181 James Ruse Drive, Camellia

Urban Design Report

September 2012

urbis

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Report Number	Urbis Urban Design Report

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1 Introduction

1.1 PURPOSE OF SUBMISSION

Urbis has been engaged by Statewide Planning Pty Ltd to prepare an urban design report, in conjunction with a Planning Proposal, to facilitate amendments to the Parramatta Local Environment Plan 2011 for the subject site.

Project Name: Camellia West

Address: 181 James Ruse Drive, Camellia NSW 2142

As the applicant is seeking Gateway determination for amendments to the Parramatta Local Environment Plan 2011, the purpose of this urban design report is to ascertain the suitability of the proposed redevelopment as it relates to the key urban design issues such as:

- Identifies the strategic context of the subject site;
- Identifies the physical context of the site in relation to key considerations of access and movement, open space, activities and built form and lists associated opportunities;
- Outlines the indicative concept proposal by design studios of Tony Owen Partners and Gabrielle Morrish Urban Design & Architecture;
- Presents urban design analysis and key strategies underpinning the proposal; and
- Provides key conclusions and recommendations.

1.2 PROPOSAL OVERVIEW

This proposal relates to an integrated mixed used development to assist in achieving desired outcomes

The site is comprised of 35 individual lots under single ownership. The combined site area is approximately 6.8 hectares.

The proposal includes the following:

- Approximately 1800 residential units
- Approximately 30,000sqm ground floor commercial retail space
- 3,410 car park spaces located below grade and on podium level

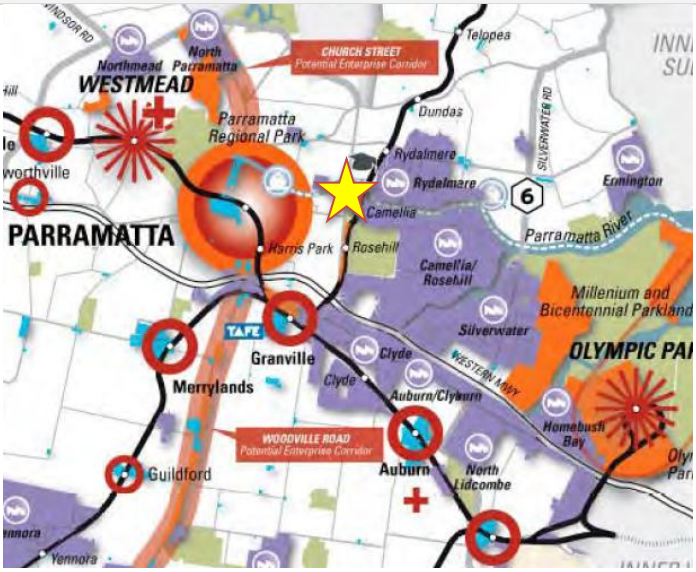
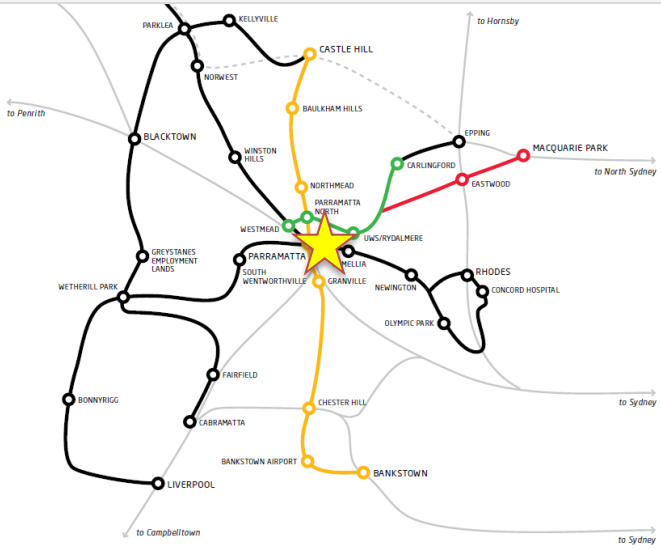
The proposal seeks to provide the following outcomes desired by the strategy:

- Well defined pedestrian spaces that provide good amenity for pedestrians to encourage their use.
- Through block connections.
- Intensification that takes advantage of proximity to railway station.
- The redevelopment of a brownfield site.

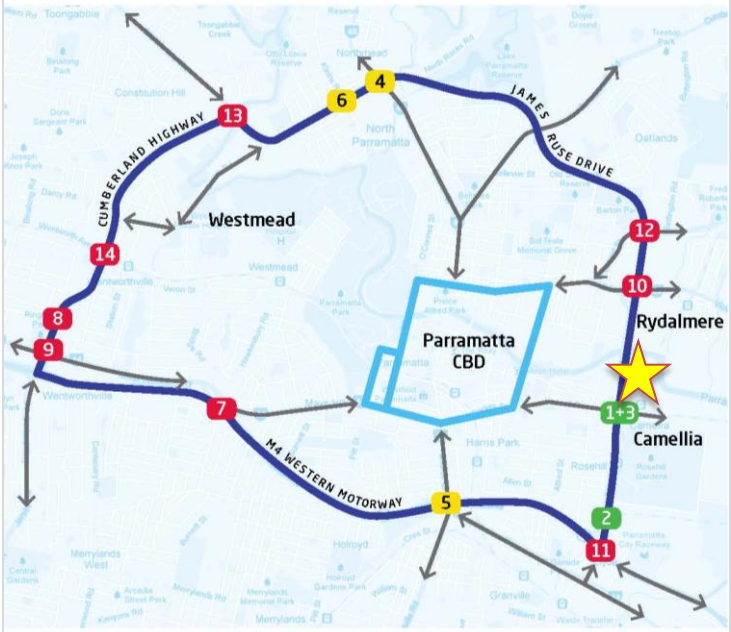
2 Strategic Position

2.1 REGIONAL CONTEXT

A variety of regional objectives have been put in place for Parramatta City and the western subregion that impact and influence the site.

REGIONAL STRATEGIC DIRECTIONS	
West Central Subregion – Draft Subregional Strategy	
	▪ 27,000 additional jobs to 2031 for the LGA ▪ 21,000 additional dwellings ▪ Adjoining Category 1 Employment Lands – Camellia Precinct undergoing change ▪ Major infrastructure proposed: PERL, SWRL, Link Road
Western Sydney Light Rail Network	
	▪ Light Rail provides the opportunity for increased land use intensity and renewal along the corridor of the proposed lines. ▪ Build a modern Light Rail System in Western Sydney that can facilitate fast and frequent rail services along dedicated alignments segregated from traffic. ▪ New rail infrastructure to support the growth of Western Sydney and the emergence of knowledge-based employment in Parramatta and surrounding centres.

Western Sydney Regional Ring Road



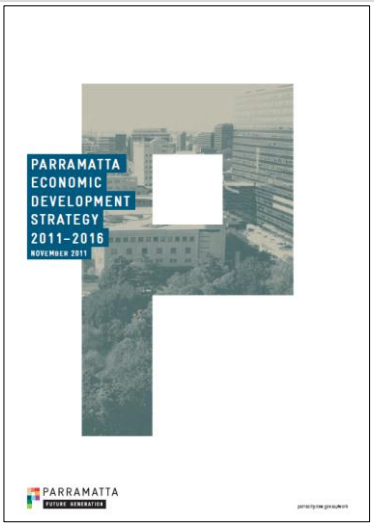
- Regional Ring Road and establish best practice traffic management to, from and within the expanding regional city.
- To help the rapidly expanding Western Sydney population access employment and training opportunities.
- To help cross-regional flows of people and freight passing through Parramatta on their way to other destinations.

2.2 LOCAL CONTEXT

Parramatta City Council has developed a broad set of strategy studies and reports across a variety of areas, including social outcomes, economic development, environmental outcomes, transport planning, land use and more.

LOCAL STRATEGIC DIRECTIONS

Parramatta Economic Development Strategy 2011-2016



Excerpts from the Parramatta Economic Development Strategy 2011-2016:

…to locate a critical mass of jobs close to the homes of people.

- A variety of employment opportunities will be provided through the more than 38,000 sqm of ground-floor commercial space with residential dwellings above.

A1. Establishing competitive identity

- Reinforce the premier 'business' city identity by bringing together Parracity CBD with River foreshore, UWS, Westmead and Camellia by delivering a high-quality, centralised mixed-use development

B4. Helping build sectoral specialisations in 4 primary employment precincts

- Proposed development initiates the redevelopment of the Camellia heavy industrial peninsula into a mixed-use commercial precinct.

B5. Attracting new firms to Parramatta

- Proposed mixed-use development provides a variety of commercial space to attract new businesses and firms to Parramatta

B6. Building the capacity for innovation

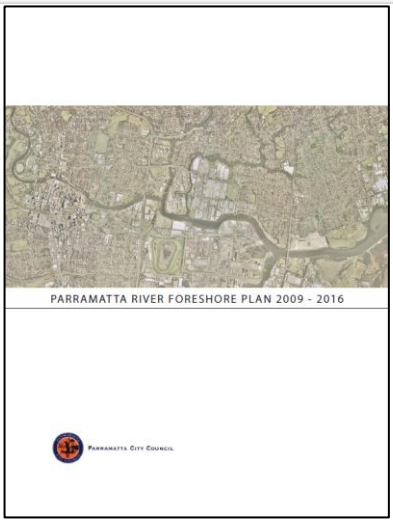
- Proposed mixed-use development's proximity to UWS provides a synergistic opportunity

D. Developing land and property assets to promote and accommodate jobs growth and house the workforce of the future

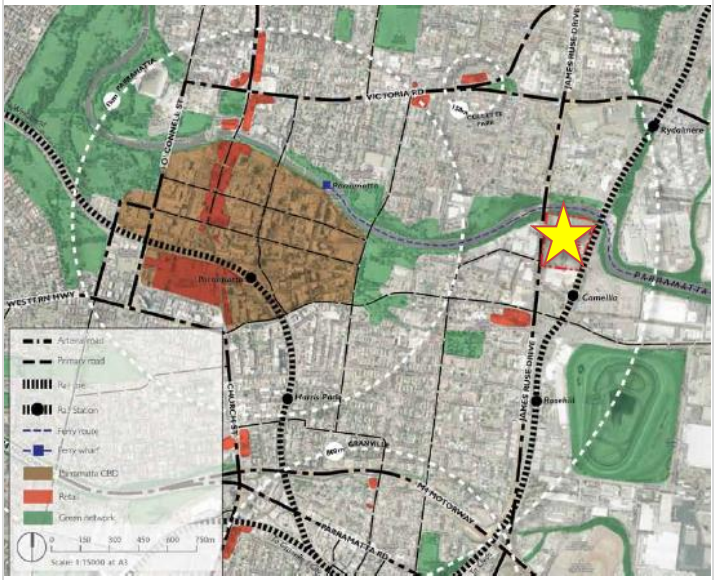
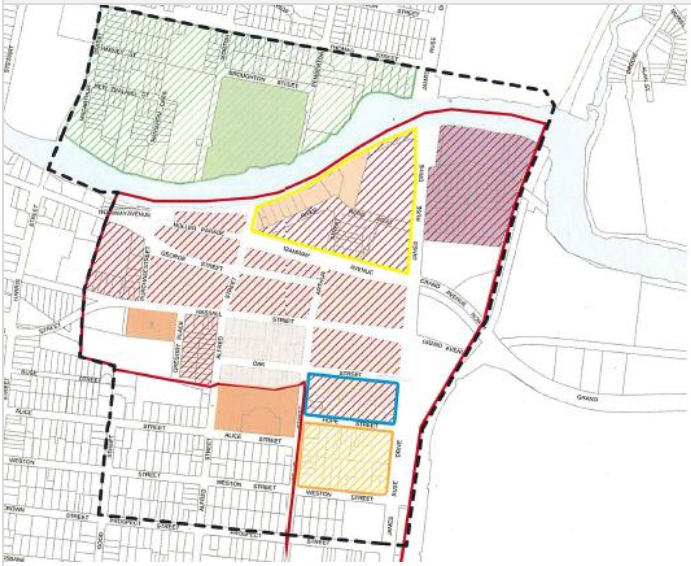
-

D12. Activating the CBD property market

- Proposed development a natural extension of the 'inner-ring' supporting neighbourhood that will be a vibrant high functioning community where the city's future workforce can live.

	D13. Renewing three specialist employment precincts – Proposed development initiates the redevelopment of the Camellia E15. Improving safety – E16 Activating lanes, retail precincts and riverbank – Improve foreshore access and safety
Parramatta River Foreshore Plan 2009-2016	
	The Parramatta River foreshores shall be celebrated and activated as a unique and significant living corridor of healthy and dynamic natural systems, rich history, and recreational opportunity. Camellia (Precinct 7) Future development of the foreshore will embrace the industrial past of the area, with a renewed commitment to natural values, recreational potential and visual quality. Orient development towards the river, increasing opportunities for mixed use activity and vibrancy along the foreshore. ▪ Bridging missing access links ▪ Providing links to isolated sections of foreshore areas ▪ To extend function and amenity of existing open spaces ▪ To extend habitat values and / or afford a buffer to core habitat areas

2.3 SITE CONTEXT

SITE STRATEGIC DIRECTIONS	
Local Site Context	
	The site is located less than two kilometres from Parramatta CBD The site's surrounding infrastructure provides easy access to Parramatta CBD, University of Western Sydney Parramatta Campus, Parramatta River Foreshore, greater Metropolitan Sydney area Public transport systems - Camellia Station on the Carlingford rail line; which is identified as a future station within the Western Sydney Light Rail Network Strategy, and is less than 400 metres to the proposed future PERL station Education, employment and other training opportunities Good social, cultural and recreational facilities; Rosehill Racecourse, Parramatta Park, etc.
River Road West / Rosehill / Camellia – Urban Design & Planning Controls Study	
	Parramatta Council is currently undertaking a review of planning controls in River Road West / Rosehill / Camellia precinct Parramatta Council sees Camellia / Rosehill as part of the Parramatta CBD Expect a master plan / planning proposal rezoning from the ATC

2.4 SITE

FIGURE 1: SITE BOUNDARY & LAND USE ZONING

The site is located at 181 James Ruse Drive, Camellia and is comprised of 35 individual lots that are under the control of a single owner. The site area is approximately 6.8ha.

The site was previously used by the James Hardie Company, an asbestos-cement products manufacturer that was established in 1916 and operated until 1996. It was then sold to Sydney Water, which then sold it to Summer Hill Business Estate.

The site is currently zone B5 – Business Development

Key characteristics of the site include:

- Predominantly vacant with areas of light vegetation, bitumen roads and concrete slabs on ground
- Bounded by James Ruse Drive to the west
- Bounded by Parramatta River to the north
- Bounded by Carlingford Railway Line to the east
- Bounded by Tasman Street and a two-storey tall warehouse building to the south
- Residential and commercial development to the west and southwest
- Rosehill Racecourse to the south of Grand Avenue / Hassall Street

3 Physical Context

3.1 VEHICULAR MOVEMENT & PARKING

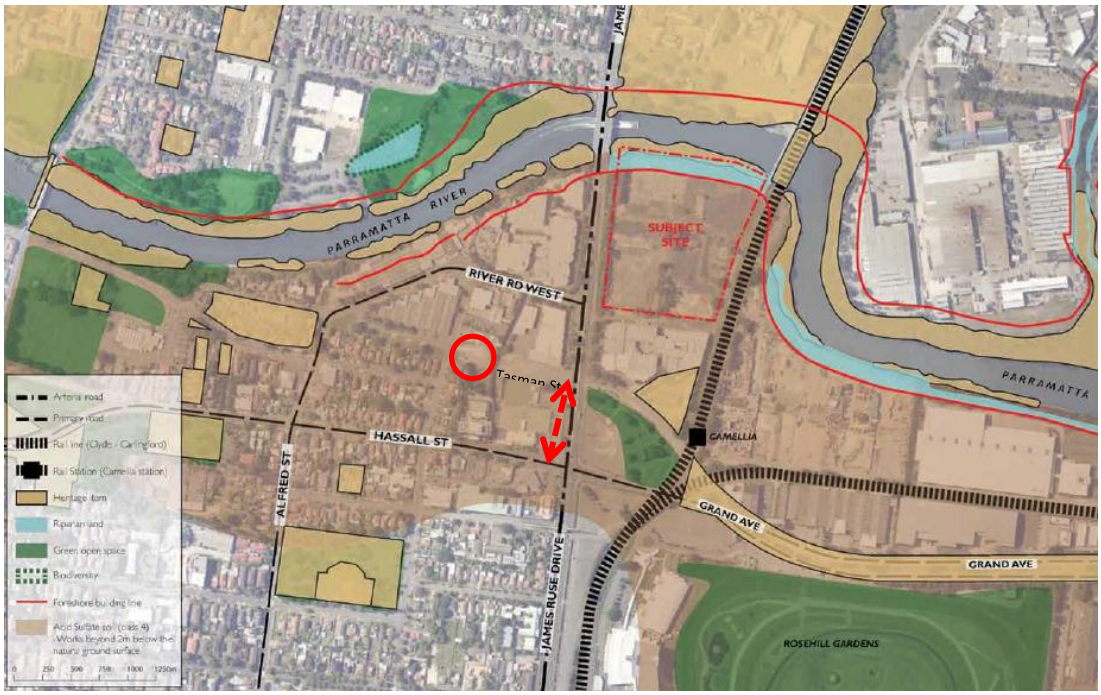


FIGURE 2: EXISTING ROADWAY NETWORK

Existing conditions

Vehicular Movement

Vehicular access to the site is via an un-signalised full-movement intersection at James Ruse Drive and Tasman Street and via an un-named north-south roadway (previously called Scarborough Street) that runs along the western side of the railway line from Grand Avenue North to Tasman Street.

Right turn lanes exist on James Ruse Drive, however, the high volume of traffic at the peak hours on James Ruse Drive severely constrain right turning movements from James Ruse Drive onto River Road East & West

Parking

Currently no formal car park facilities exist on the site

Opportunities

- Provide a full-movement signalised intersection at James Ruse Drive and Tasman Street that would provide with a sufficient level of service given the amount of potential future residents, visitors and employees.
- Utilise the secondary site access from Grand Avenue North to the southwest corner of the site.
- Establish an internal street network that distributes and disburses local site traffic.
- Deliver a variety of car park alternatives for the various proposed uses on the site; including on-street, surface, and below-ground.

3.2 PEDESTRIAN ACCESS & MOVEMENT

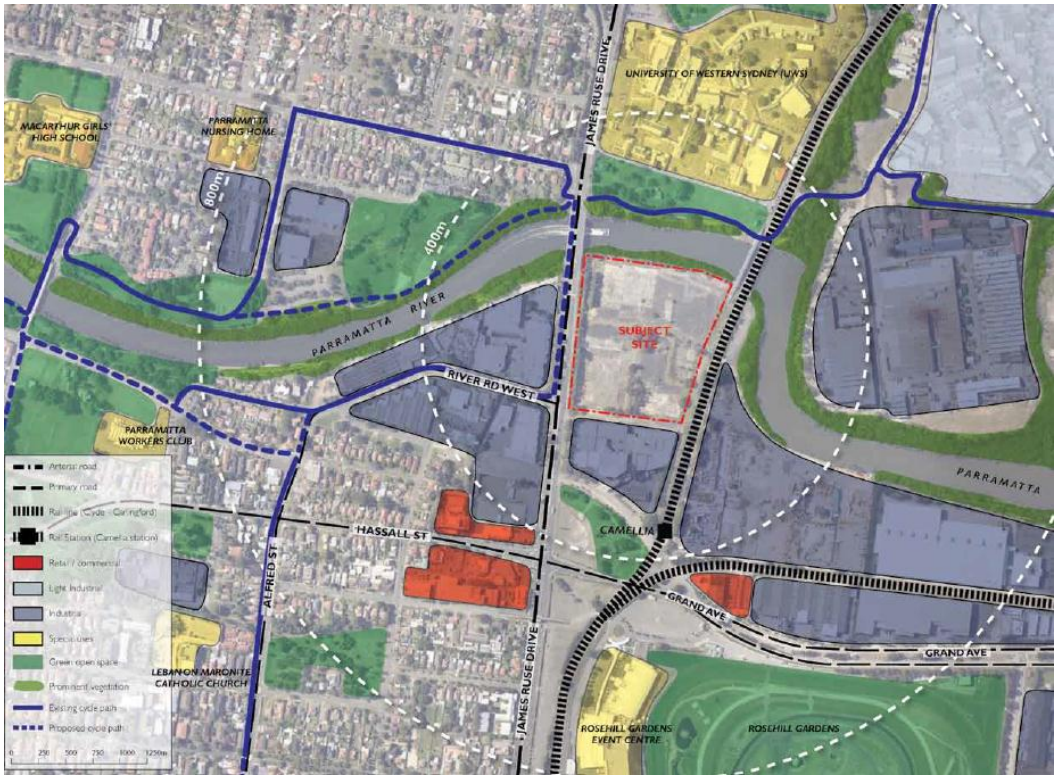


FIGURE 3: WALKING CATCHMENT AND GREEN SPACES

Existing conditions

Pedestrian access and movement to the site is limited.

The following points are raised:

- A controlled, signalised pedestrian crossing on James Ruse Drive occurs only at the intersection of Hassall Street, which is 260 metres to the south of the side.
- No foot path exists along the eastern side of James Ruse Drive, along to the western boundary of the site, despite the presence of a worn trail indicating the presence of consistent pedestrian usage.
- A foot path is provided along the south side of the bridge over the Parramatta River.
- No pedestrian footpath exists linking the site to Camellia Railway Station.
- No pedestrian footpath existing within the site.

Opportunities

- Provide a footpath connection along the western boundary of the site that will connect the footpath from the southwest corner of the site to the bridge over the Parramatta River.
- Deliver a variety of pedestrian facilities and amenities within the site.
- Improve pedestrian access across James Ruse Drive to ease access to the CBD and other amenities.
- Improve pedestrian access to the north to provide better access to UWS, i.e. pedestrian bridge over the Parramatta River.
- Improve the pedestrian access south of the site to Camellia Station along the secondary access road.

3.3 OPEN SPACE

Existing conditions

Currently the site does not provide any open space amenity; however, the site is adjacent to the Parramatta River and subsequently the associated Foreshore.

The Rosehill Racecourse, zoned as private recreation, is located 400 metres to the south of the site.

There are no other improved active or passive open spaces within a reasonable walking distance (400 metres) from the site.

- Elizabeth Farm Reserve is located 700 metres from the site
- Queens Wharf Parks is located 700 metres from the site

Opportunities

- Deliver a variety of internal green areas throughout the site.
- Set in place a continuous foreshore zone that provides access and activation from the site to the river.
- Provide access from the site to the CBD along a potential future riverside foot path pedestrian network.

3.4 ACTIVITIES

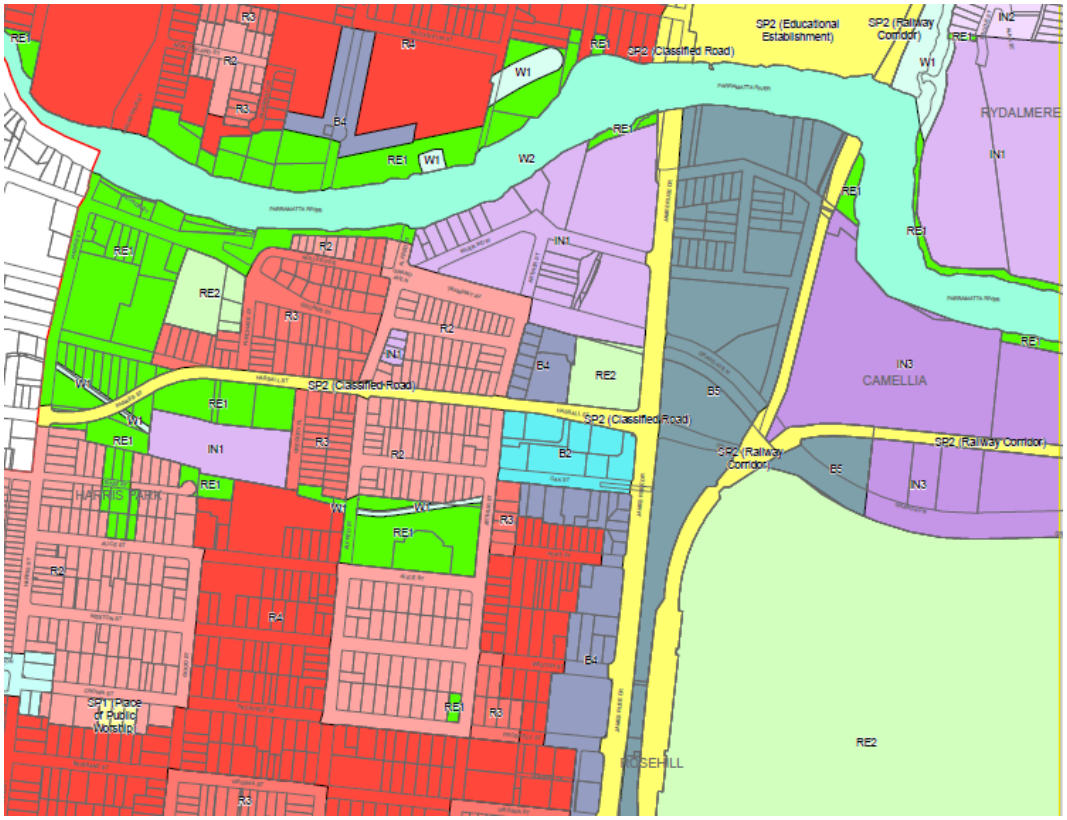


FIGURE 4: LAND USE ZONING MAP

Existing conditions

There are no existing activities that occur on the site.

The surrounding land use activities are predominately commercial and light industrial in nature. To the immediate south of the site is a multi-tenanted warehouse building.

To the southeast is the Camellia Station.

To the west, across James Ruse Drive, is a collection of single tenant and multi-tenant warehouse buildings housing a variety of different commercial users ranging from auto-related uses, to hardware, to discount retail.

To the north, on the other side of the Parramatta River is the University of Western Sydney Parramatta.

To the east, across the Carlingford Railway, is a vacant industrial lot.

Opportunities

- Reinforce the Parramatta River and foreshore as a high-value public amenity by introducing residential uses along its edge.
- Introduce residential uses above a retail and commercial podium to increase the quantum of residential proximate to the Camellia Station and Parramatta foreshore.
- Create a retail centre that supports the needs of the proposed residential community and surrounding area.

- Orient active ground floor uses to the street and foreshore.
- Become a catalyst site that provides a range of uses that can utilise the surrounding infrastructure especially the Camellia Station and Carlingford Railway.

3.5 BUILT FORM

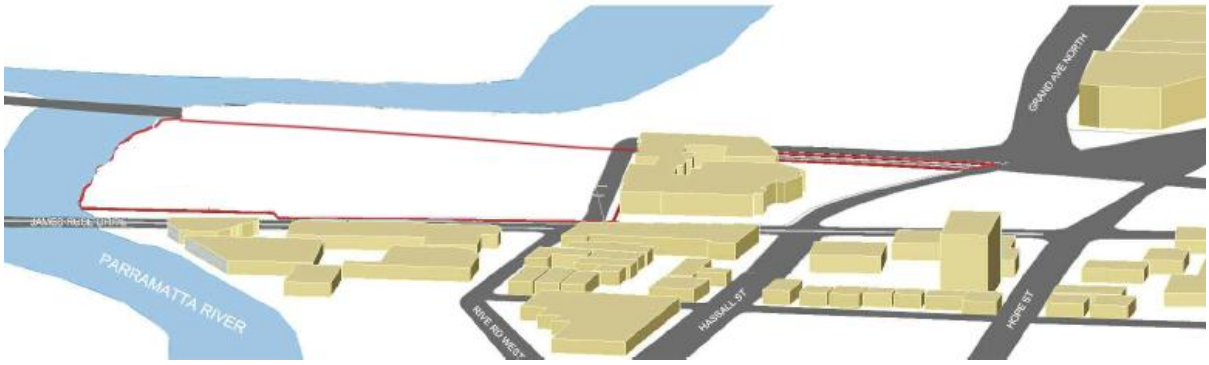


FIGURE 5: SURROUNDING BUILT FORM

Existing conditions

The existing maximum building height applying to the subject site is 9/12m (Parramatta LEP 2011). The surrounding built form consists of mainly two and three-storey commercial warehouse buildings (approximately 5-8 metre heights).

Taller built form character occurs south of the site along James Ruse Drive.

- 8-Storey Mercure Hotel Parramatta on Hassall Street between Arthur Street and James Ruse Drive
- 8-Storey Rydges Parramatta Hotel at Prospect and James Ruse Drive
- 12-Storey Parramatta Waldorf Apartment Hotel at Prospect and James Ruse Drive

Opportunities

- Establish a built form definition to James Ruse Drive that is sympathetic with the current built form at the podium level.
- Establish a stepped built form that is taller at the south and shorter at the north
- Reinforce the Parramatta River and foreshore as a high-value public amenity by establishing a built form edge along the foreshore.
- Provide highly-permeable view corridors across and throughout the site.
- Utilise new built form that frames and reinforces view corridors.
- Introduce taller buildings to the site to take advantage of the amenity of the Parramatta River and to support the extent of the development proposed required to feasibility redevelop the site.

3.6 ENVIRONMENTAL CONSIDERATIONS

3.6.1 FLOODING

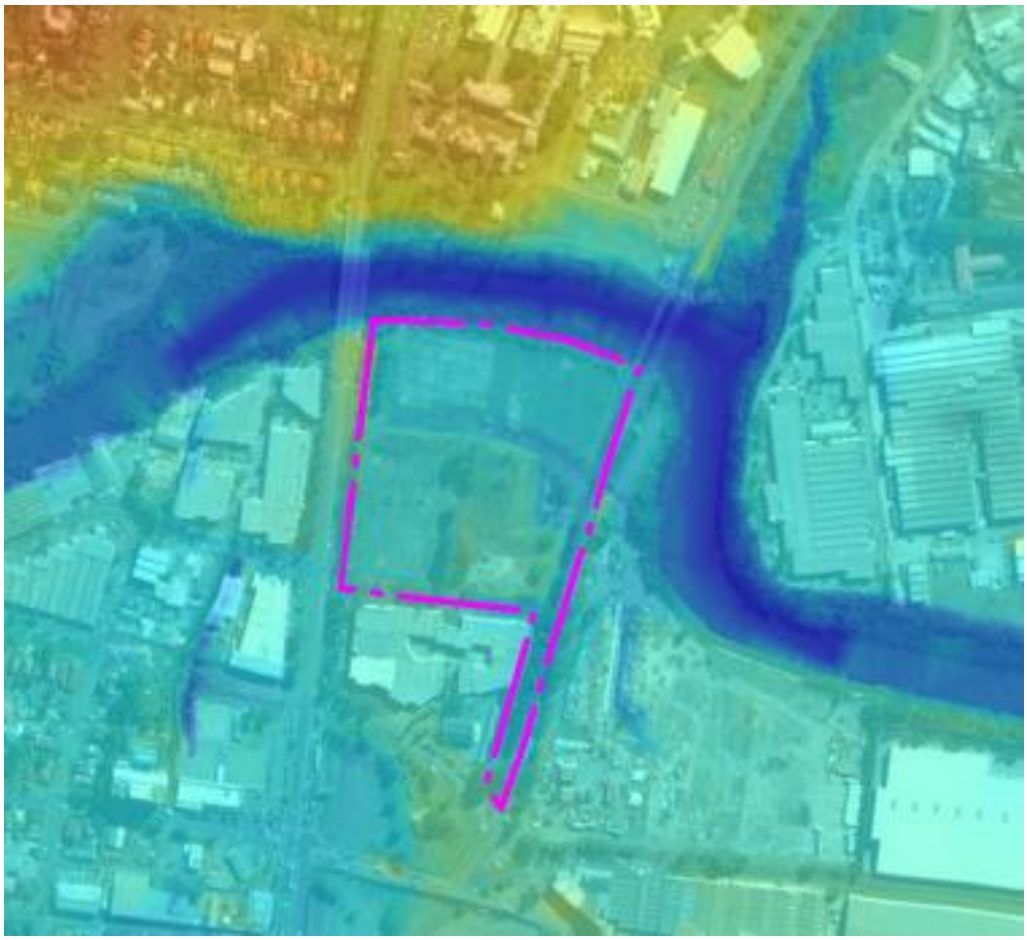


FIGURE 6: LIDAR SURVEY DIGITAL ELEVATION MODEL (SOURCE: MOTT MACDONALD)

Existing conditions

Previous flood studies performed by Parramatta City Council indicate the site is flood affected by the Parramatta River.

Any redevelopment of the site would need to demonstrate that post development flood modeling will have a negligible impact upon other properties and the broader river catchment when compared with existing. It is noted that future redevelopment of the site has the potential to reduce site cover and improve overland flow paths directly to the Parramatta River.

Opportunities

A Flood Assessment of the site and the proposed development has been undertaken by Mott MacDonald. Their report seeks to demonstrate that the necessary requirements regarding floodplain risk management have been identified and that the proposed development complies with these requirements.

- With mitigation measures, portions of the site can be re-categorised as a Medium Flood Risk Precinct.

- Proposed finished floor levels are 500mm above the 100 year ARI flood level
- Utilise flood compatible building components below the 100 year ARI flood level
- All proposed habitable levels in the proposed residential buildings are above the 100 year ARI flood level plus freeboard (500mm).

3.6.2 CONTAMINATION

Existing conditions

The site has a history of industrial use, most recently with the closure of the James Hardie Factory, an asbestos-cement products manufacturer, in the 1992/1993.

Since then various environmental studies have been prepared for the site including Phase 1 and Phase 2 Site Assessments which described the contaminated nature of the site and recommend a remediation action strategy.

Remedial works were undertaken by Sydney Water between 2001 and 2002 to seal the site.

The Proponent has committed to the voluntary remediation of the site. The Director General of the Department of Planning & Infrastructure issues DGRs 606 on ___ February 2012 for the Site Soil Remediation Work. A Remediation Action Plan by Molino Stewart was prepared outlining the remediation works that are to be completed to the satisfaction of an accredited EPA Site Auditor. This is a separate process, however relates to the future development of the site for a mix of land uses including high density residential.

While portions of the site have various levels of contamination, Molino Stewart has stated that “it is believed that providing the requirements for the remediation of the site as outlined in the RAP are followed that the site can be remediated to a level where the risk to human health and the environment is minimised and that the requirements for retail and high rise residential development can be met”.

Additionally, URS Australia Pty Ltd (URS) has also reviewed the technical feasibility of a cap and contain remediation strategy for the site. In a written letter dated 30 July 2012, URS came to the conclusion that the site is capable of being remediated.

Opportunities

- Separate the first floor habitable areas from the ground level with a layer of commercial space or car park garage.
- Cap the contamination containment cells with car park hardstand or ground floor building concrete slabs.

4 The proposal

The concept design of the site and the associated indicative architectural scheme for the buildings on the property are a manifestation of a collaborative effort mainly lead by the design studios of Tony Owen Partners and Gabrielle Morris Urban Design & Architecture.

The site is comprised of 35 individual lots under single ownership. The combined site area is approximately 6.8 hectares.

The proposal includes the following:

- Approximately 1800 residential units
- Approximately 30,000sqm ground floor commercial retail space
- 3,410 car park spaces located below grade and on podium level

4.1 URBAN DESIGN PRINCIPLES

FIGURE 7: URBAN DESIGN PRINCIPLES FRAMEWORK DIAGRAM

Create a 'sense of place' by:

- Organising a central Spine with long distance views and activated edges
- Creating an internal street network
- Providing a vegetated / boulevard edge to primary point of entry from James Ruse Drive and Tasman Street
- Utilising secondary entrance points (left-in and left-out) along James Ruse Drive and access from Grand Avenue North
- Establishing a shareway / centre character along central spine connecting to foreshore

- Providing for a potential future pedestrian link across the river to UWS
- Establishing a secondary north-south pedestrian / green links through and in-between built form to respond to views across the river
- Promoting vehicular / pedestrian links to Camellia rail station
- Positioning taller built form heights to the south of the site to avoid self-overshadowing and to maintain open views to the north
- Positioning built form to maximise / capture scenic views to the north
- Graduating heights between 6-8 storeys at the foreshore edge to 15 storeys towards the southern boundary
- Utilising retail / showroom frontages to James Ruse Drive to buffer noise from the rest of the development and to respond to industrial / showroom character across the street
- Utilising retail / supermarket anchor at ground level where possible

4.2 URBAN DESIGN STRATEGIES

4.2.1 VEHICULAR MOVEMENT, LOADING AND PARKING

FIGURE 8: PROPOSED VEHICULAR MOVEMENT & PARKING STRATEGY

Proposed Strategies

- Utilise a signalised full-movement intersection at James Ruse Drive and Tasman Street as the primary access point/address to site.
- Manage conflicts between pedestrian and vehicular movements by locating proposed loading areas away from major pedestrian routes (predominately along the railway line / eastern edge of the property).
- Utilise below grade parking as primary car park supply to maximise availability of ground floor retail/commercial space.
- Utilise a narrow bay of surface car park space as a noise and visual buffer between James Ruse Drive and the proposed development.

- Maximise short-term, high-turnover street car parking along the internal roadway network to encourage streetside activity.

4.2.2 PEDESTRIAN ACCESS & MOVEMENT

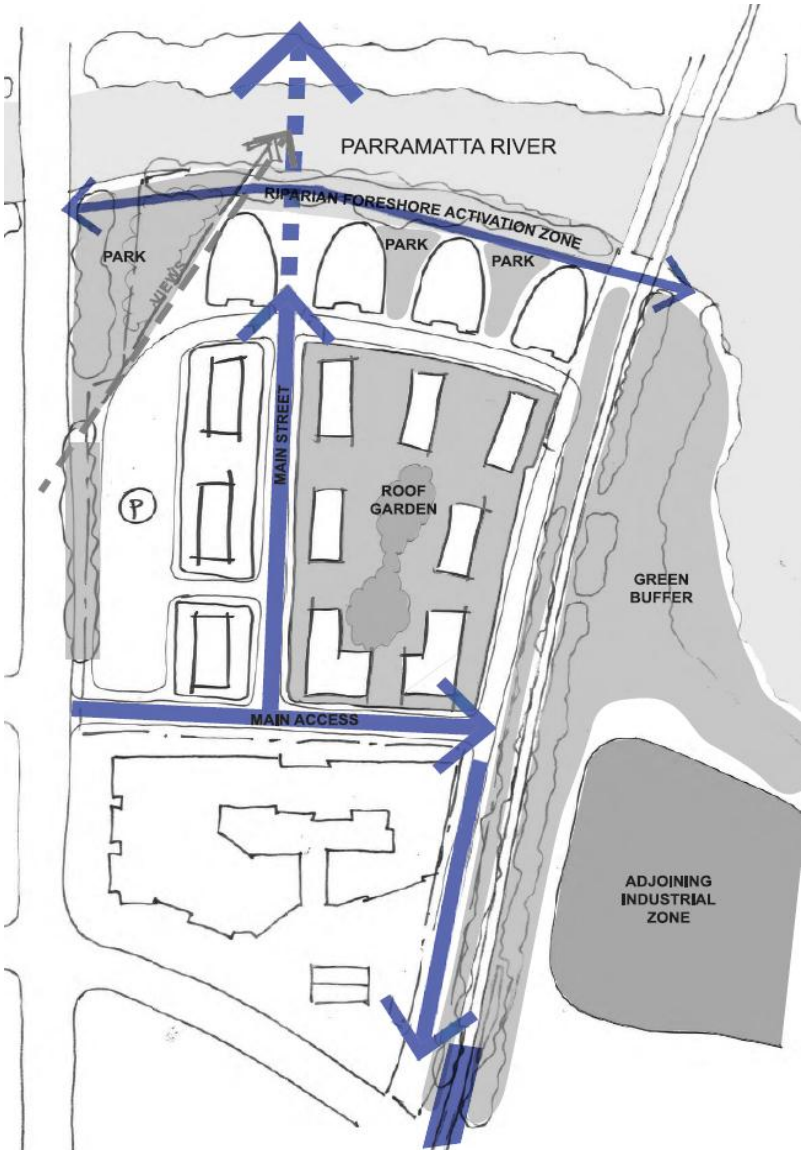


FIGURE 9: PROPOSED PEDESTRIAN & CYCLE MOVEMENT STRATEGY

Proposed Strategies

- Create a high-amenity pedestrian street network with wide footpaths and active ground floor uses within the site.
- Establish pedestrian connectivity to and along the foreshore which will provide a future vehicular separated direct connection Parramatta CBD.
- Provide a direct pedestrian connection to the Camellia Station.
- Provide pedestrian and bicycle crosswalks at the intersection of James Ruse Drive and Tasman Street which will facilitate access to Parramatta CBD.
- Anticipate within the site design a potential future pedestrian bridge connection to UWS across the Parramatta River.

4.2.3 OPEN SPACE

FIGURE 10: PROPOSED OPEN SPACE STRATEGY

Proposed Strategies

- Provide a variety of different internal open space types and sizes to accommodate a mix of site visitors and residents
- Activate the foreshore with passive and active open space that accommodates the objectives of the Parramatta River Foreshore Plan 2009-2016, extends the publicly accessible trail network to the site, and links the site to the CBD.
- Establish physical and visual open space connections from 'Main Street' to foreshore.
- Provide a small park space at the northwest corner of the site.

4.2.4 ACTIVITIES

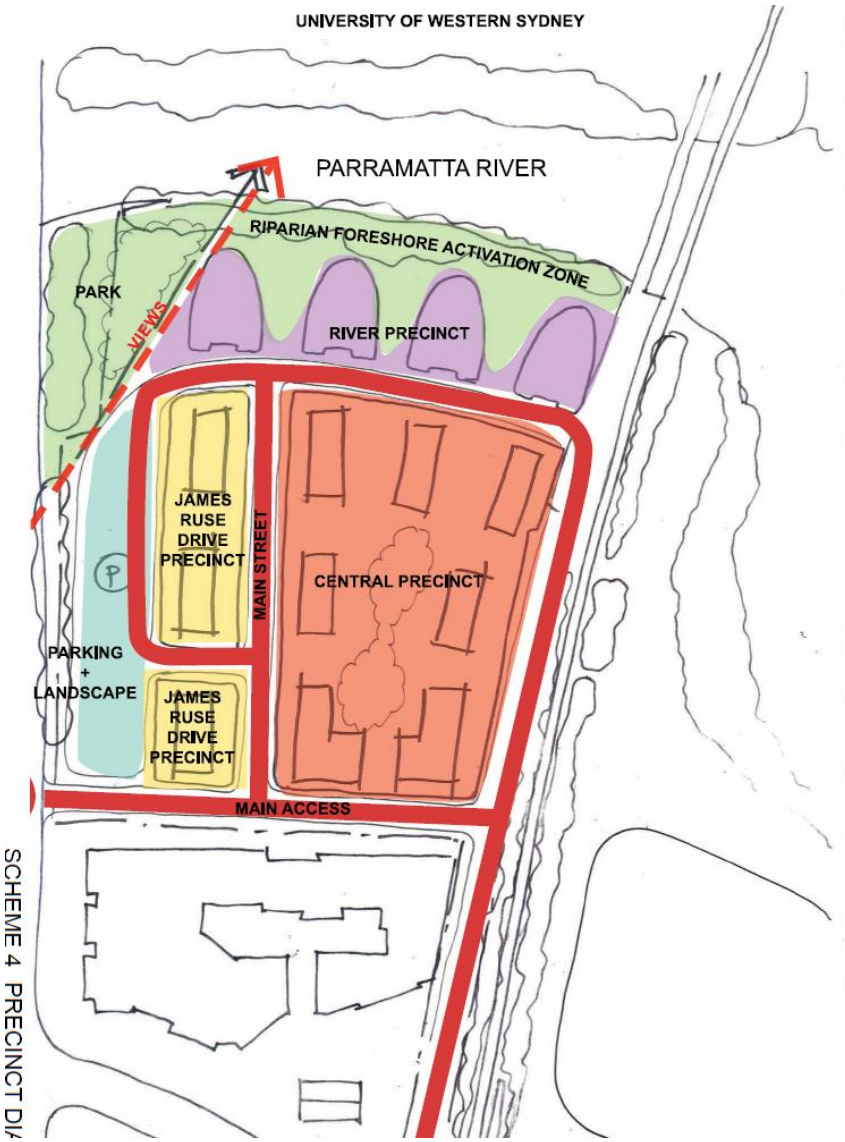


FIGURE 11: PROPOSED ACTIVITIES STRATEGY

Proposed Strategies

- Introduce a mix of retail/commercial and residential uses onto the site create a vibrant 24-hour community.
- Establish a series of sub-precincts within the site that are reflective and sympathetic with adjacent contributing influences.
- Establish an active built form edge along the 'Main Street'.
- Provide a destinational node along the Parramatta River foreshore.

4.2.5 BUILT FORM

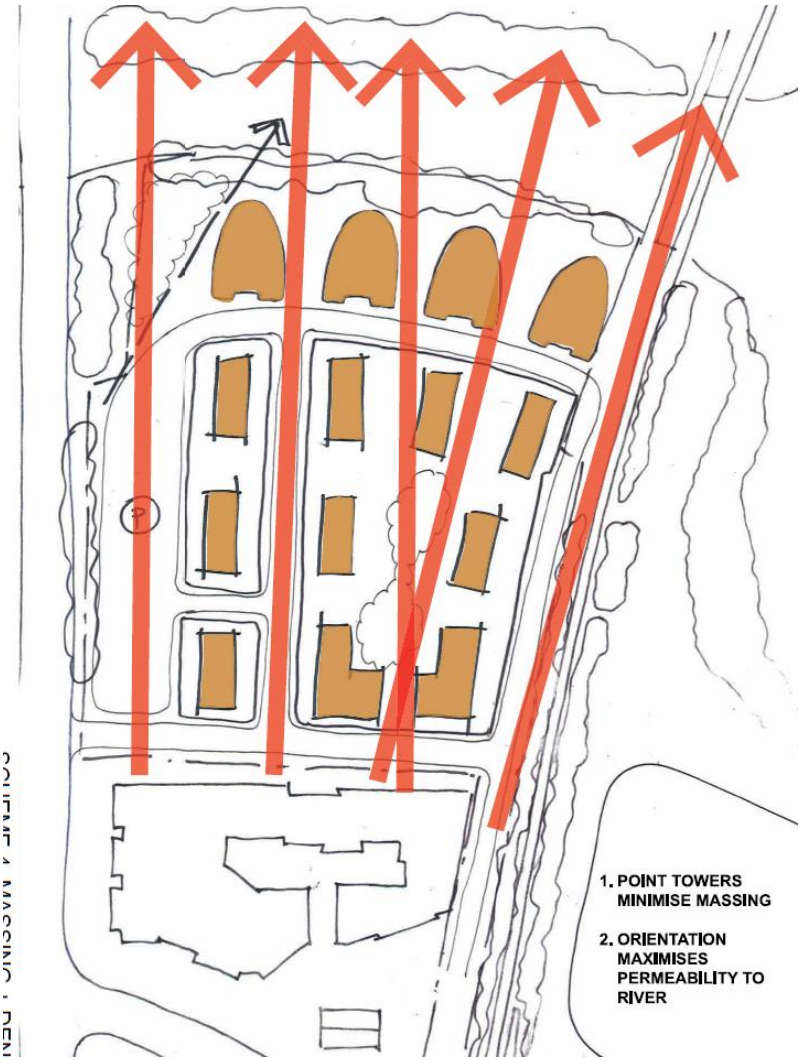


FIGURE 12: PROPOSED BUILT FORM STRATEGY

Proposed Strategies

- Place larger forms to the east – adjacent to railway.
- Taller forms to south to reduce impact of overshadowing on proposed residential uses.
- Separates taller forms to permit view sharing.
- Supports a central activated spine which creates a visual linkage to Parramatta River.
- Establish a built form at the northwest corner of the site that frames the historic view corridor from Elizabeth Farm to the former Female Orphan School.
- Establish a built form that allows for pedestrian access to the foreshore and accommodates potential future redevelopment of the commercial industrial site to the south.
- Utilise point towers to minimise massing.
- Orient point towers to maximise permeability of views to river.

4.2.5.1 BUILDING HEIGHT

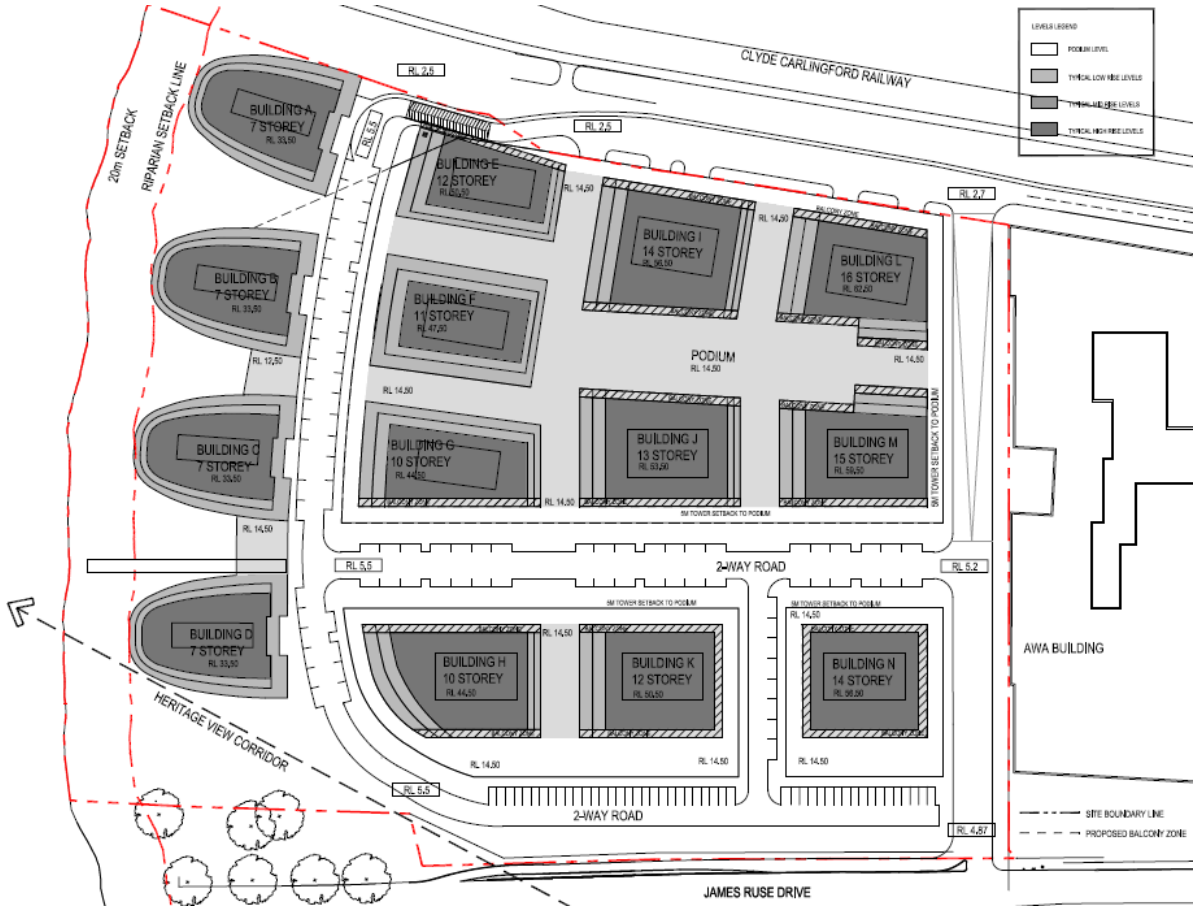


FIGURE 13: PROPOSED BUILDING HEIGHT STRATEGY

Proposed Strategies

- Step down building height towards Parramatta River to allow view sharing and reduce appearance of built form when experienced from Parramatta River and potential foreshore pedestrian connection.
- Separate building mass above podium by utilising point-tower like forms (i.e. views through and between – view sharing).
  - Separation between buildings when viewed from the distance
- Utilise contextually suitable landscape design, including the use of vegetation, to mitigate visibility of building form from James Ruse Drive.

4.2.6 ENVIRONMENTAL CONSIDERATIONS

4.2.6.1 FLOODING

Proposed Strategies

- Ensure the foreshore is a safe and secure environment through passive surveillance of foreshore area utilising buildings that address and connect to the foreshore.
- Establish a foreshore edge treatment that encourages active uses (i.e. café seating, passive recreational seating/gathering) while accommodating the occasional high water event.
- Locate and design buildings closest to the foreshore with respect to flood levels.

4.2.6.2 CONTAMINATION

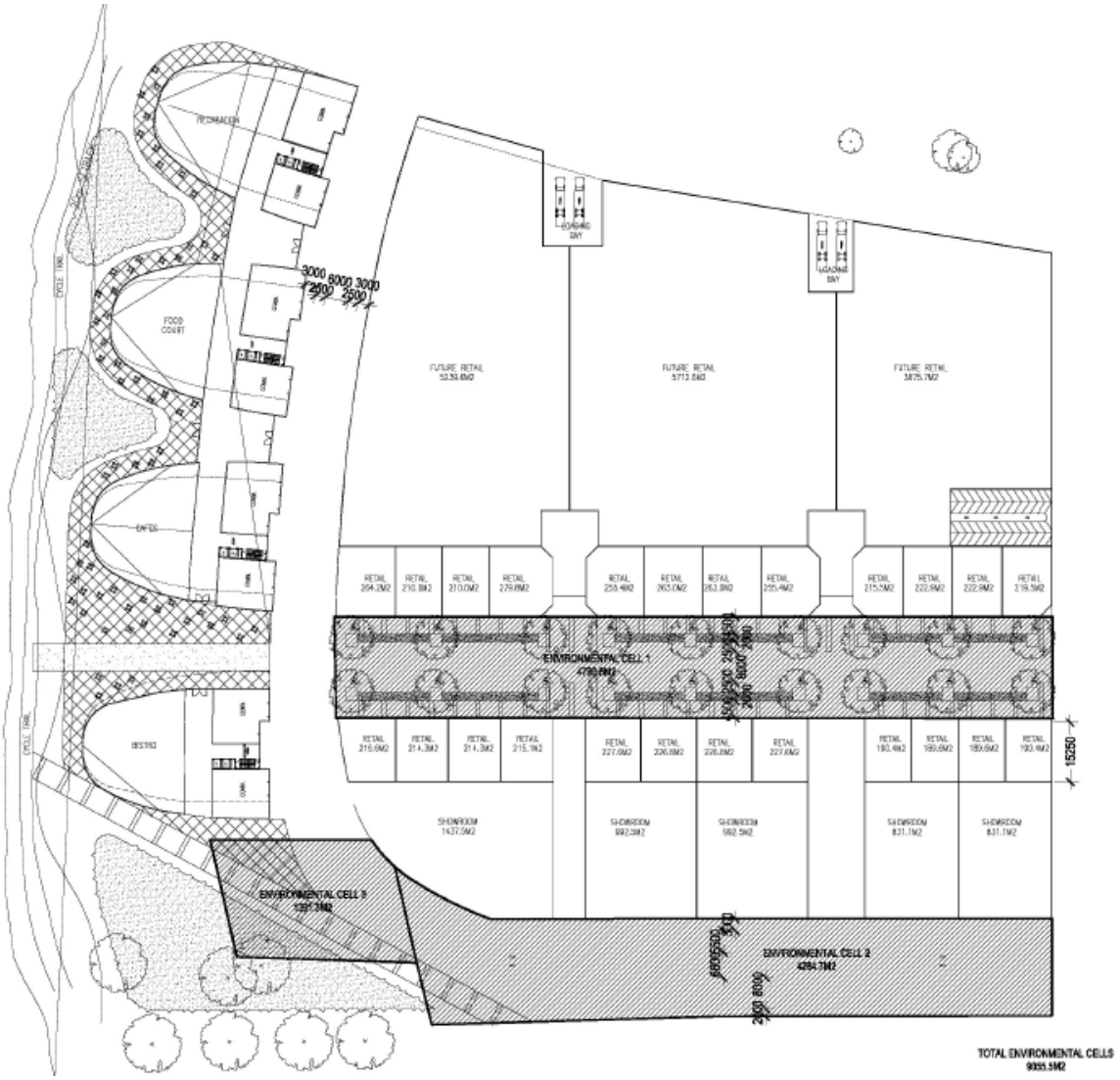


FIGURE 14: CONTAMINATION STRATEGY

Proposed Strategies

- Separate the first floor habitable areas from the ground level with a layer of commercial space or car park garage.
- Cap the contamination containment cells with car park hardstand or ground floor building concrete slabs

4.3 PROPOSED BUILDING ENVELOPES AND INDICATIVE SITE CONCEPT PLAN

The proposed building envelopes and the associated indicative site concept plan are a resultant of the opportunities and constraints linked with the urban design strategies to achieve the highest and best use for the site.

FIGURE 15: PROPOSED BUILDING ENVELOPES – PLAN VIEW

FIGURE 16: PROPOSED BUILDING ENVELOPES - AERIAL PERSPECTIVE

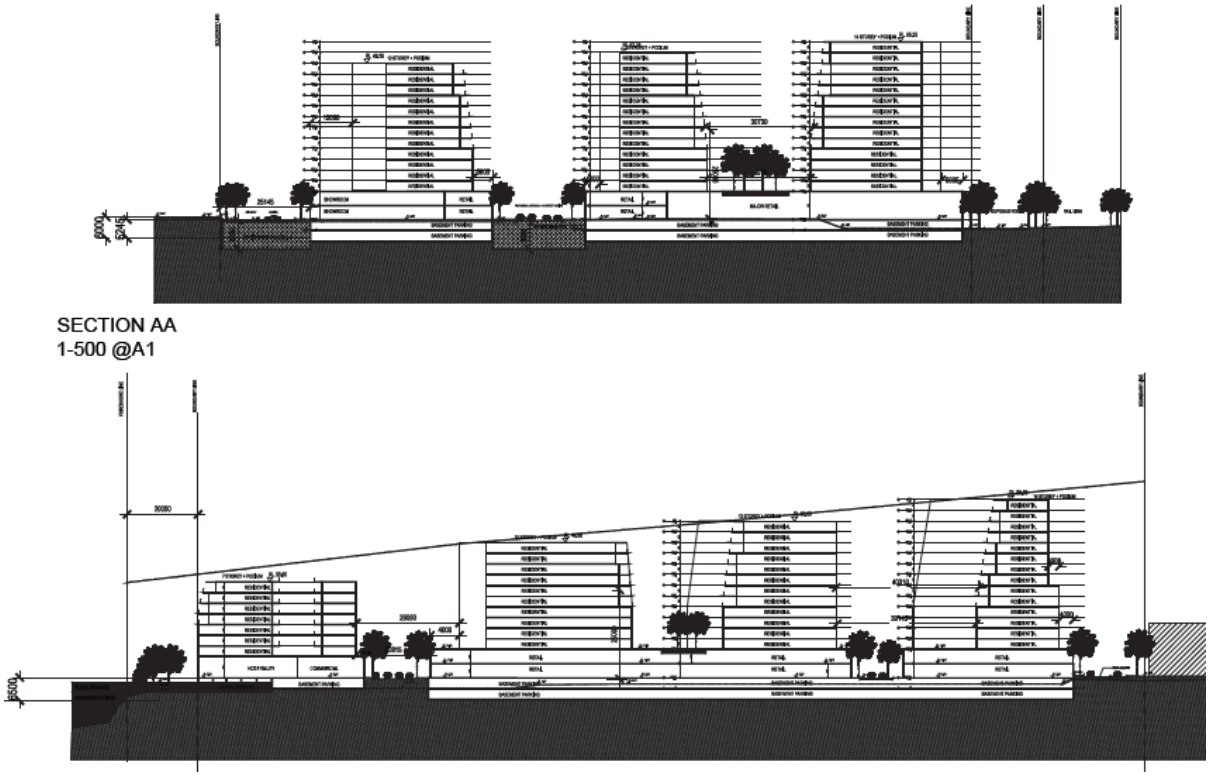


FIGURE 17: PROPOSED BUILDING ENVELOPES – SITE CROSS SECTIONS

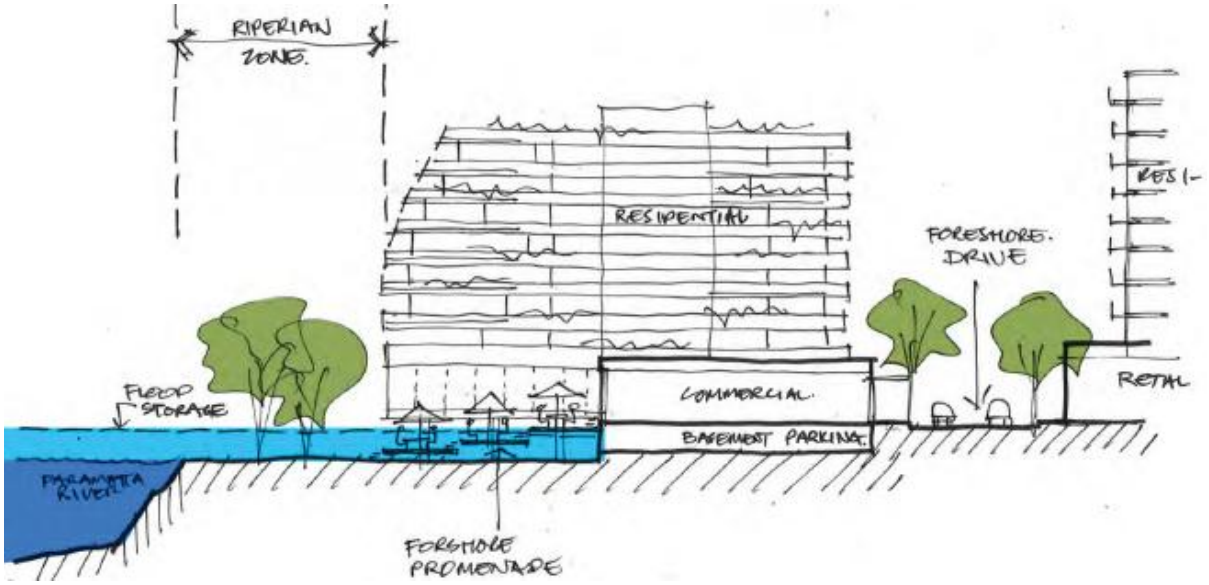


FIGURE 18: PROPOSED BUILDING ENVELOPES – TYPICAL FORESHORE SECTION

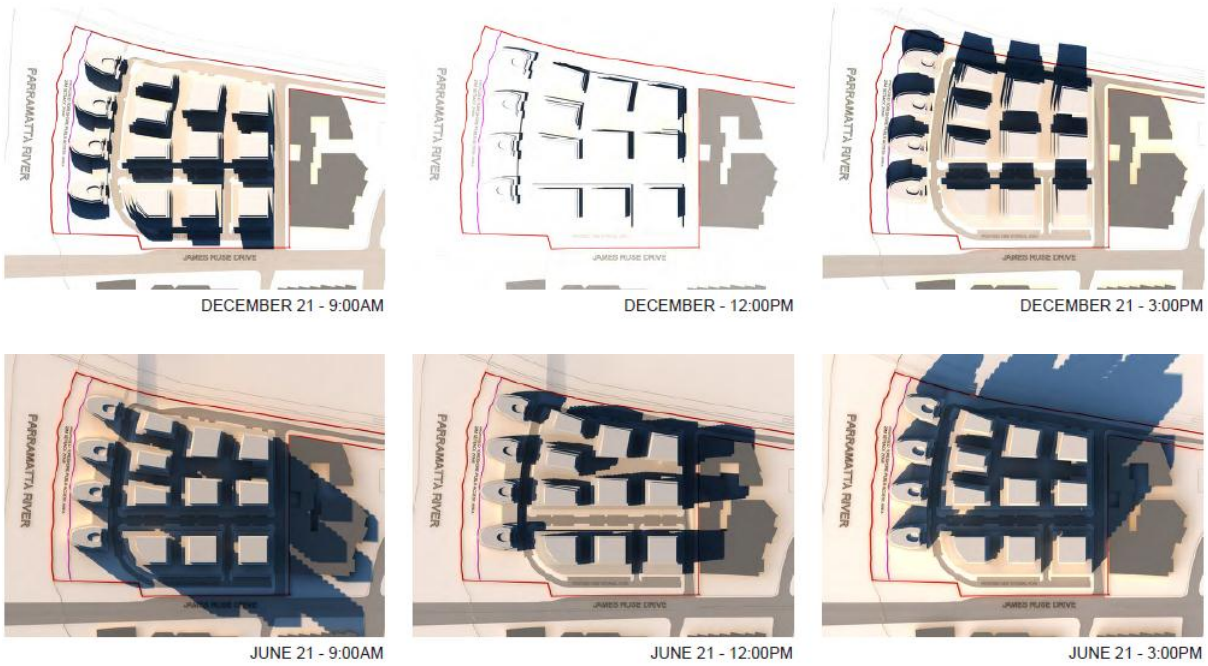


Figure 19: Indicative Site Concept – Shadow Diagrams

5 Urban Design Assessment

The urban design strategies underpin the proposal for the site. The strategies demonstrate how the proposed redevelopment can achieve a high-quality built environment.

URBAN DESIGN CONSIDERATIONS	
Key Design Considerations	Assessment
Vehicular Movement, Loading and Parking	With the primary access from James Ruse Drive and a secondary access from Grand Avenue North there is sufficient access to sustain both the proposed commercial and residential floor area. The proposed development locates below grade parking as primary car park supply to maximise availability of ground floor retail/commercial space that will activate the street level. Loading and below grade parking access has been located to the 'back' of the development to minimise conflicts between pedestrian and vehicular movements
Pedestrian Access and Movement	There is a high degree of pedestrian access to and from the site. The site is well serviced by mass transportation infrastructure specifically the Carlingford Railway Line which connects resident commuters to the greater Sydney regional rail network. The Camellia station is located less than 400 metres from the site and a direct pedestrian connection can be provided to the station. Future Parramatta Epping Rail Link The future signalised intersection at James Ruse Drive and Tasman Street will provide pedestrians and cyclists access to the residential neighbourhoods to the west, including paths that lead to the Parramatta CBD. The proposed foreshore improvements will provide pedestrians and cyclists access to the residential neighbourhoods to the west, including paths that lead to the Parramatta CBD.

Open Space	A variety of public and private open space is provided on-site The Parramatta River Foreshore provides access to the river as well as future connectivity to the broader regional green space system; Queens Wharf Park, Robin Thomas Reserve. The site is in good proximity to both the Rosehill Gardens Racecourse and the Rosehill Bowling Club
Activities	The Camellia-Rosehill-Harris Park area is currently undergoing a land use transformation, moving from industrial uses toward mixed uses with high density residential components. Parramatta City Council has engaged a consultant to undertake an urban design analysis and to prepare draft planning controls, including recommendations for building heights, floor space ratios and revised DCP controls, within part of the Rosehill locality. Major land owners within the Camellia industrial peninsula are also investigating and planning for future change Shell is set to close its oil refining operations at its Clyde Refinery, thus ending the areas main source of noxious odours The Australian Turf Club is investigating the potential redevelopment of several of its parcels that front onto James Ruse Drive Several surrounding properties have lodged planning proposals for high-density residential redevelopments; 2-12 River Road West, Parramatta and 2 Morton Street, Parramatta to name two.
Built Form – Building Height – Solar Access – Visual Impact	*Building Heights* The indicative building layout provides for the buildings to be orientated in a north/south direction to reduce visual bulk, encourage more modulation, reduce overshadowing and

	encourage dual aspect apartments for enhanced access to sunlight and breezes. The buildings will optimise solar access to private and public open space and the separation of these buildings will provide view corridors through to the river. It is also proposed that the new buildings are designed to reduce the bulk of buildings, enable view lines through the development site and provide a spatial variation in the height of buildings. The proposed development will also be required to comply with SEPP 65 design requirements for residential flat buildings. The location and extent of building height is to ensure adequate amenity is provided within and for the context of the site. To test that the proposed height is acceptable the following criteria must be met: ▪ Acceptable solar access to – adjacent land/development – public realm – proposed buildings within the site ▪ Acceptable visual impact determined through maintaining critical views within the visual catchment. *Solar access* Adjacent land/development – the development to the south of the subject site currently light industrial use has no fenestrations northern façade hence the impact of loss of overshadowing is minimal. No other land is impacted by overshadowing of the proposal. Existing public realm –James Ruse Drive located to the west will achieve adequate solar access due to the north south orientation. Public realm along the river foreshore will not be impacted by overshading of the proposal. Proposed public realm forming part of the

	proposal will achieve solar access due to north-south street orientation and breaks between taller building forms for the east-west oriented streets. Solar access to proposed residential buildings within the site is to meet SEPP 65 and to be assessed as part of a Development Application. *Visual impact* The visual catchment is defined by where the proposed development may be seen within a distance that the proposal is clearly discernible. When viewed from further than 2km the site forms part of a broader skyline view where by taller buildings are present and hence is not clearly discernible. The impact on views experienced from vantage points within the visual catchment are defined under two categories: ▪ Heritage views - A report prepared by Cracknell Lonergan Heritage Architects – Heritage View Analysis June 2012 assesses the proposal in the context of heritage related view corridors. The report finds that the DCP identified heritage views are compromised by existing buildings and vegetation in the direction of the views. The proposal results in minimal impact of ▪ Local views – There are limited vantage points where the proposed development is visible from within the visual catchment. Additionally taller buildings exist within the visual catchment including the existing Mercure hotel (Hassell Street) which is 8 storeys. The high point adjacent to James Ruse Drive to the south is also accentuated with taller buildings, Waldorf (12 Storeys) and Rydges (8 Storeys). More detailed visual assessment, addressing form, materials and finishes may be undertaken at Development Application stage.

	The building heights proposed are suitable as the solar access and visual impact is acceptable due to minimal amenity impact.
Environmental – Flooding – Contamination	*Flooding* The foreshore edge treatment is designed to encourage active uses (i.e. café seating, passive recreational seating/gathering) while accommodating the occasional high water event. The location and the design of the buildings closest to the foreshore respect to flood levels while seeking to provide a safe and secure environment through passive surveillance. *Contamination* The proposed indicative concept shows a solution that provides separation of the first floor habitable areas from the ground level with a layer of commercial space or car park garage. The proposed indicative concept also shows how a cap and containment approach can be accomplished with car park hardstand or ground floor building concrete slabs.
Other considerations	*Proximity to UWS* The site is adjacent to University of Western Sydney Parramatta campus and Westmead precinct. The University has proved one of the more coveted campus' for students as it is geographically located in the centre of the Greater Sydney region. Additionally, the Parramatta Campus is the closest campus, of the eight UWS campuses, to the Sydney CBD, thus making it close to more amenities and employment areas. The site is well positioned to student housing and other residential housing opportunities within walking distance to the University

6 Conclusion

Our assessment of the broad urban design issues finds that the proposed indicative scheme is supportable given the proposals ability to fulfil many of Parramatta Council's strategic objectives with regard to economic development, jobs goals, and housing mandates and given the site's strategic and physical contextual attributes, proximity to Parramatta CBD, public transport access, location to proposed new key infrastructure (PERL).

Therefore, Urbis supports the planning proposal of rezoning the site's current B5 Zone: Business Development Zone to B4 Mixed Use Zone to facilitate the range of complementary retail, commercial and residential land uses, modifying the Parramatta LEP 2011 Height of Buildings Map and the Floor Space Ratio Map as the proposal provides a fitting response to the site and context including appropriately responding to its location proximate to major transport infrastructure, open space and local employment centres.

The site, 181 James Ruse Drive, has the potential to become a high-quality, transit-oriented, mixed-use development as envisioned within the proposal and the aforementioned strategy plans for Parramatta and Western Sydney region.

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