

AJC Architects for JQZ

30 October 2024

Parramatta Gateway Planning Proposal

Urban Design Report



AJC's Chippendale office is in Turpentine-Ironbark Country within the traditional lands of the Gadigal people of the Eora Nation. We acknowledge that by operating within this Country we have a responsibility to contribute to its care.

We pay our respects to Elders past, present and emerging; recognising their culture, wisdom and knowledge.

Lisa-Jane Van Dyk

This artwork represents the Southern Cross in the night sky, which First Nations tribes used for travelling. Each dot represents a star in the constellation. For some tribes, the position of certain stars within the constellation indicated if it was nesting season for certain animals, and therefore eggs could be harvested.

Table of Contents

Executive Summary		4
1.	Existing Planning Framework	7
2.	Country	12
3.	Site Analysis	15
4.	Design Proposal	27
5.	Proposed Planning Framework	50

Date	Rev.	Status	By	Checked
30.10.24	G	Planning Proposal Issue	DW	DC

Executive Summary

OVERVIEW

AJC Architects have been engaged by JQZ to prepare this Urban Design Report in support of a Planning Proposal for three sites known as Parramatta Gateway South in Parramatta, NSW.

The document advocates for amendments to the Parramatta Local Environmental Plan 2023 (PLEP 2023) to support mixed use development on the site.

The subject sites are known as 83 Church Street and 44 Early Street (Site 1) , 62 Church Street (Site 2) and 57 Church Street (Site 3).

The project was subject to an Architectural Design Competition in 2014. The outcome of the competition was to award the project to multiple design firms with AJ+C designing Site 1, Turner Site 2, and Oculus responsible for the landscape design on Site 3.

The project currently has a Concept DA approval for all three sites (DA/706/2014) and DA approval for Site 1 & 2 (DA/738/2016).

Due to post-COVID vacancies in the commercial office market, JQZ and the City of Parramatta Council (Council) discussed alternative outcomes for Site 2, including the removal of the project's previously large office floor space component.

This current planning proposal results from those discussions, with Council identifying a need for new social infrastructure in this area. Consequently, the development proposal has been modified to provide a four-storey Council building on the corner of Landsdowne, Church and Early Streets. The 'lost' GFA (from the reduction in office space) has then been redistributed across the two residential towers on Buildings E and K, requiring increased building heights.

Further discussions with Council have identified the required changes to the development. These changes require amendments to the Height of Building and Floor Space Ratio LEP Maps, which are discussed in this Urban Design Report as well in the main Planning Proposal document.

**Unit Note: Number of apartments is indicative, final unit number will be subject to future S4.55 approval.*

SUMMARY OF PROPOSED CHANGES

	Previous Approval	Current Proposal	Change
Site Area			
Site 1	7,592m^2	7,136m^2	-456m^2
Site 2	4,743m^2	4,743m^2	-
GFA			
Site 1	62,862m^2	68,830m^2	+5,968m^2
Site 2	34,895m^2	34,895m^2	-
FSR			
Site 1	7.2:1 (8.3:1 incl. +15%)	8.4:1 (9.66:1 incl. +15%)	+1.2
Site 2	6.4:1 (7.36:1 incl. +15%)	6.4:1 (7.36:1 incl. +15%)	-
Units*			
Site 1	540	539	-1
Site 2	235	383	+148
Storeys			
Building D	42	42	-
Building E	22	32	+10
Building F	12	12	-
Building K	31	40	+9
Building L	10	4	-6

Building D: No changes.

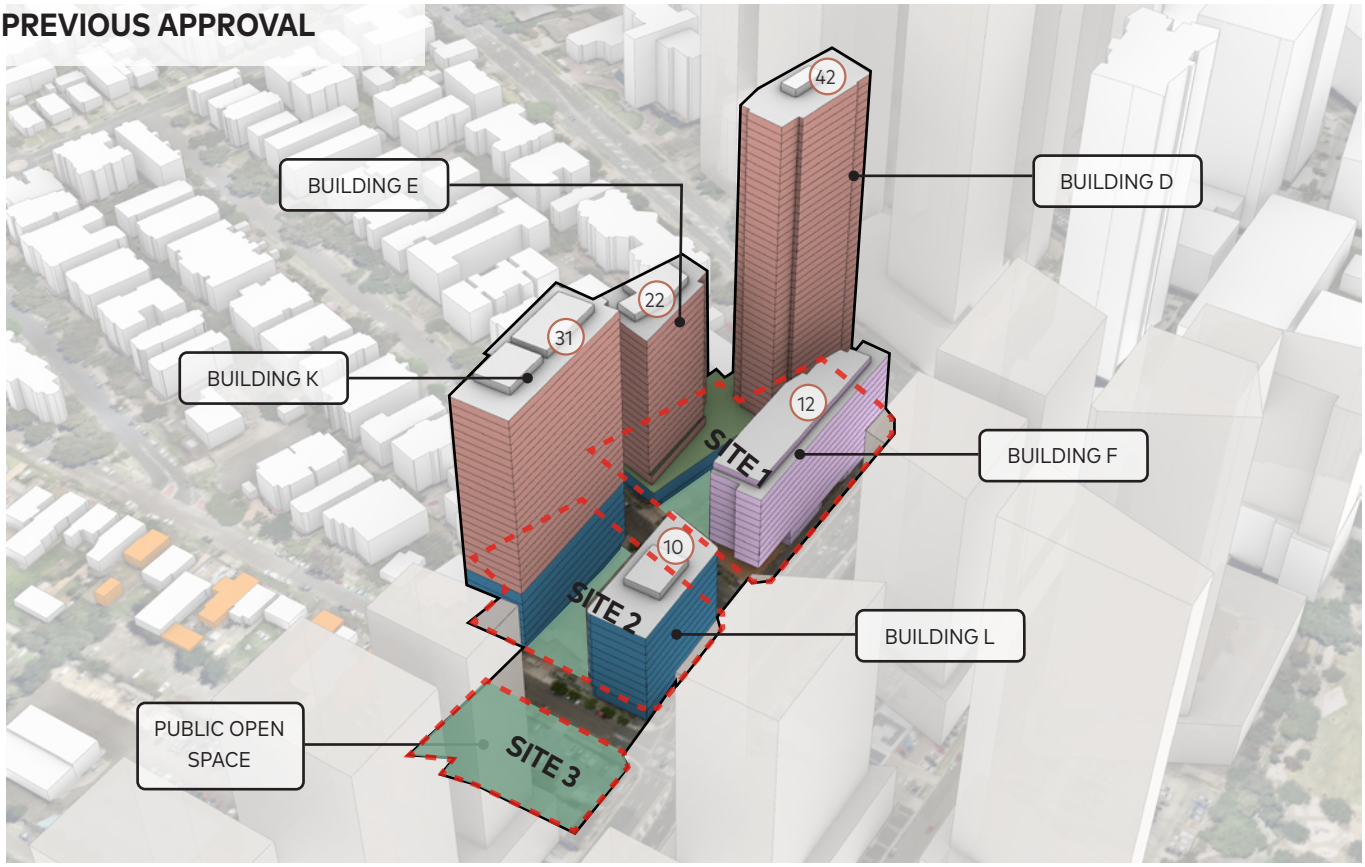
Building E: Addition of 10 residential storeys, increasing apartments, with corresponding adjustments to lower levels.

Building K: Replace lower 7 levels of commercial floors with residential uses and add 9 storeys of residential units. Retain ground level retail and loading area.

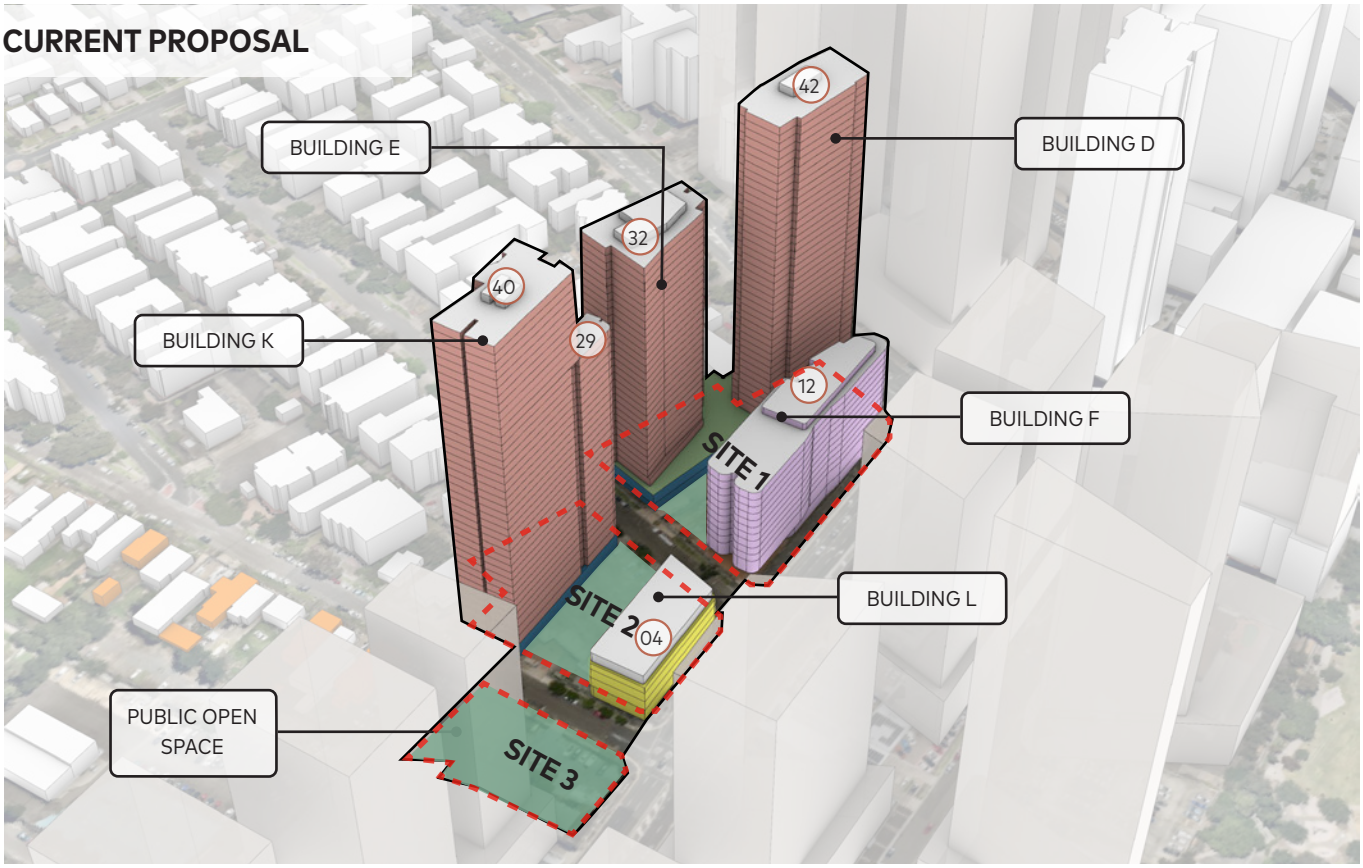
Building L: Reduce from 10 storeys to 4 storeys, retain retail at ground level, introduce Community uses including 110 place child care. Retain one commercial office tenancy on L3, to be owned by Council.

Basement: Removal of restriction on allocated parking spaces needing to be within their respective land use zones (underground). General changes to basement layouts to allocate parking as required.

PREVIOUS APPROVAL



CURRENT PROPOSAL




PREVIOUS APPROVAL


CURRENT PROPOSAL

1. Review of Existing Planning Framework

1.1. Existing Planning Framework

Parramatta Local Environmental Plan 2023

The Parramatta Local Environmental Plan 2023 (PLEP) is the primary statutory planning instrument applicable to the study area.

Land Zoning

Three land zoning categories apply to the project, with the majority of Sites 1 & 2 along the western half zoned MU1 (Mixed Use) and E2 (Commercial Centre) along the frontage of Church Street. Site 3 is zoned as RE1 (Public Recreation).

Building Height

The sites' maximum HOB restrictions vary from 36 to 118 metres, with Site 3 having no HOB controls in place. The LEP land use zoning allows a 36-metre maximum height for the Commercial zone and a 118-metre maximum height for the Mixed Use zone.

Flood Risk

The Floodplain Risk Assessment Map shows that the entire southern lot and a portion of the site's northeast side are flood-prone.

Floor Space ratio (FSR)

Maximum FSR of 7.2:1 applies for Site 1 and 6.4 applies to Site 2. Site 3 has no FSR control applied.

Heritage

The location is not inside a heritage conservation area and does not have any entries on the heritage list. Nonetheless, a number of historically significant objects are close to the site's southwest corner.

Active Frontages

To improve street activity, all of the site's lots that front Church Street (to the east) are highlighted in the Active Frontage Map.

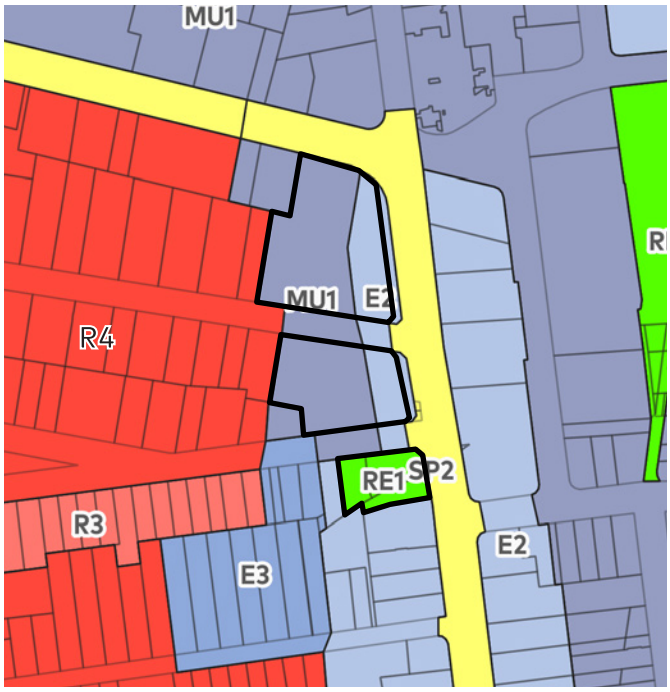
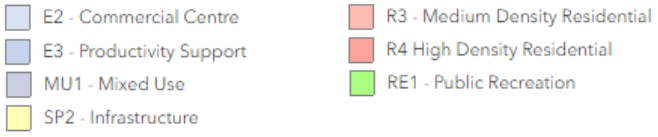


Figure 1. Land Zoning Map



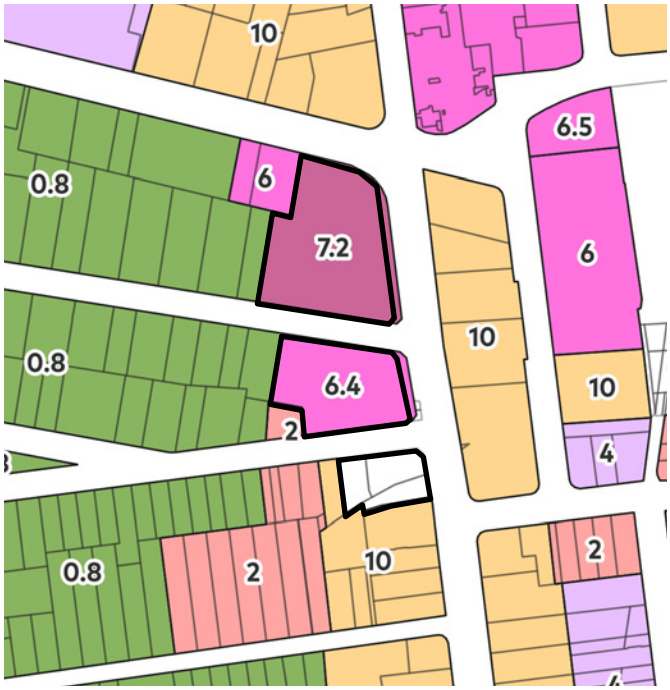


Figure 2. FSR Map



LEGEND

Site

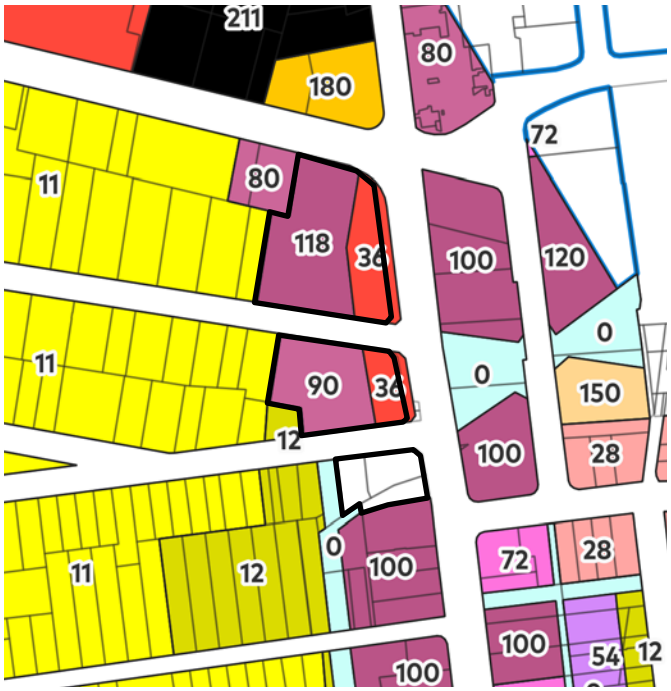


Figure 3. HOB Map

Existing
0 - 3.6 m
11 - 11.9 m
12 - 12.9 m
25 - 29.9 m
35 - 39.9 m
50 - 54.9 m
60 - 79.9 m
80 - 99.9 m
100 - 124.9 m
150 - 174.9 m
175 - 199.9 m
200 - 224.9 m



Figure 4. Heritage Map

Conservation Area - General
Item - General

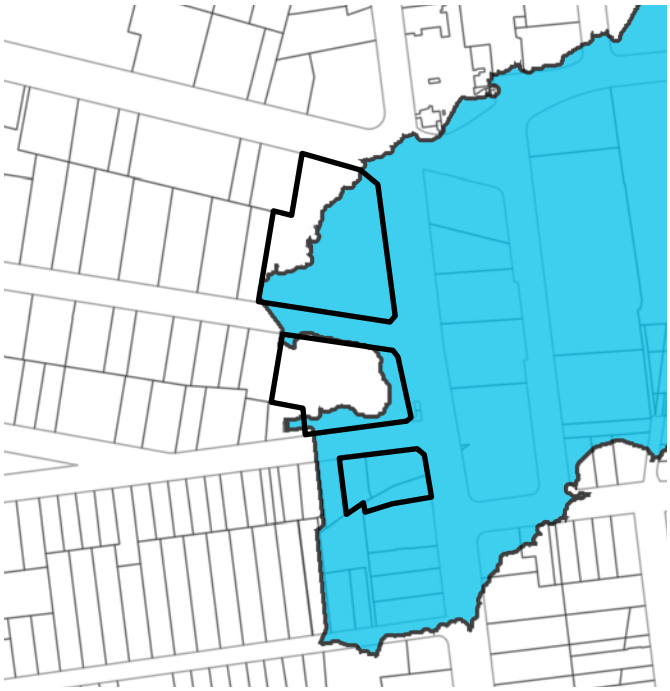


Figure 5. Floodplain Risk Management Map

Floodplain Risk Management Map



Figure 6. Active Frontages Map

Street Frontage

1.2. Existing Planning Framework

Parramatta Local Environmental Plan 2023 Standard Instrument

In addition to the principle development standards set out for the site, Division 6 - Site Specific Provisions within PLEP 2023 sets out site specific requirements for a number of strategically important sites in the LGA. Site specific requirements are set out the sites of the subject proposal found within Section 7.29:

''7.29 Church and Early Streets, Parramatta

(1) This clause applies to the following land at Parramatta—

(a) Lot 10, DP 733044, 83 Church Street and Lot B, DP 304570, 44 Early Street (Site 1),

(b) Lot 20, DP 732622, 63 Church Street (Site 2).

(2) The objectives of this clause are to ensure that development on the land—

(a) provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and

(b) the scale and bulk of the development does not adversely impact the amenity of the precinct.

(3) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 unless the consent authority is satisfied—

(a) at least 40% of the gross floor area of Site 1 will be used for purposes other than residential accommodation or serviced apartments, and

(b) the floor space ratio of Site 1 will not exceed—

(i) if the development includes a basement to be used for commercial purposes—7.2:1, or

(ii) otherwise—6.4:1, and

(c) the gross floor area of each storey of a building above a height of 40m will not exceed 700m2.

(4) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments.''

1.3. Previous Approval

Concept DA (DA/706/2014) & Design Competition

The Parramatta City Council received a development application from Boyded Industries Pty Ltd in October 2014, requesting "concept approval" for the redevelopment of three development sites in the Auto Alley area.

With the approval of the concept development application, seven buildings with 753 apartments and over 39,000 square metres of retail and commercial space might be built, together with a new park.

A condition of the Concept DA was that a Design Competition be held with three firms providing designs, AJ+C, Turner & SJB. AJC awarded Site 1 with Turner awarded Site 2.

The design directions from the Jury over the competition related to:

- Providing a variable skyline (rather than a uniform wall of tall buildings)
- Ensuring solar access to the Park at Site 3
- Ensuring Amenity of the plazas
- Maintaining a street wall to Church St
- Impact of overshadowing to the west

In 2016, the competition Panel reviewed a suite of updated documentation referred to as Stage 1 DA. The Panel evaluated the Stage 1 DA documents against issues arising from the original panel report of 12.3.14. The Panel found that most issues had been responded to appropriately; however, it found that some conditions should be imposed on future approvals, namely around facade design, BASIX, consistency with ADG, and tri-generation investigations.

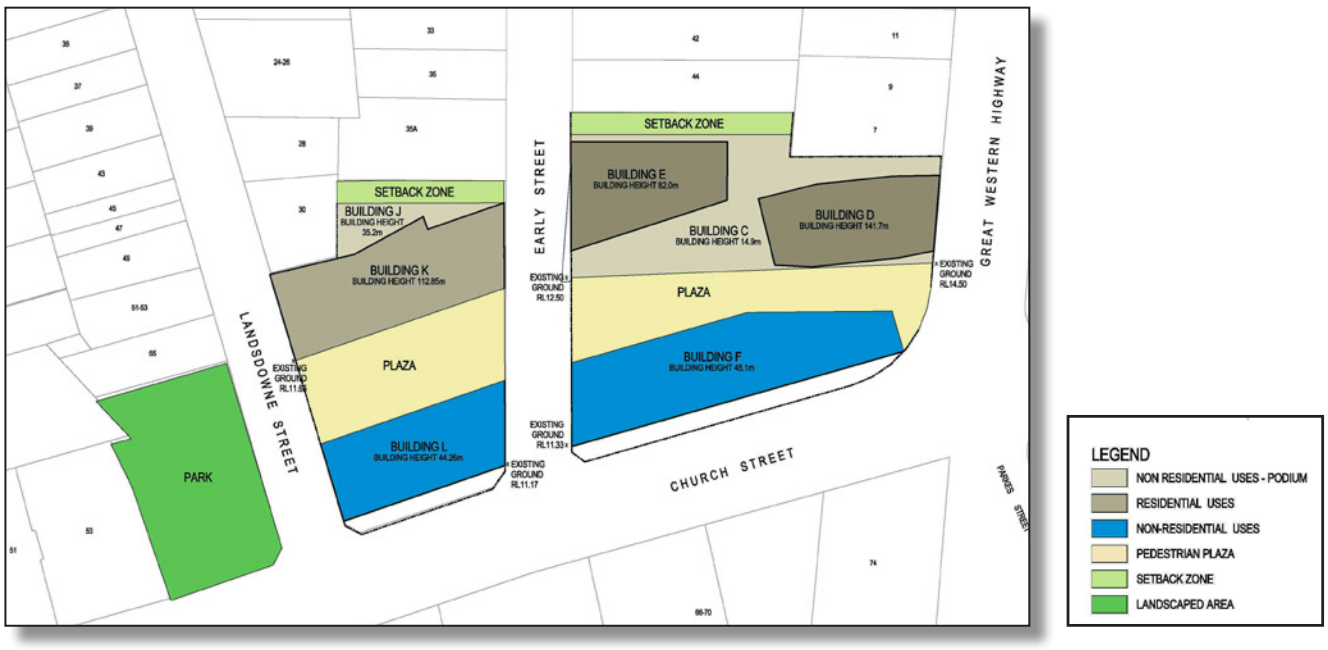
The Panel wrote that *"The Panel congratulates the architects in the generally well-considered design and submission for this major and complex project. The Panel considers that the design will be a positive contribution to the urban quality of the Parramatta City Centre subject to addressing the below ongoing concerns."*

The Panel went on to comment that *"The Panel considers that the Stage 1 DA achieves design excellence, is supportive of the 15% variation to the height and floor space provisions of Council's standards."*

Detailed DA (DA/738/2016)

In 2016, Gateway Parramatta One Pty Ltd submitted a Stage 1 Development Application (DA/736/2016) for a mixed-use development across two of the development sites, known as Sites 1 and 2 (63 & 83 Church Street, Parramatta), after the concept development proposal was approved.

The DA was subject to the Sydney Central City Planning Panel approval. The Panel approved the detailed development application on 24 August 2017.



2. Country

2.1. Country

2.1.1 Engaging with Community

The Design with Country process has advanced significantly in the last few years. Because much of the design process was finished before these practises were established, the project has not involved a full designing with Country process.

The team's understanding and respect for Country largely follows the Connecting with Country Framework 2023, a significant document and piece of research by the Government Architect's Office that included references to notable projects.

Going ahead, it is recommended that the project team engage with Parramatta Elders and the local Aboriginal community to integrate meaningful design ideas. This could include speaking with the Aboriginal and Torres Strait Islander Advisory Committee of the City of Parramatta.

2.1.2 Aligning with GANSW's Connecting with Country Framework

The GANSW's Connecting with Country framework is a document that guides the design and delivery of projects in New South Wales, Australia.

The Framework aims to foster a respectful and collaborative relationship between the Government, the Aboriginal people and the land.

The framework outlines a commitment that: *"All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us."*

This is supported by a series of guiding principles:

- **Practices** : Re-framing design thinking and moving away from a human centred design philosophy to a country centred one.
- **Actions** : Implement a new perspective of the project life cycle made up of interlinking and non linear principles of 'Thinking/Communing', 'Feeling/Sensing' and 'Behaving/Being'.
- **Outcomes for Country :** The desired outcomes for a country centred approach are:
  - Healthy Country
  - Healthy Community
  - Protecting Aboriginal Cultural Heritage
  - Cultural Competency
  - Better Places

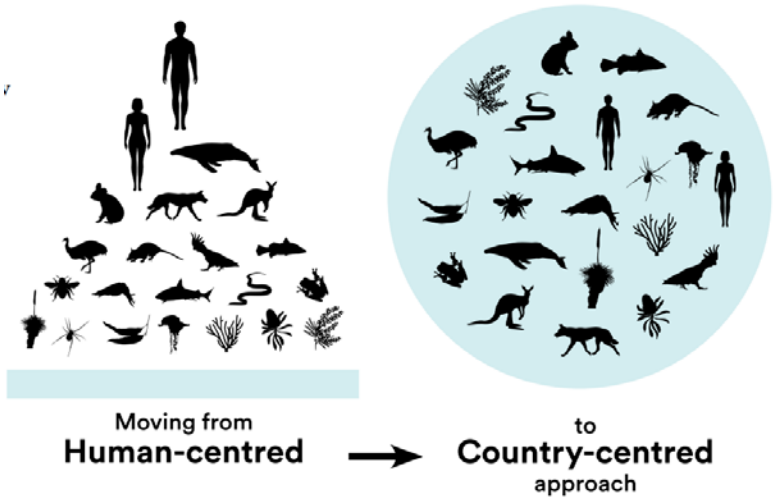


Figure 7. Human-centred or Country-centred (Connecting with Country Framework , NSWGA 2023)

2.1.3 Observations on Country

The site is located within the City of Parramatta, which has historically belonged to the Burramattagal clan of the Darug people. The Darug clan lands are vast, reaching from the Blue Mountains in the west, Hawkesbury in the north and Appin in the South.

The name Burramattagal is believed to come from the Aboriginal word for 'place where the eels lie down', referring to the Burramatta or Parramatta River (Burra = eel, matta = place, gal = the people of).

The Eel holds historical significance - for tens of thousands of years, Aboriginal people have successfully managed and maintained native ecologies through sustainable practices and inventions. The eel trap, an Aboriginal invention, is a testament to the sophisticated early aquaculture techniques developed by early Aboriginal communities.

For the Burramattagal descendants, the eel remains a significant Totem "We, as Burramattagal people, have a Totem, and we honour our Totem, the Eel"[1] as it is seen to represent a historical migration of people in Parramatta. This significance is recently echoed in Reko Renni's artwork "Where Eels Lie Down" a striking 7.5 metre sculpture at the heart of Parramatta Square.

This report recognises the importance of revisiting Burramatta/Parramatta Country. It acknowledges the Aboriginal history, the continued spirit, and language of the Darug in the contribution to the healing of Country. The Aboriginal meaning of Country encompasses complex ideas about law, place, custom, language, spiritual belief, cultural practice, material sustenance, family and identity,[2] and implies a duty of care for land.

Despite Parramatta being changed from raw country to a cosmopolitan City, this Country is still cared for by the Burramattagal whose ancestors continue to walk on this land. As more recent custodians of this country we share the responsibility of care, and can do this by listening and treading softly when operating within it, recognising that "together we can belong here."[3]

1. Jules Christian, https://garlandmag.com/article/burra/

2.Connecting With Country Framework 2023, Office of the Government Architect NSW

3. Aunty Edna Watson in Culture And Our City, A Cultural Plan for Parramatta's CBD 2017-2022



Figure 8. Pavement Artwork at 32 Smith Street, Parramatta (Artist Unknown)

3. Site Analysis

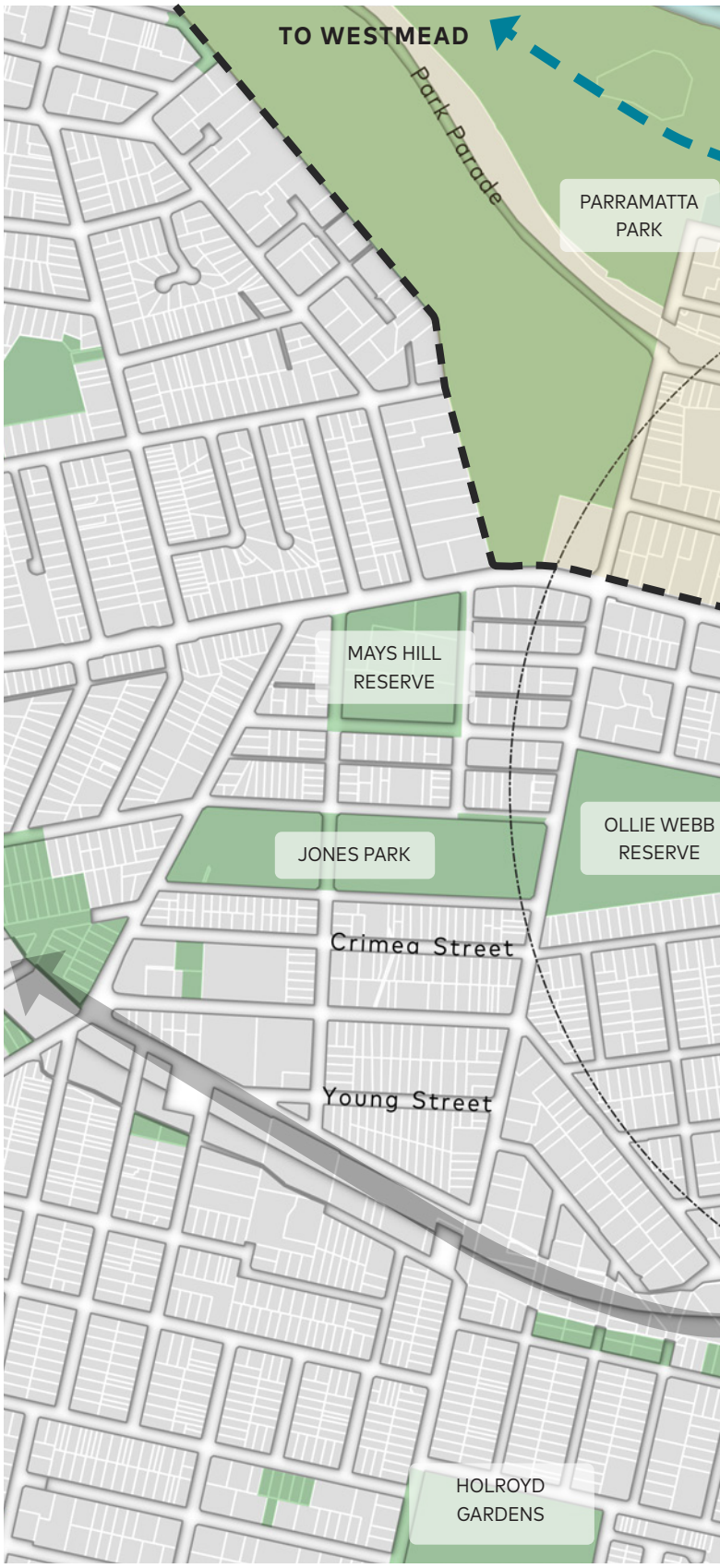
3.1. Site Analysis

3.1.1 Neighbourhood Context

Parramatta is recognised as Sydney's second CBD and acts as a major commercial and administrative centre for Sydney's west. The suburb is undergoing a significant transformation with large investment from private and government agencies and numerous major projects under construction or in planning.

The site is located in the southern extents of the Parramatta City Centre in an area known as the Auto Alley Precinct, which historically has been known for its car dealerships. The area is transforming into the southern gateway to the city and will serve as a mixed use neighbourhood providing employment and housing opportunities.

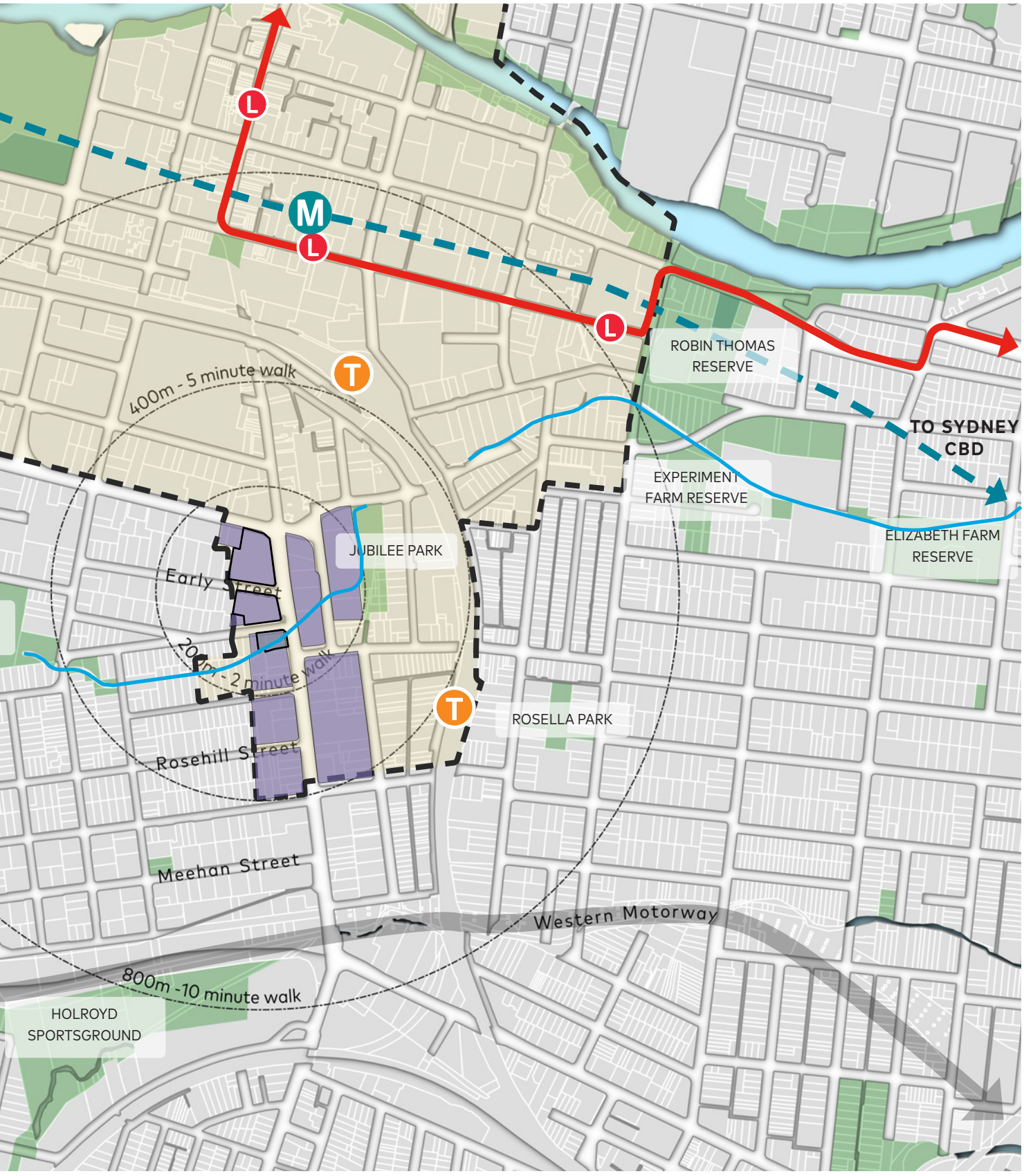
The site is well located near Parramatta Square and the commercial centre, with easy access to public transport stops, major roads, parks and other social infrastructure.



LEGEND

- Site
- Parramatta City Centre
- Public Open Space
- West Auto Alley Precinct
- Train Line
- Parramatta Light Rail Stage 1 (Open 2024)
- Western Motorway M4
- Sydney Metro West future underground line
- Clay Cliff Creek
- T — Train Station
- L — Light Rail Stops
- M — Future Metro Station

Figure 9. Caption Text



0 100 200 500M

1:10,000 @ A4

3.1.2 Topography

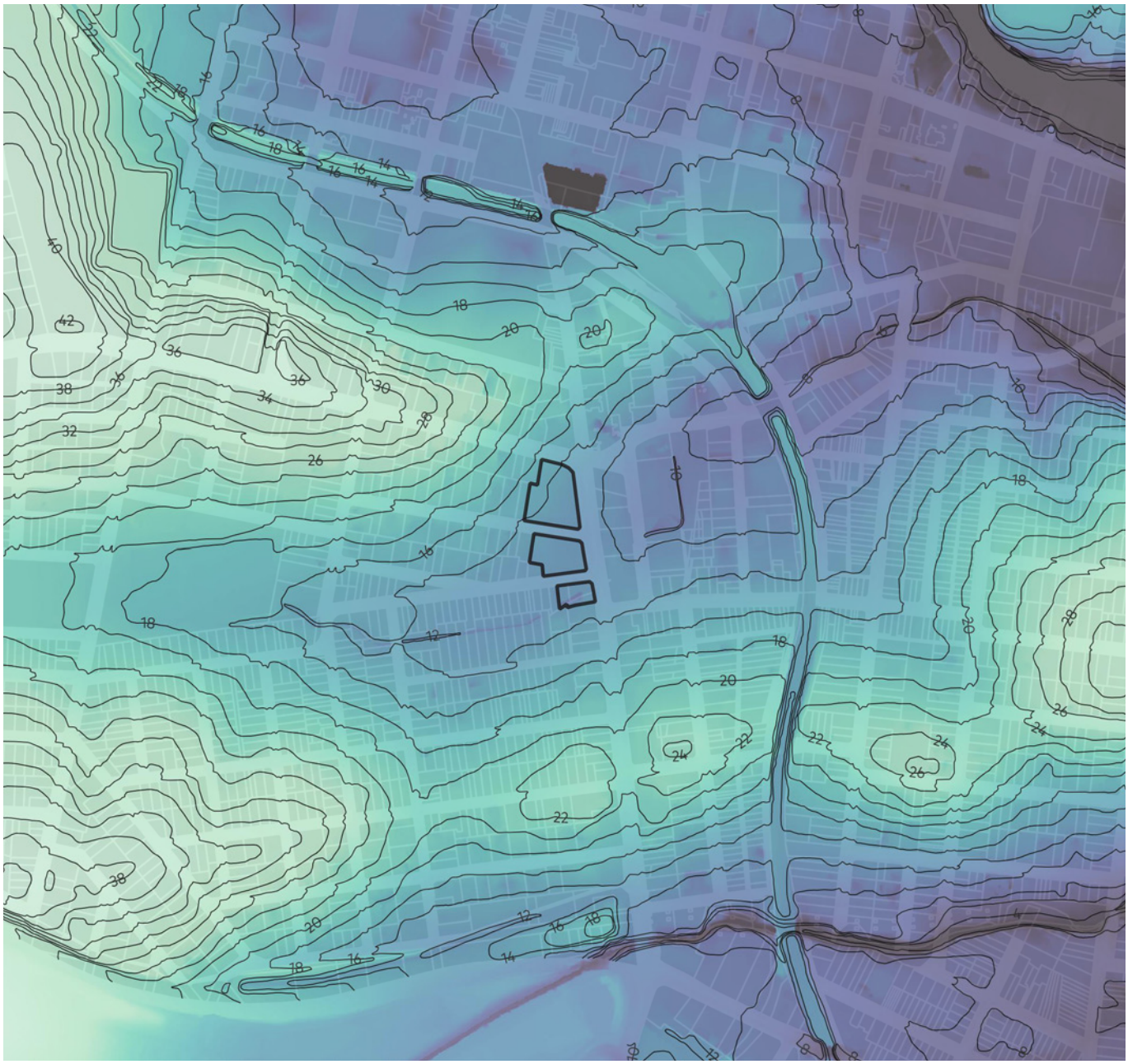


Figure 10. Topography

The land form around Parramatta is largely defined by the Parramatta River and its tributaries, although much of it has been benched and levelled for development.

The site sits between two valleys to the north and south with Clay Cliff Creek running through the southern extents of the site.

The site is generally flat falling from RL 15 in the north to RL 12 in the south.

3.1.3 Public Open Space



Figure 11. Public Open Space

Numerous public open spaces are scattered within walking distance of the site, providing opportunity for a range of leisure activities.

A network of regional (>5ha), district (2–5ha), and local (0.5–2ha) parks, including Parramatta Park, Jones Park, Ollie Webb Reserve, Holroyd Sports, Rosella Park, Jubilee Park, and the Experiment Farm Reserve, is located within the 800 m catchment.

A pocket park is planned for the south lot of the property to address the need for open space in high-density regions.

3.1.4 Public Transport

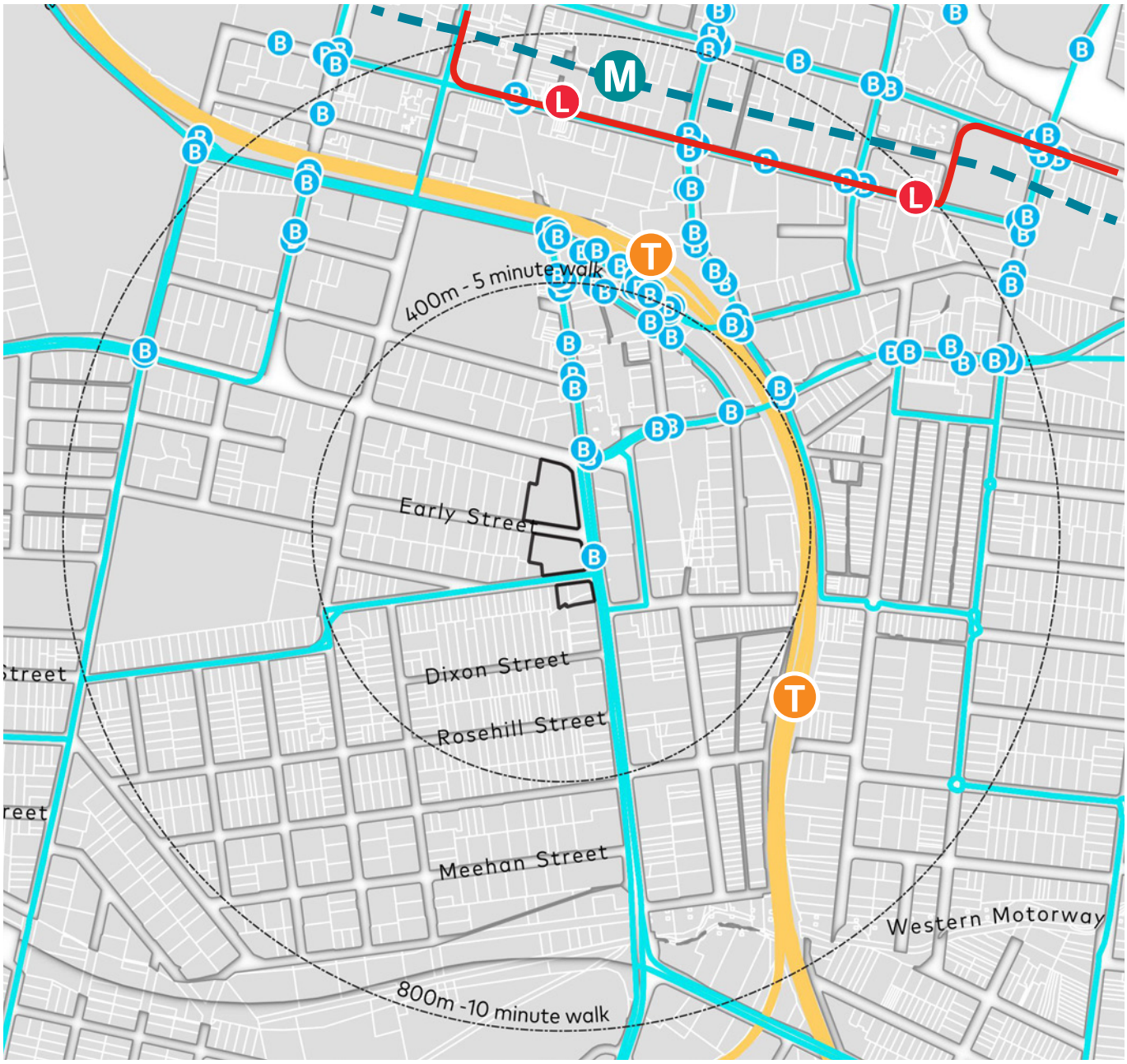


Figure 12. Caption Text

The location is well-served by various public transport options. Within an 800-metre radius, there are two train stations: Parramatta to the north and Harris Park to the east, offering connections to Sydney CBD and other key destinations. Bus stops are conveniently grouped near Parramatta Train Station, creating a bus interchange.

Additionally, the Sydney Metro West project includes plans for a new metro station north of the current Parramatta Station, and the upcoming Parramatta Light Rail line (Stage 1) is scheduled to commence operations in 2024.

3.1.5 Road Network

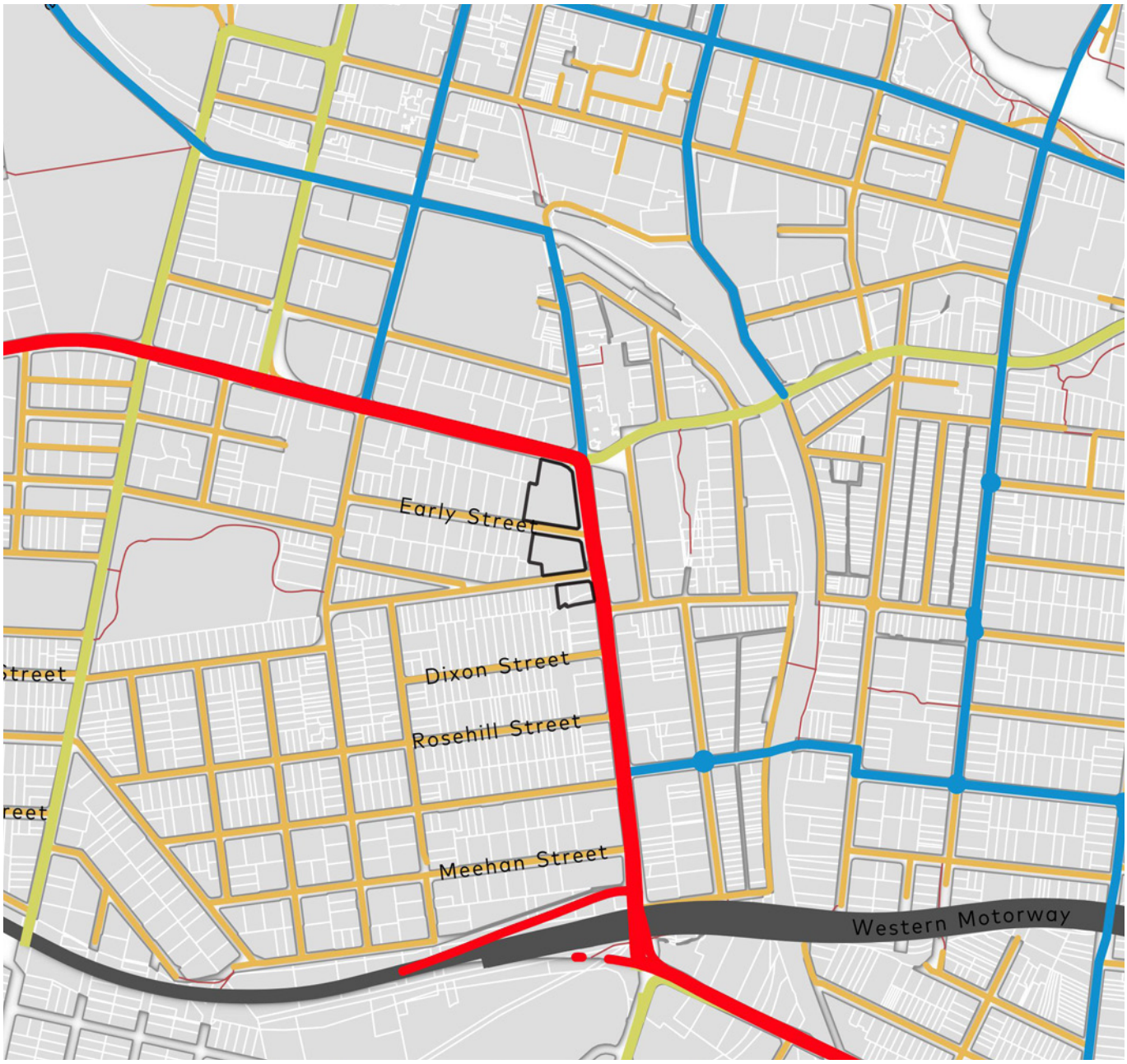


Figure 13. Road Network

The property consists of several lots and can be accessed through one primary road and three local streets, being Great Western Highway, Early Street, and Lansdowne Street. Within 800m to the south, the Highway intersects with the Western Motorway M4, offering connections to Sydney CBD, International Airport, and other major locations.

Although the site is well-connected to major roads, they are also considered barriers to active transport users (e.g., pedestrians, cyclists) and sources of noise and pollution, reducing amenity.

3.1.6 Surrounding Height Study

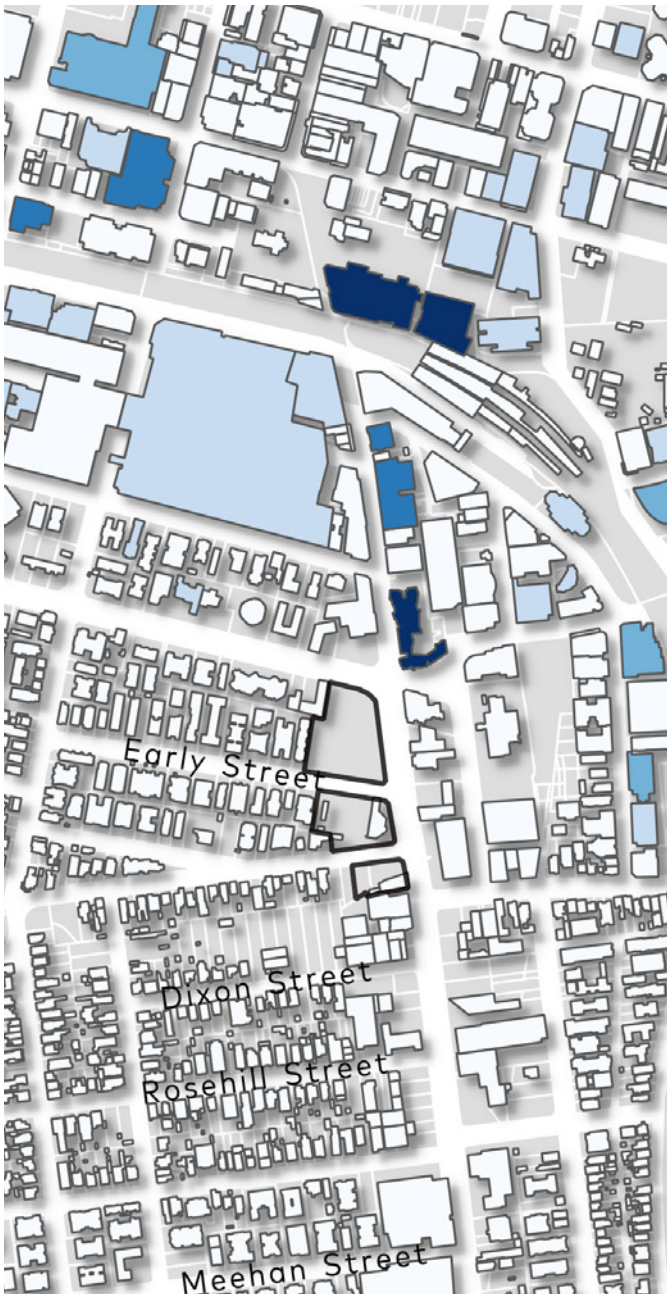


Figure 15. Current building heights

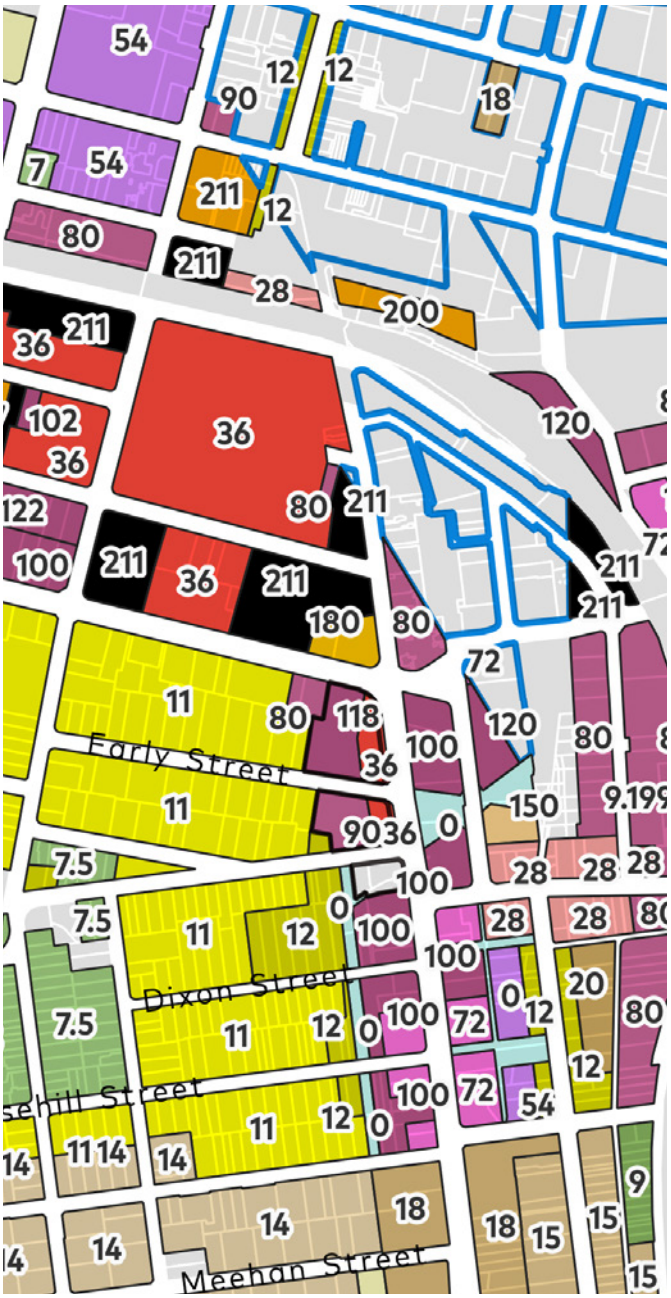


Figure 14. Current LEP HOB Map

Significant public and private investment is transforming Parramatta's urban landscape, partly in response to Sydney's demand for a second major CBD.

Buildings up to 211 metres (about 60 residential storeys) are depicted on current HOB maps. Additional height is permitted under Design Excellence provisions and other planning mechanisms. The diagram on the left illustrates how the Parramatta CBD is recognizing this elevation, especially in the site's northern region.

LEGEND

50 Storeys

1 Storey

0 100 200 500M

1:10,000 @ A4



Figure 17. Heights in 2016



Figure 16. Heights in 2024

The context of the 2016 approval: tower heights were identified to create a Southern Gateway into the CBD, with variability in heights creating a standalone tower. This was a similar strategy to the Northern Gateway, which featured even taller towers closer to the then-emerging central business district of Parramatta.

The context today: The core of the central business district has been significantly realised, particularly by the super tall heights of Parramatta Square, and a legible Eastern Gateway has emerged. The legibility of a Southern Gateway has been diminished by the taller tower heights now permissible adjacent to the site.

3.2. Summary of Opportunities & Constraints

3.2.1 Constraints

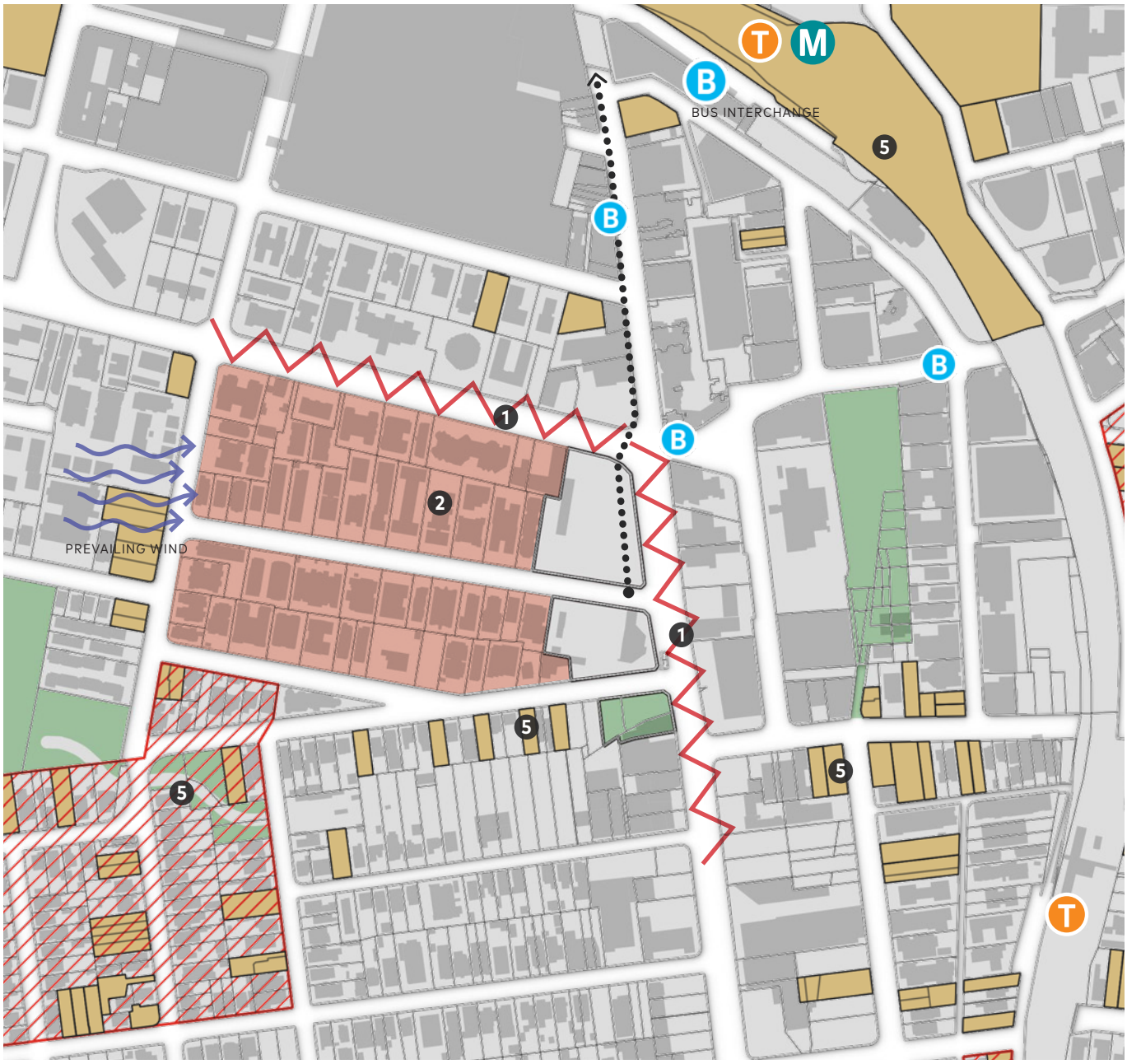


Figure 18. Summary of Constraints

1. Noise and pollution from primary road
2. Proximity and interface to medium-scale residential zone
3. Poor pedestrian access to public transport
4. Lack of community amenities, places to gather
5. Heritage Listed Items and Conservation Area

LEGEND

- SITE
- NOISE AND EMISSIONS
- MID-RISE RESIDENTIAL
- OPEN SPACE
- HERITAGE LISTED ITEMS
- CONVOLUTED PEDESTRIAN ROUTE
- BUS STOP
- TRAIN STATION AND FUTURE METRO STATION

3.2.2 Opportunities

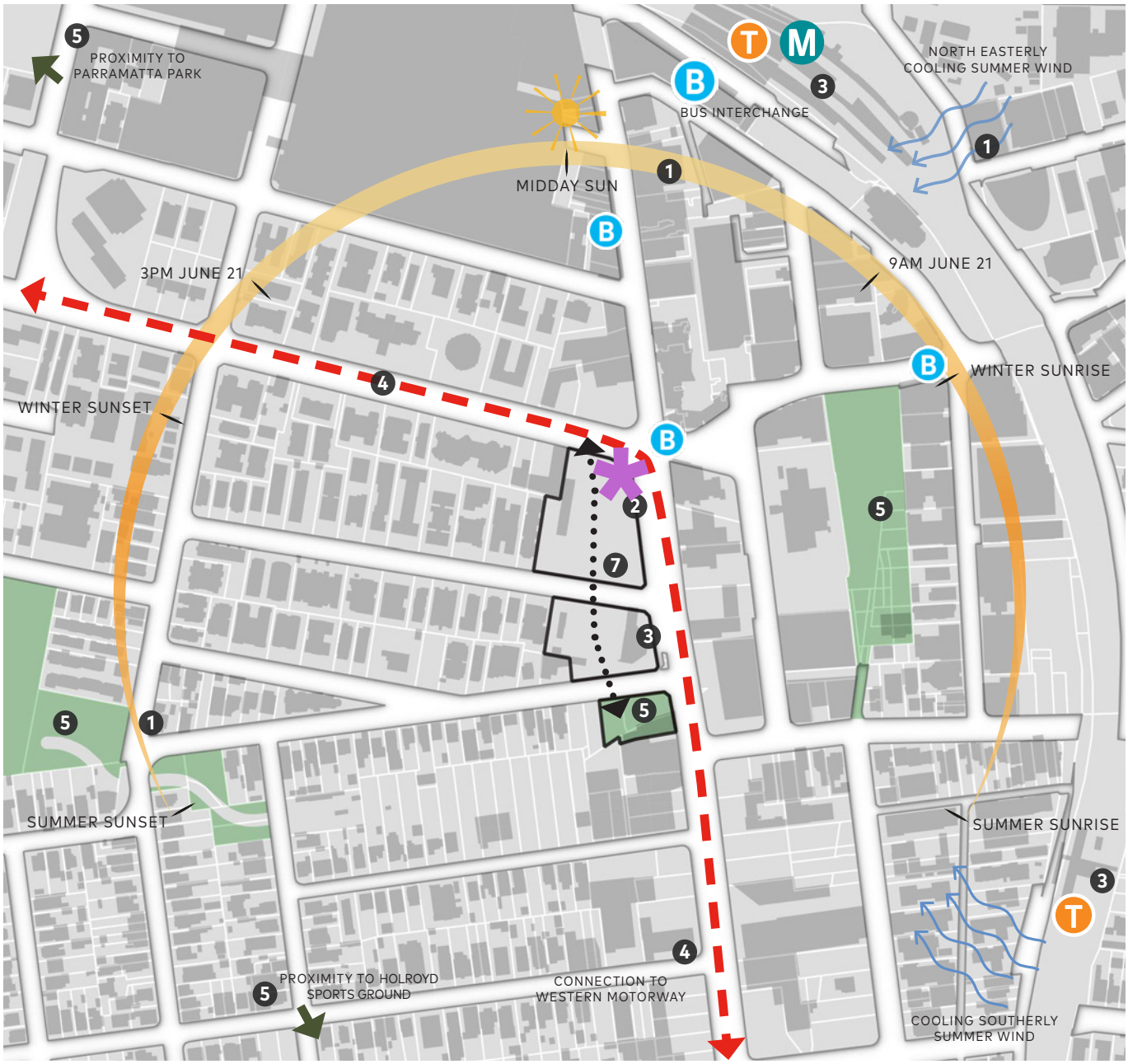


Figure 19. Summary of Opportunities

1. Good northern aspect for solar access and ventilation
2. Prominent corner site with potential for architectural features
3. Proximity to public transport
4. Well serviced and connected through road network
5. Walking distance to numerous public open spaces
6. Respond to the surrounding street and future zoned density
7. Opportunity to create active transport network for pedestrians and cyclists to connect with amenities and open spaces

LEGEND

- SITE
- ROAD NETWORK CONNECTIONS
- PEDESTRIAN CONNECTIONS
- OPEN SPACE
- BUS STOP
- TRAIN STATION
- FUTURE METRO STATION

4. Design Proposal

4.1. Project Vision & Design Principles

The 2014 Design Competition process and the Design Competition Jury's (the Jury) directions and commentary had a significant influence on the overall vision and guiding design Principles. The Jury's direction throughout the competition generally focused on:

- Providing a variable skyline (not a uniform wall of tall buildings)
- Ensuring solar access to the Park at Site 3
- Ensuring Amenity of the plazas
- Maintaining a street wall to Church St
- Impact of overshadowing to the west

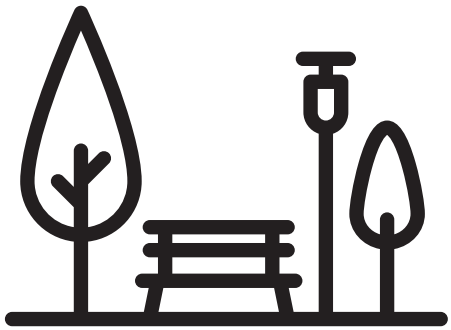
The vision and design principles that follow are an update rather than an attempt to recreate the fundamental design intent of the competition process and the approvals that followed.

VISION

Helping transform the 'Auto Alley' precinct, the Southern Gateway will be a vibrant mixed-use development that serves as a welcoming gateway to Parramatta. A central open space spine weaves through the area, enhancing the city's streetscape. This spine not only connects various elements of the precinct but also adds to the neighbourhoods vibrancy. It's a place where diverse housing options coexist with community facilities and where hotels, restaurants, and cafés offer spaces for relaxation and a place to meet, enhancing the sense of community for residents and visitors. This precinct aims to be a dynamic hub that reflects the city's growth and diversity.

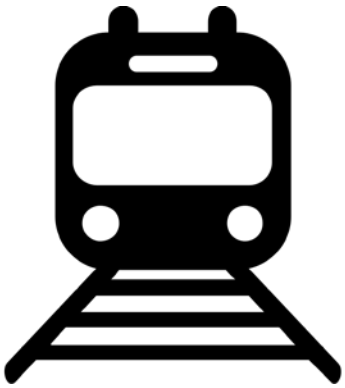
DESIGN PRINCIPLES

Detailed to the right are a number of guiding design principles that will help to realise the vision, uphold the original design objectives, and integrate the Jury's recommendations.



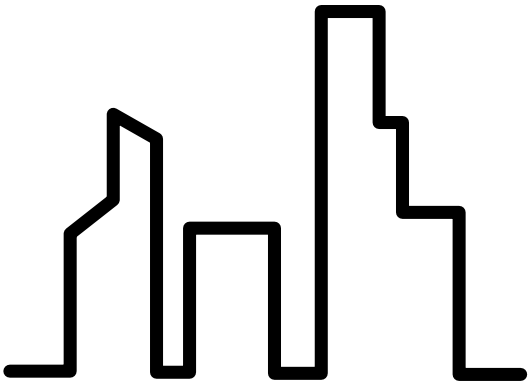
Enhance existing public domain and provide high amenity open spaces and plazas

Tower form should take into account solar amenity to the central plazas. Buildings directly to the north of the new open space should be designed to maximise solar amenity, particularly from 9 a.m. to 1 p.m.



Provide density close to mass transit nodes

Design accommodates for high density housing with good access and proximity to public transport, retail and public domain



Create a southern gateway and contribute to a varied skyline

The proposed design aims to create a 'sense of arrival' by facilitating a mixed-use environment (high-density residential, commercial, retail, and community) with high-quality architectural features. Buildings fronting Church Street to be at a lower scale to provide a street wall to provide a more sympathetic scale for pedestrians



Enhance the pedestrian experience by activating street edge

Create active streets and plazas by locating fine grain shop fronts on the ground floor with all fronts and entrances at street level.



Provide a mix of uses which provide employment opportunities, new housing, entertainment and community facilities

The proposal should cater for a wide range of needs contributing to the well being and diversity of the area.



To create safe, legible,a and attractive routes and connections between public and private spaces

The proposal should create an environment that is comfortable, legible, and safe for pedestrians to use. The aim is to facilitate social uses and provide places to meet with appropriate design (street furniture, accessibility, lighting, weather protection).

4.2. Structure Plan

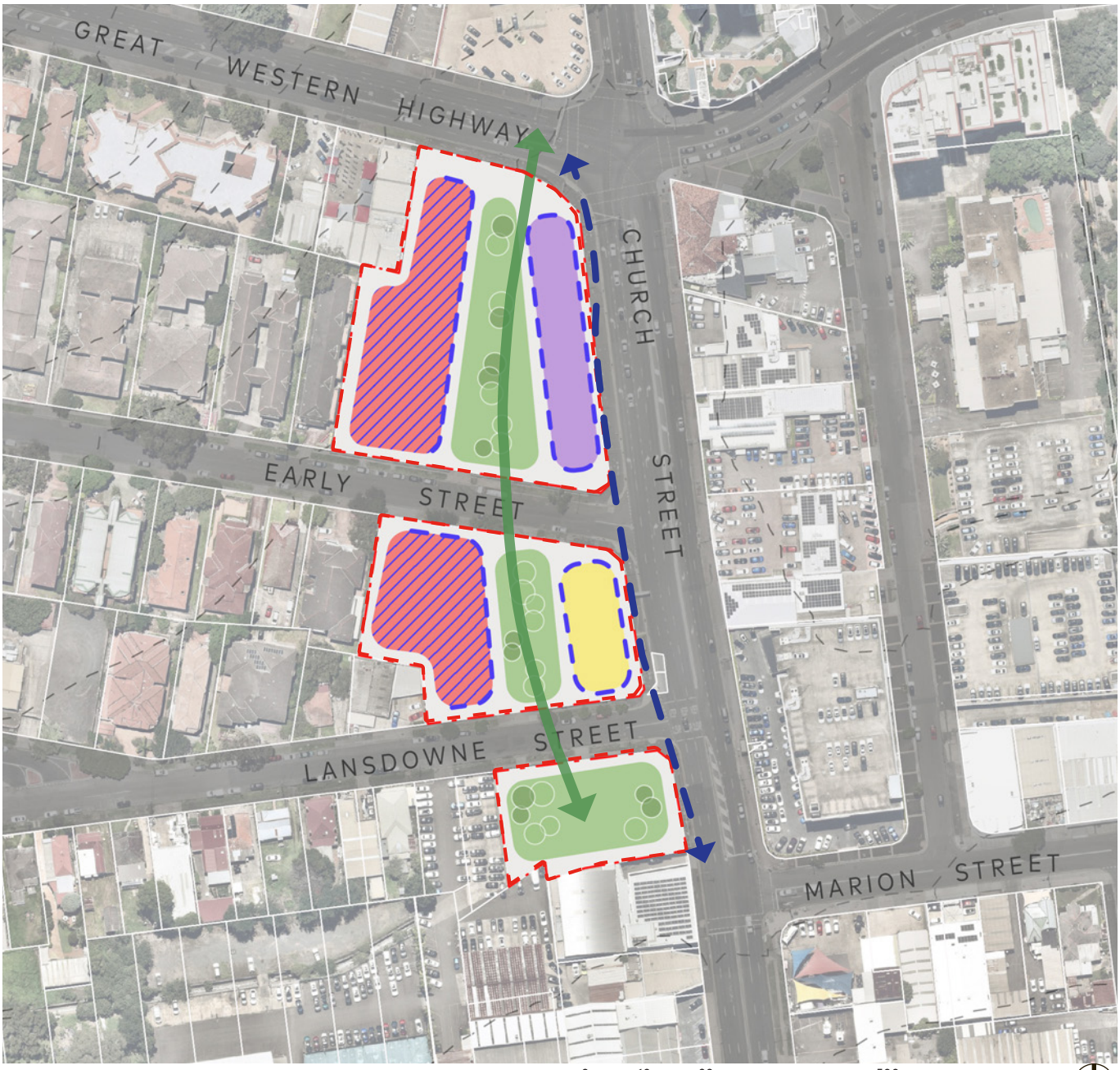


Figure 20. Structure Plan

The proposed structure plan remains consistent with the Concept DA Approval.

It places an emphasis on mixed-use development, hotel and community amenities, street activation, pedestrian-friendly pathways, a central open space spine, and enhanced active transportation, as well as linking with the city centre and transportation.

4.3. Master Plan

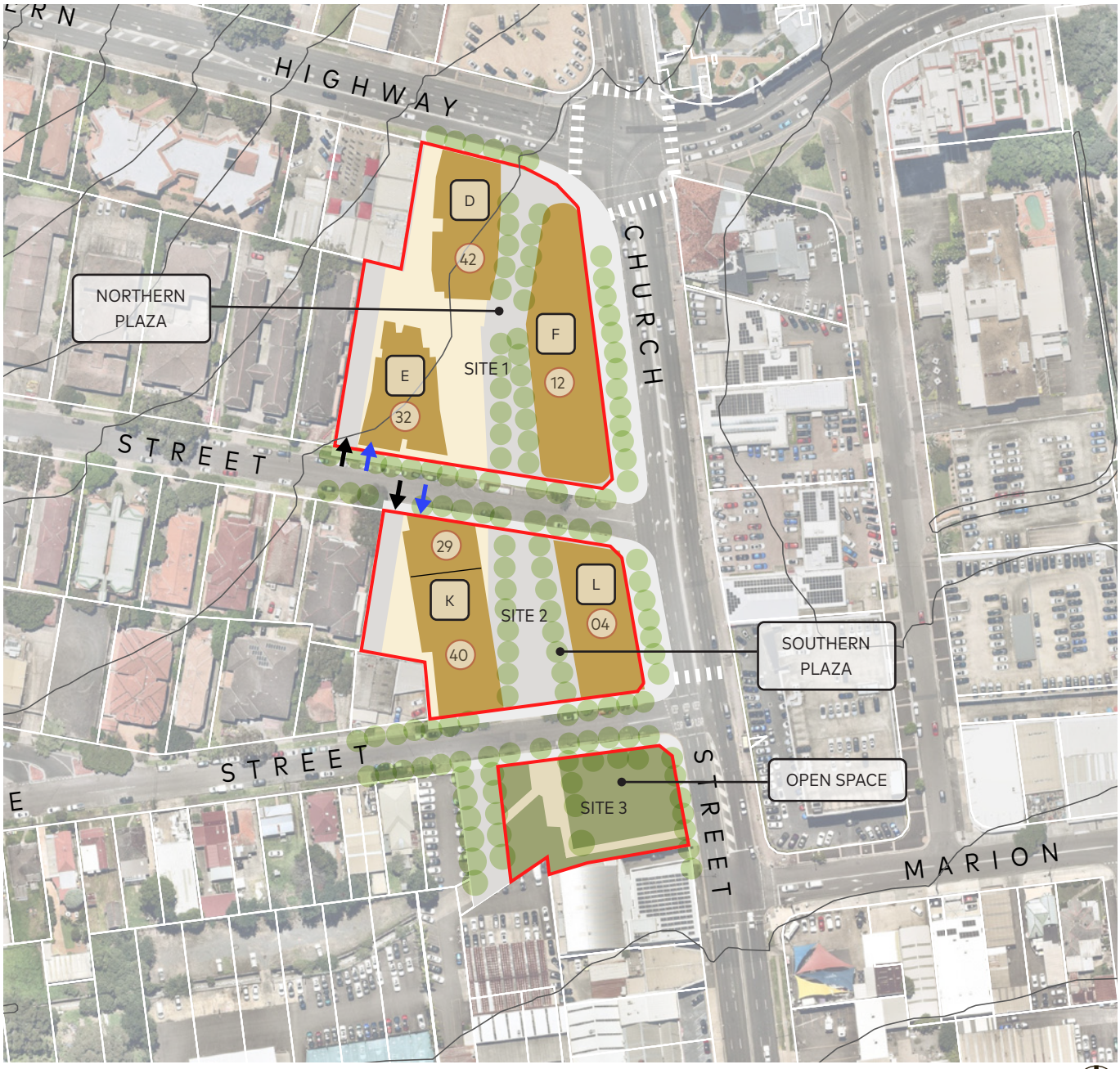


Figure 21. Master Plan

Like the proposed structure plan, the master plan remains generally consistent with the Concept DA Approval.

The plazas provide pedestrian-friendly, lower-scaled street wall by dividing residential/retail buildings into a well-defined 2 storey retail/commercial podium and residential towers set back above.

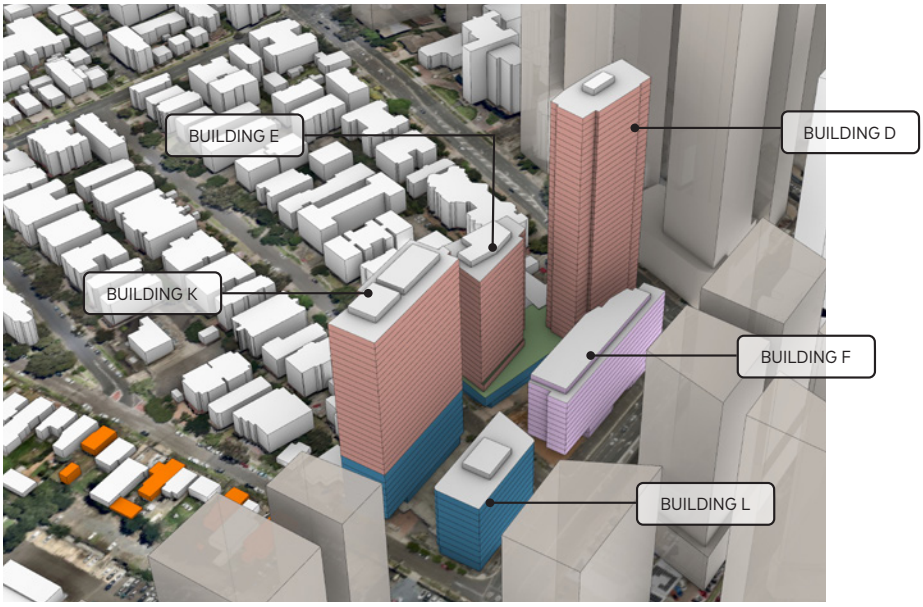
The plaza features a continuous colonnade and awning on the western and eastern sides, providing a safe, inviting pedestrian environment. Tree planting and down-drafts from buildings and winds also protect outdoor spaces, while the colonnade is scaled for outdoor dining areas.

4.4. Key Moves

The following explains the key moves to develop the previous approval to the current proposal.

The current proposal maintains the positive design outcomes of the approval with changes focusing on building heights and minor variation in uses.

Previous Approval



1.

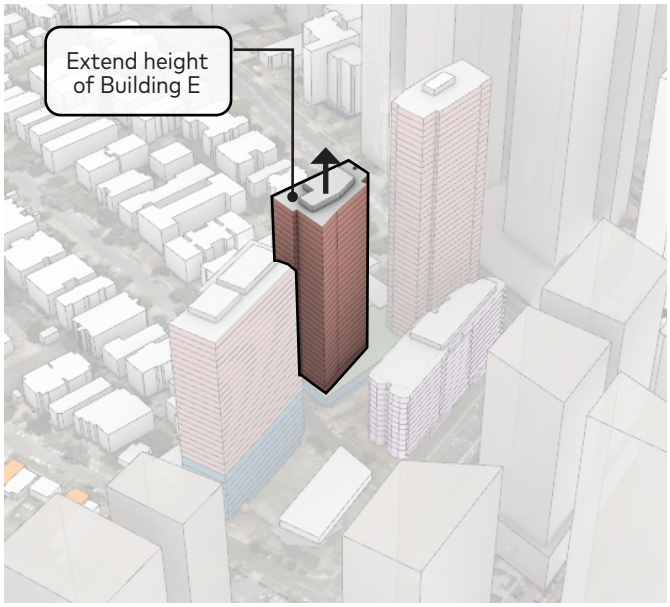


Building L is lowered from ten storeys to four storeys to better align with the council's brief and requirements.

The building will provide child care for 110 children, a community hall, and 1 level of commercial use.

The large reduction in height will provide a reduction in shadow impact on the future public open space on Site 3.

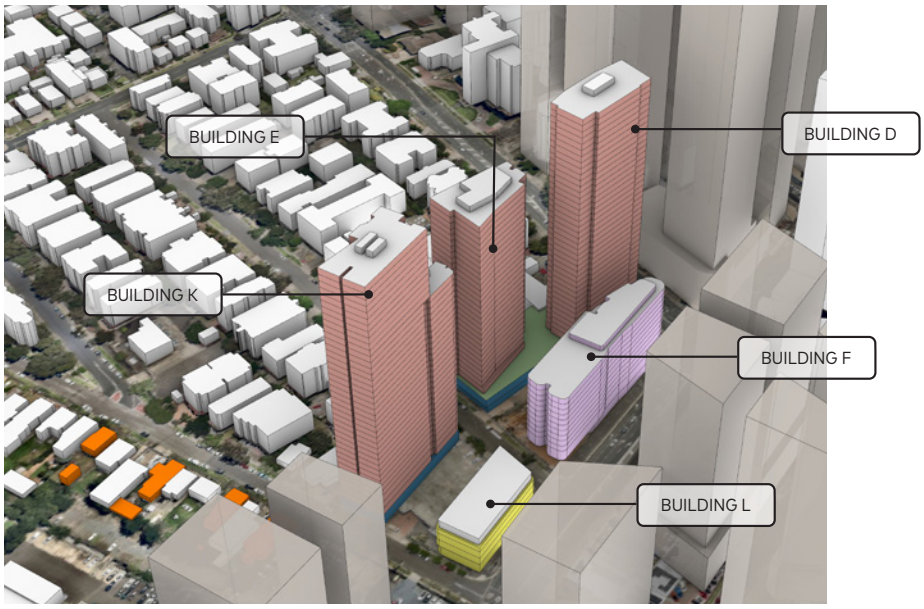
2.



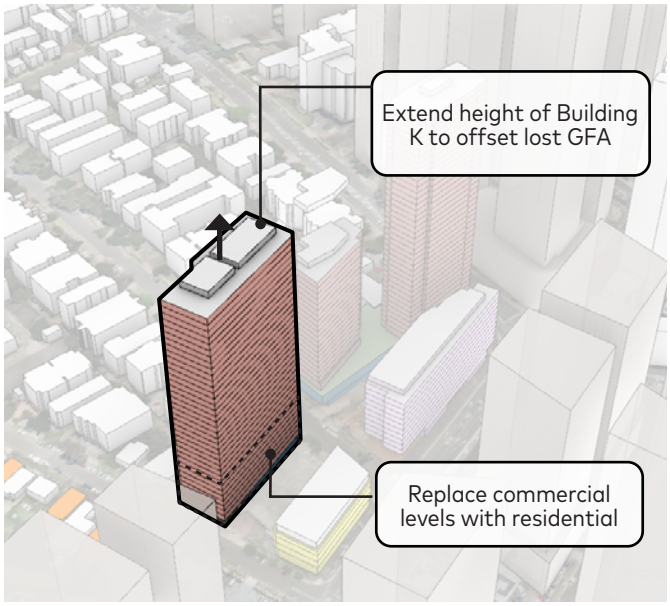
To provide much-needed additional housing stock, ten storeys are added to Building E. The addition also helps balance the towers while maintaining varied building forms.

Current Proposal

The resultant development has been modified with Building L's height reduced from ten to four storeys, aligning with council requirements and reducing solar impact on adjacent public spaces. It will house child care for 110 children, a community hall, and commercial space. Building K will now have increased height to accommodate the floor space from Building L, and its commercial levels are converted into residential apartments to enhance housing diversity. Building E will gain ten additional storeys to maintain a balanced and varied skyline.



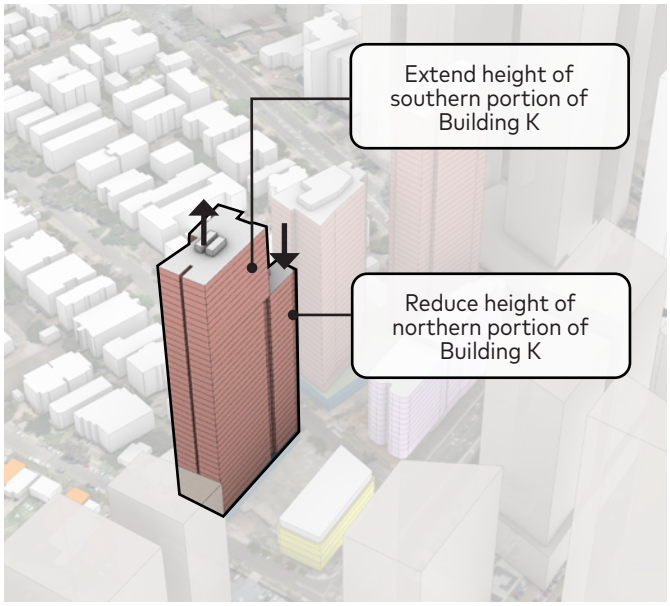
3.



Building K's height is extended to reflect the redistribution of floor space from Building L.

The seven levels of commercial at Building K are replaced with residential units, offering much-needed apartments and improving the area's housing diversity

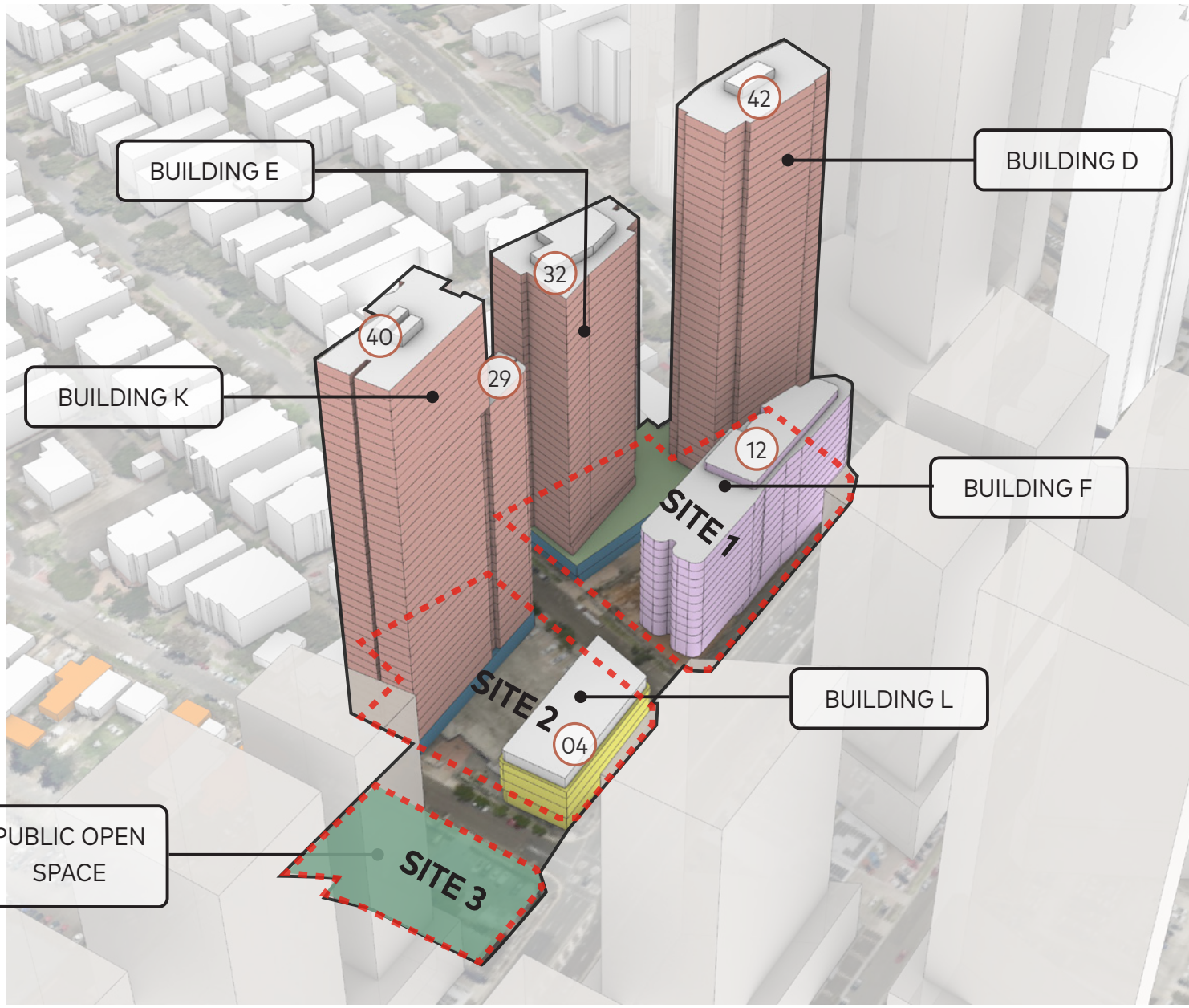
4.



To provide a more varied skyline Building K's floor plate is split with the northern plate lowering to 29 storeys and the southern plate extending to 40 storeys.

The resultant bulk and scale is more sympathetic and suited to the adjacent areas current and future context.

4.5. Proposed Building Envelopes



LEGEND

- SITE
- RESIDENTIAL
- COMMUNITY
- HOTEL
- COMMERCIAL/ RETAIL
- OPEN SPACE

4.6. Envelope Sections

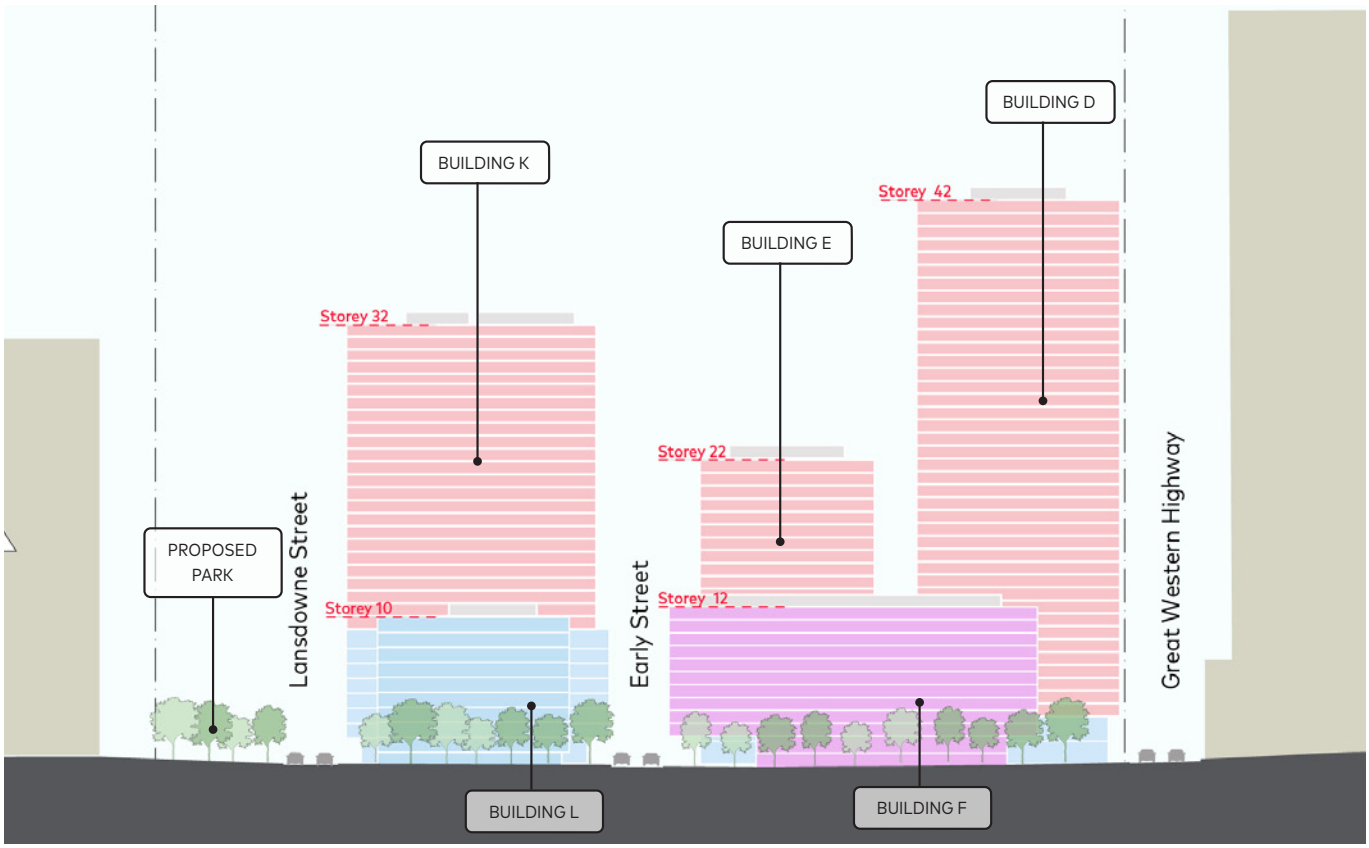


Figure 22. North-south section- Approved DA

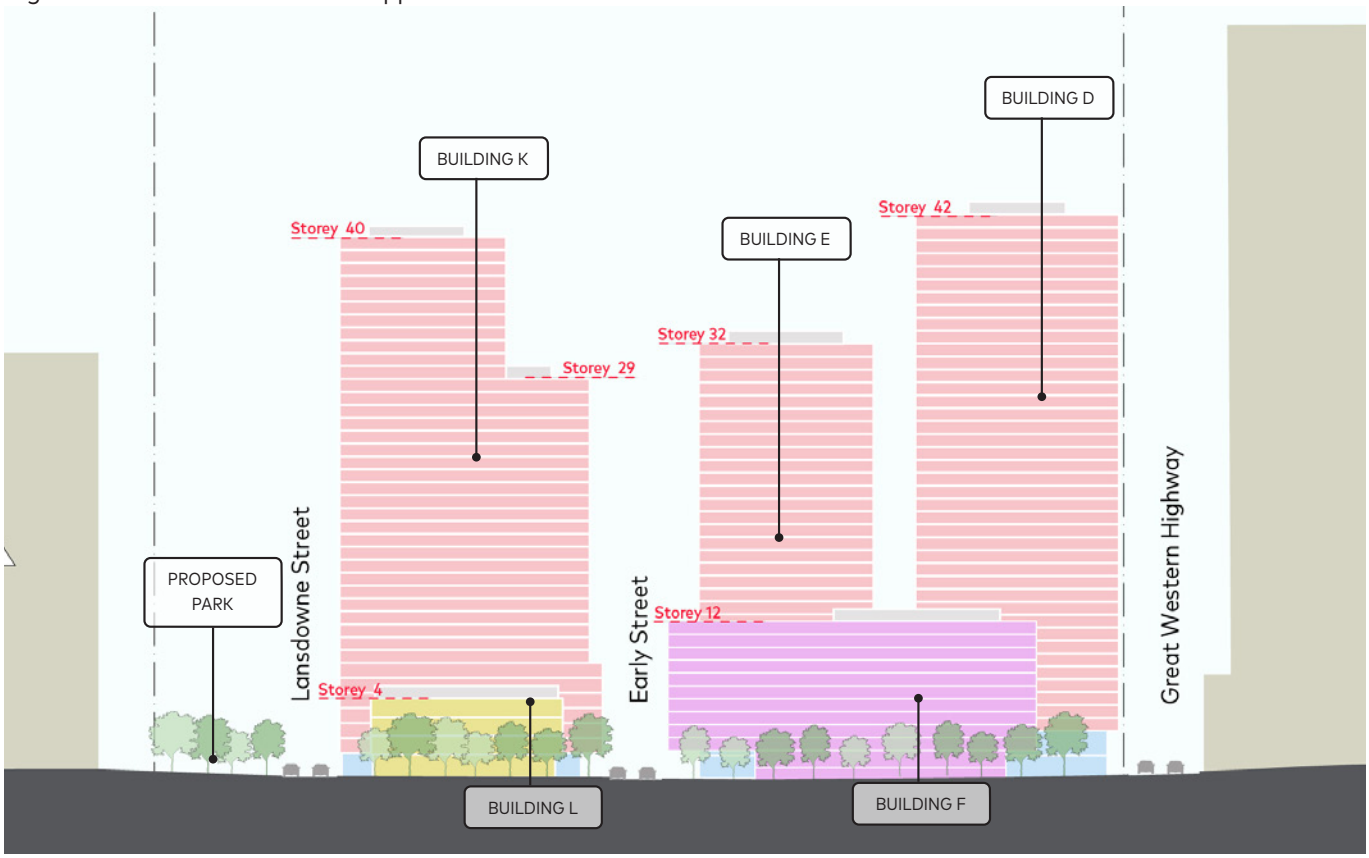


Figure 23. North-south section- Proposed development

4.7. 3D Envelope Massing Diagrams



Figure 24. Envelope Massing View Studies

NTS

The following images provide the approved and proposed massing envelopes from a series of important views and vistas.

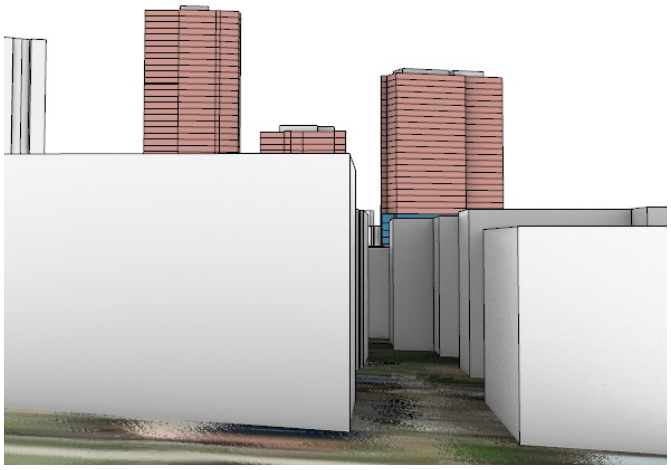
Each view is shown with surrounding current and future context. Future context has been modelled mainly around Church Street and south of the rail station.

Future context envelopes were modelled based on PLEP HOB maps and requirements found in the DCP, specifically Part 9—Parramatta City Centre.

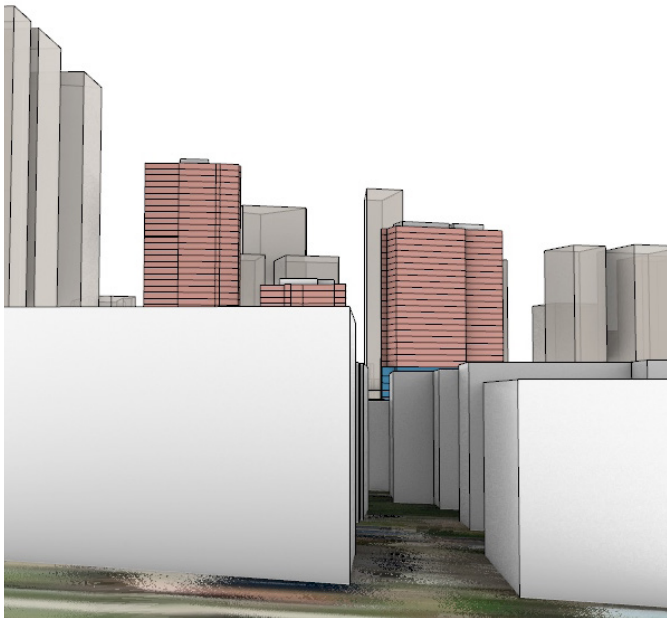
LEGEND

- SITE
- RESIDENTIAL
- COMMUNITY
- HOTEL
- COMMERCIAL/ RETAIL
- FUTURE CONTEXT
- EXISTING CONTEXT
- LOCATION OF VIEW/ VISTA

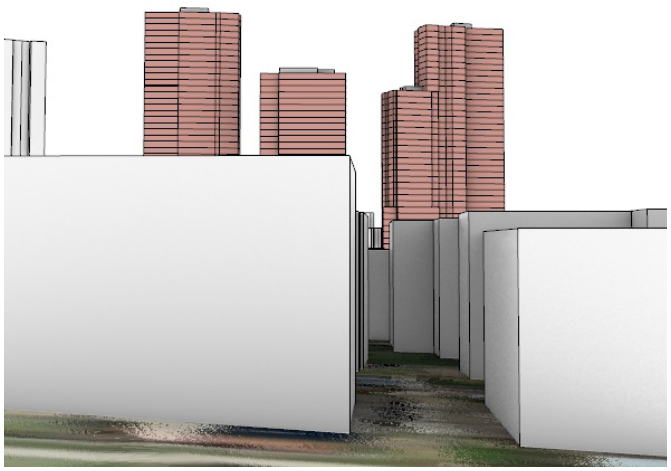
4.7.1 South West Skyline



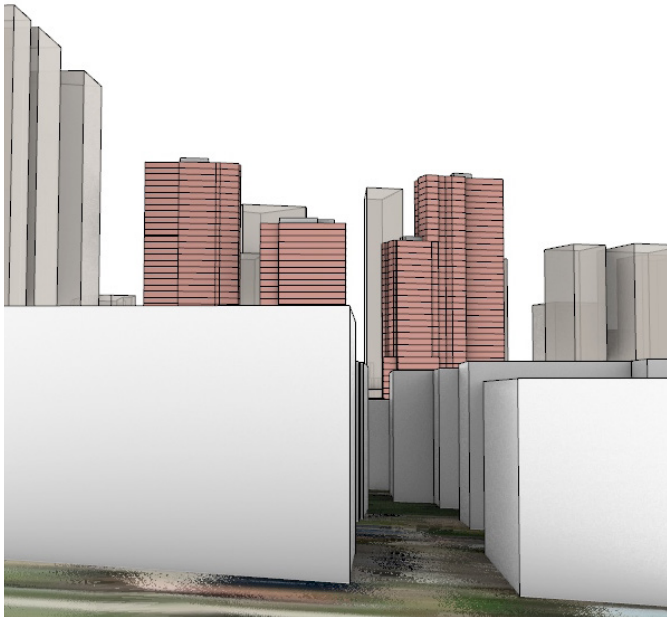
Approved_Current Context



Approved_Future Context

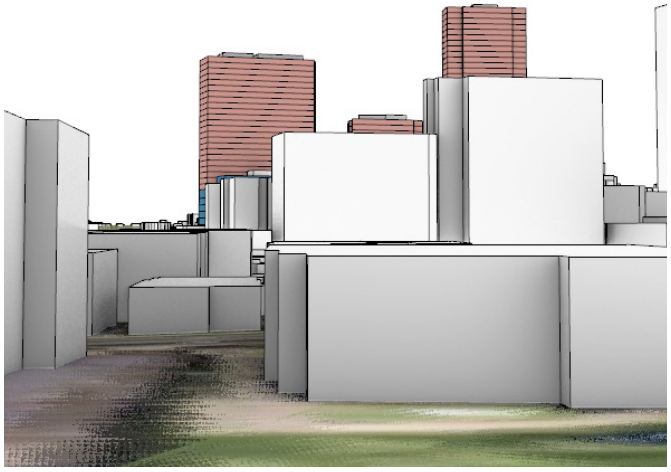


Proposed_Current Context

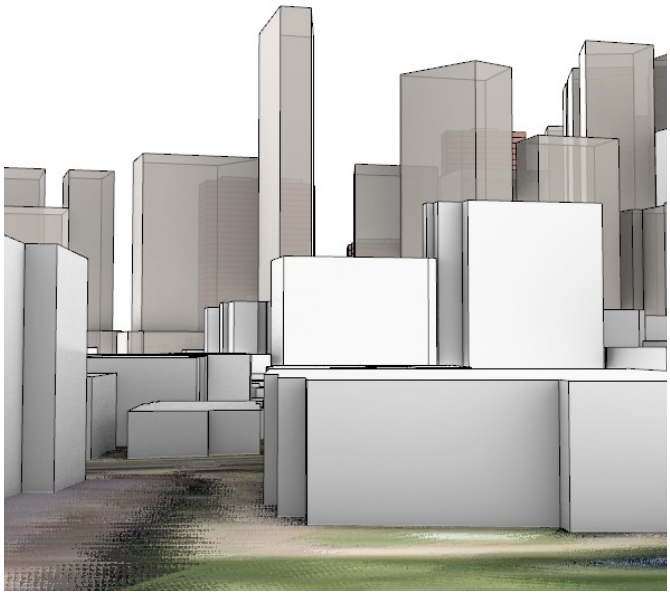


Proposed_Future Context

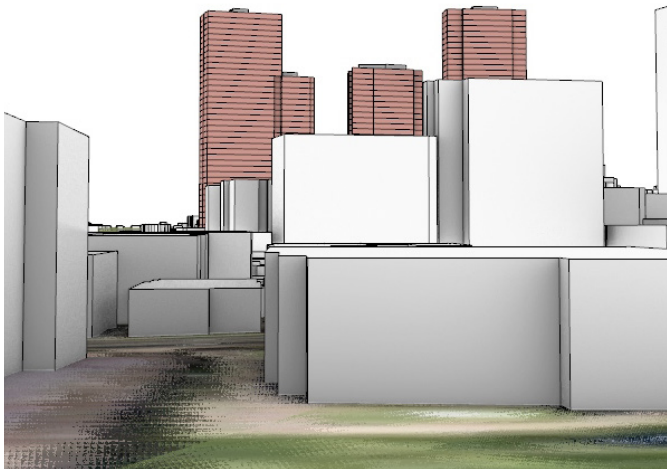
4.7.2 South East Skyline



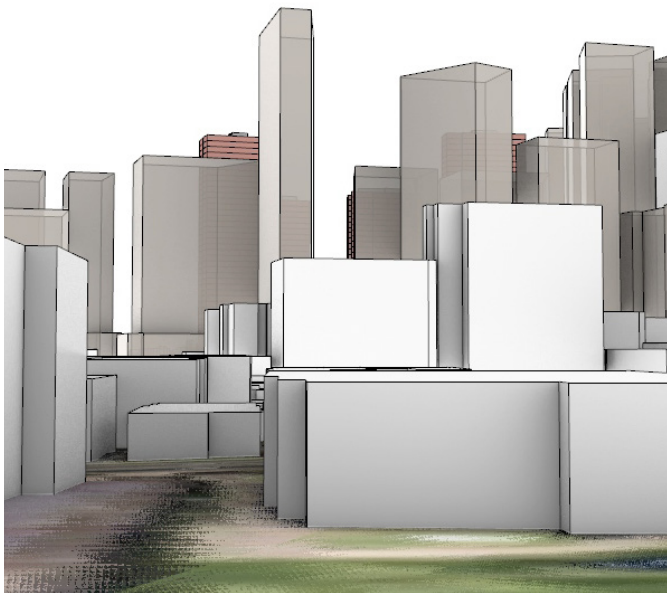
Approved_Current Context



Approved_Future Context

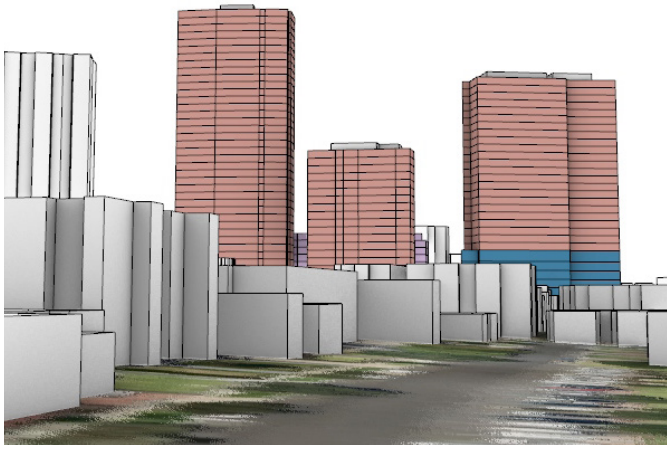


Proposed_Current Context

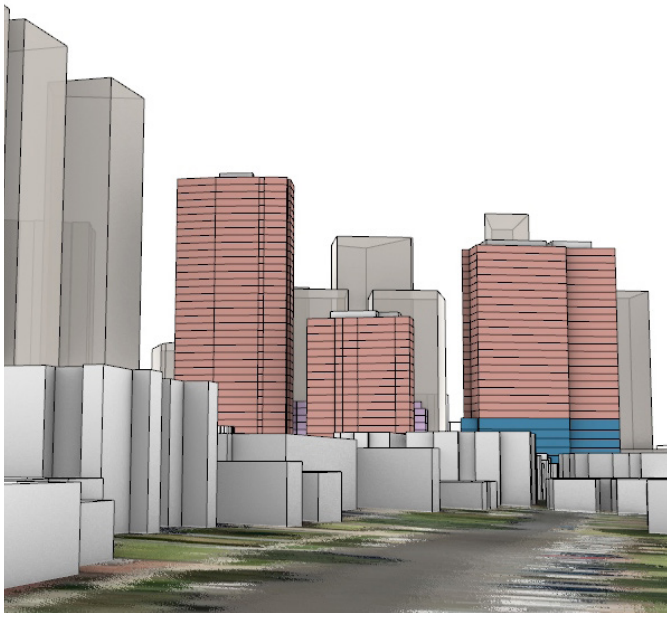


Proposed_Future Context

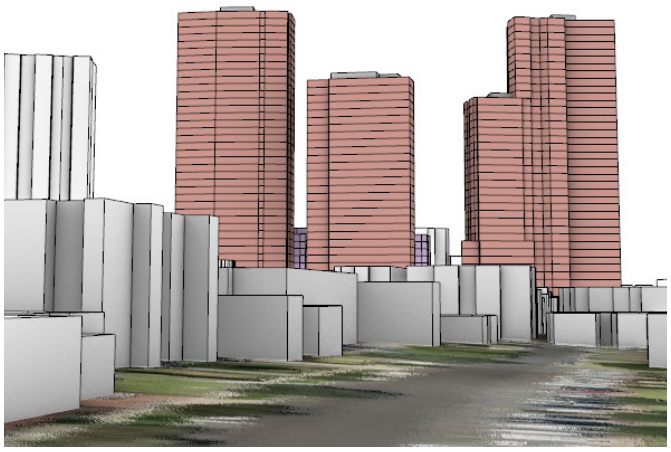
4.7.3 South West Approach



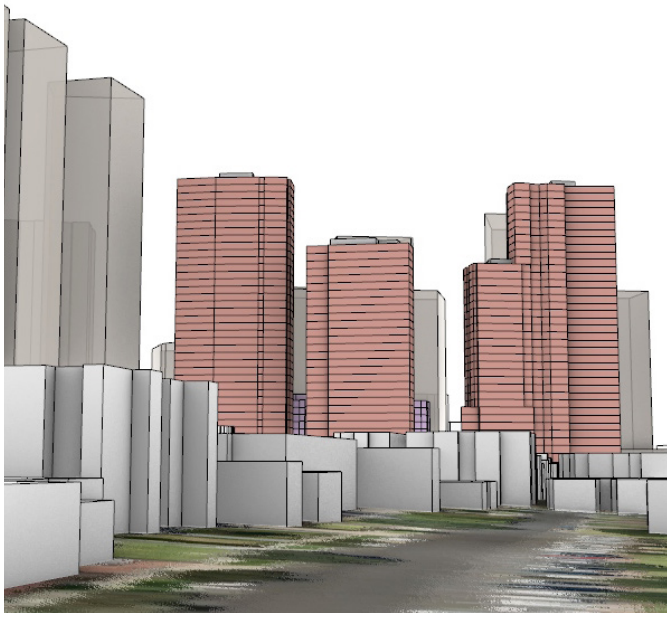
Approved_Current Context



Approved_Future Context

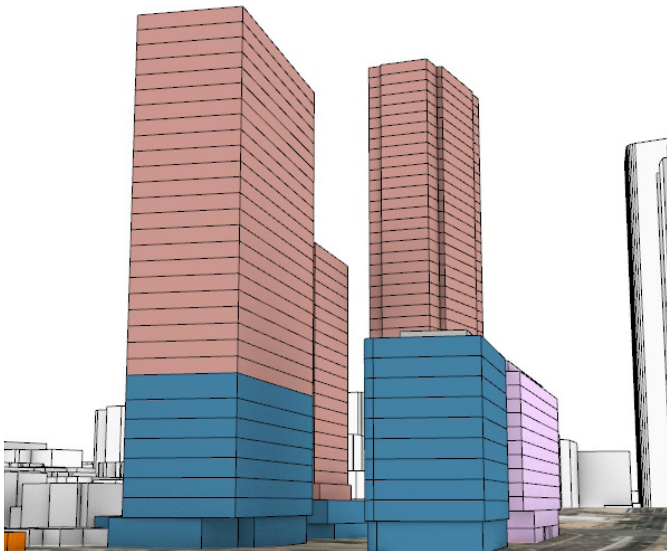


Proposed_Current Context

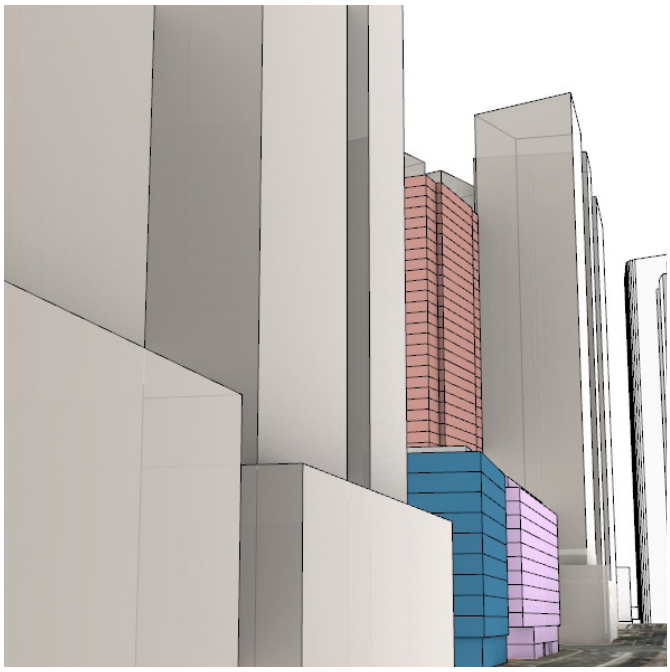


Proposed_Future Context

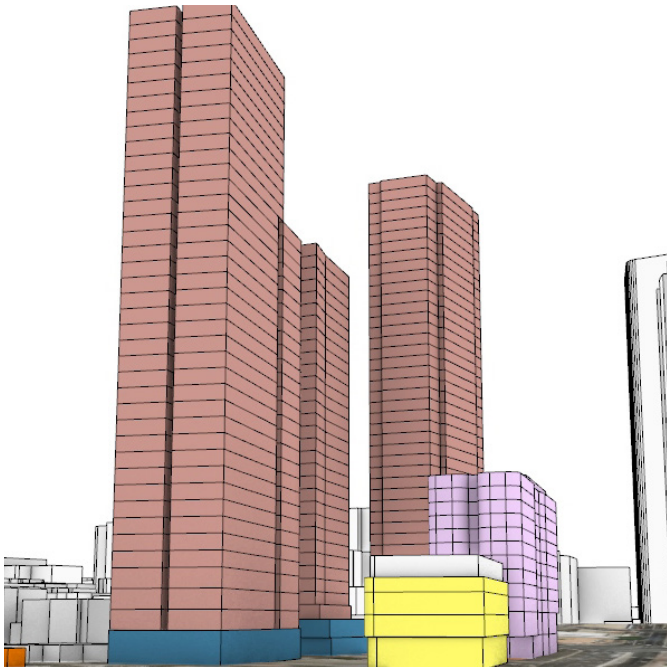
4.7.4 South Approach



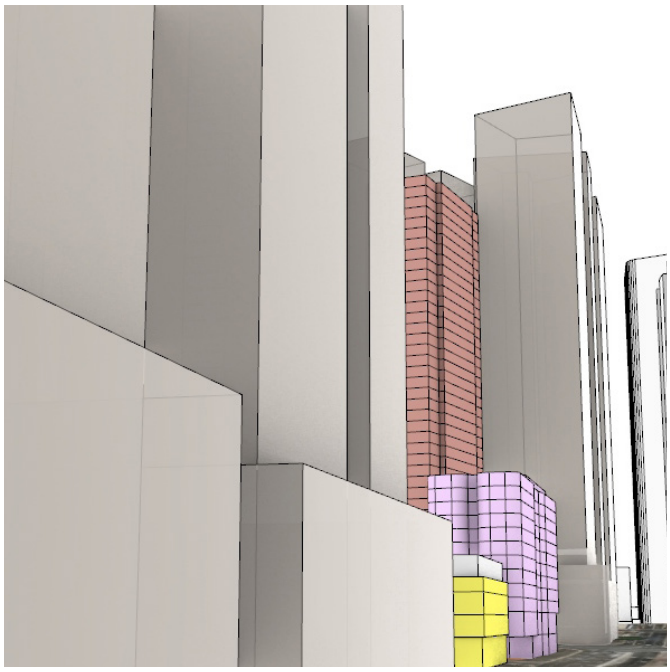
Approved_Current Context



Approved_Future Context

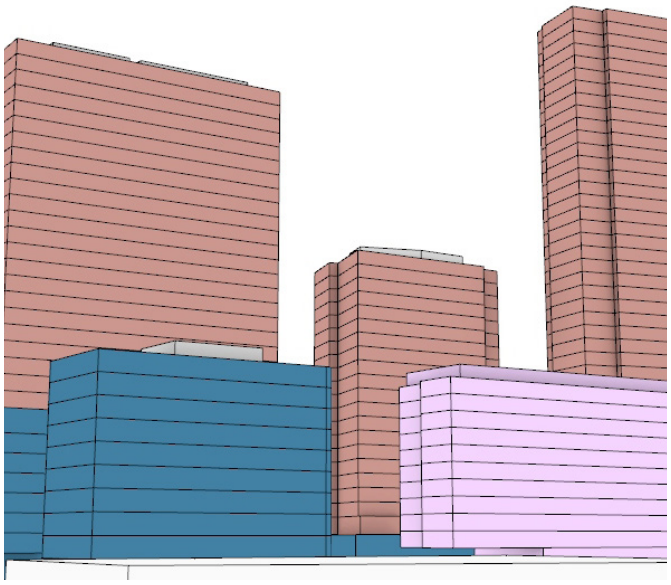


Proposed_Current Context

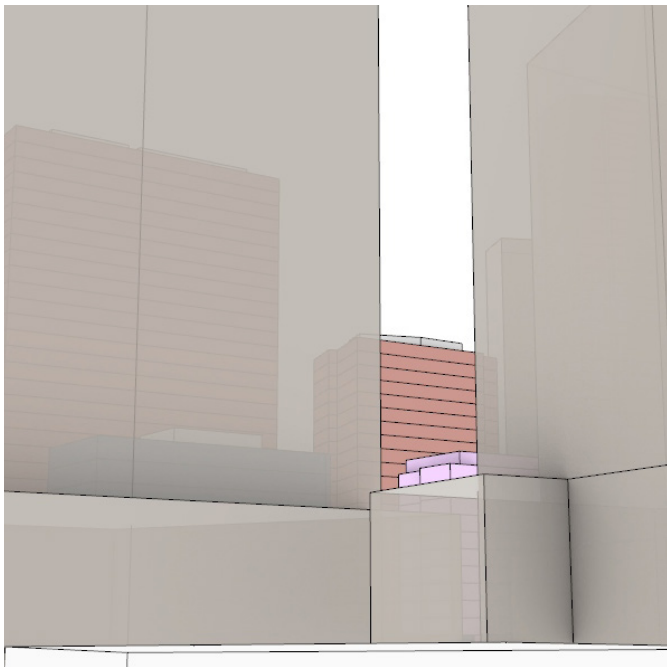


Proposed _Future Context

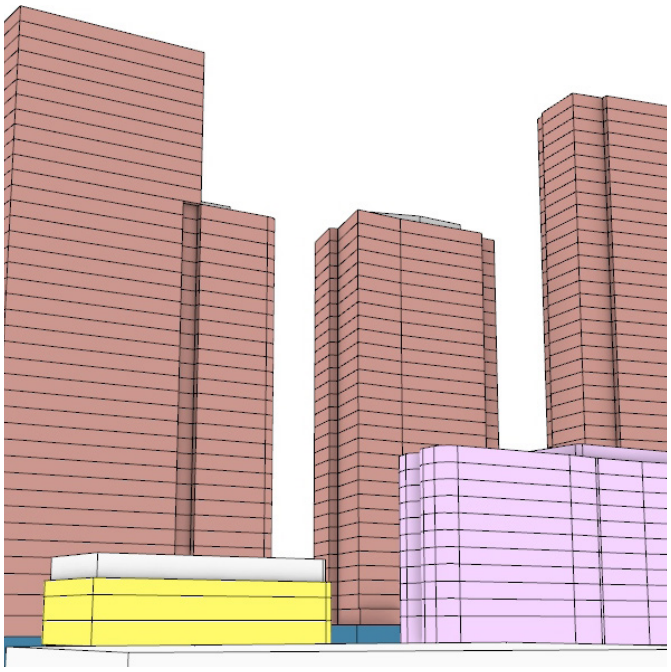
4.7.5 East Approach



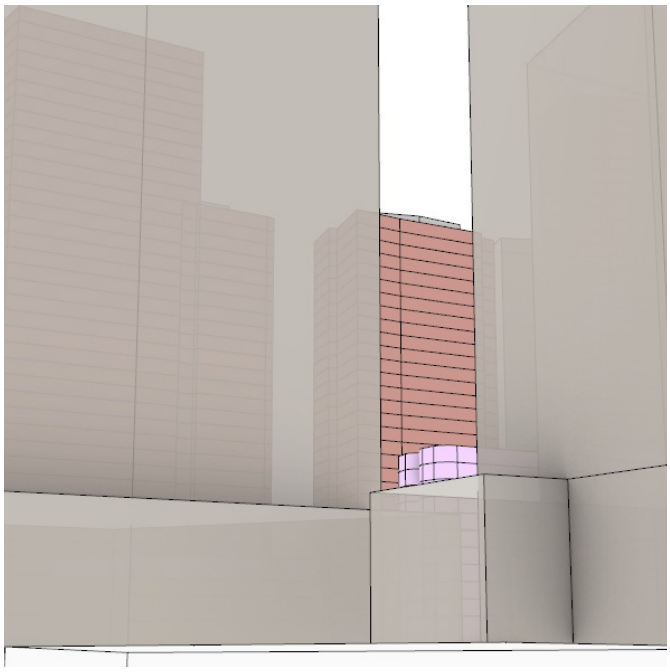
Approved_Current Context



Approved_Future Context



Proposed_Current Context



Proposed_Future Context

4.8. Building Setbacks



Figure 25. Lower Levels (Ground-4)

Building setbacks are consistent with the existing approval, which balanced the DCP then in-force with ADG requirements. This is consistent with the design excellence competition winning scheme, with the competition jury noting that *"given the urban density of the city centre location and the site configuration of all of the buildings and the potential for development on the neighbouring site, that the Proposal provides a reasonable balance of all of the issues and is acceptable."* (Competition Panel response to Stage 1 DA – Final Report 10.6.16)

LEGEND

- 0m setback
- 6m setback
- Building separation

4.9. Building Separation



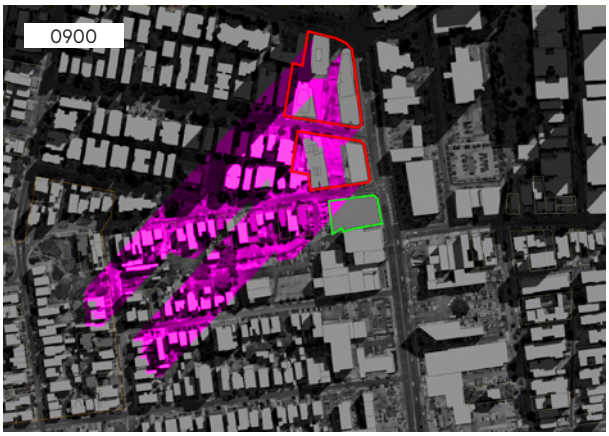
Figure 26. Upper Levels (5-32)

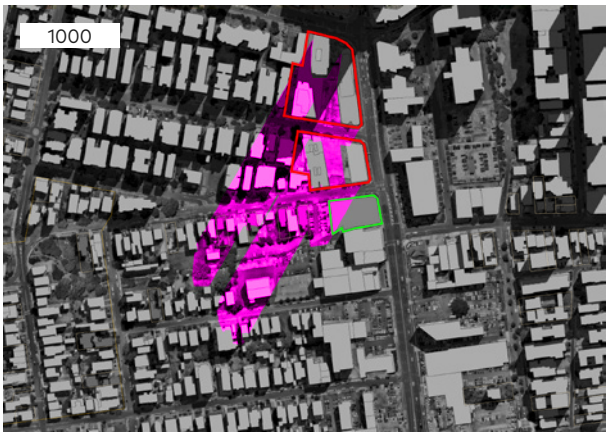
Building separations are consistent with the existing approval. ADG separation distances guidelines are challenged in some locations. This is consistent with the design excellence competition winning scheme, with the competition jury noting that *"building separation within the site is well done. Where buildings are closer than 15m, special amelioration measures apply such as offset towers and avoidance of living rooms opposite living rooms"* (Competition Panel response to Stage 1 DA – Final Report 10.6.16)

LEGEND

- 0m setback
- 6m setback
- 3m setback
- Building separation

4.10. Shadow Impact : Approved Shadows



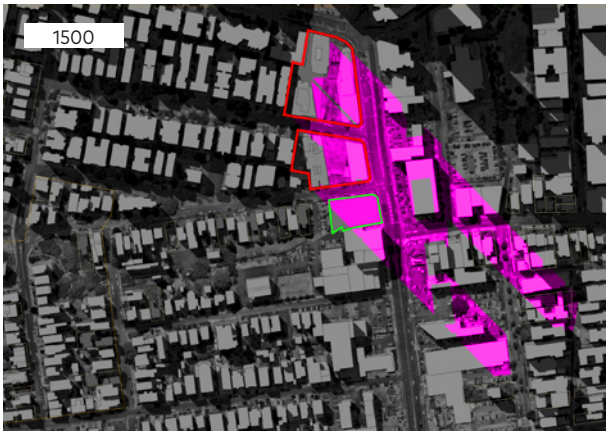




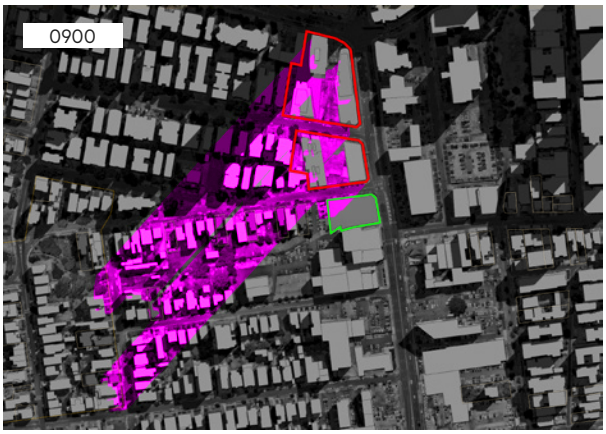


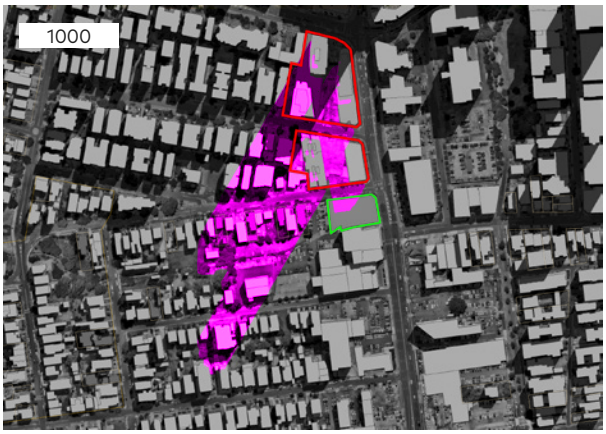






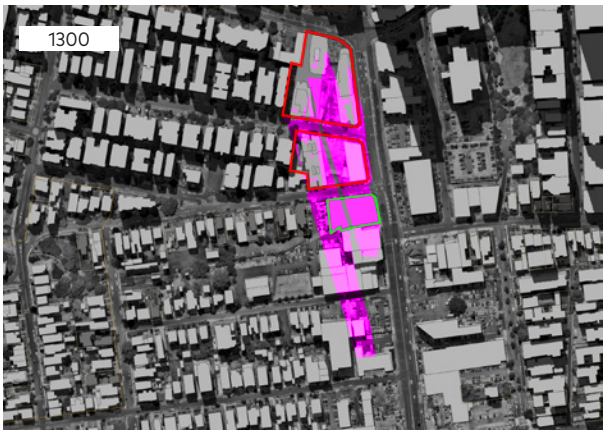
4.11. Shadow Impact : Proposed Shadows



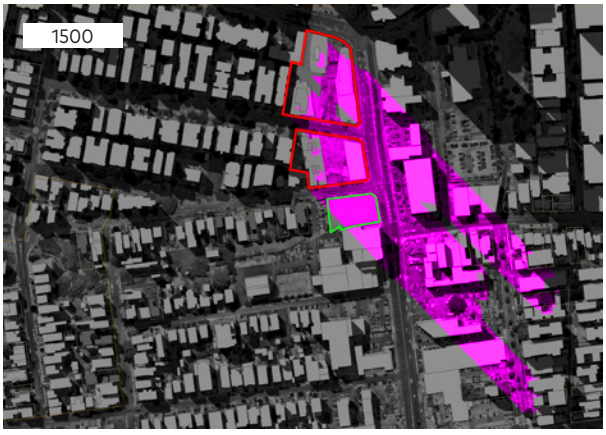










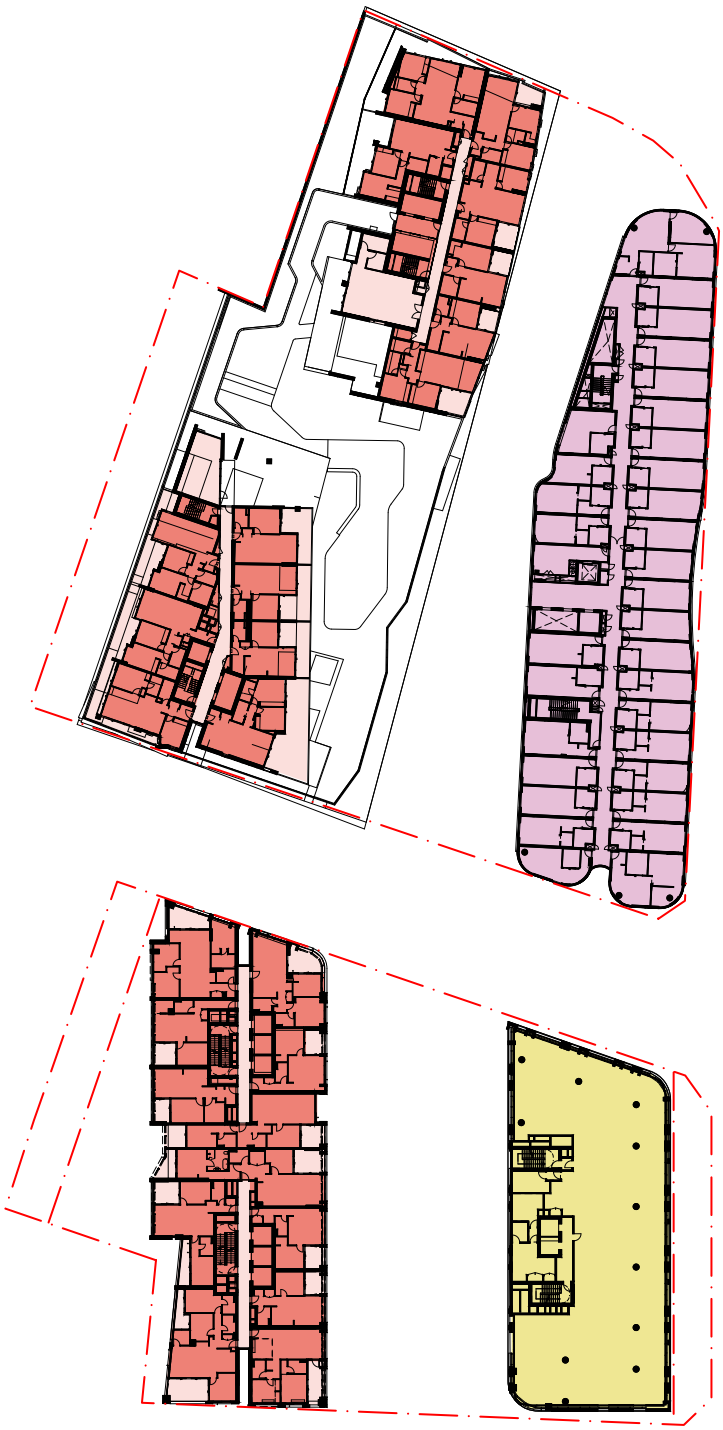


4.12. Test Fit - Floor Plans

Ground Floor Plan



Podium Floor Plan



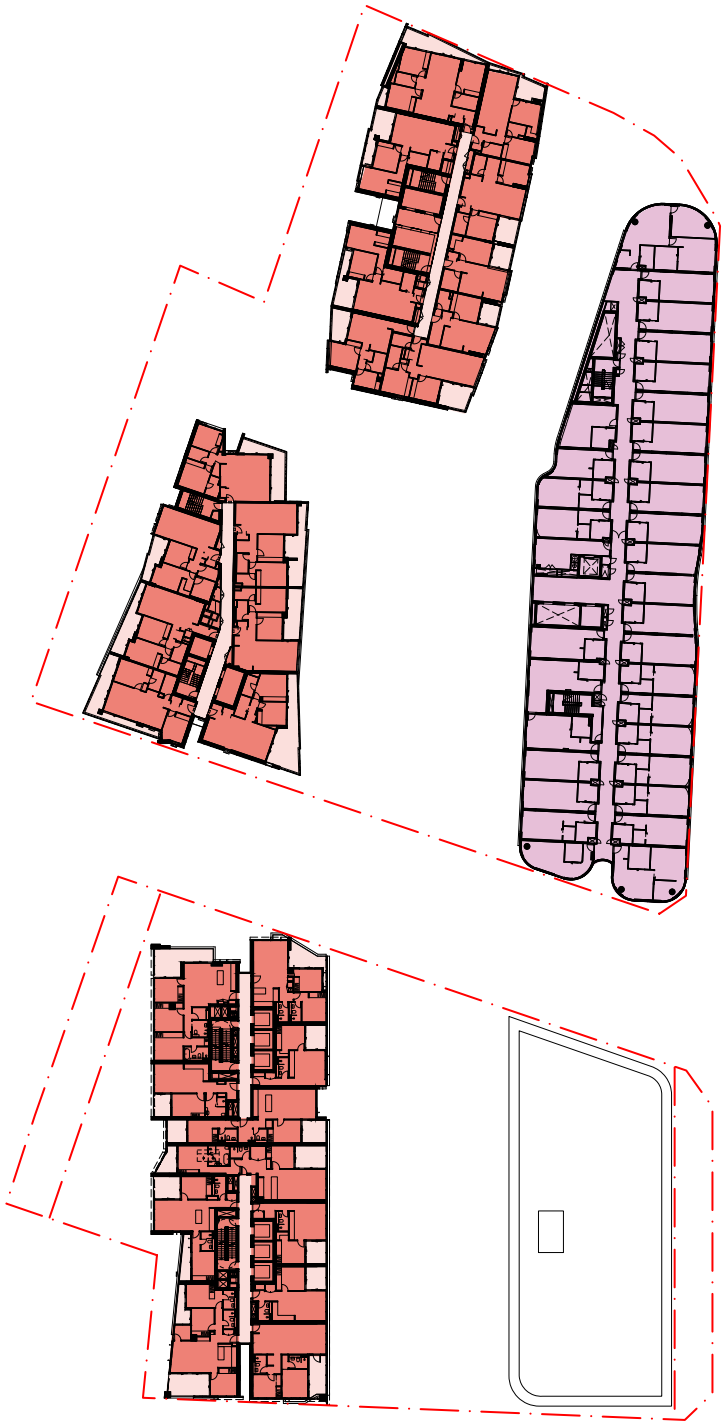
LEGEND

- SITE
- HOTEL
- RETAIL
- RESIDENTIAL
- COMMUNITY
- PLAZA

0 10 20 50

1:1000 @ A4

Typical Floor Plan



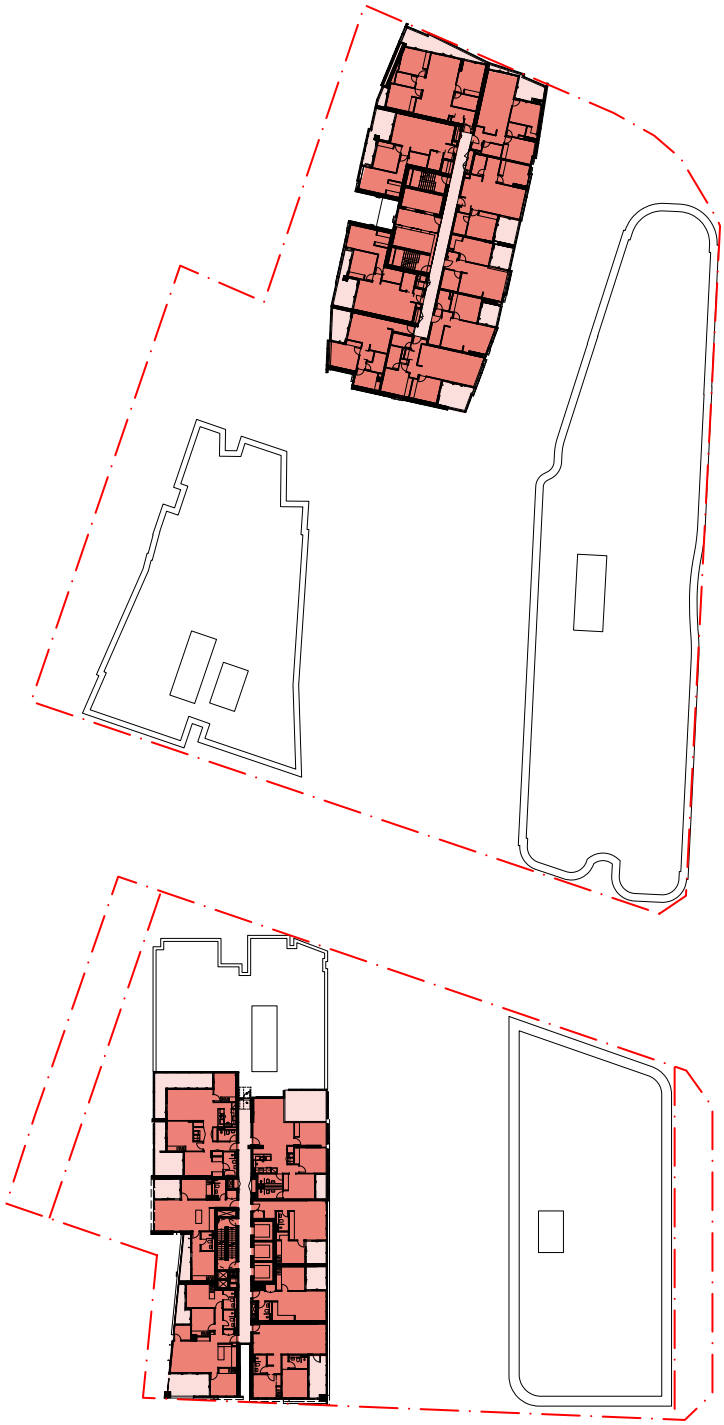
LEGEND

- SITE
- HOTEL
- RETAIL
- RESIDENTIAL
- COMMUNITY
- PLAZA

0 10 20 50

1:1000 @ A4

Upper Typical Floor Plan



LEGEND

- SITE
- HOTEL
- RETAIL
- RESIDENTIAL
- COMMUNITY
- PLAZA

0 10 20 50

1:1000 @ A4

5. Proposed Statutory Planning Framework

5.1. Proposed LEP Maps

5.1.1 Floor Space Ratio Map



PROPOSED

It is proposed to change Site 1's maximum FSR from 7.2:1 to 8.4:1 to facilitate the reduced non-residential density at Site 2 within a height workshopped with Council. No change is proposed to the Site 2 FSR.

All FSRs have an additional 15% Design Excellence bonus available.

FSR	Previous Approval	Current Proposal	Change
Site 1	7.2:1 (8.3:1 incl. +15%)	8.4:1 (9.66:1 incl. +15%)	+1.2
Site 2	6.4:1 (7.36:1 incl. +15%)	6.4:1 (7.36:1 incl. +15%)	-



CURRENT

5.1.2 Height of Building Map



PROPOSED

It is proposed to change Site 2's maximum HOB from 90m to 118m to facilitate the additional height at Building K. The eastern edge of Site 2, and entirety of Site 1 & 3 will remain unchanged.

Storeys	Previous Approval	Current Proposal	Change
Building D	42	42	-
Building E	22	32	+10
Building F	12	12	-
Building K	31	40	+9
Building L	10	4	-6



CURRENT

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