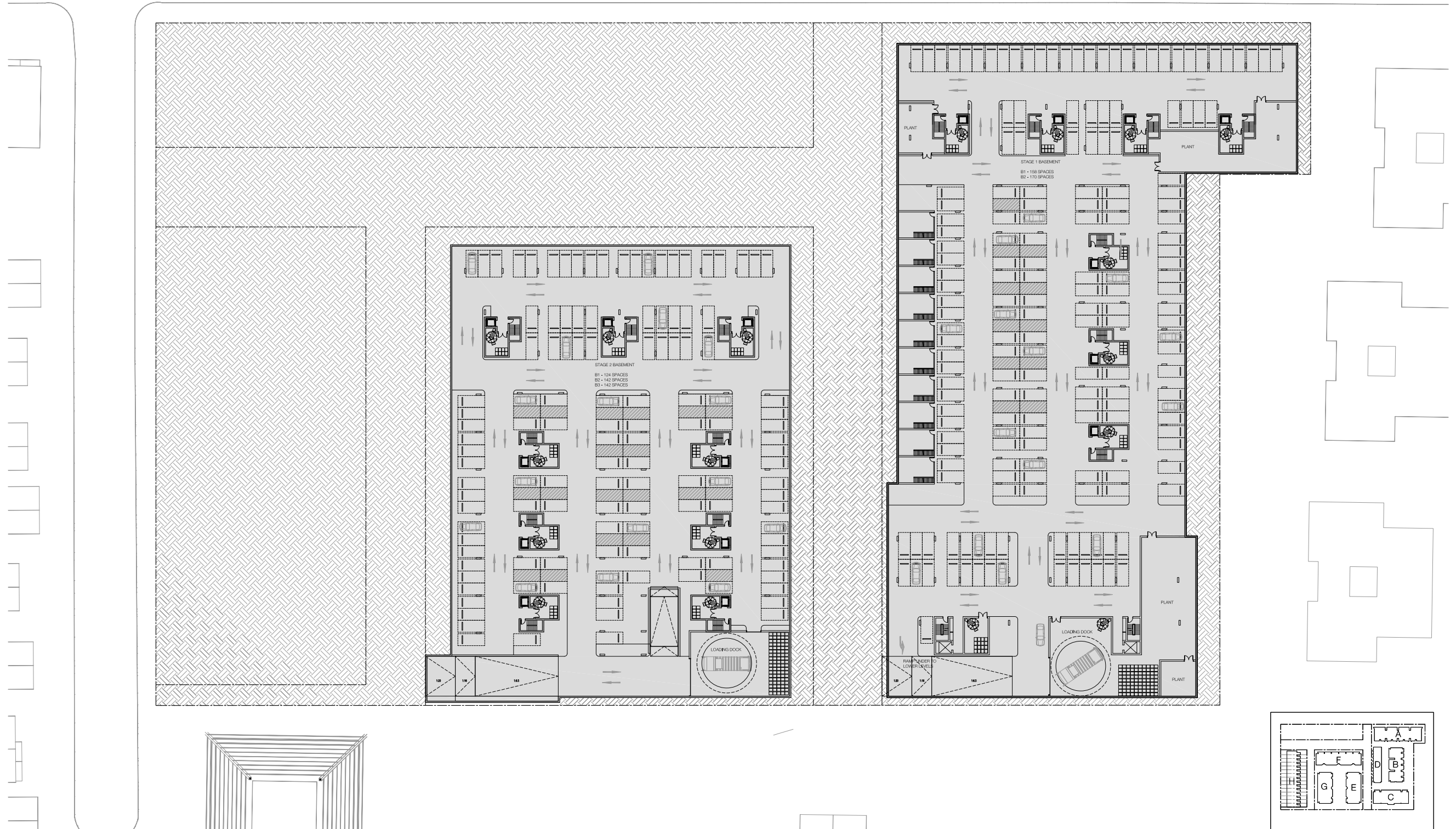
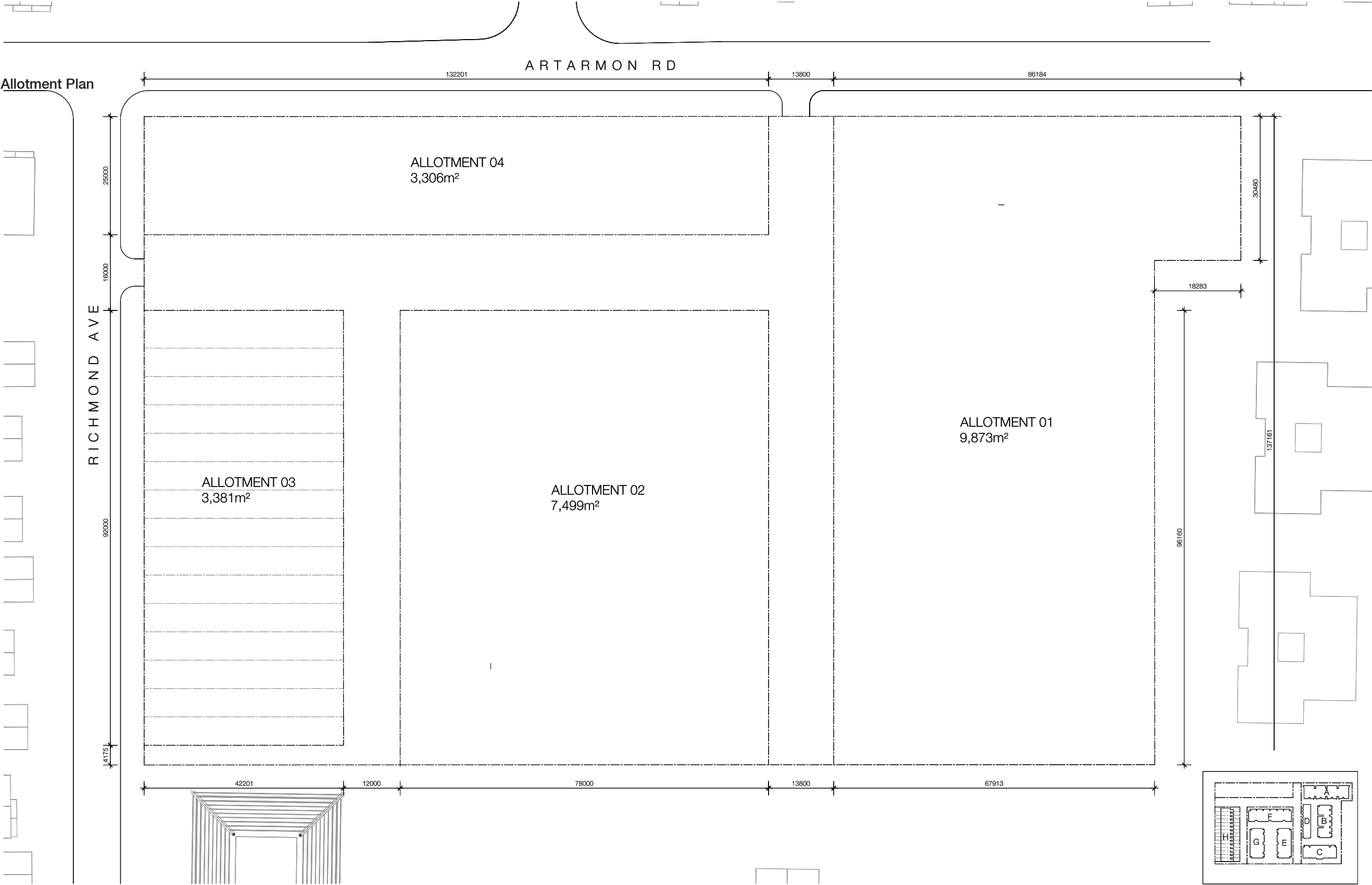


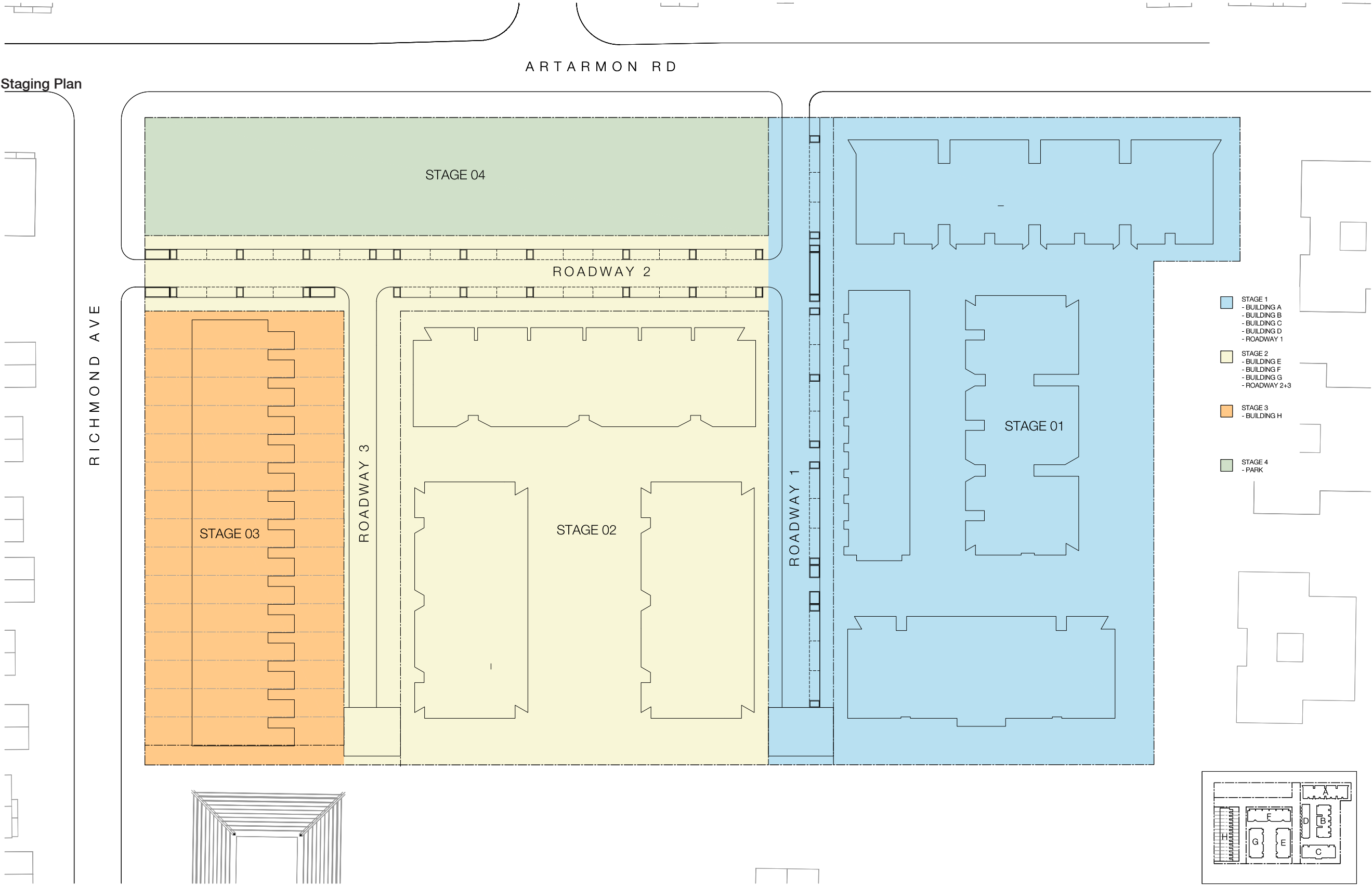
7.7 Site Plan - Basement & Parking



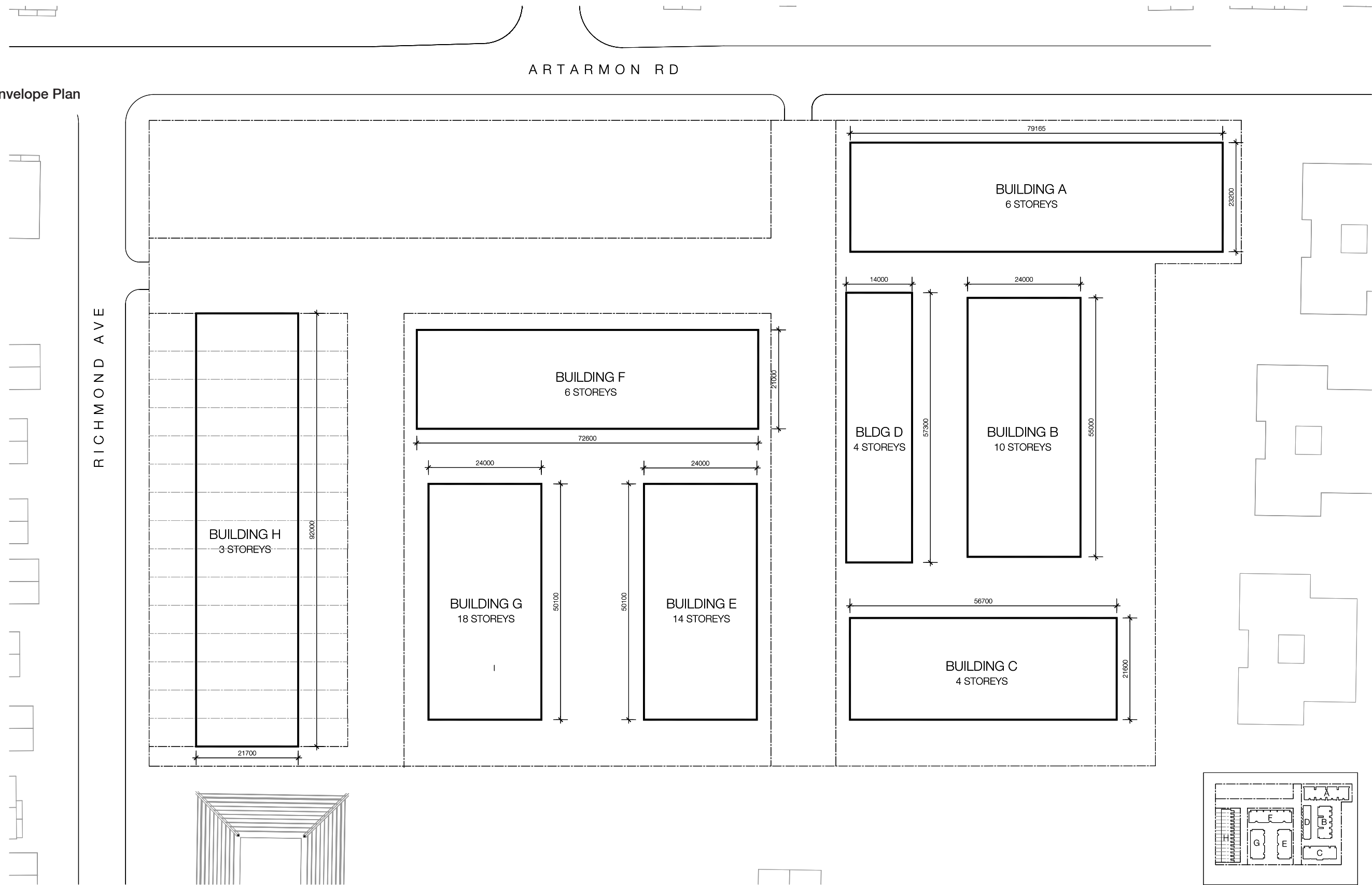
7.8 Allotment Plan



7.9 Staging Plan



7.10 Envelope Plan



7.11 Schedule of Accommodation

	STAGE 1																								STAGE 2												STAGE 3											
	Building A						Building B						Building C						Building D						Building E						Building F						Building G						Building H					
	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA	1B	2B	3B	Solar	C/F	GFA						
Basement 03	-																								6206																							
Basement 02	8267																								6206																							
Basement 01	8267																								6206																							
Level 01	10	4		14	1	1317	6		3	2	1	873	4	6		3	1	934		10		10	10	490	3	6		0	1	843	4	8		10	1	1100	3	6		7	1	843		15	15	15	1212	
Level 02	4	8		12	8	1157	3	6		7	8	812	2	8		3	6	924						490	3	6		0	8	894	4	8		11	8	1092	3	6		7	8	894				1737		
Level 03	4	8		12	8	1157	3	6		8	8	812	2	8		5	6	924						490	3	6		0	8	894	4	8		11	8	1092	3	6		7	8	894				600		
Level 04	4	8		12	8	1157	3	6		8	8	812	2	4		6	4	476						490	3	6		0	8	894	4	8		11	8	1092	3	6		7	8	894						
Level 05	4	8		12	8	1157	3	6		8	8	812													3	6		2	8	894	4	8		11	8	1092	3	6		7	8	894						
Level 06	4	8		12	8	1157	3	6		8	8	812													3	6		2	8	894	4	8		11	8	1092	3	6		8	8	894						
Level 07							3	6		8	8	812													3	6		2	8	894							3	6		8	8	894						
Level 08							3	6		8	8	812													3	6		2	8	894							3	6		8	8	894						
Level 09							3	6		8	8	812													3	6		2	8	894							3	6		8	8	894						
Level 10							3	6		9	8	812													3	6		2	8	894							3	6		8	8	894						
Level 11																									3	6		2	8	894							3	6		8	8	894						
Level 12																									3	6		2	8	894							3	6		8	8	894						
Level 13																									3	6		2	8	894							3	6		8	8	894						
Level 14																									3	6		9	8	894							3	6		8	8	894						
Level 15																																					3	6		8	8	894						
Level 16																																					3	6		8	8	894						
Level 17																																					3	6		8	8	894						
Level 18																																					3	6		9	8	894						
Level 19																																																
Level 20																																																
TOTAL	30	44	0	74	41	7,102	33	54	3	74	73	8,185	10	26	0	17	17	3,258	0	10	0	10	10	1,961	42	84	0	27	105	12,464	24	48	0	65	41	6,560	54	108	0	140	137	16,040	0	0	15	15	15	3,549
	74						90						36						10						126						72						162						15					
	41% 59% 0% 100% 55%						37% 60% 3% 82% 81%						28% 72% 0% 47% 47%						0% 100% 0% 100% 100%						33% 67% 0% 21% 83%						33% 67% 0% 90% 57%						33% 67% 0% 86% 85%						0% 0% 100% 100% 100%					

TOTALS					
1B	2B	3B	Solar	C/F	GFA
193	374	18	422	439	
33%	64%	3%	72%	75%	
585			59,117		

SITE AREA 29,905

REQUIRED PARKING				
1B	2B	3B	Visitor	
1.00	1.00	1.25	4	
193	374	18	585	
TOTAL		193	374	736

PROVIDED PARKING		
Stage 1	Stage 2	
Basement 01	158	124
Basement 02	170	142
Basement 03	-	142
		328
		408
		736

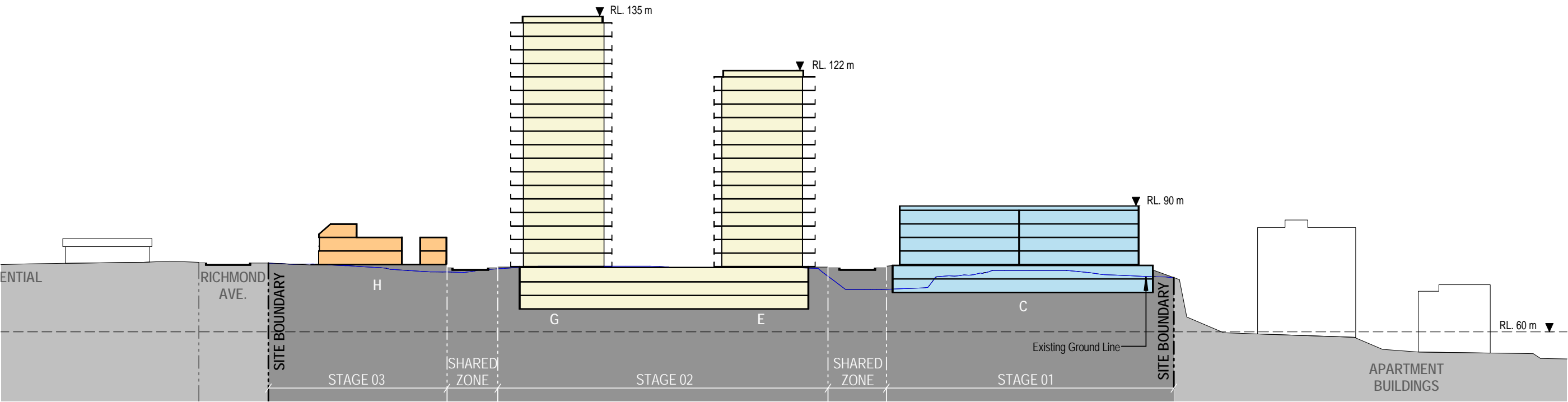
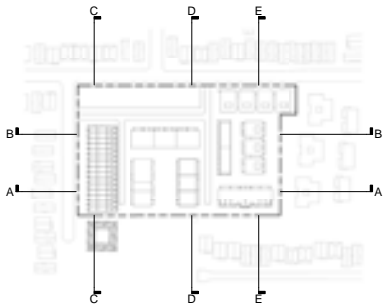
NOTES
SOLAR ACCESS - 2HRS TO HABITABLE SPACE ON JUNE 22nd BETWEEN 9am AND 3pm

LEP DEFINITION
GROSS FLOOR AREA means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:
(a) the area of a mezzanine, and
(b) habitable rooms in a basement or an attic, and
(c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
(d) any area for common vertical circulation, such as lifts and stairs, and
(e) any basement;
(f) storage, and
(g) vehicular access, loading areas, garbage and services, and
(h) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
(i) car parking to meet any requirements of the consent authority (including access to that car parking), and
(j) any space used for the loading or unloading of goods (including access to it), and
(k) terraces and balconies with outer walls less than 1.4 metres high, and
(l) voids above a floor at the level of a storey or storey above,
ground level (existing) means the existing level of a site at any point.

7.12.1 Sections A

The sections over the following four pages illustrate the way in which the concept plan will sit within the site's topography. The location of basement and ground levels have considered the existing levels and requirement for cut and fill. The assessment of the soil profiles undertaken by JBS as part of this project have identified sandstone at depths between 0.3m and 2.1m, with the exception of the area around the existing helipad at the south of the site where sandstone was found at a depth of 4m.

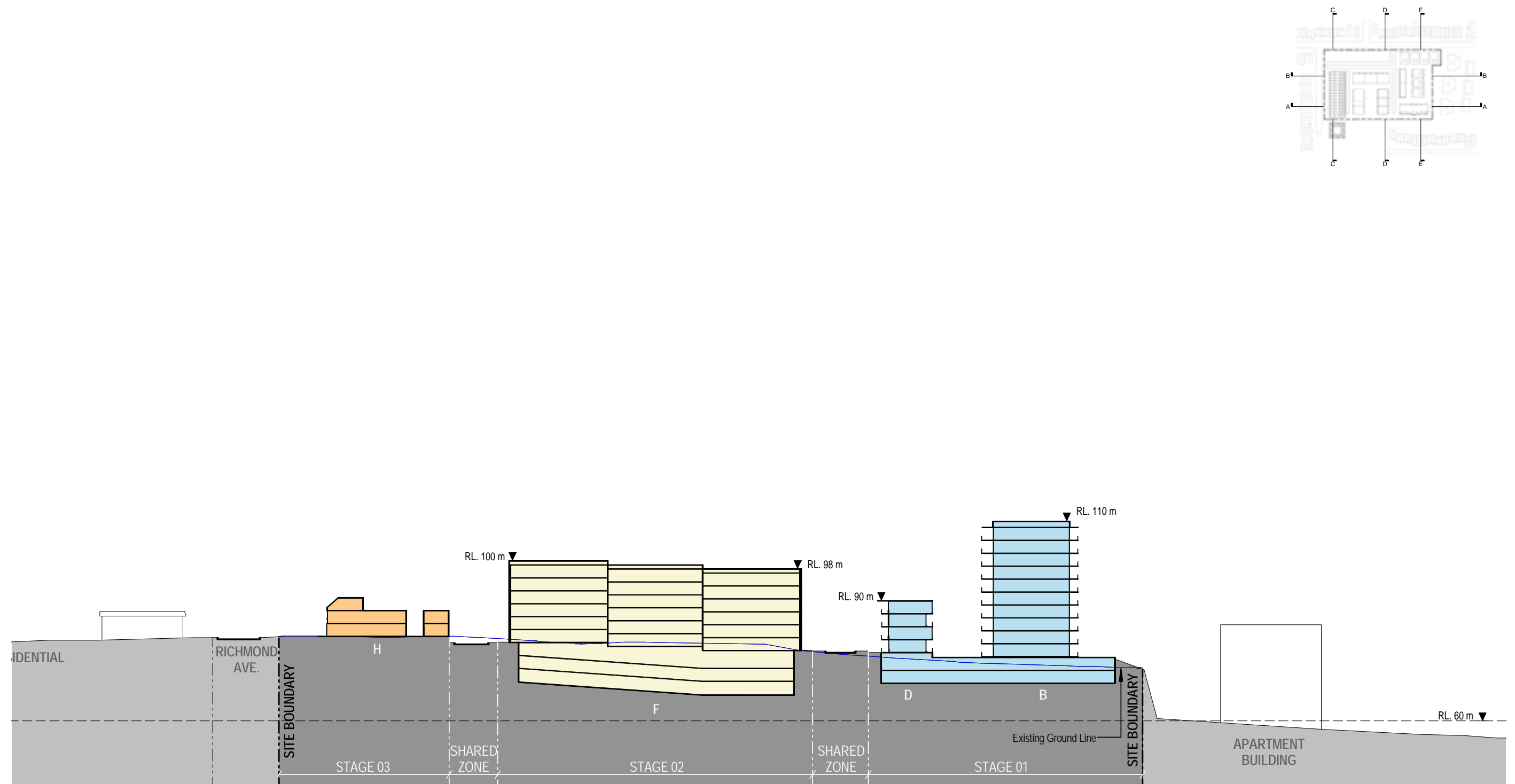
These findings essentially mean that the basement car park will require excavation into the sandstone that lies beneath the site. No piling or unconventional methods will be required to support the building structure, as they can drill directly into the sandstone profiles. Further information on the site's geotechnical features are contained in the accompanying report by JBS.



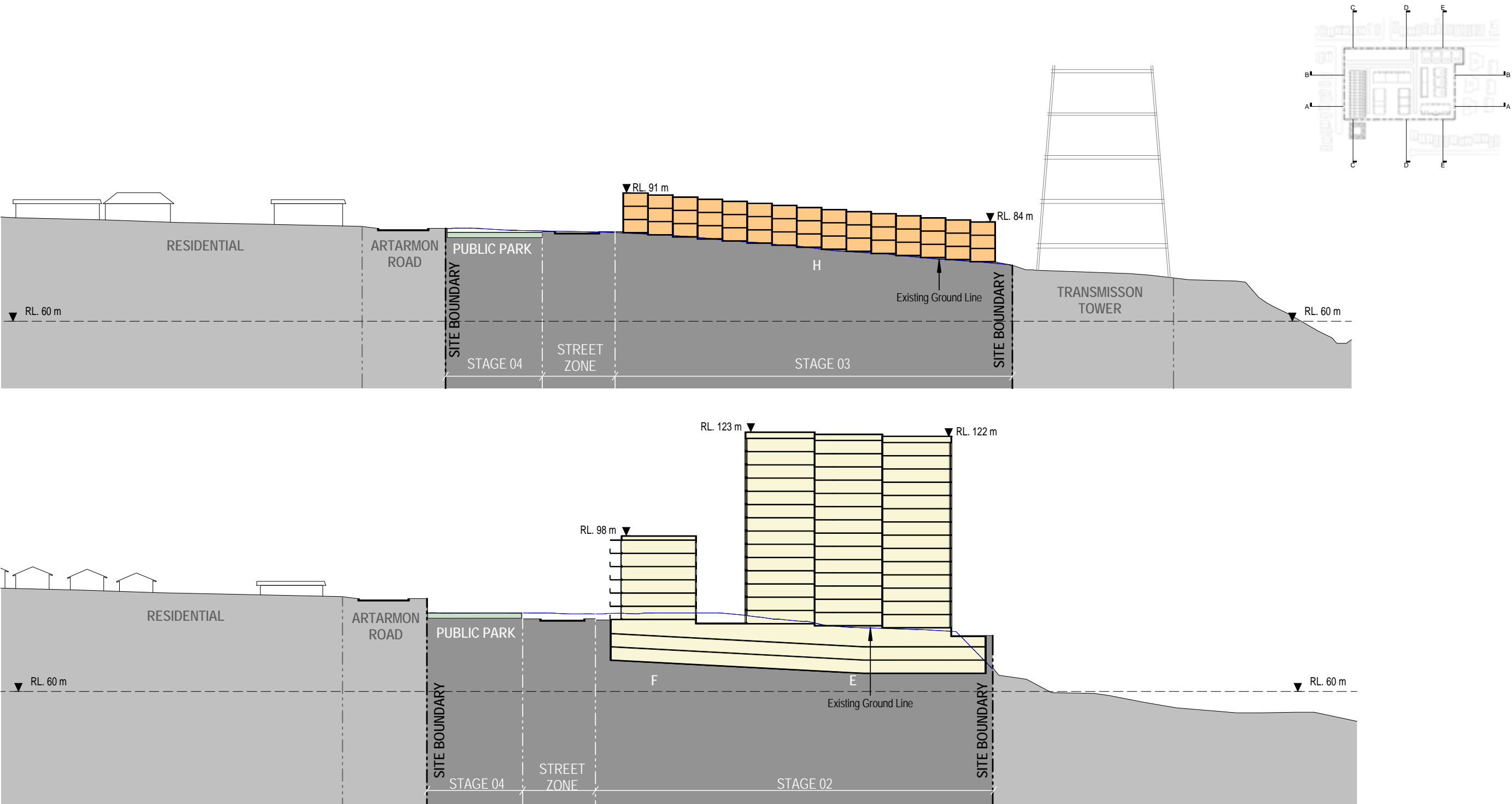
Preferred Option

7.0

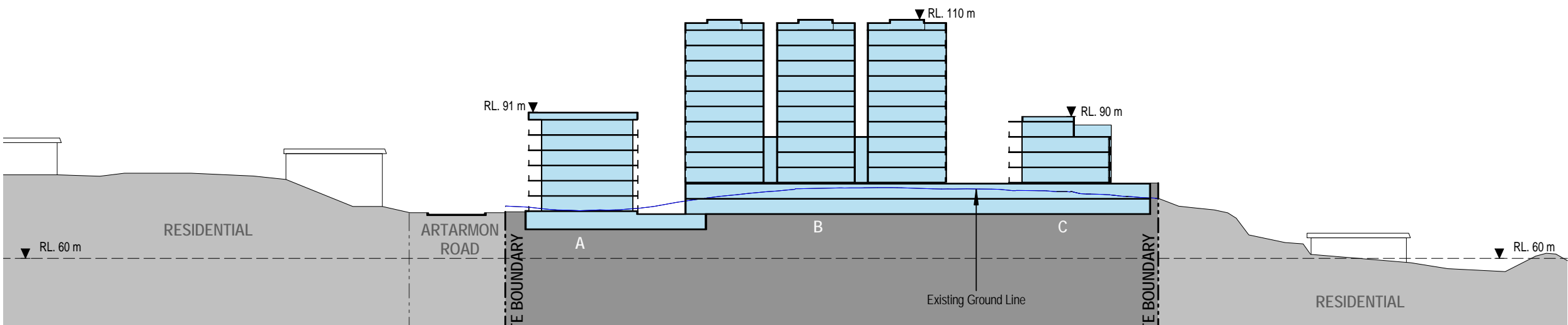
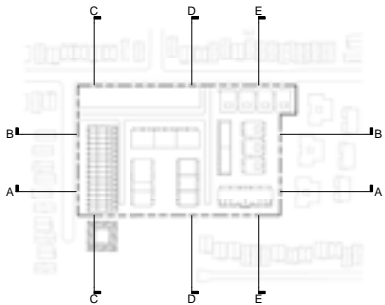
7.12.2 Sections B



7.10.3 Sections C & D



7.10.4 Sections E



7.11 Massing Model



01 Massing Model of Preferred Option

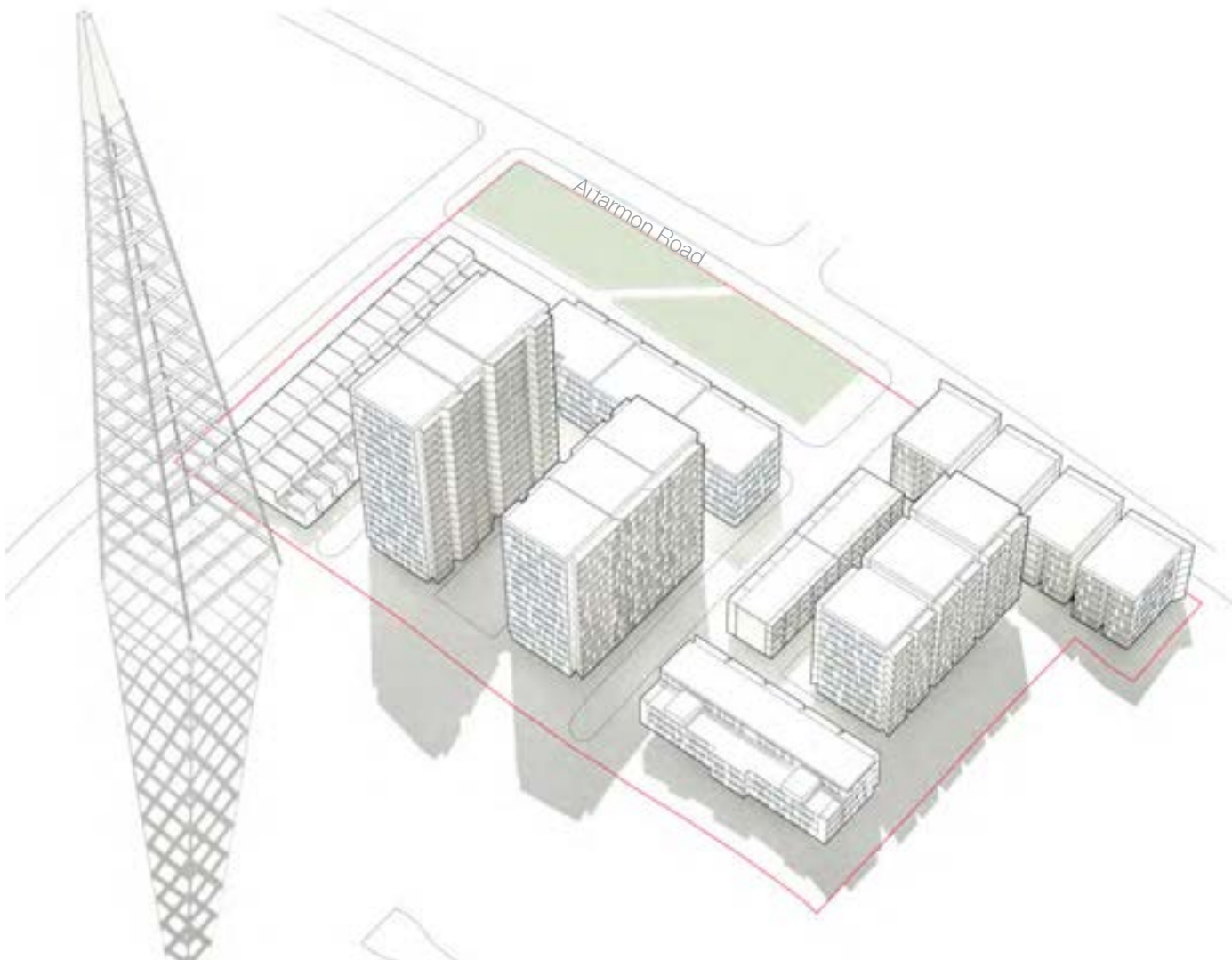


02 Massing Model of Preferred Option

7.11 Massing Model



03 Massing Model of Preferred Option

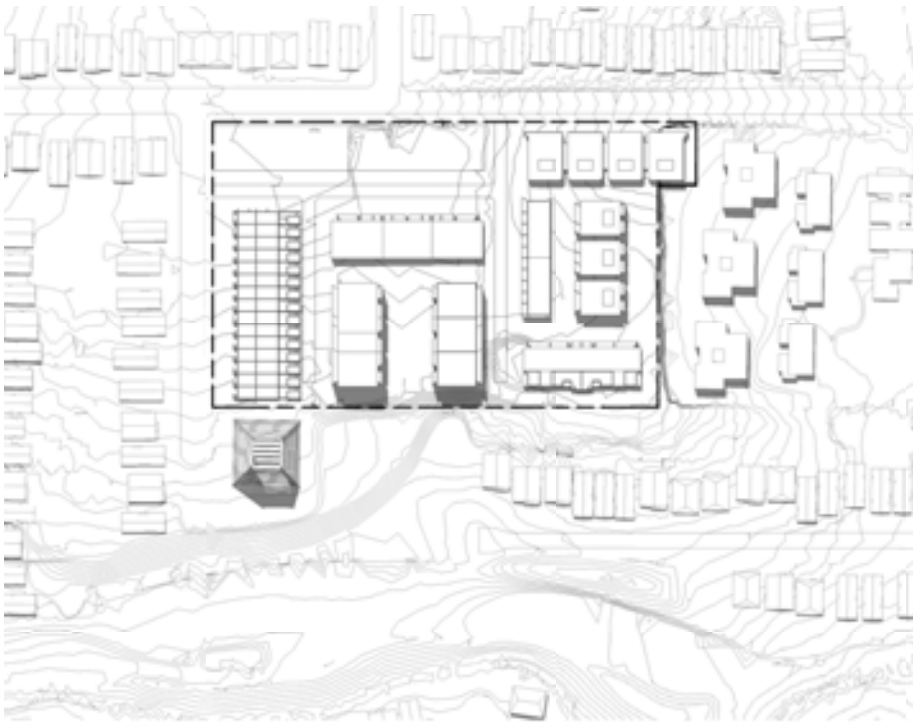


04 Massing Model of Preferred Option

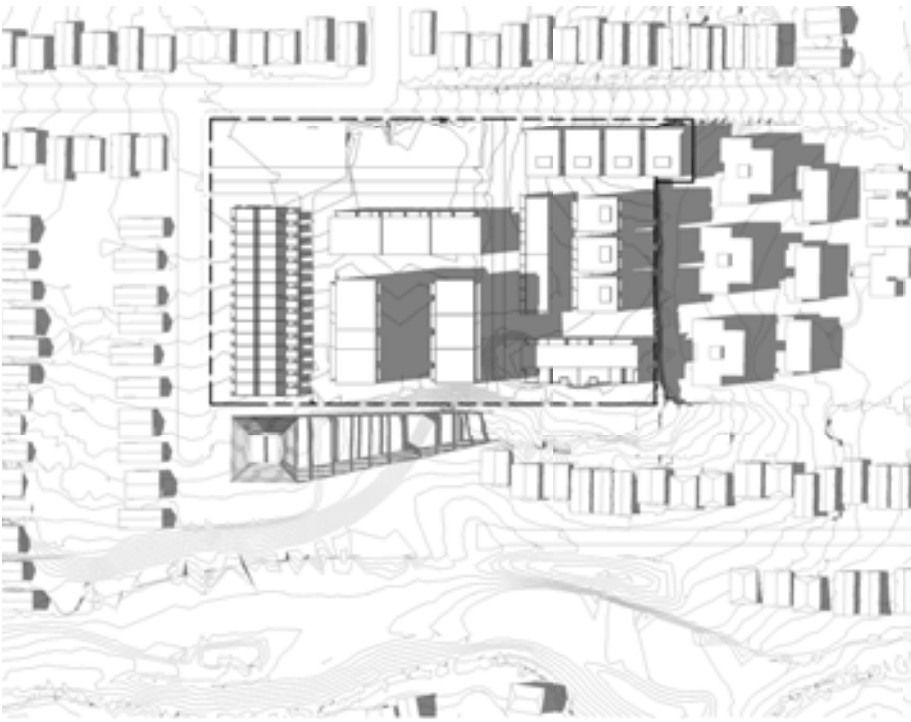
7.12 Shadow Study



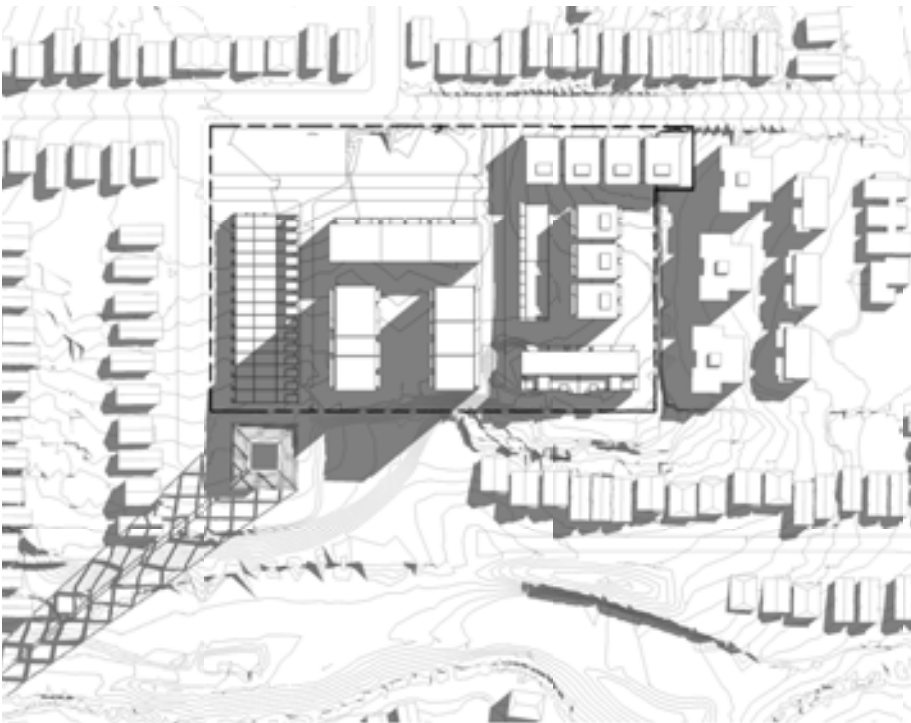
01 Equinox (22 December 2012) 9am



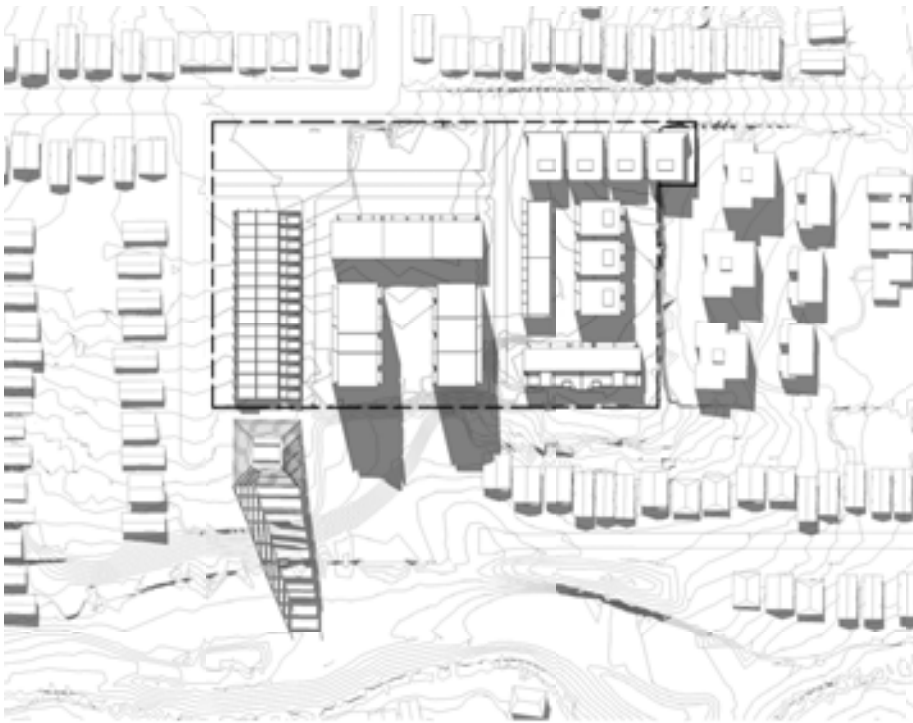
02 Equinox (22 December 2012) 12pm



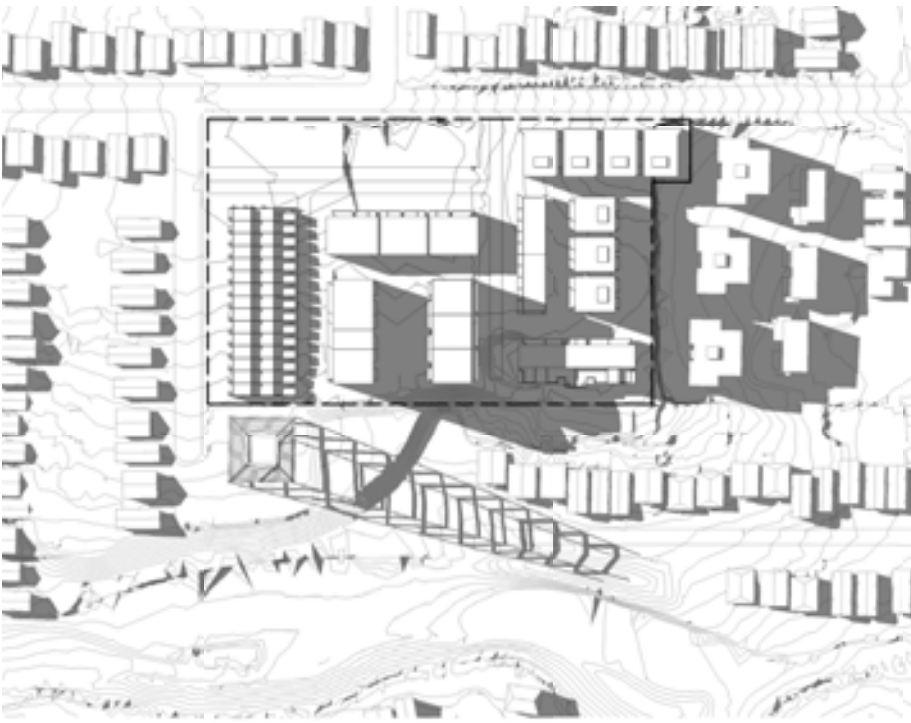
03 Equinox (22 December 2012) 3pm



04 Equinox (22 September 2012) 9am

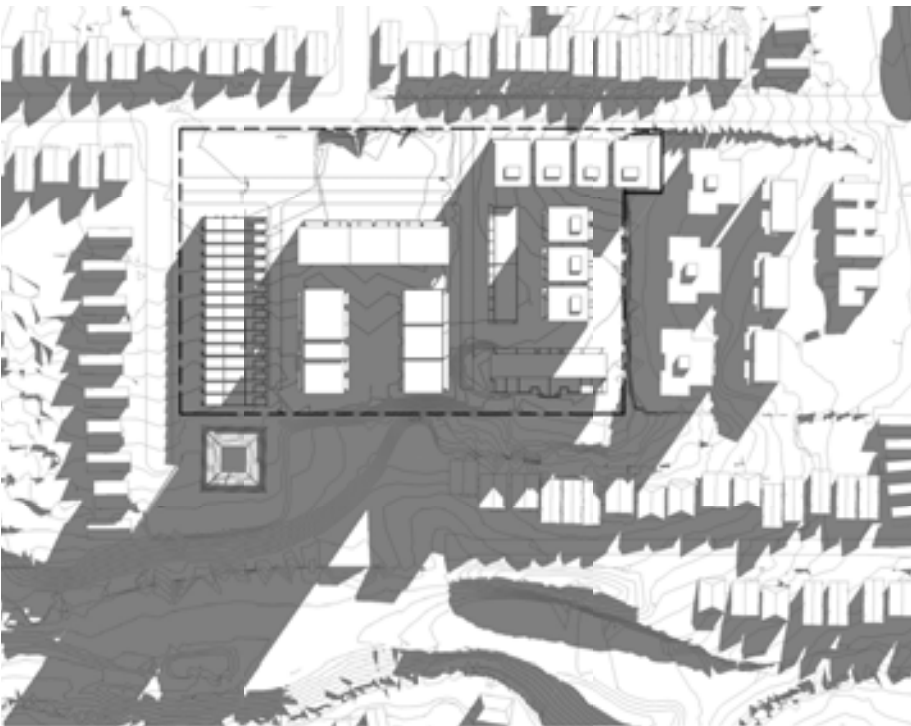


05 Equinox (22 September 2012) 12pm

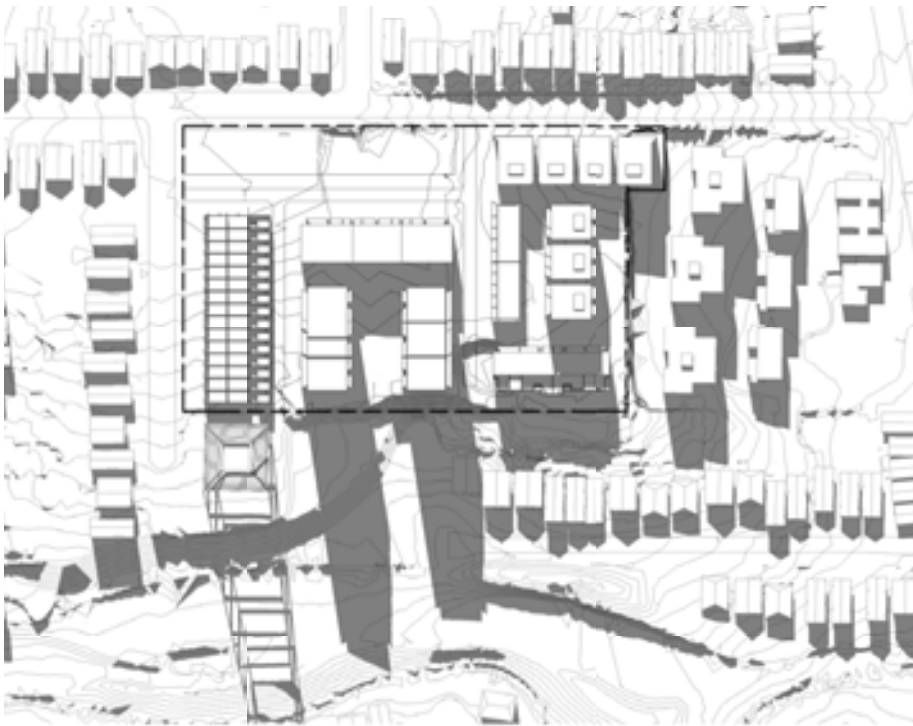


06 Equinox (22 September 2012) 3pm

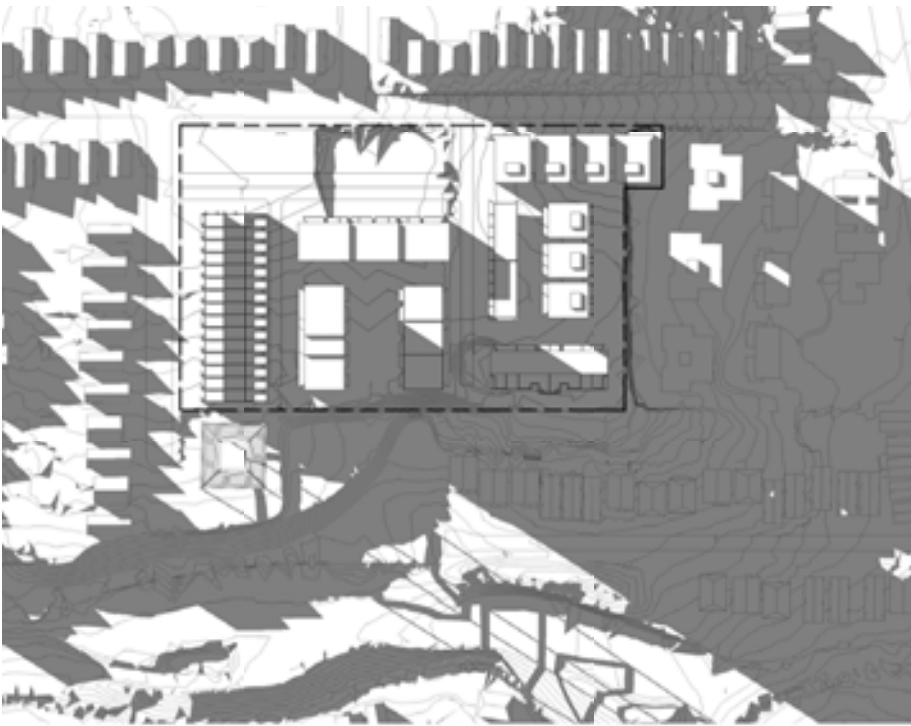
7.12 Shadow Study



04 Mid-Winter (21 June 2012) 9am



05 Mid-Winter (21 June 2012) 12pm



06 Mid-Winter (21 June 2012) 3pm

Buildings along the site's south eastern boundary are stepped from 3-4 storeys to ensure the rear of the Walter Street properties receive solar access during midday in mid-winter.

Further analysis of overshadowing during the equinox and peak summer period indicate the amount of sunlight passing through the site to the adjoining properties.

7.13 View Analysis



01 View across the Gore Hill Freeway from Naremburn



02 View From Richmond Avenue



01 View across the Gore Hill Freeway from Naremburn



02 View From Richmond Avenue

7.13 View Analysis



03 View from Edward Street



04 View from the corner of Richmond Avenue & Artarmon Road



03 View from Edward Street



04 View from the corner of Richmond Avenue & Artarmon Road

7.13 View Analysis



05 View from the corner of Artarmon Road and Scott Street



06 View from Walter Street



05 View from the corner of Artarmon Road and Scott Street



06 View from Walter Street

7.13 View Analysis



07 View from the corner of Small Street and Willoughby Road



08 View from Willoughby Incinerator (Heritage Item)



07 View from the corner of Small Street and Willoughby Road



08 View from Willoughby Incinerator

7.13 View Analysis



09 View from Artarmon Reserve (Conservation Area)



10 View between no. 14 & 16 Salisbury Road (Heritage Items)



10 View from Artarmon Reserve



10 View between no. 16 & 18 Salisbury Road

7.13 View Analysis



11 View from the corner of Onyx Road and Sydney St (Conservation Area)



12 View from 58 Artarmon Road (Conservation Area)



7.13 View Analysis



13 View from 25 Burra Road (Conservation Area)



14 View the corner of Artarmon Road and Smith Road



13 View from 25 Burra Road (Conservation area)



14 View the corner of Artarmon Road and Smith Road

7.13 View Analysis - Summary

The view analysis shows the massing of the preferred option with limited articulation, external glazing and materiality. With relative minor architectural gestures the visual prominence of the development in each of the 14 views has been reduced, when compared to the previous option studies. Based on this evidence additional architectural resolution and detailing would only serve to further reduce the visibility of the development further.

In responding to the previously identified sensitive views, the building heights have been reduced for a number of key blocks, resulting in an overall reduction in the quantum of development by 7,500m² (approx.). This reduction in development area and building mass has created the most positive outcomes to views 01, 03, 05, 06 and 10. This is the result of reduced heights along the eastern boundary and the block along the park edge.

Other views have benefited from the increased articulation and detailing of the model, they include views 02, 04, 08 and 09. In essence, the long views have gained from a reduction in development and building heights, while the local views have benefited from greater architectural input.



01 View across the Gore Hill Freeway from Naremburn



03 View From Richmond Avenue



03 View from Edward Street



04 View from the corner of Richmond Avenue & Artarmon Road



05 View from the corner of Artarmon Road and Scott Street



06 View from Walter Street



07 View from the corner of Small Street and Willoughby Road



08 View from Willoughby Incinerator



09 View from Artarmon Reserve



10 View between no. 14 and 16 Salisbury Road



11 View from the corner of Onyx Road and Sydney St (Conservation area)



12 View from 58 Artarmon Road (Conservation area)



13 View from 25 Burra Road (Conservation area)



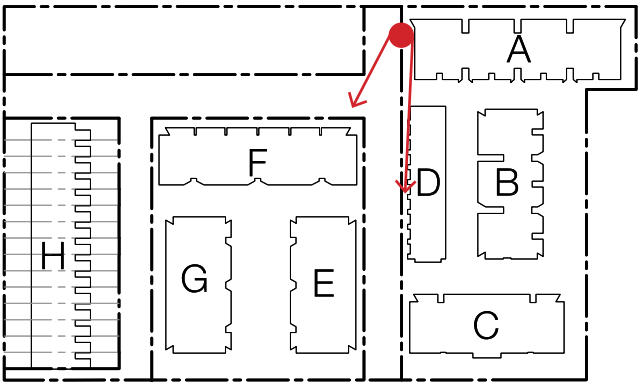
14 View the corner of Artarmon Road and Smith Road

7.14.1 Rendered Views

The purpose of the two rendered views is to illustrate the likely relationship between the streets, spaces, buildings and the landscape.

View 1 features the north-south access road that connects Artarmon Road to the basement parking and southern boundary. While the architecture isn't resolved the view still shows the nature and quality of the streetscape created between the lower buildings to the east (left) and the taller buildings located in the centre of the site (right).

The parks eastern edge is visible to the right hand side of the view, as is the fall in the site levels towards the southern boundary. A generous pedestrian and cycle paths provides access the various development entrances. On-street parking is indicated by planter-beds and mature trees.



Key Plan



View 01 - looking south, past the eastern edge of the park along the connector road