

168-176 Parramatta Rd & 89-90 Cowper St Granville Urban Design Report

For: JFC Developments Pty Ltd
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1.0 Introduction



1.1 Purpose of this report

Architectus has been engaged by JFC Developments Pty Ltd to provide an urban design and planning study to determine options for redevelopment of their site at 168 176 Parramatta Rd & 89-90 Cowper Street, Granville. This land area is 4,887.9sqm.

The site has been the subject of a Preliminary Concept Proposal (with urban design input provided by Architectus) which was considered by Parramatta Council on Monday 8 September 2014, who resolved that Council will consider a planning proposal for the site.

This document presents an urban design analysis of the site and context as well as design options for the site towards the submission of this planning proposal.

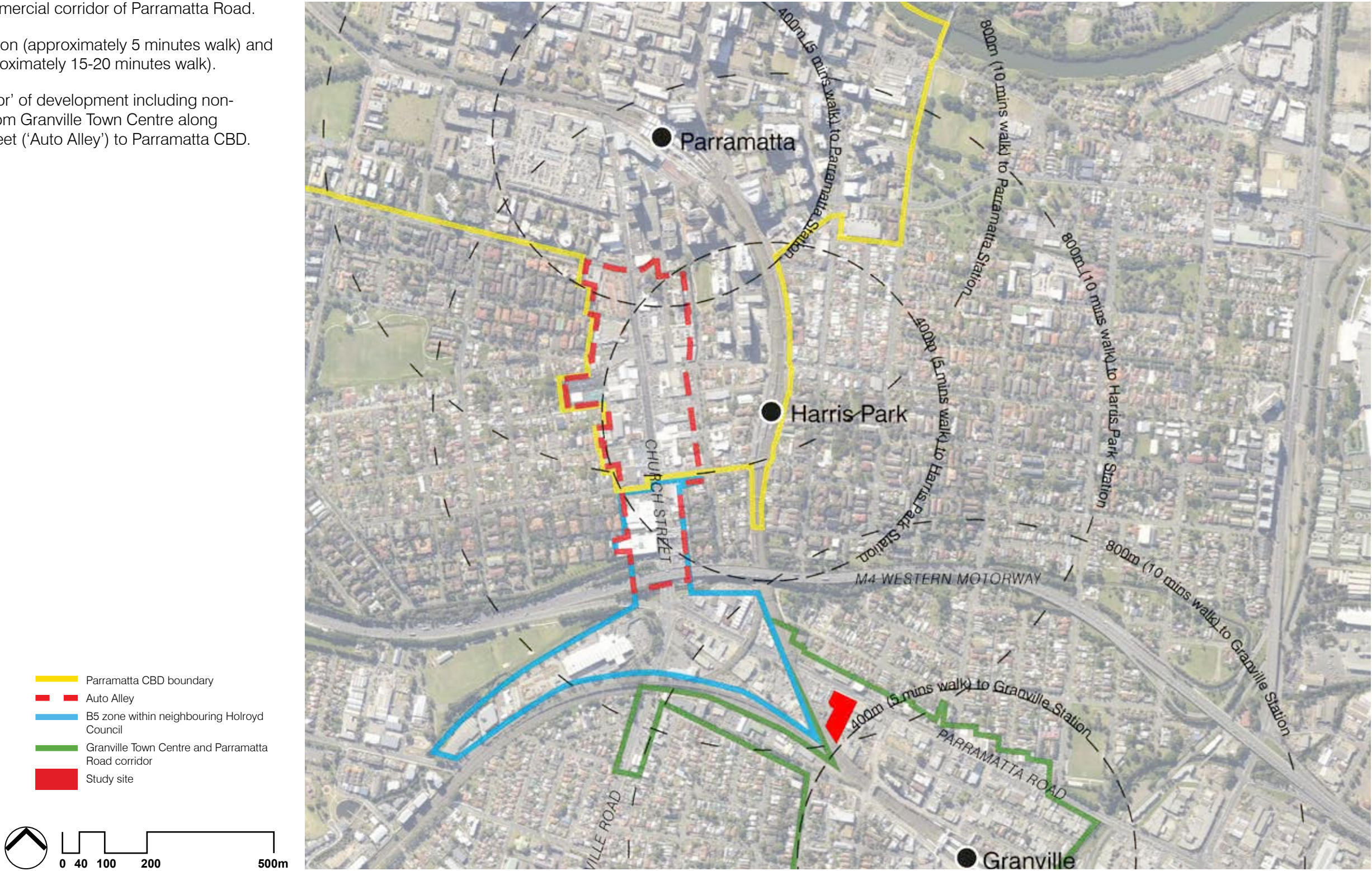
1.2 Site location

The site is located within the commercial corridor of Parramatta Road.

It is close to Granville railway station (approximately 5 minutes walk) and also to the Parramatta CBD (approximately 15-20 minutes walk).

The site lies along a loose 'corridor' of development including non-residential uses which extends from Granville Town Centre along Parramatta Road and Church Street ('Auto Alley') to Parramatta CBD.

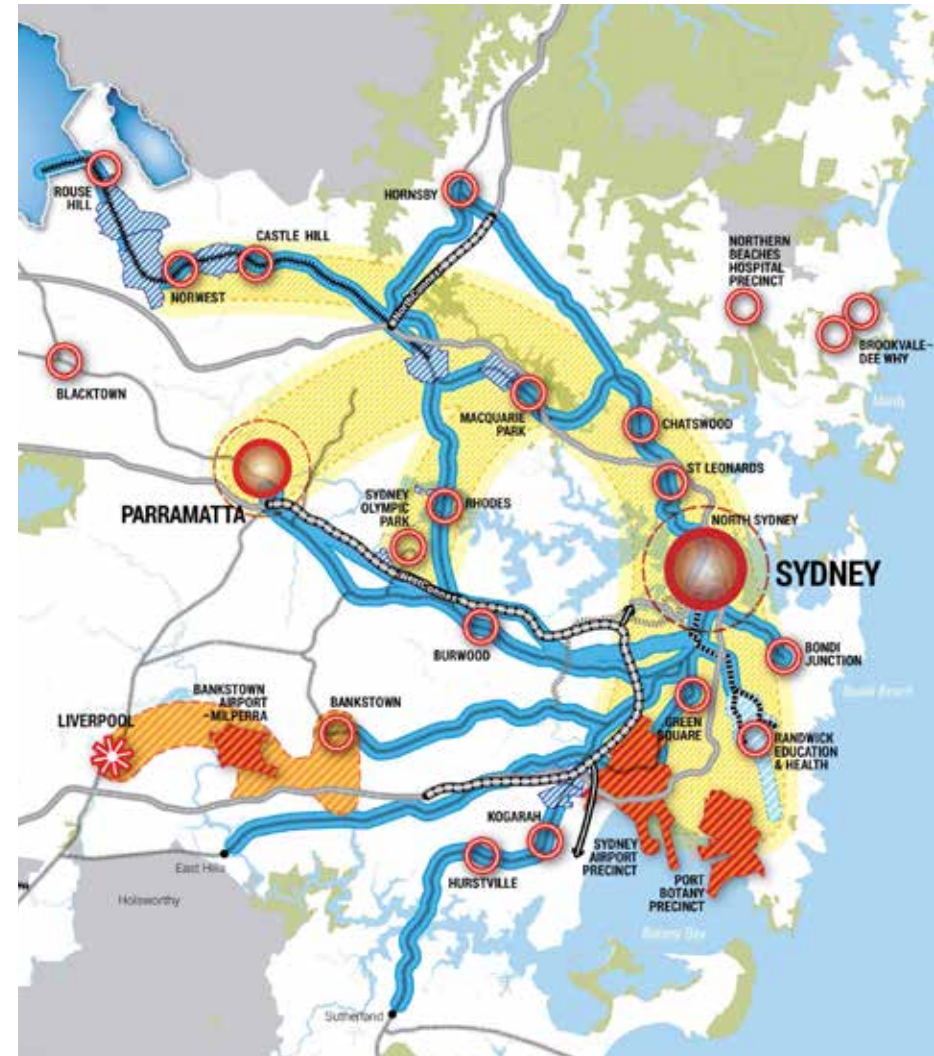
Site location



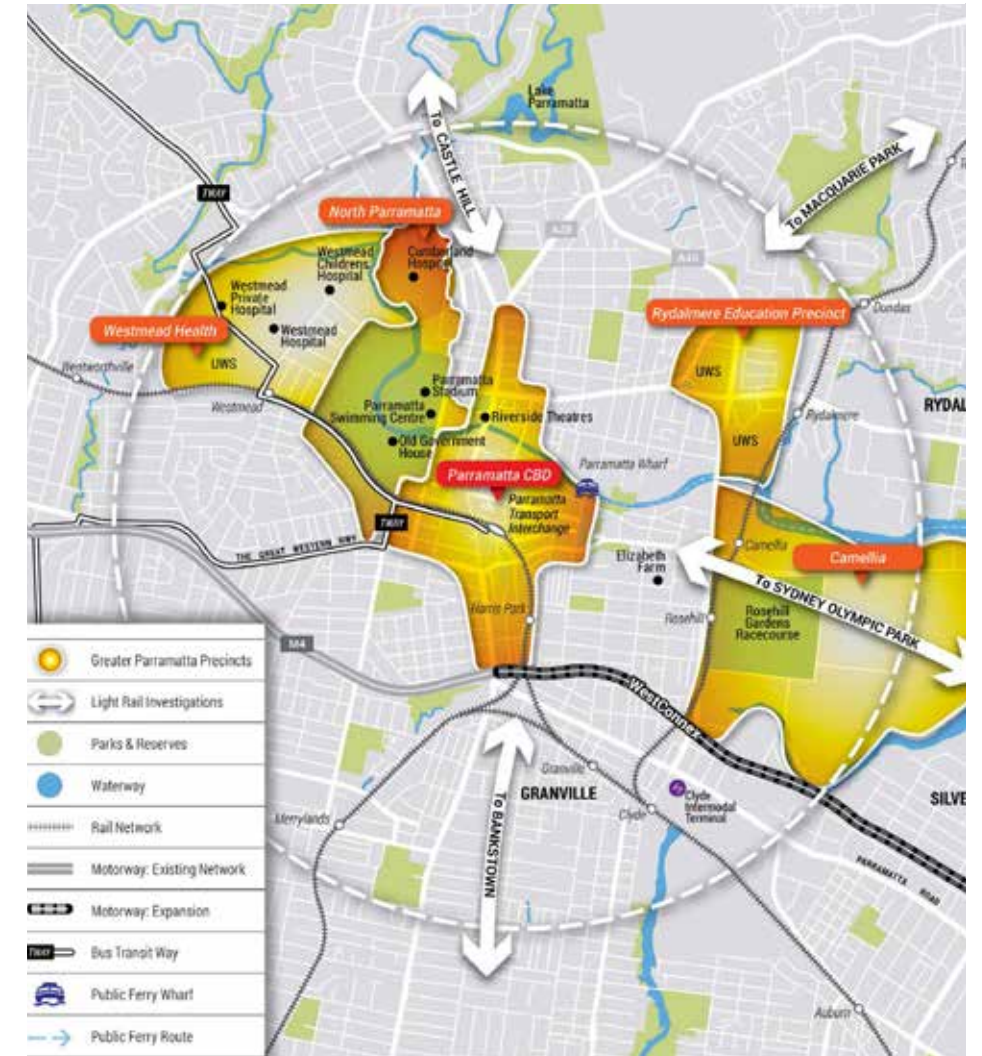
1.3 A Plan for Growing Sydney

- The site is located within the ‘Greater Parramatta’ as defined by ‘A Plan for Growing Sydney’. This is the centre of two of the key goals of the Plan - “Grow Greater Parramatta - Sydney’s second CBD” and “Establish a new Priority Growth Area - Greater Parramatta to the Olympic Peninsula”.
- The Parramatta Road corridor is noted as a focus for urban renewal.
- The investigation of light rail routes near the site is proposed including along the length of the Parramatta Road corridor and from Parramatta CBD to Bankstown.

Parramatta within the Plan for Sydney (extract)



‘Greater Parramatta’ (extract from Plan for Sydney)



1.4 Draft West Central District Plan

The Draft West Central District Plan has been released by the Greater Sydney Commission on 21 November 2016.

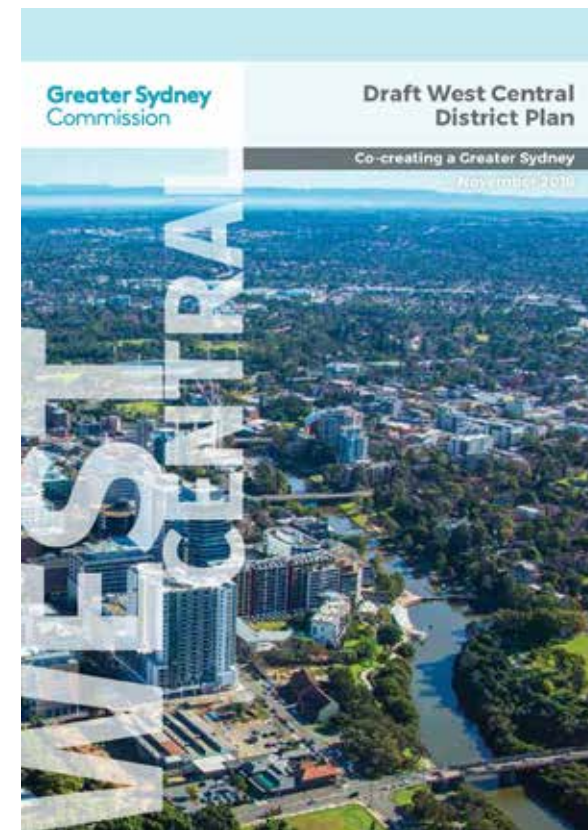
It notes Granville as:

- Part of the Greater Parramatta and the Olympic Peninsular area (p3)
- Having potential for local targeted growth in housing capacity (p98) and mixed use as further described through the Parramatta Road Urban Transformation Strategy (p31,44).
- A culturally diverse area which may build on this to increase its attractiveness as a cultural destination (p75, 77, 125)

One of the key objectives for the district is '3.2 Driving the growth of the Central City' which is based on GPOP.

As well as productivity and growth, the draft Strategy also sets out a range of objectives and principles for 'A Liveable City' and 'A Sustainable City'. Livability priorities include:

- Improve housing choice.
- Improve housing diversity and affordability.
- Coordinate and monitor housing outcomes and demographic change.
- Create great places.
- Foster cohesive communities.
- Respond to people's need for services.



Draft West Central District Plan

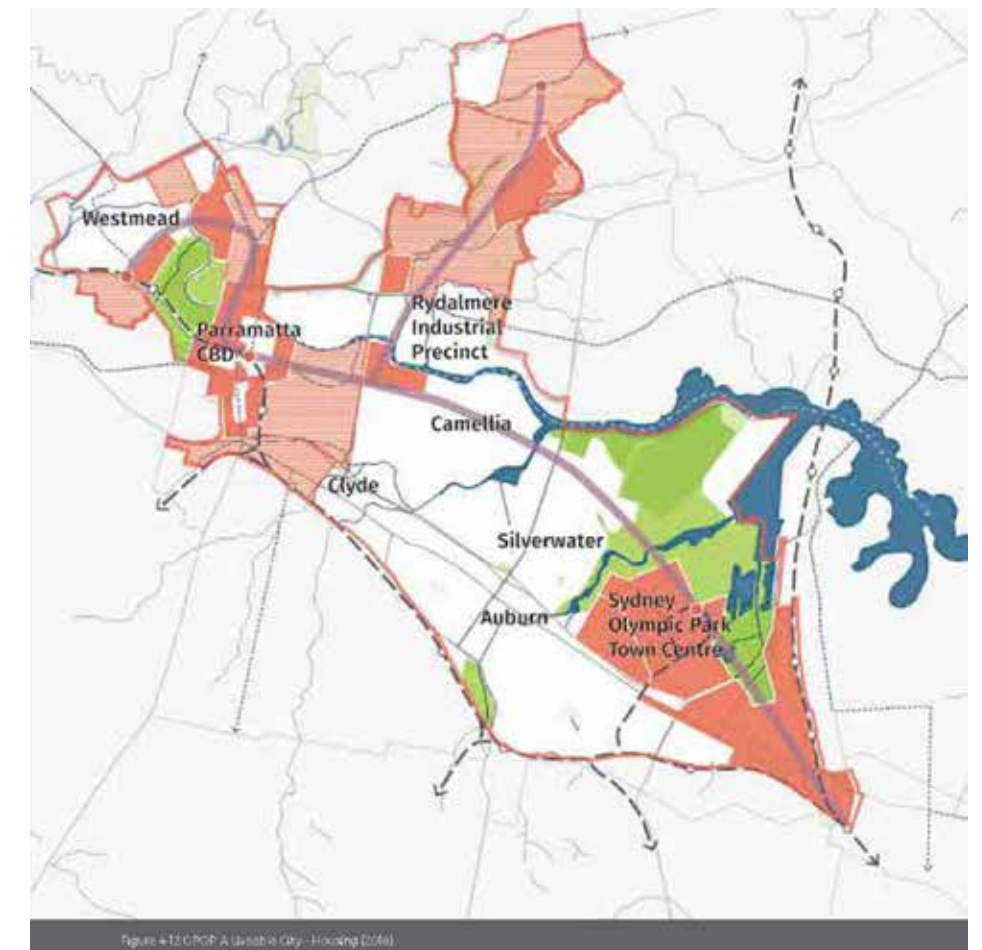


Figure 4-12 CPOP A Livable City – Housing (2016)



Source: GPON Clearing Agency Commission 2011.

GPOP A Liveable City - Housing (2016)

Source: Draft West Central District Plan

1.5 Changing Scale of Precincts within Parramatta

A number of projects are taking place which are shaping the scale and context of areas near to the site. These set a precedent for the appropriate height, scale and density which may be considered for this area.

These should be taken into consideration when considering the appropriate scale and character of the study area.

Parramatta CBD Planning Strategy and Planning Proposal

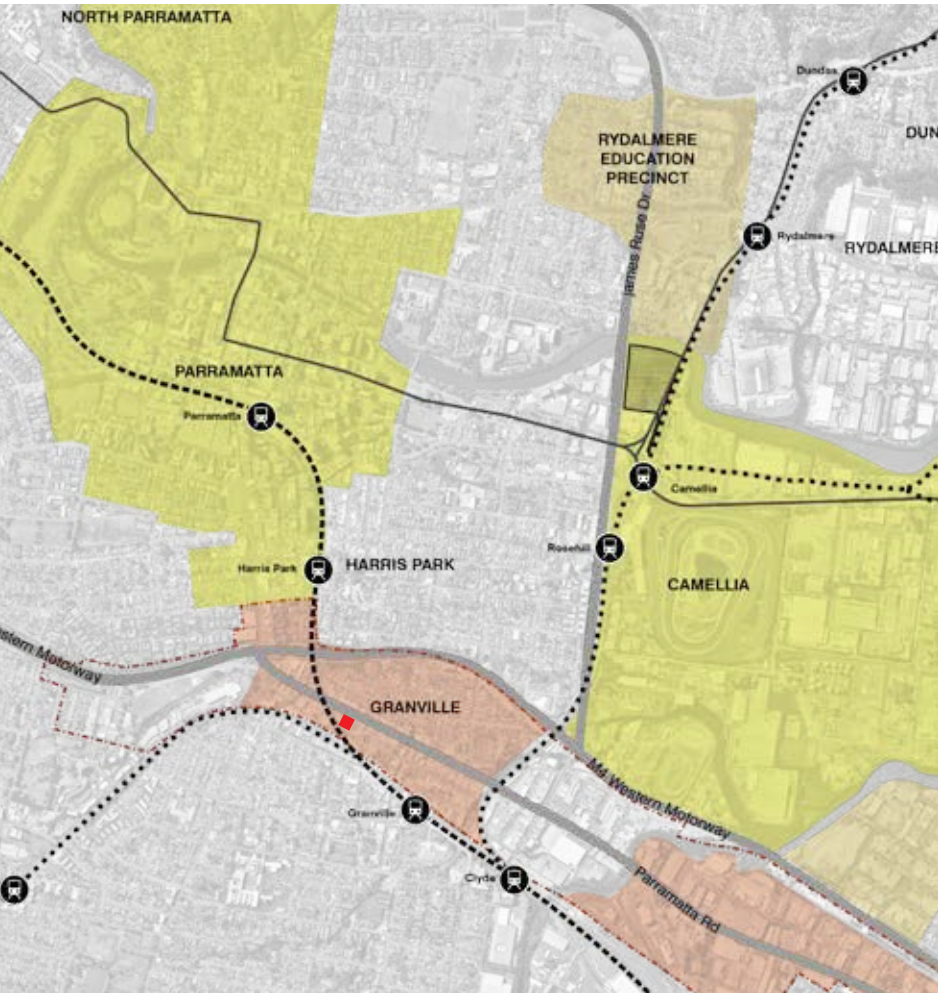
Parramatta City Council has adopted a new Planning Strategy for Parramatta CBD (27 April 2015), based on the Planning Framework Study for Parramatta City Centre developed by Architectus with SGS (2014), from which key recommendations were adopted by Council (8 September 2014).

This strategy includes significant increases in heights and densities including 10:1 Floor Space Ratios across a wide area of the City Centre and 6:1 Floor Space Ratios in outer areas.

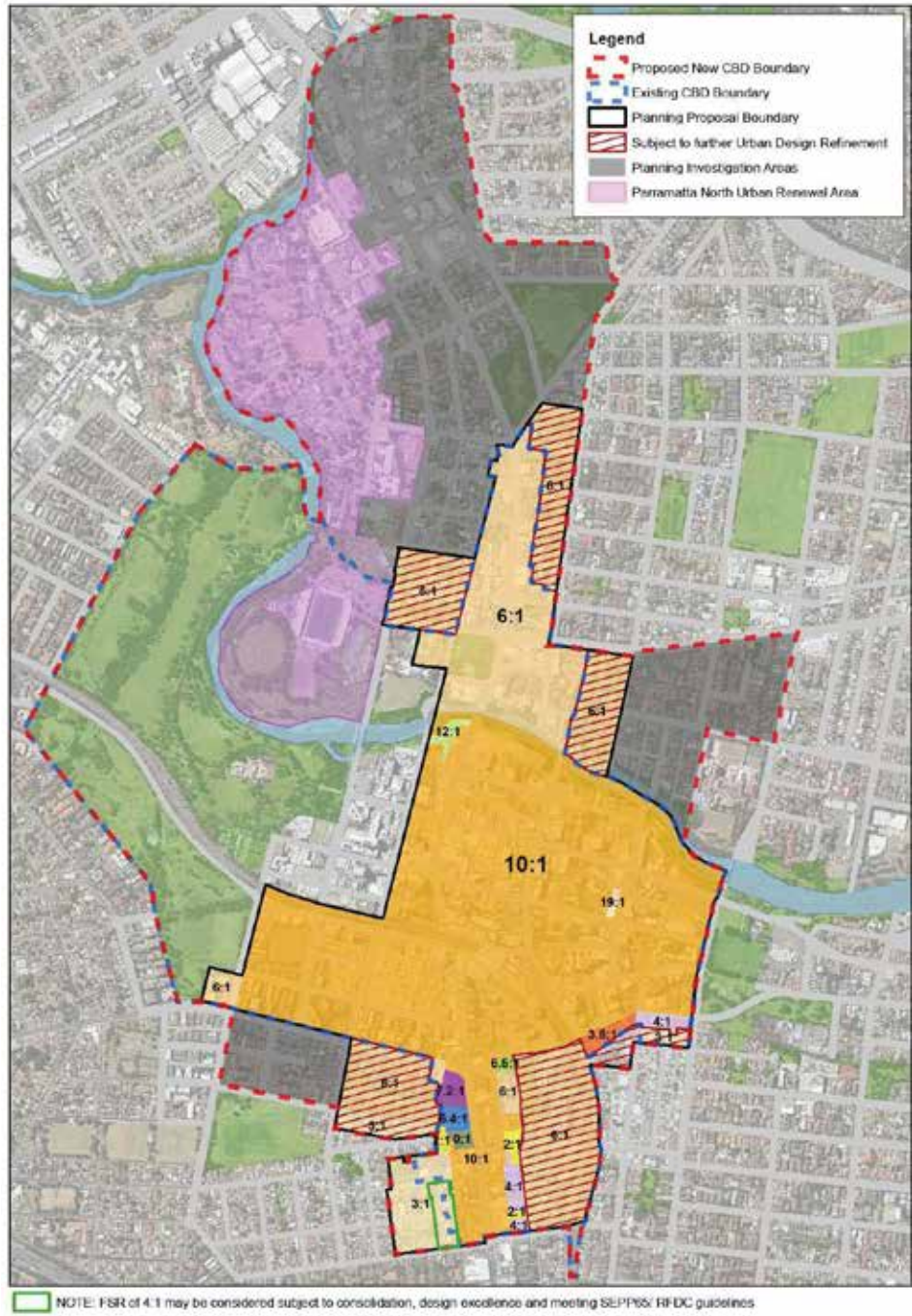
A Planning Proposal has been prepared on this basis and adopted by Council (11 April 2016) for the purpose of seeking a Gateway Determination from the NSW Department of Planning and Environment.

Parramatta CBD Planning Strategy Implementation Plan

Source: Parramatta CBD Planning Strategy implementation plan (PCC, 2015)



Key proposed changes to the site's context



Parramatta North Urban Renewal

Urban Growth NSW is working in collaboration with NSW Government agencies, Parramatta City Council and other stakeholders to prepare a Framework Masterplan to guide the future of publicly owned sites in the area known as Parramatta North Urban Renewal.

The project aims to create a vibrant mixed-use precinct in Parramatta North, including housing and employment opportunities. A key objective will be to upgrade and restore heritage buildings and create a sustainable long-term source of funding for their management.

Draft concepts have been prepared which show high-rise residential development within this precinct which is significantly less accessible than Granville.

Parramatta North - Draft concept

Source: Parramatta North Urban Renewal New Planning Framework



Camellia Precinct

The announcement by Shell to cease refining activities in Camellia within five years presents a rare opportunity to develop and rehabilitate a large parcel of land into an eco-industrial precinct with significant environmental and employment benefits for Greater Sydney for the next 50-years.

The Department and Parramatta City Council have developed a Land Use and Infrastructure Strategy for the Camellia Precinct. It describes potential high rise buildings around Camellia station.

A separate planning proposal for part of this land has been lodged by Parramatta City Council, passed with conditions at gateway and sent to Parramatta Council for implementation. It described floor space ratios of 5.3:1 including roads (approximately 8:1 net at a ratio of 2:3) and building heights up to 126m (approximately 40 storeys).

Camellia Precinct - Indicative development scenario

Source: Camellia Land use and infrastructure strategy July 2015



1.6 Parramatta Road Urban Transformation Strategy

Urban revitalisation of the Parramatta Road corridor is proposed as part of the WestConnex infrastructure project.

The Parramatta Road Urban Transformation Strategy has been released in November 2016.

Within the Parramatta Road Urban Transformation Strategy the Granville Precinct is one of the key precincts, forecast for 5,400 new homes by 2050.

Key plans for the precinct are shown over the following pages.

Key information relating to this site within the strategy includes:

- The site is proposed for B4 mixed use zone at 6:1 FSR and 80m height of buildings.
- A new local street is proposed along the eastern boundary of the site (note: this is shown off-site, as a continuation of Albert Street to the north rather than on this site).
- Along Parramatta Road a 6m setback is required to ground level, with a maximum 18m street wall here and further storeys set back a further 2-6m.

Parramatta Road Precinct (dark grey), frame (light grey)

source: Implementation Tool Kit



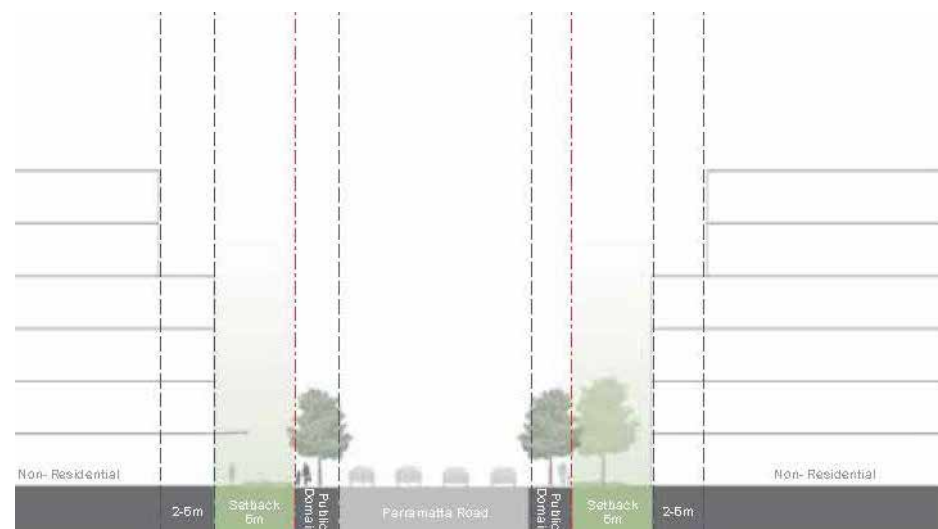
Parramatta Road Corridor Granville

source: Parramatta Road Corridor Urban Transformation Strategy

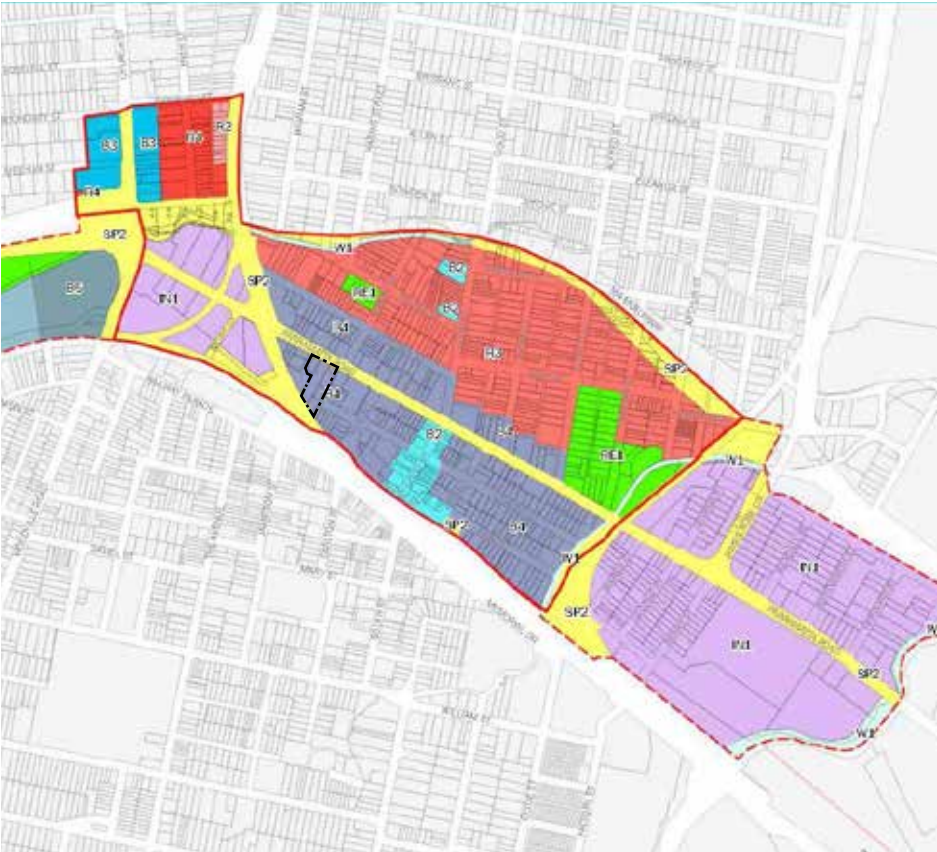


Parramatta Road

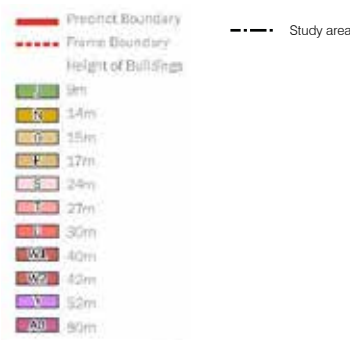
source: Implementation Tool Kit



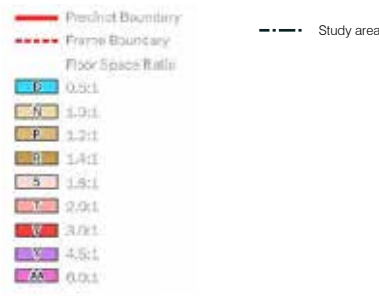
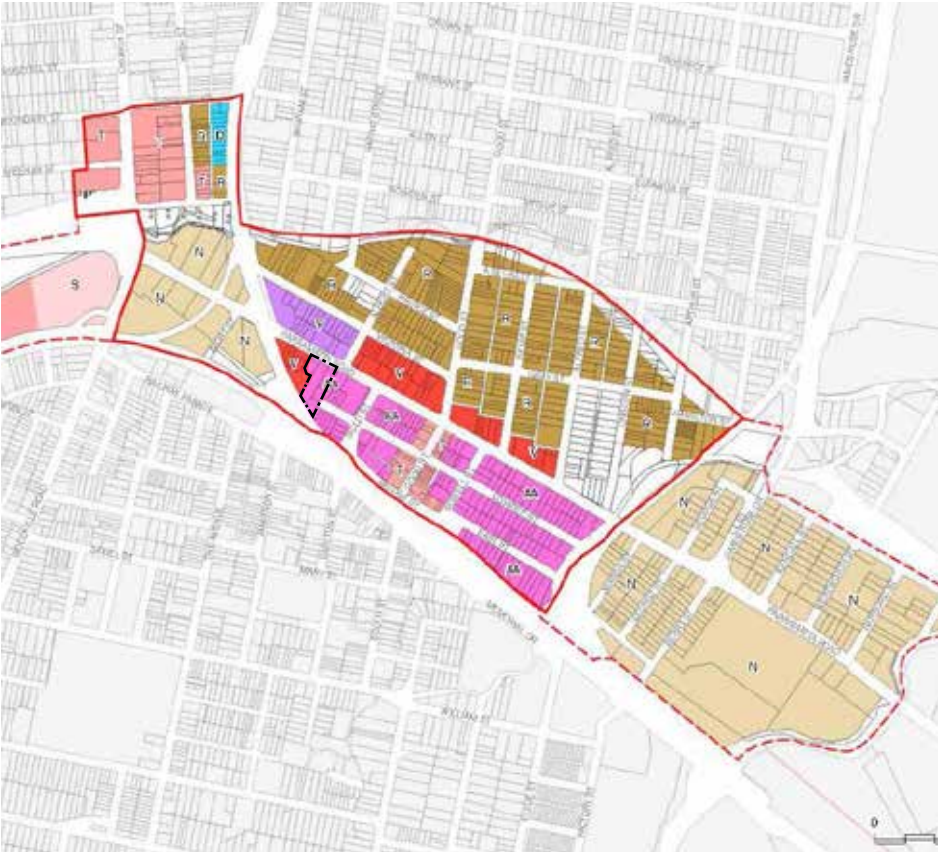
Granville Recommended Land Uses
(extract - site boundary added)



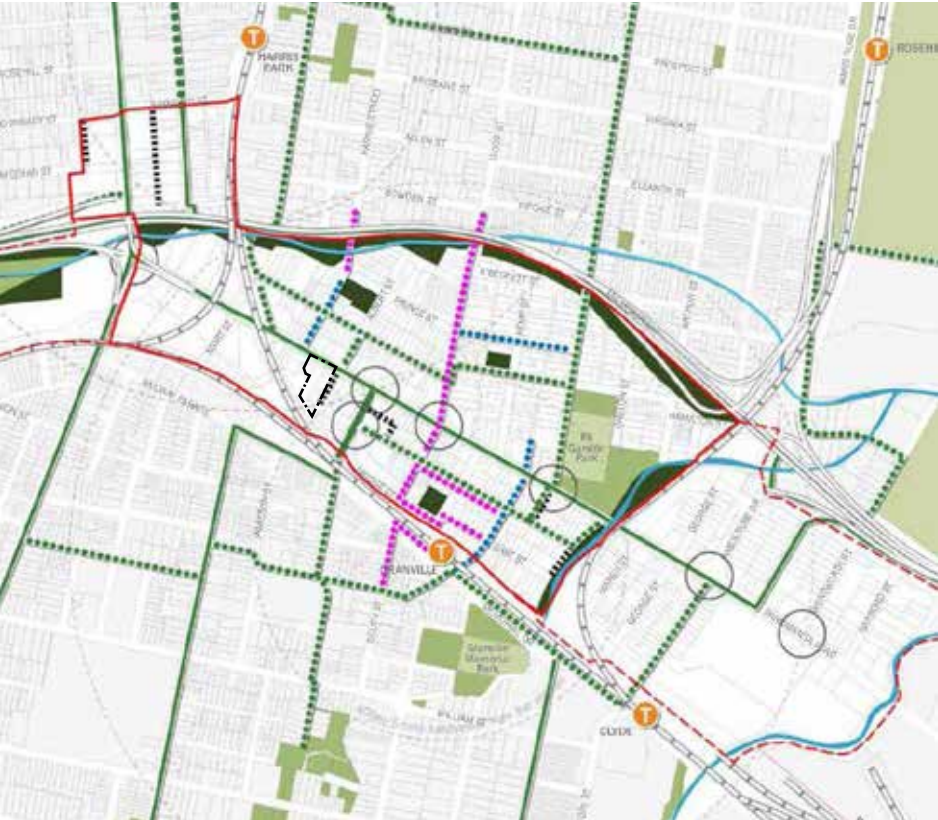
Granville Recommended Building Heights
(extract - site boundary added)



Granville Recommended Building Densities
(extract - site boundary added)

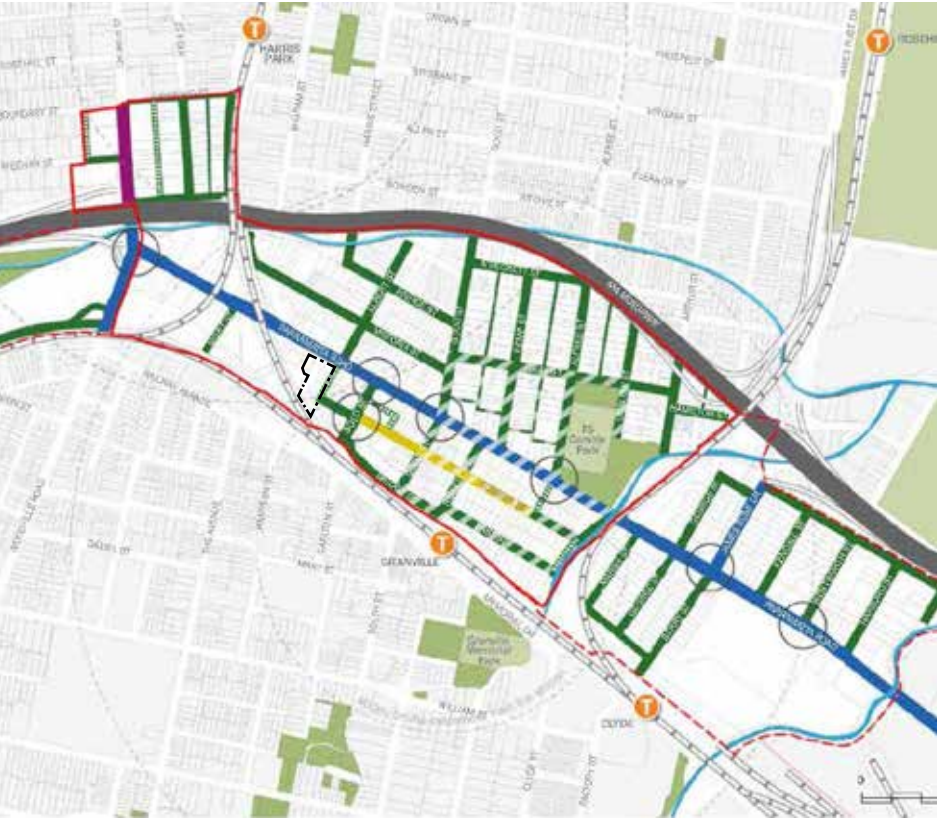


Granville Open Space and Active Transport
(extract - site boundary added)



- Precinct Boundary
- - - Study area
- - - Frame Boundary
- Train line and Station
- Accessible Open Space
- Restricted Open Space
- Waterway
- Indicative Proposed Open Space
- Existing Cycle Link
- Proposed Cycle Link
- Desired Through Site Link
- Prioritised Walking Link
- Proposed Vehicle Connection
- Potential Intersection Upgrade

Granville Street Function
(extract - site boundary added)



- Train line and Station
- Accessible Open Space
- Restricted Open Space
- Waterway
- Proposed Vehicle Connection
- Movement
- Vibrant Street
- Places for People
- Local Street
- Motorway
- High Pedestrian Activity
- Potential Intersection

Granville Green Edge, Transitions and Active and Commercial Frontages Plan (extract - site boundary added)



- Precinct Boundary
- - - Study area
- - - Frame Boundary
- Train line and Station
- Accessible Open Space
- Restricted Open Space
- Waterway
- Indicative Proposed Open Space
- Heritage
- Conservation Area
- Green Edge Setback
- Active Frontage
- Commercial Frontage

1.7 Railway stations in proximity to Parramatta Road

Parramatta Road and proximity to railway stations (Architectus)

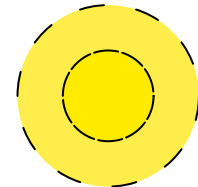


The site is located in one of a few areas where Parramatta Road is close to railway stations (the others being around Homebush, Lewisham and Central).

Within the context of the WestConnex renewal of the Parramatta Road corridor, these areas will have particular importance.

Sited on one of Sydney’s major transport infrastructure links connecting its two largest centres (Central Sydney and Parramatta), The site is suitable for transport oriented development, yield and density.

Key



Distance from stations: 400m (5mins walk) and 800m (10mins walk)

Parramatta Road

- Stations within 400m (5 mins walk) of Parramatta Road
- Stations within 800m (10 mins walk) of Parramatta Road
- Stations greater than 800m (10 mins walk) from Parramatta Road



1.8 Hierarchy of urban centres

Centres and hierarchy

Parramatta's centres diagram (right) describes Granville as one of the three 'Town Centres' of Parramatta (with Westmead and Epping). These are the highest order of centre below Parramatta. This diagram also shows an enterprise corridor along Parramatta Road.

Since this diagram has been produced, several key changes have been made which should heighten the role of Granville:

- The release of the 'Plan for Sydney' which emphasises the role of 'Greater Parramatta' and the Parramatta to Olympic Park Corridor.
- Further development of the Parramatta Road Urban Transformation Strategy has emphasised development of Parramatta Road including a wider mix of uses.
- The future development of the Camellia Precinct (not shown in this previous hierarchy) places greater emphasis on the network of Granville, Parramatta and Camellia.

Parramatta Centres Diagram (Parramatta Council 2010)



Within the draft Central West Subregional Strategy and in Parramatta’s Centres Hierarchy, Granville is one of a number of ‘Town Centres’ based around the ‘Regional City’ of Parramatta.

The table adjacent presents a comparison of the maximum permitted heights and Floor Space Ratios for centres similar to Granville including one step higher in the hierarchy and one step below.

Compared to other ‘Town Centres’ nearby, there is currently a moderate amount of development Planned for Granville, comparable to other Town Centres in Parramatta, below that of Merrylands (Holroyd LGA) and above that of the Auburn LGA centres (Auburn and Lidcombe).

It is notable that one of the Village Centre (Carlingford) currently includes greater maximum Floor Space Ratios and heights than Granville, without Granville’s accessibility by transport.

It should be noted within this comparison that Granville is perhaps the most advantageously connected of the town centres within this area due it its:

- Proximity to Parramatta
- Proximity to the major road connections of Parramatta Road and the M4
- Location at the junction of Railway lines (the Western Railway Line and the Old Main South Line)

Table of Centres by hierarchy and Maximum FSR/Height

| | Local Government Area | Current Max. permitted FSR | Current Max. permitted Height |
|---|------------------------------------|-----------------------------------|-----------------------------------|
| Regional City | | | |
| Parramatta | Parramatta | 10:1 | 200m |
| Town Centres (and Specialised Centre) | | | |
| Merrylands | Holroyd | 9:1 | 65m |
| Epping | Parramatta / Hornsby | 6:1 (both LGAs) | 72m (both LGAs) |
| Granville | Parramatta | 6:1 | 52m |
| Westmead** | Parramatta | No maximum (4:1 where restricted) | No maximum (48m where restricted) |
| Auburn | Auburn | 3.75:1 | 49m |
| Lidcombe | Auburn | 3.6:1 | 36m |
| Village Centres (as defined under Subregional Strategy) | | | |
| Carlingford | Parramatta / Hornsby / Carlingford | 5:1 (Carlingford LGA) | 57m (Carlingford LGA) |
| South Wentworthville | Holroyd | 3:1 | 32m |
| Guildford | Parramatta / Holroyd | 2:1 | 20m |

** Westmead is a ‘Specialised Centre’ in the Subregional Strategy and a Town Centre under the Parramatta Centres Diagram. It contains large areas of SP2 ‘Infrastructure’ land with no designated maximum heights or Floor Space Ratios

1.9 Key existing LEP controls

Key issues:

The site is split into two different areas:

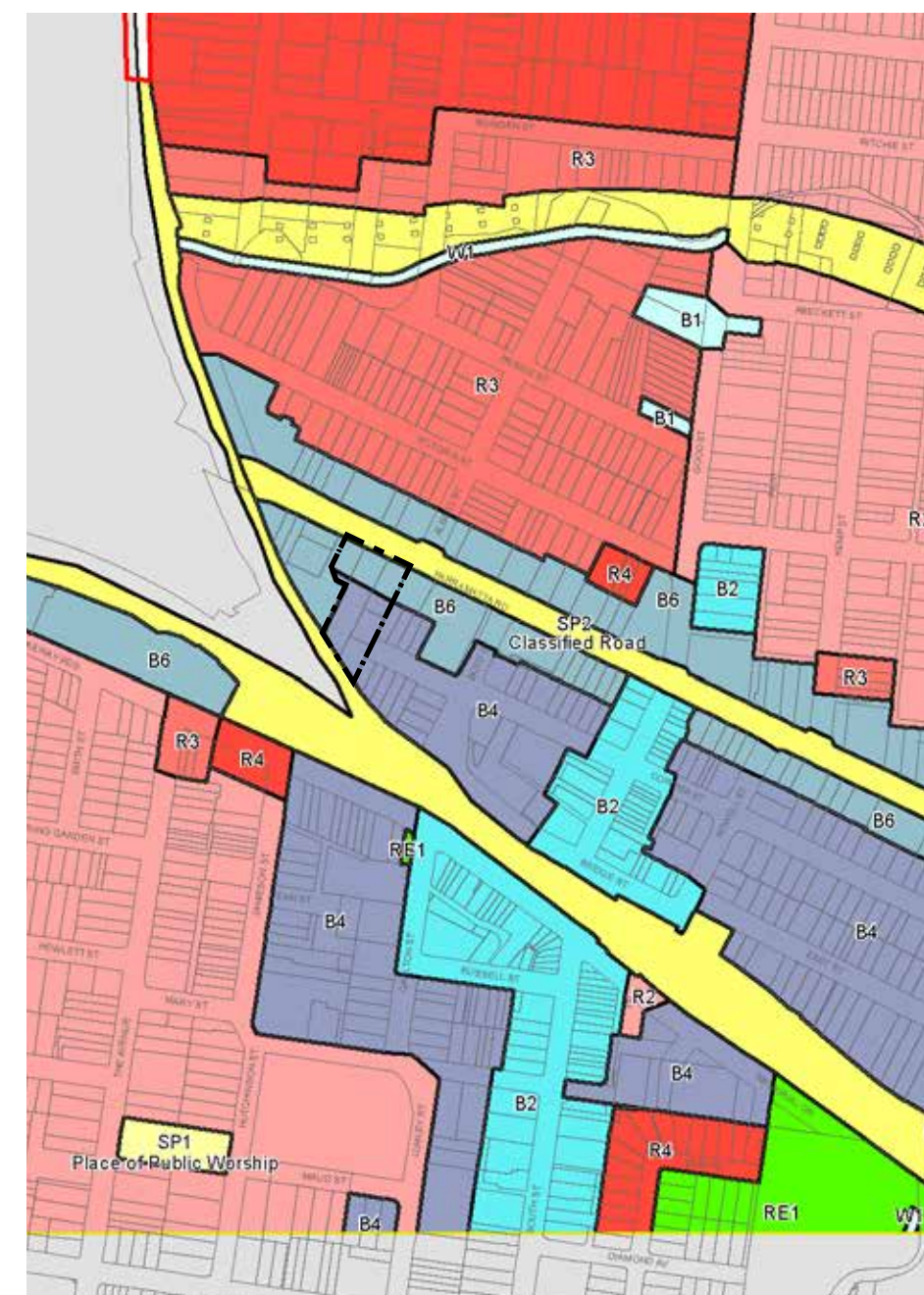
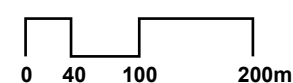
- A B6 'Enterprise Corridor' zoning with 3.0:1 FSR and 21m maximum building heights facing Parramatta Road. This zoning prohibits residential accommodation.
- A B4 'Mixed Use' zoning with 6.0:1 FSR and 52m maximum building heights to its south around Cowper Street. This zoning permits residential development and commercial premises.

The LEP includes a significant 'step' in building heights and density down to sites facing Parramatta Road, and to a lesser extent, towards the medium density residential zone (0.6 FSR and 11m maximum building heights) between Parramatta Road and the M4 Flyover.

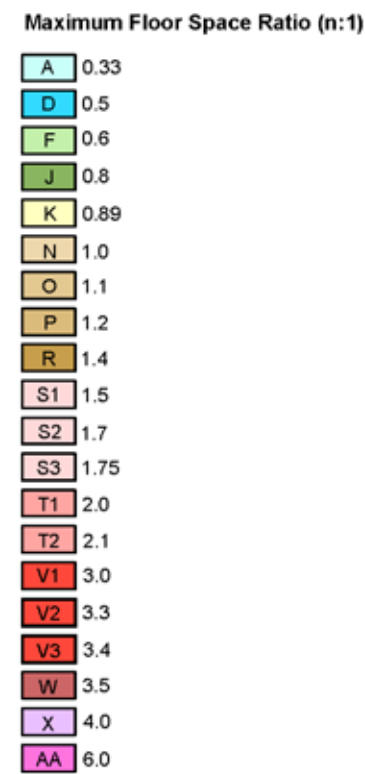
Land Use Zoning



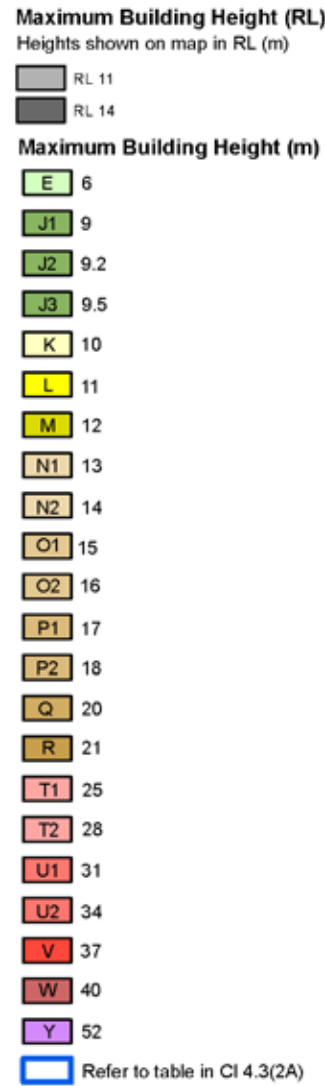
--- Site



Floor Space Ratio



Height of Buildings



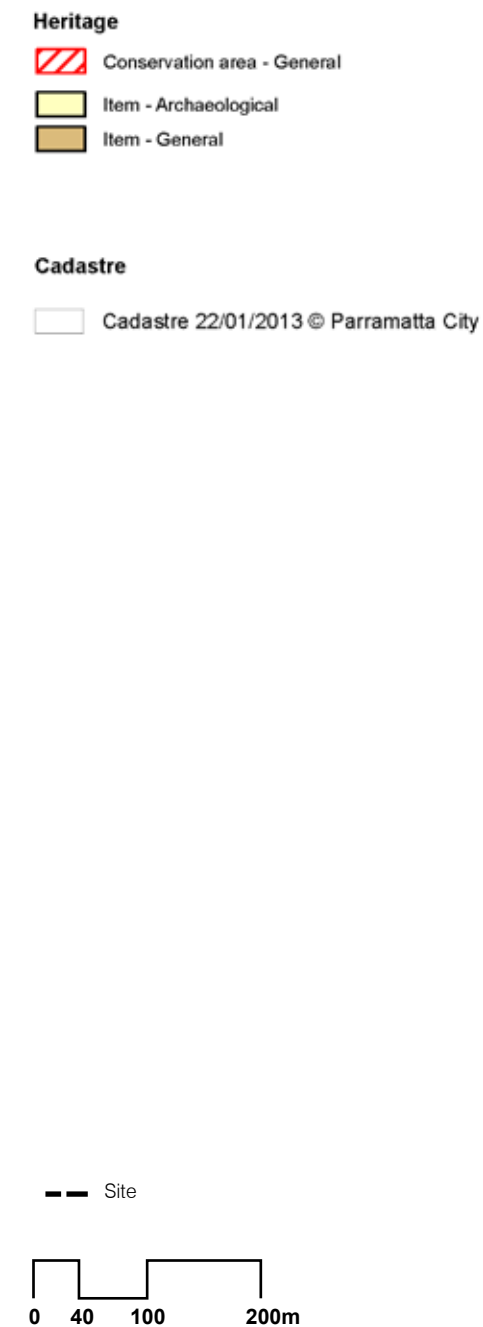
Key issues:

The site is not located near to or within a heritage conservation area.

Immediately adjacent to the site to the west is the heritage site of "Substation No 1" (item I158).

Many other areas which are located close to railway stations include a significant concentration of heritage items and conservation areas (including south of Granville Station and east of Harris Park Station) which are likely to constrain significant future development of parts of these areas.

Heritage



1.10 DCP controls

Key issues:

The current DCP notes an east-west ‘new lane’ through the site extending on alignment with Cowper Street and a north-south ‘desired new pedestrian link’ along the site’s eastern boundary.

The record of the pre-lodgment meeting notes that Council are satisfied with or willing to consider:

- A lane which runs through the site directly to Parramatta Road rather than the lane and pedestrian link indicated.
- A zero-lot line to Parramatta Road.
- A design which avoids the ‘wedding cake appearance’ of multiple setbacks.

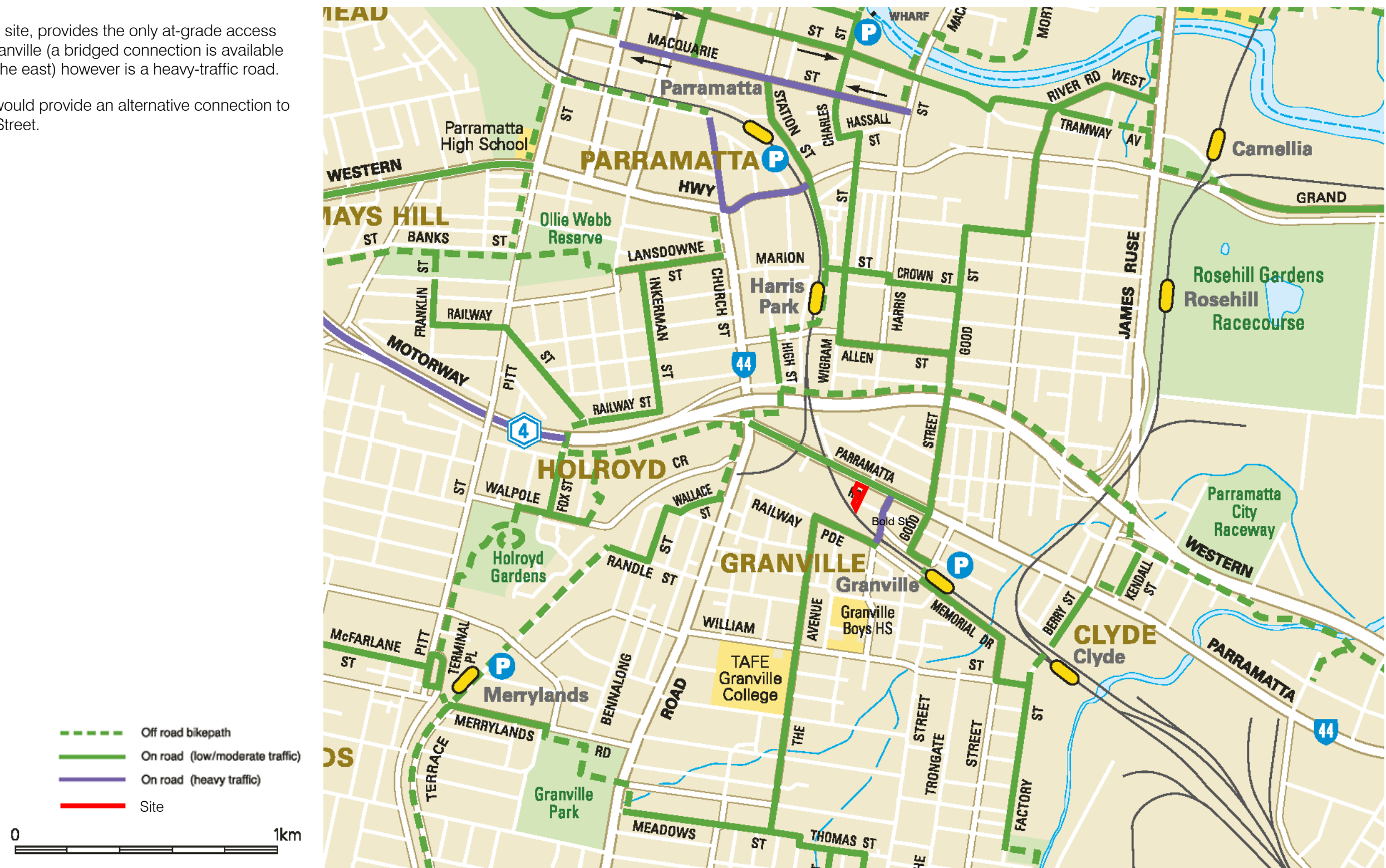
Extract from DCP showing desired linkages for site



1.11 Parramatta Cycleways

Key issues:

- Bold Street, to the east of the site, provides the only at-grade access across the railway around Granville (a bridged connection is available across the railway station to the east) however is a heavy-traffic road.
- A cycle link through the site would provide an alternative connection to the northern section of Bold Street.



1.12 Tower slenderness

As part of Architectus’ work for Parramatta City Centre, principles have been developed for tower slenderness, designed to encourage an attractive skyline with elegant and well separated towers for the City Centre. Although these do not form part of any formal planning document relating to Granville, similar issues will apply and Architectus consider the principles for Parramatta City Centre to be good practice which should be applied in Granville similarly where possible.

These slenderness recommendations are as follows:

“The floorplate Gross Building Area (measured to the external facade of the building, including balconies) of residential towers should be limited to a maximum of:

- *800sqm for residential buildings up to 75m in height (approx. 25 storeys).*
- *950sqm for residential buildings which are 75-105m in height (approx. 25-35 storeys).*
- *1100sqm for residential buildings greater than 105m in height (approx. 35 storeys).”*



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2.0 Analysis summary



2.1 Quadrants of Granville Centre

Northwest quadrant:

- Close to Parramatta and Church Street (Auto Alley) regeneration.
- On Parramatta Road, within the context of the Westconnex Urban Renewal.
- Fewer heritage issues.

Southwest quadrant:

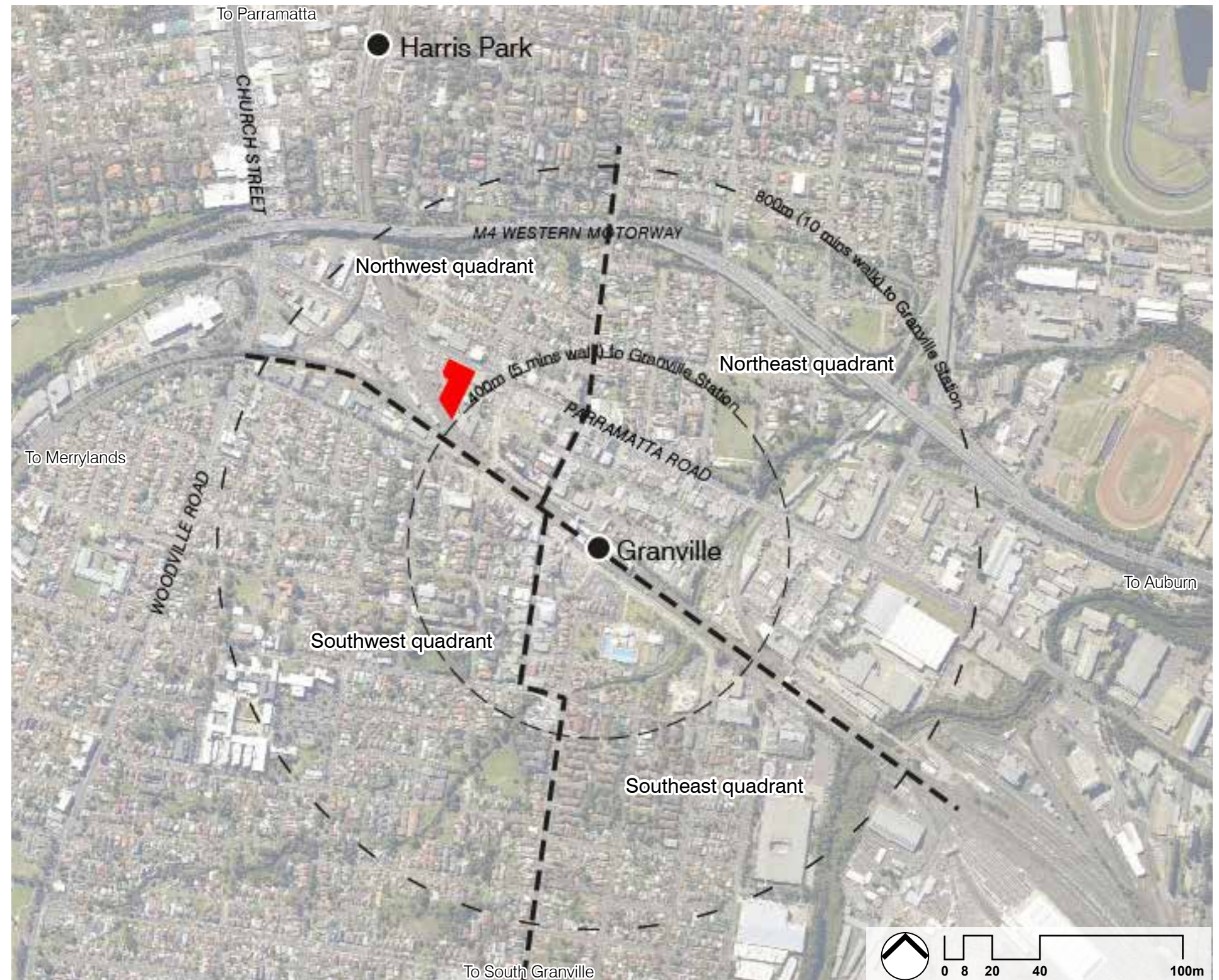
- Existing town centre.
- Significant heritage issues including a large number of heritage items and heritage conservation areas.

Southeast quadrant:

- Significant heritage items near the centre
- Existing zoning for high-density residential
- Some industrial uses

Northeast quadrant:

- On Parramatta Road, within the context of the Westconnex Urban Renewal.
- Much of this area lies behind the barrier of the Carlingford railway line
- Significant industrial uses connecting to a larger industrial precinct to the northeast.



2.2 Adjacencies and near context

Key issues:

- The major noise and pollution sources of Parramatta Road and the Railway are a key design constraint of the site. Parramatta Road lies to the north of the site and the railway runs to the south.
- The site is also adjacent to a heritage substation building. The present aspect, character and setting of the substation is not highly attractive as it is within an industrial setting of automotive industry including large areas of hard-surfacing, functional industrial fencing and ad hoc parking. It is likely that a proposal will be able to improve the visual setting of this heritage building. Access to the heritage substation building separates the site from other potential future development sites to the west.
- Designs for the site should have careful consideration of the existing uses adjacent to the site - particularly to the east around Cowper Lane where the existing automotive servicing and repairs businesses may create some disturbance for nearby residential uses.



Aerial photograph of site from west (source: Bing Maps)



Site as seen along Cowper Street



Heritage substation as seen from Parramatta Road



Panoramic view of Parramatta Road from north (approx. frontage of site marked)

2.3 Site conditions

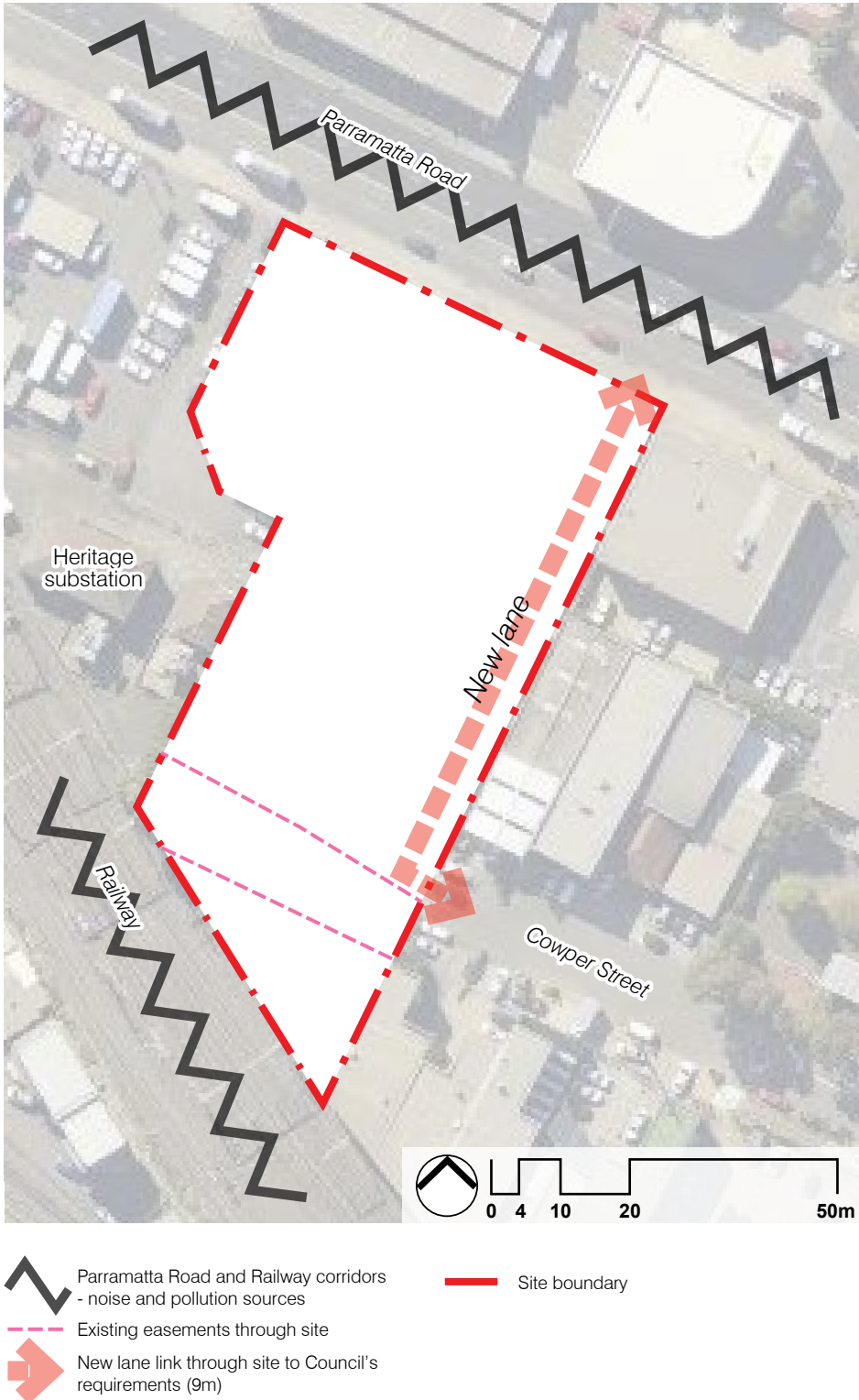
Key issues:

- There are a number of easements and accessways affecting the site including:
 - A number of easements run through the southern portion of the site, generally aligning with Cowper Street.
 - There is a small (approx. 1m wide) drainage reserve along the site's eastern boundary.
 - To the west of the site is a private vehicular access way used to access the substation site.
- The key constraints affecting the site include:
 - The effects of noise and pollution from the Parramatta Road and railway corridors
 - The existing easements through the site.
 - The new lane link to be provided through the eastern portion of the site at Council's request.

Easements and accessways



Key constraints



2.4 Availability of sites and indicative amalgamation patterns

Introduction

The plans on the following pages describe how the context of the site may be developed in the future, assuming a development typology of towers for the Parramatta Road corridor and south of this with a smaller walk-up apartment blocks to the north.

The process undertaken in this testing is as follows:

- Identify the availability of sites for significant development based on features such as lot size, heritage status and typology of existing development.
- Identify an indicative development form based on amalgamating sites to provide the appropriate development form where possible.
- Identify amalgamation patterns based on this indicative development form, noting where sites are likely to be constrained from delivering significant development.

Key issues raised by the each of these steps have been raised over the following pages.

Availability of sites for significant development



Key issues

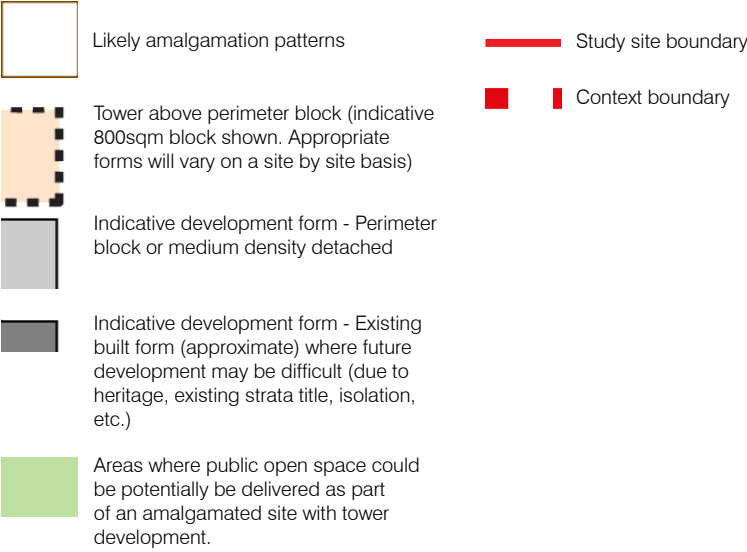
- Relatively few sites located south of Parramatta Road, which are currently zoned to allow for higher density and taller development, are easy to develop. This is due to existing heritage items, strata titled sites and small Torrens titled lots. The site is one of few large-lot areas within this area which are easy to develop.
- Sites along Parramatta Road provide the easiest opportunity for development.

Indicative development form



Key issues

- The site is one of few amalgamated sites with the potential to deliver public open space for the area which is away from Parramatta Road, in addition to a tower.



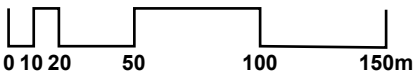
Indicative amalgamation patterns



Key issues

- The local context of the site includes the potential for amalgamation to allow for larger development forms however few sites can provide this without an amalgamation of lots.
- Under the existing LEP a significant portion of land south of Parramatta Road is zoned for 52m heights and a 6:1 FSR. However, there are only around three sites within this area which, when amalgamated, are capable of providing tower forms. This site is one of these.
- This sketch demonstrates that the required amalgamated lot size for a tower development in this area is approximately 2500sqm.

- Likely sites for tower development with perimeter block development
- Likely sites for perimeter block development with lesser potential for tower development above.
- Likely sites for medium density detached development
- Existing heritage sites - Development may be difficult
- Existing strata title sites
- Isolated site
- Areas zoned for taller development (52m/6:1 FSR under current LEP)
- Study site boundary
- Context boundary





3.0 Revised options (2016)



3.1 Previous preferred option

The 2015 preferred building form is described in the plans and views adjacent and opposite. This was developed prior to the release of the Draft Parramatta Road Urban Transformation Strategy and subsequent Parramatta Road Urban Transformation Strategy, which updated the expected context for the site and its anticipated development form.

This building form achieves the following:

- A 6.0:1 FSR, matching expectations (as of 2015) for the future of the local context.
- Significant open space and good open space amenity for future residents.
- A marker building within the local context at an appropriate location (near the entrance to Granville from the west along Parramatta Road).
- A well activated new public laneway.
- Minimises the amenity impacts of Parramatta Road and the railway.
- Pushes the tower form away from Parramatta Road in line with Council's advice.
- The public open space continues the line of Cowper Street, encouraging the potential for future east/west links.

A public laneway and significant open space on-site constrains the site's development potential and provides justification for increased height.

A setback of 6m (half of the RFDC separation distance for buildings of 4-storeys) rather than 12m (half of the RFDC separation distance for buildings over 8 storeys) is shown to the western boundary. This allows the proposal to fit within a form similar to that recommended by Council's urban designers and is considered reasonable as the geometry of the adjacent site and its heritage asset mean that it is unlikely that buildings of significant height are likely to be located immediately adjacent on this heritage substation site.



- Onsite development - residential podium
- Onsite development - residential tower
- Onsite development - commercial podium
- Offsite development (potential future context, see Section 3)
- Existing buildings likely to be retained
- Current proposal - 161-189 Parramatta Road Granville

35st Storeys from ground floor

n.b. all dimensions approximate

Approximate floorspace calculations:

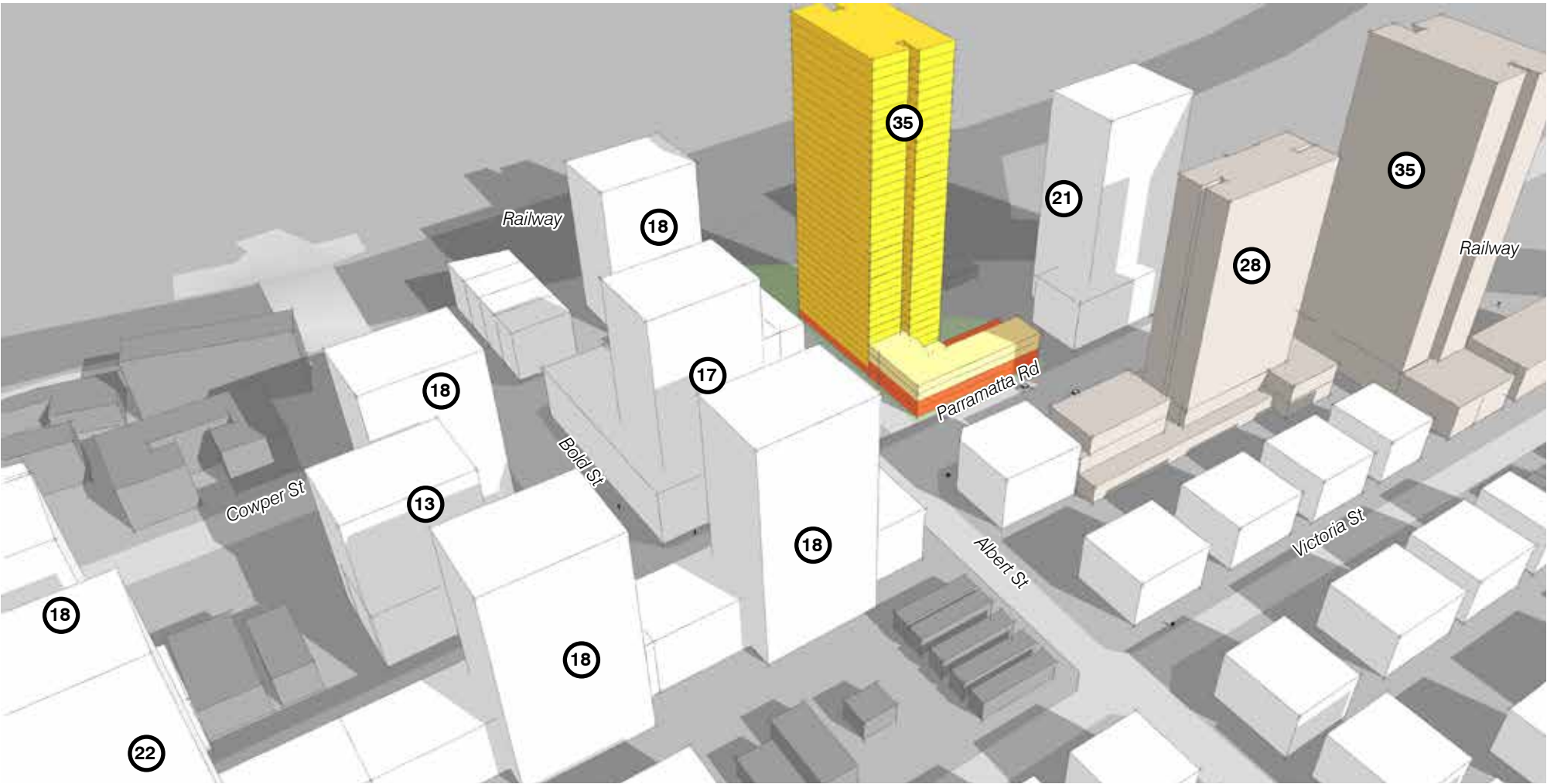
| Building Element | Tower | Commercial podium | Upper podium (residential) |
|--|--|-------------------|----------------------------|
| Gross External Area (envelope / footprint) | 1011sqm | 1065sqm | 840sqm |
| Storeys (and use) | 35 (34.5 residential / 0.5 commercial) | 2 (commercial) | 2 (residential) |

At 75% average efficiency (GEA to GFA) and based on the site area of 4887.9sqm this provides:

Residential GFA: 27,418sqm (5.6:1 FSR)
Commercial GFA: 1,977sqm (0.4:1 FSR)
Total GFA: 29,395sqm (6.0:1 FSR)

Indicative plan within future context

View from northeast



View west along Parramatta Road



Aerial view from east along Cowper St



3.2 Updated scenarios (2016)

5.2.1. Introduction

Following further discussions with Council consideration of the Parramatta Road Urban Transformation Strategy, a range of further options for the site have been developed. These are further described over the following pages.

All options include:

- 6:1 FSR at 75% efficiency from footprint shown
- Council's requested setbacks from Parramatta Rd; (6m to ground floor commercial, with a further 8m to residential above - note these are greater than those required under the Parramatta Road Urban Transformation Strategy)
- 12m setbacks from residential towers to the eastern site boundary.
- The context for the sites is shown as per the Draft Parramatta Road Urban Transformation Strategy with an indicative amalgamation pattern (updated from the assumptions used in the previous 2015 report).

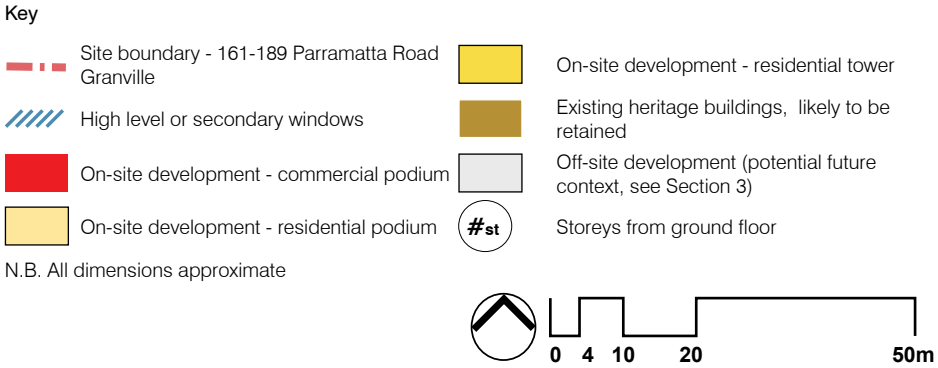
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Scenario 01- No lane, 25 storeys

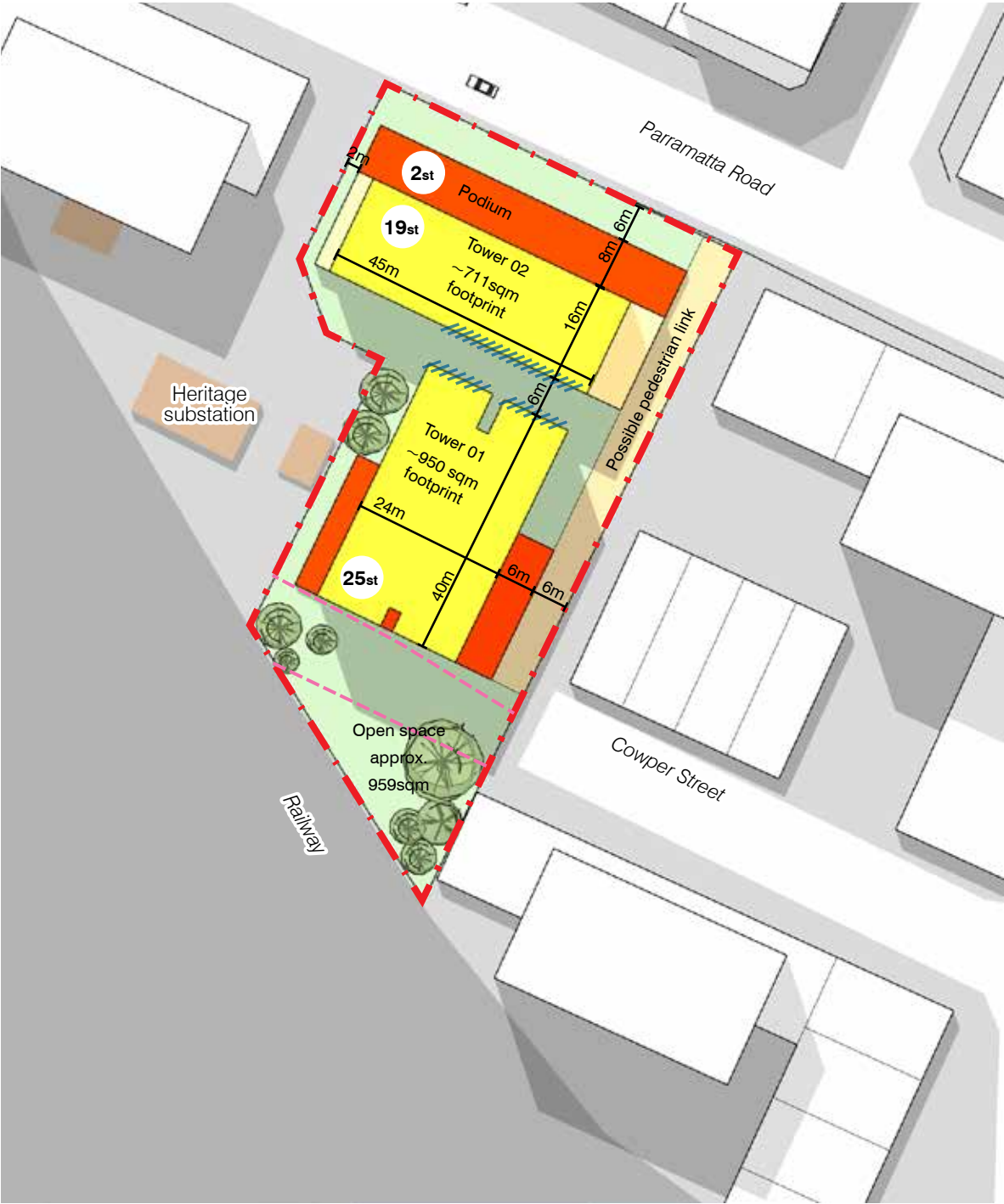
- No. of towers
- Towers are well separated
- No. of storeys (height)
- Maximum tower footprint
- Meets slenderness recommendations (see 1.11)
- Lane is provided
- Open space alignment with Cowper street
- FSR

2
X
25
959
✓
X
X
6:1

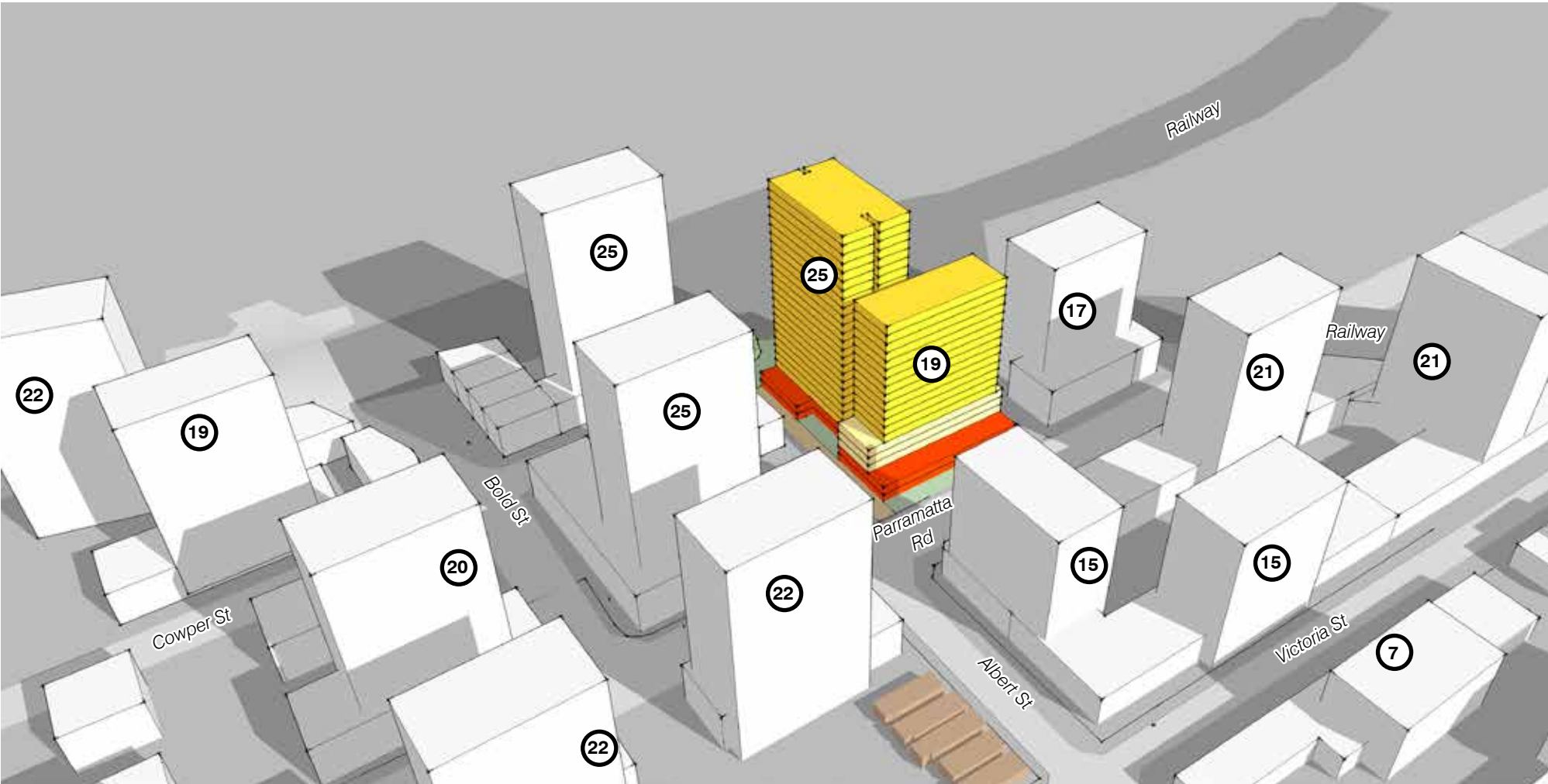
Indicative plan



Site layout within future context



View from northeast



View west along Parramatta Road



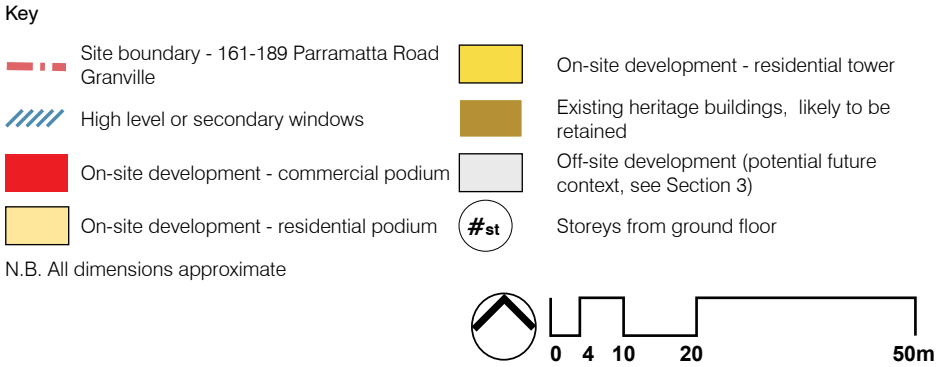
Aerial view from east along Cowper St



Scenario 02 - Single large floorplate, lane

| | |
|--|------|
| No. of towers | 1 |
| Towers are well separated | ✓ |
| No. of storeys (height) | 31 |
| Maximum tower footprint | 1438 |
| Meets slenderness recommendations (see 1.11) | ✗ |
| Lane is provided | ✓ |
| Open space alignment with Cowper street | ✓ |
| FSR | 6:1 |

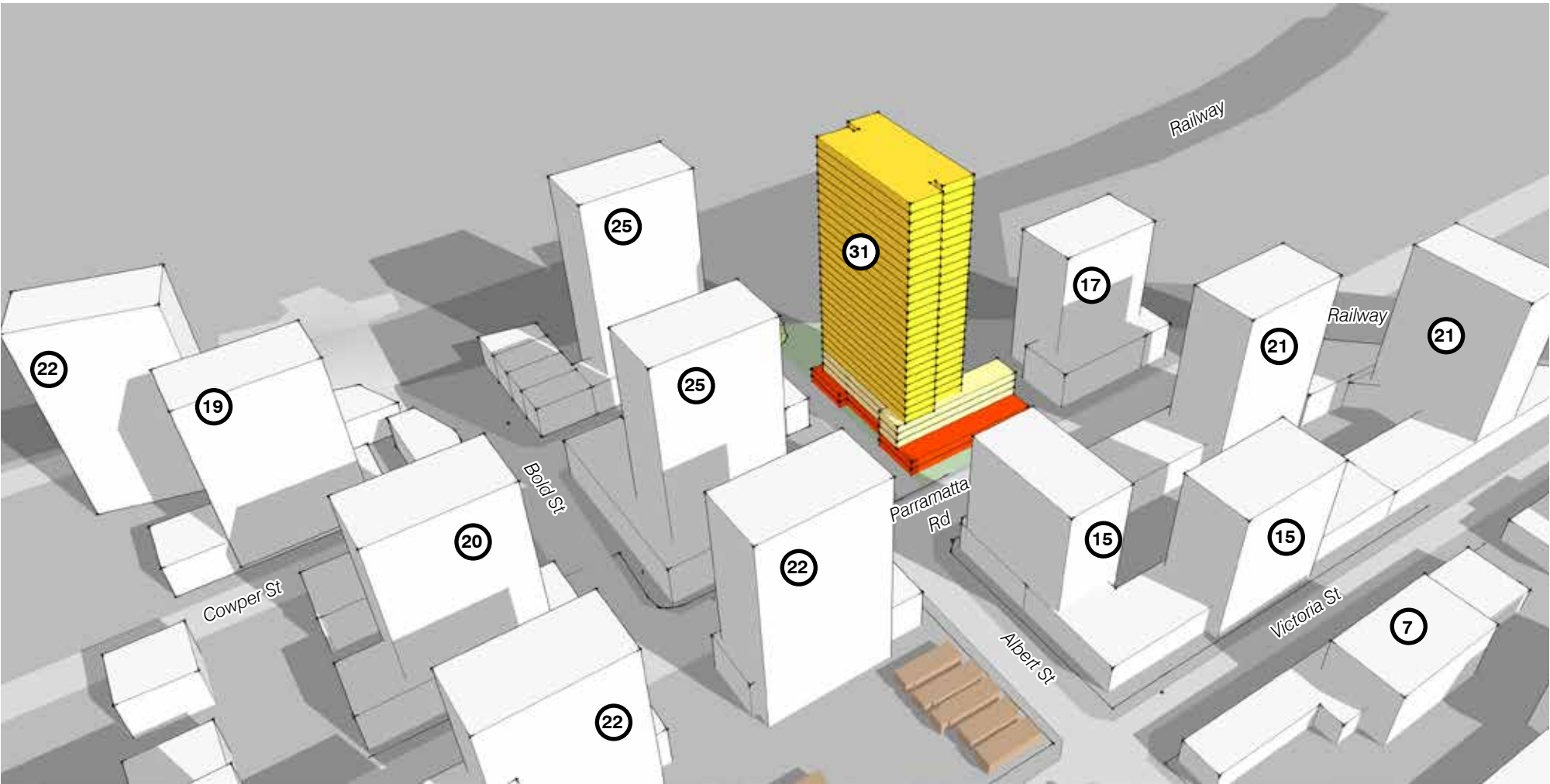
Indicative plan



Indicative plan within future context



View from northeast



View west along Parramatta Road



Aerial view from east along Cowper St



Scenario 03 - Taller thinner tower

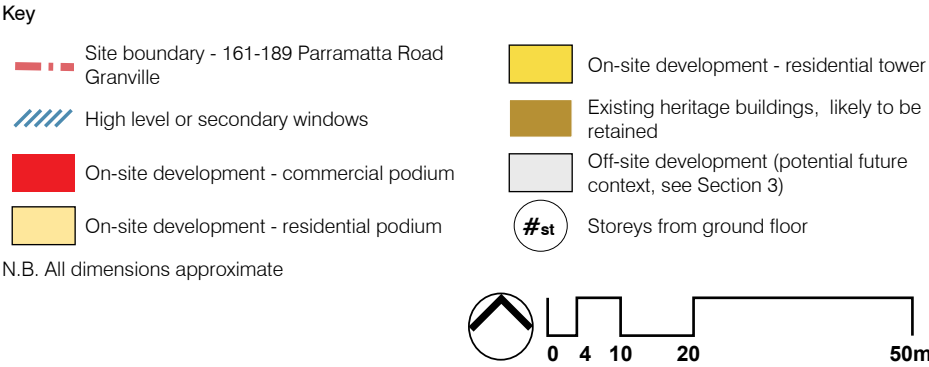
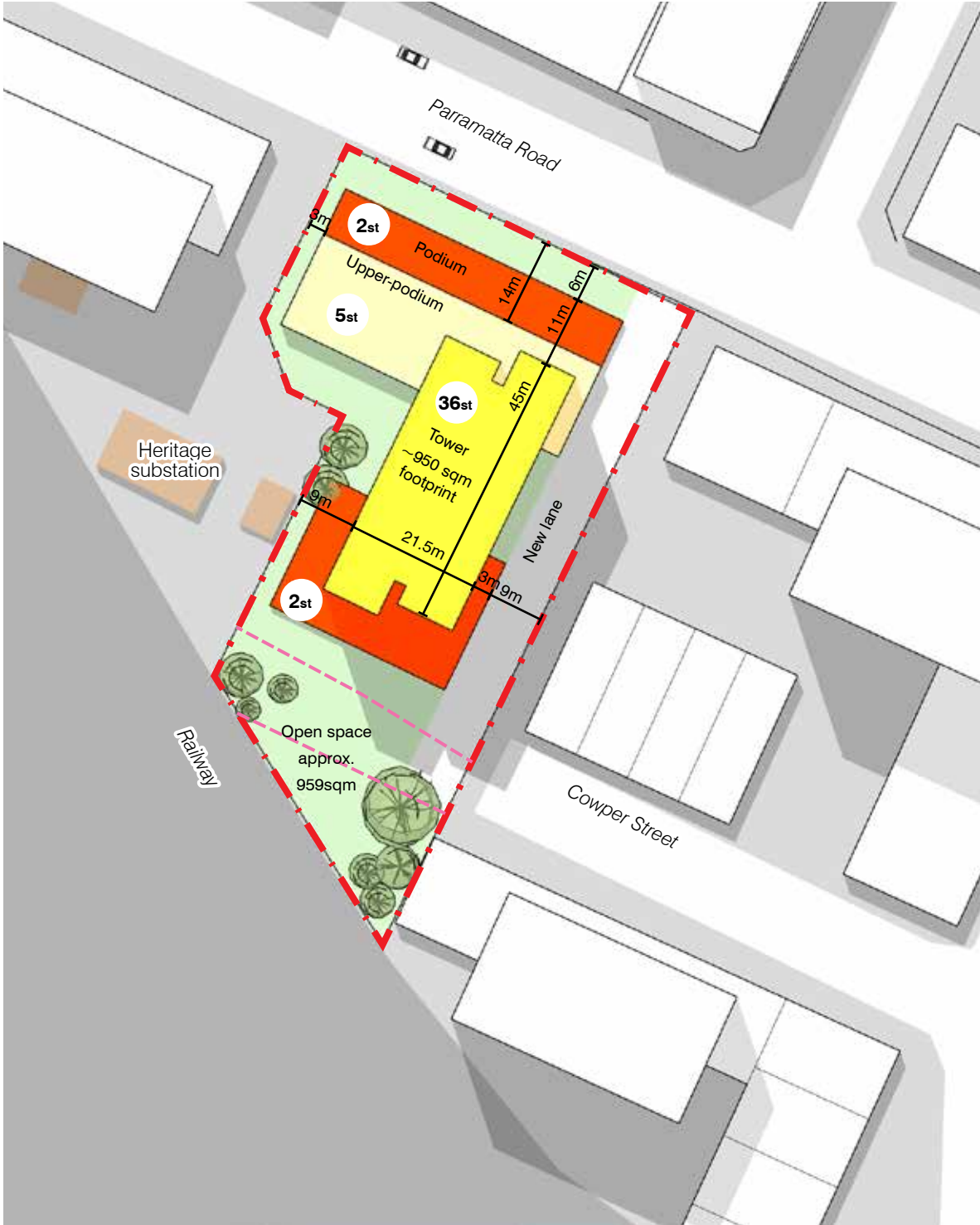
- No. of towers
- Towers are well separated
- No. of storeys (height)
- Maximum tower footprint
- Meets slenderness recommendations (see 1.11)
- Lane is provided
- Open space alignment with Cowper street
- FSR

1
✓
36
959
✓
✓
✓
6:1

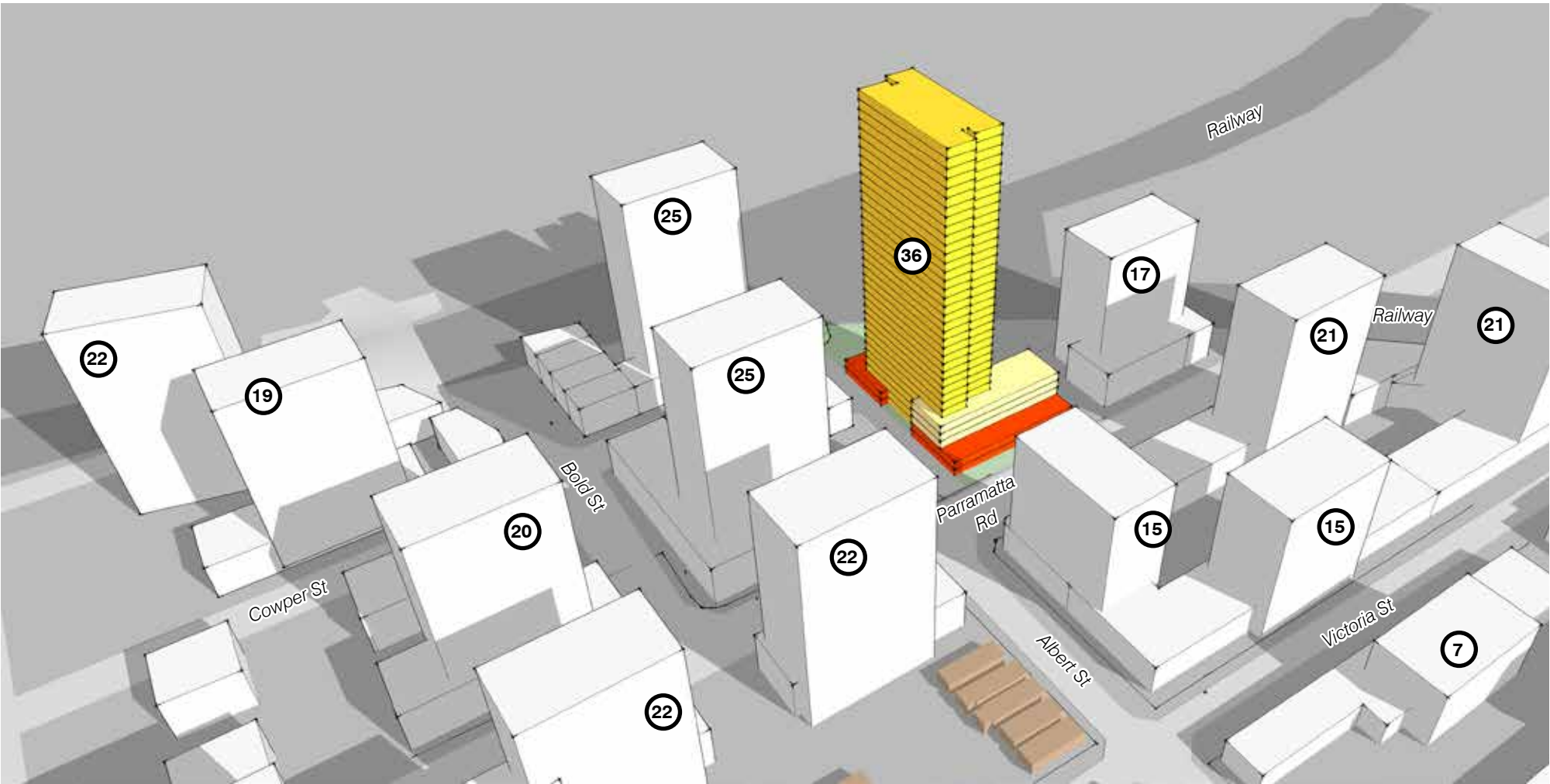
Indicative plan



Indicative plan within future context



View from northeast



View west along Parramatta Road



Aerial view from east along Cowper St



3.3 Summary of scenarios

Scenarios

01: No lane, 25 storeys



02: Single large floor plate



03: Taller, thinner tower



| | | | |
|---|-----|------|-----|
| No. of towers | 2 | 1 | 1 |
| Towers are well separated | ✗ | ✓ | ✓ |
| No. of storeys (height) | 25 | 31 | 36 |
| Maximum tower footprint | 959 | 1438 | 959 |
| Meets slenderness recommendations | ✓ | ✗ | ✓ |
| Lane is provided | ✗ | ✓ | ✓ |
| Open space alignment with Cowper street | ✗ | ✓ | ✓ |
| FSR | 6:1 | 6:1 | 6:1 |

3.4 Recommendations

Architectus recommends a single slimmer tower approach as shown in Scenario-03 as this is able to achieve the following:

- Good tower separation
- Provision of a lane to east
- Open space which aligns with Cowper Street to the south
- Meets Architectus tower slenderness recommendations (developed for Parramatta City Centre)

The preferred scenario is in accordance with the Parramatta Road Urban Transformation Strategy on the following issues:

- Land use
- Density
- Relationship to Parramatta Road

The preferred scenario differs from strict application of the strategy with its height (36 storeys or approximately 125m) being significantly above the heights envisioned (25 storeys or 80 metres). This is considered by Architectus appropriate for the following reasons:

- There are a range of site-specific reasons which result in the need for generally greater heights on this site to reach the same FSR as compared to other sites including:
 - The provision of a new road link
 - The provision of a new publicly accessible open space to the south (which provides an important local space, as well as through pedestrian connection)
 - Site-specific geometry
- The preferred scenario is also providing a greater setback to residential from Parramatta Road than required under the Strategy.
- Parramatta Council’s written response to the Draft Parramatta Road Urban Transformation Strategy stated a need for heights in excess of 25 storeys in order to achieve a good built form outcome at 6:1 densities.
- Although 6:1 density could be provided at lower heights (as shown in Scenarios 1 and 2), these are considered worse urban design outcomes for the reasons described above.

Architectus understands that a more detailed proposal including indicative floor plans and schedule based on this preferred scenario will be developed by Design & Building Group (DABG) towards a Planning Proposal for this site.