



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

PRELIMINARY PARKING & TRAFFIC IMPACT ASSESSMENT

**PROPOSED MIXED-USE DEVELOPMENT
8 – 12 GEORGE STREET EAST
BURWOOD**

**PREPARED FOR HYSIDE 8 GEORGE ST. PTY. LTD.
OUR REF: 25-174-REP-2**



21 NOVEMBER 2025

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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by the Hyside 8 George St. Pty. Ltd. to prepare a Preliminary Traffic & Parking Impact Assessment in support of a Scoping Report seeking Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Housing and Infrastructure with respect to a State Significant Development Application (SSDA) currently being formulated involving a mixed-use development within 8 – 12 George Street, Burwood.

This aim of this preliminary assessment is to investigate and report upon the potential traffic and parking consequences of the proposed development and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed development;
- Section 3 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure;
- Section 4 estimates the traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner; and
- Section 5 provides an indicative assessment of the required parking provision with reference to relevant Council, Transport for New South Wales (TfNSW) and State Government specifications.

The preliminary report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2021.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

- TfNSW's *Guide to Transport Impact Assessment*;
- Burwood Council's *Burwood Local Environmental Plan 2012* (BLEP 2012);
- Burwood Council's *Burwood Development Control Plan 2012* (BDGP 2012);

- The Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004);
- The Australian Standard for *Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities* (AS2890.2:2018);
- The Australian Standard for *Parking Facilities Part 3: Bicycle Parking* (AS2890.3:2015); and
- The Australian Standard for *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2022).

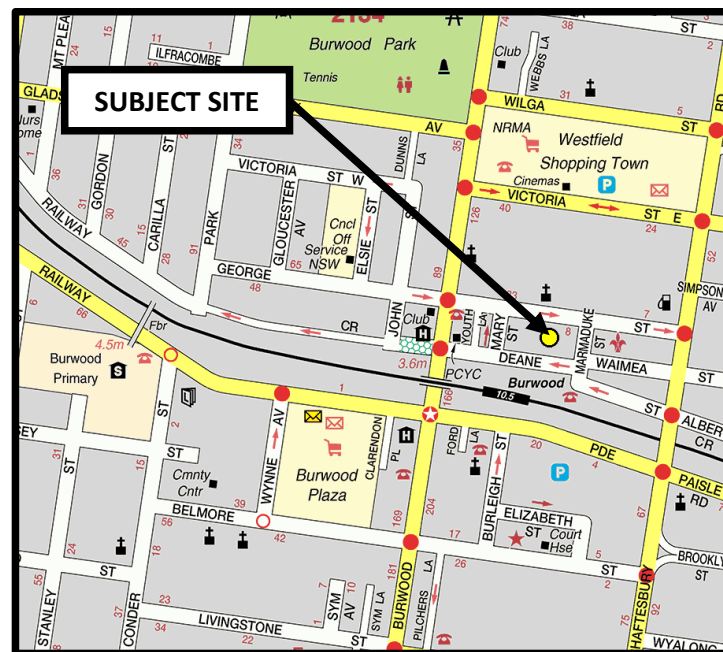
A Scoping Proposal has been prepared by DKO Architecture which should be read in conjunction with this report, reduced copies of a selection of which are included as **Appendix 1** for reference.

1.3 Site Details

1.3.1 Site Location

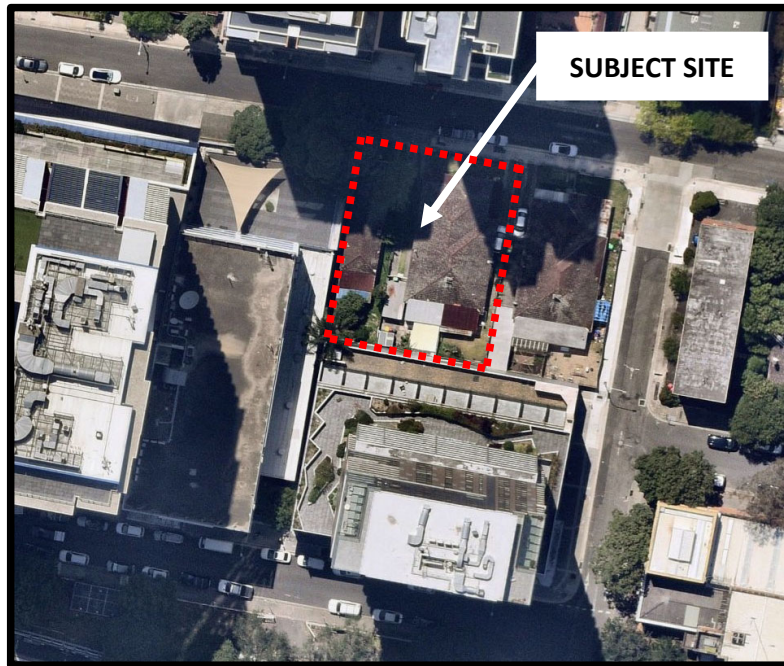
The subject site is situated on the southern side of George Street East approximately 20m to the west of Marmaduke Street and 60m east of Mary Street, Burwood. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: UBD's Australian City Streets – Version 8

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Nearmap (image dated 5/10/2025)

1.3.2 Site Description

The subject site comprises a number of allotments which provide a real property address of Lots Y and X within DP412158 and Lot 1 within DP325701, collectively providing a street address of 8 – 12 George Street East, Burwood.

The subject site provides forms a rectangular shaped parcel of land, providing an approximate frontage to George Street East of 25m and extending south 32m, resulting in a total site area in the order of 776m².

1.3.3 Existing Site Use

No. 8 and No. 10 George Street East currently accommodate attached residential dwellings, providing separate vehicular access to George Street East in the north-eastern and north-western corner of the allotments.

No. 12 George Street East currently accommodates a single detached residential dwelling, providing vehicular access to George Street East in the north-eastern corner of the allotment, being shared with the driveway servicing No. 10.

1.3.4 Surrounding Uses

The site is immediately adjoined to the west and south by mixed-use high density residential and commercial developments fronting George Street East, Marmaduke Street, Mary Street and Deane Street. Similar mixed-use developments occupy land to the north and opposite side of George Street East.

Low to medium density resident developments occupy land to the east on the opposite side of Marmaduke Street, also providing a frontage to George Street East.

2. PROPOSED DEVELOPMENT

2.1 Built Form

The proposal is expected to involve the demolition of existing dwellings within the site and construction of a mixed-use development comprising a single 41-storey building containing the following:

- 110 residential apartments comprising of:
 - 94 market housing apartments; comprised of:
 - 12 x one-bedroom apartments;
 - 56 x two-bedroom apartments;
 - 22 x three-bedroom apartments; and
 - 4 x four-bedroom apartments.
 - 16 affordable housing apartments comprising of:
 - 8 x one-bedroom apartments;
 - 8 x two-bedroom apartments;
- A single ground floor retail tenancy providing a gross floor area (GFA) of approximately 70m²; and
- A restaurant / bar providing a GFA of approximately 230m².

3. EXISTING / APPROVED TRAFFIC CONDITIONS

3.1 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

- **George Street East** performs a local access road function under the care and control of Burwood Council providing an eastbound traffic function between Burwood Road in the west and Shaftsbury Road in the east.

George Street East provides an approximate pavement width of 7m facilitating the provision of one eastbound through lane of traffic in conjunction with time restricted parking (permit holders excepted) along the southern kerb alignment. Traffic flow within George Street East is governed by a high pedestrian activity area speed limit of 40km/h.

To the east of the site, George Street East forms a T-junction with Marmaduke Street operating under major / minor priority control with George Street East performing the priority route.

Further to the east, George Street East forms a T-junction with Shaftsbury Road operating under 'Give-Way' signage control with Shaftsbury Road performing the priority route. Kerb-side parking restrictions apply within George Street East facilitating the provision of dedicated left and right turn lanes on immediate approach to Shaftsbury Road.

To the west of the site, George Street East forms a T-junction with Mary Street operating under 'Stop' control with George Street East performing the priority route.

Further to the west, George Street East forms a cross intersection with Burwood Road and George Street. Left turn movements from Burwood Road to George Street East are prohibited for vehicles providing a length of over 6m.

- **Burwood Road** performs:
 - A collector road function under the care and control of Burwood Council providing a north-south alignment between Parramatta Road to the north and Liverpool Road to the south.
 - A regional road function providing a north-south alignment between Crane Street in the north and Parramatta Road in the south;
 - A local road function providing a north-east / south-west alignment to the north-east of Crane Street;
 - A regional road function providing a north-south alignment between Liverpool Road in the north and Ninth Avenue in the south.

Within the vicinity of the site, Burwood Road provides an approximate pavement width of 12m facilitating the provision of one through lane of traffic in both directions in conjunction with a combination of time restricted

parking, bus lanes, 'No Stopping' and 'No Parking' restrictions. Burwood Road is governed by a high pedestrian activity area speed limit of 40km/h.

- **Shaftsbury Road** performs a collector road function under the care and control of Burwood Council providing a north-south alignment between Parramatta Road in the north and Fitzroy Street / Weldon Street in the south.

Shaftsbury Road provides an approximate pavement width of 11m facilitating the provision of two through lanes of traffic in both directions, although kerb-side parking reduces southbound traffic to one lane outside of weekday business and Saturday morning periods. Shaftsbury Road is governed by a sign posted speed limit of 50km/h.

3.2 Existing Traffic Volumes

Observations have indicated the following with respect to traffic conditions within the immediate vicinity of the subject site:

- Traffic demands within George Street are low commensurate with local road function and limited fronting development. In this regard, traffic volumes are limited to less than 100 vehicle movements in any given hour;
- Traffic demands within Shaftsbury Road are more notable commensurate with its collector road function and signalised connectivity to Railway Parade, Victoria Street and Parramatta Road. Notwithstanding this, the operation of the traffic signals at Railway Parade and Victoria Street provides regular and extended gaps in northbound and southbound traffic demands, assisting vehicles wishing to undertake turning movements from George Street East; and
- Traffic demands within Burwood Road are considerable in accordance with its collector road function providing a north-south alignment between Parramatta Road in the north and Liverpool Road in the south, which are both arterial roads. Notwithstanding this, the numerous traffic signal-controlled intersections along Burwood Road provides motorists with safe and efficient connectivity to enter and exit the immediate precinct. Further, turning movements from Burwood Road to George Street East have been observed to be able to occur without unreasonable delay, albeit under courtesy conditions at times during weekday and weekend commuter peak periods.

3.3 Public Transport

3.3.1 Buses

The following bus services operate within the vicinity of the site:

- Route 407 between Burwood and Strathfield;
- Route 408 between Rookwood Cemetery to Burwood via Flemington;
- Route 410 between Macquarie Park to Hurstville;

- Route 415 between Campsie and Chiswick;
- Route 458 between Ryde and Burwood;
- Route 464 between Mortlake and Ashfield;
- Route 466 between Cabarita and Burwood;
- Route 530 between Burwood and Chatswood; and
- Route M90 between Burwood and Liverpool.

The closest bus stop to the site which services abovementioned routes is situated on Burwood Road approximate 200m walking distance (3-minute walk) to the south-west of the site. These routes provide a collective service frequency of less than 15 minutes during weekdays, weekends and public holidays.

3.3.2 Heavy Rail

The site is located approximately 240m walking distance (3-minute walk) to the north-east of Burwood Railway Station.

Burwood Railway Station provide access to train services which operate along the T1 (North Shore and Western Line), T2 (Inner West Line) and T3 (Liverpool and Inner West Line).

The T1 Line provides regular services between Berowra in the north-east, Richmond in the north-west and Emu Plains in the west via Strathfield and the City linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Hornsby, Epping, Strathfield, Lidcombe, Chatswood, Gordon, Parramatta and the City.

The T2 Line provides regular serviced between the City in the east, Parramatta in the west and Leppington in the south-west via Strathfield and the City linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Strathfield, Lidcombe, Parramatta, Cabramatta, Liverpool and the City.

The T3 Line provides regular services between the City in the east and Liverpool in the south-west via Strathfield and the City linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Strathfield, Lidcombe, Cabramatta, Liverpool and the City.

3.3.3 Pedestrians

Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- A footpath is provided along both sides of George Street East, Marmaduke Street, Mary Street, Deane Street, Burwood Road and Shaftsbury Road;

- A pedestrian crossing is provided on George Street East immediately to the east of Burwood Road;
- A pedestrian crossing is provided on George Street immediately to the west of Burwood Road;
- A pedestrian crossing is provided on Shaftsbury Road immediately to the south of Waimea Street;
- Signalised pedestrian crossings are provided at all approaches at the junction of Burwood Road and Deane Street;
- Signalised pedestrian crossings are provided at all approaches at the intersection of Burwood Road and Railway Parade;
- Signalised pedestrian crossings are provided at the southern and western approaches at the junction of Burwood Road and Park Avenue;
- Signalised pedestrian crossings are provided at all approaches at the junction of Shaftsbury Road and Victoria Street; and
- Signalised pedestrian crossings are provided at the eastern and southern approaches at the intersection of Shaftsbury Road and Railway Parade.

4. PROJECTED TRAFFIC IMPACTS

4.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's *Guide to Transport Impact Assessment*. The following sub-sections provide a summary of the traffic generating potential of the existing and proposed site uses in conjunction with that approved for the nearby Council site with respect to those rates established by TfNSW.

4.1.1 Existing Site Uses

Section 1.3.3 of this report presented that the subject site currently contains two attached dwellings and one detached residential dwelling.

TfNSW's *Guide to Transport Impact Assessment* specifies average traffic generation rates of up 0.77 peak hour vehicle movements per low density dwelling within metropolitan areas.

For the purposes of this assessment and for reasons of simplicity, a traffic generation rate of one peak hour vehicle trip per dwelling has been applied to the existing detached residential dwellings. The current site development is therefore capable of generating up to three vehicle trips to or from the site during weekday commuter peaks periods.

4.1.2 Proposed Site Development

Section 2 of this report presents that the proposed development is expected to facilitate the provision of high-density residential development within the site, comprising 110 dwellings.

TfNSW's *Guide to Transport Impact Assessment* specifies the following average weekday traffic generation rates relevant to the proposed development:

High Density Residential Development with High Public Transport Accessibility
0.19 trips per unit during the morning peak
0.15 trips per unit during the evening peak

Commercial
3.71 trips per 100m² GFA

Restaurant
5 trips per 100m² GFA during the evening peak

Application of the abovementioned traffic generation rates to the proposed development yield results in the following:

$(0.19 \times 110) + (3.71 \times 0.7) = 23.5$ (adopt 24) during the morning peak
 $(0.15 \times 110) + (3.71 \times 0.7) + (5 \times 2.3) = 30.6$ (adopt 31) during the evening peak

The peak hour traffic generating ability of the proposed development within the subject site is accordingly estimated to be in the order of 24 trips to and from the site during the morning peak period and 31 trips to and from the site during the evening peak period.

4.2 Traffic Impacts

The proposed development has been projected to generate up to 31 peak hour trips to and from the site or 28 movements over and above that currently capable of being generated by existing site uses. This equates to less than one additional vehicle movement every two minutes during commuter peaks.

Such a level of additional traffic is not projected to, in itself, result in any unreasonable impacts on the existing operational performance of the surrounding local road network, over and above that previously assessed and approved.

Whilst it is acknowledged that traffic demands within the surrounding collector road network are considerable, the presence of traffic-controlled intersections along Burwood Road and Shaftsbury Road provide motorists with safe and efficient means with which to access and exit the subject precinct.

In consideration of the above, the impact of the proposed development is most likely to be a result of the safety and efficiency with which motorists are capable of entering, exiting and servicing the development. The low traffic demands within George Street East immediately adjacent to the site, combined with the good sight distance provisions between the frontage road and the driveway location is such that it is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner.

4.3 Transport Impacts / Recommendations

The subject site is located within close walking distance to a number of bus services and train services. It is accordingly expected that a portion of the future residents within the subject development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

5. SITE ACCESS, PARKING & SERVICING CONSIDERATIONS

Whilst site access, parking and servicing considerations of the future site redevelopment will be subject to detailed review at development application stage, the following sub-sections provide a preliminary discussion with respect to the relevant requirements and existing / approved surrounding environment.

5.1 Site Access

Vehicular access between George Street East and the building is proposed to be provided via a combined ingress / egress driveway situated in the north-eastern corner of the site, providing access to a basement parking area.

Vehicular access design will ensure compliance with the relevant requirements of AS2890.1:2004.

5.2 Vehicular Parking Provision

Preliminary site plans illustrate that the total development is envisaged to be serviced by a total of 111 off-street passenger vehicle parking spaces provided as follows:

Resident spaces	109
Commercial space	1
Restaurant space	1
Total	111 spaces

5.3 Vehicular Parking Requirements

5.3.1 Resident Parking

State Environmental Planning Policy (Housing) 2021, hereafter referred to as “the Housing SEPP” provides state wide relevant parking requirements for in fill affordable housing. Clause 19(2)(e) and Clause 19(2)(f) of the Housing SEPP states the following with respect to car parking:

18. Non-discretionary development standards – the Act, s 4.15

(2) The following are non-discretionary development standards in relation to the carrying out of development to which this Division applies -

(e) the following number of parking spaces for dwellings used for affordable housing –

- (i) for each dwelling containing 1 bedroom – at least 0.4 parking spaces,*
- (ii) for each dwelling containing 2 bedrooms – at least 0.5 parking spaces,*
- (iii) for each dwelling containing at least 3 bedrooms – at least 1 parking space,*

- (f) the following number of parking spaces for dwellings not used for affordable housing –
- (i) for each dwelling containing 1 bedroom – at least 0.5 parking spaces,
 - (ii) for each dwelling containing 2 bedrooms – at least 1 parking space,
 - (iii) for each dwelling containing at least 3 bedrooms – at least 1.5 parking spaces,

The Housing SEPP does not provide specific requirements for residential visitors.

Table 1 below identifies the off-street parking required to satisfy The Housing SEPP.

TABLE 1 MINIMUM OFF-STREET PARKING RATES HOUSING SEPP			
Measure	Rate	No.	Spaces Required
AFFORDABLE HOUSING			
1-bedroom	0.4 space per dwelling	8	3.2
2-bedroom	0.5 space per dwelling	8	4
		Total	7.2 (adopt 8)
MARKET HOUSING			
1-bedroom	0.5 space per dwelling	12	6
2-bedroom	1 space per dwelling	56	56
3-bedroom	1.5 spaces per dwelling	22	33
4-bedroom	1.5 spaces per dwelling	4	6
		Total	101

Table 1 indicates that the proposed development requires a minimum of 109 off-street resident parking spaces, comprising of 101 market and 8 affordable spaces in accordance with The Housing SEPP.

The proposed parking provision of 109 off-street resident parking spaces, comprising of 101 market parking spaces and 8 affordable parking spaces complies with the requirements of The Housing SEPP, and is therefore considered satisfactory.

5.3.2 Visitor Parking

The Housing SEPP is silent with respect to the requirement or otherwise for visitor parking. Therefore, no visitor parking is provided for this development.

5.3.3 Commercial Parking

BDCP 2012 specifies the following parking rate for commercial premises within B4 Mixed Use zone within Burwood Town Centre.

1 space for first 400m² or part thereof
1 space per 120m² or part thereof additional to the first 400m²
Up to 20% of this can be allocated to visitor parking

The ground floor commercial premise provides a GFA of 70m², which results in a minimum parking requirement of 0.2 (adopt one) commercial parking space.

The provision of one commercial parking spaces complies with BDCP 2012 and is therefore considered to be satisfactory.

5.3.4 Restaurant Parking

The previously presented BDCP 2012 parking rates for commercial floor space also applies to restaurants.

The restaurant provides a GFA of 230m², which results in a minimum parking requirement of 0.6 (adopt one) restaurant parking space.

The provision of one restaurant parking space complies with BDCP 2012 and is therefore considered to be satisfactory.

5.4 Bicycle Parking Requirements

The Housing SEPP is silent with respect to bicycle parking. For the purposes of this assessment, bicycle parking provision has been assessed in accordance with BDCP 2012.

BDCP 2012 specifies that bicycle parking shall be provided in accordance with *Cycling Aspects of Austroads Guides (Austroads and Standards Australia 1999)* and *Planning Guidelines for Walking and Cycling (Department of Planning and the Roads and Traffic Authority 2004)* with developments required to comply with either of these publications.

Cycling Aspects of Austroads Guides (Austroads and Standards Australia 1999)
Apartment House
1 per 4 dwellings for residents
1 per 16 dwellings for visitors

Retail Shop
1 per 300m² for employees
1 per 500m² for over 1000m² for visitors

Restaurant
1 per 100m² for employees
2 per restaurant for visitors

Application of the abovementioned parking rates results in a minimum requirement of 25 resident bicycle spaces, seven residential visitor bicycle spaces, one retail staff space, three restaurant staff spaces and two restaurant visitor spaces.

Planning Guidelines for Walking and Cycling (Department of Planning and the Roads and Traffic Authority 2004) specifies the following rates:

Residential
20 – 30% of total dwellings for residents
5 – 10% of total dwellings for visitors

*Retail**3 – 5 % of staff for staff**5 – 10% of staff for visitor**Restaurant**3 – 5 % of staff for staff**3 – 5 % of seating capacity for visitors*

Application of the abovementioned parking rates results in a minimum requirement of 20 – 30 resident bicycle spaces, 5 – 10 residential visitor bicycle spaces, two commercial bicycle spaces (depending on no. of staff), two restaurant staff bicycle spaces (depending on no. of staff) and two restaurant visitor bicycle spaces (depending on no. of seats).

Bicycle parking exceeding the requirement of both *Cycling Aspects of Austroads Guides (Austroads and Standards Australia 1999)* and *Planning Guidelines for Walking and Cycling (Department of Planning and the Roads and Traffic Authority 2004)* will be provided, the details of which will be contained within future development application documentation.

5.5 Site Servicing Arrangements

The site is likely to necessitate regular servicing with respect to the collection of refuse. Refuse is proposed to be contained within bins accommodated within a waste storage area situated within the ground floor area. These bins are to be wheeled to the southern George Street kerb for collection, in a similar manner to the adjoining residential developments.

6. CONCLUSION

This forms a Preliminary Traffic & Parking Impact Assessment in support of a Scoping Report seeking Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Housing and Infrastructure with respect to a State Significant Development Application currently being formulated involving a residential development within 8 – 12 George Street East, Burwood. Based on this assessment, the following conclusions are now made:

- Despite considerable traffic demands within the surrounding collector and arterial road network, the surrounding local road network and its connectivity to the surrounding regional and state road network is projected to operate with a reasonable level of service during peak periods;
- The subject site is located in close proximity and with efficient connectivity to various forms of public transport infrastructure and services;
- The proposed development involves the demolition of existing site structures and the construction of a mixed-use development comprising 110 high-density residential apartments and supporting ancillary retail tenancy providing a GFA of 70m² and a restaurant providing a GFA of 230m²;
- The proposed development is expected to result in an additional traffic generating ability of up to 28 peak hour vehicle movements to or from the site over and above that capable of being generated by existing site uses, which not expected to result in any unreasonable impacts on the surrounding roads network safety or performance; and
- Site access and parking of future development within the site is capable of compliance with the relevant requirements of the Housing SEPP, BDCP 2012 and relevant Australian Standards.

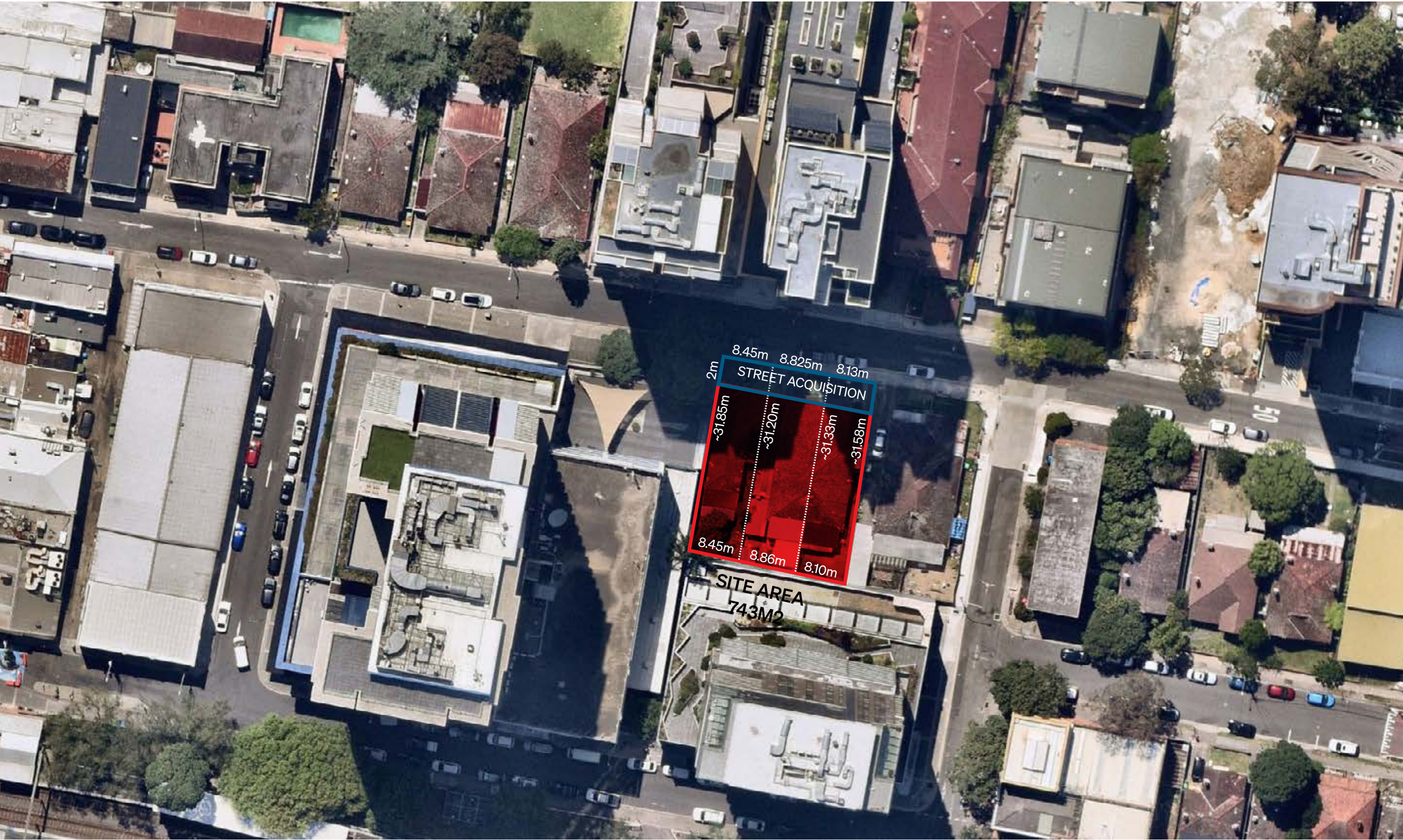
It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic or parking related issues that should prevent approval of this Proposal.

APPENDIX 1

DKO

8-12 GEORGE STREET,
BURWOOD

SITE AREAS



MACRO - PLANNING MAPS



Aerial



Heritage
Local Applicable



Floor Space Ratio
LEP 6:1 FSR



Land Zoning
MU1 Mixed Use



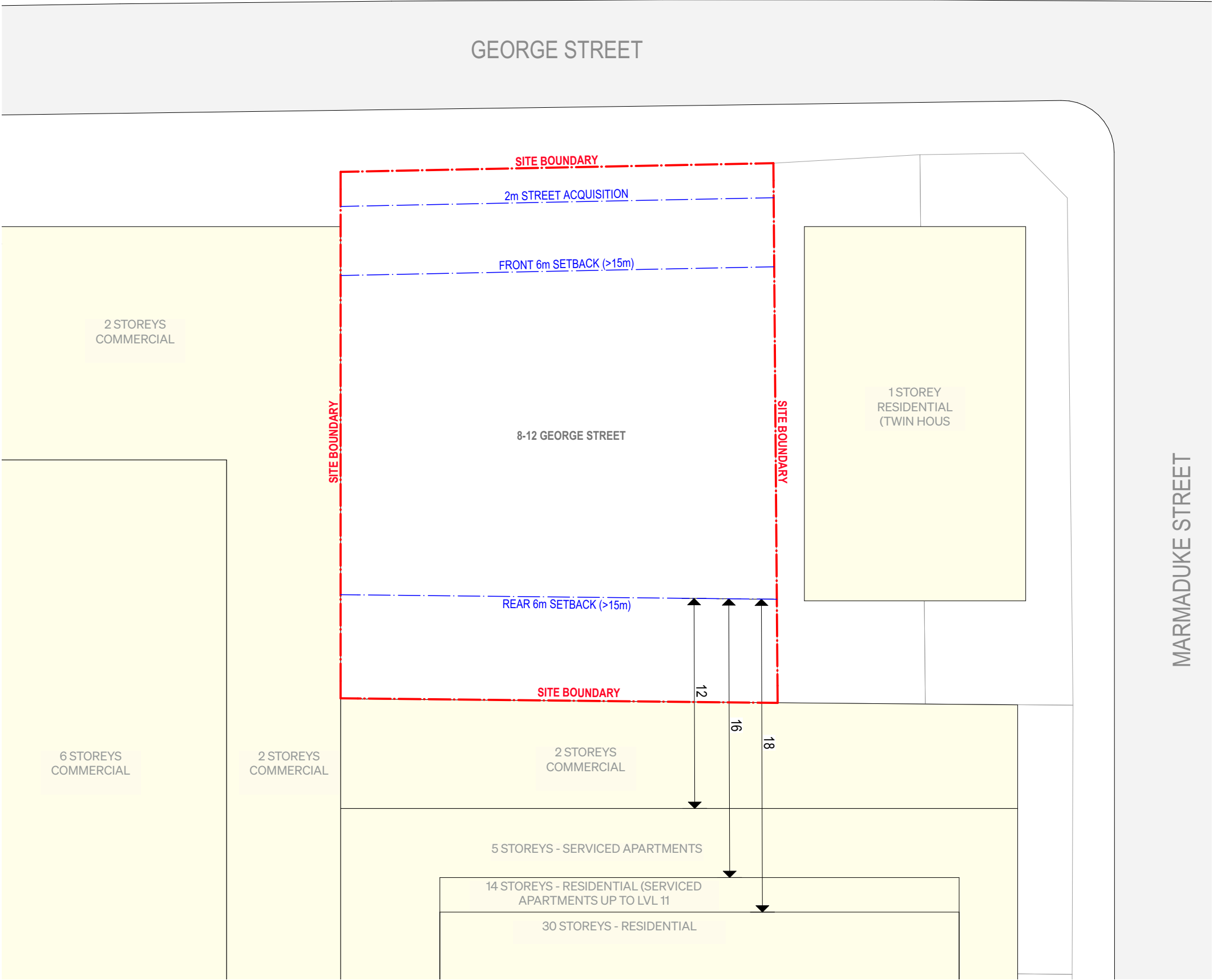
Height of Building
70m



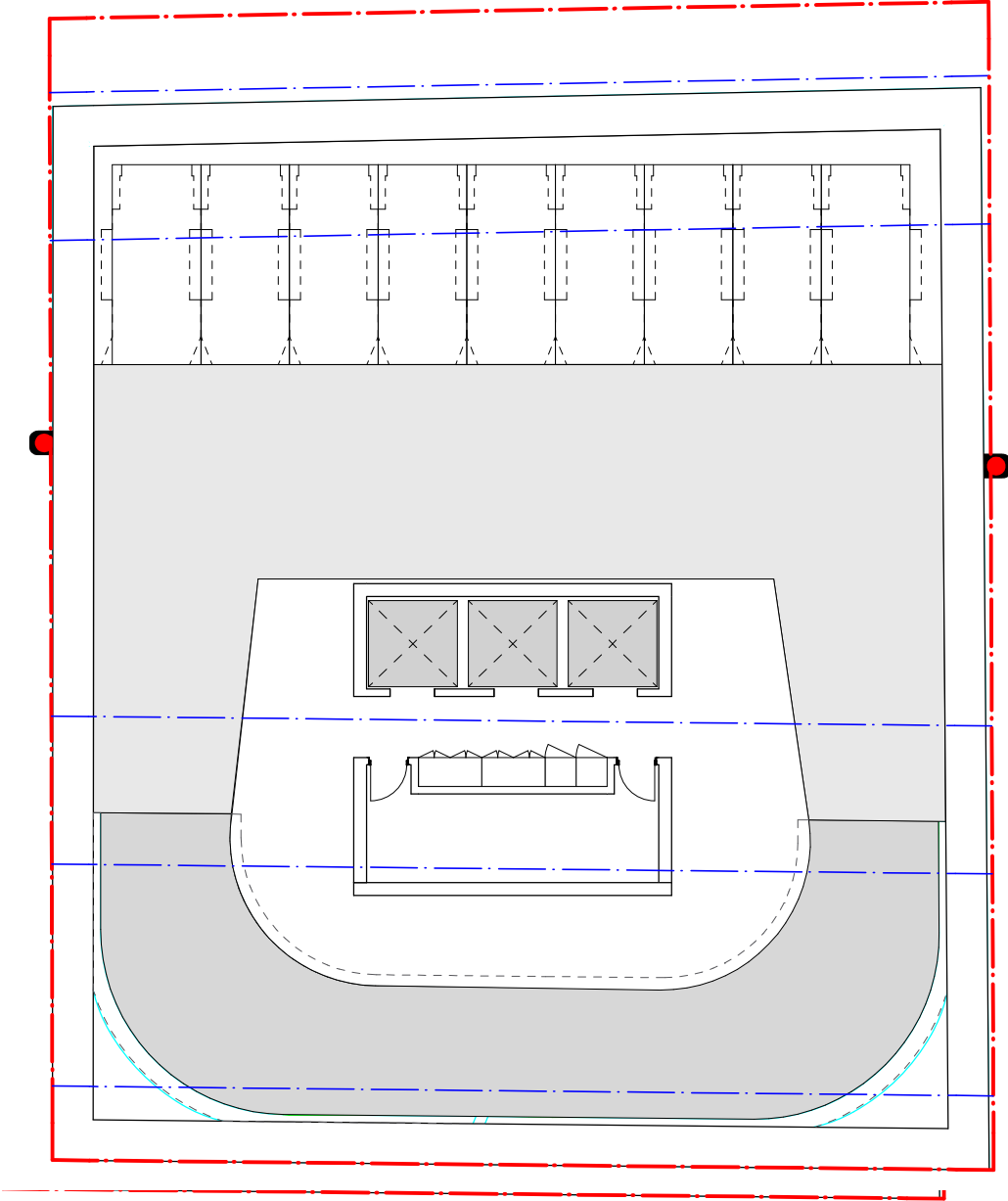
Acid Sulphate Soils
N/A

NEIGHBOURING SETBACKS

1:250



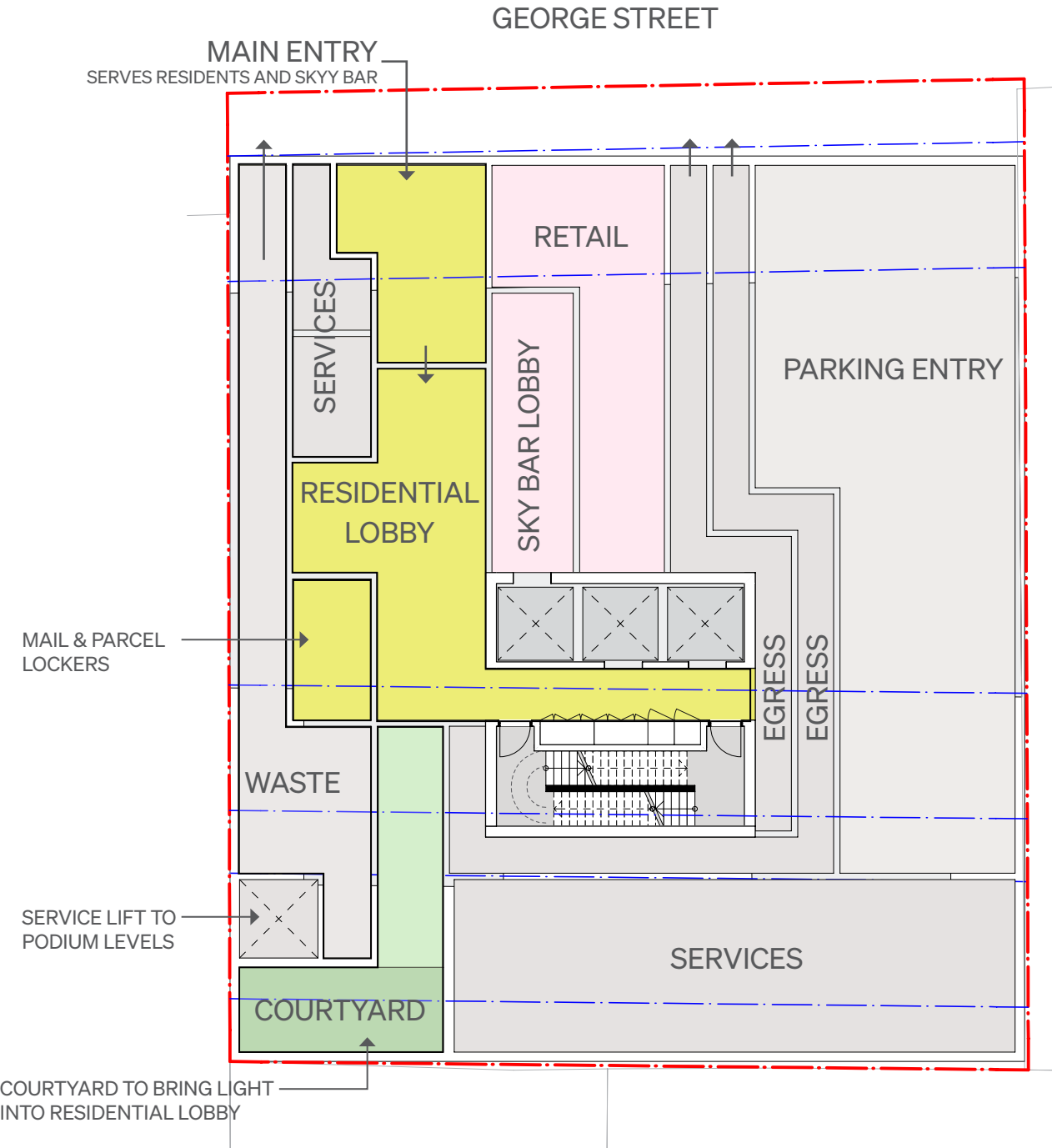
BASEMENT (TYPICAL)



GROUND

1:200

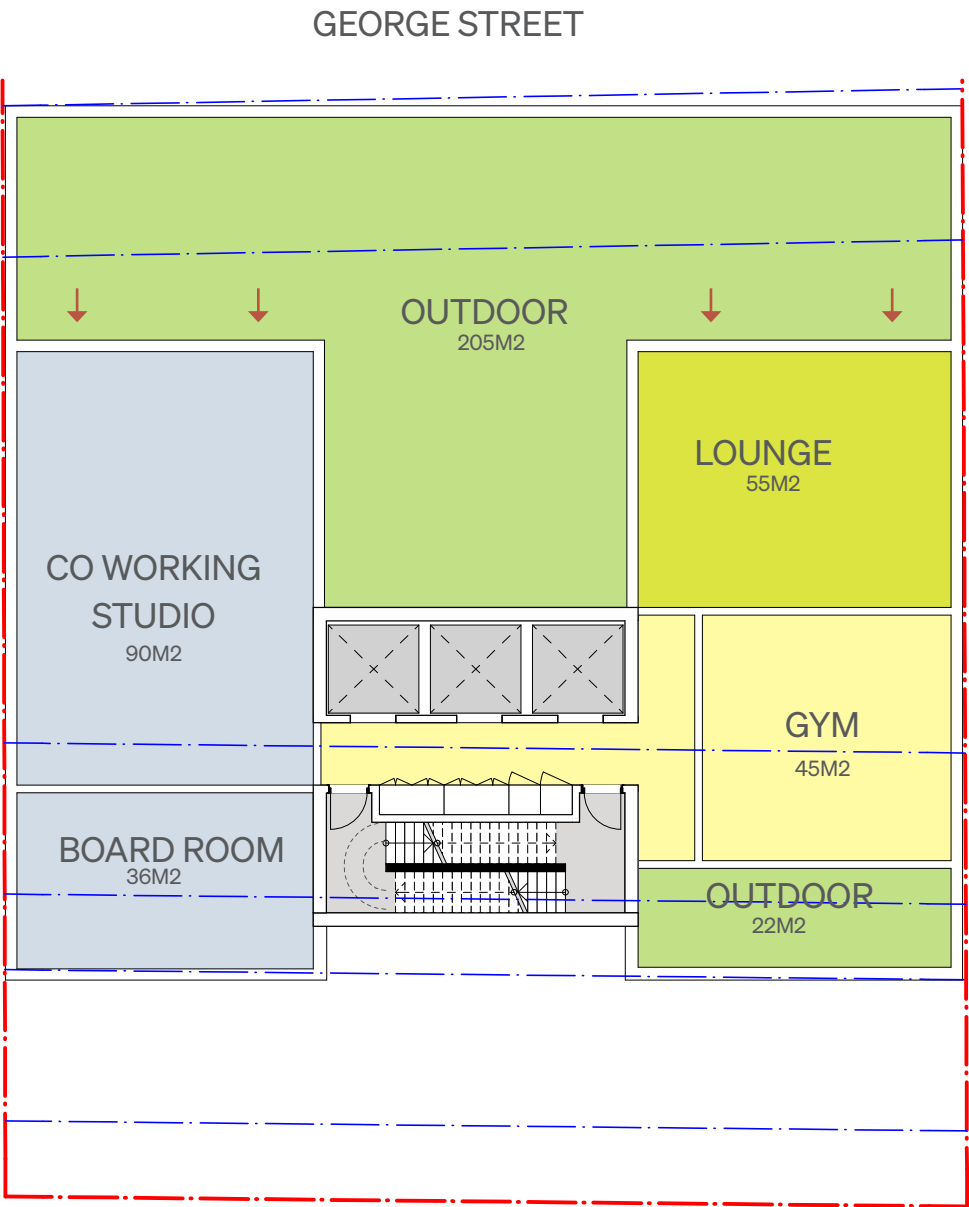
- NOTES & COMMENTS:
- 1. COMMERCIAL GFA:
 - A. GROUND FLOOR: 70m2
 - B : SKY BAR 230m2
 - 2. SKY BAR LEVEL TO BE DEVELOPED AS PART OF THE OF THE DEVELOPMENT APPLICATION
 - 3. LEVELS 1, 2 AND 3 TO BE RESERVED FOR BUILDING AND RESIDENTIAL SERVICES AND ARE TO BE DEVELOPED AS PART OF THE DEVELOPMENT APPLICATION



RESIDENTIAL COMMUNAL LEVEL 4 (PODIUM ROOF)

1:200

CO WORKING STUDIO, COMMUNAL AND
OUTDOOR SPACE ARE NORTH FACING TO
MAXIMIZE SOLAR & DAYLIGHT ACCESS



LEVEL 05-14 (TYPICAL PLATE 1)

INCLUDES 16 AFFORDABLE HOUSING UNITS ON LEVELS 5-8

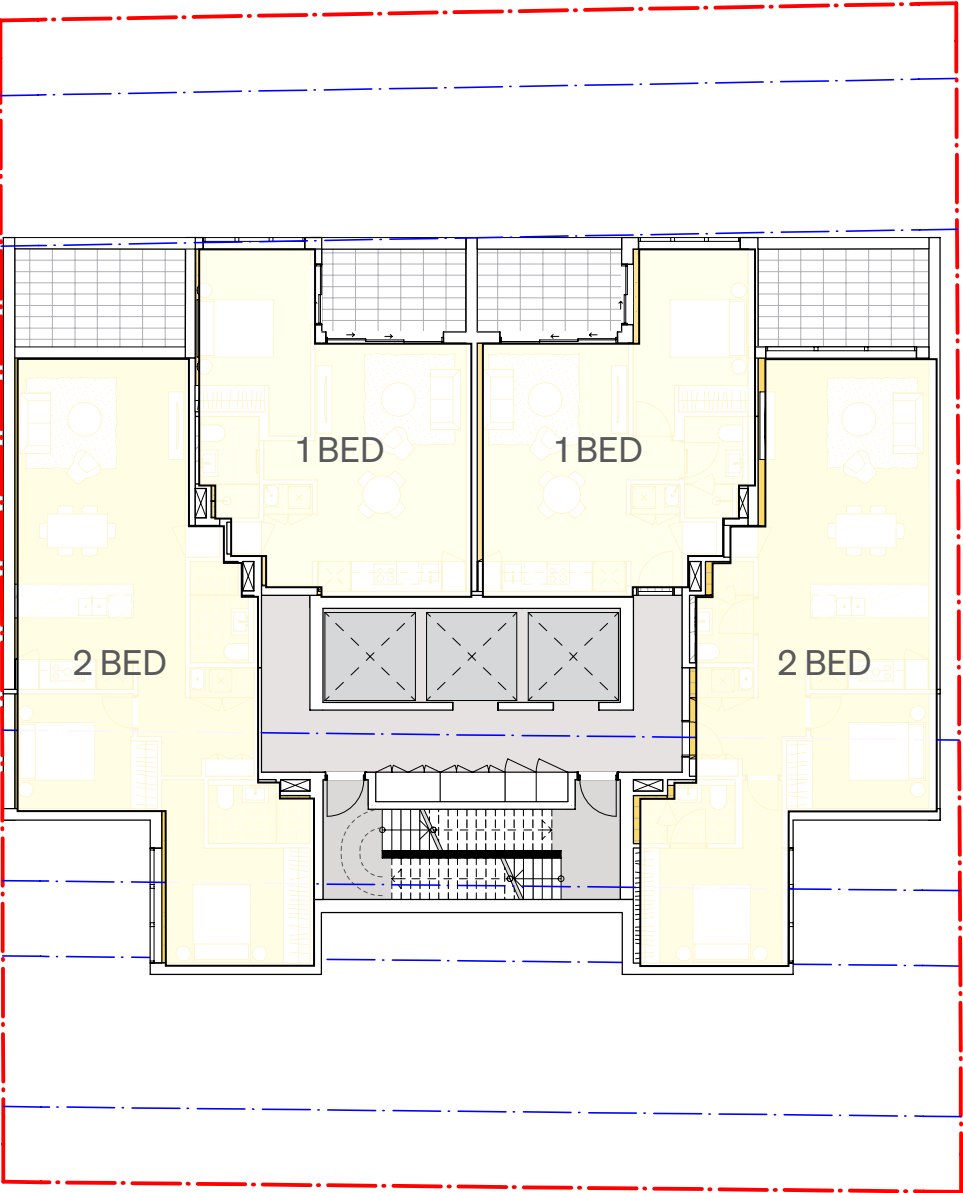
1:200

UNIT MIX:

- STUDIO: 0
- 1 BED: 2
- 2 BED: 2
- 3 BED: 0

TOTAL: 4 UNITS / LEVEL

- AFFORDABLE HOUSING:
- TOTAL GFA: 1,100M2



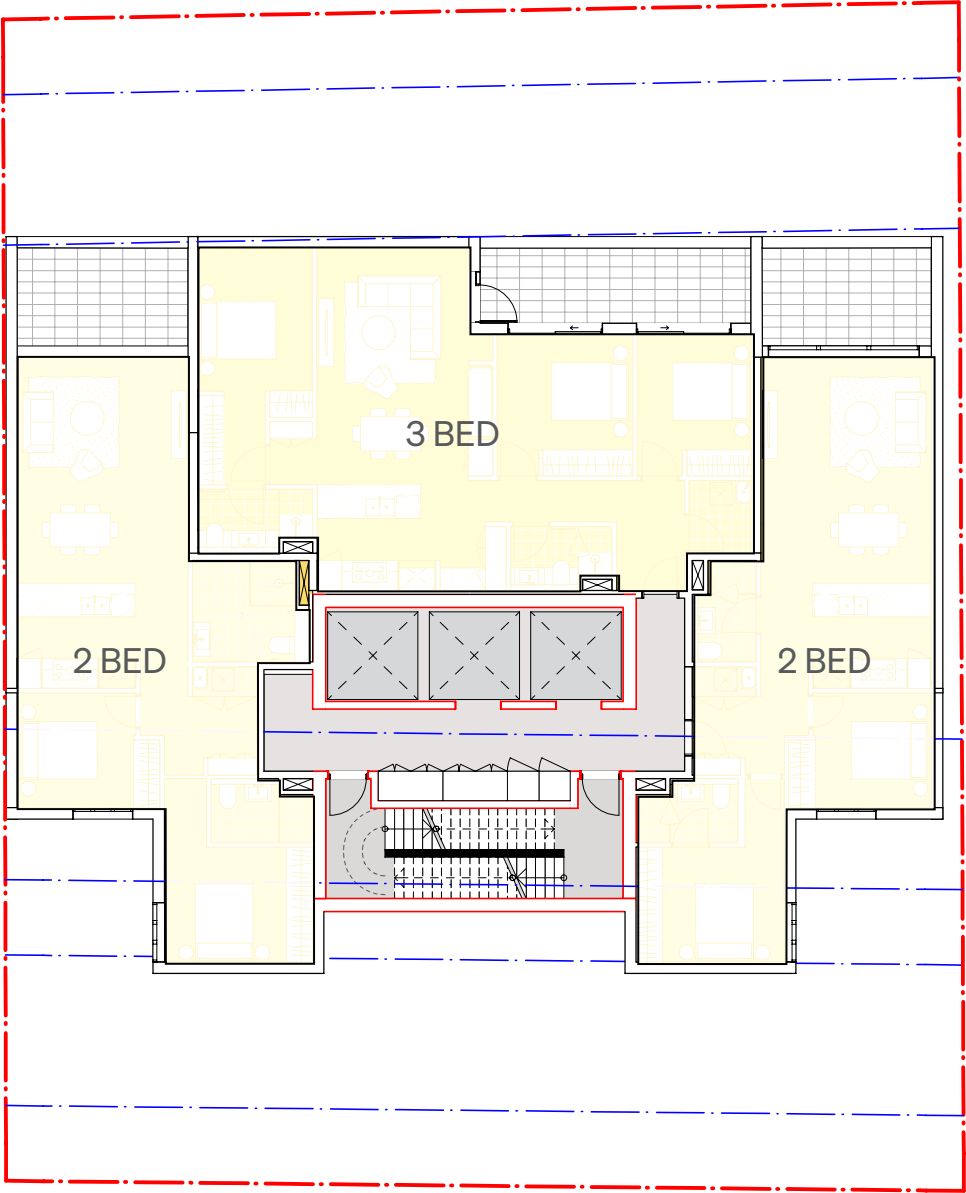
LEVEL 15-36 (TYPICAL PLATE 1)

1:200

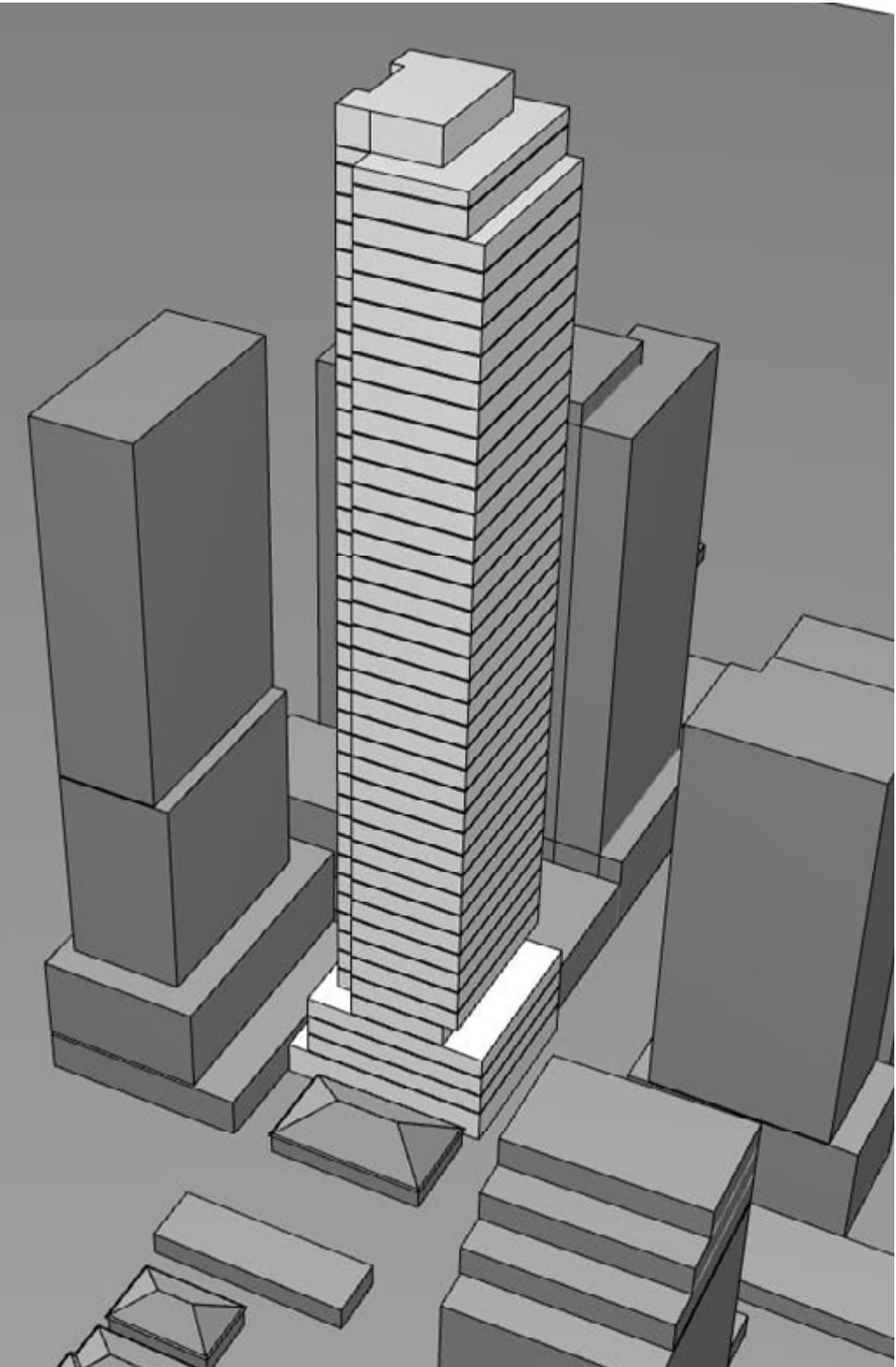
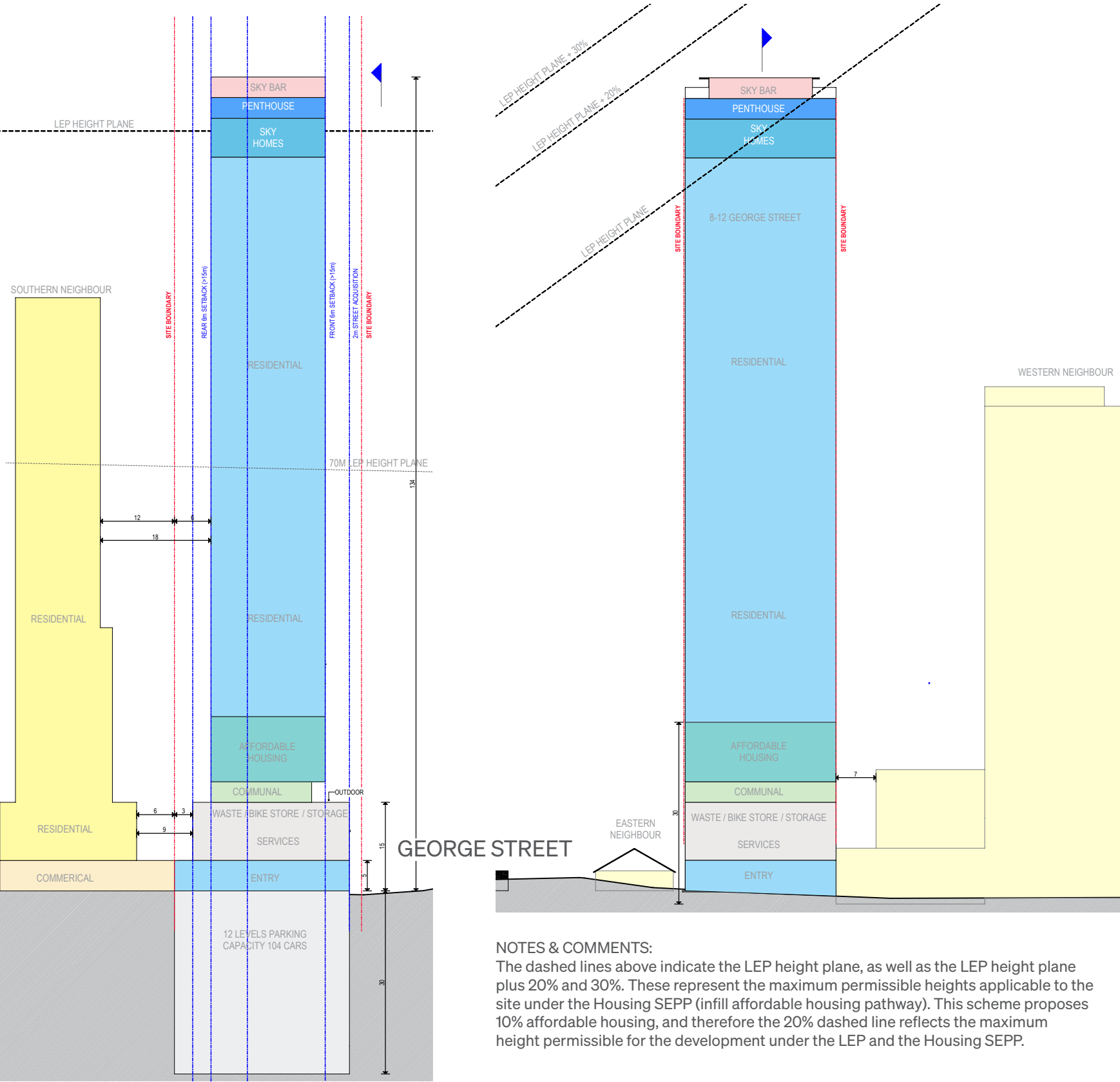
UNIT MIX:

STUDIO:	0
1 BED:	0
2 BED:	2
3 BED:	1

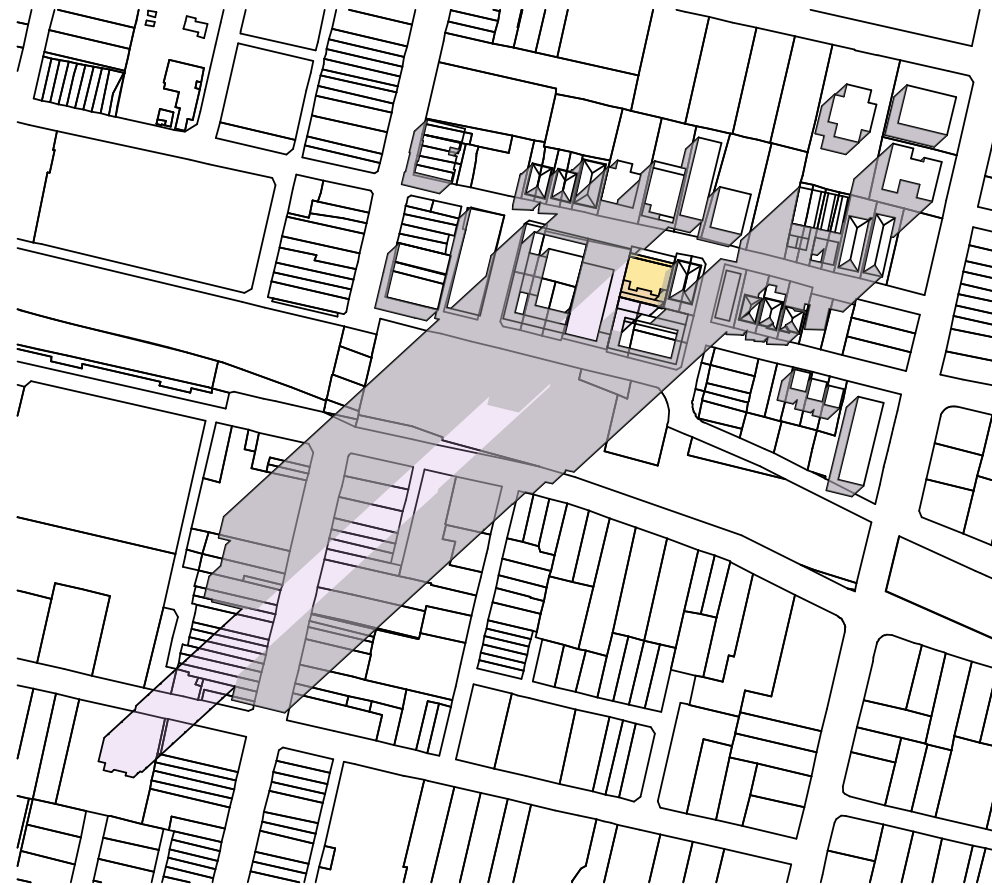
TOTAL: 3 UNITS / LEVEL



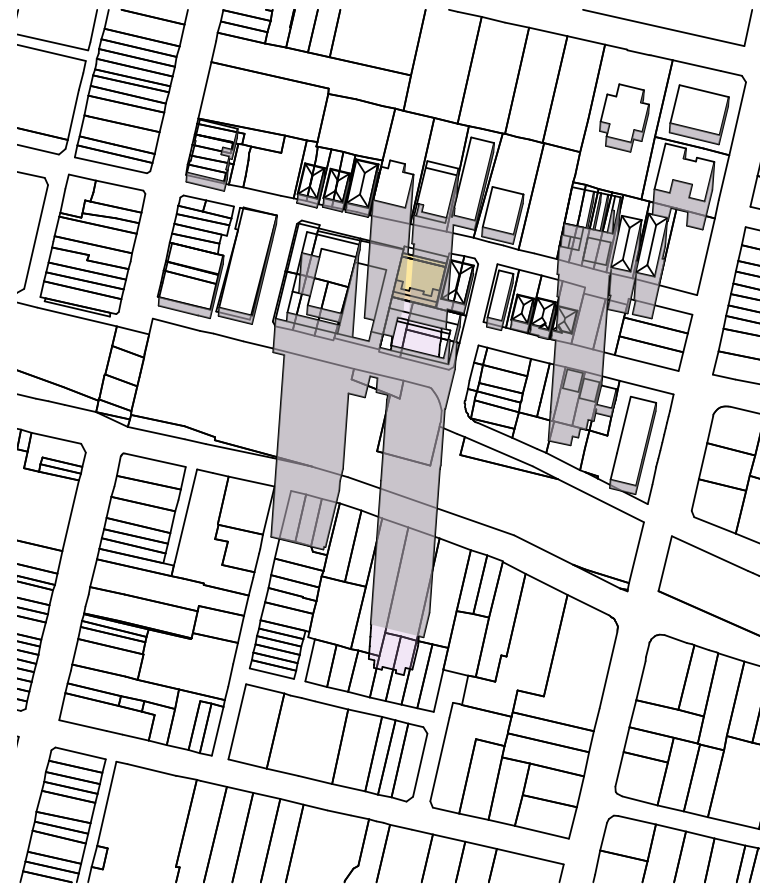
SECTION



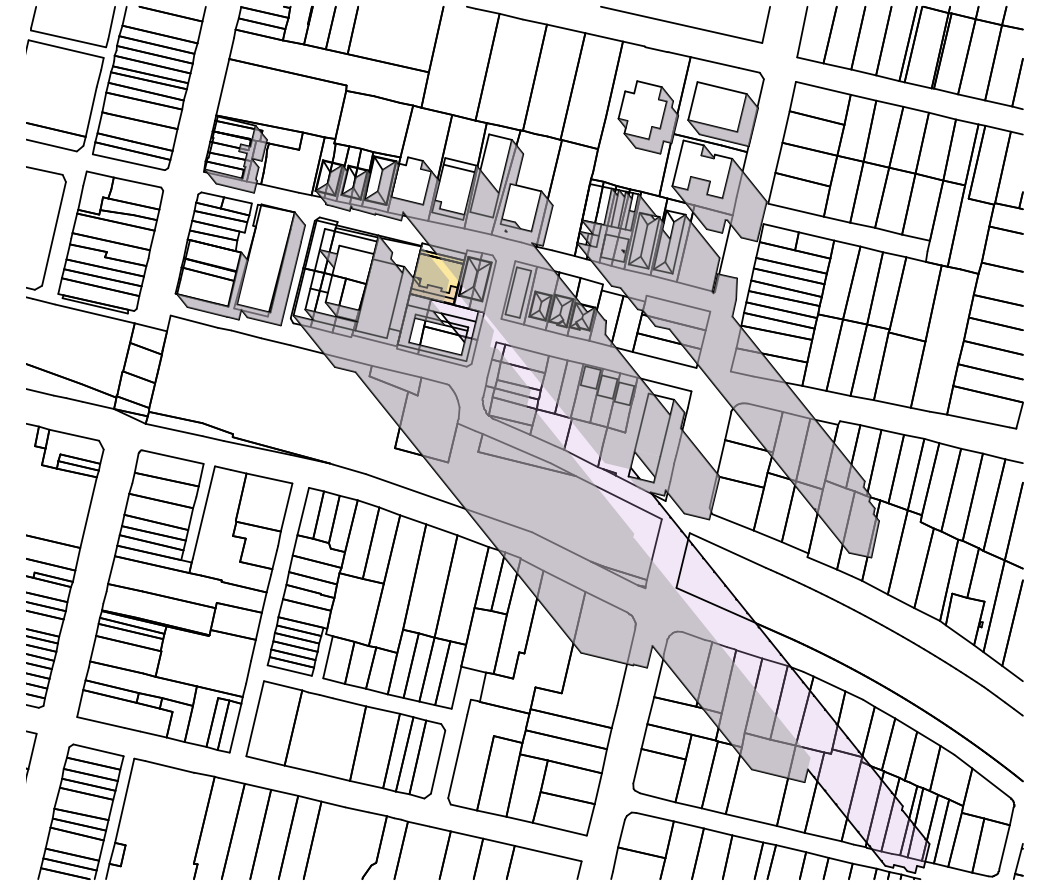
SHADOW STUDIES



SHADOW DIAGRAM 9AM, 21ST OF JUNE



SHADOW DIAGRAM 12PM, 21ST OF JUNE



SHADOW DIAGRAM 3PM, 21ST OF JUNE

LEGEND:

- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY PROPOSED DEVELOPMENT

SITE ACTIVATION

GROUND



COMMUNAL AREAS - PODIUM ROOF



SKY BAR - ROOF



YIELD & PARKING

NOTES & COMMENTS:

1. COMMERCIAL GFA:

A. GROUND FLOOR: 70m2
B : SKY BAR 230m2

2. SKY BAR LEVEL TO BE DEVELOPED AS PART OF THE OF THE DEVELOPMENT APPLICATION

3. LEVELS 1, 2 AND 3 TO BE RESERVED FOR BUILDING AND RESIDENTIA L SERVICES AND ARE TO BE DEVELOPED AS PART OF THE DEVELOPMENT APPLICATION

4. AFFORDABLE HOUSING GFA 1,100M2

5. DISCLAIMER: THE CURRENT PROPOSAL PLACES EMPHASIS ON PROVIDING SOLAR ACCESS; ALL APARTMENTS ARE DESIGNED TO BE NORTH FACING IN THIS SCHEME. THE CURRENT CALCULATION DOES NOT CONSIDER THE IMPACT OF THE CURRENT AND PLANNED DEVELOPMENTS IN THE AREA, FURTHER STUDIES WILL BE UNDERTAKEN DURING THE PREPARATION OF THE DEVELOPMENT APPLICATION.

Carparking	Rate	Parking
1 BED AFF	0.4	2.4
2 BED AFF	0.5	3
1 BED	0.5	7
2 BED	1	58
3 BED	1.5	33
4 BED	1.5	6
VISITOR		0
Total		104

8-12 George Street, Burwood NSW 2134

Development Analysis

Controls			Delivered			Address	Title	Areas
Combined Area	784	m²				8-12 George Street, Burwood NSW 2134		
LEP FSR	6	:1	Provided FSR	14	:1			
Allowable GFA	4,704	m²	Provided GBA	28,359	m²			
			Provided GFA	10,975				
			NSA/GFA Efficiency	N/A				
Max Height	70	m	Approx Height	134.00	m			

Test Fit

Level	RL	FL>FL (m)	GBA		1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	Solar	Cross Vent
Roof	154870			ROOF						
Level 40	151470	3400	380	SKY BAR						
Level 39 PH	148070	3400	455	PENTHOUSE				1	1	1
Level 37M	144870	3200	455	SKY HOMES				3		
Level 37 SH	141670	3200	455							
Level 36	138470	3200	455	RESIDENTIAL		2	1		3	2
Level 35	135270	3200	455	RESIDENTIAL		2	1		3	2
Level 34	132070	3200	455	RESIDENTIAL		2	1		3	2
Level 33	128870	3200	455	RESIDENTIAL		2	1		3	2
Level 32	125470	3400	455	RESIDENTIAL		2	1		3	2
Level 31	122270	3200	455	RESIDENTIAL		2	1		3	2
Level 30	119070	3200	455	RESIDENTIAL		2	1		3	2
Level 29	115870	3200	455	RESIDENTIAL		2	1		3	2
Level 28	112670	3200	455	RESIDENTIAL		2	1		3	2
Level 27	109470	3200	455	RESIDENTIAL		2	1		3	2
Level 26	106270	3200	455	RESIDENTIAL		2	1		3	2
Level 25	103070	3200	455	RESIDENTIAL		2	1		3	2
Level 24	99870	3200	455	RESIDENTIAL		2	1		3	2
Level 23	96670	3200	455	RESIDENTIAL		2	1		3	2
Level 22	93470	3200	455	RESIDENTIAL		2	1		3	2
Level 21	90270	3200	455	RESIDENTIAL		2	1		3	2
Level 20	87070	3200	455	RESIDENTIAL		2	1		3	2
Level 19	83870	3200	455	RESIDENTIAL		2	1		3	2
Level 18	80670	3200	455	RESIDENTIAL		2	1		3	2
Level 17	77470	3200	455	RESIDENTIAL		2	1		3	2
Level 16	74270	3200	455	RESIDENTIAL		2	1		3	2
Level 15	71070	3200	455	RESIDENTIAL		2	1		3	2
Level 14	67670	3400	455	RESIDENTIAL	2	2			4	2
Level 13	64470	3200	455	RESIDENTIAL	2	2			4	2
Level 12	61270	3200	455	RESIDENTIAL	2	2			4	2
Level 11	58070	3200	455	RESIDENTIAL	2	2			4	2
Level 10	54870	3200	455	RESIDENTIAL	2	2			4	2
Level 09	51670	3200	455	RESIDENTIAL	2	2			4	2
Level 08	48470	3200	455	AFFORDABLE	2	2			4	2
Level 07	45270	3200	455	AFFORDABLE	2	2			4	2
Level 06	42070	3200	455	AFFORDABLE	2	2			4	2
Level 05	38870	3200	455	AFFORDABLE	2	2			4	2
Level 04	35470	3400	586	COMMUNAL						
Level 03	32270	3200	655	RESI. SERVICES						
Level 02	29070	3200	655	SERVICE						
Level 01	25870	3200	655	SERVICE						
Ground	20870	5000	731	ENTRY / RETAIL						
Basement 01	17870	3000	731	RESI. PARKING						
Basement 02	14870	3000	731	RESI. PARKING						
Basement 03	11870	3000	731	RESI. PARKING						
Basement 04	8870	3000	731	RESI. PARKING						
Basement 05	5870	3000	731	RESI. PARKING						
Basement 06	2870	3000	731	RESI. PARKING						
Basement 07	-130	3000	731	RESI. PARKING						
Basement 08	-3130	3000	731	RESI. PARKING						
Basement 09	-6130	3000	731	RESI. PARKING						
Basement 10	-9130	3000	731	RESI. PARKING						
Basement 11	-12130	3000	731	RESI. PARKING						
Basement 12	-15130	3000	731	RESI. PARKING						
Total		134000	28359						100%	61%

Affordable Apt	8	8			16
Market Apt	12	56	22	4	94
Total	20	64	22	4	110
	18%	58%	20%	4%	Yield