

ARCHITECTURAL STATEMENT & DESIGN REPORT

APRIL 2025

STATE SIGNIFICANT DEVELOPMENT APPLICATION
2-4 BURLEIGH ST & 20-24 RAILWAY PDE, BURWOOD

PREPARED FOR

NSW HOUSING CORPORATION PTY LTD



ARCHITECTURE
Tourism + Residential

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1. INTRODUCTION



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1.2 Architectural Design Statement



Qualification

I, Peter Israel, am the Nominated Registered Architect and the Managing Director of PTI Architecture, a firm that specialises in tourism and multi-residential architecture.

I have been asked by NSW Housing Corporation P/L to prepare A Design Verification Statement to accompany our State Significant Development Application documentation to satisfy the requirements of the State Environment Planning Policy (Housing) 2021 and the Apartment Design Guide.

I hold the following qualifications :

- Bachelor of Architecture (1st Class Hons.)
- Registered Architect in NSW reg no. 5064 and in Queensland reg no.586
- Design Practitioner Building Design Practitioner Registration (Architect) DEP0000117
- Principal Design Practitioner Registration PDP0000041

Design Verification

I verify that :

- I directed the design of the development;
- The nine design principles set out in Schedule 9 of the State Environmental Planning Policy (Housing) 2021 are achieved and are addressed in this document;
- The objectives in Parts 3 and 4 of the Apartment Design Guide are achieved and that this document describes how this has been done.

This document has been prepared by PTI Architecture

Peter Israel and Viet Dang

Principal and Nominated Registered Architect (NSW registration no. 5064)

Building Design Practitioner (Architect) registration no. DEP0000117

1.3 Executive Summary



This Design Report has been prepared for the proposed development comprising of Residential, Affordable Housing, Hotel and Commercial Office's at 2 - 4 Burleigh Street & 20 - 24 Railway Parade, Burwood.

The proposed development comprises 39 storeys, 143.9m in height, and 5 levels of basement car parking.

The various uses are as follows :

- **Basements :** 5 levels of car parking and service areas providing 138 car spaces
- **Ground floor :** Mixed use comprising of:
 - residential, hotel & commercial lobbies
 - service areas
 - loading dock
- **Level 1 :** Hotel multi-function areas and outdoor space
- **Level 2 :** Secondary Residential communal open space and hotel facilities comprising of:
 - main kitchen and casual dining area
 - outdoor seating area
 - hotel gymnasium
- **Levels 3 to 8 :** 6 levels of residential apartments dedicated to Affordable Housing comprising of:
 - 3 x 2 bed dual key apartments per level, 18 dual key apartments in total
 - 3 x studio, 3 x 1 bed individual apartments per level, 36 individual apartments in total
- **Levels 9 to 18 :** 10 levels of residential apartments comprising of:
 - 3 x 2 bed dual key apartments per level, 30 dual key apartments in total
 - 3 x studio, 3 x 1 bed individual apartments per level, 60 individual apartments in total
- **Level 19 :** Plant and services
- **Levels 20 to 31 :** 12 levels of hotel rooms comprising of:
 - 10 hotel rooms per level, 120 hotel rooms in total
- **Level 32 :** Plant and services
- **Levels 33 to 35 :** 3 levels of commercial office space
- **Levels 36 to 37 :** 2 levels of hotel facilities comprising of:
 - restaurant
 - bar
 - outdoor seating areas
- **Level 38 :** Primary roof top residential communal open space with swimming pool, seating areas and bbq facilities.

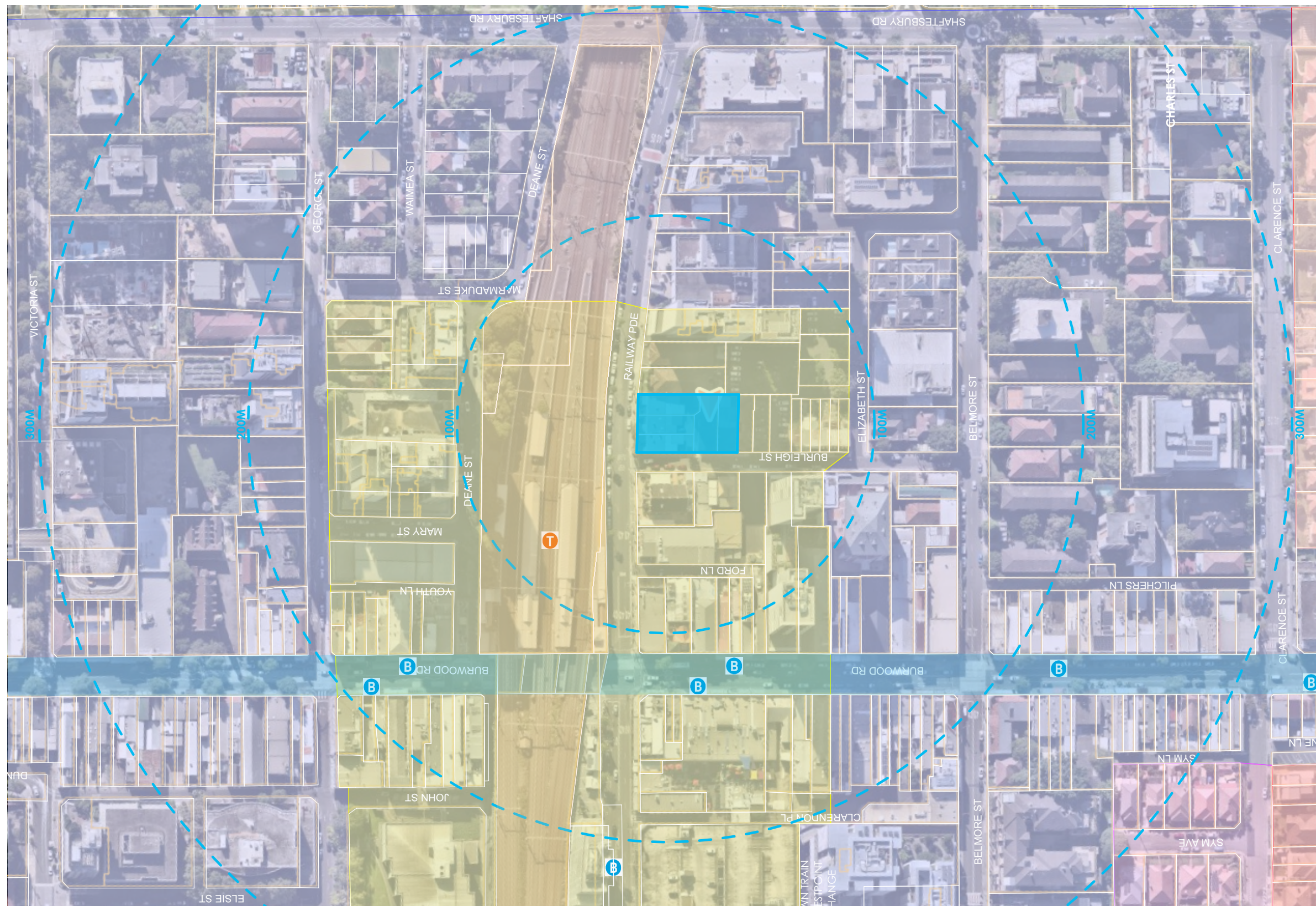
2. SITE & CONTEXT



2.1 Site Location

The site is located within the Commercial Core Area of the Burwood Town Centre, and zoned MU1- mixed use.

The site is well located for convenient and direct access to Burwood Train Station and multiple bus stops located along Burwood Rd.



- Subject Site
- Commercial Core Area
- Zone MU1- mixed use
- Zone R1- general residential
- Zone R2- low density residential
- Zone R3- medium density residential
- T Burwood Train Station
- B Bus Stops

LOCATION PLAN

2.2 Surrounding Existing Context



Corner of Burleigh St & Railway Pde



St Nectarios Church no. 26 Railway Pde



Rear commercial block of no. 16 Railway Pde



Podium of no. 7-9 Burleigh St



Through-site link of no. 7-9 Burleigh St to Burwood Rd

The surrounding context of the site contains a number of mixed use developments comprising commercial, retail, medical and residential land uses. The locality is characterised by a diverse range of developments, ranging from single storey dwellings to 30 storey commercial and residential buildings.

The immediate locality is to support high density development given its location within close proximity to Burwood Railway Station, as evidenced by the applicable built form controls which allow for building heights of 70m, and up to 140m on some sites.

To the north of the site is Railway Parade which separates the site from the railway corridor. Notably, Burwood Railway Station is located to the north west of the site within 200m walking distance.

To the east of the site are two storey walk up residential flat buildings at 18 and 18A Railway Parade. Vehicle access to these buildings is provided at the rear of the site off Elizabeth Street. Further to the east is a 20 storey mixed use building with office space at the lower levels and residential apartments above.

To the west of the site on the opposite side of Burleigh Street is the St Nectarios Church, a large sandstone building, which is identified as an item of local heritage significance under the Burwood LEP 2012. Adjacent to the church is a 26 storey building at 7-9 Burleigh Street.

To the south of the site is a single storey building at no. 6 Burleigh Street which is currently occupied by a photography studio.



Residential flat buildings no. 18-18A Railway Pde



Council car park adjacent no. 6 Burleigh St

2.3 Surrounding Heritage Items

The site is not identified as a heritage item under the Burwood LEP 2012, however is in the immediate vicinity of numerous heritage items:

To the west of the site on the opposite side of Burleigh Street is St Nectaros Church, a large sandstone building known as 26 Railway Pde.

To the north of the site is Burwood Train Station, extending between Burwood Road and Shaftesbury Road.

To the south of the site are two storey brick attached dwellings in the form of terrace houses known as 12-22 Burleigh St.

Futher south of the site are single storey and two storey brick commercial buildings known as 24 Burleigh St.



HERITAGE ITEMS

- Subject Site
- Heritage items



Item 1 - St Nectaros Church no. 26 Railway Pde



Item 2 - Burwood Train Station



Item 3 - Attached dwellings nos. 12-22 Burleigh St



Item 4 - no. 24 Burleigh St

2.4 Existing Site Analysis



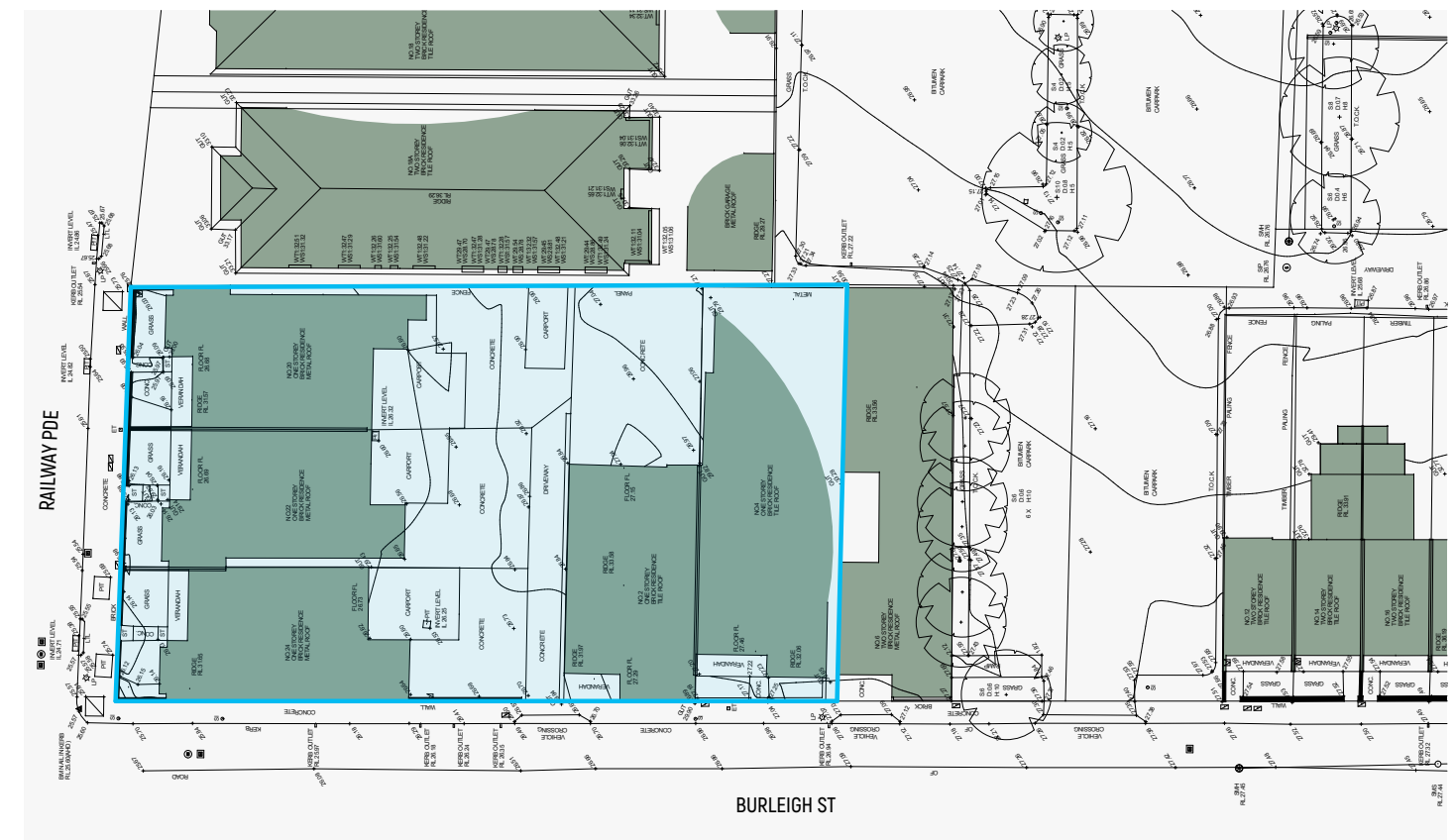
EXISTING SITE

The site is located on the southern side of Railway Parade to the south of the railway line, and sits at the corner of Railway Parade and Burleigh Street. This site comprises of 5 parcels of land and is known as No. 20-24 Railway Parade and no. 2-4 Burleigh Street, Burwood with a legal description of Lots A, B, C, D and E in DP 438222.

The site has an area of 1,329m², with frontages to Burleigh Street and Railway Parade measuring 48.15m and 27.65 in length, respectively.

Existing on the site are single storey buildings, both attached and detached, occupied by various small businesses, including a family medical practice, tutoring business and a hearing clinic. Shared vehicle access is provided off Burleigh Street to a small carpark shared by all of the existing buildings.

The site is relatively flat with a fall of approximately 1m from the Railway Parade frontage to the southern boundary.

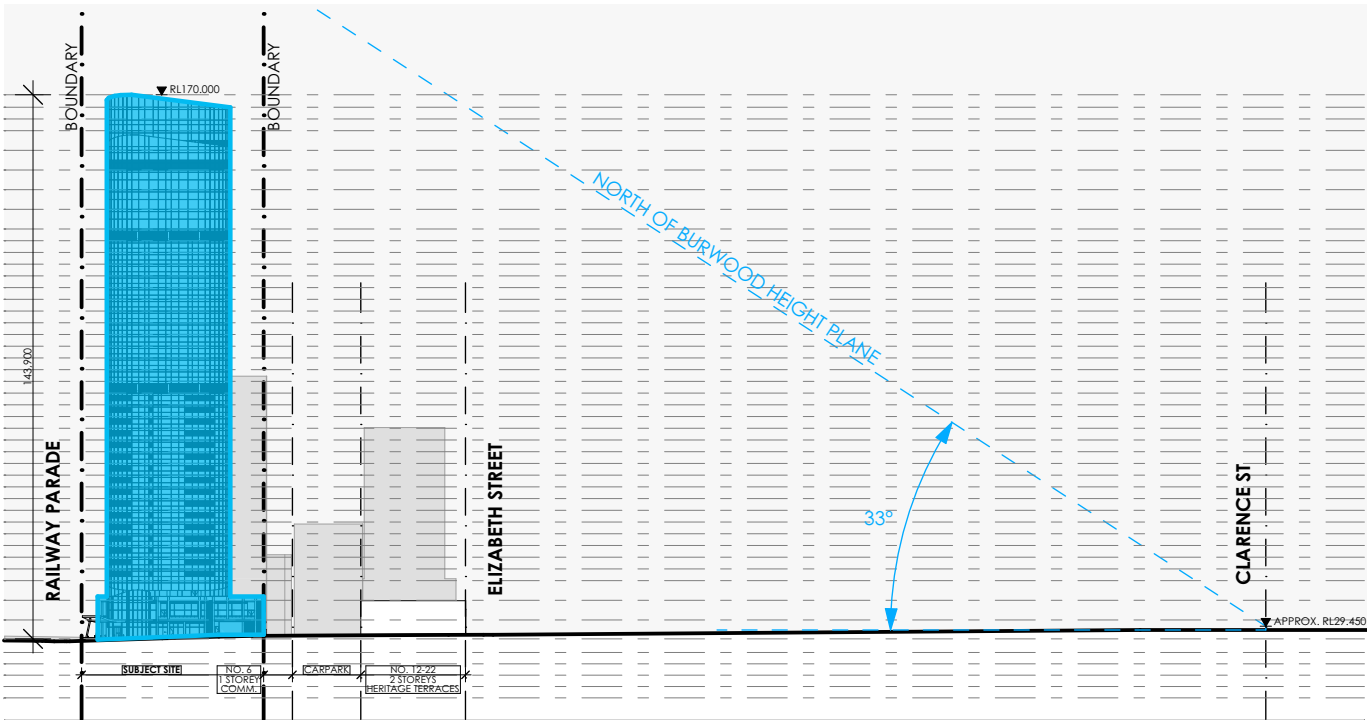


DETAIL SURVEY

3. KEY BURWOOD PLANNING CONTROLS



3.1 LEP 2012 : Part 4 - Burwood Height Plane



BURLEIGH ST- HEIGHT PLANE D

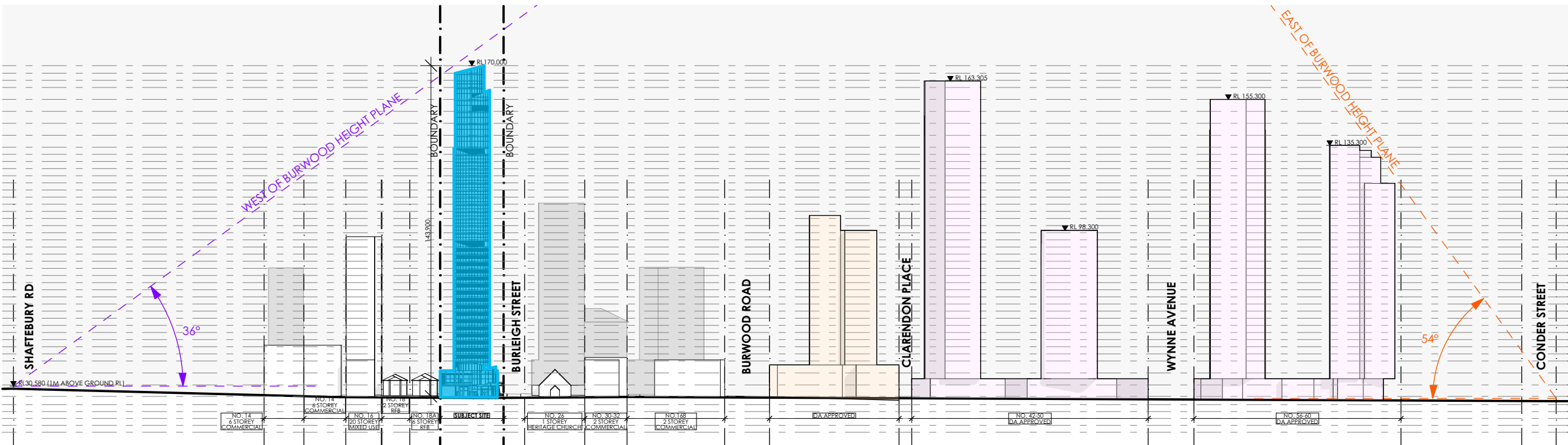


BURWOOD LEP BUILDING HEIGHT PLANE MAP

The permissible maximum height of development on the subject site is set out in Building Height Plane Map of the Burwood LEP 2012 Part 4 - 4.3A.

It is defined as a projected measured from a distance above natural ground level taken at key locations around the perimeter of the Burwood Town Centre.

Building Height Plane			
BHP Line Symbol	BHP Line Height	BHP Projected Angle	BHP General Orientation
A	1.0m	54°	East of BHP line
B	7.2m	54°	East of BHP line
C	1.0m	36°	West of BHP line
D	1.0m	33°	North of BHP line
E	1.8m	33°	North of BHP line



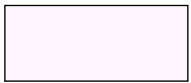
RAILWAY PDE- HEIGHT PLANE A & C



subject Site



approved development
"Burwood Central"



approved development
"Burwood Place"

3.2 LEP 2012 : Part 4 - Floor Space Ratio & Bonuses

GFA CALCULATION (sqm)

	USE	RESIDENTIAL- AFFORDABLE HOUSING (sqm)	RESIDENTIAL (sqm)	HOTEL (sqm)	OFFICE/ COMMERCIAL (sqm)	TOTAL GFA (sqm)
GF	LOBBY/ COMMERCIAL	-	82	220	-	302
L1	HOTEL FACILITIES	-	-	532	-	532
L2	HOTEL FACILITIES	-	-	263	-	263
L3	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L4	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L5	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L6	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L7	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L8	RESIDENTIAL- AFFORDABLE HOUSING	300	-	-	-	300
L9	RESIDENTIAL	-	300	-	-	300
L10	RESIDENTIAL	-	300	-	-	300
L11	RESIDENTIAL	-	300	-	-	300
L12	RESIDENTIAL	-	300	-	-	300
L13	RESIDENTIAL	-	300	-	-	300
L14	RESIDENTIAL	-	300	-	-	300
L15	RESIDENTIAL	-	300	-	-	300
L16	RESIDENTIAL	-	300	-	-	300
L17	RESIDENTIAL	-	300	-	-	300
L18	RESIDENTIAL	-	300	-	-	300
L19	PLANT	-	-	-	-	-
L20	HOTEL ROOMS	-	-	343	-	343
L21	HOTEL ROOMS	-	-	343	-	343
L22	HOTEL ROOMS	-	-	343	-	343
L23	HOTEL ROOMS	-	-	343	-	343
L24	HOTEL ROOMS	-	-	343	-	343
L25	HOTEL ROOMS	-	-	343	-	343
L26	HOTEL ROOMS	-	-	343	-	343
L27	HOTEL ROOMS	-	-	343	-	343
L28	HOTEL ROOMS	-	-	343	-	343
L29	HOTEL ROOMS	-	-	343	-	343
L30	HOTEL ROOMS	-	-	343	-	343
L31	HOTEL ROOMS	-	-	343	-	343
L32	PLANT	-	-	-	-	-
L33	OFFICE	-	-	-	344	344
L34	OFFICE	-	-	-	327	327
L35	OFFICE	-	-	-	327	327
L36	HOTEL FACILITIES	-	-	218	-	218
L37	HOTEL FACILITIES	-	-	168	-	168
L38	RESIDENTIAL C.O.S	-	5	-	-	5
TOTAL GFA (sqm)		1,800	3,087	5,517	998	11,402
USE MIX (%)		16%	27%	48%	9%	100%

PLANNING CONTROL CALCULATIONS

DESCRIPTION	PLANNING INSTRUMENT	BONUS (%)	(m/ X:1/ sqm/ %)	COMPLIANCE Y/N
SITE AREA				
MIN. SITE AREA (sqm)	LEP		-	
SUBJECT SITE AREA (sqm)			1,329	Y
HEIGHT OF BUILDING				
PERMISSIBLE HOB (m)	LEP BHP		0.0	
TOTAL MAX. HOB (m)			0.0	
STREET WALL INCLUSIVE IN MAX. HEIGHT (m)			15.0	Y
PROPOSED HOB (m)			143.9	Y
FLOOR SPACE RATIO				
PERMISSIBLE FSR (X:1)	LEP		6.60	
BONUS FSR (X:1)		0%	0.00	
SUBTOTAL FSR (X:1)			6.60	
BONUS FSR (X:1)	AH BONUS	30%	1.98	
TOTAL MAXIMUM FSR PERMISSIBLE (X:1)			8.58	
PROPOSED RESIDENTIAL FSR (X:1)			3.68	
PROPOSED COMMERCIAL FSR (X:1)			4.90	
PROPOSED TOTAL FSR (X:1)			8.58	Y
GROSS FLOOR AREA				
PERMISSIBLE GFA (sqm)			8,771	
SUBTOTAL GFA (sqm)			8,771	
BONUS GFA (sqm)	AH BONUS	30%	2,631	
TOTAL MAXIMUM PERMISSIBLE GFA (sqm)			11,403	
PROPOSED RESIDENTIAL GFA (sqm)			4,887	
PROPOSED COMMERCIAL GFA (sqm)			6,515	
PROPOSED TOTAL GFA (sqm)			11,402	Y
AFFORDABLE HOUSING GROSS FLOOR AREA				
REQUIRED AFFORDABLE HOUSING (sqm)	INCLUSIVE IN MAX. GFA	15%	1,710	
PROPOSED AFFORDABLE HOUSING (sqm)		16%	1,800	Y

The maximum FSR for the proposed development is the permissible FSR for the site under the BLEP plus additional FSR of up to 30% based on the affordable housing component in accordance with SEPP (Housing) 2021 Clause 16.

The proposed development dedicates 16% of the total GFA of the development as affordable housing and therefore is permitted the maximum FSR bonus under Clause 16 of the Housing SEPP of 30%.

The maximum permissible FSR for the site under the BLEP is 6.6:1. When applying the 30% FSR bonus to the base FSR of 6.6:1, the proposal is permitted a maximum FSR of 8.58:1 which equates to a permissible GFA on the site of 11,403 sqm. The proposal complies with the maximum permissible GFA, inclusive of the 30% bonus, as the development will have a total GFA of 11,402sqm, equating to an FSR of 8.58:1.

The proposed development dedicates 1,800 sqm or 16% of the total proposed GFA as affordable housing, as required by Clause 16 of the Housing SEPP.

3.3 LEP 2012 : Part 6 - Additional Local Provisions

6.5 Design Excellence in Zones E1 and MU1

The proposed development responds to the Design Excellence provisions of the BLEP Clause 6.5 as follows :

- (1) The objective of this clause is to deliver the highest standard of architectural, landscape and urban design.
- (2) This clause applies to development involving the erection of a new building of 3 or more storeys on land in Zone E1 Local Centre or Zone MU1 Mixed Use.
- (3) Development consent must not be granted for development to which this clause applies unless the consent authority is satisfied that the development exhibits design excellence.
- (4) In deciding whether the development exhibits design excellence, the consent authority must have regard to the following matters :
 - (a) whether a high standard of architectural, landscape and urban design has been achieved (including in the materials used and in detailing appropriate to the location, building type and surrounding buildings),
 - The proposed development provides a high standard of architectural, landscape and urban design throughout a bulk and scale of development that is appropriate in the existing and desired context of the site. The development has been designed to adequately respond to the streetscape and present as a high quality built form that will improve the quality and amenity of the public domain, with no adverse impacts on the amenity of the surrounding area.
 - (b) whether the form and external appearance of the proposed building, and ground level detailing, will significantly improve the quality and amenity of the public domain,
 - The proposed development represents a suitable response to the allocation of the permitted density at the site. The proposed development will have a visual presence and urban form that is consistent with the desired future character of the locality as envisaged by the BLEP. The mass of the development is reduced by the slender design of the proposed tower above the podium creating a well-defined and strong streetscape character.
 - (c) how any streetscape and heritage issues have been addressed,
 - The site is not identified as containing heritage items and is not located within a heritage conservation area. The site is located adjacent to St Nectarios Greek Orthodox Church which is identified as an item of local heritage significance.
 - The two storey podium of the proposed development is primarily sandstone which relates to the heritage church in terms of materials and scale. A Heritage Impact Assessment accompanies the submission.

- (d) whether the amenity of the surrounding area, including any view corridors, vistas or landmark locations, will be adversely affected,
 - The proposed development does not negatively impact view corridors, vistas or landmark locations. A View Impact Assessment accompanies the submission.
- (e) how traffic circulation and vehicular access will be addressed and whether the proposed development supports the provision of high-quality pedestrian, cycle and service access,
 - The proposed development has two frontages; the primary being Railway Parade, and the secondary being Burleigh St. Access to basement car parking for residents, hotel guests and commercial offices is from Railway Parade.
 - For hotel guests, entry to the porte-cochere is also from Railway Parade and exits onto Burleigh St. To reduce impacts on residents and hotel guests, service access is from Burleigh St.
 - It should also be noted that Burleigh St is one-way.
- (f) whether any adverse effect on pedestrian movement and experience will be avoided (and whether the public transport interchange as the focal point for pedestrian movement in the surrounding area will be reinforced and the ease of pedestrian access to and from that interchange will be facilitated),
 - The proposed development introduces a 3m setback at ground floor to both Railway Parade and Burleigh St in compliance with the DCP requirements. This setback improves the pedestrian movement and experience by increasing the publically accessible width of the existing footpath on both frontages providing street activation.
 - The pedestrian movement and experience is further improved by the proposed porte-cochere, allowing pedestrians an alternative route between both street frontages directly through the site.
 - The site has convenient access to public transport via Burwood Train Station, which has its entry some 200m away. The proposed development has no impacts on the existing pedestrian access to Burwood Train Station.

6.5 Design Excellence in Zones E1 and MU1 (continued)

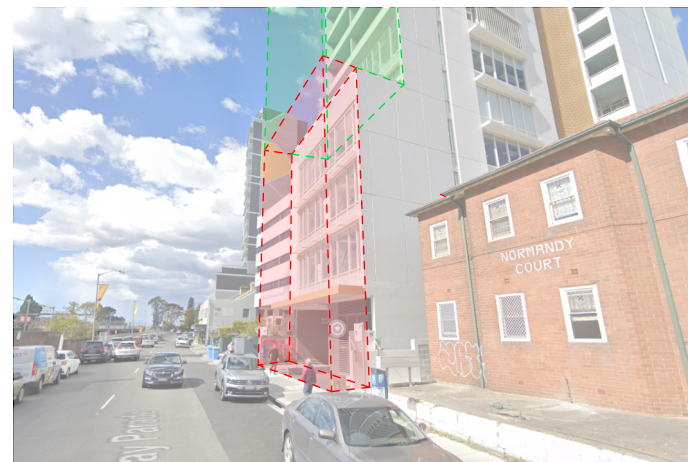
(g) whether the development supports an integrated land use mix in Zones E1 and MU1, including a diversity of public open spaces at the ground level, as well as the roof and other levels of buildings,

- The objectives of Zone E1 are as follows:
 - To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.
 - To encourage investment in local commercial development that generates employment opportunities and economic growth.
 - To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.
 - To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
 - To conserve the heritage character of local centres.
- The objectives of Zone MU1 are as follows:
 - To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
 - To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
 - To minimise conflict between land uses within this zone and land uses within adjoining zones.
 - To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- The proposed development provides a mixed use comprising of residential, hotel and commercial offices. The residential apartments provide residents both affordable and non-affordable housing options.
- The hotel and commercial offices provide employment opportunities and uses that serve the needs of people who live, work in or visit the area. The ground floor provides active street frontages though commercial uses that directly integrate with public spaces.

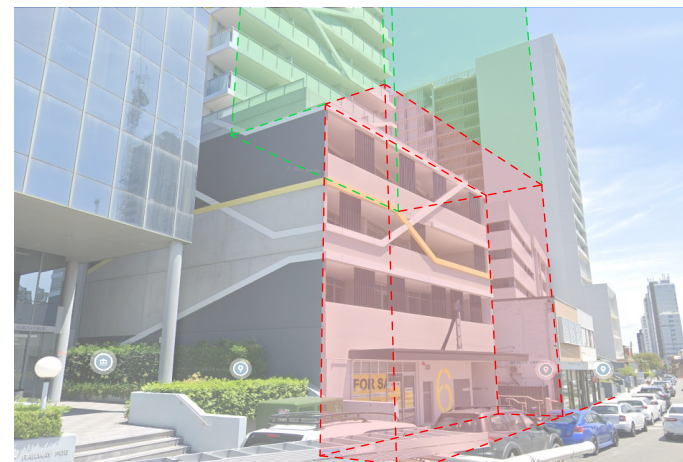
(h) how the bulk, mass, modulation, separation, setback and height of buildings have been addressed and whether they are appropriate in the context of existing and proposed buildings,

- The building mass has been arranged on the site to minimise the bulk and scale of the proposal, particularly when viewed at street level. Specifically, tower elements are set back from the edge of the podium and this ensures that the building retains a 'human' scale at the street edge.
 - In addition to building setbacks, physical articulation is incorporated into building facades to ameliorate perceived bulk and scale of the development. Recessed balconies are provided at the residential levels. Similarly, balconies are provided at a number of the hotel levels. These features serve to break up the verticality of the tower and adds visual interest. Importantly, the proposed plant levels, whilst necessary, are further utilised to break up the tower and provide articulation to the built form to alleviate the proposed FSR and height and the associated visual bulk of the development.
- (i) whether a high standard of ecologically sustainable design (including low-energy or passive design) will be achieved and overshadowing, wind effects and reflectivity will be minimised.
- The proposed development incorporates energy efficient plant equipment, fixtures and fittings that meet the minimum requirements of BASIX. An ESD report also accompanies the submission.
 - To reduce the reliance on mechanical heating and cooling through passive design, 100% of dual key apartments and 83% of individual key apartments achieve 3 hours of solar access between 9am and 3pm, exceeding the minimum 70% ADG requirement
 - 100% of dual key apartments and 67% of individual key apartments achieve natural cross ventilation, exceeding the minimum 60% ADG requirement.
 - The proposed development has a slender and curved tower with a minimised footprint to reduce the impacts wind and reflectivity. The slender design also minimises overshadowing to surrounding sites. An Environmental Wind Study report accompanies the submission.

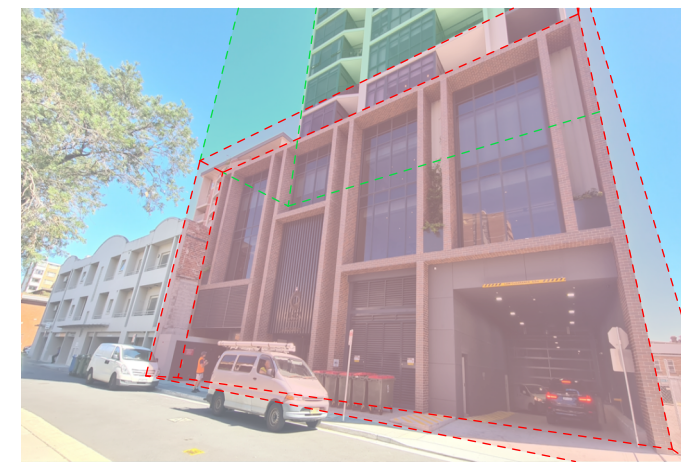
3.5 DCP : Setbacks



setbacks at no. 10-16 Railway Pde



setbacks at no. 5-6 Railway Pde



setbacks at no. 7-9 Burleigh St

Subject Site

The site is located within the Commercial Core Area of the Burwood Town Centre.

The Burwood Development Control Plan (DCP) sets a 3m street front setback that defines the podium form fronting both Railway Parade and Burleigh Street. The maximum height of the podium is 15m and built to side boundaries.

The Burwood DCP sets a 6m secondary setback that defines the tower form fronting both Railway Parade and Burleigh Street.

The setback controls are followed the proposed development as set out by the DCP and to recent developments within the immediate vicinity.

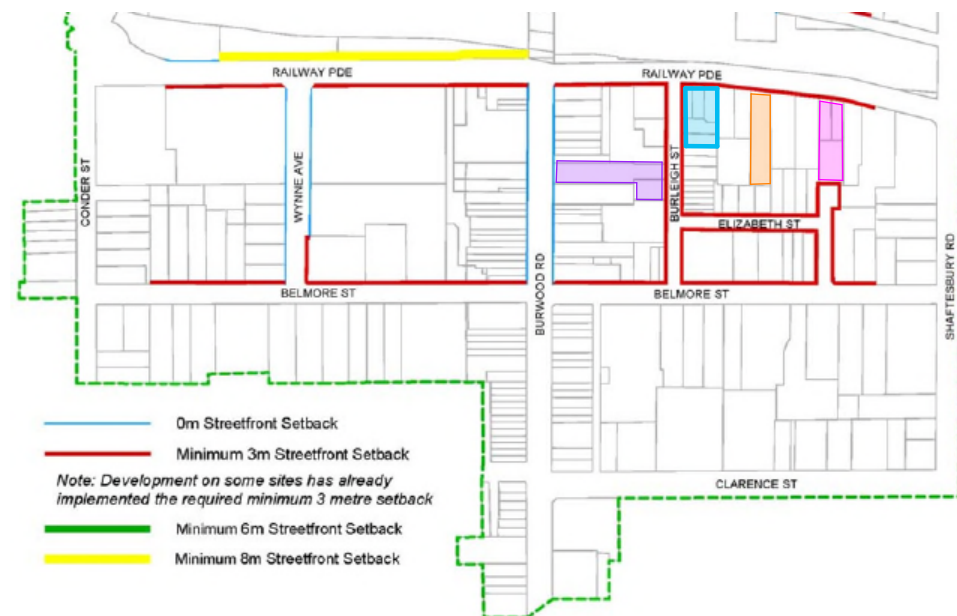


Figure 25. Commercial Core and Middle Ring Areas: Street front setbacks



Figure 28. Commercial Core and Middle Ring Areas: Secondary Setbacks

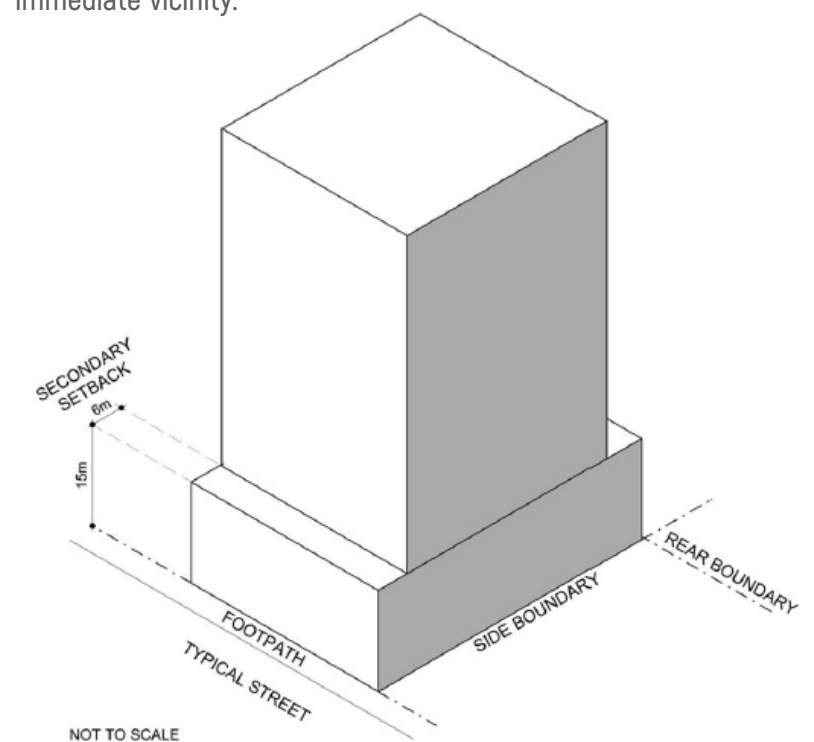


Figure 29. Commercial Core and Middle Ring Area: Typical Midblock Development Setbacks

BURWOOD DCP- STREET FRONT SETBACK

BURWOOD DCP- SECONDARY SETBACK

BURWOOD DCP- SIDE & REAR SETBACKS

4. ARCHITECTURAL DESIGN CONCEPTS

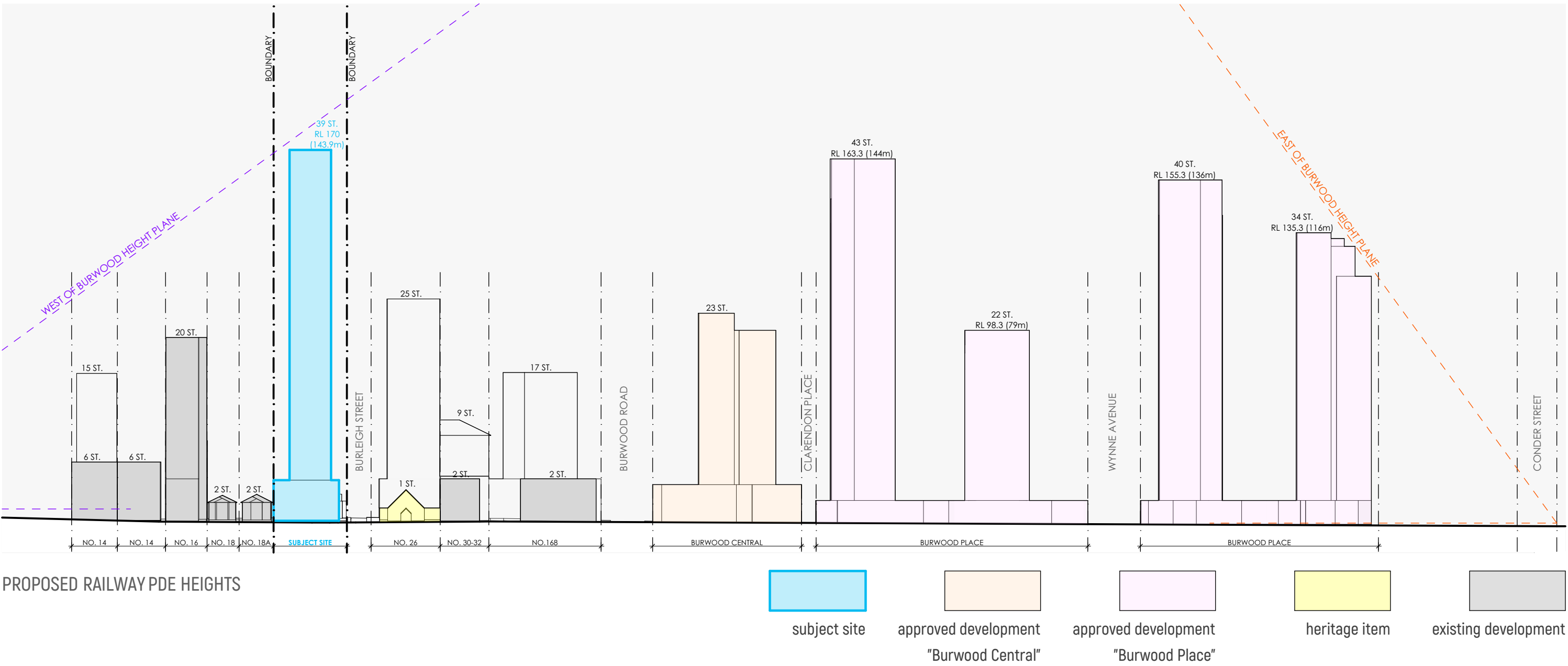


4.1 Railway Parade Height Analysis

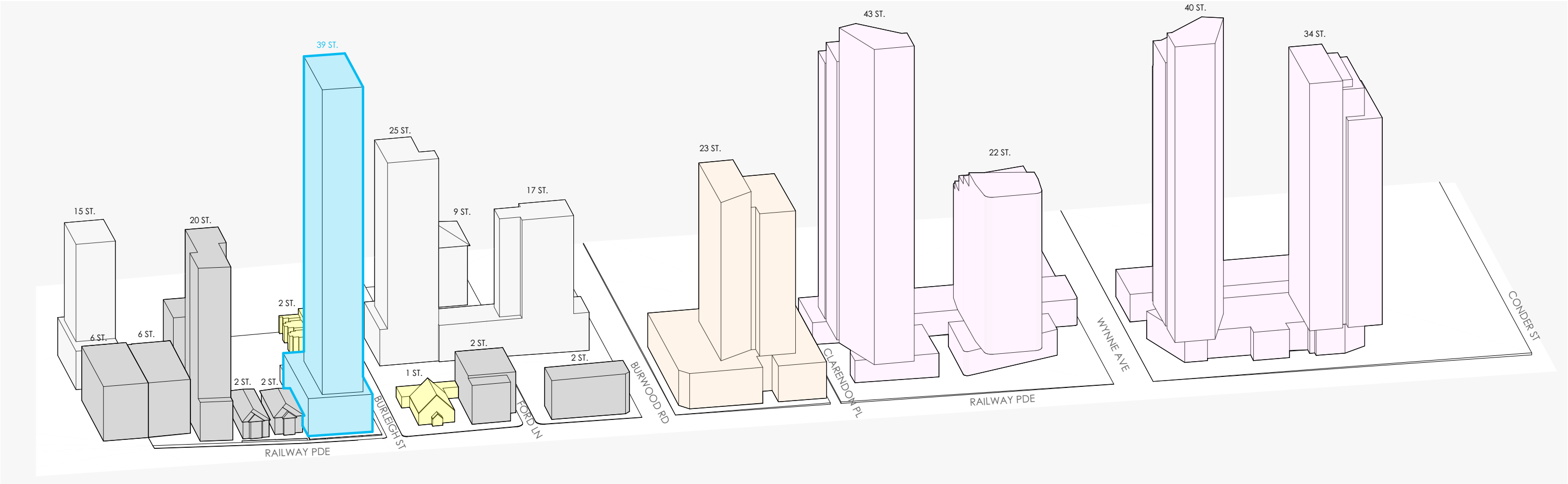
The surrounding context of the site contains a number of mixed use developments comprising commercial, retail, medical and residential land uses. The locality is characterised by a diverse range of developments, ranging from single storey dwellings to 30 storey commercial and residential buildings.

Approved future developments known as "Burwood Central" and "Burwood Place" along Railway Parade to the west of the subject site comprise of towers ranging from 22 to 43 stories in height.

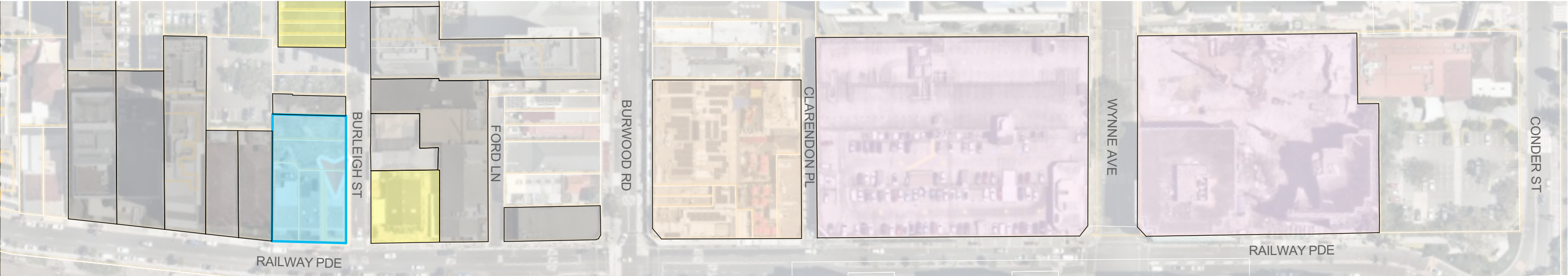
The proposed development of 39 storeys (143.9m) is consistent with the future context of Railway Parade and within the Burwood Height Plane.



4.2 Railway Parade Massing, Bulk & Scale



PROPOSED RAILWAY PDE MASSING



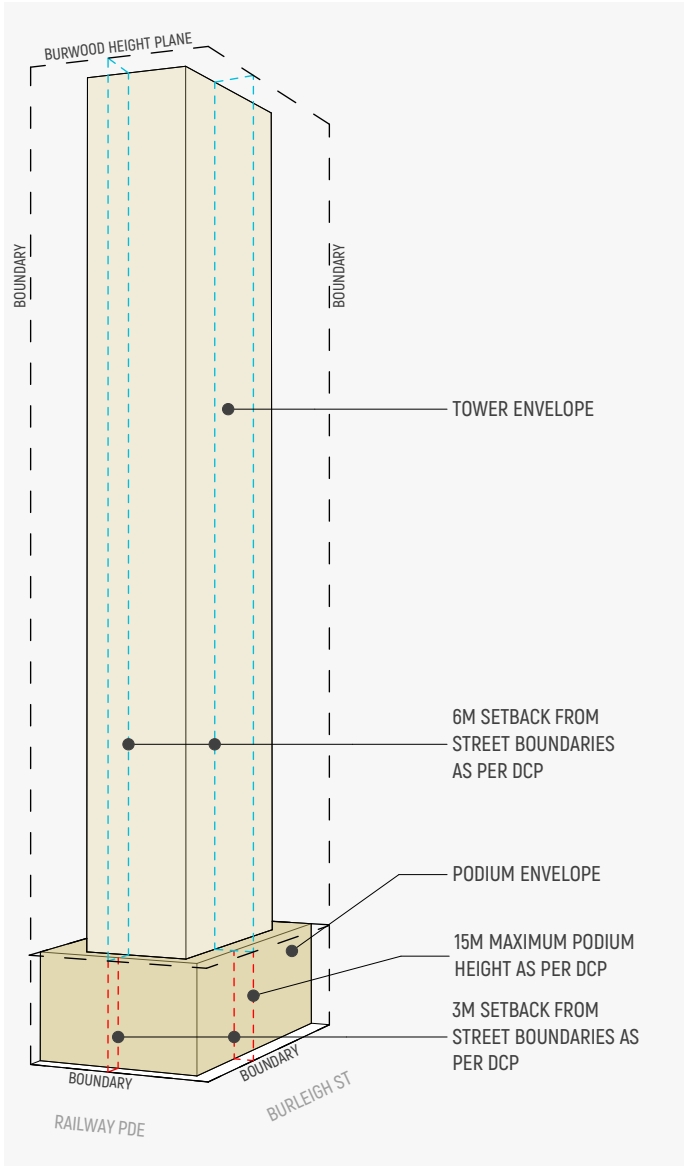
CONTEXT PLAN



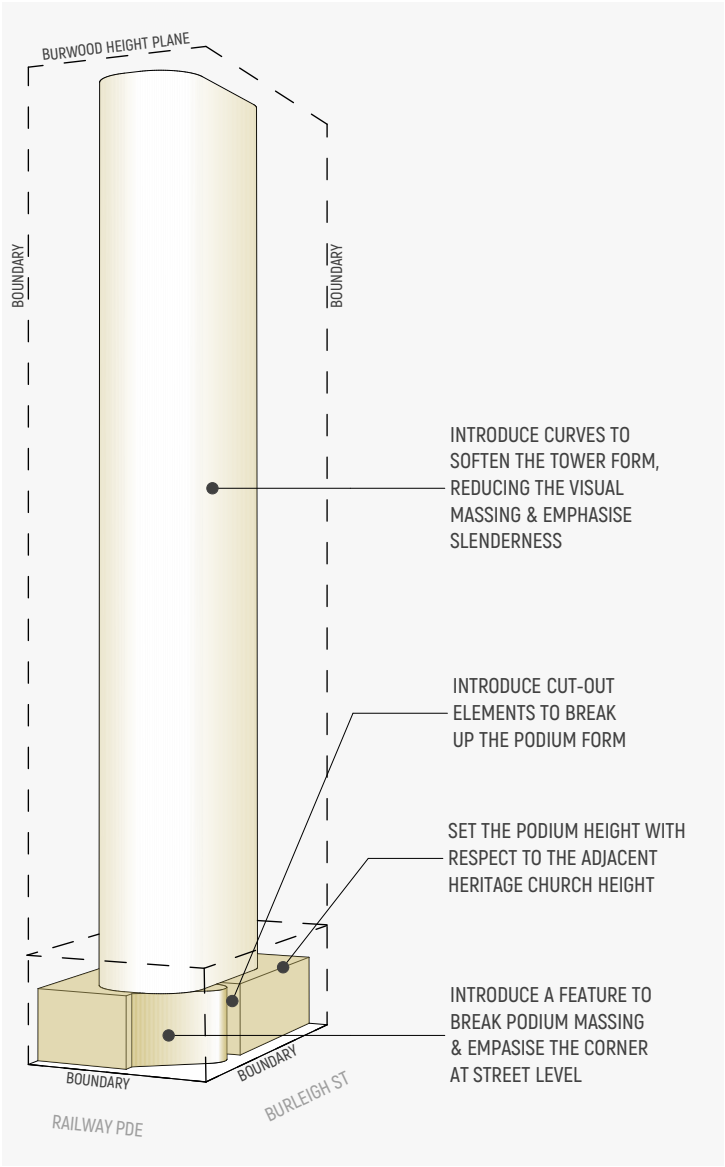
4.3 Overall Building Form Concept

The proposed development adopts the concept of a slender glass tower above a solid podium base, with street setbacks as defined by the relevant Development Control Plans.

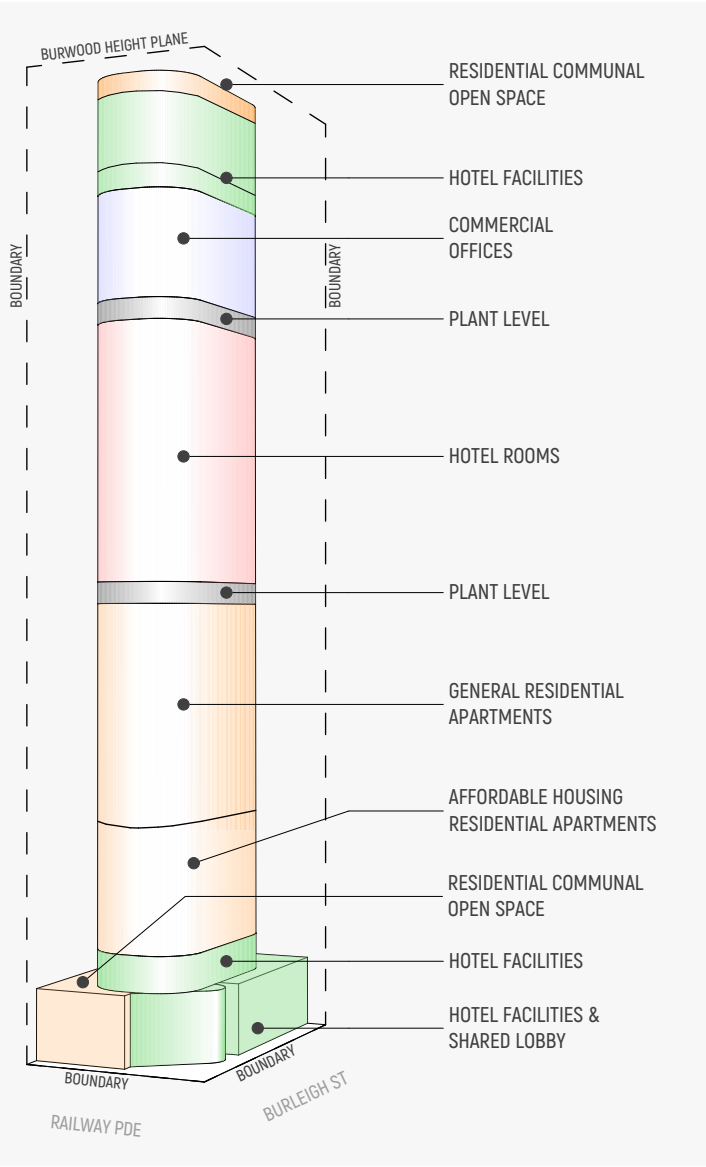
The building consists of three separate usage components being residential apartments, hotel rooms & associated facilities, and commercial offices. The three different usages inspire the articulation of the buildings overall form and facade by visually defining each internal use when viewing the building externally.



BUILDING ENVELOPE



MASSING CONCEPT



USE DEFINITION CONCEPT



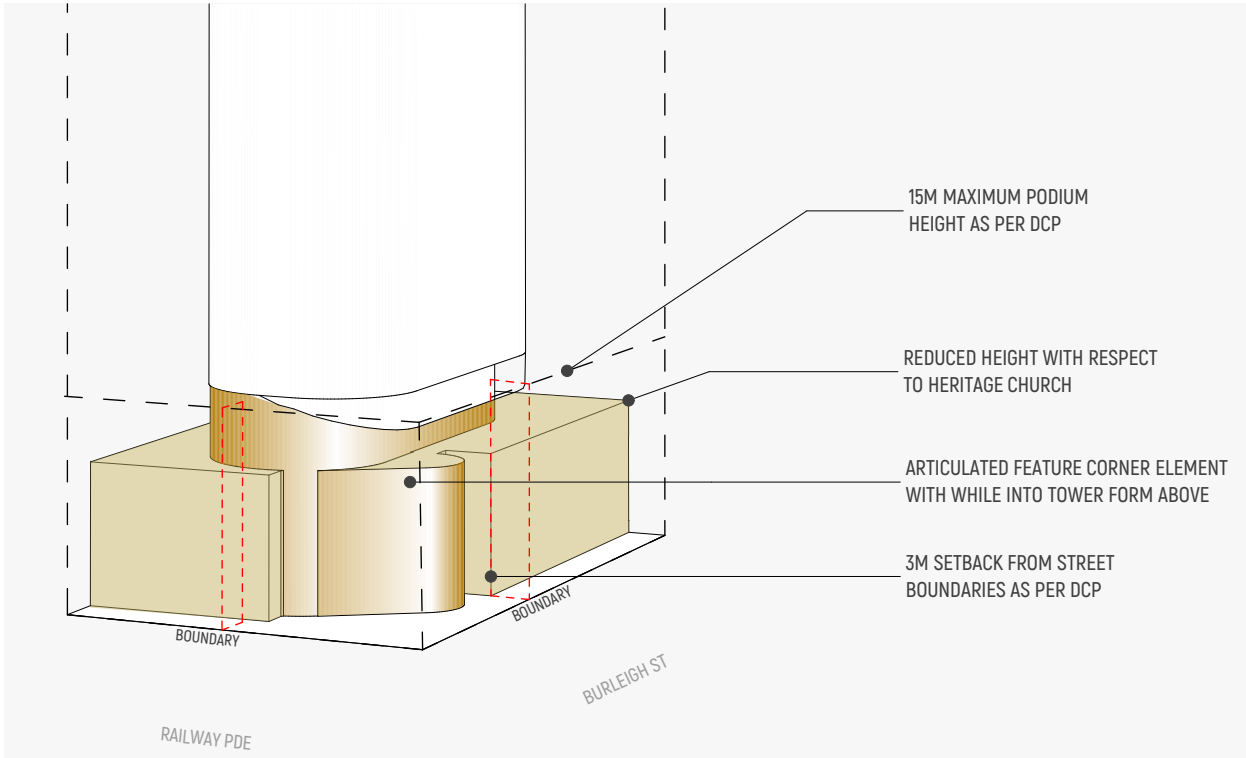
Photomontage looking south-east

4.4 Podium Form Concept

The podium fronts both Railway Parade and Burleigh Street. It is defined by three elements that address both street fronts and the site's corner.

Both podium elements that front Railway Parade and Burleigh Street respect the adjacent heritage item known as St Nectarios Church at 26 Railway Pde, with the use of a sandstone material. The height of the podium is intended to match that of the church so as to not over dominate it in scale . The podium glazing is deeply recessed to provide an emphasis on the sandstone column elements which are inspired by the church's protruding buttresses.

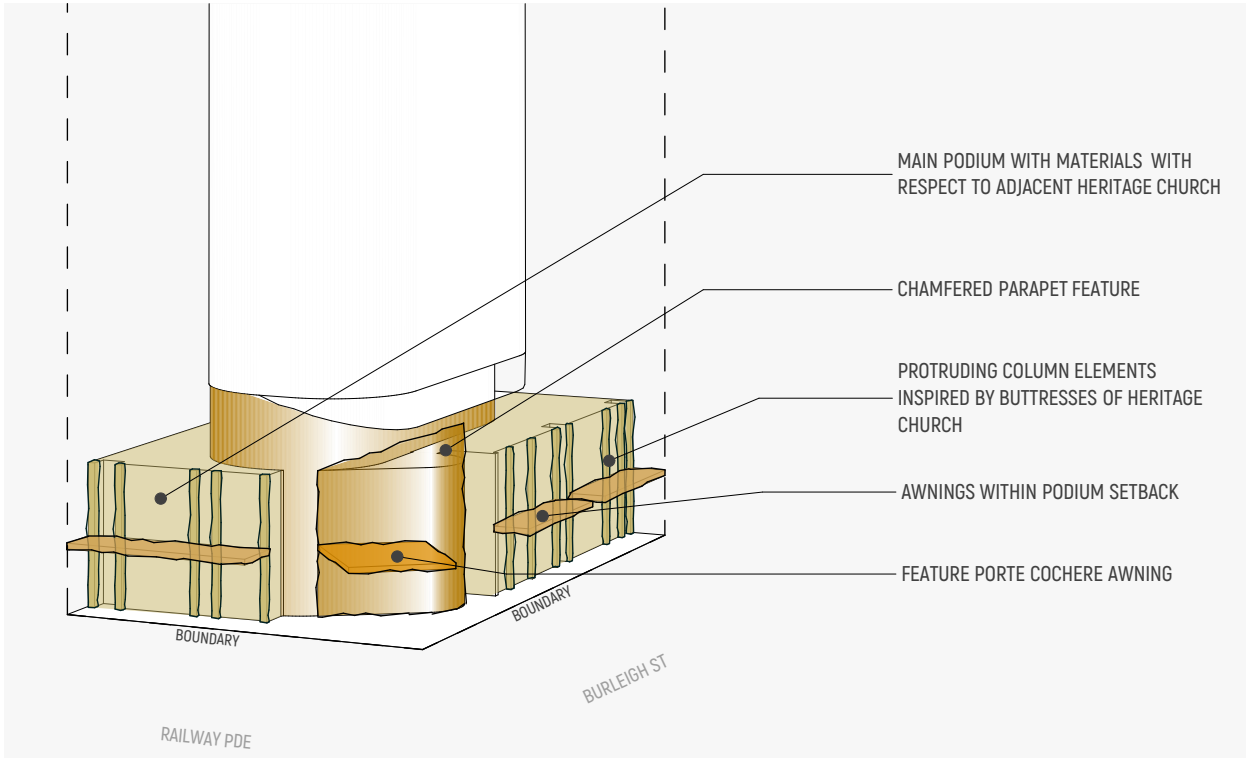
The feature glass corner element at the site corner breaks the heavy sandstone base while highlighting the attached porte cochere. This provides an opportunity to reveal a feature spiral staircase within, taking advantage of the opportunity to being a highly visible corner site. This element also ties directly into the form of the tower above it.



PODIUM MASSING



Adjacent heritage church



PODIUM ARTICULATION



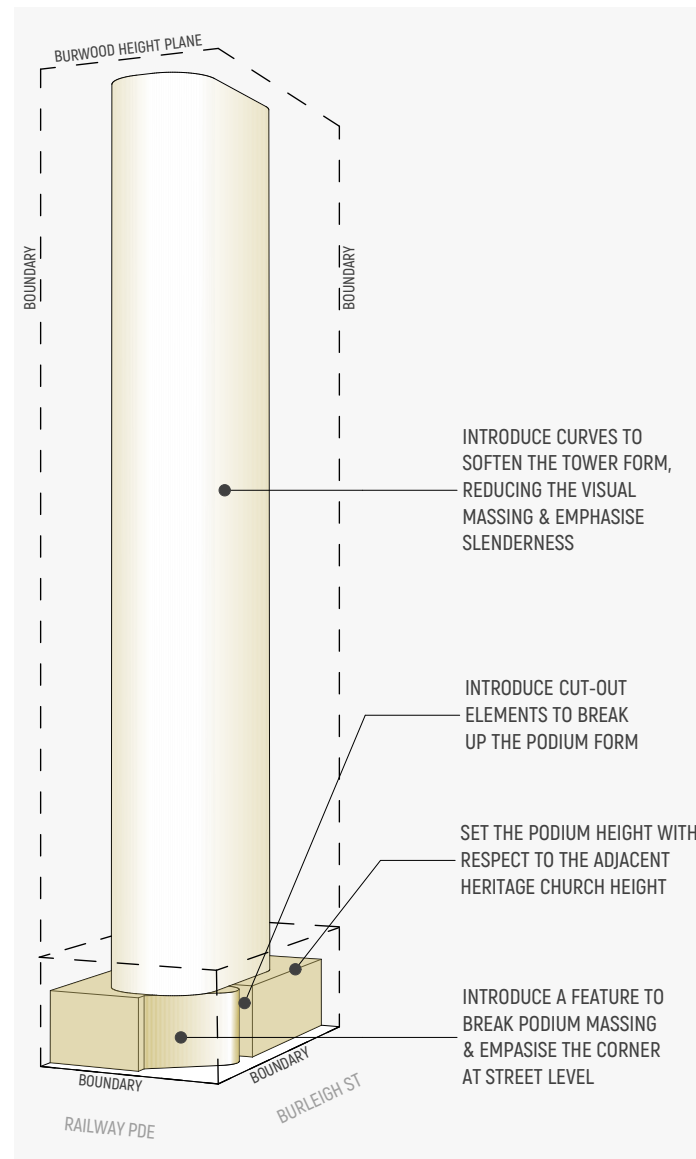
Photomontage from Railway Parade

4.5 Tower Form Concept

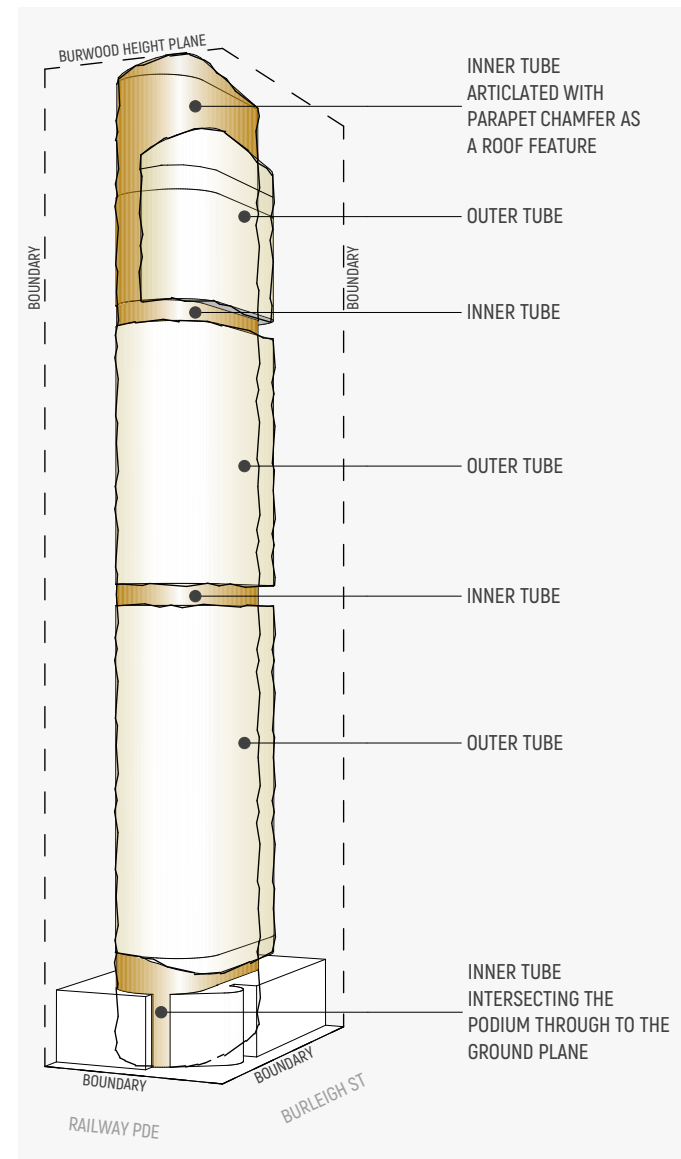
The tower form is visually broken into separate blocks that each represent the various building uses, being the residential, hotel and commercial offices components. The blocks are separated by two plant levels.

The tower's form and facade presents the concept of slender concentric glass tubes that sleeve and overlap each other. A wider outer tube with cut-outs reveal a thinner central inner tube that runs the entire height of the building from the ground plane to the roof. The roof feature is presented as a chamfered top to subtly emphasise the tower's slenderness.

The wider outer tube is represented in a lighter glass tone, and further articulated by the thinner inner tube being a darker glass tone, emphasising the recesses and cut-outs. The tower also ties into the corner glass element of the podium below it.



TOWER MASSING



TOWER ARTICULATION

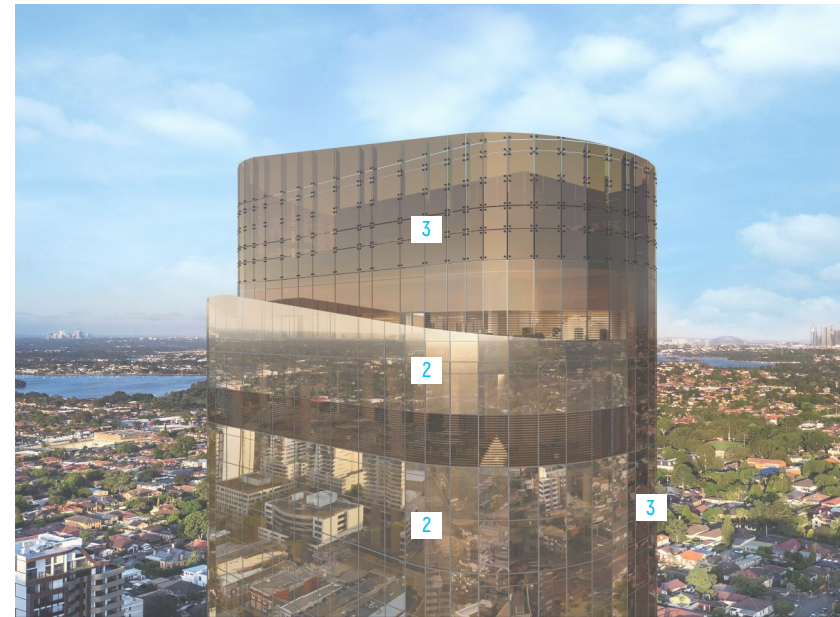


Photomontage looking south-east



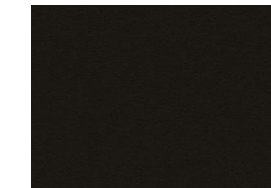
Photomontage of roof feature

4.6 External Materials & Finishes



The podium introduces the use of a sandstone materials, with respect the adjacent heritage item.

The tower introduces glass in two tones. A lighter glass tone and a darker glass tone, emphasising the recesses and cut-outs for further articulation.



1. Powder coated aluminium



2. Tinted glass- light bronze



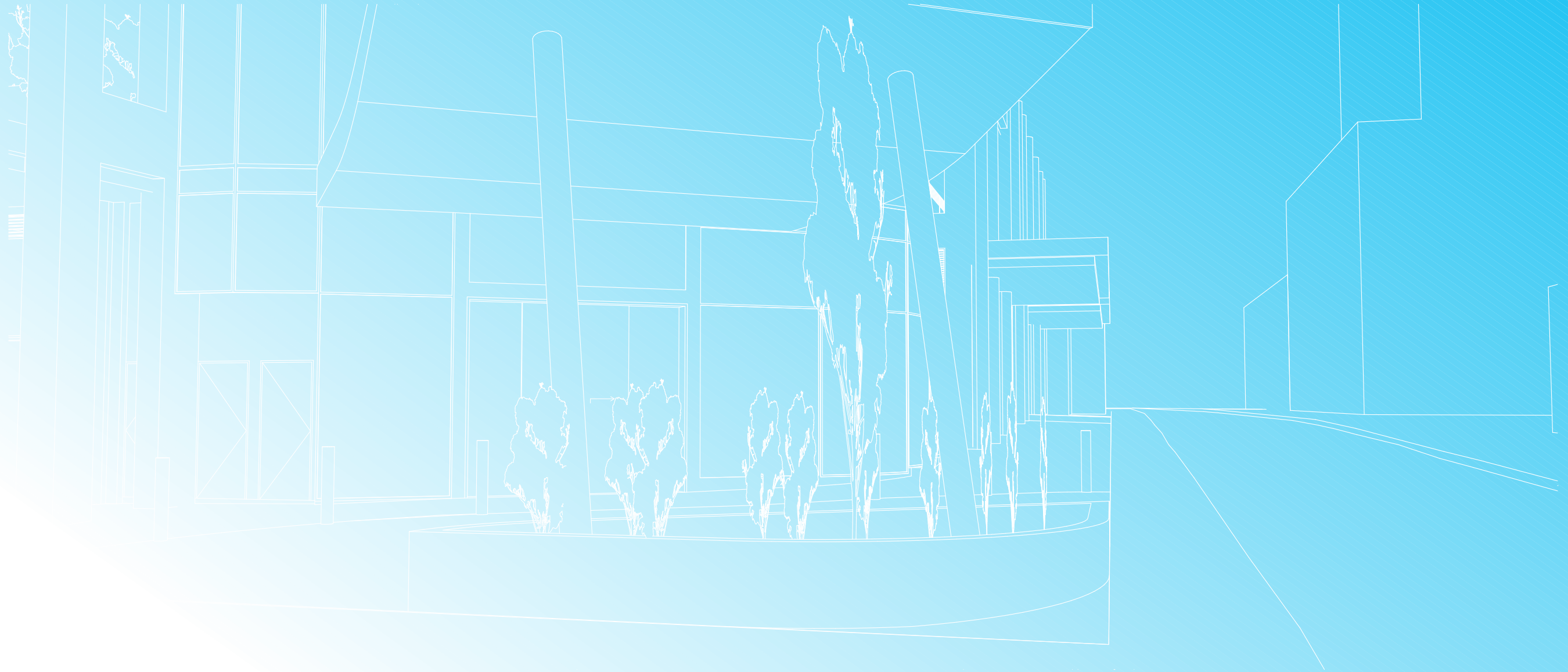
3. Tinted glass- dark bronze



4. Sandstone cladding



5. PUBLIC DOMAIN & CONNECTIVITY



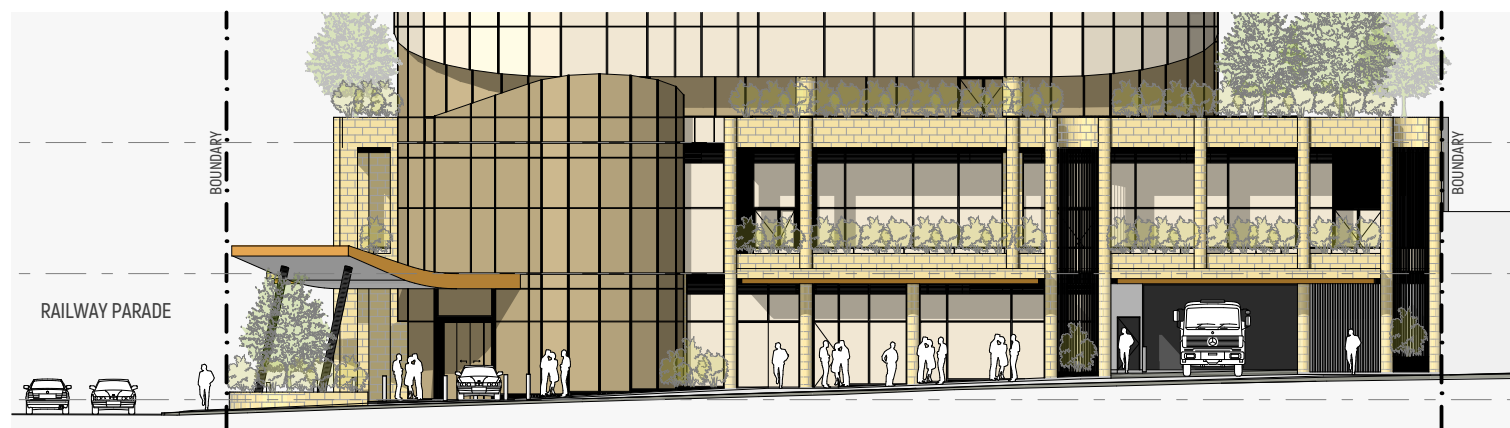
5.1 Street Address



Photomontage from Railway Parade

The site addresses both Railway Parade and Burleigh Street, presenting as a highly visible corner site development viewed from the public domain.

Pedestrian and vehicular access to the proposed development is from both streets providing the opportunity for active frontages and high visibility for increased security surveillance, particularly with regards to Burleigh Street. Being a one-way street, there is potential for Burleigh Street to be converted to a share-way linking directly to the adjacent heritage church site for increased pedestrian use.



BURLEIGH STREET PODIUM ELEVATION



RAILWAY PARADE PODIUM ELEVATION

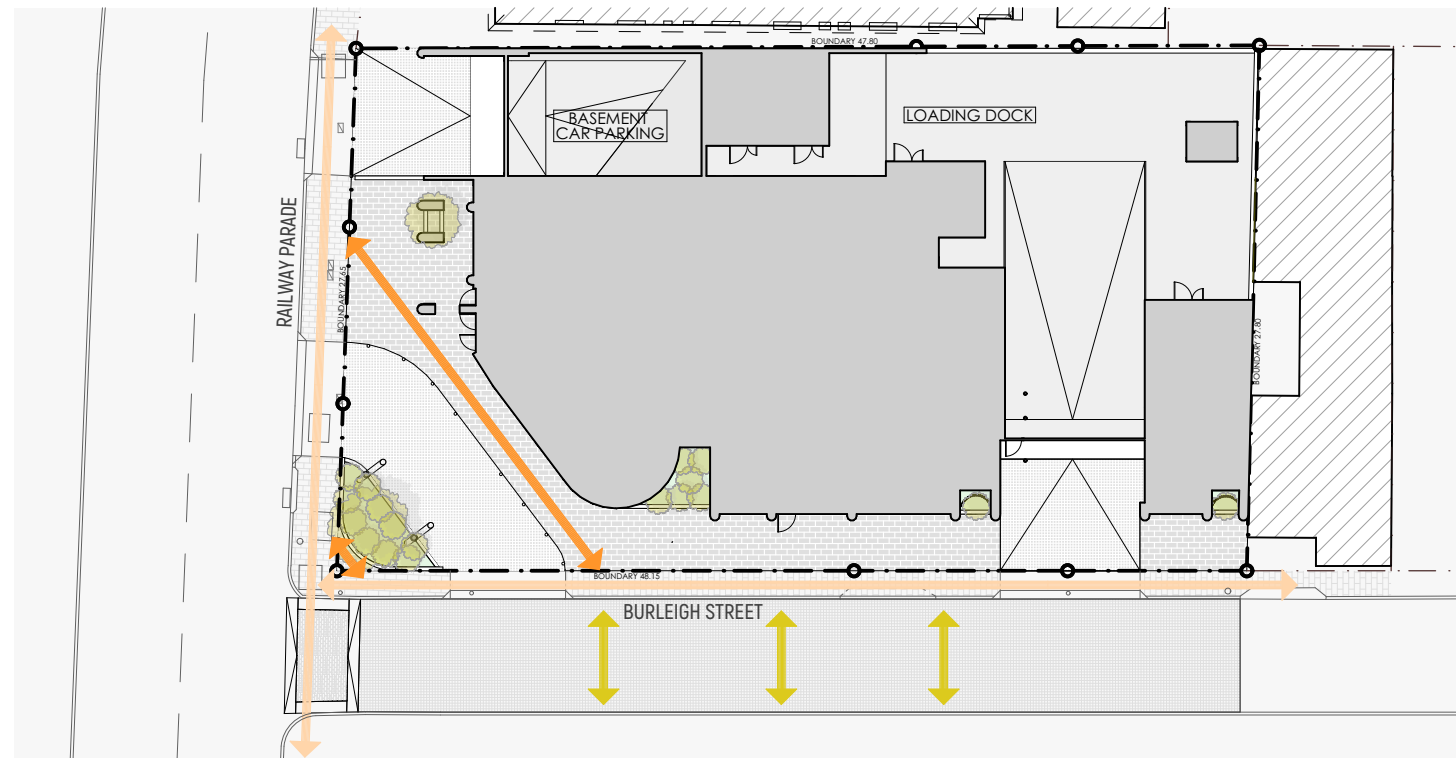
5.2 Pedestrian Permiability & Links

Uninterrupted pedestrian access to the site is provided along the entire boundaries from both Railway Parade and Burleigh Street.

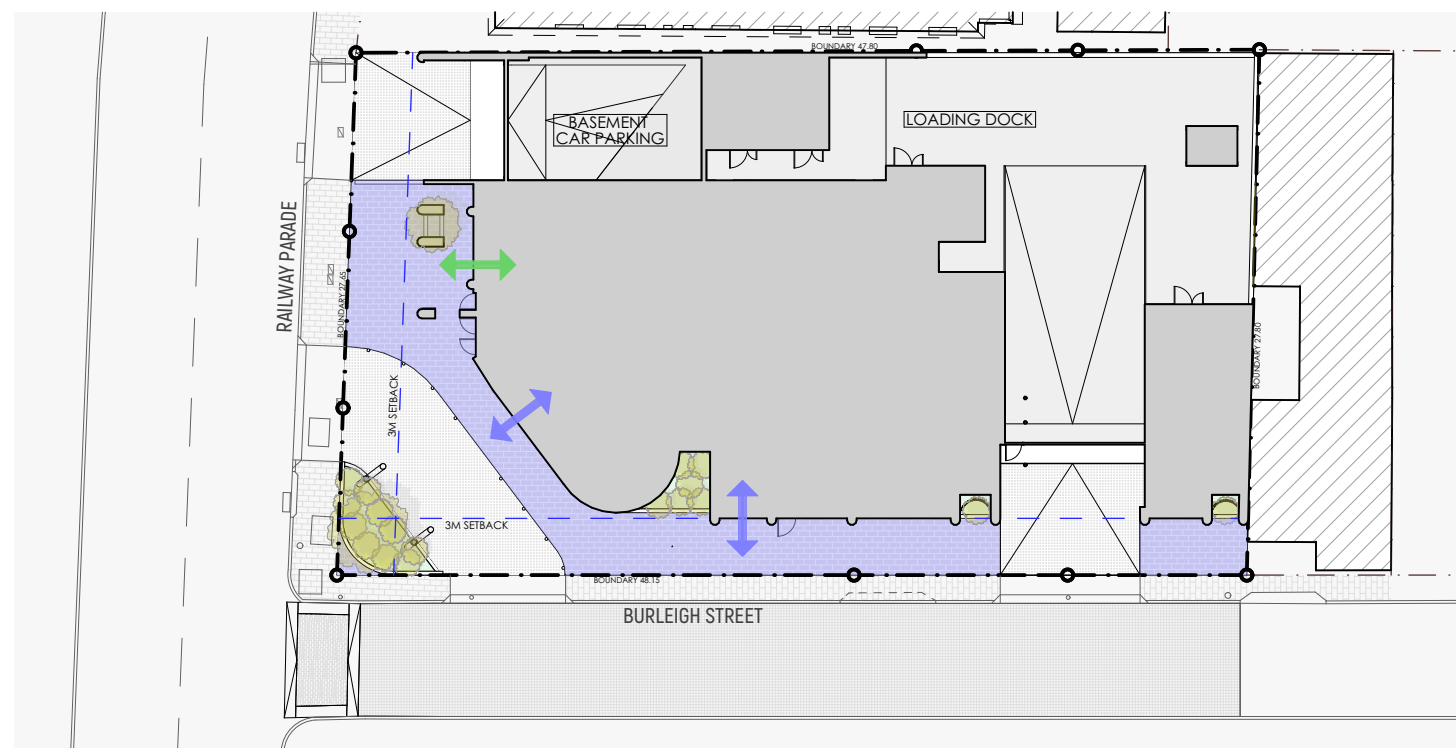
The proposed development allows for an additional pedestrian through-site access link between Railway Parade and Burleigh Street via a direct path through the porte cochere.

The provision of a chamfered corner in the planter box at the boundary corner also allows for a gentle transition for pedestrians along the footpath between Railway Parade and Burleigh Street.

The existing footpath along Burleigh Street is narrow. Being a one-way street, there is potential for Burleigh Street to be converted to a share-way linking directly to the adjacent heritage church site.



PEDESTRIAN MOVEMENTS



PUBLIC SPACE & ACTIVE FRONTAGES

existing pedestrian footpath movements

proposed pedestrian through-site movements

proposed pedestrian access via potential shared lane

publicly accessible pedestrian space for active frontages

residential pedestrian lobby access

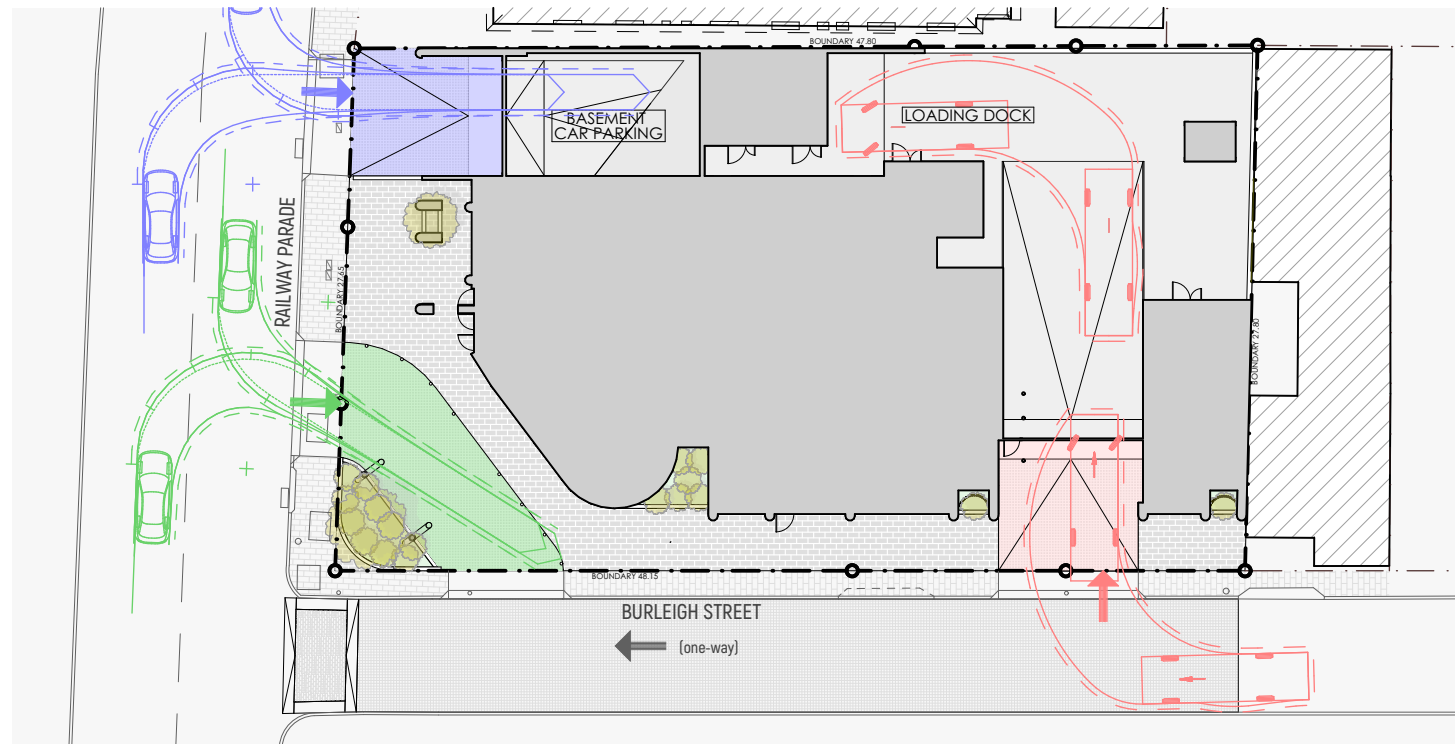
hotel & commercial pedestrian lobby access

The ground floor plan allows for a minimum of 3m setback from the street boundaries as required by the DCP. The area within the setback is publicly accessible and provides an opportunity for potential outdoor furniture to enhance street activation and increased surveillance.

Access to the residential lobby is via Railway Parade.

Access to the shared hotel and commercial lobby is via Burleigh Street and porte cochere entrances.

5.3 Vehicular Access



The proposed development provides vehicular access from both Railway Parade and Burleigh Street. Railway Parade is a two-way roadway, whereas Burleigh Street is a one-way direction towards Railway Parade.

Vehicular entry and exit to the basement car parking for the residential, visitors, hotel and commercial uses is via Railway Parade.

Vehicular entry to the porte cochere for pick up/ drop off for the hotel guests is via Railway Parade. Exit from the porte cochere is via Burleigh Street.

Service vehicular entry and exit to access the loading bay is via Burleigh Street.

ENTRY MOVEMENTS



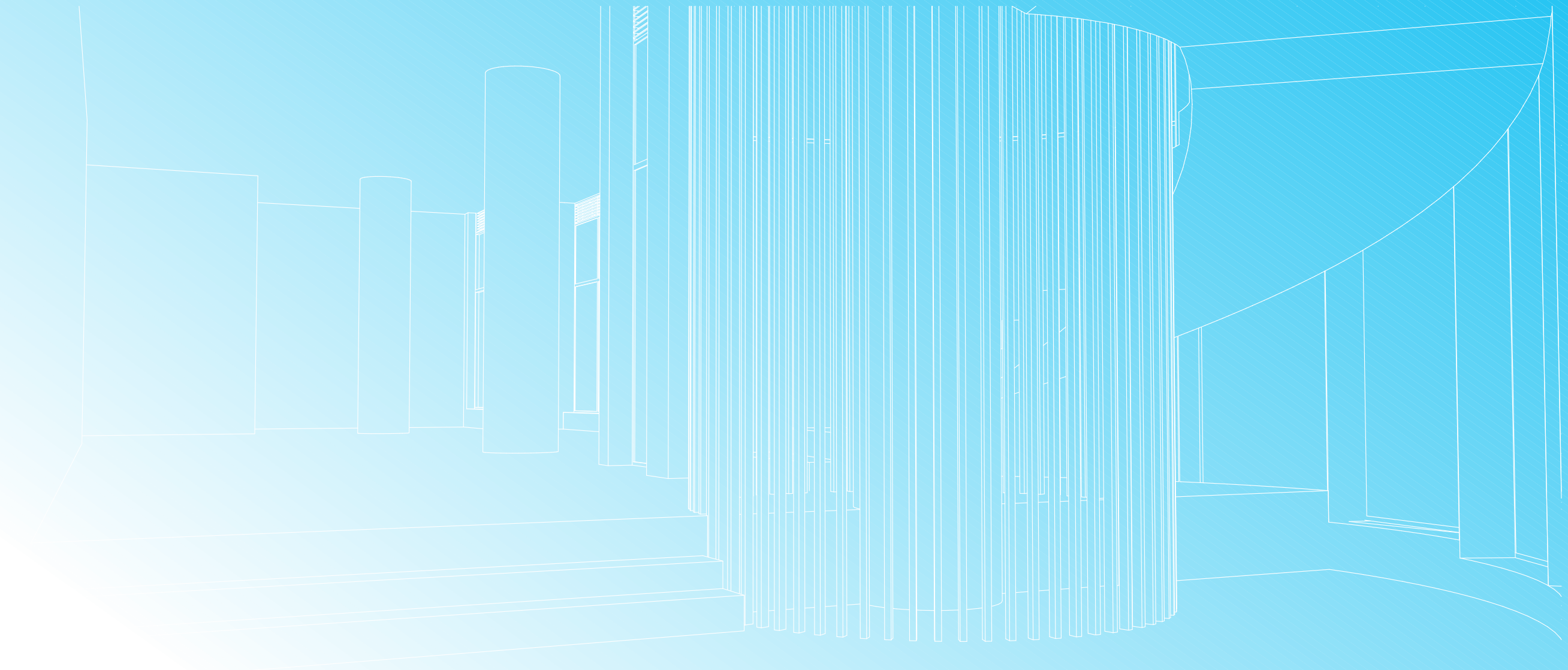
two-way vehicular access to basement for residential, visitors, hotel and commercial

one-way vehicular access to porte cochere for residential and hotel

two-way vehicular access to loading bay for medium ridged service vehicles

EXIT MOVEMENTS

6. HOTEL & COMMERCIAL USES



6.1 Hotel & Commercial Lobby

The ground floor is mixed use comprising of:

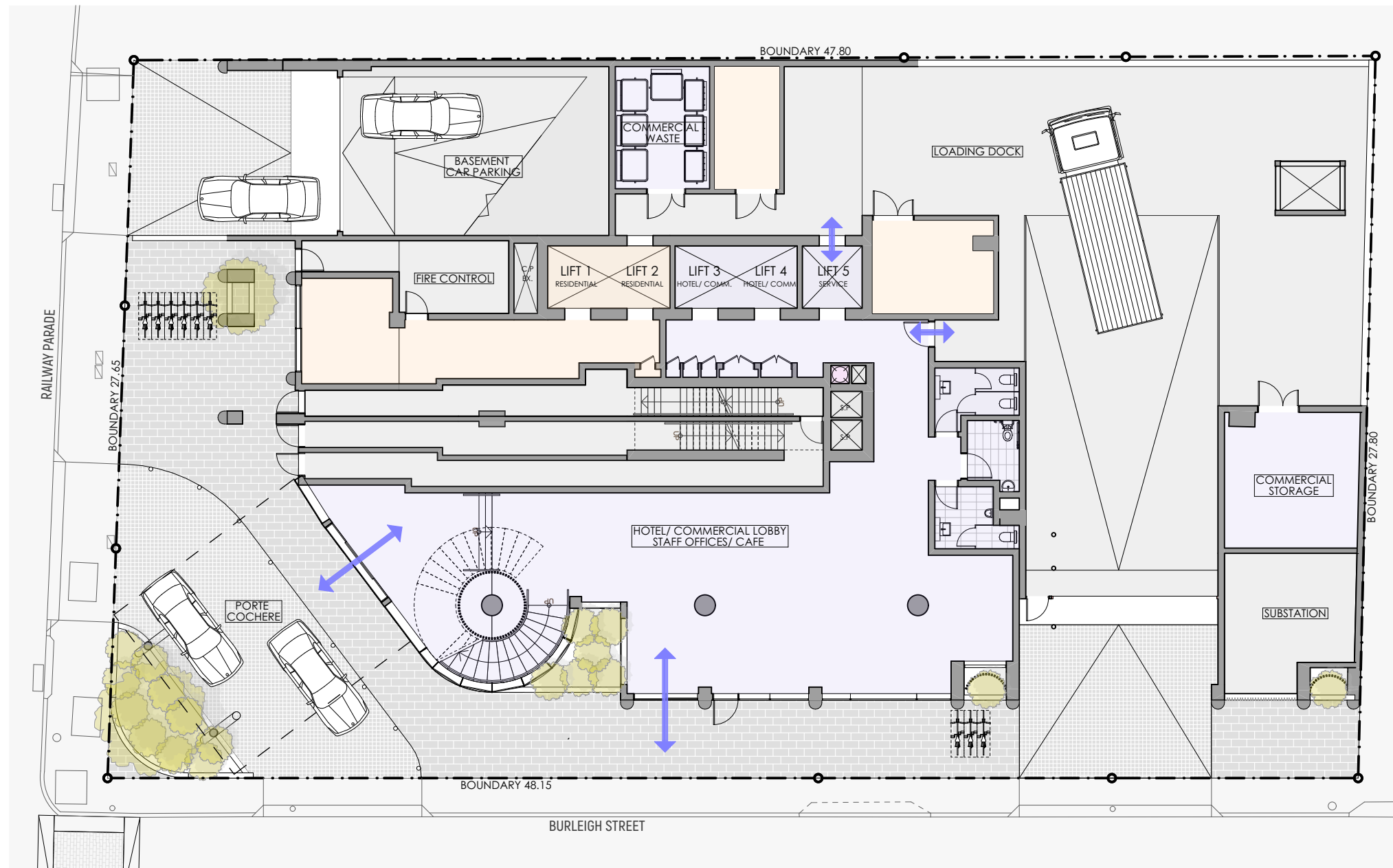
- residential, hotel & commercial lobbies
- service areas
- loading dock

The hotel and commercial office uses of the proposed development share the same entry lobbies accessed via Burleigh St and the porte cochere entrances.

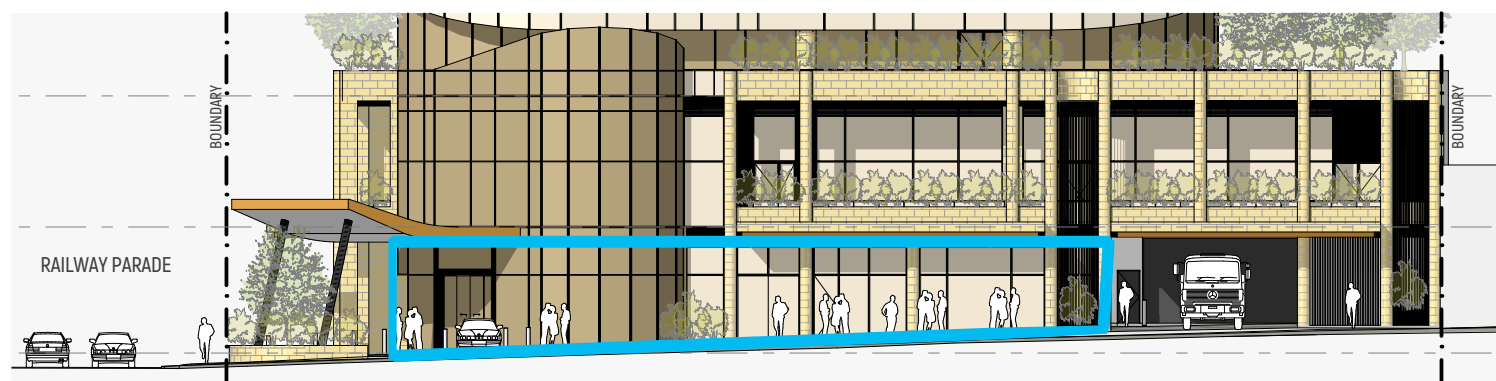
The lobby is intended as a flexible space that can be arranged to accommodate the varying needs of potential hotel operators as required.

Three lifts are allocated for hotel and commercial office use, one of which is a through-car service lift that can be accessed directly to and from the loading bay and commercial waste rooms. All three lifts can be programmed at any given time to suit the changing needs and demands of guest numbers and service requirements.

In addition, a feature spiral staircase leads hotel guests to level 1 for access to the function spaces, as an alternative to using the lifts.



GROUND FLOOR PLAN



BURLEIGH STREET PODIUM ELEVATION

shared hotel and commercial use

residential use

shared use servicing areas

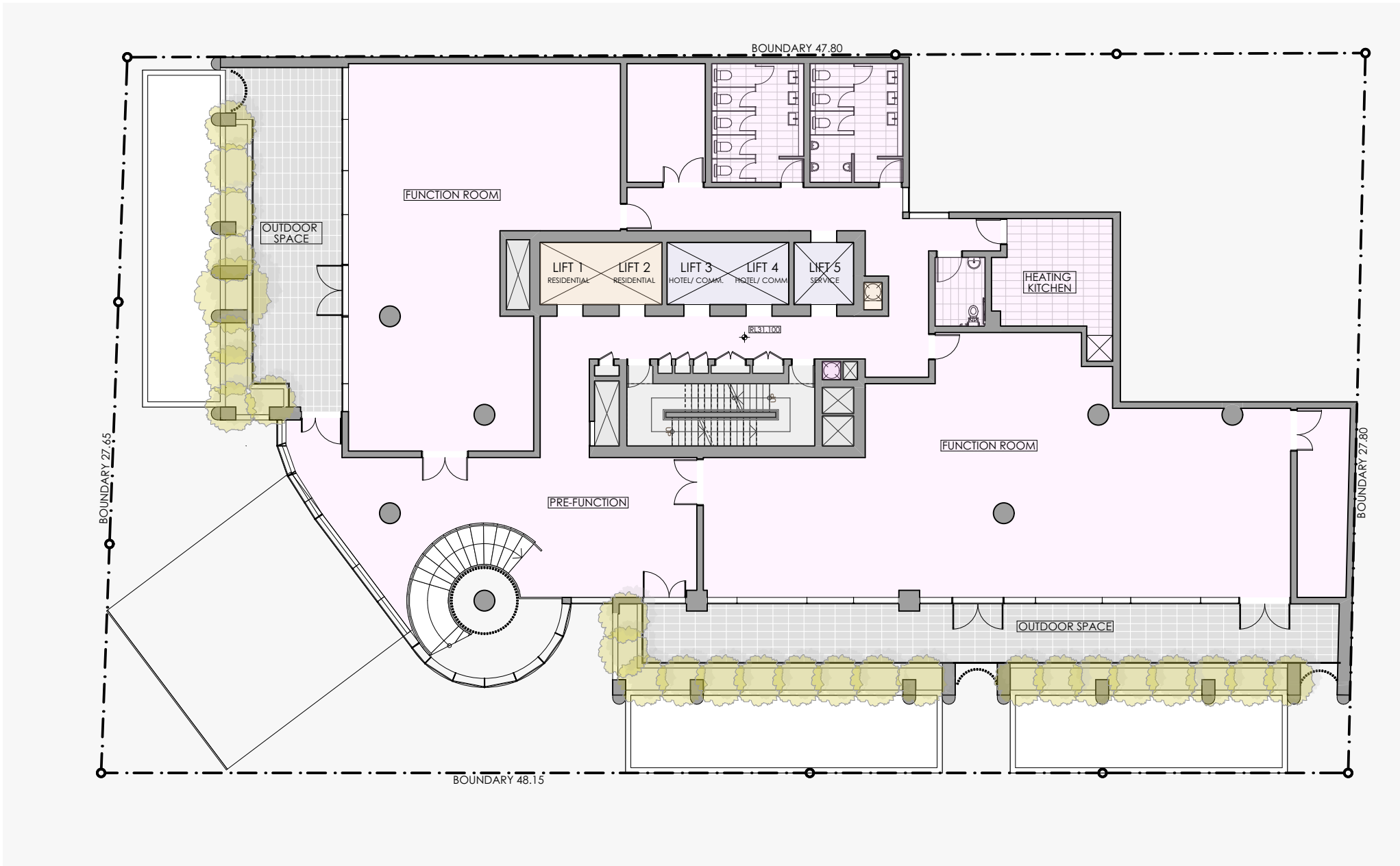
6.2 Hotel Function Spaces

Level 1 comprises of hotel multi-function areas and outdoor space.

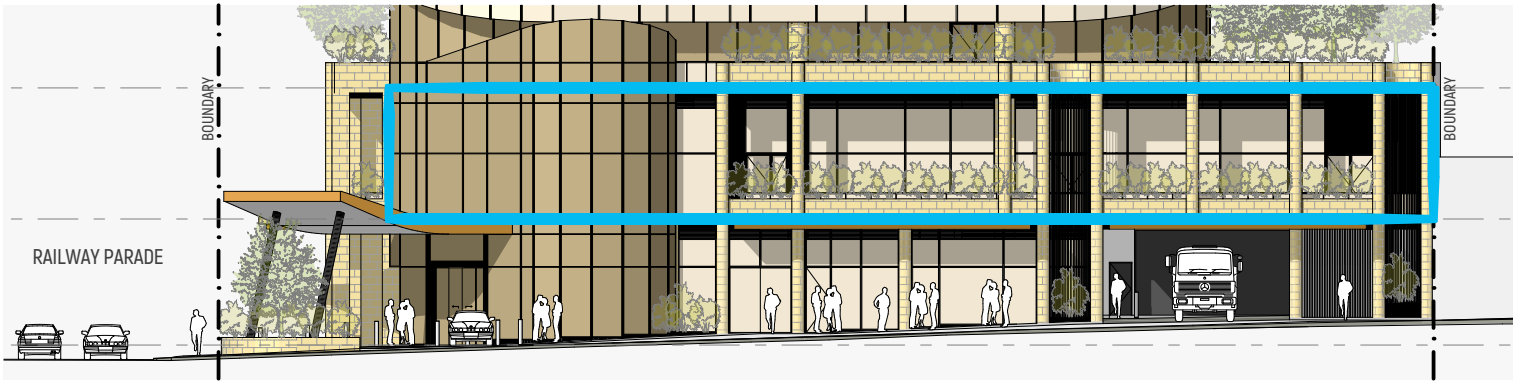
The function areas are intended as flexible spaces that can be arranged to accomodate the various uses such as conferences, meetings, weddings and additional hotel dining area where required. Additional outdoor space is accessible from each of the three function spaces.

A heating kitchen that is serviced by a dumb waiter from the main kitchen on level 2 above, provides food and beverage servicing to the various needs of the function areas if required.

A feature spiral staircase provides access to the function spaces from ground floor, as an alternative to using the lifts.



LEVEL 1- HOTEL FACILITES



BURLEIGH STREET PODIUM ELEVATION

- shared hotel and commercial use
- hotel use
- residential use
- shared use servicing areas

6.3 Hotel Dining & Gymnasium

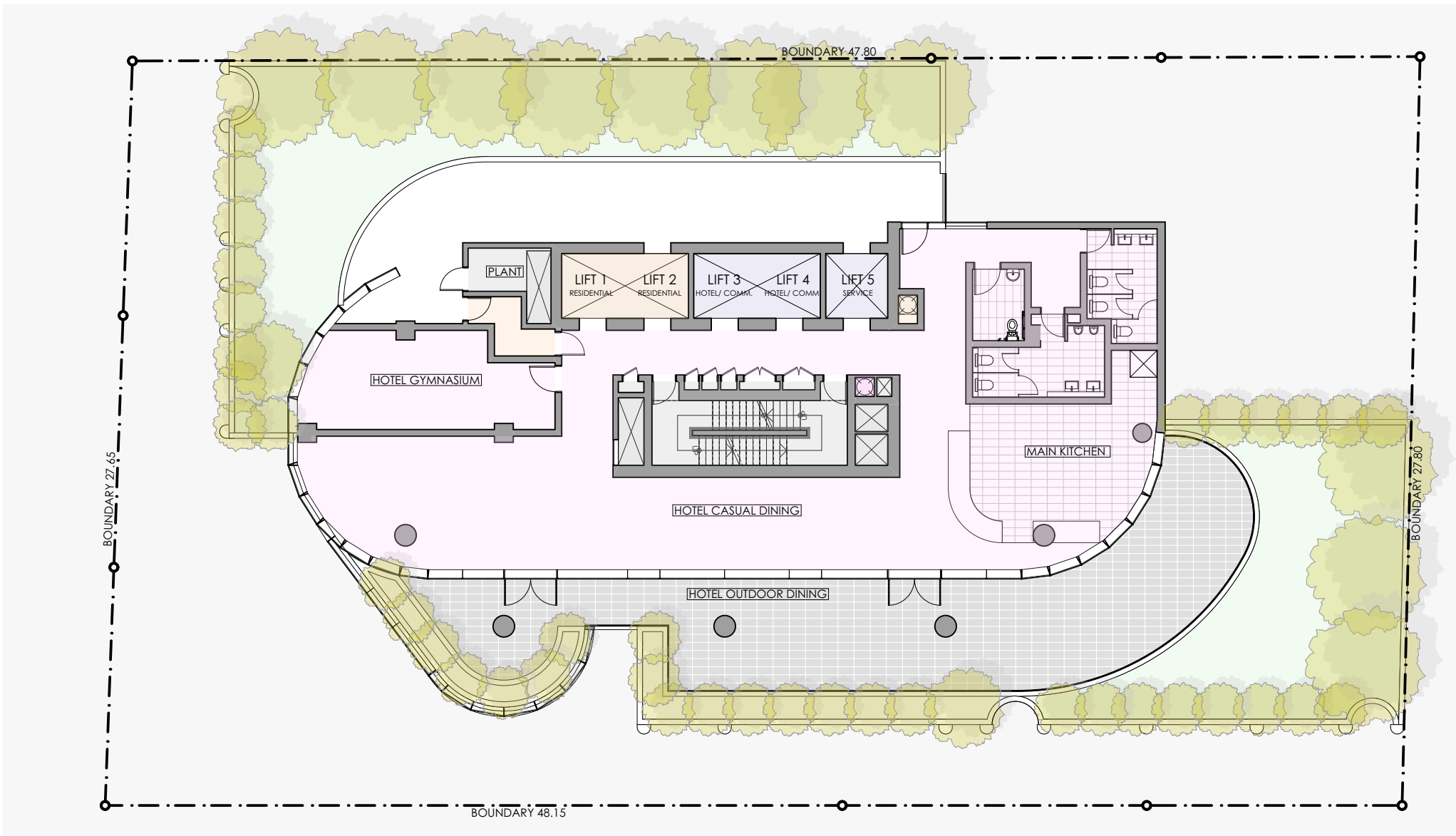
- Level 2 comprises of hotel facilities including :
- main kitchen and casual dining area
 - outdoor seating area
 - hotel gymnasium

The mix of hotel facilities will make the best use of the podium roof.

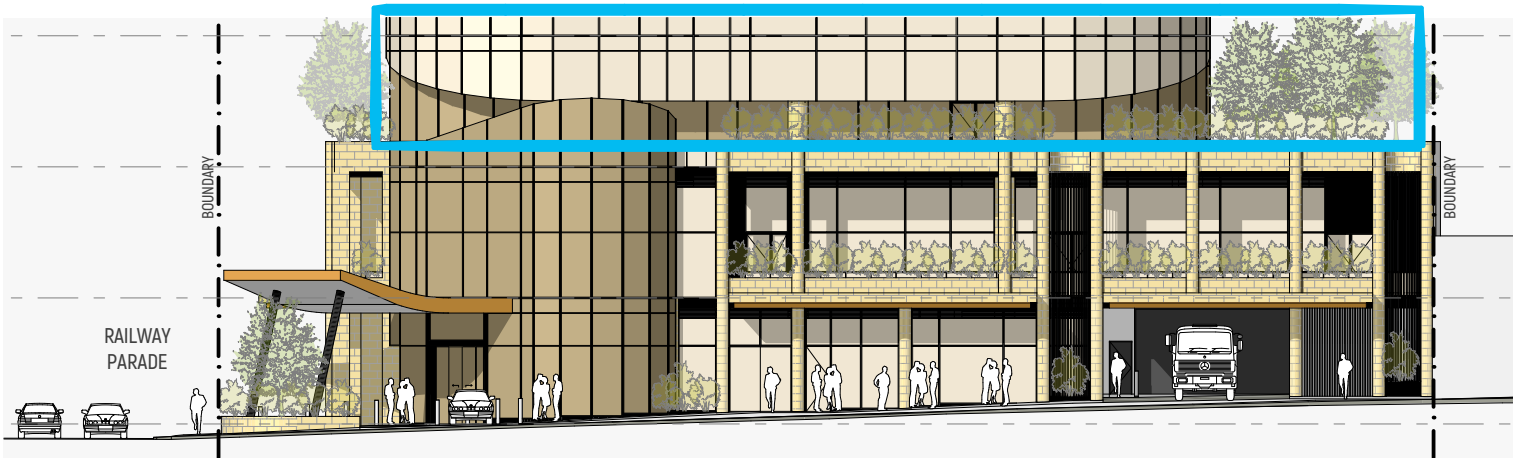
A casual dining space intended for breakfast, lunch and dinner, with outdoor seating space with generous landscaping to provide amenities and privacy to adjoining neighbours.

The main kitchen incorporates a dumb waiter to service the heating kitchen on level 1 below, providing food and beverage to the various needs of the function spaces as required.

The gymnasium is located in close proximity to the lifts to minimise hotel guest cross-over between the dining area, while providing a landscaped outlook.



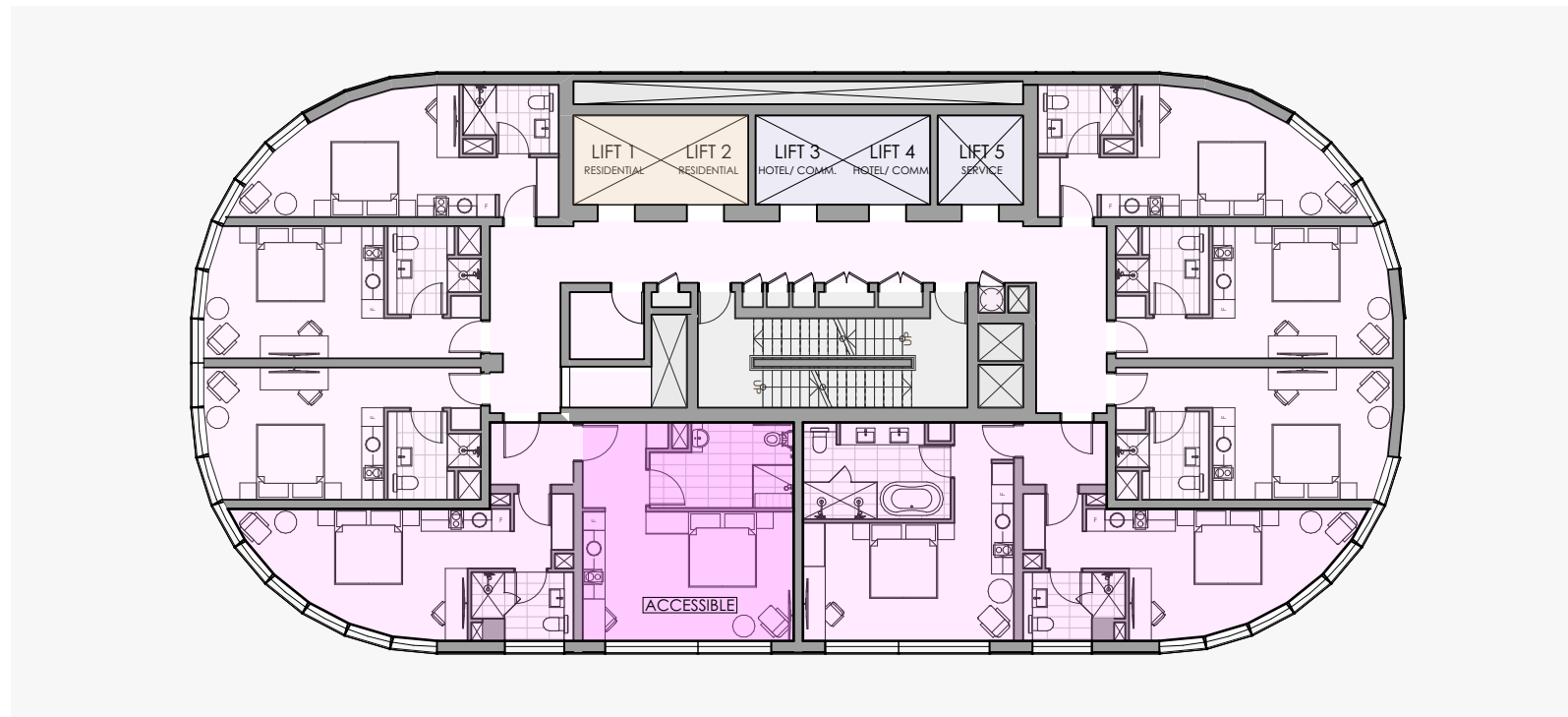
LEVEL 2- HOTEL FACILITIES



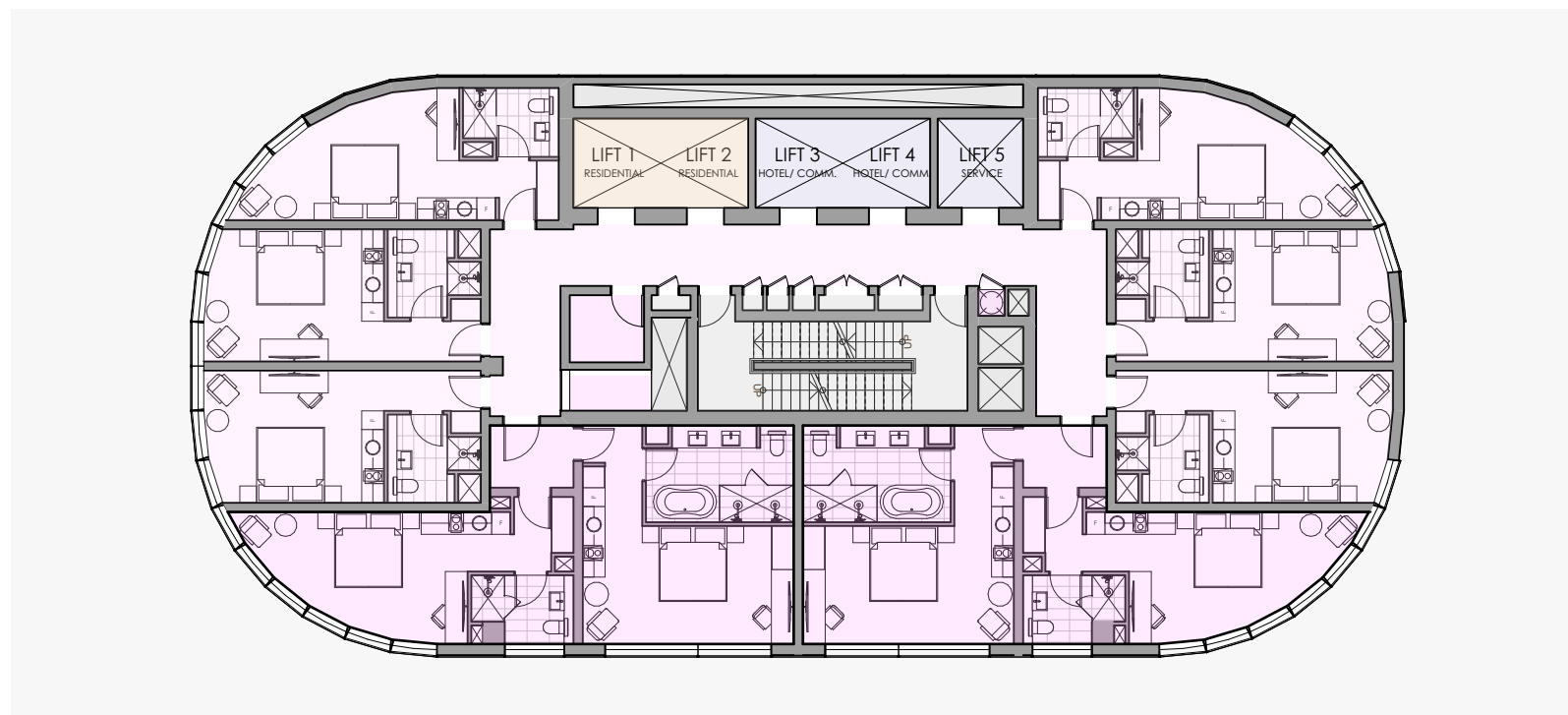
BURLEIGH STREET PODIUM ELEVATION

- shared hotel and commercial use
- hotel use
- residential use
- shared use servicing areas

6.4 Hotel Rooms



LEVELS 20-25 HOTEL ROOMS



LEVELS 26-31 HOTEL ROOMS

individual room

2 bed dual key suite

accessible room

Levels 20 to 31 provide 12 levels of hotel rooms comprising of:

- 10 individual hotel rooms per level
(120 individual hotel rooms in total)
- back of house for servicing, and laundry chute to the dirty laundry room in basement 1.

The 5 hotel room types ranging in size between 29sqm to 35sqm include all the standard amenities expected, including a split-king sized bed, wardrobe, television, desk, bathroom and kitchenette. The larger rooms include a bathtub, his/her vanity basins and showers.

In addition, each level includes 2 dual keys configurations allowing the capability of being individual rooms or combined to an adjacent room forming a 2 bed suite, providing further accommodation options for hotel guests specific needs.

6 accessible rooms are located on levels 20 to 25. The accessible rooms are arranged as part of the dual key configurations.

shared hotel and commercial use

hotel use

residential use

shared use servicing areas

6.5 Commercial Office Space



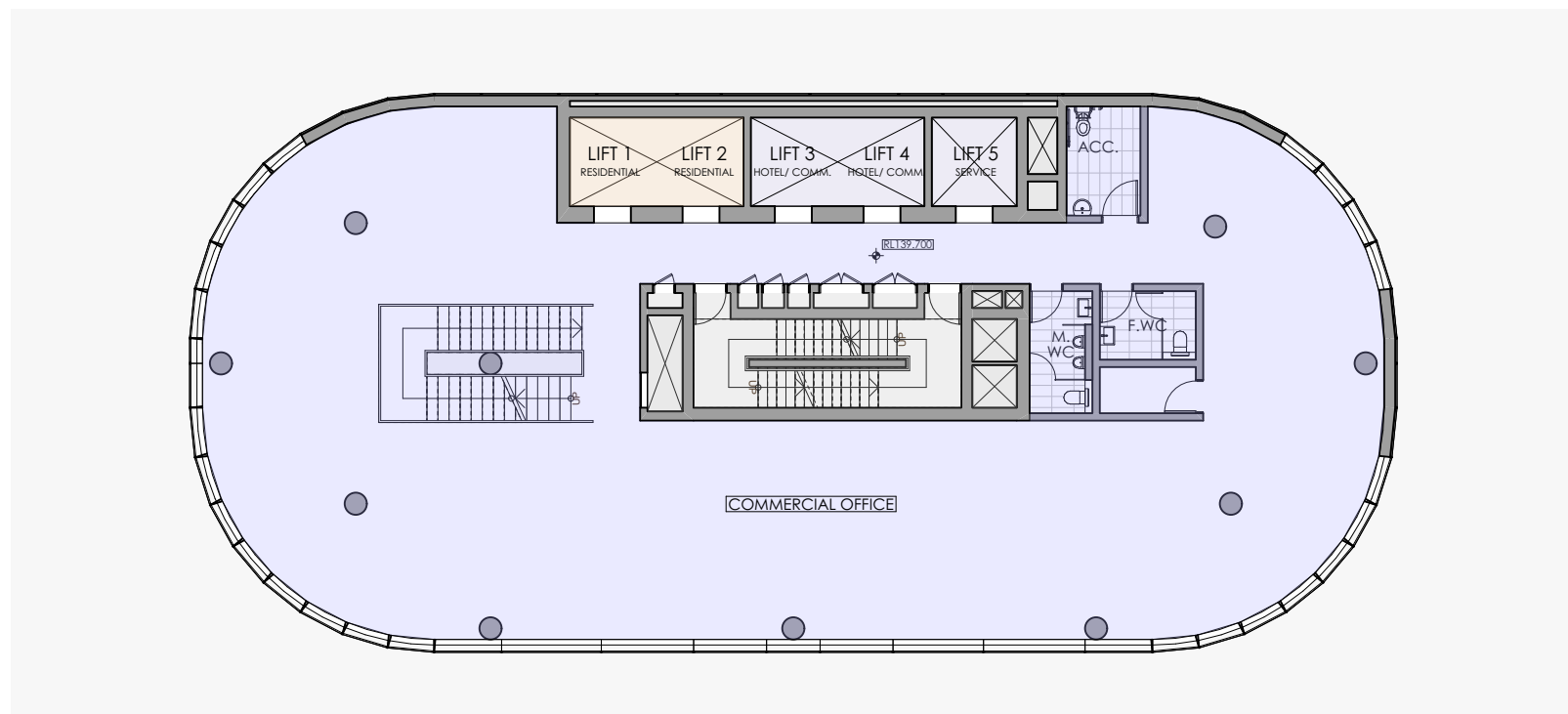
Photomontage of commercial office levels

Levels 33 to 35 provide 3 levels of commercial office space with approximately 1,000sqm in gross floor area.

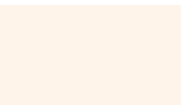
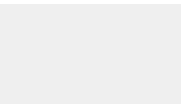
The 3 commercial office levels are intended to be used as one combined entity. Open planning allows flexibility whilst maximising outlook and natural sunlight throughout the space, improving amenity for all staff.

Sanitary facilities are provided on each level as required, with the capability of kitchenettes.

An open stair connects the 3 levels allowing staff to additional access between levels as an alternative to using the lifts.



LEVELS 33-35 COMMERCIAL OFFICES

-  shared hotel and commercial use
-  commercial office use
-  residential use
-  shared use servicing areas

6.6 Hotel Restaurant & Bar

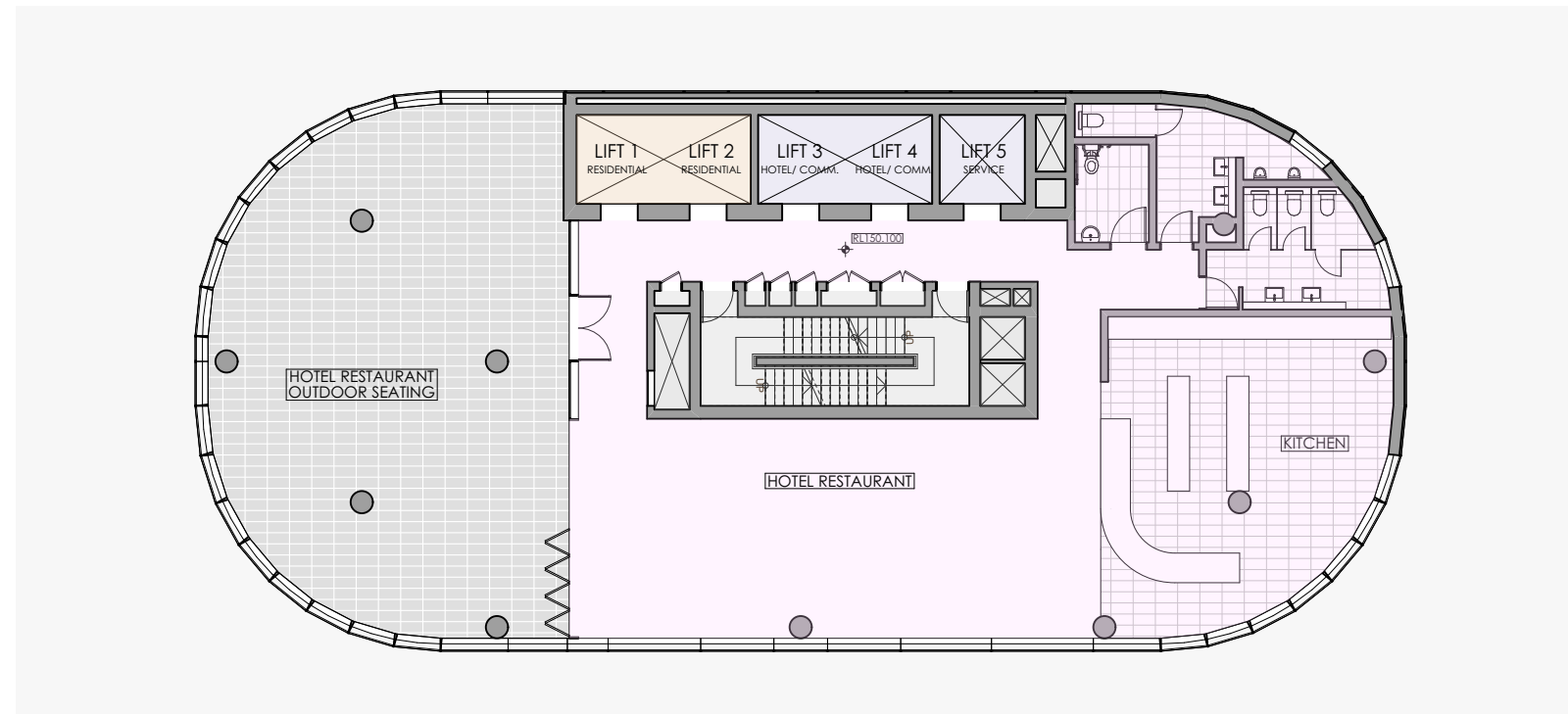
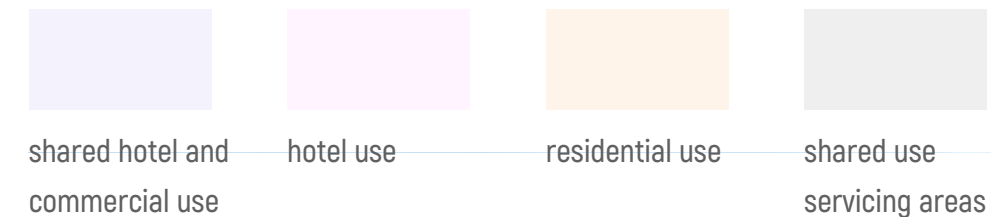
Levels 36 & 37 comprise of hotel facilities including:

- restaurant on level 36
- bar on level 37
- outdoor dining and seating areas on both levels

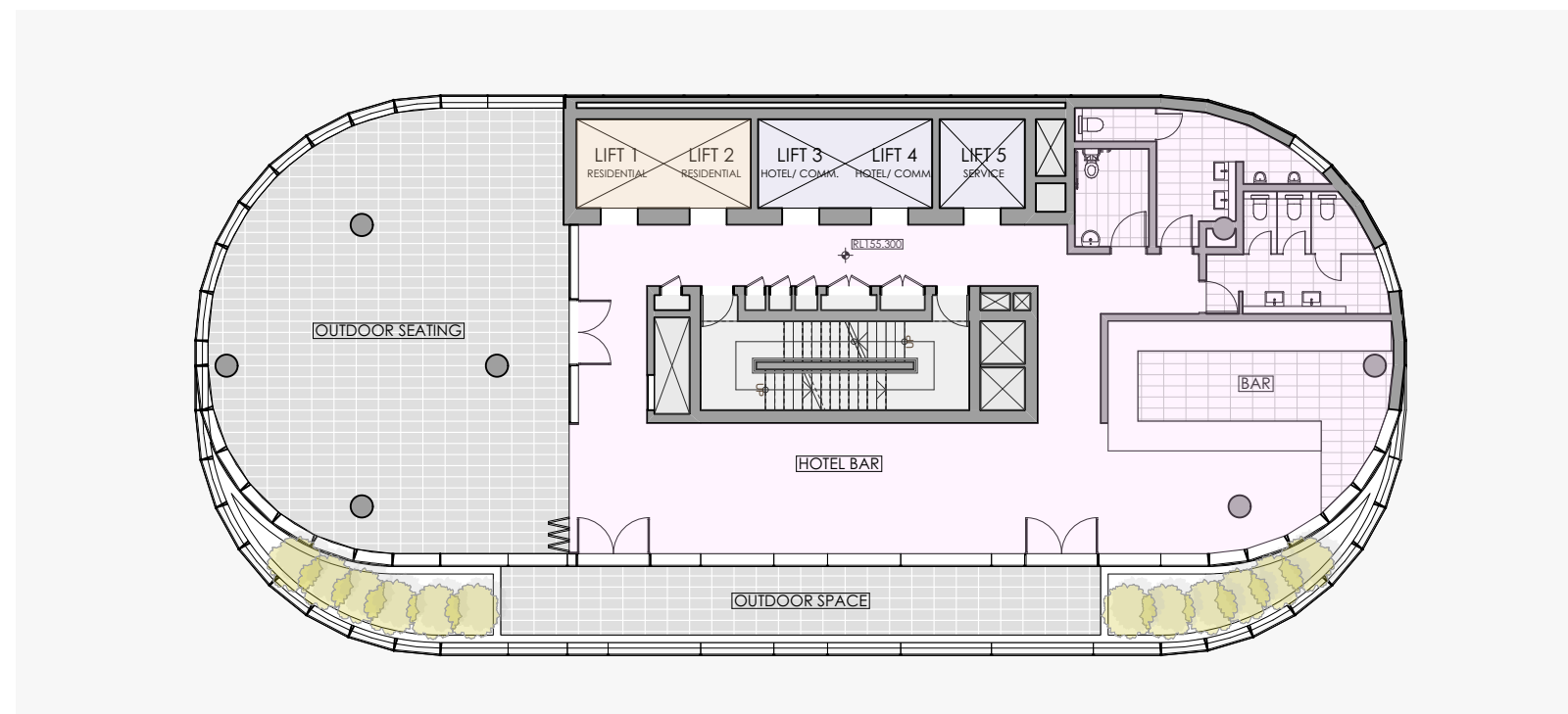
This restaurant and bar is intended as an upmarket venue that is accessible to the general public, as well as an alternative for hotel guests. Open planning allows flexibility while maximising outlook and natural sunlight throughout the space, improving amenity for all patrons.

A full kitchen is provided to service the restaurant, in addition to the main kitchen on level 2. Sanitary facilities are provided on each level as required.

A dedicated outdoor space attached to the bar on level 37 provides the option as a smoking area completely separated from internal areas as required.



LEVEL 36 HOTEL RESTAURANT



LEVEL 37 HOTEL BAR



Photomontage of hotel restaurant & bar levels

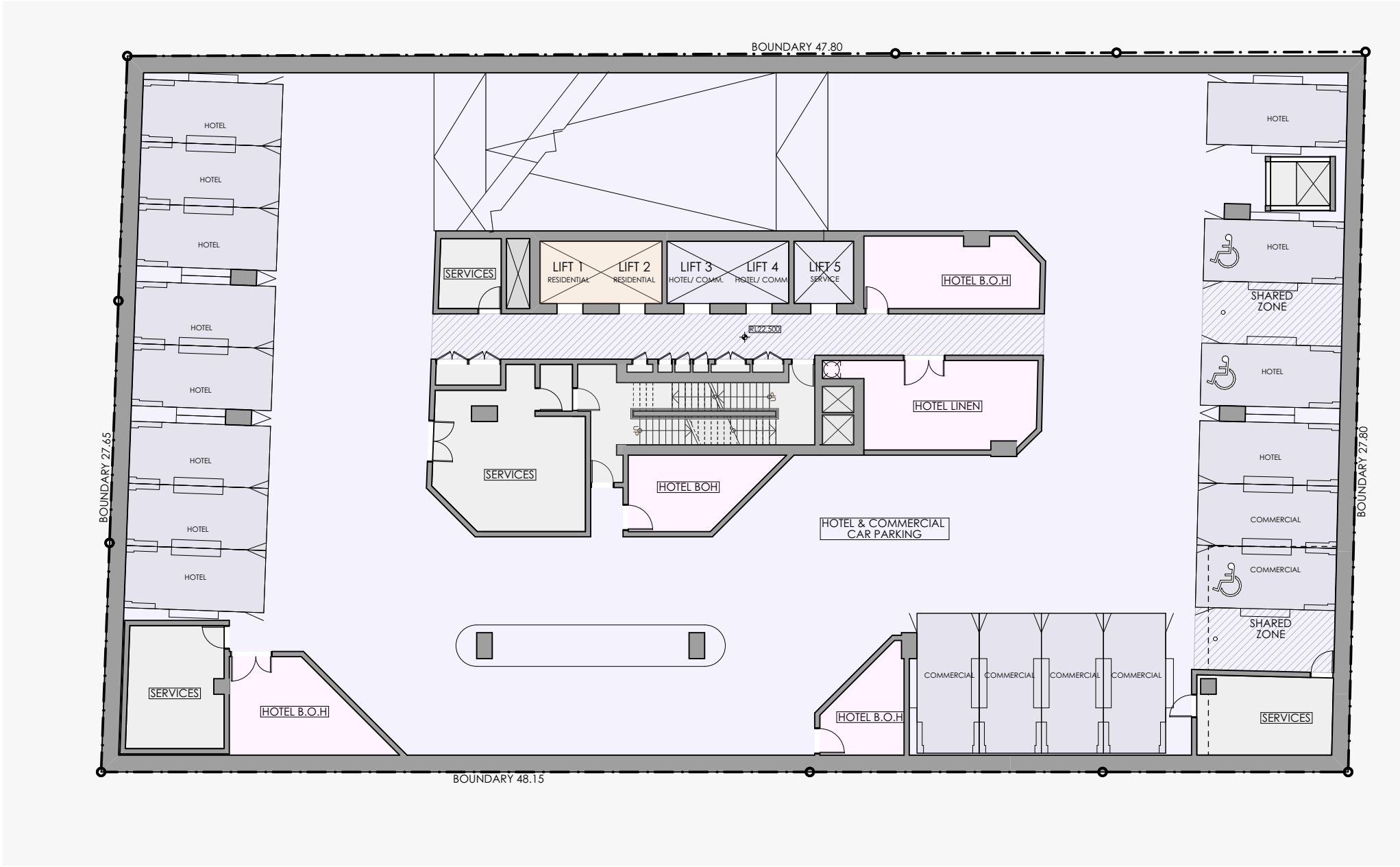
6.7 Hotel, Commercial Car & Bicycle Parking

Car parking for the hotel and commercial uses of the proposed development are allocated within basement levels 1 and 2, providing 2 storeys of car parking.

A barrier is provided at the top of the ramp leading down to basement levels 3 to 5, physically separating the car parking allocated for residential use from basement levels 1 & 2 to address security.

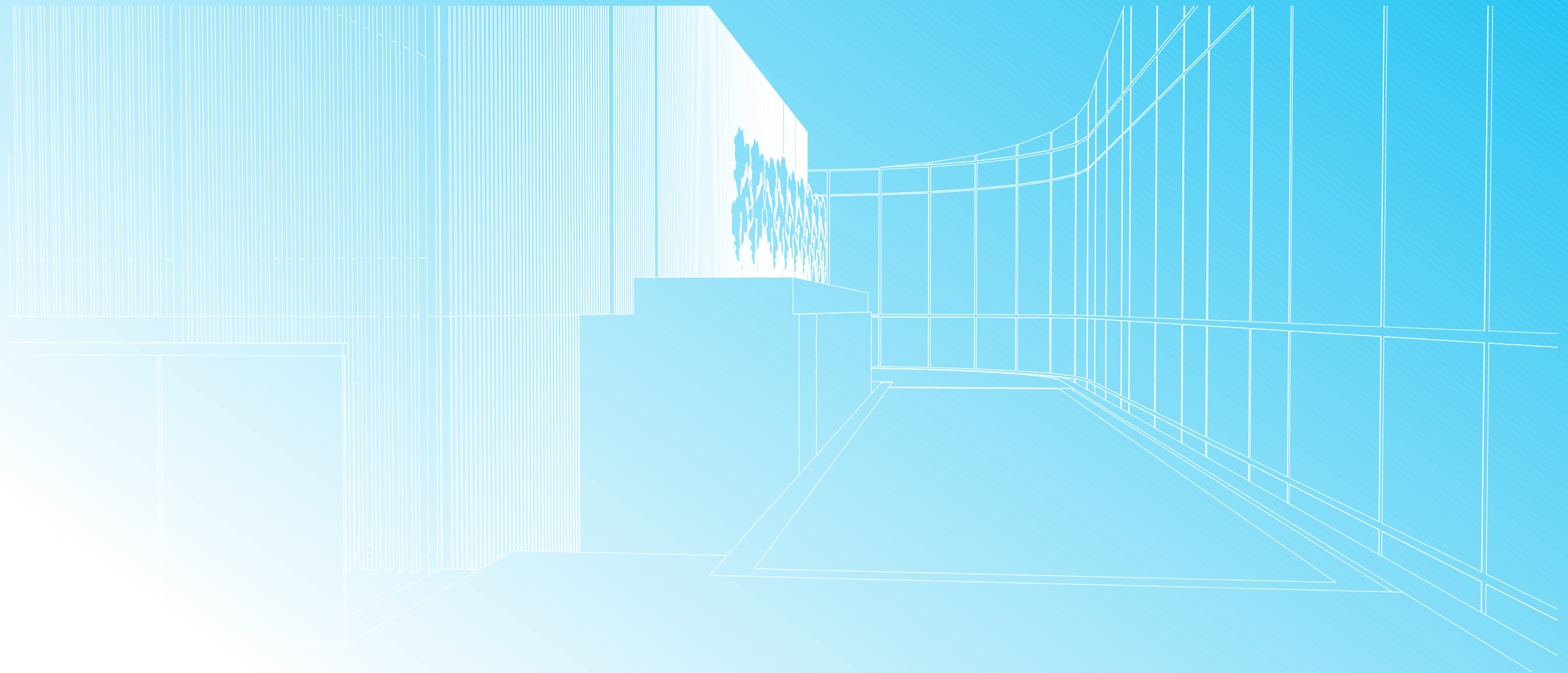
A total of 48 car spaces are designated for hotel and commercial use comprising of:

- Ground Floor** - 3 x commercial bicycle spaces
- Basement 1** - 6 x commercial car spaces (1 x accessible)
12 x hotel car spaces (2 x accessible)
- Basement 2** - 30 x hotel car spaces (4 x accessible)



BASEMENT 1- HOTEL & COMMERCIAL CAR PARKING

7. RESIDENTIAL USES



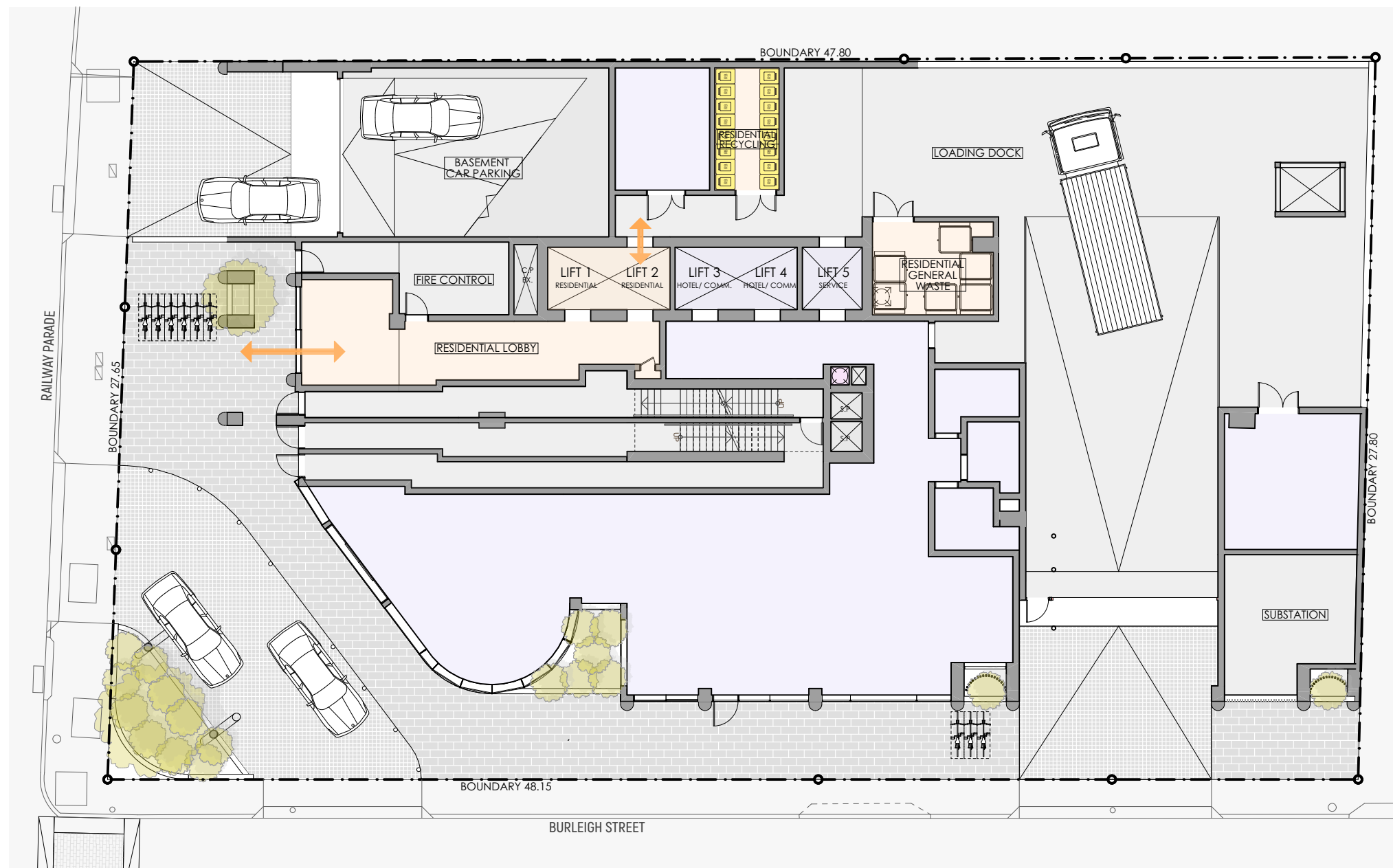
7.1 Residential Lobby

The ground floor is mixed use comprising of:

- residential, hotel & commercial lobbies
- service areas
- loading dock

The residential use of the proposed development has a separate lobby to the hotel and commercial lobby, accessed via the Railway Parade entrance.

Two lifts are allocated for residential use, one of which is a through-car lift that can be accessed directly to and from the loading bay and residential waste rooms.



GROUND FLOOR PLAN



RAILWAY PARADE PODIUM ELEVATION

shared hotel and commercial use

residential use

shared use servicing areas

7.2 Residential Apartments

Levels 3 to 18 provide 16 levels of general residential and affordable housing, with 48 dual key apartments in total.

Levels 3 to 8 provide 6 levels of affordable housing comprising of:

- 3 x 2 bed dual key apartments per level
(18 dual key apartments in total)
- or
- 3 x studio, 3 x 1 bed individual apartments per level
(36 individual apartments in total)
- 1,800 sqm (16% of total GFA)

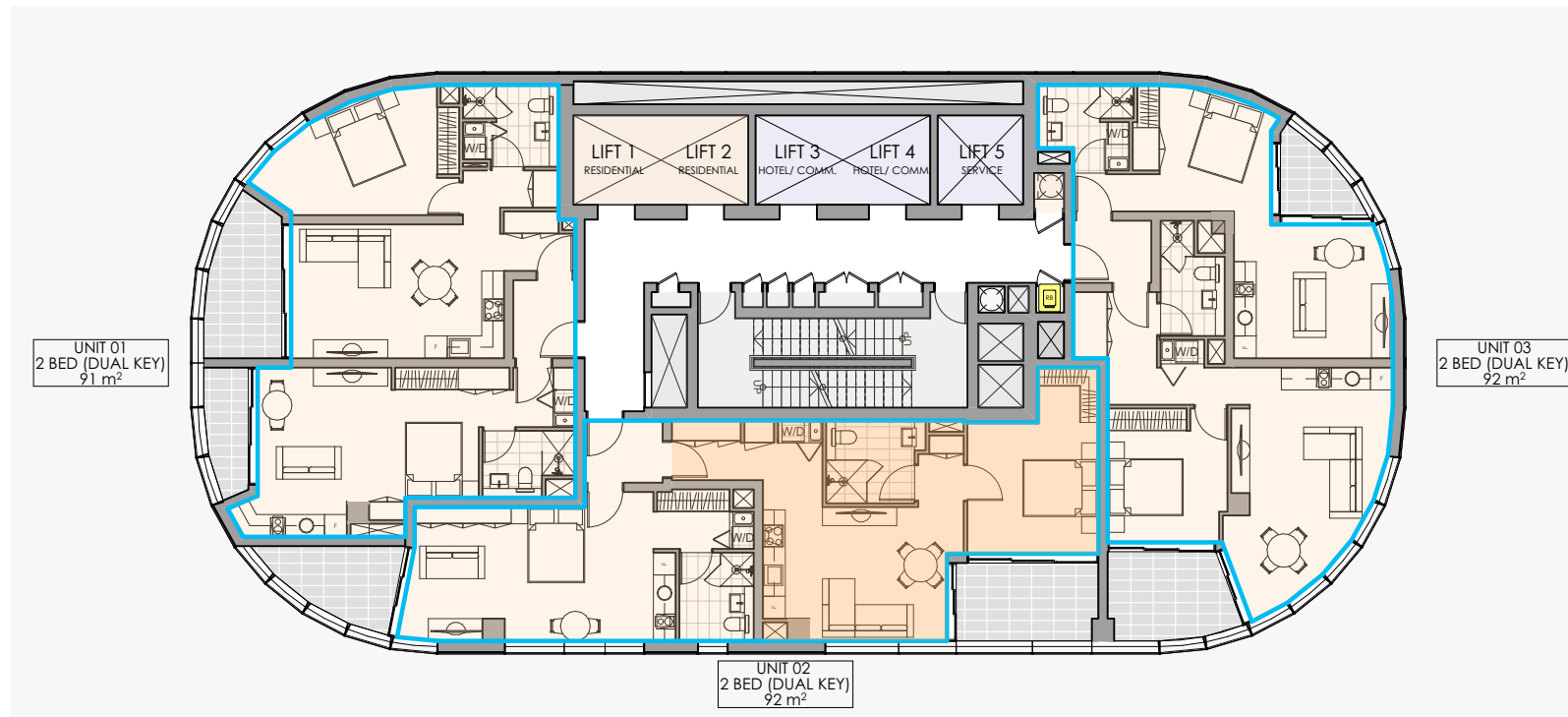
Levels 9 to 18 provide 10 levels of general residential comprising of:

- 3 x 2 bed dual key apartments per level
(30 dual key apartments in total)
- or
- 3 x studio, 3 x 1 bed individual apartments per level
(60 individual apartments in total)

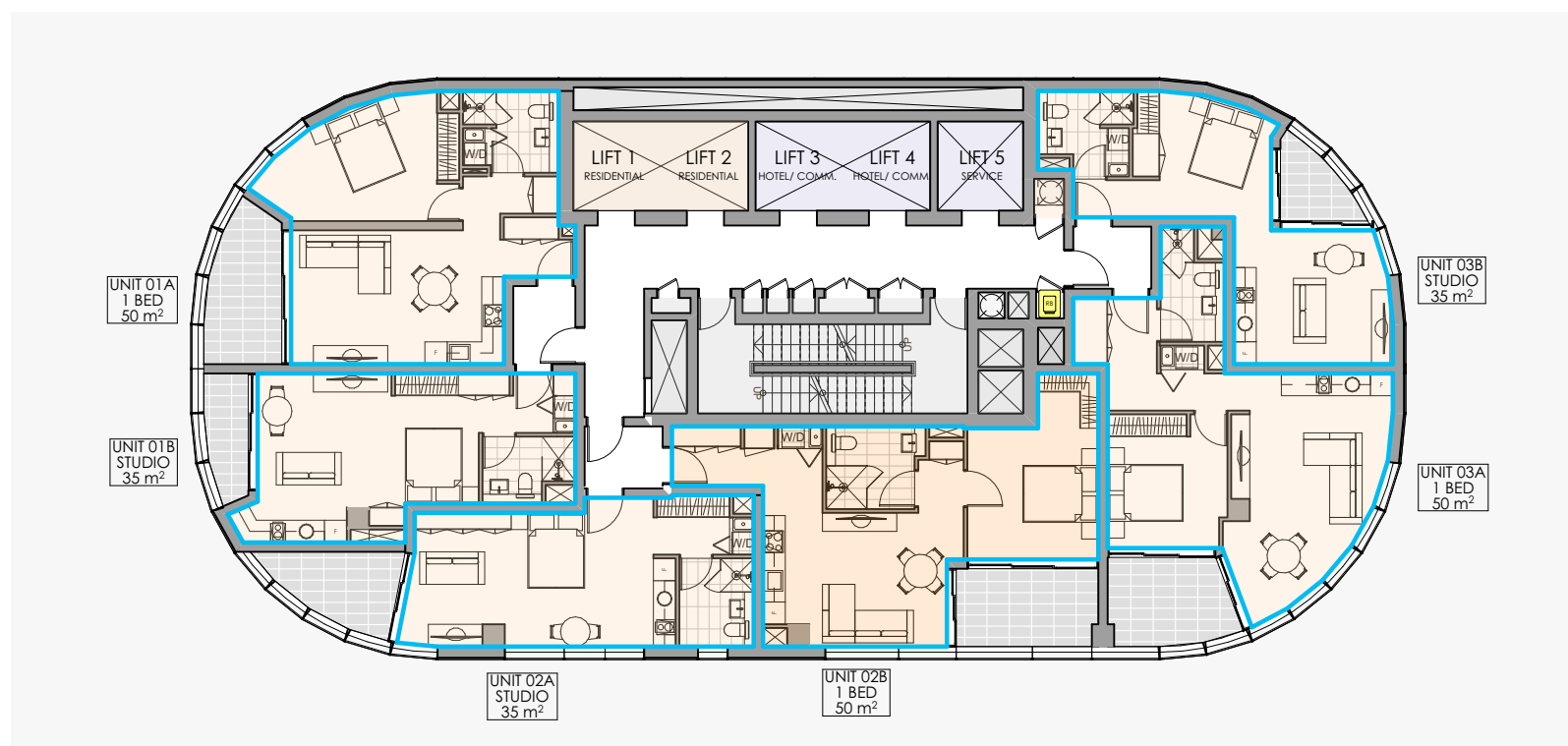
The dual key configurations allow the capability of being occupied as individual studios/ 1 bed apartments, or combined as a 2 bed apartment, providing a range of apartment types to meet specific needs for residents.

6 post-adaptable apartments are located on levels 3 to 12. The post-adaptable apartments are arranged as part of the dual key configurations.

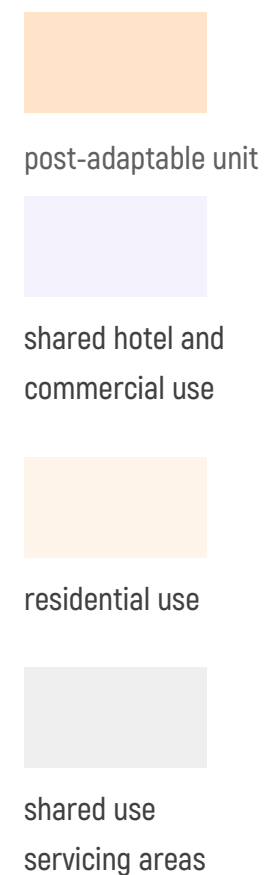
A garbage chute to the waste room at ground floor is provided on each residential level, along with a recycling bin cupboard.



LEVELS 3-18 RESIDENTIAL DUAL KEY



LEVELS 3-18 RESIDENTIAL INDIVIDUAL KEY



7.3 Residential Communal Open Space

Residential communal open space is provided over two levels, on level 38 roof top and the level 2 podium top.

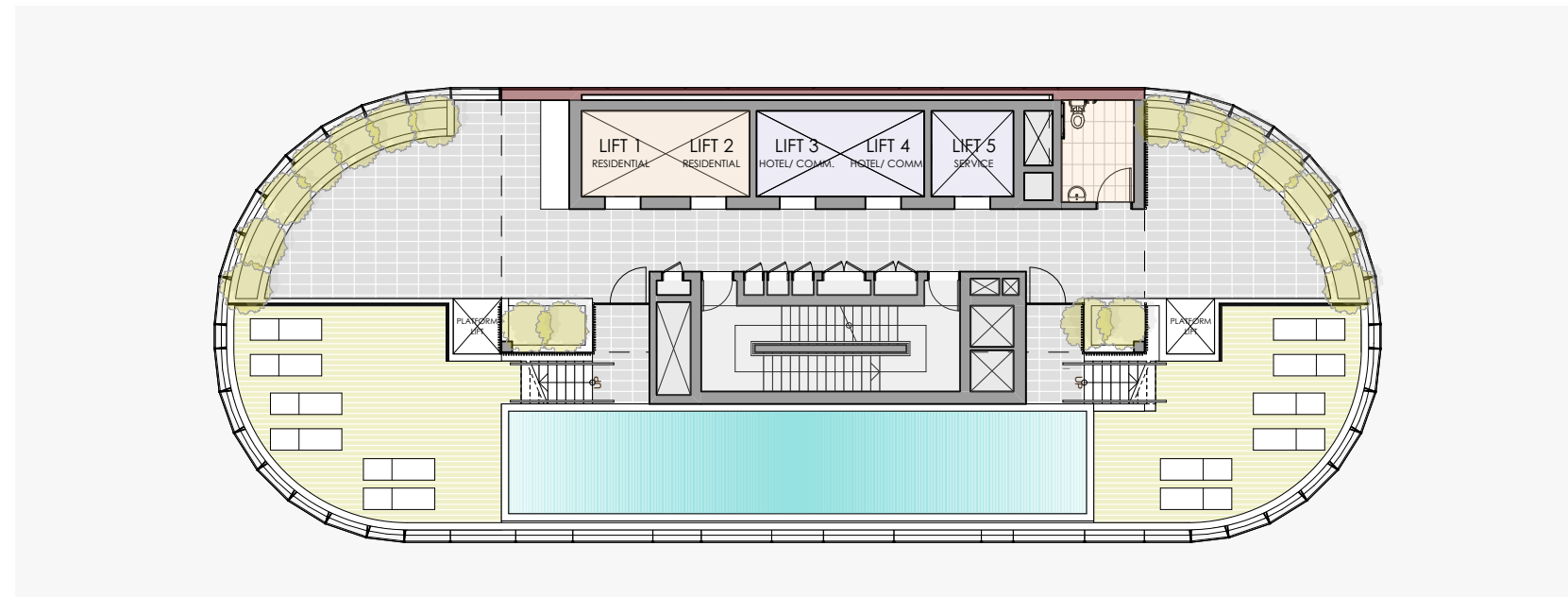
Level 38 roof top is the primary communal open space and comprises of:

- a raised swimming pool
- pool deck areas with wheelchair access
- BBQ facilities
- accessible WC

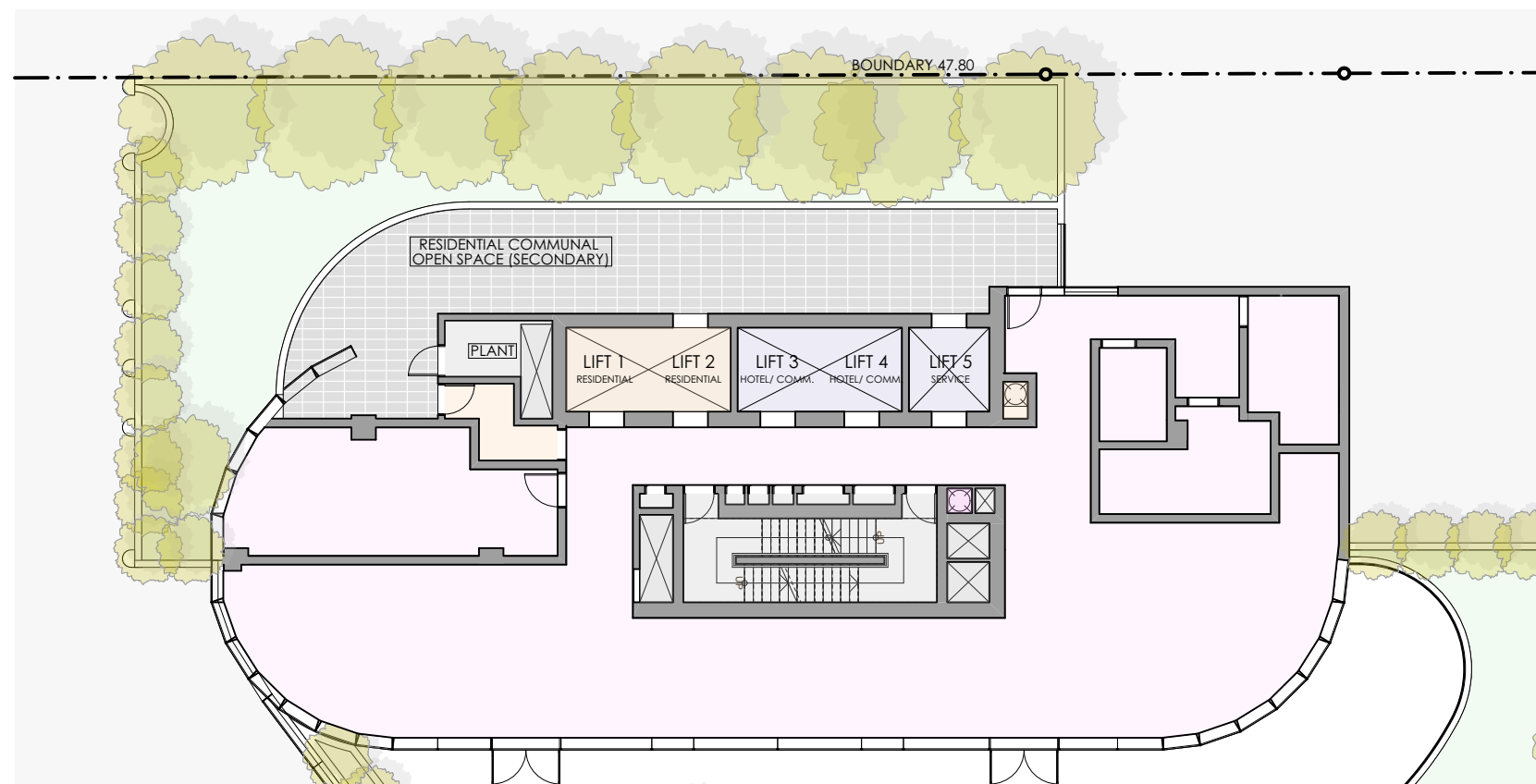
All 5 lifts are capable of accessing the level 38 rooftop directly, allowing for the potential of hotel guests to also make use this space as an option. The perimeter of Level 38 roof top is surrounded by raised glass for wind protection.

Level 2 podium top is the secondary residential communal open space.

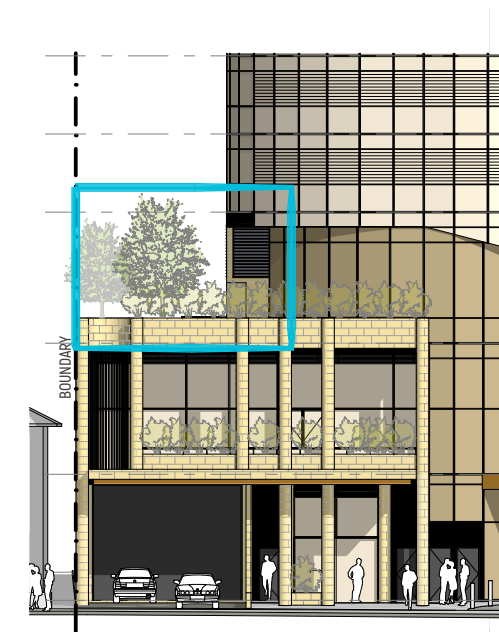
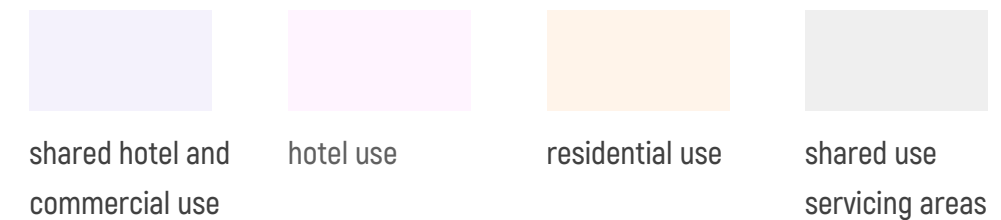
Both locations make the best use of the limited available outdoor space to maximise outlook and natural sunlight throughout the spaces, while also providing covered areas improving amenity for residents. Outdoor seating spaces with generous landscaping provide amenity privacy to adjoining neighbours.



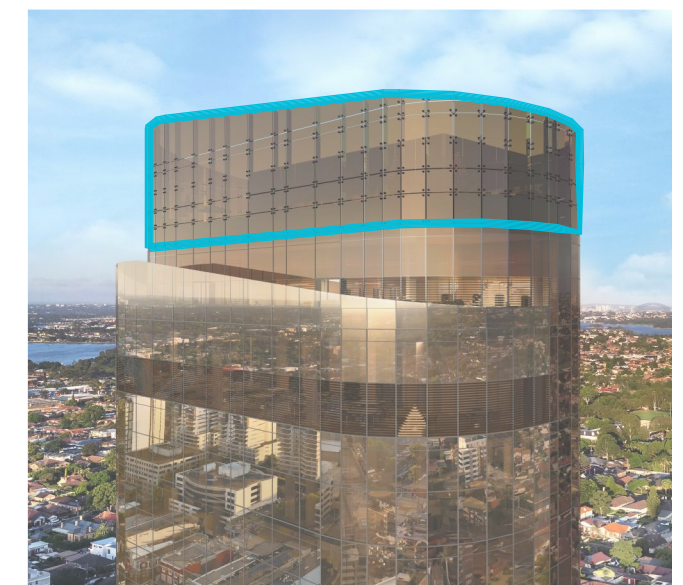
LEVEL 38 RESIDENTIAL COMMUNAL OPEN SPACE



LEVEL 2 RESIDENTIAL COMMUNAL OPEN SPACE



RAILWAY PARADE PODIUM ELEVATION



Photomontage of roof C.O.S

7.4 Residential Car & Bicycle Parking

Car parking for the residential use of the proposed development are allocated within basement levels 3 to 5, providing 3 storeys car parking.

A barrier is provided at the top of the ramp leading down to basement levels 3 to 5, physically separating the car parking allocated for the hotel and commercial uses on basement levels 1 & 2, to address security.

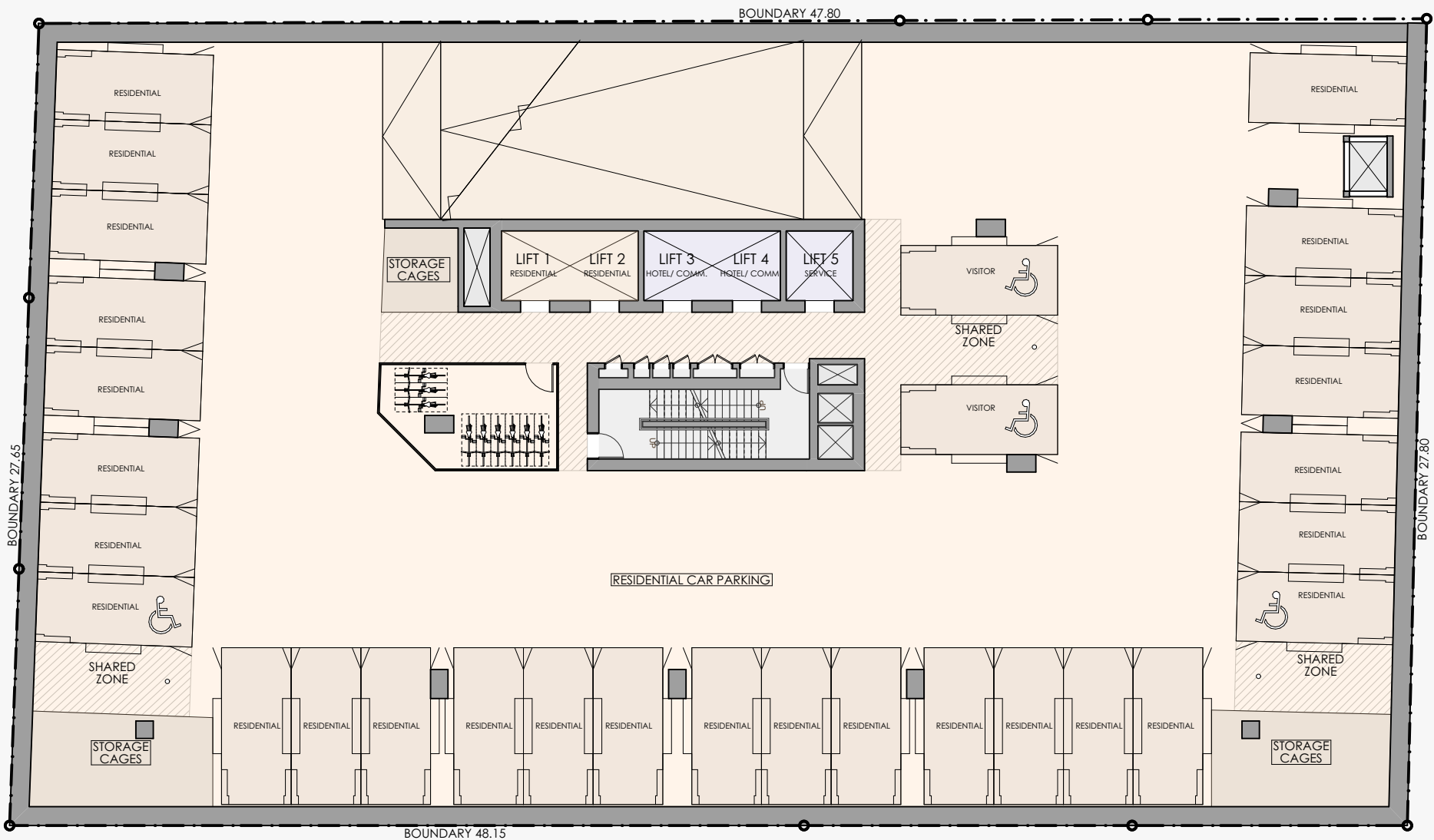
A total of 90 car spaces and 27 bicycle spaces are designated for residential use comprising of:

Ground Floor - 6 x visitor bicycle spaces

Basement 3 - 28 x car spaces (2 x accessible)
2 x visitor car spaces (2 x accessible)
9 x bicycle spaces

Basement 4 - 30 x car spaces (4 x accessible)
9 x bicycle spaces

Basement 5 - 30 x car spaces (4 x accessible)
9 x bicycle spaces



BASEMENTS 3-5- RESIDENTIAL CAR PARKING

shared hotel and
commercial use

residential use

shared use
servicing areas

8. ADG COMPLIANCE



8.1 Apartment & Unit Schedule

DUAL KEY UNIT NO.	2 BED, 2 BATH	TOTAL	INDIVIDUAL UNIT NO.	STUDIO	1 BED, 1 BATH	TOTAL	AFFORDABLE HOUSING UNITS	POST ADAPTABLE/ ACCESSIBLE UNITS	LHA SILVER LEVEL UNITS
301	1	3	301A	-	1	6	1	-	-
			301B	1	-		1	-	-
302	1		302A	1	-		1	-	1
			302B	-	1		1	1	1
303	1		303A	-	1		1	-	-
			303B	1	-		1	-	-
401	1	3	401A	-	1	6	1	-	-
			401B	1	-		1	-	-
402	1		402A	1	-		1	-	1
			402B	-	1		1	1	1
403	1		403A	-	1		1	-	-
			403B	1	-		1	-	-
501	1	3	501A	-	1	6	1	-	-
			501B	1	-		1	-	-
502	1		502A	1	-		1	-	1
			502B	-	1		1	1	1
503	1		503A	-	1		1	-	-
			503B	1	-		1	-	-
601	1	3	601A	-	1	6	1	-	-
			601B	1	-		1	-	-
602	1		602A	1	-		1	-	1
			602B	-	1		1	1	1
603	1		603A	-	1		1	-	-
			603B	1	-		1	-	-
701	1	3	701A	-	1	6	1	-	-
			701B	1	-		1	-	-
702	1		702A	1	-		1	-	1
			702B	-	1		1	1	1
703	1		703A	-	1		1	-	-
			703B	1	-		1	-	-
801	1	3	801A	-	1	6	1	-	-
			801B	1	-		1	-	-
802	1		802A	1	-		1	-	1
			802B	-	1		1	1	1
803	1		803A	-	1		1	-	-
			803B	1	-		1	-	-
901	1	3	901A	-	1	6	-	-	-
			901B	1	-		-	-	-
902	1		902A	1	-		-	-	1
			902B	-	1		-	1	1
903	1		903A	-	1		-	-	-
			903B	1	-		-	-	-
1001	1	3	1001A	-	1	6	-	-	-
			1001B	1	-		-	-	-
1002	1		1002A	1	-		-	-	1
			1002B	-	1		-	1	1
1003	1		1003A	-	1		-	-	-
			1003B	1	-		-	-	-

DUAL KEY UNIT NO.	2 BED, 2 BATH	TOTAL	INDIVIDUAL UNIT NO.	STUDIO	1 BED, 1 BATH	TOTAL	AFFORDABLE HOUSING UNITS	POST ADAPTABLE/ ACCESSIBLE UNITS	LHA SILVER LEVEL UNITS
1101	1	3	1101A	-	1	6	-	-	-
			1101B	1	-		-	-	-
1102	1		1102A	1	-		-	-	1
			1102B	-	1		-	1	1
1103	1		1103A	-	1		-	-	-
			1103B	1	-		-	-	-
1201	1	3	1201A	-	1	6	-	-	-
			1201B	1	-		-	-	-
1202	1		1202A	1	-		-	-	1
			1202B	-	1		-	1	1
1203	1		1203A	-	1		-	-	-
			1203B	1	-		-	-	-
1301	1	3	1301A	-	1	6	-	-	-
			1301B	1	-		-	-	-
1302	1		1302A	1	-		-	-	1
			1302B	-	1		-	-	1
1303	1		1303A	-	1		-	-	-
			1303B	1	-		-	-	-
1401	1	3	1401A	-	1	6	-	-	-
			1401B	1	-		-	-	-
1402	1		1402A	1	-		-	-	1
			1402B	-	1		-	-	1
1403	1		1403A	-	1		-	-	-
			1403B	1	-		-	-	-
1501	1	3	1501A	-	1	6	-	-	-
			1501B	1	-		-	-	-
1502	1		1502A	1	-		-	-	1
			1502B	-	1		-	-	1
1503	1		1503A	-	1		-	-	-
			1503B	1	-		-	-	-
1601	1	3	1601A	-	1	6	-	-	-
			1601B	1	-		-	-	-
1602	1		1602A	1	-		-	-	1
			1602B	-	1		-	-	1
1603	1		1603A	-	1		-	-	-
			1603B	1	-		-	-	-
1701	1	3	1701A	-	1	6	-	-	-
			1701B	1	-		-	-	-
1702	1		1702A	1	-		-	-	1
			1702B	-	1		-	-	1
1703	1		1703A	-	1		-	-	-
			1703B	1	-		-	-	-
1801	1	3	1801A	-	1	6	-	-	-
			1801B	1	-		-	-	-
1802	1		1802A	1	-		-	-	1
			1802B	-	1		-	-	1
1803	1		1803A	-	1		-	-	-
			1803B	1	-		-	-	-
TOTAL (qty)							48	48	
UNIT MIX (%)									50% 50% 100%
							36	10	32
							38%	10%	33%

Levels 3 to 18 provide 16 levels of general residential and affordable housing, with 48 dual key apartments in total.

Levels 3 to 8 provide 6 levels of affordable housing comprising of:
- 3 x 2 bed dual key apartments per level
(18 dual key apartments in total)
or
- 3 x studio, 3 x 1 bed individual apartments per level
(36 individual apartments in total)

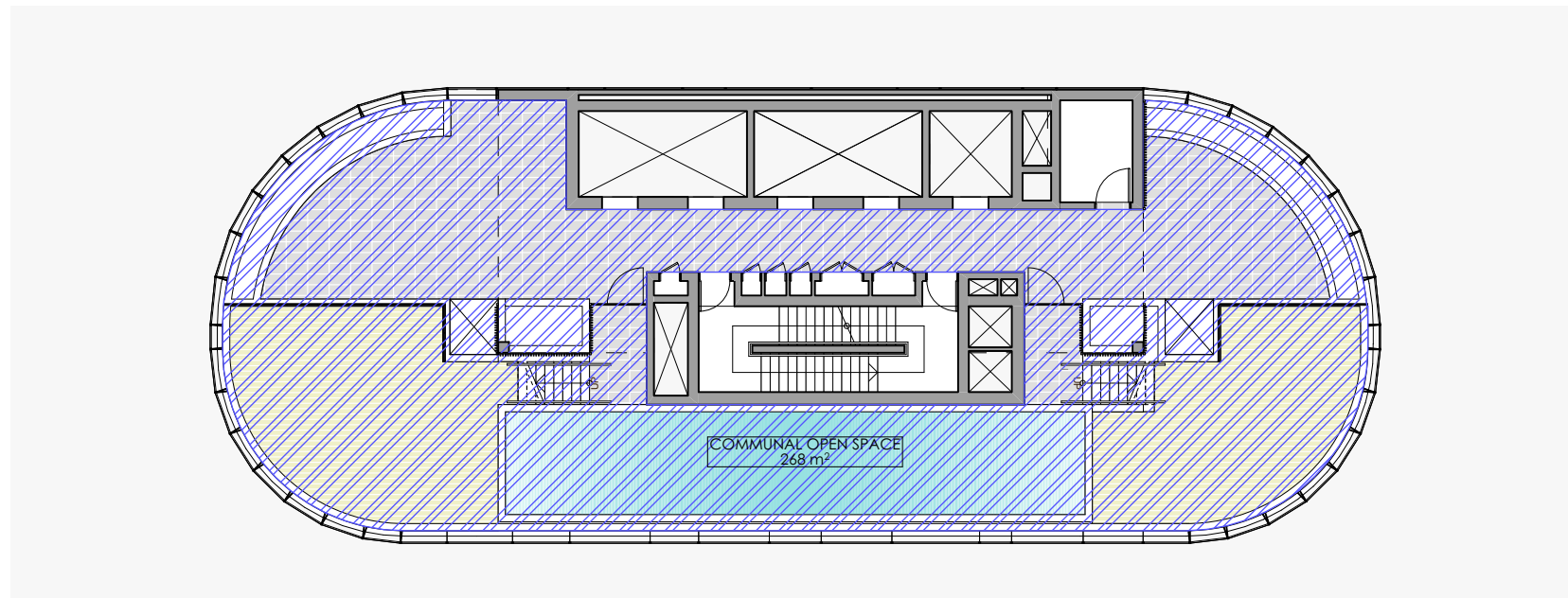
Levels 9 to 18 provide 10 levels of general residential comprising of:
- 3 x 2 bed dual key apartments per level
(30 dual key apartments in total)
or
- 3 x studio, 3 x 1 bed individual apartments per level
(60 individual apartments in total)

8.2 3D : Communal Open Space

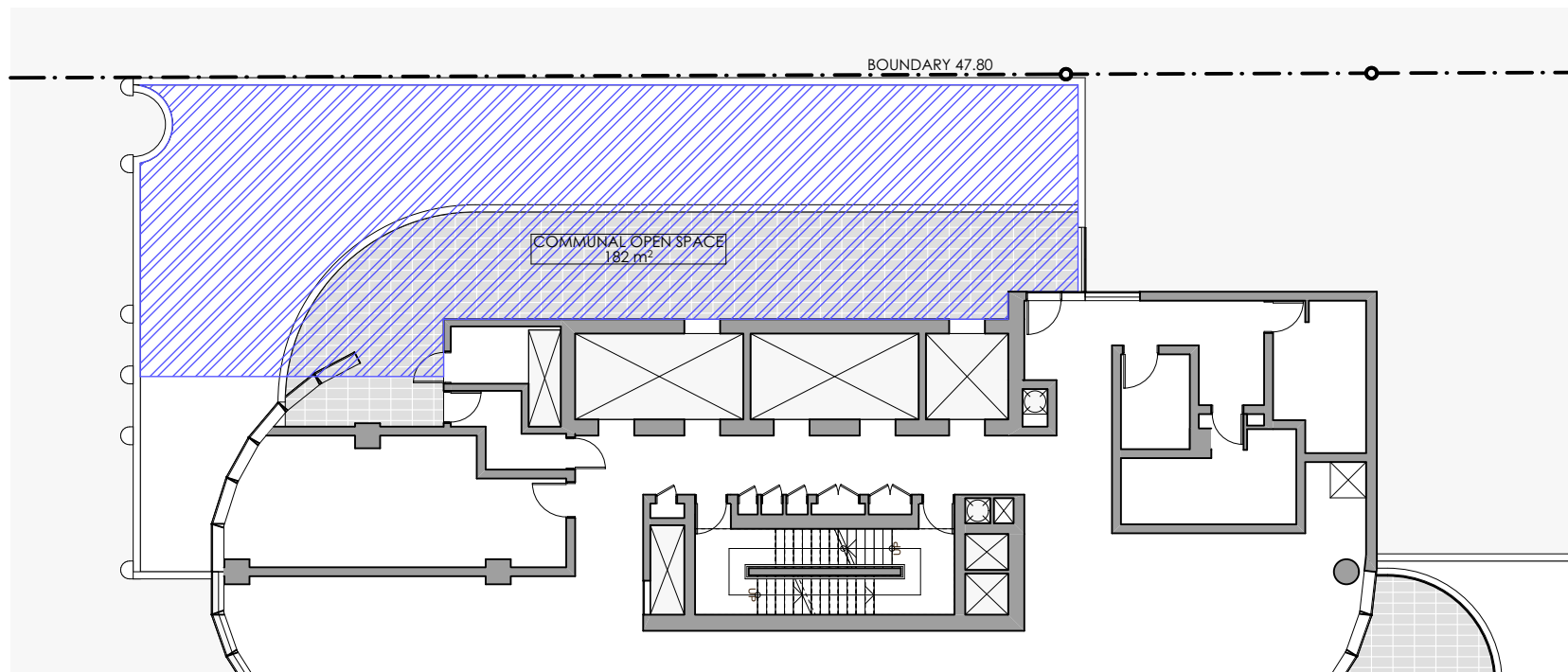
Residential communal open space is provided over two levels, on level 38 roof top and the level 2 podium top.

Level 38 roof top is the primary residential communal open space:
Level 2 podium top is the secondary residential communal open space.

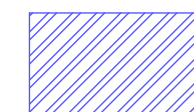
Minimum requirement (%) -	25% of site area	
Minimum requirement (sqm) -	332 sqm	
Proposed (%) -	34% of site area	(complies)
Proposed (sqm) -	450 sqm	(complies)



LEVEL 38 COMMUNAL OPEN SPACE

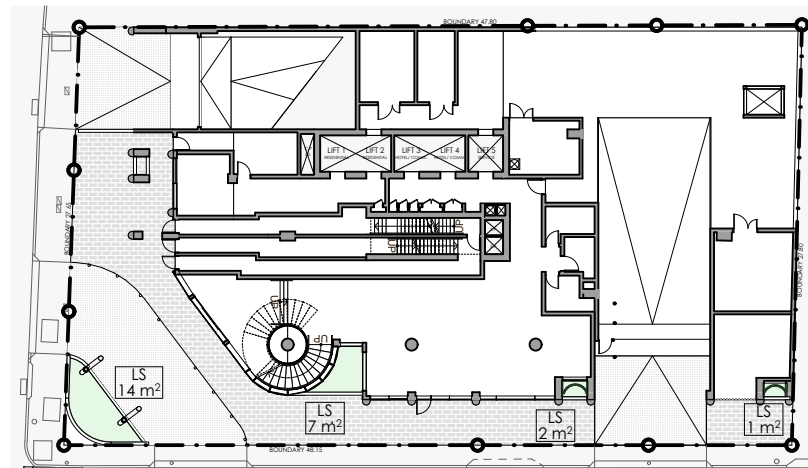


LEVEL 2 COMMUNAL OPEN SPACE

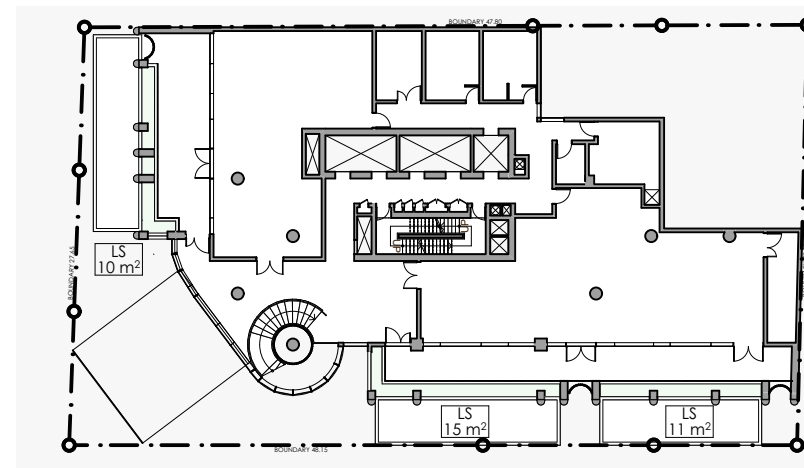


communal open space

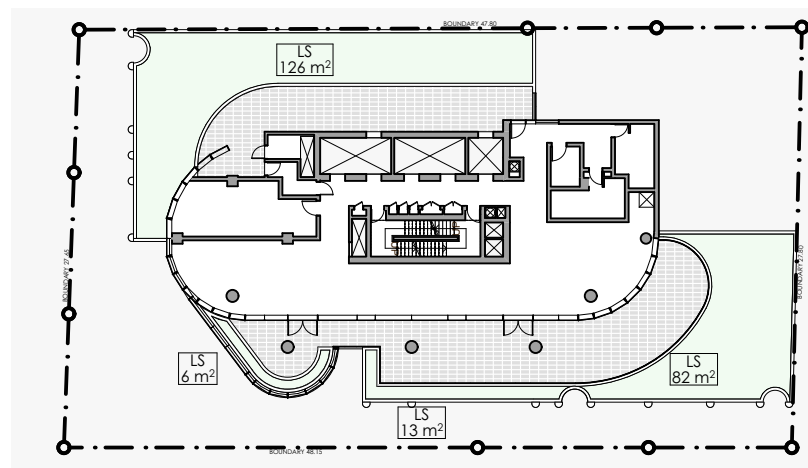
8.3 3E : Deep Soil



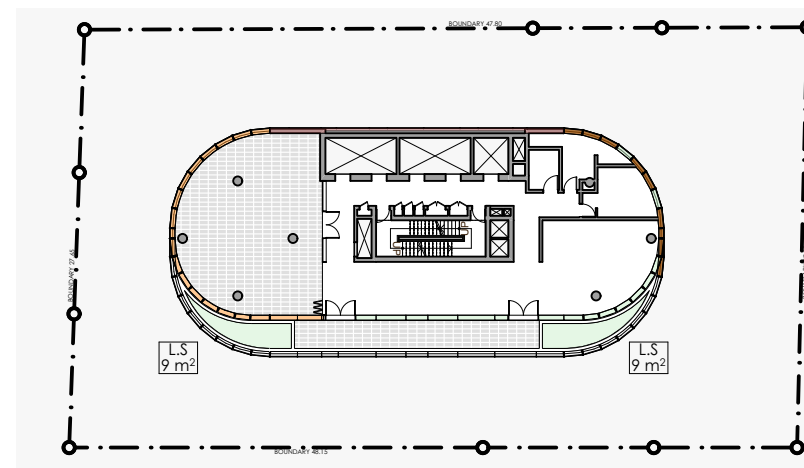
GROUND FLOOR LANDSCAPING



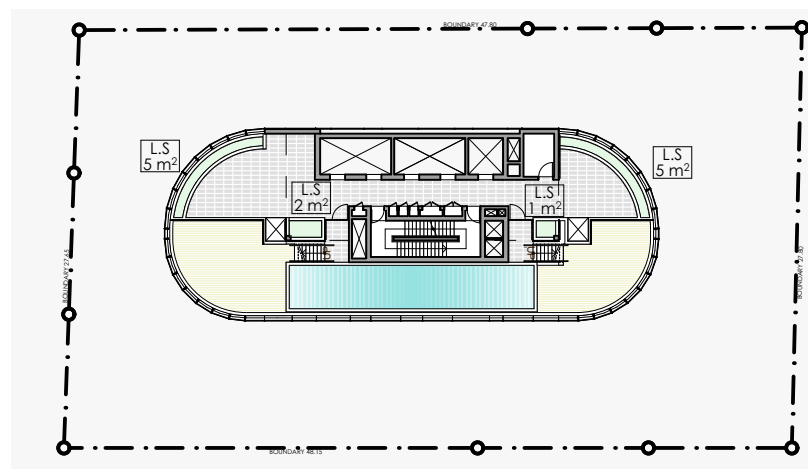
LEVEL 1 LANDSCAPING



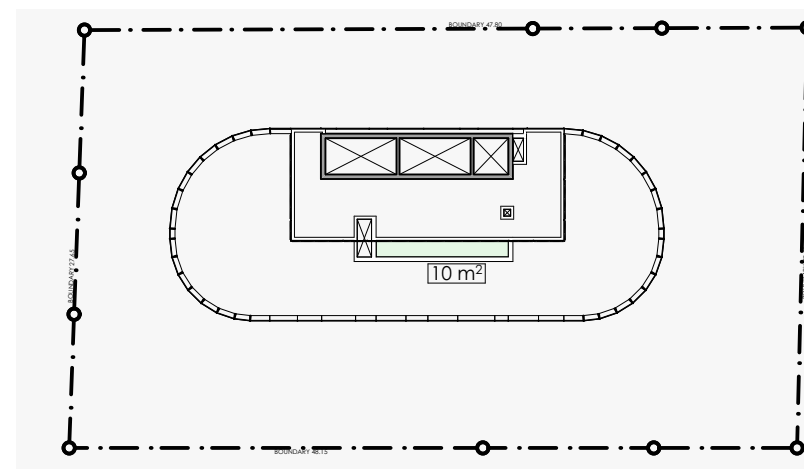
LEVEL 2 LANDSCAPING



LEVEL 37 LANDSCAPING



LEVEL 38 LANDSCAPING



ROOF LANDSCAPING

Minimum deep soil required -
Minimum deep soil required -

7% of site area
93sqm

Objective 3E-1 Design guidance states :

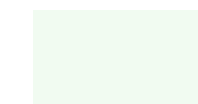
Achieving the design criteria may not be possible on some sites including where: the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres) there is 100% site coverage or non-residential uses at ground floor level Where a proposal does not achieve deep soil requirements, acceptable stormwater management should be achieved and alternative forms of planting provided such as on structure

The site is located within the Commercial Core Area of the Burwood Town Centre. The proposed development provides a basement footprint to the boundaries, maximising efficiency. As such, no deep soil is proposed.

In lieu of deep soil, landscaping is proposed at various levels of the proposed development in the form of planting on structure to meet Objective 3E-1 Design guidance. The Burwood DCP does not specify the minimum requirements for landscaping.

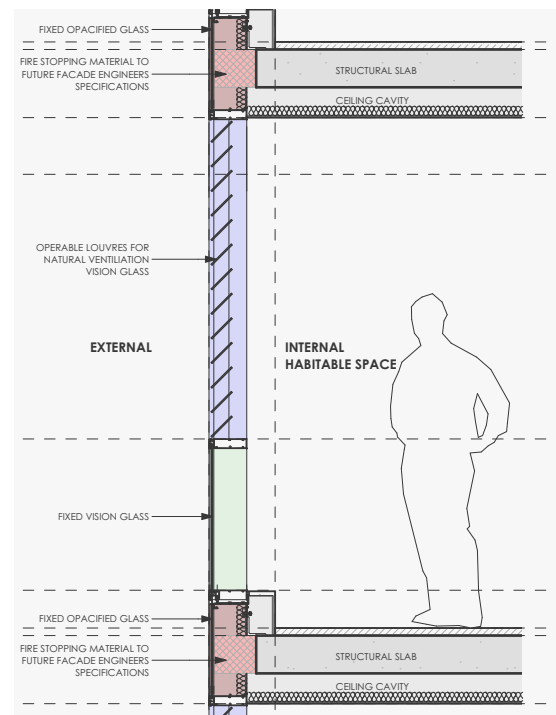
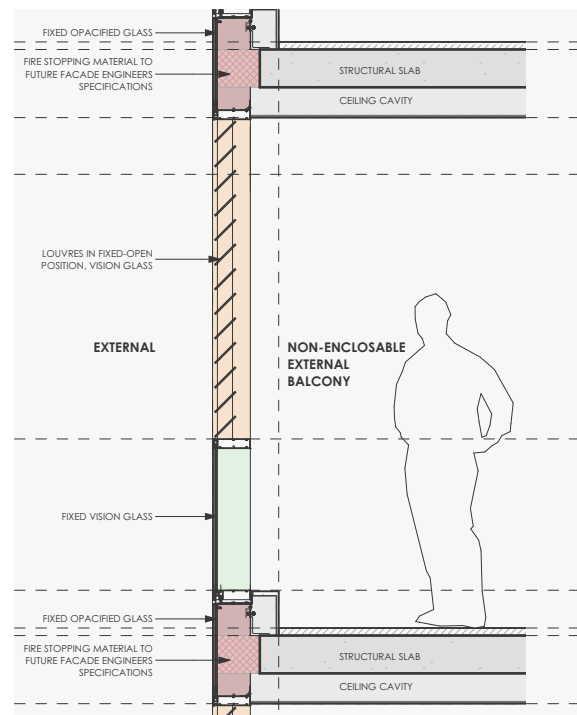
Proposed landscaping on structure-
Proposed landscaping on structure-

25% of site area
332 sqm



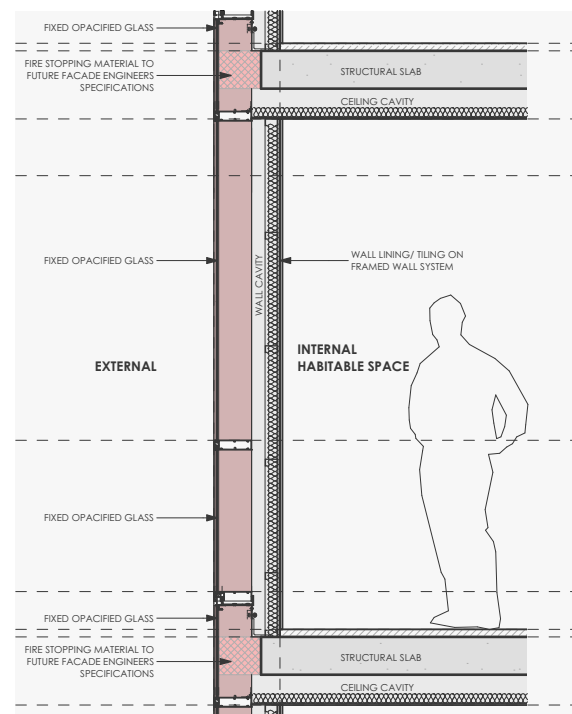
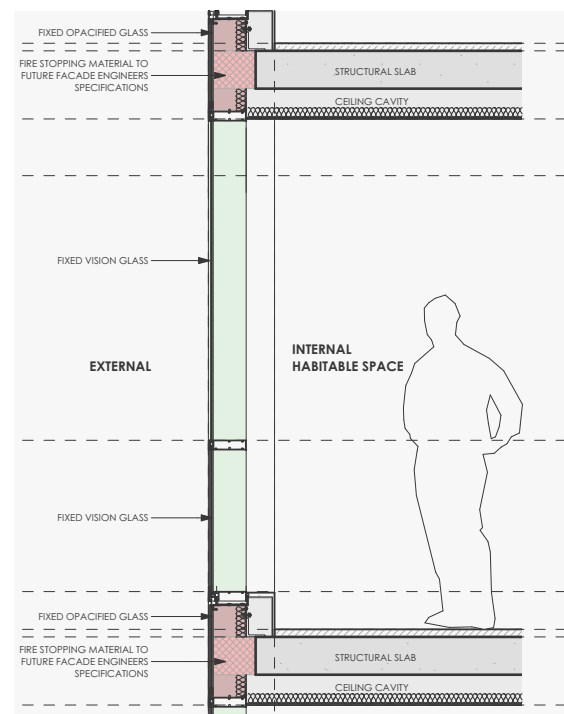
landscaping on structure

8.4 3F : Visual Privacy



BALCONIES

SPACES WITH OPERABLE GLAZING



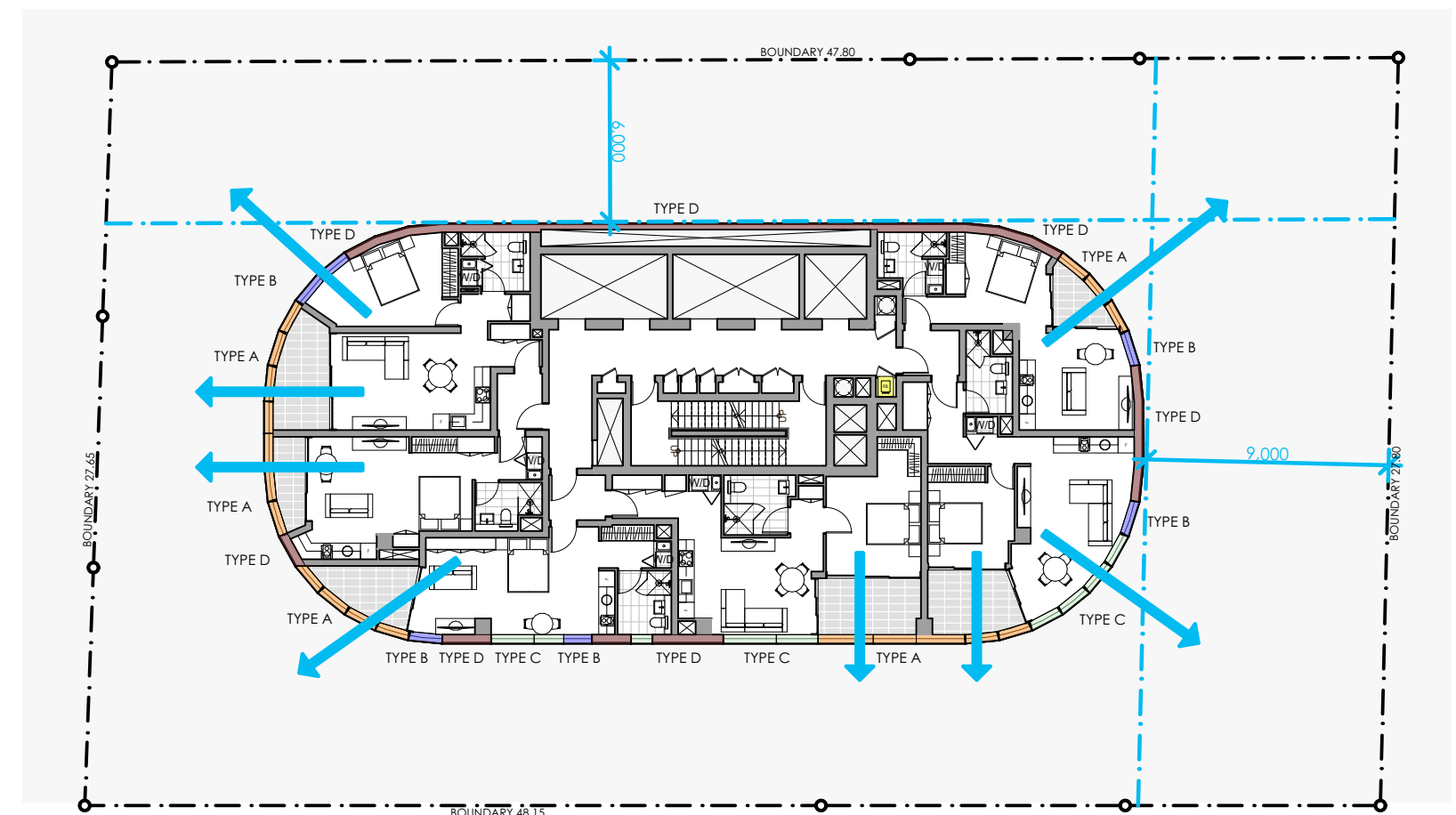
SPACES WITH FIXED GLAZING

SPACES DIRECTLY FACING SIDE BOUNDARY

Privacy is addressed by the use of vision glass for outlooks, and opacified glass where privacy is required to spaces directly facing side boundaries. Apartments that are adjacent the side boundaries are configured to address the boundary corners of the site to maximise separation distances to future adjacent developments.

The design intent is for the facade to have a uniform appearance when viewed externally, while provides views, natural ventilation, and visual privacy. This is achieved by a combination of glazing types.

Outdoor seating spaces with generous landscaping on level 2 podium top and level 38 roof top provide additional visual privacy to adjoining neighbours.



LEVELS 3-18 VISUAL PRIVACY & VIEWS

TYPE A	TYPE C
non-operable glass louvres fixed at 45 degrees vision glazing for solar and outlook	fixed glass panels vision glazing for solar and outlook
TYPE B	TYPE D
operable glass louvres for ventilation vision glazing for solar and outlook	fixed glass panels opacified glazing for privacy

8.5 3J : Bicycle & Car Parking

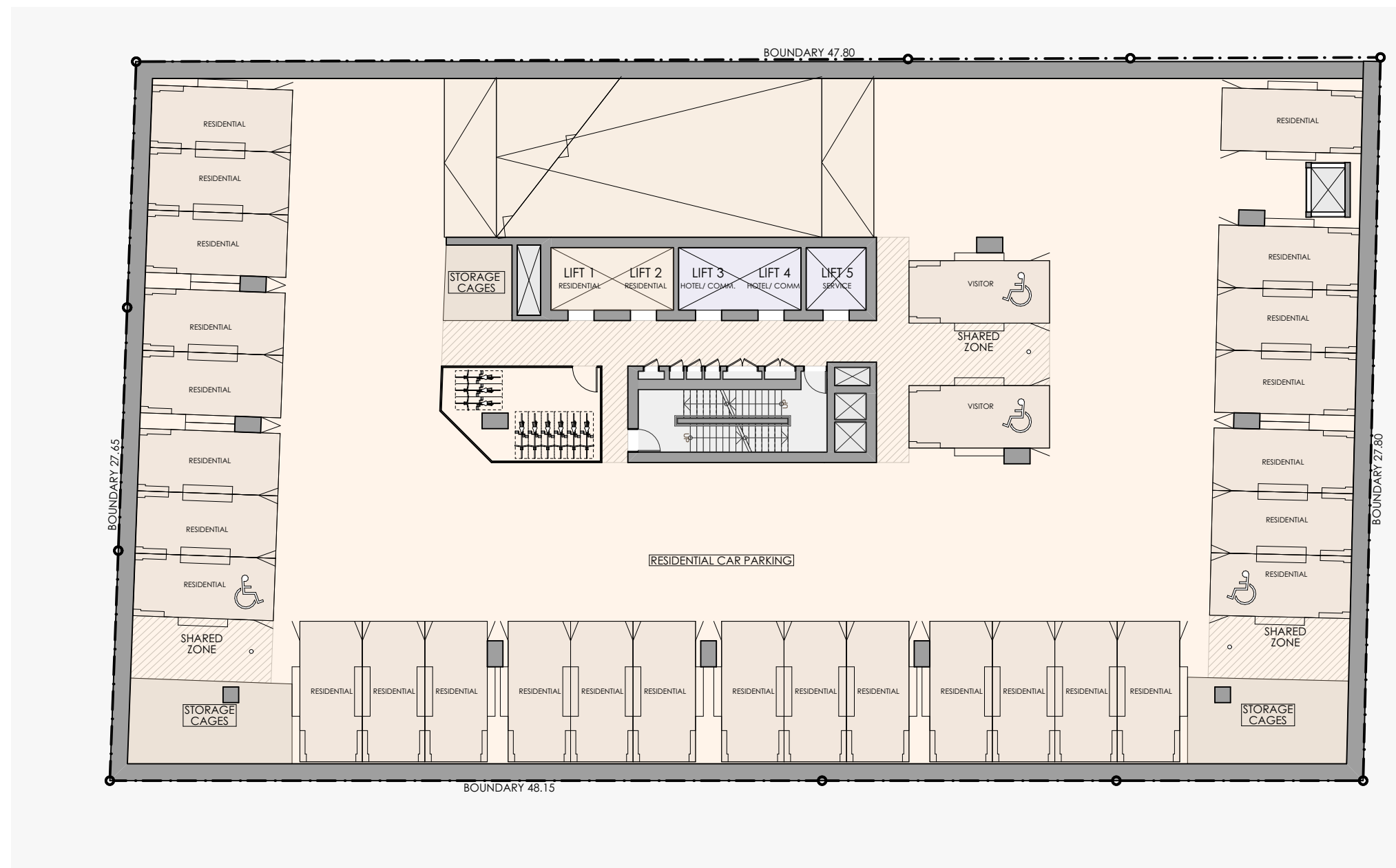
Car parking for the residential use of the proposed development are allocated within basement levels 3 to 5, providing 3 storeys car parking.

The DCP/ SEPP requires a minimum of 39 residential and affordable housing car spaces as set out in the following extract from the Traffic Impact Assessment prepared by Solution 1 Traffic Engineers:

Use	Council's or SEPP Parking Requirement	No. of Unit/Commercial Area	On-Site Parking Spaces Based on Council's/SEPP rate (no. of spaces)	Bitzios Consulting or SEPP Parking Requirement	On-Site Parking Spaces Based on Bitzios Consulting/SEPP rate (no. of spaces)
Residential Use	0.5 space per 2-bedroom unit (Affordable units)	18 units	9.0	0.5 space per 2-bedroom unit (Affordable units)	9.0
	1.0 space per 2-bedroom unit (non-Affordable units)	30	30.0	1.0 space per 2-bedroom unit (non-Affordable units)	30.0

A total of 90 car spaces and 27 bicycle spaces are designated for residential use comprising of:

Ground Floor	6 x visitor bicycle spaces	(complies)
Basement 3	28 x car spaces (2 x accessible)	(complies)
	2 x visitor car spaces (2 x accessible)	(complies)
	9 x bicycle spaces	(complies)
Basement 4	30 x car spaces (4 x accessible)	(complies)
	9 x bicycle spaces	(complies)
Basement 5	30 x car spaces (4 x accessible)	(complies)
	9 x bicycle spaces	(complies)



BASEMENTS 3-5- RESIDENTIAL CAR PARKING

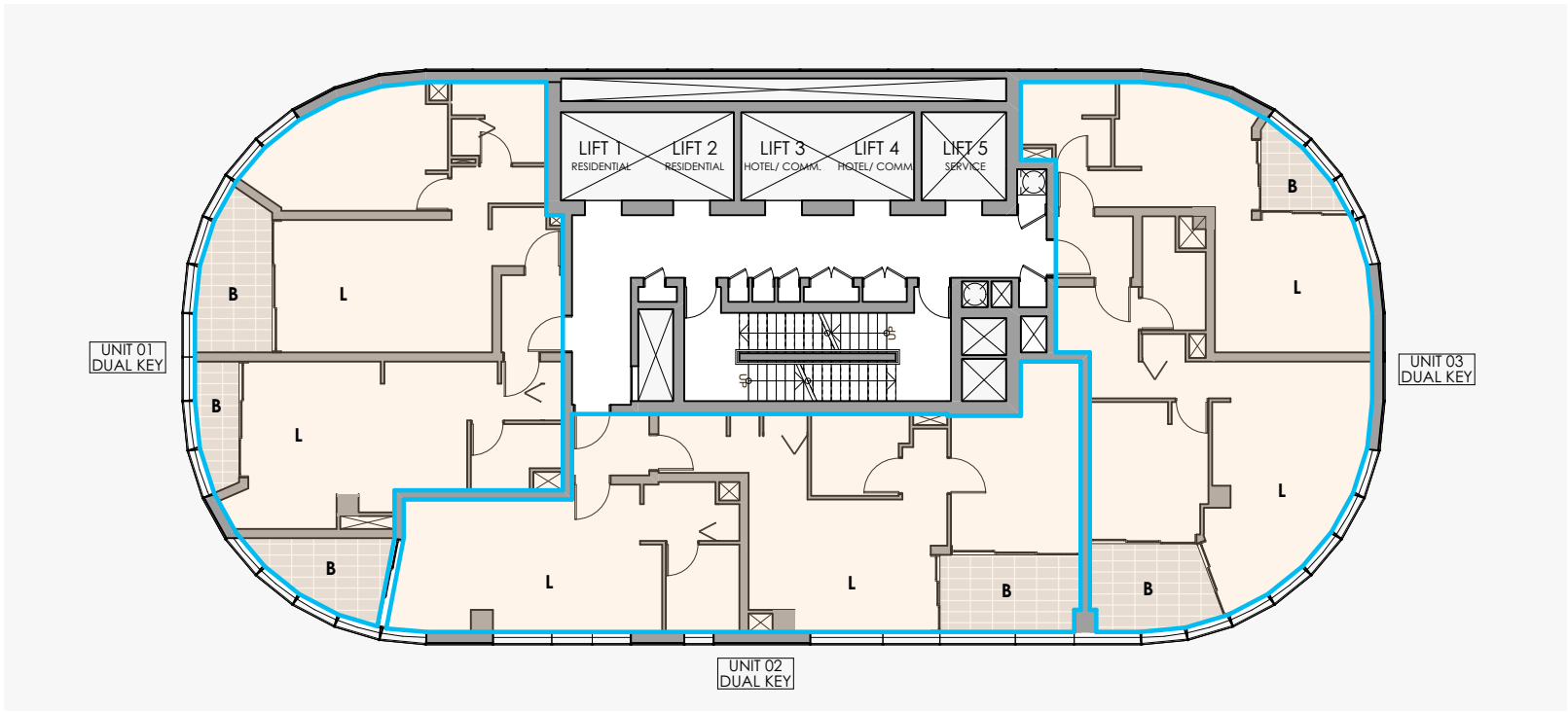
8.6 4A : Solar & Daylight Access

Dual Key Configuration

Levels 3 to 18 provide 16 levels of general residential and affordable housing, with 48 dual key apartments in total.

Minimum no. of apartments requiring 3 hours of sunlight to living and private open spaces during mid winter: 34 (70%)

Proposed no. of apartments that acheive 3 hours of sunlight to living and private open spaces during mid winter: 48 (100%) (complies)



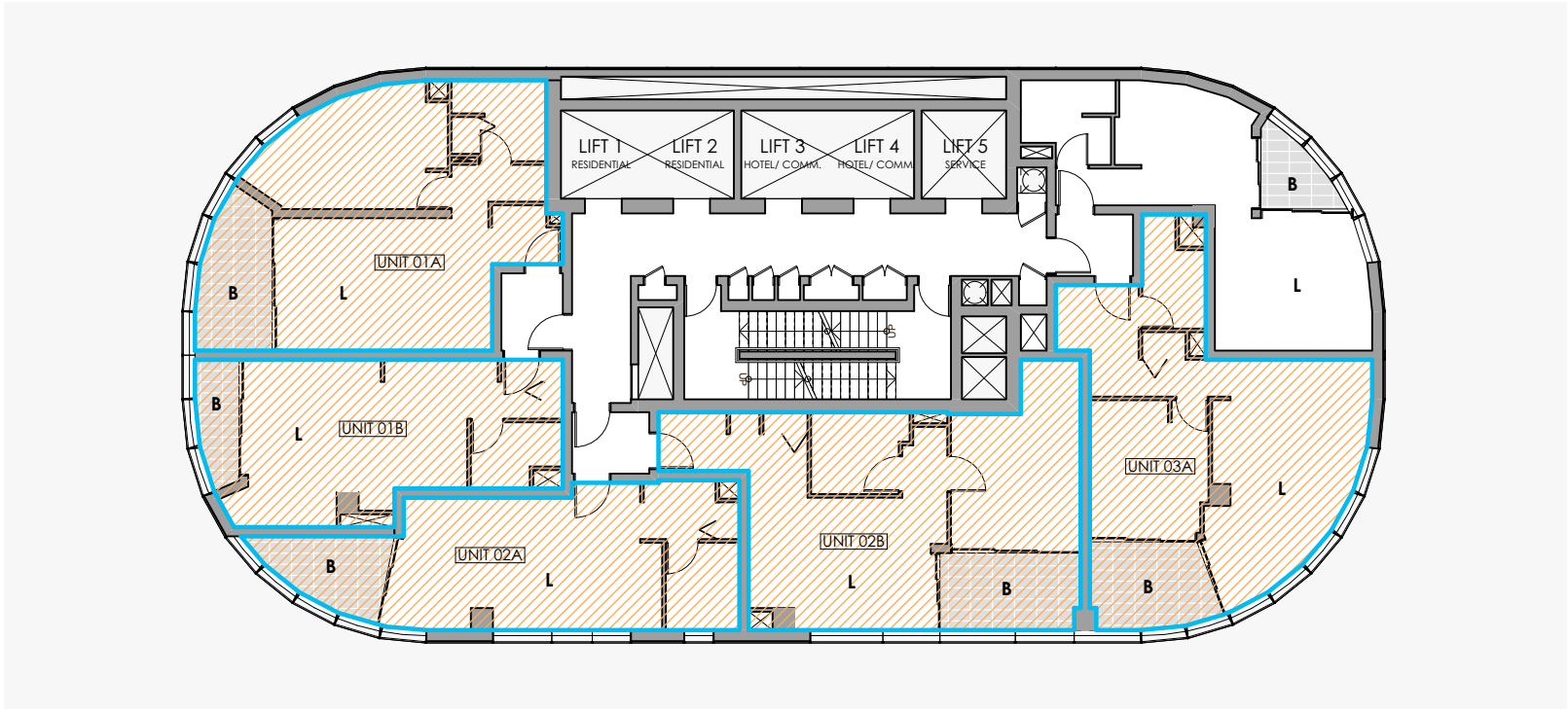
LEVELS 3-18 SOLAR ACCESS- DUAL KEY

Dual Key Configuration

Levels 3 to 18 provide 16 levels of general residential and affordable housing, with 96 individual key apartments in total.

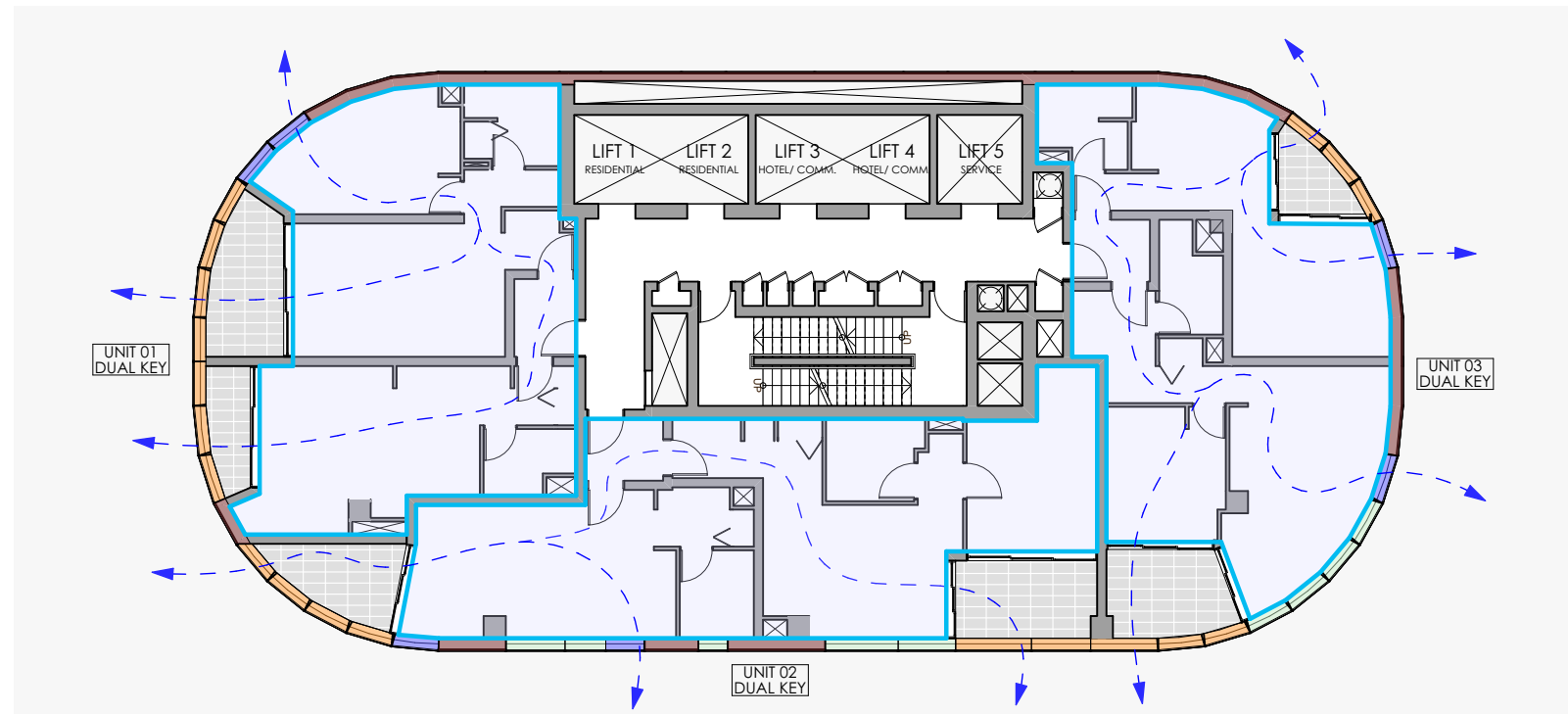
Minimum no. of apartments requiring 3 hours of sunlight to living and private open spaces during mid winter: 68 (70%)

Proposed no. of apartments that acheive 3 hours of sunlight to living and private open spaces during mid winter: 80 (83%) (complies)

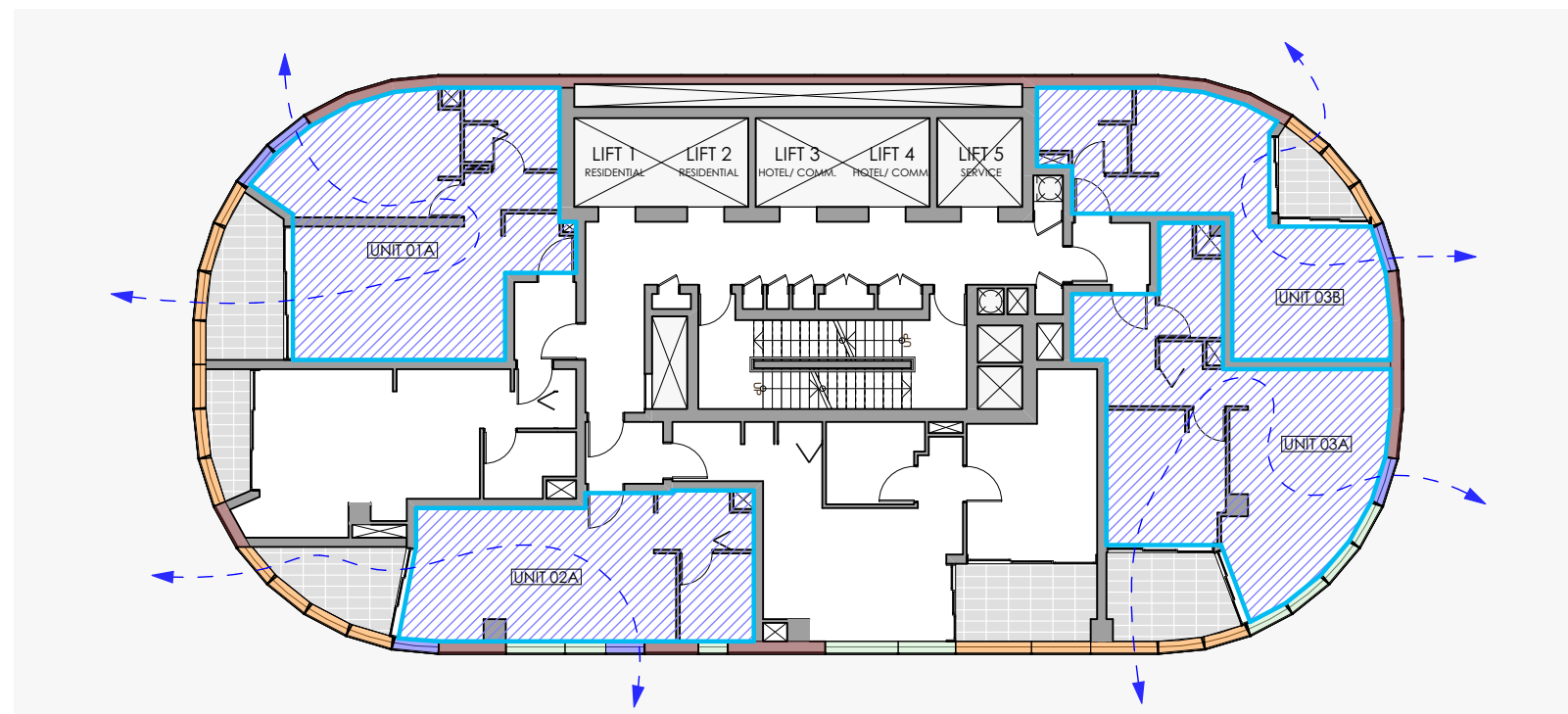


LEVELS 3-18 SOLAR ACCESS- INDIVIDUAL KEY

8.7 4B : Natural Ventilation



LEVELS 3-7 NATURAL CROSS VENTILATION- DUAL KEY



LEVELS 3-7 NATURAL CROSS VENTILATION- INDIVIDUAL KEY

Dual Key Configuration

Levels 3 to 7 provide 5 levels of affordable housing, with 18 dual key apartments in total.

Minimum no. of apartments required to be naturally cross ventilated : 11 (60%)

Proposed no. of apartments that are naturally cross ventilated: 18 (100%) (complies)

Note that all apartments at 10 storeys or greater (Levels 8 and above) are deemed to be naturally cross ventilated as per ADG 4B-3.

Individual Key Configuration

Levels 3 to 7 provide 5 levels of affordable housing, with 30 individual key apartments in total.

Minimum no. of apartments required to be naturally cross ventilated : 18 (60%)

Proposed no. of apartments that are naturally cross ventilated: 20 (67%) (complies)

Note that all apartments at 10 storeys or greater (Levels 8 and above) are deemed to be naturally cross ventilated as per ADG 4B-3.

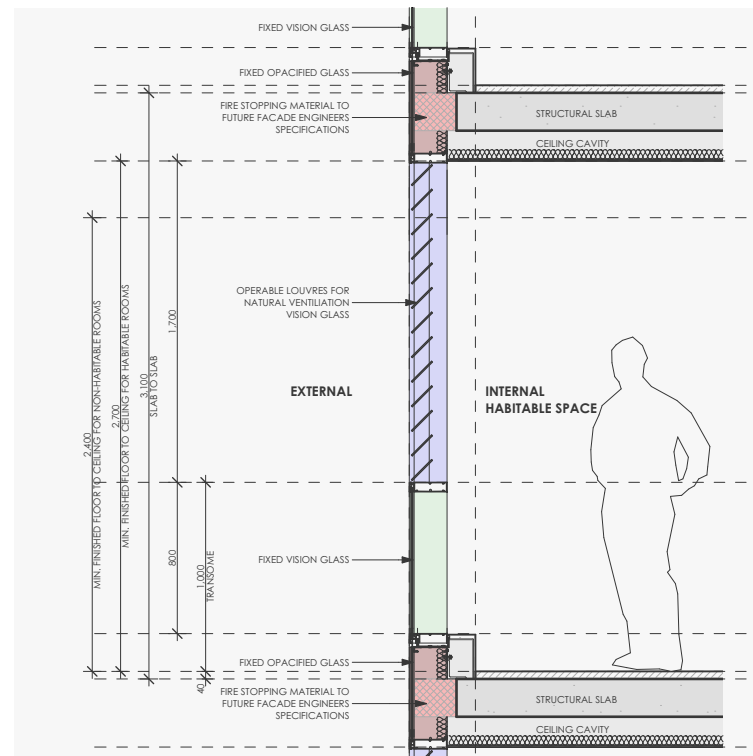
8.8 4C : Ceiling Heights

The residential floor to floor heights of the proposed development are 3.1m

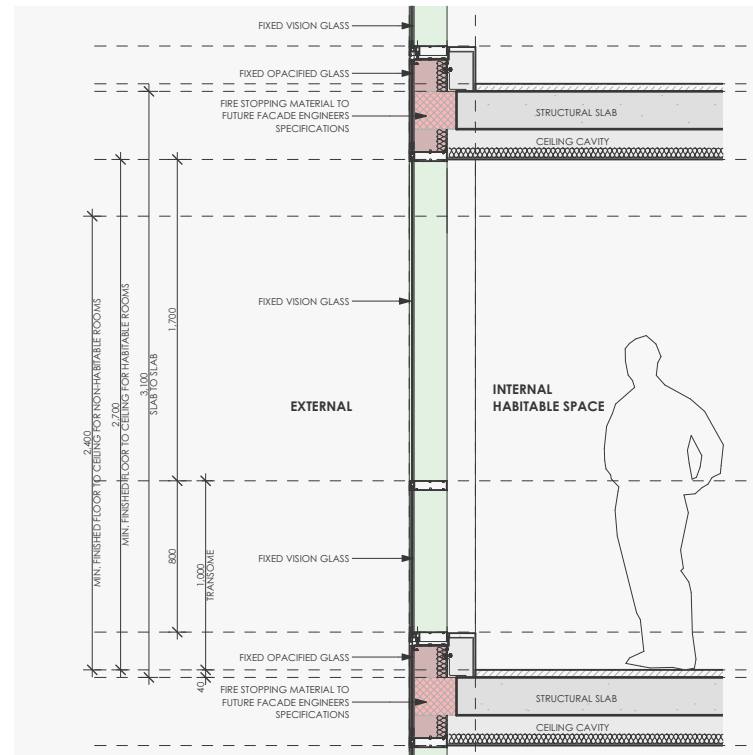
Allowances for structure, ceiling cavities containing building services & insulation, and floor finishes have been provided to achieve:

Minimum ceiling height for habitable rooms - 2.7m
Minimum ceiling height for non-habitable rooms - 2.4m

Proposed ceiling height for habitable rooms - 2.7m (complies)
Proposed ceiling height for non-habitable rooms - 2.4m (complies)



SPACES WITH OPERABLE GLAZING



SPACES WITH FIXED GLAZING

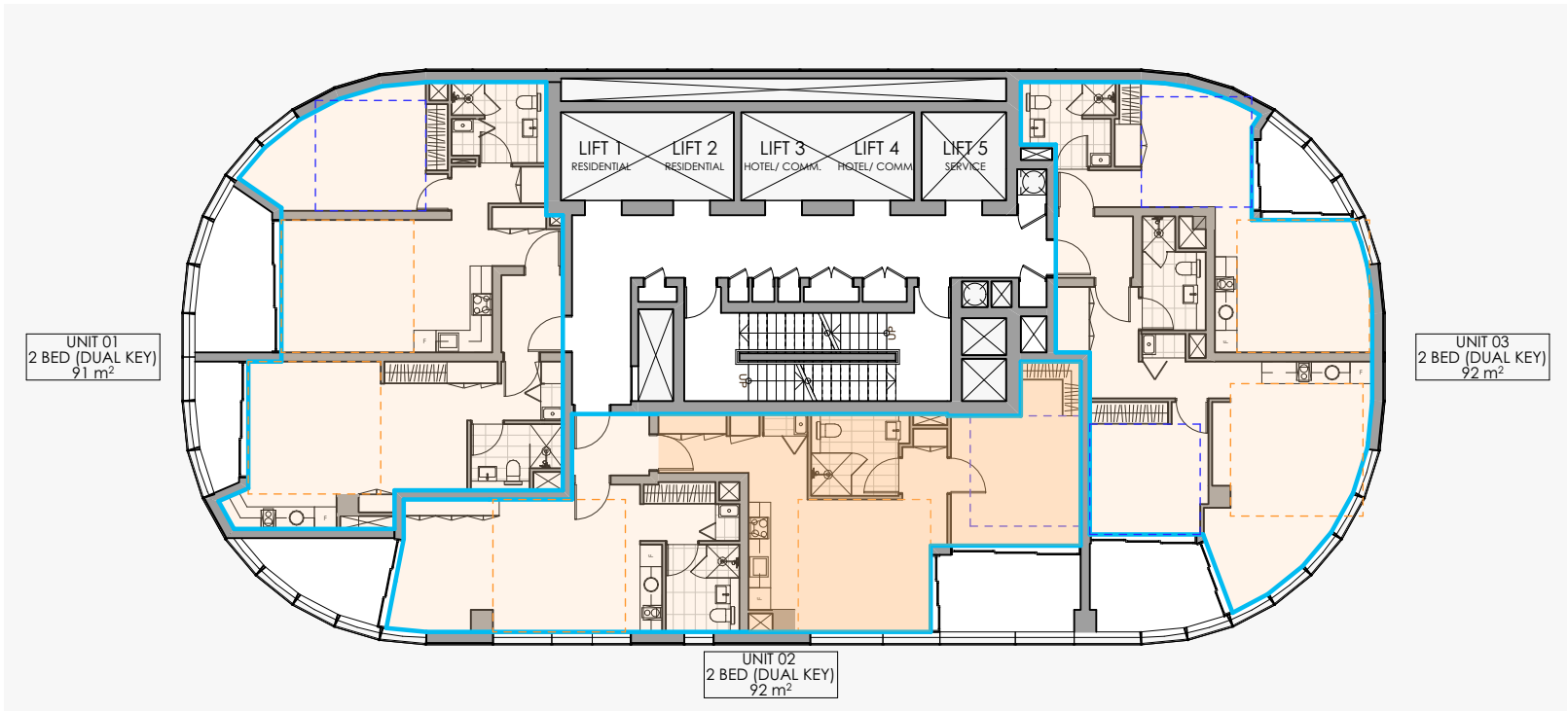
8.9 4D : Apartment Size & Layout

Dual Key Configuration

Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x 2 bed dual key apartments in total. In dual key configuration, the studio is the master bedroom with attached ensuite.

Minimum internal area for 2 bed - 75sqm

Proposed Unit 01 : 2 bed area -	90sqm	(complies)
Proposed Unit 02 : 2 bed area -	92sqm	(complies)
Proposed Unit 03 : 2 bed area -	92sqm	(complies)



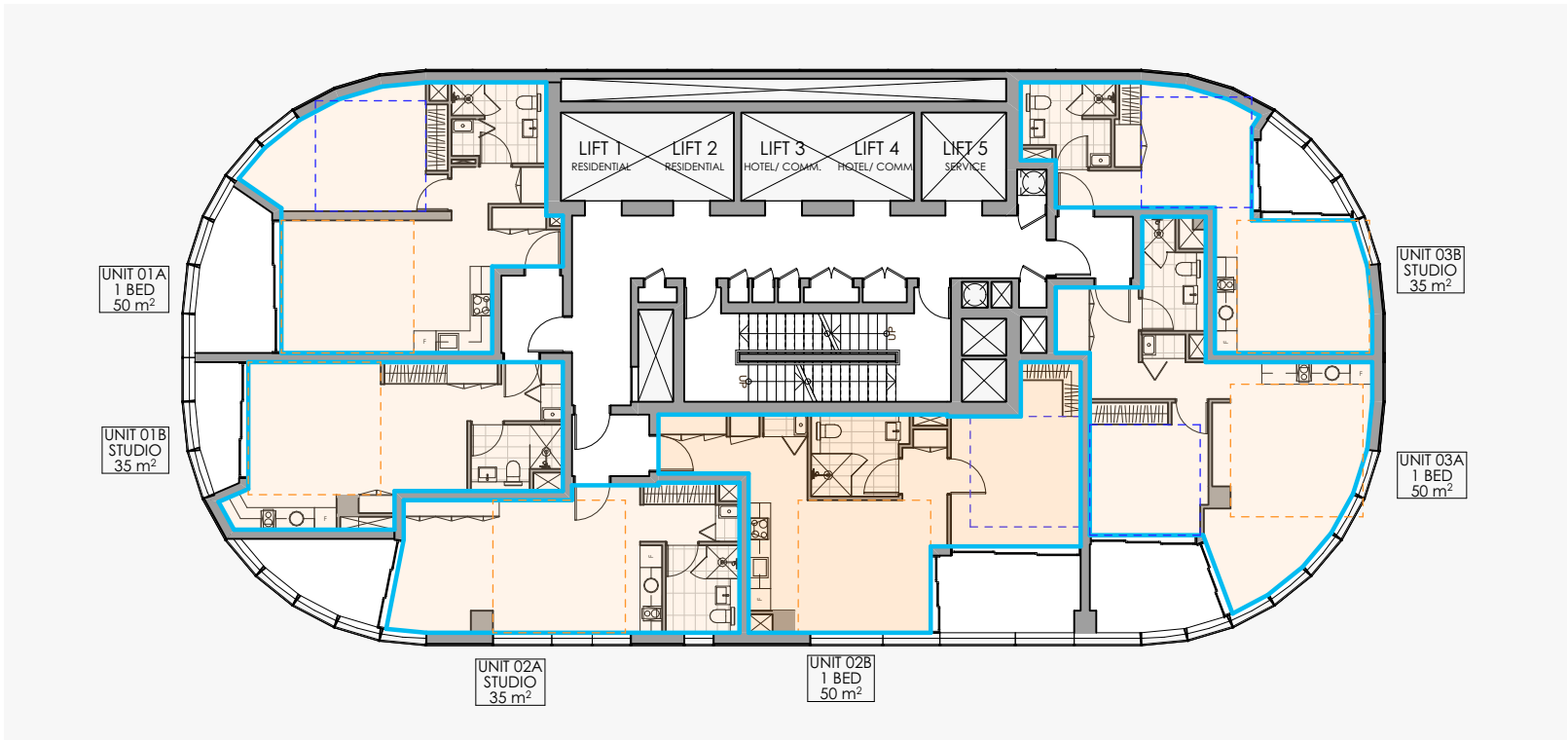
LEVELS 3-18 APARTMENT SIZES DUAL KEY

Individual Key Configuration

Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x studios and 48 x 1 bed individual key apartments, 96 x apartments in total.

Minimum internal area for studio - 35sqm
Minimum internal area for 1 bed - 50sqm

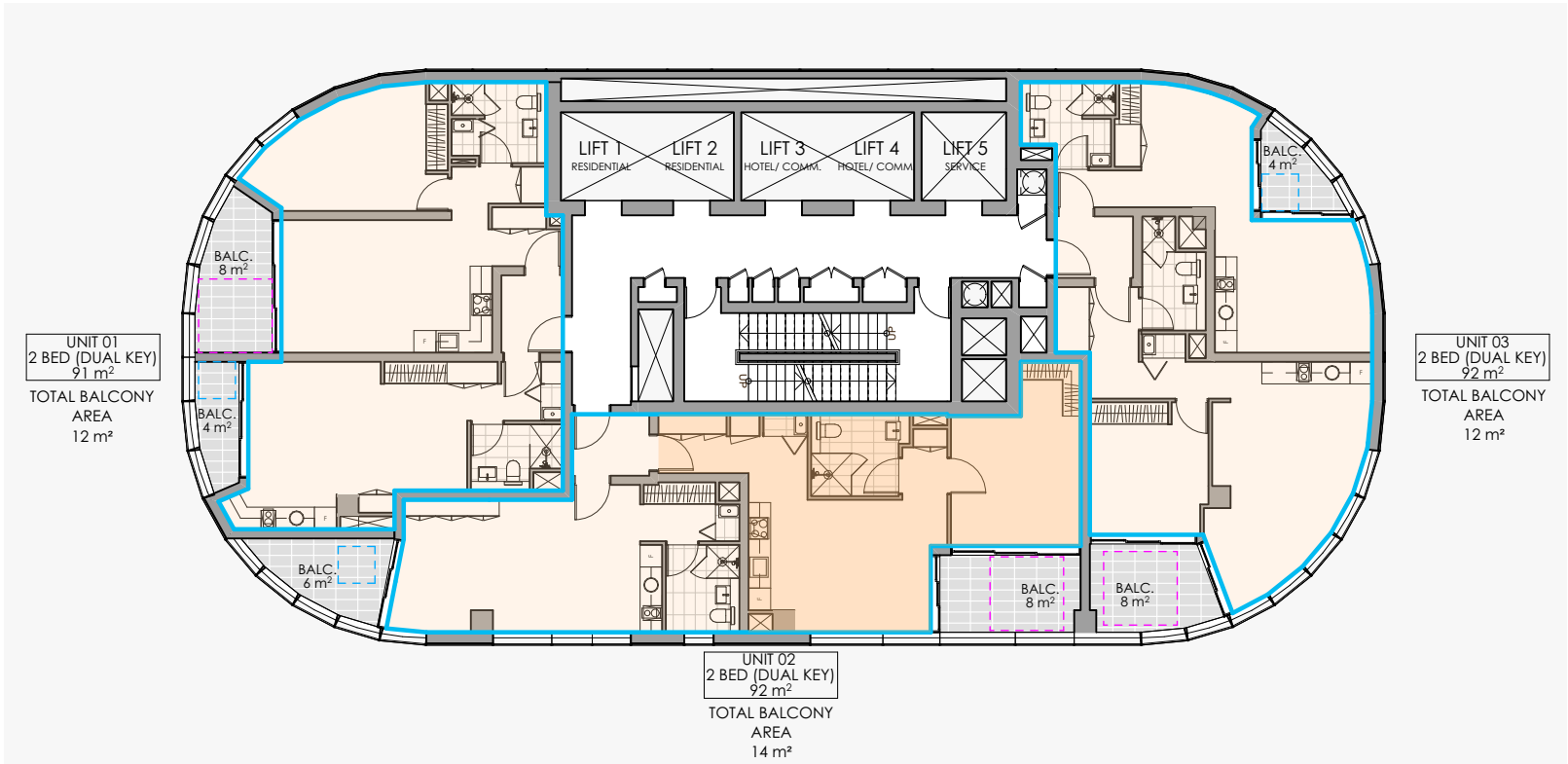
Proposed Unit 01A : 1 bed area -	50sqm	(complies)
Proposed Unit 01B : studio area -	35sqm	(complies)
Proposed Unit 02A : studio area -	35sqm	(complies)
Proposed Unit 02B : 1 bed area -	50sqm	(complies)
Proposed Unit 03A : 1 bed area -	50sqm	(complies)
Proposed Unit 03B : studio area -	35sqm	(complies)



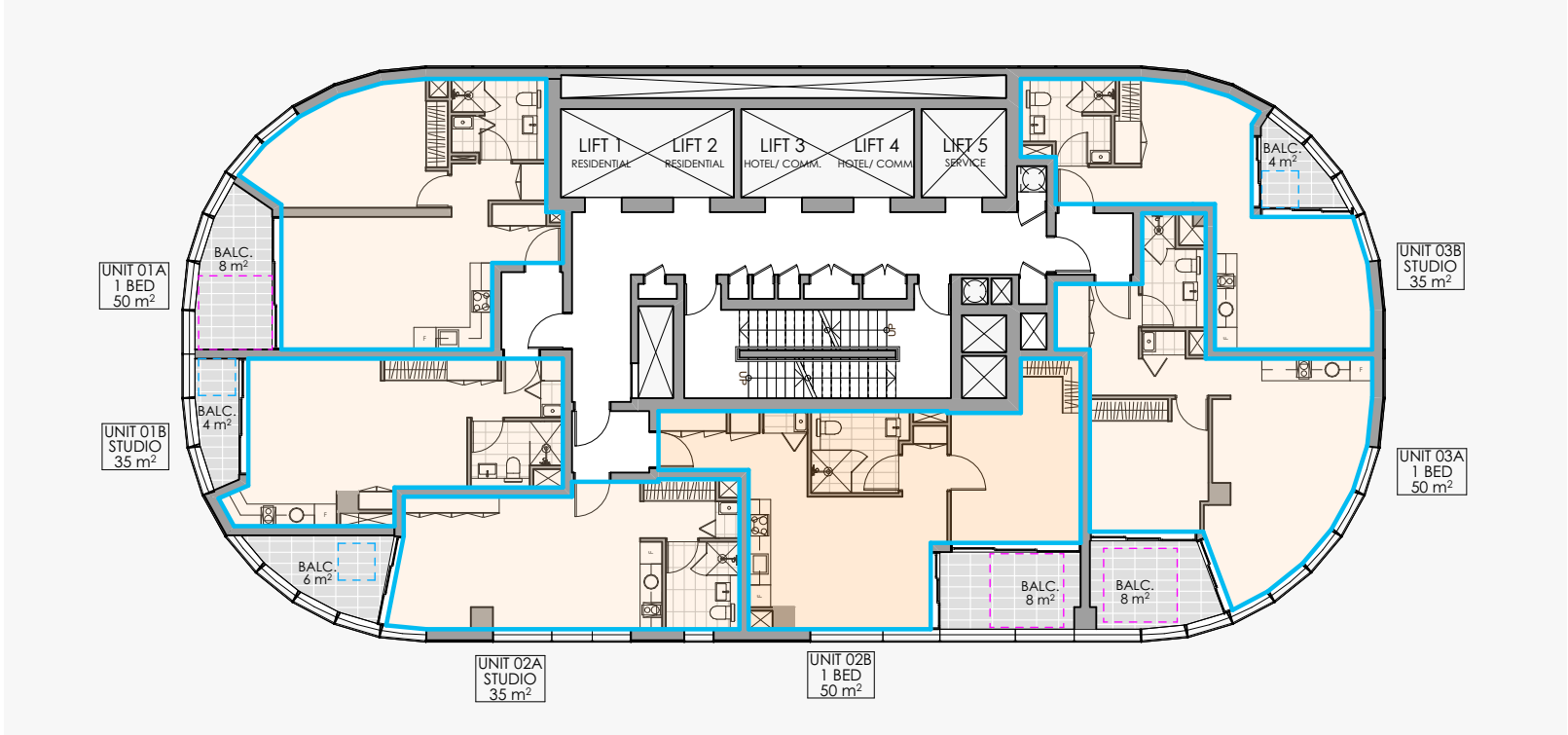
LEVELS 3-18 APARTMENT SIZES INDIVIDUAL KEY

- 3m x 3m bedrooms
- 3.6m x 3.6m studio & 1 bed living areas

8.10 4E : Private Open Space & Balconies



LEVELS 3-18 BALCONY SIZES DUAL KEY



LEVELS 3-18 BALCONY SIZES INDIVIDUAL KEY

Dual Key Configuration

Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x 2 bed dual key apartments in total. In dual key configuration, the primary balcony is attached to the 1 bed apartment .

Minimum balcony area for 2 bed - 10sqm

Proposed Unit 01 : 2 bed balcony area -	12sqm (complies)
Proposed Unit 02 : 2 bed balcony area -	14sqm (complies)
Proposed Unit 03 : 2 bed balcony area -	12sqm (complies)

Individual Key Configuration

Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x studios and 48 x 1 bed individual key apartments, 96 x apartments in total.

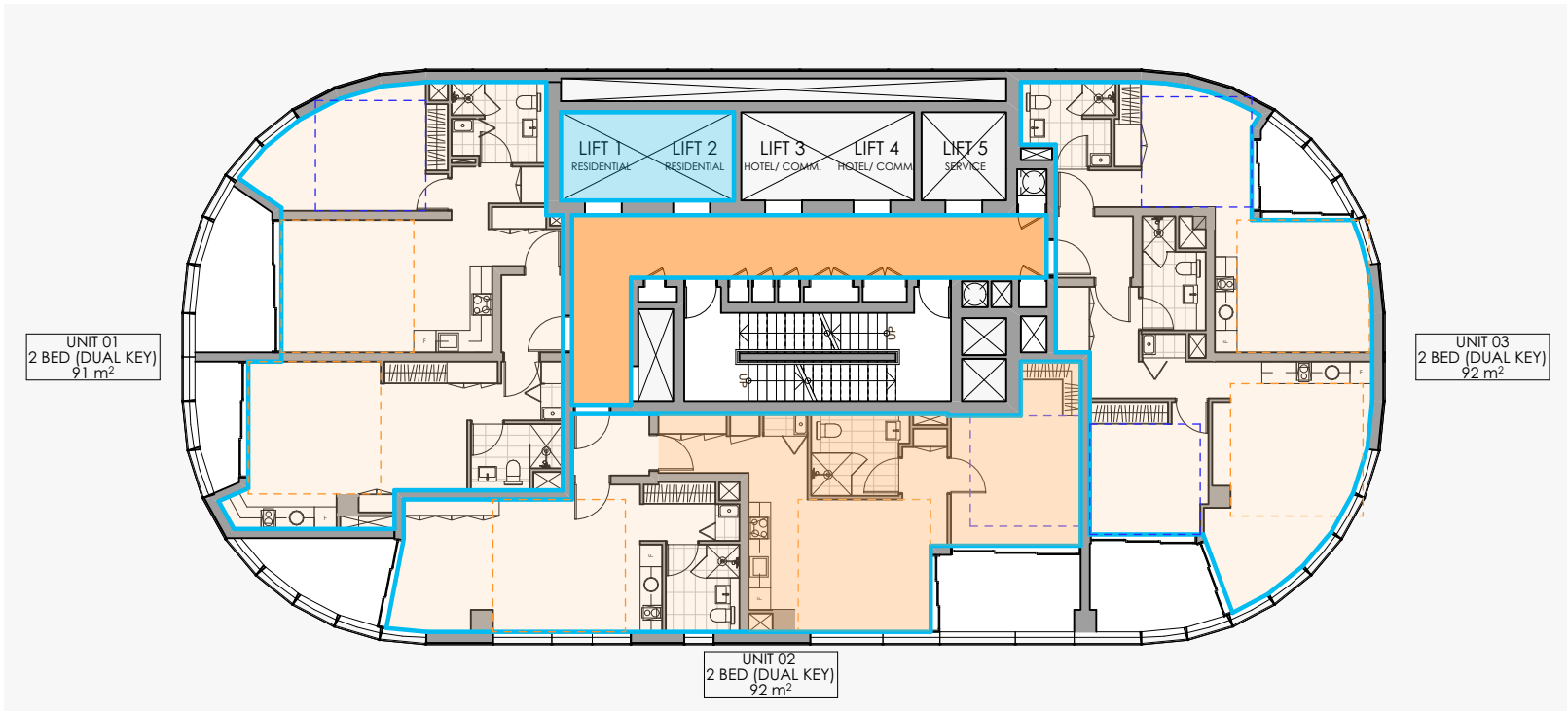
Minimum balcony area for studio - 4sqm
Minimum balcony area for 1 bed - 8sqm

Proposed Unit 01A : 1 bed balcony area -	8sqm (complies)
Proposed Unit 01B : studio balcony area -	4sqm (complies)
Proposed Unit 02A : studio balcony area -	6sqm (complies)
Proposed Unit 02B : 1 bed balcony area -	8sqm (complies)
Proposed Unit 03A : 1 bed balcony area -	8sqm (complies)
Proposed Unit 03B : studio balcony area -	4sqm (complies)

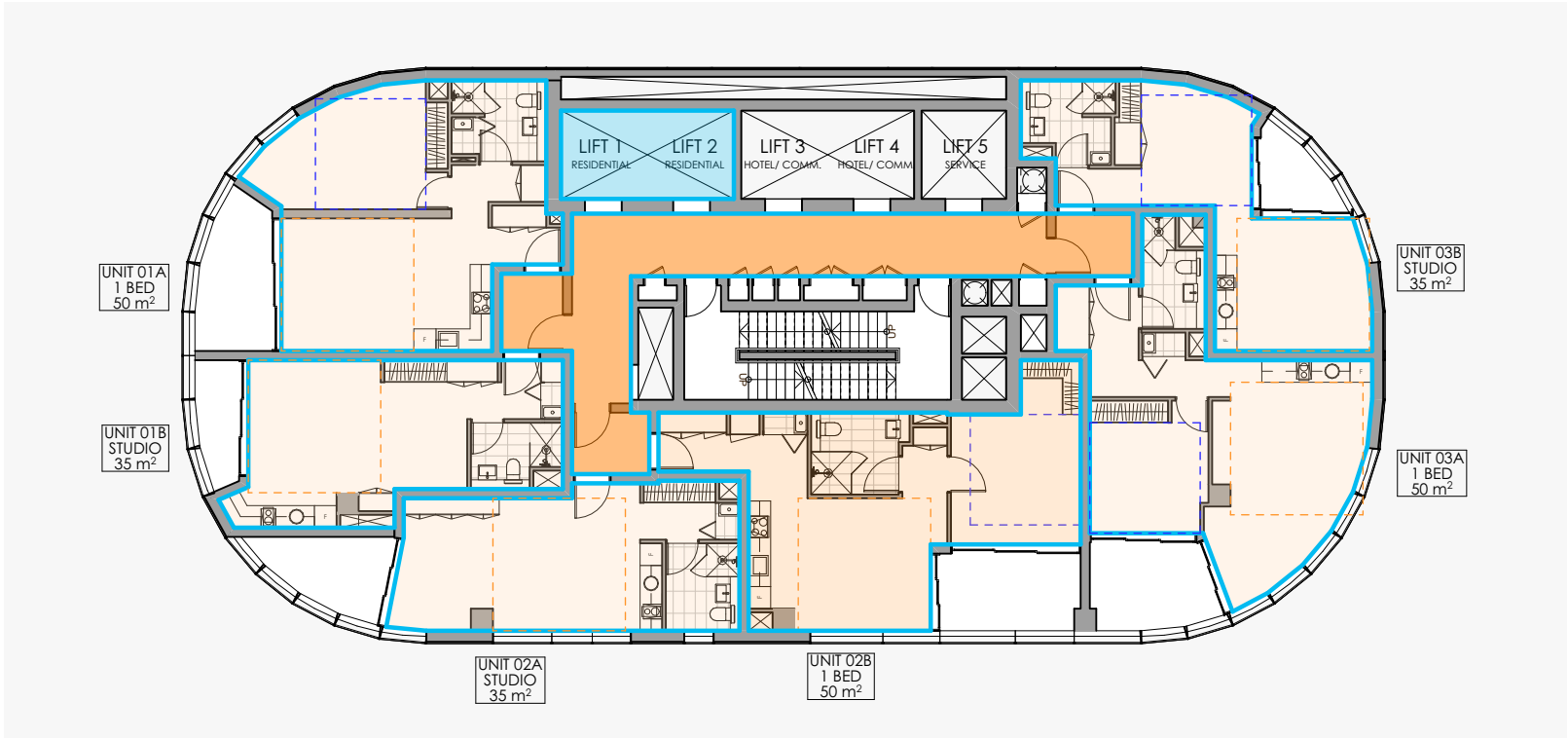
2m x 2m
1 bed & 2 bed
balcony

1m x 1m
studio balcony

8.11 4F : Common Circulation & Spaces



LEVELS 3-18 APARTMENTS DUAL KEY



LEVELS 3-18 APARTMENTS INDIVIDUAL KEY

Dual Key Configuration

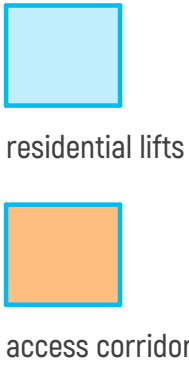
Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x 2 bed dual key apartments in total.

Maximum no. of apartments per level -	8	
Maximum no. of apartments sharing a 1 x lift -	40	
Proposed no. of apartments per level -	3	(complies)
Proposed no. of apartments sharing 2 x lifts -	48	(complies)

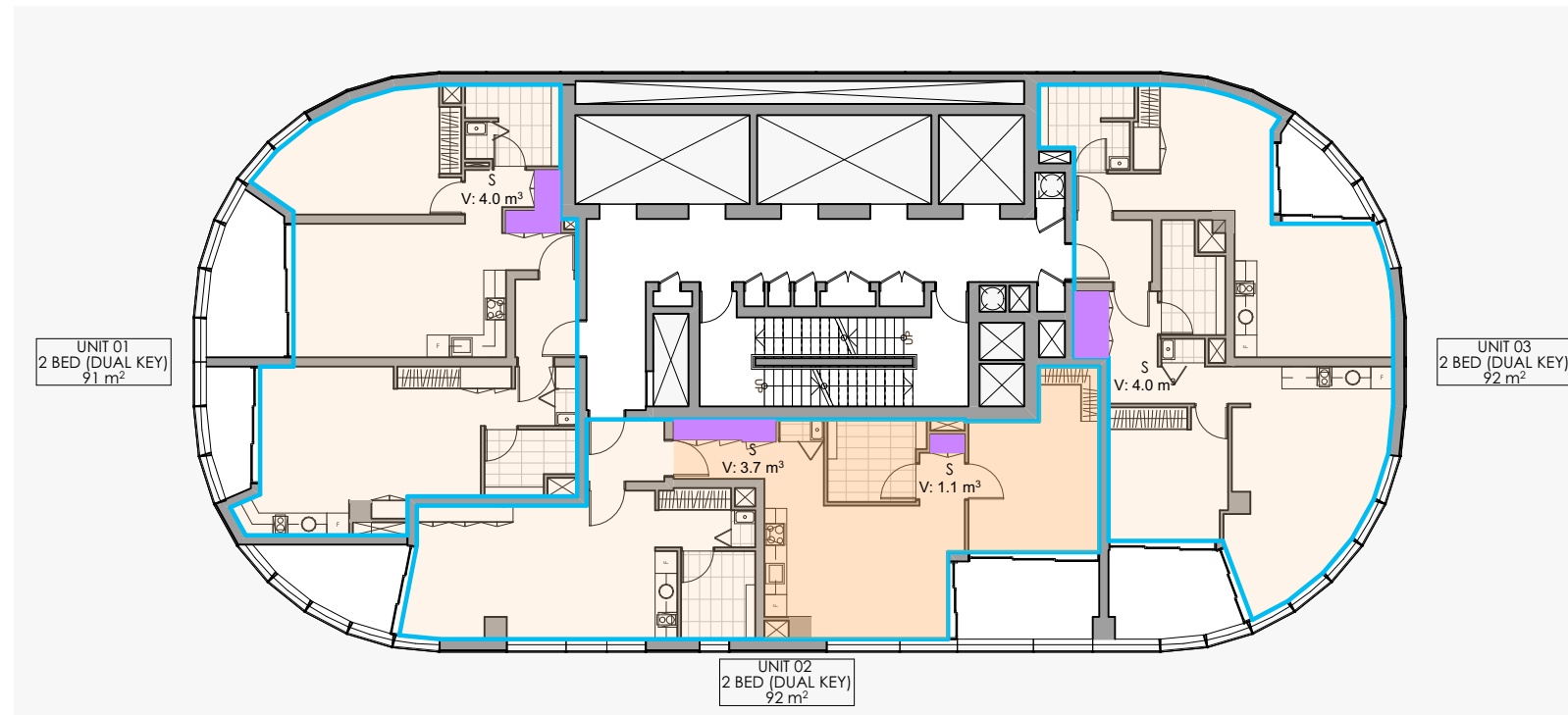
Individual Key Configuration

Levels 3 to 18 provide 16 levels of residential apartments comprising 48 x studios and 48 x 1 bed individual key apartments, 96 x apartments in total.

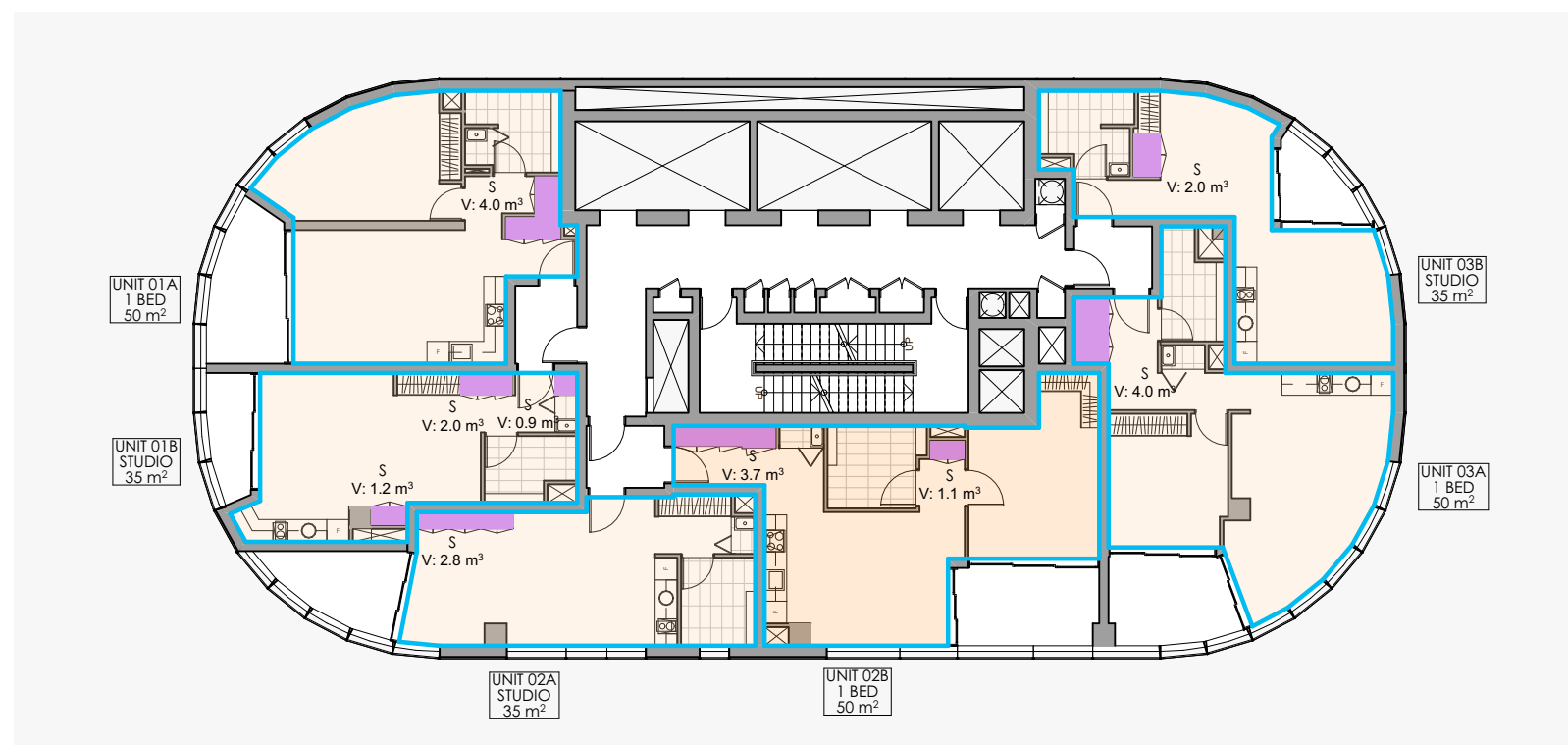
Maximum no. of apartments per level -	8	
Maximum no. of apartments sharing a 1 x lift -	40	
Proposed no. of apartments per level -	6	(complies)
Proposed no. of apartments sharing 2 x lifts -	96	(complies)



8.12 4G : Storage



LEVELS 3-18 INTERNAL UNIT STORAGE DUAL KEY



LEVELS 3-18 INTERNAL UNIT STORAGE INDIVIDUAL KEY

Storage is provided within each apartment at a minimum of 50% of the required total storage volume. The remainder of the storage is allocated within the residential basement levels 3 to 5 in the form of individual secured storage cages.

Dual Key Configuration

In dual key configuration, the storage is calculated from 1 bed apartment, excluding the studio apartment as this becomes the main bedroom.

Minimum storage volume for 2 bed - 8m^3
 Minimum storage volume located within apartment - 4m^3 (50%)

Proposed Unit 01 : 2 bed storage volume -	4m^3 (50%)	(complies)
Proposed Unit 02 : 2 bed storage volume -	4.8m^3 (60%)	(complies)
Proposed Unit 03 : 2 bed storage volume -	4m^3 (50%)	(complies)

Individual Key Configuration

In individual key configuration, the storage is calculated for each 1 bed and studio apartment separately.

Minimum storage volume for studio - 4m^3
 Minimum storage volume located within apartment - 2m^3 (50%)

Minimum storage volume for 1 bed - 6m^3
 Minimum storage volume located within apartment - 3m^3 (50%)

Proposed Unit 01A : 1 bed storage volume -	4m^3 (67%)	(complies)
Proposed Unit 01B : studio storage volume -	4m^3 (100%)	(complies)
Proposed Unit 02A : studio bed storage volume -	2.8m^3 (70%)	(complies)
Proposed Unit 02B : 1 bed storage volume -	4.8m^3 (80%)	(complies)
Proposed Unit 03A : 1 bed storage volume -	4m^3 (67%)	(complies)
Proposed Unit 03B : studio storage volume -	2m^3 (50%)	(complies)



internal storage

9. SEPP (HOUSING) 2021 : SCHEDULE 9



Principle 1: Context and Neighbourhood Character

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

- The subject site, known as 2-4 Burleigh St & 20-24 Railway Parade, Burwood, is an amalgamation of Lot A in DP438222, Lot B DP438222, Lot C in DP438222, Lot D DP438222 and Lot E in DP438222 with a combined area of 1,329 sqm.
- The site at No.20 and 24 Railway Parade is currently occupied each with single storey used for residential purposes. No.22 Railway Parade is currently occupied with single storey used for commercial purposes. And NO. 2 and 4 Burleigh St is currently occupied each with single storey used for commercial purposes.
- The adjacent site to the North, known as 166 Burwood road is the Burwood Station.
- The adjacent site to West, known as 26 Railway Parade is the St Nectarios Church single storey building and know as 5 Burleigh St is currently occupied with single storey used for commercial purposes.
- The adjacent site to the South, known as 6 Burleigh St is currently occupied with single storey used for commercial purposes.
- The adjacent site to the East, known as 18 and 18A Railway Parade is currently occupied each with two storey used for commercial purposes. Further East at 16 Railway Parade is currently occupied with twenty storey used for commercial and residential building.
- The site is classified under the current Burwood LEP 2012 as :
 - Zoning- MU1 Mixed Use
 - FSR- 6:1
 - Building height- 70 metres
- The proposed design seeks to provide an overall FSR of 8.58:1, which is 6.60:1 (10% Bonus FSR 0.6:1) plus 30% for Affordable housing ,1.98:1 with the total of 8.58:1

Principle 2: Built Form and Scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

- The proposed development consists of a 39 storey building of a height of 143.9m which is below the West of Burwood height plane line
- The building alignments have been formed by appropriate setbacks and building separation.

Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

- The permissible Floor Space Ratio for the site is 6:1. The development proposes an FSR of 8.58:1, which is 6.60:1 (10% Bonus FSR 0.6:1) plus 30% for Affordable housing ,1.98:1 with the total of 8.58:1
- Being its proximity to Burwood Train station, other public transport and the Burwood shopping and commercial hub, the site is ideally located for an affordable residential apartment development
- With the continued growth of Burwood as a business and local centre, well located areas for new residential developments like this provide considerable benefit for the city.

Principle 4: Sustainability

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.

- This proposal has been designed to make best use of the available sunlight and natural cross ventilation.. Accordingly, it satisfies the requirements of the ADG such that:
 - 48/48 (100%) dual key apartments will enjoy more than 3 hours of sun in mid-winter
 - 80/96 (83%) individual key apartments will enjoy more than 3 hours of sun in mid-winter
 - 48/48 (100%) dual key apartments are naturally cross ventilated
 - 64/96 (67%) individual key apartments are naturally cross ventilated
- The development will comply with the requirements of BASIX and will have all energy efficient lighting and appliances. In addition :
 - the use of low E glass will minimise summer heat gain and reduce cooling loads
 - the use of thick laminated glass to all windows as per Acoustic Engineers advice will ameliorate the impacts of noise from the trains
 - the building also provides adequate bicycle parking facilities

Principle 5: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, provides for practical establishment and long term management.

- Sufficient landscaped planting on structure has been provided throughout the development on ground floor, levels 1, 2, 37, and 38.

Principle 6: Amenity

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.

- The site is located near transport facilities and is ideal for affordable residential development.
- With this in mind, the development has been designed to provide an efficient and cost-effective building to provide a good value proposition for the market
- The apartments overall provide a good level of amenity for its residents.
- This being in terms of its access to natural light, cross ventilation, acoustic, outlook and views, visual privacy and the provision of storage areas.
- Visual privacy has been taken into account by appropriately orientating of living habitable, providing opaque privacy glass in some areas and sufficient building separation distances.
- As well as good quality shared communal areas
- In terms of internal planning, the units are efficiently planned with compliant room sizes and balconies
- The design provides good access for all age group and degrees of mobility.
- The communal open space on the roof top receives morning and afternoon sun.

Principle 7: Safety

Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.

- The proposed development has been designed to provide a safe and secure living environment
- It will be actively managed by on-site management staff who will oversee also its safety and security.
- The lobby areas will provide passive surveillance to much of the ground floor areas.
- In addition, all residential entry points will have intercom and secure access passes on ground floor and also to the car park entry
- and all main circulation areas will be well lit at all times, will be without hidden areas that can provide a safety risk, and will have surveillance cameras at key points

Principle 8: Housing Diversity and Social Interaction

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.

- The proposed development will provide a mix of Studio, 1 bed and dual keys apartments, a suitable mix of apartment types to suit various changing needs to residents.
- The unit sizes have also been designed to be both affordable and to provide a high quality of residential amenity.
- For communal spaces to encourage interaction amongst residents are provided on levels 2 and 38

Principle 9: Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

- The composition of the façade materials include glass, powder coated aluminium and sandstone cladding
- The curvature of the façade provide a distinctive attractive modern building.
- The tower form is visually broken into separate blocks that each represent the various building uses, being the residential, hotel and commercial offices components. The blocks are separated by two plant levels.
- The tower's form and facade presents the concept of slender concentric glass tubes that sleeve and overlap each other. A wider outer tube with cut-outs reveal a thinner central inner tube that runs the entire height of the building from the ground plane to the roof. The roof feature is presented as a chamfered top to subtly emphasise the tower's slenderness.
- The wider outer tube is represented in a lighter glass tone, and further articulated by the thinner inner tube being a darker glass tone, emphasising the recesses and cut-outs. The tower also ties into the corner glass element of the podium below it.

This document has been prepared by PTI Architecture

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