171-189 PARRAMATTA ROAD GRANVILLE

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Revisions:

Revision B February 2014 Typical floor plans for tower

Built From Testing

The proposed built forms are indicative massing designed to test the development potential of the site. The massing are developed with reference to the principles and requirements of the *Draft Parramatta Road Urban Design Guidelines* and the *Apartment Design Guide*. Key principles and requirements include:

Draft Parramatta Road Urban Design Guidelines

- Define streets through built-form scale that addresses and defines the streetscape
- Develop sites with landscape setbacks
- Limit height on street frontages (4-5 Storeys along Parramatta Road)
- Locate taller building elements away from the street or public domain using setbacks above the low scale street walls or podiums
- Setback a minimum of 4m above lower level streetwall elements
- Provide appropriate setbacks to adjoining development

Apartment Design Guideline

- Potential to achieve the required minimum building separation
- Potential to achieve solar and daylight access
- Potential to achieve natural ventilation
- Provide communal and public open space

The proposed built forms have been designed with reference to the Apartment Design Guide, particularly building separation. The proposed building setbacks have been designed to comply with the controls setout in the Parramatta Road UDG where possible, however in some cases strict compliance to these controls has not been possible due to the site's configuration. In these cases the objectives of the controls have been applied in lieu of the controls themselves.

Proposed Massing

The proposed massing comprises a 6 storey podium with three compact tower forms above. The maximum building height is 25 storeys in keeping with the Draft Parrramatta Road Strategy.

The podium comprises a 4 storey street wall setback 6m from Parramatta Road, with an additional 2 storeys setback 3m on top.

Above the podium sits three 19 storey towers. A recess level at the base of the towers visually demarcates the tower and podium. The towers satisfy the required ADG separation and provide appropriate setbacks to adjoining future developments.

Variation to the *Draft Parramatta Road Urban Design Guidelines*

The proposed built form varies from the Parramatta Road UDR with respect to the 8m upper podium setback. Instead the proposed design provides a 3m upper podium setback, bringing the total setback from Parramatta Rd to 9m rather than 14m.

Reason for Variation

The site's narrowness along Parramatta Rd means that no usable floorplate is left once all the podium setbacks are applied. The upper podium setback of 8m was reduced to 3m in order to allow for a useable tower floorplate of around 500m^2.

Future Development Envelopes

It is envisaged that the neighbouring sites to the south and east will be amalgamated and redeveloped in the future. Future development envelopes have been proposed for these neighbouring sites and developed with reference to the Parramatta Road UDG and Apartment Design Guide.

BUILDING ENVELOPE TESTING

FSR 6:1 OPTION

COMMERCIAL PODIUM

LEVELS 1-2

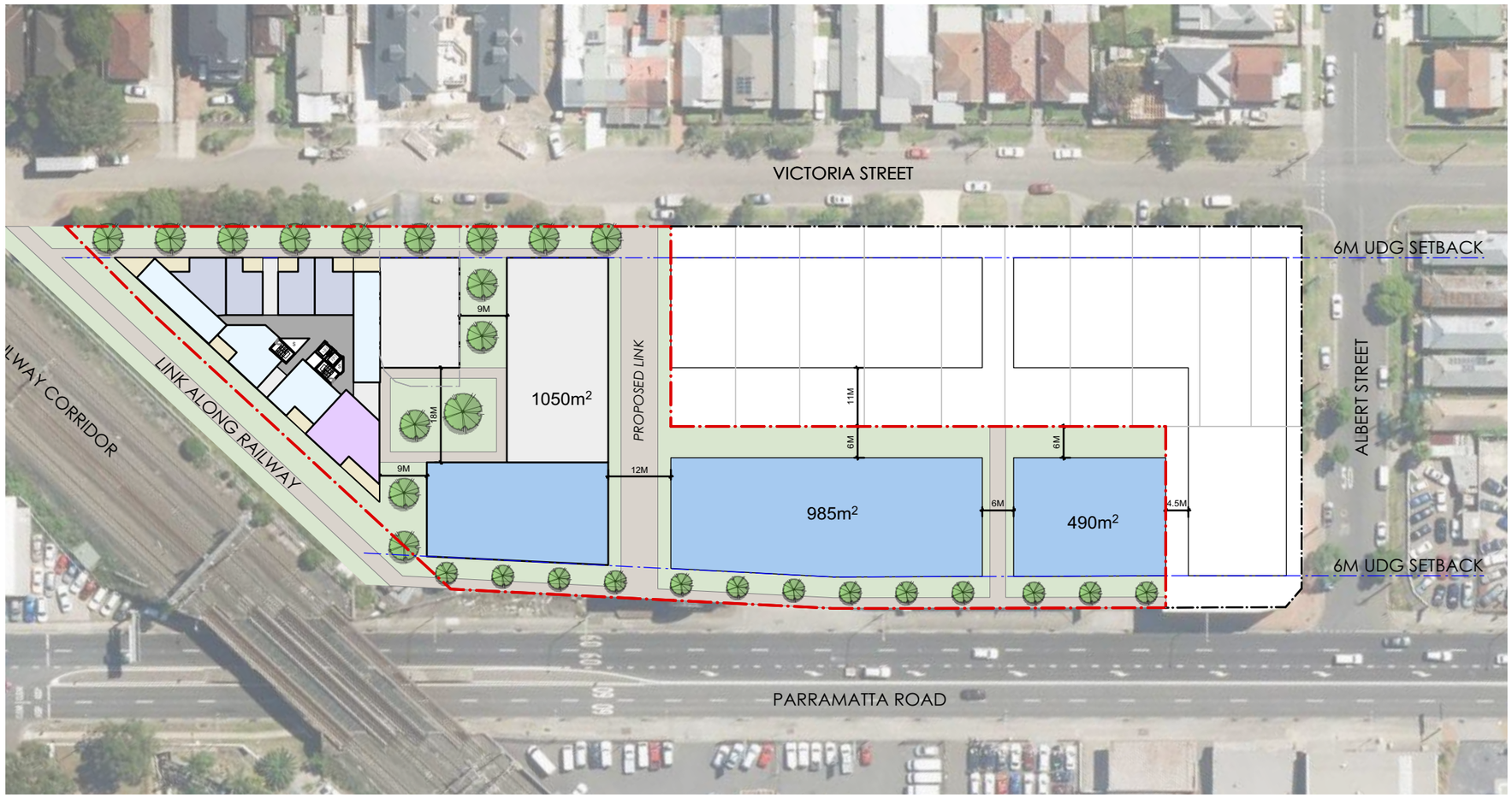
UDG SETBACKS

- 6 metre setback from the property boundary on Parramatta Road to the podium element of the built form
- 6 metre setback to podium wall along Victoria Street
- 3 metre setback to podium wall along Railway link

ADG SETBACKS

Nine storeys and above:

- 12m between habitable rooms/balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms



KEY

- Residential
- Commercial
- Future Built Form
- Site
- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Apartment Balcony
- Common Lobby

10M 25M 50M

BUILDING ENVELOPE TESTING

FSR 6:1 OPTION

RESIDENTIAL PODIUM

LEVELS 3-4

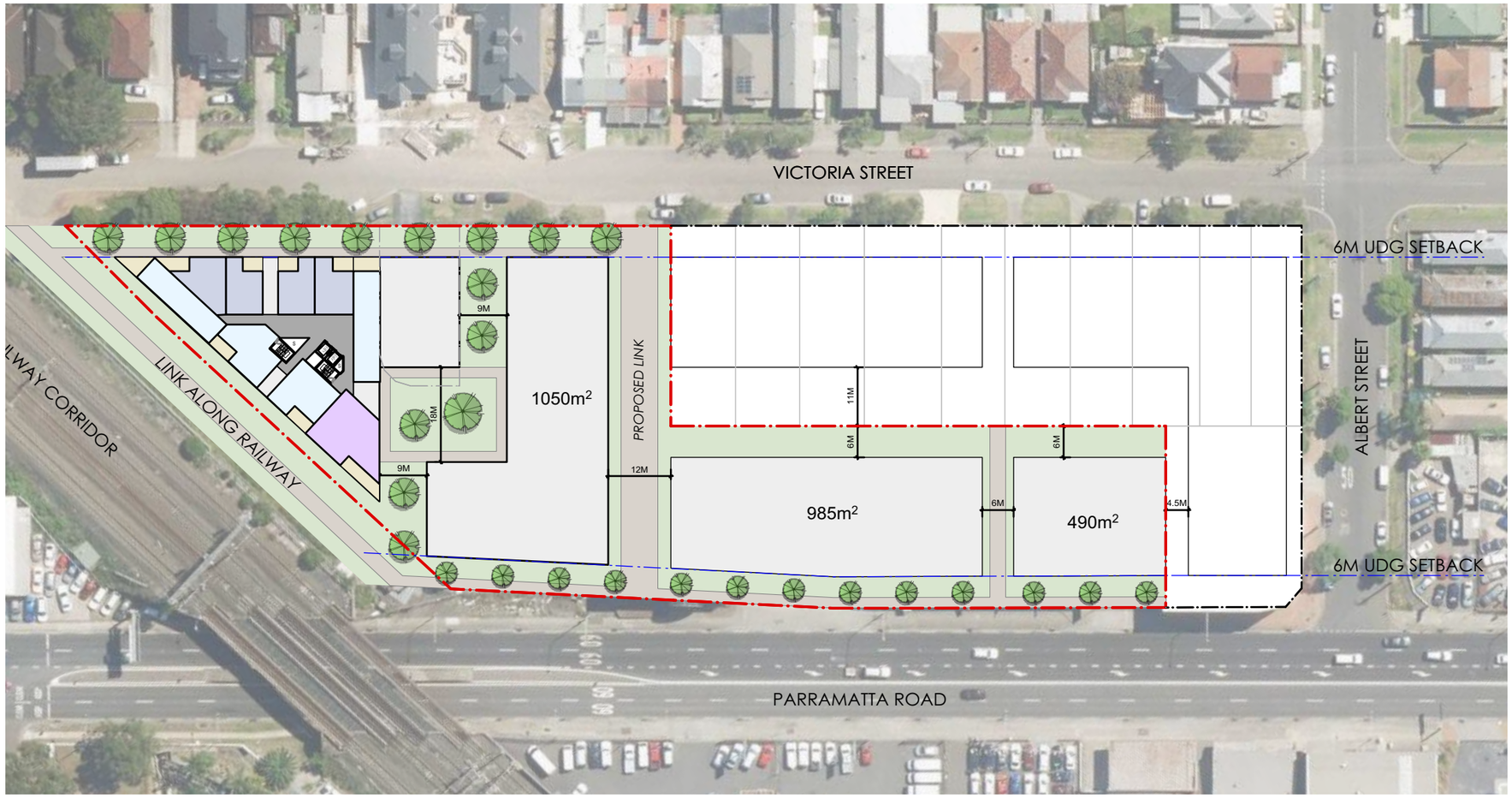
UDG SETBACKS

- 6 metre setback from the property boundary on Parramatta Road to the podium element of the built form
- 6 metre setback to podium wall along Victoria Street
- 3 metre setback to podium wall along Railway link

ADG SETBACKS

Nine storeys and above:

- 12m between habitable rooms/balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms



KEY

- Residential
- Commercial
- Future Built Form
- Site
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- Apartment Balcony
- Common Lobby

10M 25M 50M

BUILDING ENVELOPE TESTING

FSR 6:1 OPTION

RESIDENTIAL PODIUM

LEVELS 5-6

UDG SETBACKS

• 9 metre setback from the property boundary on Parramatta Road to the podium element of the built form

• 10 metre setback to podium wall along Victoria Street

• 6 metre setback to podium wall along Railway link

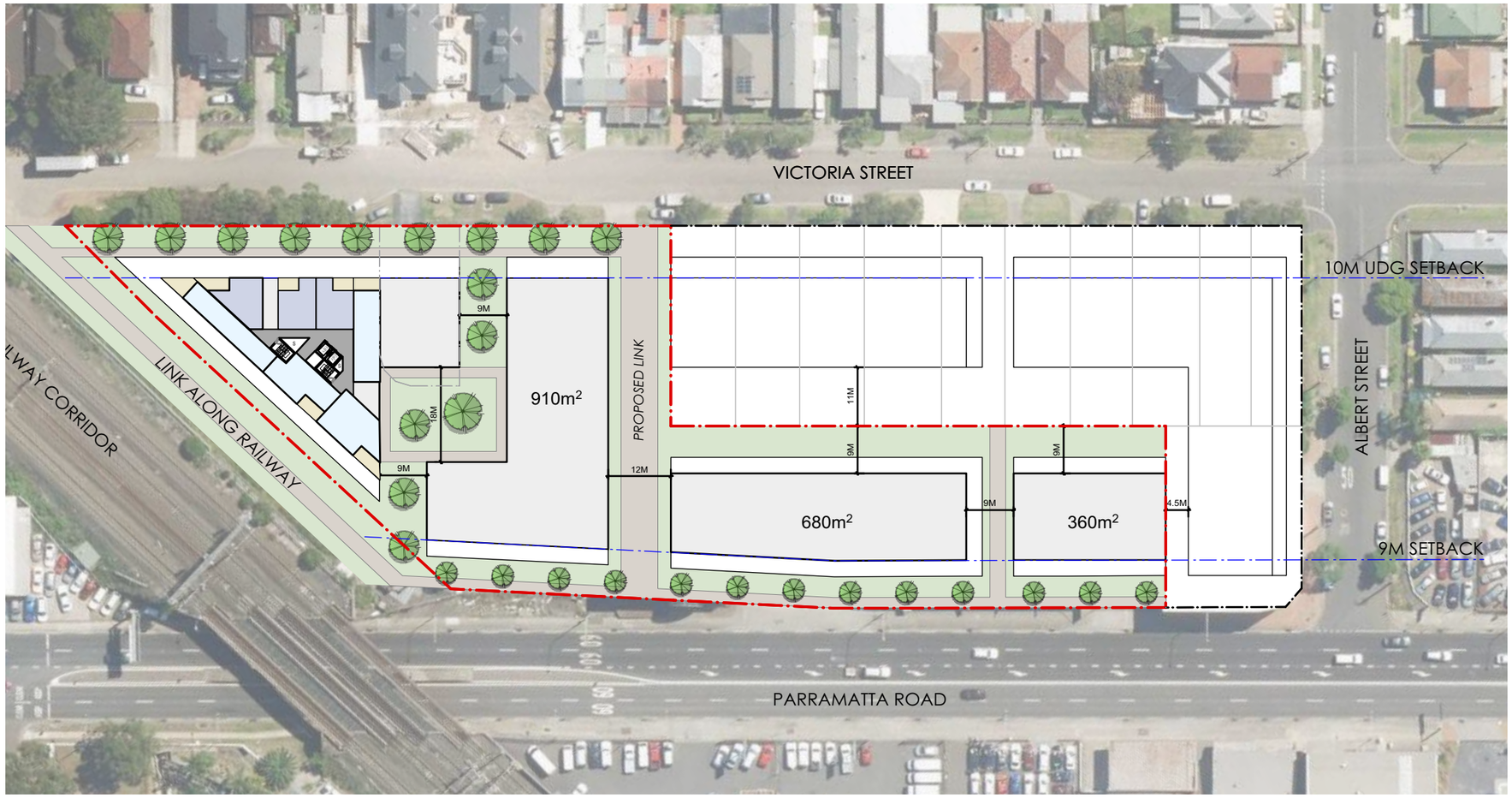
ADG SETBACKS

Nine storeys and above:

• 18m between habitable rooms/balconies

• 12m between habitable and non-habitable rooms

• 9m between non-habitable rooms



KEY

- Residential
- Commercial
- Future Built Form
- Site
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- Apartment Balcony
- Common Lobby

10M 25M 50M

BUILDING ENVELOPE TESTING

FSR 6:1 OPTION

RESIDENTIAL TOWER

LEVELS 7-25

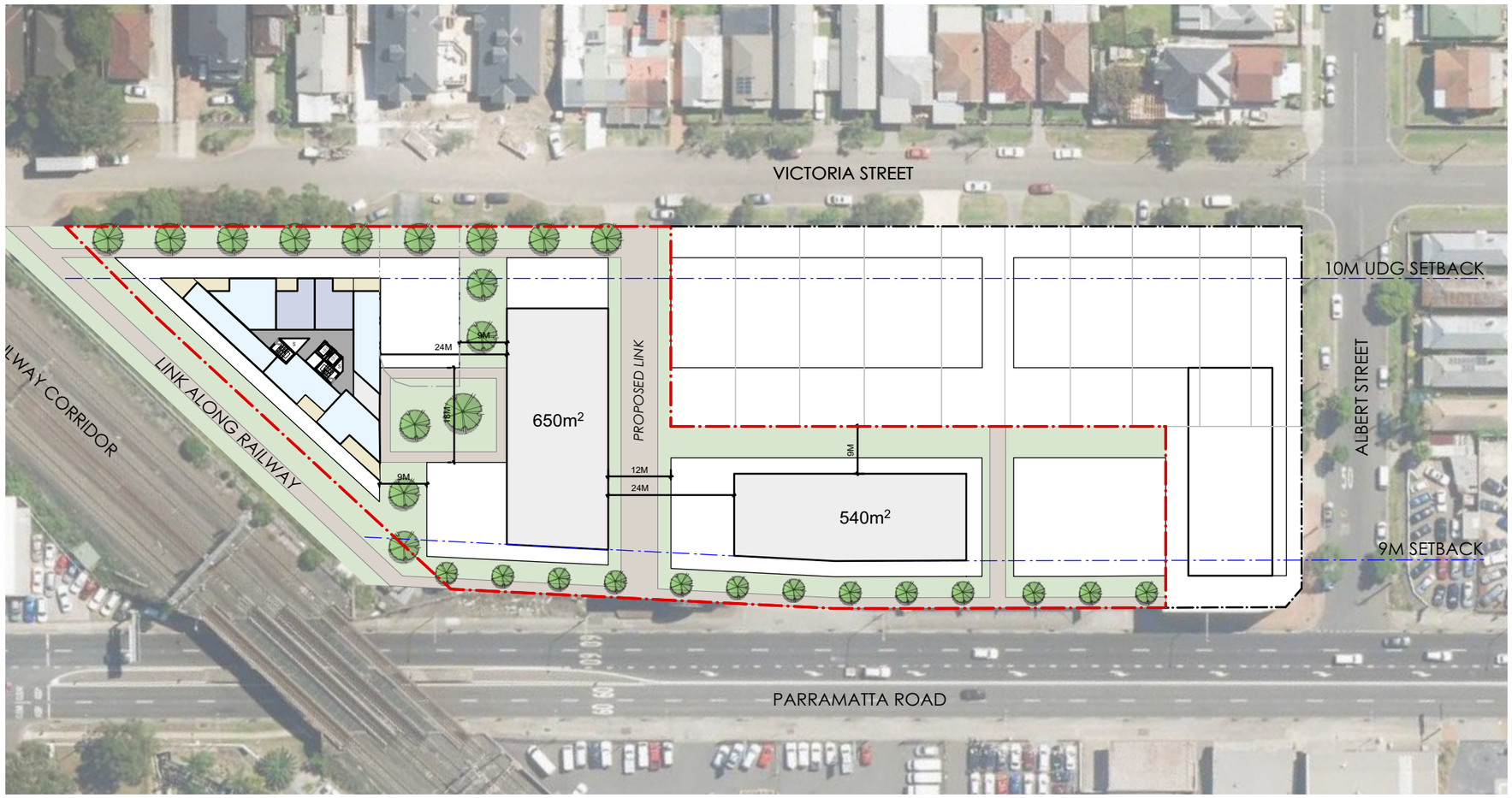
UDG SETBACKS

- 9 metre setback from the property boundary on Parramatta Road to the podium element of the built form
- 10 metre setback to podium wall along Victoria Street
- 6 metre setback to podium wall along Railway link

ADG SETBACKS

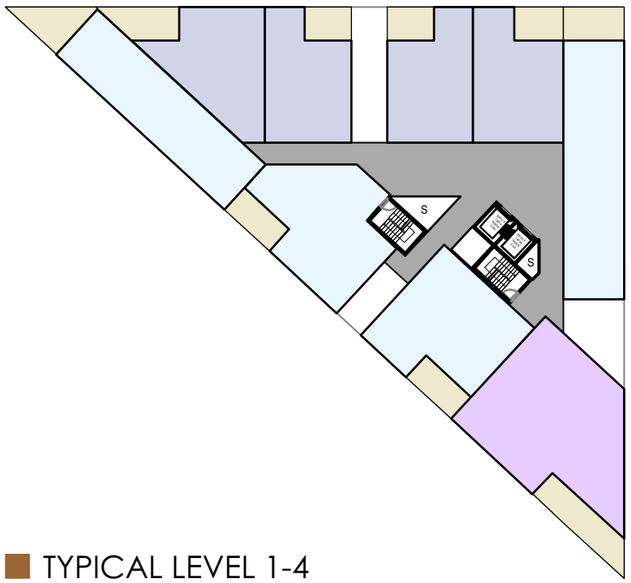
Nine storeys and above:

- 24m between habitable rooms/balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms

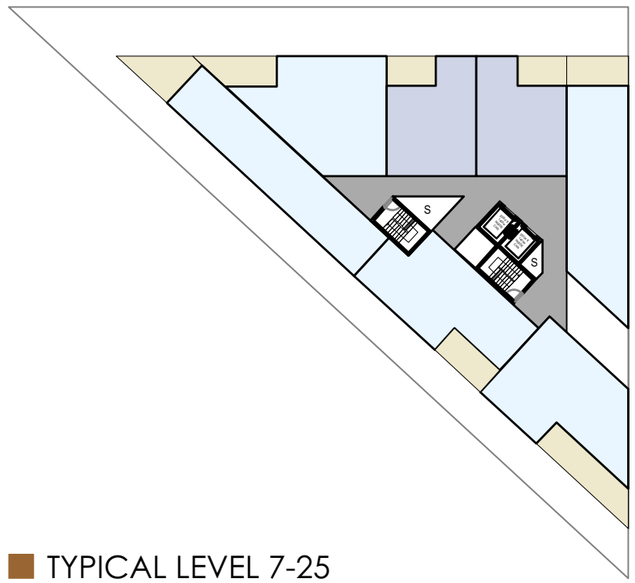


Residential Tower Typical Plans

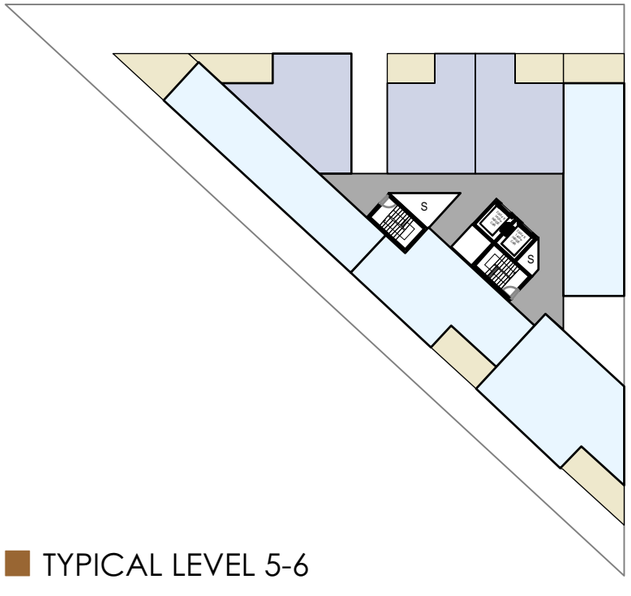
The proposed apartment layouts are only indicative and have been designed with reference to the ADG.



TYPICAL LEVEL 1-4



TYPICAL LEVEL 7-25



TYPICAL LEVEL 5-6

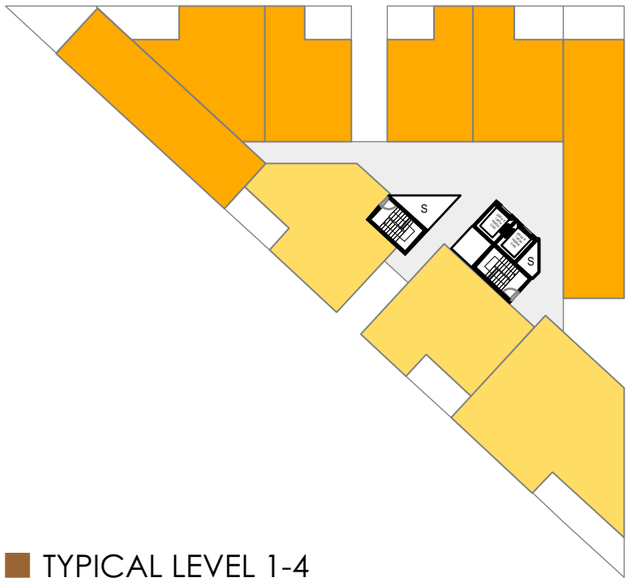
KEY

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Apartment Balcony
- Common Lobby

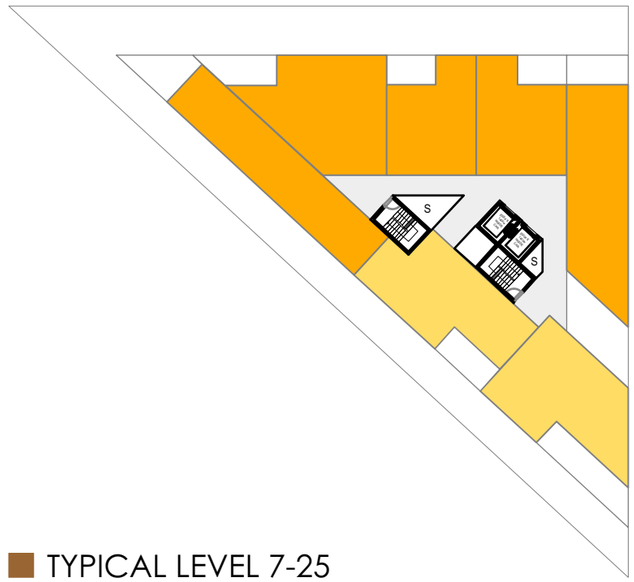
BUILDING ENVELOPE TESTING

Solar Access to Apartments

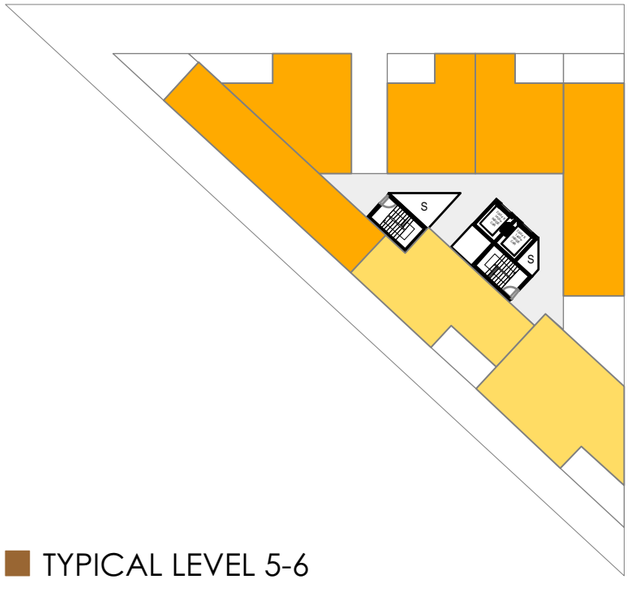
The building envelopes have been designed to maximise solar access, with buildings orientated along a north-south axis. 70% of units achieve 2hrs of solar access between 9am - 3pm 21st June, satisfying the minimum 70% requirement of the Apartment Design Guide. The adjacent diagram indicatively shows those apartments which receive 2hrs of solar access.



TYPICAL LEVEL 1-4



TYPICAL LEVEL 7-25



TYPICAL LEVEL 5-6

2+ HRS DAYLIGHT ACCESS

1+ HRS DAYLIGHT ACCESS

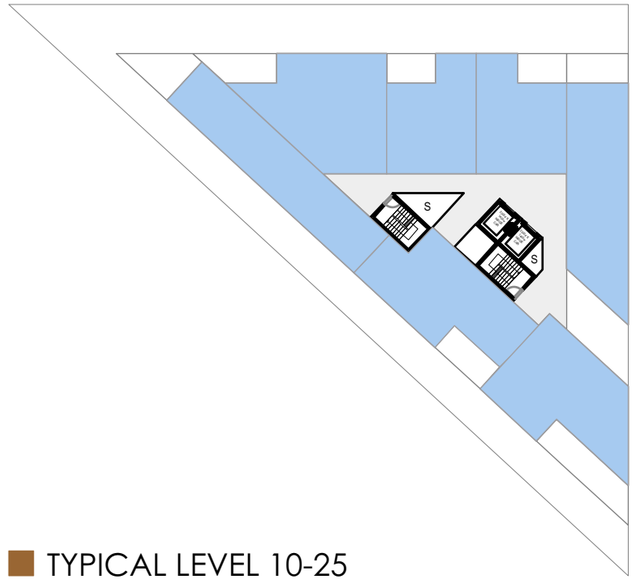
Cross Ventilated Apartments

The building facade is articulated to enable cross ventilation. 87% of units are cross ventilated, satisfying the minimum 60% requirement of the Apartment Design Guide. The adjacent diagram indicatively shows those apartments which are cross ventilated.

TYPICAL LEVEL 1-4

TYPICAL LEVEL 7-9

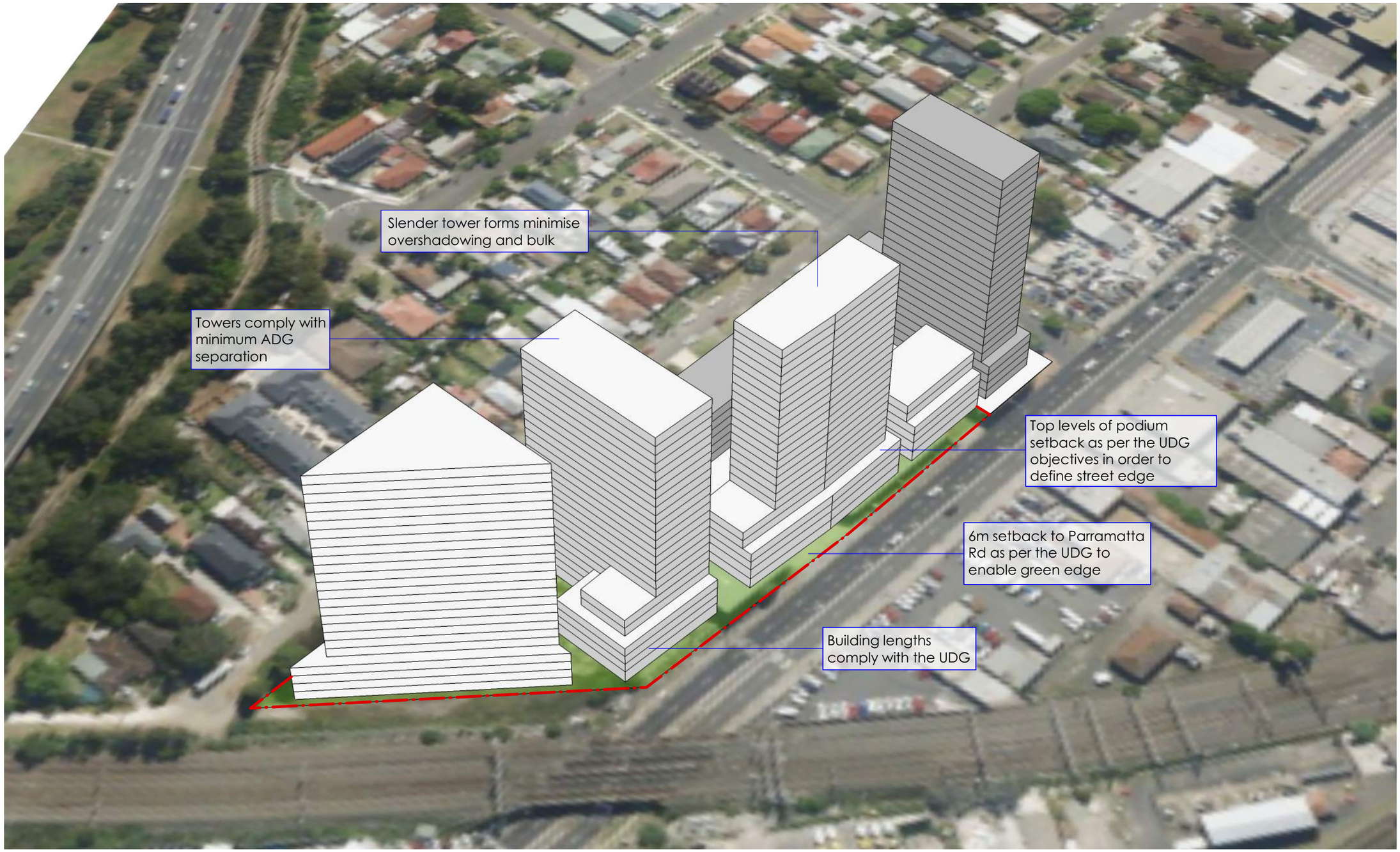
TYPICAL LEVEL 5-6



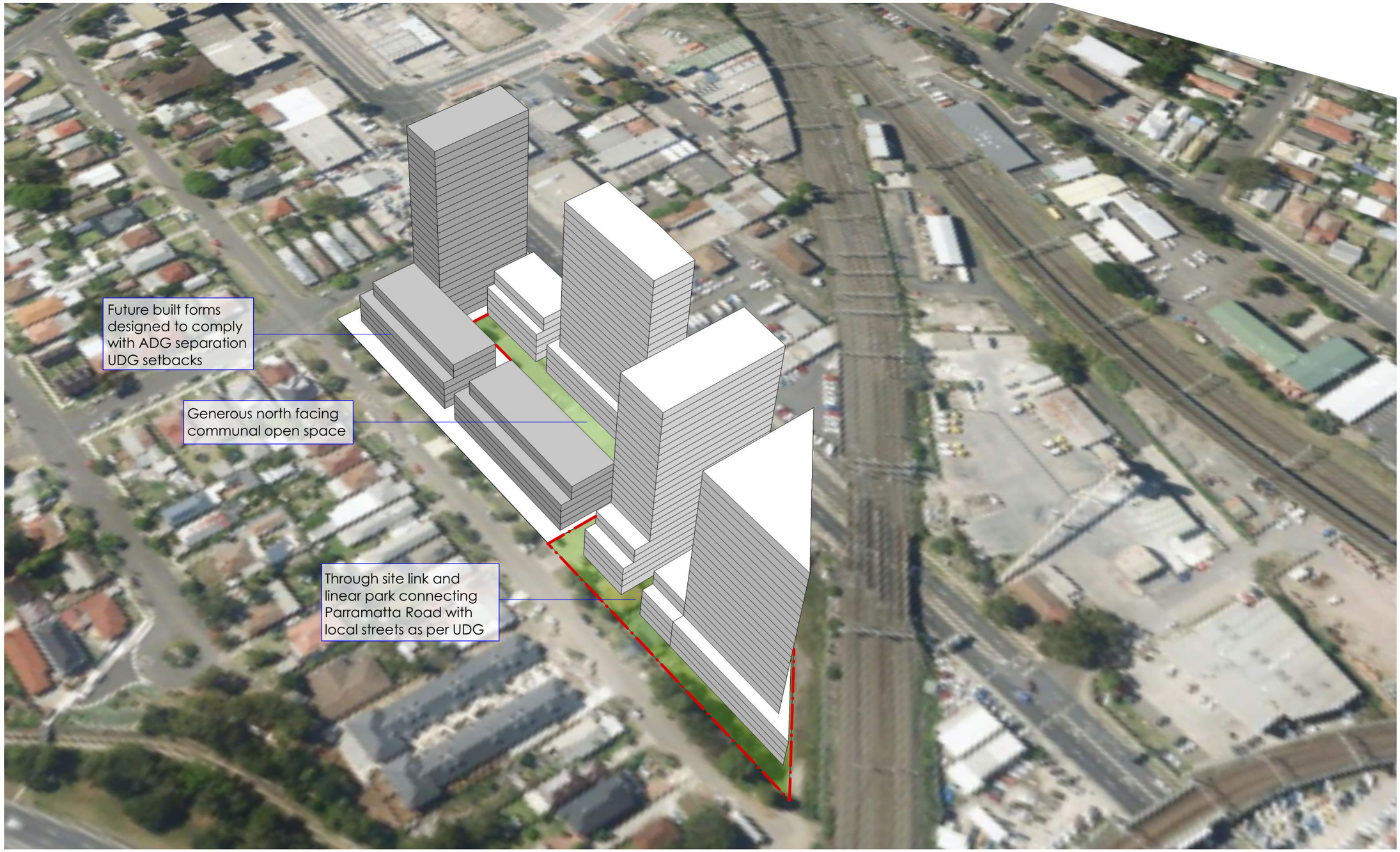
TYPICAL LEVEL 10-25

CROSS VENTILATED UNIT

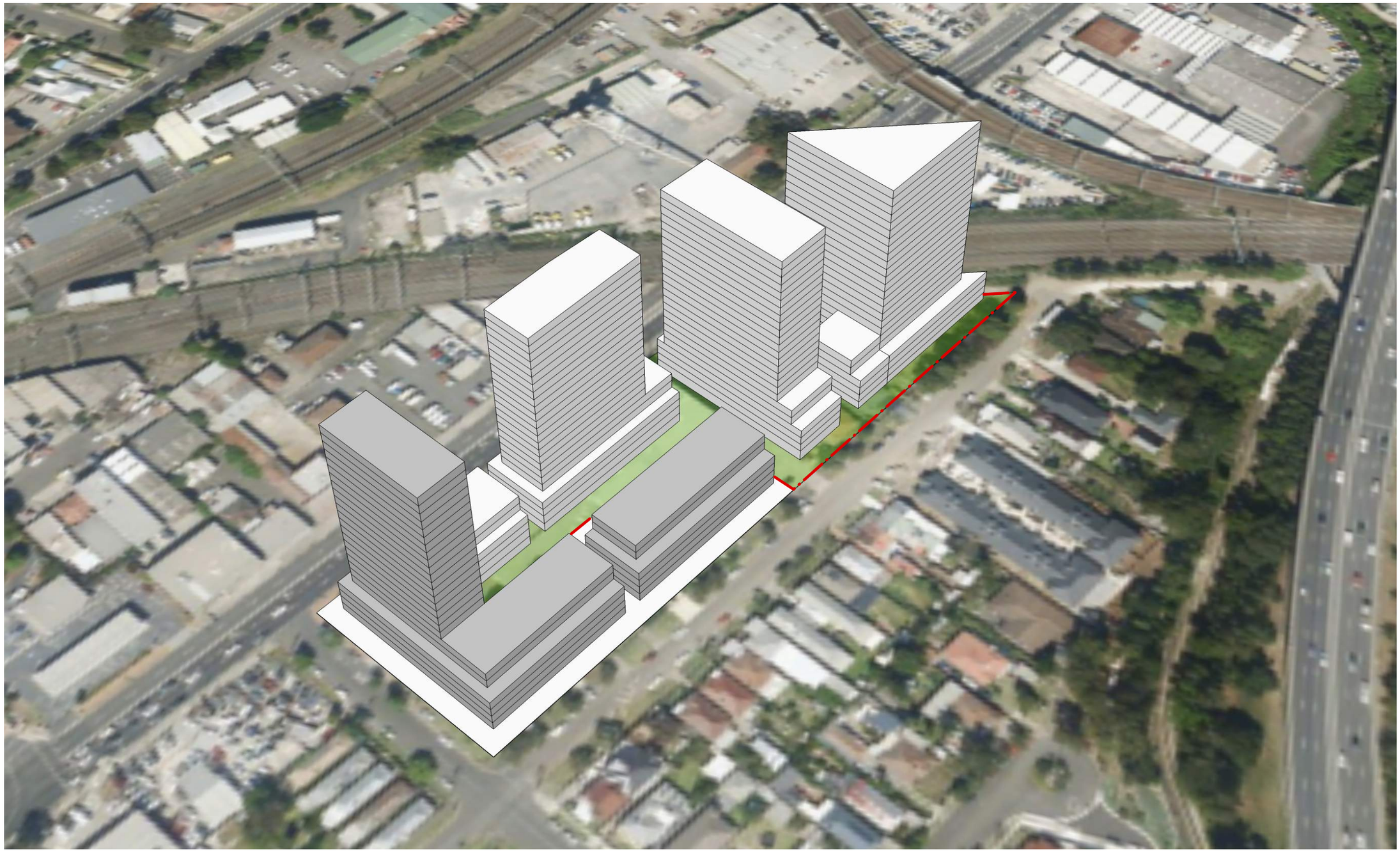
BUILDING ENVELOPE MASSING



BUILDING ENVELOPE MASSING



BUILDING ENVELOPE MASSING



SHADOW ANALYSIS

21 JUNE 9AM

RAILWAY
CORRIDOR

SHADOW ANALYSIS

21 JUNE 12PM

RAILWAY
CORRIDOR

SHADOW ANALYSIS

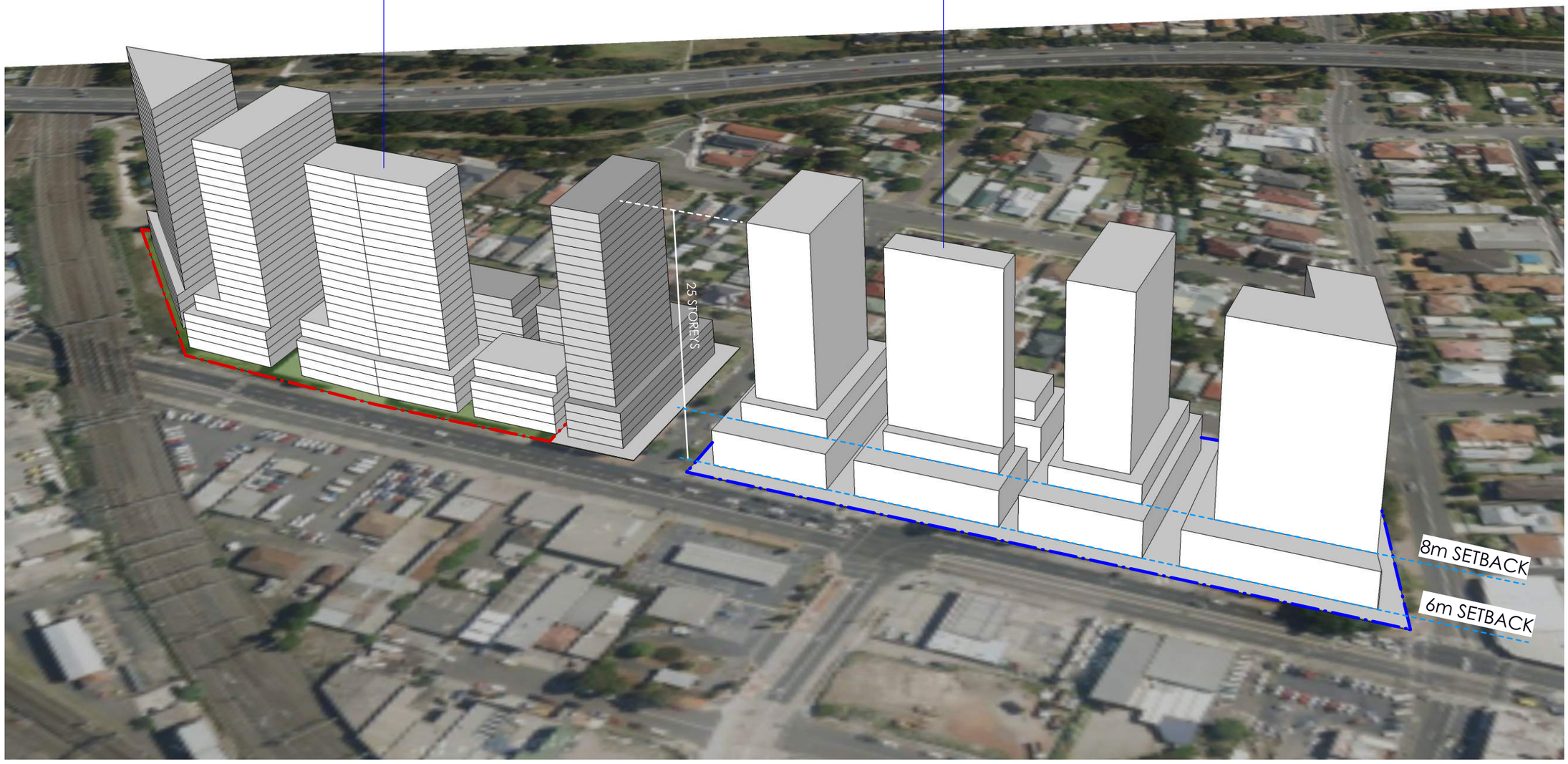
21 JUNE 03PM

RAILWAY
CORRIDOR

BUILDING ENVELOPE COMPARISON

Building envelopes designed to comply with the Apartment Design Guide. Reducing the upper podium setback to Parramatta Rd results in useable floorplates above 6 storeys, particularly in cases where sites have been amalgamated along Parramatta Rd.

Building envelopes designed to comply with the Draft Parramatta Road Urban Design Guidelines. However, the podium setbacks create unusable floorplates above 6 storeys when sites are amalgamated along Parramatta Rd, rather than perpendicular from Parrmatta Rd.

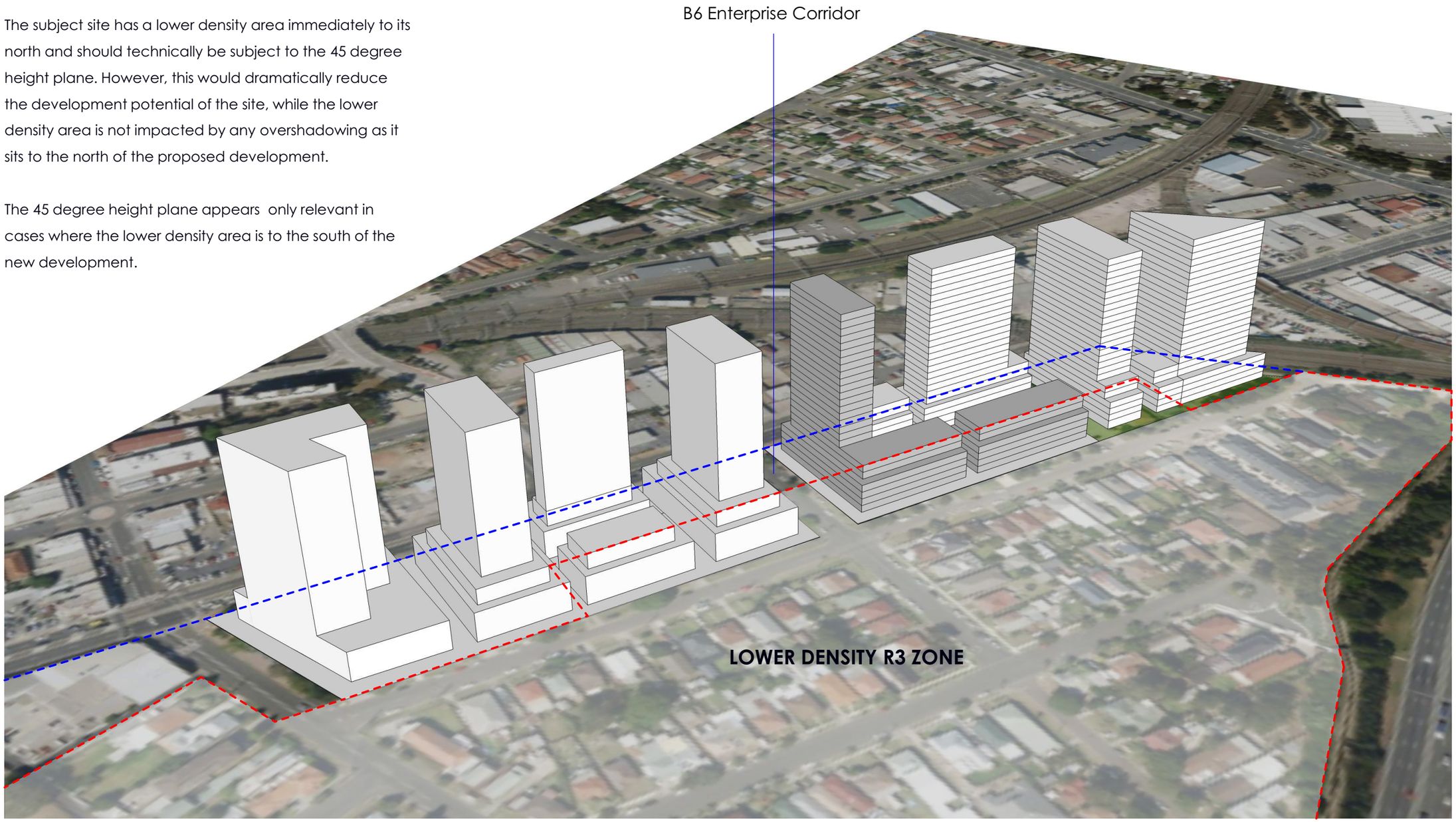


Transition Zones

The Parramatta Road UDG requires changes in height and scale for new developments between adjoining existing low scale buildings or areas.

The subject site has a lower density area immediately to its north and should technically be subject to the 45 degree height plane. However, this would dramatically reduce the development potential of the site, while the lower density area is not impacted by any overshadowing as it sits to the north of the proposed development.

The 45 degree height plane appears only relevant in cases where the lower density area is to the south of the new development.



TRANSITION ZONES TESTING

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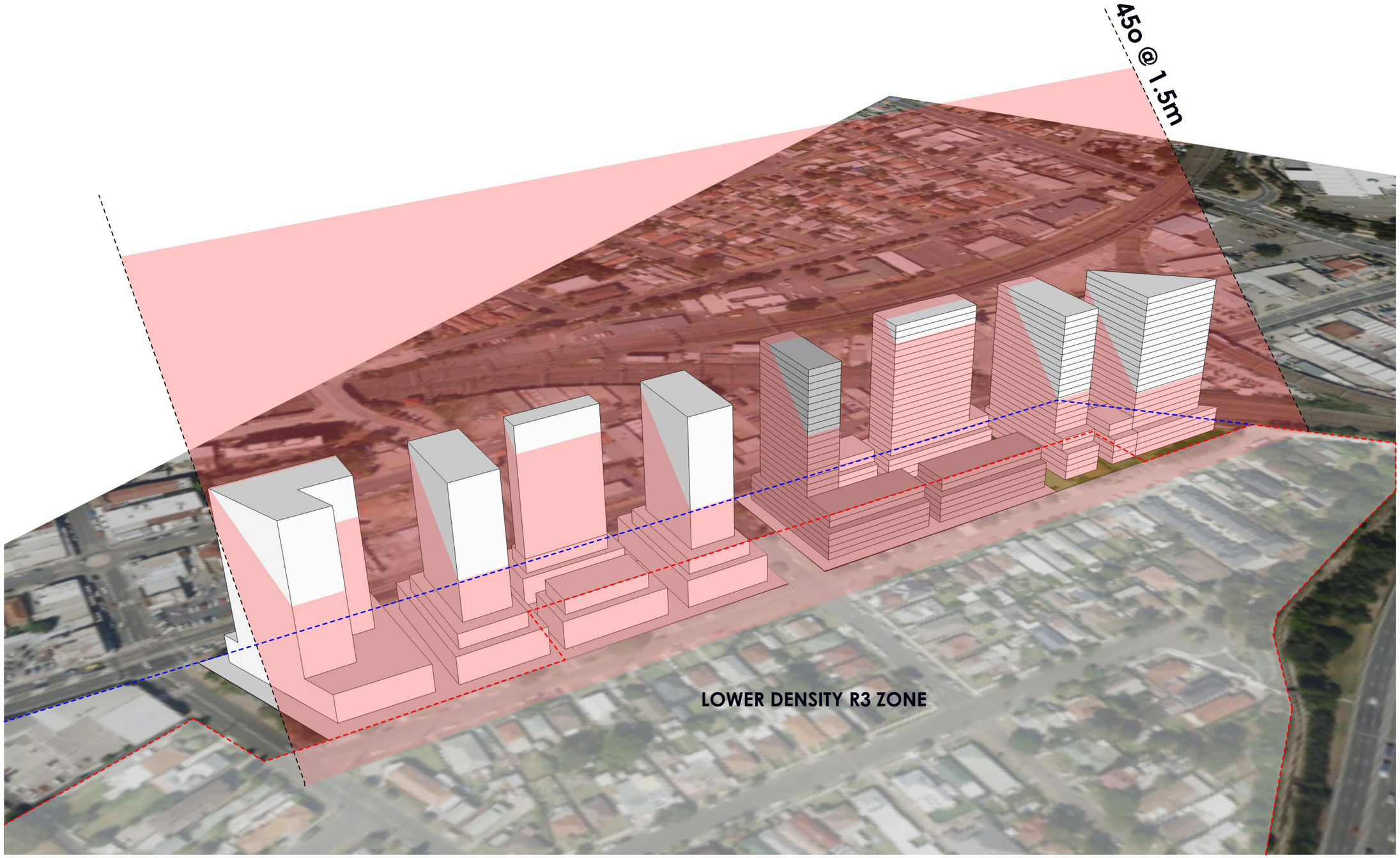

TRANSITION ZONES TESTING