



BUILT FORM & URBAN DESIGN REPORT

ALEXANDRIA HEALTH CENTRE

28-32 BOURKE ROAD, ALEXANDRIA NSW 2015

JULY 2022

NBRS & PARTNERS PTY LTD

Level 3, 4 Glen Street, Milsons Point NSW 2061 Australia | +61 2 9922 2344 | nbs.com.au | Nominated Architect Andrew Duffin NSW reg. 5602 | ABN 16 002 247 565

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Gadigal people as part of the Eora Nation as the traditional custodians on which the Alexandria Health Centre is proposed. We recognise and pay respects to their Elders past, present and emerging.

CONTENTS

EXECUTIVE SUMMARY	4	03: REFERENCE SCHEME	
		OVERVIEW	36
01: SITE & CONTEXT ANALYSIS		FLOOR SPACE RATIO	37
DEVELOPMENT SITE	7	MASSING	38
URBAN CONTEXT	8	ACCESS & EGRESS	40
LOCAL CONTEXT, AMENITY & CHARACTER	10	DEEP SOIL PLANTING & LANDSCAPING PROVISIONS	41
SITE ANALYSIS	13	SETBACKS & DEDICATIONS	43
TOPOGRAPHY & SITE SURVEY	14	STREET FRONTAGE HEIGHTS	45
SITE CONSTRAINTS & OPPORTUNITIES	15	PUBLIC DOMAIN: DEVELOPMENT WITHIN URBAN RENEWAL AREA	46
PLANNING CONTROLS & PERMISSIBILITY	16		
PUBLIC DOMAIN	21	PUBLIC DOMAIN: D5 TYPE C PALETTE	50
TRAFFIC & ACCESS	22	ACCESSIBILITY	52
		BUILDING USES	53
02: CONCEPT ENVELOPE		STREETSCAPE	54
PROPOSED ENVELOPE	27	VIEW OPPORTUNITIES	56
MASSING	29	VISUAL IMPACT ANALYSIS & ASSESSMENT	57
TRAFFIC & ACCESS	30	SOLAR ANALYSIS & OVERSHADOWING	59
VISUAL IMPACT ANALYSIS & ASSESSMENT	31	MATERIAL SELECTION	61
SOLAR ANALYSIS & OVERSHADOWING	34		
		APPENDICES	
		APPENDIX A: CONCEPT ENVELOPE DRAWINGS	
		APPENDIX B: REFERENCE SCHEME DRAWINGS	
		APPENDIX C: PUBLIC ART STRATEGY REPORT	

NBRS & PARTNERS Pty Ltd
 4 Glen Street
 Milsons Point, NSW 2061 Australia
 Architects@nbrs.com.au
 nbrs.com.au

T +61 2 9922 2344
 F +61 2 9922 1308
 ABN: 16 002 247 565

Nominated Architect: Andrew Duffin: Reg No. 5602
 This document remains the property of NBRS & PARTNERS Pty Ltd.
 The document may only be used for the purposes for which it was produced.
 Unauthorised use of the document in any form whatsoever is prohibited.

© NBRS 2022

Date	Issue	Issued By
08.06.2022	SSDA Stage 1	IG
06.07.2022	SSDA Stage 1 Revision B	SMW

EXECUTIVE SUMMARY

This report supports a concept State Significant Development Application Stage 1 (Concept SSD Application) submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

the application seeks consent for a concept envelope to enable the future development of a multi-purpose contemporary sub-acute mental health hospital and medical centre on the site of an existing single storey warehouse at 28-32 Bourke Road, Alexandria.

This report seeks to demonstrate how the development proposal enables key urban design criteria to be achieved, as identified in the draft DCP Southern Enterprise Area Amendment which the subject site falls under. In order to achieve this in line with the COS two-stage DA process, the project team has developed;

- 1) A Concept Envelope for which this application is seeking approval, and;
- 2) A Reference Scheme which demonstrates the DCP controls and intent are achievable within the proposed concept envelope.

The project will be subject to a design competition in line with council's policies. In order to maximise the opportunity for design excellence, it is important to note that the purpose of the reference scheme is not to constrain the potential design options that will come out of the competition process. Rather, the scheme is a single option for how the development may proceed. It seeks to demonstrate that the building use, functional requirements and form are achievable within the proposed envelope. The scheme also demonstrates that a building of this type and scale is in keeping with the future intended character of the precinct as outlined in the draft DCP.

The draft DCP and Enterprise Area Review outline a clear intent for uplift and rejuvenation in North Alexandria. A mix of employment-generating uses have been identified along with key urban design strategies to create a high-quality public domain and positive interactions between this and the surrounding built fabric.

There is a significant gap in the provision of both public and private mental health hospital in this part of Sydney. The recent pandemic has shone a spotlight on the importance of these services for the community and the need for investment in contemporary hospital and Medical Centre uses facilities to fill the current infrastructure shortfall. On the public side, the NSW Government have committed \$700m to the Statewide Mental Health Infrastructure program which is currently developing several new mental health facilities across Sydney.

Private health developers, such as the applicant, have also identified a significant need for sub-acute inpatient services in particular and are partnering with hospital operators and care providers to develop infrastructure to meet this need.

The subject site represents a significant opportunity to, not only assist the community in providing essential hospital and medical centre uses, but to do so in a way that is in keeping with the future vision of North Alexandria.

The reference scheme shown in this report has been developed to address each of the planning controls outlined in the draft DCP. The envelope meets the setback and height controls and is within the parameters set out in the DCP massing study, which shows the future urban form once adjacent properties are developed.

The scheme provides laneway and footpath widening dedications in line with the draft DCP and has pushed vehicle drop-off and parking areas to the rear of the site, maximising the opportunity for a high-quality interaction between the building and the Bourke Road public domain. This is in response to early discussions with council which highlighted that the initial test fits (which showed a port-cochere to the Bourke road frontage) would lead to a vehicle-dominated façade and would negatively impact the intended public domain.

The Bourke Road frontage will be a key part of this building's contribution to a high-quality urban environment. Setbacks outlined in the DCP show a four-storey podium on the boundary of this frontage, creating a street wall that will be consistent with neighbouring developments in the future. The design team have considered this control in conjunction with the deep soil

planting requirement for the site. The team considered the best location for deep soil to be on the Bourke Road frontage, softening the edge of the development and positively contributing to the streetscape.

The need to achieve this with a zero setback and a podium street wall has led to the reference scheme's design response; an architectural screening element which creates the street wall, but does not inhibit the open-air requirements of the deep soil zone beyond. This screen is just one option for the stage 2 competitive design process to consider, but it demonstrates the urban design intent outlined in the draft DCP is achievable. The reference scheme sets up an interesting arrival to the site for pedestrians, passing through a permeable street wall and landscaped zones at both at street level and elevated, before coming to the building entrance.

The scheme complies with other key planning controls, including setting the ground floor level above the possible maximum flood level (approx. 2m above the Bourke Road footpath). Gross floor area and building height are also compliant with the draft controls.

This report will examine these planning controls along with the site-specific design responses shown in the reference scheme, demonstrating that the approved concept envelope will enable a high-quality piece of health infrastructure to be developed, positively contributing to the both community health needs and the built fabric of North Alexandria.

EXECUTIVE SUMMARY

KEY PROJECT INFORMATION

Address:	28-32 Bourke Road, Alexandria
Site Area:	2,972m ²
Total Gross Floor Area:	11,442.20m ²
Lot and Deposited Plan:	Lots 1, 2 and 3 in DP324707
Maximum building height:	45m (RL53.41)
Current Use:	Single storey warehouse (to be demolished)
Proposed Use:	Mental health hospital and medical centre uses
Proposed Dedications:	<p>2.4m wide dedication along the Bourke Rd frontage for the purpose of footpath widening.</p> <p>3m wide laneway dedication along the site's Southern boundary.</p> <p>A 3m wide laneway dedication along the site's Western boundary.</p>
Car Parking:	Basement car park with entry above the nominated flood level with up to 74 car spaces supporting hospital functions



SUBJECT SITE

Vision for North Alexandria (excerpt from North Alexandria Urban Design Study 2021)

EXECUTIVE SUMMARY

PLANNING SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Key Issues and Documentation	Documentation
4. Built Form, Urban Design and Visual Impacts <ul style="list-style-type: none"> Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. Demonstrate how the proposed concept built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. Outline how the future building and landscape design will deliver a high-quality development, including consideration of façade design, articulation, roof design, materials, finishes, colours, any signage and integration of services. Outline how the future development will comply with the relevant accessibility requirements. Provide a visual analysis of the concept development envelopes from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the concept development on the existing catchment. 	<p>Built Form and Urban Design Report and Architectural Drawings - with input from technical specialists. Survey Plan Visual Impact Analysis & Assessment (as part of Built Form and Urban Design Report)</p>
5. Environmental Amenity <ul style="list-style-type: none"> Assess amenity impacts on the surrounding locality, including lighting impacts, solar access, visual privacy, visual amenity, view loss and view sharing, overshadowing and wind impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated. Provide a solar access analysis of the overshadowing impacts of the concept development within the site, on surrounding properties and public spaces (during summer and winter) at hourly intervals between 9am and 3pm, when compared to the existing situation and a compliant development (if relevant). 	<p>Solar Analysis & Overshadowing (as part of Built Form and Urban Design Report) Visual Impact Analysis & Assessment (as part of Built Form and Urban Design Report)</p>
6. Public Space <ul style="list-style-type: none"> Demonstrate how the concept development maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department 	<p>Public Domain: Development Within Urban Renewal Area (as part of Built Form and Urban Design Report)</p>

01: SITE & CONTEXT ANALYSIS

DEVELOPMENT SITE

LOCATION

The site is positioned approximately 4 km south of Sydney Central Business District. It is part of the local government area of the City of Sydney - *The City of Villages*. It is located on the western edge of Green Square within the Alexandria Industrial Area.

The site is rectangular in shape with 2,972m² in area. Its frontage is to the south eastern side of Bourke Road. The precinct is evolving from the former industrial uses to a mixed business park and residential apartment uses.

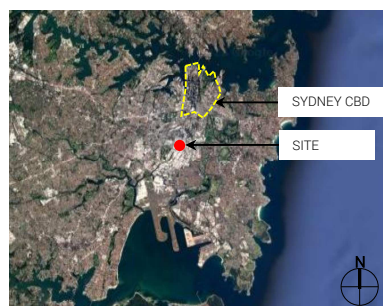
A Council Depot is located to the immediate west of the site, with a taxi depot to the south and mixed-use/warehouse to the east.

Its position is within the B7 Business Park and therefore Hospital and Medical Centre uses is permissible with consent.

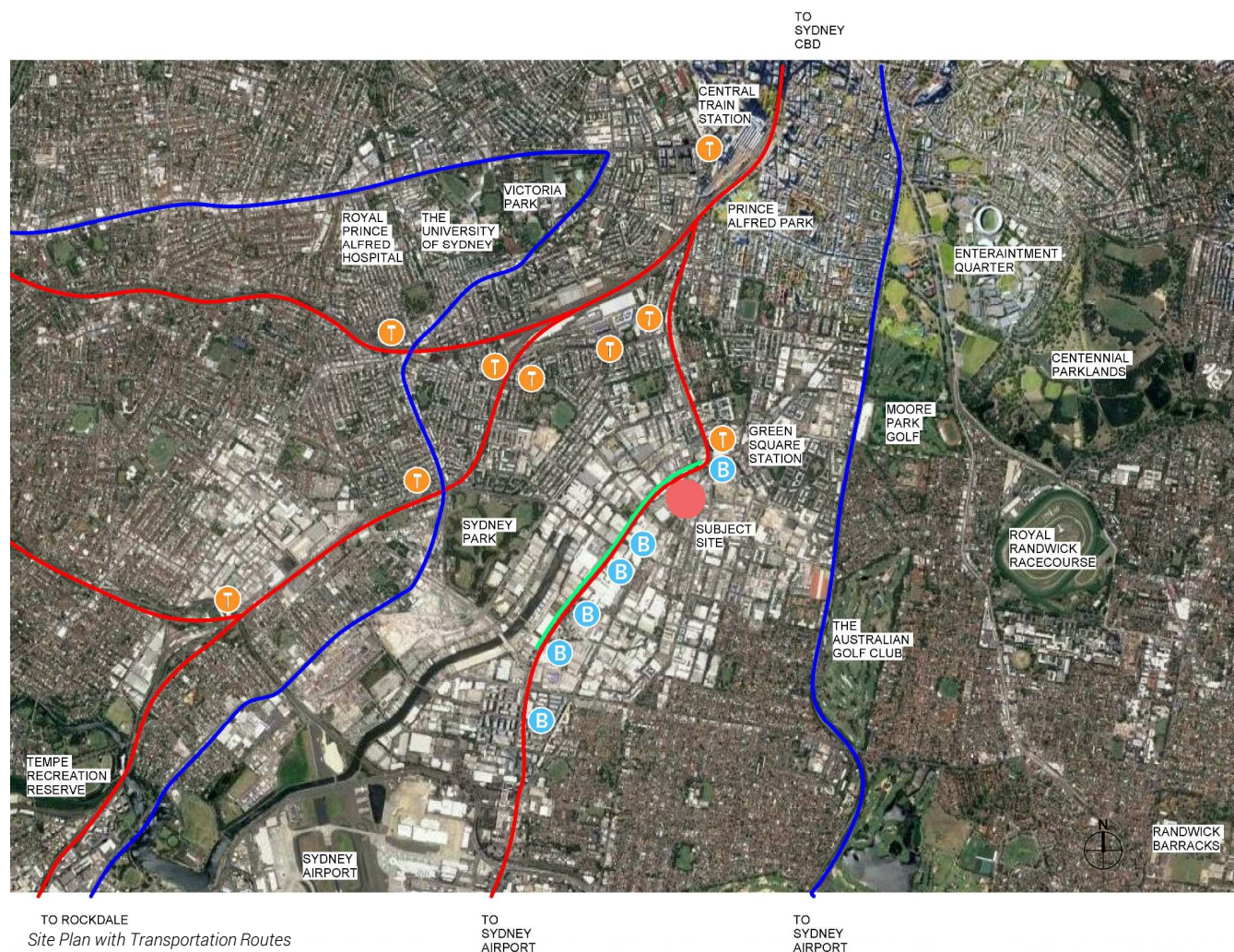
The site is also part of the North Alexandria South Block, Green Square Urban Renewal Area and Southern Enterprise Area.

SITE ACCESS

The site is served by established transport links such as Green Square Train Station with Airport Link (approximately 300m), bus route (Bourke Road) and established dedicated bicycle lane.



Site Location



01: SITE & CONTEXT ANALYSIS

URBAN CONTEXT

CURRENT

The locality is made up of predominantly light industrial buildings and uses, made up of typically one to two storey large warehouses and dotted with the occasional retail or commercial building. The subject site is quite typical of this area, containing an existing single-storey rendered warehouse built to the site boundaries (currently operating as Sydney City Tyres).

Bourke Road is a tree-lined thoroughfare with two traffic lanes and sections of kerbside parking. The street has two-way separated cycle lane along the western side.

The pavement in front of the site is narrow. There are two existing trees located in front of the site, between the pavement and Bourke Road with two driveways entering the site.

The proposal is to demolish the single storey rendered warehouse, and to redevelop the site as a multi-storey hospital (mental health) and associated health care tenancies.

FUTURE

The Enterprise Area Review outlines changes in the planning controls for North Alexandria which will see significant uplift to reshape the built form and public domain in line with council's future vision.

The area surrounding the subject site is envisaged to grow and diversify over time. Its character will evolve from predominately light industrial, to a thriving employment neighbourhood incorporating a broad range of uses, including higher density commercial, specialised clusters of creative and knowledge-based businesses, entertainment and business support services. The vision is to transform into an area with fine grain of its industrial past, established trees, layers of history, low scale laneways, open canals, and connection to the Liveable Green Network.

The area boasts good public transport with its proximity to Green Square train station and numerous bus routes and dedicated cycleways. In the future, the precinct will benefit from rapid transport route along Green Square to Ashmore Connector and Waterloo Metro Station.

Proposed new streets and laneways; and through-site links will enhance connections between Alexandria and neighbouring precincts. Flexible, shared use of the laneways is to support pedestrian links and activation of the public domain.

Key changes to the North Alexandria precinct that are specifically relevant to the subject site include;

- 26,500m2 of additional employment floor space (equivalent to 1,000 jobs);
- A diverse group of specialised economic activities;
- Additional mid-rise to higher density office towers, concentrated toward the Green Square end of the precinct;
- Laneway and footpath dedications to support permeability and activation of the precinct;



Bourke Road Pavement Width
21476 | ALEXANDRIA HEALTH CENTRE
BUILT FORM & URBAN DESIGN REPORT



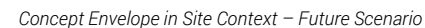
Existing Building with Mecca Coffee Building on the East



View of Existing Building on Bourke Road

The draft DCP controls show the site sitting at the edge of a higher density zone, with office tower forms gradually increasing in height as they get closer to Green Square. Lower building heights are shown to the West and North-West of the site, giving it a gateway-like quality and offering views over rooftops in three directions. It is understood that the concrete batching plant on Mandible Street may be developed into open green space in the future and the site is well positioned to benefit from visual and pedestrian connections to this space.

Laneway dedications are nominated on two sides of the subject site (west and south) which will tie in with the future laneway system shown in the planning documents, while a 2.4m footpath widening will also support increased foot traffic in the area. The proposed uses (hospital, Medical Centre uses) are employment-generating in line with the future vision for the area. The provision of outpatient services will also assist in generating foot traffic and activation of the public domain. End-of-trip facilities within the development will also encourage active forms of transport and service the workforce of the new development.



01: SITE & CONTEXT ANALYSIS

LOCAL CONTEXT, AMENITY & CHARACTER



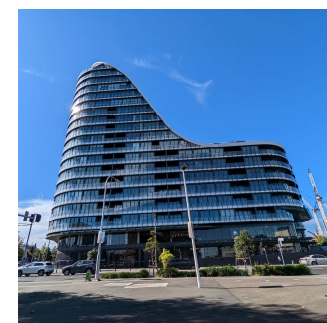
Site Location with Surrounding Landmarks



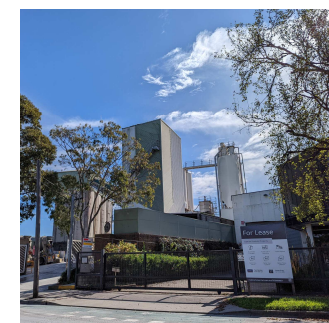
1 Green Square Train Station



2 Green Square Library



3 Skye Suites Hotel



4 Concrete Silos

01: SITE & CONTEXT ANALYSIS

LOCAL CONTEXT, AMENITY & CHARACTER

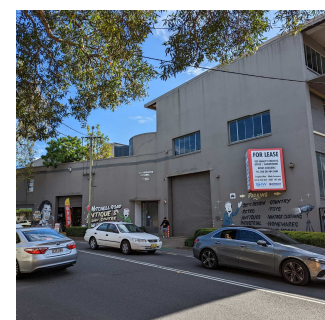
The site will be one of the first development uplifts under the new DCP, shifting the built form away from the existing light industrial character and scale, and moving closer to that envisioned for the Enterprise Area.

Although the existing 1-2 storey light-industrial character is dominant in the area, there are some sites nearby which are already contributing to the transformation and activation of the local environment. Notable recent developments include the Green Square Library, Train Station and public open space, and the Sky Suites Hotel.

In the immediate vicinity of the site, the built fabric is generally at a lower scale, but there are examples of enterprise uses being inserted into industrial settings such as boutique shops, creative offices, cafés and restaurants.



Site Location with Adjacent Surrounding Buildings



1 Warehouse :: Antique Shop



2 Warehouse :: Scrap Yard



3 Warehouse :: Back of Mecca Espresso



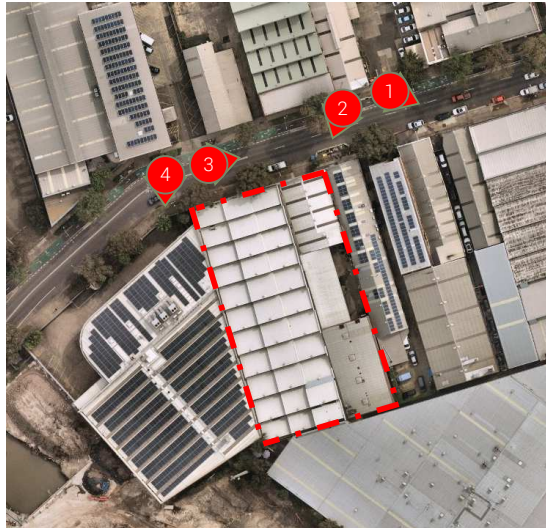
4 Industrial Open Space :: Taxi Depot

01: SITE & CONTEXT ANALYSIS

LOCAL CONTEXT, AMENITY & CHARACTER

The materiality of the built environment also follows this pattern, with newer developments showcasing contemporary palettes, while undeveloped sites retain their industrial aesthetic with brickwork, rendered walls and sheet metal wall cladding.

Bourke Road has two lanes of traffic with sections of kerbside parking and a two-way separated bicycle lane. The existing footpaths are relatively narrow with little visual permeability between the pedestrian zone and the properties along it. Most existing buildings do not have a setback and present a sheer wall along the footpath. Despite the narrowness, there is a reasonable provision of established street trees providing shade and urban canopy to the public domain.



Site Location with Views Referenced on Bourke Road



1 View Towards Adjacent Site



2 View to Adjoining Property on East



3 View Towards Green Square



4 View to Adjoining Property on West

01: SITE & CONTEXT ANALYSIS

SITE ANALYSIS

The site is rectangular in shape. The short dimension, approximately 40.6m, parallel to Bourke Road and depth of approximately 73m. The front of the site is north with a very minimal westerly skew.

The site is surrounded by one to three storey warehouses, which in the future will be developed to 18m to 60m high business park and residential apartments.

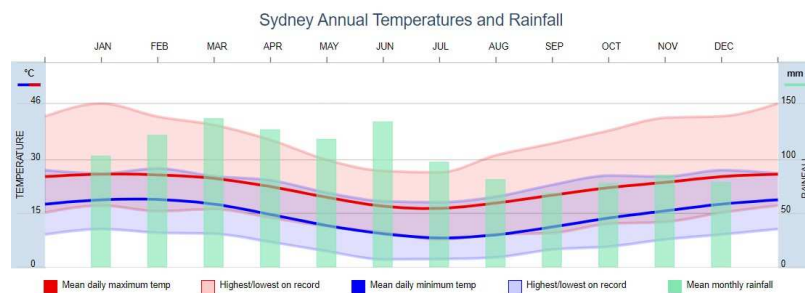
The predominate direction of summer winds are southerly and north easterly, recorded at 9am and 3pm respectively. The predominate direction of winter winds are north westerly and southerly, recorded 9am and 3pm respectively. The harsh winds during these seasons will be shielded by the future development in the future.

The warmest month of the year recorded is January, and coolest is July. The highest rainfall month is June and the lowest is in September.

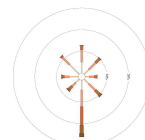
Refer to Solar Analysis & Overshadowing in this report for further details.



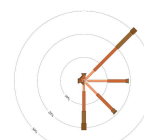
Site Analysis



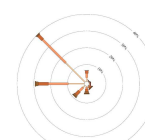
Temperature and Rainfall (data from weatherzone.com.au)



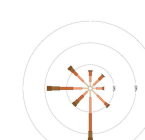
Wind Direction 9am Summer



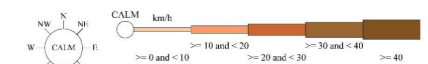
Wind Direction 3pm Summer



Wind Direction 9am Winter



Wind Direction 3pm Winter



Wind Legend (data from bom.gov.au)

Wind (data from bom.gov.au)

01: SITE & CONTEXT ANALYSIS

TOPOGRAPHY & SITE SURVEY

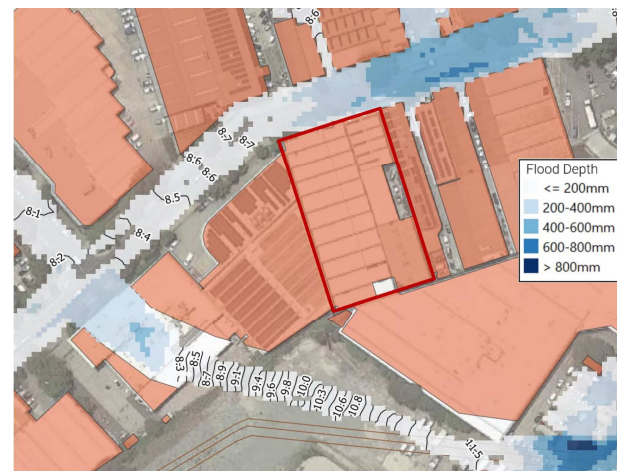
The site is relatively flat along the Bourke Road frontage. The lowest point of the site is at its north east corner. It gradually slopes up to about three quarters of the site and then gradually slopes down again at the back of the site. It is important to note Shea Creek is to the north of the site which in the future will be part of the Liveable Green Network.

The relative level is approximately 8.41m AHD on Bourke Road frontage.

The Probably Maximum Flood (PMF) has been taken into consideration when setting the proposed development ground level RL. For full detailed information, refer to Civil Engineer's Civil Engineering Draft SSDA Report. In addition, as the proposed use of this site is a medical facility, the development is classified as a critical facility within the City of Sydney Interim Floodplain Management Policy and therefore all the habitable floor levels require to be at least at PMF level (10.4m AHD). This is approximately 2m above the street level. Setting the ground floor above the PMF as proposed will:

- Assist in management of stormwater to minimise flooding and reduce the effects of stormwater pollution on receiving waterways
- Ensure that development manages and mitigates flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain.
- Ensure flood risk management addresses public safety and protection from flooding.

Due to its location, and its future massing, its position provides opportunities to access good views towards the north sweeping west around to the northeast towards the future greening of the concrete silos and over rooftop animated with social activities of specialised clusters of creative and knowledge-based businesses, entertainment and business support services.



1% AEP Flood Map (extract from TUFLOW model from the Alexandria Canal Model Conversion 2020 by WMAwater Pty Ltd)



Probable Map (extract from TUFLOW model from the Alexandria Canal Model Conversion 2020 by WMAwater Pty Ltd)

01: SITE & CONTEXT ANALYSIS

SITE CONSTRAINTS & OPPORTUNITIES

The site will be one of the first to be developed in the area under the draft planning controls. It will set a precedent for development further along Bourke road and for the future laneway network.

Laneway and footpath widening dedications present a significant opportunity for the proposed development to have a positive interaction with the public realm and to contribute to the pedestrian amenity and connectivity of the precinct. The area North of the site including part of Shea Creek will be rejuvenated with active frontages and connections to the area's Liveable Green Network. Further north of the site, concrete silos may be converted to open green space in the future. South of the site, a new road with active frontages (the Ashmore Connector) will be created and link to the new laneways behind the subject site.

In this context, the development will play a significant role in contributing to a pedestrian friendly public domain. Locations for deep soil and other landscaped areas are an opportunity to contribute to the future street and laneways, while a high-quality pedestrian environment will have a safety benefit, supplementing soft supervision in the area (refer to CPTED report for further details)..

When the development is first completed, there will be opportunities for possible views towards Green Square to the east, Concrete Silos to the north , Perry Park to the southwest and McConville Reserve to the south. Once the development are completed around the site's surroundings, the view towards concrete silos and Perry Park will be maintained.



Site Constraints and Opportunities



- 1 Concrete Silos
- 2 Perry Park
- 3 McConville Reserve
- 4 Green Square
- 5 Shea Creek
- 6 Ashmore Connector

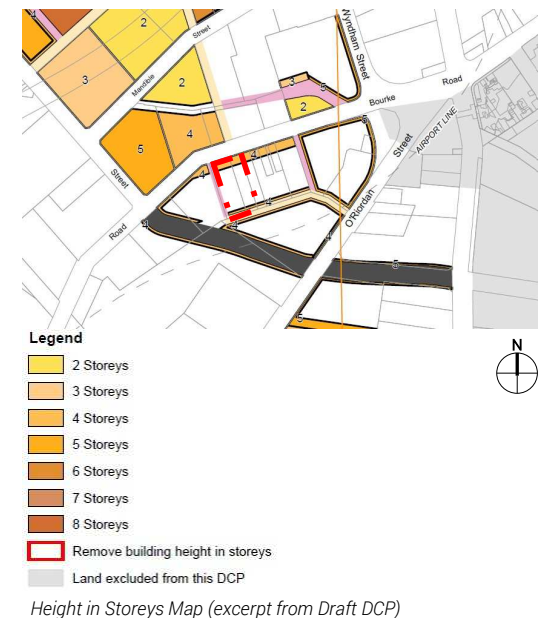
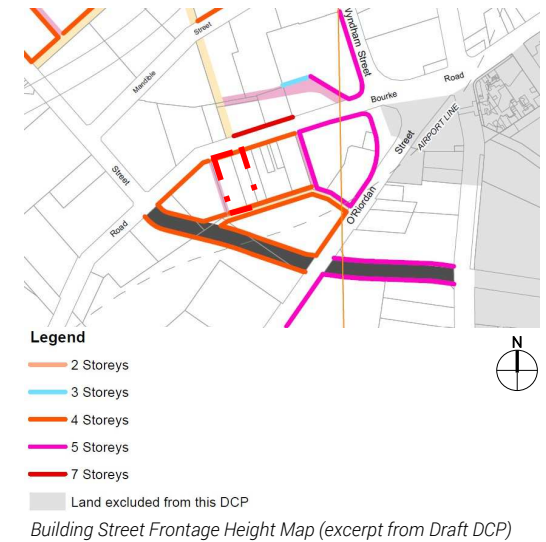
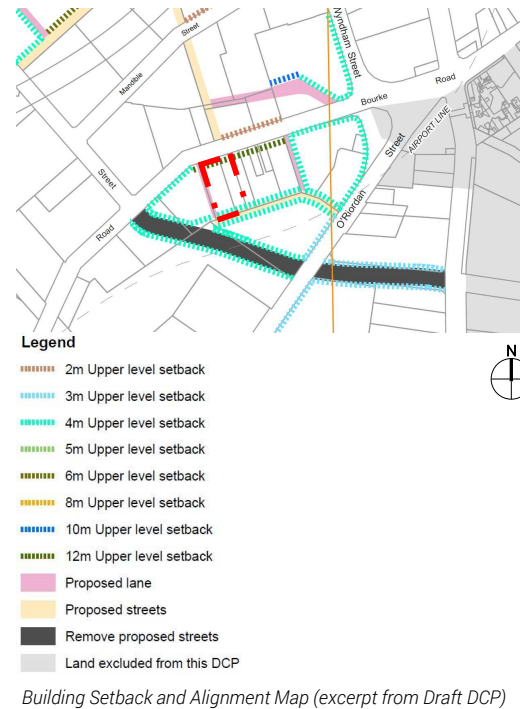
01: SITE & CONTEXT ANALYSIS

PLANNING CONTROLS & PERMISSIBILITY

BUILDING HEIGHT

The permissible building height nominated in the Draft Enterprise Area Review Sydney LEP 2012 Amendment is 45m (RL 53.41).

The nominated street frontage height to Bourke Road and southern laneway is 4 storeys as indicated on *Building street frontage height map* and *Height in storeys map*.



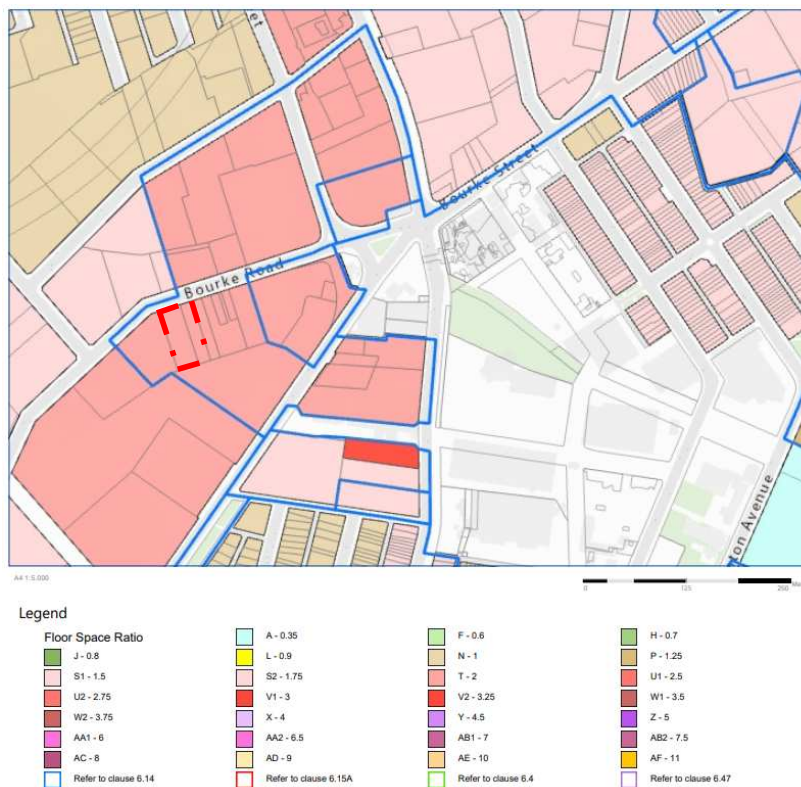
01: SITE & CONTEXT ANALYSIS

PLANNING CONTROLS & PERMISSIBILITY

FLOOR SPACE RATIO

The concept envelope seeks approval for FSR of 3.85:1, which is within the maximum Floor Space Ratio (FSR) achievable on the site (noting design excellence process and dedications)

With a site area of 2972m², the maximum Gross Floor Area (GFA) achievable within this FSR control is 11,442.20m².



Floor Space Ratio Map (excerpt from Sydney LEP 2012)

01: SITE & CONTEXT ANALYSIS

PLANNING CONTROLS & PERMISSIBILITY

ACTIVE FRONTAGES AND STREET LEVEL DESIGN

The key locations indicated in the draft DCP do not identify the site as providing active frontages. Nevertheless, the points below are to be implemented to contribute to the public realm and provide pedestrian amenity and visual interest:

- 2.4 meters footpath widening to Bourke Rd frontage;
- Consideration for the location of landscaping areas where they will positively impact the adjacent pedestrian areas;
- Loading docks and roller doors not visible from the primary street frontage;
- Building foyer oriented to the street, and area appropriately scaled to allow sufficient ground floor space for retail uses, (e.g. pharmacy), as appropriate.

BUILDING ALIGNMENT AND SETBACKS

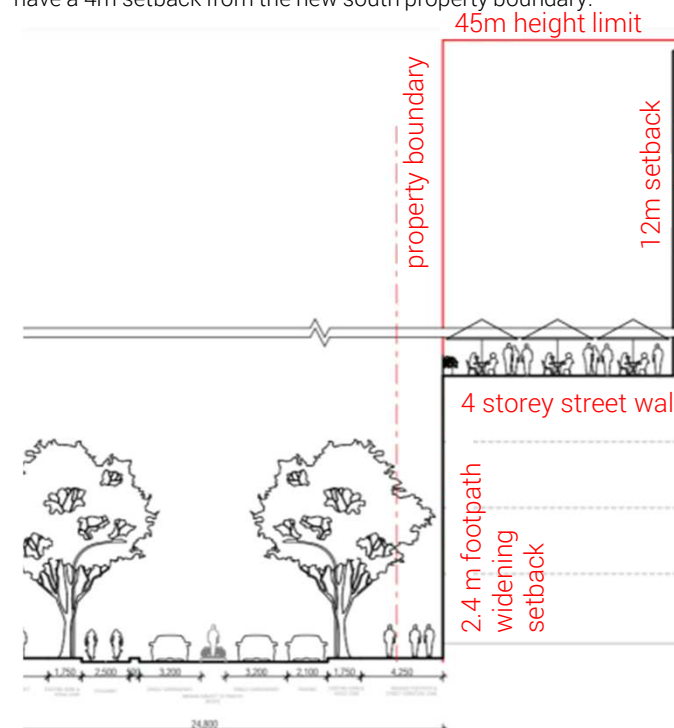
The development provides an appropriate presentation to the public domain through landscaping and setbacks. Setbacks provide a high-quality frontage and relationships to the public domain and/or adjoining properties.

Primary setbacks, upper-level setbacks and landscape setbacks to the building are provided in accordance with the *Building setback and alignment map* and the *Building street frontage height in storey map*.

The 2.4m footpath dedication and from levels 4 above, 12m setback from the new northern property boundary form a visual extension of the public domain. Landscaping to deep soil zone and other landscape opportunities will supplement the streetscape to enhance the appearance and reduce the bulk of the building. The Bourke Road frontage is intended not to have fencing to encourage permeability.

Landscaped setbacks are to be provided clear to the sky and clear of built obstructions including storage areas, signage, parking and building overhangs, including sun control devices.

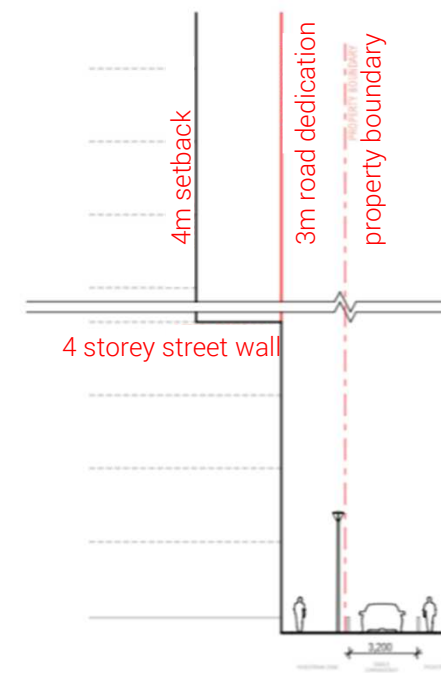
At ground level, a 3m laneway dedication on the west and south boundaries supports future laneways. Upper levels are to have a 4m setback from the new south property boundary.



Indicative Street Section – Bourke Road (B), North Alexandria (excerpt from Draft DCP)

Side and rear setbacks support:

- High quality frontages to adjoining properties, the Liveable Green Network connections, through site links .
- Visual interest is created where public access occurs on the building frontage.
- Overland flow paths are not blocked or diverted.
- Contiguous areas of soft landscaping and tree planting are located the front of the property along Bourke Road.
- Generally, level with adjoining properties and public domain once the surrounding properties are developed.



01: SITE & CONTEXT ANALYSIS

PLANNING CONTROLS & PERMISSIBILITY

DEEP SOIL PLANTING / ZONE

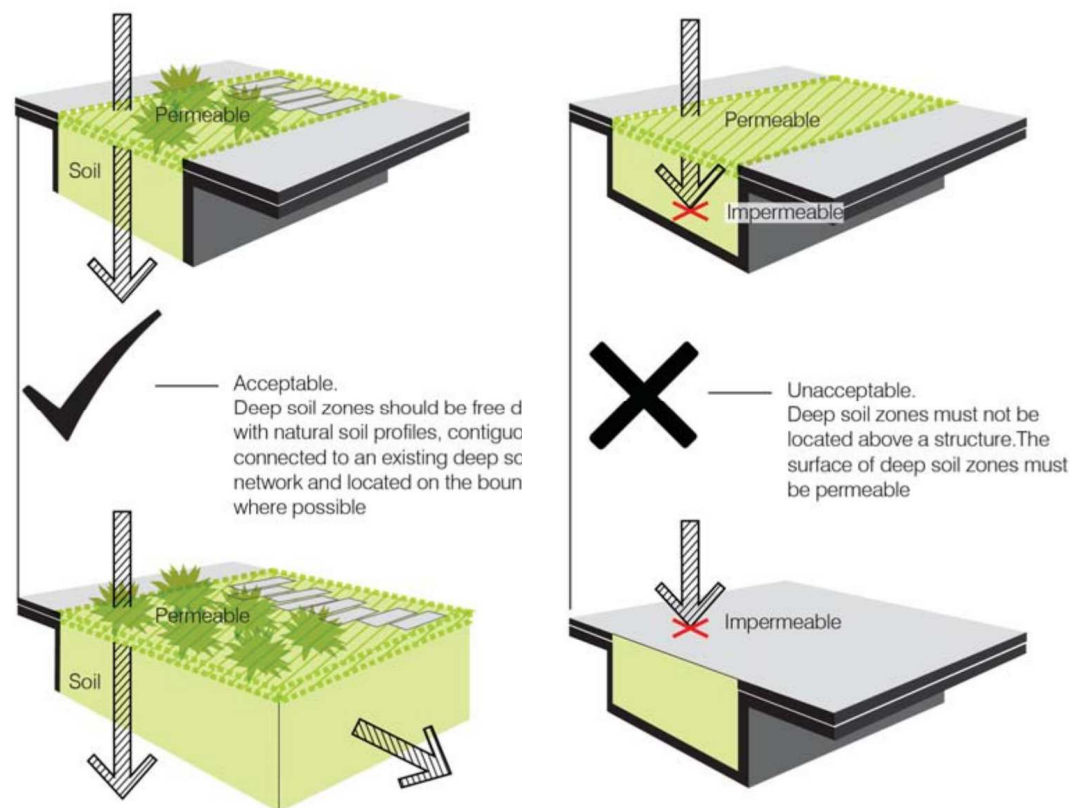
The draft DCP nominates deep soil planting is to be provided to 10% of the site area. The minimum dimension for deep soil planting is to be 3m in any direction.

Site area after dedication (west laneway, south laneway and footpath) is 2535m², meaning the required deep soil zone is 253m².

This control will be difficult to achieve on the subject site for the following reasons;

- The ideal location for deep soil is at the Bourke Rd frontage, where it can contribute to the streetscape
- The Bourke Rd frontage is the shorter boundary of the site
- The 4-storey street wall to this frontage would block access to sunlight and water required for deep soil

The reference scheme detailed later in this report shows on possible solution using an architectural screening element to contribute to the street wall while also providing deep soil and permeability to the main street frontage. This allows deep soil to be located where it has the most public impact and gives the scheme a dynamic interaction with the pedestrian walkways.



Excerpt from volume 2 of the COS Landscape Code

01: SITE & CONTEXT ANALYSIS

PLANNING CONTROLS & PERMISSIBILITY

LANEWAYS

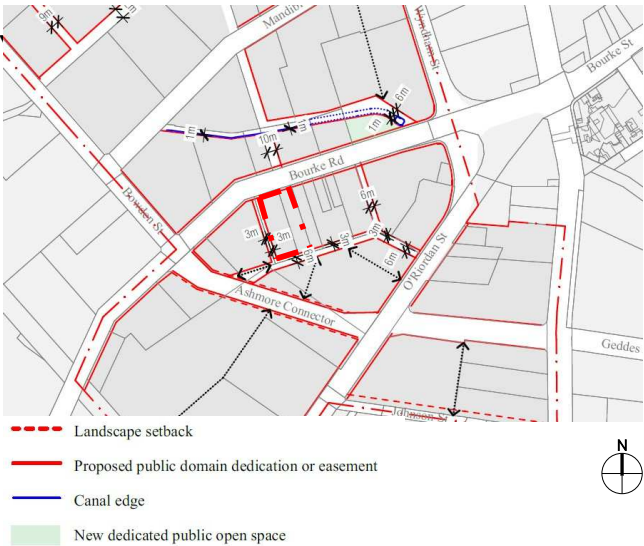
The following laneway dedications are nominated for the subject site by the draft DCP:

BOUNDARY	REQUIRED TOTAL WIDTH	DEDICATION (SUBJECT SITE)
WESTERN	6m	3m
SOUTHERN	9m	3m
NORTHERN	2.4m (footpath)	2.4m
EASTERN	Nil	Nil

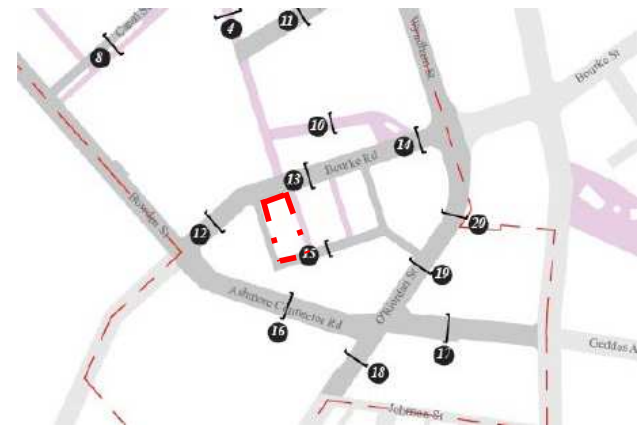
The reference scheme contained in this report meets the requirements for these laneway dedications. We note that the vehicular access to the site must be considered from both day one of the development's completion and in the future when the laneway network is complete. For this reason, the scheme shows an additional 3m setback at ground level, beyond the 3m dedication along the Western boundary. This will ensure a 6m wide, two-directional vehicle accessway will be available when the building is commissioned, enabling deliveries and vehicle drop-offs to be concentrated to the rear of the site and freeing up the Bourke Rd frontage for architectural and landscaped treatments.

This additional 3m setback may be reconfigured to provide hard or soft landscaping in the future, once the adjoining site and laneway network is developed.

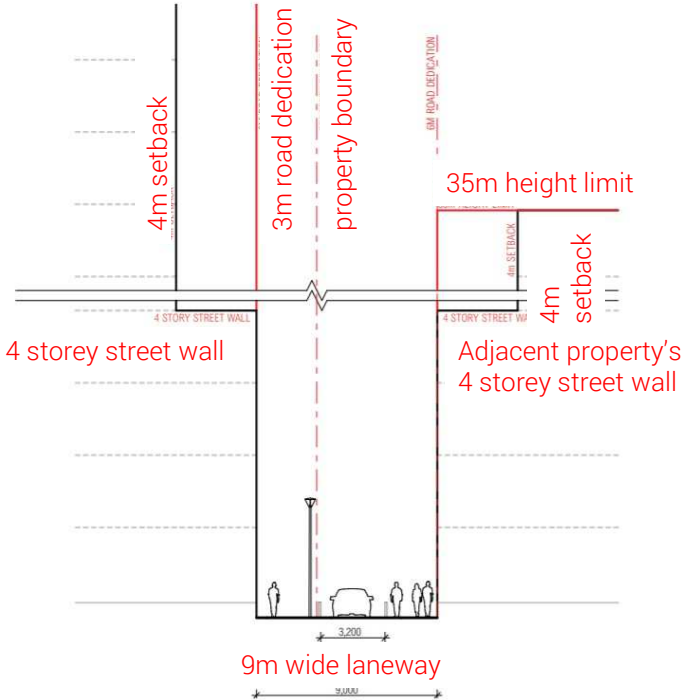
The plan for the final configuration of the 6m laneway will be developed in conjunction with Council prior to the approval of the Stage 2 SSDA, and is proposed to include an element of planting, pedestrianised walkway and a south-bound private driveway to serve as an entrance to the site from Bourke Road.



North Alexandria Public Domain Dedications and Easements (excerpt from Draft DCP)



Indicative Street Sections Plan (excerpt from Draft DCP)



15. South Laneway Section (Sketch Adapted from Typical Commercial Block Lane (excerpt from Draft DCP)

1. Bowden Street
2. Stokes Avenue
3. McCauley Street
4. McCauley Street Extension
5. Hiles Street
6. Wyndham Street
7. Heritage Conservation Area Laneway
8. Canal Street
9. Liveable Green Network (North)
10. Liveable Green Network (South)
11. Mandible Street
12. Bourke Road (A)
13. Bourke Road (B)
14. Bourke Road (C)
15. Internal Commercial Block Lane
16. Ashmore Connector (East)
17. Ashmore Connector (West)
18. O'Riordan Street (A)
19. O'Riordan Street (B)
20. O'Riordan Street (C)

01: SITE & CONTEXT ANALYSIS

PUBLIC DOMAIN

SYDNEY STREET CODE 2021

The development is to comply with Public Domain Design Codes 2021 - The Sydney Streets Code for public domain works on land owned or managed by the City:

- Guidelines
- Design coordination requirements
- Material palettes

The development will adhere to the street design that provides for all people, regardless of age and ability. The key functions that promotes connectivity and accessibility, walking and cycling, quality public domain and placemaking, environmental sustainability, and urban canopy and greening:

- Place
- Movement
- Access
- Environmental
- Infrastructure

THE CITY PALETTE

The development is within the Urban Renewal Area (D9) with Bourke Road considered being the Connecting Main Street (D5) in the Sydney Street Code. It is also within the Green Square Urban Renewal Context Area.

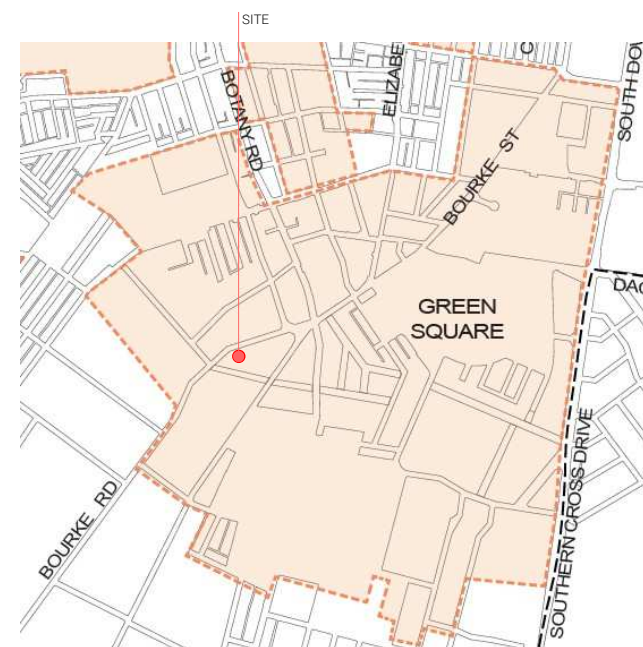
The Main Streets are divided into palettes and Bourke Road is Palette C where sections of street or RMS main roads that consists of residential and commercial / retail land uses as well as being a focus for public transport. In many instances these areas connect sections of Village Main Street. Subject to parking and access requirements, RMS roads provide opportunity for kerbside landscape treatment to provide a buffer for the pedestrian zone.

As an Urban Renewal Area (D9), it often includes the creation of new streets. This provides the opportunity to incorporate Water Sensitive Urban Design (WSUD) initiatives, pedestrian and bicycle amenity, biodiversity and tree canopy cover often without the constraints associated with retrofitting the existing street network. As an area that provides a network of new streets which will achieve high permeable street pattern that integrates pedestrian, cycle and vehicular movements, WSUD and flood management.

Redevelopment of this area will significantly intensify its land use. There will be a higher demands on the streets, particularly from pedestrians.

Therefore, the streets have to:

- Highly functioning and multipurpose,
- Accommodate space for pedestrian and cycle movement,
- Provide space for public life including public seating and outdoor dining,
- Include standard street furniture, trees and planning.



Urban Renewal Areas Plan (excerpt from Public Domain Design Codes 2021 – The Sydney Streets Code)

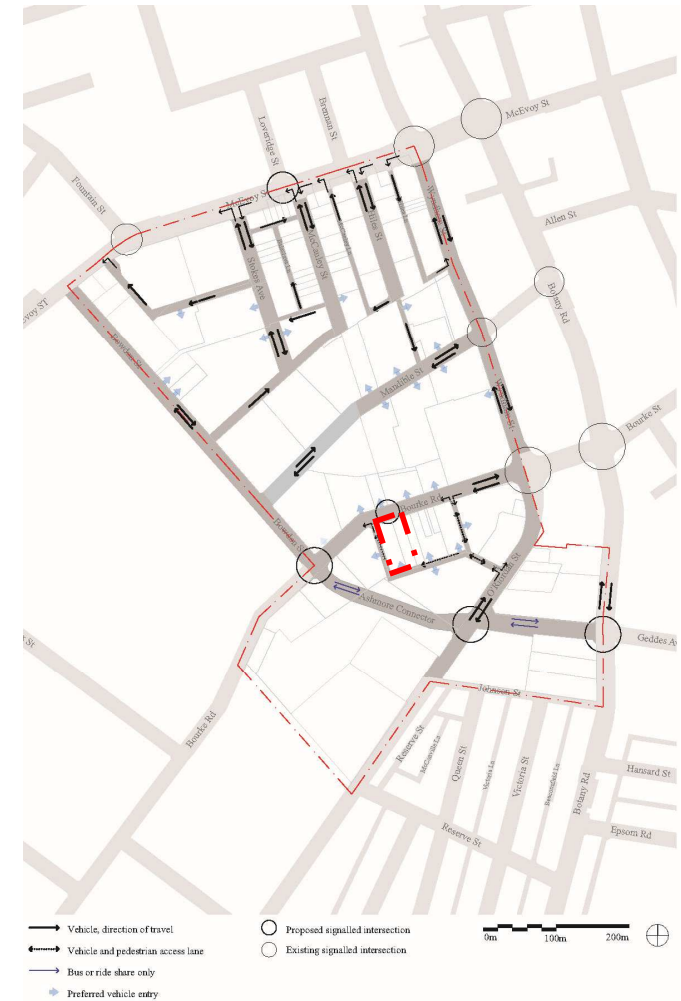
01: SITE & CONTEXT ANALYSIS

TRAFFIC & ACCESS

The Southern Enterprise Area is near numerous major trip generators such as airport, port and Sydney CBD with thousands of people transiting through each day. This area contains two new planned centres, Green Square Town Centre and Ascot Town Centre precincts, which will generate substantial demand for road space, public transport seats, pedestrian and cycling infrastructure.

The proposed western and southern laneways to the site support new streets that are crucial for increase in permeability and connectivity within and through the area. These laneways provide:

- Greater and more direct route choices.
- Opportunities for additional future public transport connections.
- Improved permeability and walkability.
- Respond to key connection between Shea Creek Liveable Green Network and Ashmore Connector Activated Frontage.
- Legible and safe circulation pattern for vehicular movement which responds to access requirements and encourages safe vehicle speeds.
- Actively promoted sustainable transport modes for people arriving to the building by providing End of Trip Facility, in order to reduce traffic congestions.
- Provide connections through street blocks and large sites to provide street addresses for new development where necessary.



North Alexandria Vehicle Movement (excerpt from Draft DCP)

01: SITE & CONTEXT ANALYSIS

TRAFFIC & ACCESS

WESTERN LANEWAY IN STAGES

The traffic and access is considered in 3 scenarios:

- When the building is built.
- When the adjacent buildings are developed.
- When Ashmore Connector is closed.

WHEN THE BUILDING IS BUILT

The development provides a 6m lane on the western part of the property to enable a two-way lane for access for the development from day 1 of operation. The two-way lane is necessary for ambulance drop-off, drop-off and set down, car parking, access to ramp to basement and access to back of house. This enables the vehicles to enter and exit the property in a forward direction (without reversing).

The southern 3.5m laneway is created to cater for one way traffic.

WHEN ADJACENT BUILDINGS ARE DEVELOPED

A 6m wide lane along the site's western boundary (it is noted that the Draft SDCP Amendment only requires 3m to be dedicated within the subject site, however, the proposal seeks to provide an additional 3m setback over and above the dedication to ensure vehicle access does not rely on a future development to be approved for the adjoining site). The plan for the final configuration of the 6m laneway will be developed in conjunction with Council prior to the approval of the Stage SSDA, and is proposed to include an element of planting, pedestrianised walkway and a south-bound private driveway to serve as an entrance to the site from Bourke Road.

A new 9m laneway is identified along the southern boundary of the site. The 9m width is from the 3m laneway dedication on the southern part of the property and 6m is from the adjacent property.

In this scenario, Ashmore Connector may be established as a two-way lane with active frontage implemented. The development's western laneway will be a link between Ashmore Connector to the Liveable Green Link – Shea Creek. The southern laneway will link the development with O'Riordon Street via through-site links.

WHEN ASHMORE CONNECTOR IS CLOSED

Ashmore Connector will be closed to traffic and pedestrianised with a dedicated bus route.

The proposed development maintains to be the link between Ashmore Connector, Liveable Green Link – Shea Creek and O'Riordon Street.

01: SITE & CONTEXT ANALYSIS

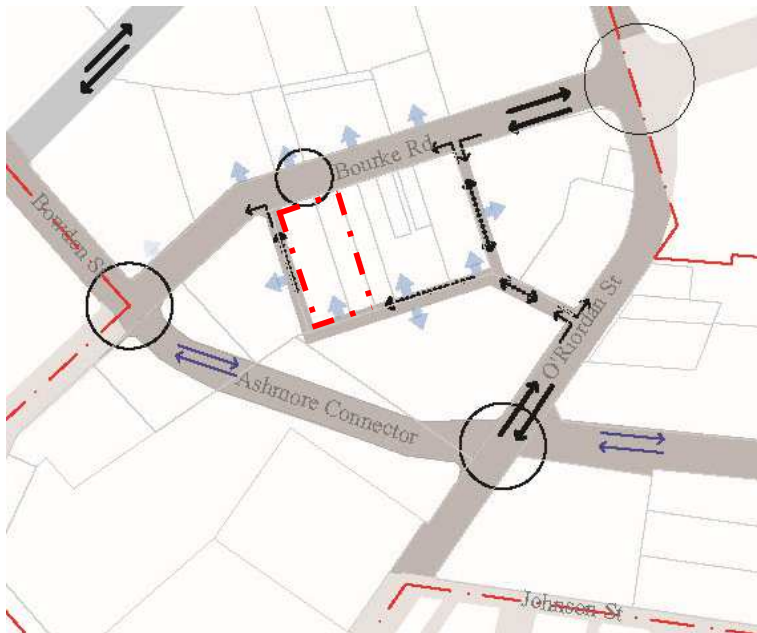
TRAFFIC & ACCESS

DRAFT SYDNEY DCP 2012: SOUTHERN ENTERPRISE AREA AMENDMENT (DRAFT DCP)

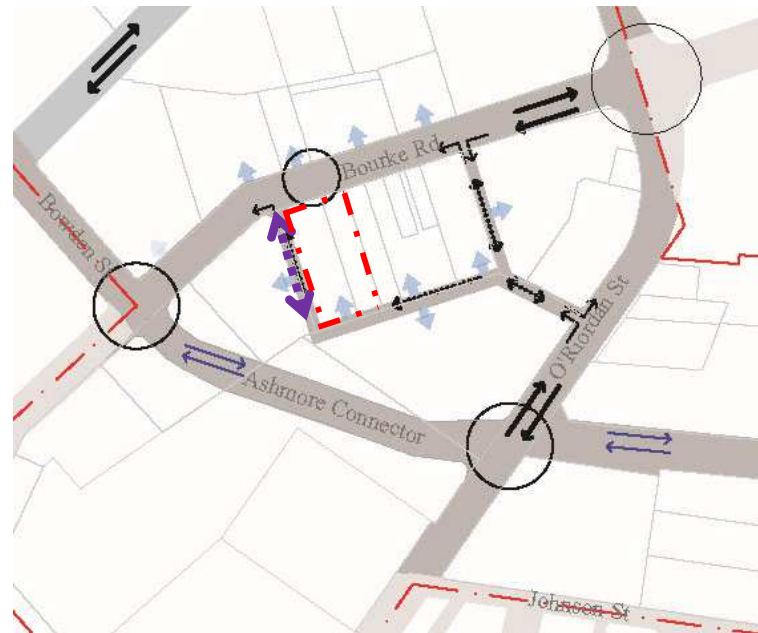
North Alexandria Vehicle Movement map on the draft DCP indicates the lane south of the property will flow from east to west; and the lane west of the property will flow from south to north.

This will have adverse effect on our development as it will lose its “vehicle access address”. Moreover, it will require unfamiliar drivers to navigate their way along a labyrinth of narrow lanes to access the site, including visitors, and emergency vehicles.

To mitigate this, a plan for the final configuration of the 6m laneway will be developed in conjunction with Council prior to the approval of the Stage 2 SSDA, and is proposed to include an element of planting, pedestrianised walkway and a south-bound private driveway to serve as an entrance to the site from Bourke Road. Preliminary discussions have taken place with council’s traffic engineers to further develop this strategy.



North Alexandria Vehicle Movement (excerpt from Draft DCP)



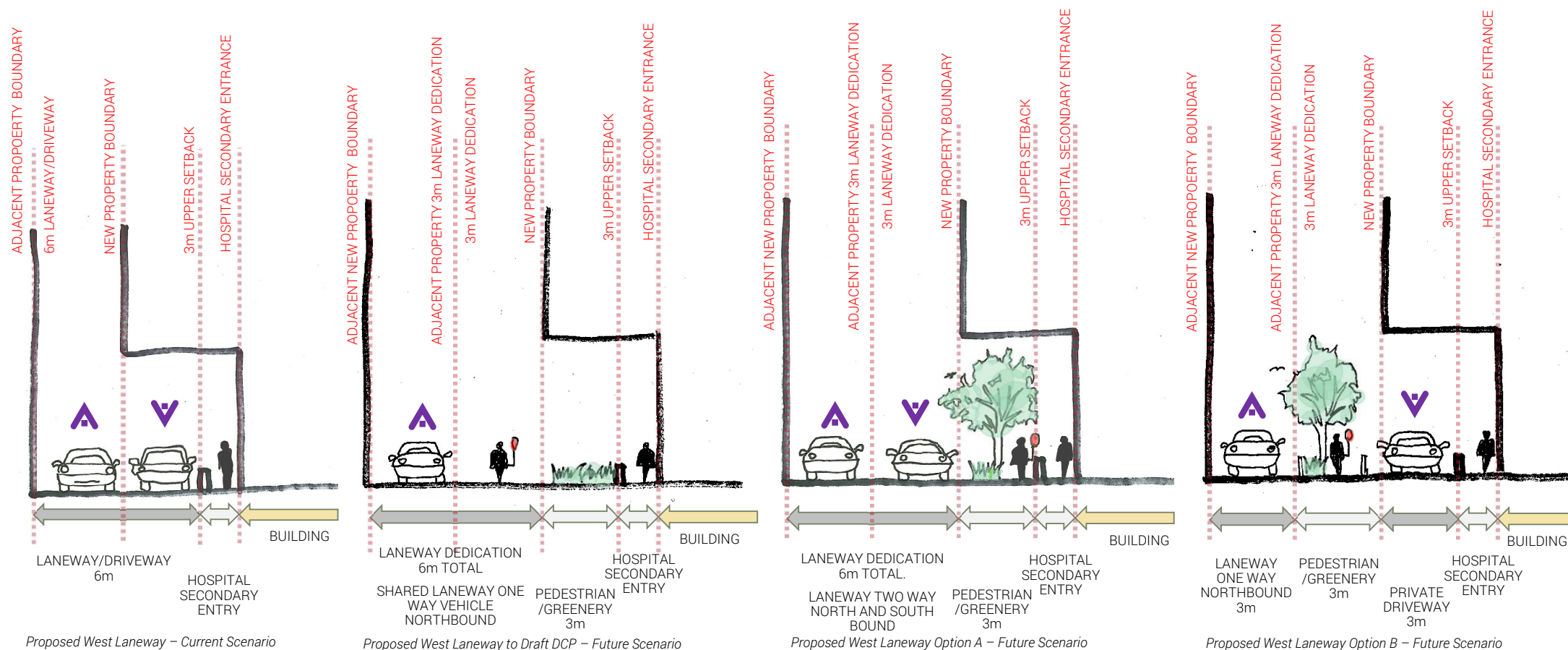
Proposed Vehicle Flow



01: SITE & CONTEXT ANALYSIS

TRAFFIC & ACCESS

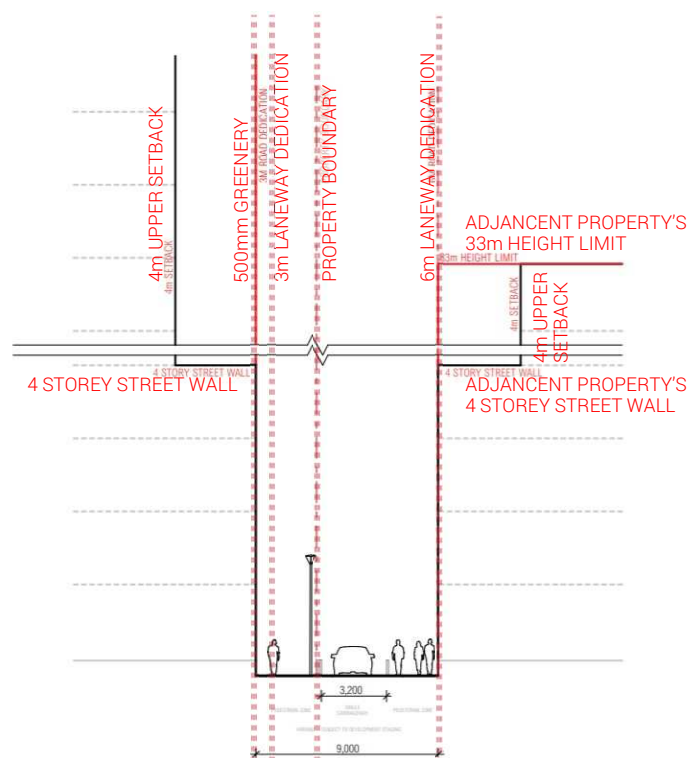
WESTERN LANEWAY



01: SITE & CONTEXT ANALYSIS

TRAFFIC & ACCESS

SOUTHERN LANEWAY



Proposed South Laneway to Draft DCP

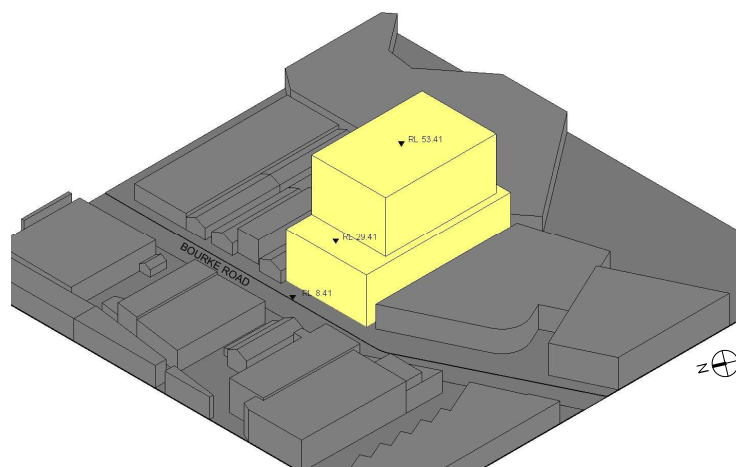
02: CONCEPT ENVELOPE

PROPOSED ENVELOPE

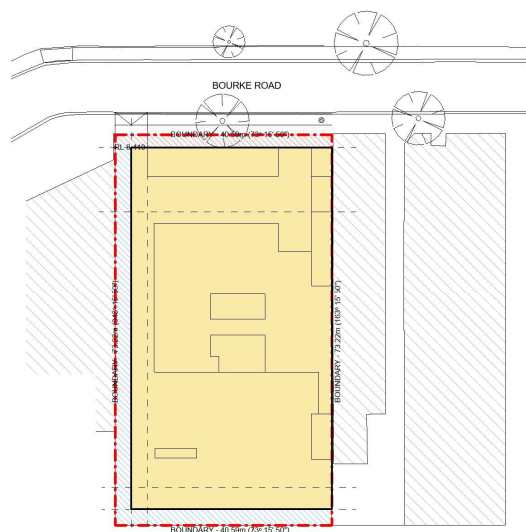
The proposed concept envelope consists of a 4 storey podium and a tower form above the podium, extending up to RL53.41 or 45m above street level.

The podium is set at RL10.41, extending up to RL29.41, equivalent to a 21m street wall. The podium is set 2.4m back from the northern boundary for footpath dedication, 3m from the western boundary, and 3.5m on the southern boundary. There is no setback proposed on the eastern boundary.

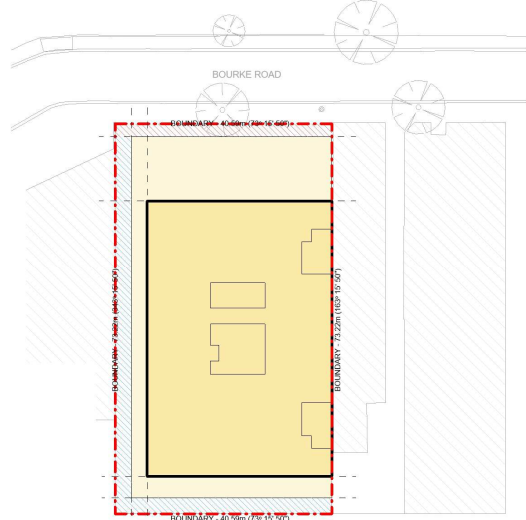
The tower component height is governed by the draft DCP, and is limited to 45m above street level, equivalent to RL53.41. The tower is set 12m back from the street wall along Bourke Road, in line with the draft DCP. The tower is set 3m back from the podium on the west, and 3.5m back from the podium on the south. There is no setback proposed on the eastern boundary.



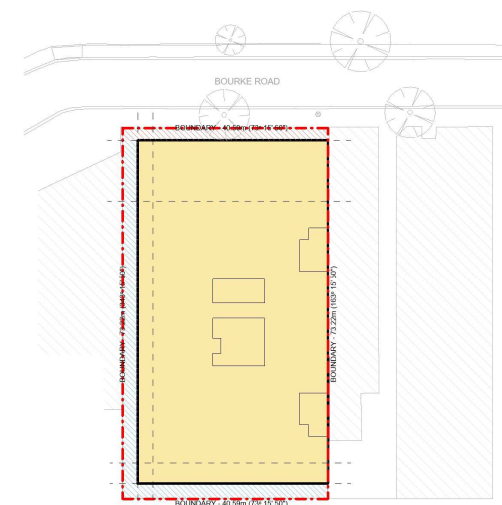
Proposed Envelope – 3D Massing



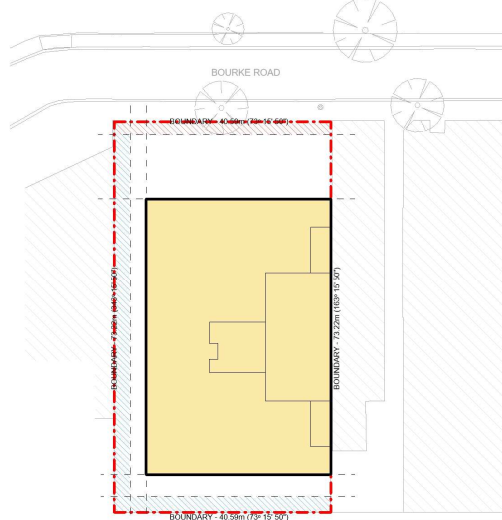
Proposed Envelope – Ground Level



Proposed Envelope – Typical Tower Level



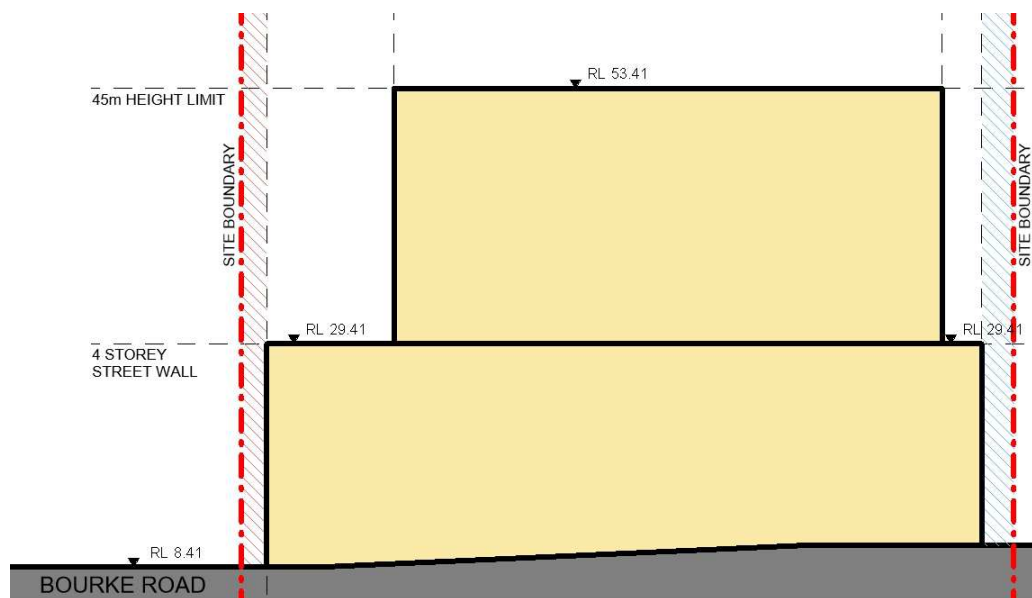
Proposed Envelope – Typical Podium Level



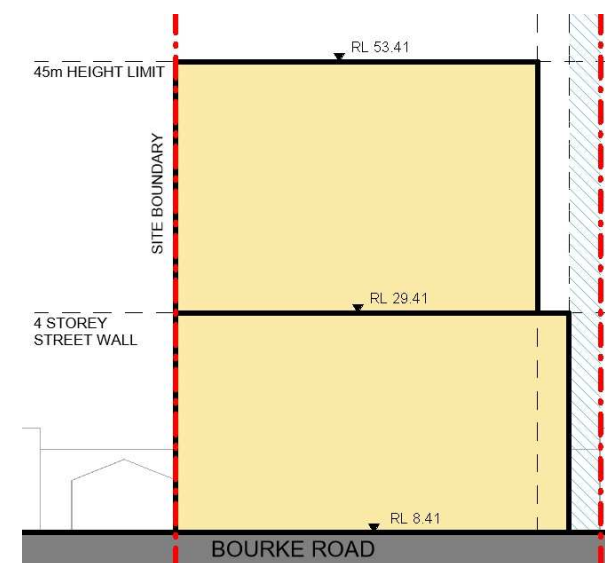
Proposed Envelope – Upper Tower Level

02: CONCEPT ENVELOPE

PROPOSED ENVELOPE



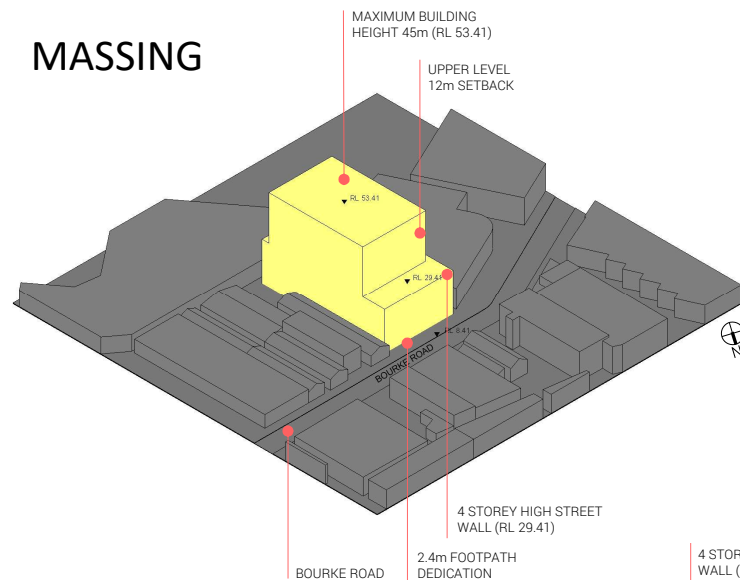
Proposed Envelope – West Elevation



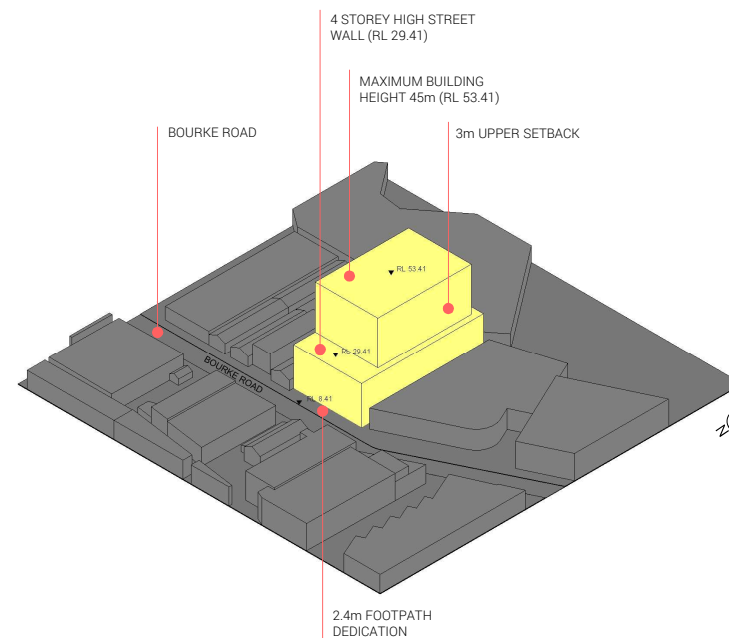
Proposed Envelope – North Elevation

02: CONCEPT ENVELOPE

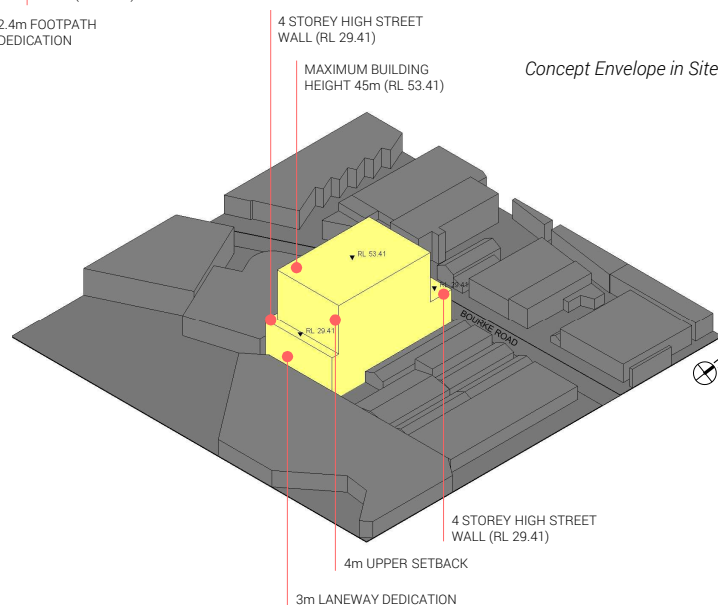
MASSING



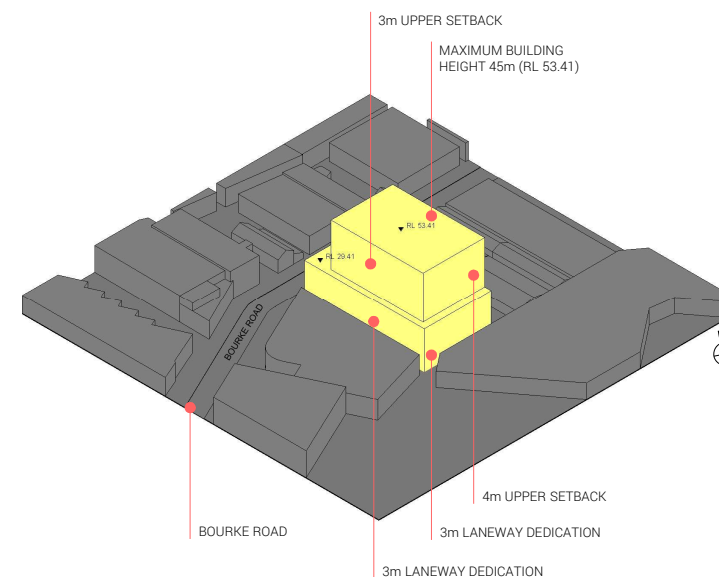
Concept Envelope in Site Context – Current Context



Concept Envelope in Site Context – Current Context



Concept Envelope in Site Context – Current Context

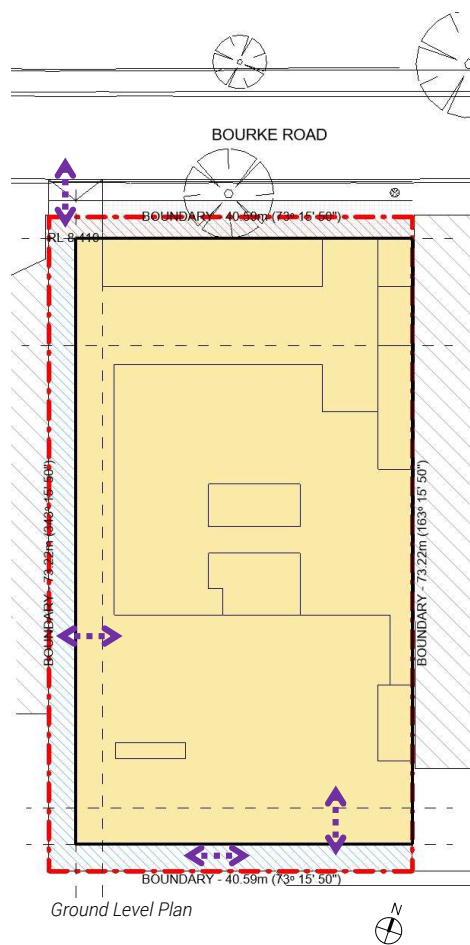


Concept Envelope in Site Context – Current Context

02: CONCEPT ENVELOPE

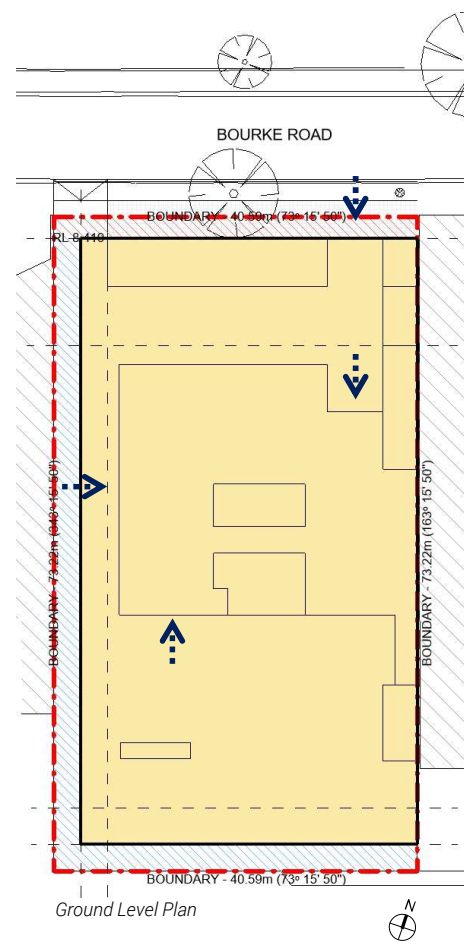
TRAFFIC & ACCESS

VEHICLE INGRESS AND EGRESS



➡ Potential Vehicular Access

PEDESTRIAN ACCESS



➡ Potential Pedestrian Access

02: CONCEPT ENVELOPE

VISUAL IMPACT ANALYSIS & ASSESSMENT

The site is located in an Urban Renewal Area and will be one of the first sites developed under the Draft Sydney DCP 2012: Southern Enterprise Area Amendment (draft DCP). The new planning controls are intended to facilitate change, from an area with a predominantly light industrial character, to a thriving employment neighbourhood incorporating a broad range of commercial and knowledge-based uses.

For this reason, the Visual Impact Analysis and Assessment considers the proposal in two contexts. The first is in the current context, prior to uplift of the surrounding buildings. The second, and more important context, is the future form of the area, once the surrounding buildings have been developed.

Although the proposed envelope appears as a significant insertion into the current, predominantly single-storey context, it is important to note that it meets all of the height and setback provisions of the draft DCP, and in doing so, will sit comfortably within the urban scale of the area once adjacent sites have been developed.



Bourke Road View Looking West - Existing



Bourke Road View Looking East - Existing

02: CONCEPT ENVELOPE

VISUAL IMPACT ANALYSIS & ASSESSMENT

CURRENT CONTEXT

At the street level, the proposed envelope steps back from the established building line to allow for footpath widening. It establishes a four-storey street wall in line with the planning controls, before stepping back 12m at the upper floors. Similar setbacks to the West and South reduce the mass of the tower, while the podium extends to the boundaries (after dedications).

It is important to note that this envelope represents the maximum extent of the building facades, but that the building will not be able to infill all of this area due to the FSR and landscaping controls, and the need for natural light within the building. Refer also to the reference scheme which provides an example of how the building's articulation can work within this envelope.



*Bourke Road View Looking West – Current Context
(Concept Envelope)*

2.4m FOOTPATH DEDICATION



*Bourke Road View Looking East – Current Context
(Concept Envelope)*

2.4m FOOTPATH DEDICATION

02: CONCEPT ENVELOPE

VISUAL IMPACT ANALYSIS & ASSESSMENT

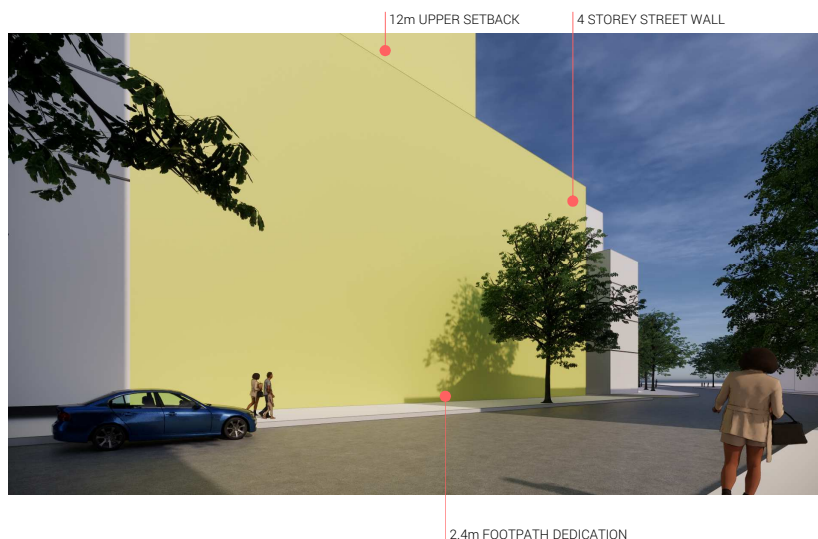
FUTURE CONTEXT

Once the surrounding sites have been developed, the proposed envelope integrates seamlessly with the future urban context.

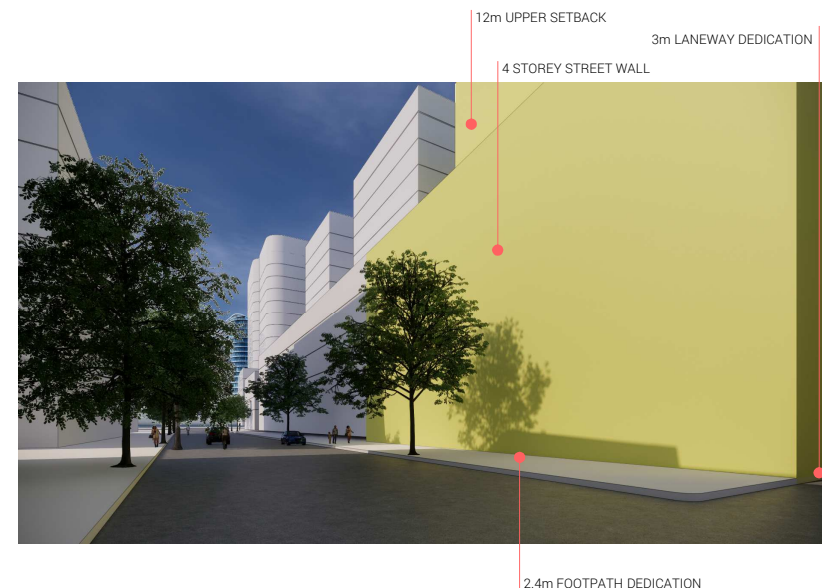
Wider footpaths and pedestrian connections via the new laneway network will improve accessibility and the amenity of the street. The four-storey street wall also helps frame Bourke Rd and provide consistency to the street edge.

The tower set back is replicated further along the street toward the East as the urban density increases in this direction, while to the West, building heights step down as you move further from Green Square.

The proposed envelope follows the massing controls outlined in the draft DCP. In doing so, the development is of a scale and form that is consistent with the future urban environment in North Alexandria and its visual impact on the street and surroundings will be overwhelmingly positive.



*Bourke Road View Looking West – Future Context
(Concept Envelope)*



*Bourke Road View Looking East – Future Context
(Concept Envelope)*

02: CONCEPT ENVELOPE

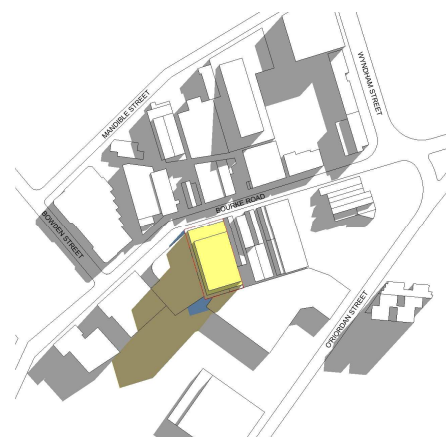
SOLAR ANALYSIS & OVERSHADOWING

SHADOW DIAGRAM – CURRENT CONTEXT

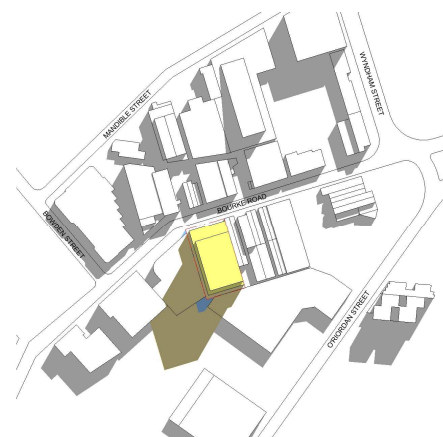
Shadow diagrams have been prepared which reflect the overshadowing impact of the proposed development at hourly intervals from 9am to 3pm during the winter solstice (21st June).

The shadow studies demonstrate that shadows cast by the concept envelope (shown in yellow) are largely contained within its boundary as well as on its surrounding west, south and east neighbouring large expanse of warehouse roofing. As most of these are warehouses, there will no loss in amenity in the adjacent properties.

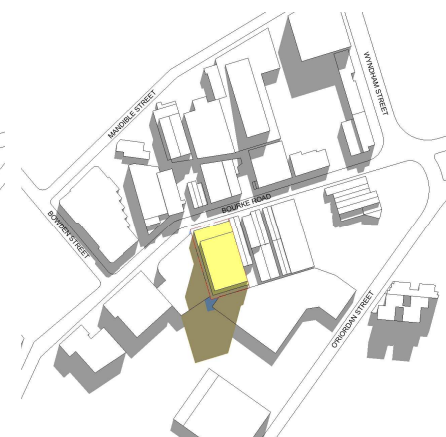
Shadow studies of the existing single storey warehouse is represented in blue as a comparison.



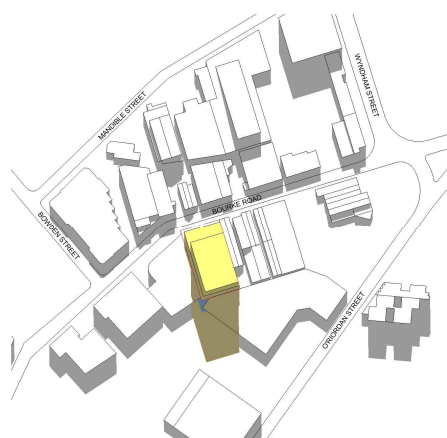
21 June 9am



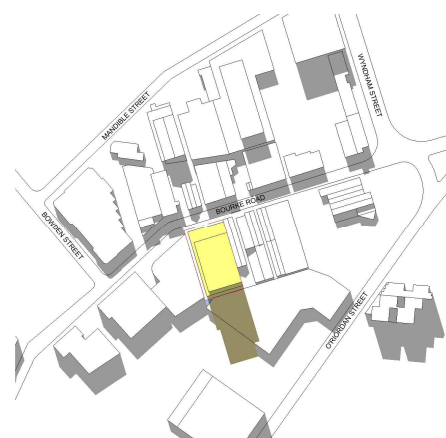
21 June 10am



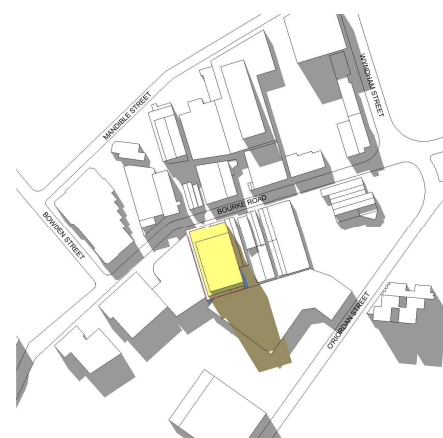
21 June 11am



21 June 12pm



21 June 1pm



21 June 2pm



21 June 3pm



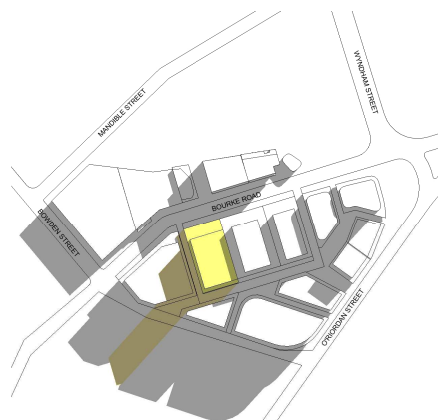
02: CONCEPT ENVELOPE

SOLAR ANALYSIS & OVERSHADOWING

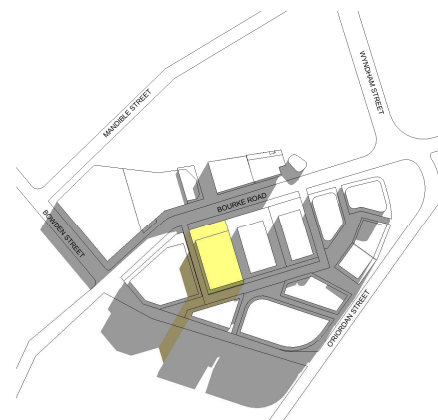
SHADOW DIAGRAM – FUTURE CONTEXT

Similar to the visual impact assessment, it is important to consider the proposal once the urban renewal is complete as the uplift of surrounding buildings significantly reduces the perceive impact of overshadowing.

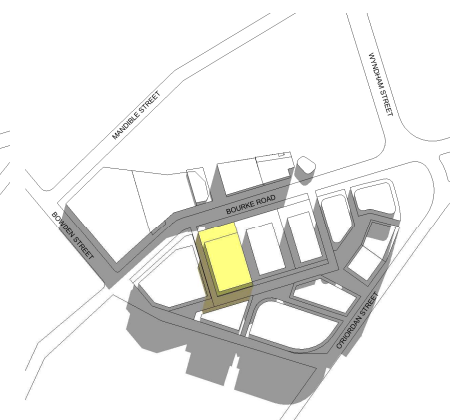
The shadow studies demonstrate that shadows cast by the proposed development will be affecting future buildings that will be lower in height than the development which is 36 Bourke Road's east façade, across the future Ashmore Connector and future buildings south west of the site. Other shadow casts will be on the higher buildings on the south side's north and west façade as well as adjoining east property's lower level's west façade.



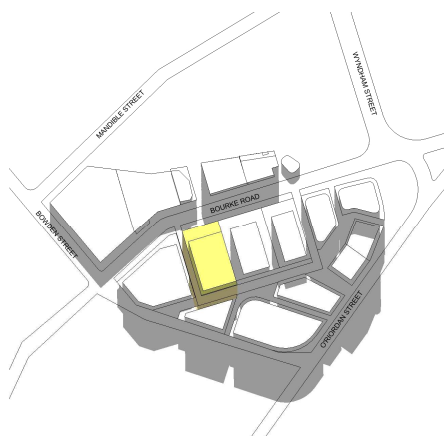
21 June 9am



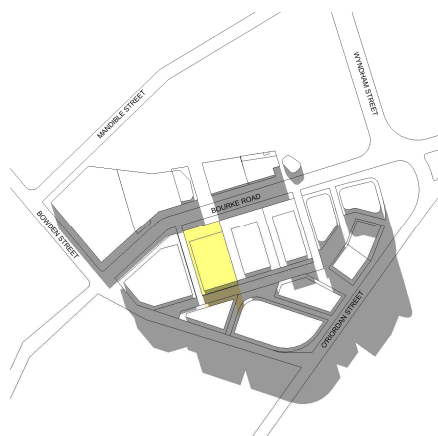
21 June 10am



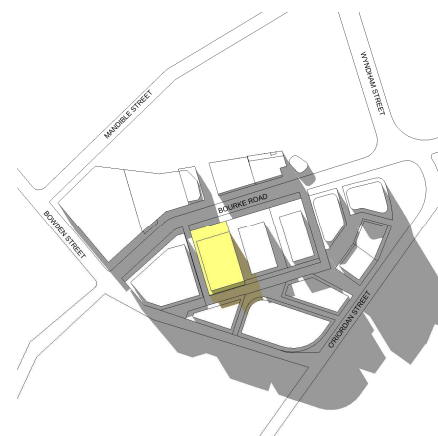
21 June 11am



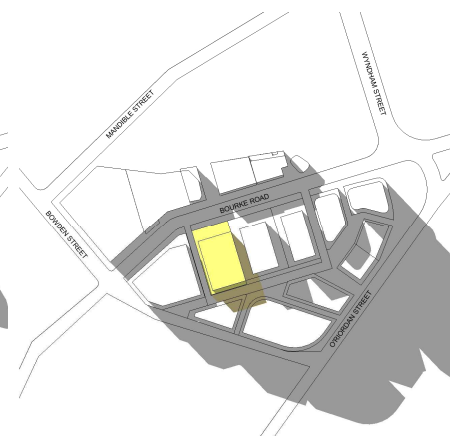
21 June 12pm



21 June 1pm



21 June 2pm



21 June 3pm



03: REFERENCE SCHEME

OVERVIEW

The following reference scheme has been developed to demonstrate that the building use, functional requirements and form are achievable within the proposed envelope. It is not intended to constrain the design outcomes that will come from the second stage development application, but rather to confirm the viability of the envelope and demonstrate that a building of this type and scale is in keeping with the future intended character of the precinct as outlined in the draft DCP.

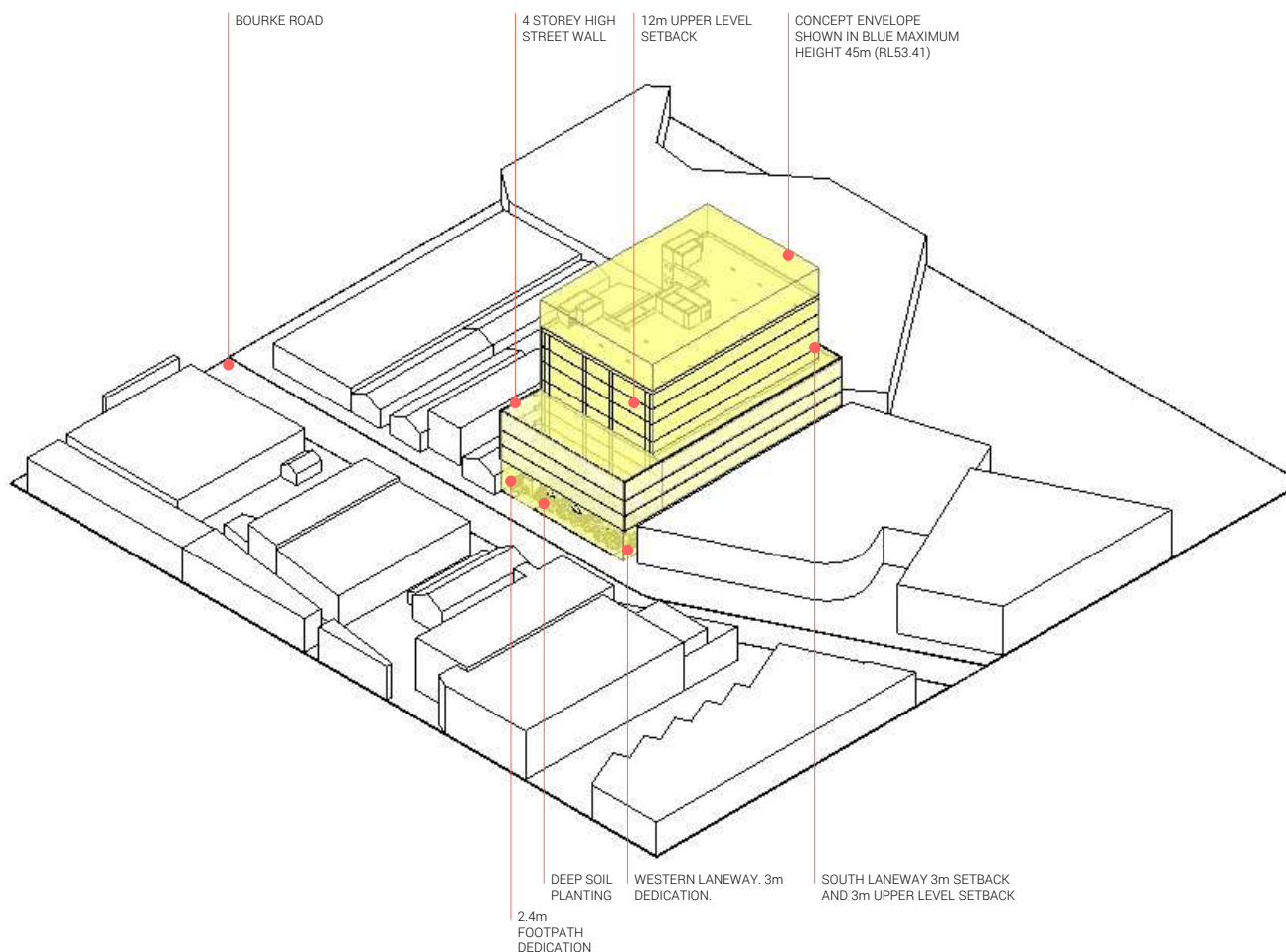
The hospital and associated Medical Centre uses will provide specialised employment, in line with the City of Sydney's vision for North Alexandria. It will also contribute significant community benefit through the provision of mental health hospital in inner Sydney.

Its location with western and southern laneways provide new connections in the urban environment. Landscape spaces such as the deep soil zone and landscaping at the frontage on Bourke Road, planting on the west and south façade, and rooftop landscaping to Levels 4, 6 and 7 are to enhance positive relationship between the development and public domain and well-being of the building users. These green spaces help soften the building edge and provide areas of transition between the accommodated functions and the public realm.

The Bourke Rd frontage is key interaction between the building and public realm and the design response concentrates deep soil and landscaping to this area, where it will have the most impact. Vehicle interactions, loading and back of house functions are located at the rear of the site, freeing up the Bourke road façade.

The streetscape street wall is achieved through an architectural screen which building users pass under as they enter the development. Open air landscaped zones sit behind this with steps leading up to the building lobby giving a graduated sense of arrival and permeability that will positively interact with the street.

Floor to ceiling heights promote daylight access into the building and enable the service requirements of healthcare uses. On the hospital floors, all patient bedrooms and communal spaces are located in areas with daylight and access to outdoor recreation space.



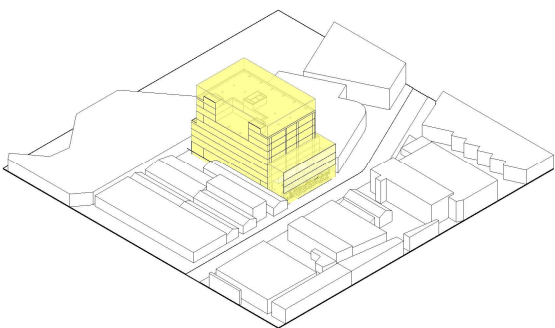
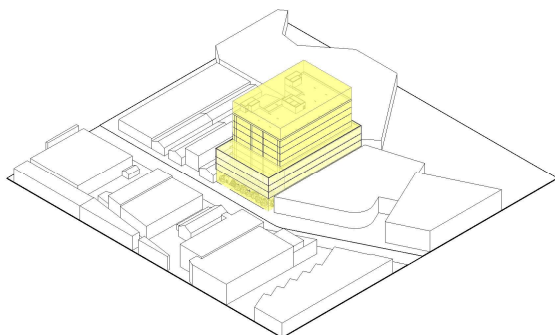
Reference Scheme with Concept Envelope Overlay in Current Scenario

03: REFERENCE SCHEME

FLOOR SPACE RATIO

The Draft Enterprise Area Review Sydney LEP 2012 Amendment nominates a maximum Floor Space Ratio (FSR) on the as 3.85:1. Based on site area of 2,972m², the maximum Gross Floor Area (GFA) is 11,442m².

The reference scheme contained within the proposed envelope achieves a total GFA of 11,427m² over 8 levels, which equates to FSR of 3.84 : 1.



Site Area	2,972sqm					
Permissible FSR	3.85 : 1					
Permissible GFA	11,442sqm					
Maximum Height	45m					
Achieved FSR	3.84 : 1					
Achieved GFA	11,427sqm					
Achieved Height	40.8m					
	Hospital	Medical Centre	NLA Base Building		GFA	Non-GFA
Basement						2,023
Ground Floor	197	192	389	160	549	380
Mezzanine						375
Level 1		1,346	1,346	436	1,782	206
Level 2		1,620	1,620	162	1,782	206
Level 3		1,620	1,620	162	1,782	206
Level 4		1,338	1,338	183	1,521	206
Level 5	1,511		1,511		1,511	206
Level 6	1,250		1,250		1,250	159
Level 7	1,250		1,250		1,250	159
Roof Level						1,427
Total NLA			10,324			
Total GFA					11,427	

03: REFERENCE SCHEME

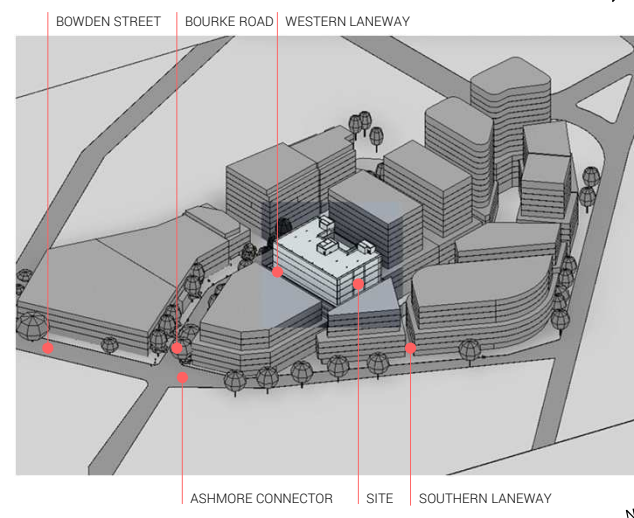
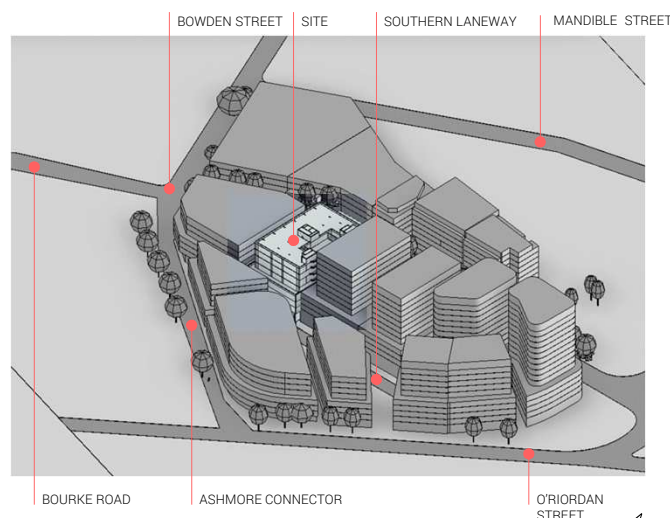
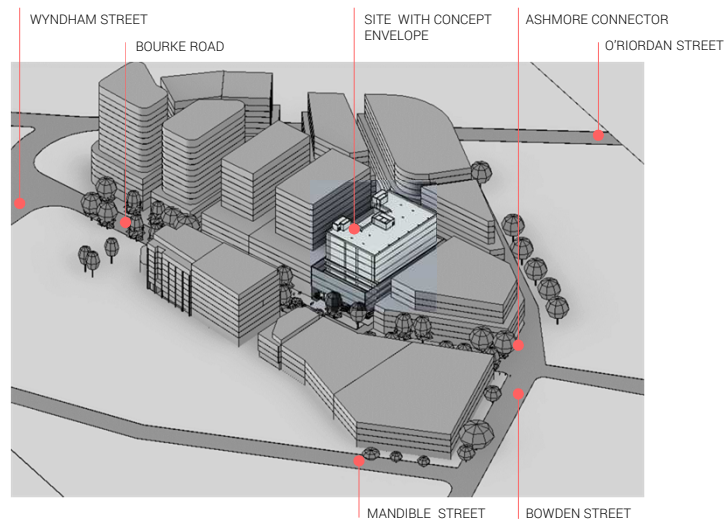
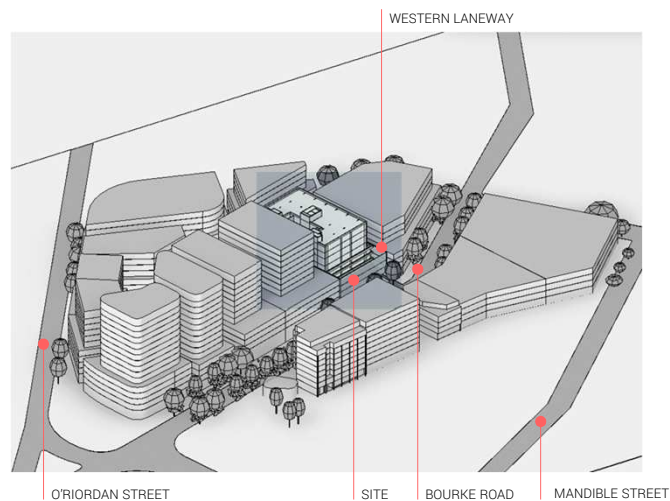
MASSING

- ① Bourke Road
- ② Vehicle Entry and Exit
- ③ 2.4m Footpath Widening Setback
- ④ 5m wide Deep Soil Zone
- ⑤ Non-vehicle dominated façade
- ⑥ Pedestrian Entry
- ⑦ Competition Designed Façade
- ⑧ Draft DCP 45m Maximum Building Height



03: REFERENCE SCHEME

MASSING



03: REFERENCE SCHEME

ACCESS & EGRESS

VEHICLE INGRESS AND EGRESS



Proposed Vehicular Access

PEDESTRIAN ACCESS



Proposed Pedestrian Access

03: REFERENCE SCHEME

DEEP SOIL PLANTING & LANDSCAPING PROVISIONS

DEEP SOIL PLANTING

The draft DCP nominates 10% of site area for deep soil planting. This is difficult to achieve on the subject site as it is relatively constrained along the Bourke Rd frontage, where landscaped areas will have the maximum impact on the public realm. The need to provide a 4-storey street wall as nominated in the planning controls has also been considered.

The reference scheme includes a 5m wide deep soil zone along the Northern frontage, softening the street edge and providing relief as people enter the building. In line with the controls, this zone is open to the sky above (sitting behind the architectural screen) and has a 3m minimum dimension in any direction.

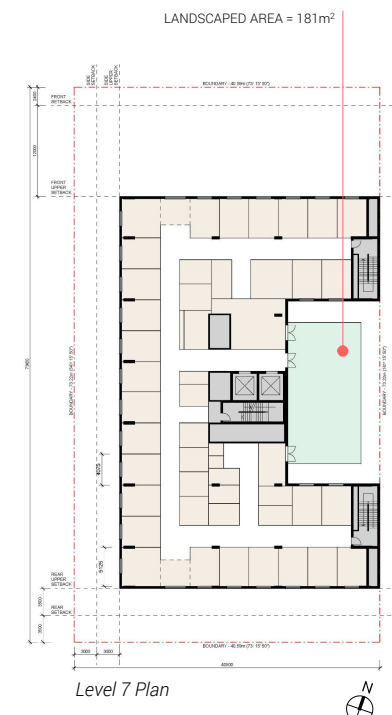
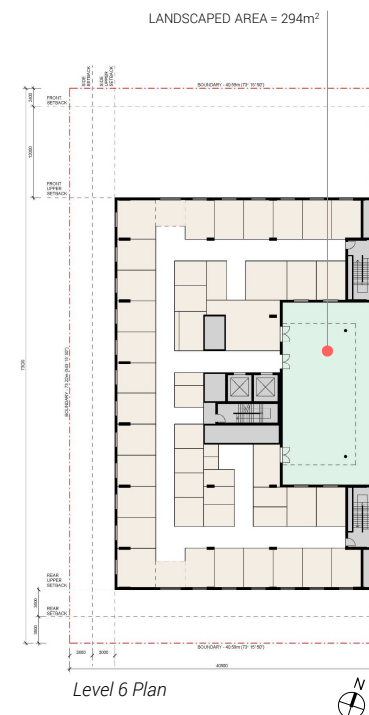
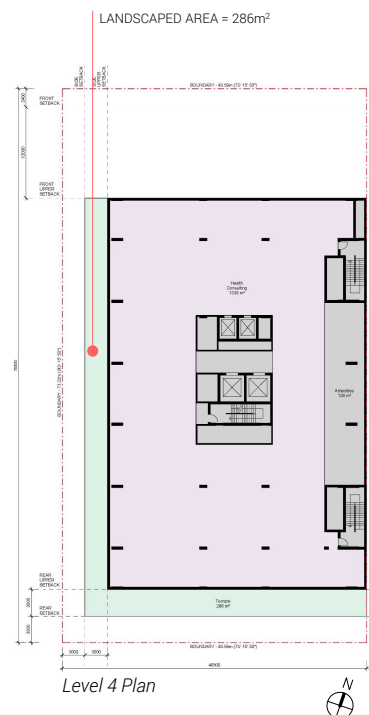
This 136m² zone is 5.3% of the site area after laneway and footpath dedications (2535m²). To supplement this, there is an additional 227m² landscape zone at the front of the building with a minimum soil depth of 400mm. A total of 761m² of landscaped roof terraces are also accommodated at levels 4, 6 and 7 to provide elevated green areas and patient/ employee recreational space.

DEEP SOIL PLANTING CALCULATION

SITE AREA AFTER DEDICATIONS = 2535m²
DEEP SOIL PLANTING PERCENTAGE = 5.3%
DEEP SOIL PLANTING AREA = 136m²

LANDSCAPED AREA = 227m²

LANDSCAPED AREA = 4m²



03: REFERENCE SCHEME

DEEP SOIL PLANTING & LANDSCAPING PROVISIONS

LANDSCAPE AND FENCING

The landscape design is to be generally consistent with draft DCP part 4.2.3.5. It includes plant species local to the Sydney region, which provides food and habitat for local insect and bird-life. The landscaping is to enhance visual amenity by providing high quality green setbacks and elevated private communal open space. The landscaping will improve thermal performance of buildings through passive cooling and shading of rooftops and facades.

At the front of the building, the landscaped area may include seating to provide space for people to socialise and recreate outdoors. In this area, sandstone and logs are to enable habitat for fauna. Water Sensitive Urban Design (WSUD) strategy is implemented at the public domain furniture zone as well as the deep soil zone. Refer to Landscape Architect's Report for further details.

When the development is first completed, there will be palisade fencing to keep the back of house are secure. That fencing will be removed once the surrounding area is developed in the future. Refer to CPTED Report for further details.



Opportunities for green façade treatments have been identified in the reference scheme, including along the new laneways

03: REFERENCE SCHEME

SETBACKS & LANEWAY DEDICATIONS

EXISTING BOUNDARY

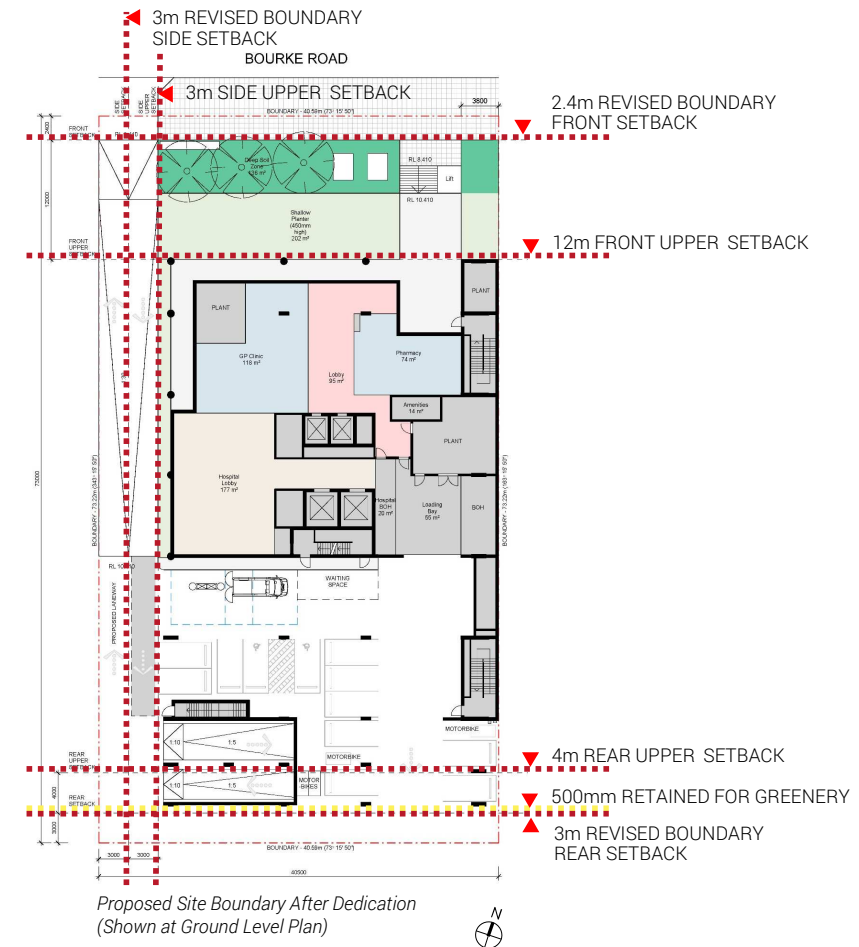
The existing site area is 2,972m². Site boundary dimensions are 40.59m x 73.22m.

SETBACKS AND LANEWAY DEDICATIONS

Based on the Draft Sydney DCP 2012: Southern Enterprise Area Amendment (draft DCP), the setbacks are the following:

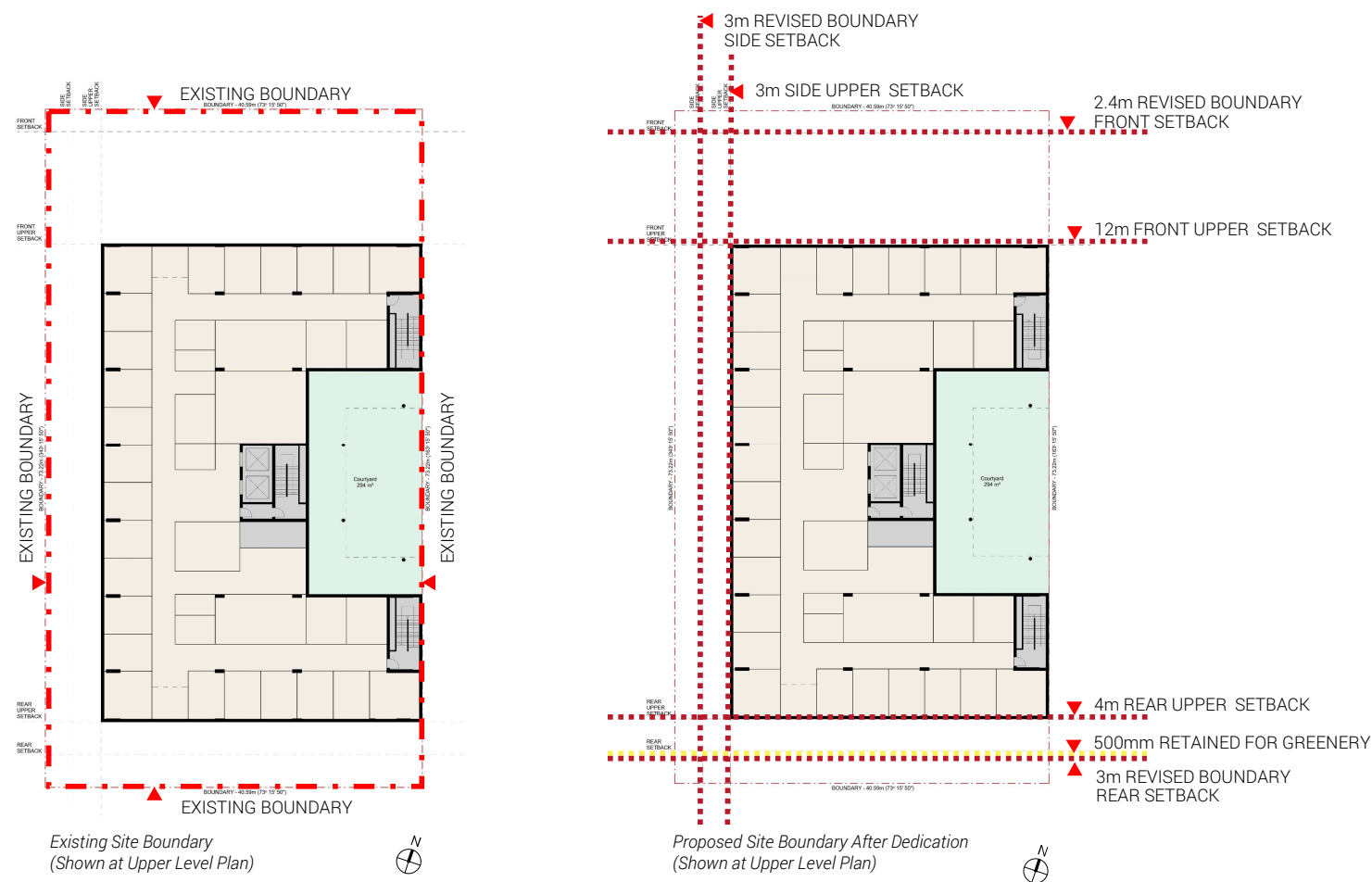
- 2.4m footpath setback,
- 12m front upper setback from revised boundary,
- 3m rear laneway dedication,
- 4m rear upper setback from revised boundary,
- 3m side (west) laneway dedication,
- 3m side upper setback from revised boundary.

Thus, the site area after dedication (west laneway, south laneway and footpath) is 2535m².



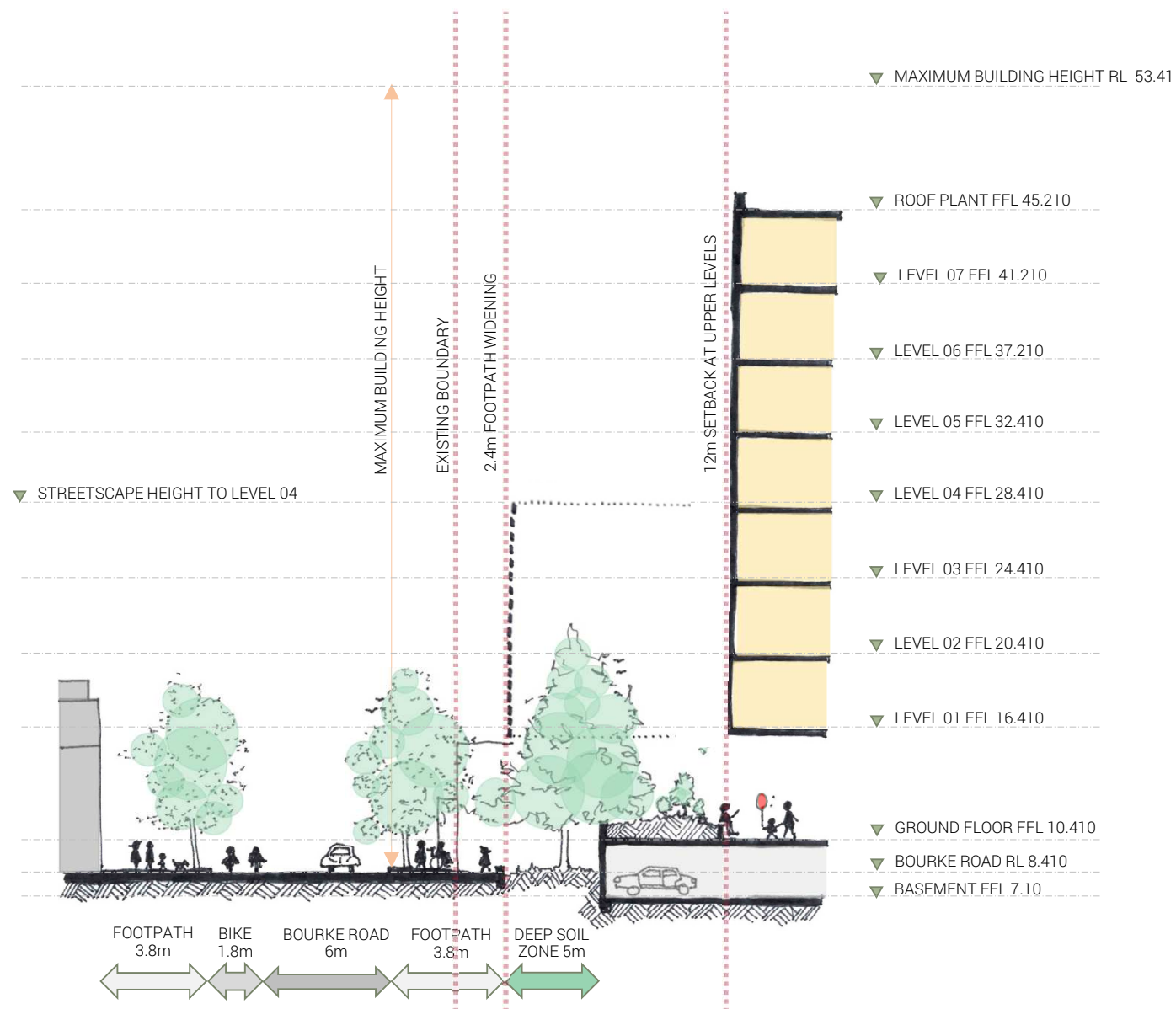
03: REFERENCE SCHEME

SETBACKS & LANEWAY DEDICATIONS



03: REFERENCE SCHEME

STREET FRONTAGE HEIGHTS



03: REFERENCE SCHEME

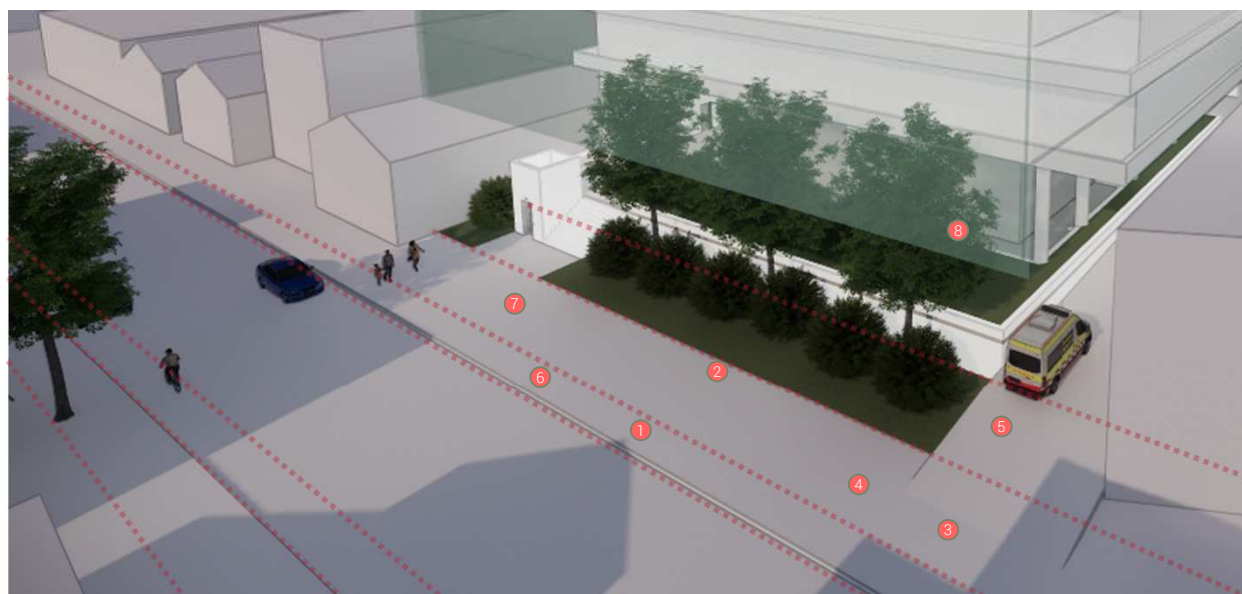
PUBLIC DOMAIN : DEVELOPMENT WITHIN URBAN RENEWAL AREA

- 1 The development is maximum 45m (RL53.41) including architectural roof features, lift overrun and building plant.
- 2 Provide adequate space for collection and management of stormwater, including various WSUD measures. This can be implemented at the public domain furniture zone as well as the deep soil zone.
- 3 Provide appropriate frontage and address to buildings according to type and use, allowing additional space on commercial or mixed use streets. The setback area on the development with shallow planting will allow opportunities for sitting/dwelling.
- 4 Street tree canopy and landscape including adequate space for soil volumes. The development has provided a deep soil zone and shallow planter at the front of the site. Also, on the alongside western and southern lane, climbers are proposed. This is maximise greening to the development and laneways. Micro climate is considered. Restoration and conservation of resilient urban ecosystem to the City's Urban Ecology Strategic Plan. This is to support diverse range of locally indigenous flora and fauna.
- 5 Private vs public interface:
 - Non city palette paving on private property adjacent to public footway must not extend across into the public footpath zone.
 - Where building setback provide a section of widened footpath, the materials and paving must be integrated with the existing footpath zone paving and use the city palette.
 - When using city palette in private property, clear demarcation is to be provided with header course or joint line.
- 6 Driveway crossover forming part of the footpath to:
 - Width of driveways to be minimised to maintain footpath continuity.
 - Maintain a continuous paving type – to reinforce pedestrian priority.
 - Layback to be as short as possible to meet pedestrian zone height at kerb side of the cross section to ensure footpath level and crossfall is maintained.
 - Minimise impact on existing street trees and to maximise opportunities for new street trees.



03: REFERENCE SCHEME

PUBLIC DOMAIN : DEVELOPMENT WITHIN URBAN RENEWAL AREA



- 1 WSUD strategy. This can be implemented at the public domain furniture zone as well as the deep soil zone.
- 2 Allocate appropriate footpath space. The development has allocated 2.4m to widen the current footpath width. This is to allow for obstructed travel paths
- 3 Allocate traffic movements to minimise conflicts between vehicles (private cars, service vehicles etc), pedestrians and cyclists. Southern and Western Laneways to have different textured road surface, to the City's guidance and approval. Vehicles exiting western laneway to give priority to pedestrians. This is with careful signage and road treatment, to the City's guidance and approval.
- 4 Adequate space provided for pedestrians standing at intersections.
- 5 Provide hierarchy of streets with that have different levels and types of activity, in conjunction with ground level uses.
- 6 Public domain furniture to The Street Furniture Placement and design Guidelines (Appendix D).
- 7 Opportunities to relocate utilities underground in the future. Opportunities for development to include additional utility allocation to support recycled water or renewable energy.
- 8 The development to adhere to Signage to Sydney Signs (the Code) to provide a clear, unified signage system for the City of Sydney.



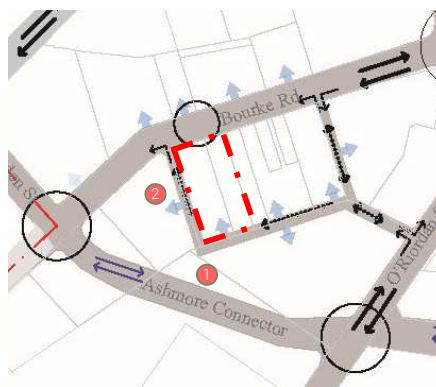
Bourke Road Frontage – Showing the Street Zones and Reflecting Space Allocation Considerations

03: REFERENCE SCHEME

PUBLIC DOMAIN : DEVELOPMENT WITHIN URBAN RENEWAL AREA

- 1 Connections to existing surrounding network of streets, lanes and through-site links.
- 2 Public domain strategy identifying key pedestrian and cycle connections, public places and areas of activity, street hierarchy. Design coordination process between design disciplines to ensure best constructed outcome for streetscape and private domain interaction. Consistent palette of materials create a clear coherent public domain structure that provides a unified, recognisable character.
- 3 Allocate traffic movements to minimise conflicts between vehicles (private cars, service vehicles etc), pedestrians and cyclists. Southern and western laneways to have different textured road surface, to the City's guidance and approval. Vehicles exiting Western Laneway to give priority to pedestrians. This is with careful signage and road treatment, to the City's guidance and approval.
- 4 Street tree canopy and landscape including adequate space for soil volumes. The development has provided a deep soil zone and shallow planter at the front of the site. Also, on the alongside western and southern lane, climbers are proposed. This is to maximise greening to the development and laneways. Micro climate is considered. Restoration and conservation of resilient urban ecosystem to the City's Urban Ecology Strategic Plan. This is to support diverse range of locally indigenous flora and fauna.
- 5 Private vs public interface:
 - Non city palette paving on private property adjacent to public footway must not extend across into the public footpath zone.
 - Where building setback provide a section of widened footpath, the materials and paving must be integrated with the existing footpath zone paving and use the city palette.
 - When using city palette in private property, clear demarcation is to be provided with header course or joint line.
- 6 Paving material for footpath:
 - Local streets in situ concrete footpath the continuity treatment. Structural or vehicle loading considerations of smaller unit sized of concrete interlock or bipave units or granite paving to be considered. City to advise selection.
- 7 Driveway crossover forming part of the footpath to:
 - Width of driveways to be minimised to maintain footpath continuity.
 - maintain a continuous paving type – to reinforce pedestrian priority.
 - Layback to be as short as possible to meet pedestrian zone height at kerb side of the cross section to ensure footpath level and crossfall is maintained.
 - Minimise impact on existing street trees and to maximise opportunities for new street trees.
- 8 Visibility/sight distances to be applied at intersection to facility eye contact between street users.

- 9 Small radius corner and kerb radii to be 45° at carriageway and western laneway to reinforce increased vehicle turning angle and therefore vehicles turn slowly (suitable for 9.25m waste collection vehicle).
- 10 Lighting to Sydney Streets Lights Code 2015.
- 11 Public art to be installed. Refer to Public Art Strategy Report. Subject to City approval processes including consideration by the Public Art Advisory Panel. The City Art – Public Art Strategy 2011 to be implemented.
- 12 CPTED Consultant engaged to provide advice on maximising visual permeability and opportunities for passive surveillance. Refer to CPTED Report.
- 13 The development to adhere to Signage to Sydney Signs (the Code) to provide a clear, unified signage system for the City of Sydney.



North Alexandria Vehicle Movement
(excerpt from Draft DCP)

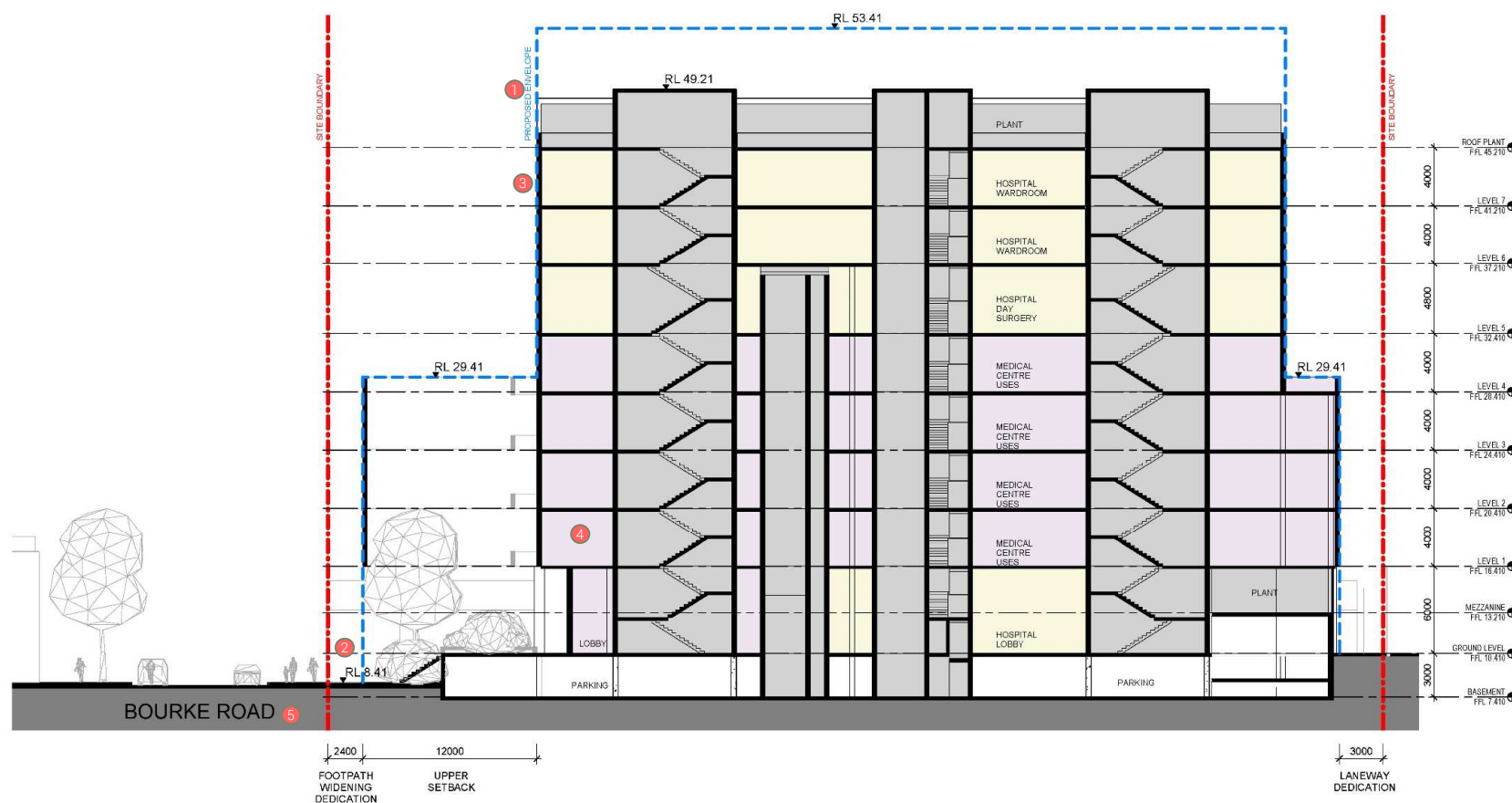


Ground Floor Level

03: REFERENCE SCHEME

PUBLIC DOMAIN : DEVELOPMENT WITHIN URBAN RENEWAL AREA

- 1 The development is maximum 45m (RL53.41) including architectural roof features, lift overrun and building plant.
- 2 Allocate appropriate footpath space. The development has allocated 2.4m to widen the current footpath width. This is to allow for obstructed travel paths.
- 3 Provide adequate width in proportion to the height of buildings, to ensure sunlight and daylight will reach street level.
- 4 Provide provision for cyclist. The development provides End of Trip Facility. It is noted that Bourke Road bicycle path is part of the Sydney to Botany Bay path network.
- 5 Opportunities to relocate utilities underground in the future. Opportunities for development to include additional utility allocation to support recycled water or renewable energy.



03: REFERENCE SCHEME

PUBLIC DOMAIN : D5 TYPE C PALETTE



Bourke Road Frontage



1 Paving Option 1
Insitu Concrete Type "A"



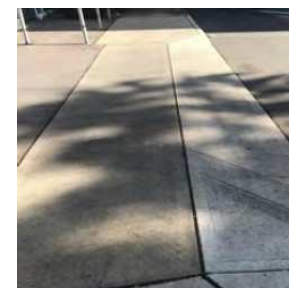
1 Paving Option 2
Concrete Unit Paving –
denotes major street corners
or nodes – as directed by City



2 Vehicle Crossover
Continuous Footpath
Treatment (CFT) - Concrete



3 Driveway Crossover
CFT – Concrete
Bipave/Interlock Pavers
(as directed by City)



4 Driveway Crossover
Driveway to Match Footpath
Material



5 Utility Cover Type 1
Cast Iron (Utility Supplied).
Alignment of utility pits to
paving is favourable.



5 Utility Cover Type 2
Concrete (Utility Supplied).
Alignment of utility pits to
paving is favourable.



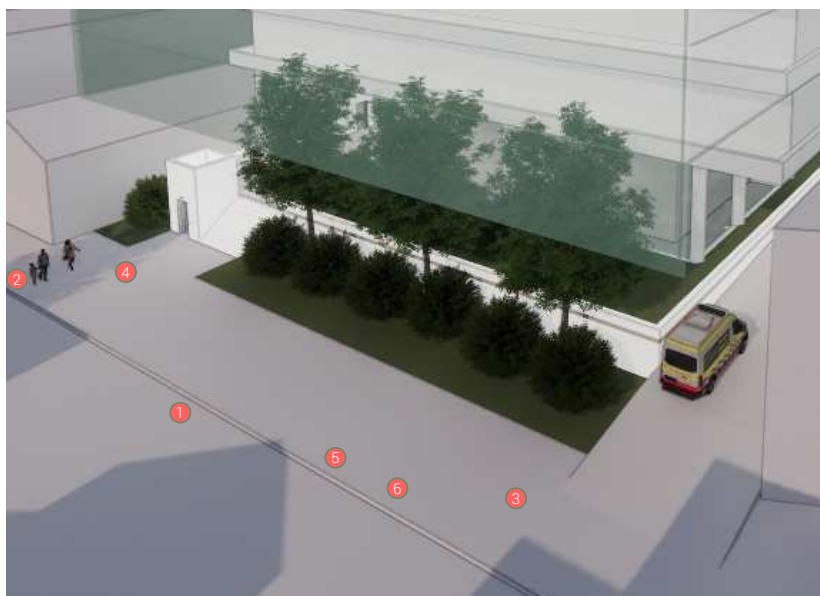
6 Kerb Type 1
Concrete – Standard Finish



6 Kerb Type 2
Existing Stone – Retain and
Reuse Existing

03: REFERENCE SCHEME

PUBLIC DOMAIN : D5 TYPE C PALETTE



Bourke Road Frontage



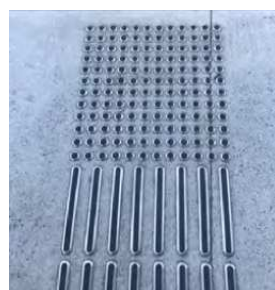
1 Gutters Type 1
Concrete Standard Finish



1 Gutters Type 2
Existing Stone (Retain and Reuse Existing - as directed by City)



2 Kerb Ramp
Concrete/Match Pavement Material



3 TGS1
Stainless Steel TGS1 - Hazard Warning



4 TGS1
Stainless Steel TGS1 - directional



5 Street Tree Planting Option 1
Porous Paving Infill (as directed by City)



5 Street Tree Planting Option 2
Decomposed Granite/Timber Tree Guard (as directed by City)



5 Street Tree Planting Option 3
City Tree Guard (as directed by City)



6 Landscape Treatment
Maximise Opportunities for Landscape

03: REFERENCE SCHEME

ACCESSIBILITY

The development supports The City of Sydney's inclusive and accessibility domain policy which is to meet the City's legislative obligations under the Disability Inclusion Act 2014 and the Disability Discrimination Act 1992.

The design will take into consideration in creating a place that is inclusive and accessible for people to participate and work in the community. The design will comply with AS1428 to:

- Provide support inclusive participation.
- Navigate in the public and private domains with dignity and independence.
- Provide continuous accessible path of travel (CAPT) – 'and uninterrupted route to and within the area providing access to all features, services and facilities by not incorporating any step, stairway, turnstile, revolving door, escalator hazard or other impediment with would prevent it from being safely negotiated by people with disability' (Australian Human Rights Commission [2013] Advisory notes on Streetscapes), Access performance standards for footpath zone access and inclusion requirements to be adhered to.
- Provide consistency throughout the public and private domains to enable people to predict and navigate seamlessly – including tactile ground surface indicators (TGSi).
- Provide legible, easy to navigate, locate and use – wayfinding decision points, destinations, information points, path.
- Quality and accessible outdoor spaces.
- Well maintained spaces to ensure they remain accessible and safe.
- Collaboration between internal and external partners to ensure consistency in the accessibility of public and private domains.
- Recognises and respects people with disability understand their own abilities and needs with regards to using and accessing spaces and infrastructure.

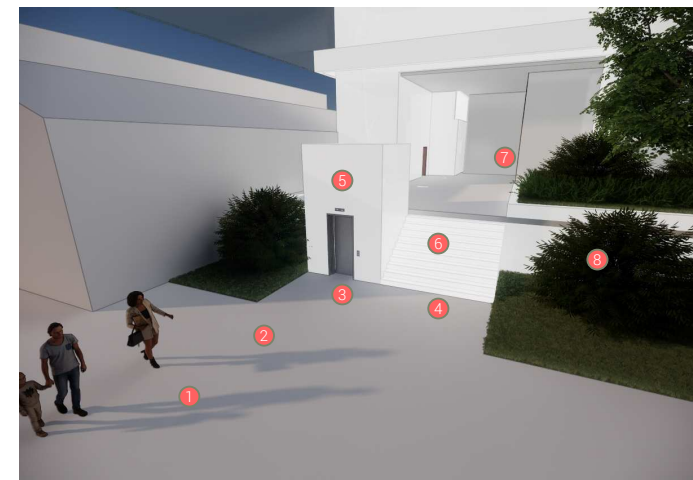
The design to be inclusive and accessible:

- Provide equity of access between the public domain to/in the building for people with disability.
- Provide more equitable opportunities to participate in employment and social and cultural life for people with disability.
- Enable people with disability to visit, travel through, and explore.
- Enable people with disability to make informed decisions about their journey from the public domain to the building and in the public domain.

BENEFIT TO OTHER GROUPS

Other groups will also benefit from minimising physical access barriers experienced by people with a disability when accessing from the public domain to the building and in the public domain. These include:

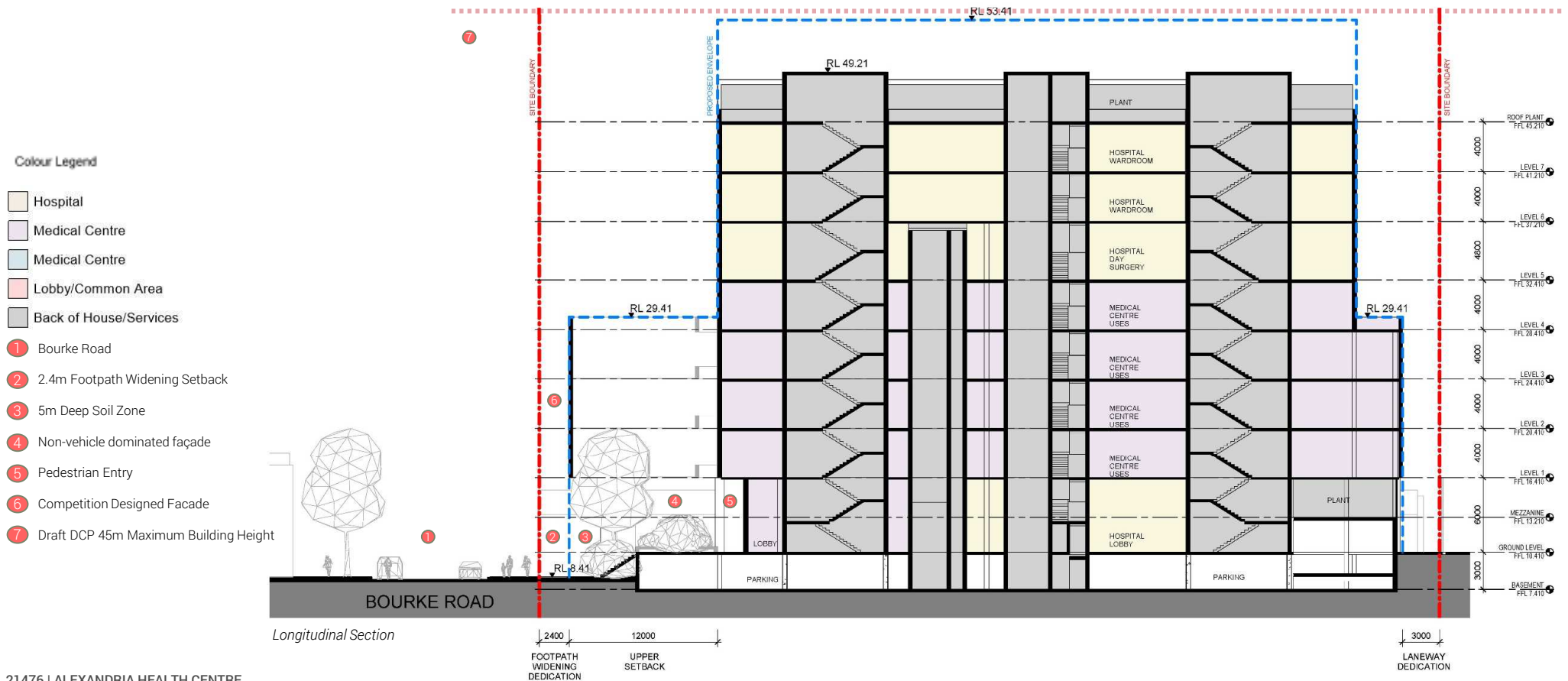
- People who sustain a temporary injury that limits their mobility.
- Older people whose mobility and confidence to navigate public domain places and infrastructure may be impacted as result of ageing.
- Families with young children using prams.
- People delivering goods to buildings.



- 1 Pedestrian zone
- 2 Seamless path between public and private domain
- 3 Ample room in front of lift for person(s) to embark/disembark
- 4 Tactile Indicator at top and bottom of stairs
- 5 Accessible Lift to AS1735.12 (1999)
- 6 Stairs to AS1428 (handrail, contrast, slip rating, rise/run)
- 7 Wayfinding signage
- 8 Utility cabinets within deep soil zone but maintain CPTED, line of sight and pedestrian access.

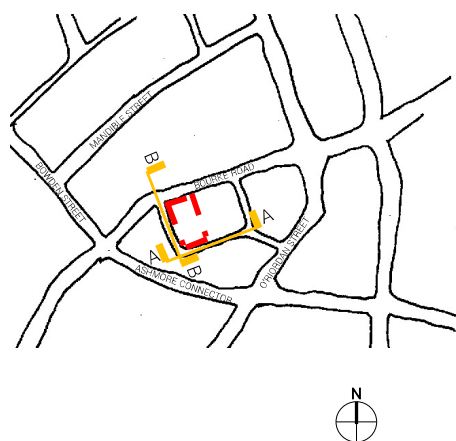
03: REFERENCE SCHEME

BUILDING USES



03: REFERENCE SCHEME

STREETSCAPE



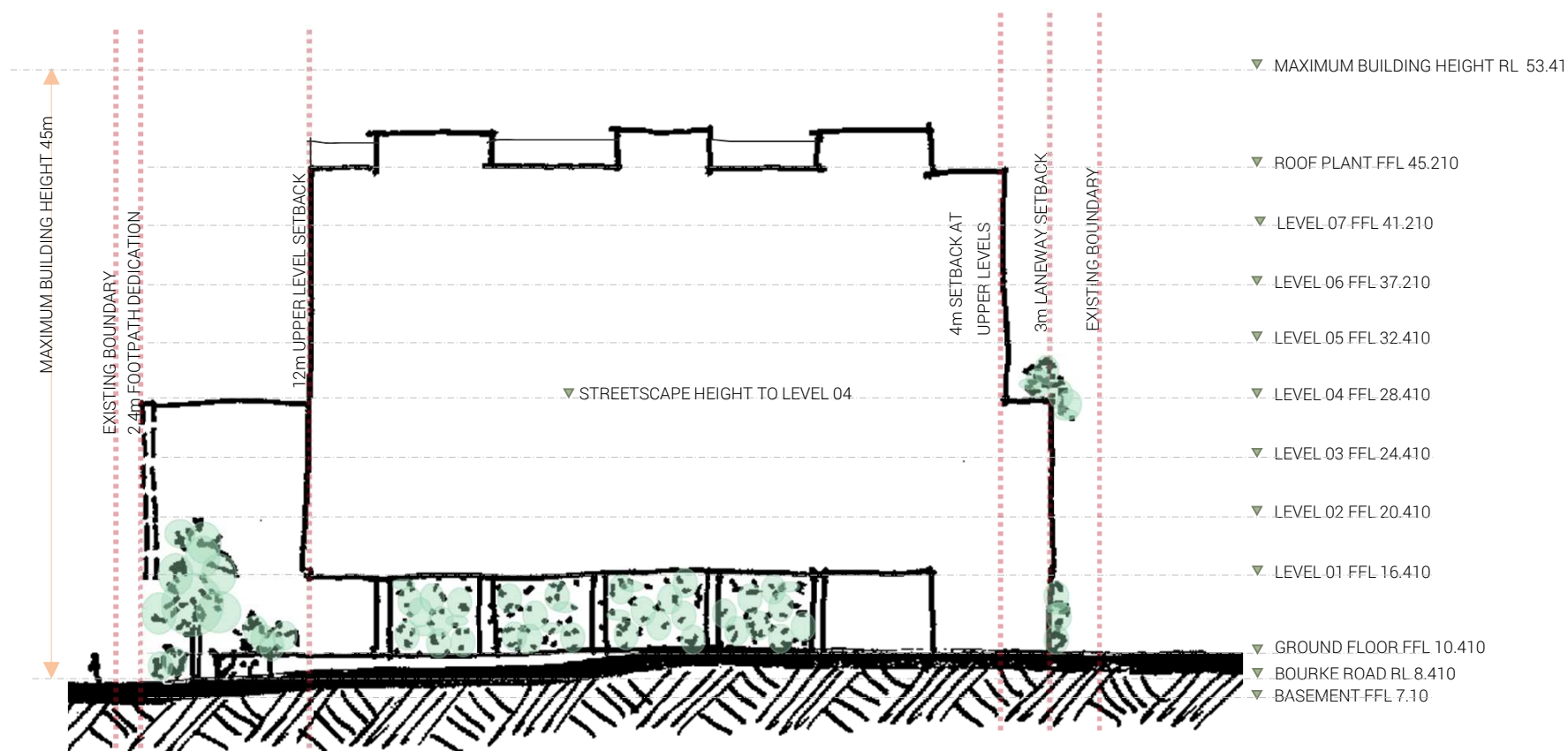
Laneway Section Plan



South Laneway Section A-A

04: REFERENCE SCHEME

STREETSCAPE



West Laneway Section B-B

03: REFERENCE SCHEME

VIEW OPPORTUNITIES

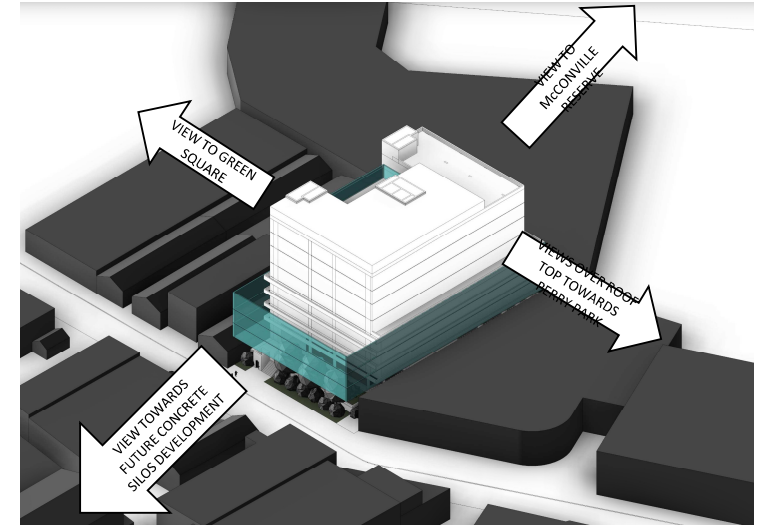
View opportunities must be reviewed in both current and future built contexts for the areas. The current scenario is with its existing low height neighbouring buildings and the future scenario is with its neighbouring sites developed to a higher density development to Draft Sydney DCP 2012: Southern Enterprise Area Amendment (draft DCP).

CURRENT CONTEXT

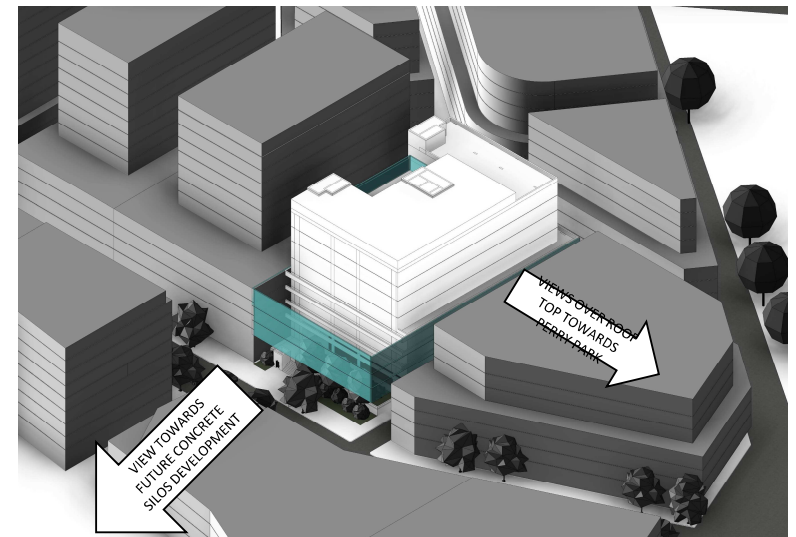
As the surrounding buildings will be lower in height compared to the development, there will be view opportunities from all elevations. From the east elevation, there will be windows to Levels 6 and 7 and views to Green Square. There will be views to the future concrete silos development from the upper levels from the north elevation. From the west elevation, there will be views over rooftop towards Perry Park. There will be views toward McConville Reserve from the south elevation.

FUTURE CONTEXT

Once the surrounding areas are developed, there will be views towards the future concrete silos development from the north elevation and views over roof tops toward Perry Park towards the west.



View Opportunities When Building is Completed – Current Scenario



View Opportunities When Surrounding Buildings are Completed – Future Scenario

03: REFERENCE SCHEME

VISUAL IMPACT ANALYSIS & ASSESSMENT

CURRENT CONTEXT

As mentioned earlier in the Concept Envelope Visual Impact Analysis, a similar impact still applies for the reference scheme.

The envelope massing has been broken down through façade articulation and a multi-layered approach to the Bourke Rd Frontage



Bourke Road View Looking West – Reference scheme in the current context



Bourke Road View Looking East – Reference scheme in the current context

03: REFERENCE SCHEME

VISUAL IMPACT ANALYSIS & ASSESSMENT

FUTURE SCENARIO

The proposed architectural screen provides a response to the planning controls, which require a 4 storey street wall to tie in with the future scale of Bourke Rd once the adjoining sites are developed. This screen may be permeable and/ or semi-transparent, while the open air beyond will help create high-quality deep soil and landscaped areas.

The scheme provides a layered approach to the building façade, creating a dynamic arrival to the building and positively contributing to the visual amenity of the surrounding streetscapes.



Bourke Road View Looking West – Reference scheme in the future context



Bourke Road View Looking East – Reference scheme in the future context

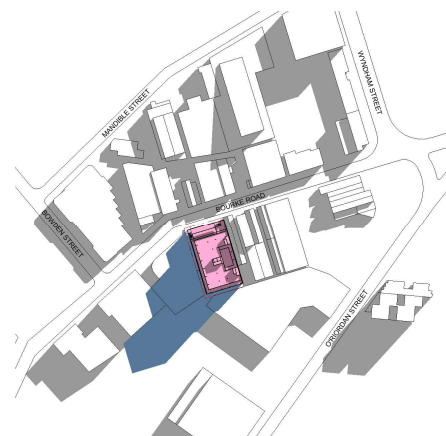
03: REFERENCE SCHEME

SOLAR ANALYSIS & OVERSHADOWING

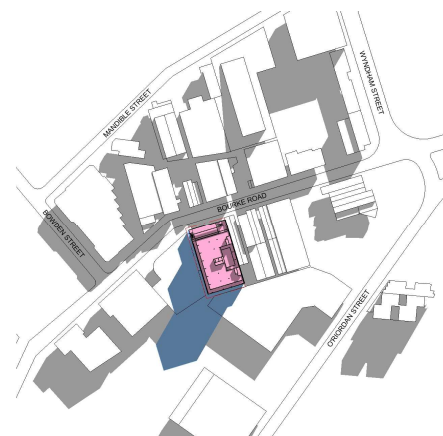
SHADOW DIAGRAM – CURRENT CONTEXT

Shadow diagram have been prepared which reflect the overshadowing impact of the reference scheme at hourly intervals from 9am to 3pm during the winter solstice (21st June).

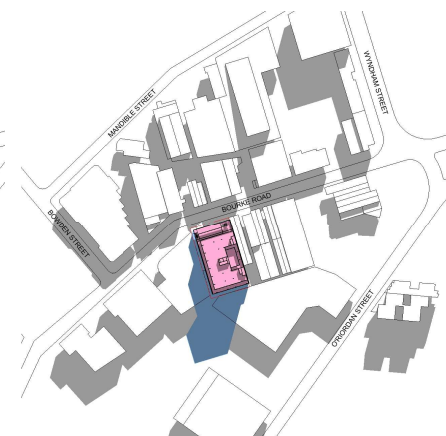
The shadow studies demonstrate that shadows cast by the reference scheme are largely contained within its boundary as well as on its surrounding west, south and east neighbouring large expanse of warehouse roofing. As most of these are warehouses, there will no loss in amenity in the adjacent properties.



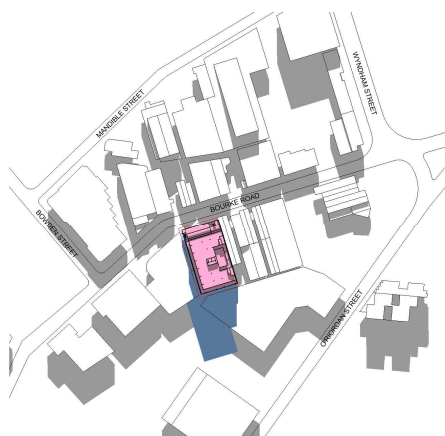
21 June 9am



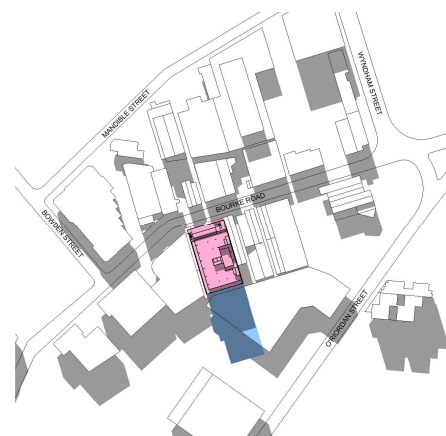
21 June 10am



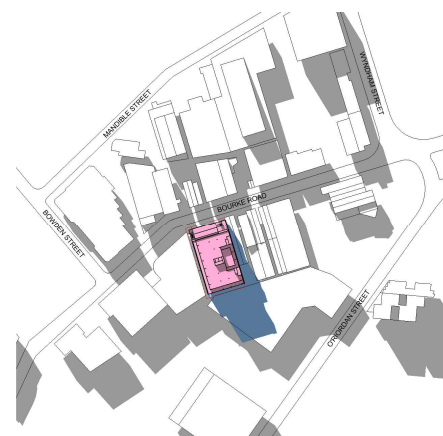
21 June 11am



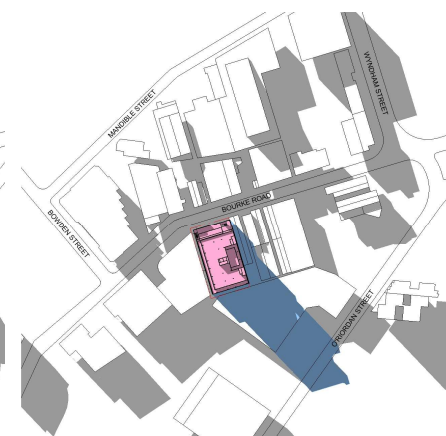
21 June 12pm



21 June 1pm



21 June 2pm



21 June 3pm



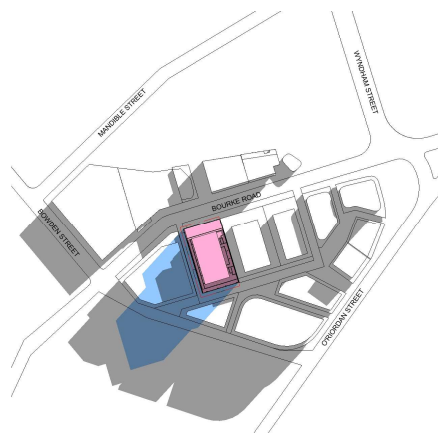
03: REFERENCE SCHEME

SOLAR ANALYSIS & OVERSHADOWING

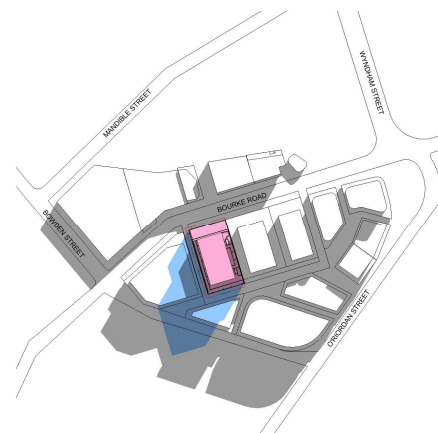
SHADOW DIAGRAM – FUTURE CONTEXT

Shadow diagrams have been prepared which reflect the overshadowing impact of the reference scheme at hourly intervals from 9am to 3pm during the winter solstice (21st June).

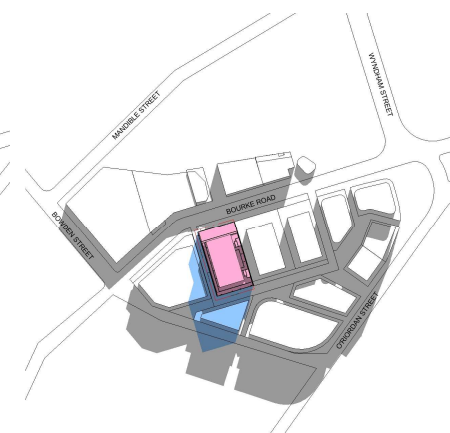
The shadow studies demonstrate that shadows cast by the reference scheme will be affecting future buildings that will be lower in height than the development which is 36 Bourke Road's east façade. Other shadow casts will be on the higher buildings on the south side's north and west façade as well as adjoining east property's lower level's west façade.



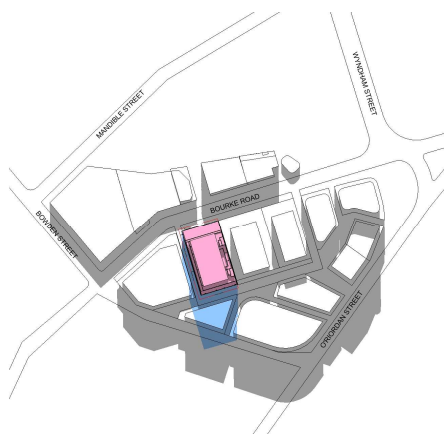
21 June 9am



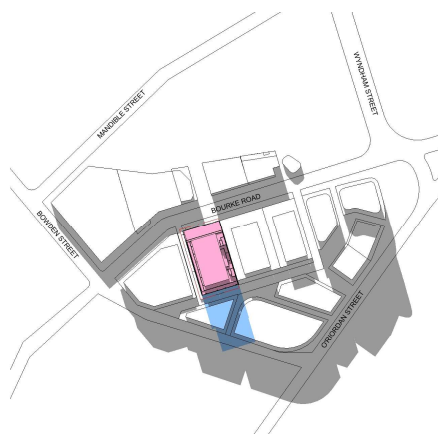
21 June 10am



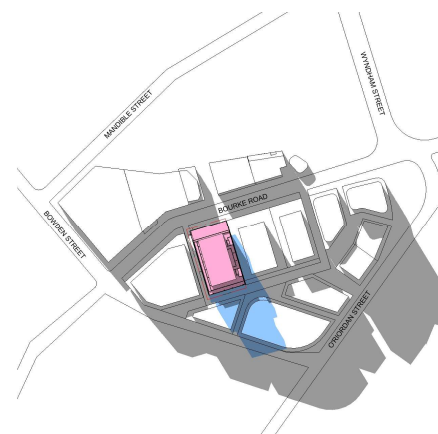
21 June 11am



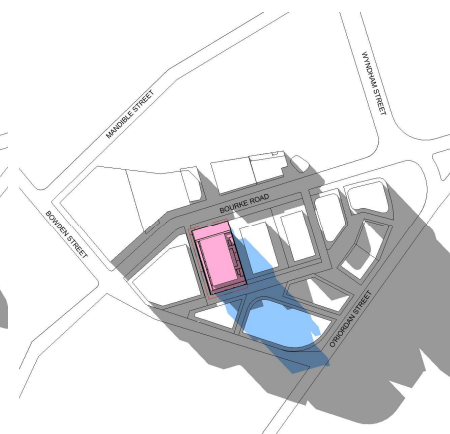
21 June 12pm



21 June 1pm



21 June 2pm



21 June 3pm



03: REFERENCE SCHEME

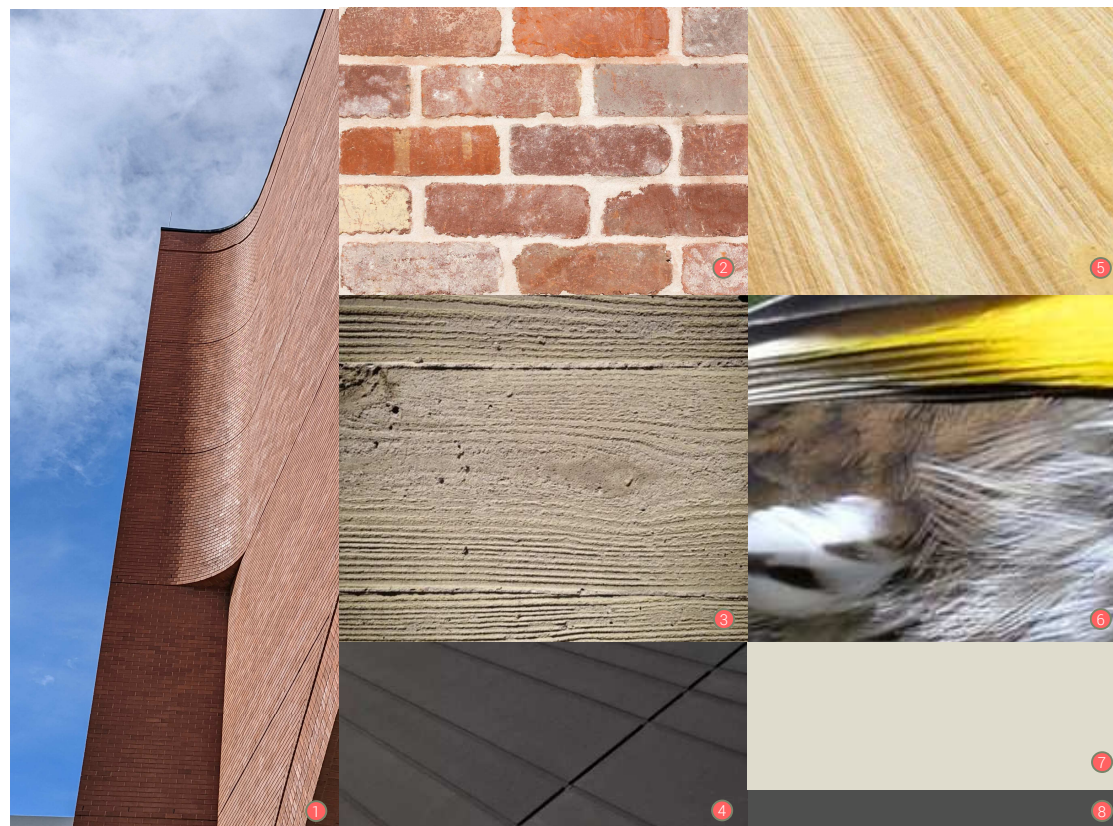
MATERIAL SELECTION

The following material palette has been proposed for the reference scheme, taking in to account the industrial heritage of the area along with the future character as it transitions to a vibrant employment hub.

Final material selections and their execution will be nominated in the design competition submissions, but should consider the following key principles:

- Material selections which compliment the industrial heritage and texture of the local area. These may include:
 - Brickwork
 - Natural Coloured Concrete
 - Select use of Steel
- Selective use of natural timbers to provide warmth and texture. These should be environmentally certified where the source is known and verifiable
- Colour selections for contemporary cladding materials which compliment the above
- Choice of materials which supports the intended landscaping approach, reducing the impact of urban heat islands and softening the development
- Environmental material considerations including
 - The use of locally manufactured products, where possible, reducing transport impacts
 - Incorporating recycled content
 - Low-embodied energy materials
 - Low maintenance materials which will last for the life of the building

- 1 Brick Wall
- 2 Recycled Brick
- 3 Board Formed Concrete
- 4 Textured Coloured Concrete
- 5 Sydney Sandstone
- 6 New Holland Honeyeater
- 7 Light Accent
- 8 Dark Accent



APPENDICES

Appendix A: Concept Envelope Drawings

Appendix B: Reference Scheme Drawings

Appendix C: Public Art Strategy Report

NBRS.

UAP acknowledges the Traditional Custodians of the land on which we are meeting and recognise the value, diversity and integrity of First Nations arts, cultures and expressions, and their continual significance today.

We pay our respect to Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander people. We acknowledge that Indigenous sovereignty has never been ceded.

UAP

28 – 32 BOURKE ROAD

Client

Johnstaff

UAP Reference

P3046

Document Type

Preliminary Public Art Strategy

June

2022

Introduction	5
Project Context	6
The Development	7
First Nations Cultural Context	8
Site Heritage	9
Location and Access	10
Site Characteristics	11
Nearby Public Art	12
Visioning	13
Public Art Policy Alignment	14
Public Art Objectives	15
Curatorial Vision	16
Artwork Opportunities	17
Overview	18
Sculptural Elements	19
Functional Elements	20
Ground plane treatment	21
Implementation	22
Indicative Public Art Process and Timeline	23
Artist Procurement	24
Sustainability	25
Maintenance	26
Contacts	27

UAP is an internationally renowned company specialising in collaborative place-making and the management and delivery of integrated art and design solutions for the public realm.

UAP has been invited by Johnstaff to prepare this Preliminary Public Art Strategy for the to support the proposed implementation of public art at 28–32 Bourke Road, Alexandria.

The primary objective of this Preliminary Public Art Strategy is to analyse and identify the potential approaches for the inclusion of public art within the development. The Strategy will assist in ensuring that ample consideration is given to the integration and role of public art at the site, and will continue to be refined throughout future stages of the project. Strategy recommendations for public art will demonstrate excellence, whilst being in accordance with the the City of Sydney Public Art Policy.

To inform the successful commissioning of suitable public art for 28–32 Bourke Road this Public Art Strategy will:

- Research the local context, including current planning/design status, historic, cultural, environmental and social factors relevant to the site and surrounding precinct
- Develop a curatorial vision to align with City of Sydney public art policy and planning conditions
- Identify suitable artwork types and advise relevant preferred forms, locations and desired experiences
- Provide benchmark imagery to illustrate the opportunity potential
- Advise on and confirm artwork budget allocation
- Advise on and confirm artist fees based on best practice
- Meet with City of Sydney as required
- Develop the implementation plan with program and procurement method recommendations, confirmed budget plan, and identification of authority approval processes

PROJECT CONTEXT

Project Context

The Development

Development consent is sought for a concept proposal for the Alexandria Health Centre comprising a multi-purpose health facility anchored by a mental health hospital. Specifically, the application seeks concept approval for:

- In principle arrangements for the demolition of existing structures on the site and excavation to accommodate a single level of basement car parking (partially below ground level).
- A building envelope to a maximum height of 45 m (RL 53.41) (including architectural roof features and building plant).
- A maximum gross floor area of 11,442.20 sqm, which equates to a maximum FSR of 3.85:1
- Indicative use of the building as a multi-purpose health facility including ground level reception/lobby and pharmacy, medical centre uses for allied health services at levels 1-4, and a mental health hospital at levels 5-7.
- Principles for future vehicular ingress and egress from Bourke Road along the site's western frontage.
- Subject to agreement on a public benefit offer to be submitted with this application, the proposal includes the indicative dedication of the following land to Council as envisaged by the Draft Sydney Development Control Plan 2012 – Southern Enterprise Area Amendment (Draft DCP):
- A 2.4m wide strip of land along the site's frontage to Bourke Road for the purpose of footpath widening
- A 3m wide lane along the site's western boundary contributing towards a 6m wide lane (it is noted that the concept proposal will allocate an additional 3 m strip of land within the site along the western boundary to enable two-way vehicle movement into and out of the site).
- A 3m wide lane along the site's southern boundary, contributing towards a 9m wide lane.

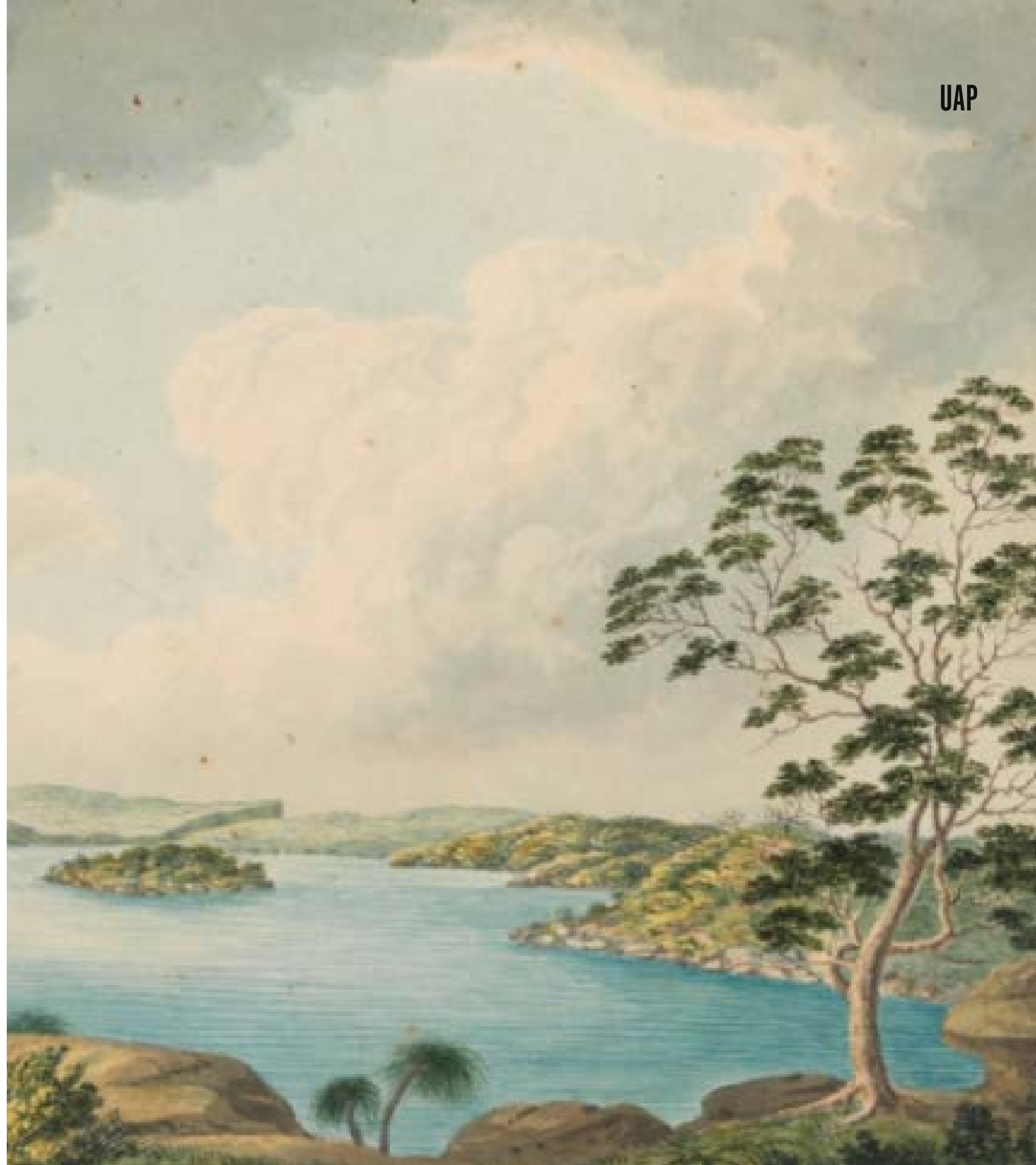
Project Context

First Nations Cultural Context

Aboriginal people are thought to have lived within the region of Sydney for at least 32,000 years. The area which is now known as Sydney was occupied by the Eora nation, which consists of the Kameygal, Wanegal, Borogegal and Gadigal clans. The Eora nation stretches from what is known now to be the Hawkesbury River plateau in the north to Botany Bay and the Georges River in the south.

The area in which 28–32 Bourke Road sits is the traditional Land of the Gadigal (Cadigal, Cadi) people, and was once a diverse wetland ecosystem with a natural water reservoir, rich and abundant with native vegetation and swamp resources which supported vibrant communities. Gadigal People would move throughout the area, between inland and coastal locations which would each provide unique food sources and materials for homes and tools, depending on the seasonal changes. In 1788, the population of First Nations people is estimated to have been between 4,000 and 8,000 people within the greater Sydney region.

UAP



Project Context

Site Heritage

The development is located at a site of Indigenous, colonial and contemporary narratives all of which intersect to form the vibrant urban landscape that exists today. This page provides a brief snapshot of aspects of Alexandria’s rich history and heritage. Artists can conduct their own research into site histories to inform their conceptual development.

First Nations History

The area around what is known today as Alexandria, sits within the Traditional Lands of the Gadigal people of the Eora nation. The Eora nation is comprised of the Cammeraygal, Wanegal and Gadigal Clans, who share some language similarities. The land of the Gadigal clan stretches from the south of the Sydney Harbour, to Watsons Bay through to Sydney Cove, where vibrant communities were sustained via the rich natural ecosystem present in and around what is now known as Alexandria.



Early European Settlement

Following colonisation of Sydney in 1788, European settlement was concentrated around what is now known as Sydney cove. As the colony expanded, settlements quickly became crowded and there was a need to push outwards into neighboring locations to accommodate the burgeoning new community.

In 1835 Alexandria was established, and quickly became a hub for industry. As the City of Sydney grew there was increased need for infrastructure, which spurred a need for workers. Factories sprung up throughout Alexandria as the suburb became a central point of manufacturing and fabrication to meet the needs of the City. Nearby Redfern Railway was established in 1855, and people soon flocked to Alexandria in search of work.

By the late 19th century, early industrial developments were constructed, along with an established tram line which ran through Waterloo,



Alexandria and out to Botany Bay. These developments supplied for the needs of industrial expansion and growing urban communities. By the mid-20th century, Alexandria had established itself as the largest industrial suburb in the country, being home to 550 factories which employed over 22,000 workers.

Today

Today Alexandria is a vibrant community hub which offers visitors and residents a wealth of dining and recreation opportunities. Located just 4km from Sydney’s bustling CBD, and moments from Sydney’s main airport, Alexandria is an ideal location where people are able to make the most of inner city convenience, while also enjoying the community focused and connected mindset present in the urban suburb achieved through initiatives such as the Green Square revitalisation. Abundant in arts, culture and verdant parklands, Alexandria harks back to its days as an industrial hub in that it now hosts a wealth of future equipped workplaces, ushering in a new age of productivity in the area.



Project Context

Location and Access

28–32 Bourke Road is sited in a highly connected location which offers a wealth of transport options nearby to allow for ease of access to and from the site. Located just under 4km from Sydney’s CBD and just 2km south of Central Station, the site offers the height of access convenience.

Pedestrian Access

28–32 Bourke Road is surrounded by a network of pedestrian friendly linkages that connect out to nearby O’Riordan Street, Bowden Street and Botany Road. Once completed the site will be skirted by laneways which will further assist with walkability in the area, connecting the hospital with nearby sites, parks and amenities in the area.

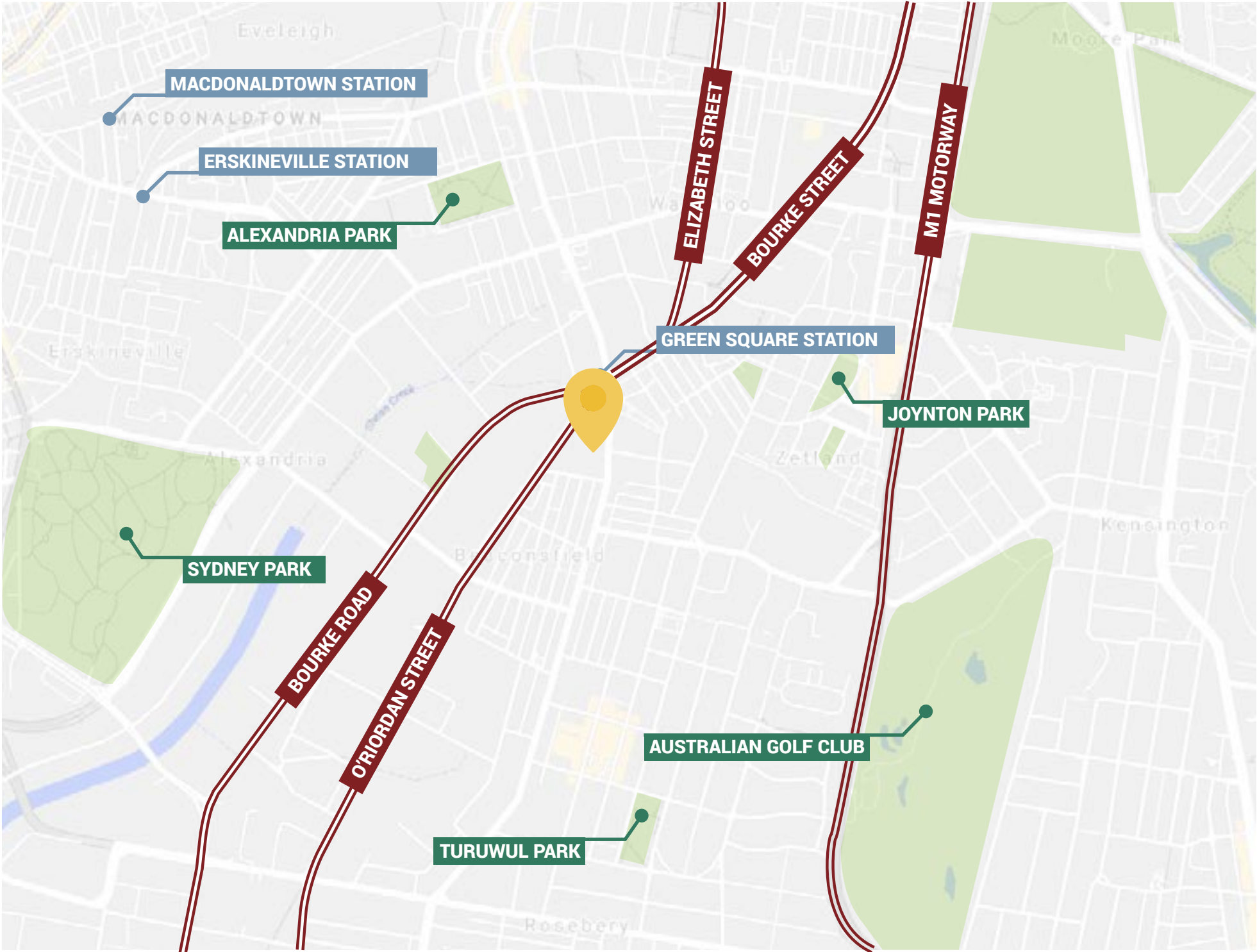
Major Roads and Transport

The site is highly connected by a series of major thoroughways which run via Alexandria and connect the site to nearby suburbs in both the East and West. O’Riordan Street connects to Bourke Road providing a direct route to the M1 which takes motorists through to the Northern suburbs and beyond.

Public Transport

There are a wealth of diverse public transport options to which the site sits nearby. Green Square Station provides train linkages from Alexandria through to Central Station where people are then able to connect outwards to locations throughout greater Sydney. Bus stops which sit just moments away from the site also create easy access to the site and beyond.

- Green Square Station – 5 minute walk
- Central Station – 10 minute train
- Buses – 3 minute walk
- Mascot Airport – 10 minute drive



- Site Location
- Roads
- Transport
- Parklands

Project Context

Site Characteristics

28–32 Bourke Road is sited within the bustling suburb of Alexandria, and is surrounded by a wealth of cultural and recreational attractions which together sustain and foster a vibrant community.

National Parks and Reserves

- Alexandria Park
- Sydney Park
- Joynton Park
- Turruwul Park
- Matron Ruby Grant Park
- Sweetacres Park

Historical

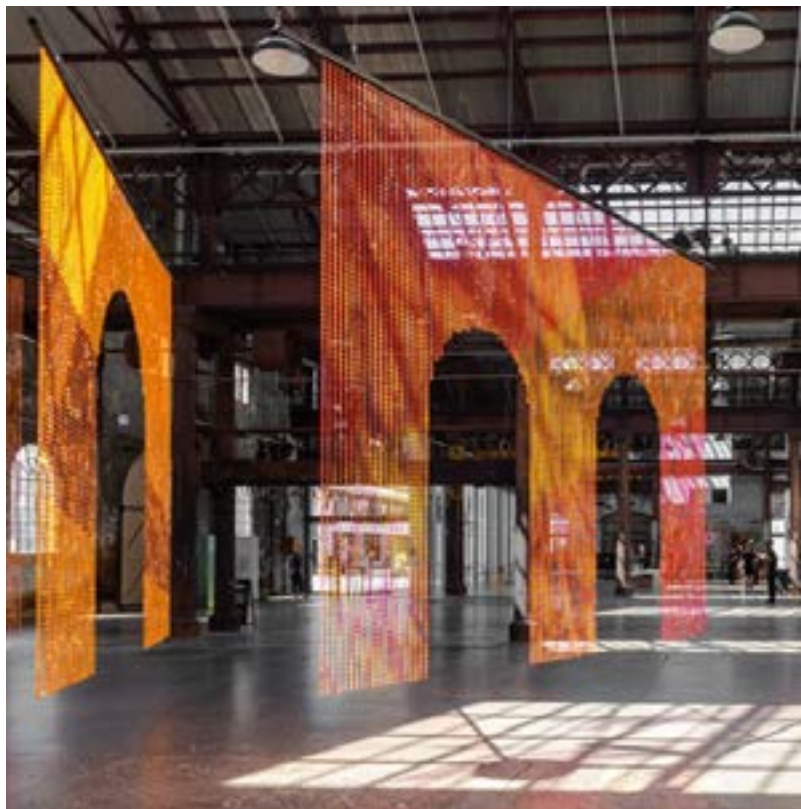
- Sydney Ruins
- Eveleigh Railway

Cultural

- Carriageworks
- Joynton Avenue Creative Centre
- White Rabbit Gallery

Recreational

- Gunyama Aquatic and Recreation Centre
- Green Square Library
- Banga Community Shed



Project Context

Nearby Public Art

The City of Sydney is home to a vibrant and diverse network of world-class public art. The images to the right offer a small snapshot of public artworks which sit nearby to the site, to which public art at 28–32 Bourke Road will exist in conversation, contributing to the ongoing creation of an abundant tapestry of art which promotes engagement and offers points for interaction and community building.

- While I Live I Will Grow (2016), Maria Fernanda Cardoso, Zetland
- Stream (Under Development), Kerrie Poliness, Drying Green Park
- High Water (2018), Michael Thomas Hill and Indigo Hanlee, Green Square Plaza
- Cloud Nation (2018), Claire Healy and Sean Cordeiro, Green Square Library
- Fun Field (2016), Nuha Saad, Wulaba Park
- Bangala (2020), Aunty Julie Freeman and Jonathan Jones, Gunyama Park Aquatic and Recreational Centre
- Water Falls (2013), Jennifer Turpin and Michaelie Crawford, Sydney Park
- Storm Waters (2013), Jennifer Turpin and Michaelie Crawford, Joynton Park



Where I Live I Will Grow, Maria Fernanda Cardoso



High Water, Michael Thomas Hill & Indigo Hanlee



Bangala, Aunty Julie Freeman & Jonathon Jones



Fun Field, Nuha Saad

VISIONING

Visioning

Public Art Policy Alignment

Public art for 28–32 Bourke Road will be developed to align with the City of Sydney’s vision and goals for public art, and will draw from the City’s Sustainable Sydney 2030 vision and related public art policies, strategies and plans. The matrix (right) outlines the ‘8 Guiding Principles’ for City of Sydney public art and provides an overview that demonstrates how public art for 28–32 Bourke Road will align with these principles.

Sydney ‘Creative City’ Vision

The City of Sydney demonstrates a strong commitment to the provision of creative offerings for the people who work in, live in, and visit the City. Along with a strong history of public art programming, and the combined success of City of Sydney’s various temporary laneway art projects, City of Sydney has also recently conducted wide-scale strategic planning for ‘A Revitalised City Centre’. Culminated in Sydney’s Sustainable Sydney 2030, culture and creativity are recognised as playing an integral role in Sydney’s future as a world-class city – a role that is emphasised and evidenced through numerous accompanying arts policy and strategy documents.

Supported by the Sustainable Sydney 2030 vision, Sydney’s cultural life is one that is:

- Visible
- Innovative
- Proud
- Engaged
- Diverse
- Bold
- Curious

City of Sydney Public Art Objectives	28–32 Bourke Road Street Public Art
Align significant public art projects with major Sustainable Sydney 2030 urban design projects	Artwork will be commissioned in consideration of other major public art projects located within the City of Sydney municipality as well as those outlined within the Sustainable Sydney 2030 strategy.
Recognise Aboriginal stories and heritage in the public domain	Aboriginal artists will be considered within the curated longlist, with artists being encouraged to consider the First Nations histories and narratives present in the location.
Support local artists and activate city spaces with temporary art projects	Providing a significant opportunity to showcase local talent, distinguished professional local artists or artists with a significant connection to Sydney will be highly considered for this opportunity.
Support vibrant places in Village Centres with community art and public art in City projects	Public Artwork for 28–32 Bourke Road will become a memorable addition to public space contributing to a meaningful, active and vibrant public realm.
Promote the integration of high quality public art in new development	Significant national or international artists whose practice supports the prestige of this opportunity will be considered. Close collaboration with the project team will ensure that public artwork for the site is of a high-quality.
Support stakeholder and government partners to facilitate public art opportunities	The creation of public art for the 28–32 Bourke Road is indicative of the success of the City of Sydney Public Art Strategy and Policy, facilitating the incorporation of a major permanent commission for the City.
Manage and maintain the City’s collection of permanent artworks, monuments and memorials	This Public Art Strategy provides guidelines and recommendations on the management and maintenance of public artworks to be developed for the site. Artworks created will not be a duplication of existing artworks, monuments, memorials and/or related concepts.
Initiate and implement programs to communicate, educate and engage the public about City Art projects	Public art created for 28–32 Bourke Road can be incorporated into existing City Art projects and programs, whilst providing a quality artwork that is publicly accessible and engaging.

Visioning

Public Art Objectives

The following objectives will help to thematically guide the conceptual development of public artwork at 28—32 Bourke Road, and work in tandem with the Curatorial Vision developed for the site and detailed below. The objectives will speak to what public art at the site hopes to contribute and act as a starting point for artists in considering outcomes for the site.

Presence

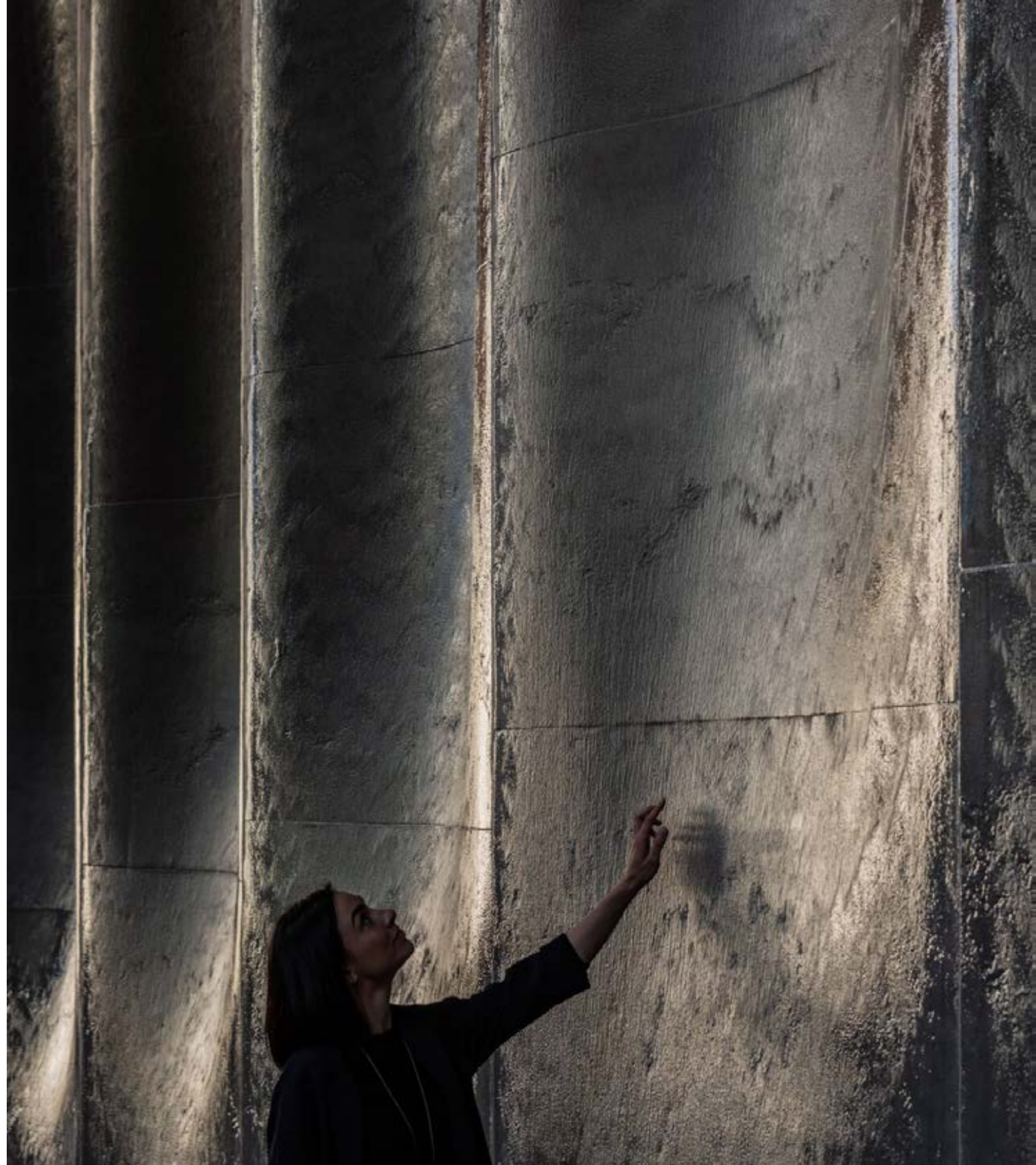
Public art will have a presence at the frontage of Bourke Road and provide a welcoming focal point for people entering to the site. The artwork will seek to contribute to the creation of a location at which pause feels natural, and allows for contemplation, and moments of connection with oneself and others.

Discovery

Discovery seeks to encourage the integration of public art which offers people moments for discovery and the opportunity to experience something new. Discovery hopes to prompt an exploration of new beginnings and looks confidently to the future.

Connection

Connection acknowledges the importance of connection, between people and place in creating a sense of community and contributing to feelings of wellbeing. Connection speaks to the power of relationships and bond making, and envisions public art as a potential catalyst for moments of conversation and interrelation between people who are using the site.



Visioning

Curatorial Vision

This Curatorial Vision is based on contextual research of the site, taking into account the site's end use and aspirations. The Vision ensures that the public art is conceptually connected to place, by setting an overarching vision for art, describing what the artworks seek to achieve, and providing thematic inspiration for artists.

28–32 Bourke Road sits at the forefront of mental healthcare, offering a holistic method of care which prioritises people and their unique and varied needs. Public art sited at 28–32 Bourke Road seeks to support the site's use by encouraging moments for potential pause, connection and intrigue for both patients, visitors and staff alike.

Cognisant of the site's role as a space that provides care, the Curatorial Vision seeks to support this by celebrating the importance of nurturement. Derived directly from this idea, the Curatorial Vision titled *Togetherness* speaks to care, of oneself and of others, and seeks to recognise the important role of interpersonal connection in wellness. *Togetherness* looks to a connected future in which community is central and care is prioritised.

Artists will be invited to work into the site alongside landscape designers, architects and the broader project team to create public art which compliments the site's end use and vision. Invited artists may create art which invites opportunities for connection, facilitates moments of pause and encourages quiet respite in order to compliment the sites use and aspirations to ensure a space which is welcoming for all.



ARTWORK OPPORTUNITIES

Artwork Opportunities

Overview

The inclusion of public art at 28–32 Bourke Road seeks to support the creation of a site which is reimagining mental healthcare through world class facilities that enable the highest standard of care. Public art integrated into the site could provide a welcoming focal point for visitors and guests of the site, assist with placemaking and promote moments for pause and quiet reflection.

Artwork Location

UAP together with the project team have identified the Bourke Road frontage as offering the most viable location for public art on the site. This location would offer high visibility, maximising opportunities for engagement by those who frequent the site. Within this zone, artwork could be sited in the following locations:

- Landscaped zones

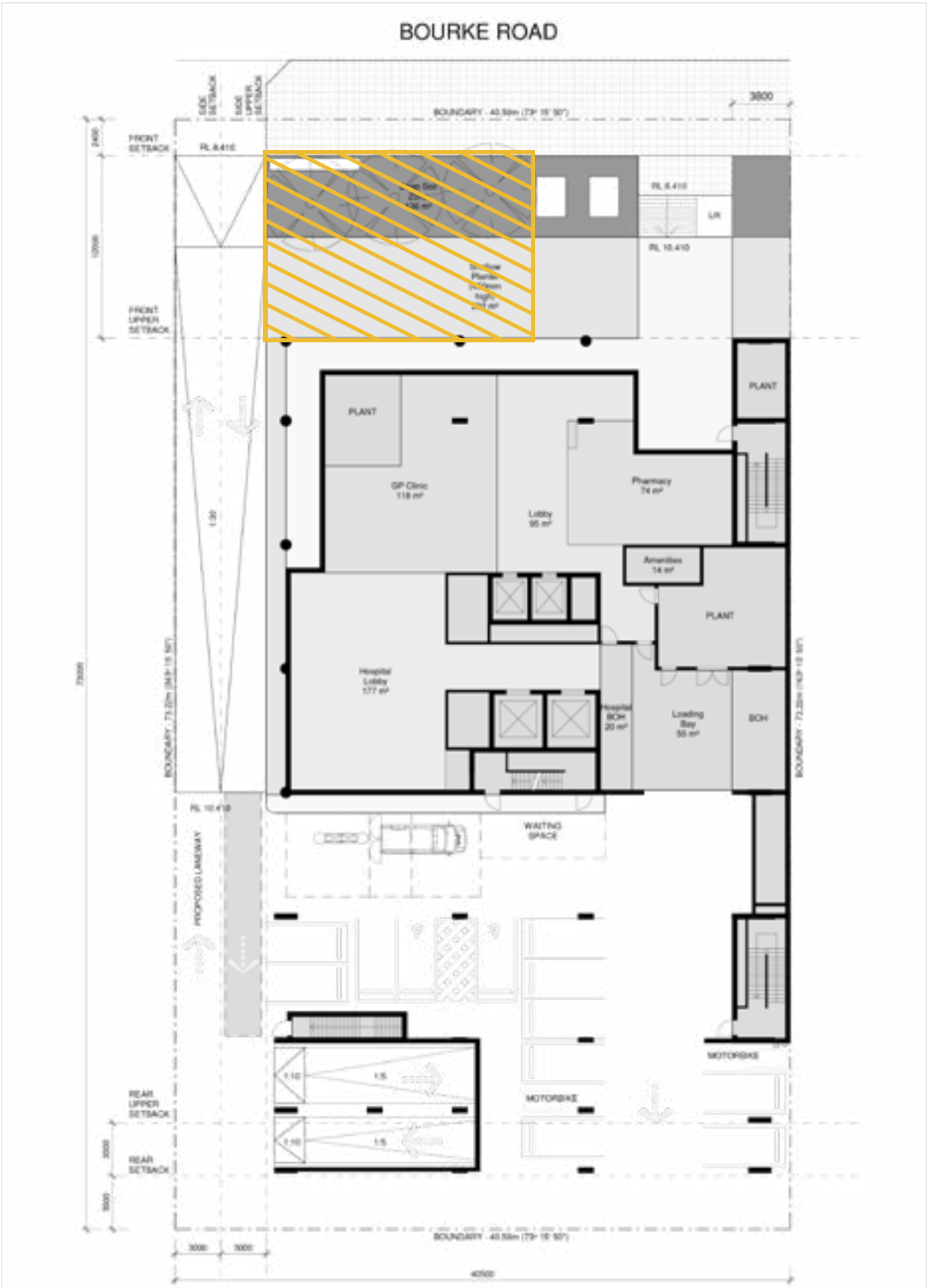
Within this location a number of different artwork forms and typologies could be sited. The following points and pages will detail these in greater depth. These forms and typologies will be further refined for Stage 2 DA submission.

Artwork Forms

The following artwork forms have the potential to be integrated within the Bourke Road location as identified in the map to the right.

- Sculptural elements, singular, medium in size or; 2–5 clustered elements, small in size
- Functional elements
- Ground plane treatment

Benchmarking imagery of potential artwork approaches which sit under these artwork forms will be detailed on the following pages.



Artwork Opportunities
Sculptural Elements



Leecee Carmichael



Judy Watson & Libby Harward



Lucy Simpson



Nadia Odlum



Huang Zhiyang

Artwork Opportunities

Functional Elements



Artwork Opportunities

Ground plane treatment



Jonathon Jones



Judy Watson



Judy Watson



Megan Cope



Megan Cope

IMPLEMENTATION

Implementation

Indicative Public Art Process and Timeline

The process outlined below details an indicative timeline for the development and implementation of public art at 28–32 Bourke Road.

Art Planning		Design Assist		Manufacturing
Art Strategy (02 – 04 weeks)	Artist Procurement (04 – 06 weeks)	Design Assist (06 – 08 weeks)	Technical Assist (08 – 12 weeks)	Manufacturing / Delivery (24 – TBC weeks)
<ul style="list-style-type: none"> Project initiation meeting and workshop process with key stakeholders Review of development's design documents Research into local culture, history and environment Development and documentation of Art Strategy with identification of art locations and benchmarking Implementation planning including development of; art budget guide, art process and initial program, maintenance and sustainability methodologies <p>CURRENT STAGE</p>	<ul style="list-style-type: none"> Facilitate and support artist short-listing and selection process with Client Confirm artist availability Develop Artist Briefing documents 	<ul style="list-style-type: none"> Contract selected Artists Brief contracted Artists Artist support for research and investigation, concept development, selection of materials, colours and scale Concept Design presentation including narrative descriptions, sketches and visualisations prepared by artists Preliminary manufacturing program and budget Management of Client review and selection of winning Concept Designs 	<ul style="list-style-type: none"> Artist support for further materials investigation Preliminary engineering advice and liaison with design consultants and manufacturing team Final models and computer generated visualisations (as required) Material selection and fabrication budget review with client Management of Client review and approval of Developed Designs 	<ul style="list-style-type: none"> Full manufacturing documentation and engineering certification including samples and prototypes (as required) Final manufacturing budget review with client Project management and budget control of artwork manufacturing Management of fabrication process, including: Artwork fabrication Client approvals during manufacturing Quality control Transportation to site Maintenance advice and development of Maintenance Manual/s Attribution plaque
Council review points by stage				
<ul style="list-style-type: none"> City of Sydney review Art Strategy 		<ul style="list-style-type: none"> City of Sydney review selected Concept Design(s) 	<ul style="list-style-type: none"> City of Sydney review Technical Assist Package(s) 	<ul style="list-style-type: none"> City of Sydney review and approval point, confirming completion of art requirement

Implementation

Artist Procurement

UAP acknowledges the importance of First Nations cultural knowledge and should the First Nations' history of the site be developed further if the project team invite a First Nations' artist to respond to the site, UAP will ensure that a Cultural Advisor is engaged and key Community stakeholders are engaged at key points prior to the artwork being designed and delivered.

There are two (2) main methods recommended for the procurement of an artist for 28–32 Bourke Road.

Limited Competition

- A short list of 5 – 7 artists is developed
- An artist/s are selected to develop concept designs in competition with each other
- The concept designs are presented for selection of a concept/s to continue to design development
- All artists are paid a concept design fee

Direct Engagement

- A short list of 3– 5 artists is developed
- 1 artist is selected to develop a concept design
- The artist's concept design is presented for approval to continue to Design Development
- The artist is paid a concept design fee. In some cases the artist may be paid a higher fee and asked to submit more than one concept for consideration



All artworks commissioned for 28–32 Bourke Road should consider the importance of environmental sustainability. Throughout the development phases of the artwork, the artists, and the design, manufacturing and installation teams will be encouraged to consider implications for sustainability and environmental impact as follows:

Materials Selection

It is suggested that all artists, design and manufacturing team members consider environmentally preferred materials options, based on 5 primary considerations:

- Proportion of recycled content of the material
- End of life recyclability of the material
- Total Carbon footprint of material
- Longevity of the material
- Sustainable technologies

Artists and designers are encouraged to consider the potential for incorporating sustainable technology into the artwork. This may include, but not be restricted to:

- Water – minimisation / storage / recycling
- Energy – efficiency / renewable sources for lighting, sound or kinetic elements

Microclimatic Effects

All structures in our environment, large or small, can affect the conditions in their immediate locality. Wind tunnels or screens, light reflection or shadow, radiant heat from surfaces or masses, can all potentially affect human comfort in a space, positively or negatively.

Artists and designers will be encouraged to consider how their designs may affect conditions in the immediate locality of the artwork. This can be summarised as the localised effect on:

- Temperature: heat ‘island’ absorption and radiation / cooling effect
- Light: reflection / focusing / penetration / shading
- Wind: tunnelling / cooling / deflection / turbulence / noise
- Water: runoff / catch / storage / absorption / evaporation / humidity

Manufacturing

A number of key elements should be considered during the manufacturing phase of the artworks:

All artists, design and manufacturing teams will consider the sustainability of the finished piece. This may include, but not be confined to, the environmental costs associated with light, sound, motion, microclimate installation, maintenance and lifespan. All sub-contractors will be assessed with respect to their environmental awareness, reputation or credentials

The design and engineering methods will take into consideration the complexity of manufacturing and assembly and its carbon emissions impact through energy intensity or efficiency.

Maintenance is a key factor in the long-term care and quality of public artworks and should be taken into consideration during concept and design development, during material selection and manufacturing.

In addition, the development of a maintenance program will ensure that the benefits generated by public art can be enjoyed over a long period and that maintenance costs can be kept to a minimum.

There are climatic conditions for 28–32 Bourke Road that all artists and fabricators must consider during permanent artwork development to ensure the longevity of all artworks. These conditions include humidity, fatigue, vehicular pollution, UV degradation and vandalism.

Material Selection

To withstand these conditions, artists will be required to ensure their artworks are of a robust nature, incorporate technologies that are easily replaced and be constructed from materials suitable for long-term exterior installations.

Artworks may be constructed from materials such as:

- Brass
- Cast aluminium
- Cast bronze
- Ceramic/Mosaics
- Concrete
- Copper
- Glass (select)
- Stainless Steel (select)
- Exterior grade paint

Please note the list on the left provides examples only and is not prescriptive to the selection of materials.

Materials not considered suitable include resins, soft timbers and any materials that are not UV stable.

Where artworks include technology elements, these should be high quality, warrantied components and fittings that are easily accessible for replacement. Use of LEDs is recommended for longevity and power efficiency of lighting installations.

Maintenance Program

During the development of a public art project, consideration should be given to the thorough documentation of the processes involved in the future care and maintenance requirements of the artwork. This information is captured in an Artwork Maintenance Manual which outlines the following information in relation to the artwork:

- Contact details for the manufacturing company/companies involved
- Materials used during manufacturing and supplier details
- Treatments, aftercare works and processes
- Design and structural drawings
- Predicted lifespan of components
- Location of power source, power supply, water supply etc
- Cleaning program outlining processes and recommended frequency
- Any specific specialist maintenance requirements

The Artwork Maintenance Manual forms the final handover of ownership of the artwork.

Financial Implications

While artworks should be designed to be durable and require minimum maintenance, all permanent artworks in the public realm will require a certain amount of maintenance to ensure their longevity and reduce replacement costs. All commissioners of artworks must understand the maintenance responsibilities of each artwork which will be minimised and explained during the design stages.

In order that maintenance responsibilities and associated costs do not become onerous it is recommended that responsibility for maintenance is clearly established and that a condition check of the artwork is undertaken on a regular basis with any remedial works and cleaning carried out when necessary. This will prevent any deterioration of the artwork that may lead to more expensive restoration works in the long-term.

Artwork Life-Span

Permanent artworks commissioned for 28–32 Bourke Road should be intended to have a life expectancy of up to 25 years. Where artworks include technology elements with expected lifespans shorter than 25 years, the future owner of the artwork may choose to conduct a review of the artwork before the intended expectancy is reached.

Contacts

Marissa Bateman

Associate

Mobile +61 412 459 342

Email marissa.bateman@uapcompany.com

Anna Bellotti

Assistant Curator

Mobile +61 421 729 822

Email anna.bellotti@uapcompany.com