URBAN DESIGN REPORT

17-20 Loftus Lane
Hombush

MARCH 2018

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Revisions:

Revision A	November 2017
Revision B	March 2018
Revision C	March 2018

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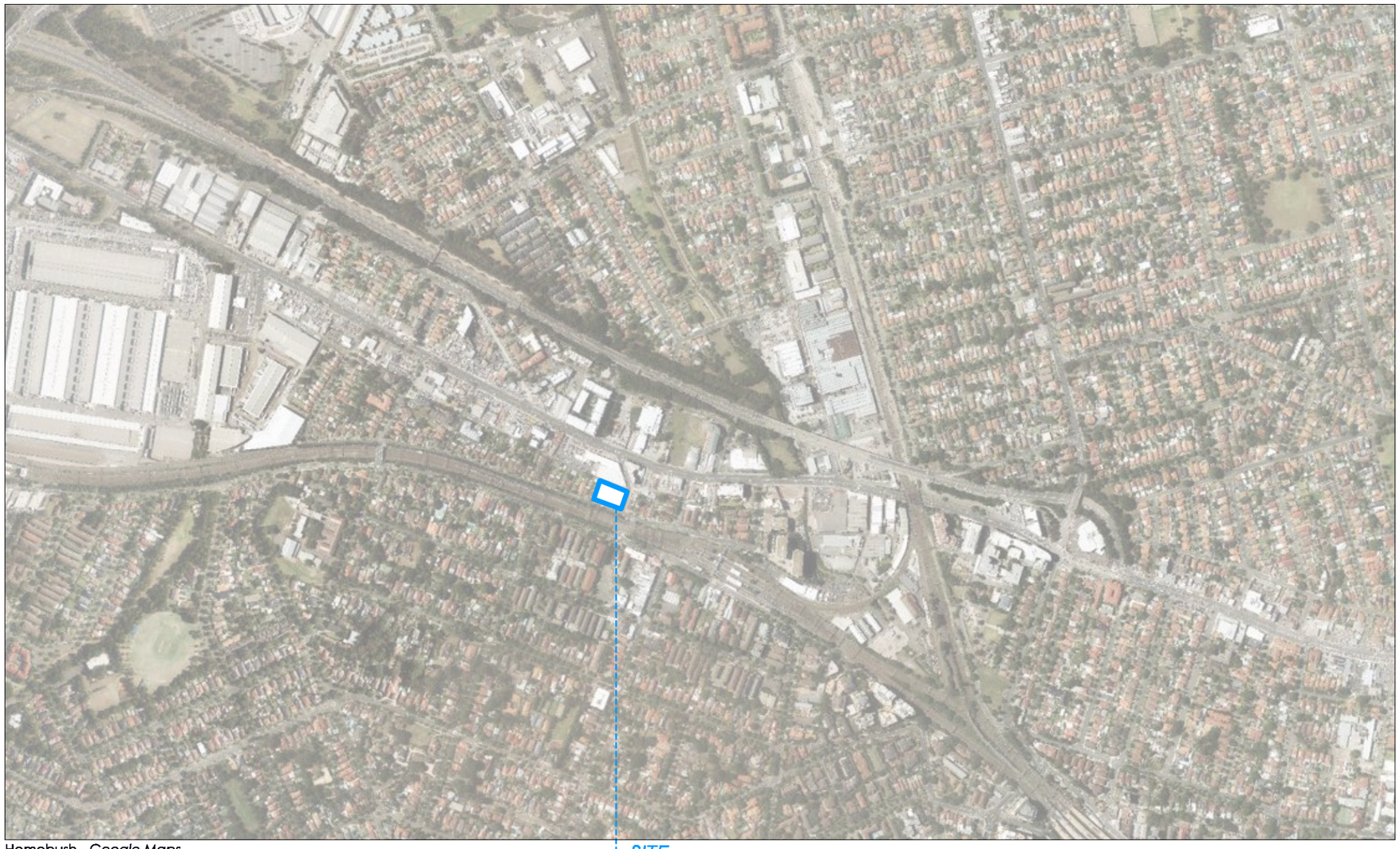
INTRODUCTION

01 INTRODUCTION



Homebush - *Google Maps*

This UDR is prepared as part of Planning Proposal submitted in accordance with Section 55 of the Environmental Planning and Assessment (EP&A) Act 1979 and provides an outline and justification for the proposed amendments to the development controls for Mixed Use and High Density Residential land at17-20 Loftus Lane ("the subject site"). This proposal seeks to amend the Strathfield Local Environmental Plan (LEP) 2012.

This UDR has been prepared in support of an application to increase the maximum building height control from 15 metres to 75 metres and increase the maximum floor space ratio (FSR) control from 1.65:1 and 1.35:1 to 7.0:1. The subject site is zoned B4 Mixed use Zone (17-20 Loftus Lane) and no change to the land use zone is proposed. The UDR will facilitate a landmark 23 storey mixed use building (75 metres), containing ground retail, commercial and social infrastructure land uses, and 136 residential apartments (Building B). The south side of the site is facing suburban railway and within 250 metres walking distance of the Homebush railway station.

The site comprises four (4) allotments and is known legally as follows:

- 20 Loftus Lane (Lot 16 DP 9154) - 491.454 m²
- 19 Loftus Lane (Lot 15 DP 9154) – 478.027 m²
- 18 Loftus Lane (Lot 14 DP 9154) – 490.113 m²
- 17 Loftus Lane (Lot A DP 405742) – 391.033 m²

This UDR forms part of a package of supporting documents for consideration by Council and the Gateway under Section 56 of the EP&A Act 1979. This UDR application is therefore supported by the following studies and documentation:

- Traffic and Transport Assessment, prepared by Traffix dated Oct 2017;

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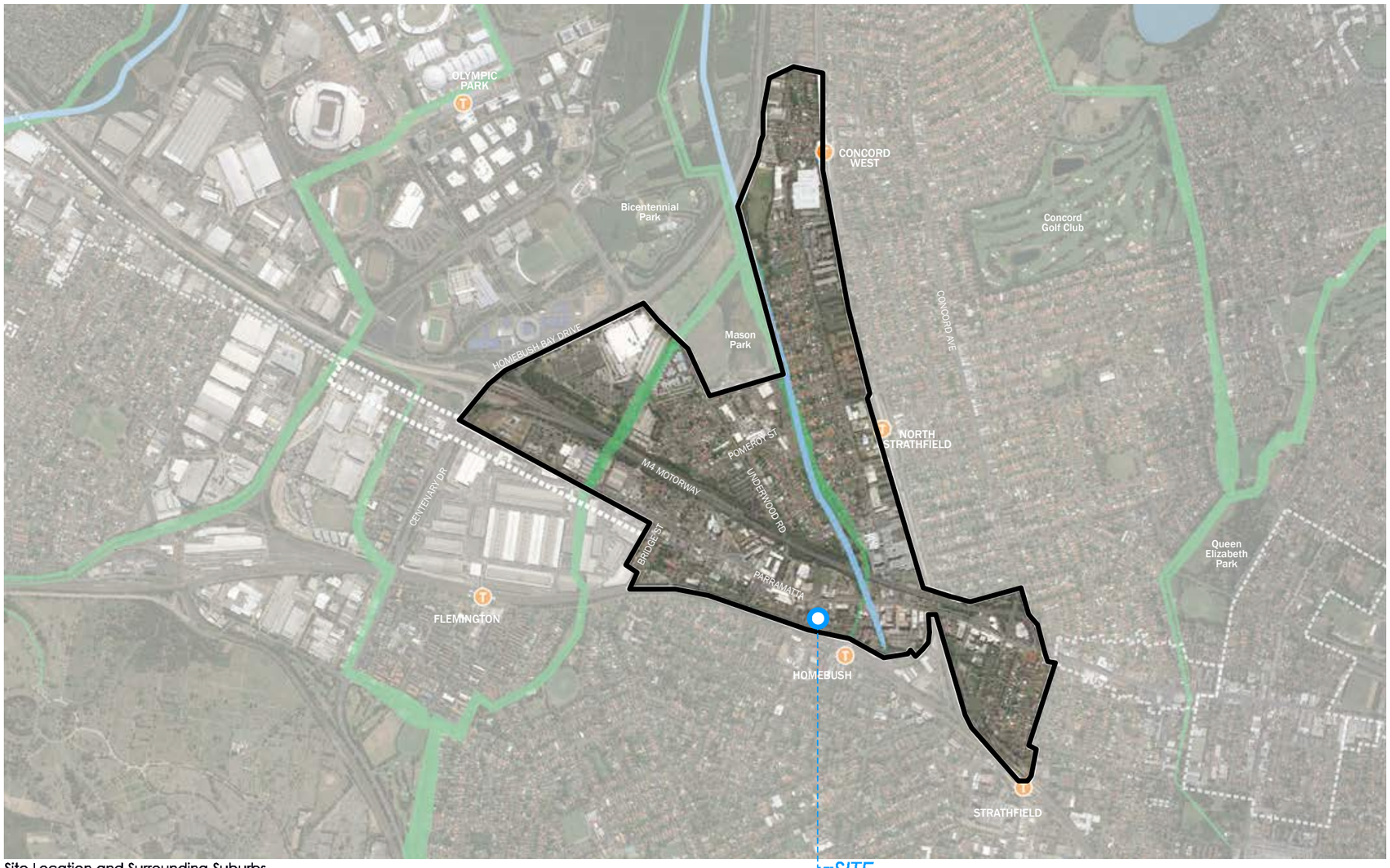
STRATEGIC POSITION

02 STRATEGIC POSITION

INTRODUCTION



Site Location and Surrounding Suburbs

The Homebush Precinct is located immediately northwest of Strathfield Town Centre and Stratfield Rail Station. It is the largest of the eight Precincts along the Corridor and extends from the Western Rail Line northwards along the Northern Rail Line into Concord West.
The Precinct is bounded to the north and west by Homebush Bay Drive, Mason and Bressington Parks and Liberty Grove, and Parramatta Road and the Western Rail Line to the south. Concord Road and Swan Avenue marks the Precinct's eastern boundary.

The site is located within the local government council of Strathfield, and is within the key Humebush Precint according to the proposed Parramatta Road Urban Transformation Strategy.
It is strategically located between Sydney's two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and ef cient vehicular, active, and public transport linkages.

Key Precinct (Parramatta Road Urban Tranformation Strategy)

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02 STRATEGIC POSITION

REGIONAL CONTEXT

Regional Context Diagram

The site is located at Homebush, within 200m walking distance to Homebush train station, parallel to Parramatta Road, which makes the site highly accessible via public transport.

The site is also located a short distance from the M4 Motorway which is undergoing an upgrade as part of Westconnex.

Train Network

- Homebush Station/Site
- Major stops
- All-stops Railway
- Train

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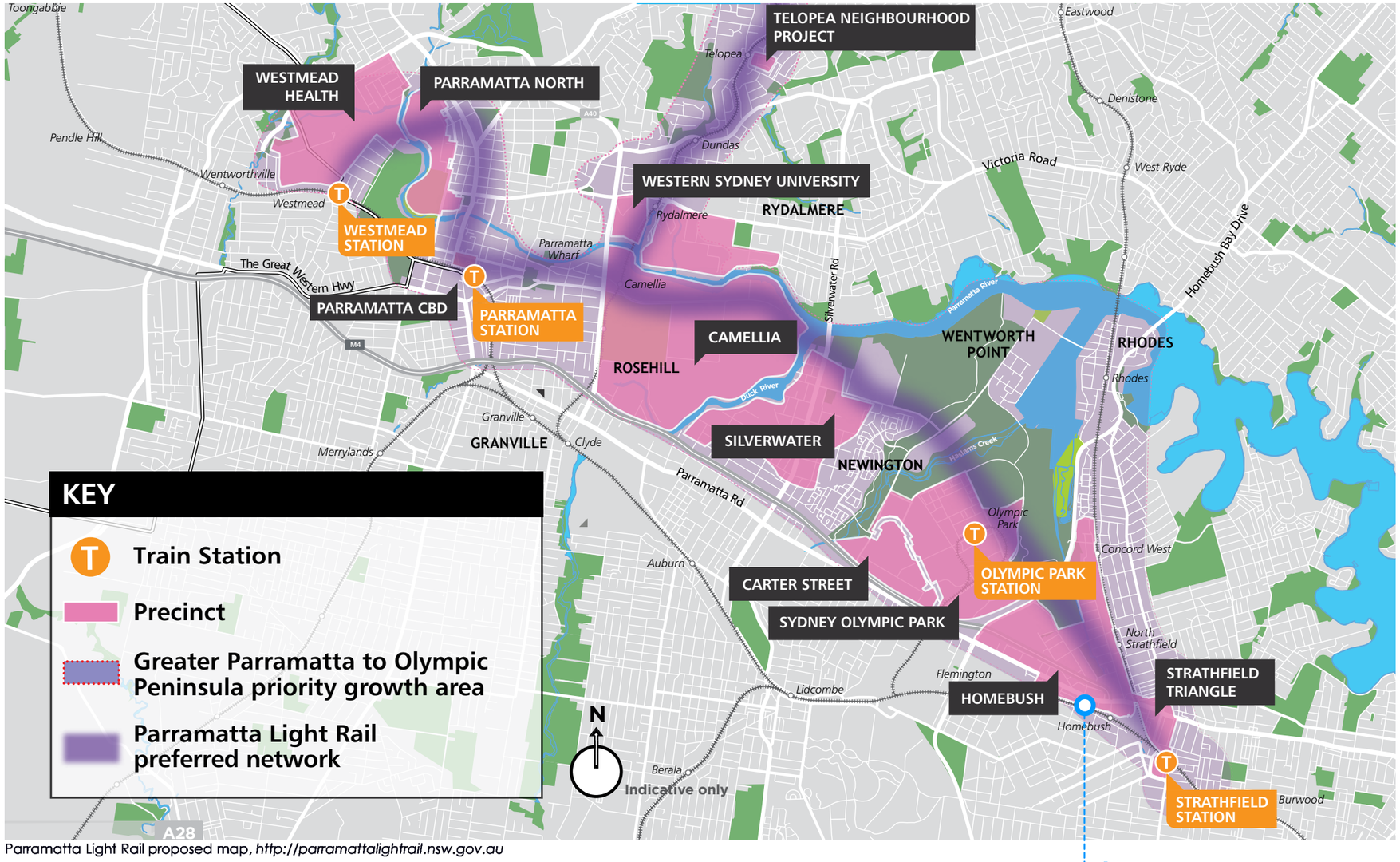
The site will gain the benefit from the future light rail aimed to link the precincts from Westmead, Carlingford and Strathfield.



Parramatta Light Rail proposed map, *http://parramattalightrail.nsw.gov.au*

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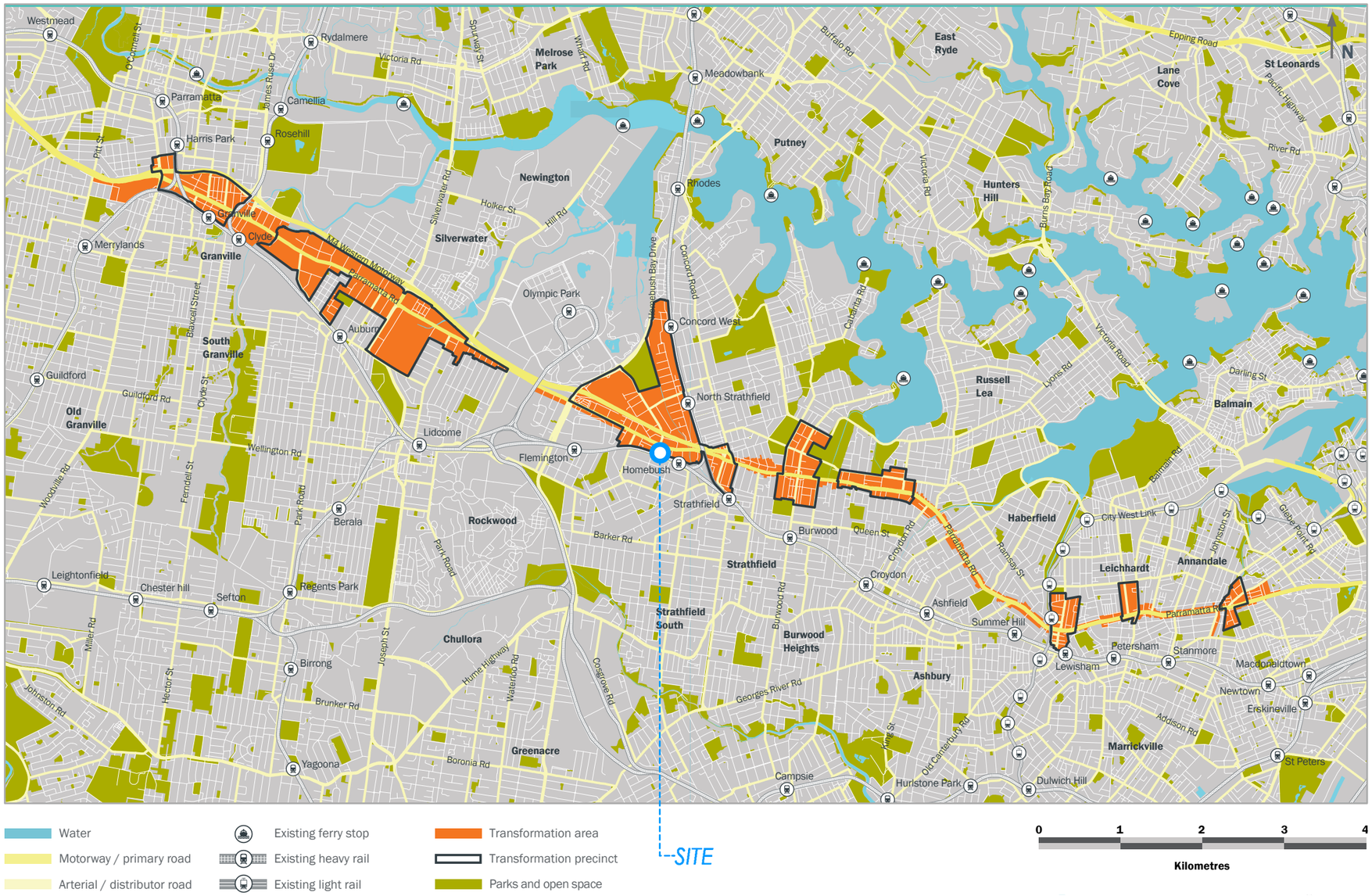
02 STRATEGIC POSITION

SITE LOCATION



The site sits on Loftus Crescent / Lane which in parallel to Parramatta Road in Homebush, where is planned as one of "Eight Precints" in Parramatta Road Corridor Strategy Plan. Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

Homebush as one of the key Precinct in the stategy, is undergoing rapid growth in response to the needs of the increasing population. Homebush Precinct will become a new, mixed use precinct for the corridor, housing a new community of residents attatched to the area for its high amenity and access to employment at Parramatta CBD and Olympic Park. The precinct will provide a long term of housing stock to meet the demand as Sydney Olympic park grows into a new city.

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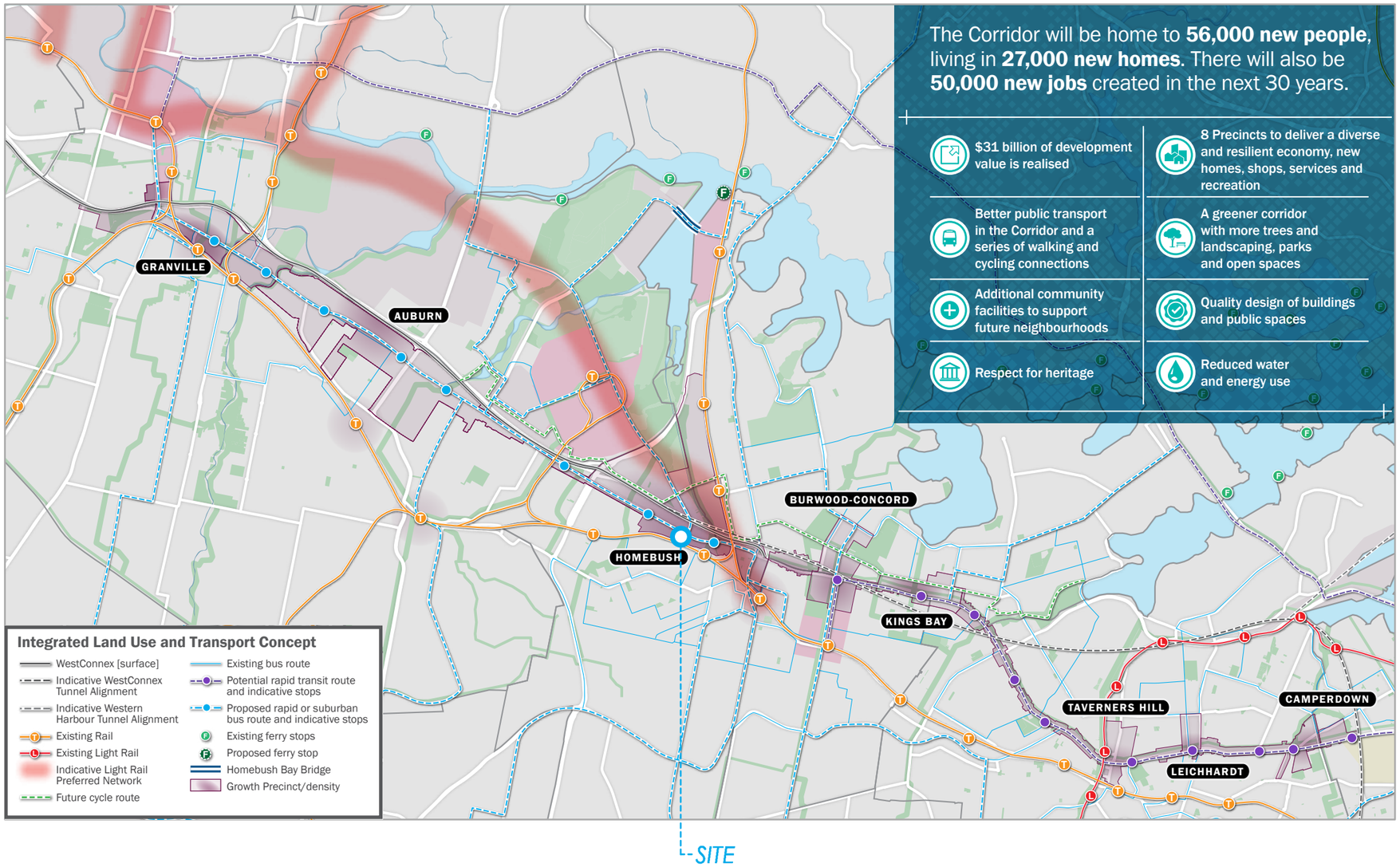

Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strath eld, Concord West and Strath eld Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.
Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.

Proposed Growth Projections

	2023	2050
Population	8,310	19,570
Dwellings	4,210	9,450
Jobs	5,610	12,853

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	435,000	1,030,000	195,000	283,000
Frame Area	0	87,000	0	0

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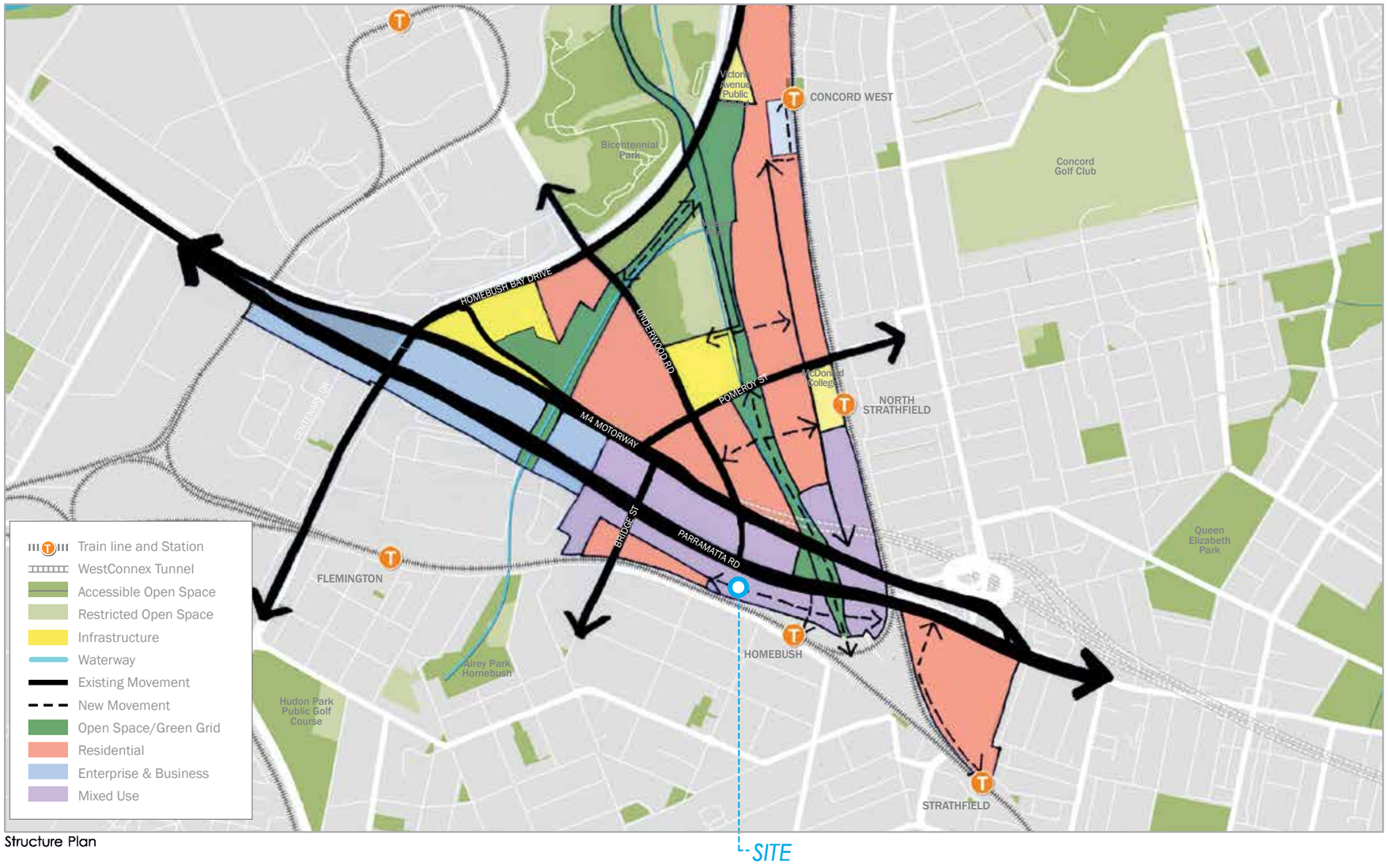

Structure Plan

Delivering the Vision

- building on the vibrancy and character of the Bakehouse Quarter
- delivering a high quality open space network and improving the areas around the train stations
- planting trees and improving the environment along Parramatta Road
- ensuring the viability of shops and commercial uses along Parramatta Road
- addressing on-street parking along Parramatta Road
- minimising traffic congestion along Parramatta Road, including north-south connections
- boosting service frequency at Flemington, Homebush, Concord West and North Strathfield Stations
- addressing barriers such as the M4 Motorway and Concord Road
- managing flooding, noise and contamination constraints.
- Creating compelling urban forms within an urban context and dedicating a majority of the ground plane to public amenity.
- Achieving a high amenity standard to built forms with 2 hours solar access to 70% of apartments at mid-winter and natural cross ventilation to 60% of apartments.
- Increase the attractiveness and function of the rear laneway.

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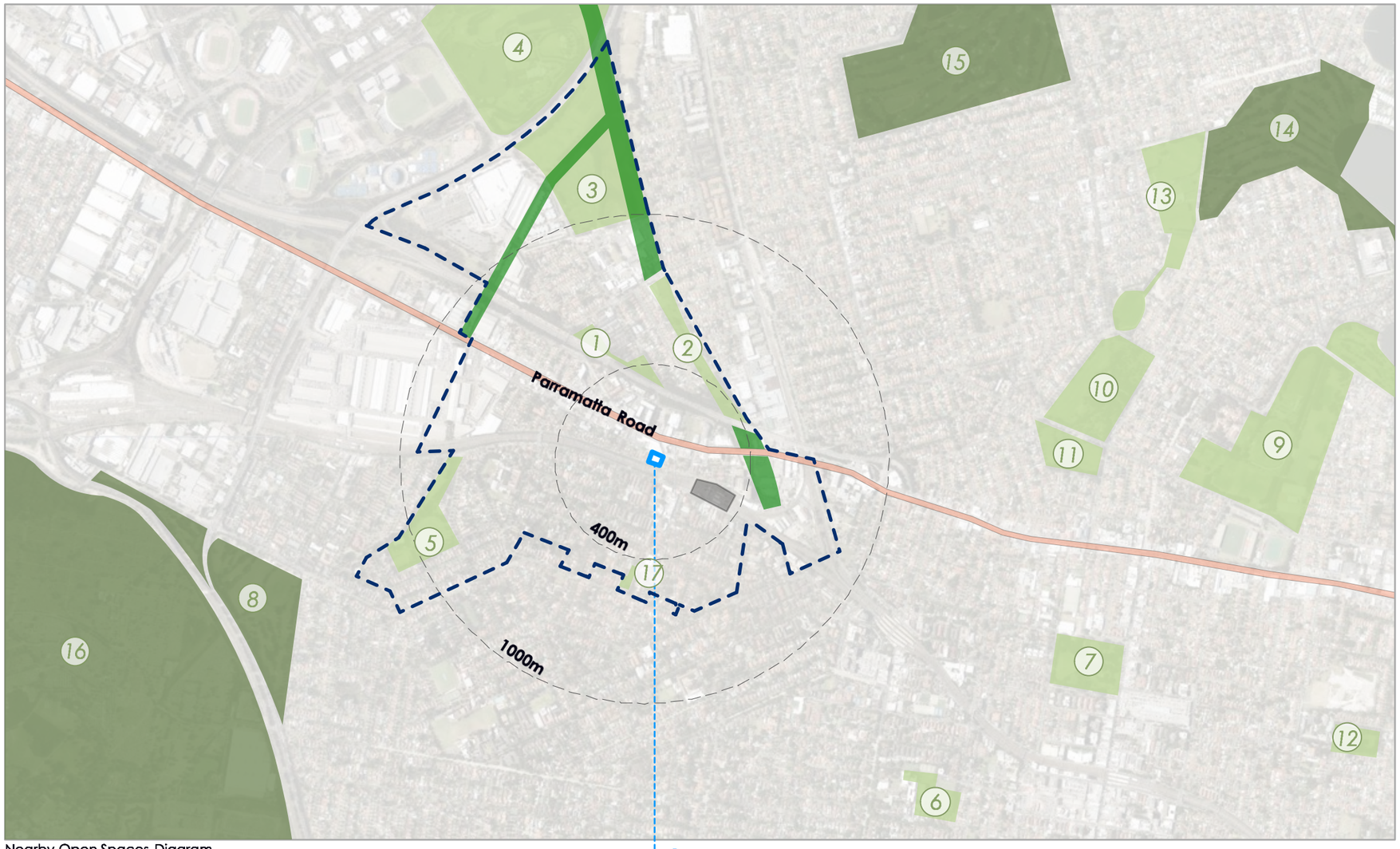

Nearby Open Spaces Diagram

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

1. BILL BOYCE RESERVE
2. ALLEN STREET RESERVE
3. BRESSINGTON PARK
4. BICENTENNIAL PARK
5. AIREY PARK
6. HENLEY PARK
7. BURWOOD PARK
8. HUDSON PARK GOLF CLUB
9. ST. LUKES PARK
10. QUEEN ELIZABETH PARK
11. GODDARD PARK
12. BLAIR PARK
13. EDWARDS PARK
14. MASSEY PARK GOLF CLUB
15. CONCORD GOLF CLUB
16. ROCKWOOD GENERAL CEMETERIES RESERVE TRUST
17. FITZGERALD PARK

Homebush boundary

Homebush station

Public open space

Private open space

Suggested public open space
by Parramatta Rd Corridor Strategy

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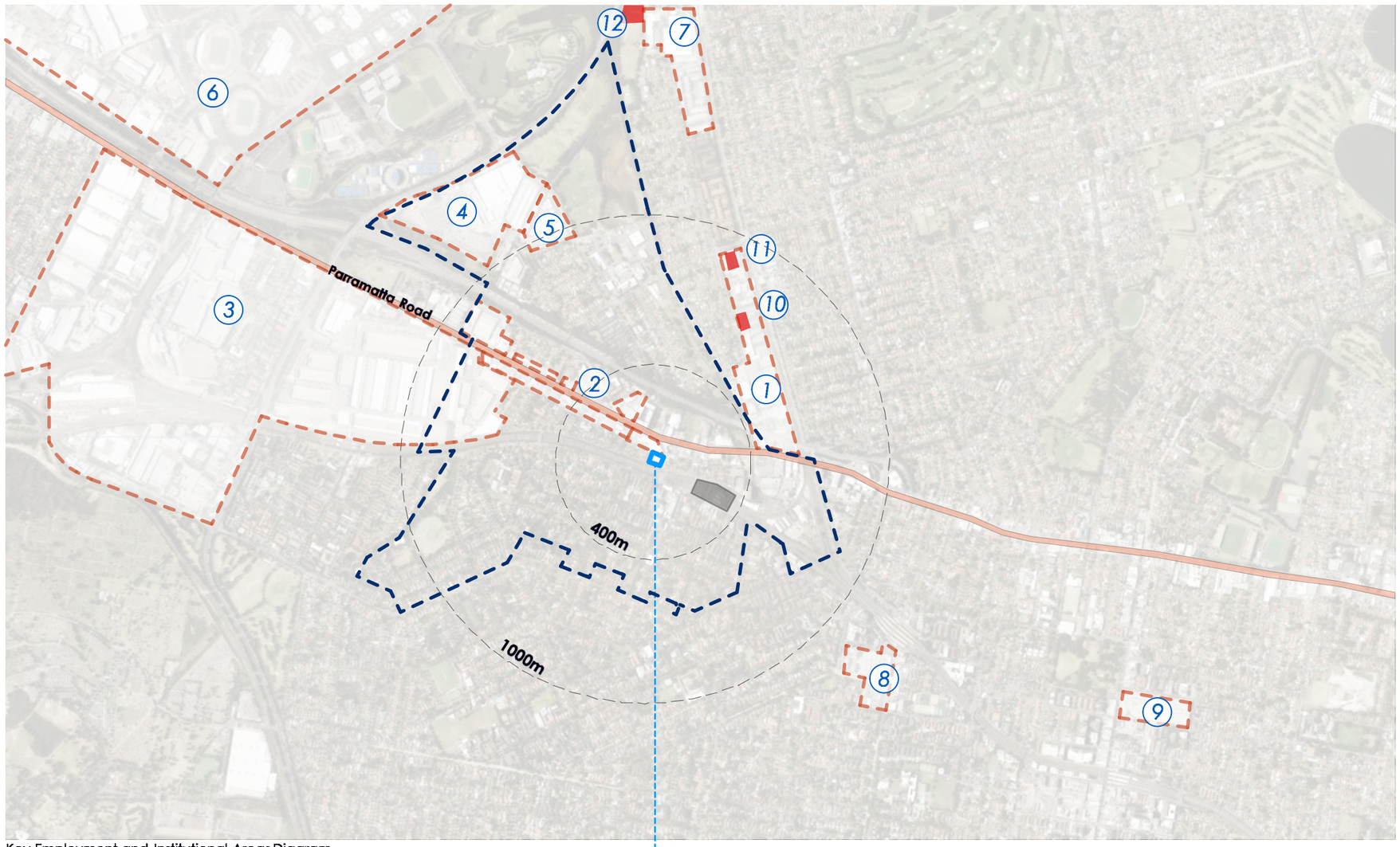
02 STRATEGIC POSITION

KEY EMPLOYMENT & INSTITUTIONAL AREAS



Key Employment and Institutional Areas Diagram

The site location & connectivity to key employment areas and educational institutions.

1. BAKEHOUSE QUARTER
2. CAR DEALERS
3. FLEMINGTON MARKET
4. DFO OUTLET
5. TELSTRA CENTRE
6. OLYMPIC PARK DISTRICT
7. RHODES BUSINESS DISTRICT
8. STRATHFIELD PLAZA
9. BURWOOD WESTFIELD SHOPPING MALL

10. OUR LADAY OF THE ASSUMPTION PRIMARY SCHOOL
11. MCDONALD COLLEGE
12. VICTORIA AVENUE PUBLIC SCHOOL

Homebush boundary

Homebush station

Key Employment Areas

Key Institutional Area

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PLANNING FRAMEWORK

03 PLANNING FRAMEWORK

INTRODUCTION

This UDR seeks to amend the Strathfield Local Environmental Plan (LEP) 2012, to achieve the objectives highlighted in Parramatta Road Corridor Urban Transformation Strategy Report, as follows:

- Amend the Height of Buildings
- Amend the Floor Space Ratio

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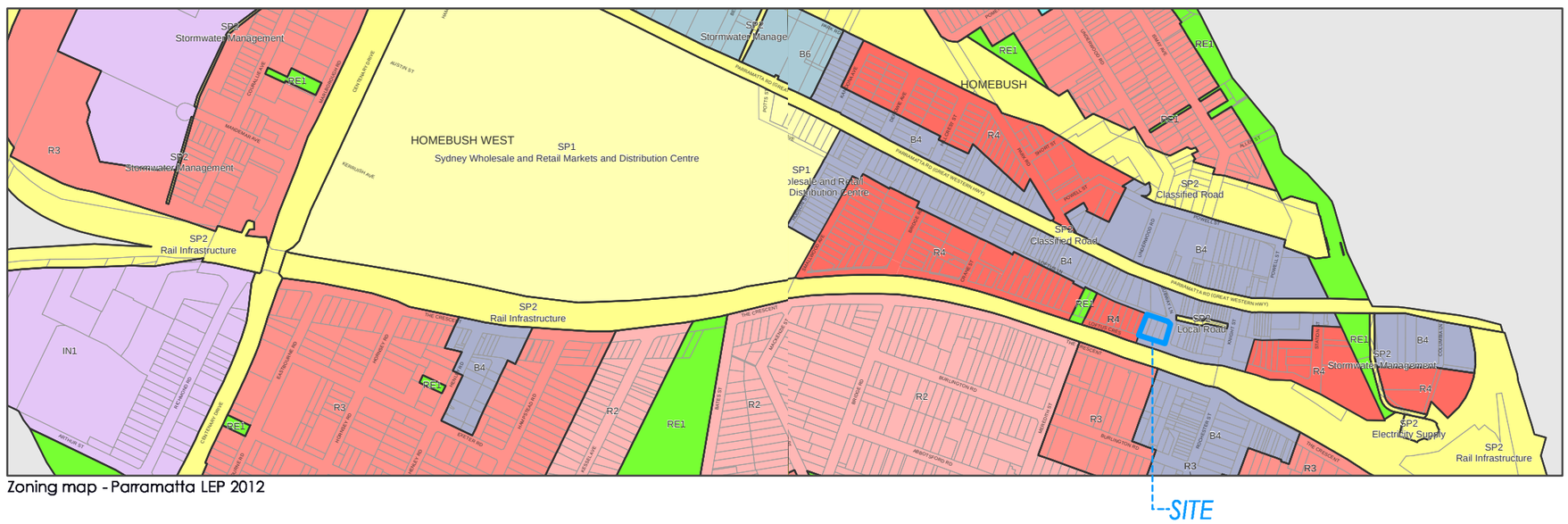
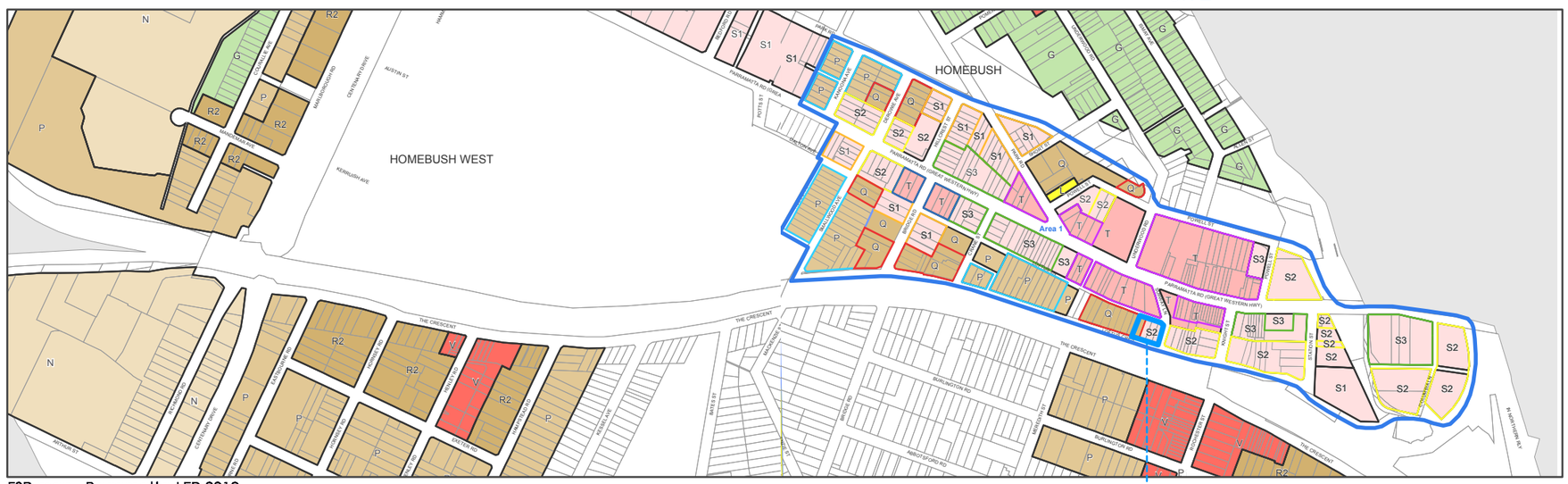


Zoning map - Parramatta LEP 2012



FSR map - Parramatta LEP 2012

Land zoning

The site is zoned B4 Mixed Use

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B6 Enterprise Corridor
- B7 Business Park
- E2 Environmental Conservation
- IN1 General Industrial
- IN2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure

Cadastre

Cadastre 20/07/08 © Land and Property Information (LPI)

Floor Space Ratio

The site is permitted to have floor space ratio of partially 1.65:1 and partially 1.35:1.

Maximum Floor Space Ratio (n:1)

- G 0.65
- L 0.9
- N 1
- P 1.2
- Q 1.35
- R1 1.4
- R2 1.45
- S1 1.5
- S2 1.65
- S3 1.8
- T 2
- U 2.5
- V 3
- W 3.5
- X1 4
- X2 4.2
- Z 5
- Area 1 Refer to Clause 4.4A
- Area 2 Refer to Clause 4.4B
- Area 3 Refer to Clause 4.4B

(In certain circumstances refer to clause 4.4A)

- 2 Refer to Clause 4.4A
- 2.25 Refer to Clause 4.4A
- 2.5 Refer to Clause 4.4A
- 2.7 Refer to Clause 4.4A
- 2.95 Refer to Clause 4.4A
- 3.1 Refer to Clause 4.4A
- 3.15 Refer to Clause 4.4A

Cadastre

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RECOMMENDED FSR CHANGES TO LEP

The site is nominated to have a 3.6:1 FSR as stated in the amendments to the Parramatta Road Corridor Urban Transformation Strategy.

Recommended FSR changes to Homebush LEP,
"Parramatta Road Corridor Urban transformation - Planning and Design Guideline Nov 2016"

SITE - Proposed FSR 6.85:1 or 5.87:1 (including the park)

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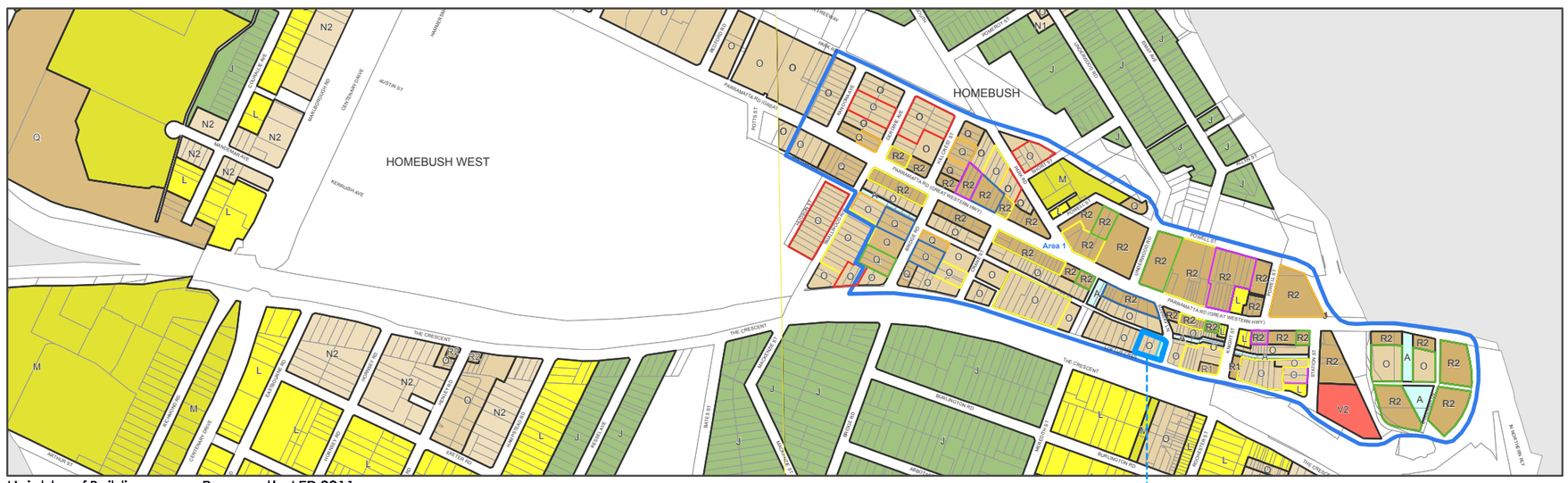

Heightg of Building map - Parramatta LEP 2011

Height of Buildings

The site is permitted to have a building height of 16m (O).

Maximum Building Height (m)

A	0
J	9.5
L	11
M	12
N1	13
N2	14
O	16
P	17
Q	20
R1	21
R2	22
T	26
V1	35
V2	38
W	42
Y	54
Area 1	Refer to Clause 4.3A

(In certain circumstances refer to clause 4.3A)

Heritage map - Parramatta LEP 2011

Heritage

- Conservation area - General
- Item - Archaeological
- Item - General

None of the subject sites is heritage listed and the surrounded buildings are not heritage listed.

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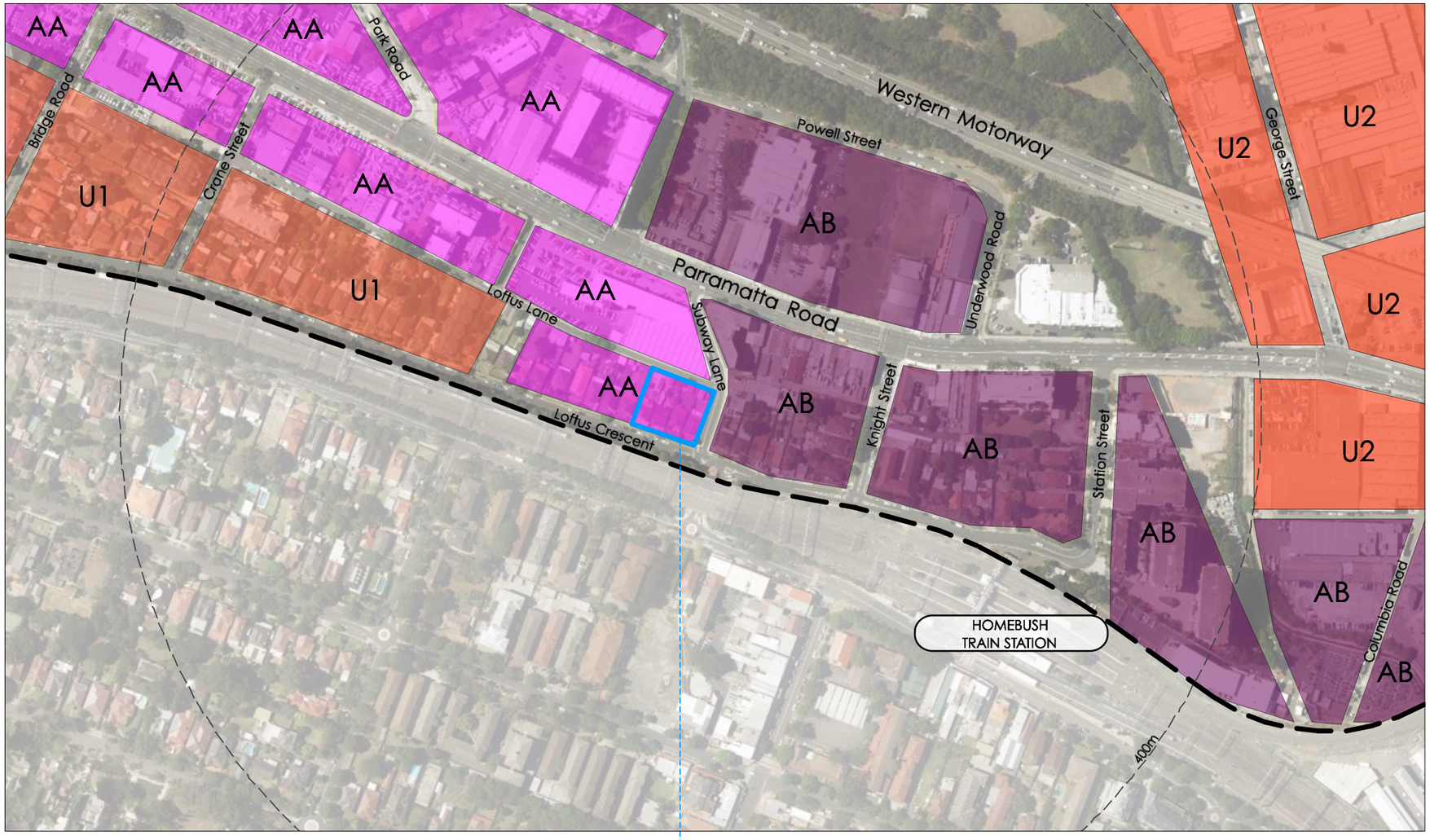
RECOMMENDED HEIGHT MAP



Site within recommended LEP Heights

SITE - Proposed Height 75m

The proposed height of the site is 75m

Height of Buildings

I	8.5m
K	10m
L	11m
M	12m
O	16m
P	17m
R	22m
T1	25m
T2	26m
U1	30m
U2	32m
V	35m
W	41m
Y	50m
Z	59m
AA	75m
AB	80m

Subject Site

Homebush Precinct Boundary

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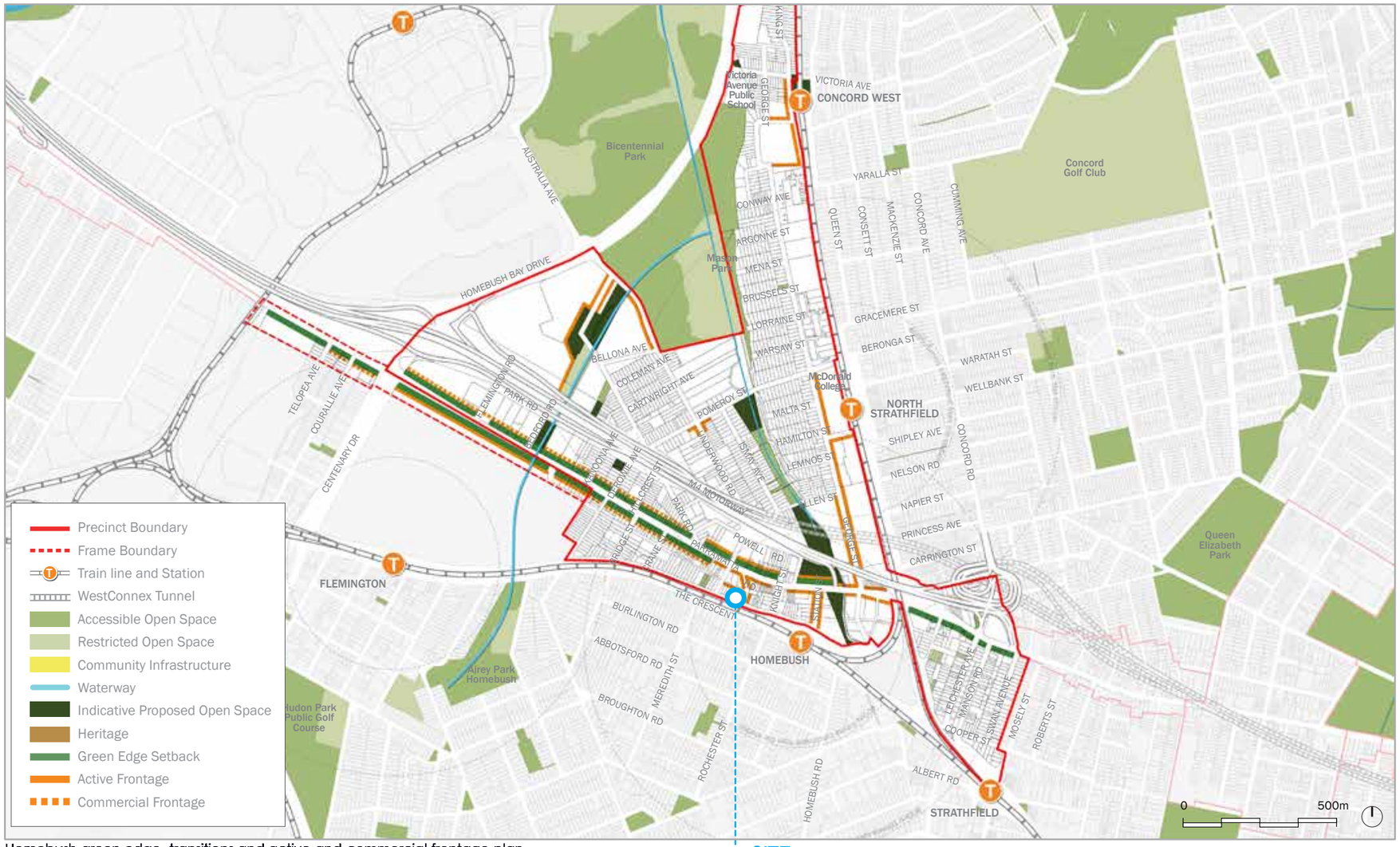
RECOMMENDED SETBACK



Homebush green edge, transitions and active and commercial frontage plan

	MAXIMUM STREET WALL HEIGHTS		MINIMUM BUILDING SETBACKS	
	Street Frontage	**Upper Levels**	**Street Frontage**	**Upper Levels**
Parramatta Road				
Green Setback	18m	Varies as per controls	6m	2-6m
Heritage	9m	Varies as per controls	0m	8m
Active & Commercial Frontage	18m	Varies as per controls	6m (in a Green Edge) 0m (other conditions)	2-6m
Local Street				
Green Setback	18m	Varies as per controls	6m	2-6m
Heritage	9m	Varies as per controls	0m	8m
Active & Commercial Frontage	18m	Varies as per controls	6m (in a Green Edge) 0m (other conditions)	2-6m
Non-Heritage or Active & Commercial Norton Street Balmain Road Water Street Cardigan Lane	9m	Varies as per controls	3-6m	2-6m
All other conditions	18m	Varies as per controls	3-6m	2-6m

Subject Site

Homebush Precinct Boundary

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SITE ANALYSIS

Analysis of the site from a local perspective

04 SITE ANALYSIS

INTRODUCTION

The site is located at 17-20 Loftus Lane, Homebush.

The site is defined by the following factors:

- Close proximity to key transport infrastructure including trains from Homebush Station, buses on Parramatta Road and future light rail stop to Carlingford and Parramatta.

- Close proximity to commercial/mixed use spine along Parramatta Road and Baker Quarter as well as Shopping Centres in Strathfield and Burwood.

- Close proximity to local parks.

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Context Plan

The site is located at 17-20 Loftus Lane, in the local government area of Strathfield, within the proposed Homebush Precinct according to Parramatta Road Urban Transformation Strategy.

It is surrounded by a mix of residential dwellings and to the West and Soutth, and business mixed use buildings to the North and East.

The site is within 400m from Homebush train station and buses on Parramatta Road to CBD and Parramatta. It also close to future light rail stop which connects to Parramatta and Carlingford

The site has good public amenity, being 1000m from shopping centres and minutes walk to local parks.

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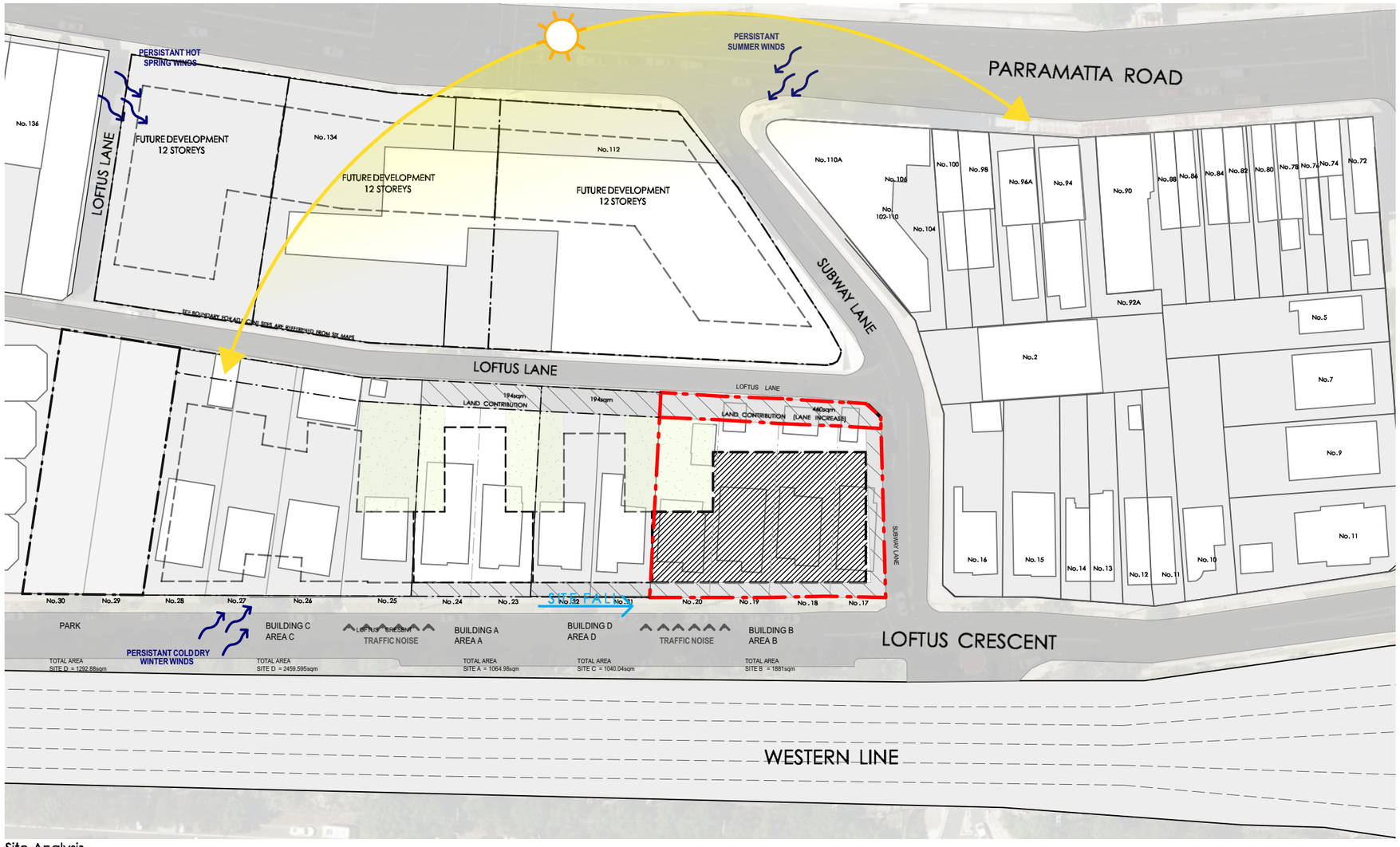

Site Analysis

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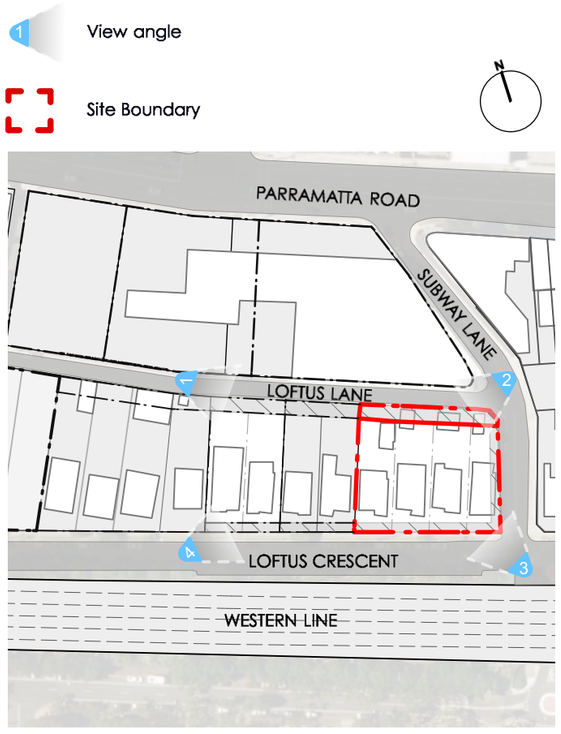
View 1 - Looking east down Loftus Lane

View 2 - Looking West down on the corner of Loftus Crescen and Subway Lane


View 3 - Looking North West on the corner of Loftus Crescent and Subway Lane

View 4 - Looking East down Loftus Crescent



View angle

Site Boundary

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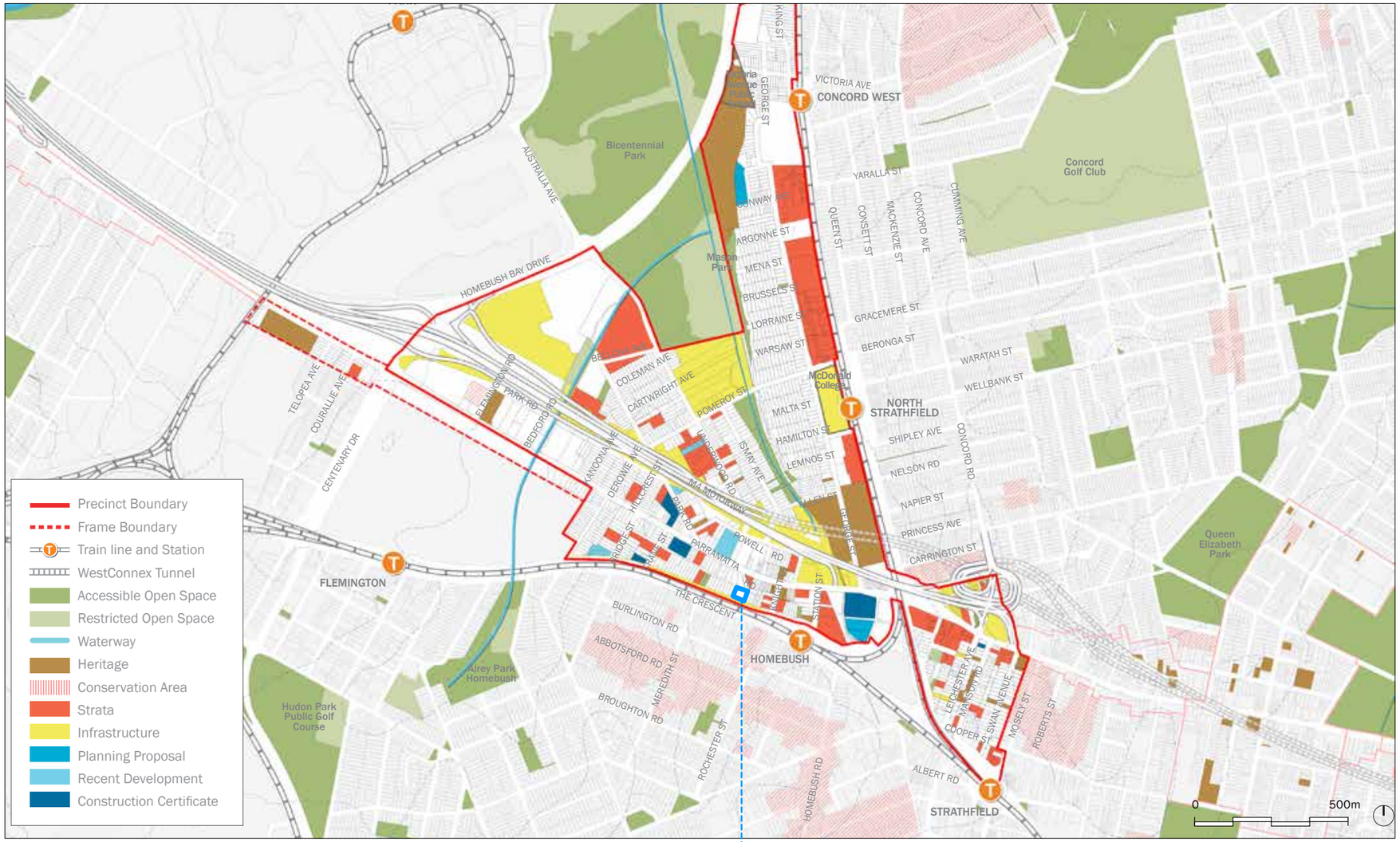

Developable areas

The significant opportunities are:

- large land holdings, generally unfragmented land and limited strata titled properties
- proximity to high amenity open space, recreation facilities and Sydney Olympic Park
- potential to enhance existing recreational opportunities and linkages for active transport
- access to the proposed Parramatta Light Rail
- enhanced road connections for all modes of transport to increase accessibility to employment, recreation and cultural opportunities currently separated by riparian corridors and road/rail infrastructure
- improved connectivity to the five Rail Stations bordering the Precinct at Concord West, North Strathfield, Flemington, Homebush and Strathfield
- enhanced pedestrian connectivity and safety across Parramatta Road, the M4 Motorway and railway lines whilst improving connections to Sydney Markets and the Bakehouse Quarter
- improved active transport access to regional recreation and open space facilities with a focus on connecting to the existing recreational routes around Olympic Park
- reduced car dependency by lowering parking rates in areas with good access to public transport.

The primary constraints and challenges are:

- existing high traffic volumes on the strategic road network
- access barriers for all modes of transport created by major roads, the Rail Lines and riparian corridors
- low pedestrian connectivity and permeability within the Precinct
- high parking demand and levels of on-street parking throughout the Precinct fragmented communities within the Precinct.

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THE PROPOSAL

Vision

Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

Living and Working There

Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strath eld, Concord West and Strath eld Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.
Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.

Delivering the Vision

• building on the vibrancy and character of the Bakehouse Quarter

• delivering a high quality open space network and improving the areas around the train stations

• planting trees and improving the environment along Parramatta Road

• minimising traffic congestion along Parramatta Road, including north-south connections

• managing flooding, noise and contamination constraints.

• Creating compelling urban forms within an urban context and dedicating a majority of the ground plane to public amenity.

• Achieving a high amenity standard to built forms with 2 hours solar access to 70% of apartments at mid-winter and natural cross ventilation to 60% of apartments.

• Increase the attractiveness and function of the rear laneway.

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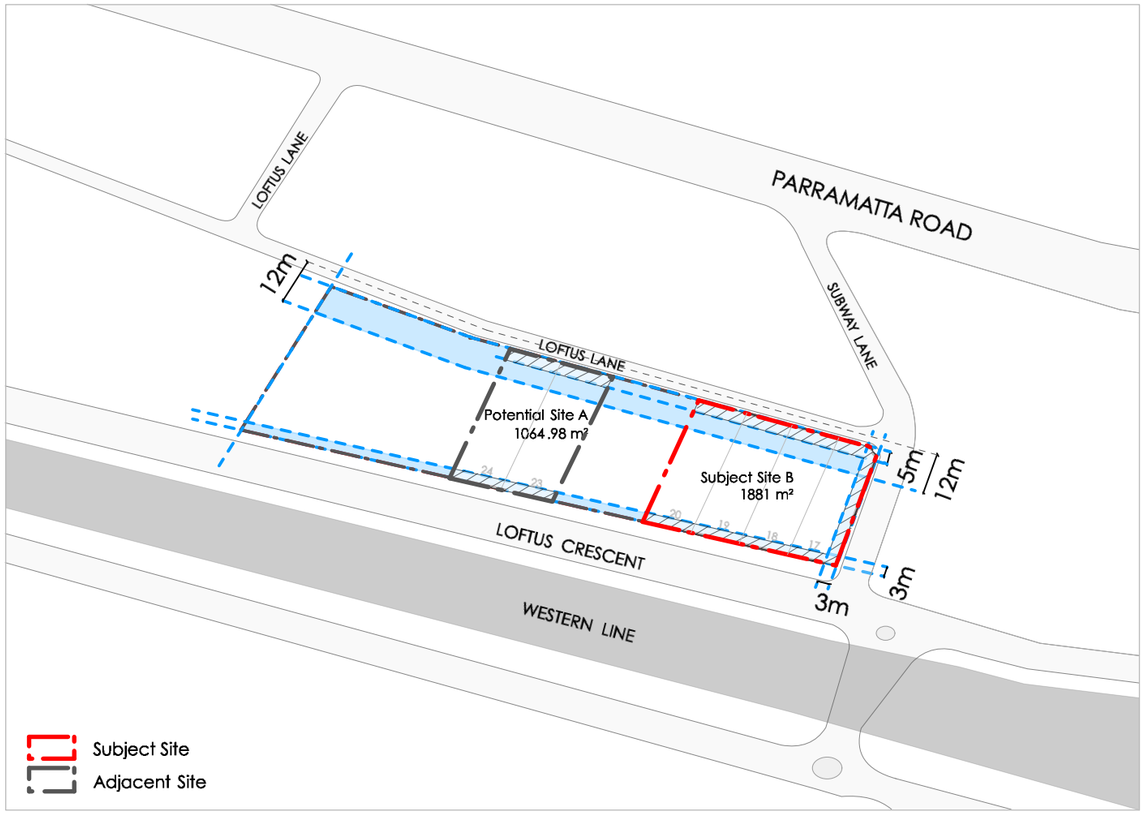
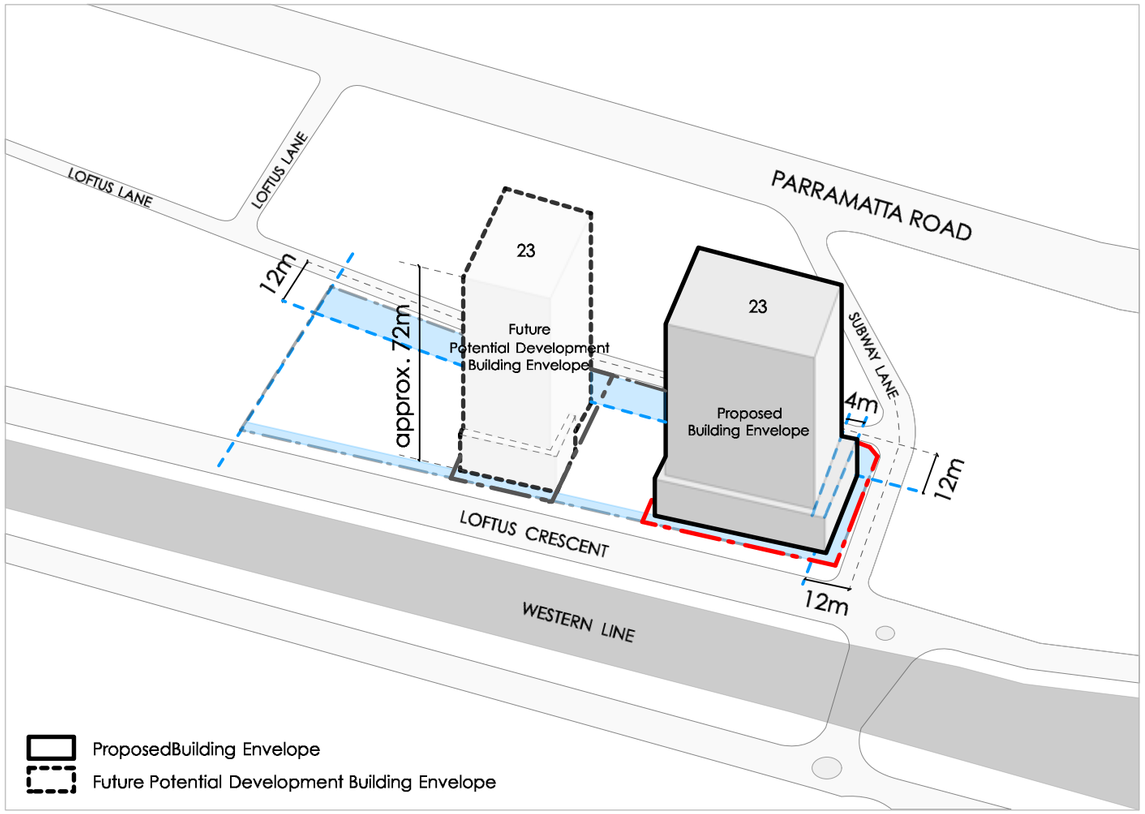


1. Setbacks and controls to subject site according to Parramatta Road Urban Transformation Strategy Report.



2. Massing of proposed 23 storey towers in accordance with building height recommended by Parramatta Road Urban Transformation Strategy Report.

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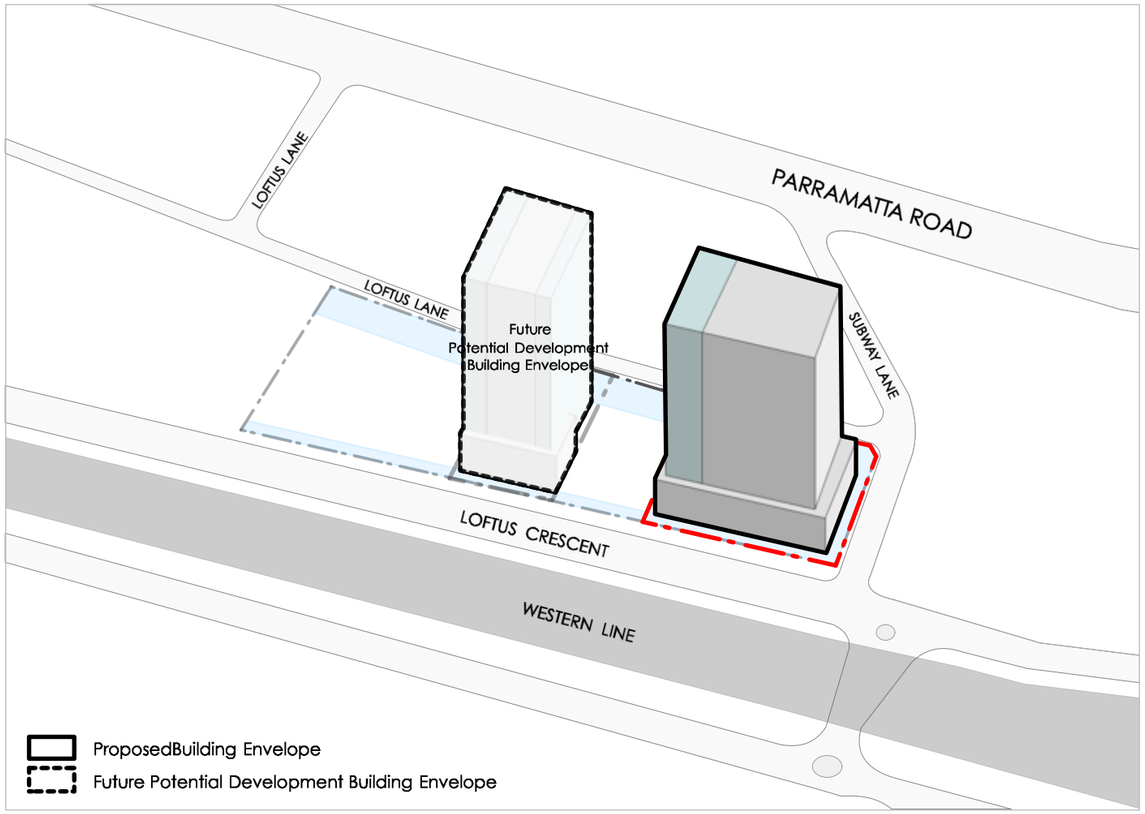
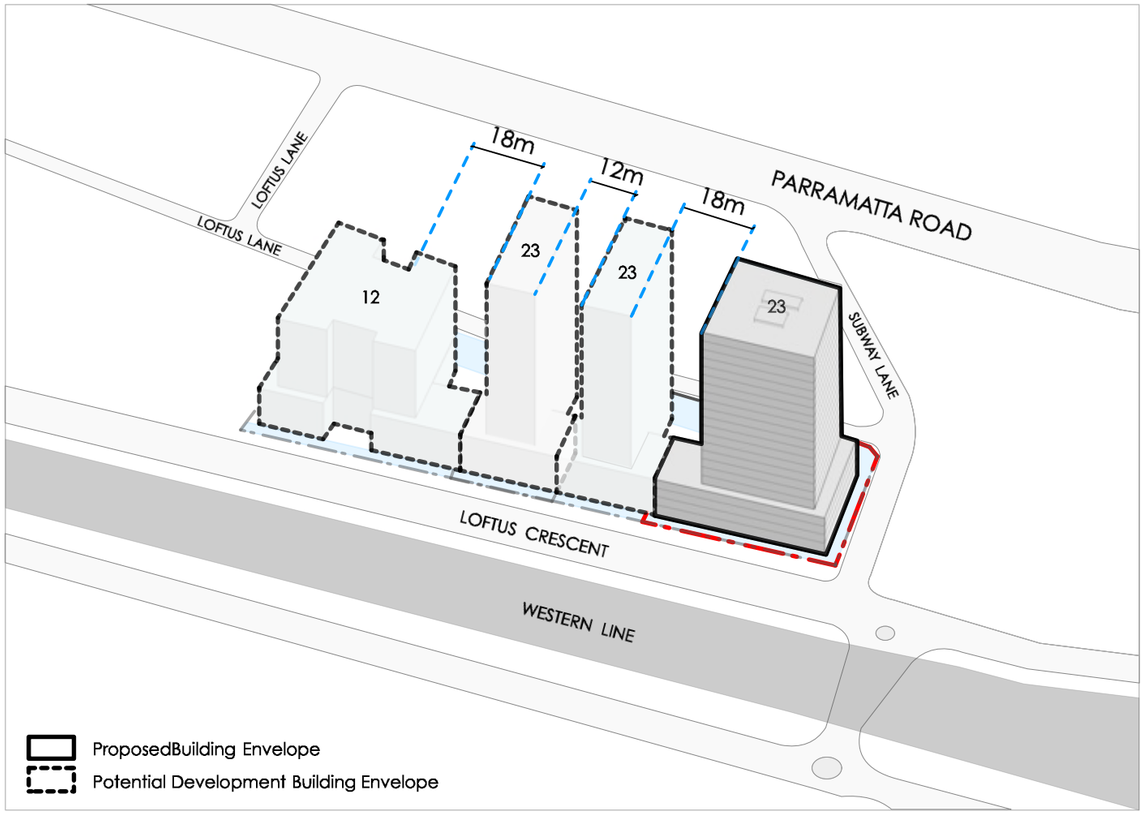


3. Massing removed for upper levels to comply with ADG building separation to adjacent future development .



4. Proposed towers redefined to comply with indicative future developable forms at adjacent site (shown in light blue).

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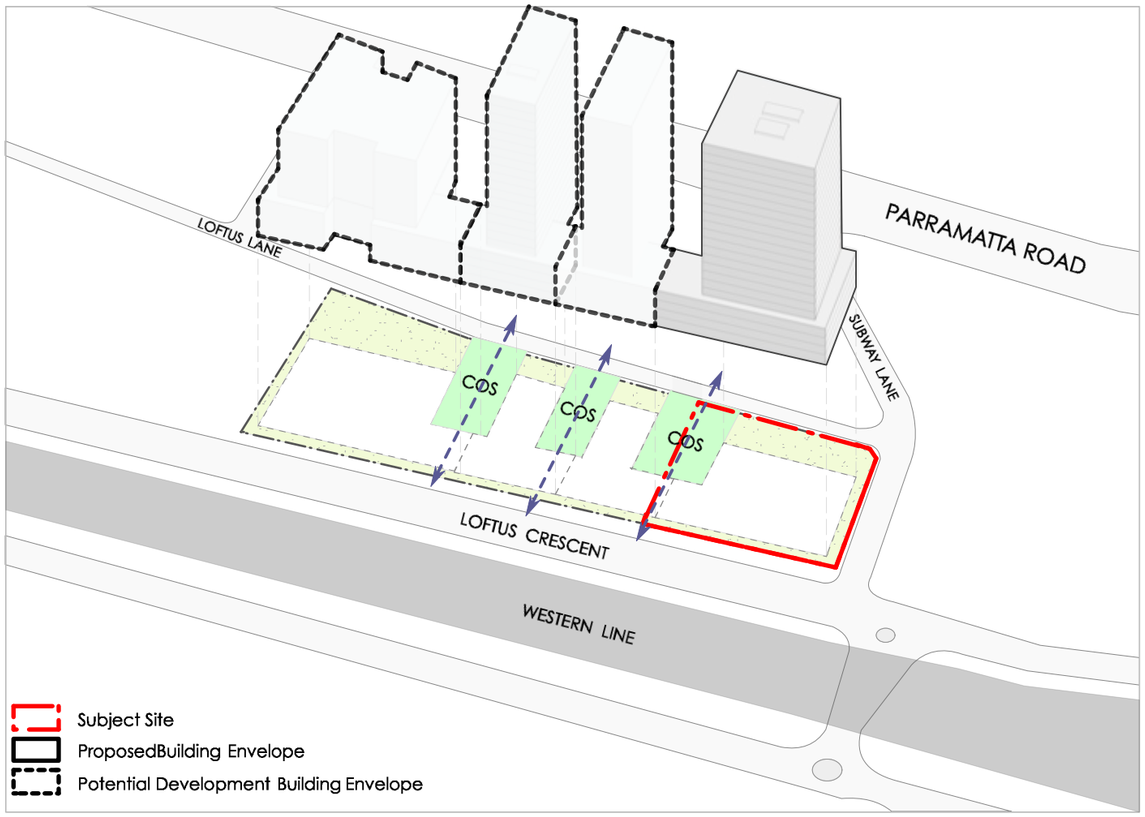
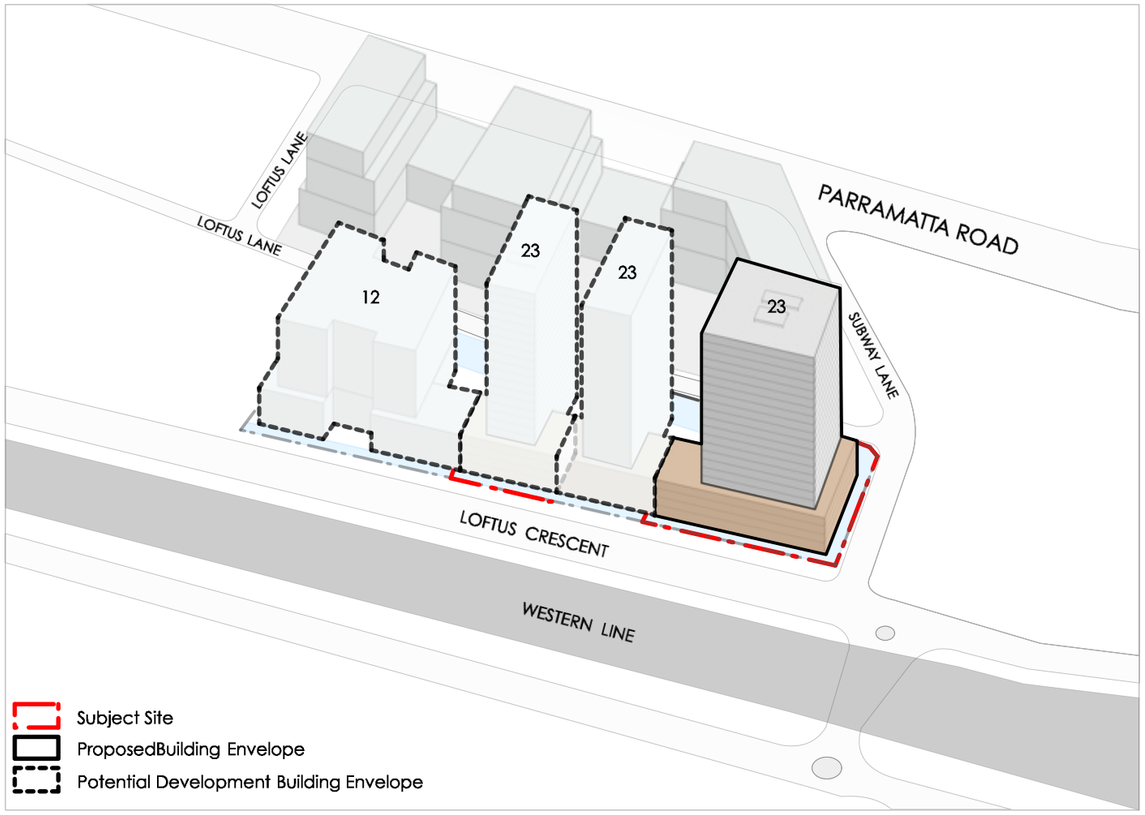


FUTURE DEVELOPMENTS SHOWN ARE AS INDICATIVE ONLY

5. Public domain + communal open space + links.



FUTURE DEVELOPMENTS SHOWN ARE AS INDICATIVE ONLY

6. Proposed forms + indicative future development .

KEY

site boundary

cross site link/ pedestrian access

proposed communal open space

public domain/ open space

proposed podium frontage
as per Parramatta Road Urban Transformation Strategy

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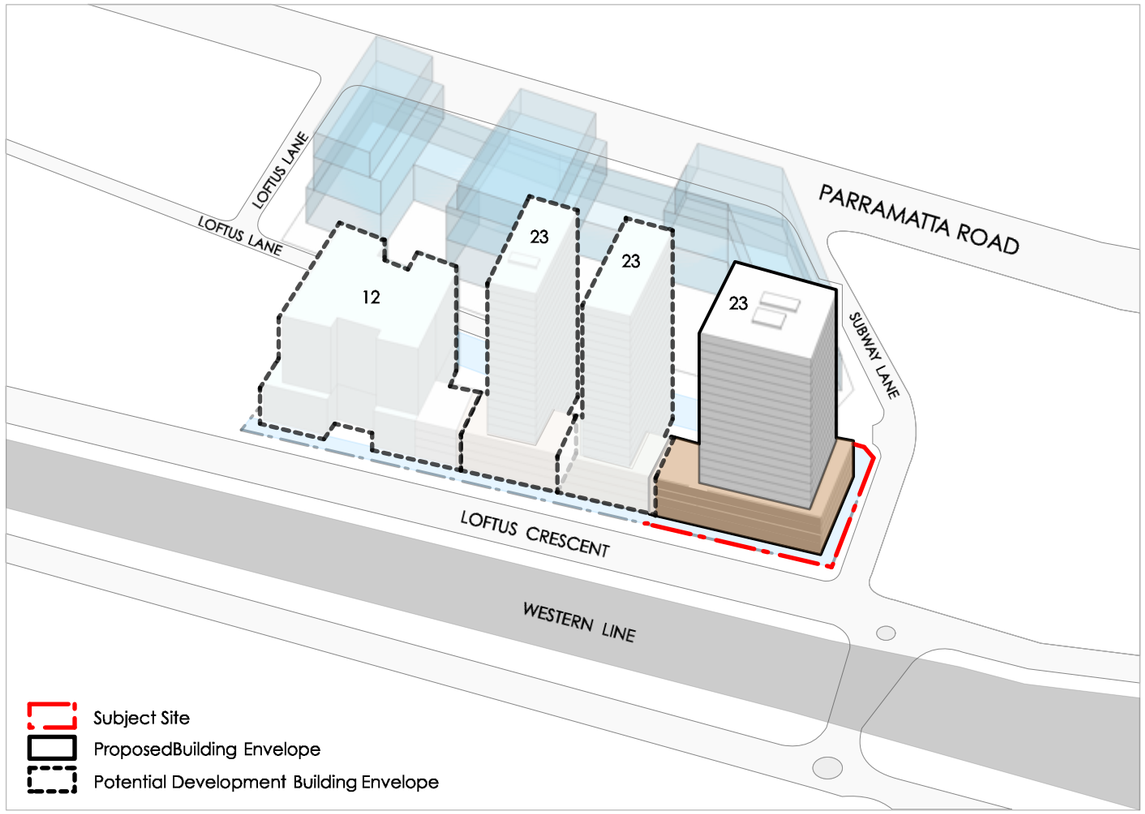
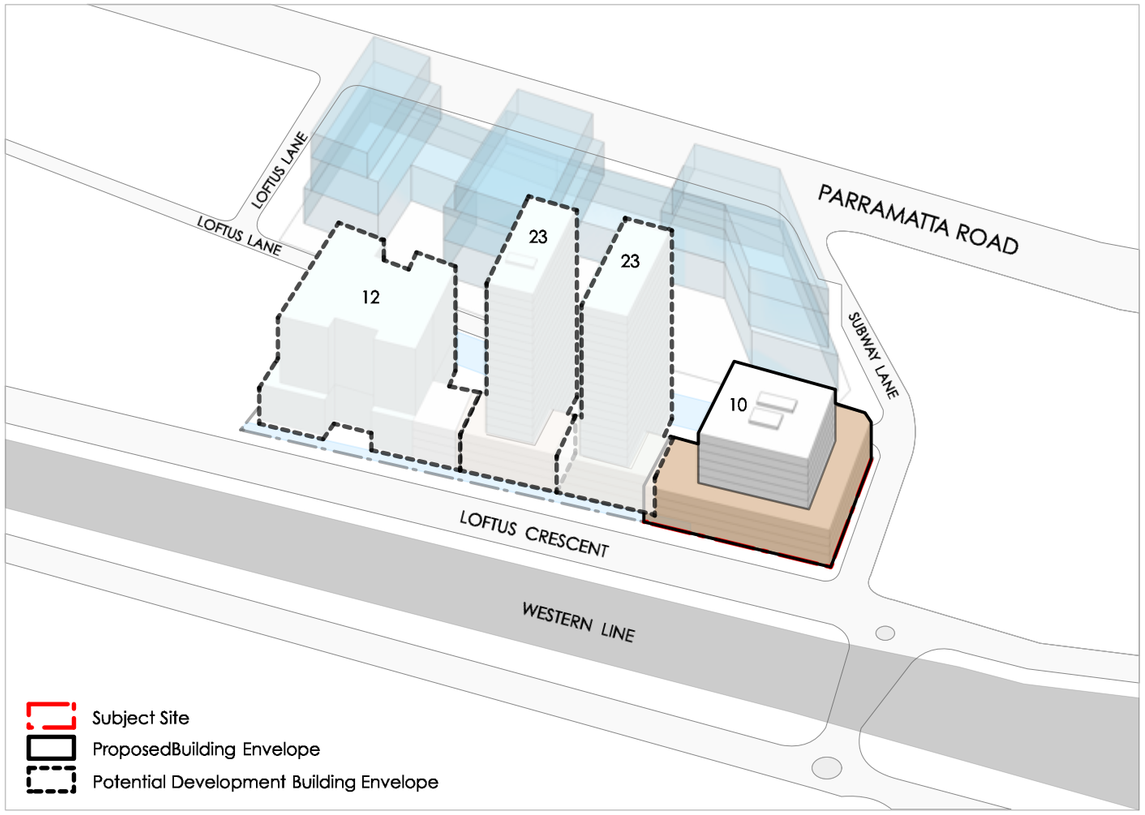


FUTURE DEVELOPMENTS SHOWN ARE AS INDICATIVE ONLY

Proposed forms + indicative future development @ 7:1 FSR



FUTURE DEVELOPMENTS SHOWN ARE AS INDICATIVE ONLY

Proposed forms + indicative future development @ 3.6:1 FSR
(CURRENT LEP)

KEY

site boundary

cross site link/ pedestrian access

proposed communal open space

public domain/ open space

proposed podium frontage
as per Parramatta Road Urban Transformation Strategy

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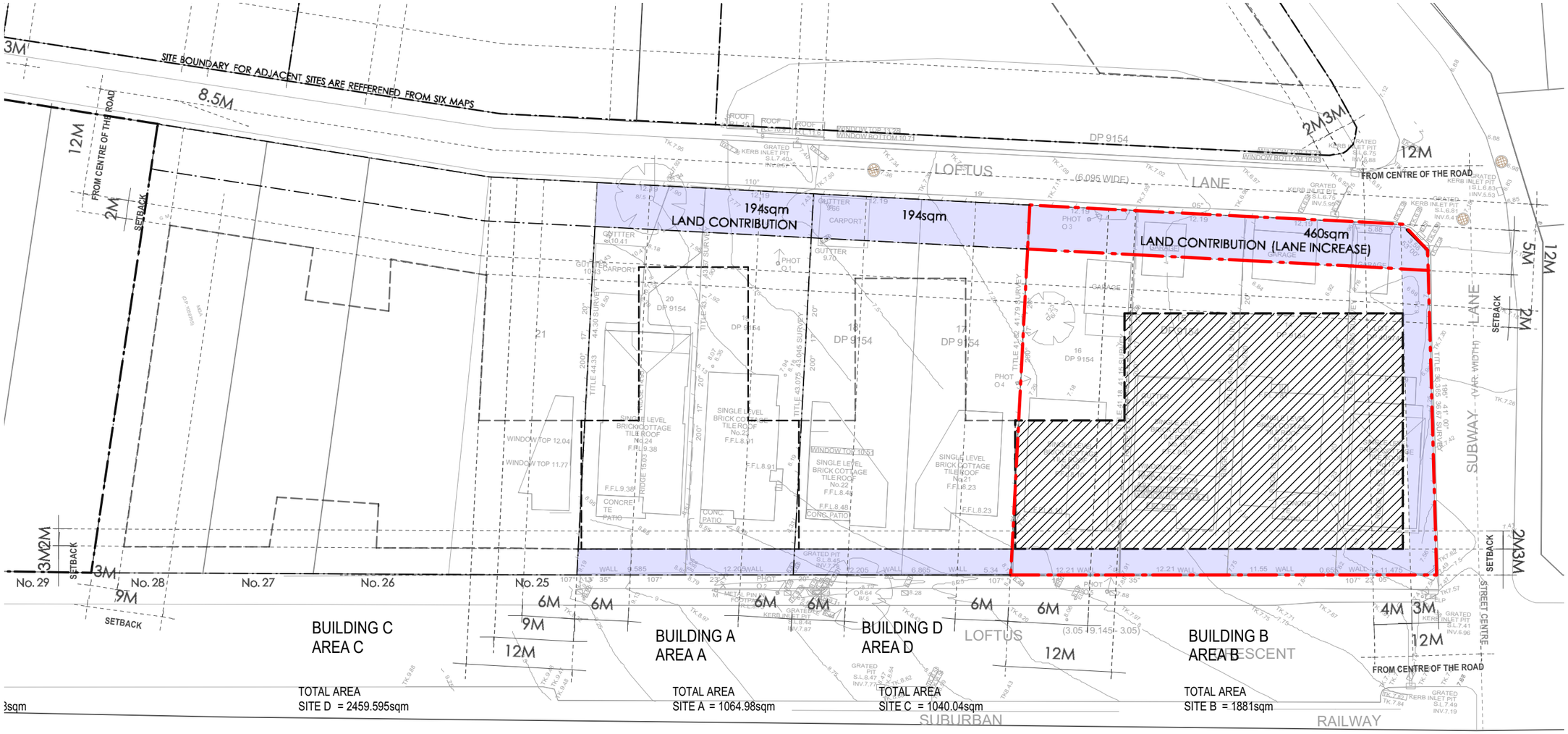
SITE CONTRIBUTION PLAN



KEY

site contribution

proposed building envelope

1:500

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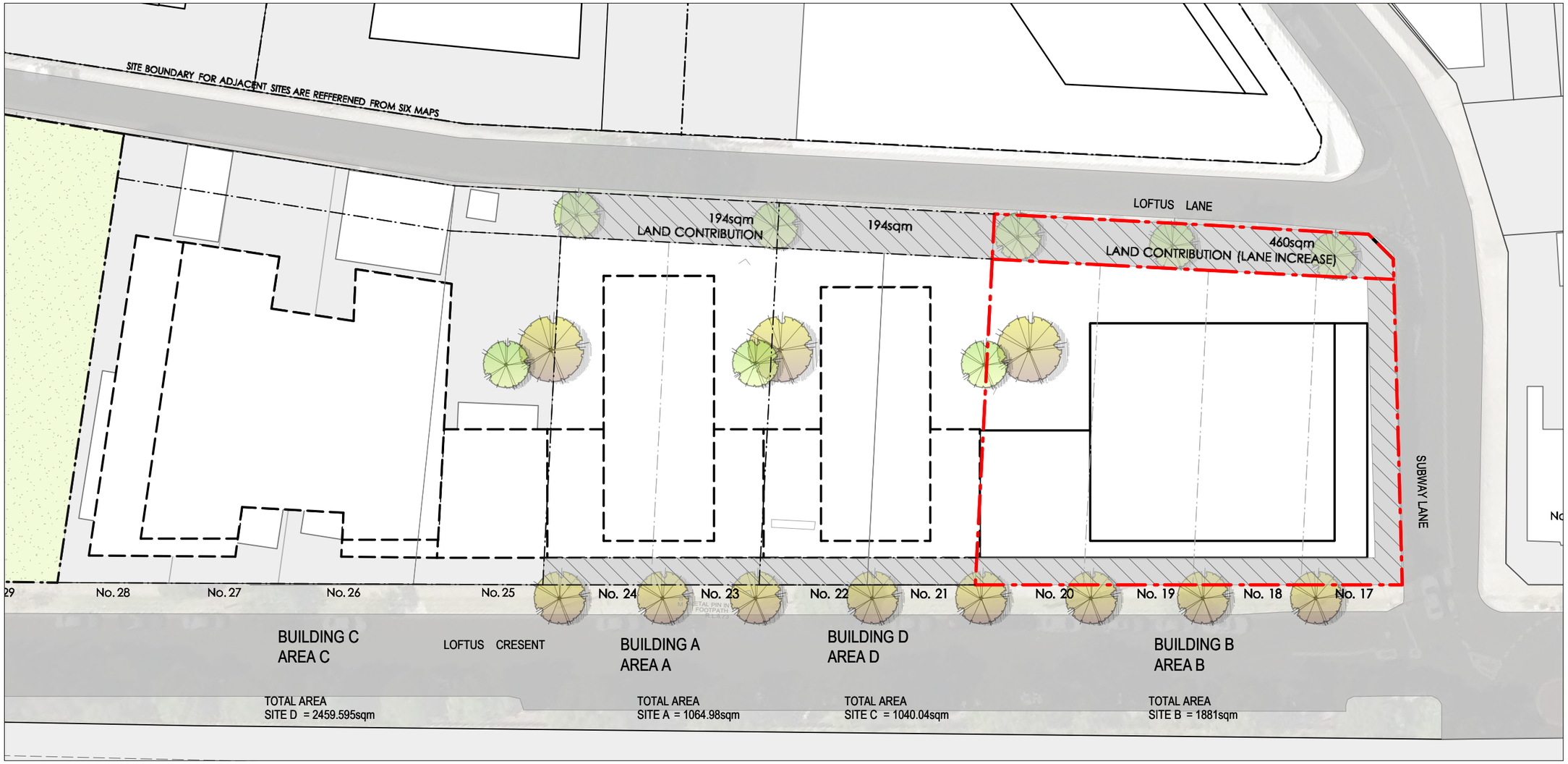

ProposedBuilding Envelope
Future Potential Development Building Envelope

1:500

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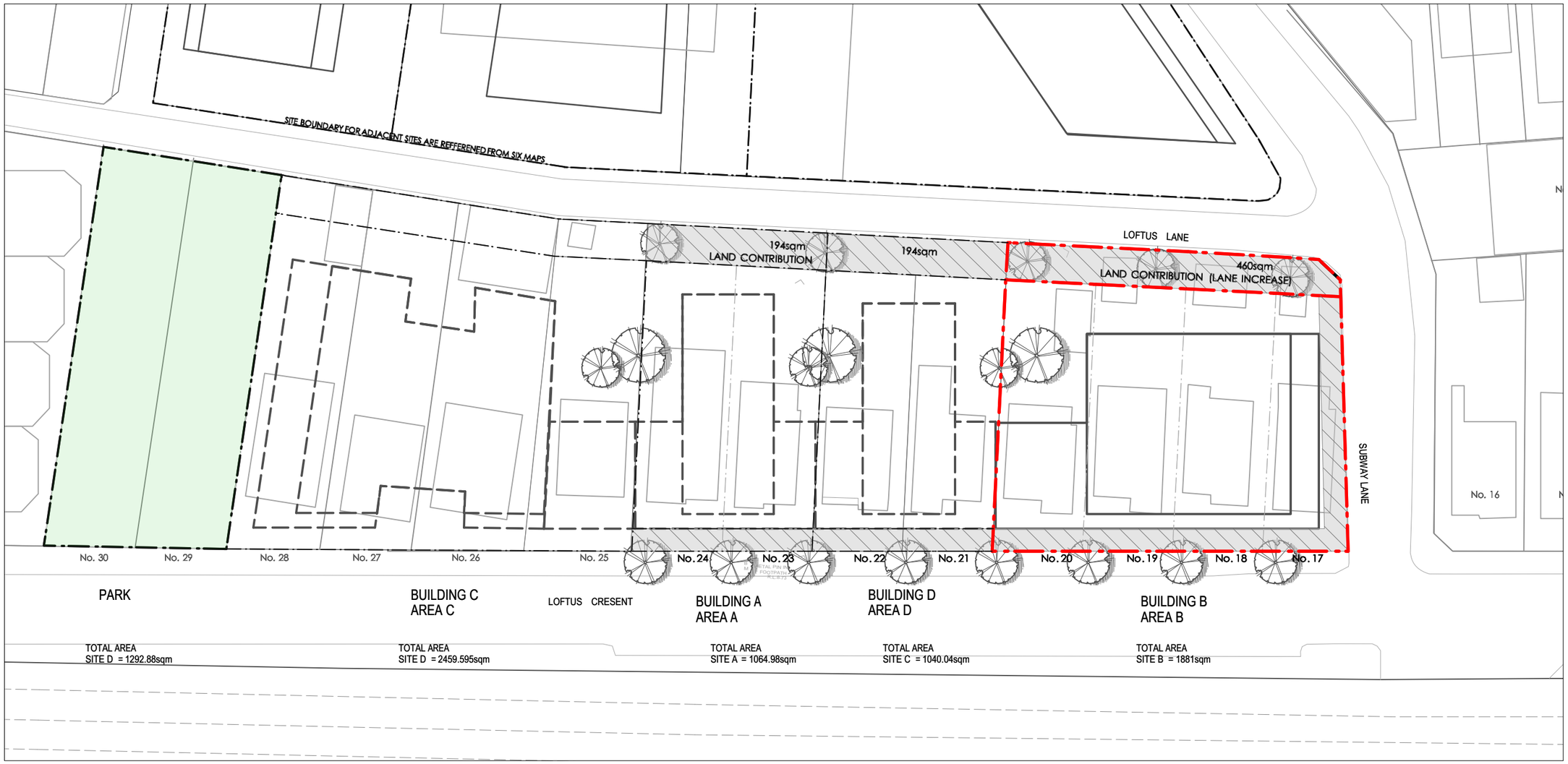
FSR CALCULATION PLAN



TOTAL AREA (SITE A,B,C,D + PARK)	7738.98 M²
PARK AREA (NO.29 & 30)	1293 M²

TOTAL SITE AREA	TOTAL GFA	SITE AREA INC. PARK AREA	FSR
BUILDING A (FUTURE DEVELOPMENT)	7100	1242.9	5.71
BUILDING B (SUBJECT SITE)	12894	2195.3	5.87
BUILDING C (FUTURE DEVELOPMENT)	8598	2870.5	3.00
BUILDING D (FUTURE DEVELOPMENT)	NA	NA	NA

N

1:600

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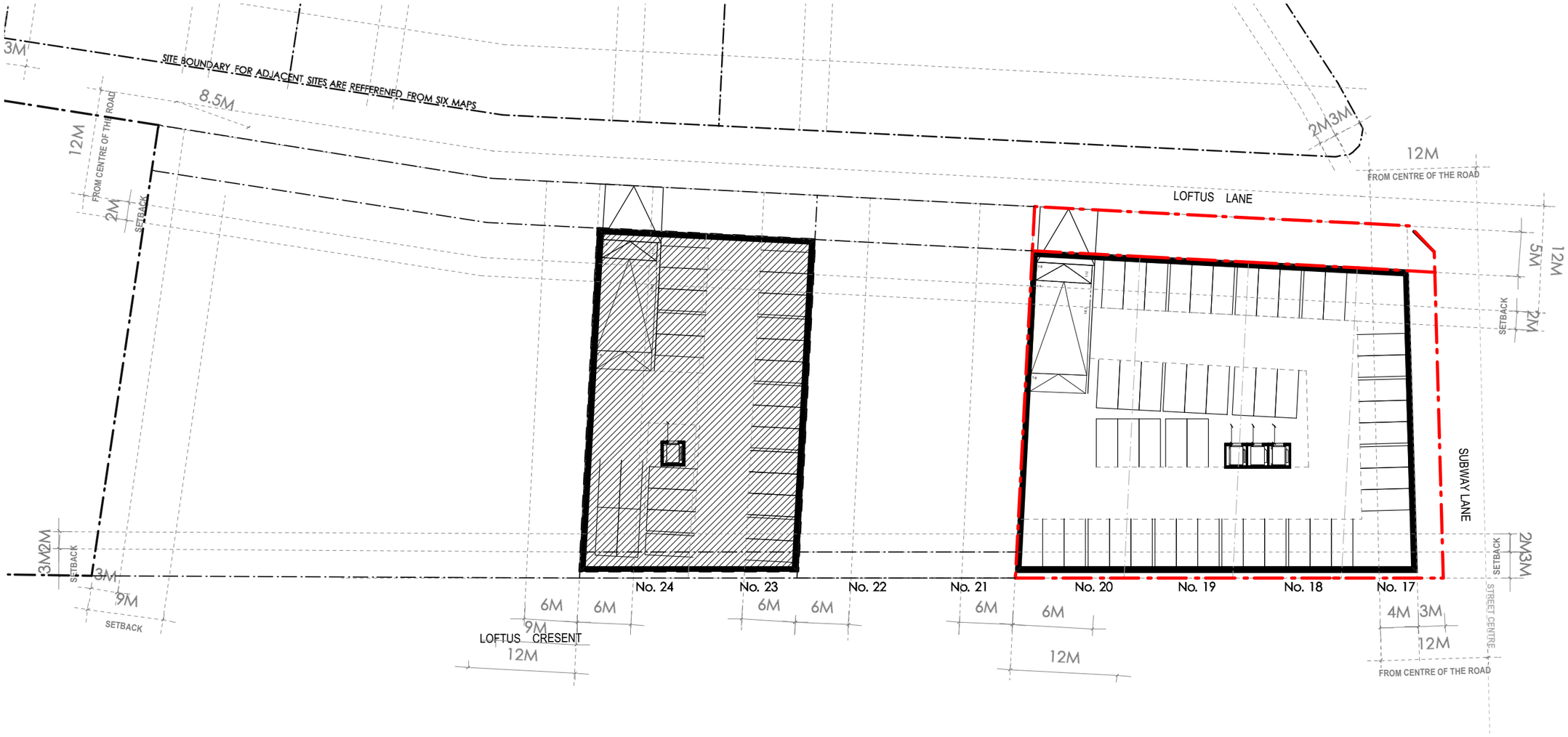
TYPICAL BASEMENT PLAN



KEY

Potential Development Building Envelope

Subject Site

N

1:500

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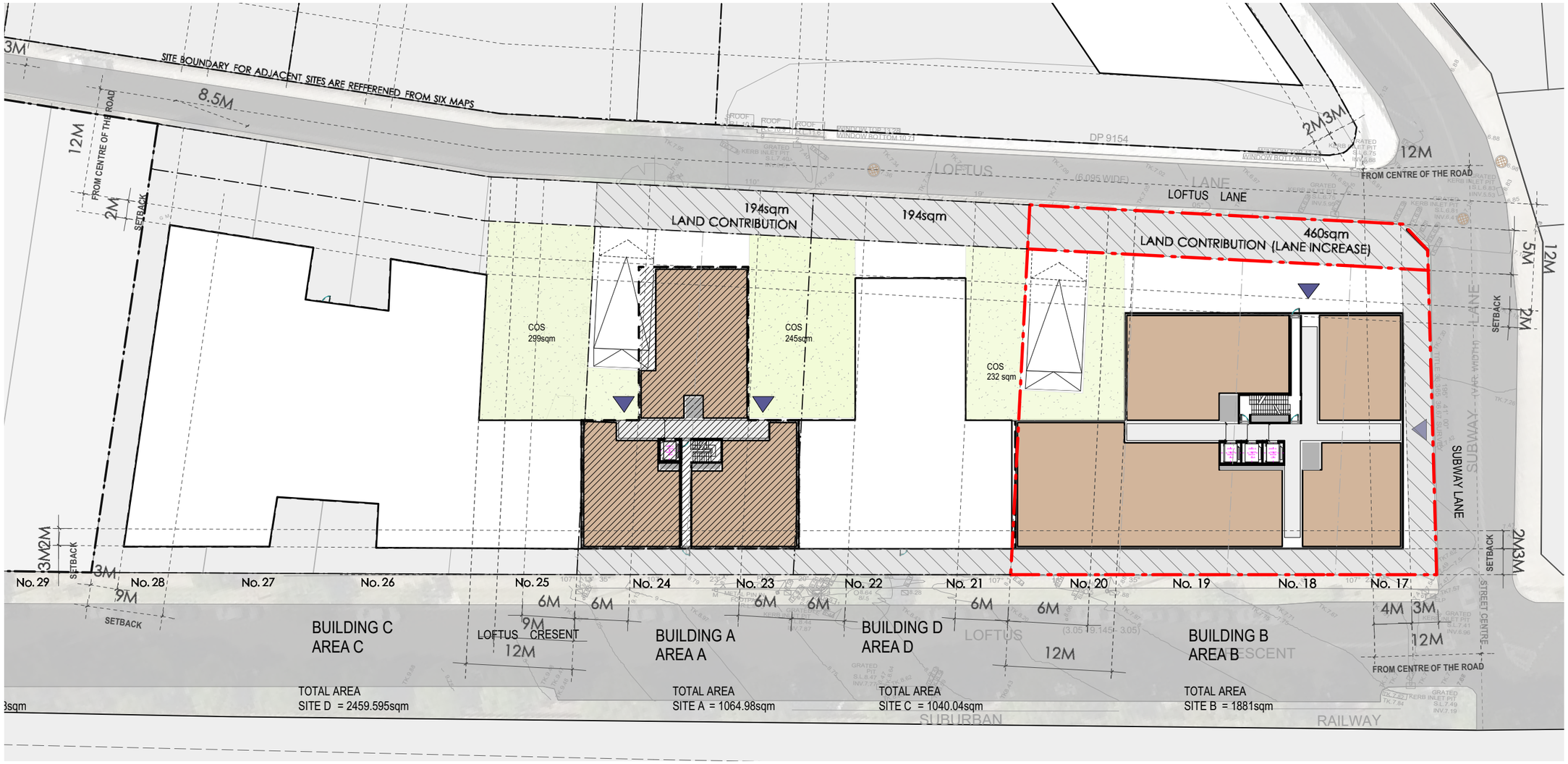
GROUND FLOOR PLAN



KEY

- Potential Development Building Envelope
- Subject Site
- 1 bedroom apartment
- 2 bedrooms apartment
- 3 bedrooms apartment
- commercial / retail
- entry
- COS — communal open space

1:500

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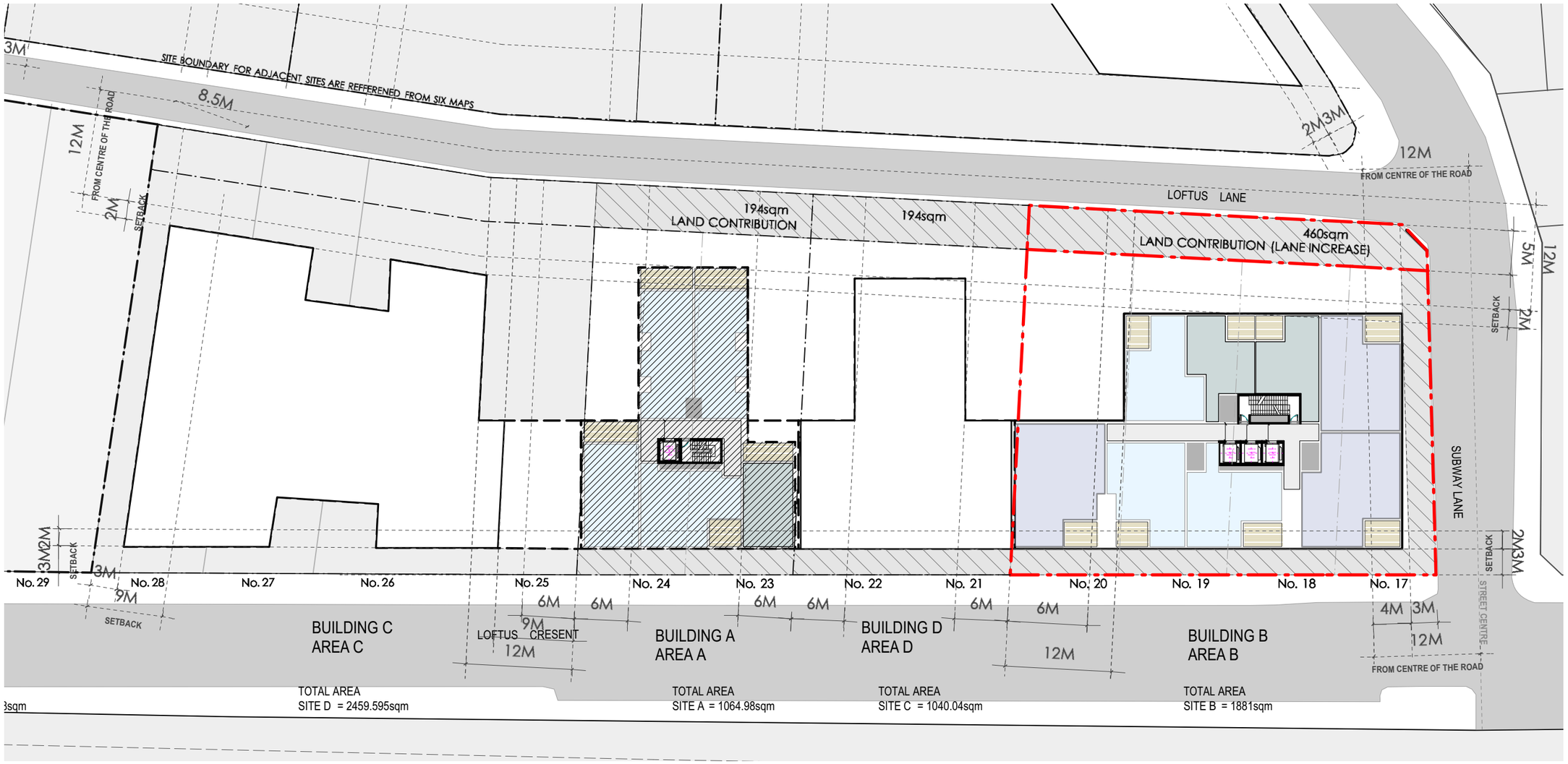
TYPICAL L02 - 04 FLOOR PLAN



KEY

- Potential Development Building Envelope
- Subject Site
- 1 bedroom apartment
- 2 bedrooms apartment
- 3 bedrooms apartment
- commercial / retail
- entry
- COS communal open space

N

1:500

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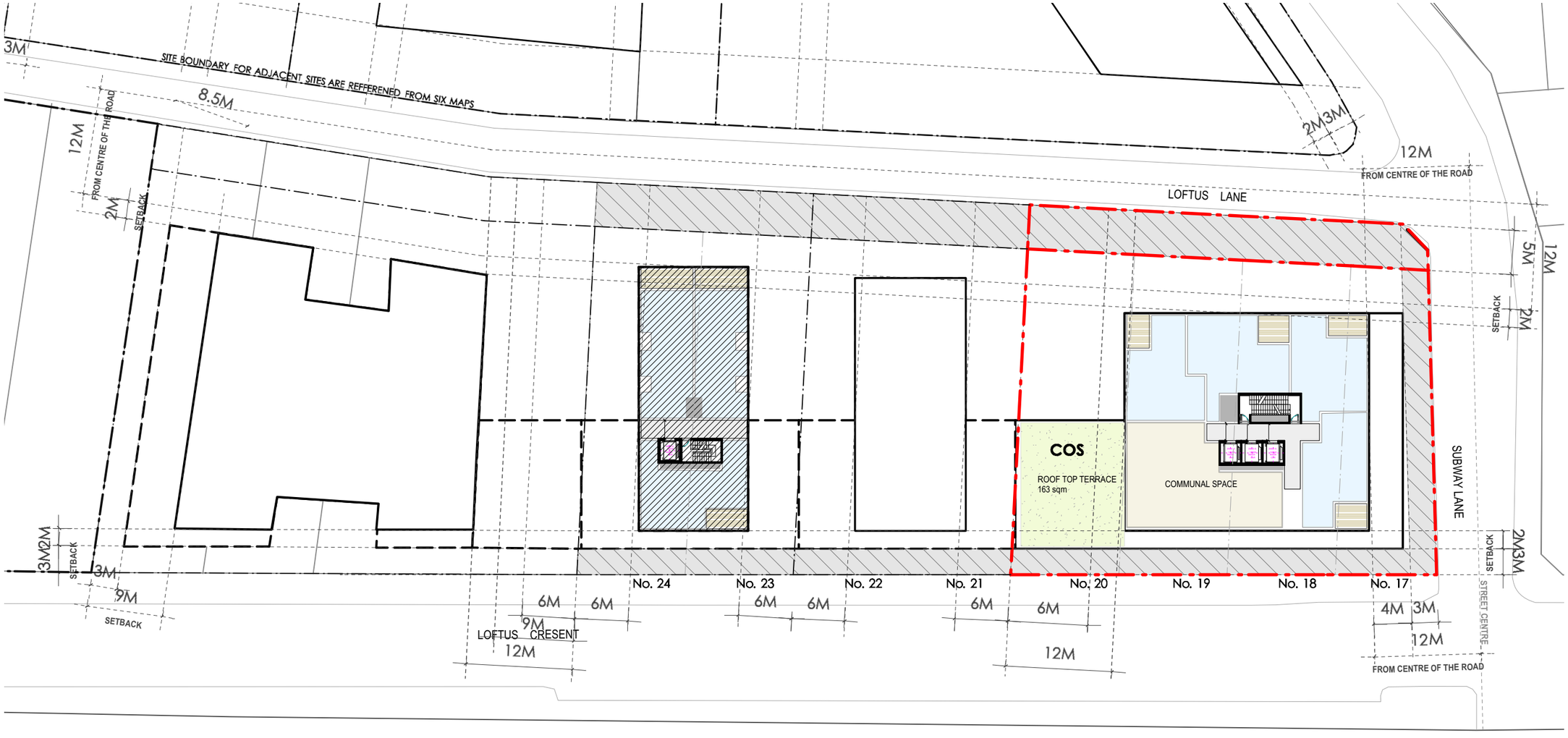
TYPICAL L05 FLOOR PLAN



KEY

- Potential Development Building Envelope
- Subject Site
- 1 bedroom apartment
- 2 bedrooms apartment
- 3 bedrooms apartment
- commercial / retail
- entry
- COS communal open space

N

1:500

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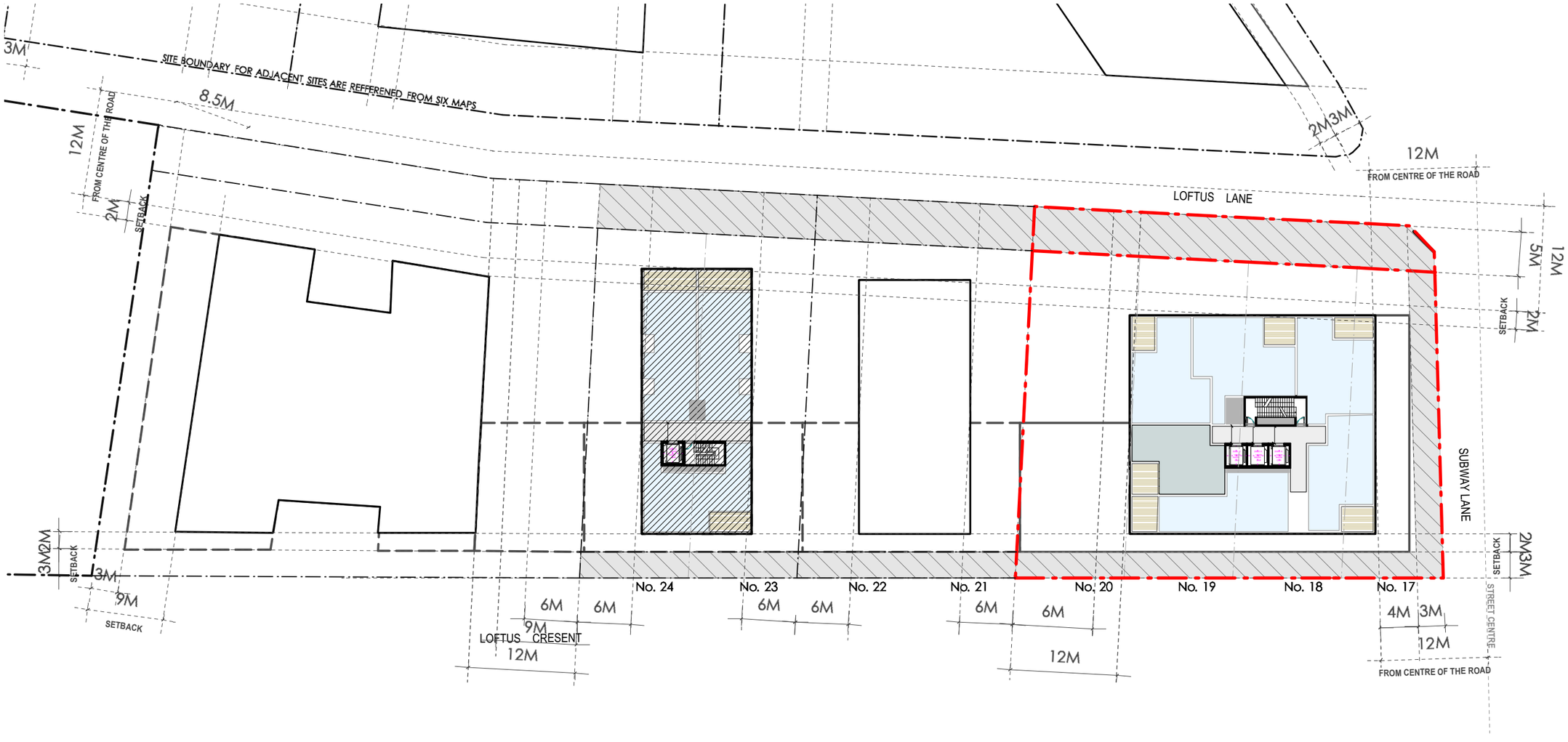
TYPICAL L06 - 23 FLOOR PLAN



KEY

- Potential Development Building Envelope
- Subject Site
- 1 bedroom apartment
- 2 bedrooms apartment
- 3 bedrooms apartment
- commercial / retail
- entry
- COS communal open space

N

1:500

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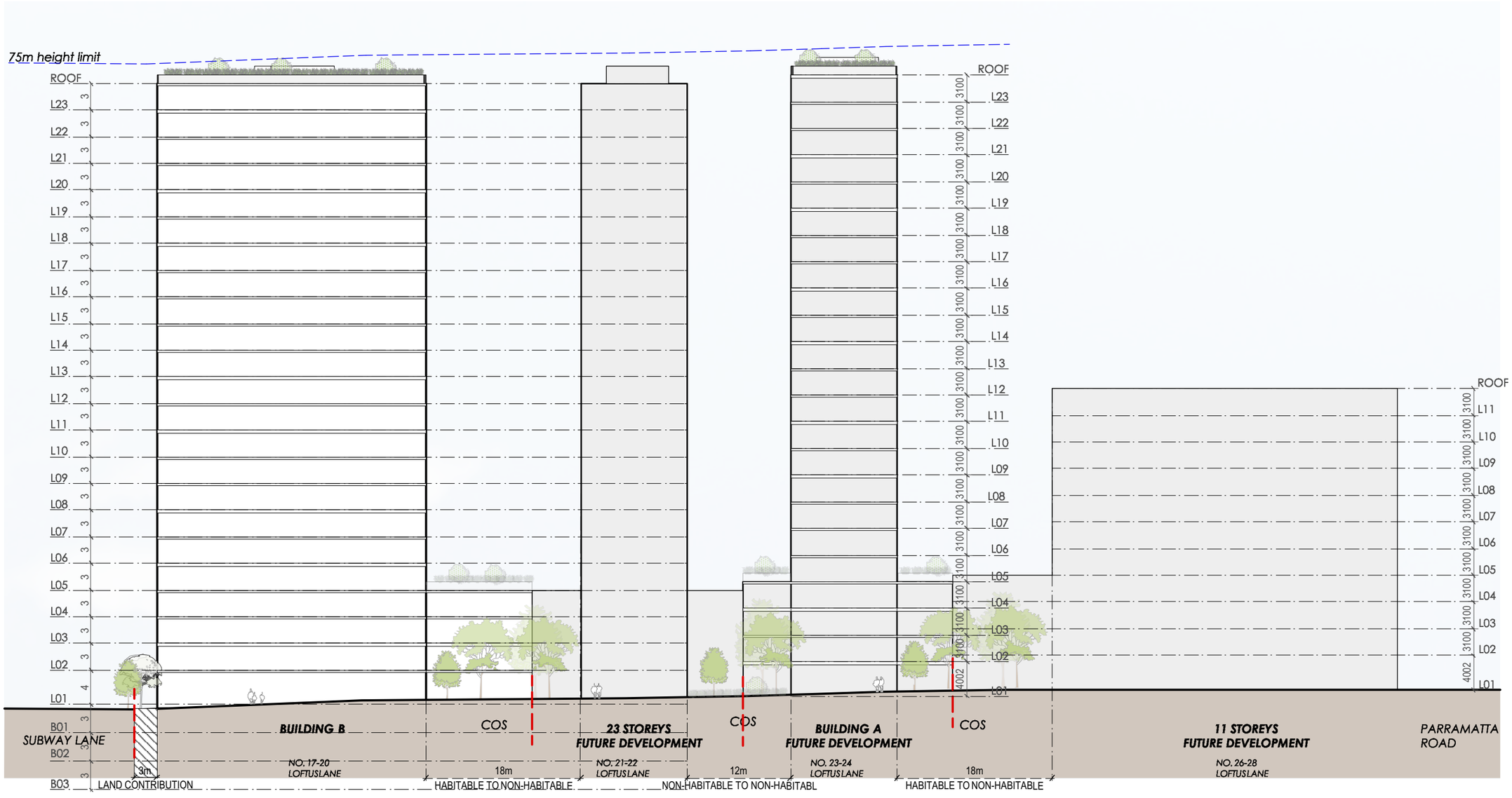
MASSING ELEVATIONS - NORTH



1:500

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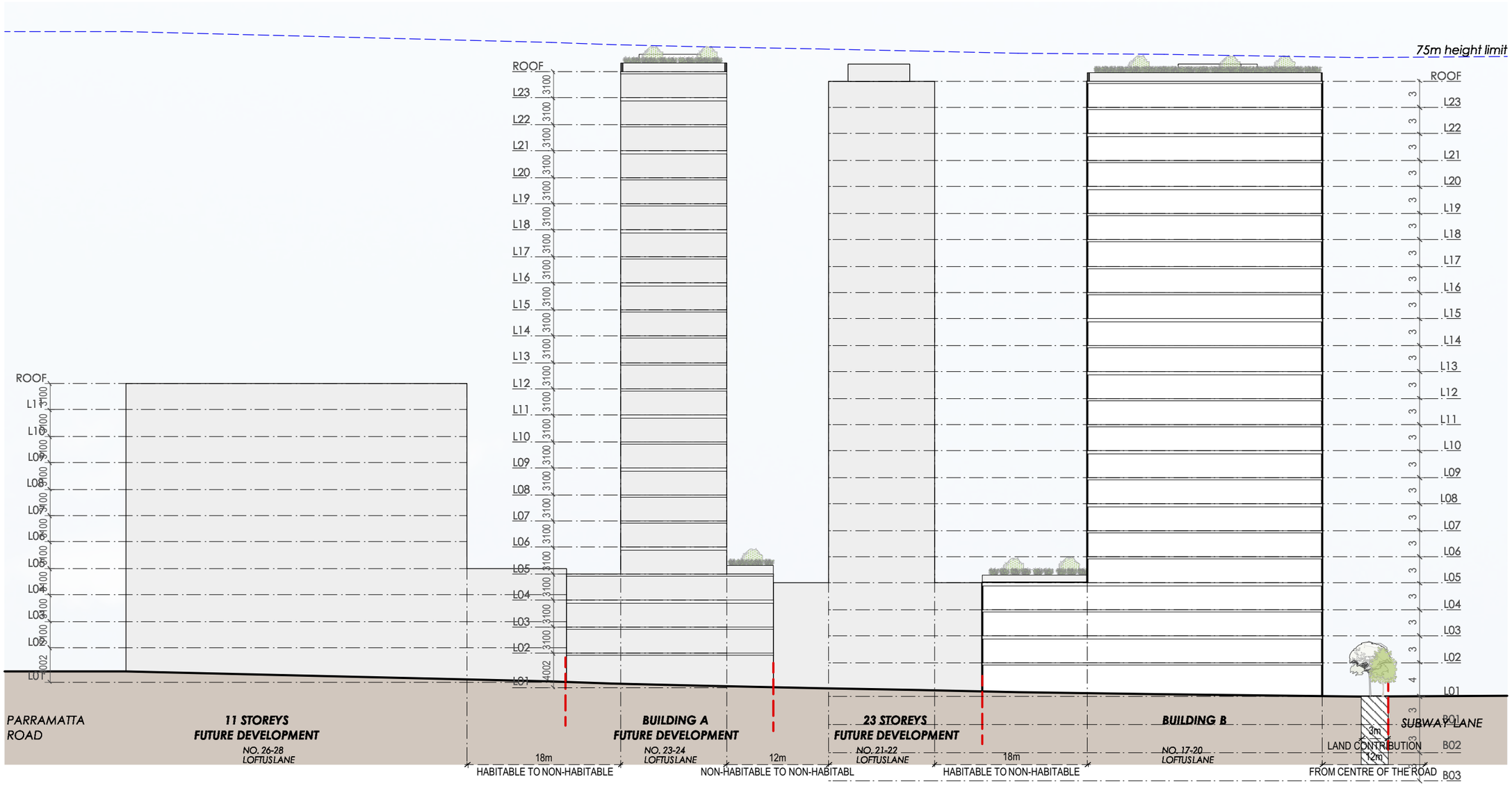
MASSING ELEVATIONS - SOUTH



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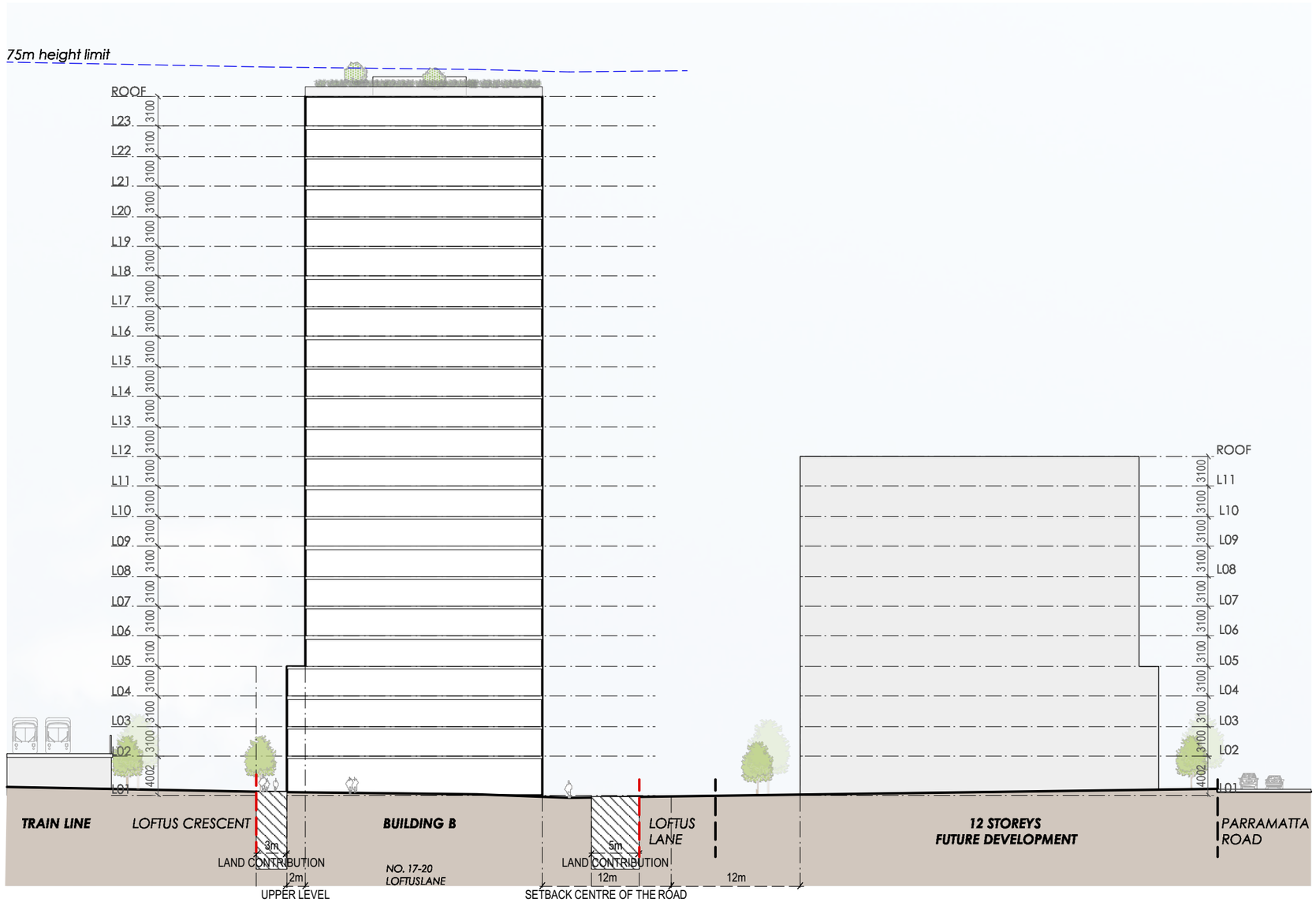

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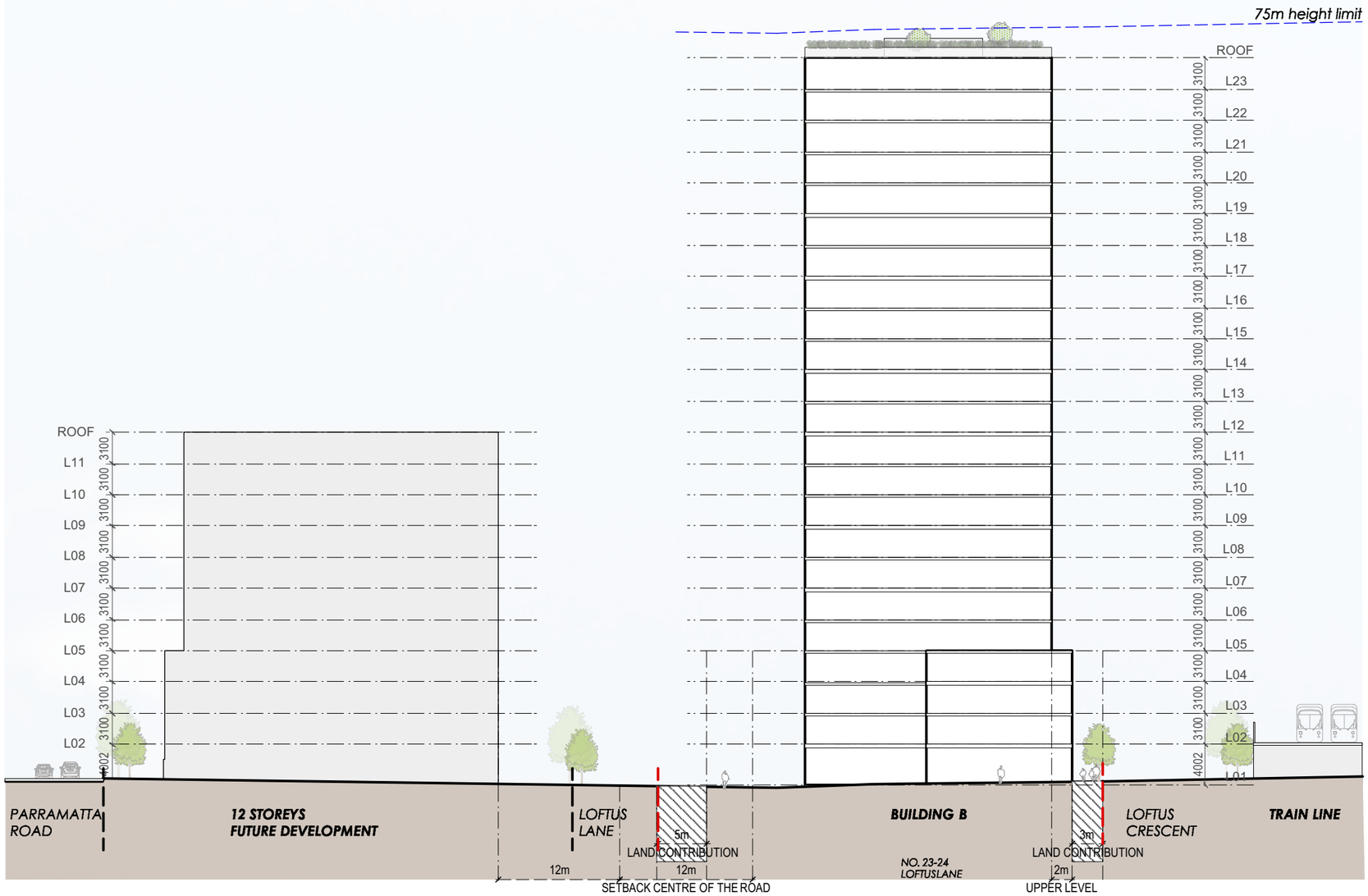
MASSING ELEVATIONS - WEST



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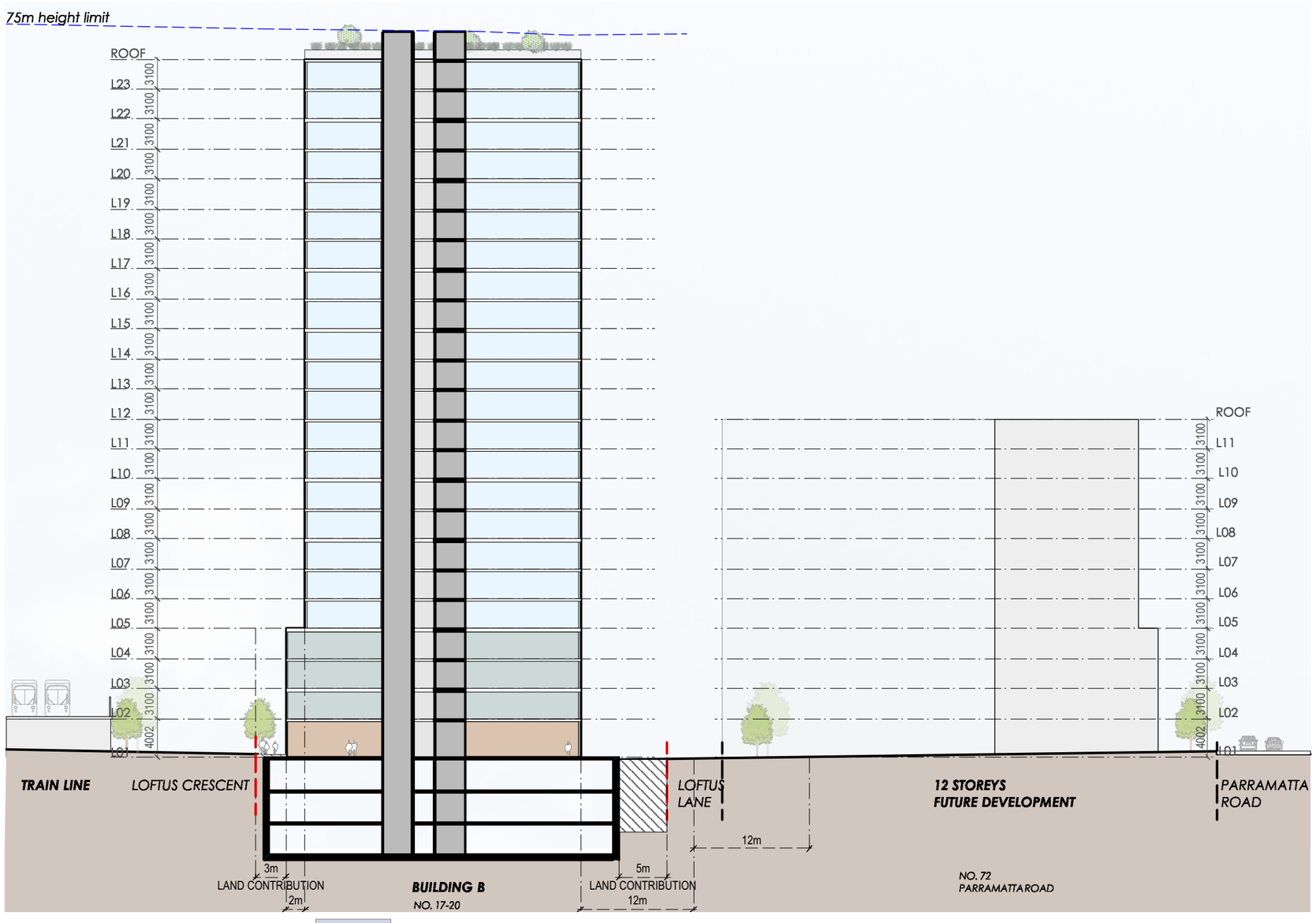

KEY

- 1 bedroom apartment
- 2 bedrooms apartment
- 3 bedrooms apartment
- commercial / retail

1:500

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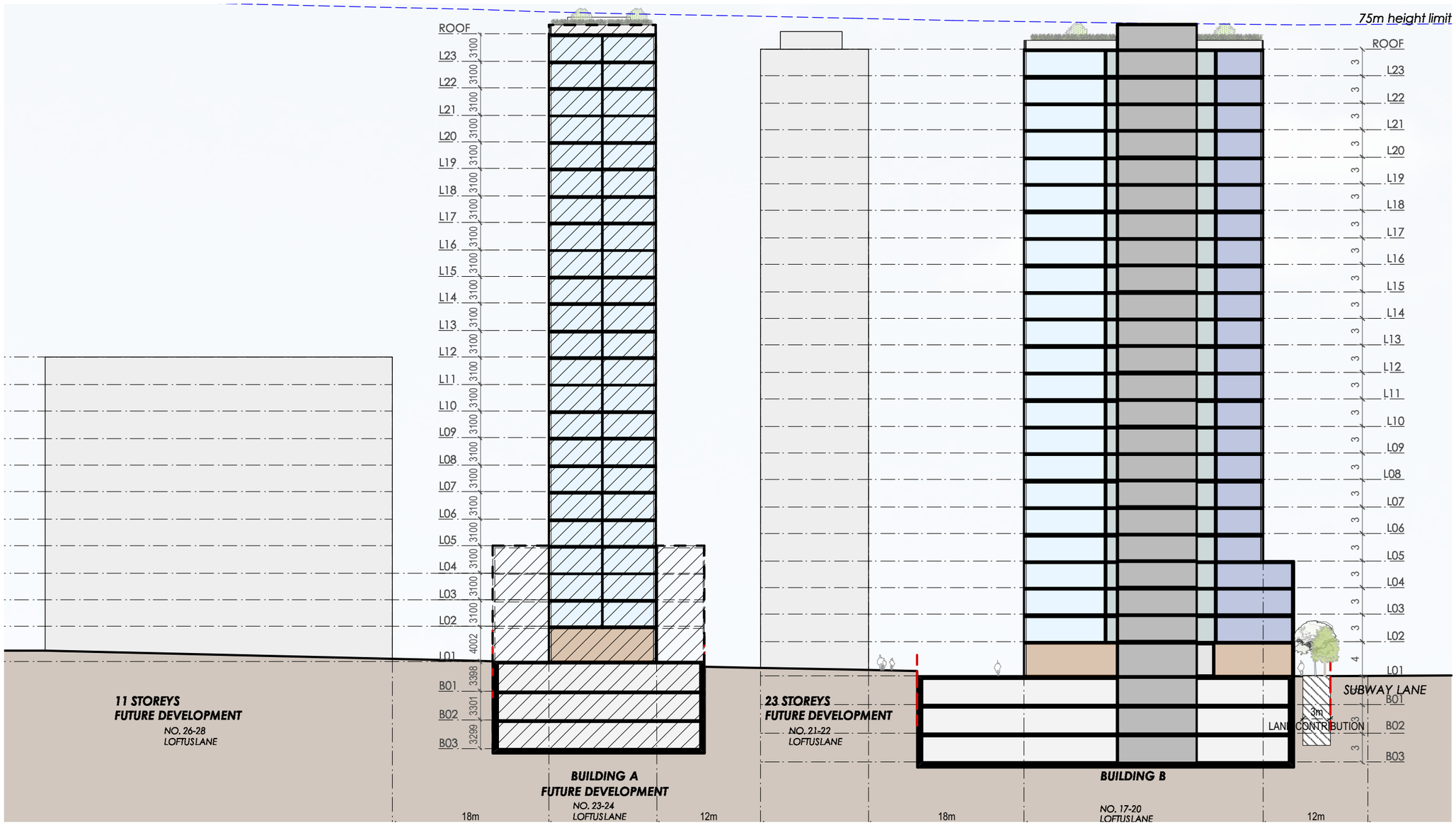

KEY

Potential Development Building Envelope

1 bedroom apartment

2 bedrooms apartment

3 bedrooms apartment

commercial / retail

1:500

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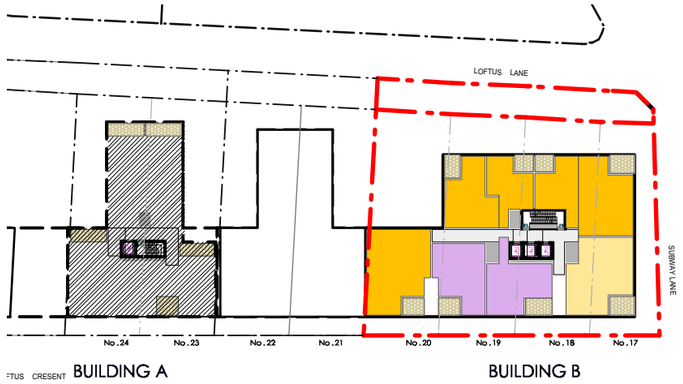
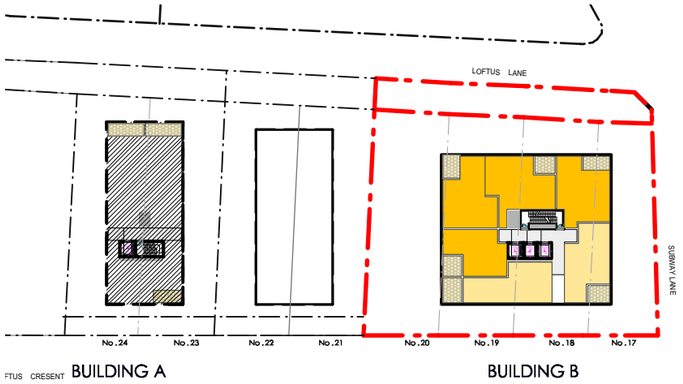
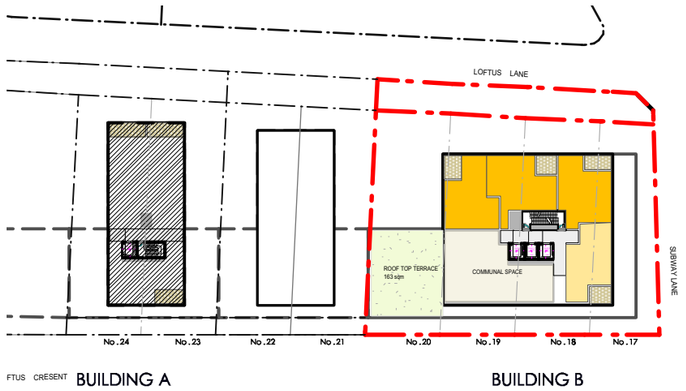


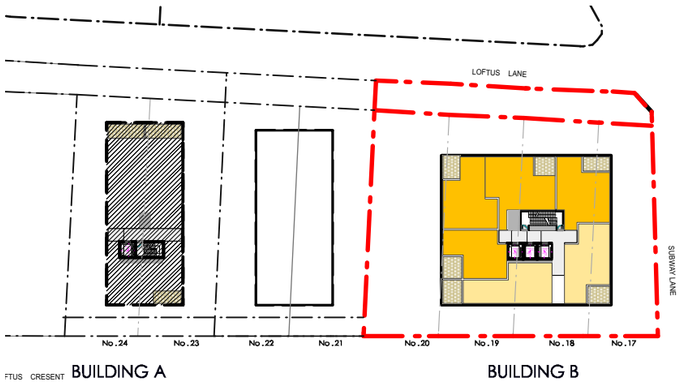
LEVEL 02 - 04



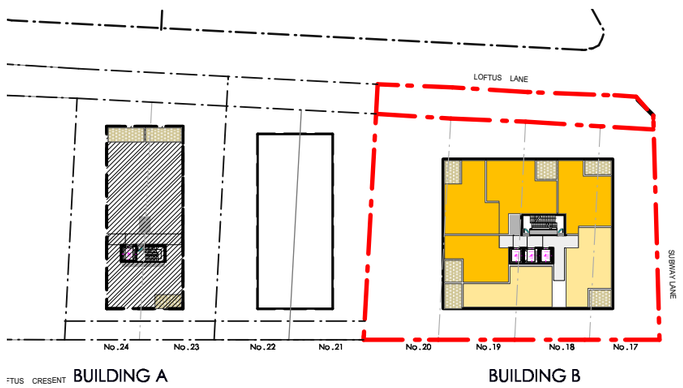
LEVEL 09 - 18



LEVEL 05



LEVEL 19-22



LEVEL 06 - 08

LEVEL 23

BUILDING B	2 HR SOLAR	0 HR SOLAR	TOTAL UNITS
LEVEL 1 COMMERCIAL			
TYPICAL LEVEL 2 - 4 RESIDENTIAL	18	3	
TYPICAL LEVEL 5 RESIDENTIAL	4		
TYPICAL LEVEL 6 - 8 RESIDENTIAL	15		
TYPICAL LEVEL 9 - 23 RESIDENTIAL	76		
	113	3	
SUB TOTAL	**83%**	**2%**	**136**
	min. 70%	max.15%	

solar access 2 hours
solar access 0-2 hours
no solar

N
1:1000

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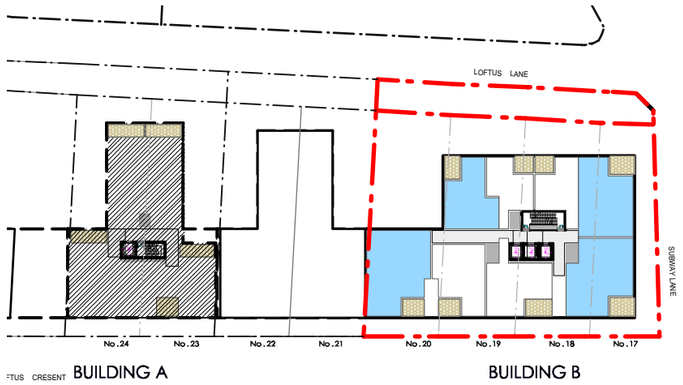
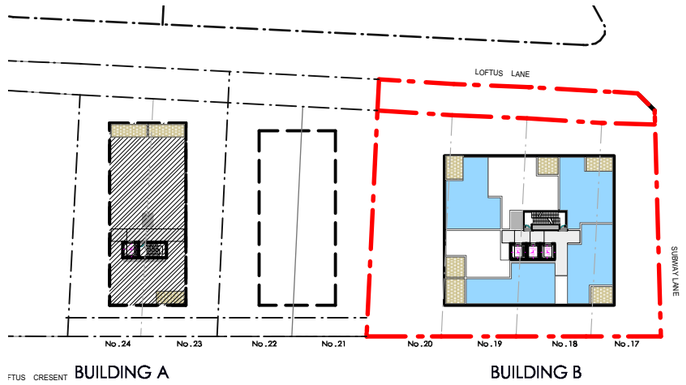
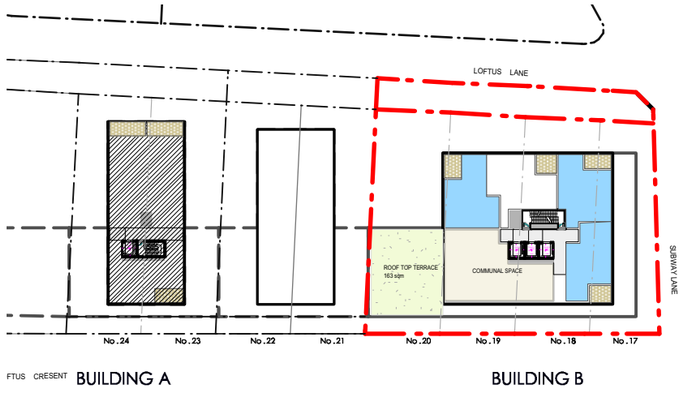


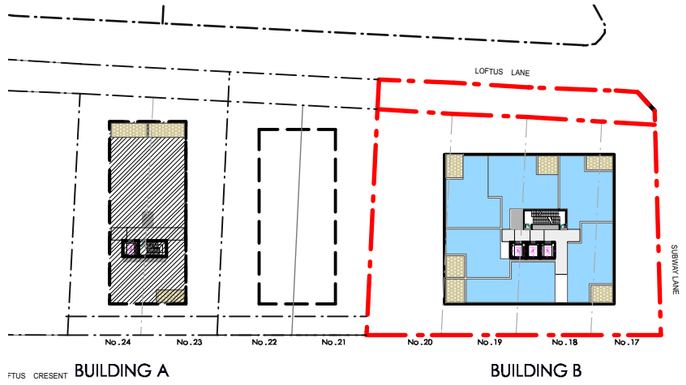
LEVEL 02 - 04



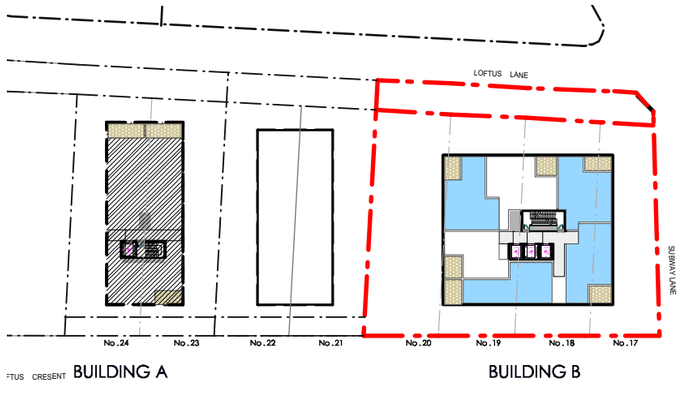
LEVEL 09 - 22



LEVEL 05



LEVEL 23



LEVEL 06 - 08

BUILDING B	CROSS VENT	NON CROSS VENT	TOTAL UNITS
LEVEL 1 COMMERCIAL			
TYPICAL LEVEL 2 - 4 RESIDENTIAL	12	12	
TYPICAL LEVEL 5 RESIDENTIAL	3	1	
TYPICAL LEVEL 6 - 8 RESIDENTIAL	12	6	
TYPICAL LEVEL 9 - 23 RESIDENTIAL	62	28	
	89	**47**	
SUB TOTAL	**65%**	**35%**	**136**
	min. 60%		

cross ventilated units
non cross ventilated units

N
1:1000

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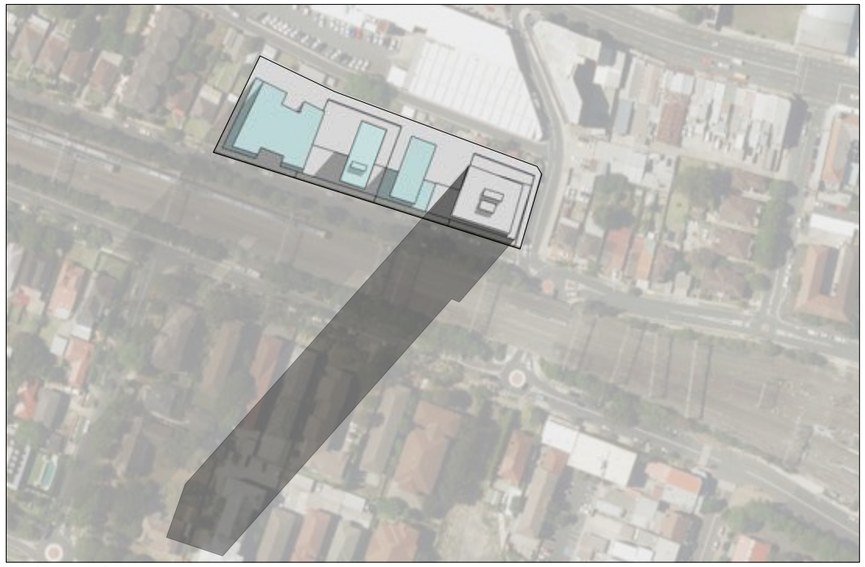
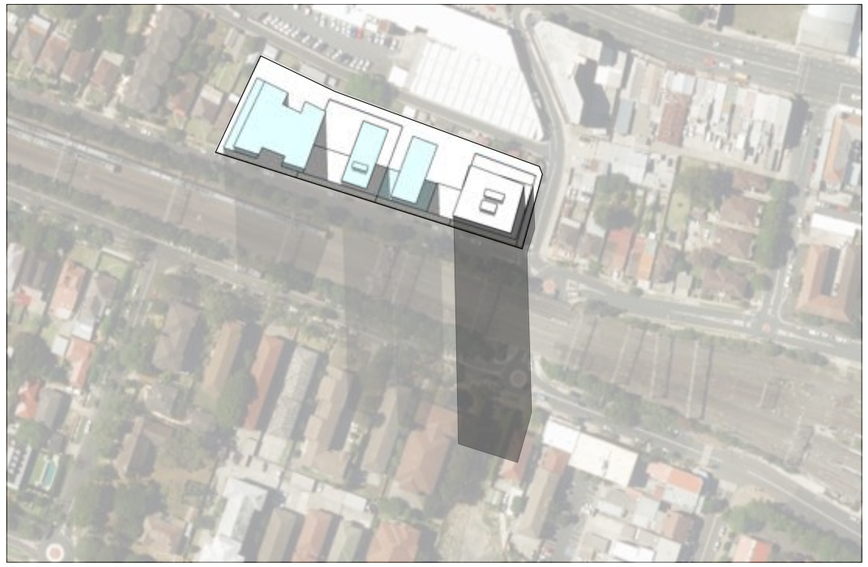
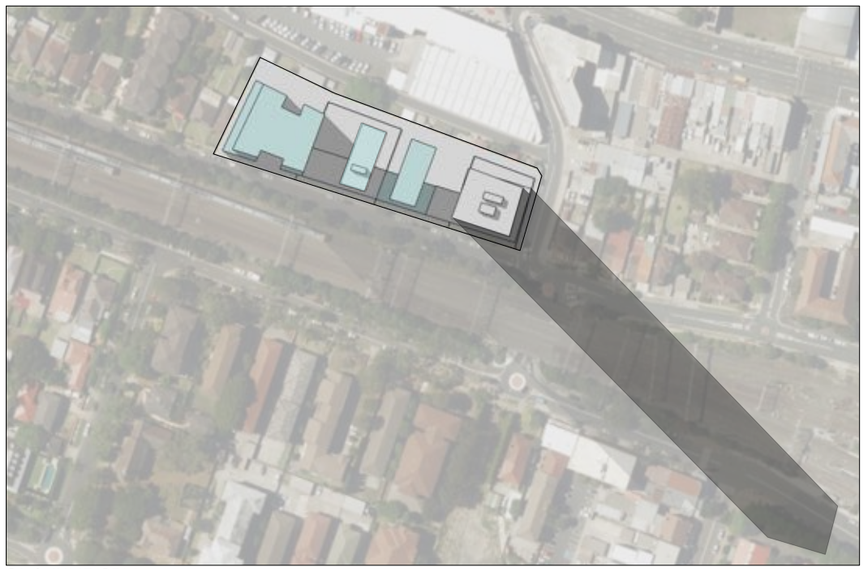


21st JUNE 9AM



21st JUNE 12PM



21st JUNE 3PM

The overshadowing impacts of the proposed design were tested for the 21st June. The majority of the overshadowing occured to the residential areas to the South west in the morning.

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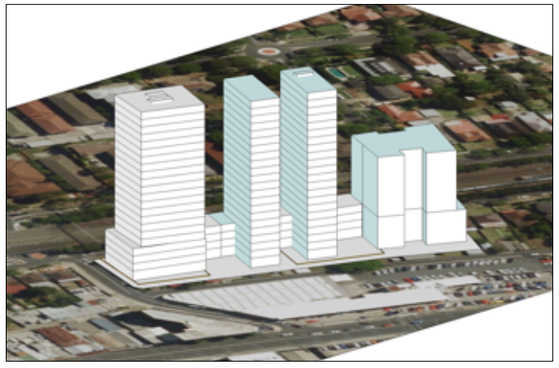
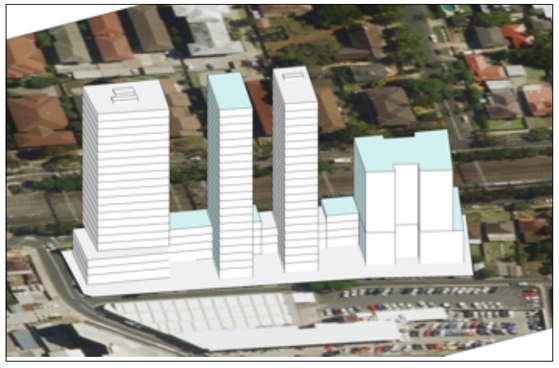
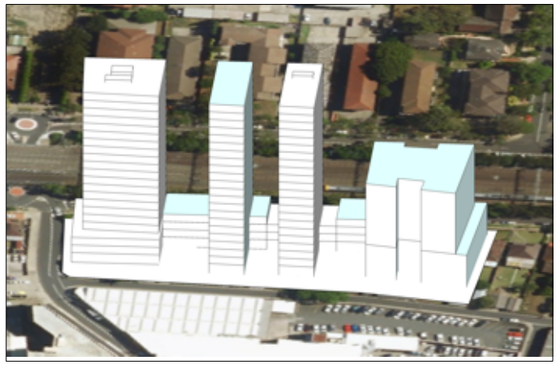


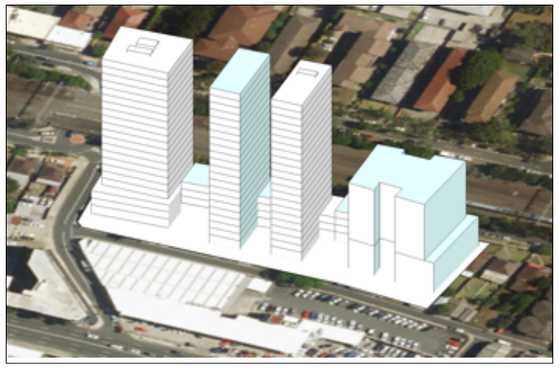
21st JUNE 9AM



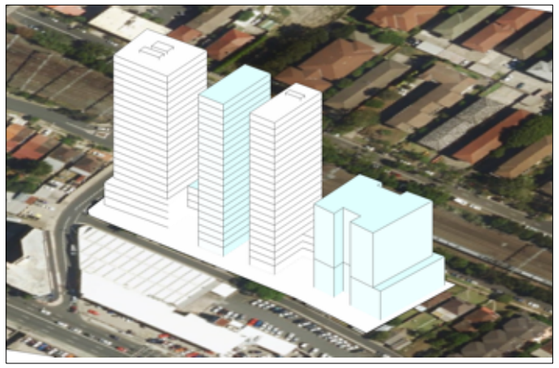
21st JUNE 10AM



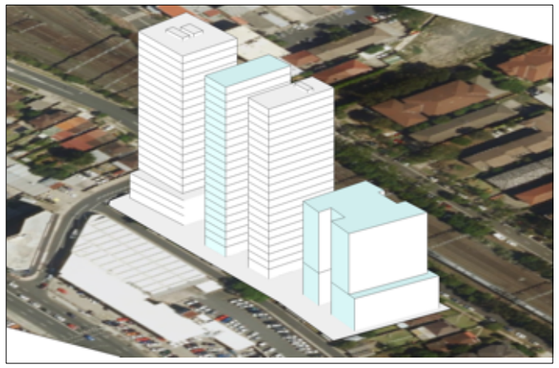
21st JUNE 11AM



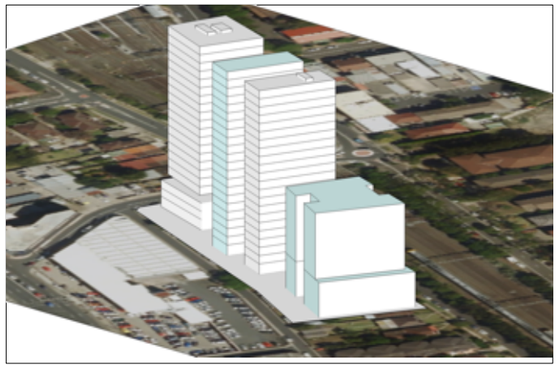
21st JUNE 12PM



21st JUNE 1PM



21st JUNE 2PM



21st JUNE 3PM

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SITE A AREA (OPTION 2) 1064.98 M²

YIELD SUMMARY

BUILDING A	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	1 BED	2 BED	3 BED	2 HR SOLAR	CROSS VENT	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	1	470	NA						470	NA
TYPICAL LEVEL 2 - 4 RESIDENTIAL	3	420	5	3	12		12	12	1260	15
TYPICAL LEVEL 5 RESIDENTIAL	1	420	3		3		2	3	420	3
TYPICAL LEVEL 6 - 8 RESIDENTIAL	3	275	3		9		6	9	825	9
TYPICAL LEVEL 9 - 23 RESIDENTIAL	15	275	3		45		31	45	4125	45
				3	**69**	**0**	**51**	**69**		
SUB TOTAL	**23**			**4%**	**96%**	**0%**	**71%**	**96%**	**7100**	**72**
	approx. 75m						min. 70%	min. 60%		

TOTAL COM. GFA	470	M²
TOTAL RES. GFA	6630	M²
TOTAL LAND CONTRIBUTION	194	M²
TOTAL NO. OF UNITS	72	
TOTAL GFA	7100	M²
TOTAL FSR	6.67	:1

SUBJECT SITE 17-20 LOFTUS LANE HOMEBUSH

SITE B AREA (OPTION 2) 1881 M²

BUILDING B	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	1 BED	2 BED	3 BED	2 HR SOLAR	CROSS VENT	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	1	880	NA						880	NA
TYPICAL LEVEL 2 - 4 RESIDENTIAL	3	780	7	6	9	9	18	12	2340	24
TYPICAL LEVEL 5 RESIDENTIAL	1	530	4		4		4	3	530	4
TYPICAL LEVEL 6 - 8 RESIDENTIAL	3	508	6	3	15		15	12	1524	18
TYPICAL LEVEL 9 - 23 RESIDENTIAL	15	508	6	15	75		76	62	7620	90
				24	**103**	**9**	**113**	**89**		
SUB TOTAL	**23**			**18%**	**76%**	**7%**	**83%**	**65%**	**12894**	**136**
	approx. 75m						min. 70%	min. 60%		

TOTAL COM. GFA	880	M²
TOTAL RES. GFA	12014	M²
TOTAL LAND CONTRIBUTION	460	M²
TOTAL NO. OF UNITS	136	
TOTAL GFA	12894	M²
TOTAL FSR	6.85	:1

TOTAL SITE A, B AREA 2945.98 M²

BUILDINGS A, B		
TOTAL SITE AREA	2945.98	
TOTAL COM. GFA	1350	M²
TOTAL RES. GFA	18644	M²
TOTAL LAND CONTRIBUTION	654	M²
TOTAL NO. OF UNITS	208	
TOTAL GFA	19994	M²
TOTAL FSR	6.79	:1

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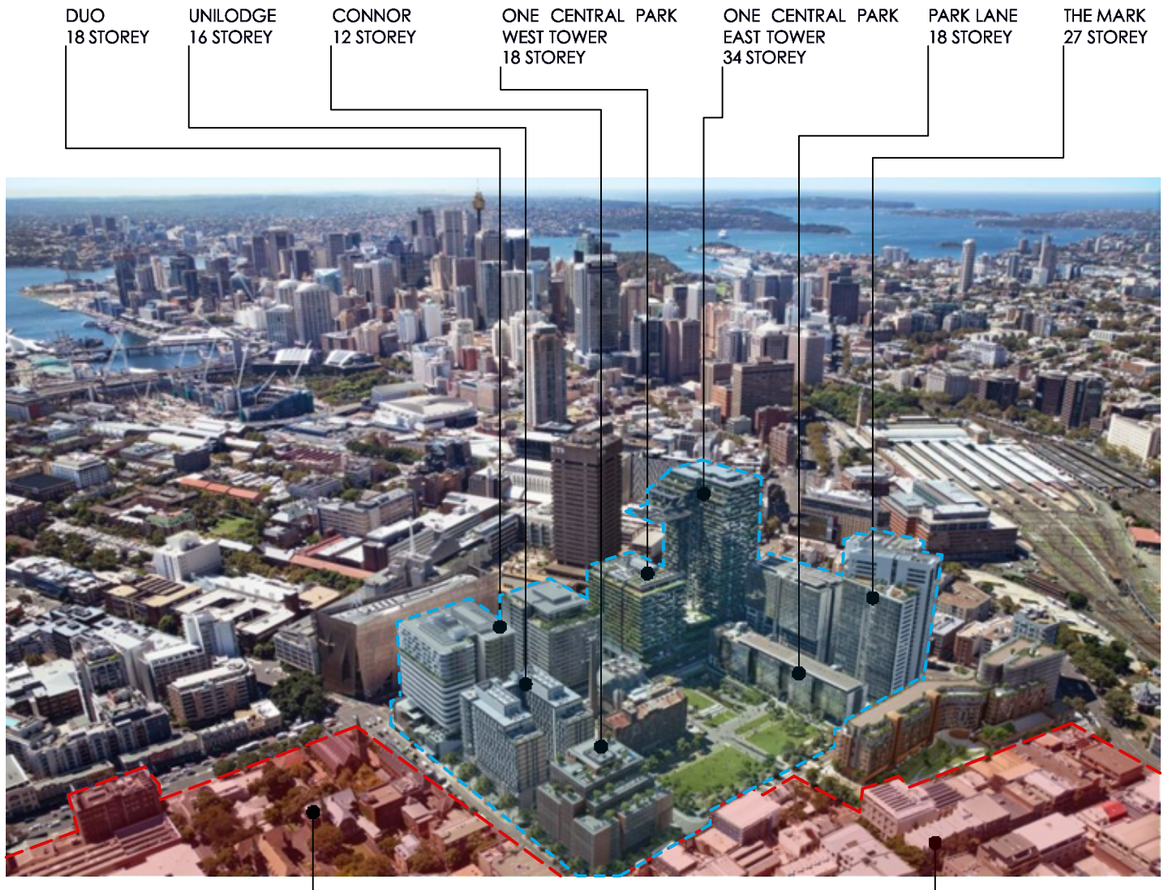

1-4 Storeys
4-18m Height Limit
Zoned B4 Mixed use
Heritage conservation area

ONE CENTRAL PARK
34 STOREYS
28 BROADWAY, CHIPPENDALE
117m

One Central Park is an award winning mixed-use building located in Chippendale developed by Frasers Property and Sekisui House as part of the Central Park renewal project.
Designed by Foster and Partners, Ateliers Jean Nouvel and PTW Architects, the building features two residential towers, 34 storey and 17 storey, including 4 storeys of retail.

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05 PROPOSAL

CONCLUSION

In conclusion, this UDR has been prepared in support of an application to increase the maximum building height control from 16 metres to 75 metres and increase the maximum floor space ratio (FSR) control from 1.35:1 and 1.651 to 6.85:1 or 5.87:1 (including the park).

The proposal takes advantage of an under-utilized site, to revitalize and activate the immediate area.

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APARTMENT DESIGN GUIDE		DESIGN CRITERIAS	YES	NO	EXPLANATION
			√	X	
		DESIGN CRITERIAS			
3	**SITING THE DEVELOPMENT**				
3A	SITE ANALYSIS	contains: - site location plan - local context plan - site context and survey plan - analysis	√		complies with future chara
3B	ORIENTATION	proposed buildings are sited to clearly address the street while maximising solar access to apartments	√		complies
3C	PUBLIC DOMAIN INTERFACE	Upper level balconies and windows should overlook the public domain. Activity on the the street is to be promoted	√		complies
3D	COMMUNAL AND PUBLIC OPEN SPACE	Communal open space to be 25% of the site	√		complies
		Min. 2h direct sunlight to min. 50% of the communal open space in winter	√		complies
3E	DEEP SOIL ZONES	Min. are of deep soil: 7% of total site areas	√		achievable
3F	VISUAL PRIVACY	Min. Separation distance to the side and rear boundaries: - building height up to 12 m (4 storeys): min. distance habitable rooms: 6 m, non-habitable rooms: 3 m - building height up to 25 m (5-8 storeys): min. distance habitable rooms: 9 m, non-habitable rooms: 4.5 m - building over 25 m (9+ storeys): min. distance habitable rooms: 12 m, non-habitable rooms: 6 m Separation distances between buildings on the same site should combine required building separations depending on the type of room. Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.	√		achievable
3G	PEDESTRIAN ACCESS AND ENTRIES	public and private entries are to be identifiable	√		achievable
3H	VEHICLE ACCESS	impact of vehicle access to be minimised and separated from pedestrian entry to keep pedestrians safe	√		achievable
3J	BICYCLE AND CAR PARKING	Within 800 m of a railway or light rail stop in Sydney Metropolitan Area or within 400 m of land zoned B3 Commercial Core, B4 Mixed Use or equiv. min. requirement is set out in Guide to Traffic Generating Development or the council requirements, whichever is Car parking needs must be provided off street.	√		achievable
		DESIGN CRITERIAS			
4	**DESIGNING THE BUILDING**				
AMENITY					
4A	SOLAR AND DAYLIGHT ACCESS	Sydney Metropolitan Area, Newcastle, Wollongong: 70% of apts to receive 2h sunlight in winter to Private Open Space and living room. Other areas: 70% of apts to receive 3h sunlight in winter to Private Open Space and living room	√		achievable
		Max. 15% receive no direct sunlight in winter	√		achievable
		Daylight access is maximised, where sunlight is limited, e.g. courtyard, skylights, highlight windows only secondary light source, light coloured internal finishes, ...	√		achievable
		Design includes shading and glare control, e.g. balconies, awnings, louvres, pergolas, planting, …	√		achievable
4B	NATURAL VENTILATION	All habitable rooms are naturally ventilated. The Layout and Design of single aspect apts maximises ventilation.	√		achievable
		Courtyards and indentations width to depth ratio: 2:1 or 3:1	√		achievable
		60% of apts up to nine storeys of the building to be cross ventilated	√		complies
		From ten storeys and higher 100% of apts are regarded as cross ventilated. If they have an enclosure to the balcony, it has to be openable.	√		achievable
		Max. depth of a Cross-over and cross-through apts: 18 m glass to glass	√		achievable
4C	CEILING HEIGHTS	Min. ceiling heights - habitable room: 2.7 m - non-habitable room: 2.4 m	√		achievable
		For 2 storey apartments: 2.7 m for main living floor and 2.4 m for second floor, where the area does not exceed 50% of the apartment area.			not applicable
		Attic space: 1.8 m at edge of room with a 30 degree min. ceiling slope			not applicable
		Mixed use areas: 3.3 m for ground and first floor for future flexibility			not applicable
4D	APARTMENT SIZE AND LAYOUT	Min. areas required incl. one bathroom: (for every additional bathroom 5 m2 is to be added, for every additional bedroom 12 m2 to be added): - Studio: 35 m2 - 1 Bedroom: 50 m2 - 2 Bedroom: 70 m2 - 3 Bedroom: 90 m3	√		achievable
		Every habitable room must have a window in an external wall with a min. glass area of min. 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	√		achievable
4D2	Apt Depth	Depth of habitable room is max. 2.5 x ceiling height. (With a 2.7 height would be 6.75 depth)	√		achievable
		Max. depth for open plan layouts (living/dining/kitchen) is 8 m	√		achievable
4D3	Apt Size	Min. areas (excl. wardrobe space): - master bedroom: 10 m2 - all other bedrooms: 9 m2 Bedroom min. dimensions (excl. wardrobe space): 3m	√		achievable
		Min. width of living (+living/dining): studio + 1 bedroom: 3.6 m 2+3 bedroom: 4 m Cross-over and cross through apts always 4 m	√		achievable
		Min. length of wardrobes: 1.5 m Main bedroom should have a wardrobe of: (L/D/H) 1.8 x 0.6 x 2.1 m	√		achievable
4E	PRIVATE OPEN SPACE AND BALCONIES	Min. area of primary balconies: - studio: 4 m2 (min. depth 1 m) - 1 bedroom: 8 m2 (min. depth 2 m) - 2 bedroom: 10 m2 (min. depth 2 m) - 3+ bedrooms: 12 m2 (min. depth 2.4 m) Min. balcony depth to be counted: 1m	√		achievable
		At ground level or podium private open space is to be provided. Min. .area: 15 m2, min. depth: 3 m	√		achievable
4F	COMMON CIRCULATION AND SPACES	Max. number of apts off a circulations core is 8. If not possible: not more than 12 apartments off a circulations core on a single level.	√		achievable
		For buildings 10 storeys and higher, max. number of apts sharing a single lift is 40. If not possible demonstrate high level of amenity including: - sunlight and natural cross ventilation in apts - access to ample daylight and natural ventilation in common circulation space - common areas for seating and gathering - generous corridors with greater than ceiling heights - other innovative design solutions that provide high levels of amenity	√		achievable
4G	STORAGE	In addition to storage in ktichen, bathroom and bedrooms, min. storage provided: - studio: 4 m3 - 1 bedroom: 6 m3 - 2 bedroom: 8 m3 - 3+ bedroom: 10 m3 Min. 50% of the storage to be within the apartment.	√		achievable
4H	ACOUSTIC PRIVACY	noise transfer and impact is to be minimised	√		achievable
4J	NOISE AND POLLUTION	noise impact of the environment is to be minimised	√		achievable
CONFIGURATION					
4K	APARTMENT MIX	a variety of apartments is to be provided	√		complies
4L	GROUND FLOOR APARTMENTS	street frontage activity to be maximised	√		achievable
4M	FACADES	Facades provide visual interest, while respecting character of the area	√		achievable
4N	ROOF DESIGN	roof to be integrated into the building design and of use for residentials	√		achievable
4O	LANDSCAPE DESIGN	landscape design contributes to amenity	√		achievable
4P	PLANTING ON STRUCTURES	Planting on structures contributes to quality of open space	√		achievable
4Q	UNIVERSAL DESIGN	A variety of apartments with adaptable use are provided	√		achievable
4R	ADAPTIVE REUSE	New additions to buildings are contemporary and enhance the area's identity	√		achievable
4S	MIXED USE	Mixed use developments are provided in appropriate locations and provide active street frontages to encourage pedestrian movement	√		complies
4T	AWNINGS AND SIGNAGE	Awnings are to be integrated with the building design	√		achievable
PERFORMANCE					
4U	ENERGY EFICIENCY	Development incorporates passive environmental design, passive solar design to optimise heat storage in winter and reduce heat transfer in summer.	√		achievable
4V	WATER MANAGEMENT AND CONSERVATION	Potable water use is to be minimised. Urban stormwater ist treated on site before being discharged to receiving waters. Flood management systems are integrated into the design.	√		achievable
4W	WASTE MANAGEMENT	Waste storage facilities are designed to minimise impact on the streetscape, building entry and amenity of residents	√		achievable
4X	BIULDING MAINTENANCE	Building design detail provides protection from weathering	√		achievable

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Loftus Crescent & Subway Lane Intersection

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IMAGES

Loftus Crescent looking toward east.

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APPENDIX