

URBAN DESIGN REPORT:

DUNDAS STATION PRECINCT

AMD DUDLEY STREET
PROPERTIES PTY LTD

JULY 2018



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Revision B
Revision C
Revision D

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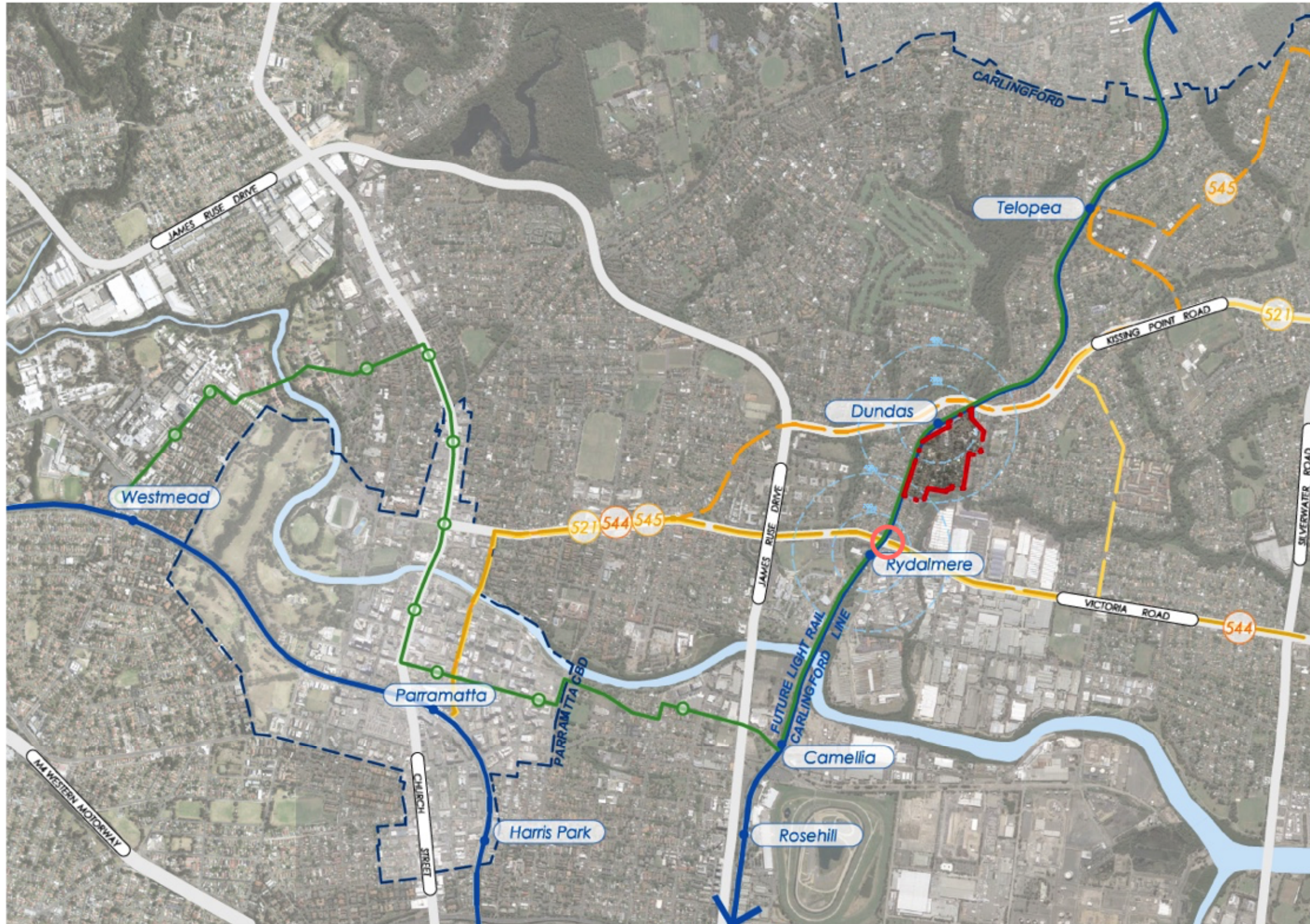
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01 STRATEGIC POSITION
PARRAMATTA LIGHT RAIL + METRO

The site is located close to key transport infrastructure including train, buses and the future light rail running along Parramatta to Carlingford. This makes the site highly accessible via public transport.



01 STRATEGIC POSITION ACCESSIBILITY






The site is located between Rydalmere and Dundas stations, along the Carlingford rail line, which runs from Carlingford to Clyde. The proposed Parramatta light rail is proposed to go through the same Dundas station.

There are direct buses connecting the site with Parramatta CBD within 20 mins (bus frequency is 8mins). Once the light rail is functional, it would take less than 10mins. Drive to Parramatta CBD takes 8 mins. Trains connect Dundas to Parramatta via Clyde in 24mins. Train connects the site directly with Carlingford station in 9 mins.

The site is located in close proximity to key employment areas, including Parramatta CBD and industrial zones in Rydalmere and Camellia.



KEY

-  Future Sydney Metro West Station
-  Key Institutional Areas
-  Future Light Rail (to replace Carlingford line)
-  Key Employment Areas
-  Dundas Station Precinct

SCALE 1:20 000 @A3



01 STRATEGIC POSITION

OPEN SPACES

The site enjoys a mix of public and private open spaces in close proximity.



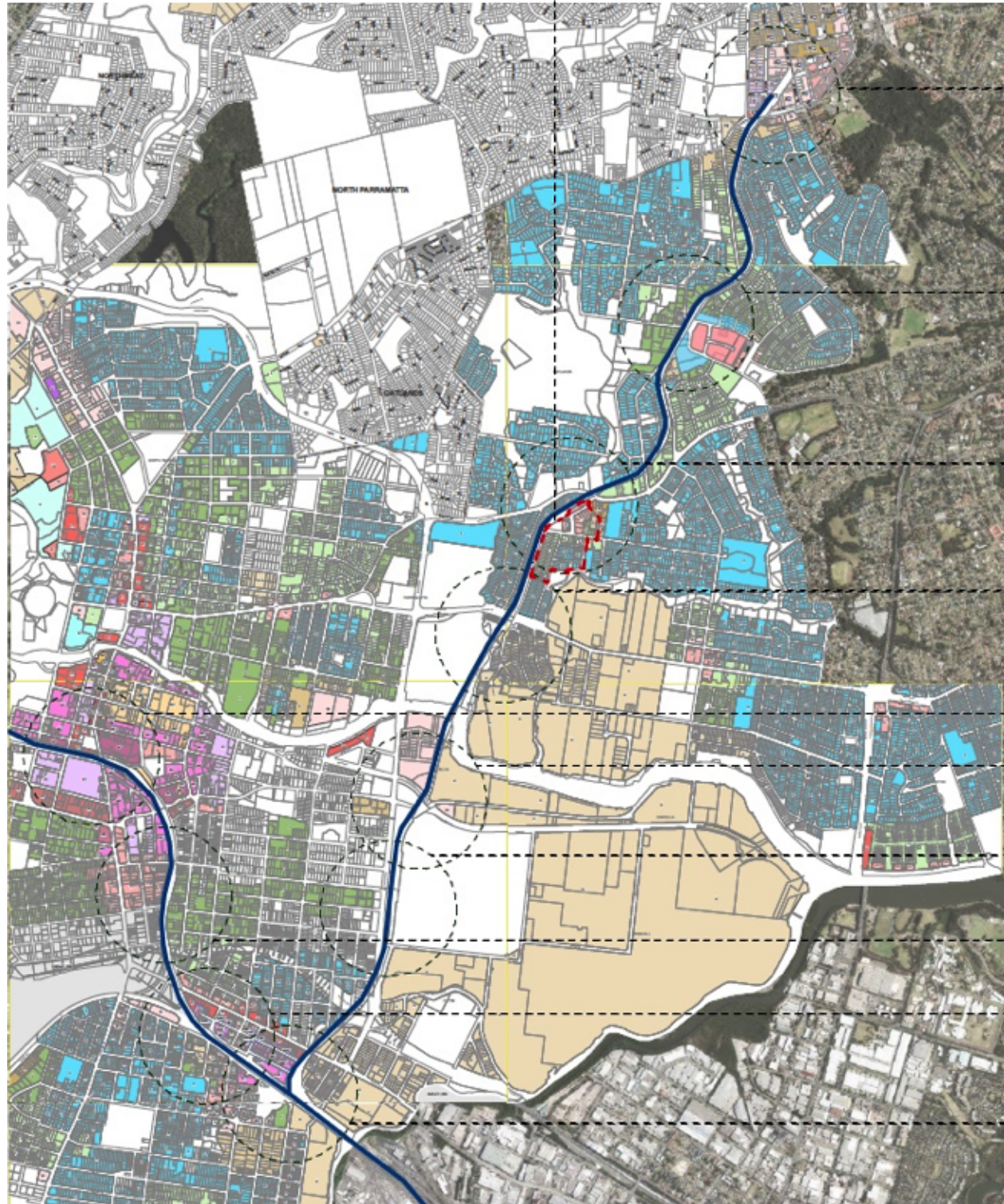
KEY

-  Proposed Sydney Metro West Station
-  Open Space
-  Future Light Rail (to replace Carlingford line)
-  Dundas Station Precinct

SCALE 1:10 000 @A3



Subject Site



Carlingford

FSR of up to 5:1 is common within a 500m radius of Carlingford station. The area is predominantly defined by FSR of between 1.99:1 and 2.3:1.

Telopea

Buildings adjacent to Telopea station have FSR of to 2:1. The area within 500m radius is predominantly defined by FSR of between 0.8:1 and 4:1.

Dundas

Site adjacent to Dundas station have FSR of to 2:1. The area within 500m radius is predominantly defined by FSR of between 0.5:1 and 1.4:1.

Rydalmere

The area is predominantly defined by FSR of between 0.5:1 and 1:1.5

Parramatta

The immediate vicinity of Parramatta station is predominantly defined by FSR of between 6:1 and 20:1.

Camellia

The area is predominantly defined by FSR of between 1:1 and 4:1.

Rosehill

The area is predominantly defined by FSR of 0.8:1, and is projected to be defined by FSR of 6:1*.

Harris Park

FSR of up to 6:1* is common within a 500m radius of Harris Park station.

Granville

FSR of up to 6:1 is common within a 500m radius of Granville station. The area is predominantly defined by FSR of between 0.8:1 and 6:1*

Clyde

FSR of up to 6:1 is common within a 500m radius of Clyde station. The area is predominantly defined by FSR of between 0.8:1 and 6:1*.

*as projected in current NSW Urban Growth Strategy

Maximum Floor Space Ratio (n:1)

| | |
|----|------|
| A | 0.2 |
| B | 0.4 |
| D | 0.5 |
| F | 0.6 |
| I | 0.75 |
| N | 1.0 |
| R1 | 1.4 |
| R2 | 1.49 |
| S1 | 1.5 |
| S2 | 1.99 |
| T1 | 2.3 |
| T2 | 2.42 |
| U1 | 2.6 |
| U2 | 2.7 |
| V1 | 3.0 |
| V2 | 3.2 |
| W | 3.8 |
| X | 4.0 |
| Z1 | 5.0 |
| Z2 | 5.5 |
| AA | 6.4 |



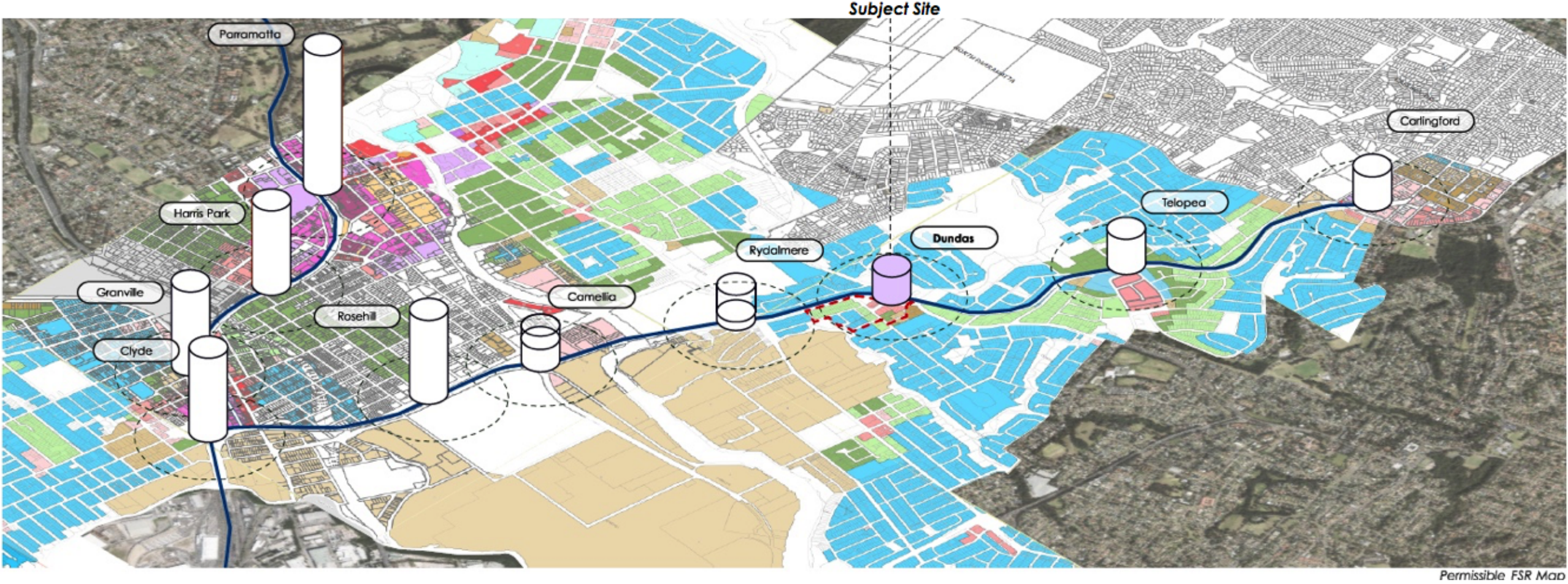
Maximum Floor Space ratio (n:1)

| | | | |
|----|------|-----|------|
| A | 0.33 | Z | 5.0 |
| B | 0.4 | AA1 | 6.0 |
| D | 0.5 | AA2 | 6.4 |
| F | 0.6 | AA3 | 6.5 |
| H | 0.7 | AB | 7.2 |
| J | 0.8 | AC | 8 |
| K | 0.89 | AE1 | 10 |
| N | 1.0 | AE2 | 10.2 |
| O | 1.1 | AG | 12 |
| P | 1.2 | | |
| R | 1.4 | | |
| S1 | 1.5 | | |
| S2 | 1.52 | | |
| S3 | 1.7 | | |
| S4 | 1.75 | | |
| T1 | 2.0 | | |
| T2 | 2.1 | | |
| T3 | 2.4 | | |
| U1 | 2.5 | | |
| U2 | 2.6 | | |
| V1 | 3.0 | | |
| V2 | 3.3 | | |
| V3 | 3.4 | | |
| W | 3.5 | | |
| X1 | 4.0 | | |
| X2 | 4.2 | | |
| Y1 | 4.5 | | |
| Y2 | 4.8 | | |



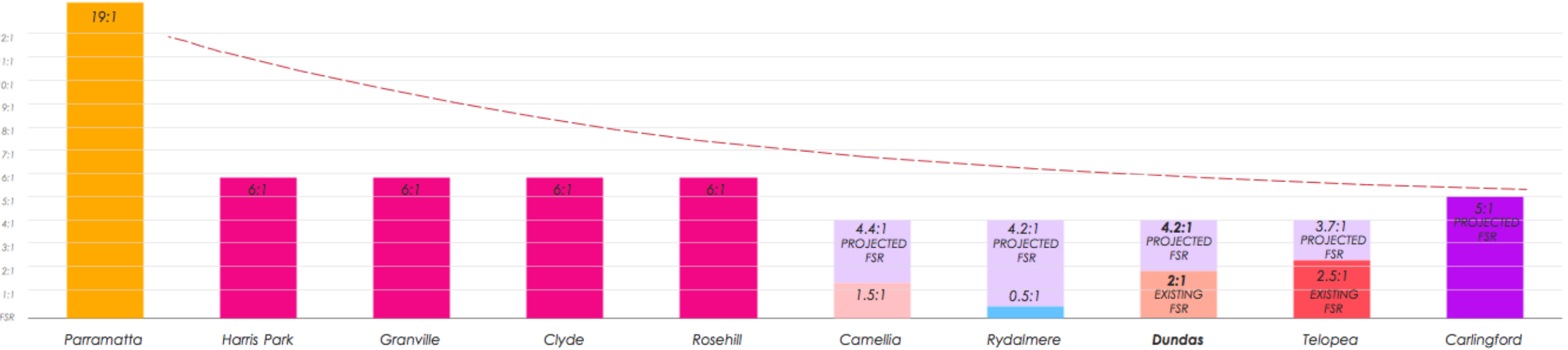
02 | PLANNING FRAMEWORK

FUTURE RECOMMENDATIONS AROUND
TRANSPORT HUBS



Maximum Floor Space ratio (n:1)

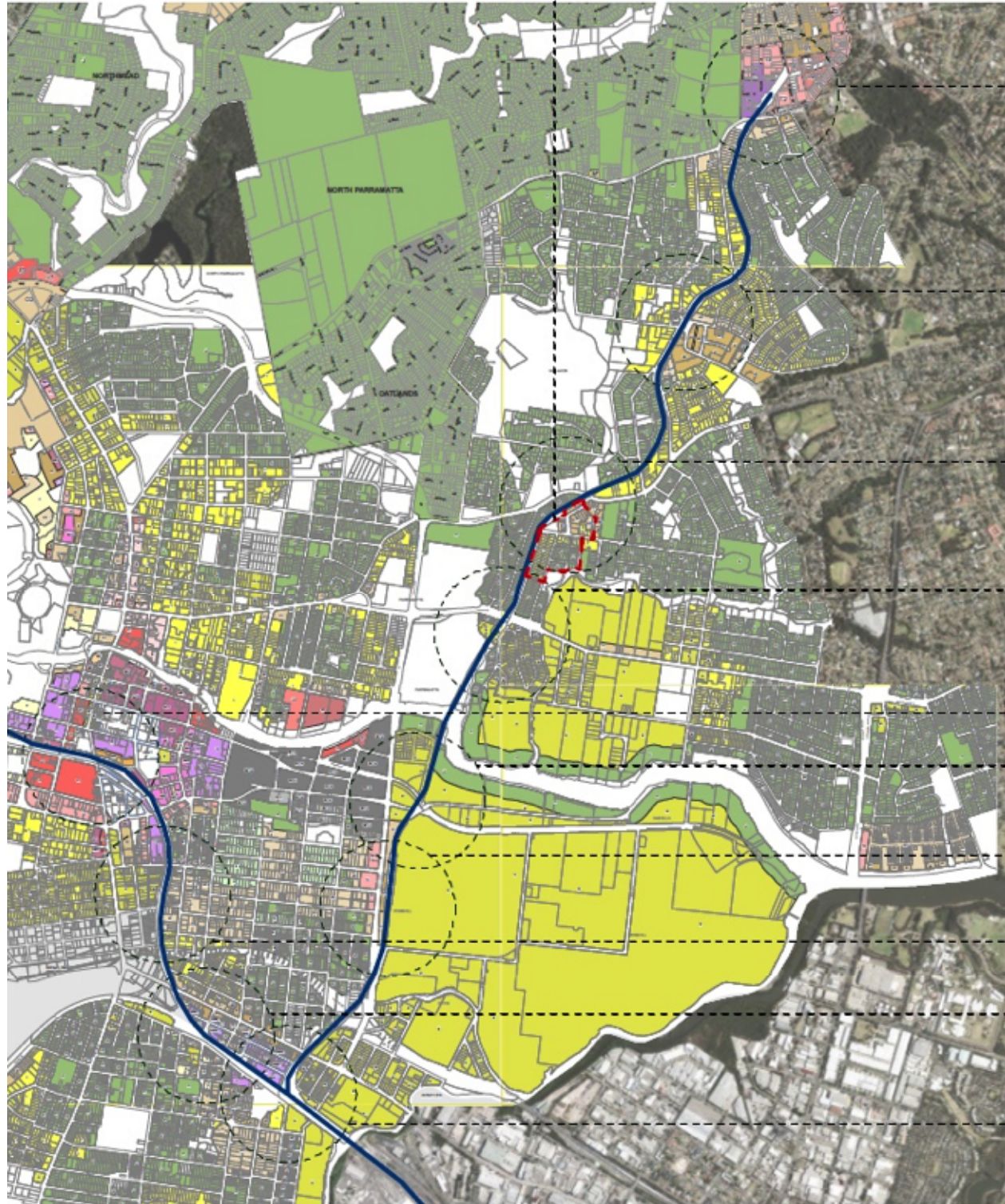
| | | | |
|----|------|-----|------|
| A | 0.33 | Z | 5.0 |
| B | 0.4 | AA1 | 6.0 |
| D | 0.5 | AA2 | 6.4 |
| F | 0.6 | AA3 | 6.5 |
| H | 0.7 | AB | 7.2 |
| J | 0.8 | AC | 8 |
| K | 0.89 | AE1 | 10 |
| N | 1.0 | AE2 | 10.2 |
| O | 1.1 | AG | 12 |
| P | 1.2 | | |
| R | 1.4 | | |
| S1 | 1.5 | | |
| S2 | 1.52 | | |
| S3 | 1.7 | | |
| S4 | 1.75 | | |
| T1 | 2.0 | | |
| T2 | 2.1 | | |
| T3 | 2.4 | | |
| U1 | 2.5 | | |
| U2 | 2.6 | | |
| V1 | 3.0 | | |
| V2 | 3.3 | | |
| V3 | 3.4 | | |
| W | 3.5 | | |
| X1 | 4.0 | | |
| X2 | 4.2 | | |
| Y1 | 4.5 | | |
| Y2 | 4.8 | | |



Maximum Floor Space Ratio (n:1)

| | |
|----|------|
| A | 0.2 |
| B | 0.4 |
| D | 0.5 |
| F | 0.6 |
| I | 0.75 |
| N | 1.0 |
| R1 | 1.4 |
| R2 | 1.49 |
| S1 | 1.5 |
| S2 | 1.99 |
| T1 | 2.3 |
| T2 | 2.42 |
| U1 | 2.6 |
| U2 | 2.7 |
| V1 | 3.0 |
| V2 | 3.2 |
| W | 3.8 |
| X | 4.0 |
| Z1 | 5.0 |
| Z2 | 5.5 |
| AA | 6.4 |

Subject Site

**Carlingford**

The area predominantly has permissible HOB between 16m and 33m. The area's projected maximum permissible HOB is 54m.

Teloopa

The area within 500m radius predominantly has permissible HOB between 9m and 20m. The area's projected maximum permissible HOB is 62m.

Dundas

The area within 500m radius predominantly has permissible HOB between 9m and 21m.

Rydalmere

The area within 500m radius predominantly has permissible HOB between 9m and 12m. The area's projected maximum permissible HOB is 40m.

Parramatta

Maximum permissible HOB within a 500m radius of Parramatta station is 200m. The immediate vicinity of Parramatta station predominantly has HOB between 28m and 118m.

Camellia

The area within 500m radius predominantly has permissible HOB between 9m and 15m. The area's projected maximum permissible HOB is 110m.

Rosehill

The area within 500m radius predominantly has permissible HOB between 9.5m and 25m. The area's projected maximum permissible HOB is 50m.

Harris Park

The immediate vicinity of Harris Park station predominantly has HOB between 9.2m and 54m. The area's projected maximum permissible HOB is 60m.

Granville

The area within 500m radius predominantly has permissible HOB between 9m and 52m. The area's projected maximum permissible HOB is 75.

Clyde

The area within 500m radius predominantly has permissible HOB between 11m and 52m. The area's projected maximum permissible HOB is 60m.

Maximum Building Height (m)

| | | | |
|----|------|----|------|
| G | 7.0 | S | 23.0 |
| I | 8.0 | T1 | 25.0 |
| J | 9.0 | T2 | 27.0 |
| K | 10.0 | T3 | 28.0 |
| M1 | 12.0 | U1 | 30.0 |
| M2 | 12.5 | U2 | 33.0 |
| N | 14.0 | V1 | 36.0 |
| O1 | 15.0 | V2 | 37.0 |
| O2 | 16.0 | X1 | 45.0 |
| P1 | 17.0 | X2 | 46.0 |
| P2 | 18.0 | Y1 | 50.0 |
| Q1 | 19.0 | Y2 | 54.0 |
| Q2 | 20.0 | Z | 57.0 |
| R1 | 21.0 | AA | 68.0 |
| R2 | 22.0 | | |



Maximum Building Height (m)

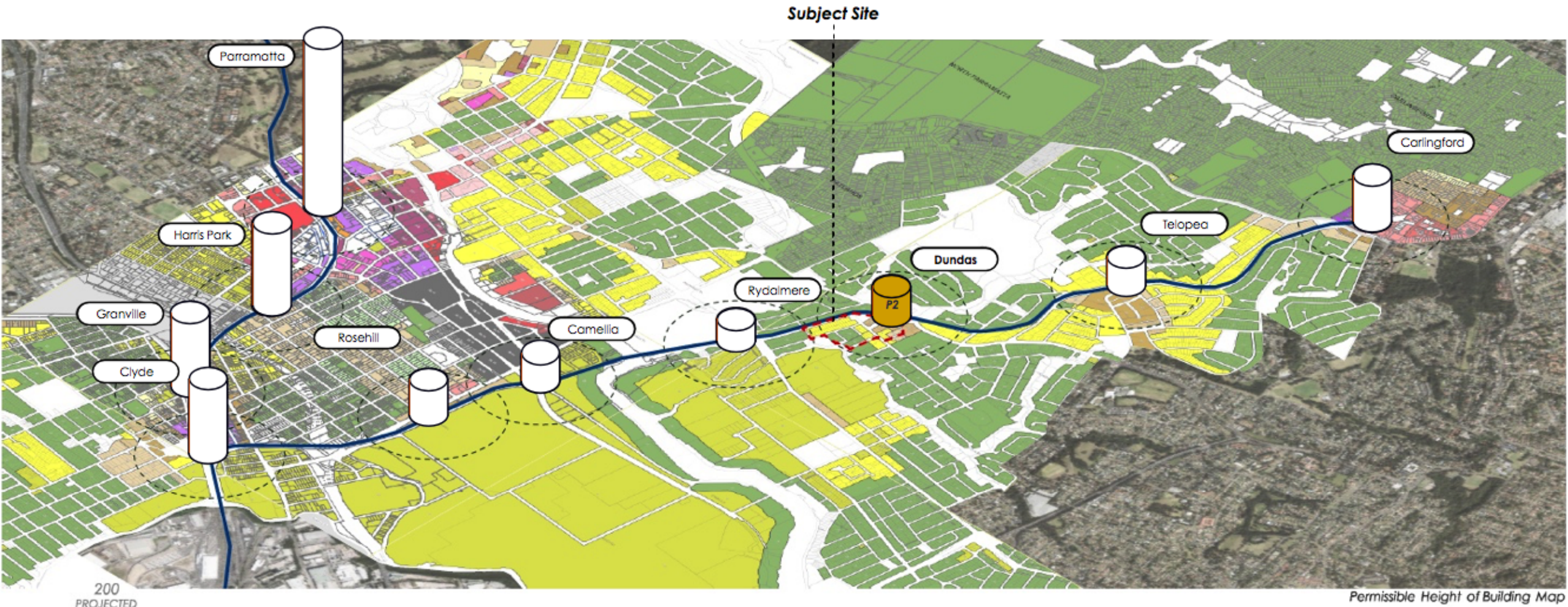
| | | | |
|----|-----|-----|-----|
| E | 6 | Y1 | 52 |
| G | 7 | Y2 | 54 |
| J1 | 9 | AA1 | 60 |
| J2 | 9.2 | AA2 | 66 |
| J3 | 9.5 | AA3 | 72 |
| K | 10 | AB1 | 80 |
| L | 11 | AB2 | 90 |
| M | 12 | AC1 | 118 |
| N1 | 13 | AC2 | 120 |
| N2 | 14 | AD | 130 |
| O1 | 15 | AE | 150 |
| O2 | 16 | AG | 200 |
| P1 | 17 | | |
| P2 | 18 | | |
| Q1 | 19 | | |
| Q2 | 20 | | |
| R | 21 | | |
| S | 24 | | |
| T1 | 25 | | |
| T2 | 28 | | |
| U1 | 31 | | |
| U2 | 34 | | |
| V1 | 36 | | |
| V2 | 37 | | |
| W | 40 | | |
| X1 | 48 | | |
| X2 | 49 | | |



02

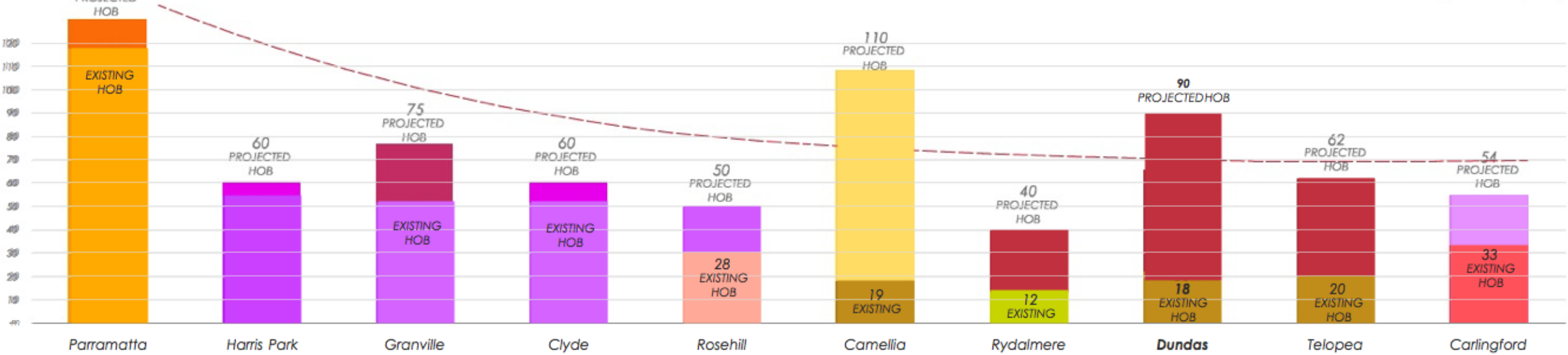
PLANNING FRAMEWORK

FUTURE RECOMMENDED HOB AROUND TRANSPORT HUBS



Maximum Building Height (m)

| | | | |
|----|-----|-----|-----|
| E | 6 | Y1 | 52 |
| G | 7 | Y2 | 54 |
| J1 | 9 | AA1 | 60 |
| J2 | 9.2 | AA2 | 66 |
| J3 | 9.5 | AA3 | 72 |
| K | 10 | AB1 | 80 |
| L | 11 | AB2 | 90 |
| M | 12 | AC1 | 118 |
| N1 | 13 | AC2 | 120 |
| N2 | 14 | AD | 130 |
| Q1 | 15 | AE | 150 |
| Q2 | 16 | AG | 200 |
| P1 | 17 | | |
| P2 | 18 | | |
| Q1 | 19 | | |
| Q2 | 20 | | |
| R | 21 | | |
| S | 24 | | |
| T1 | 25 | | |
| T2 | 28 | | |
| U1 | 31 | | |
| U2 | 34 | | |
| V1 | 36 | | |
| V2 | 37 | | |
| W | 40 | | |
| X1 | 48 | | |
| X2 | 49 | | |



Maximum Building Height (m)

| | | | |
|----|------|----|------|
| G | 7.0 | S | 23.0 |
| I | 8.0 | T1 | 25.0 |
| J | 9.0 | T2 | 27.0 |
| K | 10.0 | T3 | 28.0 |
| M1 | 12.0 | U1 | 30.0 |
| M2 | 12.5 | U2 | 33.0 |
| N | 14.0 | V1 | 36.0 |
| O1 | 15.0 | V2 | 37.0 |
| O2 | 16.0 | X1 | 45.0 |
| P1 | 17.0 | X2 | 46.0 |
| P2 | 18.0 | Y1 | 50.0 |
| Q1 | 19.0 | Y2 | 54.0 |
| Q2 | 20.0 | Z | 57.0 |
| R1 | 21.0 | AA | 68.0 |
| R2 | 22.0 | | |

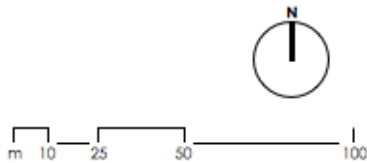




03 | SITE

EXISTING SITE

- KEY**
- Local Train Station
 - Future Light Rail Stop
 - 200m & 400m Boundaries from Station
 - Acquired Sites
 - Dundas Station Precinct





03

SITE

PRECINCT PLAN

The subject site is located within an existing R3 medium density residential area.

Dundas train station is part of the Sydney Train Network on T6 Carlingford Line.

Transport connections will be further improved with the proposed new light rail network connecting Parramatta CBD to Carlingford.






Residential amenity is good being adjacent to a park and in close vicinity of train station.

The proposal highlights 4 precincts in the Dundas station zone:

- 1 Revitalised Park, Retail Forecourt and Future Light Rail Plaza
- 2 High-Density Residential Precinct
- 3 Transitional Density Precinct
- 4 Existing High-Density Residential Precinct
- 5 Possible Built Forms

The proposed blocks and zoning are for this planning proposal only.

KEY

-  Local Train Station
-  Future Light Rail Stop
-  200m & 400m Boundaries from Station
-  Acquired Sites
-  Dundas Station Precinct, subject to this planning proposal only
-  Possible Built Forms



m 10 25 50 100

03 | PRECINCT D

LOST DEVELOPMENT OPPORTUNITY



View 1: 5 Station Street








View 2: 9 Station Street



View 3: 11 & 17 Station Street



Key

-  View
-  Dundas Train Station
-  Existing High-Density Residential Precinct
-  Dundas Station Precinct
-  N

03 | PRECINCT D

LOST DEVELOPMENT OPPORTUNITY



View 4: 19 Station Street



View 5: 21 Station Street



View 6: 34 Station Street



Key

- View
- Dundas Train Station
- Existing High-Density Residential Precinct
- Dundas Station Precinct
- N

03 | PRECINCT D

LOST DEVELOPMENT OPPORTUNITY



View 7: 1 & 3 Calder Street



View 8: 3 & 5 Calder Street



View 9: 7 Calder Street



Key

- 1 View
- Dundas Train Station
- Existing High-Density Residential Precinct
- Dundas Station Precinct

N

03 | PRECINCT D

LOST DEVELOPMENT OPPORTUNITY



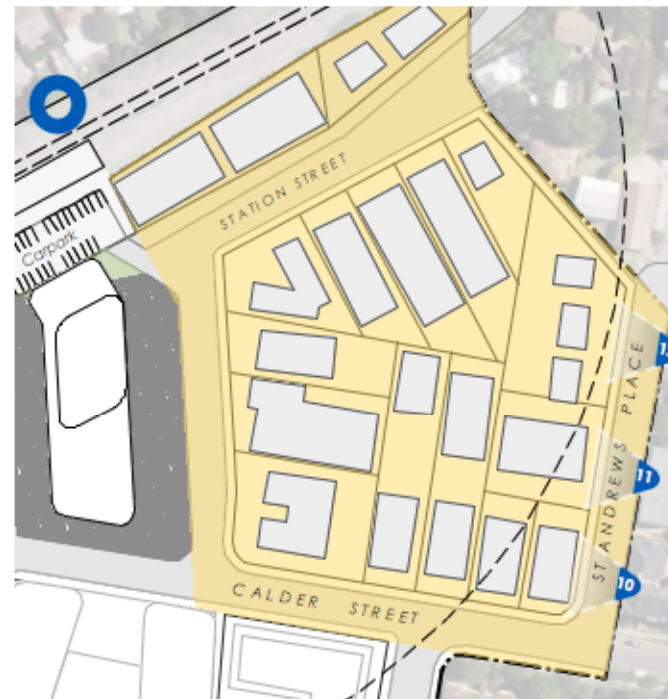
View 10: 7 St Andrews Place



View 11: 11-12 St Andrews Place



View 12: 8-9 St Andrews Place



Key

1 View

12 Dundas Train Station

Existing High-Density Residential Precinct

Dundas Station Precinct

N

03 | PRECINCT A DEVELOPMENT OPPORTUNITY



View 13: Winjoy Reserve



View 14: 71 Crowgey St



View 15: 64 Dudley St



Key

1 View

Dundas Station Precinct



03 | PRECINCT A DEVELOPMENT OPPORTUNITY



View 16: 63 Crowgey St



View 17: 42-49 Crowgey St



View 18: 49 Crowgey St



Key

1 View

Dundas Station Precinct





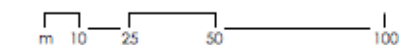
04

PROPOSAL POTENTIAL HEIGHT

The proposed blocks and zoning are for this planning proposal only.

KEY

- Developable (25 Storey Marker Buildings 90m approx.)
- Developable (21 Storeys)
- Developable (20 Storey)
- Developable (12 Storeys)
- Developable (10 Storeys)
- Developable (8 - 12 Storeys)
- Developable (5 - 6 Storeys)
- Developable (5 Storeys)
- Developable (≤ 4 Storeys)
- Developable (3 Storeys)
- Developable (2 Storeys)
- Supermarket (1 Storey)
- Non-Developable
- Future Light Rail Stop
- Local Train Station
- (25) Number of Storeys
- 200m and 400m Boundaries from Station
- Acquired Sites
- Proposed Blocks, Subject To This Planning Proposal Only
- Dundas Station Precinct, Subject To This Planning Proposal Only





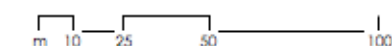
04 | PROPOSAL

POTENTIAL ZONING

The proposed blocks and zoning are for this planning proposal only.

KEY

- B4 Mixed Use
- R4 High Density Residential
- Existing R4 High Density Residential
- Future Light Rail Stop
- Local Train Station
- 200m and 400m Boundaries from Station
- Acquired Sites
- Proposed Blocks, Subject To This Planning Proposal Only
- Dundas Station Precinct, Subject To This Planning Proposal Only





04 | PROPOSAL

POTENTIAL ZONING

The proposed blocks and zoning are for this planning proposal only.

Active shopfront on ground floor with residential on upper floors



04 | PROPOSAL

SITE CONNECTIONS



04 | PROPOSAL SITE CONNECTIONS







Events and shops on the ground floor along the proposed through site link in between the buildings.

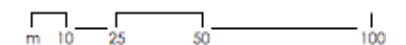


04 | PROPOSAL

OPEN SPACE STUDY

KEY

-  Future Light Rail Stop
-  Private Open Space
-  Public Open Space
-  Footpath
-  Acquired Sites
-  Dundas Station Precinct





04 | PROPOSAL

OPEN SPACE STUDY

Communal open spaces on roof terrace landscaped with plants.



Proposed park and green edge along the proposed buildings.

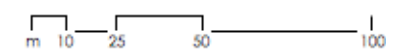


04 | PROPOSAL

SOLAR

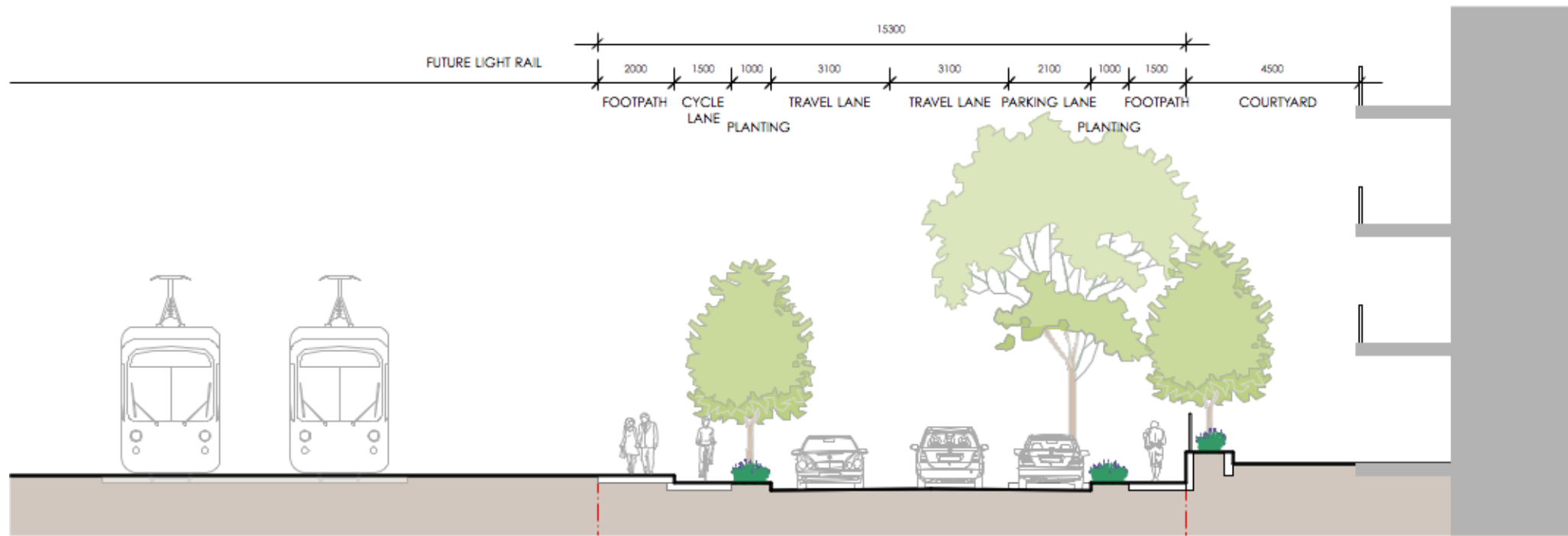
KEY

- 2+ Hours solar access to livable areas
- 2+ hours solar access to open spaces
- Future Light Rail Stop
- Local Train Station
- 200m & 400m Boundaries from Station
- Acquired Sites
- Dundas Station Precinct

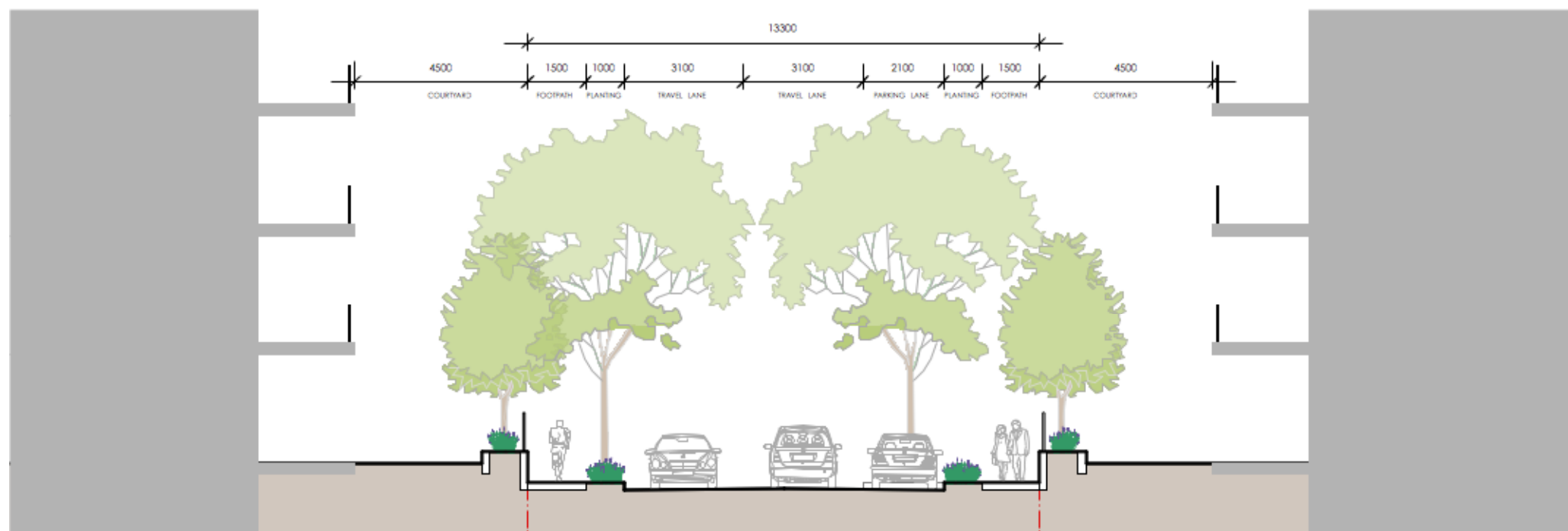


04 | PROPOSAL

PUBLIC SPACE



Typical Street Section 1 - Residential Street to Light Rail



Typical Street Section 2 - Residential Street



Surry Hills - Bourke St Bike Path

KEY

- Street Section
- Dundas Station Precinct



04 | PROPOSAL

LIGHT RAIL STATION PRECEDENT



Design of the Sydney CBD and South East Light Rail stop at Moore Park by Grimshaw Architects.
Image: Courtesy Grimshaw Architects



UNSW Lightrail Stop
Artists' impression: Transport for NSW



Design of the Sydney CBD and South East Light Rail stop at Moore Park by Grimshaw Architects.
Image: ARTustus oeeuib: George Street Pedestrian + lightrail route



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Aleksandar Design Group pty ltd



Sydney light rail Randwick terminus.
Artists' impression: Transport for NSW

04 | PROPOSAL AERIAL VIEW



KEY

| | |
|--|--|
| | Developable (25 Storey Marker Buildings 90m approx.) |
| | Developable (22 Storeys) |
| | Developable (20 Storey) |
| | Developable (12 Storeys) |
| | Developable (10 Storeys) |
| | Developable (8 Storeys) |
| | Developable (6 Storeys) |
| | Developable (5 Storeys) |
| | Developable (4 Storeys) |
| | Developable (3 Storeys) |
| | Developable (2 Storeys) |
| | SuperMarket (1 Storey) |
| | Non-Developable |

Aerial View 1



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Aerial View 1



Aerial View 2



Aerial View 3



Aerial View 4



Aerial View 5



Revitalised Park & 25-Storey Marker Building

Communal Space Between High-Density Residential

New Proposed Park and Proposed Shopfront / Retail

Retail Forecourt & Plaza and Future Light Rail Stop

05 THE PROPOSAL

SITE ANALYSIS



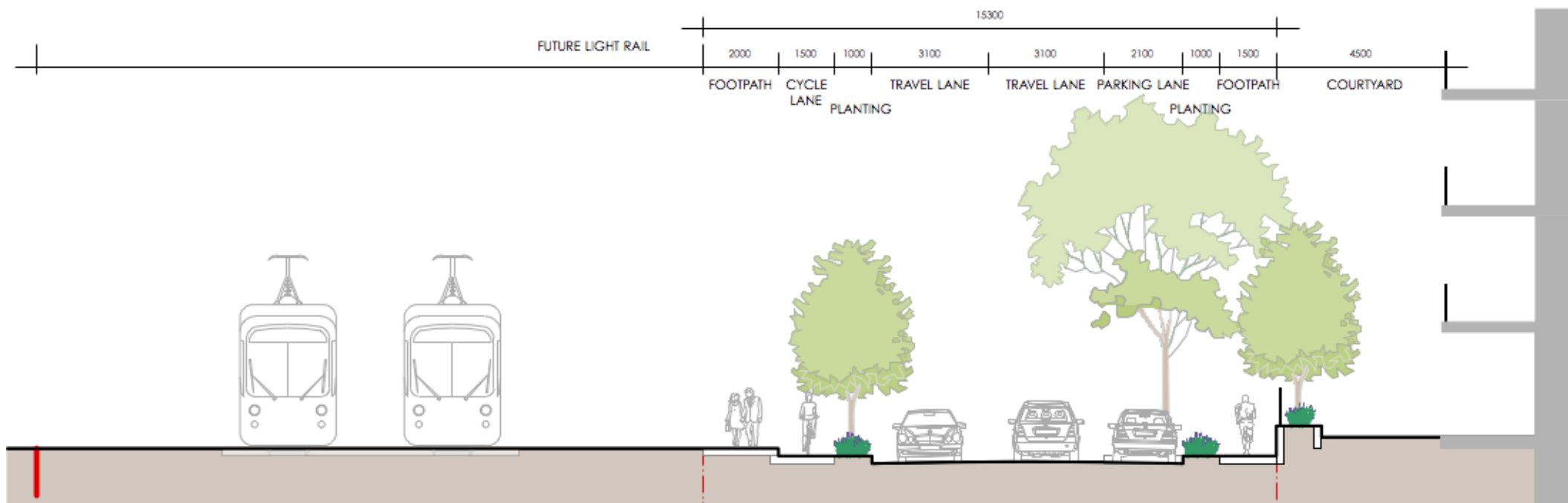
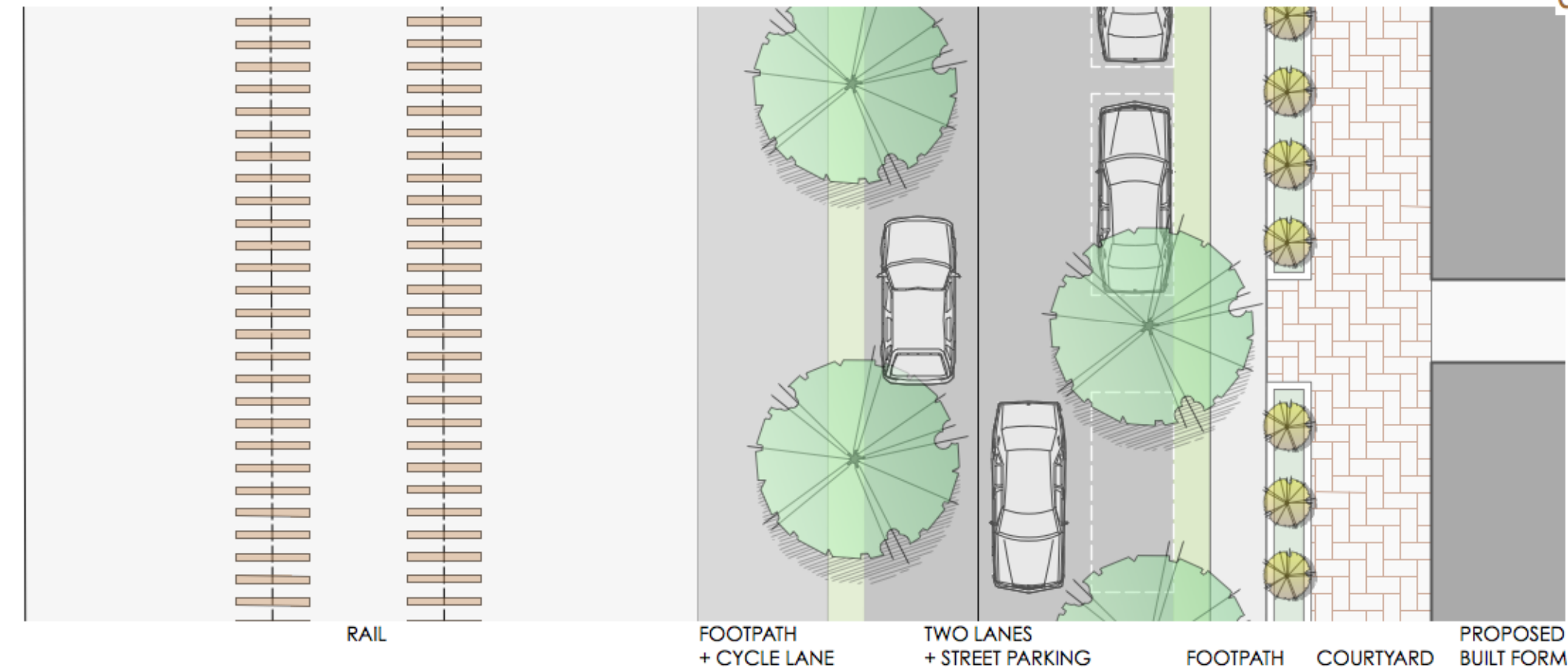
KEY

- Acquired Sites
- A Proposed Built Form
- Future Development
- Traffic Noise



KEY

- Landmarker 25 storeys tower
- Proposed Green Space
- Future Light Rail Stop
- Dundas Station
- Acquired Sites
- Dundas Station Precinct



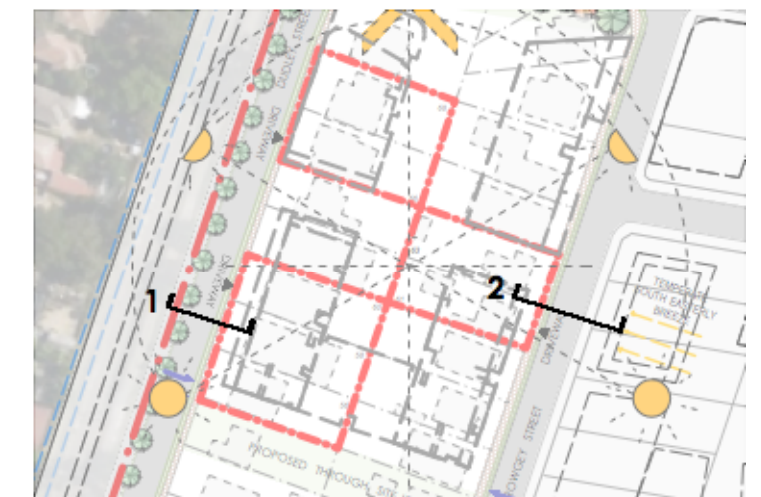
Typical Street Section 1 - DUDLEY ST
Residential Street to Light Rail

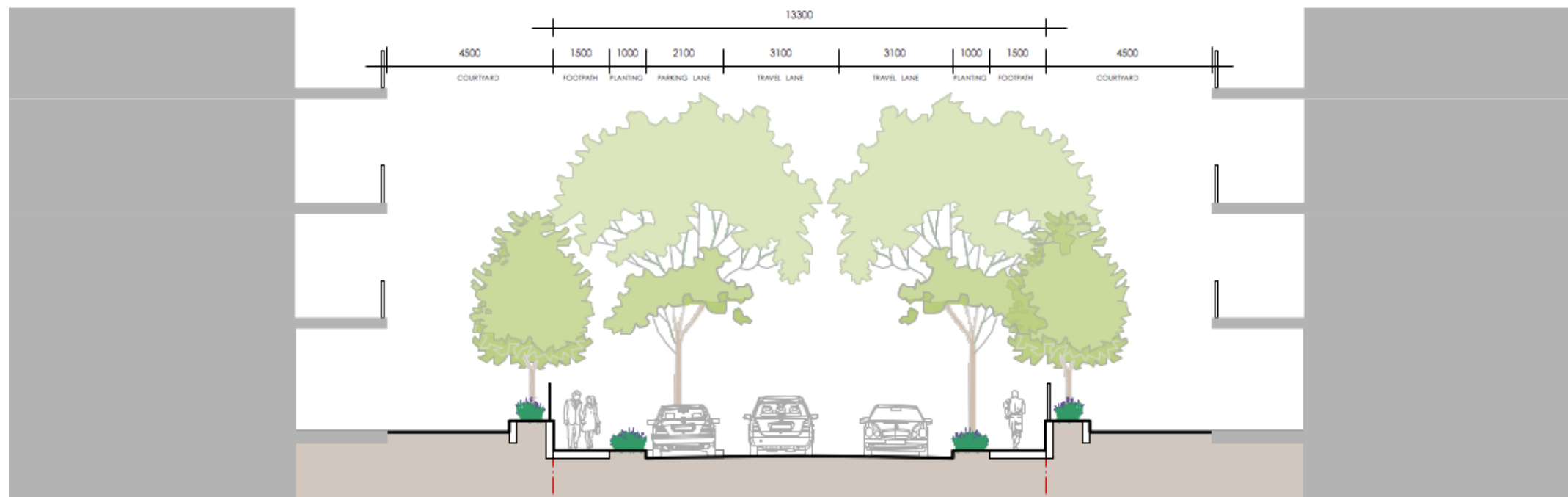
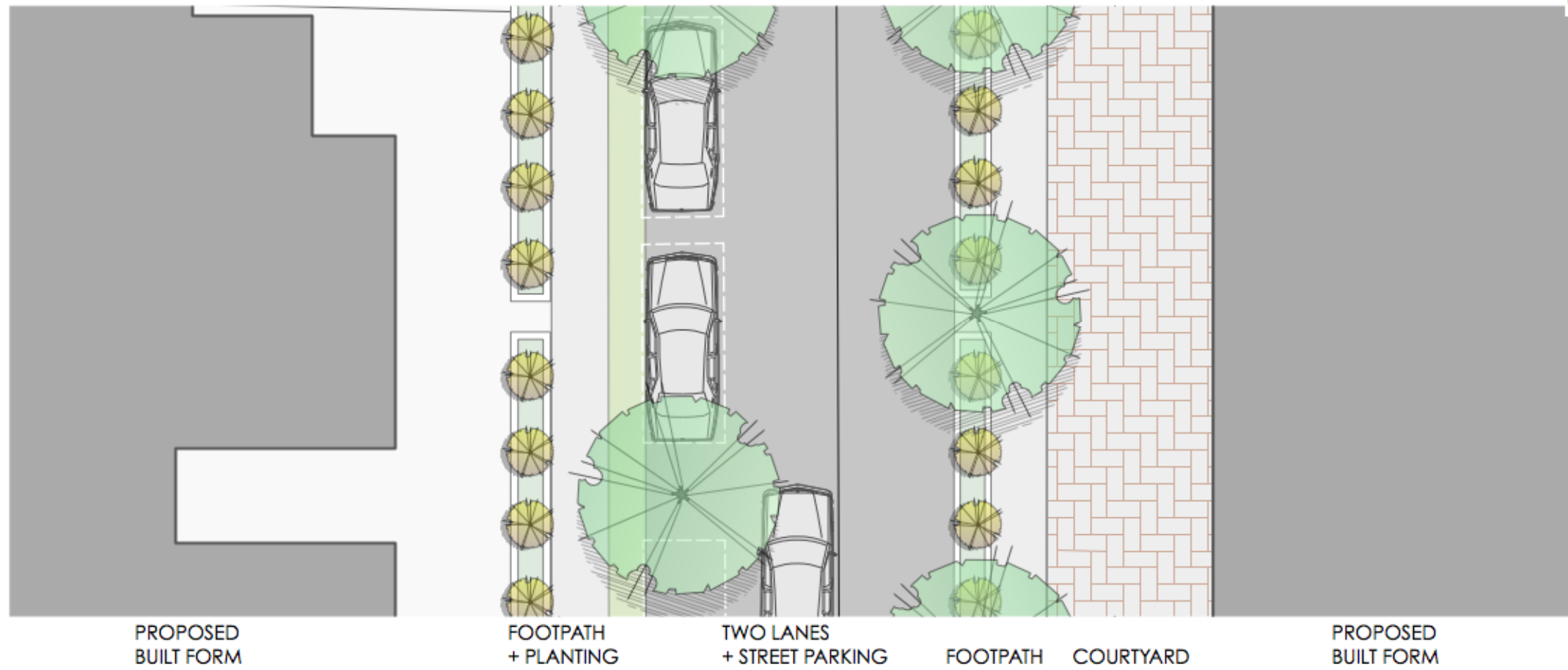


Surry Hills - Bourke St Bike Path

KEY

- Street Section
- Dundas Station Precinct





Typical Street Section 2 -
Crowgey Street

1:150

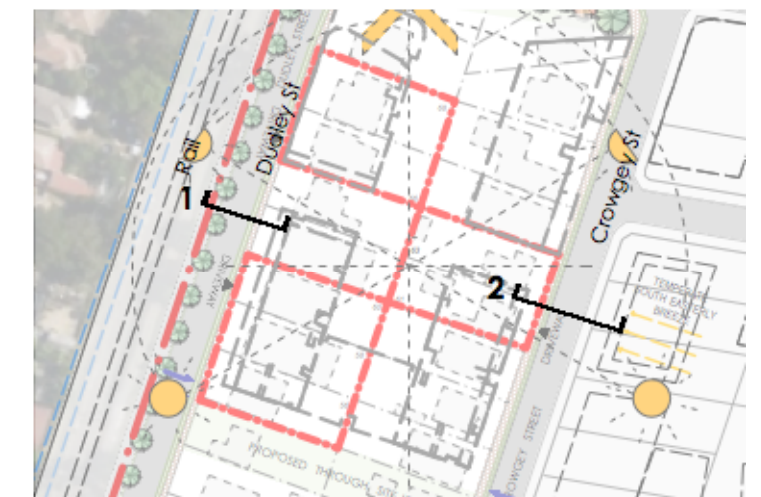
3 6 9 12 54m



Surry Hills - Bourke St Bike Path

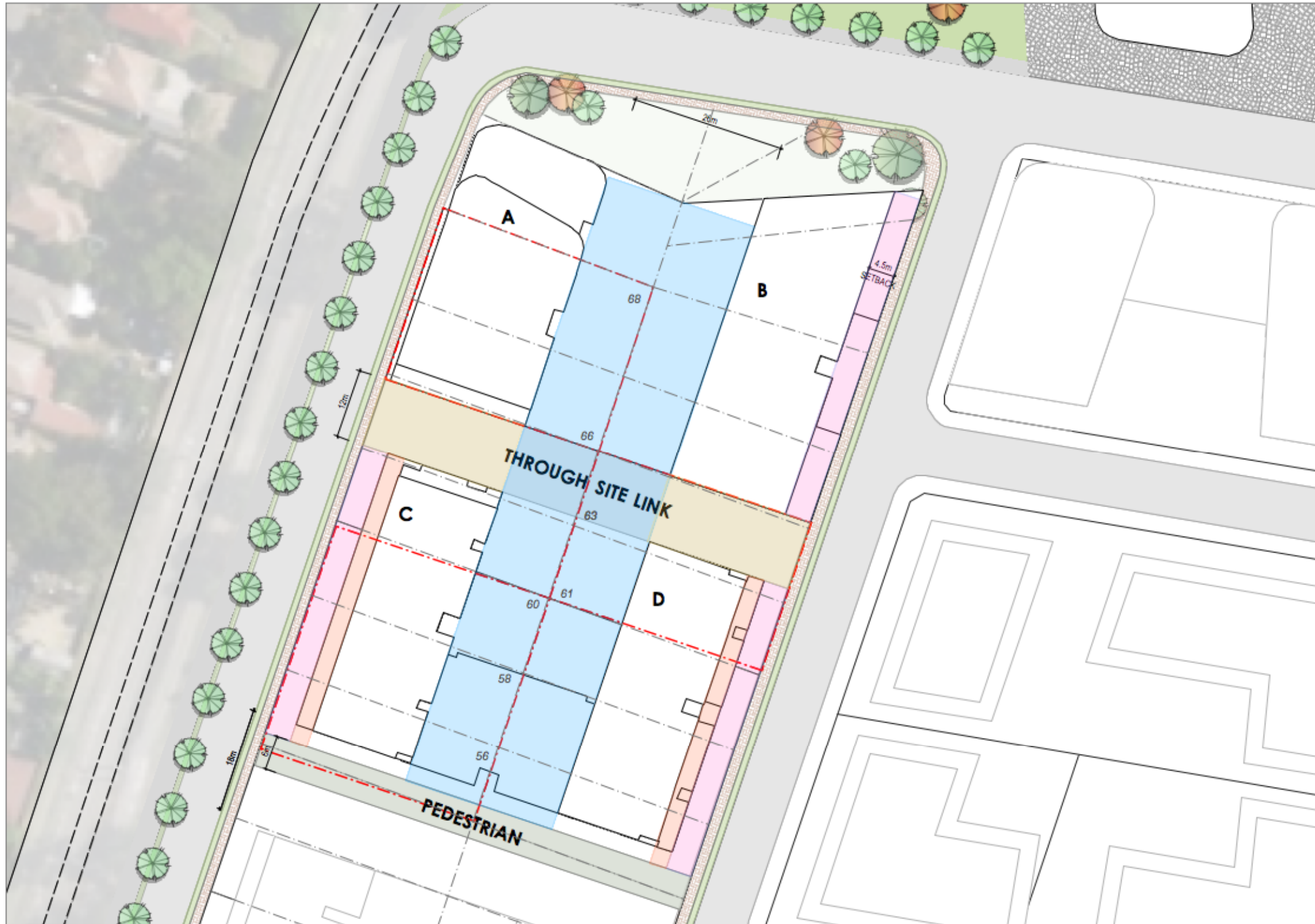
KEY

- Street Section
- Dundas Station Precinct



05 | SITE ANALYSIS

ADG SETBACKS



KEY

- 26m ADG SETBACKS
- 12m ADG SETBACKS
- 4.5m STREET SETBACK DCP
- ADDITIONAL 3m SETBACK UPPER LEVELS DCP
- A PROPOSED BUILT FORM
- FUTURE DEVELOPMENT



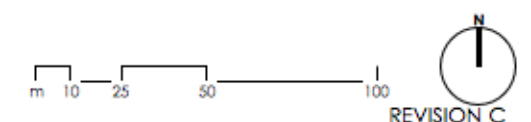
05 SITE ANALYSIS

POTENTIAL HEIGHT

The proposed blocks and zoning are for this planning proposal only.

KEY

- Developable (25 Storey Marker Buildings 90m approx.)
- Developable (21 Storeys)
- Developable (20 Storey)
- Developable (12 Storeys)
- Developable (10 Storeys)
- Developable (8 - 12 Storeys)
- Developable (5 - 6 Storeys)
- Developable (5 Storeys)
- Developable (≤ 4 Storeys)
- Developable (3 Storeys)
- Developable (2 Storeys)
- Supermarket (1 Storey)
- Non-Developable
- Future Light Rail Stop
- Local Train Station
- 200m and 400m Boundaries from Station
- Acquired Sites
- Proposed Blocks, Subject To This Planning Proposal Only
- Dundas Station Precinct, Subject To This Planning Proposal Only





05 SITE ANALYSIS

POTENTIAL FSR

Site A:
 indicative GFA: 46625 sqm
 indicative FSR: 4.2:1
 indicative no. of units: 498
 no. of car space (SEPP65): 258

Site B:
 indicative GFA: 29460 sqm
 indicative FSR: 3.0:1
 indicative no. of units: 346
 no. of car space (SEPP65): 196

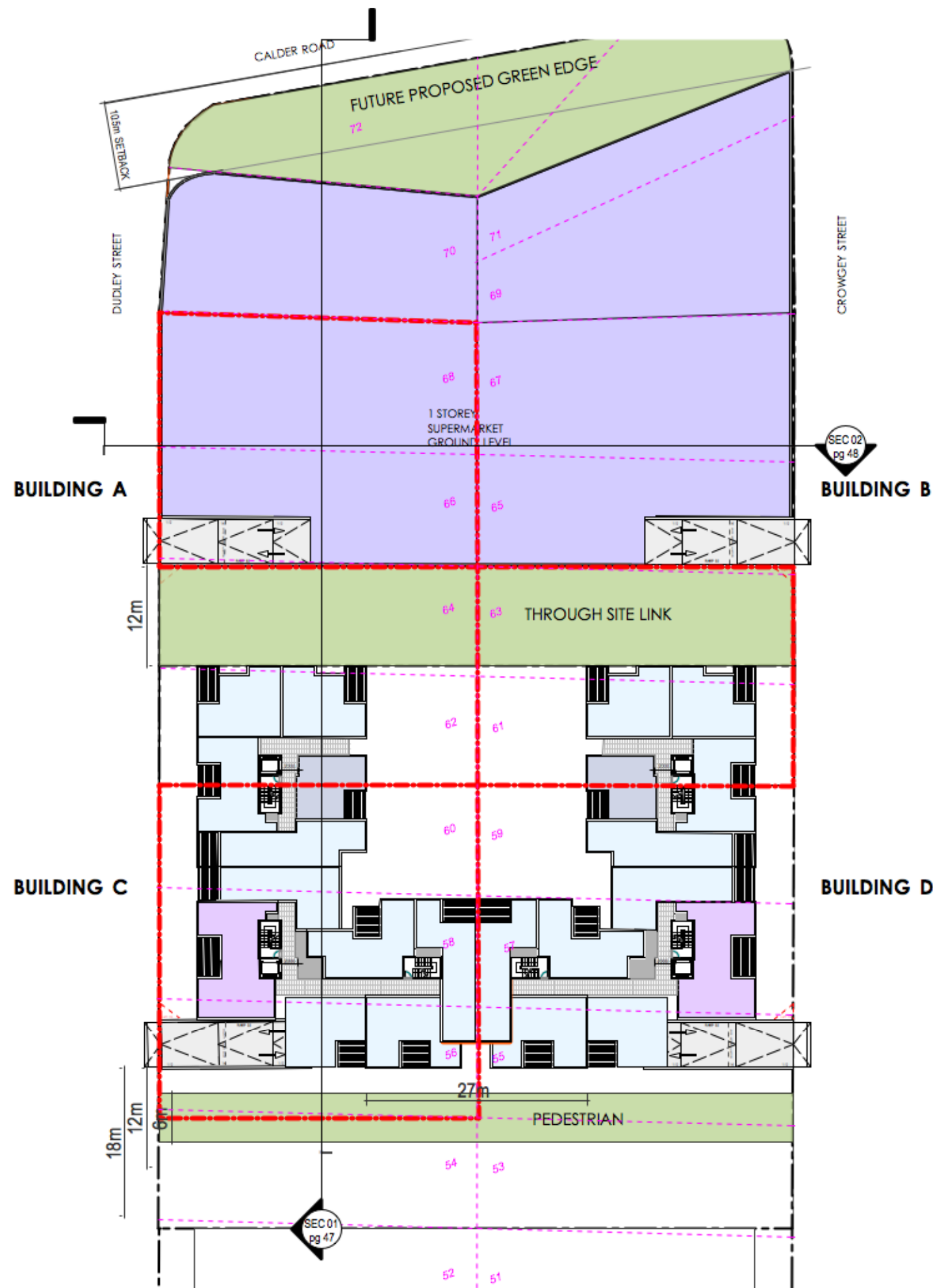
The proposed blocks and zoning are for this planning proposal only.

NOTE:
 ALL THE NUMBERS ARE APPROXIMATE ONLY.

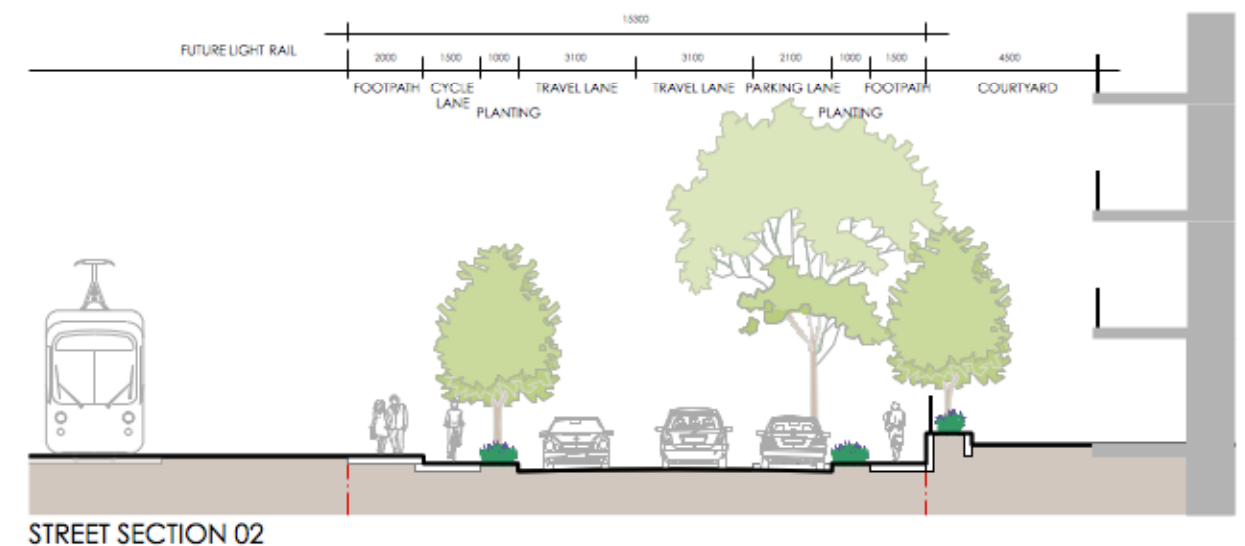
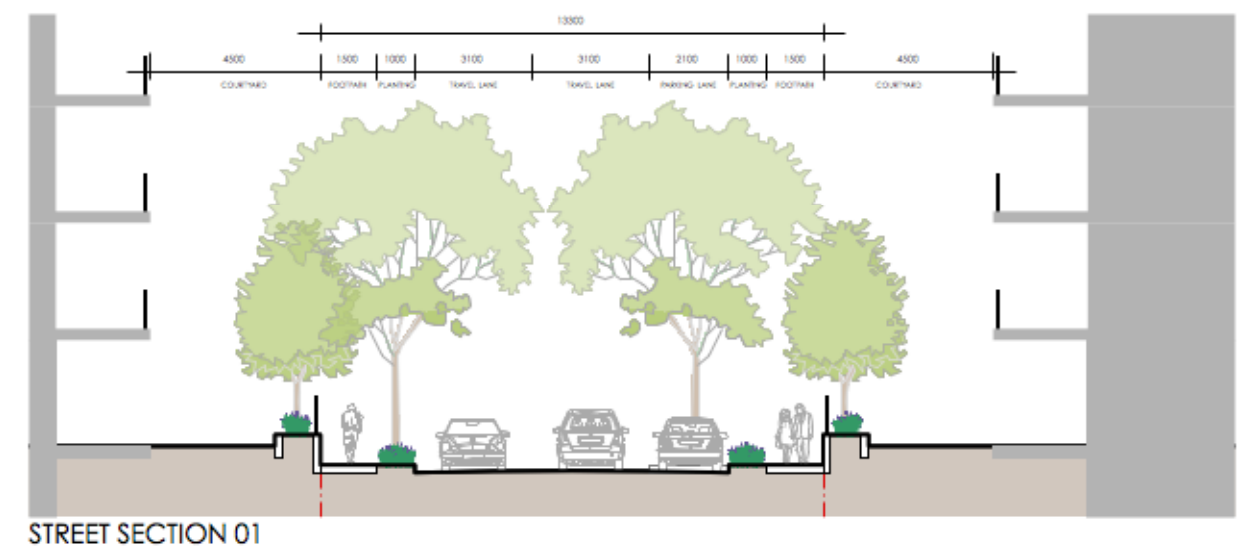
KEY

- FSR 4.2:1
- FSR 3.0:1
- FSR 1.5:1
- Future Light Rail Stop
- Dundas Station
- Acquired Sites
- Proposed Blocks, Subject To This Planning Proposal Only
- Dundas Station Precinct, Subject To This Planning Proposal Only





05 | THE PROPOSAL GROUND PLAN



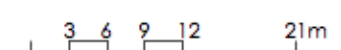
KEYS

- MARKET / RETAIL
- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT

NOTE:

IF BUILDING CONSTRUCTED FIRST, BLANK WALLS TO BE ARTICULATED WITH SECONDARY ONLY TRANSLUCENT GLAZING TO ROOMS FACING THIS WALL

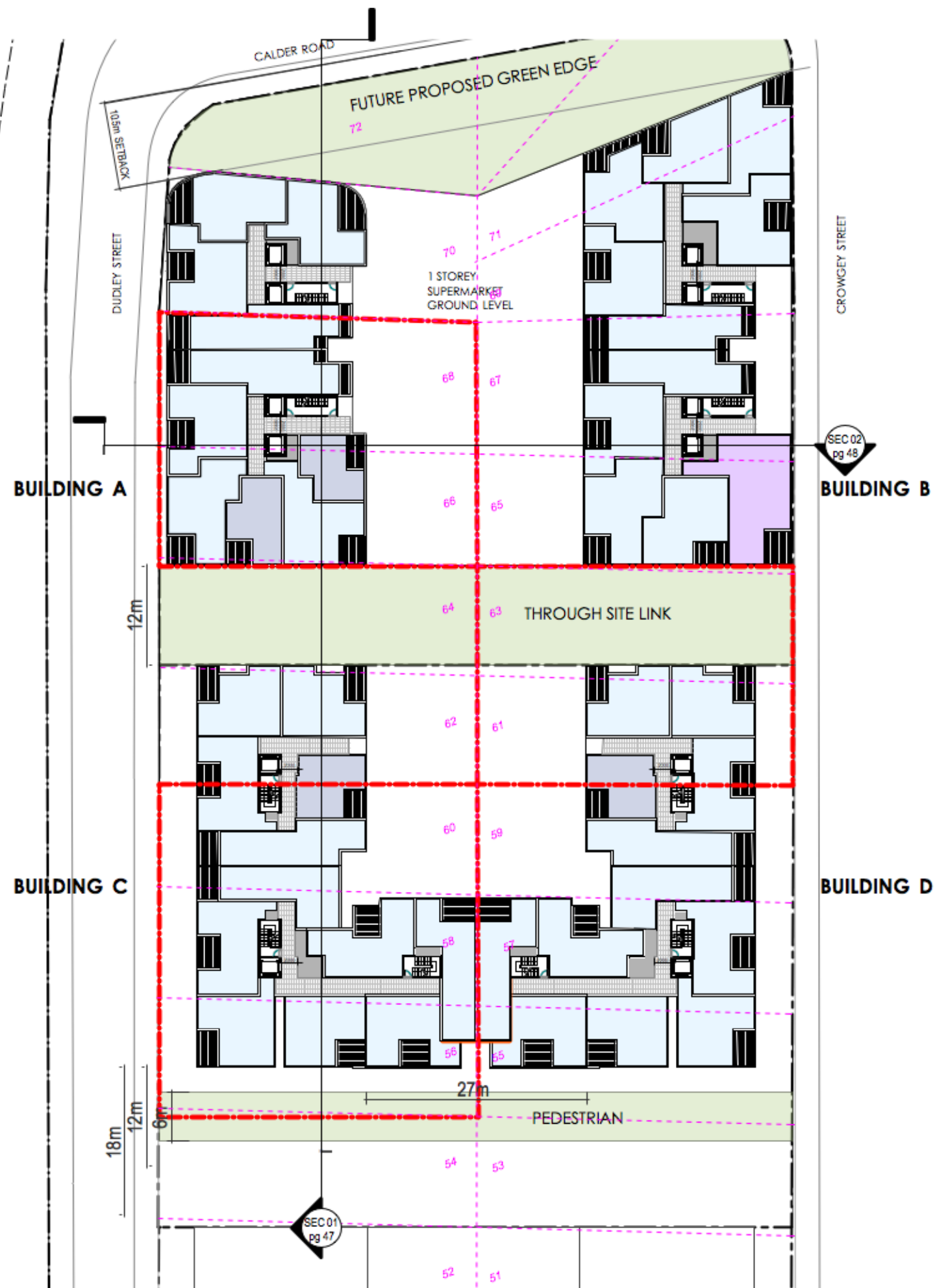
1:600



REVISION C

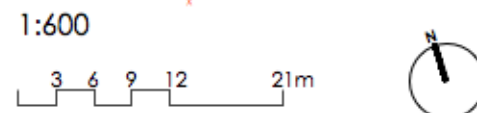
05 THE PROPOSAL

TYPICAL PLAN L02 - 03



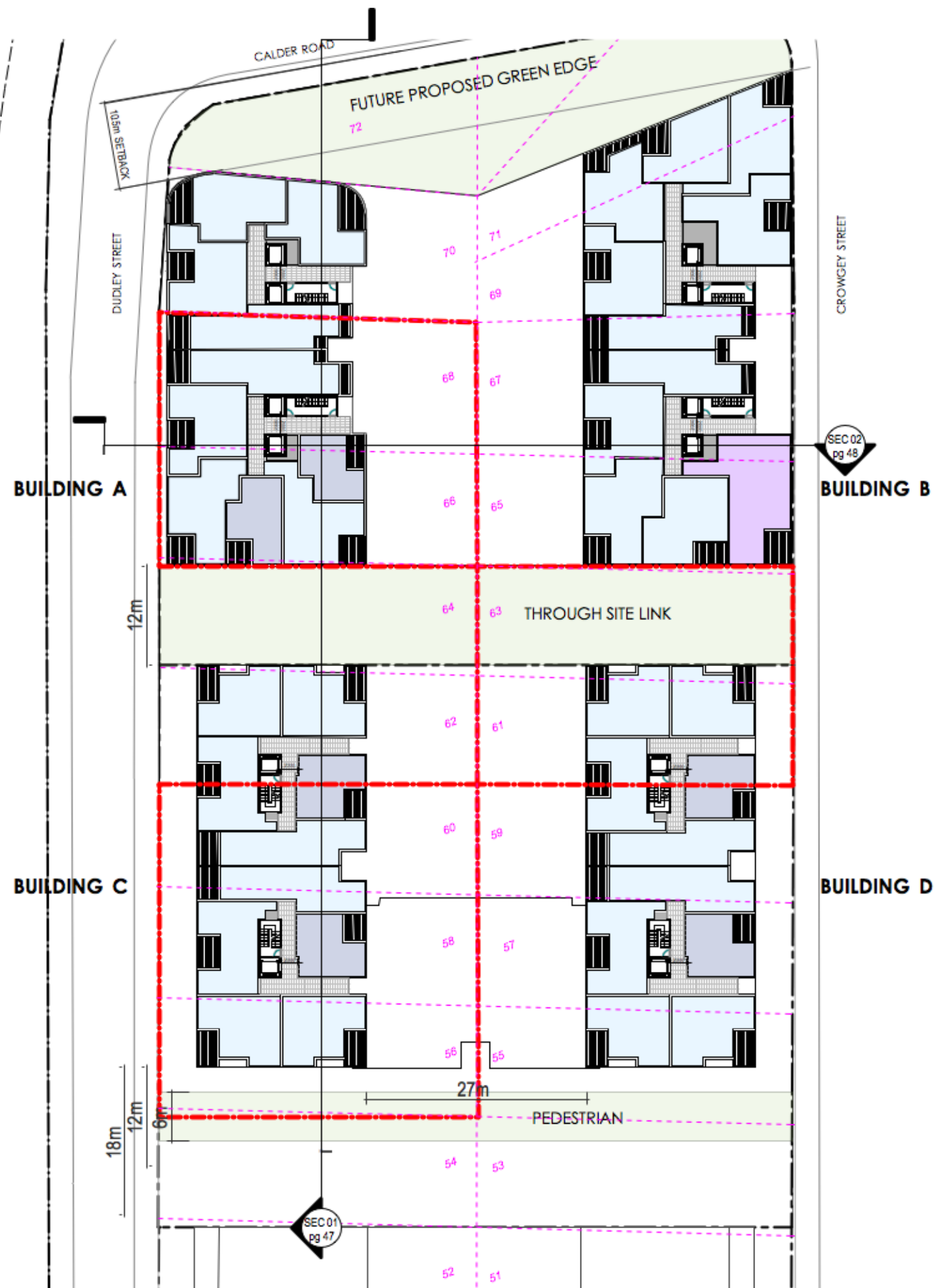
- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

NOTE:
IF BUILDING CONSTRUCTED FIRST, BLANK WALLS TO BE ARTICULATED WITH SECONDARY ONLY TRANSLUCENT GLAZING TO ROOMS FACING THIS WALL



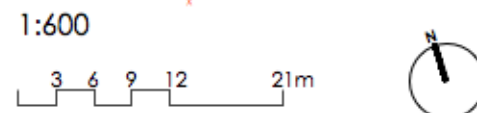
05 THE PROPOSAL

TYPICAL PLAN L04 - 06

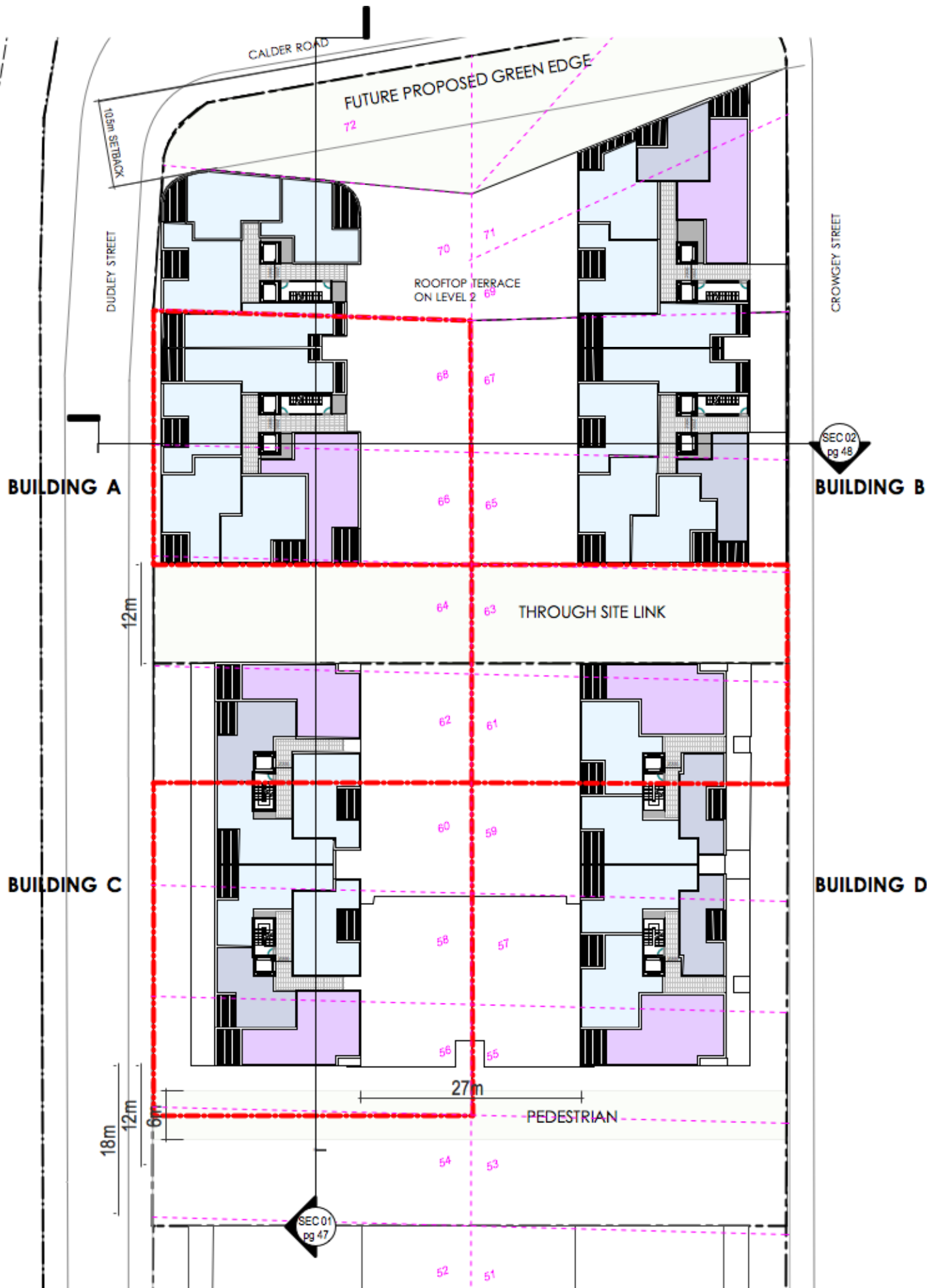


- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

NOTE:
IF BUILDING CONSTRUCTED FIRST, BLANK WALLS TO BE ARTICULATED WITH SECONDARY ONLY TRANSLUCENT GLAZING TO ROOMS FACING THIS WALL

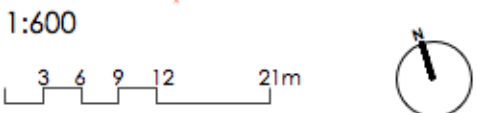


05 | THE PROPOSAL
TYPICAL PLAN L07 - 08



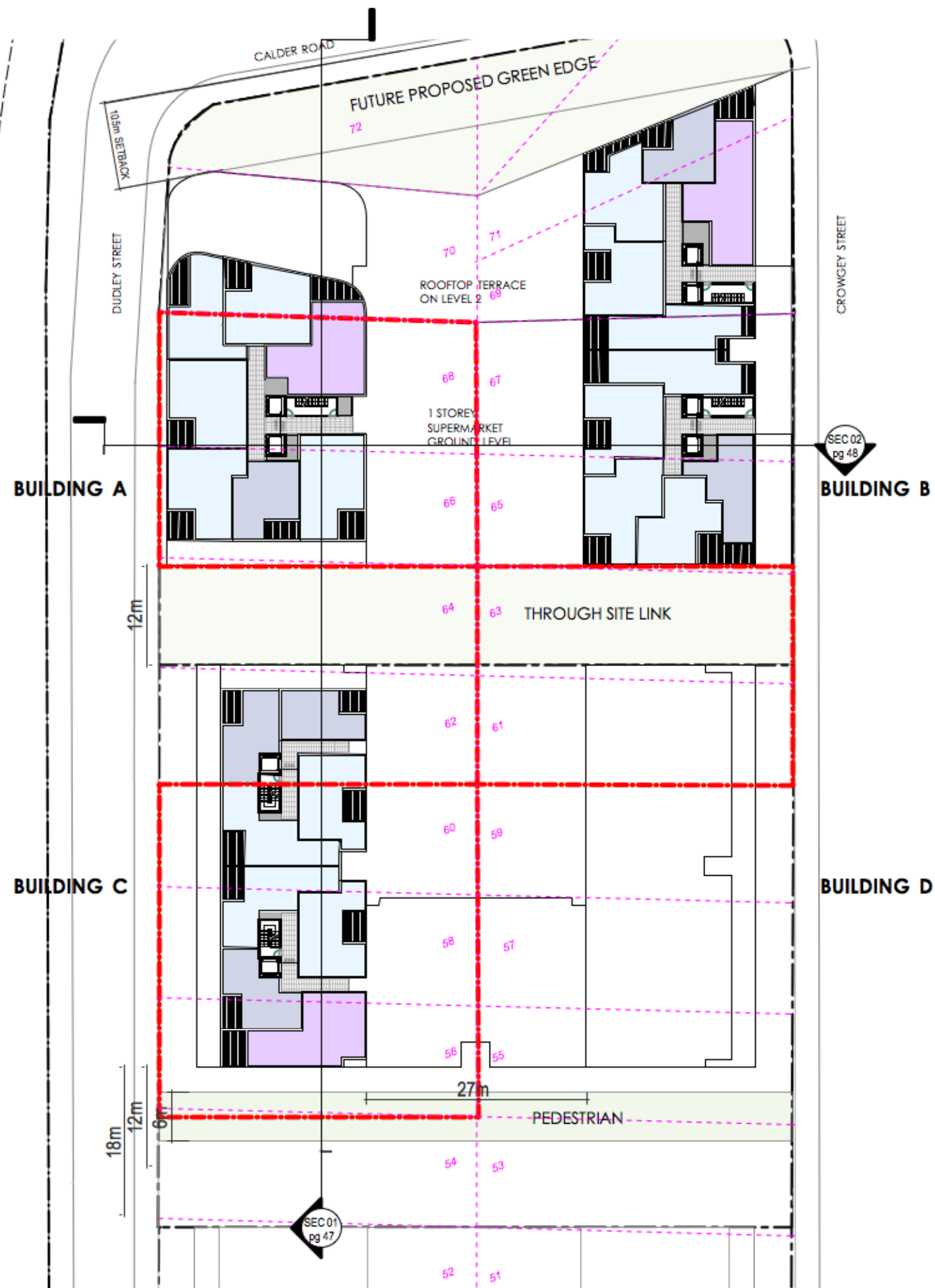
- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

NOTE:
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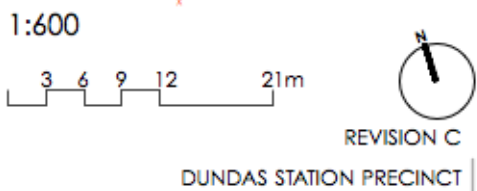
05 THE PROPOSAL

TYPICAL PLAN L09 - 12



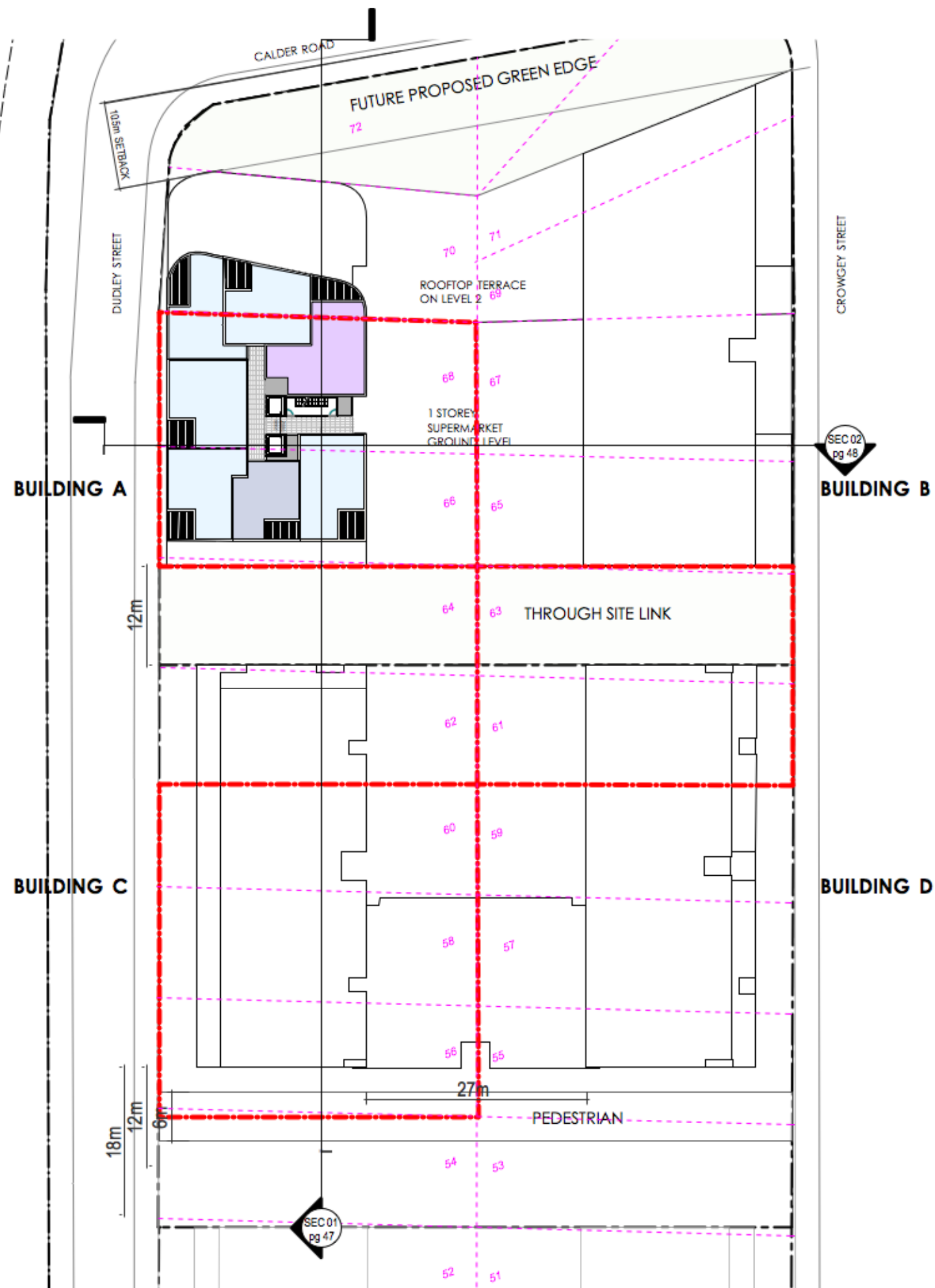
- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

NOTE:
IF BUILDING CONSTRUCTED FIRST, BLANK WALLS TO BE ARTICULATED WITH SECONDARY ONLY TRANSLUCENT GLAZING TO ROOMS FACING THIS WALL



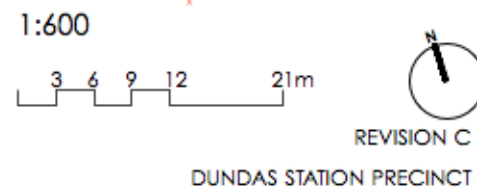
05 THE PROPOSAL

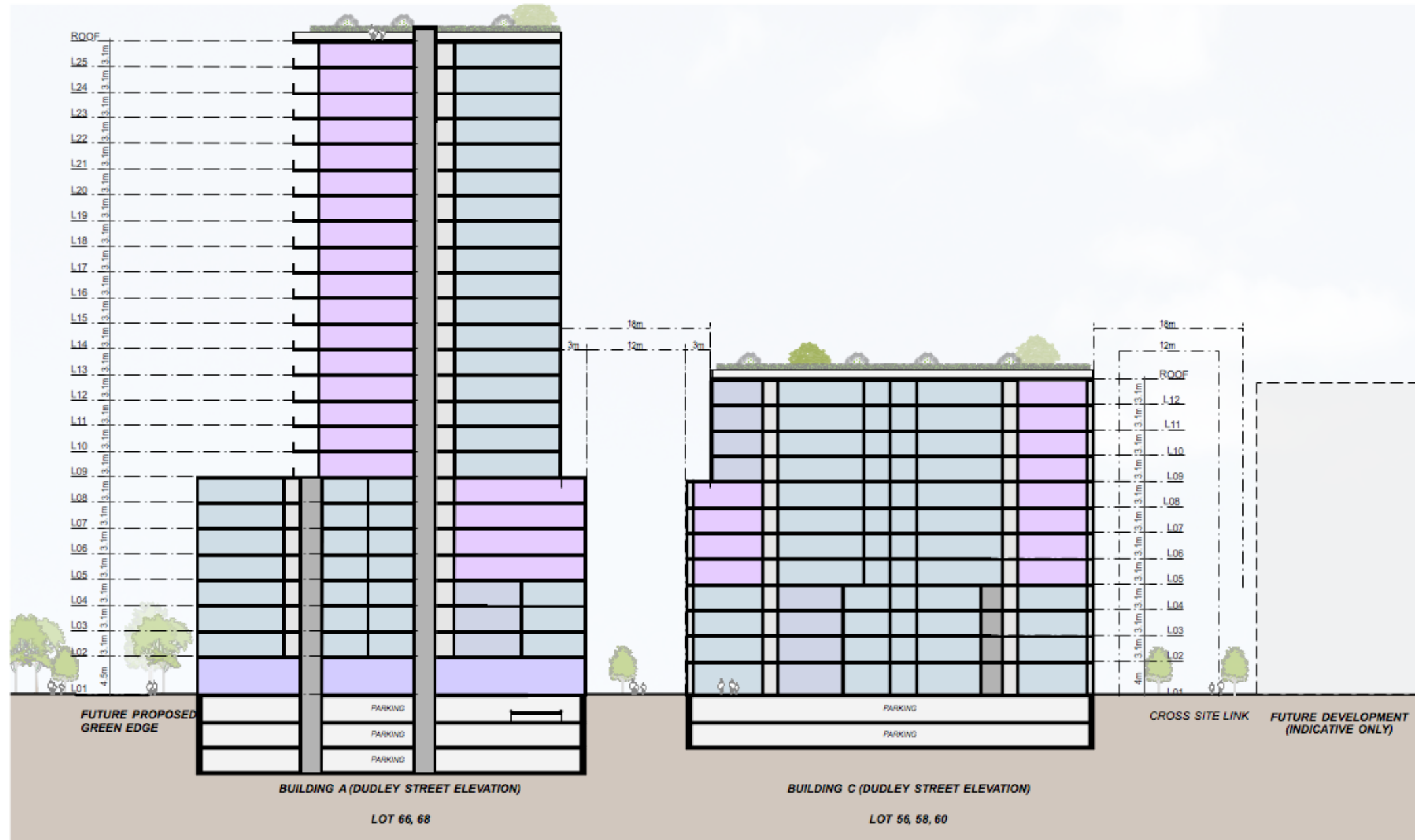
TYPICAL PLAN L13 - 25



- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

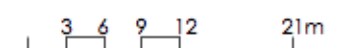
NOTE:
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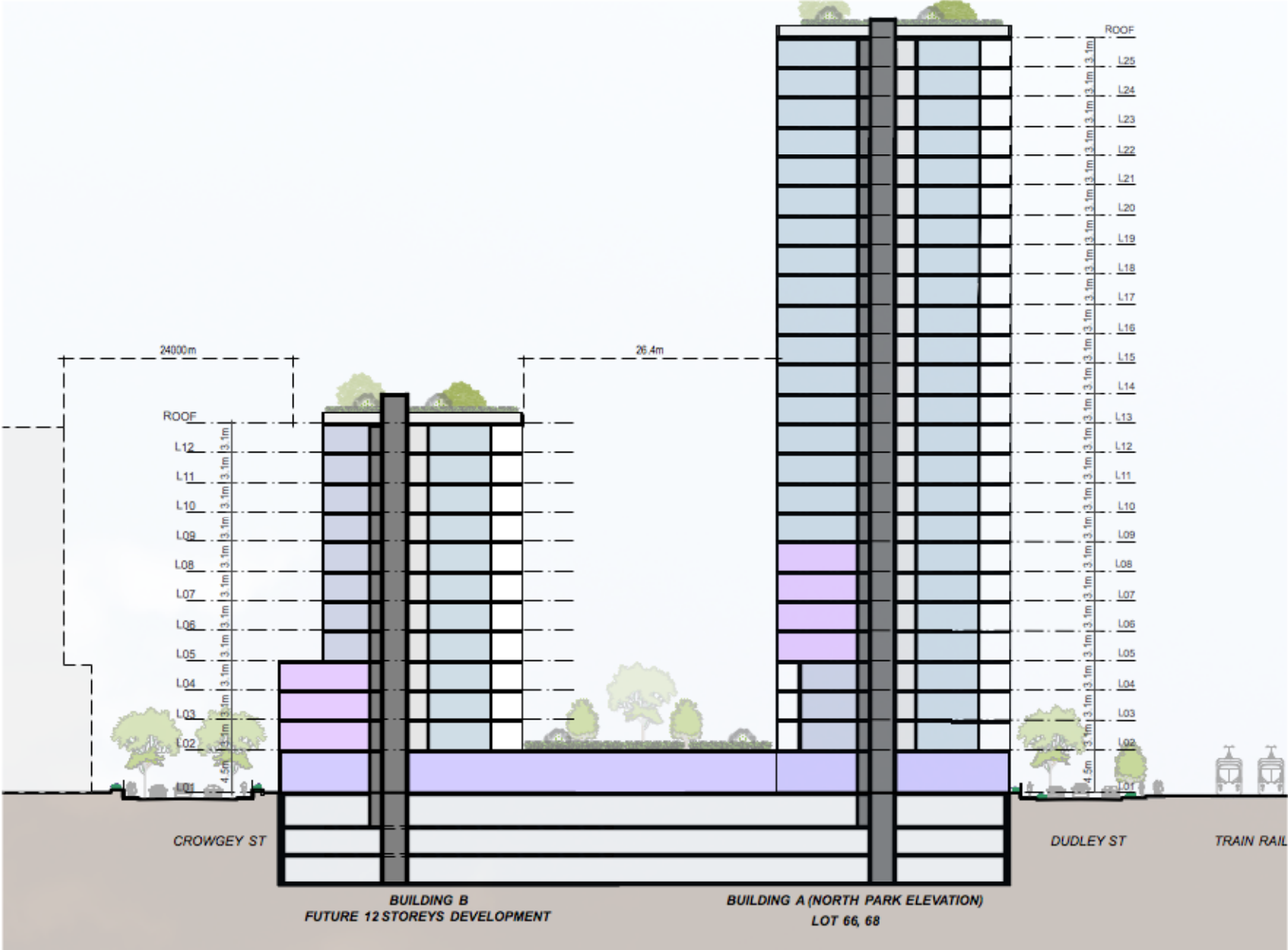




SECTION 01

1:600

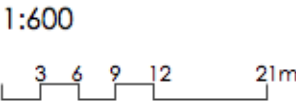


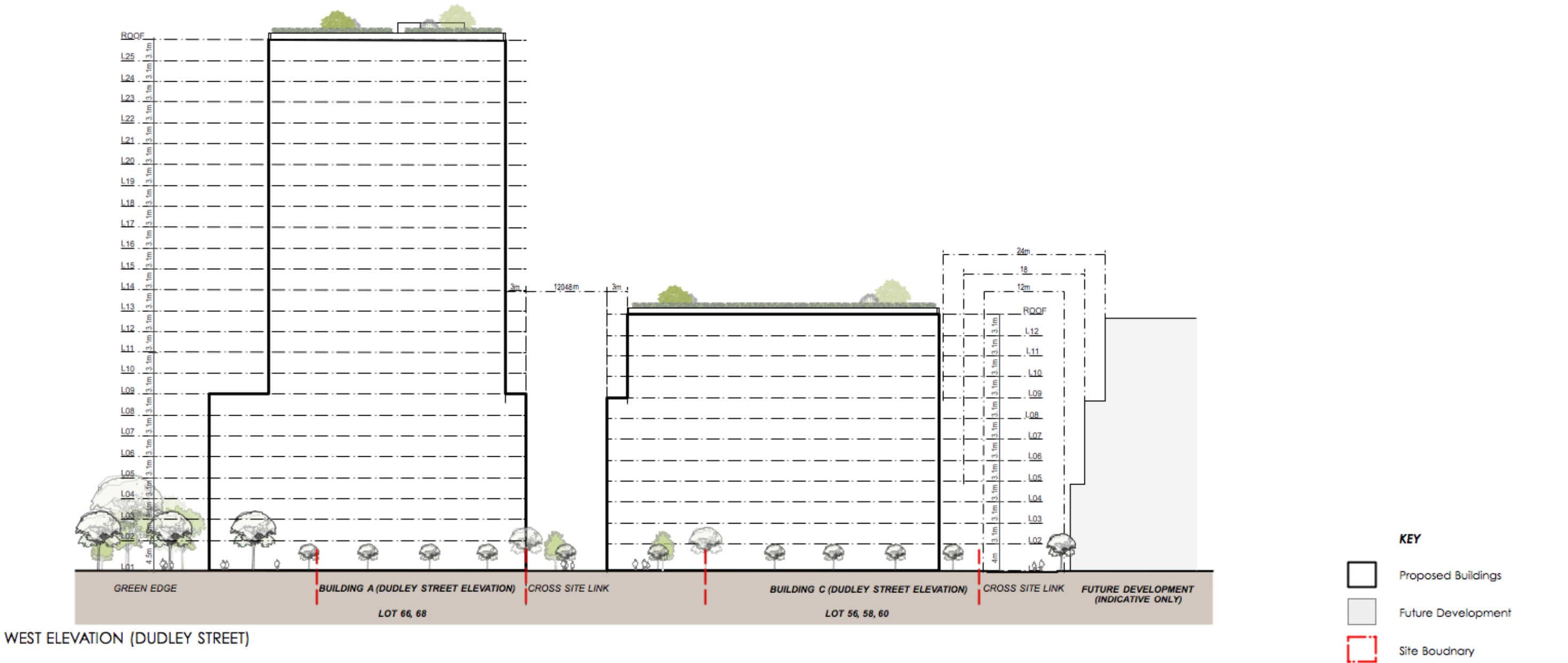


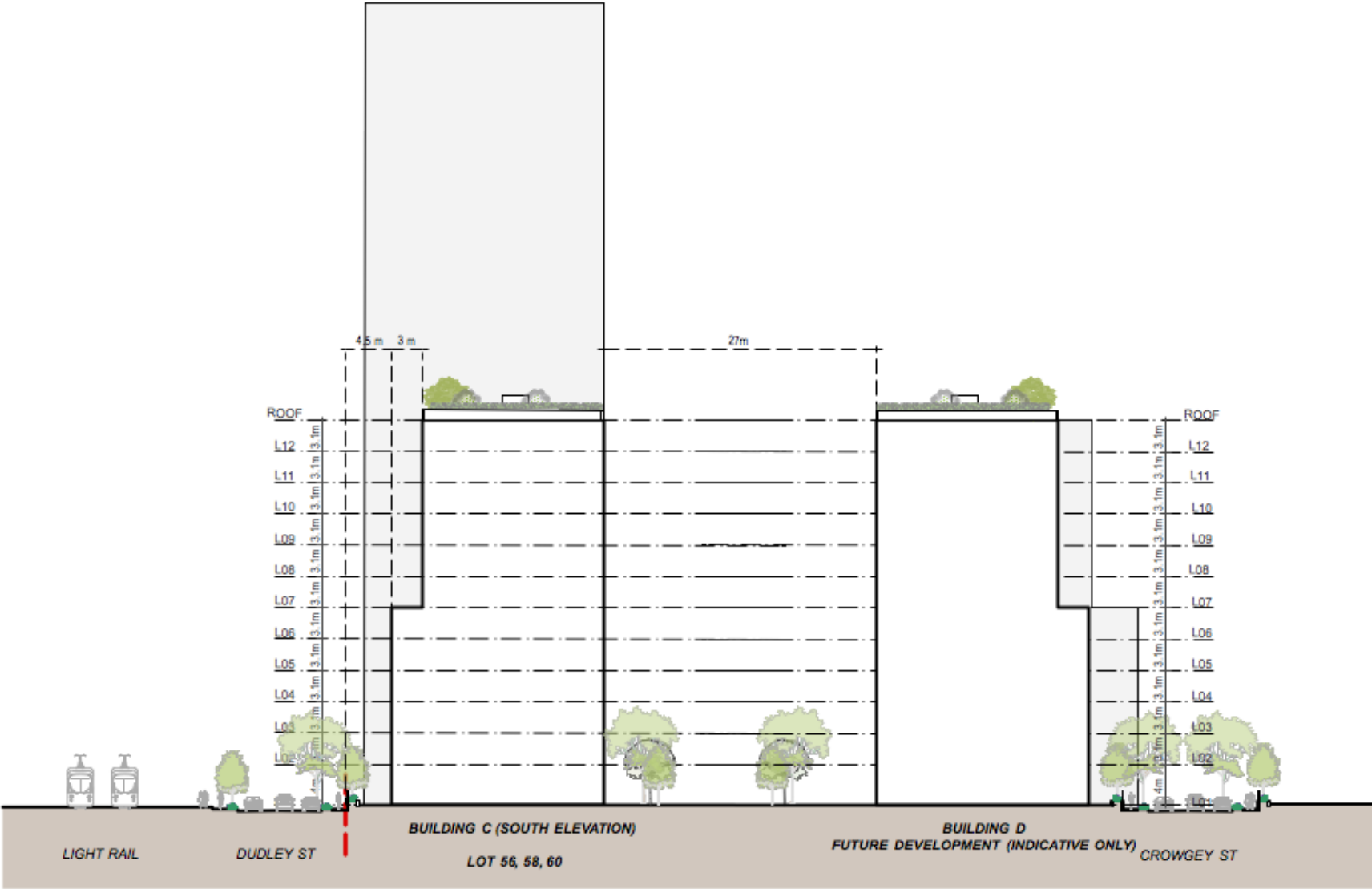
SECTION 02

- KEYS**
- MARKET / RETAIL
 - 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT

NOTE:
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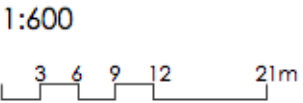




SOUTH ELEVATION (THROUGH SITE LINK)

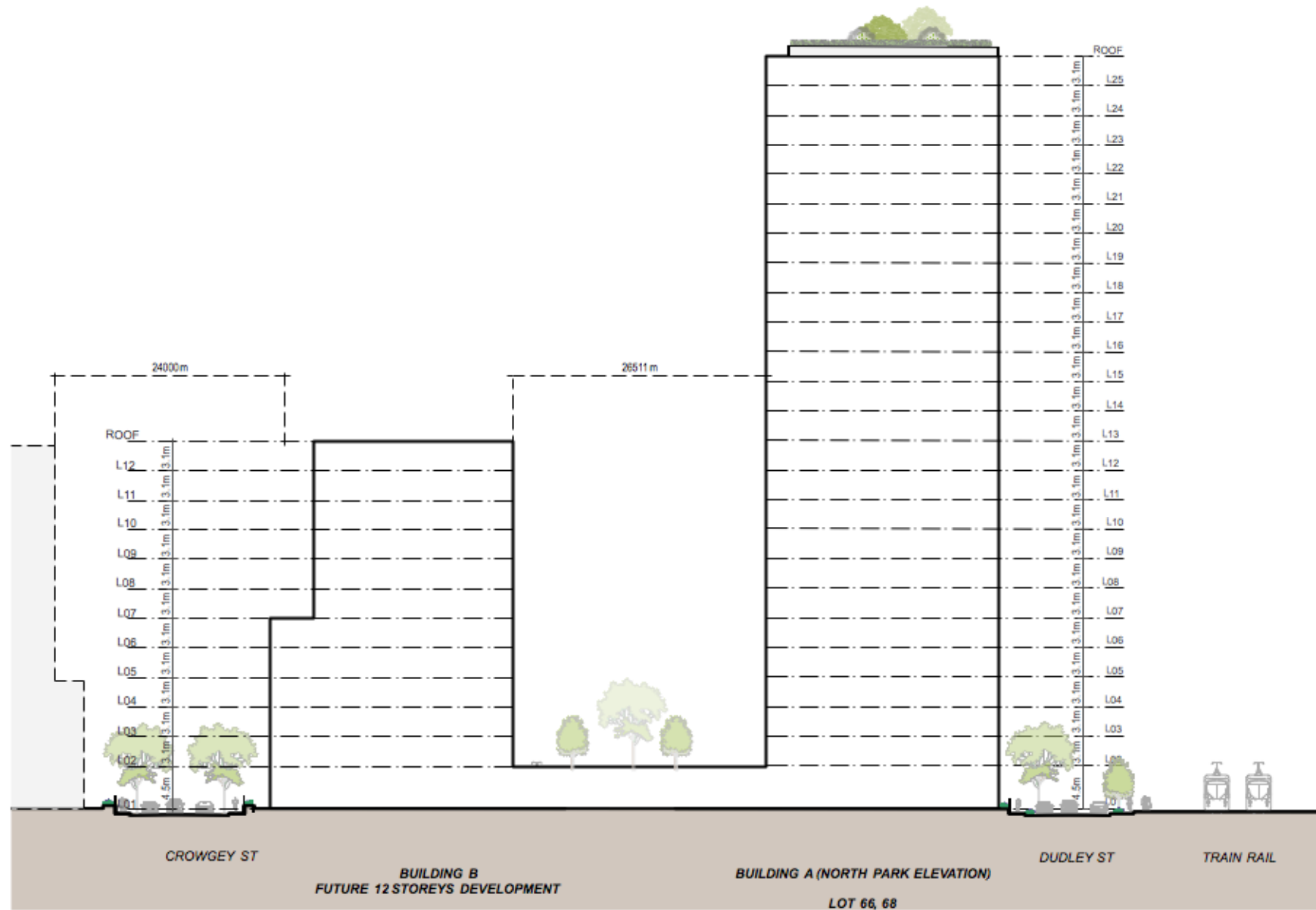
KEY

- Proposed Buildings
- Future Development
- Site Boundary



05 | THE PROPOSAL

ELEVATIONS

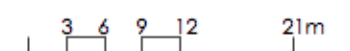


NORTH ELEVATION (FUTURE PARK)

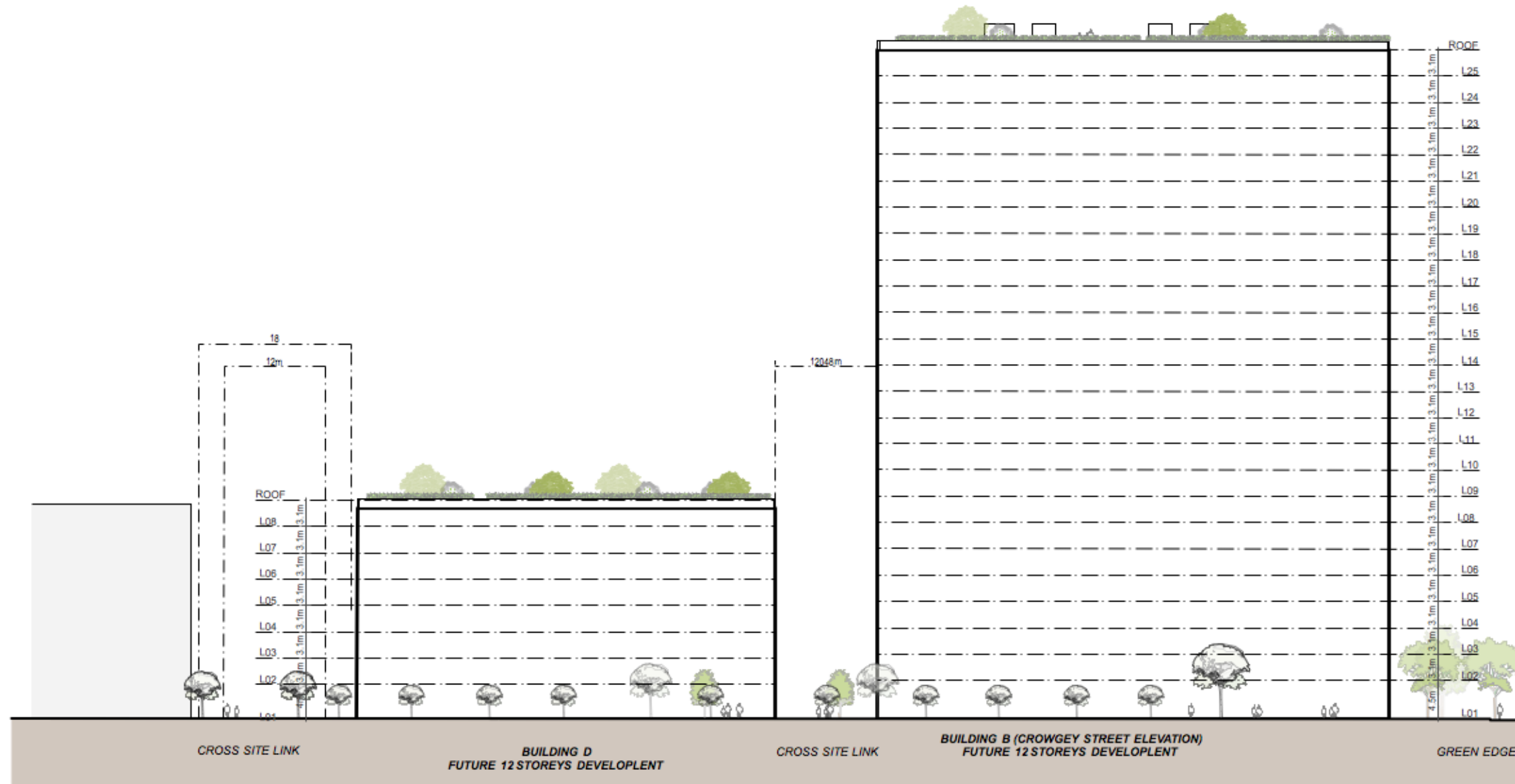
KEY

- Proposed Buildings
- Future Development
- Site Boundary

1:600





05 | THE PROPOSAL ELEVATIONS

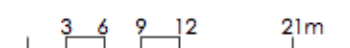


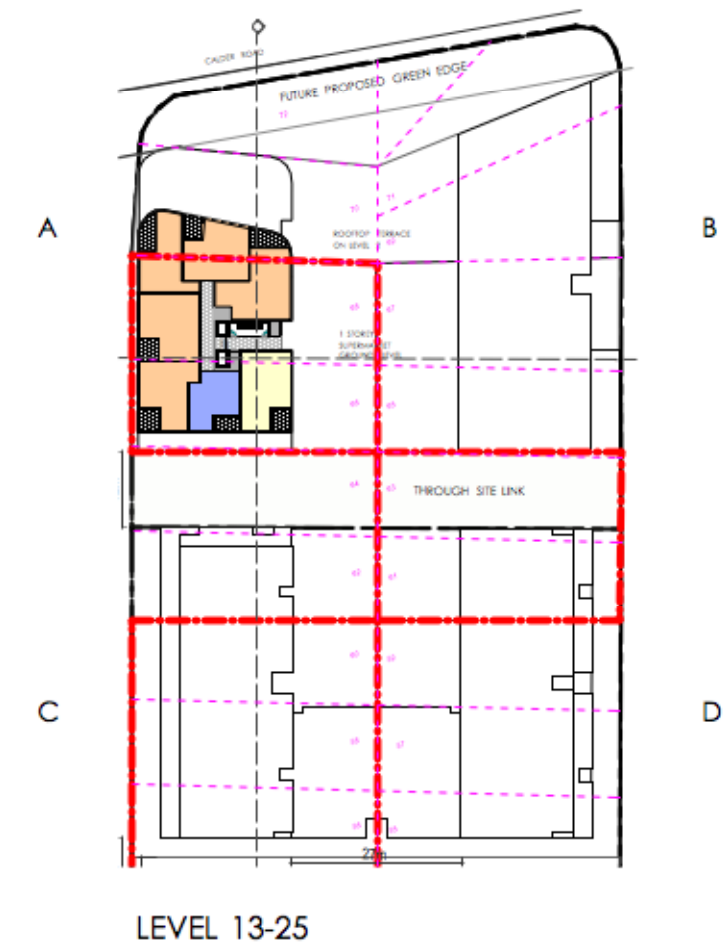
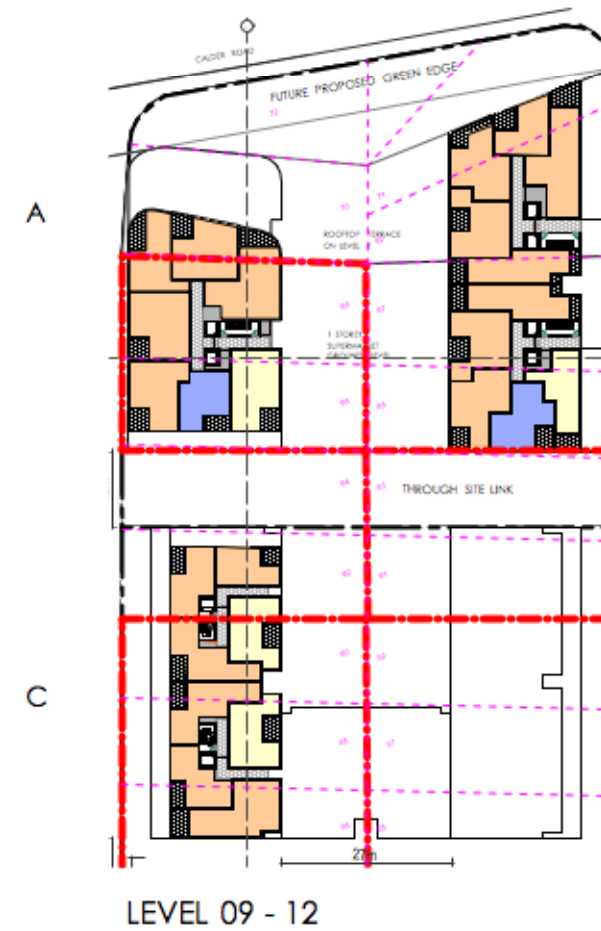
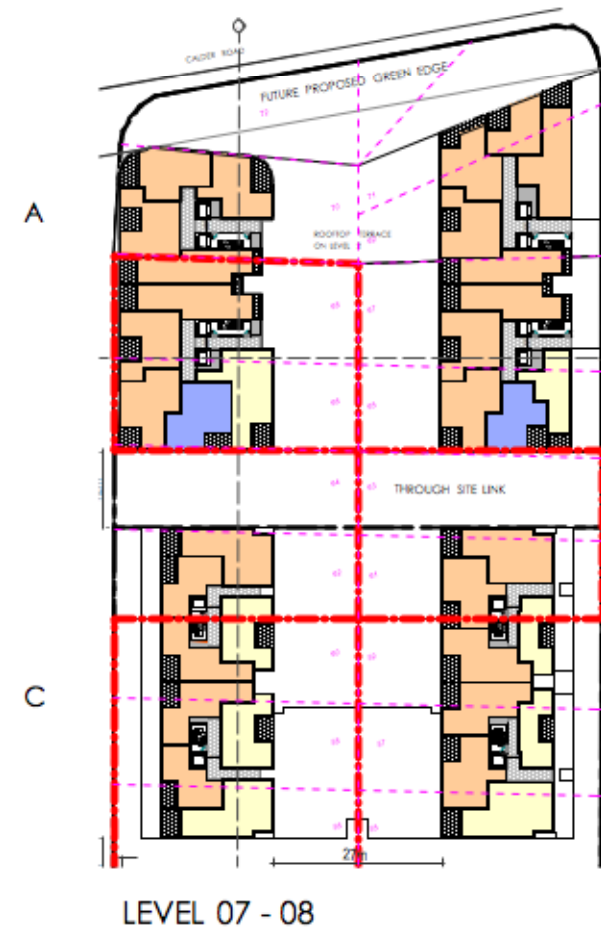
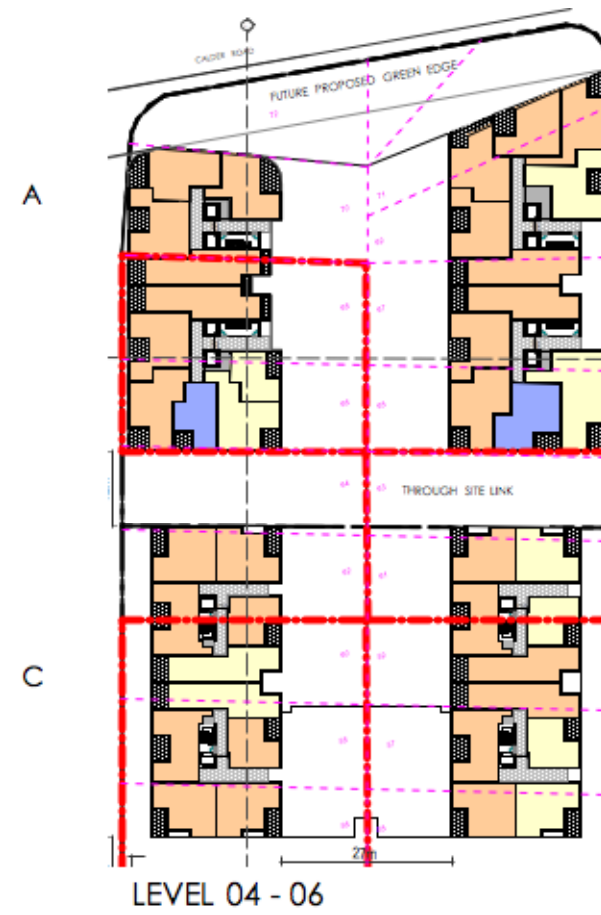
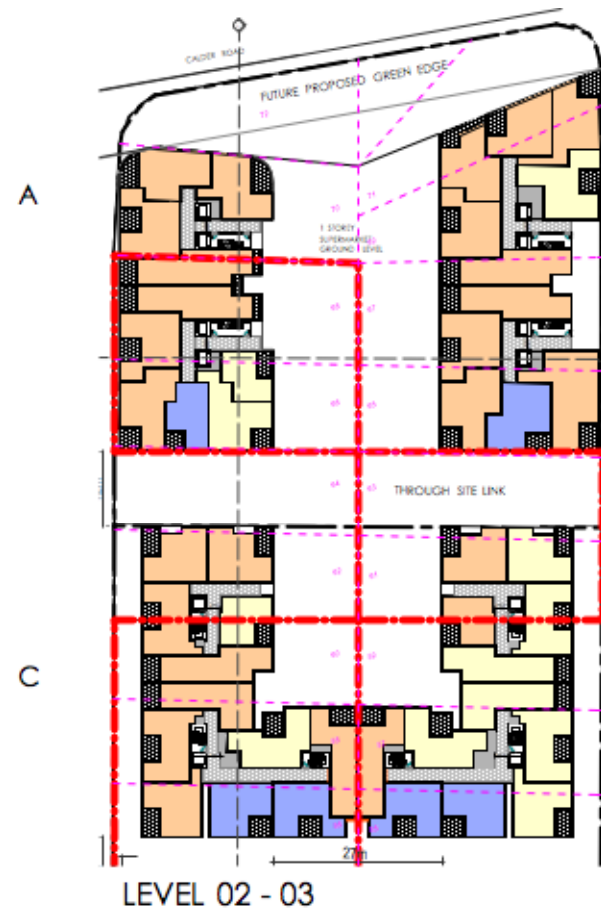
EAST ELEVATION (CROWGEY STREET)

KEY

-  Proposed Buildings
-  Future Development
-  Site Boundary

1:600

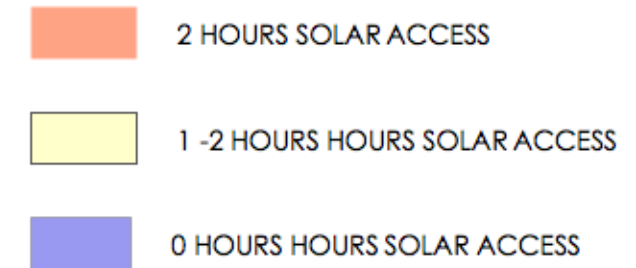




05 THE PROPOSAL

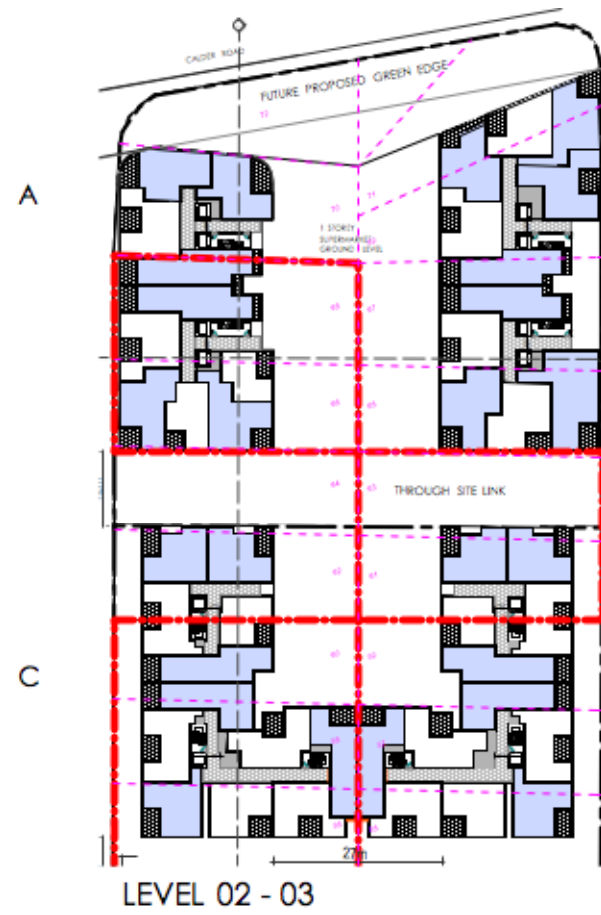
SOLAR

SCALE 1:1000

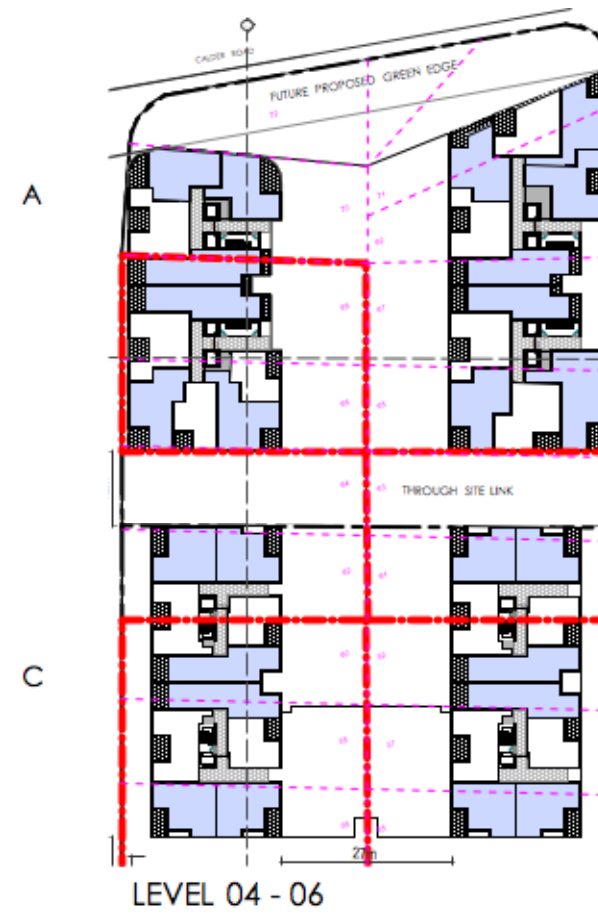


SOLAR ACCESS

| | |
|-----------|----------|
| 2 HOURS | 70 - 75% |
| 1-2 HOURS | 0 - 30% |
| 0 HOURS | 0 - 15% |



B

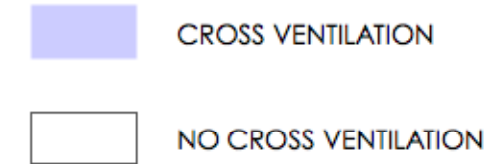


B

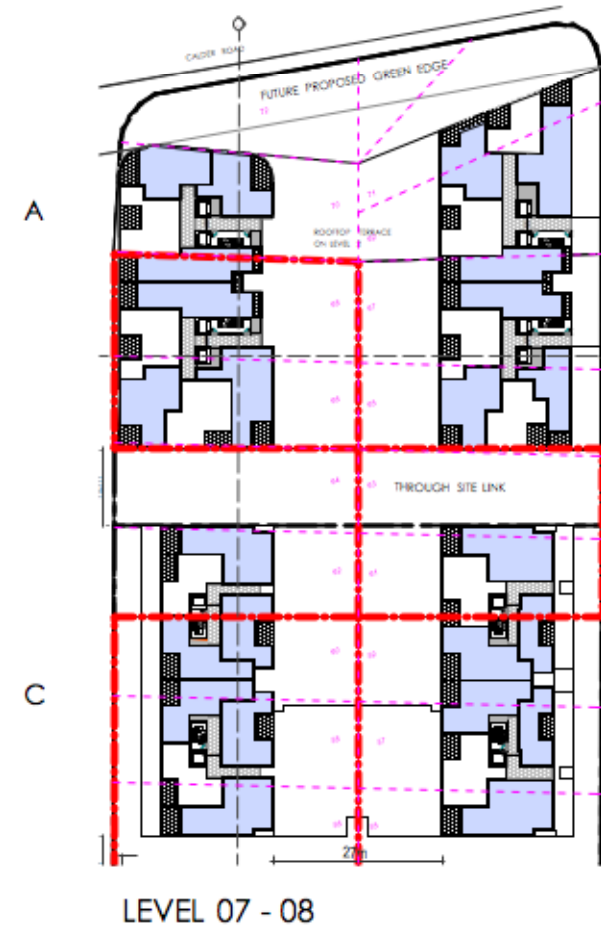
05 THE PROPOSAL

CROSS-VENTILATION

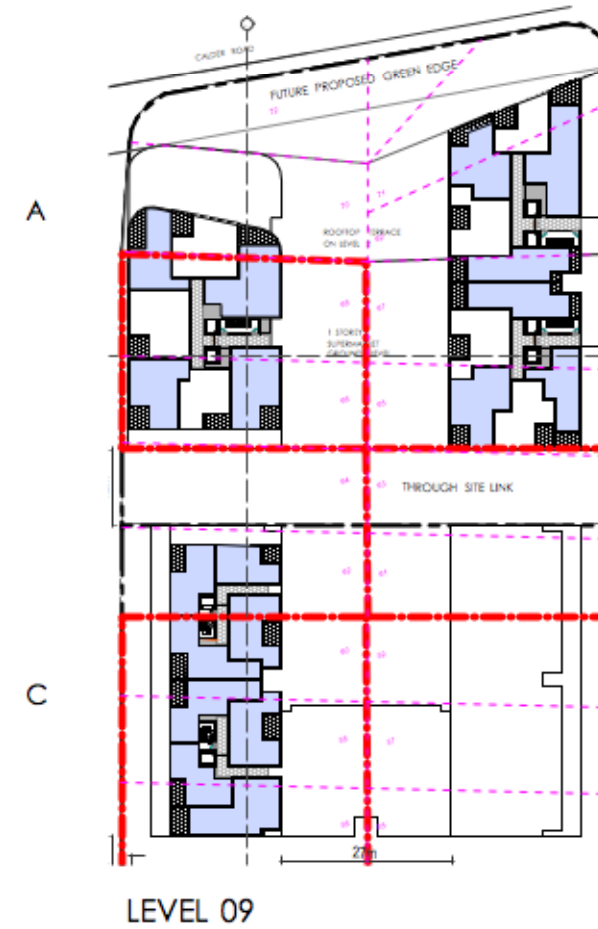
SCALE 1:1000



CROSS VENTILATION
CROSS VENTILATED UNITS 60 - 85%



B





B



05 | THE PROPOSAL

SHADOW TESTING

The overshadowing impacts of the proposed design were tested for the 21st June. The residential area to the north of the site received no overshadowing impact. The majority of the overshadowing occurs across Carlingford Railway Line. The modeling indicates that properties to the south of the railway line still achieve solar access between 9am - 3pm as the shadow moves throughout the day.

-  SUBJECT SITE
-  SHADOW CAST



21st June 9am



21st June 10am



21st June 11am



21st June 12pm

05 | THE PROPOSAL

SHADOW TESTING



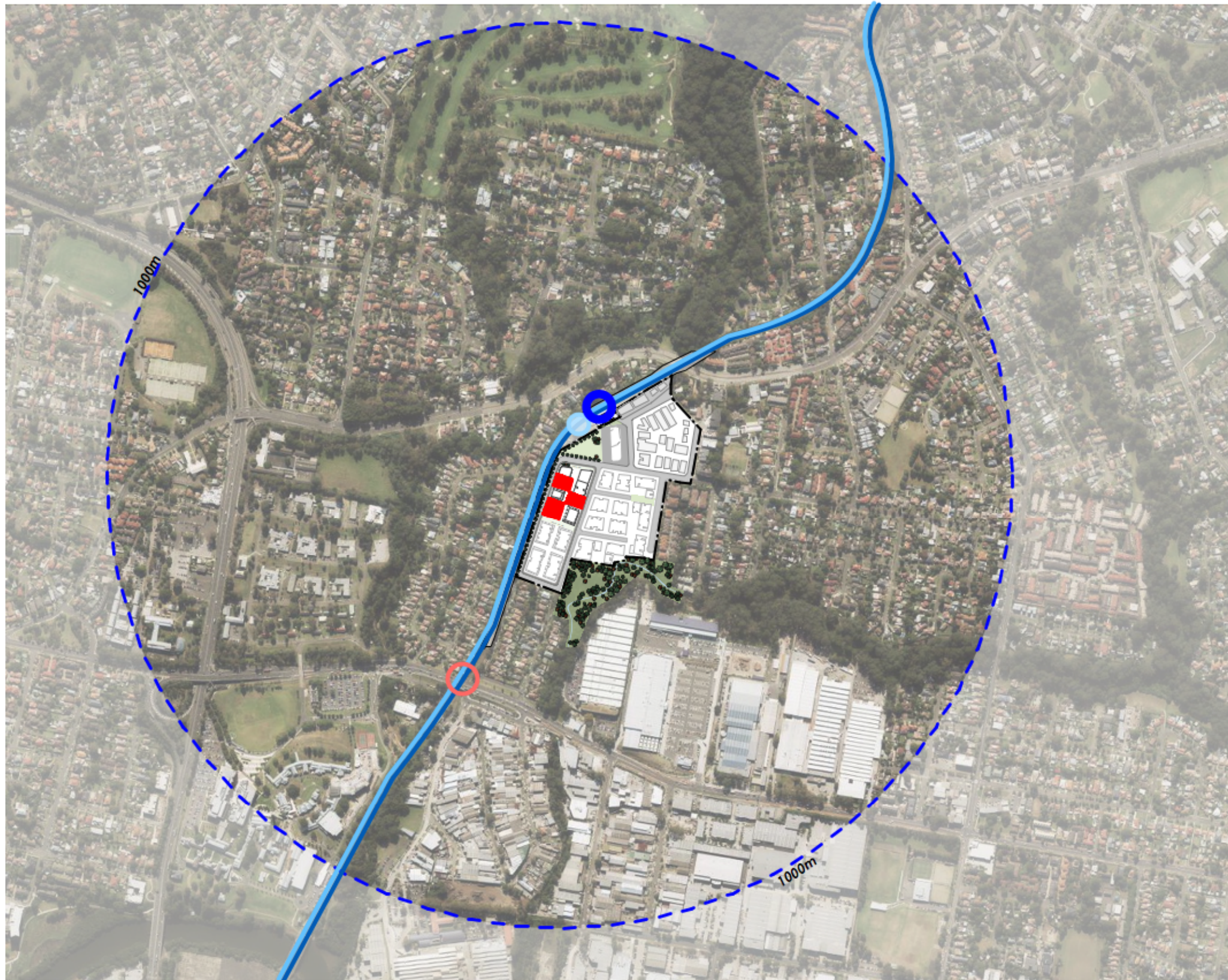
21st June 1pm










21st June 2pm



21st June 3pm



KEY

-  Future Sydney Metro West Station
-  Future Light Rail Line (to replace current Carlingford line)
-  Carlingford Railway Line
-  Dundas Station
-  1km Bike Green Travel Area
-  Acquired Sites
-  Dundas Station Precinct

How riding to work is becoming a pursuit of the wealthy



Matt Wade

1,007 reading now Show comments

SHARE

TWEET

MORE

Australia's band of commuter cyclists is growing.

More than 100,000 people now ride to work after an 8.8 per cent increase between 2011 and 2016, [analysis of the latest census](#) by consultancy firm SGS Economics and Planning shows.

The typical bike commuter is a male, white collar worker who lives four to eight kilometres from the central business district. They also tend to earn significantly more than average.

Melbourne is Australia's ride-to-work capital – it had 29,000 commuter cyclists in 2016, about 27 per cent of the national total. Fitzroy North, Carlton North and Brunswick East were among the suburbs with a big share of bike commuters.



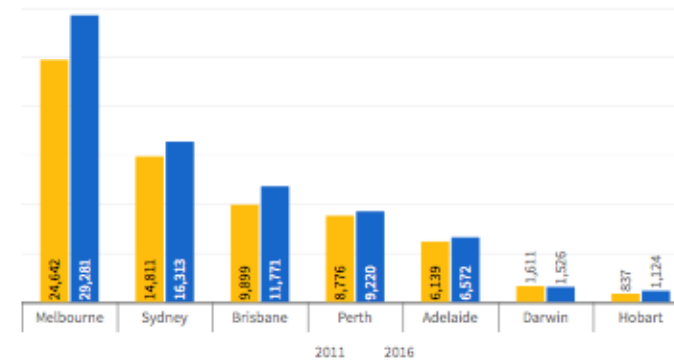
Walkers and riders: a cyclist on a shared path. Photo: Wolter Peeters

In Sydney, a much hillier city, about 16,300 people rode to work in 2016, up from 14,800 five years earlier.

Randwick in the city's east had the largest number of commuter cyclists followed by Newtown, Marrickville, Redfern and Waterloo.

More people are also riding to work in Brisbane – commuter cycling jumped there by almost a fifth between 2011 and 2016.

Rider numbers in metropolitan areas



4–8km

Average person riding to work lives close to the city



\$\$\$

Cyclists riding to work are more likely to earn an income well above the Australian median

Source: Third Space: Increased bicycle ridership in Australian cities

But the ride-to-work boom has not been uniform – ridership has declined in most regional areas.

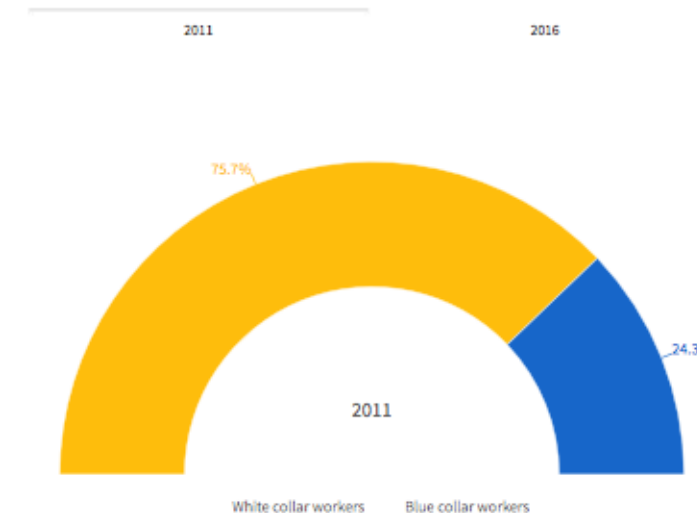
A striking attribute of bike commuters is their high incomes. Over a quarter of those who ride to work earned \$104,000 or more each year. In Sydney, the share is over a third.

Armando Mazzei, an urban planner with SGS Economics and Planning who undertook the analysis, said cycling to work is an increasingly elite pursuit.

"It seems like riding is the new golf," he said.

"Those who cycle to work tend to be in an eight kilometre radius of the CBD and that land is occupied by the most privileged people. This is a sad part of the story – it has become an exclusive activity. Not everyone has the opportunity to do it."

Occupation of Sydney cyclists



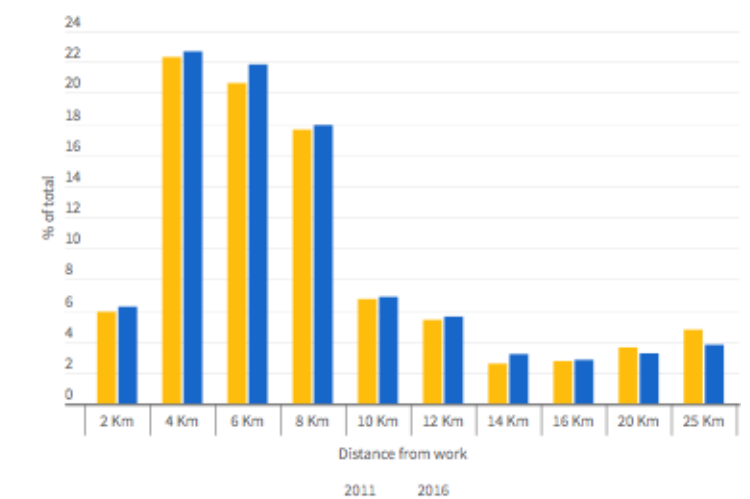
The report also shows white collar workers are far more likely to ride to work than blue collar workers.

"Relative to blue collar workers, white collar workers generally also have a reduced need for a vehicle as a part of their work, for example to carry tools or equipment, or to travel long distances or to varying locations," it said.

Mr Mazzei said traffic congestion and overcrowding on public transport had contributed to the increase in bike commuters. Suburbs with less developed public transport also tended to have more bicycle commuters.

The analysis revealed a steep decline in the prevalence of bike commuting beyond eight kilometres from the CBD of big cities.

Distance cycled to work by Sydneysiders



Source: Third Space: Increased bicycle ridership in Australian cities

"Better bicycle infrastructure is also found in central and inner city suburbs, as well as a lower availability of vehicle parking," the report said.

Even so, there is "evidence of ridership activity in middle and outer suburbs" pointing to a growing interest in bike commuting outside of inner-city areas.

"With better investment into suitable and well-aligned bicycle infrastructure in suburban areas, this interest can be leveraged to ensure the benefits of ridership can be more evenly spread across our cities," it said.

The report also drew attention to the environmental and health benefits of commuter cycling.

"An increase in ridership among inner city workers is particularly significant given the sedentary nature of many white collar jobs," it said.



APPENDIX