

## 4.0 Proposed Modified Concept Plan

The proposed modifications to the approved Concept Plan seek to deliver a development outcome for the site that provides for improved sustainability and better integration with surrounding existing development.

A summary comparing the proposed modified and currently approved Concept Plan schemes, is included at **Appendix E**. **Appendix E** also identifies the basis / principles upon which the proposed modifications are being sought, and the key benefits they will deliver.

The key elements of the modified proposal are described in the following sections.

The Modified Concept Plan drawings prepared by Foster + Partners are included at **Appendix A**.

The proposed revisions to the signed Voluntary Planning Agreements are outlined in **Section 8**. The amendments propose either retain the same scope of commitments or increase those commitments as they relate to the amendments proposed.

A revised Statement of Commitments relating to the modified proposal is included at **Section 8**. The revised Statement of Commitments incorporates (and in some cases strengthens) all commitments previously made by the proponent, as well introduces a number of new commitments relating specifically to the modifications now proposed.

### 4.1 Modified Concept Plan Development Parameters

Consistent with the approved Concept Plan, the Concept Plan modification application seeks the Minister's approval for the following:

- The layout of the development into 11 development blocks, a major new park, and other areas of open space and street layout.
- Land uses across the site, and for specific blocks where specified.
- Built envelopes, including maximum floor plates and heights.
- A maximum gross floor area (GFA) within each development block.
- Retention of a range of heritage items of significance.
- Street hierarchy for specified streets (including road pavement widths and provision for bicycles).
- Landscaping concept.
- Access arrangements and car parking based on the provision rates approved under the current Concept Plan.

The modified development proposal comprises the following components:

- Up to a maximum of 257,000 m<sup>2</sup> GFA for mixed use development;
- A minimum of 77,100 m<sup>2</sup> (30%) commercial GFA;
- A maximum of 132,950m<sup>2</sup> residential GFA, equivalent to approximately 1400 apartments;
- A maximum of 2000 car parking spaces;

- A public park of approximately 6,328m<sup>2</sup> and adjoining publicly accessible piazza of approximately 4,275m<sup>2</sup>;
- The retention and adaptive reuse of some 33 heritage items of exceptional, high and moderate significance;
- The construction of a network of streets and lanes, some for ultimate dedication to the City and reintegration of the site into the wider urban context; and
- A sustainability strategy, which incorporates strategies for the future design and delivery of water management and infrastructure services.

## 4.2 Design Principles and Approach

The approved Concept Plan followed a Design Competition for the site held in early 2004, and is the outcome of the consideration by the former project team of many detailed design options that were subsequently developed for the site over a period of time, and tested against the assessment contained within the Design Competition Jury Report, the Urban Design Guidelines for the site prepared by Hill Thalys Architecture and Urban Design on behalf of the City of Sydney Council, and the Expert Advisory Panel appointed by the Minister of Planning, their advisors and officers of the DoP.

A detailed chronology of the evolution of the currently approved Concept Plan scheme is documented at Section 7.0 of the *CUB Site Study and Environmental Assessment* accompanying the original Concept Plan.

The key planning and urban design objectives that informed the approved Concept Plan have continued to be adopted as principles that underpin the modifications now proposed, namely:

- To provide a new and vibrant mixed use city quarter, with a predominance of residential land use, a new public park with a sizeable proportion of commercial, retail and community activities, and potentially education activities;
- To provide a built form that responds to the State significance of the site, while having regard to the scale and form of surrounding development;
- To conserve the heritage significance of the site by retaining and adaptively reusing the items of heritage significance that are important in understanding its development as a brewery;
- To achieve a high level of architectural and urban design excellence;
- To create a new public realm that integrates with the existing street grid, providing for multiple pedestrian connections and linkages;
- To form a new relationship between Central Sydney the city's southern edge, by reconnecting and reintegrating this insular site with the city;
- To provide sustainable transport; and
- To facility environmentally sustainable development.

Consistent with the currently approved Concept Plan, the site continues to be divided into 11 development blocks. The development blocks are typically surrounded by either a public street and / or pedestrian / cycle connection to create discrete street blocks.

The public domain principles established by the approved Concept Plan also continue to provide the unifying structure and framework for the development. As with the currently approved scheme, the proposed modified scheme:

- Incorporates the historic street pattern and open space layout, public places and existing buildings as principal elements of the overall site structure plan. The street layout continues to provide the framework for the built form and to integrate with the existing streets of Chippendale and the surrounding street grid of the City. Streets, lanes and walkways continue into and across the site, and connecting with Chippendale and the surrounding Sydney CBD to the north.
- Retains the grouping of brewery buildings and the single, relatively large public open space located centrally on the southern boundary adjoining O'Connor Street as a key characteristic of the south western portion of the site.
- Continues to link the existing network of streets, parks and open spaces in the locality through the establishment of the main park and other smaller parks and publicly accessible private open spaces which are readily accessible, and create a variety of spaces of differing sizes, shapes and character as one travels through the site.
- Continues the ecological role of the new park, spaces and street landscaping elements in harvesting and recycling stormwater.
- Integrates with and complements the public domain of Chippendale and the City as a whole, facilitating ease of access into and through the site without adding traffic into the existing local residential streets beyond the site, and incorporates and improves the layout of those streets that remain within the site.
- Incorporates the principles of Crime Prevention Through Environmental Design, the recommendations of the Conservation Management Plan, local area traffic management guidelines, provides for pedestrian amenity and permeability, is easily legible, provides clear orientation and provides good building address. It introduces a hierarchy that differentiates its various functions and provides a variety of streets with distinctive character.

The modifications proposed by this application build upon the fundamental principles of the approved Concept Plan by:

- **Reducing through site traffic movements and prioritising approved pedestrian and cycle connections.** This is achieved by the deletion, narrowing and/or pedestrianisation of a number of internal streets and lanes, and reducing the number of basement vehicular entrance points, whilst retaining all currently approved pedestrian and cycle links. Site connectivity (functional and visual) is retained and enhanced via a combination of pedestrianisation, traffic calming and pedestrian crossing elements.
- **Providing a larger central public domain area, with improved amenity.** This is achieved by the incorporation of land formerly proposed as roadways (namely parts of Tooth Avenue, Irving Street and Balfour Street) into the public domain of the main park, the deletion of the 12 storey building formerly proposed on Block 5, and the expansion of the public domain to incorporate a new publicly accessible piazza linked to the main park.
- **Redistribution of building massing away from Chippendale towards the Broadway interface, where it has the least environmental impact.** This has been achieved by reducing the scale of the buildings on Blocks 8 and 11, redistributing GFA from Blocks 8, 11 and 5 towards Broadway, and increasing the size of the floor plates of commercial buildings fronting Broadway.
- **Providing an enlarged park at the interface of the development with the Chippendale community.** This is achieved by the removal of a significant quantum of floor space from Block 11, and creating a new, enlarged park space fronting Wellington Street of approximately 1,764m<sup>2</sup>. The new park space occupies the majority of the Wellington Street frontage of Block 11.

- **Improved site sustainability strategy.** Improved site sustainability is to be achieved through a combination of measures, including a reduction in the number of on site car parking spaces provided which will reduce vehicular trips to and from the site, a significant reduction in the extent of excavation required for basements, an improvement in the level of solar access to the main park, and the introduction of a number of ESD design initiatives including a tri-generation plant, water treatment factory, enhanced stormwater infrastructure and targeting a 6 Star Green Star Rating for each building with a minimum 5 Star Green Star achievement.
- **Establishing a mix of uses that will ensure appropriate viability/ activity/ diversity.** This is achieved by increasing the proportion of commercial floor space and the creation of a predominantly commercial precinct along the Broadway interface in the north west corner of the site, including the establishment of iconic buildings on Blocks 1 and 2 to provide a gateway into the city and install commercial confidence in the southern CBD. Proposed commercial floor plates are more sustainable, usable and viable than those in the approved concept plan.

## 4.3 Built Form

### Built Form Layout

The approved Concept Plan divides the site into 11 development blocks. The modified proposal retains these 11 blocks, with some reconfiguration proposed in response to the design evolution of the site development proposals.

As with the approved Concept Plan scheme, the modified scheme proposes, for each development block, the following controls (where relevant):

- Maximum GFA;
- Land use mix;
- Maximum height (RL AHD);
- Street alignment and building setbacks;
- Building separation;
- Address and vehicular entry;
- Provision of awnings / colonnades.

Within the retained 11 block framework / structure established by the urban design structure of the site, a revised built form layout is proposed, as shown in **Figure 5** below and on drawing A-1253 at **Appendix A**.

The primary change to the built form layout is the reconfiguration of Blocks 5 and 9 and the resultant significant expansion of the public domain area. The building which was approved on Block 5 west (now referred to as Block 4c) has been deleted and the GFA formerly proposed in this location redistributed elsewhere on the site. The remaining buildings on Block 5 have been lengthened and reorientated so that they front the expanded park area, providing surveillance and activation. **Figure 6** shows an indicative image of what the public domain might look like.

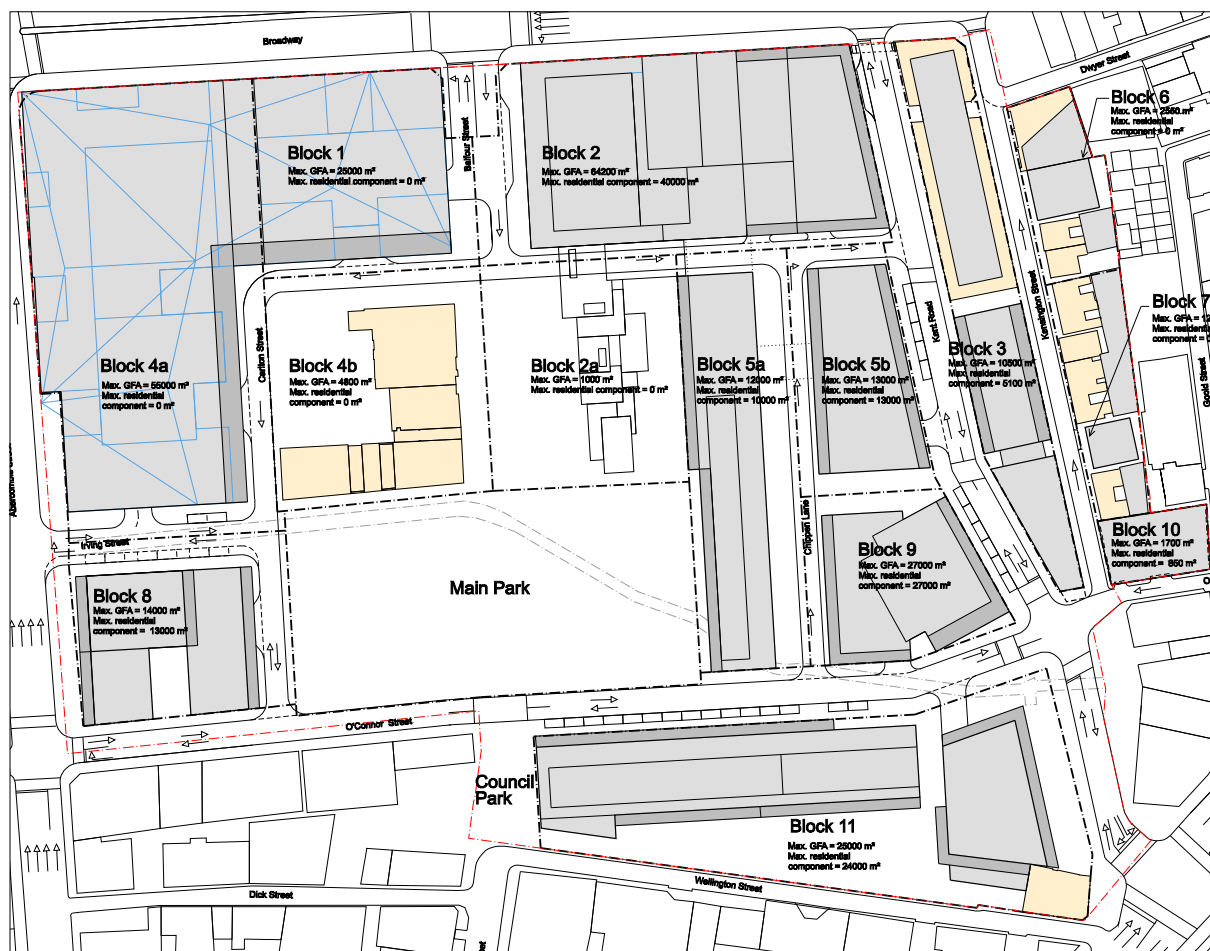


Figure 5 – Building Layouts  
Source: Foster + Partners



Figure 6 – Indicative image of the public domain



The approved commercial building on the southern most part of Block 11 has also been deleted to allow for the creation of a larger park area and a better interface between the proposed development and the buildings located on the opposite side of Wellington Street. As above, the GFA formerly proposed in this location has been redistributed elsewhere on the site.

Despite the reconfiguration of the built form away from Blocks 5 and 11, the Concept Plan proposal still retains the overall site subdivision pattern as currently approved (i.e. comprising 11 blocks for future development), although some street elements now function as pedestrian only thoroughfares rather than through traffic roads.

The main park area, which is to be dedicated to Council, remains in the same place as approved and as such continues to be linked to, and highly accessible by, the Chippendale community.

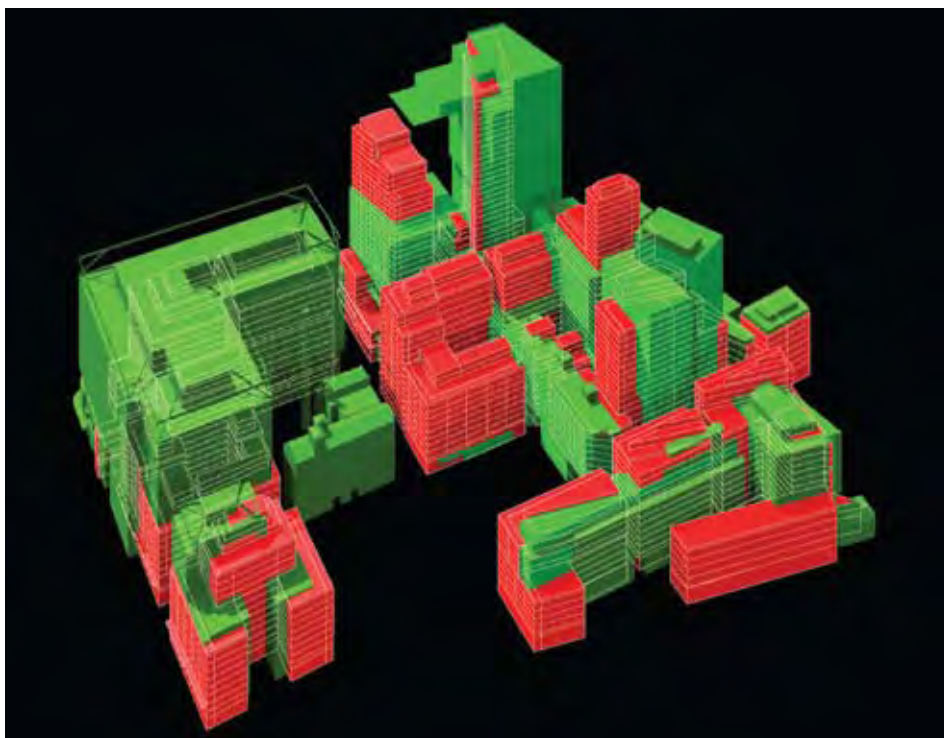
## Massing

Drawings A-1301 through to A-1311 included at **Appendix A** show isometric views of the proposed modified built form and massing. The images show that the massing of the development has been redistributed on the site so that an increased proportion of the density is shifted closer in proximity to the Broadway frontage of the site. This has allowed for the buildings to be located on the southern portion of the site to be lowered in height and reduced in mass to create a better interface between the proposed development and the adjacent existing development in Chippendale.

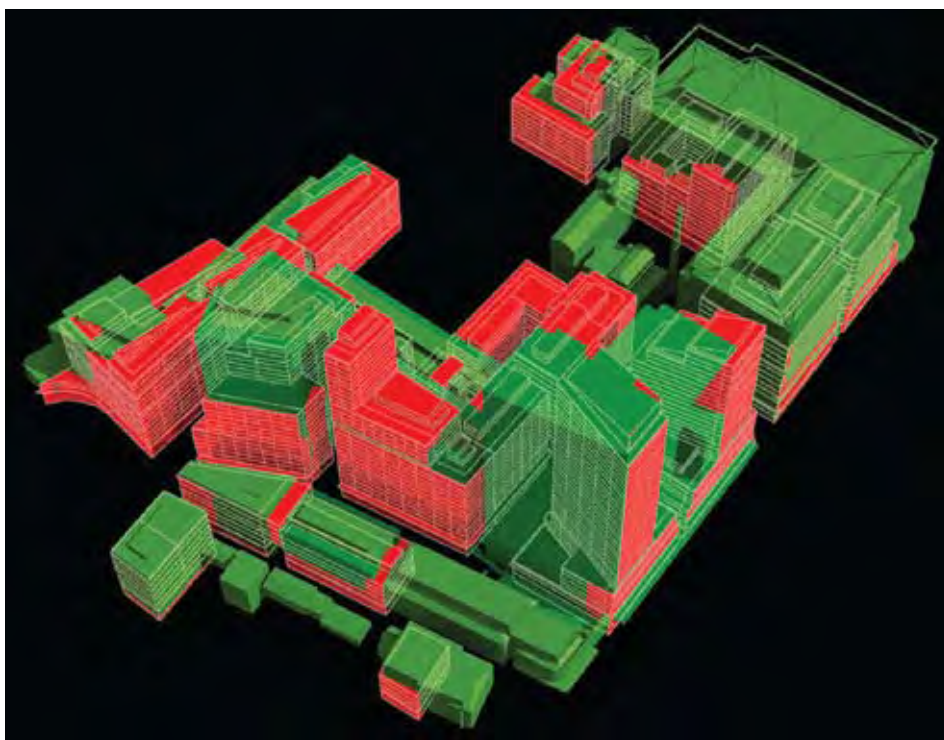
With respect to the form of development to be located along the Broadway precinct, the building floor plates have also been reconfigured and enlarged which allows for more useable and viable floor plates to be established for commercial uses. This change also allows for a lowering in the height of some of the buildings along Broadway, and thus provide more sunlight access into the public domain.

**Figures 7 and 8** illustrate the overall massing changes proposed.

A detailed comparison of the currently approved and proposed modified building layout configuration and massing is included in the summary table of changes at **Appendix E**.



**Figure 7** – Proposed (Green) and approved (Red) massing on the site  
Source: Foster + Partners



**Figure 8** – Proposed (Green) and approved (Red) massing on the site  
Source: Foster + Partners

## 4.4 Building Heights and GFA

The following table (**Table 2**) lists the proposed maximum building heights and GFA for each development block. The overall maximum height of development on the site remains the same as that currently approved. The total GFA now proposed is 257,000m<sup>2</sup> which is an increase of 22,000m<sup>2</sup> compared to the approved Concept Plan which allows for 235,000m<sup>2</sup>. A table showing the breakdown of GFA across the site is shown on Drawing A-1002 at **Appendix A**.

**Table 2** – Proposed maximum building heights and GFA

Block	Maximum Height (AHD) <sup>1</sup>	Maximum Gross Floor Area m <sup>2</sup> (GFA)
1	+ 79.5m	25,000
2	+ 133.0m	65,200
3	+ 45.6m	10,500
4	+ 79.5m	69,800
5	+ 75.5m	25,000
6	+ 38.85m	2,550
7	+ 29.6m	1,250
8	+ 60.7m	14,000
9	+ 104.0m	27,000
10	+ 39.5m	1,700
11	+ 58.8m	25,000
<b>Overall max</b>	<b>+ 133.0m</b>	<b>257,000</b>

A comparison of the currently approved and proposed modified building heights (RL AHD) and GFA for each development block is included in the summary table at **Appendix E**.

### Floor Space within the Public Domain

A small amount of floor space has been allocated to the main park area which is consistent with the current Concept Plan approval. This will be allocated towards uses such as kiosks, cafes and retail which will activate the park area and provide natural surveillance.

<sup>1</sup> Building Height includes plant as per the proposed definition in the Draft SEPP Amendment.



## 4.5 Mix of Uses

The proposed development will now provide a greater proportion of commercial floor space than that which was originally approved. The approximate split of uses is expected to be 50% commercial / non-residential uses and 50% residential (as compared to 40% commercial / non residential and 60% residential currently envisaged under the approved Concept Plan).

The proportion of retail floor space across the site remains generally the same, but has been redistributed to provide better activation of the ground floor levels and to improve its relationship to the public domain.

The distribution of the proposed residential and commercial uses across the site has also been reconfigured. The buildings which front Broadway, and consequently have environmental conditions which are less suitable for residential development, will generally accommodate commercial / non residential floor space. Those buildings which are closer in proximity to Chippendale and Kensington Lane will now primarily accommodate residential dwellings as those blocks are situated in a quieter context and will have a closer relationship with the enlarged public park.

Drawings A-1270 and A-1274 at **Appendix A** show indicative land uses within each building for the ground floor level and upper levels. However it is noted that as the development of this site will occur in several stages over a 7 year period, the specific land use mix within each building may change as a result of market forces. Notwithstanding this, both the Concept Plan and the proposed SEPP require that a minimum of 30% of the total floor space comprises commercial use, and the Concept Plan determines a maximum residential component for each development block.

**Table 3** below provides a summary of the maximum amount of residential GFA permitted for each development block. A detailed comparison for each development block between the currently approved and proposed modified land use mix is provided in the summary table of changes included at **Appendix E**.

**Table 3** – Maximum residential GFA permitted on each block

Development Block	Land Use Mix (m <sup>2</sup> )
1	Max 0m <sup>2</sup> residential
2	Max 40,000m <sup>2</sup> residential
3	Max 5,100m <sup>2</sup> residential
4	Max 0m <sup>2</sup> residential
5	Max 23,000m <sup>2</sup> residential
6	Max 0m <sup>2</sup> residential
7	Max 0m <sup>2</sup> residential
8	Max 13,000m <sup>2</sup> residential
9	Max 27,000m <sup>2</sup> residential
10	Max 850m <sup>2</sup> residential
11	Max 24,000m <sup>2</sup> residential
<b>Total</b>	<b>Max 132,950m<sup>2</sup> residential</b>

## 4.6 Street Layout, Access and Parking

Consistent with the approved Concept Plan, the street layout for the site established by the proposed modified scheme is based on application of the following key principles:

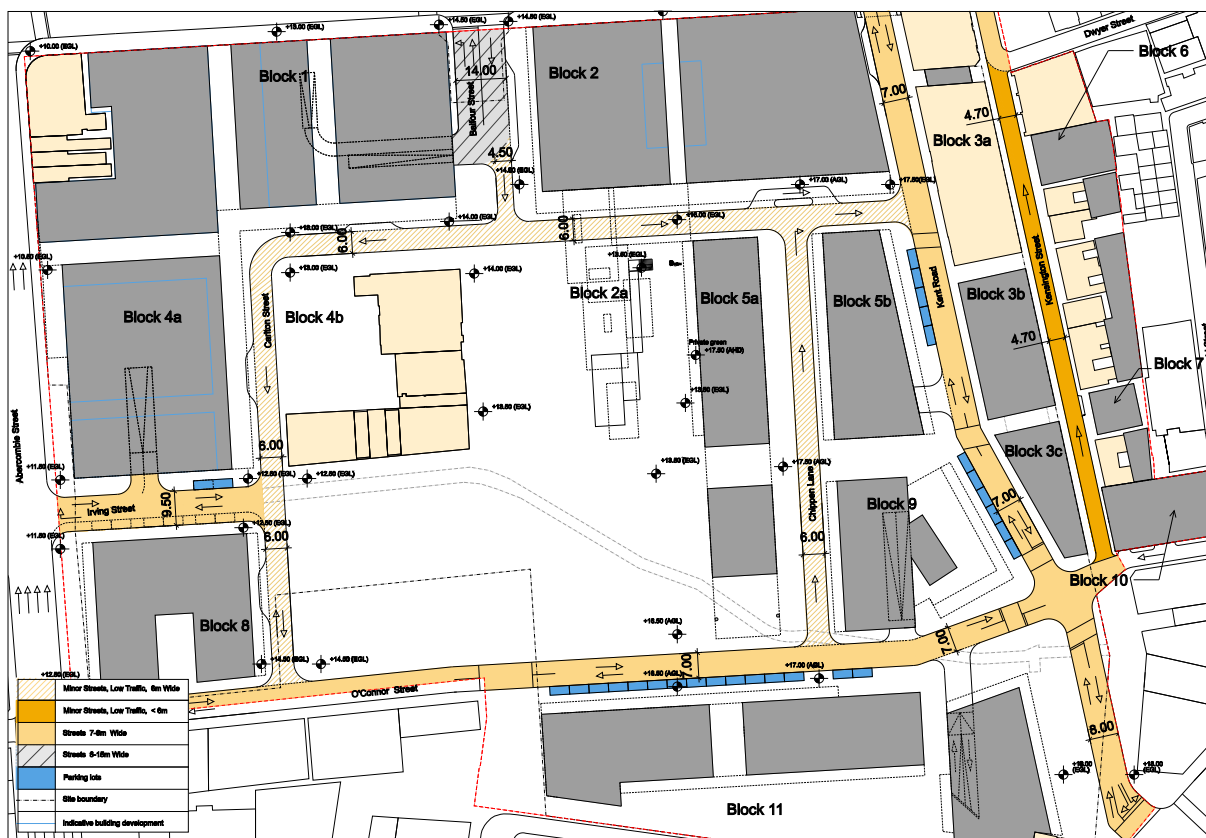
- A new street layout that connects into the existing city street system and repairs the site's existing street system.
- An enhanced street pattern with a clear hierarchy describing connection, transport potential, width, pedestrian tole and landscape character.

Within this framework, the modification proposal involves changes to the approved street layout that aim to:

- Reduce through site traffic movement.
- Enhance and prioritise pedestrian and cycle connectivity.
- Remove a significant proportion of traffic movements from the surface through the use of combined basements with a reduced number of vehicular access points located close to the periphery of the site.
- Ensure continued activity and surveillance of the public domain.

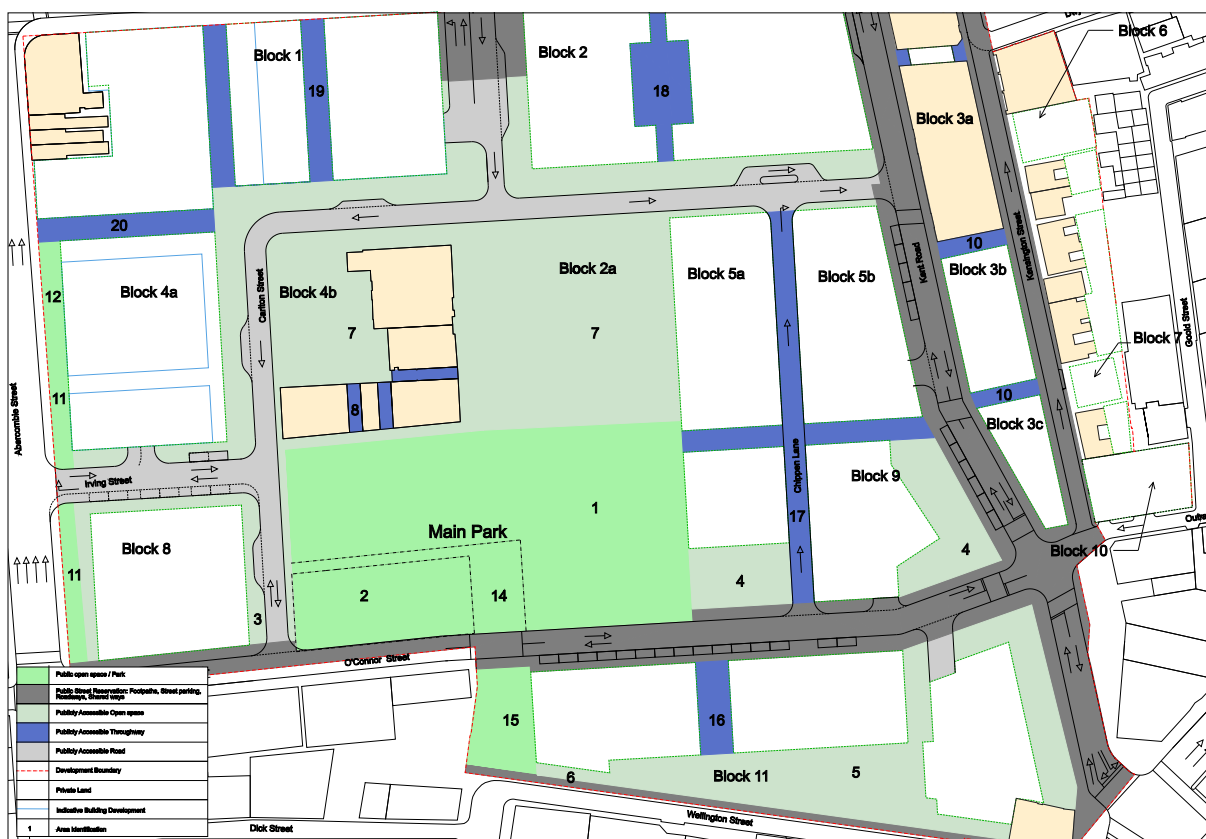
In particular the following modifications are proposed (also see **Figure 9**):

- Closure of Tooth Lane (formally known as Tooth Avenue) to vehicular traffic between Carlton Street and Abercrombie Street.
- Removal of Irving Street between Carlton Lane and Chippen Lane.
- Amalgamations and integration of basement car park areas between blocks and under roads (note - the overall depths of the basements reduce as a result).
- Closure of Kensington Street between Outram Street and Dwyer Street to all but authorised vehicles.
- Extension of Outram Street to Kent Road in a one-way westbound arrangement.
- Relocation of the traffic signals from Abercrombie Street / Blackfriars Street / Irving Street to Abercrombie Street / Irving Street.
- Reduction in the number of vehicular access driveways to basements throughout the site.
- Location of basement car park connections around the periphery of the site to allow vehicles to enter and leave the site close to the surrounding road network.
- The change in the mix of land uses proposed (refer **Section 4.5**) will reduce the on site parking provision from 2,440 spaces to approximately 1,996 spaces (the final quantum of on site car parking will be calculated in accordance with the approved parking provisions rates).
- In addition to a reduction in the total quantum of parking, Fraser's are also proposing centralised management of the basement parking. Fraser's are proposing common ownership of the spaces and residents / commercial tenants will lease the spaces. This will allow for dual use of a proportion of the office parking spaces to provide parking for out of peak uses (eg restaurants).



**Figure 9 – Proposed modified street layout**

Source: Foster + Partners



**Figure 10 – Proposed modified public domain**

Source: Foster + Partners