

GIBBONS PLACE

44-78 ROSEHILL ST, REDFERN

**PLANNING PROPOSAL
URBAN DESIGN REPORT**
APRIL 2018

PREPARED FOR: Redfern Rosehill PTY LTD.

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EXECUTIVE SUMMARY

CONTEXT OF GIBBONS PLACE

STRATEGIC CONTEXT & REZONING RATIONALE

Gibbons Place will be part of a new phase in the transformation of Redfern and Waterloo into a dynamic, transit-orientated precinct positively contributing to the City of Sydney's role as a global city. It will mark the entry to the City from the south and be recognised as a new model for integrating "affordable" business and housing to create added-value. Its proposed scale is comparable with approved and / or built projects in the area. Gibbons Place will foster a culture of entrepreneurship and start-ups envisaged as essential ingredients for the City's Innovation Corridor, particularly in close proximity to the Waterloo Metro, upgraded Redfern Station and anchor institutions (e.g. Australian Technology Park and Sydney University). The existing B4 Zoning of the site supports the vision Gibbons Place.

The vision for Gibbons Place and rationale for rezoning is supported by a variety of Government policy:

1. Greater Sydney Commission Greater Sydney Region Plan and Draft Eastern District Plan
2. NSW Department of Planning Draft Infrastructure & Land Use Plan for Botany Rd
3. Urban Growth NSW Central to Eveleigh Transformation Strategy, and
4. Waterloo Urban Renewal Project
5. City of Sydney Policy's including:
 - Sustainable Sydney 2030
 - Public Art Policy
 - Economic Development Strategy
 - Fine Grain - Sydney Lanes
 - Cycle Strategy and Action Plan
 - Walking Strategy and Action Plan
6. Government Architect Policy's, including:
 - Greener Places NSW
 - Better Placed NSW
 - Sydney Green Grid Spatial Framework

Refer to the Key Policy Merit analysis within Introduction for a more detailed summary of key policy's.

LOCAL CONTEXT & CREATING BETTER PLACES

In preparing the Planning Proposal, the City of Sydney identified a range of design matters to be considered:

1. Solar amenity to existing residential development;
2. Solar amenity to key public open space;
3. Building separation and other key controls under the Apartment Design Guide;
4. Noise attenuation given proximity to Botany Rd;
5. Wind mitigation to create a comfortable micro-climate for people on the street.

In addition, the project team has considered the design principles outlined in the NSW Government Architect's Better Place Policy as relevant. At this stage of the rezoning process, Gibbons Place is considered a model for design excellence.

Negotiating a complex site, the design for Gibbons Place demonstrates one way to successfully address the design matters raised by the City and deliver upon the design principles of Better Place. Gibbons Place optimises the above and other influences to create a network of fine-grain people places including active lanes and new plazas with two slender, stepped towers contributing to an interesting skyline. The tallest tower reaches a maximum height of 30 storeys and overall proposed FSR of 10.4:1.

INTRODUCTION

STRATEGIC VISION & DESIGN PRINCIPLES

GIBBONS PLACE: PART OF REDFERN & WATERLOO'S TRANSFORMATION STORY

Gibbons Place has been considered a key part of Australia's most dynamic innovation precinct, being land within a five-to ten minute walk from Redfern Station to Waterloo Metro (under construction). Complementing existing higher density projects already built within the area, Gibbons Place with its finer-grain mixed-use base and slender towers preserving view cones through the City will be an important part of the next phase of the areas transformation. Creating a context responsive envelope and human scale environment has been considered at all stages of the preliminary design concepts to support the Planning Proposal. The outline for Gibbons Place is shown within the context of the Redfern TOD in order to highlight its contribution to the TOD precinct, skyline and existing cluster of high density, mixed use development.



Existing view east from Redfern Station towards the Redfern + Waterloo Transformation Precinct.



Gibbons Place creates a landmark, forming part of the southern gateway into the City.



Gibbons Place is a 2,544sqm site located at 44-78 Rosehill Street, Redfern.

It will be part of a new phase in the transformation of the Redfern-to-Waterloo transit and innovation precinct into a thriving place for people. Gibbons Place will be a new model for affordable housing and business, forming a key gateway into the City of Sydney.

With the site bound by streets on most sides (Rosehill Street, Margaret Street, Cornwallis Lane) and fronting a public park (Gibbons Street Reserve), the vision for Gibbons Place seeks to positively contribute to the sustainability and place aspirations of the City. The design optimises the site's dimensions and orientation, whilst ensuring appropriate amenity to the surrounding neighbourhood.

Gibbons Place divides the site into two, mixed-use buildings composed of intimately scaled public plazas and active lanes for working, shopping and leisure. Public art builds on local history and stories and contributes to local identity. Above the street level, two slender buildings with stepped built form contribute to the skyline. The responsive building envelope provides appropriate transitions, solar amenity and streetscape experience from the site's surrounds. This proposal will be the catalyst for future development in this part of Redfern.

Following detailed contextual analysis and place-led design process, the proposal supports an FSR of 10.4:1 and range of heights from 17 - 30 storeys to maximum height of 99.6m.

On behalf of Redfern Rosehill Pty Ltd, this submission outlines the shared vision for Gibbons Place. Gibbons Place will foster sustainability, creativity, diversify land uses and housing supply, and benefit the local economies and the wider community.

In doing so, Gibbons Place will have a positive transformative impact in Redfern.





VISION HIGHLIGHTS

INTEGRATED “AFFORDABLE” BUSINESS & HOUSING MODEL

Inspired by its unique site context, Gibbons Place aims to be a model for integrating “affordable” business and housing into a new urban typology.

Balancing the City of Sydney’s strategic goals for affordable housing and creative industries, Gibbons Place provides 5% affordable housing and 813sqm affordable business space. Both will positively contribute to the economic and social performance of the City over the next decade.



CREATING BETTER PLACES: ACTIVE LANES AND PLAZAS

The precedent to widen the existing rear lane and enable a thru-site link will increase improve and activate the public realm, creating a destination and community gathering spaces. A distinctive and creative character which builds upon the existing Redfern Town Centre, can be expressed by encouraging jobs and promote economic growth, retail be complementary and engaging and events are diverse and creative. All this amongst a dynamic, vibrant public realm.

OPTIMISING INVESTMENT ON TRANSIT INFRASTRUCTURE

Significant public investment to improve Redfern Station and build Waterloo Metro results in Gibbons Place being located within one of the most connected, accessible and ‘transit-rich’ places in the world. With its focus on promoting people who walk, cycle and use public transport, Gibbons Place acknowledges its potential to assist the City of Sydney deliver upon key sustainability targets.

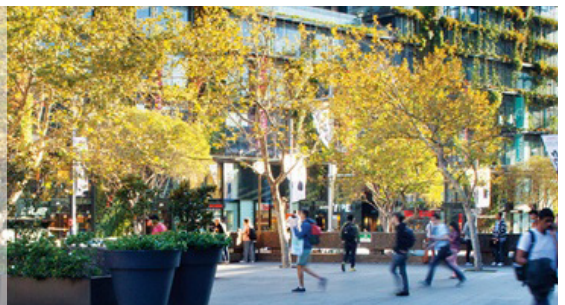


CREATING OPPORTUNITIES FOR STARTUP BUSINESSES

Strategically located in an area surrounded by a variety of industries and educational institutions (ATP, UTS & University of Sydney), there are significant opportunities for supportive, knowledge based startup businesses to be located on site and within close proximity to the larger establishments.

CONSIDERING THE PHYSICAL AND SOCIAL ENVIRONMENT

Respond to economic, social and climatic changes and challenges, in ways which benefit quality of life and environment, reducing demand on energy consumption and creating happy, healthy and active lifestyles. By harnessing sustainable design techniques, Gibbons Place and the public realm, will enrich the community and user experience.





WHAT WE'RE ASKING FOR:

FSR: **10.40**

HEIGHT: **99.6 M**

KEY POLICY MERIT

URBAN TRANSFORMATION STRATEGY (2016)

The Strategy sets the framework for gradual transformation— a blending of what is great about the area with new jobs, homes and people. The Strategy summarises and tells the story of several years of engagement with stakeholders, including government partners, and invaluable input from the City of Sydney, the community and technical specialists, who have all provided analysis and advice.

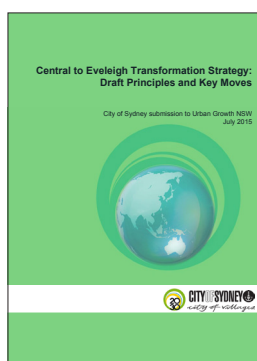


RELEVANCE:

This Urban Transformation Strategy provides the framework for further consideration of land use and rezoning as part of detailed Master Planning activities. It is considered to be a framework for local precinct planning, working with the Greater Sydney Commission to ensure that the Strategy is reflected in the final Central District Plan. Furthermore, it is considered that the Gibbons Place proposal is consistent with Urban Transformation Strategy.

CENTRAL TO EVELEIGH TRANSFORMATION STRATEGY: DRAFT PRINCIPLES AND KEY MOVES (2015)

This submission responds to UrbanGrowth NSW (UGNSW) consultation called the Central to Eveleigh Transformation Strategy for the Central to Eveleigh corridor. The corridor has high strategic value being located at the southern end of Central Sydney – the heart of Global Sydney – which is surrounded by employment, education, creative industry clusters and contains significant rail and adjoining arterial road infrastructure.



RELEVANCE:

This Strategy responds to the vision, draft principles and key moves and makes recommendations to align the vision for the corridor with the City's vision for Sustainable Sydney 2030 and ensure the principles and key moves will be delivered within that vision. It is considered that the Gibbons Place proposal is consistent with Transformation Strategy.

SUSTAINABLE SYDNEY 2030 COMMUNITY STRATEGIC PLAN (2013)

Adopted in 2008, following community consultation, Sustainable Sydney 2030 provided the City of Sydney with a strategic plan underpinned by a visionary approach focused on sustainability. It has now been updated and placed within the framework of the NSW Integrated Planning and Reporting legislation, as explained elsewhere in the document.



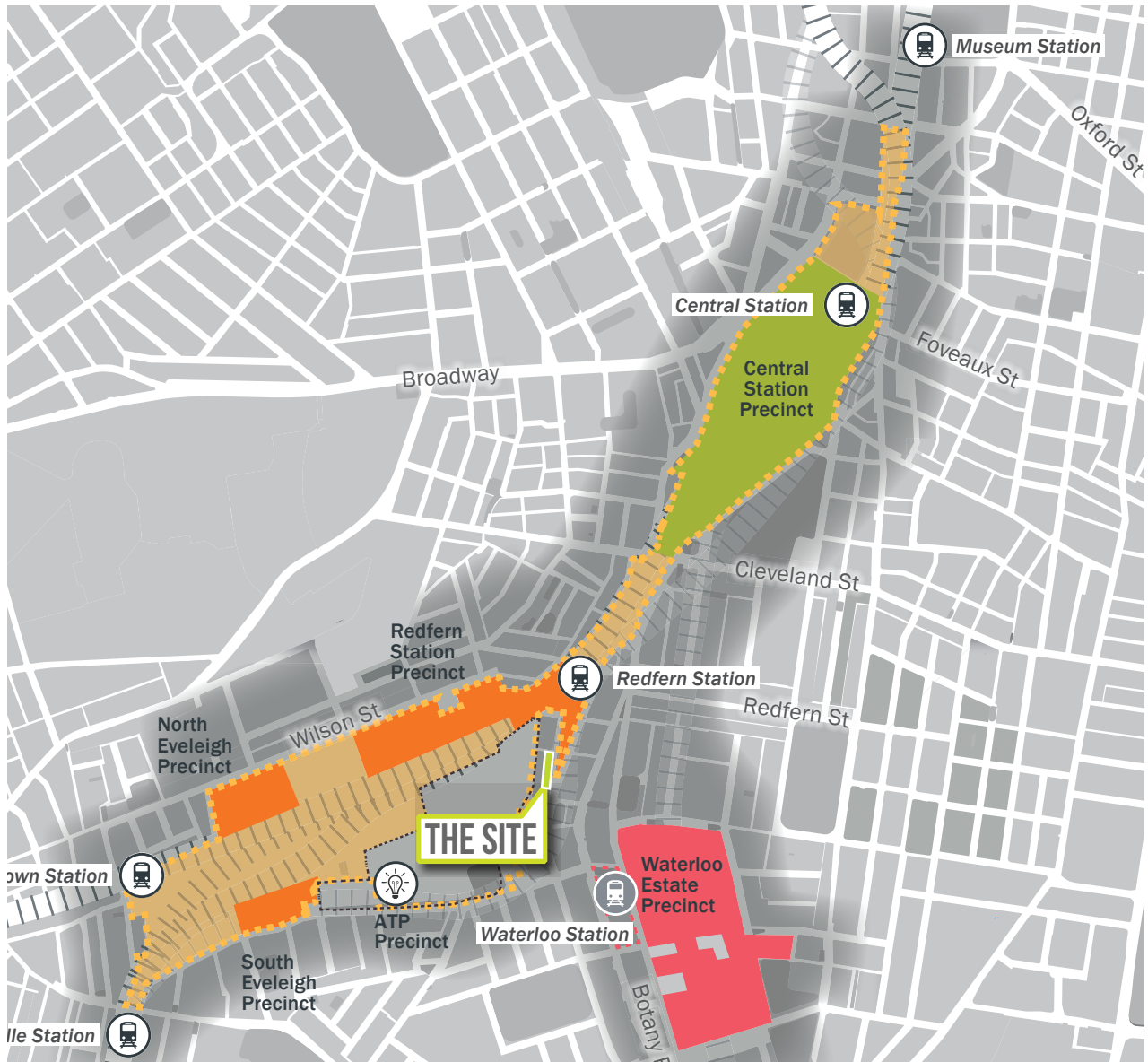
RELEVANCE:

Sustainable Sydney 2030 expresses the City's and community's vision and commitment to a green, global, and connected city by 2030. Gibbons Place is consistent with the Policy, aligning with the key goals:

- Green with modest environmental impact, green with trees, parks, gardens and linked open spaces, green by example and green by reputation.
- Global in economic orientation, global in links and knowledge exchange, global and open-minded in outlook and attitude.
- Connected physically by walking, cycling and high quality public transport.
- Connected 'virtually' by world-class telecommunications,
- Connected communities through a sense of belonging and social well being, and connected to other spheres of government and to those with an interest in the City.

THE STRATEGY OUTLINES A VISION OF HOW THE CENTRAL TO EVELEIGH AREA CAN CONTRIBUTE TO A GROWING SYDNEY

OUR SITE LIES AT A CRITICAL JUNCTION BETWEEN REDFERN STATION AND ATP PRECINCT



THE OPPORTUNITY

Central to Eveleigh (2015) leads the way for urban transformation in Sydney and envisions a contemporary global city. A city of smaller dwellings, shared spaces and bigger lifestyles; of old and new development; of local living connected to cultural opportunities near and far; and a city of shorter distances between work and home, services and recreation, education and learning.

KEY POLICY MERIT

NSW STATE PRIORITIES (2015)

Eighteen (18) state priorities are being actioned by the NSW Government to make this state of ours even better. The priorities have been categorised under the following headings:

- Strong budget and economy
- Building infrastructure
- Protecting the vulnerable
- Better services
- Safer communities



RELEVANCE:

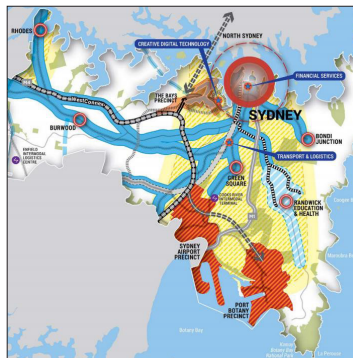
The proposed future provision of high density mixed use development on the site would achieve a number of priorities:

- *Improving Road Travel Reliability*
- *Increasing housing Supply*

Thus, it is considered that the Gibbons Place proposal is consistent with the New South Wales State Priorities as the proposal encourages people to move around the City with ease owing to the proximity to transport hubs, provides immediate access to employment, educational and community establishments as well as any other services to meet day-to-day needs of the community.

A PLAN FOR GROWING SYDNEY (2014)

A Plan for Growing Sydney presents a strategy for accommodating Sydney's future population growth. It balances the need for more housing, but also cultivates the creation of strong and resilient communities within a highly liveable city whilst protecting the natural environment and biodiversity. A Plan for Growing Sydney will provide a framework for strengthening the global competitiveness of Sydney, in order to facilitate strong investment and jobs growth.



RELEVANCE:

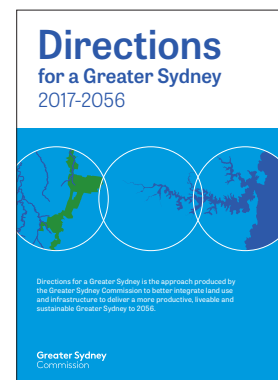
The provision of mixed use development, additional building height and additional FSR on the site would align with the strategic directions of the Plan through the provision of new jobs and housing within the Sydney Rapid Transit corridor, which has been designated for urban renewal. High density mixed use development on the site would similarly complement the evolving knowledge hub within Australian Technology Park and the expansion of the CBD into the Central to Eveleigh Corridor. It is considered that the Gibbons Place proposal is consistent with The Plan for Growing Sydney.

DIRECTIONS FOR A GREATER SYDNEY 2017-2056 (2016)

Directions for a Greater Sydney outlines a set of common guiding principles that will help navigate the future of Greater Sydney and ensure it is a great place to live, for us and future generations.

The ten (10) key directions include:

- A city supported by infrastructure
- A city for people
- Housing the city
- A city of great places
- Jobs and skills for the city
- A well connected city
- A city in its landscape
- An efficient city
- A resilient city

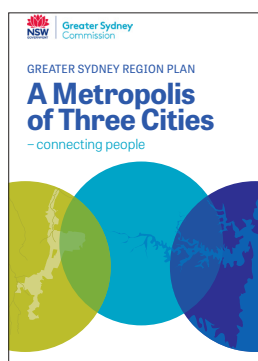


RELEVANCE:

Through providing new housing and jobs in a vibrant mixed use environment that is supported by public transport and other key infrastructure, the proposal would assist in creating a community for people. The site would become a great place to live, work and socialise, being defined by design excellence, high quality public spaces, opportunities for planned and spontaneous social interaction, walkability and innovation. It is considered that the Gibbons Place proposal is consistent with Directions for a Greater Sydney.

DRAFT GREATER SYDNEY REGIONAL PLAN - A METROPOLIS OF THREE CITIES (2018)

The Plan outlines a vision for Sydney to 2056, defined by three (3) cities; the Western Parkland City, the Central River City, and the Eastern Harbour City. The Plan seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through infrastructure investment and coordinated transport and land use planning.

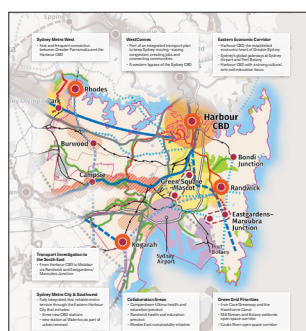


RELEVANCE:

In accordance with the identification of Redfern as part of the Central to Eveleigh urban renewal corridor designated for additional office development and housing delivery in conjunction with infrastructure development and jobs, the subject site presents opportunity for new development that contributes to the required jobs and housing growth. As well as adhering to the designation of Redfern within an urban renewal corridor, commercial premises and residential accommodation on the subject site would contribute to the creation of the 30 minute city owing to the immediate proximity of the site to jobs, services and transport infrastructure. It is considered that the Gibbons Place proposal is consistent with the Greater Sydney Region Plan.

DRAFT EASTERN CITY DISTRICT PLAN (2017)

The draft Eastern City District Plan has been designed to provide a 'bridge' between regional and local level planning, and assist in the implementation of strategic envisioning.. The Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability. The priorities and actions relevant to proposed development are discussed.

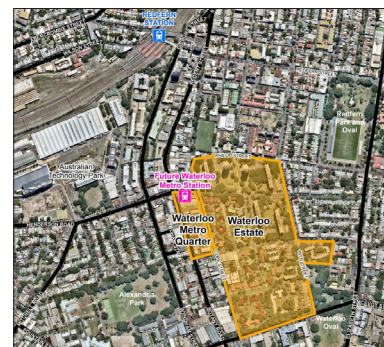


RELEVANCE:

In accordance with the District Plan's conceptualisation of innovation corridors, the proposed mixed use development would deliver a range of affordable and flexible office spaces in a highly amenable and walkable precinct serviced by major public transport infrastructure. The co-location of new and diverse housing within mixed use development would integrate with the Plan's vision for the Innovation Corridor, and contribute to a vibrant working and living environment at all times of the day and night. Furthermore, it is considered that the Gibbons Place proposal is consistent with Eastern City District Plan

WATERLOO URBAN RENEWAL PROJECT

The NSW Government's urban renewal program for Waterloo focuses on the delivery of new housing, shops, major transport services, community facilities and open spaces, across a 20ha precinct. Social housing within the Waterloo Estate will be redeveloped, as will be the Waterloo Metro Quarter. Masterplans for the Waterloo Estate will be integrated with master planning for the Metro Quarter (currently being undertaken by UrbanGrowth NSW).



RELEVANCE:

The subject site has been excluded from the investigation area, but is nonetheless considered to pose significant opportunity to catalyse the transformation of land that is so strategically-placed between Waterloo station and Redfern station. It is considered that Gibbons Place is in line with the future vision for the adjacent Waterloo Transformation Zone.

KEY POLICY MERIT

CITY OF SYDNEY ECONOMIC DEVELOPMENT STRATEGY

The City of Sydney's Economic Development Strategy supports strengthening clusters of employment hubs such as Creative Industry, Education and Knowledge Industry and Digital Industries hubs around Chippendale-Camperdown, Surry Hills and The Australian Technology Park.



RELEVANCE:

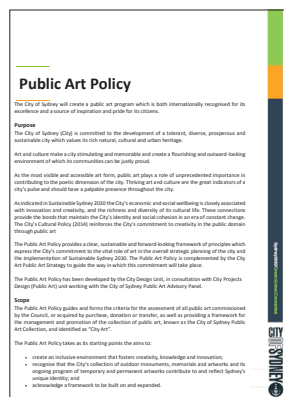
The subject site located within the Digital Industries Cluster and benefits from excellent connectivity and is well positioned to contribute to emerging Creative Industry, Education and Knowledge Industry and Digital Industry clusters on the edge of the CBD.

By providing affordable or flexible floor space, the site may remain attractive to small-medium enterprises and business start-ups. Accordingly, the Planning Proposal has adequately considered social and economic factors. It is considered that the Gibbons Place Proposal would make a positive contribution to the Economic Development Strategy.

CITY OF SYDNEY PUBLIC ART POLICY

The City Art Public Art Strategy is the implementation plan for the Public Art Policy, and guides the City in the creation of new public art works and programs. The Strategy builds on the legacy of the past, while responding to new ideas about art, storytelling, interpretation and cultural expression.

The Strategy identifies a series of opportunities and approaches to providing public art ranging from community based local works in village centres, to iconic new major art projects attracting business and visitors to Sydney that recognise the City's role as a champion of culture.



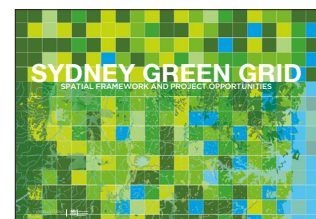
RELEVANCE:

A public art strategy has been prepared for Gibbons Place aiming to:

- Provide a high level site and contextual spatial analysis
- Establish a Curatorial Vision and themes to guide the conceptual approach for potential public artworks
- Identify potential Artwork Opportunities detailing the artwork form and materiality, location, role and function and key collaborators
- Provide an implementation plan with methodology, program, maintenance and sustainability

SYDNEY GREEN GRID SPATIAL FRAMEWORK (GA NSW)

In acknowledging that green space is a key hallmark of liveability, The Sydney Green Grid proposes the creation and consolidation of a network of high quality green areas that connect town centres, public transport networks and major residential areas. The Sydney Green Grid will make a vital contribution to the development of a liveable city by setting the framework for the enhancement of open space throughout Metropolitan Sydney. Although Sydney has many green and water enriched spaces, what is missing and this is the aim of this project is an overarching schema that approaches them in a connected way, ensuring that their contribution to our quality of life, the environment and the economy are maximised, rendering a working-whole that is far greater than the sum of its parts.



RELEVANCE:

Gibbons Place is located within a key urban renewal corridor of Sydney. With significant transformations underway in Waterloo and Redfern, opportunity to provide additional high quality open space as well as a connected network to support future growth. A series of key strategic opportunities have been identified within the CBD, to activate underutilised public spaces. The Gibbons Place proposal is considered in line with the objectives of this strategy.

GREENER PLACES NSW (GA NSW)

Greener Places is a draft policy to guide the design, planning, design and delivery of Green Infrastructure in urban areas across NSW. Green Infrastructure is the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed and managed to support good quality of life in the urban environment. The aim of the policy is to create a healthier, more liveable, more resilient and sustainable urban environment by improving community access to recreation and exercise, walking and cycling connections.



RELEVANCE:

Greener Places considers Green Infrastructure as being integrated with other urban infrastructure such as built form, transport infrastructure and water management systems to create high quality urban environments. Gibbons Places promotes the creation of a network of high quality open spaces that connect with town centres, public transport hubs, employment and residential areas creating a network of open space. The network includes physical and functional connections that benefit people and wildlife. It is considered that Gibbons Place is in line with the Greener Places Policy.

BETTER PLACED NSW (GA NSW)

Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

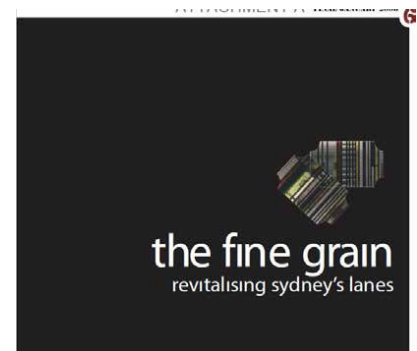


RELEVANCE:

By creating accessible, inclusive and welcoming environments, the design of the built environment can contribute to addressing economic and social inequity. Incorporating diverse uses, housing types and economic opportunities will support engaging places and resilient communities, a key principle for Gibbons Place. The Gibbons Place built environment must have been designed for people to enjoy using and inhabiting. There are many aspects that affect the vibrancy, character and 'feel' of a place must be addressed to support good places for people. Additionally Gibbons Place aims to create streetscapes which are used as public spaces, a key objective of the Policy.

FINE GRAIN - REVITALISING SYDNEY'S LANES (2008)

The City of Sydney is seeking to create a renewed interest and vibrancy in the city's laneways and underutilised spaces. Interesting lanes and underutilised spaces require unique and attention grabbing activities. The City is actively encouraging the revitalisation process through a number of complementary strategic projects aimed at supporting small business development in laneways,



RELEVANCE:

Cornwallis Lane is currently underutilised and lacking amenity and pedestrian activity. Principles of the Fine Grain Strategy have been used and incorporated into the overall concept and future upgrade of Cornwallis Lane. It is considered that the proposed concept is in accordance with the Fine Grain Strategy as it increases the supply of small scale spaces on lanes and establishes a supply of small retail

SUSTAINABLE GIBBONS PLACE

Achieving sustainable and environmentally responsive built form is a key goal for Gibbons Place. The proposal intends to explore opportunities for a number of sustainable urban design measures and green built form principles in the final design in line with principles identified in Sustainable Sydney 2030 - Community Strategic Plan (2013). The below principles and key design measures have derived from the City of Sydney's guiding document. This will achieve an outcome that is environmentally, socially and economically sustainable by reducing demand on energy use and creating a happier and healthier environment. In turn a green, global and connected place can be created.

Sustainable Sydney sets out 10 Strategic Directions to help make Sydney as green, global and connected as possible by 2030. By adopting these 10 Directions into our overall vision and design methodology we have been able to apply various design techniques to make Gibbons Place an exemplary Sustainable Sydney 2030 project. Whilst some of the principles are interrelated and connected in certain ways, they all form part of the commitment to realising the City's sustainability goals within the proposal and its contribution to the surrounding environment.

Sustainable Sydney's 10 Strategic Directions:

1. A globally competitive and innovative city;
2. A leading environmental performer;
3. Integrated transport for a connected city;
4. A city for walking and cycling;
5. A lively, engaging city centre;
6. Vibrant local communities and economies;
7. A cultural and creative city;
8. Housing for a diverse population;
9. Sustainable development, renewal and design;
10. Implementation through effective governance and partnerships.

Key highlights of the sustainability of Gibbons Place are outlined below and illustrated opposite.

How our principles stack up with Sustainable Sydney 2030...



PROXIMITY TO TRANSPORT

Within an easy walk to Redfern Station and future Waterloo Metro, Gibbons Place encourages alternative transport solutions to private car.



CAR & BIKE SHARE

In close proximity to existing car & bike share schemes Gibbons Place will provide on-site infrastructure to further support sustainable mobility.



MIXED USE DEVELOPMENT

Gibbons Place integrates "affordable" housing and business into a new urban typology to support the emerging innovation district around ATP and foster a culture of entrepreneurship with broad benefits to the City of Sydney.



WALKABILITY

Wide footpaths and pedestrian links that are safe and pleasant to walk down, promoting walking and use of active transport.



SEASONAL LIGHT CONTROL

Allowing sun to penetrate habitable spaces in winter months and control strong light in summer through deciduous greenery and screening devices.



STRONG WIND MITIGATION

Mitigate strong winds through built form articulation, openings and materials, minimising wind tunnel and creating a pleasant micro-climate for people at ground level.



HUMIDITY RELEASE

Building functions which collect and release water vapor for sustainable reuse (gardens).



OXYGEN PRODUCTION

The use of trees and plants will improve oxygen production to improve air quality and create healthier environments.



DUST & SMOG CAPTURE

Plants and trees capture and convert carbon dioxide and water particles created from urban environments into oxygen.



NOISE REDUCTION

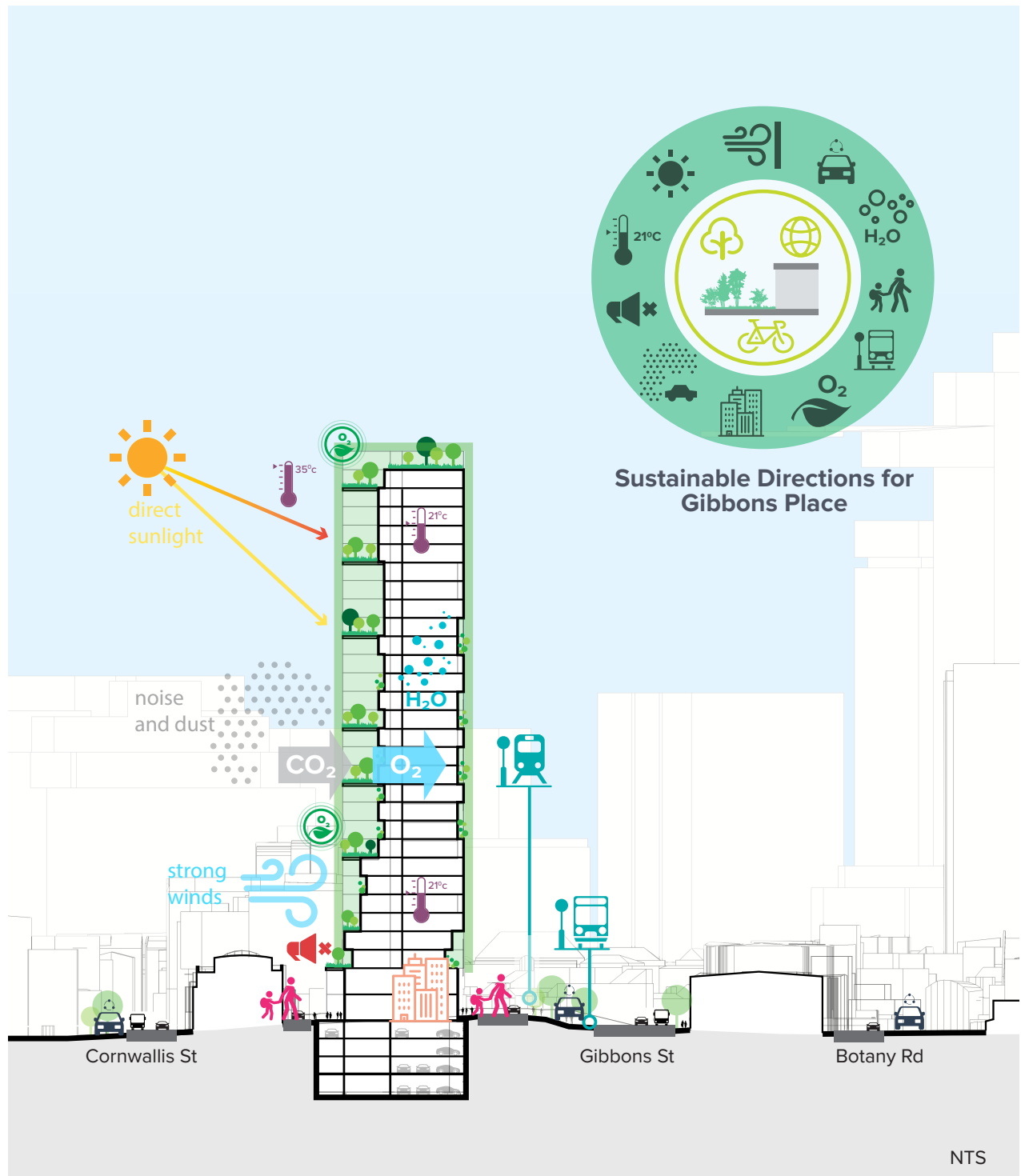
Internal floor design, greenery and acoustic attenuation materials which absorb noise reducing overall noise impacts coming into the building and going out.



DIRECT SUN PROTECTION

Built form articulation, planting and screening devices which screen habitable rooms in summer months from harsh sunlight.

SUSTAINABILITY CROSS SECTION



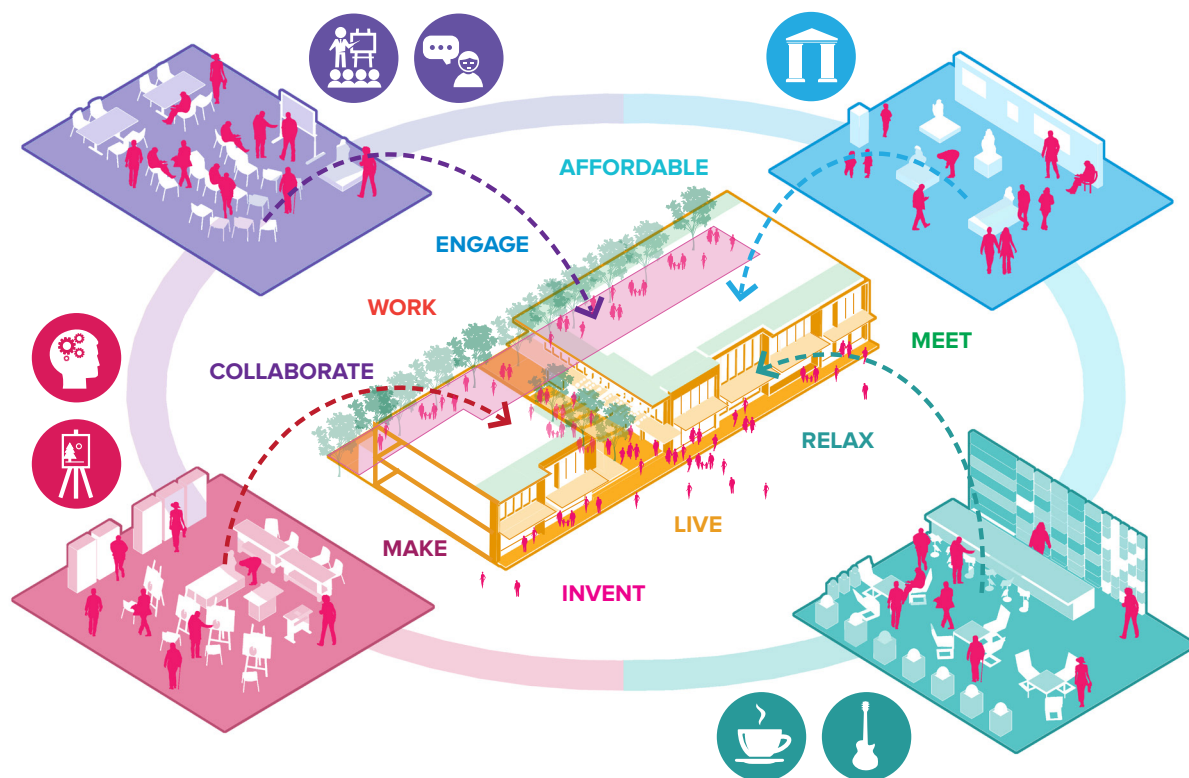
GIBBONS PLACE

PUBLIC BENEFITS

Gibbons Place proposes a number of public benefits as part of the rezoning rationale.

As part of the City's Innovation Corridor and in close proximity to ATP, Gibbons Place proposes a blended affordability model, comprising of 5% affordable housing (16 units) and 813sqm of affordable business space. With the business floor space conceived as a start-up hub, it provides the opportunity for approximately 55 local entrepreneurs to benefit from proximity to larger anchor uses (e.g. Google or Atlassian at ATP) and contributes to the City retaining talent as part of its global strategy. Within this strategic location, the economic benefits of this affordability model and its multiplier over a decade is significant. As part of this offer, communal open space (1,080sqm) will also be publicly accessible.

In contributing to the City's vision of making places for people, Gibbons Place dedicates 31% (801sqm) of the site's ground plane for new public realm including transformation of Cornwallis Lane into an active lane and new plazas. The plazas will be surrounded by studios, galleries, workspaces etc. that encourage collaboration, creativity, interactions and ideas sharing. Streetscape improvements along Rosehill Street and Cornwallis Lane will enhance the existing public realm creating more safe and permeable streetscapes. Public Art will also contribute to public life, amenity and complement built form, providing an interesting and engaging function.





Illustrative View - Rosehill Street

The proposal includes various streetscape improvements to Rosehill Street, enhancing pedestrian experience gathering spaces and creating a link to Cornwallis Ln.



Illustrative View - Cornwallis Lane

Increased permeability and widening of Cornwallis Lane creates a safe place for people.

PUBLIC BENEFITS



Illustrative View - Plaza Space

A flexible plaza offers a gathering and social space so people can linger.



Illustrative View - Public Life

Openings and passive surveillance to public open spaces such as Cornwallis Lane, improves feelings of safety allowing use and activity after hours.

"WHAT GETS US INTO
TROUBLE ISN'T WHAT WE
DON'T KNOW, ITS WHAT
WE KNOW FOR SURE
THAT JUST AIN'T SO"

YOGI BERRA

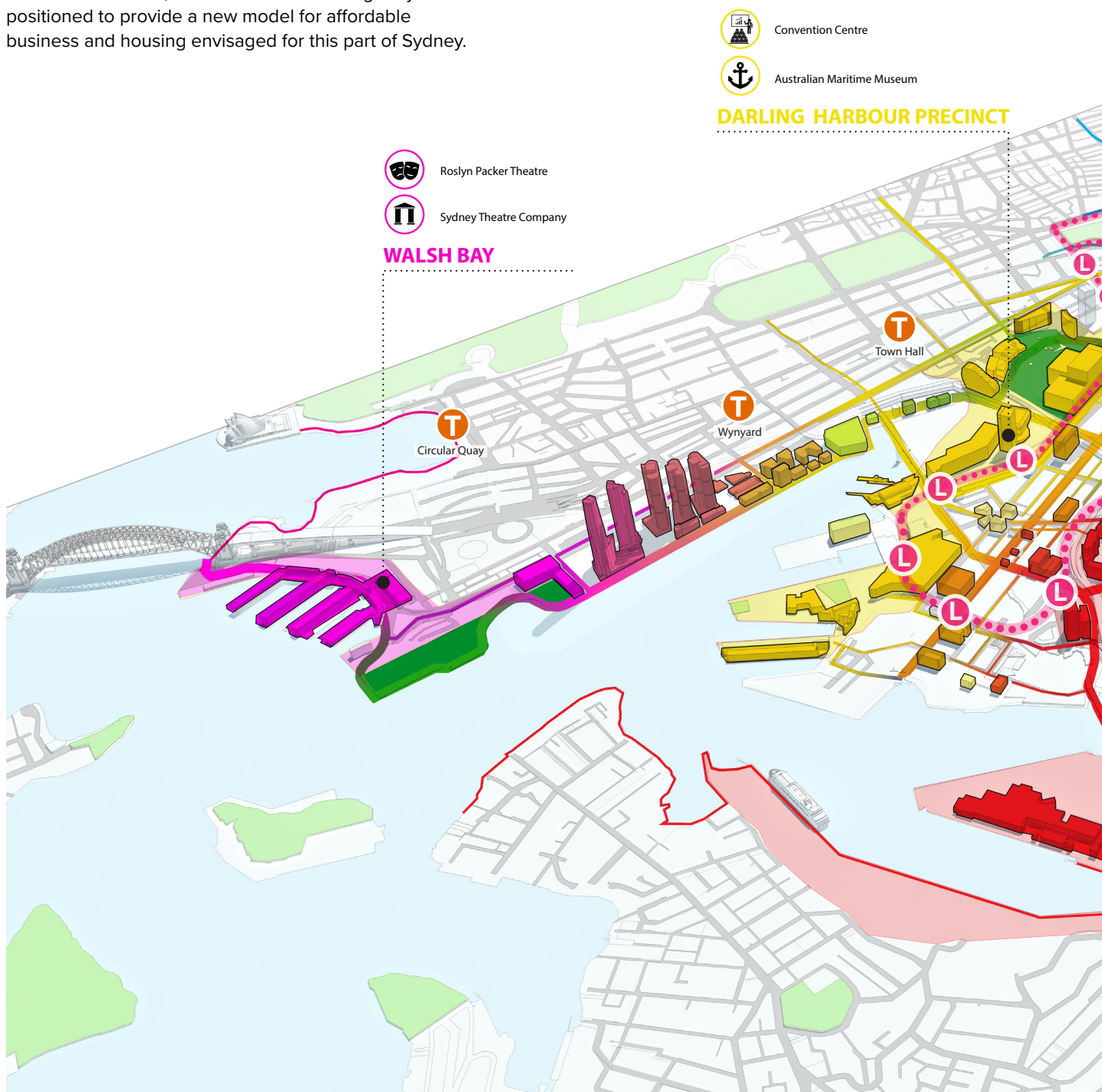
ANALYSIS

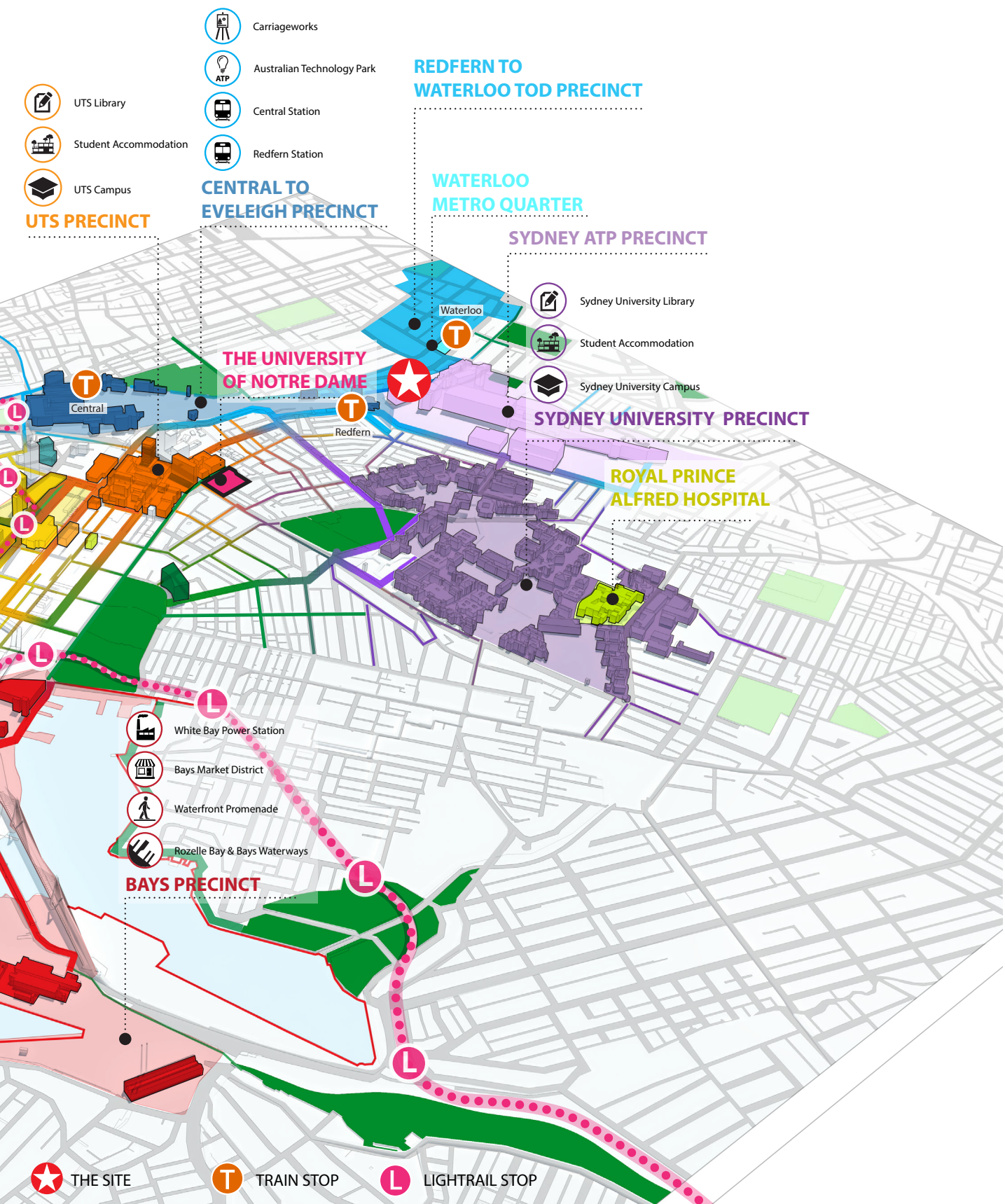
THE SITE AND ITS ENVIRONMENT

DISTRICT CONTEXT

Gibbons Place is located within the Harbour City's Innovation Corridor identified in the Greater Sydney Commission's "A Metropolis of Three Cities - A Greater Sydney Region Plan".

Located at the confluence of the Central to Eveleigh, Waterloo Metro Quarter and ATP Precincts within the Innovation Corridor, Gibbons Place is strategically positioned to provide a new model for affordable business and housing envisaged for this part of Sydney.





LOCAL CONTEXT

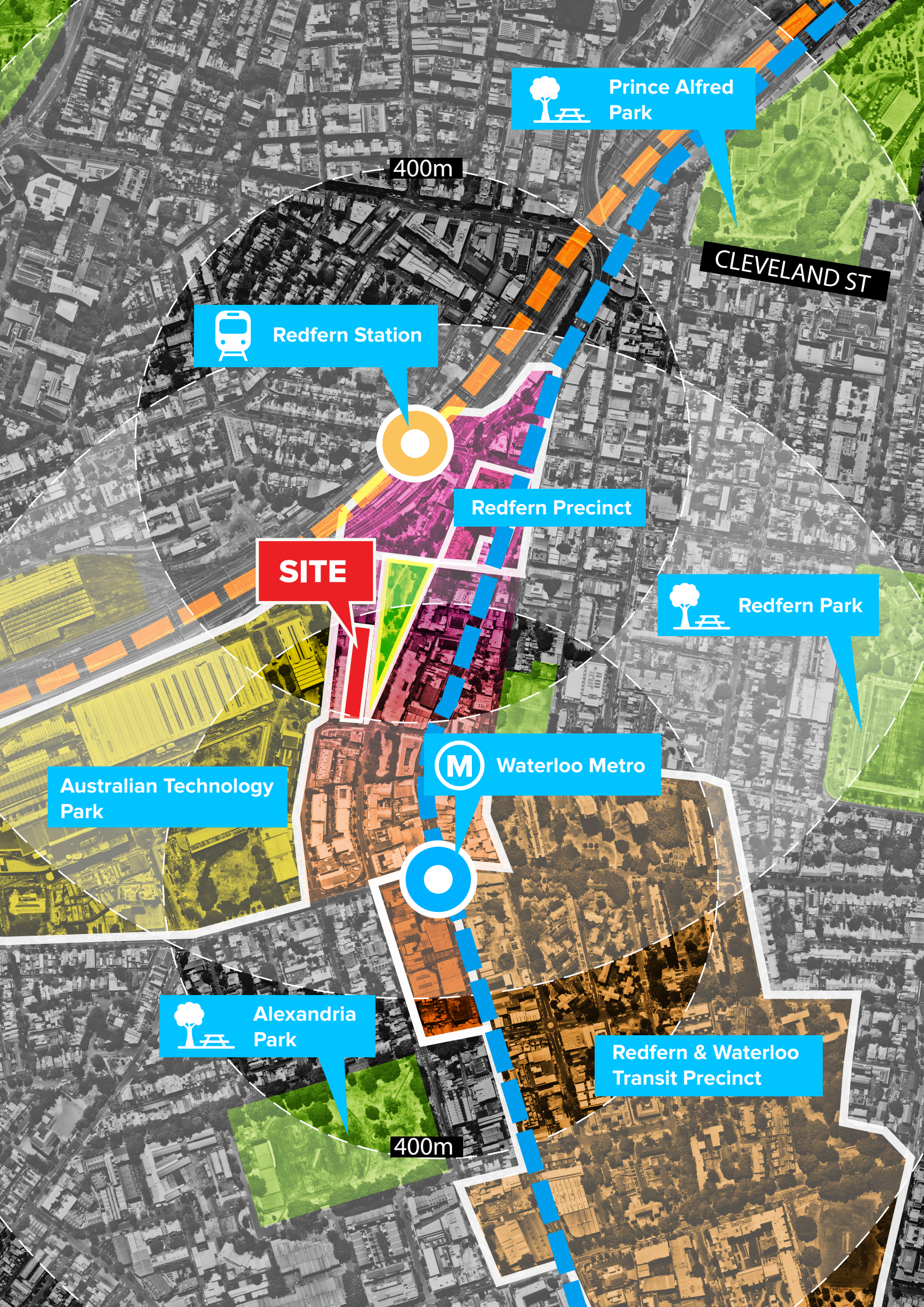
Redfern is located approximately 3km south of the Sydney CBD and is part of the Central to Eveleigh Transformation Corridor. As such, the site is an ideal location for a higher density mixed-use project to positively contribute to the transformation of the Redfern to Waterloo precinct.

With close proximity to public transport and fact the precinct is largely isolated from lower rise 'terrace' neighbourhoods, recent development trends are establishing the precinct as a dynamic people place combining higher density living, start-up space, commercial, retail and culture. The precincts evolving mixed use character allows for expansion and diversification to build upon and respond to the current trends and demands for a livable and connected urban environment, accommodating a growing population.

In addition, Redfern has a rich social and cultural history. It is an enduring and important place for many Indigenous communities. Also, it is thriving with an arts and small bars scene.

Strengthening the local context, Gibbons Place provides the City with a model of 'density done well'. Gibbons Place podiums create mixed-use urban villages and human scale streets, lanes and plazas creating better places for people. Public art will tell the story of the place, both past and present. As the two slender, stepped towers rise from the podiums their elegance creates a welcome addition to the skyline and contrast to larger towers built nearby.





Prince Alfred
Park

400m



Redfern Station

CLEVELAND ST

Redfern Precinct

SITE



Redfern Park



Waterloo Metro

Australian Technology
Park



Alexandria
Park

400m

Redfern & Waterloo
Transit Precinct

INNOVATION

The site is surrounded by a variety of innovative precincts and land uses which contribute to the overall precinct rapidly diversifying job and living opportunities in the City. Highly accessible and connected, Gibbons Place aims to emphasise and expand on this concept and create a catalyst for future development.

THE SITE

10-15 min walking distance

Waterloo
Metro Station

Daniel Dawson Reserve

Australian Technology Park

Vice Chancellor's Oval

Rosehill St

Regent St

George St



Gibbons Place



Startup Hub



Education/Training



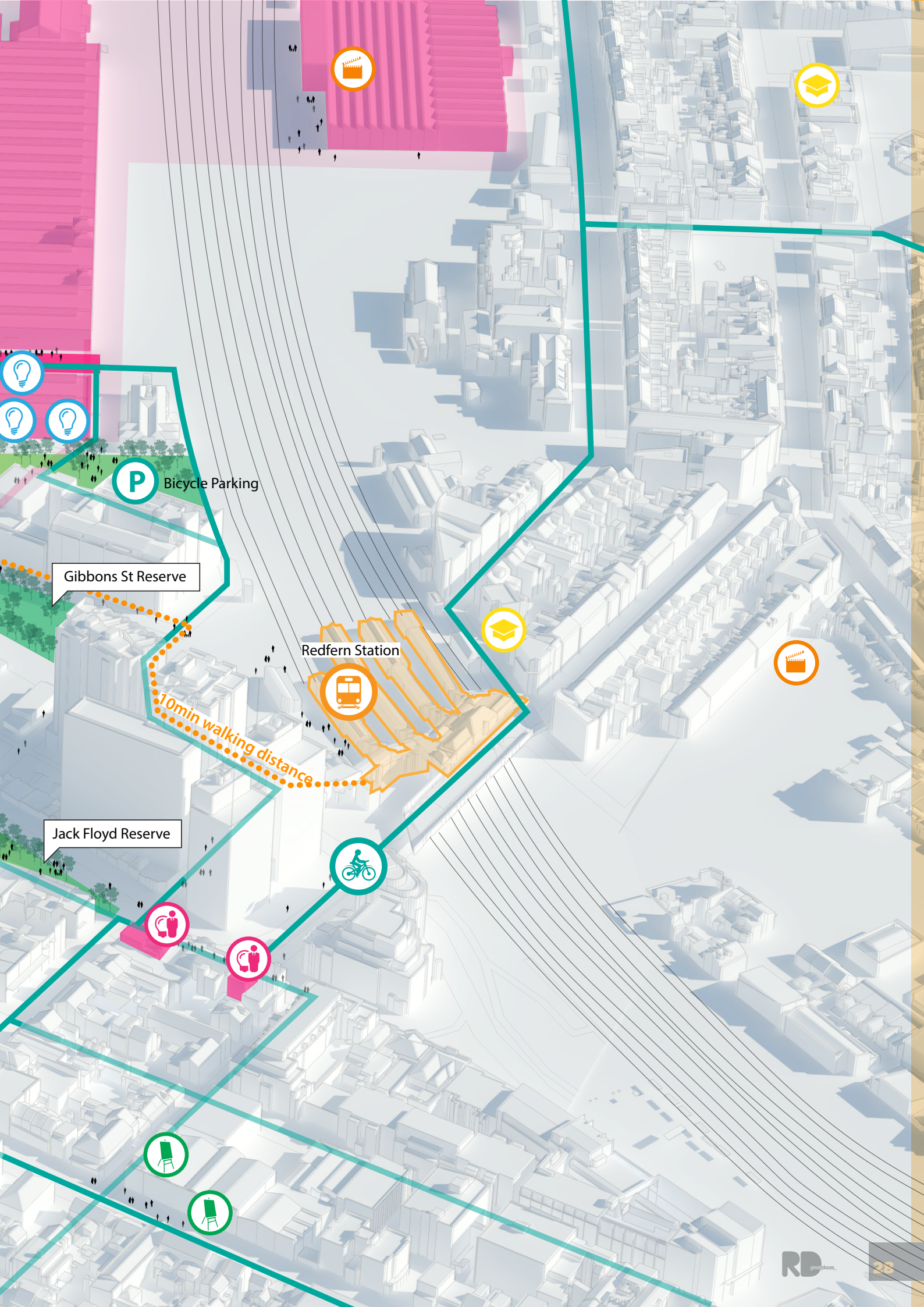
Studios/Makerspaces



Innovation/Research



Visual Arts



Bicycle Parking

Gibbons St Reserve

Redfern Station



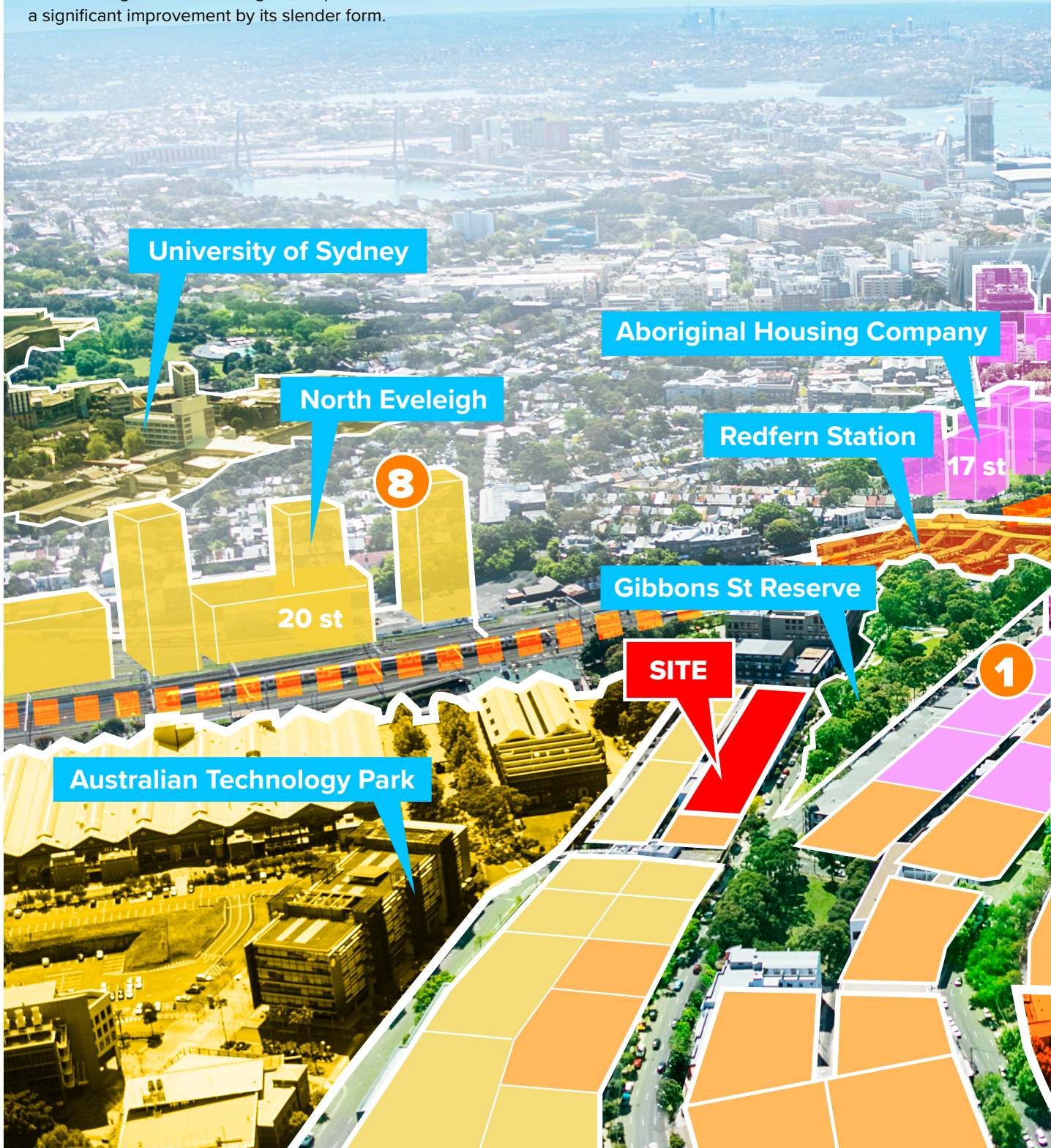
10min walking distance

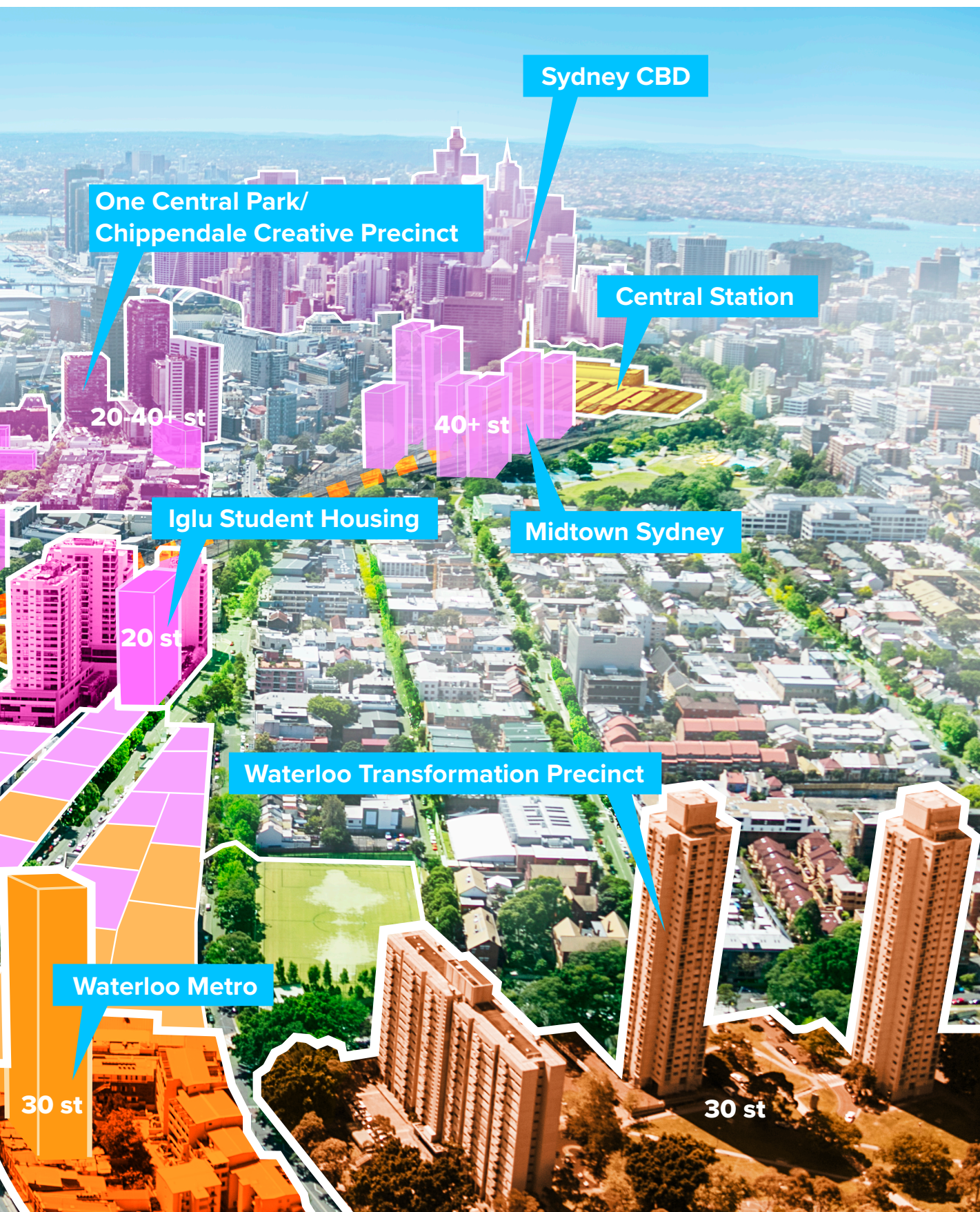
Jack Floyd Reserve



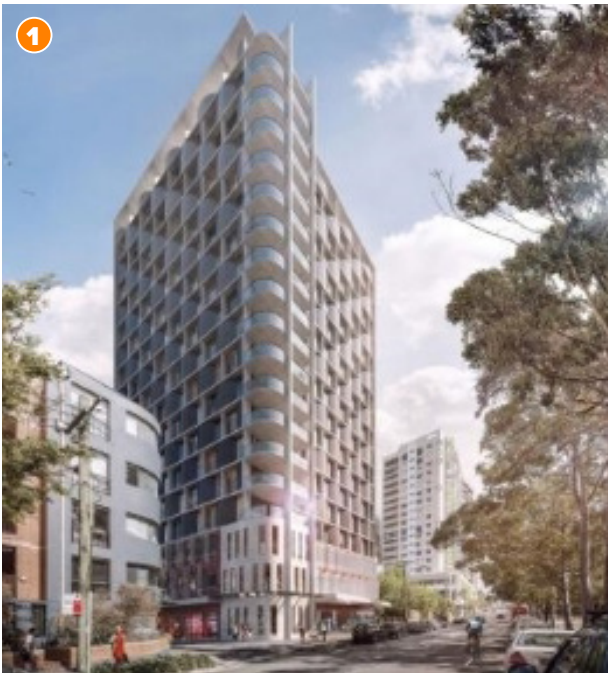
BUILT FORM

As seen below, the evolving built form of the area provides further impetus for clustering taller buildings around Redfern Station to contribute to the place as a key gateway into the City. Gibbons Place is comparable with the height of surrounding developments, but offers a significant improvement by its slender form.





BUILT FORM



13-23 Gibbons Street, Redfern



161 Redfern St - 7 Gibbons Street, Redfern



1 Lawson Street, Redfern



Urban Growth Waterloo Station Concept



Turanga & Matavai Flats Phillip Street, Waterloo



Iglu Student Housing Regent Street, Redfern



One Central Park

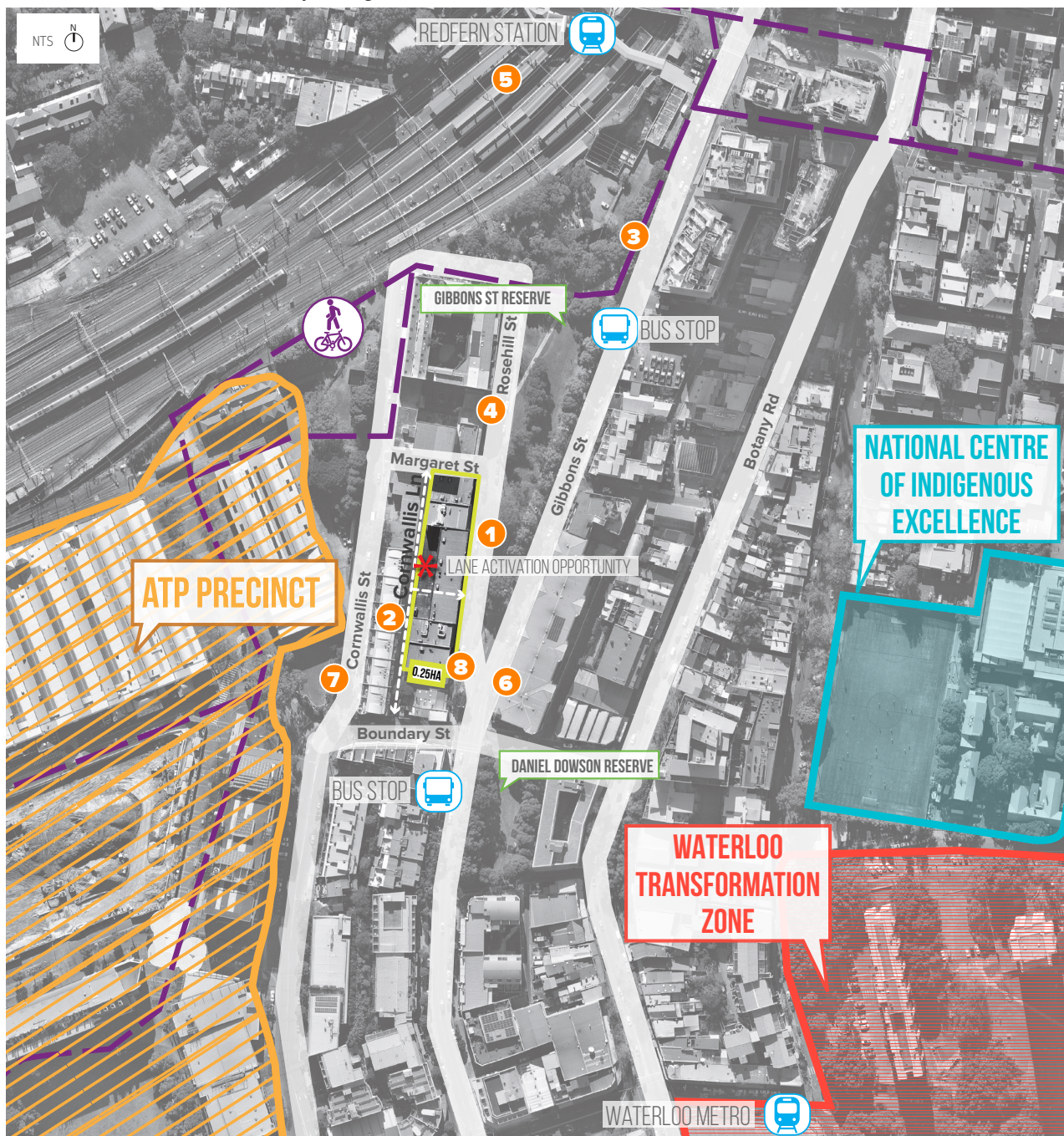


North Eveleigh Corridor - Future Vision

SITE CONTEXT

The subject site is located adjacent to Redfern Station and is bound by Rosehill Street to the east, Margaret Street to the north, Cornwallis Lane to the west and a collection of neighbourhood terrace housing to the south. This is a key strength as the site has multiple access points from the various interfacing streets and lane. Also, the site benefits from being next door to Gibbons St Reserve. Locating the highest density near the highest amenity is a key town planning principle. The topography slopes down towards the southern end of the site with views orientated towards the rail corridor to the north. Another key strength of the site is

that it is highly accessible both physically and visually to the adjacent major roads, which service high frequency bus routes and nearby bus stops. The site is also surrounded by public open spaces, approximately 2 minutes walk to nearby parks. The site has the potential to become a transitional zone between Redfern Station/Town Centre and the Australian Technology Park precinct to the west. Also, the site is impacted on by an aviation height limit of 45.75m (as prescribed by Civil Aviation Safety Authority) and an obstacle limitation surface (OLS) height limit of 74-81m AHD.





A two storey commercial building with recessed entries, with carparking located at the rear of the site.



Cornwallis Lane looking north.



Views from Gibbons Street to Gibbons Street Reserve and apartments.



Margaret Street interface.



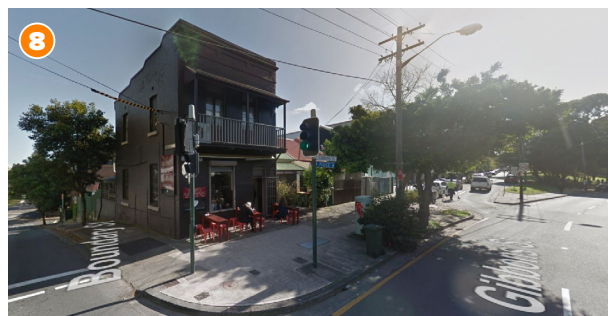
Views east from Redfern Station to mixed use towers and Redfern TOD precinct.



Gibbons Street views to Daniel Dawson Reserve and nearby apartments (Spencer Lane/Botany Road)



Boundary Street looking east



Local cafe, corner of Boundary Street & Gibbons Street

PEOPLE PROFILE

The vision is underpinned by an understanding of local user groups and their needs.

POPULATION

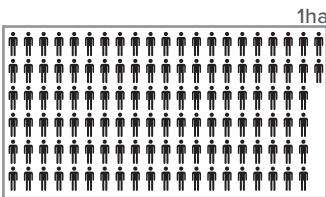
REDFERN

CURRENT POPULATION (2016)

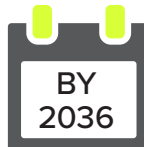
14,217



POPULATION DENSITY OF
121.93 P/HA



CITY OF SYD
**FORECAST
TO GROW BY
39%***

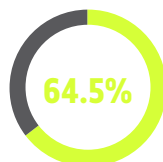
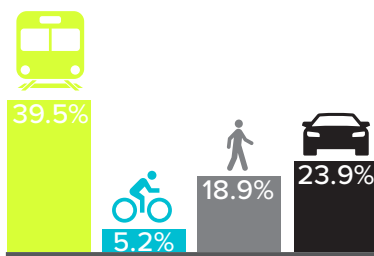


POINT OF INTEREST:

REDFERN WILL BE ACCOMMODATING A SIGNIFICANT AMOUNT OF GROWTH FOR THE CITY OF SYDNEY AREA. HIGH DENSITY RESIDENTIAL & MIXED USE DEVELOPMENT IS INCREASING, AND WITH IT, A GROWING POPULATION DENSITY. IN ORDER TO FURTHER ENHANCE REDFERN'S LIVEABILITY IT IS IMPORTANT TO FOLLOW EXISTING DEVELOPMENT PATTERNS COMBINING RESIDENTIAL, MIXED USE & COMMUNITY VALUES.

WORK

MODE OF TRANSPORT TO WORK

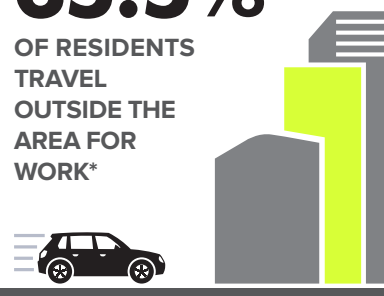


OF LOCAL WORKERS LIVE IN THE AREA*



35.5%

OF RESIDENTS TRAVEL OUTSIDE THE AREA FOR WORK*



MOST PEOPLE WORK IN

19%



PROFESSIONAL, SCIENTIFIC & TECHNICAL



9%

HEALTH CARE & SOCIAL ASSISTANCE

POINT OF INTEREST: DIVERSIFYING

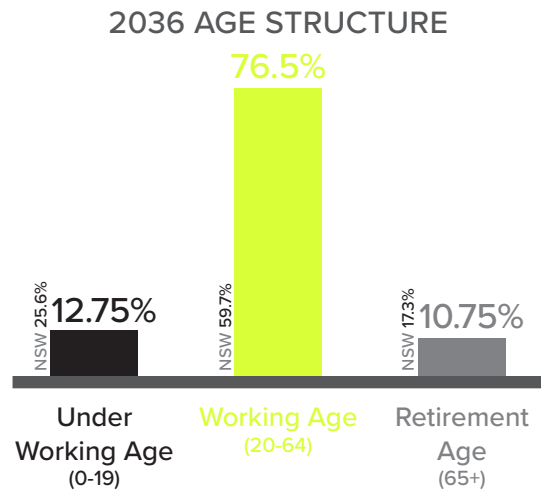
THE LOCAL ECONOMY AND INCREASING JOBS CAN HELP TO RETAIN LOCAL WORKERS AND SAVE ON TIME AND TRANSPORT COSTS. THIS MAY BE DONE BY ADAPTING EXISTING UNDERUTILISED COMMERCIAL SPACE TO ACCOMMODATE NEW USES (E.G. ARTISTS, RETAIL, EDUCATION, ACCOMMODATION, F&B).

* Statistics relate to City of Sydney LGA

LIVE



POINT OF INTEREST:
REDFERN HAS A HIGH NUMBER OF LONE PERSON HOUSEHOLDS (35%) A GROWING YOUTH & WORKING POPULATION. ADDITIONAL DIVERSE & AFFORDABLE MEDIUM - HIGH DENSITY HOUSING OPTIONS SHOULD BE CONTINUED TO BE INTRODUCED IN REDFERN TO ACCOMMODATE THE GROWING NUMBER OF YOUNG PEOPLE, SMALL HOUSEHOLDS AND EMPTY NESTERS/SENIORS.



ACCESS

WALK SCORE



20TH
MOST WALKABLE SUBURB IN METROPOLITAN SYDNEY

DISTANCE TO THE REDFERN CENTRE FROM CBD

30 MINS

13 MINS

18 MINS

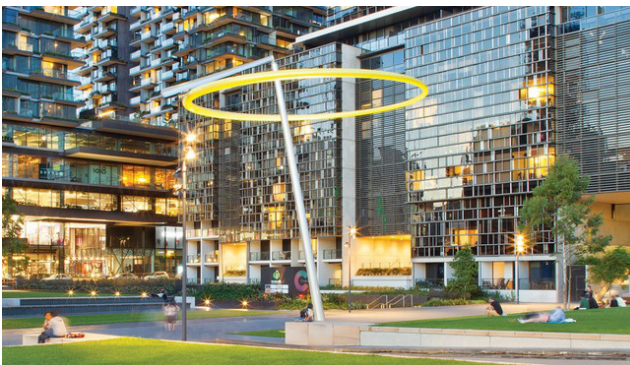
POINT OF INTEREST:
ONE OF REDFERN'S KEY STRENGTHS IS THAT IT HAS A STRONG WALKABILITY SCORE, A RESULT OF MANY FACTORS. HIGH LEVELS OF AMENITY, ACCESS TO & AVAILABILITY OF SERVICES & PUBLIC TRANSPORT, AS WELL AS A DENSE AND DIVERSE URBAN CORE ALL CONTRIBUTE. THERE IS AN OPPORTUNITY TO BUILD ON THESE ASSETS AND FURTHER ENHANCE REDFERNS WALKABILITY AND BIKE FRIENDLY ENVIRONMENT PROMOTING ACTIVE TRAVEL AND STRENGTHEN CONNECTIONS.

PLACE PRECEDENTS

Precedent case studies have been sourced from local, national and international examples, which draw inspiration from various built form, function and urban design principles from other successful projects. This study enables the team to assess our concept against these examples and identify key lessons learned for Gibbons Place.

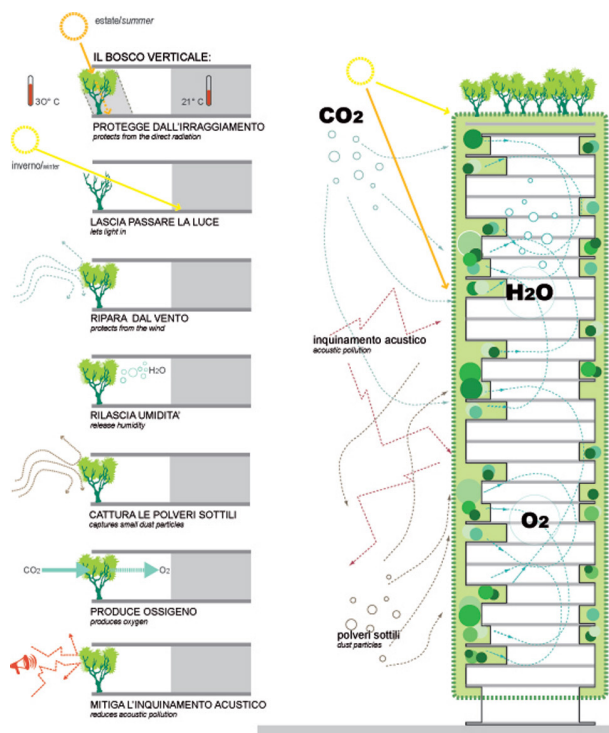
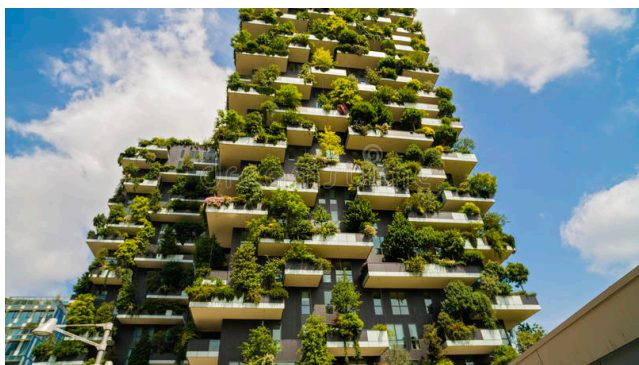
ONE CENTRAL PARK, CHIPPENDALE SYDNEY

Gibbons Place draws inspiration from the relationship that the built form of One Central Park has with its surrounding landscape and streetscape presence. The ground floor and lower pedestrian spaces are designed to generate permeability and pedestrian friendly shared environments. Internal/covered through site linkages create enclosed public spaces allowing visitors to linger whilst upper podium levels offer a range of destination retail and commercial spaces. The micro economy within the built form supports open spaces and vice versa. The built form acts as a landmark and destination from the surrounding environment whilst achieving the fine grain. The pedestrian environment is active, safe and pleasant to walk through, around and stay.



BOSCO VERTICALE, MILAN

Bosco Verticale (Vertical Forest) in Milan has been designed utilising a range of green design principles to respond to various climatic conditions, promoting environmentally responsiveness through built form design. Building functions and design mitigate a suitable micro climate increasing the apartments liveability. A similar process and built form principles have been used for Gibbons Place in addition to the sustainable urban design principles to promote healthy, active and happy lifestyles. Different levels are articulated and cantilever over one another to create private open spaces and opportunities for planting. The ground level is activated by pedestrian movement networks, children's play ground, seating and shaded public open spaces.



COMMERCIAL, RESIDENTIAL HYBRID - *BEACH & HOWE TOWER, VANCOUVER*



PLACE PRECEDENTS

ACTIVE & SAFE PEDESTRIAN LANEWAYS - KENSINGTON ST, SYDNEY

Kensington Commerce
Chippendale
Kensington Commerce



INNOVATIVE WORKING SPACES - CISCO HEADQUARTERS, SAN FRANCISCO



Retrofitting large-format commercial into smart collaborative spaces

CIVIC PLAZA SPACE - MONASH UNI, VICTORIA



GREENERY & COMMUNAL ROOF SPACES - VALLEY, AMSTERDAM



"ALWAYS DESIGN A THING
BY CONSIDERING IT IN ITS
NEXT LARGER CONTEXT
— A CHAIR IN A ROOM, A
ROOM IN A HOUSE, A HOUSE
IN AN ENVIRONMENT, AN
ENVIRONMENT IN A CITY
PLAN."

ELIEL SAARINEN

PLACE STRATEGY

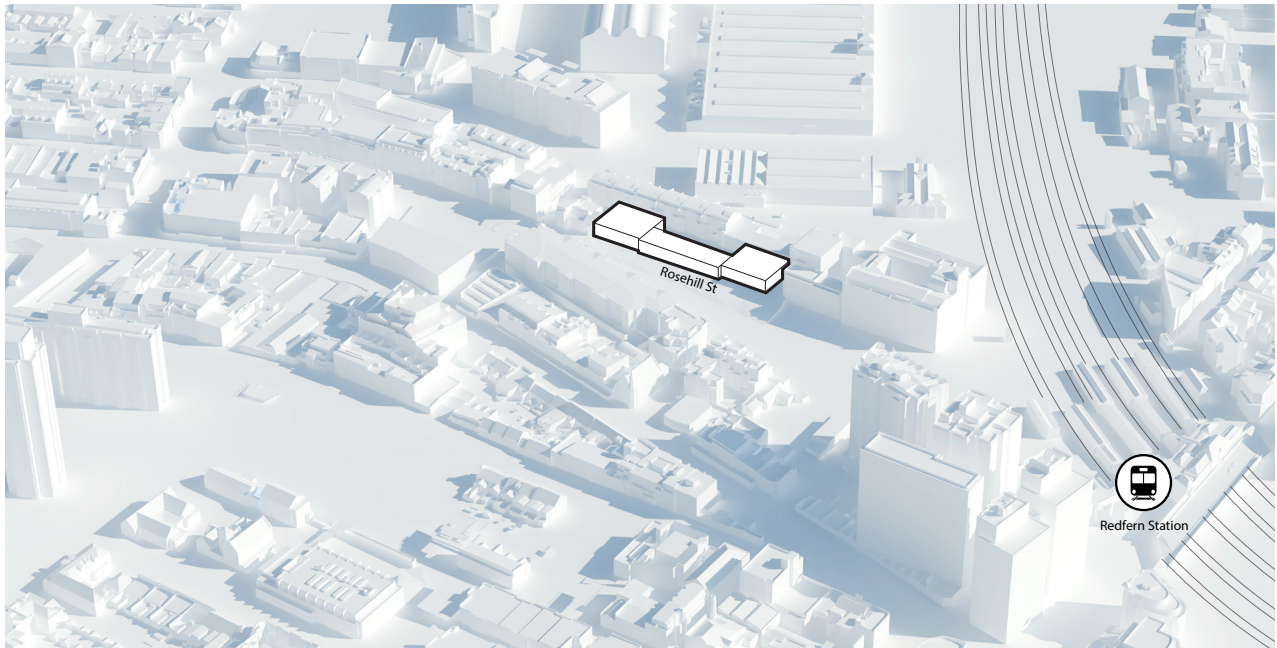
BUILDING A FRAMEWORK FOR GIBBONS PLACE

DESIGN FRAMEWORK

The concept diagrams below illustrate the key steps of the creative process in evolving the vision for Gibbons Place, addressing the matters identified by the City as important and other considerations (e.g. making better places).

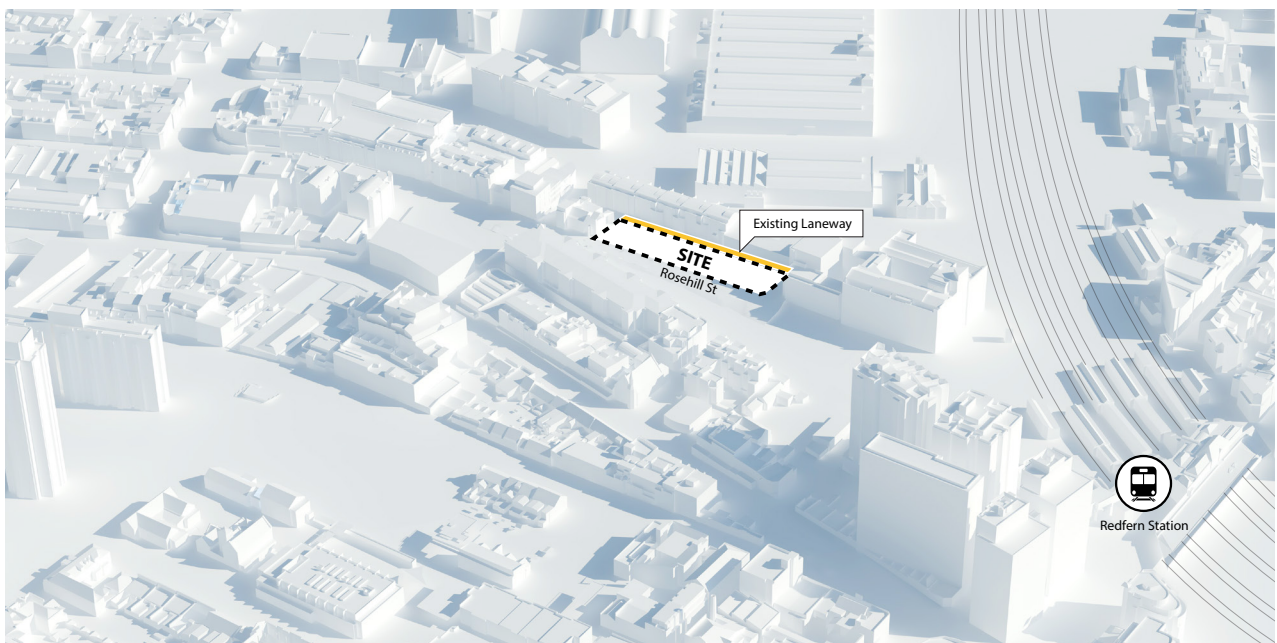
EXISTING SITE

Existing development pattern shows how the site presents itself in relationship to surrounding built form. Blank facades and recessed entries do not positively contribute to public space and character. Opportunity to provide more of a presence to Gibbons Reserve, Rosehill Street & rear lane.



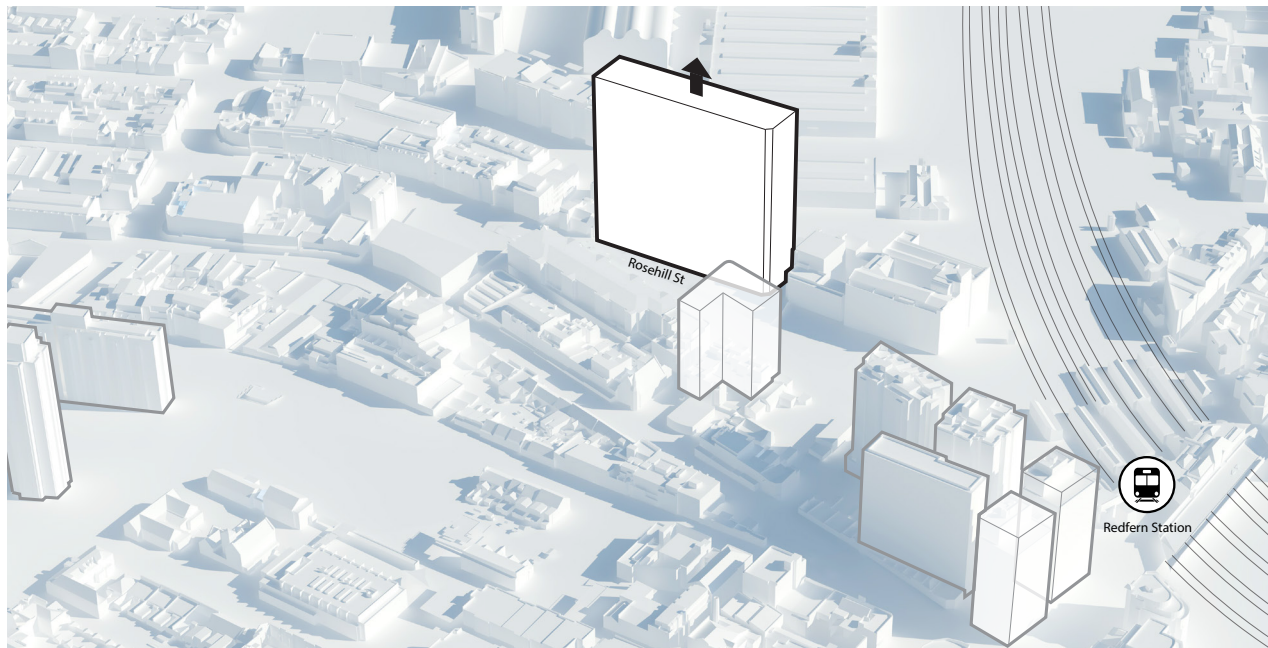
THE SITE, DEFINED

The boundary of the site is shown below, strongly defined by Rosehill Street and Cornwallis Lane. The rear lane is currently underutilised, lacking activity and amenity. The proposal aims to introduce safer, more active and engaging edges at pedestrian level.



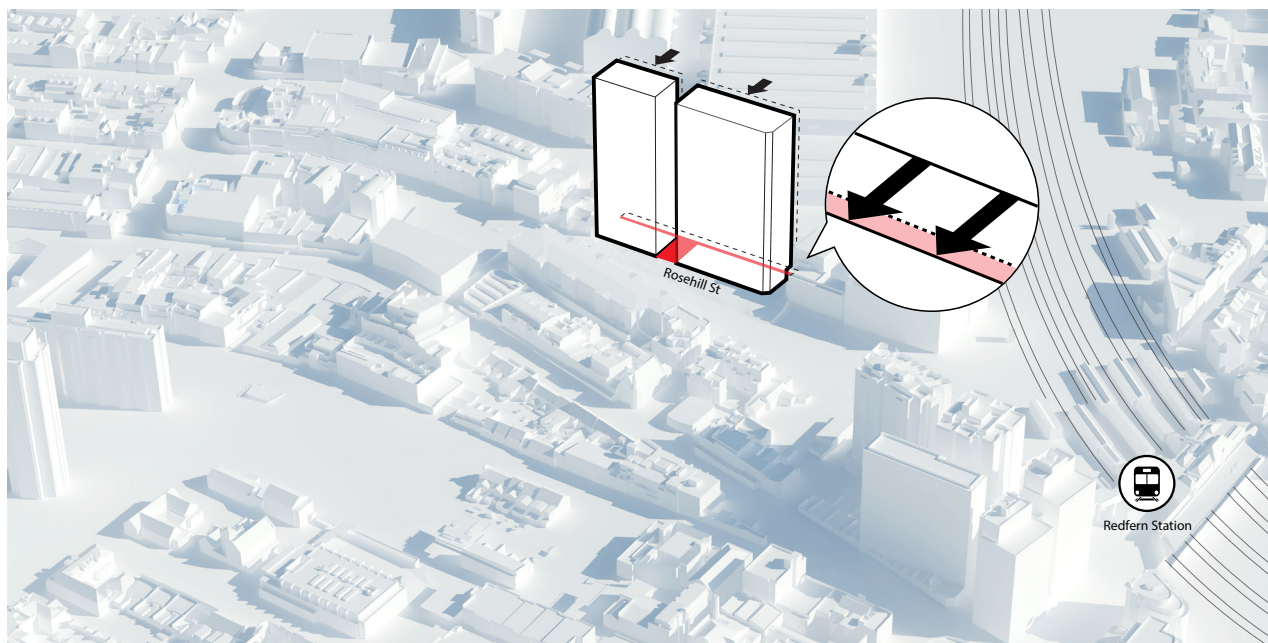
EXTRUDE MAXIMUM ENVELOPE

Based on the identified site influences, a preliminary maximum building envelope is extruded to begin testing design possibilities. A maximised envelope is key to understand the limits of bulk and scale to initiate the design process. From here we can determine impacts on functionality and amenity, refining the built form to tailor the surrounding context and incorporate various design techniques/outcomes intended for the proposal.



WIDEN LANEWAY & CREATE A THROUGH SITE LINK

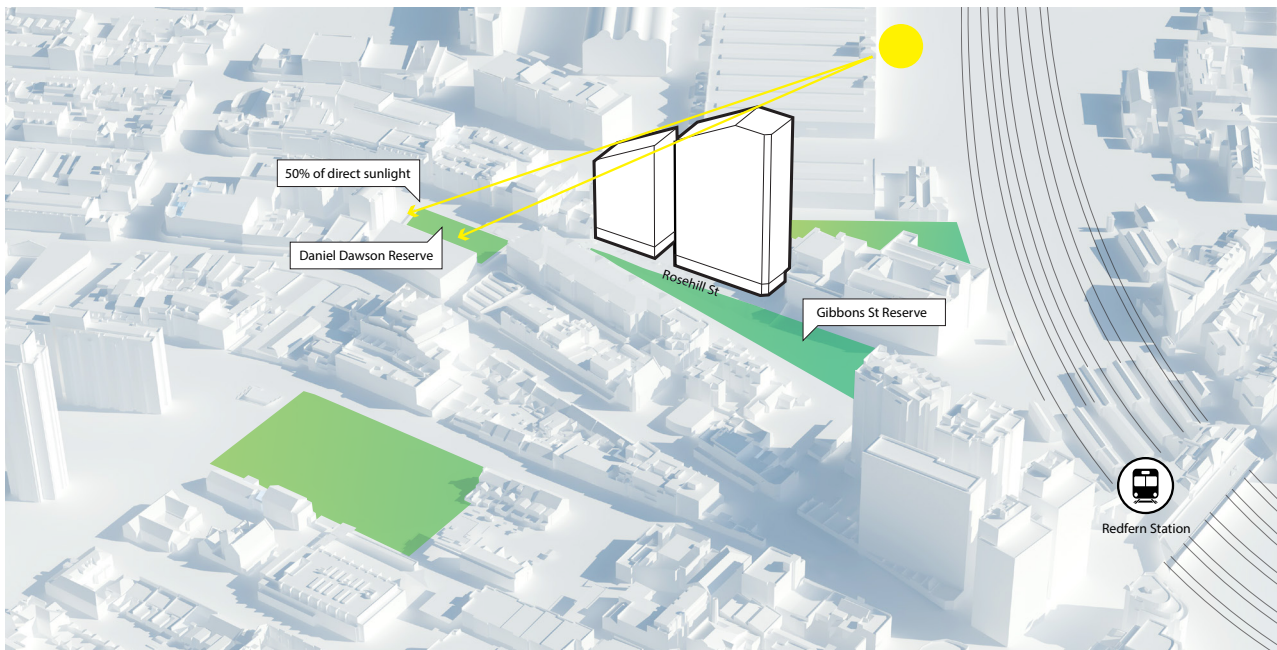
Widening the rear lane generates a more pleasant network, creating public space, areas for engagement, gathering and lingering. The possibility for a thru-site link is also a key move which breaks up the continuous built form into two smaller blocks reducing building bulk and creating permeability between the lane and Rosehill St.



DESIGN FRAMEWORK

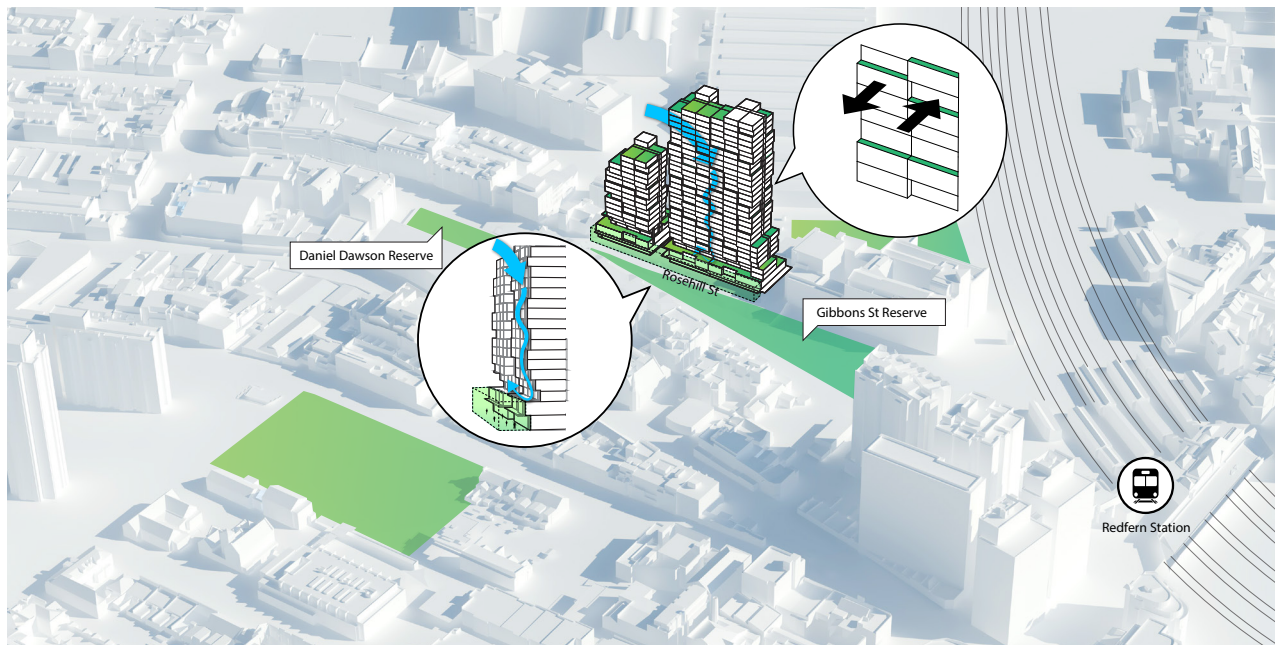
SOLAR AMENITY TO PUBLIC OPEN SPACE

By considering and analysing solar access data, built form and height are adjusted to maintain appropriate solar amenity to adjoining green spaces (Daniel Dawson Reserve) and properties. A stepped envelope towards the southern end of the site also contributes to a dynamic skyline.



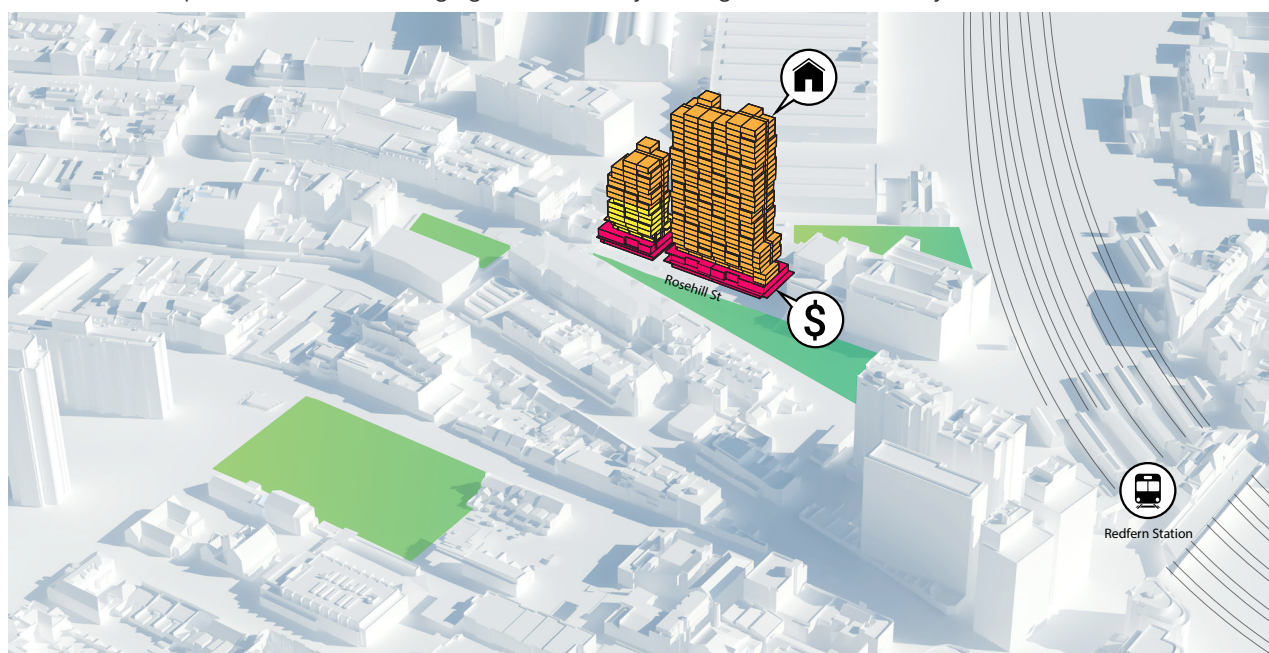
MITIGATING WIND & MICRO-CLIMATE

Staggering the articulation of building facades and a deliberate podium design reduces downward to create a pleasant micro-climate for people at street level. Further analysis and detailed justification of wind modelling is included under separate cover as part of the Planning Proposal documentation.



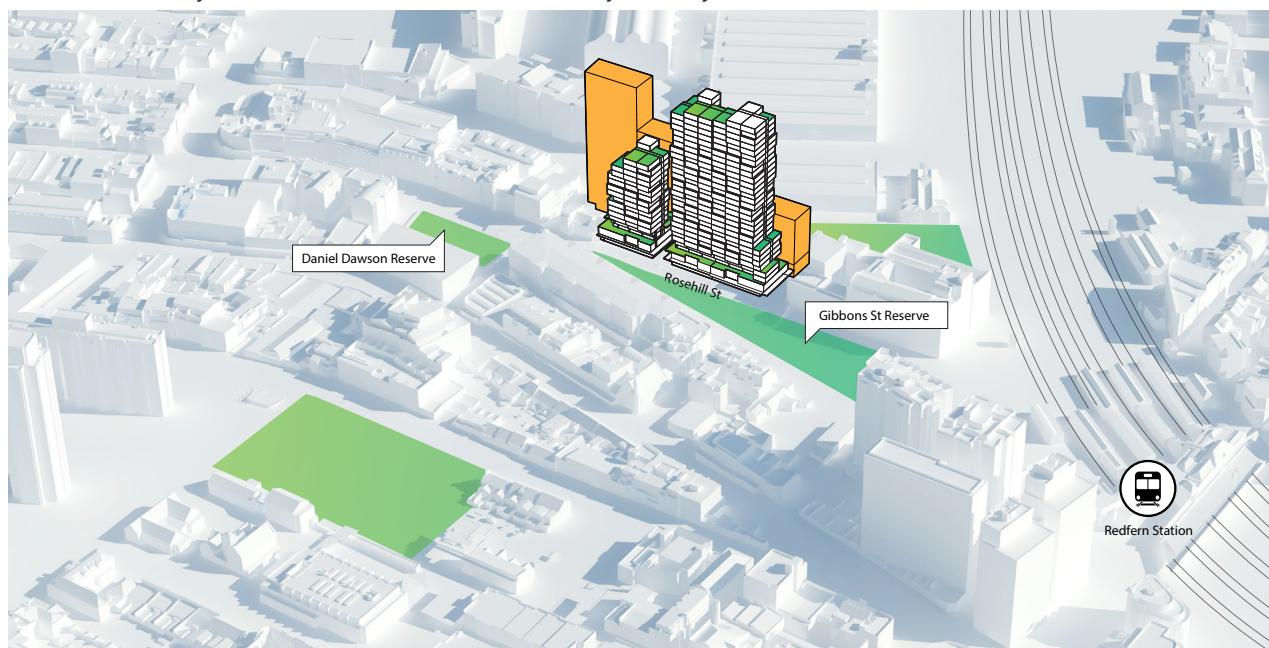
INTEGRATED MIX OF USES

In order to activate the ground level (Rosehill Street and Cornwallis Lane), adaptable, engaging and active uses are introduced to attract foot traffic and longer stays. These active uses are supported by a dense residential and commercial component above, encouraging local economy and higher levels of activity.

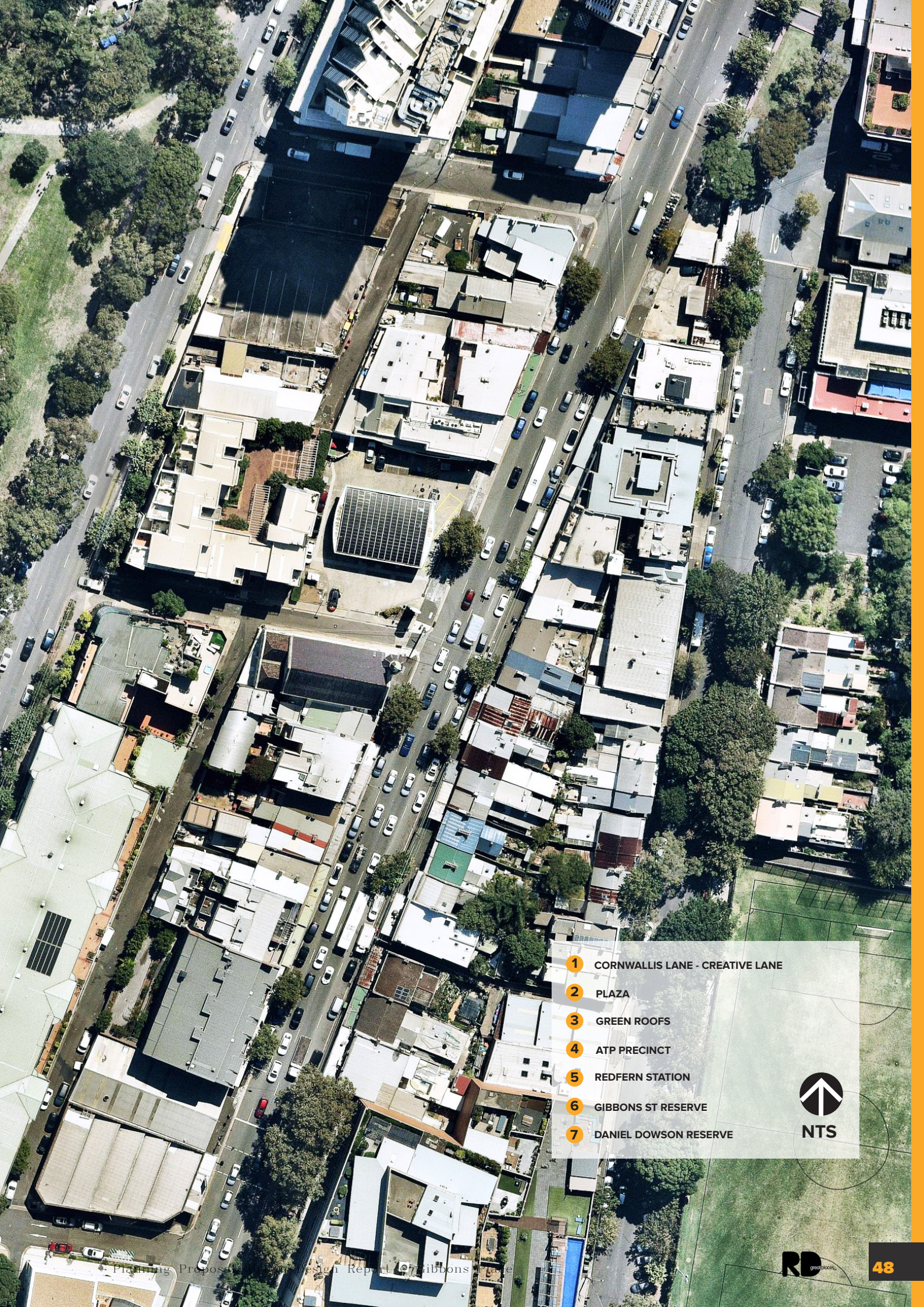


CHANGE OVER TIME

The Gibbons Place proposal has been considered as part of a broader urban renewal precinct, with particular attention given to the adjacent site to the west to facilitate an equitable pattern of development over time. The site envelope has evolved to ensure this equity and development potential for neighbouring sites in accordance with ADG, illustrated by a reversed tower location as one way this may occur.





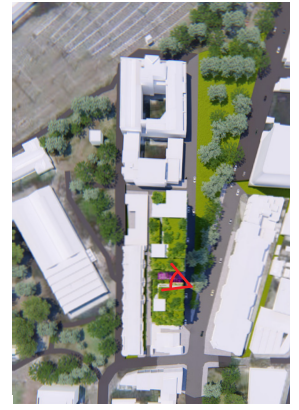


- 1 CORNWALLIS LANE - CREATIVE LANE
- 2 PLAZA
- 3 GREEN ROOFS
- 4 ATP PRECINCT
- 5 REDFERN STATION
- 6 GIBBONS ST RESERVE
- 7 DANIEL DOWSON RESERVE



VIEW 01:
VIEW FROM THE ROSEHILL STREET
(ILLUSTRATIVE ONLY)





LOCATION



VIEW 02:
VIEW FROM GIBBONS RESERVE
(ILLUSTRATIVE ONLY)





LOCATION



VIEW 03

VIEW FROM CORNWALLIS LANE
(ILLUSTRATIVE ONLY)





LOCATION



VIEW 04

VIEW FROM GIBBONS STREET
(ILLUSTRATIVE ONLY)





LOCATION



CREATING A PLACE FOR PEOPLE

INHERENT SUSTAINABILITY

ECONOMIC

NEW HOUSING TYPES FOR REDFERN &
DIVERSIFIED COMMERCIAL SPACES

ENVIRONMENTAL

RESPONSIVE URBAN DESIGN

SOCIAL

NEW JOBS CLOSE TO WORK

USES + ACTIVITIES

INNOVATION SPACE

NEW CREATIVE COMMERCIAL USES

REAR LANE ACTIVATION

NEW REAR LANE EXPERIENCE

COMMUNITY BENEFITS

HEALTH + WELLNESS

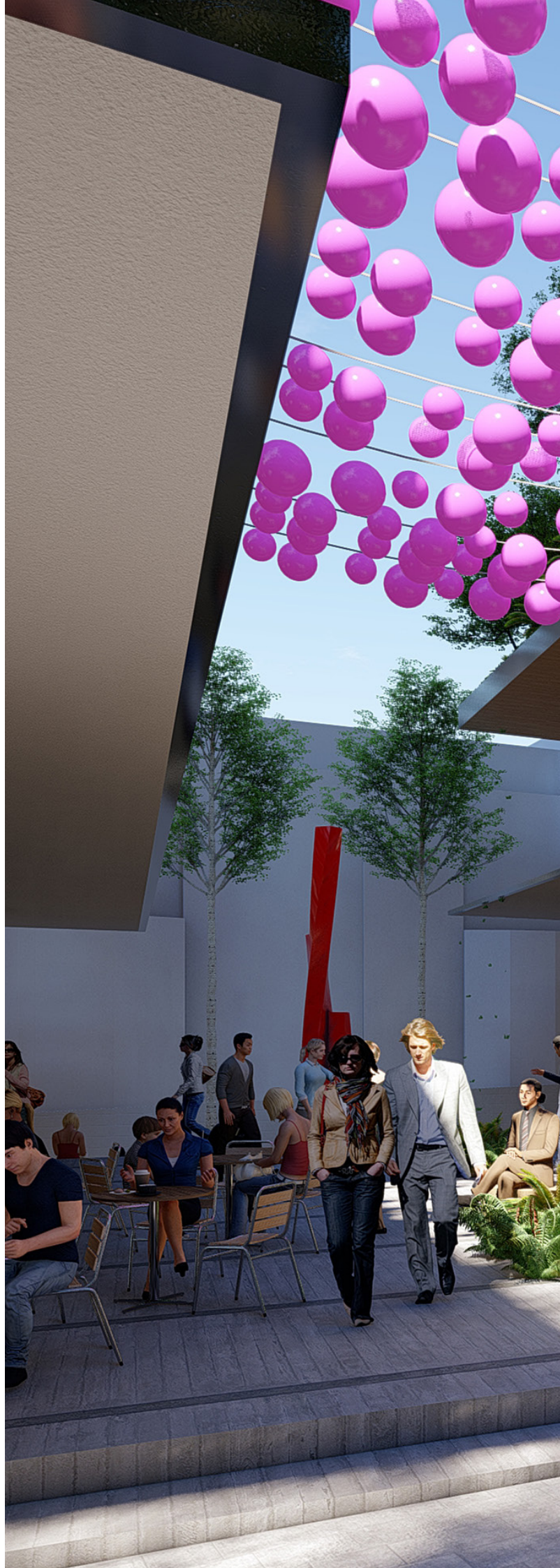
RECREATION + WALKING IMPROVEMENTS

WALK TO WORK

NEW JOBS CLOSER TO WORK

AGE IN PLACE

HOUSING TYPES FOR ALL AGES AT
DIFFERENT STAGES OF LIFE



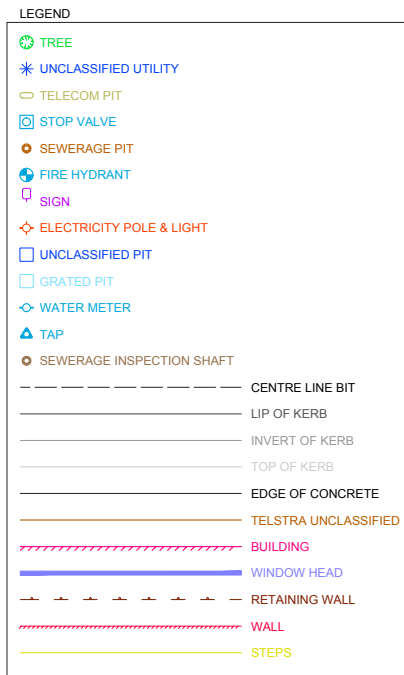


"SUSTAINABLE DEVELOPMENT IS A DYNAMIC PROCESS WHICH ENABLES ALL PEOPLE TO REALISE THEIR POTENTIAL, AND TO IMPROVE THEIR QUALITY OF LIFE, IN WAYS WHICH SIMULTANEOUSLY PROTECT AND ENHANCE THE EARTH'S LIFE SUPPORT SYSTEMS"

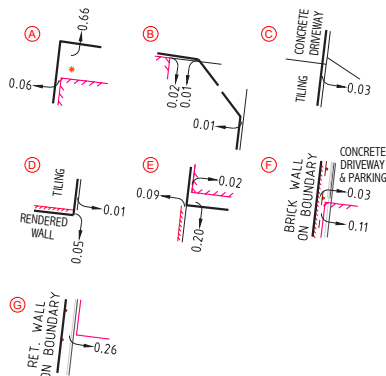
FORUM FOR THE FUTURE ANNUAL REPORT, 2000

TECHNICAL ANALYSIS

SITE SURVEY



ENLARGEMENTS



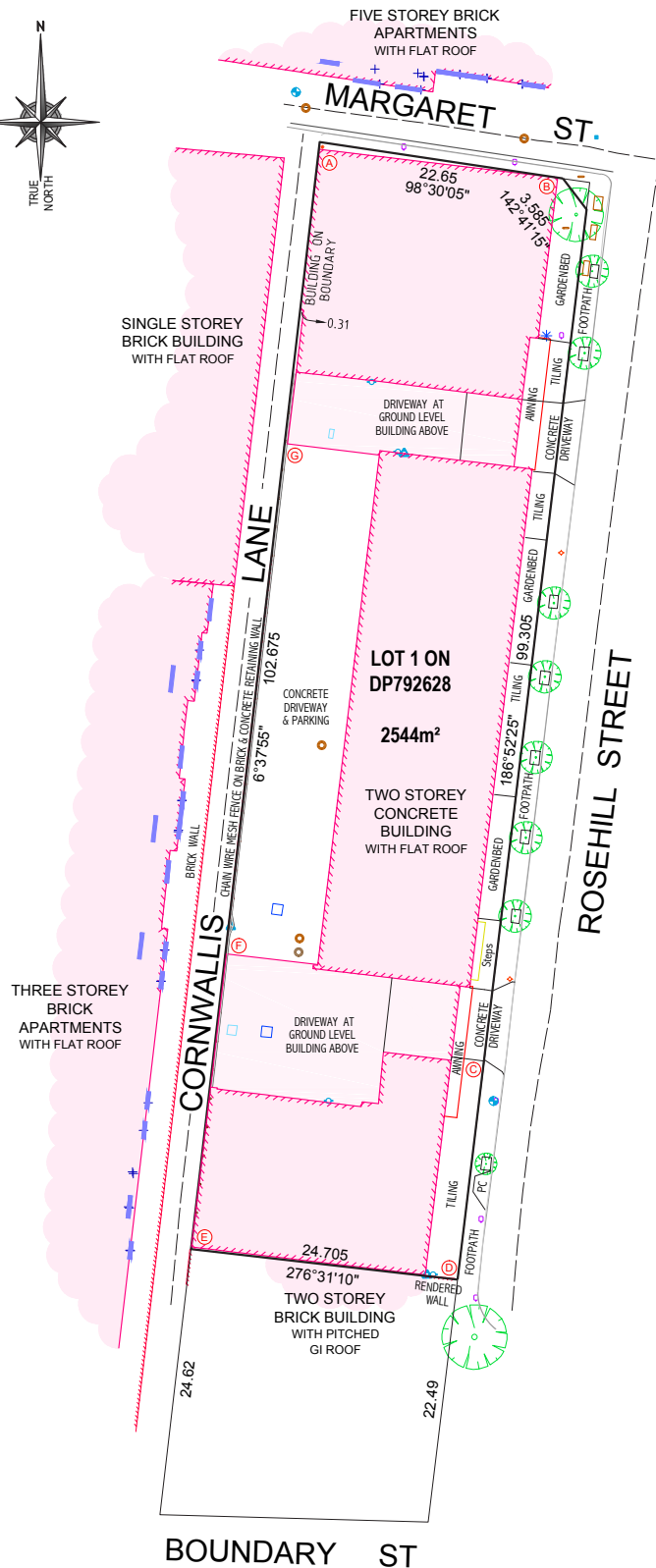
NOTES:
 This plan is prepared for ROBERTS DAY from a field survey for the purpose of designing new constructions on the land and to show the relationship between the boundaries and occupation, and should not be used for any other purpose.
 For clarity, some occupation may not be shown to scale.
 Possessory Rights may have accrued to occupation location.
 The Title boundaries have been surveyed.
 Prior to any demolition, excavation or construction on the site, the relevant authorities should be contacted for the location of underground services.
 Footing locations and subsurface structures have not been located.
 Any digital data forwarded by Landair Surveys must not be altered in any way without prior approval of Landair Surveys. The data may be copied and then manipulated as required.
 This note is an integral part of the plan.
 SOME LAYERS ARE TURNED OFF FOR CLARITY OF PRINTED PLAN
 SEE AUTOCAD DRAWING FOR COMPLETE INFORMATION

CERTIFICATION BY REGISTERED SURVEYOR FOR PLAN

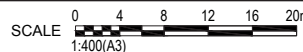
I, ERIK BIRZULIS of Landair Surveys a surveyor registered under the Surveying and Spatial Information Act 2002, certify that: The land shown in the plan was surveyed in accordance with the Surveying and Spatial Information Regulation 2017, is accurate and the survey was completed on 26.04.2018

Erik Birzulis

Surveyor Identification No. 2521
 Surveyor registered under the Surveying and Spatial Information Act 2002



ROBERTS DAY
IDENTIFICATION PLAN
 44-78 ROSEHILL STREET,
 REDFERN



DATE OF SURVEY: 26.04.2018 & 27.04.2018
 FIELD PARTY: MT, WA
 DRAWN BY: CC

MGA AZIMUTH VIDE PM 53330 & SSM 38398
 AHD CONNECTION VIDE SSM 38398

SHEET
 1 OF 1



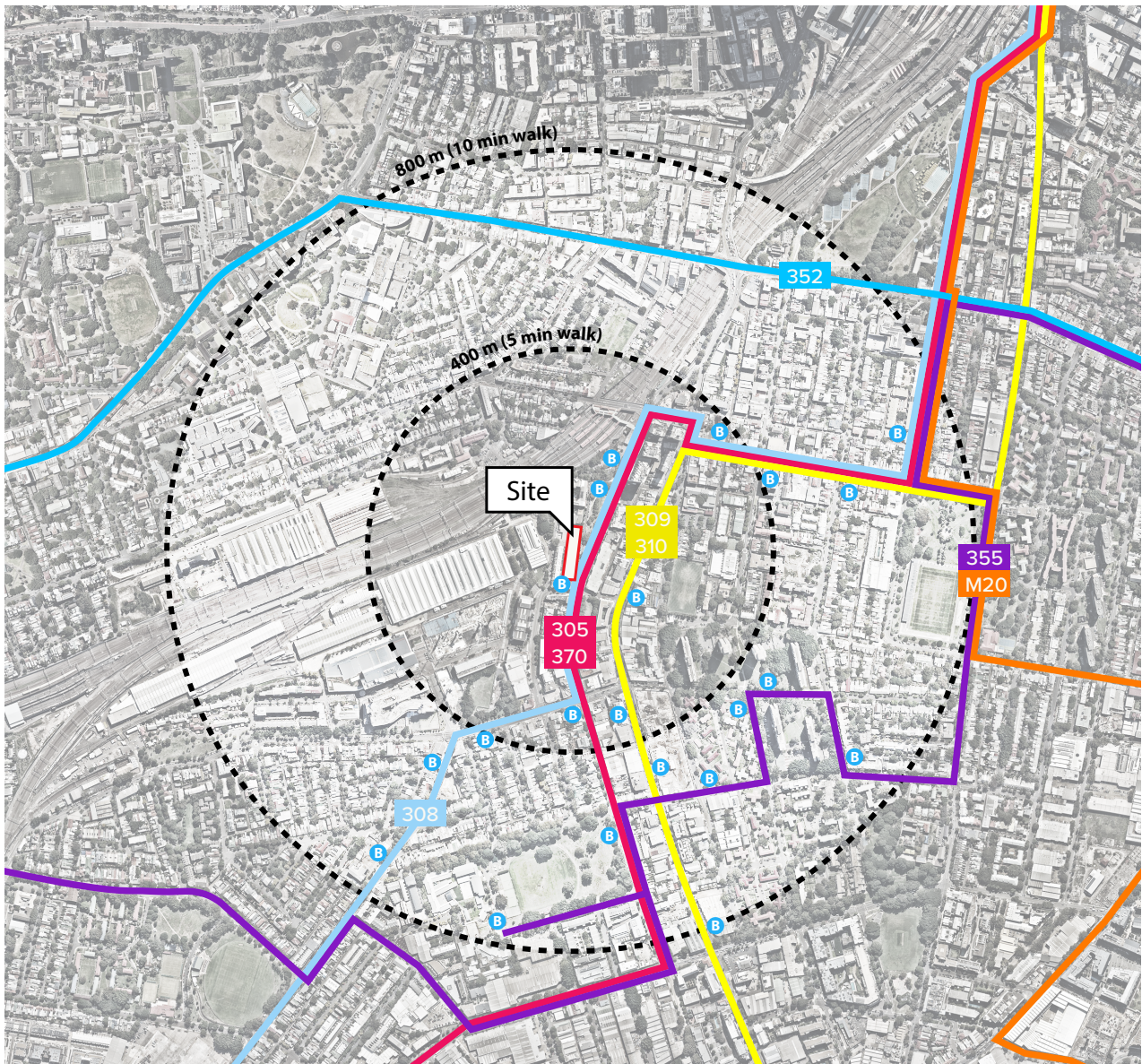
REF: 2180418-IDENT.DWG

Suite 19, Level 1, 11 Lord St
 Botany NSW 2019

info@landair.com.au
 www.landair.com.au

1300 130 158

TRANSPORT & ACCESSIBILITY

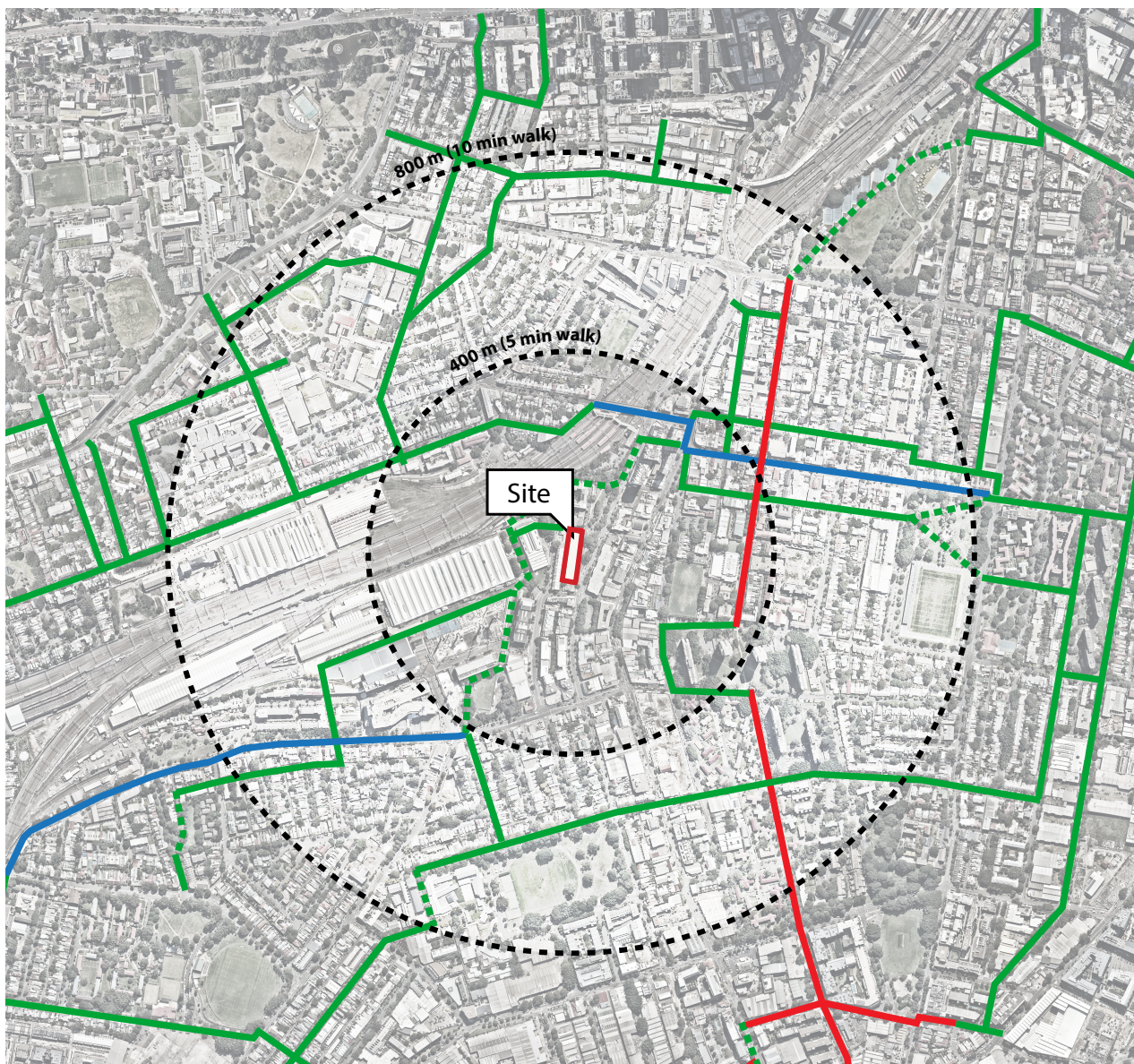


Public Transport & Car Share

In light of the above analysis map, it is recognised that the site has significant access to public transport (train, bus and future metro) within short walking distances (under 5 minutes). There are also multiple GoGet car sharing pods nearby further decreasing the site's dependence on private car usage.

Legend

- Site
- 5 minute walk
- 10 minute walk
- T Train Station
- B Bus Stop
- M Waterloo Metro Station
- GoGet GoGet Carshare
- Bus Route



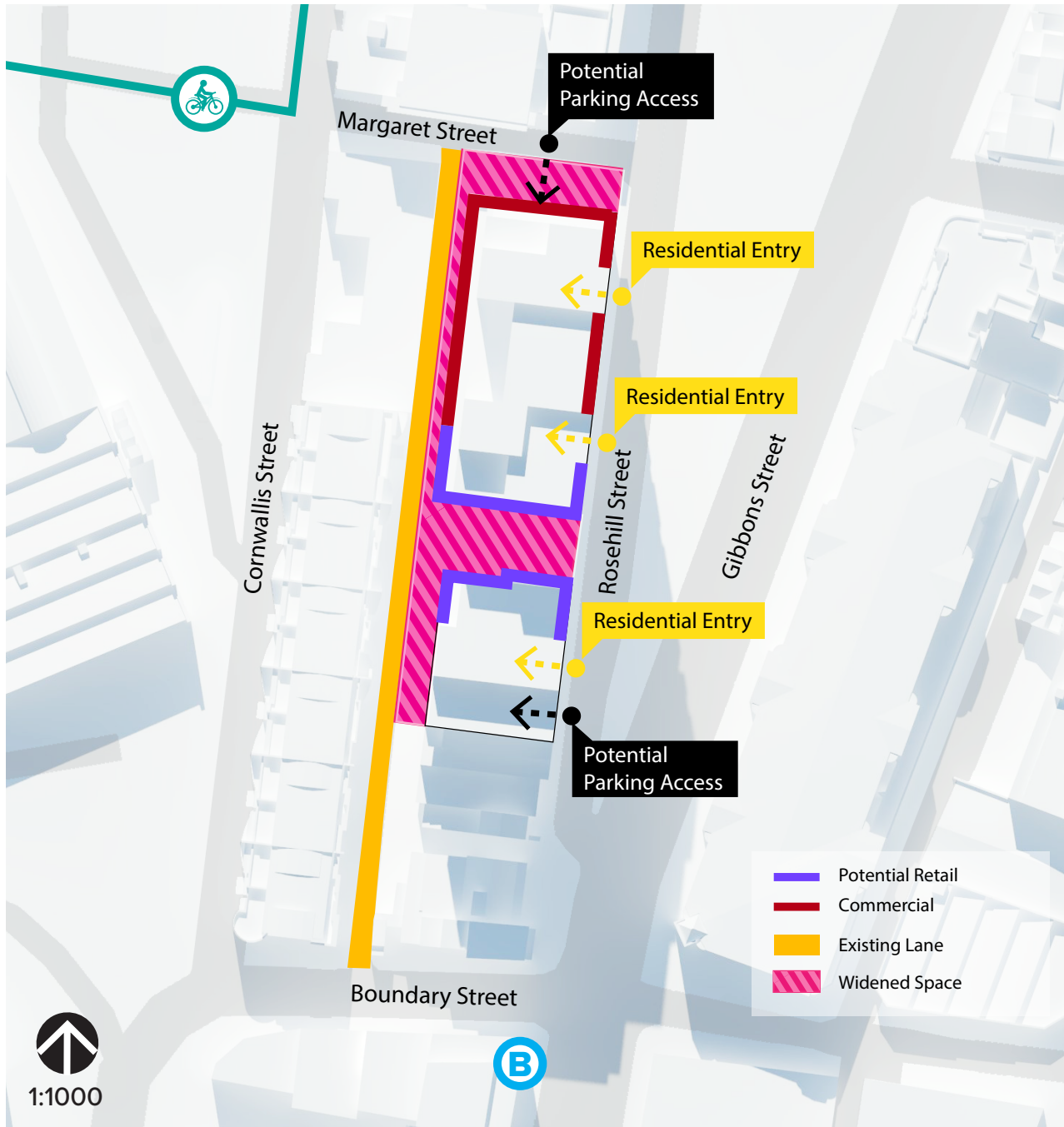
Cycle Network & Pedestrian Routes

The site has access to key multiple cycling networks which traverse north, south, east and west. In addition to the access to public transport, this further decreases the sites car dependence, and encourages a more walkable and pedestrian friendly environment.

Legend

- Site
- 5 minute walk
- 10 minute walk
- Cycle route on road low to medium traffic on road
- Cycle route on road low to medium traffic off road
- Cycle route on road heavy traffic
- Cycle route in separated cycleway

MOVEMENT & ACCESS

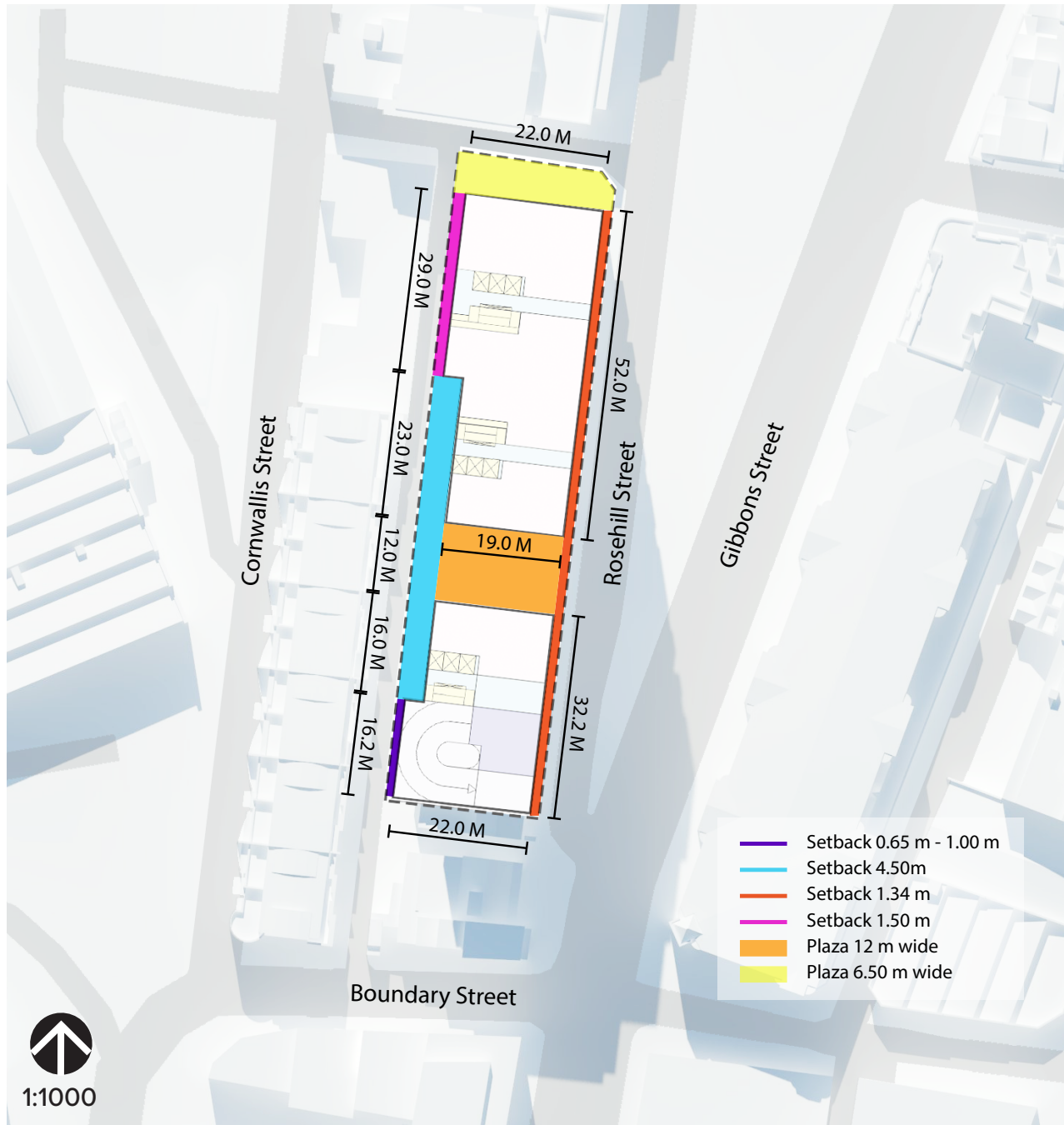


CONSIDERATIONS

- CARPARK ACCESS FROM ROSEHILL STREET
- WIDENED OF THE CORNWALLIS LANE
- RETAIL COMPONENT AROUND THE NEW PLAZA AREA
- BUS STOP ALONG GIBBONS STREET

The above diagram analyses and compares the existing lane to the widened and created public open space with emphasis on activating edges and building corners which interface with the public realm. Also, future potential parking access options are shown from Rosehill Street (existing scenario) or Margaret Street.

PROPOSED SETBACKS



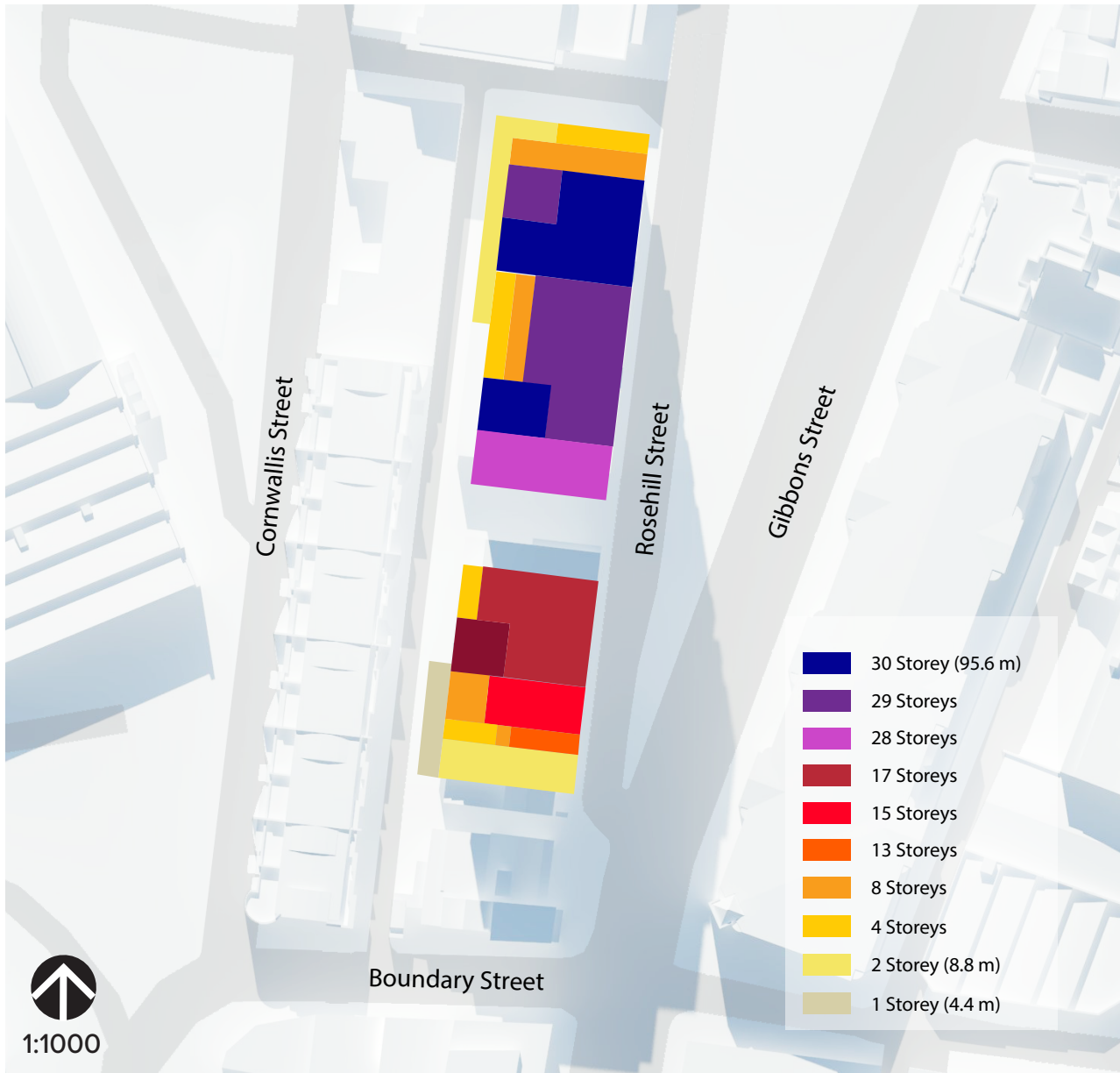
FEATURES

- **801.4 SQM WIDENED FOOTPATH ZONE**
- **HEIGHT: UP TO 30 STOREYS**
- **ZONING: B4 MIXED USE**

Setbacks to the public realm and adjacent development are highlighted above. Footpath widening and plaza space amount to a total of 801sqm of publicly accessible open space.

HEIGHT PLAN

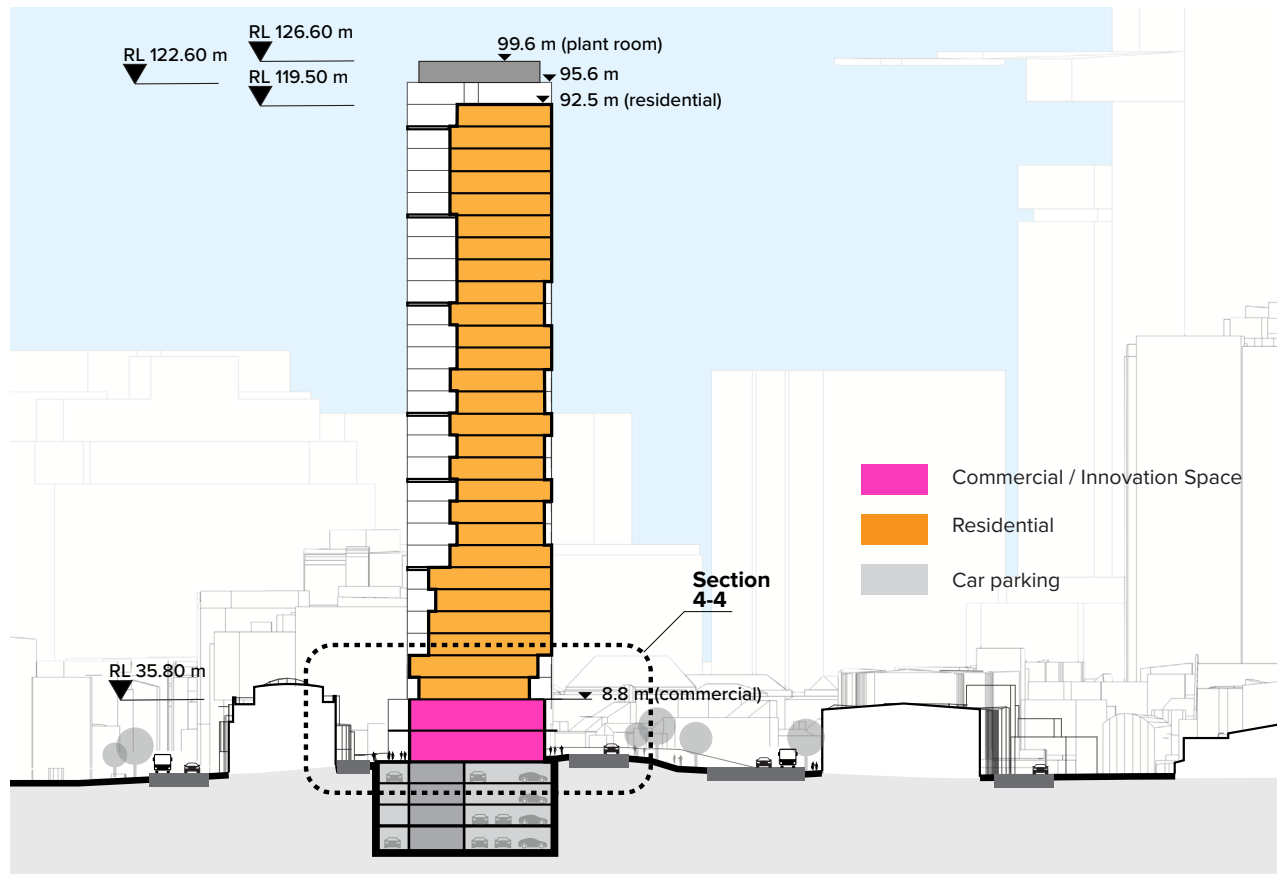
The maximum height proposed is 30 storeys (including plant equipment). Building heights then step down towards the southern end of the site (Boundary Street). The heights and building separation (adjacent page) have been carefully planned and design to ensure appropriate separation distances and solar amenity have been created.



FEATURES

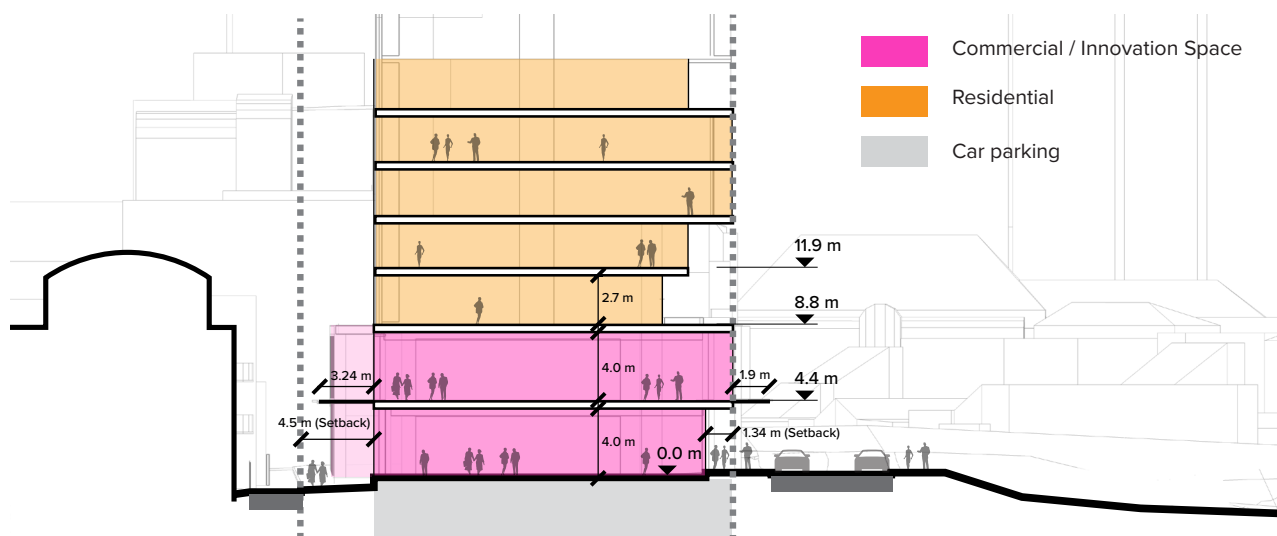
- MAX HEIGHT: UP TO 30 STOREYS
- SLENDER TOWERS
- STEPPED BUILT FORM

LAND USE CROSS SECTION



SECTION 3-3

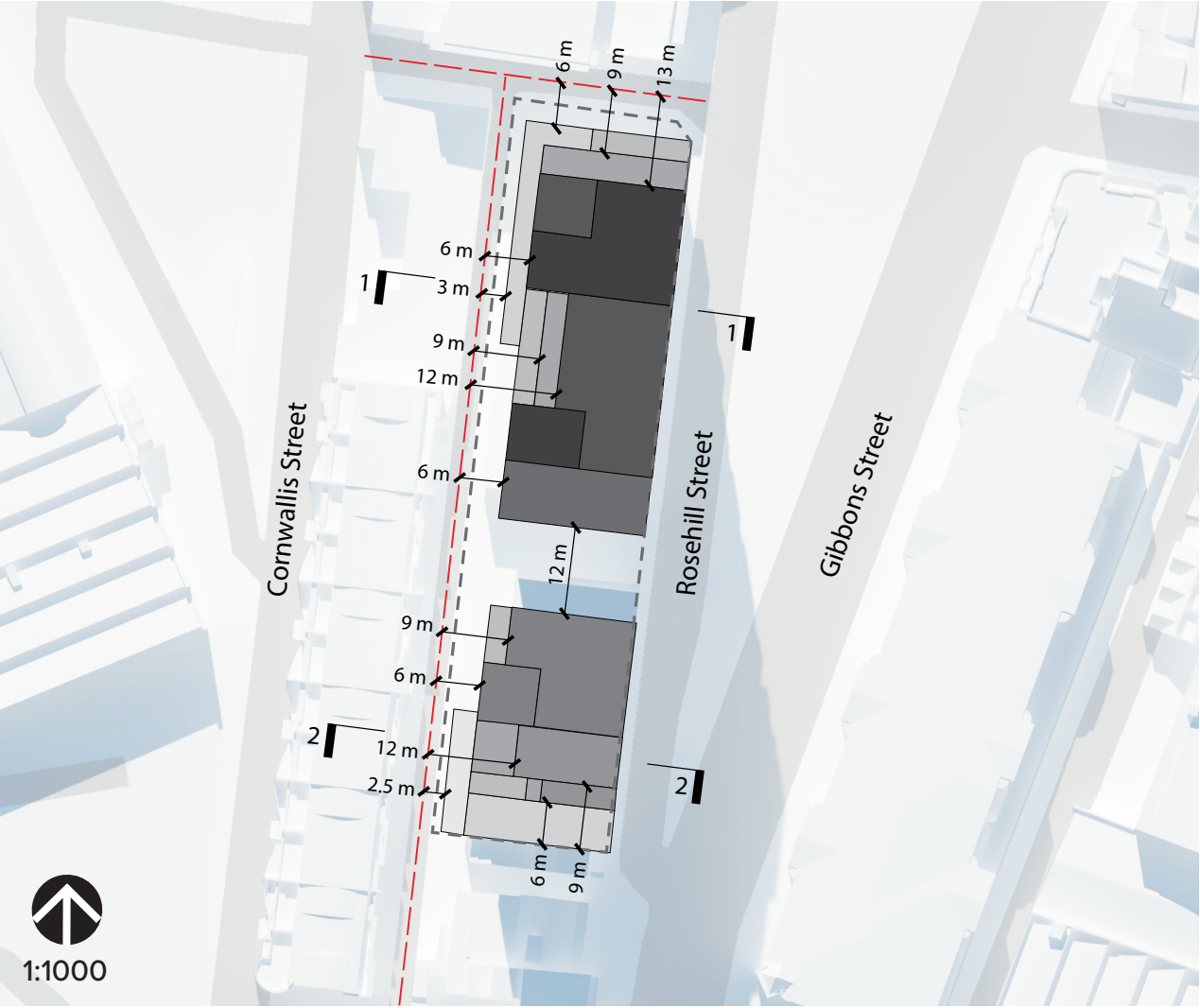
PUBLIC SPACE SECTION



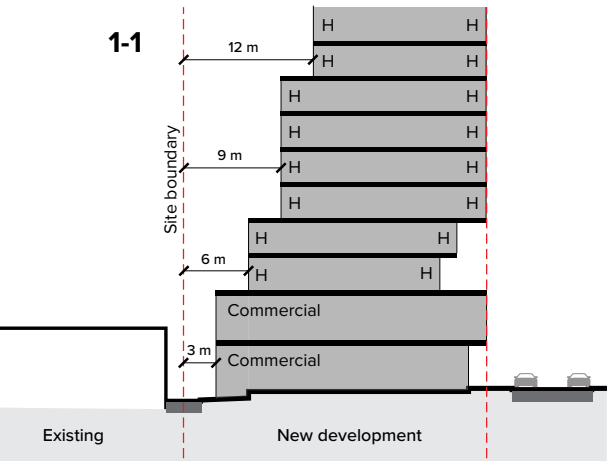
SECTION 4-4

BUILDING SEPARATION

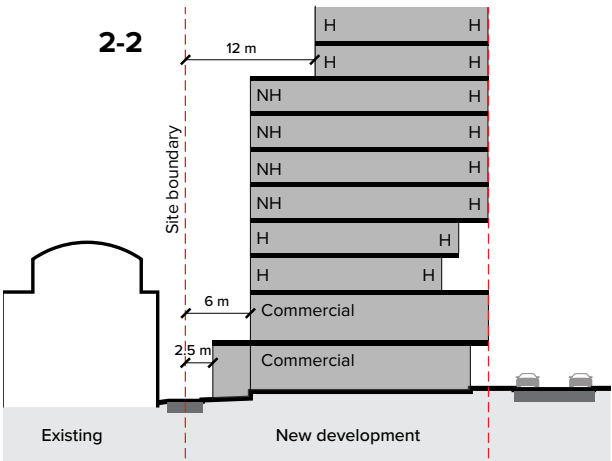
Building separation complies with the ADG and has also been considered to provide comparable development potential for the adjacent land to the west through a stepped built form approach. Designed in accordance with ADG Standards, section 1-1 and 2-2 below, detail the proposed building separation setbacks from the lot boundary.



BUILDING SEPARATION IN PLAN VIEW

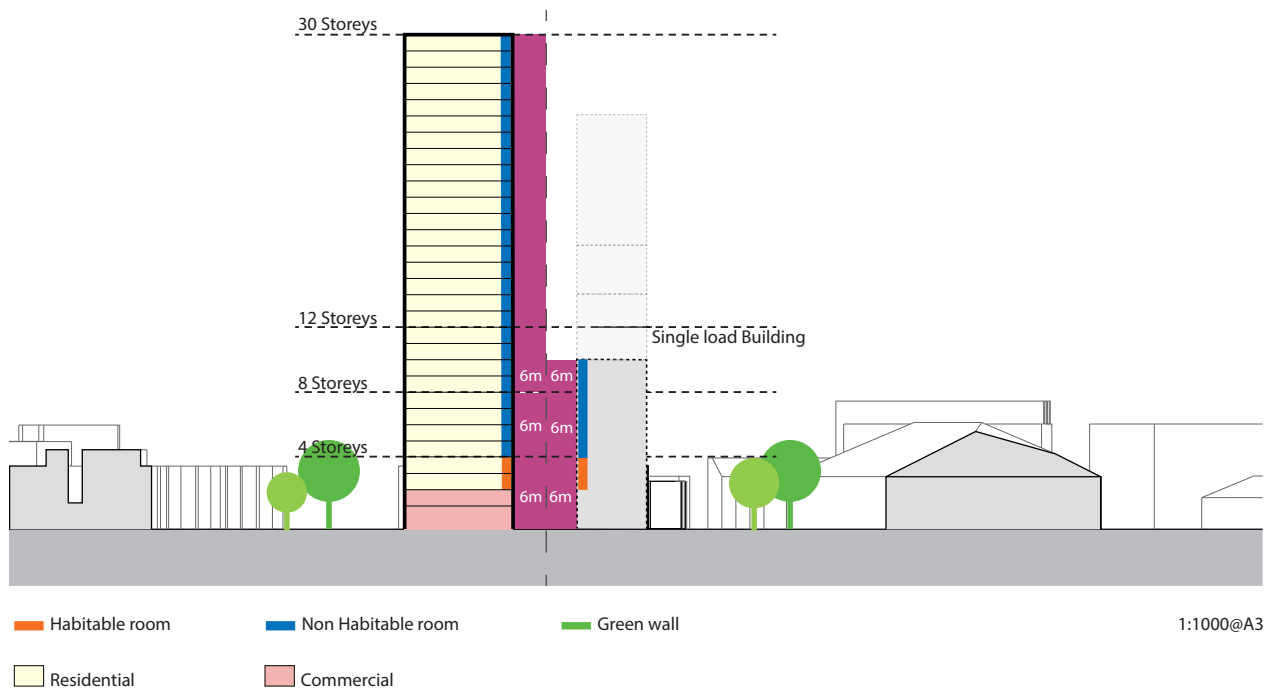


SECTION 1-1

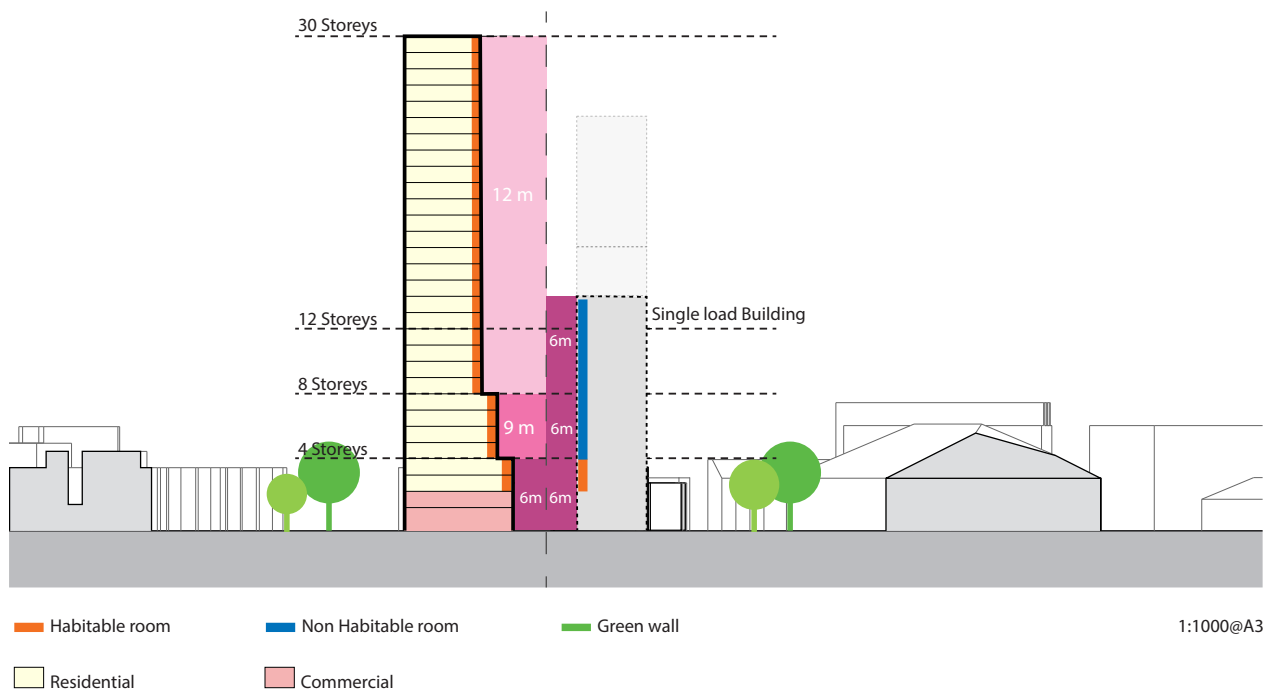


SECTION 2-2

ADJACENT ENVELOPE SCENARIO (ILLUSTRATIVE ONLY)



SECTION 2B-2B



SECTION 2C-2C

ADJACENT ENVELOPE SCENARIO (ILLUSTRATIVE ONLY)

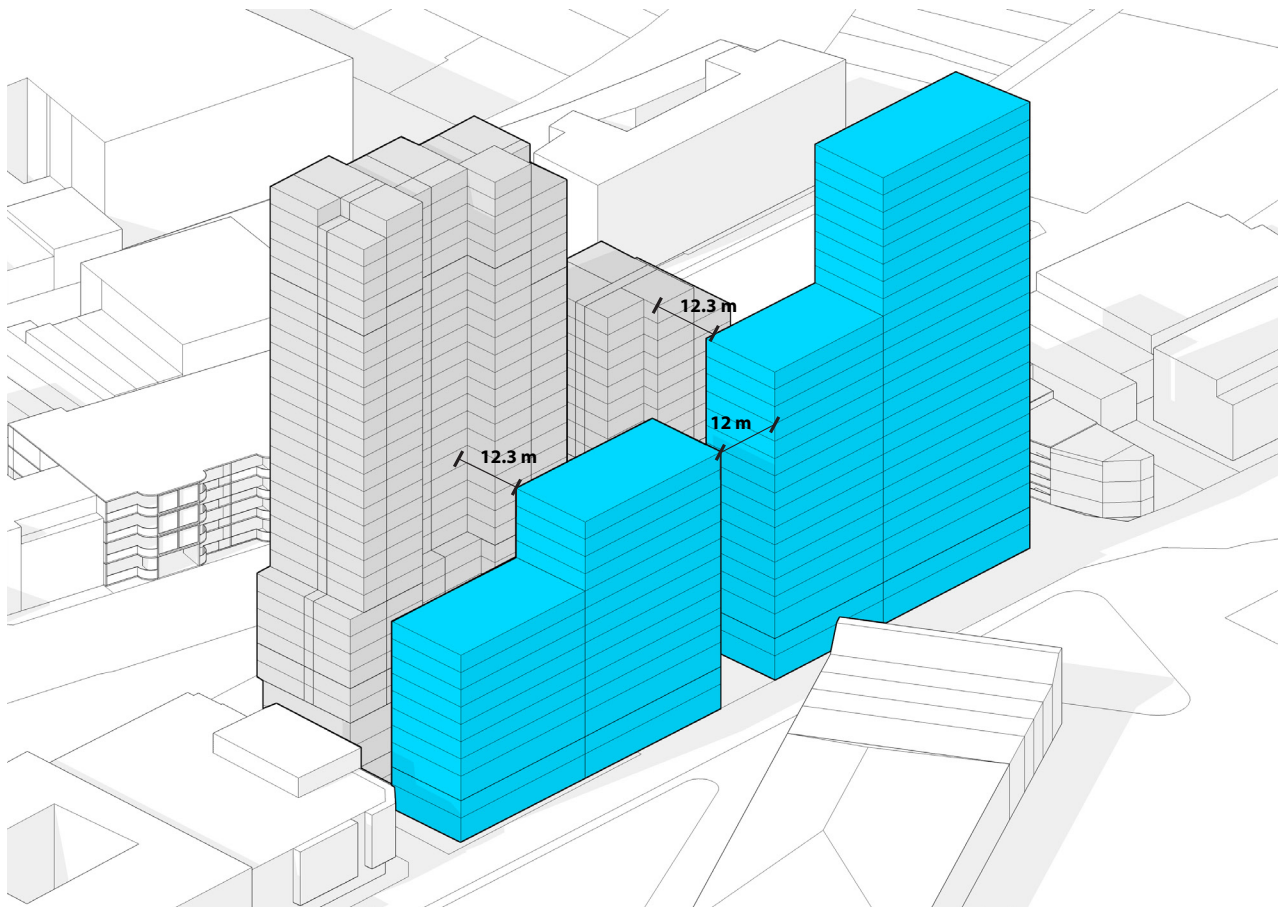
In order to maintain development equity potential for the adjacent building envelope if developed in the future, the design team has introduced compliant building separation setbacks whilst modeling the potential maximum built form for the adjacent site. The following diagrams represents (in blue) the adjacent built form envelope in the context of Gibbons Place.

The ADGs identifies building separation requirements based on building height, adjoining boundaries and visual privacy. The Gibbons Place proposal is fully compliant as per the ADG requirements for appropriate building separation distances, as detailed below:

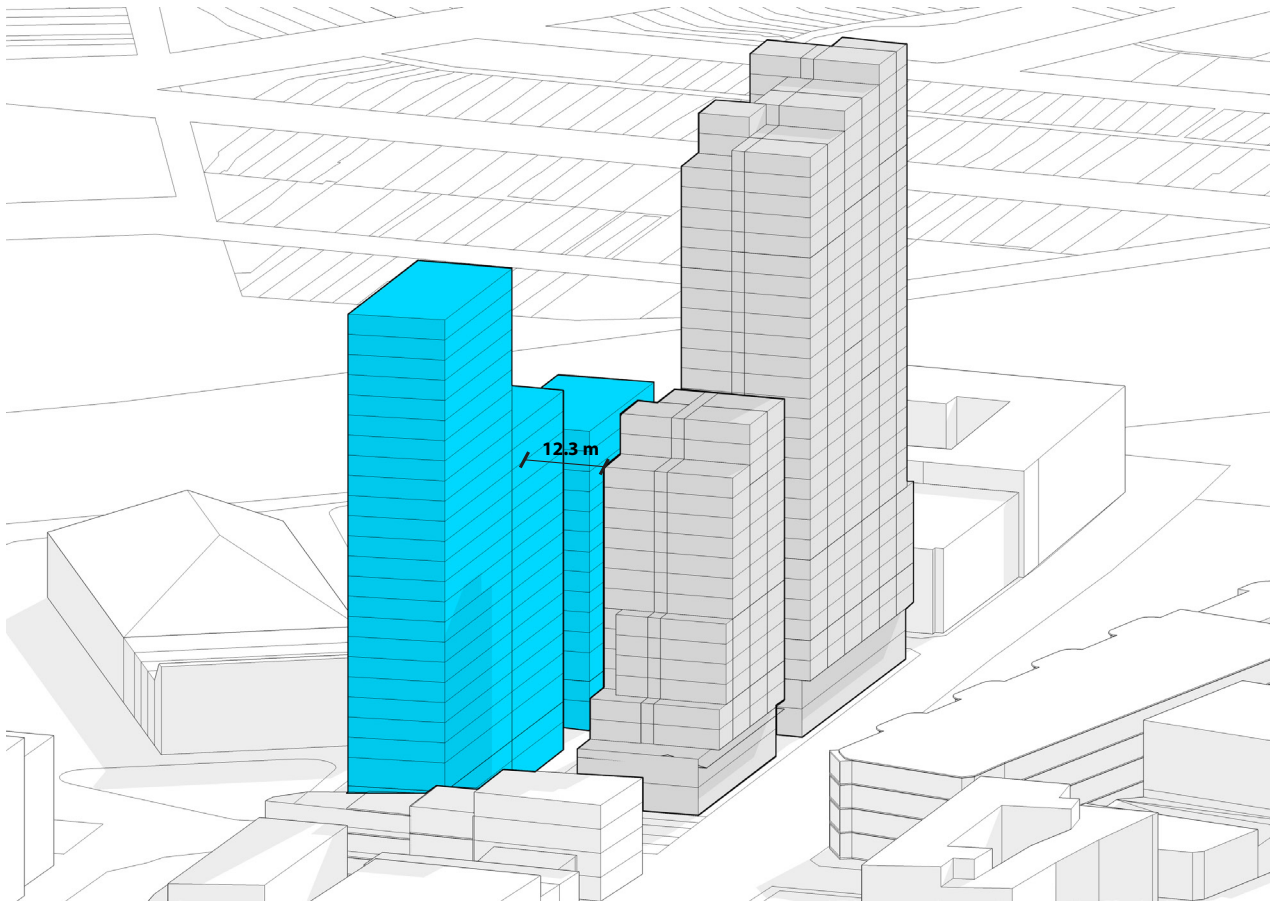
Building Separation

- 1-2 Storey Commercial: 2.5m to 3m
- 3-4 Storey Habitable Residential: 6m
- 3-8 Storey Non Habitable Residential: 6m
- 5-8 Storey Habitable Residential: 9m
- 9 Storey + Habitable Residential: 12m

The proposed building envelope at Gibbons Place has been considered to maintain development equity potential for the adjacent building envelope, if developed in the future, maximising visual privacy through a stepped built form approach, designed in accordance with ADG Standards.



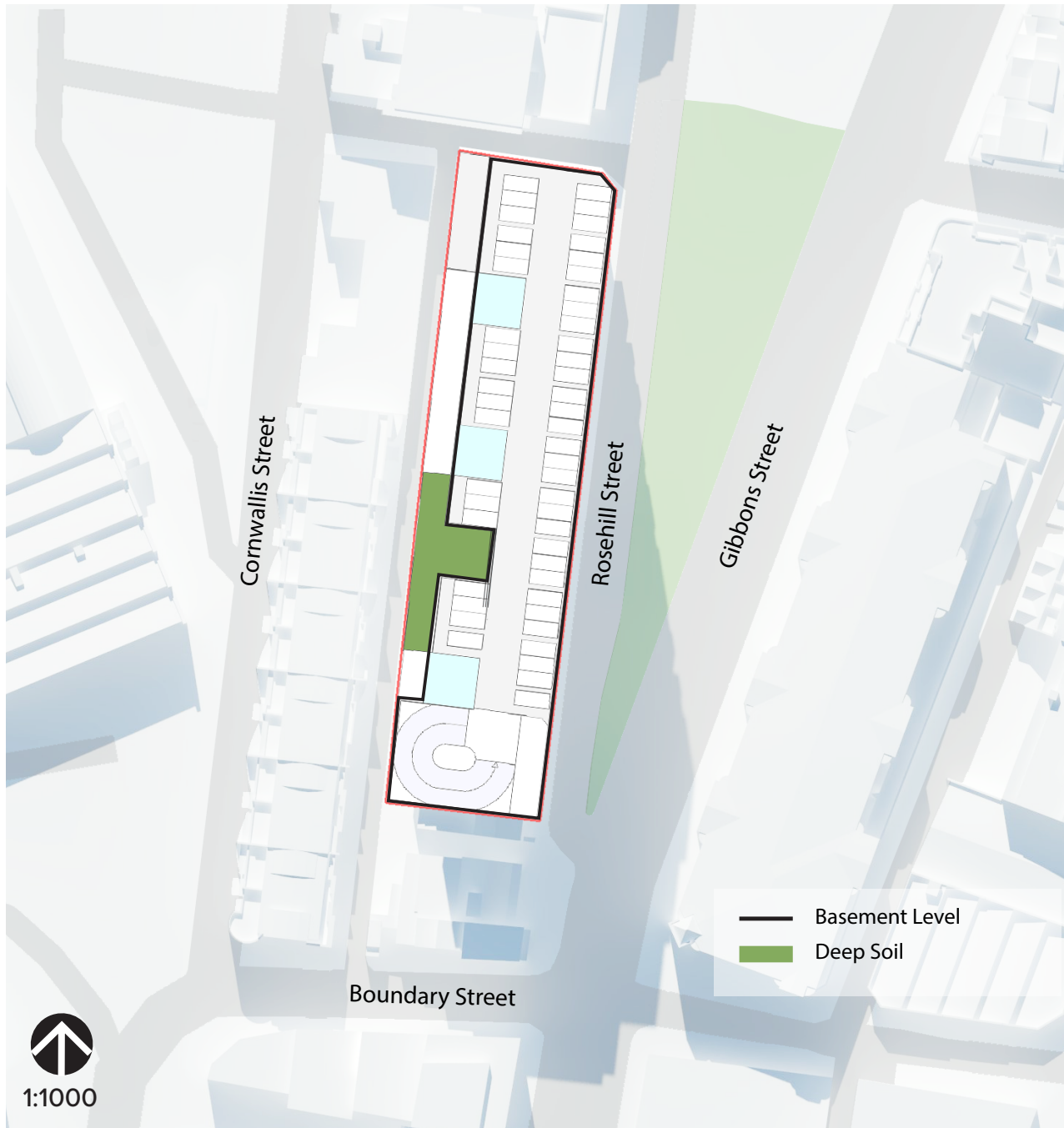
As the Gibbons Place envelope steps down towards the southern end of the site, the potential adjacent built form would increase in height towards the southern end from a lower height.



12m building separation achieved above 9 storey's between habitable spaces of Gibbons Place and potential adjacent built form (blue).

INDICATIVE FLOOR PLAN

CAR PARKING



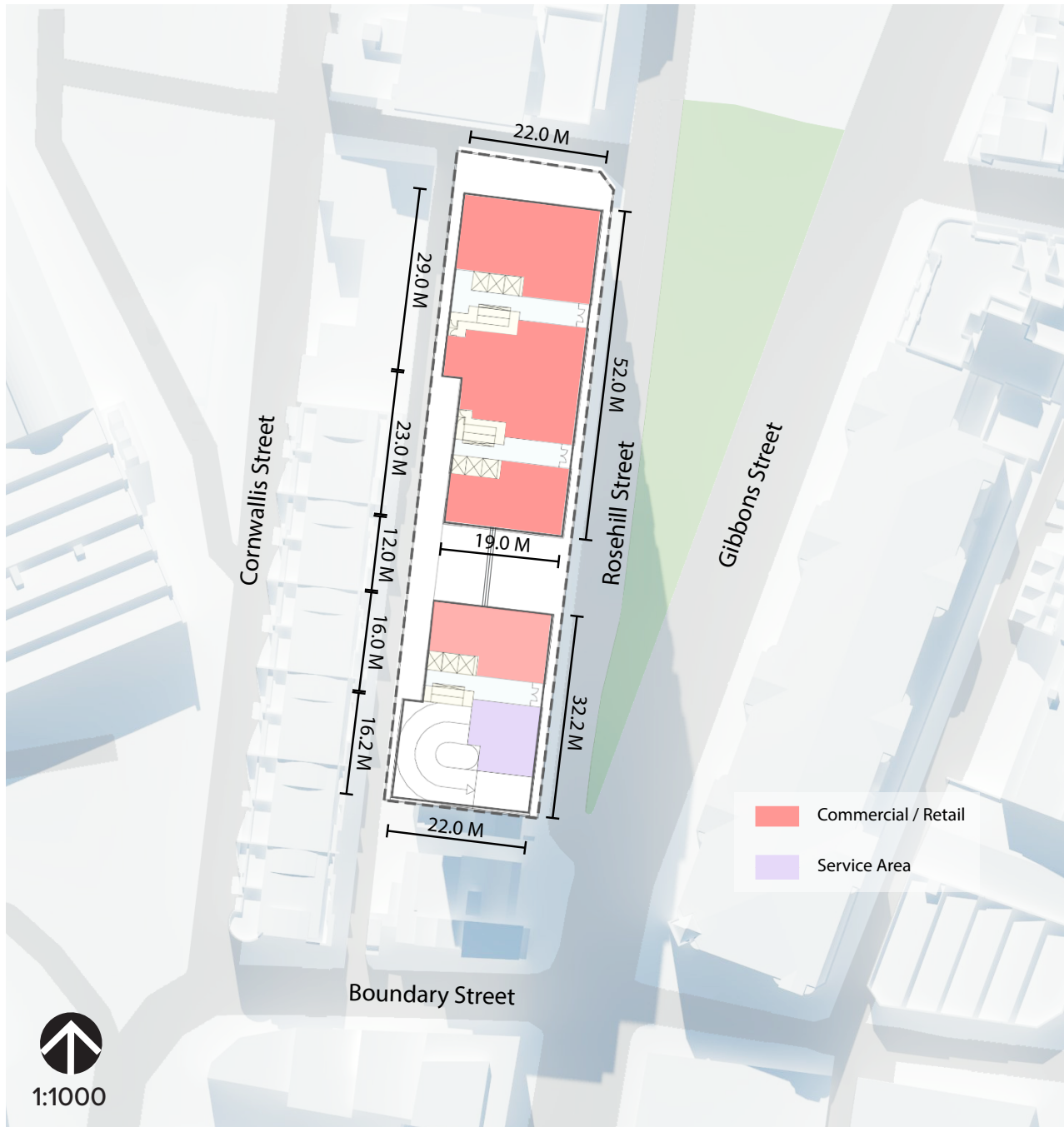
FEATURES

- **8,775 SQM BASEMENT PARKING**
- SPACES : 243
- 4 LEVELS AND A HALF OF BASEMENT
- DEEP SOIL : 280 SQM (11%)

The indicative car parking layout for Gibbons Place illustrates the possibility a total of 243 bays distributed across 4 levels and half of a basement (8,775sqm), if desired. Under this scenario, 11% of the site has been set aside for deep soil planting (280sqm), as seen above.

INDICATIVE FLOOR PLAN

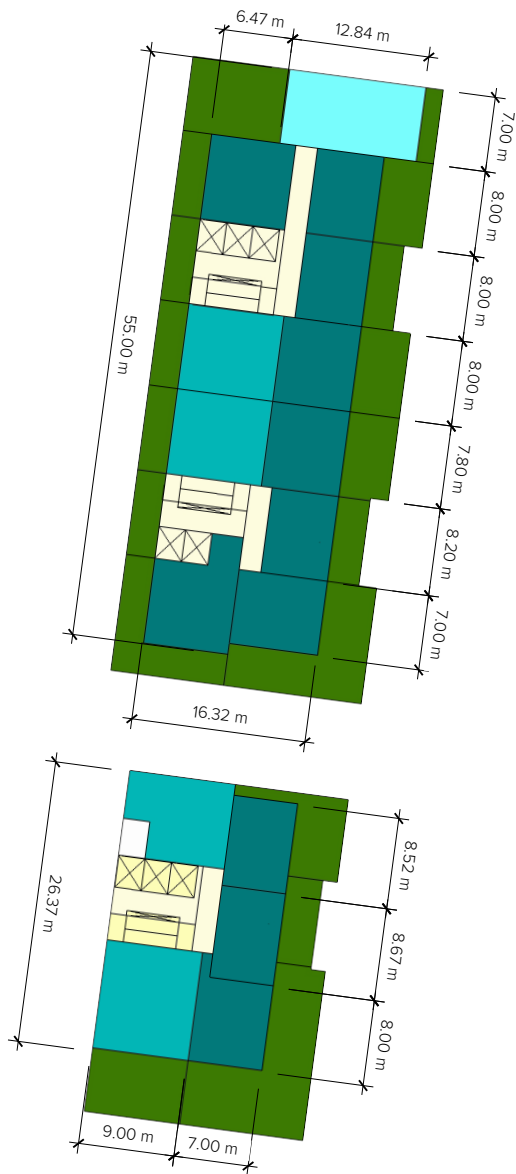
TYPICAL FLOOR - COMMERCIAL/RETAIL



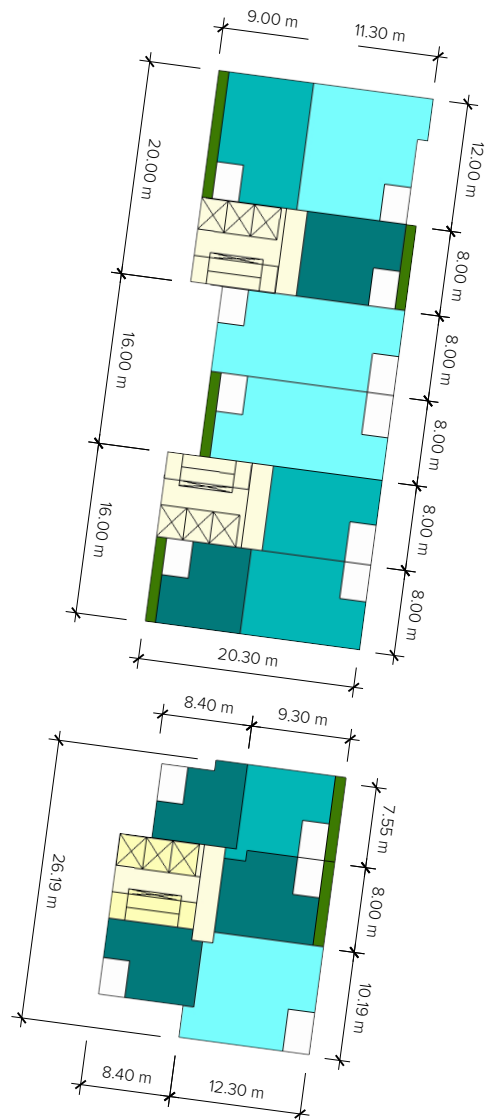
The indicative floor plan shown above shows an example floor layout which would support commercial and retail space interfaced with the plaza, rear laneway, Roshehill Street and Margaret Street. The location and orientation of these spaces are key in working with or translating to the desired urban design and activated streetscape outcome.

INDICATIVE FLOOR PLAN

UPPER FLOOR - RESIDENTIAL



3TH FLOOR - RESIDENTIAL



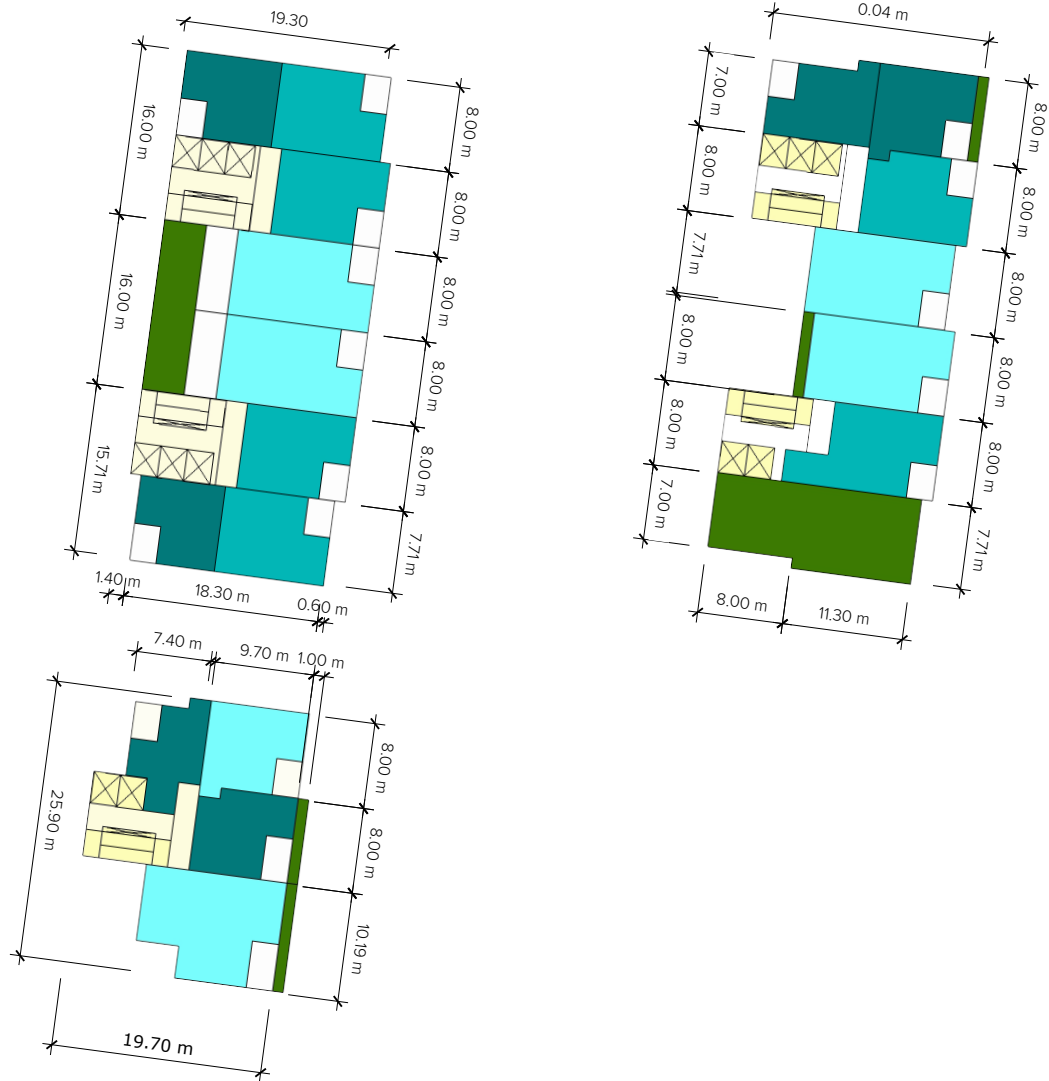
7TH FLOOR - RESIDENTIAL



1:750

INDICATIVE FLOOR PLAN

UPPER FLOORS - RESIDENTIAL



13TH FLOOR - RESIDENTIAL

29TH FLOOR - RESIDENTIAL

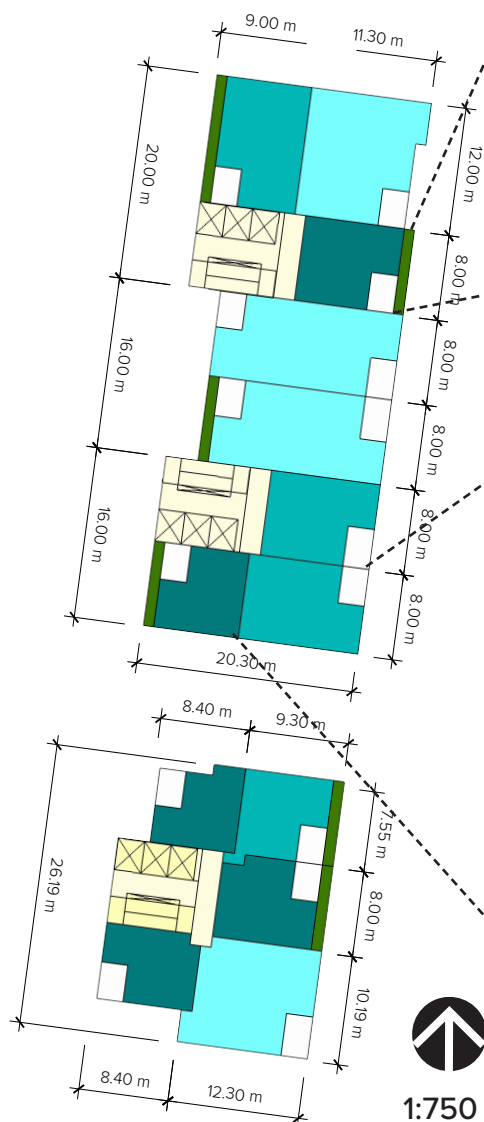


1:750

INDICATIVE FLOOR PLAN

1 AND 2 BEDROOM INDICATIVE LAYOUT

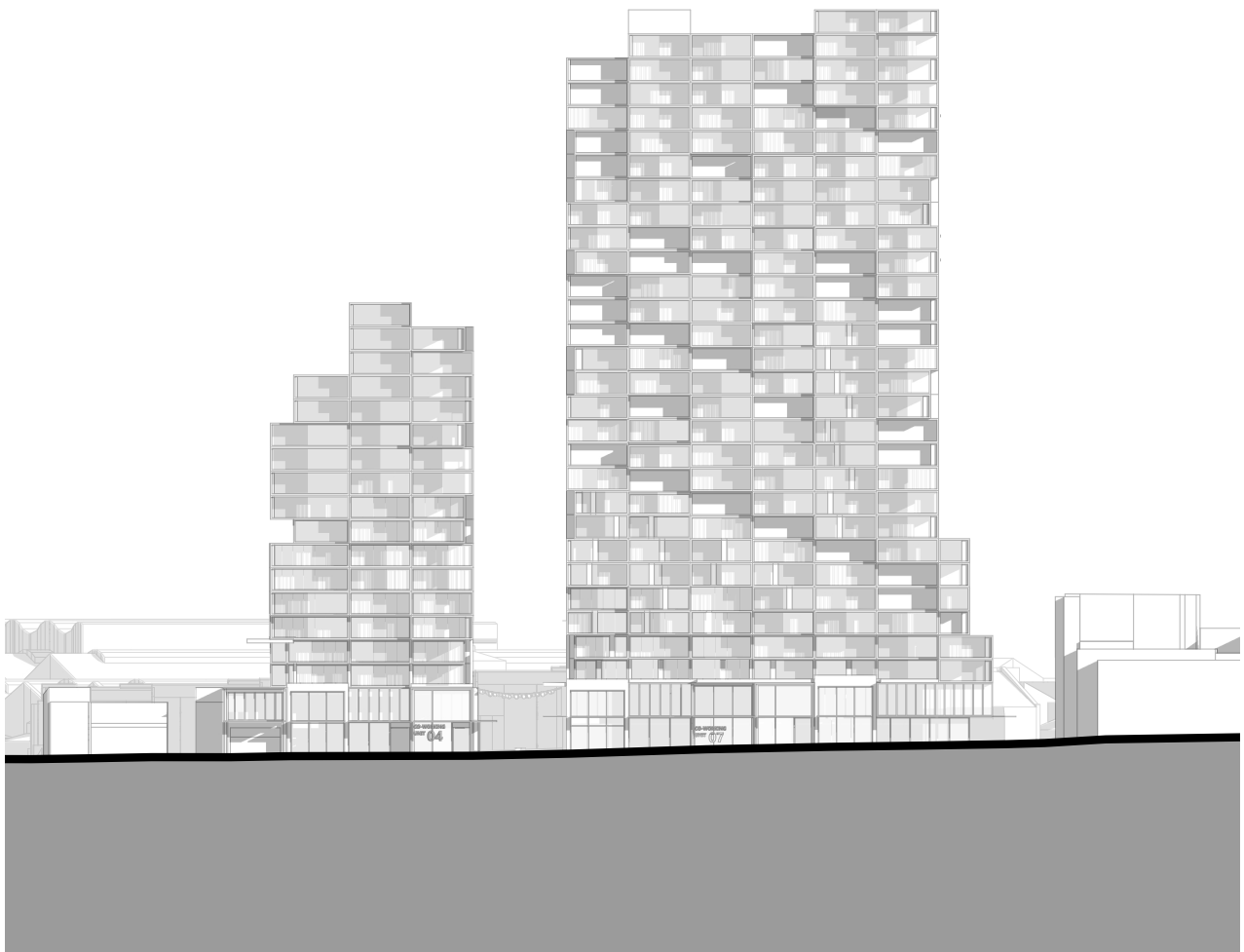
The Apartment Design Guide advises “apartment mix refers to the percentage of apartments with different numbers of bedrooms in a development. The number of bedrooms is directly related to floor area which in turn determines the yield that can be generated on the site. A mix of apartment types provides housing choice and supports equitable housing access. By accommodating a range of household types, apartment buildings support the needs of the community now and into the future. This is particularly important because apartment buildings form a significant and often long term part of the urban fabric.”





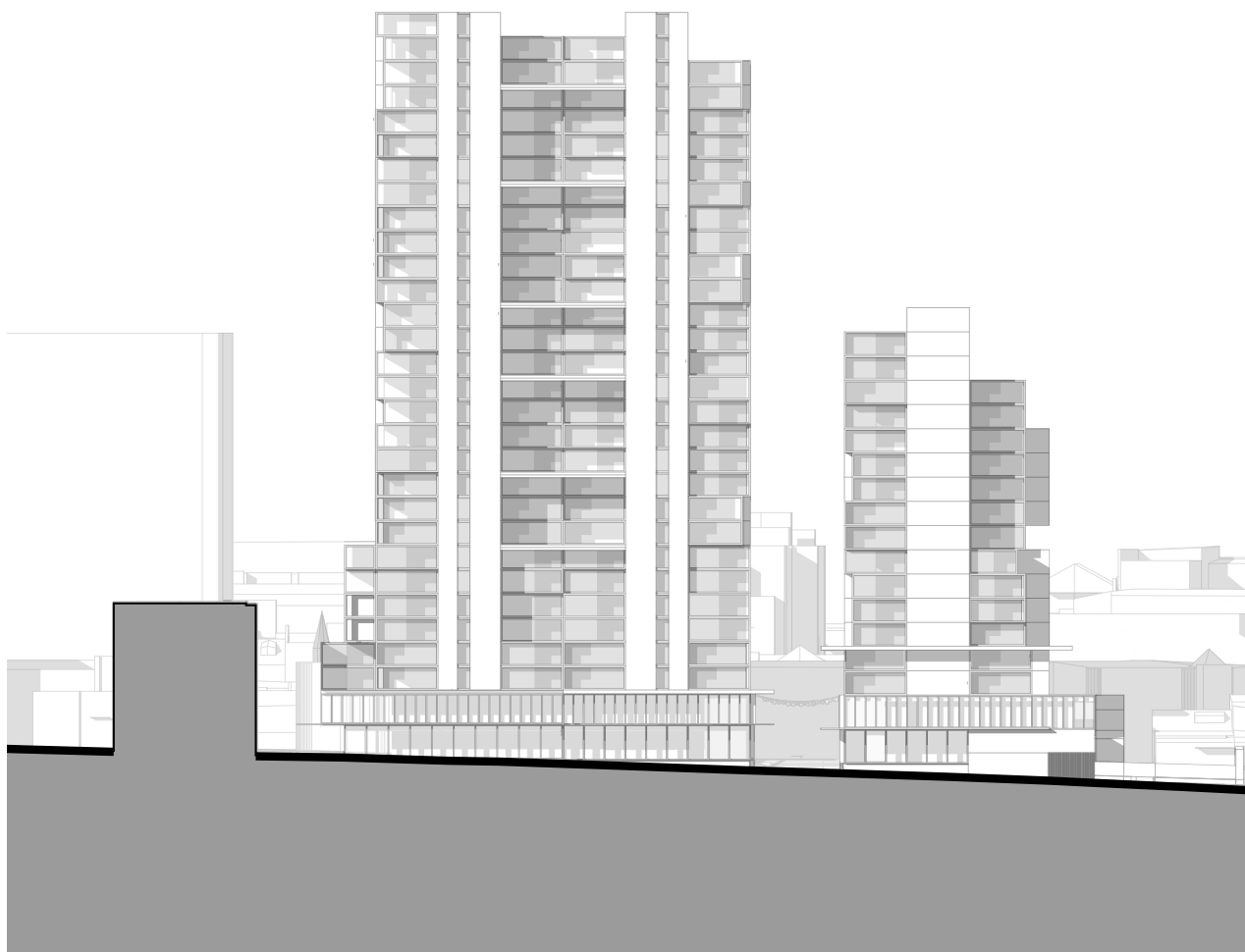
DESIGN STRATEGY

ILLUSTRATIVE ELEVATION - EAST



ROSEHILL STREET ELEVATION

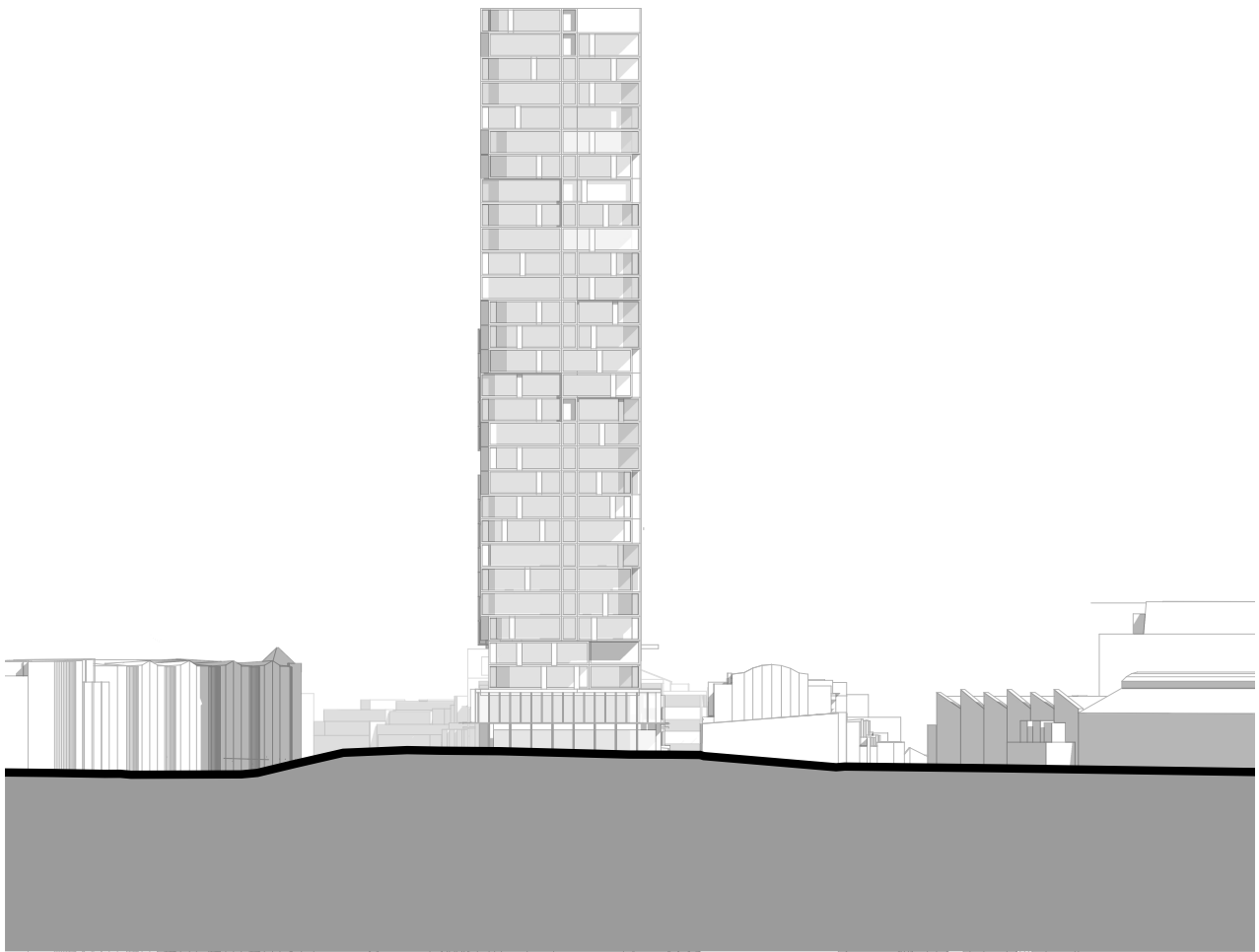
ILLUSTRATIVE ELEVATION - WEST



CORNWALLIS LANE ELEVATION

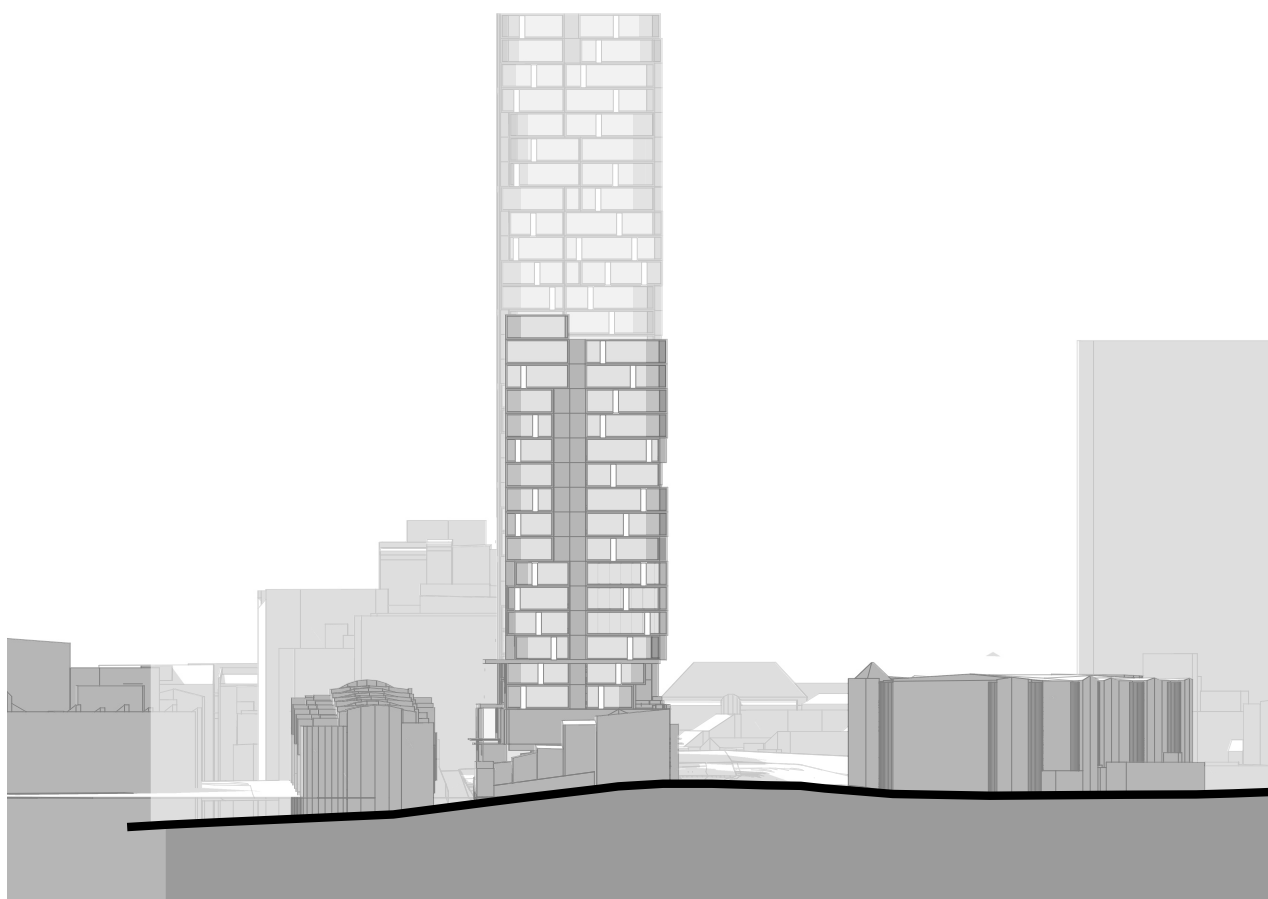
DESIGN STRATEGY

ILLUSTRATIVE ELEVATION - NORTH



MARGARET STREET ELEVATION

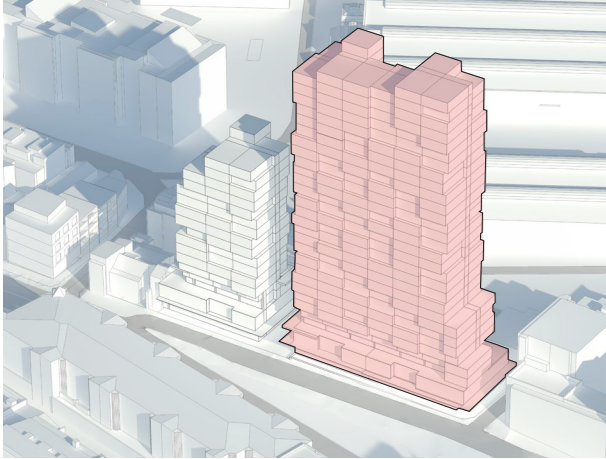
ILLUSTRATIVE ELEVATION - SOUTH



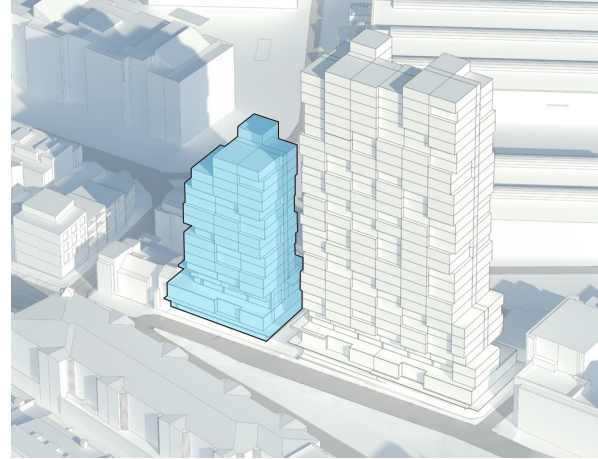
BOUNDARY STREET ELEVATION

GFA BY LEVEL

GFA CALCULATION



BUILDING 01 (tower 30 storeys)				
FLOOR AREA	GBA	Efficiency	GFA	Internal-NSA
Ground	1,071	85	910	865
1th	1,201	85	1,021	970
2th	873	76	663	584
3th	970	76	737	649
4th	1,008	76	766	674
5th	1,008	76	766	674
6th	1,008	76	766	674
7th	1,008	76	766	674
8th	878	76	667	587
9th	878	76	667	587
10th	878	76	667	587
11th	878	76	667	587
12th	878	76	667	587
13th	878	76	667	587
14th	878	76	667	587
15th	878	76	667	587
16th	878	76	667	587
17th	878	76	667	587
18th	878	76	667	587
19th	878	76	667	587
20th	878	76	667	587
21th	878	76	667	587
22th	878	76	667	587
23th	878	76	667	587
24th	878	76	667	587
25th	878	76	667	587
26th	878	76	667	587
27th	878	76	667	587
28th	716	76	544	479
29th	325	76	247	217
Total B01	26,748		20,533	18,204



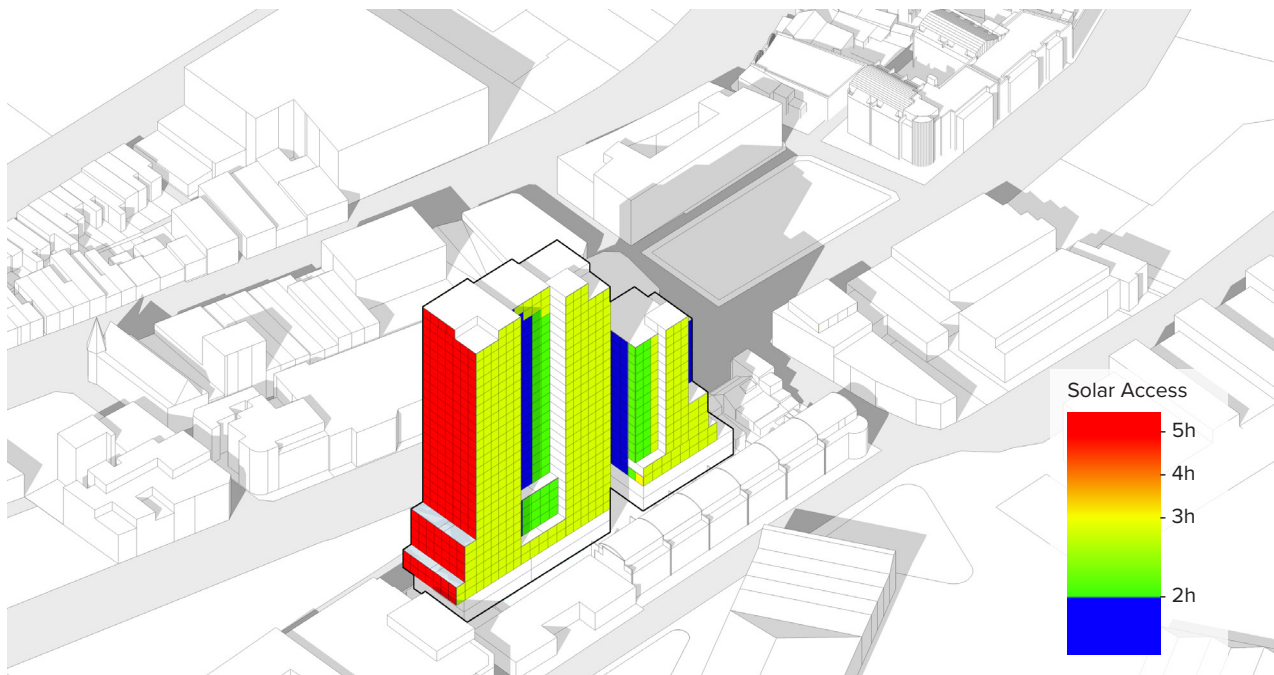
BUILDING 02 (tower 18 storeys)				
FLOOR AREA	GBA	Efficiency	GFA	Internal-NSA
Ground	304	85	258	245
1th	653	85	555	527
2th	419	76	318	280
3th	458	76	348	306
4th	490	76	372	328
5th	490	76	372	328
6th	490	76	372	328
7th	490	76	372	328
8th	422	76	321	282
9th	422	76	321	282
10th	422	76	321	282
11th	422	76	321	282
12th	422	76	321	282
13th	380	76	289	254
14th	380	76	289	254
15th	277	76	211	185
16th	277	76	211	185
17th	64	76	49	43
Total B02	7,282		5,620	5,003

GFA CALCULATION

	GBA	GFA	NSA
Total	34,030	26,153	23,207
FSR	10.28		

GIBBONS PLACE SOLAR AMENITY

Detailed solar amenity studies have been undertaken to ensure an appropriate level of sunlight is achieved for the proposed built form, the adjacent buildings and key public open spaces. The SunHours Plugin has been used to assist with the solar analysis of buildings and simplify measuring compliance with the ADG's and City's Policy. The City of Sydney requires apartments to comply with the Apartment Design Guidelines, where a minimum of 70% of apartments must receive more than 2 hours of direct sunlight per day and a maximum of 15% receiving no sunlight on winter solstice. Out of the 312 apartments proposed at Gibbons Place, 253 (81%) apartments receive more than 2 hours of sunlight, whilst 13 (4.3%) receive between 15min and 2 hours and 46 (14.7%) apartments do not receive direct sunlight between 9am-3pm. The calculations and diagrams below illustrate the Gibbons Place proposal is fully compliant with the ADG standards.



The western elevation receives approximately 2-3 hours of sunlight in the afternoon, whilst the northern elevation receives 5 hours sunlight during the day.

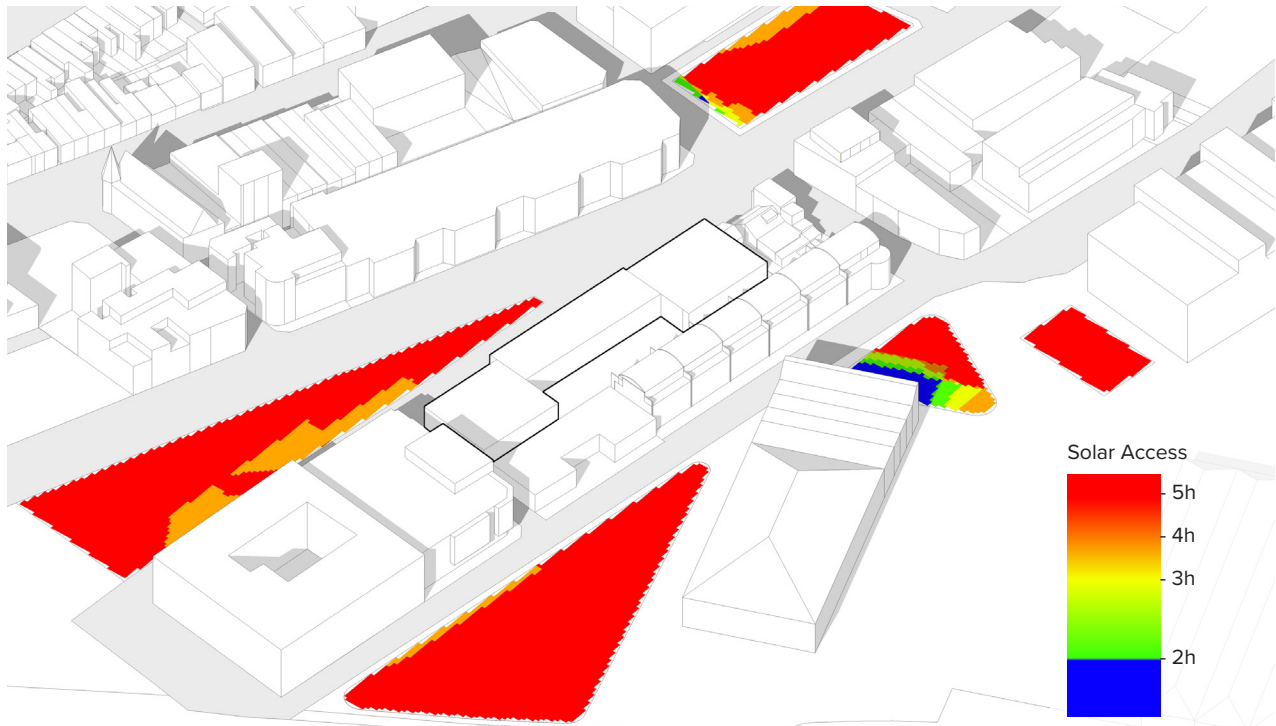


The eastern elevation receives approximately 2-3 hours of sunlight in the morning.

EXISTING CONDITION: SOLAR AMENITY ADJOINING BUILDINGS & POS

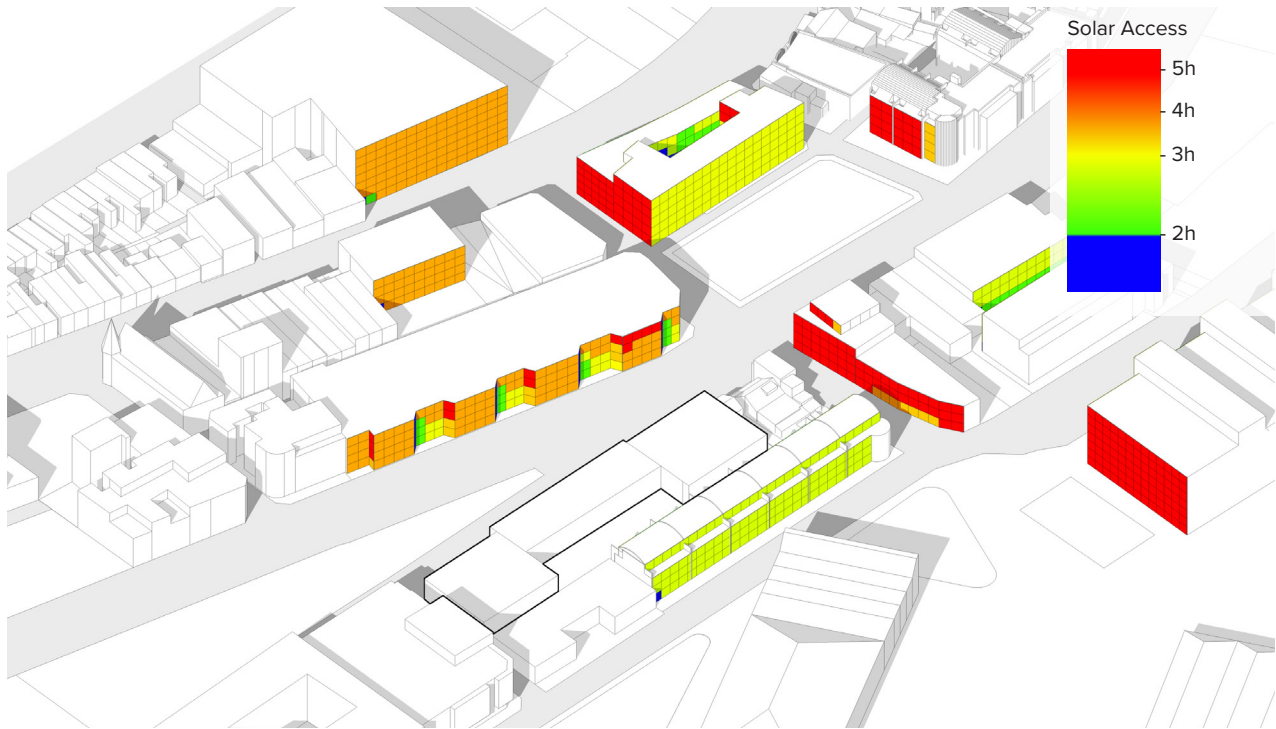
The City of Sydney requires adjoining buildings to have appropriate access to direct sunlight at winter solstice. In a separate policy, the City requires adjacent or affected public open spaces to receive more than 50% of the space to receive at least 4 hours sunlight. Based on this analysis, the existing built form condition is fully compliant with the City's policies.

OPEN SPACE SOLAR ACCESS

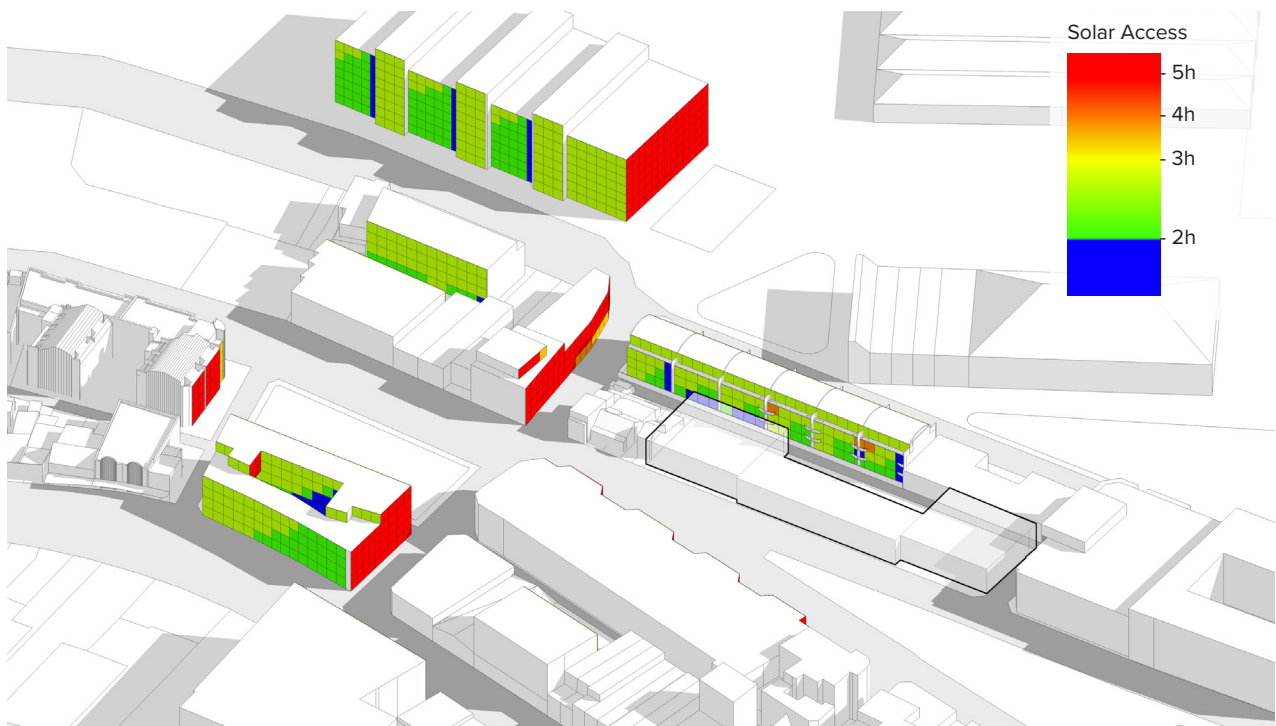


The above diagram details the existing solar access levels to public open spaces.

BUILT FORM SOLAR ACCESS



The above diagram details the existing solar access levels to adjacent/nearby built form looking east.

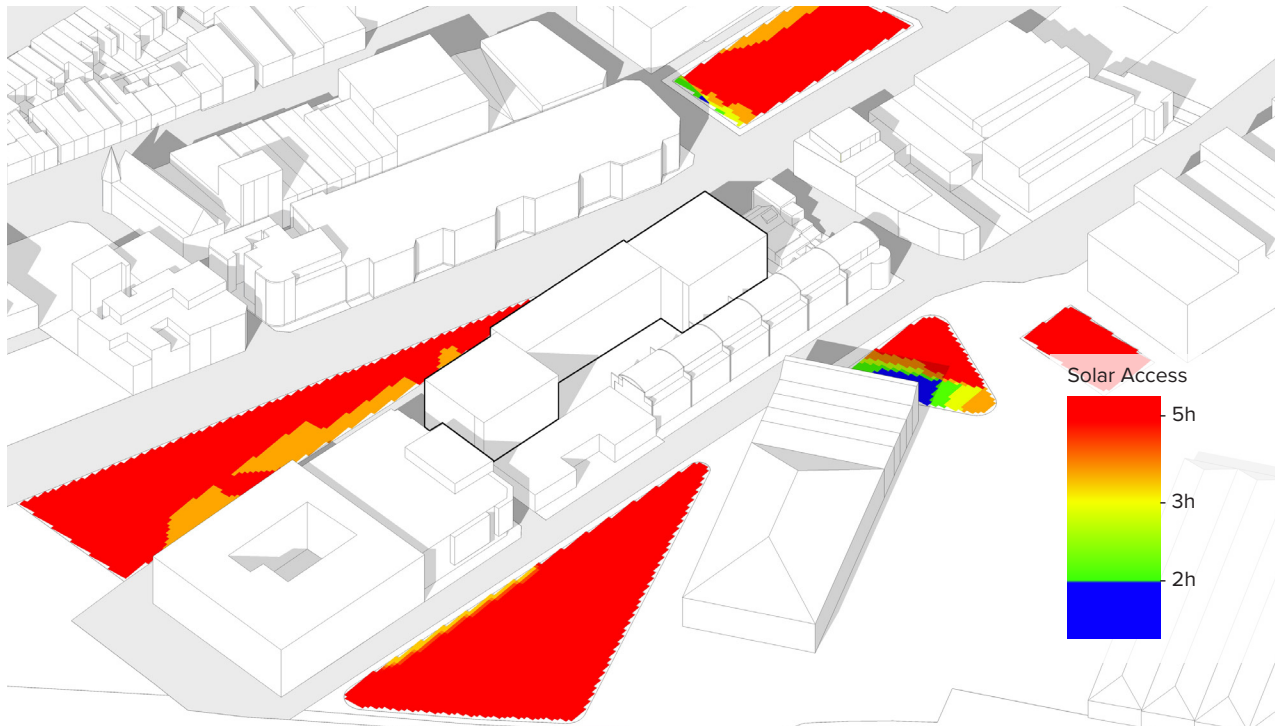


The above diagram details the existing solar access levels to adjacent/nearby built form looking west.

EXISTING CONTROLS SCENARIO: SOLAR AMENITY ADJOINING BUILDINGS & POS

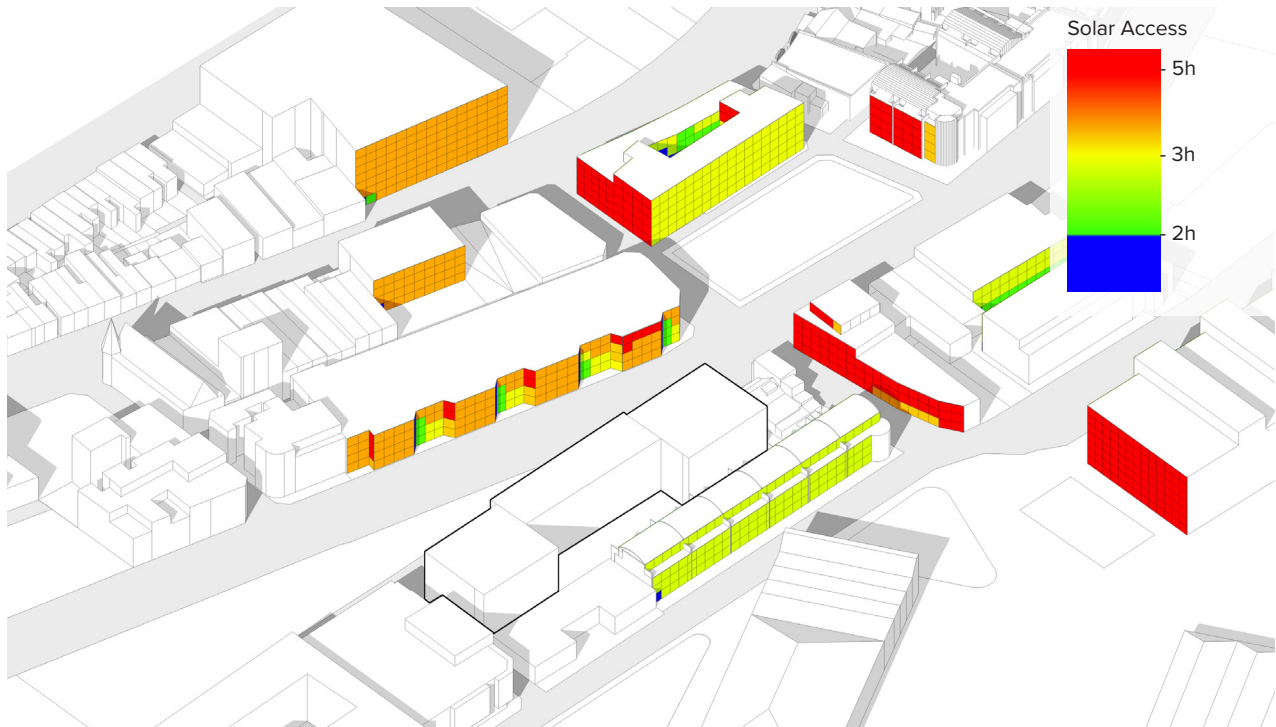
Developed to 5 storey fully compliant envelope, this built form scenario depicts some impact to the level of solar access to the eastern facade of the apartments on Cornwallis Street, highlighted in the diagrams below.

OPEN SPACE SOLAR ACCESS

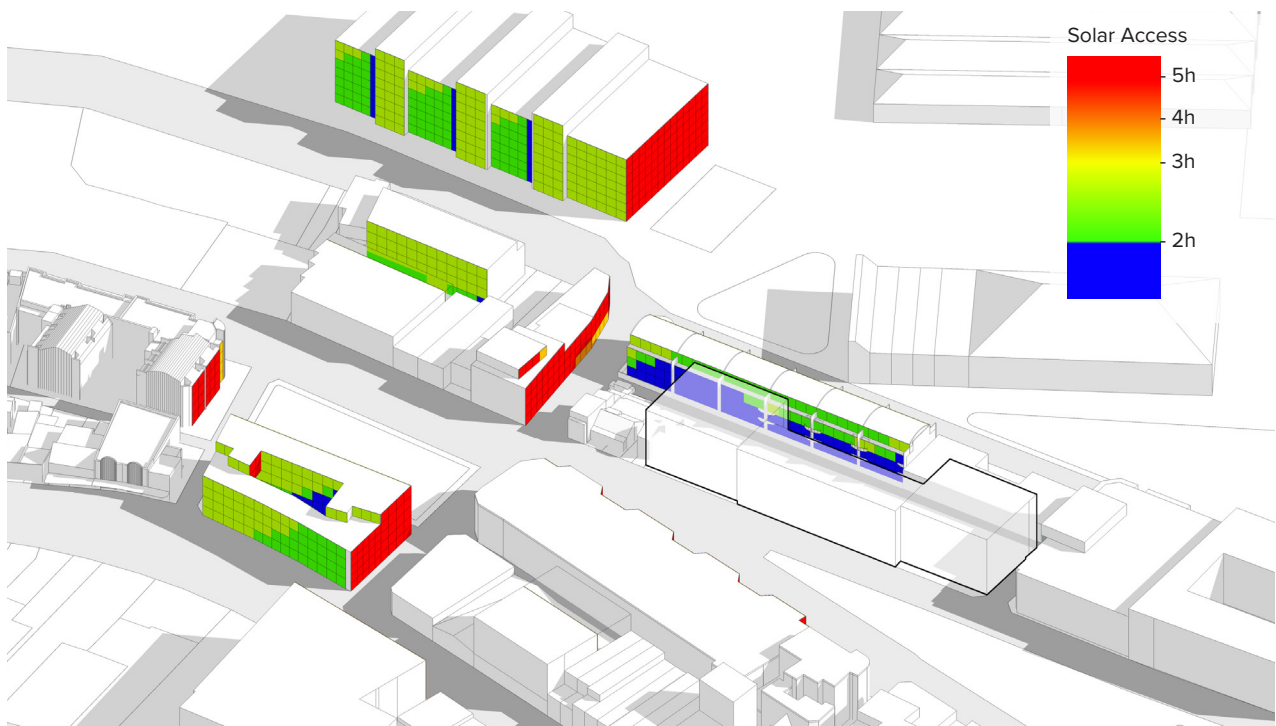


The above diagram details solar access levels for a fully compliant building envelope scenario to public open spaces.

BUILT FORM SOLAR ACCESS



The above diagram details solar access levels for a fully compliant building envelope scenario to nearby/adjacent built form looking east.

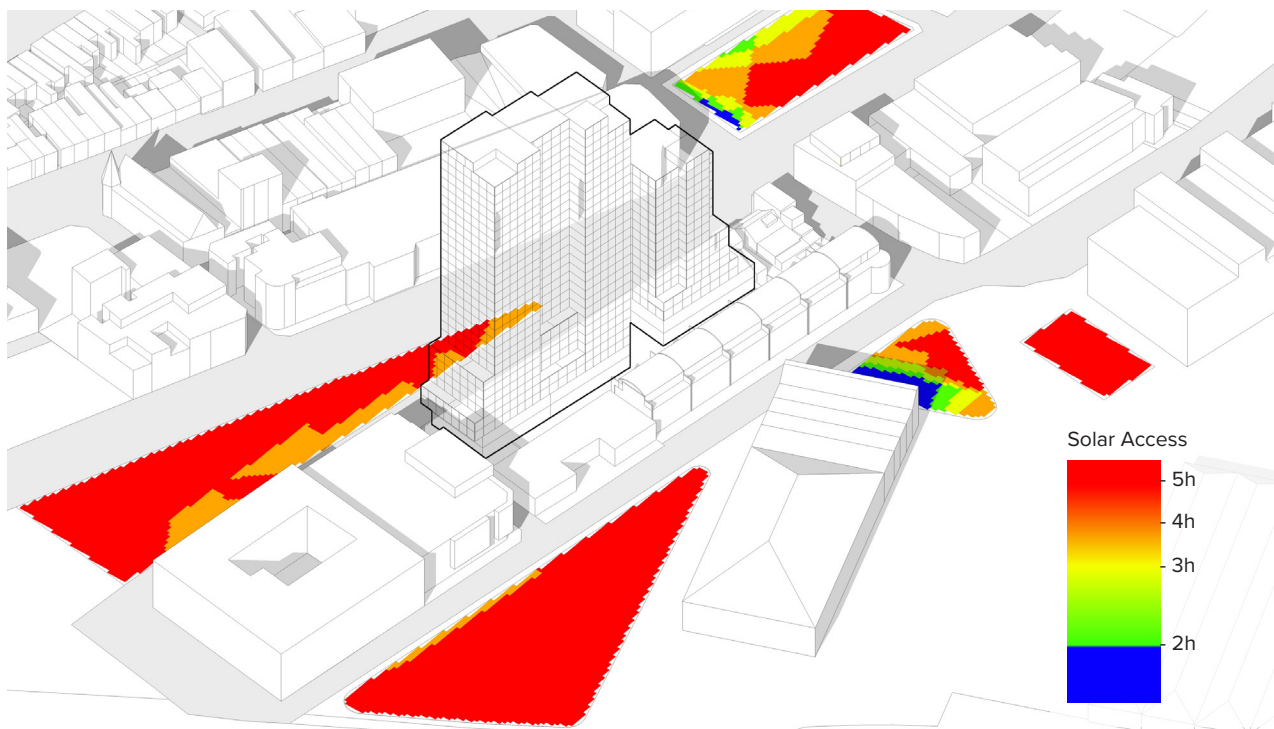


The above diagram details solar access levels for a fully compliant building envelope scenario to nearby/adjacent built form looking west.

PROPOSAL: SOLAR AMENITY ADJOINING BUILDINGS & POS

Based on the ADGs and the City of Sydney's policies, the following diagrams illustrate that the Gibbons Place proposal fully complies with the minimum requirements regarding solar access to 3 adjacent apartment buildings as well as public open spaces. The proposal impacts solar amenity as seen below, however maintains 4 hours sunlight to a minimum of 50% of space to Gibbons St Reserve, Daniel Dawson Reserve and ATP on Locomotive Street. Cornwallis Street (1), Botany Road (2) and Gibbons Street (3) apartments are assessed on pages 89-90.

OPEN SPACE SOLAR ACCESS

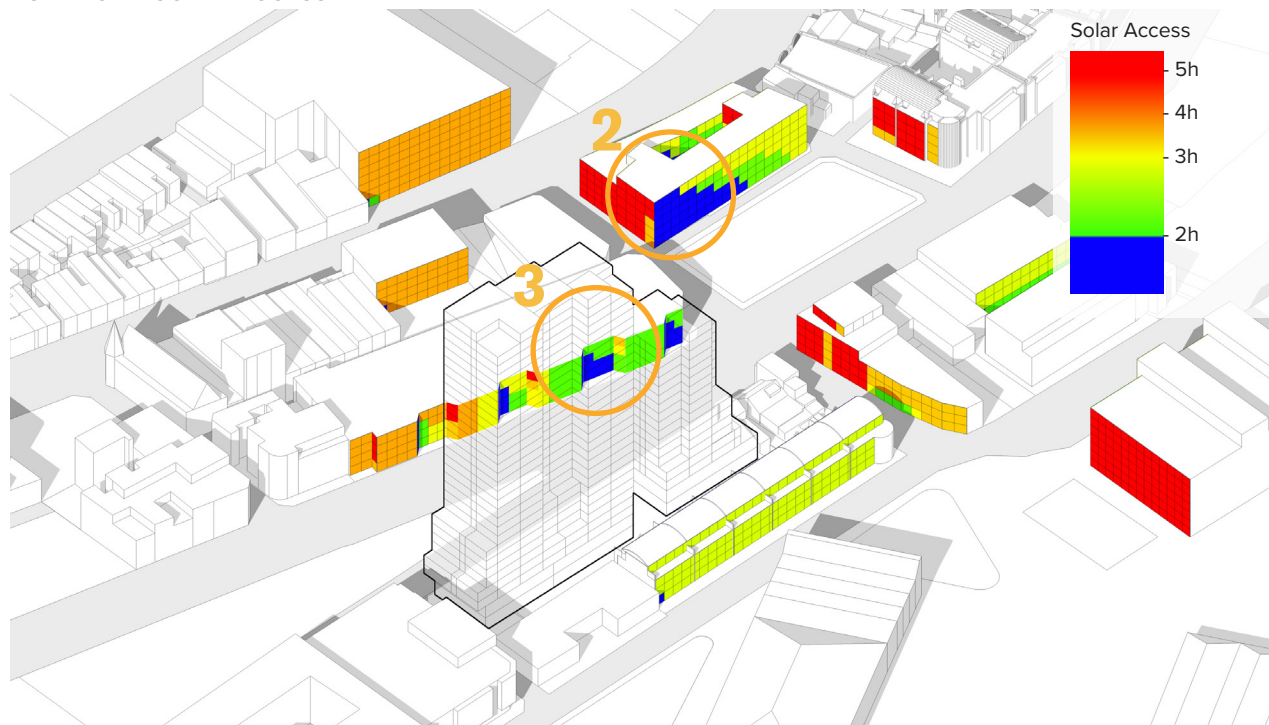


The above diagram details solar access levels for the Gibbons Place proposal to nearby/adjacent public open spaces.

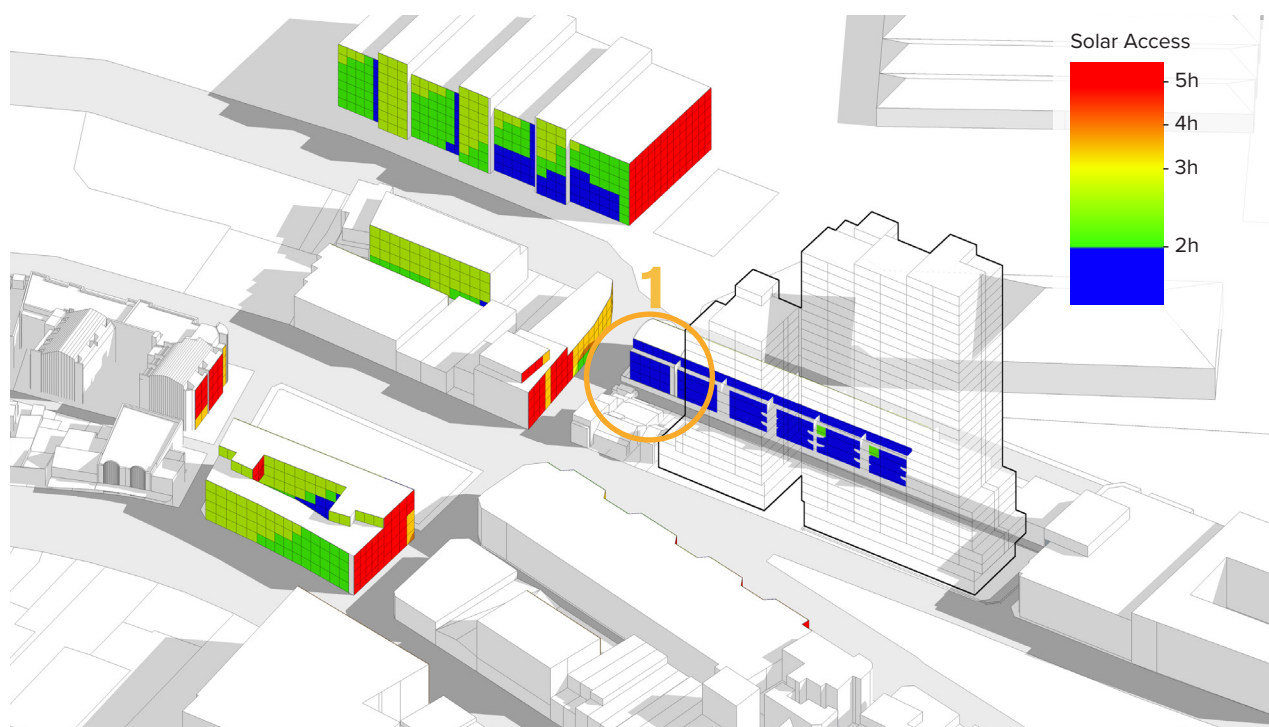
The proposal will result in each identified public open space still satisfying the City's sunlight standard, as detailed below:

- 100% of Gibbons Street Reserve receives at least 4hrs sunlight between 9am and 3pm. The proposal will have an 0% impact on sunlight today to the open space.
- 77% of Daniel Dawson Reserve receives at least 4hrs sunlight between 9am and 3pm. The proposal will have an 19% impact on sunlight today to the open space.
- 50% of ATP along Locomotive Street receives at least 4hrs sunlight between 9am and 3pm. The proposal will have an 6% impact on sunlight today to the open space.

BUILT FORM SOLAR ACCESS



The above diagram details solar access levels for the Gibbons Place proposal to adjacent apartments on Botany Road (2) and Gibbons Street (3), analysed on page 90.



The above diagram details solar access levels for the Gibbons Place proposal to adjacent apartments on Cornwallis Street (1), analysed on page 89.

SOLAR AMENITY: DETAILED ANALYSIS OF ADJACENT BUILDINGS

As seen in the adjacent diagrams there is some impact to neighbourhood public open spaces however solar amenity is maintained (3hrs+). Whilst there is some additional impacts to adjacent/nearby buildings, it is considered minimal due to building layout and floor plan design. The buildings affected by the Gibbons Place scenario are apartments on Gibbons Street, Spencer Place/Botany Road and apartments on Cornwallis Street (which back onto the Cornwallis Lane). A commercial building on Garden Street is also slightly affected.

Cornwallis Street Apartments

The single loaded apartments on Cornwallis Street orientate main habitable rooms and balconies towards Cornwallis Street (west - unaffected). Along the eastern elevation (affected), the facade is dominated by a blank wall with limited windows and balconies, orientating bathrooms, bedrooms and secondary courtyard spaces towards Cornwallis Lane and Gibbons Place. It is noted that the west elevation maintains solar access for over 2 hours. 100% of apartments maintain solar access.

Botany Road/Spencer Lane Apartments

After analysing built form and apartment layout, a total of 4 additional apartments (13%) out of 30 will be affected by the Gibbons Street proposal receiving less than 2 hours of sunlight. Currently, 3 apartments on the southern facade do not receive adequate sunlight, therefore 7 (23%) apartments in total will be affected. As 77% of apartments maintain more than two hours of sunlight, it is considered that the proposal is fully compliant with the ADGs in this instance.

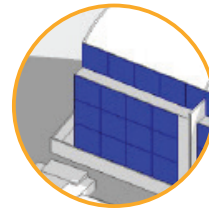
Gibbons Street Apartments

These apartments are single-loaded with living areas and main balcony spaces/sun rooms addressing Gibbons Street, orientated to the west. The proposal will not impact these apartments as 100% of the total apartments receive more than 2hrs sunlight in the afternoon.

KEY for adjacent floor plan analysis:

- 5+ hours sunlight
- 4 hours sunlight
- 3 hours sunlight
- 2-3 hours sunlight
- 15min - 2 hours sunlight

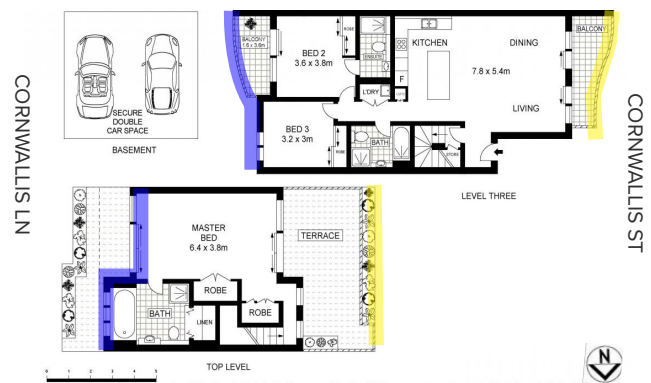
1. Cornwallis Street



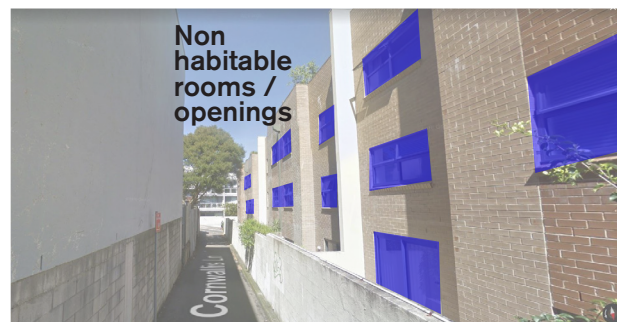
0/36

**APARTMENTS
OVERSHADOWED**

The impact of overshadowing to the eastern side of the building is slightly increased from the compliant scenario (pg 86). Certain portions of the single loaded apartments are affected by the Gibbons Place scenario (receiving 15min to 2 hours of sun per day). However as seen below, internal floor layouts show majority of non-habitable rooms, ancillary balconies and bedrooms orientate east (affected: blue), whilst key private open spaces (balconies) and habitable living spaces orientate west (unaffected: red). The example floor plan highlights the eastern side overshadowed (blue).

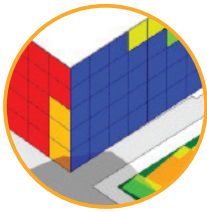


Apartment Floor Plan



View of Cornwallis Lane looking south

2. Botany Road



4/30
APARTMENTS
OVERSHADOWED

After analysing the facades of the complex, approximately 3-4 apartments will be affected by overshadowing receiving 50min to 2 hours of sunlight per day. Non habitable rooms, bedrooms and two balconies affected by the shadowing, solar access to the remainder of the facade is maintained.

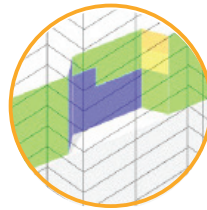


Upper Floor Plan



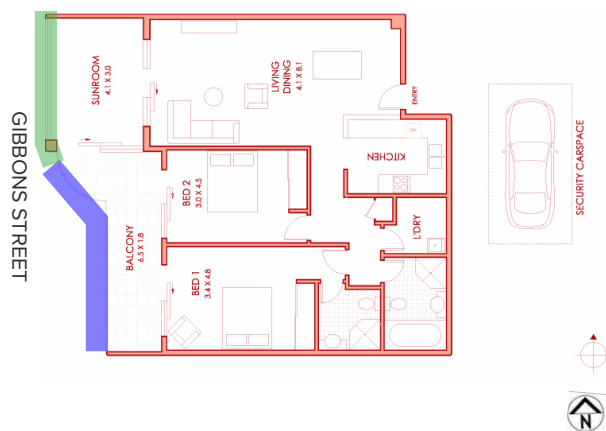
Spencer Lane Elevation

3. Gibbons Street



0/65
APARTMENTS
OVERSHADOWED

The level of overshadowing to the Gibbons St apartments slightly increases from the compliant scenario. For the affected apartments, solar access decreases on certain parts of the facade. Majority of apartments (single loaded) receive more than 2 hours of sun per day (green) through to the sunroom and living/dining area (seen in layout below). Only some balcony spaces and bedrooms for the same apartment receive between 15min to 2 hours per day (blue).



Apartment Floor Plan



GIBBONS STREET ELEVATION

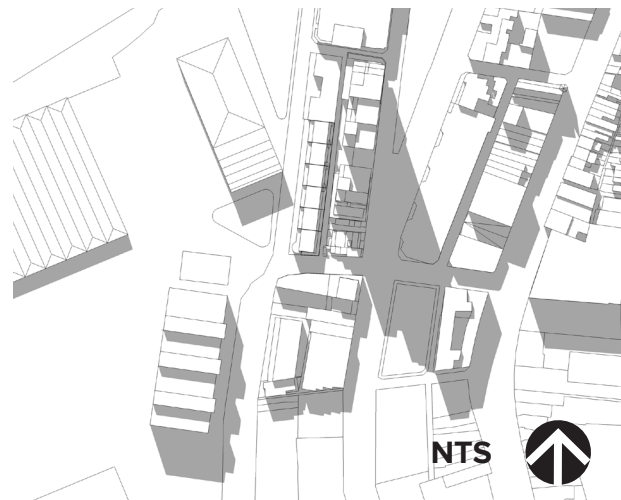
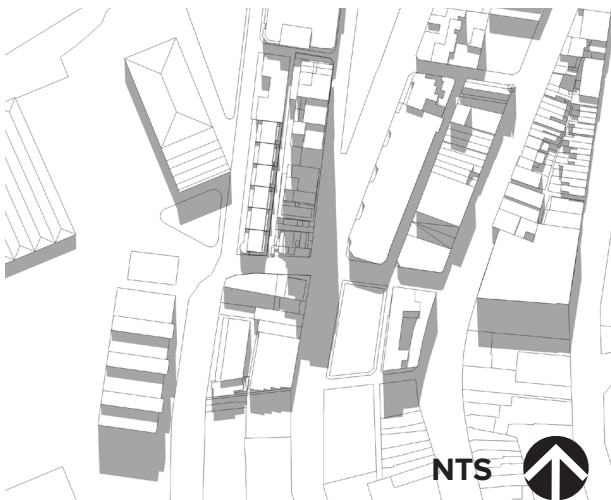
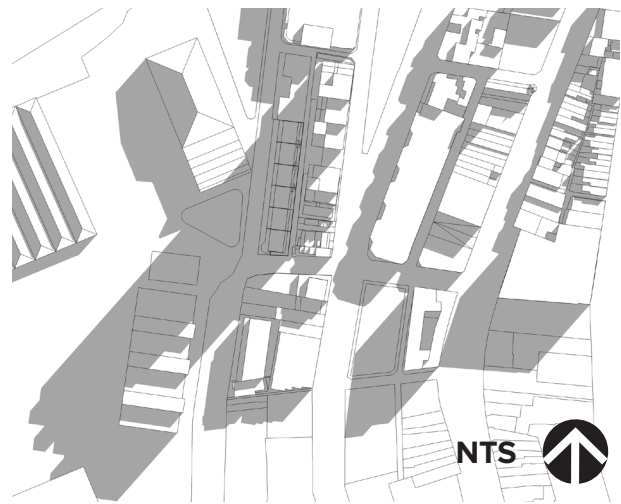
SOLAR AMENITY STUDY

WINTER SOLSTICE (21 JUNE)

Complementing the detailed solar analysis already discussed, the diagrams below illustrate an appropriate solar amenity for mid-winter.

Between 9am - 3pm on 21 June, whilst there is some overshadowing to adjoining properties the overall solar standards of the City and ADG are satisfied by the proposal.

Where there is overshadowing, often the shadow is cast onto blank walls, garages, secondary balcony spaces, non-habitable rooms and bedroom windows (as opposed to the main habitable spaces: living/dining rooms, main balcony space). In these areas, shadow largely decreases around midday with apartments orientated west benefiting from afternoon sun.

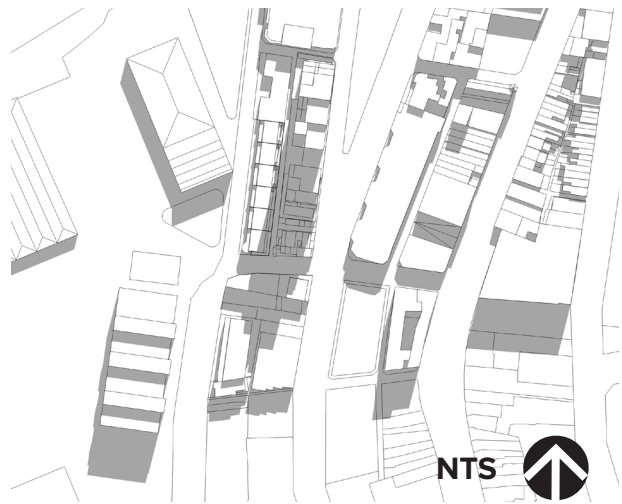




10 AM



11 AM



2 PM



3 PM



WIND & ACOUSTIC SUMMARY

WIND REPORT SUMMARY

A Pedestrian Wind Environment Study has been undertaken for Gibbons Place by WindTech Consultants.

The Report (refer to attached), presents the results of a detailed investigation into the wind environment impact of the Green Garden Development located at 44-70 Rosehill, Redfern. Testing was performed using Windtech's boundary layer wind tunnel, which has a 3.0m wide working section and has a fetch length of 14m. Measurements were carried out using a 1:300 scale detailed model of the development. The effect of nearby buildings and land topography has been accounted for through the use of a proximity model, which represents a radius of approximately 375m from the development site.

Peak gust and mean wind speeds were measured at selected critical outdoor trafficable locations within and around the subject development. Wind velocity coefficients representing the local wind speeds are derived from the wind tunnel and are combined with a statistical model of the regional wind climate (which accounts for the directional strength and frequency of occurrence of the prevailing regional winds) to provide the equivalent full-scale wind speeds at the site. These wind speed measurements are compared with criteria for pedestrian comfort and safety, based on gust wind speeds and Gust-Equivalent Mean (GEM) wind speeds.

The model of the proposed development was tested in the wind tunnel without the effect of any forms of wind ameliorating devices such as screens, balustrades, etc. that are not already shown in the architectural drawings. Any proposed vegetation was also excluded from testing. If the results of the study indicate that any area was exposed to strong winds, in-principle treatments have been recommended. These treatments could be in the form of vegetation that is already proposed for the site, and/or additional trees, shrubs, screens, awnings, etc. The existing wind conditions for the pedestrian footpaths around the site have also been tested to determine the impact of the proposed development.

The results of the study indicate that with the inclusion of certain treatments to the final design, it is expected that wind conditions for all outdoor trafficable areas within and around the proposed development will be suitable for their intended uses. Refer to the attached report for more in depth methodology and findings.

ACOUSTIC REPORT SUMMARY

An acoustic report as been prepared by Acoustic Logic to accompany the Planning Proposal Report and other supporting documentation and submission elements required by the City of Sydney.

Please refer to the attached Acoustic Report for a detailed analysis and summary of findings.

TECHNICAL ANALYSIS OVERVIEW

In preparing the Planning Proposal for Gibbons Place, the City of Sydney identified a number of matters to be considered, including:

1. Solar access to existing residential development, including apartments on Gibbons Street.

Solar access to existing adjacent residential development is regulated by the key ADG requirement for a minimum of 70% apartments within a project to receive at least 2 hours of direct sunlight between the hours of 9am to 3pm (winter solstice). The proposal ensures all existing residential development adjoining the site satisfies this solar standard. Specifically:

Gibbons Street Apartments

These apartments are single-loaded with living areas and main balcony spaces/sun rooms addressing Gibbons Street, orientated to the west. The proposal will not impact these apartments as 100% of the total apartments receive more than 2hrs sunlight in the afternoon.

Cornwallis Street Apartments

The single loaded apartments on Cornwallis Street orientate main habitable rooms and balconies towards Cornwallis Street (west - unaffected). Along the eastern elevation (affected), the facade is dominated by a blank wall with limited windows and balconies, orientating bathrooms, bedrooms and secondary courtyard spaces towards Cornwallis Lane and Gibbons Place. It is noted that the west elevation maintains solar access for over 2 hours. 100% of apartments maintain solar access.

Botany Road/Spencer Lane Apartments

After analysing built form and apartment layout, a total of 4 additional apartments (13%) out of 30 will be affected by the Gibbons Street proposal receiving less than 2 hours of sunlight. Currently, 3 apartments on the southern facade do not receive adequate sunlight, therefore 7 (23%) apartments in total will be affected. As 77% of apartments maintain more than two hours of sunlight, it is considered that the proposal maintains compliance with the ADGs in this instance. Further, given the age and scale of this apartments it is highly likely it will be redeveloped over the medium term resulting in improved overall solar amenity.

2. Overshadowing of public open space, such as Gibbons St Reserve, Daniel Dawson Reserve and ATP Reserve (Locomotive Street).

The City of Sydney policy for sunlight to Public Open Space ensures that a minimum of 50% of the space receives at least 4 hours of direct sunlight between 9am and 3pm (winter solstice). The proposal will result in each identified public open space still satisfying the City's sunlight standard, as detailed below:

- 100% of Gibbons Street Reserve receives at least 4hrs sunlight between 9am and 3pm.
- 77% of Daniel Dawson Reserve receives at least 4hrs sunlight between 9am and 3pm.
- 50% of ATP along Locomotive Street receives at least 4hrs sunlight between 9am and 3pm.

3. Building separations consistent with the ADGs

The ADG identifies building separation requirements based on building height, adjoining boundaries and visual privacy. The Gibbons Place proposal is fully compliant as per the ADG requirements for appropriate building separation distances, as detailed below:

Building Separation

1-2 Storey Commercial: 2.5m to 3m
3-4 Storey Habitable Residential: 6m
3-8 Storey Non Habitable Residential: 6m
5-8 Storey Habitable Residential: 9m
9 Storey + Habitable Residential: 12m

The proposed building envelope has been considered to maintain development equity potential for the adjacent building envelope, if developed in the future, maximising visual privacy through a stepped built form approach. The balance of the technical analysis provides further information on the above, as well as other technical matters to be considered as part of the Planning Proposal.

ADG COMPLIANCE

At this early stage of the process a preliminary assessment of the design has been undertaken against SEPP 65 to demonstrate compliance along with the Apartment Design Guide 'Rule of Thumb' Assessment.

	Criteria	Requirement	Response
<i>Developing the Controls</i>			
2A	Primary Controls	Demonstrate context responsiveness	Compliant – Proposal demonstrates context responsive design process responding to local context and solar amenity to generate building envelopes.
2B	Building Envelopes	Carefully test primary controls	Compliant – The submitted concept optimises the contribution to the local context, public and commercial feasibility
2C	Building Height	Site specific building envelopes	Compliant – Two vertical towers have been proposed synthesising solar amenity, solar envelope, adjoining street-scape character and built form, and desire to create a quality pedestrian experience and human scale.
2D	Floor Space Ratio	Floor space ratio aligns with desired density and provides opportunity for articulation	Compliant – The proposed FSR is a by-product of a context responsive design process providing the desired density and significant opportunity for building articulation.
2E	Building Depth	10 – 18m for adequate daylight and natural ventilation. Greater building depths with increased building articulation, perimeter wall depth and where higher ceilings provided (e.g. building reuse).	Compliant – Proposed buildings have apartment building depths ranging between 10m to 18m.
2G	Street Setbacks	Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired.	Compliant – The proposed design provide 1 m setback to the west of the site and 6.5 m on the north of the site. The entire space is dedicated for public realm.
2H	Side and rear setbacks	NA	The rear setback is a range between 1m to 4.5 m. The new widened of the Cornwallis lane create a better pedestrian experience..

	Criteria	Requirement	Response
<i>Sitting the Development</i>			
3A	Site analysis	Site analysis demonstrates decisions have been based on local opportunities and surrounding context	Compliant – The design sequence diagrams in the Planning Proposal demonstrate decisions have been based on local opportunities unique to this site.
3B	Orientation	Buildings respond to streetscape and solar amenity.	Compliant – Buildings envelopes address the street as a corner building statement while still ensure existing solar amenity of surrounding properties is not adversely impacted. This is explained further in the Solar Analysis.
3C	Public Domain Interface	Transition between private and public domain is achieved without compromising safety and security.	Compliant – The proposal significantly improves the transition between the private and public realm. The widened of Cornwallis Lane is the focus of the project to create a better place for people.
3D	Communal Open Space	Communal open space has a minimum area of 25% of the site area achieving a minimum of 50% sunlight for 2hrs between 9am and 3pm on 21 June.	Compliant – With a developable land area (those sites with residential uses only) of 2,544m ² the proposal requires 636 m ² of communal open space. The proposal provides a total of 1,080m ² of communal open space on the rooftop and podium. 801 m ² are dedicated for public realm. The communal open space receives adequate sunlight.
3F	Visual Privacy	Minimum separation between windows and balconies is 1-4 storeys: 3m – 6m 5-8 storeys: 4.5m to 9m 9 storeys plus: 6m to 12m	Compliant – The proposal provides minimum separation for apartment buildings to facilitate compliance during detail design.
3G	Pedestrian Entries	Building entries connect to the public realm, are easy to find and large sites provides key pedestrian links.	Compliant – The proposal provides for direct building entries from the adjoining public realm.
3H	Vehicle Access	Vehicle access points are safe and minimise conflict.	Compliant – Vehicle access and waste management area are provide on the south of the site with access from rosehill St.

DEVELOPMENT SUMMARY

ASSUMPTIONS

GROSS FLOOR AREA:

Floor area of each floor of a building measured from the external walls of the building measured at a height of 1.4 metres above the floor, excluding:

- Any area for common vertical circulation, such as lifts and stairs;
- Any basement, plant rooms, lift towers;
- Car parking to meet any requirements of the consent authority (including access to that car parking);
- Any space used for the loading or unloading of goods (including access to it),
- Terraces and balconies with outer walls less than 1.4 metres high, and;
- Voids above a floor at the level of a storey or storey above.
- ASSUME 76% EFFICIENCY - IN LINE WITH ADG
- YIELD CALCULATIONS UTILISE INTERNAL NSA (APPROX. 88% of GFA)

FLOOR SPACE RATIO:

The ratio of overall Gross Floor Area to the whole development site area.

YIELDS

FSR 10.28 (ASKING FOR 10.40)

RESIDENTIAL GFA: 23,409 SQM

COMMERCIAL/RETAIL GFA: 2,745 SQM

Residential Apartment Mix	Units	%
1 Bed	94	30
2 Bed	187	60
3 Bed	31	10
Total Apartments	312	100

PARKING PROVISION (AS PER ADG COMPLIANCE):

Residential Flat Building, Multi dwelling housing:

- 0.4 space per 1 bedroom unit
- 0.8 spaces per 2 bedroom unit
- 1.1 spaces per 3 bedroom unit
- 0.05 spaces per dwelling for visitors

Office and business premises (where the building has an FSR greater than 2.5:1):

- Apply the following formula: $M = (G \times A) / (50 \times T)$
M is the maximum number of parking spaces
G is the GFA of all office and business premises in the building in m2
A is the site area in m2
T is the total GFA of all buildings on the site in m2

Retail premises (where the building has not more than 2,000m2 GFA used for retail purposes):

- 1 space/60m2 retail GFA

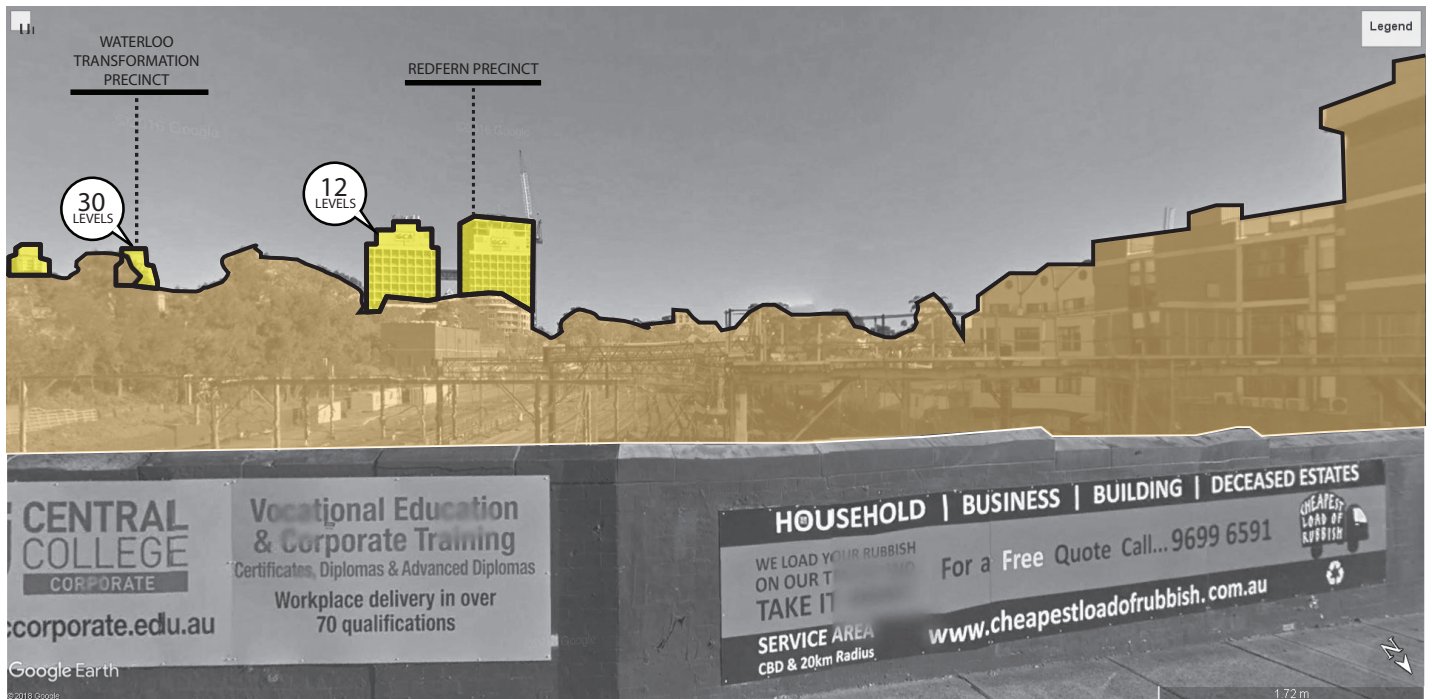
Maximum Parking rates	Units	%
Retail /Commercial Parking	5	2
Residential Parking	237	98
Total Car Parking	243	100
Parking Provided	Units	
Total Car Parking	243	100
Total Bike Parking	-	100

VISUAL ANALYSIS

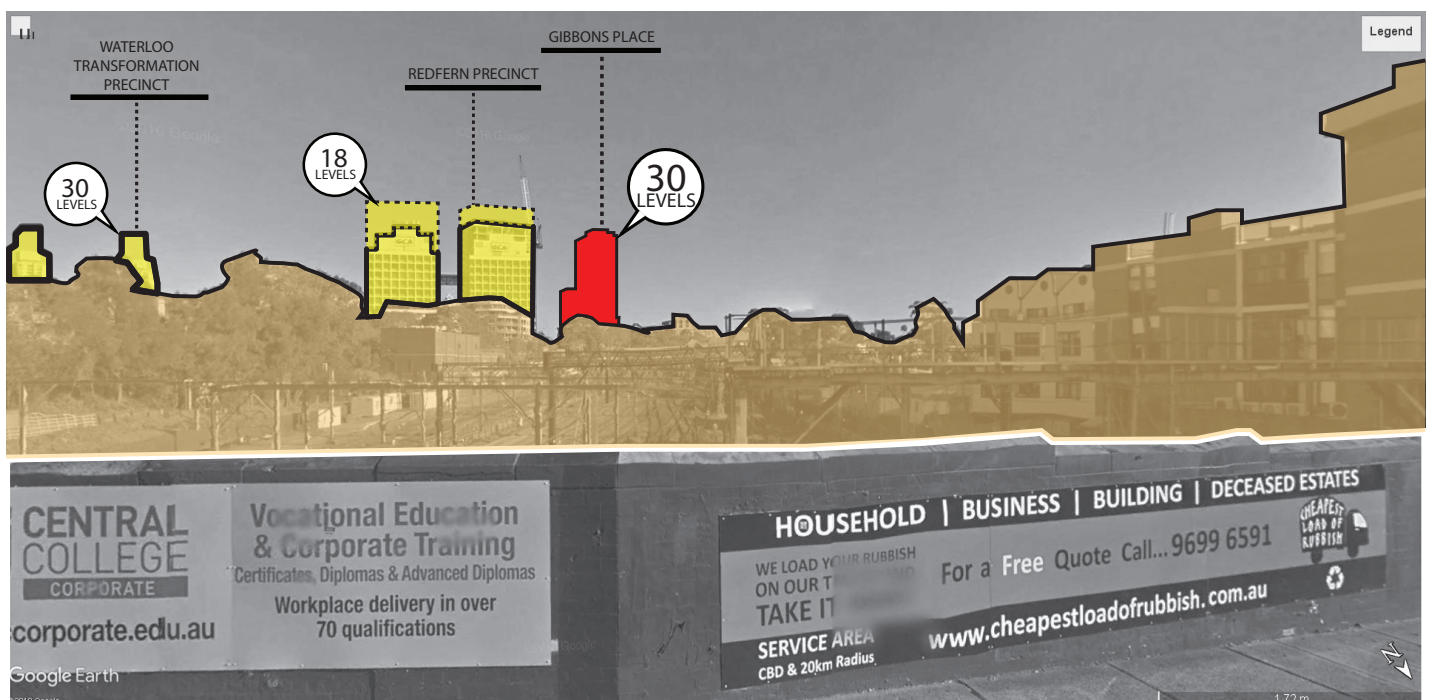
A preliminary visual analysis has been undertaken for Gibbons Place from key view corridors. This analysis has been carried out in order to understand the proposed building envelope and its relationship to nearby towers, built form and contribution to skyline. It demonstrates Gibbons Place will create a slender landmark on the skyline. In some of the examples shown within this assessment (1 & 3), the team used Google Streetview 3D Buildings Tool to understand peoples perspective of built form relationship at street level whilst quantifying existing built form with the Gibbons Place scenario. The 3D tool allowed the design team to position the Gibbons Place Scenario within the chosen perspective view.

VISUAL ANALYSIS

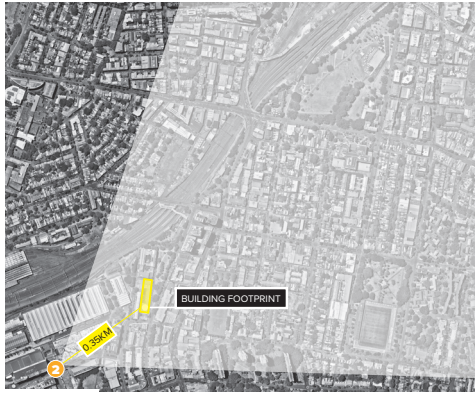
view from Cleveland Street



BEFORE

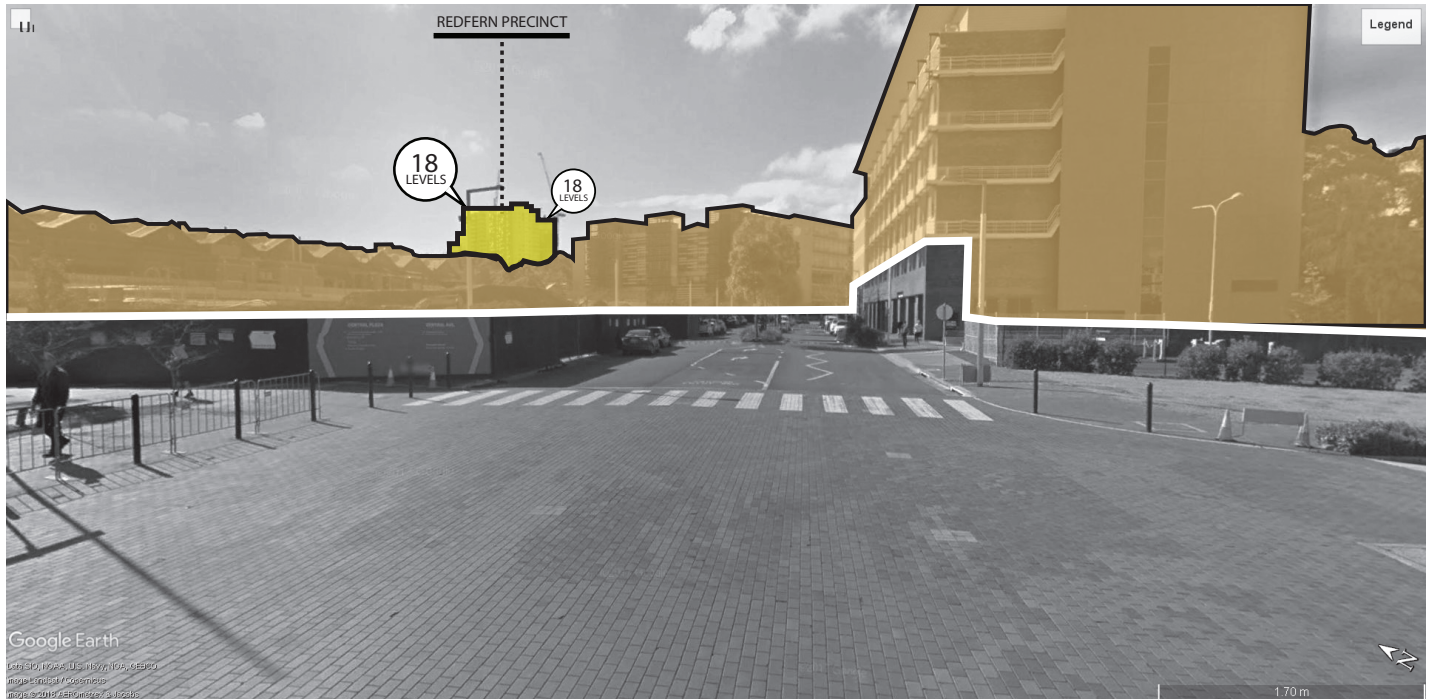


AFTER

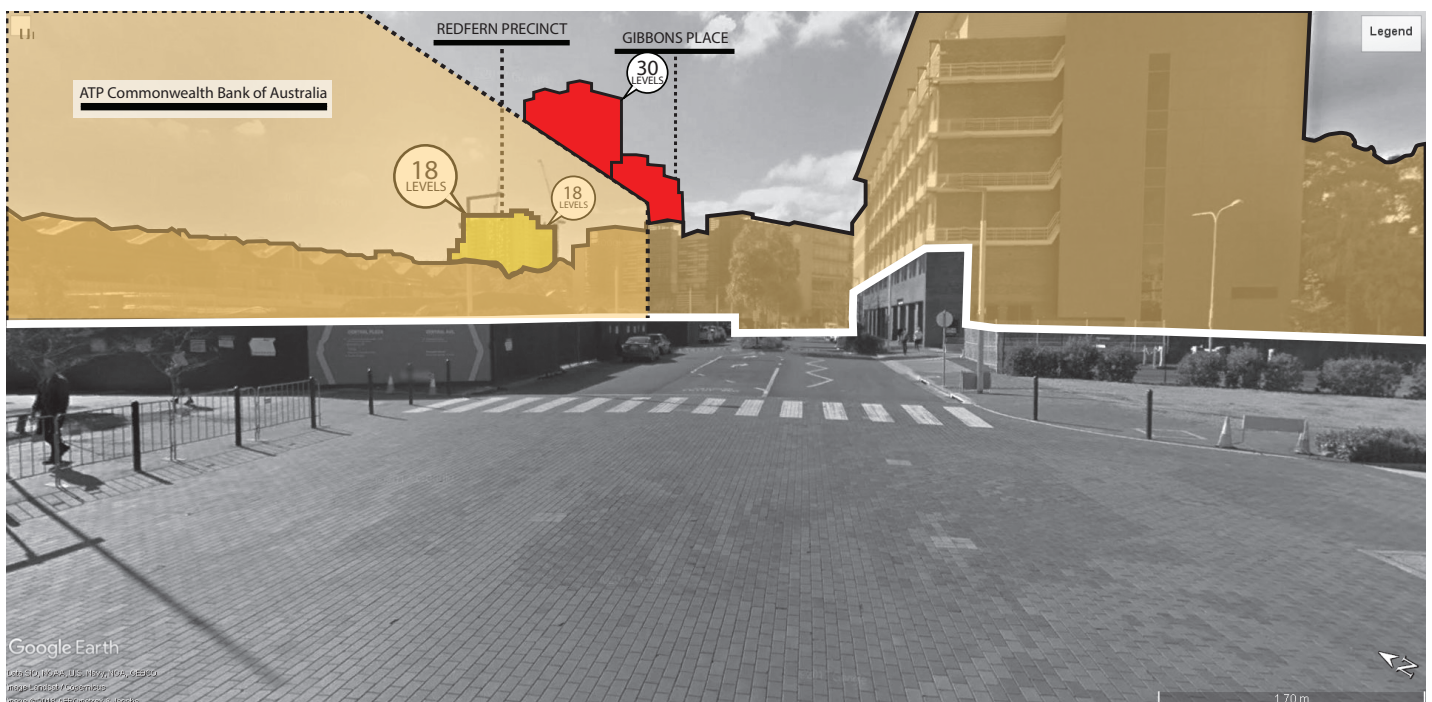


VISUAL ANALYSIS

view from Central Ave
corner Davy Road



BEFORE



AFTER



VISUAL ANALYSIS

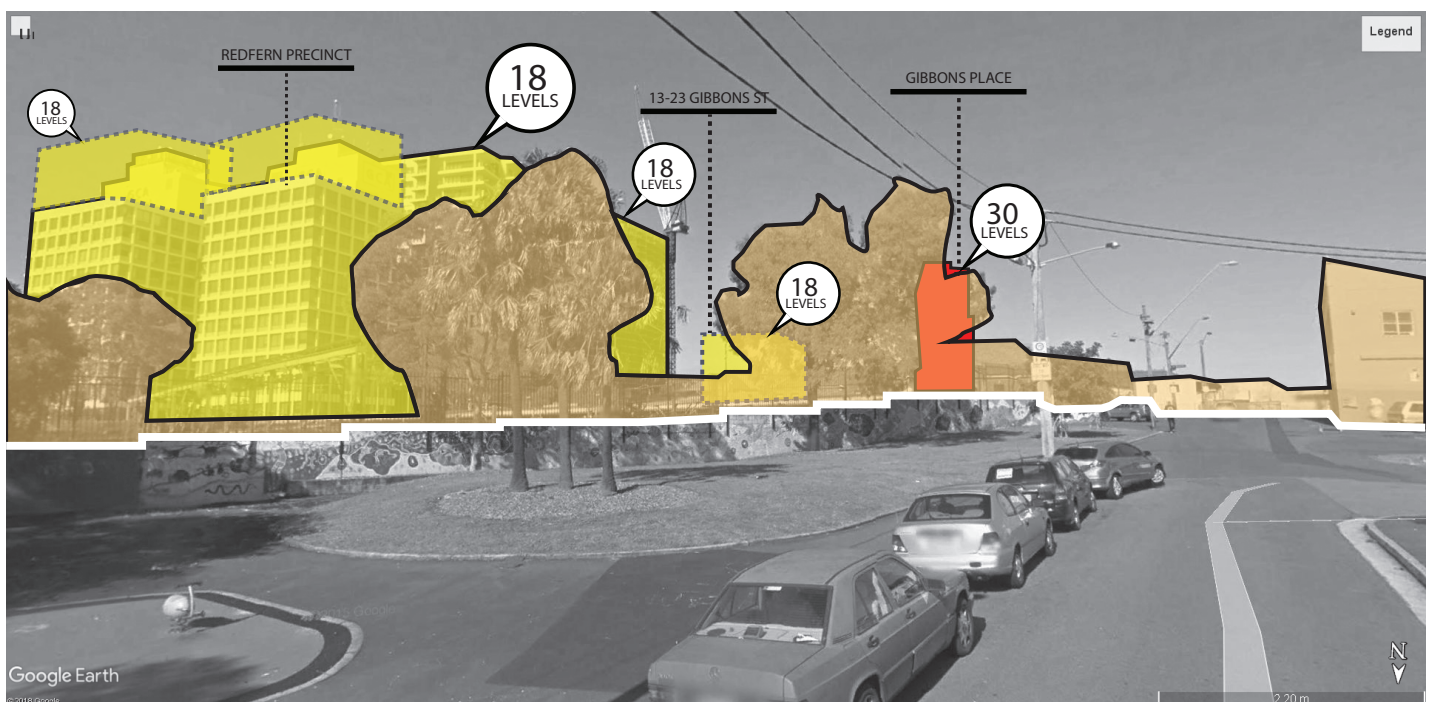
view from Eveleigh Street



NTS



BEFORE



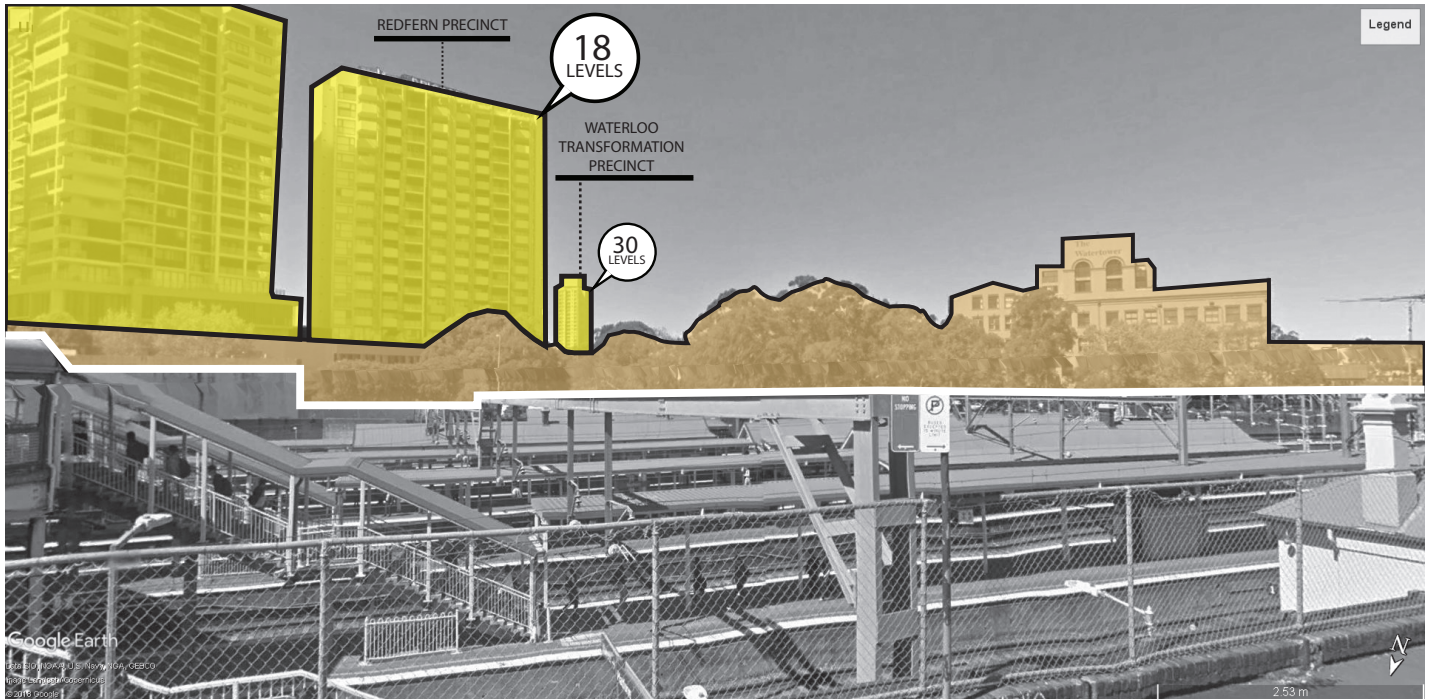
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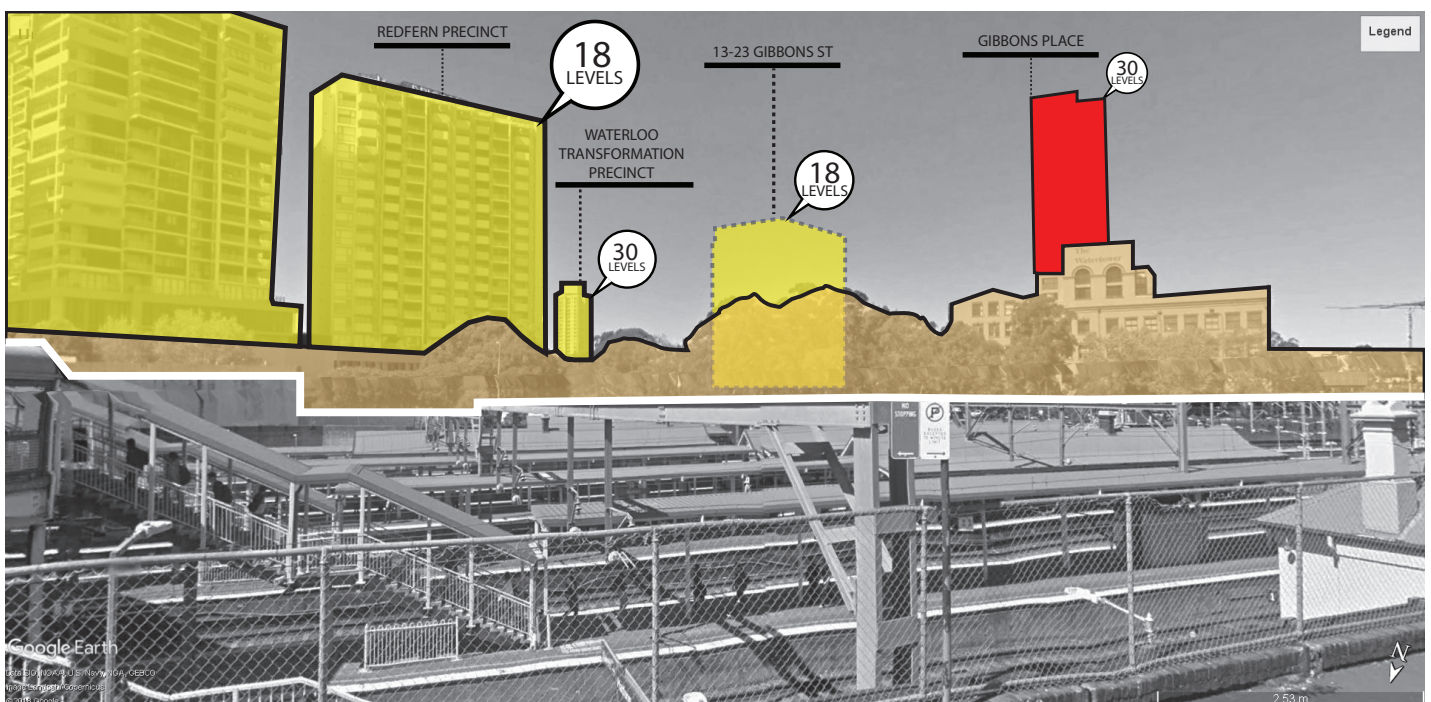
VISUAL ANALYSIS

view from Little Eveleigh Street

NTS



BEFORE



AFTER

VISUAL ANALYSIS

view from Redfern Park



NTS



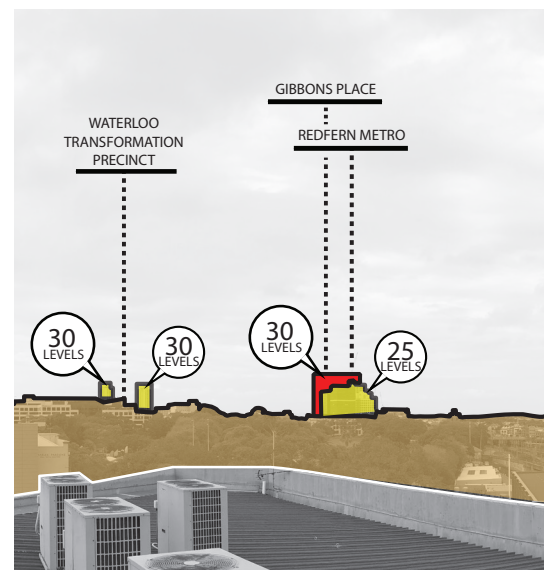
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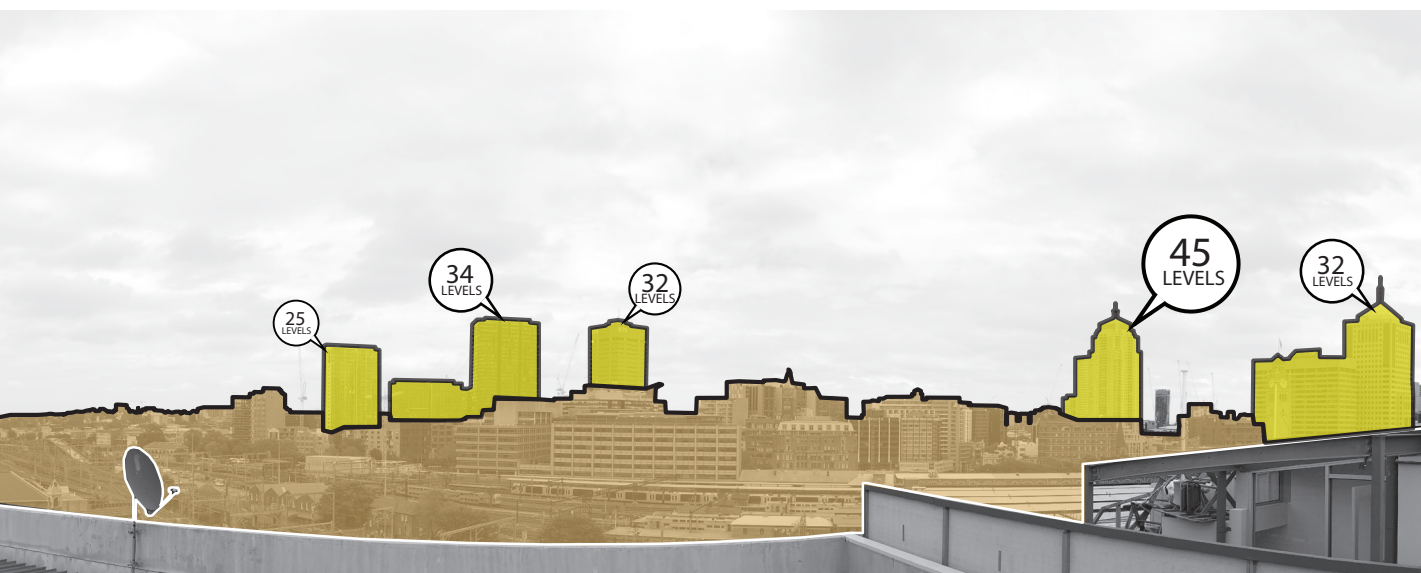
6 VISUAL ANALYSIS

view from Power Ave

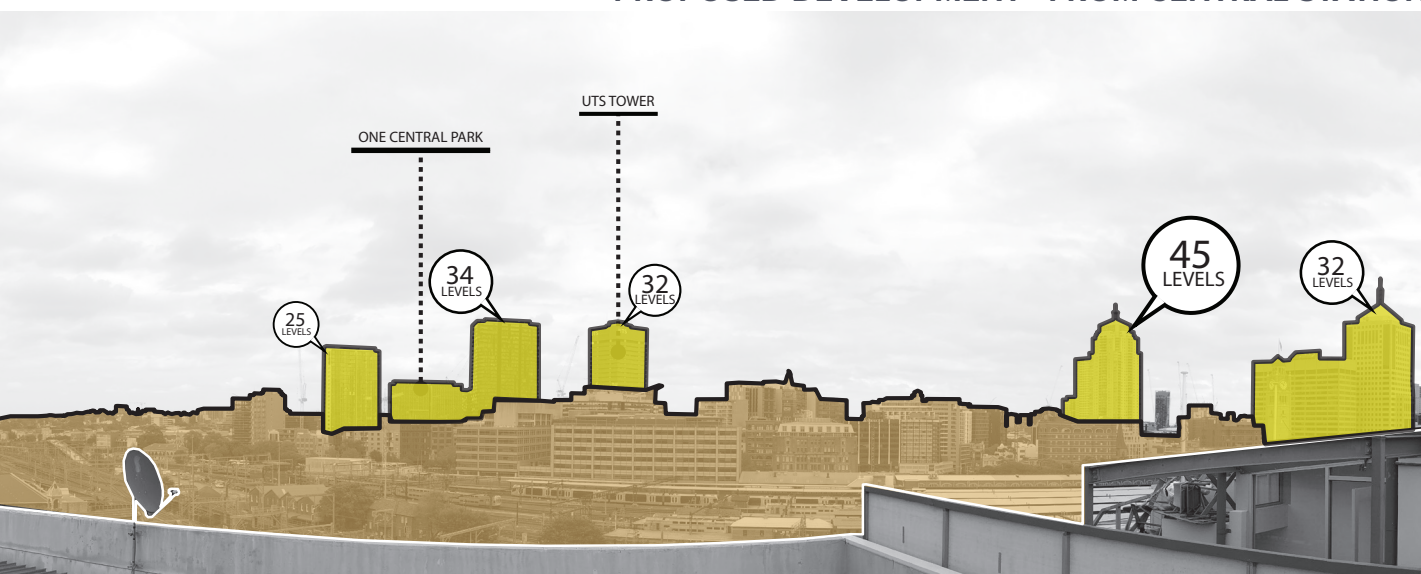


The visual analysis from Power Avenue has been taken from a rooftop vantage point to visually illustrate the Gibbons Place scenario being part of the Redfern 'tower cluster'. The clustering of tower elements from this vantage point reduces the visual impact and is consistent with the City's broader policy for evolving the city skyline.

EXISTING VIEW - FROM CENTRAL STATION



PROPOSED DEVELOPMENT - FROM CENTRAL STATION



PROPOSED PLANNING CONTROLS

ZONING



FLOOR SPACE RATIO



EXISTING



PROPOSED

HEIGHT OF BUILDING



