

Llewellyn Street

Massing Study

Issued

February 21, 2024

Gadigal Country

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SJB acknowledge the Traditional Custodians of the land on which we live, practice, and visit, and pay our respects to Elders past, present, and emerging. We recognise the continuous engagement and caring of the lands, waters, and skies by First Nations peoples for time immemorial.

We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people toward a better future.



Certified Management Systems

ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
ISO 14001:2015 Environmental Management System

Version: 01

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Introduction

Purpose of This Report

This report aims to provide a preliminary understanding of the opportunities available at Llewellyn street with the intent to support an increased height and FSR in alignment with NSW State Government policies.

Billbergia Group is the most significant land owner in the precinct, having developed many of the most recent buildings in the area. They have a strong vision for Rhodes to become a high quality mixed-used residential neighborhood, supported by much needed community infrastructure and open space. This is demonstrated by the recently completed Rhodes Central shopping centre and the under construction Stage 2 development that includes a large community facility and indoor recreation centre.

This report has been informed by Billbergia's commitments across the peninsula, alongside SJB's involvement in the design and delivery of these buildings. The report outlines the strategic design context, including a review of the current planning approaches within and around the site. Site and contextual Analysis looks at the spatial qualities of the surrounding areas to determine site specific considerations such as it's unique opportunities and constraints that drive the concept proposal. The proposal aims to represent the best vision and strategy for implementation of the site that takes into account all of the above.

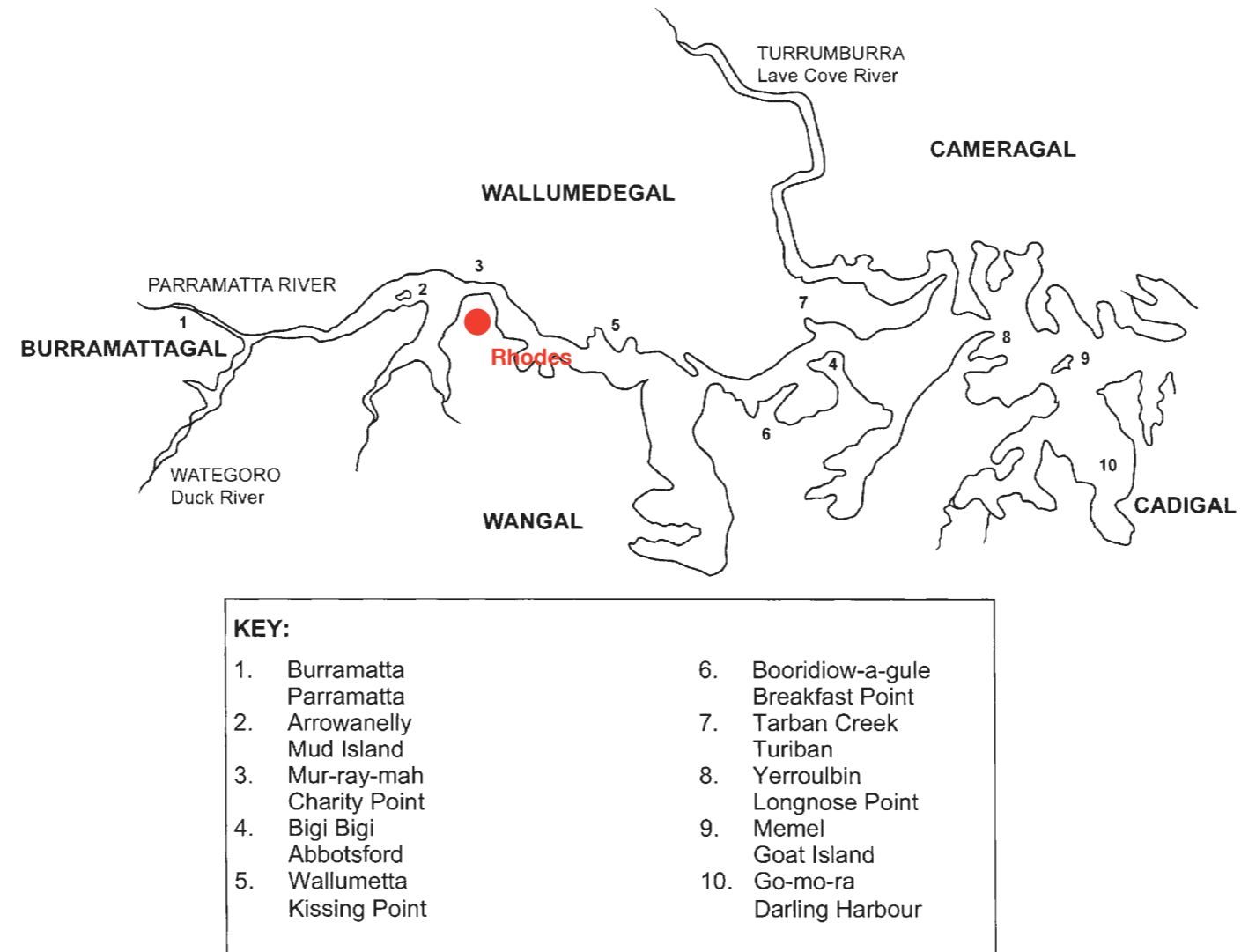


Introduction

Country

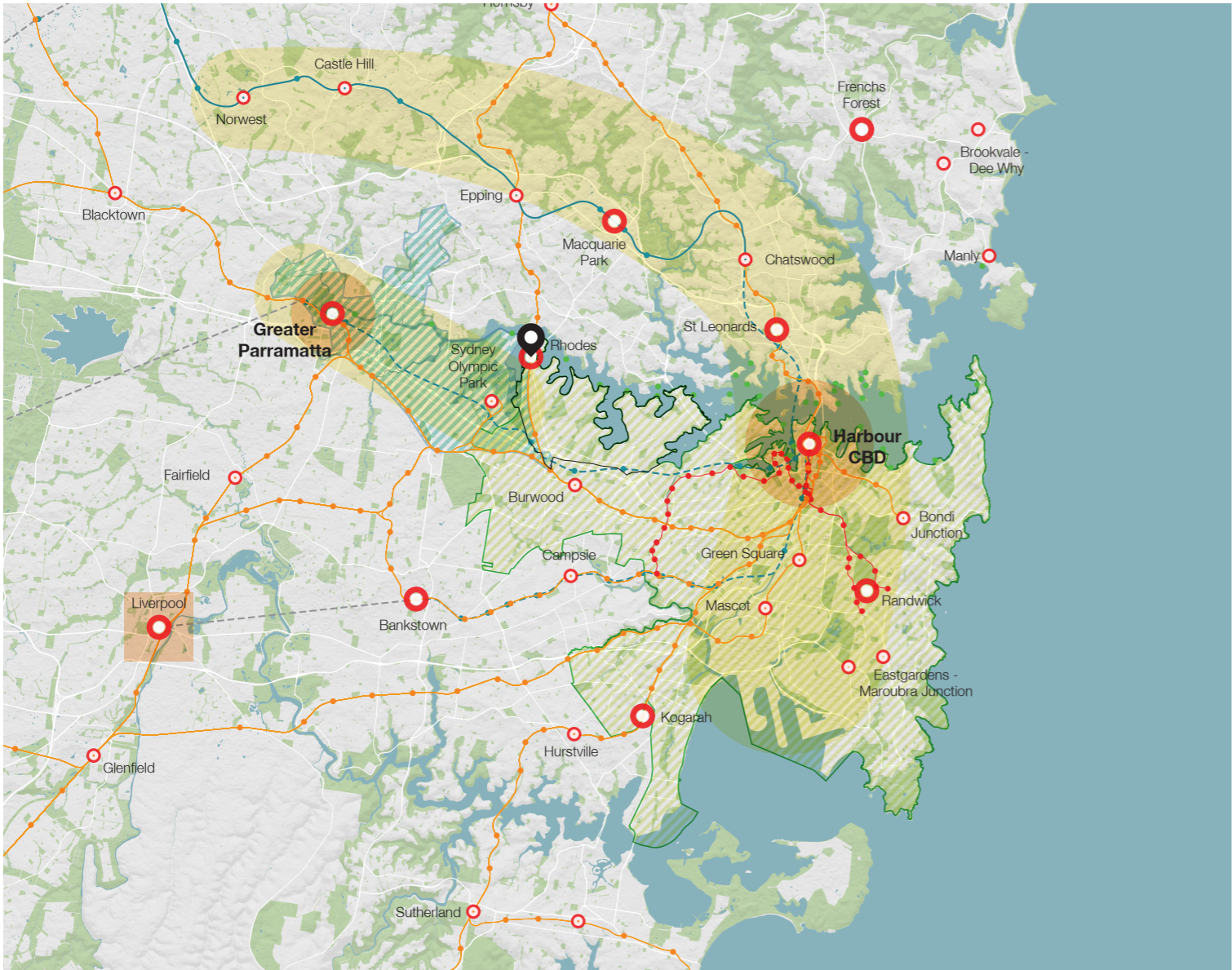
The Sydney basin is the Country of the Eora Nation and its twenty nine Clans. The map below illustrates recorded fragments of language, clan and other named groups in Sydney which have emerged over thousands of years of interaction with Country. This overlooked and deep connection between indigenous people and the Country of Sydney continues today and should help shape its future.

The project team acknowledge this site at **Rhodes** is on **Wangal** Country. As our work reshapes this place we also seek to design with Country according to indigenous perspectives and as per the Government Architect of NSW 'Designing with Country' policies.



1788 Clans along the Parramatta River - Source: Wallumedegal: An Aboriginal History of Ryde, Keith Vincent Smith, 2005

Regional and Local Context



1:200,000 @ A3

Regional Context

The study area is within the Eastern City District of the Greater Sydney Region Plan, the City of Canada Bay Local Government Area and the Suburb of Rhodes.

It is directly adjacent a train line that connects to the north and to Sydney CBD. The nearest hub, Strathfield, is a major interchange also connecting east and west. A future Sydney Metro line runs south of the site with stations at nearby centres, North Strathfield, Burwood and Sydney Olympic Park.

The site is within the Strategic Centre of Rhodes and is also within the Greater Parramatta Olympic Park Place Infrastructure Compact area.

Key	
	Site
	City of Canada Bay
	Metropolitan Centre
	Metropolitan Cluster
	Strategic Centre
	Health and Education Precinct
	Light Rail
	Sydney Trains
	Sydney Metro
	Planned Sydney Metro
	Future Sydney Metro
	Economic Corridor
	Eastern City District Area



NTS

Local Context

The site is 14,424sqm, bound on the southern edge by Llewellyn Street, by Blaxland Road to the West and Concord road to the East. Rhodes train station is within 400m of the site and sits adjacent to McIlwaine park.

The site is within the Rhodes Station Gateway East precinct.

Key	
	Site
	Train Station
	Train Station Buffers
	Open Space
	Water
	Rhodes Planned Precinct

Strategic Context

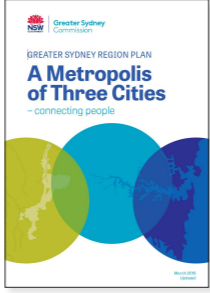
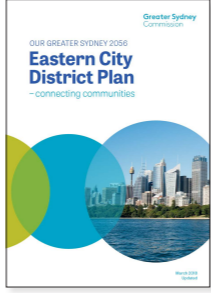

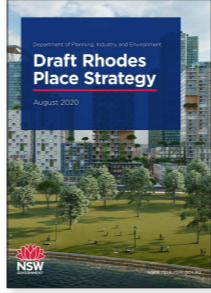
This document sits below a series of other strategic policies developed by state and local governments.

The general order of this is:

1. Regional - Relating to all of Greater Sydney
2. District - Relating to part of Greater Sydney
3. Local - Relating to the Local Government Area
4. Place Specific - Relating to site specific responses such as masterplans, place strategies and planning proposals

As this process is leading towards an SSDA, then this project would sit within the Place Specific category.




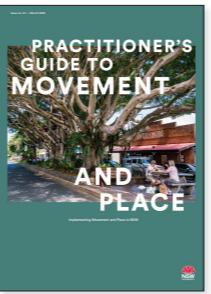

Beyond those listed above, a number of additional documents have been considered relevant for the future of the site. In addition to these a series of state guidelines prepared by the Government Architect NSW (GANSW) will inform the local and place specific response to RCP.

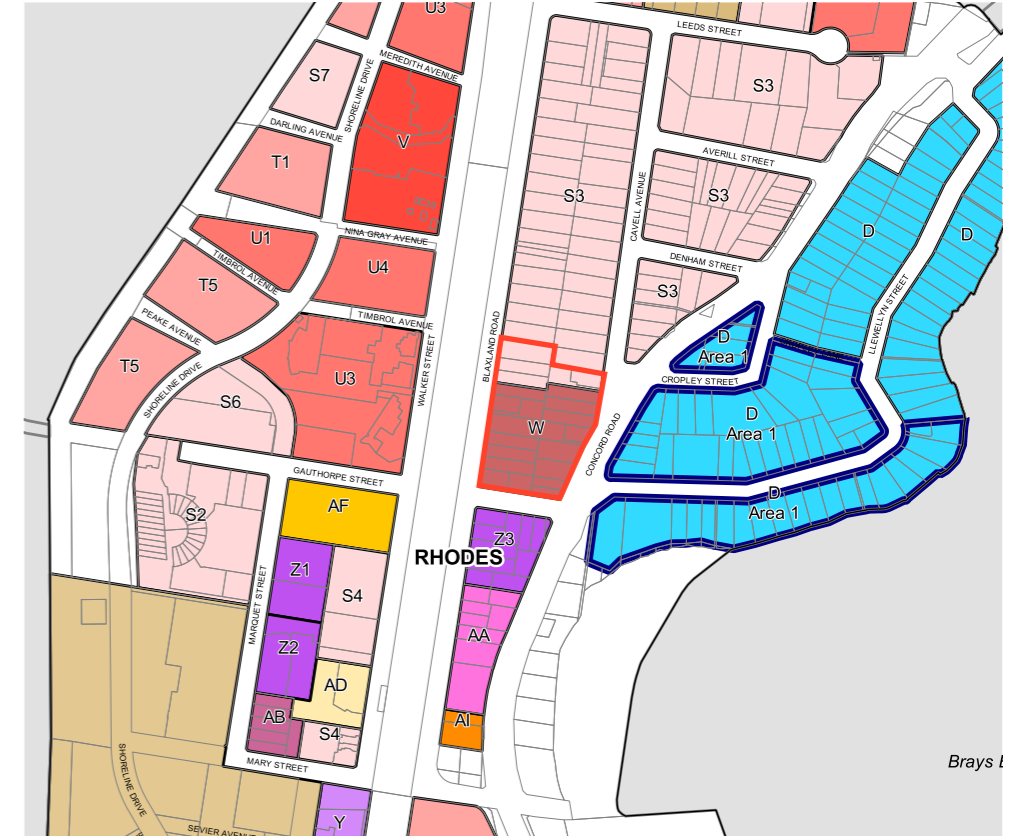
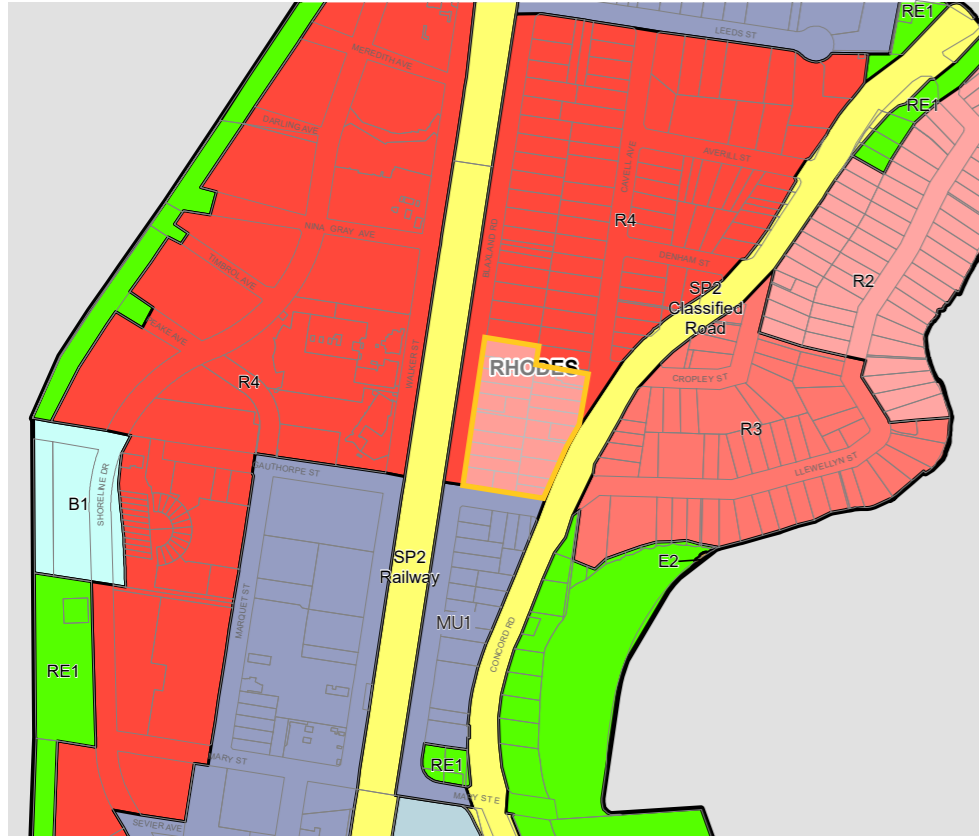
REGIONAL	DISTRICT	LOCAL	PLACE SPECIFIC
			
Greater Sydney Region Plan	Eastern City District Plan	Canada Bay LSPS, LEP & DCP	Draft Rhodes Place Strategy

CITY OF CANADA BAY COUNCIL POLICIES, PLANS & STUDIES

				
Your Future 2030 Community Strategic Plan 2018-2030	Local Housing Strategy	Employment and Productivity Study	Local Movement Strategy	Social Infrastructure (Community) Strategy and Action Plan

GANSW GUIDES

				
Better Placed	Greener Places	Connecting with Country	Practitioner's Guide to Movement and Place	Sydney Green Grid



Land use

R4 High Density Residential

Zone

B1	Neighbourhood Centre
B3	Commercial Core
MU	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure
DM	Deferred Matter
SSP	SEPP (State Significant Precincts) 2005

Height of buildings

31m, 32m and 80m

Maximum Building Height (m)

A	0.00	T4	28.0
J	8.5	T5	29.0
K1	9.5	U1	31.0
K2	10.0	U2	32.0
L	10.5	V	35.0
M	11.0	W	41.0
N	12.0	Y	50.0
O1	14.0	Z	59.0
O2	15.0	AA1	63.0
P1	16.0	AA2	66.0
P2	17.0	AB1	80.0
Q	18.0	AB2	82.0
R1	18.0	AB3	92.0
R2	20.0	AC1	104.5
S1	21.0	AC2	113
S2	22.0	AC3	117
S3	23.0	AD1	127.0
T1	24.0	AD2	136.5
T2	25.0	AD3	136.5
T3	26.0	AE	151.5
T4	27.0		

Maximum Building Height RL (m)

0 - 20
20 - 40
40 - 60
60 - 80

FSR

1.7:1 and 3.6:1

Maximum Floor Space Ratio (n:1)

A	0.00	T2	2.10
D	0.50	T3	2.20
F	0.60	T4	2.26
H	0.70	T5	2.30
I	0.75	U1	2.50
L	0.90	U2	2.60
N	1.00	U3	2.80
O	1.10	U4	2.90
P	1.20	V	3.30
Q1	1.30	W	3.60
Q2	1.35	Y	4.50
R	1.40	Z1	5.40
S1	1.50	Z2	5.60
S2	1.60	Z3	5.70
S3	1.70	AA	6.00
S4	1.76	AB	7.90
S5	1.80	AD	9.30
S6	1.86	AF	11.60
S7	1.90	AI	15.30
T1	2.00		

Refer to Clauses 4.4 (2A-2G)

Site and Context Analysis

Site Photos

Various street view images from around the site demonstrate the current contextual relationship to the streets and surrounding buildings.



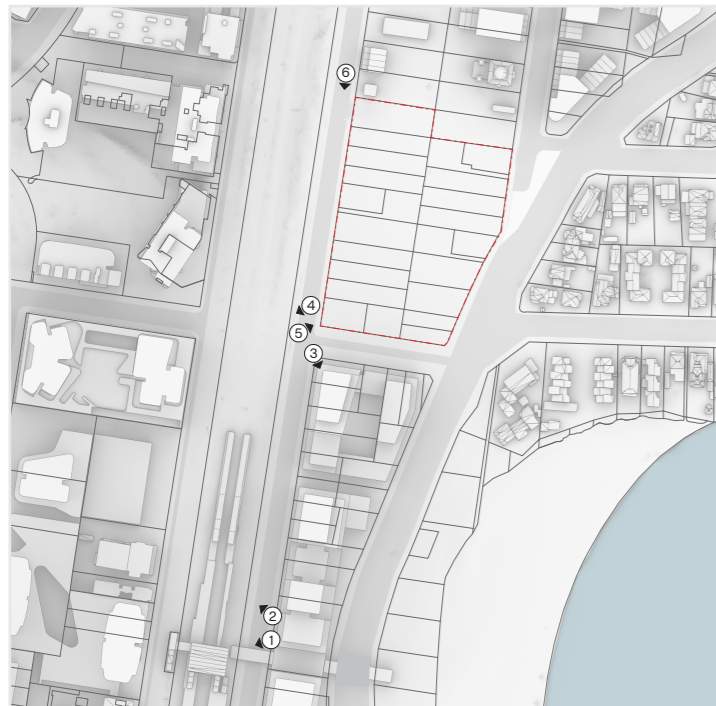
1. Rhodes train station



2. Bike path along railway corridor



3. Approved DA for neighbouring site



4. Skyline view of Rhodes



5. South West corner of site



6. North West view corridor

Site Photos



7. Concord road intersection



8. Orthodox church



9. North East corner of site



10. Skyline view of Rhodes across Concord road



11. South East view of site, across Concord road



12. View corridor on the southern edge of the site

Movement

Movement across the peninsula has been analysed to understand the broader spatial context and opportunities present at the site.

1. Concord Road / Homebush Bay Drive provides the primary vehicular movement across the Rhodes peninsula
2. Bennelong Bridge provides pedestrian, cycle and bus only connectivity to Wentworth Point
3. The rail bridge across Parramatta River has a parallel pedestrian and cycle connection that connects the Rhodes peninsula with Meadowbank
4. Pedestrian bridges provide east-west connectivity across the rail line
5. Potential new Ferry stop as part of Rhodes Planned Precinct redevelopment

Key	
	Site
	Train Station
	Train Station Buffers
	Open Space
	Water
	Primary Road
	Secondary Road
	Rail
	Rail Crossing
	Bus Stop
	Cycle Route

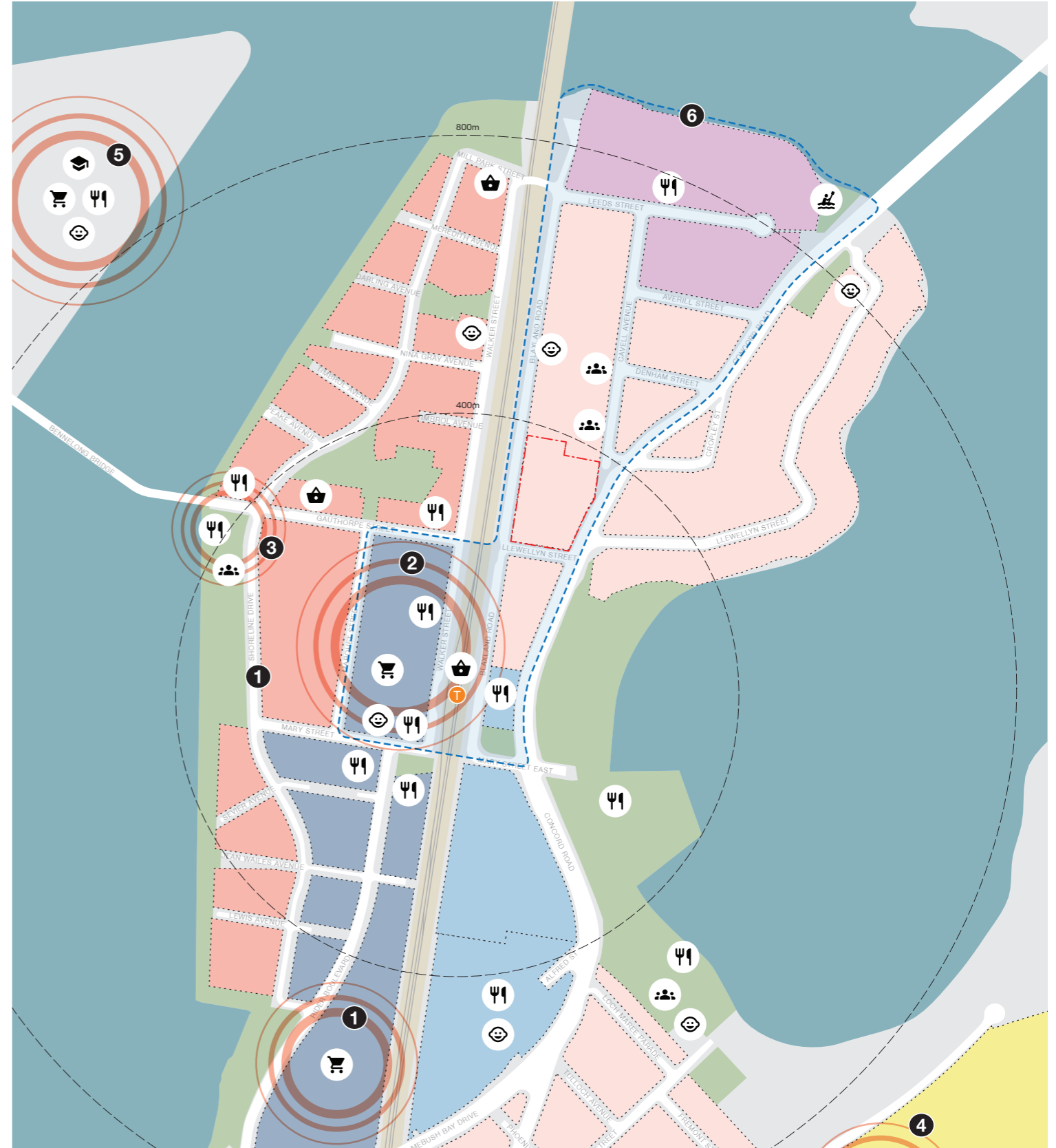


Activity & Land Use

Amenity and Land Use activation across the peninsula has been analysed to understand the broader spatial context and opportunities present at the site.

1. Rhodes Waterside provides a large range of dining, shopping and services for the region including furniture and home goods, supermarkets and entertainment venues such as a cinema
2. Rhodes Central is a recently completed shopping centre adjacent Rhodes station. It provides a mix of dining, shopping and services
3. The "Connection" is a council operated community centre that provides learning spaces and also a cafe and dining venue
4. Concord Hospital spans a large area to the south-east of the site providing valuable community facilities and services
5. Wentworth Point, accessible via Bennelong Bridge provides a range of dining, entertainment, education and shopping opportunities including Marina Square, a shopping centre
6. Given the recently adopted Rhodes Planned Precinct this area will undergo change to a more diverse and mixed use activity area that will provide a greater level of amenity

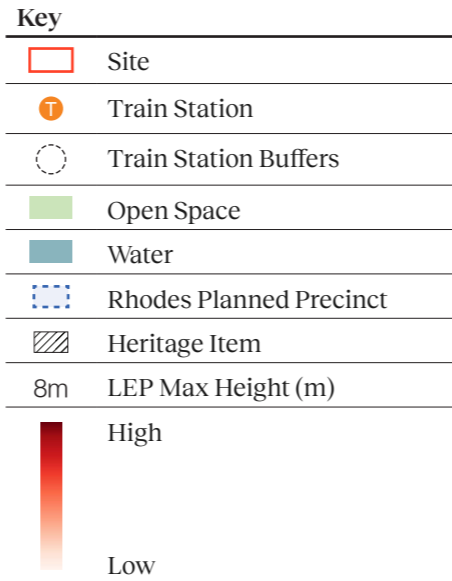
Key	
	Site
	Train Station
	Train Station Buffers
	Open Space
	Water
	Mixed Use
	Business
	High Density Residential
	Low-Medium Density Residential
	Industrial
	Health
	Child Care / Preschool
	Community / Cultural
	Food & Beverage
	Health / Hospital
	Shopping Centre
	Education
	Convenience
	Watersports
	Activity Centre



Built Form

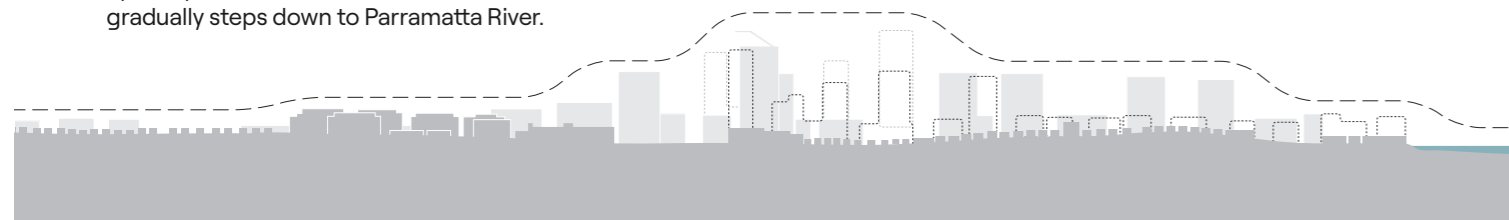
The built form across the Rhodes Peninsula is in flux and constantly evolving. Areas along the waterfront to the west have already developed with varied heights including some podium and tower typologies. Rhodes Gateway West is currently under development with two of the key landmark towers already built, two more currently under construction.

Rhodes East is currently a low density area with single detached dwellings for the most part and industrial buildings to the north. This area is part of the Rhodes Planned Precinct that has envisioned an increase in density with the greatest increase close to the train station and transitioning down to Parramatta River.

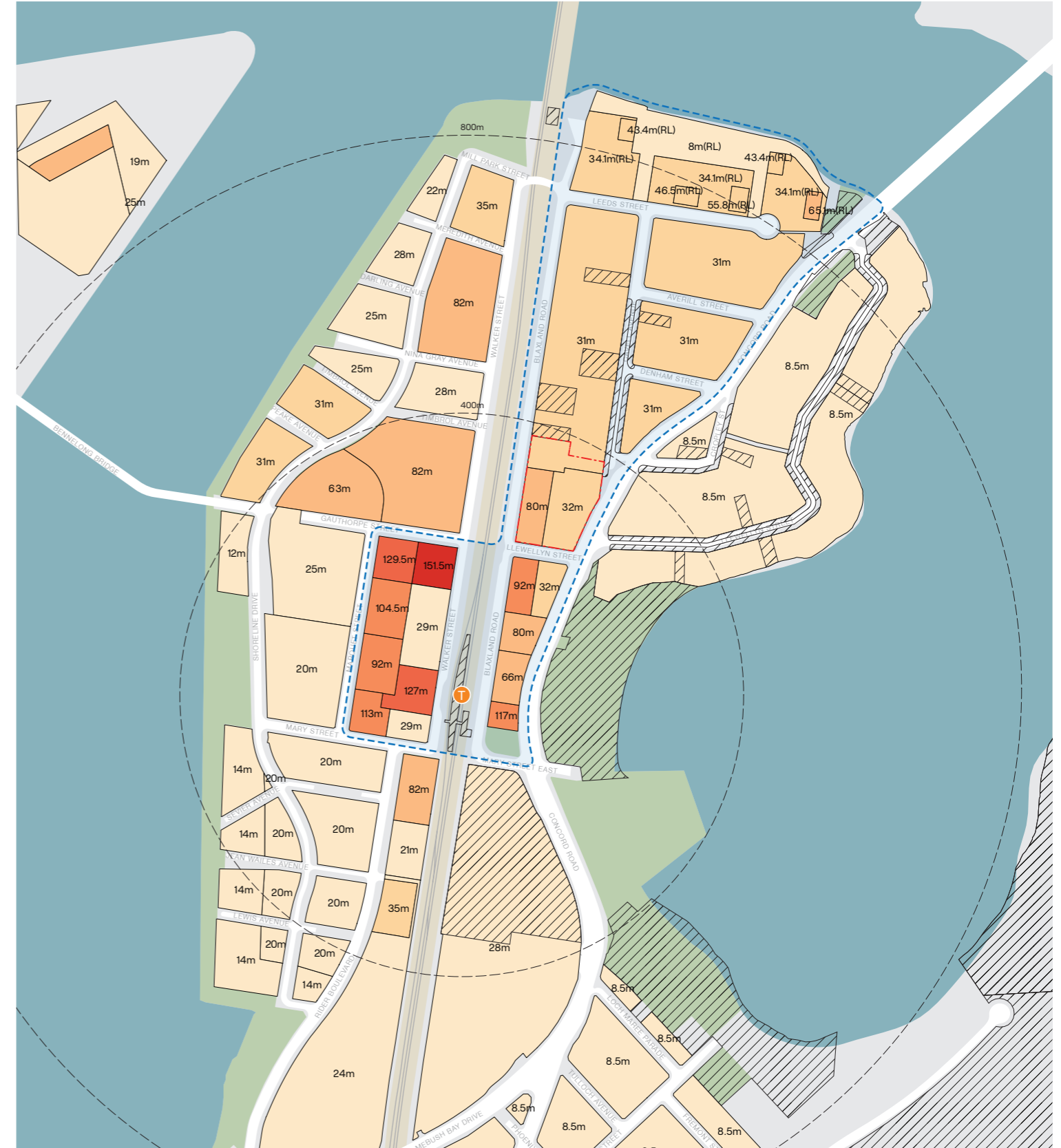


■ Indicative Future Massing *

The built form (current and future *) transitions up to a peak at the train station and then gradually steps down to Parramatta River.



*according to the Rhodes East Place Strategy



Solar Controls

The Rhodes Planned Precinct prescribes a series of solar access controls for public open spaces within the Rhodes Peninsula.

Of these controls, one impacts the development site. This applies to McIlwaine park. The control prescribes the following:

No net increase of overshadowing 9am-2pm

The diagrams to the right are from the urban design report that accompanied the Rhodes Planned Precinct submission.

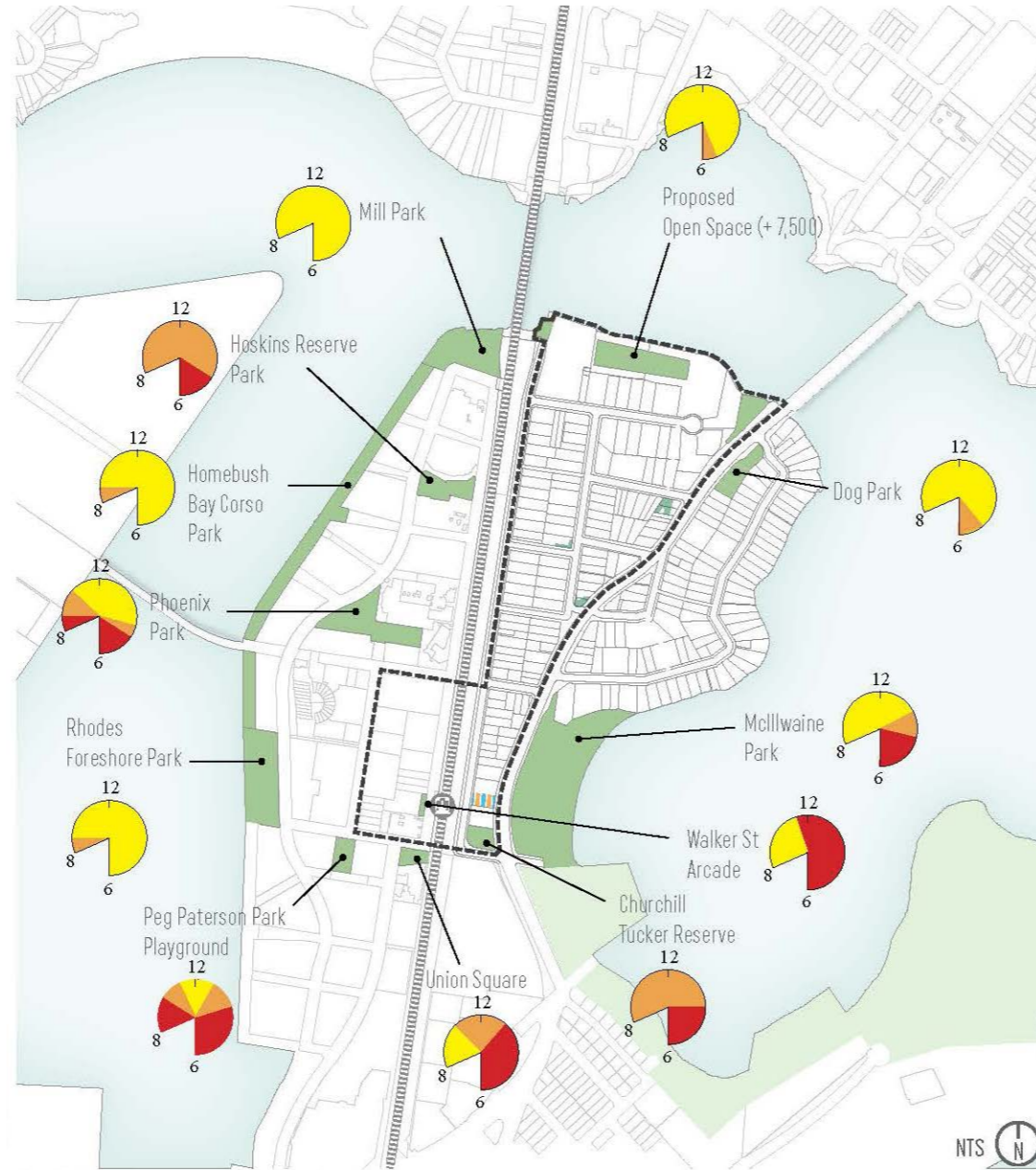
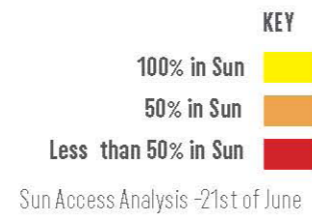


Figure 108. Rhodes Precinct -Solar Amenity of Open Spaces

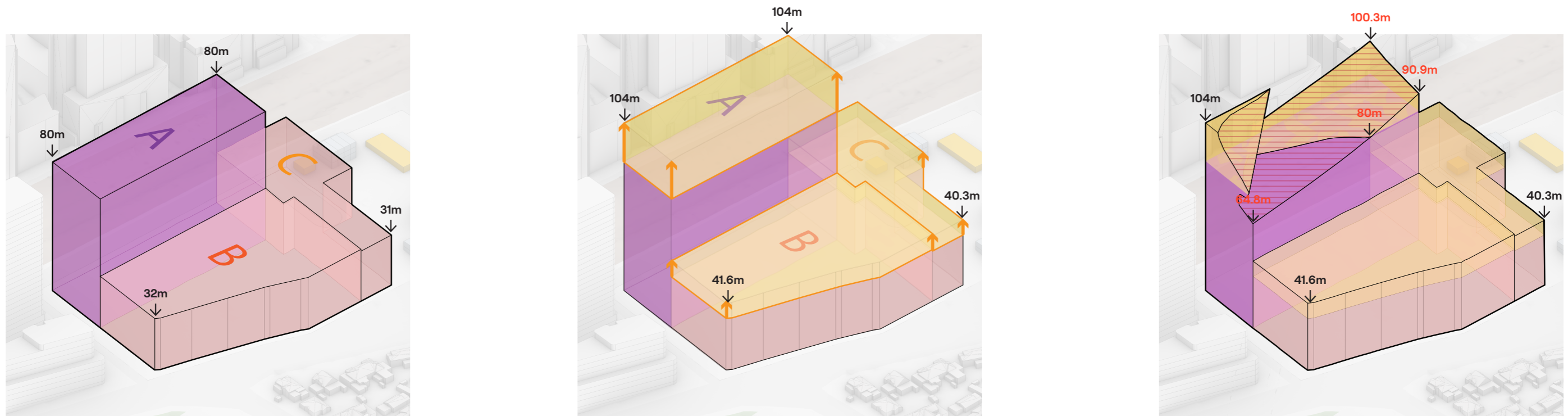


e109. McIlwaine Park -Overshadowing Criteria



Height Controls Analysis

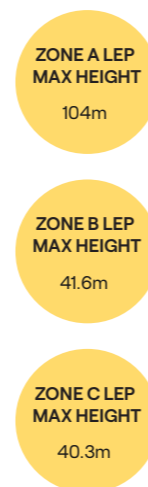
These diagrams represent the current permissible height alongside the potential bonus height of 30% which is the subject of the report. The final diagram represents the total permissible envelope taking into account the solar clipping planes demonstrated on the previous page.



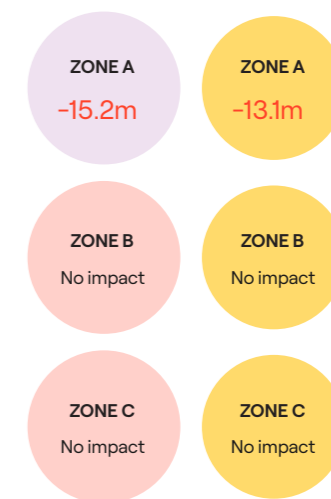
1. LEP COMPLIANT



2. 30% BONUS HEIGHT



3. SOLAR CLIPPING PLANE



Character Area Provisions and Site Parameters

The site is affected by the Cavell Avenue Character Area as well as the Station Gateway East Character Area as identified in the Rhodes Place Strategy 2021.

Part 7 of CBLEP 2013 outlines additional built form controls for buildings within the Cavell Avenue Character Area, such as streetwall height limits and additional FSR allowances. However, as the scheme does not propose any structures to be built in this area, the provisions are not relevant.

Additionally, Part 7 of CBLEP 2013 stipulates additional provisions for specific uses in the Station Gateway East Character Area, such as shop top housing and seniors housing. The land uses designated in the proposal are not affected by these additional provisions.

Relevant controls outlined in the CBDP include:

- Station Gateway East Character Area
 - Design along Concord Road must respond to, and prioritise the provision of, future public transport improvements and provide high quality infrastructure for customers incorporated into the built form and public domain design.
 - The proposed development must comply with 3m ground floor setback and minimum 4m upper podium setback facing Concord Rd
 - A minimum podium height of approximately 14-16m building height is required facing Concord Rd.
 - Maximum gross floor area of 750m² excluding balconies and cores.
- Relevant setbacks
 - 6m facing Concord road
 - 3m facing Llewellyn street
 - 2-4m facing Blaxland road and future proposed road to north of site














Moreover, as per clause 7.17 in the CBLEP 2013, the indicated land area is considered for additional local provisions, and as a result is subject to an increase of height upto 36m and in FSR upto 2.3:1, if the development site area is larger than 6000m². Although part of the site sits within this boundary, it fails to meet the 6000m² development area criteria and will not benefit from the uplift.



Constraints

The following constraints have been identified for the site based on the context analysis:

- 1. No through site links isolate the northern section of Rhodes peninsula, results in poor circulation.
- 2. New through site link will need to consider a new intersection.
- 3. Fronting Concord road and a railway corridor will create noise concerns.
- 4. No additional overshadowing to McIlwaine park and Churchill Tucker Reserve.

















Key	
	Site
	Train Station
	200m catchment
	Public open space
	High vehicular density
	Concerning edge
	Barrier
	No through site link
	Traffic junction
	Primary vehicular circulation
	Railway corridor
	No pedestrian crossing
	Noise

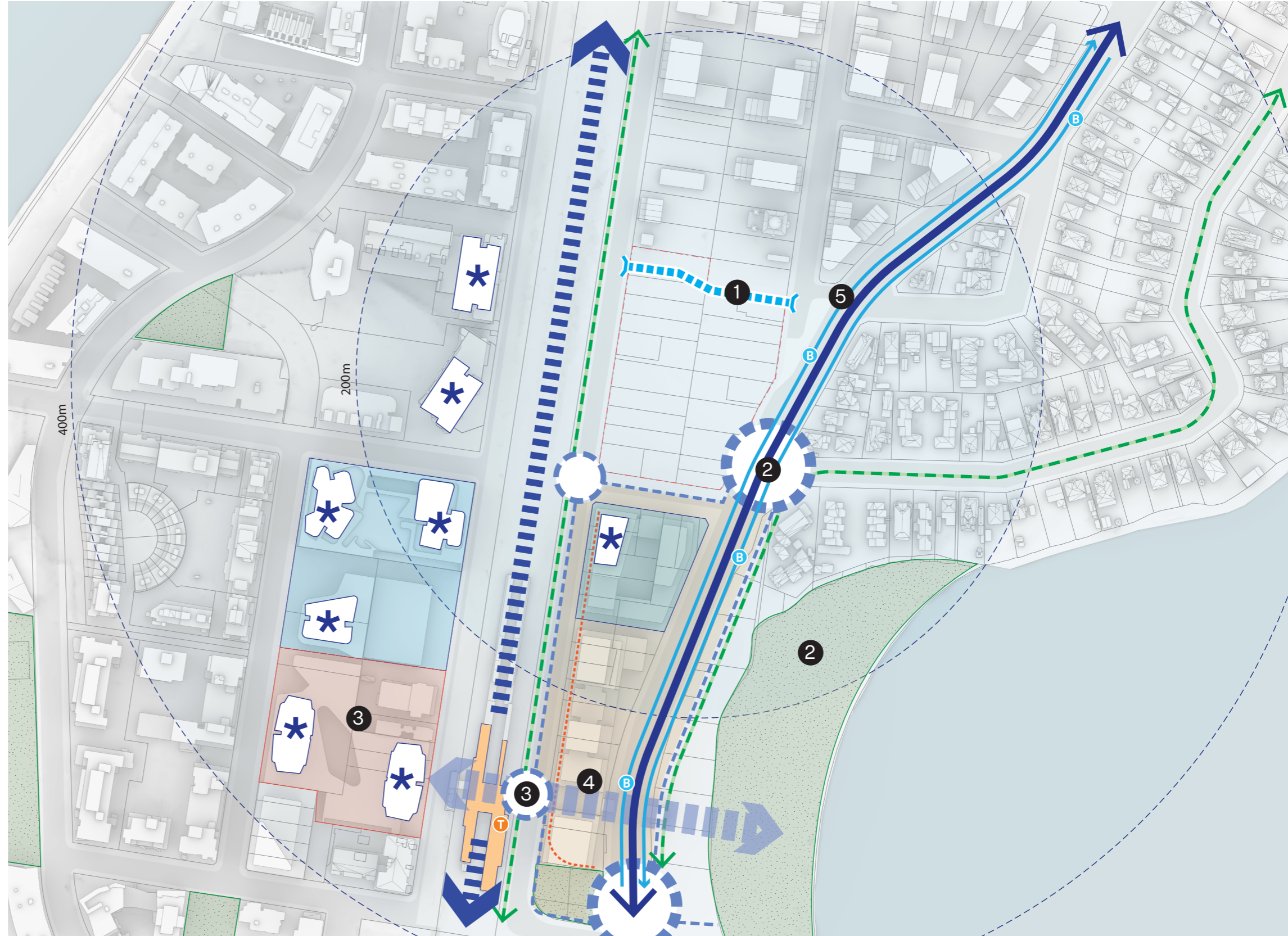


Opportunities

The following opportunities have been identified for the site based on the context analysis:

- 1. Newly proposed vehicular through site link
- 2. Improve connectivity to McIlwaine park and across Concord Road
- 3. Close proximity to Rhodes Central shopping centre and Rhodes train station
- 4. Pedestrian loop creates newly activated edges
- 5. Site fronts a primary Bus route.

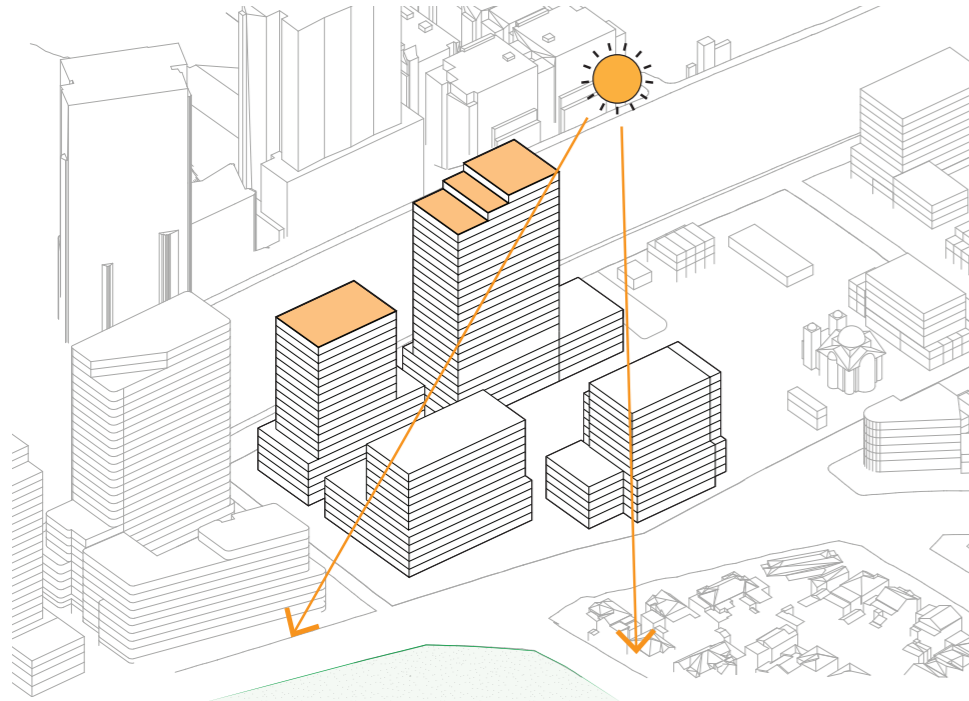
Key	
	Site
	Train Station
	200m catchment
	Public open space
	Important towers
	DA approved
	Activated centre
	Important nodes
	Pedestrian movement
	Primary vehicular circulation
	Bus route
	Bike path
	Railway corridor
	Through site link
	Pedestrian movement from centre to park
	Activated edge



3

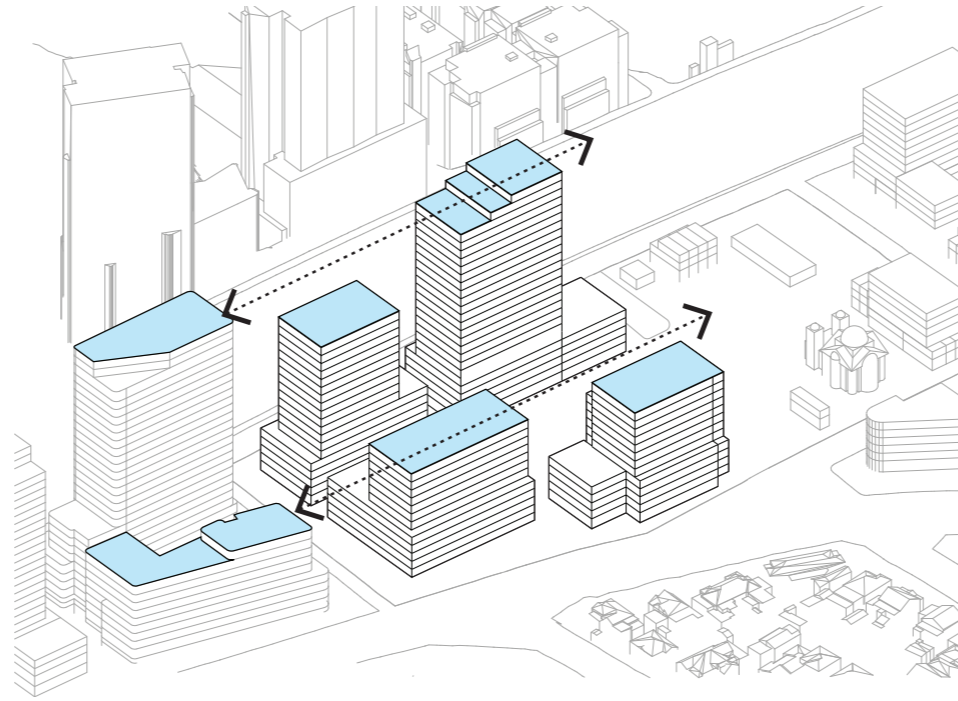
Design Proposal

Key Moves



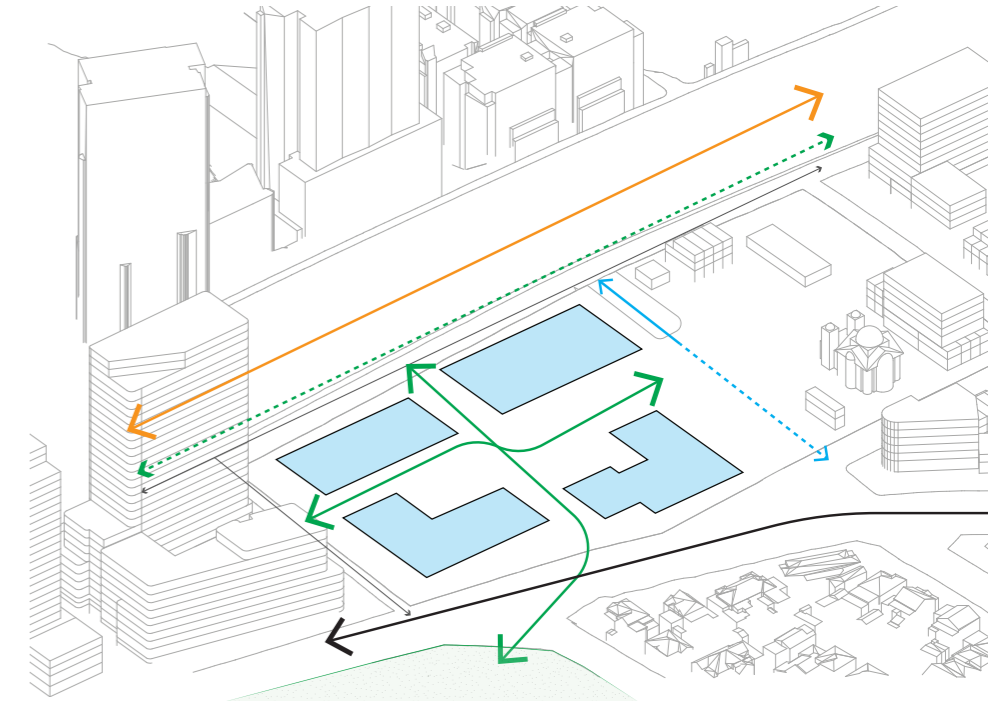
1. Protect Open Spaces

Building heights will be stepped to ensure no overshadowing impacts to McIlwaine park.



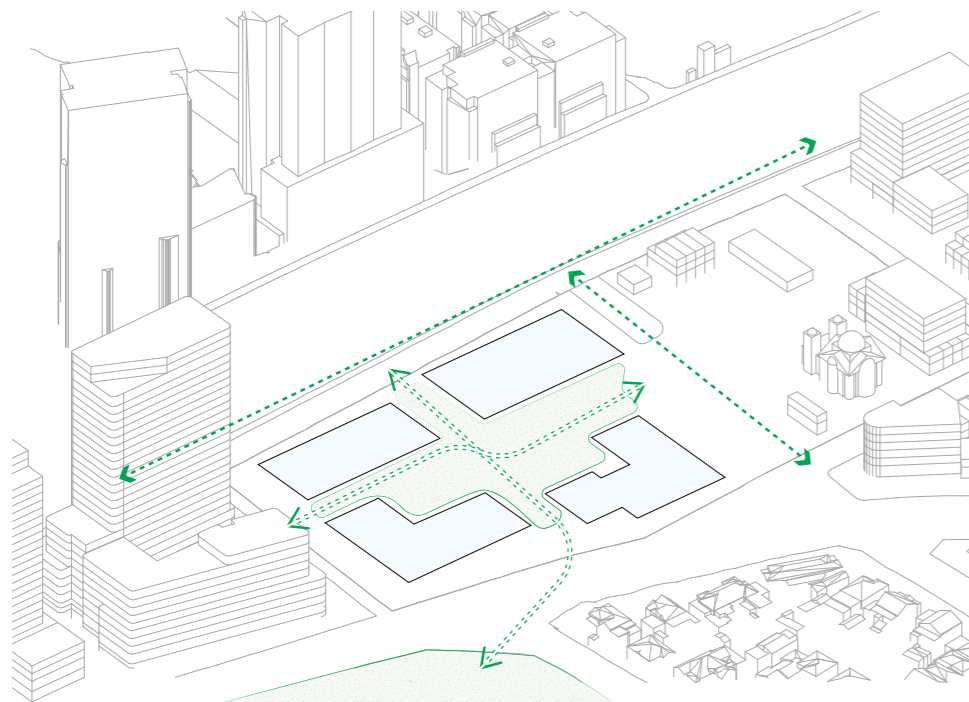
2. Respond to context

The building will prolong the neighbouring built form, with a low-scale 'valley' fronting Concord road.



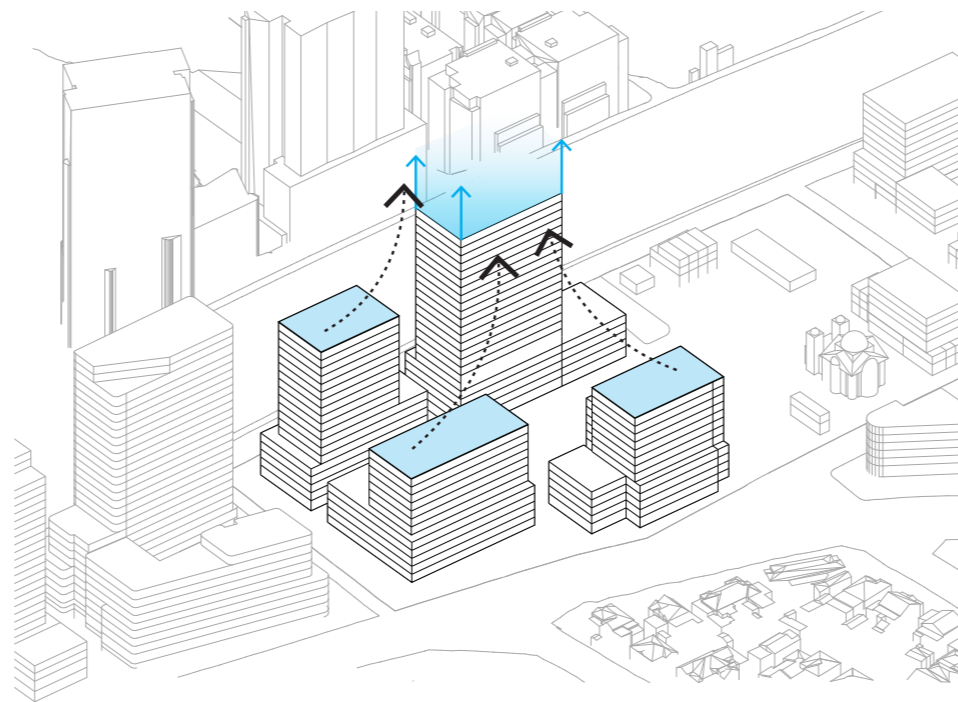
3. Connectivity

New pedestrian through site links will be proposed, as well as a new vehicular through site link to the northern end of the site.



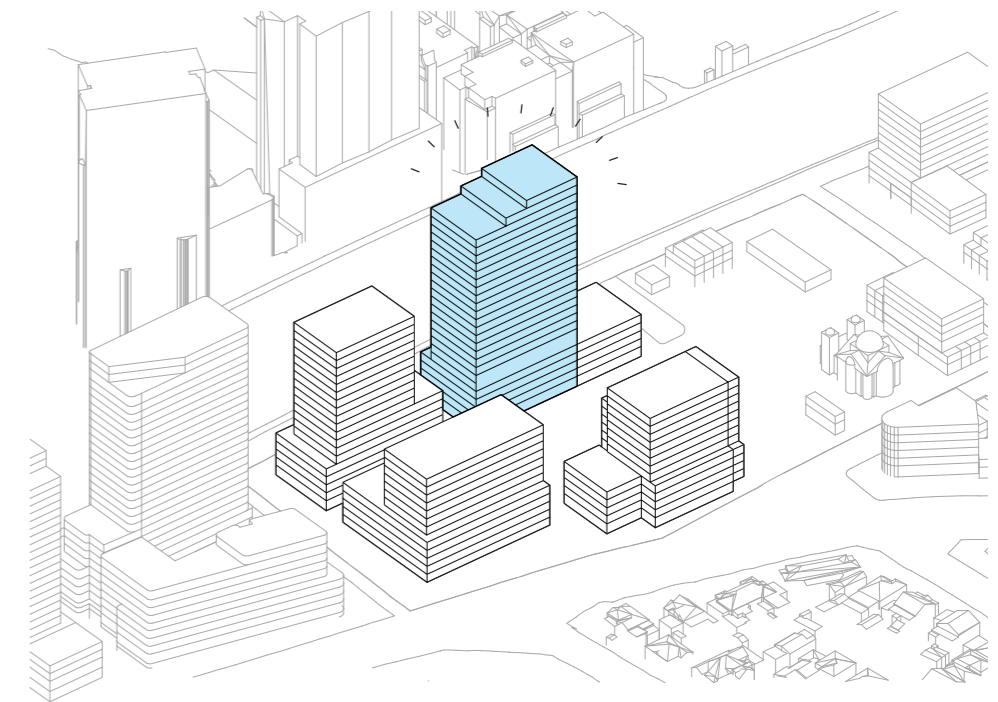
4. Green grid

A new public open space will be proposed at the centre of the scheme, creating new 'green' links between the cycle path and McIlwaine reserve.



5. Podium and tower relationship

The ideal location of the tower will be on the north western corner, due to the LEP building heights and minimizing view impacts to apartments.

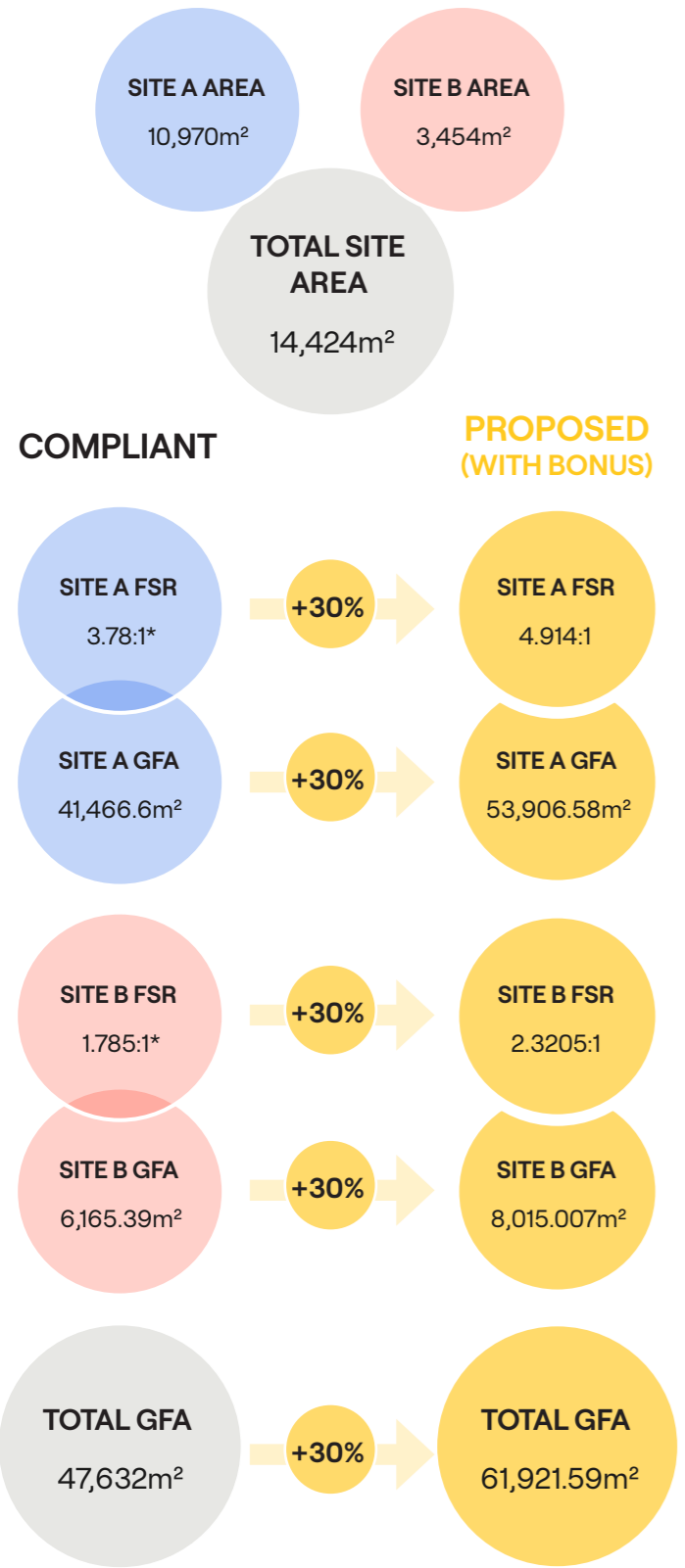


6. Landmark tower

The tower acts as a gateway landmark, as the site fronts Concord road

Indicative built form plan

GBA	1000m ²
GFA	750m ²
NSA	561m ²



Note:
 -*Base FSR for each site includes 5% BASIX bonus.
 -Through site link is indicative only. Further discussions to be had with council and TFNSW.



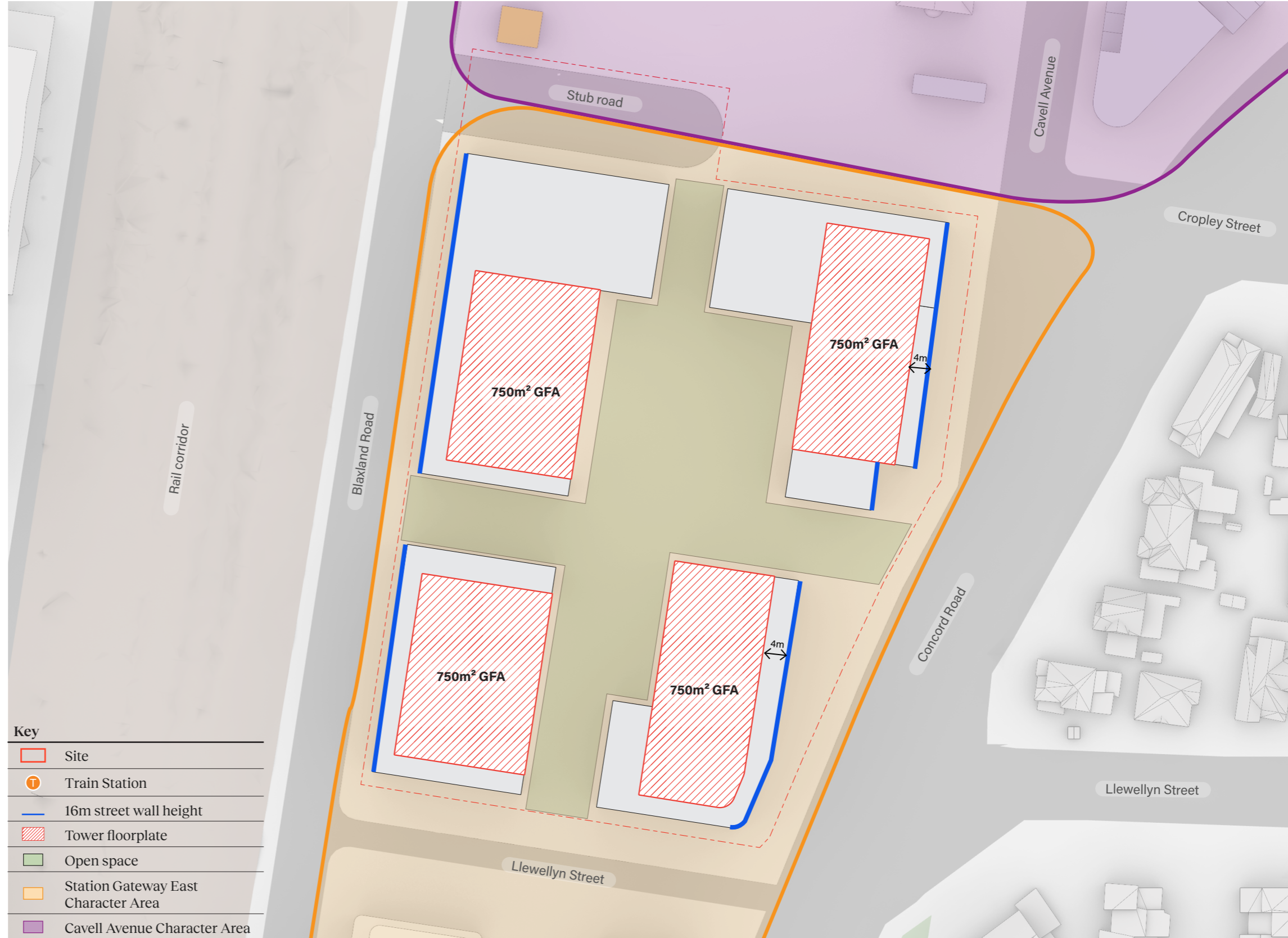
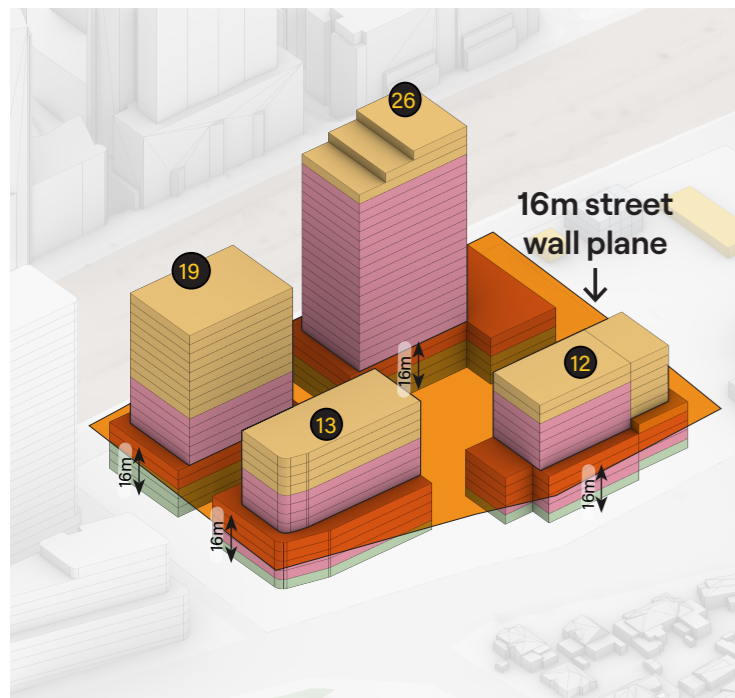
GBA	1000m ²
GFA	750m ²
NSA	561m ²

Character Area Provisions

Provided the site sits primarily within the Station Gateway East Character Area, the following controls outlined in the CBDP have been taken into consideration in the massing scheme:

- Design along Concord Road must respond to, and prioritise the provision of, future public transport improvements and provide high quality infrastructure for customers incorporated into the built form and public domain design.
- 3m ground floor setback and minimum 4m upper podium setback facing Concord Rd
- A minimum podium height of approximately 14-16m building height is required facing Concord Rd.
- Maximum gross floor area of 750m² excluding balconies and cores.

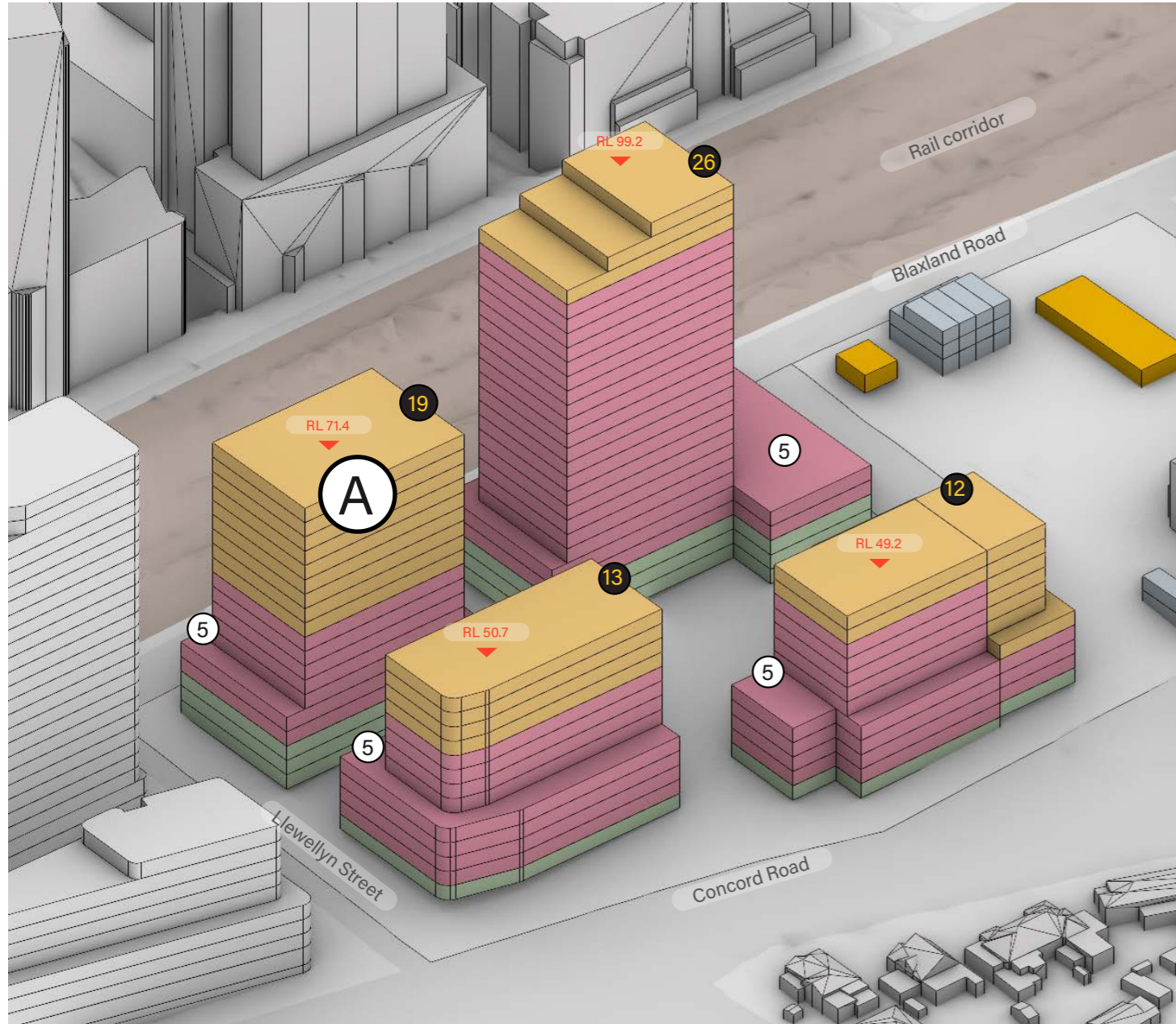
In this diagram off to the right, each tower floor plate is divided per core, which complies with the maximum floor plate size of 750m² GFA.



Key	
	Site
T	Train Station
	16m street wall height
	Tower floorplate
	Open space
	Station Gateway East Character Area
	Cavell Avenue Character Area

Site Area A	10,970 sqm	Site area A FSR	3.60 :1	Plus 30%	1.134 :1	SITE A FSR	4.914 :1
		5% BASIX bonus	0.18 :1	Plus 30%	12,439.98 sqm	SITE A FSR	53,906.58 sqm
		TOTAL FSR	3.78 :1				
		TOTAL GFA	41,466.60				
Site Area B	3,454 sqm	Site area B FSR	1.70 :1	Plus 30%	0.536 :1	SITE B FSR	2.321 :1
		5% BASIX bonus	0.085 :1	Plus 30%	1,849.62 sqm	SITE B FSR	8,015.01 sqm
		TOTAL FSR	1.785 :1				
		TOTAL GFA	6,165.39				
Site Area TOTAL	14,424 sqm	GFA - TOTAL	47,631.99 sqm	Plus 30%	14,289.60 sqm	GFA - TOTAL	61,921.59 sqm
						AFFORDABLE GFA	9,288.24 sqm

Indicative massing - yield building A



Building A

	FLOOR to FLOOR	BUILDING HEIGHT	RL	GBA	GFA - AFFORDABLE HOUSING	GFA - RESIDENTIAL	GFA - RESIDENTIAL 30% Bonus
Res GF	3.20	0.0	10.6	1,400	700		
Res lev 02	3.20	3.2	13.8	1,400	1,050		
Res lev 03	3.20	6.4	17.0	1,400	1,050		
Res lev 04	3.20	9.6	20.2	1,400		1,050	
Res lev 05	3.20	12.8	23.4	1,400		1,050	
Res LEV 06	3.20	16.0	26.6	1,000		750	
Res LEV 07	3.20	19.2	29.8	1,000		750	
Res LEV 08	3.20	22.4	33.0	1,000		750	
Res LEV 09	3.20	25.6	36.2	1,000		750	
Res LEV 10	3.20	28.8	39.4	1,000		750	
Res LEV 11	3.20	32.0	42.6	1,000			750
Res LEV 12	3.20	35.2	45.8	1,000			750
Res LEV 13	3.20	38.4	49.0	1,000			750
Res LEV 14	3.20	41.6	52.2	1,000			750
Res LEV 15	3.20	44.8	55.4	1,000			750
Res LEV 16	3.20	48.0	58.6	1,000			750
Res LEV 17	3.20	51.2	61.8	1,000			750
Res LEV 18	3.20	54.4	65.0	1,000			750
Res LEV 19	3.20	57.6	68.2	1,000			750
BLDG TOP		60.8	71.4				

GFA TOTAL	
BUILDING A	23,198.09 sqm
BUILDING B	12,129.50 sqm
BUILDING C	11,194.00 sqm
BUILDING D	15,400.00 sqm
TOTAL	61,921.59 sqm

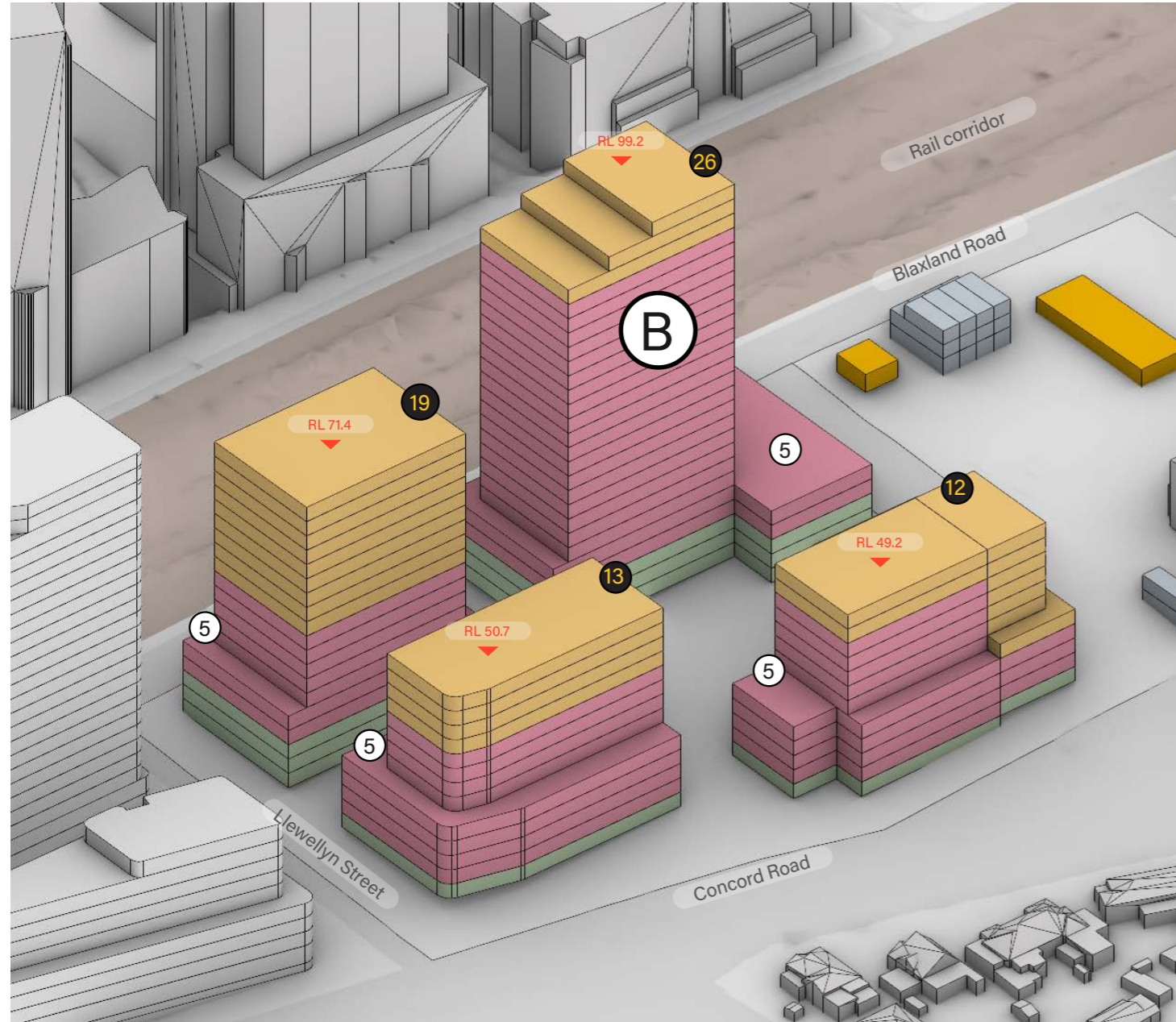


SUMMARY

GFA TOTAL			
66,340	2,800	5,850	6,750
			15,400.00

Indicative massing - yield building B

Site Area A	10,970 sqm	Site area A FSR	3.60 :1				
		5% BASIX bonus	0.18 :1				
		TOTAL FSR	3.78 :1			Plus 30% 1.134 :1	SITE A FSR 4,914 :1
		TOTAL GFA	41,466.60			Plus 30% 12,439.98 sqm	SITE A FSR 53,906.58 sqm
Site Area B	3,454 sqm	Site area B FSR	1.70 :1				
		5% BASIX bonus	0.085 :1				
		TOTAL FSR	1.785 :1			Plus 30% 0.536 :1	SITE B FSR 2,321 :1
		TOTAL GFA	6,165.39			Plus 30% 1,849.62 sqm	SITE B FSR 8,015.01 sqm
Site Area TOTAL	14,424 sqm	GFA - TOTAL	47,631.99 sqm			Plus 30% 14,289.60 sqm	GFA - TOTAL 61,921.59 sqm
							AFFORDABLE GFA 9,288.24 sqm



Building B

	FLOOR	BUILDING HEIGHT	RL	GBA	GFA - AFFORDABLE HOUSING	GFA - RESIDENTIAL	GFA - RESIDENTIAL 30% Bonus
Res GF	3.20	0.0	16.0	2,309	1,161		
Res lev 02	3.20	3.2	19.2	2,309	1,732		
Res lev 03	3.20	6.4	22.4	2,309	1,732		
Res lev 04	3.20	9.6	25.6	2,309		1,732	
Res lev 05	3.20	12.8	28.8	2,309		1,732	
Res LEV 06	3.20	16.0	32.0	1,000		750	
Res LEV 07	3.20	19.2	35.2	1,000		750	
Res LEV 08	3.20	22.4	38.4	1,000		750	
Res LEV 09	3.20	25.6	41.6	1,000		750	
Res LEV 10	3.20	28.8	44.8	1,000		750	
Res LEV 11	3.20	32.0	48.0	1,000		750	
Res LEV 12	3.20	35.2	51.2	1,000		750	
Res LEV 13	3.20	38.4	54.4	1,000		750	
Res LEV 14	3.20	41.6	57.6	1,000		750	
Res LEV 15	3.20	44.8	60.8	1,000		750	
Res LEV 16	3.20	48.0	64.0	1,000		750	
Res LEV 17	3.20	51.2	67.2	1,000		750	
Res LEV 18	3.20	54.4	70.4	1,000		750	
Res LEV 19	3.20	57.6	73.6	1,000		750	
Res LEV 20	3.20	60.8	76.8	1,000		750	
Res LEV 21	3.20	64.0	80.0	1,000		750	
Res LEV 22	3.20	67.2	83.2	1,000		750	
Res LEV 23	3.20	70.4	86.4	1,000		750	
Res LEV 24	3.20	73.6	89.6	1,000			750
Res LEV 25	3.20	76.8	92.8	600			522
Res LEV 26	3.20	80.0	96.0	450			338
BLDG TOP		83.2	99.2				

GFA TOTAL	
BUILDING A	23,198.09 sqm
BUILDING B	12,129.50 sqm
BUILDING C	11,194.00 sqm
BUILDING D	15,400.00 sqm
TOTAL	61,921.59 sqm

Key

■	Residential Upper Floor
■	Affordable housing
■	+30% control
■	Surrounding Context

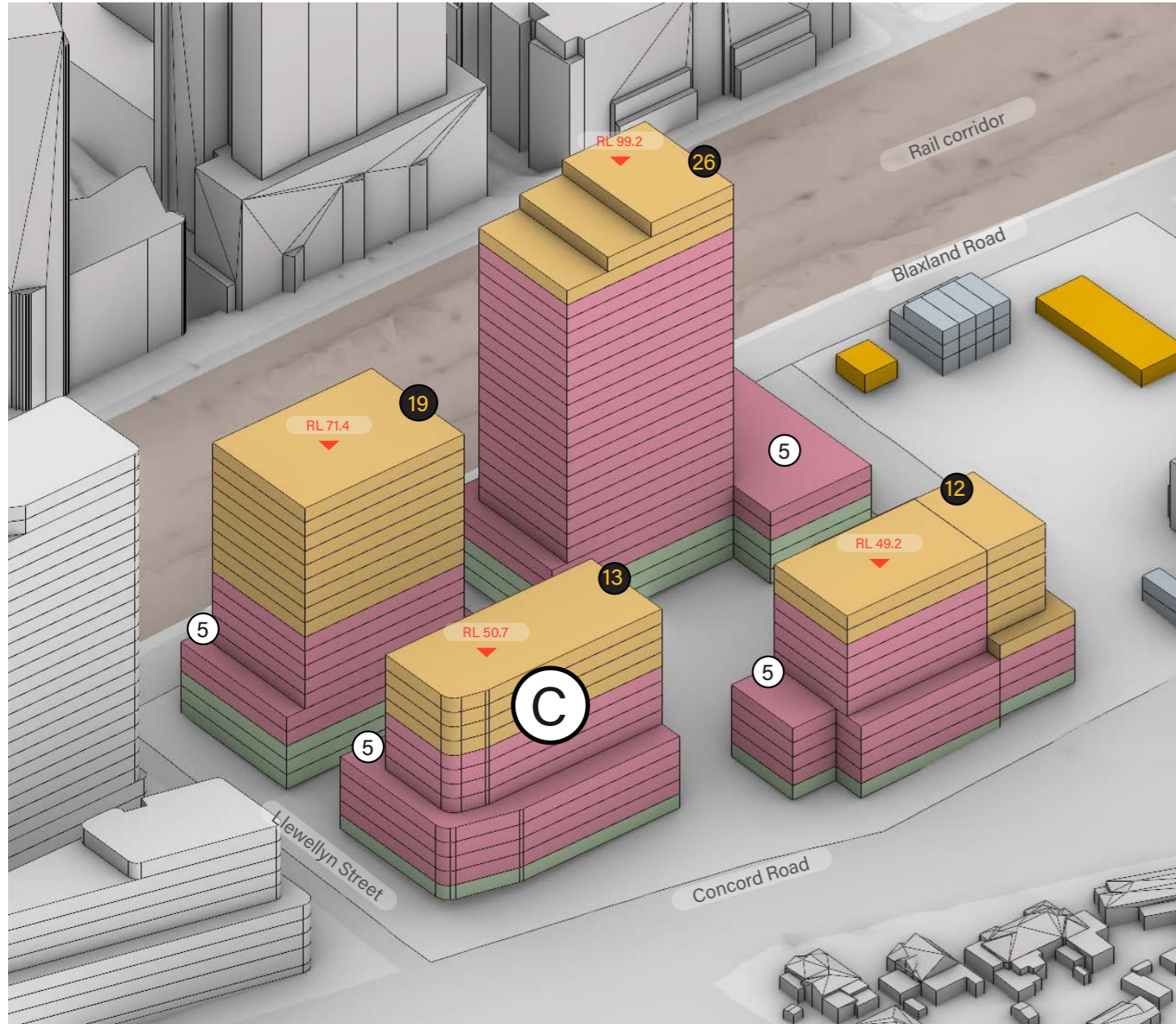


SUMMARY

GFA TOTAL			
76,935	4,625	16,964	1,610
23,198.09			

Site Area A	10,970 sqm	Site area A FSR	3.60 :1	Plus 30%	1.134 :1	SITE A FSR	4.914 :1
		5% BASIX bonus	0.18 :1	Plus 30%	12,439.98 sqm	SITE A FSR	53,906.58 sqm
		TOTAL FSR	3.78 :1				
		TOTAL GFA	41,466.60				
Site Area B	3,454 sqm	Site area B FSR	1.70 :1	Plus 30%	0.536 :1	SITE B FSR	2.321 :1
		5% BASIX bonus	0.085 :1	Plus 30%	1,849.62 sqm	SITE B FSR	8,015.01 sqm
		TOTAL FSR	1.785 :1				
		TOTAL GFA	6,165.39				
Site Area TOTAL	14,424 sqm	GFA - TOTAL	47,631.99 sqm	Plus 30%	14,289.60 sqm	GFA - TOTAL	61,921.59 sqm
						AFFORDABLE GFA	9,288.24 sqm

Indicative massing - yield building C



Building C

	FLOOR to FLOOR	BUILDING HEIGHT	RL	GBA	GFA - AFFORDABLE HOUSING	GFA - RESIDENTIAL	GFA - RESIDENTIAL 30% Bonus
Res GF	3.20	0.0	9.1	1,484	742		
Res lev 02	3.20	3.2	12.3	1,484		1,113	
Res lev 03	3.20	6.4	15.5	1,484		1,113	
Res lev 04	3.20	9.6	18.7	1,484		1,113	
Res lev 05	3.20	12.8	21.9	1,484		1,113	
Res LEV 06	3.20	16.0	25.1	1,000		750	
Res LEV 07	3.20	19.2	28.3	1,000		750	
Res LEV 08	3.20	22.4	31.5	1,000		750	
Res LEV 09	3.20	25.6	34.7	1,000		750	
Res LEV 10	3.20	28.8	37.9	1,000			750
Res LEV 11	3.20	32.0	41.1	1,000			750
Res LEV 12	3.20	35.2	44.3	1,000			750
Res LEV 13	3.20	38.4	47.5	1,000			750
BLDG TOP		41.6	50.7				

GFA TOTAL	
BUILDING A	23,198.09 sqm
BUILDING B	12,129.50 sqm
BUILDING C	11,194.00 sqm
BUILDING D	15,400.00 sqm
TOTAL	61,921.59 sqm

Key

■	Residential Upper Floor
■	Affordable housing
■	+30% control
■	Surrounding Context

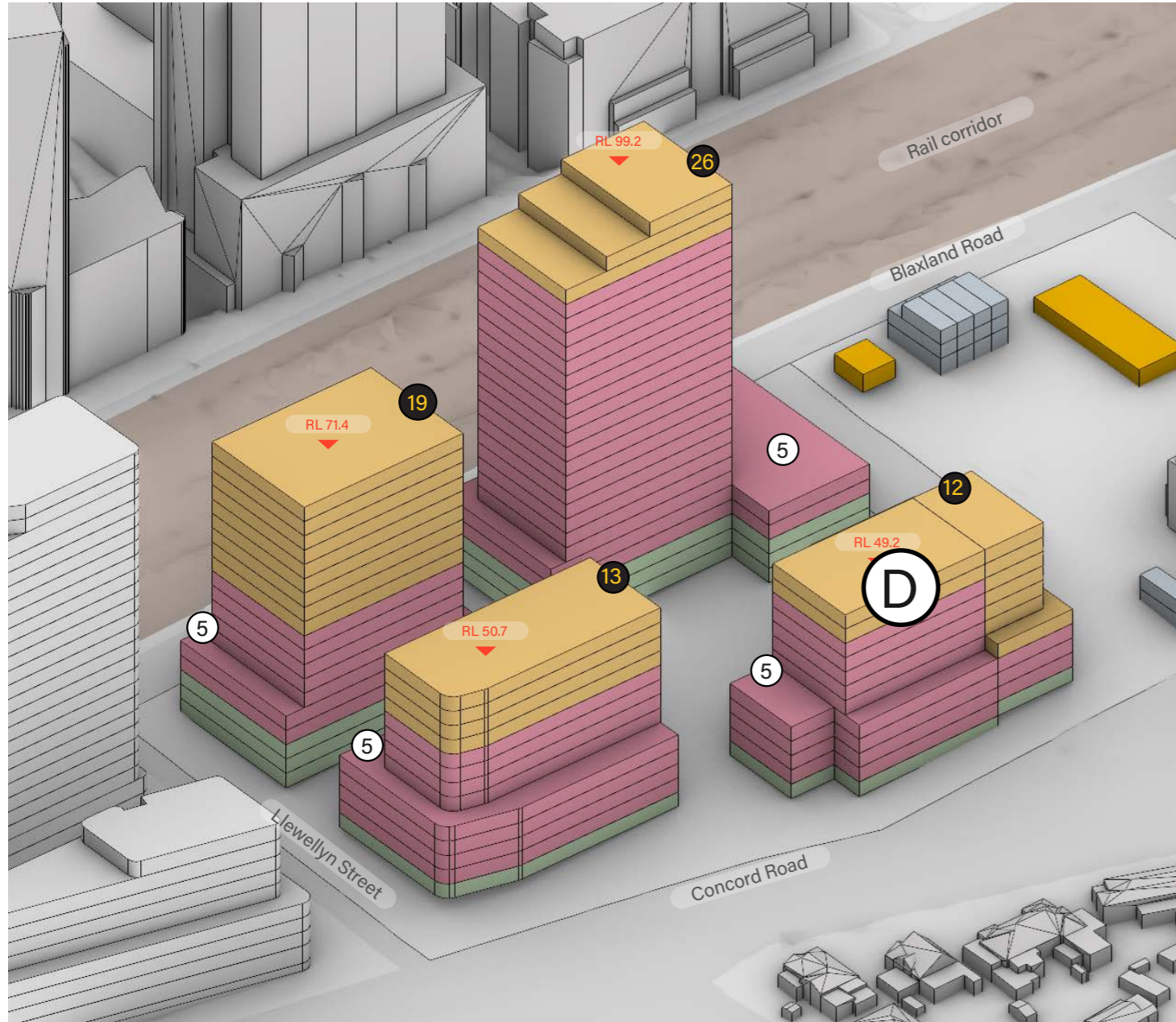


SUMMARY

GFA TOTAL			
60,760	742	7,452	3,000
11,194.00			

Site Area A	10,970 sqm	Site area A FSR	3.60 :1	Plus 30%	1.134 :1	SITE A FSR	4.914 :1
		5% BASIX bonus	0.18 :1	Plus 30%	12,439.98 sqm	SITE A FSR	53,906.58 sqm
		TOTAL FSR	3.78 :1				
		TOTAL GFA	41,466.60				
Site Area B	3,454 sqm	Site area B FSR	1.70 :1	Plus 30%	0.536 :1	SITE B FSR	2.321 :1
		5% BASIX bonus	0.085 :1	Plus 30%	1,849.62 sqm	SITE B FSR	8,015.01 sqm
		TOTAL FSR	1.785 :1				
		TOTAL GFA	6,165.39				
Site Area TOTAL	14,424 sqm	GFA - TOTAL	47,631.99 sqm	Plus 30%	14,289.60 sqm	GFA - TOTAL	61,921.59 sqm
						AFFORDABLE GFA	9,288.24 sqm

Indicative massing - yield building D



Building D

	FLOOR to FLOOR	BUILDING HEIGHT	RL	GBA	GFA - AFFORDABLE HOUSING	GFA - RESIDENTIAL	GFA - RESIDENTIAL 30% Bonus
Res GF	3.20	0.0	10.8	2,032	1,016		
Res lev 02	3.20	3.2	14.0	2,032	106	1,418	
Res lev 03	3.20	6.4	17.2	2,032		1,524	
Res lev 04	3.20	9.6	20.4	2,032		1,524	
Res lev 05	3.20	12.8	23.6	2,032		854	670
Res LEV 06	3.20	16.0	26.8	690		518	
Res LEV 07	3.20	19.2	30.0	1,000		534	216
Res LEV 08	3.20	22.4	33.2	1,000		534	216
Res LEV 09	3.20	25.6	36.4	1,000		534	216
Res LEV 10	3.20	28.8	39.6	1,000		534	216
Res LEV 11	3.20	32.0	42.8	1,000			750
Res LEV 12	3.20	35.2	46.0	1,000			750
BLDG TOP		38.4	49.2				

GFA TOTAL	
BUILDING A	23,198.09 sqm
BUILDING B	12,129.50 sqm
BUILDING C	11,194.00 sqm
BUILDING D	15,400.00 sqm
TOTAL	61,921.59 sqm

Key

■	Residential Upper Floor
■	Affordable housing
■	+30% control
■	Surrounding Context

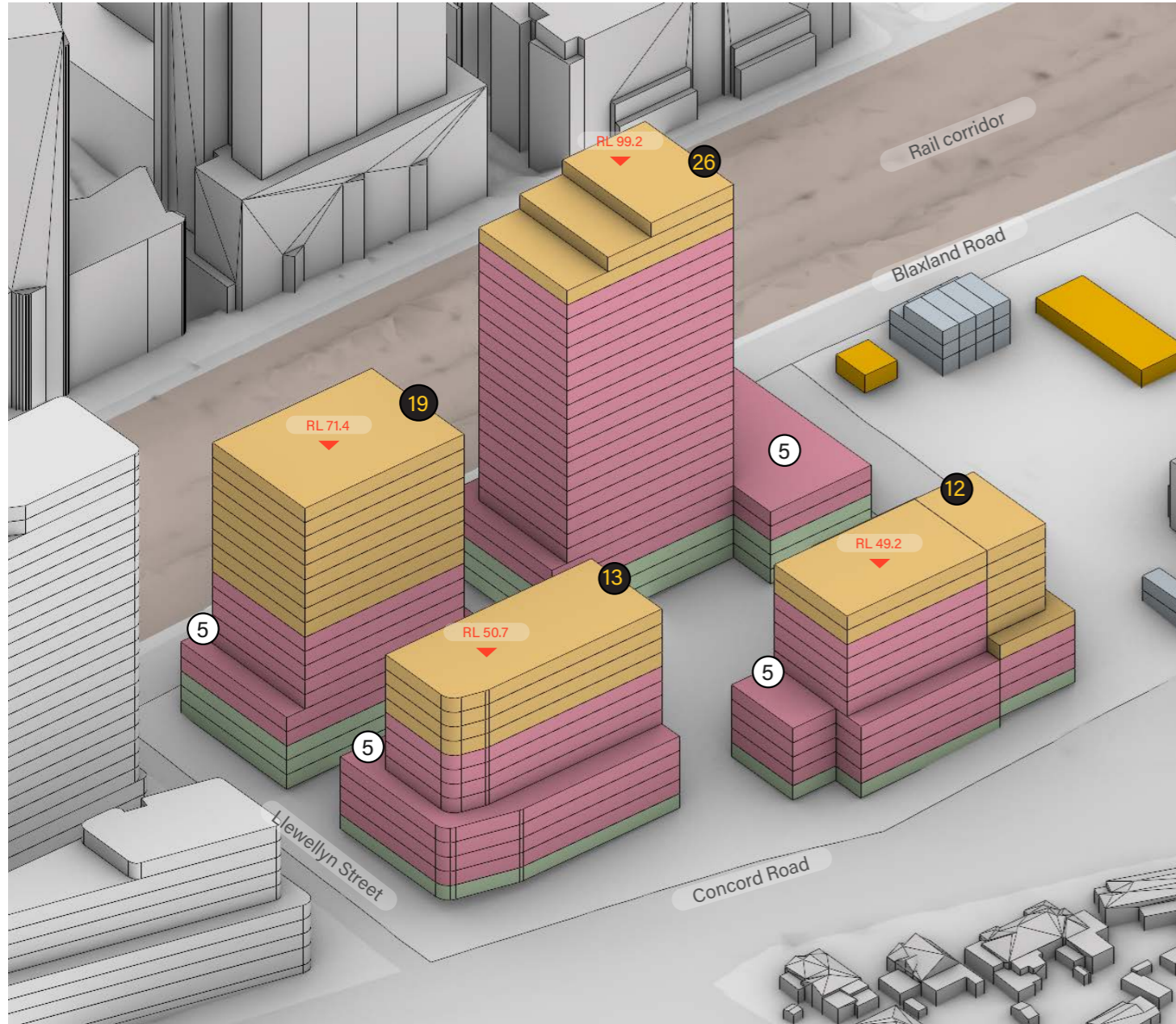


SUMMARY

GFA TOTAL			
62,190	1,122	7,974	3,034
			12,129.50

Indicative massing - dwelling mix and parking

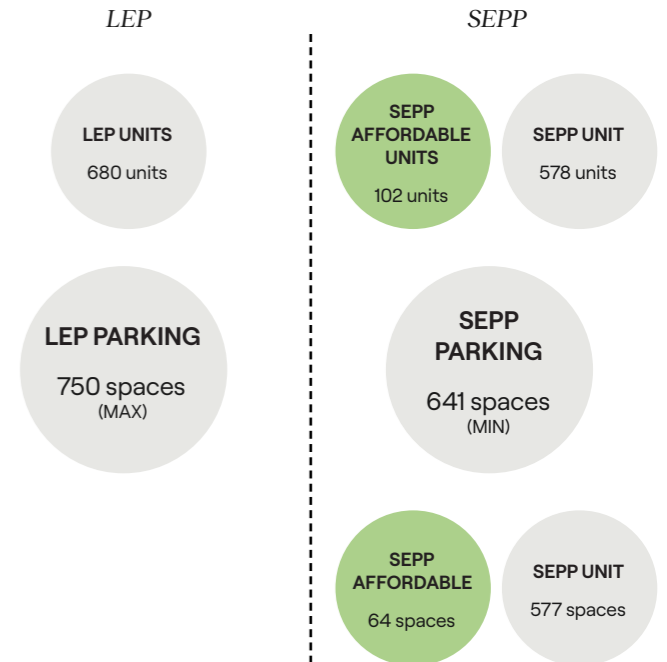
Site Area A	10,970 sqm	Site area A FSR	3.60 :1	Plus 30%	1.134 :1	SITE A FSR	4.914 :1
		5% BASIX bonus	0.18 :1	Plus 30%	12,439.98 sqm	SITE A FSR	53,906.58 sqm
		TOTAL FSR	3.78 :1				
		TOTAL GFA	41,466.60				
Site Area B	3,454 sqm	Site area B FSR	1.70 :1	Plus 30%	0.536 :1	SITE B FSR	2.321 :1
		5% BASIX bonus	0.085 :1	Plus 30%	1,849.62 sqm	SITE B FSR	8,015.01 sqm
		TOTAL FSR	1.785 :1				
		TOTAL GFA	6,165.39				
Site Area TOTAL	14,424 sqm	GFA - TOTAL	47,631.99 sqm	Plus 30%	14,289.60 sqm	GFA - TOTAL	61,921.59 sqm
						AFFORDABLE GFA	9,288.24 sqm



DWELLING MIX BREAKDOWN				
	size	mix	GFA	unit no
1 bed	69	30.0%	14,085.46	204
2 bed	91	40.0%	24,768.64	272
3 bed	113	30.0%	23,067.49	204
AVG	91	TOTAL	61,921.59	680

AFFORDABLE BREAKDOWN				
	size	mix	GFA	unit no
1 bed	69	30%	2,112.82	31
2 bed	90	40%	3,715.30	41
3 bed	111	30%	3,460.12	31
AVG	90	TOTAL	9,288.24	102

	LEP		SEPP AFFORDABLE		SEPP UNIT	
	Rate	Parking spaces	Rate	Parking spaces	Rate	Parking spaces
1 bed	0.6	122	0.4	12.2	0.5	86
2 bed	0.9	245	0.5	20.4	1	231
3 bed	1.4	286	1	31.0	1.5	260
vis	0.14	97		0		0
		750		64		577
TOTAL GFA	30017.88			641		25640.69



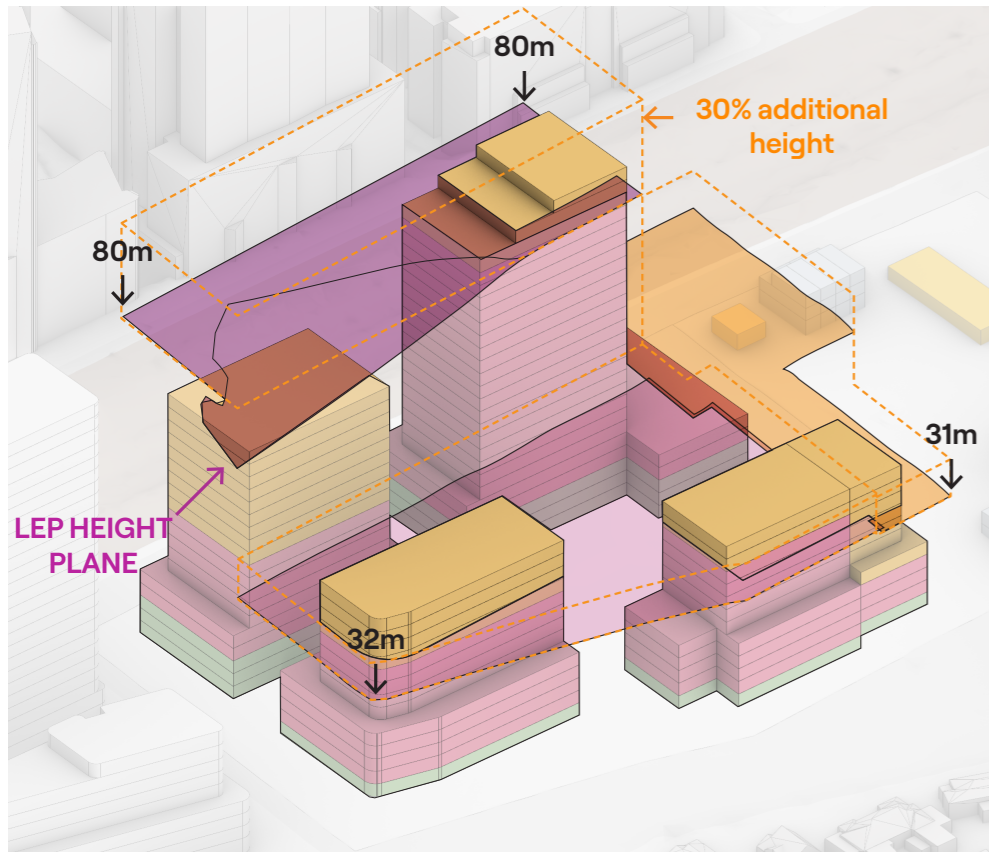
Assumptions:
-singular parking space size assumed 40m²

Key

■	Residential Upper Floor
■	Affordable housing
■	+30% control
■	Surrounding Context



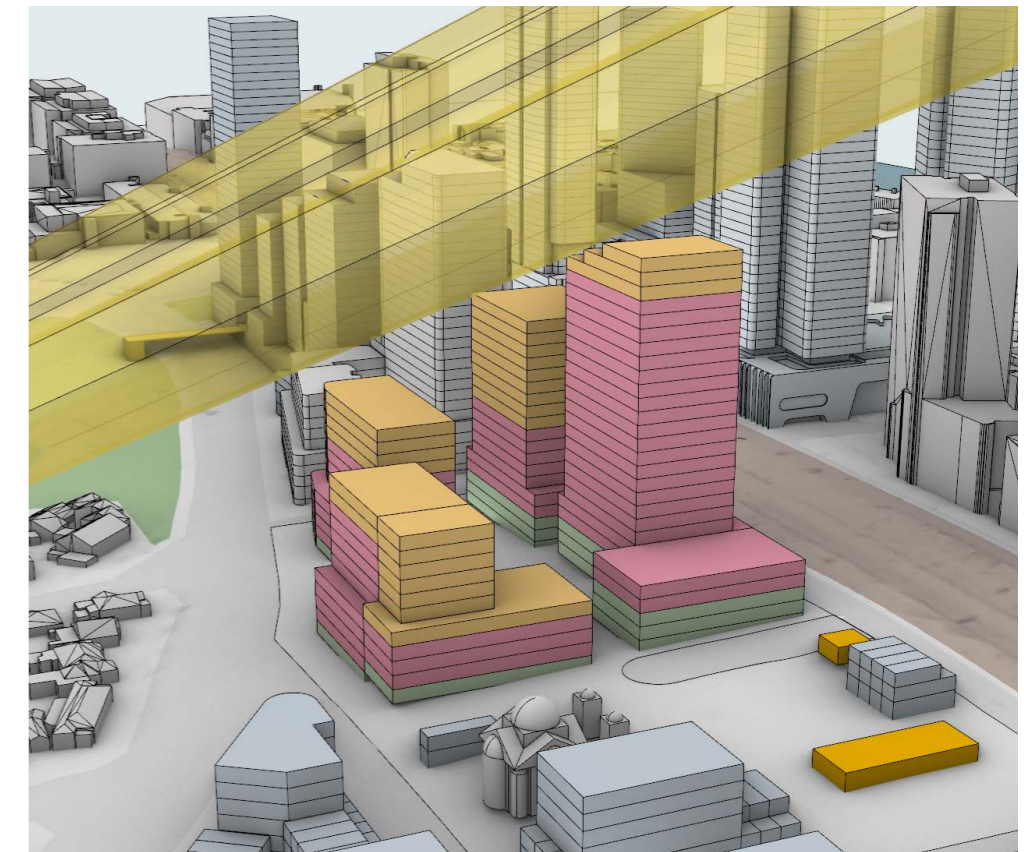
LEP height compliance - solar clipping planes and bonus heights



BONUS HEIGHTS



SOLAR CLIPPING PLANE



SOLAR CLIPPING PLANE

Key

	Residential Upper Floor
	Affordable housing
	+30% control
	Surrounding Context

4

Environmental Considerations

Overshadowing analysis

The Rhodes Planned Precinct prescribes a series of solar access controls for public open spaces within the Rhodes Peninsula.

Of these controls, one impacts the development site. This applies to Mcllwaine park. The control prescribes the following:

No net increase of overshadowing 9am-2pm

There is no additional overshadowing impact to Mcllwaine park during the specified time frames.

KEY

Additional overshadowing impact

9:00 21st June



10:00 21st June



11:00 21st June



12:00 21st June



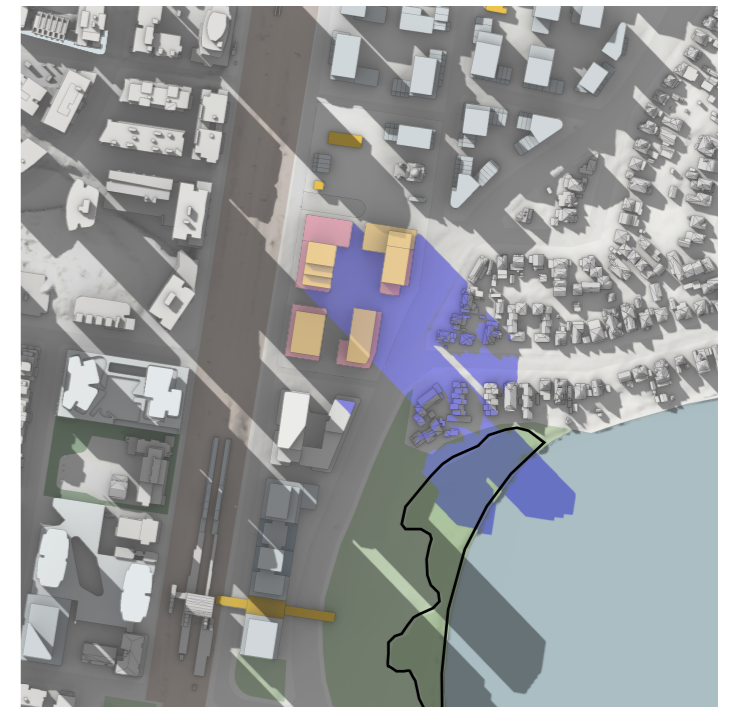
13:00 21st June



14:00 21st June



15:00 21st June



Visual impact analysis

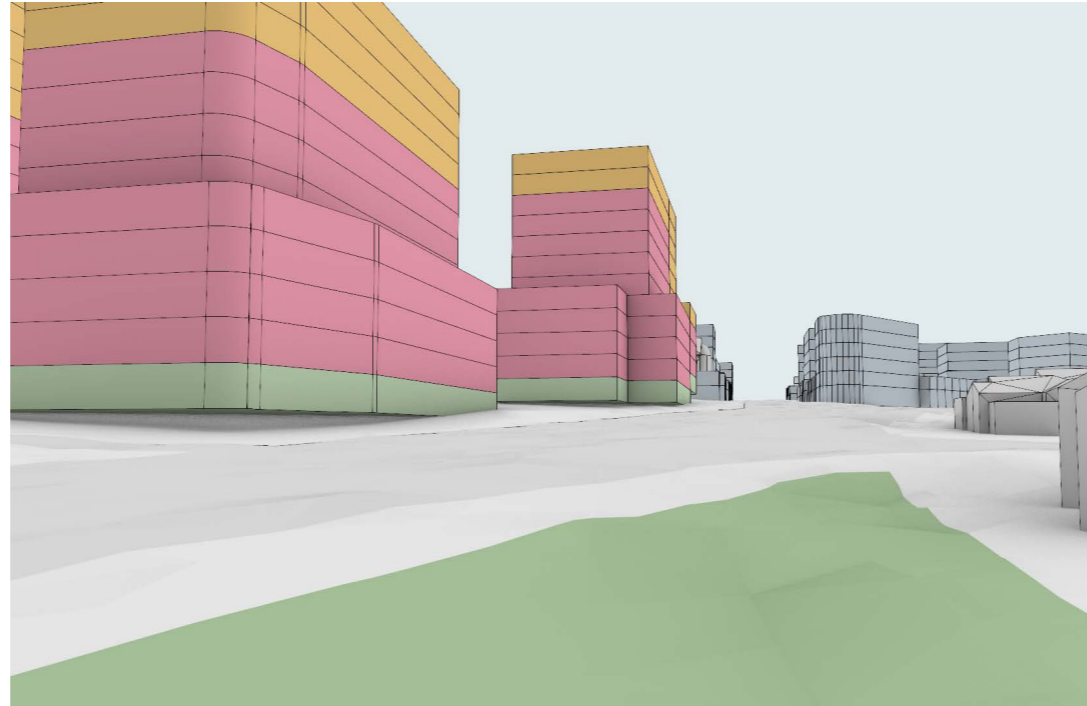
Various street view images from around the site demonstrate the future contextual relationship to the streets and surrounding buildings.

The street view images demonstrate an appropriate contextual fit, limiting the height to the built form along the eastern edge bound by Concord road, and accentuating the height along the western boundary, bound by the railway corridor.

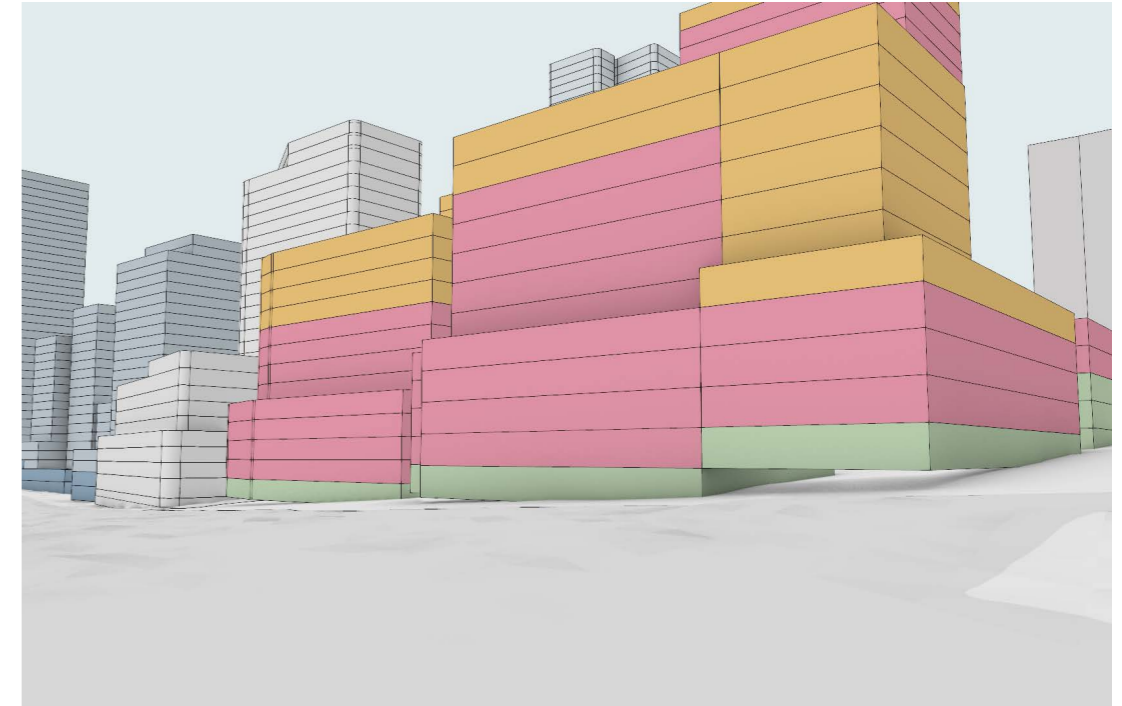
The proposed scheme is consistent with that of the approved proposal on the neighboring site to the south, and the desired precinct character outlined in the Station Gateway East report.

Key

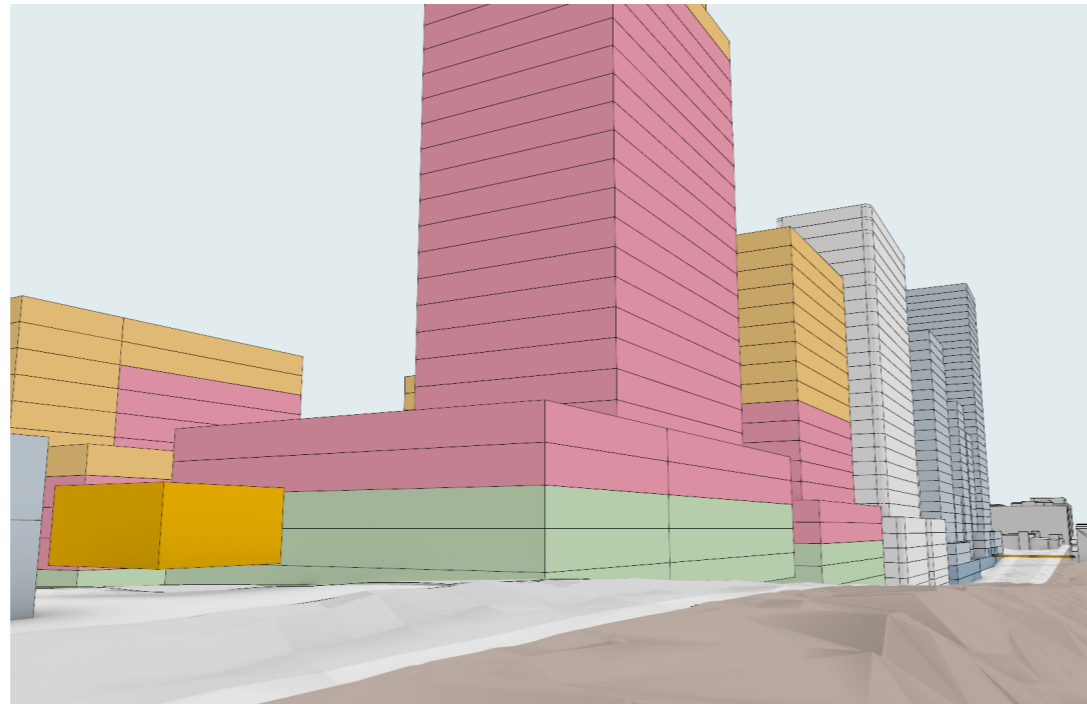
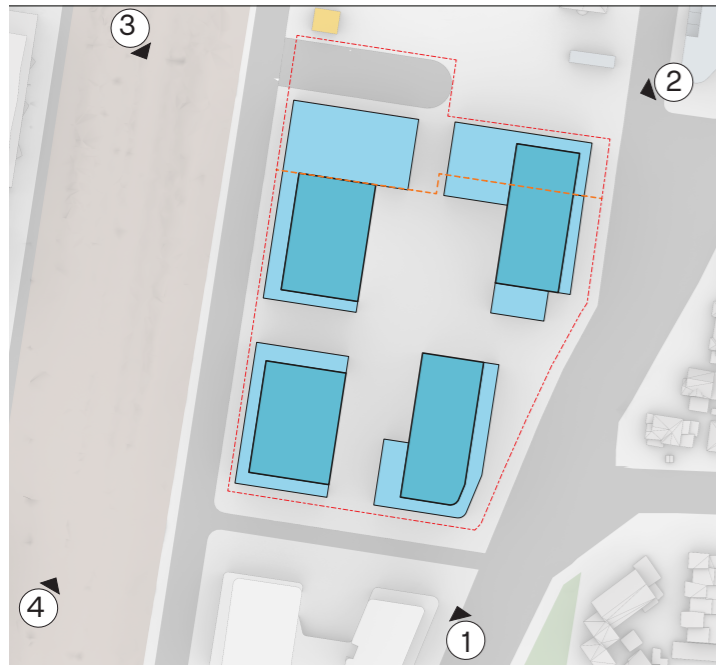
■	Residential Upper Floor
■	Affordable housing
■	+30% control
■	Surrounding Context



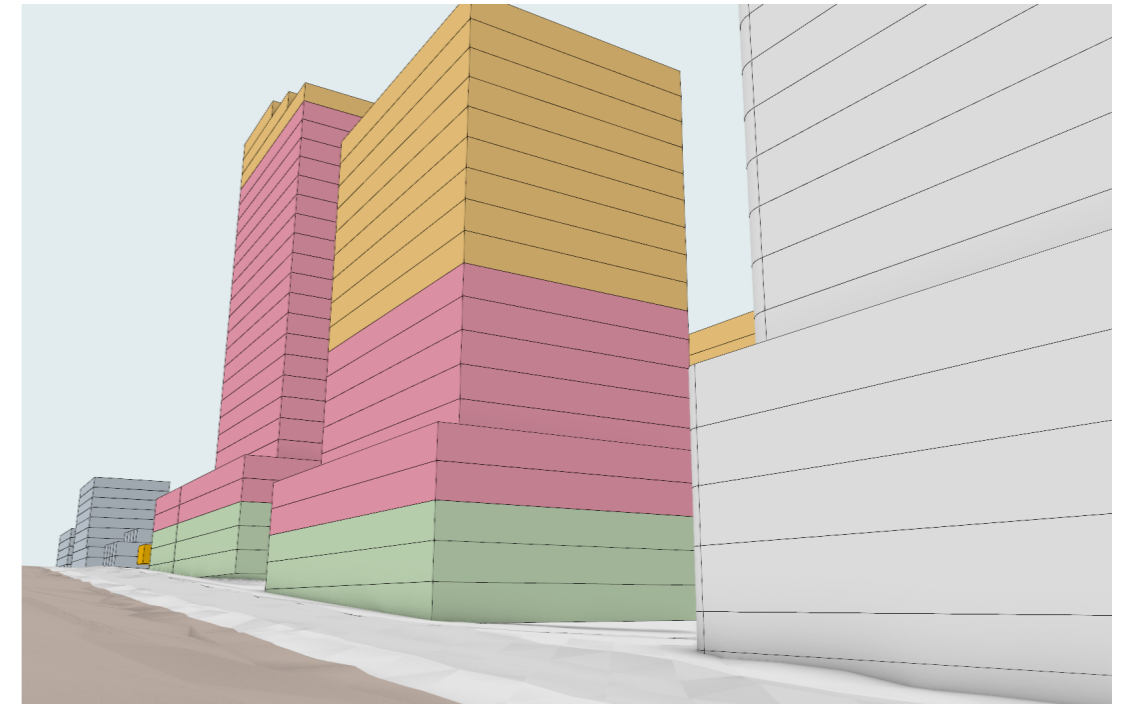
1.



2.



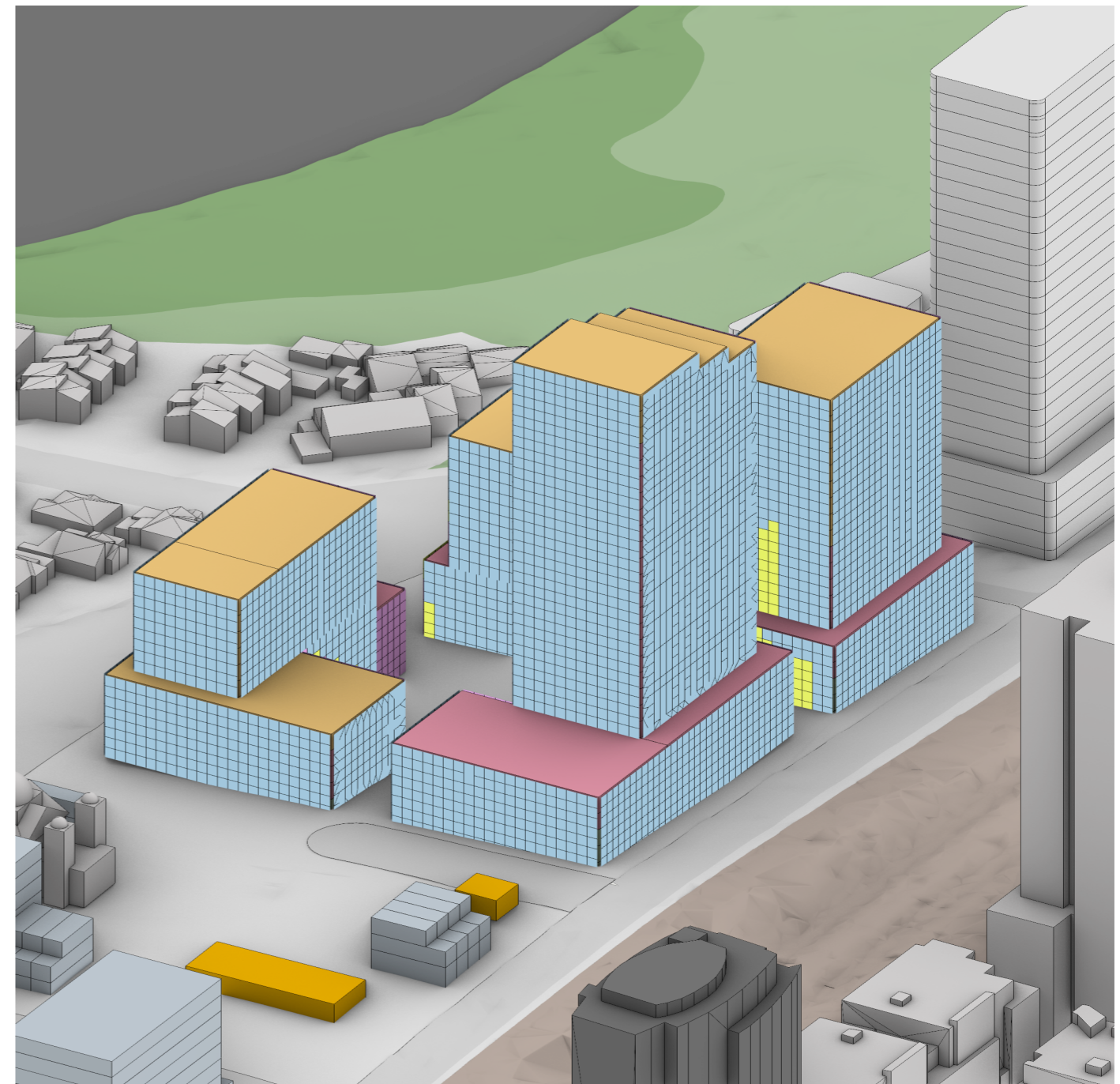
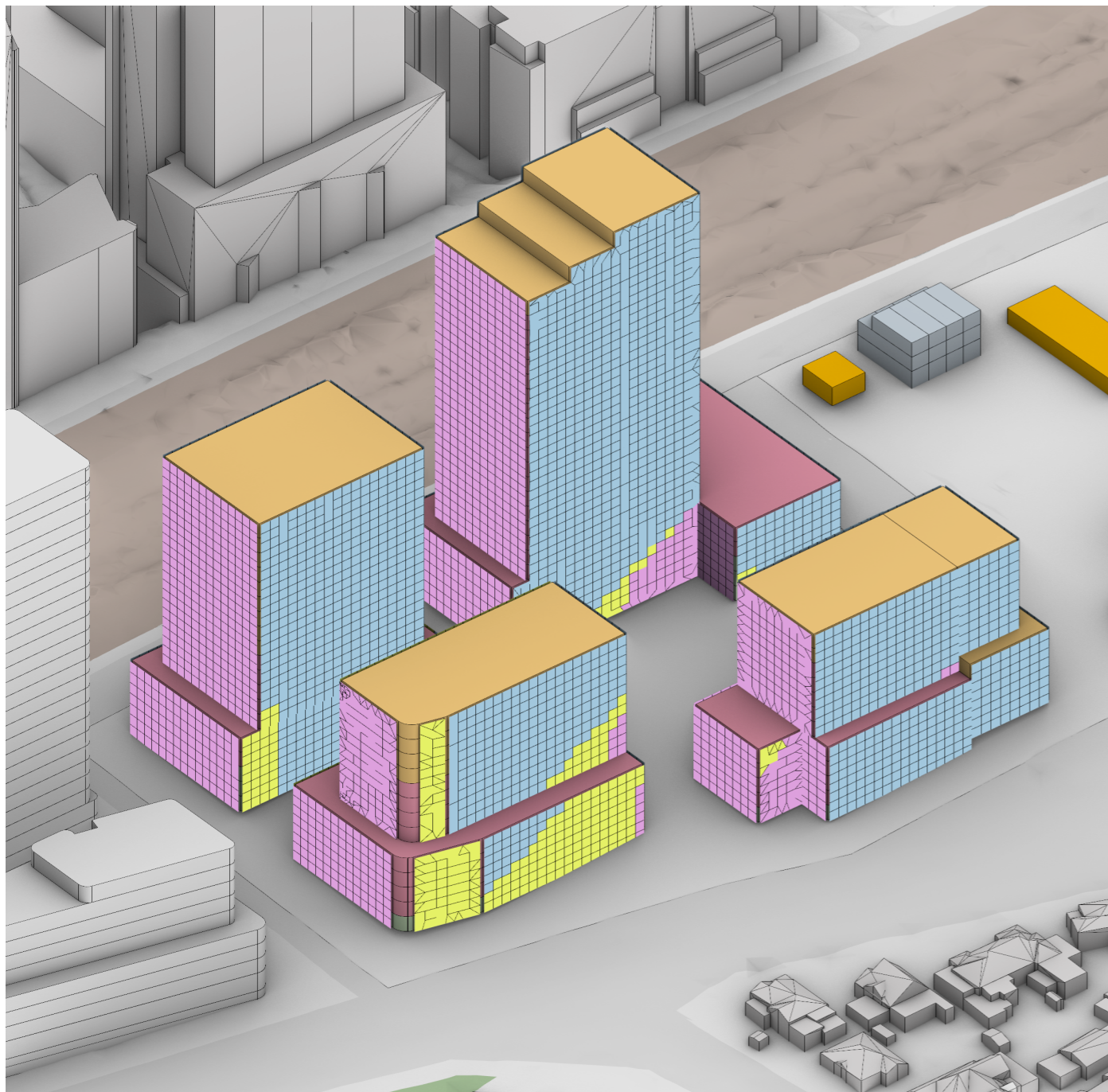
3.



4.

Solar insolation study

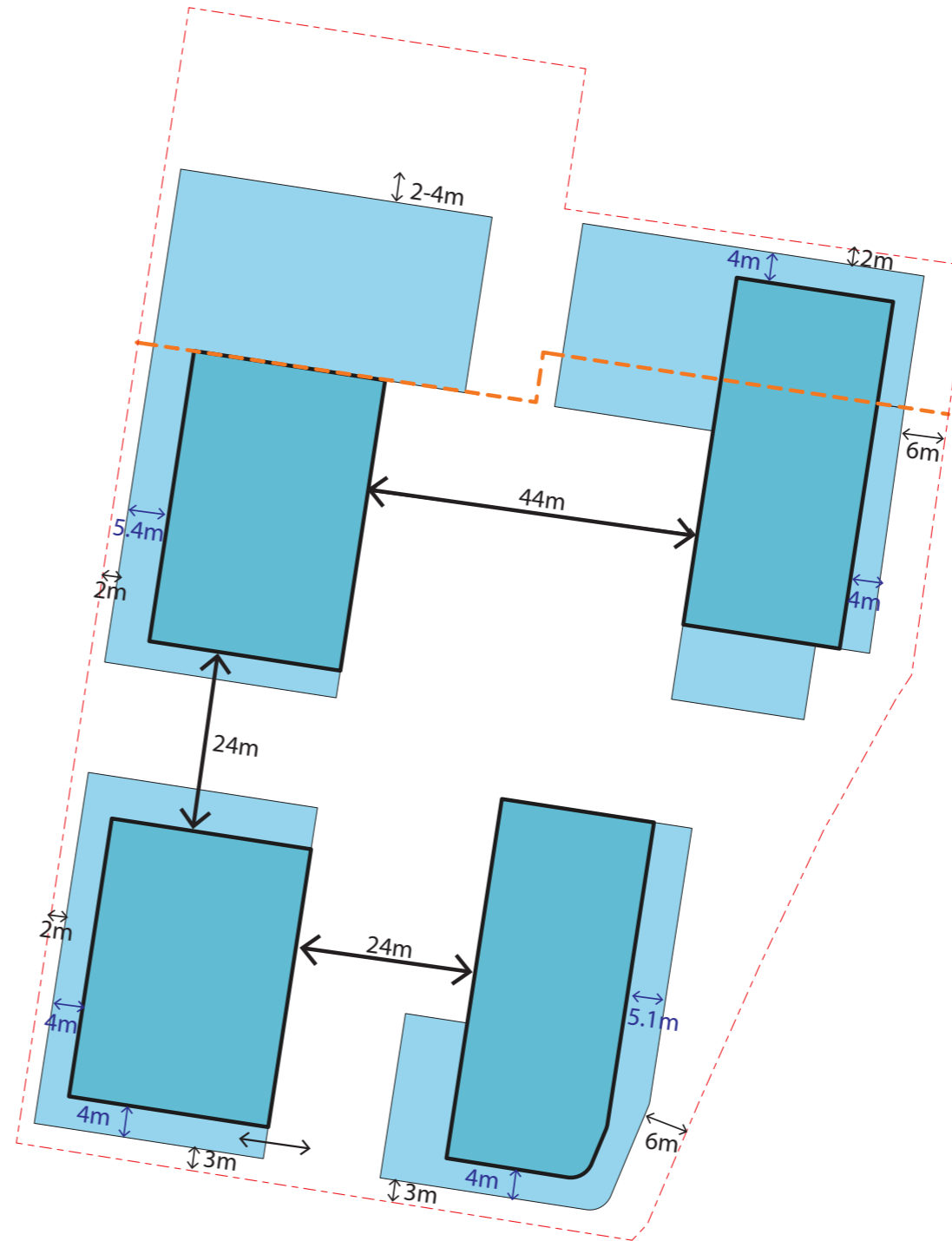
The solar analysis diagrams illustrate the amount of solar access to the built forms on-site between 9am and 3pm in midwinter, whilst taking into consideration the existing and future context. Building façades shown in blue will receive 2 hours solar access, compliant with the residential Apartment Design Guide (ADG).






Building separation - Typical floor plate

Building separation has been tested for the reference scheme. To achieve compliance the scheme would require 12-24m spacing between buildings 9storeys and above, as per the ADG.

The floor plan to the right shows that any typical floor in the scheme is additionally fully compliant with building separation requirements on a whole of site basis and per individual building.



Key	
	Site
	Podium
	Tower

SJB is passionate about the possibilities of architecture, interiors, urban design and planning. Let's collaborate.

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