ENVELOPE STUDY FOR 251 COWARD STREET MASCOT

ADDENDUM
TO
DA DESIGN REPORT / 253 COWARD STREET MASCOT
PREPARED
FOR
BAYSIDE COUNCIL

13 MARCH 2020

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CLIENT

SKY LIFE

This report has been prepared for Bayside Council as an addendum to Development Application for 253 Coward Street Mascot. Email dated 20 November from Bayside Council (Adam Iskander to Aaron Sutherland) refer to issues regarding site isolation of 251 Coward Street Mascot (see item 5 / Planning).

The subsquent pages in this report detail envelope potential for 251 Coward Street Mascot.

PROJECT NUMBER

S12325

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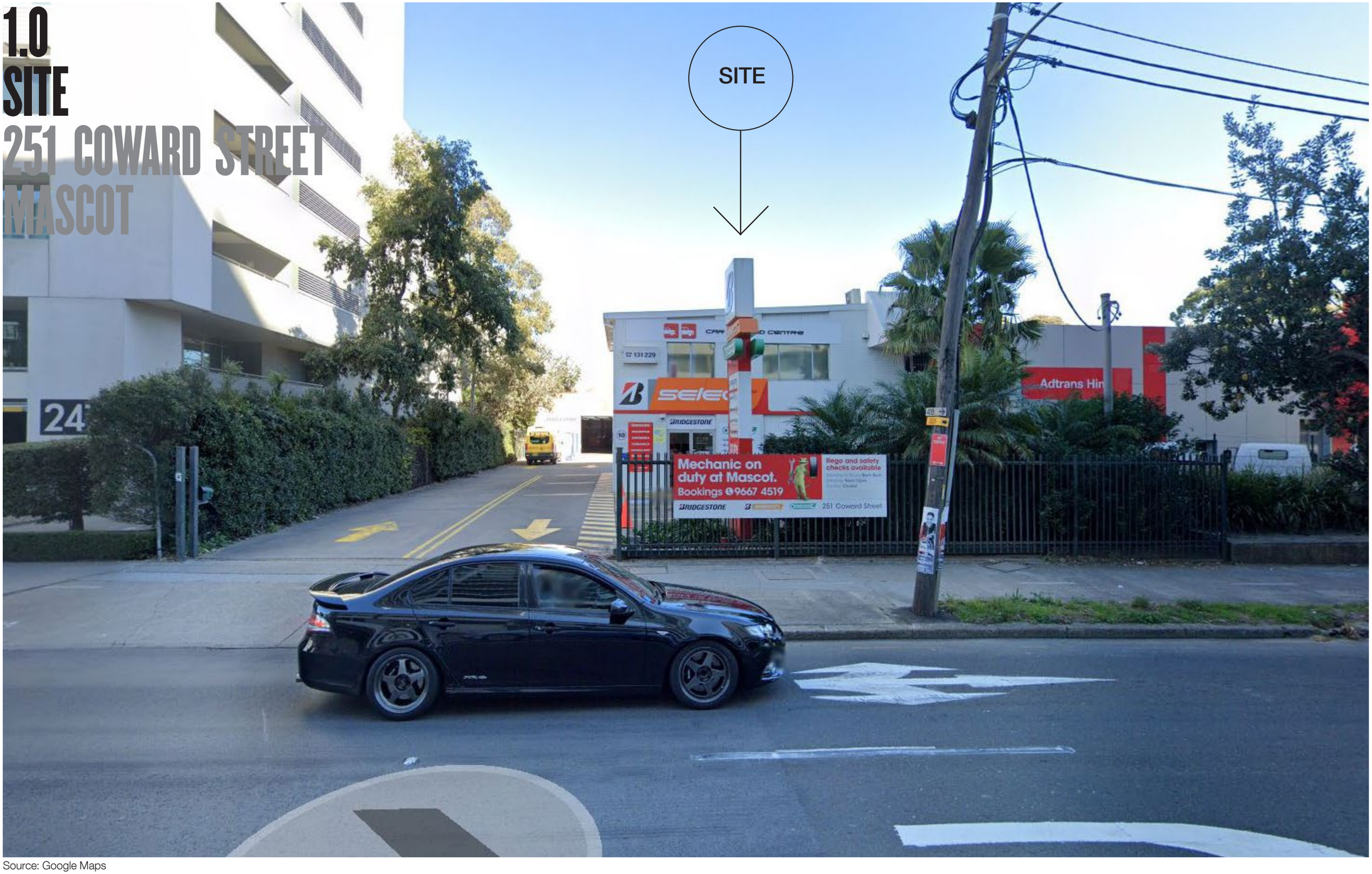
KENT ROAD
256 COWARD ST
280 COWARD ST
COWARD STREET
MASCOT STEEL
52-60 KENT RD
KENT ROAD
253 COWARD ST
SITE
251 COWARD ST
247 COWARD ST
KENT ROAD
55 KENT RD
KENT ROAD
CHALMERS CRES
CHALMERS CRES

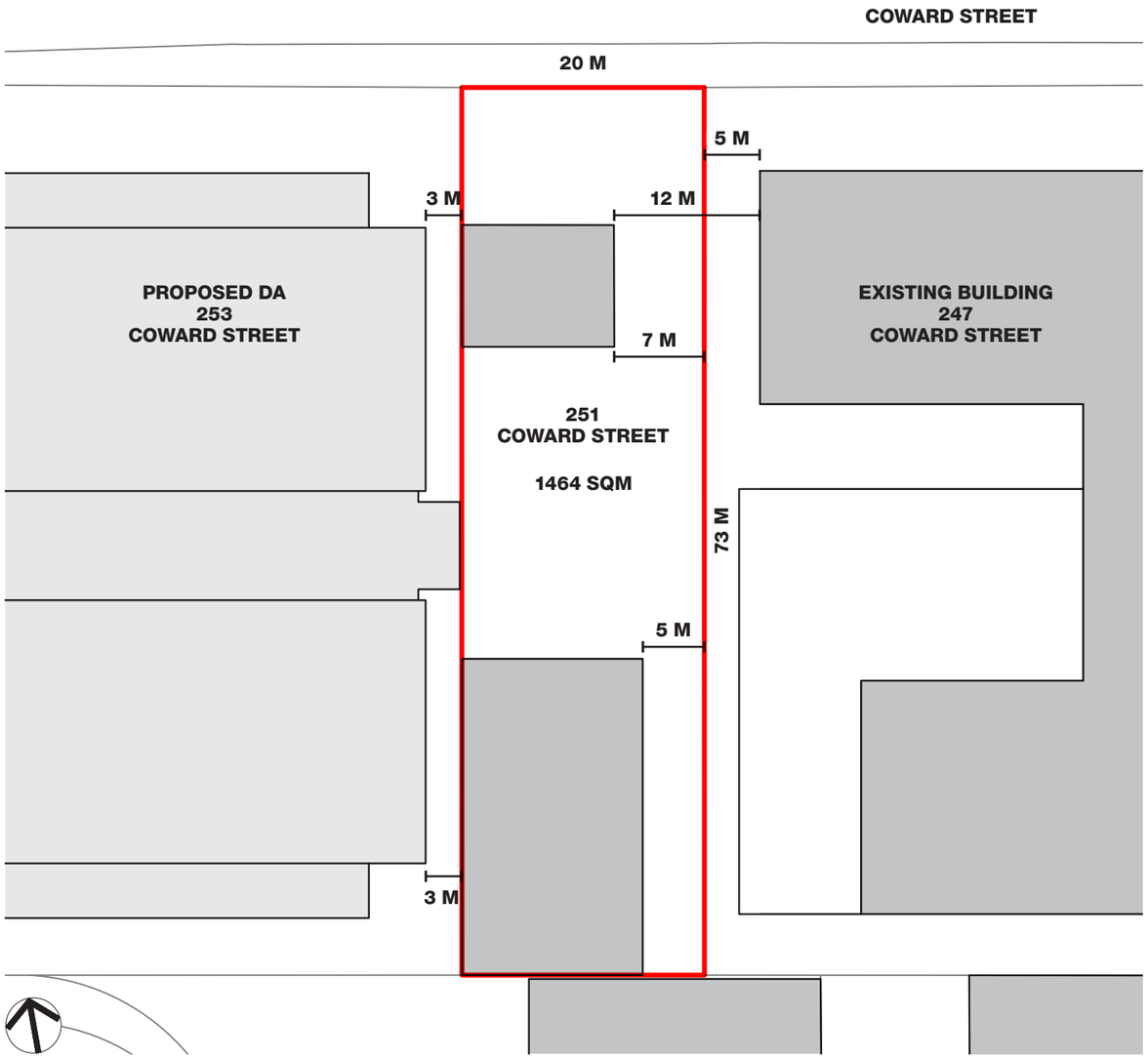
1.0 SITE
251 COWARD STREET MASCOT



Source: Google Maps

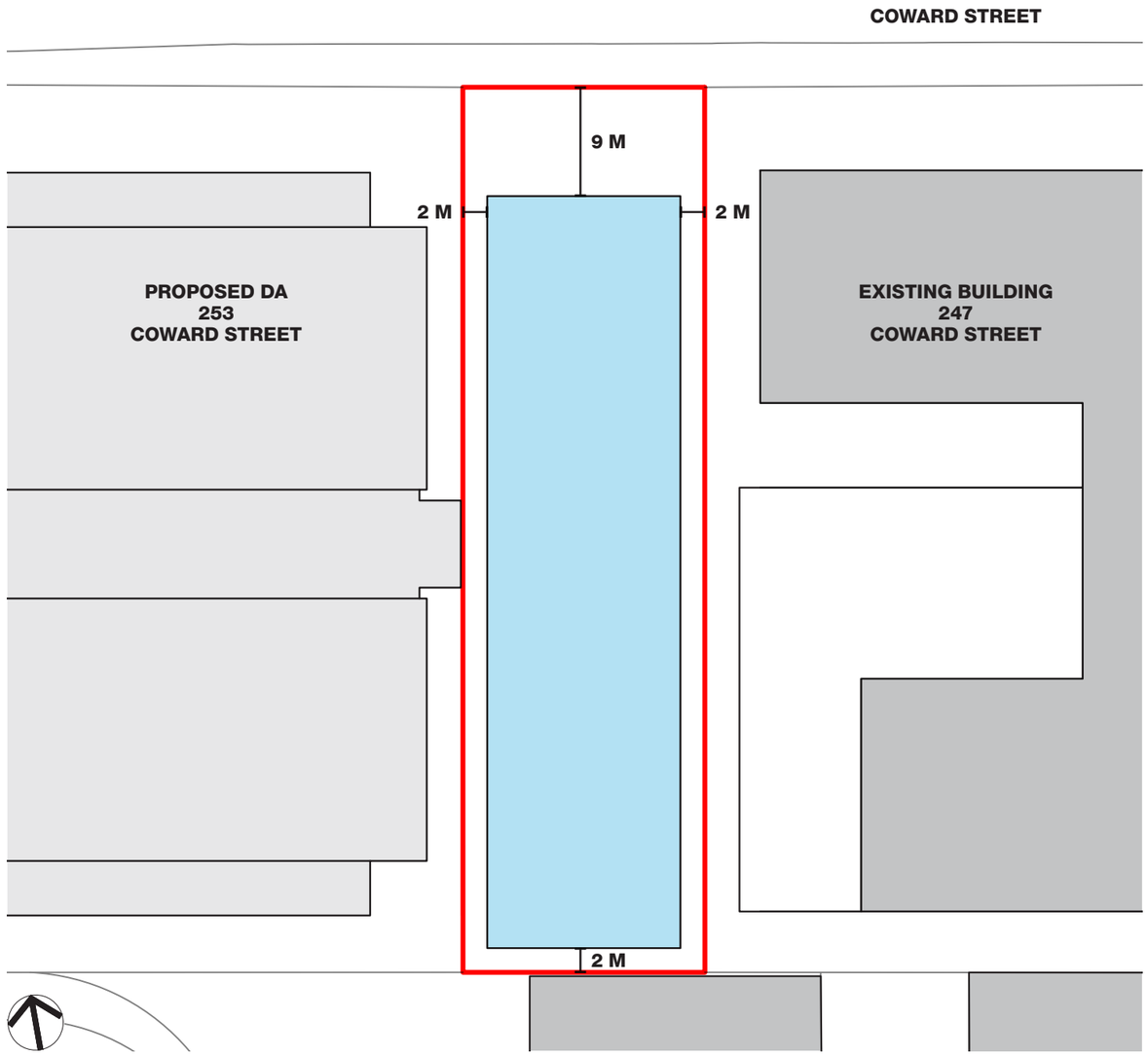
Source: Google Maps

2.0 ANALYSIS



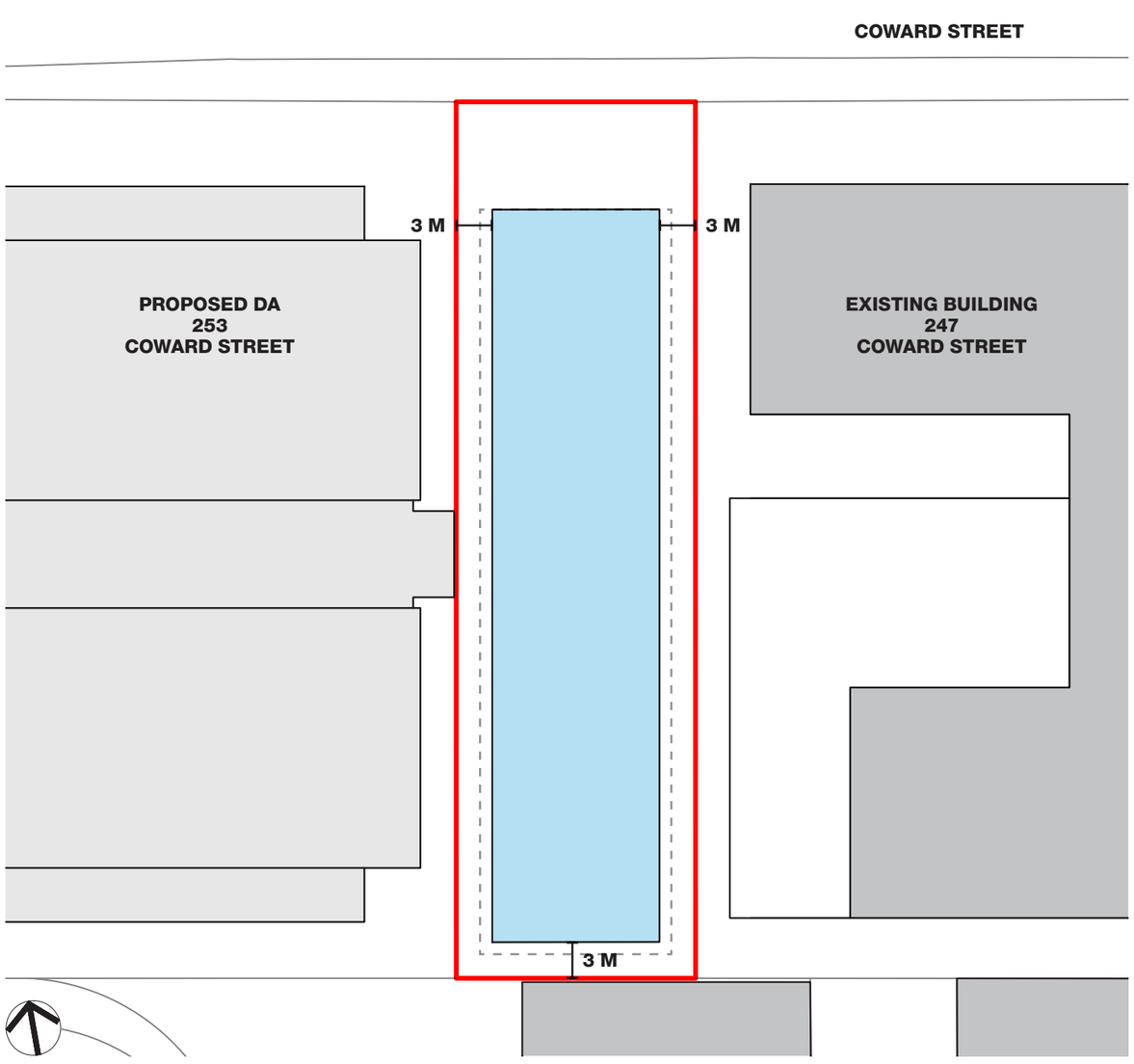
2.1 SITE

Single street frontage retangular site facing Coward Street occupies approximately 1464sqm of site area. North and south frontages are approximately 20m in length wheres as east and west are 73m in length. DA was recently lodged for 253 Coward Street - an office building with above ground carpark. To the east of the site is a 9 level office building with a ground level carpark where as to the south is a two level warehouse building.



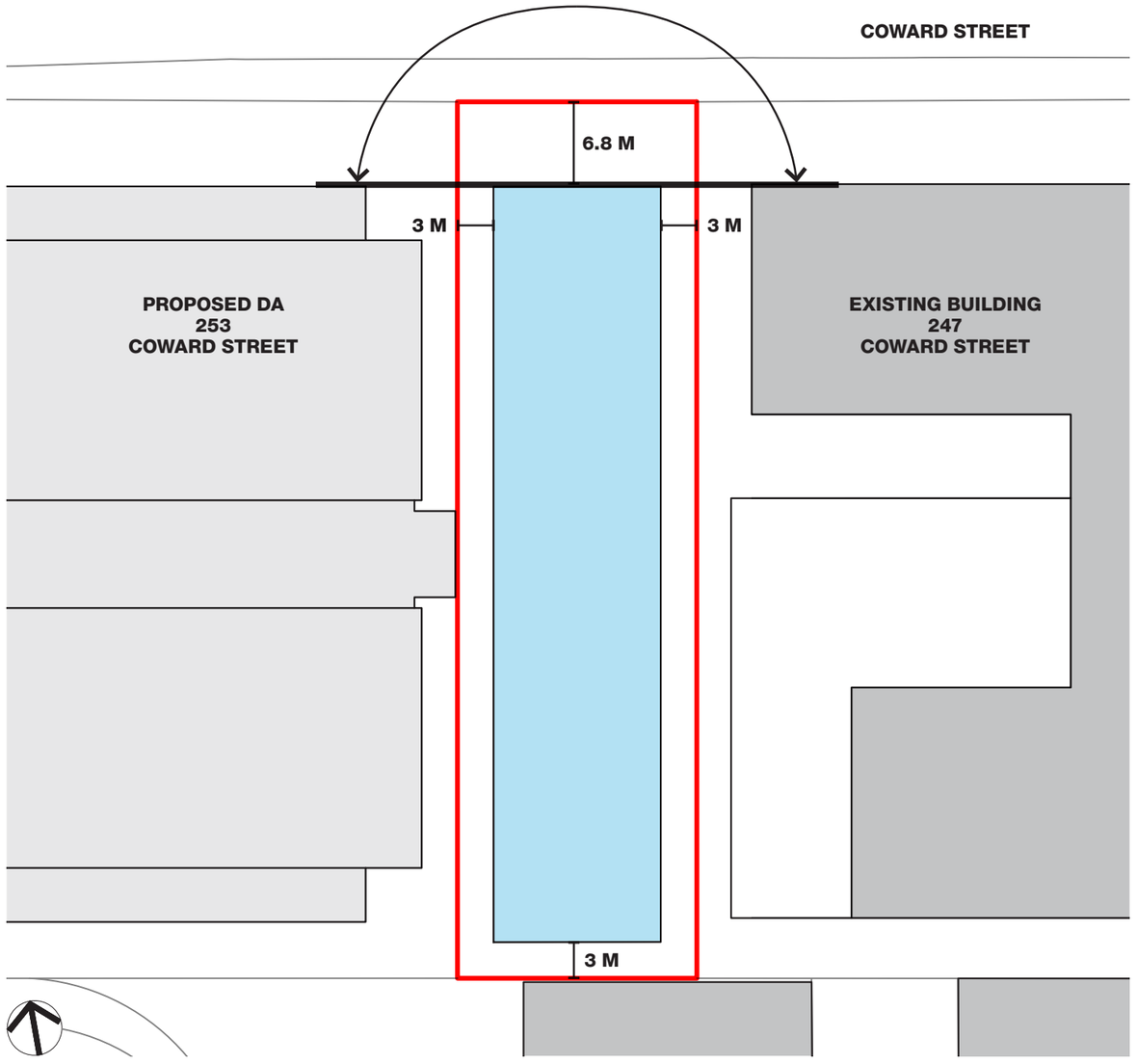
2.2 PLANNING CONTROLS / SETBACKS

The primary planning controls governing development of this site are FSR, landscape setbacks, building setbacks and height. Building setbacks to primary street (Coward Street) is 9m where as 2m setback is required to the adjacent boundaries. Landscape setbacks vary between primary streets and secondary streets. Landscape setback to primary street (Coward Street) is 4m.The height control is 44m from the natural ground level. For the purpose of the study the site is assumed flat.



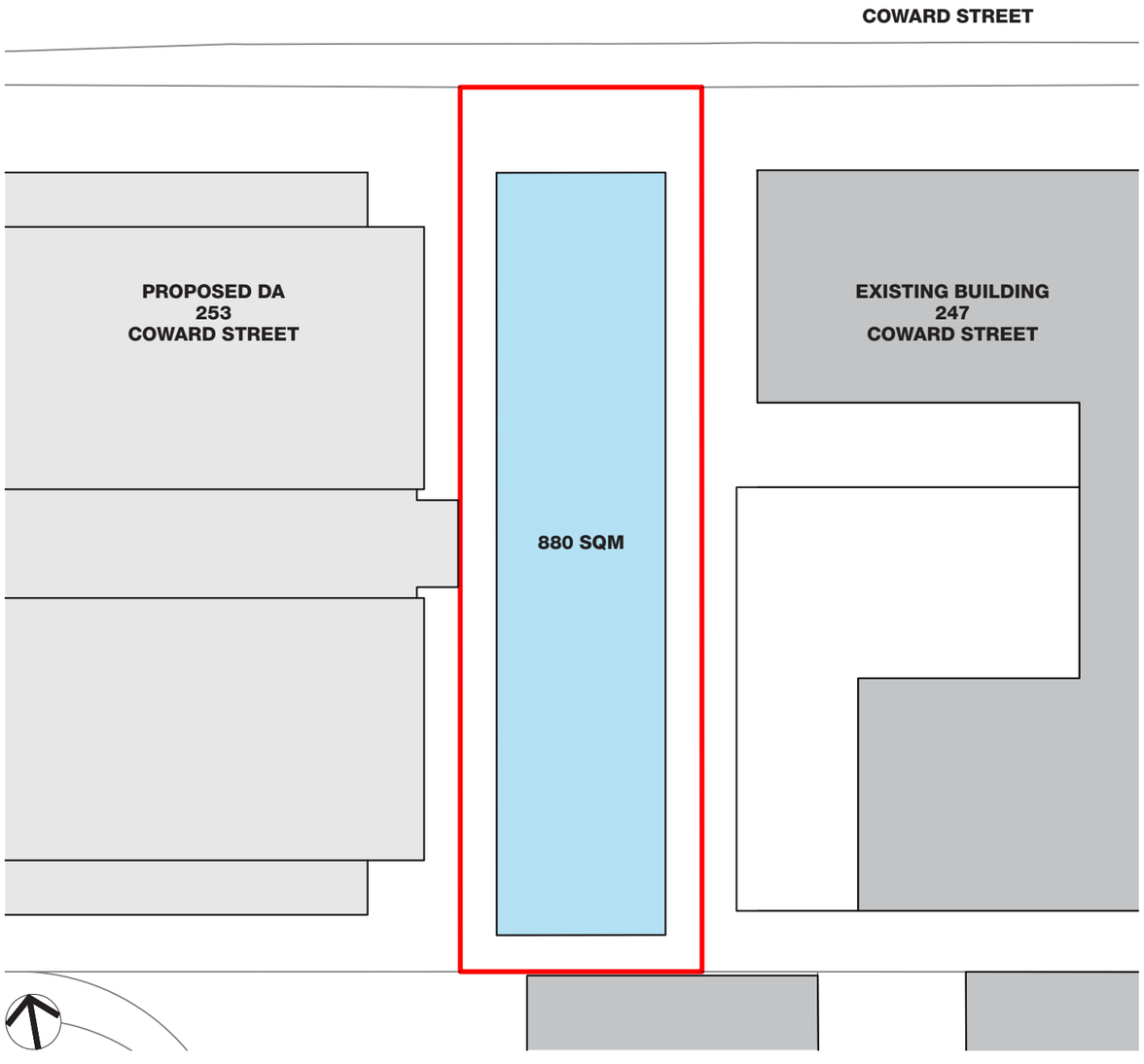
2.3 SIDE SETBACKS / FIRE SEPARATION

BCA controls for fire separation require minimum of 3m from each boundary providing glazing to glazing separation between adjacent buildings of 6m of separation.



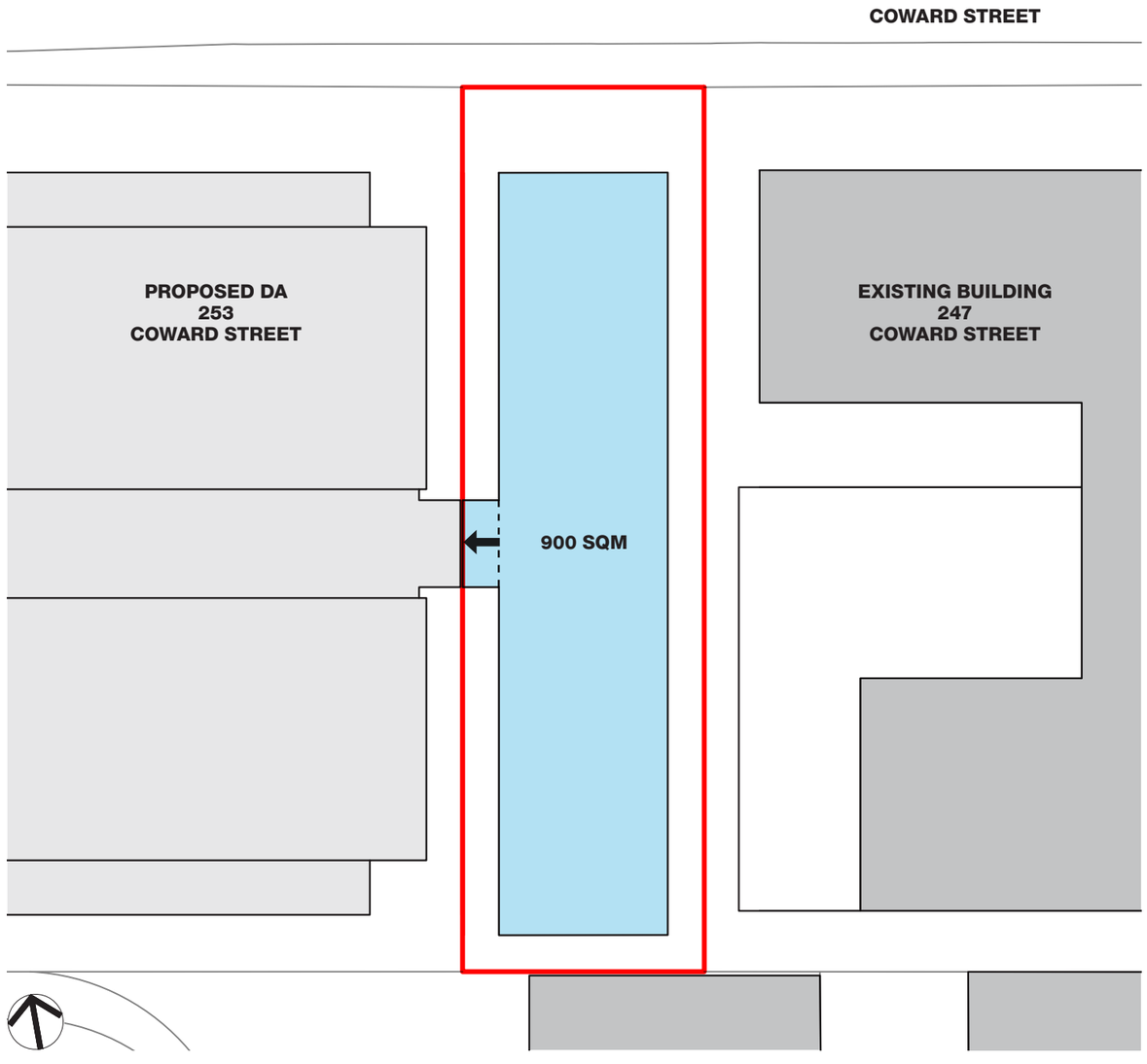
2.4 STREET SETBACK / ALIGN WITH NEIGHBOURS

Street setback is modified to align with the two neighbours on east and west. Planning control setback of 9m is reduced to 6.8m to provide a consistent street wall to Coward Street.



2.5 TYPICAL FLOOR PLATE

Typical Gross Envelope Area (GEA) of the floor plate measures approximately 880sqm, as a result of side back controls and modified setback to Coward Street.



2.6 INCREASE IN FLOOR PLATE

Potential exists to increase the GEA of the floor plate by locating the core back to back with the proposed design of 253 Coward Street (currently in DA).

3.0 ENVELOPE

APPLICABLE CONTROLS:

/ Maximum FSR 3:1

/ Height limit: 44m

ASSUMPTIONS:

/ Basement carparking

/ Ground level is dedicated to lobby and BOH such as loading, and services alike.

/ Floor to floor of Ground level is assumed at 4.5m

/ Floor to floor of typical office floors are assumed as 3.8m

/ Plant level and lift over runs are located at the top of the building

/ Efficiency of ground Gross Floor Area (GFA) to Gross Envelope Area (GEA) is assumed as 50% - given the extent of BOH area

/ Efficiency of typical Gross Floor Area (GFA) to Gross Envelope Area (GFA) is assumed as 90%

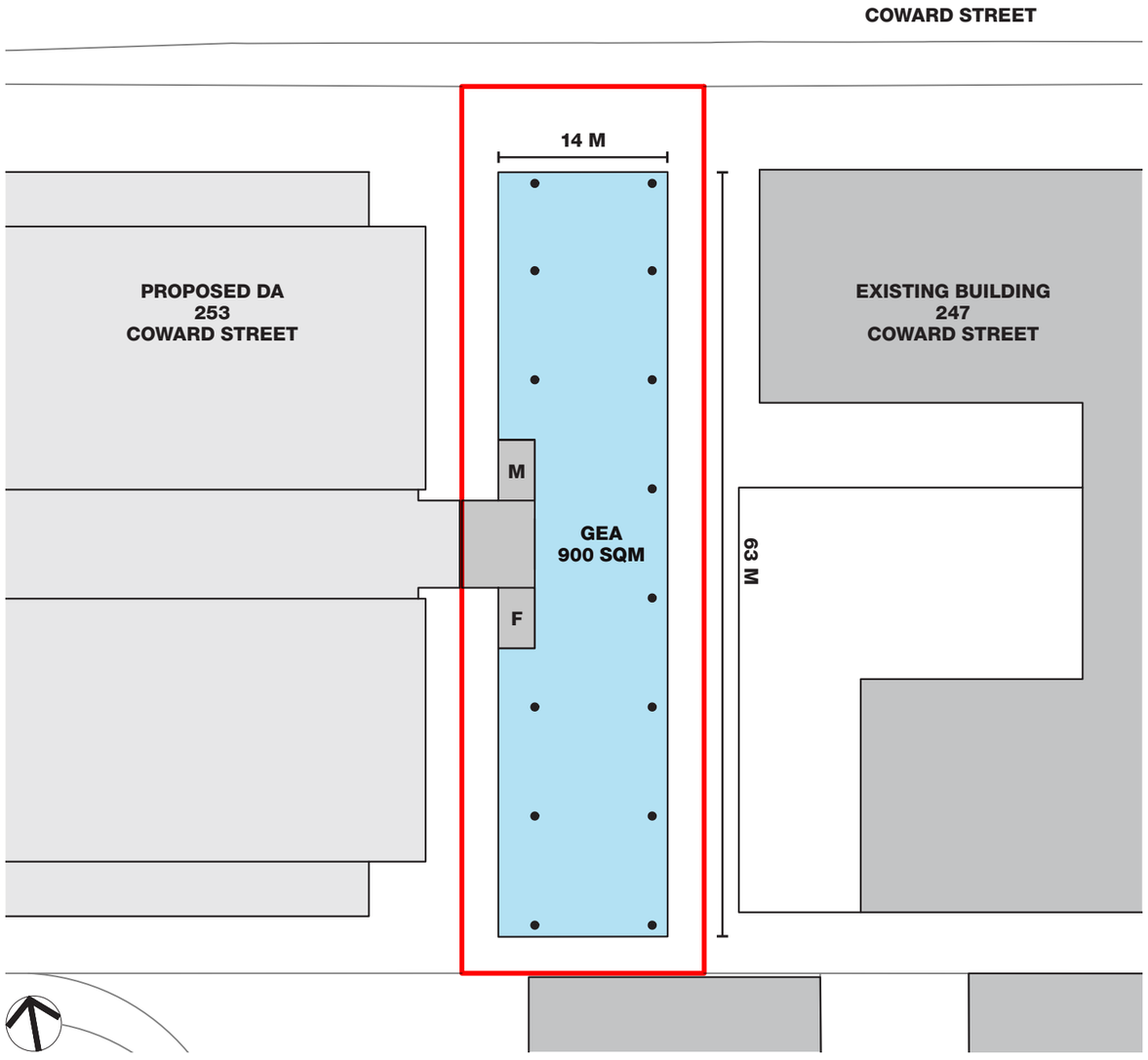
DEFINITIONS:

Gross Envelope Area (GEA):

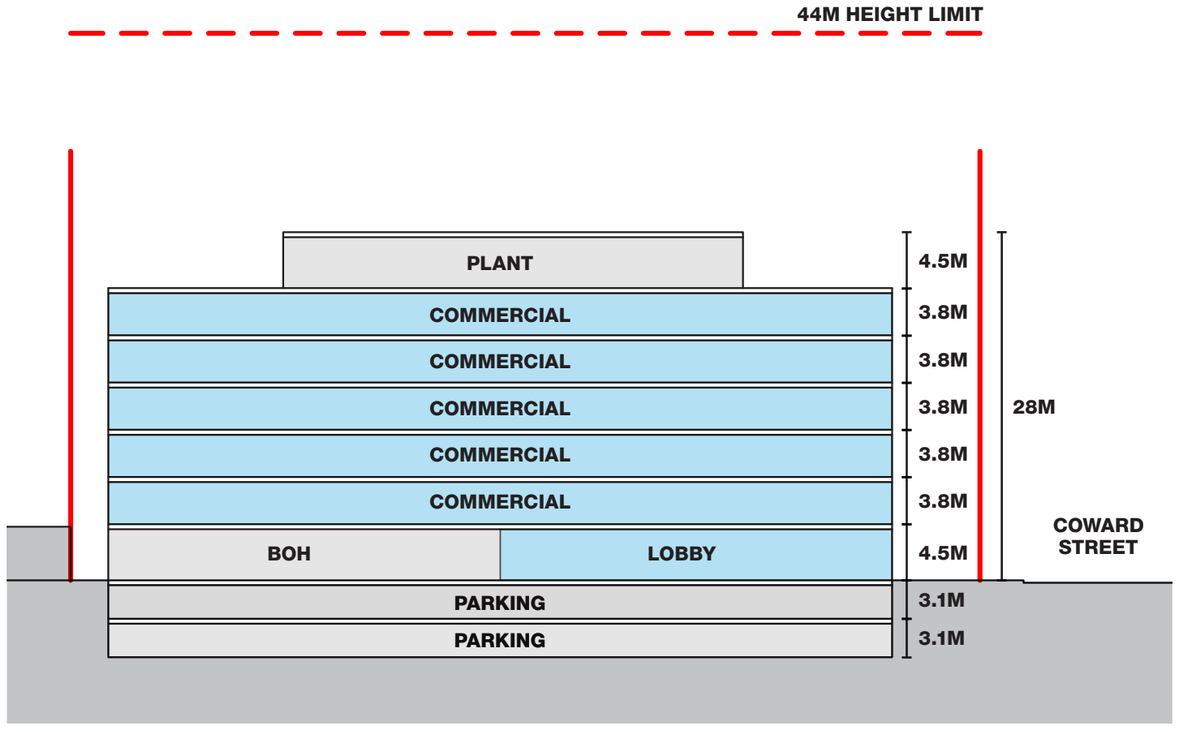
Measured to the outside of envelope inclusive of all future facade articulation, facade zone, vertical circulation and plant

Gross Floor Area (GFA):

Measured to the inside line of facade exclusive of all plant, service risers and vertical circulation such as lift cores and fire escapes

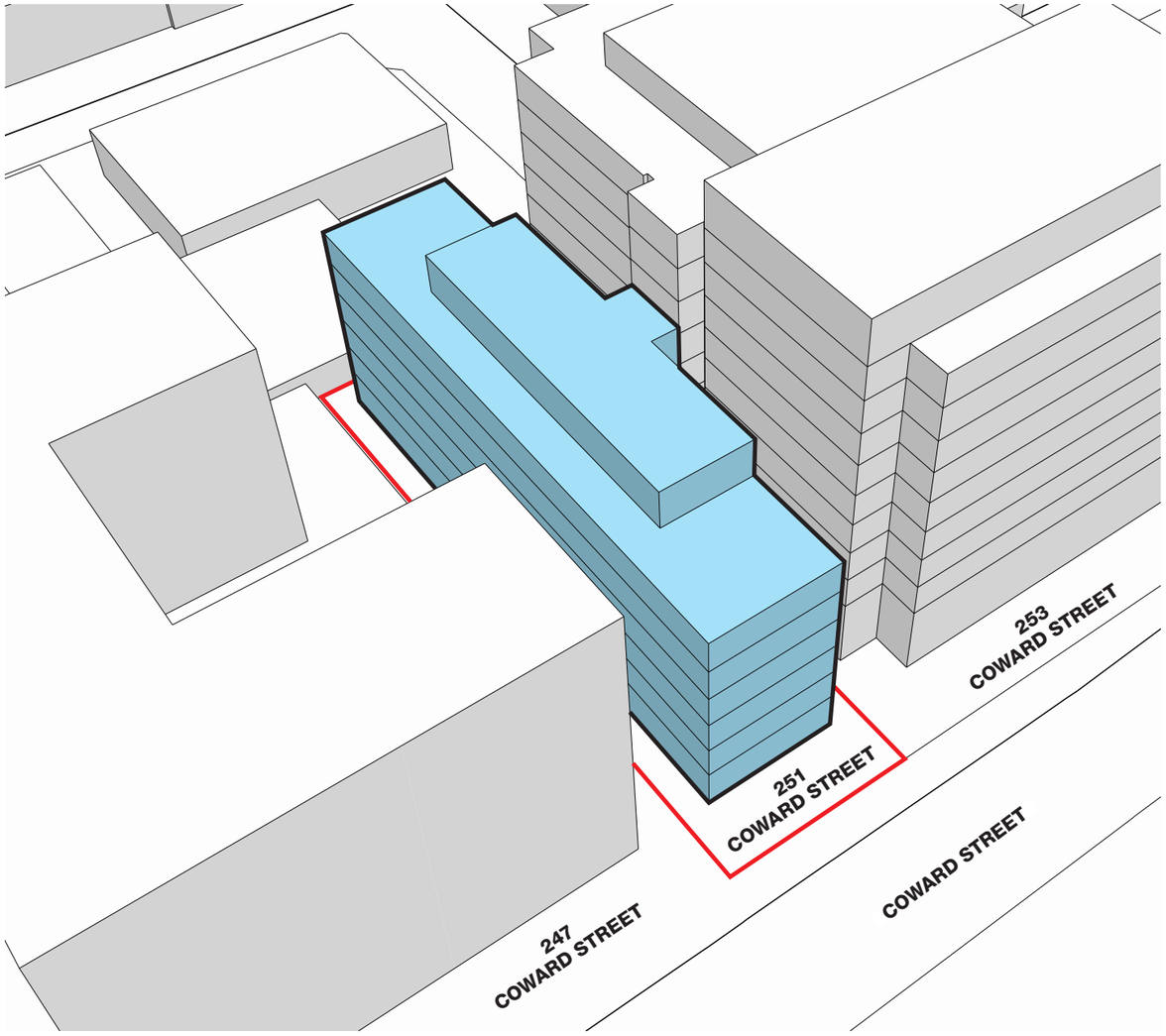


TYPICAL PLAN



SECTION

4.0
AREA SCHEDULE



SITE AREA 1464 sqm

Level	Function	F to F Height (M)	GEA (SQM)	GFA (90% of GEA) (SQM)	Efficiency (GFA/GEA)
Ground	Lobby / BOH	4.5	900	450	50%
Level 1	Office	3.8	900	810	90%
Level 2	Office	3.8	900	810	
Level 3	Office	3.8	900	810	
Level 4	Office	3.8	900	810	
Level 5	Office	3.8	900	810	
Plant		4.5			
TOTAL		28		4500	
FSR				3	

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