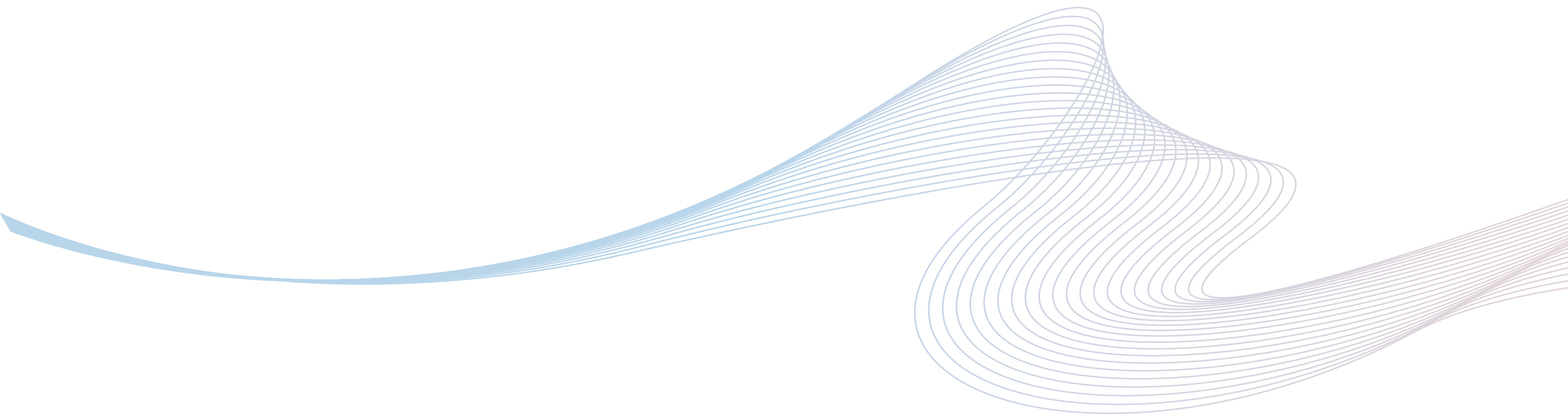




URBAN DESIGN REPORT

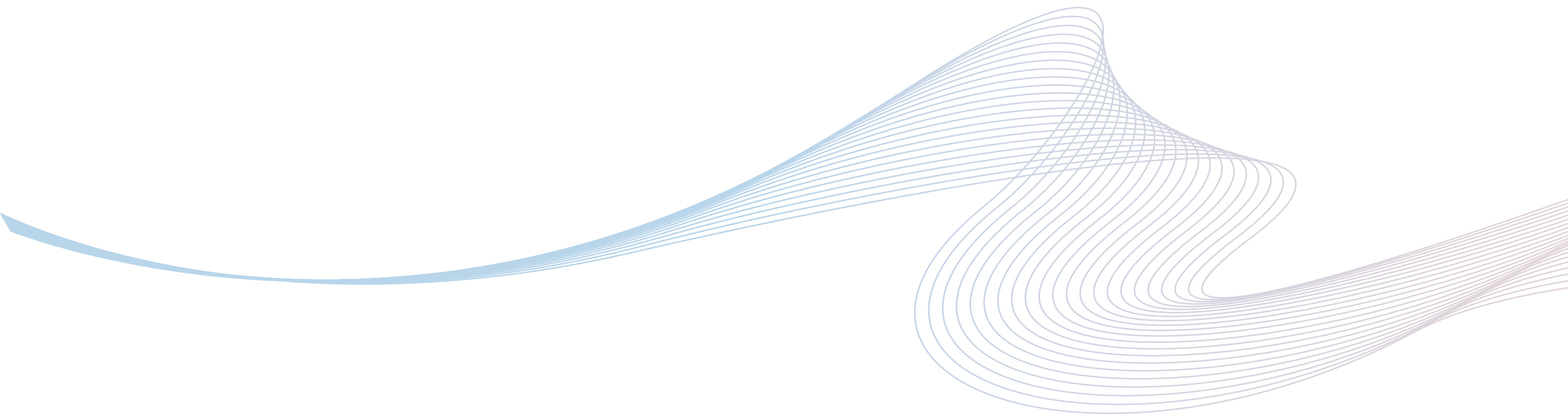
51 HENRY STREET PENRITH

18 / 08 / 2016 | Project No. 15-177

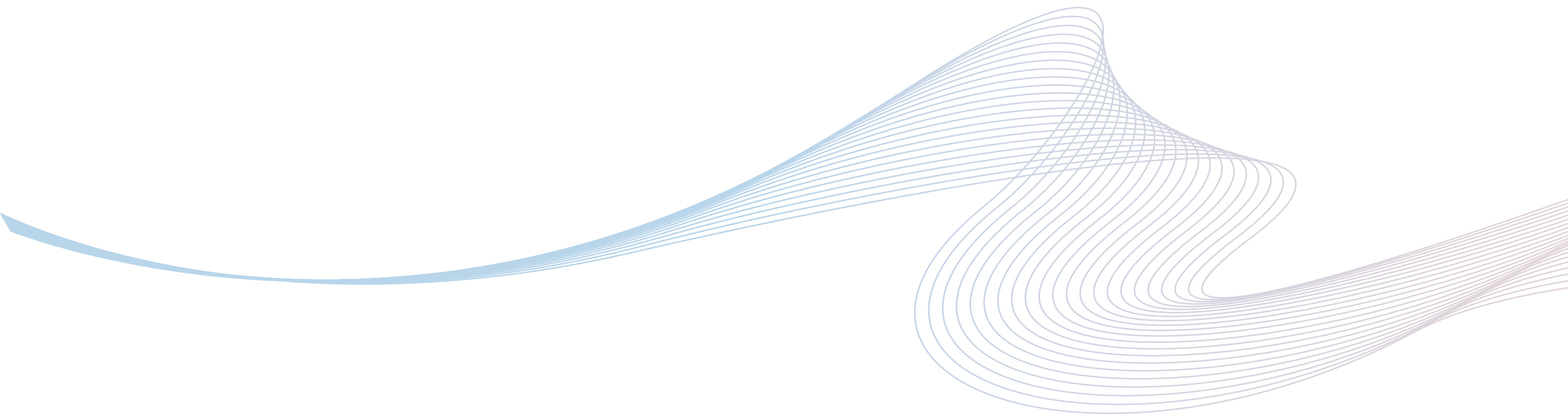


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01 EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The Regional City of Penrith is subject of a significant amount of investment in its development growth. The northern suburbs of the City have seen a swath of development and Council has received a number of planning proposals for other key sites throughout the City Centre. Council themselves are looking to encourage further development on Key Sites through the introduction of an incentives clause aimed at increasing FSR and removing height limits and capturing public benefit from any density uplift.

The subject site is located at the eastern gateway to Penrith City Centre at the intersection of Henry Street and Evan Street. The site has a rich heritage as a school dating back to 1865 with the current heritage building, listed as the Penrith Infant's department, dating to 1884. It was later used as a girls school.

This Planning Proposal highlights the strategic location of this Commercial Core gateway site and requests an uplift in density and height to encourage its redevelopment along with the adjacent Key Sites in the City Centre. A rezoning is required to enable the inclusion of residential development on the site and mixed use development to a scale that is comparable to those adjacent.

The Planning Proposal is prepared on behalf of the proponent By The Park Pty Ltd as owners of the site. Technically, the proposal is to rezone the

site from B3 to B4 Mixed Use, categorise the site as a Key Site including an incentive FSR of 5.5:1 with a further bonus of 1:1 for tourist related uses and remove the height limit (akin to adjacent Key Sites). In comparison to a direct uplift in FSR, the categorization as a Key Site is considered an optimum outcome whereby any FSR uplift is associated with a public benefit capture (as per that written into the Key Sites Incentives Clause Planning Proposal).

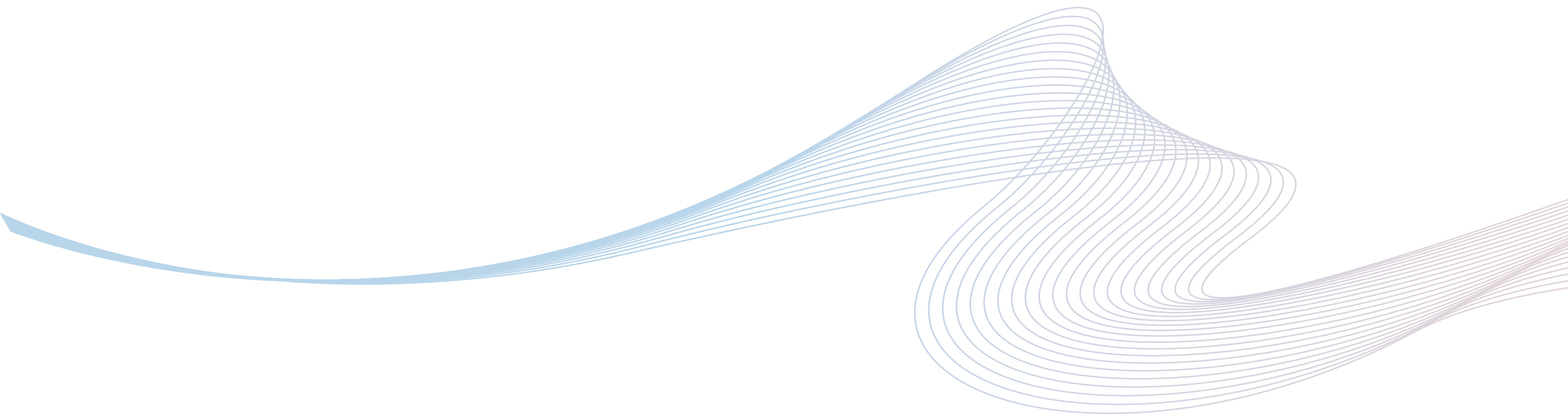
The proposal will deliver a number of benefits:

- To promote development at a density and height that is consistent with the site's role as a Gateway and the development of those adjacent that promote tower forms along a "height spine" that runs parallel to the rail line along the northern edge of the Commercial Core.
- To ensure timely redevelopment of the site along with other Key Sites in the City Centre as envisaged by Council's Key Incentives Clause Planning Proposal.
- To allow for flexibility in the application of built form controls and address impacts upon the heritage building on site, while at the same time allowing for the adaptive reuse of this heritage item.
- To allow the introduction of residential accommodation on the site to respond to market

demand while ensuring adequate commercial land area remains available in the Commercial Core.

- To maintain a proportion of commercial/retail development that will serve the commercial character of the eastern end of the Commercial Core and the future residential population in the immediate surrounds.
- To capture public benefit from any density uplift through categorization of the site as Key Site allowing implementation of the incentive related public benefit mechanism that is proposed to apply to these sites.
- To provide a further FSR incentive to encourage the provision of tourist related development (e.g. Hotel).

This Urban Design Report provides a broad analysis of the site and establishes the overall vision, principles, concept master plan and indicative metrics to support the Planning Proposal to rezone the site. Indicative built form controls are provided to set a direction for future applications on the site.



02 VISION



VISION

Penrith was earmarked as one of the “City of Cities” more than a decade ago and yet significant revitalisation of the City Centre has yet to be realised. The key to achieving a vibrant and diverse centre with employment generating uses and good quality housing with sustainable transport options is to facilitate a mix of uses and density which ensures employment generating uses are incorporated to any future development, good quality housing is achieved and it is located on sites which are within walking distance of the railway station, opportunities for tourism based uses are encouraged and the unique qualities of strategically located sites are celebrated.

The subject site, which is currently a missing link in the string of Key Sites along Henry Street, can be re-imagined as the ‘GATEWAY TO THE NEW WEST’ at the eastern gateway to Penrith City Centre where Penrith’s main street intersects with one of only two north-south links across the rail line.

The key feature of the development will be a high quality central square adjacent to the existing

heritage building on the site, which is centred around tourism and entertainment uses which maintain a human scale to the square and the streetscape. This is achieved by creating building envelopes which cradle the existing heritage item, making it the centrepiece of the site and setting back tower forms from human scale podiums below.

A landmark hotel use is situated at the gateway to Penrith City Centre defining the corner of Henry Street and Evan Street. Active commercial ground floor uses front Henry Street with high density residential development proposed in stepped towers above the podium.

The heritage building with its open plan school building layout is a very flexible space which is suitable for creating an interesting hybrid use providing day and night activity. A gallery space could be connected to a cafe, bolstered by the activity generated by the hotel use adjacent.

A large outdoor courtyard located in the place of the original school yard creates a continuous space suited to events and gatherings. The position of this central open space achieves a high level of natural casual

surveillance while providing visual relief from the proposed high density building form. The courtyard is conjoined with an accessible north-south through site link, connecting Henry Street to North Street. The link is accessible and lined with active uses.

Through site specific built form controls this arrangement of built form, land uses and open space can be achieved.



Central Park, Sydney¹



Urban Coffee Farm, Melbourne



East Village, Sydney



Melbourne



HOUSING

WHAT PENRITH WANTS

Residents want Penrith to have housing options for different types of people with 50% of future housing stock in existing centres and established areas. They want new developments with a high level of amenity. They want a plan for housing that meets community needs with regard to supply, choice, design quality, sustainability, inclusiveness, health and affordability. The community also want high quality residential developments matched with green space and infrastructure to protect the quality of life for existing and new residents.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

There is an under supply of inner city living opportunities in the Penrith City Centre. The mixed-use proposal allows for housing in a high density setting with immediate access to uses to meet the day-to-day needs of residents. All residents have access to community services including a healthcare, shops, a child care centre, a gymnasium, etc. These spaces are matched with high quality active and passive open spaces. Proposed built form controls create building envelopes with reduced building depth, sufficient building separation, and the proper orientation for solar access to be shared and protected. Lower level built form controls seek active uses, podiums with a human scale that respond to the height of the site's existing heritage building and pedestrian through site links. The residences will also be only a short walk from other offerings in the City Centre, matching housing density with accessibility.





JOBS & ECONOMY

WHAT PENRITH WANTS

In the future, Penrith City would like to attract strategic investment, facilitate employment diversity and growth, promote job clusters and encourage local workforce skills and training.

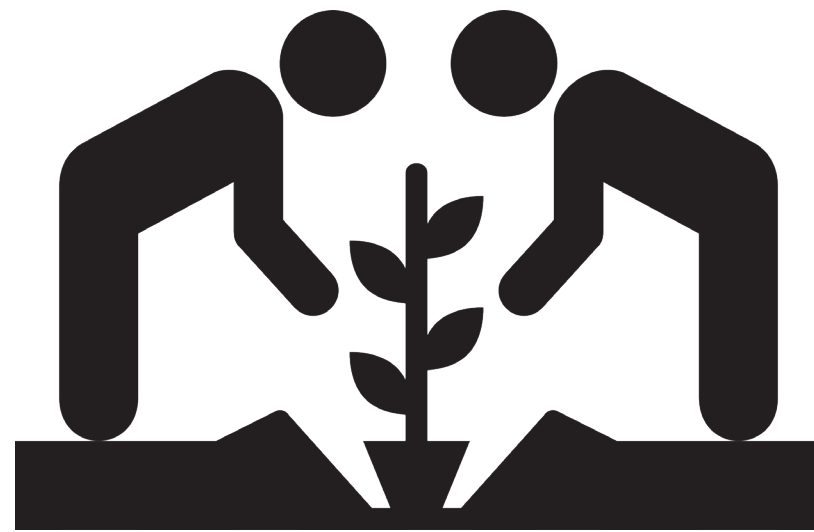
The proposed Western Sydney Airport is an asset to Penrith that can attract local and international business through quality conference facilities, hotel, service industries, as well as Penrith local educational and medical care industries, manufacturing and serviced apartments.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

The intent of the Planning Proposal is to activate the eastern end of City Centre in order to attract private investment into the Penrith City Centre, including tourism dollars. This investment will encourage employment growth and diversity and encourage a local work force. The key urban design feature to facilitate this is to provide a landmark tower positioned at the corner of Henry Street and Evan Street. Proposed land use controls provide incentives for tourism based uses.





COMMUNITY WELLBEING

WHAT PENRITH WANTS

The residents want to promote and encourage the wellbeing of the community as well as provide leadership in achieving a vibrant and creative Penrith. They want to strengthen community pride with iconic places and neighbourhoods with a sense of place and unique identity. They want to improve existing recreation facilities and find opportunities for innovative leisure and recreation provision. They want meeting spaces, playgrounds and local fairs and festivals reflective of the multicultural and multi-generational nature of the city. They want safe places.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

The development understands that Penrith wants to support the inclusion of people of all ages, abilities and backgrounds. The large activated public square sits to north of the historic Infant's Centre (and later Girl's School) creating a public space with a unique sense of place, building a relationship between the past and future. The square will act as a permanent playground for all ages. This space shall be linked to the north and south via an accessible through site link.

On the weekends this space can transform into outdoor farmers and artisan markets, and on occasion this space could be used for local events and festivals. The development of the subject site will promote and encourage the wellbeing of the Penrith community through providing a vibrant, shared space with disabled access that will allow for community events and appreciation of the City's past.





PLACES

WHAT PENRITH WANTS

Residents love the city but want to see it upgraded so that it feels more attractive. A desire to revitalise the city's major centres to create vibrant places and offer quality living, working and leisure experiences is strong.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

The development contributes a high quality place to form a Gateway to Penrith City. A key objective of the rezoning proposal is to revitalise the Penrith City Centre through allowing a diverse range of residential development, employment and leisure experiences that will attract pedestrian traffic into the City.

Located in the centre of the development is the activated central square which celebrates the existing heritage on the site and creates an iconic meeting space. A human scale is retained through podium setbacks of new built form. A diverse range of uses activates each space and the public domain is expanded with day and night activities.

Allowing more flexibility in the mix of uses on the site and concentrating more housing in the existing City Centre helps relieve pressure on areas of Penrith with important rural, environmental and scenic qualities.





TRANSPORT

WHAT PENRITH WANTS

The City development needs to facilitate the infrastructure necessary to sustain past and planned growth in the City.

Residents want to see road network improved including a stronger connection within Penrith City to make it easier to travel around the city, get to sporting fields and parks or visit friends and family that live nearby. They want transport hubs created and well serviced, with links across the city and to main destinations for work, entertainment and education. They want to see better walking, cycling and bus connections to their homes, recreational spaces and work places.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

The development is sited at the eastern end of the Penrith Commercial Core zone within a ten minute walk (800 metres) to Penrith Train Station. The site fronts the City Centre's main street, Henry Street. The development is highly accessible to the Centre on foot. The proposed density and mixed land use on the site supports the critical mass necessary to support major network improvements.

The site also promotes connectivity to the City Centre. In the north-south direction, an accessible through site link marked by the historic infant's school building, active edges and natural casual surveillance is proposed. In the east-west direction a visually pleasant walking environment along both Henry Street and North Street towards the Penrith City is achieved with appropriate podium heights and building alignments. Active uses are proposed to Henry Street to bolster activity on this prominent City Centre street. Vehicular entrances to the site are dispersed to reduce potential impacts on the existing road network.





INFRASTRUCTURE DELIVERY

WHAT PENRITH WANTS

Penrith wants to facilitate the infrastructure necessary to sustain past and planned growth in the City. With an improved road network, Penrith City also wants beautiful streetscapes to encourage a sense of community and a feeling of safety and pedestrian activity. Residents want to see more outdoor and evening dining options. The community also want streets to be accessible.

Source: Penrith City Strategy, adopted by Council on 24 June 2013.

PENRITH EAST GATEWAY DEVELOPMENT

The development will provide an accessible, safe and active streetscape along Henry Street providing ground level retail and visual connections to the proposed public square north of the existing heritage item on site. On the north side of the development, the proposal makes accommodation for future road widening and public domain improvements to North Street. An accessible through-site link connects Henry Street to North Street.





SUMMARY



HOUSING

- An additional 454 apartments
- An additional 1,226 residents
- 10-20% apartments with disabled access



JOBS & ECONOMY

- Hotel:
75 jobs
- Heritage Building:
7 jobs
- Retail, Commercial and other Services:
57 jobs
- Home-based employment:
36 jobs
- Total: approximately 175 permanent jobs excluding construction jobs



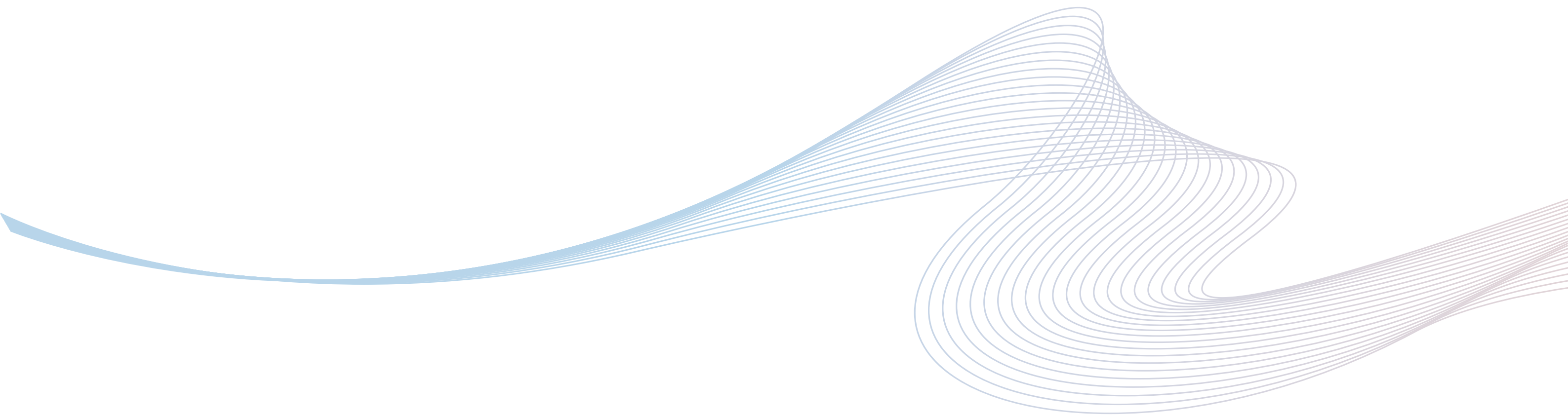
COMMUNITY WELL-BEING

- Publicly accessible Central Square and Through Site Link
- Meeting rooms for a variety of purposes:
 - Meetings
 - Exhibitions
 - Business functions
 - Dances and plays
 - Cultural and religious events
 - Local club/charity/volunteer Workshops
- Non-residential spaces - small and medium including art gallery, Asian grocer, child care, medical centre, gym, government office, speciality retail, restaurants and cafes

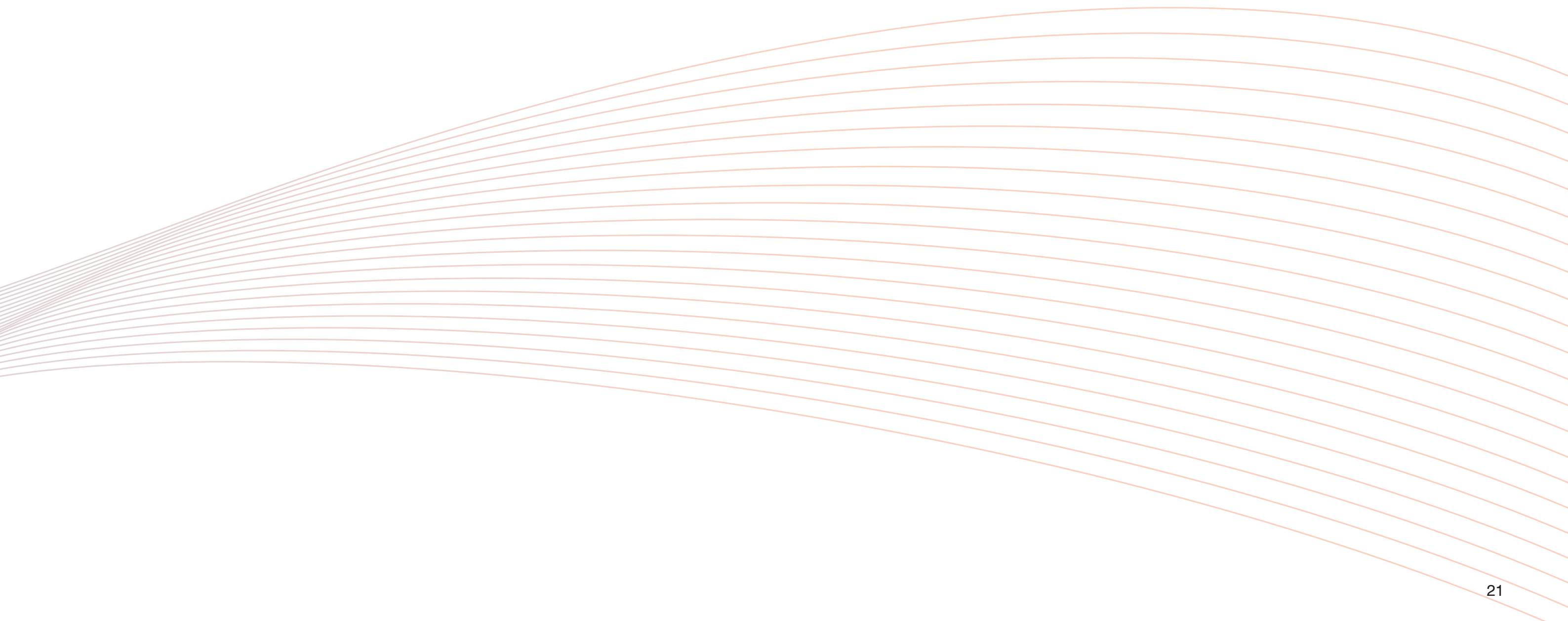


PLACES

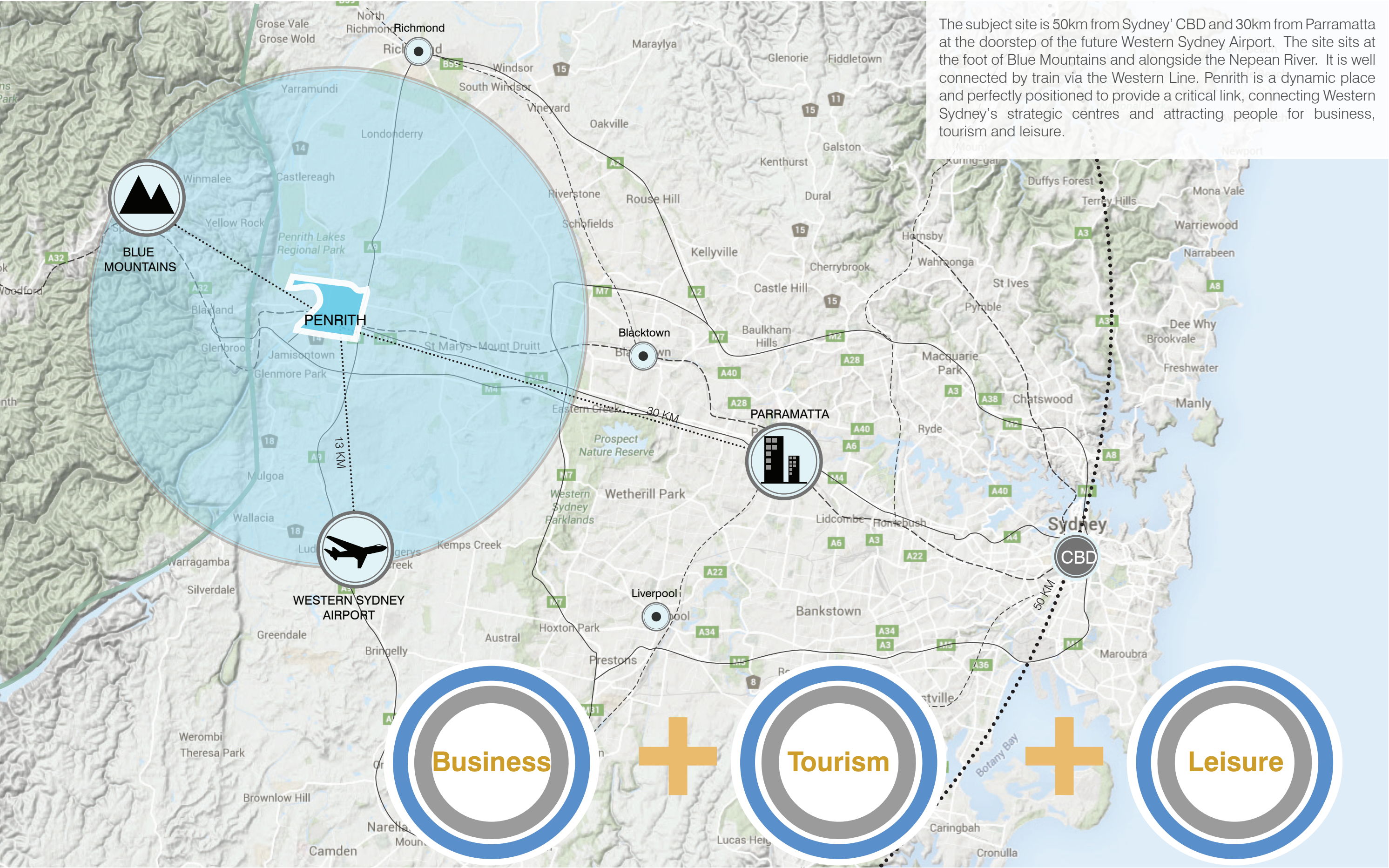
- Central Square
- Accessible through site link
 - Passive play
 - Chess
 - Table tennis
 - Tai Chi
 - Yoga
 - Water park
- Outdoor performance spaces
- Roof gardens
- Provision for road widening and public domain works at North Street

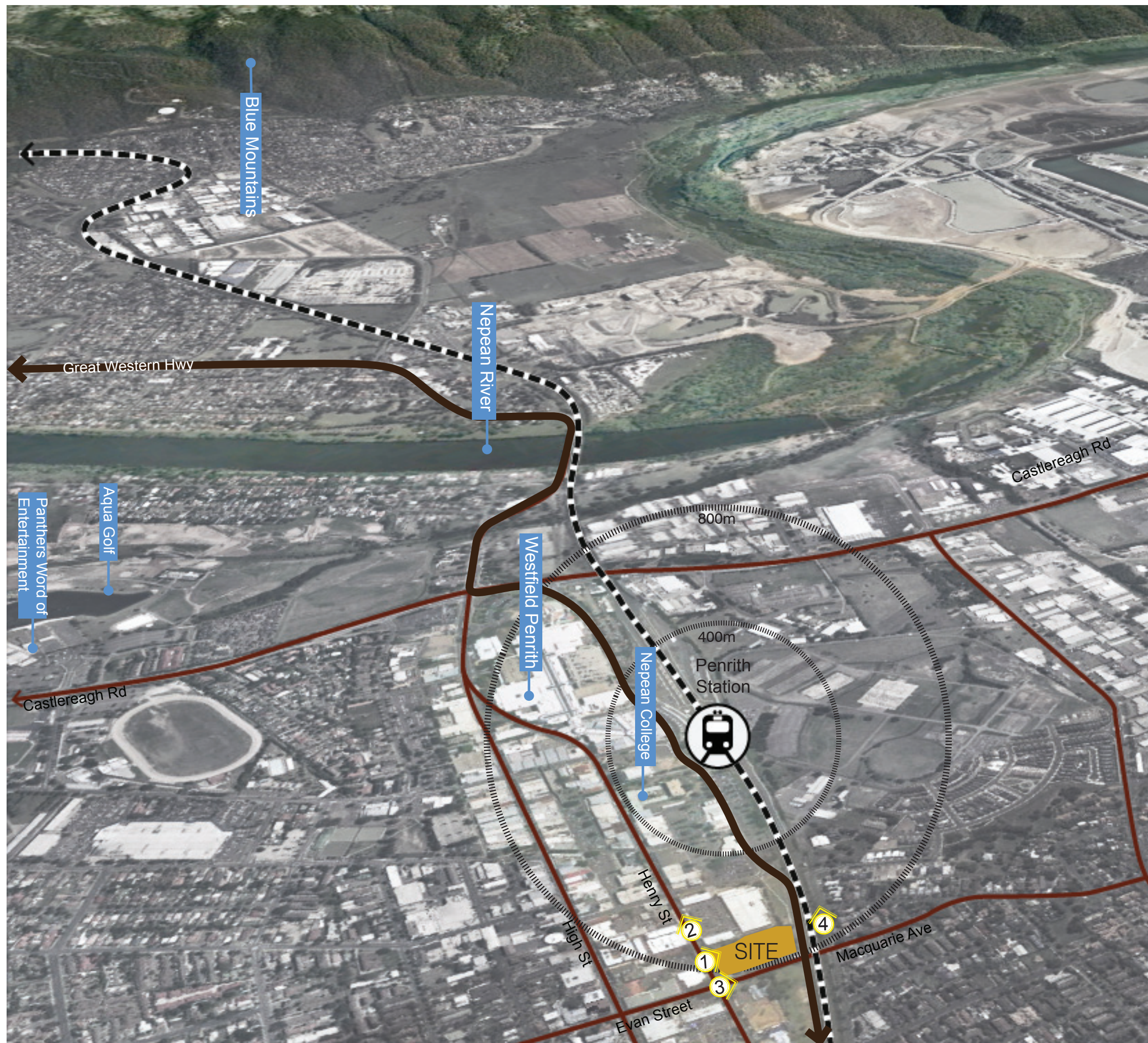


03 SITE CONTEXT



SITE LOCATION





② View of Henry Street to the West.



③ View of Evan Street to the North.



④ View of Great Western Highway to the West.



SITE ANALYSIS

SITE CONTEXT

The site contains a range of 1-2 storey buildings with the single heritage structure dating to 1884 fronting Henry Street. Other buildings on the site are of lower value being utilitarian post-war structures which until recently were used by the Department of Education.

The site is adjoined by other existing low scale buildings of different uses. The desired future character and strategic context of the site is dramatically different to the existing context with the most of the surrounding sites being 'Key Sites' permitting significantly greater Heights and FSRs

OPPORTUNITIES AND CONSTRAINTS

The opportunities for the redevelopment are:

- A large unfragmented site with an area of 8,665m² (7,358.3m² exclusive of road widening area) which is capable of supporting higher built form.
- Site location next to only one of two vehicular bridges within the City Centre connecting north Penrith and South Penrith.
- Site location on Henry Street, Penrith's main street.
- Site location within a 10 minute walk of the Penrith Railway Station.
- Three street frontages with an opportunity for a through site connections from north to south
- Existing landscaped strips along the eastern and northern boundary until road widening
- Potential adaptive reuse and celebration of the existing heritage building to create a sense of place connected to Penrith's history.

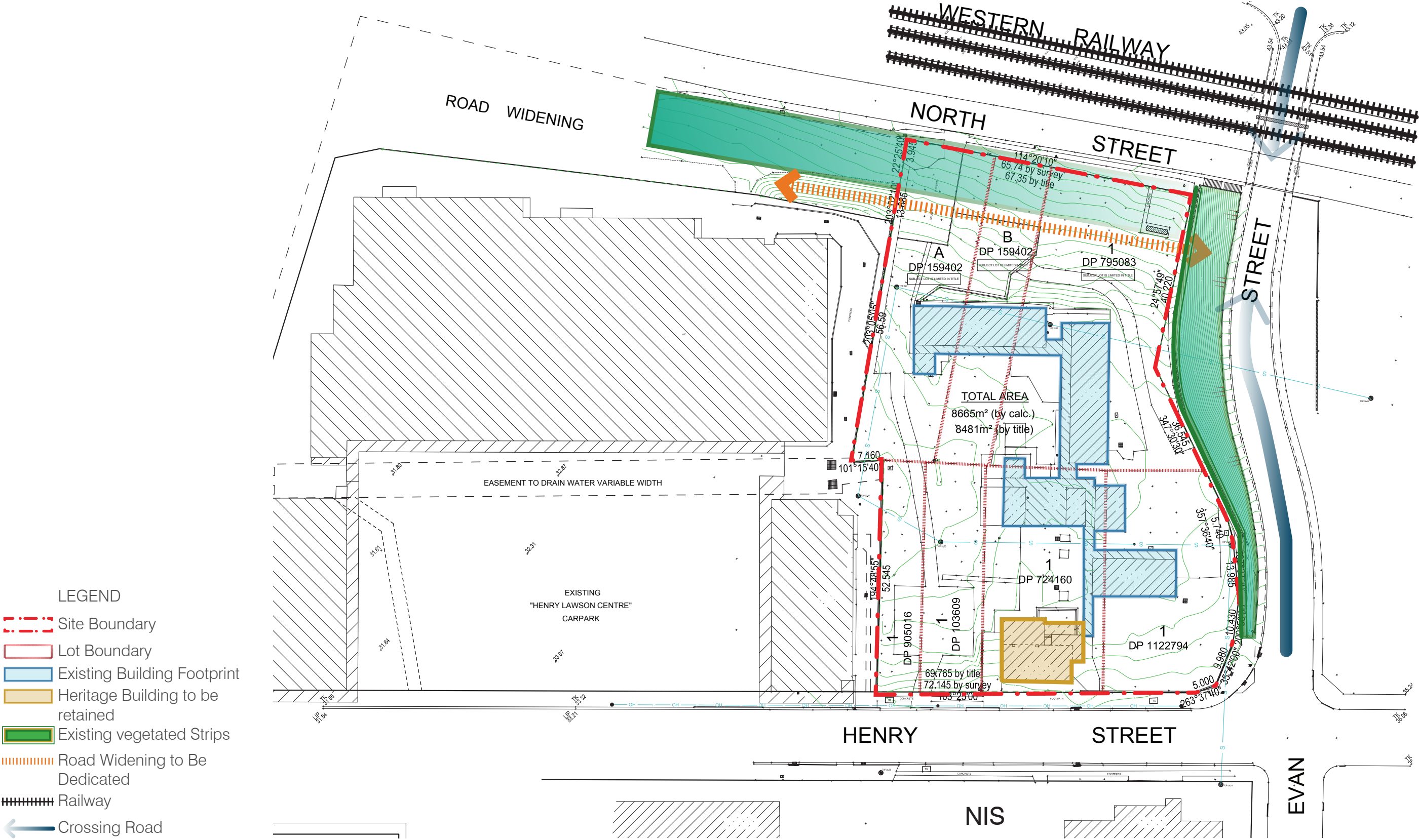
The constraints for the redevelopment are:

- Future road widening for North Street is to take part of the site (1,307m²).
- Evan Street slopes from the north to south and creates an access barrier to the east.
- Existing Height controls on the site are very limited and inconsistent with other sites along the corridor between North Street and Henry Street.

① View of the site from Evan Street.



SITE ANALYSIS



STRATEGIC PLANNING CONTEXT

CONSISTENCY WITH SYDNEY'S PLANNING DIRECTION: A PLAN FOR GROWING SYDNEY 2014

SYDNEY'S COMPETITIVE ECONOMY

1.5: Transform the productivity of Western Sydney through growth and investment

The proposal provides a mixed use development to attract economic investment and to transform and revitalise the City Centre, reflecting Penrith's role as a Regional City.

1.7: Grow strategic centres – providing more jobs closer to home

The proposed introduces residential accommodation options into the City Centre, providing housing close to an existing employment catchment.

SYDNEY'S HOUSING CHOICES

2.1 Accelerate housing supply across Sydney

The proposal encourages development of higher densities, offering more affordable and diverse housing types and in an area close to public transport, jobs and services.

2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs

The proposal provides for residential development opportunities close to an existing workforce population.

SYDNEY'S GREAT PLACES TO LIVE

3.3 Create healthy built environments

The proposal facilitates the development of the eastern end of the City Centre. It will allow the adaptive reuse of an existing attractive heritage building and its surrounds including a courtyard that will allow appreciation of the building.

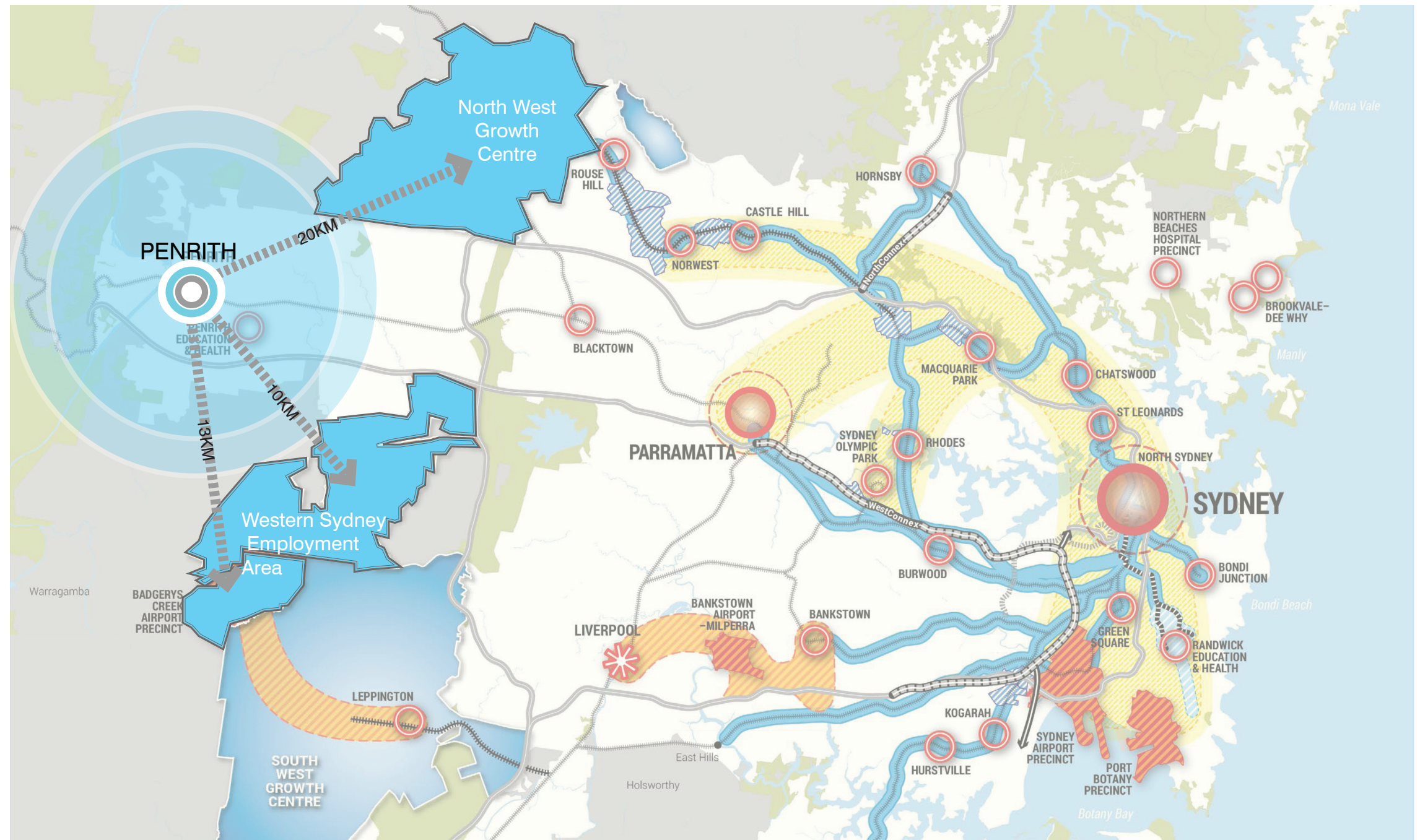
WEST SUBREGIONS

Accelerate housing supply, choice and affordability and build great places to live

The proposal facilitates high density housing within walking distance of the railway station and connecting them to mixed use areas.

Retain a commercial core as required for long term employment growth

The proposal acknowledges the site is at the eastern edge of the commercial core and diversifying permissible uses will facilitate redevelopment in a transitional location.



SOURCE: A PLAN FOR GROWING SYDNEY 2014

STRATEGIC PLANNING CONTEXT

CONSISTENCY WITH SYDNEY’S PLANNING DIRECTION PENRITH CITY STRATEGY 2013

The Penrith City Strategy provides directions for the City’s future over the next 20 years and beyond and informs the Community Strategic Plan.

The City Strategy addresses the seven themes of housing, jobs and economy, transport and access,

infrastructure delivery, community wellbeing, the environment and places.

The planning proposal is consistent with each of the stated Planning Directions of the Strategy as follows:

HOUSING

Plan for housing that meets community needs with regard to supply, choice, design quality, sustainability and affordability.

The proposal encourages development of higher residential densities in an area close to public transport, jobs and services.

JOB AND ECONOMY

Attract strategic investment, facilitate employment diversity and growth, promote job clusters and encourage local workforce skills and training.

The proposal incentivises employment uses and creates built form conducive to active uses close to the street.

INFRASTRUCTURE DELIVERY

Facilitate the infrastructure necessary to sustain past and planned growth in the City.

The site locates density in a well serviced area and improves the public domain.

COMMUNITY WELLBEING

Promote and encourage the wellbeing of our communities, provide leadership in achieving a vibrant and creative City, provide recreation facilities and programs to support community health and wellbeing.

The proposal encourages a vibrant mix of uses, expands the public domain.

PLACES

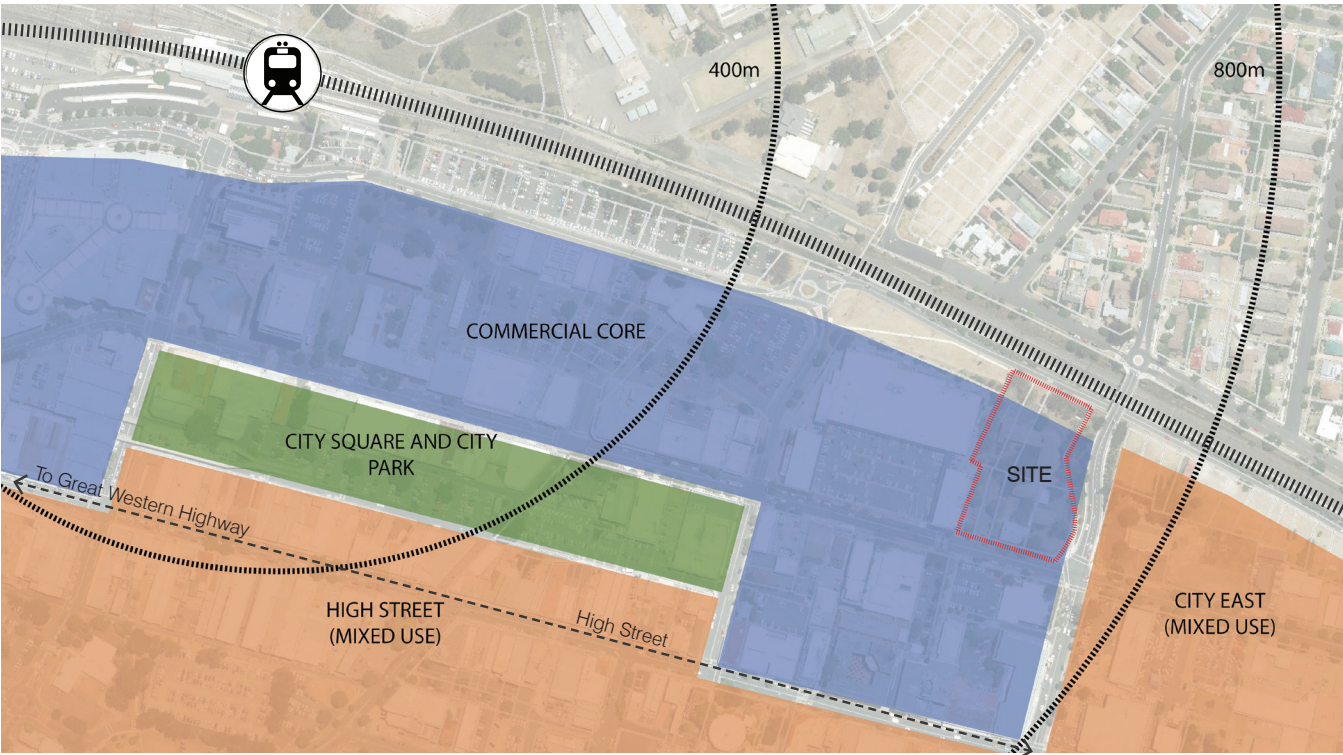
Revitalise our major centres to create vibrant places and offer quality living, working and leisure experiences

The proposal creates a public square and through site link associated with the heritage qualities of the site.



STATUTORY PLANNING CONTEXT

PENRITH CITY CENTRE CHARACTER AREAS

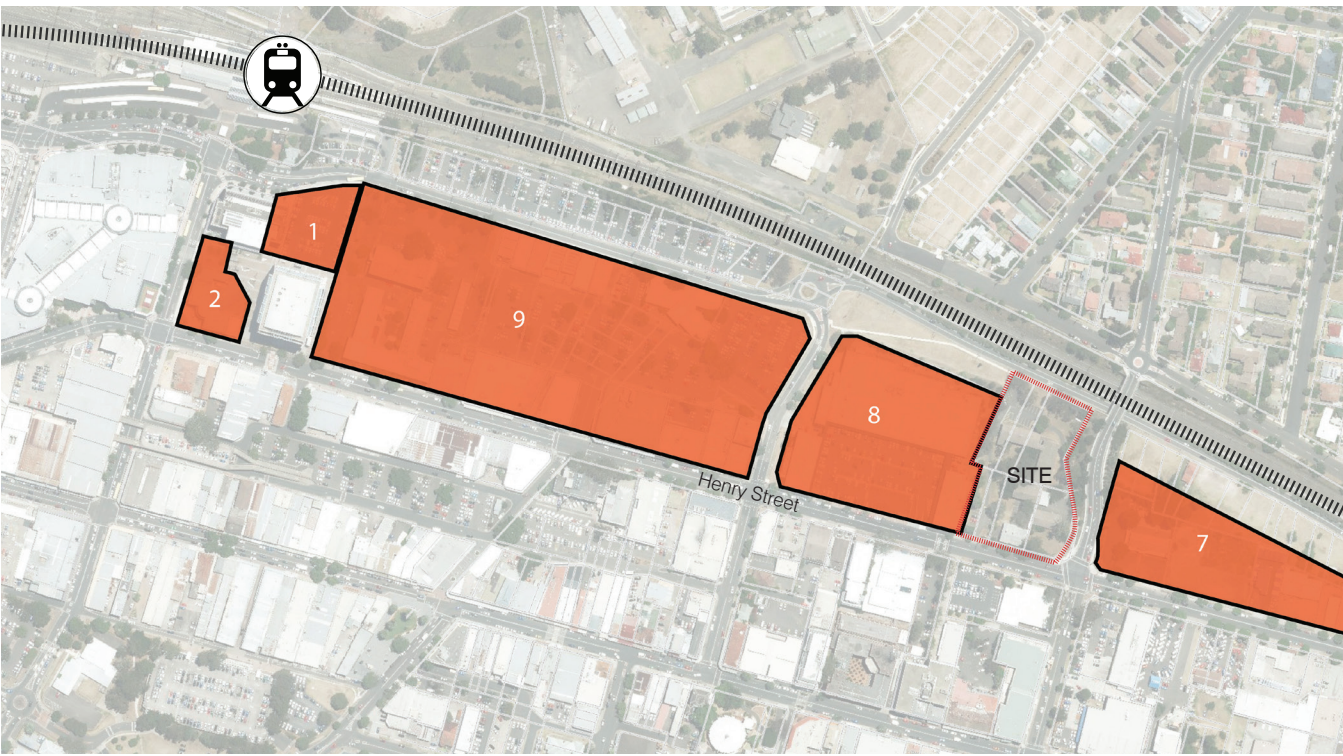


The Penrith City Centre developed along a section of The Great Western Highway that was also the transport stop on The Great Western Rail Line. Its reliance on transport links for its development is evident in its elongated, east-west pattern. The City Centre has a distinctive heart in High Street.

There are nine precincts in the Penrith City Centre, all comprising their own distinct characteristics. The intended character of these precincts will be used to inform and guide future development.

The subject site is located on east edge of Commercial Core. It is located at the interface of the B3 and B4 zones. It is within the B3 zone but at its edge.

KEY SITES MAP

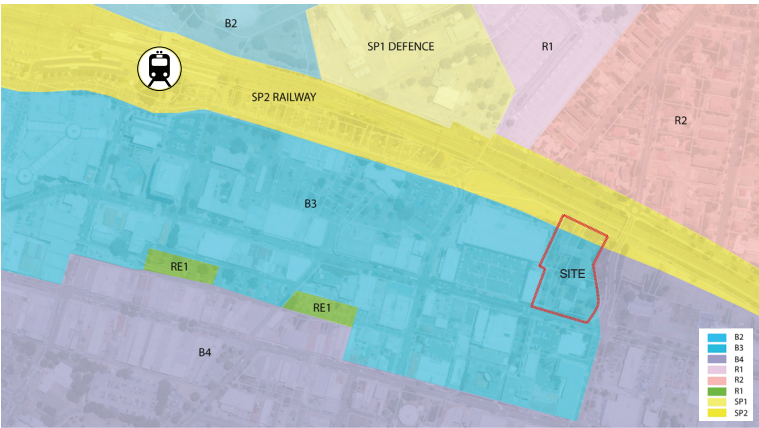


Key Sites Map identified that development consent may be granted for development on land to which this clause applies if the development:

- a. Does not exceed the following maximum floor space ratio:
 - (i) Key Site 1: 5.5: 1
 - (ii) Key Site 2: 5.5:1
 - (iii) Key Site 3: 6:1
 - (iv) Key Site 4: 5:1
 - (v) Key Site 5: 2:1
 - (vi) Key Site 6: 2.5:1
 - (vii) Key Site 7: 5:1
 - (viii) Key Site 8: 5.5:1
 - (ix) Key Site 9: 5.5:1
 - (x) Key Site 10: 6:1
 - (xi) Key Site 11: 5:1

STATUTORY PLANNING CONTEXT

LAND USE ZONING



The majority of the site is zoned B3 Commercial Core with a strip of land adjacent to the Great Western Highway boundary to the north zoned as SP2 Infrastructure Classified Road. The permissible uses under the LEP are focussed around encouraging commercial uses noting that residential accommodation is currently not permissible.

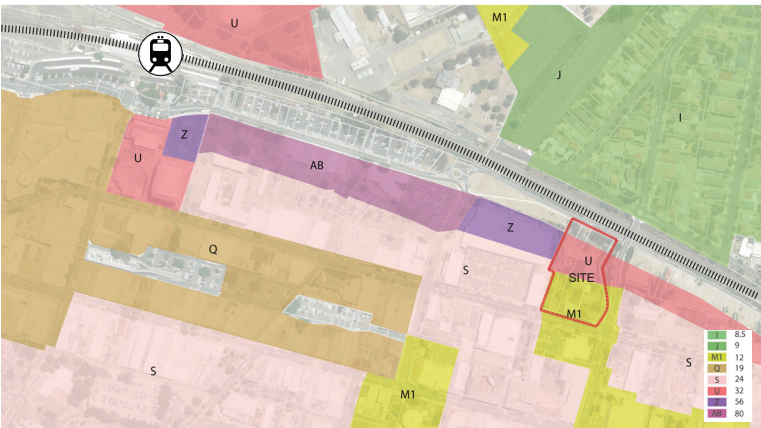
Objectives of B3 Commercial Core:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To strengthen the role of Penrith City Centre as the business, retail and cultural centre of the region.

Permitted with consent:

Amusement centres; Car parks; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Helipads; Hotel or motel accommodation; Information and education facilities; Medical centres; Mortuaries; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Sex services premises; Signage; Tourist and visitor accommodation; Veterinary hospitals

HEIGHT

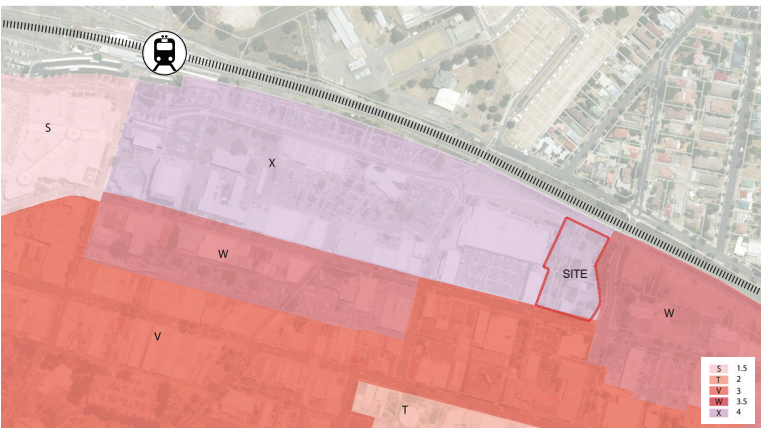


Clause 4.3 of the LEP applies a maximum building height control on the site ranging between 32m (northern half) and 12m (southern half).

Lots to the west have a higher limit ranging between 56m (northern half) and 24m (southern half). Lots to the east also have a higher limit ranging between 32m (northern half) and 24m (southern half).

The subject site has two height controls. 32m high on the north and 12m height on the south. The controls appear inconsistent with other sites in the Commercial Core and Mixed Use area.

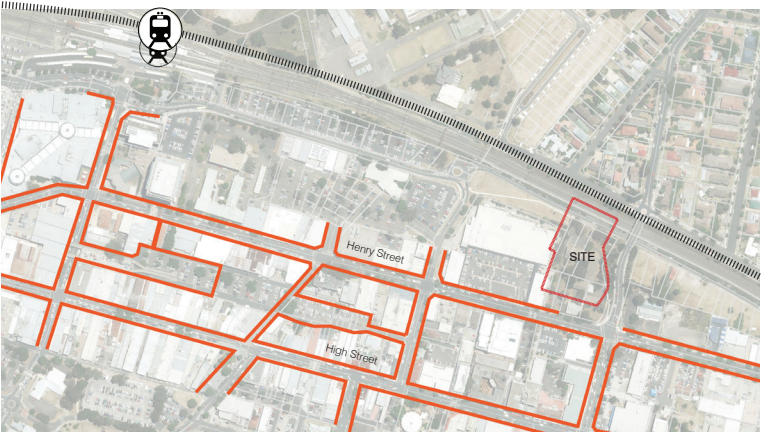
FLOOR SPACE RATIO



Clause 4.4 of the LEP applies a maximum FSR control on the site of 4:1.

Lots to the west of the site have a maximum FSR of 4:1 and those to the east have a maximum of 3.5:1.

ACTIVE STREET FRONTAGES MAP



Active frontages are consistently applied across the city centre and to the east and west of the subject site. While the existing heritage building is not capable of active frontages to Henry Street, future infill on the site can and should achieve an active frontage.

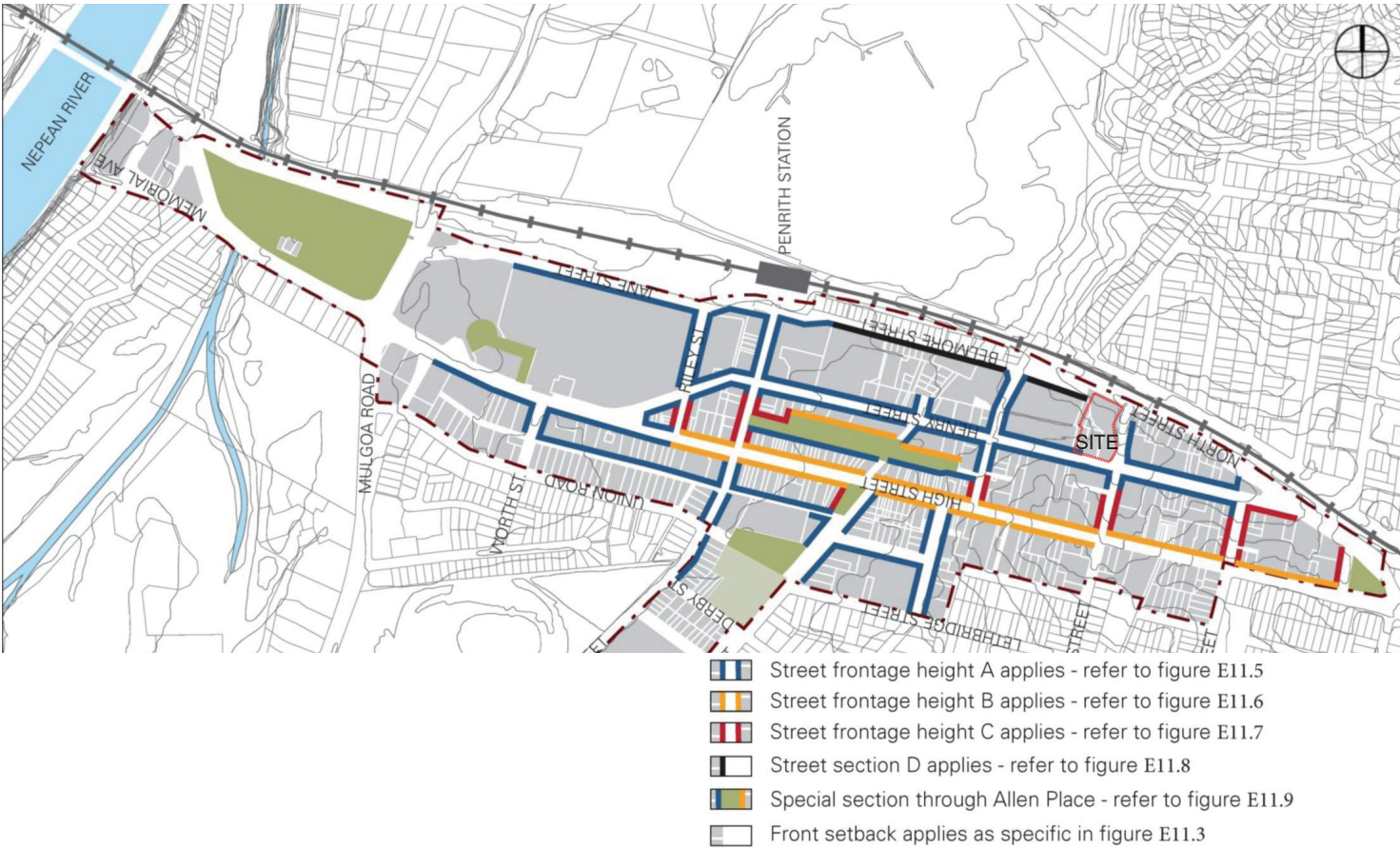
DEVELOPMENT CONTROL CONTEXT

PENRITH DEVELOPMENT CONTROL 2014

STREET FRONTAGE HEIGHT

The desired street frontage heights are specified in this section to ensure a sense of street enclosure that is appropriate to Penrith’s natural setting and status as a regional city.

The subject site represents a missing link within the general pattern of street wall heights. While street wall heights on the site should respond to the scale of the existing heritage building on the site, it is considered that street frontage heights should fit within the desired streetscape of the area.



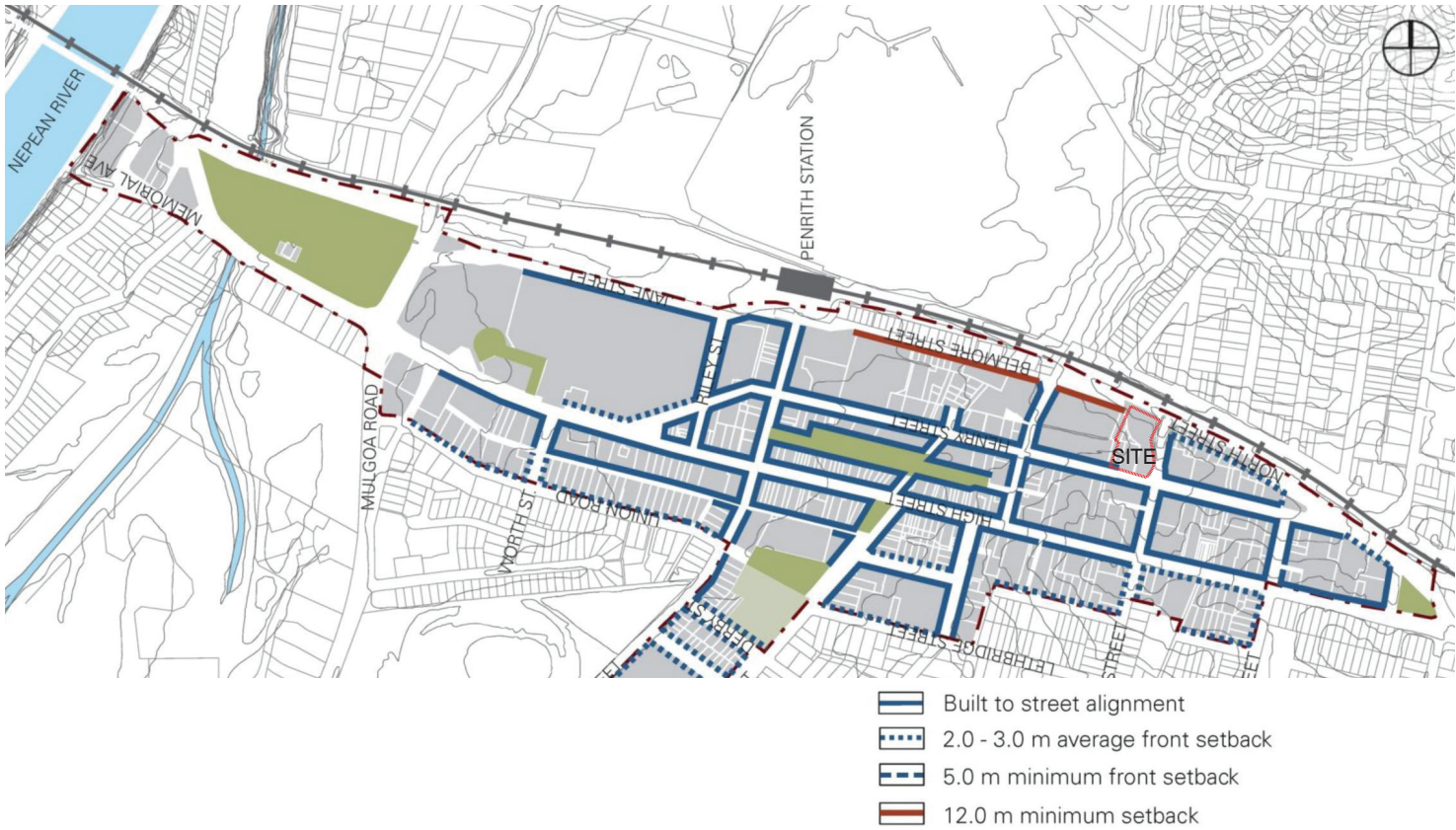
EXISTING AND DESIRED LINKS

These links provide access connections between long sides of street blocks for pedestrian and vehicular access at street level.

It is noted that Evan Street’s changing topography as it rises to traverse the rail line makes pedestrian access near Evan Street between North Street and Henry Street difficult. Consideration of a through site link in the vicinity of Evan Street is appropriate.



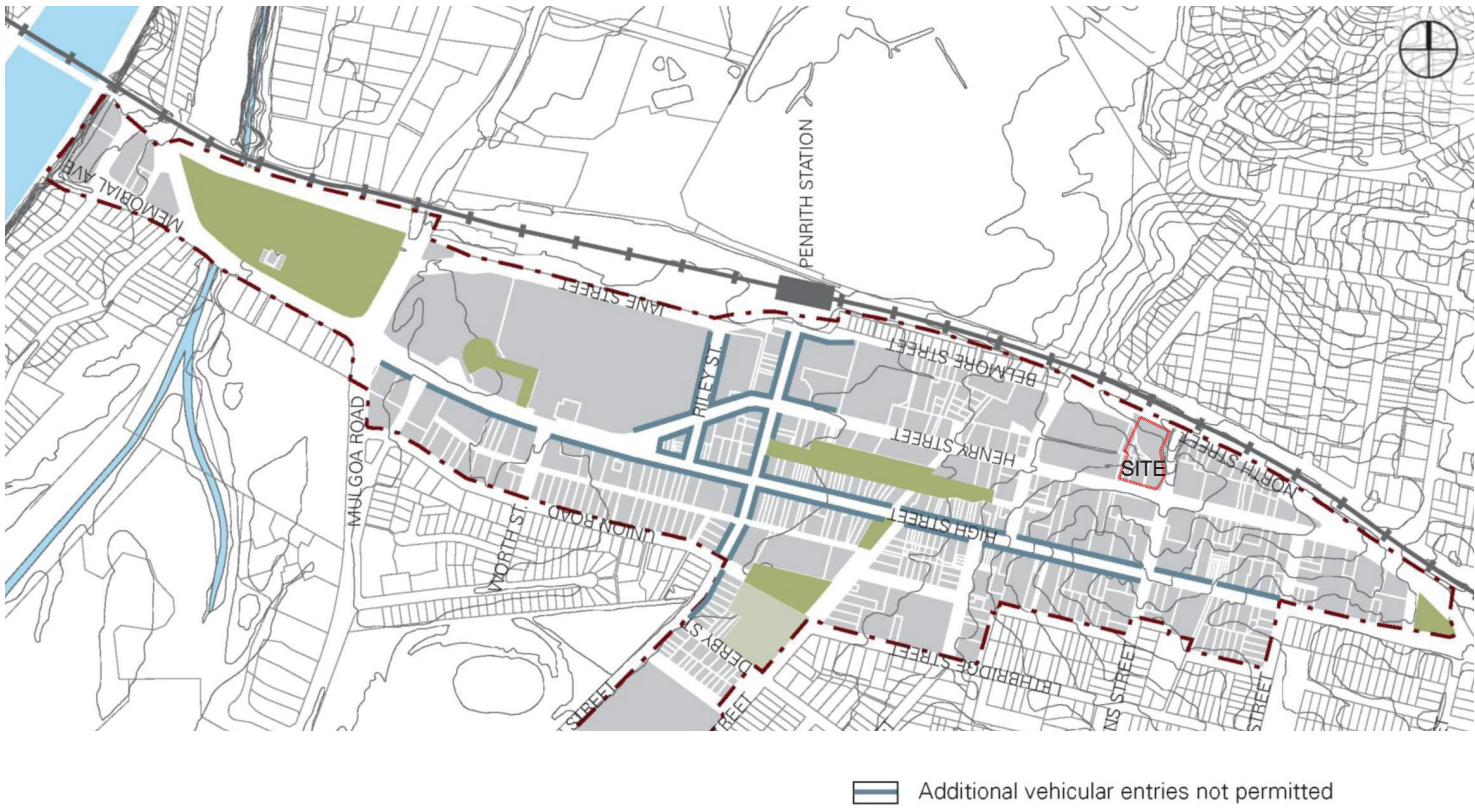
DEVELOPMENT CONTROL CONTEXT



FRONT SETBACKS

Street setbacks help to create the proportions of the street and can contribute to the public domain by enhancing streetscape character and continuity of street facades.

The subject site is a missing link in the strong pattern of street setbacks established along Henry Street. While the subject site is unique and any built form should respond to the position of the heritage building on the site, any future built form should also contribute to defining Henry Street.



RESTRICTIONS ON VEHICULAR ENTRIES

The design and location of vehicle access to developments should minimise both conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority places, and visual intrusion and disruption of streetscape continuity. Design of driveways and vehicle access is to be in accordance with the provisions of the Transport, Access and Parking Section of this DCP.

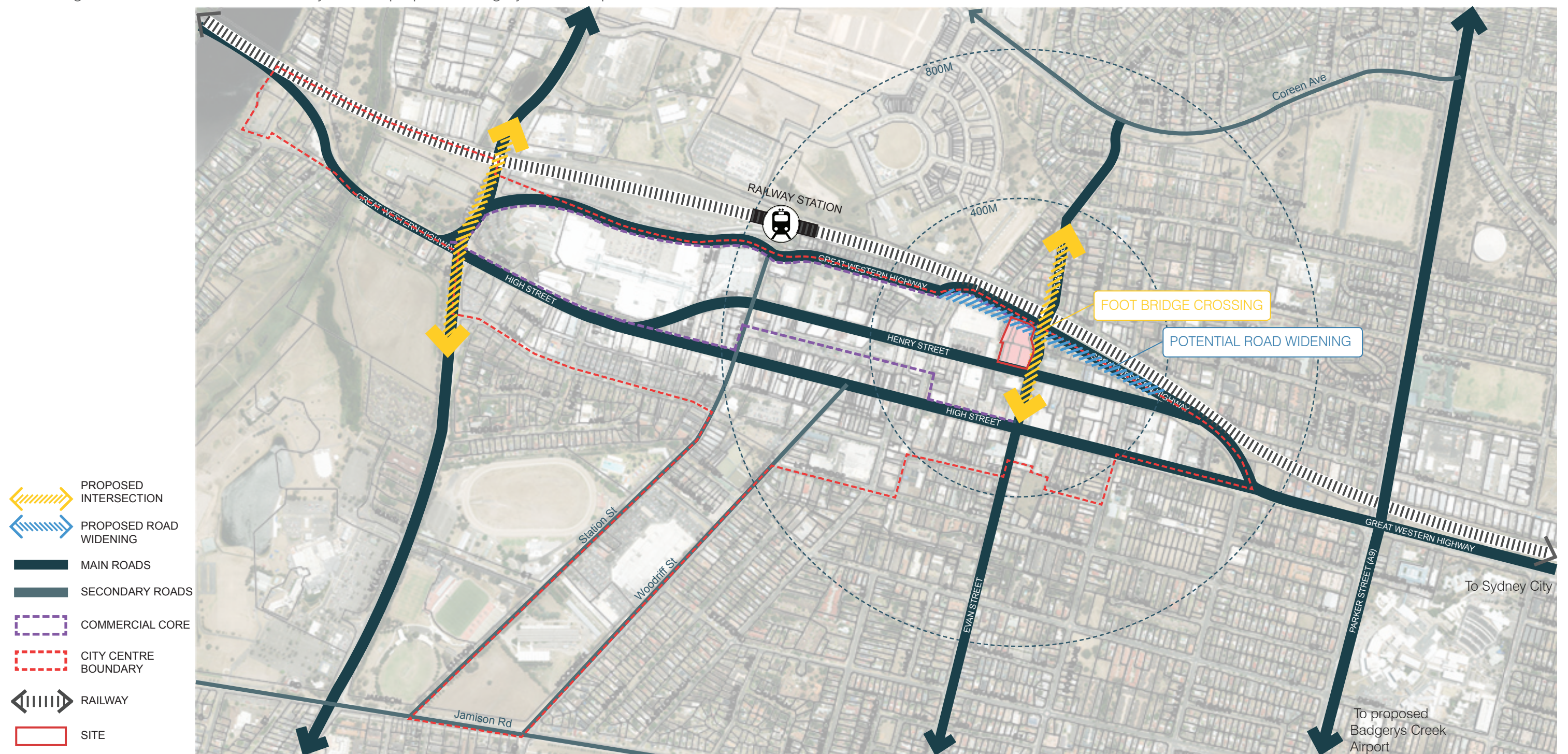
Based on this DCP, vehicle access is permitted from Henry Street. Given the site's location on a prominent corner, vehicular entries to basement parking areas and loading should be located away from the corner of Evan Street and Henry Street.

ACCESSIBILITY ANALYSIS

The site forms the eastern end of the Penrith City Commercial Core and is highly accessible by private and public transport as it is located approximately 800m from the Penrith Train Station.

Also, the site is located at the intersection of Henry Street (one of the two east/west City Streets) and Evan Street (one of the main vehicle bridges and connections to the northern suburbs).

Meanwhile, the site is located on the Great Western Highway that is set to be increased in width to form part of the ring road intended to connect the City with the proposed Badgerys Creek Airport.



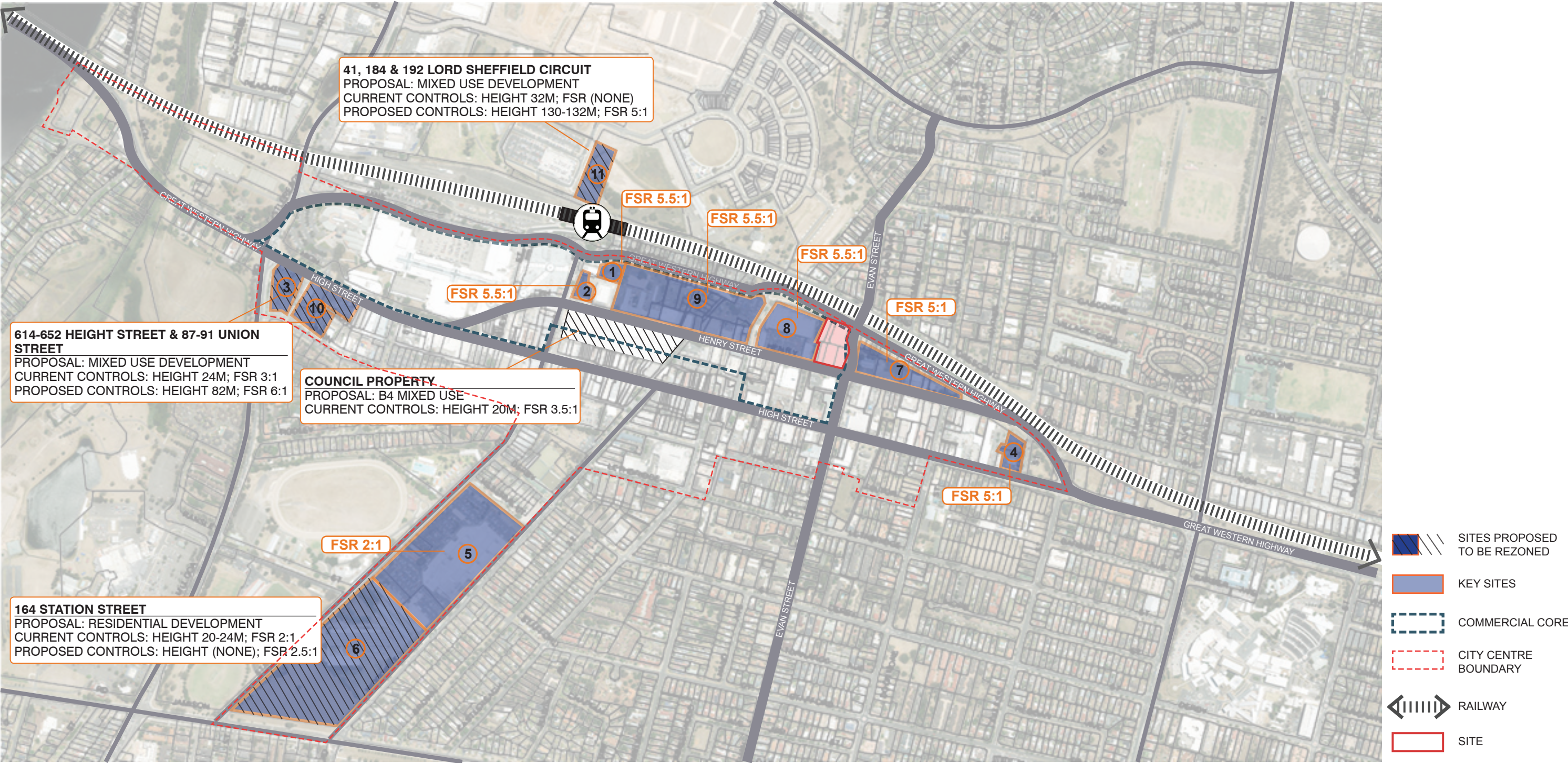
KEY SITES CONTROL ANALYSIS

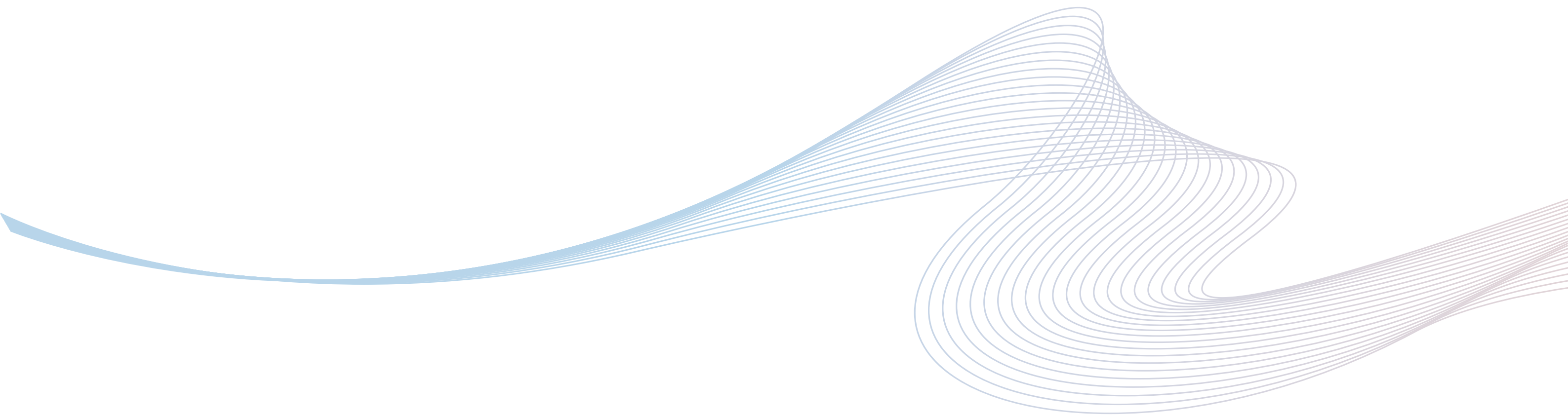
The site is located between a row of Key Sites, and directly adjacent to Key Sites 7 & 8, that form the northern half of the Commercial Core running adjacent to the railway line.

The site is one of five sites currently subject to a planning proposal for increased density and height (refer black hatching).

The site is adjoined by one other site to its immediate west, also known as Key Site 8. This site is a large site in single ownership that currently accommodates a bulky goods retail offering and is known as “The Henry Lawson Centre”.

Across the road to the east is a block of sites earmarked as Key Site 7 that consists of a number of smaller sites. This block is held in fragmented ownership by a number of parties.





04 STRATEGY

URBAN DESIGN STRATEGIES

FUTURE URBAN FORM CONTEXT

The proposed context model is based upon CM URBAN DESIGN ANALYSIS with proposed FSR controls from proposed 'Incentive Clause for Key Sites' LEP modelled indicatively. The subject site is identified in blue.

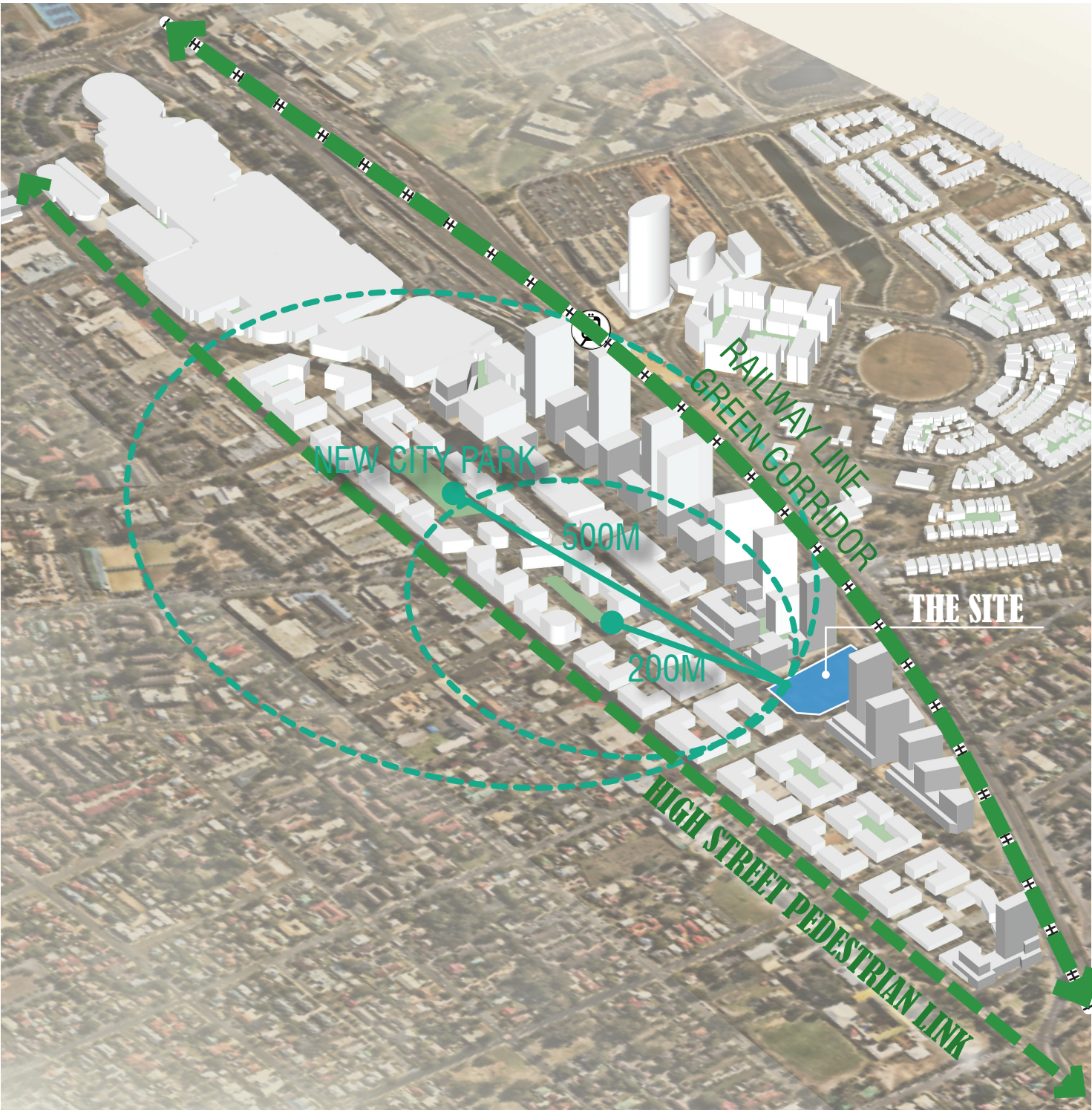


CONSISTENCY WITH DEVELOPING CONTINUITY



URBAN DESIGN STRATEGIES

CONSISTENCY WITH GREEN SPACE DEVELOPMENT

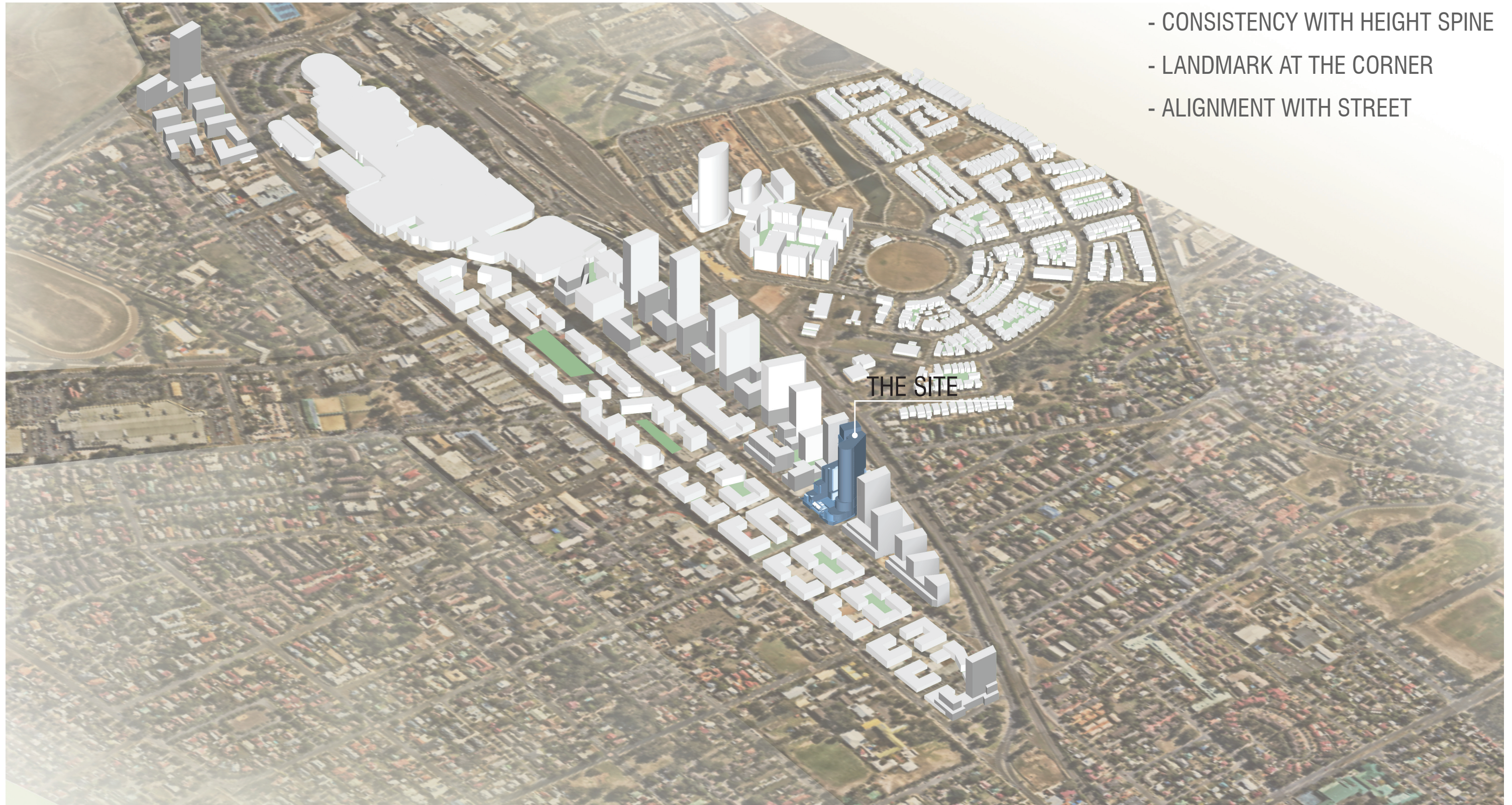


CONSISTENCY WITH CONTINUITY OF BUILT FORM

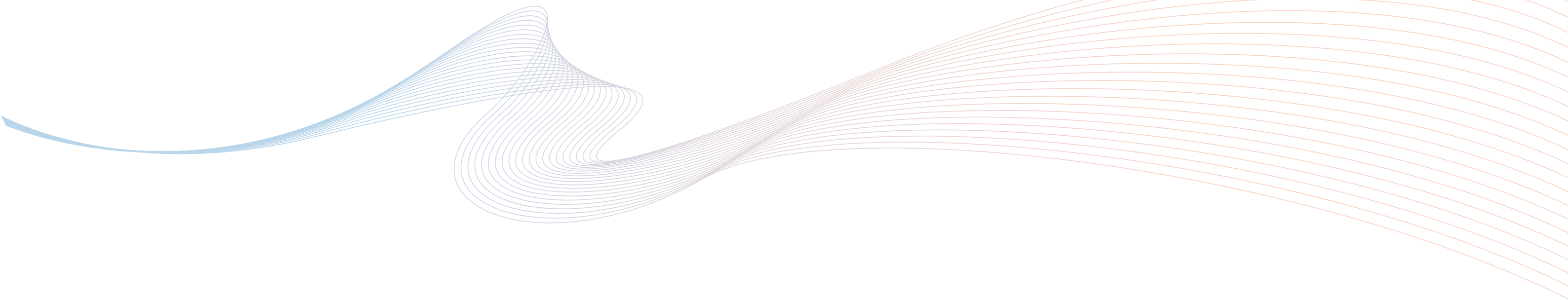


URBAN DESIGN STRATEGIES

PROPOSED GATEWAY SITE BUILDING FORM

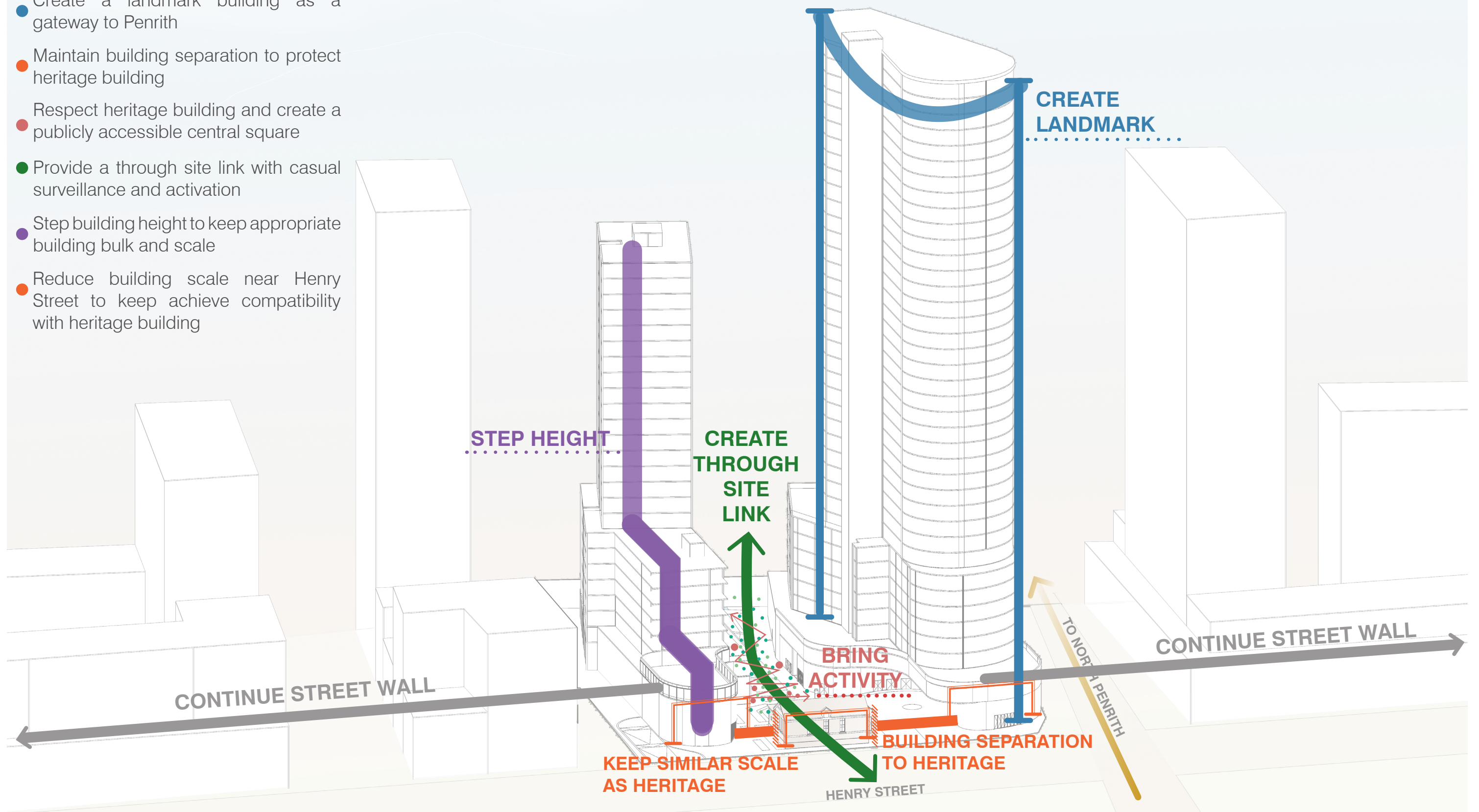


05 CONCEPT DESIGN



DESIGN GUIDELINE

- Continue street wall height along Henry Street
- Create a landmark building as a gateway to Penrith
- Maintain building separation to protect heritage building
- Respect heritage building and create a publicly accessible central square
- Provide a through site link with casual surveillance and activation
- Step building height to keep appropriate building bulk and scale
- Reduce building scale near Henry Street to keep achieve compatibility with heritage building



MASSING OPTIONS

Several massing options were created to test the distribution of built form across the subject site. The preferred option was developed as a hybrid of the initial options.

OPTION-1

FSR : 6.0:1

GFA: 52310m²

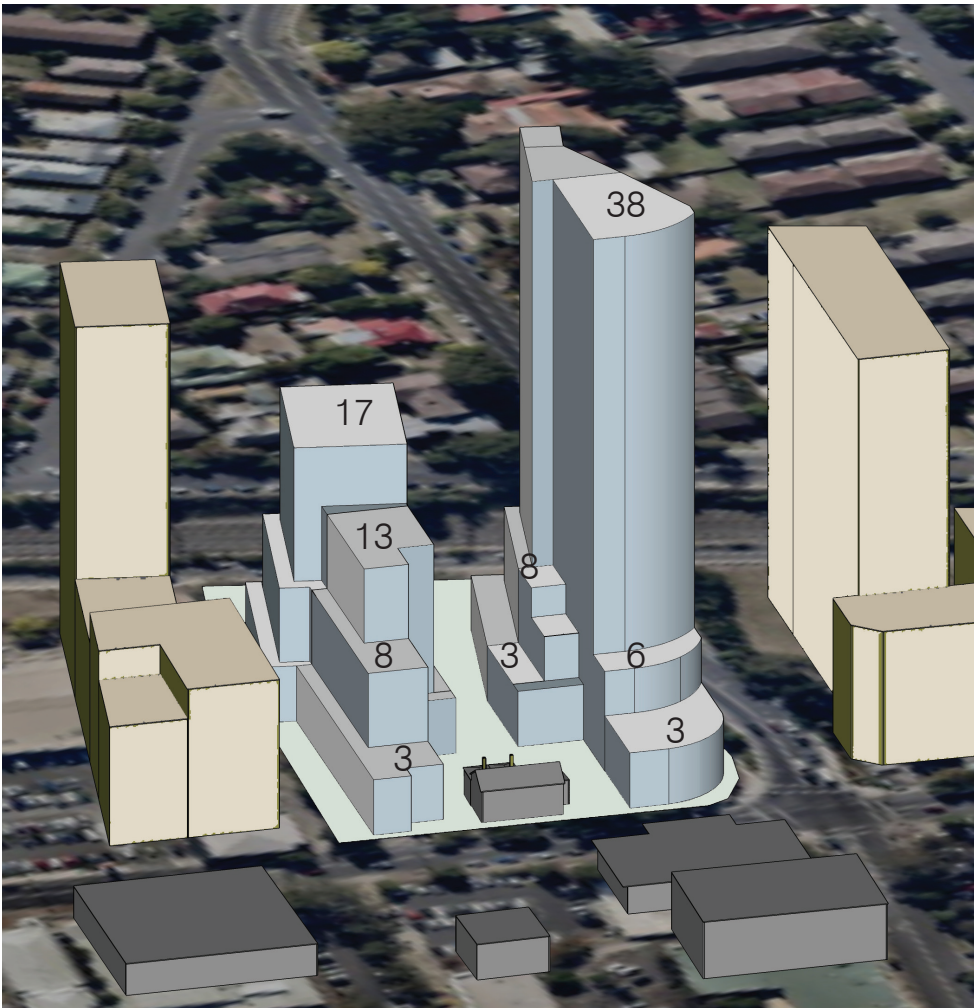


- Create two groups of building
- Setback building to maintain adequate building separation and setbacks
- Build highest tower in the west

OPTION-2

FSR : 6.3:1

GFA : 54325m²



- Create two groups of building
- Setback building to maintain adequate building separation and setbacks
- Build highest tower in the east

OPTION-3

FSR : 6.9:1

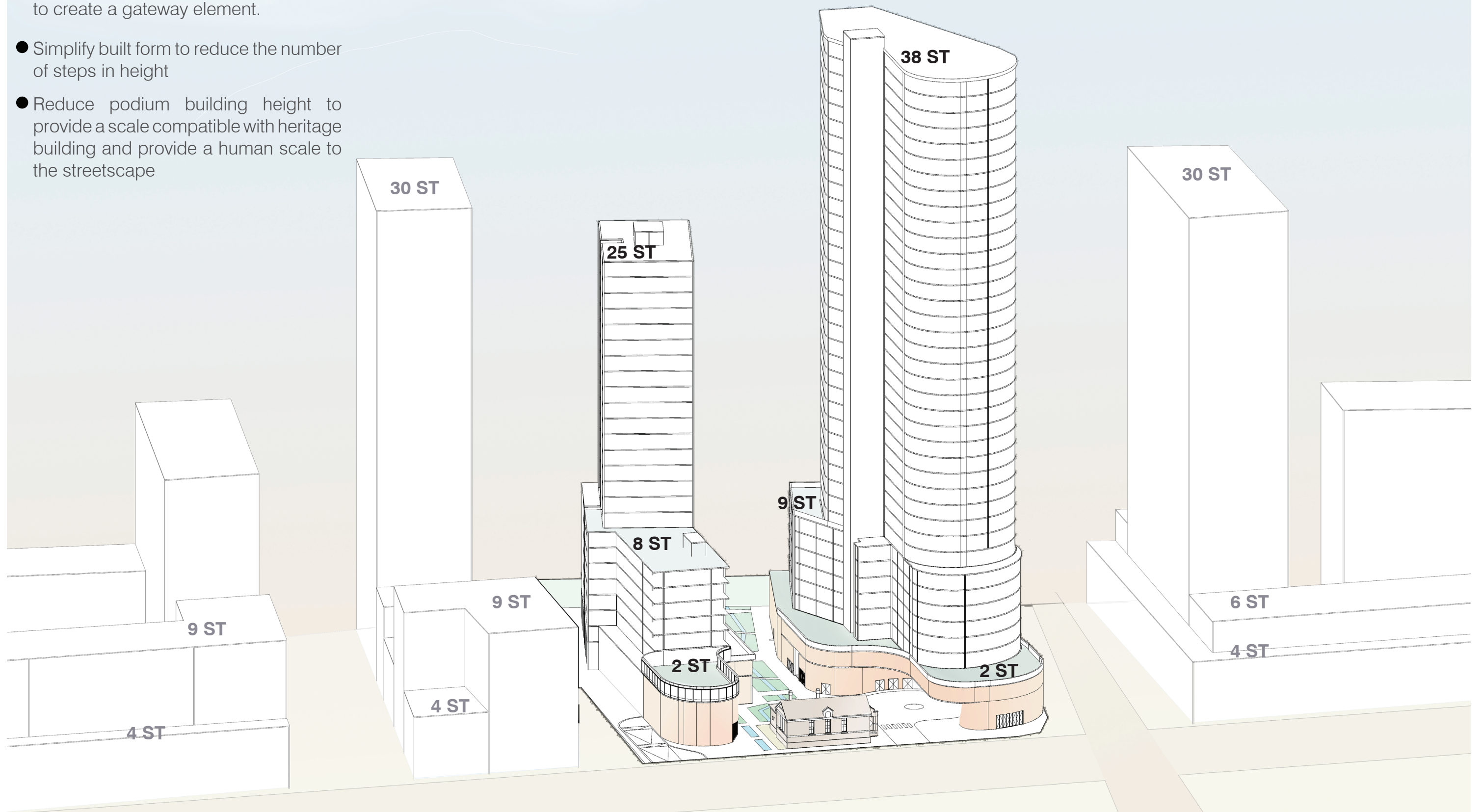
GFA : 59770m²



- Create two groups of building
- Setback building to maintain adequate building separation and setbacks
- Build similar height of towers

PREFERRED OPTION - OPTION 4

- Emphasize scale of built form at the corner of Henry Street and Evan Street to create a gateway element.
- Simplify built form to reduce the number of steps in height
- Reduce podium building height to provide a scale compatible with heritage building and provide a human scale to the streetscape



MASTER PLAN_ EXISTING ROAD NETWORK



MASTER PLAN_ ROAD WIDENING SCENARIO



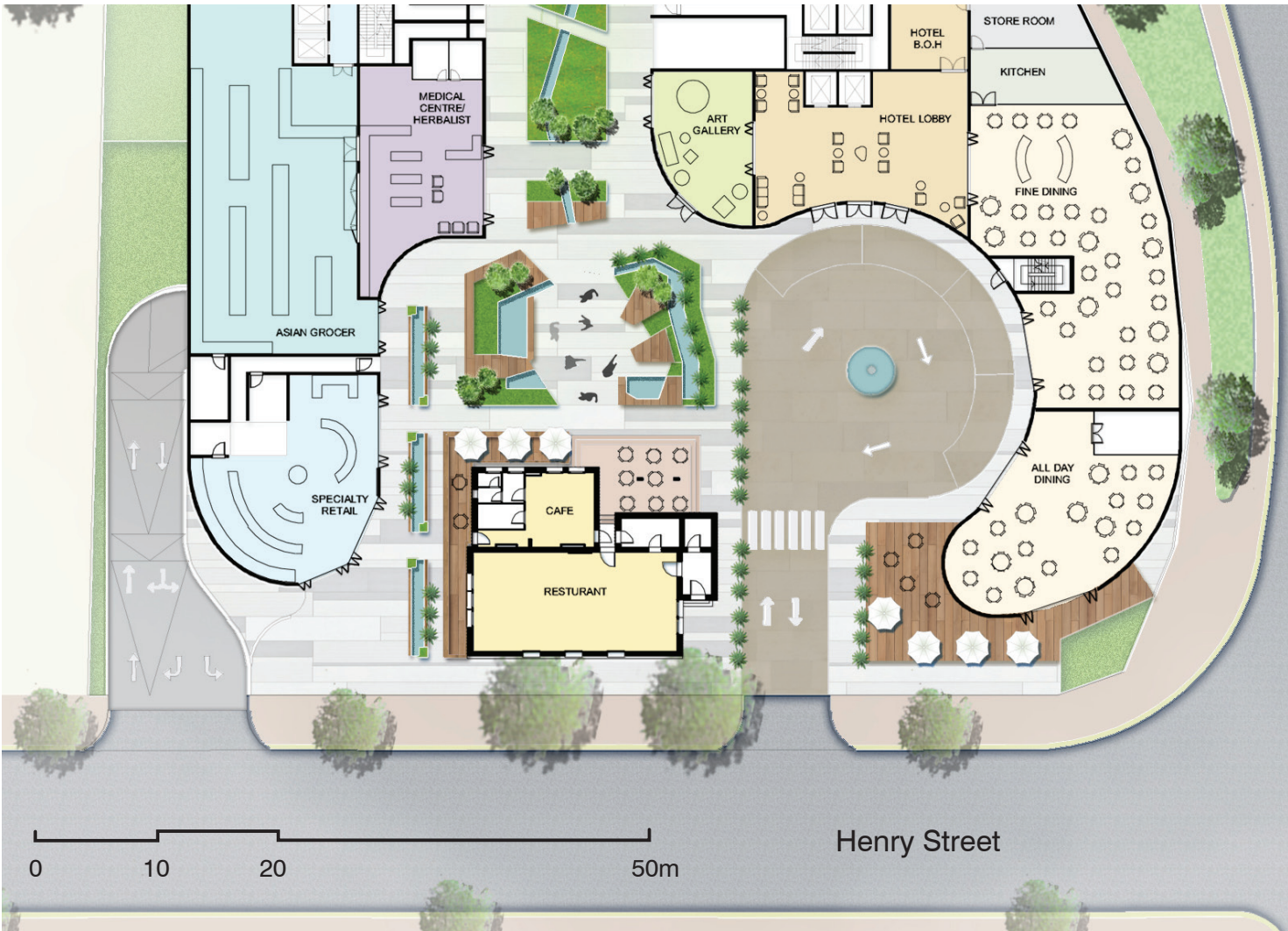
DESIGN CONCEPT

GROUND FLOOR PLAN



PUBLIC SQUARE

- Provide a central square with landscape and water feature to create a central gathering place to meet and relax
- Activate square with ground level active uses
- Maintain sufficient curtilage to heritage building
- Reuse heritage building as a Cafe/ Restaurant and provide outdoor seating area to be a part of the central gathering place
- Allow hotel lobby to address the square and heritage building to maintain the primacy of the site's heritage at the pedestrian level



DESIGN CONCEPT

TYPICAL LEVELS _ LEVEL ONE



TYPICAL LEVELS _ LEVEL THREE



DESIGN CONCEPT

TYPICAL BASEMENT _ LEVEL ONE



DEEP SOIL DIAGRAM



DESIGN CONCEPT

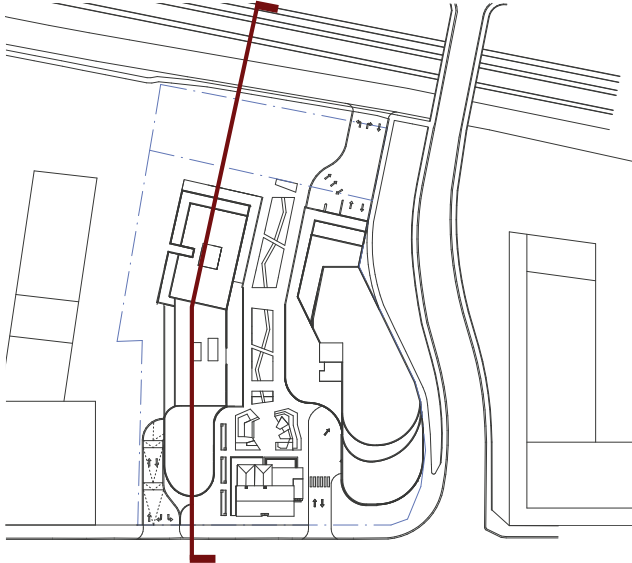
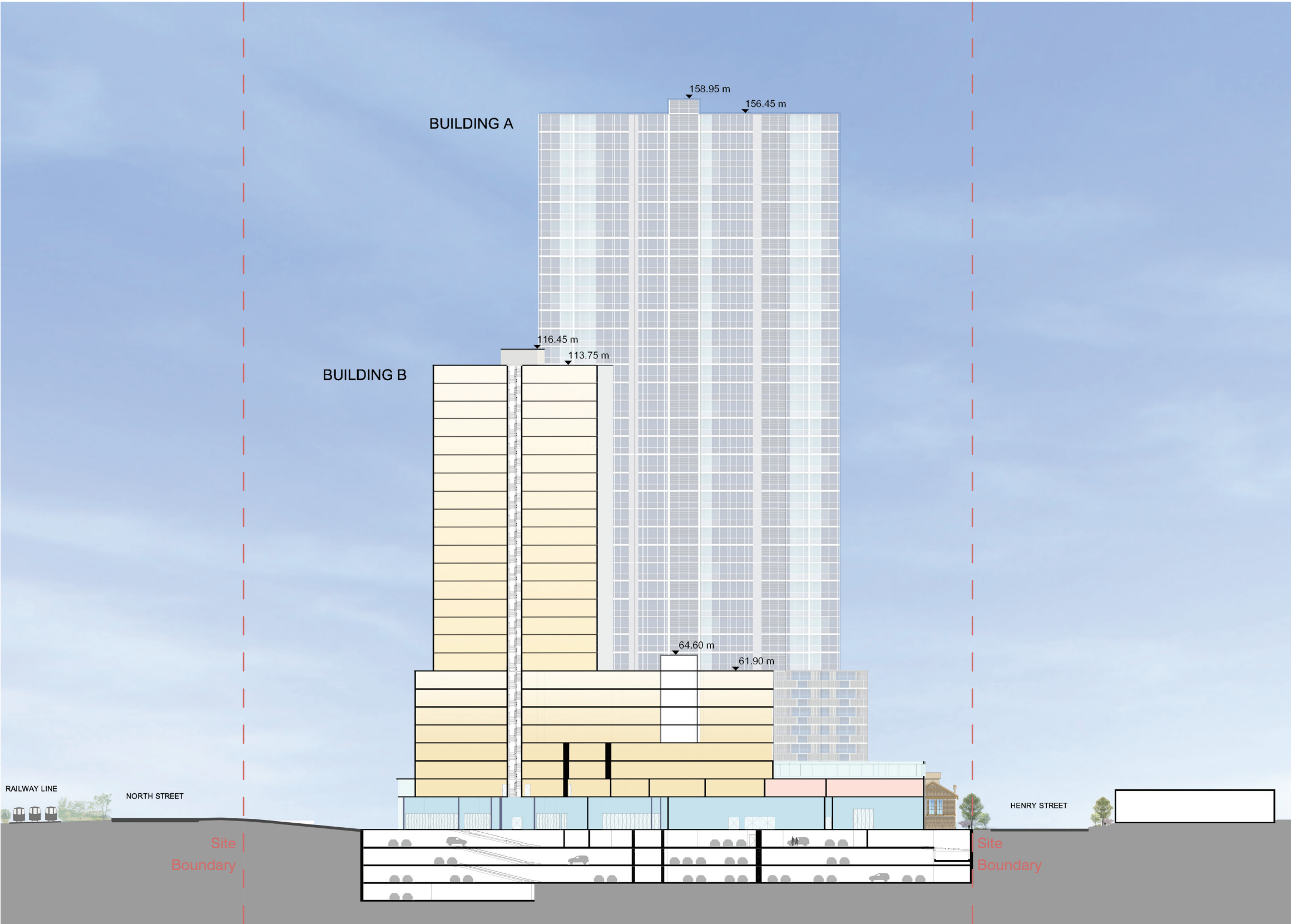
STREET ELEVATION

- Podium levels have scale compatible with heritage building
- Taller tower forms well setback behind



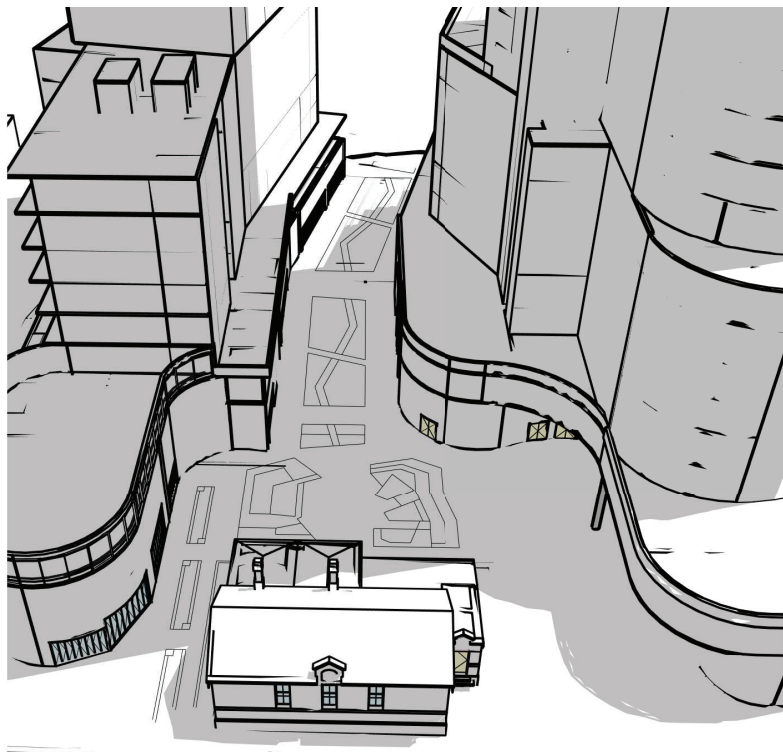
DESIGN CONCEPT

SITE SECTION

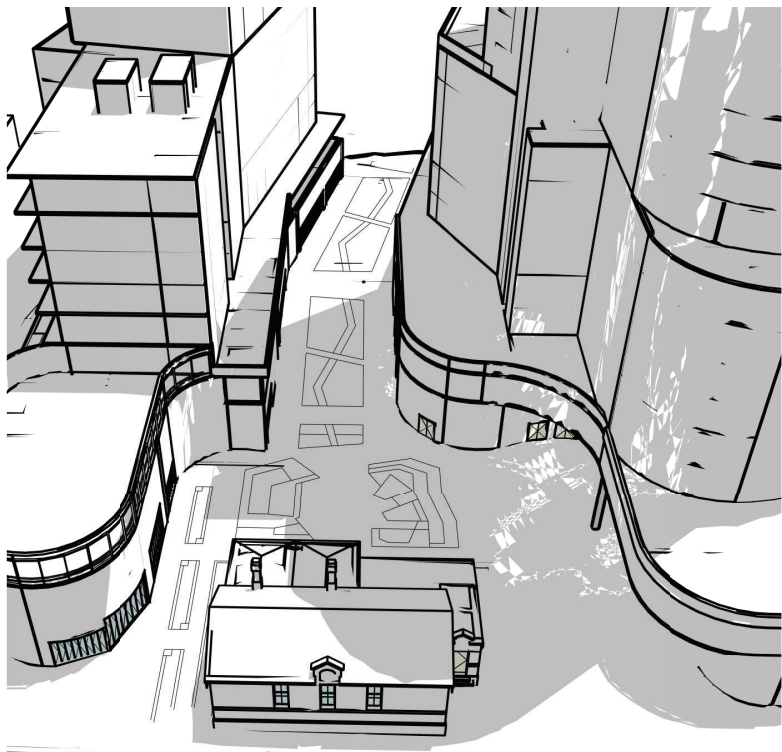


SOLAR ACCESS INTO CENTRAL SQUARE

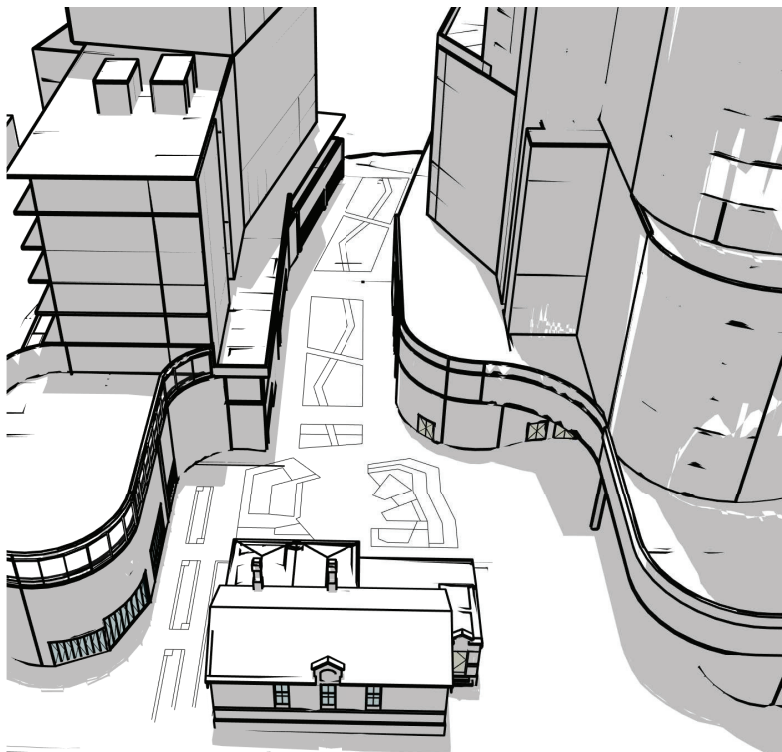
SUMMER SOLSTICE



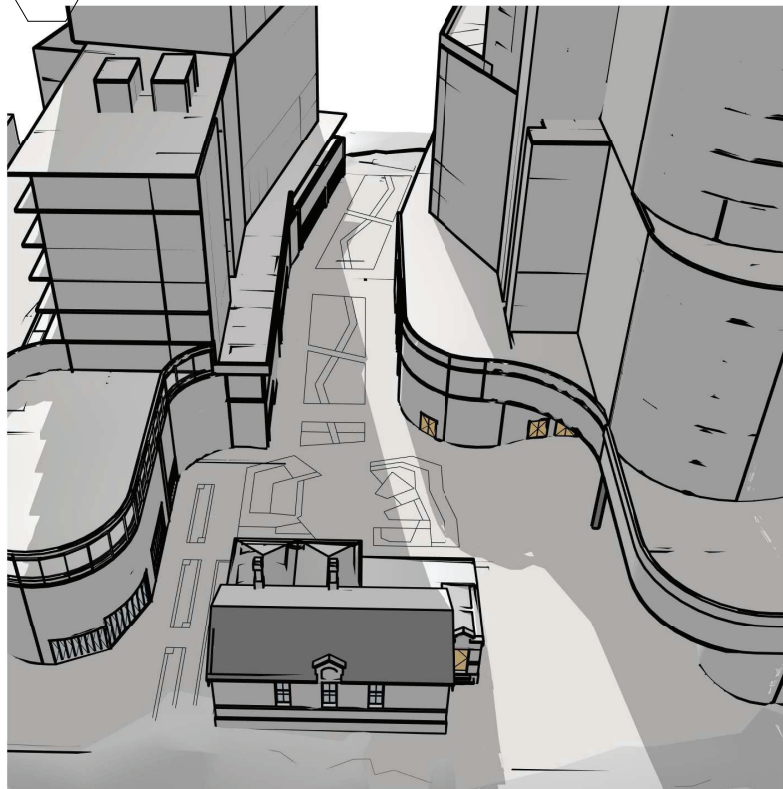
1 SOLAR ACCESS - SUMMER SOLSTICE - 10AM



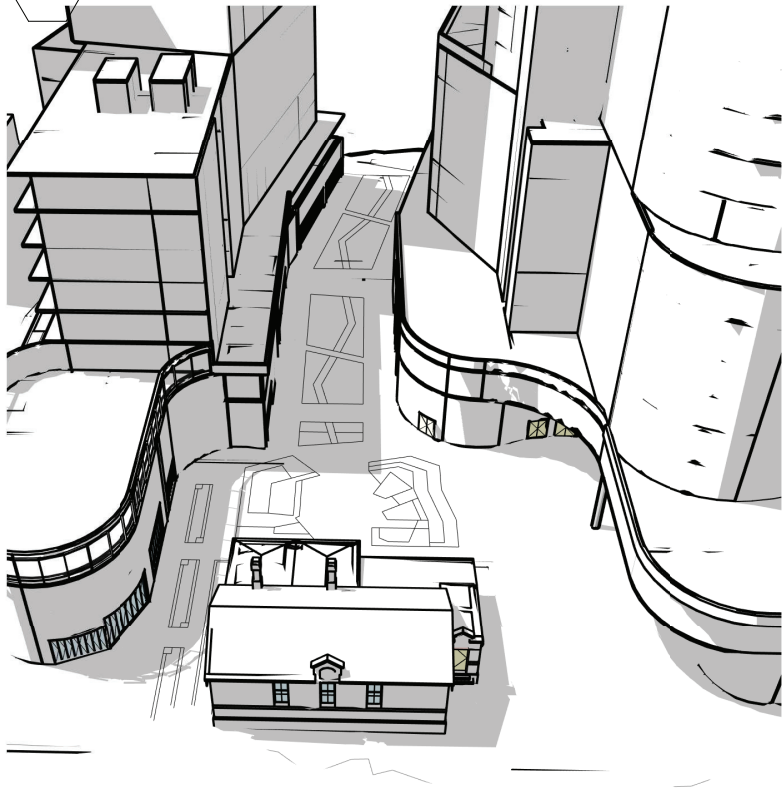
2 SOLAR ACCESS - SUMMER SOLSTICE - 11AM



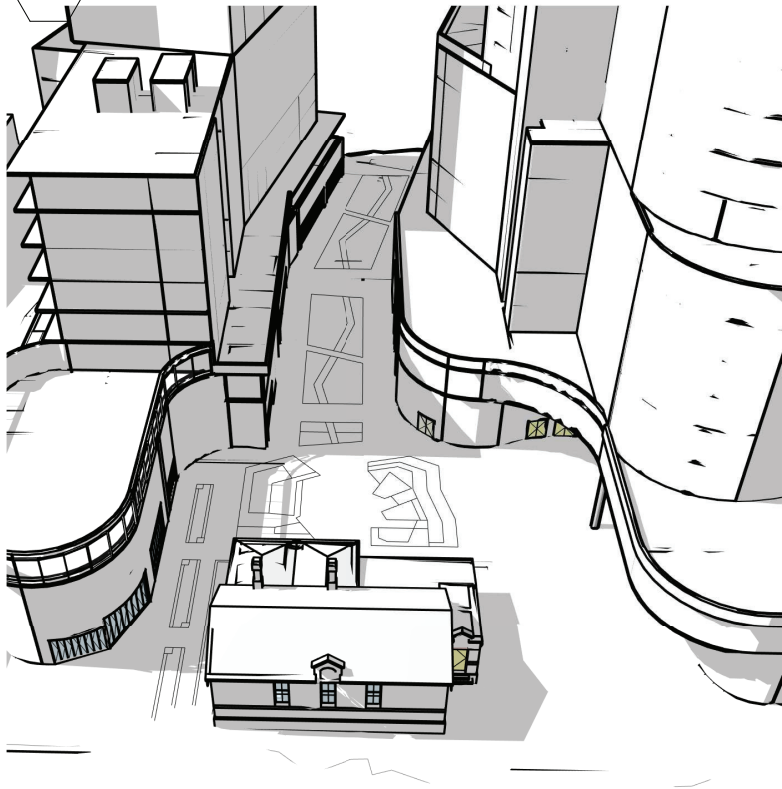
3 SOLAR ACCESS - SUMMER SOLSTICE - 12PM



4 SOLAR ACCESS - SUMMER SOLSTICE - 1PM



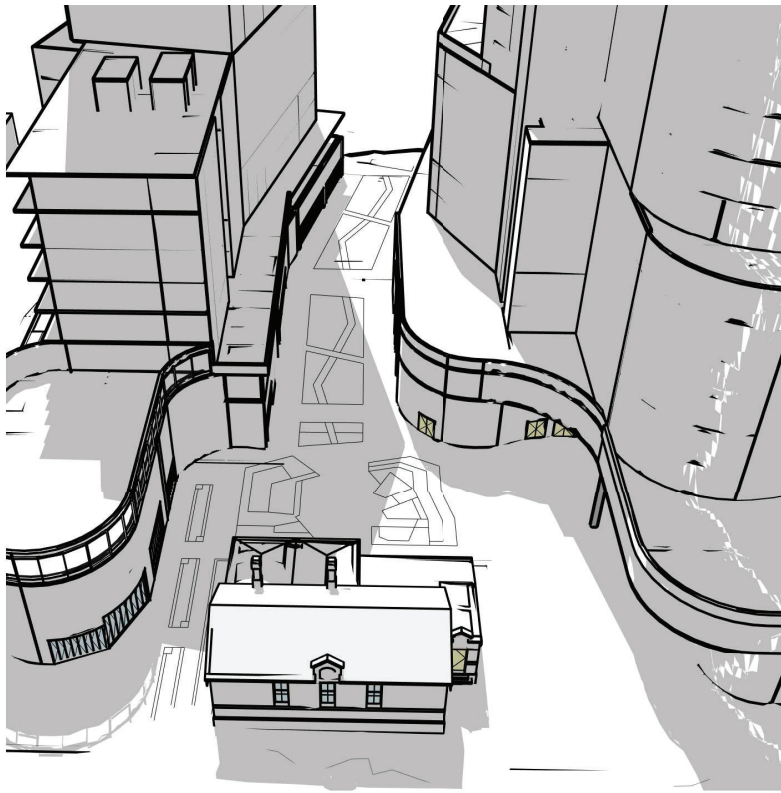
5 SOLAR ACCESS - SUMMER SOLSTICE - 2PM



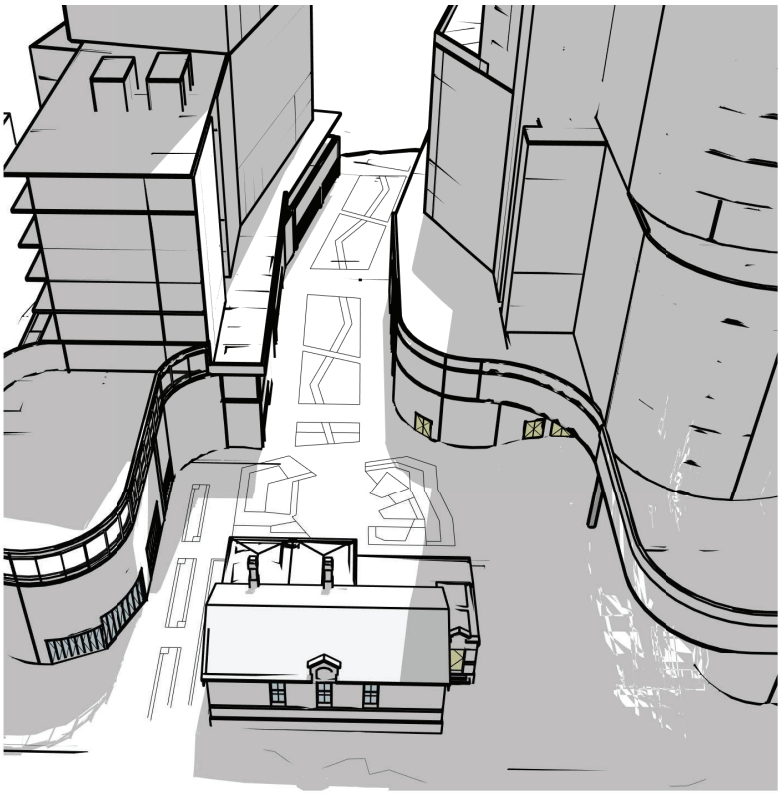
6 SOLAR ACCESS - SUMMER SOLSTICE - 3PM

SOLAR ACCESS INTO CENTRAL SQUARE

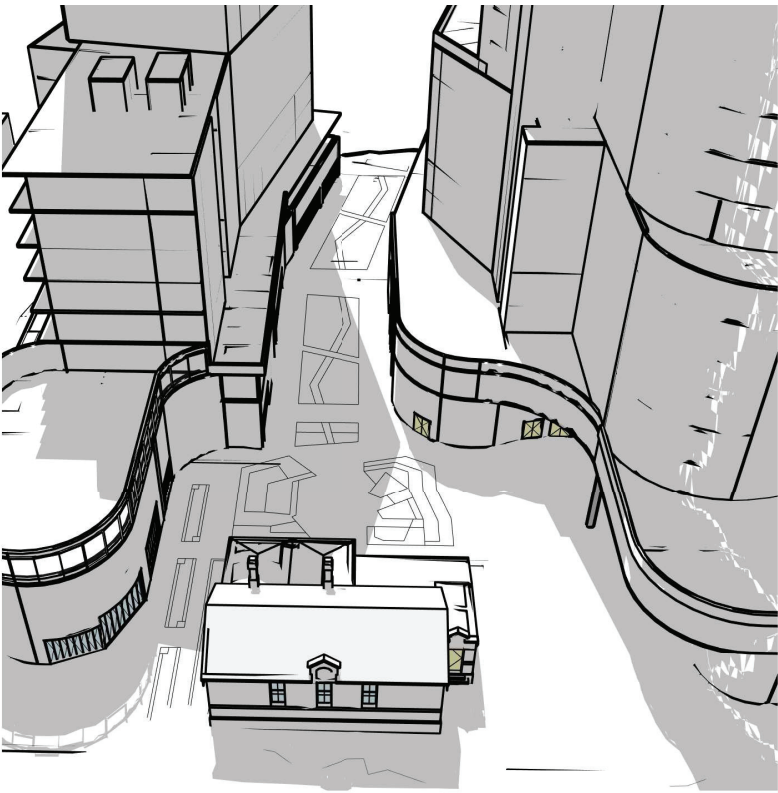
WINTER SOLSTICE AND EQUINOX



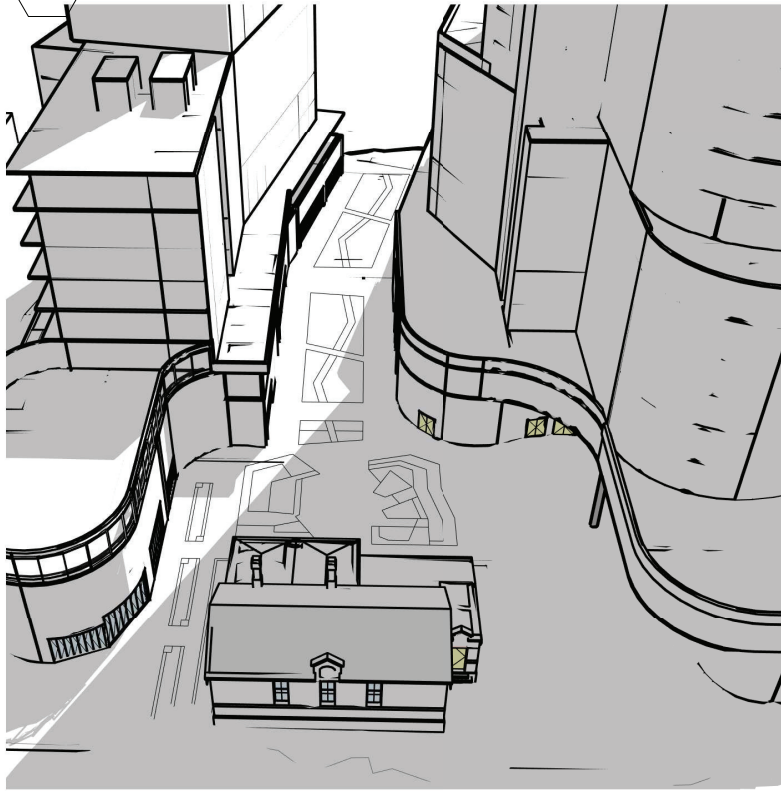
1 SOLAR ACCESS - EQUINOX - 1045AM



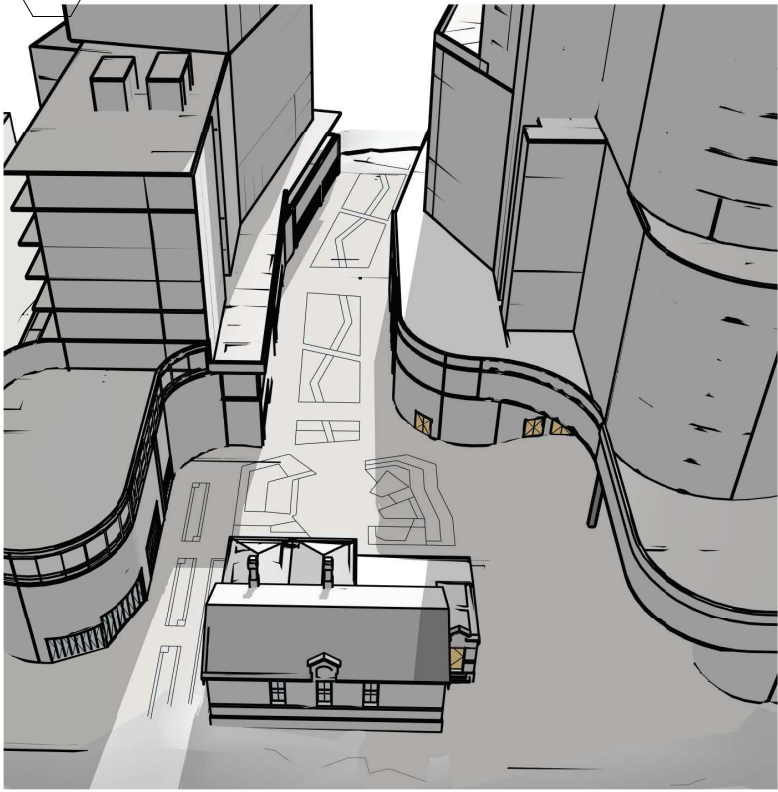
2 SOLAR ACCESS - EQUINOX - 1130PM



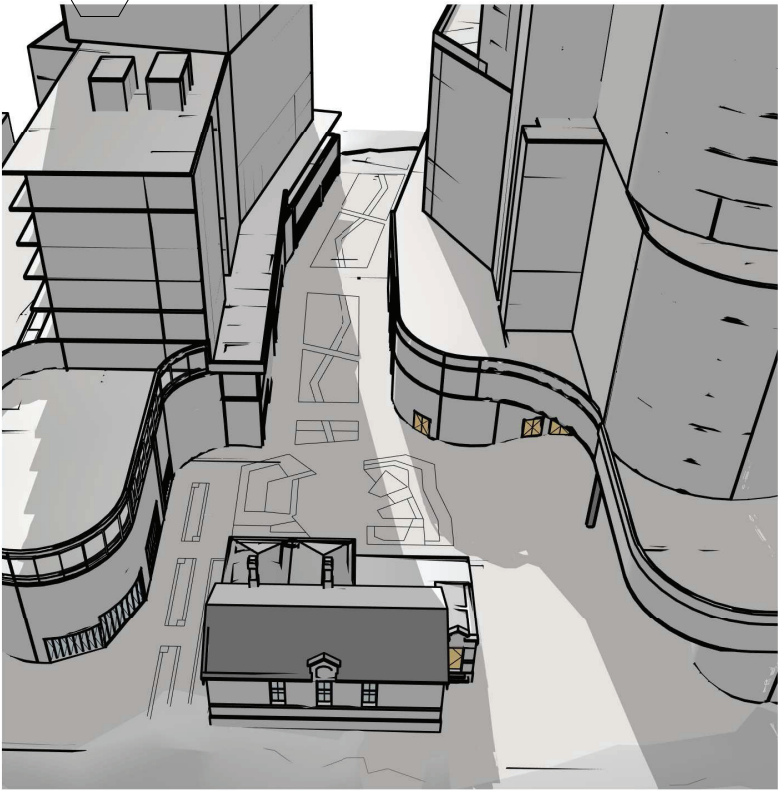
3 SOLAR ACCESS - EQUINOX - 1215PM



4 SOLAR ACCESS - WINTER SOLSTICE - 1030AM



5 SOLAR ACCESS - WINTER SOLSTICE - 1130PM

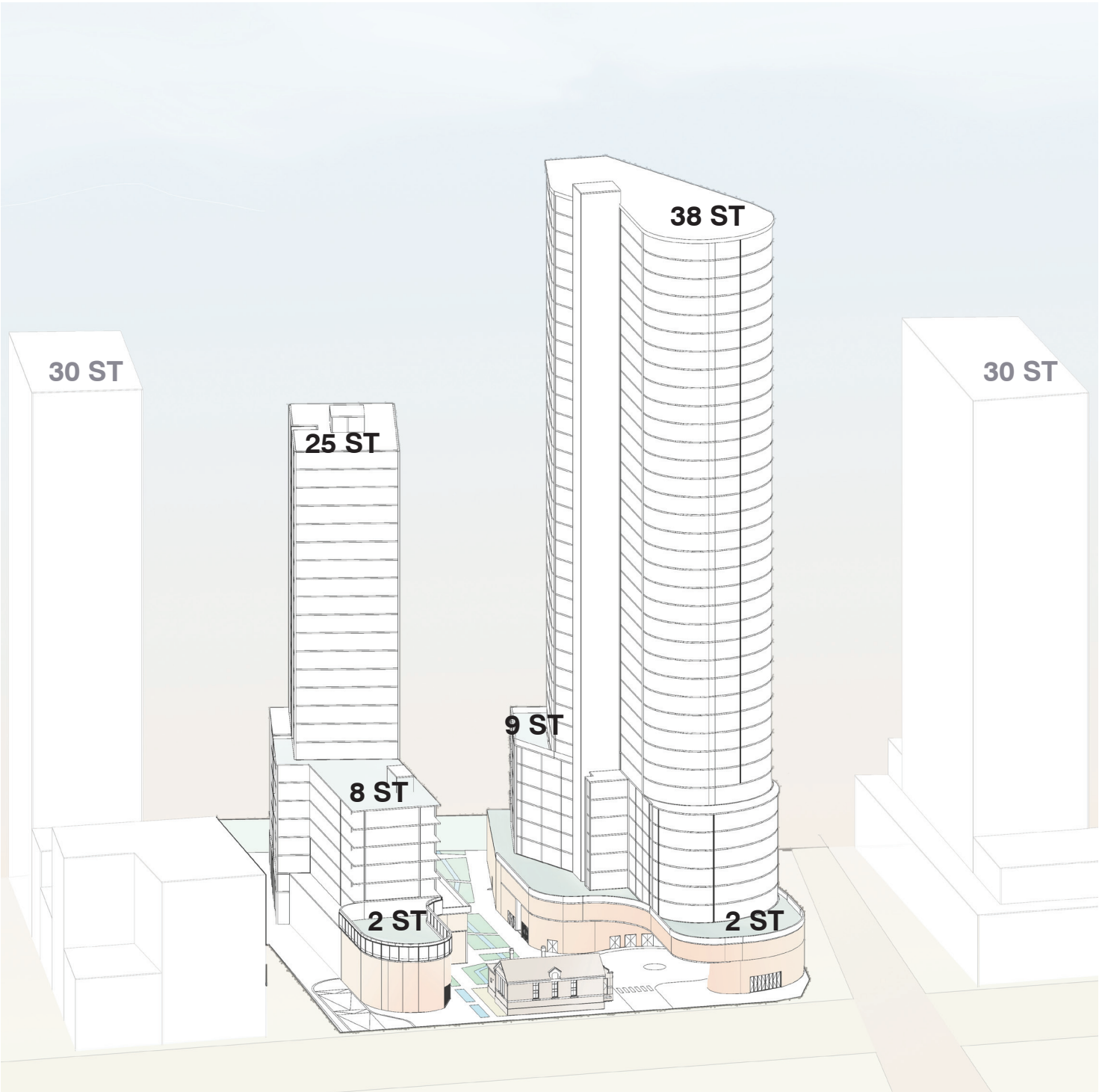


6 SOLAR ACCESS - WINTER SOLSTICE - 1230PM

URBAN DESIGN GUIDELINES

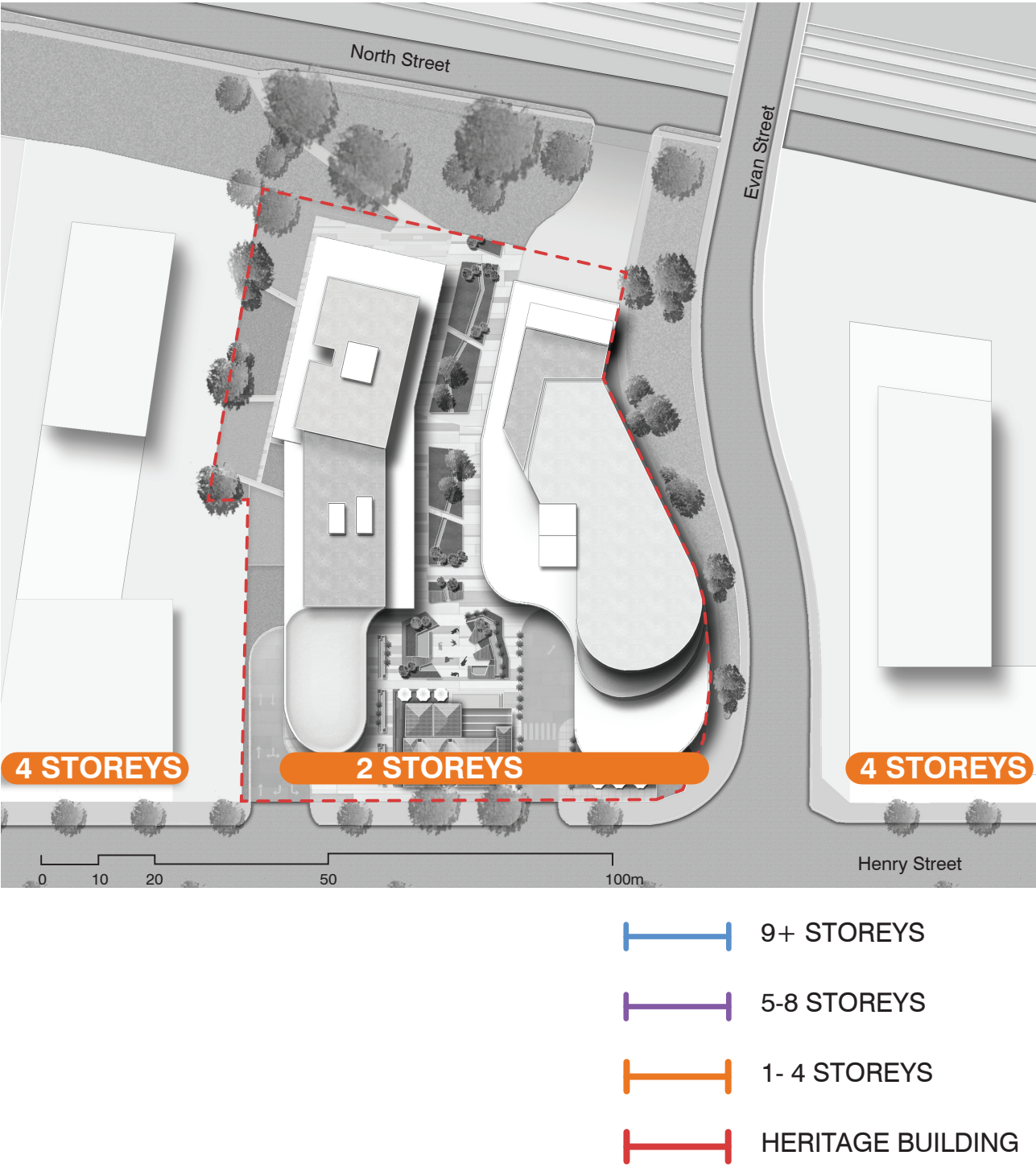
BUILDING HEIGHT

- Reduce building height near heritage building
- Concentrate build heights at Evan Street and North Street



STREET WALL HEIGHT

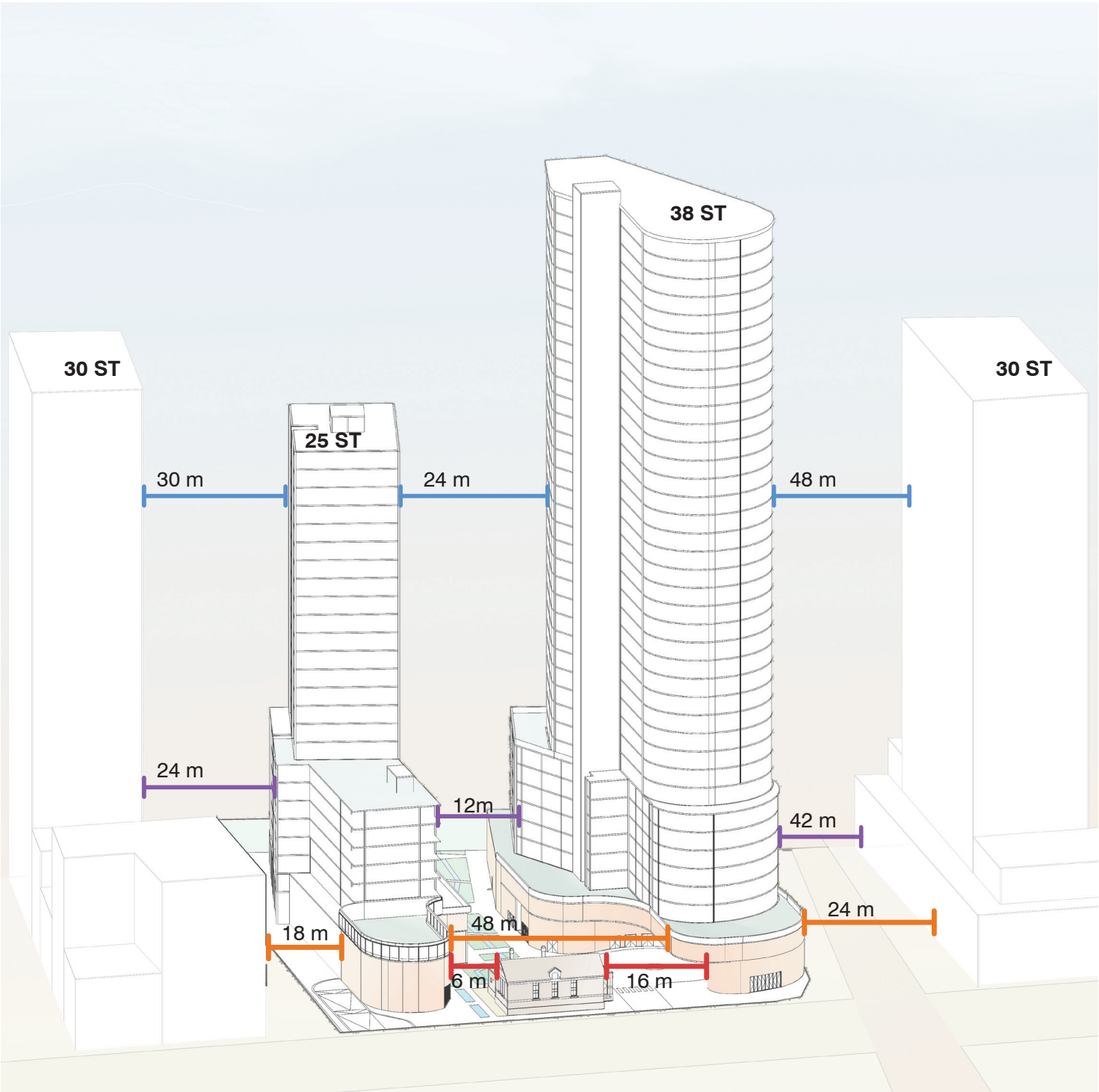
- Use street wall height to achieve compatibility with heritage building



URBAN DESIGN GUIDELINES

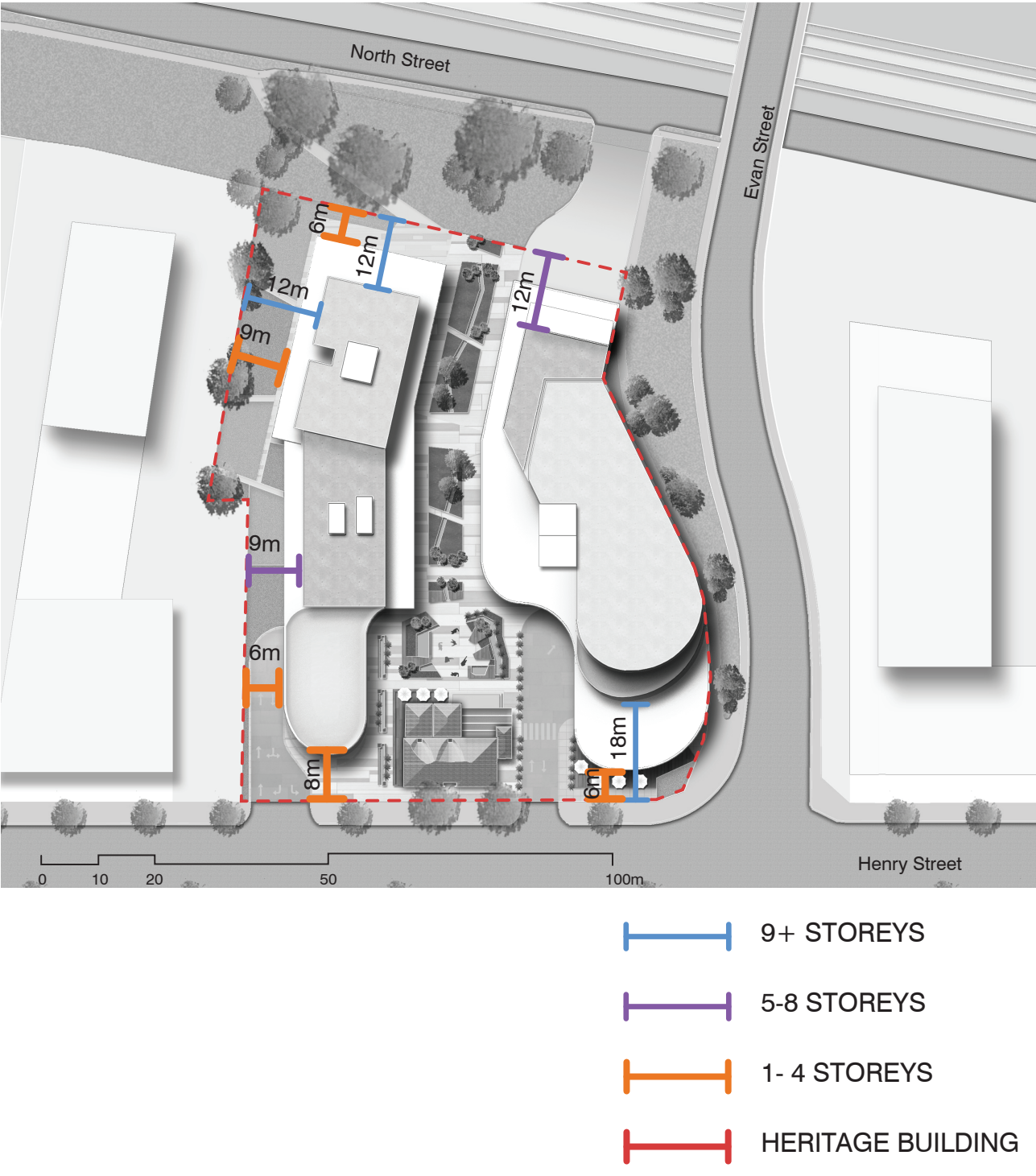
BUILDING SEPARATION

- Meet SEPP 65 and Apartment Design Guide (ADG) criteria for setbacks and separation.



SETBACKS

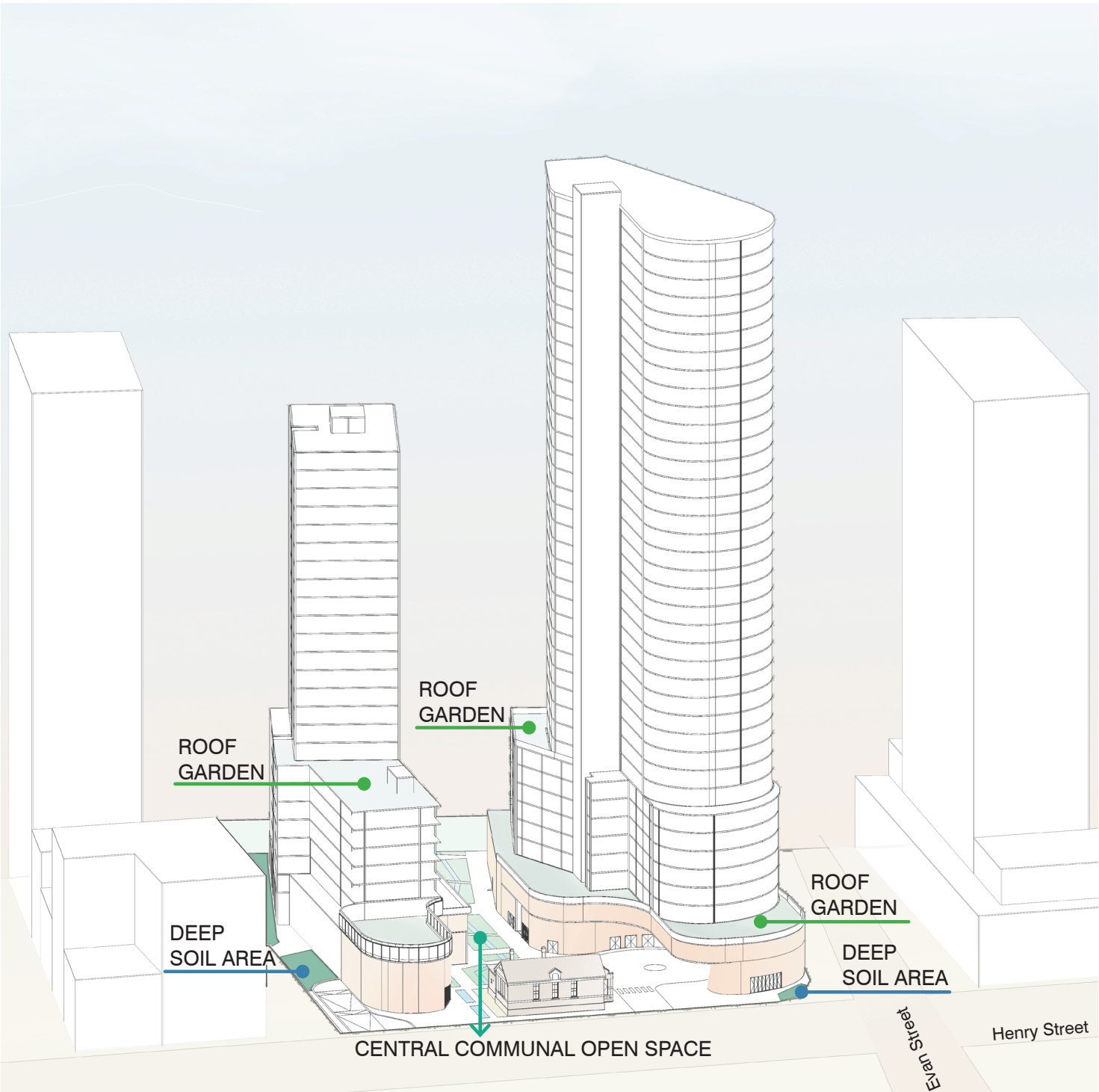
- Meet SEPP 65 and ADG criteria for setbacks
- Provide sufficient northern setback to allow for future road widening
- Provide setbacks to Henry Street to maintain visual connections to Heritage building



DEVELOPMENT CONTROL GUIDELINE

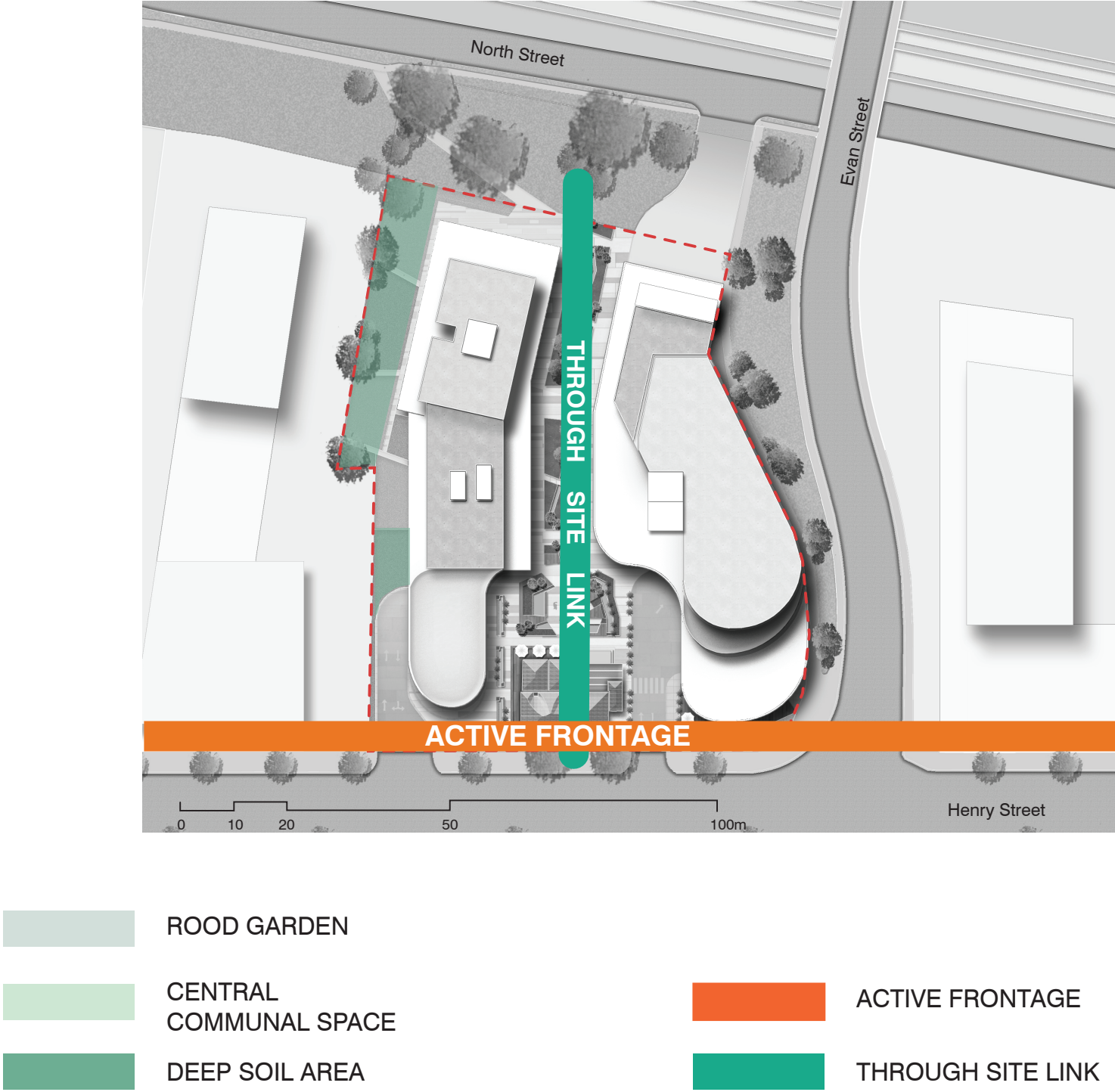
OPEN SPACE

- Provide through site link as appropriate
- Ensure ground level open space has the benefit of casual surveillance
- Connect ground level open space with heritage building
- Provide common open spaces on roof levels



PUBLIC DOMAIN

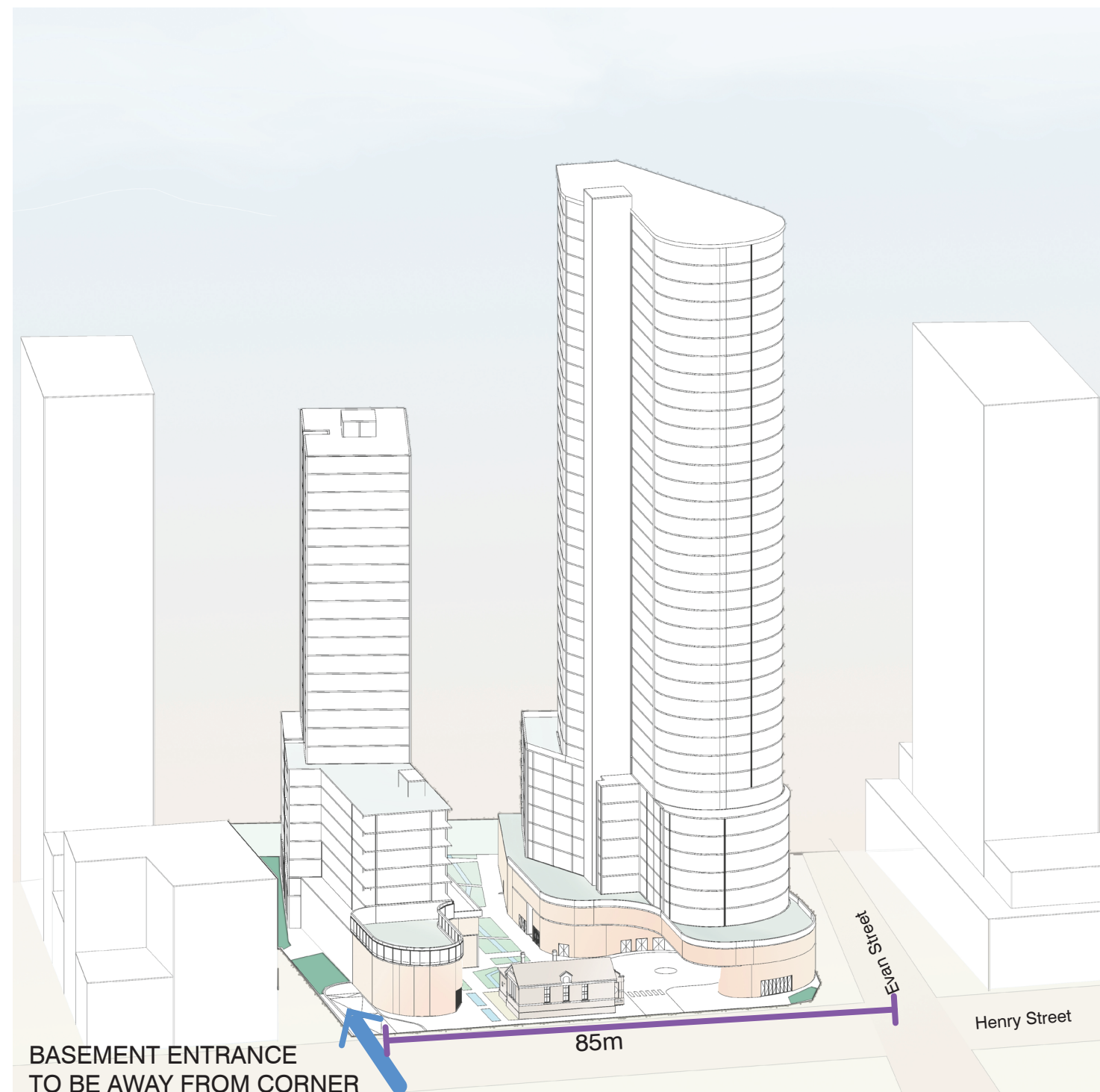
- Provide active frontage to Henry Street where possible
- Any through site link should be publicly accessible
- Use heritage structure as a focal point to public space
- Provide street tree planting
- Align buildings to street



DEVELOPMENT CONTROL GUIDELINE

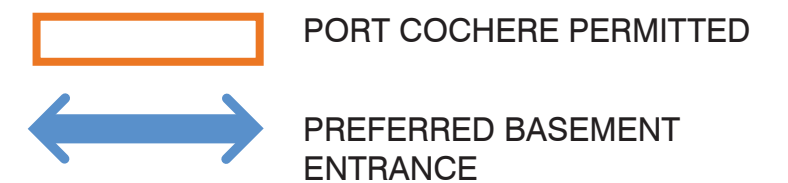
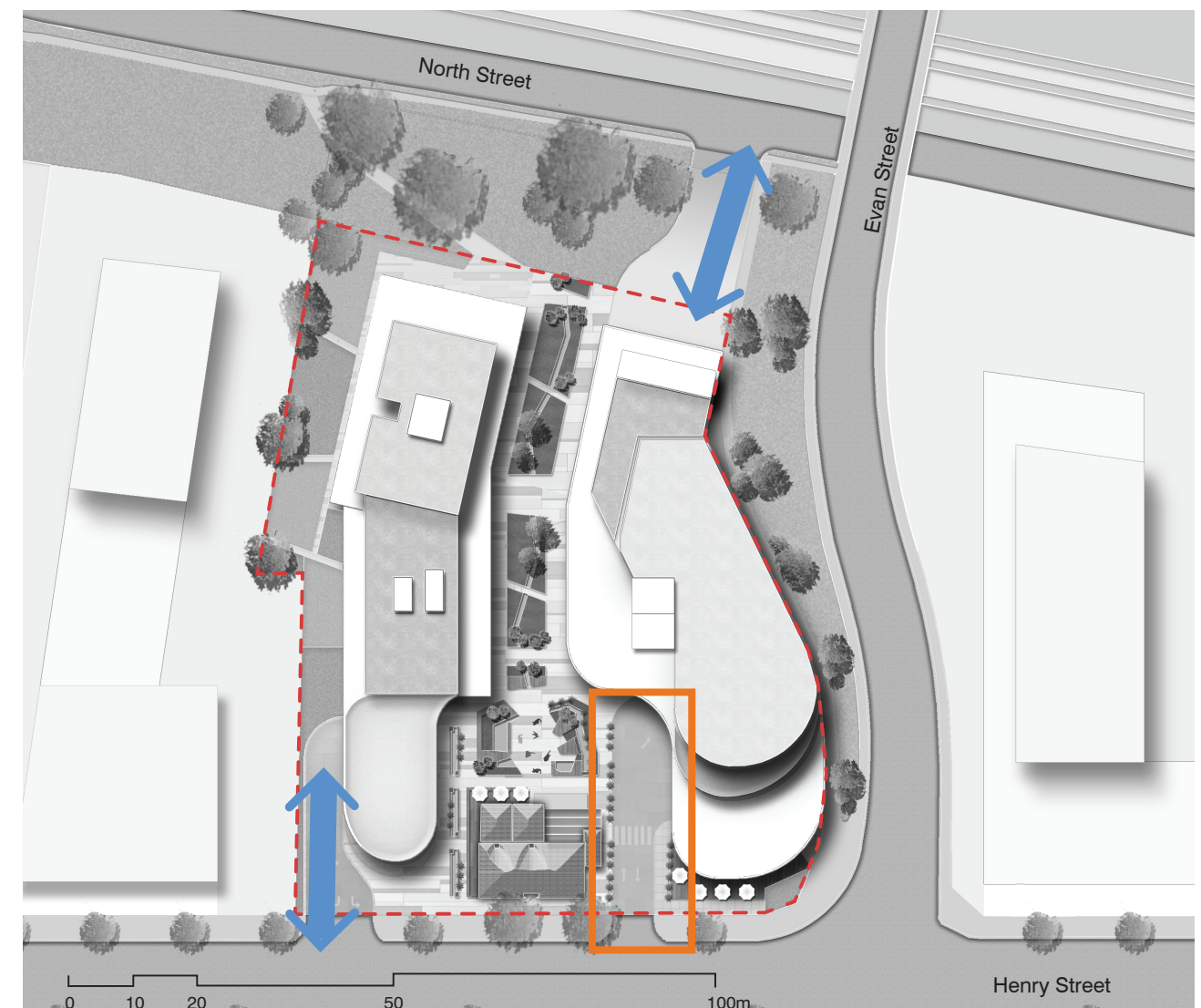
CIRCULATION

- Locate entries to basements and loading docks away from corner of Henry Street and Evan Street

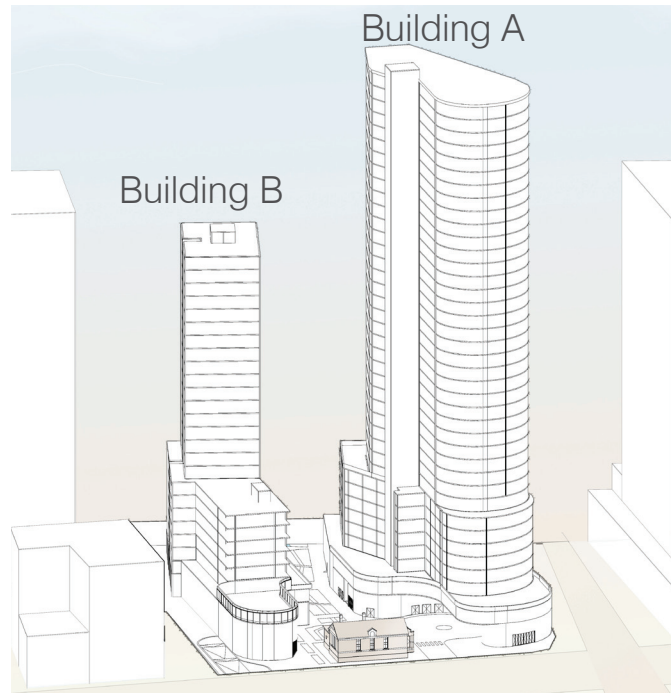


PREFERRED BASEMENT ENTRANCE

- Allow for a hotel drop off entry near corner of Henry Street and Evan Street
- Disperse entries to reduce traffic concentration on any one frontage



DEVELOPMENT SUMMARY



| | TOTAL PROJECT YIELD | | | | |
|-----------------------|---------------------|--------|---------------|-------|----------|
| | BLDG A | BLDG B | | TOTAL | % TOTAL |
| Residential: | | | | | UNIT MIX |
| - 1 Bedroom: | 71 | 39 | | 110 | 24.23% |
| - 2 Bedroom: | 169 | 80 | | 249 | 54.85% |
| - 3 Bedroom: | 57 | 38 | | 95 | 20.93% |
| Total proposed yield: | 297 | 157 | | 454 | |
| | | | | | |
| Hotel Accommodation | | | | | |
| - Hotel suites: | 100 | | | 100 | |
| Retail / Commercial: | BLDG A | BLDG B | HERITAGE ITEM | | |
| - Retail tennancies | 0 | 8 | 1 | 9 | |

| FSR CALCULATIONS | | | |
|---------------------------|-----------------|-----------------|-----------------|
| | BLDG A | BLDG B | TOTAL |
| Residential GFA | 25,336.0 | 13,209.0 | 38,545.0 |
| Tourist Related GFA | 7,730.0 | 0.0 | 7,730.0 |
| Retail/Commercial GFA: | 0.0 | 1,571.0 | 1,571.0 |
| Total GFA proposed | 33,066.0 | 14,780.0 | 47,846.0 |
| Proposed FSR: | 6.50:1 | | |

| PARKING REQUIREMENTS RMS - CBD Rates | | | |
|---|--------------------|------------------|--------------|
| RESIDENTIAL | | | |
| Unit type | Rate | Unit count | Req. |
| 1 Bedroom | 0.4 per dwelling | 110 | 44 |
| 2 bedroom | 0.7 per dwelling | 249 | 174.3 |
| 3 bedroom | 1.2 per dwelling | 95 | 114 |
| Visitor | 1 per 7 dwellings | 454 | 64.9 |
| Total | | | 397.2 |
| HOTEL | | | |
| Unit type | Rate | Unit/Staff count | Req. |
| Hotel Room | 1 space per suite | 100 | 100.0 |
| Manager | 1 space | 1 space per unit | 1 |
| Staff | 1space per 6 staff | 73 | 12.2 |
| Total | | | 113.2 |
| RETAIL/ COMMERCIAL | | | |
| Unit type | Rate | Area | Req. |
| | 1 space per 30 sqm | 1571 | 52.4 |
| Total | | | 52.4 |
| Total Parking Space Required | | | 562.7 |
| Total Parking Spaces Proposed | | | 564 |

| Site Area: | | 7,398.3 m² | | BUILDING A | | | | | | | | BUILDING B | | | | | | | |
|--------------|-------------|------------|--------|---------------------|---------------------|--------------|-----------|-----------|------|------|-------|------------------------|----------------|-----------|-----------|------|------|-------|--|
| Level | Car parking | | | Tourist Related GLA | Tourist Related GFA | Hotel Suites | Resi. GFA | Unit type | | | Total | Retail/ Commercial GFA | Retail Tenancy | Resi. GFA | Unit type | | | Total | |
| | | | | | | | | 1 BD | 2 BD | 3 BD | | | | | 1 BD | 2 BD | 3 BD | | |
| Level 38 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 37 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 36 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 35 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 34 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 33 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 32 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 31 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 30 | | | | | | | 788 | 1 | 5 | 3 | 9 | | | | | | | | |
| Level 29 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | | | | | | |
| Level 28 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | | | | | | |
| Level 27 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | | | | | | |
| Level 26 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | | | | | | |
| Level 25 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 24 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 23 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 22 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 21 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 20 | | | | | | | 788 | 2 | 4 | 3 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 19 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 18 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 17 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 16 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 15 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 14 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 13 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 12 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 11 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 10 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 09 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 08 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 385 | | 2 | 2 | 4 | |
| Level 07 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 858 | 6 | 6 | 0 | 12 | |
| Level 06 | | | | | | | 738 | 3 | 6 | 0 | 9 | | | 858 | 6 | 6 | 0 | 12 | |
| Level 05 | | | | 967 | 1,150.0 | 25 | | | | | | | | 858 | 6 | 6 | 0 | 12 | |
| Level 04 | | | | 967 | 1,150.0 | 25 | | | | | | | | 858 | 6 | 6 | 0 | 12 | |
| Level 03 | | | | 967 | 1,150.0 | 25 | | | | | | | | 858 | 6 | 6 | 0 | 12 | |
| Level 02 | | | | 967 | 1,150.0 | 25 | | | | | | | | 858 | 6 | 6 | 0 | 12 | |
| Level 01 | | | | 1593 | 1,846.0 | 0 | | | | | | 257 | 1 | 1131 | 3 | 8 | 2 | 13 | |
| Ground Floor | | | | 764 | 1,284.0 | 0 | 32 | | | | | 1314 | 7 | 0 | | | | 0 | |
| Basement 1 | 164 | | | | | | | | | | | | | | | | | | |
| Basement 2 | 182 | | | | | | | | | | | | | | | | | | |
| Basement 3 | 182 | | | | | | | | | | | | | | | | | | |
| Basement 4 | 36 | | | | | | | | | | | | | | | | | | |
| Total | 564 | | 0.0 m² | 6,225.0 m² | 7,730.0 | 100 | 25,336.0 | 71 | 169 | 57 | 297 | 1571 | 8 | 13209 | 39 | 80 | 38 | 157 | |

PHOTOMONTAGES

VIEW OF LANDMARK BUILDING FROM
CORNER OF HENRY STREET AND EVAN
STREET



PHOTOMONTAGES

VIEW OF CENTRAL SQUARE



PHOTOMONTAGES

VIEW FROM CORNER CLOSE UP





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Nominated Architect: Robert Nigel Dickson
Registration No.: 5364



