

OCTOBER 2015

WOOD VILLE

264

GILES TRIBE ARCHITECTS
ARCHITECTS & URBAN PLANNERS



TABLE OF CONTENTS

THE VISION		URBAN RENEWAL	24
The Vision	1	Density, Liveability & Sustainability	25
Vision Highlights	2	Urban Renewal Benchmarks	26
ANALYSIS	4	BUILT FORM STRATEGY	27
Regional Context	5	Building Massing and Height	28
Site Context	7	Transition	29
		Project Data	30
THE MASTER PLAN	9	Solar Amenity	32
Concept Master Plan Evolution	10	Traffic And Circulation	35
Consultation	11	Massing and the Public Realm	36
Response to Council Feedback	12	Massing and Street Character	37
The Master Plan - Overview	14		
		APPENDICES	38
PUBLIC BENEFITS	15	Apartment Design	
A Central Park	16	Guidelines Compliance	39
Community Space	17		
Public Benefit Framework	18		
Public Benefits	19		

WOODVILLE 264

THE VISION



Woodville 264 will be the catalyst of a new phase of prosperity and liveability along the Woodville Road corridor. It will transform a degraded arterial strip that is a gateway into Parramatta City Centre, create a mixed-use neighbourhood centre focused around a new public park, create a community focus for locals, and diversify housing within an easy walk of two train stations.

This Vision evolves Parramatta City Council's strategic intent for the corridor. It can be Sydney's best model for urban renewal of a major arterial corridor and improve Council's business case for improved public transport over time.

In preparing the Vision, the proponent has undertaken early engagement outside of the statutory process with Parramatta City Council, Granville South Public School and adjoining residents. In responding to feedback during this process, a number of revisions were made to the Preliminary Concept Master Plan to reduce the yield and height, whilst improving traffic circulation and community benefit.

Underpinning the Vision is the gifting of approximately .74 ha or 28.3% of the site for community benefit within a mixed-use neighbourhood centre that will include:

- Up to 300 new jobs for people in the local community;

- Flexible floor space available for community uses;
- A supermarket and specialty retail for locals to walk to daily needs;
- A gym to improve health and wellness;
- A diversity of dwelling types;
- Activities and events coordinated with Council's place manager and local stakeholders;
- Partnerships with local institutions, such as Granville South Public School to improve social capital;
- A potential pilot bike program to connect the project and neighbourhood to the local train station;
- A potential car share scheme to remove the need to own a vehicle, saving participants up to \$12000 pa;
- Up to 518-590 new dwellings (dependant on apartment layout and detailed design) that will diversify local housing supply and affordability;

Based on our research, it is estimated that over 5,000 locals who currently have to drive to access similar services, will be able to walk and cycle to this neighbourhood centre, improving health and reducing travel emissions.

Given the significant dedication of land for public benefit, the Vision must also optimise the potential for new urban buildings to facilitate an outcome that is commercially sustainable whilst being a good neighbour. The feasibility of the project is supported by Hill PDA. As such, the tallest buildings shape Woodville Road, the mid-rise buildings are located deep within the centre of the site and lower buildings step down towards Lansdowne Street and Highland Street.

In order to facilitate the Vision, an integrated design and urban economics process has confirmed that the site requires height limits ranging from 3 to 9 stories and an overall FSR of 2.23:1 to be viable.

As such, we respectfully request Council to review the draft LEP controls proposed for the site and update these numeric standards to reflect the above standards to ensure a commercially viable outcome.

The owner of the John Cootes site, Wiltex Wholesale Pty Ltd and it's team including the design partnership of RobertsDay and Giles Tribe Architects, Knight Frank (statutory planning), GTA (Transport and Traffic) and HillPDA (Urban Economics) look forward to proactively working with Parramatta City Council to rejuvenate this centrally located part of the Woodville Road corridor.

WOODVILLE 264

VISION HIGHLIGHTS

Site Area: **2.61 ha (100%)**

Public Benefit: **0.737 ha (28.3%)**

GREENING OF WOODVILLE ROAD



2.3%
0.06HA

6.5m Green Treed Setback
Reduce Urban Heat Island
Improved Amenity
Property Value Uplift

A NEW PLAZA



0.5%
0.012HA

Potential future public transport infrastructure
Improved amenity for public transport users
Attractive Pedestrian Environment

A NEW CENTRAL PARK



5.0%
0.13HA

A Central Neighbourhood Park
A people 'oasis'
A mix of activities and functions
A children's playground

NEW STREETS & CONNECTIVITY



19.3%
0.505HA

Mixed Use Main Street
3 New Street Connections
School Drop - Off Loop
Separate Supermarket Circulation

COMMUNITY SPACE



1.2%
0.03HA

Partnership with Granville South Primary School
Potential dedication of some floor space for community uses

Note: All areas are approximate



Central Park



ANALYSIS

REGIONAL CONTEXT

WOODVILLE ROAD

The Woodville Road Corridor is the gateway into the Parramatta CBD, with over 40,000 people travelling along it daily. Regrettably, it currently functions solely as a vehicle orientated arterial road. However, it has the potential to positively contribute to the livelihood of the 20,000 people who live in close proximity.

Located at the geographic centre of this Corridor is 264 Woodville Road, within walking distance of two train stations, a proposed light rail route and open space corridor connecting people all the way to Homebush Bay.

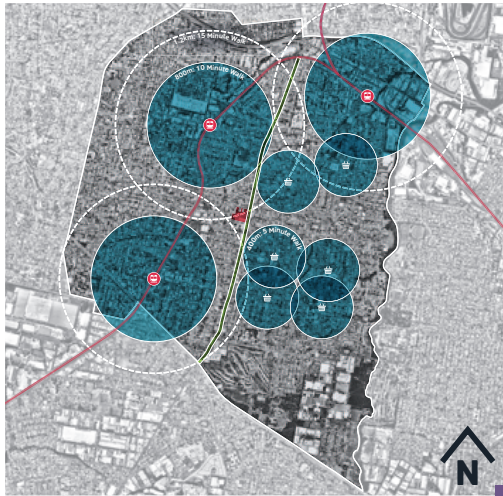
The strategic convergence of these major urban systems on 264 Woodville Road, coupled with Council's strategy to transform the Corridor's identity into a world class boulevard, creates the perfect conditions for a Vision with significant public benefit.

By reinventing the Corridor's focus from cars to people, 264 Woodville Road can be 'the catalyst' that marks a new era for city-making where the identity of Parramatta and its people's lives are significantly improved.



REGIONAL CONTEXT

CATCHMENT ANALYSIS



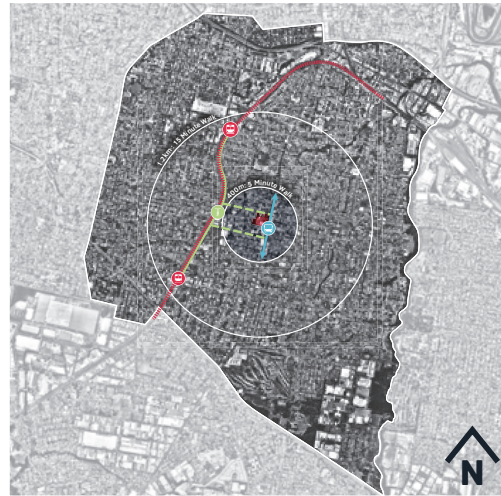
Local Centre Catchments

Local Centre Catchments

An analysis of the walkable catchments for 'local centres' highlights a gap in services, pedestrian-orientated daily convenience shopping and other amenity within a five minute walk of Woodville 264.

The 400 and 800 metre walkable radius shown on the map refers to the hierarchy of the centres and retail within the region and indicates that considerable areas in the community are not within a comfortable walk of a local centre.

The strategic location of Woodville 264 creates the opportunity to fill a void in the service and amenity provision for existing communities.



Transit Catchment

Transit Catchment

A 20 minute neighbourhood is a planning approach that aims to create neighbourhoods that provide everything you need on a daily basis within 20 minutes, preferably via walking.

Today, the twenty minute target is the 'new norm' advocated by leading organisations including Transport NSW, The Heart Foundation, and cities such as City of Sydney, Melbourne, Portland, Copenhagen, Paris, Vancouver, and San Francisco to transform existing urban areas. 20 minute neighbourhoods aim for all residents to have access to services, jobs and daily needs within a 20 minute walk or cycle.

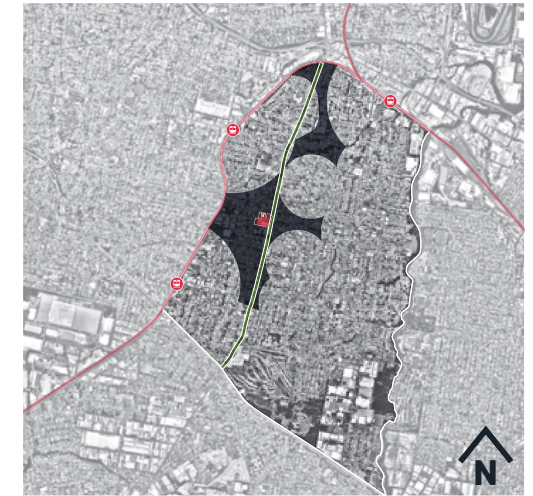
Woodville 264 is within a 15 minute walk or 5 minute cycle ride of Guildford and Merrylands Stations, which satisfy the 2km distance identified by Transport NSW's Sydney's Walking Future. By strengthening east-east connections from Woodville Road to the west through new streets and cycleways the distance to the stations is further reduced.



Parramatta's Green Grid Deficiency

Parramatta Green Grid

There is a significant open space deficiency surrounding Woodville 264. The proposed Central Park, green Main Street and Woodville Road Street Greening components will contribute to the region's interlinked, multi-purpose open spaces with connections to where people live and work, public transport and the broader Parramatta Green Grid.



Areas void of access to amenities and services

The Opportunity - Transforming the Black Hole

This strategic analysis highlights the fact there is a significant area of land as highlighted in black above that is not within walking distance of amenities and services.

Increased vehicular dependency leads to higher emissions, increased travel costs and health related issues.

SITE CONTEXT

An holistic approach to planning design has been prepared over the 2.61 ha site located at 258-264 Woodville Road, Merrylands comprising the single large John Cootes site and a number of small lots that Elanor Investors controls as an option. The site contains a large furniture shop set within a large grass paddock and a number of 1-2 storey residential detached buildings that front Lansdowne Street on the northern boundary.

The locality is characterised by predominantly low to medium residential dwellings, with newer mixed use apartment blocks on Woodville Road and a primary school (Granville South Public School), petrol station and food stores to the south. To the west, the rear of the site is bound by a cul-de-sac. The large lot with the furniture shop is currently under developed and provides little or no amenity to the broader community. In addition, the large size of the lot contrasts with the prevailing fabric of the adjoining residential areas creating a barrier in the local movement network.

Accessibility

The site currently has street frontage to the north and eastern boundaries. Woodville Road provides the main visitor arrival via two access drives and a small surface parking area at the front the furniture store.

Landform and Views

The site slopes from approximately RL 27m in the south to RL 22.5m in the rear, with the highest point in the south eastern corner of the site and offers long views to Parramatta City Centre along Woodville Road.

Open Space & Vegetation

There is limited access to open space, particularly heading east off Woodville Road.



Woodville Road Frontage



Granville South Public School



Surrounding Dwellings



The John Cootes Site today



THE MASTER PLAN

PRELIMINARY CONCEPT MASTER PLAN AND EVOLUTION

The original concept revealed its benefits from being within an easy walk to two train stations (approx. 15 minutes), a gateway site to the major employment centre of the Parramatta CBD and to sitting adjacent a key neighbourhood connector carrying almost 40,000 people every day. This strategic context is not however reflected in the surrounding land-use pattern, with the locality defined by an ageing building stock, low-medium residential housing and car-oriented development.

At the time of analysis the John Cootes site comprised approximately 2.7 hectares in single ownership. Since the original analysis, the subject site boundary has been reduced to 2.61 hectares, with negotiations ongoing for 2 lots fronting Lansdowne Street. It is within this understanding that the John Cootes site represented a significant opportunity to:

- Redefine Woodville road from a vehicle dominated corridor to world-class boulevard providing a key community benefit for 20,000 local residents and improving Council's business case for a future light rail link;
- Transition Paramatta from a 20th Century Car City to a 21st Century People City by providing local services, facilities and amenity for an underserved community;
- Contribute to the region's multi-purpose open space network and deliver resilient green infrastructure connecting people with places they live, work, play, learn and visit; and
- Deliver a discernable neighbourhood heart and community meeting place, co-located with the existing primary school to practically implement 20-minute neighbourhood concepts embedded within best-practice planning policy.

These guiding principles, in conjunction with a detailed analysis of the site's local context informed the Preliminary Concept Master Plan. Underpinned by best practice urban design principles, key features of the preliminary concept included:

Yield: Approximately 900 dwellings providing increased affordability and diversity in dwelling types within the local area. The increase in residential density provides the residential catchment for a range of commercial uses;

Open Space: The introduction of new Central Park at 1300sqm and 9200sqm of associated public benefits including the greening of Woodville Road, a new plaza, new streets, places and community uses. In total, this contributed to 1.13 hectares (40% of the original 2.7 hectare site area) provided for public benefit.

Commercial: A mix of daily-needs retail, local supermarket, gym and childcare facilities, some flexible floor space for community uses and live/work housing typologies generating life and activity around a central public space; and

Building Height + Massing: A carefully considered massing strategy with a projected FSR at 3.6:1 allowing transition of building heights to existing development edges, framing and defining Woodville Road, the location of tower aspects in the middle of the site, adequate solar amenity and ensuring the economic feasibility of the proposal.



The Preliminary Concept Master Plan was underpinned by the opportunity for Woodville 264 to act as a catalyst for the renewal and transformation of Woodville Road.

CONSULTATION

Feedback has been received regarding the Preliminary Concept Master Plan from Parramatta City Council, Granville South Public School and adjoining residents through a community information session held at the John Cootes warehouse on the 13th of May 2015. Although generally supportive of the proposal, concerns were raised in relation to building heights and massing, proposed density and public benefit offsets. In response to these concerns, the Preliminary Concept Master Plan has been revised to ensure the development integrates with the existing city fabric and becomes a well-utilised and loved community asset.

Given the significant evolution of the Preliminary Concept Master Plan at this stage of the rezoning process, the following introductory sheets provide a record of the original plan compared to the Revised Concept Master Plan. Following the introductory pages is an updated Master Plan section reflecting the Revised Concept Master Plan.



View looking north along Woodville Road with the John Cootes warehouse on the left.

RESPONSE TO COUNCIL FEEDBACK

Concept Evolution:

To respond to feedback received from Parramatta City Council, key stakeholders and the existing community, the Revised Concept Master Plan has reduced yield, FSR and building height whilst largely maintaining the public benefit.

Key revisions include:

- Yield: reduction in dwellings from 900 to 518-590 apartments;
- FSR: 12% reduction in Floor Space Ratio from 3.6:1 to 2.23:1;
- Building Height: 50% reduction in maximum building height from 18 storeys to 9 storeys and breaking down of building mass to improve neighbourhood transitions; and

Public Benefit Evolution:

The project has responded directly to the concerns of the local community through a reduction in height, FSR and associated yield and has reduced overall site area. Despite this reduction in developable area and return, the amount of public benefit remains largely unchanged as part of the proposal.

However, it is noted the proposed 'community hub' has been reconfigured as flexible floor space within the ground floor of a mixed-use building.

Yield Evolution / FSR Evolution:

A range of changes to the overall programming, FSR and yield have occurred as a result of massing and height refinements explained in the previous section. These changes have resulted in an overall reduction in the yield and FSR in direct response to council's concerns, explained in further detail below:

Land Use	Preliminary Concept Master Plan	Revised Concept Master Plan A	Revised Concept Master Plan B	Revised Concept Master Plan C	Comment
Site Area	27,328sqm	26,134sqm	26,134sqm	26, 134sqm	Removal of 2 lots fronting Lansdowne Street.
Residential GFA	87,525sqm	72,590sqm	64,213sqm	49,901sqm	Overall reduction in height including the removal of 18 storey tower element and refined transition to neighbouring residential land-uses.
Retail/Commercial GFA	10,460sqm	10,450sqm	8,362sqm	8,362sqm	A reduction in GFA is a result of the reduction of residential GFA.
Community Space GFA (included in Retail/Commercial GFA)	300sqm	600sqm	600sqm	Approx 300sqm	Reconfigure 'Community Spa' as flexible floor space within mixed-use building.
Total GFA	98,285sqm	83,640sqm	73,175sqm	58,263sqm	Reduction in GFA by 40.7%
FSR	3.6:1	3.2:1	2.8:1	2.23:1	Reduction in FSR by 38.8%

RESPONSE TO COUNCIL FEEDBACK



Preliminary Concept Master Plan (March 2015)



Revised Concept Master Plan B (September 2015)

A comparison of the March 2015 Preliminary Concept Master Plan (upper left) and the Revised Concept Master Plan C (lower right) illustrates that despite a reduction in height and overall development that the community benefit and public domain has been retained and enhanced.



Revised Concept Master Plan A (May 2015)



Revised Concept Master Plan C (October 2015)

THE MASTER PLAN

OVERVIEW

The Concept Master Plan reinvents a time proven pattern of creating great places where a fine grain pattern of streets and blocks converge on a central public space anchored by a community building. With different activities and uses, the public space becomes the generator of public life.

As such, the 'big idea' of the Concept Master Plan is to transform a large island site into a series of human-scale blocks which connects into the existing neighbourhood.

In doing so, a large superblock for private development is divided into smaller, human-scale blocks for redevelopment.

Key features underpinning the concept include:

- Installing traffic signals to extend Kimberley Street through the site to Highland Street;
- Creating a highly visible, Central Park with exceptional amenity for its users;
- Flexible community-orientated floor space adjacent to the Central Park and school;
- Connecting Lansdowne Street to the Central Park with a new local street;
- Providing four fine grain blocks which positively shape public space into 'outdoor rooms';
- Creating a plaza to accommodate potential future public transport infrastructure for people on Woodville Road;
- Setting back buildings on Woodville Road to widen the footpath and green the corridor;
- Providing a range of uses to activate the new public realm, including a supermarket, retail shops, showrooms, gym and live / work units.





PUBLIC BENEFITS

A CENTRAL PARK

The design and location of Central Park provides for a unified, connected and accessible space catering for a range of formal and informal activities.

The role of the park is to provide an activated place where people can meet, socialise, play, people-watch and relax. There will be opportunity for participation in outdoor cinema, games, and markets.

Central Park will be a high quality public space where people will choose to linger. The space will be activated, not only by the uses within it, but by uses fringing the park, such as cafés, retail uses, and the school.

It will be well connected to the public space network and public transport linkages. If desired, it will provide for a clear access between Granville South Public School and into the residential and retail uses within the site, as well as other access points beyond the site.

The scale and context of the park and its relationship to the adjoining built form will create a space that is neither too small nor large relative to its location and functionality. It will have a suitable human scale.

Landscaping of the park will reinforce its spatial geometry and will include opportunity for public art, sculptures, tactile objects and other points of interest. Street furniture may include fixed and portable seating, tables for outdoor dining, lounges, and fixed or portable kiosks and carts.

The space will ideally be able to be transformed to reflect the range of uses programmed.

Central Park has the potential to offer a varied range of formal or informal activities, functions and attractions. It will be the heart of all social activity within the site.



COMMUNITY SPACE

The proposed flexible floor space for community uses is located on the ground floor of the building, at the southern edge of Central Park and adjacent to the primary school boundary.

The location of the space is aimed at enhancing linkages between the school and site, reinforcing a sense of community with existing land uses and providing a focus at the edge of Central Park in a north-facing location to optimise amenity.

Potential uses include:

- Cafe/Tuckshop
- Art Gallery
- Bike Workshop
- Multi-Purpose Community Space

In preparing this Planning Proposal, a number of meetings have occurred with the primary school. During the assessment of this Proposal, it is anticipated these meetings will be on-going to resolve an ownership and governance structure acceptable to Council, the school and proponent.



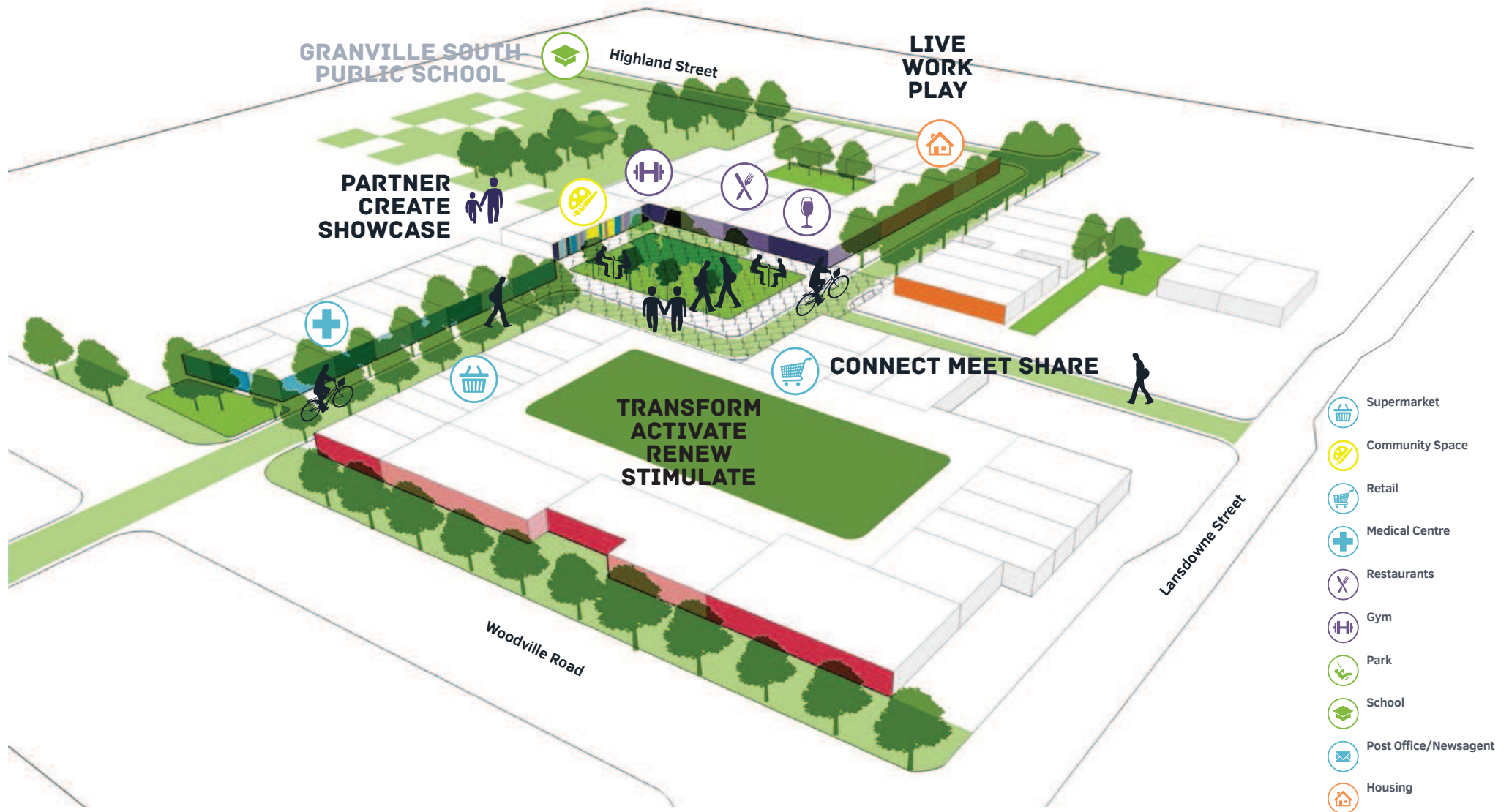
- Site Boundary
- Flexible floor space (community)
- Podium underneath
- Petrol station & Fast food retail site
- Granville Public School



PUBLIC BENEFIT FRAMEWORK

OVERVIEW

The project will transform the John Cootes site in to a people friendly place with a high quality public realm, opportunities to live, work and play and also the potential to create a community partnership with the neighbouring school.



PUBLIC BENEFITS

ACTIVITIES, USES & FUNCTIONS

Centered around a new Central Park, a variety of activities, uses and functions will create a community focus and generate public life



Proposed major activities, uses & functions that will bring public benefits including:

- Supermarket
- Child Care
- Daily needs retail
- Community Space
- Cafés/Restaurants
- Gym
- Retail Showroom
- Professional Offices

PUBLIC BENEFITS

GREENING OF WOODVILLE ROAD

Opportunities for greening along Woodville Road are created through generous building setbacks.

The greening of Woodville Road will improve the environment for pedestrians and contribute to the corridor's attractiveness.

In order to satisfy the Department of Environment & Planning's 'Development Near Rail Corridors and Busy roads' 2008, a 10m separation distance is required between the Woodville Road travel lane pavement and residential development. The Concept Master Plan proposes a consistent 6.5m setback within the site providing a generous street tree planting zone and, when combined with the 3.5- 4m Woodville Road verge width, satisfies the 10m separation requirement.

It is noted the width of this setback ensures that trees with generous shade canopies can be planted to comply with the RMS 'clear zone' defined as 4m from the kerb.



1. ENVIRONMENTAL BENEFITS

Microclimate benefits such as a reduction of temperature created by shading (shade lowers temperatures by 3-5C)



2. AESTHETIC BENEFITS

Create local character and 'sense of place'



3. ECONOMIC BENEFITS

Increased property values and setting for business

PUBLIC BENEFITS

STREETS & CONNECTIVITY WORKS

A MAIN STREET

Main Street will form a new link between Highland Street and Woodville Road. It will also serve as a visual connection from Kimberley Street (to the east of Woodville Road) into the site, terminating at a view to Central Park.

The intersection of Main Street and Woodville Road is intended as a signalised intersection. This will facilitate pedestrian access across Woodville Road and improve the legibility of east-west linkages where presently Woodville Road dominates and reinforces a strong north-south link and a barrier to its western edge and the John Cootes site.

Main Street is to be a people oriented street, balancing mobility with lingering. On-street parking and a right-angled bend at Central Park will reduce traffic speeds. Main Street will be activated by ground floor retail, commercial and food and drink premises to create a lively and engaging pedestrian environment. Retail anchors will focus towards Main Street and Central Park to reinforce activity and a pedestrian environment. Retail activation will be created via shopfronts, awnings, outdoor dining and entries to buildings.





View A. The interior street character

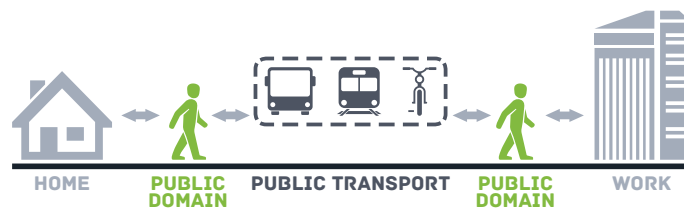
PUBLIC BENEFITS PLAZA

Every Trip Begins with Walking

Today, the site benefits from proximity to two stations. In addition, whilst a bus stop may not be required at Woodville 264 at present, flexibility is embedded in the design to ensure that it can accommodate a bus stop and supporting uses in the future.

As such, a plaza has been identified adjacent to Woodville Road to accommodate future public transport infrastructure such as a new bus stop within a high quality public realm that supports patronage.

Over time, a community bicycle hub may locate near here, being a significant resource and connection for cyclists – where bikes and accessories can be built, sold and/or repaired. The hub will deliver an exciting new type of venue linked to social and cycling activities, information and service and retailing. Riders can pause for refreshment and pick up groceries and bikes can be repaired or stored.



View B. Entry view at the intersection of Woodville Road and Main Street.



URBAN RENEWAL

DENSITY, LIVEABILITY & SUSTAINABILITY

Density is of integral importance as Sydney and Parramatta mature to accommodate growth in a rapidly expanding metropolis. It reduces the negative impacts of sprawl and the provision of costly services to outlying houses. Density can also drive real liveability and sustainability initiatives including the facilitation of diverse and affordable housing stock, increase energy independence, walking, cycling and transit use and provides a level of vibrancy and services to future proof neighbourhoods.

Without density our neighbourhoods become un-walkable, lead to segregated land uses that can only be accessed via the private car, create congested roads and make the provision of public transport costly or unviable.

In its present sense, this is the context of the John Cootes neighbourhood. At a density of 34.66 people/ha it cannot provide the level of local services and facilities required to sustain a walkable urban neighbourhood. It is leading to an environment where the use of the private car is the only option, burdening the already at capacity road network.

The John Cootes proposal represents 'Density Done Well' for the following reasons:

- Align land use with transit | Woodville 264 is Transit Ready as:
 - It is located 1.5km from 2 train stations, directly comparable to the Top Ryde example and better serviced than Zetland;
 - Proposes a transit plaza capable of accommodating a high amenity transit stop along Woodville Road in the future;
 - Creates a destination and enhances walking and cycling through high amenity streets and places;
 - Introduces the 'power of nearness' through a range of amenities, services and facilities to accommodate the daily needs of future residents and the broader community.

- High design standards | Woodville 264 is best practice urban design and architecture as:
 - It carefully transitions to surrounding context;
 - Uses appropriate building mass and height to frame positive urban spaces;
 - Locates massing central to the site alleviating its dominance on existing streetscapes;
 - Provides solar amenity through building and open space orientation; and
 - Achieves all relevant standards in apartment design to ensure a diverse local community and safeguard amenity for its residents.
- Amenity makes density enjoyable | Woodville 264 significantly improves neighbourhood amenity as:
- It introduces public benefit including:
 - The greening of Woodville Road through an increased setback of buildings to accommodate boulevard street trees and activated edges;
 - a new transit plaza making transit use enjoyable and socialable;
 - a central defining open space of sqm providing the opportunity for a range of formal and informal interactions in a high amenity location;
 - New streets and places including the introduction of a new civic heart main street; and
 - Flexible community floor space adjacent the primary school and capable of accommodating a café, art gallery, workshops and programmable community space.

Woodville 264 therefore represents a high-quality, high-density redevelopment that provides excellent quality of life for its future residents whilst significantly contributing to the future of its neighbourhood



URBAN RENEWAL BENCHMARKS

Comparing the existing John Cootes neighbourhood to some of Sydney's most walkable, Pyrmont (124.7 people/ha) and Zetland (74.26 people/ha), the importance of people per hectare becomes apparent. Through the development of Woodville 264, the John Cootes neighbourhood density will increase to 53.94 people/ha, directly comparable to the Top Ryde neighbourhood at 57.62 people/ha and best practice retrofitting of the suburban condition.

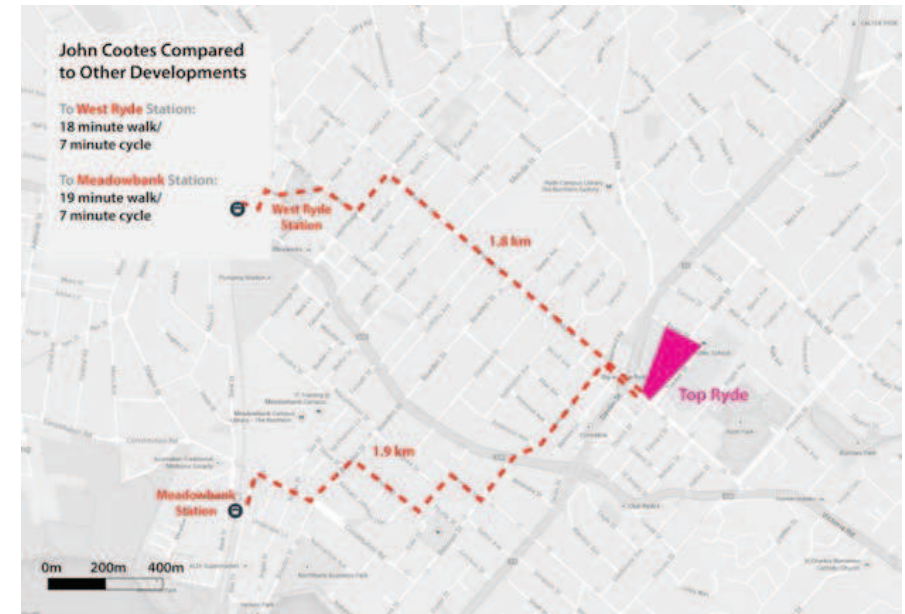
It is also clear from the examples that the density of single developments does not equate and cannot be compared to broader neighbourhood density. Each of the examples have high density developments but only as a small proportion of the overall housing stock. The developments contribute to neighbourhood density but do not create it in and of themselves.

It is therefore clear that the John Cootes neighbourhood requires a development of the scale and intensity proposed to achieve real and measurable increases to neighbourhood liveability. Irrespective of this analysis;

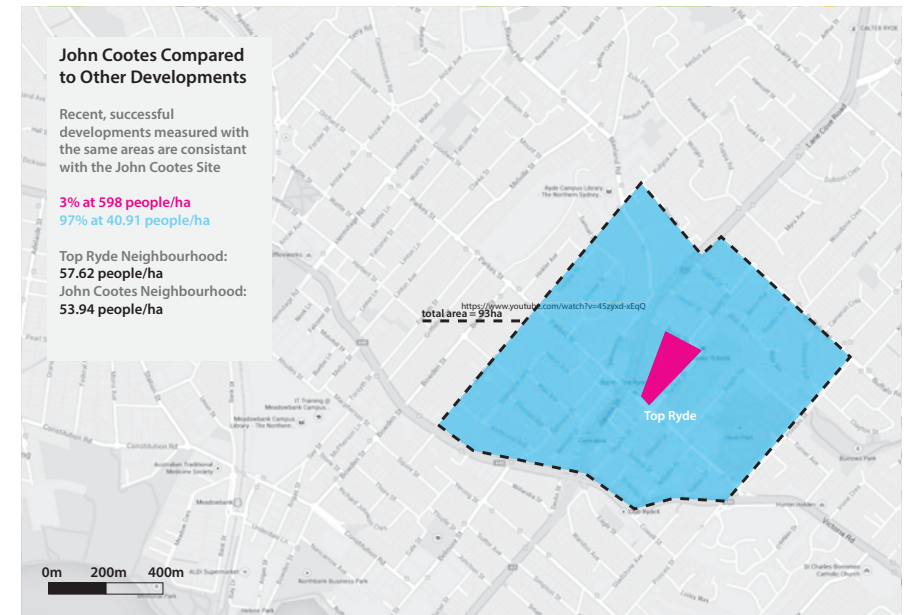
'Densification shouldn't be a mathematical exercise, or the product of a one-dimensional read of 'highest-and-best-use'. Density done well should be a design-based approach to responsible city leadership' Brent Toderian, 2014



Aerial view of Top Ryde neighbourhood including full development of the shopping centre and city apartments amongst the broader diverse neighbourhood.



Top Ryde strategic location comparison



Top Ryde density comparison

An architectural rendering of a modern, multi-story building with a ground-floor pharmacy and street-level activity. The building features a mix of dark grey and light grey panels, with large windows and balconies. A large, leafy tree stands on the sidewalk in front of the building. The pharmacy, 'THE CORSA PHARMACY', has a blue sign and large glass windows. People are walking on the sidewalk, and a silver car is parked on the street. The sky is clear and blue.

BUILT FORM STRATEGY

BUILDING MASSING AND HEIGHT

The Concept Master Plan has carefully considered the project's strategy for building height. The key principles underpinning the strategy are:

- Being a good neighbour by stepping down buildings to transition into Lansdowne St and Highland St;
- Using taller building mass to shape Woodville Road into a positive urban space;
- Locating mid-rise buildings in the centre of the site to create an appropriate scale around the central park;
- Providing adequate solar amenity;
- Ensuring the overall viability of feasibility of the Vision through the nexus between new public realm and development capacity.

Through a detailed design process, the Concept Master Plan balances all of the above principles by:

- Stepping down buildings to 3 stories to transition into Lansdowne St and Highland St;
- Addressing Woodville Road with 9 storey buildings to create a 'height-to-width' that will shape the corridor into an 'outdoor room' and positive urban experience;
- Providing adequate solar amenity at the winter solstice (refer shadow analysis);
- Balancing the proposed public dedication of private land with development capacity to create a viable Vision.



Heights Plan

TRANSITION

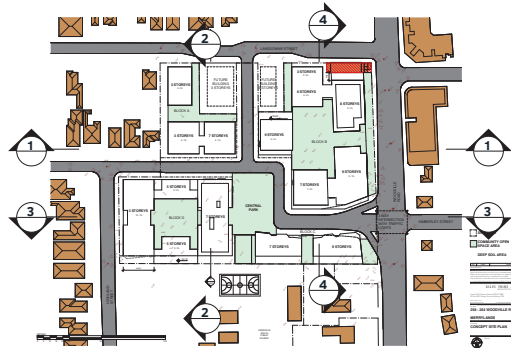
A strategy has been devised to inform the height transition between the new and existing built form to respect the scale of the local context and display appropriate transition in height and density.

Transition scenarios have been applied to ensure that there is sufficient horizontal separation between buildings and open space to maintain access to sunlight and sky views for surrounding streets, spaces and neighbouring properties. Buildings respond to the adjoining neighbours, new buildings are lower around the site's edges and taller towards the centre and on Woodville Road.

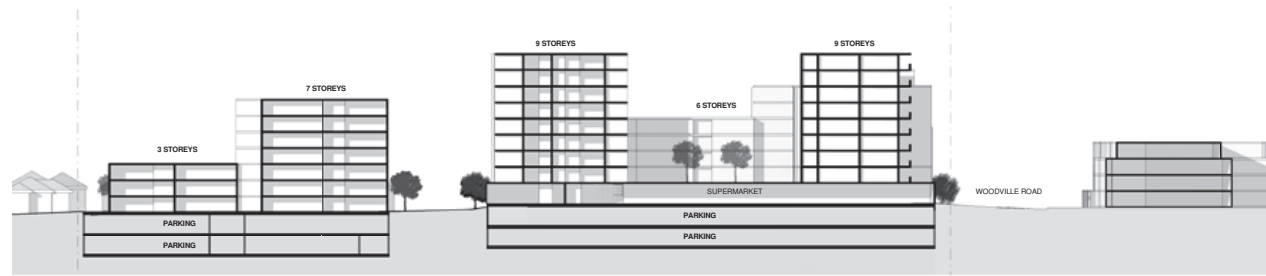
A comprehensive redevelopment has been achieved through site amalgamation, combining the different transition approaches to achieve a responsive and efficient built form.

These include:

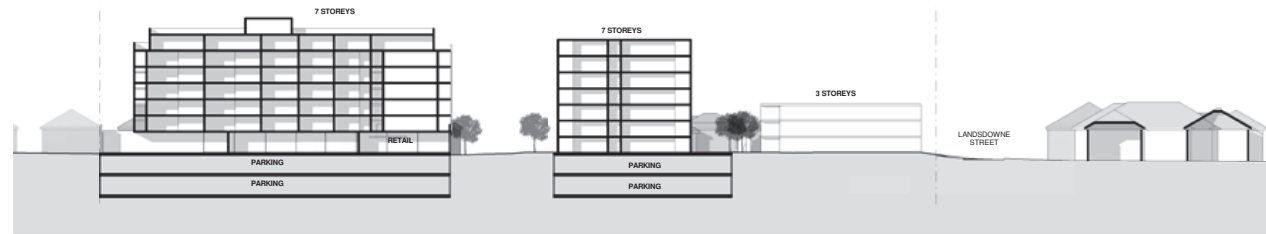
- **Woodville Road:** The Woodville Road frontage will be the catalyst to transform this part of the corridor to a people-orientated place. In achieving this goal, shaping the corridor into a positive outdoor space with an appropriate height-to-width ratio is important. For an urban street, the preferred ratio is approximately 1:1. With a street width of approximately 36m, building heights of approximately 9 stories are considered appropriate. The proposal provides for building heights up to 9 stories along Woodville Road.
- **Lansdowne Street and Highland Street:** The proposal responds to the existing suburban context and steps down building heights to 3 stories.
- **Core:** The proposal provides a range of heights within the central area ranging from 1 to 9 stories. The allocation of this building mass has been undertaken to balance the pedestrian experience, character of the public realm, solar amenity and optimising the development potential given the significant public benefit.



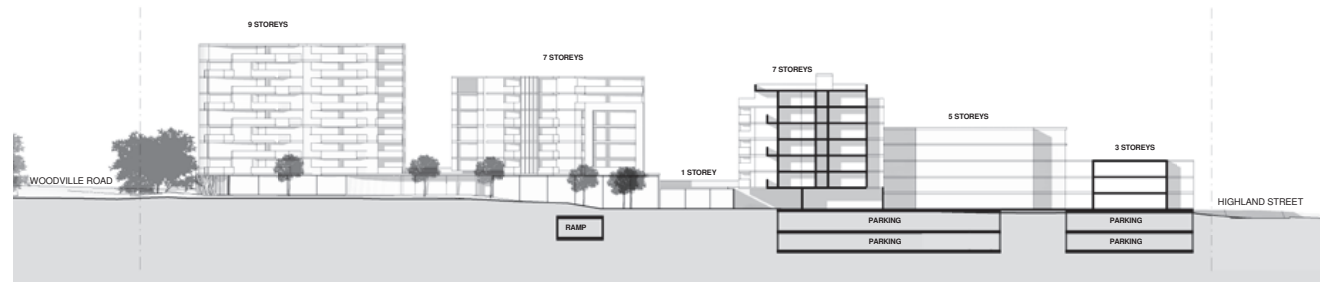
Design Cross Section Locator Plan and Cross Sections
(Source: Giles Tribe Architects)



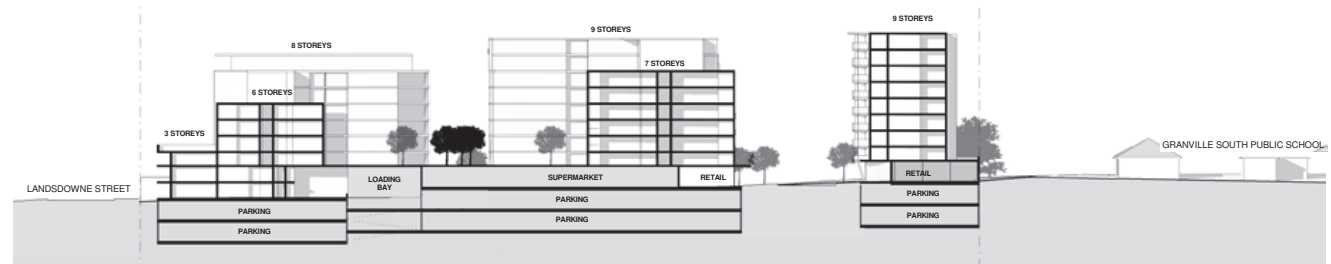
1 SITE SECTION 1
1:1000



2 SITE SECTION 2
1:1000



3 SITE SECTION 3
1:1000



4 SITE SECTION 4
1:1000

PROJECT DATA

PROGRAM, FSR AND YIELD

ASSUMPTIONS

Gross Floor Area: Floor area of each floor of a building measured from the external walls of the building measured at a height of 1.4 metres above the floor, excluding:

- Any area for common vertical circulation, such as lifts and stairs;
- Any basement, plant rooms, lift towers;
- Car parking to meet any requirements of the consent authority (including access to that car parking);
- Any space used for the loading or unloading of goods (including access to it),
- Terraces and balconies with outer walls less than 1.4 metres high, and;
- Voids above a floor at the level of a storey or storey above.

Floor space ratio: The ratio of overall Gross Floor Area to the whole development site area.

Land Use	Sqm
Site Area	26,134
Residential GFA	49,901
Retail/Commercial GFA (includes 300sqm community space)	8,362
Total GFA	58,263
FSR	2.23 : 1



Ground Floor Plan (Source: Giles Tribe Architects)

NTS

PROJECT DATA

PROGRAM, FSR AND YIELD

This proposal complies with the Parramatta DCP

ASSUMPTIONS

Parking provision (as per. Parramatta DCP 2011)

Residential Flat Building, Multi dwelling housing:

- 1 space per 1 bedroom unit
- 1.25 spaces per 2 bedroom unit
- 1.5 spaces per 3 bedroom unit
- 2 spaces per 4 bedroom unit (i.e. townhouses)
- 0.25 spaces per dwelling for visitors

Retail premises:

- 1 car space per 30m2 GFA

Bike parking:

- 1 space per 2 dwellings
- 1 space per 200m² GFA (retail)

Residential Apartment Mix	Units	%
1 Bed	130-147	25
2 Bed	336-384	65
3 Bed	52-59	10
Total Apartments	518-590	100
Total Dwellings	518-590	n/a
Parking Provided		
Commercial Parking	279 min	24-27
Residential Parking	758-863	76-73
Total Car Parking	1,036-1,142	100
Total Bike Parking	301-337	100



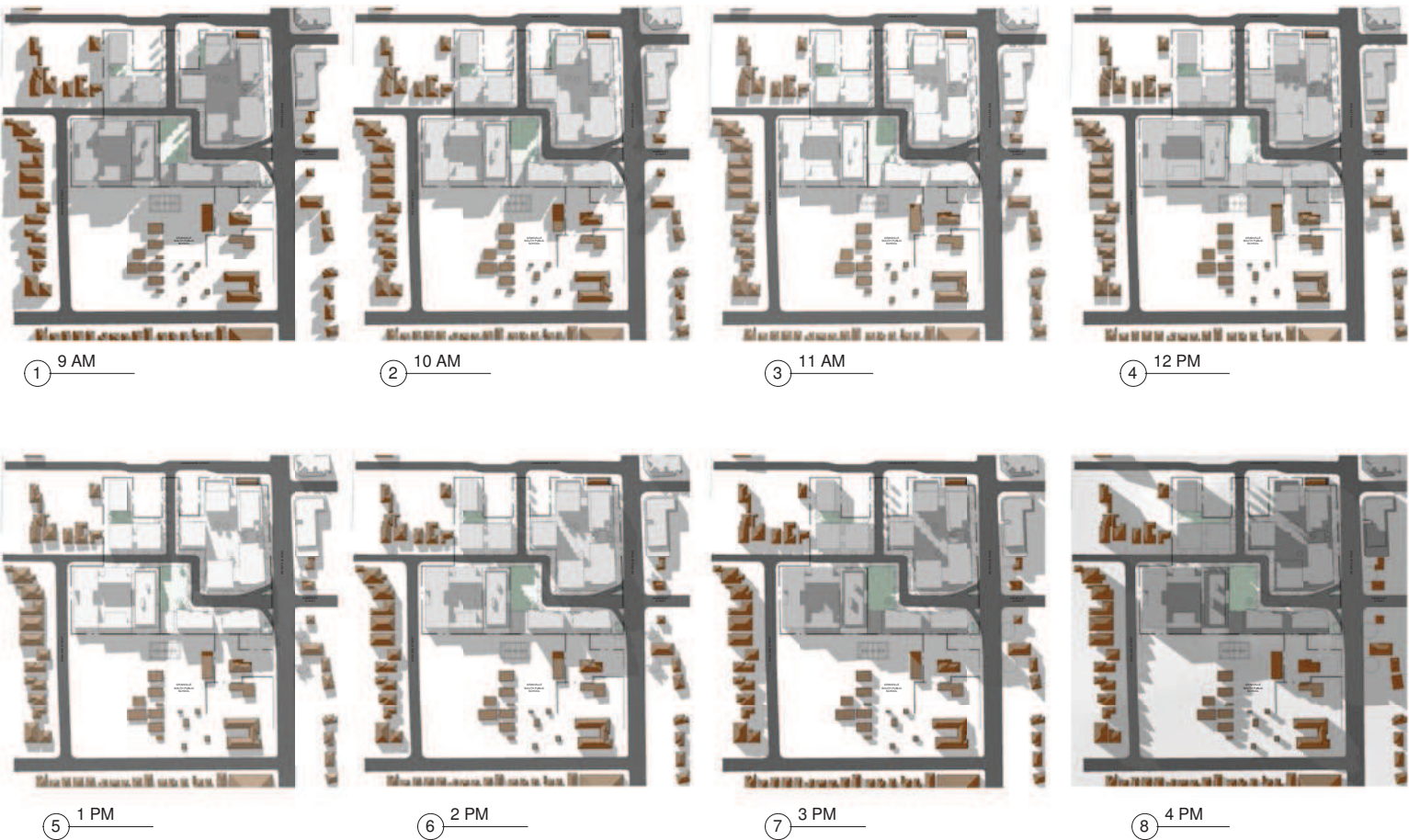
Indicative and Typical Apartment Floor Plan (Source: Giles Tribe Architects)

SOLAR AMENITY

WINTER SOLSTICE

WINTER SOLSTICE - JUNE 21ST

The solar study diagrams depicts both the shadow impact as well as amount of sunshine across the site, as well as, depicting the relationship to the adjoining properties and adjacent streets during the winter solstice.



Granville South Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
SUN	43.4%	57.2%	66.9%	69.5%	69.5%	58.3%	55%	51.5%
SHADE + FOOTPRINT	56.6%	42.8%	33.1%	30.5%	30.5%	41.7%	45%	48.5%

John Cootes Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
SUN	21.8%	23.1%	28.2%	25.3%	21.8%	19.4%	17.2%	13.2%
SHADE + FOOTPRINT	78.2%	76.9%	71.8%	74.7%	78.2%	80.6%	82.8%	86.8%

SOLAR AMENITY

SUMMER SOLSTICE

SUMMER SOLSTICE - DECEMBER 21ST

The solar study diagrams depicts both the shadow impact as well as amount of sunshine across the site, as well as, depicting the relationship to the adjoining properties and adjacent streets during the summer solstice.



Granville South Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4PM
SUN	84.9%	86.8%	87.2%	88.2%	87.6%	87.0%	86.4%	83.8%
SHADE + FOOTPRINT	15.1%	13.2%	12.8%	11.8%	12.4%	13%	13.6%	16.2%

John Cootes Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4PM
SUN	30.6%	34.5%	39.4%	41.1%	37.6%	34.7%	26%	22.2%
SHADE + FOOTPRINT	69.4%	65.5%	60.6%	58.9%	62.4%	65.3%	74%	77.8%

SOLAR AMENITY

EQUINOX

EQUINOX

The solar study diagrams depicts both the shadow impact as well as amount of sunshine across the site, as well as, depicting the relationship to the adjoining properties and adjacent streets during the equinox.



① 9 AM - EQUINOX

② 10 AM - EQUINOX

③ 11 AM - EQUINOX

④ 12 PM - EQUINOX

Granville South Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
SUN	82.6%	83.0%	82.7%	81.3%	82.2%	82.7%	83.0%	82.3%
SHADE + FOOTPRINT	17.4%	17%	17.3%	18.7%	17.8%	17.3%	17%	17.7%

John Cootes Site.

	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
SUN	22.2%	31.2%	33.5%	32.7%	29.6%	26.8%	25.2%	22.7%
SHADE + FOOTPRINT	77.8%	68.8%	66.5%	67.3%	70.4%	73.2%	74.8%	77.3%



⑤ 1 PM - EQUINOX

⑥ 2 PM - EQUINOX

⑦ 3 PM - EQUINOX

⑧ 4 PM - EQUINOX

TRAFFIC AND CIRCULATION

The plans below have been prepared by Giles Tribe and demonstrate the internal circulation, access, loading and basement carparking provided for the site.

Carparking is provided over three levels of basement and generally accessed from the proposed new internal streets created as part of the design. Supermarket loading is provided as a through route from Woodville Road to the proposed new street to the west in order to separate heavy trucks from the pedestrian priority zone of the Central Park and Main Street.

The following preliminary advice regarding the transport components of 264 Woodville Road was provided by GTA:

- The proposed cross-section through the site is consistent with a lower order local road
- The provision of a new signalised cross section to the existing Woodville Road and Kimberley

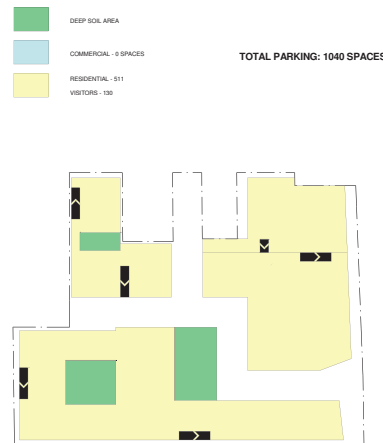
Road T-intersection would likely be viewed unfavourably by RMS. The intersection would be located approximately 150m north of the existing Woodville Road/ Oxford Street signalised intersection, less than the desirable spacing. The right turn lane and chevron linemarking on the north approach extends beyond the proposed signalised intersection and indicates that right turn queuing often extends to the proposed intersection

- The provision of a new signalised intersection at the site access that was linked/ coordinated with the Oxford Street signals could be an appropriate outcome. However, this would still likely be met with some opposition from RMS
- On-street parallel car parking would have to be set back from the proposed signalised intersection to ensure that capacity at the intersection is maximised



1 BASEMENT LEVEL 1

* Parking zones include provision for bike parking



2 BASEMENT LEVEL 2

MASSING AND THE PUBLIC REALM



1. Looking from Main Street to Central Park



2. Looking from northern entry street to Central Park

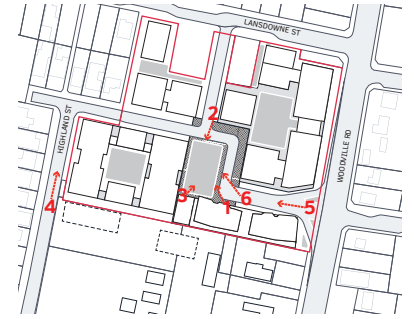


3. Looking form the Community Space to Central park



4. Interface between Highland Street dwellings

MASSING AND STREET CHARACTER



5. Looking west along Main Street



6. Looking from Main Street to Central Park



APPENDICES

APARTMENT DESIGN GUIDELINES COMPLIANCE

Project : 258 - 264 Woodville Road, Merrylands
 Project No. : 14073
 Date : 14.10.2015

Apartment Design Guidelines Compliance Table

Block: A

A1	No. of Units	Beds	Ext (sqm)	Aspect	Solar Access (2hrs+)	Units w.2+hrs solar access	Cross Vent	Cross Vent Units
101, 201, 301	3	3		NW	Y	3	Y	3
102, 202, 302	3	2		NE	Y	3	Y	3
103, 203, 303	3	1		E	Y	3	N	0
104, 204, 304	3	2		SE	Y	3	Y	3
105, 205, 305	3	2		SW	Y	3	Y	3
A2								
101, 201, 301	3	2		NW	Y	3	Y	3
102, 202, 302	3	1		N	Y except GF	2	N	0
103, 203, 303	3	2		NE	Y	3	Y	3
104, 204, 304	3	2		SE	N	0	Y	3
105, 205, 305	3	3		SW	Y	3	Y	3
A3								
101, 201, 301, 401, 501, 601, 701	7	2		NW	Y	7	Y	7
102, 202, 302, 402, 502, 602, 702	7	1		N	Y	7	N	0
103, 203, 303, 403, 503, 603, 703	7	2		NE	Y	7	Y	7
104, 204, 304, 404, 504, 604, 704	7	3		SE	Y	7	Y	7
105, 205, 305, 405, 505, 605, 705	7	2		SW	N	0	Y	7

Block: B

B1 lower								
101, 201	2	3		NW	Y	2	Y	2
102, 202	2	2		NE	Y	2	Y	2
103, 203	2	2		SW	N	0	N	0
104, 204	2	3		SE	Y	2	N	0
B1 Ground								
301	1	3		NW	Y	1	Y	1
302	1	2		NE	Y	1	Y	1
303	1	1		E	Y	1	N	0
304	1	2		SE	N	0	Y	1
305	1	3		SW	Y	1	Y	1
306	1	2		W	Y	1	N	0
B1 Upper								
401, 501, 601	3	2		NW	Y	3	Y	3
402, 502, 602	3	1		NE	Y	3	N	0
403, 503, 603	3	2		SE	N	0	Y	3
404, 504, 604	3	3		SW	Y	3	Y	3
B2								
101, 201, 301, 401, 501, 601	6	2		NW	Y	6	Y	6
102, 202, 302, 402, 502, 602	6	3		NE	Y	6	Y	6
103, 203, 303, 403, 503, 603	6	2		E	Y	6	N	0
104, 204, 304, 404, 504, 604	6	2		E	Y	6	N	0
105, 205, 305, 405, 505, 605	6	2		SE	N	0	Y	6
106, 206, 306, 406, 506, 606	6	2		SW	Y	5	Y	6
107, 207, 307, 407, 507, 607	6	2		W	N	0	N	0
108, 208, 308, 408, 508, 608	6	2		W	N	0	N	0
B2 Penthouse								
701	1	2		NW	Y	1	Y	1
702	1	3		NE	Y	1	Y	1

APARTMENT DESIGN GUIDELINES COMPLIANCE

703	1	2	E	Y	1	N	0
704	1	2	SE	Y	1	Y	1
705	1	2	E+W	Y	1	Y	1
706	1	1	W	Y	1	N	0
707	1	1	W	Y	1	N	0
B3							
101, 201, 301, 401, 501, 601, 701	7	3	NW	Y	7	Y	6
102, 202, 302, 402, 502, 602, 702	7	2	NE	Y	7	Y	6
103, 203, 303, 403, 503, 603, 703	7	2	E	Y	7	N	0
104, 204, 304, 404, 504, 604, 704	7	2	E	Y	7	N	0
105, 205, 305, 405, 505, 605, 705	7	2	SE	Y	7	Y	7
106, 206, 306, 406, 506, 606, 706	7	2	SW	N	0	Y	6
107, 207, 307, 407, 507, 607, 707	7	1	W	Y except L1	6	N	0
108, 208, 308, 408, 508, 608, 708	7	2	W	Y except L1	6	N	0
B3 Penthouse							
801	1	3	NW	Y	1	Y	1
802	1	1	NE	Y	1	Y	1
803	1	2	E	Y	1	N	0
804	1	2	SE	Y	1	Y	1
805	1	2	E+W	Y	1	Y	1
806	1	2	W	Y	1	N	0
B4							
101, 201, 301, 401, 501, 601	6	2	NW	Y	6	Y	6
102, 202, 302, 402, 502, 602	6	1	N	Y	6	N	0
103, 203, 303, 403, 503, 603	6	2	NE	Y	6	Y	6
104, 204, 304, 404, 504, 604	6	1	SE	N	0	Y	6
105, 205, 305, 405, 505, 605	6	1	S	N	0	N	0
106, 206, 306, 406, 506, 606	6	2	SW	Y	6	Y	6
107, 207, 307, 407, 507, 607	6	1	W	Y except L1&L2	4	N	0
B5							
101, 201, 301, 401, 501, 601, 701, 801	8	2	NW	Y	8	Y	8
102, 202, 302, 402, 502, 602, 702, 802	8	1	N	Y	8	N	0
103, 203, 303, 403, 503, 603, 703, 803	8	2	NE	Y	8	Y	8
104, 204, 304, 404, 504, 604, 704, 804	8	2	SE	Y except L1	7	Y	8
105, 205, 305, 405, 505, 605, 705, 805	8	2	SW	Y	8	Y	8
Block: C							
C2							
101, 201, 301, 401, 501, 601, 701, 801	8	2	NW	Y	8	Y	8
102, 202, 302, 402, 502, 602, 702, 802	8	1	N	Y	8	N	0
103, 203, 303, 403, 503, 603, 703, 803	8	1	N	Y	8	N	0
104, 204, 304, 404, 504, 604, 704, 804	8	2	N	Y except L1&L2	6	N	0
105, 205, 305, 405, 505, 605, 705, 805	8	2	N	Y except L1	7	Y	8
106, 206, 306, 406, 506, 606, 706, 806	8	2	NE	Y	8	N	0
107, 207, 307, 407, 507, 607, 707, 807	8	1	SE	N	0	Y	Y
C1							
101, 201, 301, 401, 501, 601	6	2	NW	Y	6	Y	6
102, 202, 302, 402, 502, 602	6	2	N	Y	6	N	0
103, 203, 303, 403, 503, 603	6	1	N	Y	6	N	0
104, 204, 304, 404, 504, 604	6	1	N	Y	6	N	0
105, 205, 305, 405, 505, 605	6	3	NE	Y	6	Y	6
106, 206, 306, 406, 506, 606	6	2	SW	Y except L1	5	Y	6
Block: D							
D1							
101, 201, 301	3	3	NW	Y	3	Y	3

APARTMENT DESIGN GUIDELINES COMPLIANCE

102, 202, 302	3	1	N	Y	3	N	0
103, 203, 303	3	2	NE	Y	3	Y	3
104, 204, 304	3	2	SE	N	0	Y	3
105, 205, 305	3	2	W	Y	3	Y	3
106, 206, 306	3	2	W + E	N	0	Y	3
107, 207, 307	3	2	W + E	Y	3	Y	3
108, 208, 308	3	2	NE	Y except GF	2	Y	3
109, 209, 309	3	2	E	N	0	N	0
110, 210, 310	3	3	SW	Y	3	Y	3
111, 211, 311	3	1	W	Y	3	N	0
112, 212, 312	3	1	W	Y	3	Y	3
D2							
101, 201, 301, 401, 501	5	2	NW	Y	5	Y	5
102, 202, 302, 402, 502	5	1	N	Y	5	N	0
103, 203, 303, 403, 503	5	2	NE	Y	5	Y	5
D3							
101, 201, 301, 401, 501	5	2	NW	Y	5	Y	5
102, 202, 302, 402, 502	5	1	N	Y	5	N	0
103, 203, 303, 403, 503	5	2	NE	Y	5	Y	5
D4							
101, 201, 301, 401, 501	5	2	NW	Y	5	Y	8
102, 202, 302, 402, 502	5	2	N	Y	5	N	0
103, 203, 303, 403, 503	5	3	NE	Y	5	Y	8
104, 204, 304, 404, 504	5	2	E	Y	5	Y	8
105, 305, 505	3	2	E-over 2 levels	N	0	Y	8
106, 306, 506	3	2	E-over 2 levels	N	0	Y	
107, 207, 307, 407, 507	5	2	E	Y except L1	4	Y	5
108, 208, 308, 408, 508	5	1	E	Y	5	N	0
109, 209, 309, 409, 509	5	3	SE	Y	5	Y	5
110, 210, 310, 410, 510	5	2	W	Y except L1	4	N	0
111, 211, 311, 411, 511	5	2	W	Y	5	N	0
112, 312, 512	3	2	W- over 2 levels	N	0	Y	5
113, 313, 513	3	2	W- over 2 levels	N	0	Y	5
114, 214, 314, 414, 514	5	1	W	Y except L1	4	N	0
D4 Penthouse							
601	1	1	NW	Y	1	Y	1
602	1	3	NE	Y	1	Y	1
603	1	2	SE	Y	1	Y	1
604	1	2	NE	Y	1	Y	1
605	1	2	SE	Y	1	Y	1
606	1	2	SW	Y	1	Y	1
607	1	2	W	Y	1	N	0
608	1	1	W	Y	1	N	0
Total Dwelling Yield	518			Solar access	421	Cross Vent	321
SUMMARY - PRELIMINARY COMPLIANCE WITH APARTMENT DESIGN GUIDELINES							
Solar Access 2 hours (control min 70%)	81%						
Cross ventilated apartment (control min. 60%)	62%						
Proposed Open Communal Space (min. 25% - 6534 m2)	7110 (27.2%) m2						
Proposed Open Communal Space Deep Soil (control min 7% - 3920 m2)	2620 (10%) m2						

DISCLAIMER & COPYRIGHT

This document was prepared for the exclusive use of Parramatta City Council. Roberts Day acts in all professional matters as a faithful advisor to its clients and exercises all reasonable skill and care in the provision of its professional services. The information presented herein has been compiled from a number of sources using a variety of methods. Roberts Day does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Roberts Day by third parties. Roberts Day makes no warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, validity or comprehensiveness of this document, or the misapplication or misinterpretation by third parties of its contents. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favouring by Roberts Day. This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of Roberts Day.

Roberts Day
Level Four, 17 Randle Street Surry Hills NSW 2010
T: +612 8202 8000
© Roberts Day Pty Ltd, 2014

ABN 53 667 373 703, ACN 008 892 135

www.robertsday.com.au