Appendix E

Built form and urban design report

Parramatta Metro Precinct

Sydney Metro

Urban Design & Architecture Report

SMWSTEDS-SMD-SN200-AT-RPT-044003

September 2021 (Revision G)

NSW GOVERNMENT | sydney METRO | BATESSMART

REVISION	DATE	WIP	CONTENT CHECK	TECHNICAL CHECK	TECHNICAL REVIEW	COORDINATION REVIEW	DELIVERY APPROVAL
A	23 July 2021	Space Planning Report	Mathieu Le Sueur	John Culshaw	Robert Moore	Atif Bilgrami	Steve Godman
B	3 September 2021	Space Planning Report	Mathieu Le Sueur	John Culshaw	Robert Moore	Atif Bilgrami	Steve Godman
C	12 October 2021	Indicative Concept Definition	Mathieu Le Sueur	John Culshaw	Robert Moore	Atif Bilgrami	Steve Godman
D	17th December 2021	SSDA Concept Design Report	Mathieu Le Sueur	John Culshaw	Robert Moore	Atif Bilgrami	Steve Godman
E	31st March 2022	Response to Comments	Mathieu Le Sueur	John Culshaw	Robert Moore	Kush Vehalla	Adrian Ganero
F	13th May 2022	SSDA in Response to POC Update	Mathieu Le Sueur	John Culshaw	Robert Moore	Kush Vehalla	Adrian Ganero
G	30th September 2022	SSDA in response to LEP changes	Mathieu Le Sueur	John Culshaw	Robert Moore	Kush Vehalla	Adrian Ganero

S3 – FOR REVIEW AND COMMENT
SMWSTEDS-SMD-SN200-AT-RPT-044003

Sydney Metro West

Parramatta

"Parramatta’s central stage; a destination for cultural experiences in the heart of Sydney’s Central River City with retail, entertainment and opportunities for creative and innovation jobs unlocked by Sydney Metro and connected by other transport modes."

Precinct Vision

Acknowledgment of Country

We acknowledge the Traditional Owners of this land, the Darug People of the Eora Nation. We recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

Common Ground First Nations

www.commonground.org.au

Transformative thinking for the future city.

Bates Smart is a city-making design practice. We combine architecture, interior design and urban design to create places and spaces that improve people's lives. We have been transforming Australian cities for 165 years, improving our surroundings, our opportunities, our growth and our quality of life.

Client

Transport for NSW

Design Team

Urban Design Bates Smart

Architecture Bates Smart

Station Design Grimshaw

Public Domain Arcadia

Structural EDS MottMcDonald Partnership

Services EDS MottMcDonald Partnership

Vertical Transportation EDS MottMcDonald Partnership

ESD EDS MottMcDonald Partnership

Heritage EDS MottMcDonald Partnership

Planning Ethos Urban

Traffic EDS MottMcDonald Partnership

Civil EDS MottMcDonald Partnership

Facade EDS MottMcDonald Partnership

Regenerative Design Grimshaw

Project Number S12486

Disclaimer

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BATESSMART™

Melbourne

1 Nicholson Street
Melbourne
Victoria 3000
Australia

T +61 3 8664 6200
F +61 3 8664 6300

batessmart.com

Sydney

43 Brisbane Street
Surry Hills
New South Wales 2010
Australia

T +61 2 8354 5100
F +61 2 8354 5199

ABN 68 094 740 986

Contents

1.0 Introduction & Executive Summary

This report has been prepared by Bates Smart on behalf of Sydney Metro to accompany an State Specific Development Application (SSDA) application for a large city block in the centre of the Parramatta CBD.

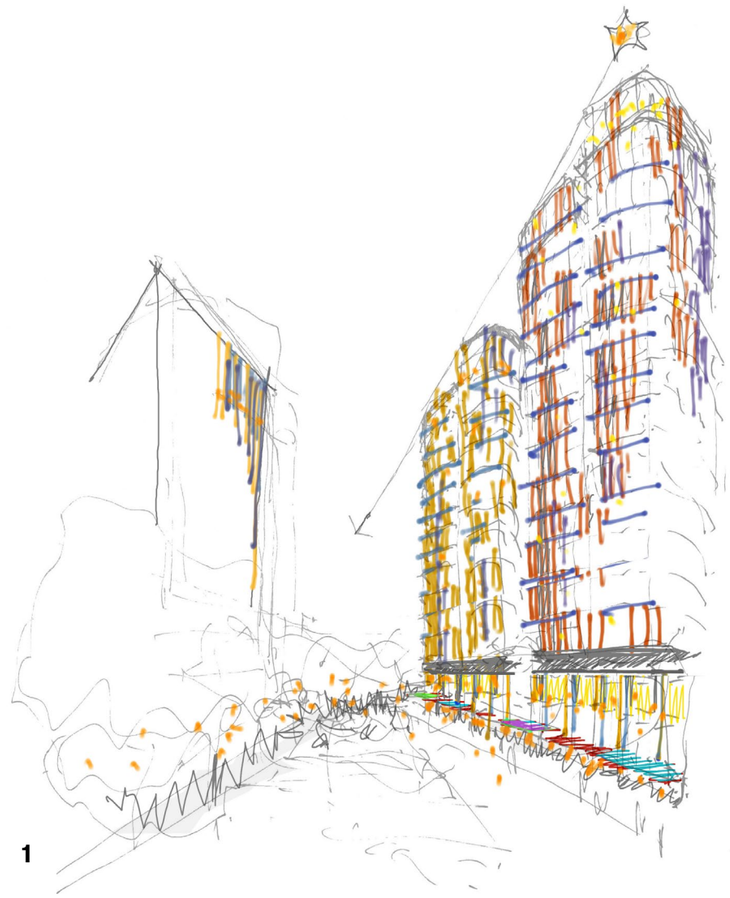
The proposed application comprises Concept envelopes for three commercial office buildings and one residential / build to rent tower. The four towers are part of a new precinct which will be fully integrated with a new below ground Metro station, a new midblock street, and a considerable new area of public domain including a new urban plaza and vibrant pedestrian laneways proposed under an alternative planning pathway.

The scope of Bates Smart services has been to undertake the integrated Urban Design and Architecture roles for the new precinct, interfacing with Grimshaw Architects who are the Station designers and Arcadia who are the Public Domain and landscape designers.

We confirm that Philip Vivian of Bates Smart directed the design and that Mr Vivian is a registered architect in accordance with the Architects Act 1921. We confirm that in our professional opinion the proposed design is capable of achieving the design principles set out in State Environment Planning Policy 65 - Design Quality of Residential Flat Development, and has been designed with regard to the publication Apartment Design Guide (ADG).

DEVELOPMENT SUMMARY:

Floor Space:	
Lot Area:	25,498 m^2
Proposed Commercial GFA:	163,750m^2
Proposed Retail GFA:	7,500m^2
Proposed Residential GFA:	18,750m^2
Total Proposed GFA:	190,000m^2
Total FSR:	7.45
Commercial Buildings:	
Building A GFA:	78,700m^2
Building C GFA:	35,950m^2
Building D GFA:	55,350m^2
Residential Building:	
Building B	20,000m^2
Residential / Build to Rent:	
Total Apartments:	145
1 Bedroom Apartments:	40
2 Bedroom Apartments:	75
3 Bedroom Apartments:	30
Parking:	455 Spaces



Pictured

1. Concept sketch looking south across site towards Parramatta Square

2. Aerial view looking south west across site. Indicative design only (Opposite page)


LINKGroup
walker

2.0 Metro Vision

Sydney Metro is Australia's biggest public transport project. There are four core components:

Metro North West Line (formerly the 36 kilometre North West Rail Link) - Services started in May 2019 in the city's North West between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and $1 billion under budget.

Sydney Metro City & Southwest – The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Barangaroo, Crows Nest, Victoria Cross, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

Sydney Metro West – Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD.

Sydney Metro - Western Sydney Airport – Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service.

Six new stations will be delivered at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis. The Australian and NSW governments are partners in the delivery of this new railway.

Pictured

1. Victoria Cross Metro Station, North Sydney

2. Pitt St Metro Station, Sydney CBD

3. Sydney Metro network (Current, future & proposed. (Opposite page)

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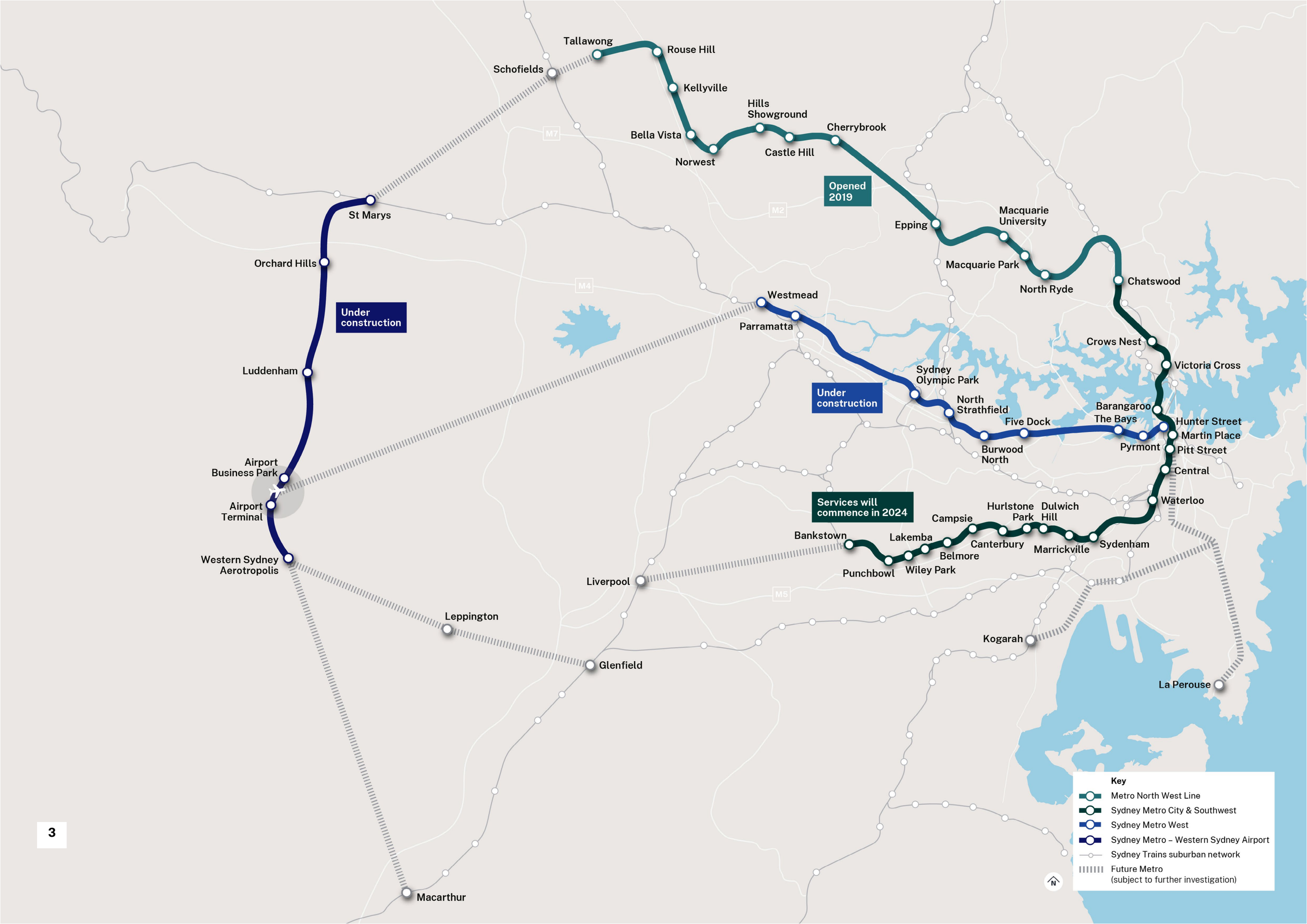

Tallawong
Rouse Hill
Schofields
Kellyville
Hills Showground
Bella Vista
Cherrybrook
Norwest
Castle Hill
Opened 2019
St Marys
Epping
Macquarie University
Macquarie Park
North Ryde
Chatswood
Orchard Hills
Under construction
Westmead
Parramatta
Crows Nest
Victoria Cross
Luddenham
Sydney Olympic Park
Under construction
North Strathfield
Barangaroo
The Bays
Five Dock
Hunter Street
Martin Place
Burwood North
Pyrmont
Pitt Street
Airport Business Park
Central
Services will commence in 2024
Waterloo
Hurlstone Park
Dulwich Hill
Campsie
Airport Terminal
Bankstown
Lakemba
Canterbury
Marrickville
Sydenham
Belmore
Punchbowl
Wiley Park
Western Sydney Aerotropolis
Liverpool
Kogarah
Leppington
Glenfield
La Perouse
Macarthur
M7
M2
M4
M5
Key
Metro North West Line
Sydney Metro City & Southwest
Sydney Metro West
Sydney Metro – Western Sydney Airport
Sydney Trains suburban network
Future Metro
(subject to further investigation)
N

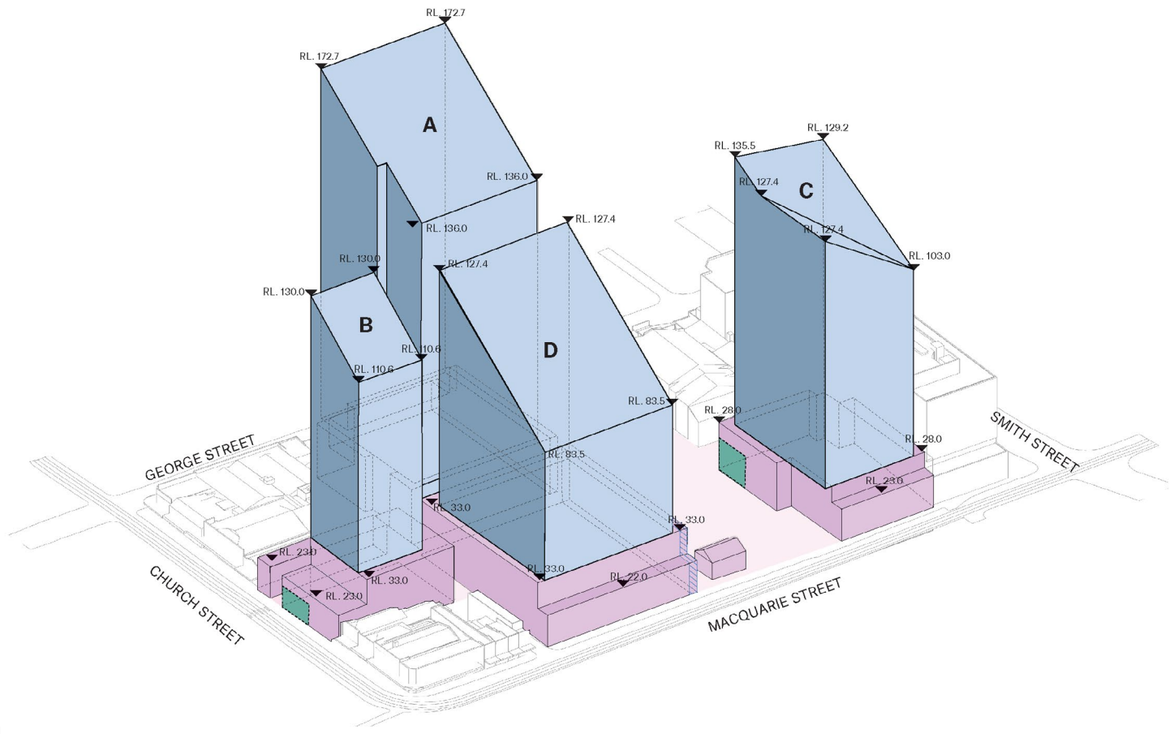
3.0 Overview of this Proposal

This Concept State Significant Development (SSD) Application comprises the first stage of the project. It will be followed by a Detailed SSD Application for the design and construction of the over station development (OSD), otherwise known as Parramatta metro station, to be lodged by the successful contractor who is awarded the contract to deliver the integrated station development.

This Concept SSD Application specifically seeks approval for planning and development framework and strategies to inform the future detailed design of the OSD. It specifically seeks approval for the following:

- Four building envelopes constituting the following:
  - **Building A:** a maximum envelope height of Relative Level (RL) 172.7 which equates to approximately 38 storeys, including the podium height of RL 33, which equates to approximately 4 storeys above ground.
  - **Building B:** a maximum envelope height of RL 130.0 which equates to approximately 33 storeys, including the podium height of RL 33, which equates to approximately 4 storeys above ground.
  - **Building C:** a maximum envelope height of RL 135.50 which equates to approximately 26 storeys, including the podium height of RL 28 metres, which equates to approximately 3 storeys above ground.
  - **Building D:** a maximum envelope height of RL 127.4 which equates to approximately 24 storeys, including the podium height of RL 33 which equates to approximately 4 storeys above ground.
- Use of the OSD component of buildings A, C and D as commercial premises.
- Use of the OSD components of building B for residential accommodation.
- Use of the conceptual OSD space provisioning with the footprint of the CSSI application (SSI-22765520) including the OSD lobby areas, car parking within the podium, storage facilities, services and back of house facilities
- Car parking for a maximum of 455 spaces located across three levels of basement
- Loading, vehicular and pedestrian access arrangements from George Street and Smith Street
- Strategies for utilities and service provision
- Strategies for stormwater management and drainage
- Strategies for ecologically sustainable development
- Strategies for future signage
- Strategy for public art
- A design excellence framework
- Future subdivision of parts of the OSD footprint

As this Concept SSD Application is a staged development pursuant to section 4.22 of the EP&A Act, future approval would be sought for detailed design and construction of the OSD. Concept indicative designs showing potential building form outcomes at the site have been provided as part of this Concept Application.



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Legend

OSD & ASD Concept SSD Building Envelope - Includes OSD & ASD Areas inside the CSSI 'shell' below ground and in the podium levels. (Extents of the proposed Concept SSD Application)

Parramatta Station CSSI Approval - Includes structure and building infrastructure and space for lift cores, access, parking, retail and building services for future OSD & ASD. (Subject of separate planning process).

Metro Station Entry and Box (Indicative). (Subject of separate planning process).

3.1 Site Description

The Parramatta precinct is located approximately 24 kilometres west of the Sydney CBD, close to the banks of the Parramatta River. The Parramatta metro station will sit in the heart of the existing Parramatta City center bounded by George, Macquarie, Church and Smith Streets. The site will provide an additional piece of key transport infrastructure linking the Central River City to the Eastern Harbour City and will connect the new Civil Link from Parramatta Square to Parramatta River. Parramatta metro station would be located to the north of the existing Parramatta Station, within the commercial core of Parramatta CBD.

Parramatta metro station would serve and support the growth of Parramatta as Sydney's second CBD, including boosting jobs and improving connections to recreational and tourist attractions. The new metro station would improve customer experience at the existing Parramatta Station by relieving demand in peak times.

The proposed mixed-use development will be approximately 190,000m^2 GFA and be cleared of all buildings and utilities by the Western Tunnelling Contractor prior to commencement of Station construction activities. The land required for the construction of Parramatta metro station is illustrated in the adjacent image.

2

Pictured

1. Proposed Development

2. Proposed Development Lot and DP Overview

4.0

History of Parramatta

4.1 Country
Indigenous History

We acknowledge the Traditional Owners of this land, the Darug people.

For more than 60,000 years, the area surrounding present-day Parramatta has been occupied by the Burramattagal people, a clan of the Darug people, who first settled along the upper reaches of the Parramatta River and its tributaries.

Burramattagal is thought to be derived from the Aboriginal word for ‘place where the eels lie down’ to breed within the brackish portions of the Parramatta River.

The Burramattagal have a close connection with the river, from which they caught fish. Their stable, bark canoes often held a central small fire, built on a mound of soil, to cook up their fresh catch.

The Burramattagal people practiced ‘Fire-stick farming’ in the area to assist in hunting and to change the composition of flora and fauna in the landscape.

1

Pictured

1. By water to Parramatta, with a distant view of the western mountains, taken from the Windmill-hill at Sydney, 1798. J. Heath. From Dixson Library; State Library of New South Wales.

4.2 Settlement
Early Agriculture

After the penal colony was founded at Sydney Cove in January 1788, Governor Arthur Phillip began to explore the Parramatta River. When more fertile land near the head of the river was found, he decided to set up a second settlement.

On 2 November 1788, a site was selected at the Crescent, in what is now Parramatta Park, and on 4 November 1788, convicts were sent to the site. The land was cleared and planted with crops. Apart from government agriculture, private farming also began.

The settlement was originally known as Rose Hill in honour of George Rose, Secretary to the British Treasury. On 2 June 1791, Phillip renamed it Parramatta, using the locality name used by the Burramattagal. It was the first place to be given a name by Europeans that was based on an Aboriginal name.

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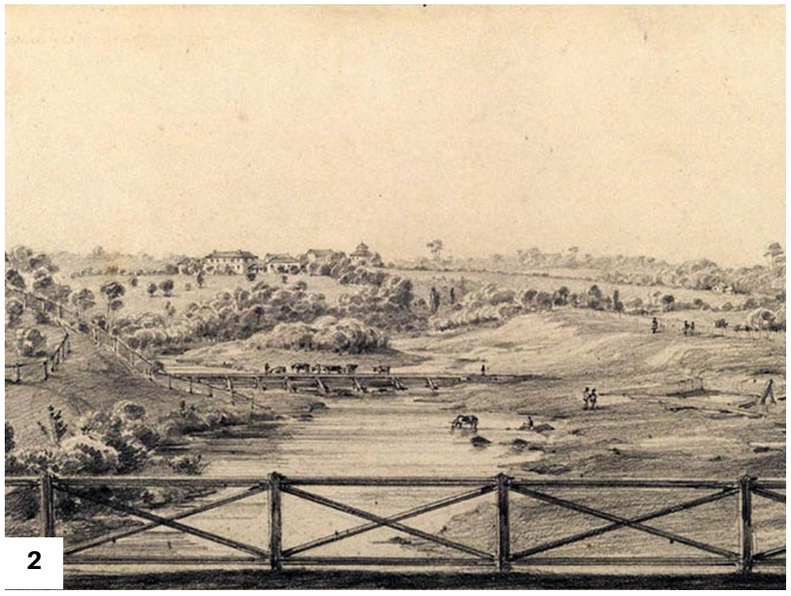

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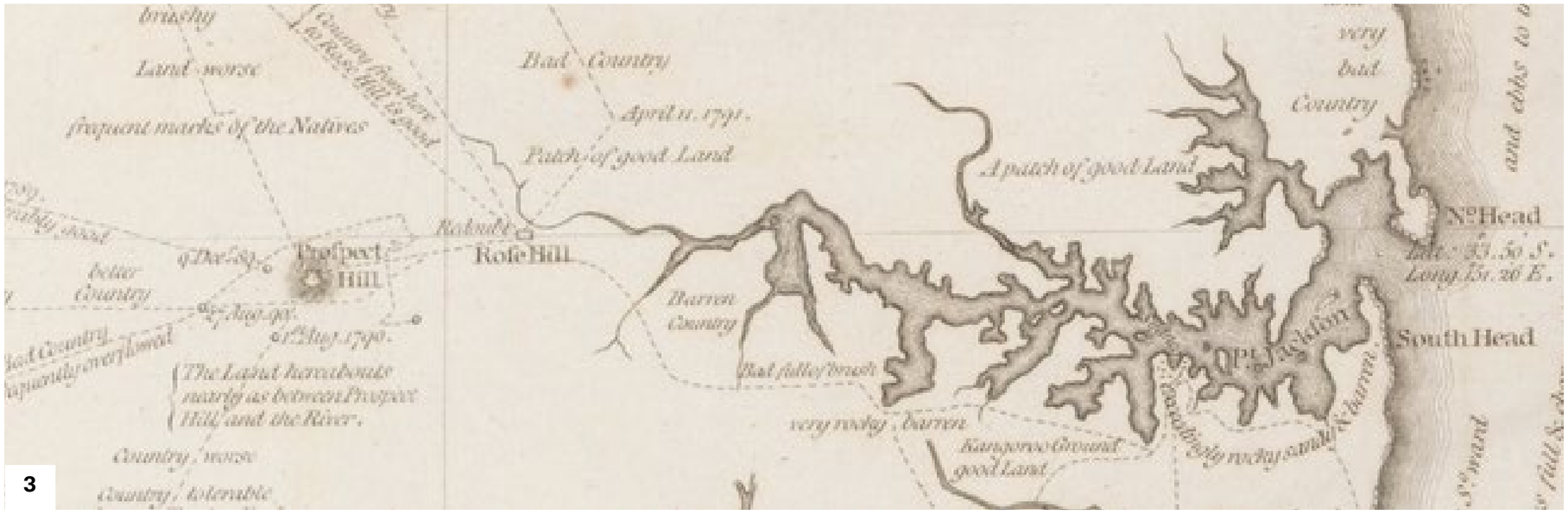

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Pictured

1. View of the Government Farm, Rose Hill, Parramatta, NSW, ca. 1791. Watercolour. Artist unknown.
2. View of the Government House Parramatta from the bridge over the river 1833. Charles Rodius From the collections of the State Library of New South Wales.
3. A map of the hitherto explored country, contiguous to Port Jackson from Watkin Tench (English, 1758–1833). J. Walker (engraver).

4.2 Settlement
Early Town Planning

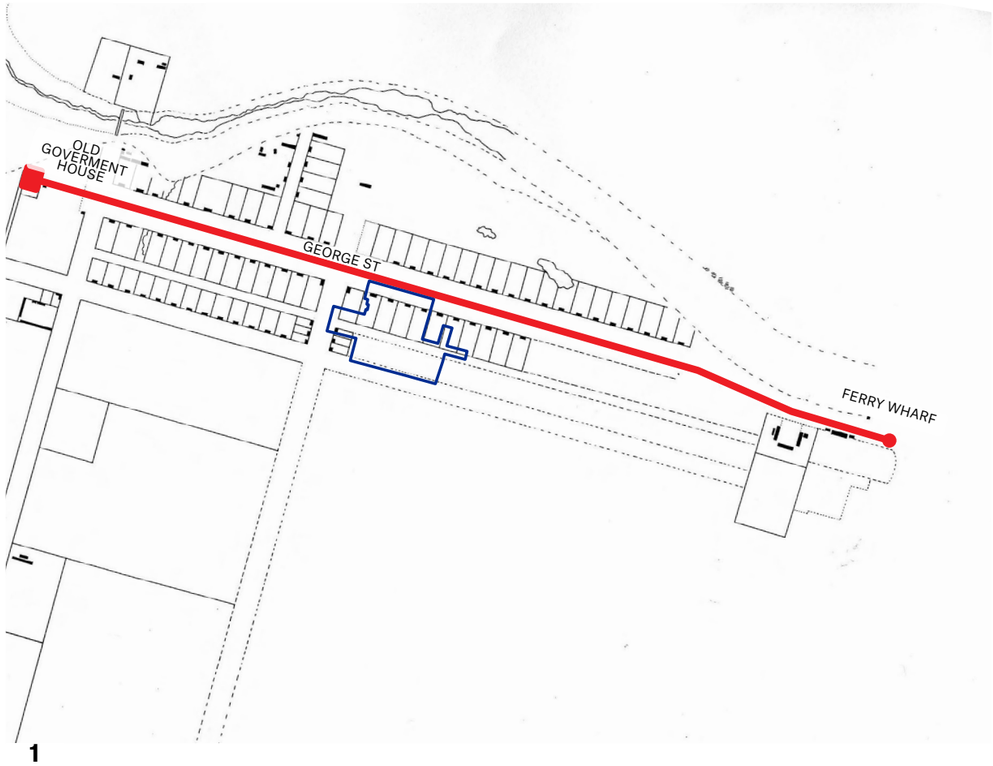
In 1790, Parramatta was surveyed and laid out. The primary artery, George Street, ran East-West from the Ferry Wharf to Government House. Lining both sides of the street were convict huts, a granary, stores and barracks.

A hospital began operating in 1789. A gaol was commenced in 1797 in what is now Prince Alfred Park. The first service at St John's Church was held on 17 April 1803.

Originally all communication to and from Parramatta was by river, but a rough track to Sydney was opened which loosely followed the route of Parramatta Road.

Government House was set up as the governor's Parramatta residence and a large area around it was set aside as the Governor's Domain. It became Parramatta Park after it had been greatly reduced in size.

Manufacturing in Parramatta included weaving, brewing, and brick kilns. The streets were regularized in 1811 and 1814. Inns emerged as commerce expanded in the town, changing a convict-based economy into a market-based economy.



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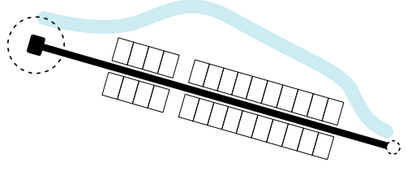

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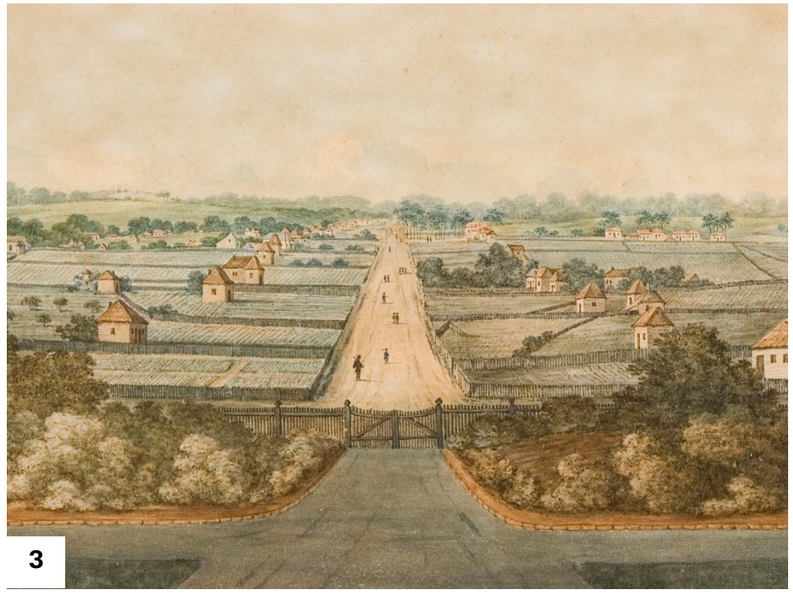

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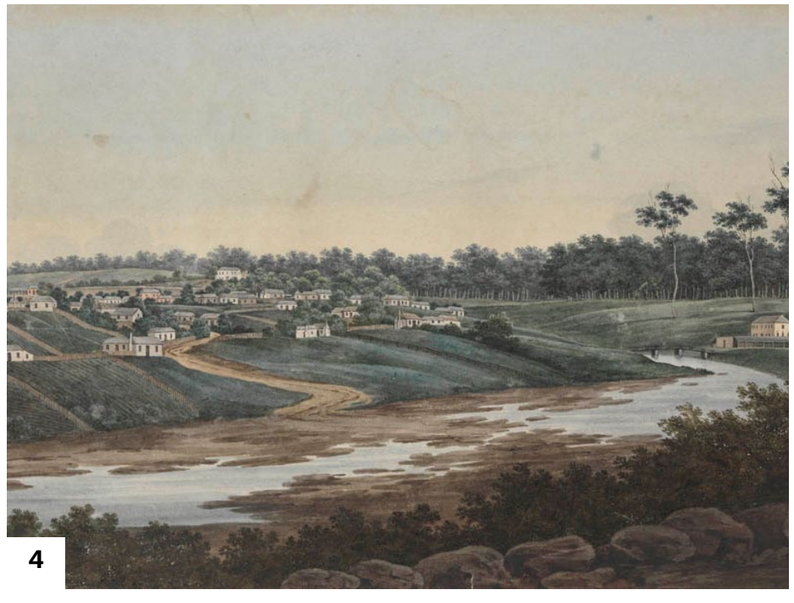

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Pictured

1. Map of George St, 1792
2. Diagram of settlement
3. George St Parramatta, from the gates of Government House, 1804-5
4. The old Parramatta Gaol and Gaol Bridge over the Parramatta River c1809

4.2 Settlement
Church Street

Church Street takes its name from St John's Cathedral which was built in 1803 and is the oldest church in Parramatta.

Parramatta grew as the major regional centre for western Cumberland with its courthouse, Government House, markets and stores. It provided professional services in law and medicine.

Many specialist suppliers operated from Parramatta while notable hotels such as the Red Cow and the Woolpack added to its attractions. The establishment of the King's School fixed Parramatta's role as a major educational centre. The school moved into new premises on the north side of the river in 1835.

The end of the convict regime in the 1840s and the withdrawal of the imperial garrison and the loss of its financial expenditure meant a reduction of functions for Parramatta, so its economy suffered. However, Parramatta was left with a legacy of major convict era buildings. These were later converted into public institutions such as the Lunatic Asylum (former Female Factory), Benevolent Asylum (George Street convict barracks) Lancer Barracks (former military barracks), and Parramatta Gaol.

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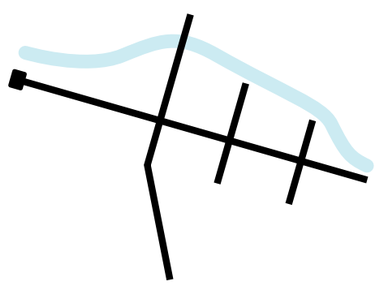

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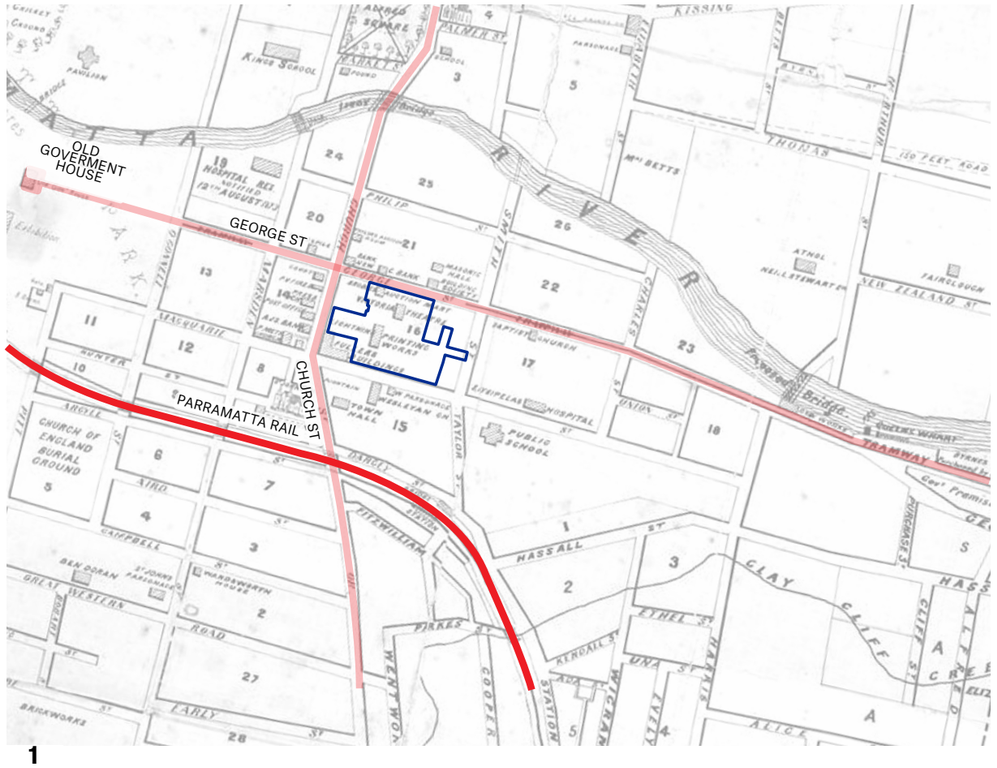
Pictured

1. Map of Church St, 1792
2. Diagram of Church St
3. Church St, Parramatta 1898
4. Church St Parramatta c1890

4.2 Settlement
Introduction of the Railway

The arrival of the railway in 1860 changed the focus away from George Street and the road from the wharf to Church Street and the railway station. Major stores and businesses began to re-align themselves along Church Street rather than George Street.

The Station remained central to the focus of the Centre throughout the 20th Century, further consolidated by the Westfield development in the 1970s.



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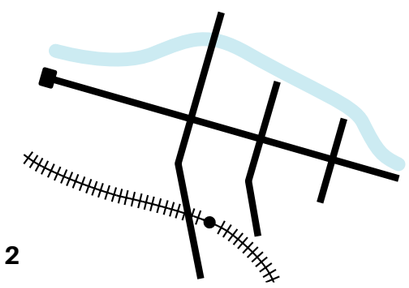

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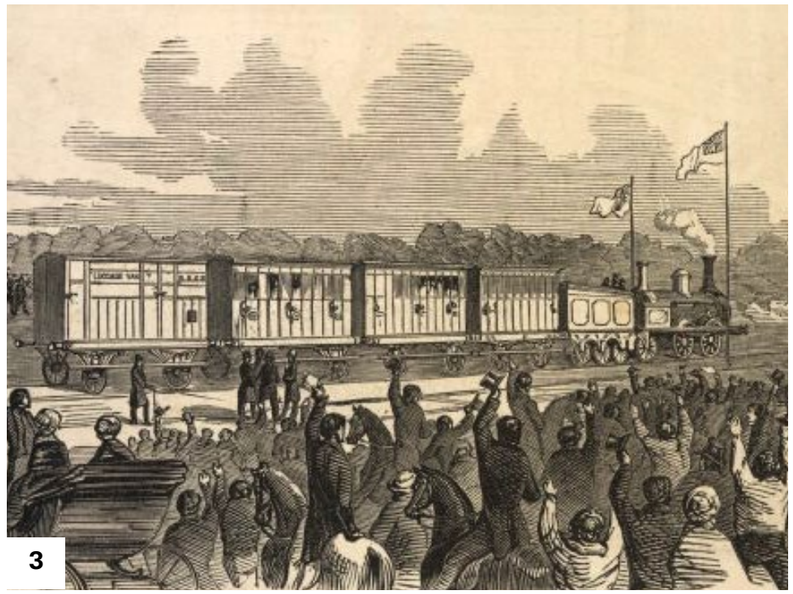

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Pictured

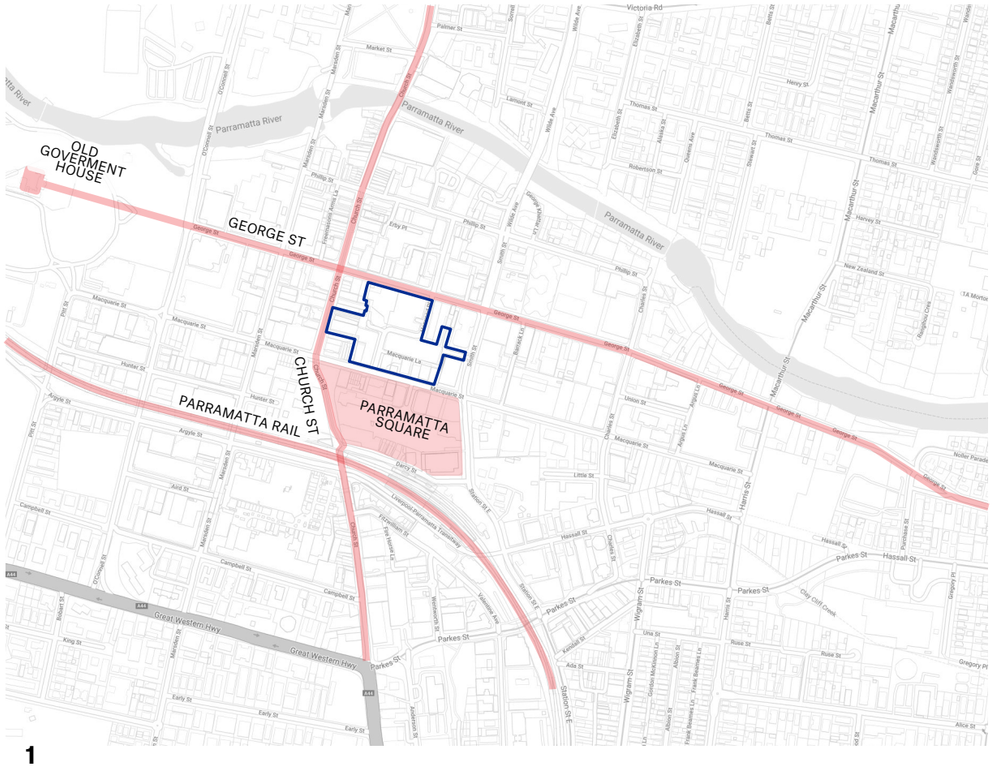
1. Map of Railway, 1883
2. Diagram of Rail
3. Arrival of the first railway train at Parramatta, 1857
4. Parramatta railway station, 1910

4.2 Settlement
Civic Heart

The end of the twentieth century saw a strategic focus on the role Parramatta could plan as part of a poly-centric approach to Greater Sydney.

Public investment in major facilities such as the Justice Precinct, Police Headquarters and Station upgrade, reflected early endeavours to build investment, economic opportunity, and service provision for western Sydney.

The vision for a new 'Civic Place' at the heart at the centre of Parramatta - now known as Parramatta Square - provided a clear foundation and focus to support the next tranche of development of the Parramatta CBD over the past two decades.



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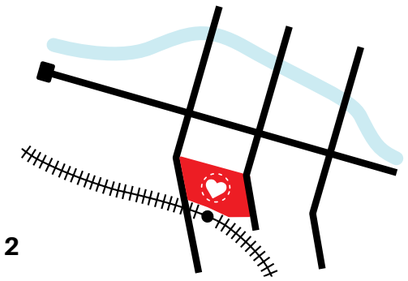

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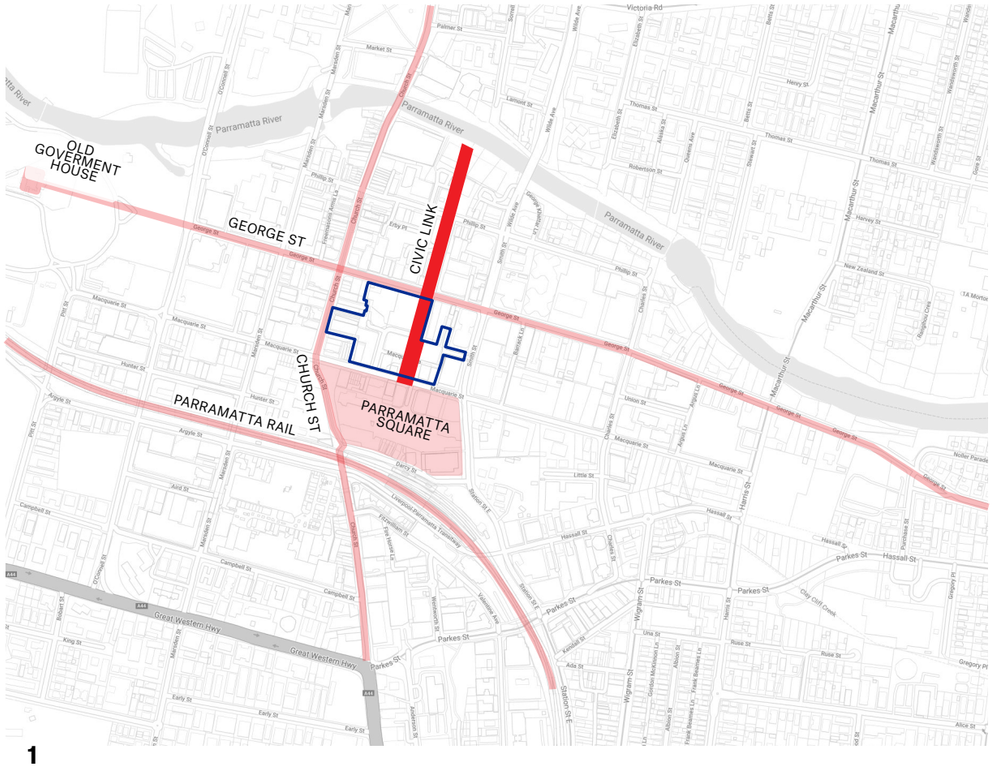
Pictured

1. Map of Parramatta, 2021
2. Diagram of civic heart
3. rial of Parramatta Square
   ound plane of Parramatta Square

4.2 Settlement
Civic Link

In 2017, Parramatta Council endorsed the 'Civic Link Framework Plan'. Civic Link will be a green, pedestrianised public space and cultural spine that connects public and Civic life from the heart of Parramatta CBD (the Civic Heart) to the River.

For the first time in the history of Parramatta, the primary North / South pedestrian movement and activation spine through the CBD is expected to move away from Church Street and towards the proposed new Civic Link. The proposed development is located within Block 2 of the Civic Link Framework Plan, which also makes detailed prescriptions regarding the design and character of the public domain contained within it. More information is contained in Section 4 of this report.



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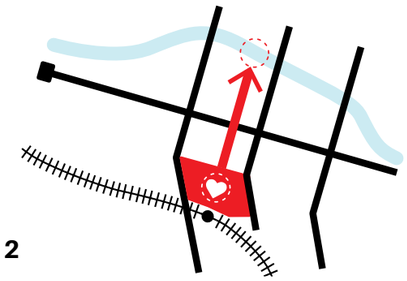

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Pictured

1. Map of Parramatta, 2021
2. Diagram of Rail
3. Artist impression of Civic Link from Civic Link Framework Plan
4. Artist impression of Civic Link from Civic Link Framework Plan
5. On the following page, Civic Link as envisaged under the proposed masterplan. Indicative Design only

5

5.0

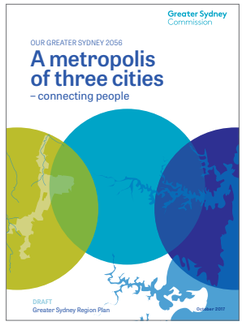
Strategic Context The Contemporary Vision For Parramatta

5.1 Strategic Context
Greater Sydney Regional Plan - A Metropolis of Three Cities

‘The Greater Sydney Region Plan, A Metropolis of Three Cities’ is a vision for three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

A multi-valent strategy document, the Regional Plan provides a framework for liveability, productivity and sustainability, with Ten Directions supported by a suite of Objectives.

The Plan identifies Parramatta as the Central River City and recognises the importance of investing in a wide variety of infrastructure and services and improving amenity.



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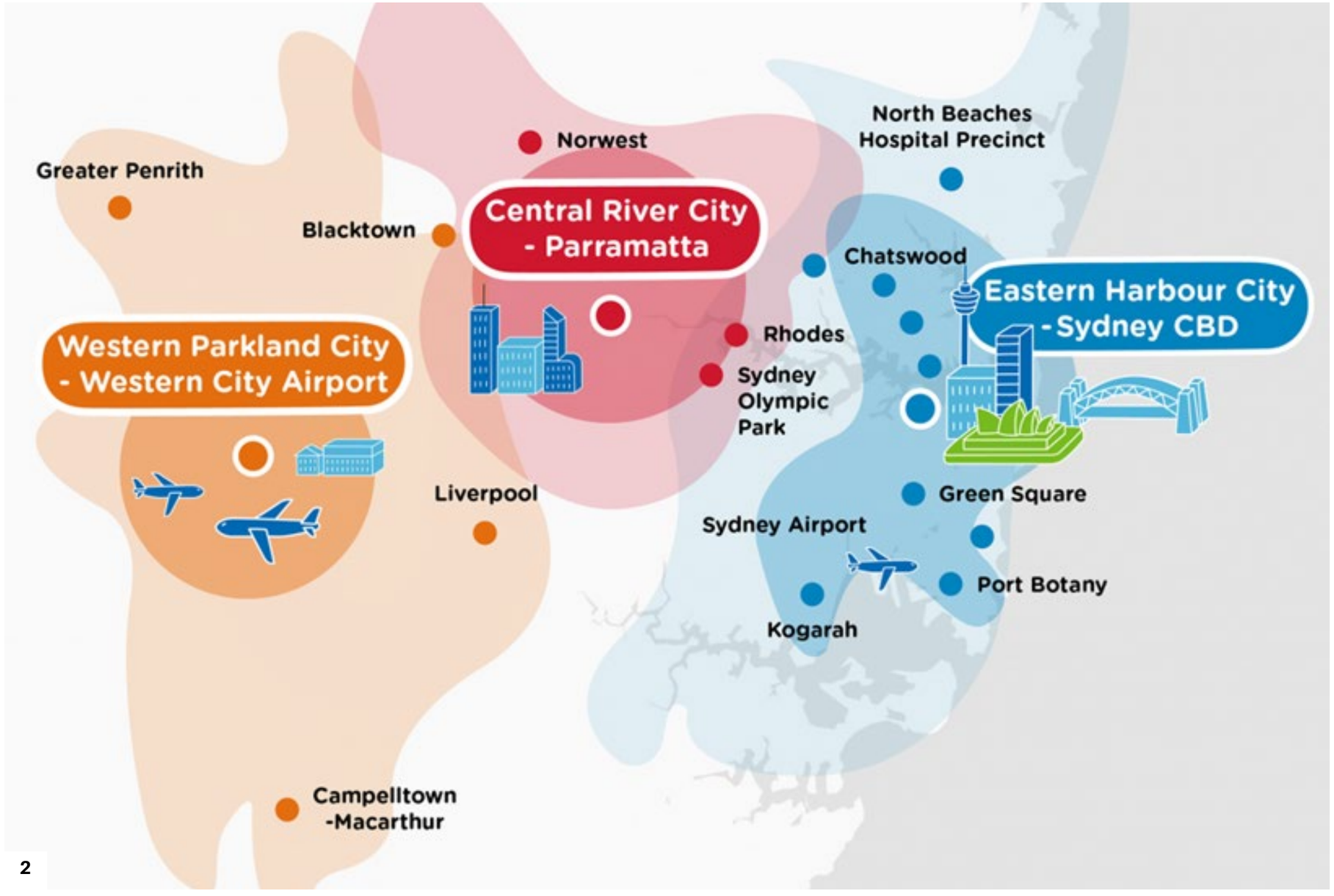

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Pictured

1. Greater Sydney Region Plan 2056
2. A metropolis of three cities

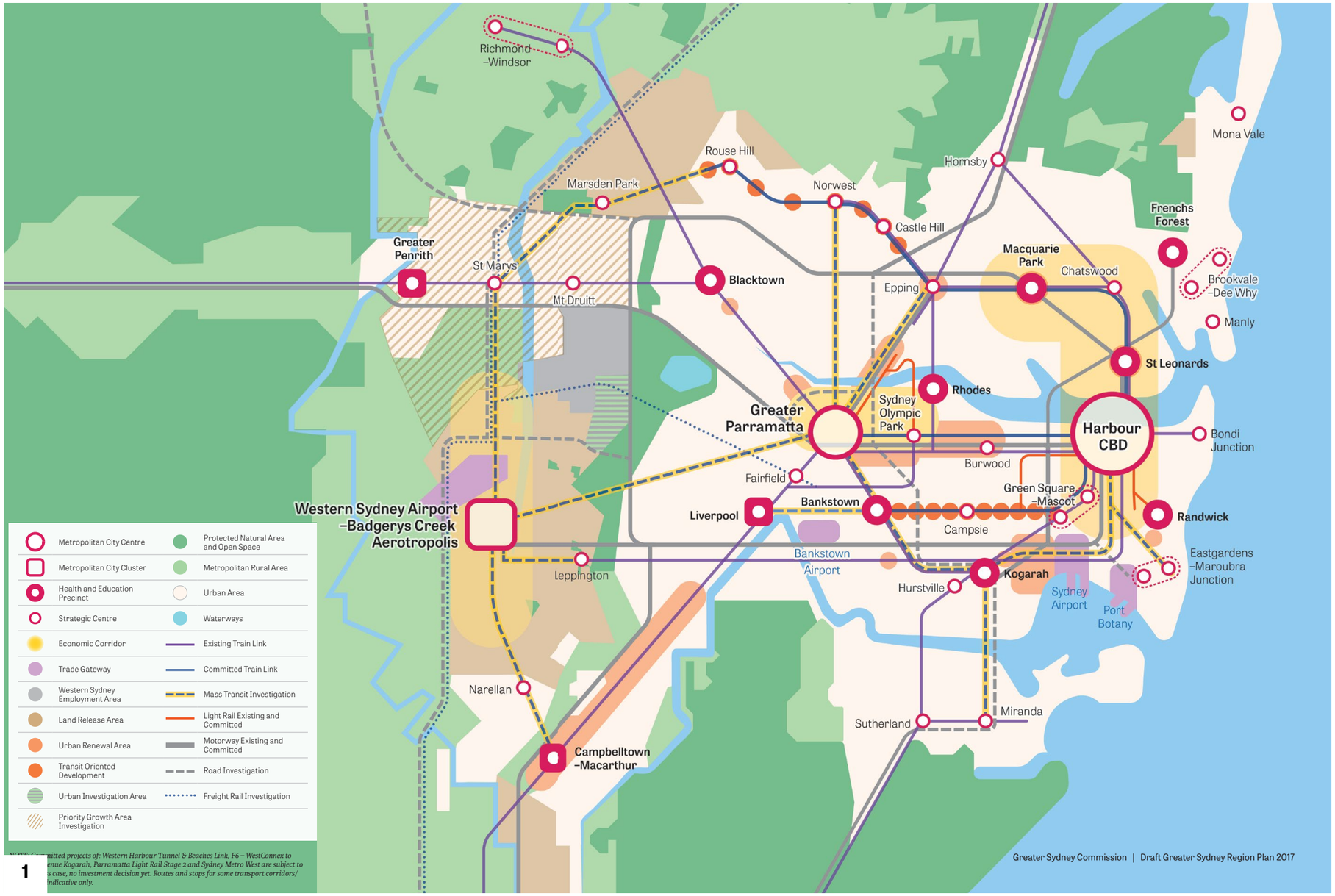
5.1 Strategic Context
Central River City Vision

The Greater Sydney Commission's vision for the Central River City recognises the primacy of Parramatta as the key strategic centre at the geographic heart of Greater Sydney.

"The Central River City will grow substantially capitalising on its location close to the geographic centre of Greater Sydney. Unprecedented public and private investment is contributing to new transport and other infrastructure leading to a major transformation of the Central River City.

The Sydney Metro West rail link will deliver faster and more efficient transport from the Harbour CBD to Greater Parramatta. Potential radial mass transit/rail services from Greater Parramatta will boost business-tobusiness connections and provide access to a larger skilled labour force to support the growing metropolitan centre.

The Sydney Metro Northwest rail link will improve the growth prospects for the north-west of the city by increasing the access to jobs."



Pictured

1. Greater Sydney Region Plan 2056

5.2 Strategic Vision
Parramatta CBD Planning Proposal

The Parramatta CBD Planning Proposal will see the boundaries of the Parramatta CBD expanded and the heights of buildings increased to cater for the estimated 46,000 new jobs and 14,000 new dwellings over the next 40 years.

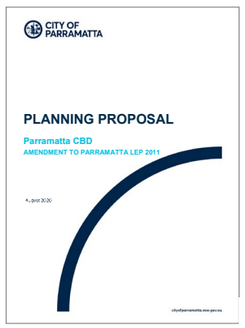
Endorsed by Council on 15th June 2021, the CBD Planning Proposal aims to:

— Maximise opportunities for commercial and high-density residential development.

— Protect key public spaces, including the river foreshore, from overshadowing.

— Introduce new controls that ensure a development demonstrates an appropriate relationship to the City's heritage.

The proposal is due to be implemented via an amendment to the LEP in late 2021 and identifies significant potential development on and around the Metro site.



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Pictured

1. Parramatta Planning Proposal Report
2. 2,3,4 Artist's impression of the future of Parramatta

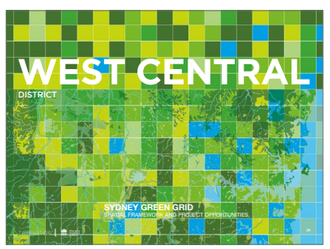
5.2 Strategic Vision
Sydney Green Grid

The Sydney Green Grid provides a spatial framework and identifies specific project opportunities to promote the creation of a network of high quality open spaces that supports recreation, biodiversity, and waterway health.

The Green Grid aims to create a network that connects strategic, district and local centres, public transport hubs, and residential areas.

Parramatta is located within the West Central Spatial Framework. No specific project priorities relate to the Metro site, however the Parramatta River Foreshore was identified as a priority project for further scoping. The Green Grid recognises the importance of the river as an important regional corridor - ecologically, recreationally, and hydrologically.

The proposed masterplan should build upon and enhance these strategic principles.



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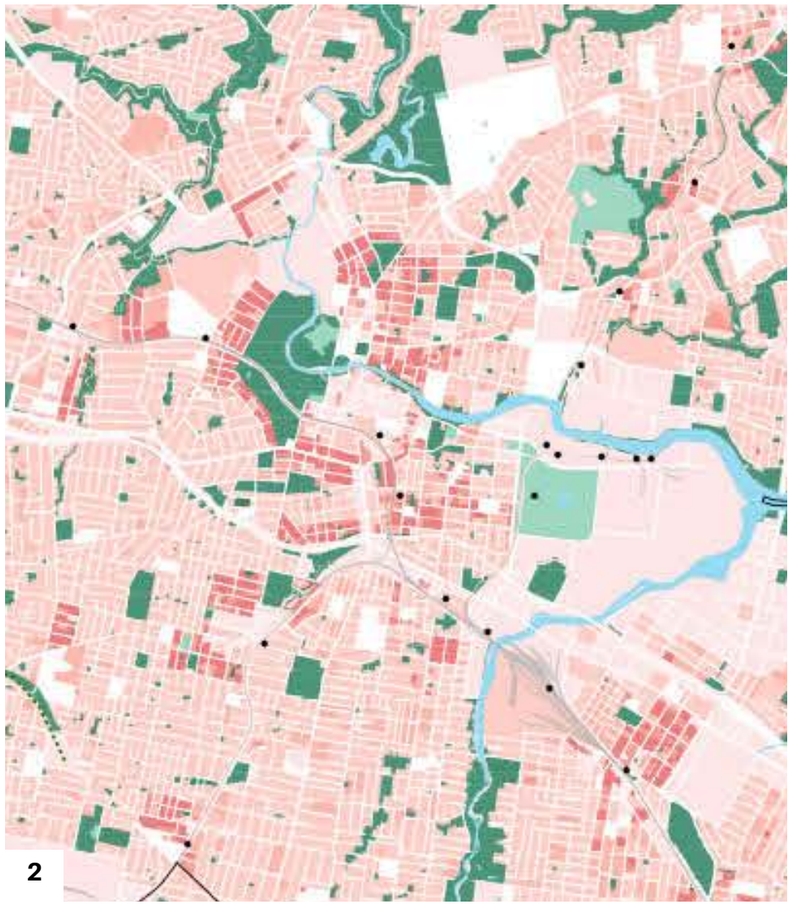

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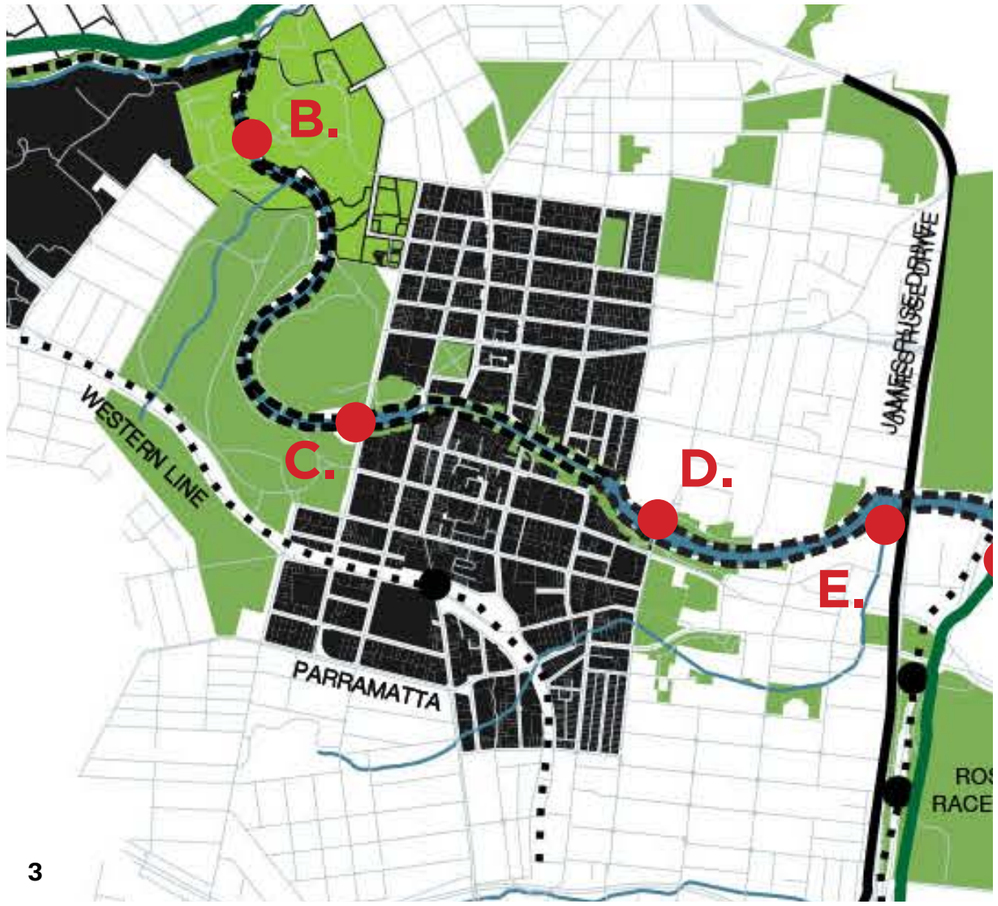

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Pictured

1. Green Grid West Central District Report
2. West Central District Open Space and Density Map
3. Parramatta River Foreshore Potential Focus Areas

5.2 Strategic Vision
Parramatta River Strategy

In 2014, Parramatta City Council prepared the Parramatta River Strategy Design and Activation Plan for the northern river frontage of the CBD.

The Strategy proposes a public domain framework and sequence of development opportunities to promote better connections between the CBD and river edge.

The proposed masterplan should facilitate clear and legible pedestrian access to the precinct.

2

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Pictured

1. Parramatta City River Strategy Design and Activation Plan Report
2. Parramatta City River Masterplan Aerial
3. Parramatta City River Masterplan

5.2 Strategic Vision
MAAS Powerhouse Museum

MAAS - Parramatta is the proposed Powerhouse Museum of Applied Arts and Sciences to be built on the banks of the Parramatta River. With 18,000sqm of exhibition and public spaces, it will have a science and technology focus and include the largest planetarium in Australia.

Due to open in 2023, MAAS will be the anchor of a new arts and cultural precinct in Parramatta which will include the revamped Riverside Theatre and new pedestrian bridge.

Located at the end of the proposed Civic Link, the new museum is in short walking distance from the proposed Metro Station and is likely to promote significant movement between Parramatta Square, the new Metro site, and the River.

The new metro station will connect this new precinct into the greater Sydney network.

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Pictured

1. MAAS Proposal from Parramatta River
2. MAAS Proposal Aerial
3. MAAS Proposal from Horwood Place (Future Civic Link)
4. Proposed Exhibition space
5. Proposed Exhibition space

6.0

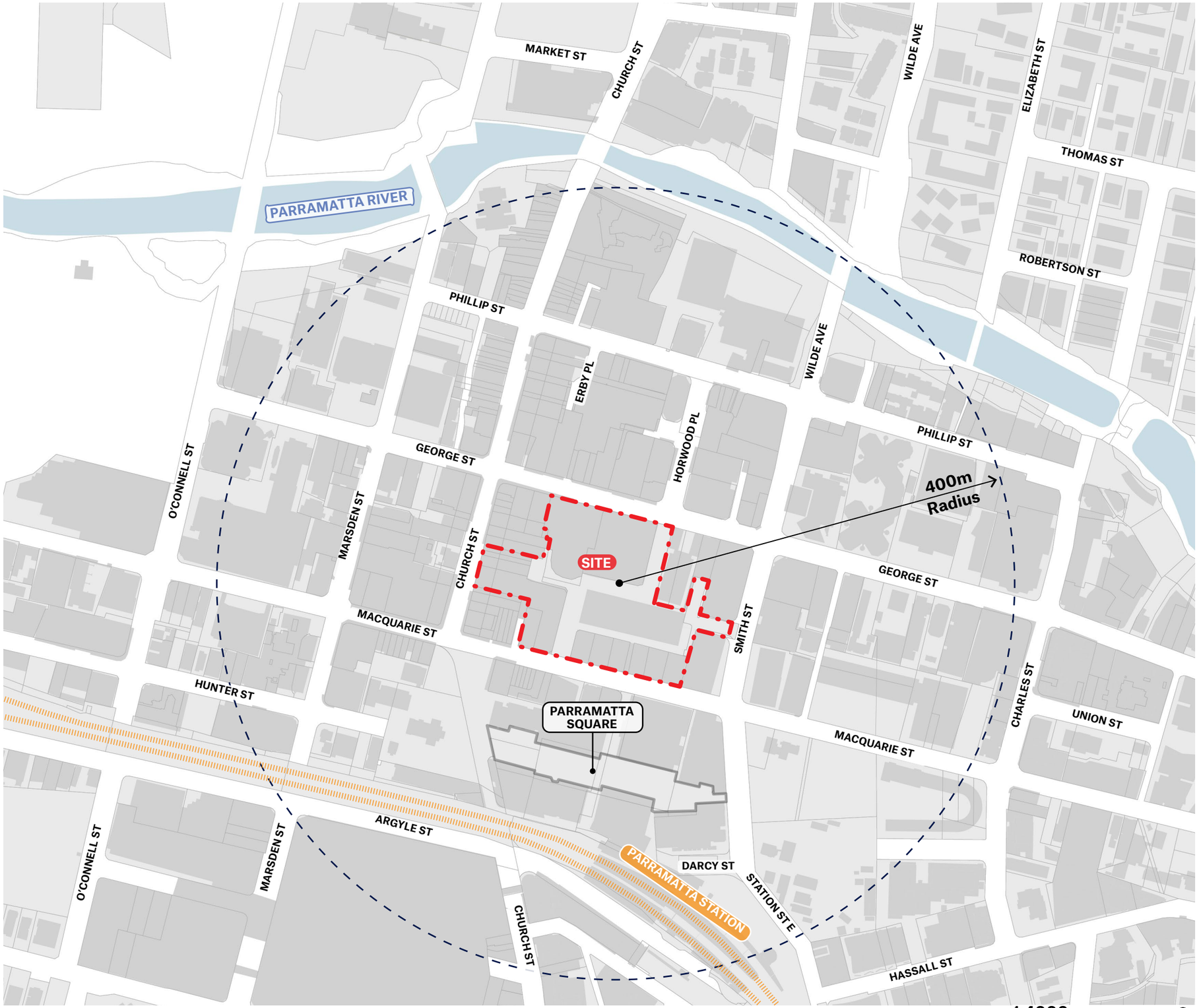
Context Analysis

6.1 Site Location

The site held by Transport for New South Wales is an amalgamation of multiple individual sites fronting Macquarie Street, George Street, Church Street and Smith Street in Parramatta. It includes the full extent of Horwood Place between Macquarie Street and George Street. The total site area is 25,498 m^2, and contains the below large sites and existing buildings:

- The City Centre car park at 1 Horwood Place
- The Parramall Shopping Centre at 55-67 George Street
- 220 Church Street, recently awarded a development consent for a 25 storey commercial tower prior to being compulsorily acquired

The site is located in the centre of the Parramatta Central Core and sits one block North of Parramatta Square, 2 blocks South of the Parramatta River, and is within a 5 minute walk of both Parramatta Station, Riverfront Park, Westfield Parramatta, and numerous current and future significant cultural and entertainment venues further identified in section 5.6 of this report.



Legend

Site

400m Radius

6.2 Transport Links

Parramatta is currently served by the following transport infrastructure:

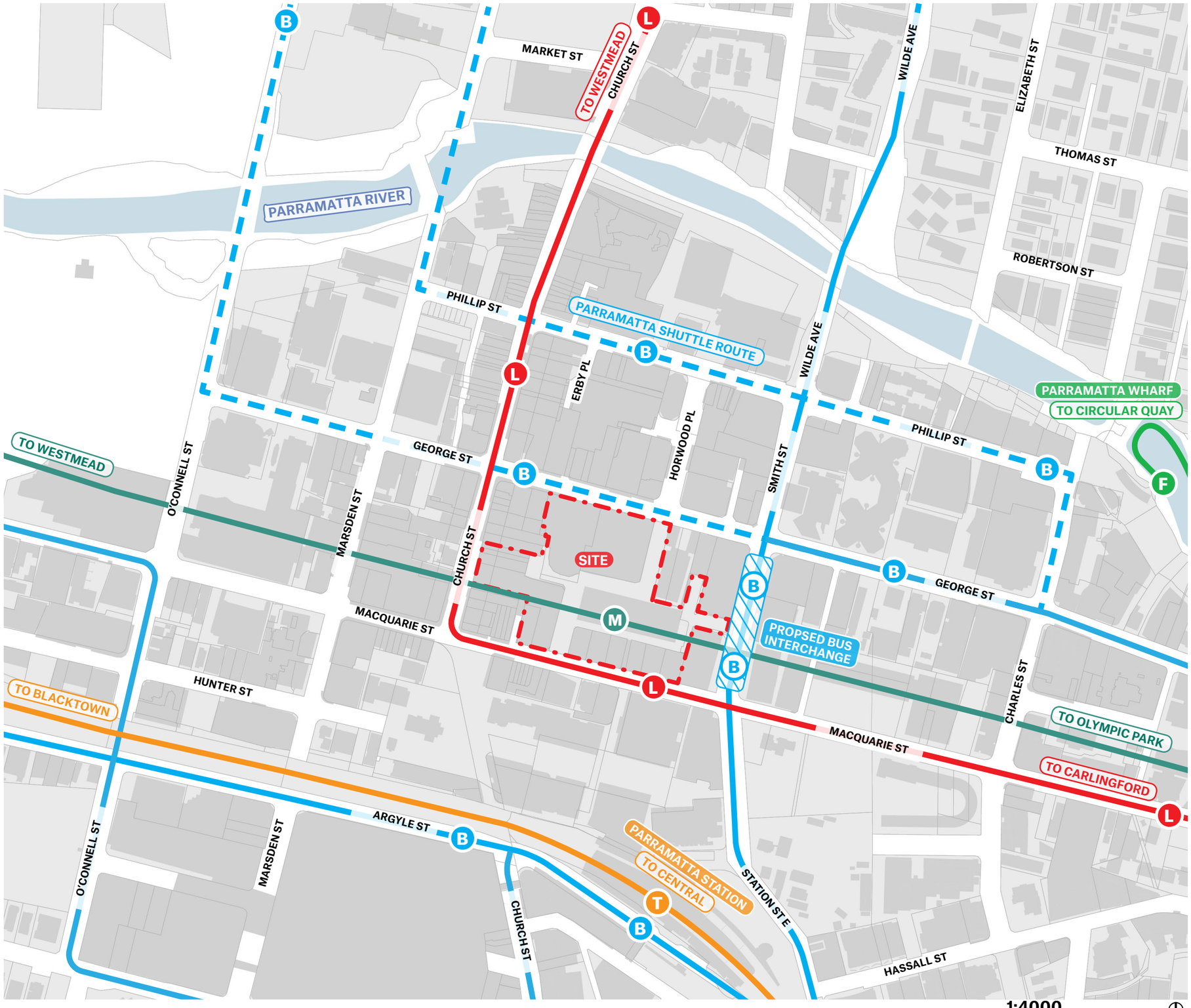
Parramatta Station, consisting of:

- A heavy rail station operating services West as far as Lithgow via Blacktown, North to Richmond, and East to the Sydney CBD.
- A bus interchange acting as a significant hub for bus routes extending as far North as Rouse Hill, South to Liverpool, and East to the Sydney CBD.
- Parramatta Wharf, the final stop on the F9 Ferry Service connecting Parramatta with Circular Quay via Barangaroo to the East,
- The Parramatta Light Rail, extending North East to Carlingford and West to Westmead, currently under construction and due to open in 2023.

The site will accommodate the future Parramatta Metro Station, part of the Sydney West Metro project which will double current rail capacity between Parramatta and the Sydney CBD when opened in 2030. Immediately East of the site, a new bus interchange is proposed on Smith Street. The proposed development must be designed to facilitate excellent customer experience in interchanging between these transport modes.

Legend

- Proposed Metro Station & Line
- Train Station & Line
- Light Rail Stops & Line
- Bus Stops & Routes
- Parramatta Shuttle Route
- Proposed Bus Stops & Interchange
- Ferry Wharf & Routes

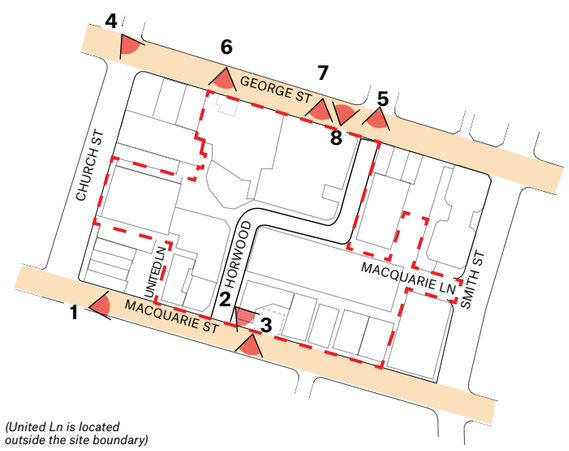


6.3 Existing Conditions
Macquarie Street & George St

The site presents a 164m long frontage to Macquarie Street to the South, and a 125m long frontage to George Street to the North. The existing scale of both streets is generally around two stories consisting mostly of individual shopfronts, heritage items described in section 5.7, and some larger amalgamated retail parcels such as Parramall Shopping Centre albeit still within a 1-2 storey scale.

Parramatta Square however, immediately to the South, clearly represents an emerging new scale with the tallest building reaching 50 storeys in height. As such, successful scale mediation between proposed new buildings and existing heritage will be critical to the success of the future precinct.

Macquarie Street is in the process of being transformed to deliver the future Parramatta Light Rail service and upon completion in 2023 will be largely pedestrian and Light Rail only. George Street to the North however will remain open to vehicular traffic.



(United Ln is located outside the site boundary)

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JB HI-FI
Tax refunds on the SPOT!

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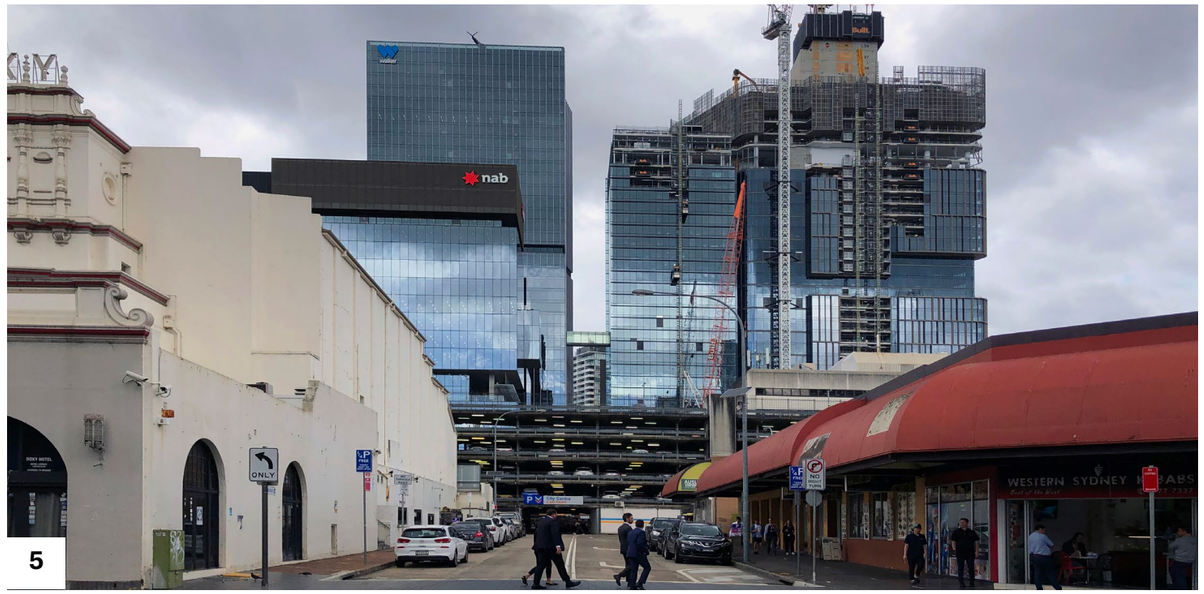
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ONLY
WESTERN SYDNEY

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Aussie
BARBER
SALON
TAX RETURNS
Aussie
Aussie 9687 1833

6


nab
55 - 67 GEORGE ST
Deluxe Dry

7


"TRADITIONAL LEBANESE STREET FOOD"
BIZY SCISSORS
Thai

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6.3 Existing Conditions
Church Street & Smith St

The site also presents a 48m long frontage to the Eastern side of Church Street, currently occupied by the Greenway Shopping Centre and 3 additional shopfronts to the North - 232, 236 and 238 Church Street.

The site also presents a 15.5m long frontage to the western side of Smith Street in the current location of Macquarie Lane.

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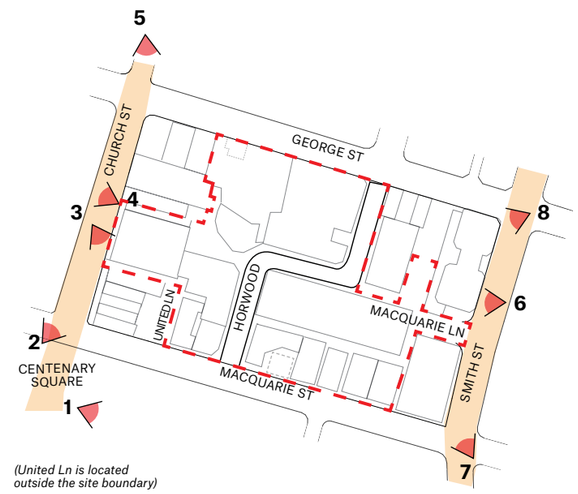

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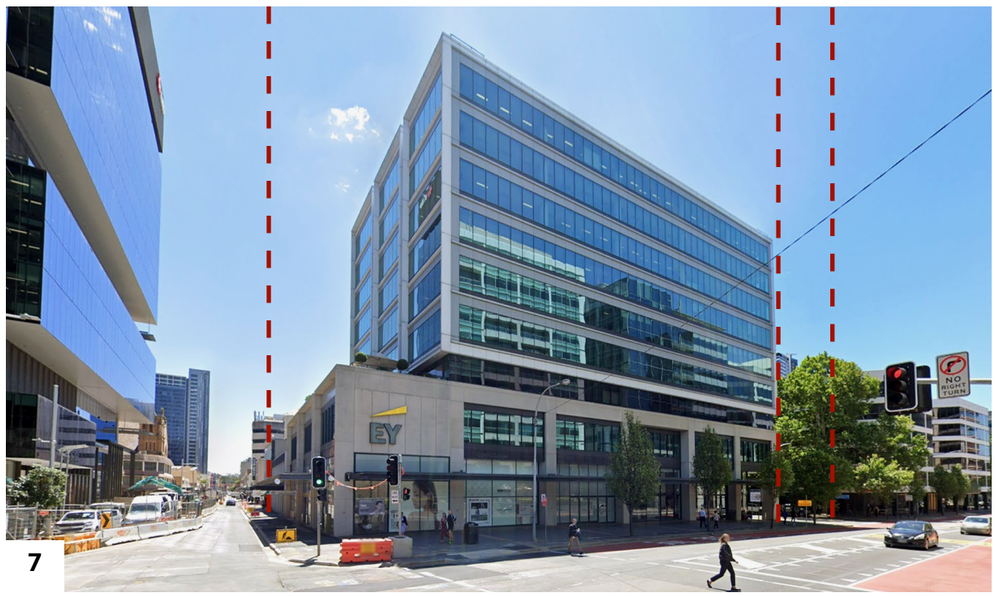

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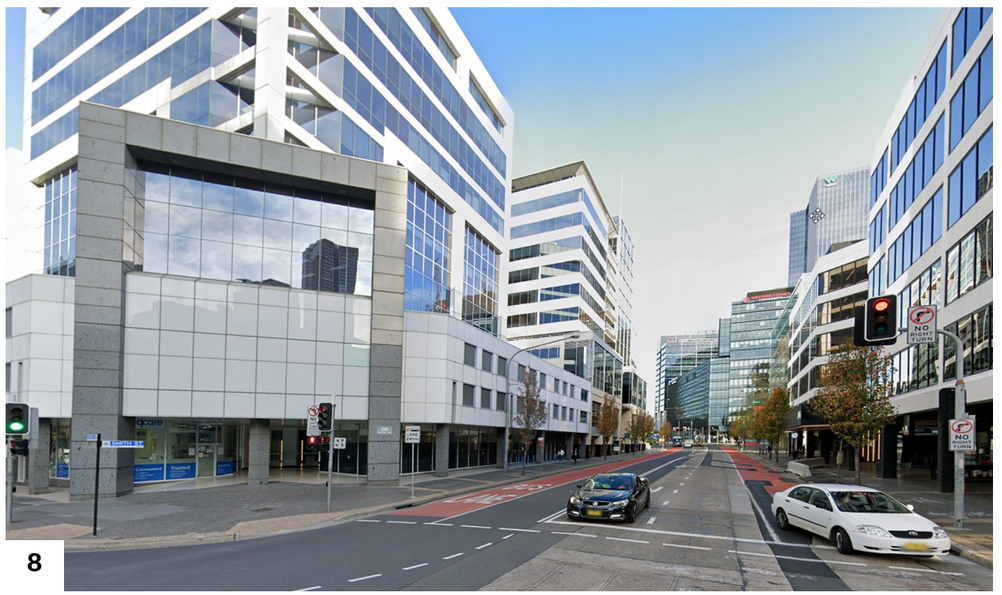

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6.3 Existing Conditions
Horwood Place, Macquarie Lane & Uniting Lane

The site includes the below roads:

- The full length of Horwood Place between Macquarie Street and George Street,
- United Lane, a small service lane stub heading North from Macquarie Street serving 3 shops fronting Church Street only and with no on-street turnaround facilities, and
- Macquarie Lane, running East / West linking Smith Street to Horwood Place.

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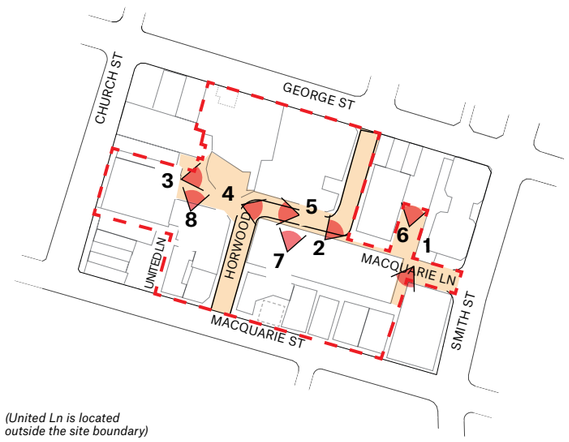

(United Ln is located outside the site boundary)


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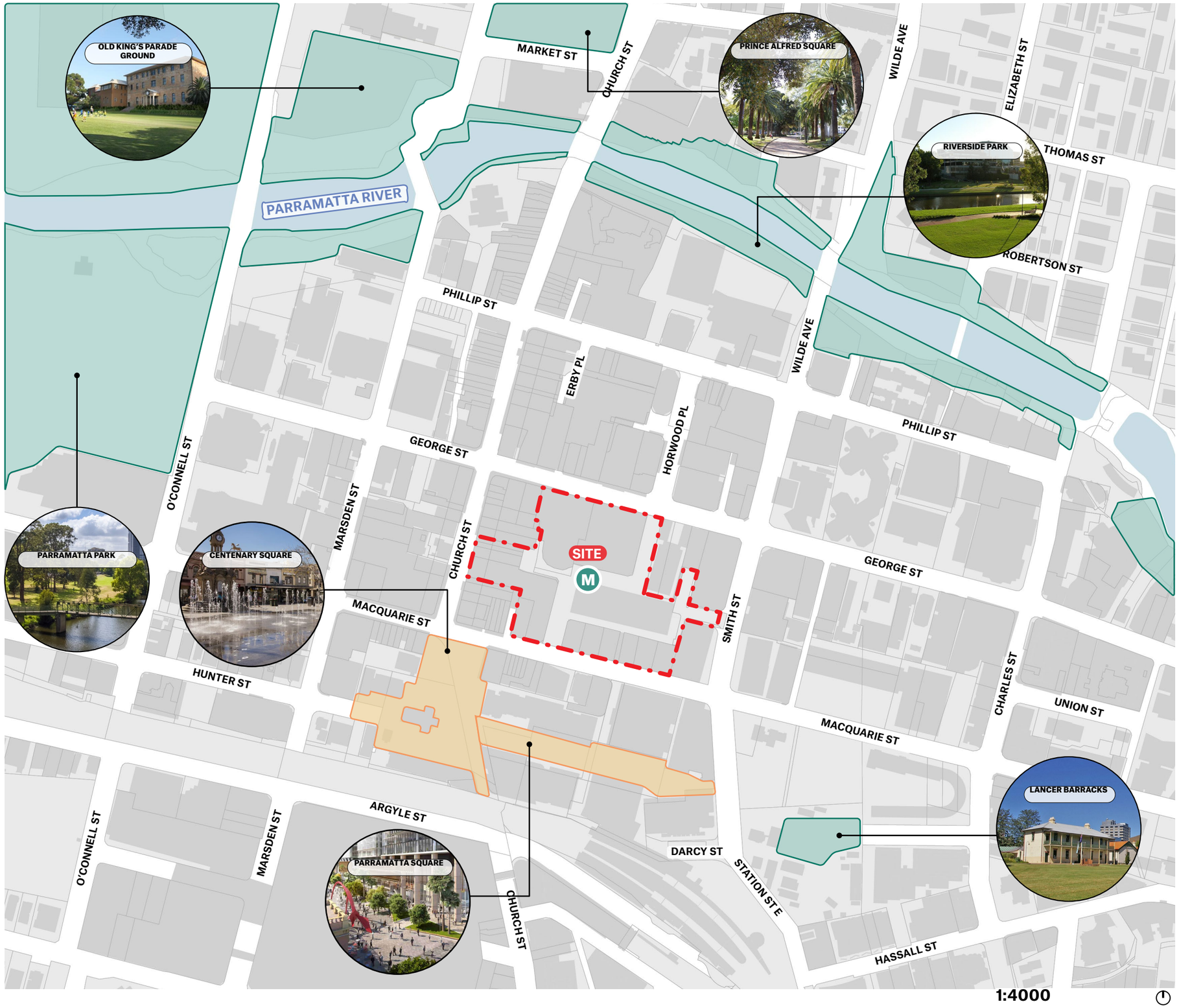
8

6.4 Civic Plazas & Green Spaces

The Parramatta CBD is surrounded by extensive perimeter parklands with Parramatta Park to the North West, and the recently revitalised Parramatta Riverside Precinct to the North.

Centenary Square, south of the site, has been the main public square within Parramatta until recently and is predominantly formal, hardscape and lawn in character, serving as the forecourt to St Andrews church terminating Church Street. Centenary Square has recently been supported by Parramatta Square immediately to the East. Running in an East/West orientation, Parramatta Square is also predominantly hardscape in character with some light tree cover.

Despite being well served with perimeter parks and formal hardscaped urban town squares, there are no parks or public green spaces within a 5 minute walking radius of the central commercial core.



Legend

Site

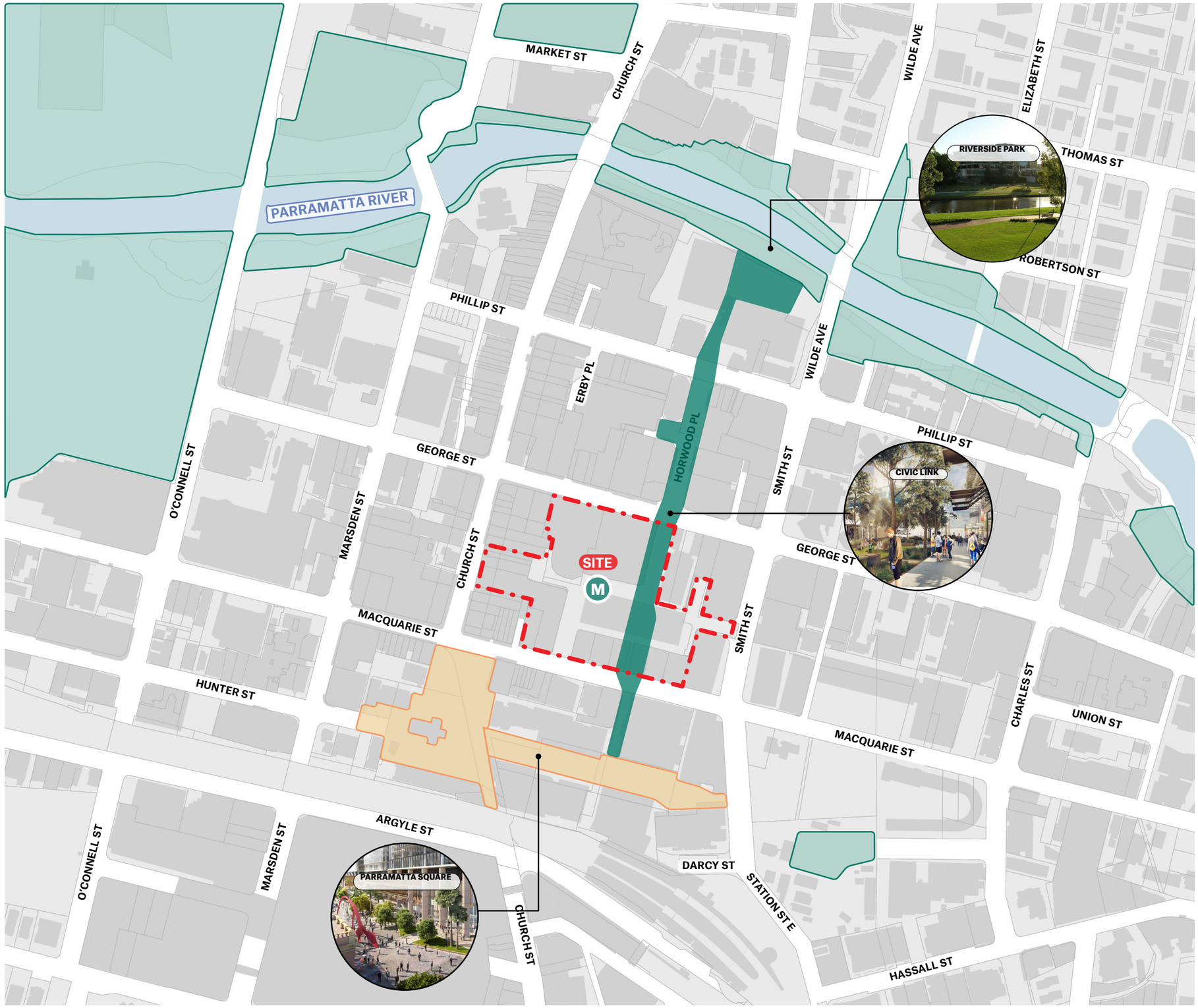
Civic Plazas

Green Spaces

6.5 Civic Link

Civic Link is a proposed new green, pedestrianised public space and cultural spine that connects from Parramatta Square to the Riverfront. Extending across 4 city blocks within the Parramatta CBD, the link will provide a pleasant and walkable pedestrian and cycle route from Parramatta Square and the current railway station to Riverside Park and the ferry wharf, passing through the proposed site and proposed new Metro station.

The proposed site is of strategic importance in the delivery of Civic Link representing the next stage (Block 2) of the 4 stage masterplan.



Legend

- Site
- Civic Plazas
- Green Spaces
- Future Civic Link

6.6 Key Destinations
Major Attractors

A significant number of current and proposed cultural and education facilities are located within a 5 minute walk of the site and proposed metro station.

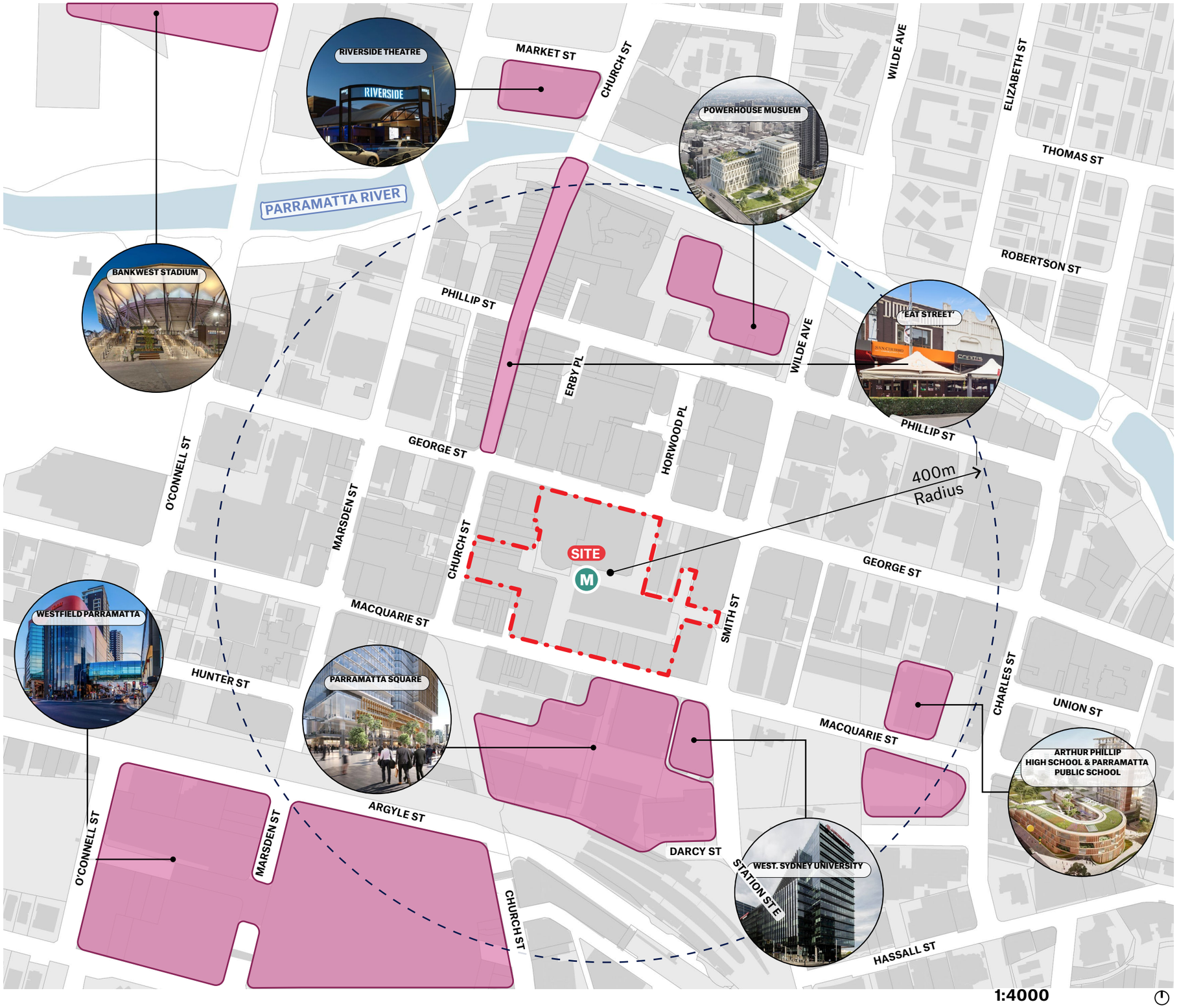
Immediately South lies Parramatta Square, the Train Station, and Westfield Parramatta.

East of Smith Street lies the education precinct containing the new Arthur Phillip High School and Western Sydney University.

Immediately West and North West lies ‘Eat Street’, a stretch of Church Street highly activated by restaurants and bars with extensive outdoor seating in the public domain.

Further North and Northwest lies the proposed Powerhouse Museum, Riverside Theatre, and Bankwest Stadium, all anticipated to act as major destinations to customers of the Parramatta Metro station.

Careful consideration of pedestrian routes within the site will be required in order to provide clear and legible wayfinding to and from these significant attractors.



Legend

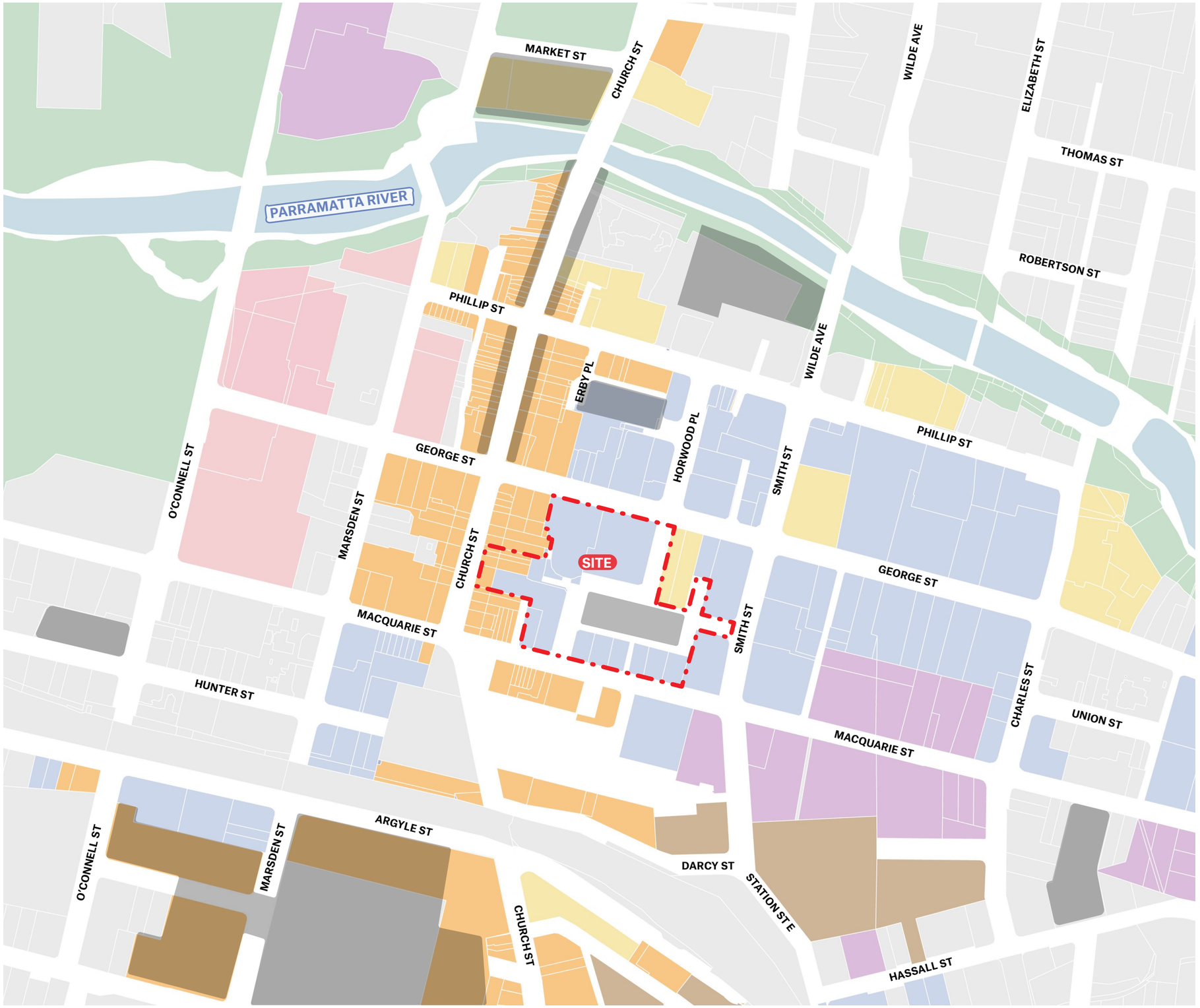
Site

Major Attractor

6.6 Key Destinations
Use Hubs

The site is predominantly zoned B3, Commercial Core, and can be seen on the adjacent use maps as representing around one fifth of the Parramatta Commercial Core by land area. The Westernmost portion fronting Church Street is zoned B4, Mixed use. The site currently accommodates one of several above ground car parks operated by Parramatta City Council and is due to be demolished.

Various 'Use Hubs' have emerged within Parramatta over time and are visible in the adjacent diagram. Retail uses are mostly clustered along Church Street and more recently spreading south into ground floors of Parramatta Square. An education precinct is growing east of the site along Macquarie Street. A legal hub has emerged west of the site fronting O'Connell Street, and a significant state and federal government hub is emerging south of Argyle street and East of Smith Street.

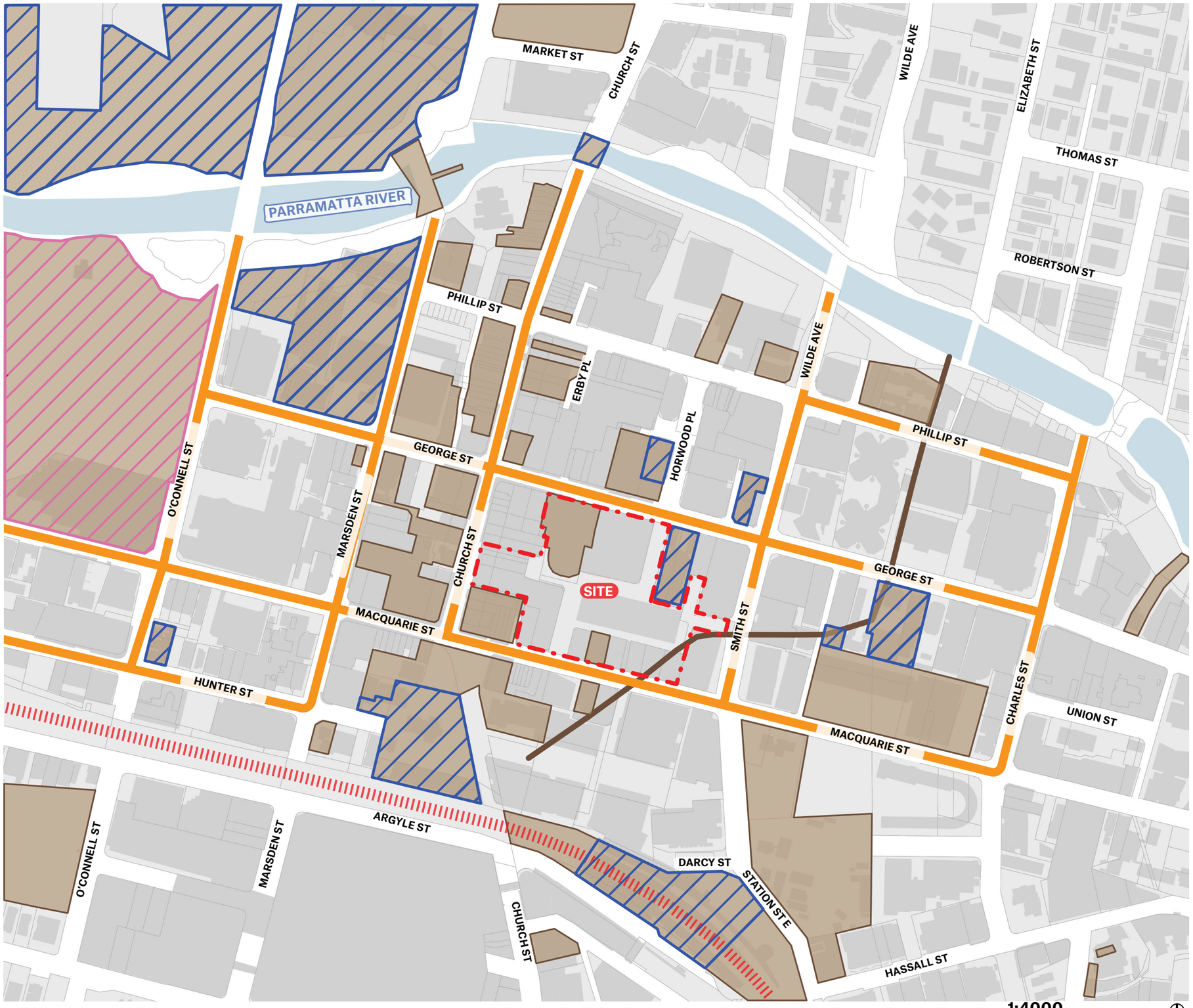


Legend

- Site
- Carparks
- Commercial Hub
- Retail Spine
- Legal Hub
- Education
- State & Federal Hub
- Open Space Recreation
- Entertaiment, Cultural and Recreational Uses

6.7 Heritage Context

Parramatta, being the oldest inland European settlement within Australia, is unusually rich in heritage items dating from the early colonial era. Parramatta Park and Old Government House are designated a UNESCO World Heritage Site. Numerous State and Local heritage items are located within the immediate context, and the street grid itself including all streets surrounding the site are part of the original Georgian street grid.



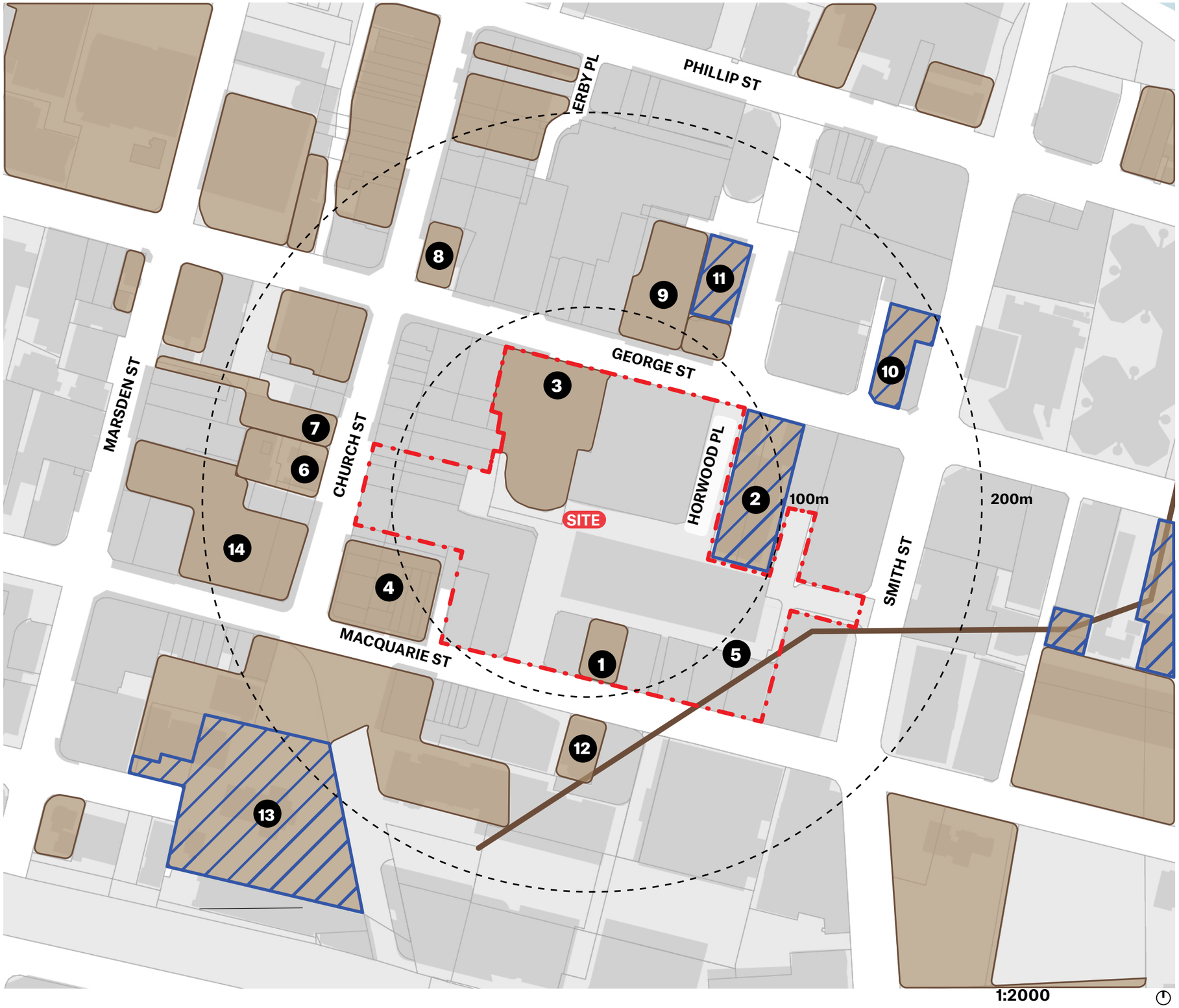
Legend

- Site
- Local Heritage Sites
- UNESCO World Heritage
- State Heritage Item
- Original Georgian Grid
- 1860's Rail Line

6.7 Heritage Context

Nearby Heritage Items within the Parramatta CBD Conservation Area:

1. I716 Kia Ora (62-64 Macquarie St)
2. I00711 Roxy Theatre (69 George St)
3. I703 Victorian Regency shop building (41-59 George St)
4. I656 Horse Parapet Facade (198-216 Church St to 38-46 Macquarie Street)
5. I647 Convict Drain
6. I657 Former Post Office (211 Church St)
7. I658 Former Comm. Bank (223 Church St)
8. I665 Westpac Bank (264 Church St)
9. I704 Civic Arcade (48 George St)
10. I705 Dr Pringles Cottage (52 George St)
11. I00218 Redcoats Mess House
12. I719 Leigh Memorial Uniting Church (119 Macquarie St)
13. I651 Centenary Square
14. I655 Two Storey Shop (197 Church St)



Legend

Site

Local Heritage Sites

State Heritage Item

6.7 Heritage Context
Adjacent Heritage Items

The adjacent descriptions identify heritage items that are located either within or directly adjacent the subject site.

1

Kia Ora (within site extents)

Location 62-64 Macquarie St
Architect James Houison
Completion ca. 1841
Building Type Residential / Colonial Georgian

Located within the site extents and fronting Macquarie Street, Kia Ora is of local heritage significance as an important example of a Colonial Georgian townhouse which contributes to the understanding of early urban development.

The two storey building is constructed of rendered brick, sandstone foundation and gabled slate roof. The colonial verandah was replaced in 1955 and replaced with an American Style Portico. The original sandstone verandah and fence foundations remain.

2

George St Shop Front (within site extents)

Location 41-59 George St
Architect Unknown
Completion Prior to 1844
Building Type Residential house/Inn / Victorian Regency

Located within the site extents and fronting George Street, this historical site includes the two-storey sandstone shopfronts at 43-47 George Street and are of local heritage significance. The building is an early commercial/residential building and is possibly the oldest commercial building in Parramatta and Sydney. The facade is constructed of plain sandstone with a hipped slate roof, rendered brick chimneys and the skillion corrugated iron roof over the verandah is supported by timber chamfered posts with curved timber valance. It is likely that the site contains relics of c. 1790 convict huts indicated on maps circa 1792.

3

Roxy Theatre

Location 65-69 George Street
Architect Moore & Dyer with Herbert & Wilson
Completion 1930
Building Type Cinema / Spanish Revival

Located immediately East of the site and fronting Macquarie Street, the distinctive local landmark of the Roxy Theatre is State listed and considered highly culturally significant as a “Picture Palaces” film theatre in the “Inter-war Spanish Mission” style. The theatre has been influenced by both national and international developments in film technology and theatre culture in the 1920s. Most of the building’s external features have been retained including the tower sign and has been continually refurbished. Internally, the original auditorium has been subdivided though the foyer is mostly intact.

4

Horse Parapet Facade

Location 198-216 Church St to 38-46 Macquarie St
Architect Moore & Dyer with Herbert & Wilson
Completion 1881
Building Type Retail Shops / Victorian Italianate

The “Horse parapeted shops” are situated in a major intersection overlooking Centenary Square immediately west of the site and of local heritage significance. The two storey shops and offices are notably decorated by two prancing plaster horses on the parapet. The facade is rendered brick with a decorative string line with plaster decoration on the windows in a Palladian style. The awning is a skillion metal awning with a corrugated iron roof. Alterations have been made to the ground floor over the years. It is also a potential archaeological site.

5

Convict Drain (within site extents)

Location 72, 74 Macquarie St & 25 Smith St
Architect -
Completion 1820s
Building Type Utilities - Water / Colonial

This brick barrel drain is significant for the local area and is the oldest known example of its type in NSW. It is an example of early colonial engineering and town planning in Parramatta. The drain is constructed from double skin sandstock 200mm bricks cemented with mud mortar and packed with clay and sand. It is a circular section that varies 1.2-1.3m and was used to disperse stormwater into the Parramatta River. The drain was built in two stages (bottom half then top) which suggests and open drain was used for a time. A portion of it sits within site extents.

6.7 Heritage Context
Adjacent Heritage Items

The adjacent descriptions identify heritage items located in close proximity to the site.

6

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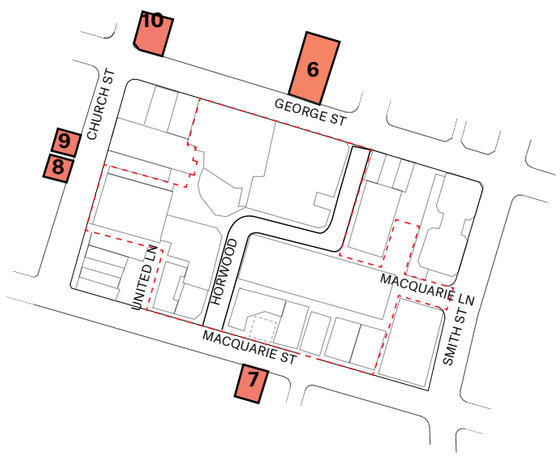

Civic Arcade

Location 48 George Street
Architect Unknown
Completion 1924
Building Type Cinema

The Civic Arcade is the site of the first cinema in Parramatta. The first cinema Parramatta Picture Palace (1910) located on this site was replaced with the Cinema No. 1 in 1924 which had a plain brick exterior. It was modernised with a grander art deco facade and reopened in 1938. After declining audiences, the building was sold in 1960 and Civic Arcade was created. The building is of unusual significance as it incorporates the outer fabric of the cinema. The building is now a shopping complex at ground with commercial offices above.

Leigh Memorial Uniting Chuch

Location 119 Macquarie Street
Architect Hart and Lavors
Completion 1885
Building Type Church / Victorian Free Gothic

The church was built to cater for local churches' expanding needs and had the tallest spire in Parramatta at the time at 43m. The building has a sandstone base with speckled tuck pointed brick walls and a parapeted slate gable roof. The tower has an octagonal belfry and the openings have a gabled sandstone label mould. The spire was removed in the 1920s after being damaged from lighting. Recent proposals (2017) by Turner Architects include the reinstating of the spire and two mixed use residential and commercial buildings on either side.

8

Former Post Office

Location 211 Church St
Architect James Barnett
Completion 1880
Building Type Post Office / Victorian Mannerist

Built by prominent colonial architect James Barnett, the building is a representative example of a Victorian Mannerist building.

The two storey sandstone building has seven bays and is arcaded on both storeys. It also features Corinthian columns, a hipped roof, fanlight and casement windows that are decorated with Victorian label moulds. The building was used as a post office until 1966 and was then used as commercial and hospitality over the years. It is also a potential archaeological site.

9

Former Commonwealth Bank

Location 215 Church St
Architect Unknown
Completion 1927
Building Type Commercial / Inter-war Stripped Classical

The building is an example of Inter-war Stripped Classical style and is significant for historical and aesthetic reasons. The two-storey building is clad with sandstone on grey granite foundations. The entrance is marked by two Ionic fluted columns on a granite base with two banded piers on either side of the building. The parapet is constructed of sandstone with a detailed frieze and entablature. The original windows, awning and Commonwealth Bank signage have since been removed and window wall glazing has since been installed.

10

Westpac Bank

Location 264 Church Street
Architect Spain, Cosh & Dods
Completion 1938
Building Type Commercial / Inter-War Classical

The building is located on a prominent street corner of Church and George St and contributes strongly to the streetscape. The building is an Inter-War Classical bank and is constructed of sandstone. The entry is chamfered on the street corner and marked by two sandstone columns. A colonnade is formed with sandstone columns. The hipped roof is splayed at the corner with a balustraded parapet, cornice and dentils. The site was occupied by the Bank of New South Wales from 1874 before the current building was constructed in 1938

6.8 Neighborhood Character
Parramatta Square

Representing a quantum shift in scale and density for Parramatta, the Parramatta Square precinct has an emerging character of very tall glass commercial office towers crowding around a busy hardscaped plaza. The new library fronting the northern plaza seeks to provide a Civic focus while also attempting to mediate the scale to adjacent heritage items surrounding Centenary Square. The true character of this precinct will take several more years to fully emerge.

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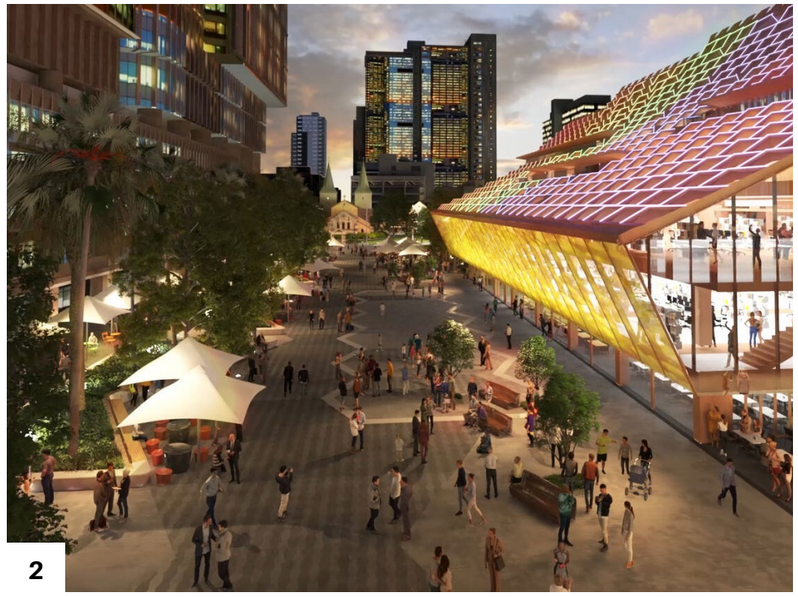

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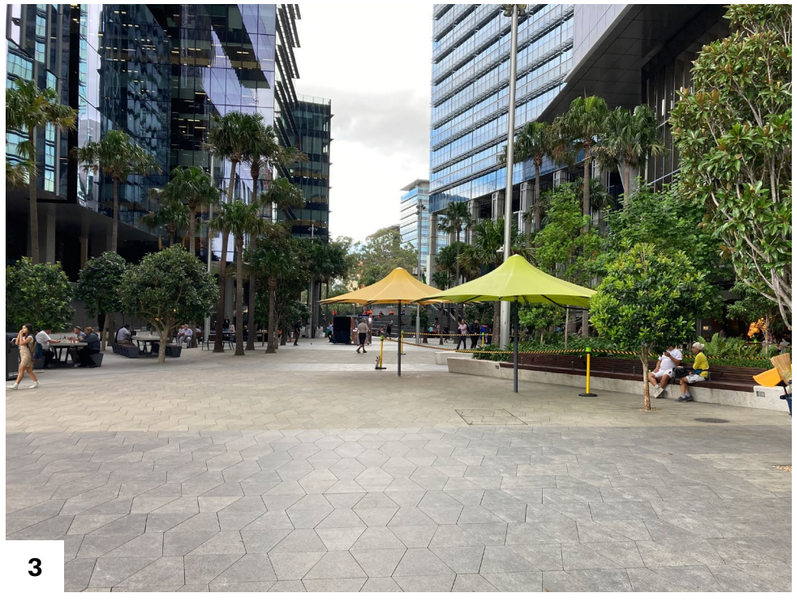

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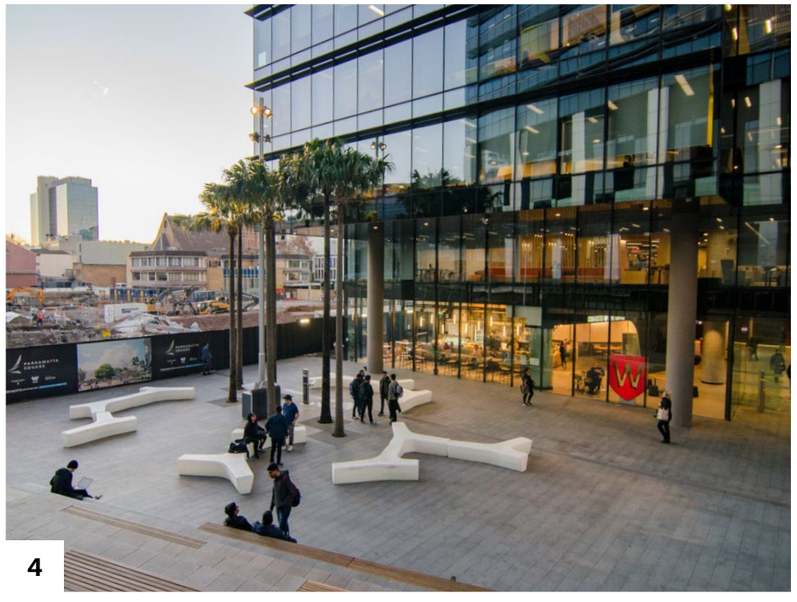

4

Pictured

1. Render of Parramatta Square Development
2. Render of Parramatta Square Development
3. Current Ground Plane looking east
4. Eastern end of Parramatta Square

6.8 Neighborhood Character
Eat Street

With a prolific offering of bars and restaurants with outdoor seating, "Eat Street" has long been a centre of vibrancy and nightlife for Western Sydney. Pedestrian circulation along "Eat Street" is highly activated by continuous restaurant frontages lining the outside face of each footpath and outdoor dining spaces lining the inner face, also providing a buffer zone to vehicular traffic. With the closure of "Eat Street' to vehicular traffic proposed under the Light Rail project due for completion in 2023, the character and amenity of "Eat Street" is expected to further improve. The proposed development should seek to enhance, rather than erode, this vibrant social and entertainment hub.

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Pictured

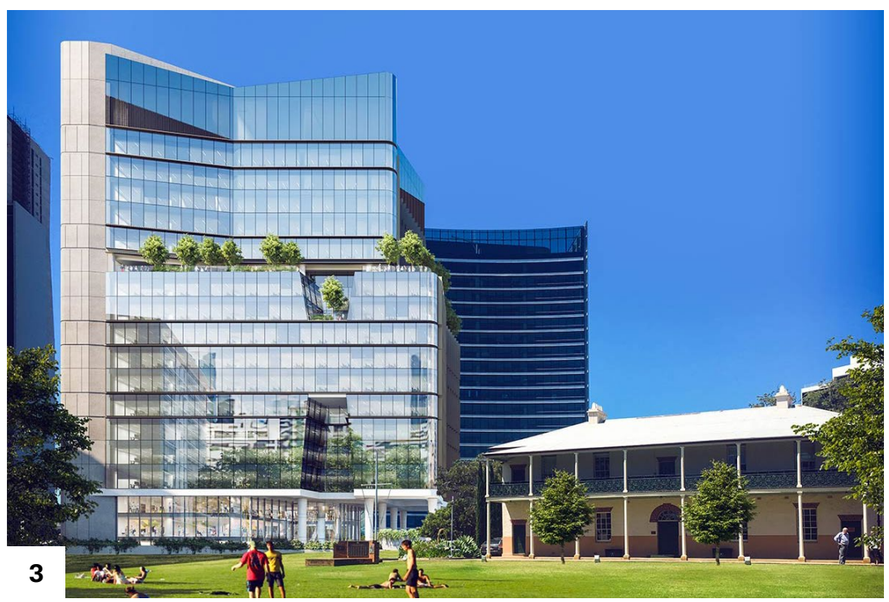
1. Church St Streetscape
2. Render of future Light Rail
3. View of Church St before Light Rail construction
4. Church St Streetscape

6.8 Neighborhood Character
Education Precinct

The education precinct located East of the site consists of an emerging cluster of contemporary high rise education buildings and vertical schools which are at the forefront of innovative education architecture and reflective of an area of Sydney undergoing significant density increases.

1

2



3

4

Pictured

1. University of Western Sydney Campus at 1 Parramatta Square
2. Arthur Phillip High School Vertical Campus
3. Render of proposed 6 Hassall St which will be occupied by University of Western Sydney and University of NSW
4. Render of recently completed Parramatta Public School and Arthur Phillip High School

6.8 Neighborhood Character
Riverside

The character of the Riverside Precinct is one of extensive areas of sunny, riverside parks with high quality public domain. Activated by new developments containing outdoor dining, new residential uses, and an new emerging arts precinct consisting of the Riverside Theatre and future Powerhouse Museum, the Riverside Precinct is a highly successful but still emerging leisure, cultural and lifestyle heart for residents of Greater Parramatta and Western Sydney.

Future connection of the Riverside Precinct to Parramatta Square, Train Station, and the proposed new Metro Station as proposed under the Civic Link framework and proposed development will provide further access and amenity to this precinct.

1

2

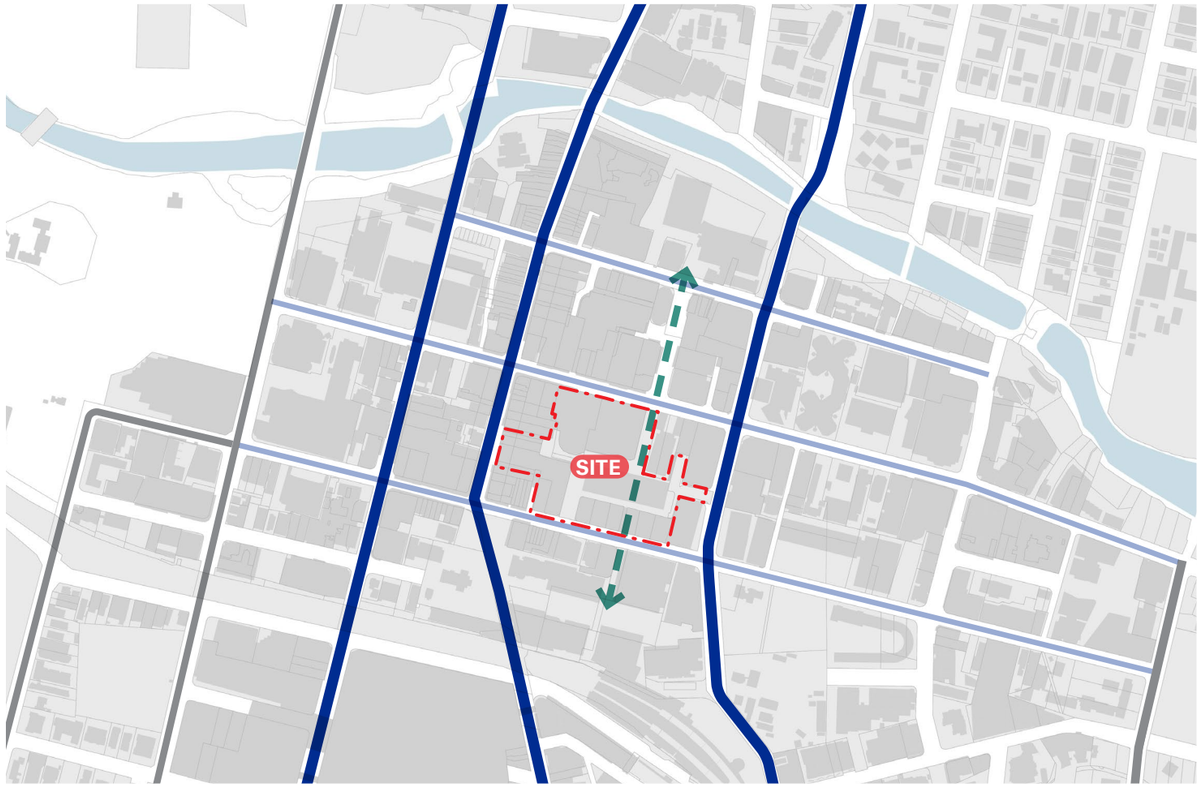
3

4

Pictured

1. Church St Streetscape
2. Hand-paintings of Aboriginal history along the riverside walk
3. View of Riverside Theatre and Lennox Bridge
4. Render of proposed MAAS

6.9 Context Analysis
Surrounding Streets



Street Hierarchy

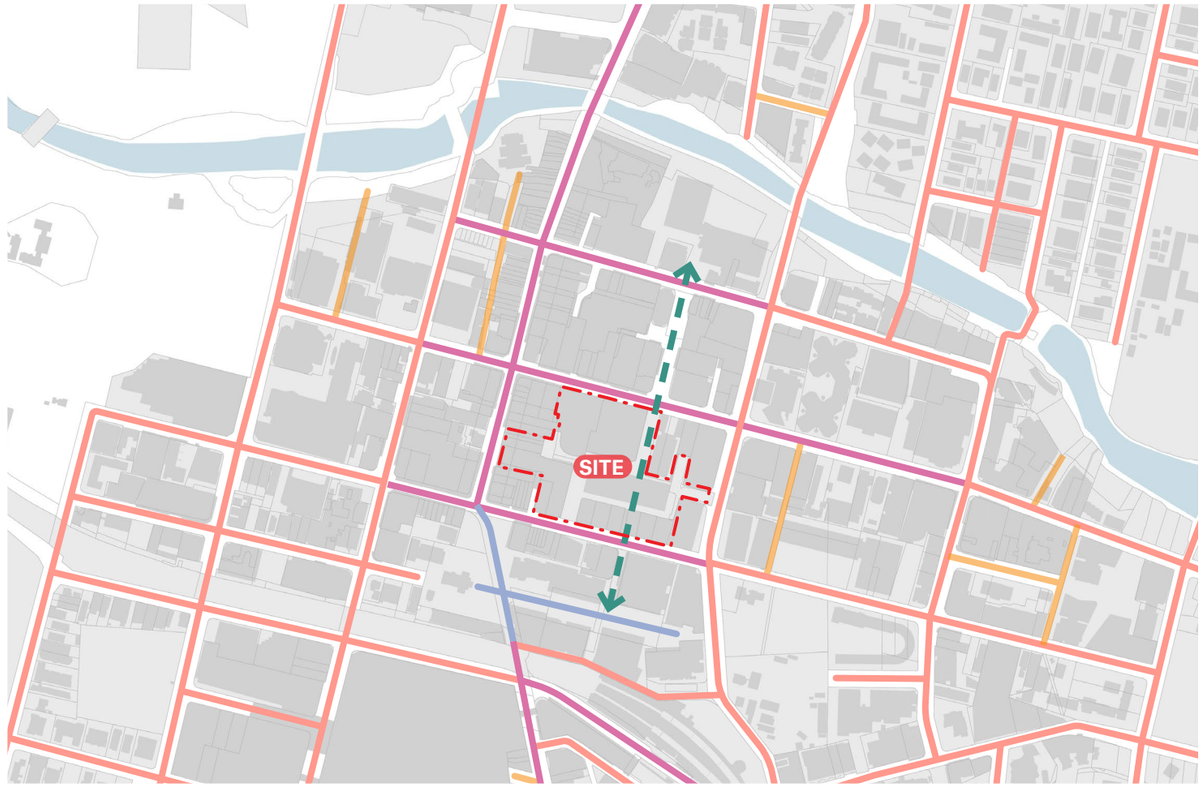
Legend

City Ring Road

Main North South Street

Main East West Street

Future Civic Link



Category of Streets

Legend

Places for people

Activity Street

Travel Street

Access and Shortcuts

Future Civic Link

Current Pedestrian Volumes
Thursday AM Peak

Legend

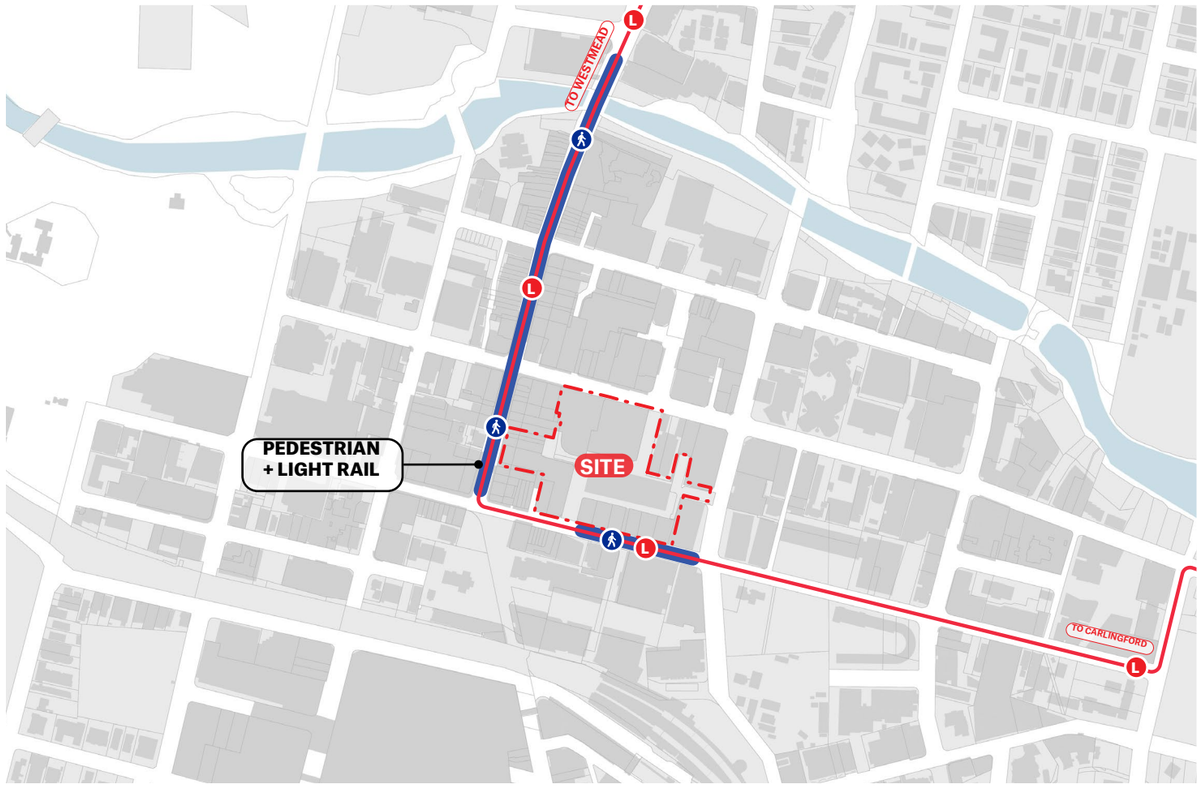
1 - 100
101 - 200
201 - 500
501 - 1000
1001 - 2000
2001 -3000
3001 - 6000

Current Pedestrian Volumes
Thursday PM Peak

Legend

1 - 100
101 - 200
201 - 500
501 - 1000
1001 - 2000
2001 -3000
3001 - 6000

6.9 Context Analysis
Surrounding Streets

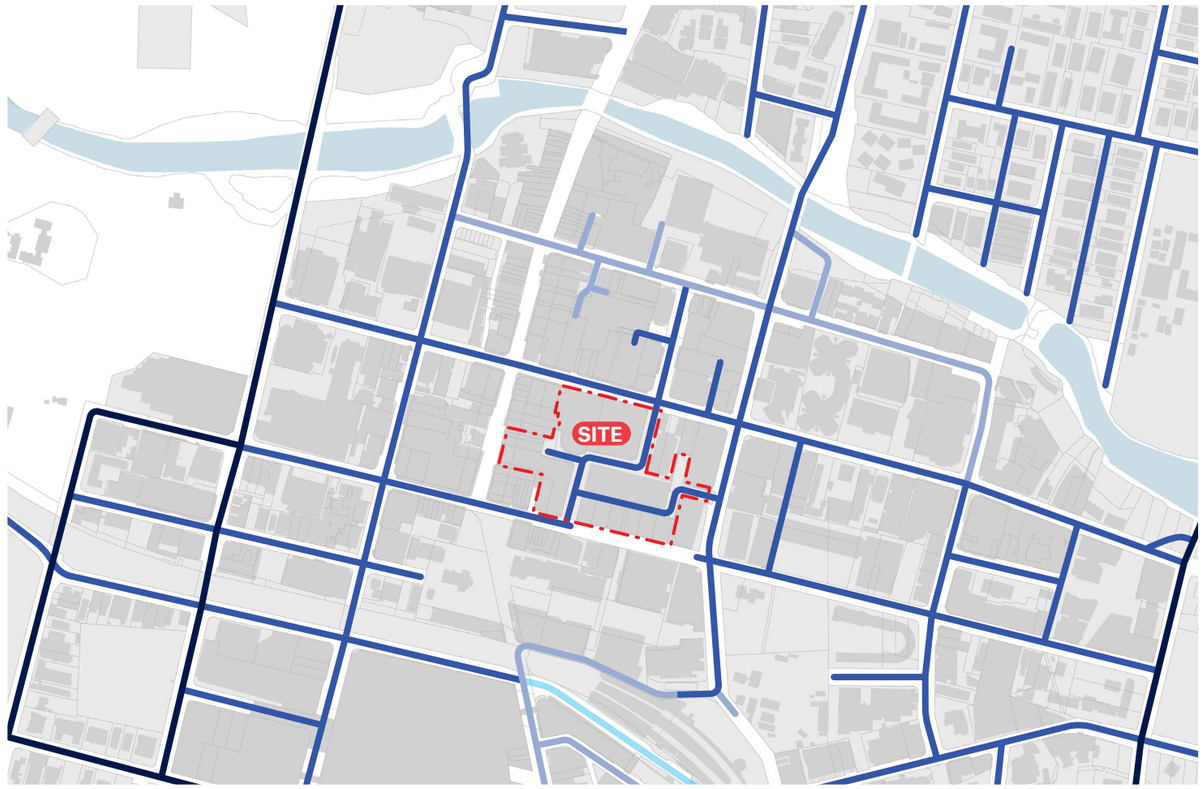


Street Closures

Legend

Light Rail Stops

Road Closures



CBD Speed Limit

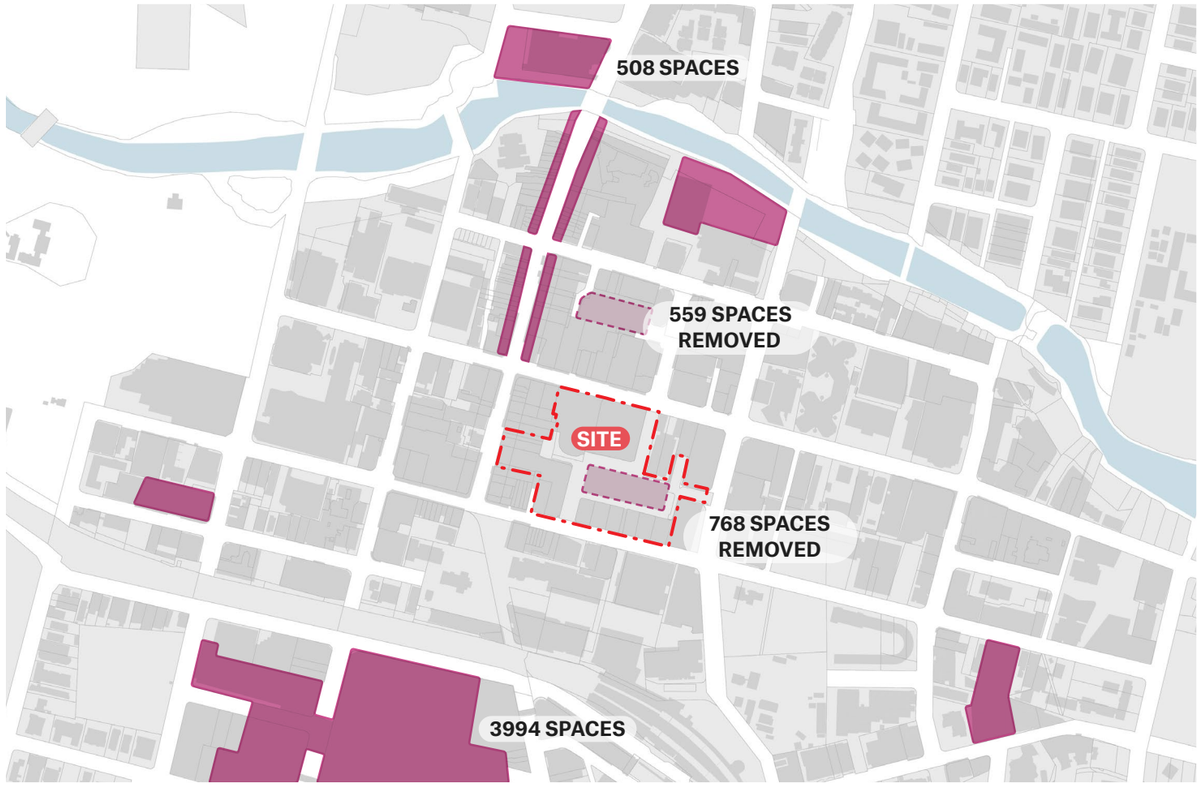
Legend

60 km/h

50 km/h

40 km/h

30 km/h

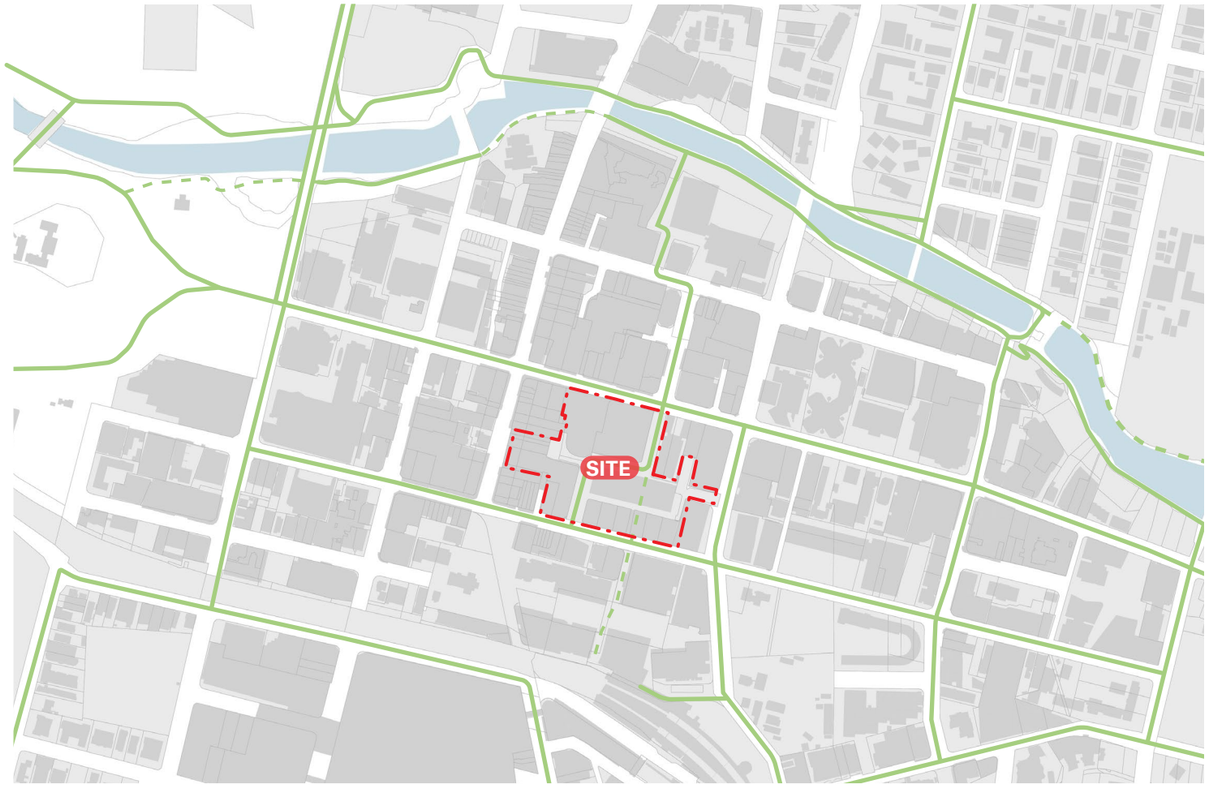


Parking Locations

Legend

Existing

Removed



Cycle Routes

Legend

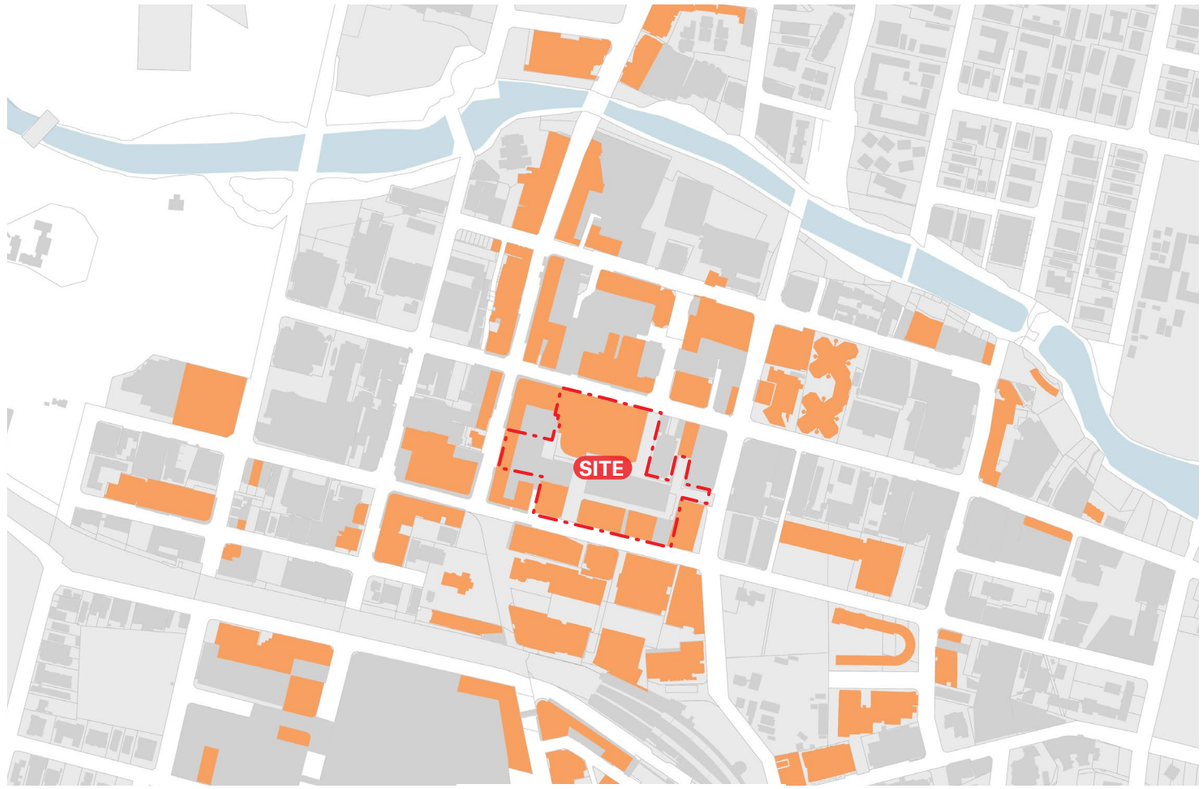
Existing

Proposed

6.9 Context Analysis
Active Frontages

Active Frontages
Morning - Mid Day

Legend
Active Frontages



Active Frontages
Mid Day - Afternoon

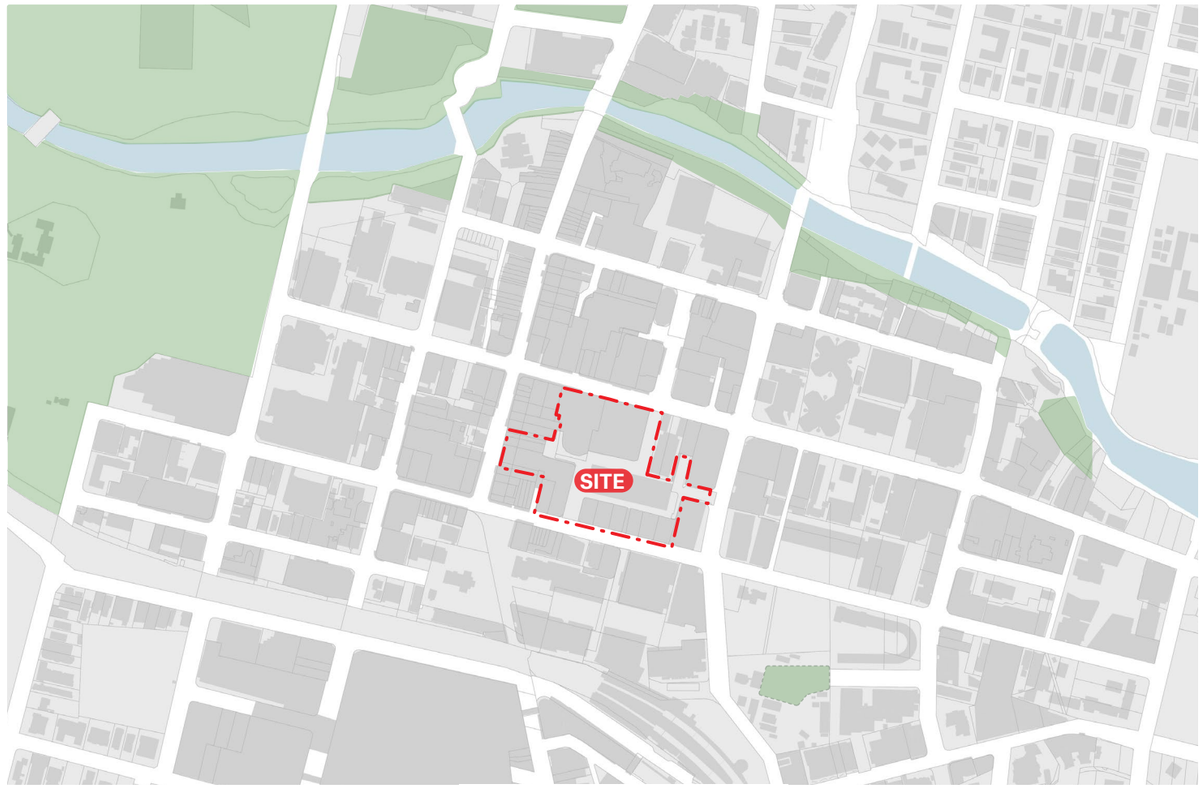
Legend
Active Frontages

6.9 Context Analysis
Active Frontages & Walking Catchment

Active Frontages
Afternoon - Evening

Legend

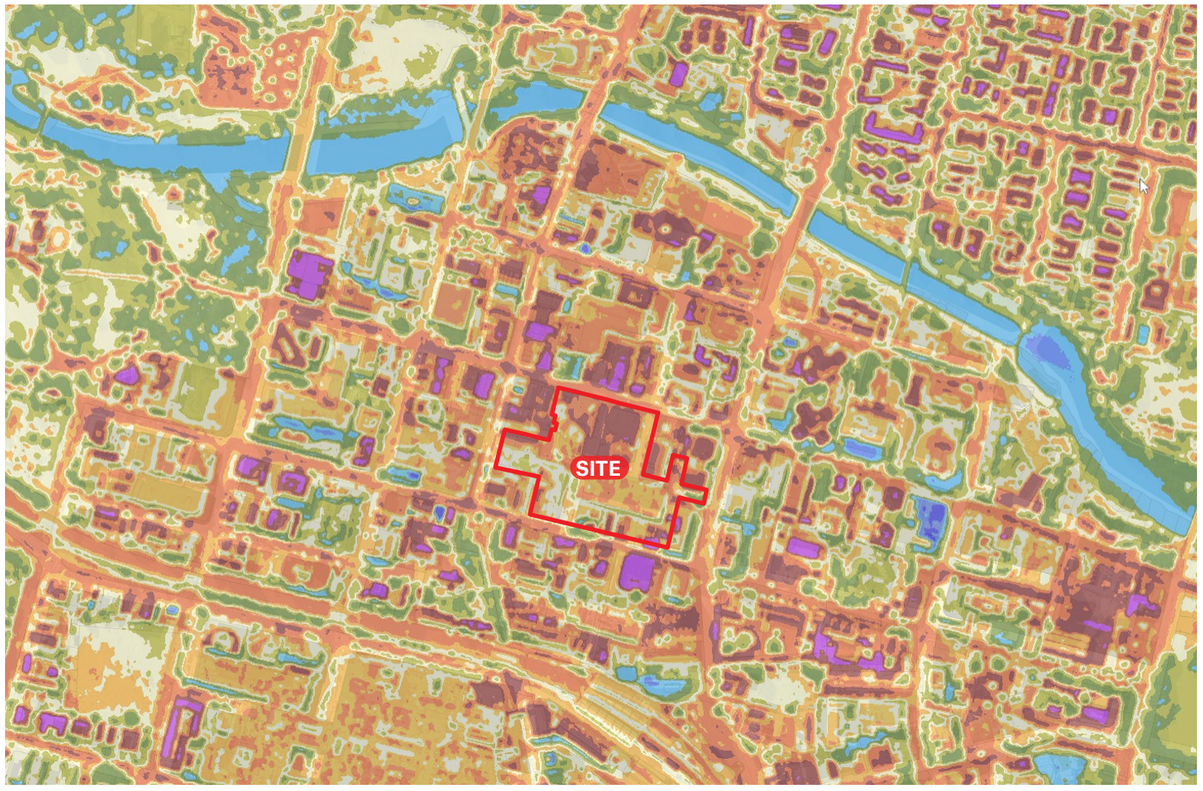
Active Frontages

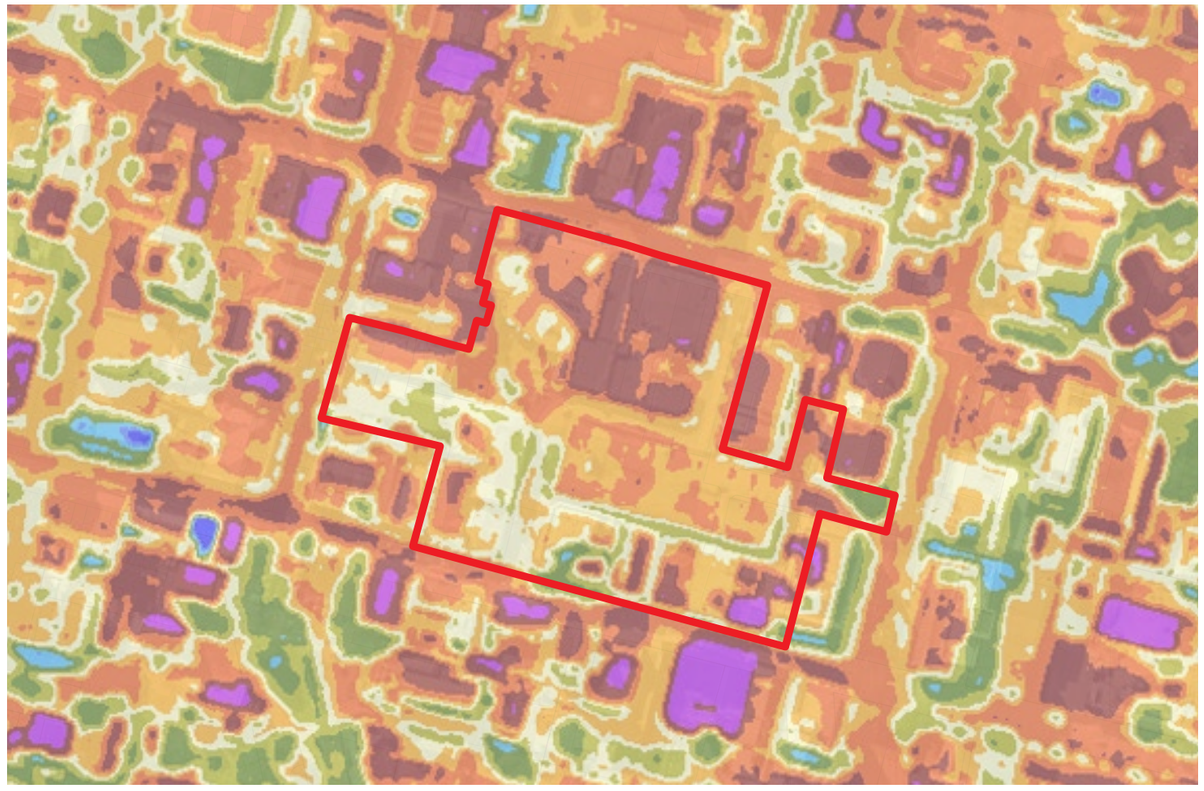


Parks & Green Spaces

Although Parramatta is surrounded by green spaces, there is a distinct absence of any green space or public parks within the commercial core.

6.9 Context Analysis
Urban Heat Island





Heat Map
Day

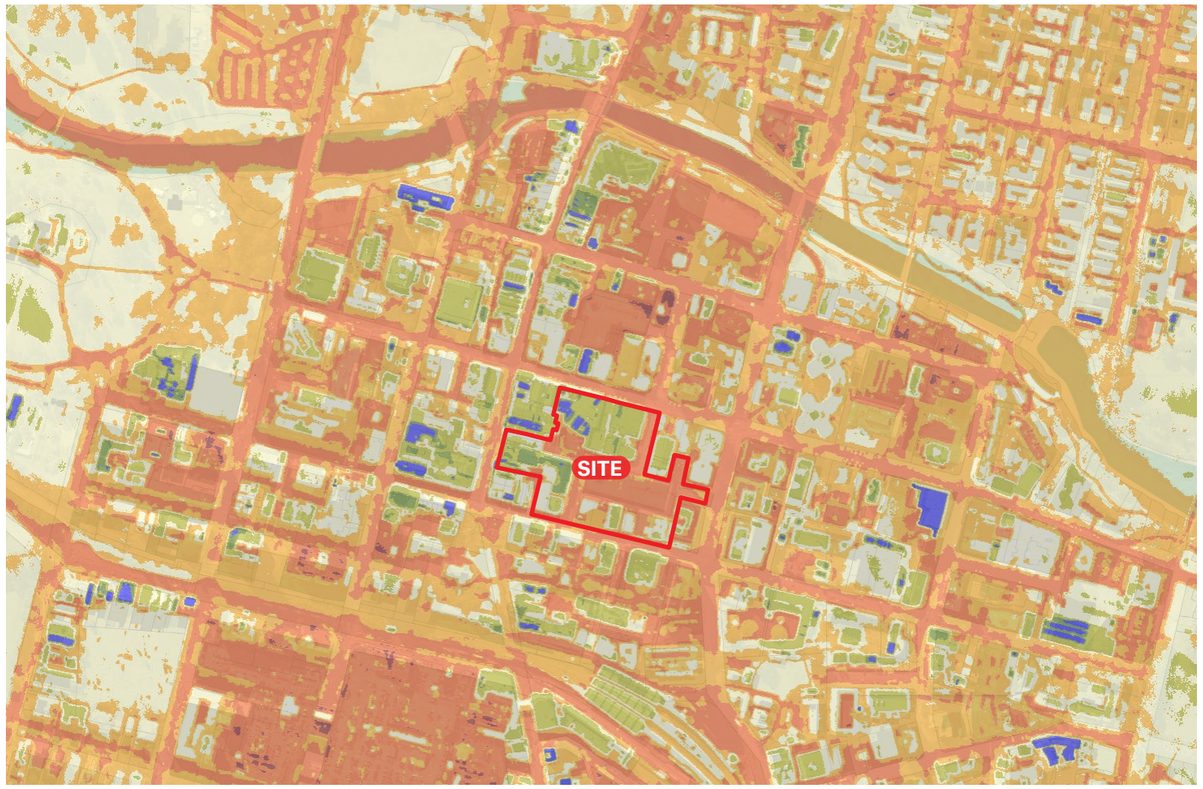
Surface Temperature (Celsius)

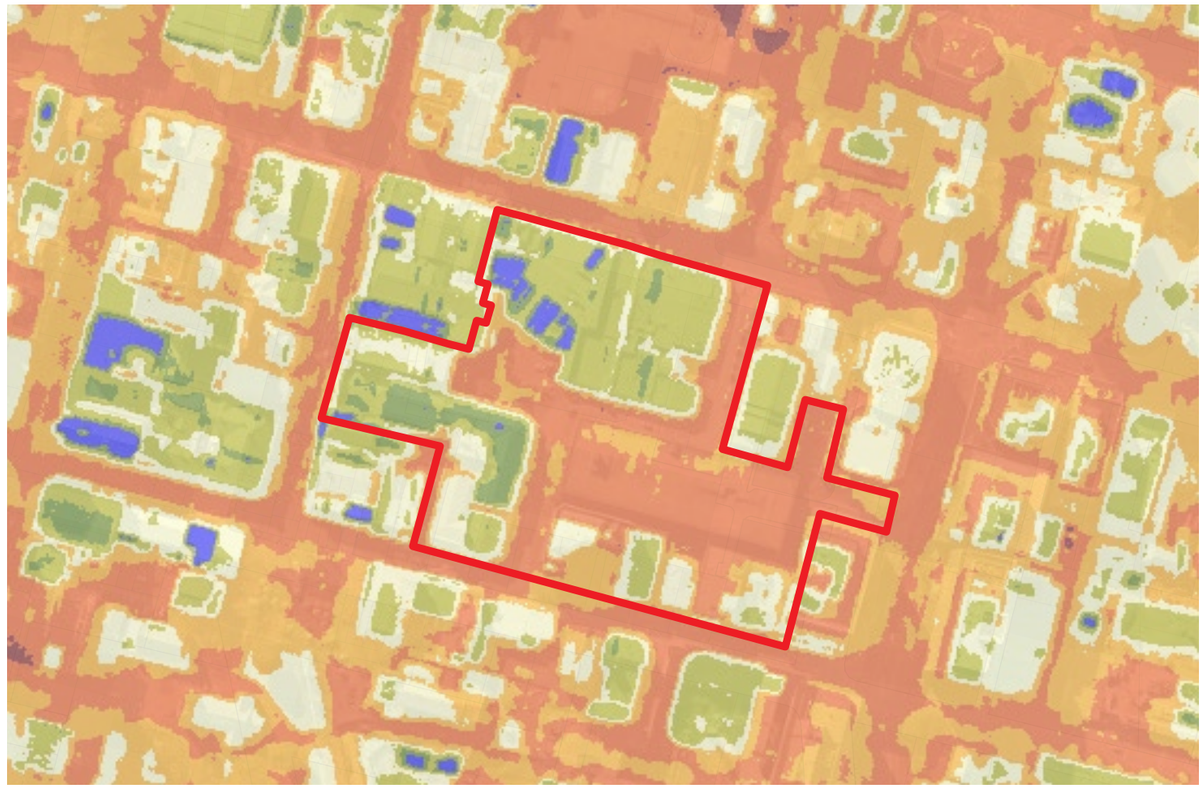
10 — 12	35 — 37
23 — 25	38 — 40
26 — 28	41 — 43
29 — 31	44 — 48
32 — 34	49 — 53

The average day-time temperature on the dates of the capture was 35.8°C

Parramatta suffers considerably during summer months from the Urban Heat Island Effect, a raising of temperatures often occurring in non coastal cities caused by replacement of natural land coverings with pavements, buildings, and other surfaces that absorb and retain heat. The above heat map graphic indicates surfaces within the site are regularly 10 or more degrees above average daytime temperatures. By contrast, note that parks are regularly 5 or more degrees below average daytime temperatures.

6.9 Context Analysis
Urban Heat Island





Heat Map
Evening

Surface Temperature (Celsius)

<16	26 — 28
17 — 18	29 — 31
19 — 21	32 — 90
22 — 23	
24 — 25	

The above heat map graphic shows a cooling at night however this is understood to be simply due to metal roofing on existing buildings to be demolished dissipating heat into the environment quickly after sunset.

The average night-time temperature on the dates of the capture was 22.6°C

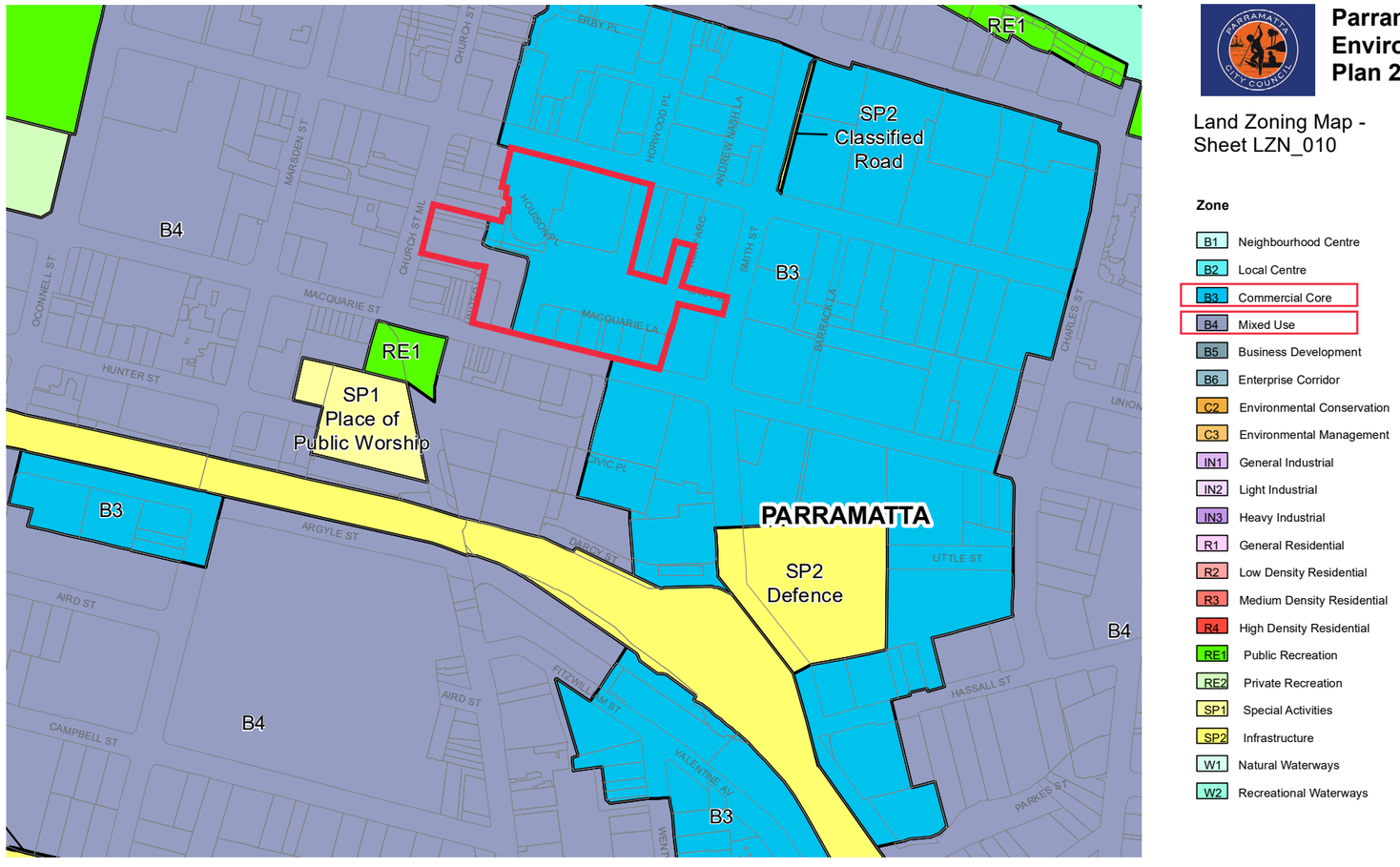
7.0

Planning Framework

7.1 LEP Controls
Zoning

Land Zoning
Parramatta LEP 2011 (Amendment No 56)

The Site is predominantly zoned as Commercial Core (B3) and forms the mid block of the western edge of the Parramatta Commercial Centre. The western portion of the site, as it interfaces with both Church Street and Macquarie Street, is zoned Mixed Use (B4), thus permitting additional uses such as residential in these zones. West of the site is almost entirely zoned as Mixed Use (B4).



PCC LEP 2011 - Land Zoning Map

Parramatta Local Environmental Plan 2011

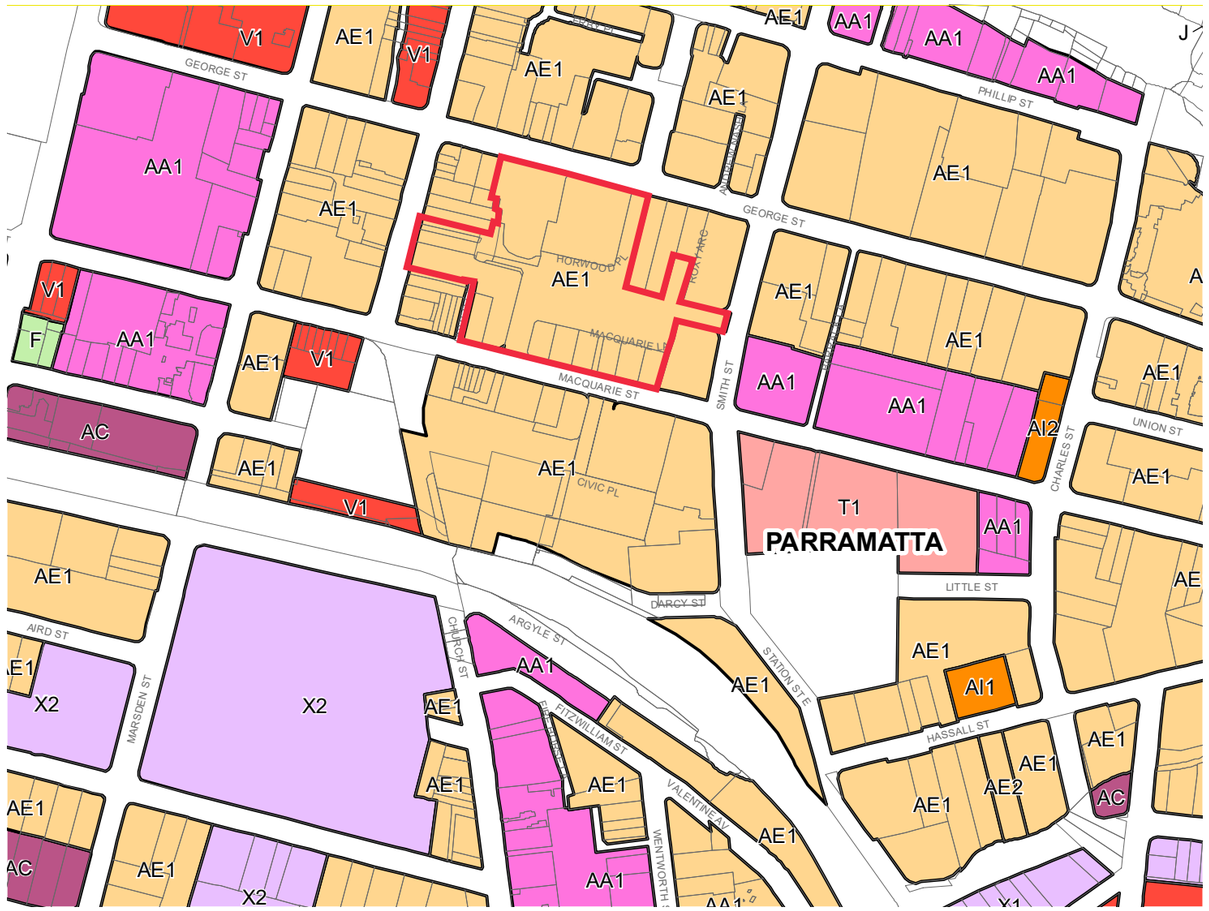
Land Zoning Map - Sheet LZN_010

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- C2 Environmental Conservation
- C3 Environmental Management
- IN1 General Industrial
- IN2 Light Industrial
- IN3 Heavy Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways
- W2 Recreational Waterways

Floor Space Ratio
Parramatta LEP 2011 (Amendment No 56

The Site is entirely located within the AE1 zone which permits a maximum FSR of 10:1. The majoriity of the commercial core of Parramatta is 10:1 FSR, with some properties along Macquarie Street to the East and West only permitting 6:1.



PCC LEP 2011 -Floor Space Ratio Map

Parramatta Local Environmental Plan 2011

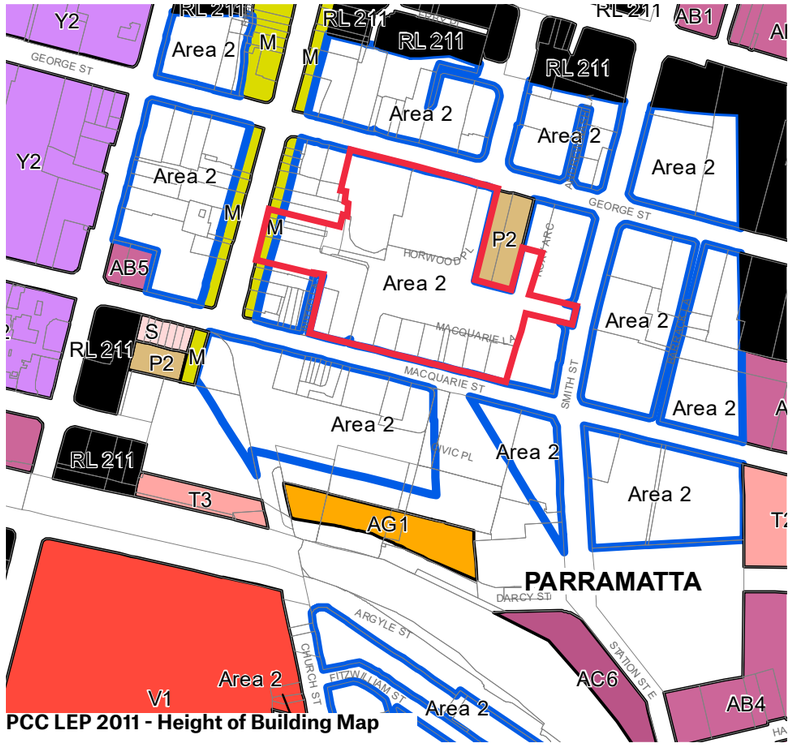
Floor Space Ratio Map - Sheet FSR_010

Maximum Floor Space Ratio (n:1)

A	0.33	V2	3.3
B	0.4	V3	3.4
D	0.5	W1	3.5
F	0.6	W2	3.7
H	0.7	X1	4.0
J	0.8	X2	4.2
K	0.89	Y1	4.5
N	1.0	Y2	4.8
O	1.1	Z	5.0
P	1.2	AA1	6.0
R	1.4	AA2	6.4
S1	1.5	AA3	6.5
S2	1.52	AB1	7.0
S3	1.7	AB2	7.2
S4	1.75	AC	8.0
T1	2.0	AE1	10.0
T2	2.1	AE2	10.2
T3	2.4	AG	12.0
U1	2.5	AI1	14.5
U2	2.6	AI2	19.0
V1	3.0		

Refer to Clause 4.4(2A)
Area A Refer to Clause 6.17(1)
Area B Refer to Clause 6.17(2)
Area C Refer to Clause 6.17(3)

7.1 LEP Controls
Building Height and Sun Access



PCC LEP 2011 - Height of Building Map

Height of Buildings Map - Sheet HOB_010

Maximum Building Height (RL)
Heights shown on the map in RL(m)

RL 11		RL 21	
RL 14		RL 211	

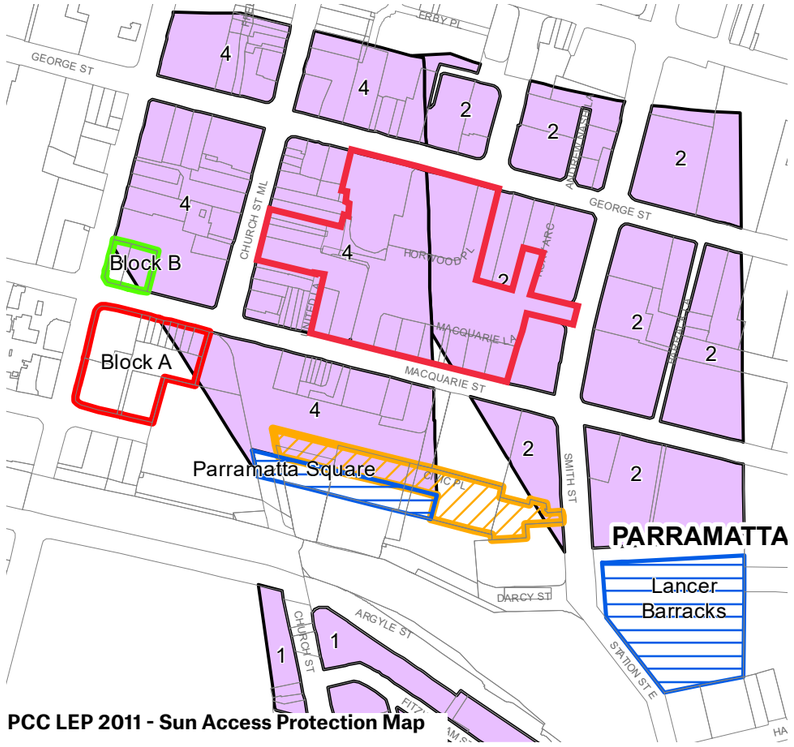
Maximum Building Height (m)

A	0	Q1	19	Y2	54	AC5	118
E	6	Q2	20	AA1	60	AC6	120
G	7	R1	21	AA2	65	AC7	122
H	7.5	R2	22	AA3	66	AD1	130
I	8	S	24	AA4	72	AD2	134
J1	9	T1	25	AA5	76	AD3	136
J2	9.2	T2	26	AB1	80	AD4	144
J3	9.5	T3	28	AB2	82	AD5	145
K	10	U1	31	AB3	84	AE1	150
L	11	U2	34	AB4	86	AE2	156
M	12	V1	36	AB5	90	AF1	180
N1	13	V2	37	AB6	92	AF2	190
N2	14	W	40	AB7	97	AF3	192
O1	15	X1	45	AC1	100	AG1	200
O2	16	X2	48	AC2	102	AG2	217
P1	17	X3	49	AC3	105		
P2	18	Y1	52	AC4	110		

Area 1	Refer to Clause 4.3(2A)
Area 2	Refer to Clause 7.5
Area 4	Refer to Clause 6.22
Area A	Refer to Clause 6.16(1)
Area B	Refer to Clause 6.12(2)

Height of Buildings
Parramatta LEP 2011 (Amendment No 56)

Under Parramatta LEP 2011 (Amendment No 56), the Maximum Building Height on the site varies from 12m (M) on Church St to Area 2 (Clause 7.5) for the remainder of the site. Clause 7.5 refers to the Lancer Barracks and Parramatta Square Solar Access Planes which are described on the following page. These two solar access planes define maximum building heights achievable on the site. Sites immediately to the North, on the opposite side of George Street, have a maximum permissible height of approx 200 metres (RL211).



PCC LEP 2011 - Sun Access Protection Map

Sun Access Protection Map - Sheet SAP_010

Land Affected by Sun Access Protection Surfaces

1	Jubilee Park
2	Lancer Barracks
3	Experiment Farm
4	Parramatta Square

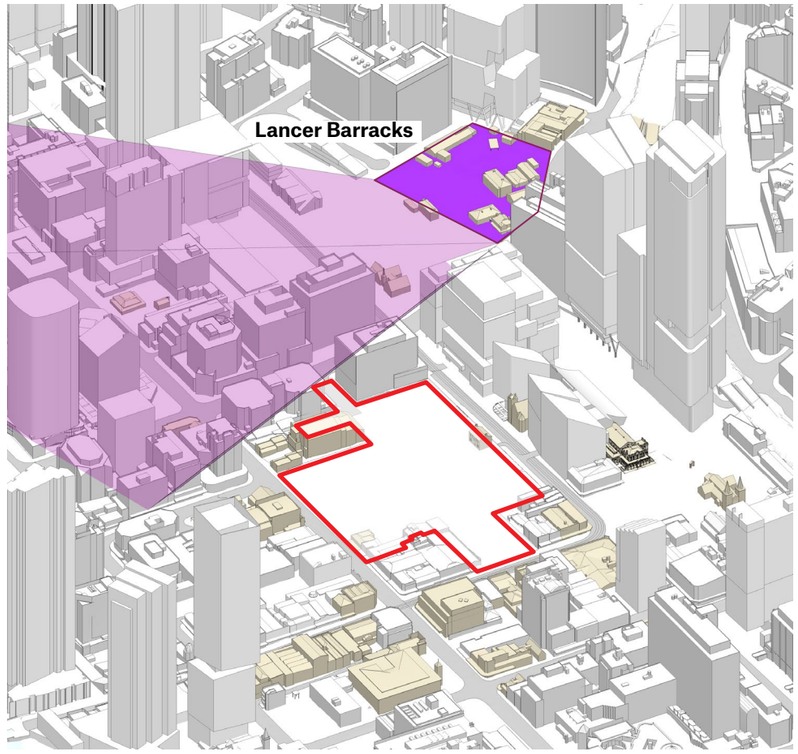
Protected Areas
No Additional Overshadowing

Additional Sun Access Protection - Parramatta Square (Refer to Clause 7.5(4)
Block A
Block B
Refer to Clause 7.5(4)(a)

Sun Access Protection
Parramatta LEP 2011 (Amendment No 56)

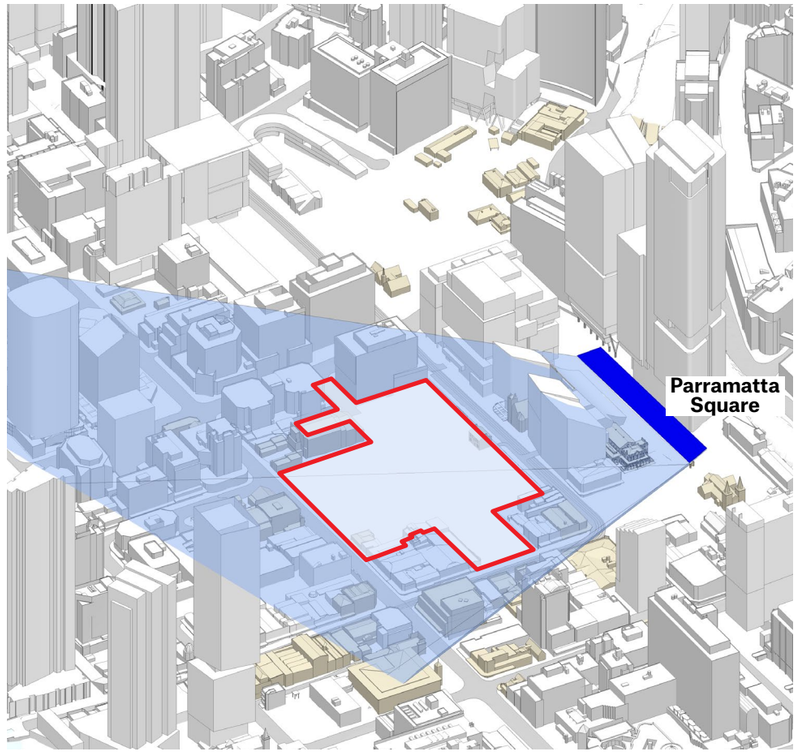
Under Parramatta LEP 2011 (Amendment No 56), the site is subject to solar access restrictions relating to Lancer Barracks (2) and Parramatta Square (4) The proposed development can have no additional overshadowing to the protected areas of Lancer Barracks and Parramatta Square between 12noon and 2pm on the Winter Solstice.

7.1 LEP Controls
Sun Protection Planes



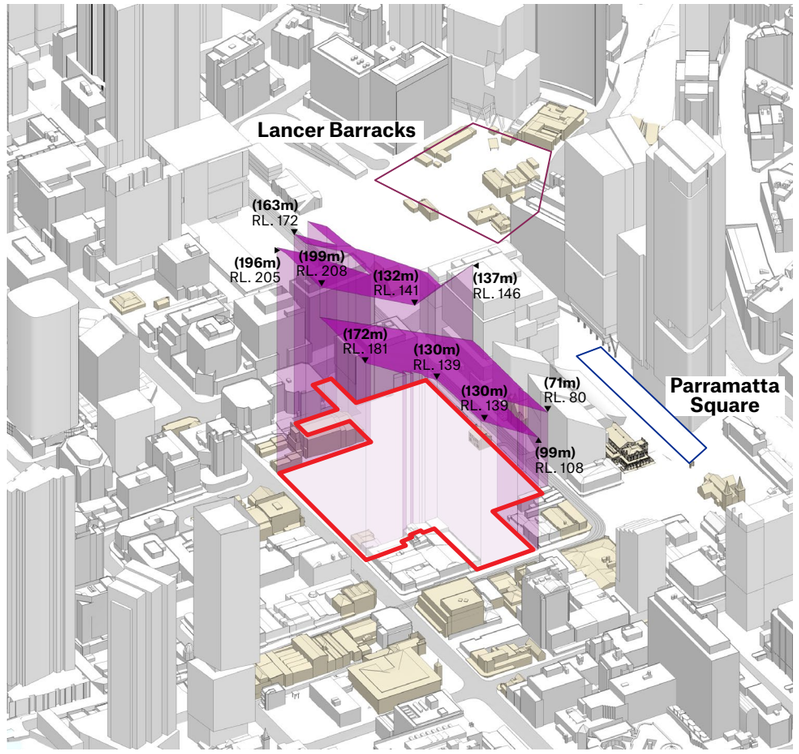
Lancer Barracks
Sun Access Plane

Following Clause 7.5 - (3) of the Parramatta LEP 2011 (Amendment No 56) development must not create additional overshadowing Lancer Barracks between midday and 2pm on the 21st of June. The above diagram graphically shows the resultant sun access protection plane which impacts part of the Metro site.



Parramatta Square
Solar Protection Zone

Following Clause 7.5 - (3) of the Parramatta LEP 2011 (Amendment No 56) development must not create additional overshadowing to the Southern 20m of Parramatta Square between midday and 2pm on the 21st of June. The above diagram graphically shows the resultant sun access protection plane which impacts part of the Metro site.



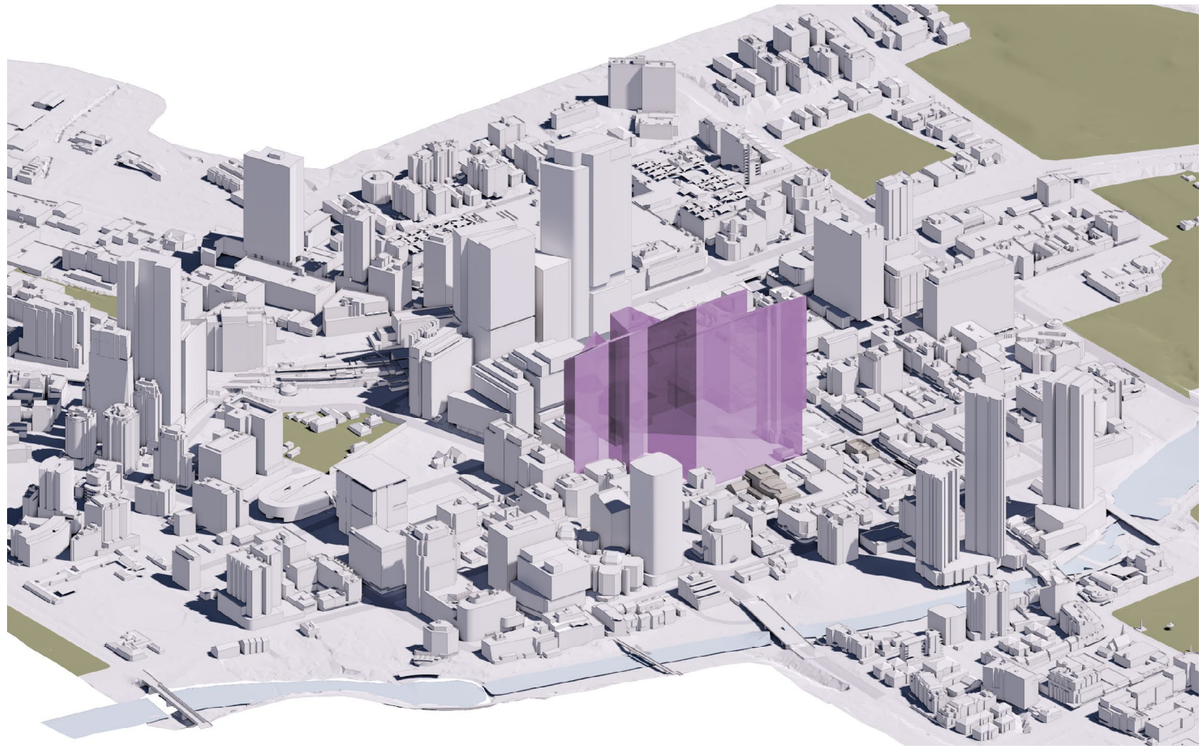
Parramatta Metro Precinct
Maximum Permissible Heights

The resultant maximum permissible heights are obtained by overlaying both the Lancer Barracks and Parramatta Square Solar Access Protection Zone Planes (illustrated approximately above). This results in a maximum height of between 71m along the Macquarie Street boundary to the South, and between 172 and 196 metres along George Street to the North.

7.1 LEP Controls
Current Context

Resultant Building Heights
Current Context – Looking North

The built form context of Parramatta today is very different to the future built form context of Parramatta as envisaged under the draft LEP 2020. The below studies show the proposed site and maximum permissible heights in the context of a) Parramatta today, and b) Parramatta in future as envisaged under the draft LEP.



Resultant Building Heights
Current Context – Looking South

The above diagram shows the resultant maximum permissible envelope on the Parramatta Metro Precinct site defined by the two relevant solar access planes. Here, it is shown in the context of all built form as currently exists in Parramatta.

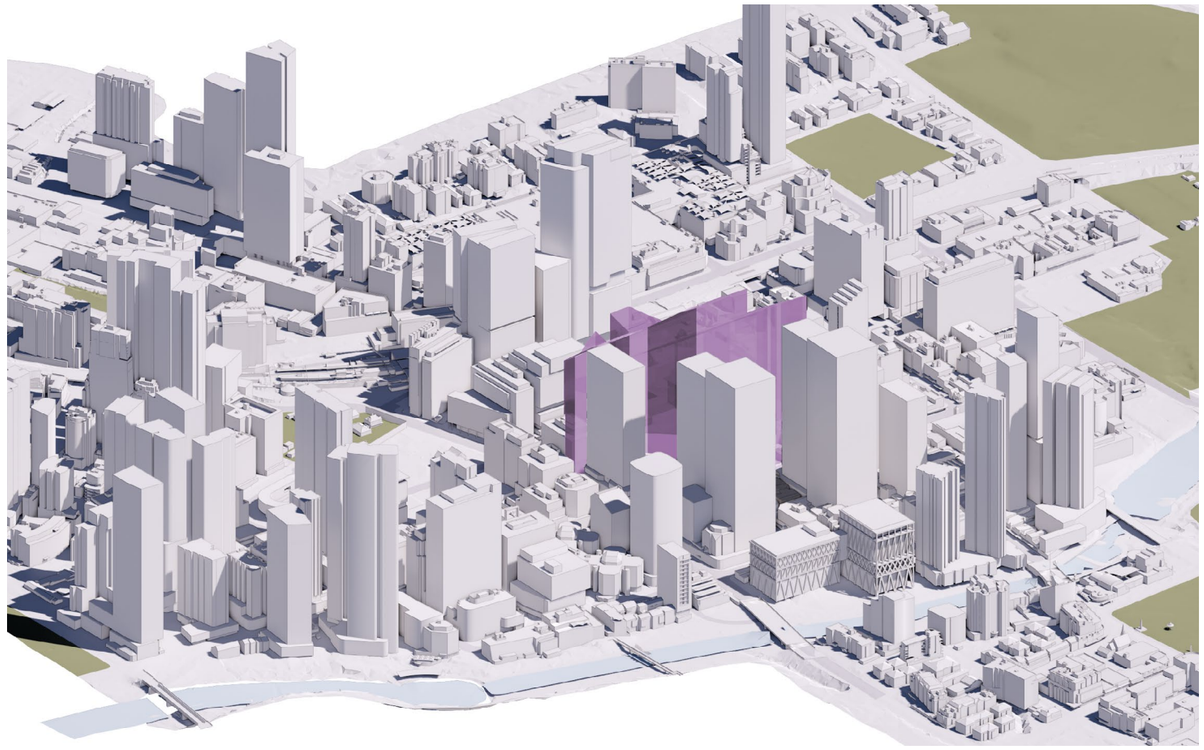
7.1 LEP Controls
Future Context

Resultant Building Heights
Future Context permissible under LEP – Looking North

The above diagram shows the same resultant maximum permissible envelopes on the Parramatta Metro Precinct Site defined by the two relevant solar access planes. However, here it is shown in the context of:

— All future approved developments within the same context, and

— A complying development scenario for the block north of George Street permissible under the draft LEP as exhibited.



Resultant Building Heights
Future Context permissible under LEP – Looking South

Clearly, the role of the Parramatta Metro Precinct site will be vastly different in the future Parramatta context than is evident from study of the current context alone. What will, in the short term, be a project of significant density will also need to play a part in mitigating impacts of far greater future density envisaged to the North of the proposed site.

7.2 Civic Link Framework
Overview

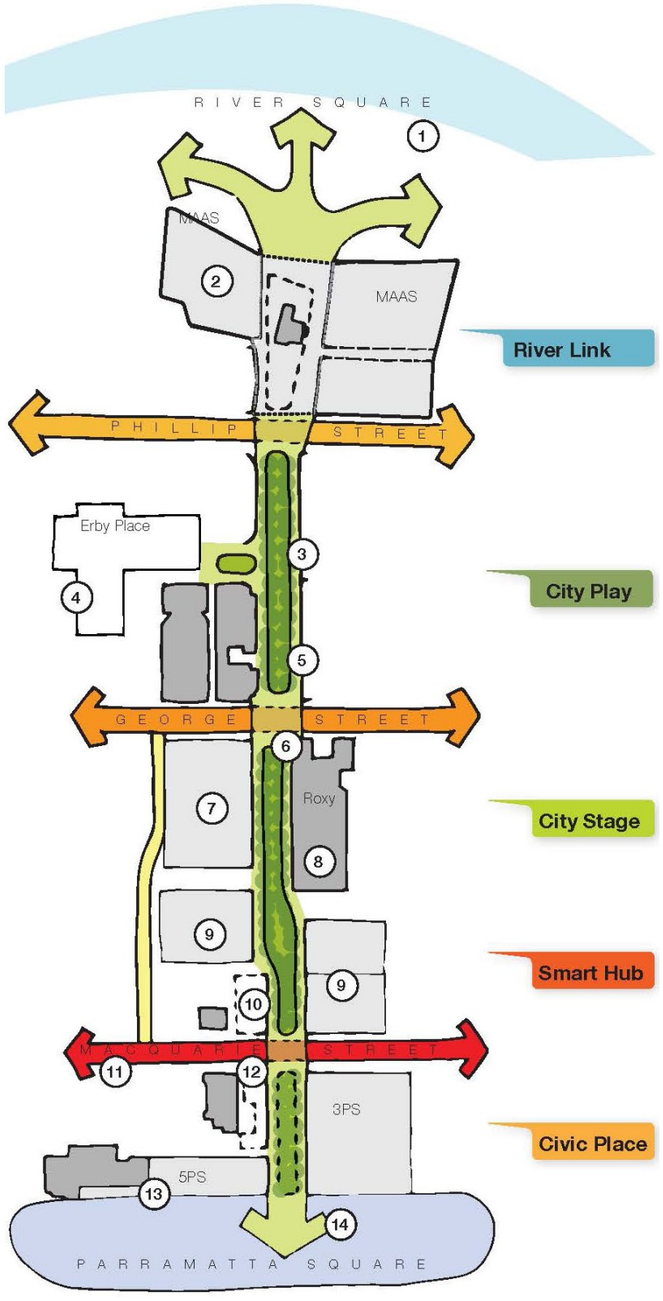
Civic Link is an important new green, pedestrianised public space and cultural spine that connects from Parramatta Square to the Riverfront.

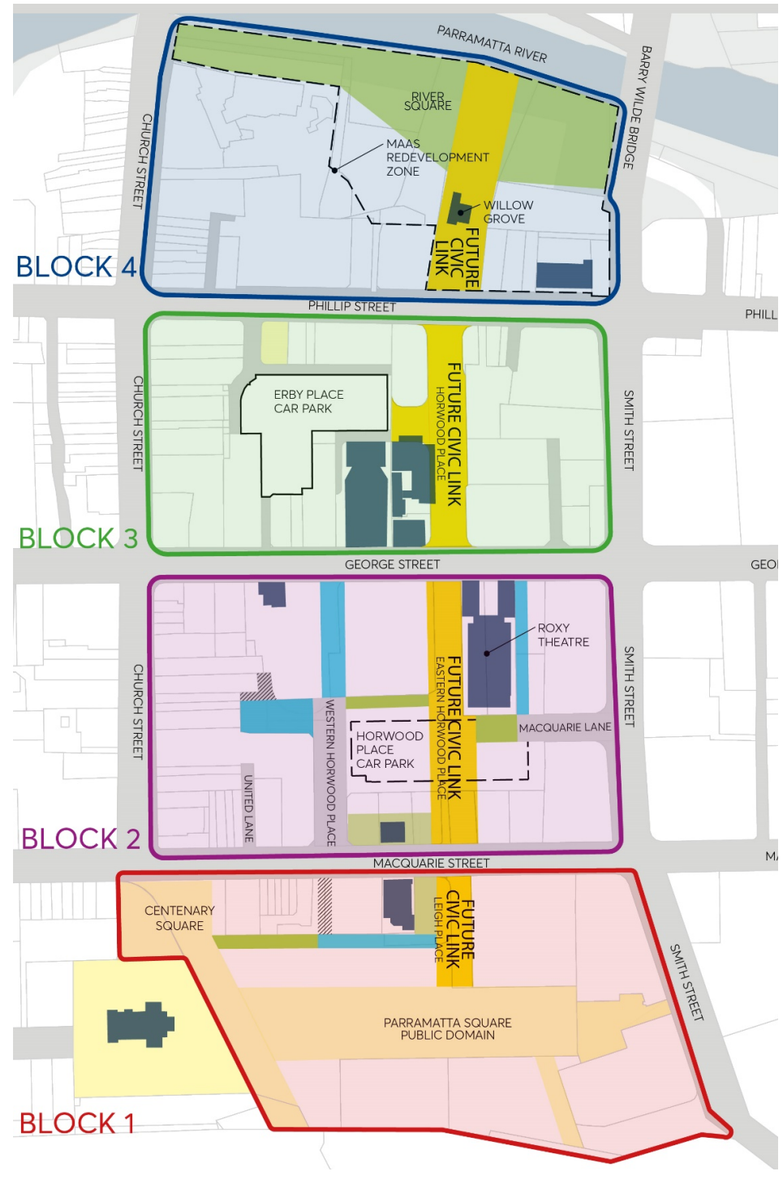
Extending across 4 city blocks within the Parramatta CBD, the Civic Link Framework Plan developed by Parramatta City Council envisages a pleasant and walkable pedestrian and cycle route from Parramatta Square and the current railway station to Riverside Park and the ferry wharf, passing through the proposed new Parramatta Metro Precinct site. The framework identifies the Parramatta Metro Precinct site as 'Block 2' of the proposed emerging link, as well as establishing indicative landscape designs for the new landscaped spine and identifying two new two desired future characters within the extents of the proposed site. One being Smart Hub to the South, the second being City Stage adjacent the Roxy Theatre.

The endorsed Civic Link framework requires a pedestrianized easement through the site, 20 metres in width measured from the Western face of the Roxy Theatre, increasing to 27m in width towards the south, the step in width being required in order to align with blocks 1 and 3. It also requires that overshadowing of Civic Link between 11am and 1pm be minimized.

We propose that the successful delivery of Civic Link is vital to the achieving a livable, walkable and pleasant future Parramatta and have sought to investigate how best to not only adopt but build upon the principles set out within.

1. Improve pedestrian and cycle connections along the river foreshore
2. Development of MAAS on Riverbank to align with Civic Link Connections
3. Civic Link features a continuous green space through the heart of the city
4. Future development opportunity at Erby Place Car Park
5. Continuous tree cover along the Link
6. Solar access to Roxy forecourt maintained throughout the year
7. Redevelopment of 55 George Street to continue the Civic Link alignment and to provide a north south connection between George and Macquarie Streets.
8. Adaptive reuse of the Roxy Theatre as a cultural destination
9. Redevelopment of the Horwood Place Car Park to facilitate the delivery of the Link.
10. Potential acquisition of 60 Macquarie Street to continue the alignment
11. Proposed Light Rail Corridor
12. Future Light Rail stop and alignment along Macquarie Street
13. 3PS and 5PS to address the southern extent of the Civic Link
14. Integration of the Link with Parramatta Square concept.





7.2 Civic Link Framework

Reference Images:
Smart Hub and City Stage

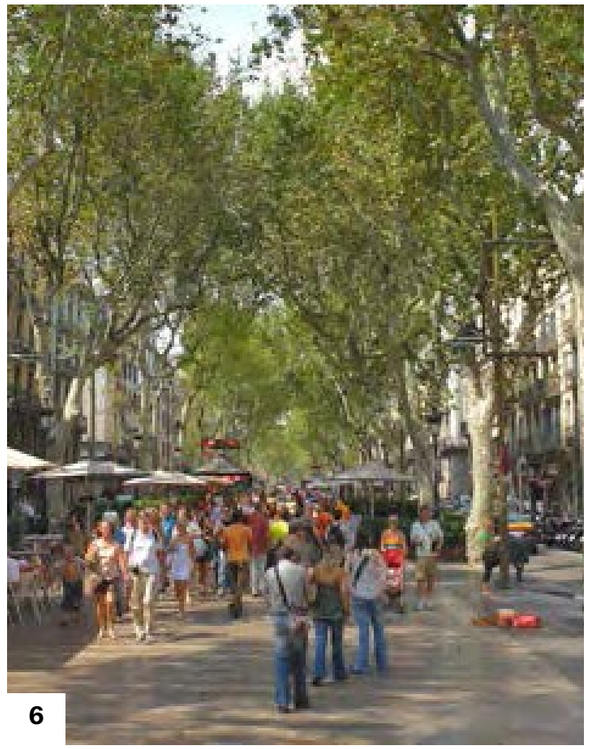
1

2

3

4

5



6

7

8

Pictured

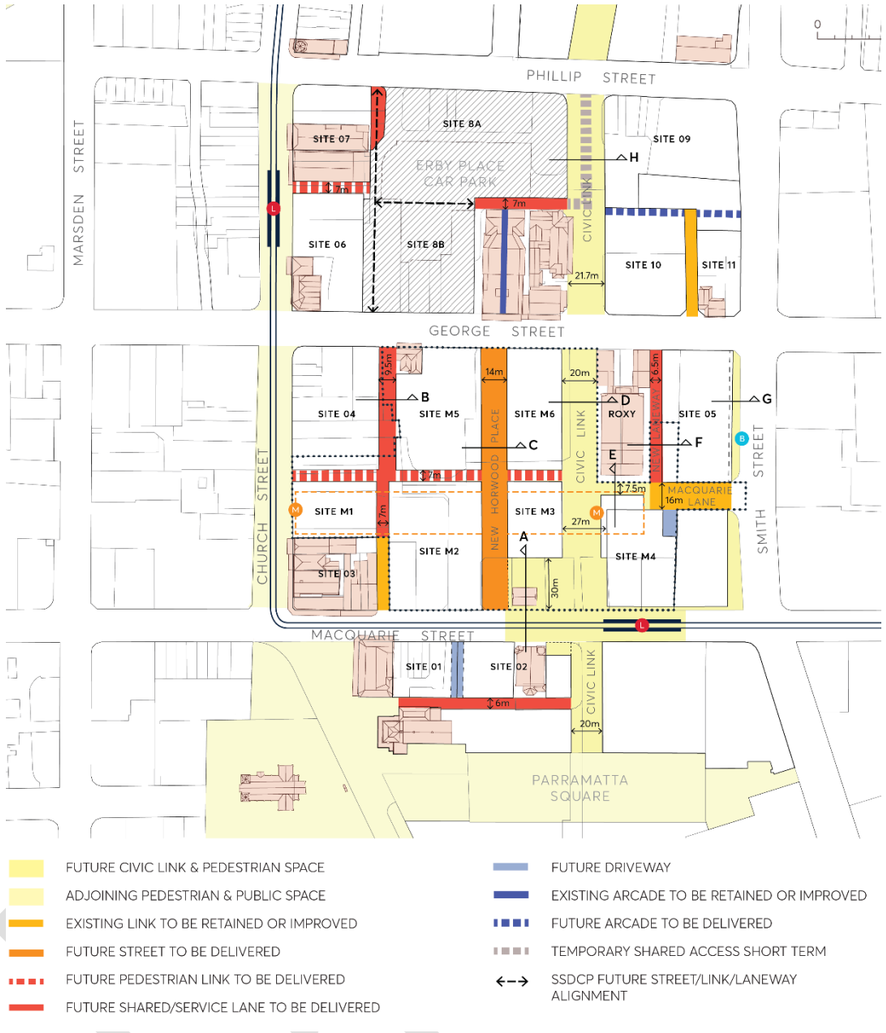
1. Outdoor meeting table with power outlets
2. Garden rooms with sittable edges
3. Public communal benches and tables
4. Bespoke furniture palette with unique identity
5. Bleacher seating for everyday and events
6. Tree planting reinforce ‘civic’ quality of the Link’s heart
7. Flexible event and market space
8. Flexible event and market space

7.3 Site Specific DCP
Parramatta City Centre DCP

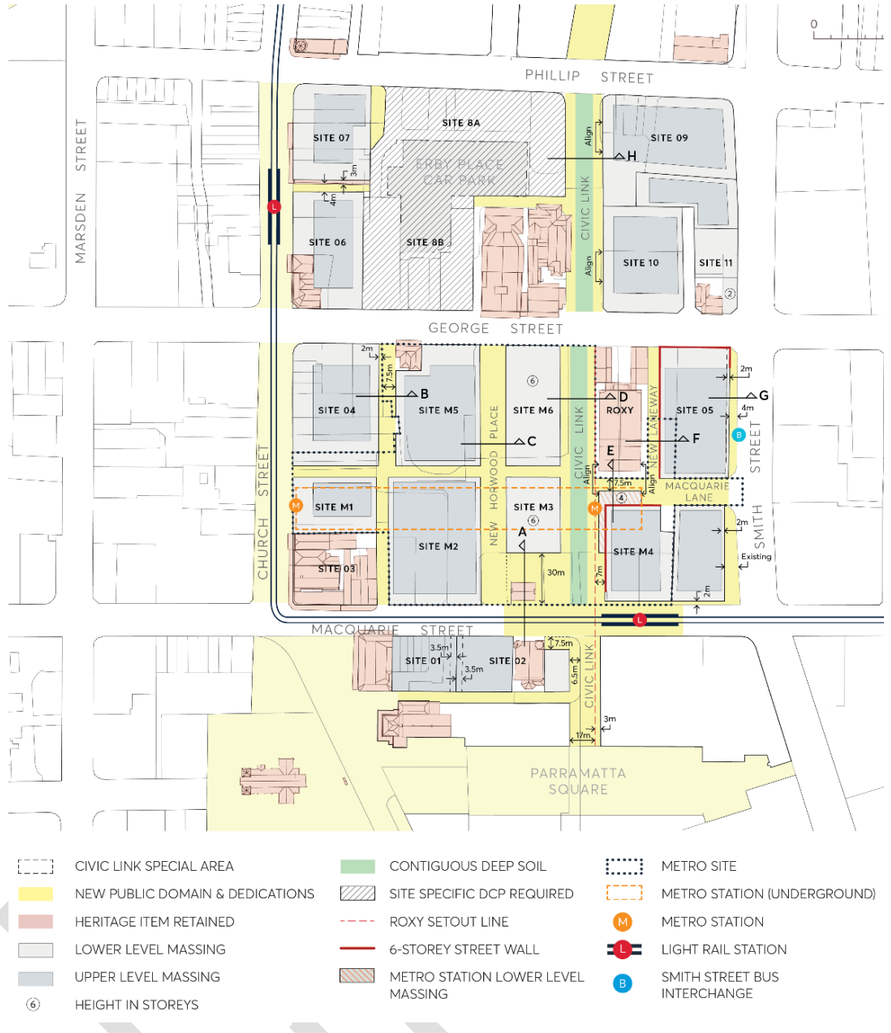
Parramatta Council have prepared a draft DCP that was exhibited during November 2021 contemplating potential future development adjacent Civic Link on a portion of the subject site.

The draft DCP, although holding no formal status, outlines several potential principles which could be adopted in the development of the subject site. The principles can be summarized as:

1. A hierarchy of pedestrian experiences:
— Civic Link to act as the primary north-south pedestrian route through the site, varying in width between 20-27 metres.
— A secondary east-west pedestrian laneway should branch West of Civic Link with a width of 7m.
2. Establishment of a 14-21m maximum podium height on sites M5 and M2.
3. Establishment of a 6 storey podium to sites M3, M4 and M6.
4. Above this, the following setbacks are proposed:
— 12m to George Street
— 6m to Macquarie Street
— 6m to Civic Link
— 3m within the precinct generally.
5. Existing Horwood Place re-aligned to connect direct north/south between Macquarie and George Street.
6. Extension of United Lane from Macquarie Street to George Street, able to be achieved when site 04 (outside of Metro ownership) is redeveloped.



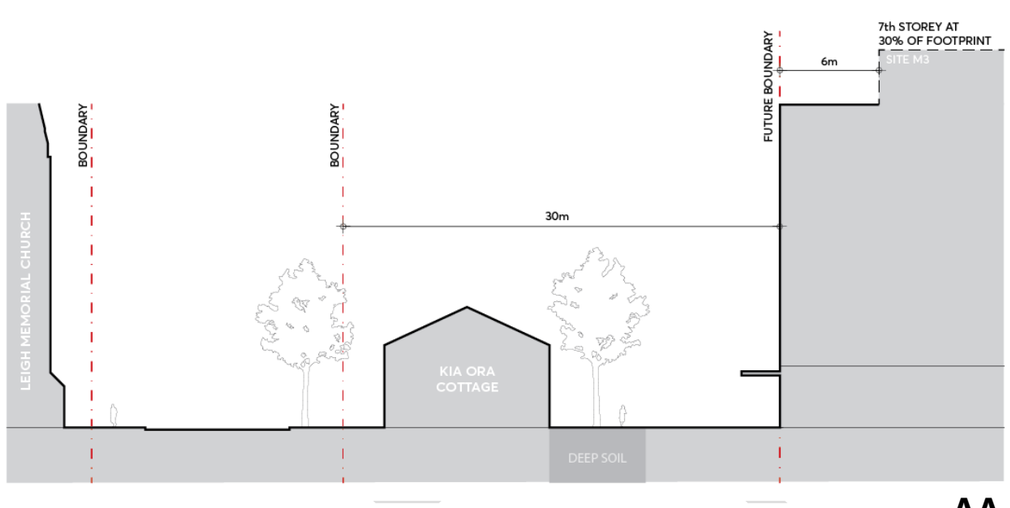
Streets and Public Spaces
Parramatta City Centre DCP



Setbacks and Indicative Built Form
Parramatta City Centre DCP

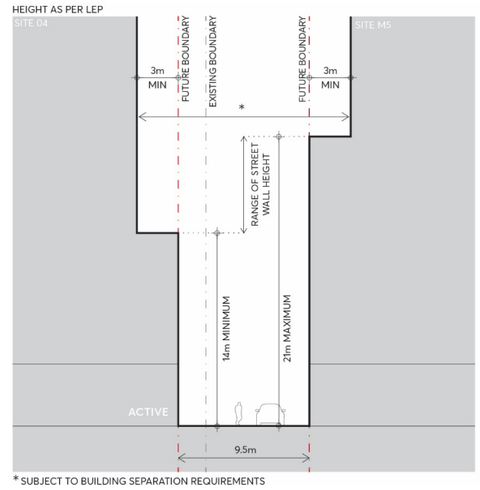
7.3 Site Specific DCP

Parramatta City Centre DCP



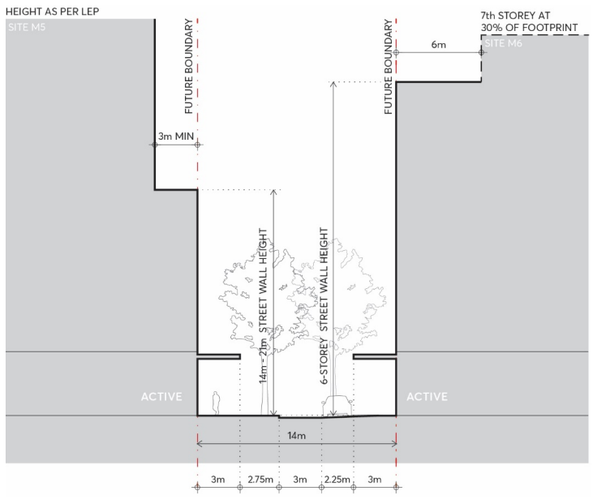
AA

Kia Ora Interface with building M3



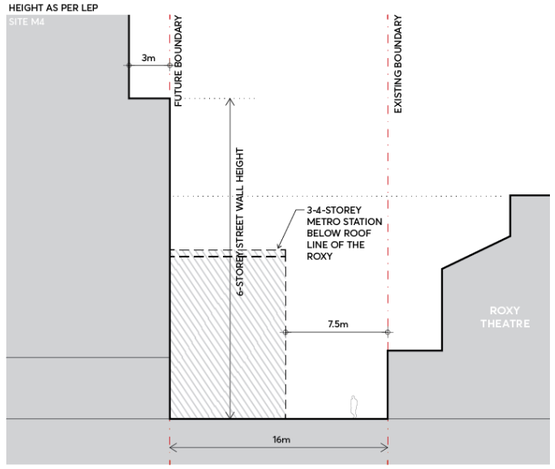
BB

New Laneway between Site 05 and Site M



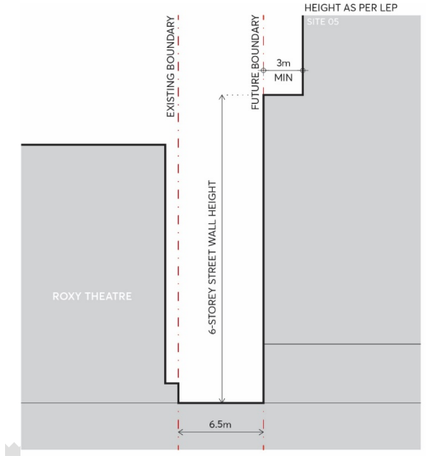
CC

Horwood Place Setbacks and Street Wall Heights



EE

Macquarie Lane Setbacks and Street Wall Height



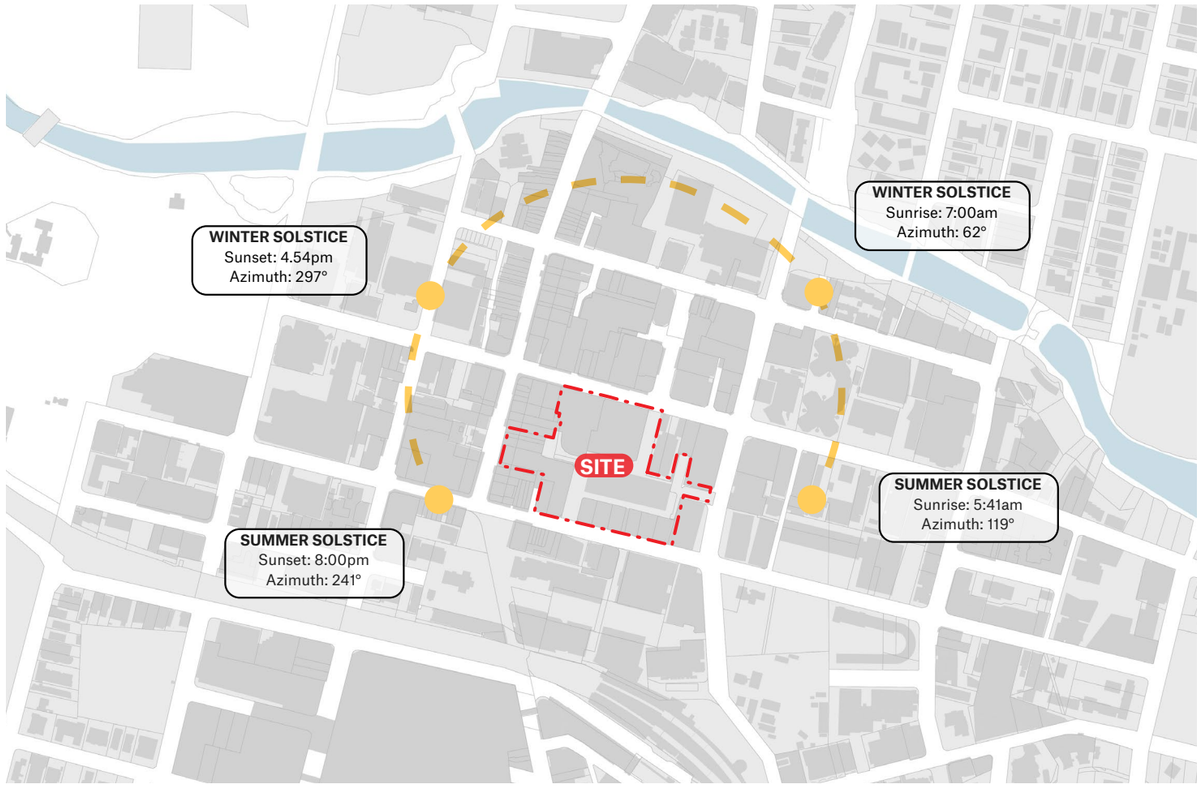
FF

New Laneway between Roxy and Site 05

8.0

Site Analysis

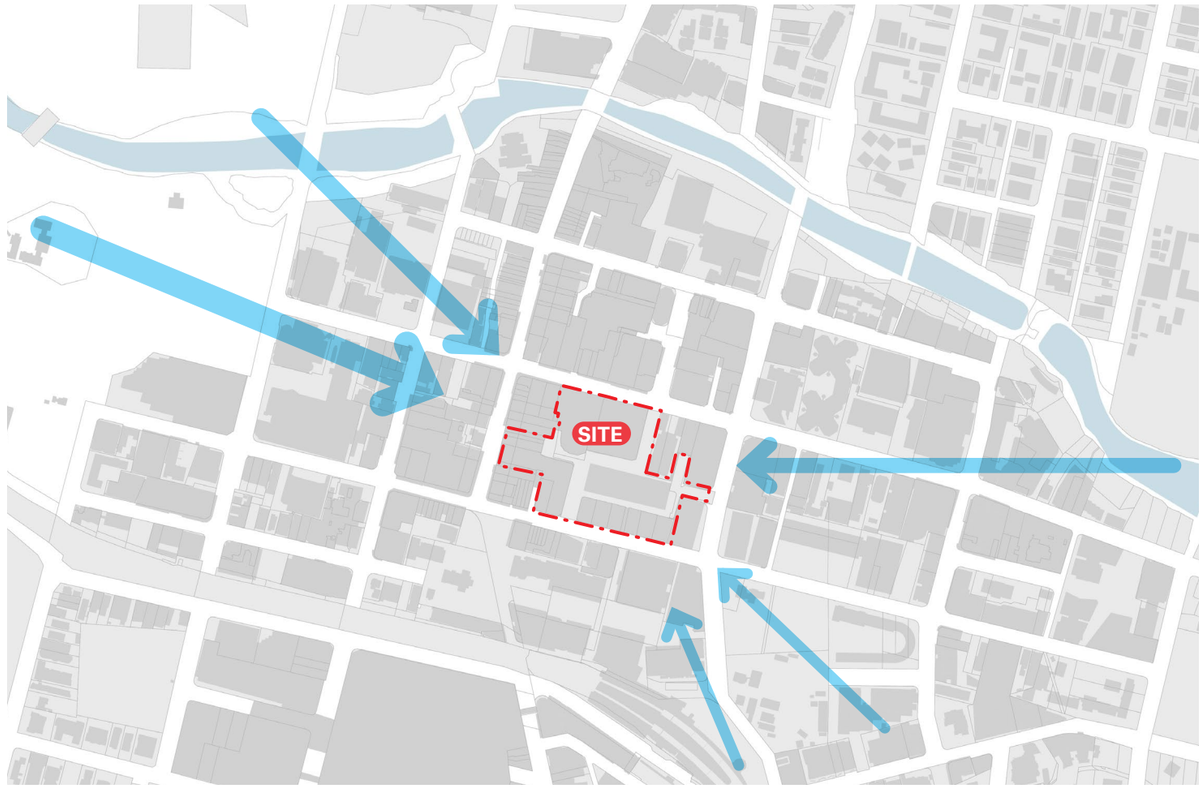
8.1 Site Analysis
Solar & Wind Studies



Solar Access

The east-west orientation of the site provides generally favorable solar access, however future development to the north is likely to impact solar access to the public domain on site.

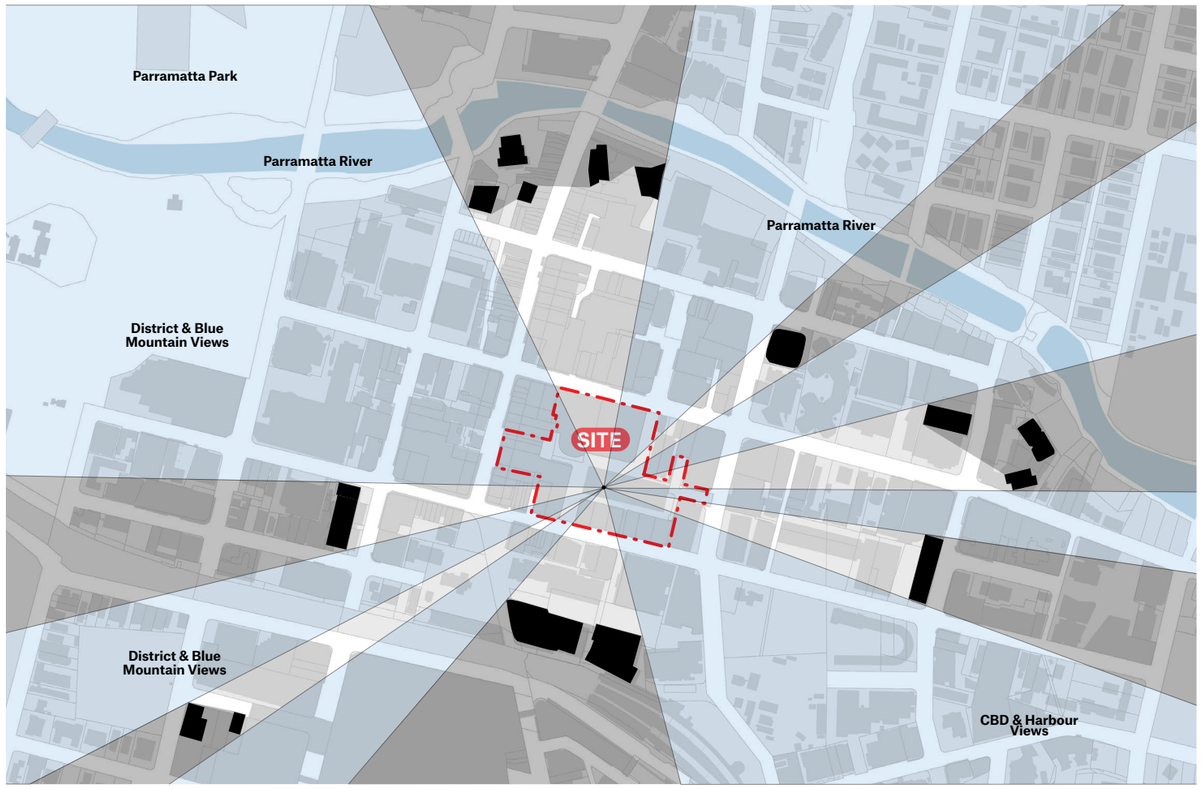
A requirement to maintain solar access to Parramatta Square and Lancer Barracks is a key constraint to be building height.



Wind

The site is subject to cold westerly winds in winter, requiring careful consideration to ensure a comfortable and safe pedestrian environment.

8.2 Site Analysis
View Opportunities & Traffic Movements



View Opportunities

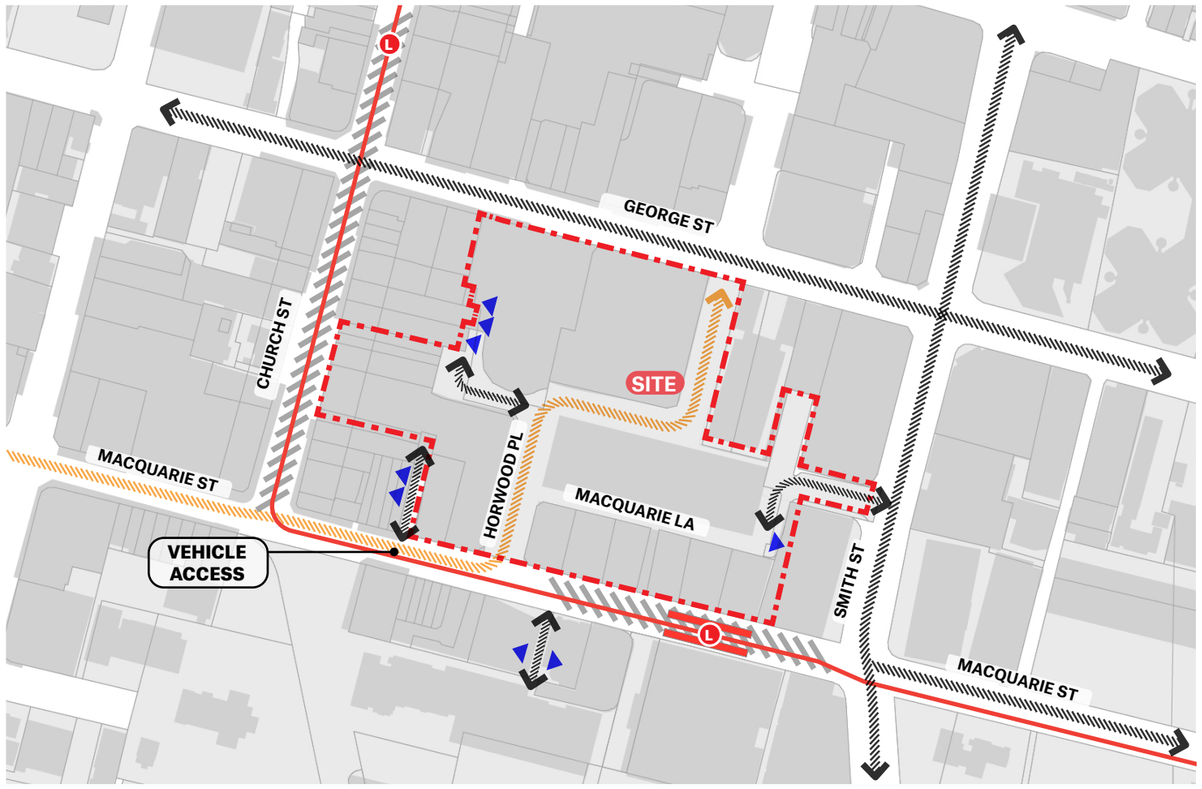
The site currently enjoys a range of views and outlooks that will be attractive to both residential and commercial users, including:

- Westerly views over Parramatta Park in the foreground and distant views of the Blue Mountains
- District views to the north, including Parramatta River
- Easterly views over the Parramatta River toward Sydney Harbour and city skyline.

Legend

Tall Buildings

Views



Road Conditions post Light Rail Completion

Once complete in 2023, the Parramatta Light Rail will have significantly altered traffic flow immediately around the site. Church St and much of Macquarie Street are to be closed to motor vehicles and dedicated to Light Rail, Pedestrian and Cycle use only. A single One-Way East bound traffic lane connects Macquarie St East of Church Street to Horwood Place before connecting to George Street. A series of stub service lanes provide access into several adjacent properties which must be maintained under any new masterplan design. Macquarie Street is not wide enough to accommodate an additional Westbound lane hence traffic through the precinct must be one way only.

Legend

Parramatta Light Rail / Stop

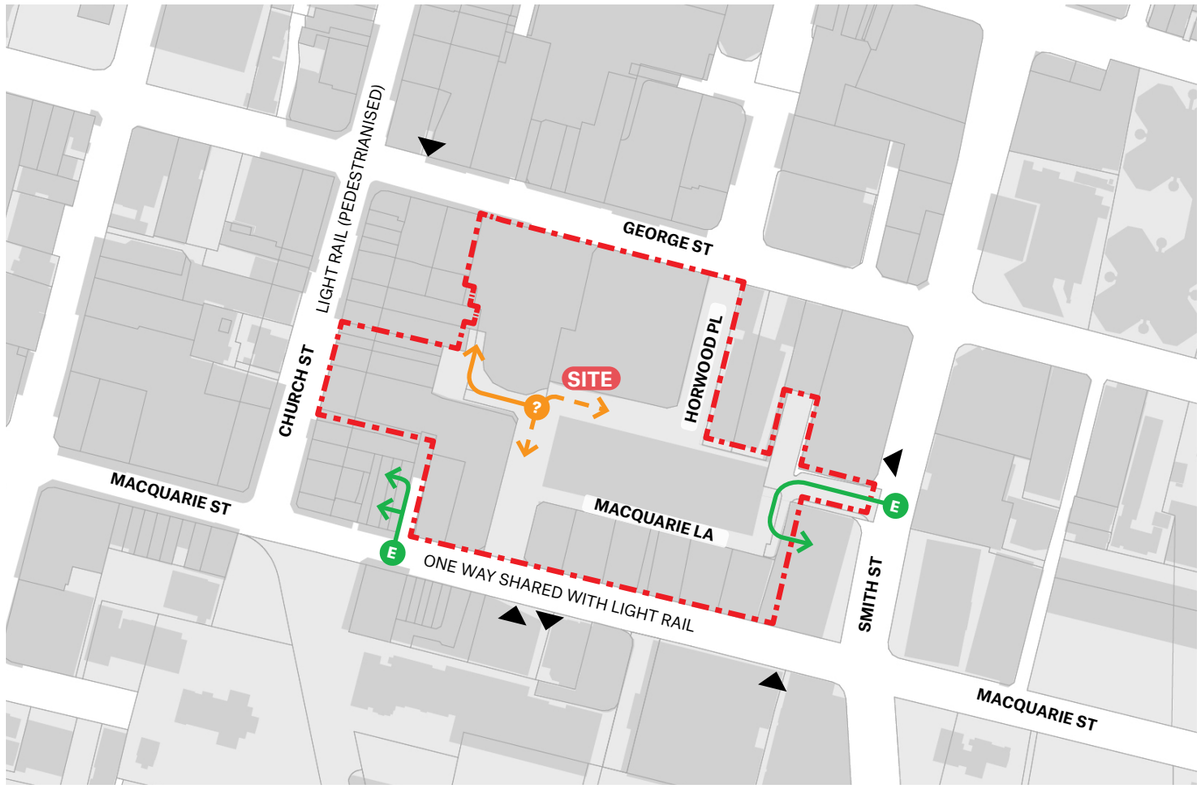
Two Way Road

Road Closures

Single lane, one-way road

Access to Adjacent Property

8.3 Site Analysis
Vehicular & Pedestrian



Access to Adjacent Properties

Access to properties shown in green can be retained via existing stub lanes United Lane and Macquarie Lane. However any demolition or relocation of Horwood Place must contemplate existing access to 3 shops facing Church Street currently accessed from within the site extents.

Legend

- Access to Adjacent Property (E)
- Access Solution Required (?)
- Existing entrances adjacent to site (▲)

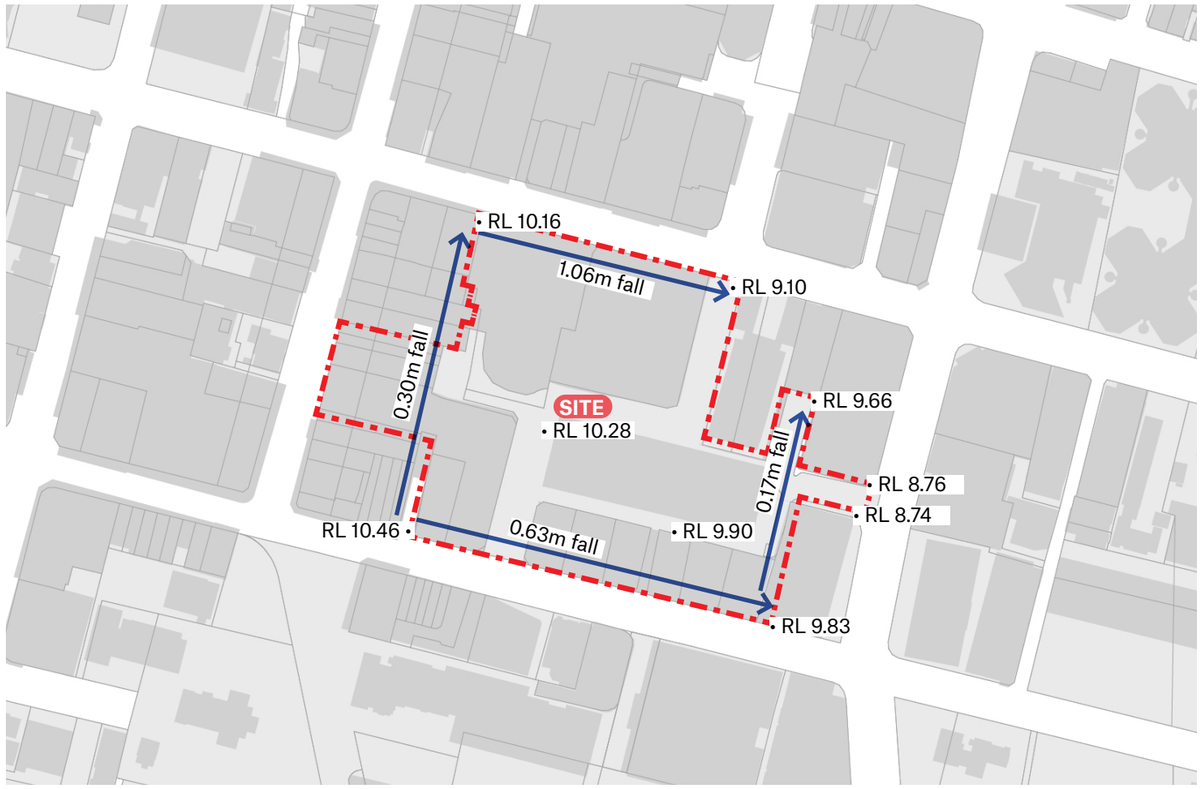
Pedestrian Movement (2006)

The above diagram illustrates that existing pedestrian movements are predominantly along Church Street and Macquarie Street. Pedestrian movement data through the site is unknown but understood to be very limited due to the poor permeability of the site and poor pedestrian amenity of Horwood Place.

Legend

- High foot traffic
- Low foot traffic

8.4 Site Analysis
Topography & Flooding



Topography

The site is generally quite flat with the steepest level change being approximately 1 metre downhill from West to East fronting George Street.

Legend

Level Changes →

Flooding

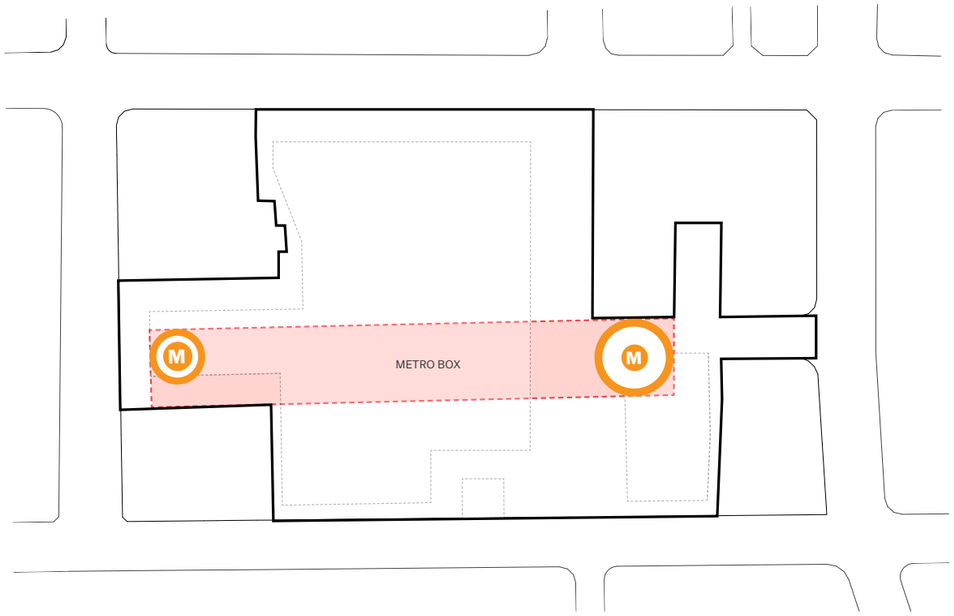
Parramatta is highly vulnerable to flooding and the site is located within a flood risk area.

Legend

Medium Risk Area (1% AEP)

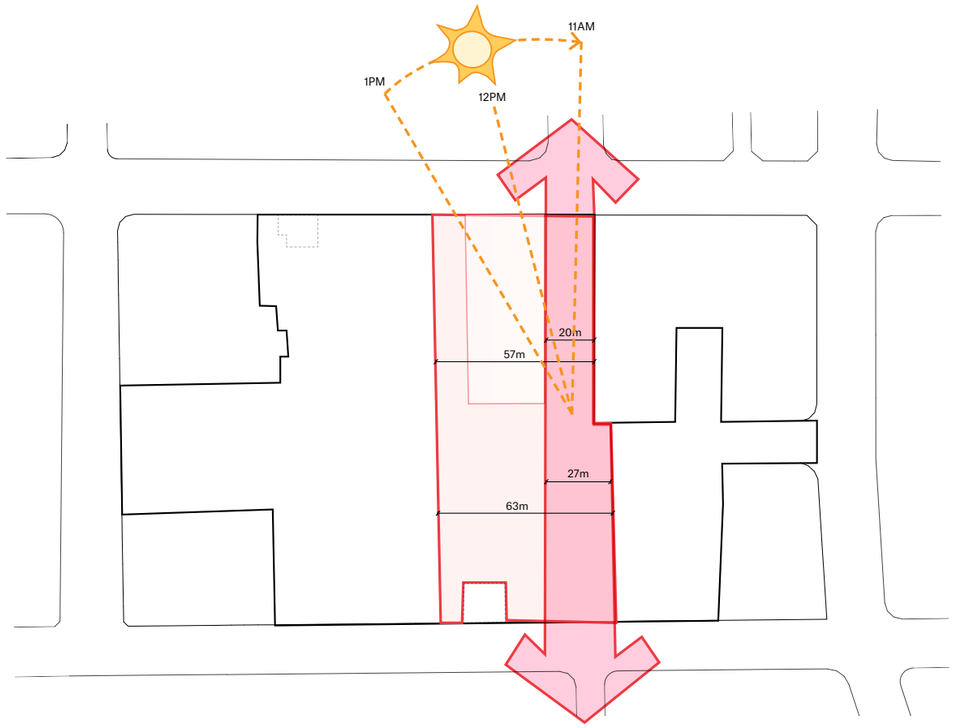
Low Risk Area (1% Area AEP to Probable Maximum Flood)

8.5 Site Analysis
Design Parameters



Metro Box & Entrances

The underground Metro station box, being assessed under a separate CSSI application, is located 2 metres below ground and extends almost the full East / West length of the site. Building structure cannot pass through the station box. Deep soil planting will be restricted above it. The main entrance for the Metro Station is located in a prominent location on the corner of Civic Link and Macquarie Lane, while potential for a second entrance is incorporated directly from Church Street at the Western end.



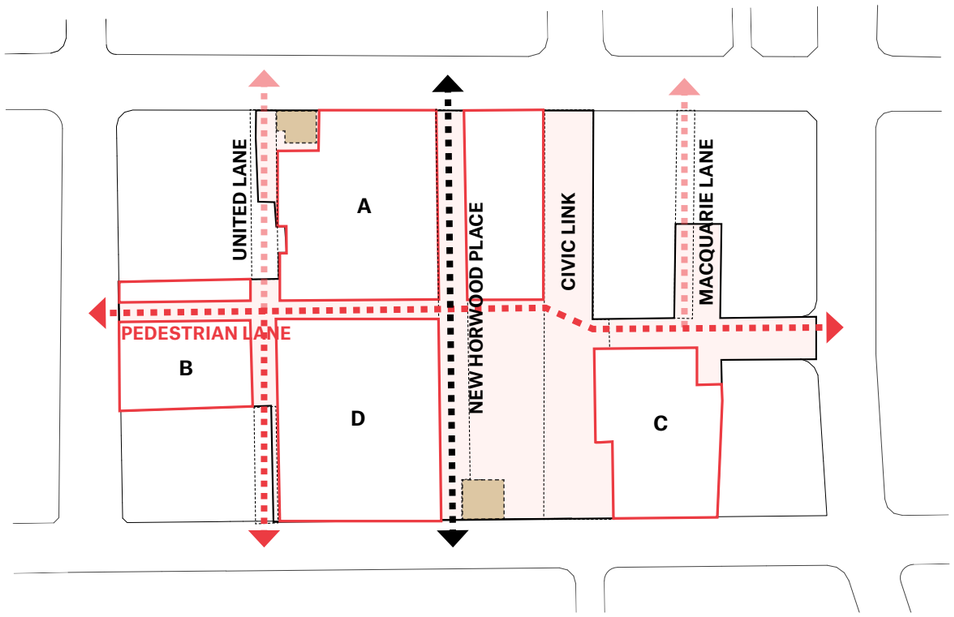
Civic Link

The set-out of Civic Link is defined by 20 metres off the facade of the heritage Roxy Theatre to the East, and 27m in width to the south. The variation in width is to overcome a minor misalignment along the length of the Link on adjacent blocks.

As part of our masterplan work but subject to a separate planning pathway, the proposed open space provision extends to 57 metres off the face of the Roxy Theatre, and 63 metres to the south to increase the public domain offering with a large Civic Plaza & Park.

The Civic Link Framework requires that solar access to Civic Link be maximised between the hours of 11am and 1pm.

8.5 Site Analysis
Design Parameters

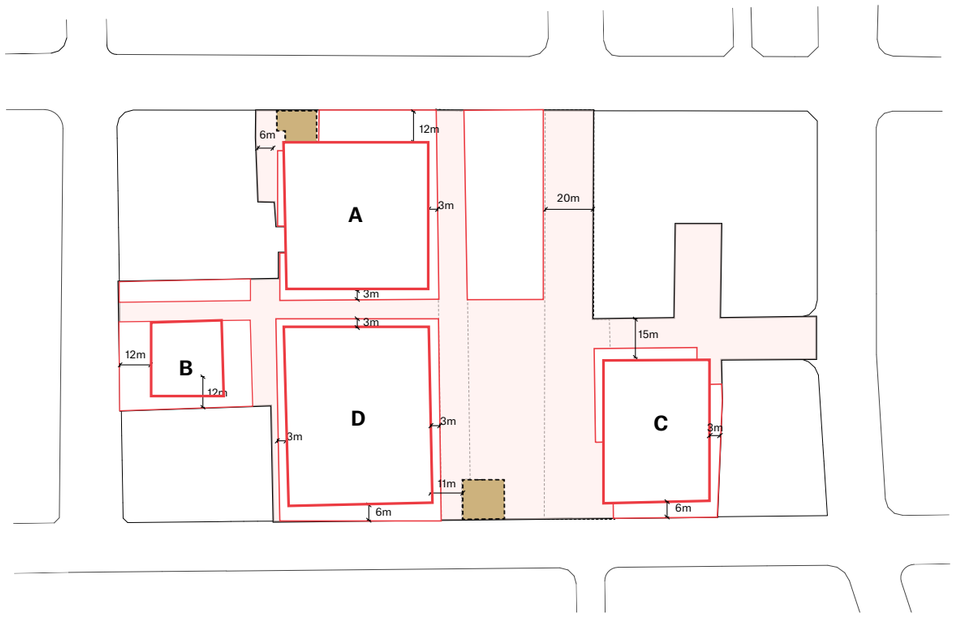


Pedestrian & Vehicular Network

A draft DCP has been prepared for the site which proposes a new alignment of Horwood Place and United Lane.

Future development on the NW corner of the block must provide an easement for the continuation of United Lane thorough to George St.

Future development on the NE corner of the block, outside of the Site, must provide an easement for the continuation of Macquarie Lane through to George St.



Planning Constraints & Tower Setbacks

A draft DCP has been prepared for the site which proposes a podium height of 4 storeys or maximum of 22 metres. Above the podium height, tower setbacks are as below:

/ 12m to George Street

/ 6m to Macquarie Street

/ 3m to Horwood Place

/ 12m to Church Street

/ 3m to all internal setbacks

The above diagram reflects available area for tower footprints if all proposed setbacks are applied.

8.6 Opportunities and Constraints
Summary of Site Precinct Analysis

Opportunities

Groundplane:

/ The existing Parramatta City Centre car park, a relic of the 1960's car based approach to urban centre design, will be demolished as will its access road, Horwood Place. This creates an opportunity to realign Horwood Place to provide line of sight connectivity from Macquarie Street right through to George street, and the possibility of activating this new street with vibrant food and beverage / retail uses bringing much needed life and amenity into the commercial core.

/ Opportunity exists to create a new mid-block east / west pedestrian laneway connecting Church Street with Smith Street and intersecting with the new Civic Link, substantially increasing pedestrian permeability through the site and creating a highly visible and active pedestrian crossroads suitable for a legible and functional station entrance.

/ Provided access and loading to adjacent properties can be resolved, opportunity exists for both United Lane and Macquarie Lane to be extended through to George Street through neighbouring properties in future, further enhancing pedestrian permeability through the site. (See indicative future plan in section 11.1)

/ The closure of Church Street, and partial closure of Macquarie Street to vehicular traffic undertaken under the Parramatta Light Rail project, will significantly reduce vehicular traffic around the perimeter of the proposed site. Careful attention must be paid to proposed traffic routes and basement entry points in order to keep vehicular traffic to a minimum within the site.

Character & Placemaking:

/ The possibility for a network of new fine grain outdoor laneways creates an opportunity for a new scale and character of pedestrian experience within the centre of Parramatta. Previously known for its internalised shopping malls and suburban car-dominated streets, a thriving network of pedestrian laneways activated with with food and beverage outlets with external seating has the potential to transform the Commercial Core into a vibrant urban centre offering amenity, experience, intimacy and interaction.

/ Parramatta Square is an east / west oriented public space with limited solar access and generally hardscaped and civic in character. A widened Civic Link with a north / south orientation has the potential to act as a new central park within the centre of the Commercial Core and achieve a different experience with greater solar, environmental and soft landscaped amenity.

/ Maximum activation should provided to the edges of Civic Link to ensure it is a thriving destination for both locals and metro users alike. Civic Link will form a pleasant outlook and could be highly suitable for food and beverage outlets with external dining, both activating the precinct particularly during the evening, and creating an extension of the existing successful Eat Street section of Church Street which is synonymous with the general character of Parramatta.

Cultural:

/ The new Metro Station, combined with light rail and bus interchange will bring substantial pedestrian activation and movement to the new precinct. The proposed site has the potential to become the new centre of gravity within Parramatta.

/ Careful consideration and integration of adjacent heritage items offers the opportunity to create a new precinct with a uniquely 'Parramatta' character, materiality and scale.

/ Burramatta is a highly significant place within Aboriginal history and culture which should be respectfully expressed and recognised through dialogue with Aboriginal Elders and adopting Designing with Country principles.

/ An essential role of the proposed scheme should be to successfully mitigate between the historic low scale, sandstone past of Parramatta with the emerging high density, blue glass character of Parramatta Square, repairing the schism that currently exists between them to create a new precinct which looks to the past for its character as much as the future.

Built Form:

/ The site specific DCP envisages 2 x seven storey buildings to the West of Civic Link and East of the new Horwood Place.

/ The widenning of Civic Link proposed via an alternative planning pathway eliminates these two buildings and instead envisages a widened area of public domain.

/ This new public domain will offer vital amenity and help support the high density new city centre envisaged under the Parramatta CBD Planning Proposal.

/ The proposed developments should minimise overshadowing of this area between 11am and 1pm in accordance with Civic Link framework guidelines.

/ The southern face of Roxy Theatre is a blank wall. The northern face of the proposed new building is highly suited to accommodating the Metro Entry in order to maximise activation in this area. Such a location for the Metro Entry will also serve as being highly prominent to assist with way finding, while also leveraging the new public domain to create a new 'Metro Plaza' station forecourt for benefit of Metro users.

/ The DCP proposed podium heights of 4 and 6 stories should be carefully assessed against adjacent heritage items to determine if more sensitive scale transitions can be achieved.

Challenges / Constraints

Groundplane:

/ The partial closure of Macquarie Street to traffic through light rail works has resulted in several sites to the south of Macquarie Street becoming ‘landlocked’ - requiring vehicular traffic from those sites egress through the subject site. Care must be taken to develop an appropriate traffic solution which does not impact the amenity of the subject site nor light rail operations.

/ Pedestrian and vehicular conflict must be minimised through a) reducing vehicular traffic to a minimum, b) designing for pedestrian priority wherever potential crossing points occur, and c) minimising vehicle speed wherever possible.

/ The heritage Roxy Theatre currently presents blank walls to the west, south and east. Care will need to be taken to ensure alternative means of activation are achieved within the precinct to ensure sufficient passive surveilance and creation of a lively new precinct.

/ Careful consideration will need to be given to the future adaptive re-use of the heritage listed Kia Ora to ensure it retains an appropriate presence and dignity within the new setting.

/ The heritage listed convict drain beneath the site needs careful investigation and heritage curation to understand its potential impact to the development.

9.0

Design Approach

9.1 Urban Design Principles

As as result of our analysis we have developed 8 key principles to guide our design approach for this new precinct:

An Enhanced Civic Link

Enhance the civic link vision for an engaging pedestrian link to the River with a generous public space, providing the amenity needed to support the growth of the Parramatta CBD.

Active and Engaging Frontages

Provide active and engaging building frontages to all key public spaces, streets, and pedestrian lanes, ensuring activity and safety through the day and night.

Dignified Heritage Setting

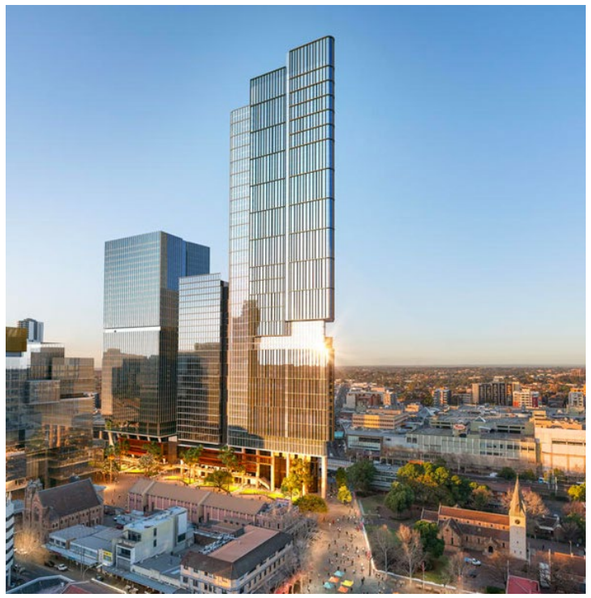
Give prominence to the collection of important heritage buildings in the locality

Prominent and Public Station Entries

Provide clear and legible station entries in prominent public locations, serving the large volumes of people that will move through the precinct.

Legible and Safe Movement Network

Establish a permeable site structure to enable intuitive movement through the site, prioritising the comfort and safety of pedestrians.



Relevant and Attractive Building Typologies

Provide development opportunities that support high-quality outcomes commensurate with the premium location at the heart of Parramatta.

Comfortable and Attractive Public Places

Ensure the massing, site configuration, and public domain design, provides comfortable public spaces with good solar access, summer shade, and no adverse wind effects.

Uniquely Parramatta

Draw out and celebrate the existing character, cultures, and rich colonial and Aboriginal history of Parramatta to guide the creation of a new precinct which is truly of its place.

9.2 Designing with Country
Storytelling

Through engagement with the local Darug people, we have developed Four Connecting with Country themes to help inform our design:

1. Healing / Restoring Country:

The identity of Country at Parramatta has long been influenced by the Sydney Basin, Parramatta River and the parklands which surround it. We celebrate this through:

— Regenerative Design Principles
— Sustainability
— Sustainable material selections
— Recycled materials
— Low embodied carbon

2. Landscape:

We will connect with Country by celebrating her ancient landscapes, including:

— Abundance of native and endemic planting to reintroduce biodiversity
— Flowering plants to attract and sustain native birds and insects.
— Referencing the geological stratums and fluvial sand profiles of Parramatta in terraced ground plane and natural sandstone walls in the lobby.
— Water in the landscape – alluding to the river and its enduring importance to the Burramatta people.

3. Built Form:

We connect to Country through built form and expression:

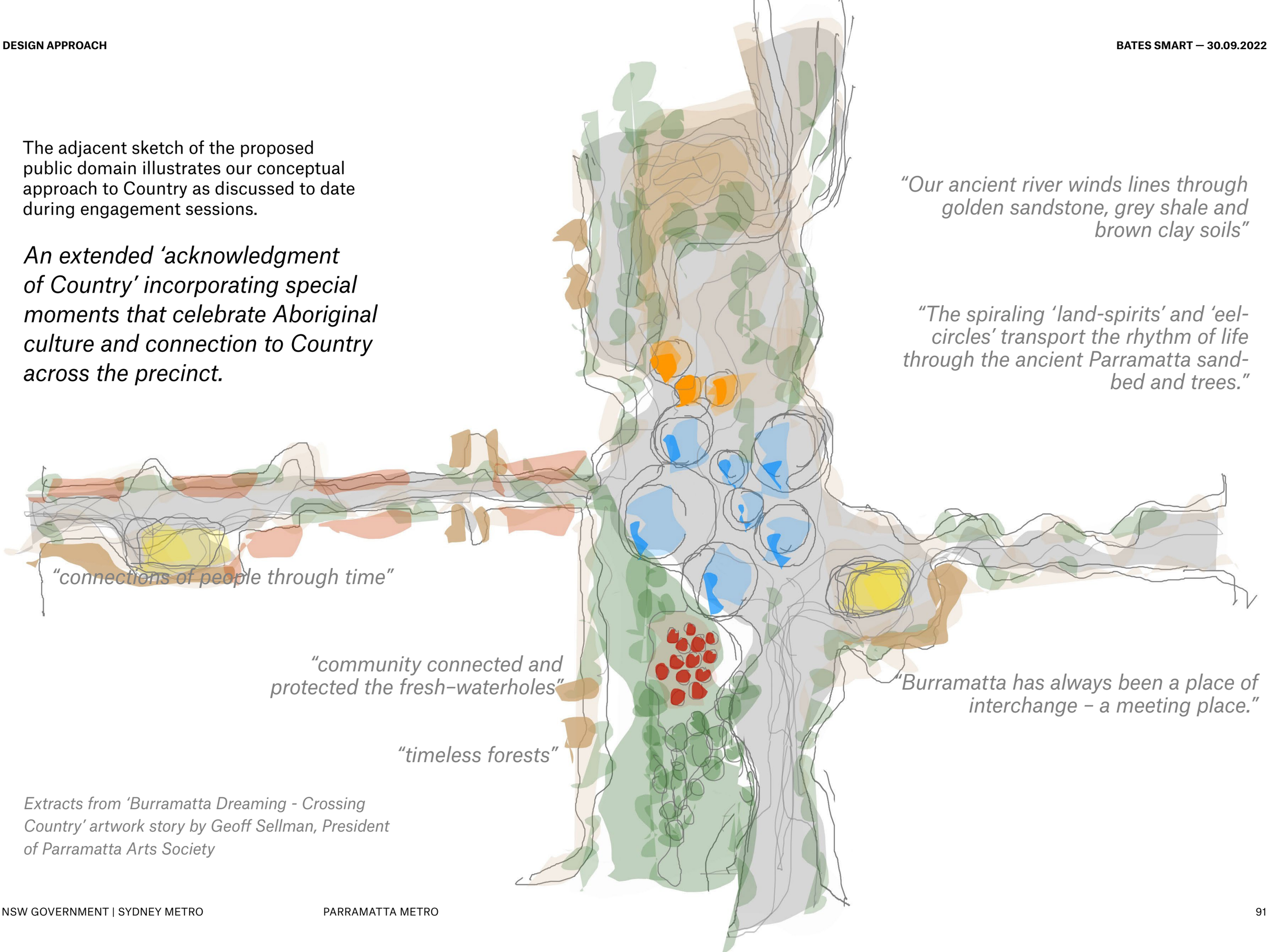
— An integrated and holistic approach to architecture, landscape and environment, blurring the definition of interior and exterior.
— A material palette inspired by Country, including
— A soft, warm, and natural colour palette of earthen tones.
— The use of natural sandstone, recalling the ancient sedimentary stone and geological strata.
— Maximise light and air and create experiences and atmospheres to allow one to feel Country.

4. Connection and Community:

— We will connect with Country and community through language and propose:
— Acknowledgement of Country signage outside and within the building.
— Creation of spaces for arts and crafts and practice of culture.
— Places to meet and nurture a stronger sense of community.
— Spaces for the people of Parramatta to gather for curated events as well as informal events.
— A place to make memories.

The adjacent sketch of the proposed public domain illustrates our conceptual approach to Country as discussed to date during engagement sessions.

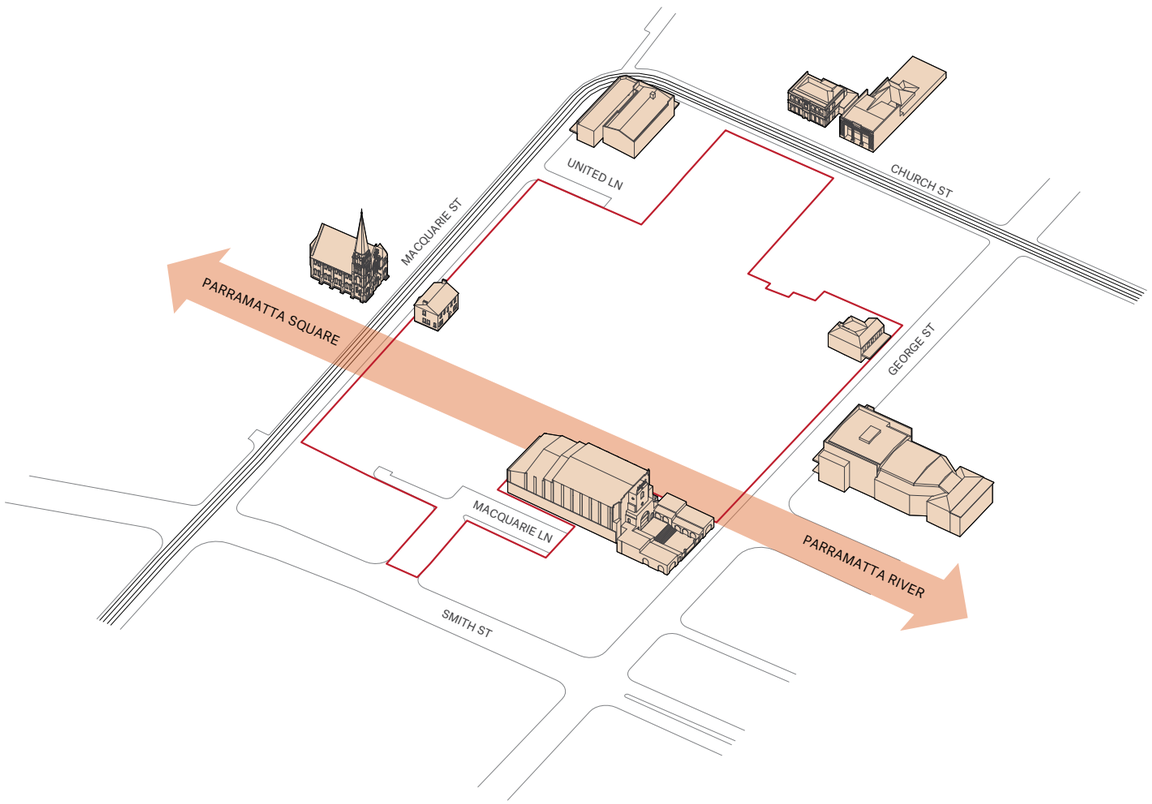
An extended 'acknowledgment of Country' incorporating special moments that celebrate Aboriginal culture and connection to Country across the precinct.

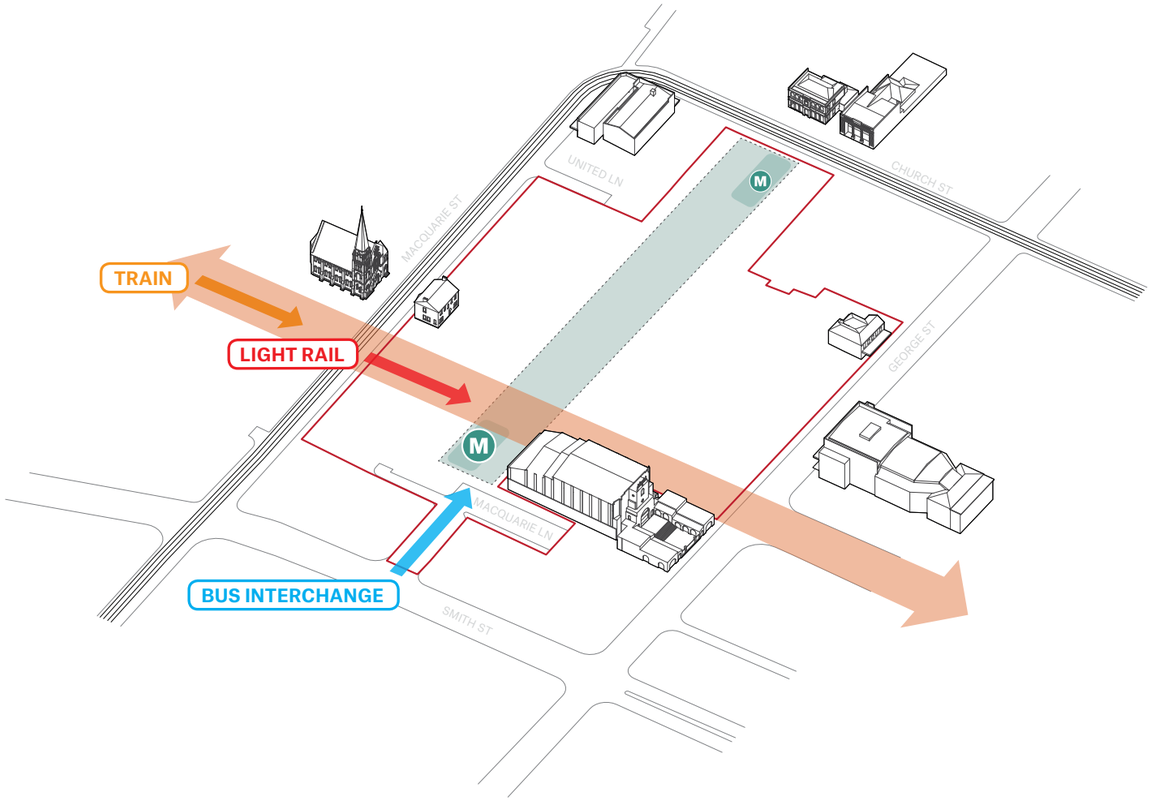


Extracts from 'Burramatta Dreaming - Crossing Country' artwork story by Geoff Sellman, President of Parramatta Arts Society

9.3 Design Approach

The below diagram sequence illustrates our approach to developing the masterplan:





9.3.1 Contextual influences

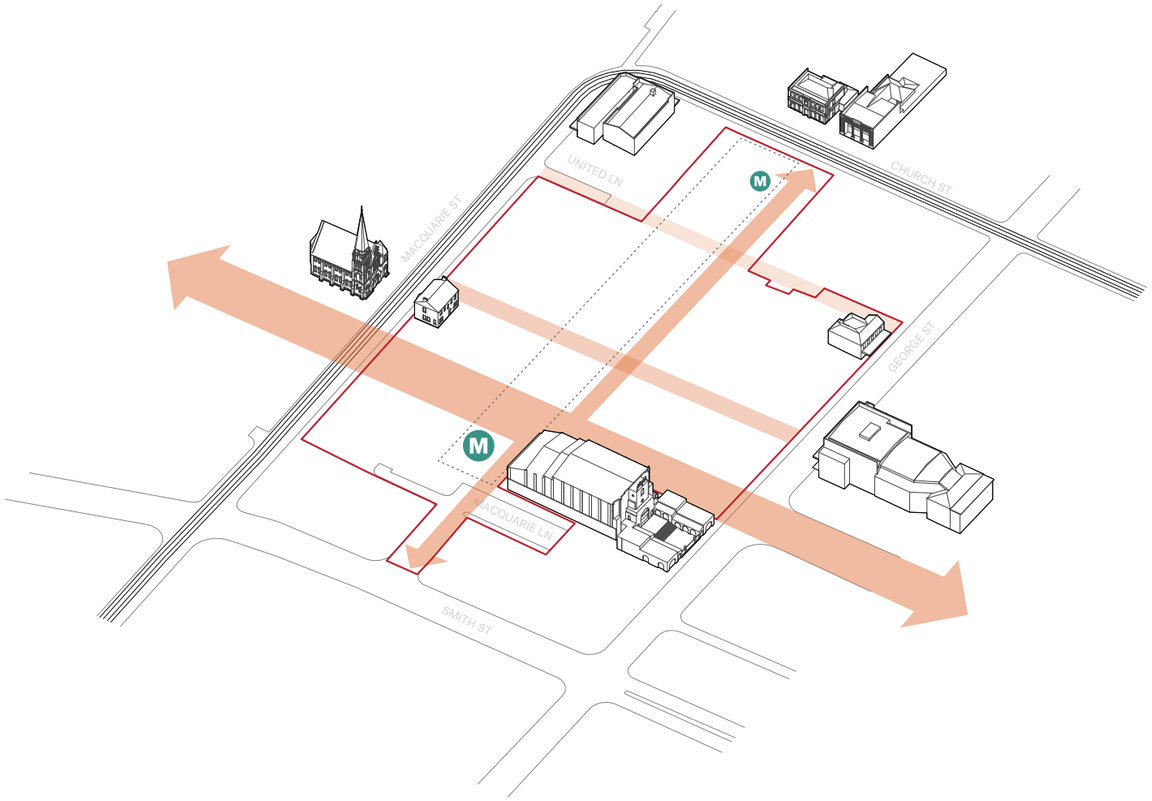
The proposed masterplan structure and built form responds to key contextual influences, including:

- The proposed Civic Link pedestrian connection between Parramatta Square and Parramatta River;
- The primacy of the major street network, including the historical importance of George Street;
- The collection of heritage buildings on, or around, the site.

9.3.2 Transport Integration

The proposed Metro integrates with other public transport in Parramatta through:

- A primary entry located along Civic Link, allowing easy access to the Smith Street bus interchange, the new Light Rail, and Parramatta Station
- A secondary western entry on Church Street, providing additional access to the Light Rail and bus services.



9.3.3 Site Permeability

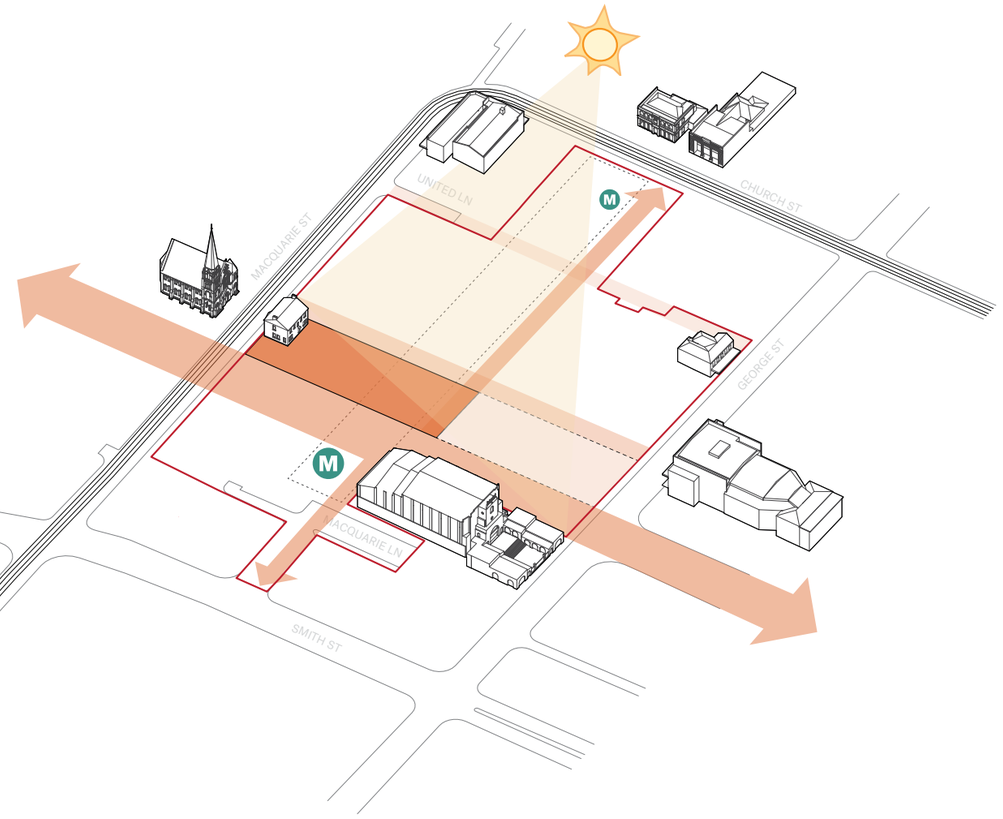
A clear structure of streets, lanes, and pedestrian linkages provides a highly permeable site that supports walkability and precinct integration.

— Civic Link provides the principle north-south pedestrian connection;

— A realigned Horwood Place provides direct north-south link between George St and Macquarie St.

— Provision for the future extension of United Lane to connect George St and Macqaurie St.

— A new east-west pedestrian lane connecting Church St and Smith St.

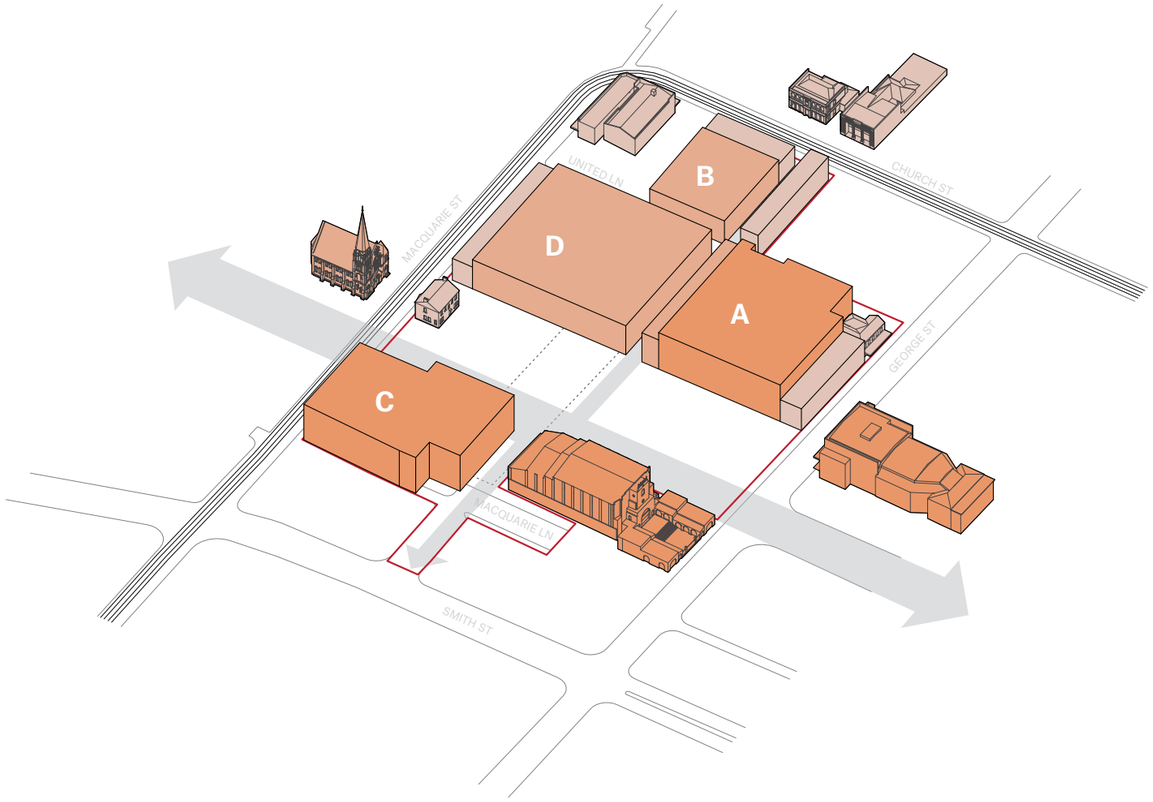


9.3.4 Enhanced Civic Link

The masterplan provides for an enhanced Civic Link, including the potential expansion to provide more expansive open space between Civic Link and the new Horwood Place alignment.

— Southern Metro Plaza provides a dignified civic setting for Kia Ora and supports the high pedestrian volumes associated with the Metro.

— The enhanced Civic Link provides opportunities for improved solar access and a range of interim or long-term activities, uses, and infrastructure needs.

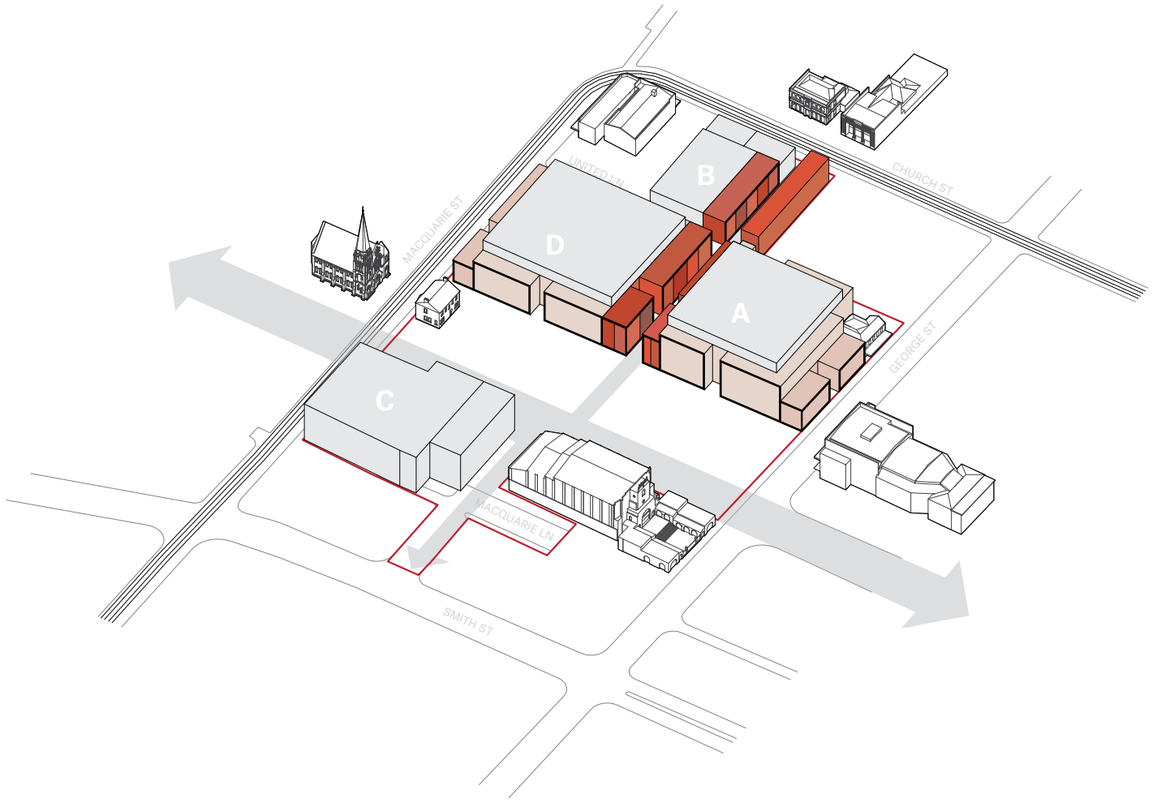


9.3.5 Podium Scale and Heritage Relationship

The proposed podiums respond sensitively to the existing heritage and new spatial structure through:

— Establishing a two-storey podium to the existing street frontages - George Street, Church Street, Macquarie Street - providing a streetwall that respects the existing scale and key heritage items;

— Establishing a three-four storey podium scale fronting the enhanced Civic Link, establishing a scale commensurate with the scale of the enhanced Civic Link and relating to the Roxy Theatre.



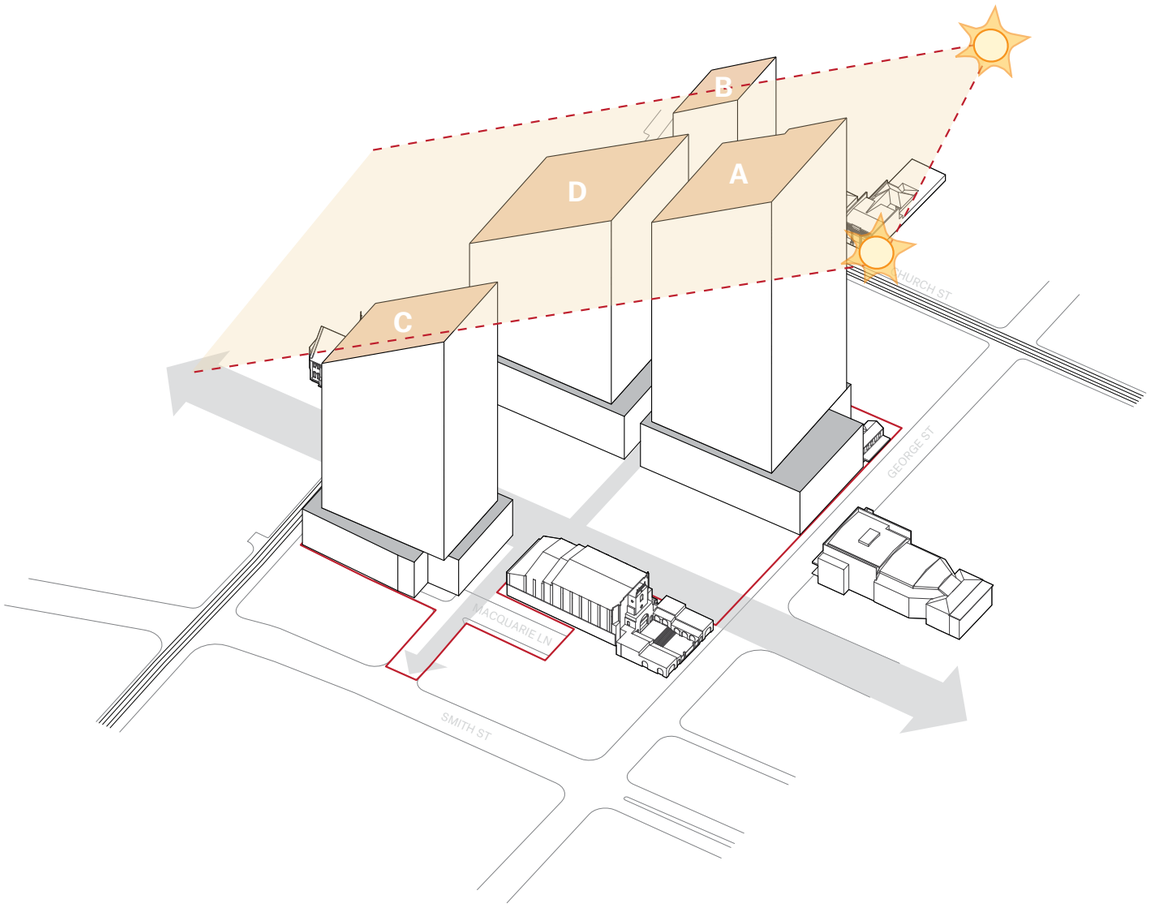
9.3.6 Engaging and Active Frontages

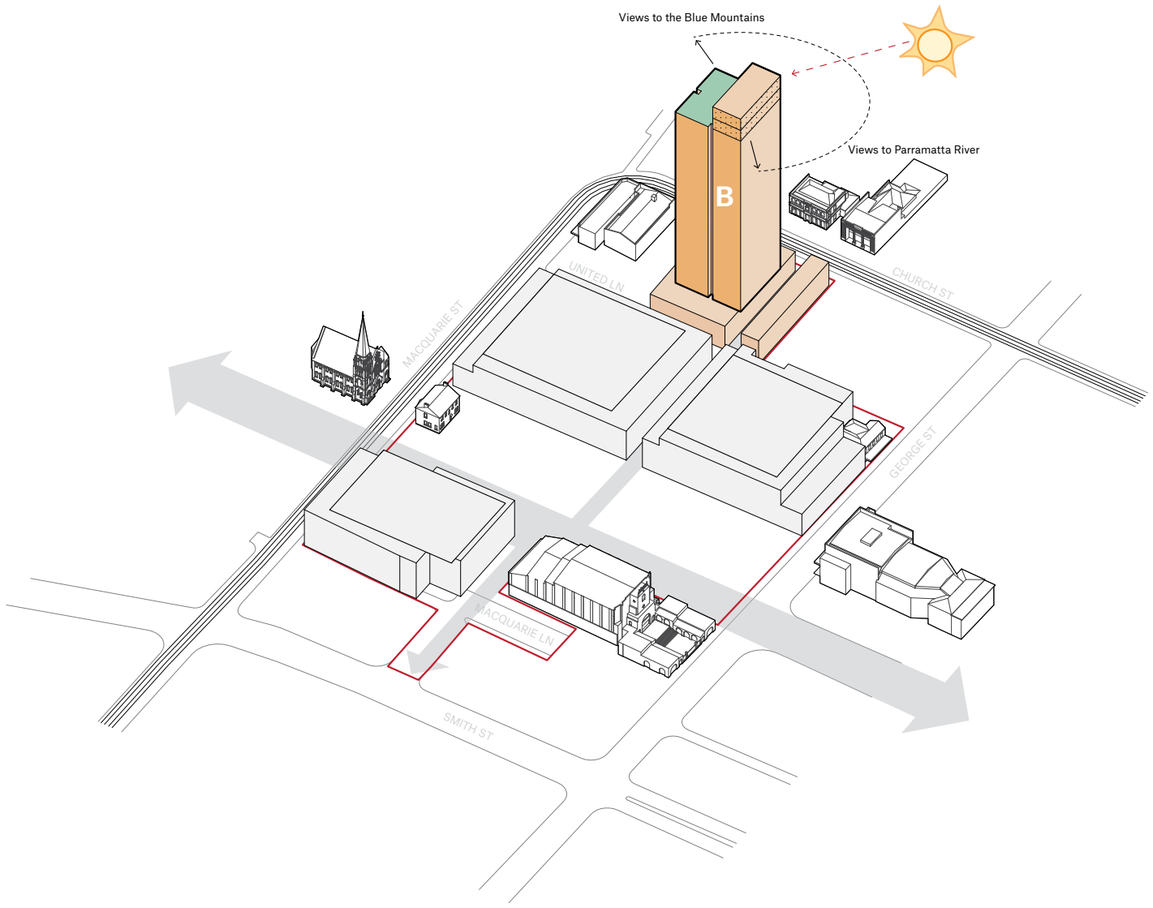
Built form articulation, expression, and intensity of activity relates to the different spatial typologies of streets, lane, and public open space.

— Larger scale elements face the new open space;

— Low scale and regular frontages relate to the primary external street frontages;

— Fine-grain, diverse, and vibrant frontages enliven the new pedestrian laneway.





9.3.7 Tower Envelopes, Setbacks and Solar Access

Tower envelopes respond to the principle planning constraints of the site:

— Setbacks in accordance with the Draft DCP, including 12m to George Street and Church Street, 6m to the laneway, and 3m-6m to secondary street frontages;

— Heights constrained to ensure solar access to Parramatta Square and Lancer Barracks is maintained;

— Building separations to maintain acceptable amenity - including wind and ADG separation requirements for the residential development.

9.3.8 Residential Tower

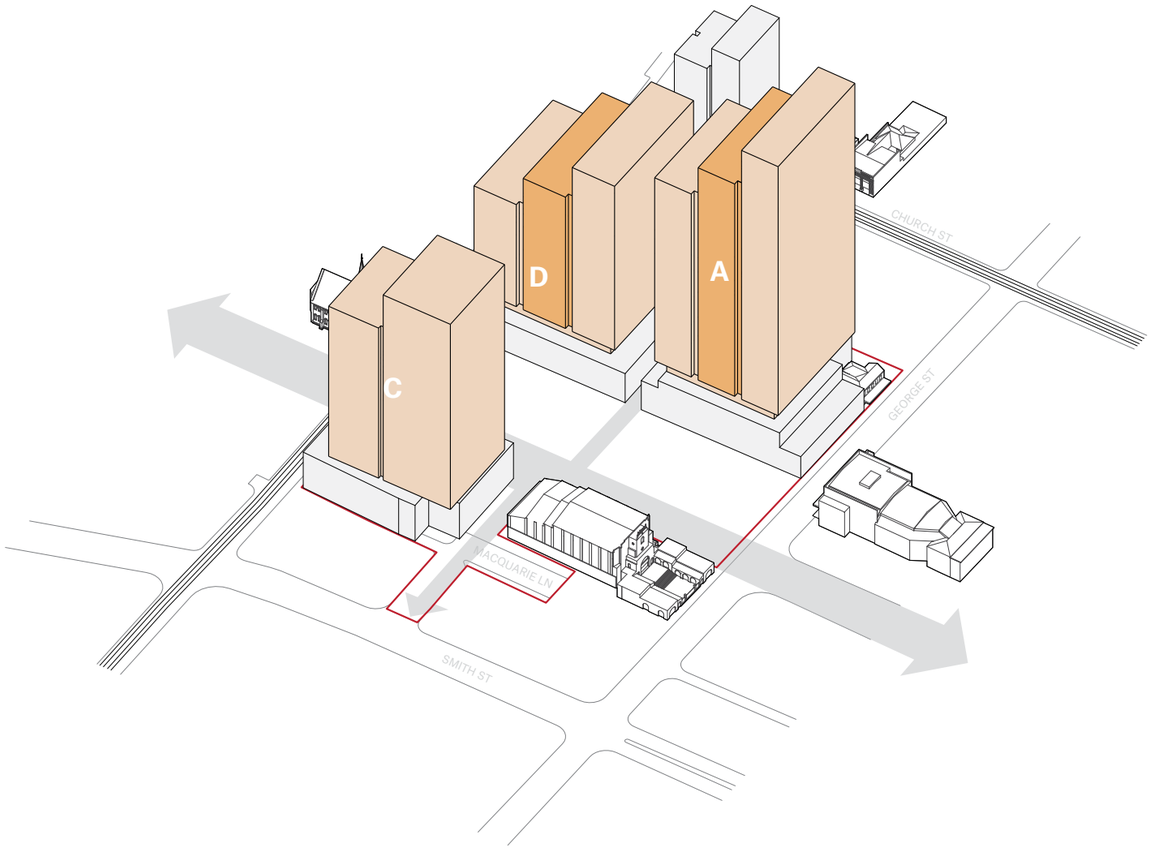
The proposed residential development of Building B is configured to:

— Respond to the Church Street context with a significant tower setback;

— Enjoy favourable solar access with a north and western frontage;

— Minimise apparent bulk through expression of two volumes and stepped form, providing opportunities for residential amenities at the upper levels;

— Provide favourable views and outlook across Parramatta Park and beyond to the Blue Mountains.



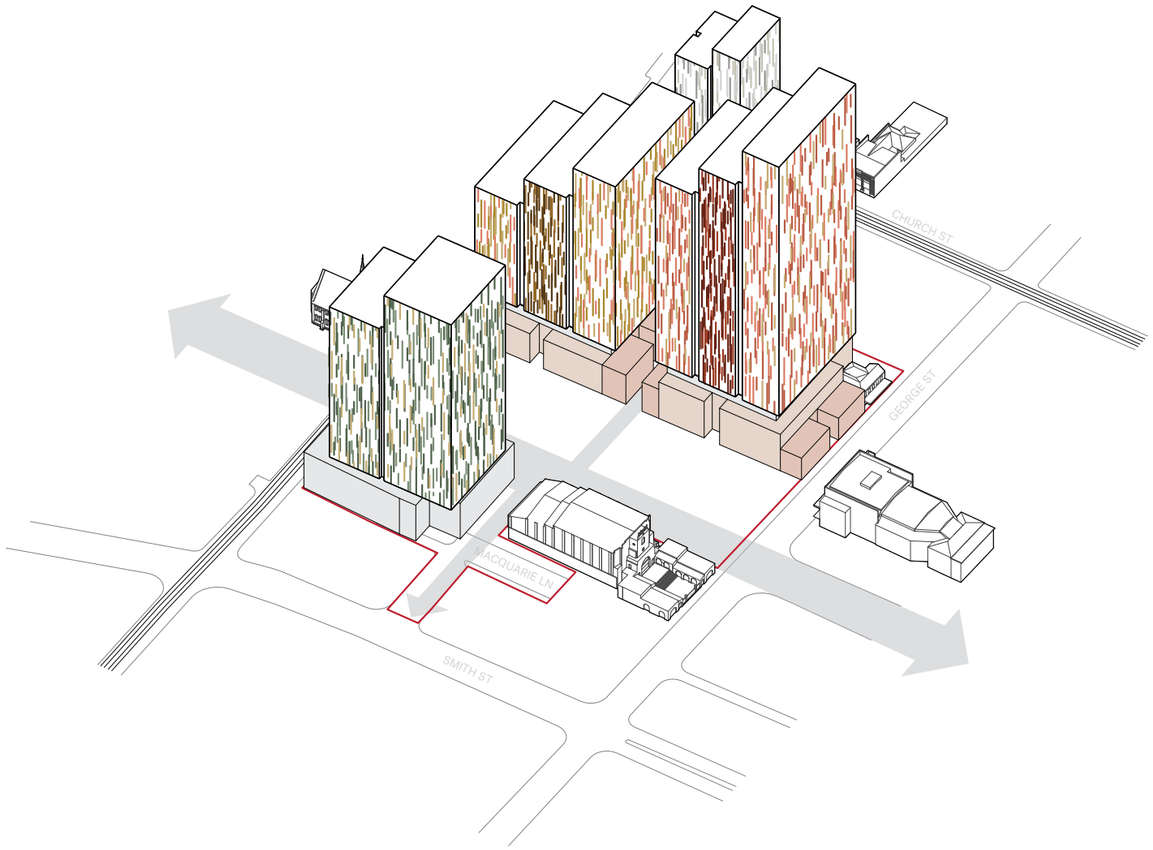
9.3.9 Commercial Towers

The proposed commercial towers - Buildings A, C & D - are configured to:

— Minimise their apparent bulk and scale through articulation as multiple vertical forms rather than a single mass;

— Stepped forms adhering to the solar access plane and providing visual interest to the skyline.

— Provide prominent frontages to important streets and the enhanced Civic Link.



9.3.10 Architectural Expression

The vision for a contemporary development inspired by the specific qualities and character of Parramatta will be further enhanced through materials and architectural strategies, including:

— Adopting a material palette inspired by the warm natural tones of Country;

— Utilising sandstone, brick, or other masonry for podiums in deference to the heritage context;

— Developing tower facades that present as a cohesive family of buildings whilst providing a level of variety and individuality.

PERSPECTIVE LOOKING SOUTH WEST ACROSS SITE (INDICATIVE DESIGN ONLY)

10.0

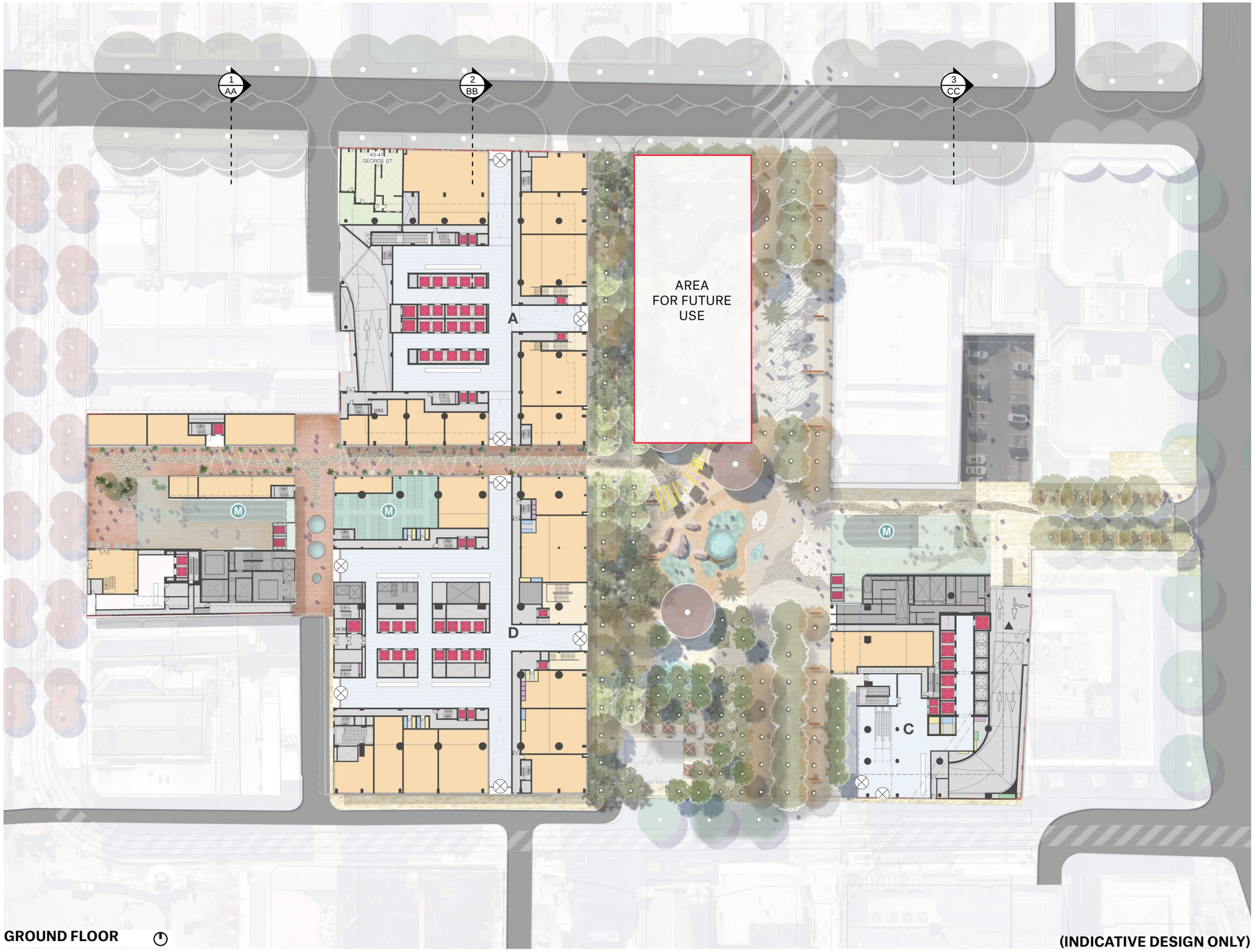
Indicative Concept Design

10.1 Indicative Concept Design
Ground

Our masterplan approach embraces the generous widening of Civic Link and seeks to reinforce its role in providing vital amenity to support the emerging new high density commercial precinct. Surrounded by retained heritage buildings including Kia Ora, the Roxy Theatre, and Uniting Church to the South, and activated by two story food and beverage outlets with outdoor dining along the entire western edge, the new urban space will provide much needed relief from density and in the future Commercial Core in addition to creating a vibrant new social heart for interaction and recreation in the centre of Parramatta.

A new East/West pedestrianised laneway links Church Street to Smith Street via the new Civic Link, with the new metro station entrances located in prime visible locations at the corner of Civic Link and Macquarie Lane, providing much needed pedestrian activation south of Roxy Theatre, and a second entrance on Church Street. Combined with a new bus interchange on Smith street and new light rail station on Macquarie Street, the site will facilitate high levels of intermodal transfer between transport networks thus deliver extremely high levels of both activation to the precinct as well as amenity for transport customers.

Almost 190,000 m² GFA of commercial and residential space is proposed across four tower buildings located around the new public space. The lobbies for the commercial towers are sleeved in retail to maximise activation of the groundplane while providing multiple entrances to maximise pedestrian connectivity and permeability across the site. Vehicle entrances are located off George Street and Macquarie Lane via Smith Street to minimise traffic on the new Horwood Place. To the west, a residential building containing approximately 145 apartments sits above the western Metro entry fronting Church Street.



GROUND FLOOR

(INDICATIVE DESIGN ONLY)

VIEW DOWN EAST-WEST LANEWAY FROM CHURCH ST (INDICATIVE DESIGN ONLY)

VIEW TOWARDS EASTERN STATION ENTRANCE AND PLAZA
(INDICATIVE DESIGN ONLY)

10.1 Indicative Concept Design
Level 01

Two storeys of retail food and beverage line the western edge of Civic Link, maximising activation and vibrancy of the public space with external footpath seating on the ground floor and external balcony seating on the first floor, while also providing pleasant outlook for diners. This new retail seeks to extend the evening and weekend activation of 'Eat Street' to the North west into the site and south to Parramatta Square.

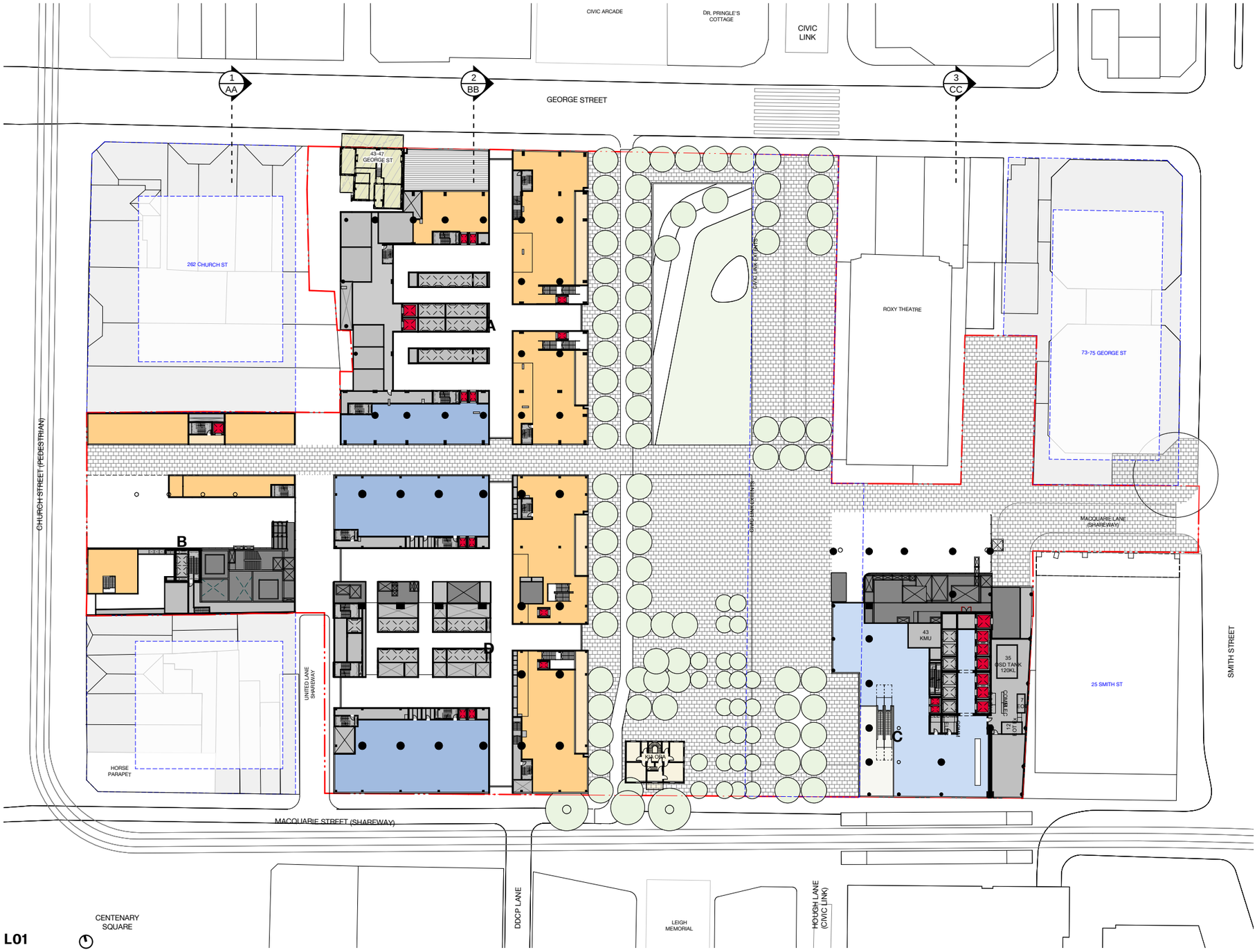
To the West, maximum retail activation is created around the entrance from Church Street, with 2 storey bars and restaurants with outdoor rooftop terraces immediately adjacent the western Metro entry.

Generous entry voids are located above both eastern and western Metro entries and internal commercial lobbies, while commercial / strata uses are proposed on level 1 of buildings A and D fronting Macquarie Street to the South and the central laneway. These commercial uses are are envisaged as providing vital services and facilities essential for high density environments such as gyms, medical centres, dentists, professional services, etc. The location of these proposed services has been carefully selected to minimise any potential loss of activation to Civic Link or Church Street.

Grey areas shown adjacent the station entrances contain station plant including tunnel vent and trackway exhausts, which are routed vertically for release above building podiums, purposefully raised to maximise activation of lower levels.

Legend

Site
Commercial
Retail
Residential
Metro
Plant
Station Plant



10.1 Indicative Concept Design
Level 02

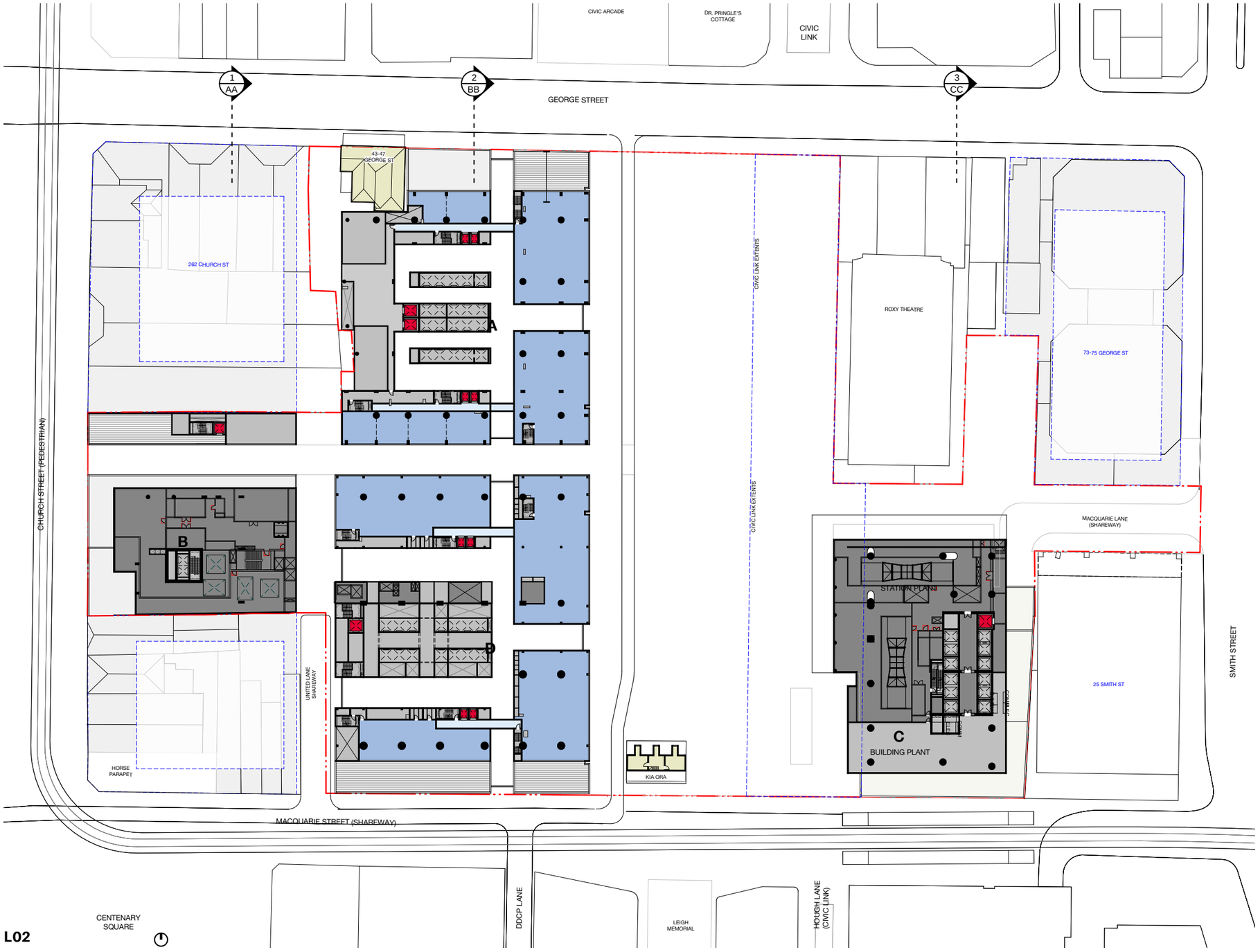
Above level 1, various setbacks are adopted to ensure podium forms achieve a sensitive scale relationship with adjacent heritage items.

A 14m deep roof terrace fronts George Street to the northern portion of building A, presenting a 2 storey built form scale to the existing 2 storey heritage shop front adjacent and Roxy Theatre to the East.

The western face of building B is set back 12m from Church Street, in accordance with both LEP and DCP guidelines, and similarly presents a 2 storey scale Church Street which is lined with 2 storey heritage items,

A 12m deep roof terrace fronts Macquarie street to the southern portion of building D, presenting a 2 storey built form scale to Kia Ora and adjacent heritage 'Horse Parapet' facade West of United lane.

Commercial/strata office uses are proposed within level 2 of buildings A and D, while buildings B and C accommodate station plant, tunnel vent and track-way intakes and exhausts which have been raised as high as possible above street level to maximise ground floor amenity.



Legend

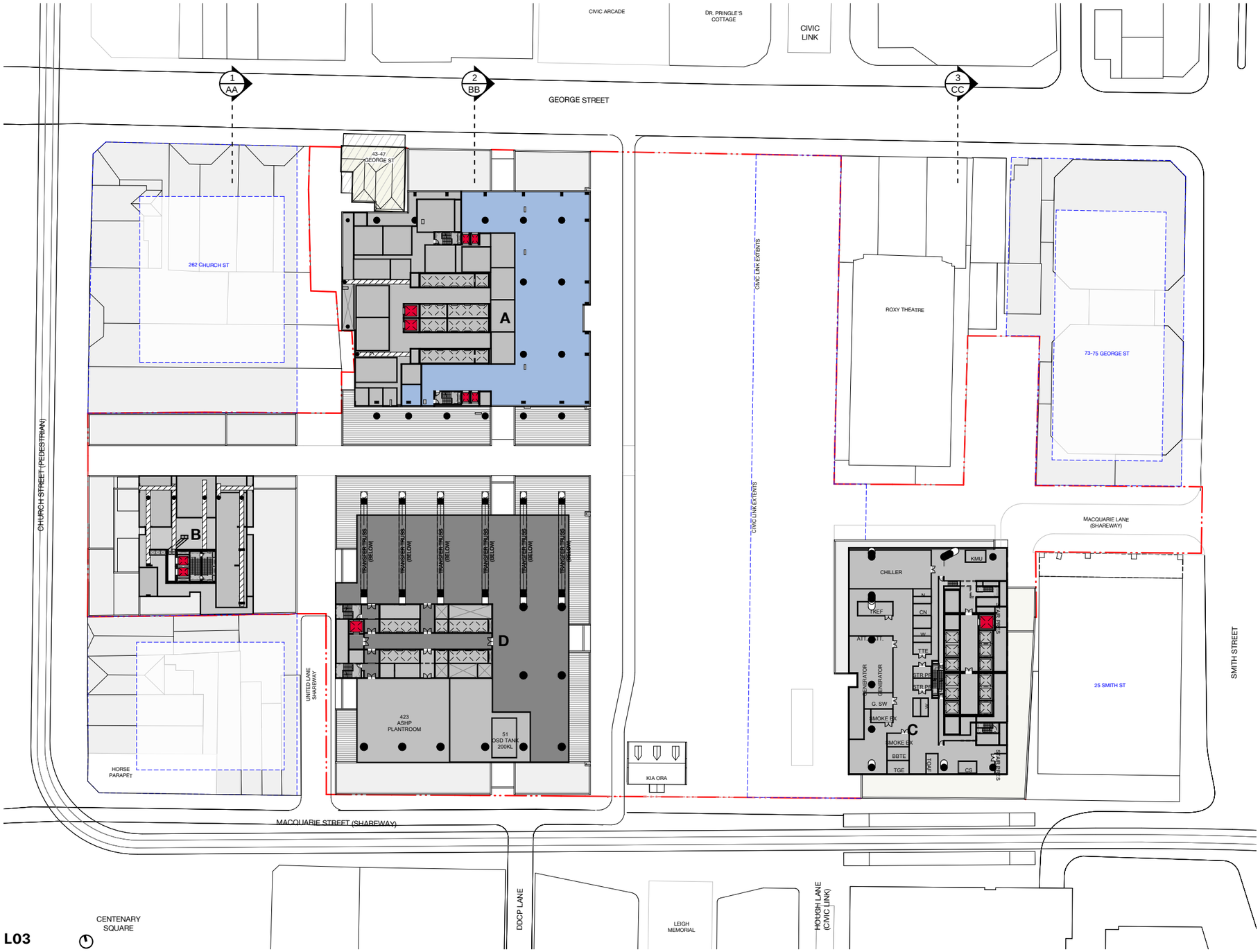
- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.1 Indicative Concept Design
Level 03

Level 3 contains plant and services for both the buildings and the proposed over station developments, as well as accommodating the structural transfers necessary to ensure tower structure of buildings B and D avoid the station box below ground. These transfers are required in order to provide maximum customer amenity within the station.

Station plant is located in building D, which has intentially been co-located with the plant of other buildings to maximise ground floor and podium activation and amenity.

A partial floor of strata office is located in building A to enable it to present a 4 storey scale to Civic Link as described in section 10 of this report.



Legend

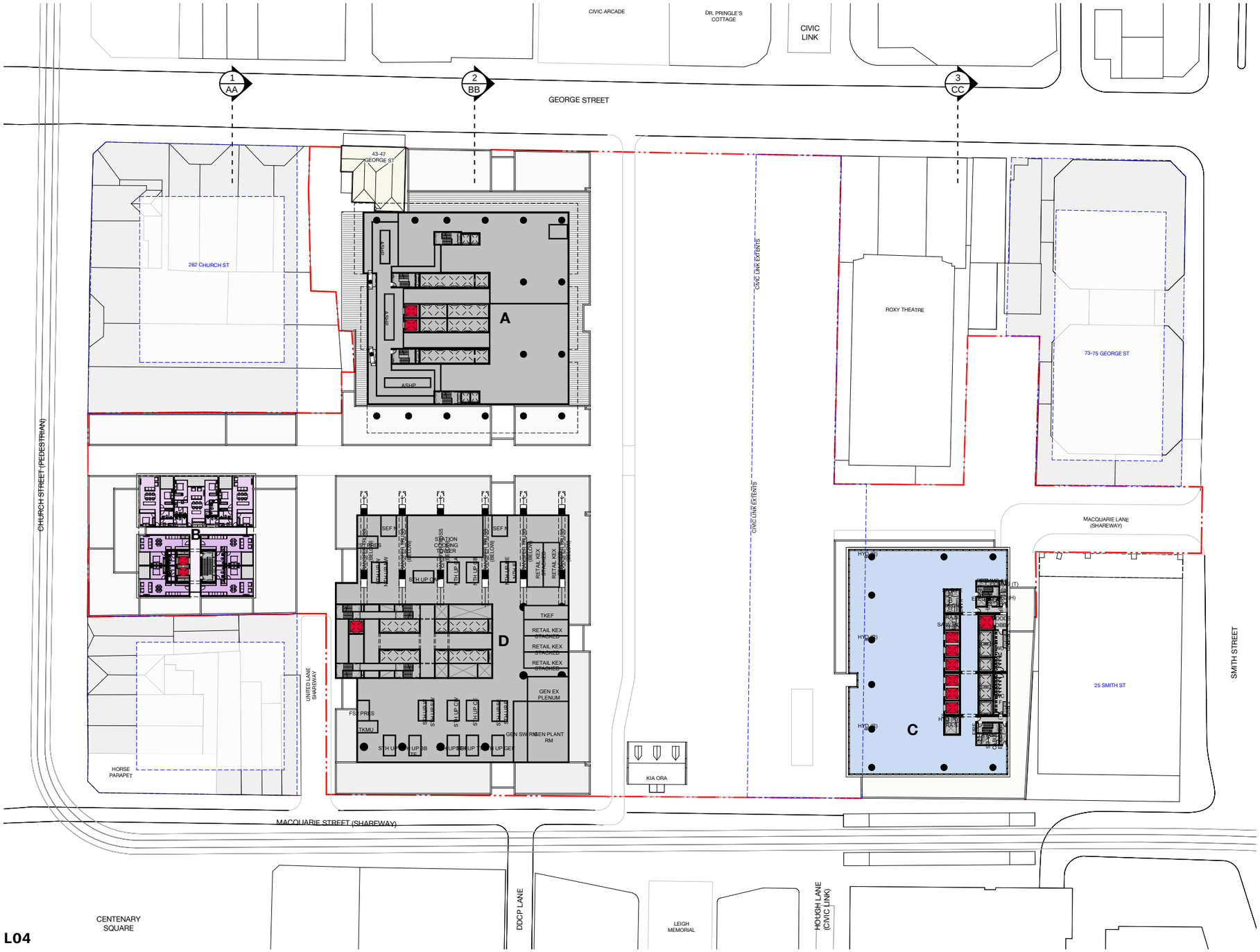
- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.1 Indicative Concept Design
Level 04

Level 4 is the lowest habitable tower floor within the proposed SSDA envelopes for buildings B and C and consists of residential use in building B, commercial use in buildings C. A setback floor of building plant is proposed on buildings A + D.

Building B comprises approximately 20,000m² GFA over 33 storeys. It consists of 145 residential apartments and two resident amenities floors at the top of the building.

Building C comprises 35,950m² GFA of Commercial office and retail space over 26 storeys. The tower has been designed to provide premium grade office space with a highly desirable side core and western outlook over Civic Link. The typical low-rise tower floorplates are 1630m² GFA which makes them highly desirable to both A and Premium grade commercial tenants.

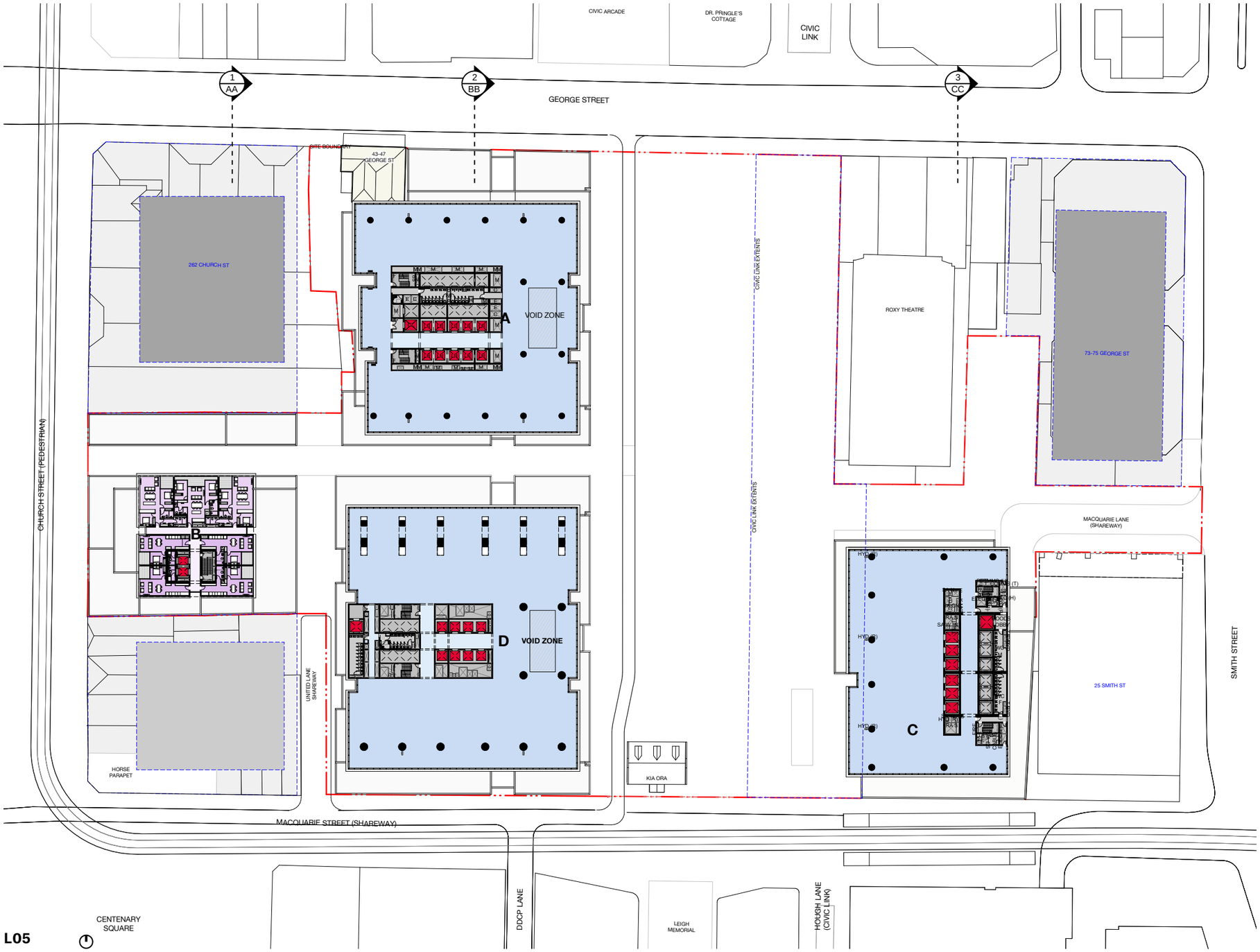


10.1 Indicative Concept Design
Level 05

Level 5 is the lowest habitable tower floor within the proposed SSDA envelopes for buildings A and D.

Building D comprises approximately 55,350m² GFA of premium grade commercial office and retail space across 24 storeys. The typical low-rise tower plates are 2980m² GFA, placing them at the highest level of desirability for commercial office buildings in Sydney comparable with only Barangaroo and Parramatta Square. The floorplates have been designed with a central core that both eliminates conflict with the station box below while also allowing for easy tenant subdivision if desired.

Building A comprises 78,700m² GFA of commercial office space and retail across 38 storeys. The typical low-rise tower floorplates are 2280m² GFA which again places them in the highly desirable category for premium tenants.



10.1 Indicative Concept Design
Level 17

The adjacent drawing reflects the typical high rise floorplates of buildings B, C and D.

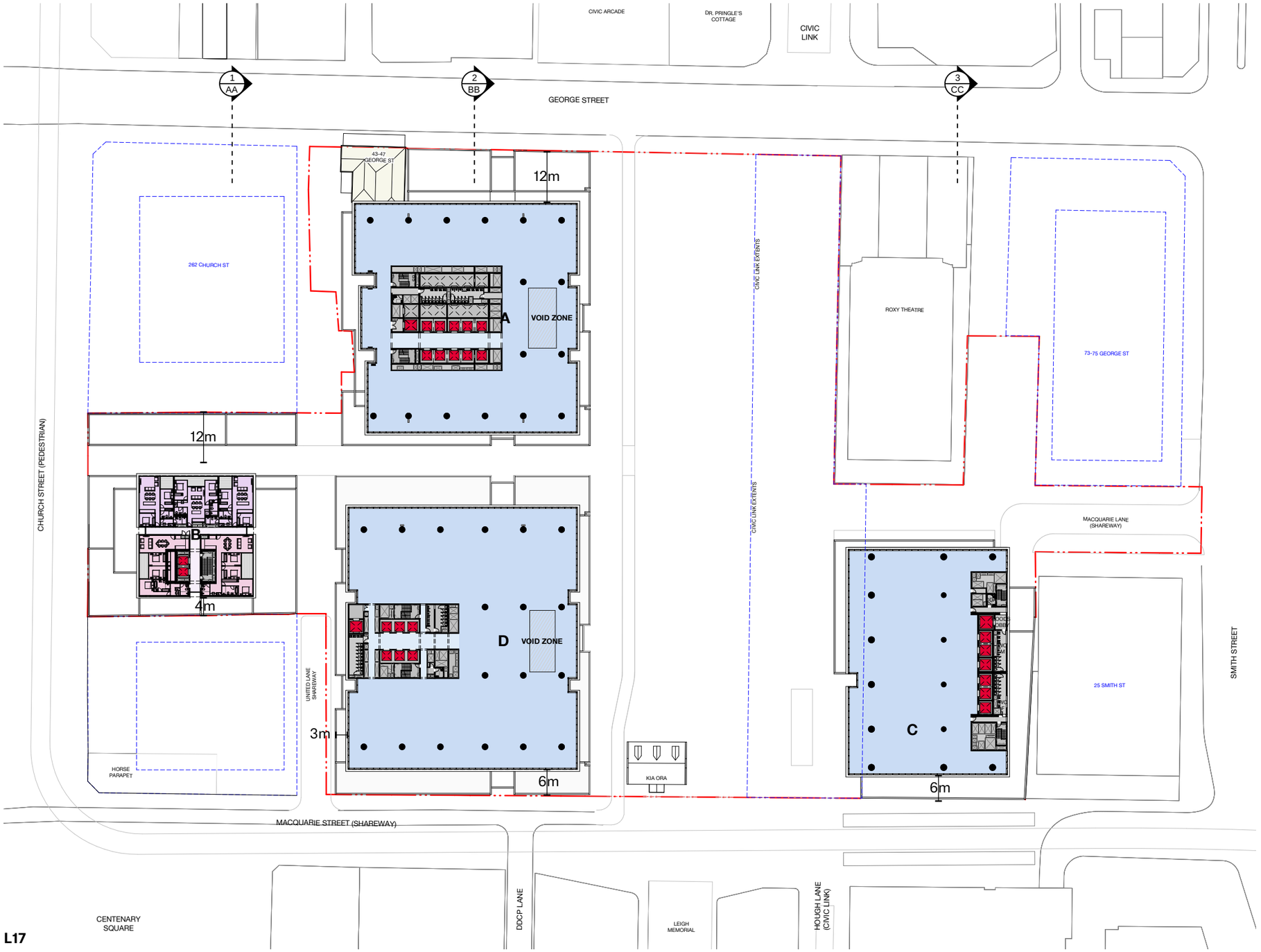
Building A adopts a 12m setback to George Street in accordance with the DCP recommendations.

Building D adopts a 6m setback to Macquarie Street in accordance with DCP recommendations,

Building B adopts a 12m setback to the Church Street boundary in accordance with LEP requirements and DCP recommendations.

Building B is set back 12m south from the property boundary of the adjacent property immediately to the north, in accordance with DCP recommendations and ADG minimum building separation requirements for residential uses above 8 storeys,

Building B is set back 4m from the boundary of the site located immediately to the south. This configuration is in accordance with both DCP and ADG requirements as a) the site to the south does not permit residential uses and b) the proposed southern face of Building B contains no windows to habitable rooms, as is encouraged practice to minimise or eliminate apartments with southern outlook due to environmental reasons. Building separation between buildings B and C is 21 metres, in excess of the minimum 15m required by the ADG.

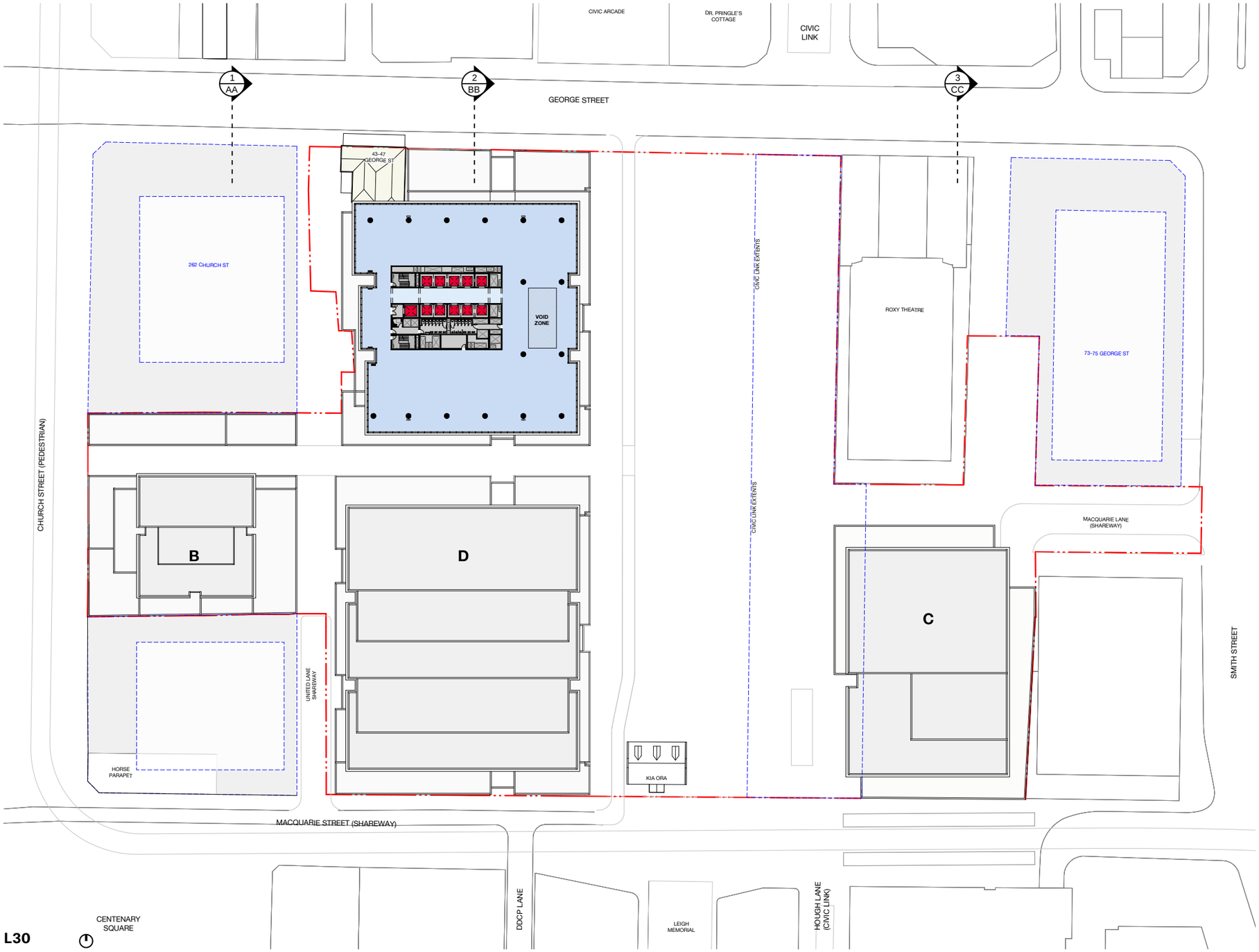


Legend

- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.1 Indicative Concept Design
Level 30

The adjacent drawing represents level 30, above which only tower A extends due to the solar height plane applicable to the site.

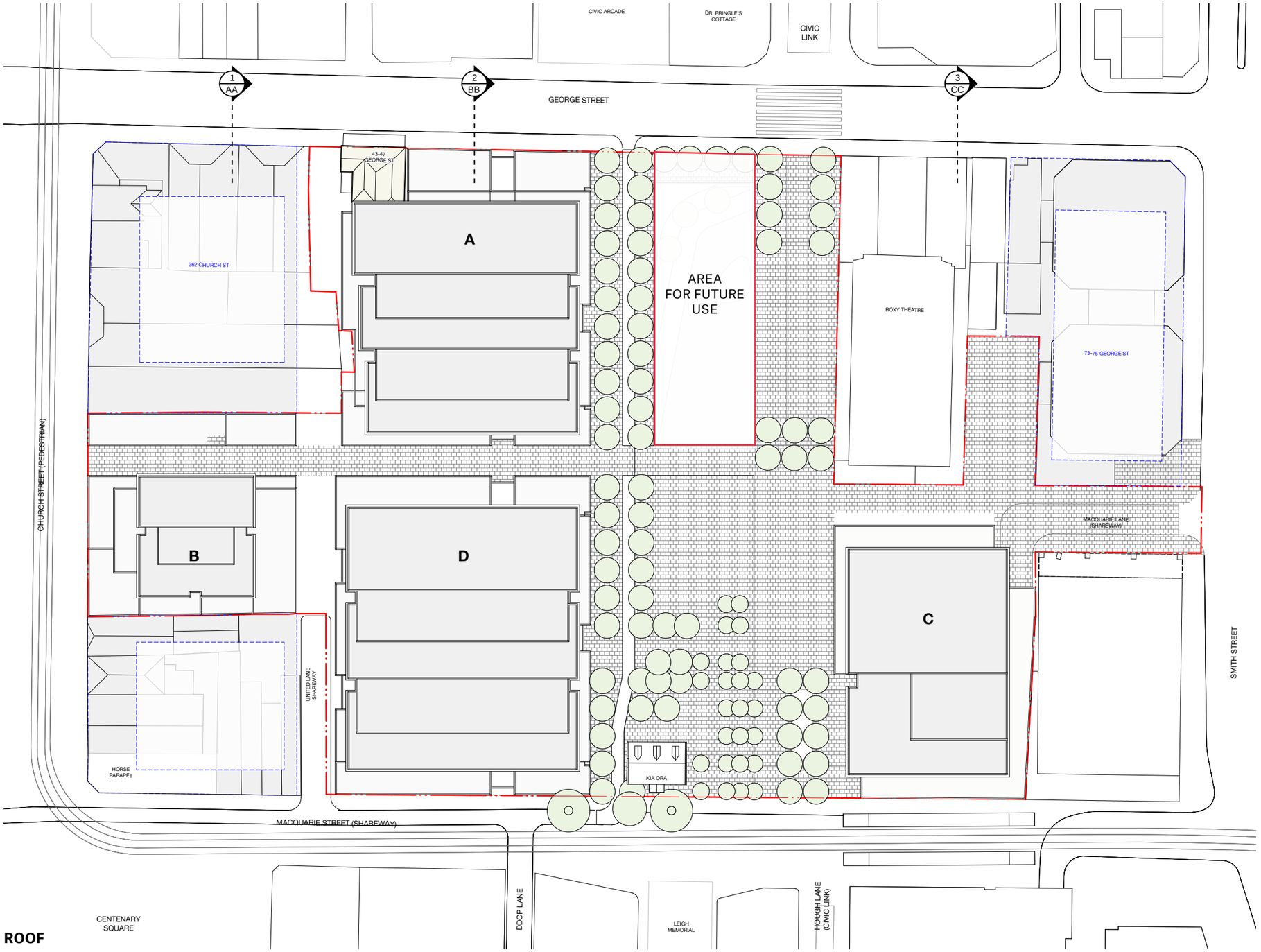


Legend

- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.1 Indicative Concept Design
Roof

Tower rooftop forms are articulated into stepped vertical forms to a) remain under the relevant solar access plane while also b) articulate the building massing into a series of smaller, slender, stepped boxes.



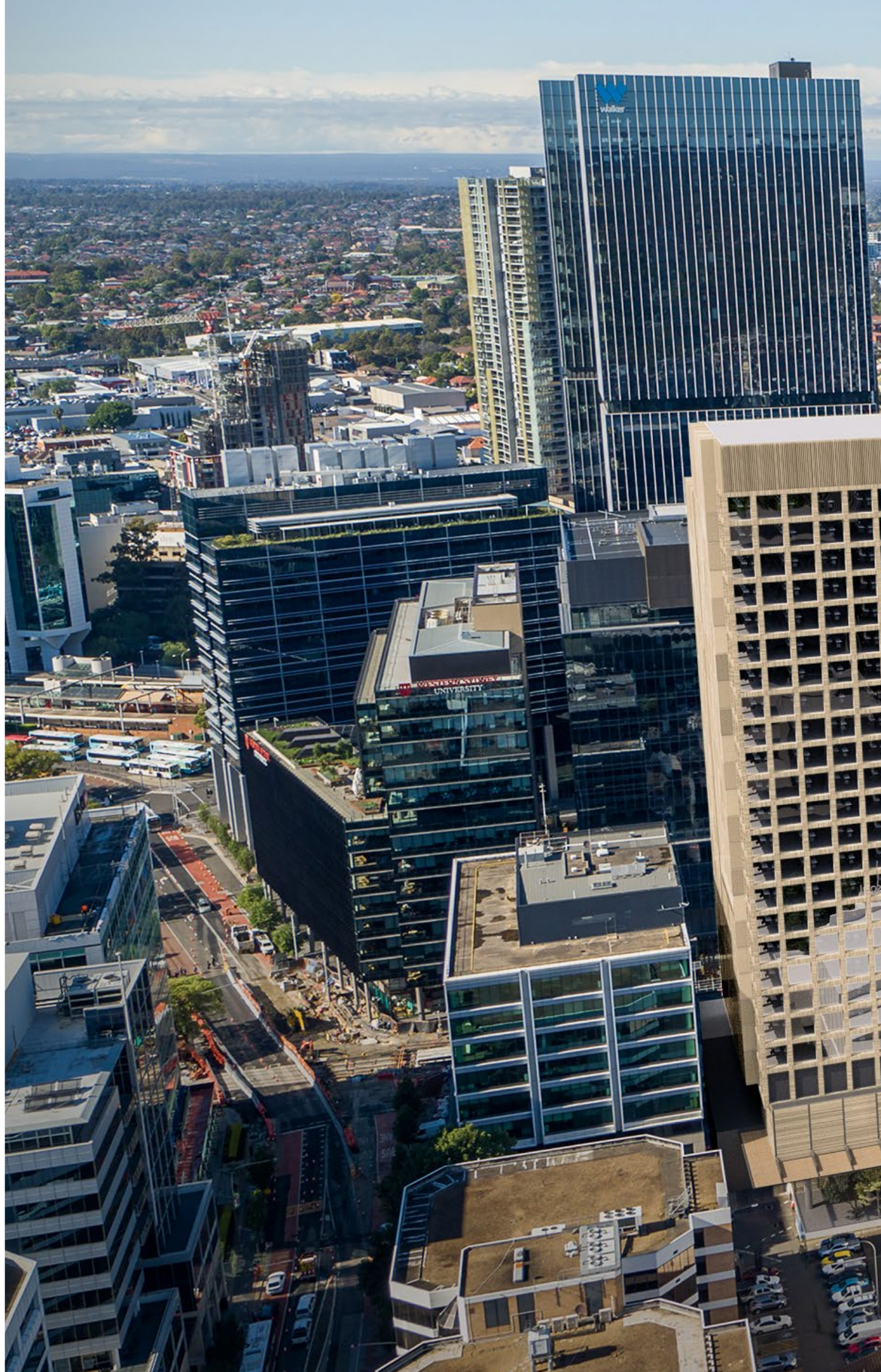
ROOF

Legend

- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

Parramatta Station and its precinct will be the focal point at catalyst for the community that will drive success for the Central River City of Greater Sydney.

Exceptional design will reflect the local context, acknowledge its prominent location within Parramatta and address city-making and placemaking principles. A distinctive built form and generous public domain will reflect the site's prominent location at the heart of the City and provide a new urban destination between Parramatta Square and Parramatta River. The development will seamlessly integrate all building elements across the site, including the public domain, station and entrances.



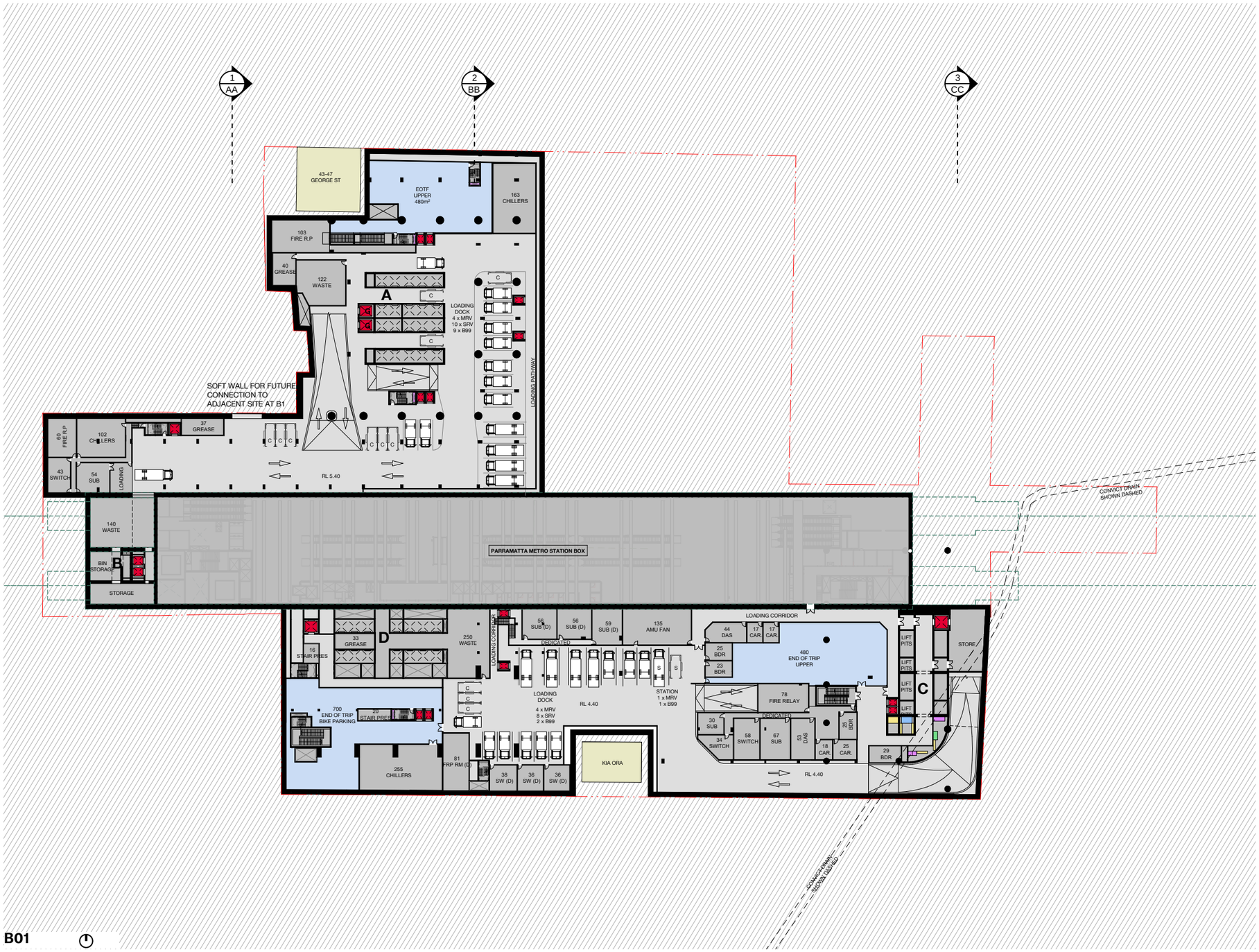
PERSPECTIVE LOOKING SOUTH WEST ACROSS SITE (INDICATIVE DESIGN ONLY)

10.1 Indicative Concept Design
B01

The below ground metro station running East/ West through the site approximately 2 metres below the surface requires that a minimum of two basements are required to serve the new precinct. Our design approach has been to i) minimise the number of basement entry ramps required for the development, ii) where possible, provide below grade access to future adjacent developments via soft spots, and iii) locate those entry points in the most discreet locations possible while remaining accessible from major streets like George Street and Smith Street. Our intention has been to achieve the highest level of pedestrian amenity within the new precinct and while also minimising vehicular traffic on Horwood Place which has the potential to negatively impact the amenity of Civic Link.

The northern basement is accessed off George Street and serves building A as well as building B, and provides future soft spot connection North through to the adjacent site to the North West. The southern basement is accessed off Macquarie Lane via Smith Street and serves building C, D and the metro station. Basement level 1 generally consists of loading docks for commercial, residential, retail use as well as garbage collection for all buildings, as well as plant necessary to service the precinct and end of trip facilities for the commercial office buildings.

Station parking and access is provided through the southern basement loading corridor.



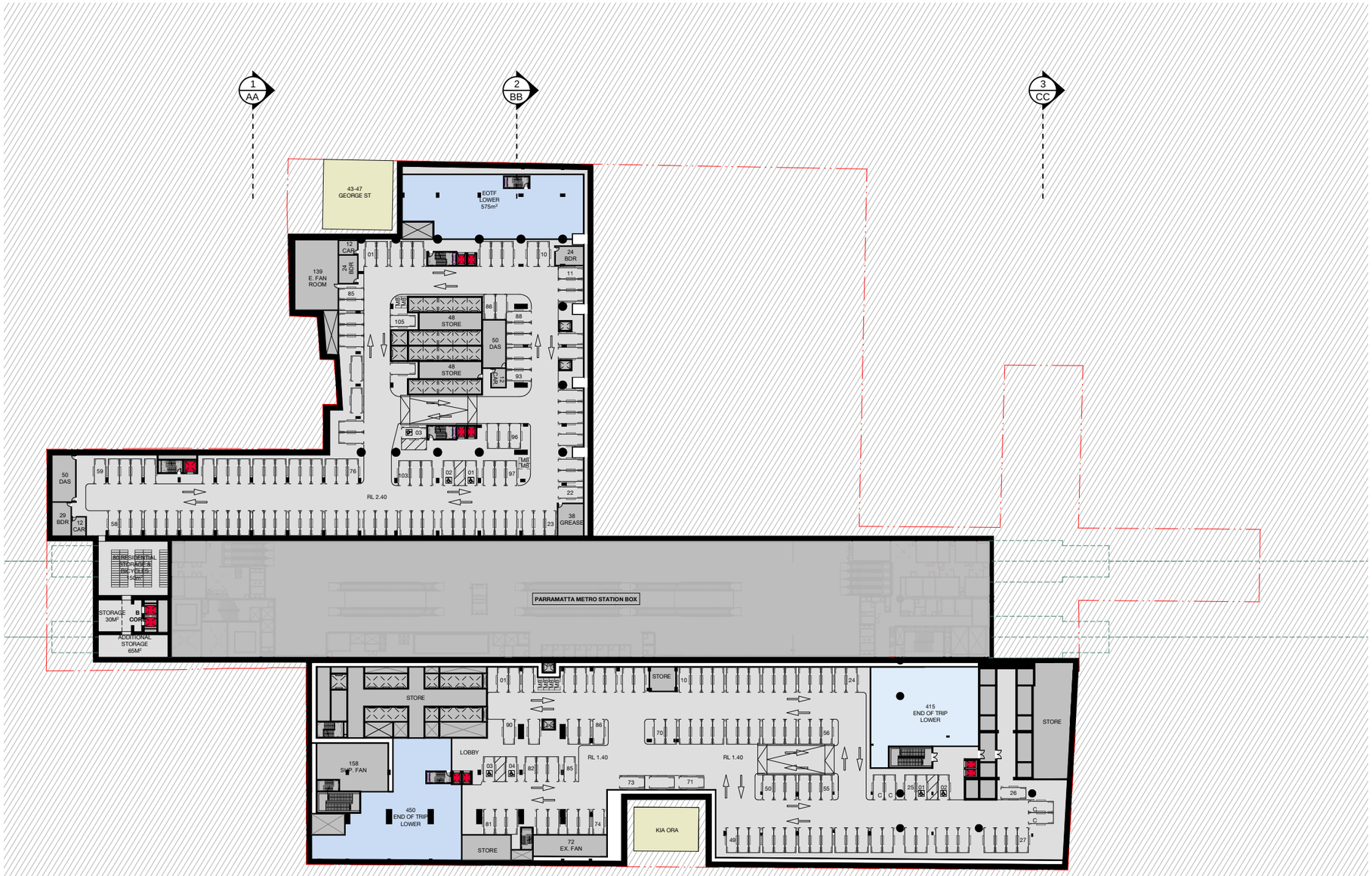
Legend

Site
Commercial
Retail
Residential
Metro
Plant
Station Plant

10.1 Indicative Concept Design
B02

Level B2 consists generally of commercial parking spaces, necessary OSD plant, and shower and change facilities to support the commercial office end of trip facilities. Level B2 has been designed to facilitate potential future below ground transport connections to adjacent blocks if required, as well as to maximise the extents of deep soil planting achievable under Civic Link, mostly concentrated under the northern portion of the site due to the station box occupying the bulk of basement extents within the southern portion.

Access to commercial office buildings is provided via shuttle lifts to ground floor, maximizing activation at street level as occupants change between lift banks at lobby level.



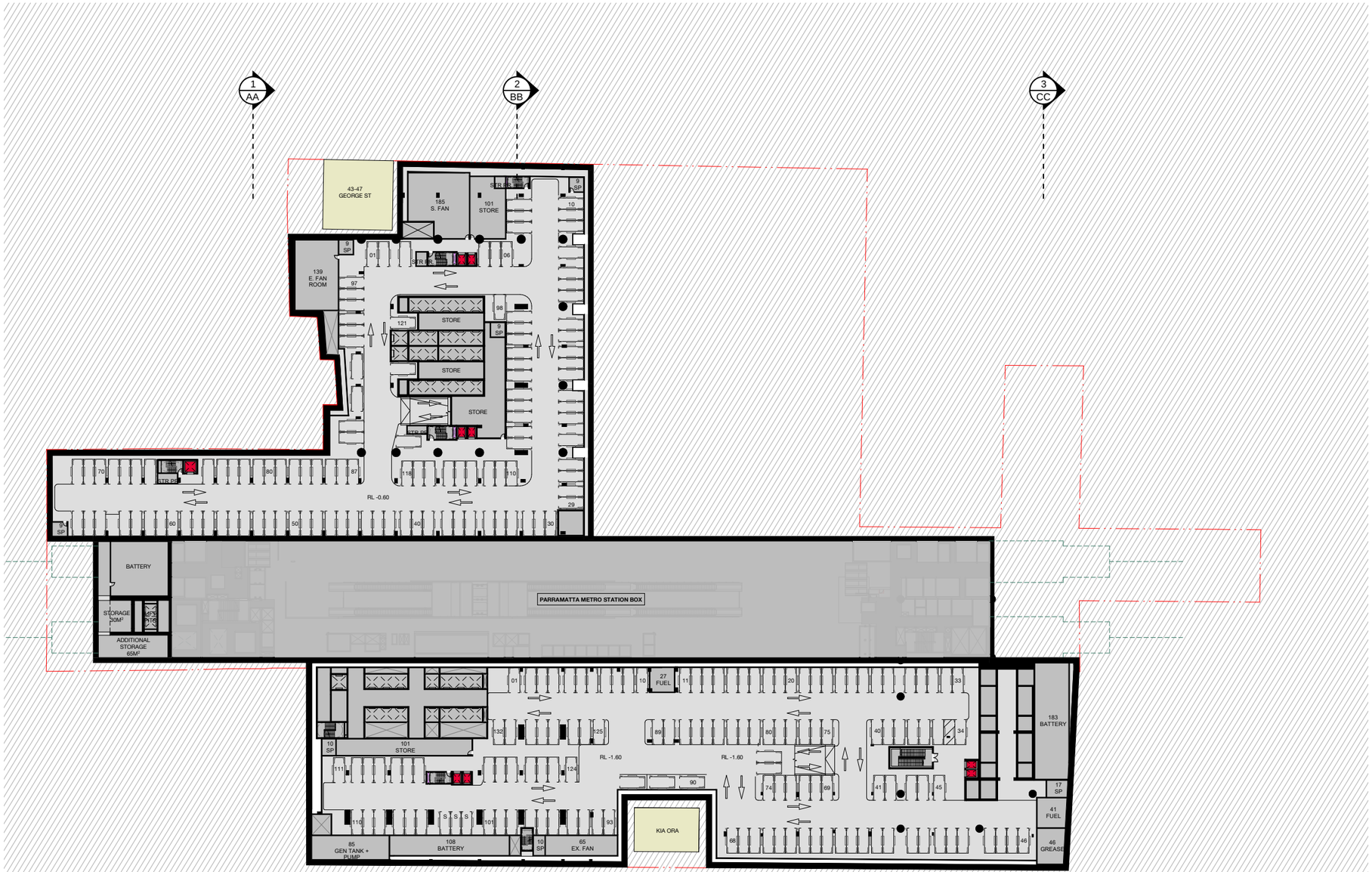
B02

Legend

- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.1 Indicative Concept Design
B03

Level B3 is the lowest basement level and contains commercial parking spaces as well as plant and services for the development.



B03

Legend

- Site
- Commercial
- Retail
- Residential
- Metro
- Plant
- Station Plant

10.2 Indicative Concept Design
Area Schedule - Overall + Carparking

S12486 | Parramatta Metro OSD | Area Schedule
28/09/2022

Site Area	25,498 m²
FSR	7.45

BUILDING	HEIGHT	STOREYS	TOTAL AREAS			SIMPLIFIED	COMMERCIAL	RESIDENTIAL	RETAIL
	m		GBA	GFA	NLA	GFA	GFA	GFA	GFA
A (Commercial)*	149.75	38	119,410	77,857	69,899	78,700	74,360	-	3,497
B (Residential)	111.50	33	29,806	19,664	14,795	20,000	-	18,250	1,114
C (Commercial)	106.75	26	62,166	35,669	32,030	35,950	35,189	-	230
D (Commercial)*	99.75	24	86,742	54,419	49,492	55,350	51,687	-	2,732
ASD TOTAL			119,410	77,857	69,899	78,700	74,360	-	3,497
OSD TOTAL			178,713	109,752	96,317	111,300	86,876	18,250	4,076
SITE TOTAL			**298,123**	**187,609**	**166,215**	**190,000**	**161,236**	**18,250**	**7,573**
Podium Articulation Zone*				1,164					
GFA Contingency**				1,227					
TOTAL PROPOSED GFA				190,000					

** A 3m wide Podium Articulation Zone is identified in the envelope drawings. It applies to the podiums of Buildings A & D only. 80% of this zone may be occupied with built form.*

*** The GFA has been rounded up to 190,000 total to make provision for any future optimisation that occurs through further development of the design.*

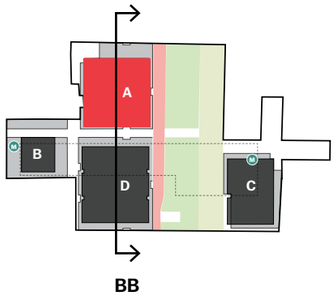
S12486 | Parramatta Metro OSD | Carparking
28/09/2022

LEP 2011 (Amendment 56)	
Commercial / Retail Rate: M = (G x A) / (50 x T)	
M = Max number of Car Spaces	
G = Commercial GFA	
A = Site Area	25,498 m²
T = Total Gross Floor Area of All Buildings on Site	187,609 m²

	DEV. AREAS (G)			MAXIMUM CAR SPACES (M)			
	COMM.	RET.	RESI.	COMMERCIAL	RETAIL	RESIDENTIAL	TOTAL
	GFA	GFA		*M=GA/50T*	*M=GA/50T*	*DCP 2011 - 3.6.2.3*	
NORTH BASEMENT (MAX. PERMISSIBLE)							
BUILDING A (Commercial)	74360	3497		202	10	-	212
BUILDING B (Residential)	-	1114	18250	-	3	188	191
BASEMENT TARGET				**202**	**13**	**188**	**403**
SOUTH BASEMENT (MAX. PERMISSIBLE)							
BUILDING C (Commercial)	35189	-		96	-	-	96
BUILDING D (Commercial)	51687	2732		140	7	-	148
BASEMENT TARGET	86876	2732		236	7		**244**
OVERALL SITE (MAX. PERMISSABLE)							
COMBINED BASEMENT TOTAL	438	20		188			**646**
CURRENT DESIGN 22/05/11							
NORTH							**229**
SOUTH							**226**
TOTAL							**455**

*Total excl. Commercial Visitor, Retail Visitor or Motorbike Parking to be confirmed

10.3 Indicative Concept Design
Building A: Park North

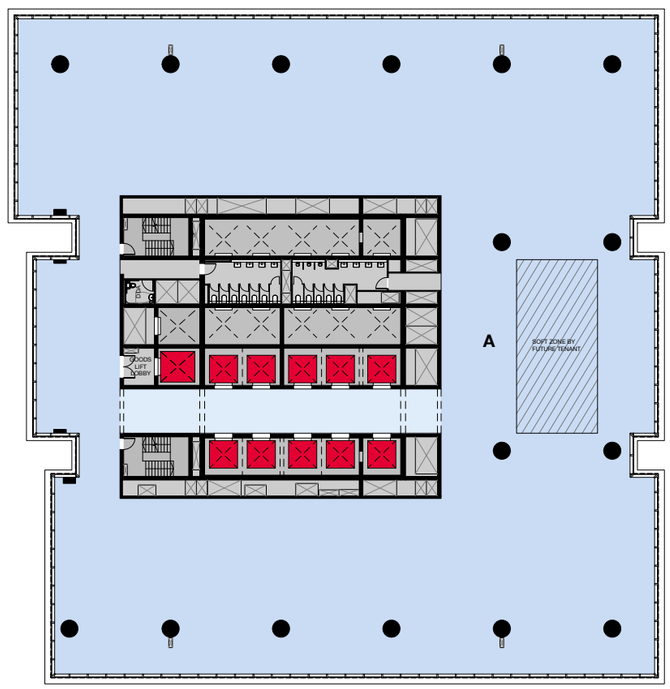


Building A comprises approximately 78,700m² GFA of commercial office space and retail over 38 storeys. It is the tallest building on the site. The typical low-rise tower floorplates are 2280m² GFA while the high-rise tower plates grow to 2425m² GFA.

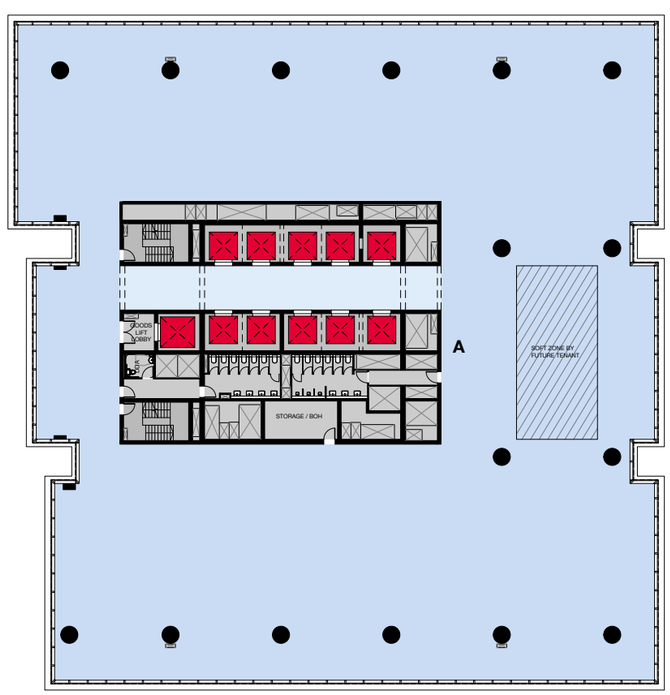
10 low rise, and 10 high rise lifts provide premium grade lifting to commercial floorplates and are located in a central core. The central core achieves two large format contiguous commercial office spaces which achieve excellent natural light and are both highly flexible and sub divisible.

Upon arrival on the floorplate, soft zones are provided immediately east of the core offering opportunity for vertically connecting voids, stairs, or mixed mode external terraces or gardens, all considered highly desirable by premium tenants seeking contemporary vertically connected workplaces. A large span column grid of 9m x 17.5m delivers a premium grade contiguous floorplate with minimal obstructions.

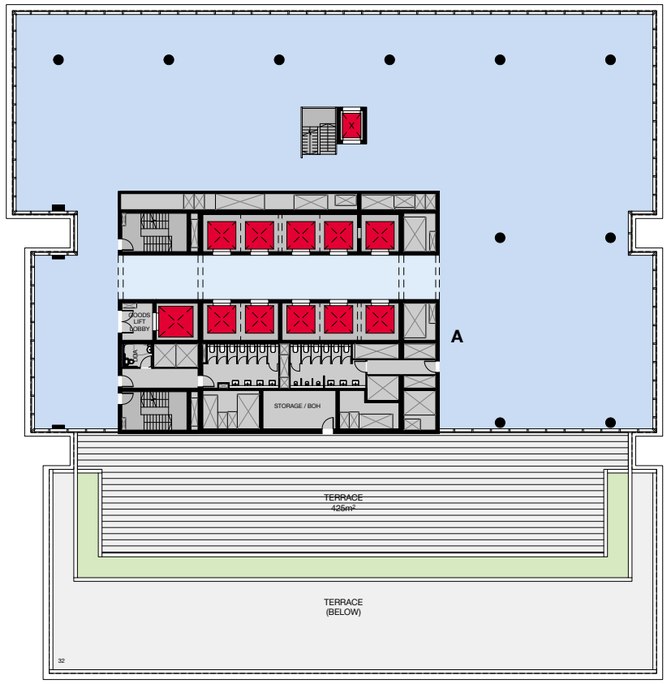
Deep recess notches are provided along the Western and Eastern edges to articulate the building form into a series of slender vertical 'bars' as shown in section 10 of this report.



10.3.1 TYPICAL LOW RISE PLAN
The low-rise floorplate has a GFA of 2280 sqm.

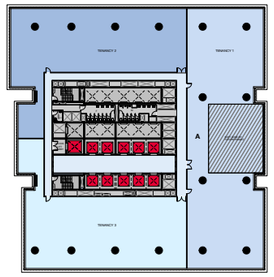


10.3.2 TYPICAL HIGH RISE PLAN
The high-rise floorplate has a GFA of 2425 sqm.



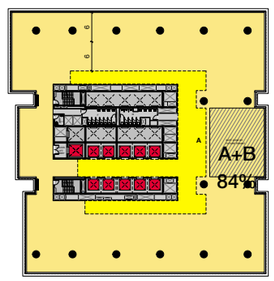
10.3.3 UPPER TERRACE L34

The high-rise floorplate has a GFA of 1470 sqm, with a 425sqm terrace.



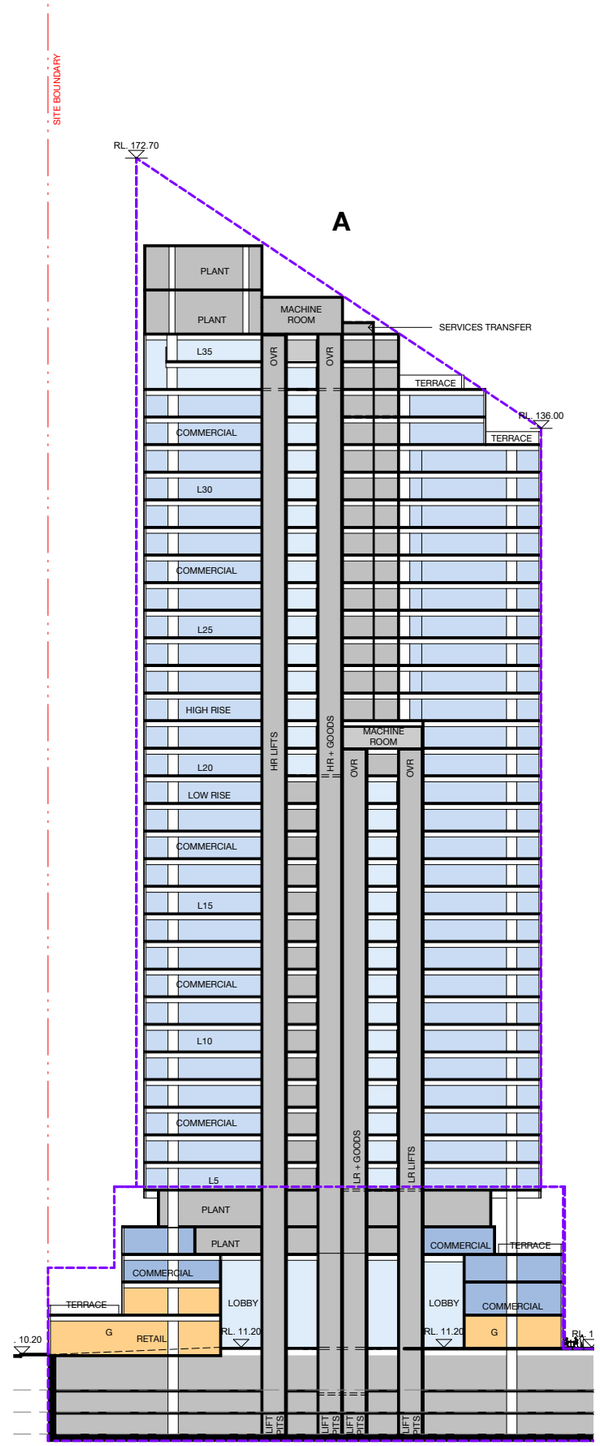
10.3.4 SUB-DIVISIBILITY

Sub-divisibility is the capability to divide a floorplate into multiple secure tenancy compartments without losing a large amount of Net Tenancy Area. Each compartment should have a reasonable address with respect to lifts, and meet regulatory requirements in terms of amenities and fire egress. The proposed floorplate can be readily sub-divided into two, three or four tenancies, which can be easily adjusted in area.



10.3.5 DAYLIGHT

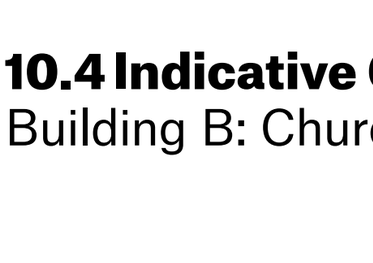
Type A space is within 6m of perimeter glazing, Type B is between 6-12m from perimeter glazing, and Type C is greater than 12m. Type A & B space is ideal for locating people in primary work points with access to daylight and views. Type C is suited to collaborative space, social hubs, storage and utility spaces. The proposed typical mid rise floorplates achieve 84% Type A and B, and 16% type C spaces, which places them in the ‘excellent’ category by industry accepted measurement techniques.



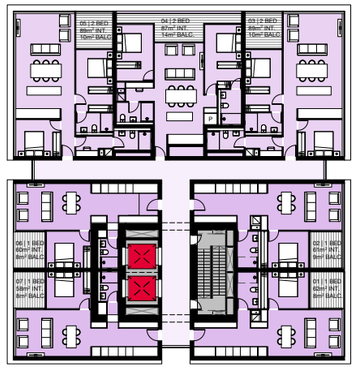
10.3.6 SECTION BB THROUGH BUILDING A

10.4 Indicative Concept Design
Building B: Church St Residential

Building B comprises approximately 20,000m² GFA of residential accommodation and retail across 33 Storeys. The building sits on top of the Metro box which has resulted in careful structure and services coordination being required to achieve an optimum residential floor-plate while eliminating potential negative impacts to the station.

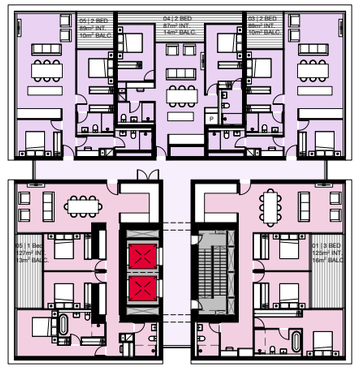


AA



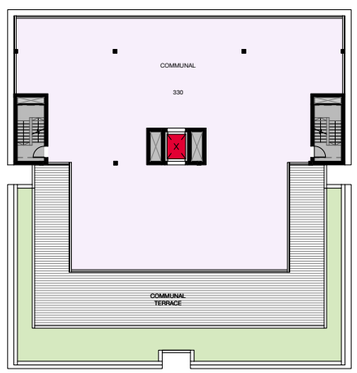
10.4.1 TYPICAL RESIDENTIAL L4-13

The low-rise typical floorplate has GFA of 690sqm.

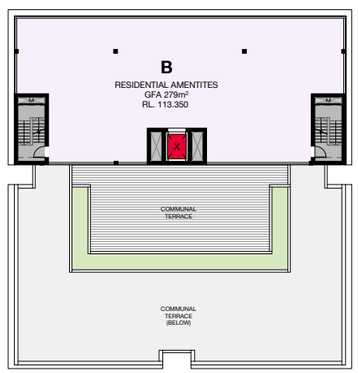


10.4.2 TYPICAL UPPER RESIDENTIAL L14-27

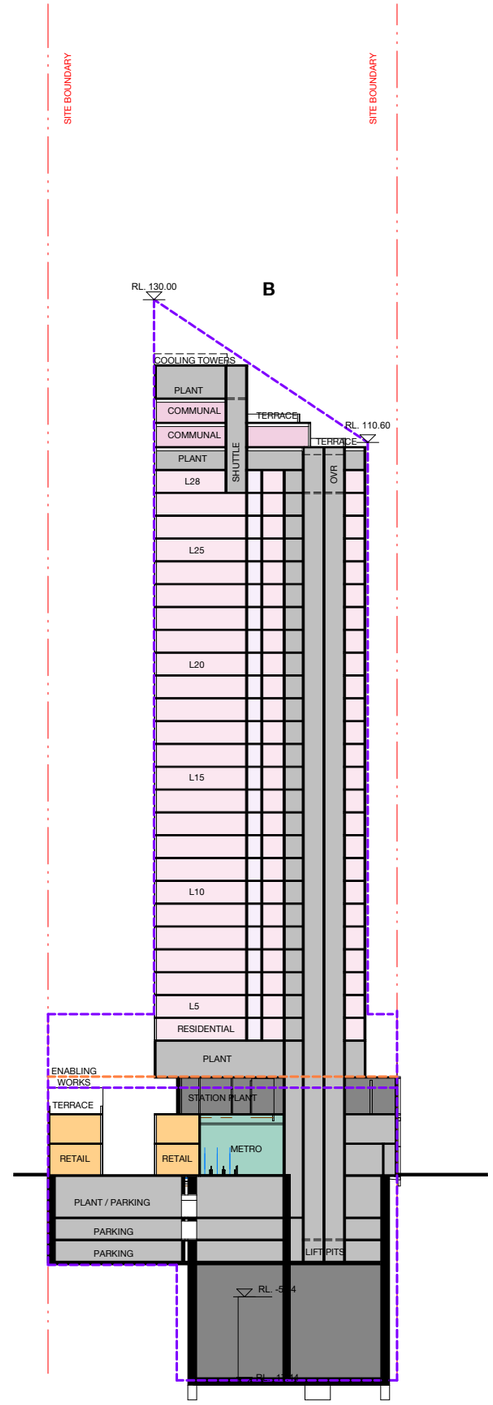
The upper typical floorplate has a GFA of 690sqm.



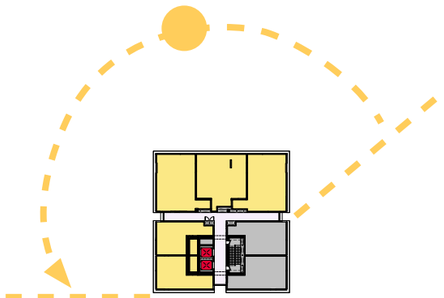
10.4.3 ROOFTOP TERRACE L30



10.4.3 ROOFTOP TERRACE L31

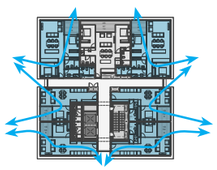


10.4.6 SECTION AA THROUGH BUILDING B



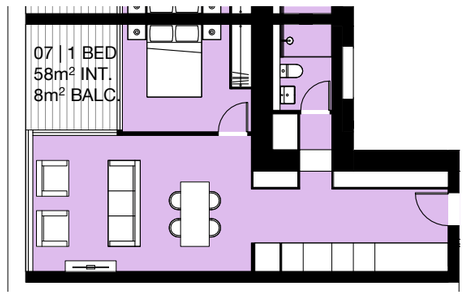
10.4.5 SOLAR ACCESS

5 out of 7 apartments, or 71% of apartments, on a typical floorplate achieve 2 hours solar access to living rooms and private open spaces on 21st June. (note full solar count tbc).

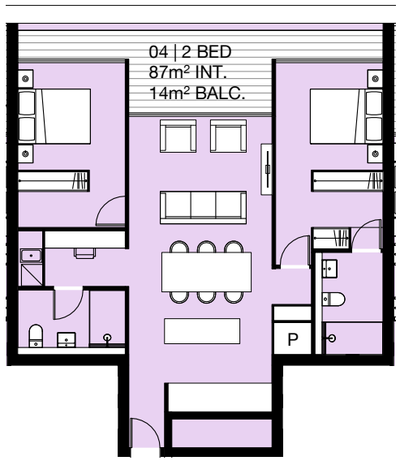


10.4.4 CROSSFLOW VENTILATION

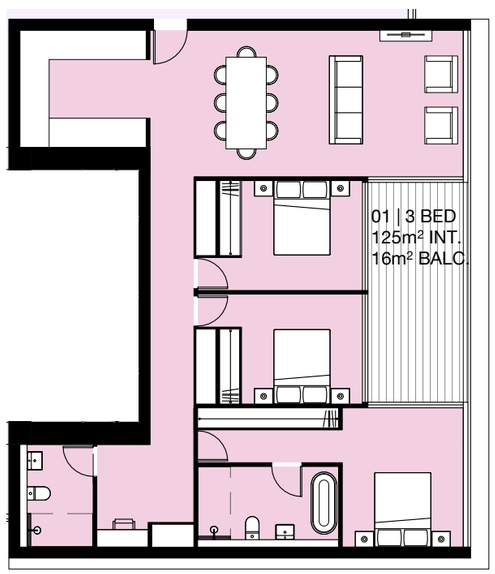
6 out of 7 apartments, or 86%, have the potential to achieve cross flow ventilation, in excess of the 60% ADG requirement applying to the lowest 9 floors only.



TYPICAL 1 BEDROOM APARTMENT

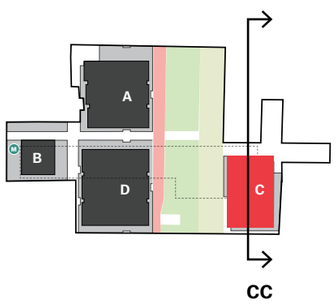


TYPICAL 2 BEDROOM APARTMENT



TYPICAL 3 BEDROOM APARTMENT

10.5 Indicative Concept Design
Building C: Park East

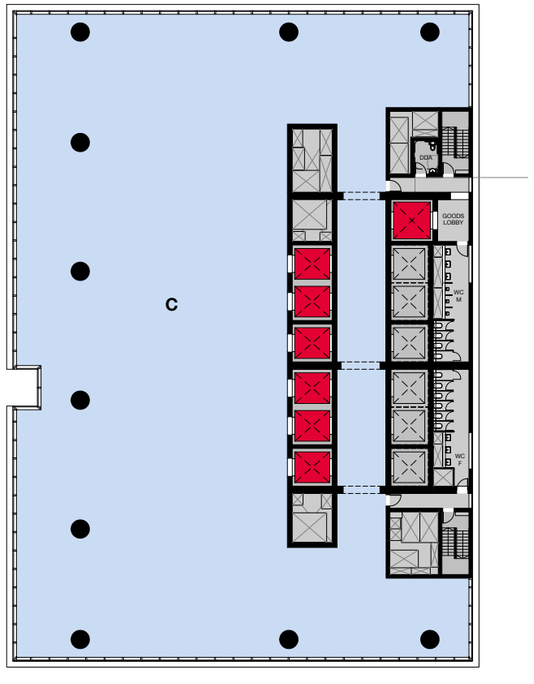


Building C is located on the southern side of the Metro Box fronting Macquarie St to the South, Civic link to the West and Roxy Plaza to the North. The building comprises 35,950m² GFA of Commercial office space and retail. The tower is 111m tall or 26 Storeys. The typical low-rise tower floorplates are 1630m² GFA. High rise floorplates are 1740m² GFA.

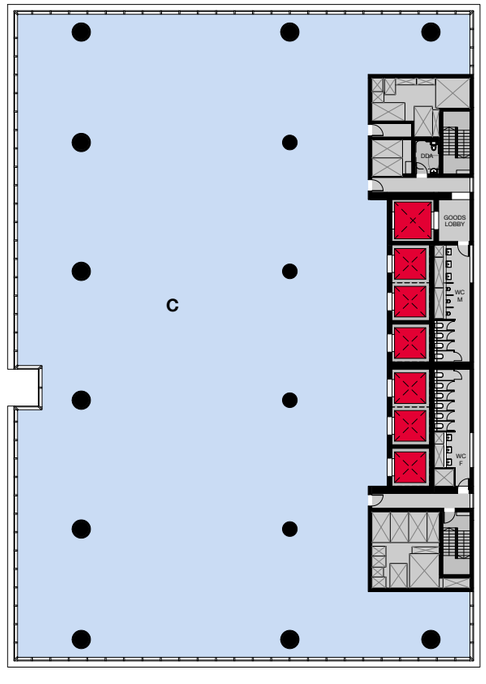
Floorplates are configured with a highly desirable and efficient side core with lifts that open directly onto a large, open plan contiguous floorplate with generous column grid of 9m x 17m. 6 Low rise lifts are located west of the high rise lifts and drop off above level 15, above which 5 high rise lifts also open directly onto the floorplate.

Toilets are cantilevered over the driveway entrance ramp East of the high rise lifts where they achieve natural daylight and a highly desirable discreet zoning relative to other uses.

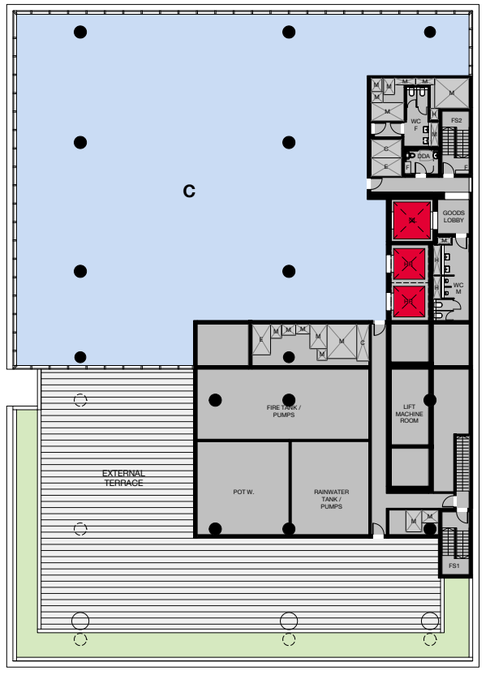
At level 24, the floorplate sets back considerably from the south for levels 24, 25 and 26 in order to remain within the solar access plane. This setback creates opportunity for a large external terrace on level 24, highly desirable as a potential client entertainment floor for a corporate tenant.



10.5.1 TYPICAL LOW RISE PLAN
The low-rise floorplate has a GFA of 1630 sqm.

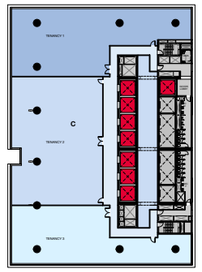


10.5.2 TYPICAL HIGH RISE PLAN
The high-rise floorplate has a GFA of 1740 sqm.



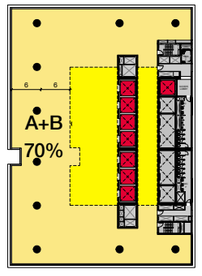
10.5.3 UPPER TERRACE L24

The high-rise floorplate has a GFA of 940 sqm.



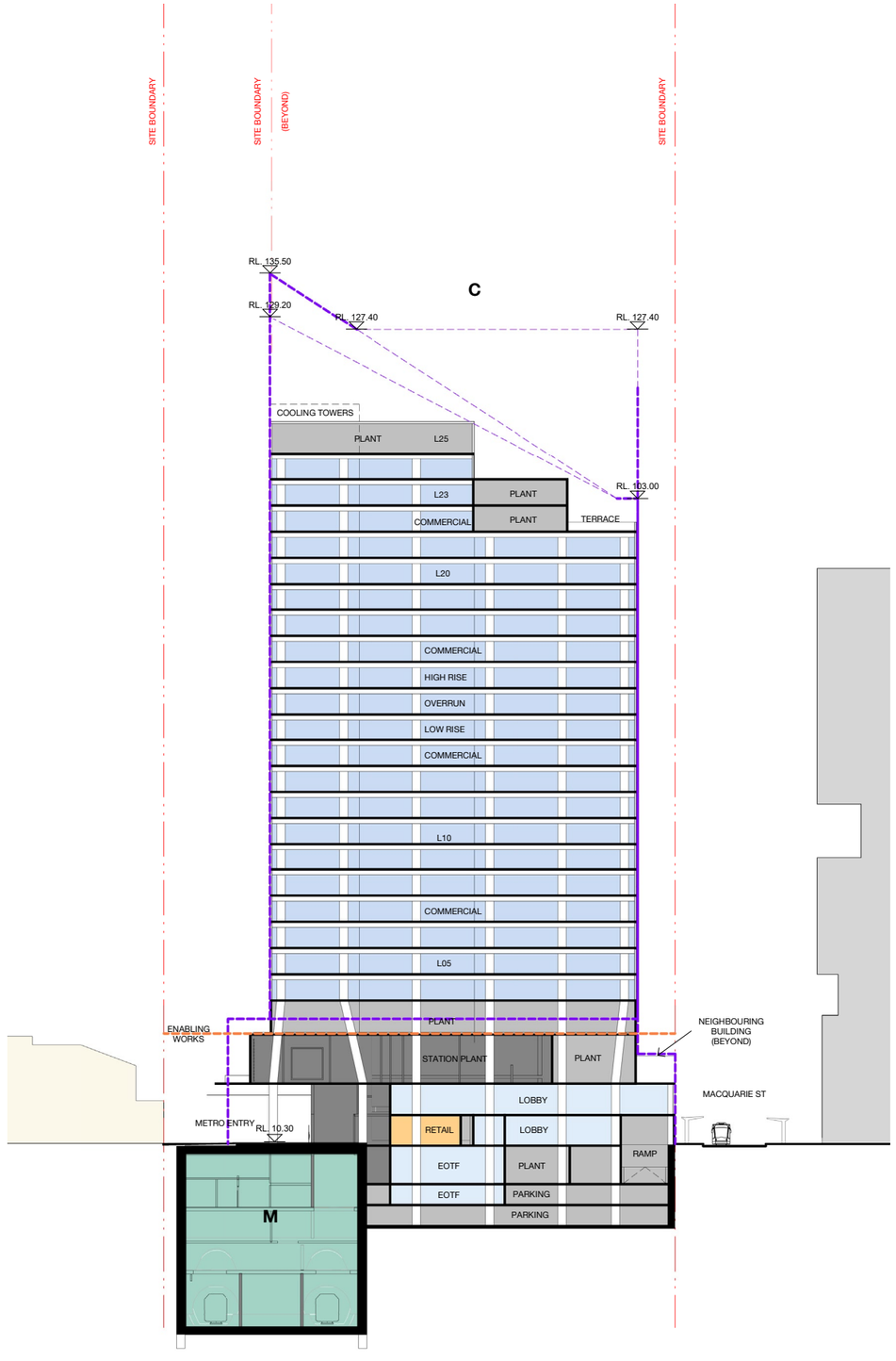
10.5.4 SUB-DIVISIBILITY

Sub-divisibility is the capability to divide a floorplate into multiple secure tenancy compartments without losing a large amount of Net Tenancy Area. Each compartment should have a reasonable address with respect to lifts, and meet regulatory requirements in terms of amenities and fire egress. The proposed floorplate can be readily sub-divided into two, three or four tenancies, which can be easily adjusted in area.



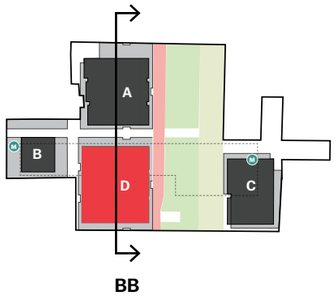
105.5 DAYLIGHT

Type A space is within 6m of perimeter glazing, Type B is between 6-12m from perimeter glazing, and Type C is greater than 12m. Type A & B space is ideal for locating people in primary work points with access to daylight and views. Type C is suited to collaborative space, social hubs, storage and utility spaces. The proposed typical mid rise floorplates achieve 70% Type A and B, and 30% type C spaces, which places them in the ‘excellent’ category by industry accepted measurement techniques.



10.5.6 SECTION CC THROUGH BUILDING C

10.6 Indicative Concept Design
Building D: Park South

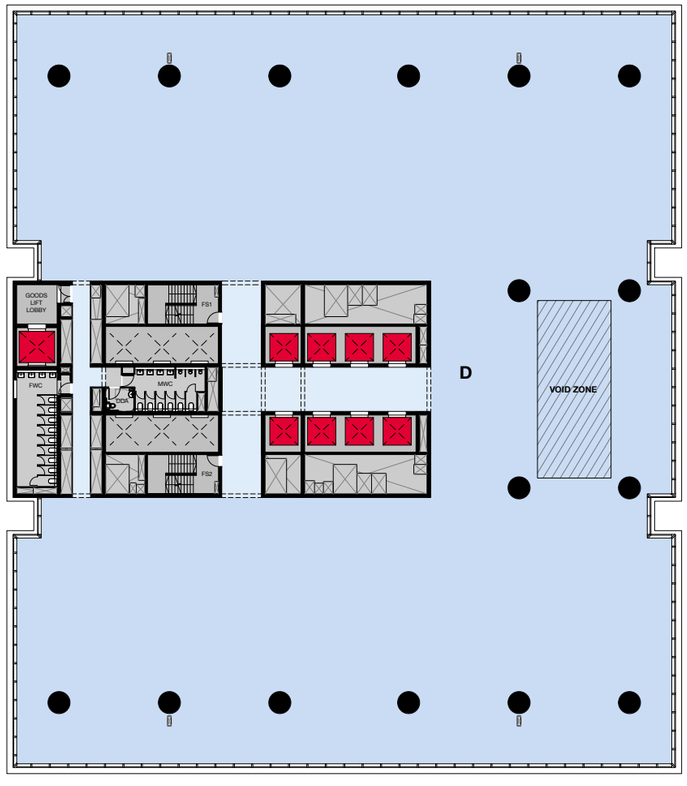


Building D comprises 55,350m² GFA across 24 storeys. The typical low-rise tower plates are 2980m² GFA. The typical high-rise tower plates are 3100m² GFA. The building sits on top of the Metro box hence structure and core location have been carefully integrated so as to eliminate impact to station facilities below.

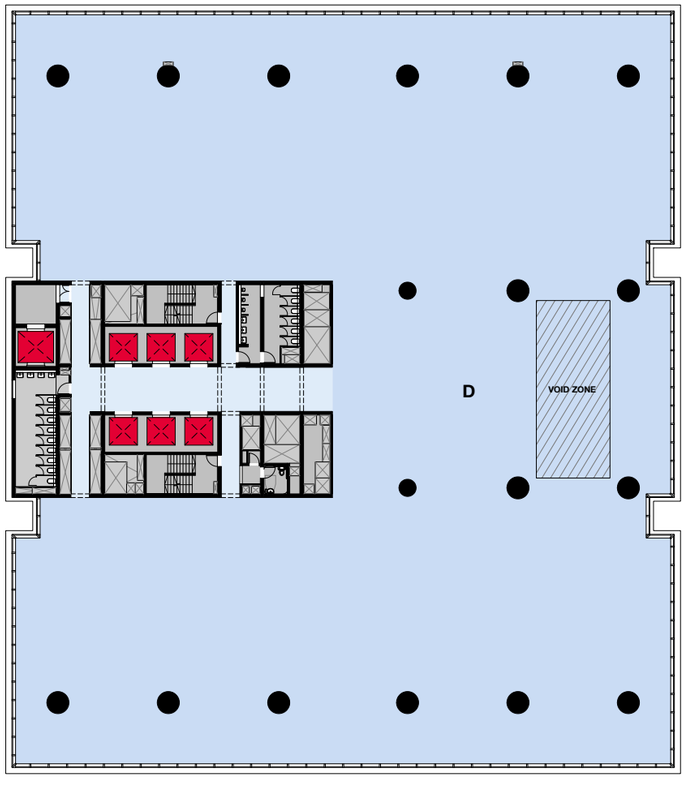
8 low rise, and 6 high rise lifts provide premium grade lifting to commercial floorplates and are located in a central core. The central core achieves two large format contiguous commercial office spaces which achieve excellent natural light and are both highly flexible and subdivisible similar to building A. Soft zones are also provided immediately east of the core offering outlook over Civic Link on arrival.

A large span column grid of 9m x 17.5m delivers a premium grade contiguous floorplate with minimal obstructions. This column grid is transferred to a larger grid within the lower levels of the tower so as to avoid columns conflicting with the station box.

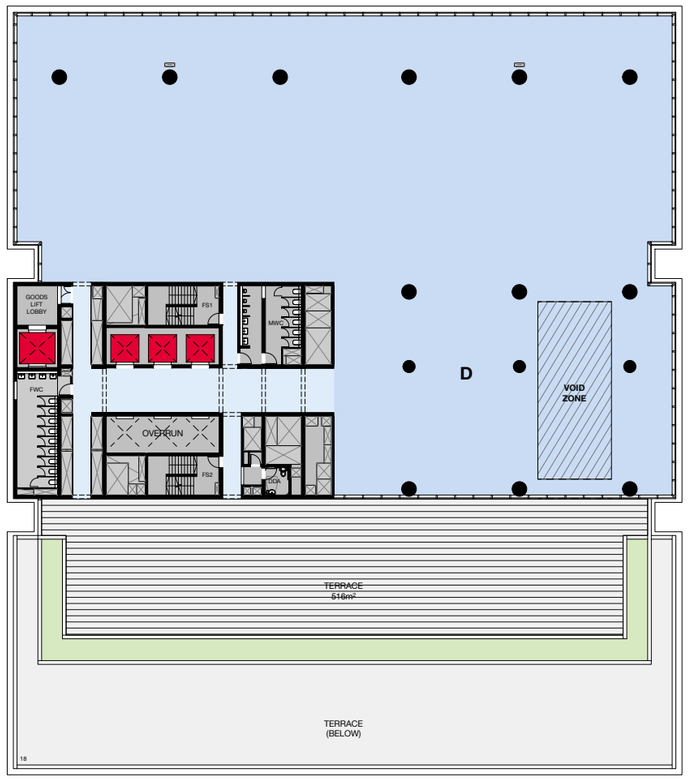
Deep recess notches are provided along the Western and Eastern edges to articulate the building form into a series of slender vertical 'bars' as shown in section 10 of this report.



10.6.1 TYPICAL LOW RISE PLAN
The low-rise floorplate has a GFA of 2980 sqm.

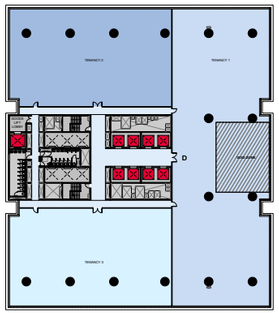


10.6.2 TYPICAL HIGH-RISE PLAN
The high-rise floorplate has a GFA of 3100 sqm.



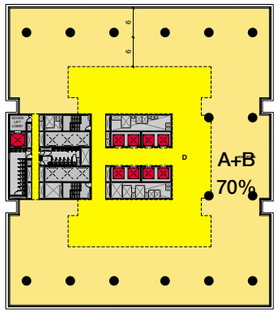
10.6.3 UPPER TERRACE L20

The high-rise floorplate has a GFA of 1930 sqm.



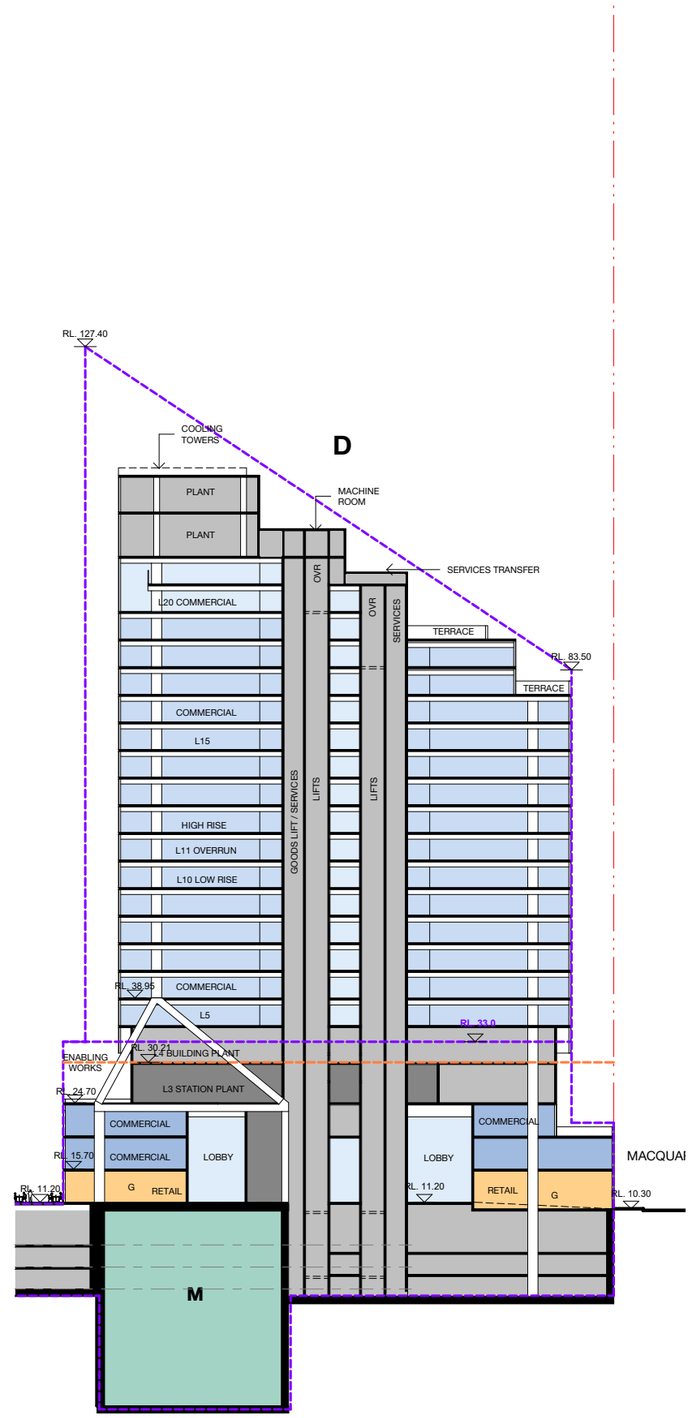
10.6.4 SUB-DIVISIBILITY

Sub-divisibility is the capability to divide a floorplate into multiple secure tenancy compartments without losing a large amount of Net Tenancy Area. Each compartment should have a reasonable address with respect to lifts, and meet regulatory requirements in terms of amenities and fire egress. The proposed floorplate can be readily sub-divided into two, three or four tenancies, which can be easily adjusted in area.



10.6.5 DAYLIGHT

Type A space is within 6m of perimeter glazing, Type B is between 6-12m from perimeter glazing, and Type C is greater than 12m. Type A & B space is ideal for locating people in primary work points with access to daylight and views. Type C is suited to collaborative space, social hubs, storage and utility spaces. The proposed typical mid rise floorplates achieve 70% Type A and B, and 30% type C spaces, which places them in the ‘excellent’ category by industry accepted measurement techniques.



10.6.6 SECTION BB THROUGH BUILDING D

10.7 Indicative Concept Design
Schedule - Building A

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					TOTAL BUILDING			EFFICIENCY		BUILDING	COMMERCIAL	RETAIL	PLANT
Use	Level	Height m	RL m	Lift Zone	GBA m^2	GFA m^2	NLA m^2	GFA/GBA	NLA/GBA	GFA m^2	GFA m^2	GFA m^2	m^2
TOWER A													
Top of Building	**Level 38**	**149.75**	**160.95**										
Plant	Level 37	6.00	154.95		873	-	-				-		873
Plant	Level 36	6.00	148.95	G	1352	-	-				-		1352
Client Floor Mez	Level 35	3.75	145.2	Shuttle / G	1741	615	615				615		
Client Floor / Terrace	Level 34	3.75	141.45	High	2314	1469	1267	0.63	0.55		1469		
Commercial Office	Level 33	3.75	137.70	High	2314	2019	1817	0.87	0.79		2019		
Commercial Office / Terrace	Level 32	3.75	133.95	High	2721	2046	1817	0.75	0.67		2046		
Commercial Office	Level 31	3.75	130.20	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 30	3.75	126.45	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 29	3.75	122.70	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 28	3.75	118.95	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 27	3.75	115.20	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 26	3.75	111.45	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 25	3.75	107.70	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 24	3.75	103.95	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 23	3.75	100.20	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office	Level 22	3.75	96.45	High	2721	2425	2224	0.89	0.82		2425		
Commercial Office* (Lift Motor Rm)	Level 21	3.75	92.70	High	2721	2223	2000	0.82	0.74		2223		
Commercial Office* (Lift Overrun)	Level 20	3.75	88.95	High	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 19	3.75	85.20	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 18	3.75	81.45	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 17	3.75	77.70	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 16	3.75	73.95	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 15	3.75	70.20	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 14	3.75	66.45	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 13	3.75	62.70	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 12	3.75	58.95	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 11	3.75	55.20	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 10	3.75	51.45	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 09	3.75	47.70	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 08	3.75	43.95	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 07	3.75	40.20	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 06	3.75	36.45	Low	2721	2278	2076	0.84	0.76		2278		
Commercial Office	Level 05	3.75	32.70	Low	2721	2278	2076	0.84	0.76		2278		
Plant	Level 04	5.00	27.70	G	2840	-	-				-	-	1780
Podium Commercial / Plant	Level 03	3.75	23.95	Shuttle / G	3587	1196	1150	0.33	0.32		1196	-	1614
Podium Commercial	Level 02	3.75	20.20	Shuttle / G	3587	1550	1500	0.43	0.42		1550	-	515
Retail / Podium Commercial/Heritage	Level 01	4.50	15.70	Shuttle / G	3772	1791	1791	0.47	0.47		334	1457	500
Office Lobby / Retail/Heritage	**G (George)**	**4.50**	**11.20**	L/H/G/CP Shuttle	3772	2970	2486	0.79	0.66		930	2040	-
Basement / EOTF	B01	5.80	5.40	CP Shuttle	5690	480	-		-		480		*473*
Basement / EOTF	B02	3.00	2.40	CP Shuttle	5690	800	-		-		800		488
Basement	B03	3.00	-0.60	CP Shuttle	5690	-	-		-				601
					GBA	GFA	NLA				COMMERCIAL	RETAIL	PLANT
TOTAL					**119410**	**77857**	**69899**				**74360**	**3497**	**8196**

10.7 Indicative Concept Design

Schedule -Building B

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					BUILDING TOTAL			EFFICIENCY		RESI	RETAIL	PLANT	STATION	STA. PLANT	APARTMENTS						ADG	
		HOB	RL		GBA	GFA	NLA	GFA/GBA	NLA / GBA	GFA	GFA											
Use	Level	m	m	Lift Zone	m^2	m^2	m^2			m^2	m^2	m^2	m^2	m^2	3B	2B	1B+	1B	St.	Total	Solar	Cross Vent
TOWER B																						
Top of Building B		**111.50**	**122.65**																			
Plant	Level 32	6.00	116.65	Shuttle	328	-	-					294										
Communal / Terrace	Level 31	3.30	113.35	Shuttle	485	280	300	0.58	0.62	280												
Communal / Terrace	Level 30	3.30	110.05	Shuttle	761	436	300	0.57	0.39	436												
Plant	Level 29	3.10	106.95	Shuttle	761	-	265			-		761			-	-	-	-	-	-		
Residential (Transfer)	Level 28	3.10	103.85	Main / Shuttle	761	690	504	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 27	3.10	100.75	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 26	3.10	97.65	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 25	3.10	94.55	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 24	3.10	91.45	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 23	3.10	88.35	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 22	3.10	85.25	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 21	3.10	82.15	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 20	3.10	79.05	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 19	3.10	75.95	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 18	3.10	72.85	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 17	3.10	69.75	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 16	3.10	66.65	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 15	3.10	63.55	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 14	3.10	60.45	Main	761	690	506	0.91	0.66	690					2	3	-	-	-	5	4	4
Residential	Level 13	3.10	57.35	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 12	3.10	54.25	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 11	3.10	51.15	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 10	3.10	48.05	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 09	3.10	44.95	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 08	3.10	41.85	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 07	3.10	38.75	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 06	3.10	35.65	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 05	3.10	32.55	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Residential	Level 04	3.10	29.45	Main	761	690	499	0.91	0.66	690					-	3	-	4	-	7	5	6
Plant	Level 03	5.00	24.45	Main	1435	-	-			-	-	716	-	-								
Enabling Works																						
Station Plant / Terrace / Plant	Level 02	5.00	19.45	Main/ Shuttle	*1691*	-	-			-	-	*150*	-	*1291*								
Retail / Station	Level 01	4.00	15.45	Main/ Shuttle	*1985*	*696*	*696*	*0.35*	*0.35*	*139*	*557*	*60*	-	*313*								
Lobby / Retail / Station	**G (Church)**	**4.30**	**11.15**	Main/ Shuttle	*1985*	*702*	*656*	*0.35*	*0.33*	*145*	*557*	*24*	*570*	*283*								
Basement / Waste Collection	B01	5.75	5.40	Main/ Shuttle	450	-	-			-	-	441		-								
Basement / Storage / Bikes	B02	3.00	2.40	Main/ Shuttle	450	300	-			-	-	89		-								
Basement	B03	3.00	-0.60	Shuttle	450	-	-			-	-	137		-								

	GBA	GFA	NLA	RESI	RETAIL	PLANT	STATION	STATION PLANT
TOTAL	**29806**	**19664**	**14795**	**18250**	**1114**	**2672**	**570**	**1887**

	3B	2B	1B+	1B	St.	Total		
MIX	**21%**	**52%**	**0%**	**28%**	**0%**		76%	83%
DCP	20%	60%		20%				

10.7 Indicative Concept Design
Schedule - Building C

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					BUILDING TOTAL			EFFICIENCY		COMMERCIAL	RETAIL	PLANT	STA. PLANT
Use	Level	Height m	RL m	Lift Zone	GBA m^2	GFA m^2	NLA m^2	GFA / GBA	NLA / GBA	GFA m^2	GFA m^2	GBA m^2	GBA m^2
TOWER C													
Top of Building (Roof)	**Level 26**	**106.75**	**116.65**										
Building Plant / Cooling Towers	Level 25	7.00	109.65	G	1095	-	-	-		-	-	1095	-
Commercial / Terrace	Level 24	3.75	105.90	Sky	1408	940	880	0.67	0.63	940	-	233	-
Commercial Office / Plant	Level 23	3.75	102.15	Sky	1408	940	880	0.67	0.63	940	-	233	-
Commercial Office / Plant / Terrace	Level 22	3.75	98.40	Sky	1980	940	880	0.47	0.44	940	-	260	-
Commercial Office	Level 21	3.75	94.65	Sky	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 20	3.75	90.90	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 19	3.75	87.15	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 18	3.75	83.40	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 17	3.75	79.65	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 16	3.75	75.90	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office (Overrun)	Level 15	3.75	72.15	High	1980	1741	1650	0.88	0.83	1741	-	-	-
Commercial Office	Level 14	3.75	68.40	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 13	3.75	64.65	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 12	3.75	60.90	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 11	3.75	57.15	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 10	3.75	53.40	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 09	3.75	49.65	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 08	3.75	45.90	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 07	3.75	42.15	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 06	3.75	38.40	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 05	3.75	34.65	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Commercial Office	Level 04	3.75	30.90	Low	1980	1627	1540	0.82	0.78	1627	-	-	-
Building Plant	Level 03	5.00	25.90	G	2032	-	-	-	-	-	-	1785	-
Enabling Works (up to 25.9)													
Station Plant	Level 02	7.00	18.90	G	2675	-	-	-	-	-	-	495	1650
Commercial / Sky Lobby	Level 01	4.50	14.40	L / Shuttle / G	2650	1005	450	0.38	0.17	1005		291	425
Station Entry / Lobby / Retail	**G**	**4.50**	**9.90**	HR / Shuttle / G	2650	800	450	0.30	0.17	570	230	120	350
Basement / EOT	B01 (East)	5.50	4.40	Shuttle	3543	480	-	-	-	480		578	-
Basement / EOT	B02 (East)	3.00	1.40	Shuttle	3543	480	-	-	-	230		-	-
Basement	B03 (East)	3.00	-1.60	Shuttle	3543	-	-	-	-	-		287	-
					GBA	GFA	NLA			COMM.	RETAIL	PLANT	STA. PLANT
TOTAL					**62166**	**35669**	**32030**			**35189**	**230**	**5377**	**2425**

DAY ONE	GBA	GFA	NLA	COMM.	RETAIL	PLANT	STA. PLANT
Ground up to Enabling Works	7975	1805	900	1575	230	906	2425

10.7 Indicative Concept Design

Schedule - Building D

S12486 | Parramatta OSD | Area Schedule | CAP UPDATE

28/09/2022

					BUILDING TOTAL			EFFICIENCY		COMM.	RETAIL	PLANT	STATION	STA. PLANT
		Height	RL		GBA	GFA	NLA	GFA / GBA	NLA / GBA	GFA	GFA	GBA*	GBA*	GBA*
Use	Level	m	m	Lift Rise	m^2	m^2	m^2			m^2	m^2	m^2	m^2	m^2
TOWER D														
Top of Building (Roof)	Level 24	99.75	110.95											
Plant	Level 23	6.00	104.95	Shuttle	1026	-	-	-	-	-	-	990		-
Plant	Level 22	6.00	98.95	Shuttle	1625	-	-	-	-	-	-	1535		-
Client Floor Mez. / Plant	Level 21	3.75	95.20	High/Shuttle	2128	920	844	0.43	0.40	920	-	888		-
Client Floor	Level 20	3.75	91.45	High/Shuttle	2128	1915	1687	0.90	0.79	1915	-	-		-
Commercial Office / Terrace	Level 19	3.75	87.70	High	2803	1931	1687	0.69	0.60	1931	-	-		-
Commercial Office	Level 18	3.75	83.95	High	2803	2606	2410	0.93	0.86	2606	-	-		-
Commercial Office / Terrace	Level 17	3.75	80.20	High	3304	2606	2410	0.79	0.73	2606	-	-		-
Commercial Office	Level 16	3.75	76.45	High	3304	3107	2868	0.94	0.87	3107	-	-		-
Commercial Office	Level 15	3.75	72.70	High	3304	3107	2868	0.94	0.87	3107	-	-		-
Commercial Office	Level 14	3.75	68.95	High	3304	3107	2868	0.94	0.87	3107	-	-		-
Commercial Office	Level 13	3.75	65.20	High	3304	3107	2868	0.94	0.87	3107	-	-		-
Commercial Office	Level 12	3.75	61.45	High	3304	3107	2868	0.94	0.87	3107	-	-		-
Commercial Office (Overrun)	Level 11	3.75	57.70	High	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 10	3.75	53.95	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 09	3.75	50.20	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 08	3.75	46.45	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 07	3.75	42.70	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 06	3.75	38.95	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Commercial Office	Level 05	3.75	35.20	Low	3304	2980	2784	0.90	0.84	2980	-	-		-
Building Plant	Level 04	5.00	30.20	G	3385	-	-	-	-		-	2980		-
Enabling Works (Up to 30.2)														
Station Plant / Building Plant	Level 03	5.50	24.70	G	3908	-	-	-	-	-	-	830		1685
Podium Office	Level 02	4.50	20.20	CP Shuttle	4452	1865	1845	0.42	0.41	1865		850		90
Podium Office / Retail	Level 01	4.50	15.70	CP Shuttle	4452	2115	2115	0.48	0.48	1095	1020	190		90
Lobby / Retail	G	4.50	11.20	LR/HR/CP Shuttle	4452	2916	2666	0.65	0.60	1204	1712	190	250	340
Basement / EOTF	B01 (West)	6.80	4.40	CP Shuttle	3543	700	-			700		1019		
Basement / EOTF	B02 (West)	3.00	1.40	CP Shuttle	3543	450	-			450		450		
Basement	B03 (West)	3.00	-1.60	CP Shuttle	3543	-	-					446		
					GBA	GFA	NLA			COMM.	RETAIL	PLANT	STATION	STATION PLANT
TOTAL					**86742**	**54419**	**49492**			**51687**	**2732**	**10368**	**250**	**2205**


KAKAO
KAKAO MIT
EXTRA SAHNE
EXTRA SHOT
HOT CHOCOLA
FRITZ
PETER

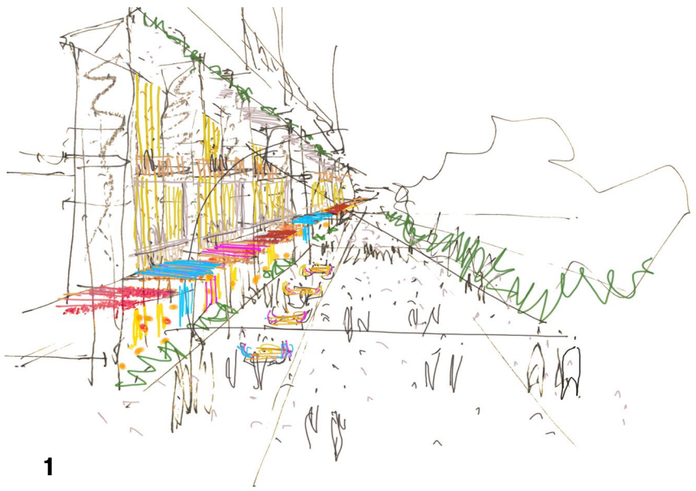
VIEW DOWN EAST-WEST LANEWAY FROM CHURCH ST (INDICATIVE DESIGN ONLY)

11.0

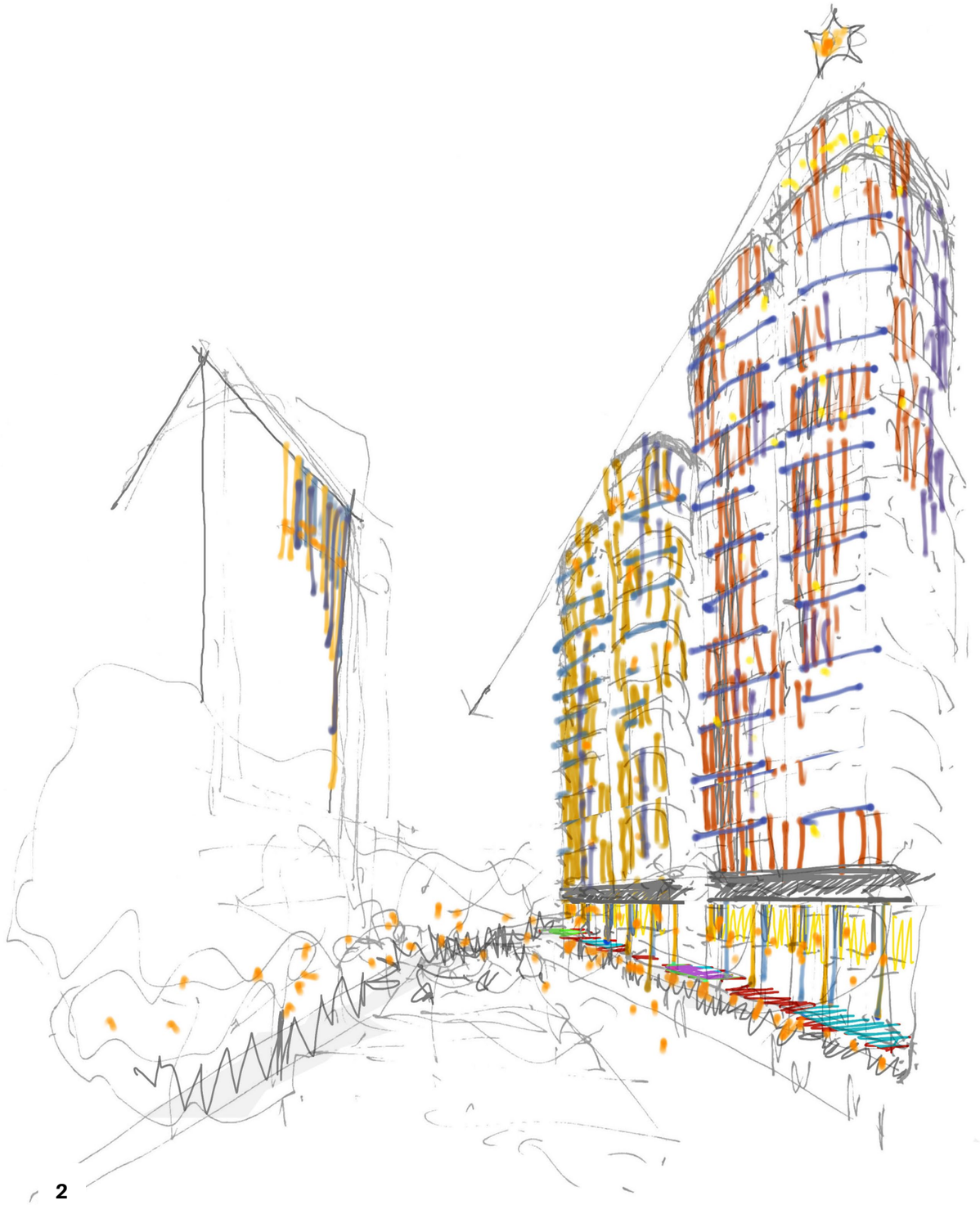
Precinct Character

11.0 Precinct Character

Based on site and precinct analysis undertaken to date, we have prepared a series of character studies in order to help provide guidance to future designers working within this precinct. These character studies and resultant recommended principles are briefly described over the following pages, as well as in a stand-alone Design Guidelines report accompanying our SSDA submission.



1



2

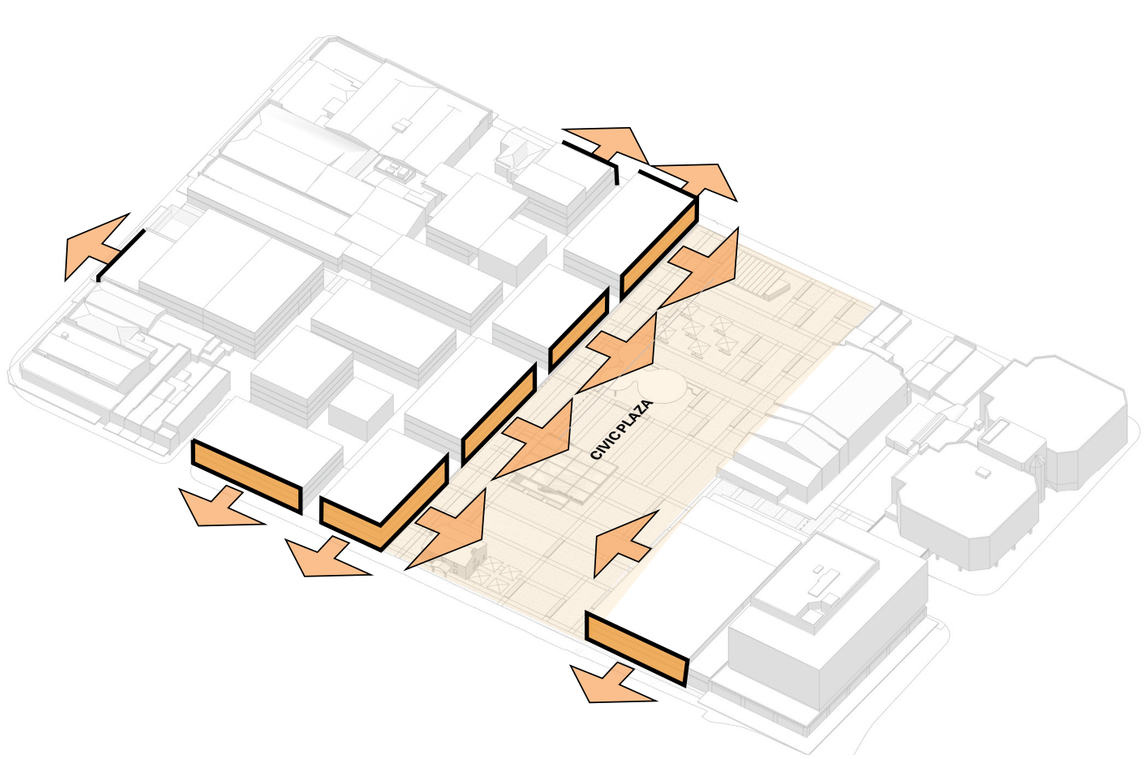
Pictured

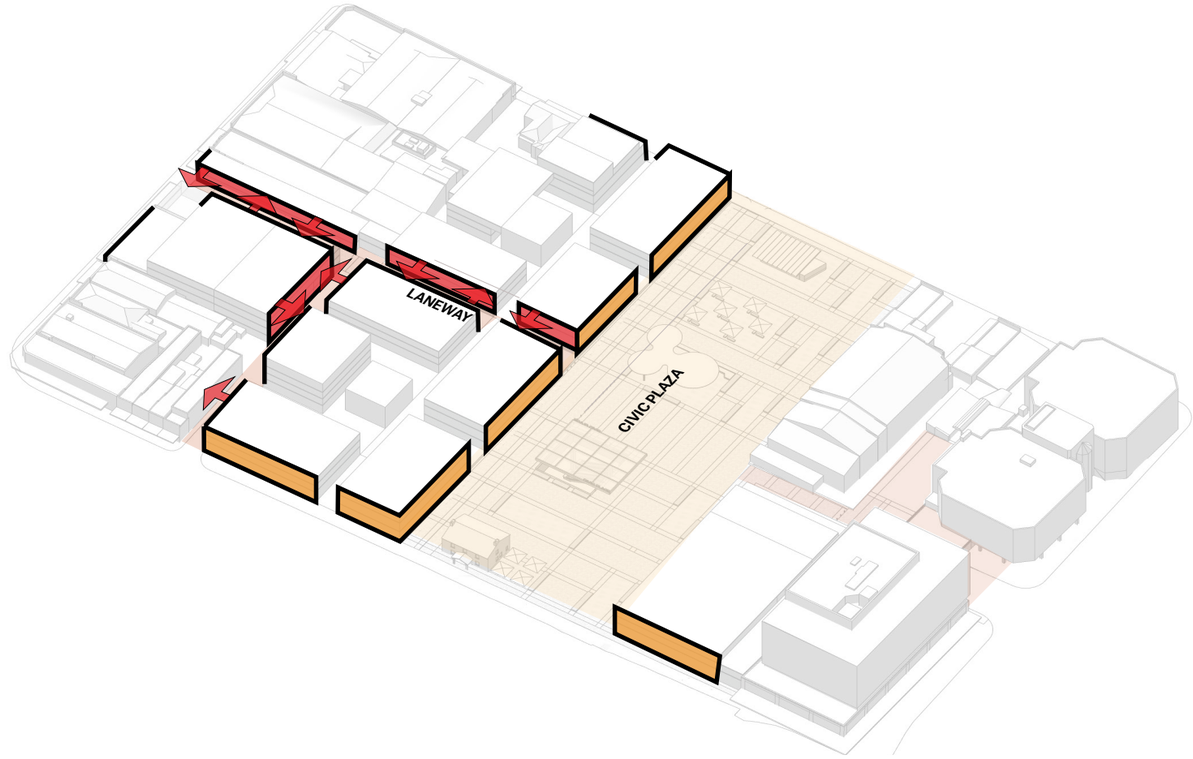
1. Concept Sketch of Horwood Place.
2. Concept Sketch of Public Domain looking South
3. Perspective looking South towards Eastern Station entrance (Opposite)

3

INDICATIVE DESIGN ONLY

11.1 Precinct Character
Principles





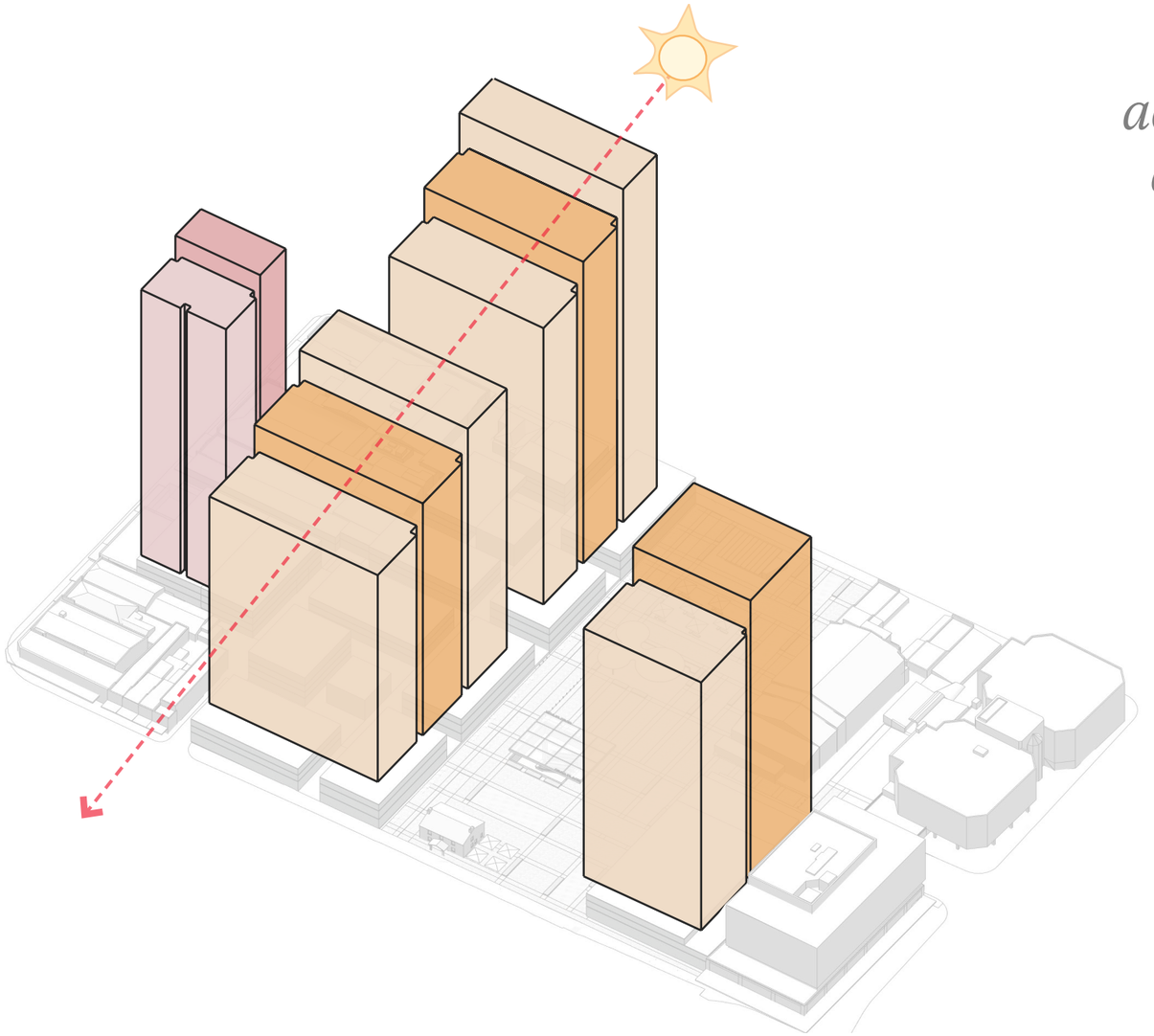
11.1.1 ‘Street Buildings’

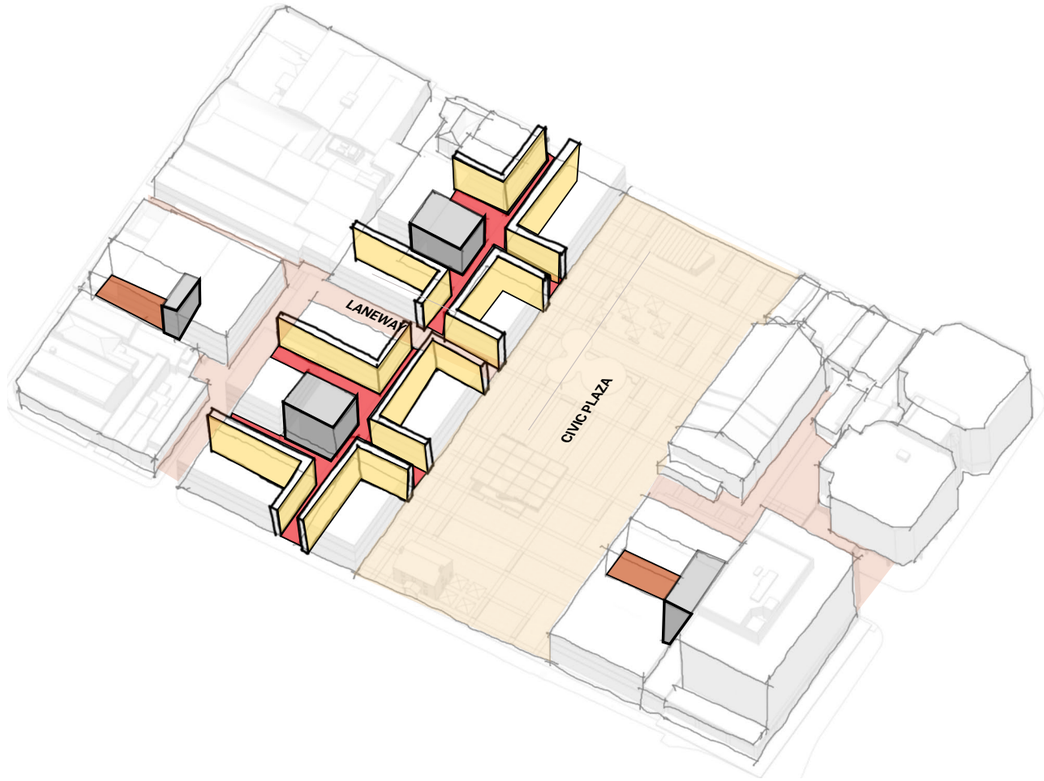
Respect the scale of heritage street frontages by breaking down podium volumes into a series of separate ‘street buildings’. These buildings should have a ‘civic’ quality and would preferably use sandstone as a facade material, referencing both the materiality of adjacent heritage buildings while also being intrinsic to Parramatta. The ‘Street Buildings’ should have a variety of scales that complement adjacent heritage items while also implementing a varied frontage to Civic Park, refer to item 11.2.

11.1.2 Laneway Buildings

Create a fine grain ‘human scale’ to laneways with the integration of brick laneway buildings of 2-3 storeys in height. These buildings should adopt a masonry palette but be finer grain and more intricate in their material scale than the Street Buildings.

Exceptional design will reflect the local context, acknowledge its prominent location within Parramatta and address city-making and placemaking principles.





11.1.3 Sky Buildings

Step tower forms to respond to the solar plane and break their scale to create ‘Sky Buildings’. These buildings should be articulated to achieve a slender vertical proportion and where possible, elements such as internal gardens, voids, stairs, terraces etc should be celebrated with massing or facade differentiation to provide interest, authenticity and activity.

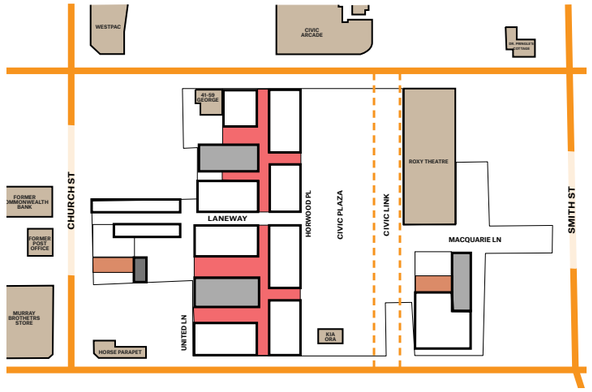
11.1.4 Discreet Lobbies

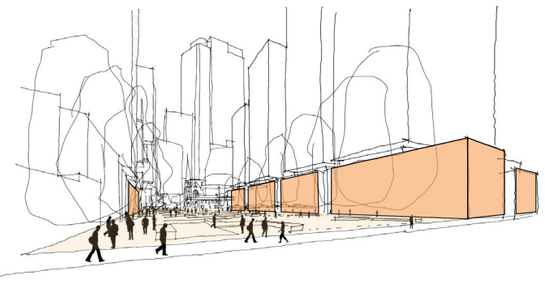
Large, premium grade commercial buildings require generous reception and lobby areas and a strong address. These factors must not however come at the expense of ground floor activation from public uses such as food and beverage retail. Lobbies must be located internally, deep inside the ground floor plan, lined with active retail uses on all faces, with spatial generosity achieved via internal volume. Such a configuration will achieve highly prestigious lobbies while offering 3 potential addresses for each building as well as achieve a highly permeable groundplane with maximum activation of the public domain.

11.2 Precinct Character
Street Buildings

Respect the scale of heritage street frontages with the integration of 'street buildings' and use of sandstone.

Sandstone, as well as reflecting the colonial architecture, relates to the specific qualities of Country and the Parramatta Sand Body - an ancient Aboriginal landscape. Evidence indicates the ancient riverbed and banks of the Parramatta River were occupied by Aboriginal people up to 40,000 years ago.



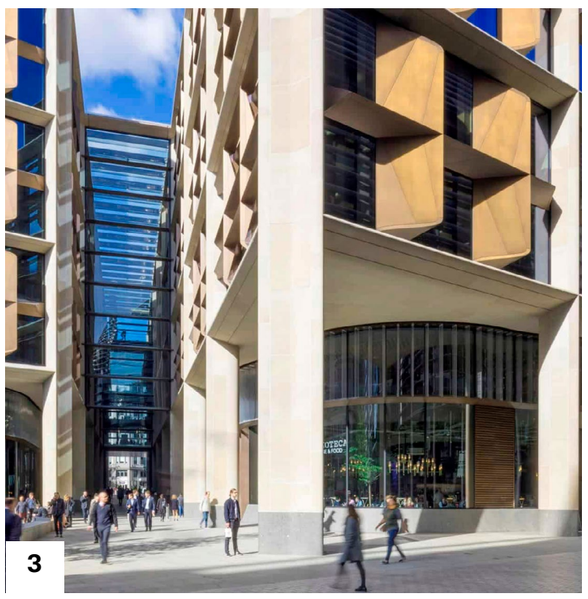



1


2

Pictured

1. James Simon Gallery, David Chipperfeild
2. Murcia Town Hall, Raphael Moneo
3. Bloomberg HQ, Foster & Partners
4. Sainsbury Labratory, Stanton Williams
5. La Porte Romain, Nimes, Foster & Partners
6. Perspective looking SW across proposed development


3


4

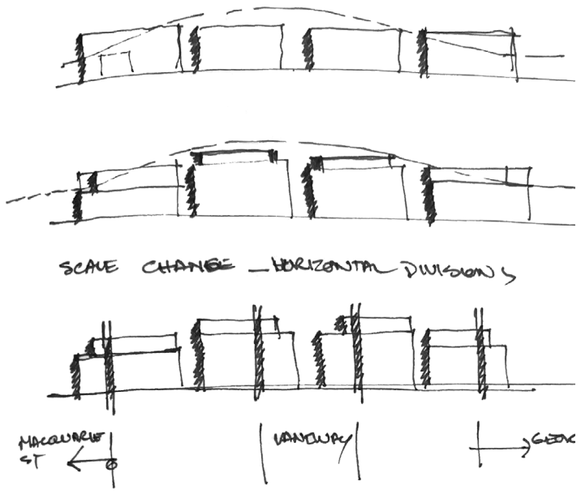

5

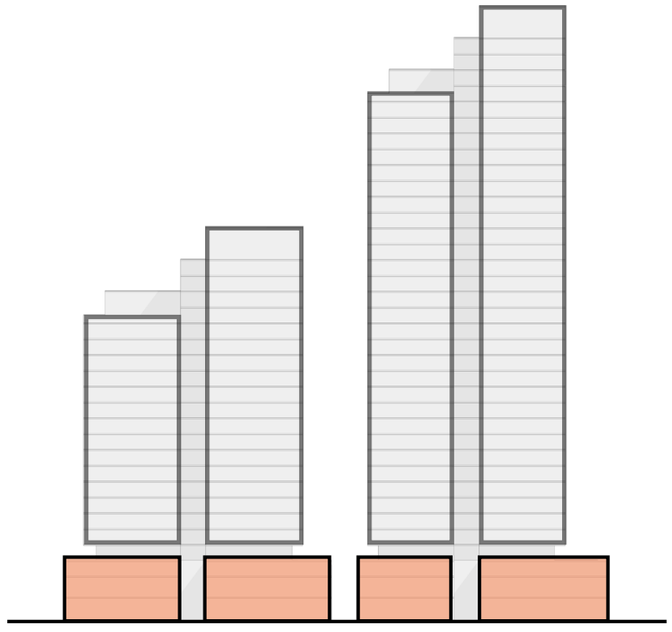
INDICATIVE DESIGN ONLY

11.2 Precinct Character
Street Buildings

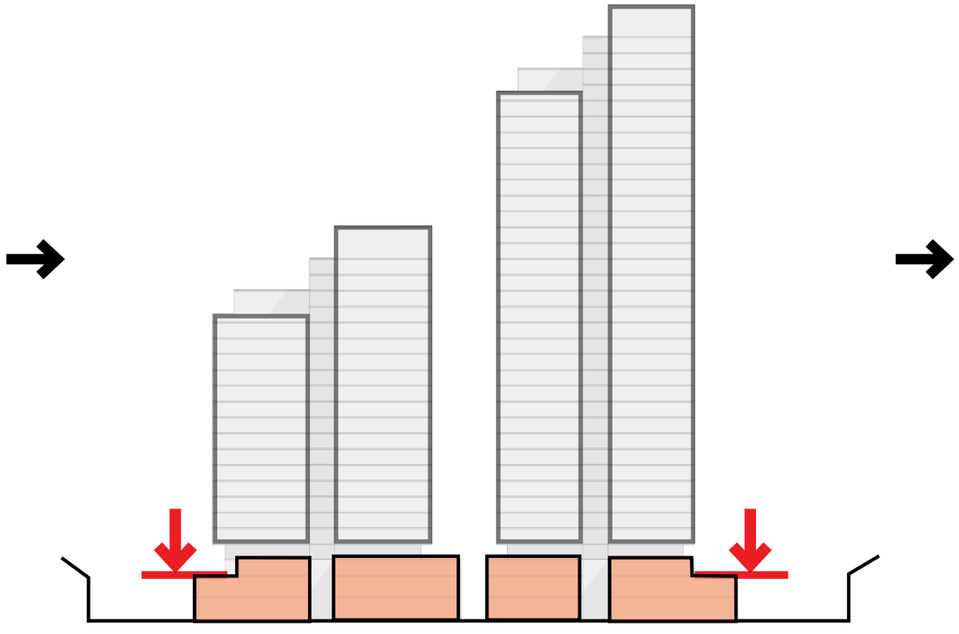
Create a variety of scale to the buildings fronting the civic space.

Rather than a continuous four storey scale along Horwood Place we have created a two storey scale to the street frontages, a three storey scale to the laneway and a varied three to four storey scale to the civic frontage.

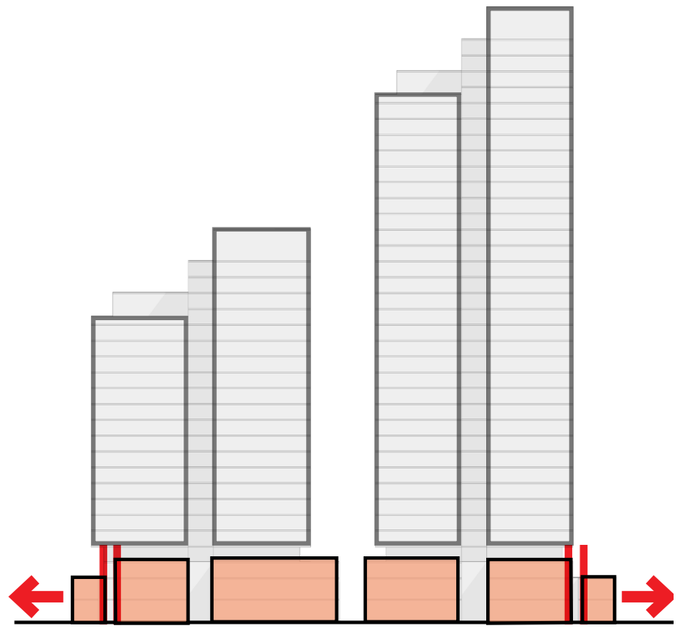




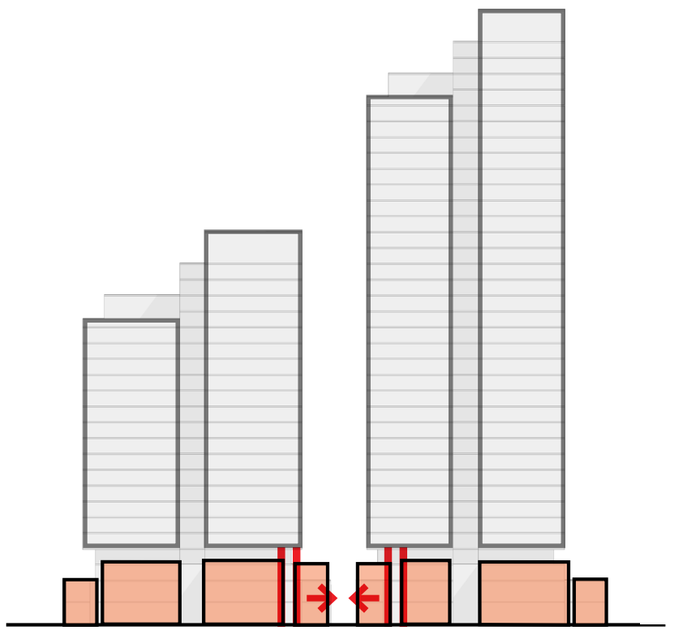
/ 4 Story Podium Massing



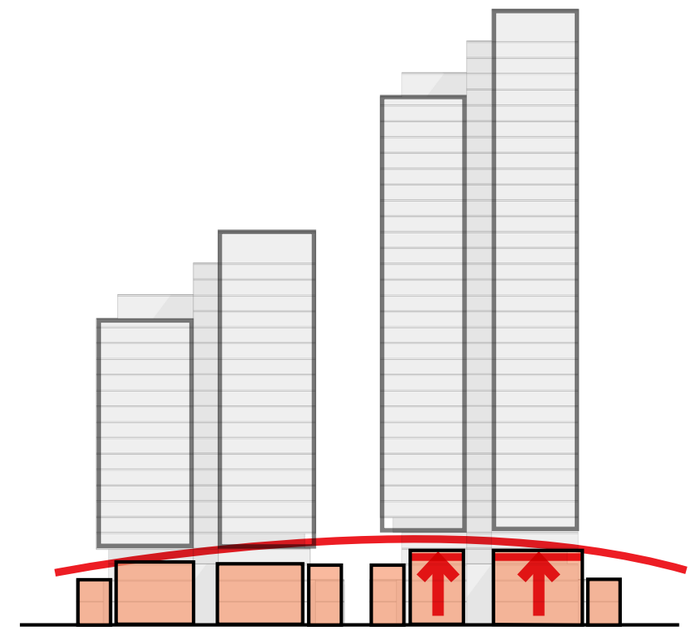
/ 2 Stories to reference Heritage Context



/ Break massing to create ‘Street Buildings’



/ Break massing to create ‘Laneway Buildings’



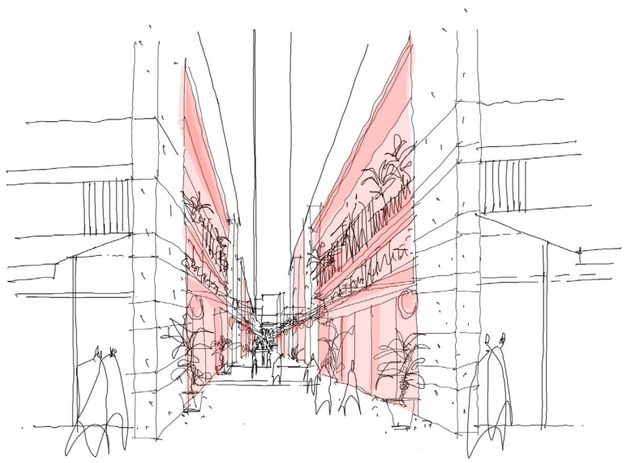
/ Create a varied scale to the civic frontage.

11.3 Precinct Character
Laneway Buildings

Create a fine grain 'human scale' to laneways with the integration of brick 'laneway buildings'.

Brick as a 'fine grain' material.

We are interested in the use of brick for the laneway buildings to create a sense of fine grain and human scale. Bricks also relate to Country - numerous archaeological sites have been discovered around Parramatta with brick culverts and footings dating back to 1790.

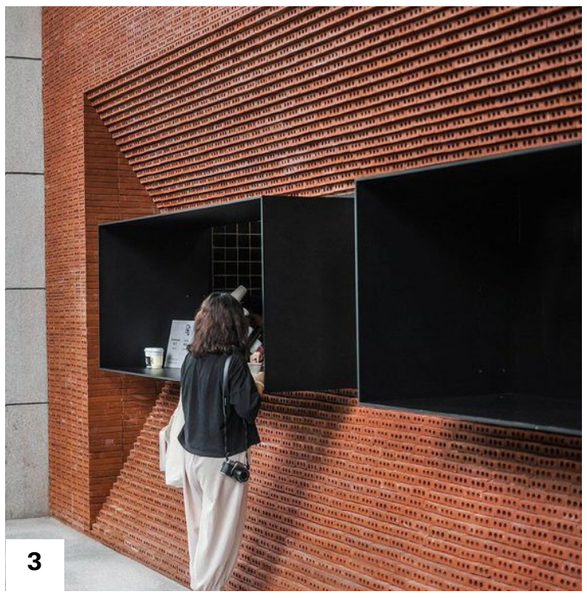


Pictured

1. Timberyard, O'donnell Tuomey, Dublin
2. The Hegeman, Cook & Fox, Brooklyn
3. Cafe by GEOM Design, Guangzhou
4. Timberyard, O'donnell Tuomey, Dublin
5. JSA, David Chipperfeild, New York


1


2


3


4

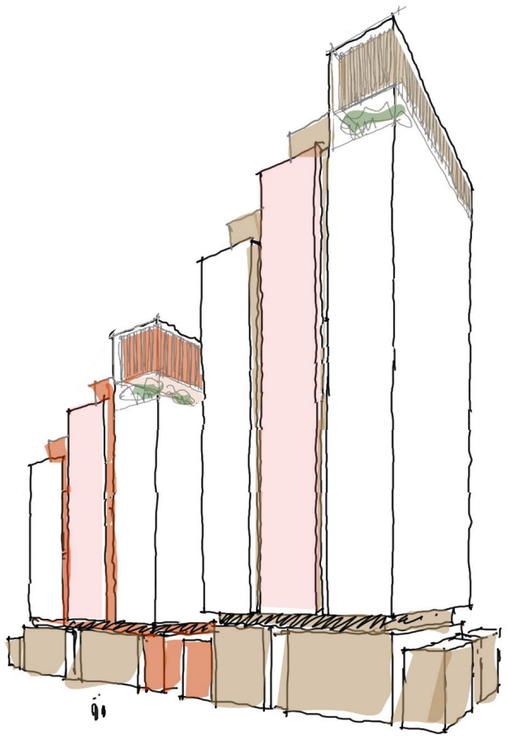

5

INDICATIVE DESIGN ONLY

11.4 Precinct Character
Sky Buildings

Step tower forms to respond to solar plane and break their scale to create 'Sky Buildings'.

We explored a number of alternative tower forms including two, three and four tower forms. There was a fine balance between achieving slender tower forms while not creating an overly 'busy' composition. We became interested in the idea that the central volume of the three tower version



Pictured

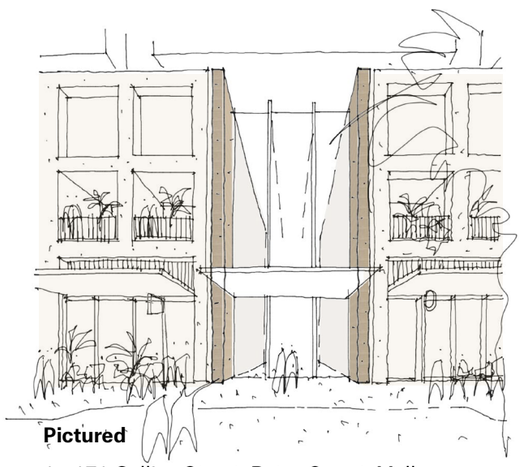
1. South Quay Tower, Foster + Partners, London
2. Merano Residences, RSHP, London
3. 50 Scollard, Foster + Partners, Toronto
4. Perspective looking SW across proposed development

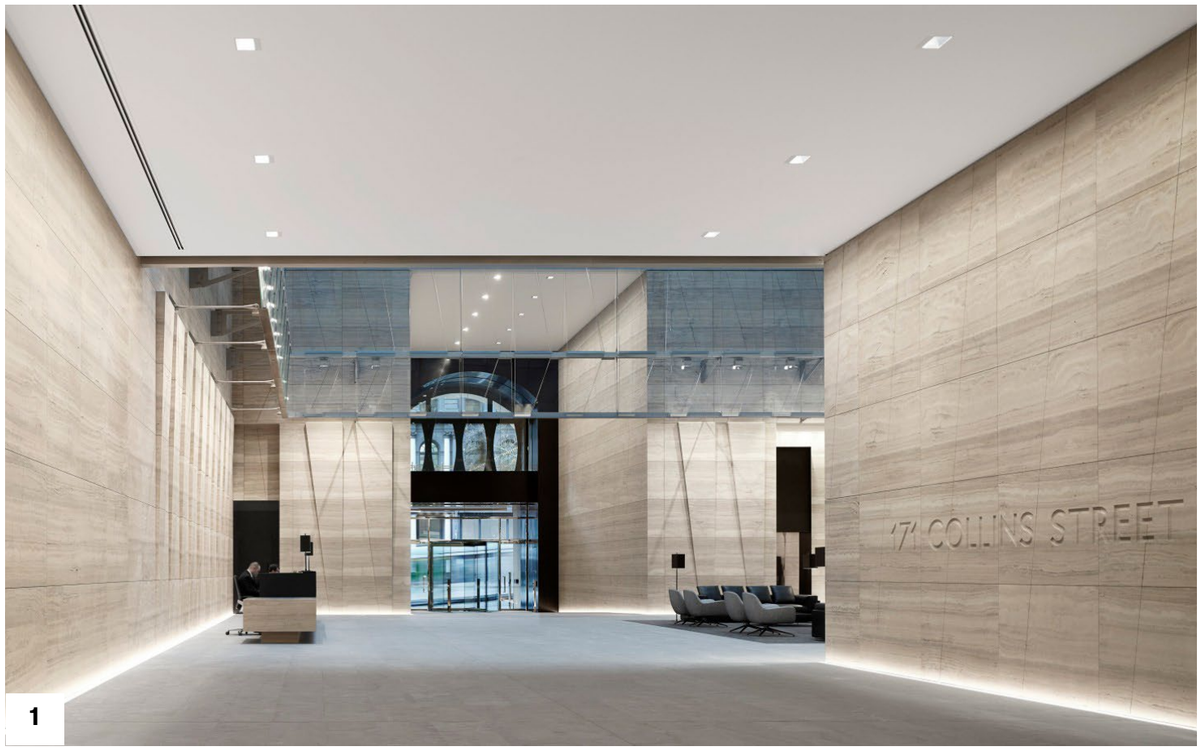
INDICATIVE DESIGN ONLY

11.5 Precinct Character
Discreet Lobbies

Commercial lobbies should have minimal street frontage to maximise retail activation of the new precinct.

The commercial lobbies proposed in the reference design achieve a highly permeable ground plane with 3 separate entrances available into each of buildings A and D. These spaces are envisaged as large internal 'rooms' with generous volumes of 3 storeys in height. These lobbies present themselves to the exterior and public domain as 'spaces' between retail buildings which maximises precinct activation. Lobby wall materials can bring a strong character and address to each entrance.





1


2

3

4

Pictured

1. 171 Collins Street, Bates Smart, Melbourne
2. 161 Collins Street, Bates Smart, Melbourne
3. 420 George Street, Sydney
4. ITC 1, RSHP, Barrangarro, Sydney

11.6 Precinct Character
Materiality

Compose a complimentary palette of materials for Street Buildings, Internalised Lobbies, Laneway Buildings and Sky Buildings.

Materials and Finishes

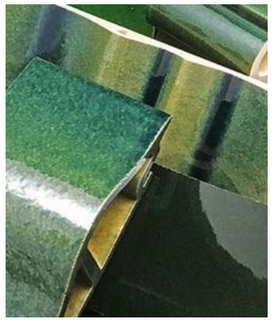
— Facade materials, colours, and tones, should demonstrate an identifiable relationship to Country and the landscapes of the Cumberland Plains, including sandstone and shale, earthen tones, and muted greens.

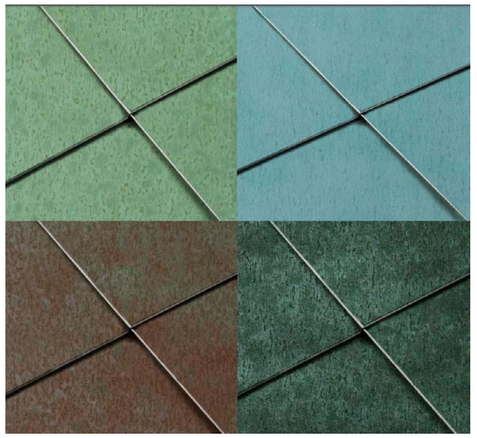
— Facade materials, colours, and tones, should respond to the predominant materials of the colonial heritage in the locality, including sandstone and sandstock bricks.

— Materials should be high quality, enduring, minimise ongoing maintenance, and avoid detrimental impacts such as glare. Highly reflective materials should be avoided.

— Selected materials should contribute to a low carbon footprint through low-embodied energy and their contribution to a high-performing building.

— Establish a cohesive ensemble of buildings within the precinct through a coordinated approach to materials for each building or component, with material selection or detailing reflecting the nature of the element as either a streetwall building, a building defining new civic space, a laneway building, or tower 'sky building'.





Indicative Material Palette

11.7 Precinct Character
Heritage Adaptive Reuse

Both Kia Ora and the George Street shops will in future undergo careful adaptive reuse and integration into the precinct. Although the uses will be determined in future project stages, our aspiration is to see Kia Ora adapted into a retail food and beverage use with outdoor seating to activate the Southern edge of Civic Link. The George Street Shops would be well suited to a bar or restaurant with adjacent roof terrace overlooking George Street and potentially interfacing with the lobby of Building A behind. Detail on both the Podium Articulation Zone and the Heritage Interface Zone is provided in the accompanying design guidelines.

1

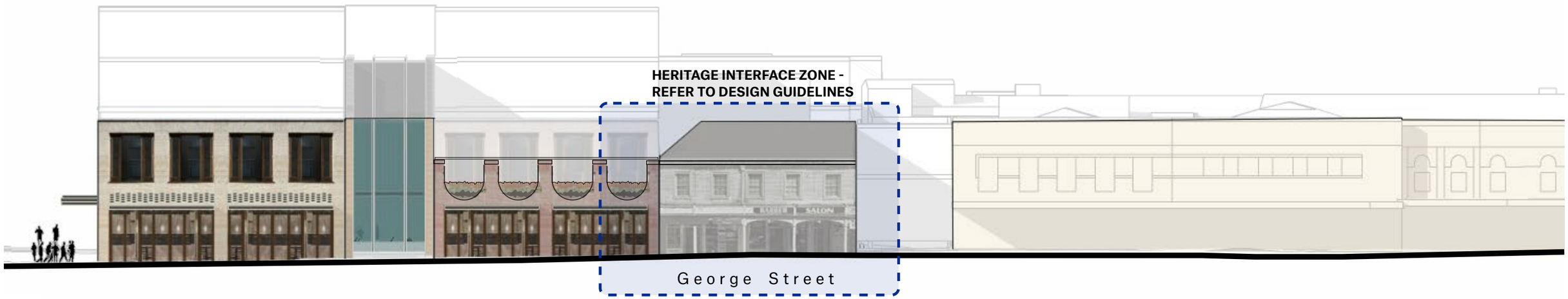
2

3

4

Pictured

1. La Linda Bakery, Montevideo Uruguay
2. Former Rocks Police Station, Welsh + Major, Sydney
3. Former Rocks Police Station, Welsh + Major, Sydney
4. Museum Station Cafe Upgrade, Andrew Burns, Sydney
5. George St Elevation (Opposite)
6. Macquarie St Elevation (Opposite)



5

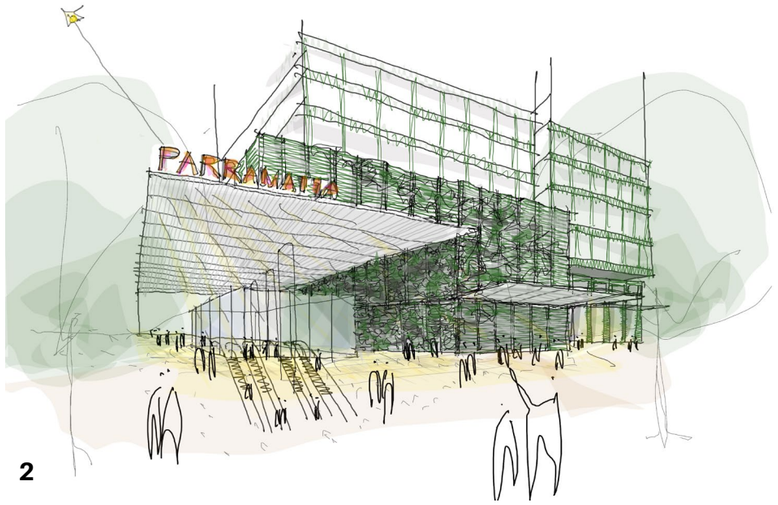
6

Macquarie Street

INDICATIVE DESIGN ONLY

11.8 Precinct Character
Eastern Metro Entrance

We are interested in creating a unique arrival experience inspired by Country. A generous canopy offers protection to the arrival space whilst allowing filtered light to penetrate to the levels below.



2

1

Pictured

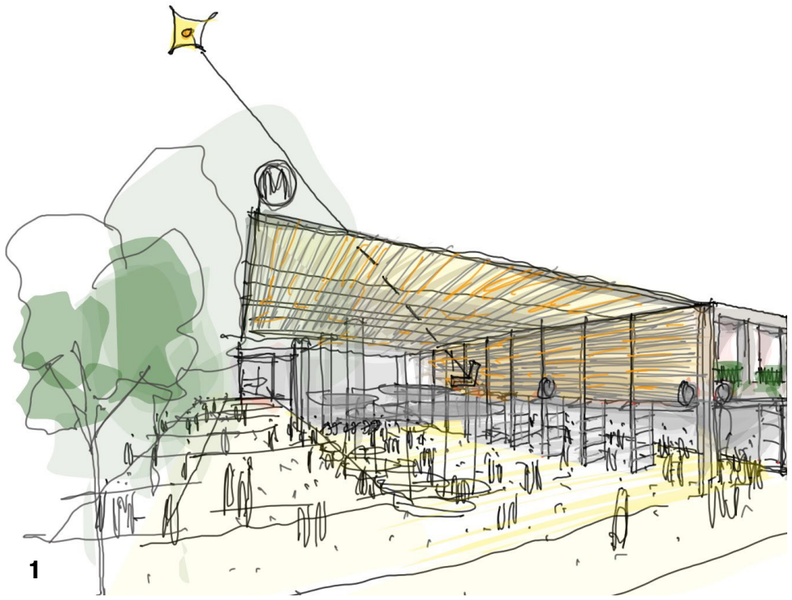
1. Filtered light of Country Sketch
2. Concept of Eastern Station entry.
3. Perspective looking towards the eastern station entrance and plaza

3


Lift to platforms
Lift to platforms
INDICATIVE DESIGN ONLY

11.9 Precinct Character
Western Metro Entrance

The western entry adopts a similar approach with a fine screen-like canopy protecting the arrival space. The station entry is activated with retail along the southern wall.



1

2

3

Pictured

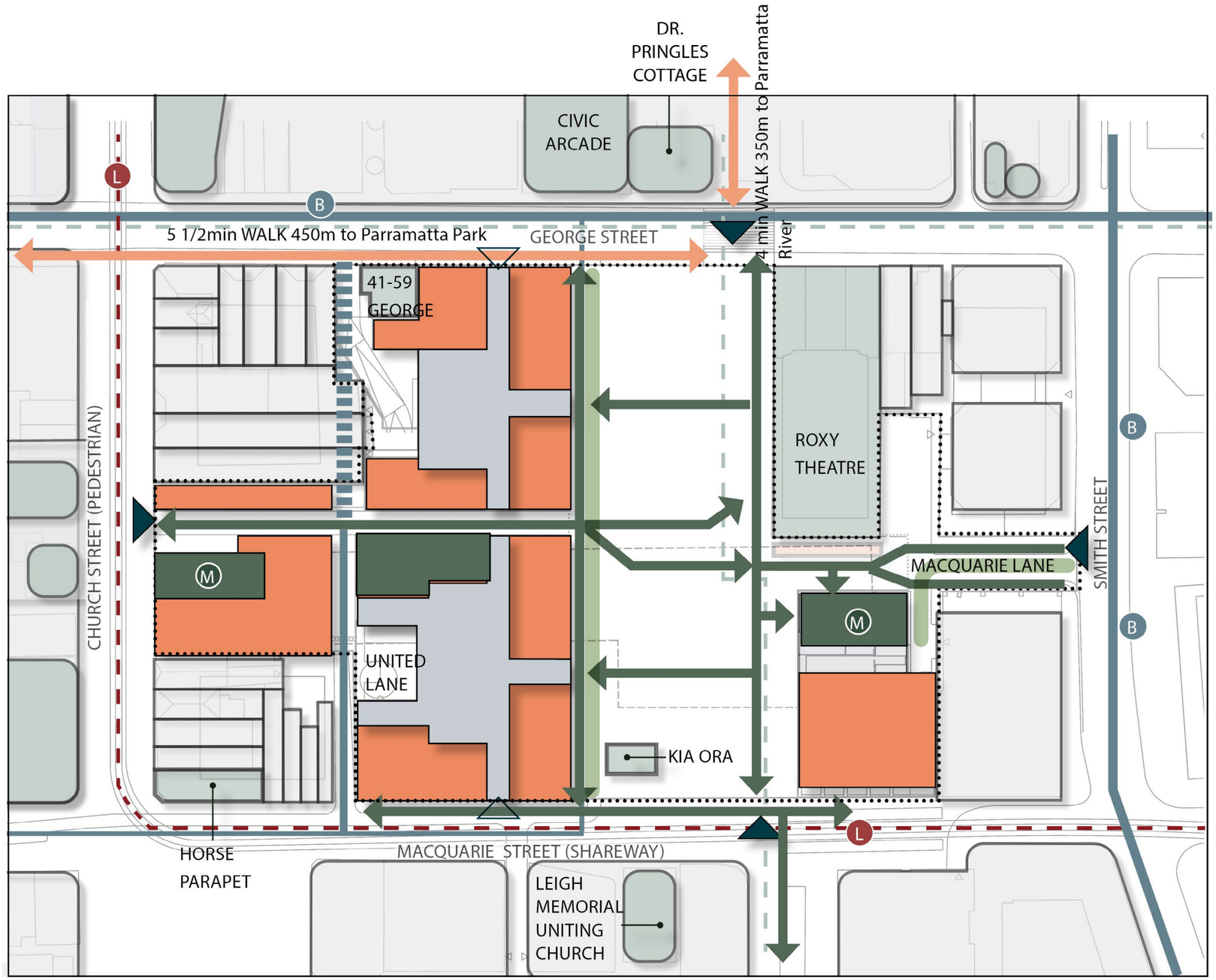
1. Concept Sketch of Western Station Entry
2. Perspective of retail laneway
3. Perspective of Retail laneway and Western Entrance

INDICATIVE DESIGN ONLY

12.0

Public Domain

12.1 Public Domain Concept
Access & Circulation



LEGEND

- Metro Boundary
- Metro Station
- Major Entry Point
- Minor Entry Point
- Bus Route
- Vehicle (Access and Maintenance)
- Light Rail Route
- Cycle Route
- Pedestrian Movement
- Adjacent Distances to Public Space
- Vehicle/Pedestrian Shareway

12.1 Public Domain Concept

Character

Legend

- Metro Boundary
- Metro Station
- Civic Link
- Public Park
- Historical Plaza
- Plaza
- Pedestrian Laneways
- Pedestrian Entries
- Area for Future Use

12.1 Public Domain Concept
Precinct Arrangement

Landscape Ground Plan - Indicative design only

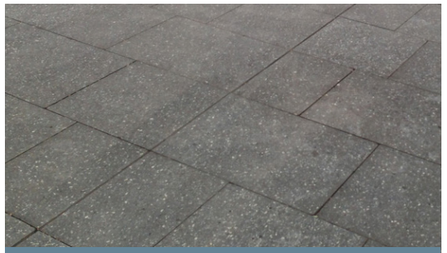
12.1 Public Domain Concept
Precinct Arrangement

Artists impression - Indicative design only

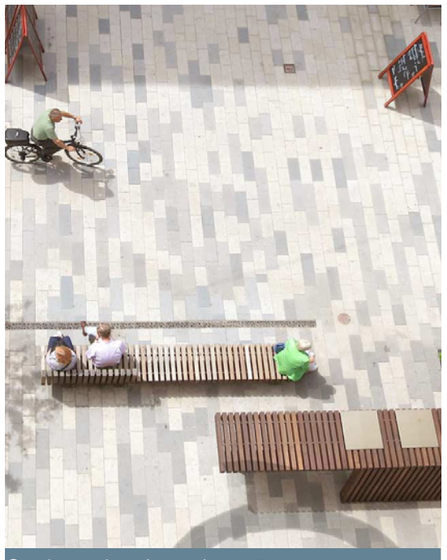
12.1 Public Domain Concept
Materials Palette

SURFACES


Granite flagstone "Adelaide Black"600 x 300mm


Concrete paver “Pebblecrete:”300 x 300mm


Granite paving - bespoke pattern


Granite paving - bespoke pattern

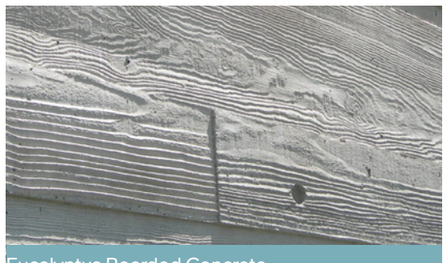

Granite sett Ädelaide “Black”90 x 90mm


Drainage grate

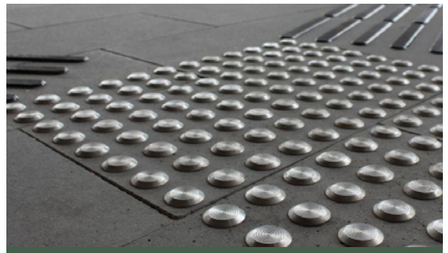
WALLS

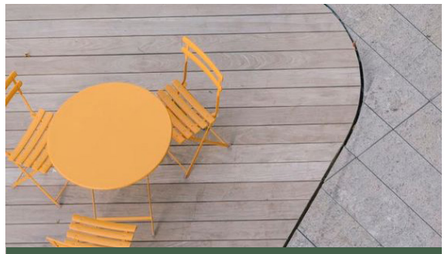

Concrete bleachers


Graphic on concrete


Eucalyptus Boarded Concrete

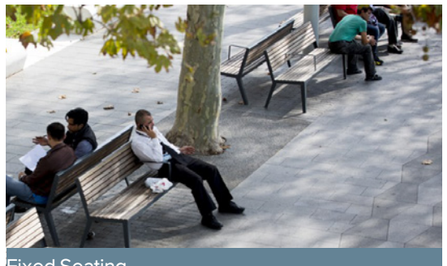
URBAN ELEMENTS

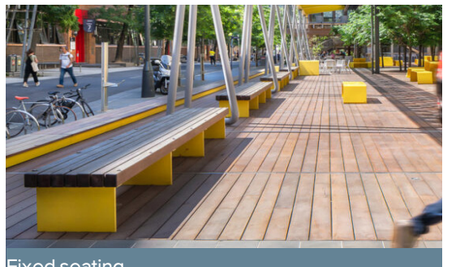

TGSI


Non- Fixed Seating


Bike racks

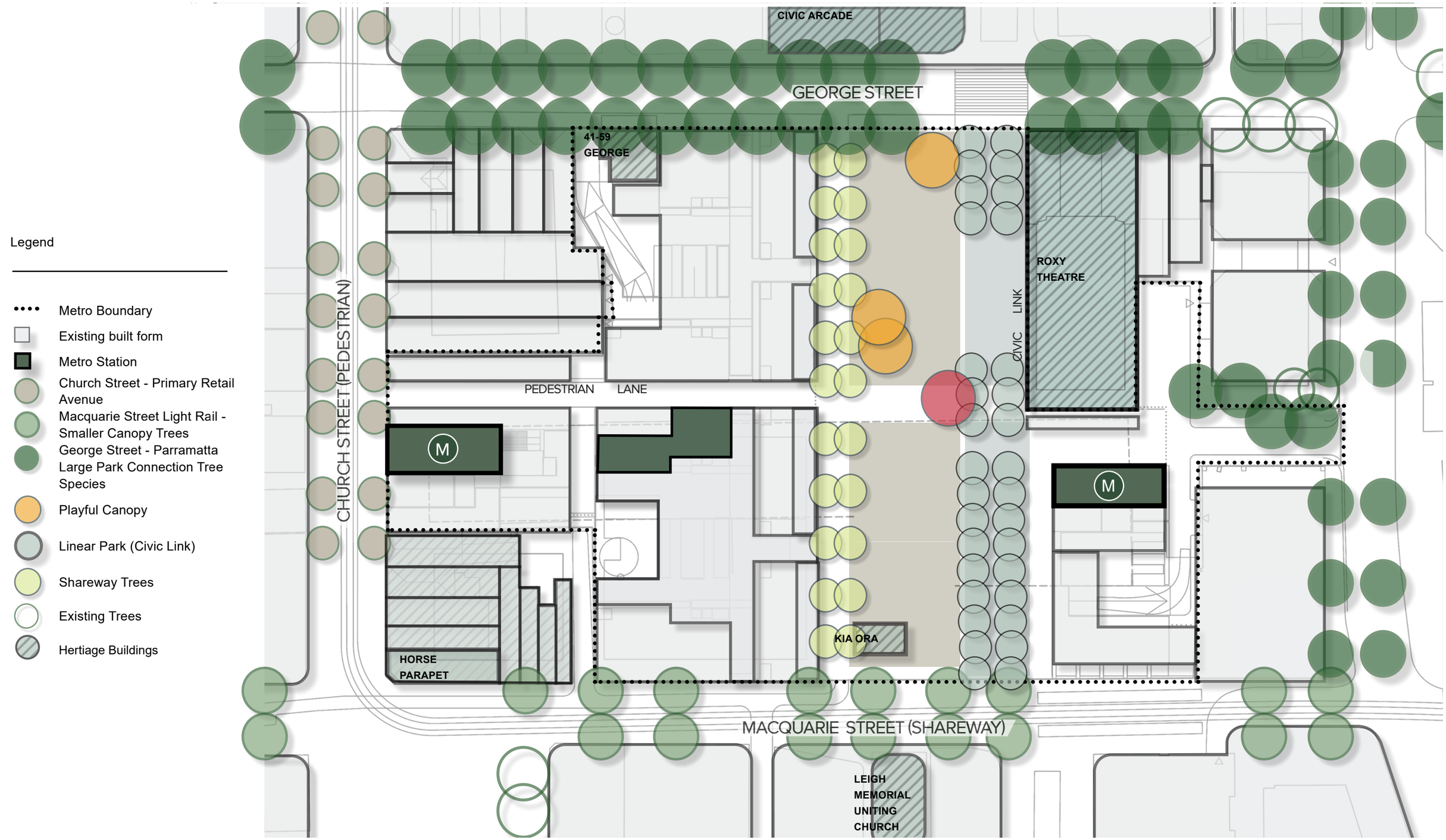
Wayfinding


Fixed Seating


Fixed seating

12.1 Public Domain Concept

Tree Hierarchy



13.0

Design Alternatives and Stakeholder Engagement

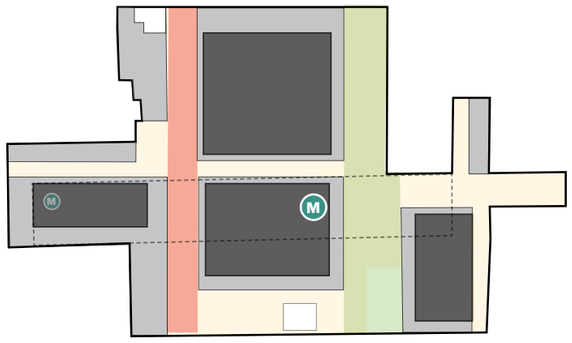
14.1 Design Alternatives
Option Studies Considered

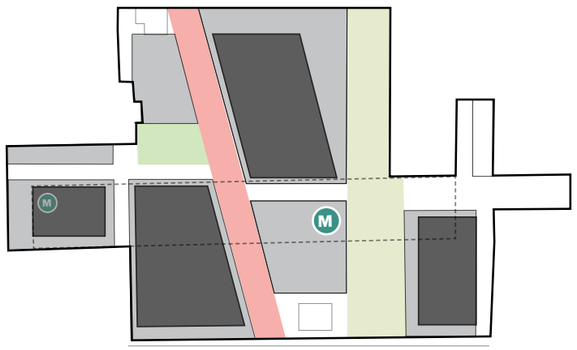
As part of our stakeholder engagement, we developed 6 different masterplan solutions each with varying block plans, tower sizes, road locations, and public domain configurations. We then benchmarked the performance of each scheme against a set of criteria and shared both the studies and the results with our stakeholders in an open process lasting several months.

Each scheme adopted:

- The same developable area (GFA) of 200,000 sqm.
- Podium heights, laneway widths, and tower setbacks as described by the draft DCP prepared by Parramatta City Council, although
- A continuous open-air East/West laneway between Church Street and Civic Link, and
- Provision of a second potential metro entry facing Church Street.

OPTION A	OPTION B	OPTION B2 (Selected Scheme)
Option A creates 5 tower buildings and locates the new north/south street roughly mid-way through the block in a direct north/south configuration. Civic Link is delivered entirely in its form identified within the Framework plan.	Option B pushes the new north/south street as far east as possible, adjacent Kia Ora, and achieves 4 tower buildings, one north of the east/west pedestrian link and three south of it. Two 8 storey buildings front the western edge of Civic Link, offering a more favorable pedestrian scale to both Civic Link and the new street.	Option B2 is a refinement of of Option B, but eliminates the 8 storey buildings to the west of Civic Link and transfers that density into two locations: 1. The rooftops of the two larger towers, such that they become stepped rooftop forms but remain within the maximum permissible envelope defined by the solar planes, and 2. Expanding the footprint of the south eastern building slightly by reducing its setback to Civic Link. The result is the extension of Civic Link from a 20-27 metre wide space to a 51-58 metre wide space.





OPTION C

Option C pushes the new north/south street as far west as possible, adjacent the heritage George Street shopfront. It also widens the existing United Lane, seeking to minimise the total site footprint accessible to vehicles, although results in a more complicated pedestrian vehicular interface on the east/west pedestrian link. It achieves 4 tower buildings, one north of the east/west pedestrian link and three south of it.

OPTION D

Option D straightens the new north / south street in order to improve the pedestrian vehicular interface on option C.

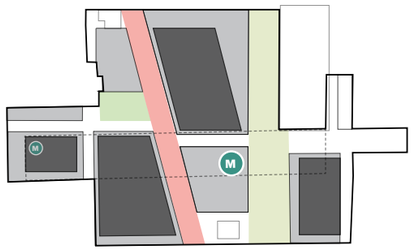
OPTION E

Option E introduces an angular geometry to the new north/south street, locating it east of the heritage George Street shopfront and west of Kia Ora on Macquarie Street. The angled street links the two heritage items onto one street, is visually terminated by the Uniting Church to the south, and seeks to reference areas of the Parramatta Grid south of Parramatta station which also adopt angular alignments. In order to achieve the minimum development area it is however necessary to introduce a ‘step’ in the east/west pedestrian link.

14.2 Design Alternatives
Results

The result of the process was that both Parramatta City Council and the DAP agreed that the recommended scheme, Option B2, should form the preferred approach.

	OPTION A	OPTION B	OPTION B2 : RECOMMENDED SCHEME
Assumptions:			
/ LEP Compliance - zoning	●	●	●
/ DCP Compliance- height (intersection with solar plane), street widths, setbacks	●	●	●
/ Commercial – 85% efficiency (NLA/GBA)	●	●	●
/ Civic Link Draft DCP Compliance – laneway & civic link	●	●	●
Urban Design:			
/ Solar Access - Civic Link	○	●●	●●
/ Solar Access - North-South Street	-	●●	●●
/ Solar Access - Public Space	-	-	●
/ Tower Separation / Density Distribution	○	●	●
/ Metro Station / Legibility	●	●	●
/ Heritage - Kia Ora Cottage	●	●	●●
/ Heritage - George St Shopfronts	○	○	○
/ Heritage - Roxy Theatre	○	●	●
/ Movement - Clarity / Legibility	●	●	●
/ Movement - Pedestrian / Vehicle conflicts	-	-	-
/ Heritage - Traffic Accessibility	●	●	●
Metro Criteria:			
/ Solar Access - Civic Link	●	●	●
/ Solar Access - North-South Street	●	●	●
/ Solar Access - Public Space	●	●	●
Commercial Criteria:			
/ Yield - 195 000sqm NLA min.	●	●	●
/ Floorplates - min. 1500sqm NLA, typology, depth	●	●	●
/ Marketability - Max. 50 000sqm stages	●	●	●
Summary			
●	14	20	22
○	4	1	1
Total	**10**	**19**	**21**



OPTION C	OPTION D	OPTION E
●	●	○
●	●	●
●	●	●
●	●	●
●	○	●
●	●	-
●	●	-
●●	●	●
●	-	-
●	○	○
●	●	○
○	○	○
●●	●●	-
●	●	-
○	○	●
●	●	●
●	●	●
●	○	○
●	●	●
●	●	●
-	-	○
20	15	10
2	5	6
18	**10**	**4**

14.3 Stakeholder Engagement
Key Design Inputs

A brief description of key stakeholder engagements and comments raised during the process is shown adjacent.

Parramatta City Council

Parramatta City Council have been consulted throughout the design process. Frequent and productive meetings were held between Council and Sydney Metro.

Two design workshops were held between Bates Smart, Sydney Metro and Council in March and May 2021, during which the 6 masterplan design options were presented and discussed in detail. .

Throughout 2021, Council have sought input from the design team to assist with development of a Site Specific DCP which is now on exhibition. As a result of this collaboration and the assessing of multiple options, this site specific DCP reflects all building envelopes including heights and setbacks exactly as proposed in this application for buildings A, B, C and D.

Key inputs raised by Council during the process:

/ A strong desire for an east/west pedestrian link connecting Smith Street to Church Street
/ A strong desire to continue United Lane from Macquarie Street to George Street
/ Strong desire to expand or extend the footprint of Civic Link from the extents outlined within the Civic Link Framework Plan if possible,
/ Minimisation of traffic on Horwood Place,
/ Sensitive integration of built form with scale of adjacent heritage.

Design Advisory Panel

A total of 5 sessions have been held with the DAP, One prior to engagement of Bates Smart, two presented by Bates Smart in March and June 2021 during which the 6 masterplan design options were presented in detail, and a further two in October and November 2021 showing progress of the preferred scheme. Key inputs from the DAP through this process included a strong preference for proposed masterplan along with the following notes:

DAP#1 (March 2021):

/ Recommendation to develop an approach which is guided by amenity and quality of public space and streets,
/ Seek to reconcile target yield with good urban design outcomes
/ Supported the proposed approach of being guided by research of international precedents.
/ Preference for station entries to be integrated into developments rather than standalone buildings.

DAP#2 (June 2021):

/ The Panel commends the project team for the proposal of a new civic-scaled open space for the Parramatta City Centre **(Option B2)** and notes that this is a once in a generation opportunity to transform Parramatta into a city with a series of open spaces of distinct character and scale.
/ Panel expressed a desire for station entry to be integrated within a building rather than located as a standalone building within the public domain,
/ Concern about the blank northwest corner of Building C to Macquarie Lane opposite Roxy Theatre
/ The above two inputs led to the station entry being relocated into the base of Building C as a way to overcome both issues.

Design Advisory Panel

DAP#3 (October 2021):

/ The Panel is encouraged by the progress the design team has made since the last DAP session and are supportive of the overall direction of the project.
/ The Panel strongly supports the relocation of the eastern from the proposed open space to an under croft within building C.
/ The panel strongly supports the reinstatement of United Lane between George Street and Macquarie Street and is encouraged by Parramatta Council's intention to formalise this strategy in a new draft DCP. The Panel understands that a number of properties are required to achieve this initiative are not within Metro ownership and this implementation will be a staged process.
/ The panel encourages the team to consider providing the maximum amount of retail possible to the western station entry to assist in activating the space and managing the challenges associated with the depth of the station entry.

DAP#4 (November 2021):

/ The The Panel requests further massing studies be developed to explore the configuration of the proposed podiums and towers to address the range of comments listed below. These should be presented with eye level views to test visual presence, scale, proportion and urban character.

/ The Panel is concerned the 3m setback to towers A and D is insufficient to mitigate the effect of wind downdraft on the comfort and amenity of the public realm. There is also concern about the lack of tower setback to Building C at the south west corner where it adjoins civic link and the team is encouraged to reconsider this configuration.

Design Advisory Panel

/ Martin Place was offered as an example where a distinctly grand character is established through a careful balance between the heights of the historic buildings and contemporary podiums in relation to the width of the public space. Taller podiums may limit the visual impact of the 3m setbacks as they could be less apparent when viewed from the ground plane, and potentially improve the relationship between the towers and their bases.

/ Notwithstanding these concerns, the Panel was encouraged by the articulation of the towers as stepped volumes to respond to sun access planes to the existing Parramatta Square and as an attempt to break down the scale of the buildings

DAP#5 (November 2021):

/ Written feedback from DAP 5 has not yet been received. However, from an urban design perspective, the presentation focussed on the above issues of podium height and setback fronting the widened Civic Link. Six schemes were presented, as shown on the following page.

/ The DAP acknowledged that the design as presented during DAP 4 was an improvement over the site specific DCP.

/ The DAP agreed that the Martin Place precedent was not appropriate for this context.

/ The DAP had a strong preference for a 6m tower setback to the Plaza and requested this be achieved in some way. Option 6 was not deemed an appropriate solution for a Stage 1 DA. There was acknowledgement that either narrowing the width of the public domain by 3m, or extending the podium East by 3m as a colonade, were both possible solutions. Therefore, a 3m deep podium articulation zone has been added to the eastern podium faces to enable flexibility for either option to be developed and assessed against design excellence criteria during future stages.

Designing with Country

The Connecting with Country process has been supported by Indigenous strategy and consultancy firm Murawin and has been integral to the development of the Masterplan, The process commenced with the introduction of the concept of Country, and the principles of Design with Country, to provide the foundational competencies for subsequent engagement with members of the Darug community.

Two 'yarning circles', were held with members of the Darug community. The first session in September 2021 was focused on introducing the details of the project and listening to Community. This session elicited a range of insights for consideration by the design team, including insights regarding past traumas, landscape, and the continual cultural relevance of Parramatta to the Darug People. High level masterplan concepts, project details, and initial Design with Country themes were introduced and discussed.

The second session held in October 2021 involved a more detailed discussion of the emerging design concepts and Design with Country themes and initiatives. This conversation was structured around four emerging themes outlined in section 8 of this report. The Darug community representatives acknowledged that the design team had demonstrated genuine willingness to listen, to take on feedback, and embrace Country as a meaningful design influence.

The Connecting with Country narratives and design initiatives have influenced the Indicative Concept Design and associated Design Guidelines which will support ongoing design development and subsequent Connecting with Country engagement through the project life cycle.