East. Corridor East includes the land within the Canada Bay, Strathfield and Burwood LGAs.

There are three renewal precincts which include land within the City of Canada Bay: Homebush, Burwood-Concord (Burwood), and Kings Bay.

This Report synthesises all of the above and re-imagines the future character of Kings Bay as a thriving village precinct with new and active uses around Spencer Street.

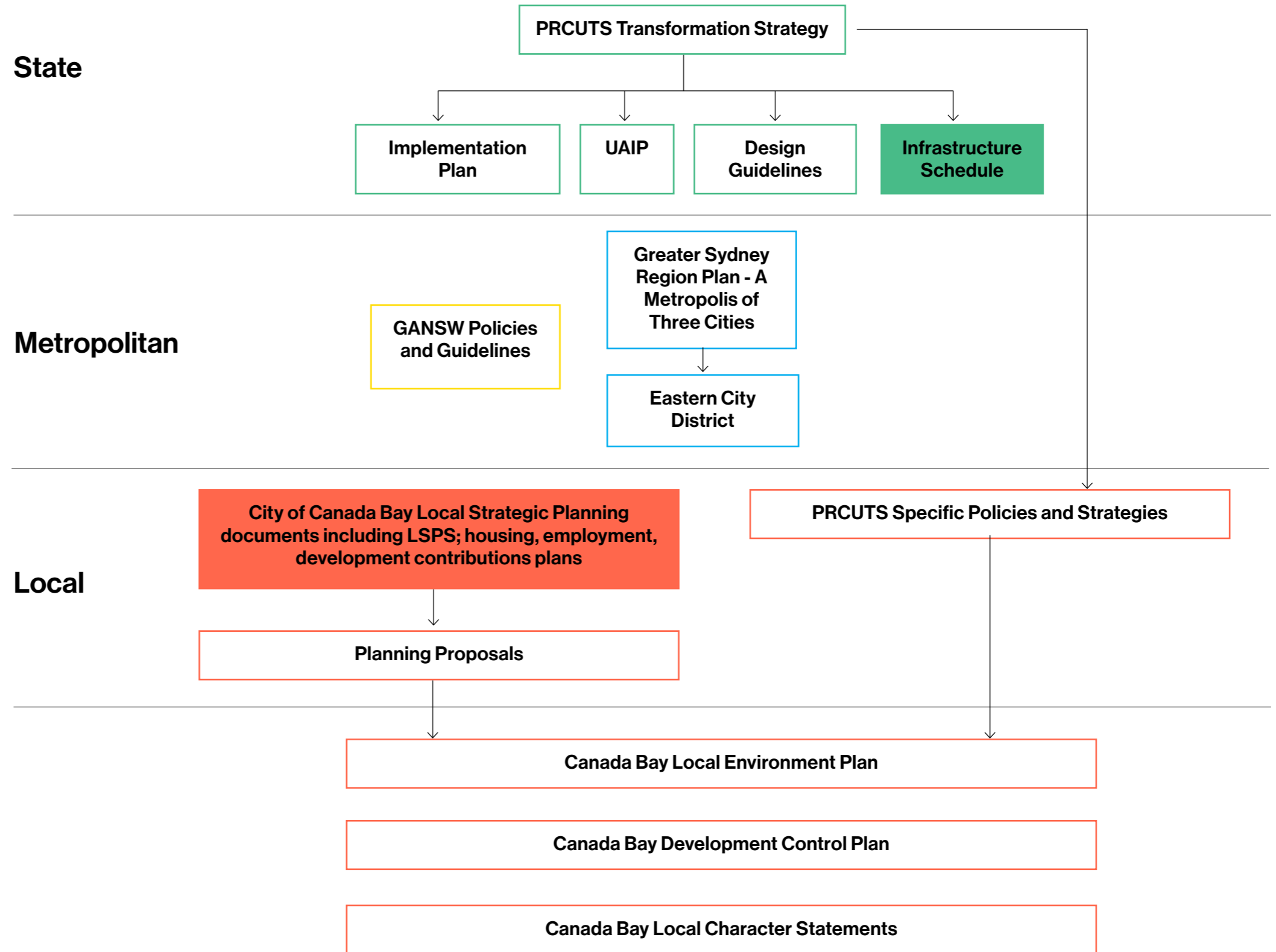


As part of the baseline analysis, we have critically reviewed and distilled key information related to PRCUTS.

As demonstrated on the flowchart adjacent, there is a substantial amount of policy and strategic thinking that has been evolved and directly impacts the three precincts that are the subjects of this study.

We see the literature review in the following chapters as the next step in this process, and have tried to summarise and graphically represent the key information that will assist in moving the project forward to design development.

Intended as a starting point to evolve throughout the design process, the following chapters will inform our thinking and ground our recommendations through to the master plan phase of the project.



- NSW State Government
- Government Architect New South Wales
- Greater Sydney Commission
- City of Canada Bay Council

*coloured boxes indicate literature review input by SGS

PRCUTS POLICY FRAMEWORK

The Parramatta Road Corridor Urban Transformation Strategy is the long-term vision for developing population and employment growth in the Parramatta Road Corridor.



Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery.

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.

While the Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor’s transformation. The Strategy will be implemented through planning proposals prepared by landowners or developers, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts.

The strategy sets out a vision for the corridor of tomorrow:

- housing choice and affordability
- diverse and resilient economy
- accessible and connected
- vibrant communities and places
- green spaces and links
- sustainability and resilience
- delivery

Relevance to project:

The Strategy sets an overarching vision and high level employment and dwelling projections that are summarised in the adjacent pages. It also identifies a number of challenges to achieving these, which have been synthesised graphically onto maps in the next chapter.



Kings Bay Precinct

Kings Bay Precinct will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore, while providing a green

marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.

- Population: 5,200 by 2050
- Homes: 2,500 by 2050
- Jobs: 2,900 by 2050

PRCUTS IMPLEMENTATION TOOL KIT

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.



PRCUTS Planning and Design Guidelines

The purpose of the Parramatta Road Corridor Planning and Design Guidelines is to:

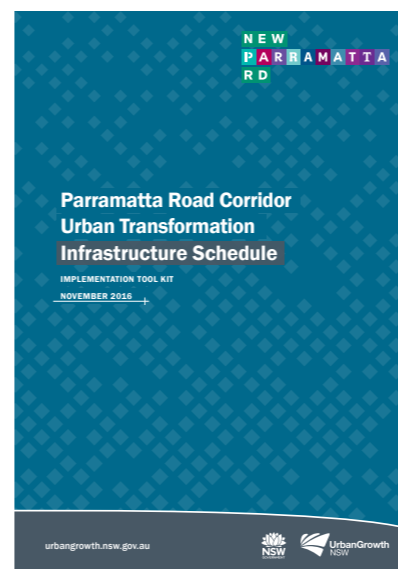
- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design.

Relevance to project:

The controls identified in the PRCUTS guidelines will be tested throughout the master plan process and recommendations made at the conclusion of the study.

The guidelines also identify a number of public domain requirements, strategic links, opportunities and constraints for each precinct, which have been identified and graphically represented for each precinct in later chapters.



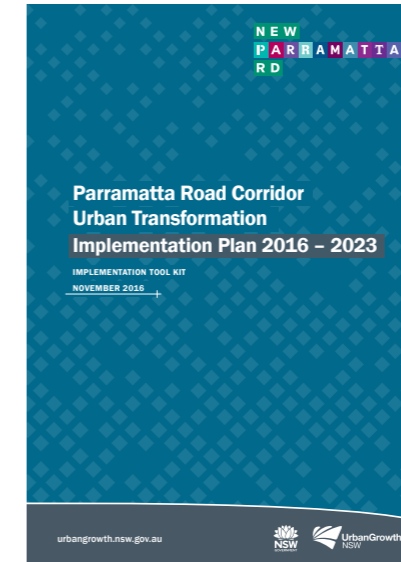
Infrastructure Schedule

Identifies infrastructure in the Corridor must respond to population growth and change.

It also recognises that some existing infrastructure is ageing or is insufficient to meet the needs of communities as they grow and change. The Infrastructure Schedule therefore identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It will also assist the coordination of infrastructure and services provided by state agencies, government-owned corporations, local government and the private sector.

Relevance to Kings Bay:

GroupGSA are working on this study with SGS Planning and Economics who have provided a separate literature review of this document as an Appendix.

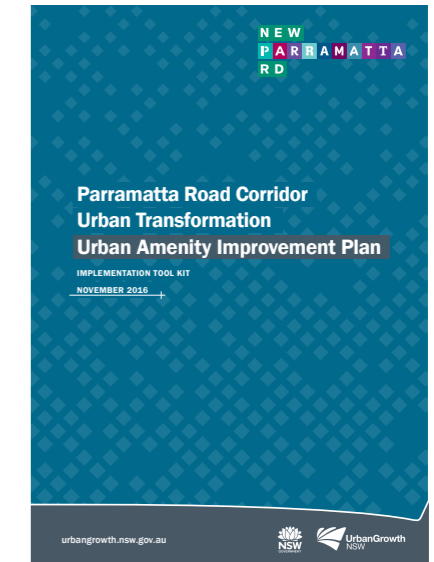


Implementation Plan

Intended to inform and guide the land use planning and development decisions in the Corridor in the short term.

Relevance to Kings Bay:

- Development in the Precinct to be designed to deliver prioritised pedestrian links and through-site links as indicated in the Planning and Design Guidelines, including:
 - + new north-south through-site link from Parramatta Road to Spencer Street and Queens Road
 - + new north-south through-site link from Parramatta Road along the boundary of Rosebank College to Queens Road and then on to Kings Road
- new north-south through-site link from Parramatta Road to Queens Road between Harris Road and Courland Street



Urban Amenity Improvement Plan

Identifies ways to deliver tangible public benefits, contributing to the delivery of liveable communities and neighbourhoods and stimulate the development.

The works fall into three categories:

- Streetscape upgrade
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes

Relevance to Kings Bay:

Kings Bay Precinct

- New playing fields at Charles Heath Road are located along the north boundary and may require coordination with future master plan options
- There is a proposed regional cycleway along the northern boundary of the site. This is one of two east west regional cycling routes in TFNSW's Cycling future.

PRCUTS DEVELOPMENT CONTROLS

Kings Bay Recommended Land Uses



- Precinct Boundary
- - - Frame Boundary
- Land Use
- R3 Medium Density Residential
- B4 Mixed Use
- B6 Enterprise Corridor
- SP2 Infrastructure
- RE3 Public Recreation

Kings Bay Recommended Building Heights



- Precinct Boundary
- - - Frame Boundary
- Height of Buildings
- M 12m
- P 17m
- R 21m
- T 28m
- U 32m
- AB 80m

Kings Bay Recommended Densities



- Precinct Boundary
- - - Frame Boundary
- Floor Space Ratio
- R 1.4:1
- S 1.8:1
- T1 2.1:1
- T2 2.2:1
- T3 2.4:1
- V 3.0:1

CITY OF CANADA BAY PRCUTS STRATEGIES

There are a number of Strategic documents that have been engaged by Council specifically for the PRCUTS. We have summarised these, and also graphically represented the key information in later chapters of this report.



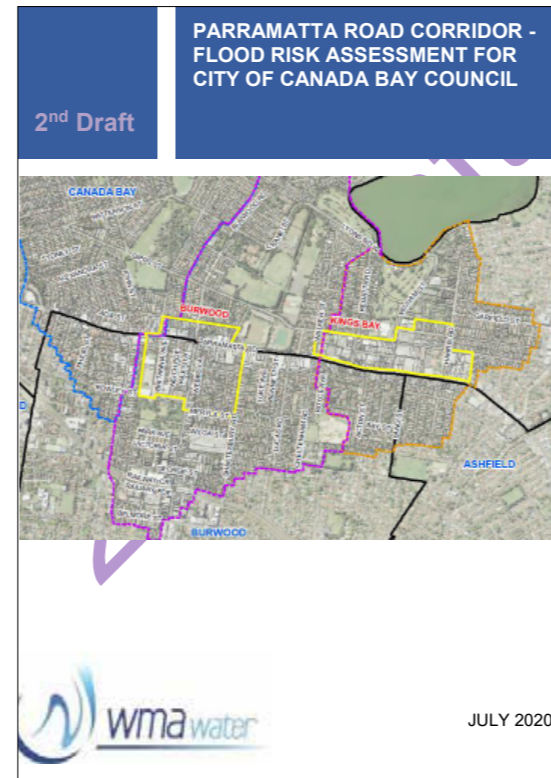
Sustainable Precinct Strategy

The Strategy provides strategies and mechanisms to deliver cost-effective and high environmental performance outcomes across all precincts.

Relevance to project:

The strategy proposes a number of parking principles for all three precincts, to be taken into consideration during later phases of the project:

- Minimise underground parking, with no minimum parking within 800m of metro and other rail stations, and no parking within 400m (consistent with East Rhodes DCP).
- Any above ground parking delivered through the project should be designed to be reconfigured to other uses, including commercial and residential floorspace.
- Unbundle all parking from the sale of apartments to enable affordable housing and housing choice outcomes.
- To support these strategies at a building level, Council should identify key on-street parking spaces for car share adjacent or within the new precincts. It is recommended that new car share spaces are provided on-street (rather than in building) to ensure maximum use by the surrounding community.
- The 25% canopy cover target will be required to be achieved at a precinct scale, with some sites delivering higher canopy cover and others that are more constrained.



Parramatta Road Corridor Flood Risk Assessment

The assessment maps the flood risk across a number of potential scenarios for the Burwood and Kings Bay precincts.

Relevance to project:

Key mapping of flood risk for each precinct has been graphically represented in later chapters.

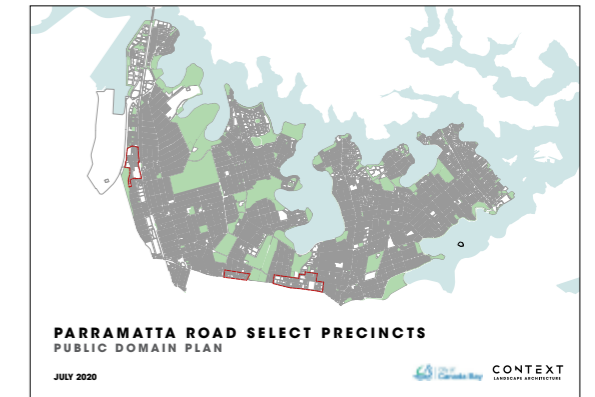


Site Investigation Contamination

The investigation identifies a number of contaminated sites across the precincts and their risk level.

Relevance to project:

Key sites for at risk of contamination in each precinct has been graphically represented in later chapters.



Parramatta Road Select Precincts Public Domain Plan

The purpose of the plan is to ensure that all public domain needs are identified at an early stage and can inform detailed planning in the Corridor. The three overarching design principles are adjacent.

Relevance to project:

A graphic summary of street setbacks is included in later chapters of this report where we have provided a detailed analysis of each precinct.

CITY OF CANADA BAY POLICIES AND GUIDELINES

There are a number of Local Government Policies and guidelines that will be taken into consideration.



City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. It will guide the character of the centres and neighbourhoods into the future.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Contributions Plans. The LSPS will be used to update key components of these plans.

Relevance to project:

The PRCUTS precincts can respond to and strengthen the land use vision set by the LSPS. There are also a number of Priorities identified in the LSPS that PRCUTS can respond to:

- Priority 5 to provide housing supply, choice and affordability in key locations. The PRCUTS study is specifically highlighted as being able to directly respond to how the additional dwellings needed in the LGA can be provided.
- Action 5.5: 5% affordable housing is to be provided in new developments
- Action 7.8: Include a minimum lot size of 800sqm for boarding houses in the R2 density zones to improve the amenity of boarding houses and reduce their impact on these areas
- Action 9.2 New local centre in Spencer Street in the Kings Bay Precinct to deliver an active main street.
- Action 10.1: Investigate and encourage new mixed use forms, larger format uses and urban support services on the ground floor of development with a frontage to Parramatta Road in the Kings Bay Precinct.
- Action 10.2: ensure that the future built form controls and the structure of street blocks in the Kings Bay precinct facilitate
 - + alternate access from a road, other than Parramatta Road
 - + Double height ceilings for ground floor uses that front Parramatta Road
 - + rear lane low bay access for small truck and customer parking
 - + shared loading facilities for non residential uses



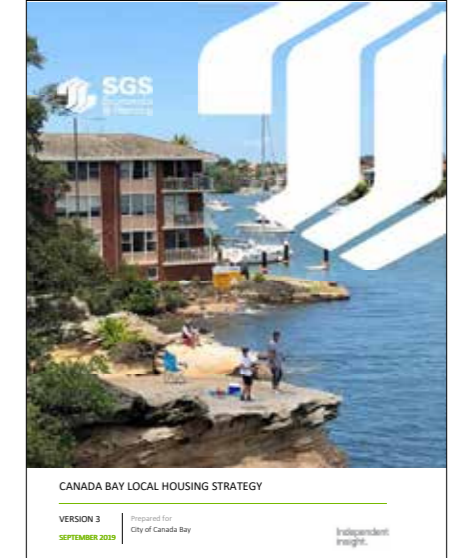
Employment and Productivity Study

The study acknowledges that the Parramatta Road Corridor is undergoing significant change as part of the PRCUTS.

It makes recommendations that aim to ensure that sufficient and appropriately located retail floorspace is provided in the emerging centre of Kings Bay as well as identifying opportunities to retain as much floorspace in these new developments as possible to retain some of the uses in the corridor that will otherwise be displaced.

The need to create a true centre in Kings Bay;

- Fine grain retail frontages support a mix of small businesses to in areas of high pedestrian activity. Any future centre should prioritise small retail frontages (often between 5 and 10 metres in width) along Spencer Street to ensure that it develops an active, human scale.
- There will be demand for supermarket floorspace in the Kings Bay Precinct by 2036.



City of Canada Bay Housing Strategy

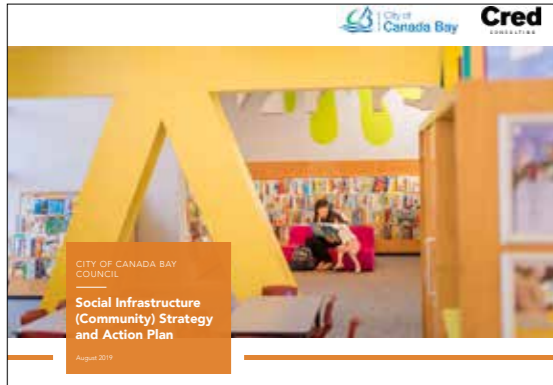
The Local Housing Strategy analyses the population, demographic and supply issues associated with the delivery and take up of housing in the LGA.

This assessment is required by City of Canada Bay Council to develop an understanding of what it could do to plan for and deliver optimal residential outcomes for its community.

Relevance to project:

The Strategy identifies a number of actions relevant to the PRCUTS:

- Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
- Develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.
- Housing diversity and choice to be further addressed by infill development around centres, based on planning controls that are feasible, to provide a wider range of housing forms whilst being respectful of local neighbourhood character



Social Infrastructure Community Strategy and Action Plan

Provides an audit of all community facilities located within our area and owned by Council, NGOs, private sector, and Government agencies.

These trends and principles should inform the future kinds of social infrastructure that is funded and developed within Canada Bay, as well as how they are delivered. The following principles should drive the design and delivery of future community facilities, services and programs to 2036:

1. Diverse and activated
2. Inclusive and equitable
3. Connected and co-located
4. Collaborative and shared
5. Multipurpose and future-proofed

Relevance to project:

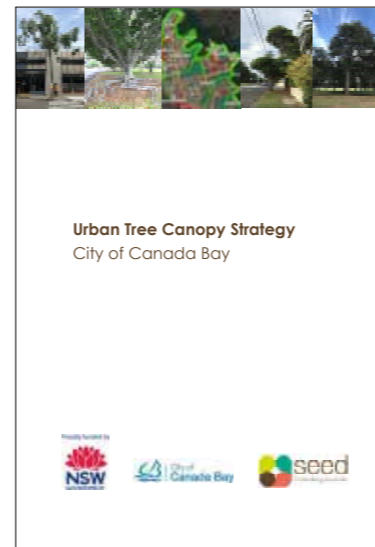
Draft Parramatta Road Urban Transformation Strategy designates new social infrastructure for Kings Bay as part of the project which would be located in close proximity to catchment residents. These will be explored in later phases of the study.



Open Space and Recreation Strategy and Action Plan

This report provides a Strategy and Action Plan for social infrastructure (open space and recreation) to 2019, 2026 and 2036. This work identifies our community's needs, to inform development of a deliverable action plan to inform Council's budgeting process as well as the operational and resourcing plans for open space and recreation facilities, programs and services.

The Strategy and Action Plan has been developed alongside a suite of other focus area strategies - community facilities, housing, economic productivity, biodiversity, traffic and transport - as part of a review of the City's planning framework. This review includes the development of the Local Strategic Planning Statement (LSPS), the land use strategy for the next 20 years and implementation through a revised Local Environmental Plan (LEP) and Development Control Plan (DCP).



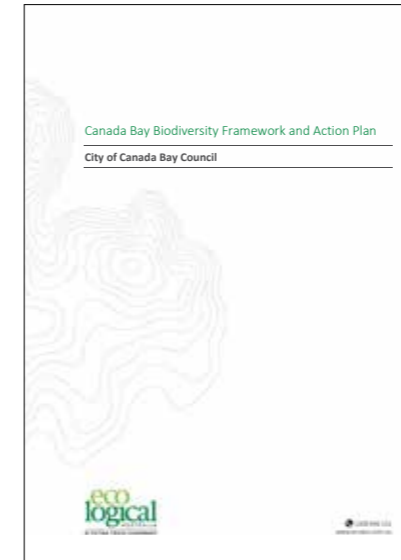
Urban Tree Canopy Strategy

The purpose of this Urban Tree Canopy Strategy is to inform the development of the revised City of Canada Bay Local Environment Plan and to present Council's vision, priorities and actions to managing the urban forest.

Achieving the proposed increased canopy cover target will require extensive tree plantings on public and private spaces. If planned appropriately, such plantings can achieve multiple outcomes and maximise the benefits from trees. To identify broad priority planting locations, the following factors were integrated: canopy cover, potential plantable space (Sections 5.2 and 5.3), thermal heat mapping (Section 6.4), and location of proposed Green Grid opportunities, parks and streets.

Relevance to project:

- **Kings Bay is identified as a medium priority.**
- **The strategy also looks at opportunities to interface with the Greater Sydney Green Grid**

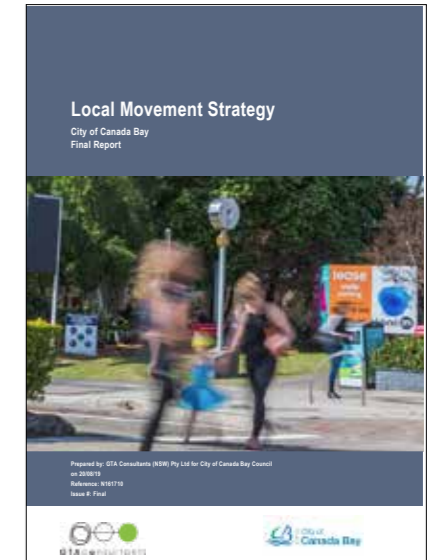


City of Canada Bay Biodiversity Framework

City of Canada Bay has developed this Biodiversity Framework and Action Plan to help to ensure that local ecosystem health including species and their genetic diversity survive in their natural habitat.

The Biodiversity Framework and Action Plan supports the Local Strategic Planning Statement which sets out the 20-year vision for land-use in the local area.

The plan is based upon six interconnected themes: native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure. This plan is supported by international, national, state and local policy that drive the development of a biodiversity plan at the local level. This Biodiversity Plan provides capacity to reinforce regional connections and enhance local corridors. It will allow for regional partnerships and is flexible enough to embrace any future infrastructure and development.



Local Movement Strategy

An overview of the existing transport, opportunities and constraints, future transport and land use trends and changes.

It also presents a series of actions per travel mode that support overarching strategic objectives across the Canada Bay Local Government Area (LGA). It provides a list of key future projects within and surrounding the PRCUTS precinct study areas including; WestConnex, Sydney Metro West.





POLICY CONTEXT & SITE ANALYSIS

02

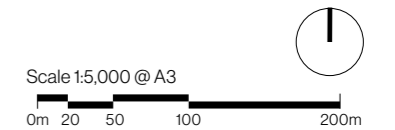
THE SITE

The Kings Bay Precinct is located on Parramatta Road between the established centres of Burwood and Five Dock.

The study area is predominantly comprised of motor vehicle related industrial lots. Other light industrial lots are distributed through the area with isolated pockets of residential buildings along Kings and Queens Road.

Rosebank Cottage is a significant land holding within the precinct and is heritage listed, sitting between both Parramatta and Queens Road.

Another significant feature of the precinct is the Five Dock Leisure Centre, Charles Health Reserve and Barnwell Park Gold Club, a network of green infrastructure that connects the study area to north to the Parramatta River foreshore.



SITE CHARACTER

Streetscape

There are three main roads running through the Kings Bay precinct: Parramatta Road, Queens Road and Harris Road. All three comprise of heavy traffic and limited signalised crossings for pedestrians.

Most local streets are fully parked with cars on both sides and limited street plantings and landscape. The existing industry is mostly based on car sales, and constant vehicle movement in and out of these businesses contributes to a bad walking environment.

The transition from industrial to residential is unsympathetic. Some houses are directly facing factories.



Parramatta Road



Queens Road



Harris Road



William Street



William Street



Kings Road



Spencer Street



Regatta Road



Walker Street

Infrastructure

The study area lies between Parramatta Road and Parramatta River, which permits easy access to both transport and leisure.

The area in and around Kings Bay Precinct has multiple community facilities including Barnwell Park Golf Course, Charles Heath Reserve and Five Dock

Leisure Centre, and several educational facilities such as Lucas Gardens School, Rosebank College and several childcare centres.



1 Parramatta River



2 Canada Bay Golf Club



3 Five Dock Leisure Centre



4 Mature Trees on Queens Road



5 Rosebank College



6 Rosebank College



7 Lucas Gardens School



8 Recently built early learning centre



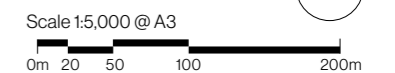
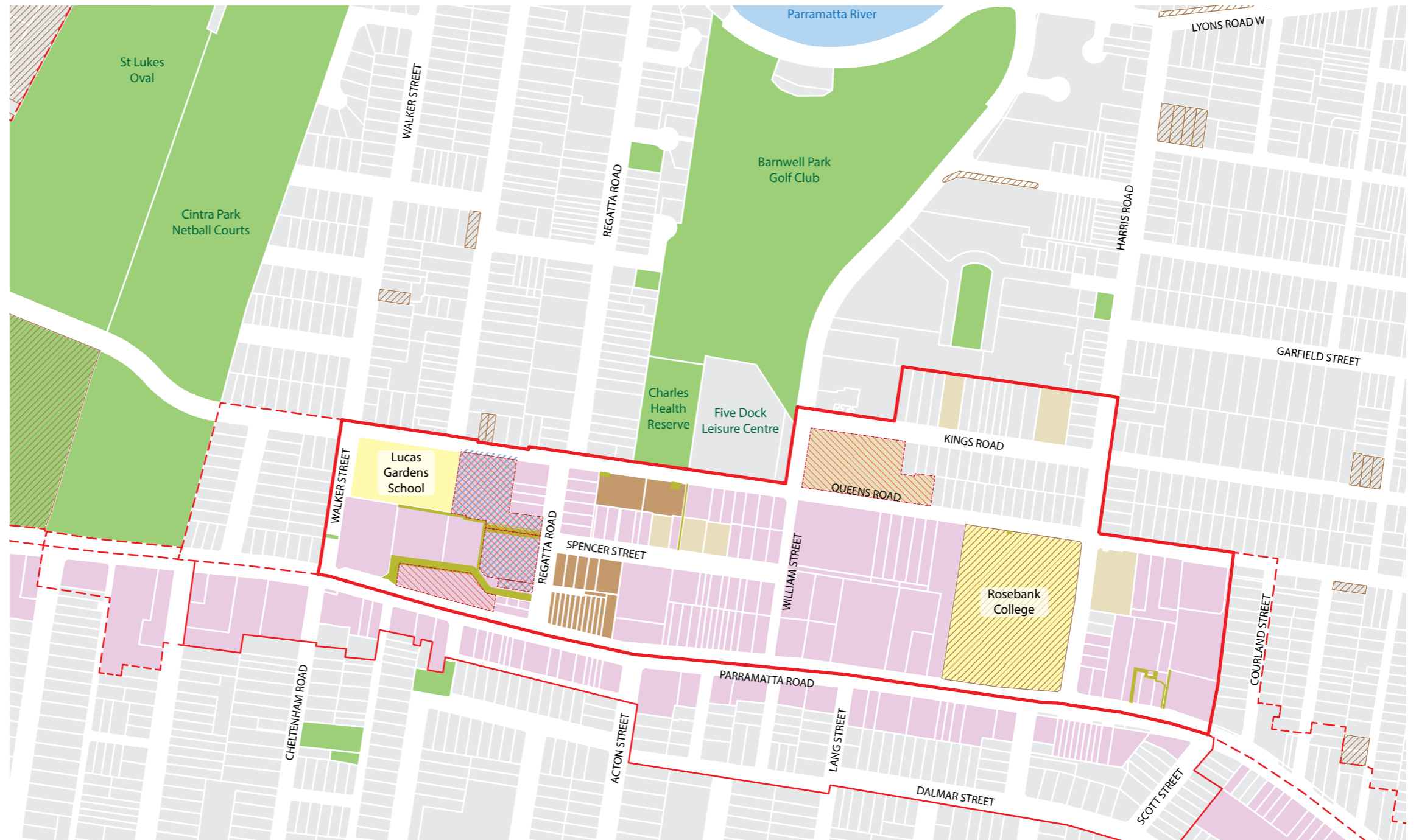
9 Service station

SITE ANALYSIS

Existing land use

The Kings Bay Precinct is comprised predominantly of industrial lots located between Parramatta and Kings Roads.

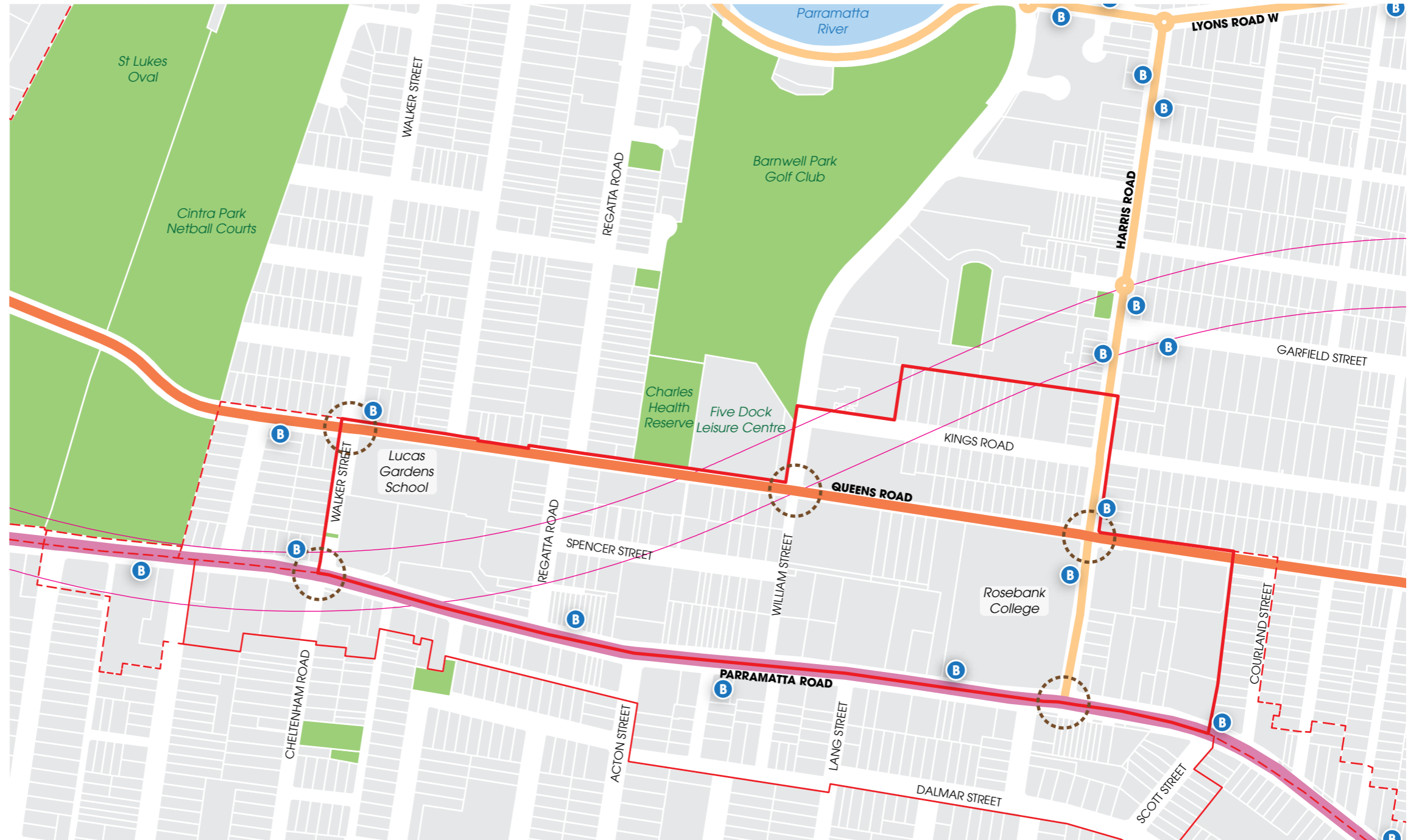
- Towards the western edge of the precinct is Lucas Gardens School and a significant Council owned lot that also has a frontage on Regatta Road.
- Rosebank Cottage adds a heritage character to the precinct and is a significant land holding that has three street frontages towards the eastern edge of the precinct.
- While not located within the study area, there is significant green infrastructure surrounding precinct. These assist in creating links and destinations to the Riverfront and adjacent residential neighbourhoods.
- Recent development in the Kings Bay precinct is varied and located toward the eastern end of the precinct on Regatta Road and Spencer Street.
- Heritage properties on Kings Road are consolidated and are located across the road from the Five Dock Leisure Centre.



Existing circulation

The precinct is bound by several main roads with a high volume of traffic, signalised intersections and a collector road that connects directly to the foreshore.

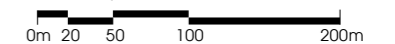
- Parramatta Road and Queens Road are the two main west to east vehicular links that run along the study area. The long section of Queens Road between Walker Street and William Street has no pedestrian crossing and is dangerous to cross.
- Public transport stops are mainly located along Harris Road and Parramatta Road.
- Harris Road is a collector road and runs north to Lyons Road, which runs along the Parramatta River Foreshore.
- Sydney Metro West tunnel runs under part of the study area, predominantly under Spencer and Regatta Streets.



LEGEND

- | | |
|-------------------|--------------------------|
| Precinct Boundary | Primary Road |
| Frame Boundary | Secondary Road |
| Open Space | Collector |
| Water Body | Sydney Metro West Tunnel |
| Bus Stop | Signalised Intersection |

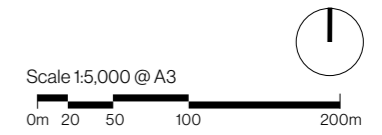
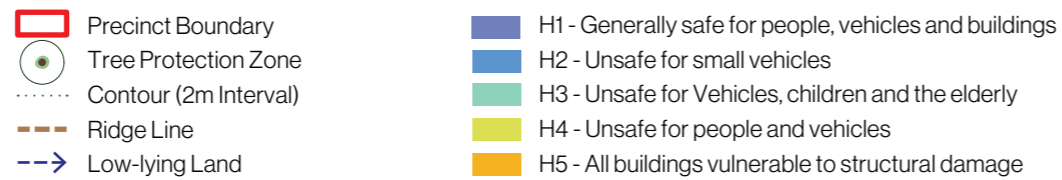
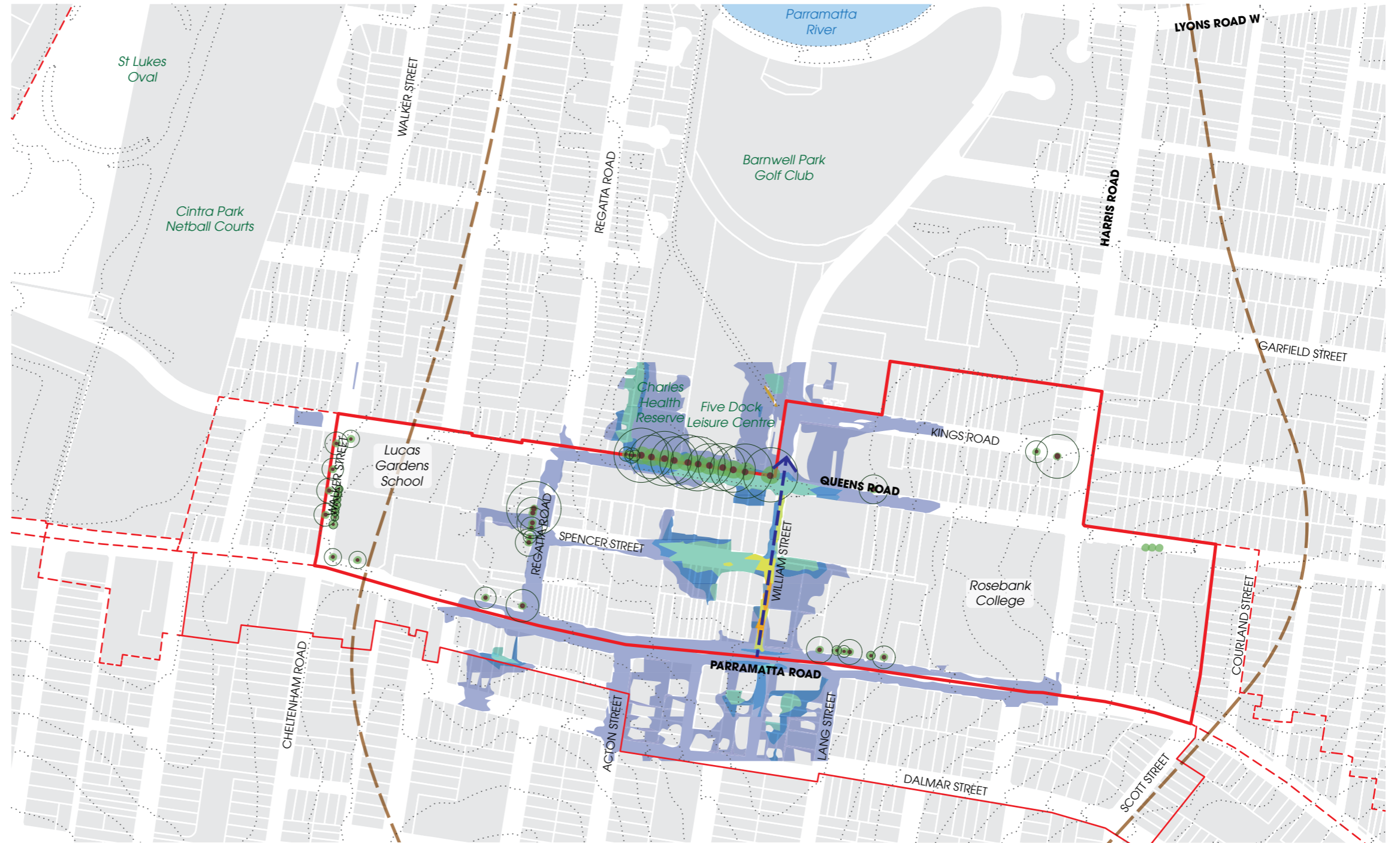
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Topography and flora

The Kings Bay Precinct is located between two local ridgelines that are oriented in a north-south direction.

- The natural low lying land is located along William Street, the adjacent diagram overlays this topography with mapping from the Council's flood report to demonstrate the potential constraint to development in the centre of the precinct.
- There is a significant row of mature trees that exist along the southern boundary of Five Dock Leisure Centre and create a large area of tree canopy.
- The ridgeline that runs in a north-south direction steps down incrementally as it approaches Sydney Harbour.



STRATEGY CONTEXT: PRCUTS

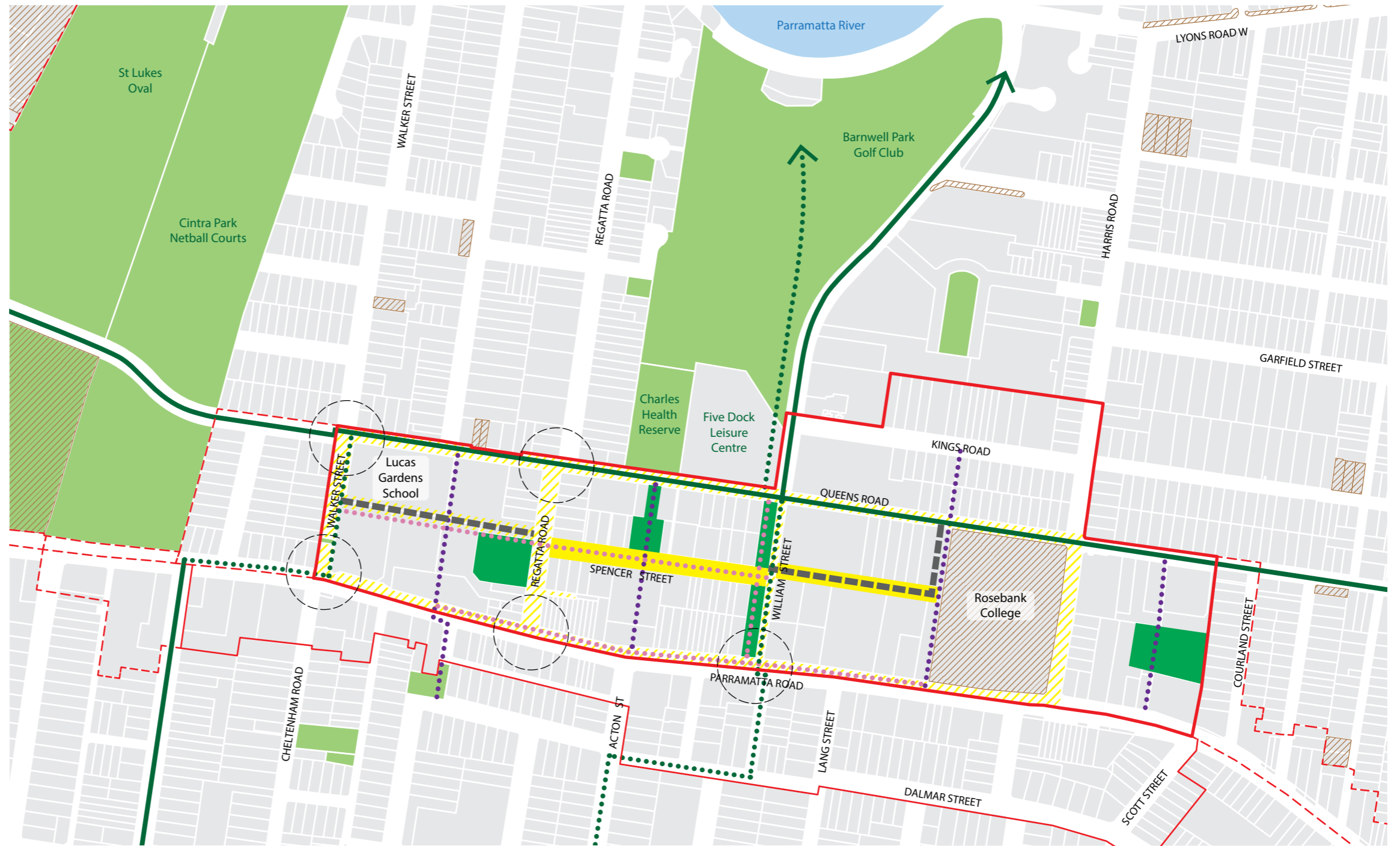
Access and connectivity

The proposed open space, linkages and high pedestrian activity zones have informed our master plan approach and understanding of the site and context.

The below and adjacent have been synthesised from *PRCUTS Planning and Design Guidelines* Chapter 9.

- Provide a new green linear park at least 15 metres wide between Queens Road and Parramatta Road along the western side of William Street.
- Provide a new north-south village plaza or square connecting Spencer Street to Queens Road.
- Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct.
- Wherever possible, break up long blocks with new high quality pedestrian prioritised links, and particularly where new connections facilitate access to the new local village or open space.
- Construct the regional cycleway along Gipps Street, Patterson Street, and Queens Road.
- Provide a new strategic cycle link along Walker Street to Queens Road and Barnwell Park.
- Provide a new strategic cycle link along William Street/ Short Street/Grogan Streets/Acton Street and Monash Parade to Wangal Park. Connect the new strategic cycle to existing cycle routes in Lucas Road and Princes Street.
- Provide a cycle link along Acton Street to Queen Street to promote travel to Croydon Station.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 39,40 and 41 of this document.



LEGEND

- | | | | |
|-------------------|-------------------------------|--------------------------|--------------------------------|
| Precinct Boundary | Heritage | Existing Cycle Link | Potential Intersection Upgrade |
| Frame Boundary | Proposed Park | Proposed Cycle Link | Potential Vehicular Link |
| Open Space | People Place | Through Site Link | |
| | High Pedestrian Activity Zone | Prioritised Walking Link | |

Scale 1:5,000 @ A3
0m 20 50 100 200m

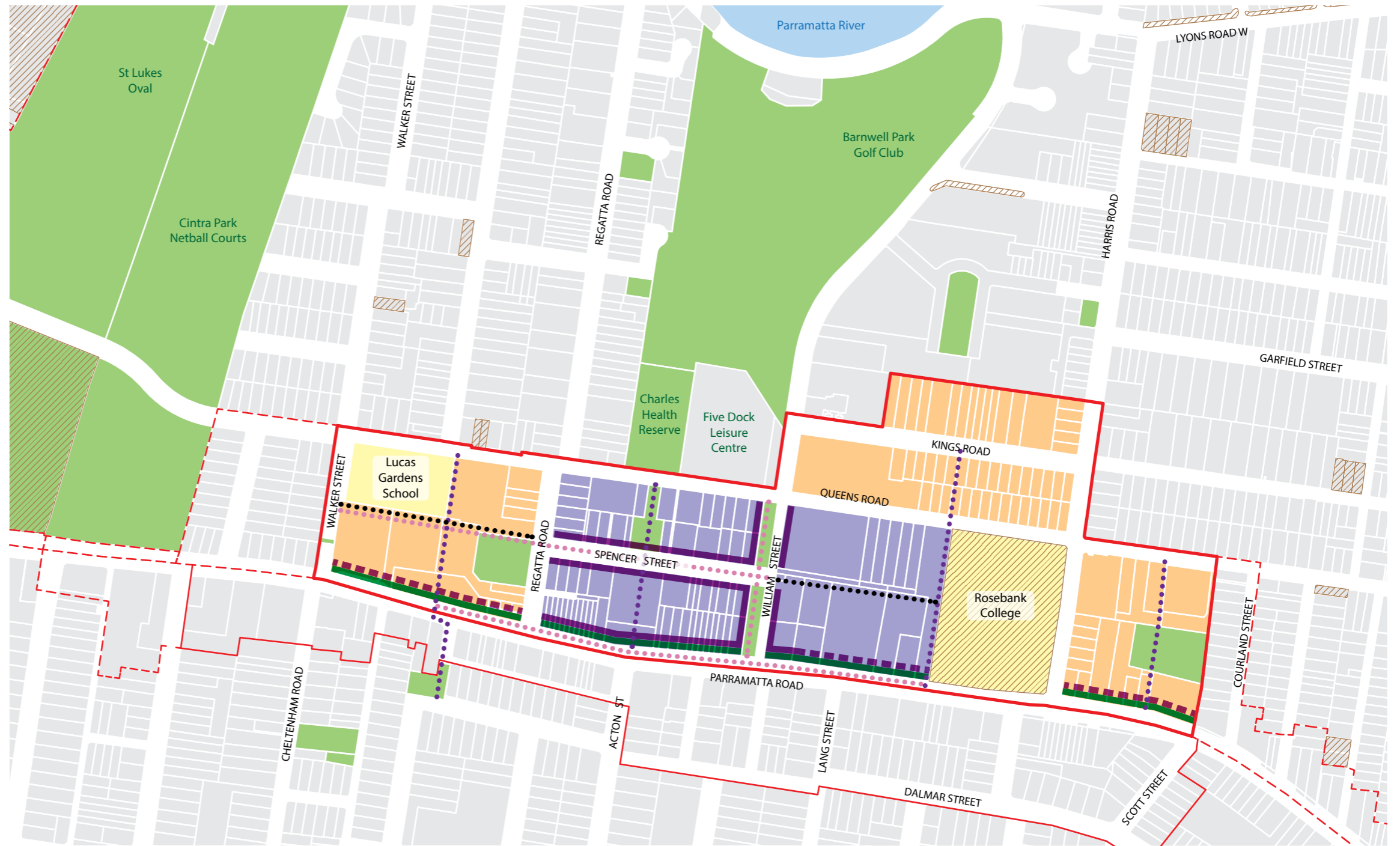
Land use and activation

The proposed land use and activation has been distilled from the design intent in the PRCUTS and will inform our master plan approach.

The proposed land use, active frontages are summarised from *PRCUTS Planning and Design Guidelines Chapter 9*.

- The recommended land uses acknowledge the emergence of a new local village in the heart of the Precinct along Spencer Street. The recommended land uses have been arranged to focus activity around Spencer Street, the new north-south linear park and the proposed location of new public transport.
- Active and Commercial Frontages are to be provided in the locations illustrated.
- At least the ground and first floor levels of development along the full length of Parramatta Road must be a non-residential use.
- New Through Site Links, Prioritised Pedestrian Links and open space areas (including public plazas) should be lined with Active Frontages, wherever possible.
- The ground floor level of Active and Commercial Frontages is to match the street level.
- Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.
- Active frontages shown on the adjacent diagram shown are only a recommendation under PRCUTS and one of the primary objectives of this study is to finesse the level of activation for different streets and street conditions.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 39 and 40 of this document.



LEGEND

	Precinct Boundary		Educational		Active Frontage		Through site link
	Frame Boundary		Residential		Commercial Frontage		Proposed vehicular connection
	Open Space		Mixed Use		Green Edge Setback		Prioritised Walking Link
	Water Body		Heritage				

Scale 1:5,000 @ A3

0m 20 50 100 200m



Public domain and streetscape

PRCUTS Public Domain Plan explores the future character of the precinct.

Future character areas:

1. Residential Nexus:

- + Built Form: Residential flat buildings with active frontages at ground floor that are directly accessed from the street
- + FSR: 1.4:1 - 2.2:1
- + Height: 17 - 28m

2. Kings Heart:

- + Built Form: fine grain small frontage retail with residential above
- + FSR: 3.0:1
- + Height: 32 - 80m

3. Warehouse:

- + Built Form: Large format retail tenancies, residential flat buildings
- + FSR: 3.0:1
- + Height: 17 - 80m

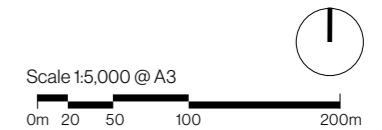
Street Setbacks:

The general street setback is 3m, including Spencer Street, with exceptions of 0m for active and lane frontages and 6m for Green Edges.



LEGEND

- | | | |
|-------------------|-------------------|----------------------------------|
| Precinct Boundary | Kings Heart | Active Frontage (0m Local Roads) |
| Frame Boundary | Residential Nexus | General (3m Setback) |
| Open Space | Warehouse | Green Edge (6m Setback) |
| Water Body | | |



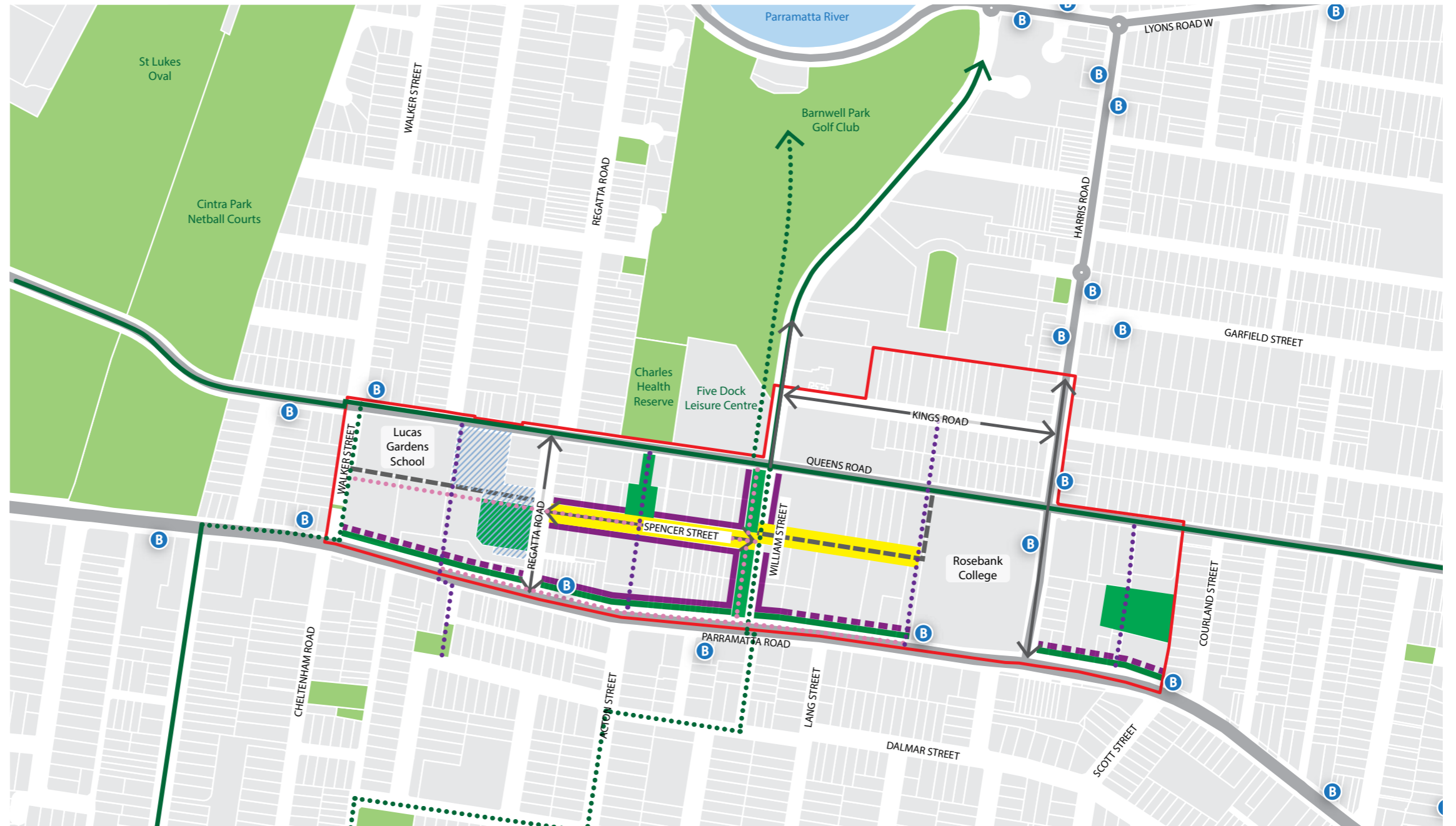
OPPORTUNITIES & CONSTRAINTS

Opportunities

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of opportunities for the design response to the site.

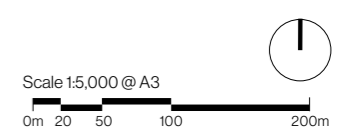
- Enliven and transform Spencer Street as a destination along Parramatta Road
- Increased connections improving precinct permeability
- Enhance active transport through proposed pedestrian and cycle links
- Facilitate unique and high-quality open spaces
- Activate and strengthen the mixed-use role of Parramatta Rd and William Street
- Identify landscape setbacks and reinforce green streets
- Define efficient and legible development lots
- Create visual markers and gateway towers

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 36-41 of this document.



LEGEND

- | | | | |
|-------------------|--------------------------|-------------------------|---------------------|
| Precinct Boundary | Existing Cycle Link | People Place | Active Frontage |
| Bus Stop | Proposed Cycle Link | Council owned land | Commercial Frontage |
| Proposed Park | Through Site Link | Existing Vehicular Link | Green Edge Setback |
| | Prioritised Walking Link | Proposed Vehicular Link | |



Challenges

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of challenges for the design response to the site.

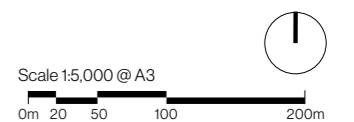
- Noise and traffic impacts from Parramatta Road
- Limitations around the Metro Corridor for future basement car parking
- Challenging Heritage interfaces
- Flood prone lands in the middle of the precinct, particularly around William and Spencer Streets
- Topography - will require careful design consideration to ensure fine grain active edges can be achieved particularly along Spencer Street
- Re-development potential of Strata Lots
- Land ownership applications
- The ridgeline that runs in a north-south direction steps down incrementally as it approaches Sydney Harbour.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 36-41 of this document.



LEGEND

Precinct Boundary	Heritage	Ridge Line
Open Space	Recent Development	Low-lying Land
Sydney Metro West Tunnel	Strata Lot	Flood Hazard 1% AEP (H2-H5)
Signalised Intersection	Easement	School
	Contaminated sites	



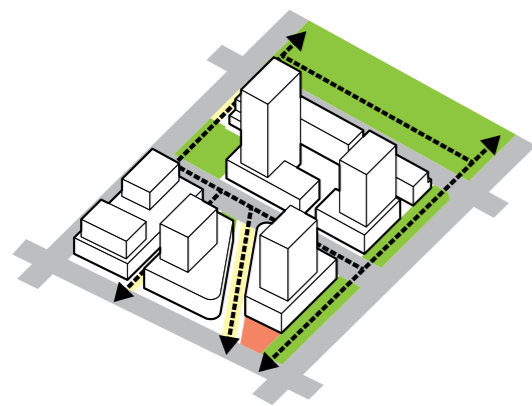




URBAN DESIGN PRINCIPLES

03

URBAN DESIGN PRINCIPLES

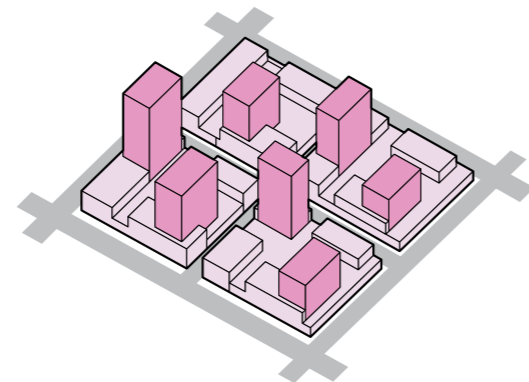


01/

Create an active and permeable public realm

Expand open space network and provide easy access and connection throughout the public realm.

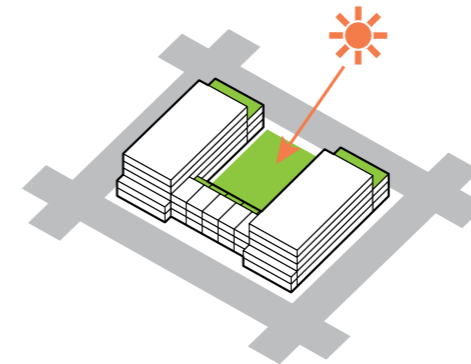
Promote active transport such as walking and cycling.



02/

Define a building height strategy

Create a dynamic skyline by spreading higher built form.

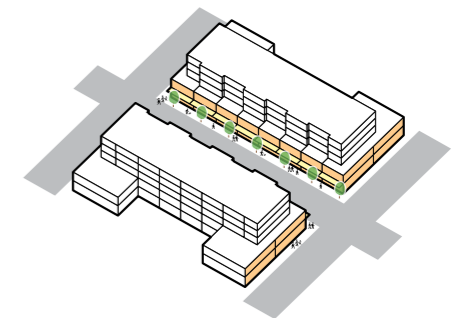


03/

Maximise solar access and amenity

Ensure all public open spaces have adequate solar access.

Putting heights towards the southern boundaries to ensure solar access penetrates the site and minimise overshadowing.

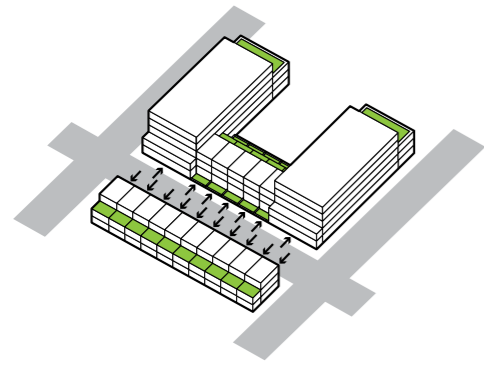


04/

Promote fine grain and active frontages

Reinvent Spencer Street and its eastern extension as a Place for People that responds to the vision set out in PRCUTS;

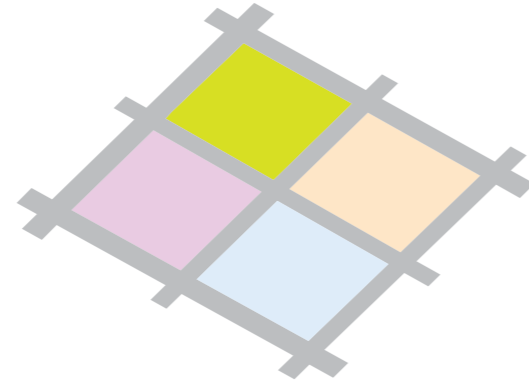
'streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value'



05/

Interactive Frontage

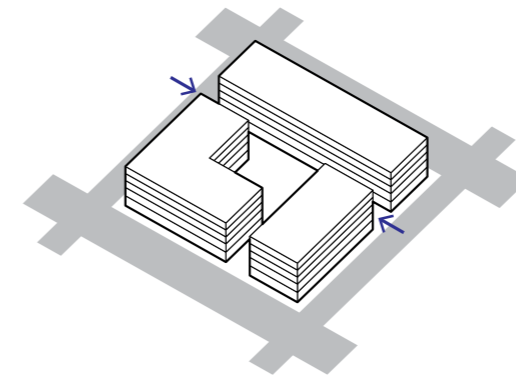
Promote ground floor access from the street in residential areas to enhance passive surveillance.



06/

Create character precincts celebrate the industrial character of Kings Bay

Utilise the current industrial context and history of each block as a driver for place making, facade expression and block character.

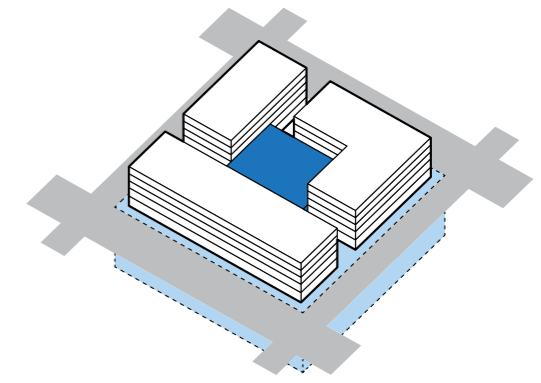


07/

Integrate servicing and access

Avoid putting service access on traffic-heavy and pedestrian-oriented streets.

Minimise the impact on public domain by integrating service within the building.



08/

Minimise the impacts of parking Parking

Parking should be put underground as a priority. Where underground option is not possible, parking should be sleeved with active uses or considerable facade treatment to avoid exposing the structure directly to the street.





MASTER PLAN

04

KINGS BAY PRECINCT VISION

Kings Bay is envisaged as a new residential urban village with a Parramatta Road address. It will have a dense network of streets and an identity built on its proximity to Sydney Harbour.

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore, while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016





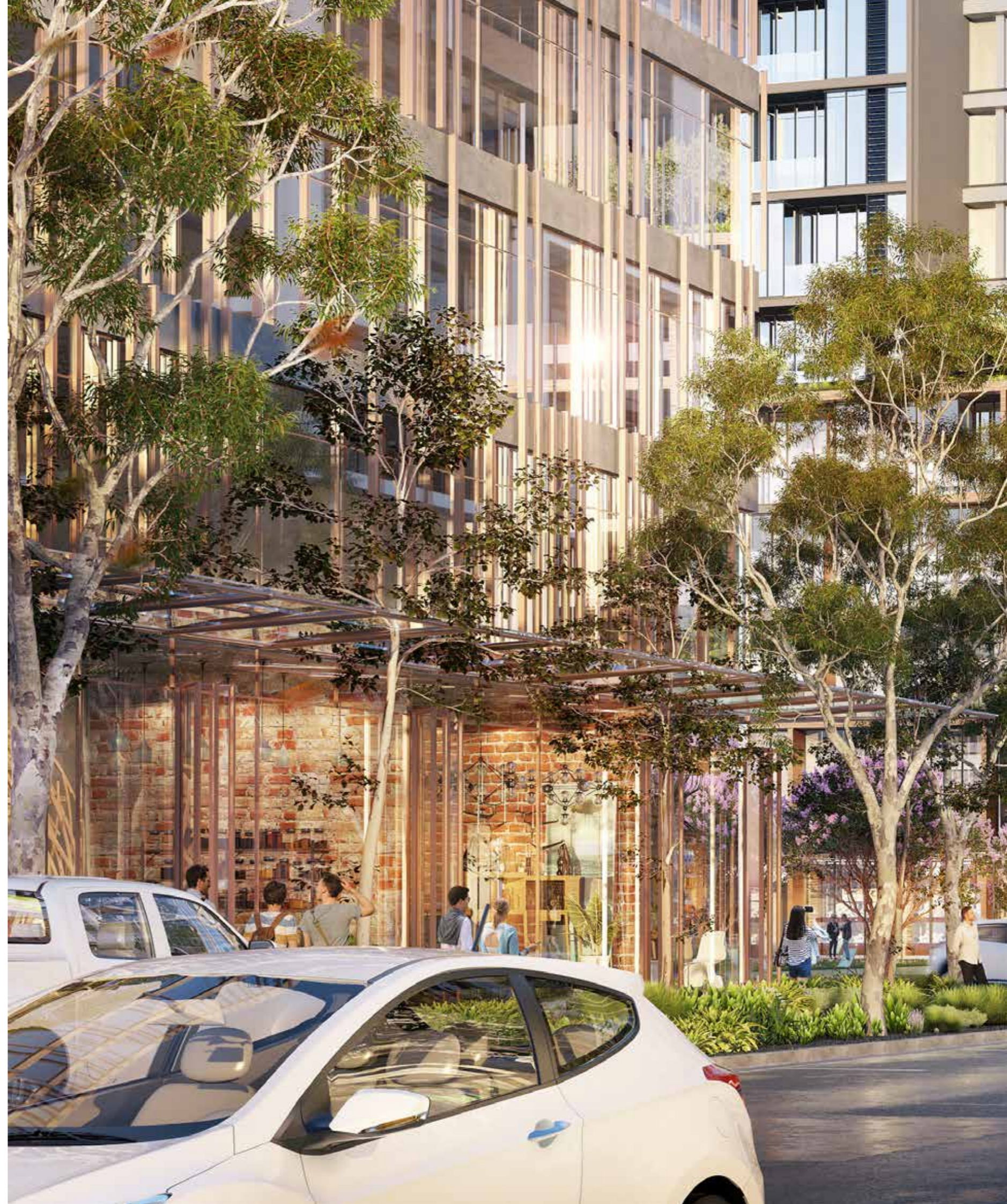
WALKER STREET

QUEENS ROAD

WILLIAM STREET

KINGS ROAD

KINGS BAY PRECINCT: SPENCER STREET





MASTER PLAN

The master plan will provide a lively, diverse and permeable new neighbourhood along Parramatta Road.

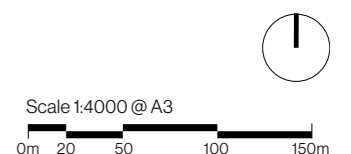
- The building blocks and street edges are tailored to respond to the context. Fine grain solutions are applied in mixed use area with active frontages, and in residential area with interactive frontages.
- Gradual transition of building heights and density are formed between Parramatta Road and the existing low density residential area. A dynamic skyline of towers is proposed.
- New parks and linkages are provided to compliment the existing open space network, and help to create an active and permeable neighbourhood.
- The depot site Lot A1 is to be rezoned as a B4 Mixed Use zone, with Additional Permitted Uses as a depot. This strategy is not consistent with the PRCUTS, but can be justified on the following grounds:
 - + B4 zoning is an extension of the PRCUTS B4 zone;
 - + This strategy retains the current function of the site as a depot;
 - + This strategy offers flexibility, ensuring the provision of a key civil function, for which there is no alternative site.
- To optimise parking for the Kings Bay Precinct, the following parking design principles are proposed in accordance with Canada Bay Council's Sustainable Precinct Strategy:
 - + All parking is unbundled from the sale of apartments.
 - + Minimise underground parking, with no minimum parking within 800m of metro and other rail stations, and no parking within 400m (consistent with East Rhodes DCP).
 - + Any above ground parking delivered through the project should be designed to be reconfigured to other uses, including commercial and residential floorspace.



LEGEND

- | | |
|-----------------------|------------------------------|
| Study Area | Proposed Building |
| Existing Lot | Proposed Road Reserve |
| Amalgamation Boundary | Proposed Public Open Space |
| Open Space | Proposed Communal Open Space |
| Heritage Item | Proposed Through-Site Link |

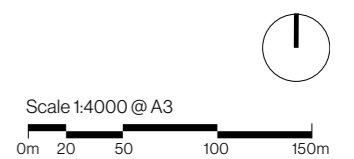
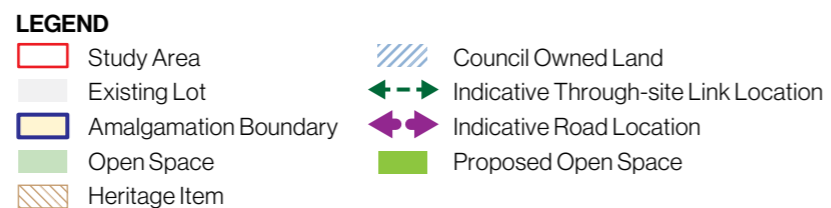
* Note: Numbers on plan indicate number of storeys



LOT AMALGAMATION

The amalgamation pattern is proposed with consideration of current land ownership status, public domain dedication requirement, built form efficiency and urban design outcomes.

- The current Land ownership pattern indicates single ownership for amalgamated lots A1, A3, B4, C and F2. This forms the base of the amalgamation pattern.
- Several public parks and through-site links are required from the Planning and Design Guidelines of PRCUTS. These need to be dedicated by landowners where there is enough room and flexibility to arrange built form on the remaining of their land. Some larger amalgamation boundaries are informed by this.
- The length and depth of the amalgamation are considered to provide space for efficient and functional built form.



PROPOSED DEDICATIONS

The proposed arrangement of land to be dedicated to Canada Bay Council will ensure the provision of significant public domain enhancements.

Among proposed improvements, public domain enhancements and new roads and accessways will be required to be dedicated to Council. Pedestrian through-site links will be required in exchange for reallocated floor space, however will not be dedicated to Council.

Proposed improvements include

- Spencer Street is to be extended in both the eastern and western directions, connecting to Walker Street and turning left at Rosebank College to meet Queens Road
- New pedestrian links are proposed to increase site permeability between Parramatta Road, Spencer Street, and Queens Road.
- Three new public open spaces are proposed along Spencer Street, with an additional public park proposed along Queens Road to the east of Harris Road.
- 8m public domain widening along Williams Street



LEGEND

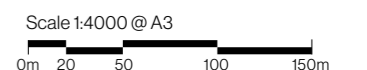
- Study Area
- Existing Lot
- Amalgamation Boundary
- Open Space
- Heritage Item

- Proposed Building
- Proposed Road Reserve
- Proposed Public Open Space
- Proposed Communal Open Space
- Proposed Through-Site Link

- Land to be dedicated for public domain enhancement with floor space reallocation
- 3m
 - 6m
 - 8m
 - Open space to be dedicated

- Pedestrian Links with Floor Space Reallocation
- 6m laneway
 - 12m laneway
 - Communal open space (not dedicated)

- Roads and accessways with Floor Space Reallocation
- 18m road reserve



BUILDING HEIGHT STRATEGY

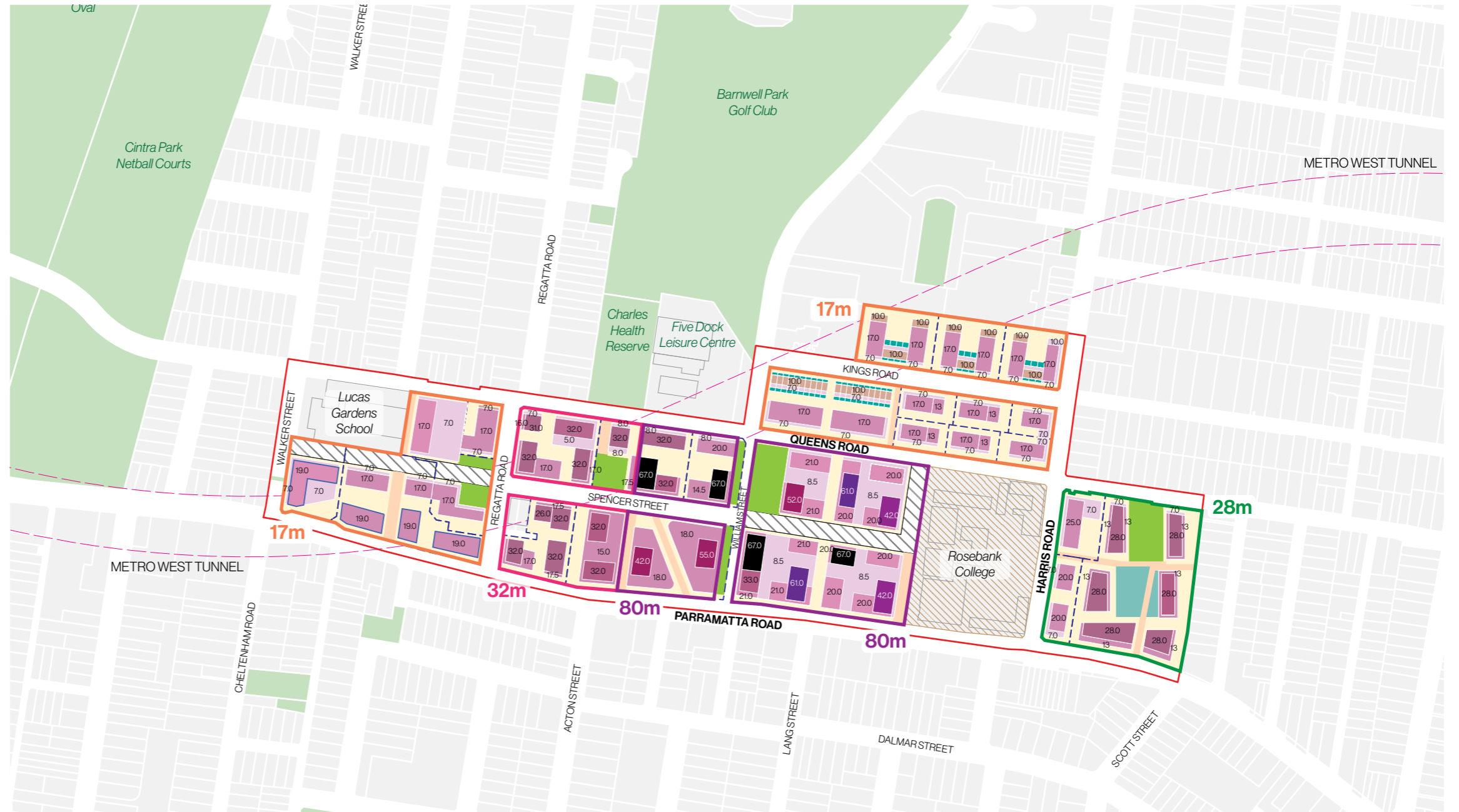
The building height strategy is informed by the PRCUTS design guidelines, context interface, solar impact to open space and utilisation of land.

- The PRCUTS Planning and Design Guidelines set up the base building height control of 17m, 28m, 32m and 80m for different zones, which equal to 5 storeys, 8 storeys, 9 storeys and 24 storeys respectively.
- The building heights are arranged in a way to minimise impact on public parks, low scale residential areas, schools and heritage buildings.
- The higher tower forms are positioned towards the southern side of the lots to achieve better solar performance on the open space and building facade.
- Heights are utilised within the guideline to minimise site coverage, in order to free up more space on the ground and provide generous separation between buildings.
- Height incentives are given where public domain dedication occurs or for a better urban design outcome, with floor space transferred to the top of buildings.
- Note: Buildings along Parramatta Road between Walker Street and Regatta Road exceed the PRCUTS height limit by 1.6m. This is to accommodate commercial and retail tenancies at the lower levels. The impact of this additional height is considered to be low due to being located along Parramatta Road. (These buildings have been identified on the plan with a blue outline.)
- A maximum building height of one storey will be applied for all areas of open space to allow for structures within parks and plazas.

Floor-to-floor rules of thumb

Ground Floor retail	4.4	metres
Commercial	3.7	metres
Residential	3.1	metres
Rooftop plant	1.8/2.5	metres

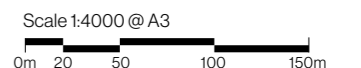
* Buildings located in flood-prone areas have ground floor levels 400mm above the ground level.



LEGEND

Study Area	Proposed Building	17m PRCUTS height control	5-10m	55-65m
Existing Lot	Proposed Road Reserve	28m PRCUTS height control	10-25m	65-80m
Amalgamation Boundary	Proposed Public Open Space	32m PRCUTS height control	25-35m	
Open Space	Proposed Communal Open Space	80m PRCUTS height control	35-45m	
Heritage Item	Proposed Through-Site Link	Building exceeds height control	45-55m	

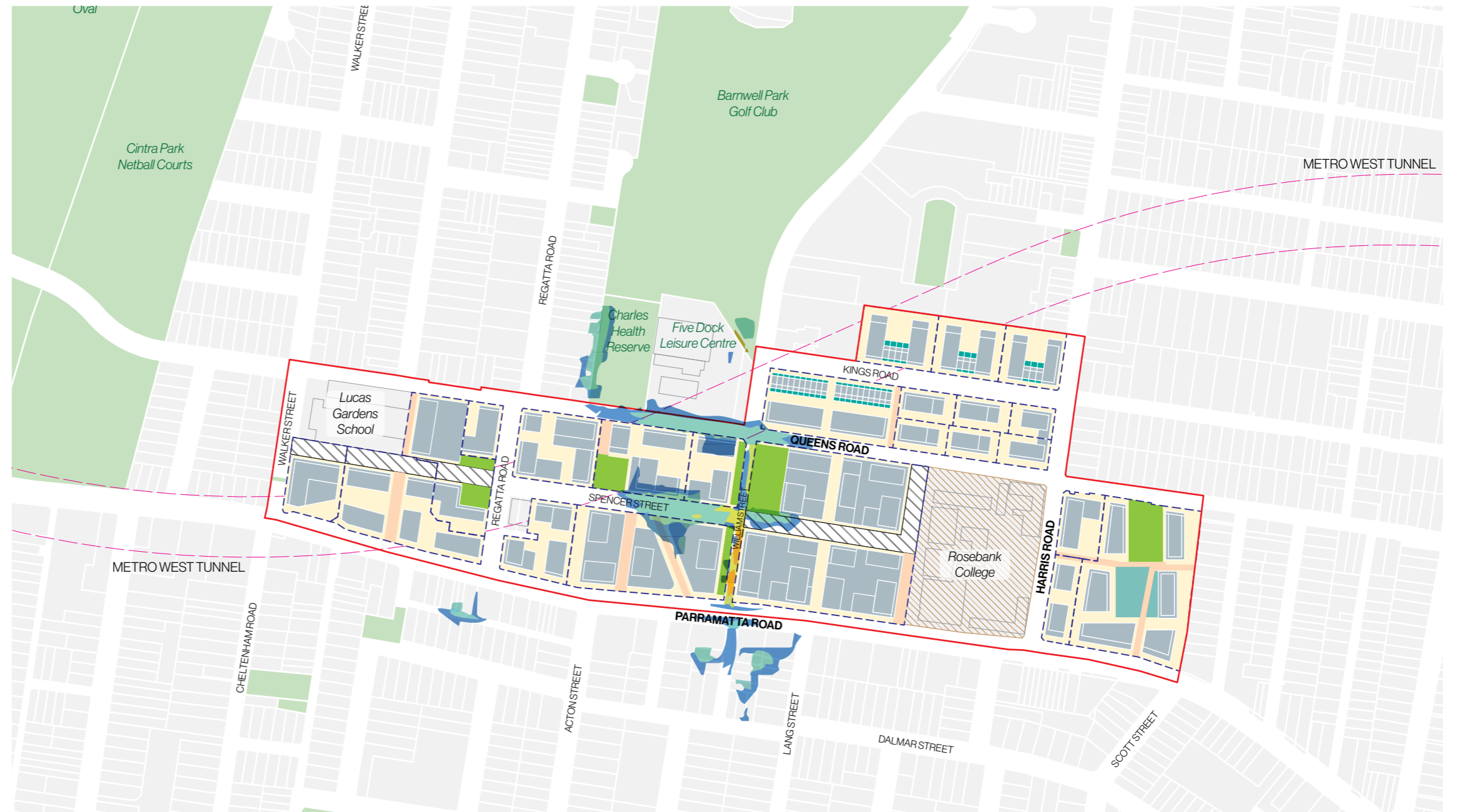
* Note: Numbers on buildings indicate height of building in metres



FLOOD STRATEGY

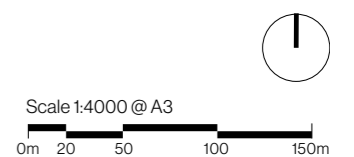
The master plan has taken into account flooding impacts identified in the flood study by WMA Water in July 2020.

- The Flood Risk Assessment concluded that the ground level of the parks, setbacks and floors (ie. everything that is currently a building and which PRCUTS proposes as open space) should be elevated by in excess of 300mm above existing level in order to avoid down-site flood impacts. The Master Plan makes the following recommendations;
 - + new open space is to be lifted 400mm above existing ground level
 - + flood impacted footpaths and building setbacks to be lifted 400mm above existing ground level
- A more detailed approach to flood mitigation is demonstrated in Chapter 5 of this Masterplan, however note that detailed testing will be required and coordinated to Council's satisfaction prior to lodgment of a Development Application.



LEGEND

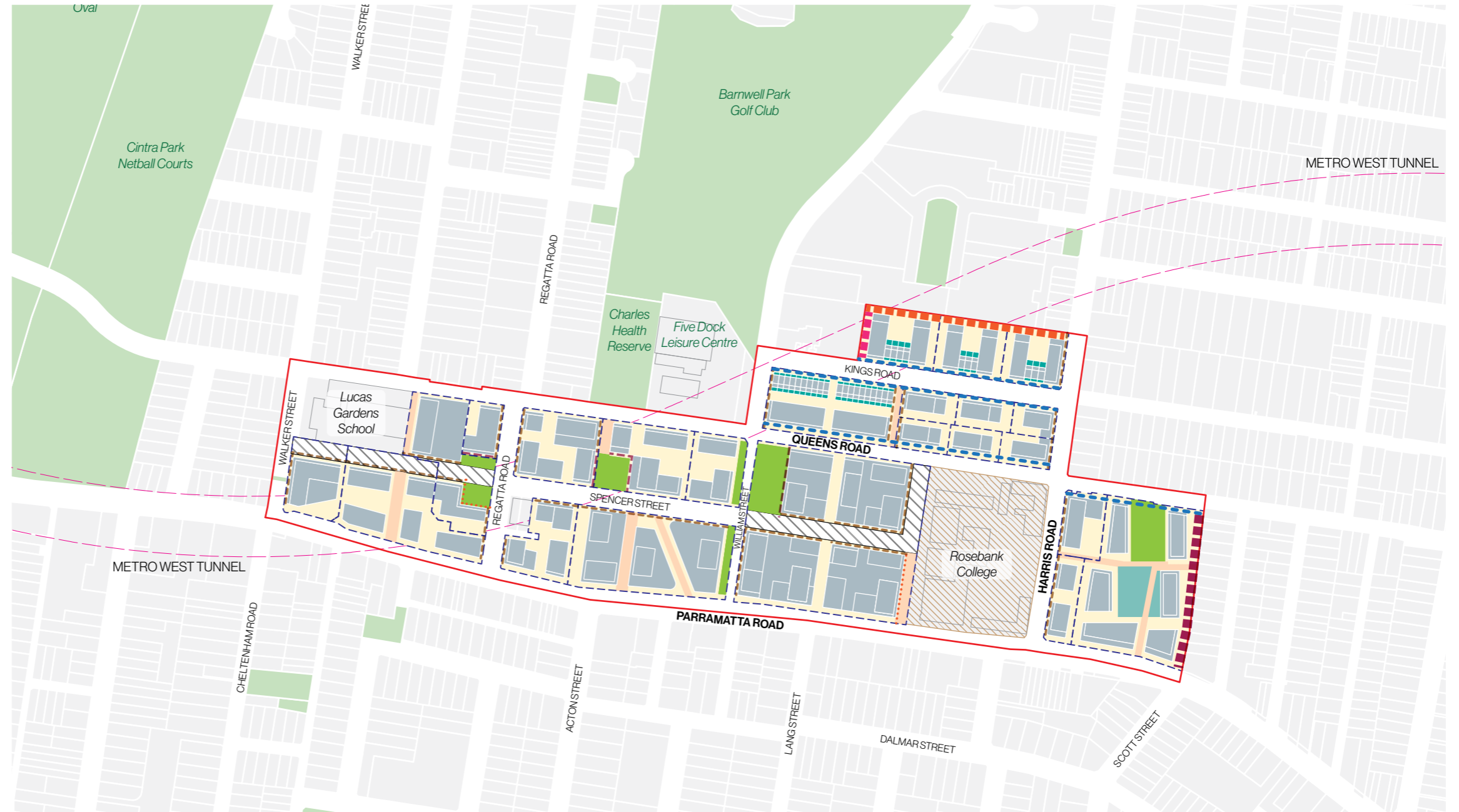
Study Area	Proposed Building	H2 - Unsafe for small vehicles
Existing Lot	Proposed Road Reserve	H3 - Unsafe for Vehicles, children and the elderly
Amalgamation Boundary	Proposed Public Open Space	H4 - Unsafe for people and vehicles
Open Space	Proposed Communal Open Space	H5 - All buildings vulnerable to structural damage
Heritage Item	Proposed Through-Site Link	



GROUND LEVEL SETBACK

The street setback are generally following the PRCUTS design guidelines and Public Domain Plan.

- Building setback to local streets, through-site links and public parks are 3m in general.
- For residential buildings, the 3m is a landscaped buffer zone between the streets and the entries.
- For Mixed use building with retail on the ground level, particularly the retail on Spencer Street, the 3m is an awning-covered zone with potential of outdoor seating for cafes and restaurants.
- 6m green edge setback are provided along Parramatta Road to accommodate wider footpaths and street tree planting.



LEGEND

- Study Area
- Existing Lot
- Amalgamation Boundary
- Open Space
- Heritage Item

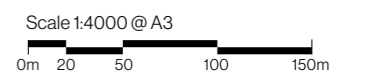
- Proposed Building
- Proposed Road Reserve
- Proposed Public Open Space
- Proposed Communal Open Space
- Proposed Through-Site Link

DCP Ground Floor Setbacks

- 0m Setback
- 3m Setback to Open Space
- 3m Setback to Street/Laneway
- 4.5m Setback to Street/Laneway

Side setbacks

- 8m Setback
- 9m Setback
- 12m Setback

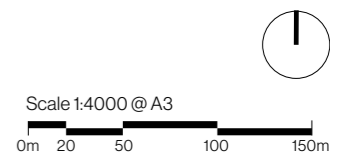
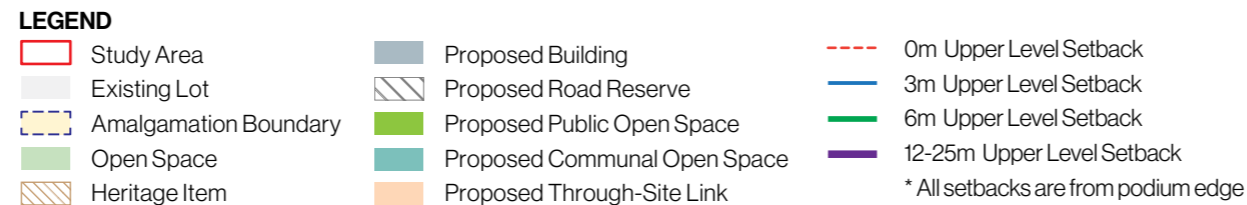
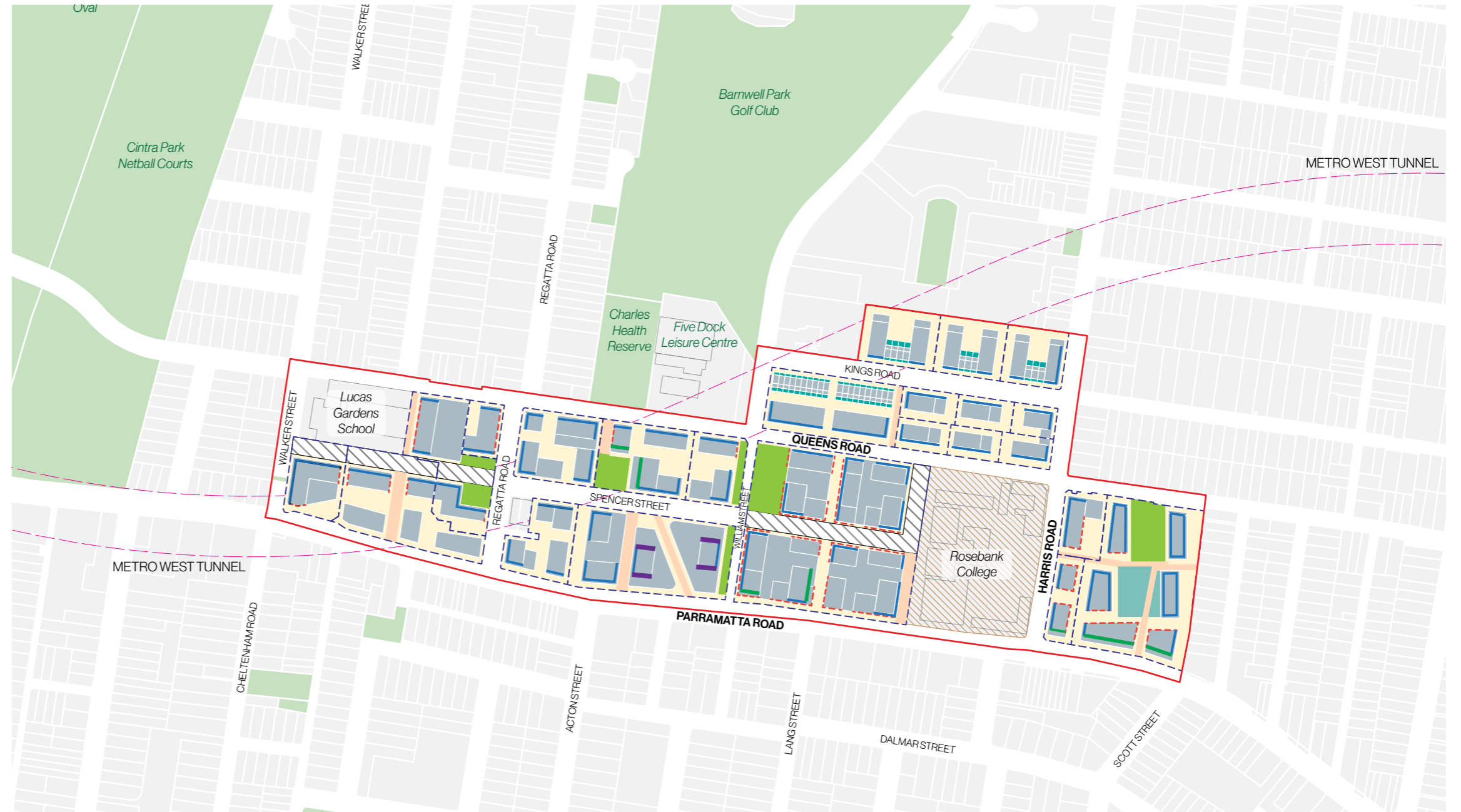


UPPER LEVEL SETBACKS

The upper level setbacks of the Kings Bay Precinct have been designed to moderate the perceived height of buildings from the street. This approach will minimise the visual impact of taller buildings and enhance the comfort of visitors on the street.

The design will minimise overshadowing of main streets and public open spaces, and will facilitate good separation between higher-rising buildings in the precinct, enhancing the access to sunlight, privacy and air flow for more residents. The lower ground podiums will align with the street, and will include a mix of retail, residential and commercial use. The connectivity of these spaces to the public domain will foster a lively street wall and active street edges.

Low and mid-rise developments in the precinct will be generally setback by 3m from ground floor podiums, while the busier streets of Parramatta Road and Spencer Street will incorporate deeper setbacks, up to 25m, to offset the impact of taller developments.



STREET WALL

The street wall heights are informed by the street character, total building height and adjacent built form.

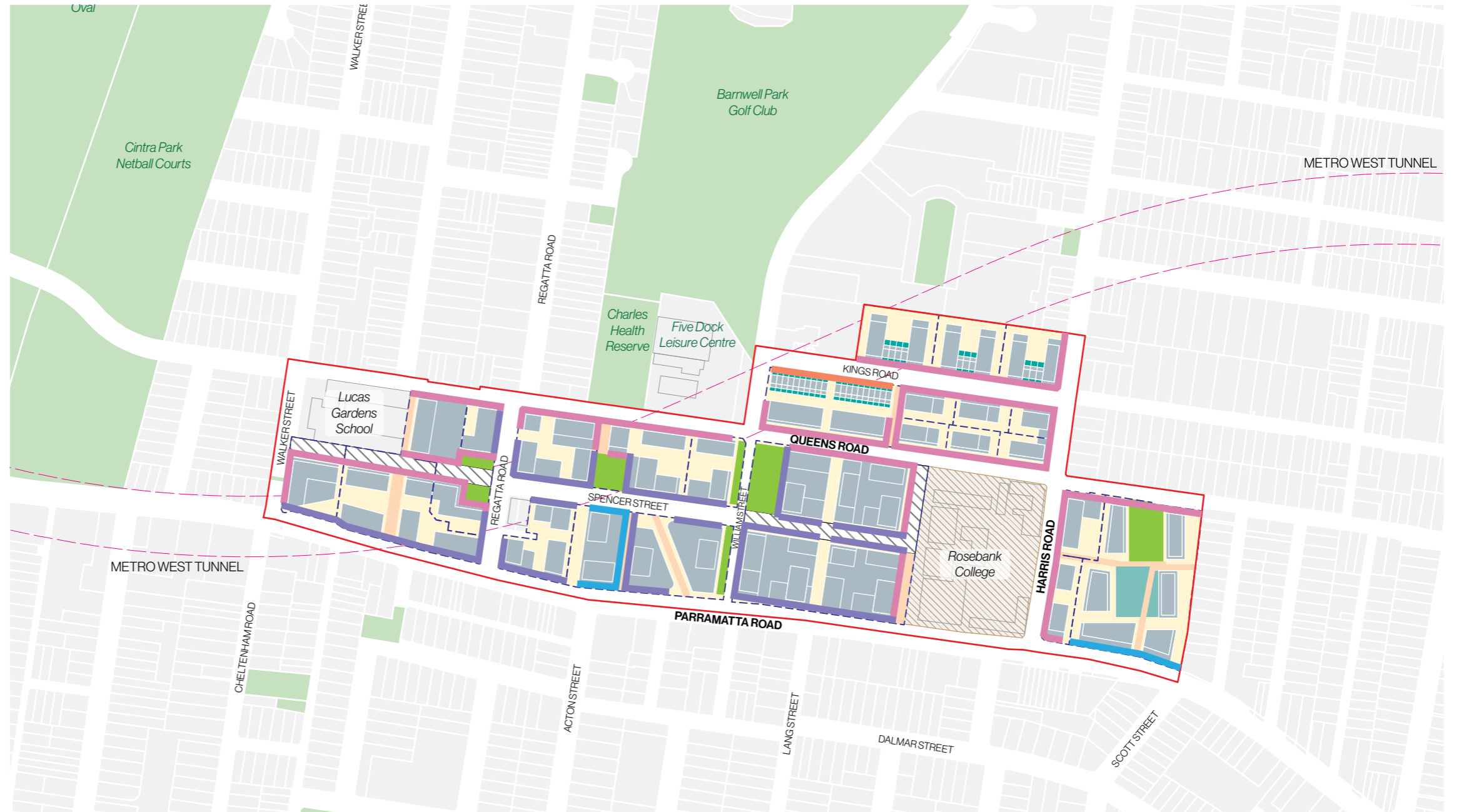
- Two-storey street walls are applied to buildings when:
 - + 1: They are facing directly to existing low density residential area;
 - + 2: They are right next to heritage buildings; or
 - + 3: The total building height is 5 storeys;
- Three-storey street walls are for townhouses where the street frontages are more articulated in the residential area.
- Four and five-storey street walls are applied to buildings when:
 - + 1: They are facing Parramatta Road;
 - + 2: The total building height is more than eight storeys.

The proposed mixed use areas, particularly surrounding Spencer Street and the Spencer Street Eastern Extension, will be designed to accentuate horizontality along the street.

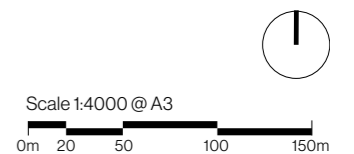
Street walls in these area will be further articulated by the following devices and design outcomes:

- Continuous awnings;
- Fine-grained frontages;
- Frequent door and window openings;
- Facade articulation.

Refer to active frontages diagram for further information on frontage design.



LEGEND		
 Study Area	 Proposed Building	 2-storey Street Wall
 Existing Lot	 Proposed Road Reserve	 3-storey Street Wall
 Amalgamation Boundary	 Proposed Public Open Space	 4-storey Street Wall
 Open Space	 Proposed Communal Open Space	 5-storey Street Wall
 Heritage Item	 Proposed Through-Site Link	



ACTIVE FRONTAGES

The master plan proposes a number of active frontage types that are dependent on location and the intended character for streets in the precinct.

Frontage types are indicated on the adjacent diagram, and also coordinated in the street sections in this chapter.

Vibrant facades

- Small (narrow) units with a minimum of 15 front doors per 100m facade length
- Ability to cater for a wide variety of uses such as shops, cafes, restaurants, bars, fruit/ vegetable markets, community uses and live-work units
- A high degree of visual richness in facade details and architectural expression with a focus on vertical facade articulation, 'ins and outs' (recesses and projections to create shadows)
- Vehicle access and servicing zones are not permitted
- Signage is integrated into the overall architectural design.

Friendly facades

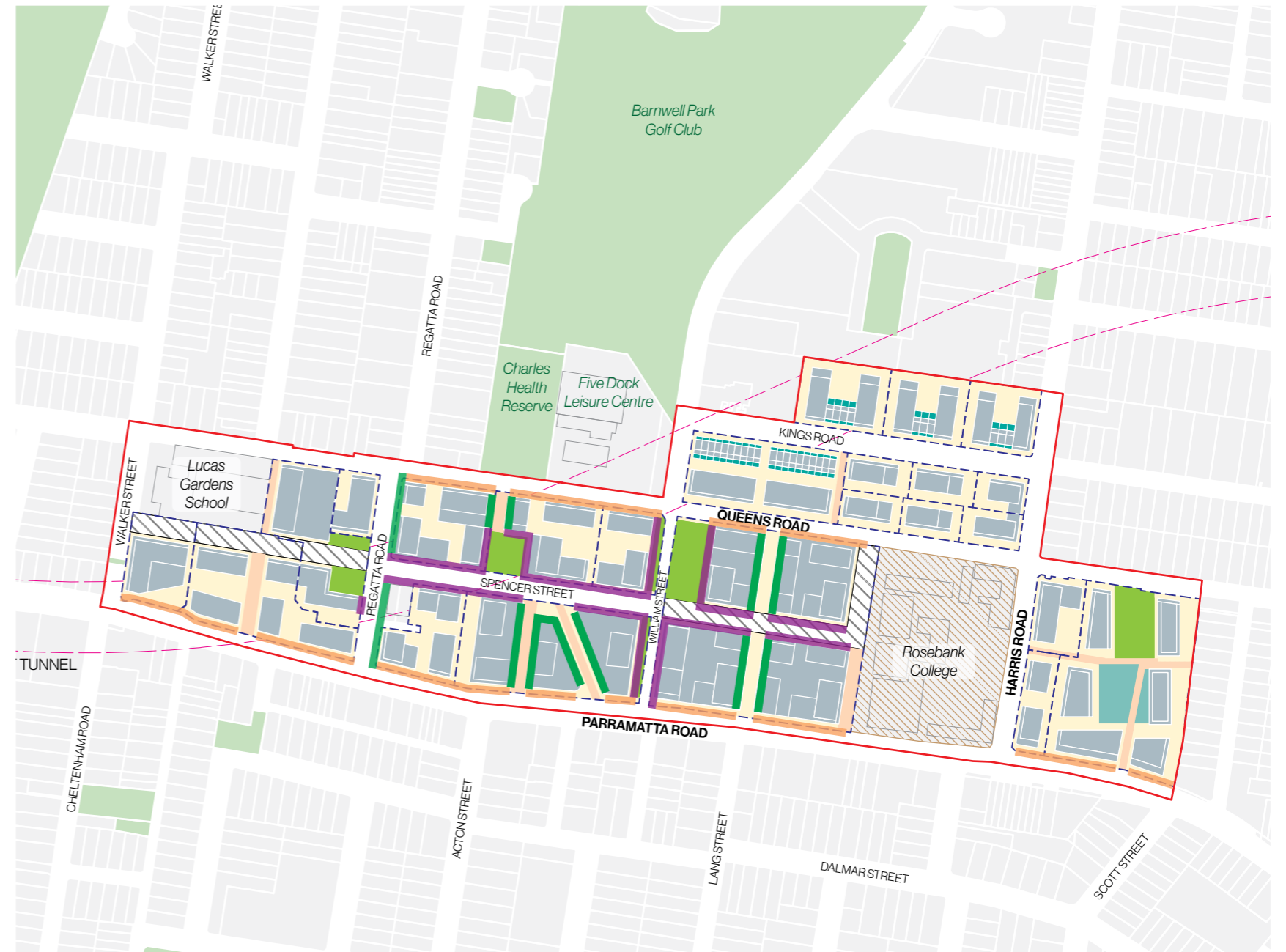
- Relatively small (narrow) units with a minimum of 10 front doors per 100m facade length
- Ability to cater for some variety of uses such as shops and live-work units, including residential lobbies
- Some degree of visual richness in facade details and architectural expression
- Limited vehicle access and servicing via tight, recessed openings is permitted
- Signage is integrated into the overall architectural design.

Mixed facades

- A minimum of 6 front doors per 100m facade length
- Blank facades over 10% of facade or 10m² are required to be of visual interest, i.e. by architectural treatment, detailing, art or greenery/ green walls
- Signage is integrated into the overall architectural design.
- Buildings fronting Parramatta Road where possible to have vehicle access and servicing via shared underground areas accessed from side streets

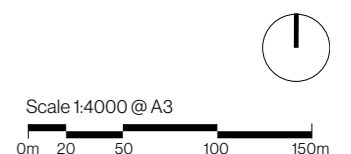
Additional controls

- Double height ground floor ceilings for all properties with a B4 Mixed Use zone



LEGEND

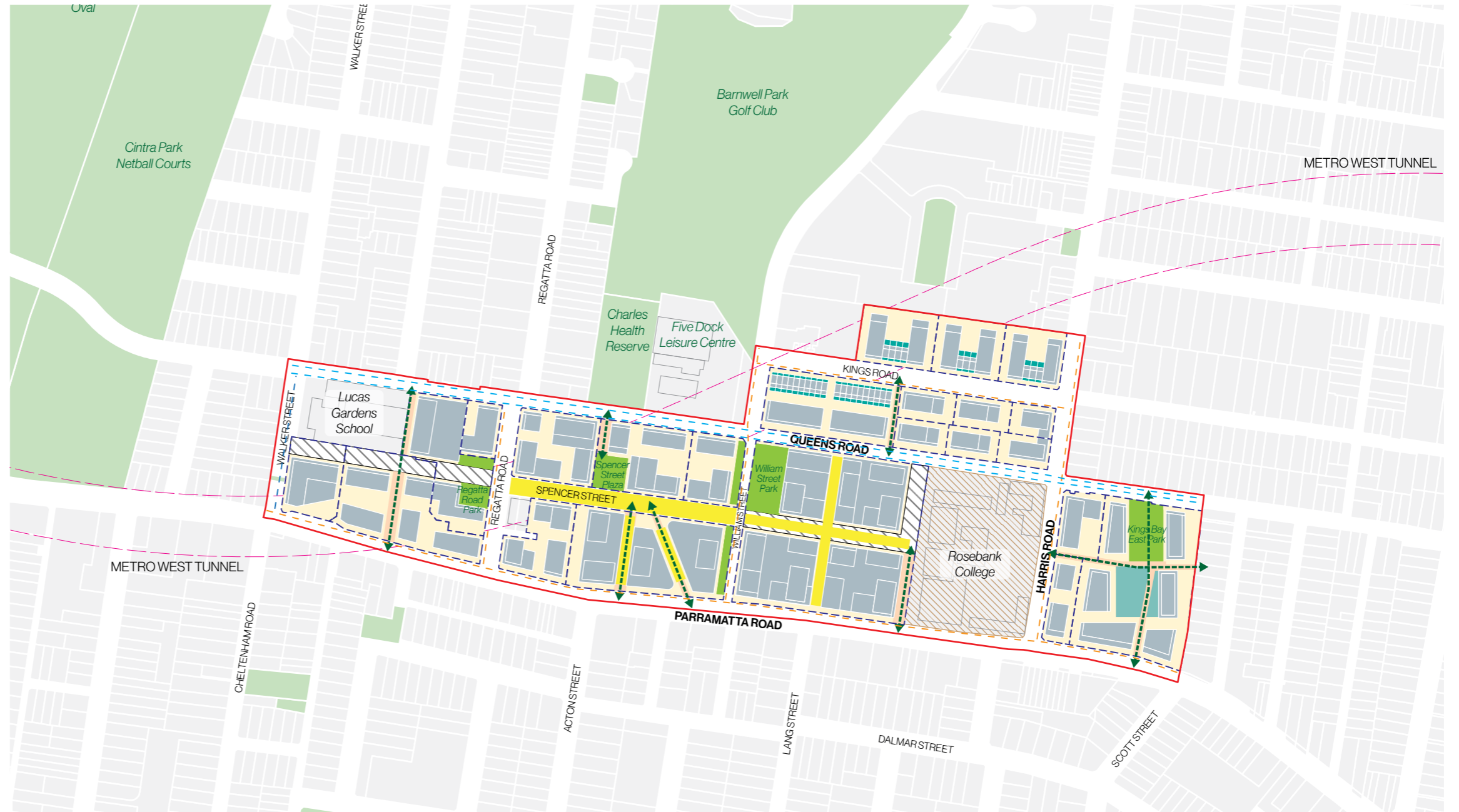
Study Area	Proposed Building	Vibrant Facades
Existing Lot	Proposed Road Reserve	Friendly Facades
Amalgamation Boundary	Proposed Public Open Space	Mixed Facades
Open Space	Proposed Communal Open Space	
Heritage Item	Proposed Through-Site Link	



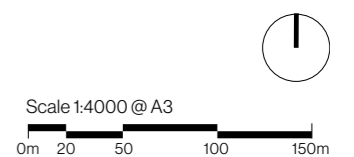
OPEN SPACE AND LINKS

New public open space and linkages are proposed to improve the existing pedestrian and cyclist network.

- Public Open Space and through-site links are provided to align with the PRCUTS design guidelines. In addition to that, several new ones are introduced:
 - + A diagonal linkage to connect the plaza to other open spaces.
 - + A east-west through-site link to connect Harris Road to Kings Bay East Park, with future potential to connect further to Courland Street.
 - + Shared cycleways will be constructed along Parramatta Road, William Street, Regatta Road, Harris Road and Kings Road.
 - + This network will extend northwards along William Street and Harris Road.
 - + As a key thoroughfare, Queen Street will feature dedicated, two-way cycle lanes.
 - + An on-road cycleway will extend north and south along Walker Street.
 - + For additional information regarding the intended character of the public domain and activation concepts for the open spaces, refer to the Parramatta Road Selected Precincts Public Domain Plan pages 55-58.
- Pedestrian through-site links will be a minimum 12 m wide, including a minimum 6 m pedestrian zone and 3 m building setbacks to either side.



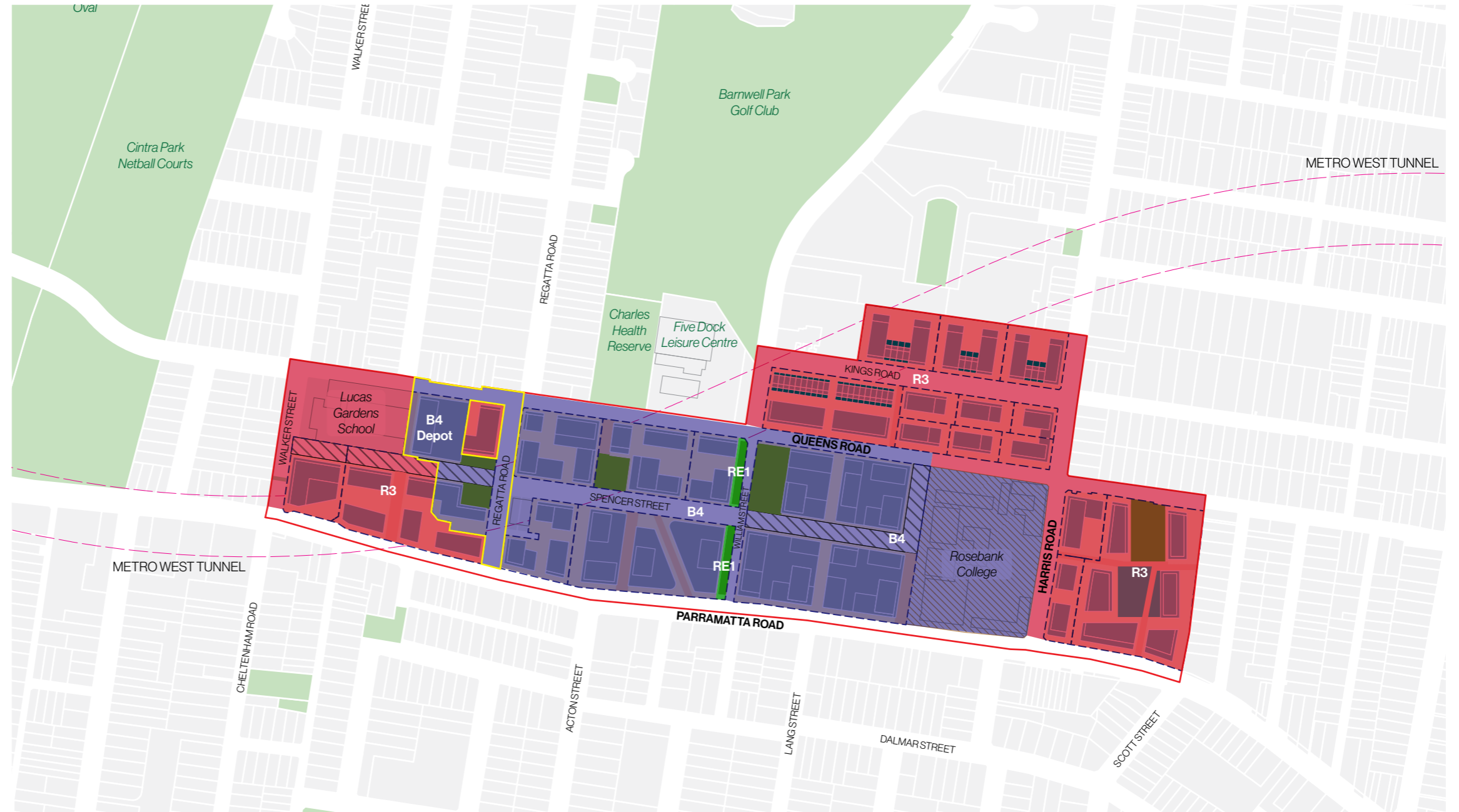
LEGEND		
 Study Area	 Proposed Building	 Activated Street
 Existing Lot	 Proposed Road Reserve	 Through-site Link
 Amalgamation Boundary	 Proposed Public Open Space	 Shared Cycleway
 Open Space	 Proposed Communal Open Space	 Dedicated Cycleway
 Heritage Item	 Proposed Through-Site Link	 On-road Cycleway



PROPOSED ZONING

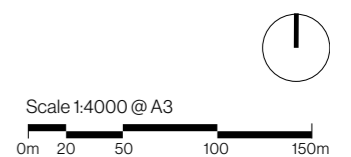
Amendments to the PRCUTS recommended land use strategy are proposed to accommodate strategic uses

- The Depot Site on Queen Street, between Regatta Road and Walker Street has been re-zoned B4 Mixed Use from the PRCUTS proposed R3 Medium Density Residential zoning.



LEGEND

Study Area	Proposed Building	B4 Mixed Use
Existing Lot	Proposed Road Reserve	R3 Medium Density Residential
Amalgamation Boundary	Proposed Public Open Space	RE1 Public Recreation
Open Space	Proposed Communal Open Space	Depot site to be rezoned
Heritage Item	Proposed Through-Site Link	








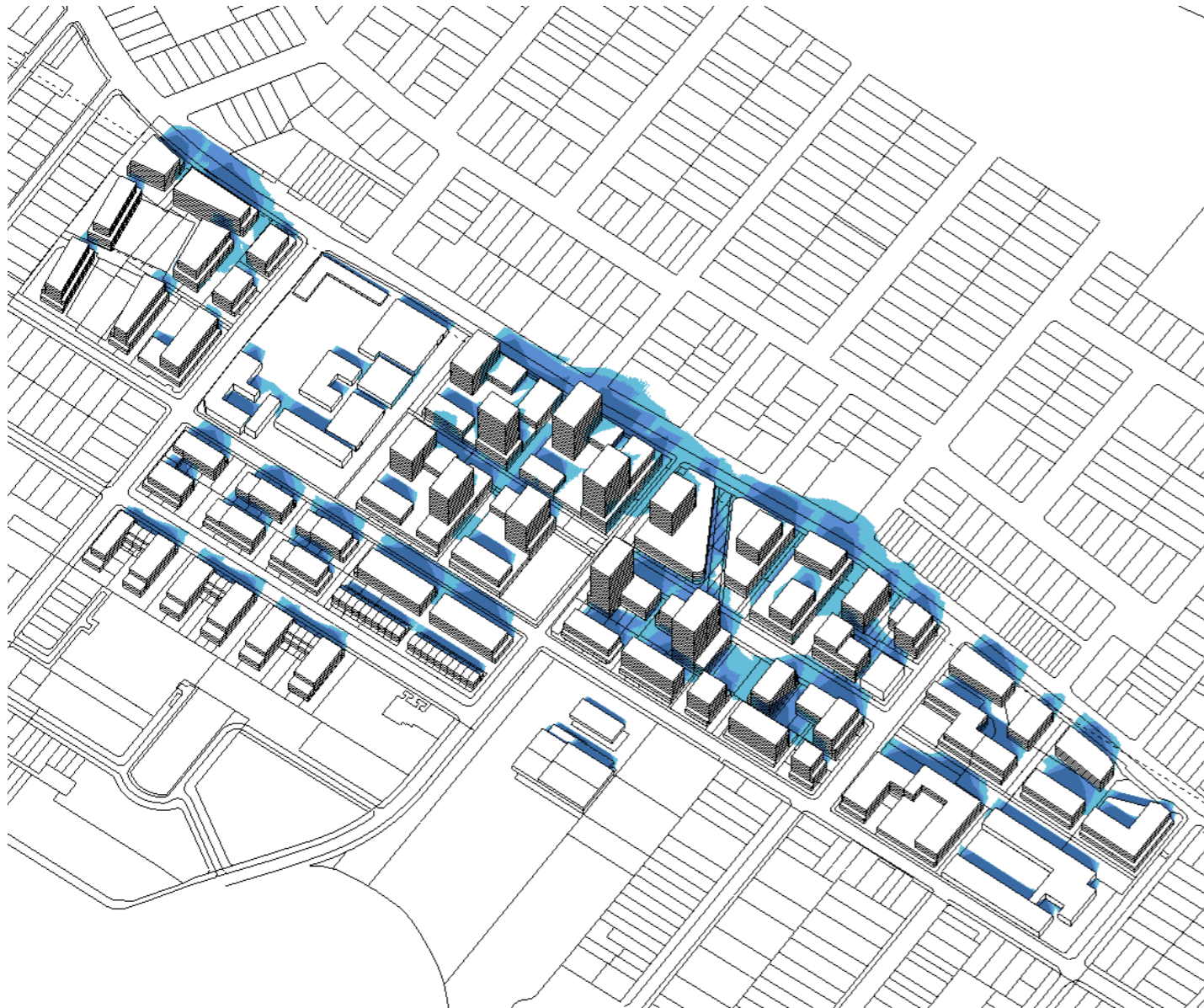
SHADOW ANALYSIS

The shadow diagrams are generated by SketchUp with the date set to mid winter (21st June) when the sun is lowest in the sky, and limited between 9 am and 3 pm. The diagram represents the 'worst case' scenario for solar access.



LEGEND

-  2 hrs sunlight
-  1 hrs sunlight
-  0 hrs sunlight



North-west Isometric



North-east Isometric





STREET INTERFACE

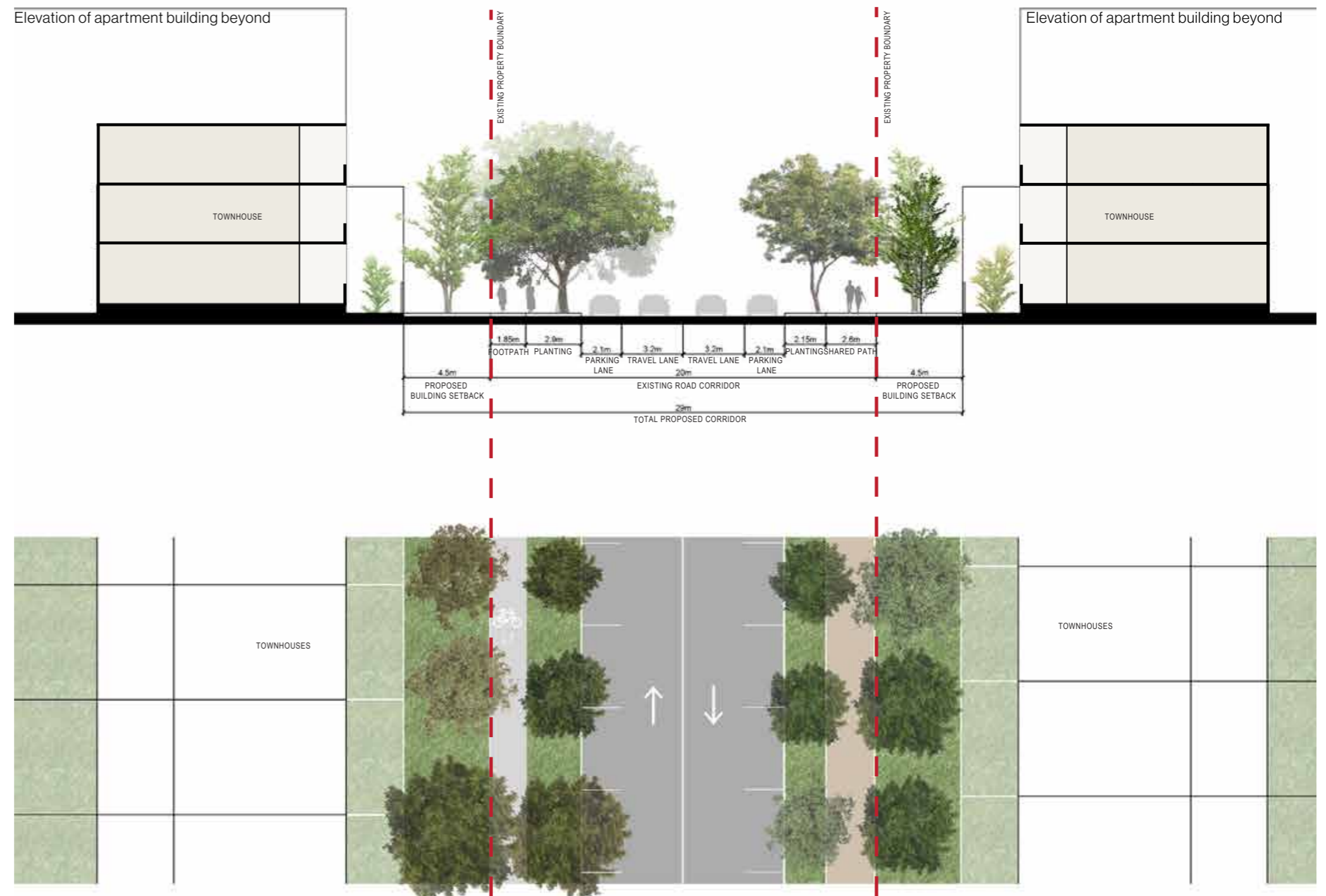
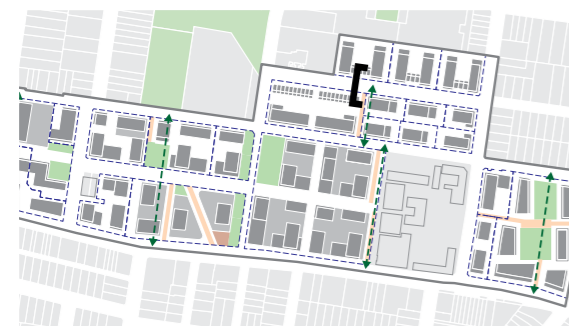
05

KINGS ROAD

The urban design of Kings Road will transition the activity of the proposed Kings Bay commercial hub to the lower pace, density and heights of the surrounding residential streets.

Terraced townhouses, featuring a 3-storey street wall, will transition the character of the precinct's built form to a more comfortable, domestic scale. An occupied ground floor and a 3m setback of private open space will enhance passive surveillance and connectivity from the townhouses to the street.

The introduction of an additional 3m of landscaping within the public domain will generate a comfortable thoroughfare for pedestrian travel, while a cycleway will improve paths of travel for both cyclists and motorists.



QUEENS ROAD

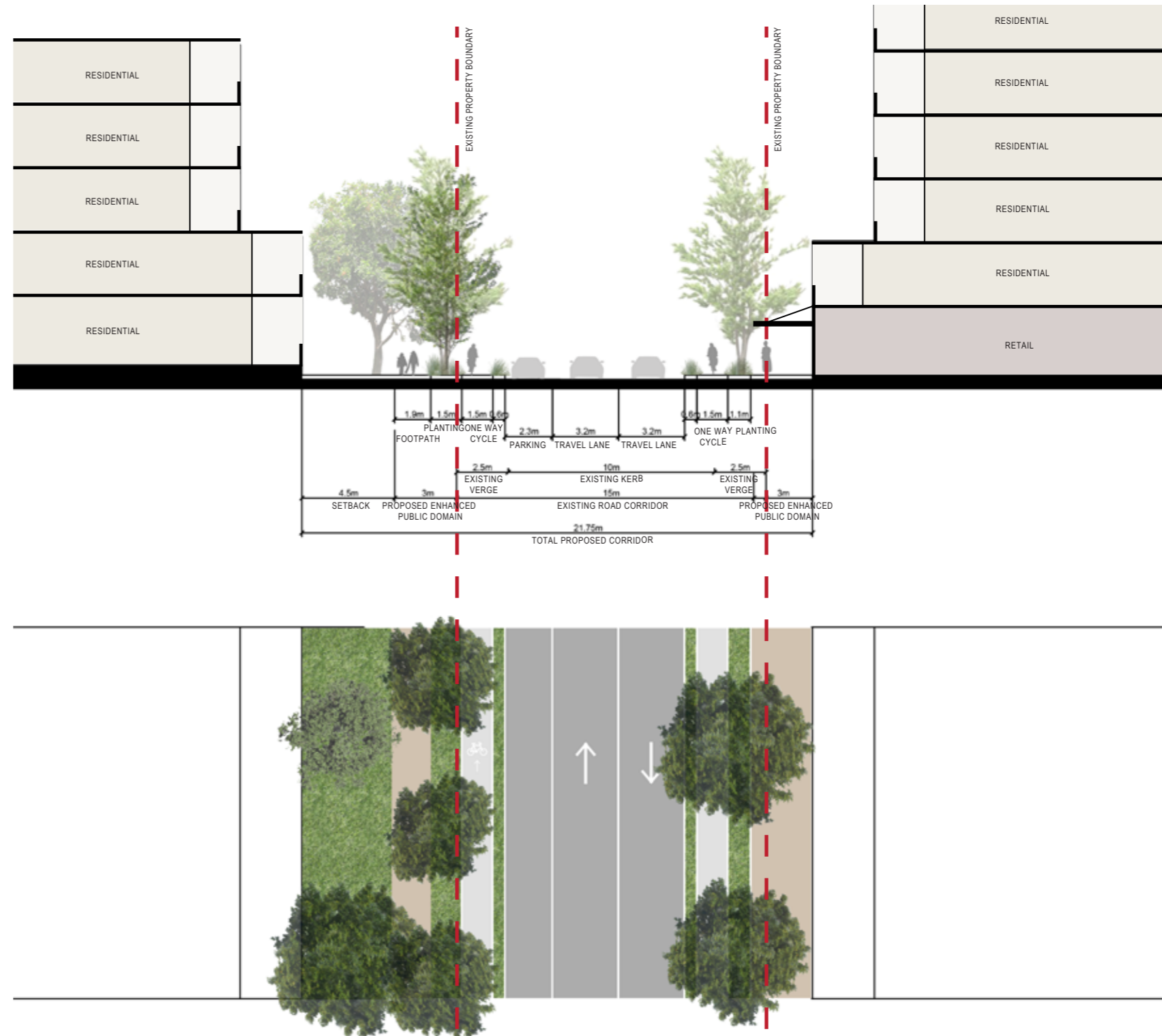
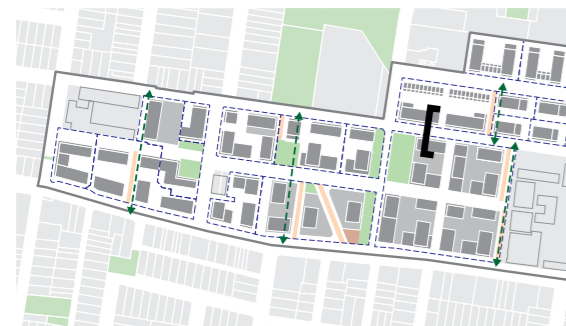
The proposed character of Queens Road has been designed to enhance the existing commercial and recreational activity of the street, prioritising pedestrian movement and activity at street level.

The existing street verge is proposed to be widened, and an additional 3m setback along the southern boundary will provide generous space for dedicated cycleways and pedestrian pathways, bordered by wide planting.

The planned built form will transition 5-storey mixed use buildings down to a 2-storey street wall to interface with the green open spaces of Charles Heath Reserve. The landscape design along this street will retain the significant avenue of established fig trees planted adjacent to Five Dock Leisure Centre.

Buildings in flood-impacted areas are to have ground floors at 400mm above existing ground level.

Note: Additional detail pertaining to the future design of Queens Road can be found in the Parramatta Road Selected Precincts Public Domain Plan (PDP) by Context Landscape Architecture (06/07/2020) on pages 46 and 47. This master plan takes precedence over the PDP except in the instance where the PDP provides information not present in this master plan.



SPENCER STREET

The existing wide and low-lying commercial lots of Spencer Street are proposed as a future Place for People, providing the central basis of activity and commerce to the surrounding streets.

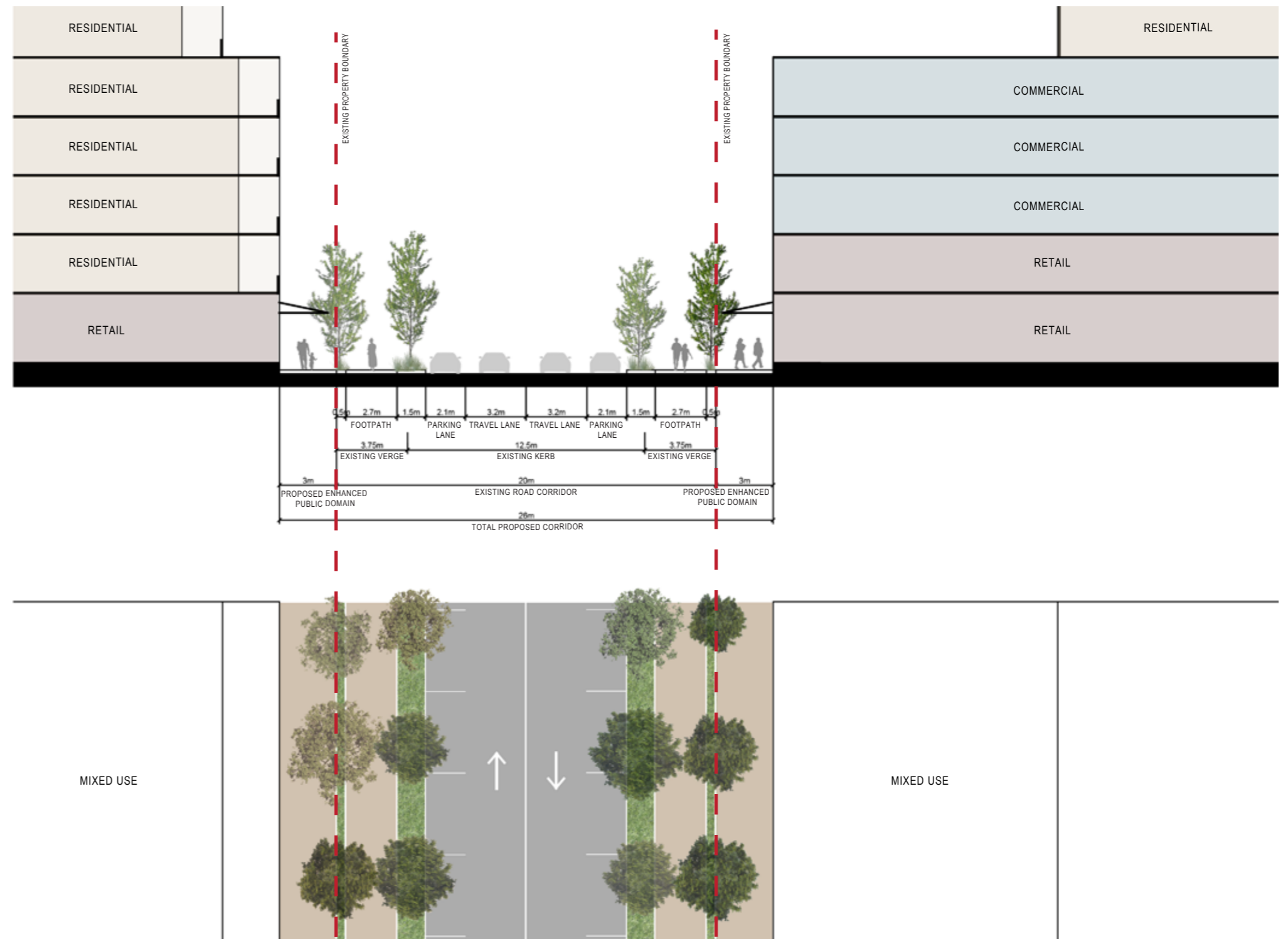
Positioned at the heart of the renewed Kings Bay precinct, Spencer Street will incorporate some of the tallest mixed-use building typologies. A 5-storey street wall with commercial space will interface with a vibrant and active recreational and retail environment at street level.

Continuous awnings, fine-grained facades with frequent door and window openings, a vertical rhythm, facade articulation and views into activated internal spaces will create a lively and dynamic atmosphere along the street.

Buildings in flood-impacted areas are to have ground floors at 400mm above existing ground level.

The interests of pedestrians will be prioritised along this road, where an additional 3m setback will deliver wide footpaths along both sides of the street, lined with planted beds. A landscaped recreational plaza will provide further interaction between the built forms and the bustle of the street.

Note: Additional detail pertaining to the future design of the Spencer Street extensions can be found in the Parramatta Road Selected Precincts Public Domain Plan (PDP) by Context Landscape Architecture (06/07/2020) on pages 49 and 50. This master plan takes precedence over the PDP except in the instance where the PDP provides information not present in this master plan.



PARRAMATTA ROAD

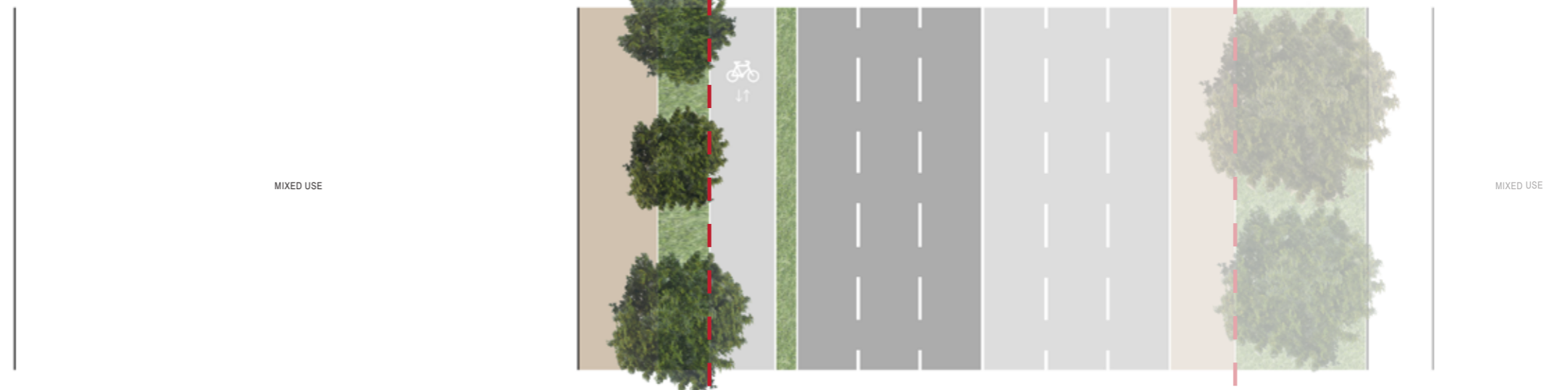
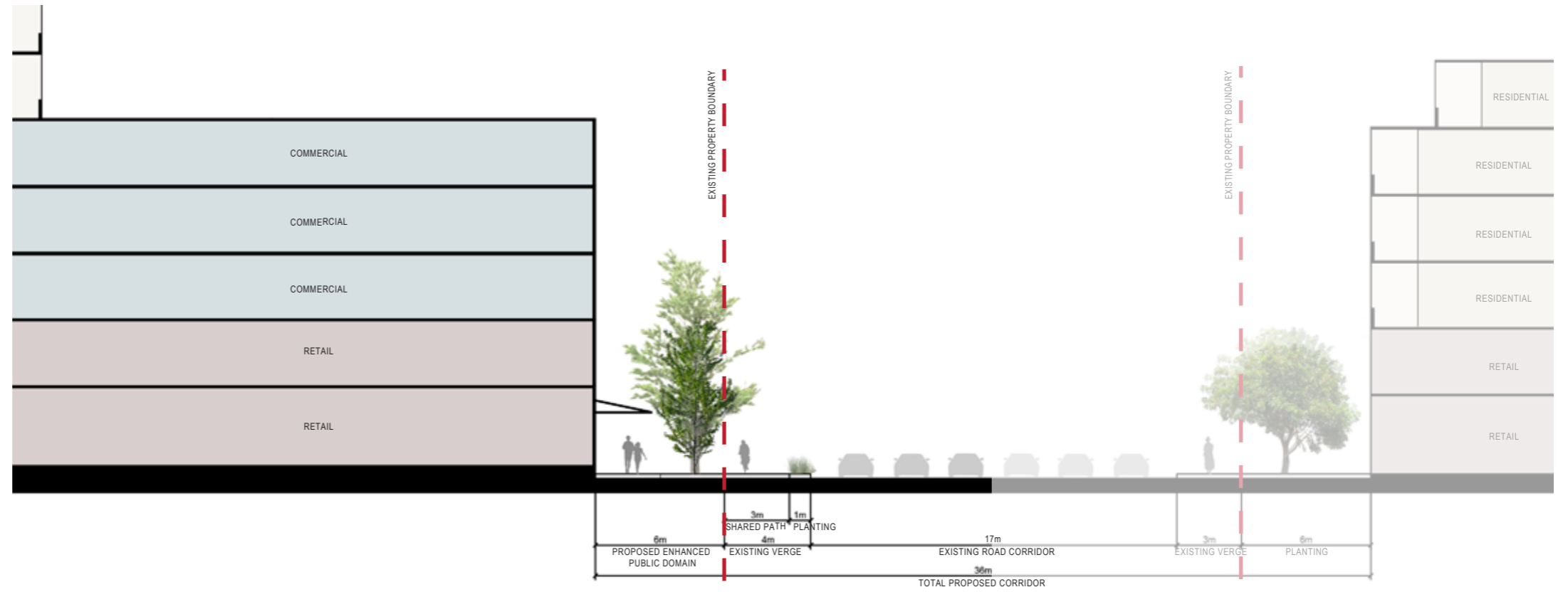
The character of Parramatta Road has been designed to integrate the street's existing role as a major city thoroughfare with the proposed retail and commercial hub of Kings Bay.

The transport amenity of the street will be enhanced, with dedicated cycling and pedestrian pathways and significant portions of street planting accommodated within a wide setback of 6m.

This setback will lead to a generous arrival plaza, creating public access and a transition from the pace of Parramatta Road.

A 5-storey street wall will be characteristic of the development along Parramatta Road. It will incorporate ground floor retail spaces and commercial office spaces that will support the business of the corridor and transport hub. These buildings will similarly interact with the street over a 6m setback of pedestrian pathways and planting.

Buildings in flood-impacted areas are to have ground floors at 400mm above existing ground level.



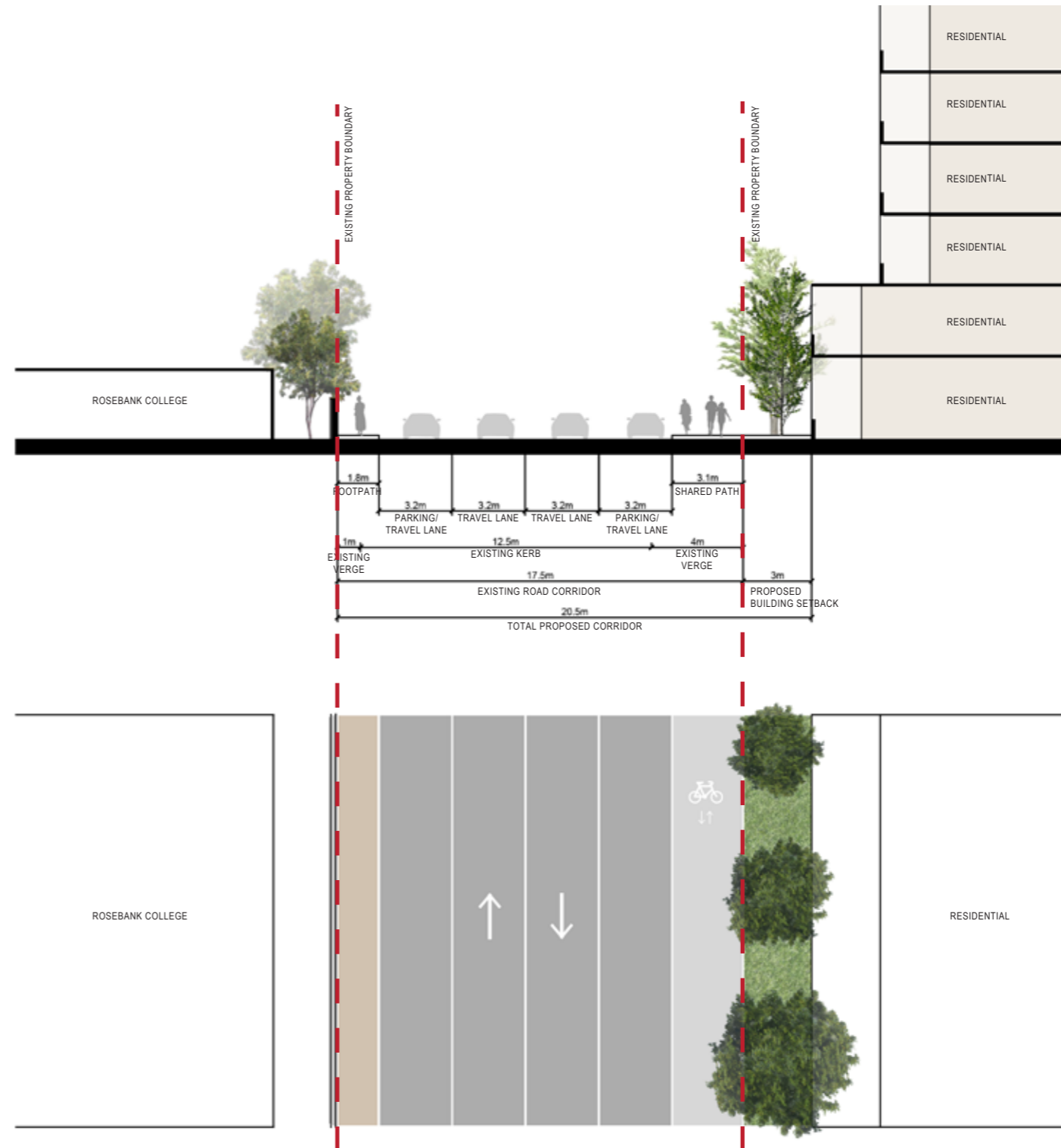
HARRIS ROAD

This revised precinct plan proposes to maintain the existing connectivity of Harris Street as a local link to the major thoroughfare of Parramatta Road. The proposal will retain the existing multilane road design and will improve pedestrian amenity.

A 3m setback has been proposed along the road's eastern boundary, permitting the introduction of an abundant strip of landscaping to enhance the appearance and comfort of the footpath it borders.

This setback will further contribute to softening the relationship of the street environment with the adjacent built form. A 2-storey street wall of residential developments, lined with significant portions of landscaping, will sympathetically interface with the heritage considerations of Rosebank College's historic buildings.

Note: Additional detail pertaining to the future design of Harris Road can be found in the Parramatta Road Selected Precincts Public Domain Plan (PDP) by Context Landscape Architecture (06/07/2020) on page 53. This master plan takes precedence over the PDP except in the instance where the PDP provides information not present in this master plan.



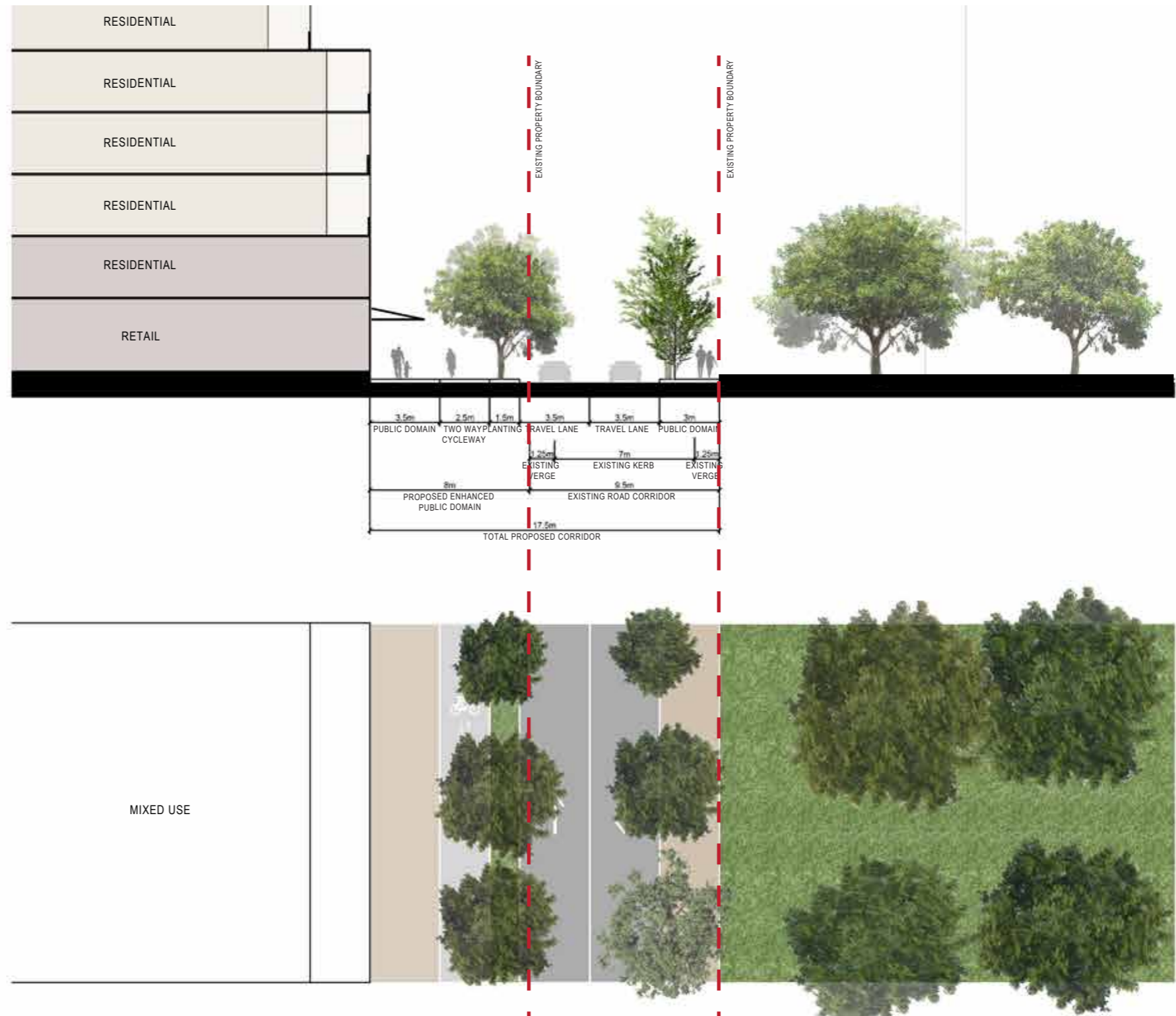
WILLIAM STREET

The proposed redevelopment of William Street will introduce significantly wider street setbacks, a 5-storey street wall and copious public landscaping to deliver a generous green open space linking residents from the parkland north of the precinct, through its commercial centre and south to the transport hub of Parramatta Road.

This proposal will involve the redevelopment of the existing low-lying commercial warehouses and industrial yards to house a new green corridor, in which proposed setbacks of 8-14m will produce comfortable pedestrian pathways and a dedicated two-way cycle path.

Along both sides of the road, landscaped beds and a planted public square will offer space for rest and recreation.

Buildings in flood-impacted areas are to have ground floors at 400mm above existing ground level.

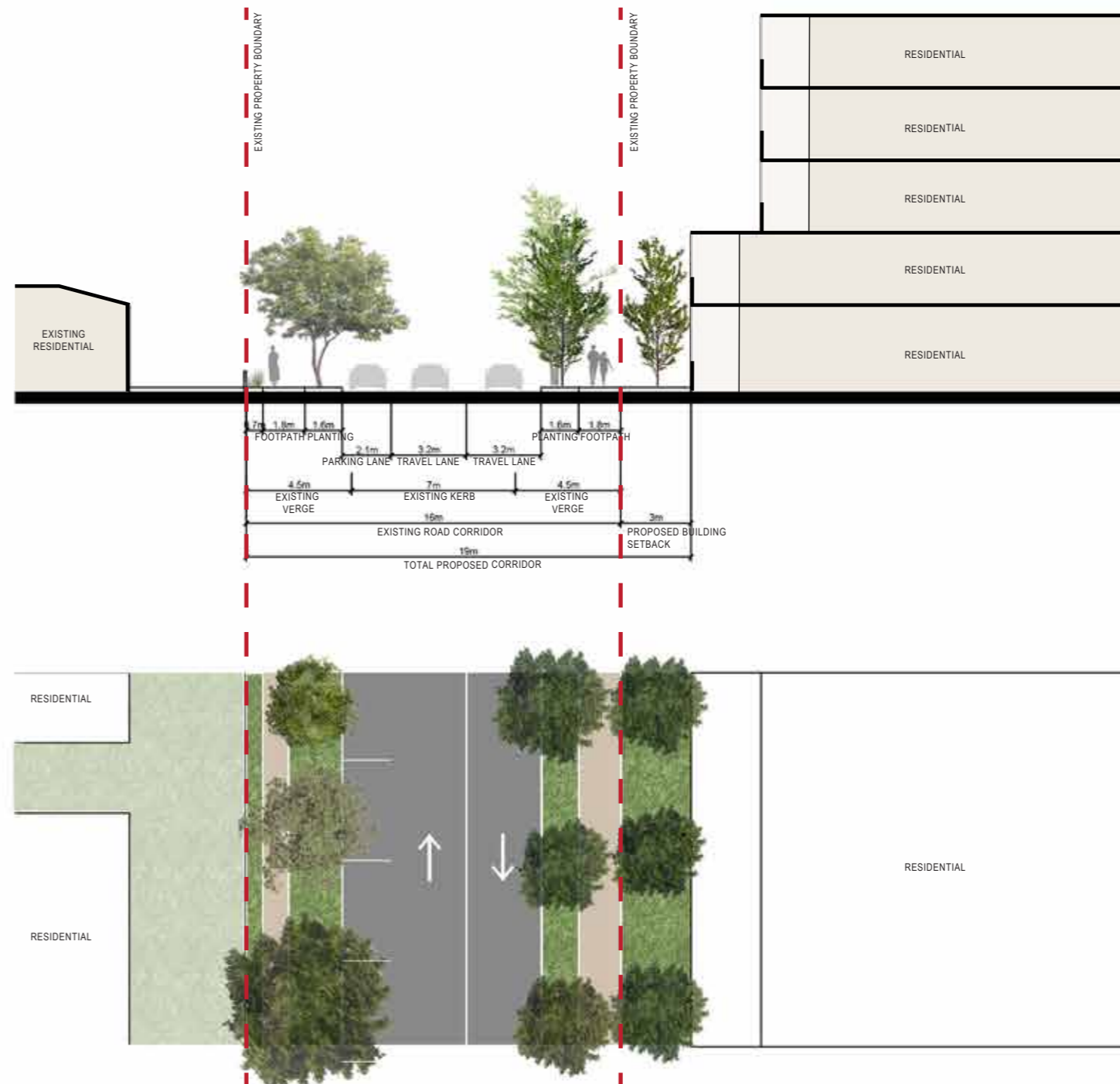
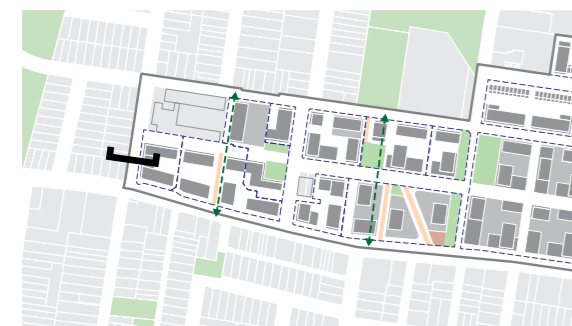


WALKER STREET

New development along Walker Street has been specifically designed to transition the density and building heights of Kings Bay's commercial centre down to the pattern of single-storey, detached dwellings located along the precinct's western boundary.

A 2-storey street wall along the road's eastern boundary is proposed to provide a softened, domestic scale of construction to the street, improving the relationship between the public domain and adjacent developments, and enhancing considerations of passive surveillance and resident connectivity.

Furthermore, a proposed 3m setback beyond the existing eastern boundary has been designed to accommodate an additional portion of street planting, widening the public domain and enhancing the overall appearance of the street.

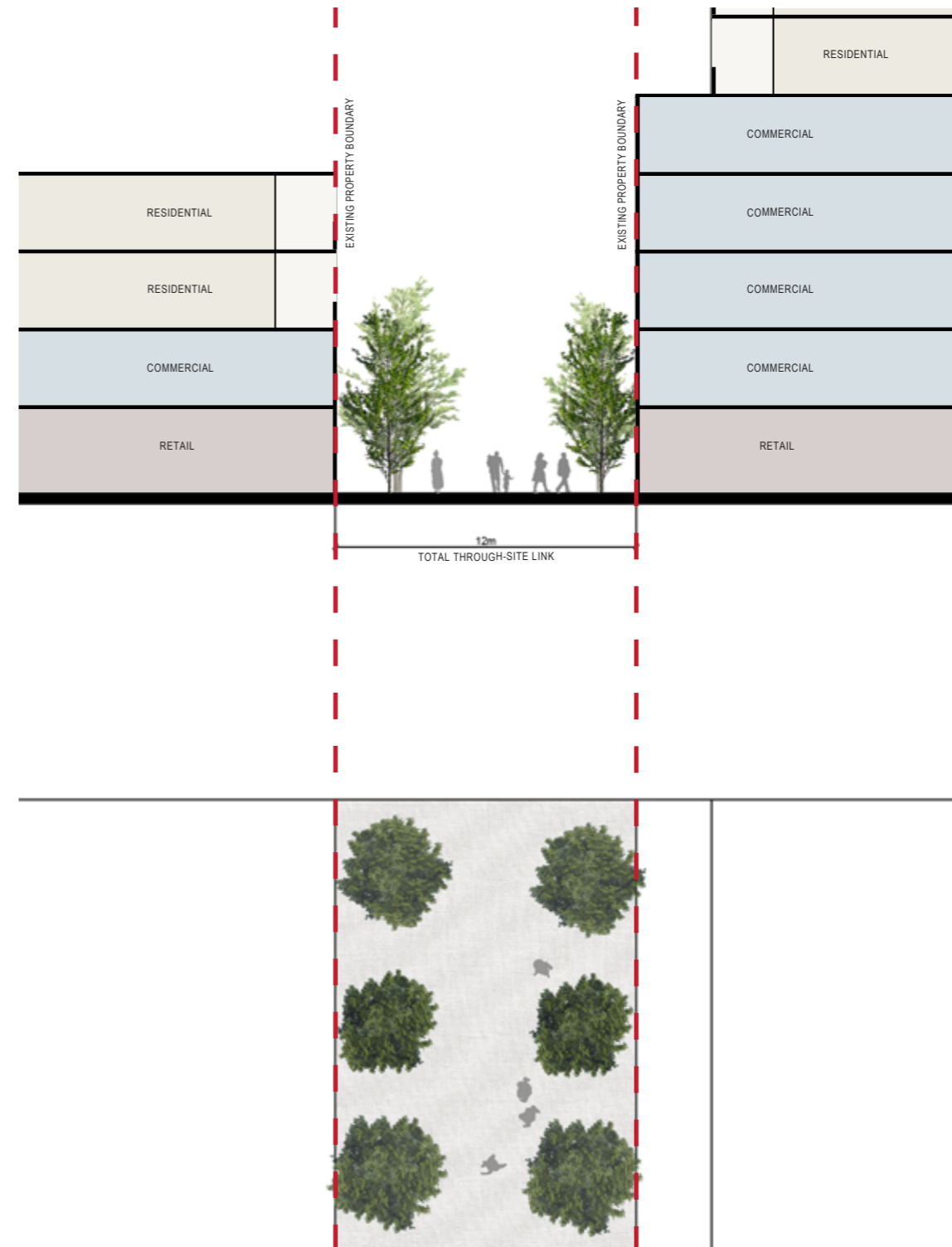


PARRAMATTA ROAD - SPENCER STREET PLAZA

A pedestrian through-site link will connect Parramatta Road directly to the new Spencer Street Plaza.

The link will be a 12m wide paved thoroughfare with ground floor retail activation, commercial spaces and residential levels above. The pedestrian zone will be delineated by a flush, paved ground cover, with no curb crossing at Parramatta Road.

The link will be bounded by 4 and 5 storey podiums with 3m tower setbacks on either side. A zero (0) metre building setback will encourage ground floor activation, retail services and commercial uses.



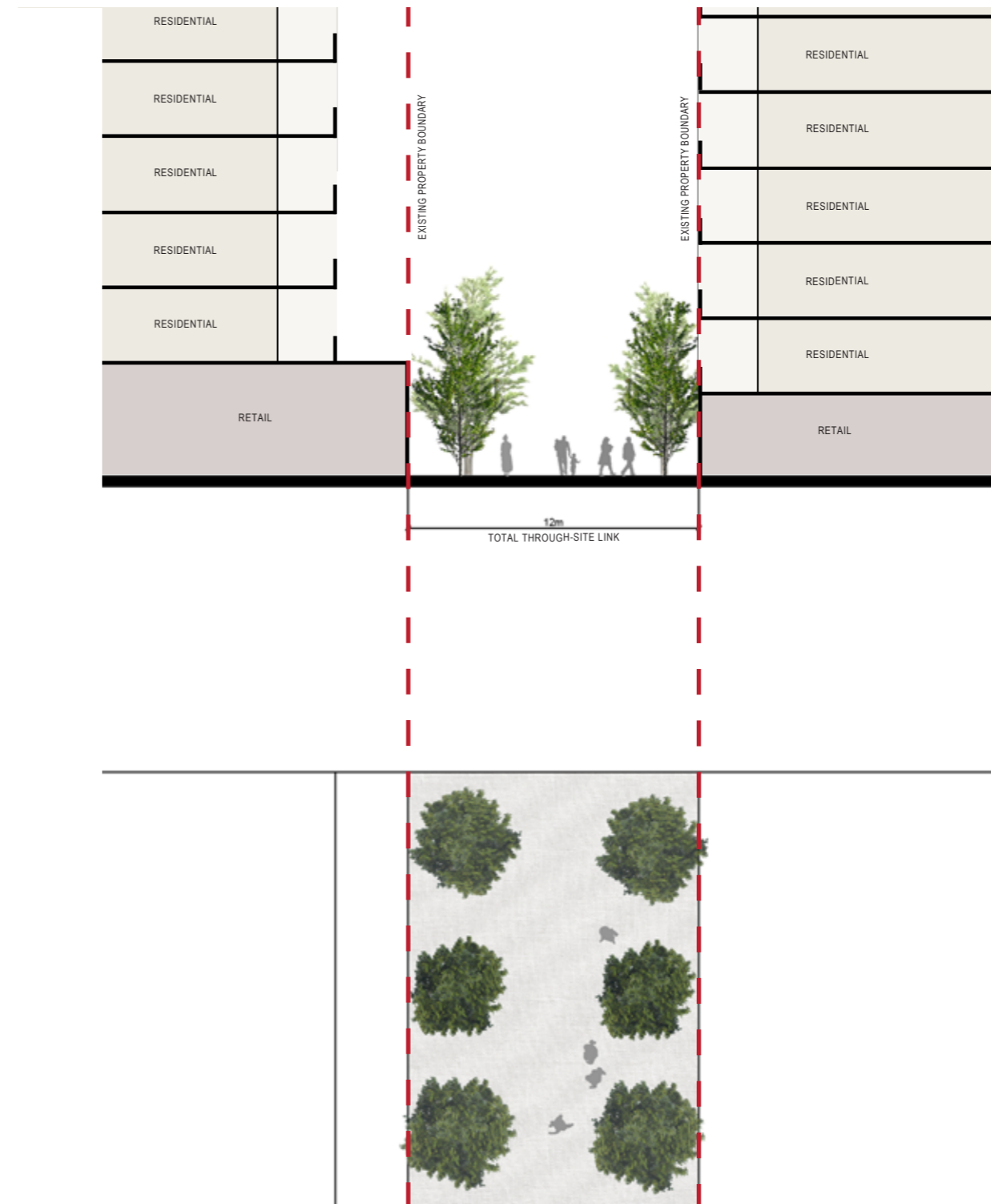
SPENCER STREET PLAZA - QUEENS ROAD

A new pedestrianised link will connect the proposed Spencer Street Plaza to the connectivity of Queens Road.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

Retail purposes will occupy the ground floor of the buildings that border this link, offering amenity to residents and visitors and connecting businesses with the public.

This thoroughfare will link the public green open spaces of the proposed Spencer Street Plaza to the wider green grid of Charles Heath Reserve and Barnwell Park.

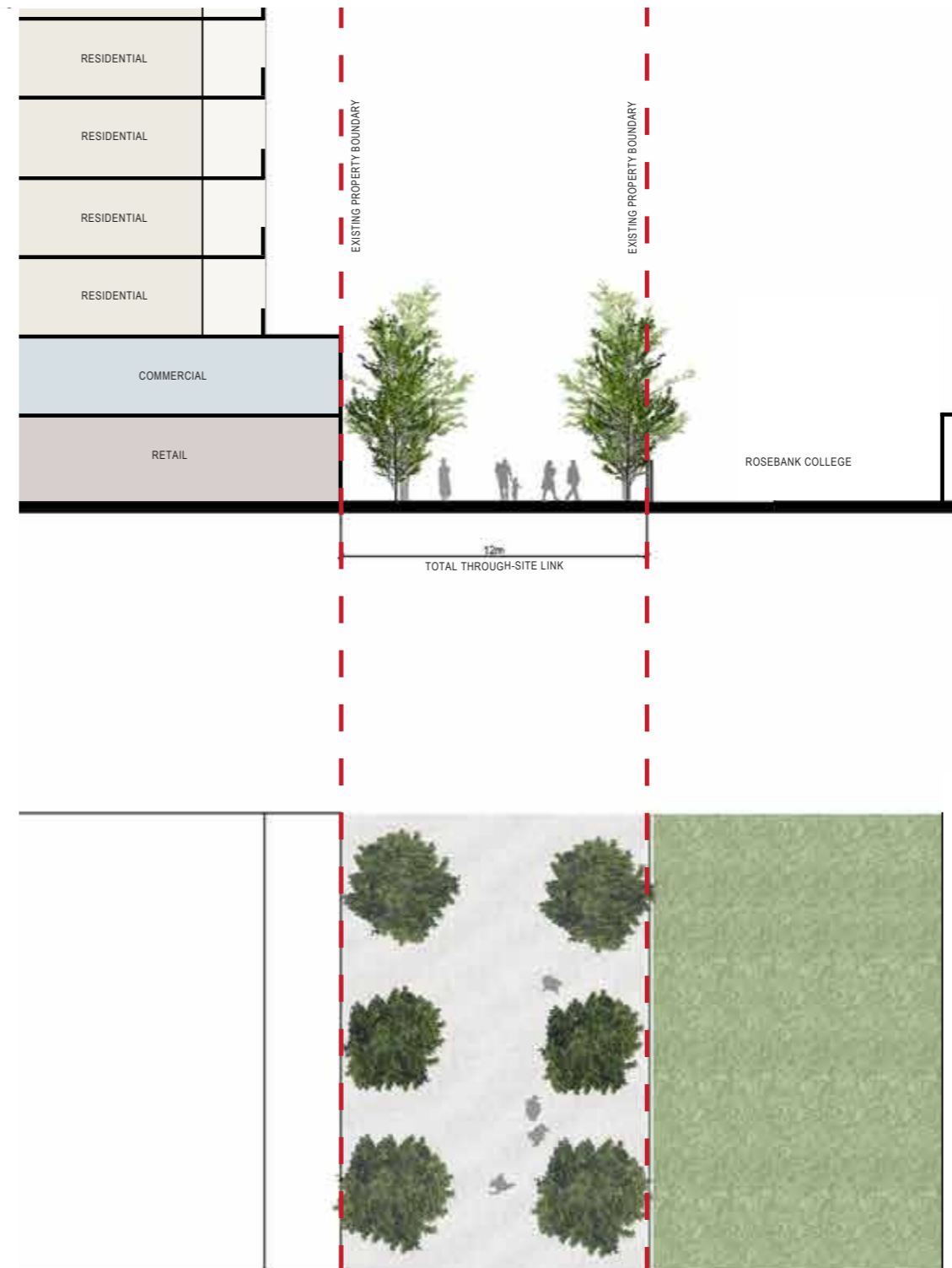
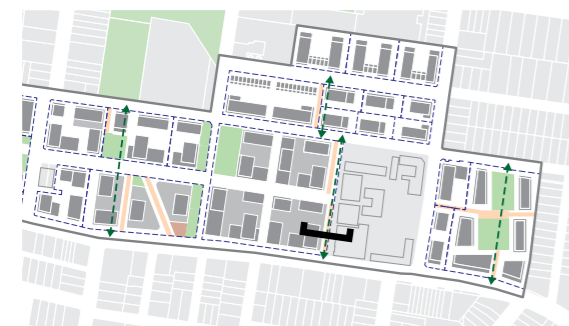


PARRAMATTA ROAD - SPENCER STREET EAST

The western boundary of Rosebank College will be bordered by a 12m wide through-site link, connecting Parramatta Road to the eastern portion of Spencer Street.

A 2-storey street wall with 3m tower setbacks has been designed to sympathetically interface with the scale of the pedestrian street and to begin the transition of the height of the precinct's centre to the single storey, built forms of the heritage listed Rosebank College.

Development along this link will accommodate predominantly residential uses, with ground floor retail space offering services and amenity to pedestrians.

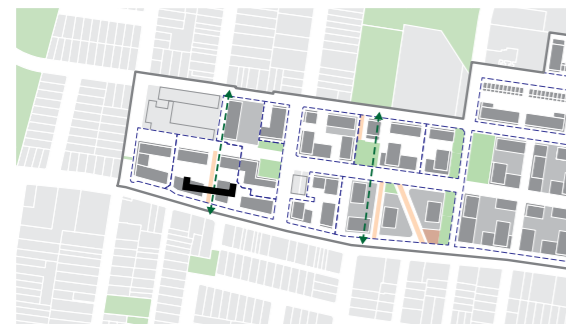
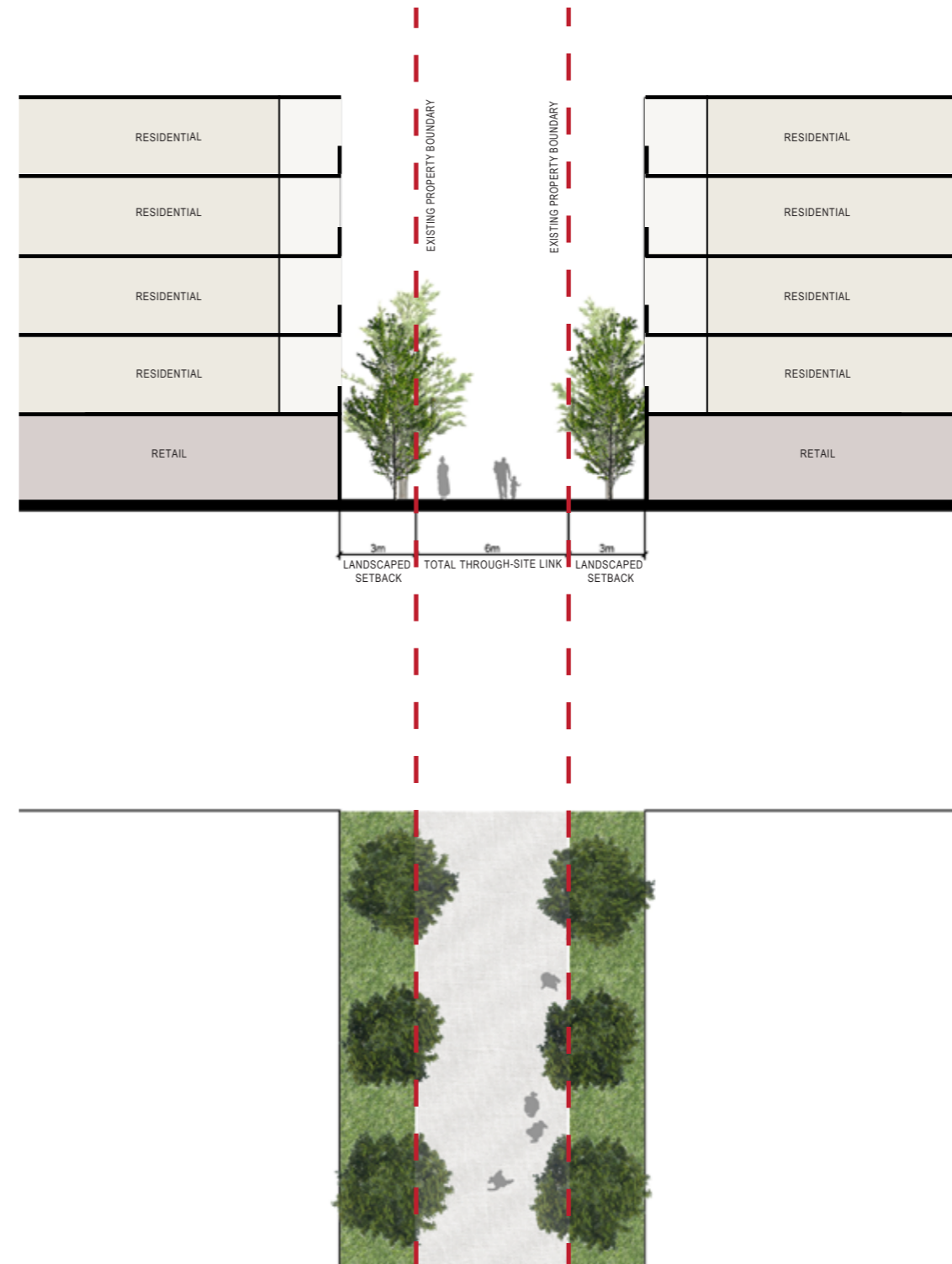


PARRAMATTA ROAD - SPENCER STREET WEST

A pedestrian link will connect Parramatta Road directly to Spencer Street, the proposed retail centre of the Kings Bay precinct.

The link will be a pedestrianised thoroughfare accommodating ground floor retail activation and residential living above.

The 6m pedestrian pathway will be delineated by a flush, paved ground cover, bordered by 3m landscaped beds with mature trees and generous planting.

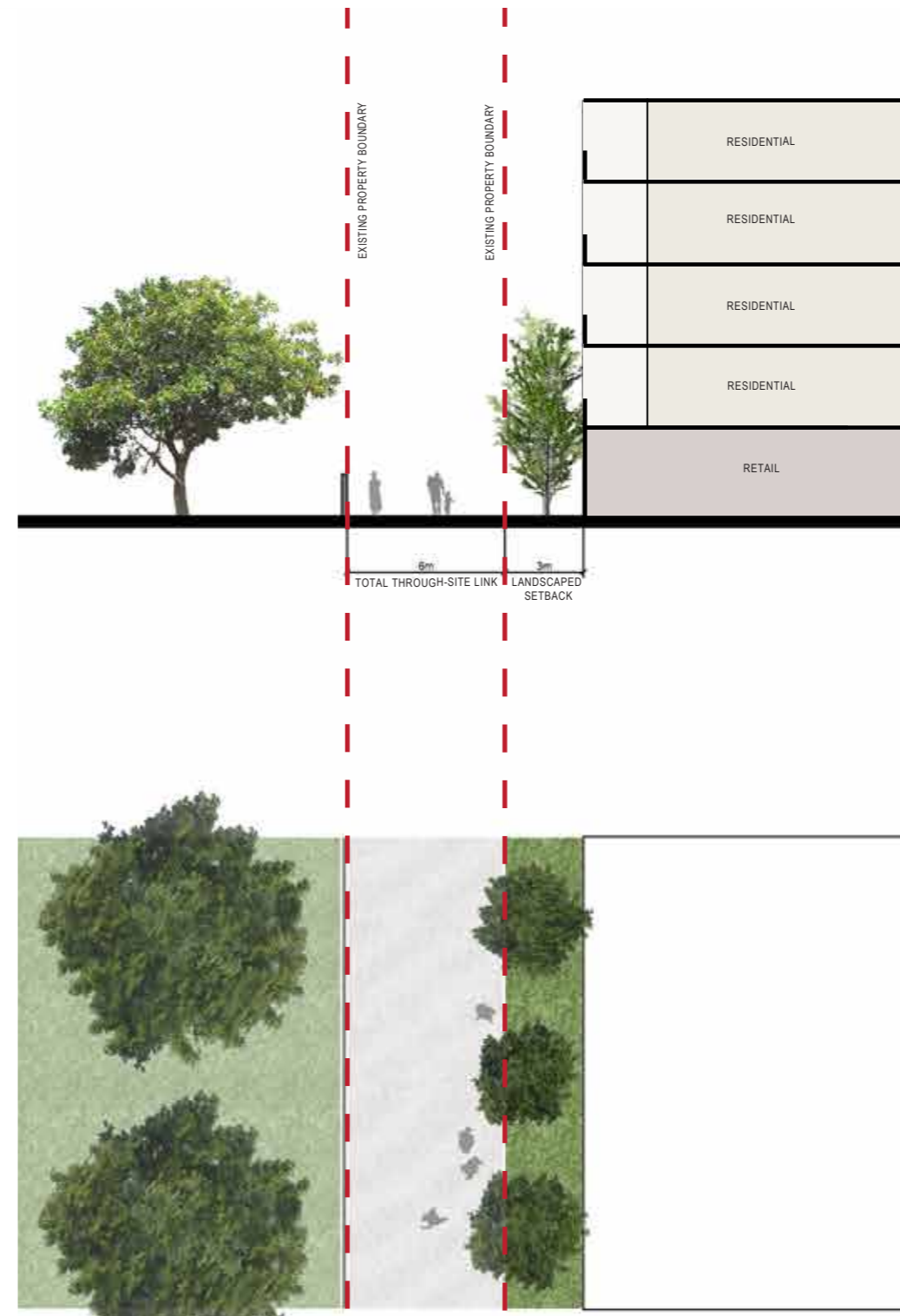


SPENCER STREET WEST - QUEENS ROAD

The eastern boundary of Lucas Gardens Primary School will be bordered by a 6m wide through-site link, connecting busy Spencer Street to Queens Road.

Landscaped verges will continue to provide appealing conditions for travellers at street level, and a 3m additional setback to both sides of the street will enable further green space within the public domain

A 5-storey street wall to the east of the link has been designed to sympathetically interface with the scale of the street and neighbouring development. This building will accommodate residential living spaces and ground floor retail activity.



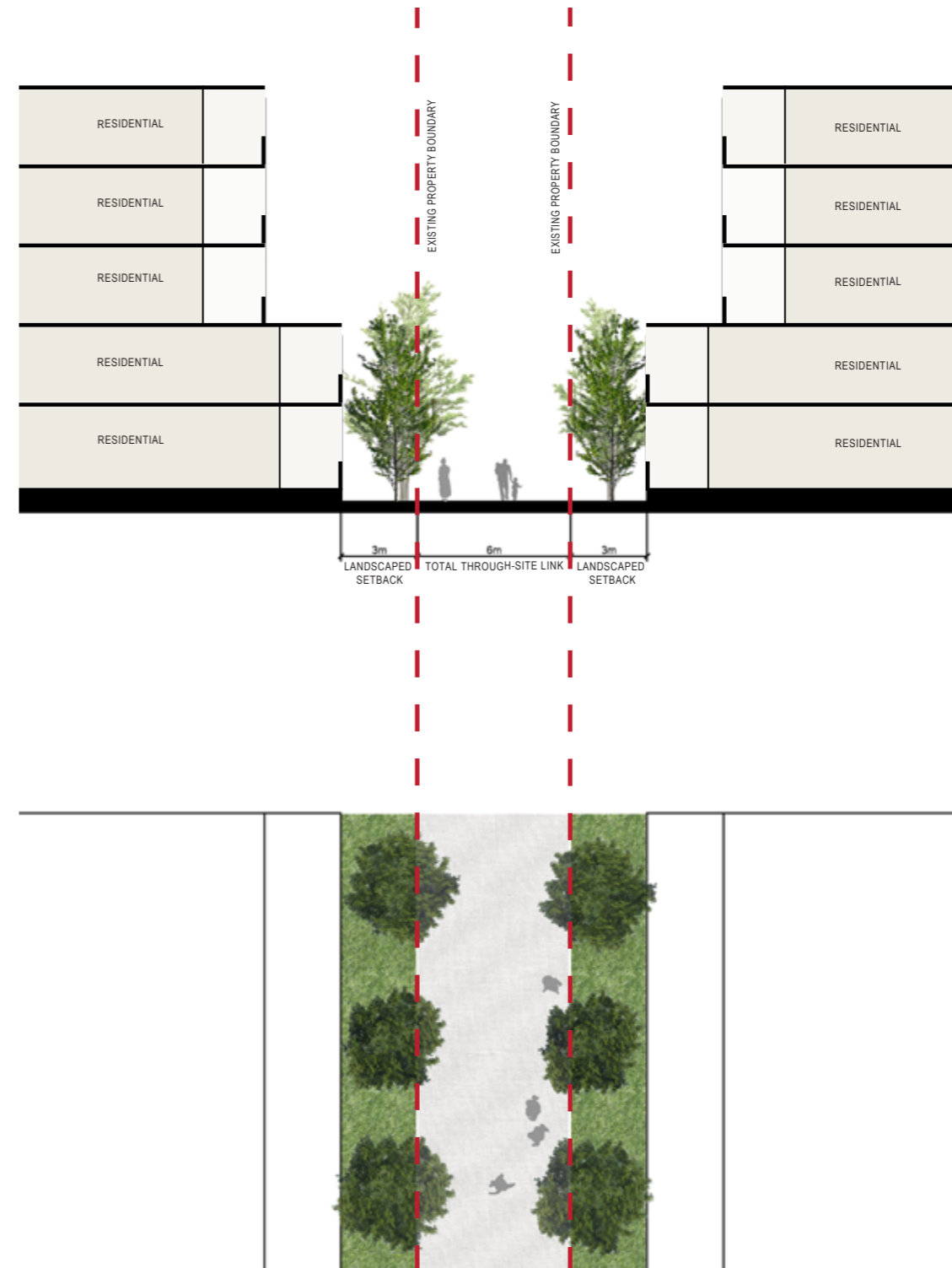
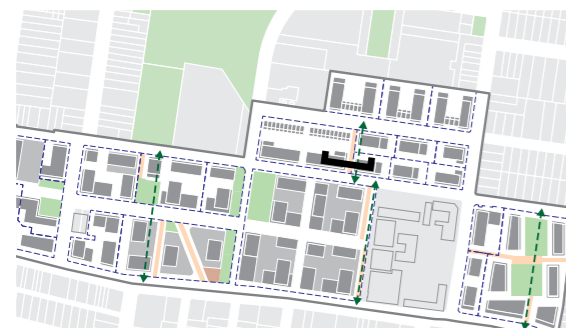
QUEENS ROAD - KINGS ROAD

A new pedestrian thoroughfare will connect residents from Kings Road to Queens Road, and to the amenity of the wider precinct beyond.

The link will be a 6m pedestrianised thoroughfare bounded by 2-storey street wall of residential spaces.

The pedestrian zone will be delineated by a flush, paved ground cover, whilst adjoining 3m landscaped setbacks will offer comfortable green spaces to the link.

The street wall is proposed to transition up to 5 storeys, and have been staggered and offset to minimise impact at street level.



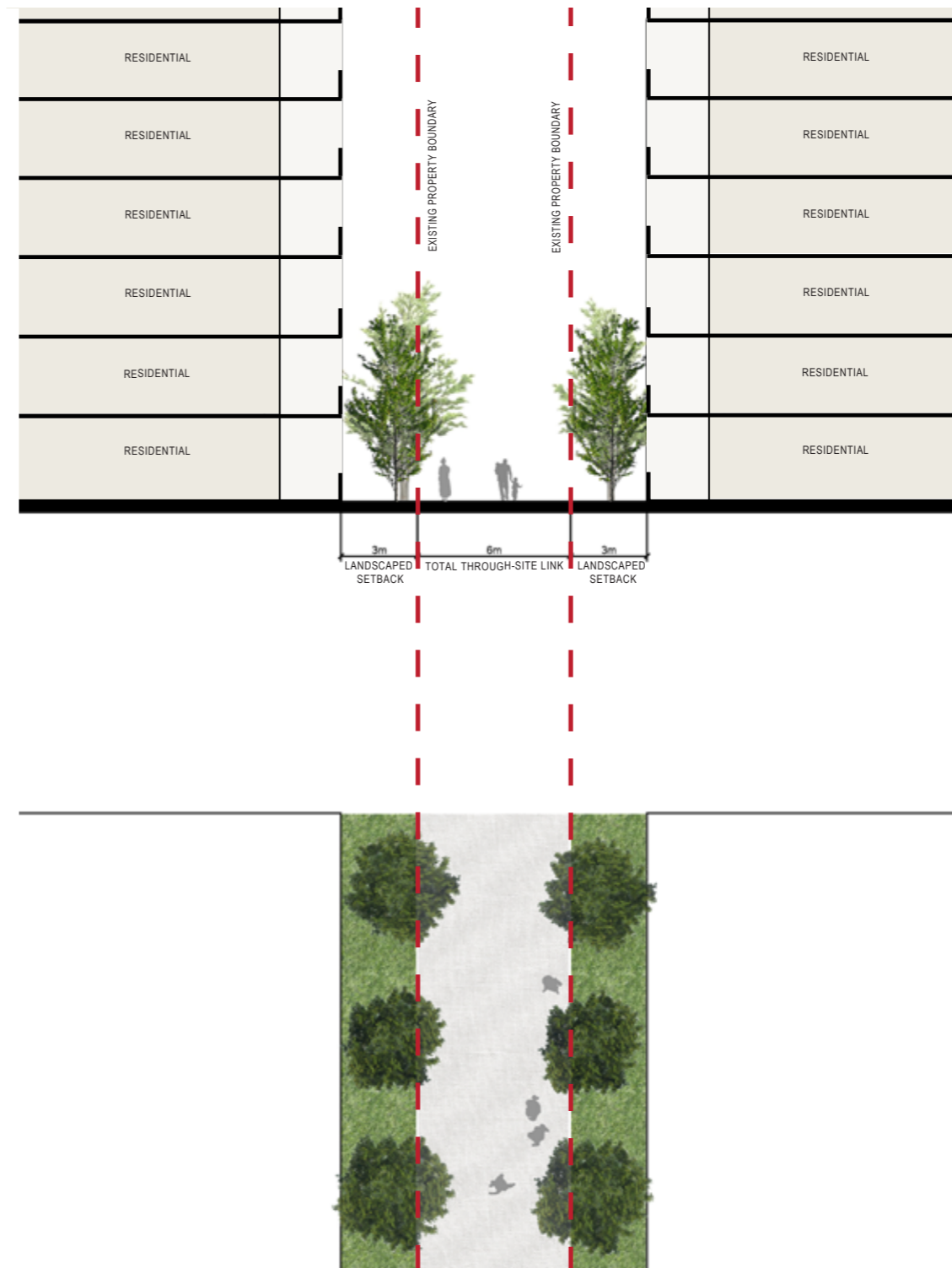
PARRAMATTA ROAD - KINGS BAY PARK EAST

A short passage extending north of Parramatta Road will connect residents to the heart of the proposed public space of Kings Bay Park East.

The lane has been designed as a pedestrian zone, and will feature a paved ground cover, flush to the verge.

Development along the through-site link will be residential, rising up to 8-storeys tall.

The link will feature 3m landscaped setbacks to both the eastern and western building boundaries, enhancing the quality of green spaces in the public domain.









YIELD ESTIMATE

06

YIELD ESTIMATE

PARRAMATTA ROAD KINGS BAY PRECINCT

GroupGSA for City of Canada Bay Council

Description	Date	Revision
Draft issue for information	30/09/2020	A
Issue with Master Plan Report	6/11/2020	B
Notes added	21/12/2020	C
Building heights added	15/01/2021	D
Draft issue for information	15/04/2021	E
Final Issue	19/04/2021	F

Table 1: Study Area Summary

Overall Area:	233,841 sqm
Total Estimated GFA (for the Non-Developed Land):	329,001 sqm
Study Area FSR:	1.41 :1
Potential Additional Units:	2,779 units
Density	119 dw/ha

Development Assumptions

Building Efficiency (Non-Resi)		
GFA / GEA Ratio: Retail / Commercial		75%
Apartments		
GFA / GEA Ratio		75%
NSA / GFA Ratio		85%
Apartments: Typical Unit Size		
	1B	55 sqm (NSA)
	2B	77 sqm (NSA)
	3B	105 sqm (NSA)
Parking		
Area per Parking Space (Structured Parking)		35 sqm

Table 2: Yield Estimate Breakdown

DEVELOPABLE LAND (on the non-developed parts of the Study Area)																	
Lot	Land Use	Lot Area (m2)	PRCUTS FSR REF	New FSR	Building storeys	Building heights (metres)	TOTAL GFA (m2)	Units	Unit Mix						Indicative Average Unit Size (GFA, m2)		
									1-Bed	2-Bed	3-Bed	% 1-Bed	% 2-Bed	% 3-Bed			
LOT A1	Residential	8,688	2.2 :1	1.3 :1	2 to 5	7.0 to 17.0	11,639	46	9	28	9	20%	60%	20%	92		
LOT A2	Residential	2,136	2.2 :1	2.2 :1	2 to 5	7.0 to 17.0	4,697	51	10	31	10	20%	60%	20%	92		
LOT A3	Residential	4,663	2.2 :1	1.6 :1	2 to 5	7.0 to 19.0*	7,352	73	15	44	15	20%	60%	20%	92		
LOT A4	Residential	10,694	2.2 :1	1.3 :1	2 to 5	7.0 to 19.0*	14,290	155	31	93	31	20%	60%	20%	92		
LOT A TOTAL		26,181		1.5 :1	2 to 5	7.0 to 19.0	37,978	325	65	195	65						
LOT B1	Residential+Retail	6,266	3.0 :1	3.0 :1	1 to 9	5.0 to 32.0	18,494	173	34	104	35	20%	60%	20%	92		
LOT B2	Residential+Retail	7,153	3.0 :1	3.0 :1	2 to 20	8.0 to 67.0	21,434	210	42	126	42	20%	60%	20%	92		
LOT B5	Residential+Retail	4,184	3.0 :1	3.0 :1	2 to 20	8.0 to 67.0	12,744	123	25	74	25	20%	60%	20%	92		
LOT B3	Residential+Retail	4,864	3.0 :1	3.0 :1	5 to 9	15.0 to 32.0	14,577	138	28	83	28	20%	60%	20%	92		
LOT B4	Residential+Retail	13,935	3.0 :1	3.0 :1	4 to 20	15.0 to 55.0	41,898	139	28	83	28	20%	60%	20%	92		
LOT B TOTAL		36,402		3.0 :1	1 to 20	5.0 to 67.0	109,147	783	156	470	158						
LOT C	Residential+Retail	31,421		3.0 :1	2 to 20	8.5 to 67.0	93,229	708	141	424	142	20%	60%	20%			
LOT D1	Residential	9,205	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	12,978	141	28	85	28	20%	60%	20%	92		
LOT D2	Residential	1,951	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,661	29	6	17	6	20%	60%	20%	92		
LOT D3	Residential	1,804	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,540	28	5	17	6	20%	60%	20%	92		
LOT D4	Residential	1,948	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,660	29	6	17	6	20%	60%	20%	92		
LOT D5	Residential	1,783	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,519	27	5	16	6	20%	60%	20%	92		
LOT D6	Residential	1,526	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,111	23	5	14	5	20%	60%	20%	92		
LOT D7	Residential	1,786	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	2,445	27	5	16	5	20%	60%	20%	92		
LOT D TOTAL		20,003		1.4 :1	2 to 5	7.0 to 17.0	27,914	303	60	182	61						
LOT E1	Residential	4,795	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	6,527	71	14	43	14	20%	60%	20%	92		
LOT E2	Residential	4,317	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	5,985	65	13	39	13	20%	60%	20%	92		
LOT E3	Residential	3,924	1.4 :1	1.4 :1	2 to 5	7.0 to 17.0	5,398	59	12	35	12	20%	60%	20%	92		
LOT E TOTAL		13,036		1.4 :1	2 to 5	7.0 to 17.0	17,910	195	39	117	39						
LOT F1	Residential	3,077	1.8 :1	1.8 :1	2 to 7	7.0 to 25.0	5,447	59	12	35	12	20%	60%	20%	92		
LOT F2	Residential	18,624	1.8 :1	1.8 :1	2 to 8	7.0 to 20.0	32,664	355	71	213	71	20%	60%	20%	92		
LOT F3	Residential	2,685	1.8 :1	1.8 :1	2 to 6	7.0 to 28.0	4,713	51	10	31	10	20%	60%	20%	92		
LOT F TOTAL		24,386		1.8 :1	2 to 8	7.0 to 28.0	42,824	465	93	279	94						



SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

PERTH

Level 2, 307 Murray Street
Perth WA 6000
Australia

SHANGHAI

Room 407, No. 71, Xi Suzhou Road Jingan District
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PR China

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
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Vietnam

