

MASTERPLAN FOR A MIXED USE DEVELOPMENT 181 JAMES RUSE DRIVE CAMPELLIA

FOR STATEWIDE PLANNING
DECEMBER 2015



stanisic architects

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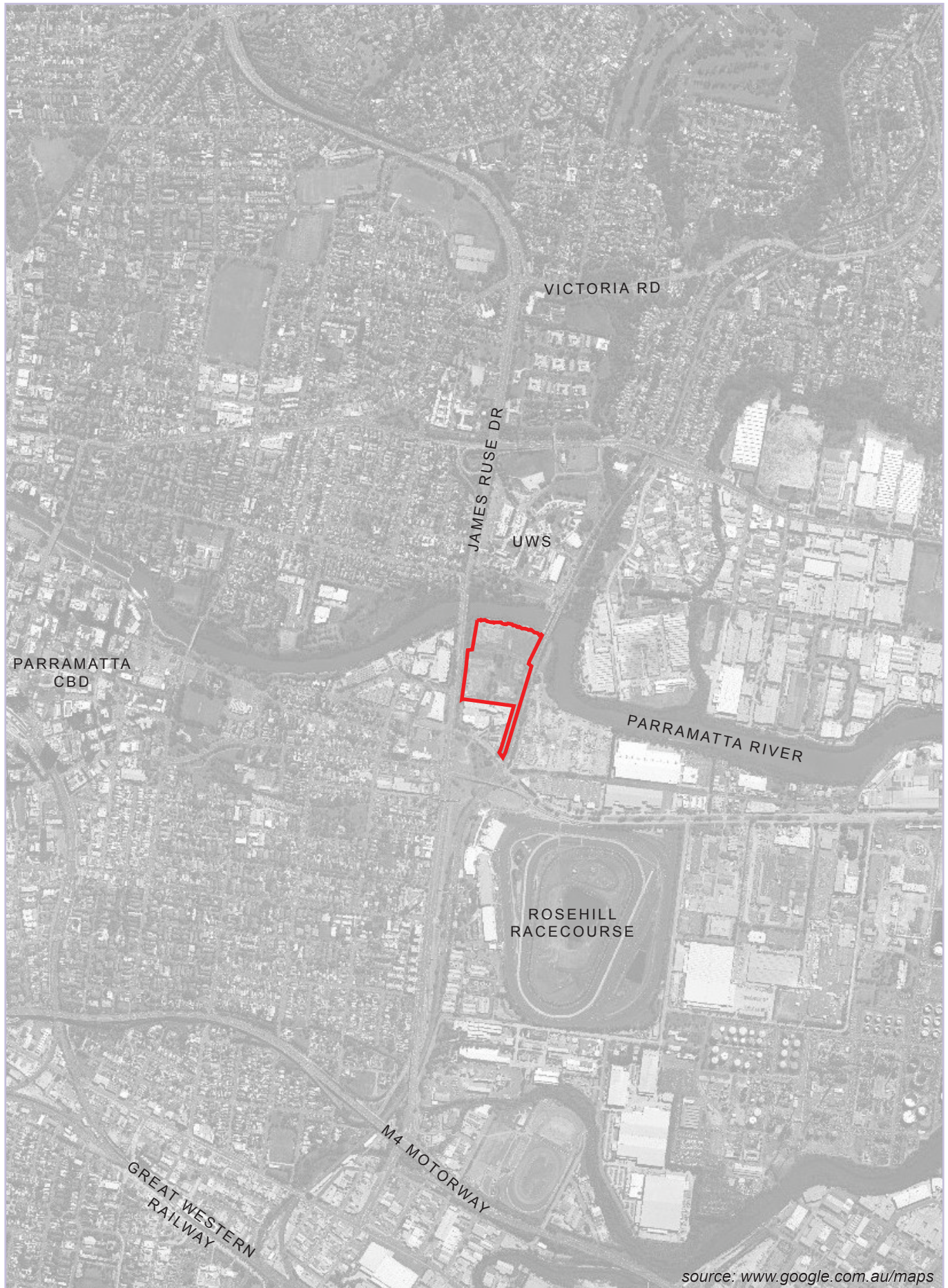
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FIGURE 1: LOCATION PLAN



1 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

The purpose of this Masterplan is to illustrate and define the built form outcome envisaged for the site. The Masterplan is prepared to accompany the Planning Proposal. It will provide the foundation for the preparation of a site specific Development Control Plan (DCP) which will replace the Materplan once the Planning Proposal is notified.

This Masterplan is also provided to address the Gateway Determination (condition 1) dated 8th August 2014:

1. *Council is to ensure the following information is placed on public exhibition with the Planning Proposal:*
 - *an urban design analysis and master plan which provides refinement and justification for the proposed building heights and density.*

1.2 LOCALITY STATEMENT

181 James Ruse Drive, Camellia (The Site) is bound by Parramatta River to the north, Clyde/ Carlingford, and existing commercial building (175 James Ruse Drive) and heritage-listed pump house to the south and James Ruse Drive to the west. There is a access handle to Camellia Station at Grand Avenue North.

The site is currently vacant and is in transition, from heavy industrial land use to a mix of uses including high-density residential development, retail and commercial uses. The new development will also include a fine grain street network, new open spaces and regeneration of the heritage listed mangroves along Parramatta River.

The vision for the site is to create an interactive, urban living environment within a rehabilitated river setting. It will be framed by an extensive and permeable public domain comprising new wide streets, central park, forum, foreshore park and building forms of various heights orientated to optimise views, breezes and sun. It will evolve into a focal point within the wider precinct with active uses at ground level. It will be connected to the Parramatta CBD and Western Sydney University by a light rail network. The site will also be connected to the Western Sydney University by a pedestrian/ cycle bridge.

A new ferry terminal is proposed to the east of the site beyond the railway line to provide a connection along the river to the Sydney CBD. Provision should be made for the site to be connected to this ferry terminal.

SYDNEY HARBOUR CATCHMENT

As the site is located within the Sydney Harbour Catchment, it is vitally important that the key objectives of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 are met, in particular:

Clause 13 (f): Sydney Harbour Catchment

“development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour.”

SREP (Sydney Harbour Catchment) 2005, Division 2 - Matters for consideration sets out what needs to be taken into consideration by consent authorities before granting consent to development under Part 4 of the Act. To assist the consent authority, we have outlined how the masterplan addresses the key matters for consideration.

Clause 22: Public access to, and use of, foreshores and waterways

The building forms along the foreshore have been designed to provide permeability, to facilitate public access to and along the foreshore and extend green links from the foreshore into the site. The building forms are a setback a minimum of 25m setback from the Median High Water Mark (MHWM) but increase to 90m adjacent to the eastern foreshore park, with an average setback of approximately 50m.

Clause 25: Foreshore and waterways scenic quality

The design concept for the site is a central park that opens up to new north-south main streets with perimeter towers that increase in height from Parramatta River (8 storeys) towards Camellia Station (40 storeys) to the south. Building envelopes are aligned to the streets with the central park opening up to the north to reinforce the visual connection to the river and an open forum and foreshore park.

A 25m foreshore building line, with 28m building heights along the foreshore is consistent with the key objectives of the SREP due to the following:

- a. The existing heritage landscape within the riparian zone is being regenerated and will be publicly accessible for the public to enjoy with a high quality landscape design.
- b. The site will be decontaminated of hazardous materials, particularly along the foreshore.
- c. Views will be reinstated from the site to the female orphan school to the north.
- d. The foreshore pedestrian/ cycleway has the potential to extend to neighbouring sites, west towards the Parramatta CBD and east towards Duck River.
- e. The planning proposal at 2-12 River Road West, Parramatta has recently been approved with 15m and 30m foreshore building line and 40m height limit along the foreshore. A 25m foreshore building line with 50m building heights along the foreshore proposed in this masterplan is consistent with this.
- f. The riparian zone will be dedicated to Council and will comprise pedestrian links to the foreshore, active and passive recreation areas, foreshore parks, foreshore pedestrian/ cycleway and forum.

Clause 26: Maintenance, protection and enhancement of views

The building forms have been sited to provide view sharing between buildings, to the River, Parramatta and Sydney CBD. A heritage view corridor has been maintained along the north-western corner of the site to maintain views from Elizabeth Farm to the ridgeline to the north of the site. The new street network provides public access from the site to the foreshore while maintaining a visual connection to the River, particularly from the streets and foreshore square. Viewing platforms have also been provided along the foreshore walk towards the Female Orphan School.

The best outcome for the riparian zone is for buildings that are 8 storeys high with a minimum 25m setback with a fluid form that allows the foreshore to interact with the building forms. Furthermore, the fluid forms interact with open space to define a series of high quality public open spaces.

2 CAMELLIA MASTERPLAN

This section applies to land identified as 181 James Ruse Drive, Camellia (the site). It should be read in conjunction with the locality statement and provisions which are illustrated in Figure 2: Urban Strategy.

These principles are supported by objectives and provisions that detail the key characteristics for future development.

2.1 URBAN STRATEGY

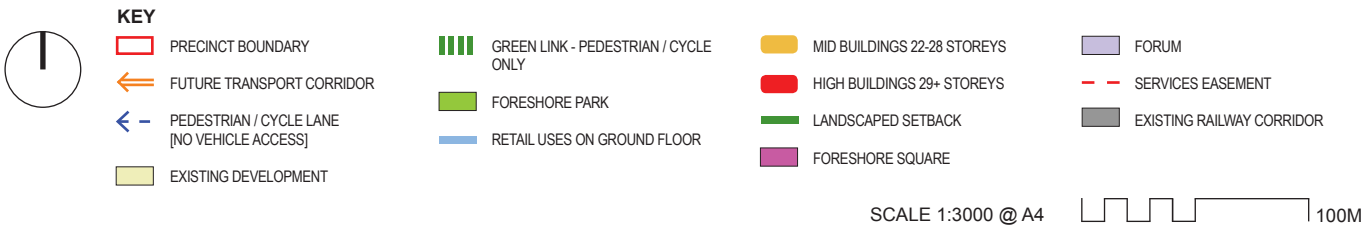
Objectives

- a. Create an interactive, urban living environment within a rehabilitated river setting, framed by an extensive and permeable public domain.
- b. Remediate all hazardous material found on the site.
- c. Provide a pedestrian/ cycle connection from the site to the Western Sydney University.

Provisions

1. Development must achieve and satisfy the outcomes expressed in the locality statement and supporting principles.
2. Enable increased building heights along James Ruse Drive, Access Street and the Railway Line to function as an acoustic buffer. Building heights should reduce in height along the riverfront to address scale, overshadowing and visual impacts.
3. Ensure that the heritage view corridor is maintained between Elizabeth Farm and the ridgeline to the north of the site.
4. Facilitate the long term transition of the area from heavy industrial uses to primarily residential and retail.
5. Provide new streets and pedestrian/ cycle lanes to create a fine grain movement and circulation network, including a pedestrian/ cycle bridge in the north-eastern corner of the site.
6. Provide new areas of public open space for active as well as passive recreational use. The proposed central park and riverfront should develop as a focal points for the local community.
7. Establish a publicly accessible green link along the riverfront and the ability to extend this link to sites to the east and west.
8. Provide street tree planting and wide footpaths along new streets to provide a high quality pedestrian environment that will set a benchmark for other development sites in the wider context and promote the history of the precinct.
9. Protect views towards Parramatta and Sydney CBD and locate built form to maintain reasonable outlook.
10. Maximise solar access to forshore square and foreshore park.
11. Mark the south western entry to the site along James Ruse Drive with a taller building.
12. Create vistas and physical connections from the site to the foreshore.
13. Establish a densely planted green buffer within the landscaped setback along the eastern and western boundaries if possible due to existing service easements and environmental contamination cells.

FIGURE 2: URBAN STRATEGY



2.2 STREET HIERARCHY + STAGING

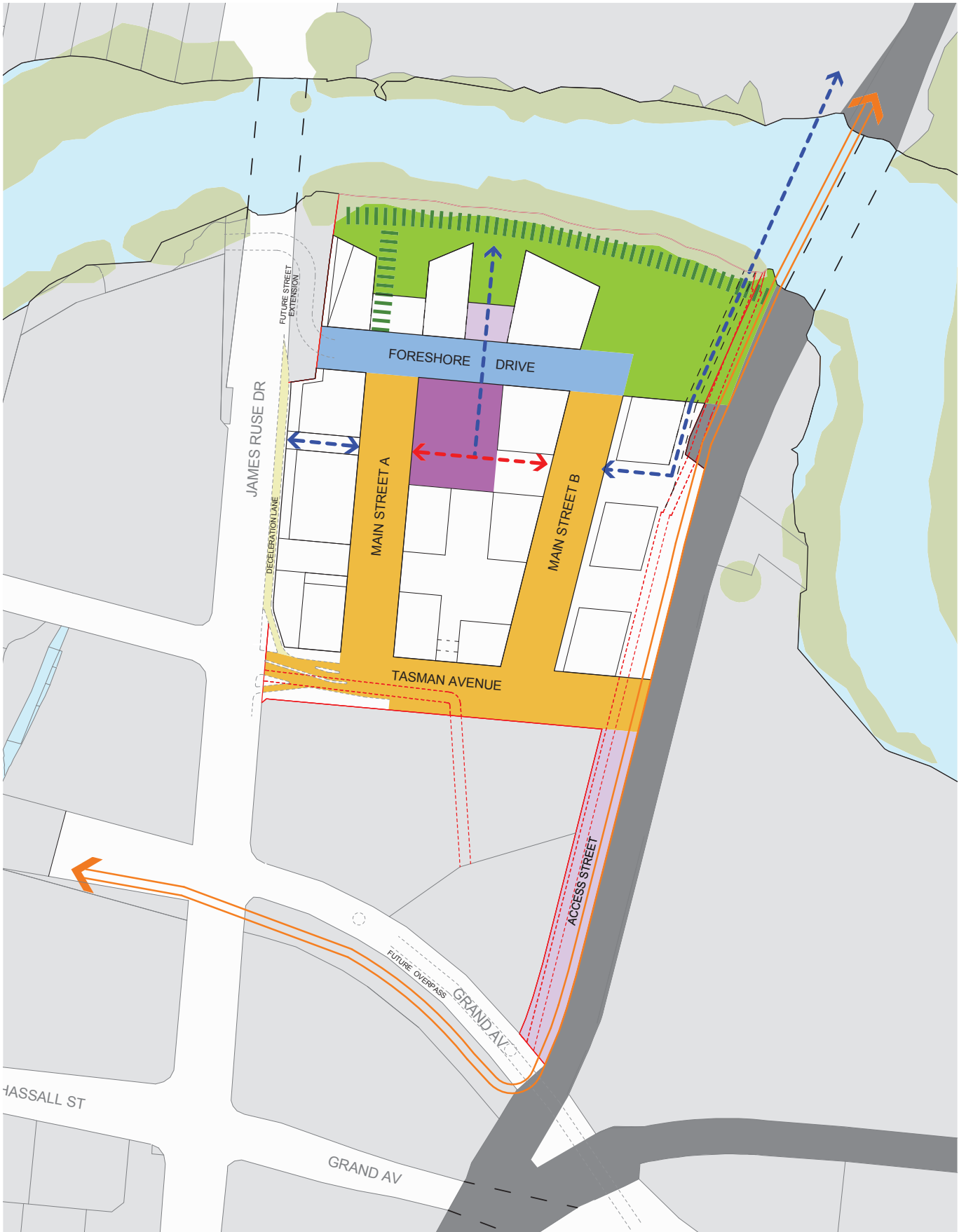
Objectives


- a. Introduce a legible pattern of new streets, lanes and pedestrian links that responds to key connections within the site as well as the wider context.
- b. Introduce large trees to streets to provide scale to pedestrians.
- c. Introduce a deceleration lane off James Ruse Drive into the site.
- d. Align Tasman Avenue with River Road West.
- e. Prioritise pedestrian movement.
- f. Create a visual axis along Main Street A + B to the foreshore.
- g. To ensure that redevelopment is coordinated in an orderly manner and development of lots within the site can occur independently without impeding adjacent sites.

Provisions





- 1. New streets and pedestrian lanes are to be introduced in the locations identified in Figure 3: Street Hierarchy.
- 2. New streets are to be designed in accordance with Figures 4-8.
- 3. Introduce swales with planting in the centre of Main Street A + B.
- 4. Prioritise pedestrian movement along pedestrian/ cycle lanes across street.
- 5. All lots are to have a public road frontage and be accessible from a public street.





FIGURE 3: STREET HIERARCHY










KEY


-  PRECINCT BOUNDARY
-  FUTURE TRANSPORT CORRIDOR
-  PEDESTRIAN / CYCLE LANE [NO VEHICLE ACCESS]
-  FORESHORE PARK

-  GREEN LINK - PEDESTRIAN / CYCLE ONLY
-  FORESHORE SQUARE
-  FORUM
-  SERVICES EASEMENT

-  STREET - 20M WIDE
-  STREET - 24M WIDE
-  STREET - 30M WIDE
-  DECELERATION LANE - 3.6M WIDE

-  EXISTING RAILWAY CORRIDOR

SCALE 1:3000 @ A4



100M

FIGURE 4: MAIN STREET A

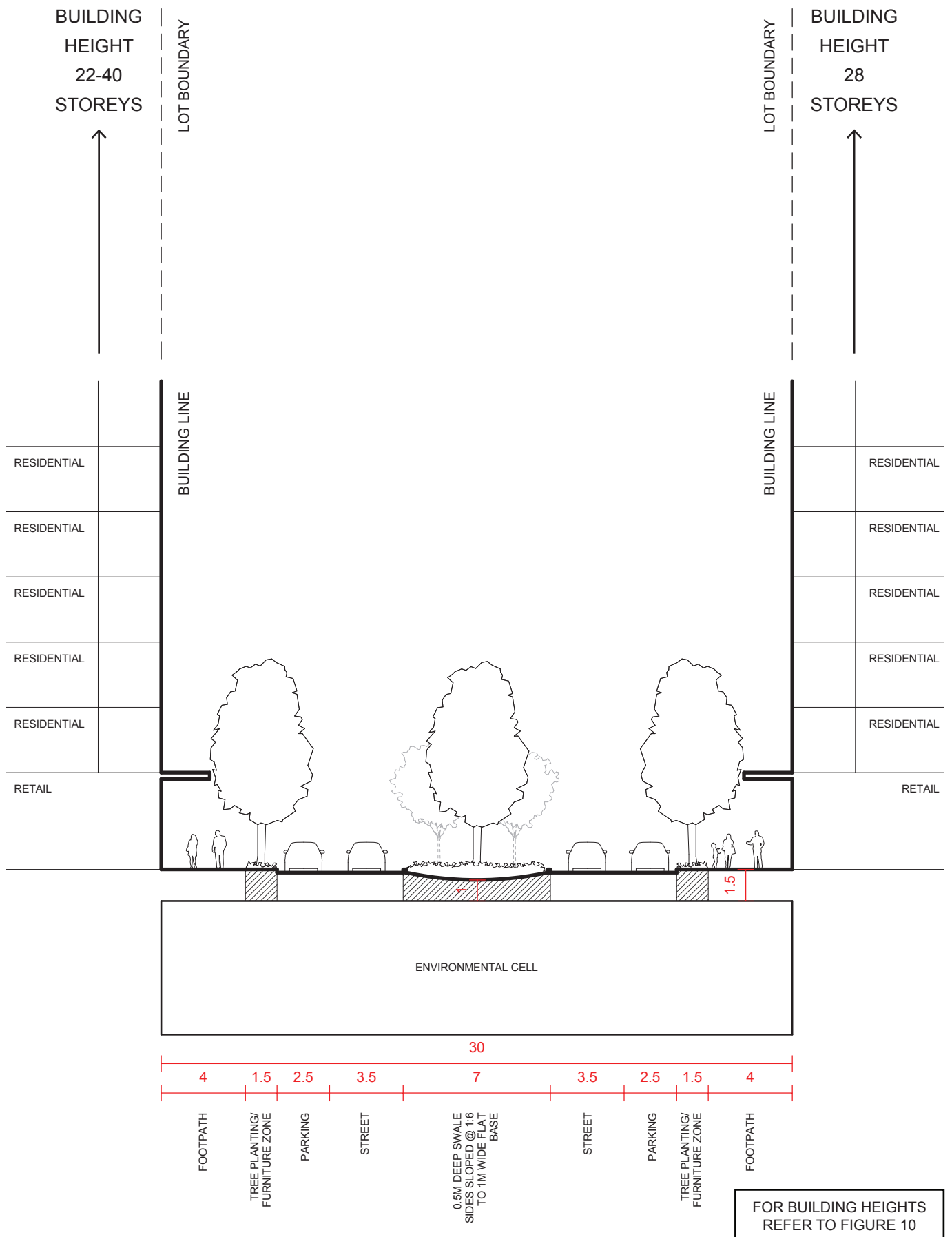
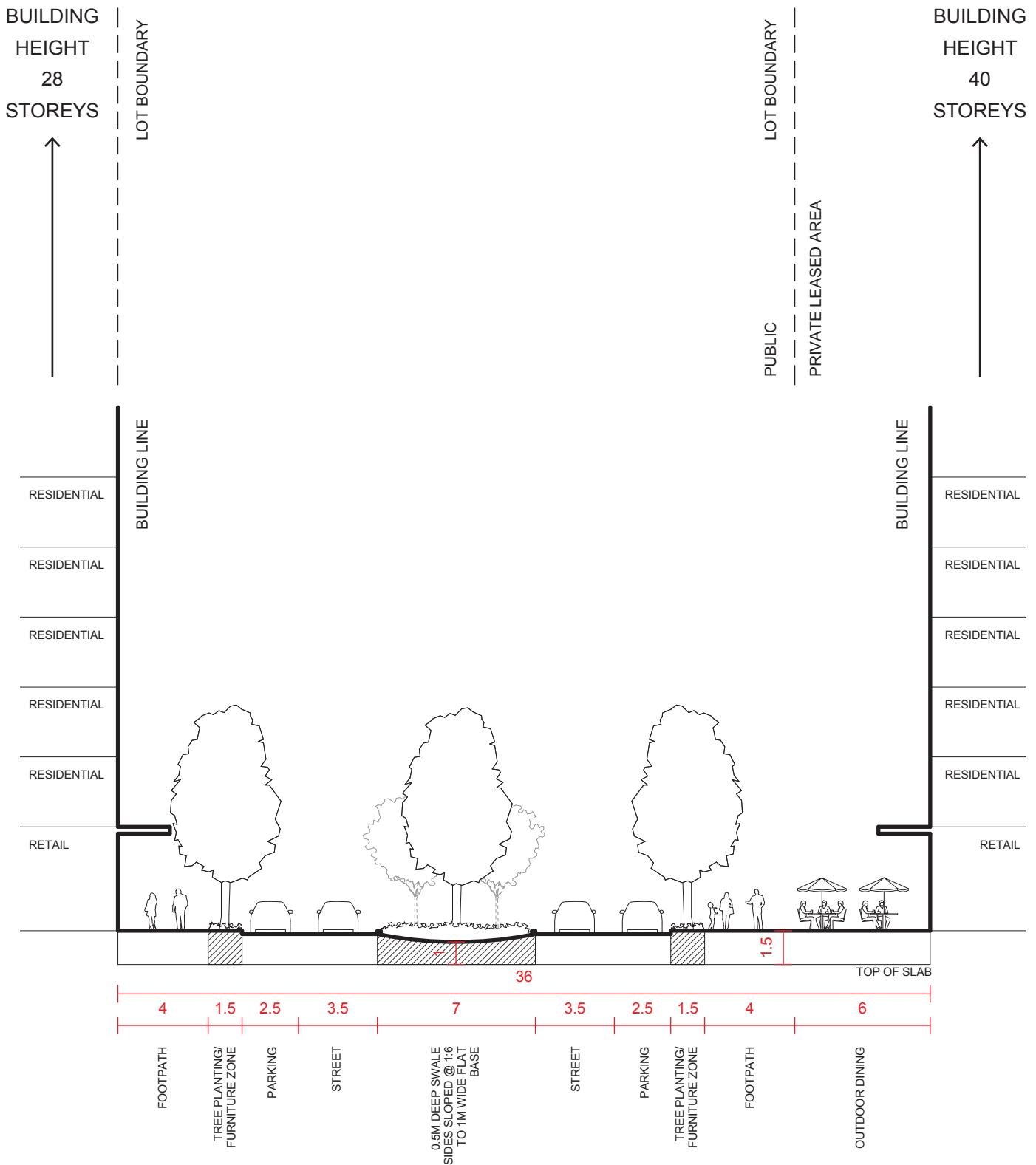
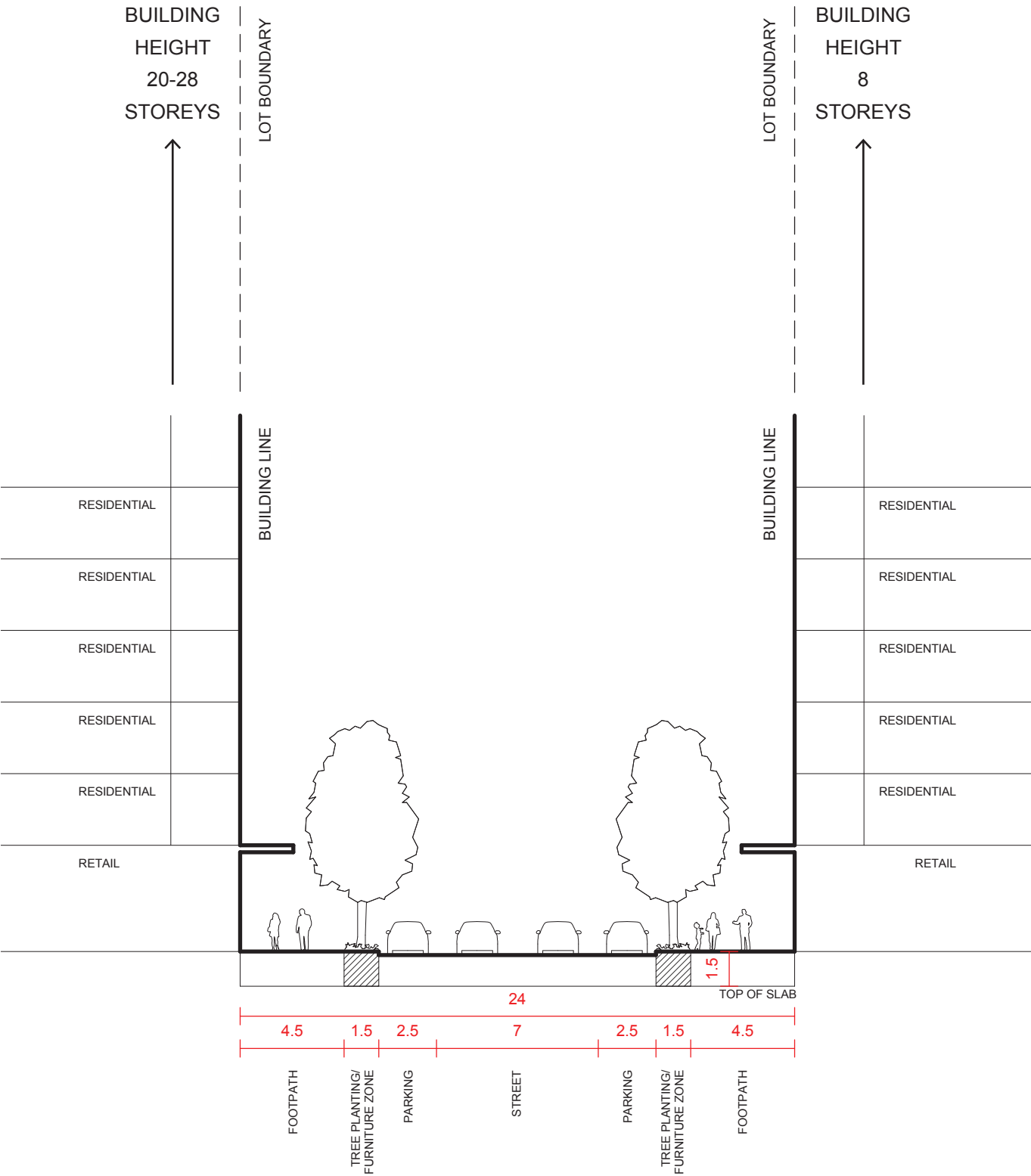


FIGURE 5: MAIN STREET B



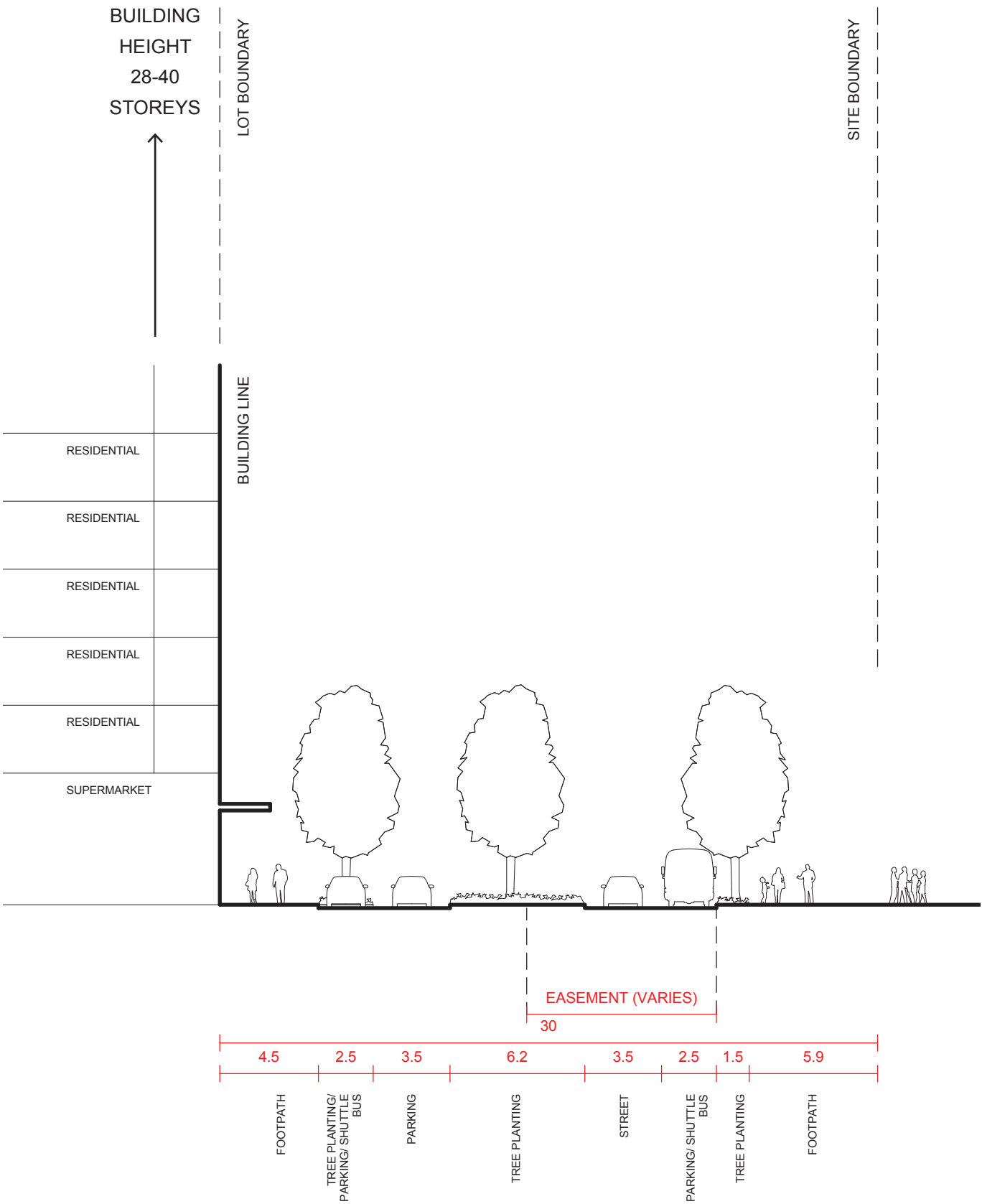
FOR BUILDING HEIGHTS
REFER TO FIGURE 10

FIGURE 6: FORESHORE DRIVE



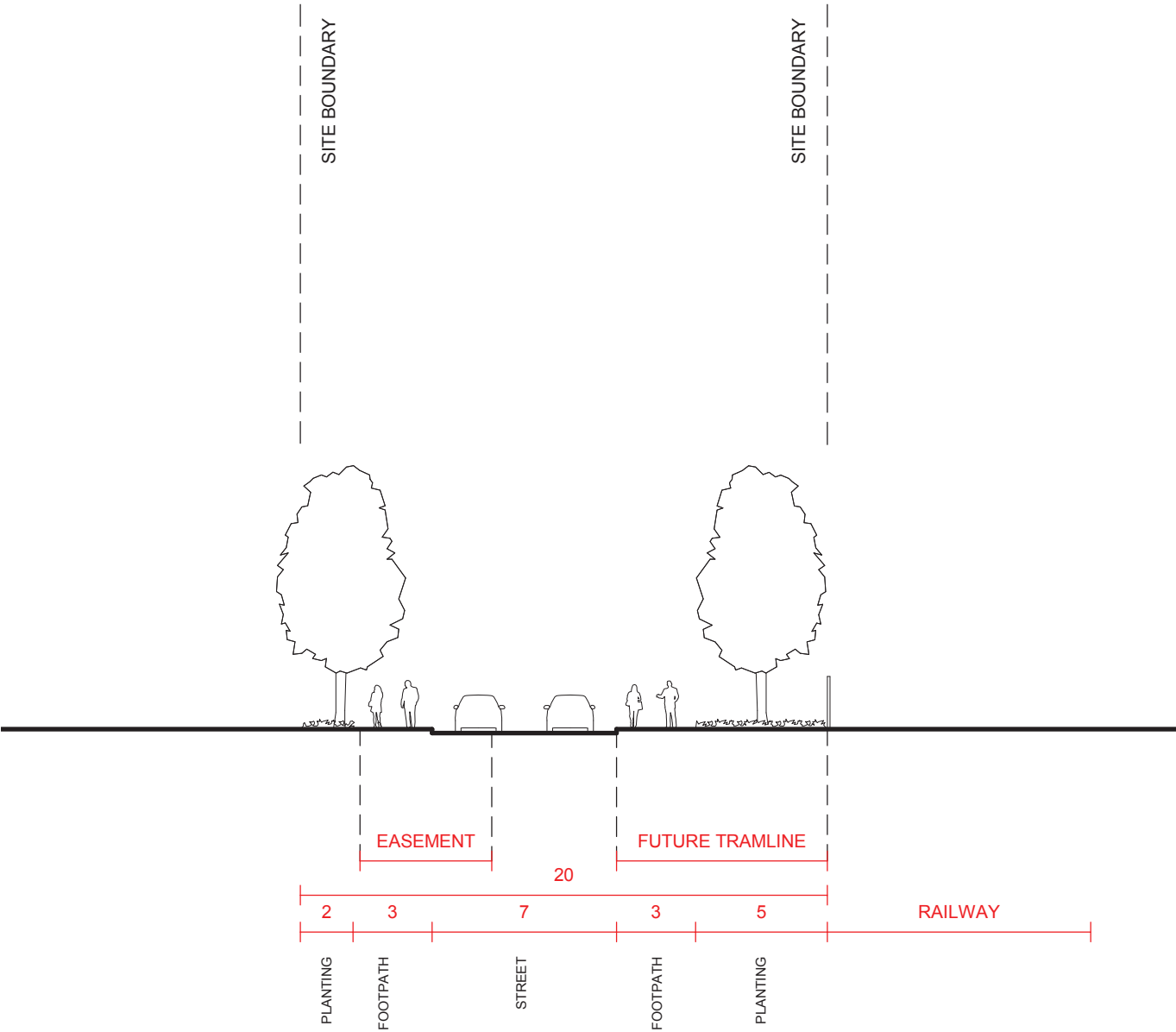
FOR BUILDING HEIGHTS
REFER TO FIGURE 10

FIGURE 7: TASMAN AVENUE



FOR BUILDING HEIGHTS
REFER TO FIGURE 10

FIGURE 8: ACCESS STREET



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2.3 LAND ZONING

Objectives

- a. Define a RE1 - Public Recreation zone that can be used to provide a new foreshore park that is accessible by the public.
- b. Provide a new street network to provide access to future buildings on the site.


Provisions


1. No buildings are permitted within the area zoned RE1 - Public Recreation.


FIGURE 9: LAND ZONING





KEY

 TOTAL SITE AREA
(68,166 SQM)

 DEVELOPABLE SITE AREA
(60,000 SQM)

 RE1 - PUBLIC RECREATION
(8,166 SQM)

 B4 - MIXED USE
(60,000 SQM)

 STREET NETWORK
(24,465 SQM)

DIMENSIONS ARE APPROXIMATE ONLY

2.4 BUILDING HEIGHT

Objectives

- a. Ensure that the scale of built form is of a pedestrian scale and contributes to the physical definition of the existing and proposed street network.
- b. Ensure lower built forms along the foreshore have a fine grain pedestrian scale to respect the riverfront setting.
- c. Provide a transition from higher buildings in the south to lower buildings to the north.
- d. Ensure built forms achieve a high level of amenity.

Provisions

1. Development must be generally consistent with number of storeys as identified in Figure 10: Building Height in Storeys.
2. The preferred built form layout is presented in Figure 10: Building Height in Storeys. Alternate building layouts may be considered within each street block, provided that they achieve better amenity for new development and the public domain.
3. Adjust built forms above street level to maximise solar access between Main Street B and the Railway Line.
4. Protect district outlook and views between built forms.
5. Tower floor plates are to be generally limited to 1,000sqm.

FIGURE 10: BUILDING HEIGHT IN STOREYS





KEY

- PRECINCT BOUNDARY
- FUTURE TRANSPORT CORRIDOR
- FORESHORE PARK
- PROPOSED STREETS

- 1 STOREYS
- 2 STOREYS
- 4 STOREYS
- 8 STOREYS
- 22 STOREYS
- 28 STOREYS
- 40 STOREYS

- X NUMBER DENOTES MAXIMUM HEIGHT IN STOREYS
- SERVICES EASEMENT

2.5 BUILDING TYPE + USE

Objectives

- a. Activate the public domain and ground plane with retail and commercial uses.
- b. Concentrate active retail uses around the foreshore square and along the foreshore.
- c. Provide a supermarket and child care centre.

Provisions

1. Building uses are to comply with Figure 11: Building Type and Use.
2. Active retail frontages are to be provided as indicated in Figure 12: Building Type and Use.
3. Retail uses are to be provided on the ground floor as indicated in Figure 12: Building Type and Use.
4. Level 1 floor to ceiling heights must be minimum 3.3m that are capable of facilitating commercial uses.
5. Locate a full-range supermarket along Tasman Avenue.
6. Locate a child care centre above the supermarket at Level 1.
7. Above ground parking is permitted along the Railway line, but it must be screened and not be visible from the street and designed as an integral element of the overall facade.
8. Social spaces are encouraged with each building for the use of residents and their visitors to encourage social interaction. These spaces may include libraries, gymnasiums, lounges, common rooms, bio-lounges, sky gardens or communal open space.
9. Roof terraces and communal open roof terraces are encouraged. These should, however, provide adequate visual and acoustic privacy to other buildings within the development and on adjoining sites and are not to increase the bulk of buildings.
10. Buildings are required to have windows and open balconies.

FIGURE 11: BUILDING TYPE + USE



KEY



- PRECINCT BOUNDARY
- FUTURE TRANSPORT CORRIDOR
- APARTMENT
- RETAIL USES ON GROUND FLOOR

- ACTIVE RETAIL USES ON GROUND FLOOR
- SUPERMARKET ON GROUND FLOOR
- POTENTIAL CHILDCARE FACILITY (LEVEL 1)

- UPPER LEVELS
- ABOVE GROUND PARKING
- SERVICES EASEMENT

2.6 BUILDING SETBACKS + ALIGNMENTS

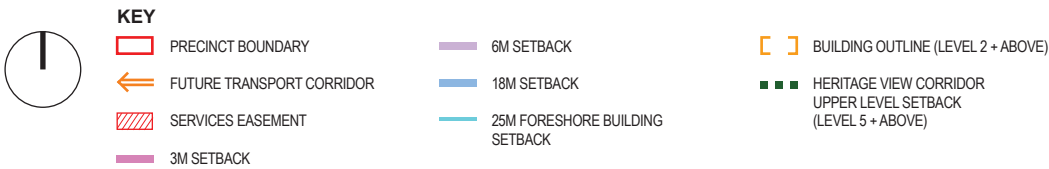
Objectives

- a. Maintain heritage view corridor across the north west corner of the site, from Elizabeth Farm to the distant ridge.
- b. Maximise solar access to built form, particularly along the east boundary.
- c. Maintain an appropriate building separation to achieve visual and acoustic privacy between built form.
- d. Establish an appropriate foreshore building setback.

Provisions

- 1. Setbacks are to be provided in accordance with Figure 12: Building Setbacks + Alignments
- 2. No residential development is to be located at ground level.
- 3. The lowest habitable floor area for residential development is to be RL 8.00.
- 4. The lowest finished floor level of commercial and retail premises is to be RL 6.50.
- 5. Establish a 25m foreshore building setback.

FIGURE 12: BUILDING SETBACKS + ALIGNMENTS



2.7 VEHICLE ACCESS, ENTRIES + CIRCULATION

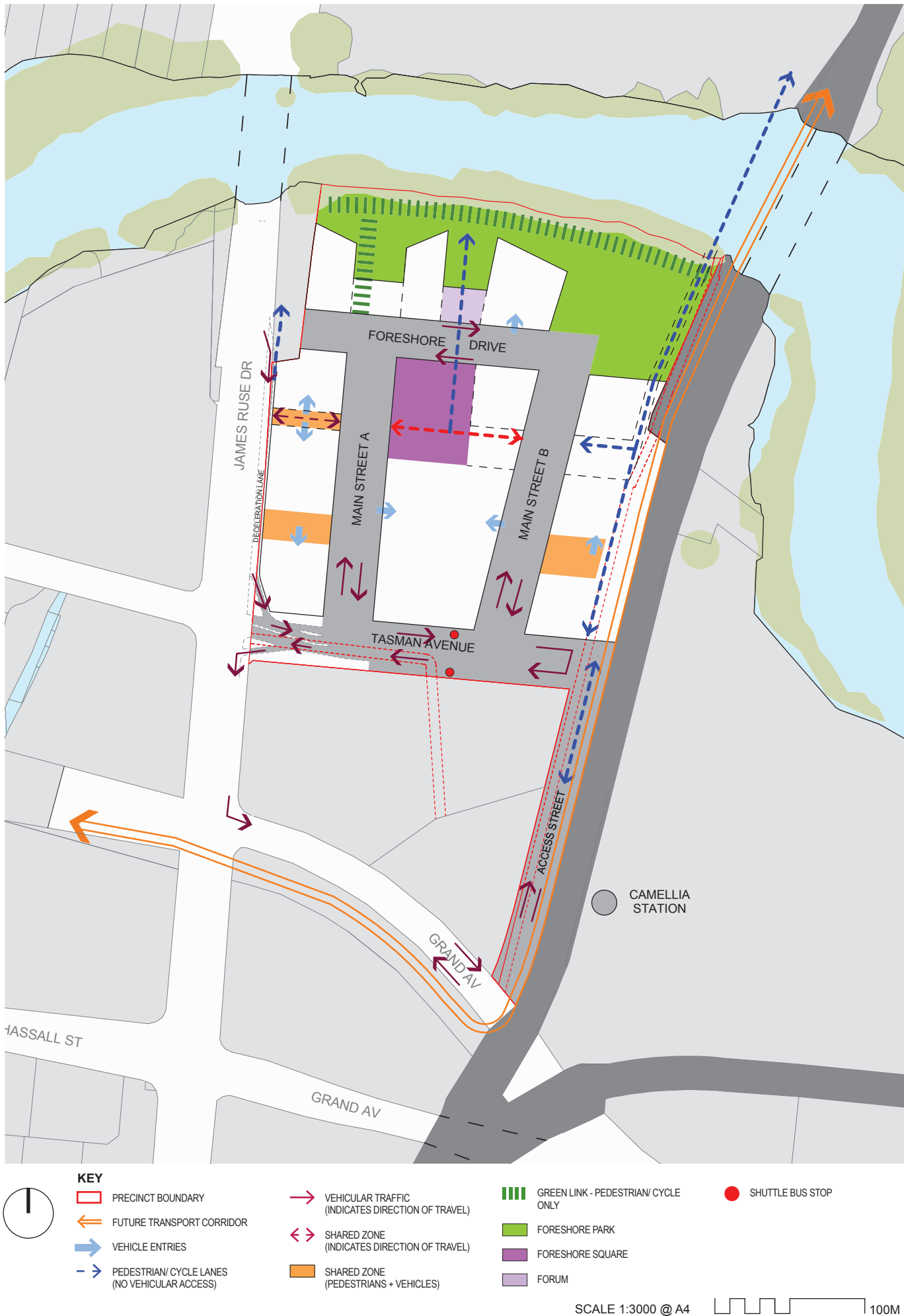
Objectives

- a. Prioritise pedestrian movement across the site and to the wider context.
- b. Minimise vehicle crossings.

Provisions

- 1. Vehicle access points are to be provided where identified in Figure 13: Vehicular access, entries + circulation
- 2. Vehicular traffic circulation is to be consistent with Figure 14: Vehicular access, entries + circulation

FIGURE 13: VEHICLE ACCESS, ENTRIES + CIRCULATION



2.8 PUBLIC OPEN SPACE

Objectives


- a. Establish a green link along the foreshore that can be extended to neighbouring development sites to create an activated connection to the river.
- b. Create new areas of public open space along the river that offer opportunities for active and passive recreation .
- c. Introduce a foreshore square to the site that creates a dynamic retail and social heart to the development in the form of a publically accessible square with activated retail edges and social spaces.
- d. Establish a network of streets and plazas that provide generous footpaths and outdoor dining areas activating the streets and retail edges to the buildings.
- e. Introduce wide planted swales and street trees to create green links that provide visual and physical connections to the river, foreshore open spaces and the urban core of the site.
- f. Create publicly accessible connections through the site to the riverfront foreshore zone.
- g. Establish a clear pathway for pedestrians and bicycles from the public domain to the Western Sydney University via a future bridge over Parramatta River.

Provisions

1. Public open space is to be provided in the locations identified on Figure 14: Public Open Space Strategy and in accordance with the standards set out in Figures 15-20.
2. Figures 15-20 (Indicative Public Open Spaces) illustrates an indicative design for the interface between development and the public open spaces within the precinct. Future development should consider this indicative design.
3. Public art should be incorporated into the design of the foreshore that draws upon the history of the site and reinforces the significance of the heritage landscape.
4. Establish a permeable block structure that reinforces the public domain and facilitates physical connections through the site to the riverfront in the locations identified in Figure 15: Public Open Space Strategy.
5. Water sensitive urban design principles must be employed in the design of the public open space, including the provision of swales in streets..
6. Mature trees are to be provided to streets.

FIGURE 14: PUBLIC OPEN SPACE STRATEGY





KEY

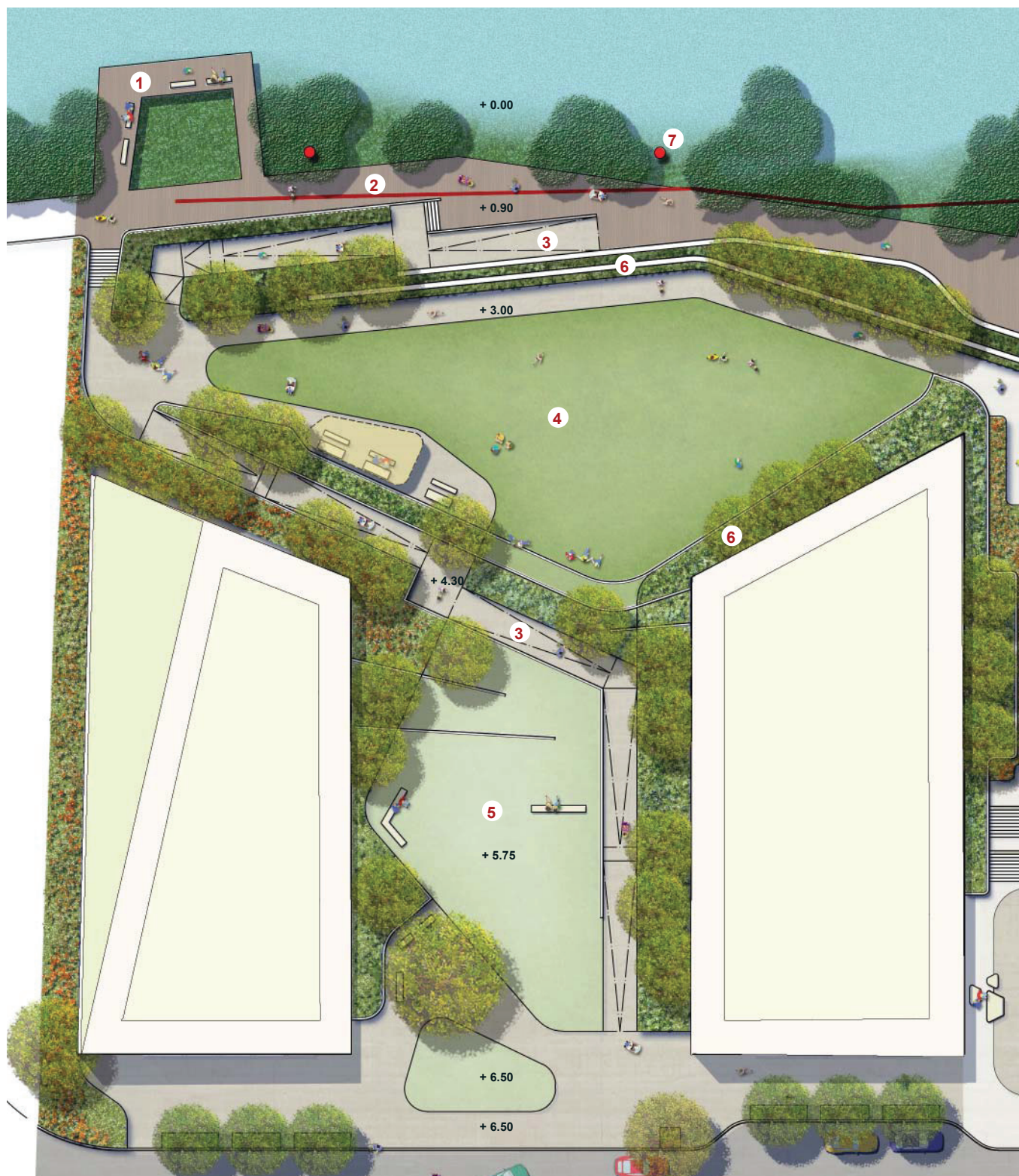
- PRECINCT BOUNDARY
- FUTURE TRANSPORT CORRIDOR
- FORESHORE PARK
- FORESHORE SQUARE
- LINKING PLAZAS
- GREEN LINKS
- WATER CONNECTION THROUGH A SERIES OF GREEN SPACES

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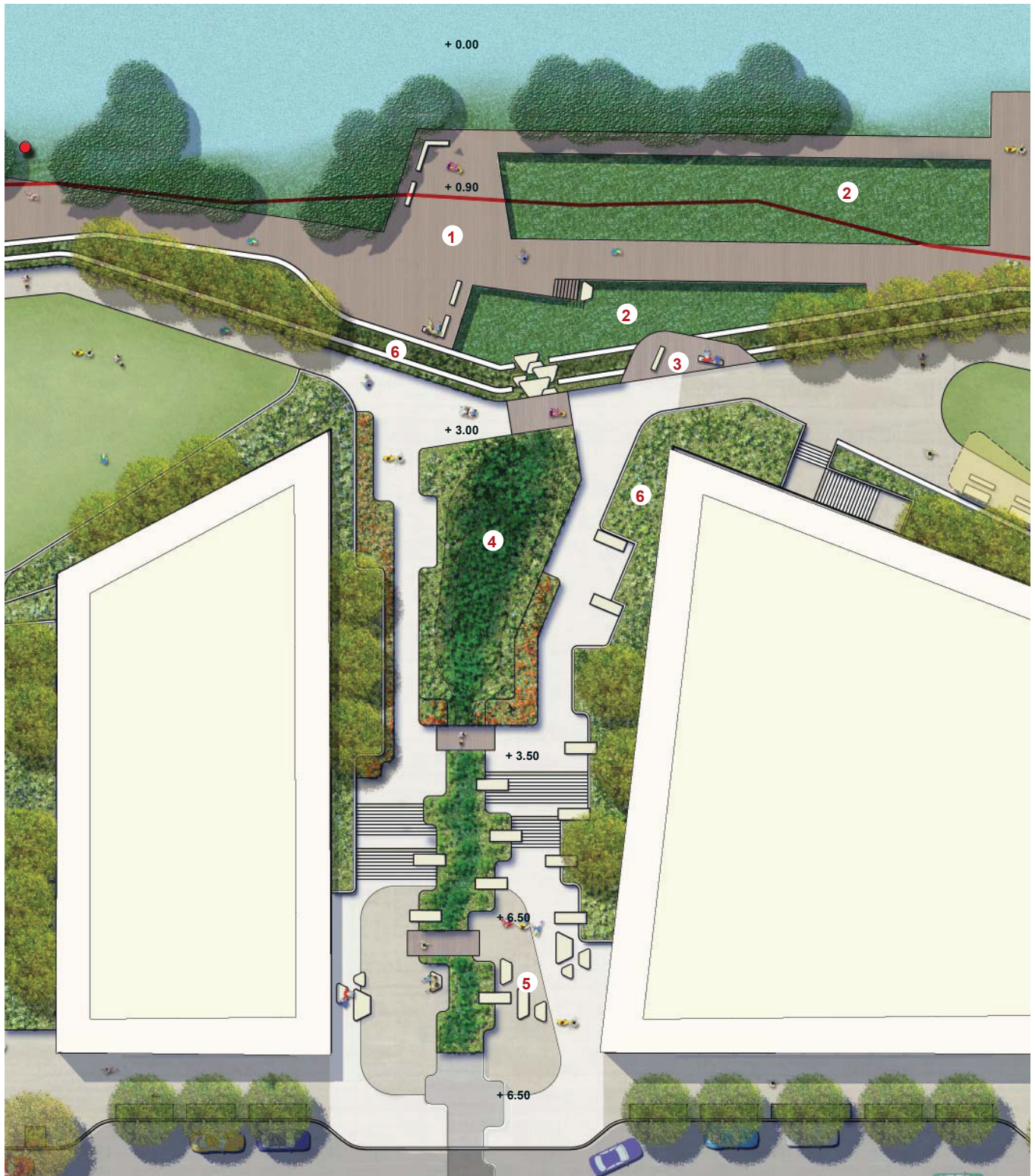
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FIGURE 16: INDICATIVE WESTERN FORESHORE PARK 1:500@A4



1. The promenade breaks out to passive rest areas, lookouts to key river elements and estuarine interactive elements.
2. The timber and hard paved river promenade, provides access to the foreshore environment and adjoining sites.
3. Accessible paths slide between walls and a series of planted terraces connecting the upper areas to the foreshore.
4. A large open space creates a destination and a place for active and passive recreation.
5. An open lawn creates a green breakout space from the street with views across the river
6. Planted edges and banks soften level changes, define spaces and provide interest and habitat.
7. Public art elements referencing the sites ecology are located along key sightlines

FIGURE 17: INDICATIVE FORUM 1:500@A4



1. An elevated walkway provides a path along the foreshore, projecting out over new marsh planting and between the mangroves to afford views of the river.
2. The re-established foreshore line draws the river into the site and generates a zone for new marsh planting that will enhance the local ecology and promenade experience.
3. A deck at an upper level projects out over planted landscape terraces, providing a view of the marsh and river and the activity along the walkways below.
4. A planted channel winds through the forum between stairs and landscape terraces, creating intimate spaces with views of the river. During rain events surface water is directed into WSUD soak area with potential overflow to standard storm system.
5. The forum is an informal plaza with views of the river that links the urban retail core of the site with the foreshore parks.
6. Planted edges and banks soften level changes, define spaces and provide interest and colour.

FIGURE 18: INDICATIVE EASTERN FORESHORE PARK 1:500@A4



1. The timber and hard paved river promenade, provides access to the foreshore environment and adjoining sites.
2. Accessible paths slide between walls and a series of planted terraces connecting the upper areas to the foreshore.
3. A large open lawn creates a place for active and passive recreation beside the river.
4. A children's play space creates a destination and a point of activity in the foreshore park.
5. A cycle and pedestrian bridge connecting the banks of Parramatta River
6. A deck with BBQ's, tables and chairs and a pergola/ public art installation is offset from the bridge and projects over the foreshore walk, providing extended views of the river.
7. Splayed lawn terraces with seating edges create multiple opportunity spaces for individuals and small groups transitioning from upper areas to the foreshore park and river.
8. Public art elements expressing the sites ecology are located to punctuate key sightlines.

FIGURE 19: INDICATIVE FORESHORE SQUARE 1:500@A4



1. Wide pedestrian areas create comfortable circulation and activation spaces in front of retail premises
2. Large lawn areas with tree planting create a green outlook and break out space to the central hub providing a place of interest and respite. The areas of lawn slope from the planted channel to a seating edge that faces the retail premises.
3. A planted channel winds through the main square, creating a green finger that collects surface water during rain events directing it toward the forum and forming part of the greater WSUD site system.
4. Prefabricated concrete forms are used to build up the planted channel edge and to create clusters of informal social seating off the main circulation spaces.
5. Raised planters with feature tree planting create seating edges and grand planting islands as experienced from above and along the pedestrian access in the large plazas that link spaces
6. Wide plaza's provide circulation space and link the streets and spaces in an east-west direction.

FIGURE 20: INDICATIVE GREEN STREET 1:500@A4



1. Wide pedestrian areas provide comfortable circulation and activation spaces in front of the retail areas
2. Wider footpaths allow for outdoor dining areas to spill out into the streetscape activating and enlivening the development.
3. Wide plaza's and pedestrian crossings provide circulation space and link the streets and spaces in an east-west direction.
4. Raised planters with feature planting and trees create seating edges and islands of green in the large plazas that link spaces
5. Street trees in planted areas green the streets, provide seasonal interest and create a filtered canopy that loosely enclose the voids between the towers making them more comfortable for people.
6. Lushly planted swale's in the centre of the streets collect surface water, green the streets, create pedestrian refuges at crossings and reinforce the green links that extend from the development to the foreshore.

2.9 RIPARIAN ZONE + FORESHORE BUILDING SETBACK

Objectives

- a. Clearly define the riparian zone and foreshore building setback.
- b. Regenerate the heritage landscape.
- c. Maintain, protect and enhance the visual quality of the riparian zone from the waterway and foreshore.

Provisions

1. Establish a 25m foreshore building setback.
2. Establish a riparian zone between the foreshore building setback and the river.
3. Regenerate heritage landscape mangroves within the riparian zone.
4. Figures 22-23 (foreshore sections) illustrates an indicative design for riparian zone between the river and foreshore building setback. Future development of this zone should consider this indicative design.

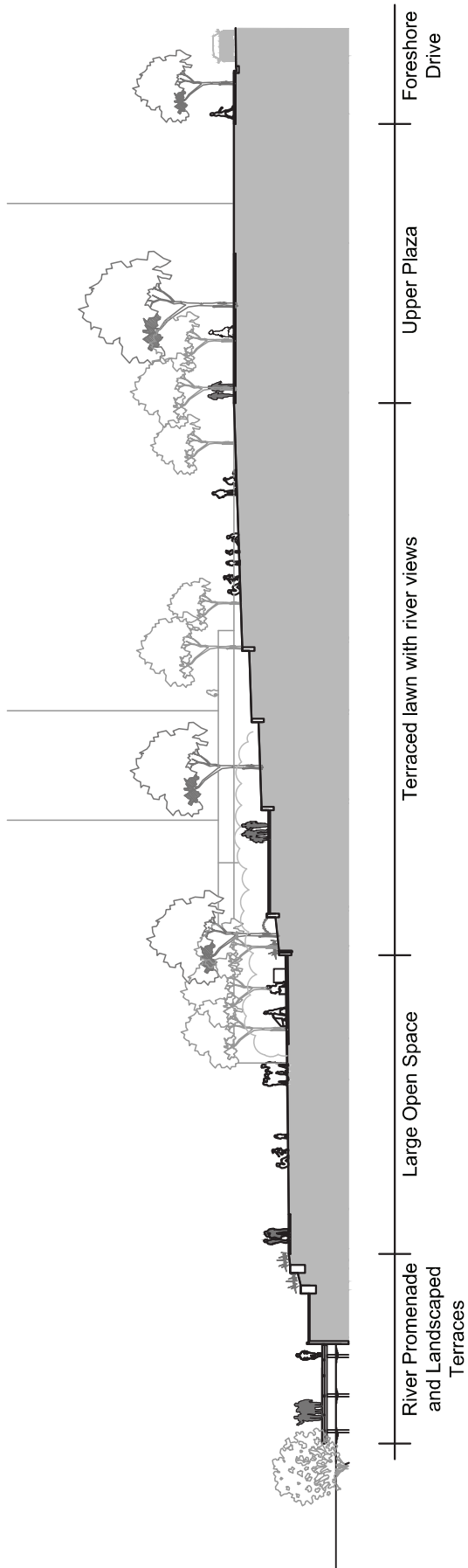
FIGURE 21: RIPARIAN ZONE + FORESHORE BUILDING SETBACK



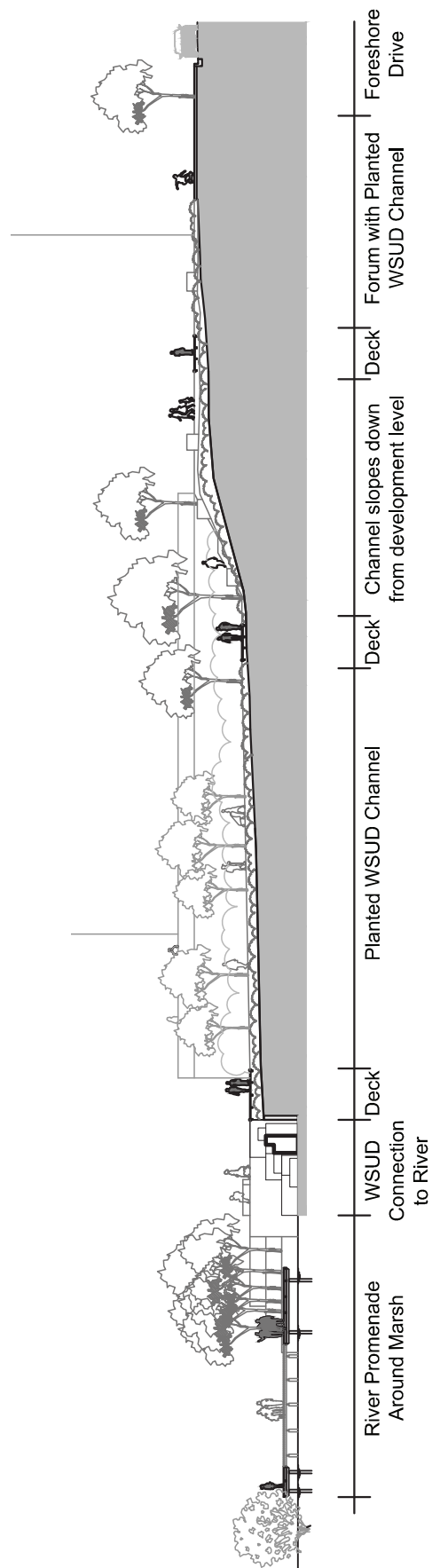
- KEY**
- PRECINCT BOUNDARY
 - FUTURE TRANSPORT CORRIDOR
 - RIPARIAN ZONE
 - 25M FORESHORE BUILDING SETBACK

HERITAGE ITEM - LANDSCAPE

FIGURE 22: FORESHORE SECTIONS 1-2

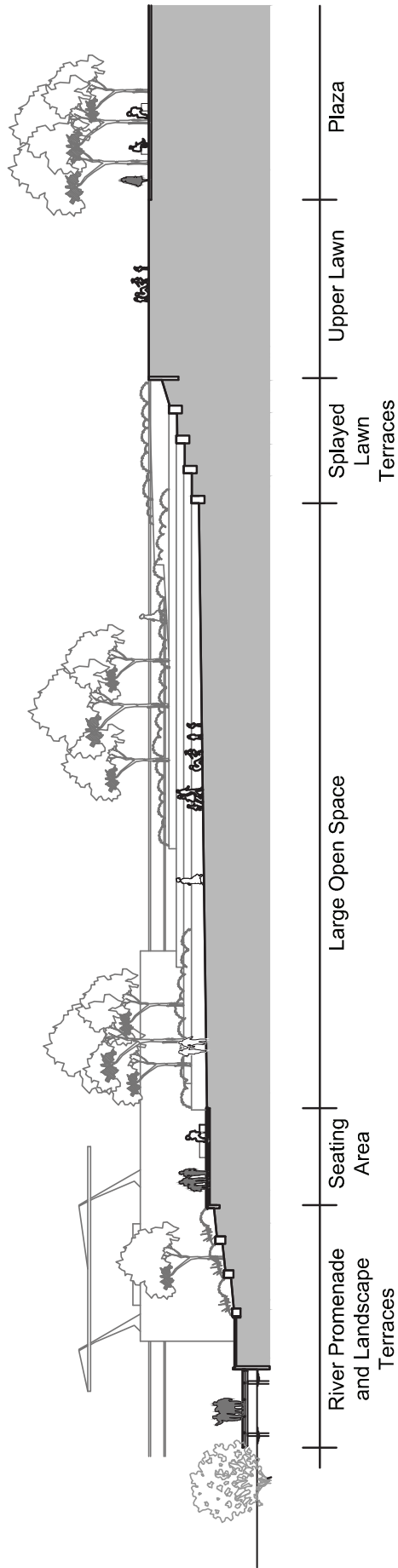


FORESHORE SECTION 1 - Foreshore park west



FORESHORE SECTION 2 - Forum

FIGURE 23: FORESHORE SECTION 3



FORESHORE SECTION 3 - Foreshore park east

2.10 LINKS TO ADJACENT AREAS

Objectives

- a. Make physical and visual connections to adjacent areas.
- b. Connect the precinct to the Western Sydney University.
- c. Ensure that the precinct has access to a variety of modes of public transport, including the bus corridor along Victoria Road.
- d. Ensure vehicle journeys to and from the precinct are distributed throughout the adjacent areas.

Provisions

1. Extend a green link along the foreshore to Parramatta CBD, proposed Camellia Ferry Wharf and development sites to the east to create an activated connection to the river via an underpass below James Ruse Drive and the Railway Line.
2. Provide a pedestrian connection from Tasman Avenue to future Camellia Ferry Wharf below the Railway Line.
3. Establish a clear pathway for pedestrians and bicycles from the public domain to the Western Sydney University via a future bridge over Parramatta River.
4. Provide a shuttle bus service that transports people between the bus corridor along Victoria Road and the site.
5. Provide an overpass above the railway line to connect Grand Avenue North to Grand Avenue.
6. Retain the heritage view corridor from Elizabeth Farm over the site to the ridgeline to the north east.
7. Provide opportunities for the public to enjoy views along the foreshore.
8. Extend Foreshore Drive underneath James Ruse Drive and make a connection to the street network to the west of James Ruse Drive.
9. Provide a cycleway from Camellia Station to the Western Sydney University and Parramatta CBD.
10. Provide traffic signals at Tasman Avenue/ James Ruse Drive to provide access for vehicles, bicycles and pedestrians into and from the site.

FIGURE 24: LINKS TO ADJACENT AREAS



KEY

PRECINCT BOUNDARY

FUTURE TRANSPORT CORRIDOR

PEDESTRIAN/ CYCLE LANES
(NO VEHICULAR ACCESS)

VEHICULAR TRAFFIC
(INDICATES DIRECTION OF TRAVEL)

PEDESTRIAN LINKS + PLAZAS

FORESHORE PARK

SQUARE

FORUM

SHUTTLE BUS STOP

FUTURE OVERPASS

FUTURE TRAFFIC SIGNALS

PEDESTRIAN/ CYCLE WAY

SHUTTLE BUS CONNECTION TO
VICTORIA RD BUS CORRIDOR

VIEWING PLATFORMS

SCALE 1:3000 @ A4

100M

2.11 TRANSPORT MODE NETWORK

Objectives










- a. Connect the site to the surrounding areas with multiple modes of transport to and from the site.
- b. Reduce vehicular conflicts with pedestrians + bicycles.
- c. Prioritise pedestrian and bicycles.
- d. Allow for future transport corridor along the eastern boundary.

Provisions

- 1. Provide a shuttle bus that connects the site to the bus corridor along Victoria Road.
- 2. Provide a cycleway underneath James Ruse Drive to the west of the site.
- 3. Provide a cycleway from Camellia Station to the Western Sydney University and Parramatta CBD with a bridge over Parramatta River.
- 4. Allocate car-share parking along Tasman Avenue.
- 5. Provide on-street parking for customers of retail shops.

FIGURE 25: TRANSPORT MODE NETWORK



- KEY**
- | | | |
|--|---|--|
|  PRECINCT BOUNDARY |  ON-STREET PARKING |  FORUM |
|  FUTURE TRANSPORT CORRIDOR |  CAR-SHARE PARKING |  PARK |
|  PEDESTRIAN/ CYCLE LANES
(NO VEHICULAR ACCESS) |  SHUTTLE BUS STOP |  SQUARE |

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