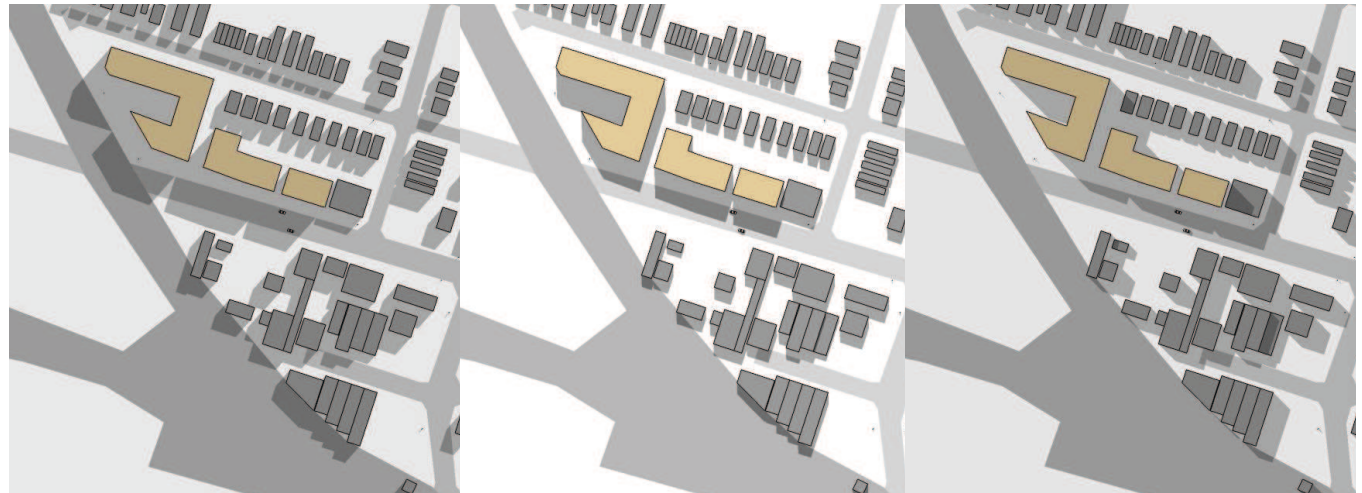


2.8 Overshadowing

Key issues:

- Areas which will be overshadowed by development consist primarily of commercial uses at present. These are not as sensitive to overshadowing as future residential use of these areas.
- Under the existing controls, development of the site will overshadow Parramatta Road for the majority of the day however will not significantly overshadow any existing buildings. An eight-storey podium achieves similar outcomes, with some overshadowing in mornings and afternoons of the lower-storeys of development across Parramatta Road (likely to remain in commercial use and thus less sensitive to overshadowing).
- Development of all scenarios tested (existing controls, 4:1, 5:1 and 6:1) can be designed to conform with the Residential Flat Design Code sunlight access rule of thumb for apartments (i.e. 70% of apartments within a development should have at least 2 hours of sunlight between 9am and 3pm in midwinter).

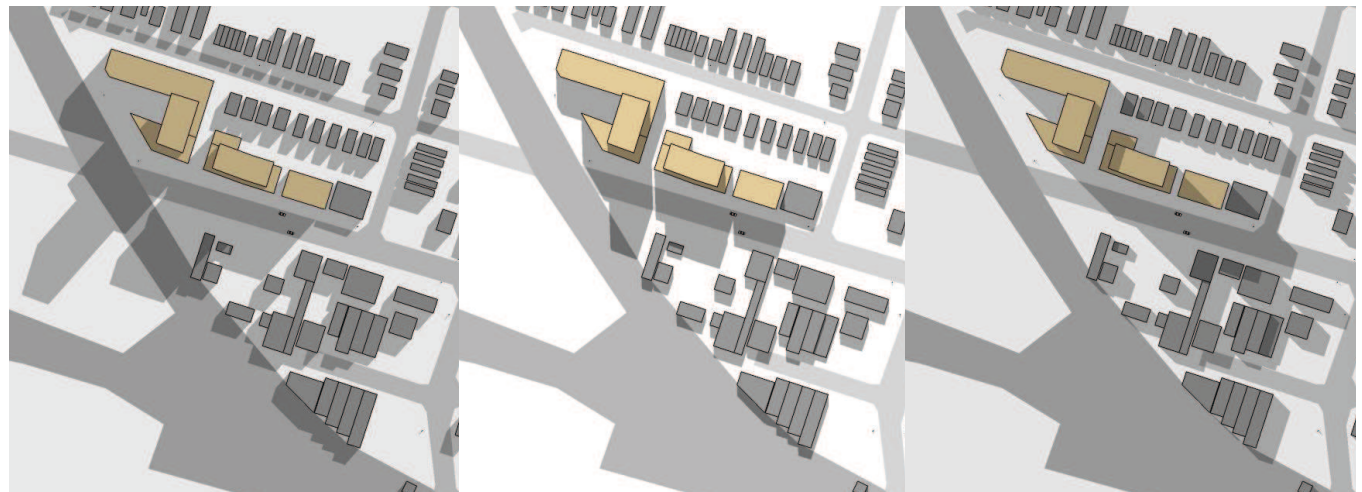


9am June 21

12pm June 21

3pm June 21

2:1 (existing controls)

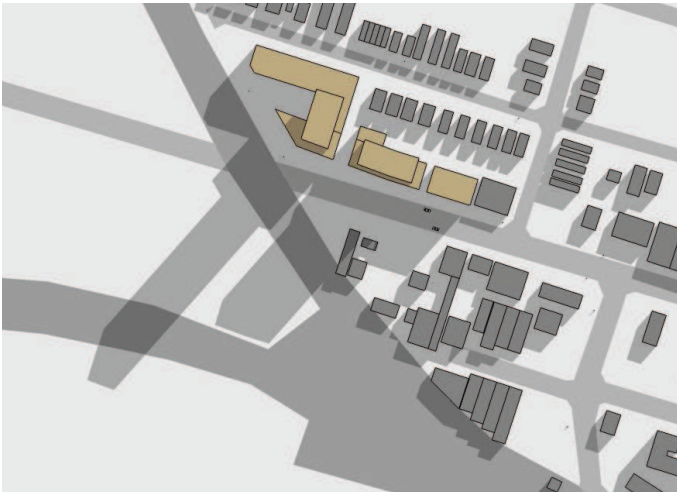


9am June 21

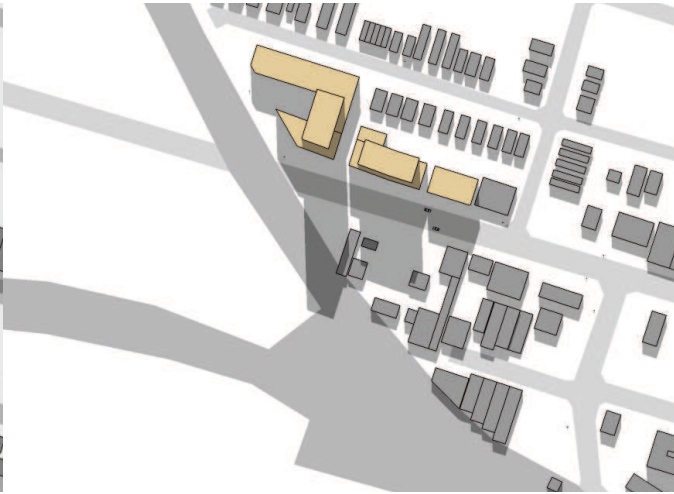
12pm June 21

3pm June 21

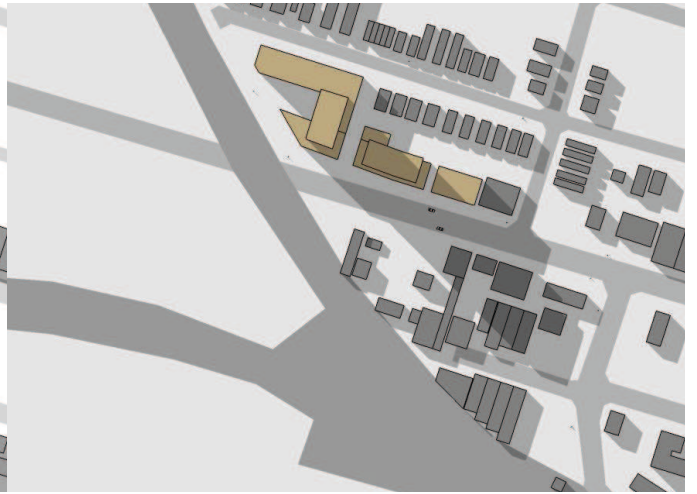
4:1 FSR



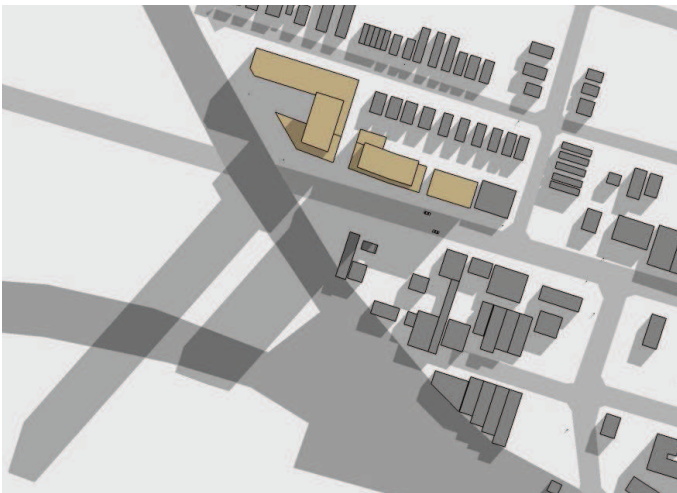
9am June 21
5:1 FSR



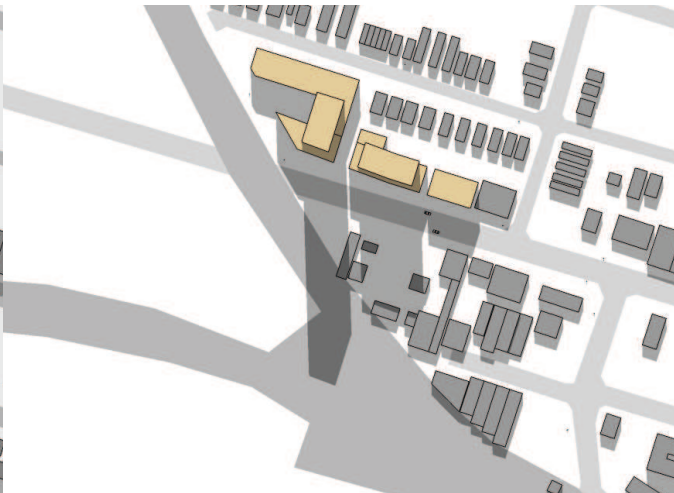
12pm June 21



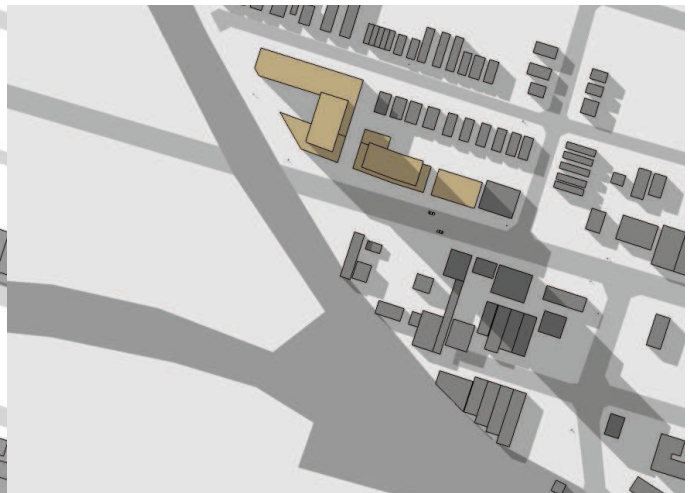
3pm June 21



9am June 21
6:1 FSR



12pm June 21



3pm June 21

2.9 Summary of key urban design issues

Increase in height and density

Architectus consider that a 6:1 Floor Space Ratio control is generally appropriate for the site and potential other sites within the local context given the following issues.

In urban design terms, the local context of the site includes many features which lead it to be considered as an appropriate location for substantially increase height and density as it:

- Includes good connections to rail stations, road connections and is close to the Parramatta CBD.
- Is near major transport infrastructure (rail and M4 motorway).
- Is relatively contained, being bounded by rail lines and the M4 with Parramatta Road passing through the centre of this area.
- Is located to the north of an existing commercial and retail precinct, which is less sensitive to overshadowing and visual impact than low density residential areas would be.
- Includes a relatively low concentration of heritage items compared to many other locations within Parramatta LGA.
- May utilise taller development to 'develop away from' the noise and pollution issues which are present along Parramatta Road and the railway corridors.
- Includes larger lot sizes which could allow higher density development to come forward more easily.
- Currently includes some unattractive and low-value uses which may benefit from urban regeneration.
- Is located along the route of the planned WestConnex revitalisation, which aims to provide urban revitalisation along the Parramatta Road corridor. Within this long corridor the site is located in one of few areas which are in close proximity to railway stations.

Additionally the site itself is one of few large amalgamated sites within its context which is capable of providing both

Scale and transition

If it is accepted that the context of the site is appropriate for an increase in height and density, the issue of height transition needs discussion.

Increased density should not occur on a single site in isolation and any development should provide consideration of the future context of the area as well as the existing. If it is likely that nearby sites will come forward for development in the medium term, it is possible that an interim difference in scale may be reasonable.

Within the context of the site it is possible to identify a number of locations where scale transitions may occur in the future. Architectus consider that a reasonable and appropriate development form for this area would be to provide taller 'tower' development above street frontage built form of up to 8 storeys facing Parramatta Road and up to 6 storeys facing Victoria Street (note: this has been reconsidered for the final proposal due to Council's feedback provided on the following page).

If the site is developed to this density it will create a step in scale to the existing adjacent single-storey residences on Victoria Street. The plans shown in this document include a wide public link through this location which minimise the effect of this scale transition and provides a reasonable relationship to both the existing and future context.

The area north of Victoria Street towards the M4 is mainly single houses. In the context of increased density for the Parramatta Road corridor, it would be appropriate in these locations to allow for 4-6 storey apartment development with increased density on amalgamated lot sizes.

Improvements to Public Domain

The existing public domain within the context of the site includes some low quality elements, such as the unmade road along the site's west (Duke Street) and low quality public domain along Parramatta Road.

The proposal has the potential to provide, or contribute to, significant improvements to the public domain. These could include the following:

- New north-south connections within the site itself, including the provision of new, high quality pedestrian areas which are located away from the noise and amenity concerns of Parramatta Road and the railways.
- Upgrades to the unmade Duke Street offsite.
- Improvements to the public domain along Parramatta Road.
- Contributions towards improvements to the pedestrian and cycle connections in the local area, in particular improving connections across the M4 to the north towards Harris Park station and across Parramatta Road to the south, towards Granville station.

This page is intentionally blank



Parramatta

Harris Park

Granville

Merrylands

Clyde

Auburn

Lidcombe

Flemington

Homebush

North Strathfield

Strathfield

Burwood

Croydon

Ash

3.0 Future Local Context



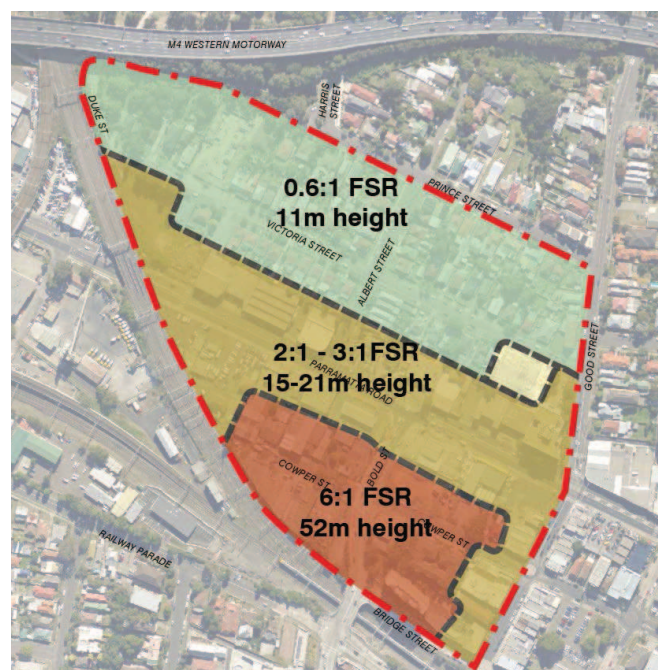
3.1 Potential future changes to controls

Architectus has considered the potential of the context of the site (the 'macro' context as described by Council officers, being the northwestern quadrant of Granville). As demonstrated through the analysis in Section 1 of this document, this area is considered to be appropriate for the consideration of increased heights and densities for the following reasons:

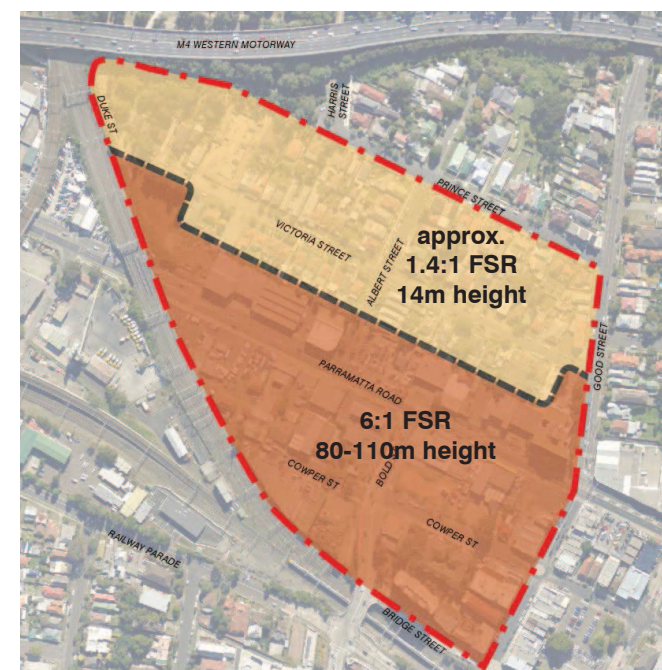
- Granville's position in the hierarchy of centres, its accessibility to transport and major roads means that it is an appropriate location to consider strategically for significant growth.
- The northwestern quadrant of Granville, in which the site is located, is the best positioned for immediate growth, as it is better connected, contains fewer heritage items, and also in light of the planned Westconnex Urban Renewal.
- The 6:1 FSR currently applied to sites south of Parramatta Road is appropriate for a centre at the level of Granville and as there are very few potential sites within this area which may take advantage of this, it is appropriate to expand the 6:1 zone across Parramatta Road.
- The future potential for redevelopment of properties further north of Parramatta Road also cannot be ignored. As this land is within walking distance to both the Granville and Parramatta Centres, very accessible to public transport and roads, contains fewer heritage designations than other areas and is more easily developed as it contains fewer strata sites, retaining these areas for low-density development does not accord with higher-level planning strategies.

The diagram adjacent demonstrates the changes to the floor space ratios which Architectus consider appropriate for the context of the site. This includes:

- A maximum 6:1 FSR zone including sites on Parramatta Road and further south, allowing for towers of approximately 80-110m in height. To ensure towers are not encouraged to 'bulk out' Architectus encourage that height limits are generally generous to permit the FSR.
- A zone further north which allows smaller flat block buildings.



Existing permitted heights and Floor space ratios



Potential future heights and Floor space ratios

3.2 Draft Structure Plan for Local Context

The Draft Structure Plan identifies key urban design initiatives for the context of the site. This plan has been developed in light of the strategic considerations of this precinct (see previous page).



Draft Structure Plan

3.3 Residential use and Parramatta Road

Council's response to the Preliminary Rezoning concept has requested further analysis on the introduction of residential uses along Parramatta Road as follows:

"6. A detailed analysis on introducing residential uses along Parramatta Road and adjacent to the railway line from the following perspectives (may include more):

(a) Strategically, including the loss of business land and business generating jobs as a result of a rezoning and how this would be accommodated on the site or nearby.

(b) Noise and vibration.

(c) Air quality and amenity.

(d) Social/community."

This section provides Architectus' commentary on these issues from an urban design perspective.

The recommendations proposed for the site (see Section 5) including draft DCP controls reflect these considerations.

Strategic considerations

As described in Section 1 of this document, the site and its local context lie in a highly accessible location, not just due to Parramatta Road but also due to accessibility to railway stations and the existing large centres of Granville and Parramatta.

As such the precinct being considered should be one of the first areas in Sydney which should be considered for mixed-use development adjacent to a busy road such as Parramatta Road.

Council notes that Parramatta Road traverses ten (10) LGAs; of which six (6) currently allow residential development along this road largely in the form of shop top housing. Few of these are as well located close to centres and transport as the precinct of Granville considered in this document.

Business land

Due to the precinct's adjacency to Granville Centre it is likely that all sites along Parramatta Road within the local context will be able to support non-residential uses at ground floor adjacent to Parramatta Road.

This is an important advantage over other locations where residential uses have been proposed adjacent to busy roads as:

- Real business uses and employment can be retained (and even potentially increased) despite the introduction of residential uses.
- Residential uses do not need to be provided at ground floor, where they are most affected by noise, vibration and air quality issues caused by the road corridor.

On this site in particular, as the existing occupier is looking retain a large-floorplate business use (furniture warehouse) on site, there is the potential to allow for two-storeys of commercial use to be required.

Social/community

In order to reduce the feeling of 'living on a busy road', a number of features should be provided to enhance the amenity of the neighbourhood for all users. These include the following:

- An active and attractive pedestrian route along the busy road including, where possible, street trees and footpaths which are buffered from lanes of high speed traffic.
- Ensuring block lengths are minimised to reduce the distance it is required to travel along the busy road.
- Provision of open spaces which may provide amenity for residential uses and vegetation as a counterpoint to the busy road environment.
- Providing good pedestrian and cycle crossings across the road where possible.

These features have been integrated into the preferred option and proposed DCP controls.

Further mitigation for residential uses

Where it is required that residential uses are located adjacent to a busy road, a number of design solutions can be applied to ensure improved outcomes, these include:

- Setbacks from the street and street vegetation.
- Awnings to reduce noise impacts.
- Residential apartments may provide a 'winter-garden' design to balconies, where they can be enclosed to reduce noise and pollution.
- Providing residential apartments a second aspect (such as 'cross through' apartments is desirable to reduce their reliance on noise-corridor facing windows for the purpose of ventilation (note: this is likely to involve a loss of efficiency for the apartment layouts and may require the provision of a greater number of vertical circulation cores) or crossover apartments with stairs within apartments.

Generally these design solutions are not specifically required to meet statutory guidelines (see 'compliance with key policies and guidelines' below) however Architectus recommend their application where practicable and have proposed DCP controls on this basis for the site.

Compliance with key guidelines and policies

Where buildings are proposed adjacent to road and rail corridors, key design guidelines and policies apply including the following:

- SEPP (Infrastructure) 2007.
- The interim guideline 'Development near Rail Corridors and Busy Roads' (New South Wales Government Department of Planning, 2008).

The interim guideline defines a nominal 20 metres from corridors as a distance where air quality should be a consideration and a preferable setback for vandalism purposes. This is unlikely to be appropriate for sites such as this, particularly on Parramatta Road where a streetscape is desired.

Neither of these documents set further clear spatial constraints for development.

Development of the site will require referral to relevant transport authorities under the Infrastructure SEPP. Architectus' experience on these issues is that for development adjacent to railway corridors Sydney Trains will generally apply a set of conditions to any Development Application. These conditions include measures to ensure Sydney Trains are satisfied with compliance with noise standards in relation to the interim guideline, as well as rail safety issues (safe work, electrolysis, craneage, geotechnical and structural issues).

Examples of residential use adjacent to busy roads

Source: Google Street View



The Central Park example presents a more comfortable relationship with the road corridor than the Strathfield example shown. Commercial uses at lower storeys (due to a central location which can support this), design quality, provision of street trees and detailed design solutions are all factors in this difference.



Parramatta

Harris Park

Granville

Merrylands

Clyde

Auburn

Lidcombe

Flemington

Homebush

North Strathfield

Strathfield

Burwood

Croydon

Ash

4.0 Preferred Option



4.1 Preferred building form

The preferred building form is described in the plans and views adjacent and overleaf.

The preferred building form is compliant with the LEP and DCP controls described in Section 5 of this document, including bonuses for achieving design excellence. It achieves a Floor Space Ratio of 6.0:1 assuming a 75% efficiency of Gross Floor Area from the footprints shown.

The total area of commercial uses shown in the model is approximately 5,500sqm in Gross Floor Area (assuming 75% efficiency as above) or around 0.6:1 FSR.



Indicative plan within future context

- Onsite development - residential podium
- Onsite development - residential tower
- Onsite development - commercial podium
- Offsite development (potential future context, see Section 3)
- Existing buildings likely to be retained

n.b. all dimensions approximate



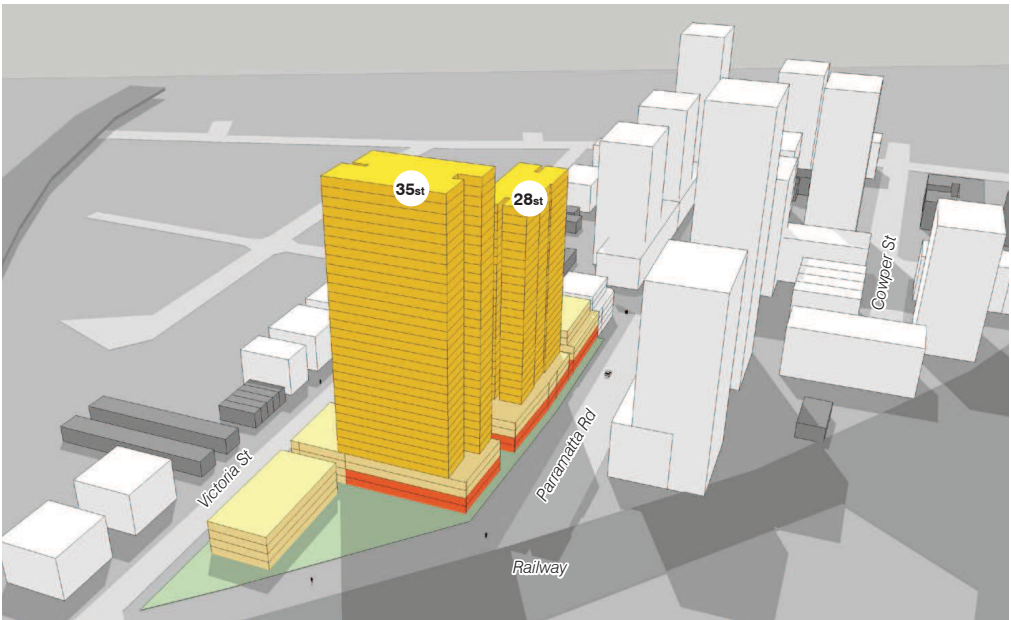
Indicative floor plan - ground floor

- Commercial use - (min. 20m from street wall)
- Open spaces
- Apartment (2 bed)
- Apartment (1 bed)
- Circulation
- Core (lift/stair/services)
- Vehicular access
- Building over
- Minimum publicly accessible open space to west of site - 850sqm

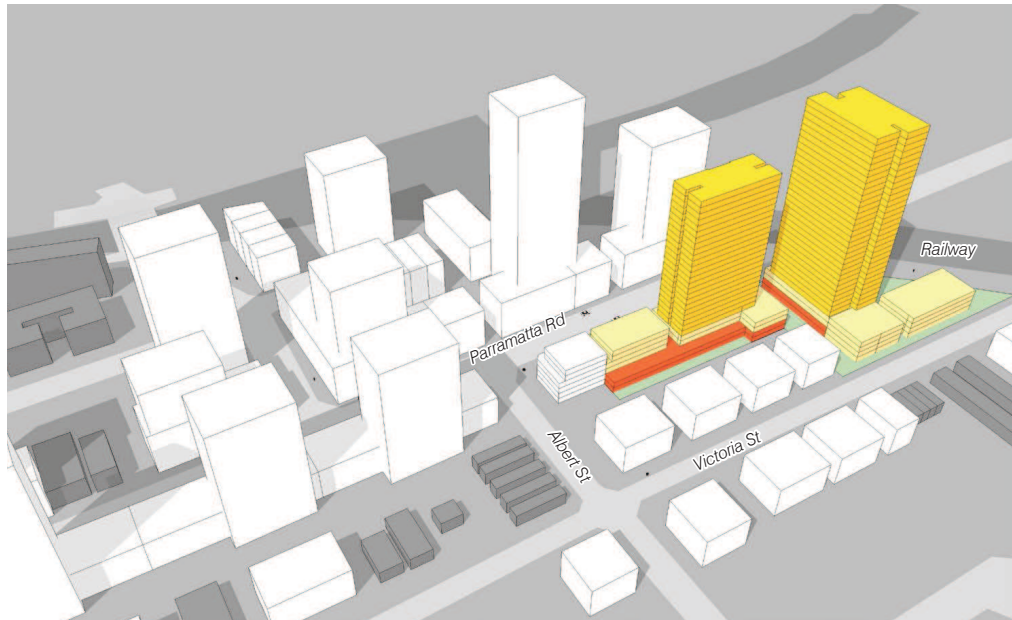


Indicative floor plan - tower forms





Aerial view from southwest



Aerial view from northeast



View along Parramatta Road from east

4.2 Fit of into immediate (micro) context

The immediate (micro) context

The immediate context of the site at present includes:

- 1-2 storeys commercial buildings along Parramatta Road
- 1-2 storey detached and attached houses along Victoria Street.

As described in Section 3, the context of the proposal is likely to change, both through redevelopment of the Parramatta Road corridor and redevelopment of the context to the north of the site which will significantly change the scale of the local area.

Council's noted concerns - preliminary assessment

Other than a general request for further justification of the building context, the single key item raised through Council's Preliminary Assessment regarding building form is as follows:

"It is recommended that the street-wall/frontage height along Parramatta Road is limited to 6 levels and along Victoria Street to 4 levels. This reduces the number of apartments located along the busy Parramatta Road corridor and allows a better transition of scale to the existing 2-3 storeys developments north of the site which are unlikely to change in the long term."

Proposed response to issues

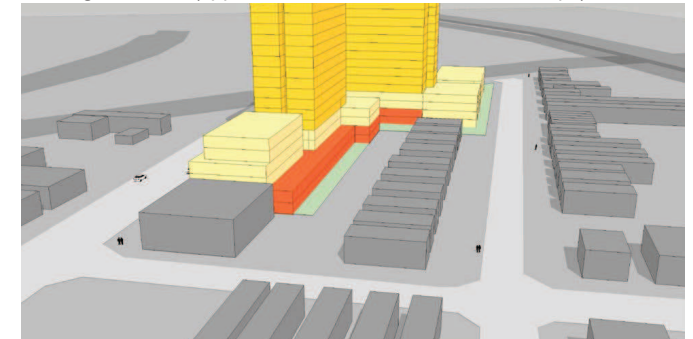
Architectus have adjusted the scale of buildings shown to 4-storeys across both Parramatta Road and Victoria Street. There is no building height above this on Victoria Street. On Parramatta Road, all building forms above this height are set back a minimum of 3 metres from the street wall edge.

The proposal will present some immediate scale differences with its immediate context. As the local context is likely to undergo significant change in the future, the scale of existing buildings is not seen as the desired future scale for the area. The interim scale differences presented through a taller street wall to Parramatta Road and taller development on Victoria Road (separated from adjacent buildings by a minimum of 12 metres) are reasonable and appropriate in this light.

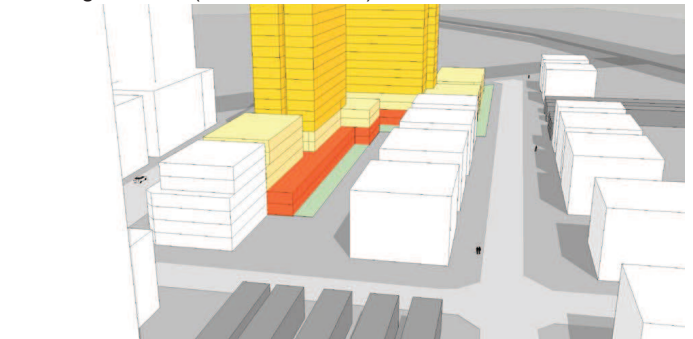
Aerial views from east showing immediate context fit



Existing built form (approximate 3d view. Source: Here Maps)



Existing built form (Architectus model)



Potential future built form (Architectus model)

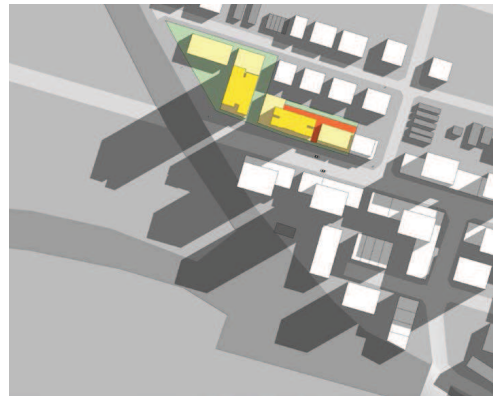
4.3 Sun access

The diagrams adjacent present the sun access at midwinter and equinox for the proposal in the existing and potential future context.

The proposed built form can achieve the following:

- All existing residential areas remain able to achieve 3 hours sun access in midwinter.
- The proposal itself will conform with the Residential Flat Design Code sunlight access rule of thumb for apartments (i.e. 70% of apartments within a development should have at least 2 hours of sunlight between 9am and 3pm in midwinter).

Sun access - potential future context



9am March 21 (Equinox)



12pm March 21 (Equinox)



3pm March 21 (Equinox)



9am June 21 (Midwinter)



12pm June 21 (Midwinter)



3pm June 21 (Midwinter)

Sun access - existing context



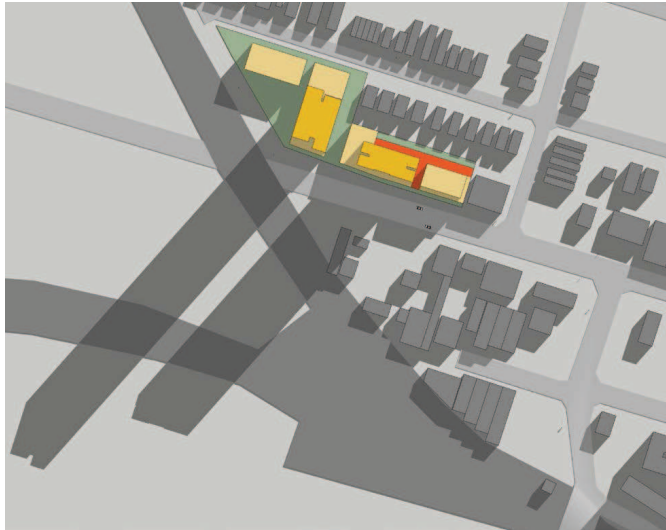
9am March 21 (Equinox)



12pm March 21 (Equinox)



3pm March 21 (Equinox)



9am June 21 (Midwinter)



12pm June 21 (Midwinter)



3pm June 21 (Midwinter)

4.4 Architectural concept images

This following pages present a series of illustrative images demonstrating the architectural potential of the preferred building form outlined this Chapter. They accord with the with the draft LEP and DCP controls described in this the following chapters of this document.

The images describe the architectural potential of the proposal and its relationship to its context. They do not present a final detailed architectural design, rather these illustrations indicate the scale and character envisaged by the proposed controls.



Gateway

The proposed mixed use development will be a significant gateway at Granville on Parramatta Road. The quality of the two towers will set the benchmark for future development in Granville, helping to transform the Parramatta Road corridor.



Street edge

The proposed four-storey podium address an enlivened Parramatta Road. Slender, articulated towers help to emphasise the street edge. A strong built form edge is provided to address Parramatta Road and screen residences from noise whilst a softer edge faces north with open balconies and indoor/outdoor living.

Through-site link

The proposed through-site link from Parramatta Road will form a focus for activity. The scale and articulation of the space encourages social interaction of visitors and residents alike. The double height showroom spaces facing Parramatta Road provide activation of the street and through-site link.



Public realm

The proposal will set the standard for the future Parramatta Road. A new significant open space as well as activation of Parramatta Road will help to shape the future of the local area.





Parramatta Road and new open space

A significant new publicly accessible open space is proposed within the site, including the Duke Street reserve and connecting to Parramatta Road. The proposal includes a four-storey podium facing these areas to help provide a human scale with tower forms behind.



High-rise quality

Tall, slender towers provide the opportunity for attractive living environments with generous outdoor aspect and attractive views. A variety of architectural treatments will break down the bulk of towers and provide an articulation to the tower forms.

This page is intentionally blank



Parramatta

Harris Park

Granville

Merrylands

Clyde

Auburn

Lidcombe

Flemington

Homebush

North Strathfield

Strathfield

Burwood

Croydon

Ash

5.0 Recommendations



5.1 LEP Recommendations

Consistent with the potential future local context and preferred option for the site described in Section 3 of this document, the Planning Proposal for the subject site is seeking to amend the maximum building height and FSR provisions for the site as well as permit residential uses on site.

Following discussion with Council a preferred approach has been developed including a split height limit across the site and design excellence bonuses as follows.

The recommended LEP amendments to the Parramatta Local Environmental Plan 2011 are:

- Land zoning: Residential uses to be permitted with consent
- Maximum building height (see plan adjacent):
 - Eastern portion of site: 80m
 - Western portion of site: 96m
- FSR: 5.25:1

These plans should reflect the ‘base case’ for the development of the site – i.e. the built form that can be achieved without going through a design excellence process.

An amendment to the LEP is also required to allow a 15% bonus in height and floor space for design excellence.

It is recommended that a new local provision be included in Part 6 of the Parramatta Local Environmental Plan 2011, and generally be based on the wording of Clause 22B of the Parramatta City Centre Local Environmental Plan 2007. The new clause should be drafted as a general clause, that relates to properties listed in that clause. A key sites map will identify that 171-189 Parramatta Road is subject to the design excellence clause. That way, the Council can amend the controls to include provisions for additional sites in the future, should this be appropriate.

The maximum building heights and floor space ratios across the site, with design excellence bonuses applied, are therefore as follows:

- Maximum building height:
 - Eastern portion of site: 92m (80m + 15%)
 - Western portion of site: 110.4m (96m + 15%)
- FSR: 6.0375:1 (5.25:1 + 15%)

A further LEP control for the protection of commercial uses is being developed for the site by MacroPlan Dimasi and will be provided as part of the Planning Proposal for this site.



Proposed maximum building heights (excluding design excellence bonuses)

5.2 Design Excellence

The following design excellence process is recommended. This has been designed to conform to the Director General's Design Excellence Guidelines and to Parramatta Council's Design Excellence Competition Guidelines.

Design excellence bonus

The design excellence process for this site will permit the applicant an additional 15% in building height and floor space ratio as described in Section 5.1.

Selection of Architect

Architectus, an award winning architect for this scale of development will prepare concept drawings for the proposal. These will:

- Demonstrate a high standard of architectural excellence.
- Document the contextual analysis and rationale for the design, how the design is an economically feasible development option and the manner in which design excellence is achieved.
- Include a considered and detailed urban design analysis of the site.

Design Integrity Panel

A Design Integrity Panel will be brought together with one member to be nominated by Council, one member nominated by the Department of Planning and the Environment and one member nominated by the applicant.

The Design Integrity Panel will be subject to the restrictions generally placed on competition juries through the Director General's guidelines which are provided adjacent.

The Design Integrity Panel will review the design at concept design and DA stages to ensure it demonstrates an outstanding design which exhibits design excellence.

A DA condition will commit the DA architect to provide services through to construction. The architect can only be changed with Council's approval.

Design Integrity Panel process and requirements (based on Competition Jury requirement of the Director General's Guidelines)

Design Integrity Panel members must:

- Not have a pecuniary interest in the development proposal;
- Not be an owner, shareholder or manager associated with the proponent or proponent's companies;
- Not be a staff member or councillor with an approved role in council's development assessment process.

Members of the jury should have relevant design expertise and experience.

The Design Integrity Panel will be convened by the consent authority, including the provision of administrative and secretarial services for the recording of proceedings and preparation of a design integrity report. The proponent will be responsible for reimbursing the consent authority for the secretarial services, to a fee of up to \$1,000.

A Design Integrity Report will be drawn up which will:

- Outline the assessment of the design merits of the proposal;
- Present the jury's decision; and
- Outline any recommended design amendments or propose conditions of development consent that are relevant to the achievement of design excellence.

The Report may:

- Recommend a height and/or floor space bonus;
- Recommend design quality improvements that could be made to permit the awarding of a bonus; or
- Decline to endorse the proposal and not recommend any bonus height or floor space.

The decision of the jury will not fetter the discretion of the consent authority in its determination of any subsequent development application.

In the event that;

- the Panel does not reach a decision,
- the proponent wishes to make a substantive modification,
- the consent authority considers the project submitted for approval (or as subsequently modified) to be substantially different, or
- the consent authority indicates it will not grant consent to the design nominated,

Either the proponent or the consent authority may request that the Panel reconvene and make a recommendation as to what further competitive processes or requirements would be necessary to permit an alternative or revised design to satisfy the design excellence provisions of the LEP.

The Panel shall make such recommendation as it sees fit within 28 days of such a request. The cost of such review shall be born by the proponent.

The design excellence process is deemed to be satisfied upon:

- the issue of a report by the Panel, or
- the completion of any further competitive processes recommended by the Panel following a requested review, or
- should the Panel make no further recommendations, 28 days after such a request for review is made, in which case the competition requirement is considered discharged with no award of bonus height or floor space

5.3 Draft DCP controls

Architectus provide the following draft DCP controls for the site. The structure of the proposed controls is designed to match that of the Parramatta DCP 2011 Part 4 'Special Precincts'.

West Parramatta Road, Granville Precinct

NOTE: Where there is any inconsistency between Parts 2,3,4 and 5, or Section 4.1.6 of the DCP; the desired future character, objectives, principles and controls within this Part will prevail.

Desired Future Character

The West Parramatta Road, Granville Precinct applies to 171-189 Parramatta Road Granville which is located at the western gateway to the Granville Centre. Along the northern edge of Parramatta Road, the site provides the opportunity for urban renewal of residential and mixed use buildings which can revitalise this section of Parramatta Road and provide for the growth of Granville Centre in accordance with its status as a Town Centre.

Improvements to the existing public domain and the provision of significant new open space and through-site links will help to transform this area of Granville into an attractive mixed-use precinct which is well connected through its proximity to both Granville and Parramatta Centres.

Objectives

In addition to general objectives for Granville Town Centre listed in Section 4.1.6 of this DCP, specific objectives for this precinct are identified below.

- O.1 Encourage the development of Parramatta Road as a sustainable, diverse and attractive place.
- O.2 Ensure all buildings, public spaces and streets are well designed.
- O.3 Provide new open spaces and pedestrian connections which can break up blocks, improve local connectivity and improve amenity for higher density residential uses.
- O.4 Minimise the negative amenity impacts of Parramatta Road and the railway corridor including noise, vibration and air quality issues.
- O.5 Contribute to public domain improvements including improvements in the local pedestrian and cycle network and the public domain of Parramatta Road, Duke Street and Victoria Road.
- O.6 Provide an appropriate transition in built form.
- O.7 Provide a human scale to development.
- O.8 Provide slender, attractive and well separated tower forms.
- O.9 Provide good amenity for residents.

Design Principles

Open space and Pedestrian Connections

- P.1 Address and activate public domain areas including open spaces, streets, pedestrian links, laneways and public spaces.
- P.2 Existing street trees should be retained where possible or replaced where removal is unavoidable.
- P.3 Open space is to incorporate opportunities for both active and passive use.
- P.4 A new through-site link is to be provided through the site to break up the length of the street block and improve local connectivity.

Land use

- P.4 Protect sensitive residential uses from noise and pollution sources.

Building form

- P.5 Provide street setbacks and podium heights which are appropriate to the desired future context and to existing building forms.
- P.6 Provide street walls which provide a human scale to development.
- P.7 Provide a buffer to noise and pollution for development directly facing Parramatta Road.
- P.8 Break up the built scale through articulation and setbacks in building volume.
- P.9 Locate car parking under the building footprint to allow for deep soil zones where setbacks are provided.

P.10 The architectural design of all elements is to be subject to high architectural design quality and be comparable to the best examples locally and nationally. The design of buildings is to achieve best practice ESD standards.

P.11 Buildings are to be designed to maximise solar access to public domain areas.

Design Controls

Open Space and Pedestrian Connections

- C.1 Provide a new connection of 12m width between buildings between Parramatta Road and Victoria Street within the site in accordance with Figure 1 to break up the length of the street block and improve local connectivity.
- C.2 In addition to the new connection, a minimum of 850sqm of site area adjacent to Duke Street will be provided as publicly open space in accordance with Figure 1.
- C.3 The new public open space should achieve direct sun access to 50% of its minimum area (425sqm) between the hours of 9am and 3pm in midwinter.
- C.4 The open space should be delivered prior to occupation of the first building form above 20m in height.
- C.5 New development is to ensure that casual surveillance is provided to all public domain areas.

Land use mix

- C.6 Buildings facing Parramatta Road should provide ground and first floor level (to a minimum of 6 metres in height) of active retail, commercial or community uses as shown in Figure 1. Where current demand precludes these uses, buildings are to be designed adopting the “Flexibility” practices outlined in the Residential Flat Design Code.
- C.7 Development should provide secure access to the residential component of each building separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

Parking, access and services

- C.8 Car parking is to be provided at basement level to ensure the visual appearance of car parking structures does not dominate the street frontage.
- C.9 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Crossings are only to be provided in accordance with Figure 1 or as otherwise agreed by Council.

Building Form

- C.10 Building forms should be located within the envelopes and storey heights defined in Figure 2 and include the following:
 - (a) A setback of 3-6 metres should be provided to Victoria Street to respond to existing development.
 - (b) A setback of 3 metres with an awning should be provided to Parramatta Road to match existing development and Council’s desired future character for the area as outlined in Section 4.1.6 of this document. Should a slip road be provided on Parramatta Road or the site for vehicular access, an additional ground floor setback should be provided of the same width as the slip road carriageway.
 - (c) Provide a street wall of no greater than four (4) storeys to Victoria Street and Parramatta Road. All development above this should be set back a minimum of 3m from the street wall.
- C.11 All residential balconies facing Parramatta Road within the 4-storey street wall form should be able to be enclosed.
- C.12 Tower forms within the site (above the street wall) will be separated in accordance with the building separation distances in the Residential Flat Design Code.

- C.13 Gross Building Area (measuring to the external facade of the building, including balconies) of residential towers should be limited to a maximum of:
 - 800sqm for residential buildings up to 75m high (approx. 25 storeys)
 - 950sqm for residential buildings which are 75-105m high (approx. 25-35 storeys).
 - 1100sqm for residential buildings greater than 105m high (approx. 35 storeys).
- C.14 The maximum length of buildings along street frontages should be no greater than 65 metres. Articulation should be provided to break up the bulk of longer building forms so that they appear as discrete buildings.
- C.15 Ensure adequate solar access and amenity, compliant with Residential Flat Design Code standards.
- C.16 Ensure that solar access to potential future development to the south can also comply with the Residential Flat Design Code standards.

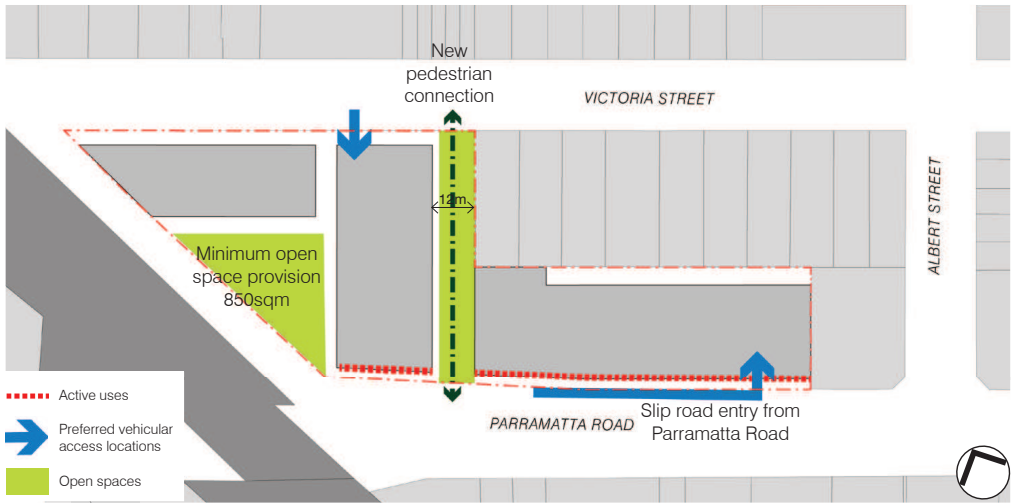


Figure 1 - Open space, active frontages and vehicular access

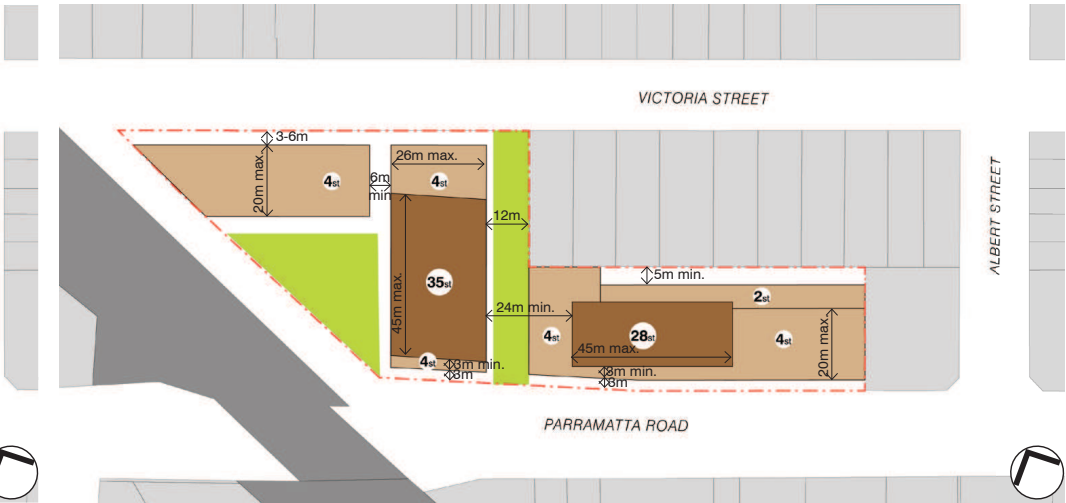


Figure 2 - Building form