

URBAN DESIGN REPORT  
IN SUPPORT OF THE PLANNING PROPOSAL FOR

10

VALENTINE AVENUE  
parramatta, nsw, australia

# 10 VALENTINE AVENUE

parramatta, nsw, australia

This submission has been prepared by  
Fitzpatrick+Partners Architects for



in support of the PP for 10 Valentine Avenue  
Parramatta

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Located to the east of the train line in the heart of Parramatta, 10 Valentine Avenue sits in the City centre core zone.

The site is 3,935sqm and is currently occupied by a 6 level above ground car park to the south and an existing commercial building to the north.

It is intended to demolish the car park and replace it with an office building on top of a podium building containing the building lobby, EOT, cafe, and parking.

Following a design excellence competition for the site won by Fitzpatrick + Partners in 2017, we developed a DA which was approved for the above development limited to the controls for height and FSR in the current Parramatta LEP (DA/841/2017). This is a development of 9,500sqm of GFA and comprising a 6 storey podium and 7 level office building above.

This planning proposal illustrates two reference designs

- Reference Design 1: Building approved by DA/841/2017 including 162 (135+27) parking spaces and additional levels/GFA to achieve the height and FSR proposed by the CBD Planning Proposal
- Reference Design 2: New building complying with podium control and CBD Planning Proposal height, FSR and parking standards (max 79 spaces permitted on the site)

10 Valentine site adjacencies





# Development Overview

	The Site	Reference Design 1 Additional to approved DA 841/2017	Reference Design 2 New Building
Site Area (m²)	3,935		
GFA			
Existing Building (m²)	17,600	17,600	17,600
Proposed Building (m²)		30,746	34,522
Total (m²)		48,346	52,122
Total FSR		12.29:1	13.25:1
Uses			
Ground		Retail, Lobby, Service	Retail, Lobby, Service
Podium		Parking	Parking(2 levels) & Office
Tower		Office	Office
Height			
Podium Height		RL 25m	RL 29.4m
LMR Roof		RL 129.47	RL 129.57
Parking			
Existing	312		
Existing to be retained		27	27
Proposed		135	41
Total		(162 Approved)	68
Lifts		7	8
ESD		Green Star: 5 Star NABERS Energy: 5 Star NABERS Water: 4 Star	
Office Grade		Grade A	

10 Valentine site location





# SITE SURVEY AND CONTEXT



EXISTING OFFICE TOWER



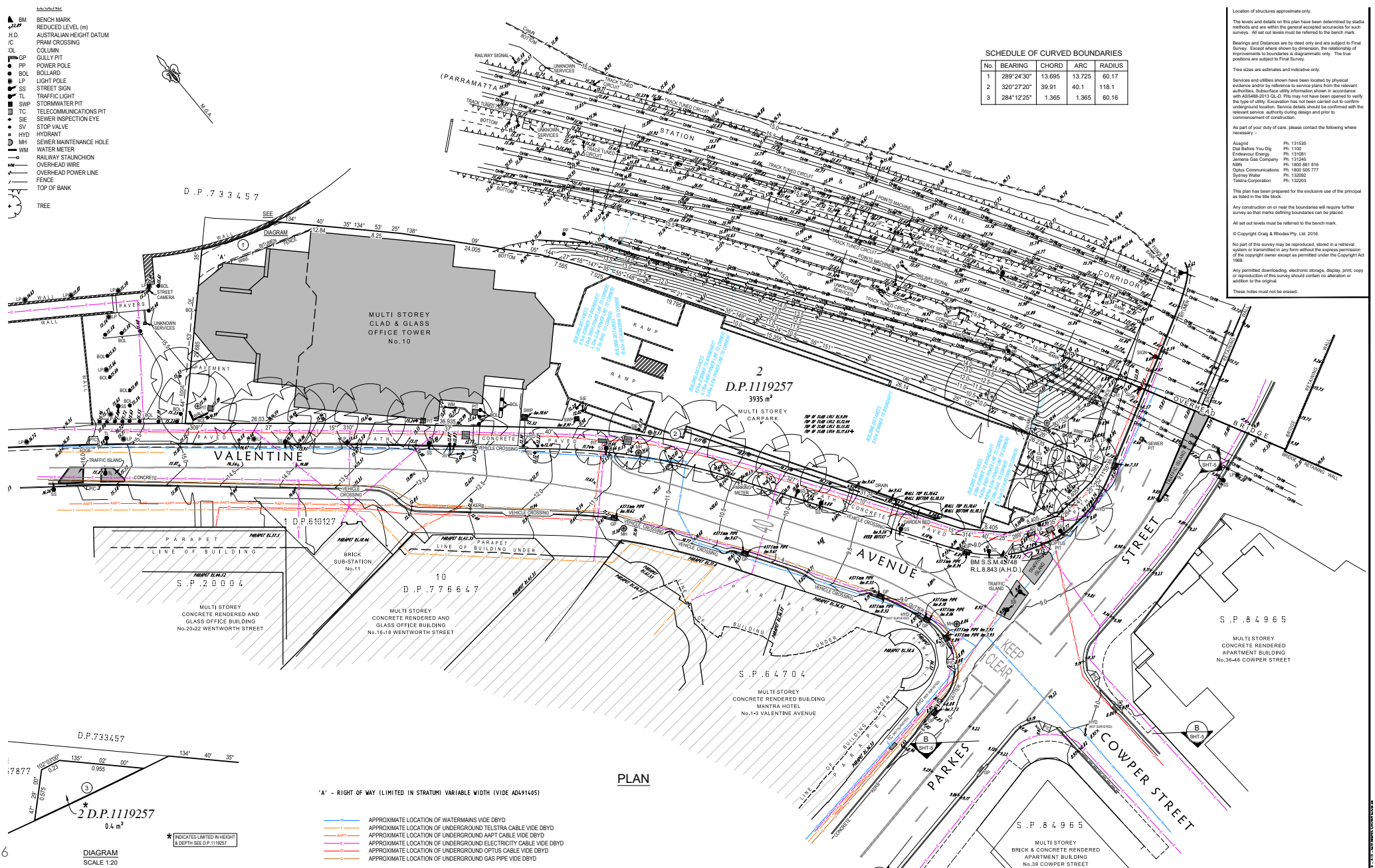
EXISTING CARPARK BUILDING

The site sits on the east side of Valentine Avenue which is a 1 way road from Parkes Street moving north. To the east of the site is the main rail line through Parramatta and just to the north of the site is the Parramatta rail and bus interchange. The site is in essence single sided due to the rail line.

To the immediate north of the development site is an existing 13 storey 1980's office tower beyond which lies access to both train and bus interchanges together with pedestrian connections to the CBD beyond. As such the site offers a single sided approach moving south along Valentine Avenue.

Parkes Street leads under the rail line to the east of the CBD and it is largely a vehicular crossing implying a different urban response.

## 10 Valentine site survey



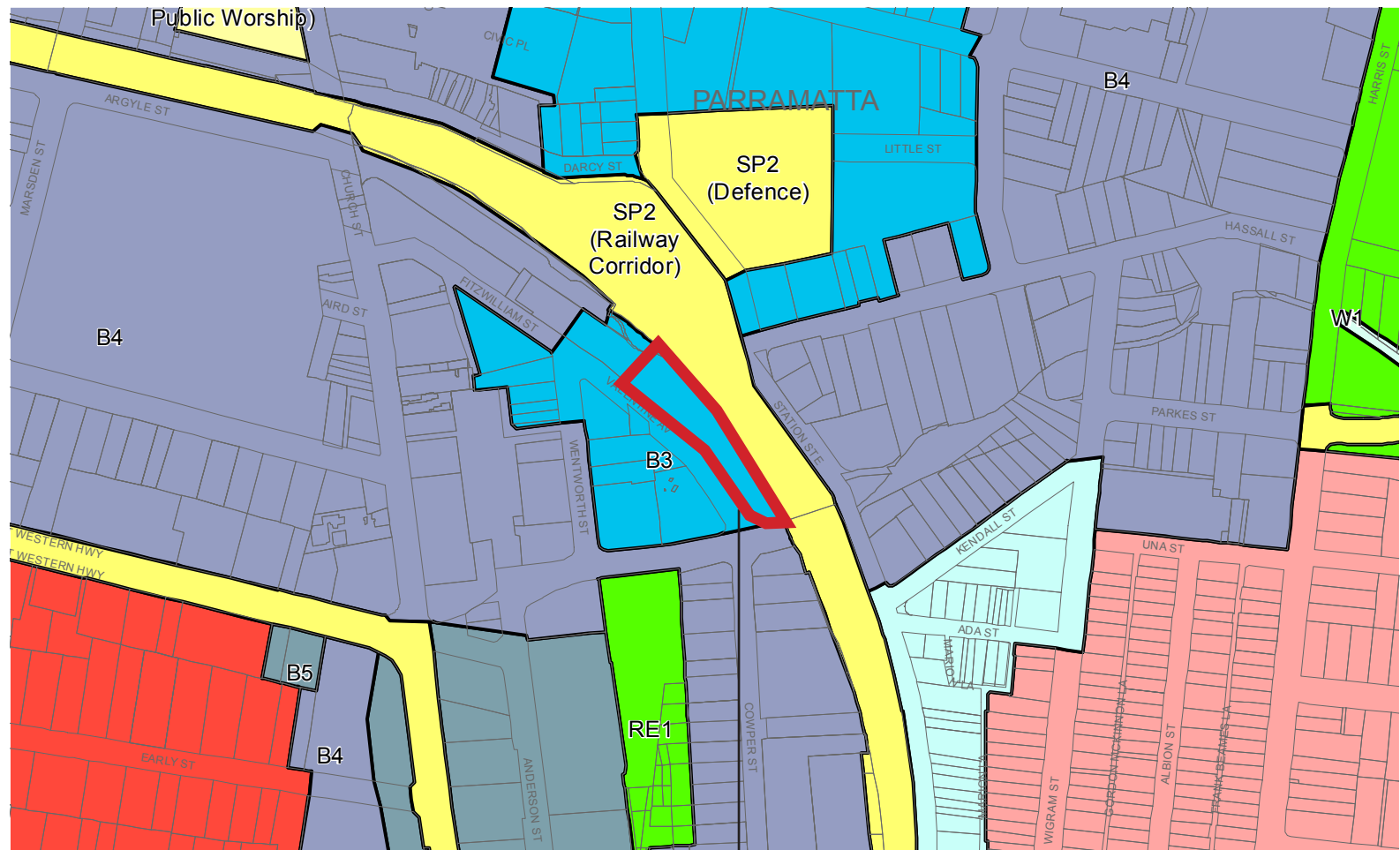


PARRAMATTA CBD PLANNING PROPOSAL MAPS

Land Zoning Map - Sheet LZN\_010

- Zone**
- B1 Neighbourhood Centre
  - B2 Local Centre
  - B3 Commercial Core
  - B4 Mixed Use
  - B5 Business Development
  - B6 Enterprise Corridor
  - E2 Environmental Conservation
  - E3 Environmental Management
  - IN1 General Industrial
  - IN2 Light Industrial
  - IN3 Heavy Industrial
  - R1 General Residential
  - R2 Low Density Residential
  - R3 Medium Density Residential
  - R4 High Density Residential
  - RE1 Public Recreation
  - RE2 Private Recreation
  - SP1 Special Activities
  - SP2 Infrastructure
  - W1 Natural Waterways
  - W2 Recreational Waterways

Cadastre  
Cadastre 31/03/2016 © Parramatta City Council



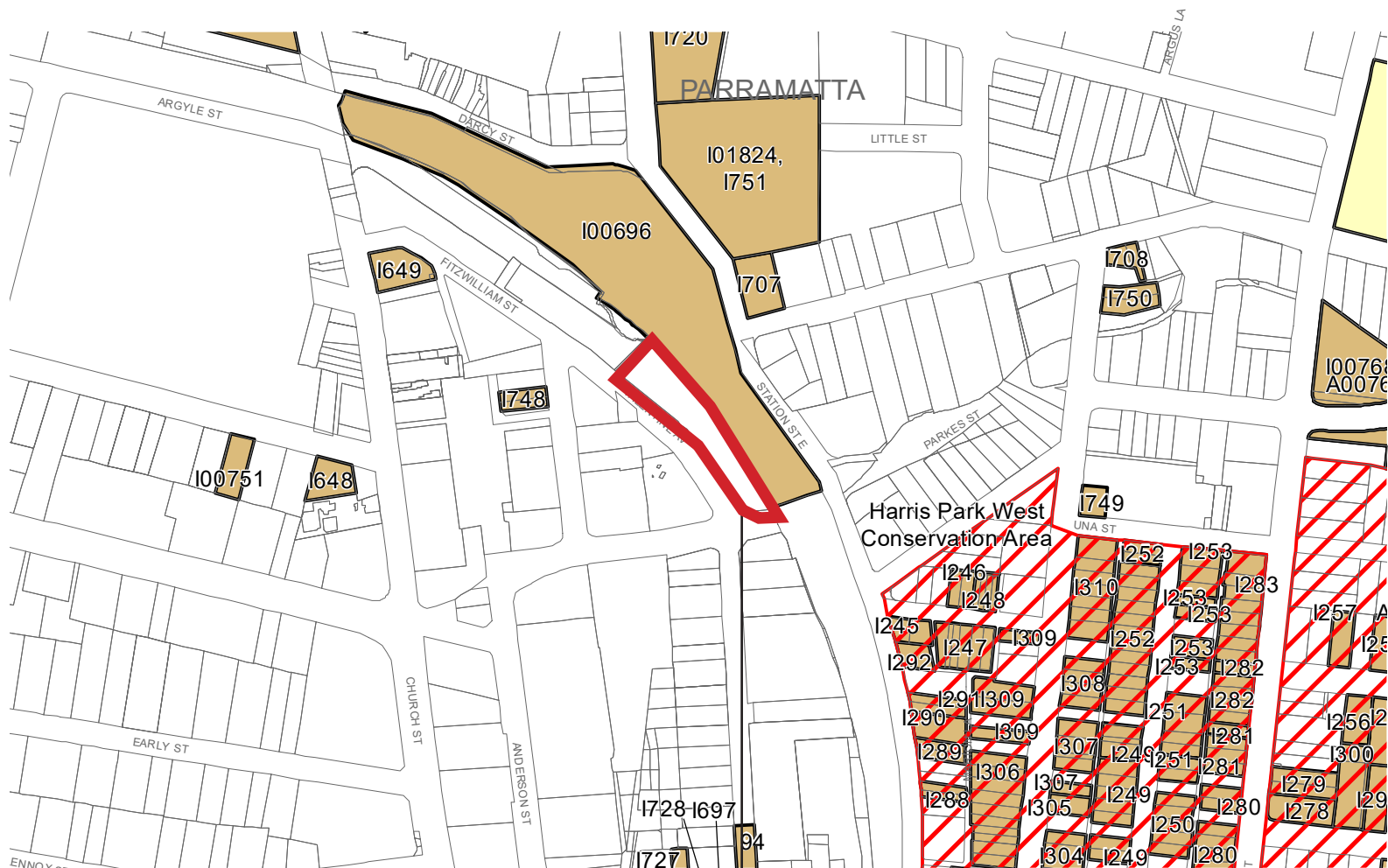
The site is in zone B3 commercial core as such an office building is an allowable use. This doesn't change in the proposed LEP.

site

Heritage Map- Sheet HER\_010

- Heritage**
- Conservation area - General
  - Item - Archaeological
  - Item - General

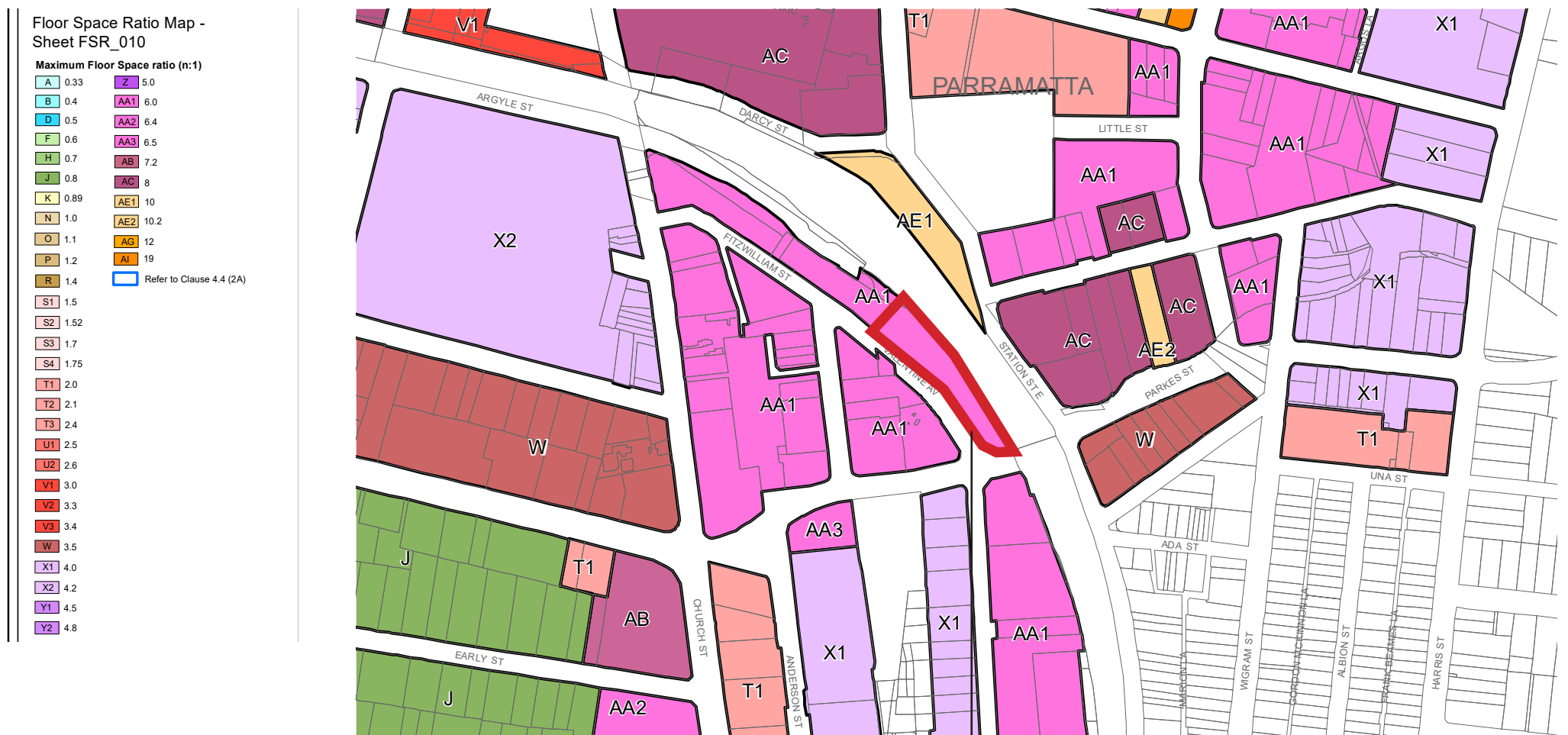
Cadastre  
Cadastre 31/03/2016 © Parramatta City Council



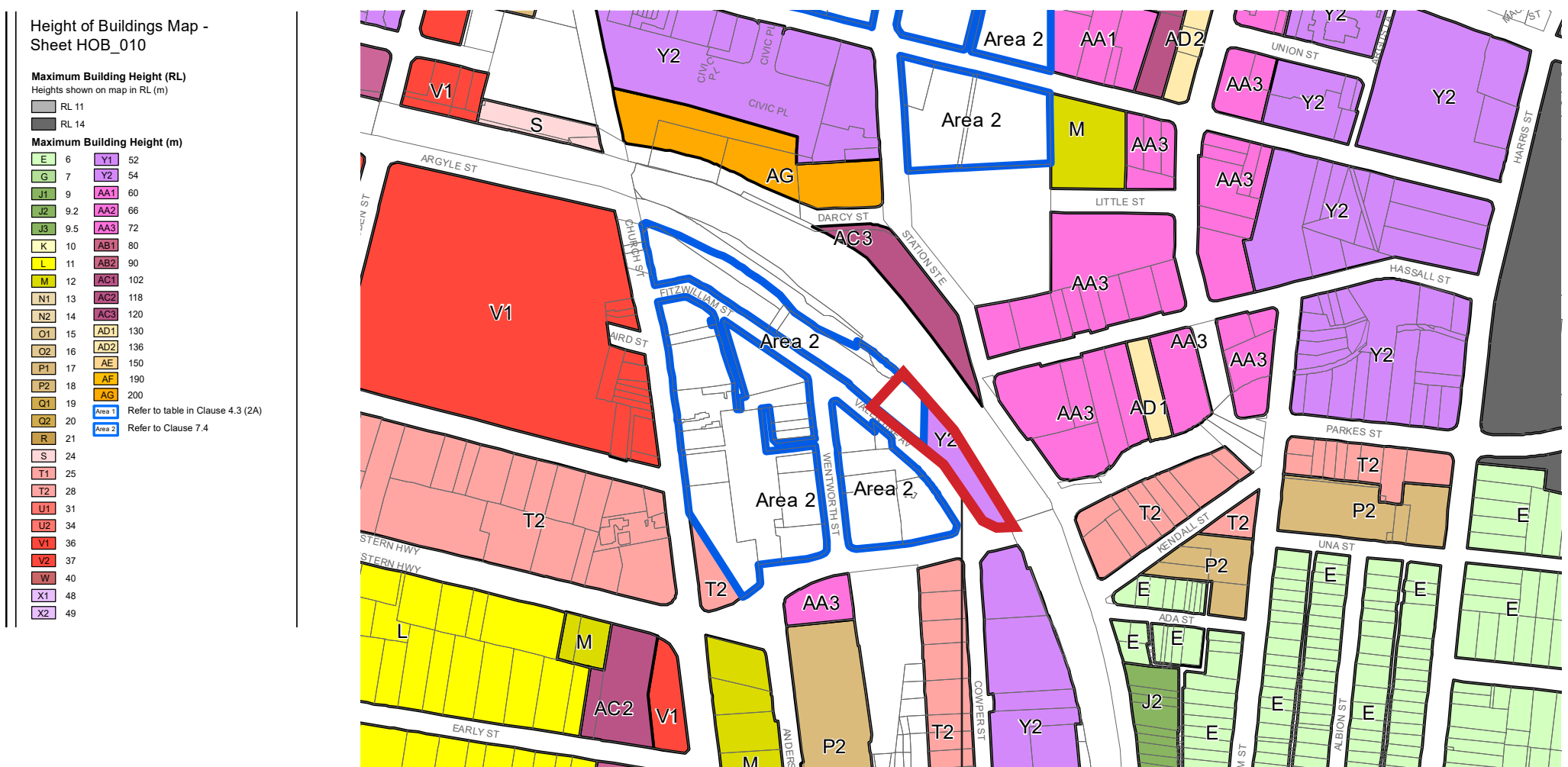
site

The site sits adjacent the railway line which is listed as heritage. However, it is seperated from the station element which is the true historical element.

# PARRAMATTA LEP 2011 MAPS



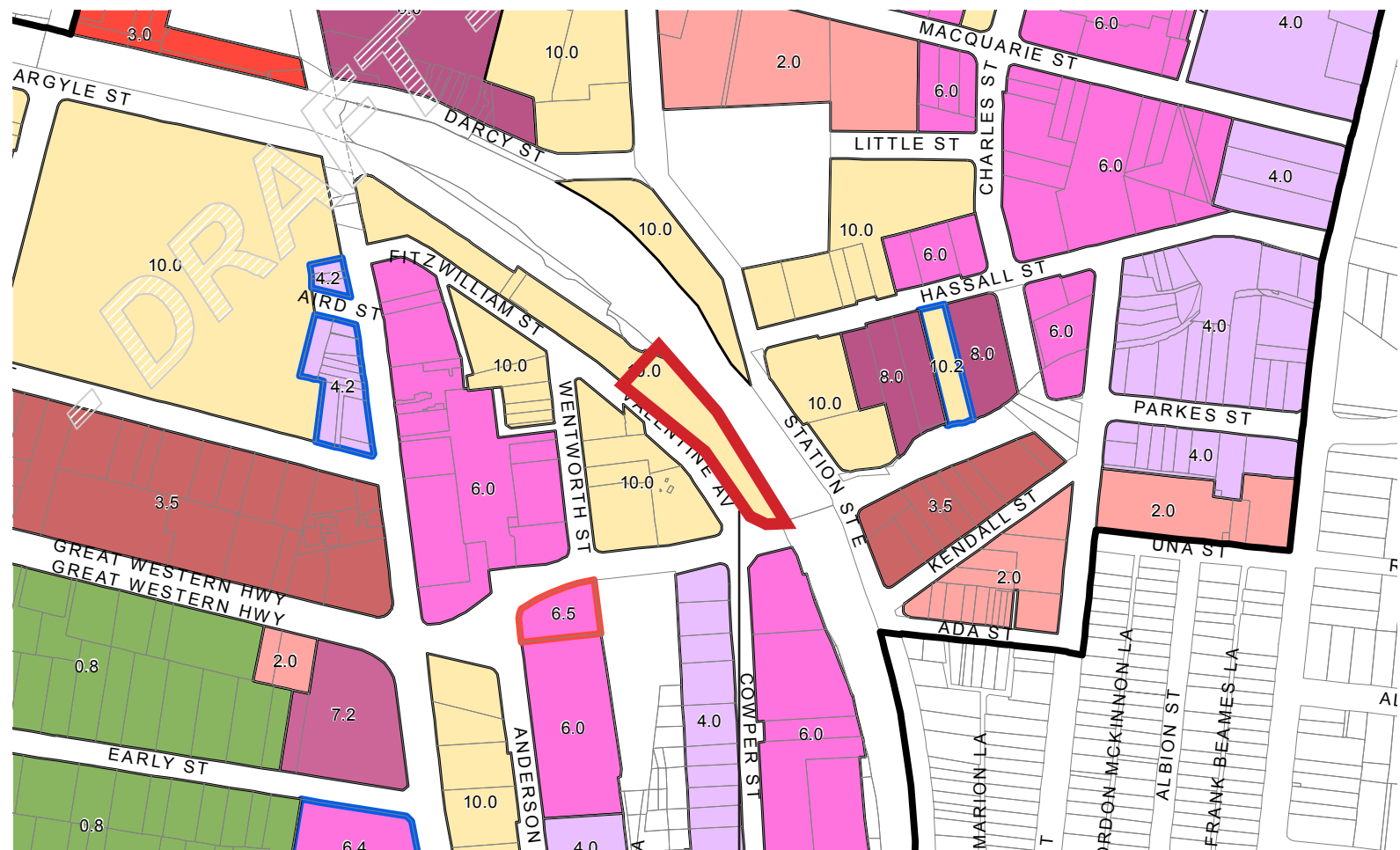
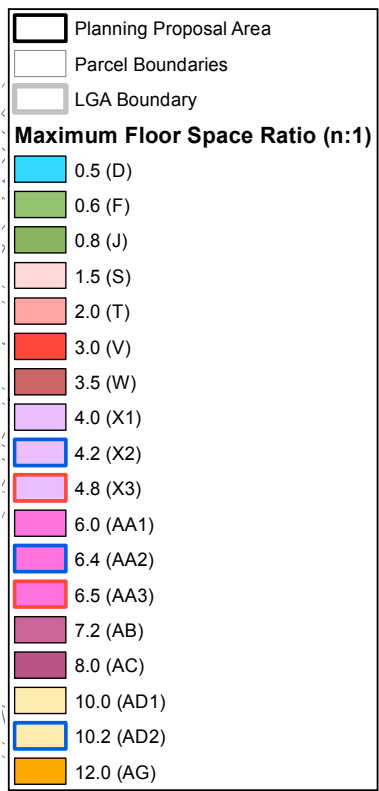
Under Parramatta LEP 2011 the site has a maximum FSR of 6:1 + 15% bonus = 6.9:1  
The currently approved DA has an FSR of 6.89:1



Under Parramatta LEP 2011 the site FSR has a maximum height limit of 54m + 15% bonus = 62.1m  
The currently approved DA has a height of 56.3m

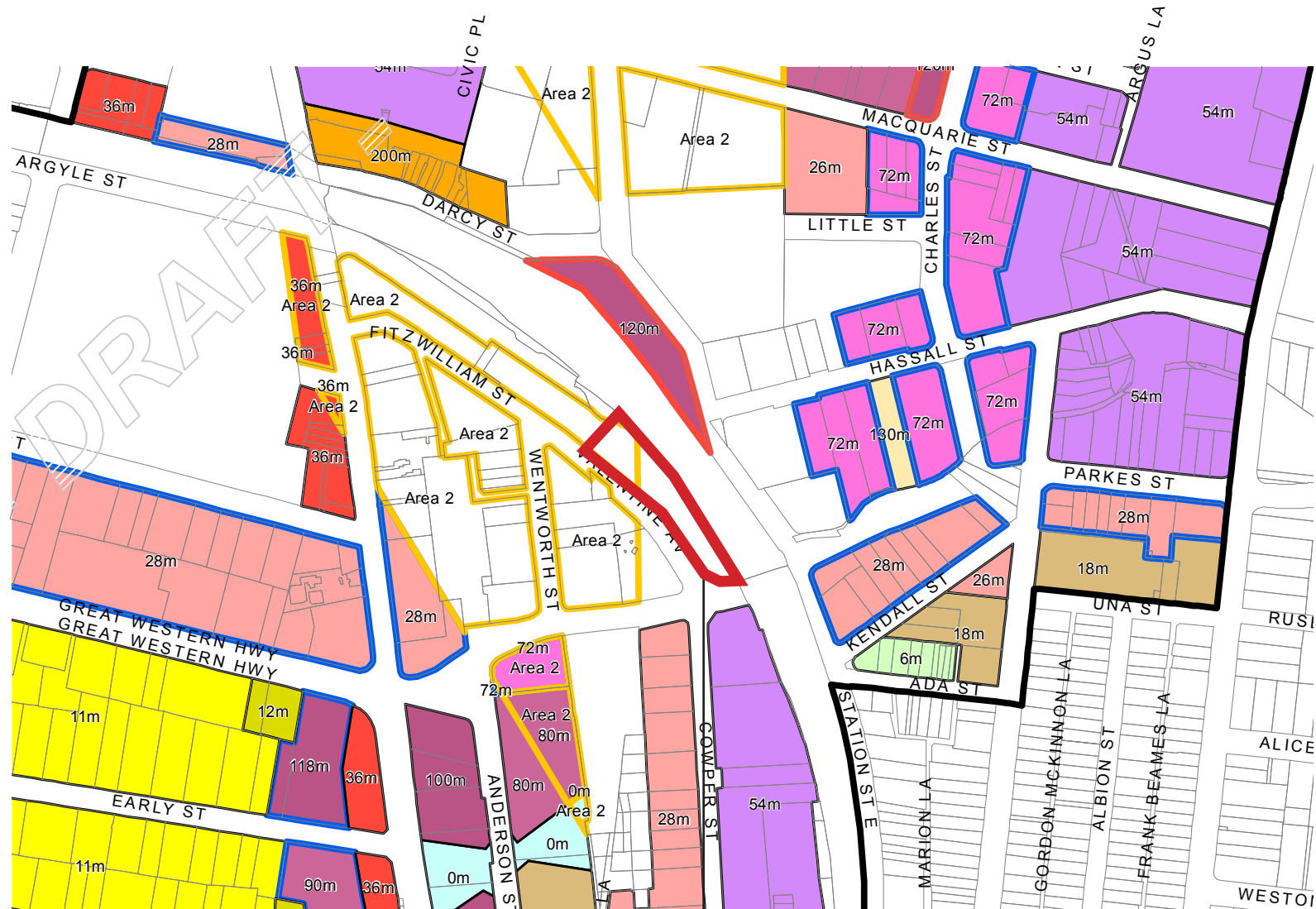
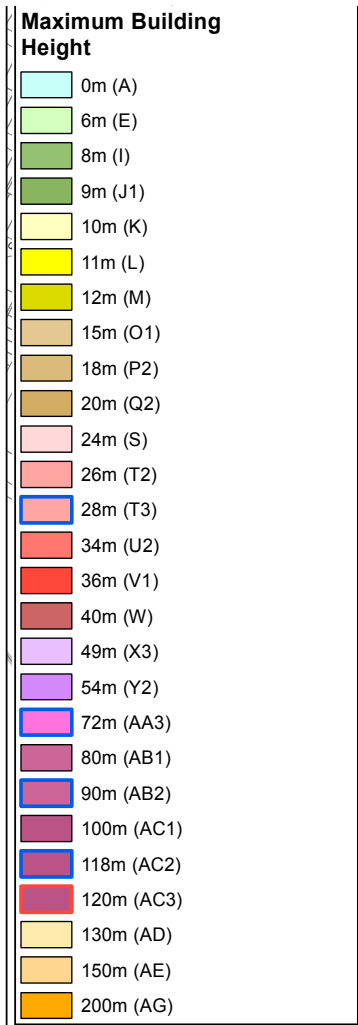


PARRAMATTA CBD PLANNING PROPOSAL MAPS



Under the CBD planning proposal, the site will have a maximum FSR of 10:1 BASE with no FSR limit for commercial uses.

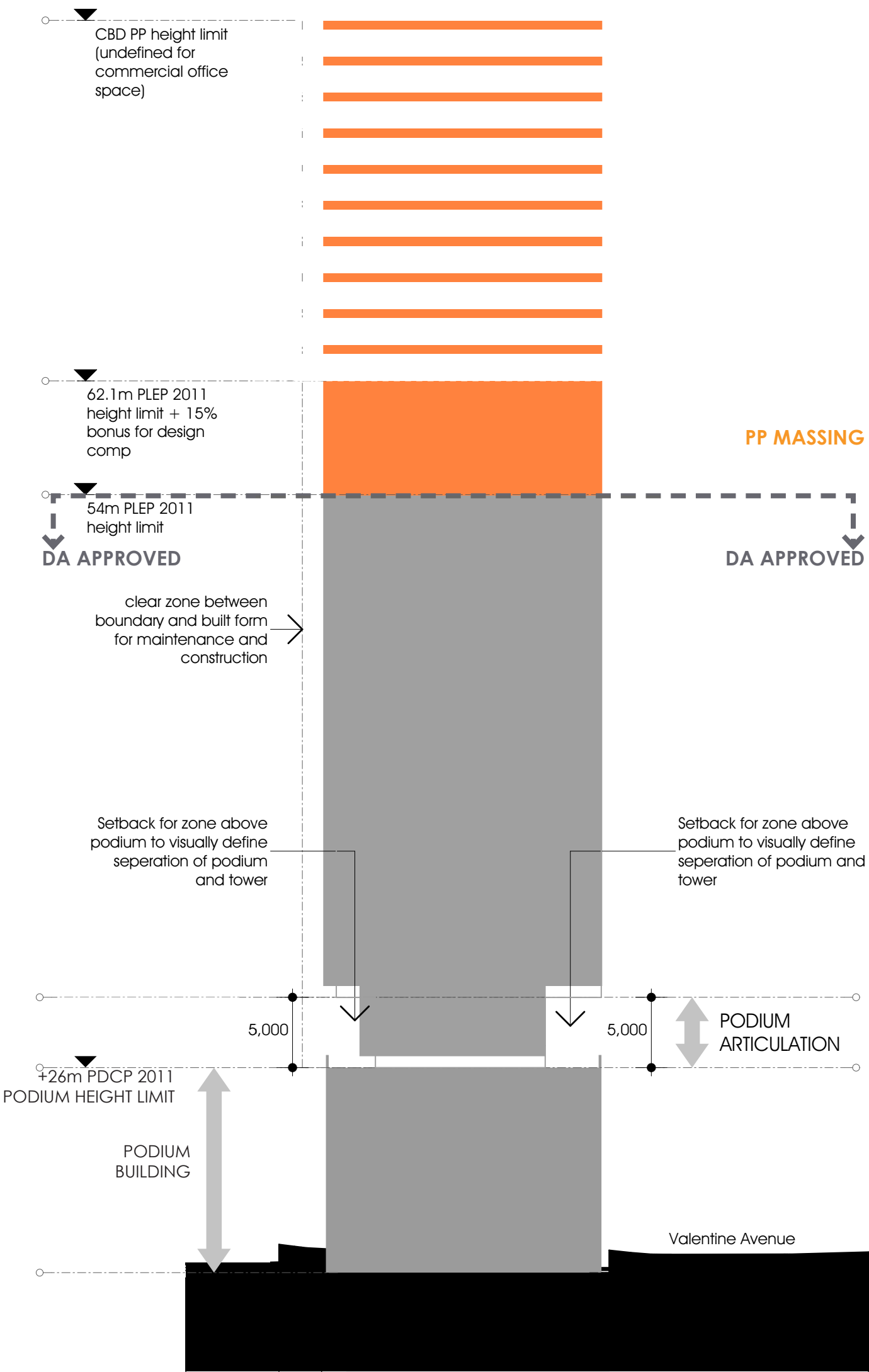
site



Under the CBD planning proposal, the site has no defined height limit

site

PLANNING PROPOSAL MASSING ENVELOPE



MASSING DIAGRAM



# CITY CONNECTION

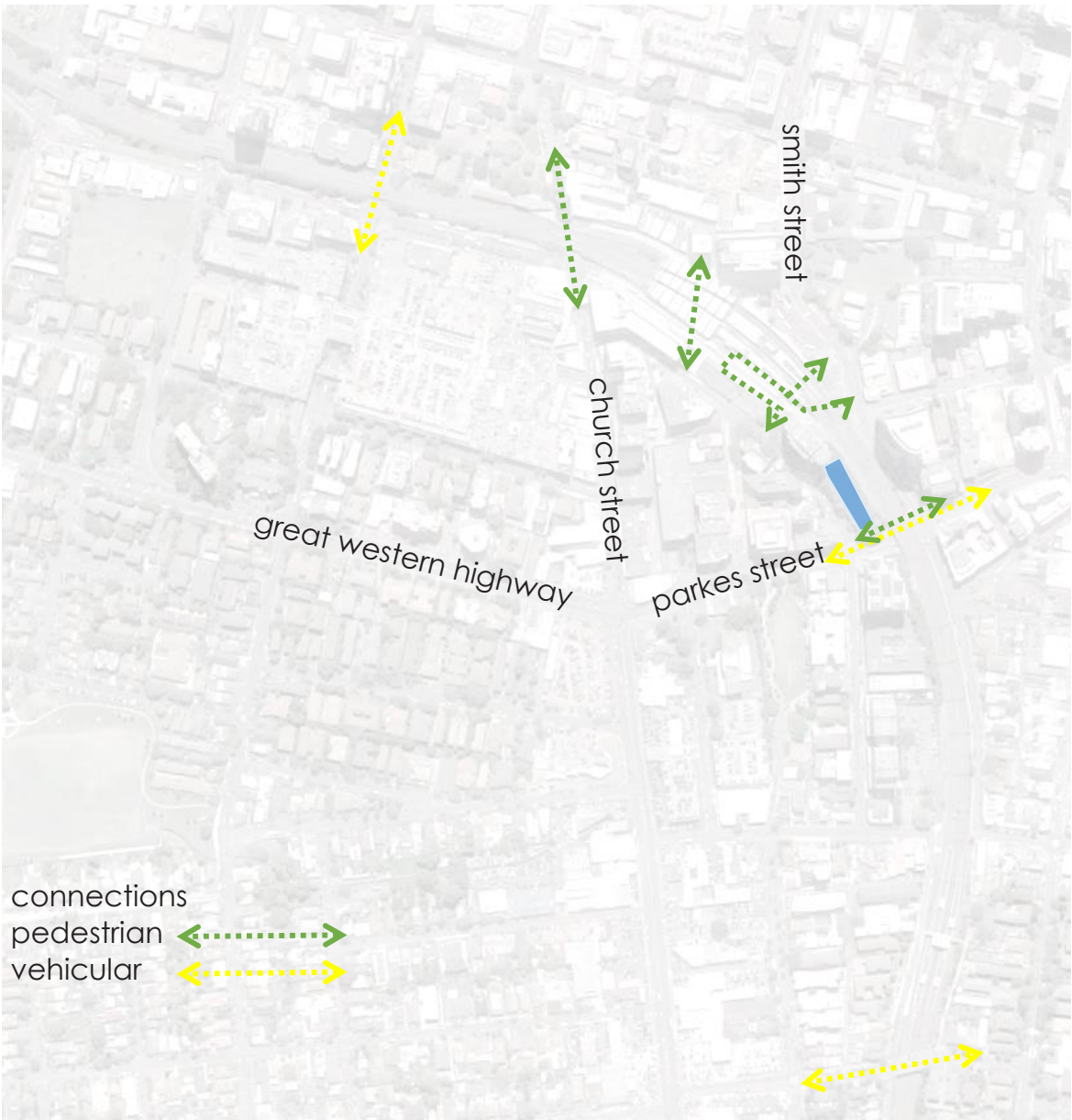
The importance of a permeable, walkable and inviting public domain is key to the long term success and habitation of a city.

10 Valentine has two active sides to Parkes Street and Valentine Avenue and two blank faces at ground level to both the existing office tower and the rail corridor.

The site sits on the “outside” of the rail line and at one of only four pedestrian connections under the rail line within the Parramatta CBD however the primary movement along Parkes is vehicular with relatively low pedestrian numbers using this underpass. To the north of the site on Valentine Avenue is the train and bus interchange and the centre of the CBD which places the majority of pedestrian traffic along Valentine Avenue.

The underpass primarily serves as a vehicular entry to the city as it is one of only 2 vehicular connections in the CBD linking north and south of the rail corridor. As such the building serves as a clear and simple signifier of entry viewed primarily travelling east on Parkes street from a moving car. As such the macro scaled clarity of concept addressing the corner is of strategic importance to the visual clarity and success of the city gateway on Parkes Street.

As Valentine Avenue runs parallel to the physical barrier of the rail corridor its public domain takes on extra importance, it needs to be pedestrian friendly, inviting to walk and activated where possible by building uses that offer connection inside out.

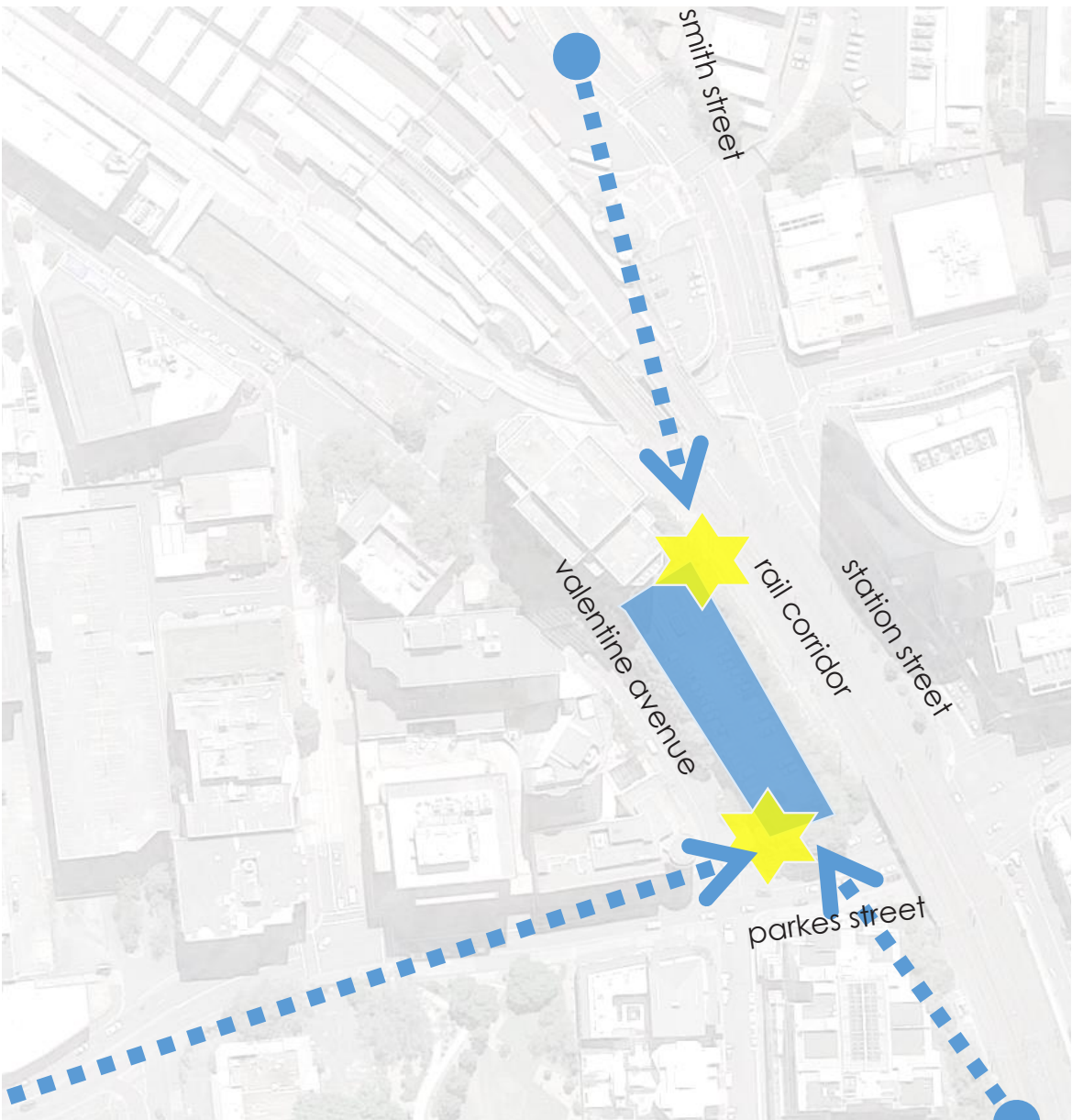


Using the building as a signifier of entry to the CBD core allows the cityscape to become more intuitive and legible to both pedestrians and motorists.

The building footprint and the distance afforded the tower by the location of the rail corridor ensure that the building will have a dominant presence on the Parramatta Skyline for a long time to come.

The design intentionally opens up two corners to act as urban windows both to and from the building. These vertically proportioned ends contrasted with the sheer horizontal format of the east and west ends of the tower allowing the building to be clearly read as a marker in the city skyline highlighting the southern gateway to the CBD at Parkes street and the presence of a significant commercial address beyond the rail corridor when viewed from Smith Street.

The towers location will also serve as the southern marker or gateway to the Parramatta commercial core when viewed from the train approaching from the Sydney CBD. The tower presents its thinnest face to this view welcoming the visitor to a 21st century city with a sky-line of tall slender towers.





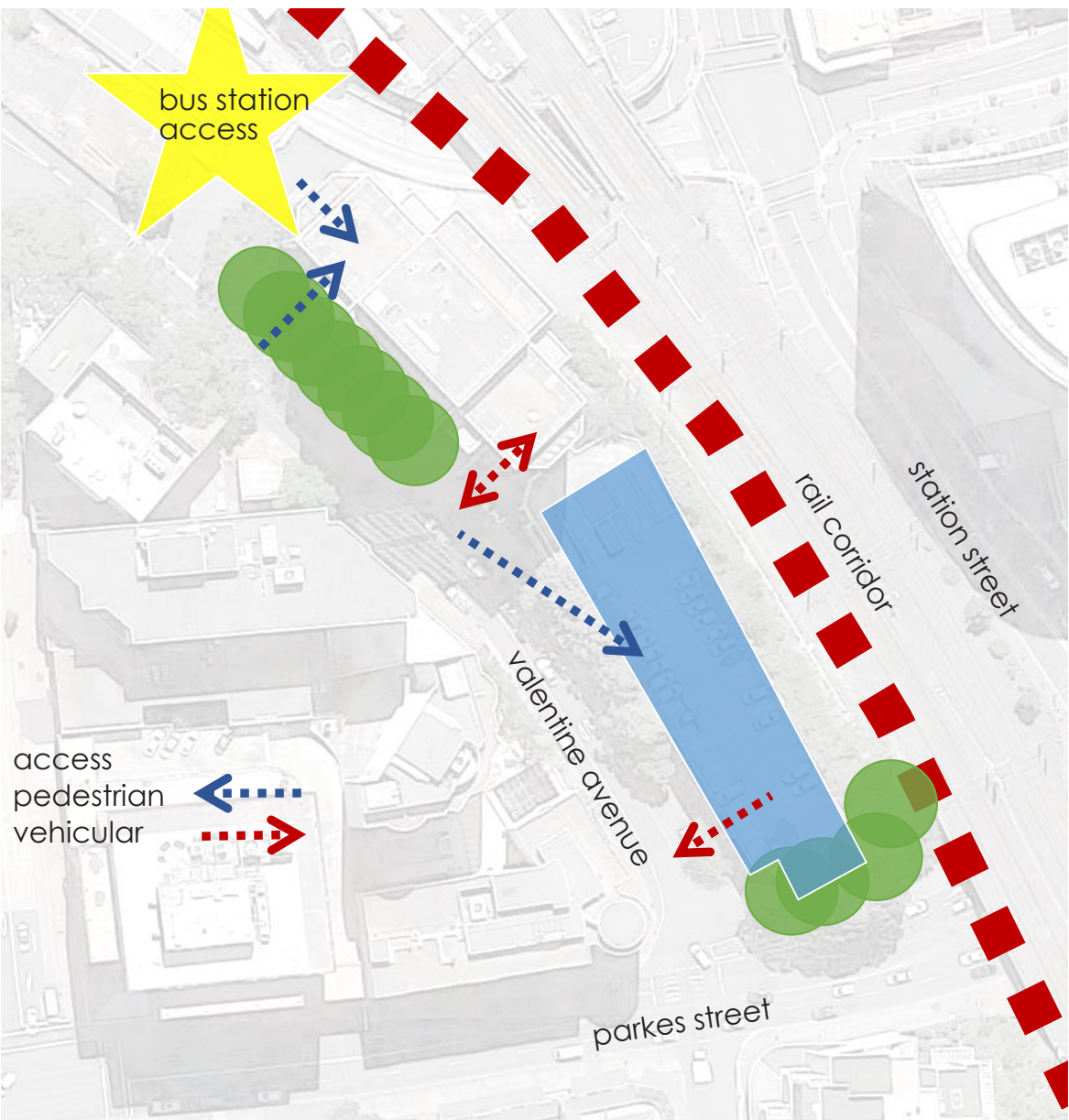
# THE STREETSCAPE

The addition of positive street activation will change the nature of the eastern side of Valentine Avenue into a more pedestrian friendly environment.

The repaving and introduction of new street trees and under-storey planting will further enhance the pedestrian amenity.

The existing vehicular entry into the car park and loading dock for Macquarie Tower will be maintained and the current car park exit is proposed to be moved towards Parkes Street by 1 car parking module in order to allow efficient layout of the buildings essential services and loading facilities.

The street character is bookended by landscape elements in the existing trees at 10 Valentine which form a canopy over the footpath and the introduction of a new line of Street tree planting that extends for the full perimeter of both Valentine Ave and Parkes Street.



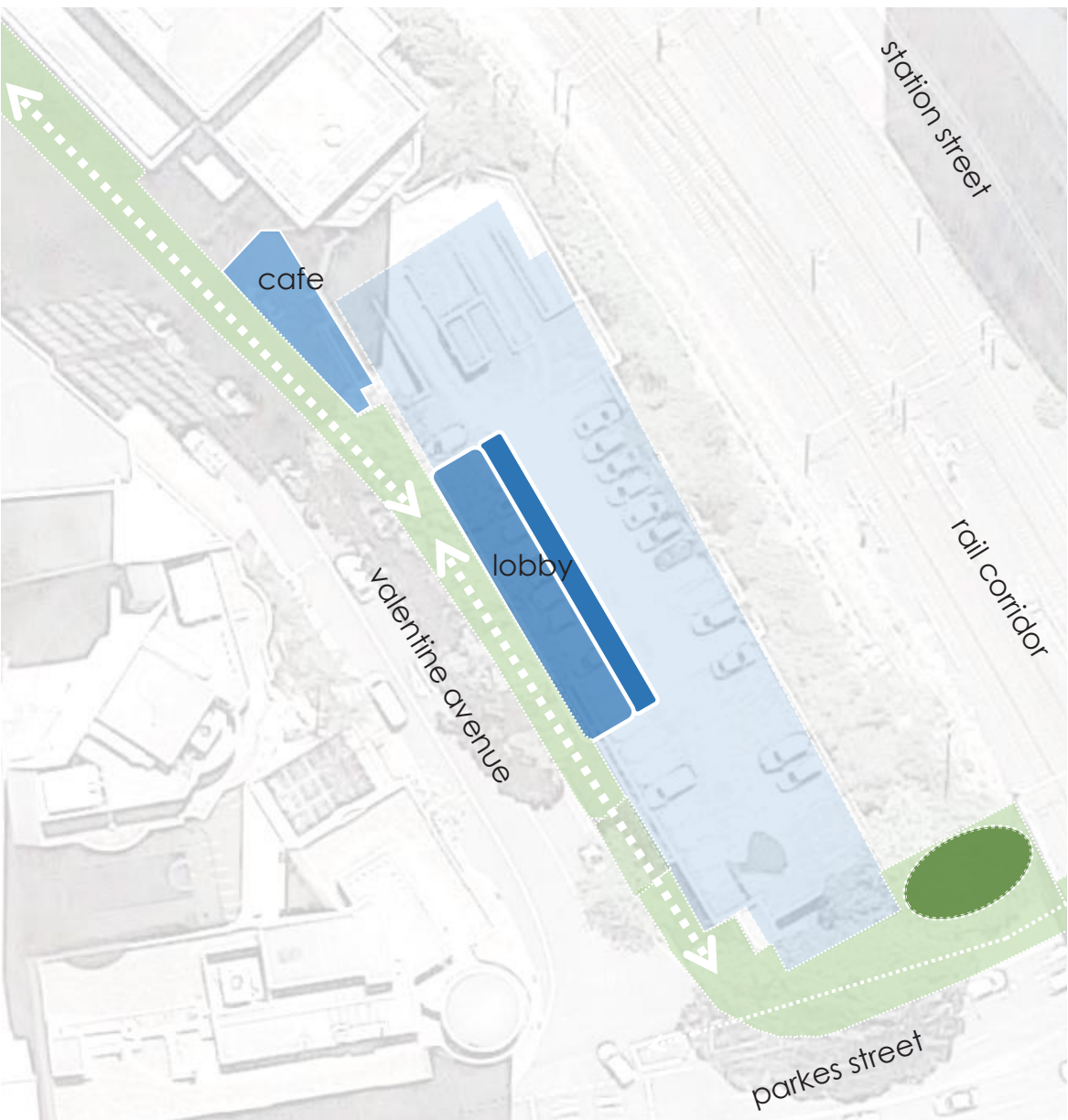
The public success of the redevelopment of 10 Valentine Avenue will be viewed both from its role on the skyline and its impact on the ground plane.

The activity provided by the future lobby and the cafe will work together to provide an activated street wall for the pedestrian two thirds of Valentine Avenue linking the building to the bus and train stations and with the heart of the CBD.

The cafe takes an opportunity from the distinction between site boundary and the podium form to insert an active use in front of the podium.

The lobby is inserted into the podium and is presented as an elongated form maximising its address to the street.

The southern third of the site benefits from the reconsideration of the landscape edges of the site in an enhanced series of Street Trees and under-storey planting together with a widening of the footpath into the subject site to maintain a 4.5m wide footpath along Parkes Street in particular.



# SITE CONSTRAINTS

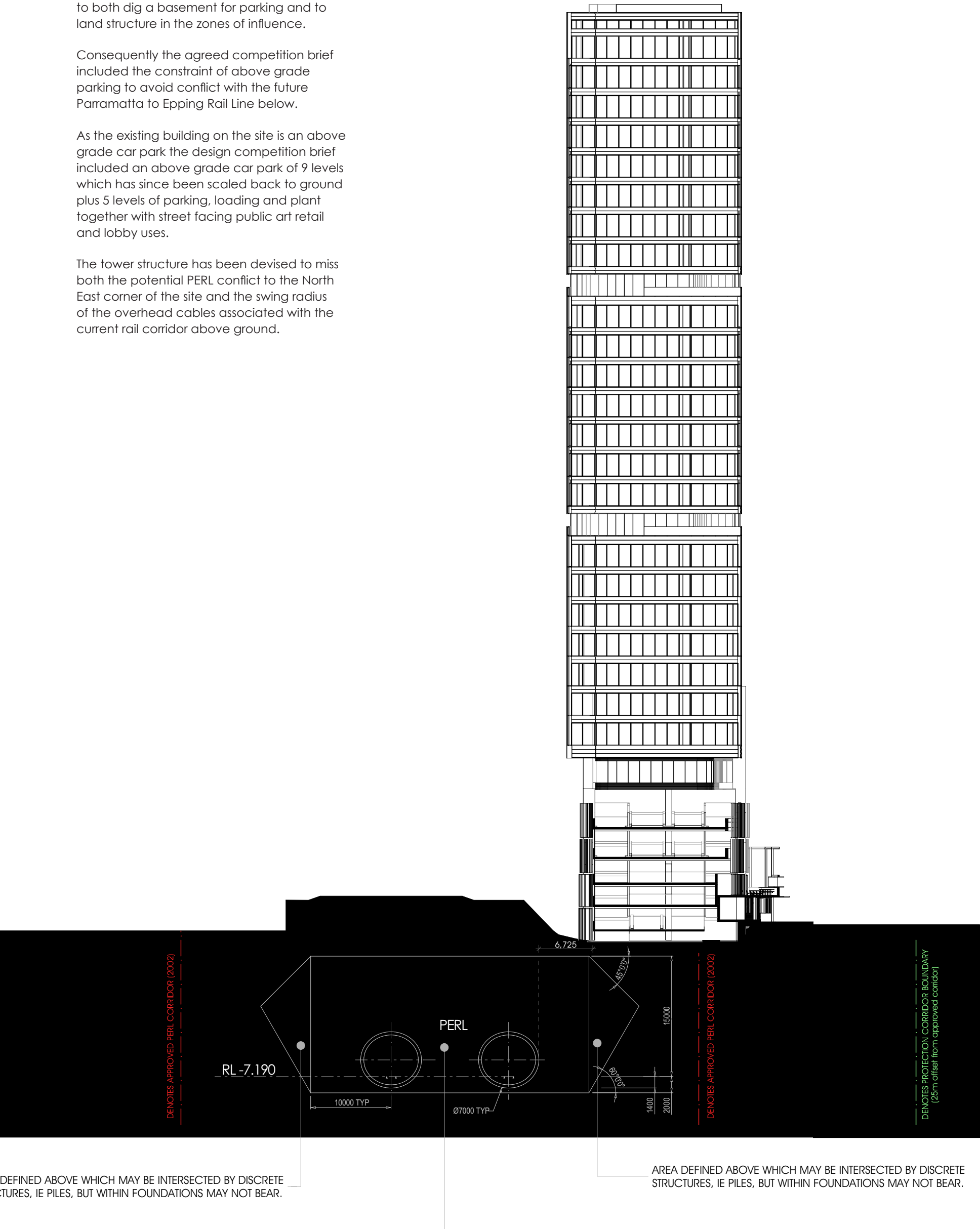
The site currently has a 5 level above ground car park with a lowest level of RL9.8m.

During the design competition the proponents were informed of the PERL rail corridor running diagonally across the end of the site and the impact this had on the ability to both dig a basement for parking and to land structure in the zones of influence.

Consequently the agreed competition brief included the constraint of above grade parking to avoid conflict with the future Parramatta to Epping Rail Line below.

As the existing building on the site is an above grade car park the design competition brief included an above grade car park of 9 levels which has since been scaled back to ground plus 5 levels of parking, loading and plant together with street facing public art retail and lobby uses.

The tower structure has been devised to miss both the potential PERL conflict to the North East corner of the site and the swing radius of the overhead cables associated with the current rail corridor above ground.





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# *Reference design 1*

Based on the building approved by DA/841/2017 including 162 (135+27) parking spaces with the additional levels/GFA to achieve the height and FSR proposed by the Design Excellence Competition winning Scheme.



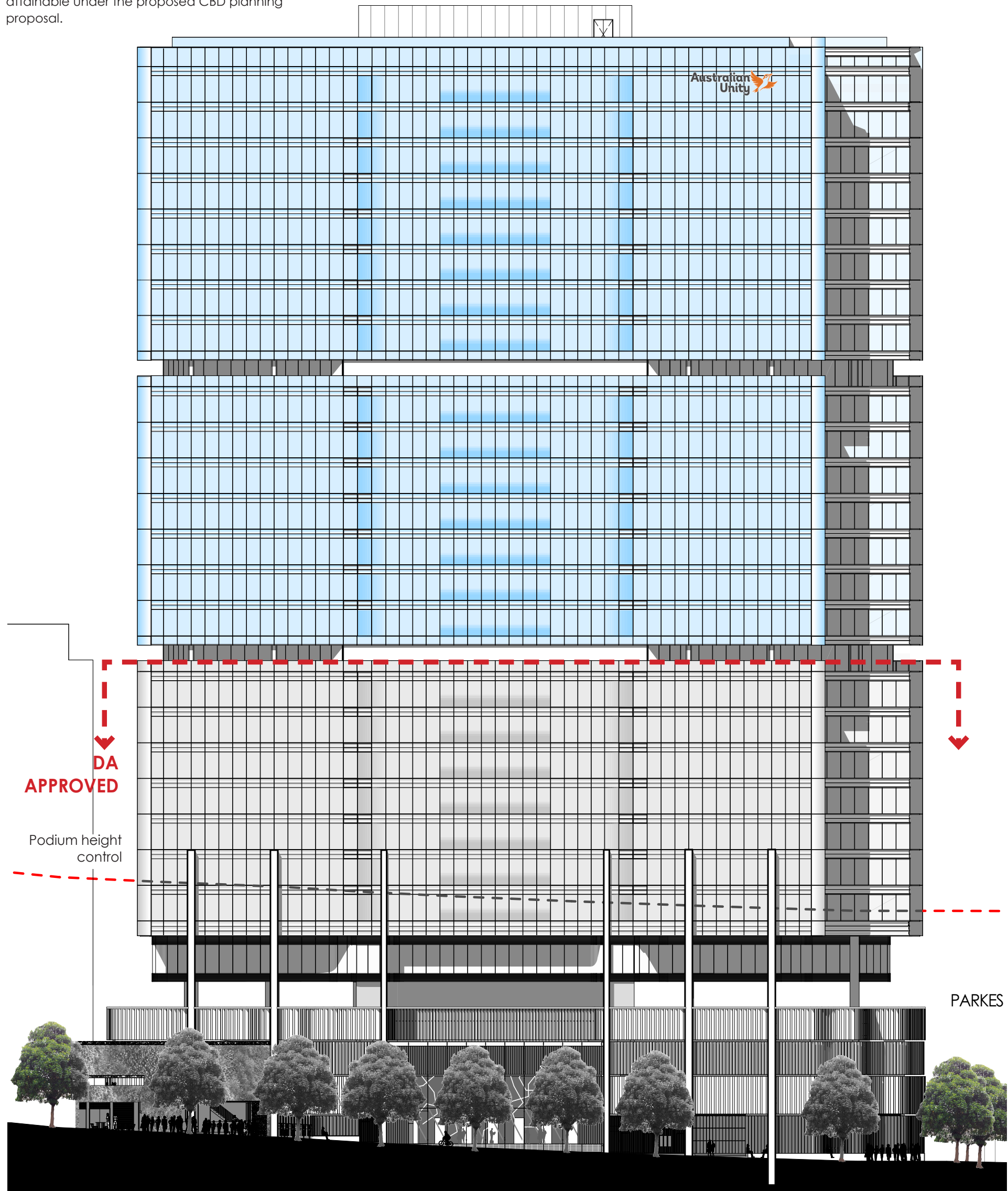




## PODIUM DESIGN

The design of the podium keeps the carpark use and number the same as approved DA 841/2017 (135 proposed + 27 existing = 162 cars in total). As this carpark was approved with a floor to floor of 2.75m only the carpark will not have the ability to be converted to office uses in the future.

Reference Design 1 adds additional levels to achieve the height and FSR proposed by the design excellence competition and attainable under the proposed CBD planning proposal.

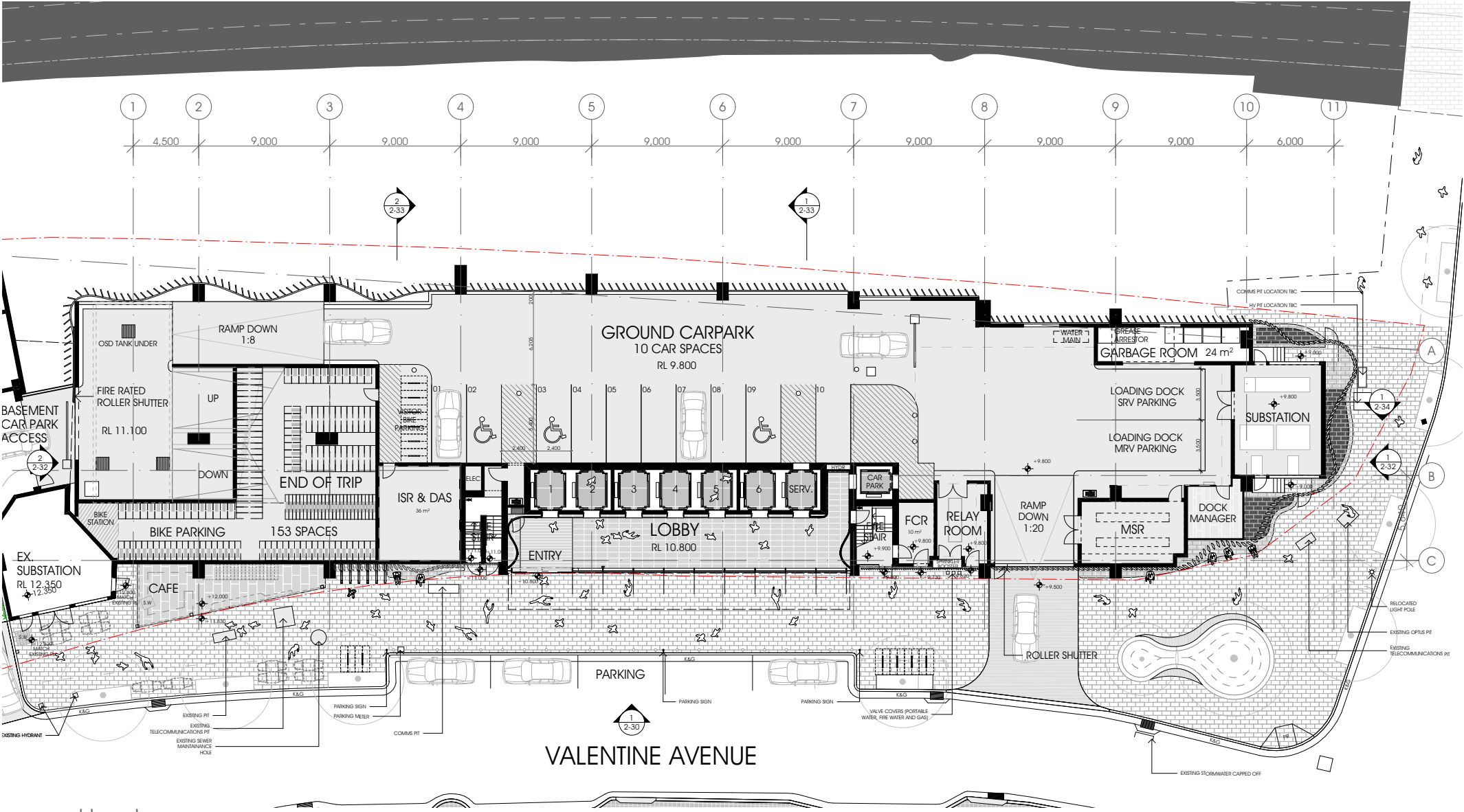


Valetine Ave elevation (west)  
reference design 1 with additional office floors on the approved tower



Reference Design 1

# PODIUM TYPICAL PLANS



ground level



typical podium office level



Reference Design 1  
LOBBY VIEWED FROM VALENTINE AVENUE

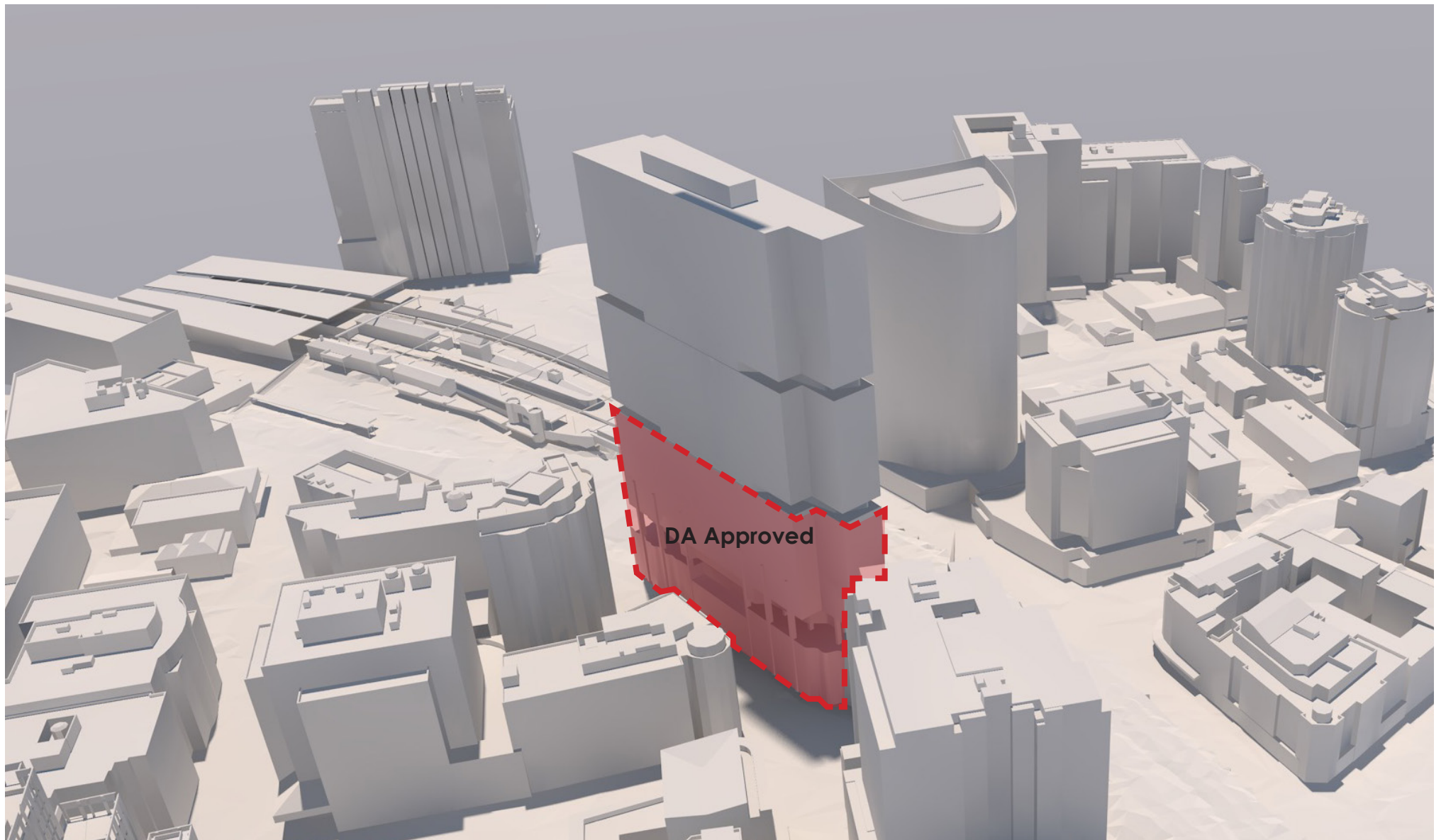




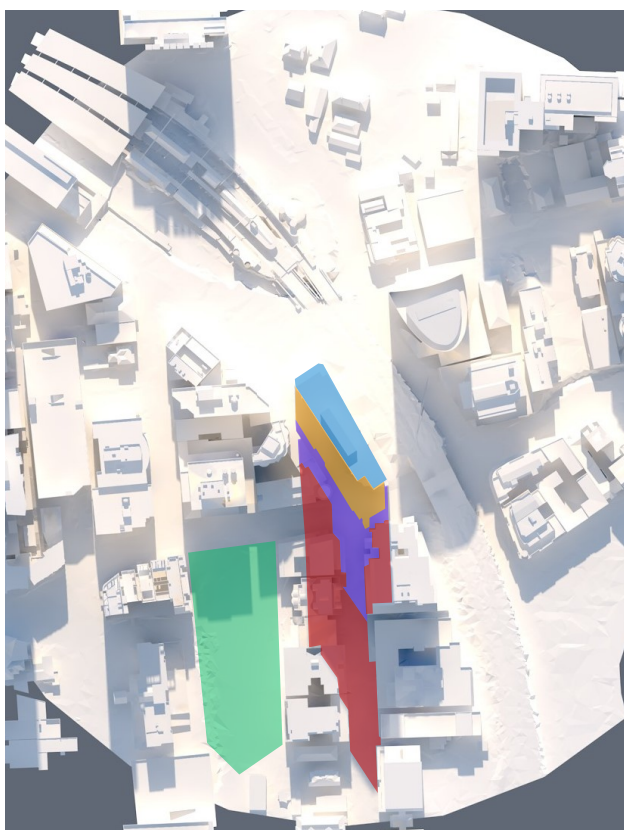




## MASSING ENVELOPE AND SHADOWS



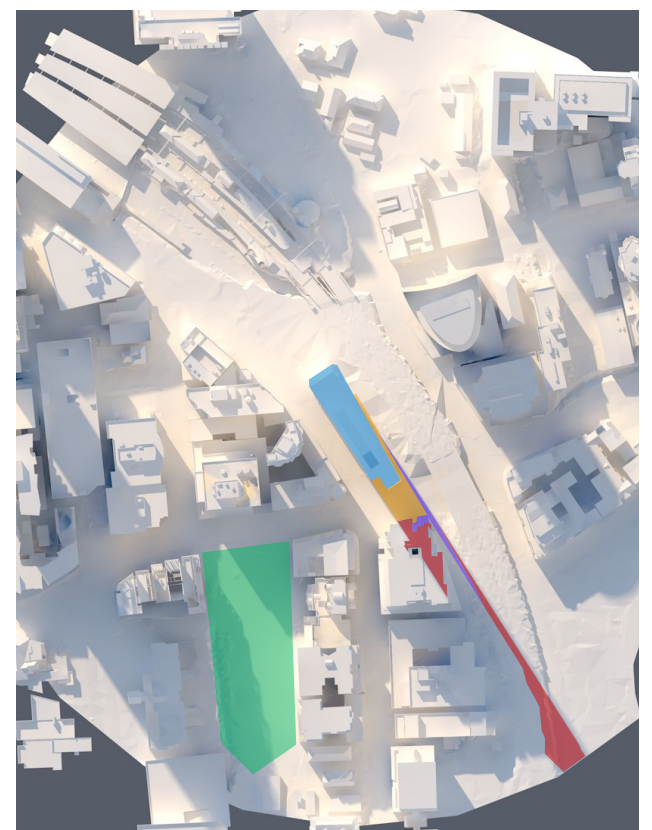
Shadow Study confirming Jubilee Park remains unaffected by Reference Design 1 during the nominated times



WINTER 12PM



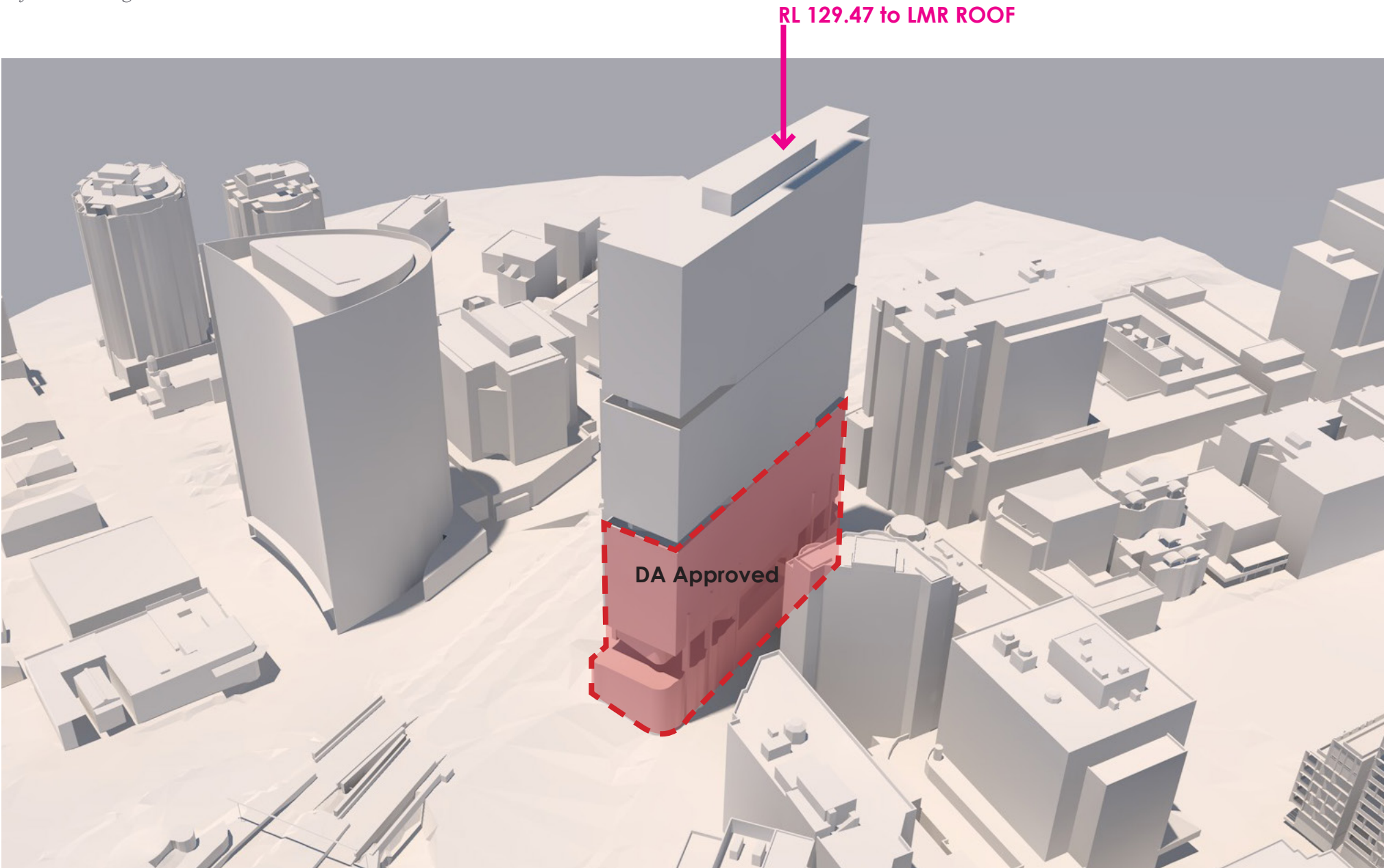
WINTER 1PM



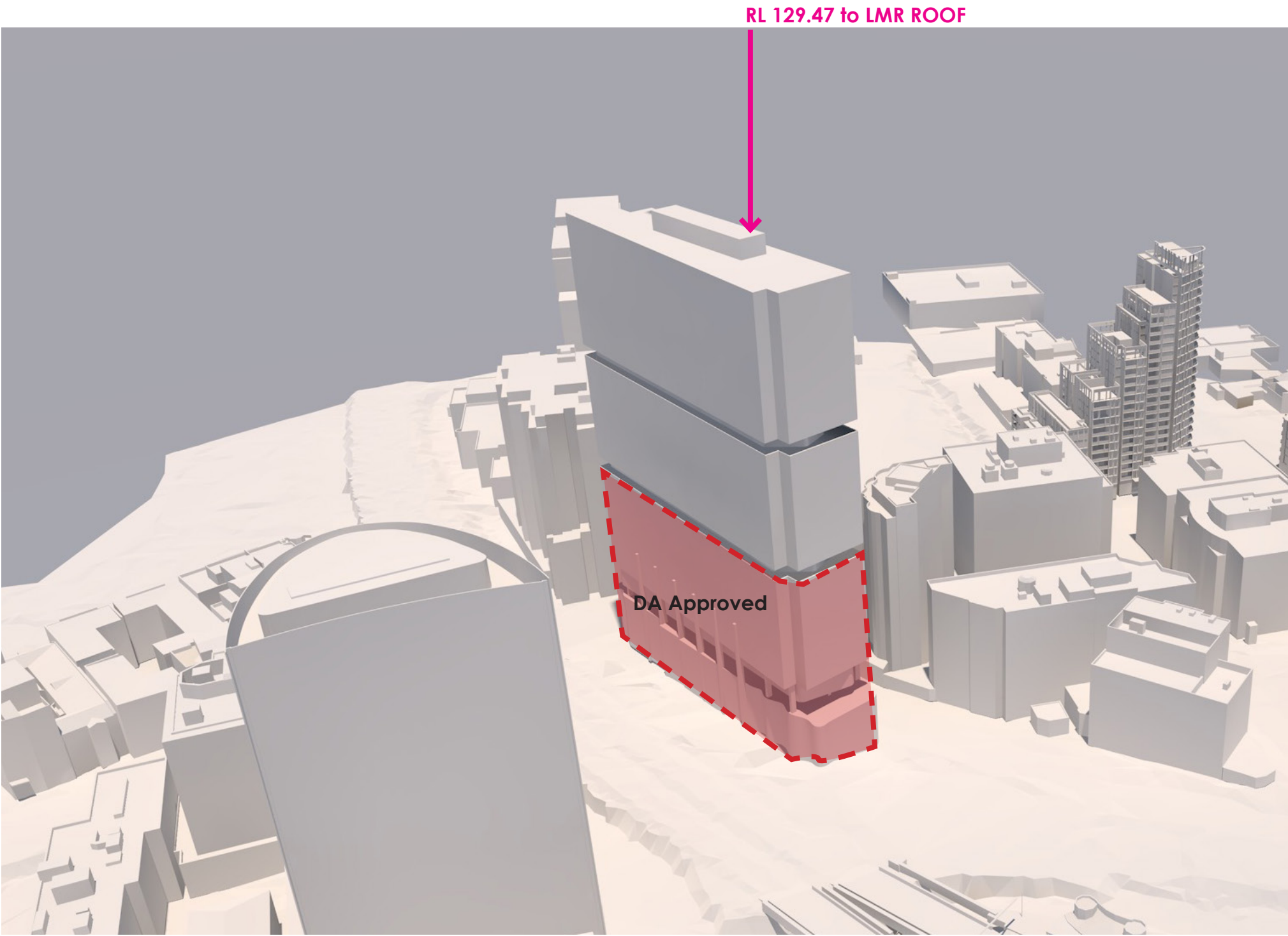
WINTER 2PM

JUBILEE PARK  
PROPOSED DEVELOPMENT  
EXISTING SHADOW  
APPROVED DA ADDITIONAL SHADOW  
REFERENCE DESIGN 1 ADDITIONAL SHADOW

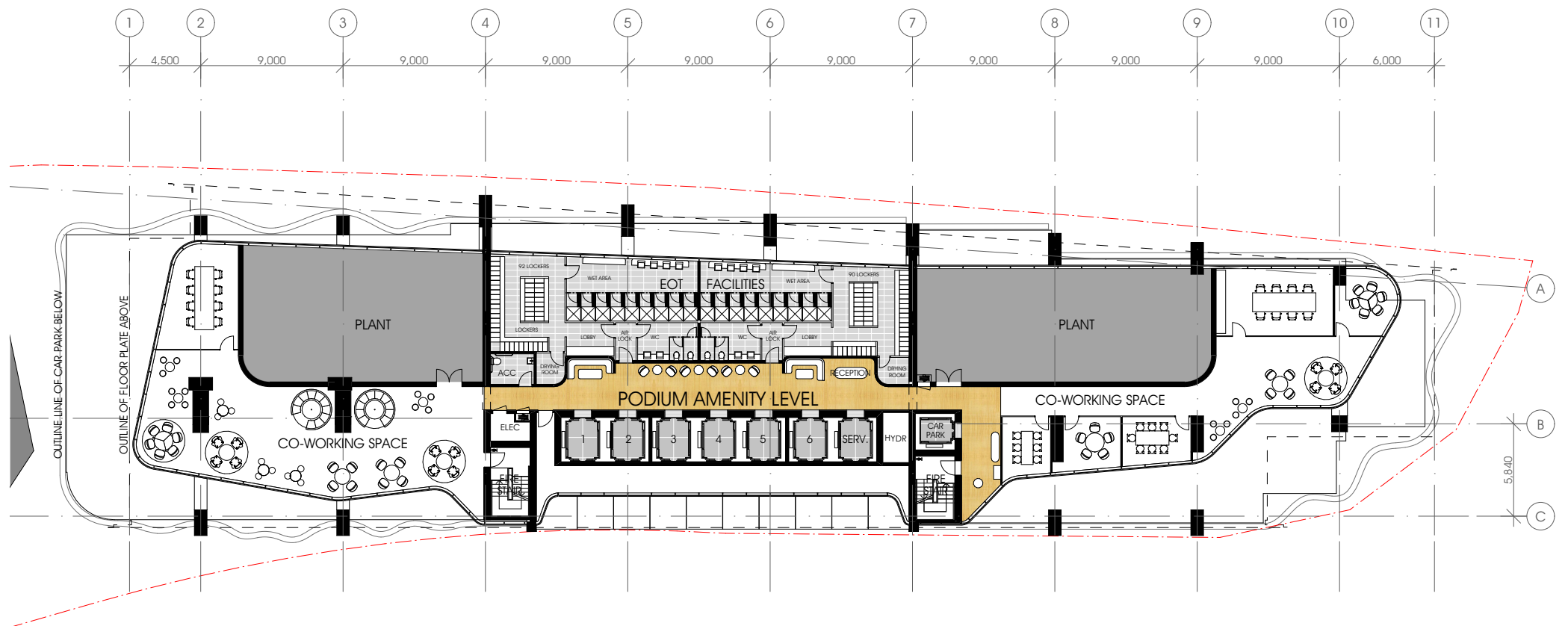




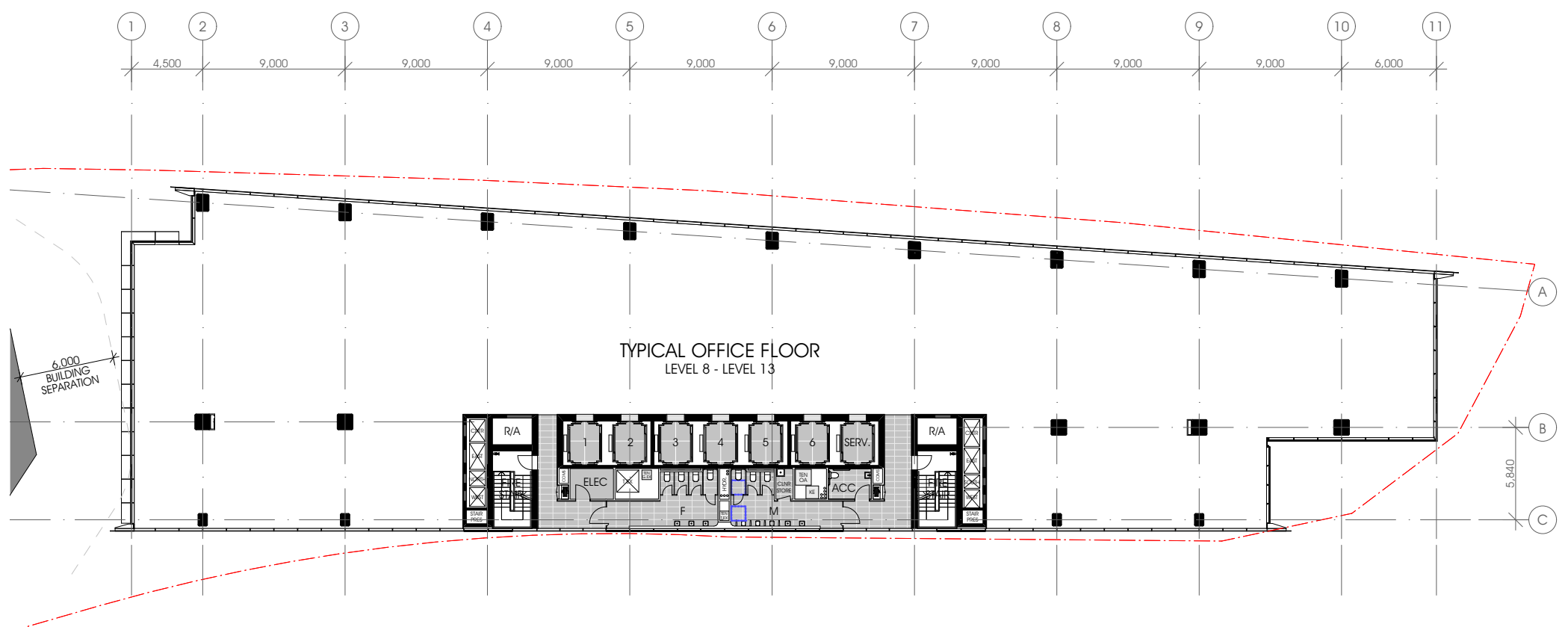
proposed Reference Design 1 envelope in the existing context



## PODIUM TYPICAL PLANS



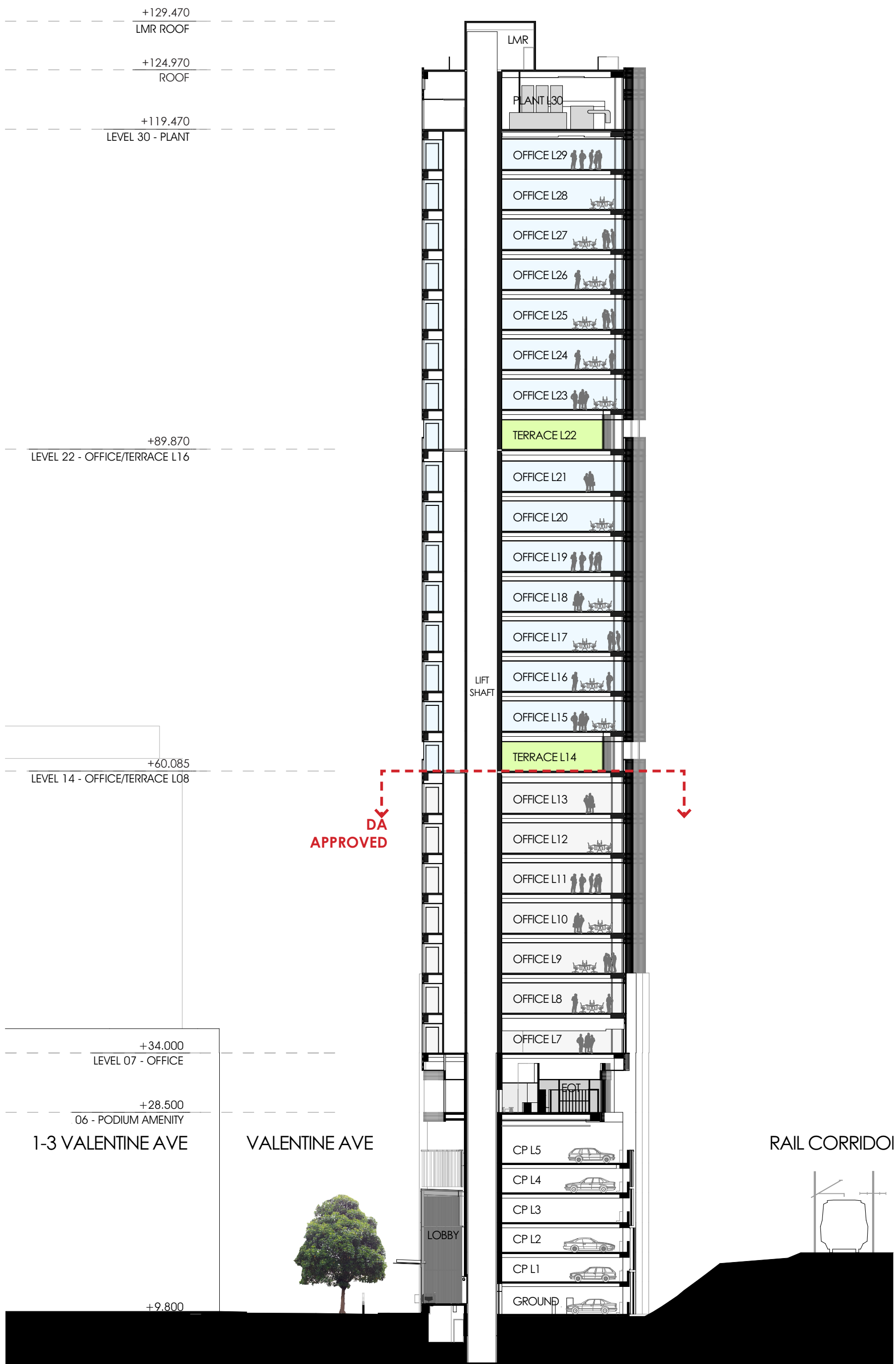
amenity level below the tower



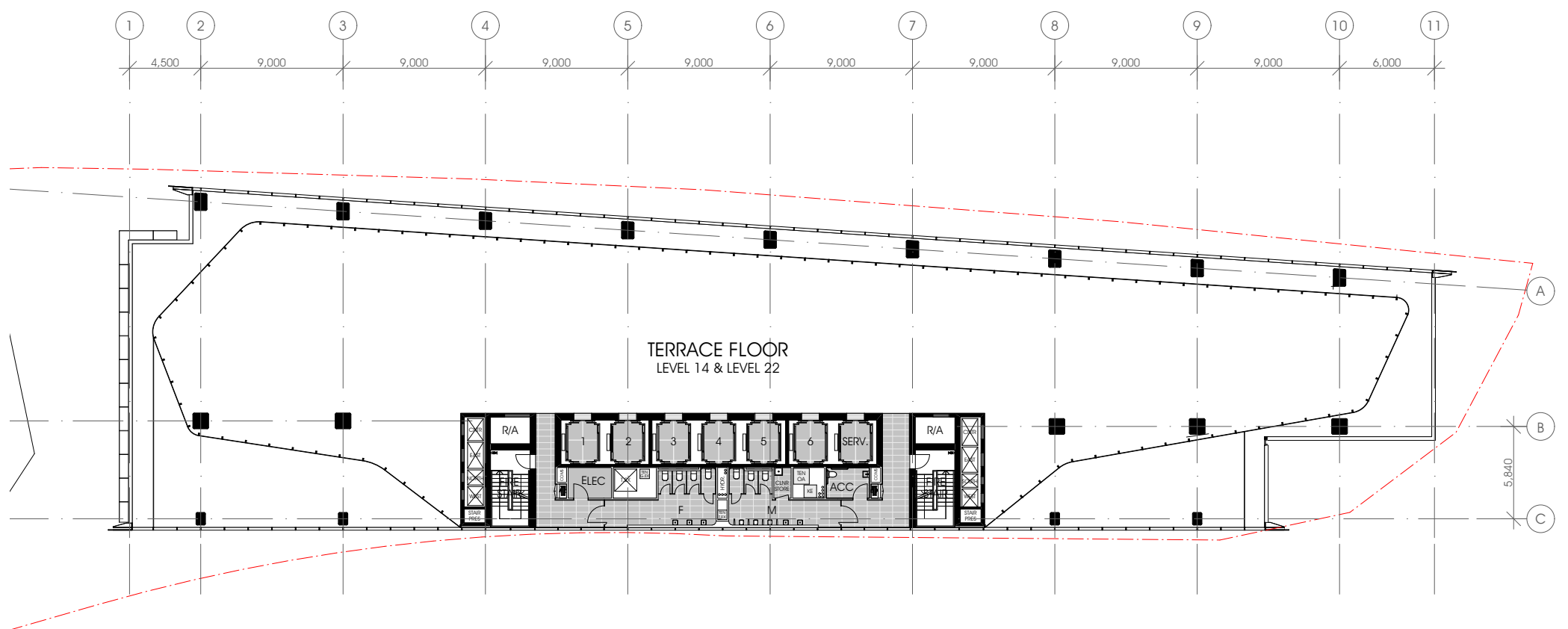
typical office level

Reference Design 1

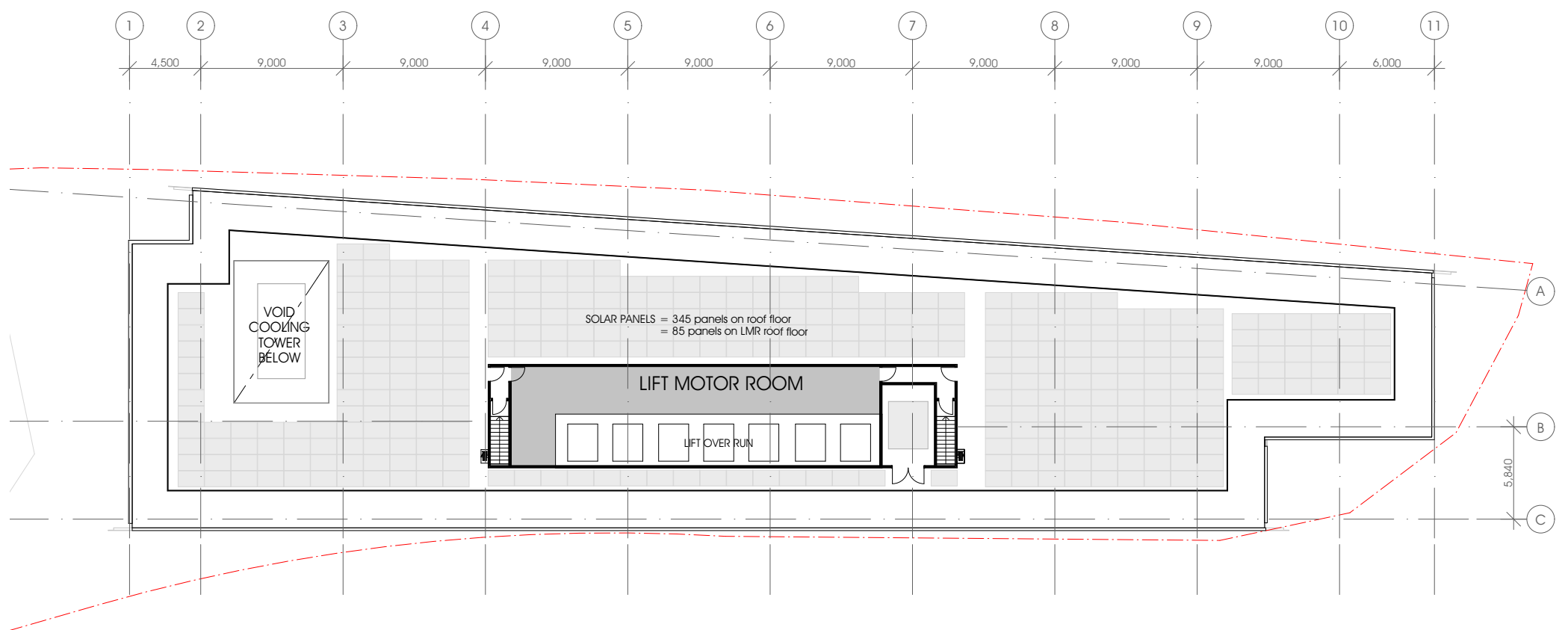
# OVERALL SECTION



## TOWER TYPICAL PLANS



typical terrace level



roof level (solar farm)







AREA SCHEDULE

Reference Design 1

10 Valentine Ave, Parramatta

Issue M

Date: 22.10.18

fitzpatrick+partners

Reference Design 1 Schedule of Areas

Level	Use	RL Height to Next	Floor to Floor	Proposed GBA	Proposed GFA	Proposed NLA	GBA/NLA	GFA/NLA	Goods lift	Tower lift	Car park lift	Approved Car Spaces	Existing Car Spaces					
Roof	LMR roof	129.47																
Parapet Level	Roof Parapet	126.17																
Level 31	Lift Motor Room / roof	124.97	4.500	194m²														
Level 30	Roof top Plant	119.47	5.500	1320m²	0m²	0m²	N/A	N/A										
Level 29	Commercial Office	115.77	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 28	Commercial Office	112.07	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 27	Commercial Office	108.37	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 26	Commercial Office	104.67	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 25	Commercial Office	100.97	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 24	Commercial Office	97.27	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 23	Commercial Office	93.57	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 22	Commercial Office and terrace	89.87	3.700	1509m²	955m²	879m²	58%	92%										
Level 21	Commercial Office	85.99	3.885	1509m²	1338m²	1259m²	83%	94%										
Level 20	Commercial Office	82.29	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 19	Commercial Office	78.59	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 18	Commercial Office	74.89	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 17	Commercial Office	71.19	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 16	Commercial Office	67.49	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 15	Commercial Office	63.79	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 14	Commercial Office and terrace	60.09	3.700	1509m²	933m²	860m²	57%	92%										
Level 13	Commercial Office	56.20	3.885	1509m²	1338m²	1259m²	83%	94%										
Level 12	Commercial Office	52.50	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 11	Commercial Office	48.80	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 10	Commercial Office	45.10	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 9	Commercial Office	41.40	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 8	Commercial Office	37.70	3.700	1509m²	1338m²	1259m²	83%	94%										
Level 7	Commercial Office	34.00	3.700	1509m²	1326m²	1247m²	83%	94%										
Level 6	Plant, EOT and co-working space	28.50	5.500	1090m²	621m²	439m²	40%	71%										
Level 5	Car Parking	23.80	4.700	1403m²								29 cars	46 cars					
Level 4	Car Parking	21.05	2.750	1403m²								30 cars	48 cars					
Level 3	Car Parking	18.30	2.750	1403m²								30 cars	48 cars					
Level 2	Car Parking and café terrace (95sqm)	15.55	2.750	1406m²								26 cars	48 cars					
Level 1	Car Parking and café	12.80	2.750	1244m²	38m²	38m²						12 cars	48 cars					
	Cafe on street (independent of parking)	12.00	4.500															
	Entry Lobby (independent of parking)	10.50	14.000															
Ground	Car Parking, loading and lobby	9.80	3.000	1496m²	113m²							8 cars	47 cars					
service basement		7.20		142m²														
lowest street level surrounding the site		8.70																
				45808m²	30746m²	28643m²	63%	93%				135 cars	285 cars					
				site area		3935m²	total incl 10 val		162 cars		312 cars							
				existing tower GFA		17600m²	total GFA sqm /car		298m²/car									
				new commercial building GFA		30746m²	small cars		56 cars									
				new GFA across the whole site		48346m²	Motorcycle parking		27 mb									
				new FSR across the whole site		12.29:1	Accessible parking		3 spaces									
							Bike parking											
							EOT on ground		140									
							visitors on street		6									
							visitors in dock		12									
							total approved		158									
							existing 10 valentine		10									
				total area		48346m²												
				Car spaces less than current		150 cars												

**Notes:**  
\*All areas are approximate only and should be read in conjunction with drawing issue  
\*All areas are subject to detailed design development  
\*GFA as stipulated in PLEP means gross floor space area means the sum of the floor area of each storey of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, **and includes:**  
(a) the area of a mezzanine within the storey, and  
(b) habitable rooms in a basement, and  
(c) any shop, auditorium, cinema, and the like, in a basement or attic,  
**but excludes:**  
(d) any area for common vertical circulation, such as lifts and stairs, and  
(e) any basement;  
(f) storage, and  
(ii) vehicular access, loading areas, garbage and services, and  
(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and  
(g) car parking to meet any requirements of the consent authority (including access to that car parking), and  
(h) any space used for the loading or unloading of goods (including access to it), and  
(i) terraces and balconies with outer walls less than 1.4 metres high, and  
(j) voids above a floor at the level of a storey or storey above.

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## *Reference design 2*

Reference Design 2 provides for a new building which has a podium height of RL29.4m and a total of 68 (41+27) car parking spaces which is below the CBD Planning Proposal parking standards max 79 spaces permitted on the site.



Reference Design 2



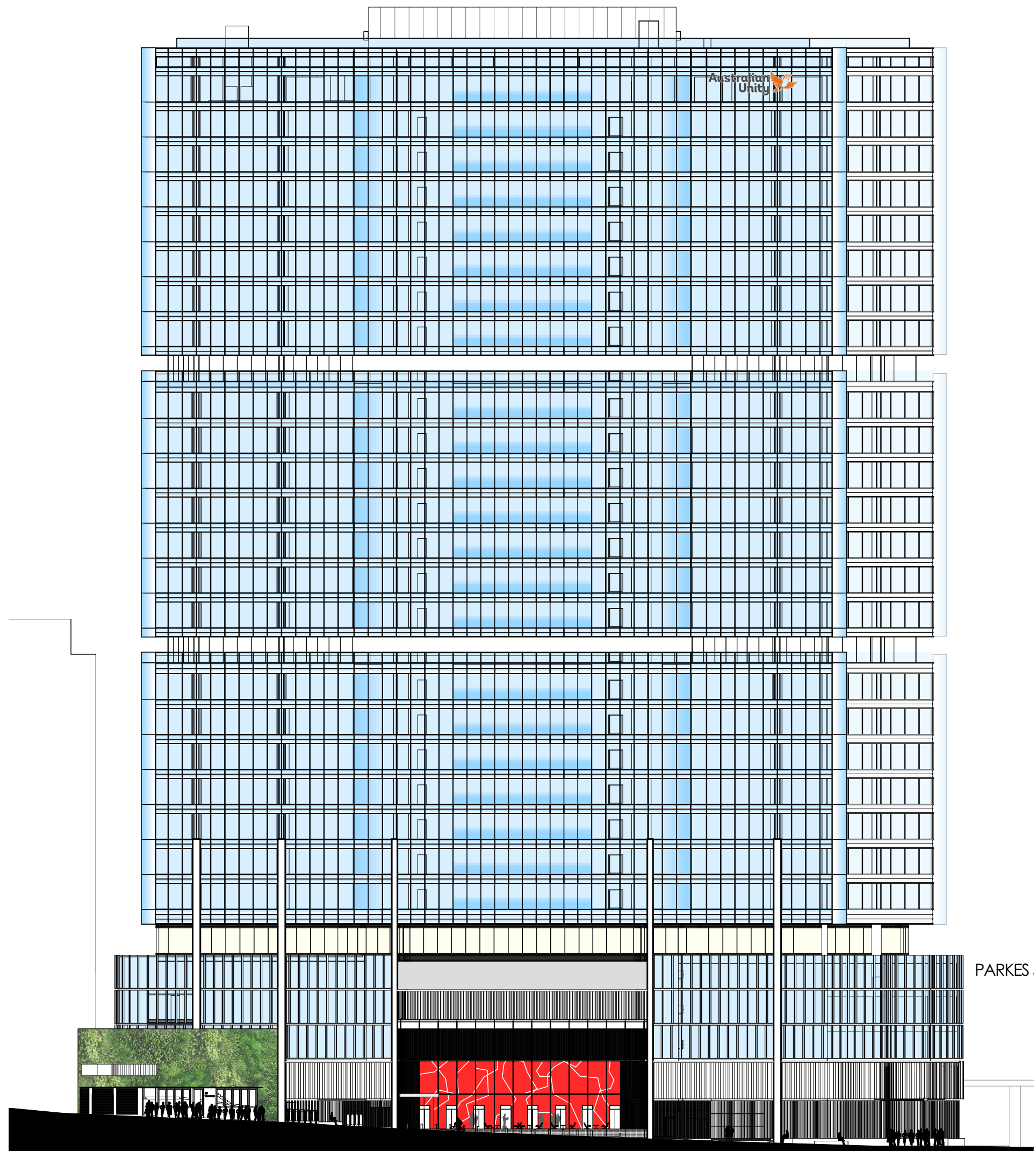


## PODIUM DESIGN

The podium building sits below the DCP 26m height control for a podium.

Level 6 remains indented and is consistent with the design excellence competition winning design intent for transition of form from podium to tower.

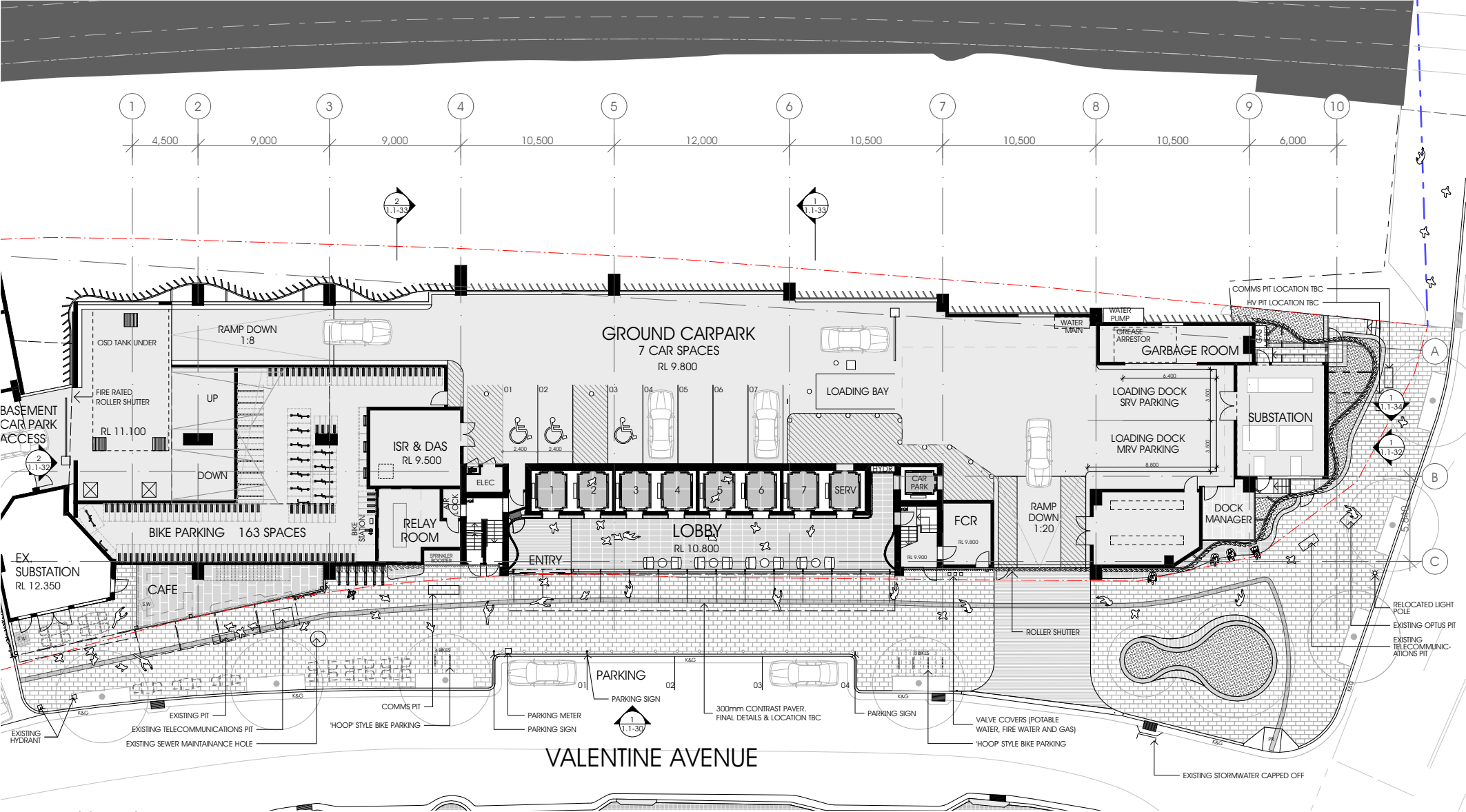
Reference Design 2 adds one extra lift to meet PCA2019 standards.



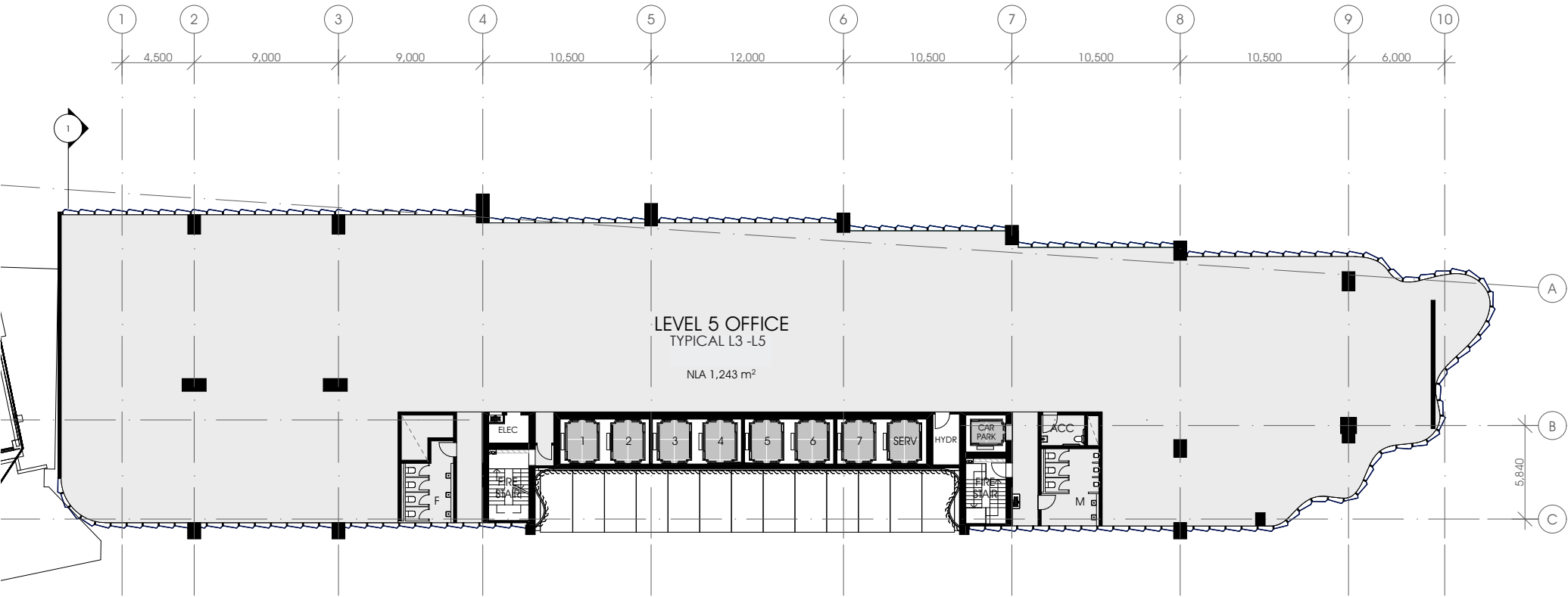
Valetine Ave elevation (west)  
reference design 2

Reference Design 2

# PODIUM TYPICAL PLANS



ground level



typical podium office level



Reference Design 2  
LOBBY VIEWED FROM VALENTINE AVENUE

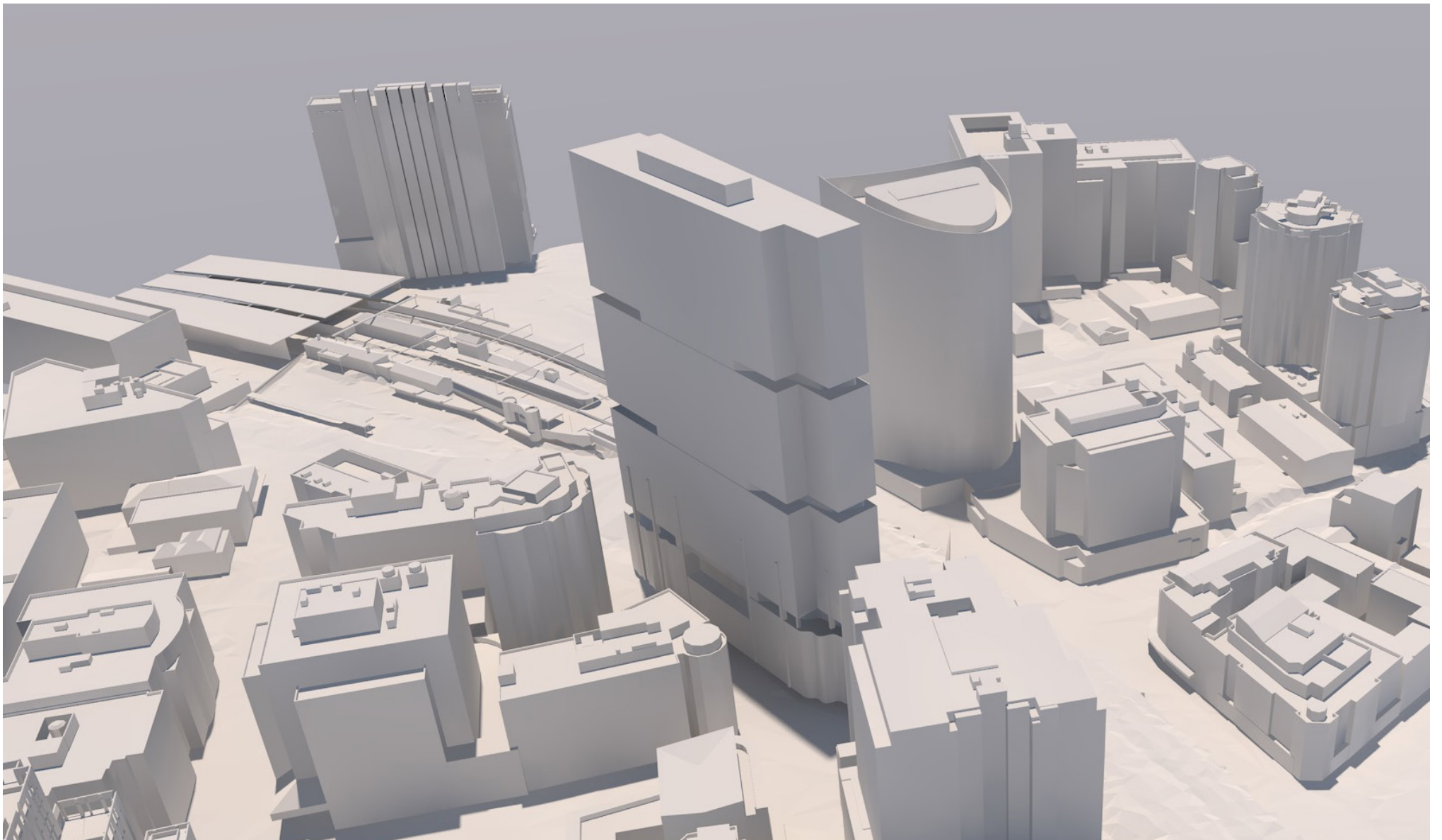








# MASSING ENVELOPE AND SHADOWS



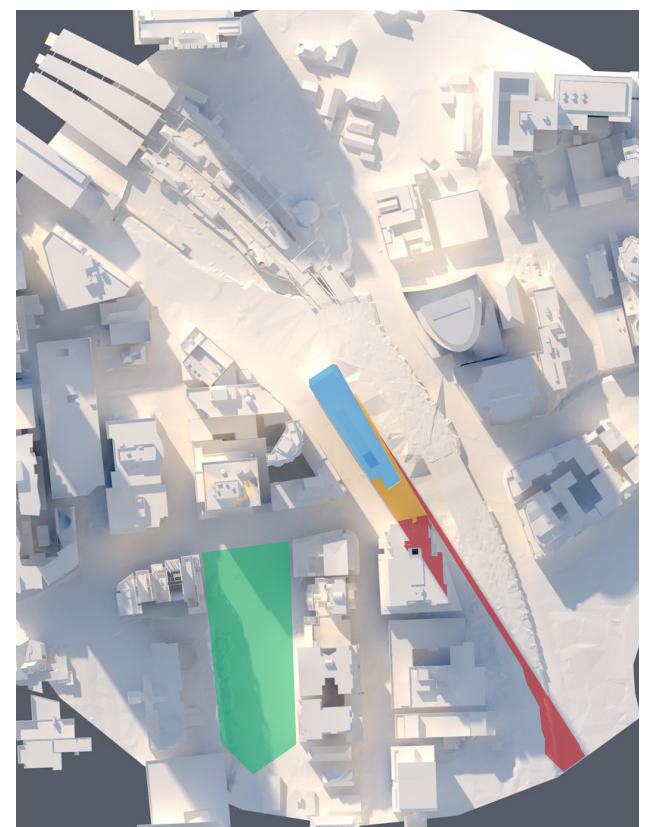
Shadow Study confirming Jubilee Park remains unaffected by the development during the nominated times



WINTER 12PM



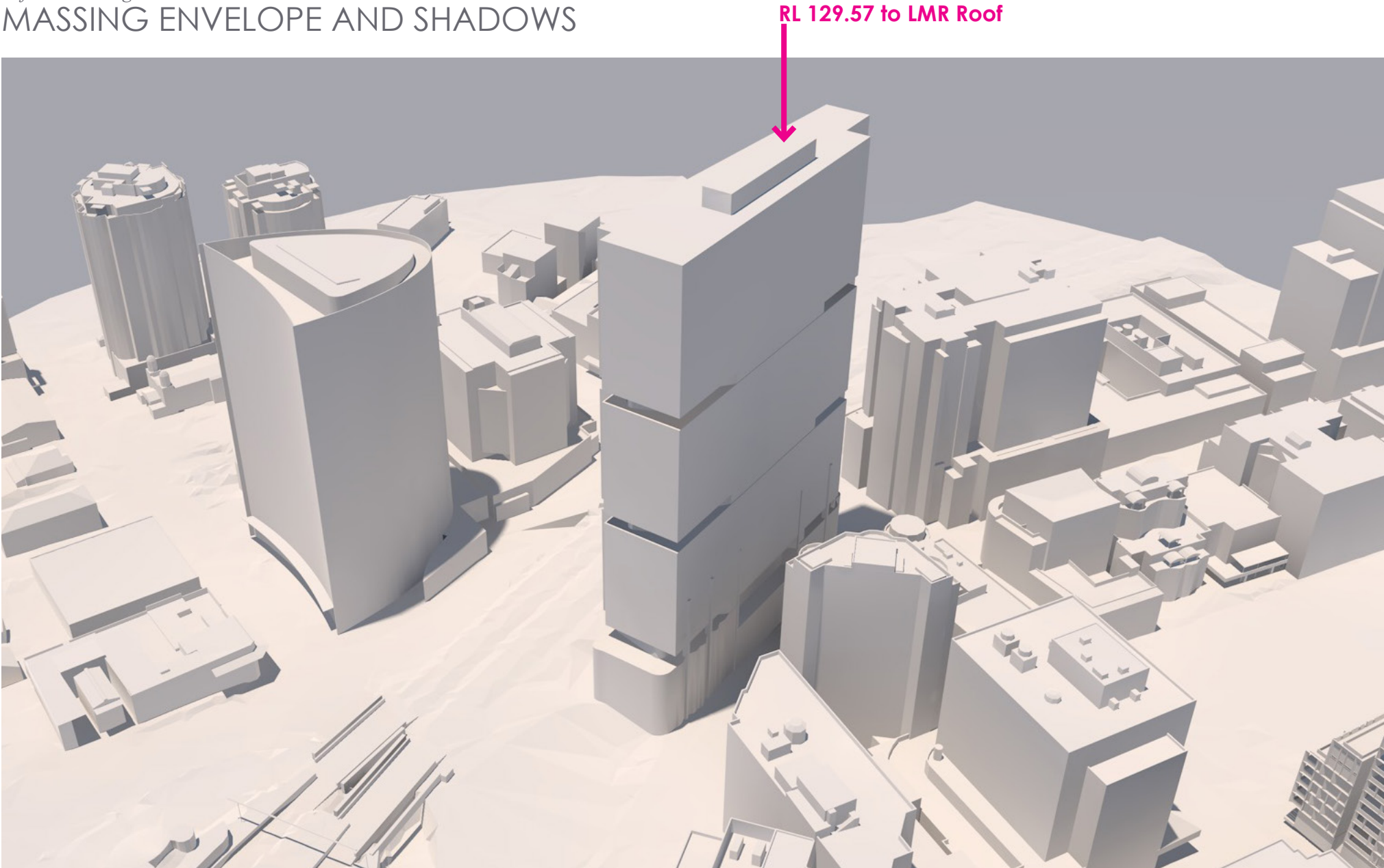
WINTER 1PM



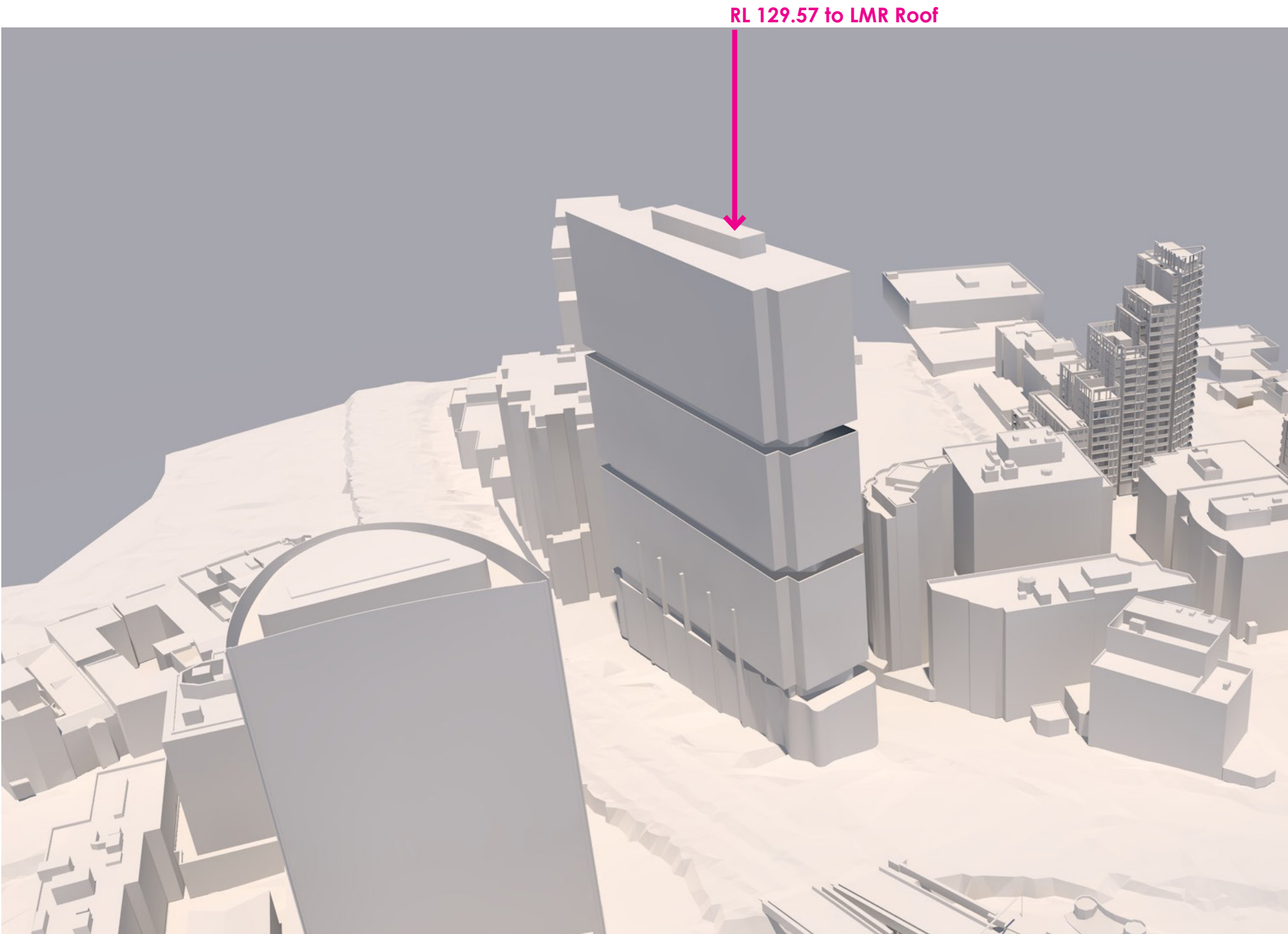
WINTER 2PM

JUBILEE PARK  
PROPOSED DEVELOPMENT  
EXISTING SHADOW  
REFERENCE DESIGN 2 ADDITIONAL SHADOW



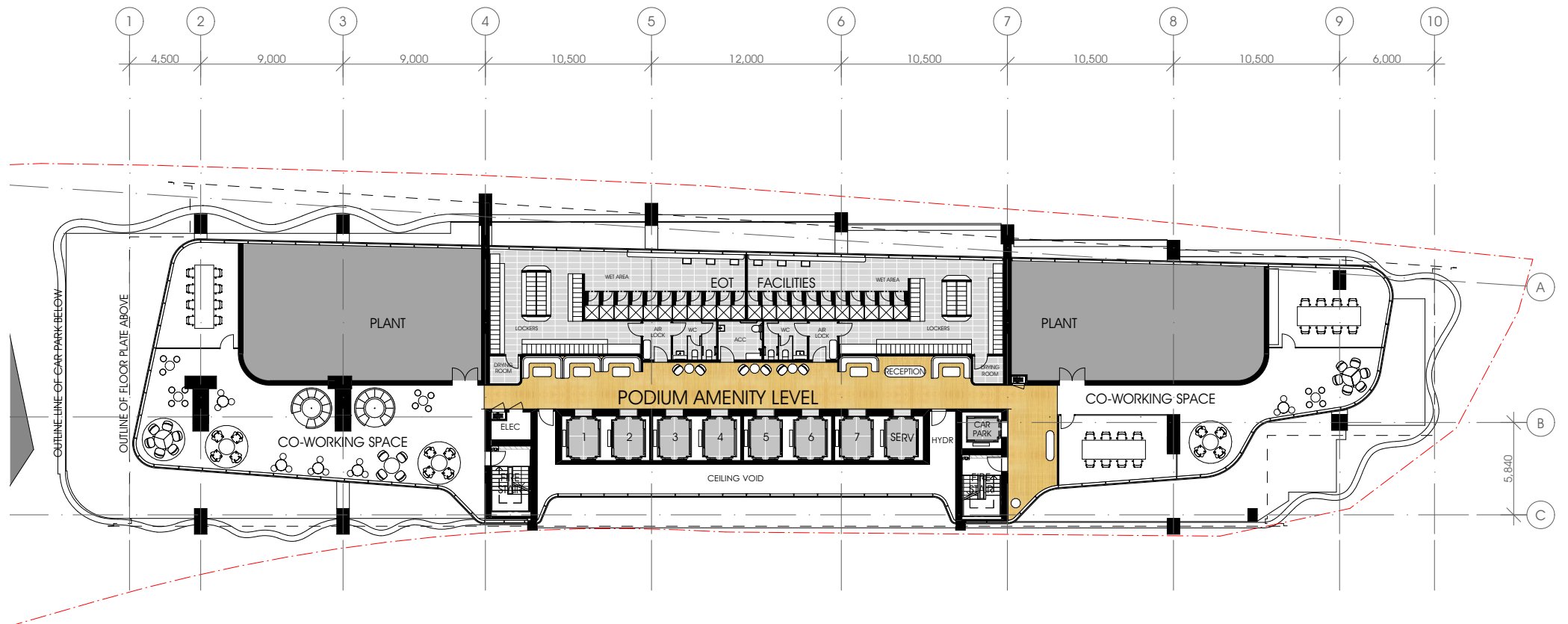


proposed built form envelope in the existing context

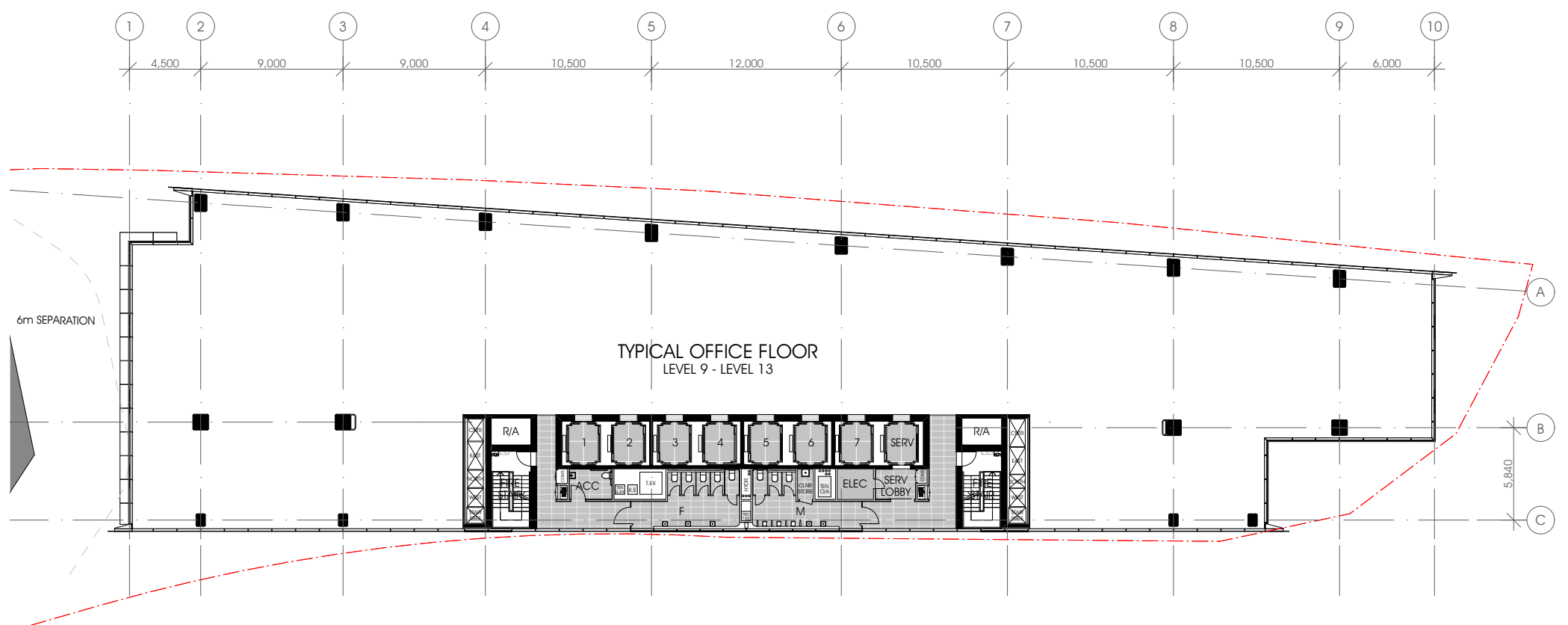




# PODIUM TYPICAL PLANS



amenity level below the tower

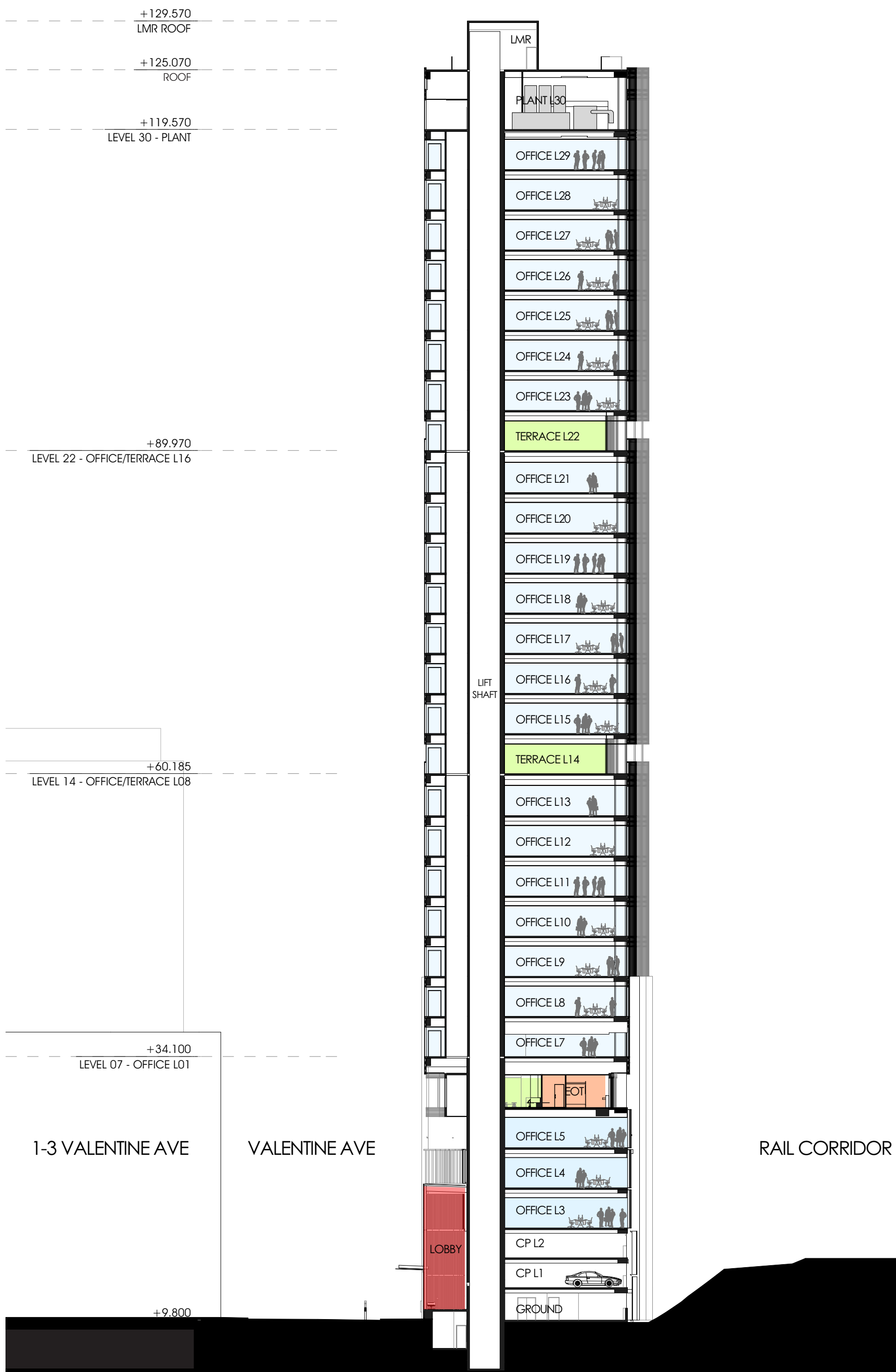


typical office level



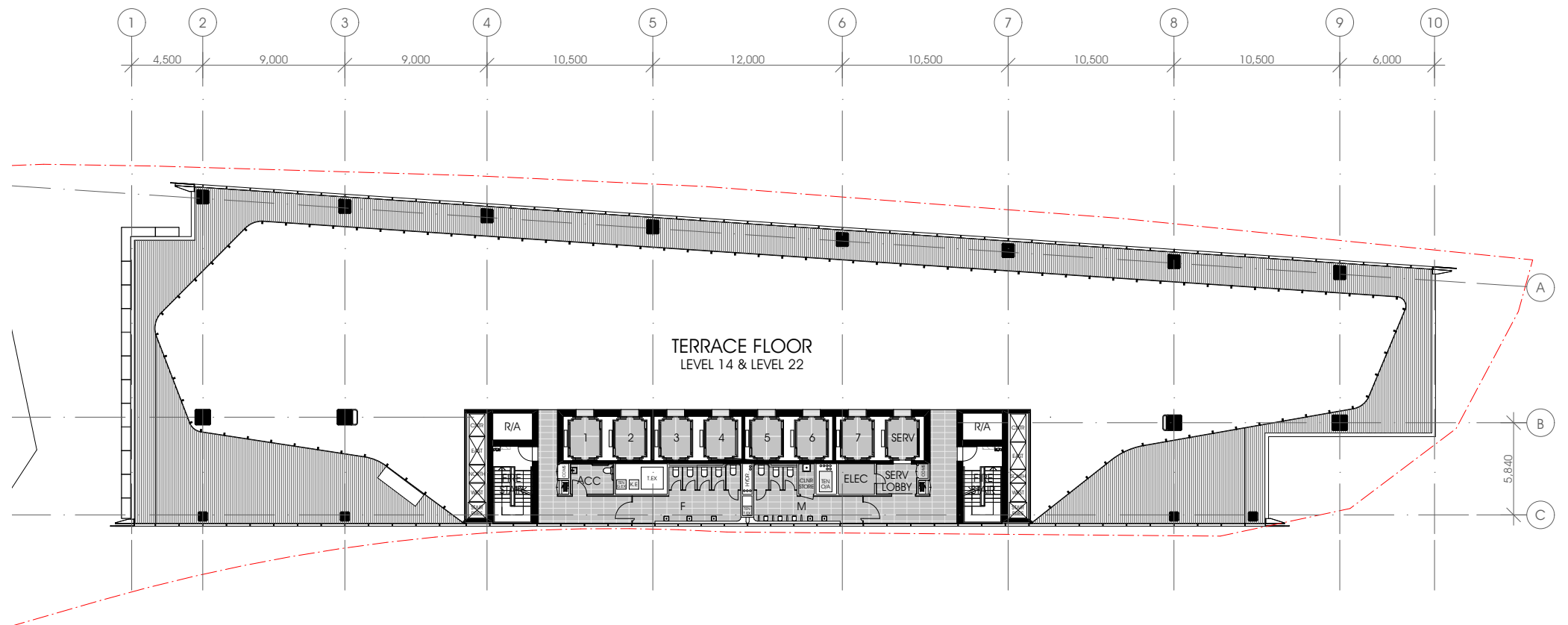
Reference Design 2

# OVERALL SECTION

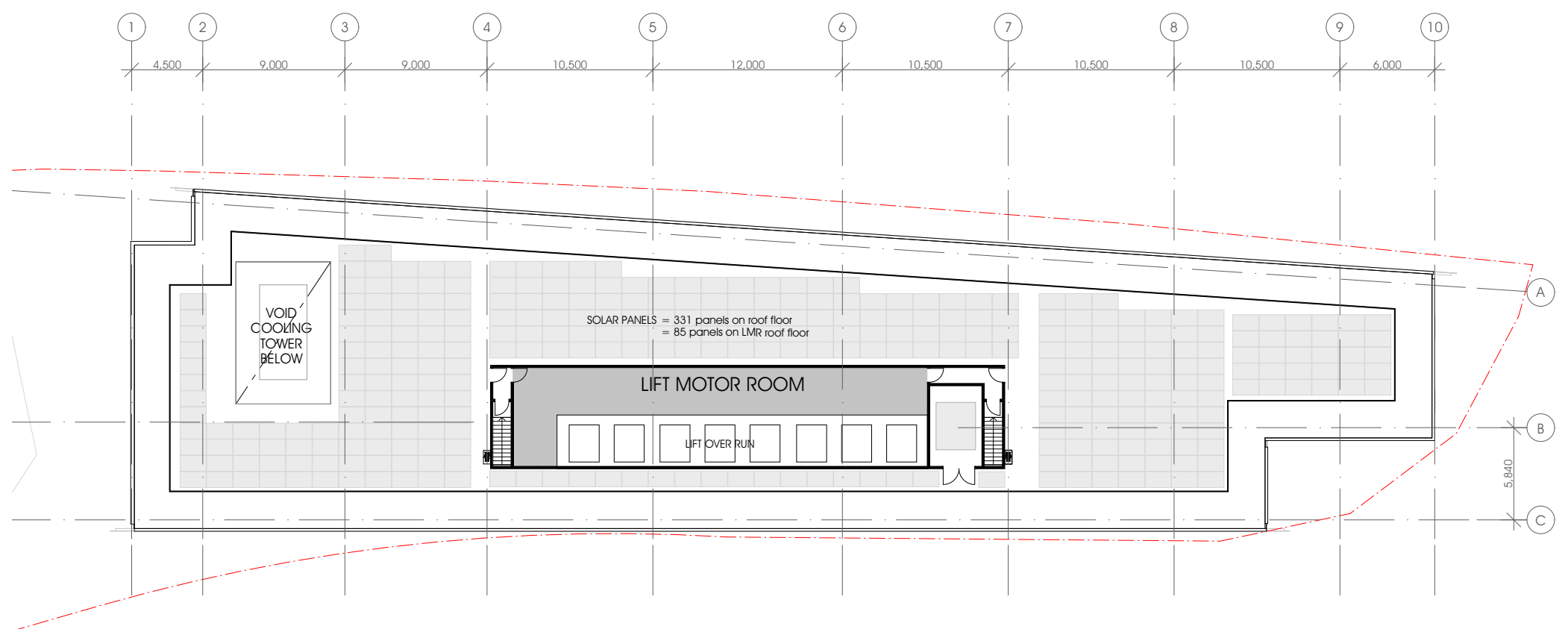




## TOWER TYPICAL PLANS



typical terrace level



roof level (solar farm)







AREA SCHEDULE

10 Valentine Ave, Parramatta  
Issue O

fitzpatrick+partners

Date: 19.10.18  
Reference Design 2 Schedule of Areas

Level	Use	RL Height to Next	Floor to Floor	Proposed GBA	Proposed GFA	Proposed NLA	GBA/NLA	GFA/NLA	Goods lift	Tower lift	Car park lift	Proposed Car Spaces	Existing Car Spaces
Roof	LMR roof	129.57											
parapet level	façade top	126.27											
Level 31	Lift Motor Room / roof	125.07	4.500	214m²									
Level 30	Roof top Plant	119.57	5.500	1509m²	0m²	0m²	N/A	N/A					
Level 29	Commercial Office	115.87	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 28	Commercial Office	112.17	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 27	Commercial Office	108.47	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 26	Commercial Office	104.77	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 25	Commercial Office	101.07	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 24	Commercial Office	97.37	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 23	Commercial Office	93.67	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 22	Commercial Office and terrace	89.97	3.700	1509m²	926m²	839m²	56%	91%					
Level 21	Commercial Office	86.09	3.885	1509m²	1330m²	1239m²	82%	93%					
Level 20	Commercial Office	82.39	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 19	Commercial Office	78.69	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 18	Commercial Office	74.99	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 17	Commercial Office	71.29	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 16	Commercial Office	67.59	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 15	Commercial Office	63.89	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 14	Commercial Office and terrace	60.19	3.700	1509m²	926m²	839m²	56%	91%					
Level 13	Commercial Office	56.30	3.885	1509m²	1330m²	1239m²	82%	93%					
Level 12	Commercial Office	52.60	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 11	Commercial Office	48.90	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 10	Commercial Office	45.20	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 9	Commercial Office	41.50	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 8	Commercial Office	37.80	3.700	1509m²	1330m²	1239m²	82%	93%					
Level 7	Commercial Office	34.10	3.700	1509m²	1330m²	1227m²	81%	92%					
Level 6	Plant, EOT and co-working space	29.40	4.700	1133m²	664m²	439m²	39%	66%					
Level 5	Podium Office	25.70	3.700	1413m²	1305m²	1243m²	88%	95%					46 cars
Level 4	Podium Office	22.00	3.700	1413m²	1305m²	1243m²	88%	95%					48 cars
Level 3	Podium Office	18.30	3.700	1518m²	1305m²	1243m²	82%	95%					48 cars
Level 2	Car Parking and café terrace (95sqm)	15.55	2.750	1520m²	0m²	0m²						22 cars	48 cars
Level 1	Car Parking and café	12.80	2.750	1576m²	0m²	0m²						12 cars	48 cars
	Cafe on street (independent of parking)	12.00	4.500	63m²	38m²	38m²							
	Entry Lobby (independent of parking)	10.50	14.000		123m²	0m²							
Ground	Car Parking, loading and lobby	9.800	3.000	1508m²	0m²	0m²						7 cars	47 cars
service basement		7.200		329m²									
lowest street level surrounding the site		8.700											
				46903m²	34522m²	31891m²	68%	92%				41 cars	285 cars

--	--

site area	
existing tower GFA	
new commercial building GFA	
new GFA across the whole site	
new FSR across the whole site	

	3935m²
	17600m²
	34522m²
	52122m²
	13.25:1

total area	
Car spaces less than current	

	52122m²
	244 cars

total incl 10 val	68 cars
total GFA sqm /car	767m²/car
small cars	45 cars
Motorcycle parking	37 mb
Accessible parking	3 spaces
Bike parking	
EOT on ground	163
visitors on street	18
visitors in dock	0
total proposed	181
existing 10 valentine	10

**Notes:**  
\*All areas are approximate only and should be read in conjunction with drawing issue  
\*All areas are subject to detailed design development  
external walls,or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:  
  
(a) the area of a mezzanine within the storey, and  
(b) habitable rooms in a basement, and  
(c) any shop, auditorium, cinema, and the like, in a basement or attic,  
**but excludes:**  
(d) any area for common vertical circulation, such as lifts and stairs, and  
(e) any basement:  
(i) storage, and  
(ii) vehicular access, loading areas, garbage and services, and  
(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and  
(g) car parking to meet any requirements of the consent authority (including access to that car parking), and  
(h) any space used for the loading or unloading of goods (including access to it), and  
(i) terraces and balconies with outer walls less than 1.4 metres high, and  
(j) voids above a floor at the level of a storey or storey above.



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## *Design Strategies*

Our Design excellence competition winning proposals for a new office building at 10 Valentine re-imagine an engaging and inviting Valentine Avenue while presenting a refined and precise tower form to the Parramatta skyline.

The podium engages the street as a pedestrian experience through the addition of a street cafe and a unique focal point in the office lobby art-wall. Beyond these primary actors the podium harmonises its uses and levels into an abstract urban form, adding visual interest to the streetscape.

Above the podium the office building defines the southern gateway to the CBD. As an urban marker the building is a series of layered volumes describing occupation patterns in the horizontal and movement patterns in the vertical to provide a strong visual point of difference.

The office tower is an elegantly proportioned glass skinned building. Standing on its own the building anchors this corner of Valentine Avenue with a well-considered office address. The tower speaks of its time and is classically composed in three horizontally cast elements defined by two recessed terrace levels to describe a distinct urban form on the Parramatta skyline.











*A solution that provides for a more intense commercial core to strengthen and facilitate the role of Parramatta as a dual CBD and that supports the CBD as a vibrant centre.*

## PARRAMATTA CONTEXT

Parramatta was founded in 1788, the same year as Sydney, and is the oldest inland European settlement in Australia. It is Sydney's true second CBD and is located in the geographic heart of the cities metropolitan area. Parramatta will be Australia's next great city by:

Achieving world's best practice in the planning and development of cities.  
Achieving a strategic balance of land uses.  
**Creating an attractive and distinctive city skyline, defined by tall, slender towers.**  
**Creating a liveable, active and highly desirable city.**

Promoting economic diversity, prosperity and jobs growth.

**Improving the quality of urban design and the public domain.**

**Achieving design excellence**

Celebrating heritage and the natural environment.

Facilitating the delivery of infrastructure to support Parramatta's growth.

Improving access to the regional transport network.

## 10 VALENTINE AVENUE

10 Valentine Avenue holds the western edge of the railway line at the southern end of the Parramatta CBD. As such the site is somewhat isolated from the centre of the CBD by the bifurcating force of both the rail-line and the associated bus terminal.

This powerful urban force provides a unique challenge to overcome in creating a desirable ground plane and office address. The nature of the above ground car park levels allow the office building to be elevated above the rail line affording views and outlook in all directions from the lowest office level.

While the rail-line acts as a ground plane barrier for the site it also offers up an above ground visual and physical curtilage to the benefit of both the office users and the visual impact of the building on the Parramatta Skyline.

Responding positively to the opportunities and constraints of the site and its context is key to our proposal. The design proposition can be viewed at these two distinct scales; That of the CBD and its skyline which is the domain of the office building and; The scale of the street with its retail and art activation, prominent commercial address and nuanced architecture of the veil to the car park.

## THE STREET

The sites position necessitates a challenging and bold vision for the office address, one that will be both memorable and promotes curiosity and delight.

The solution recognises that the modern work environment starts well before sitting down at one's desk. As such the solution supplies a series of crafted opportunity spaces to provide the building users and the public alike with opportunities to relax, connect, engage and marvel; the lobby acts as the centre piece of the street through a vivid and evolving art exhibit that will embrace the

street and define the user experience, celebrating the future of Parramatta.

Ours is a proposal derived from the overlay of logic on a strong idea of site and location;

A solution which acts to extend the CBD south of the rail line, offering a new piece of public realm and a new office destination to inform a dialogue across the rail corridor.

The design seeks to engage the public domain, add life to the street and a design benchmark in the Parramatta market. It creates an important amenity for the users of the city and building. A solution which through an innovative approach and careful proportioning of the podium elements will add a new active character to the street scape.

A solution which allows the tower configuration and form to maximise the opportunity offered by the site, creating a positive contribution to the precinct. The tower is unique and therefore identifiable from afar.

## THE SKYLINE

Using the building as a signifier of entry to the CBD allows the cityscape to become more intuitive and legible to both pedestrians and motorists. The building footprint and the distance afforded the tower by the location of the rail corridor ensure that the building will have a dominant presence on the Parramatta Skyline for a long time to come.

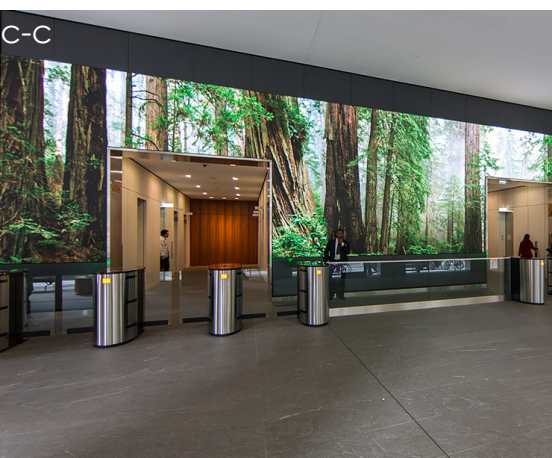
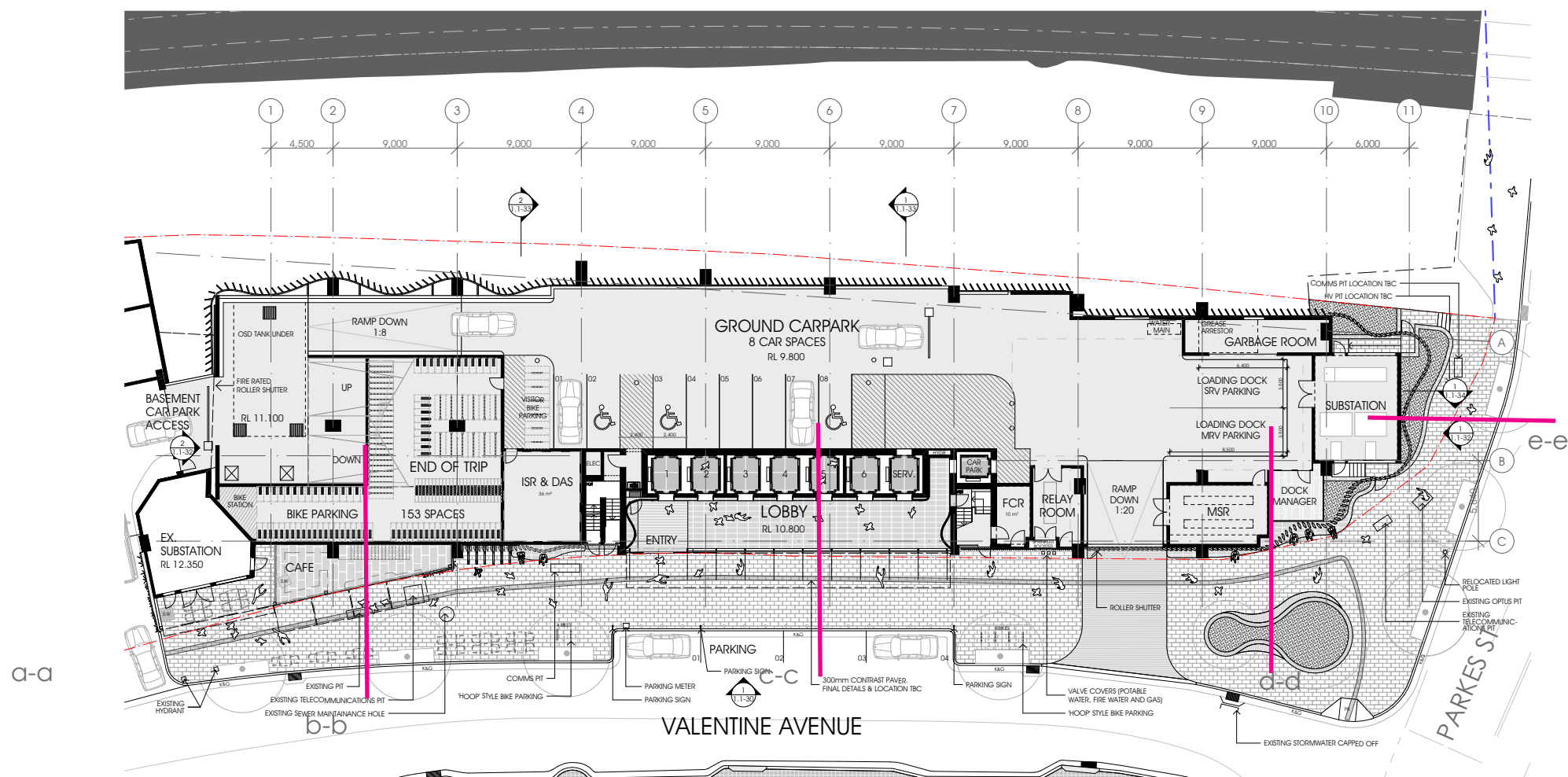
The design treats the south west and north east corners of the floor as a series of textured horizontal bands contrasting with the sheer faces of the main east and west faces of the tower. The subtle recessing of the corners affords the building form a complexity that allows it to be clearly read as a marker in the city skyline highlighting the southern gateway to the CBD at Parkes street and the presence of a significant commercial address beyond the rail corridor when viewed from Smith Street.

The tower location will also serve as the southern marker or gateway to the Parramatta commercial core when viewed from the train approaching from the Sydney CBD. The tower presents its thinnest face to this view welcoming the visitor to a 21st century city with a sky-line of tall slender towers.

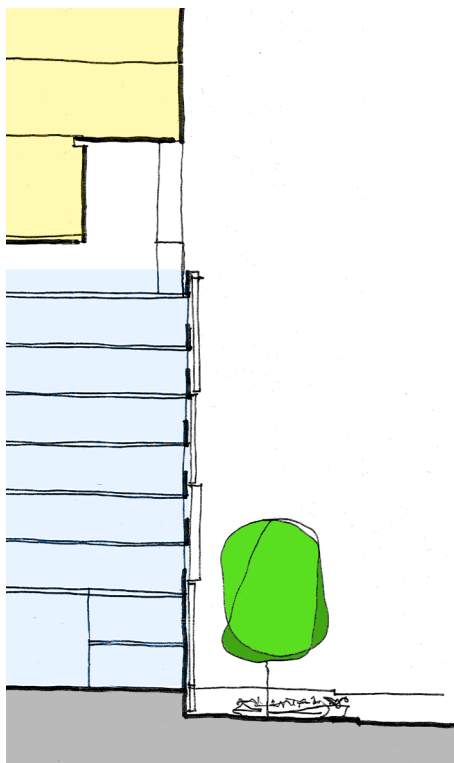
We have sought to develop an office floor that maximises the potential of the site both in urban and commercial terms.



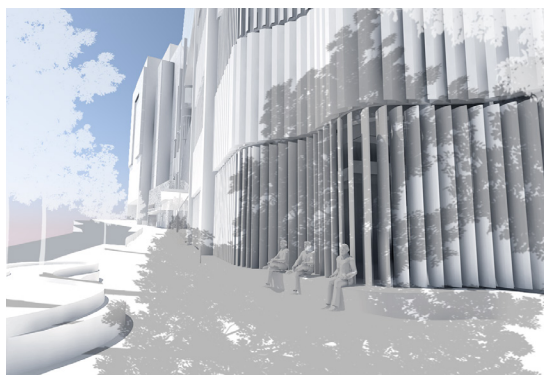
## A minimalist drawing of a building corner. The wall is yellow, and the base is red. A green bush is drawn next to the corner. The drawing is simple, with bold outlines and flat colors.







section d-d  
pause point



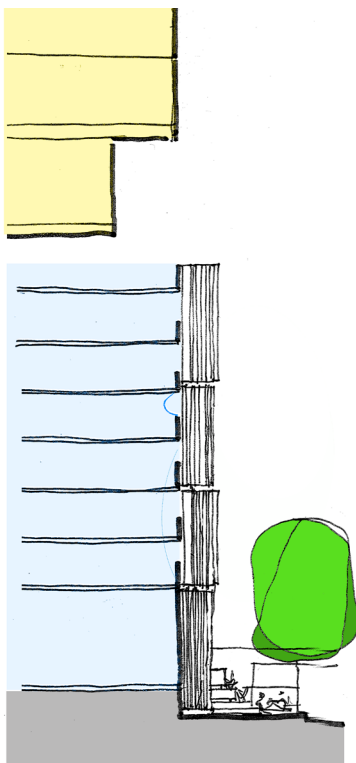
### Creating a liveable, active and highly desirable city.

The development of the scheme has been guided by the idea of a visual language which places the greatest level of detail so to enrich the public domain, yet creates a building identity from afar.

The podium is considered as a series of undulating forms that create a single expression to the Parkes and Valentine corner. The rippling effect the veil provides is continued in three materials encasing the various uses behind. By ignoring the floor to floor behind the screen and inserting an urban scale to the podium its scale is redefined.

The pedestrian experience of Valentine Ave and Parkes Street is considered as a journey from north to south along the edge of the building pointing out the features of the scheme as an experiential journey.

From the street interface of the existing office towers at **section a-a** the public domain is disconnected from the existing lobby by the grade change of the street however the experience is overwhelmingly positive, particularly in summer, thanks to the trees that curve out from the edge of the building to form



section e-e  
screen & trees



a generous canopy over the foot path.

At **section b-b** the insertion of a new two storey cafe building in front of the car park and substation adds a positive activity node to the street front and a welcome stop on the way to work. This rich green form sees the car park mass recede behind and adds a real node to the street. Beyond the café a series of 6 visitor bike stands are inserted into the car park screen and are accompanied by a seating opportunity on a plinth wall that undulates in front of the GRC screen.

From the cafe the office lobby comes into view at **section c-c**. Protruding from the car park veil is the shear face of the glass lobby volume, a tall slender form that draws the eye up and creates a long activated face in the centre of the street.

The lobby is dominated by a dynamic digital artwork that covers the bottom 2/3rds of its volume. The glass structure of the lobby's facade is defined by a series of thin vertical columns supported and accentuated by a horizontal cable net structure that divides the lobby into 3 vertical panels. The glass form of the lobby is held between the vertical faces of the core stairs which extend down from the tower above. These external core faces

together with the structural columns from the tower form a series of vertical stitches that serve to physically and visually ground the tower while integrating it with the podium veil.

As we progress down the street past the integrated fire booster pumps and loading dock, behind the veil the loading dock and service areas have been placed at the southern end of the car park over ground and level 1 allowing for 1 SRV and 1 MRV truck together with the introduction of the necessary plant areas such as substation, switch room etc. all behind the unifying veil. This area is overlooked by the Building Manager from an office located in the corner of the development with views down Parkes Street.

At **section d-d** the new car park extent is considered as a singular podium articulated by a veil of undulating blades that recast the car park in 4 vertical parts.

This change of scale allows the car park to recede to be replaced by the undulating form of the veil. The screen follows the form of the car park in a loose flowing line. Finally at **section e-e** the screen undulates in front of the narrow end of the car park and the footpath is widened towards it in an expansion of the public domain along the Parkes Street Frontage.

Considered as an overall recasting of Valentine Avenue the impact of the redevelopment sees the street move from a disjointed and alienating vehicular environment into an attractive and engaging public domain, stitching into the overall uplift underway in the CBD.





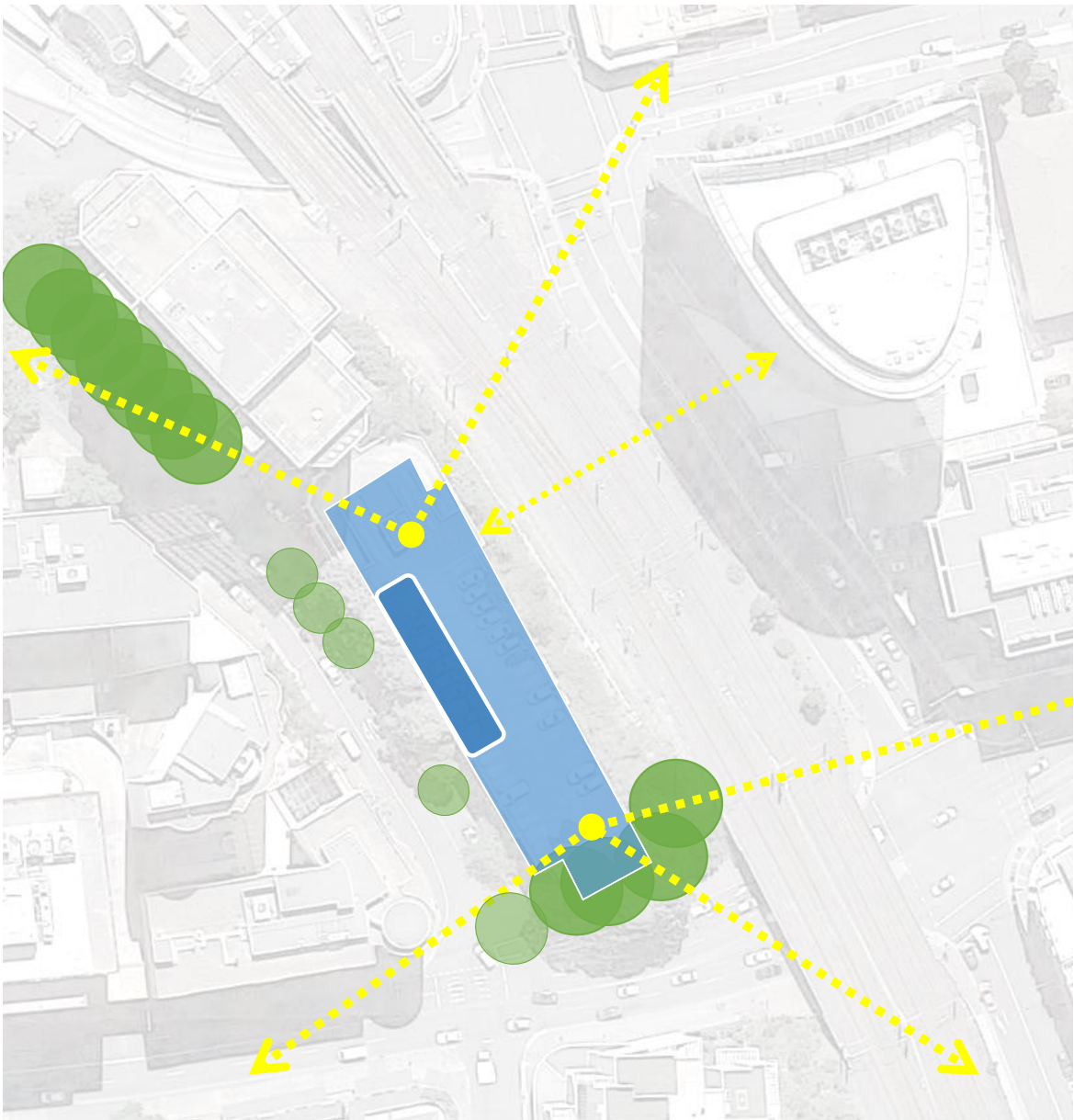
# TOWER ORIGINS

**Develop an office floor that maximises the potential of the site both in urban and commercial terms.**

The site is orientated with long faces approximately east / west and narrow faces to the north and south. The entire office component sits above the line of the rail corridor and the top third of the building also sits above the adjacent existing office building.

The adjacency of the rail corridor to the east affords the tower a significant visual curtilage in this direction with the nearest buildings being upwards of 60m away. The significant vistas to and from the building mentioned previously to the north eastern corner and the south western corner articulate the broadly rectangular floor plate and take advantage of the longest and most significant view corridors in these directions.

To the north east the view is back into the heart of Parramatta's evolving commercial core and to the south vistas open up along the train line and towards the new commercial expansion along Church Street. By placing the core on the western face the solar radiation onto the working floor has been significantly reduced while maximising the connection between workplace and outlook.

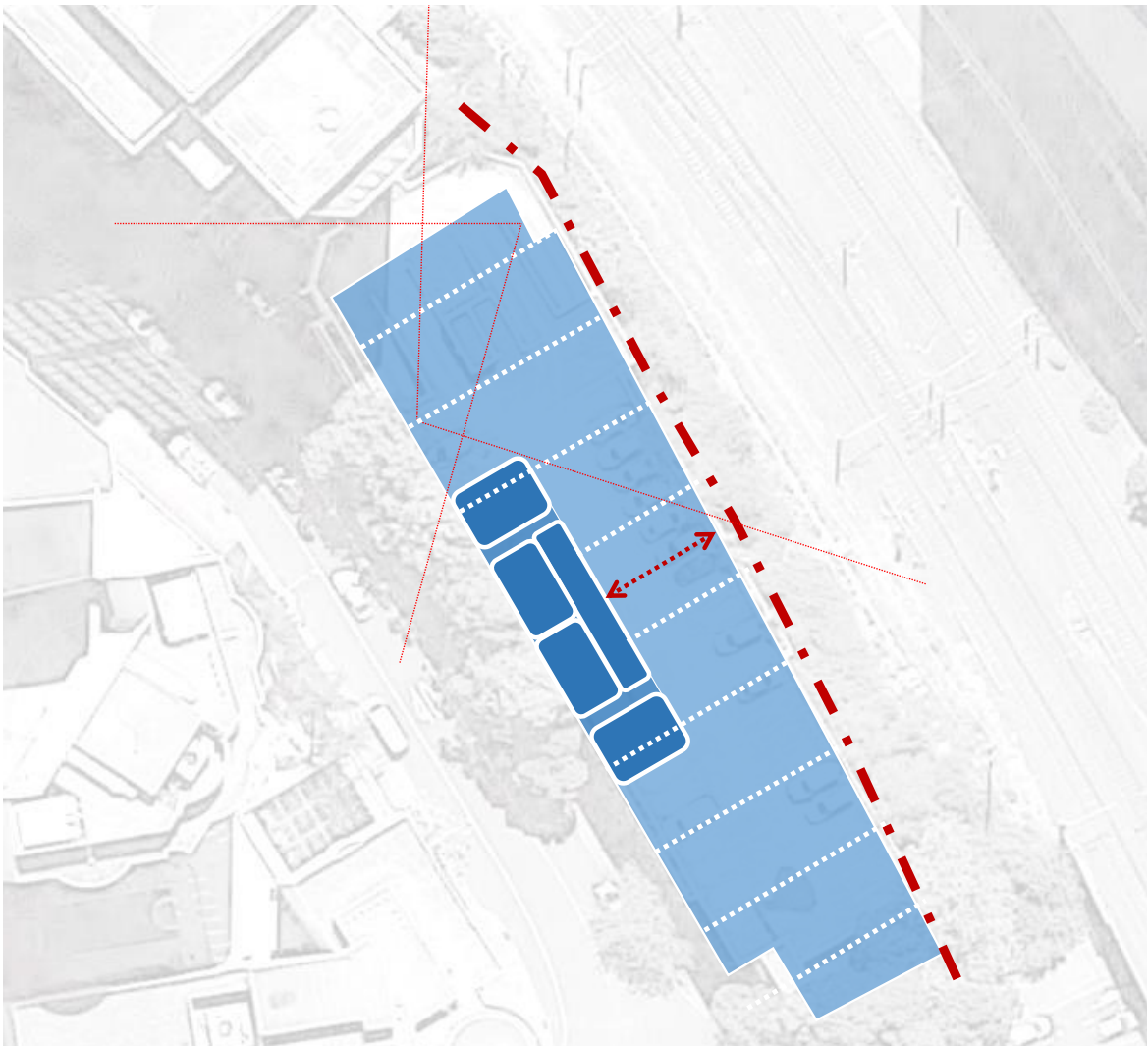


**Simple, efficient and logical planning**

The tower floor plate resolves a number of structural and setback challenges to provide a working environment with only 3 on floor columns and where space is contiguous and clearly understood.

At the north east corner the combined impact of the future rail tunnel setback and the setback from the above ground cables for the train line together with the car park ramps below serve to define the first possible structural grid from which the grids extend south based on a 1500 facade and ceiling module.

The engaged side core location affords the floor plate with a clear 12m in front of the lifts effectively merging the benefits of a centre core dimensionality with the efficiency of a side core. The building is served by 8 passenger lifts including one shared goods passenger with the car park levels being serviced from the lobby level via a dedicated passenger lift independent of the tower lifts.





# FLOOR PLATE LOGIC

Efficiency and flexibility together with ample access to light and views allow for a long term sustainable working environment capable of responding to an evolving working culture over time.

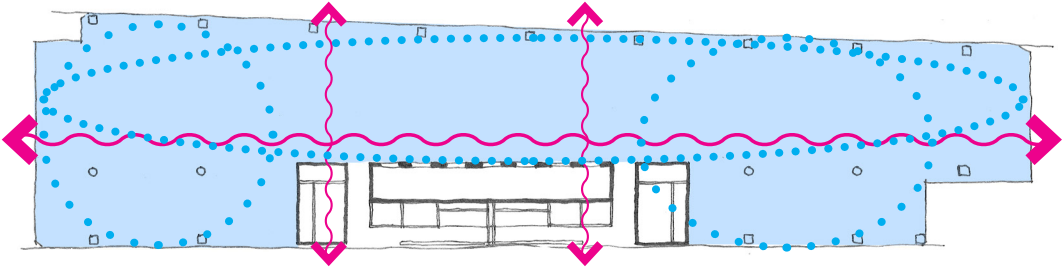
The engaged side core arrangement on an elongated floor plate allows for a high degree of flexibility in terms of space planning and team creation.

Optimised glass to glass dimensions and an abundance of the floor with view and daylight access support the creation of a working environment that is both legible from stepping out of the lift and responsive to specific corporate needs.

The majority of the building is assumed to be whole floor tenants and as such the lifts open directly onto the floor maximising NLA per level.

For the small number of levels that may become multi-tenant the core and floor plate arrangement allows for a flexible mix of tenants with the capacity to accommodate single or multiple tenants on a level without losing a large amount of NLA.

With a regular structural grid the building has the capacity for inter floor connection within practically any grid.

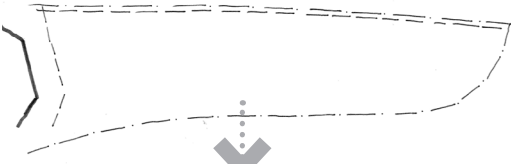


CORE PLACEMENT AIDS CLARITY OF FLOOR PLATE

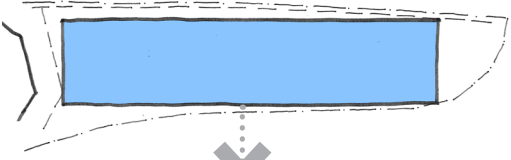


DAYLIGHT QUALITY ON THE WORKING FLOOR.  
ALL SPACE WITHIN 12M OF GLASS, ABOVE 71% WITHIN 6M

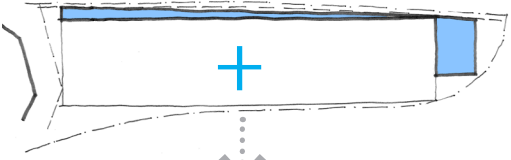
site and setbacks from the boundary and existing



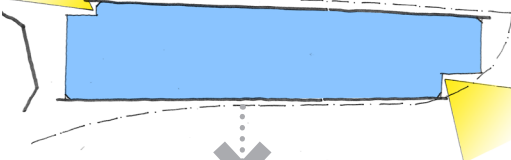
largest rectilinear floor plate



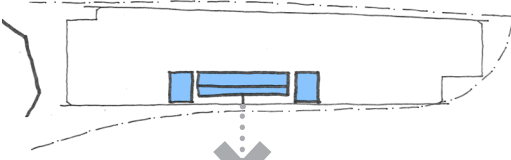
maximising the floor plate



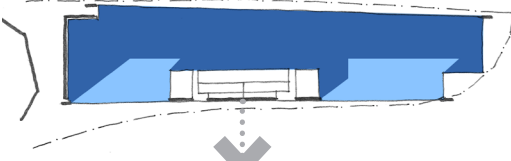
articulating the views corridors



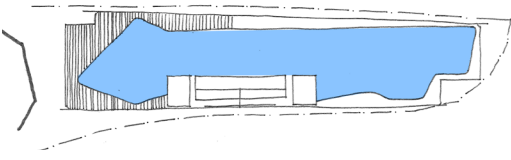
side core optimises regular floor plate



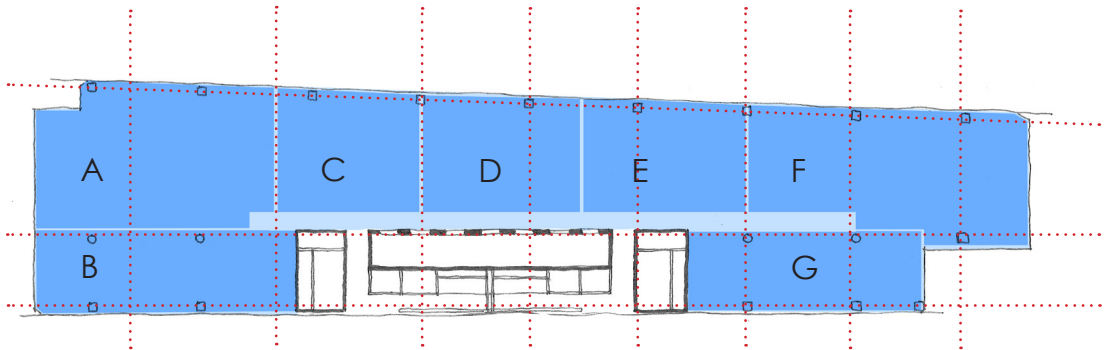
solar control to north face and core to west protecting the floor plate




reception floors add external terracing and amenity

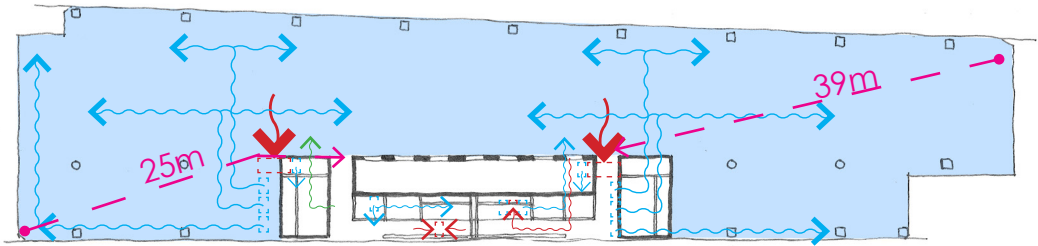


VIEW AMENITY ON THE WORKING FLOOR.  
ABOVE 87% WITHIN AN 8M VIEWING DISTANCE TO OUTSIDE



STRUCTURAL GRID AND  
SUBDIVISIBILITY DIAGRAM

AIR SUPPLY   
AIR EXHAUST   
COMMS /   
ELECT 



ON FLOOR SERVICES DISTRIBUTION STRATEGY AND  
FIRE STAIR LOCATION AND TRAVEL DISTANCES



# BUILT FORM

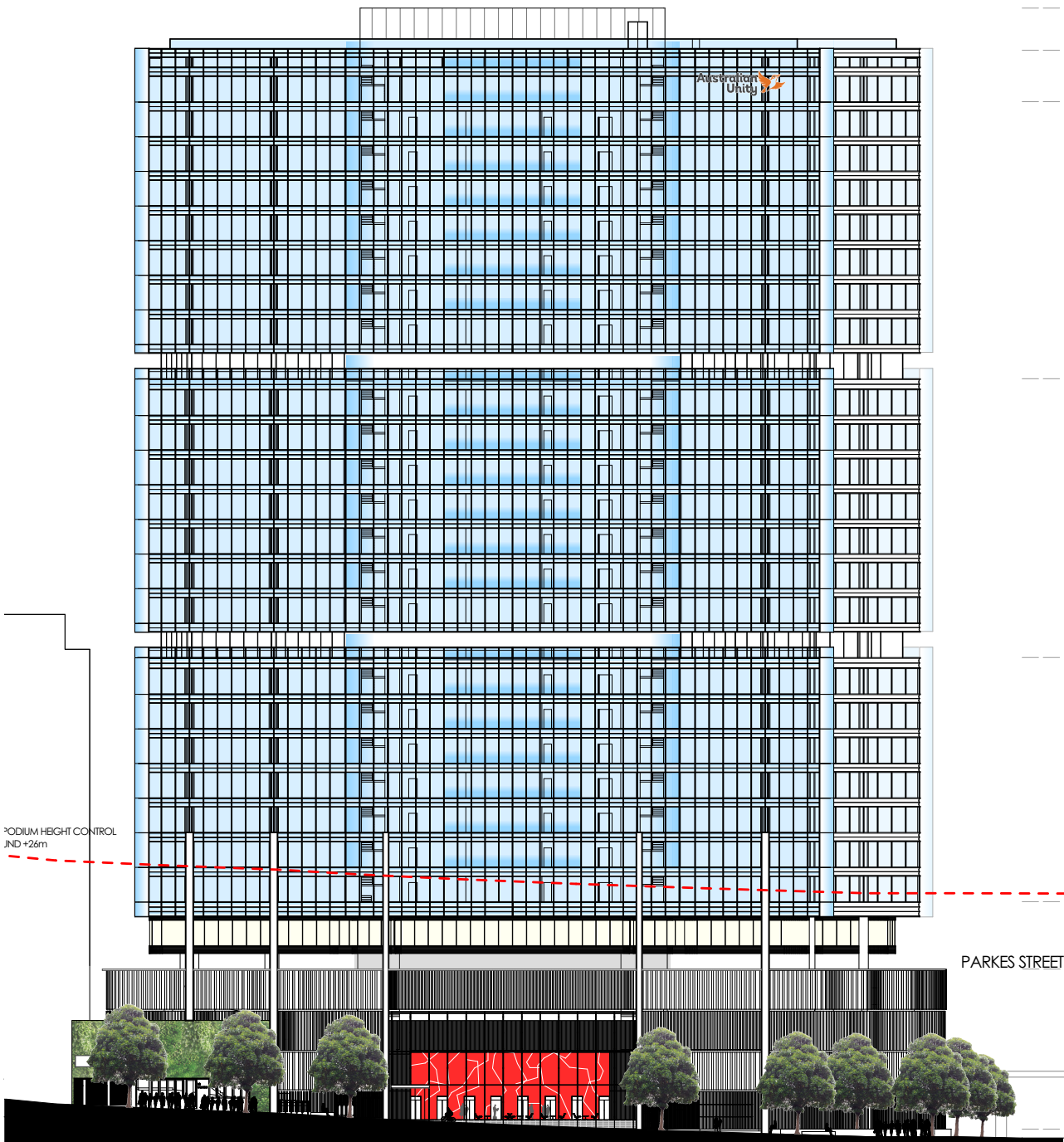
**10 Valentine Avenue will define the southern extents of the CBD and form a visual gateway to the scale of the CBD from the rail-line on entering Parramatta from the city.**

The strong horizontal created by its form is further explored in the expression of the tower as a series of horizontally proportioned elements. The car park is broken into a series of stacked horizontals above which is a recessed joint including the amenity floor below the tower and then the tower floors with their horizontal spandrel expression.

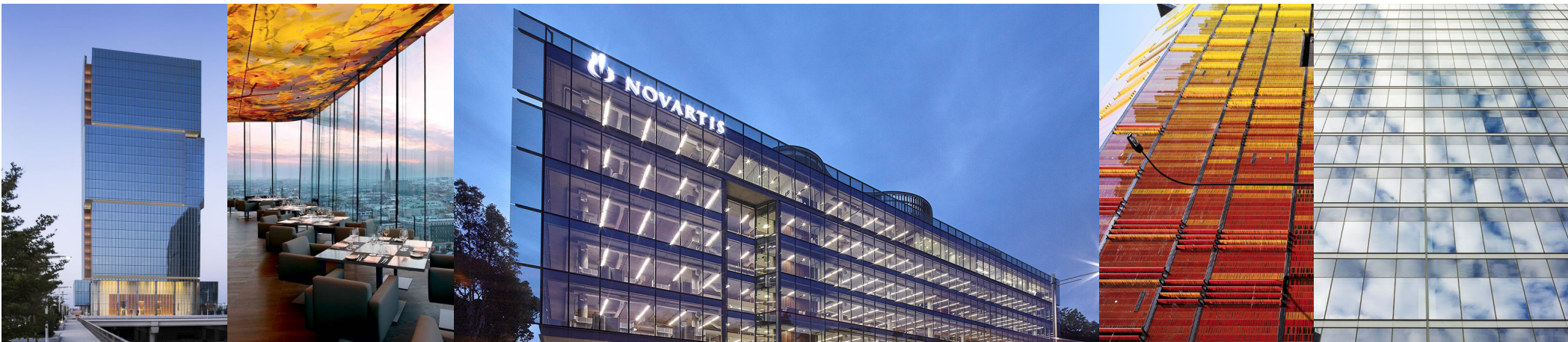
The city view of the tower is further enhanced by the creation of two distinct corners opening up to the views both north east towards the CBD and south west towards the southern expansion along Church Street. These open corners unify the tower as a single element and act as windows to the world focusing attention on both the growing heart of the CBD and its future expansion south towards the southern gateway to the city.

The office floors themselves are regular, flexible and filled with natural light thanks to the side core location onto Valentine Avenue and the narrow floor plate given by the sites proportions. The building is designed to accept either a large single user, a collection of medium size users or a mix of scales through the flexibility inherit in the floor design together with logical locations for further interconnection of levels.

The workers and the work produced within the building define the modern corporation of today. The skill is to create environments which people wish to be a part of, are attracted to, and in return further add to the urban tapestry we create.



valentine ave west elevation  
(Winning Scheme of Design Excellence Competition)





# BUILT EXPRESSION

## Attractive and distinct proportions in both long and short directions.

The facade detailing supports the plan form logic of the design through the elongation of the horizontal in the typical floor spandrel and consolidation of the three volumes through the introduction of a solid projecting fin panel at the end of both long façades.

The plant room on the roof is fully integrated into the volume of the top stack rather than treating it as another element. At the base of the tower the lower service pod floor is undercut from the tower expressing itself as an undulating horizontal form that together with a physical gap serves to separate the tower from car park.

The signage zones at the top of the building are integrated into the fabric of the design and offer good connection to the dominant vistas.

The car park screen is a series of vertical blades that serve to unify the base of the building as a singularity with movement of the louvres on plan adding shadow and texture to the building base.

The design seeks an enhanced level of detail and visual energy within the building podium despite the use. At night lighting of the car park screen from outside the concrete upstand takes the podium expression to a different level. The developed solution allows a matching of the function and visual positioning of the facade with its articulation and fenestration.

The highest level of facade detail and depth occurs within the podium zone, particularly along Valentine Avenue as the active frontage of the building.

The definition of the building forms through the use of light and colour in the two interstitial floors and the careful detailing of the office tower facade ensures its identity is understood from afar, creating a dynamic addition to the Parramatta skyline.



Station Street East Perspective  
(Winning Scheme of Design Excellence Competition)

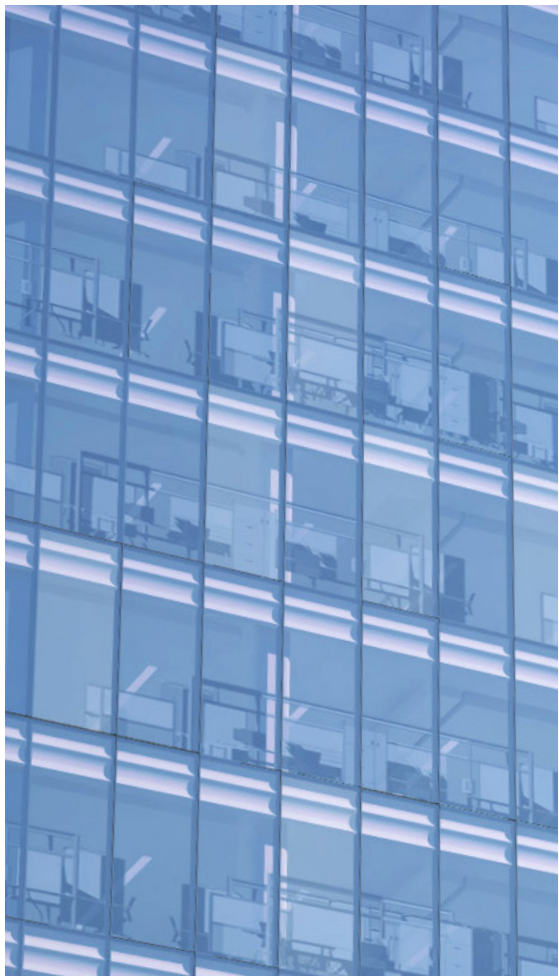




# THE BUILDING FACADE



facade typologies



TYPICAL FLOOR SPANDREL

## SCALE AND PATTERN

The facade systems are devised as identical curtain wall panels along both east and west façades articulated as three stacked rectangles held between a solid projecting vertical panel at each extremity.

Behind the glass skin of the western elevation the core facade is articulated as three vertical forms of stairs and amenities uniting all office levels in an inner layer that becomes more visible in certain lights offering a changing facade reading over the course of the day.

The central toilet zone here is treated as a half height wall with partly obscured glass to match the associated facades to the stairs allowing both light and aspect from the toilets on each level while protecting occupant privacy.

Contrasting with the sheer skin of the main façades the north and south façades are articulated as a stronger horizontal volumes through the stopping of the glass skin at the spandrel zone to exposed the aluminium curved spandrel.

## PANELISATION

The façade glass and panellisation is consistent to all façades being a floor to floor glazed system.

The façade is fabricated utilising a LOW-E double glazed unit within a standard aluminium curtain wall section. The glass is edge held in an industry standard structural glazed system and panellised in a standard 1.5m wide module x 3.7m high (floor-to-floor).

The varying spandrel zones are treated as industry standard insulated box units fitted to the inside of the façade, behind the DGU. The spandrel zone is articulated differently on

the main façades (east and west) than the north and south. The main façades have an 1000mm high spandrel spanning from floor level to a 2700 high ceiling zone, while the spandrel is articulated as two 500mm high curved panels accentuating the horizontal reading of these façades.

By contrast the north and south façades have no glass in front of the spandrel allowing the curved faces to be much clearer in their expression externally.

The spandrel zone is approximately 30% of the total surface area of the façade which, when added to the core surface area achieves the appropriate balance to address thermal comfort, glare and mechanical support.

## THE PODIUM

The podium reads as a rippling veil or screen either in glass, when office or in perforated aluminium blades when parking.

At ground level these blades are altered to a GRC to give a more masonry feel to the base which is further articulated by a curved seating plinth that acts to give the ground level a civic function and a grounding of the podium.

They have a repeating A-B rhythm with a contrast in blade depth articulating a subtle distinction. The multi-storey car park component is thus expressed as a five storey rippling veiled volume to the street.

The podium facade is further unified by a lighting strategy that accentuates the horizontal line of the joints in blades / levels.

## THE LOBBY

The delicate glazed facade of the lobby is held off a series of double vertical fin mullions restrained at 3 levels by a tension cable structure. The vertical fins fold over at the roof level and return to the face of the core to support a glazed roof above the lobby.

Within the lobby the primary Art element of the project is a digital art screen which covers most of the lift core wall to give a moving digital artwork to enliven both the lobby and the street beyond. This will be a first of its kind art screen in Parramatta and draws on the installation of two similar lobby screens in recent office buildings in San Francisco.

## THE FAÇADE SOLUTION

The façade has been designed to address the needs of:

- Enclose
- Minimising solar and radiant heat
- Controlling glare
- Providing amenity – visual, thermal and light
- Creating a building identity

It addresses the needs of access, maintenance and cleaning by utilising industry standard systems and procedures, creating a solution which is safe to install and maintain. In particular the building has been setback 1m from the rail corridor boundary to allow for all maintenance from within the property boundary.

This logical overlay of design objectives has created an appropriate design solution which enhances the core design objectives, and meets the necessary supply, construction and cost parameters.







