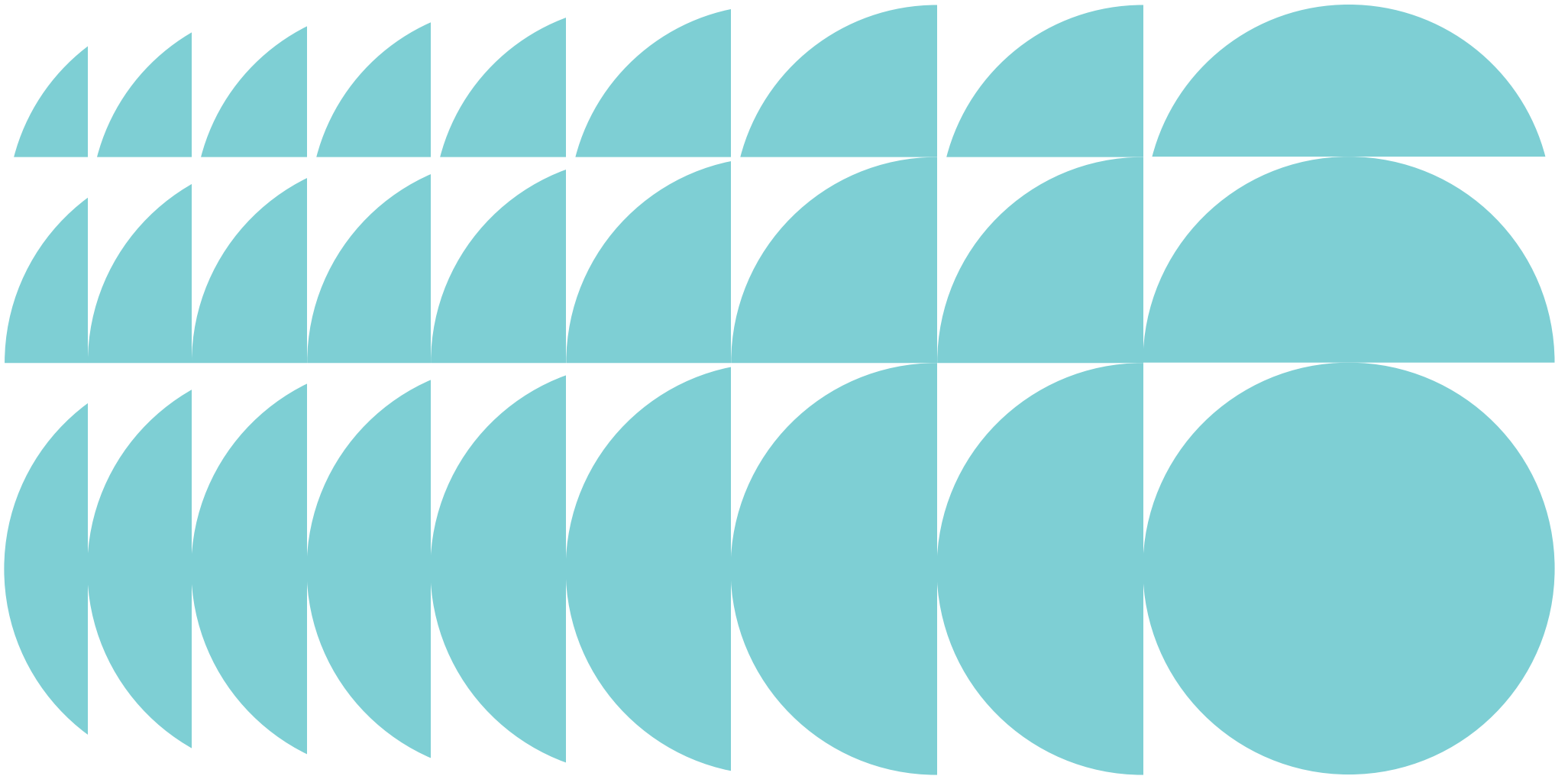


ETHOS URBAN

30-62 Barcom Avenue, Darlinghurst

Urban Design Report & Concept Design
17 July 2018

Issue B — 218078
Issue to Council



Prepared by © Ethos Urban Pty Ltd.

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This document has been prepared by:

This document has been reviewed by:



Ping Ng 17/07/2018



Stefan Meissner 17/07/2018

The information contained in this document is for submission to the Department of Planning and Environment. The client shall make its own enquiries analysis and calculations and form its own views in relation to the use or development of the property including the application of local government and statutory controls. It is assumed that the client will rely on its own expertise in considering the information.

ACN 615 087 931 Pty Ltd operates under a Quality Management System that has been certified as complying with ISO 9001:2008. This report has been prepared and reviewed in accordance with that system. If the report is not signed above, it is a preliminary draft.

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| 2.0 (DRAFT) | 13.03.18 | PN | SMe |
| A | 23.04.18 | PN | SMe |
| B | 17.07.18 | PN | SMe |

**ETHOS
URBAN**

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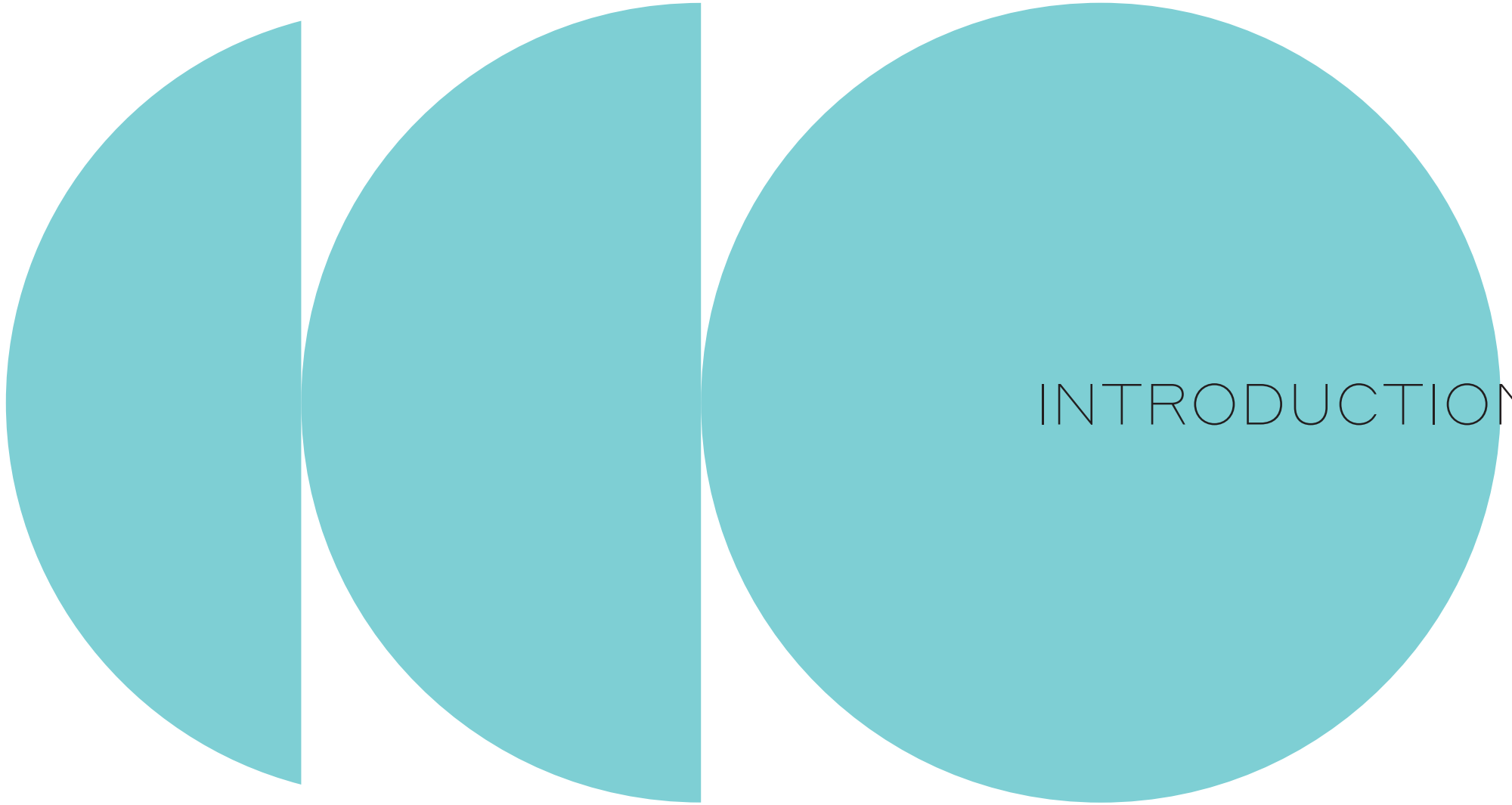
Executive Summary

This Urban Design Report has been prepared by Ethos Urban on behalf of Clarincade Investments Pty Ltd to accompany a Planning Proposal to be submitted to the City of Sydney.

The report provides an analysis of the wider and immediate context, as well as, a design rational for the proposed building massing. The report also includes a concept design to identify in more detail how a future building application may provide a sensitive and complementary architectural response.



LEGEND
[Red Outline] Subject Site



INTRODUCTION

1.0 Introduction

1.1 The Site

The subject site is located on the southern side of Barcom Avenue. It is rectangular with its longer boundary facing the street. The site sits between the extension to BMW and Mini dealership to the north, which is currently under construction, and a group of terraces houses to the south. The site backs onto the Mercedes dealership in McLachlan Avenue. The street is lined by smaller and larger trees and feels very leafy. There are several heritage items north and west of the site.

A summary of the Site's attributes are listed below.

Table 1 – Site Attributes

| Site Attributes | |
|--|---|
| Locality: | The City of Sydney Local Government Area (LGA) |
| Site Area: | 992.5 m ² |
| Approximate Ground RL: | 15.00 - 16.00 metres front of site to 8.7 metres back of site AHD |
| Approximate Frontage: | 45m |
| Site Address: | 30-62 Barcom Street, Darlinghurst 1 |
| Lot and DP: | Lot B DP111138 |
| Public Transport Service: | 11min (800m) walk to Kings Cross Station or 6min bus ride. 14min (1.0km) walk to Edgecliff Station. |
| Planning Controls Summary - Sydney Local Environmental Plan 2012 | |
| Lane Use Zoning: | Mixed Use |
| Height of Buildings: | 15m |
| Floor Space Ratio: | 2:1 |
| Heritage Affected: | No |

NOTE: The drawings in this document were prepared based on Cadastral and Topographic data made available by Land and Property Information (LPI) and based on a topographic site survey prepared by Hammond Smeallie, dated 4/6/08.

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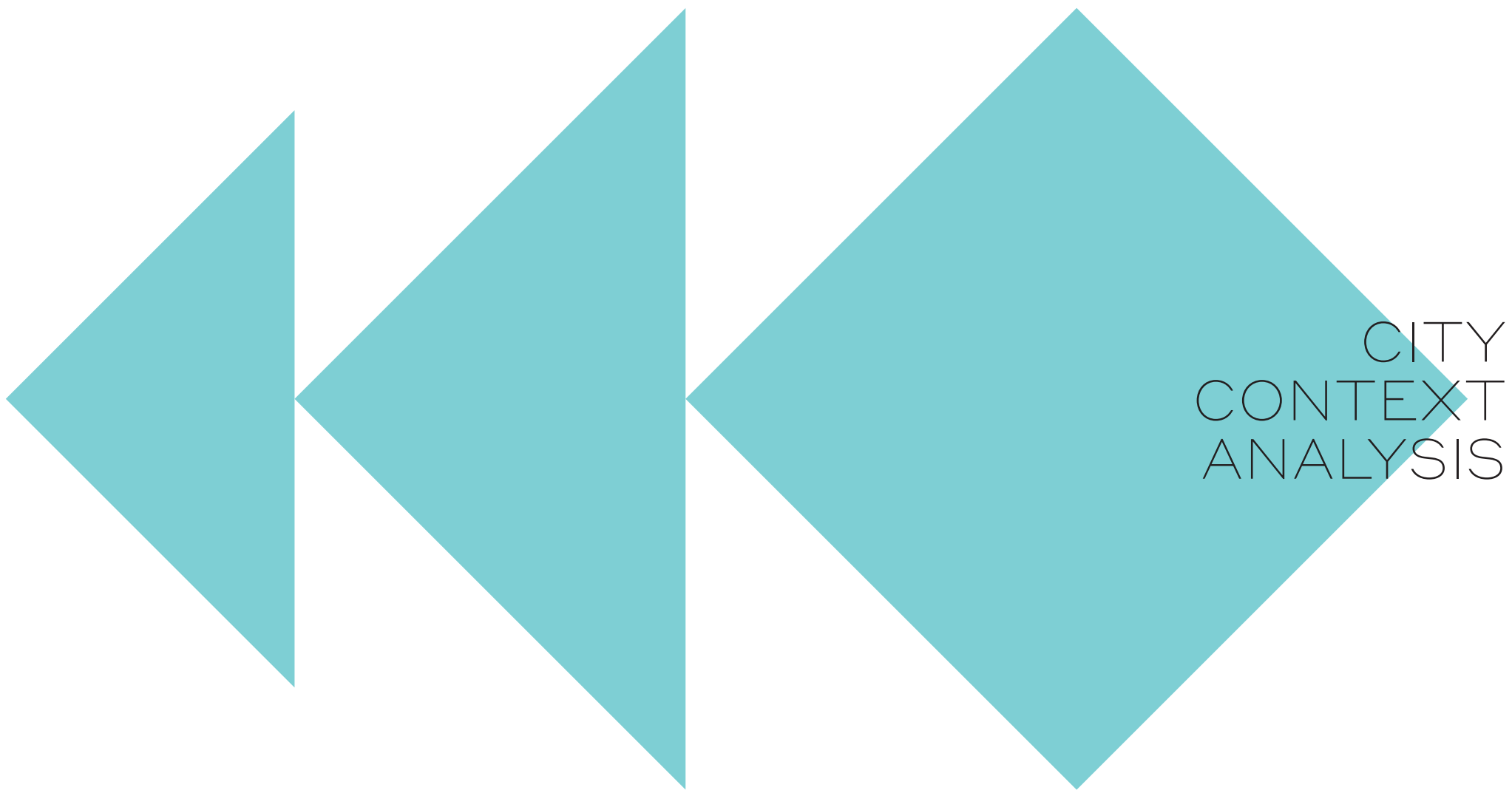
LEGEND

- Subject Site
- Heritage Items around Site



01 Site Plan

SCALE 1:500 @ A3



CITY
CONTEXT
ANALYSIS

2.0 City Context Analysis

2.1 Aerial

The site sits on the edge of the mixed-use Rushcutters bay precinct which is bound by Barcom Avenue, Nield Avenue/Boundary Street, New South Head Road and Liverpool Street. Building typologies and use in this precinct are extremely heterogenic – big footprint car dealerships and repurposed warehouses mix with recently built apartment buildings and small scale commercial terraces.

Outside the precinct the predominant built form is traditional terrace houses which line the street up and down in the back of Darlinghurst and Paddington. Topographically, the mixed-use precinct forms the valley aligned with the bay and surrounded by the Oxford Street and Victoria Street ridge lines.



LEGEND

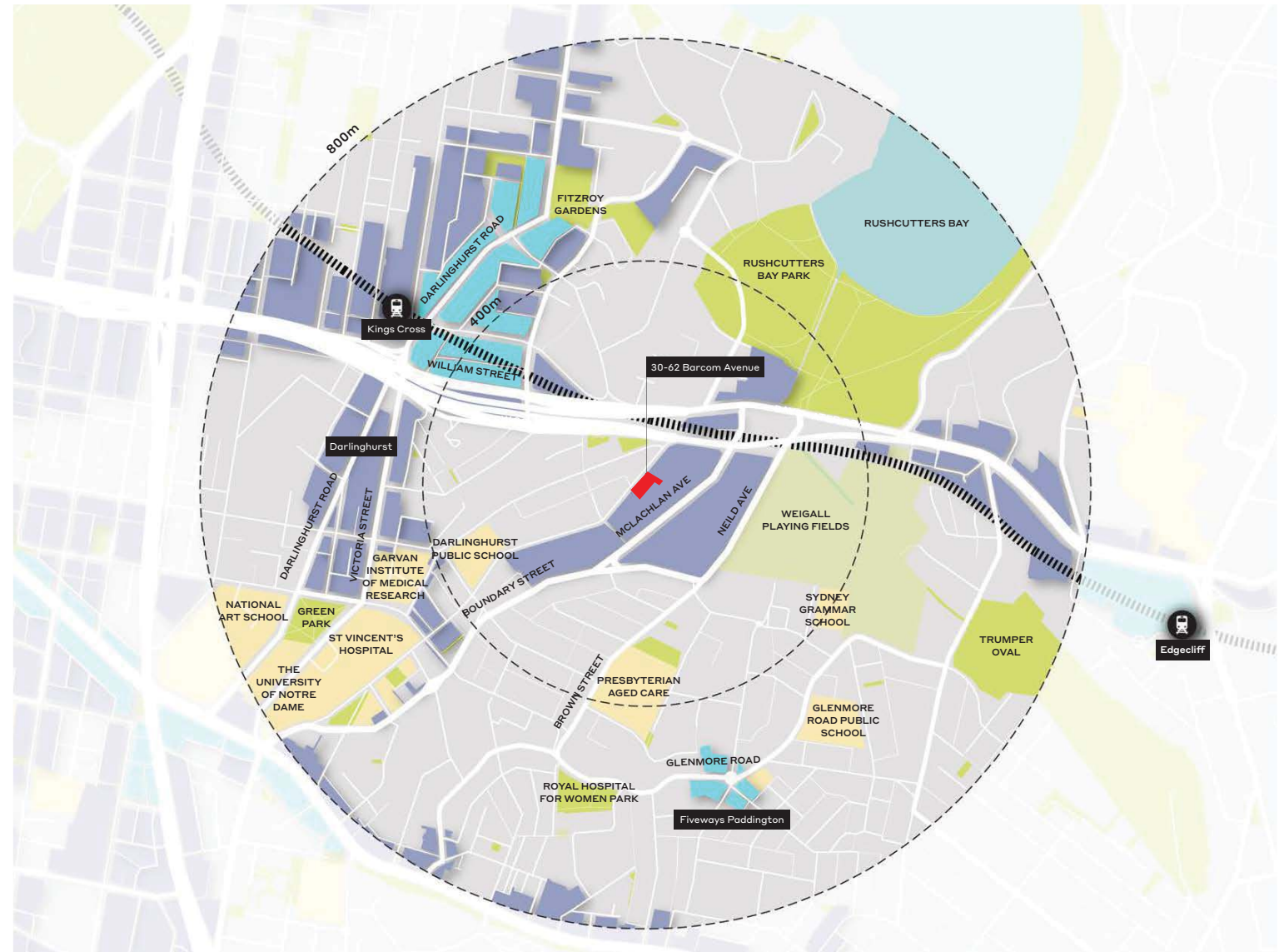
- Subject Site
- 400/800m Catchment Area

2.0 City Context Analysis

2.2 Surrounding amenity, local centres and mixed-use precincts

The Site is located in a high amenity neighbourhood and is situated on the edge of an area zoned B4 Mixed Use under the *Sydney Local Environmental Plan 2012* (SLEP 2012). Surrounding local centres include Kings Cross, Edgecliff, Fiveways Paddington, and Darlinghurst. All of which are in a five to ten minute walking distance.

The Site is also in close proximity to major public open spaces such as parks and the Sydney Harbour foreshore at Rushcutters Bay and in close range of community/institutional facilities such as St Vincent Hospital, The University of Notre Dame and the National Art School.



LEGEND

- Subject Site
- 400/800m Catchment Area
- Road Network
- Train Line/Station
- Rushcutters Bay
- Public Open Space
- Private Open Space
- Zoning - Local and Neighbourhood Centres
- Zoning - Mixed Use Areas
- Community/Institutional Facilities

03 City Context Mapping - Open Space Plan

SCALE 1:8000 @ A3

2.0 City Context Analysis

2.3 Public Transport

The Site is well accessed by public transport. There are several bus and rail stops including Kings Cross and Edgecliff stations.

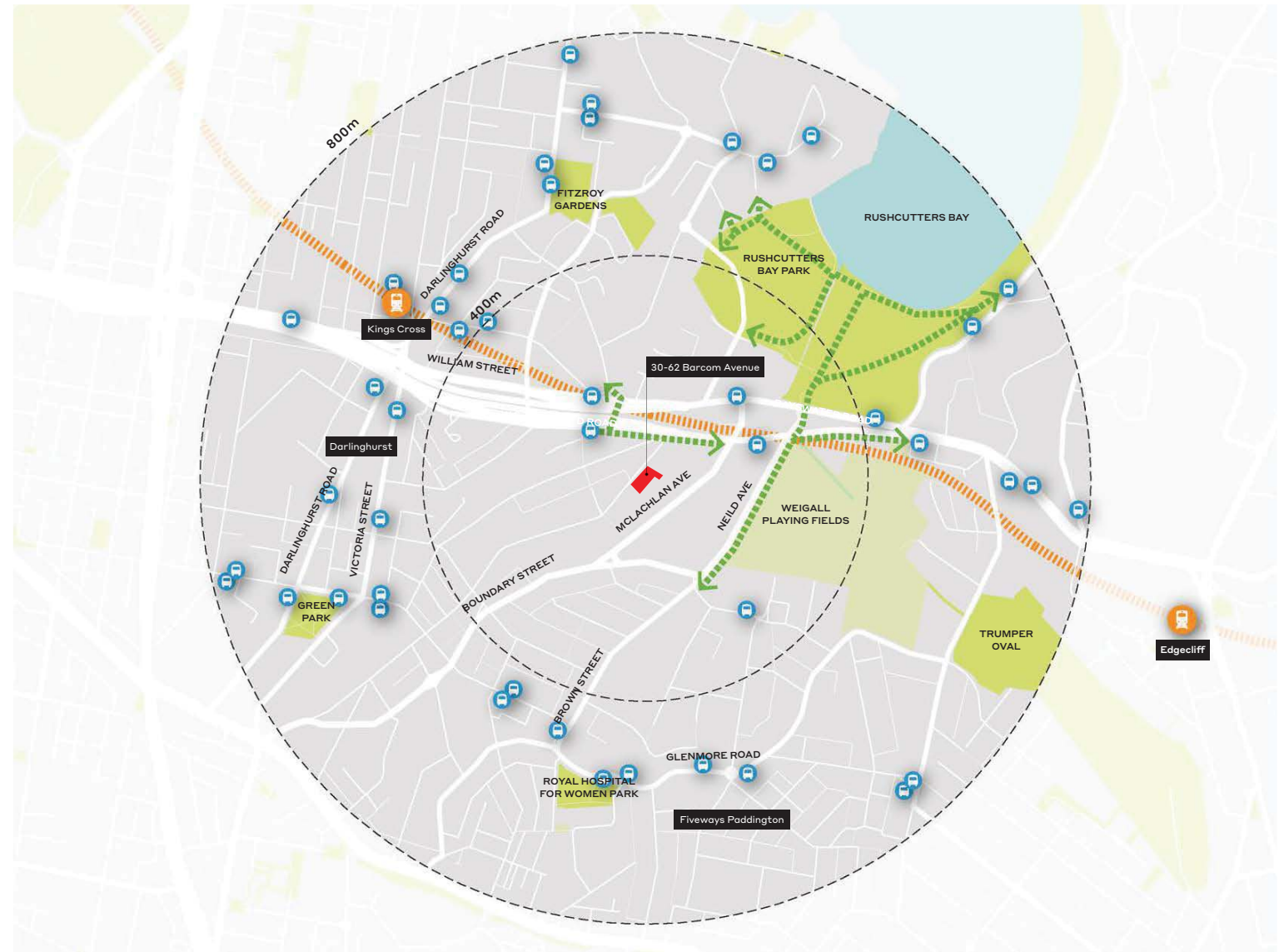
Bus routes surrounding the Site include:

- Routes 200, 324, 389, 325 and L24.
- Route 325 - Site to CBD, travel time is 16mins, runs every 15 mins.
- Route 389 - Site to Bondi junction, travel time is 15mins, runs every 15 mins.

The Site is also within close driving proximity to the CBD and Pyrmont's Creative Industry Hubs.

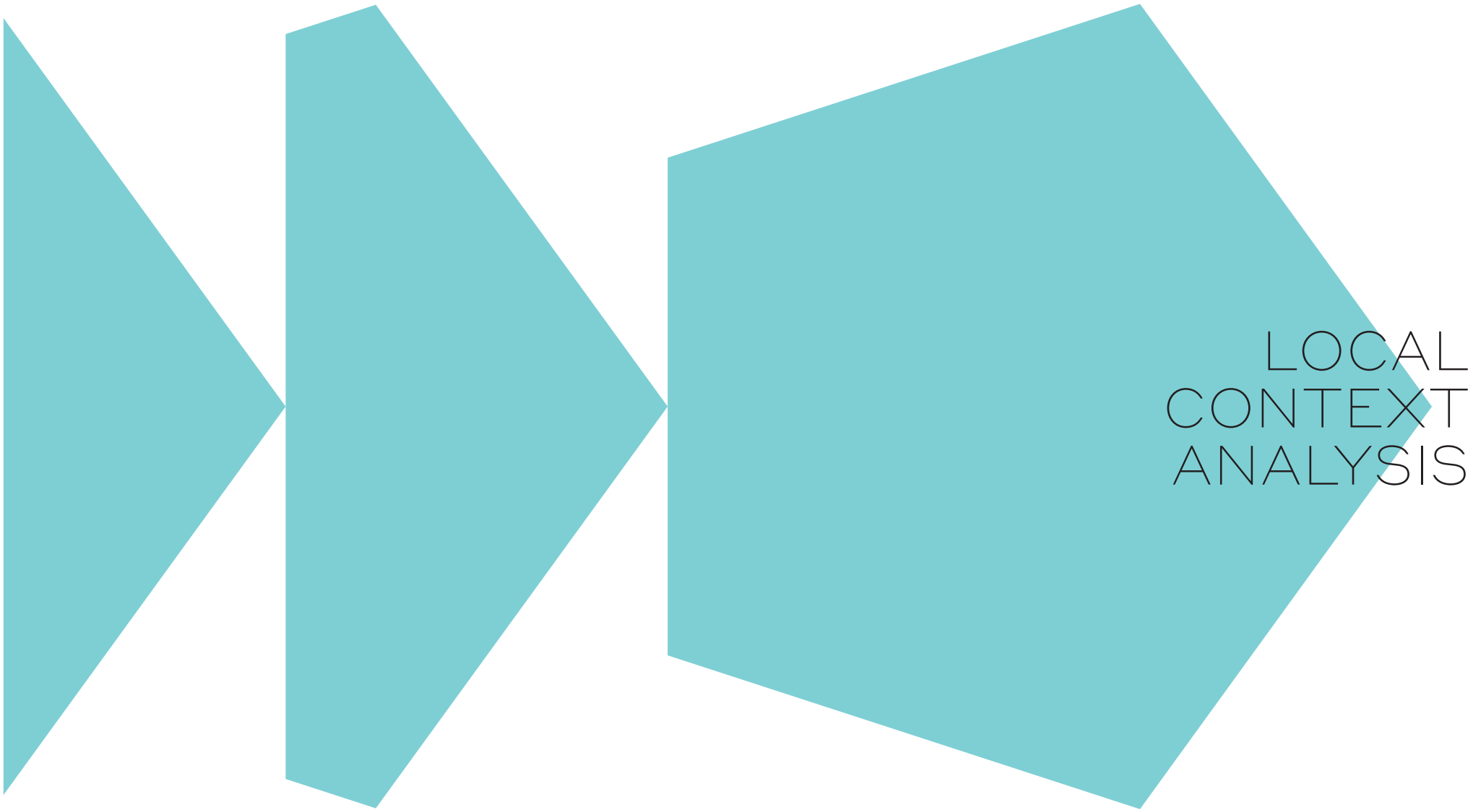
Distances and travel times are :

- 2.8km to CBD (8-10min by Taxi)
- 4.4km to Pyrmont (10-15min by Taxi)



LEGEND

- Subject Site
- ⊖ 400/800m Catchment Area
- Road Network
- ⊖ Train Line/Station
- ⊖ Bus Stop
- Cycling Path
- Rushcutters Bay
- Public Open Space
- Private Open Space



LOCAL
CONTEXT
ANALYSIS

3.0 Local Context Analysis

3.1 Transport & Movement

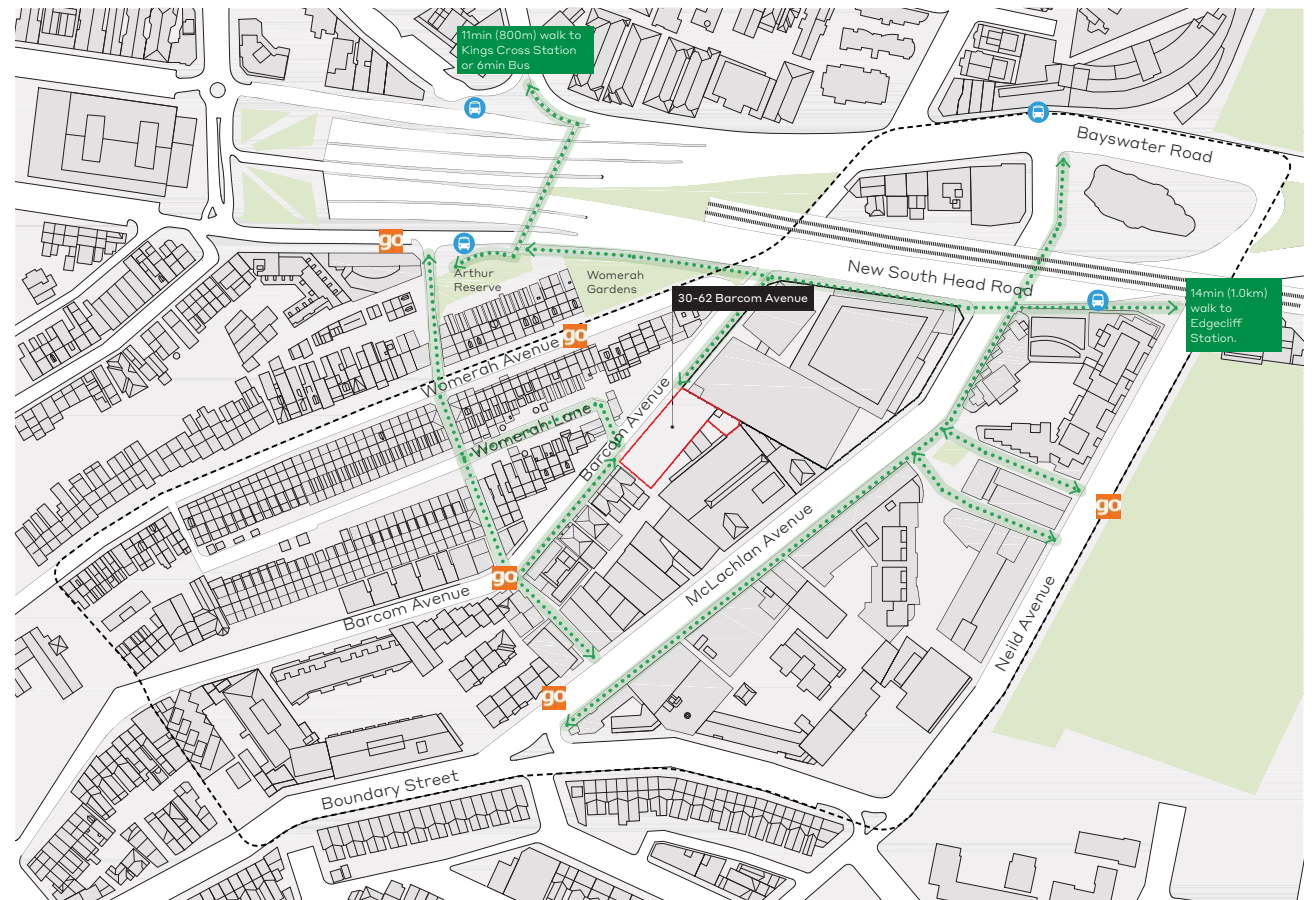
The Site is located within a highly walkable neighbourhood that is well connected by public transport and arterial roads. Large blocks are broken up by pedestrian lanes and thoroughfares. Arthur Reserve and Womerah Gardens are two pocket parks with immediate proximity providing good public amenity.

The Site is approximately 150m from a pedestrian bridge connecting pedestrians to Kings Cross station and Rushcutters Bay to the north. Kings Cross Station is a 11min (800m) walk or 6min bus ride while Edgecliff Station to the east is a 14min (1.0km) walk.

The closest bus stop is located at Arthur Reserve which includes services 325. This service connects the Site to the CBD in 16mins and runs every 15 mins.

600m walk from the Site is the 389 bus stop. This service connects the Site to Bondi junction in 15mins and runs every 15 mins.

There are five GoGet Careshare spots available within 400m from the Site.



LEGEND

- Precinct Study Area
- Subject Site
- Bus Stop
- GoGet Carshare (approximate locations)
- Pedestrian Movement

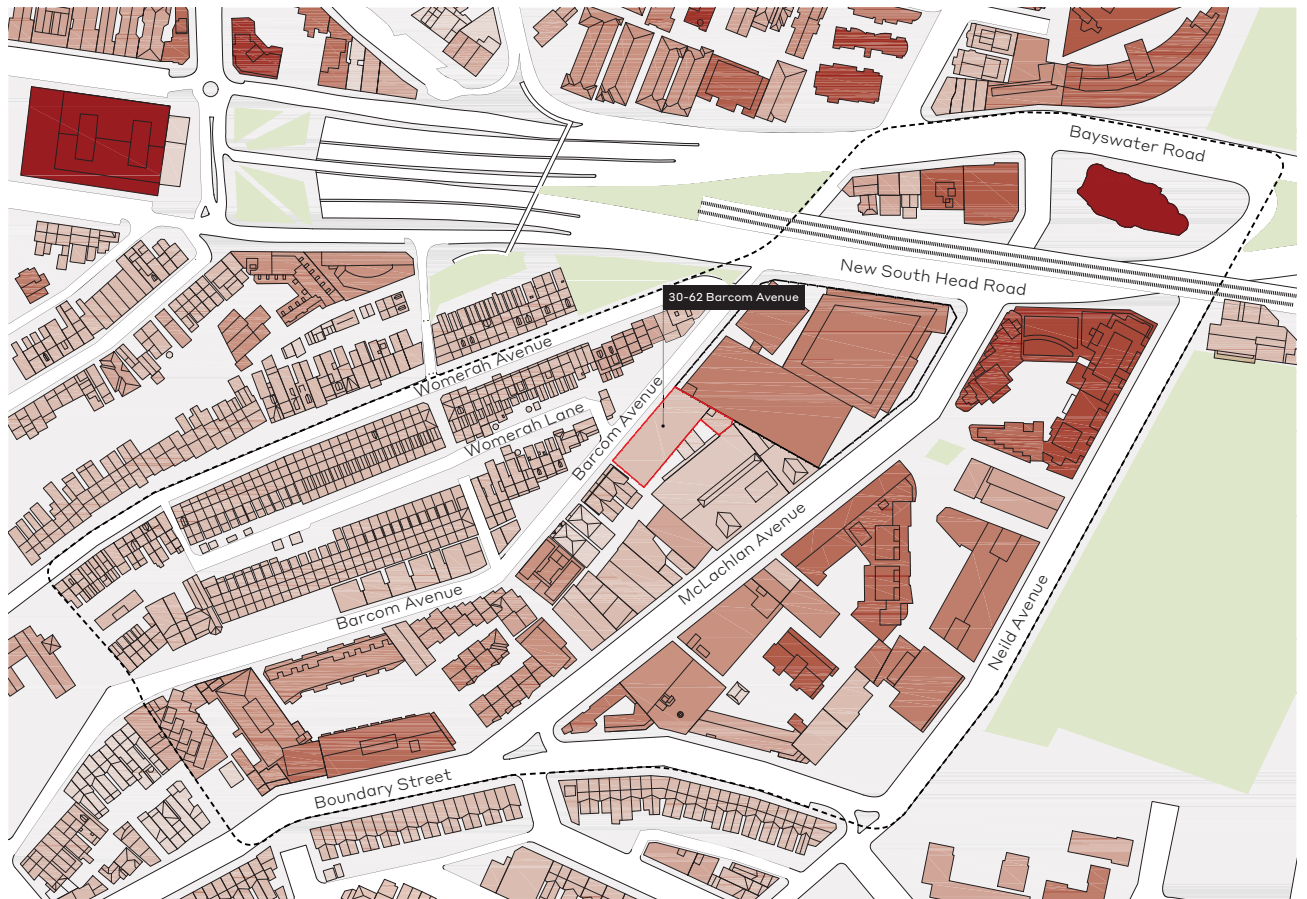
3.0 Local Context Analysis

3.2 Building Heights

The precinct study area (refer to **Figure 06**) consists of buildings that range from 1-2 storeys to buildings that are over 10 storeys in height. This is largely due to the areas renewal which has introduced mixed-use as well as residential apartment typologies.

The Site is primarily surrounded by buildings ranging from 2-4 storeys. Land to the north-east of the Site is currently under construction for an expanded BMW & Mini showroom, which once complete will be 4 storeys in height. Residential terraces 2 storeys in height are located to the Site's south.

The site faces the rear of terraces houses in Womerah Avenue. These houses are two and a half storeys to the street but due to the topography and falling land feel considerably taller at three and a half storeys towards Barcom Avenue.



- LEGEND
- Precinct Study Area
 - Subject Site
 - 10 + Storey
 - 8 - 9 Storey
 - 5 - 7 Storey
 - 3 - 4 Storey
 - 1 - 2 Storey

06 Local Context Mapping - Building Heights Plan

SCALE 1:2500 @ A3

3.0 Local Context Analysis

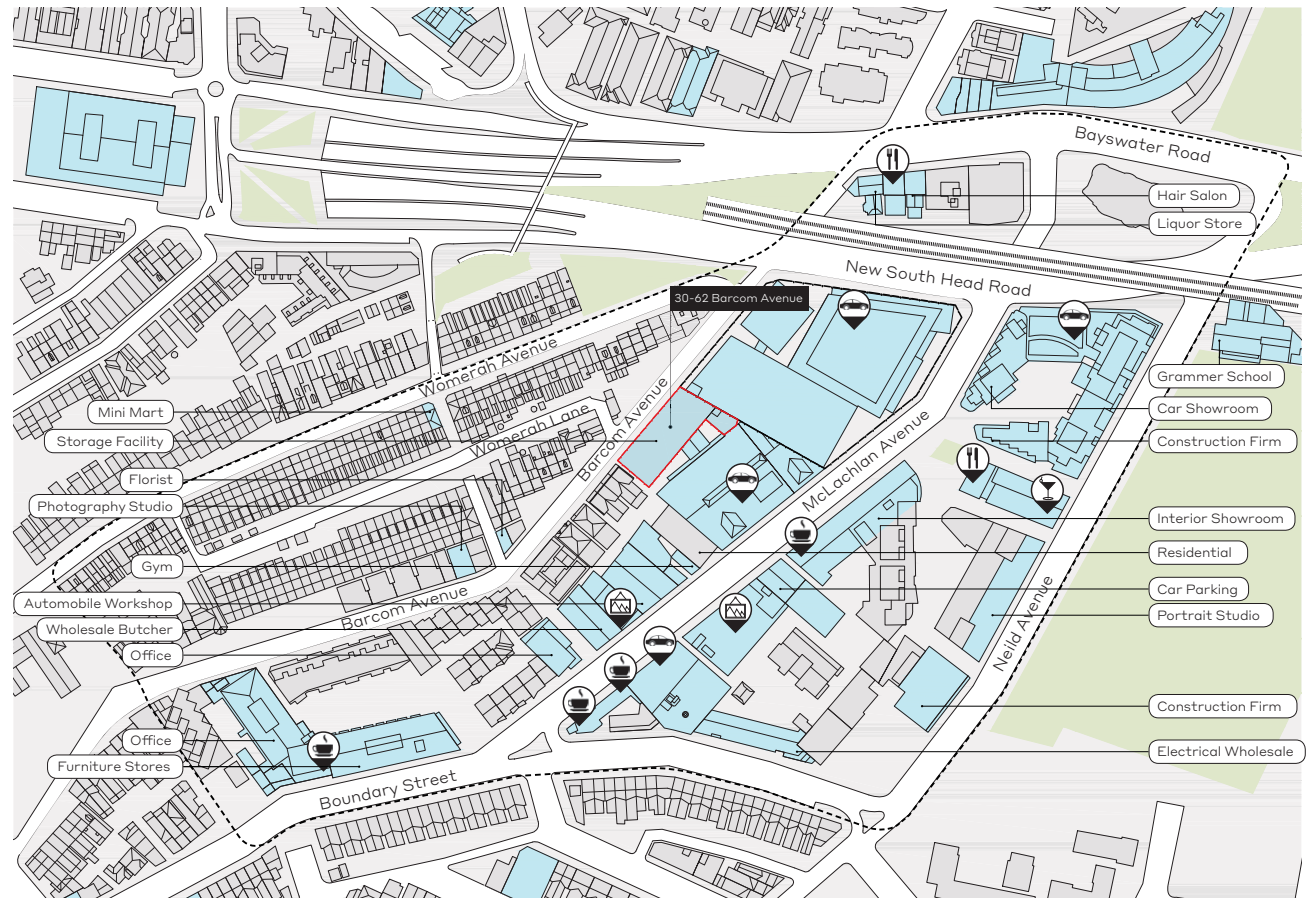
3.3 Uses

The Site is surrounded by two very distinct neighbourhoods. To the north-west and south-west the area is primarily characterised by fine grain of residential dwellings with a strong heritage character, while to the north-east and south-east the neighbourhood consists of larger lot commercial warehouses and mixed-use and apartment developments. The Site sits on the boundary of both neighbourhoods.

The proposed co-working use is considered suitable for the Site as it is somewhat domestic in nature and creates a low impact on the surrounding neighbours. Occupants will benefit from quiet residential streets as well as high surrounding amenity found within both neighbourhoods such as a variety of services, retail outlets, cafés and restaurants.

LEGEND

- Precinct Study Area
- Subject Site
- Residential Uses
- Non Residential Uses
- Green Open Space
- ☕ Cafe
- 🍴 Restaurant
- 🚗 Car Showroom
- 🎨 Art Gallery



07 Local Context Mapping - Uses Plan

SCALE 1:2500 @ A3

3.0 Local Context Analysis

3.4 History of The Site and Urban Morphology

The Site and its surrounding land has along history of commercial uses dating back to the establishment of the first water mill in the colony at Barcom Glen in 1810.

More recent aerial images (1943 and 2015) show that the Site and the residential neighbourhood to the west and directly south have undergone very little change.

The most notable changes are in the area to the north and east of the Site. This area has transformed into a mixed use neighbourhood with most of the industrial warehouse buildings bound by McLachlan Ave and Neild Ave replaced by mixed use developments and commercial buildings, most of which have retail at ground floor.

Other changes include the widening of the road reserve below the train line to make way for the William Street and Cross City Tunnel and a pedestrian bridge linking the Site to Kings Cross and Rushcutters Bay to the north.



08 Local Context Mapping - Six Maps 1943 Imagery

ⓘ NOT TO SCALE @ A3

LEGEND
[Red dashed box] Subject Site



09 Local Context Mapping - Six Maps 2015 Imagery

ⓘ NOT TO SCALE @ A3

LEGEND
[Red dashed box] Subject Site

3.0 Local Context Analysis






3.5 Heritage

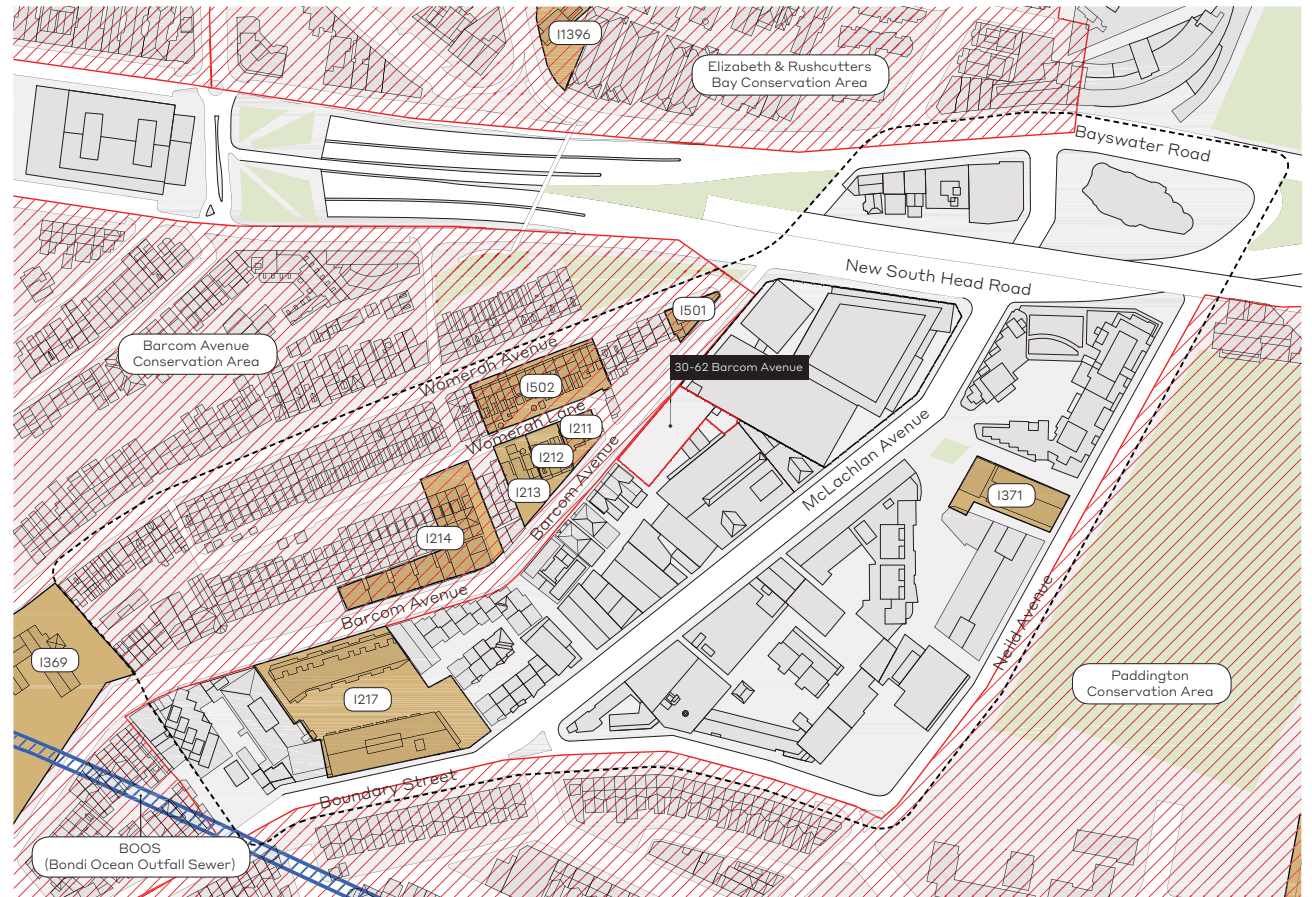
The Site is not a heritage item or within a heritage conservation area. The Site is opposite the Barcom Avenue Conservation Area (CA4) which extends to the western side of Barcom Avenue. The Site is in close proximity to a number of heritage items such as detailed in **Figure 10**.

Table 2 – Heritage Items around the Site (SLEP 2012)

| Item No. | Item Name | Address |
|----------|---|------------------------|
| I211 | Terrace group part of "Barcom Mews" including interiors, front fences and gates | 1-3 Barcom Avenue |
| I212 | Terrace group including interior and front fence | 5-9 Barcom Avenue |
| I213 | Terrace group part of "Barcom Mews" including interiors | 11-15 Barcom Avenue |
| I214 | Terrace group including interiors | 23-47B Barcom Avenue |
| I217 | Warehouse including interior | 15-19 Boundary Street |
| I369 | Darlinghurst Public School group including buildings and their interior, site landscaping and grounds | 350 Liverpool Street |
| I371 | Former Advanx Industrial Car Assembly Hall including interior | 34-52 McLachlan Avenue |
| I501 | Flat building "Corinthians" including interior | 2-6 Womerah Avenue |
| I502 | Terrace group part of "Barcom Mews" including interiors and fencing | 18A-40 Womerah Avenue |
| I1396 | St Canice's Roman Catholic Church including interior and grounds | 24-28 Roslyn Street |

LEGEND

-  Precinct Study Area
-  Subject Site
-  State Heritage Act
-  Conservation Area
-  Heritage Item



10 Local Context Mapping - SLEP 2012 Heritage Plan

SCALE 1:2500 @ A3



SITE
ANALYSIS

4.0 Site Analysis

4.1 Site Photos - Residential Neighbourhood



11 View 1 - Looking south at the Site's primary frontage



12 View 2 - Looking north east at the Site's primary frontage



19 View 3 - Looking towards the residential interface to the rear of the Site



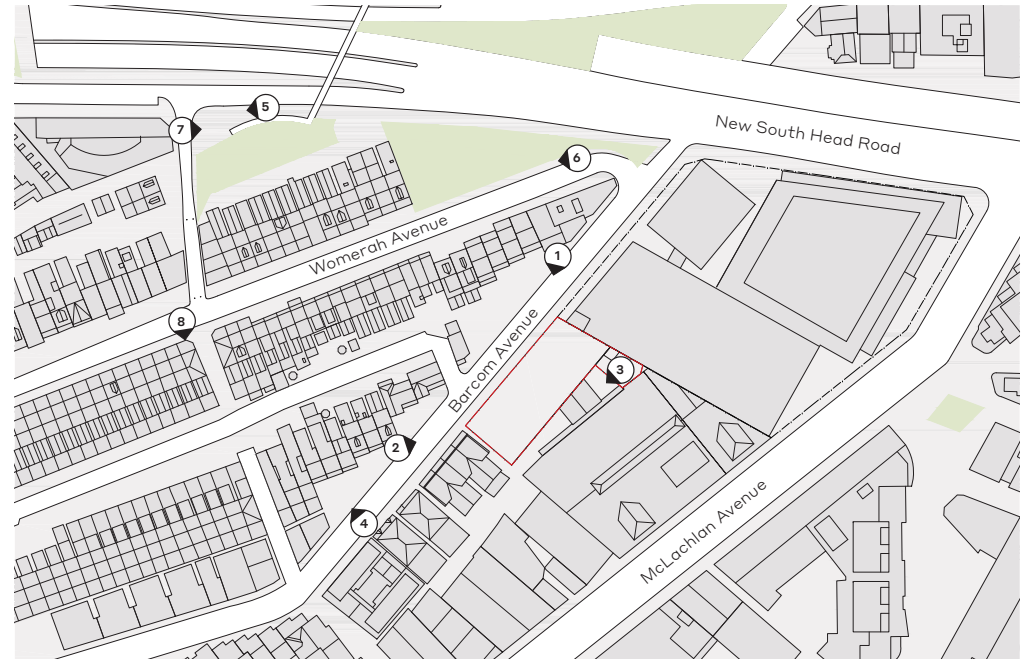
15 View 4 - Surrounding residential character



16 View 5 - Bus stop located north of Arthur Reserve



17 View 6 - Womerah gardens pocket park



18 Key Plan - Residential Neighbourhood



13 View 7 - Arthur Reserve and access ramp to pedestrian bridge



14 View 8 - Mini-mart located within residential neighbourhood

4.0 Site Analysis

4.2 Site Photos - Mixed Use Neighbourhood



20 View 9 - Pedestrian stairs joining Barcom and McLachlan Avenue



21 View 10 - Cafe located below commercial buildings



24 View 11 - Mercedes-Benz showroom



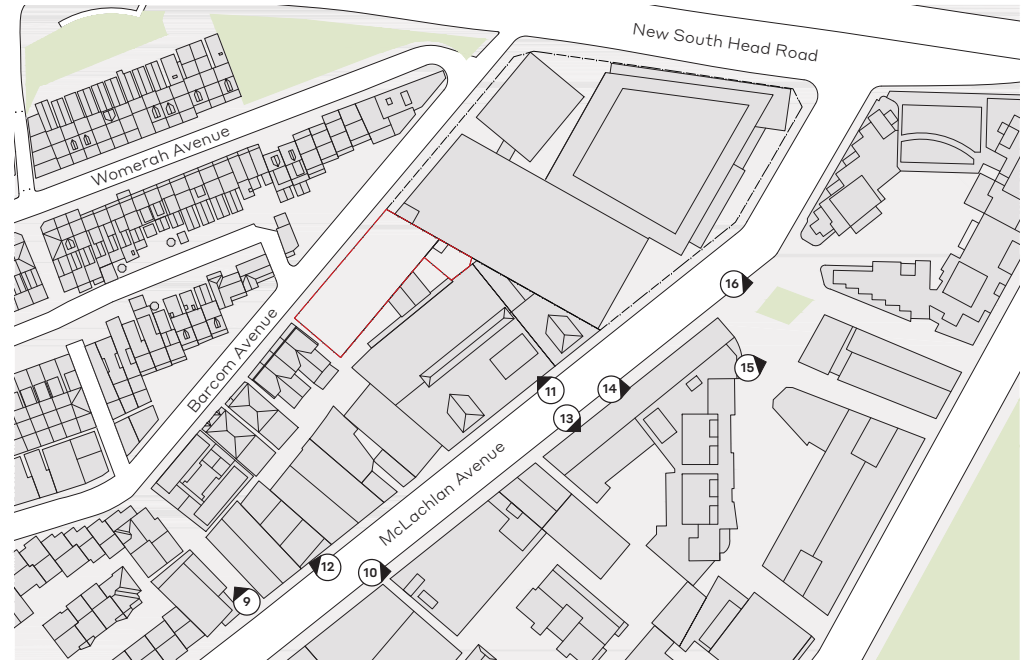
25 View 12 - Dominik Mersch Gallery



26 View 13 - ArtHouse Gallery



27 View 14 - JANUS et Cie, Luxury Outdoor Furniture



22 View 15 - Mixed Use development, Marta Osteria Restaurant



23 View 16 - Mixed use development and plaza, office and vehicle showroom on ground level

28 Key Plan - Mixed Use Neighbourhood

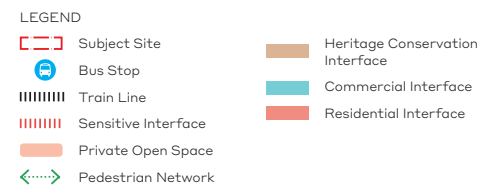
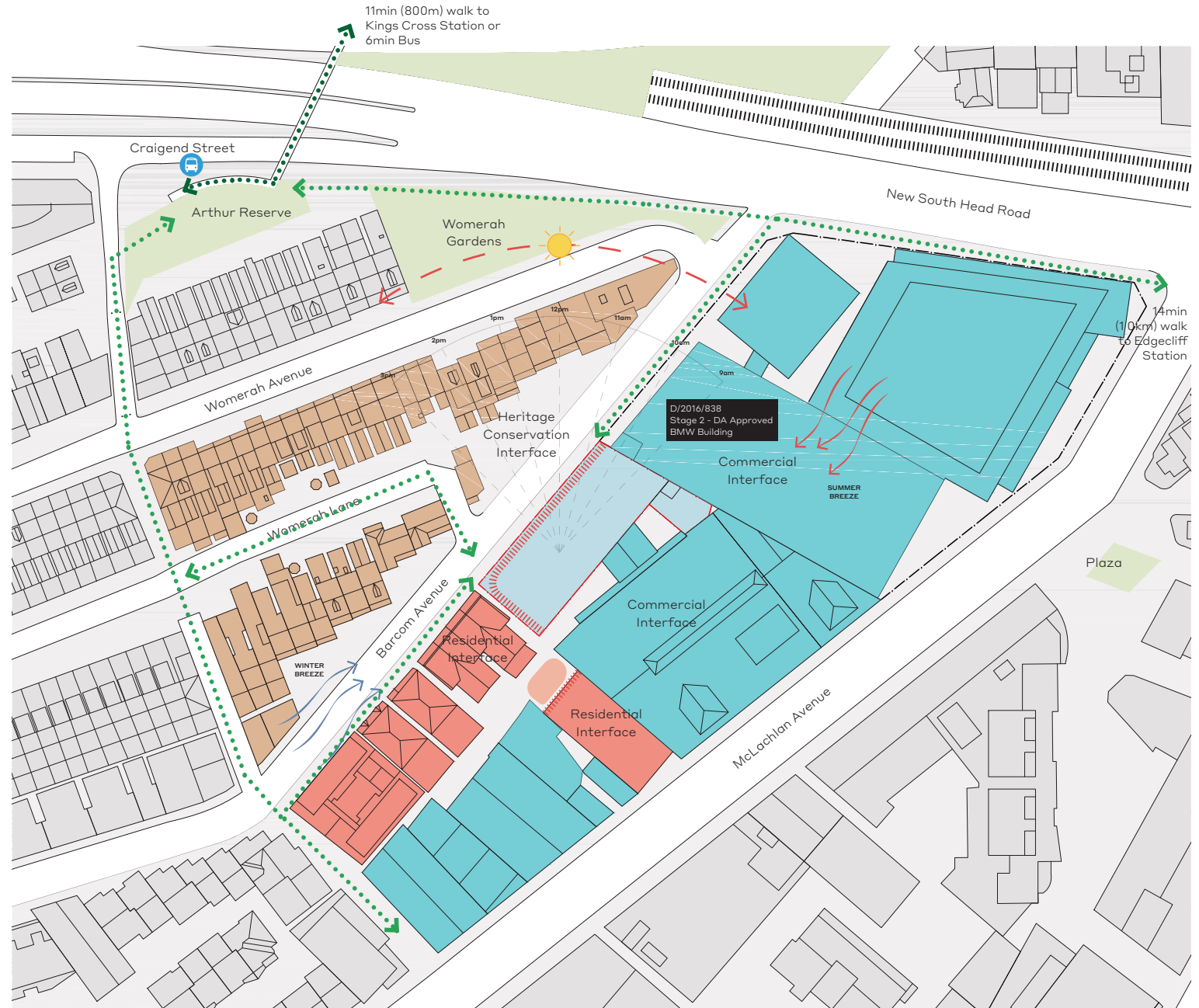
4.0 Site Analysis

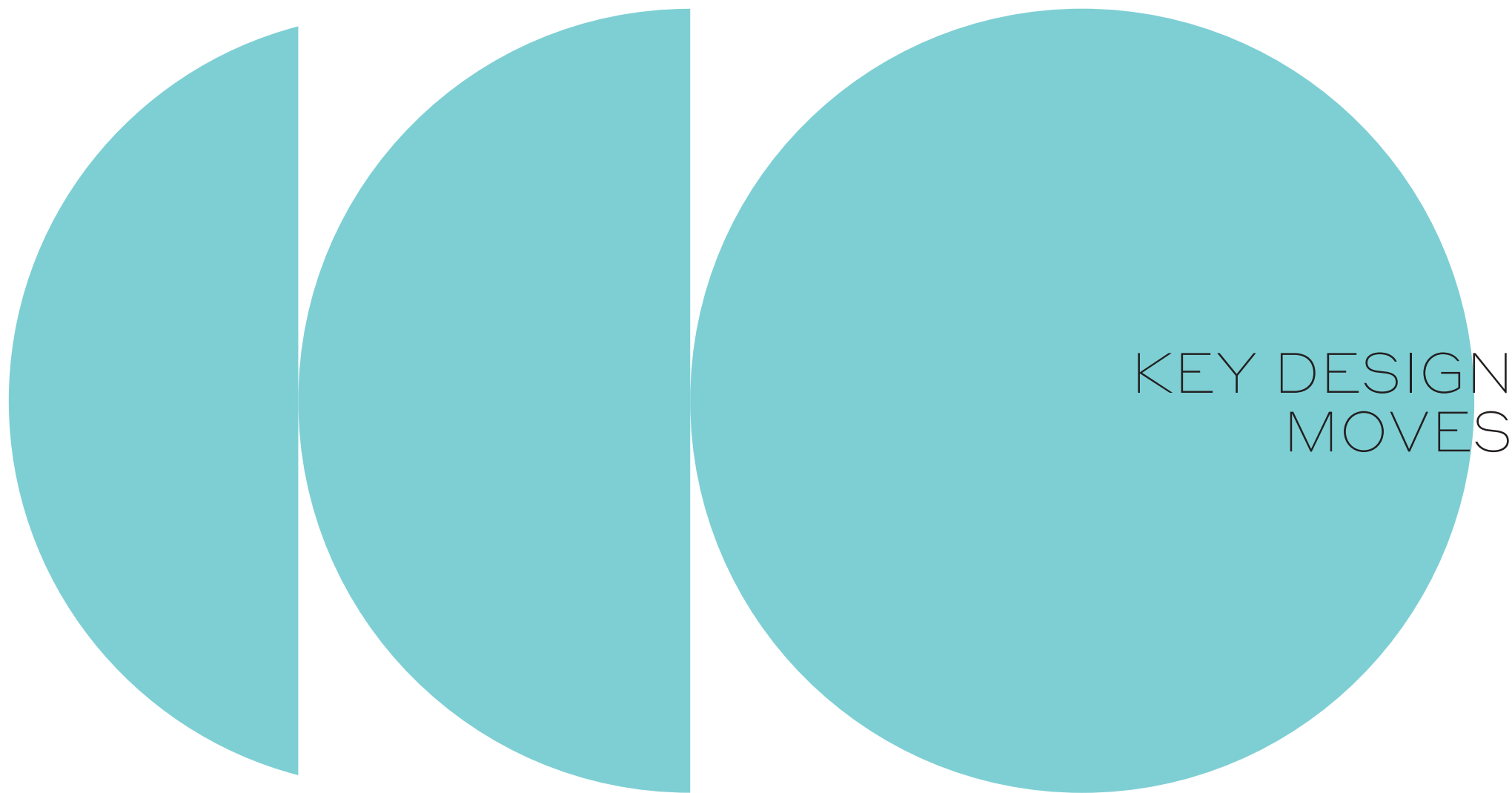
4.3 Opportunities & Constraints

A summary of the Site's opportunities and constraints are listed below.

Table 3 – Opportunities & Constraints

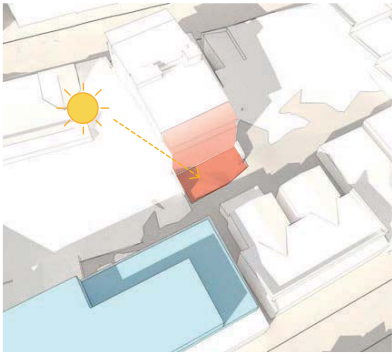
| Opportunities | |
|---|---|
| Site orientation | Orientation of the Site permits appropriate lighting and is well suited for a coworking environment. The Site's longest facade runs along its primary street frontage. |
| Proximity to public transport | The Site is within close proximity to bus and rail stops including Kings Cross and Edgecliff stations. |
| Walkability | The surrounding streets, block structure and trees allow for a highly walkable environment of great amenity. |
| Contribute to a mixed use precinct | The Site is located within a mixed use precinct with a variety of services, retail outlets, cafés and restaurants. |
| Access to public open space | The Site is within immediate proximity to pocket parks such as Womerah Gardens and Arthur Reserve. Rushcutters Bay Park and the Harbour Foreshore are 400m or a 5 min walk from the Site. |
| Noise and pollution | The Site is located on a quiet residential street away from the pollution and noise on New South Head Road. |
| Warehouse character | While not heritage, the Site's warehouse character is remnant of the neighbourhood's past. Preservation of the existing building is encouraged through the addition of new levels. |
| Constraints | |
| Sensitive residential interfaces & overshadowing | Located to the south-west of the Site are sensitive residential interfaces that include balconies and private open space. |
| Residential neighbourhood character & scale | The surrounding neighbourhood has a character of fine grain terrace houses. |





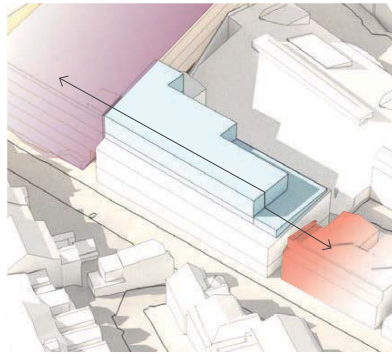
KEY DESIGN
MOVES

5.0 Key Design Moves



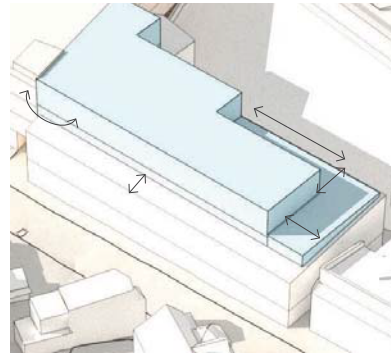
1. No additional overshadowing to adjacent private open space

- South of the Site are courtyards and balconies that belong to residents of 61-63 McLachlan Avenue.
- The proposed envelope must ensure that these areas do not receive additional overshadowing between the hours of 9am-3pm on 21st June.



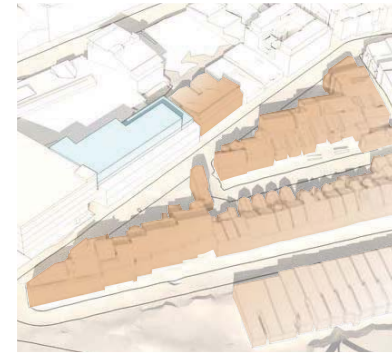
2. Transition height from north to south responding to context

- The extension to the existing warehouse on the site is to provide a height transition between the BMW & Mini showroom to the north of the Site which will be 4 storeys in height.
- It is recommended that additional levels match the roof height of the BMW building and transition height downwards to the Site's residential interface. This will create a gradual transition in the street wall.



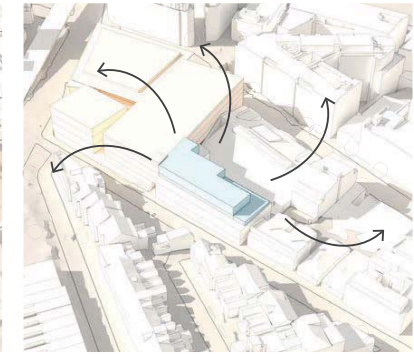
3. Setback upper levels from the street and to surrounding residences

- Additional levels must be setback from the street and to adjoining residential lots in order to reduce the visual bulk and scale of the building and to retain the current 2 storey street wall height.
- Setbacks to align with the BMW building so that the upper levels do not protrude forward.
- Street setbacks will allow the building to retain the existing streetscape character, reinforce the streets human scale and to minimise its overshadowing impact on surrounding development.
- Side and rear setbacks created to avoid overshadowing adjacent backyards.



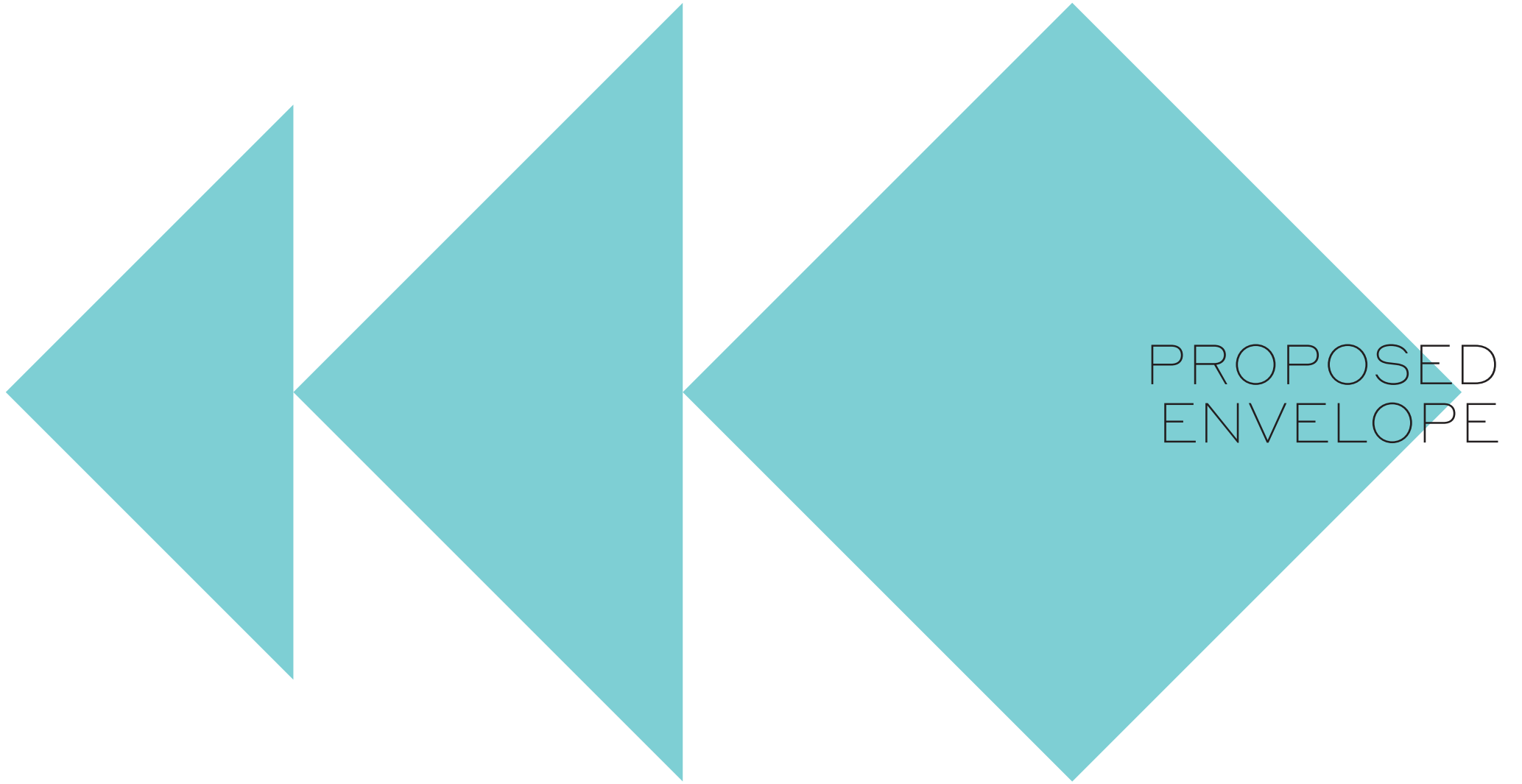
4. Architectural character of building to respond to fine grain neighbourhood

- New works to have contemporary architectural expression which needs to respond to built form context such as scale of subdivision pattern and degree of architectural detailing within the Barcom Avenue heritage area.
- While not heritage listed the Site's warehouse character, scale of openings and large subdivision is remnant of the neighbourhoods past.



5. Contribute to a vibrant mixed-use precinct

- The Site is primarily surrounded by large commercial and retail tenancies such as car sales and service centres, furniture shops and art galleries.
- The creation of co-working space will add a new type of work place in the precinct and create a high quality, domestic style environment for small businesses which picks up on the residential context.
- Businesses will have access to the exceptional amenity within the neighbourhood which includes parks, transportation, cafés, bars, restaurants and retail stores.

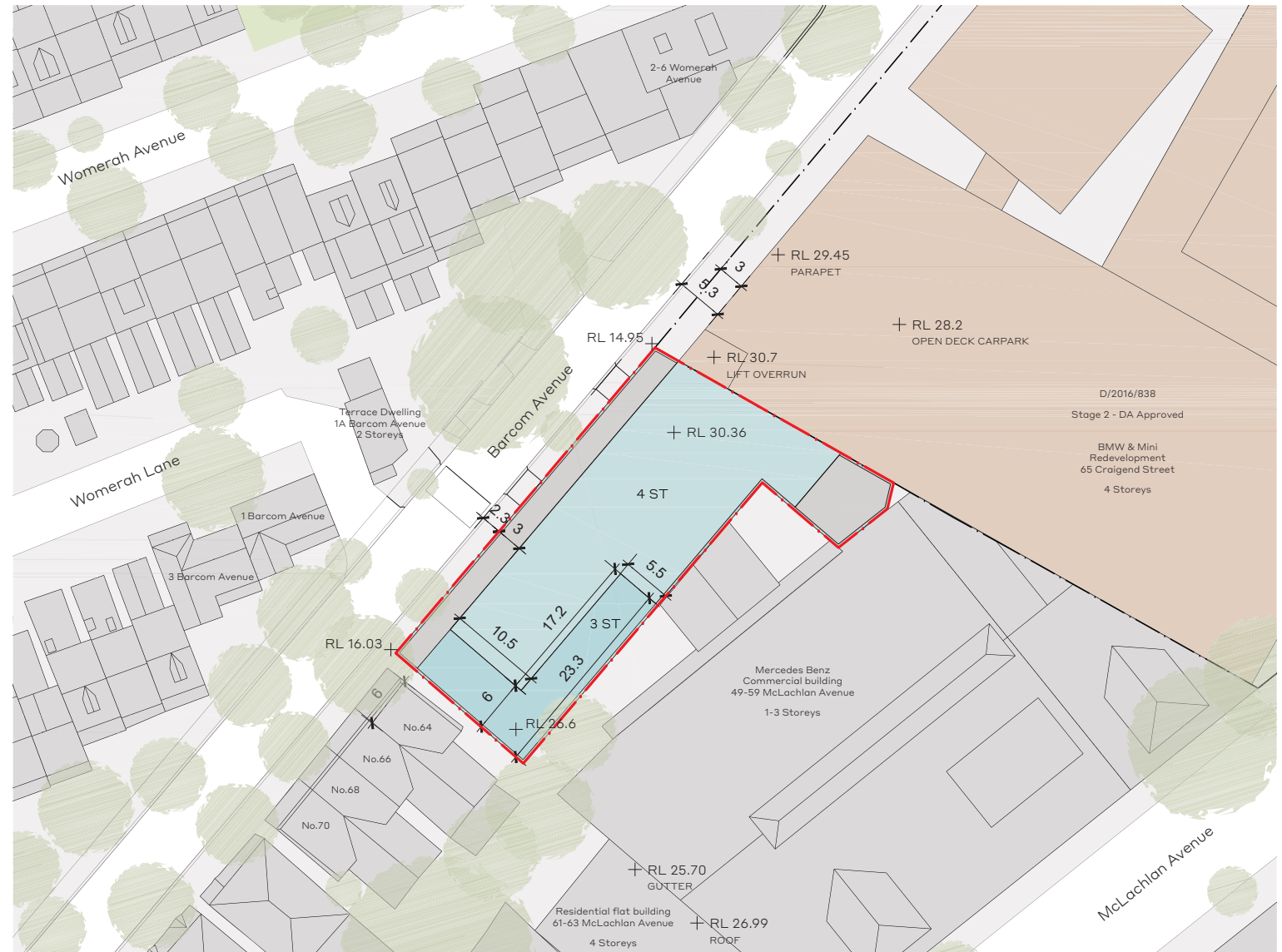


PROPOSED
ENVELOPE

6.0 Proposed Envelope

6.1 Indicative Envelope Plan

The proposed building envelope is shown in **Figure 30**. Additional levels are shown in blue and are set back from the street and to the residential development to the south.



NOTE: The drawings in this document were prepared without a survey. Cadastral and Topographic data has been made available by Land and Property Information (LPI). Ethos Urban has used this data to inform the outputs of this project.

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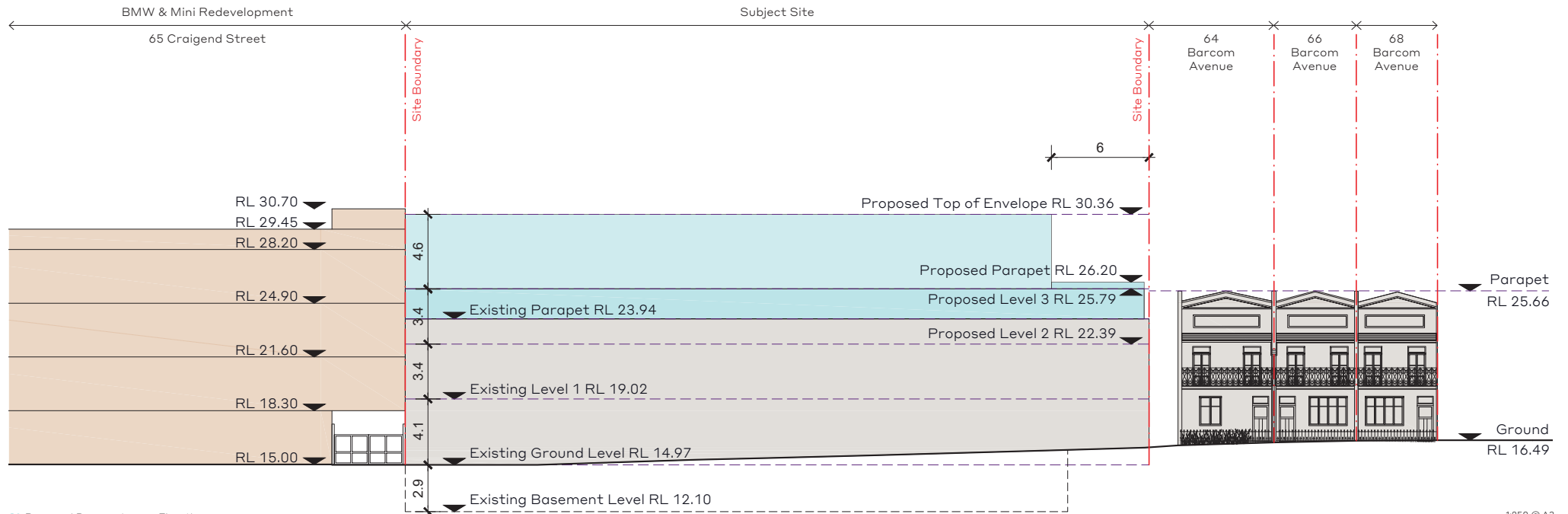
- LEGEND**
- Subject Site
 - BMW Site Boundary
 - DA Approved BMW Building
 - Existing Building on Site
 - Potential Additional Level 2
 - Potential Additional Level 3

30 Proposed Envelope Plan

SCALE 1:500 @ A3

6.0 Proposed Envelope

6.2 Indicative Barcom Avenue Elevation



31 Proposed Barcom Avenue Elevation

1:250 @ A3

NOTE: The drawings in this document were prepared without a survey. Cadastral and Topographic data has been made available by Land and Property Information (LPI). Ethos Urban has used this data to inform the outputs of this project.

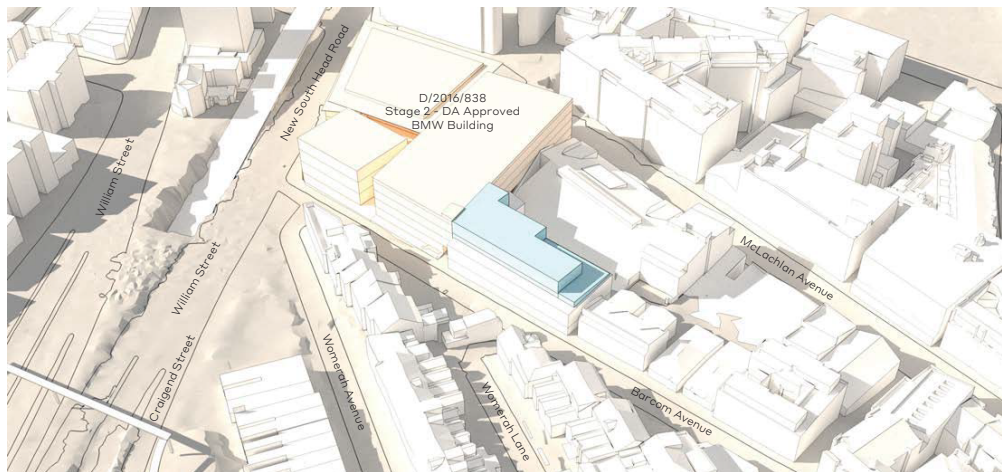
© Land and Property Information [2017]

LEGEND

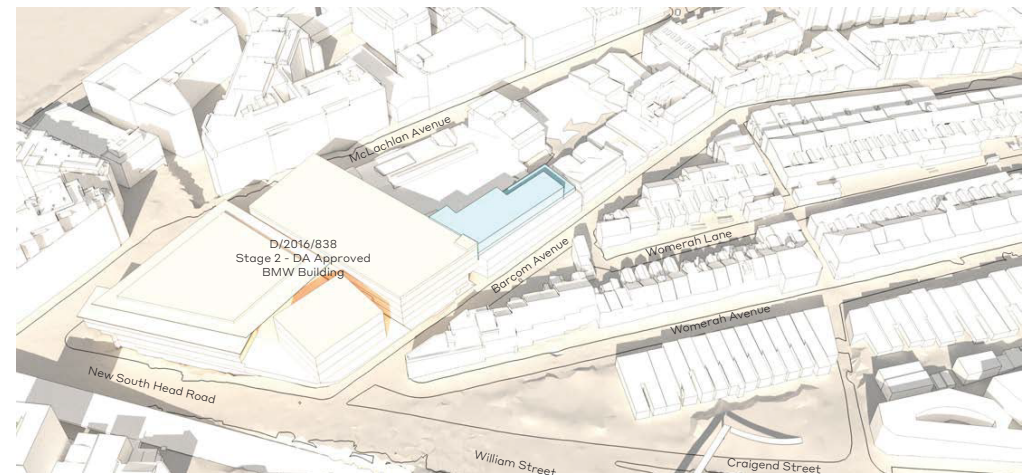
- Subject Site
- DA Approved BMW Building
- Existing Building on Site
- Potential Additional Level 2
- Potential Additional Level 3

6.0 Proposed Envelope

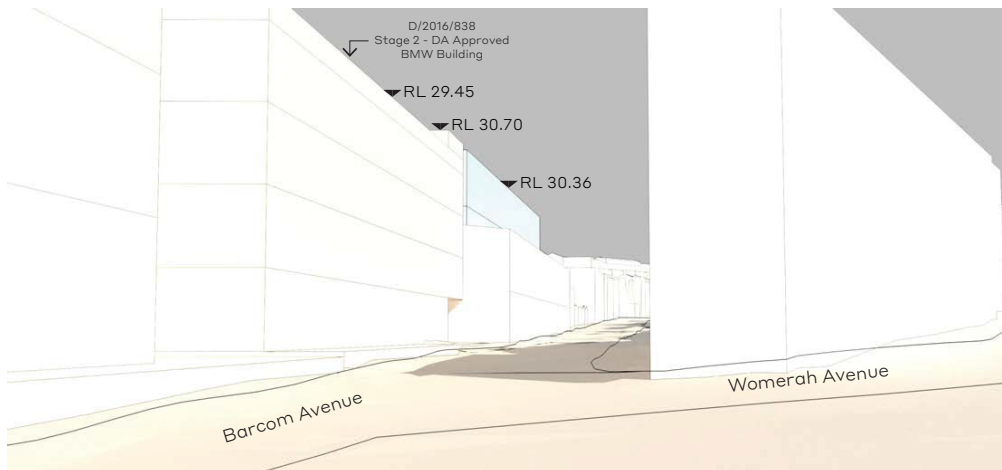
6.3 3D Perspectives in Context



32 Aerial View Looking East



33 Aerial View Looking South



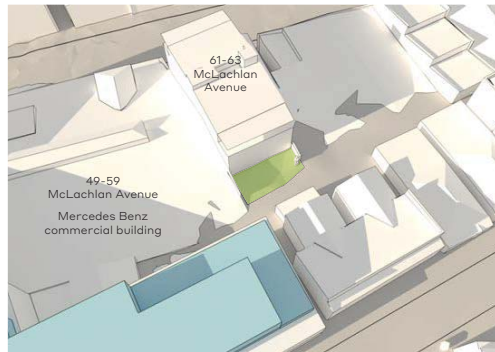
34 View from Craigend Street looking South West towards Barcom Avenue



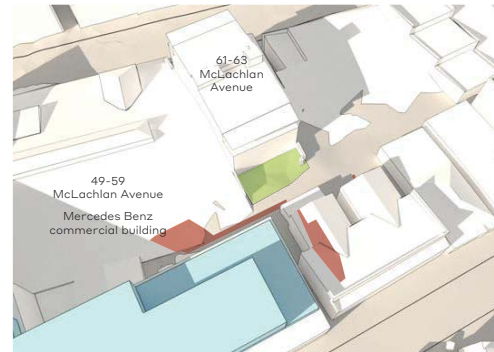
35 View from Barcom Avenue looking North East towards Craigend Street

6.0 Proposed Envelope

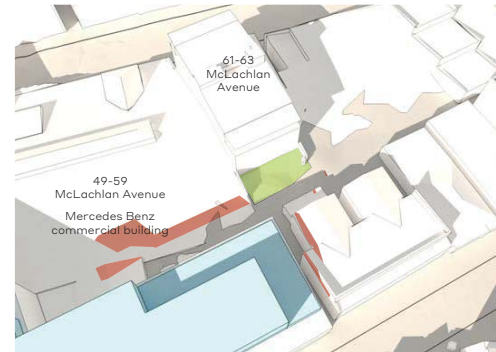
6.4 Shadow Diagrams



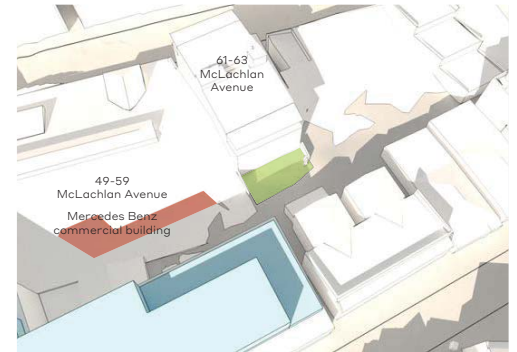
36 9:00 am - 21 June



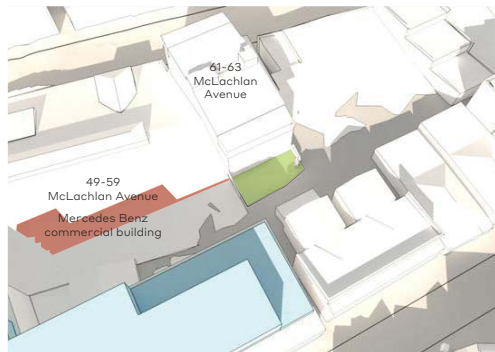
37 10:00 am - 21 June



38 11:00 am - 21 June



39 12:00 pm - 21 June



40 1:00 pm - 21 June



41 2:00 pm - 21 June



42 3:00 pm - 21 June

The proposed envelope will not have any additional overshadowing on the private open space and windows to habitable rooms of the residential flat building at 61-63 McLachlan Avenue on 21 June between the hours of 9am-3pm.

LEGEND

- Additional Levels 2 and 3
- Private Open Space at Rear of 61-63 McLachlan Avenue
- Existing Shadows
- Additional Shadows Cast by Proposed Envelope

6.0 Proposed Envelope

6.5 Street Level Photomontage View 1



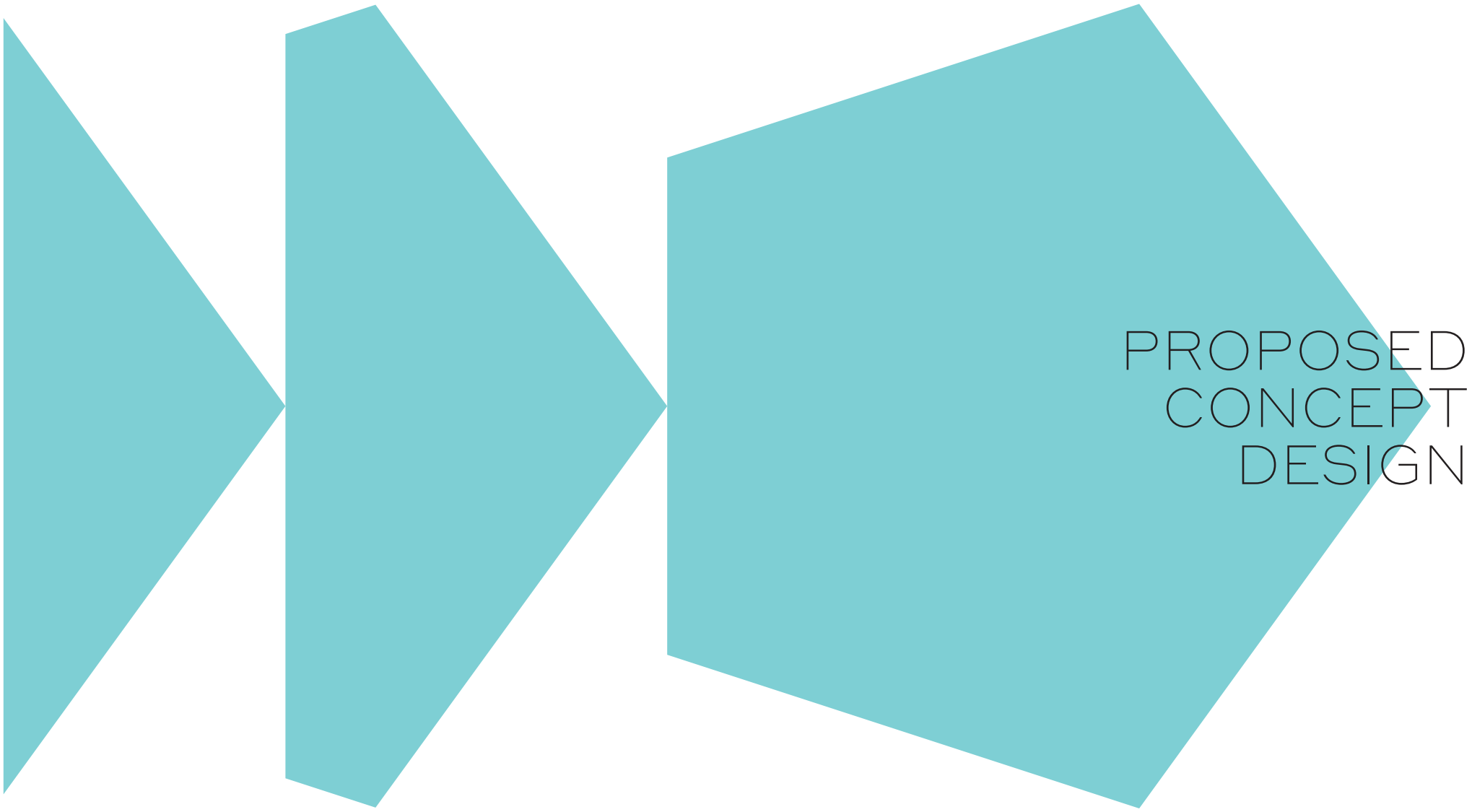
43 View looking South West down Barcom Avenue - BMW Interface

6.0 Proposed Envelope

6.6 Street Level Photomontage View 2



44 View from Barcom Avenue looking North East - Residential Interface



PROPOSED
CONCEPT
DESIGN

7.0 Proposed Concept Design

7.1 Proposed GFA

| Level | GFA |
|------------------|------------------------------------|
| Basement | 675 m ² |
| Ground Floor | 840 m ² |
| Level 1 | 860 m ² |
| Level 2 | 700 m ² |
| Level 3 | 460 m ² |
| Total GFA | Approx. 3,535 m² |

| | |
|--------------|------------------------------|
| Proposed GBA | Approx. 4,075 m ² |
| Proposed GFA | Approx. 3,535 m ² |

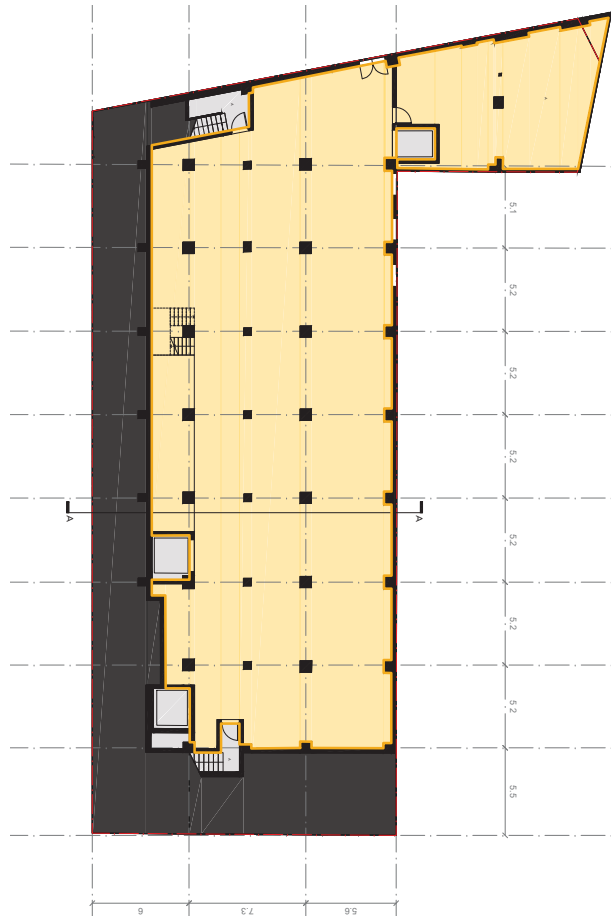
Efficiency* 87%

**The industry standard GBA to GFA efficiency for commercial buildings is typically between 85-90%. The proposed concept design sits within this range at 87%.*

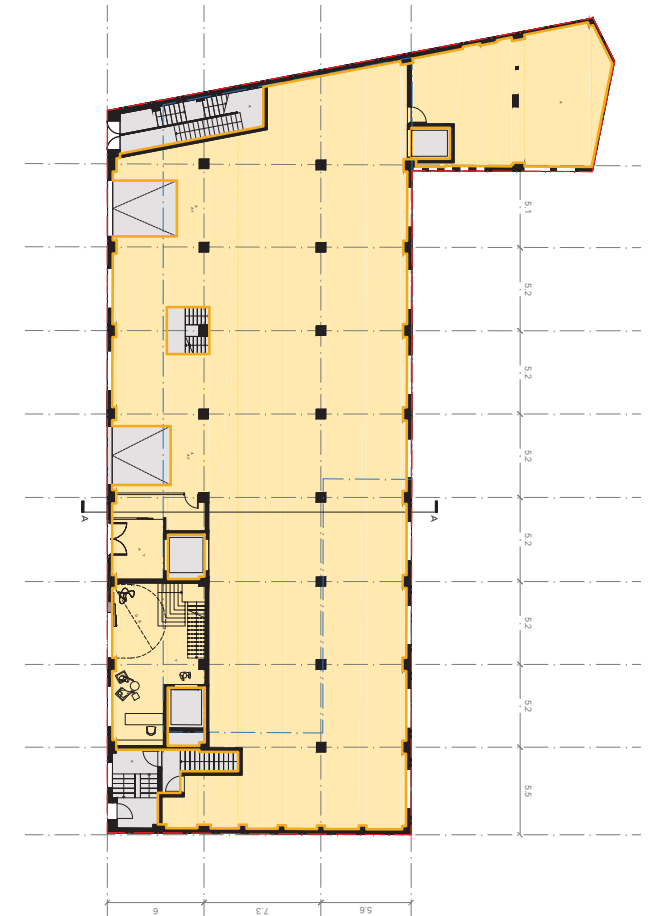
| | |
|------------------|----------------------------|
| Site Area | 992.5 m² |
| FSR | 3.56 : 1 |

LEGEND

- Subject Site
- Proposed GFA



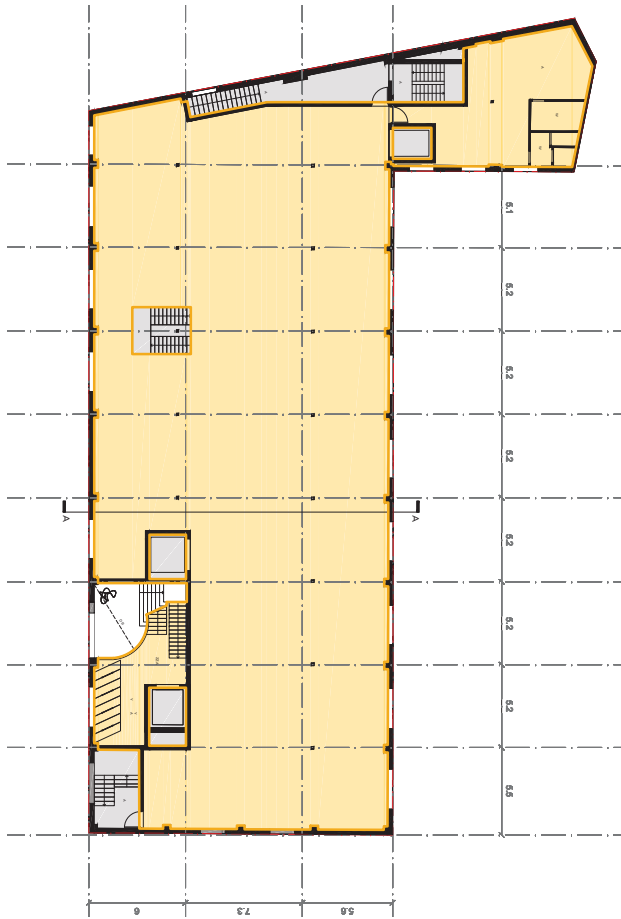
45 Proposed Basement Plan



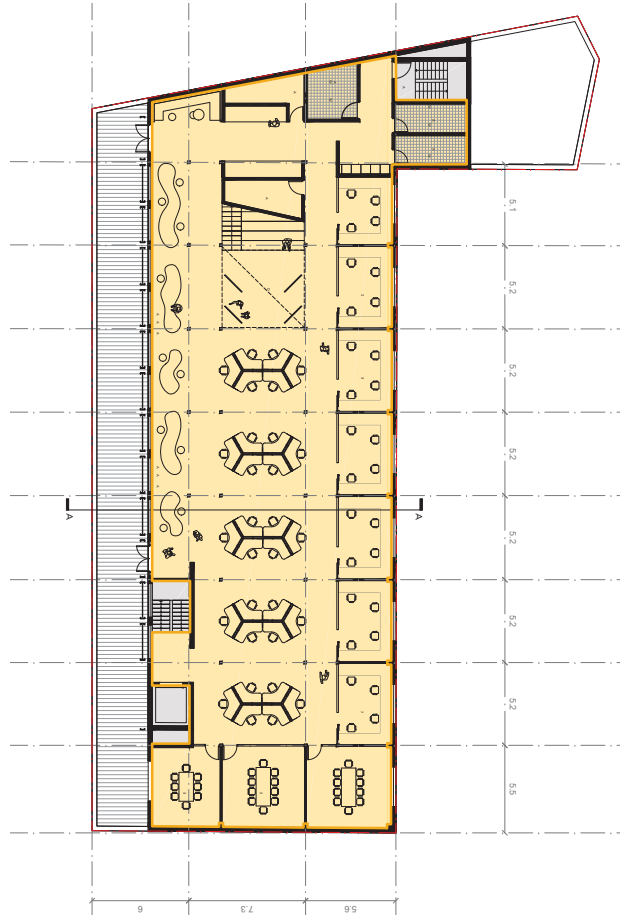
46 Proposed Ground Floor Plan

⊘ NOT TO SCALE

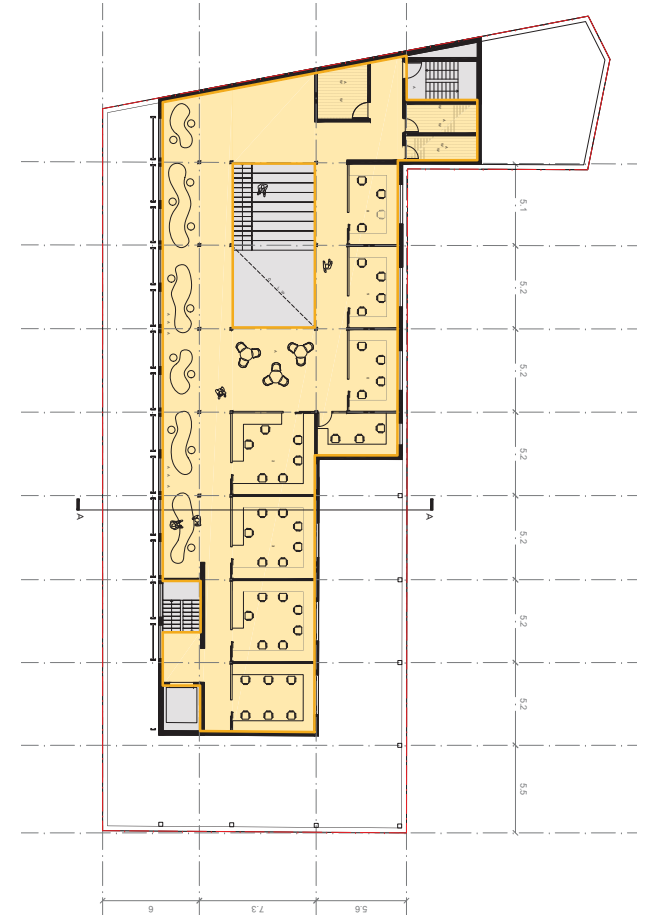
7.0 Proposed Concept Design



47 Proposed Level 1 Floor Plan



48 Proposed Level 2 Floor Plan

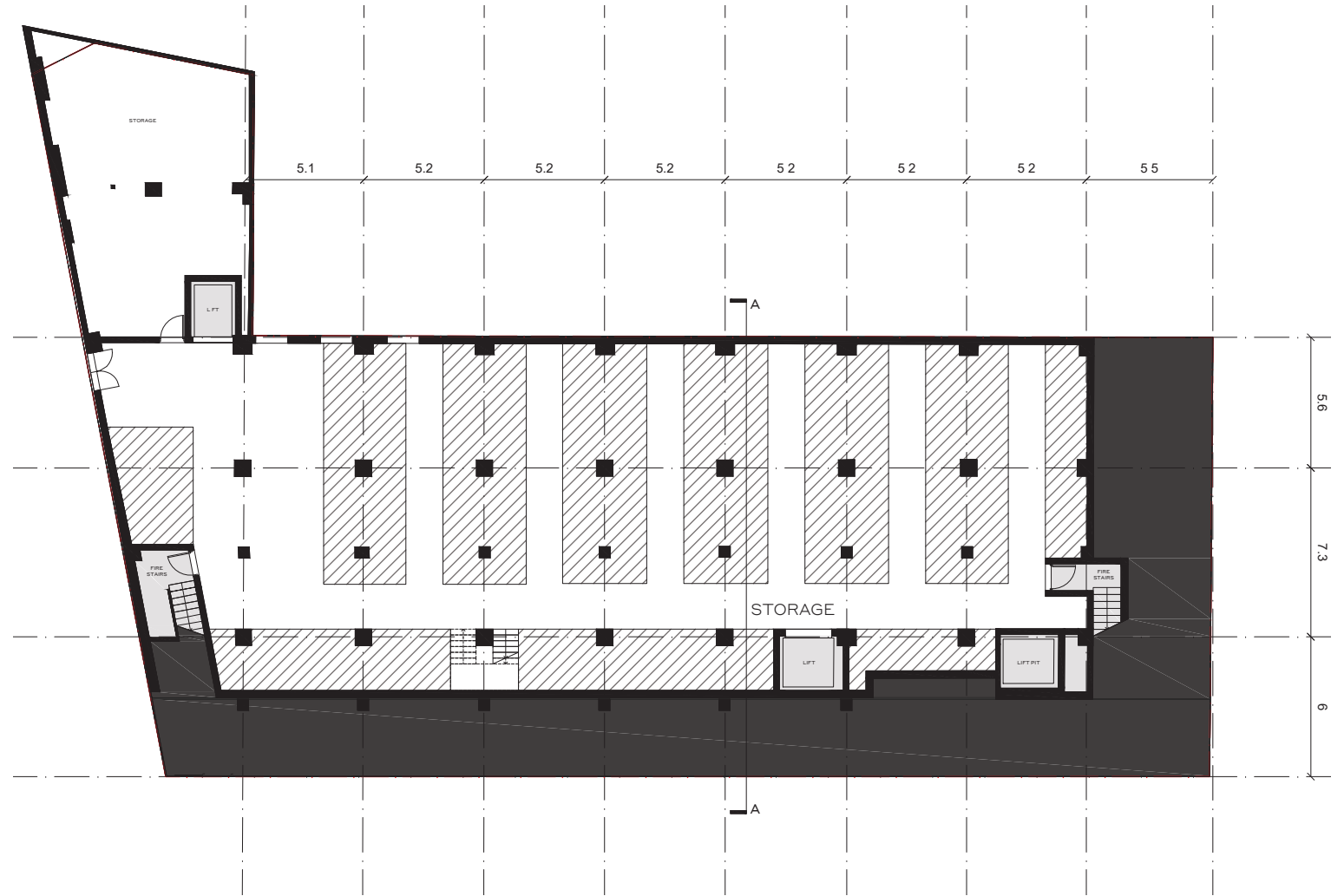


49 Proposed Level 3 Floor Plan

⊗ NOT TO SCALE

7.0 Proposed Concept Design

7.2 Basement Plan



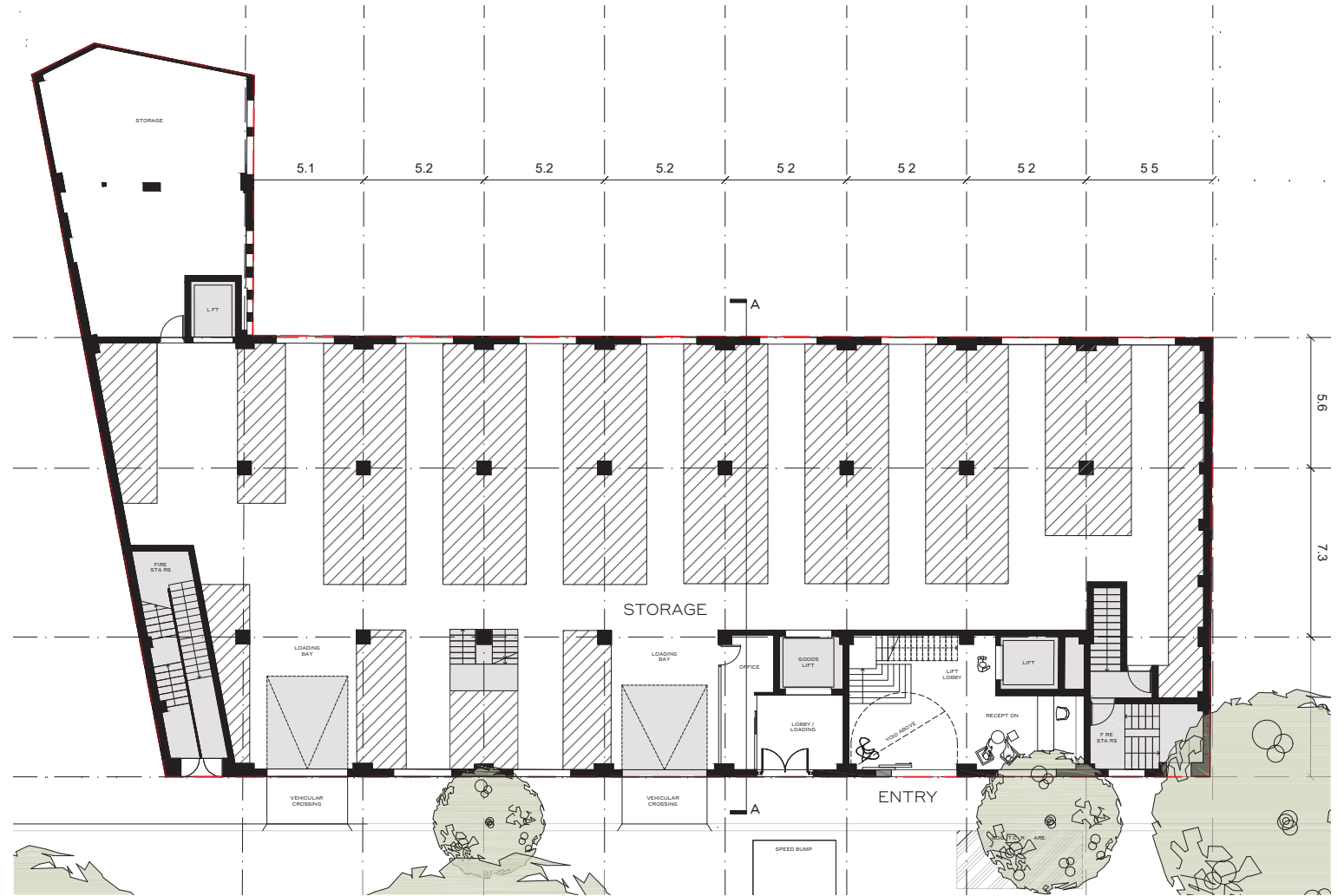
- LEGEND
- Subject Site
 - Storage Units

50 Proposed Basement Plan

SCALE 1:200 @ A3

7.0 Proposed Concept Design

7.3 Ground Floor Plan



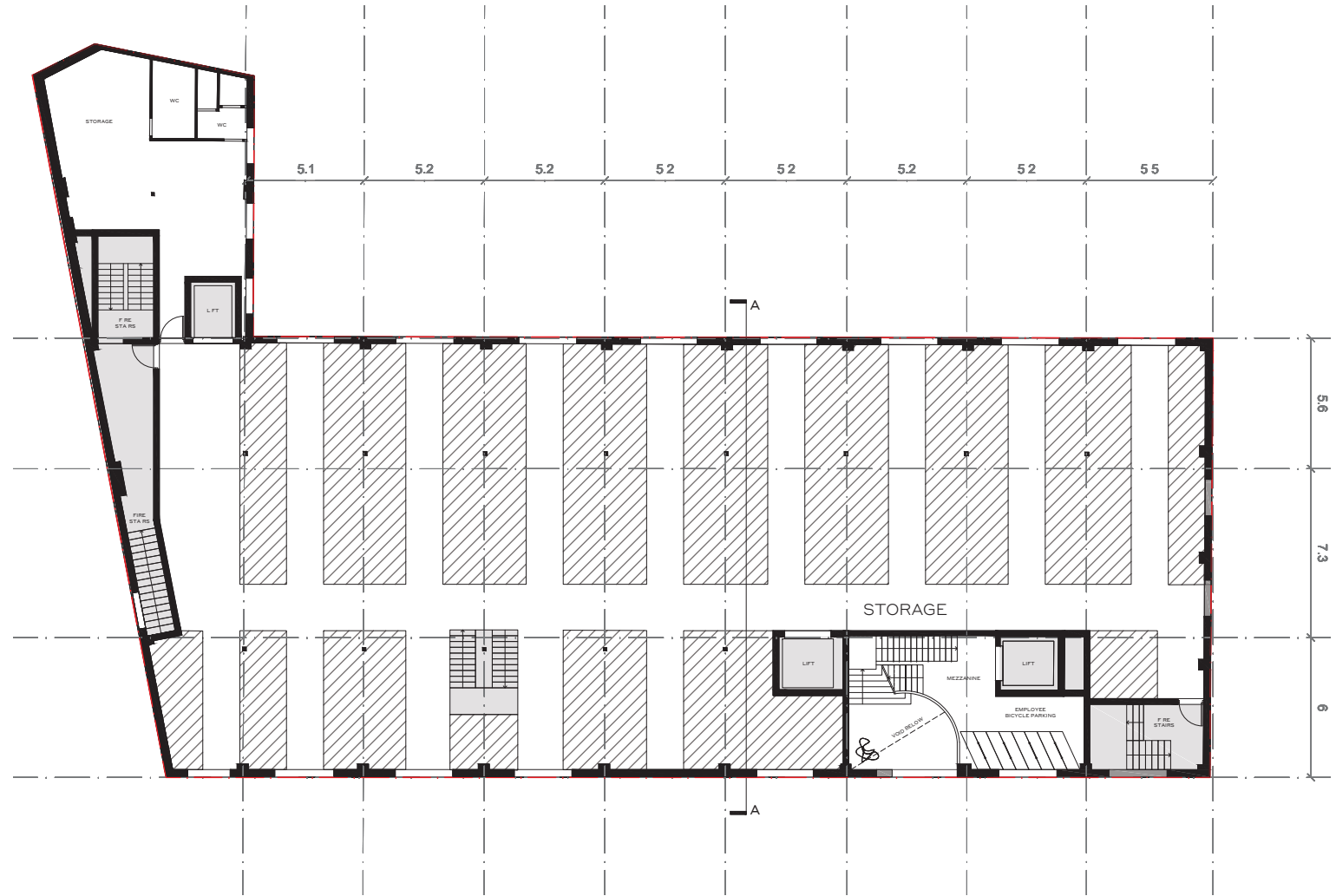
- LEGEND
- Subject Site
 - Storage Units

51 Proposed Ground Floor Plan

SCALE 1:200 @ A3

7.0 Proposed Concept Design

7.4 Level 1 Floor Plan



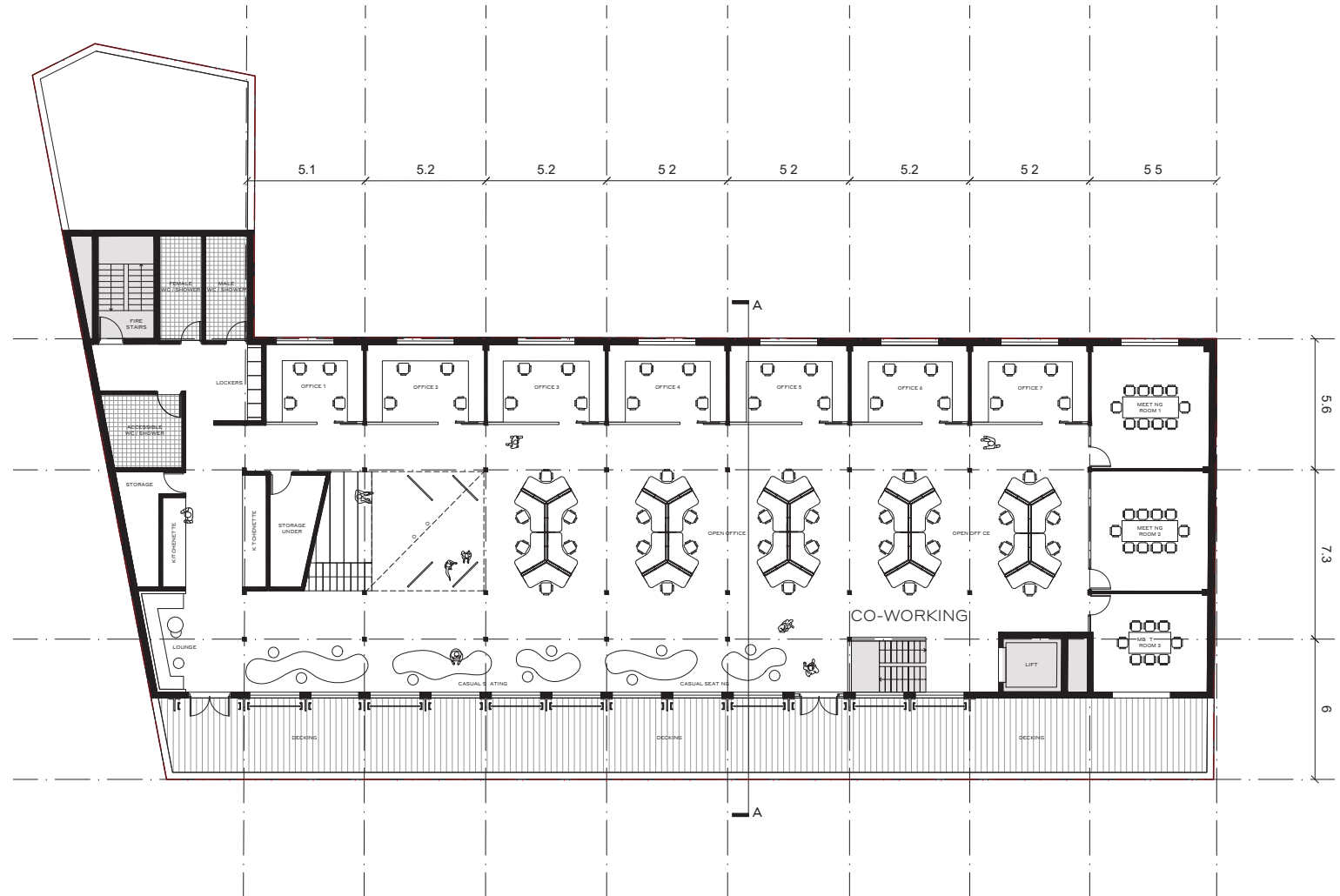
- LEGEND
- Subject Site
 - Storage Units

52 Proposed Level 1 Floor Plan

SCALE 1:200 @ A3

7.0 Proposed Concept Design

7.5 Level 2 Floor Plan



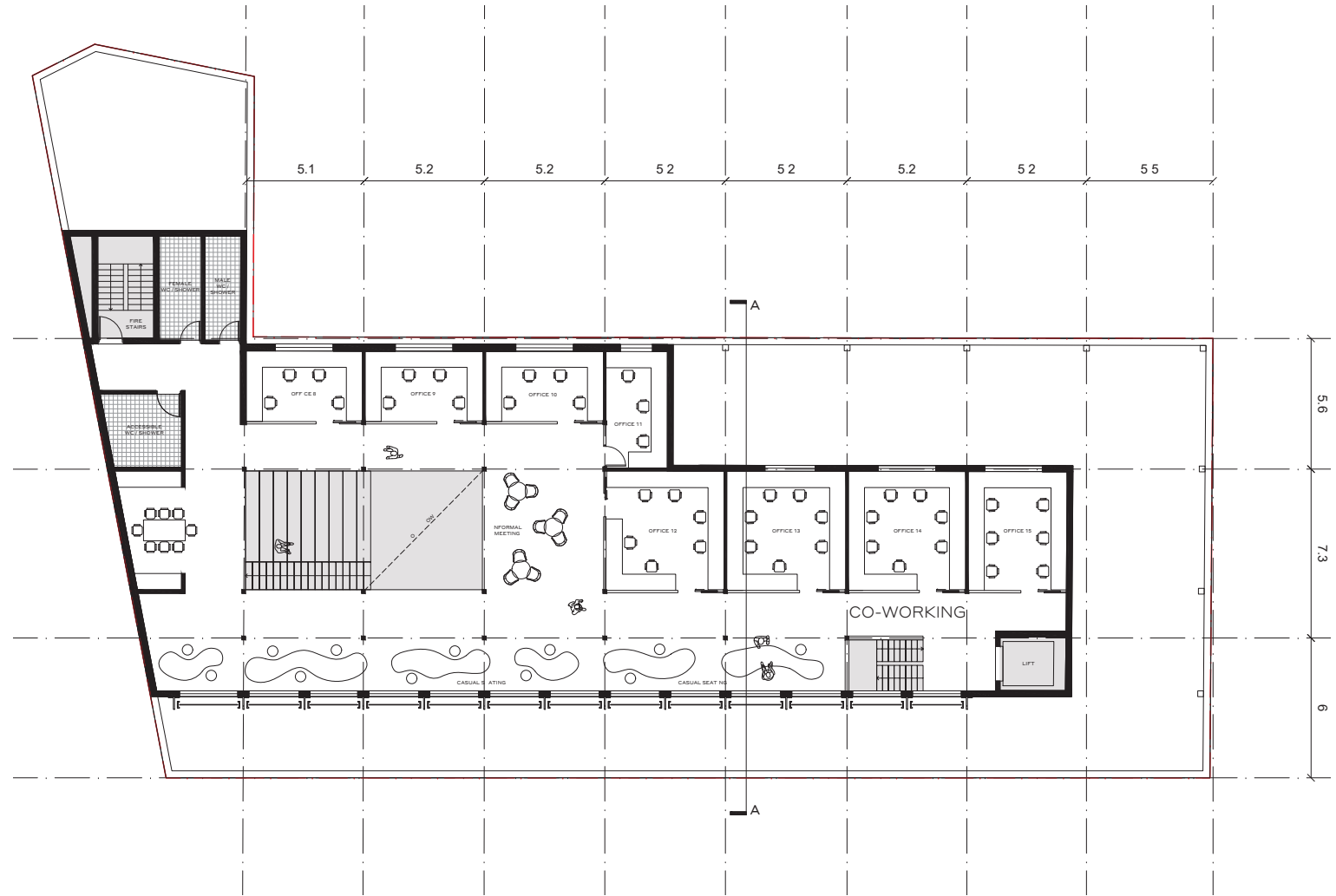
LEGEND
 Subject Site

53 Proposed Level 2 Floor Plan

SCALE 1:200 @ A3

7.0 Proposed Concept Design

7.6 Level 3 Floor Plan



LEGEND

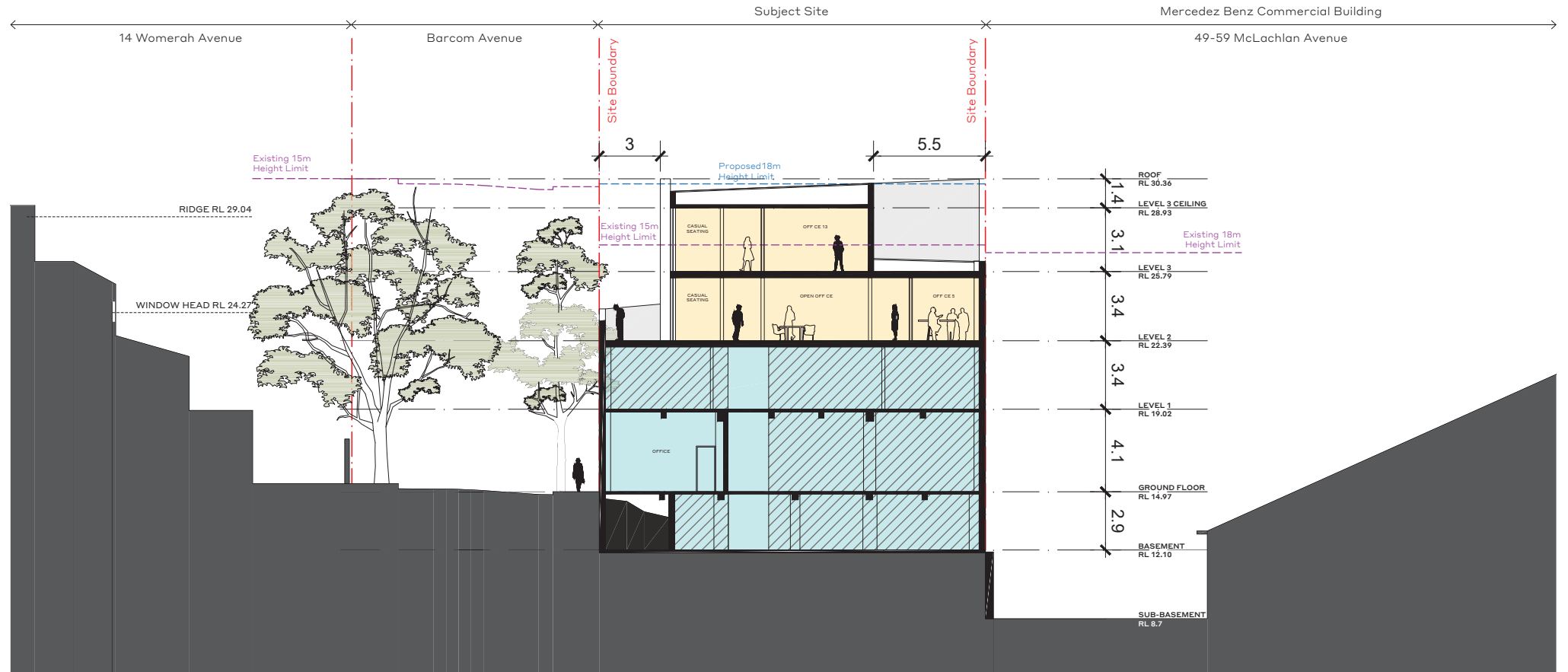
Subject Site

55 Proposed Level 3 Floor Plan

SCALE 1:200 @ A3

7.0 Proposed Concept Design

7.7 Section



56 Proposed Section

SCALE 1:200 @ A3

LEGEND

- Subject Site
- Storage Units
- Coworking Spaces

7.0 Proposed Concept Design

7.8 Barcom Avenue Elevation



57 Proposed Barcom Avenue Elevation



① Old - New Brick Facade
Juanita Nielsen Community Centre, Woolloomooloo NSW
(Neeson Murcutt Architects)



② Textile design awnings
Sunsilk awning cover
(Markilux)



③ Mild steel with micaceous iron-oxide paint finish
Former Rocks Police Station, The Rocks NSW
(Welsh+Major)



④ Powder coated aluminium profiled sheet cladding
192 Shoreham Street, Sheffield UK
(Project Orange)

7.0 Proposed Concept Design

7.9 3D Photomontage



58 3D Photomontage of the proposed concept design

Appendix A



Appendix A - Existing Plans

Existing GFA

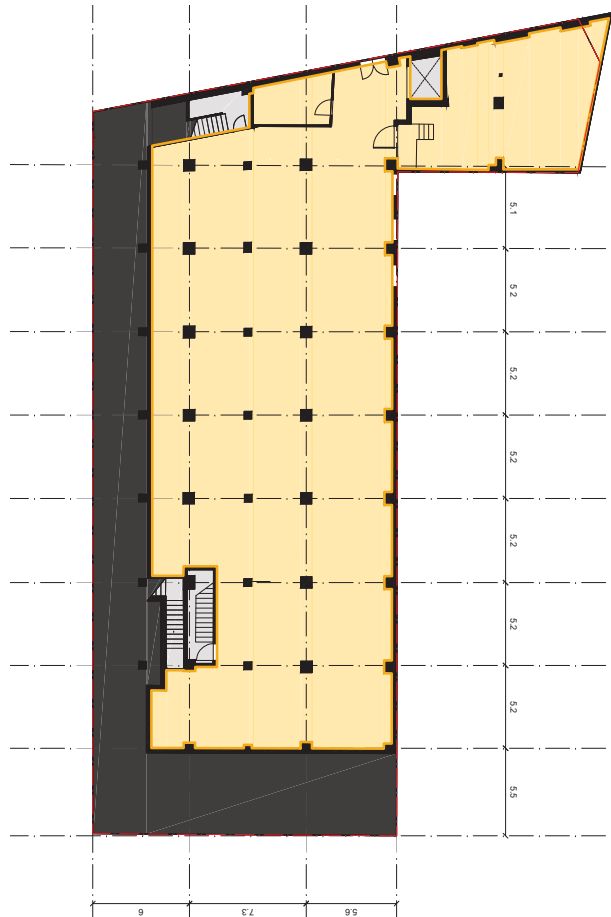
| Level | GFA |
|------------------|------------------------------------|
| Basement | 670 m ² |
| Ground Floor | 867 m ² |
| Level 1 | 895 m ² |
| Total GFA | Approx. 2,432 m² |

| | |
|-------------------|------------------------------|
| Existing GBA | Approx. 2,731 m ² |
| Existing GFA | Approx. 2,432 m ² |
| Efficiency | 89% |

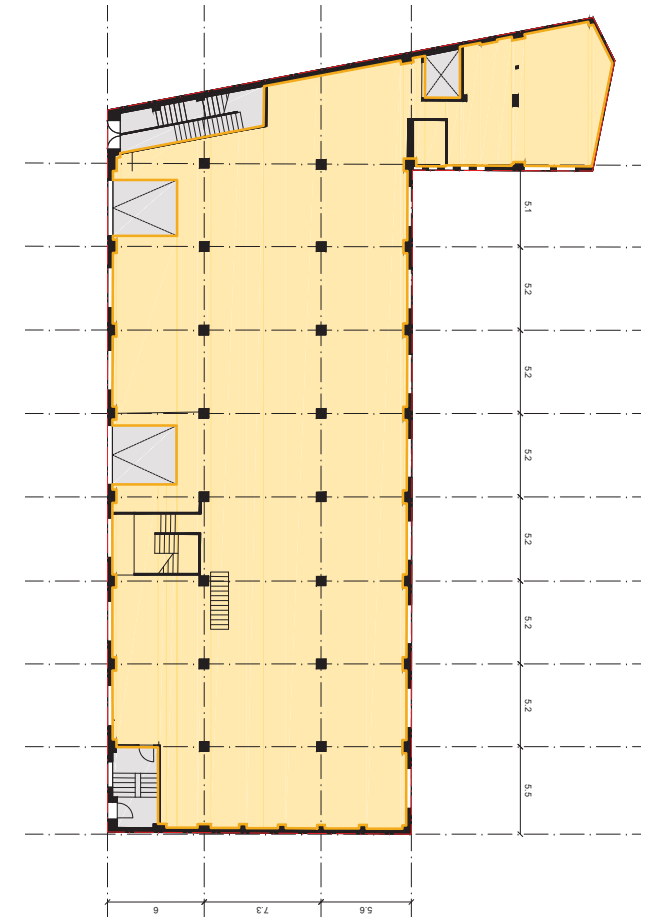
| | |
|------------------|----------------------------|
| Site Area | 992.5 m² |
| FSR | 2.45 : 1 |

LEGEND

- Subject Site
- Existing GFA



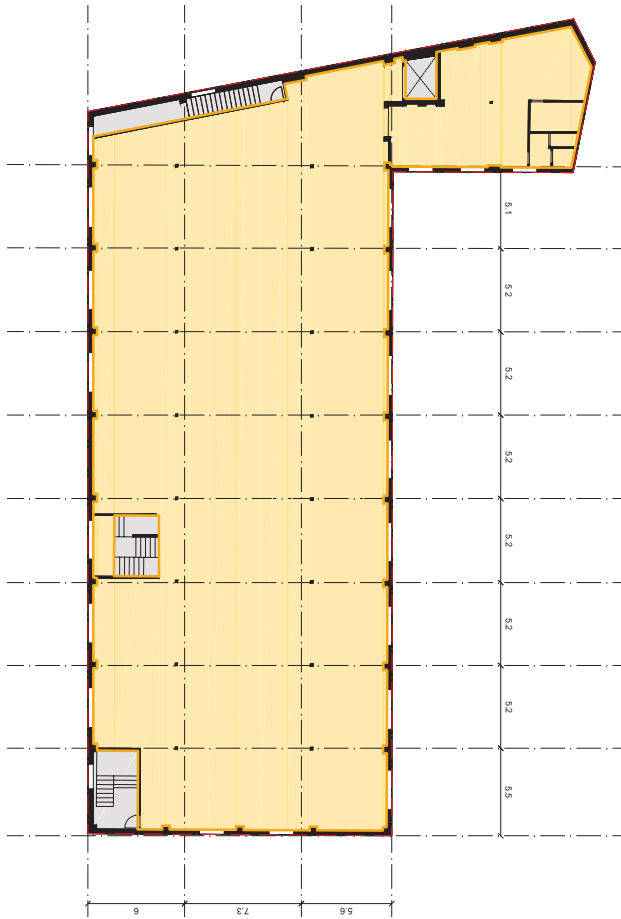
59 Existing Basement Plan



60 Existing Ground Floor Plan

NOT TO SCALE

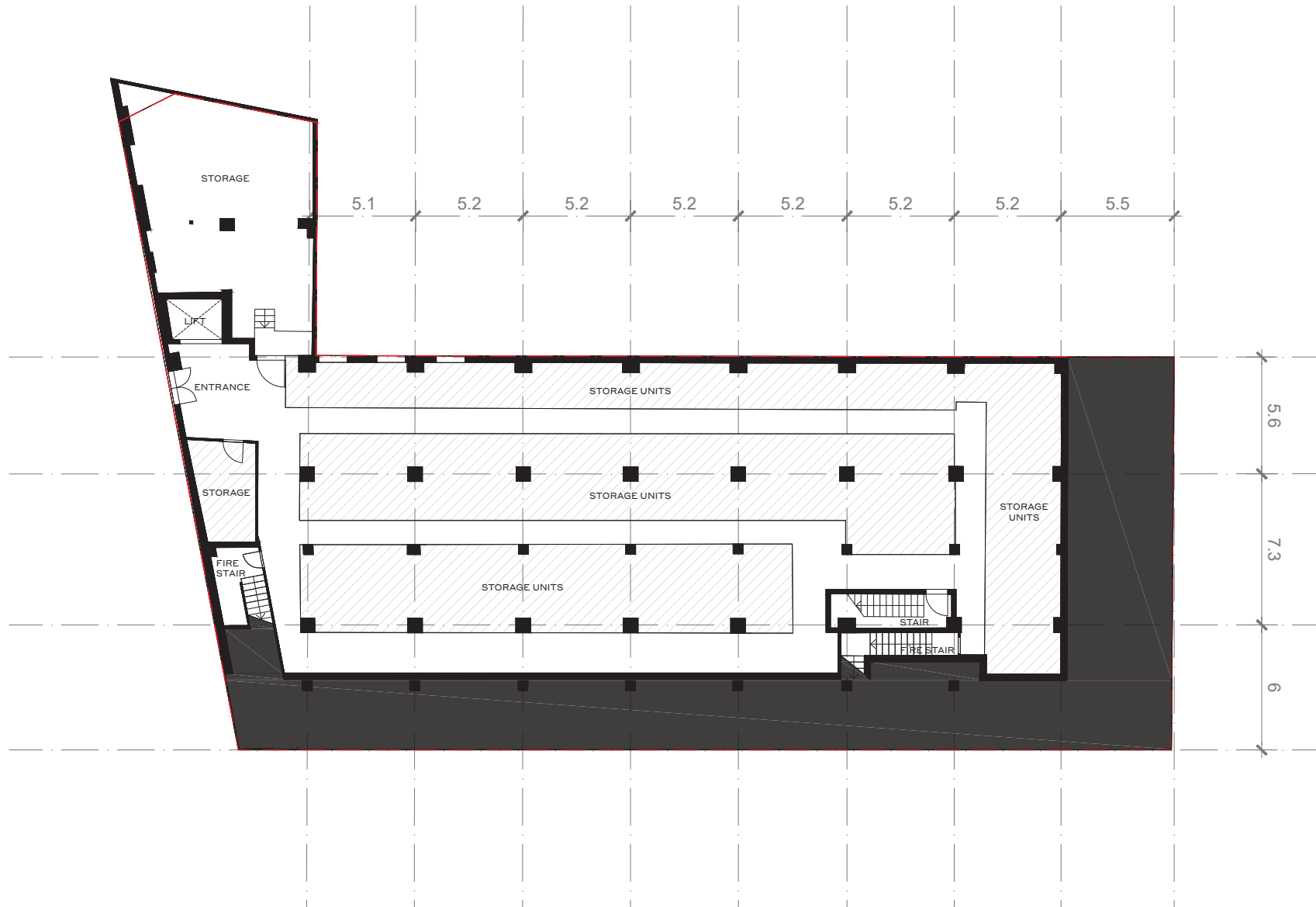
Appendix A - Existing Plans



61 Existing Level 1 Floor Plan

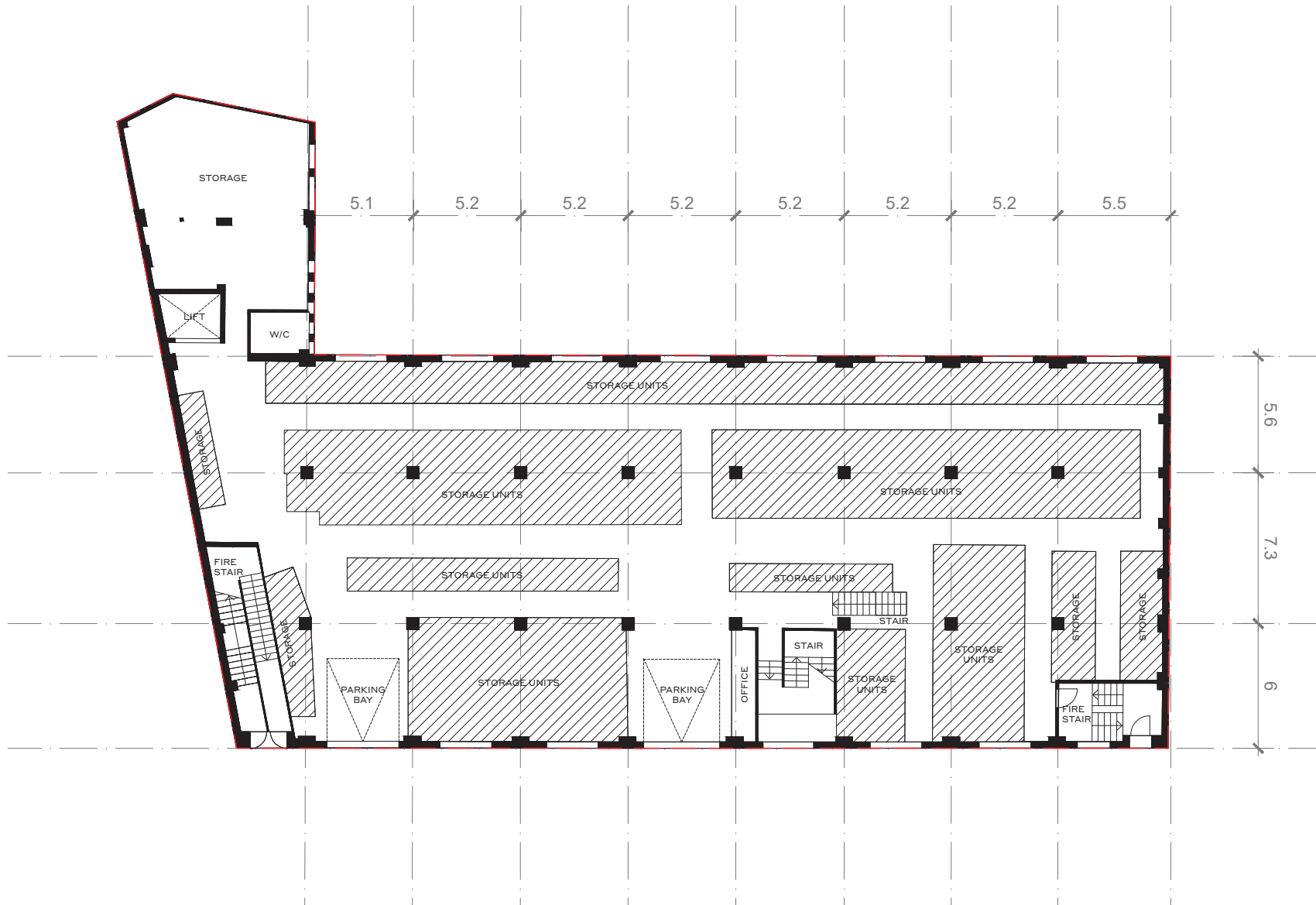
NOT TO SCALE

Appendix A - Existing Plans



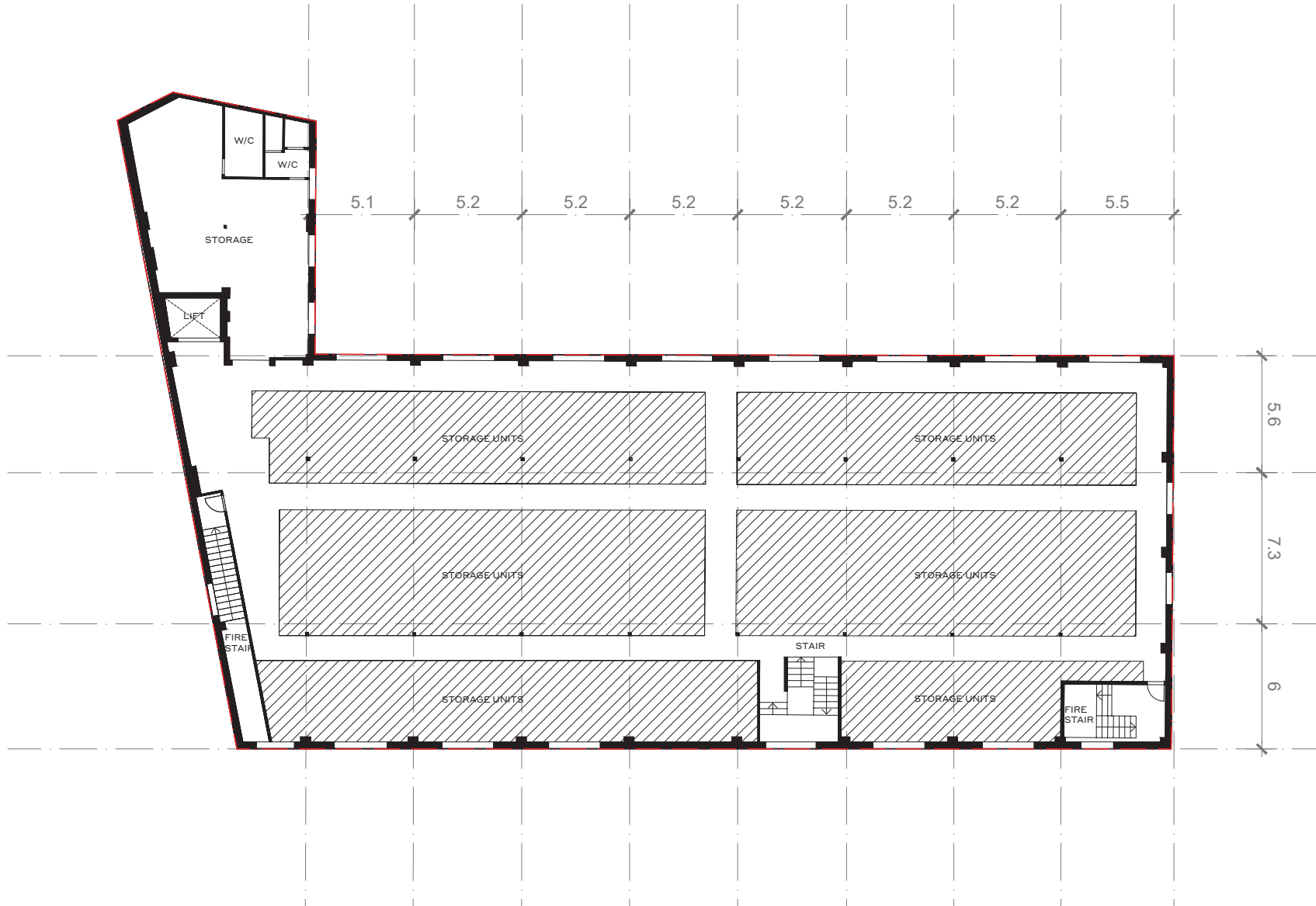
BASEMENT FLOOR PLAN
SCALE 1:200 @ A3

Appendix A - Existing Plans



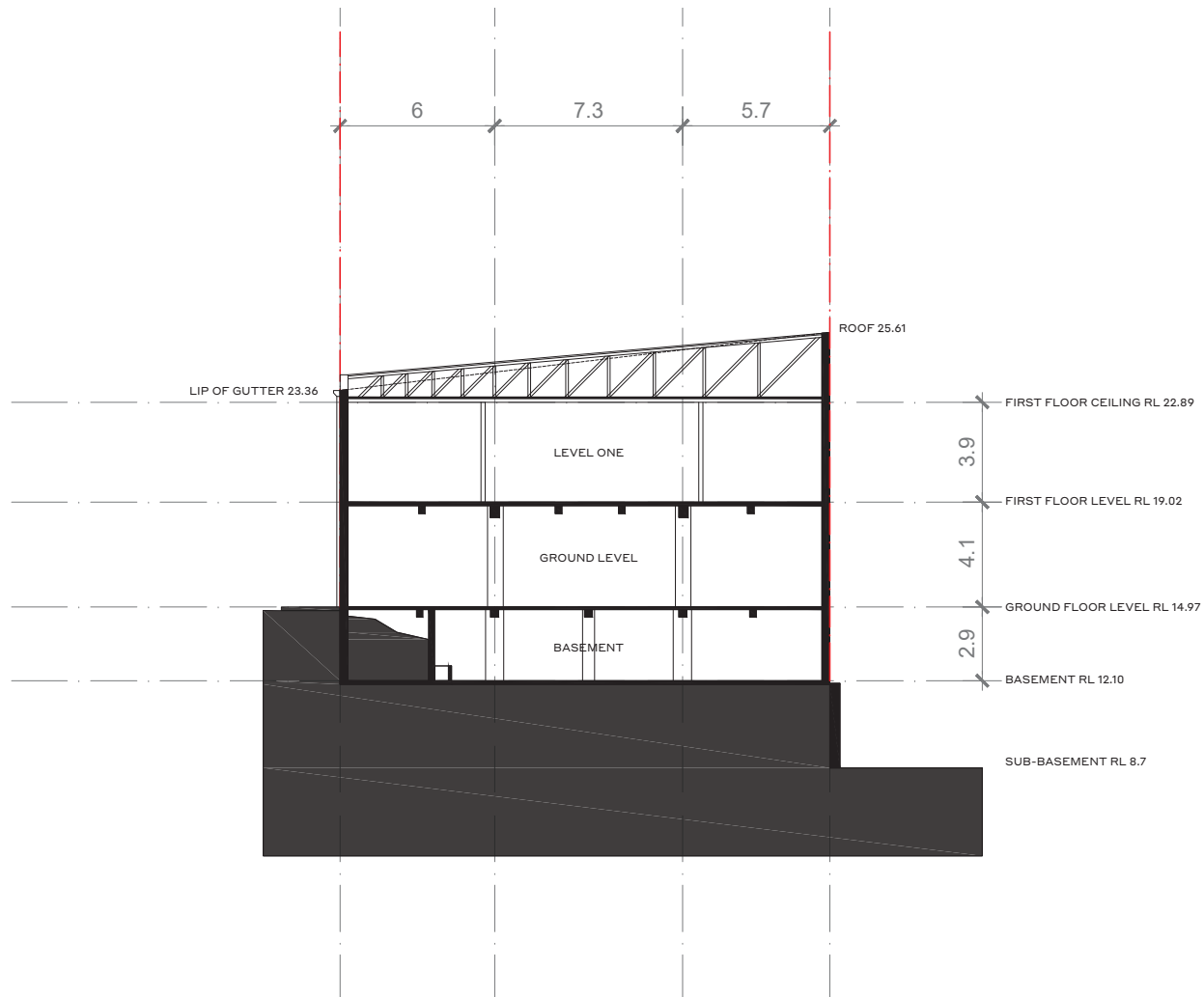
GROUND FLOOR PLAN
SCALE 1:200 @ A3

Appendix A - Existing Plans



FIRST FLOOR PLAN
SCALE 1:200 @ A3

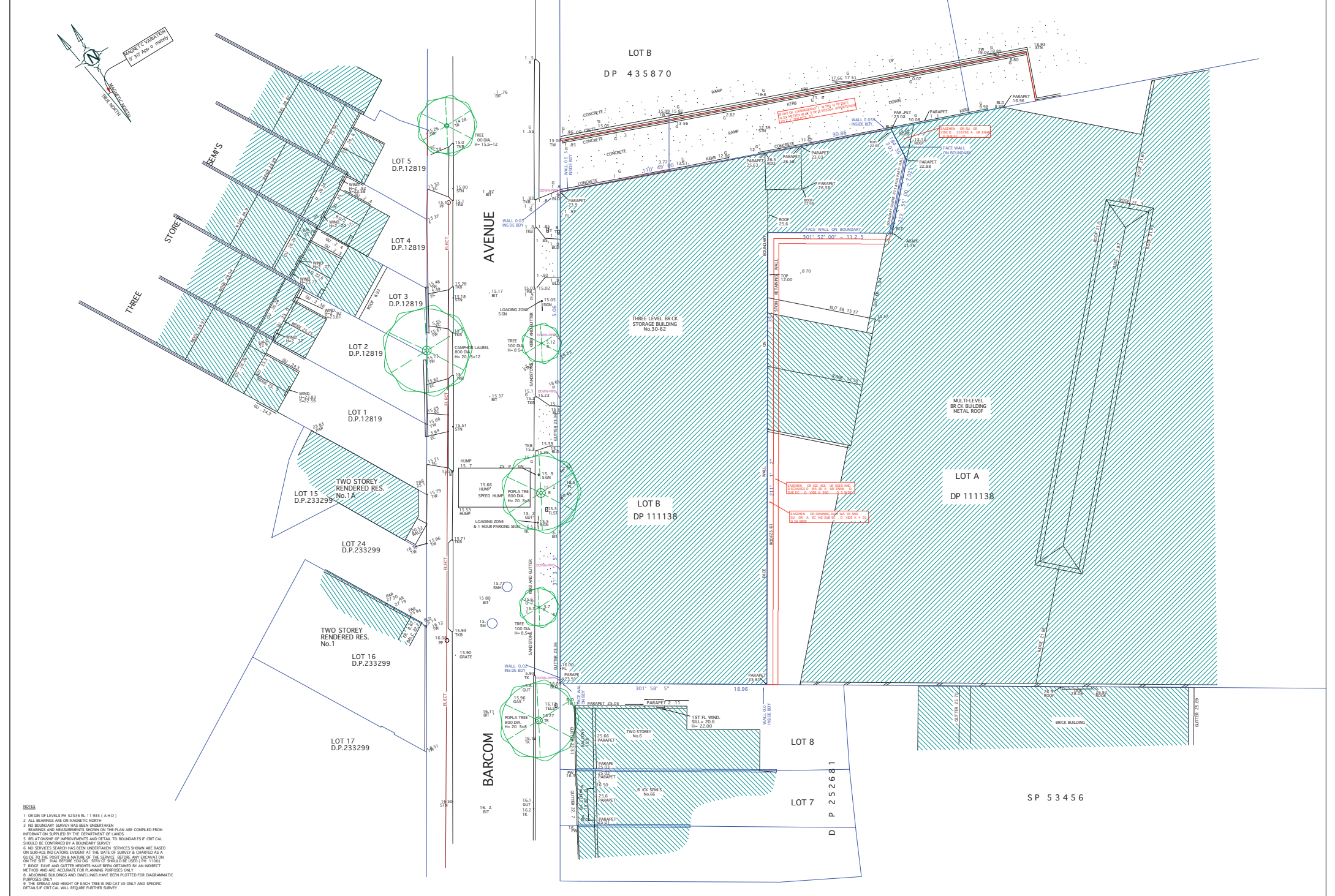
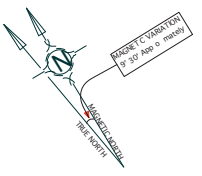
Appendix A - Existing Plans



SECTION AA
SCALE 1:200 @ A3

Appendix B





NOTES

1. DRAWING OF LEVELS PM 52336 BL 11 935 (A.H.D.)
2. ALL BEARINGS ARE ON MAGNETIC NORTH
3. NO BOUNDARY SURVEY HAS BEEN UNDERTAKEN
4. BEARINGS AND MEASUREMENTS SHOWN ON THE PLAN ARE COMPILED FROM INFORMATION SUPPLIED TO THE DEPARTMENT OF LANDS
5. RELAY CHAINS OF IMPROVEMENTS AND DETAILS TO BOUNDARIES IF CRITICAL SHALL BE CONFIRMED BY A BOUNDARY SURVEY
6. NO SERVICES SEARCH HAS BEEN UNDERTAKEN. SERVICES SHOWN ARE BASED ON SURFACE INDICATORS EXISTING AT THE DATE OF SURVEY & SHOWN AS A GUIDE TO THE POST ON A MATURE OF THE SERVICE BEFORE ANY EXCAVATION ON THE SITE. ONLY BEFORE THE SERVICE DEEPER IS USED (PM 11280)
7. RIDGE, EAVE AND GUTTER HEIGHTS HAVE BEEN OBTAINED BY AN INDIRECT METHOD AND ARE ACCURATE FOR PLANNING PURPOSES ONLY
8. ADJOINING BUILDINGS AND DWELLINGS HAVE BEEN PLOTTED FOR DIAGRAMMATIC PURPOSES ONLY
9. THE SPREAD AND HEIGHT OF EACH TREE IS INDICATED BY ONLY AND SPECIFIC DETAILS IF CRITICAL WILL REQUIRE FURTHER SURVEY

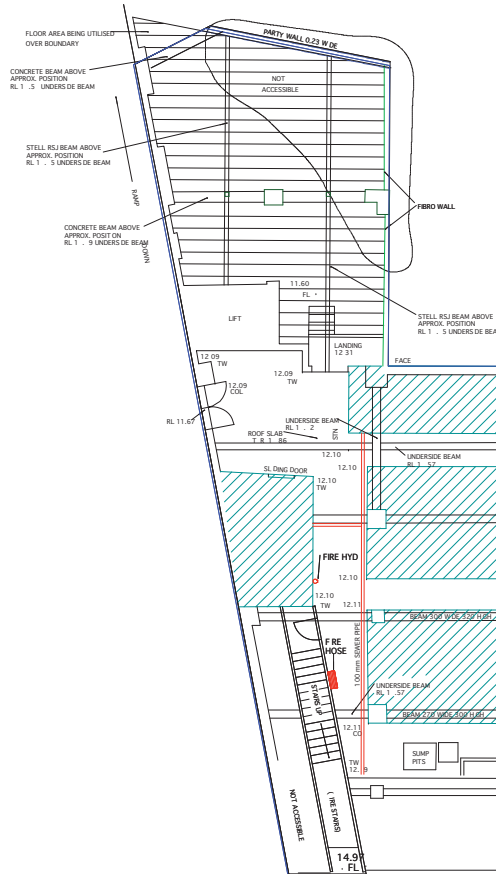
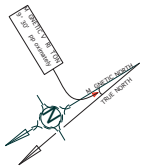
SCALE 1:150

| ISSUE | DATE | AMENDMENT | DRAWN | CHKD |
|-------|----------|-------------------------------|-------|------|
| A | 11/03/08 | ORIGINAL | GSK | WR |
| B | 2/04/08 | DETAIL ACROSS STREET ADDED | GSK | JS |
| C | 4/6/08 | ADDITIONAL SURVEY INFO. ADDED | AB | GSK |

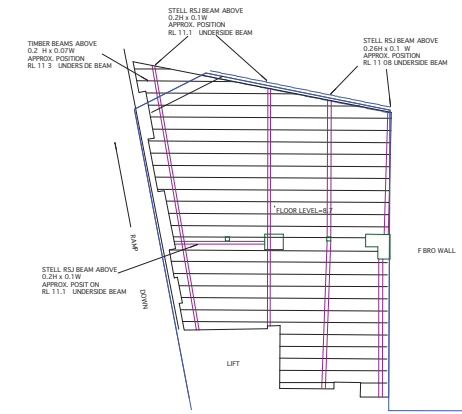
DATUM: A. H. D. DATE: 11TH MARCH 2008

HAMMOND SMEALLIE & CO. PTY. LTD.
 CONSULTING SURVEYORS & PLANNERS
 7/22 LIGHTON PLACE HORNSEBY N.S.W. 2077
 Tel. 61 2 9477 1577 Fax. 61 2 9476 6062
 www.hammondsmeallie.com.au
 A.C.N. 001 894 800

| | |
|---|---------------------|
| PLAN OF LEVELS AND DETAILS TAKEN OVER LOT B, DP 111138, "RUSHCUTTERS SELF STORAGE" No. 30-62 BARCOM AVENUE, RUSHCUTTERS BAY. | REFERENCE: 11647 |
| | ISSUE: C |
| | SHEET 1 OF 5 SHEETS |



NOTE:- BOUNDARY OF LOT SHOWN IN BLUE.



"SUB-BASEMENT LEVEL"

BARCOM

AVENUE

SCALE 1:100

DATUM: A. H. D. DATE: 11TH MARCH 2008

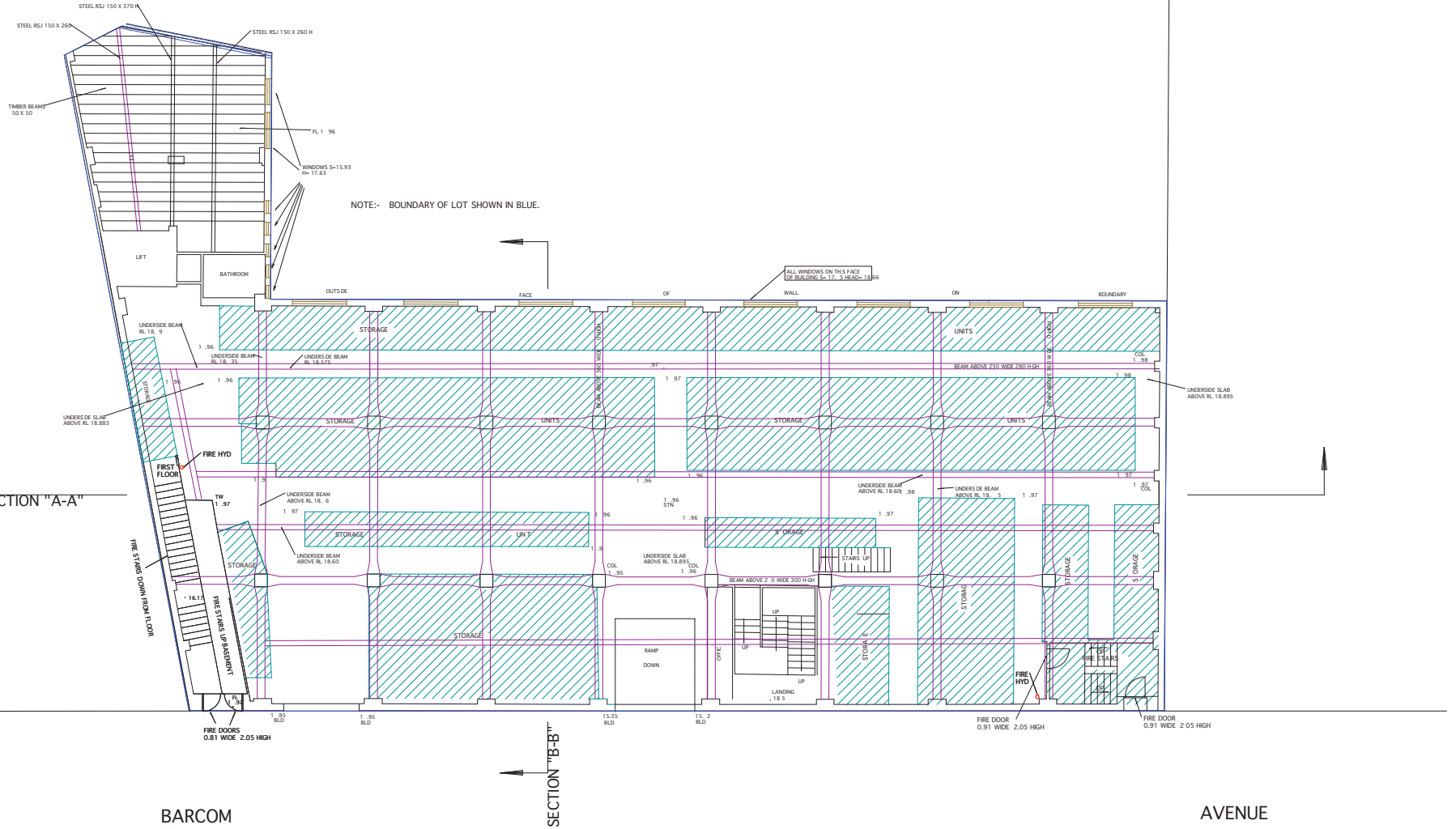
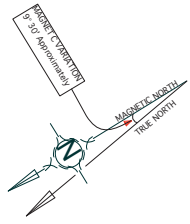
| ISSUE | DATE | AMENDMENT | DRAWN | CHKD |
|-------|----------|-------------------------------|-------|------|
| A | 11/03/08 | ORIGINAL | GS | WR |
| B | 2/04/08 | ADDITIONAL SURVEY INFO. ADDED | GSK | JS |
| C | 4/06/08 | ADDITIONAL SURVEY INFO. ADDED | AB | GSK |

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PLAN OF LEVELS AND DETAILS TAKEN OVER LOT B, DP 111138,
 "RUSHCUTTERS SELF STORAGE"
 No. 30-62 BARCOM AVENUE, RUSHCUTTERS BAY.

"BASEMENT LEVEL"

| | |
|-----------------|-------|
| REFERENCE: | 11647 |
| ISSUE: | C |
| SHEET OF SHEETS | 5 |



NOTE:- BOUNDARY OF LOT SHOWN IN BLUE.

SECTION "A-A"

SECTION "B-B"

BARCOM

AVENUE

SCALE 1:100

DATUM: A. H. D. DATE: 11TH MARCH 2008

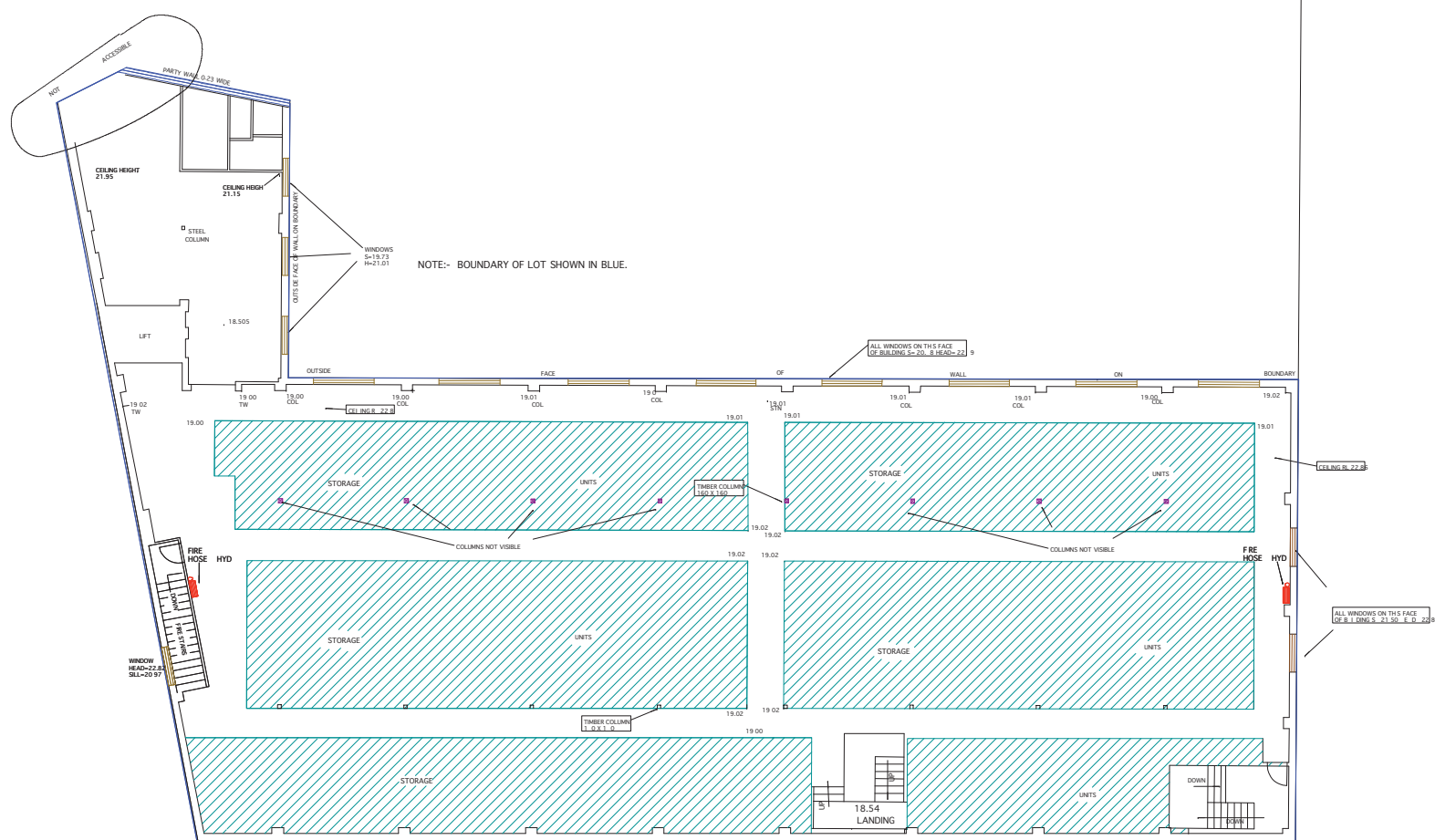
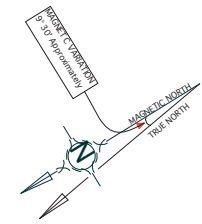
| ISSUE | DATE | AMENDMENT | DRAWN | CHKD |
|-------|----------|-------------------------------|-------|------|
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| B | 2/04/08 | ADDITIONAL SURVEY INFO. ADDED | GSK | JS |
| C | 4/06/08 | ADDITIONAL SURVEY NFO. ADDED | AB | GSK |

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PLAN OF LEVELS AND DETAILS TAKEN OVER LOT B, DP 111138, "RUSHCUTTERS SELF STORAGE"
 No. 30-62 BARCOM AVENUE, RUSHCUTTERS BAY.

"GROUND FLOOR LEVEL"

| | |
|------------|-------|
| REFERENCE: | 11647 |
| ISSUE: | C |
| SHEET | 30F |
| SHEETS | |



BARCOM

AVENUE

"FIRST FLOOR LEVEL"

SCALE 1:100

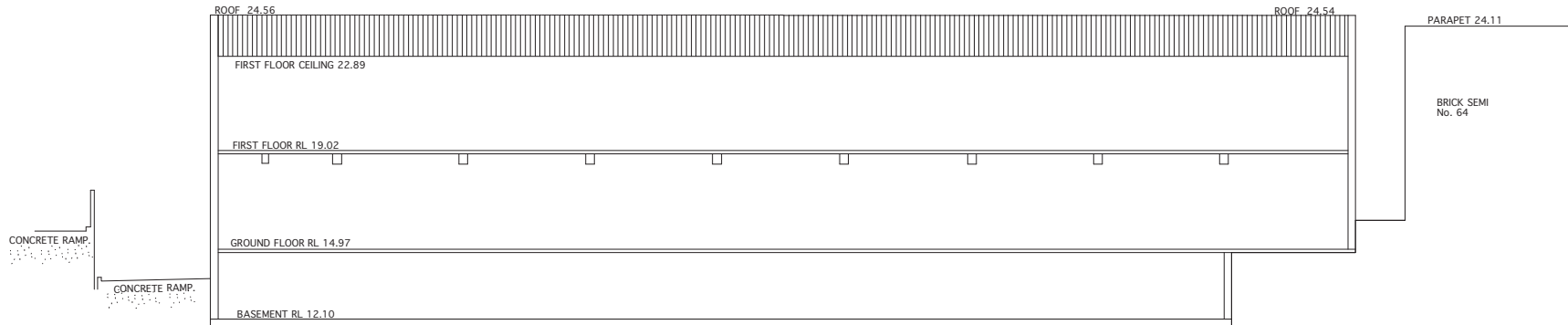
DAY: A. H. D. DATE: 11TH MARCH 2008

| ISSUE | DATE | AMENDMENT | DRAWN | CHKD |
|-------|----------|-------------------------------|-------|------|
| A | 11/03/08 | ORIGINAL | GS | WR |
| B | 2/04/08 | ADDITIONAL SURVEY INFO. ADDED | GSK | JS |
| C | 4/06/08 | ADDITIONAL SURVEY INFO. ADDED | AB | GSK |

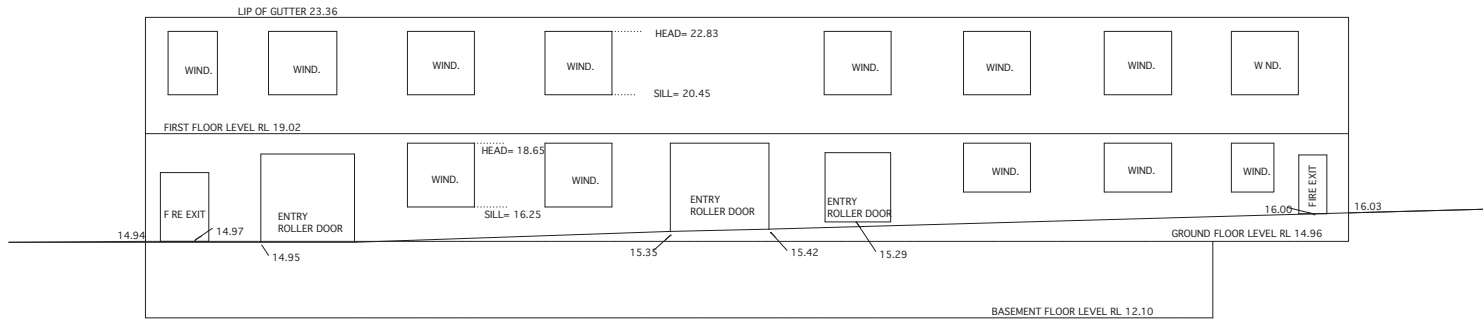
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 "RUSHCUTTERS SELF STORAGE"
 No. 30-62 BARCOM AVENUE, RUSHCUTTERS BAY.

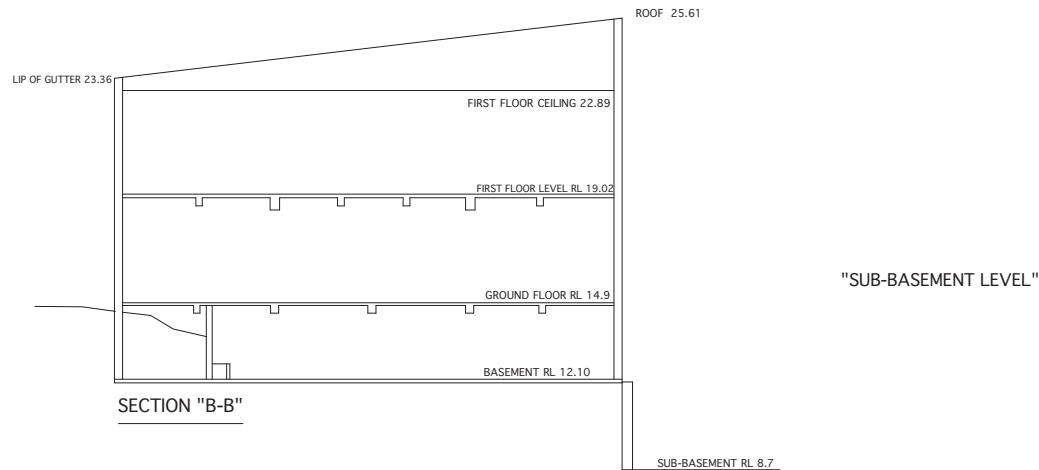
| | |
|---------------------|-------|
| REFERENCE: | 11647 |
| ISSUE: | C |
| SHEET 4 of 5 SHEETS | |



SECTION "A-A"



FRONT ELEVATION (BARCOM AVENUE)



SECTION "B-B"

SCALE 1:100
 0 2.5 5.0 7.5 10m
 DATUM: A. H. D. DATE: 11TH MARCH 2008

| ISSUE | DATE | AMENDMENT | DRAWN | CHKD |
|-------|----------|-------------------------------|-------|------|
| A | 11/03/08 | ORIGINAL | GS | WR |
| B | 2/04/08 | ADDITIONAL SURVEY INFO. ADDED | GSK | JS |
| C | 4/06/08 | ADDITIONAL SURVEY INFO. ADDED | AB | GSK |

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PLAN OF LEVELS AND DETAILS TAKEN OVER LOT B, DP 111138,
 "RUSHCUTTERS SELF STORAGE"
 No. 30-62 BARCOM AVENUE, RUSHCUTTERS BAY.

"ELEVATIONS"

| | |
|------------------|-------|
| REFERENCE: | 11647 |
| ISSUE: | C |
| SHEETS OF SHEETS | |

**ETHOS
URBAN**