

87 CHURCH ST PARRAMATTA

PLANNING PROPOSAL REPORT

SEPTEMBER 2015

CLIENT

Hampton Property Services
(on behalf of WFM Motors and NGP Investments (No.2))

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PROJECT NUMBER

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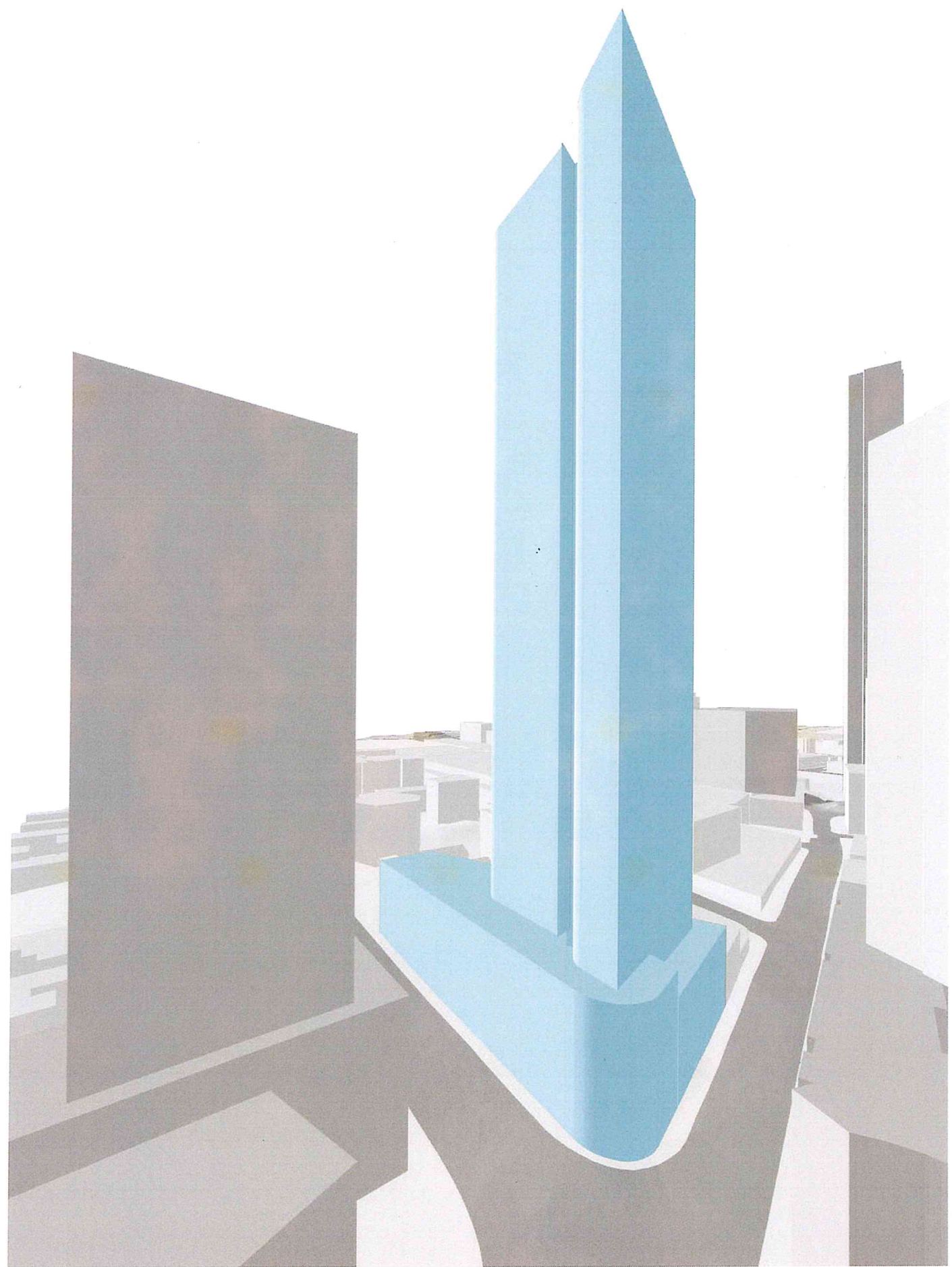
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1.0 INTRODUCTION

1.0 INTRODUCTION

This Design Report has been prepared by Bates Smart Pty Ltd for Hamptons Property Services acting on behalf of WFM Motors and NGP Investments (No.2) and forms part of the Town Planning Proposal to Parramatta City Council.

The proposed development seeks to investigate a design strategy that will enhance currently under-utilised site at 87 Church Street Parramatta, and provide a building envelope that will enhance the site's entry aspect whilst integrating it within the overall vision for Parramatta CBD.

The development envelope and design concept consists of 4 and 5 storey podium volumes that in effect creates a perimeter street wall. The podium provides opportunity for a variety of mixed uses, ranging from an active street frontage of retail and car showroom on the ground floor to commercial and residential uses above. The 180m tower form above is setback 6m from the street alignment and is predominantly for residential use.

From studies taken on similarly located developments on the fringe of Parramatta CBD, the tower form, height and alignment references the other two entry developments (northern entry and eastern entry), and also form a strong relationship to the iconic Aspire tower. The building will reference from surrounding street alignments and also both natural and historical (Georgian grid) context, thereby forming an integral part of the vision for Parramatta CBD.

‘The proposed commercial and residential development will draw upon the natural advantages and rich heritage of its context to create a new development that will define an entry and therefore form an integral part of a comprehensive vision for future of Parramatta CBD’

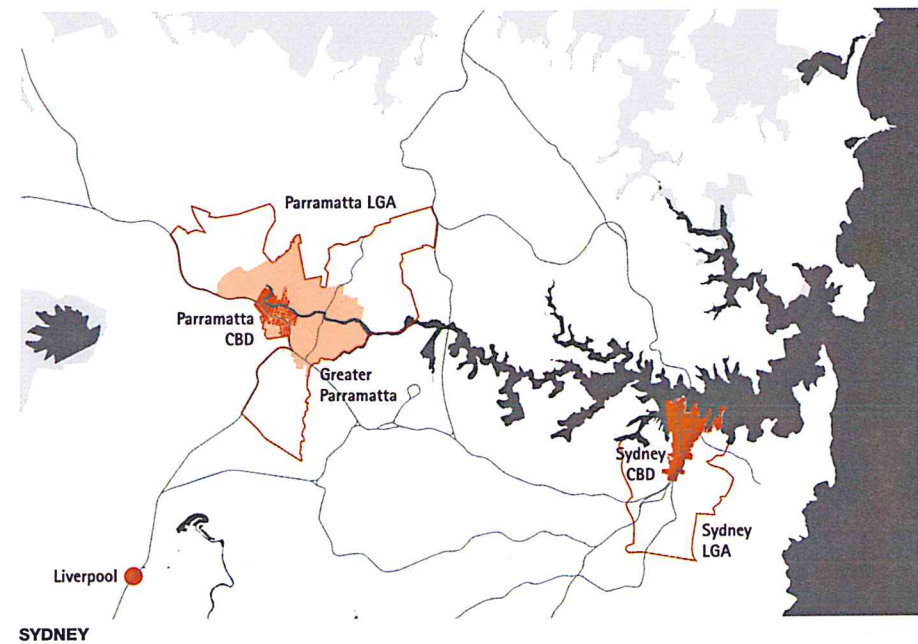
DEVELOPMENT SUMMARY	
Total Floor Space	
Site Area	3306 sqm
FSR	13:9
Design Excellence Bonus	+10% FSR
Max FSR	15.29:1
Residential Mix	
Total Apartments	570 Apartments
	57 Studios (10%)
	228 One Bedroom (40%)
	228 Two Bedroom (40%)
	57 Three Bedroom (10%)

2.0 LOCATION AERIAL

PARRAMATTA CBD

Parramatta is located some 23kms west of Sydney CBD with the subject site on the southern perimeter of Parramatta CBD.

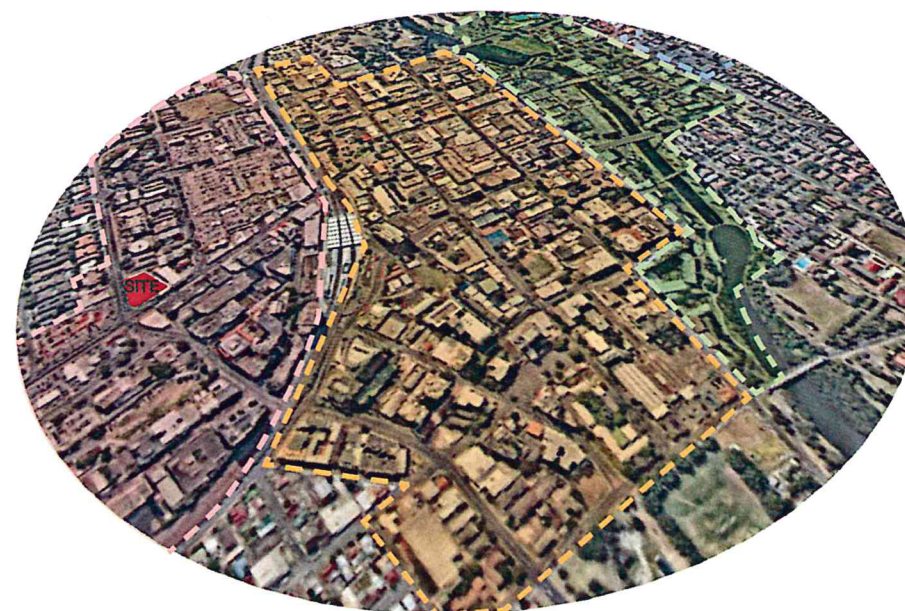
Now the sixth largest CBD in Australia, Parramatta has emerged as an economic and cultural hub of Western Sydney.







SOUTHERN ENTRANCE

The subject site is located on intersection of Church Street and Great Western Highway.

The site is located on the northern edge of the current Auto Alley, however with the vision for the development of Parramatta CBD, it's location will form a prominent approach along North-South entry axis.

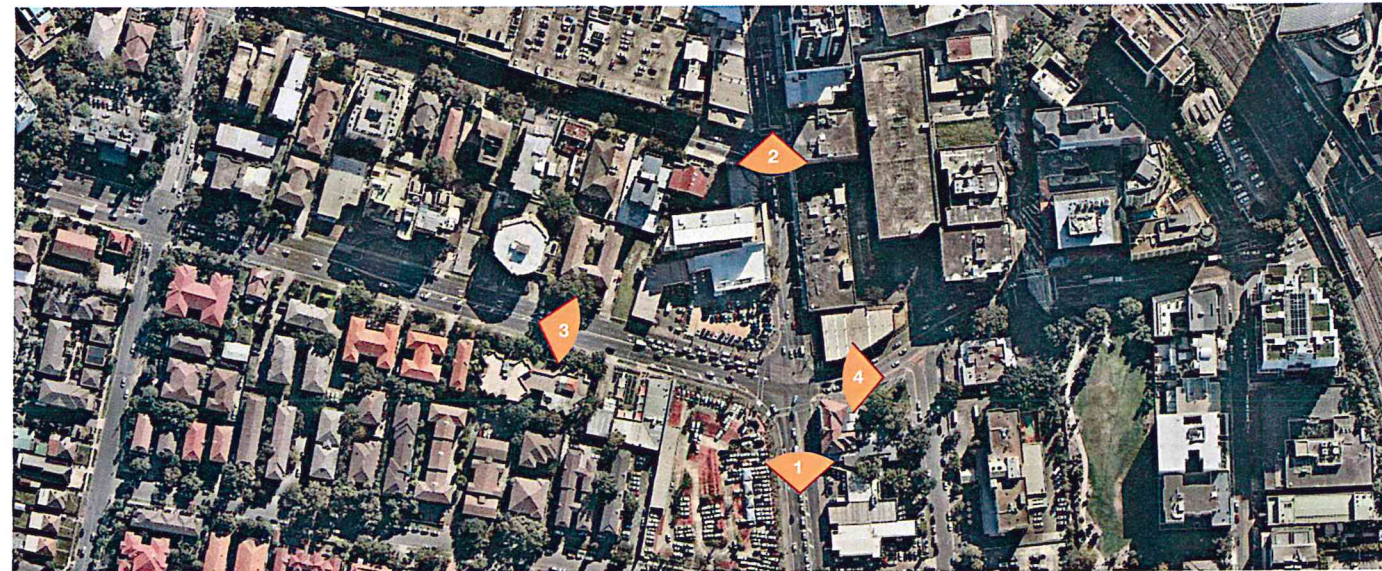


-  South precinct
-  Central precinct
-  Cultural and recreational precinct
-  North precinct

AERIAL VIEW OF PARRAMATTA CBD



2.1 LOCATION SITE PHOTOS



PICTURED
Selected Site and Context Photographs

- 1/ View of site from Church St looking North
- 2/ View of site from Church St looking South
- 3/ View of site from Great Western Hwy looking East
- 4/ View of site from Parkes St looking West

2.1 LOCATION SITE PHOTOS



PICTURED
Selected Site and Context Photographs

- 1/ View of site from Church St
- 2/ View of site from Great Western Highway
- 3/ View of site corner of Church St and Great Western Hwy

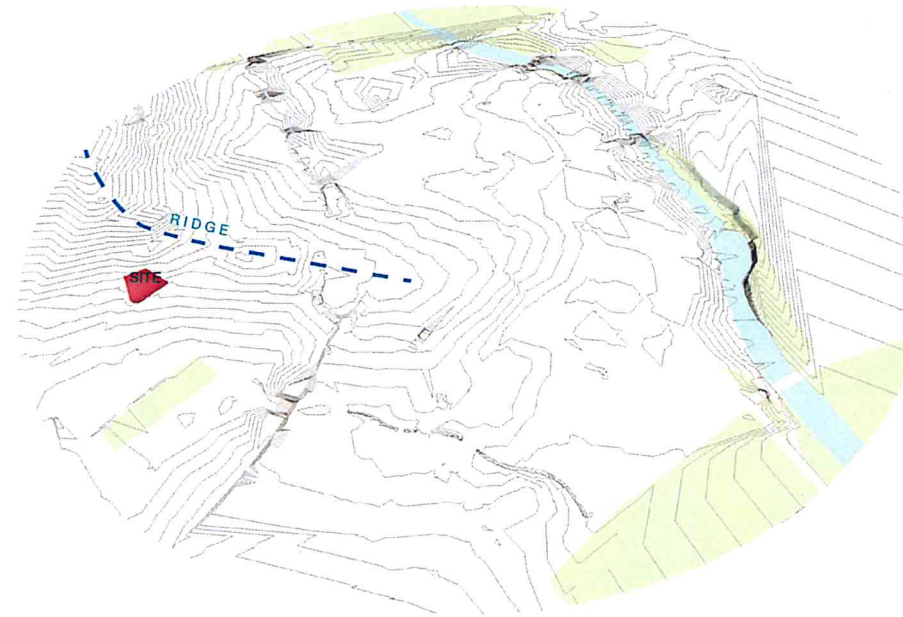
3.0 CONTEXT ANALYSIS TOPOGRAPHY & TRANSPORT

3.1 TOPOGRAPHY & NATURAL CHARACTERISTICS

The topography of the site and the surrounding area forming today's location of Parramatta CBD is a direct result of the interaction between physical features of the environment (geology, water movement) with man-made features that came with human occupation.

The initial planning grid was established circa 1800's when the first European settlement took advantage of a relatively flat area to the south of the river.

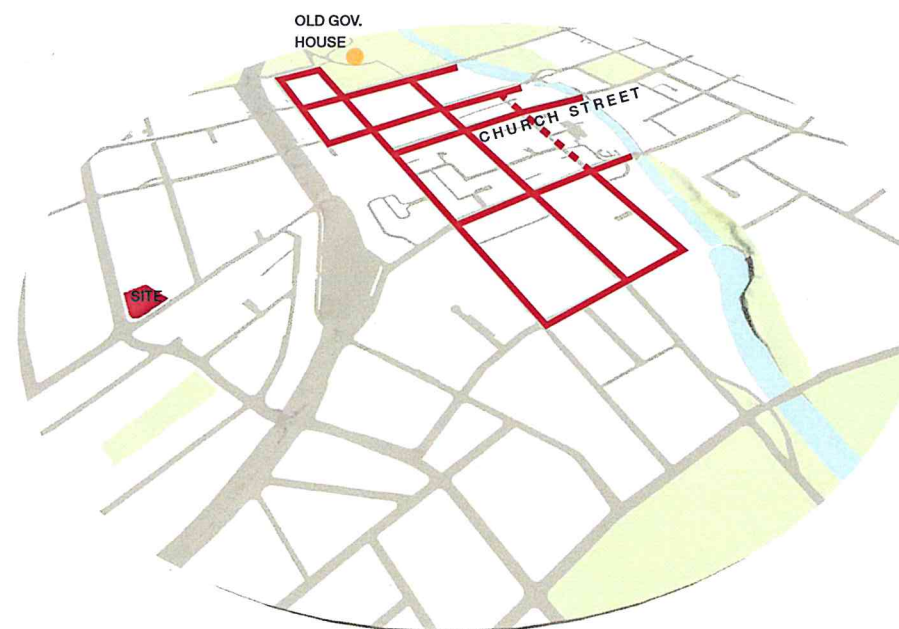
With changing uses along and upstream of the river, today's riverbank has evolved to its current form, with construction of public facilities and transport infrastructure along the waterfront.



3.2 GEORGIAN GRID (1804)

The city of Parramatta was founded in the same year as the city of Sydney (1788) and is second oldest European settlement in Australia. Old Government House was built in 1799 in place of a small house built by Governor Arthur Phillip. This building was substantially improved between 1815-1818, making it the oldest Government house in Australia.

The diagram shows the Georgian city grid in 1804, a part of the initial planning arrangement for Parramatta which continued to be developed and expanded upon.



CONTEXT ANALYSIS

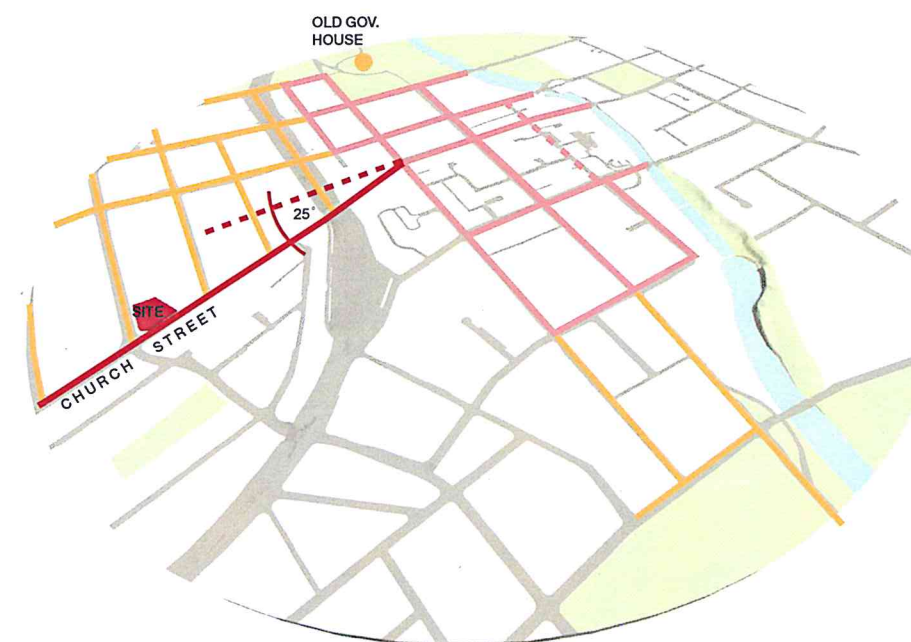
GEORGIAN GRID

3.3 GEORGIAN GRID (1823)

The diagram shows the expansion of the initial Georgian grid circa. 1823. The location of the subject site is encompassed within this grid.

Church Street, whilst part of the initial grid, was established on an offset angle of 25 deg. to the originally perpendicular street alignment.

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

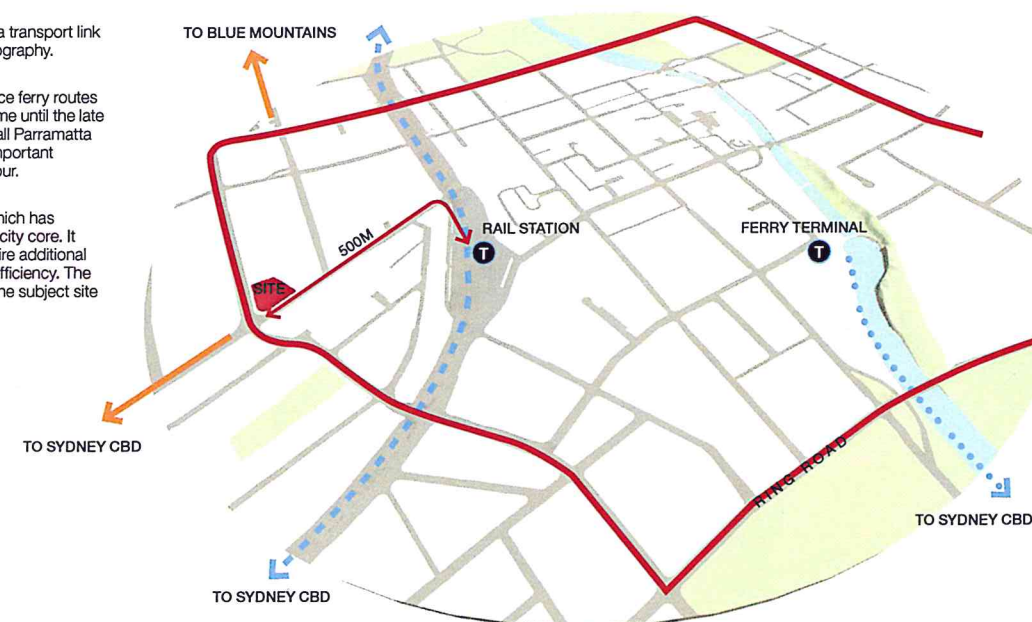


3.4 TRANSIT LINK

In 1865 a railway line was established providing a transport link to Sydney and further reinforced the natural topography.

Although Parramatta wharf was in place to service ferry routes in the early part of the 20th Century, for a long time until the late 1990s Meadowbank wharf was the terminus of all Parramatta River ferries. Today the ferry terminal forms an important transport link to Circular Quay and Darling Harbour.

The diagram shows a proposed city ring road which has been proposed to retain through-traffic from the city core. It is currently only partially completed and will require additional improvements and signage to operate at its full efficiency. The city ring further outlines the important nature of the subject site when approaching Parramatta.

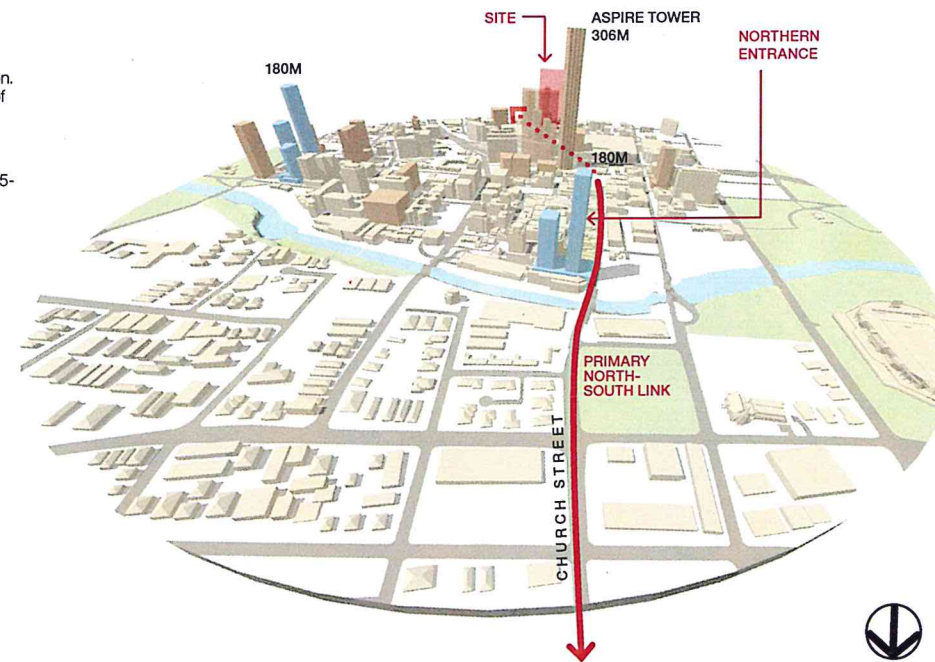


3.1 CONTEXT ANALYSIS CBD ENTRANCES

3.5 NORTHERN ENTRANCE

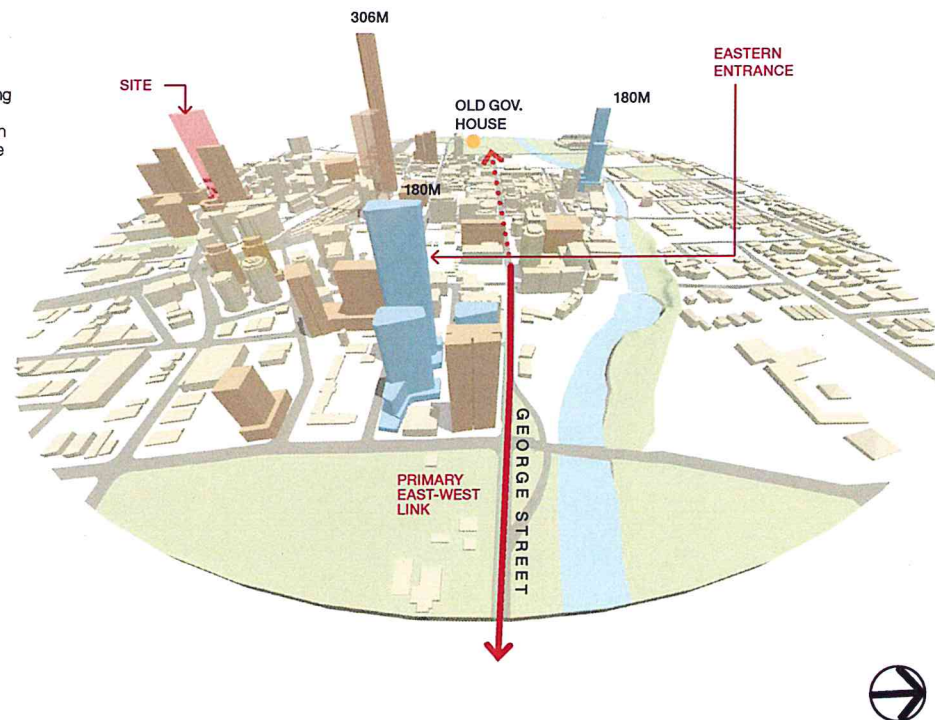
The Northern Entry development forms an important part of the wider strategy for Parramatta CBD's overall planning vision. Located at 330 Church Street it will sit at the northern edge of the CBD and mark a clear urban way-finding element with a strong relationship to Aspire tower.

The current development approval allows for 180m (approx 55-60 storey) building above a five storey podium.



3.6 EASTERN ENTRANCE

Similarly the Eastern Entry development forms an important part of the wider strategy for Parramatta CBD's overall planning vision. Located at 135 George Street, the current proposal for a 180m (approx 55-60 storey) building reflects the Northern Entry proposal and anchors the Eastern Entry in relation to the Aspire tower.



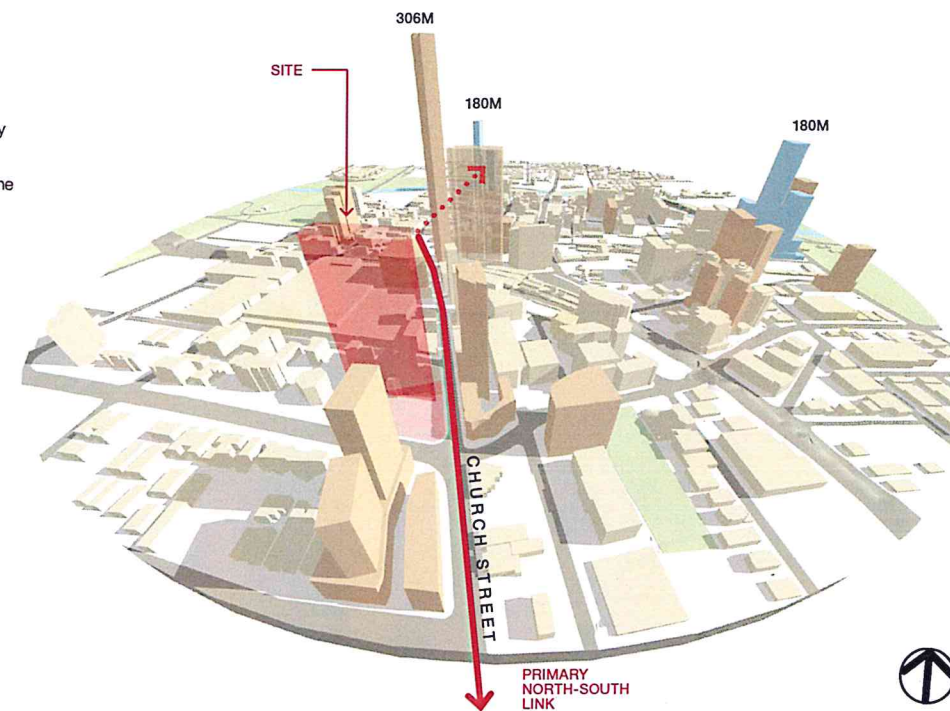
- Site
- Proposed Developments
- Existing Buildings
- Entrance Sites
 - 1- 330 Church St (The Altitude)
 - 2- 135 George St (Cumberland Press Site)

CONTEXT ANALYSIS

CBD ENTRANCES

3.7 SOUTHERN ENTRANCE

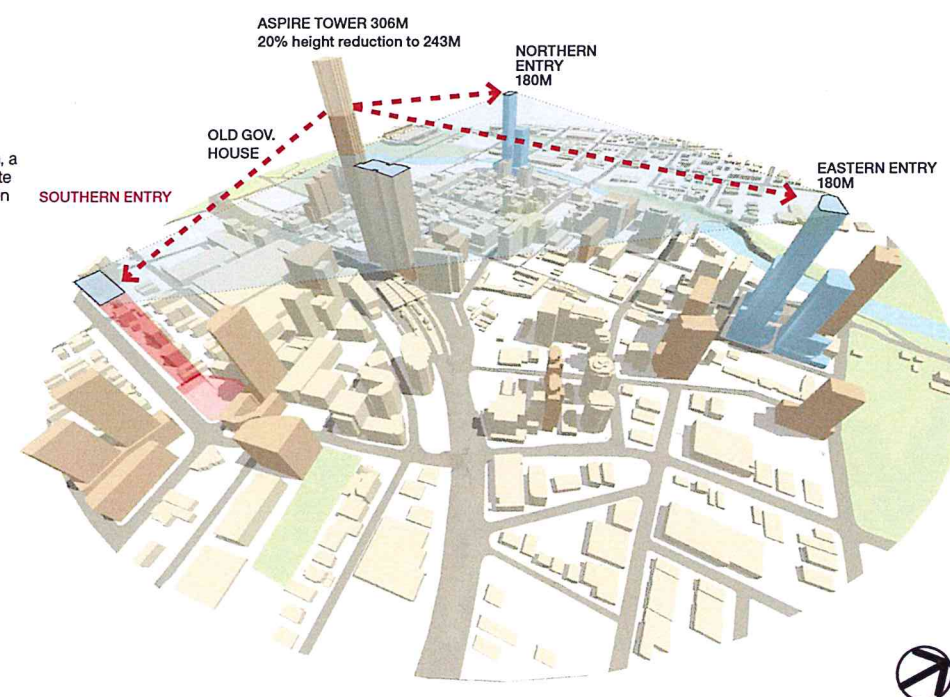
The subject site at 87 Church Street forms the Southern Entry for Parramatta CBD. It has a similar relationship to Aspire tower and Parramatta's urban grid to the other two entry developments. Mirroring the Northern Entry the site defines the fringe of the Parramatta CBD on the southern end of Church Street.



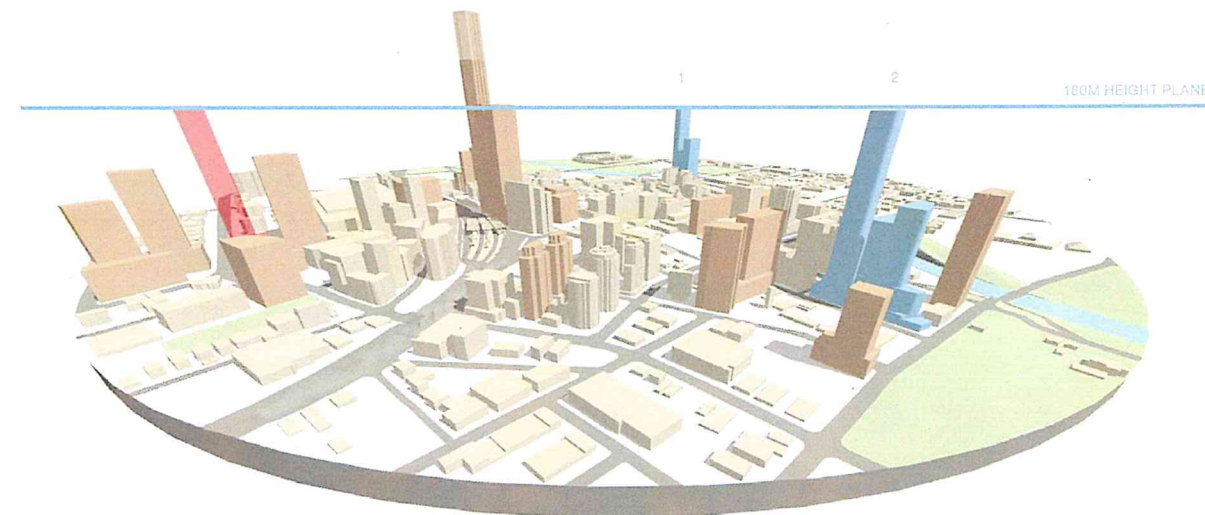
3.8 THE THREE ENTRIES

The height of the Aspire tower is likely going to be reduced from the initially proposed 306m (by approx. 20%). As a result the proposed height at 87 Church Street will likely be reduced accordingly to maintain its relationship to the central spine marked by Aspire Tower.

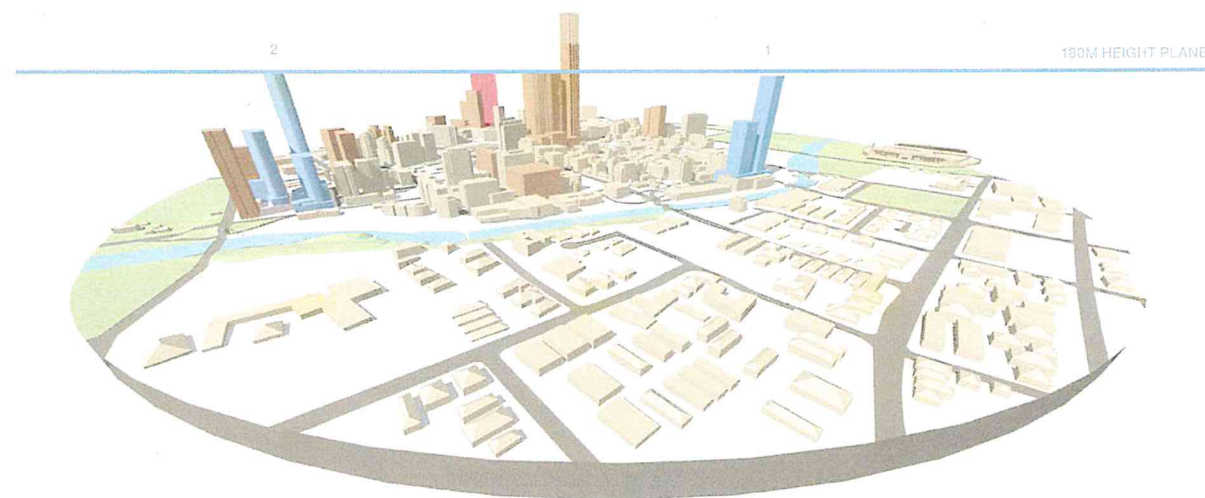
However, rather than applying the same percentage reduction, a 180m height is considered more appropriate for the subject site given its relationship to the other entry buildings and its location as a main axial gateway to Parramatta CBD.



3.2 CONTEXT ANALYSIS MASSING IN SKYLINE



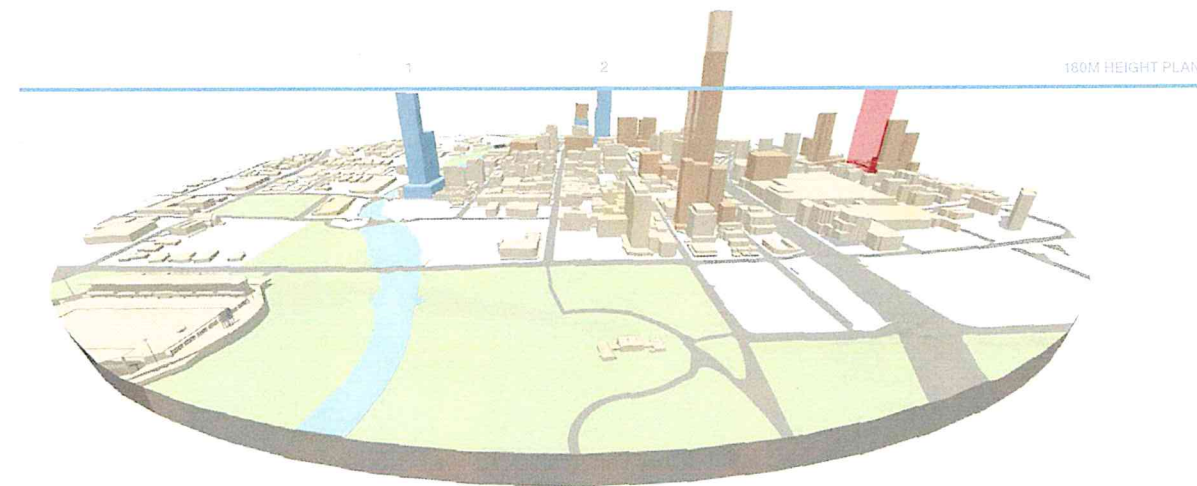
SOUTH EASTERN VIEW



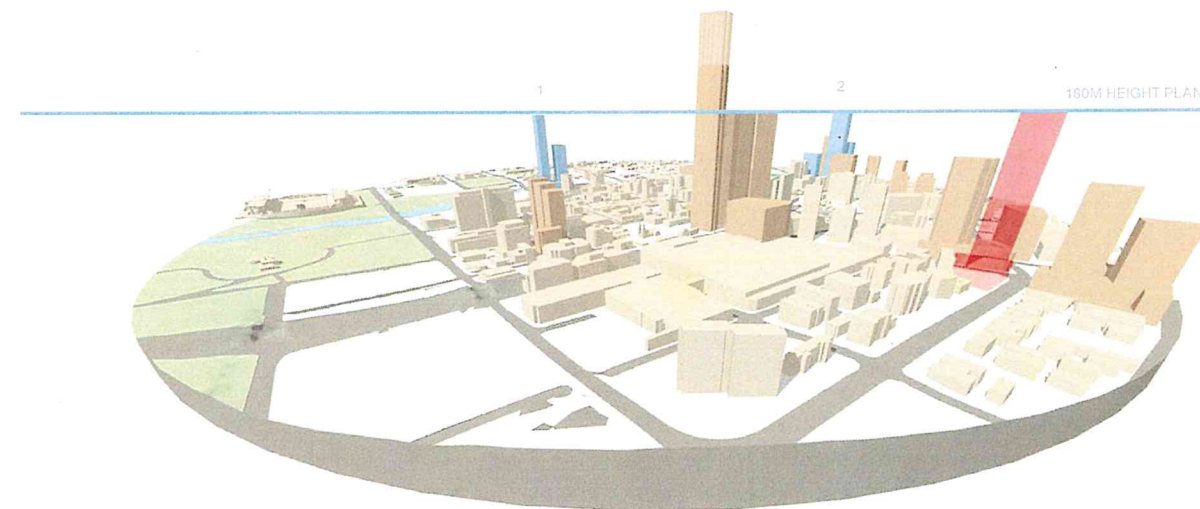
NORTH EASTERN VIEW

- Site
- Proposed Developments
- Existing Buildings
- Entrance Sites
 - 1- 330 Church St (The Altitude)
 - 2- 135 George St (Cumberland Press Site)

CONTEXT ANALYSIS MASSING IN SKYLINE



WESTERN VIEW



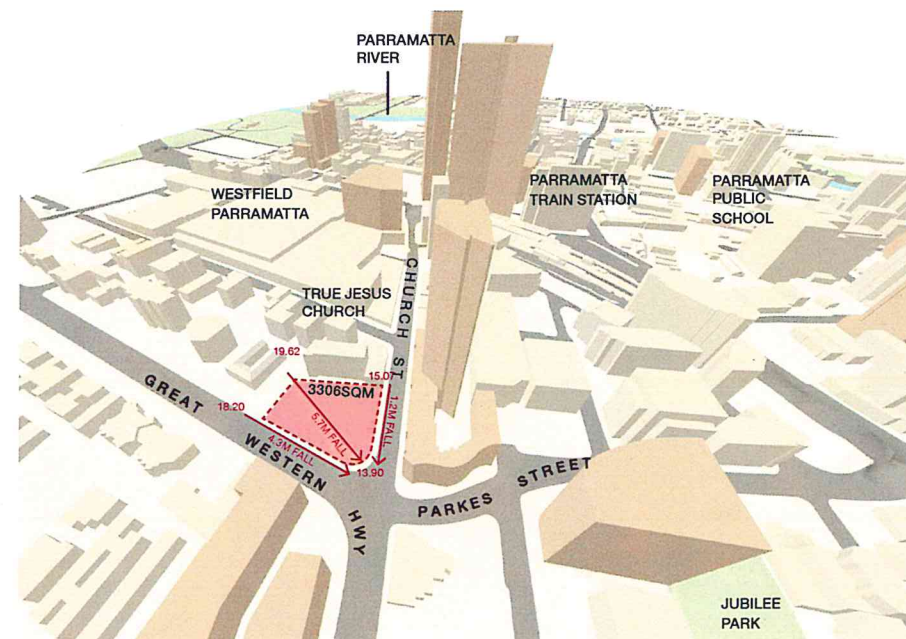
SOUTH WESTERN VIEW

4.0 SITE ANALYSIS

4.1 SITE LOCATION & TOPOGRAPHY

In general subject site falls towards the intersection of Great Western Highway and Church Street.

The site slopes in two directions towards a street corner. There is a 4.3m fall along GWH and a 1.2m fall along Church Street.



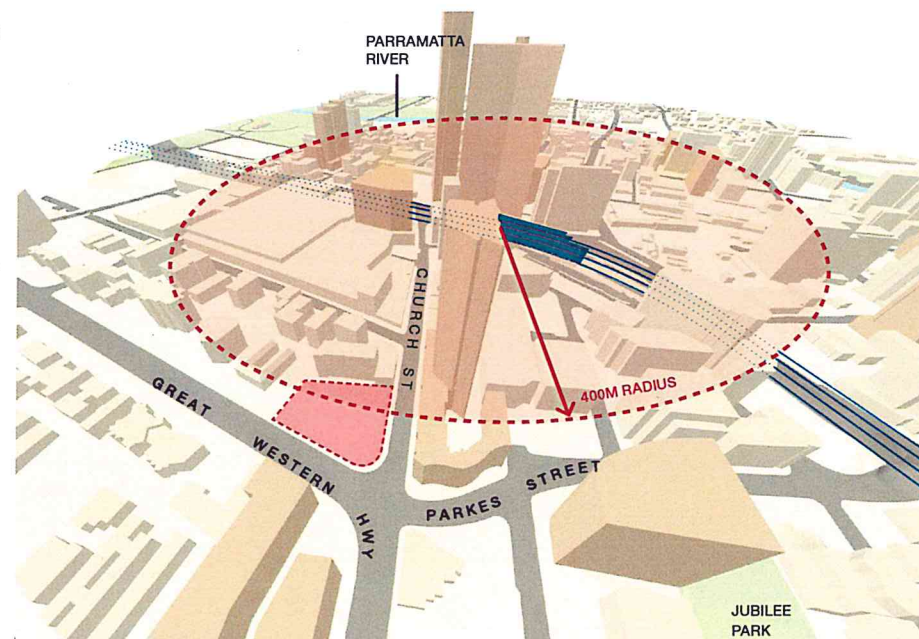
4.2 TRANSPORT NODE

The subject site is ideally located in relation to the main transport network available in Parramatta CBD.

Parramatta Railway station is approx. 5 minutes walking distance from the site, falling within a 400m radius from the station.

Parramatta Wharf is approx. 10 minutes walking distance from the site. There are also a number of bus routes along Church Street and nearby Argyle Street.

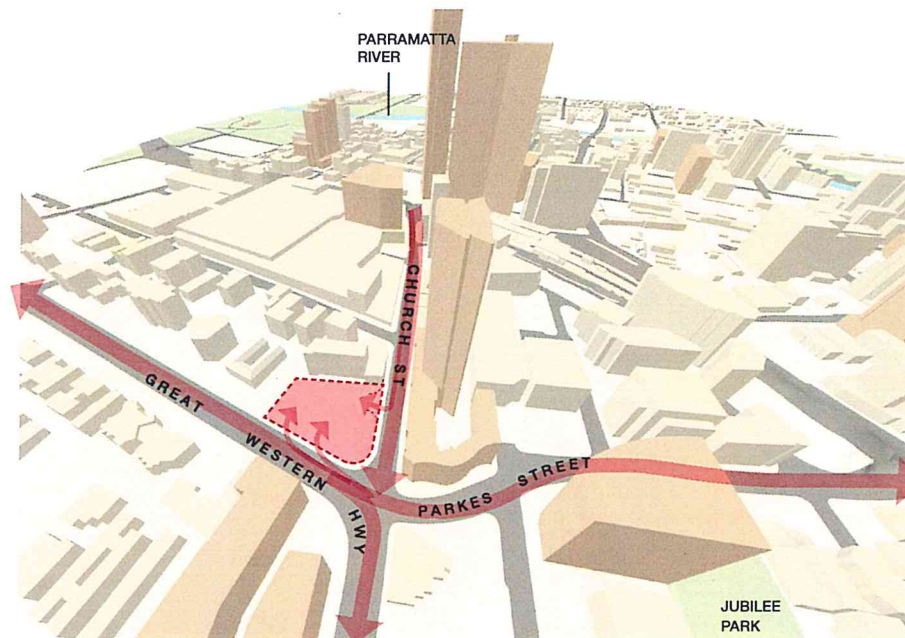
The site fronts Great Western Highway which is part of the future City Ring Road as proposed in the Integrated Transport Plan.



4.3 TRAFFIC

The immediate context of the site is subject to dense traffic and heavy congestion in particular during peak hours. This is especially the case along the Great Western Highway which spills over onto Church and Parkes Streets.

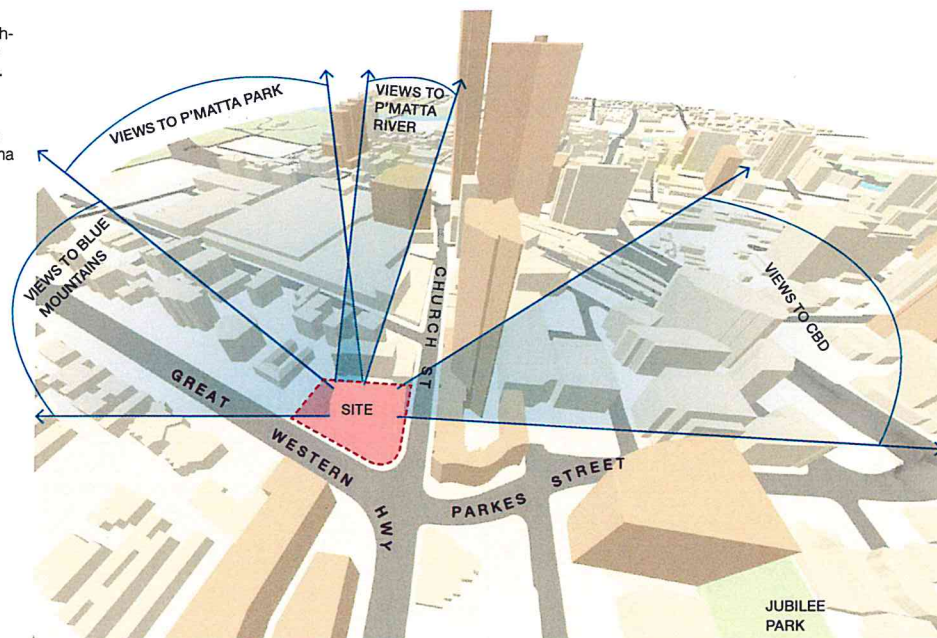
Currently the subject site incorporates three vehicle entries, two located on the GWH and one on Church St.



4.4 VIEW OPPORTUNITY

The subject site enjoys excellent views to North-East and North-West towards Parramatta River. There are also excellent views North-West towards Parramatta Park and Government House.

Distant views to the East (towards Sydney CBD) are available from upper levels (above approx. level 40). Distant views to the West are largely unobstructed and will offer a faraway panorama of the Blue Mountains.

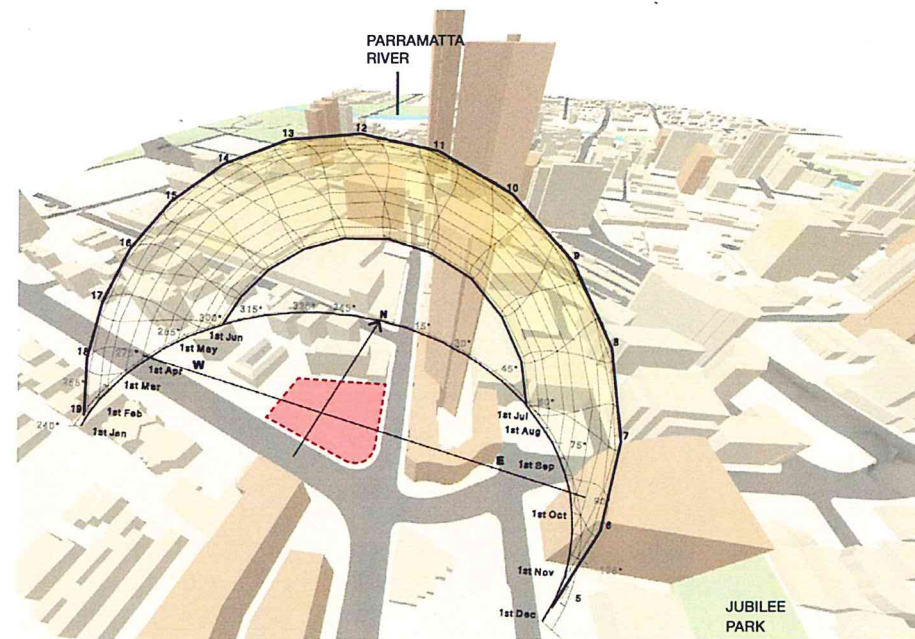


SITE ANALYSIS

4.5 SOLAR ORIENTATION

The subject site enjoys excellent solar amenity where the only South facing elevation is predominantly along the Great Western Highway.

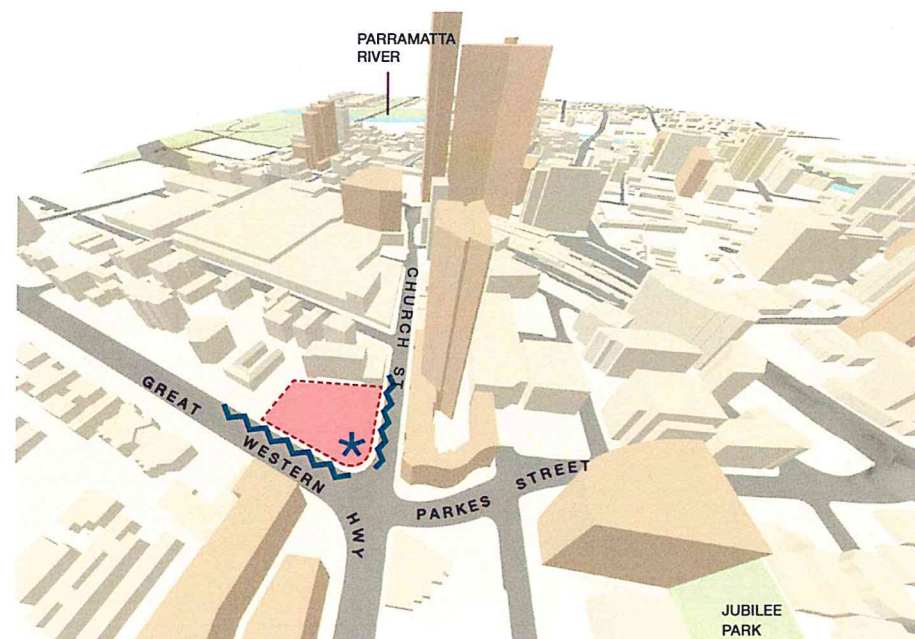
The impact of the proposed development will need to be considered in conjunction with a neighbouring development across the road (to the South). The North-South arrangement of the proposed tower will mediate any overshadowing impacts as it relies on mostly on sun from the East and West to achieve solar amenity.



4.6 URBAN DESIGN RESPONSE

The proposed development will implement sufficient street activation to both Church Street and Great Western Highway frontages as required to provide a good urban design response. This will be particularly reinforced along Church Street where its street front is in close proximity to Westfield Parramatta (approx. 100m north of the site).

As the site is located at a prominent entry point to Parramatta CBD, an emphasis is placed on the corner of Church Street and GWH. This will be addressed in the overall architectural form and ground level treatment.





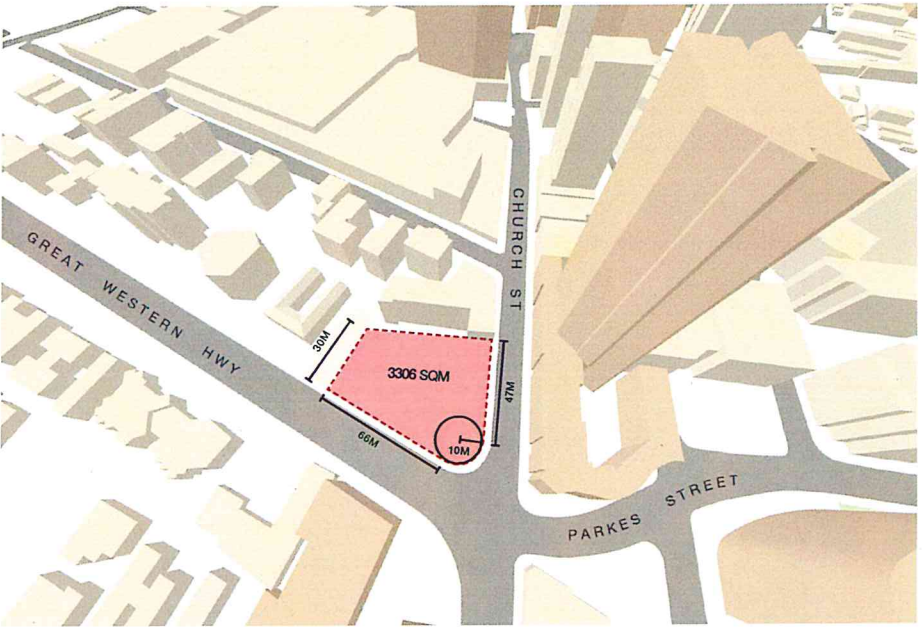
5.0 DESIGN STRATEGY

5.0 DESIGN STRATEGY PODIUM & MASSING

5.1 SITE DESCRIPTION

The subject site occupies two allotments with a combined area of 3306sqm. It features two street frontages; 47m facing Church Street and 66m facing Great Western Highway.

The site is irregular in its rectilinear shape; the junction between Church St and GWH features a round corner condition with the radius of 10m.

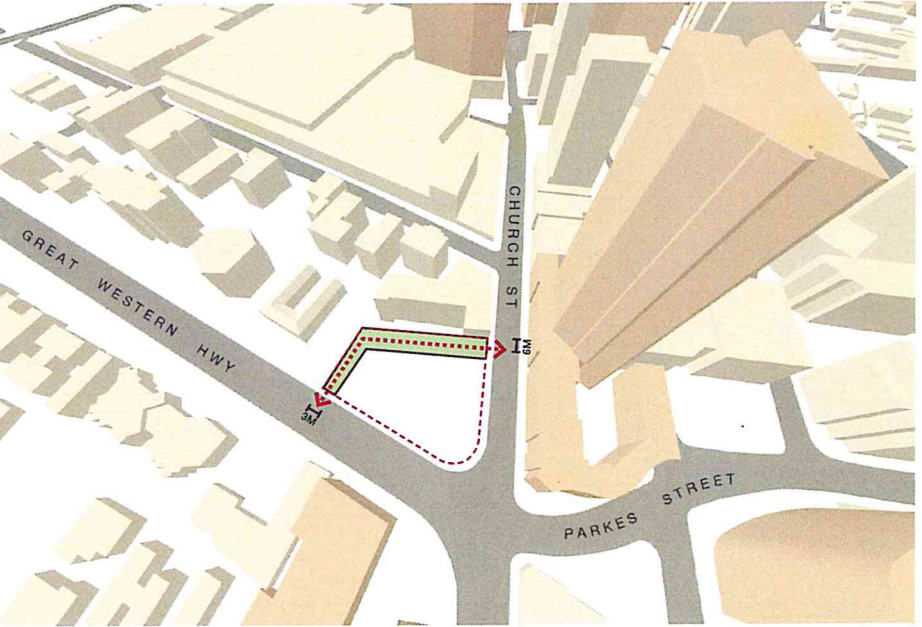


5.2 THROUGH SITE LINK

The site setbacks to its north and west boundary create opportunity for a vehicular and pedestrian share-way link that would serve as the primary vehicular access and drop off point for the future development.

This link could be established as a private through site link between Church St and GWH that would utilise two of its three existing vehicular entries. A controlled internal thoroughfare can be allocated to reduce loading on the existing road networks.

For security reasons and to avoid short-cutting of the corner it is proposed that this link remain as a private and gated thoroughfare.



DESIGN STRATEGY PODIUM & MASSING

5.3 PODIUM

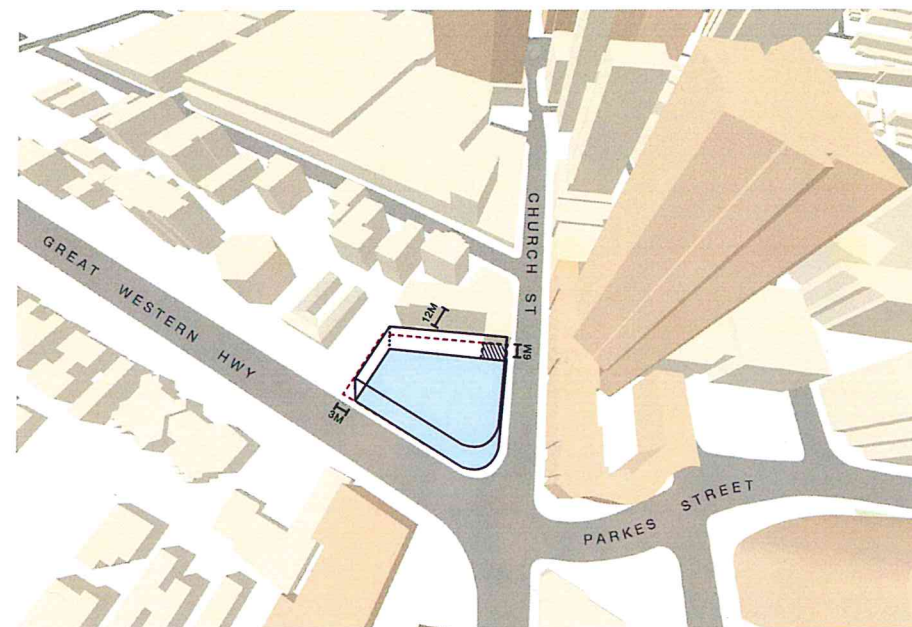
The proposed podium envisages a 0m setback along Church St and Great Western highway. Upper sections of the podium structure form a visual connection to the existing row of buildings along Church Street creating a continuous street wall frontage.

To preserve and maintain a similar continuous street wall effect along the western boundary, a 3m setback is proposed along the street frontage to upper levels of the podium.

As an interim strategy, this would enable a good relationship to the adjacent residential site and establish a street wall frontage that could be appropriated for future development.

A 12-13m setback is proposed to the neighbouring residential building at the north of the site. This setback of the podium structure creates an effective blank facade thereby negating any privacy issues on the neighbouring site.

A transition zone is proposed immediately above, between the podium and the tower. A two level structure to the north will house communal meeting room facilities, and is setback an additional 3m to its residential neighbour, creating an additional degree of separation and enhancing privacy.

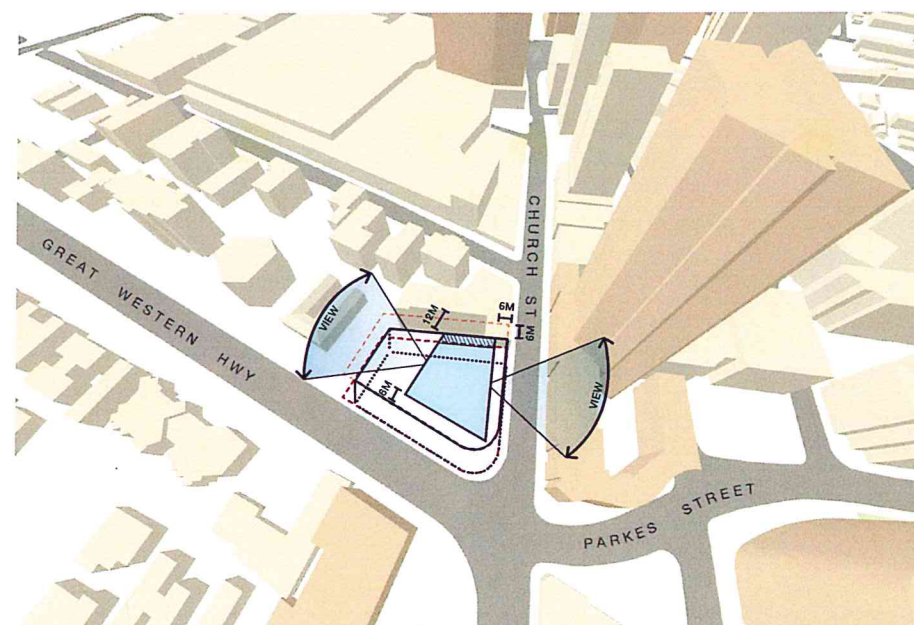


5.4 TOWER & SETBACKS

The residential massing above podium is subjected to a 6m setback from the boundary on all sides; including a 6m separation to the north.

It is proposed that the residential component of the tower will commence above the neighbouring 8-storey building to the north of the site, to negate any issues of proximity.

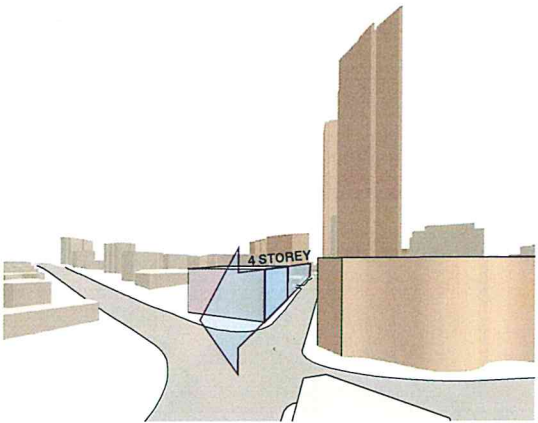
In order to further mitigate any separation issues to the north (and preserve development opportunities to the sites north of the subject site) it is proposed that the predominant orientation of the apartments be either towards east or west rather than north.



5.1 MASSING STRATEGY

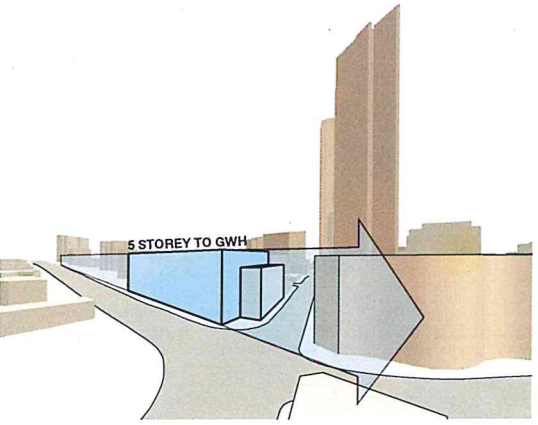
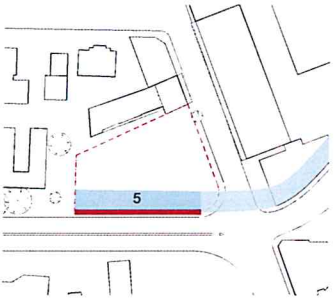
4 STOREY PODIUM SCALE TO CHURCH ST.

- / Street wall along Church street is continued in podium alignment
- / 4 storey wall height is proposed to match the planning vision for Church Street
- / 0m alignment to the upper levels is proposed consistent with the existing streetscape
- / A smaller recess (approx. 1.2- 2m) may be appropriate to ground levels as existing retail increase the width of the footpath along Church Street. This is however not a consistent ground level treatment in the existing streetscape.



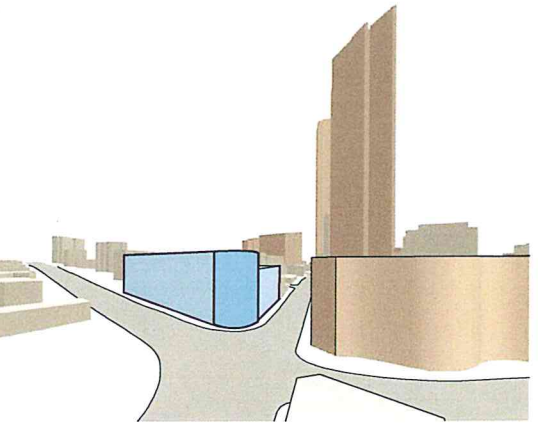
5 STOREY PODIUM SCALE TO GREAT WESTERN HIGHWAY

- / Street wall along GWH is 5 storeys in height to match the height of the approved development across the road.
- / 0m alignment to the upper levels is proposed to be consistent with the existing streetscape.
- / 3m setback is proposed to upper levels of the street wall against the western boundary to address the building separation to neighbouring residential development. It is envisaged that once the neighbouring site is developed to the consistent street wall, the 3m separation will act as a laneway.
- / A smaller recess (approx. 1.2- 2m) may be appropriate to ground levels should a similar ground treatment be adopted to Church street frontage.



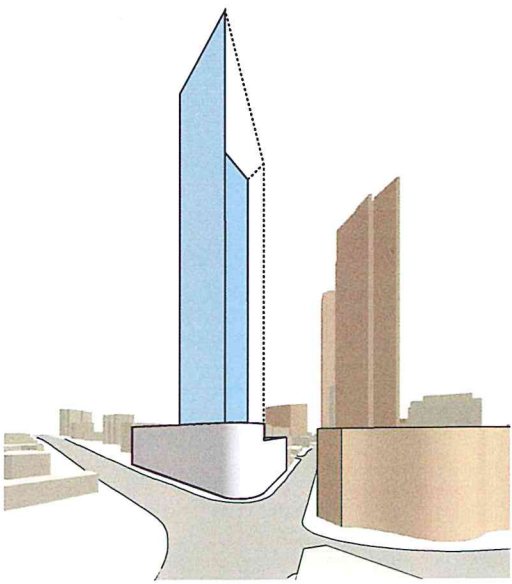
PROPOSED PODIUM INCLUDING CORNER ARTICULATION

- / Proposed podium incorporates a transition from 5 storey along GWH to 4 storey height, along Church Street
- / The step in street wall creates an opportunity for a transition and articulation zone that will both address the street wall change of height as well as acknowledge the significance of the gateway corner to Parramatta CBD.



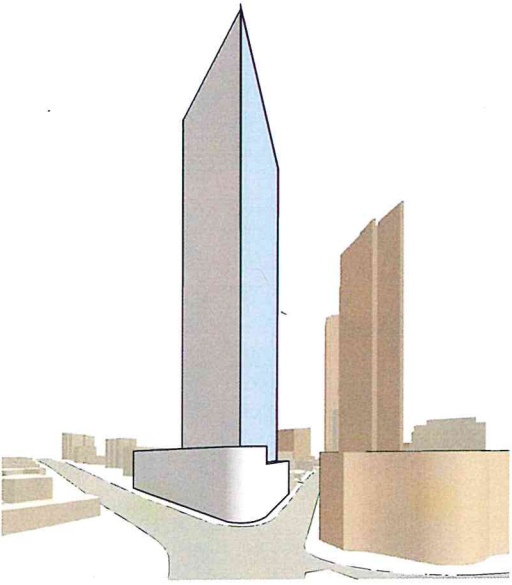
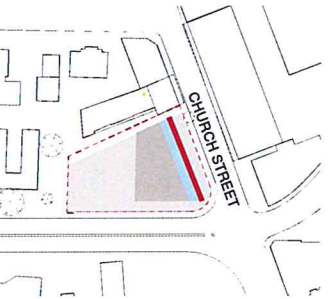
**ALIGN TOWER TO GREAT WESTERN HIGHWAY AND
THE GEORGIAN GRID**

- / The west and south facade of the tower form is aligned with the historical Georgian grid in recognition of the key urban design methodology that established the planning logic of Parramatta CBD.
- / In addition to forming a strong design and visual reference, this arrangement aligns the western facade with sufficient declination to north to allow for a minimum of two hours direct solar access in mid winter months.



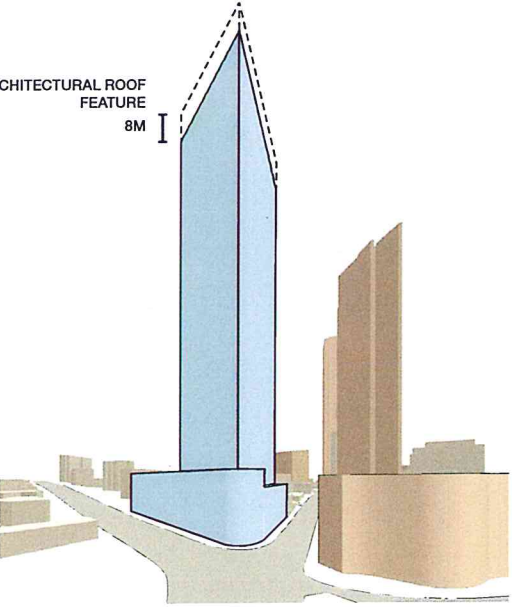
ALIGN FACE OF TOWER TO WITH CHURCH ST

- / The east facade of the tower form is aligned with Church Street at 25 degree deflection to west off the historical Georgian grid.
- / This further interpolates the tower within the existing urban network that forms the planning basis of Parramatta CBD and acknowledges the importance of Church Street in the overall town planning hierarchy.
- / This arrangement aligns the eastern facade with sufficient declination to north to allow for a minimum of two hours of direct solar access in mid winter months.



PROPOSED SCHEME

- / The proposed scheme places the development form by drawing upon the contextual and historical planning precedents to establish a building form that integrates into the urban fabric of Parramatta CBD.
- / The podium form addresses the street wall heights and the corner articulation will acknowledge the importance of the intersection within the overall context.
- / The tower form is derived by drawing from the building context and with view to increase prominence to the site within the overall vision for Parramatta CBD
- / The entrance aspect of the site in relation to the overall CBD precinct and the unique orientation of the site at the intersection of two important grid alignments further increase the importance of the site corner. There is an opportunity to acknowledge this in the overall building form and in particular the treatment of the corner element. As such a roof feature articulation zone has been proposed.



5.2 DESIGN STRATEGY PROOF OF CONTEXT

5.1.1 TOWER HEIGHT CONTEXTUAL RESPONSE

In addition to responding to its current context, by matching tower height to line with the other entrance developments into Parramatta CBD the proposed tower form will sit harmoniously within the future context of the proposed tower forms.

As such the building height would create the next logical step from the building forms to south and along the current auto alley.

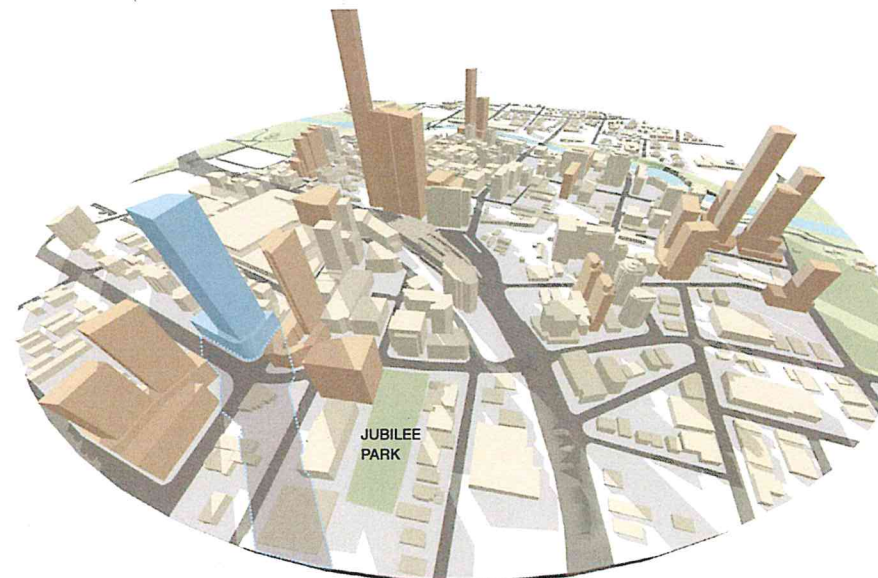


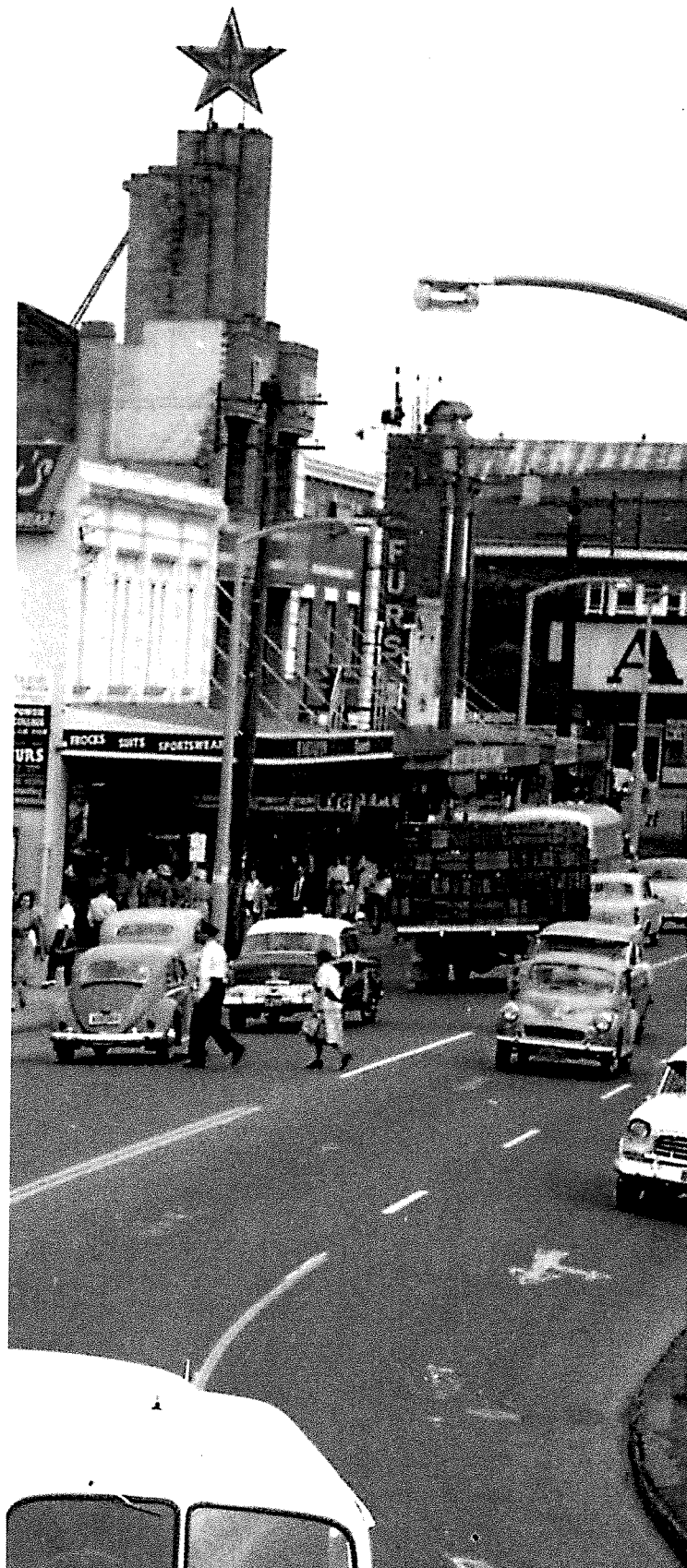
5.1.2 TOWER HEIGHT & OVERSHADOWING

A number of tower and podium options were analysed to determine a form with minimal impacts to the developments in the south.

From approximately level 10 and up, the western part of the site creates adverse impact to the proposed residential development south of GWH. As a result, the proposed development form is concentrated on the eastern side of the site to reduce the extent of overshadowing. The western part of the site has been minimised to ensure that solar access can be preserved over the podium component.

The proposed form will in effect create a slender shadow profile to the south that will retain solar amenity to affected buildings and will not overshadow Jubilee Park in the period of 9am to 3pm mid winter.





6.0 PROOF OF CONCEPT



6.0 PROOF OF CONCEPT DESIGN OVERVIEW

6.1 SUMMARY

The proof of concept proposal investigates the appropriateness of the proposed planning envelope in terms of development use, urban response and residential amenity.

The proposal consists of a 4 and 5 storey high podium element, that incorporates the above ground car parking to the rear and envelopes the volume with residential and commercial uses along the street frontages. This mixed use approach, resolves the issue of the deep floorplate and creates an appropriate response to the neighbouring urban context. Active retail and commercial uses have been proposed on ground level as well as access to residential and child care facility lobbies.

The roof of the podium element creates opportunities for communal resident facilities (gardens, bbq spaces, etc.) as well as being an ideal location for a child care facility. The tower form has been located on the east part of the site to minimise overshadowing to the development to the south and address the importance of the street corner as a gateway to Parramatta CBD.

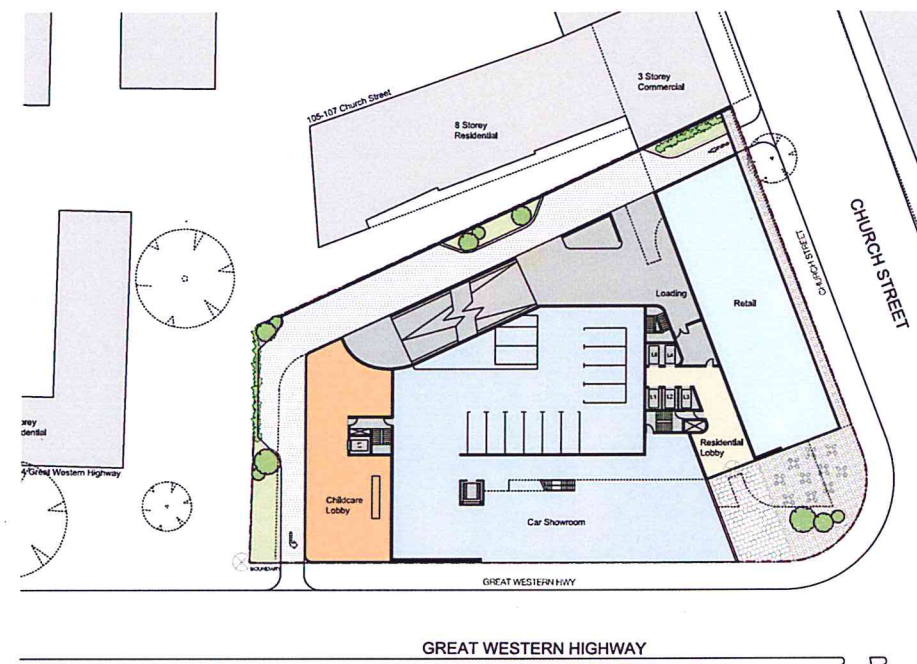
The tower form incorporates a mix of residential units arranged in a manner to maximise solar amenity and opportunities for natural cross-ventilation. To protect outdoor living spaces of high rise developments from high winds, balconies have been incorporated into the overall building form which also maximises their use.

The upper levels of the tower form have been articulated with a roof feature to enhance the development's location as a corner site and as an important entry into Parramatta CBD.



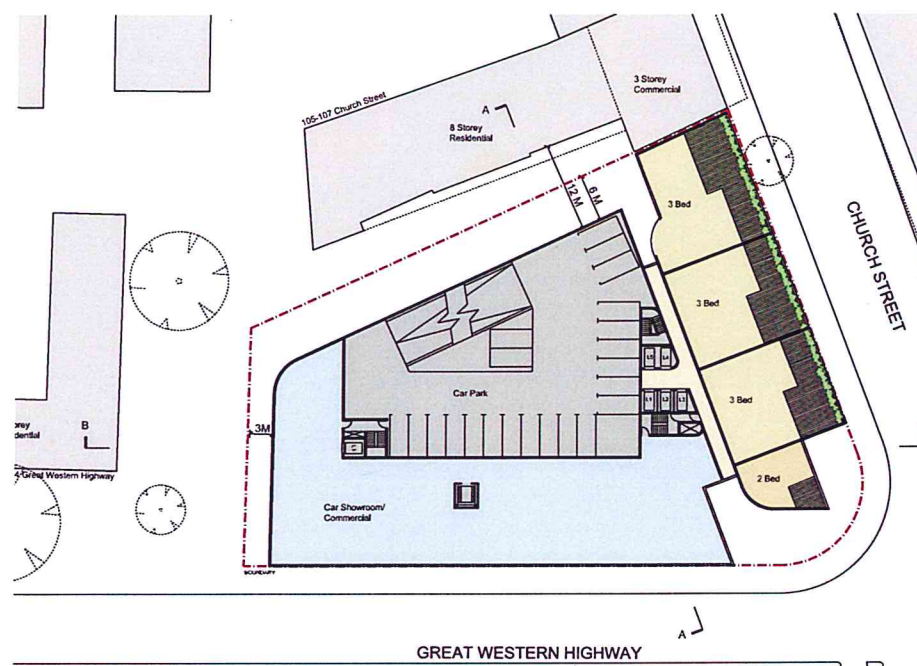
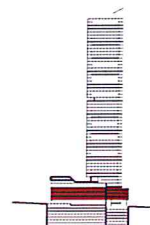
6.2 GROUND FLOOR

An active street frontage is also proposed for GWH. Due to the different nature of the ground level along the busy highway, a car showroom is proposed. The building also features two lobbies located at each end of GWH; one for residential use and one for child care facility.



The podium levels contain a mix of commercial, residential and above ground parking.

The podium facing Church Street is envisaged to house apartments with a mix of layouts ranging from studio, one bedroom, two bedrooms and three bedrooms



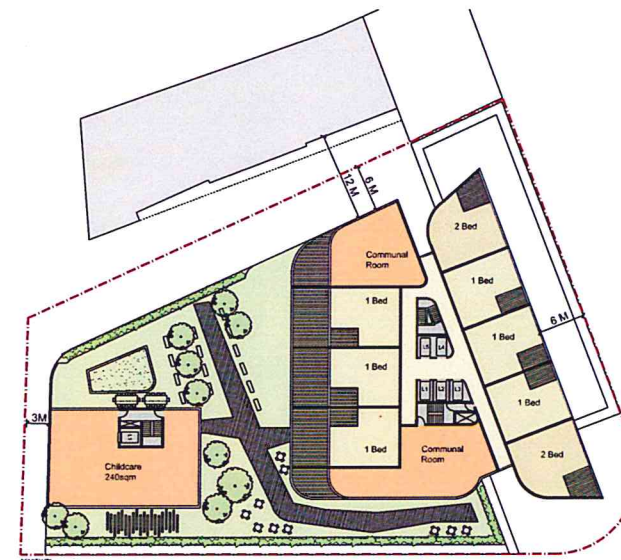
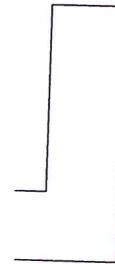
6.0 PROOF OF CONCEPT ROOFTOP GARDEN & TOWER

6.4 L05 ROOFTOP GARDEN

The roof of the podium features a transition zone that is proposed to house a large number of resident and communal amenities.

To the west of the podium roof a child care facility with ample outdoor space is proposed. In addition, residential communal facilities, meeting rooms etc. are envisaged to be located on Level 5 with direct access to outdoor communal open space. The landscaped podium could also house barbeque and other leisure residential facilities.

A small number of garden apartments are also proposed, enhancing the variety of the apartment types.



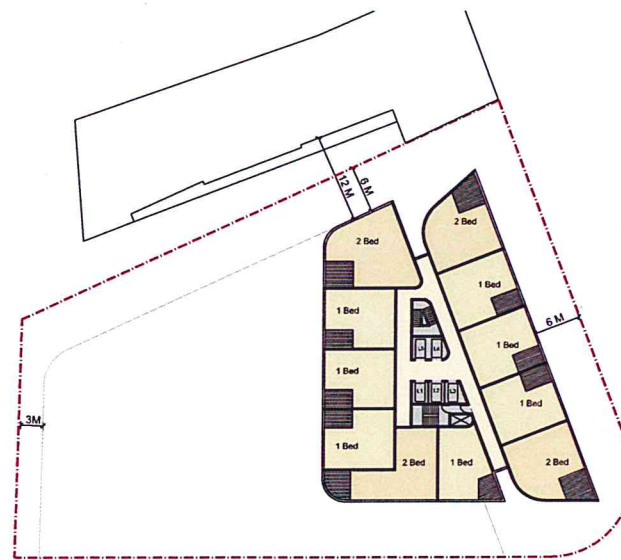
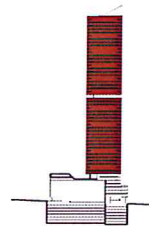
6.5 TYPICAL TOWER LEVELS

The tower floorplate features a consistent grid that enables a variety of apartment mixes and variations.

A 1.0 grid width is proposed to accommodate a single 1 bedroom apartment, a 1.5 grid correspond to 2 bedroom apartment and 2.0 grid width to a 3 bedroom apartment.

The orientation of the east and west facade assures excellent solar amenity, with only a single south-facing apartment (out of a maximum of 11 to 12).

The slots and corner arrangement of the apartments ensure a minimum of 60% (up to 70%) of apartments that are cross ventilated.



6.0 PROOF OF CONCEPT SECTION

6.6 BUILDING SECTION

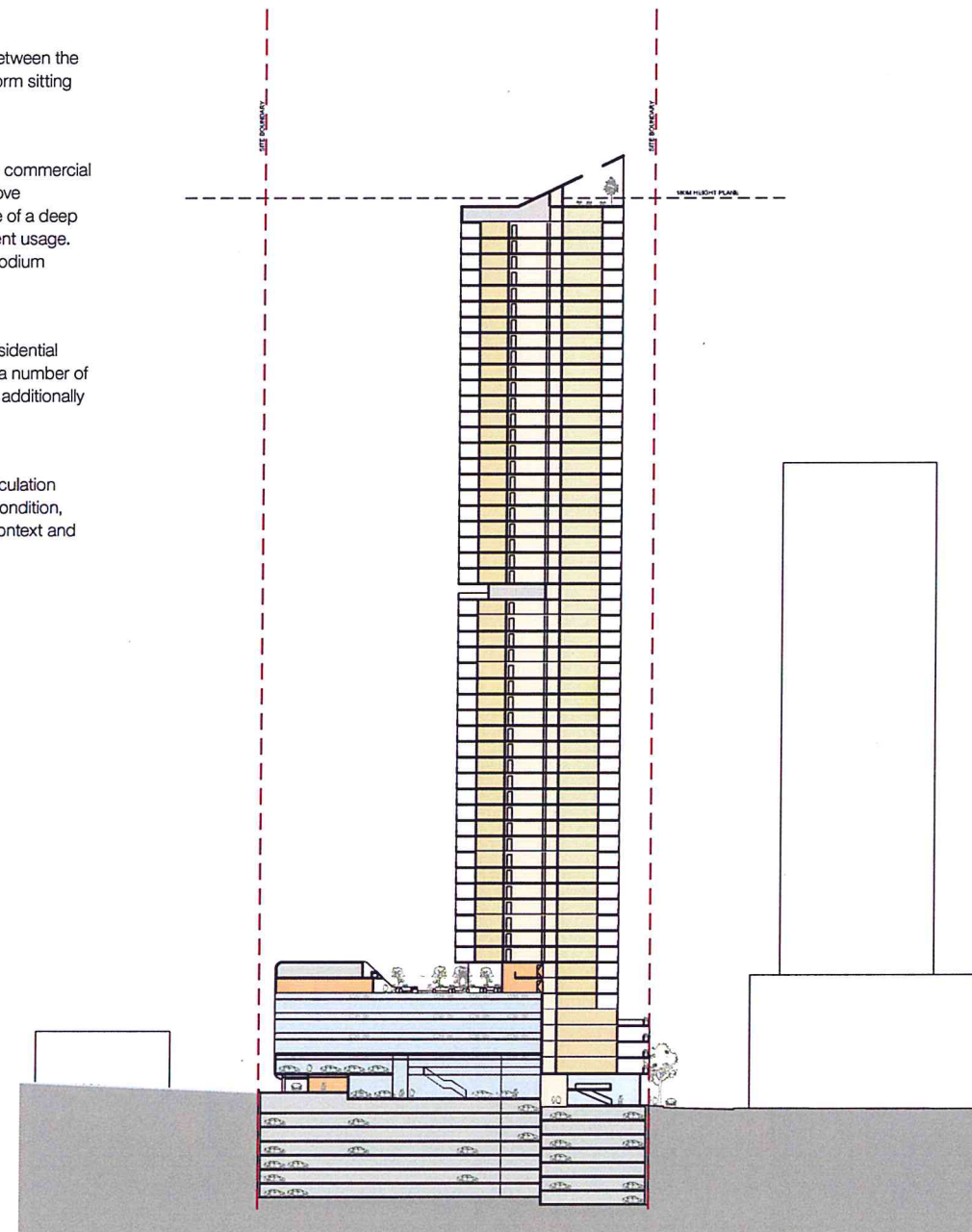
The building section shows the relationship between the spaces and the potential use of the building form sitting within the proposed envelope.

The mixed use podium proposes to utilise the commercial and residential components to curtain the above ground parking to rear. This resolves the issue of a deep floorplate and provides appropriate and efficient usage. Opportunities for active facade treatment to podium elevations are also established.

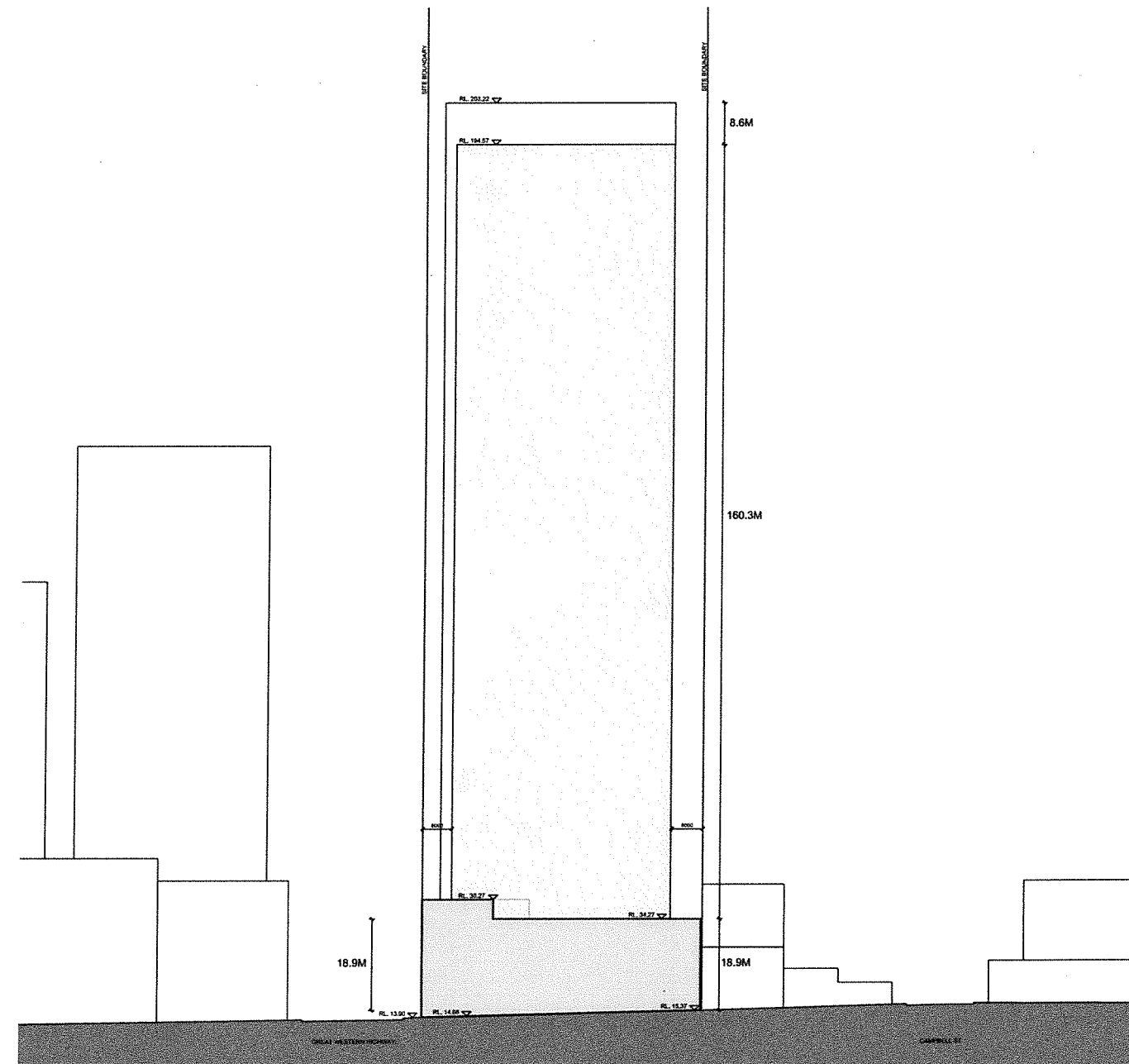
The residential tower primarily incorporates residential usage. The tower of this height would require a number of intermediate plant room spaces that could be additionally utilised to articulate the building form.

Finally, the roof feature is proposed to add articulation to the building form and enhance the corner condition, reflecting its relationship to the overall urban context and site location within Parramatta CBD.

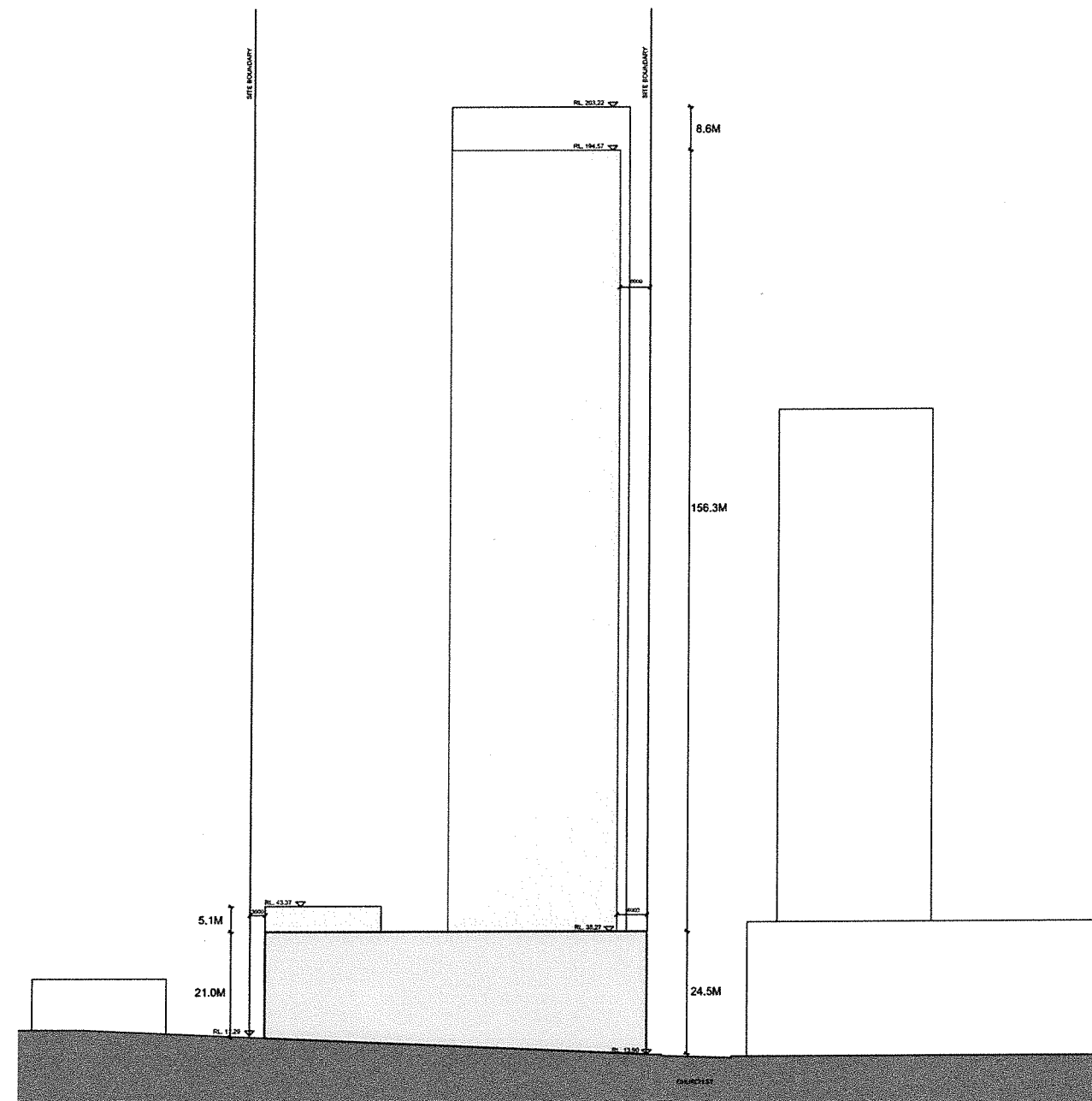
- Commercial
- Daycare
- Communal
- Residential
- Parking/ Plant



PROOF OF CONCEPT EAST ELEVATION



6.1 PROOF OF CONCEPT NORTH ELEVATION

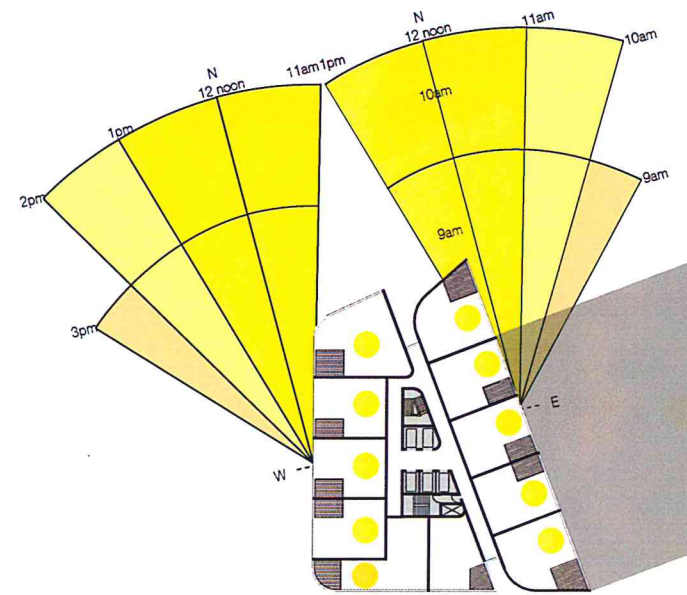


Development Summary:	
Site Area	1,306 sqm
Proposed Gross Floor Area (GFA):	50,549 sqm
Current Permissible FSR:	3.5:1
Target FSR:	13.9:1
Design Excellence FSR (+10%):	15.29:1
Proposed FSR:	15.29:1
Total Commercial and Retail GFA:	5,237 sqm
Residential Net Saleable Efficiency Ratio: NSA / GBA	69%
Total Residential Net Saleable Area:	39,115 sqm
Total Commercial N/A:	5,080 sqm
Retail and Commercial FSR:	1.74:1
Total Residential GFA:	44,812 sqm
Residential FSR:	13.5:1
Current Permissible Height:	24m
Proposed Height:	187m

--	--

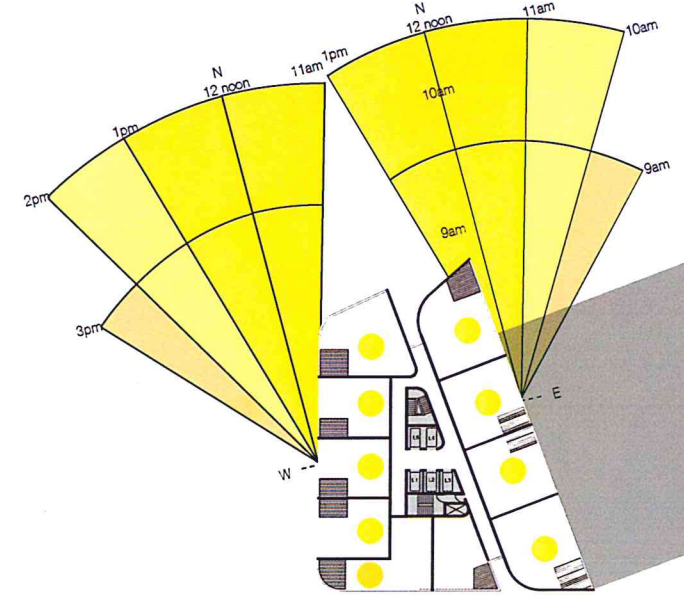
BATESSMART.

7.0 SEPP 65 ANALYSIS

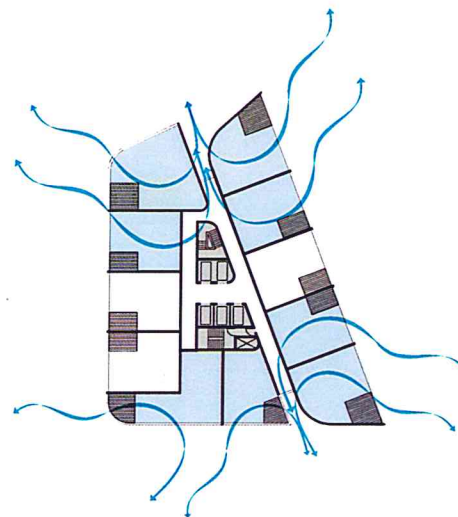


Solar Study
June 21st

11 UNITS
91% UPPER
55% LOWER

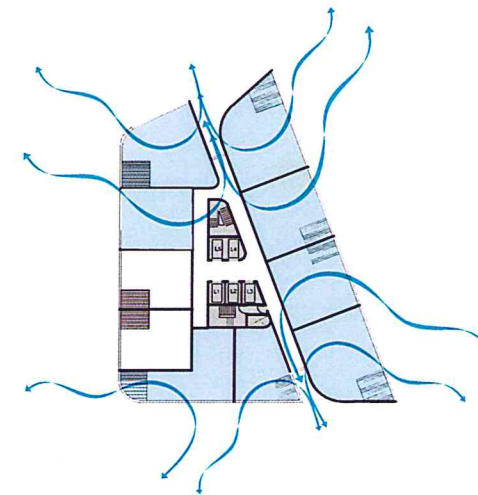


10 UNITS
90% UPPER
60% LOWER



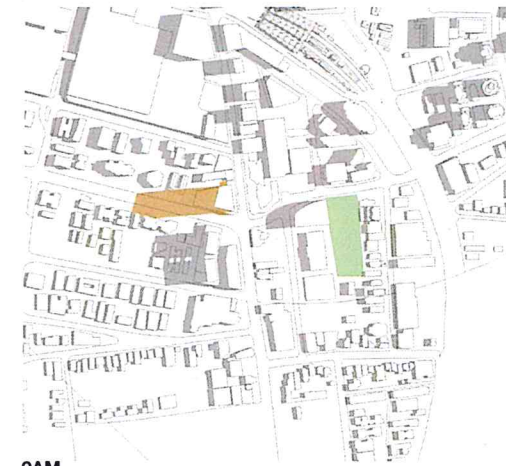
Cross-Vent
Diagram

11 UNITS
72%



10 UNITS
80%

9.0 SOLAR ANALYSIS MID SUMMER 22ND DEC



9AM



10AM



11AM



12 NOON



1PM



2PM



3PM

9.1 SOLAR ANALYSIS MID WINTER 22ND JUNE



9AM



10AM



11AM



12 NOON



1PM

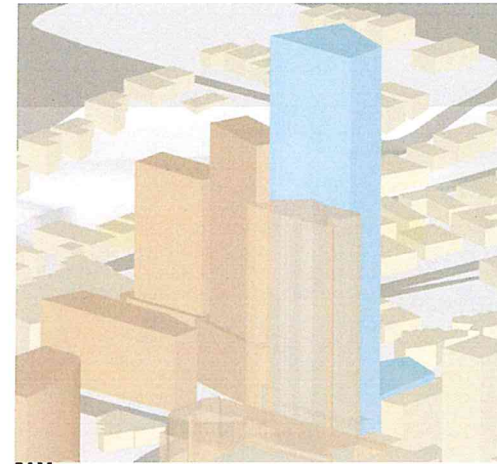


2PM

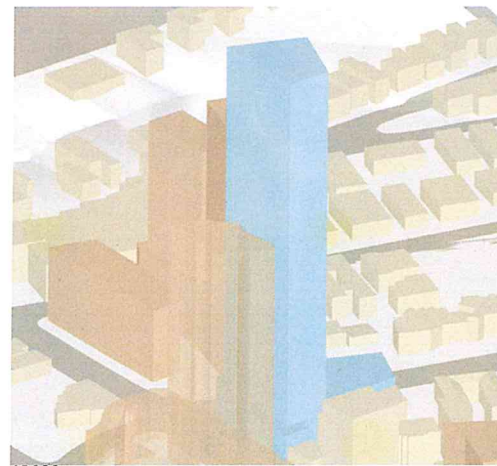


3PM

9.2 SOLAR ANALYSIS VIEW FROM THE SUN 22ND JUNE



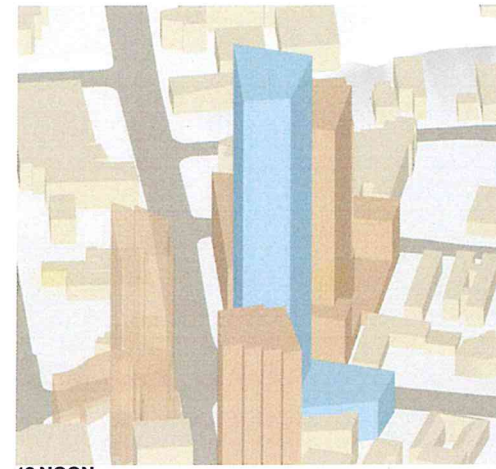
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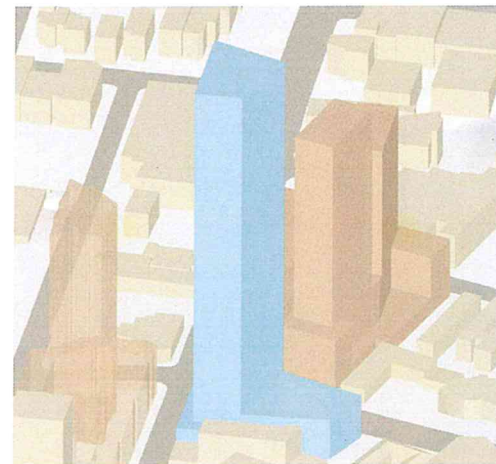
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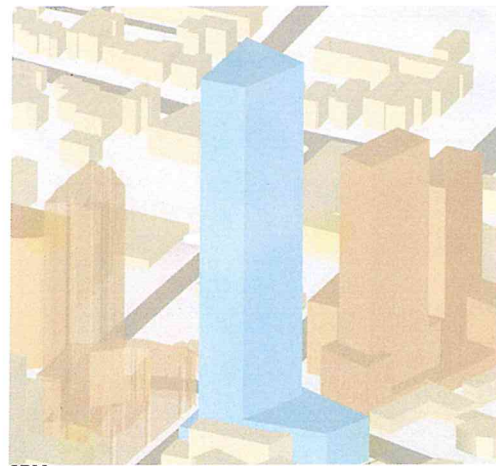
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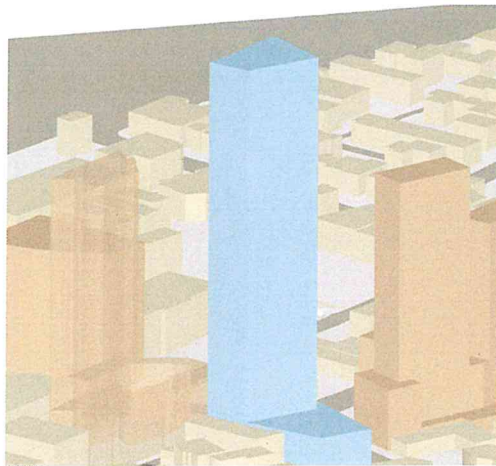
12 NOON



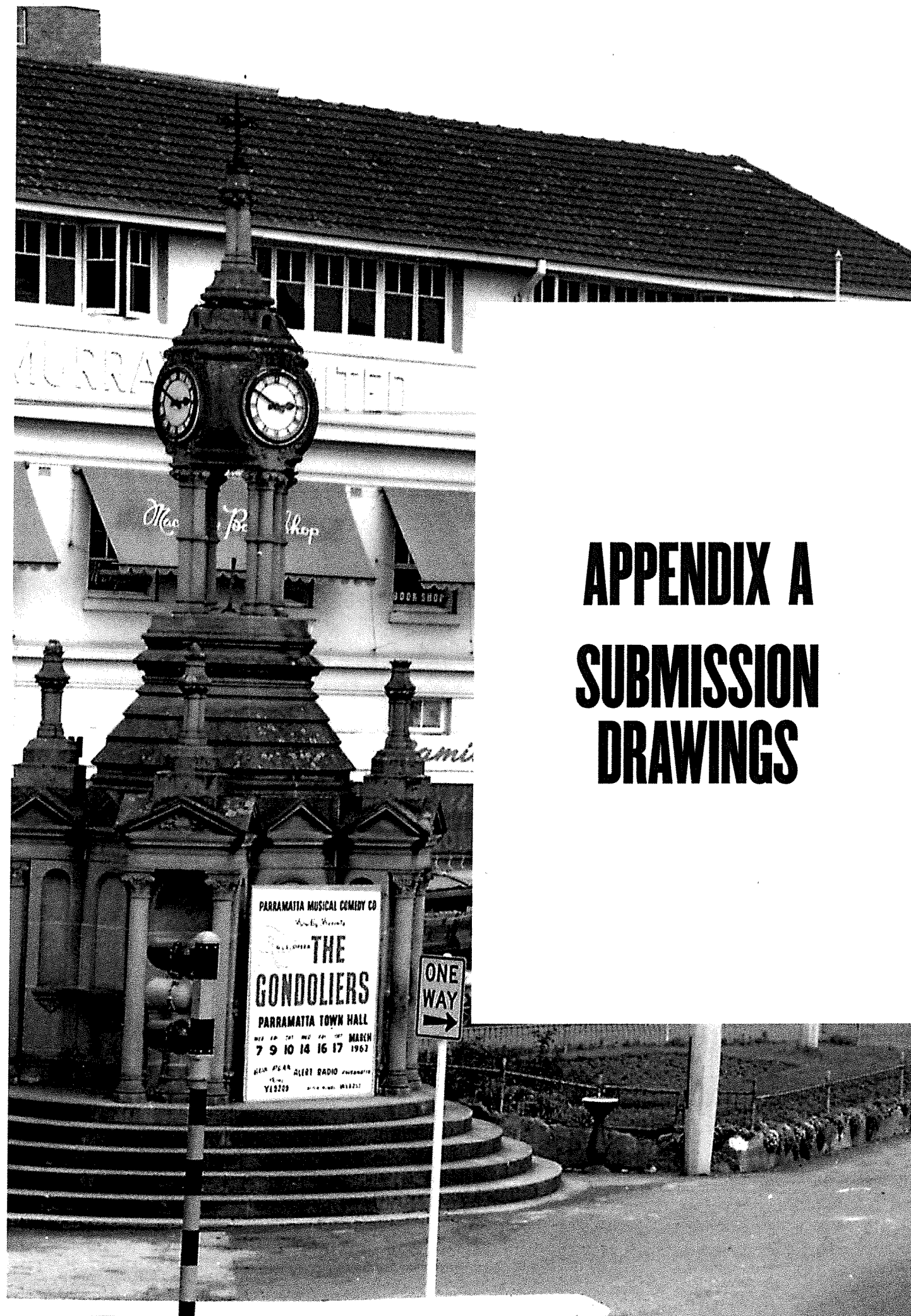
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2PM



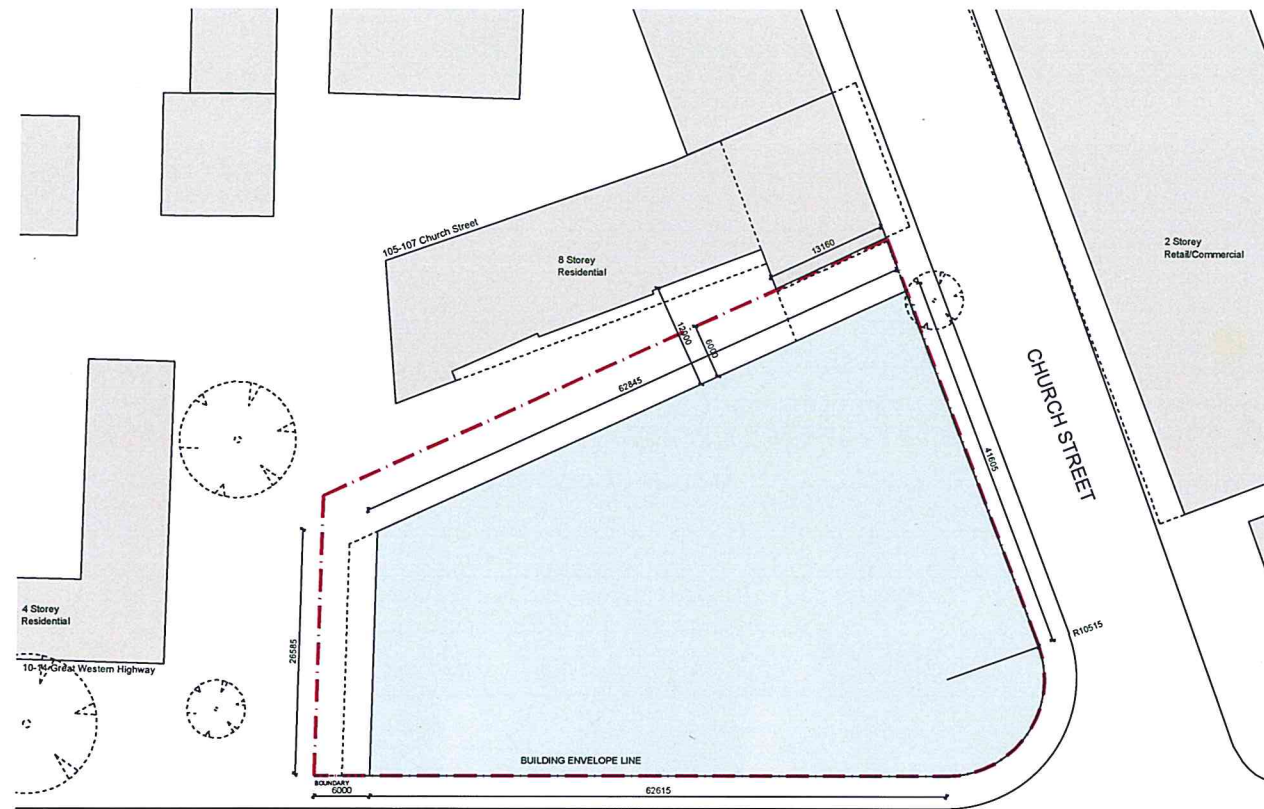
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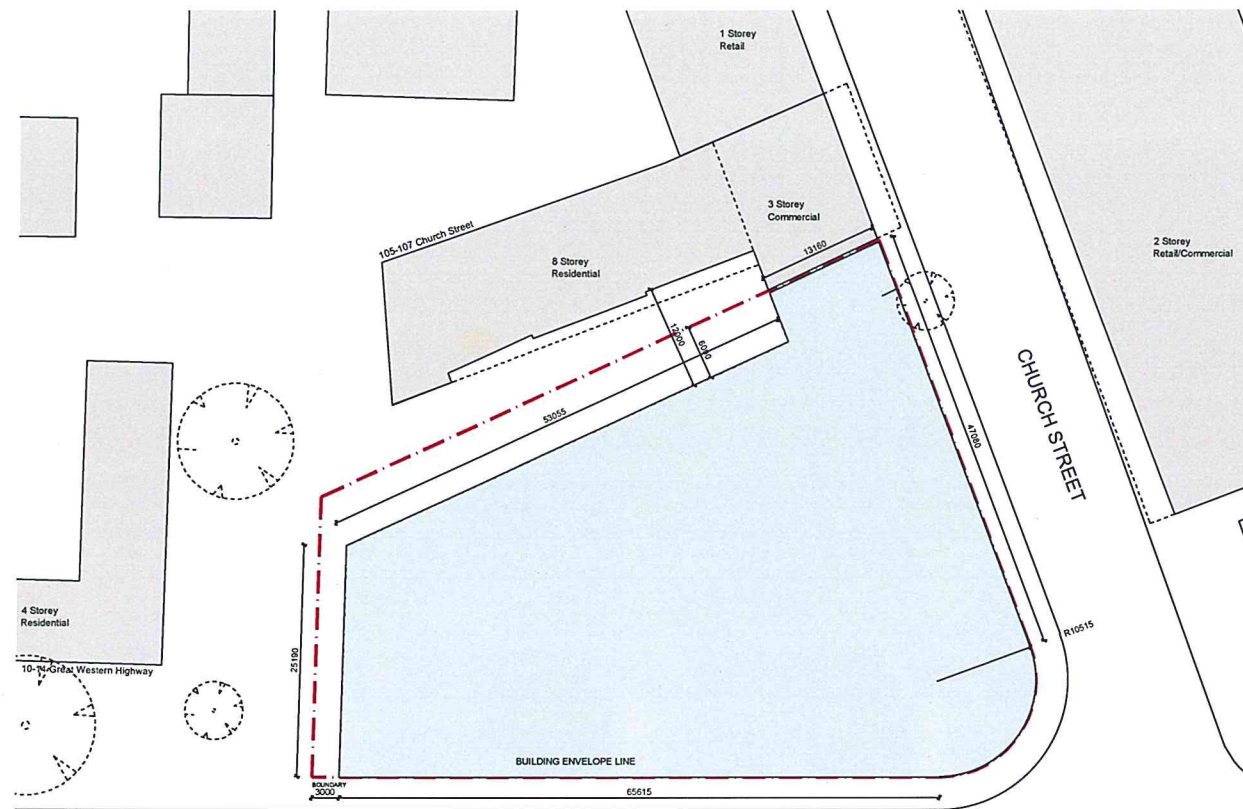
APPENDIX A

SUBMISSION

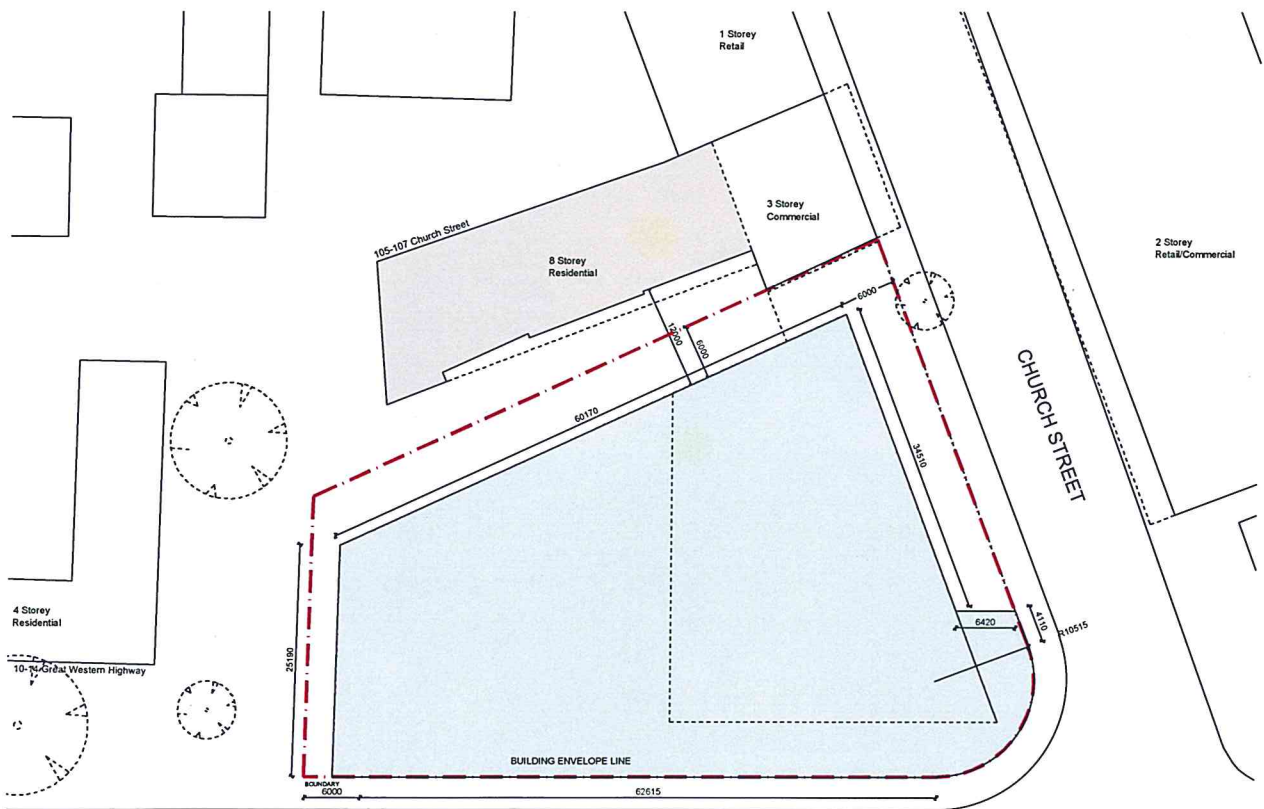
DRAWINGS



03 Plan - Ground
1:800@A3



01 Plan - Level 01-04
1:800@A3



02 Plan - Level 05
1:800@A3

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Revision	Date	Description	Initial	Checked
01	20.08.15	Issue for Planning Proposal	JCV	MD

87 Church Street
Sydney

Podium Plan



Scale	1:400 @ A1	1:800 @ A3
Drawn	JCV	Checked MD
Project No.	S11925	
Status	DA	
Plot Date	11 Sep 2015 - 3:05pm	
Plot File	S:\11900-11999\11925_wfm_87churchstparamata\00_main\c&e\c&e\DA\A02.001\11.dwg	
Drawing No.		Revision

A02.001[11]

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[illegible]

01	20.08.15	Issue for Planning Proposal	JCV	MD
Revision	Date	Description	Initial	Checked

Elevation



Scale	1:500 @ A1	1:1000 @ A3
Drawn	JCV	Checked MD
Project No.	S11925	
Status	DA	
Plot Date	11 Sep 2015 - 3:05pm	
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Drawn/No.	Revision	

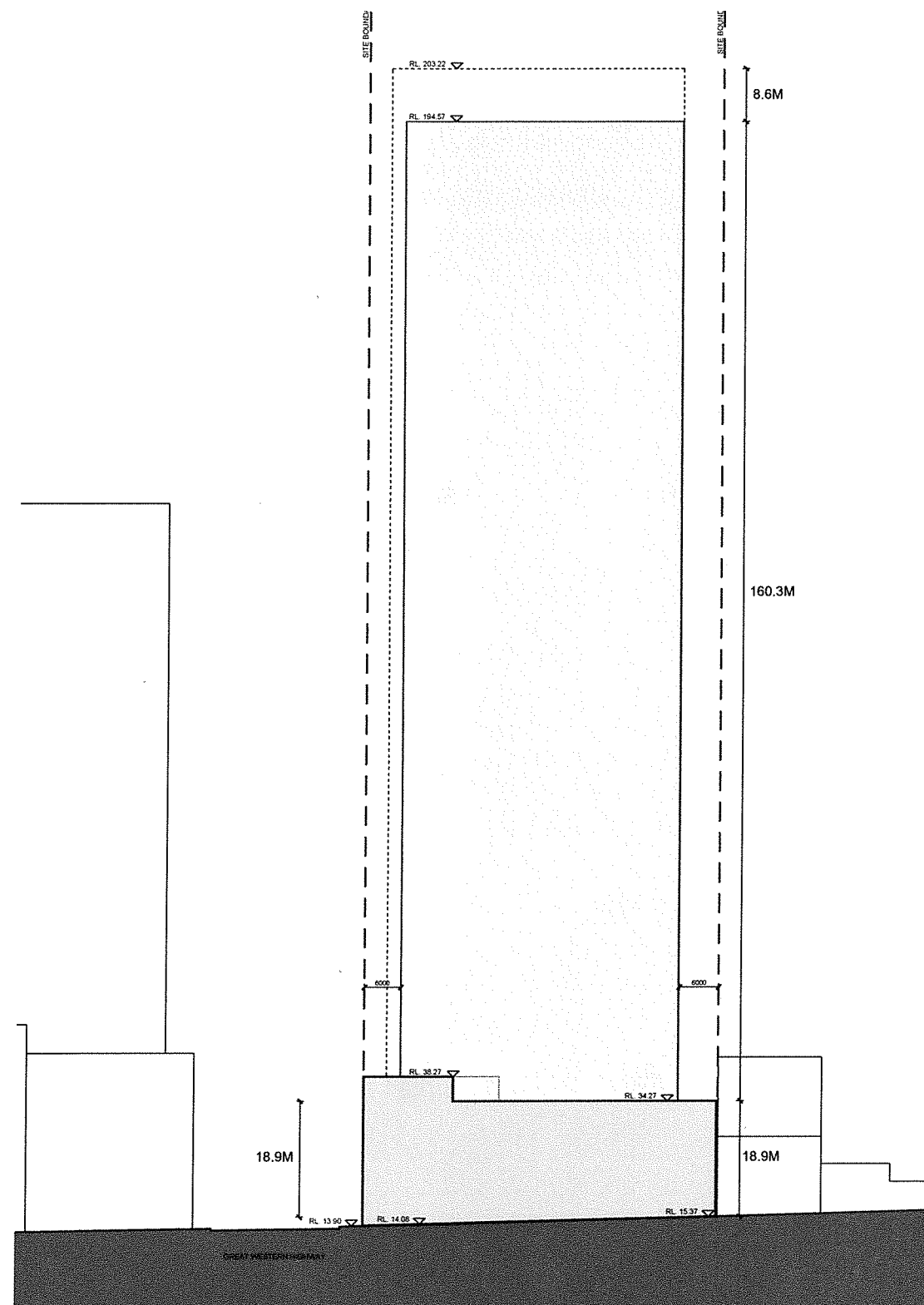
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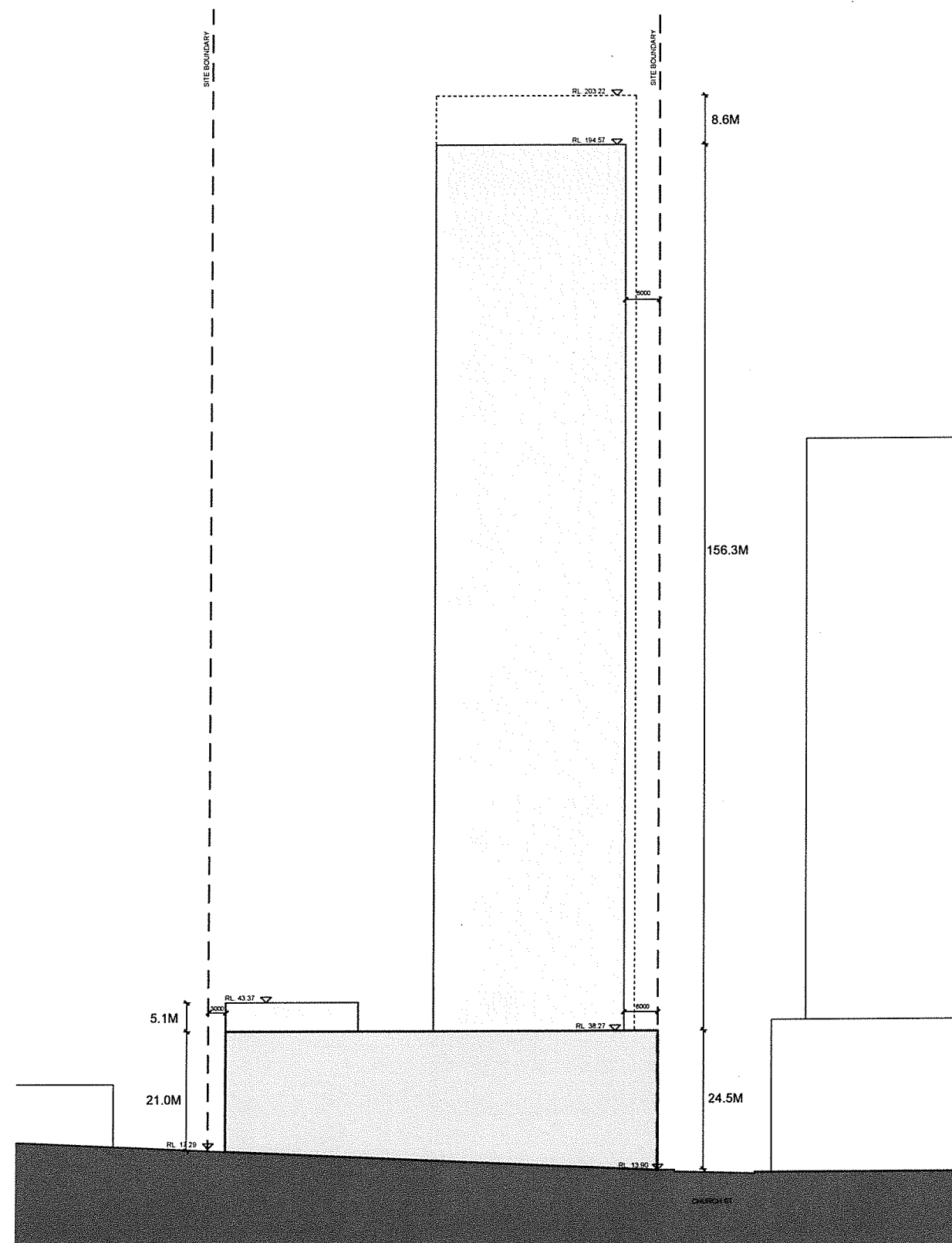
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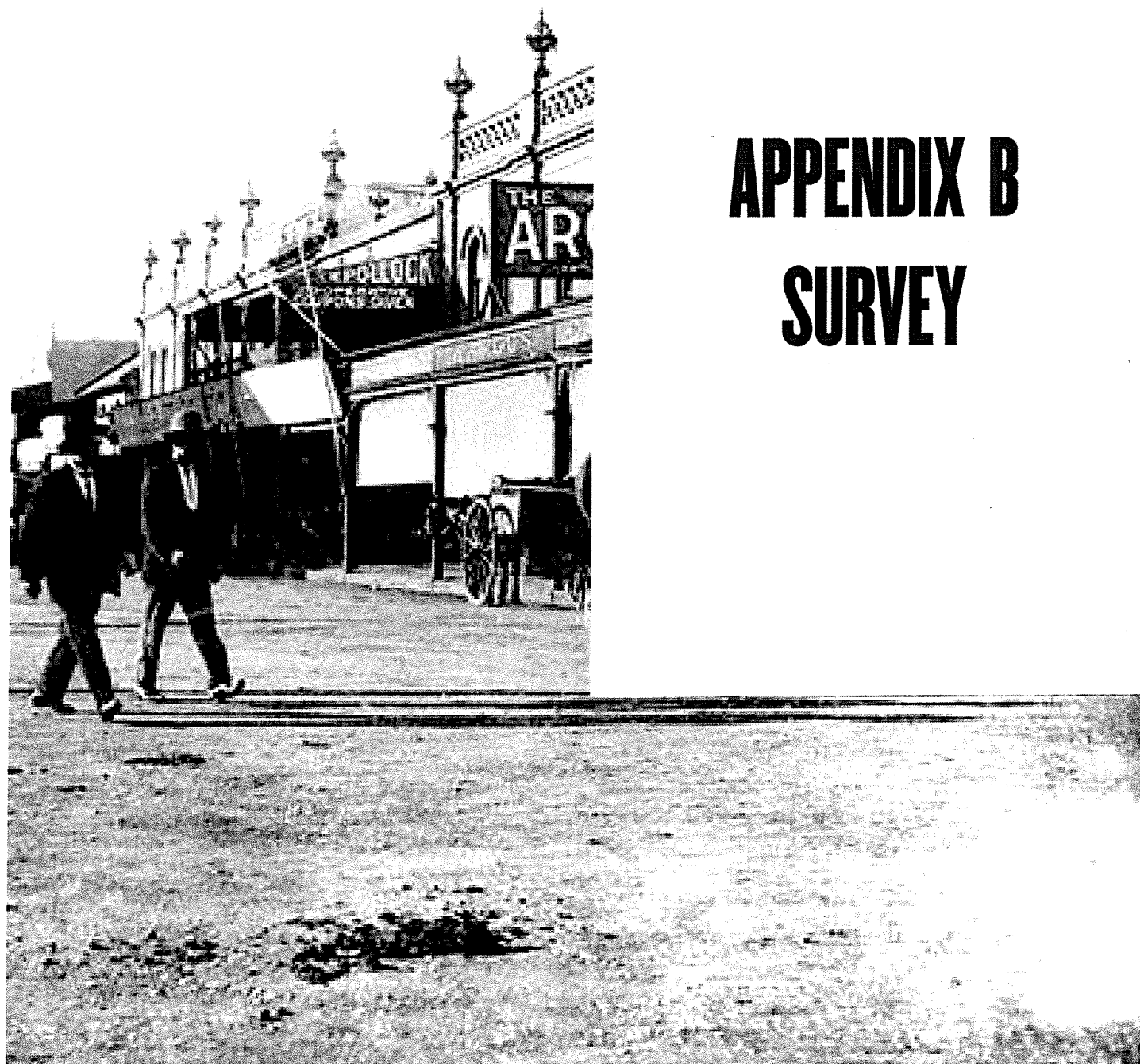


01 East Elevation



01 North Elevation

APPENDIX B SURVEY



Appendix 1.1 – Revised Reference Design

87 CHURCH ST PARRAMATTA

AMENDED PLANNING PROPOSAL REPORT

JUNE 2016

BATESSMART™

PROJECT NUMBER

S11801

CLIENT

Hamptons Property Services

(on behalf of WFM Motors and NGP Investments (No.2))

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**ARCHITECTURE
INTERIOR DESIGN
URBAN DESIGN
STRATEGY**

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WWW.BATESSMART.COM

NOMINATED NSW REGISTERED ARCHITECTS

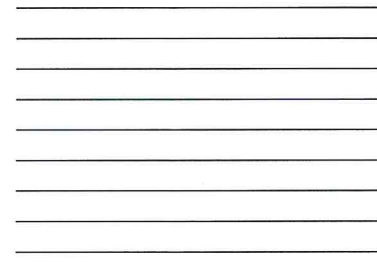
Philip Vivian Reg. No. 6696 / Simon Swaney Reg. No. 7305 / Guy Lake Reg. No. 7119

	CONTENTS	
1.0	REVISED DRAWINGS	05
2.0	PLANNING APPLICATION DRAWINGS	07
3.0	SCHEDULE	16
4.0	CROSS VENTILATION	19

1.0 REVISED DRAWINGS

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87 Church Street
Sydney

Ground Floor Plan



A03.00G[X]

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02	03.06.16	Issue for DA	CY	MD
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Revision	Date	Description	Initial	Checked

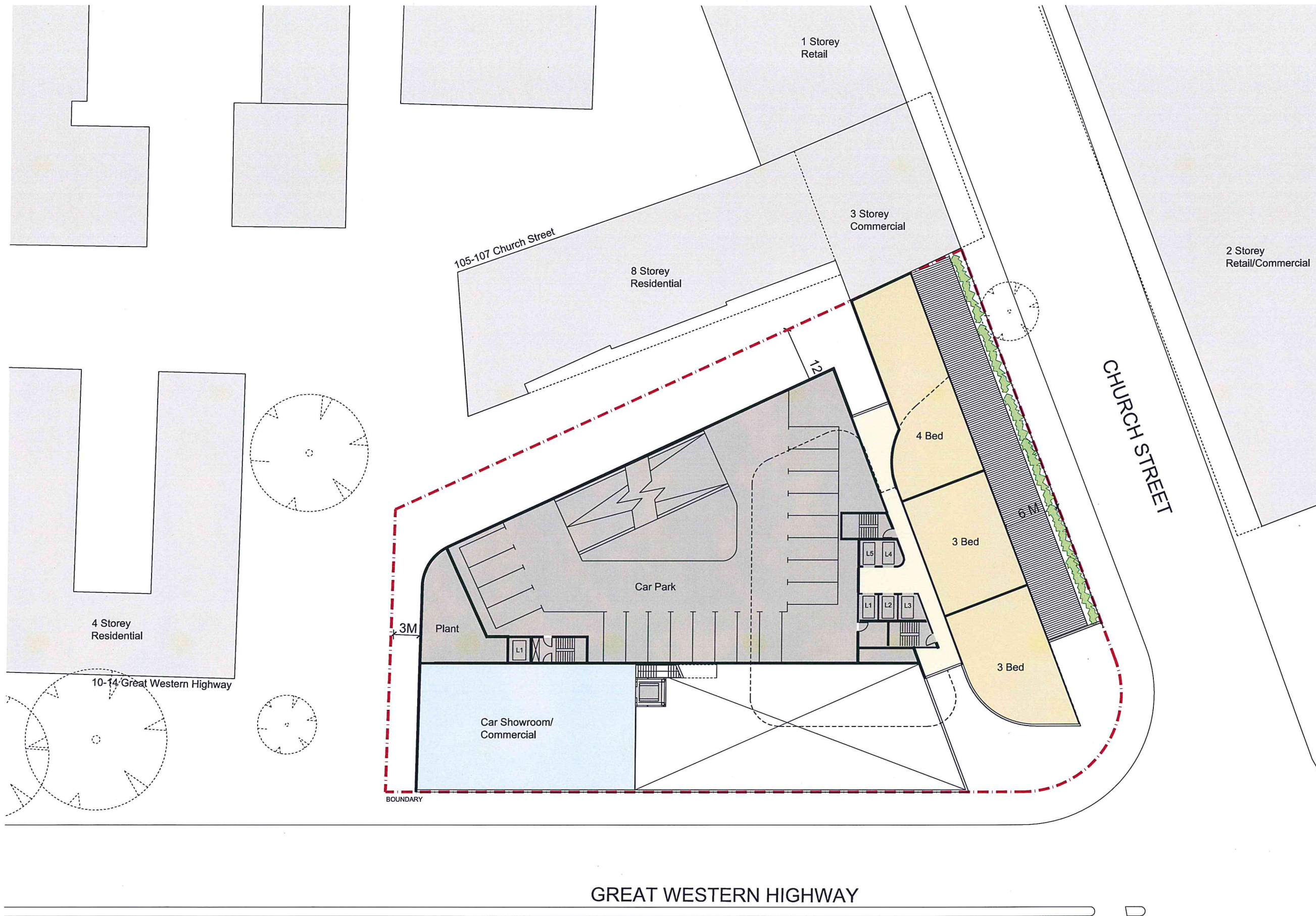
Level 01 Plan

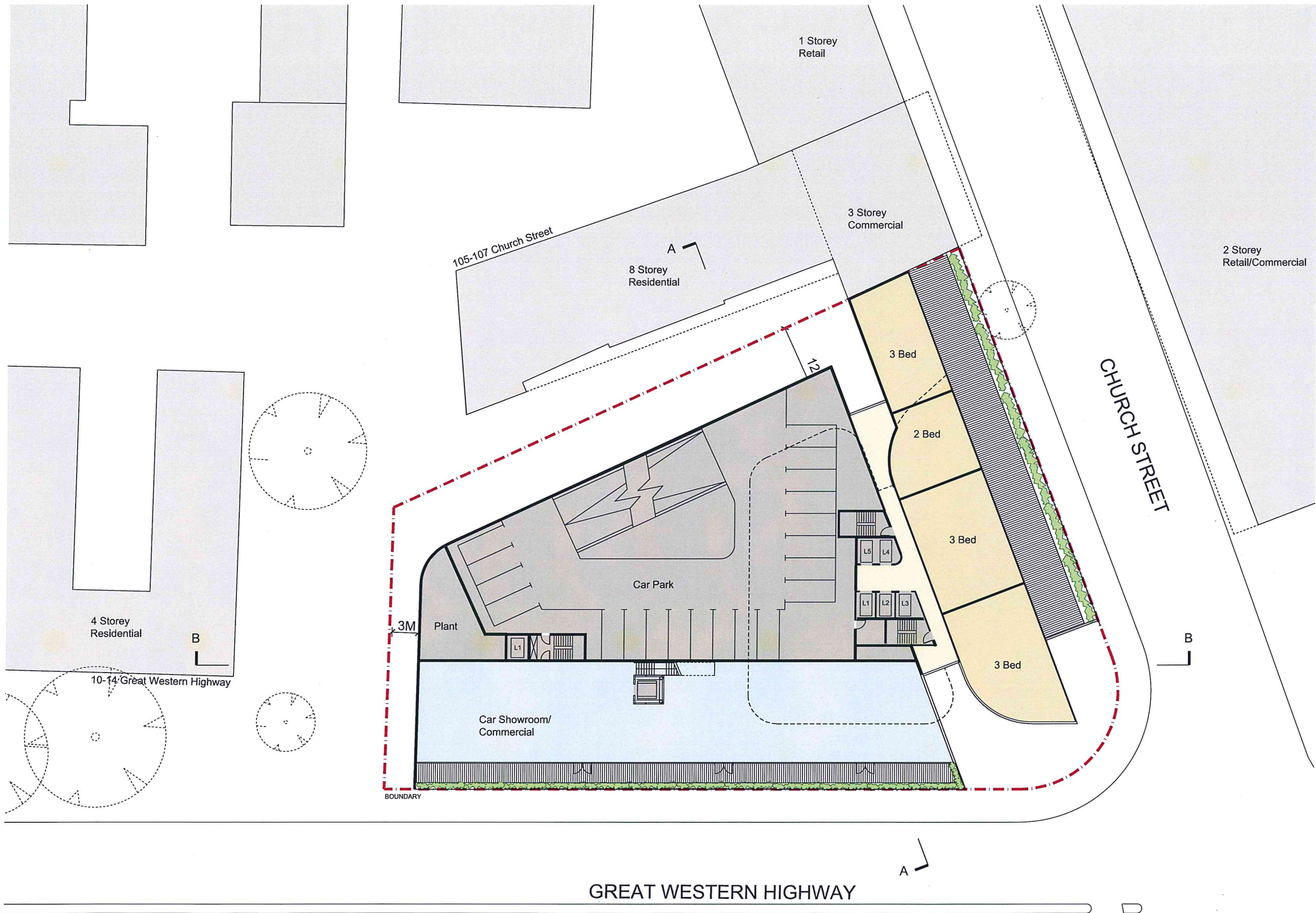


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Drawing No.	Revision	

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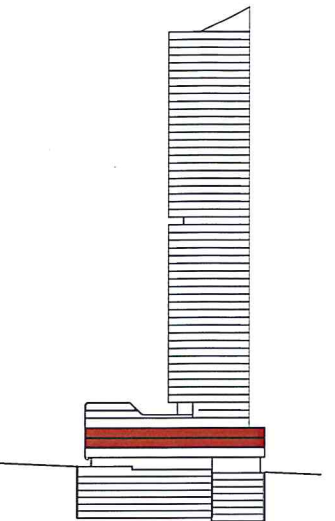
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01	03.06.16	Issue for DA	CY	MD
01	DD.MM.YY	Issue for DA	JCV	MD
Revision	Date	Description	Initial	Checked

87 Church Street
Sydney
Level 02-03 Plan



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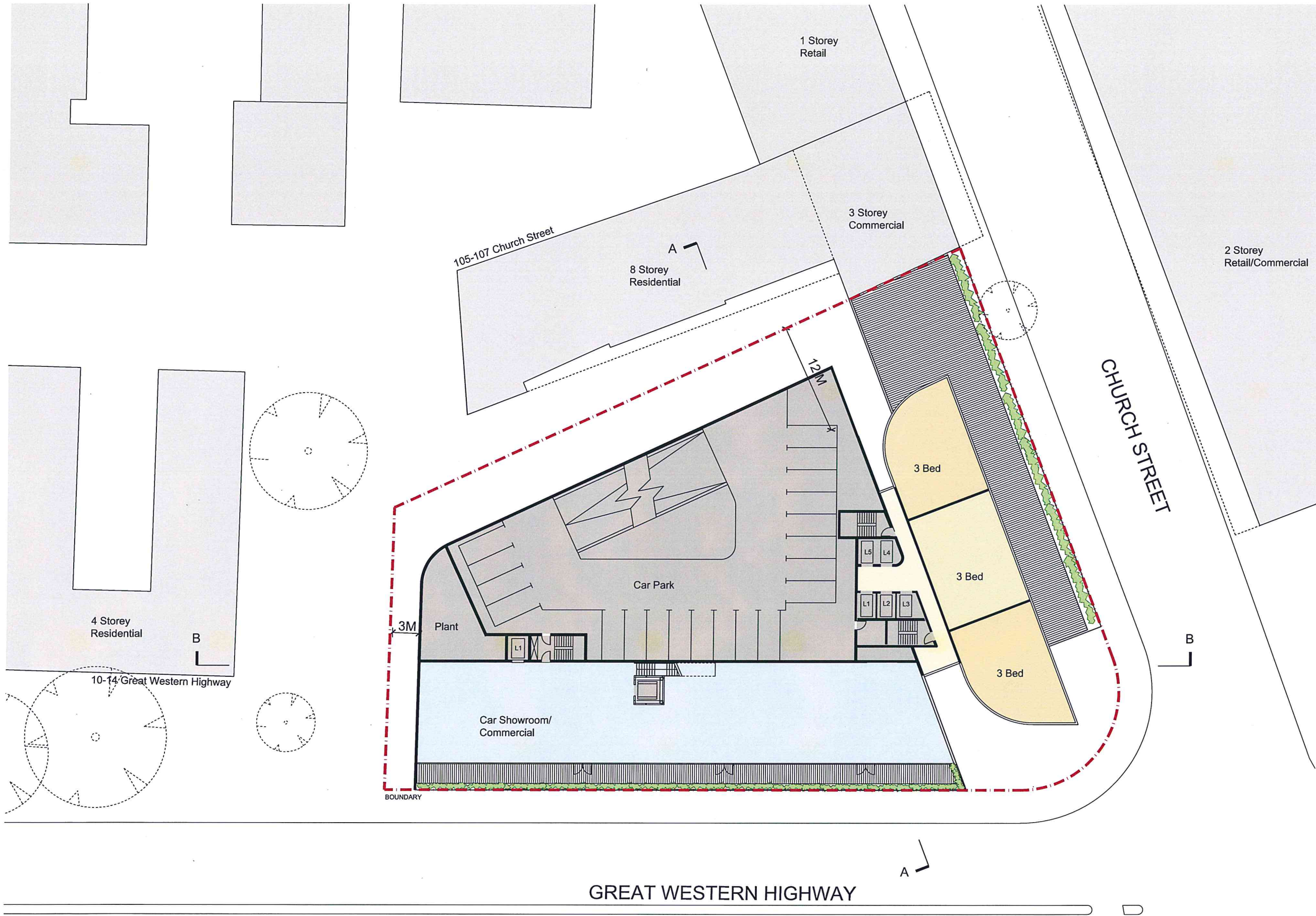
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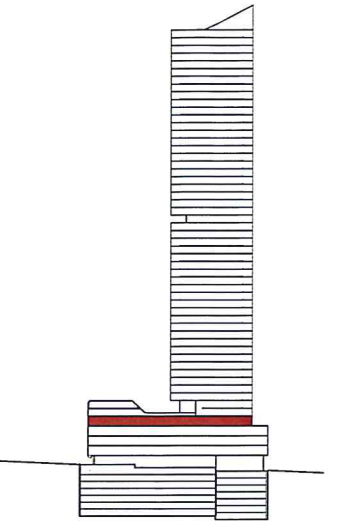
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01	DD.MM.YY	Issue for DA	JCV	MD
Revision	Date	Description	Initial	Checked

87 Church Street
Sydney

Level 04 Plan



Scale	1:200 @ A1	1:400 @ A3
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Drawing No.	Revision	

A03.004[2]

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02	03.06.16	Issue for DA	CY	MD
01	DD.MM.YY	Issue for DA	JCV	MD
Revision	Date	Description	Initial	Checked

Level 05 Plan



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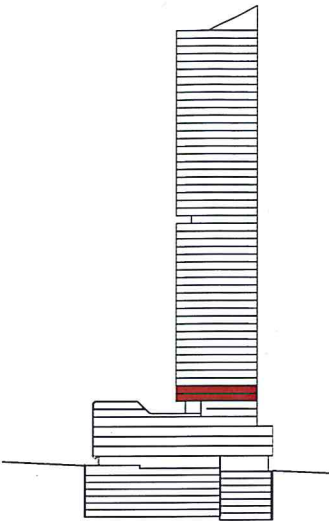
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01	DD.MM.YY	Issue for DA	JCV	MD
Revision	Date	Description	Initial	Checked

87 Church Street
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Level 07-08 Plan



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02	03.06.16	Issue for DA	CY	
01	DD.MM.YY	Issue for DA	JCV	
Revision	Date	Description	Initial	Checked

Level 09-55 Plan



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Drawn No.			Revision	

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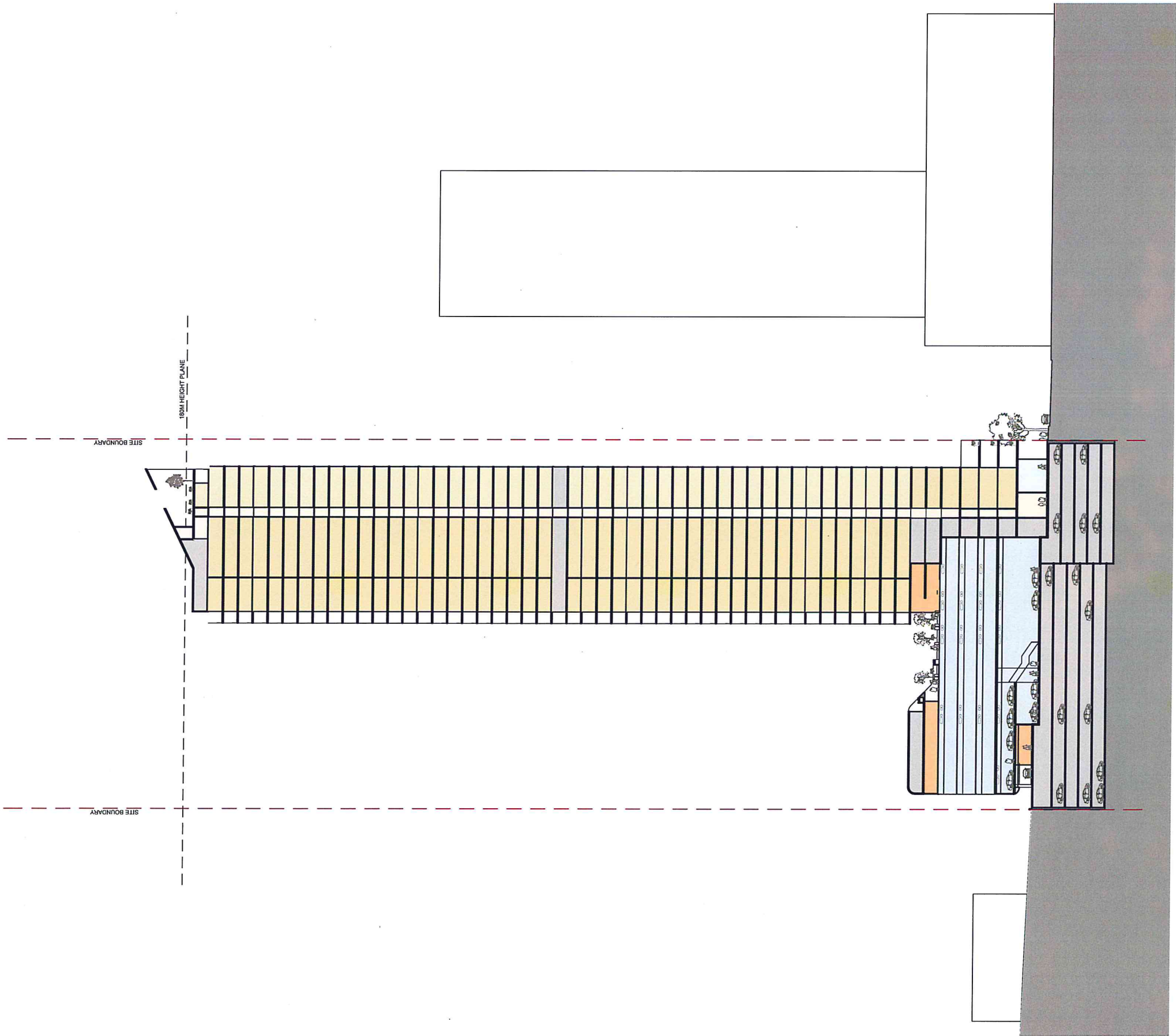
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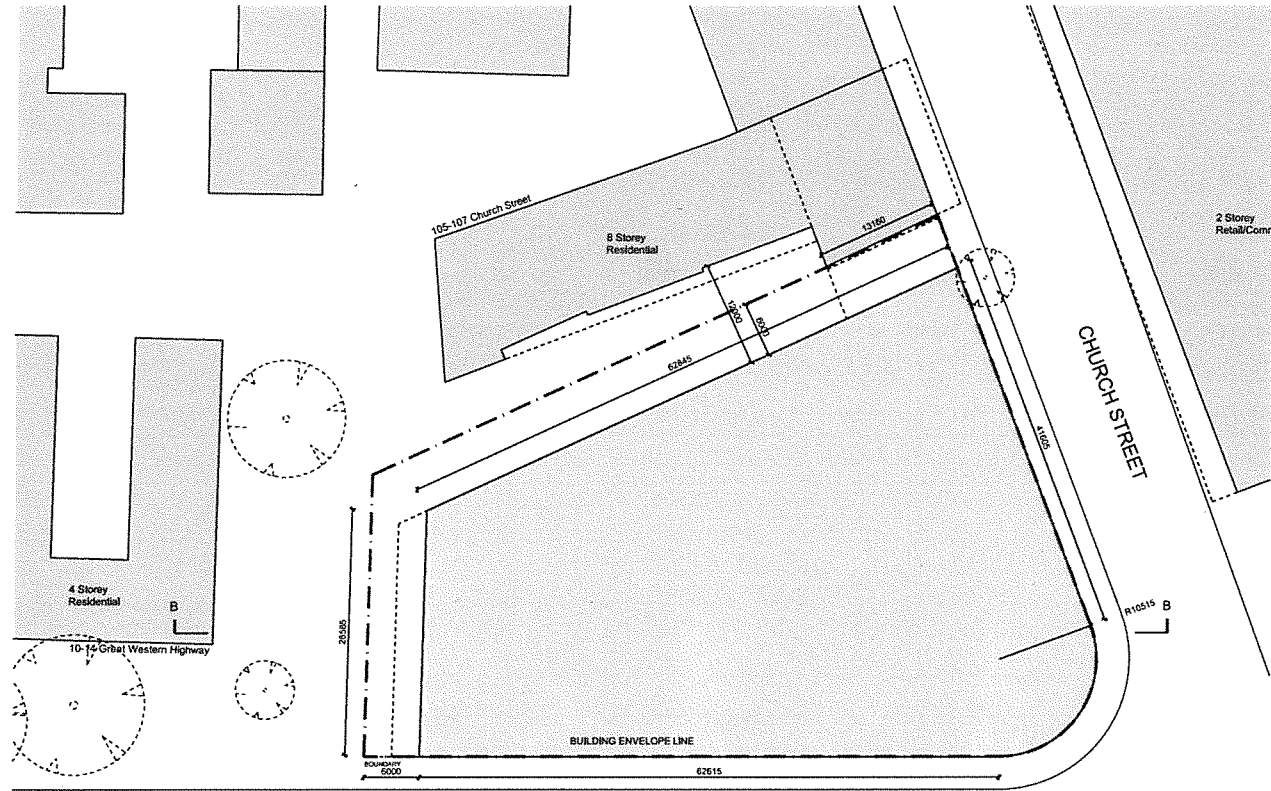
87 Church Street
Sydney

Section AA



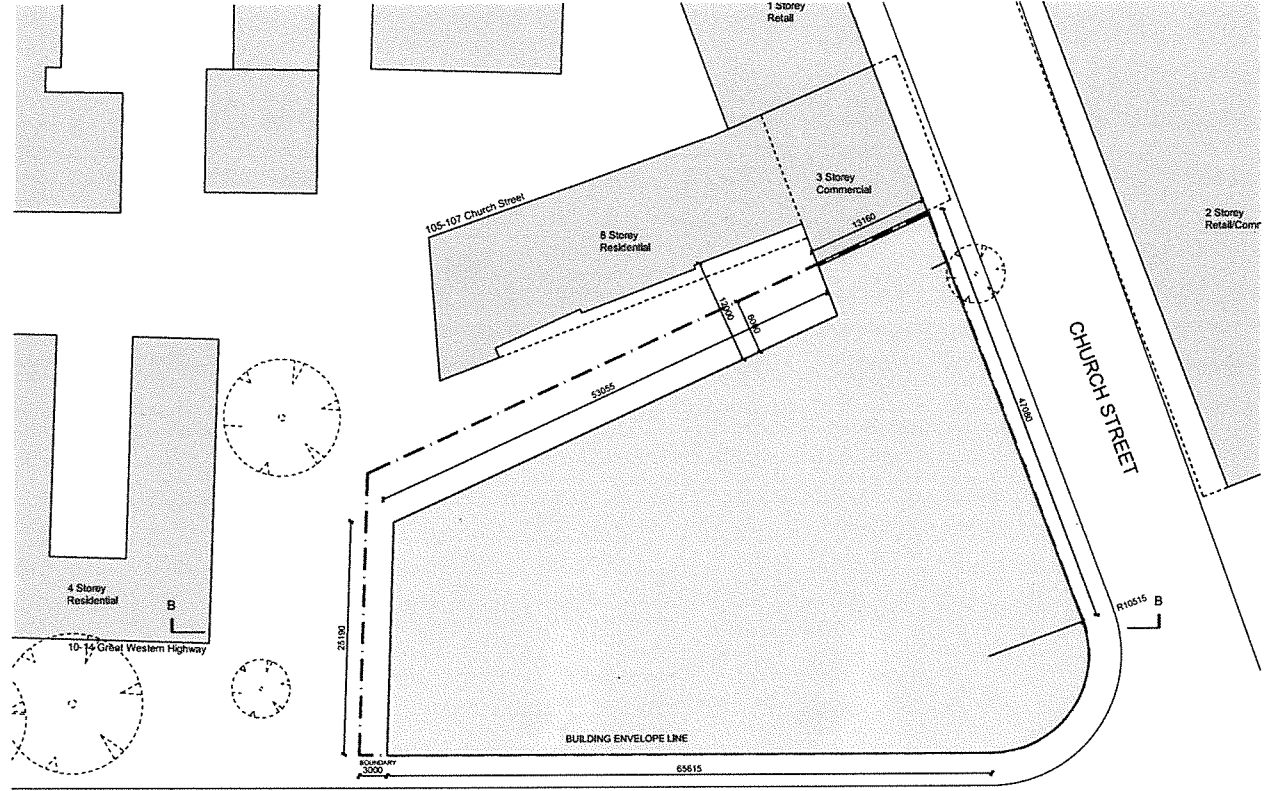
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2.0 PLANNING APPLICATION DRAWINGS



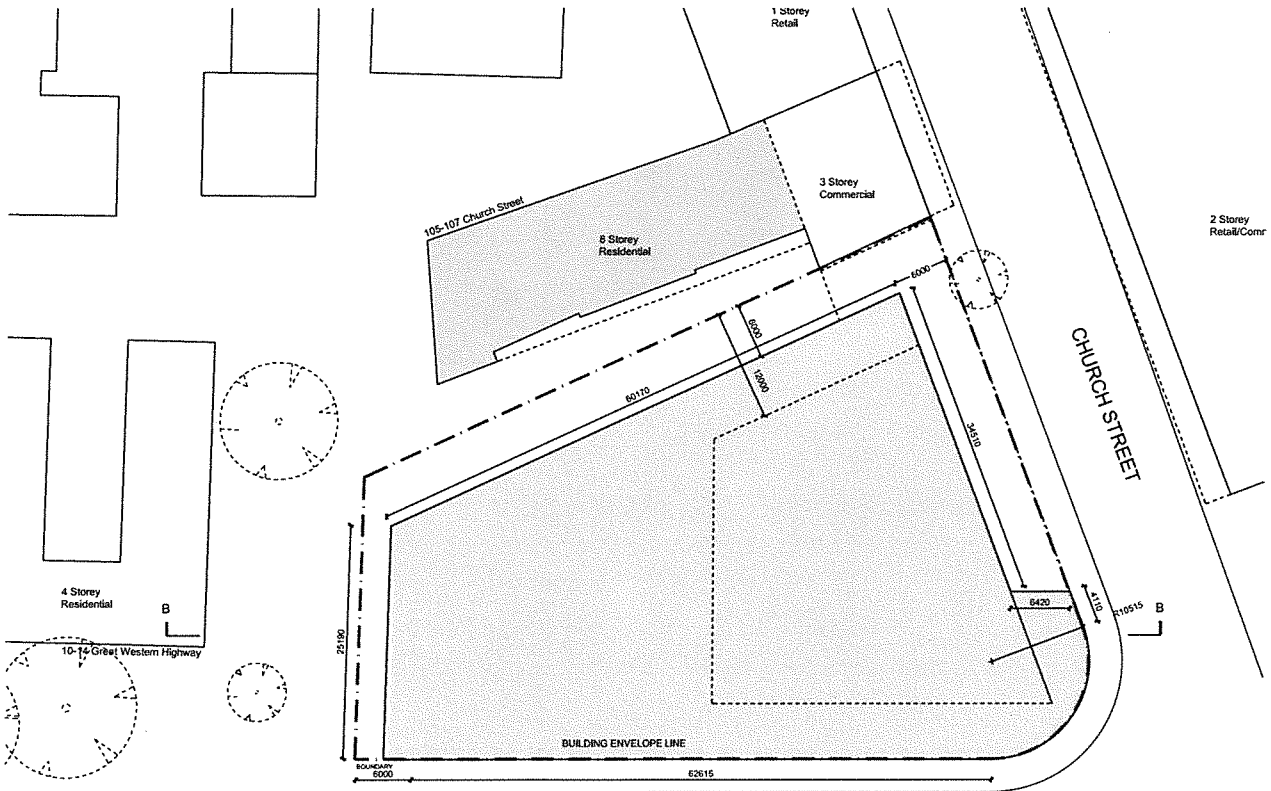
GREAT WESTERN HIGHWAY

03 Plan - Ground
1:800@A3



GREAT WESTERN HIGHWAY

01 Plan - Level 01-04
1:800@A3



GREAT WESTERN HIGHWAY

02 Plan - Level 05
1:800@A3

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NOT FOR CONSTRUCTION

02	03.06.16	Issue for DA	CY	MD
01	20.08.15	Issue for Planning Proposal	JCV	MD
Revision	Date	Description	Initial	Checked

87 Church Street
Sydney

Podium Plan



Scale	1:400 @ A1	1:800 @ A3
Drawn	JCV	Checked MD
Project No.	S11925	
Status	DA	
Plot Date	03 Jun 2016 - 6:08pm	
Plot File	\\h-vlp-011\data\dwg\projects\11900-11999\dwg\11925_wfm_87dr... ---burchisparamatta\00_melb\dwg\sydney\DA\A02.001[2].dwg	
Drawing No.		Revision

A02.001[2]

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BATESSMART

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The site plan illustrates the proposed building envelopes for the 105-107 Church Street development. The main site is bounded by Church Street to the north and east, and the Great Western Highway to the south. The plan shows two primary building footprints: a light blue footprint on the left and a larger light green footprint on the right. Key dimensions and setbacks are indicated with arrows and text. A dashed line represents the 'BUILDING ENVELOPE LINE'. The plan also shows the 'BOUNDARY' of the site and the '10-12 Great Western Highway' intersection. Surrounding context includes '4 Storey Residential' to the west, '8 Storey Residential' to the north, and '3 Storey Commercial' to the northeast. The plan includes a north arrow and a scale bar.

105-107 Church Street

8 Storey Residential

3 Storey Commercial

CHURCH STREET

4 Storey Residential

10-12 Great Western Highway

BUILDING ENVELOPE LINE

BOUNDARY

GREAT WESTERN HIGHWAY

The site plan illustrates the proposed building envelopes for the 105-107 Church Street development. The main subject is a large, irregularly shaped lot bounded by Church Street to the east and Great Western Highway to the south. A red dashed line indicates the 'BUILDING ENVELOPE LINE' for the proposed structure. Key dimensions for this envelope include a width of 36750 and a depth of 26350. A smaller, rectangular building envelope is shown within the main lot, with dimensions of 10000 by 10000. The plan also shows the existing '8 Storey Residential' building and the '3 Storey Commercial' building. Surrounding context includes '105-107 Church Street', 'Retail', '4 Storey Residential', and '2 Storey Retail/Commercial'. The plan is oriented with North at the top, indicated by a north arrow. Section lines A-A and B-B are marked. The 'Boulevard' is shown along the southern boundary of the lot.

02	03.06.16	Issue for DA	CY	MD
01	20.08.15	Issue for Planning Proposal	JCV	MD
Revision	Date	Description	Initial	Checked

Scale	1:400 @ A1	1:800 @ A3
Drawn	JCV	Checked MD
Project No.	S11925	
Status	DA	
Pklt Date	03 Jun 2016 - 6:08pm	
Plot File	\\wv-wp-01\data\data5\wv\project\11900-11999\11925_wfm_dwt - wvchp\pamama\wv_01\main\data\plot\DA\DA07.0001.dwg	
Drawing No.	Revision	

A02.002[1]

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RATESMART

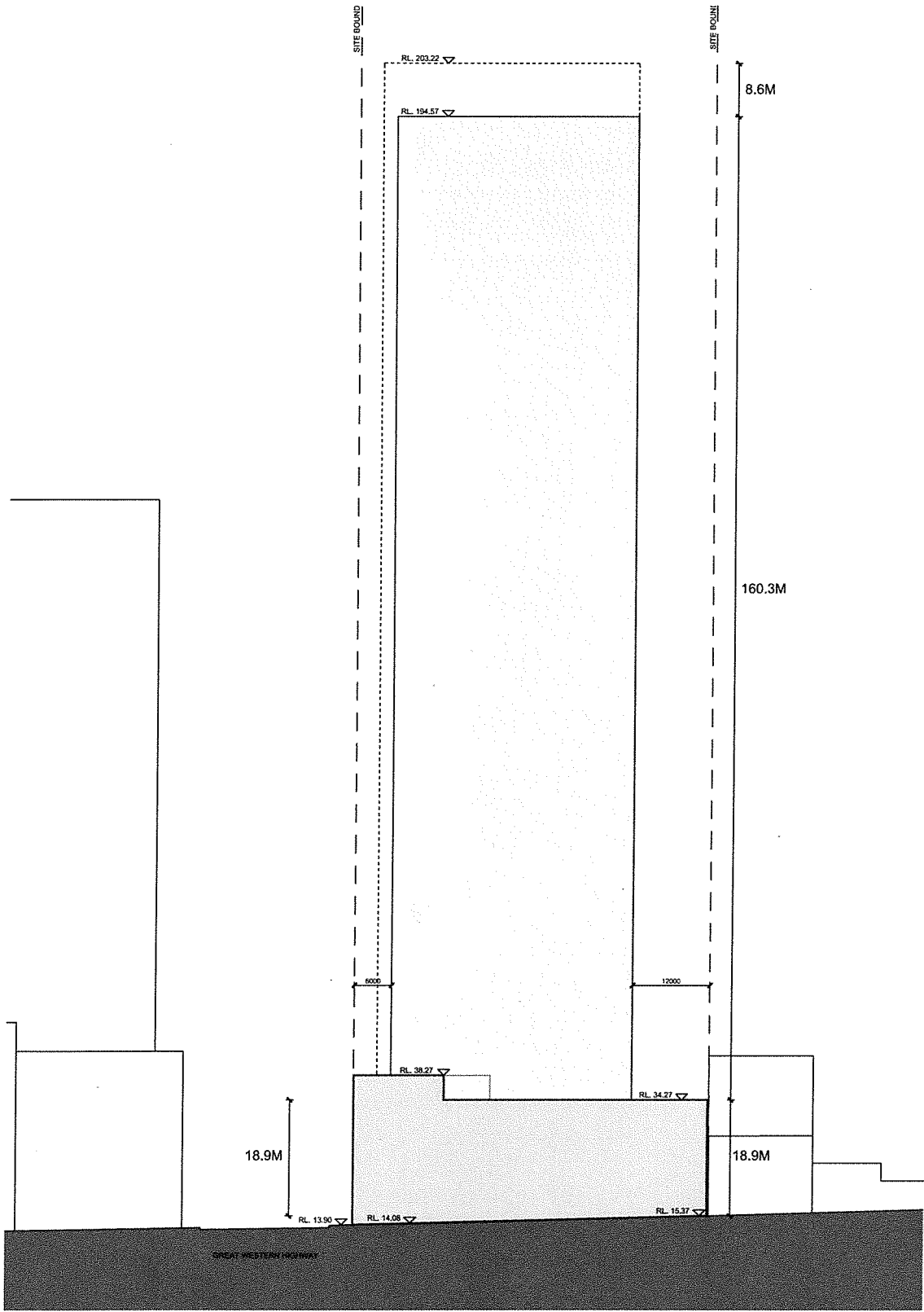
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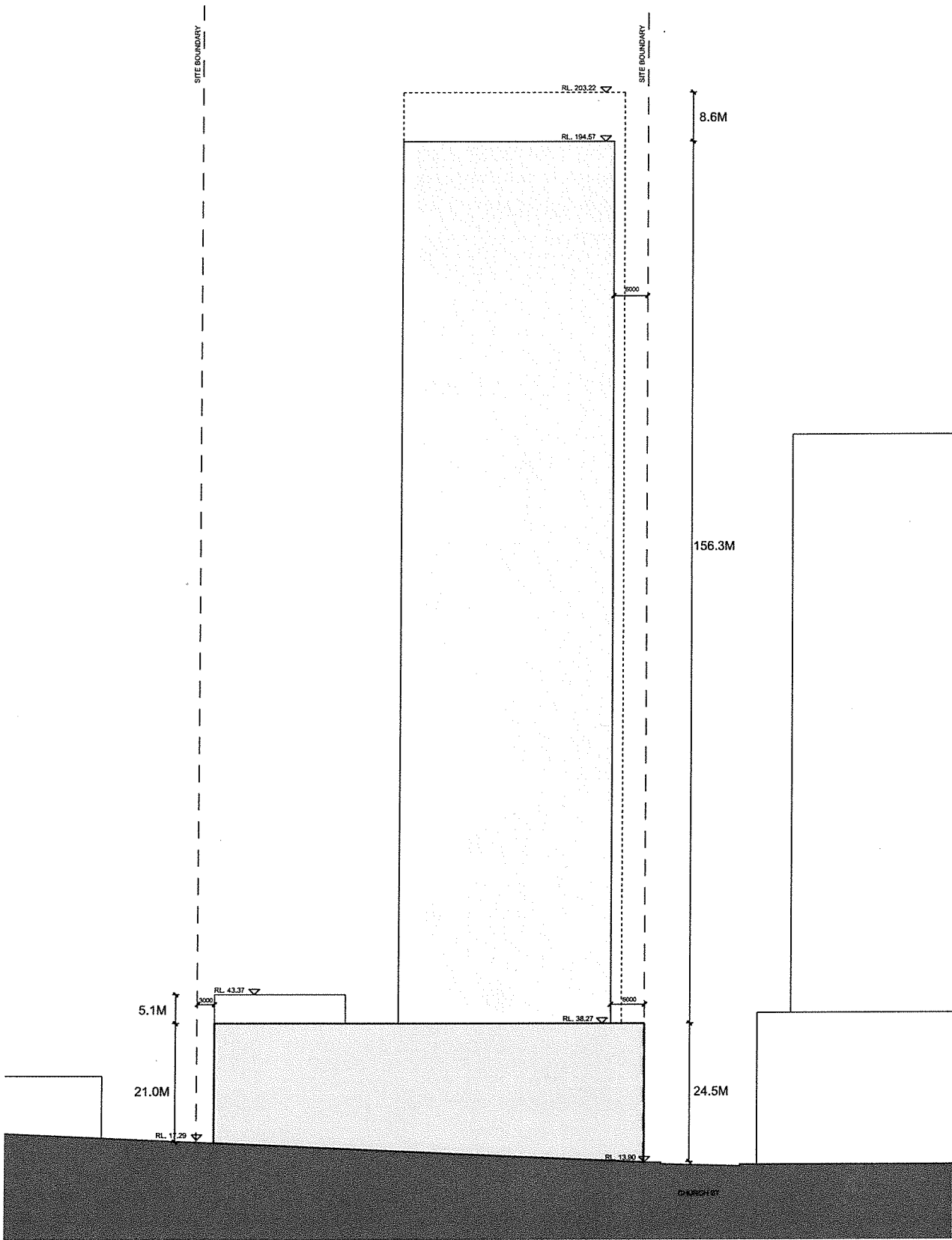
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NOT FOR CONSTRUCTION



01 East Elevation
1:1000@A3



01 North Elevation
1:1000@A3

02	03.06.16	Issue for DA	CY	MD
01	20.08.15	Issue for Planning Proposal	JCV	MD
Revision	Date	Description	Initial	Checked

87 Church Street
Sydney

Elevation



Scale	1:500 @ A1	1:1000 @ A3
Drawn	JCV	Checked MD
Project No.	S11925	
Status	DA	
Plot Date	03 Jun 2016 - 6:09pm	
Plot File	\\h-vlp-011\data\data\projects\11900-11999\11925_wfm_87.dwg	
Drawing No.	A07.001[2]	Revision

A07.001[2]

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BATESSMART

3.0 SCHEDULE

Development Summary:	
Site Area	3,306 sqm
Proposed Gross Floor Area (GFA):	38,024 sqm
Current Permissible FSR:	3.5:1
Target FSR:	10.0:1
Design Excellence FSR (+15%):	11.50:1
Proposed FSR:	11.50:1
Total Commercial and Retail GFA:	3,306 sqm
Total Residential Net Saleable Area:	30,203 sqm
Total Commercial NLA:	2,995 sqm
Retail and Commercial FSR:	1.00:1
Total Residential GFA:	34,718 sqm
Residential FSR:	10.50:1
Current Permissible Height:	28m

Notes:

Level	Tower 1					Tower 2					Total	Studio	1 Bed	2 Bed	3 Bed	
	GEA	GBA	GFA	RES	NLA /	GEA	GFA	RES								
	sqm	sqm	sqm	NSA	GLAR	sqm	sqm	NSA								
Level																
Level 55 - Roof		8.65	Articulation + Resident facilities													
Level 54		3.15	Residential/Plant													
Level 53		3.15	Residential													
Level 52		3.15	Residential													
Level 51		3.15	Residential													
Level 50		3.15	Residential													
Level 49		3.15	Residential													
Level 48		3.15	Residential													
Level 47		3.15	Residential													
Level 46		3.15	Residential													
Level 45		3.15	Residential													
Level 44		3.15	Residential													
Level 43		3.15	Residential													
Level 42		3.15	Residential													
Level 41		3.15	Residential													
Level 40		3.15	Residential													
Level 39		3.15	Residential													
Level 38		3.15	Residential													
Level 37		3.15	Residential													
Level 36		3.15	Residential													
Level 35		3.15	Residential													
Level 34		3.15	Residential													
Level 33		3.15	Residential													
Level 32		3.15	Residential													
Level 31		3.15	Residential													
Level 30		3.15	Plant													
Level 29		3.15	Residential													
Level 28		3.15	Residential													
Level 27		3.15	Residential													
Level 26		3.15	Residential													
Level 25		3.15	Residential													
Level 24		3.15	Residential													
Level 23		3.15	Residential													
Level 22		3.15	Residential													
Level 21		3.15	Residential													
Level 20		3.15	Residential													
Level 19		3.15	Residential													
Level 18		3.15	Residential													
Level 17		3.15	Residential													
Level 16		3.15	Residential													
Level 15		3.15	Residential													
Level 14		3.15	Residential													
Level 13		3.15	Residential													
Level 12		3.15	Residential													
Level 11		3.15	Residential													
Level 10		3.15	Residential													
Level 9		3.15	Residential													
Level 8		3.15	Residential													
Level 7		3.15	Residential													
Level 6		3.15	Plant / Residential													
Level 5		3.15	Childcare / Residential													
Level 4		3.90	Commercial / Residential													
Level 3		3.90	Commercial / Residential													
Level 2		3.90	Commercial / Residential													
Level 1		3.90	Commercial / Residential													
Ground (Plaza Level)		5.00	Commercial/Retail													
Basement 01		5.00	Loading / Waste													
Basement 02		2.80	Parking													
Basement 03		2.80	Parking													
Basement 04		2.80	Parking													
Basement 05		2.80	Parking													
Total		178.10 m above plaza level inc. plant														

Level	GEA	GBA	GFA	RES	NLA /	GLAR	GEA	GFA	RES	Total	Studio	1 Bed	2 Bed	3 Bed	
Level	sqm	sqm	sqm	NSA	GLAR		sqm	sqm	NSA		sqm	sqm	sqm	sqm	
Level 55 - Roof								75% of GEA	89% of GFA		45 10%	55 40%	80 40%	95 10%	
Level 54							450	330	294						
Level 53							909	460	409		6	0.6	2.4	2.4	0.6
Level 52							909	682	607		9	0.9	3.6	3.6	0.9
Level 51							909	682	607		9	0.9	3.6	3.6	0.9
Level 50							909	682	607		9	0.9	3.6	3.6	0.9
Level 49							909	682	607		9	0.9	3.6	3.6	0.9
Level 48							909	682	607		9	0.9	3.6	3.6	0.9
Level 47							909	682	607		9	0.9	3.6	3.6	0.9
Level 46							909	682	607		9	0.9	3.6	3.6	0.9
Level 45							909	682	607		9	0.9	3.6	3.6	0.9
Level 44							909	682	607		9	0.9	3.6	3.6	0.9
Level 43							909	682	607		9	0.9	3.6	3.6	0.9
Level 42							909	682	607		9	0.9	3.6	3.6	0.9
Level 41							909	682	607		9	0.9	3.6	3.6	0.9
Level 40							909	682	607		9	0.9	3.6	3.6	0.9
Level 39							909	682	607		9	0.9	3.6	3.6	0.9
Level 38							909	682	607		9	0.9	3.6	3.6	0.9
Level 37							909	682	607		9	0.9	3.6	3.6	0.9
Level 36							909	682	607		9	0.9	3.6	3.6	0.9
Level 35							909	682	607		9	0.9	3.6	3.6	0.9
Level 34							909	682	607		9	0.9	3.6	3.6	0.9
Level 33							909	682	607		9	0.9	3.6	3.6	0.9
Level 32							909	682	607		9	0.9	3.6	3.6	0.9
Level 31							909	682	607		9	0.9	3.6	3.6	0.9
Level 30							909	340	0		4	0.4	1.6	1.6	0.4
Level 29							909	682	607		9	0.9	3.6	3.6	0.9
Level 28							909	682	607		9	0.9	3.6	3.6	0.9
Level 27							909	682	607		9	0.9	3.6	3.6	0.9
Level 26							909	682	607		9	0.9	3.6	3.6	0.9
Level 25							909	682	607		9	0.9	3.6	3.6	0.9
Level 24							909	682	607		9	0.9	3.6	3.6	0.9
Level 23							909	682	607		9	0.9	3.6	3.6	0.9
Level 22							909	682	607		9	0.9	3.6	3.6	0.9
Level 21							909	682	607		9	0.9	3.6	3.6	0.9
Level 20							909	682	607		9	0.9	3.6	3.6	0.9
Level 19							909	682	607		9	0.9	3.6	3.6	0.9
Level 18							909	682	607		9	0.9	3.6	3.6	0.9
Level 17							909	682	607		9	0.9	3.6	3.6	0.9
Level 16							909	682	607		9	0.9	3.6	3.6	0.9
Level 15							909	682	607		9	0.9	3.6	3.6	0.9
Level 14							909	682	607		9	0.9	3.6	3.6	0.9
Level 13							909	682	607		9	0.9	3.6	3.6	0.9
Level 12							909	682	607		9	0.9	3.6	3.6	0.9
Level 11							909	682	607		9	0.9	3.6	3.6	0.9
Level 10							909	682	607		9	0.9	3.6	3.6	0.9
Level 9							909	682	607		9	0.9	3.6	3.6	0.9
Level 8							909	702	630		8	0.8	3.2	3.2	0.8
Level 7							909	702	630		8	0.8	3.2	3.2	0.8
Level 6							909	503	284		3	0.3	1.2	1.2	0.3
Level 5							890	503	284		3	0.3	1.2	1.2	0.3
Level 4	2675		615			613	22	388	333		3	0.3	1.2	1.2	0.3
Level 3	2675		615			613	22	497	416		4	0.4	1.6	1.6	0.4
Level 2	2675		615			613	22	497	416		4	0.4	1.6	1.6	0.4
Level 1	2675		315			313	22	497	416		3	0.3	1.2	1.2	0.3
Ground (Plaza Level)	2350		955			843	10								
Basement 01		2800													
Basement 02		2800													
Basement 03		2800													
Basement 04		2800													
Basement 05		2800													
Total		13,050	16,800	3,250		3,155		44,972	34,734	30,203	432	43	172	172	43

Level

74 *30sqm has been allowed for waste, loading, etc

82

82 * 1 car per 34 sqm measured to net internal basement

82 wad. (2800 sqm GBA assumed based on 1m retaining wall)

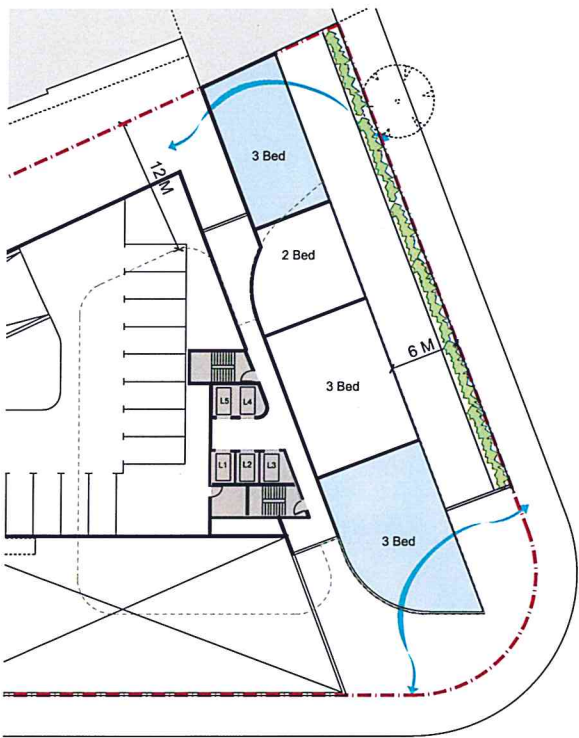
82

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Car Parking rates	
Apartments	432 1 per dwelling
Visitor	86 1 per 5 dwellings
Commercial	30 (Commercial)
Day Care	5
Retail	9

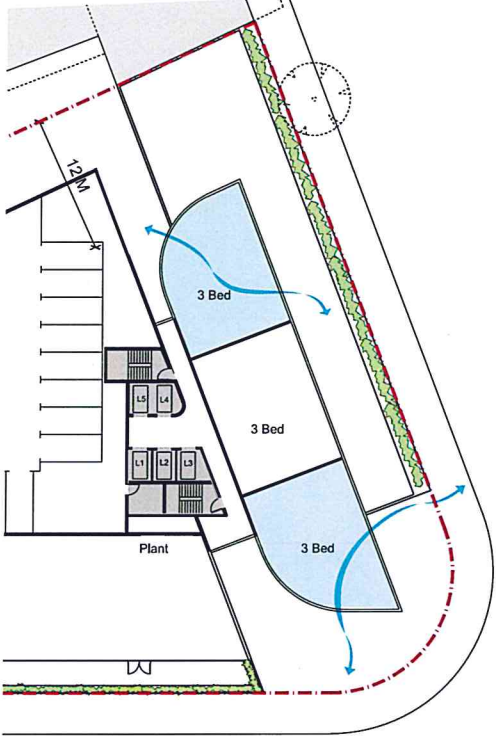
4.0 CROSS VENTILATION

	Units	x vent
Ground	0	0
L1	3	2
L2	4	2
L3	4	2
L4	3	2
L5	3	2
L6	3	2
L7	8	5
L8	8	5
		22
		61.1%



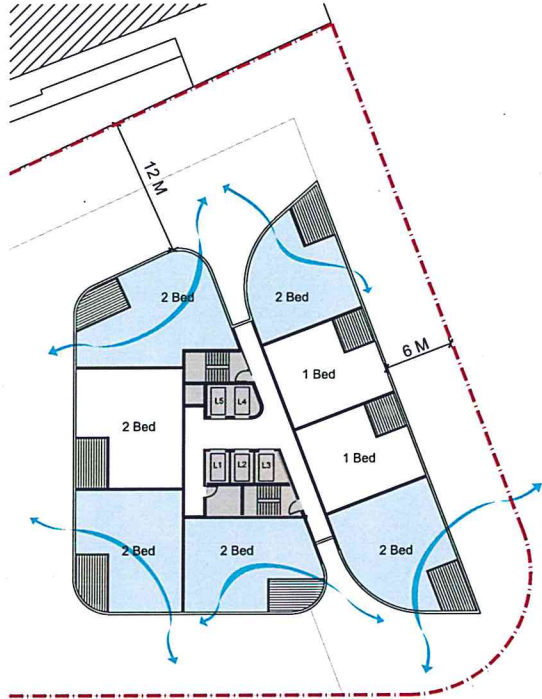
TYPICAL LOWER PODIUM LEVEL

Cross-Vent
Diagram 2 / 4 UNITS
50%



TYPICAL UPPER PODIUM LEVEL

Cross-Vent
Diagram 2 / 3 UNITS
67%



LOWER TOWER (L7-8)

5 / 8 UNITS
63%

Appendix 2 – Preliminary Traffic Advice