18 - 40 ANDERSON STREET

PARRAMATTA

URBAN DESIGN REPORT

April 2018

GRIMSHAW

Job Title: 18 - 40 ANDERSON STREET, PARRAMATTA

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18 - 40 ANDERSON STREET

PARRAMATTA

Parramatta

SYDNEY'S EMERGING GEOGRAPHICAL, COMMERCIAL AND CULTURAL CENTRE

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EXECUTIVE SUMMARY

This Urban Design Report proposes a mixed-use development on the project site of 18-40 Anderson Street, Parramatta, which is currently known as the Holiday Inn site.

This document will outline the existing challenges and opportunities of the site, while taking into consideration of future development of the surrounding Parramatta CBD. The report will then consider a **mixed-use proposal** composing of a new five-star hotel and high-quality residential buildings of appropriate density. The functionalities and densities of the proposal follows closely, and are extremely appropriate to Parramatta's long-term vision.

The subject site sits within the Auto Alley Precinct area as outlined in the Auto Alley Framework endorsed by the City of Parramatta. Going forward, this site has been identified as a priority for development due to its potential for increased density according to the Draft Parramatta CBD Planning Proposal, thereby offering a unique opportunity for redevelopment.

The proposal as presented in this report offers a five star internationally branded hotel that will position Parramatta as a destination for international tourism, and provide visitors immediate access to Parramatta CBD. Together with the residential component, the proposal's vision is to match the City of Parramatta's aspiration for growth.

This report considers the following documents (from the City of Parramatta):

- Parramatta LEP & DCP 2011
- Auto Alley Framework 2014
- Draft Parramatta CBD Planning Proposal 2016

The following consultants' reports have also informed this document:

- Strategic and Development Advice (Mecone)
- Strategic and Development Advice (AEC)
- Flooding Impact Assessment (Cardino)

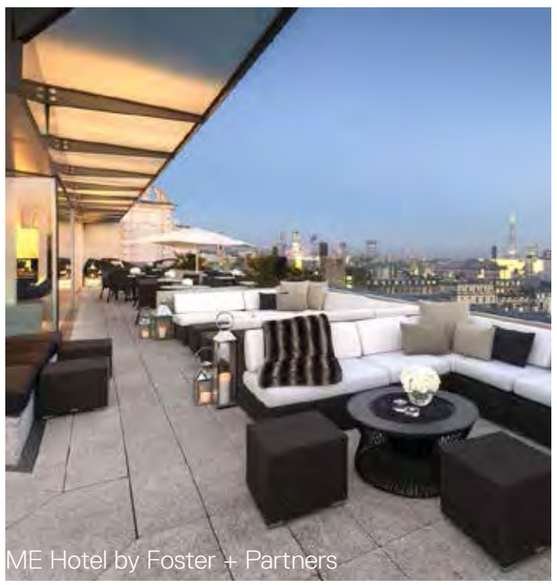
This report has been written by Grimshaw Architects to support a Planning Application lodged by Landream and the Holiday Inn.

Church Street, Parramatt

OUR VISION FOR 18-40 ANDERSON STREET

01

Provide a truly mixed-use development with parks, active retail, hotel accommodation, and residential


ME Hotel by Foster + Partners

02

Create jobs and enliven the precinct during and out of business hours in accordance with the intent of the Auto Alley Framework


333 George Street by Grimshaw Architects


Bath Spa by Grimshaw Architects

03

Contribute to the strategic balance of land uses in accordance with the guiding principles of Parramatta CBD Planning Strategy


Via Verde by Grimshaw Architects

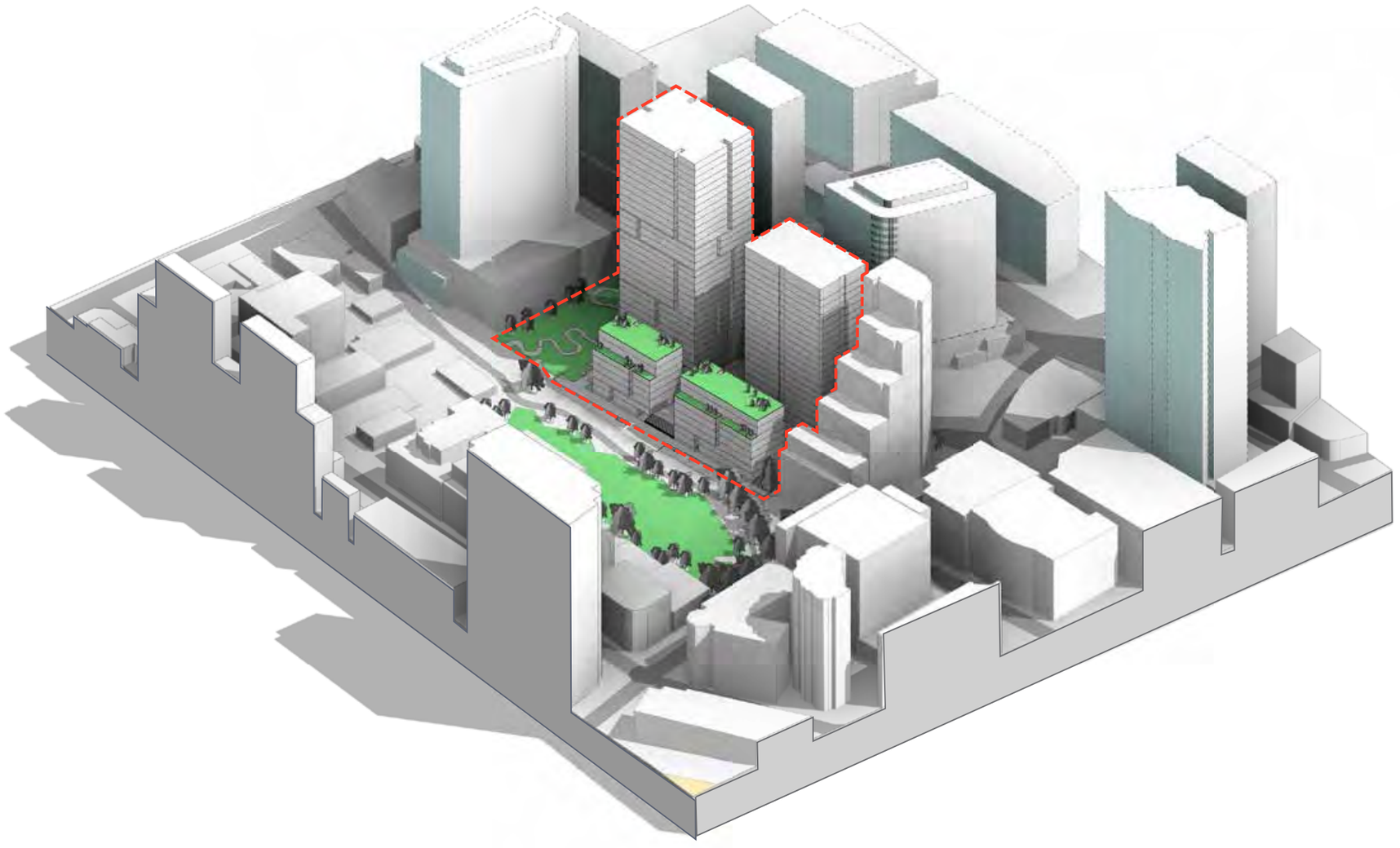
04

Upgrading a prime development site to support the changing dynamic of Parramatta CBD

18-40 ANDERSON STREET

The mixed-use precinct contains:

- Five-star, luxury hotel and service apartments
- High-end and diverse residential units
- Open green parks and rooftops
- Active ground level of retail, entertainment, and commercial
- Uninterrupted connections through and across site
- Lively external and internal streetscape and laneways



Hotel lobby
LaGare Milan Hotel, Milan

Apartment unit
Artistic Impression, Epson Road Apartments, Grimshaw Architects

Active public open space
The Highline, New York

Lively internal streets and laneways
Spice Alley, Sydney

01_
BACKGROUND + CONTEXT

PARRAMATTA IN CONTEXT

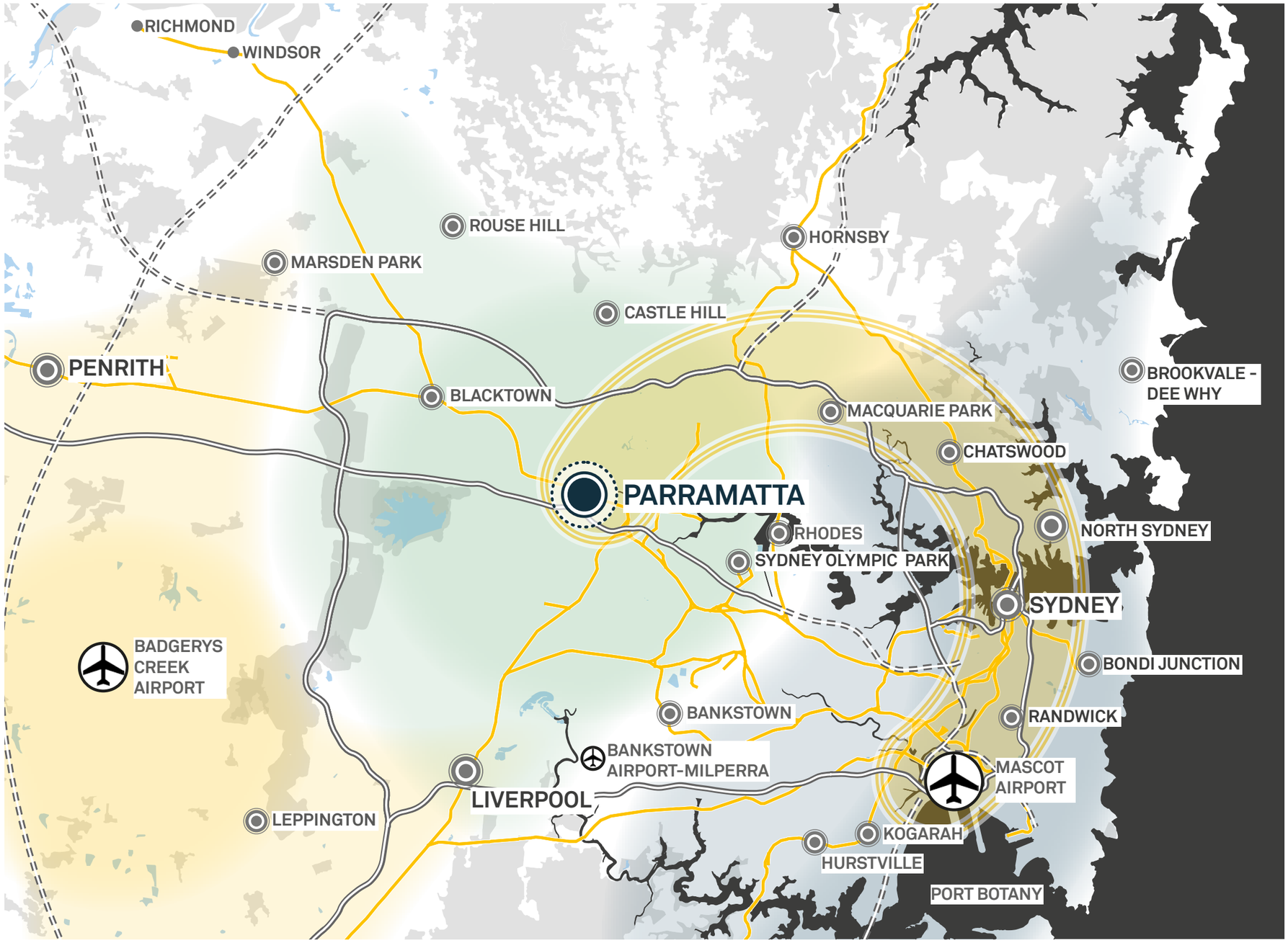
In order to meet population growth with urban intensification of high amenity, and to rebalance the demands on Sydney's transport network, Parramatta's evolution as one of Australia's foremost central business districts is undoubtedly a strategic necessity to enable the future economic growth and prosperity of New South Wales.

The many cultures that contribute to Parramatta's eclectic nature have been meeting in Parramatta for decades, each shaping the city with their unique attributes; from the early years of trade, to the recent influence of food, retail, music and culture.

Today, Parramatta is a lively city, a hub of dining, shopping, commerce, and entertainment. A place where people come together to enjoy a unique cultural life that is both proud of its past and excited about its future.

The Greater Sydney Commission's District Plan for Parramatta fully supports its CBD to emerge as a powerhouse for new administrative, business services, judicial and educational jobs, along with increase in lifestyle opportunities. Significant and unprecedented expansion in public transportation in the area will enable and foster urban revitalisation for a new pattern of high density and diversity transit-oriented living.

This project will carefully study Parramatta's unique characters, its significant relationship with Sydney, and its future potentials. The project aims to have a pivotal and leading role in the area.



PARRAMATTA DEMOGRAPHICS + SITE CONNECTIVITY

Parramatta CBD

Population
2016 25,798
2036 34,353
+33.2%

Housing
2016 9,643
2036 13,600
+41.0%

Jobs
2016 55,508
2036 75,921
+36.8%

Age
0-14 9.0%
15-39 62.9%
40-64 20.1%
65+ 8.0%
Median Age: 31

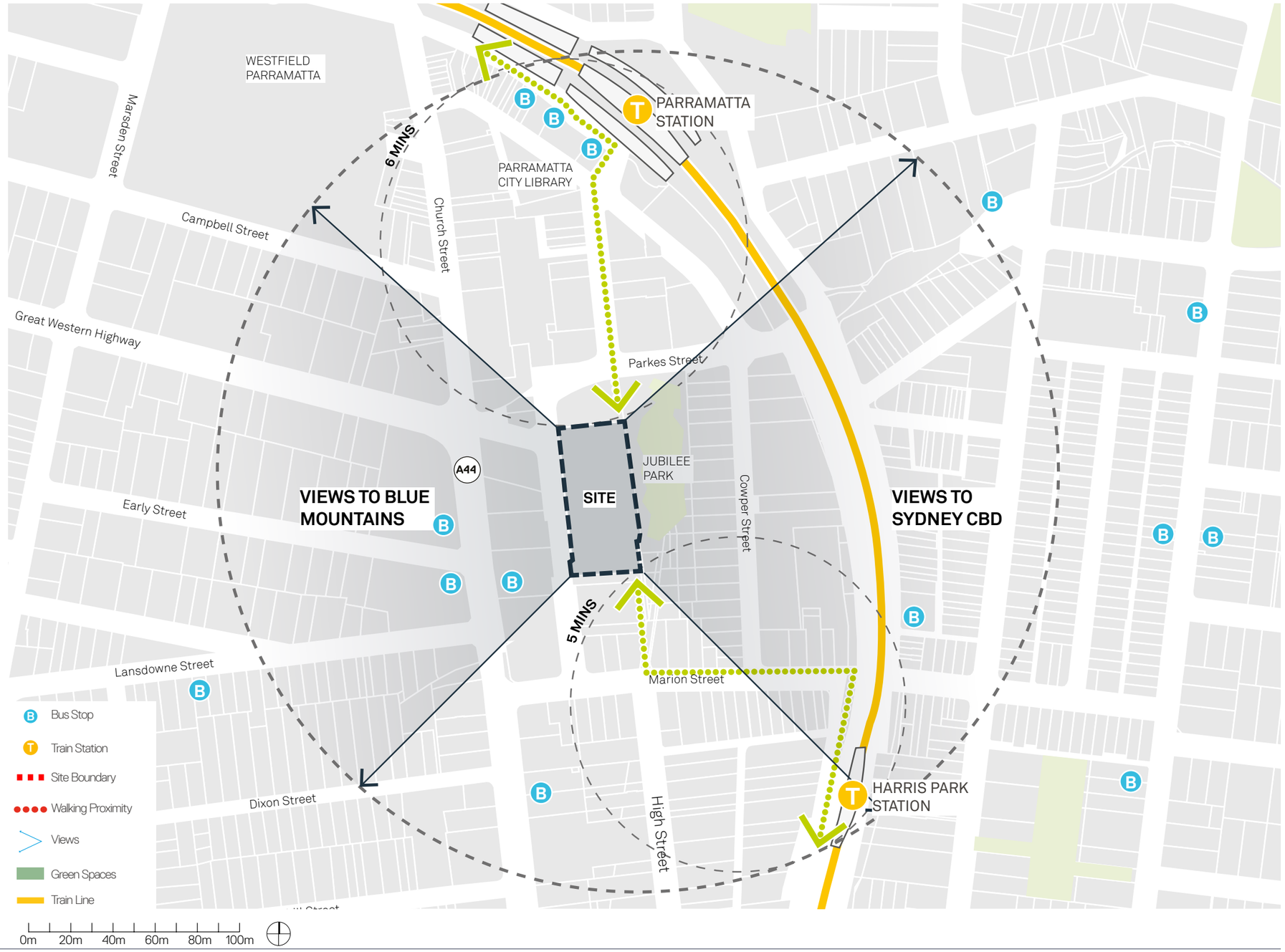
Average Household Size
2.6

Median Total Household Income
$1,739/week

Cars/Household
1.0

Ethnicity (Birthplace)
16.7% - India
13.0% - Australia
5.0% - China (PRC)
0.8% - Iran

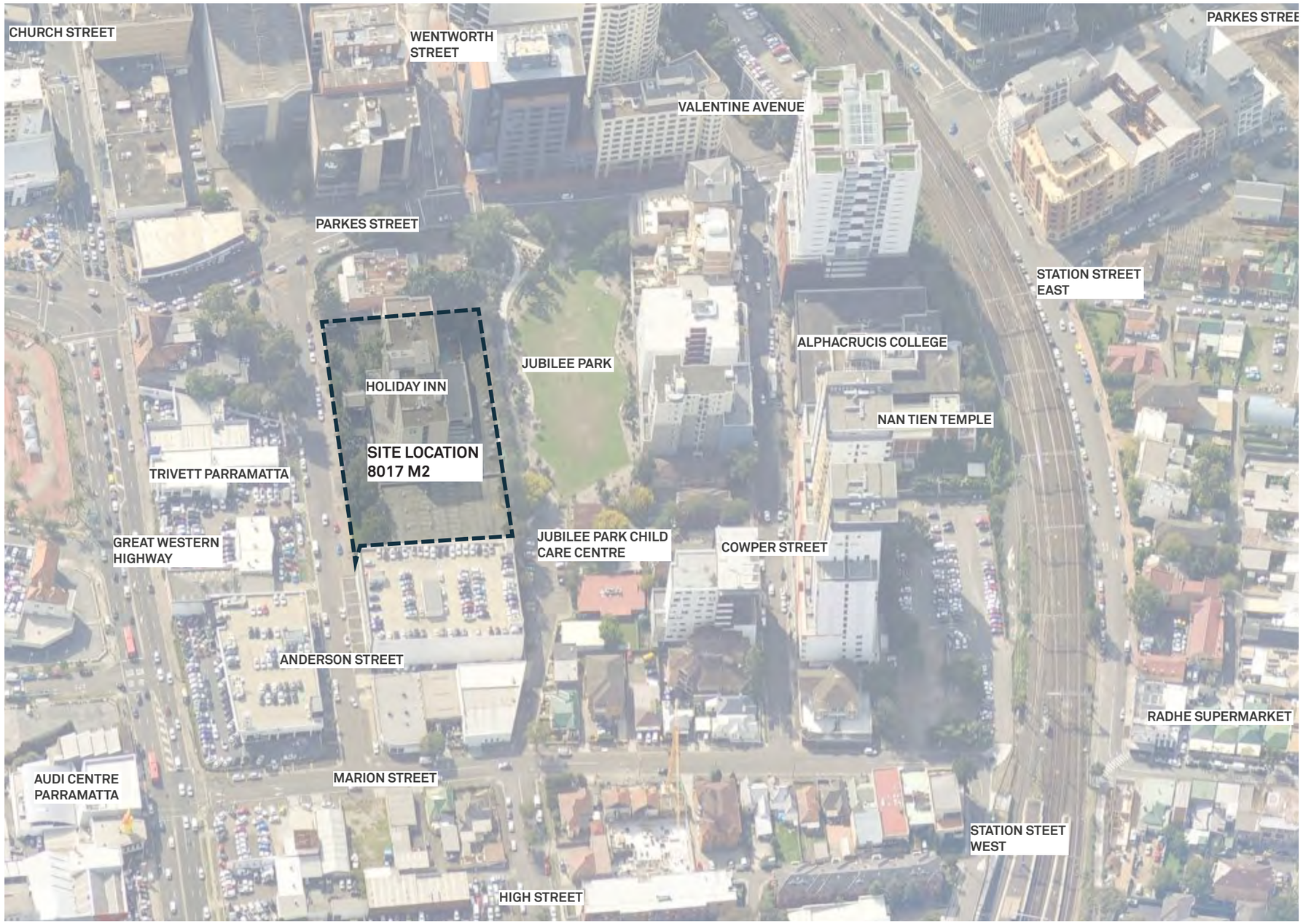
Source: 2016 Census of Population and Housing (Parramatta), Australian Bureau of Statistics
Parramatta CBD Planning Framework: Economic Analysis, SGS Economics & Planning



SITE CONTEXT

The subject site is located on the edge of Parramatta CBD and within the Auto Alley Precinct. The site is rectangular in shape, with a frontage of approximately 130m to the west on Anderson Street. To the east the site is flanked by Jubilee Park, to the north by the recently approved development of 5-7 Parkes Street, and to the south an existing two storey carpark. The site has been occupied by hotel functionalities since 1991, and is currently operated by the Holiday Inn.

The north-eastern corner of the property is occupied by two large trees which have been retained for the purpose of this study. To the south of the site, the property occupies a drainage easement, which lies in-ground and below the existing two storey carpark.



Source: Aerial photo from Nearmap

Site Info

	Lot No.	Address	Area
1	**Lot 20 / DP 792518**	18-40 Anderson Street	8017m²

Key Information:

- Parramatta can be accessed in under 30 minutes by express train, and 40 minutes by road from Sydney CBD.
- Distance to Parramatta Station is under 500m walking distance from the site.
- Parramatta Transport Interchange is located under 300m walking distance from the site.

Existing Planning Controls

Control	City of Parramatta LEP 2011
Building Height	18 metres
Land Use Zone	B5 Business Development
Floor Space Ratio	4.0 : 1

ENVIRONMENTAL ANALYSIS

The existing environmental conditions of the site must be carefully considered in the proposition of a new development. Any proposed increase in density must be balanced against maintaining or improving the existing amenity and quality of surrounding space.

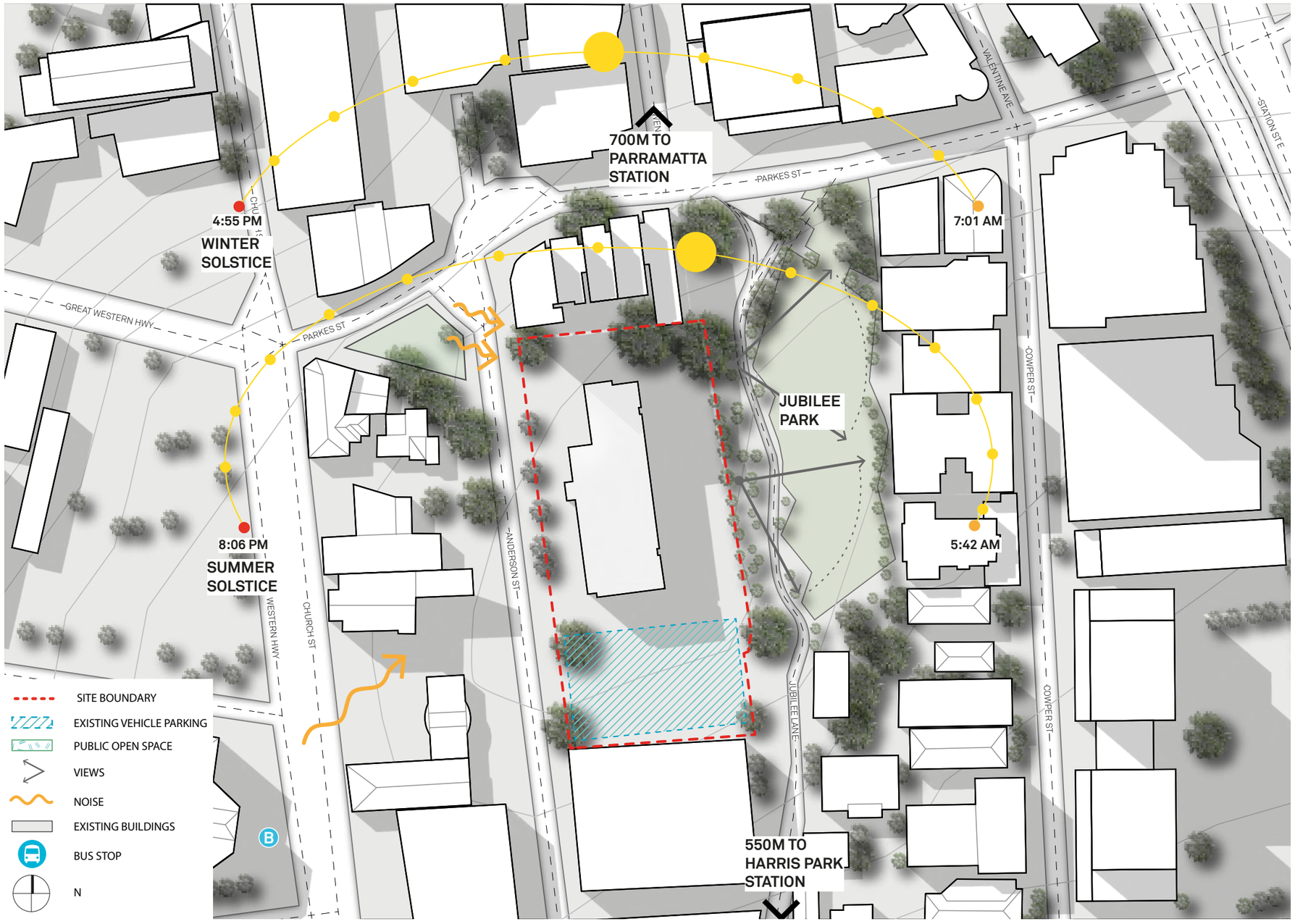
The site benefits from an east facing frontage to Jubilee Park, which includes a children's playground, pedestrian and cycle paths, exercise equipment, and an associated child-care centre.

The Holiday Inn, currently situated on the subject site, complies with the Solar Access Plane Control. Shadow diagrams in the following chapters of the report demonstrate the extent of overshadowing on 21st June caused by the Holiday Inn building and the future development at 5-7 Parkes Street.

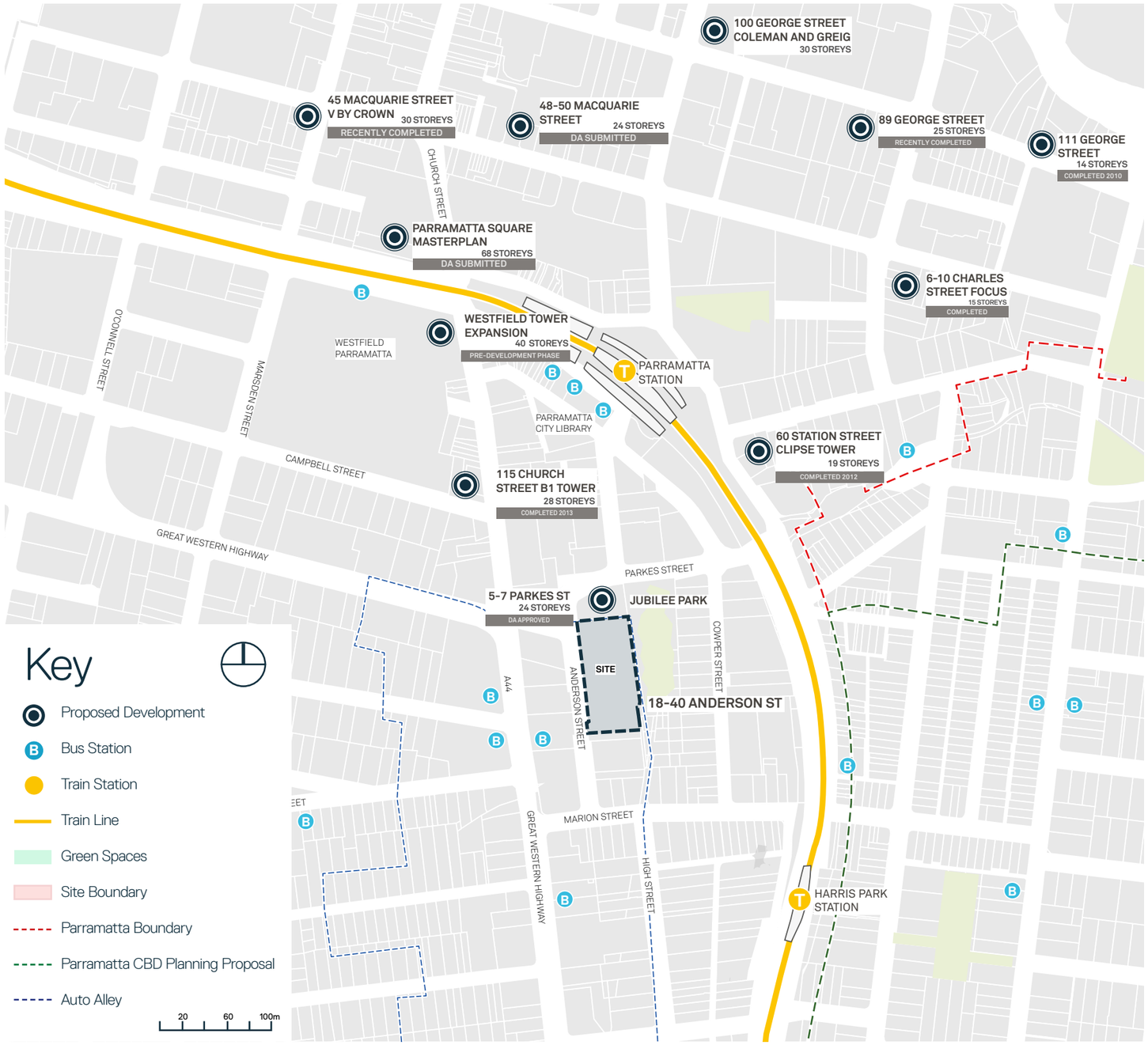
Topographically, the site contains a negligible total level change. The landscape falls gradually from both northern and southern ends, with RL +10.7 and +10.9 respectively, to the centre of the site at RL + 10.2.

A storm water drainage easement cuts through the site from east to west at the southern end. The proposed development design will need to be approved by the Sydney Water structural division as advised by Cardno Engineers.

The easement is situated in a portion of the site designated as open space by Parramatta City Council. The building footprint and allocated public realm thus must seek to avoid over-build impacts to the easement below.

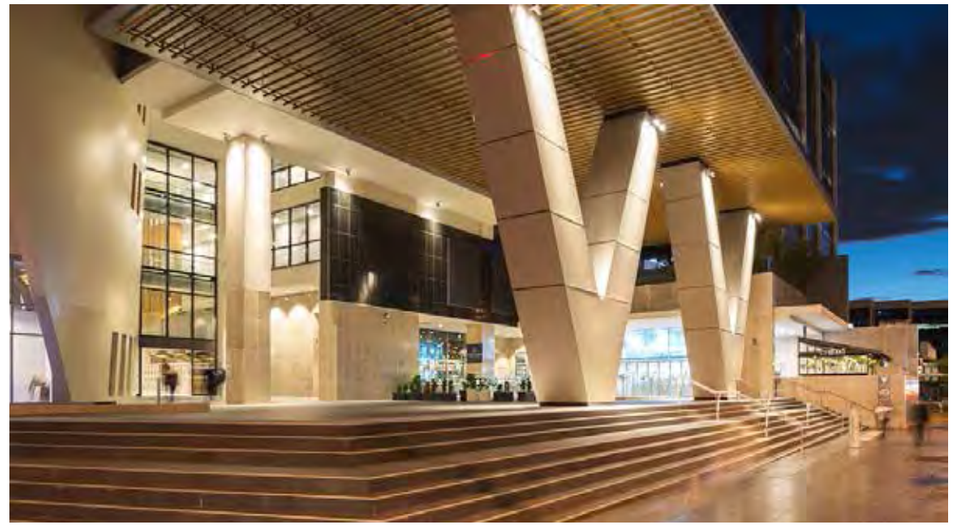


SURROUNDING DEVELOPMENTS



Westfield tower expansion

Parramatta Square

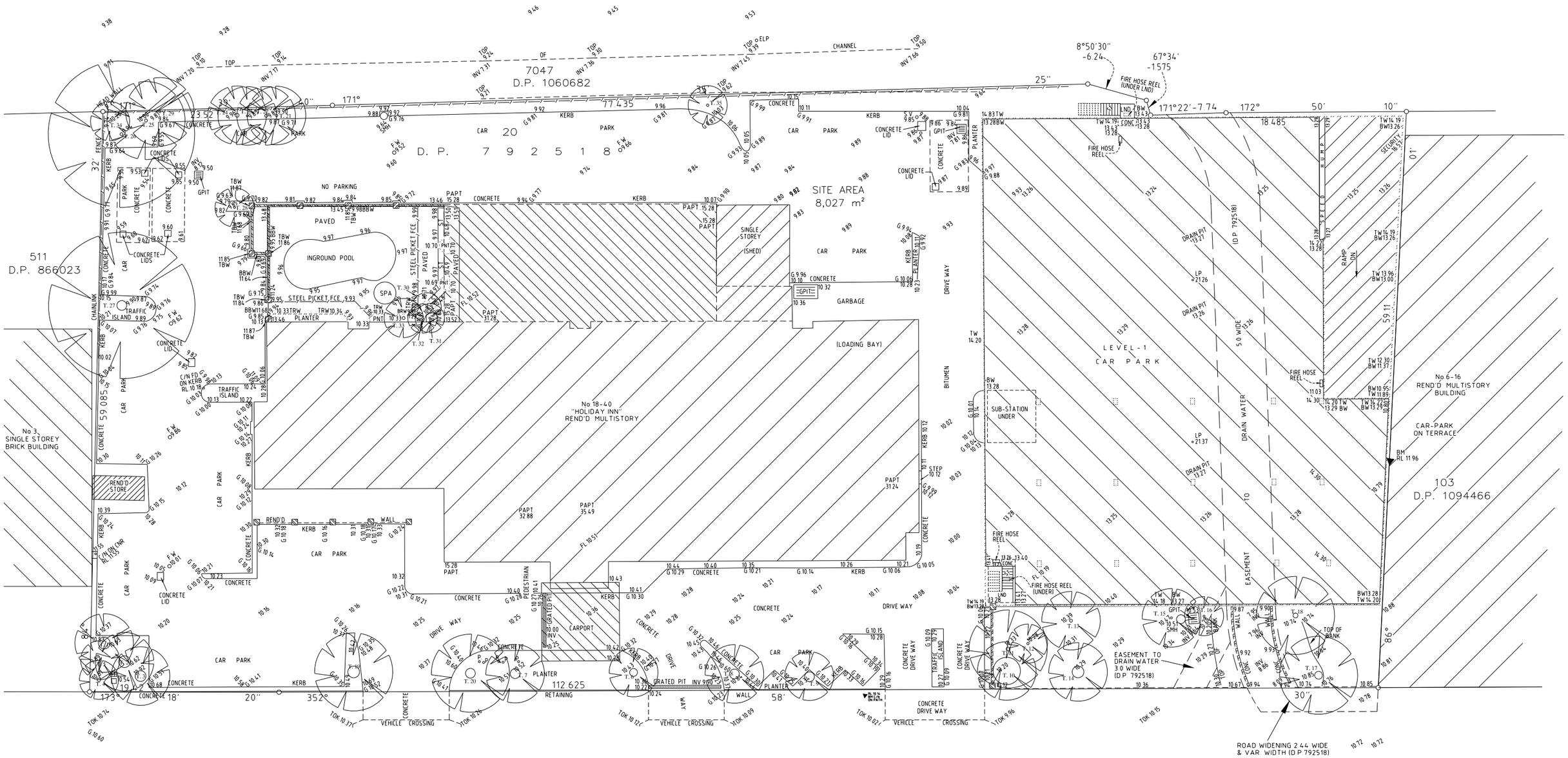


V by Crown | 45 Macquarie Street

Four Points by Sheraton

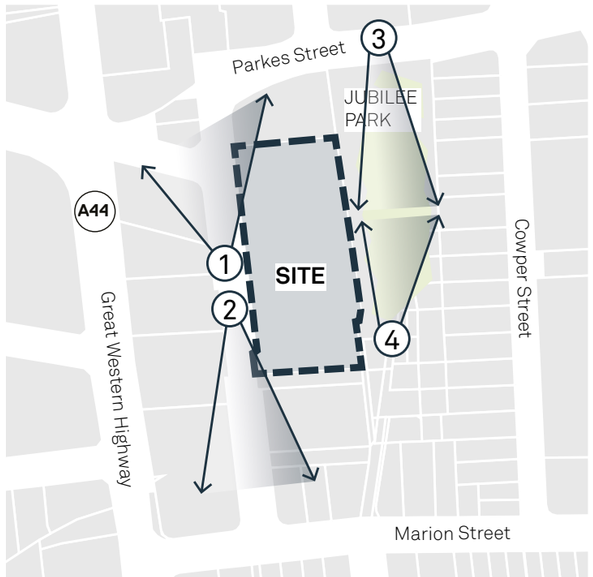
48-50 Macquarie Street

TOPOGRAPHICAL SURVEY PLAN



Source: ATS Land & Engineering Surveyors Pty. Ltd.

EXISTING SITE STREET VIEWS



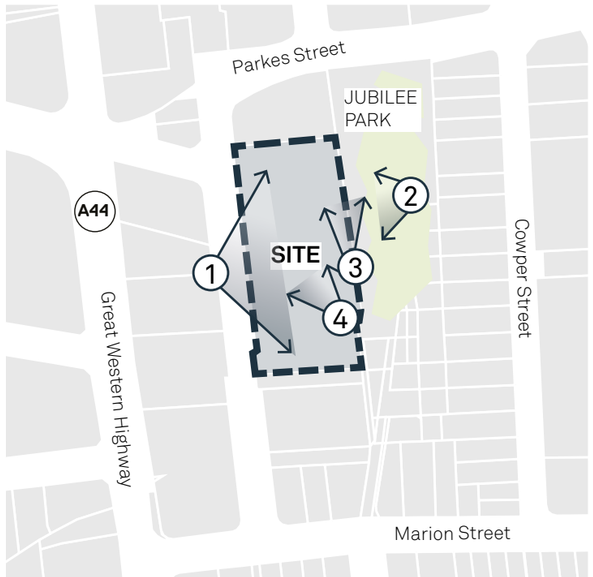
View 1 - Anderson Street to Parkes Street (Google Street View)

View 2 - Anderson Street to Marion Street (Source: Google Street View)

View 3 - Parkes Street to Jubilee Park (Source: Google Street View)

View 4 - Jubilee Lane to Jubilee Park (Source: Google Street View)

EXISTING SITE CONDITIONS AND SURROUNDS



View 1 - Existing Holiday Inn (www.Hotel.com)

View 2 - Jubilee Park (Source: www.parraparents.com.au)

View 3 - Existing Flood Drainage (Source: photos from Cardno)

View 4 - Existing Flood Drainage (Source: photos from Cardno)

02_
CHALLENGES + OPPORTUNITIES

KEY CHALLENGES

The site faces a number of environmental and development challenges that need to be managed to ensure that the area provides adequate housing and employment opportunities. These include:

- The site is currently and in future zoned for commercial uses; namely 'A grade' office buildings with large floor plates (Source: "18-40 Anderson Street, Parramatta: Economic Impact Assessment", AEC)
- With existing and future residential development surrounding the site, the potential for commercial office development on the site is further diminished.
- Considering current poor public realm and connectivity in surrounding context
- Managing and improving existing landscape features, green spaces and amenity
- Resolving the transition between existing auto dealership premises and proposed new development
- Any development of the site needs to strictly comply with the sun access protection provisions related to Jubilee Park
- The site undergoes significant existing flood conditions. There is a great need for a proposition that provides a resolution to such hydraulic circumstances

If not treated properly, the above challenges may severely restrict the development potential of the site, however, it is considered that the challenges can be managed through appropriate design and consideration of context.

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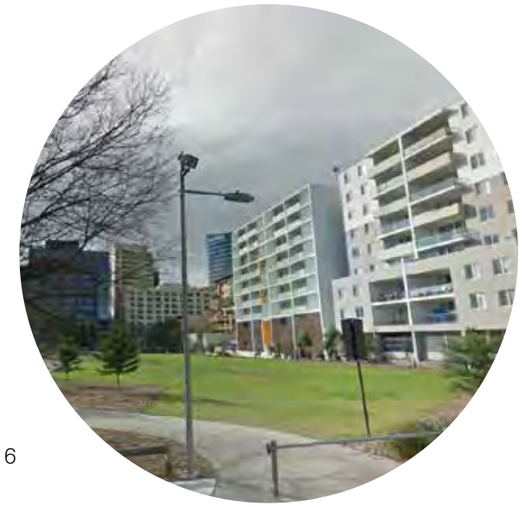

6

1. Barangaroo Development, Sydney, Renzo Piano
2. Dyldam's proposed mixed-use residential complex in Auto Alley
3. Parkes Street
4. Flood drainage on site
5. Existing car dealership around the site
6. Jubilee Park

KEY OPPORTUNITIES

The challenges created by the growing demands of the Parramatta CBD and Auto Alley Precinct create opportunities for the subject site. In particular, development of the site aims to:

- Meet the demands for increased density, delivering opportunities for new benefits in close proximity (better facilities, employment, open space, transport infrastructure)
- Provide a five star international hotel offering based on strong market demand and Parramatta's emergence as Sydney's second CBD
- Provide high-quality housing in an area with excellent access to public transport, retail and employment centres
- Provide a vibrant mix of housing diversity
- Reinforce and enhance the existing community identity
- Provide enhancements to the currently under-performing public realm
- Improve connectivity across the site by considering existing and future pedestrian links
- Provide high-quality, safe open public space
- Address and activate the frontage along Anderson Street
- Preserve and enhance the green landscape along Jubilee Park

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1. Cherrybrook Master Plan, Grimshaw
2. Central Park, Sydney, Ateliers Jean Nouvel
3. Proposal of Parramatta Square, JMD
4. Epping Town Centre, Grimshaw
5. Spencer Lane Apartments, Alexandria, Grimshaw
6. Skøyen Masterplan, SHL Architects

PLANNING CONTROLS

The local context, and the current planning controls under the City of Parramatta LEP 2011, do not yet reflect the opportunities created by the Draft Parramatta CBD Planning Proposal.

Existing Land Use

The existing context is currently characterised by 1-2 storey auto dealership premises along Church Street, which back onto Anderson Street. Jubilee Park is situated immediately east of the site, and which has 8-10 storey residential units backing onto its western boundary. To the north along along Parkes Street, being the fringe of Parramatta CBD, there exists a number of 5-10 storey office buildings.

Existing Planning Context

The site is characterised in the City of Parramatta Local Environment Plan 2011 as being within zone B5 'Business Development'. The objectives of this zone as stated in the Plan are:

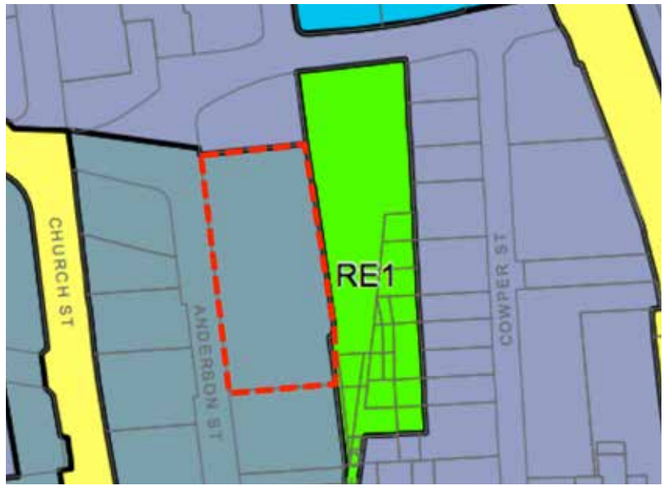
- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
- To maintain the economic strength of centres by limiting retailing activity.
- To enable land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To encourage a range of tourism, recreation, function and entertainment uses in proximity to the Rosehill Racecourse, the Parramatta River and the Western Sydney University.
- To provide for automotive businesses, trades and services to reinforce the existing functions of land within the zone.
- To ensure that development is arranged and carried out in a way that does not intrude on the amenity of adjoining residential areas or detract from the function of commercial development in the commercial core.

(Source: NSW Legislation - City of Parramatta LEP 2011)

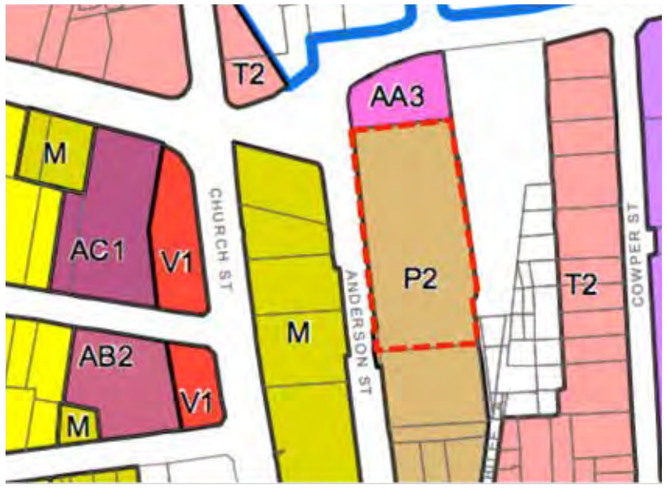
Clause	Control	Comment
Land Use Zone	B5 - Business Development	Proposed to be changed to B3 - Commercial Core due to the proposed Draft Parramatta CBD Planning Proposal.
Height of Buildings	18m	Proposed to be increased to 80m due to the proposed Draft Parramatta CBD Planning Proposal.
Floor Space Ratio	4.0 : 1	Proposed to be increased to 6.0:1 due to the proposed Draft Parramatta CBD Planning Proposal.
Heritage Conservation	Nil	The site is not a heritage item, is not located in a heritage conservation area and does not adjoin a heritage item or conservation area.
Sun Access	Jubilee Park Sun Access Plane	Jubilee Park, adjacent to the site to the east, is protected from overshadowing by clause 4.3.3 of the Parramatta DCP 2011.
Design Excellence Competition	Required for developments above 55m or capital value greater than $100M.	If undertaken the proposed development is potentially eligible for additional 15% FSR and building height.

PLANNING CONTROLS

Existing LEP 2011



Land Use Zone B5 - Business Development

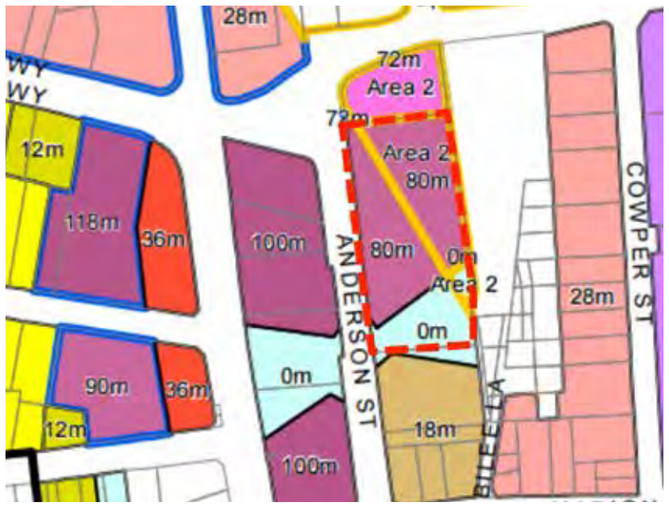


Building Height - 18m

Floor Space Ratio - 4.0 : 1

Draft Parramatta CBD Planning Proposal 2016

Land Use Zone B3 - Commercial Core



Building Height - 80m

Floor Space Ratio - 6.0 : 1

AUTO ALLEY PRECINCT

Adjacent to the subject site lies within the bounds of the Auto Alley Precinct, which was the subject of a strategic planning review undertaken by the City of Parramatta. The Auto Alley Framework proposes the creation of a commercial spine along Church Street flanked by mixed uses with densities highest along Church Street. We understand the strategic review was adopted by Council in 2014 and informed the Draft Parramatta Planning Proposal that followed.

We understand this strategy is being adopted as a solution for Parramatta CBD to meet the increasing demand for large scale sites suitable for A-Grade office development.

As a result the planning strategy proposed an FSR increase of 6.0:1 and building height of 80m for the site. The land use zoning was proposed to remain as B5 - Business Development The subject site of 18-40 Anderson Street is unique in that it is the only site zoned for commercial use that does not front Church Street.This anomalous zoning disrupts the overall strategic land use pattern in the precinct

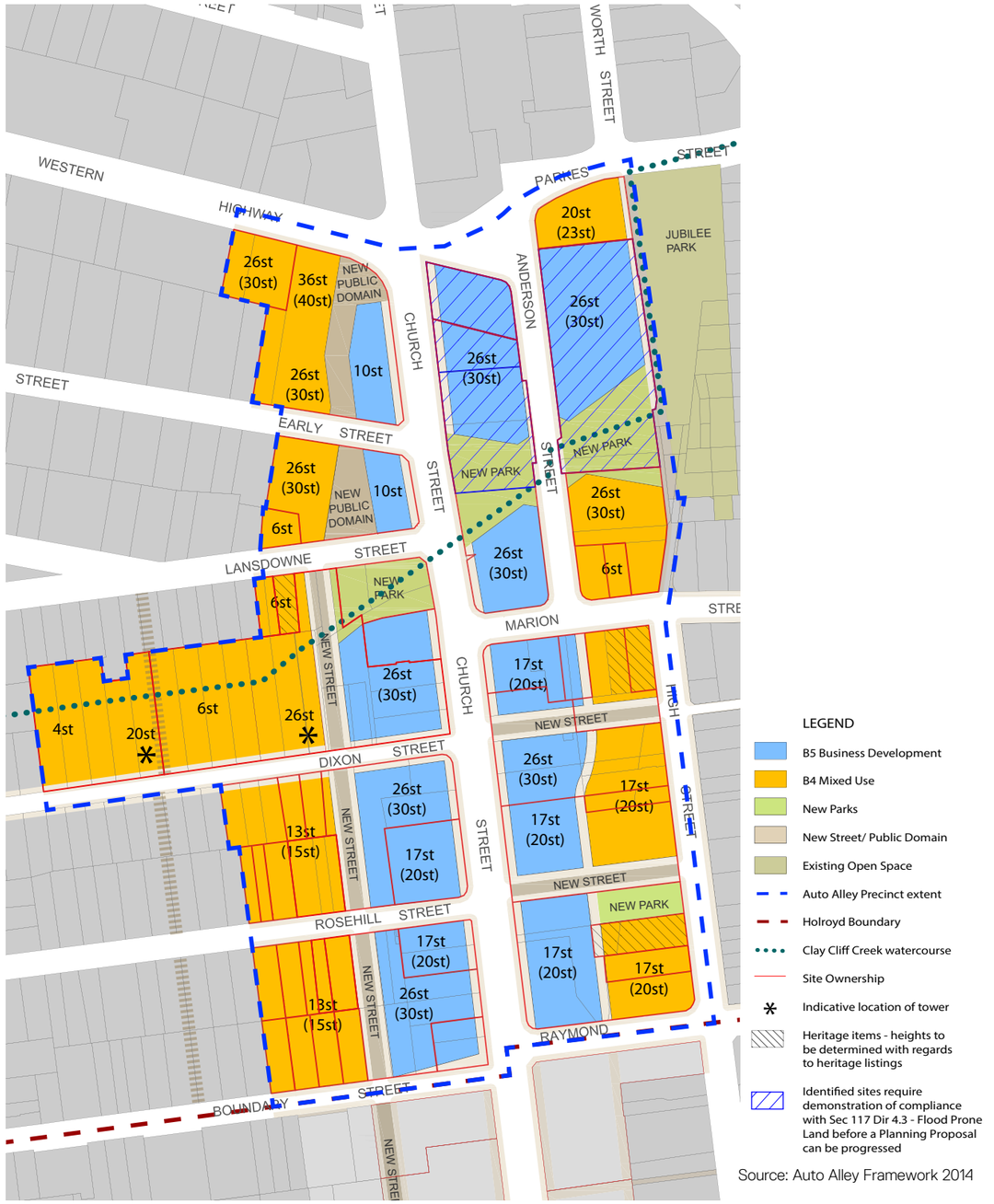
Reason for excluding the site from having any potential residential uses was based on a conclusion by the City of Parramatta that land is within a high hydraulic hazard area;

"Further consideration of Option 2D has raised concerns about permitting residential uses, particularly at the densities proposed on the Holiday Inn site, in a high hydraulic hazard area....In light of this, it is recommended that Option 2D be modified to retain a B5 zoning on the Holiday Inn site."

(Source: Council Meeting of 8 September 2014: Discussion of Holiday Inn site discarded option to rezone site for B4 Mixed)

Existing Auto Alley Precinct along Church Street

Proposed building density for Auto Alley Precinct



Source: Auto Alley Framework 2014

DEVELOPABLE FOOTPRINT CONSTRAINTS

The subject site of 18-40 Anderson Street has total site area of 8,017m2.

After taking into consideration required setbacks from the existing drainage easement and proposed green link between Anderson Street and Jubilee Park the resultant area measures 6,416m2.

A minimum 12m bulding separation from the development of 5-7 Parkes Street (non-habitable facade) is proposed as the residential component (habitable facade) addressing Jubilee Park is only 8 storeys.

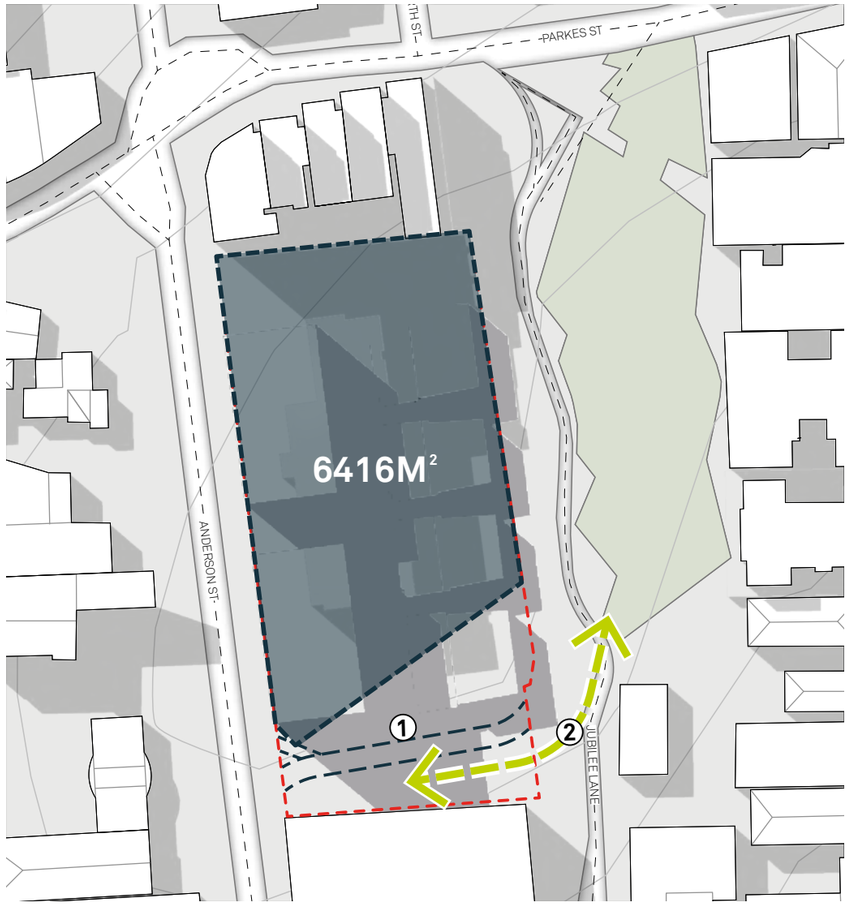
A 3m setback along the eastern boundary fronting Jubilee Park is also required according to the Parramatta DCP 2011.

Once all required setbacks at ground level are taken into consideration the resultant developable footprint is measured as 4,991m2.

TOTAL SITE AREA 8,017 M²

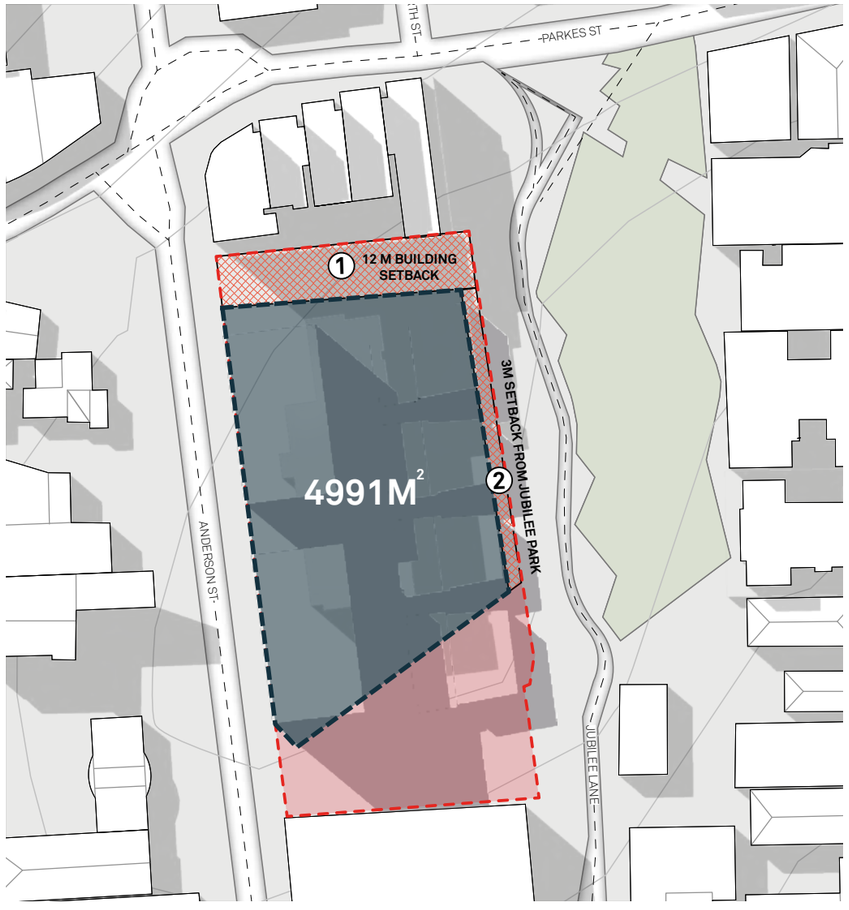
AREA TO BUILD UP 4,991 M²

Drainage Easement + Green Link



1. 3m setback from existing drainage easement
2. Potential green link to existing Jubilee Park

Setback Controls



1. According SEPP 65 and the varying height of development adjoining 5-7 Parkes Street the proposal with require both 12m and 18m building separation
2. 3m building setback from Jubilee Park according to the Parramatta DCP 2011

BUILDING HEIGHT + SOLAR ACCESS PLANE

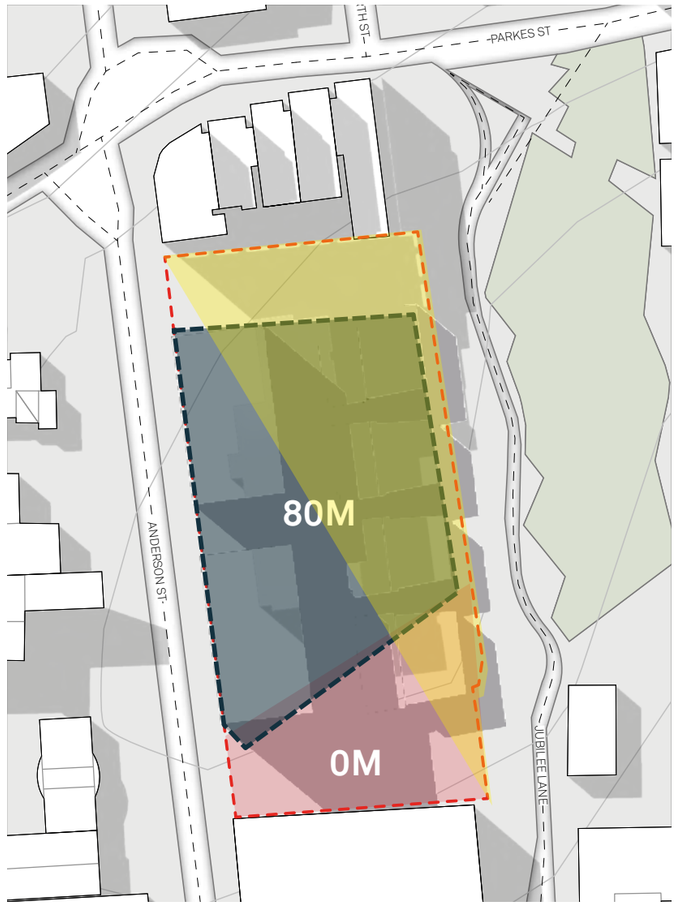
According to the Draft Parramatta CBD Planning Proposal the proposed building height control is 80m for the developable portion of the site and 0m for the proposed green link between Anderson Street and Jubilee Park. This height limitation not only allows for solar access, but also enables the through site link between Dixon and Lansdowne Streets (mentioned in "Auto Alley Planning Framework"). This through site links also allows for a better pedestrian connection to Jubilee Park, optimising site connectivity on a urban scale.

Jubilee Park is to be protected from overshadowing between the hours of 12 pm and 2 pm in mid winter. Therefore any proposed architectural design must comply with the solar access plane stipulated within the Parrammata DCP 2011.

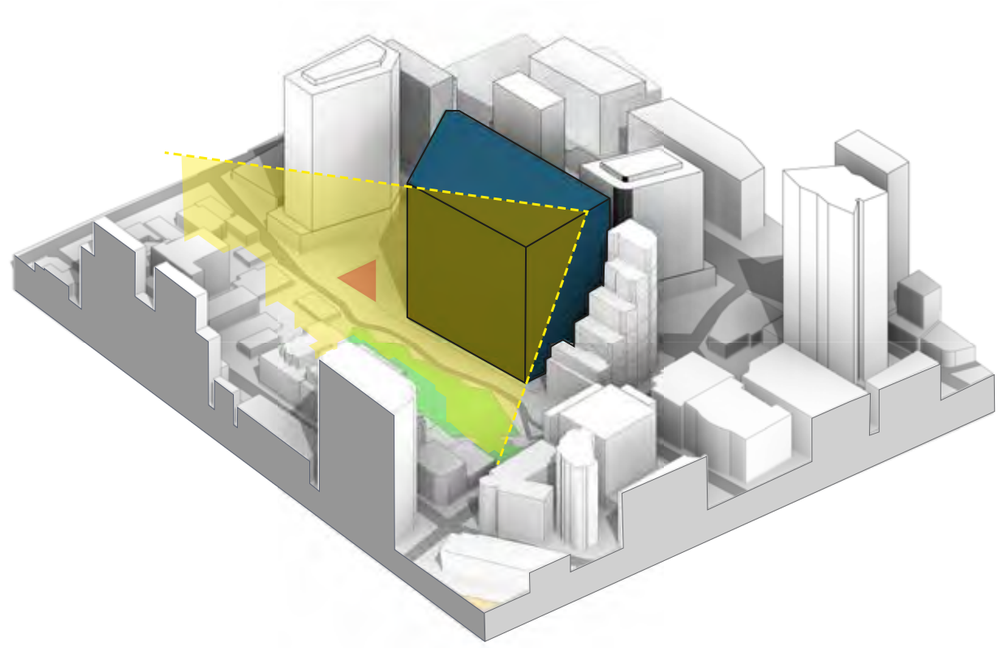
When taking into consideration this control the building height for a large portion of the subject site is limited. The prescribed Solar Access Plane Control is evidenced in the stepping profile of the neighbouring future development at 5-7 Parkes Street.

Jubilee Park, Parramatta

Solar Access Plane



Building Height and Solar Access Plane Diagram



Resultant 3D massing after applying Solar Acees Plane Control

Solar Access Plane (DCP 2011)

Proposed 0m for New Park and Green Link

SOLAR ACCESS IMPACTS

This solar access impact study was undertaken as a measure to establish the base case scenario for which solar access impacts of the future development on the site will be measured against.

This study analysed the shadow impacts of the following:

1. Existing Holiday Inn Hotel

2. Approved 5-7 Parkes Street Development

The conclusion of this study informs that both the Existing Holiday Inn Hotel and approved development at 5-7 Parkes Street comply with the Solar Access Plane Control and therefore do not cause any adverse solar access impacts to Jubilee Park on 21 June between the hours of 12pm and 2pm.

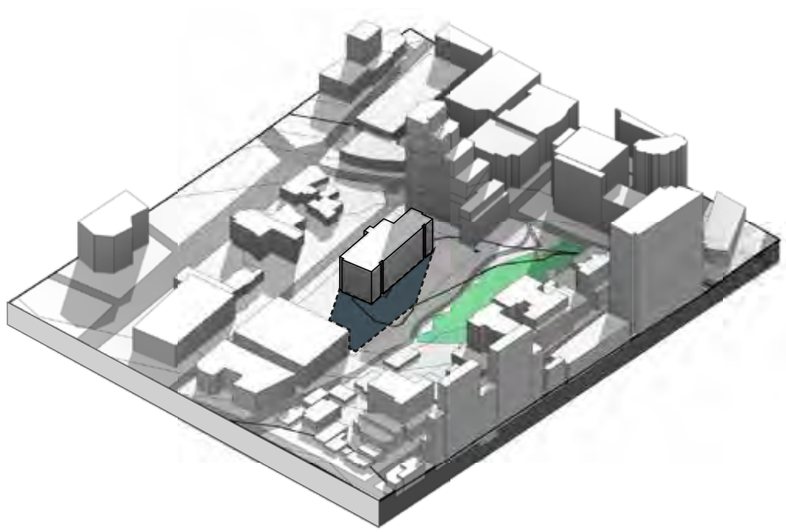
The following two pages further demonstrate the existing overshadowing conditions for the site.

Existing Holiday Inn Hotel

Approved 5-7 Parkes Street Development

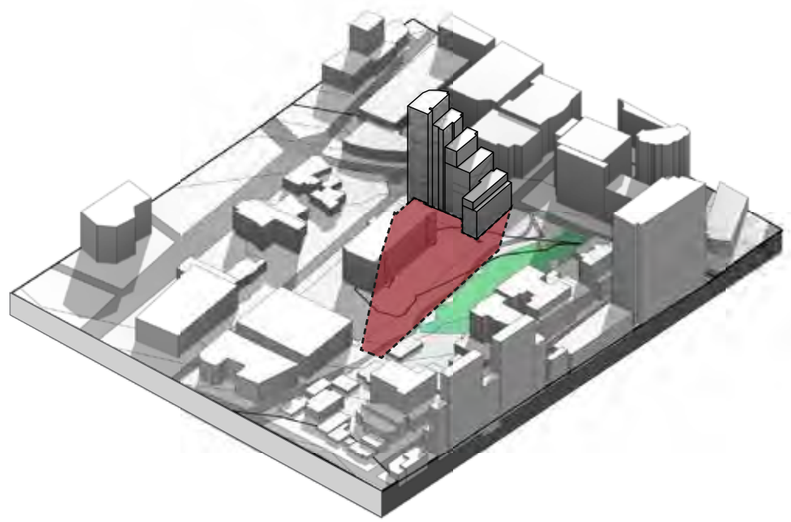
Existing Holiday Inn

21 June 2pm



Approved 5-7 Parkes Street Development DA/730/2016

21 June 2pm



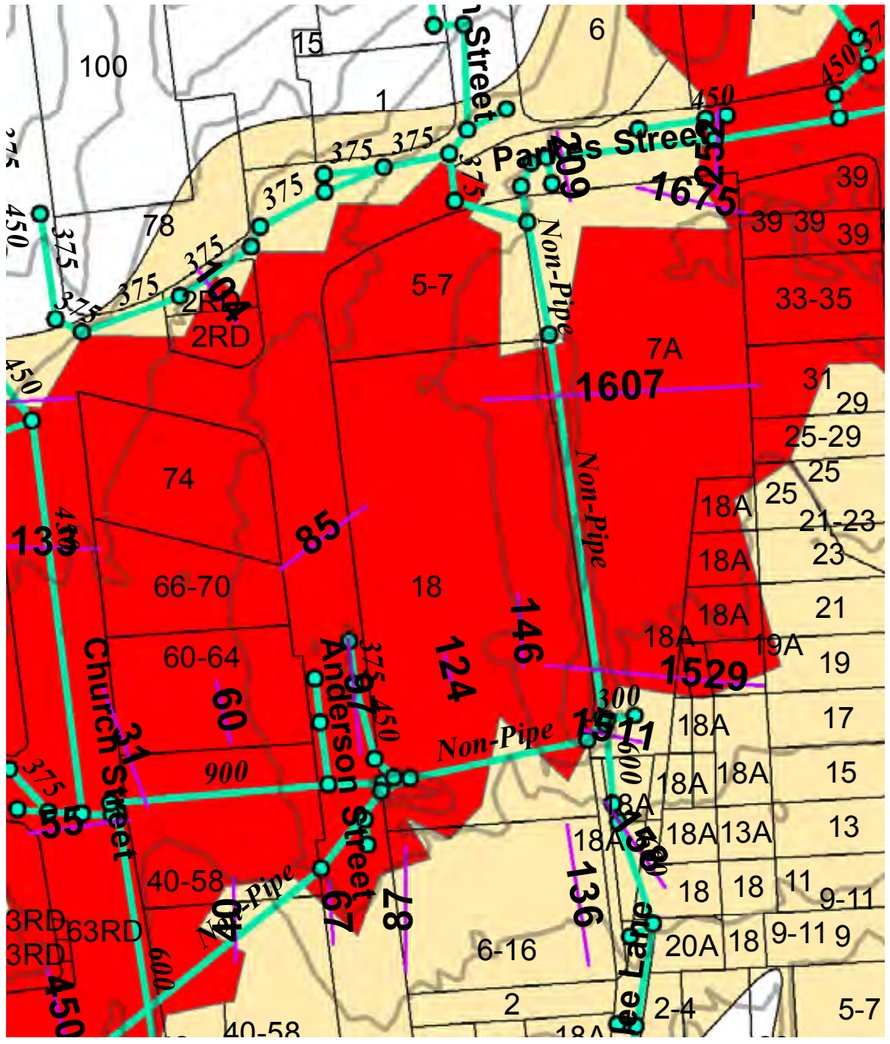
FLOODING CONSTRAINTS + POTENTIAL SOLUTIONS

From our understanding, Council's decision to maintain zoning of the subject site as commercial was informed by the 2005 Lower Parramatta Flood Study, which designates the site as being of high hazard risk.

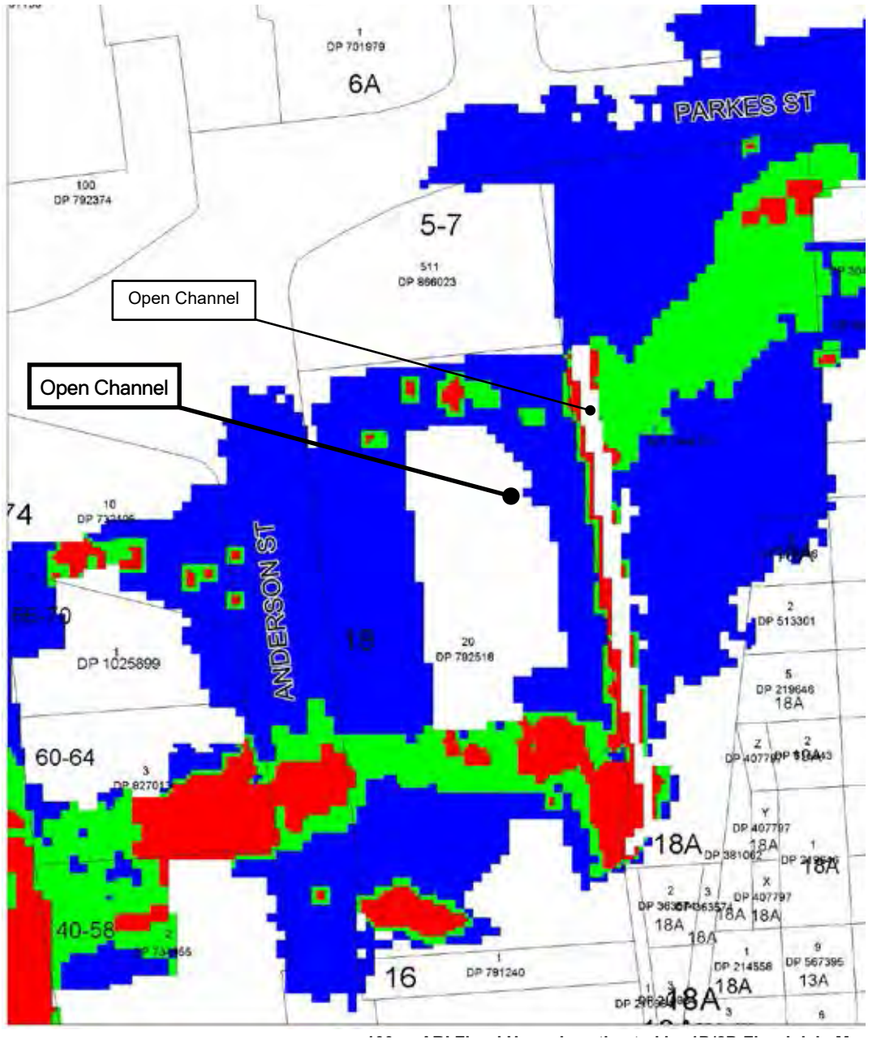
The 2005 Lower Parramatta Flood Study is unsuitable for setting the 1% AEP flood levels for the subject site due to more accurate modelling being available today.

With improved results of more accurate modelling using the XP-SWMM Floodplain Model, the flooding hazard level for the subject site 18-40 Anderson Street is mostly low.

Subject to further modelling, reconfiguration of ground levels on site would potentially reduce or eliminate the risk of future flooding.



Parramatta City Council Flooding Hazard Map



Alternative Flooding Hazard Map using more accurate data
Source: Flooding Information by Cardno Water Engineering

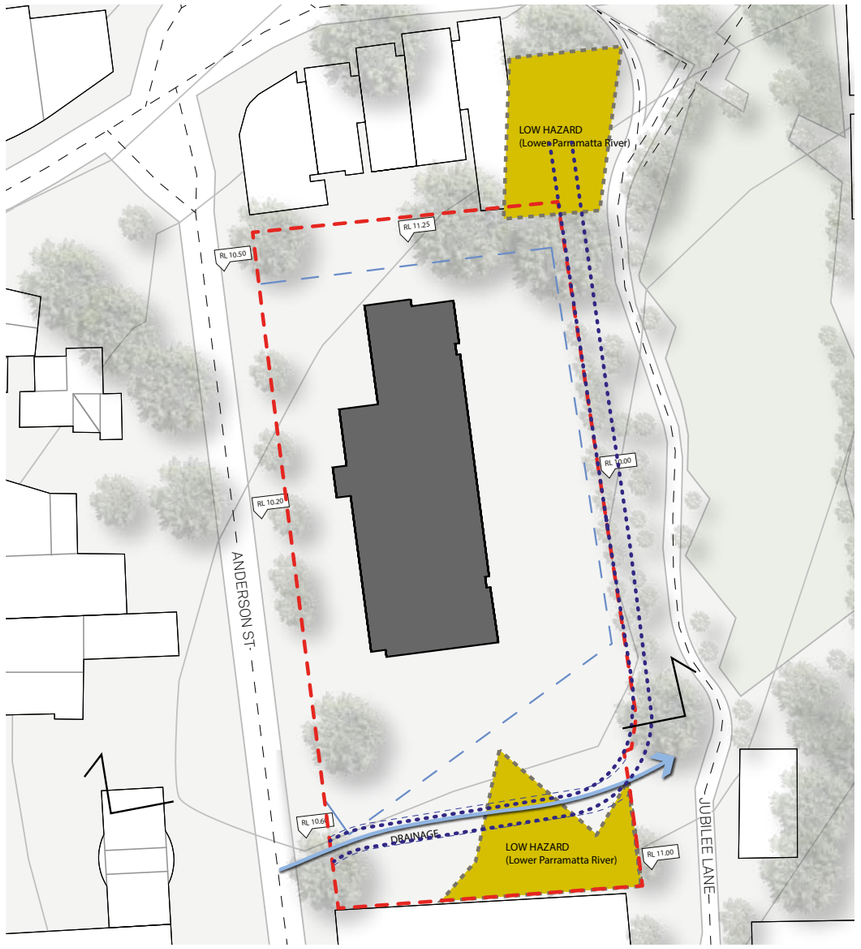
Legend

- High Hazard - 1% AEP (Lower Parramatta River)
- Low Hazard (Lower Parramatta River)

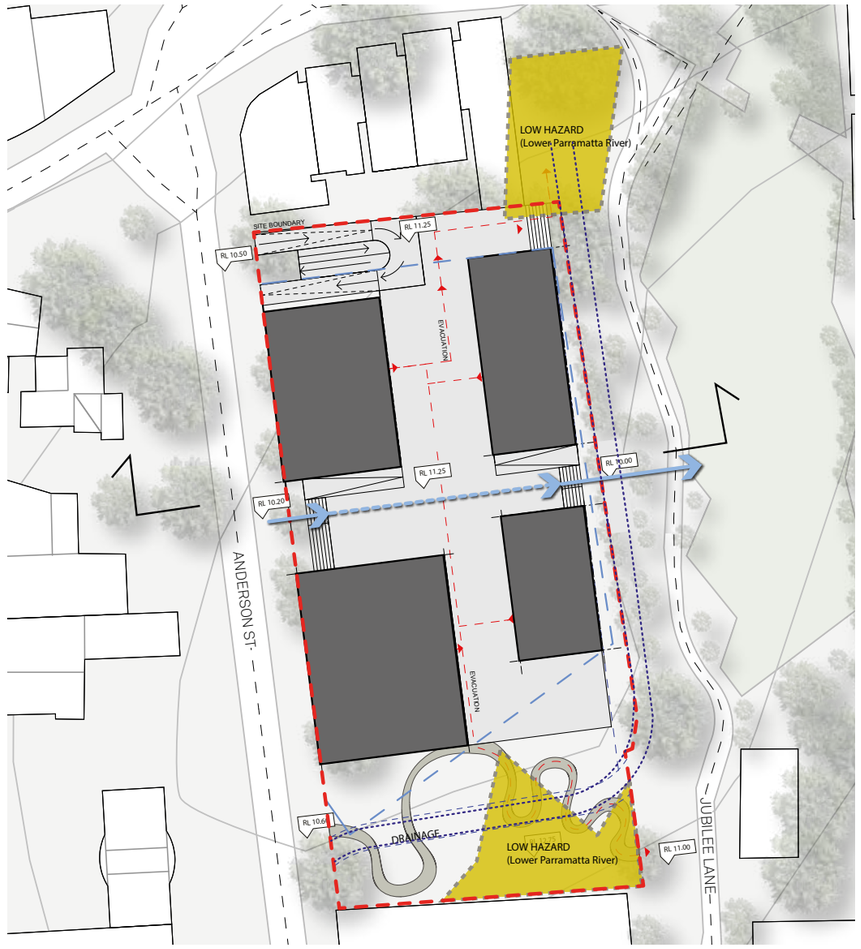
- High Hazard - 1% AEP
- Medium Hazard
- Low Hazard

FLOODING CONSTRAINTS + POTENTIAL SOLUTIONS

Whilst we understand the constraints imposed by the flooding controls, we have sought to mitigate the hydraulic engineering requirements without losing urban connectivity, which forms a key intent of our proposal.



Current Conditions



Potential Solution

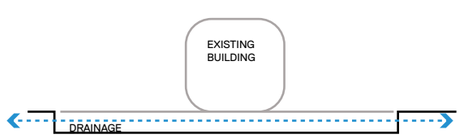
Site boundary

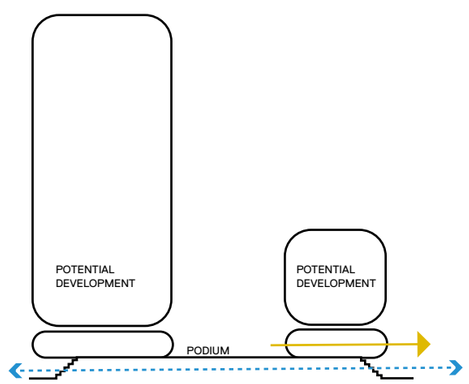
Setbacks

Low hazard zone

Visual connection to the park

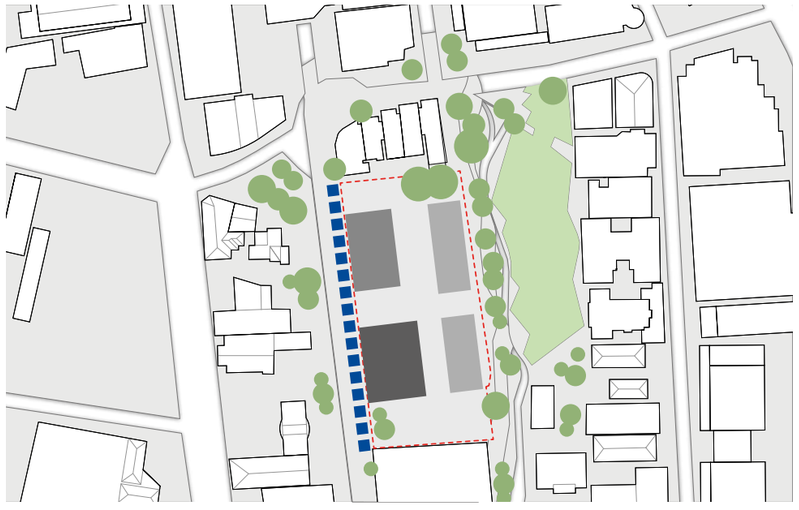
Floodway





03_
KEY CONCEPTS

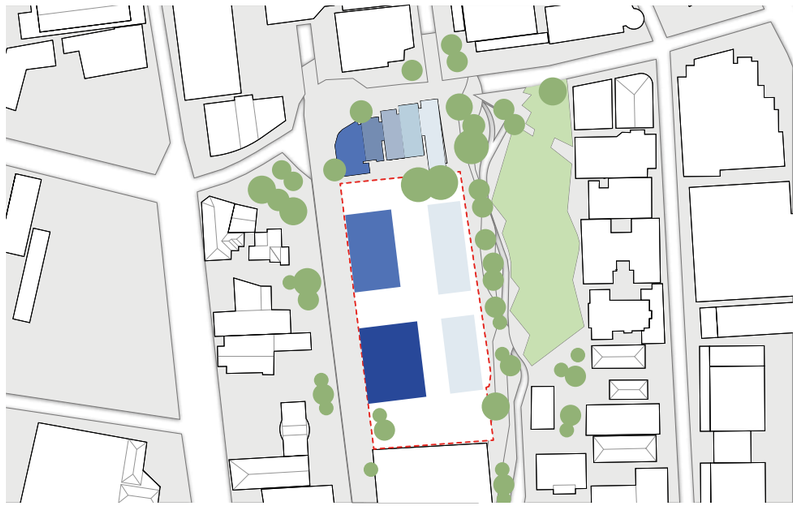
KEY MOVES



01_
Continuation of hard edge along activated frontages of Anderson Street, reinforcing high street character.

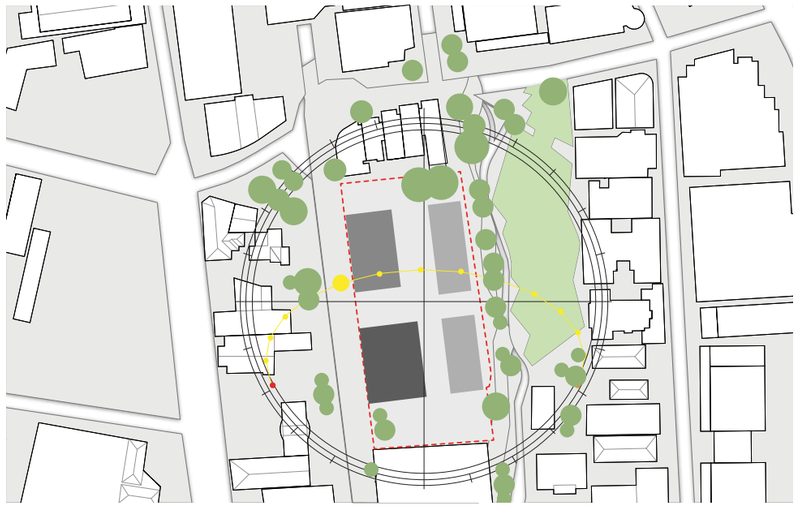
02_
Using green spaces to expand and connect existing public realm from Jubilee Park, also providing amenity for increased density with the site block and precinct, assuring permeable, accessible and connected high quality space.

03_
Considering best location for taller elements; in particular to prevent overshadowing of sensitive land, such as Jubilee Park and existing residential use.



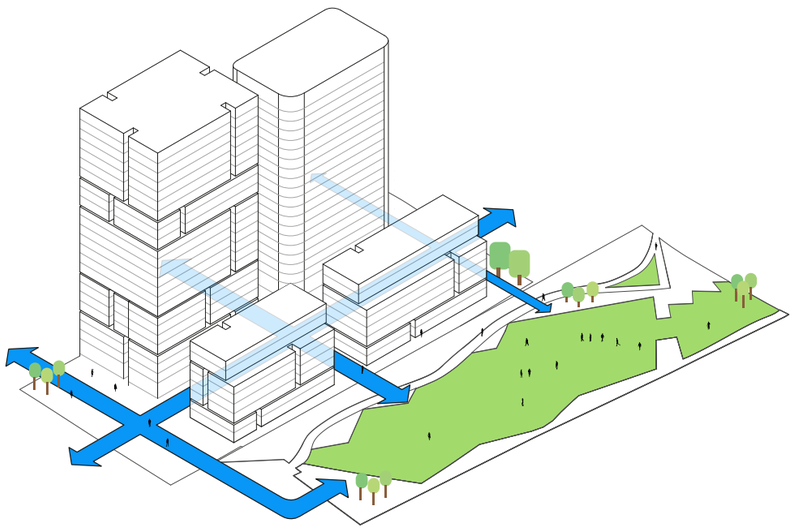
04_
Consideration of how the proposal sits in relation to the future development at 5-7 Parkes Street and Jubilee Park, thereby carefully reducing the form and density towards the east of the site.

05_
Maximise distant view corridors towards Sydney and Blue Mountains.



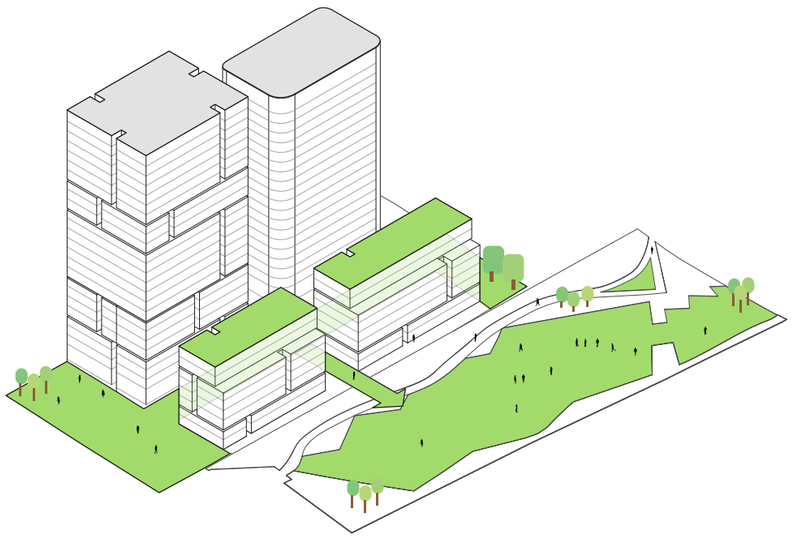
06_
Maximise sunlight provision to apartments and passive natural ventilation with appropriate floorplate depth and orientation.

AMMENITIES



Permeability

Three significant through-site links running east to west are provided at ground level to improve pedestrian connectivity between Anderson Street and Jubilee Park, and with a pedestrianised laneway running north to south connecting these links internally

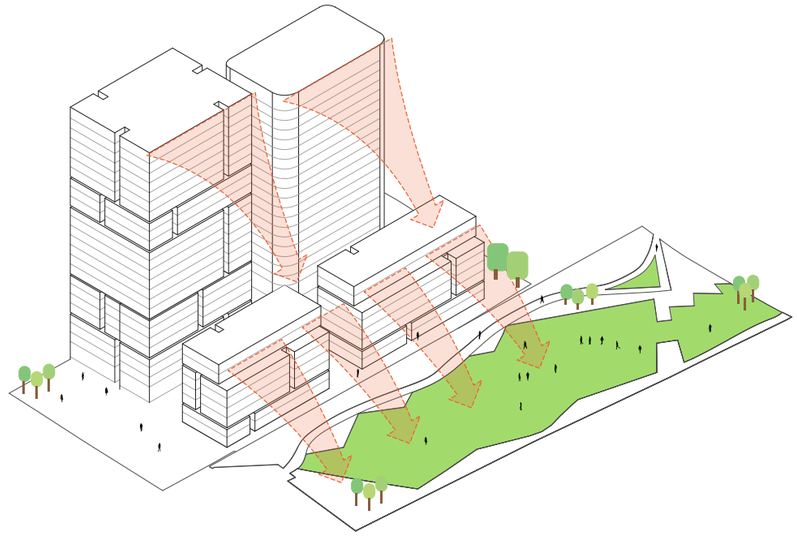


Green Habitat

Provision of open space across the site increases opportunity for green connections to Jubilee Park at at ground level

Habitable green roof terraces are proposed for the residential podium, thereby improving amentity and outlook for occupants

Opportunity exists for vertical green planting along walls facing into the proposed internal street



Views

The two predominant heights of the podium and towers capitalise on views to Jubilee Park and city skyline beyond

FOOTPRINTS AND SETBACKS

In order to recover the developable area dedicated to the proposed Green Link two massing options have been considered:

GREEN LINK ALIGNMENT

Building footprints are aligned to the Green Link Boundary,

BASE CASE

Base case footprints are reduced and located within required setbacks and Green Link Boundary. Building setback to 5-7 Parkes Street is reduced. FSR is 6.0:1.

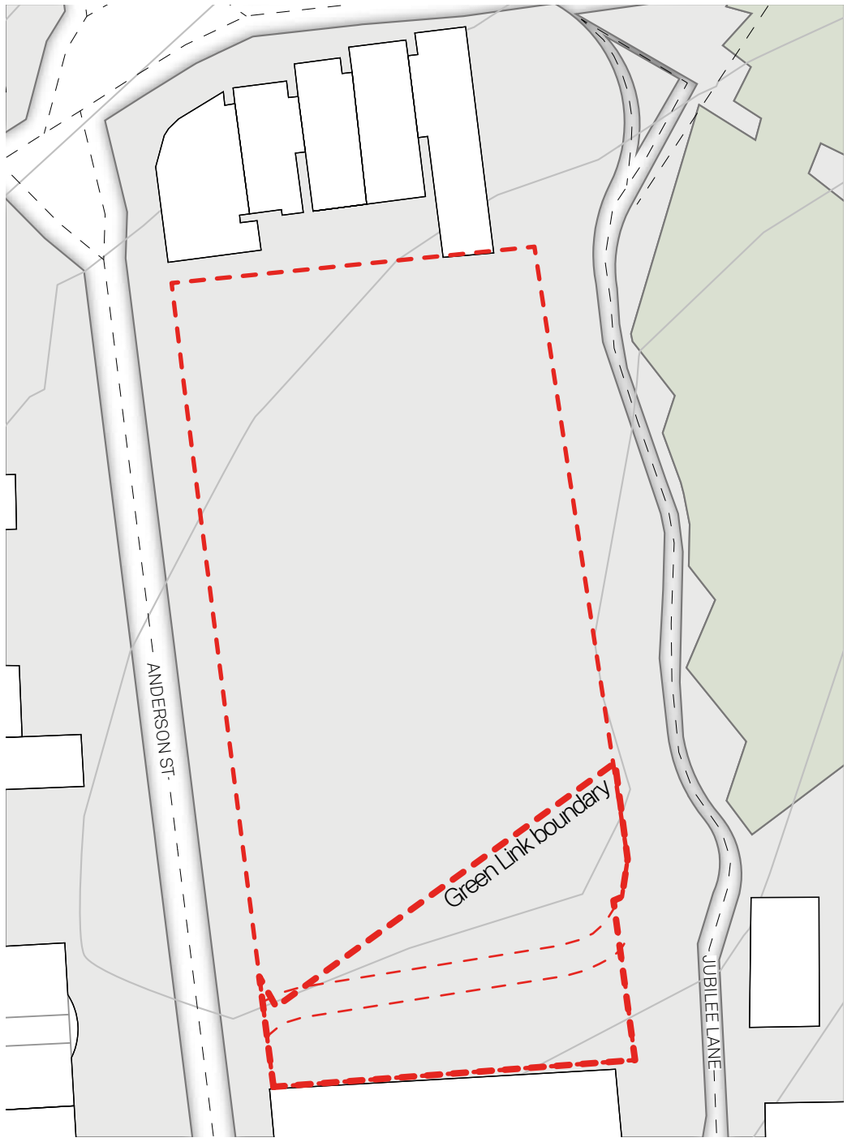
= current massing footprint

= amended massing footprint

18m >25m = depth or required separation

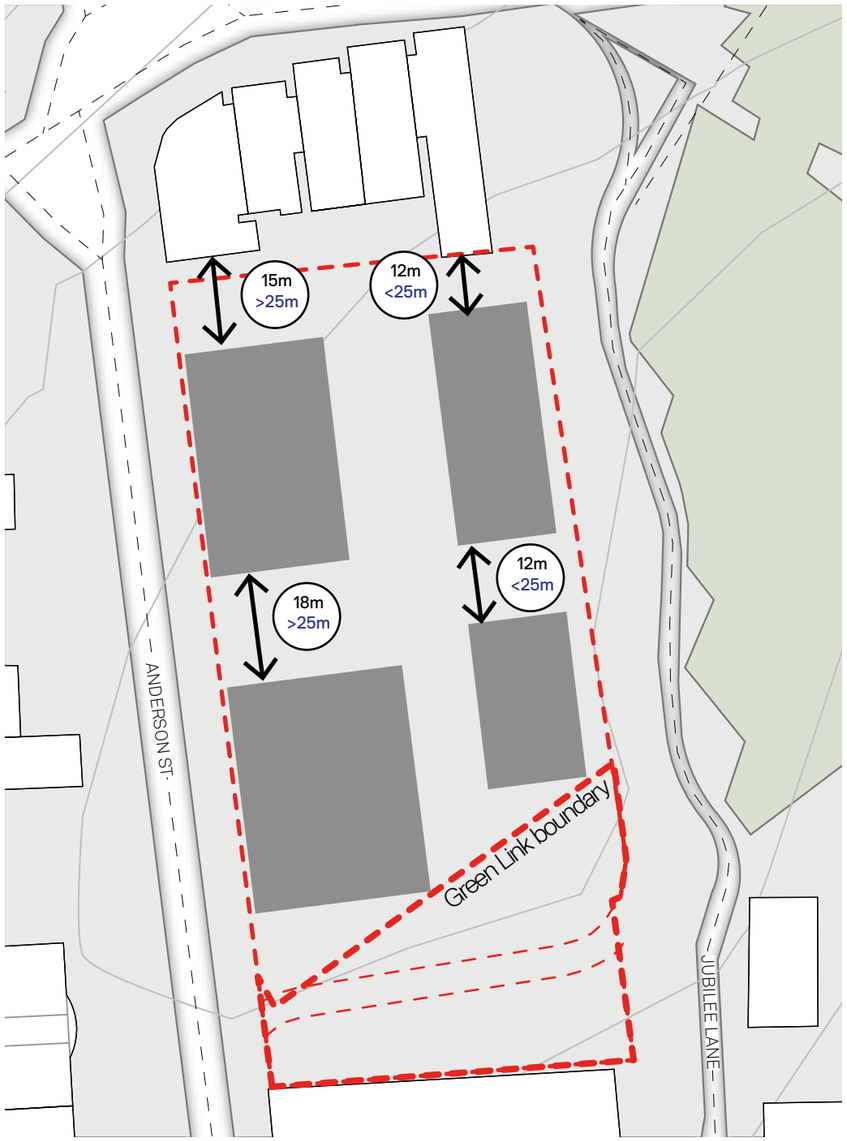
= building height

FOOTPRINT - GREEN LINK ALIGNMENT



Building footprints aligning to the Green Link boundary

FOOTPRINT - PROPOSAL



Proposed building setbacks and alignments

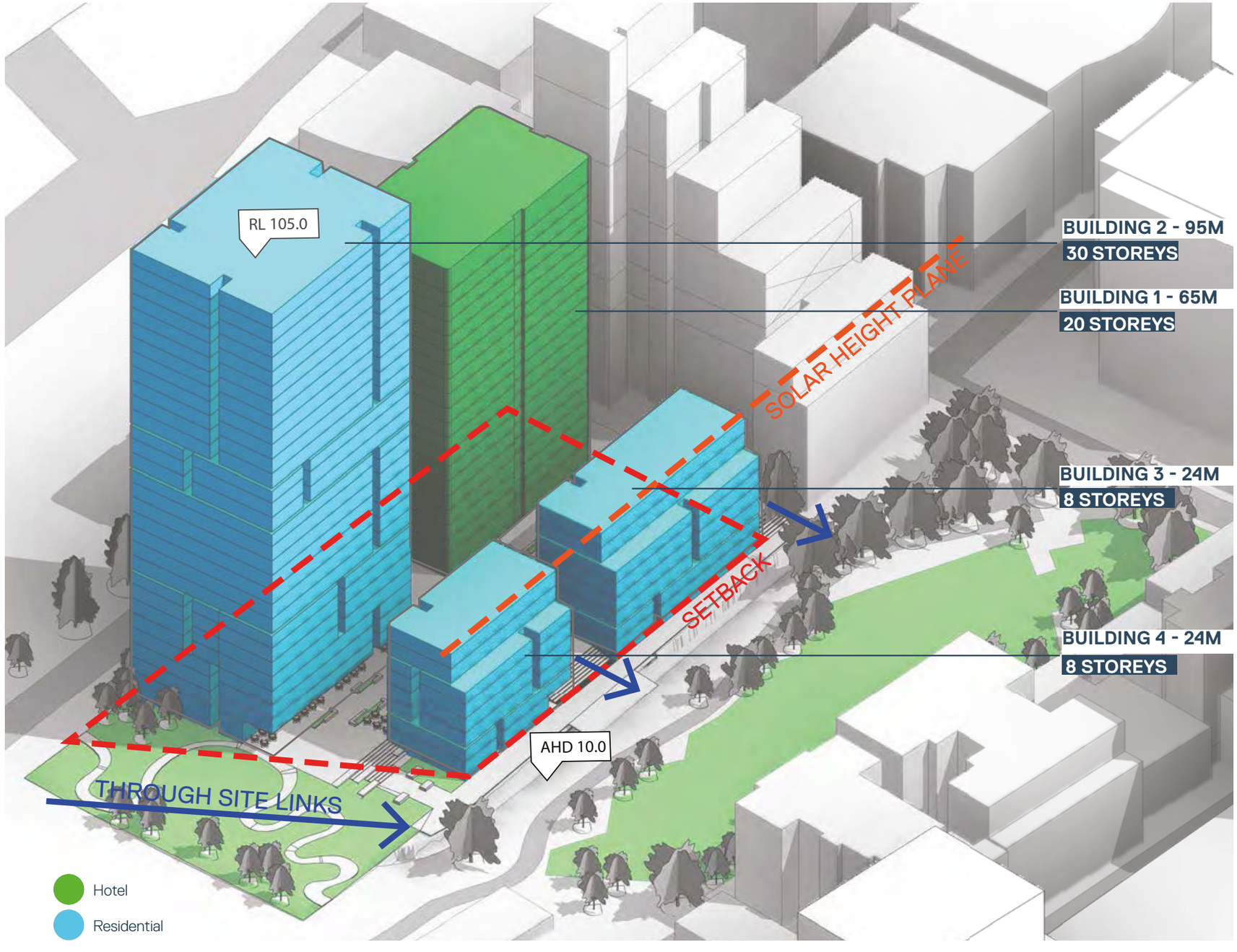
PROPOSED SCHEME

The proposed scheme envisions a mixed-use precinct that is extremely well-connected, provides adequate amenities that fosters a comfortable and desirable lifestyle. The building perimeters stay within the Green Link and site boundaries, with sufficient setbacks and building separations to optimise solar and natural ventilation gains. In *Draft Parramatta CBD Planning Proposal 2016*, the FSR for the site is 6.0 : 1. In order to match this while maintaining the Green Link Boundary, some building height has to be pushed to 95 metres, 13% higher than the LEP's 80 metres.

Directly facing Jubilee Park, two residential, 8-storey blocks sit on the eastern side of the site. Immediately to the west of them situate the luxury hotel tower on the north, and the mixed-use residential tower on the south. This stepping configuration of the buildings not only ensures uninterrupted views to Jubilee Park from all east-facing units, but also allows ample sunlight throughout the complex.

In order to mitigate flood concerns, while at the same time provide continuous and seamless connections through and across the site, the entire complex will be lifted and supported on a podium. In this way, flood drainage, building entirety and efficiency, and desirable and undisturbed public realm can all be maintained without unnecessary compromises.

This proposal looks not only at the micro scale of the site, but also at the macro urban scale. We understand that 18-40 Anderson Street is an important site to the Auto Alley Precinct and Parramatta. In order to truly unleash the site's public benefit, economic, and connective potentials, the scheme treats the whole site as an integral part of the urban fabric by strategically placing the more public retail, commercial, and recreational programmes on the ground levels, opening up its internal circulatory pathways for energetic streets and laneways that are full of activities.



URBAN CONTEXT

The proposition responds and aligns to the future planning vision for Parramatta, particularly noted in the "The Auto Alley Framework". The site sits in Parramatta CBD, which is planned to undergo redevelopment and densification to meet the demands of rapid population and economic growth. The massing diagram on the right shows how the proposal may sit within a future urban context. The massing aligns and compliments with the density portrayed in the future vision of the Auto Alley Framework, with the added benefit of mixed-use programme.

Future vision for Auto Alley Precinct
(Source: "Draft Auto Alley Planning Framework"-Parramatta City Council)

Proposition in a future urban context, looking southwest towards Jubilee Park

Proposition in urban context, looking southeast towards Anderson Street

04_
PROPOSAL

BUILDING FOOTPRINT

GROUND PLANE + FLOOD MITIGATION

The subject site is currently proposed as commercial use due to the existing flood levels. However, with the right circumstances, development diversity can be unlocked through balanced land re-modelling with provision for appropriate cross flow paths. In this way, the existing flood storage capacity is maintained, with an increased volume of land above flood levels. This potential strategy will improve flood controls in Anderson Street and site surrounds, providing a considerable benefit to the wider community.

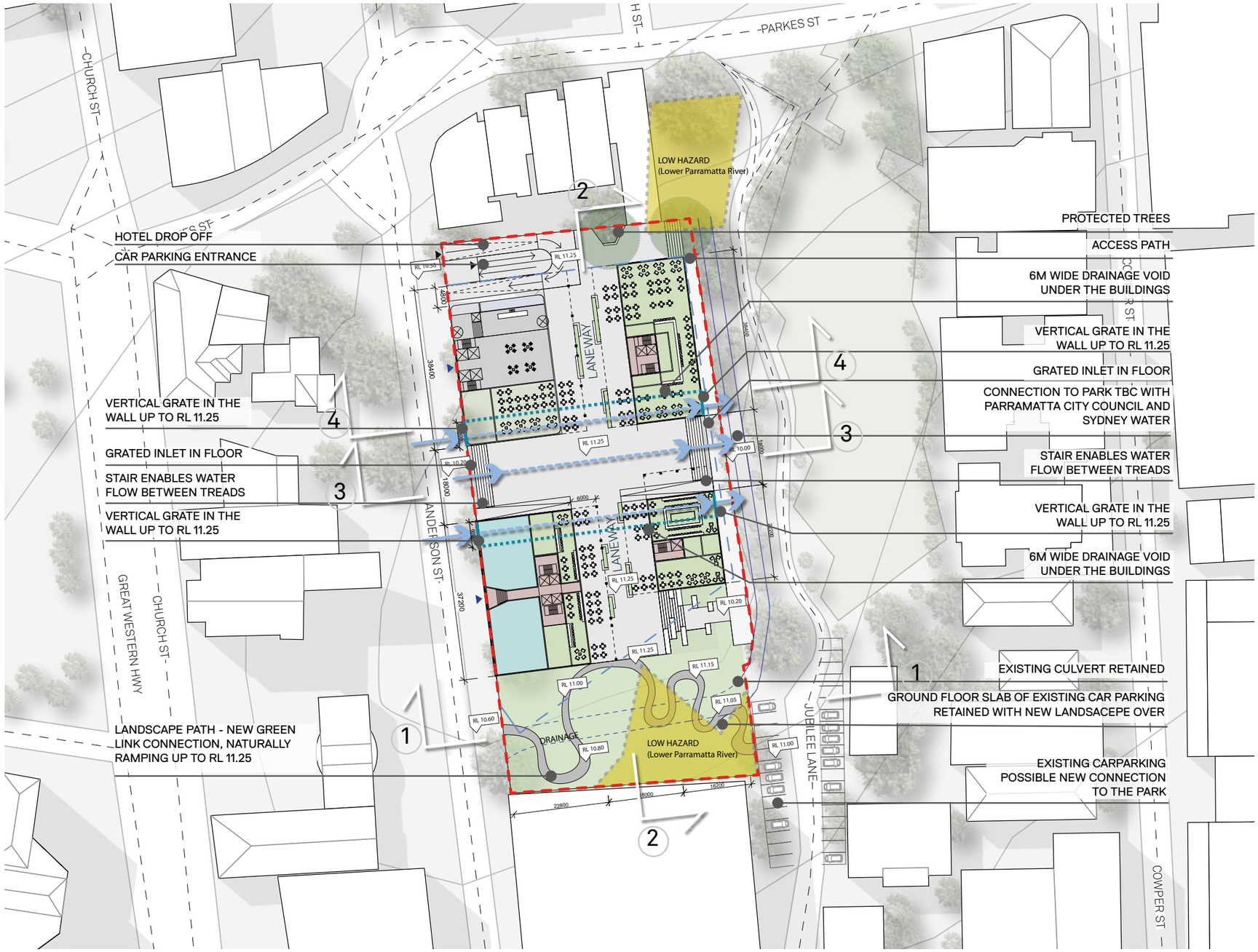
Our proposal gives significant focus to the public realm, which we believe is an essential element to both residents and passersby. Public realm on site renders in different forms, such as green open spaces, active retail street frontage, and the "Laneway",

A place of both solitude and occasion

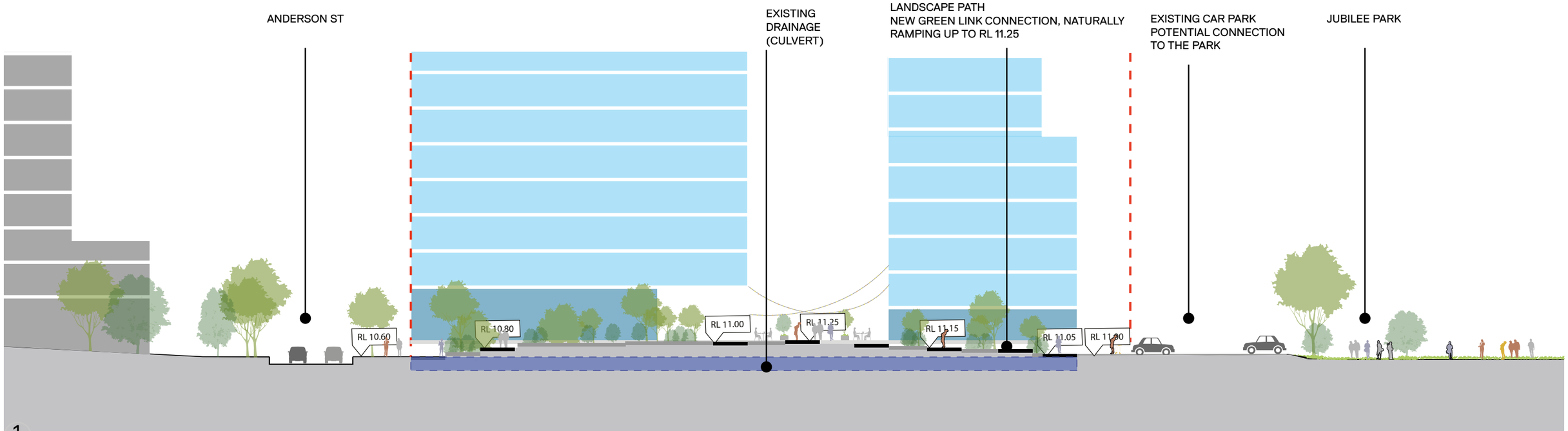
- The "Laneway" has been conceived to be both active and energetic. It is bordered by social edges; mixed use amenities, generous pathways, daylight and modest landscapes.
- It is imagined to be a place where residents and passersby meet, gather, socialise - where moments happen by chance, or events occur by organisation.
- Too often residential precincts are deficient of important public places, yet it is these places which allow the social interaction that bonds the essence of strong communities.

A community space, active, accessible and connected

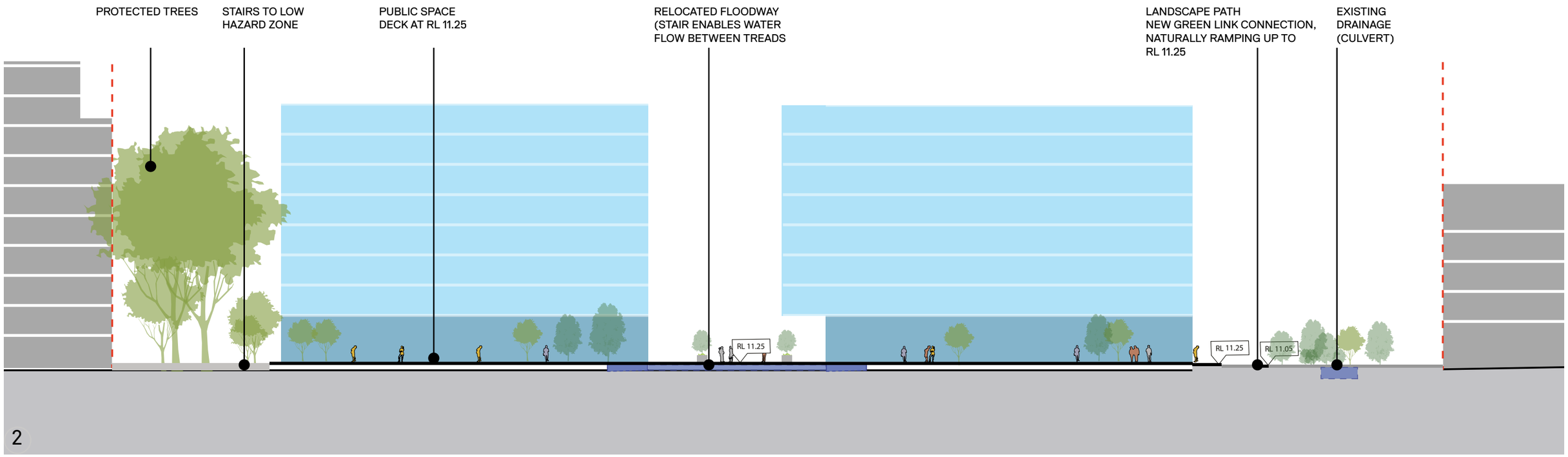
- We propose a space that is permeable and accessible to the broader community. Equitable access is provided into the "Laneway", there are bicycle parks and sheltered seating areas. Good daylighting through the day is tempered by cross ventilation between buildings, the ground is profiled to optimise the gentle cross site fall and topography.



GROUND PLANE + FLOOD MITIGATION

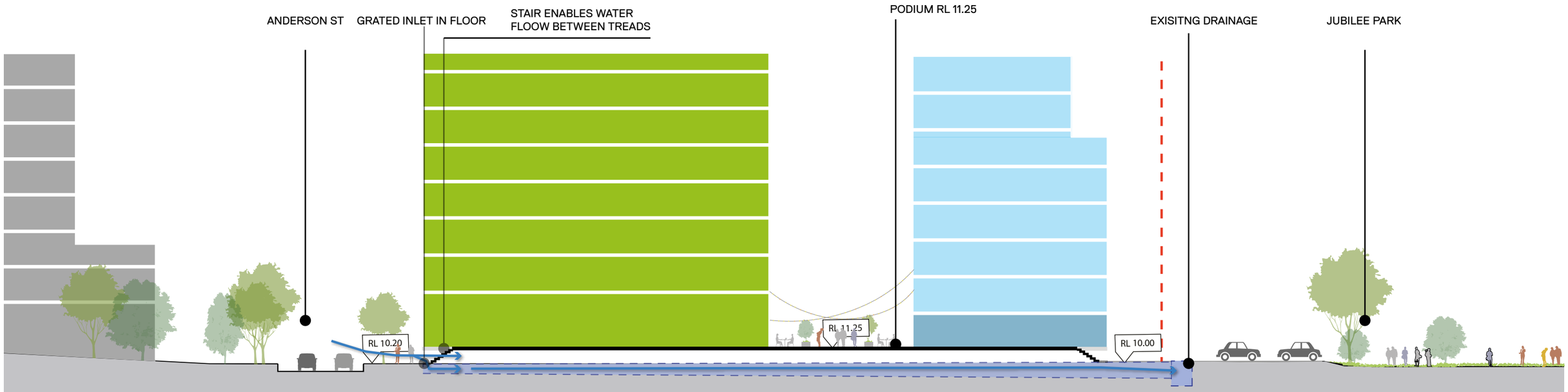


1



2

GROUND PLANE + FLOOD MITIGATION



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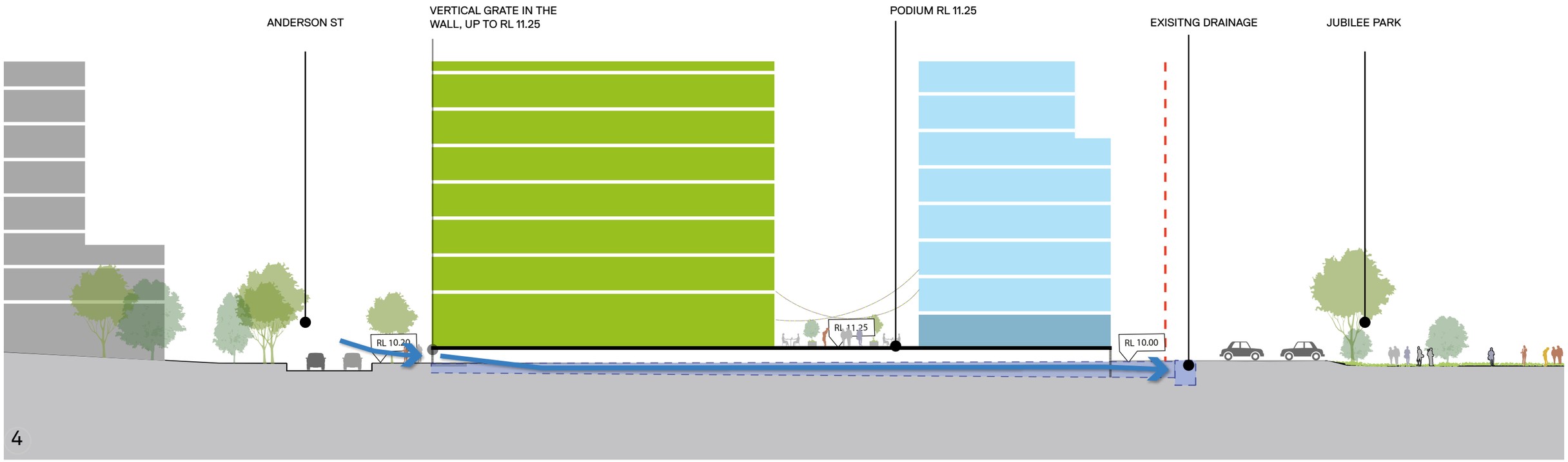


4

ACCESS + CONNECTIVITY

Pedestrian Access

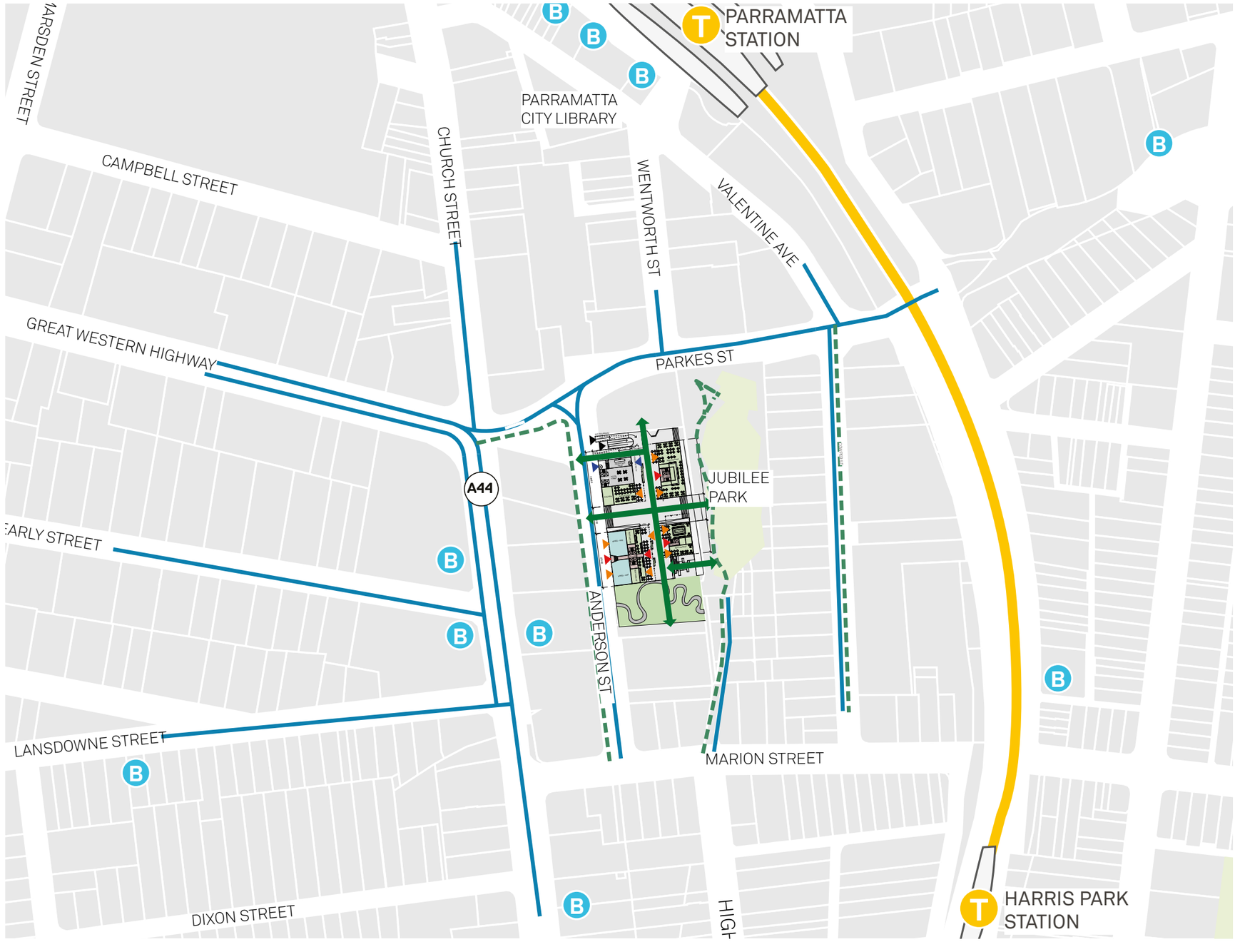
Pedestrian accessibility is a key focus of this proposal and is essential to the composition of both the urban resolution and the architectural definition. The design seeks to enable permeability and responds equitably, with step free access across the site.

Vehicular Access

The basement car park access is proposed on the north-west corner of the site, where entry would be from Anderson Street. The ramp location and gradient levels take into consideration the flood prone levels of the site to avoid any risk to basement flooding.

The storm water drainage easement occurs through the southern portion of the site, where the green link is proposed. Due to this easement, construction of the basement and buildings above terminate along a 3m setback.

Building servicing would be via a back-of-house central service corridor which provides concealed services, including refuse collection and disposal. Refuse storage and collection is proposed at ground level to limit refuse trucks having to enter the basement car park.



GROUND - LEVEL 00

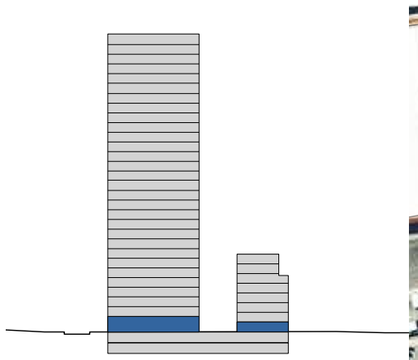
The orientation of the buildings maximises visual and physical permeability across the site, daylighting and views across Jubilee Park. Along Anderson Street the site opens up to three generous through-site links, with glimpses of vistas into landscaped areas, and onwards to Jubilee Park.

All apartments include a balcony measuring between 8 and 12 square metres with larger terraces for penthouse levels. These balconies will create generous and private outdoor living spaces that provide an appropriate level of sun shading, particularly to west facing apartments.

Communal interaction will also be facilitated with the provision of common areas, including the landscaped roof terraces. Rooftops will be configured with varying hard and soft landscape providing an immediate place for residents to relax or exercise at their own leisure. The roof terraces offer residents impressive views onto Jubilee Park.

Residents enter their apartments via generous ground level lobbies located within the building footprint which house the building cores and provide access to both single and dual aspect apartments.

(*Refer to next chapter, 05. Amenity + Open Space, for additional detail.)



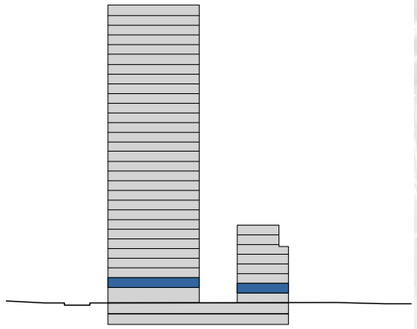
Hotel

- Cafe / Restaurant / Bar
- Lobby
- WC / BOH

Residential

- Mixed-Use
- Residential Lobby

LEVEL 01 + LEVEL 02

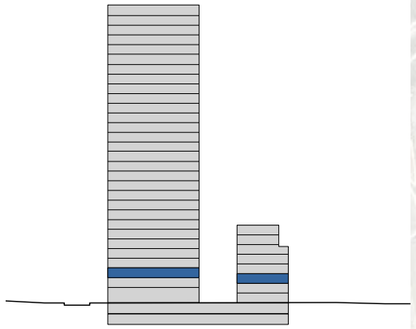


Hotel

- Conference / Function Centre
- Club Lounge
- WC / BOH
- Serviced Units

Residential

- 1 Bed
- 2 Bed
- 3 Bed



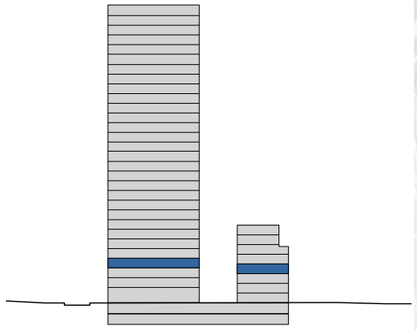
Hotel

- Conference / Function Centre
- Club Lounge
- WC / BOH
- Serviced Units

Residential

- 1 Bed
- 2 Bed
- 3 Bed
- Gym

LEVEL 03 + LEVEL 04

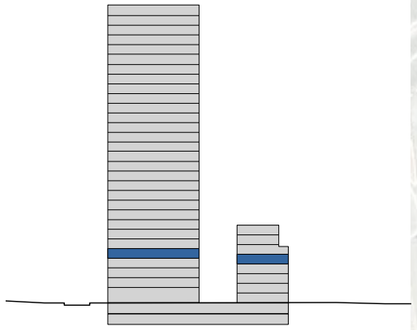


Hotel

- Kitchen / Laundry
- WC/BOH
- Serviced Apartments

Residential

- 1 Bed
- 2 Bed
- 3 Bed



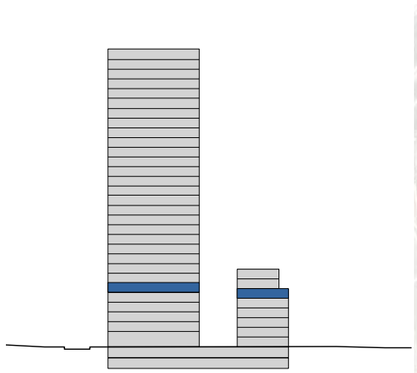
Hotel

- Spa / Gymnasium
- Pool
- WC /BOH
- Serviced Apartments

Residential

- 1 Bed
- 2 Bed
- 3 Bed

LEVEL 05 + LEVEL 06

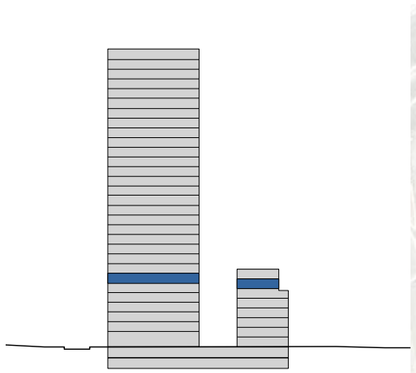


Hotel

- Hotel Rooms
- Serviced Units

Residential

- 1 Bed
- 2 Bed
- 3 Bed



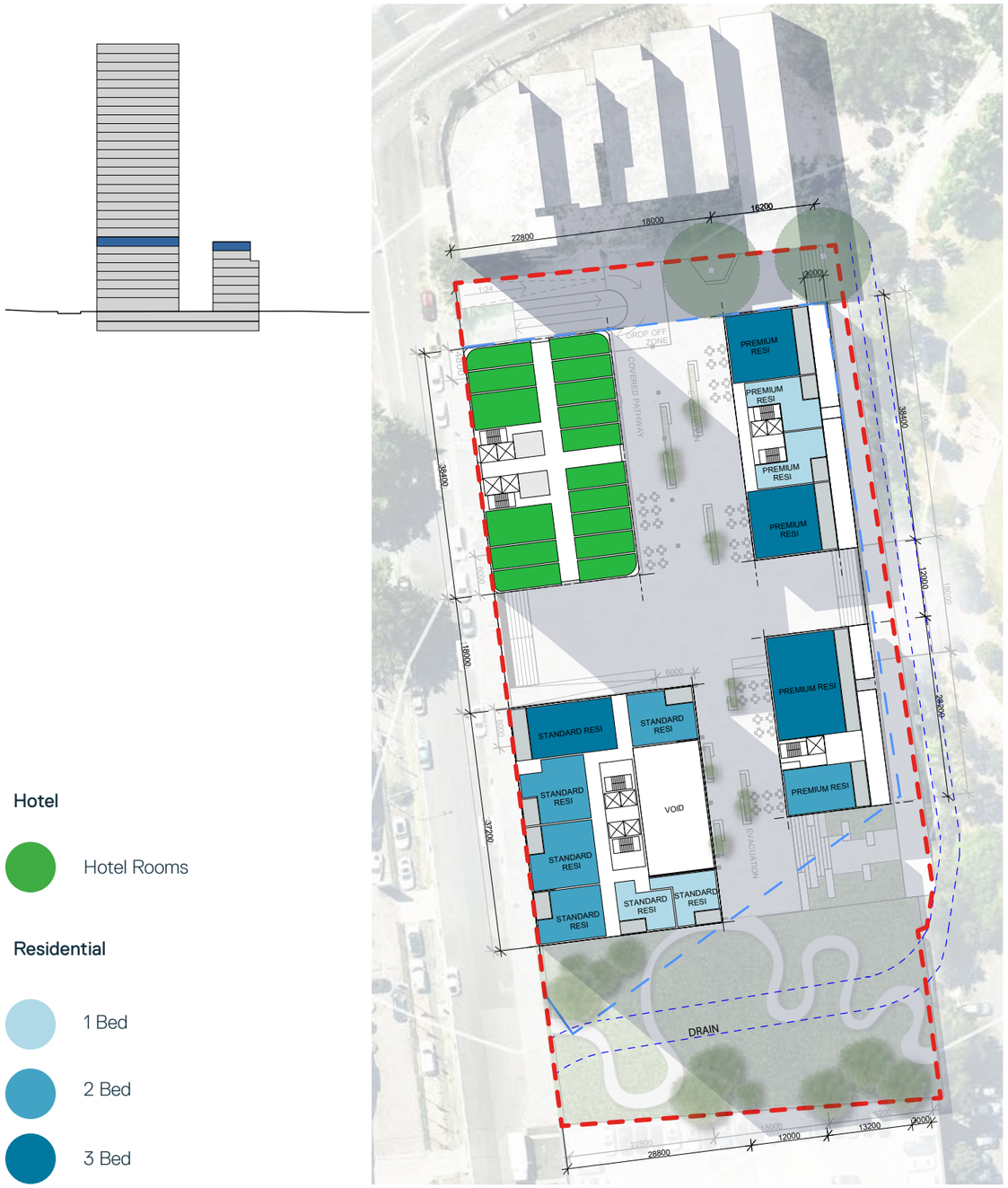
Hotel

- Hotel Rooms

Residential

- 1 Bed
- 2 Bed
- 3 Bed
- Communal Area

LEVEL 07 + LEVEL 08 (TYPICAL)



Hotel

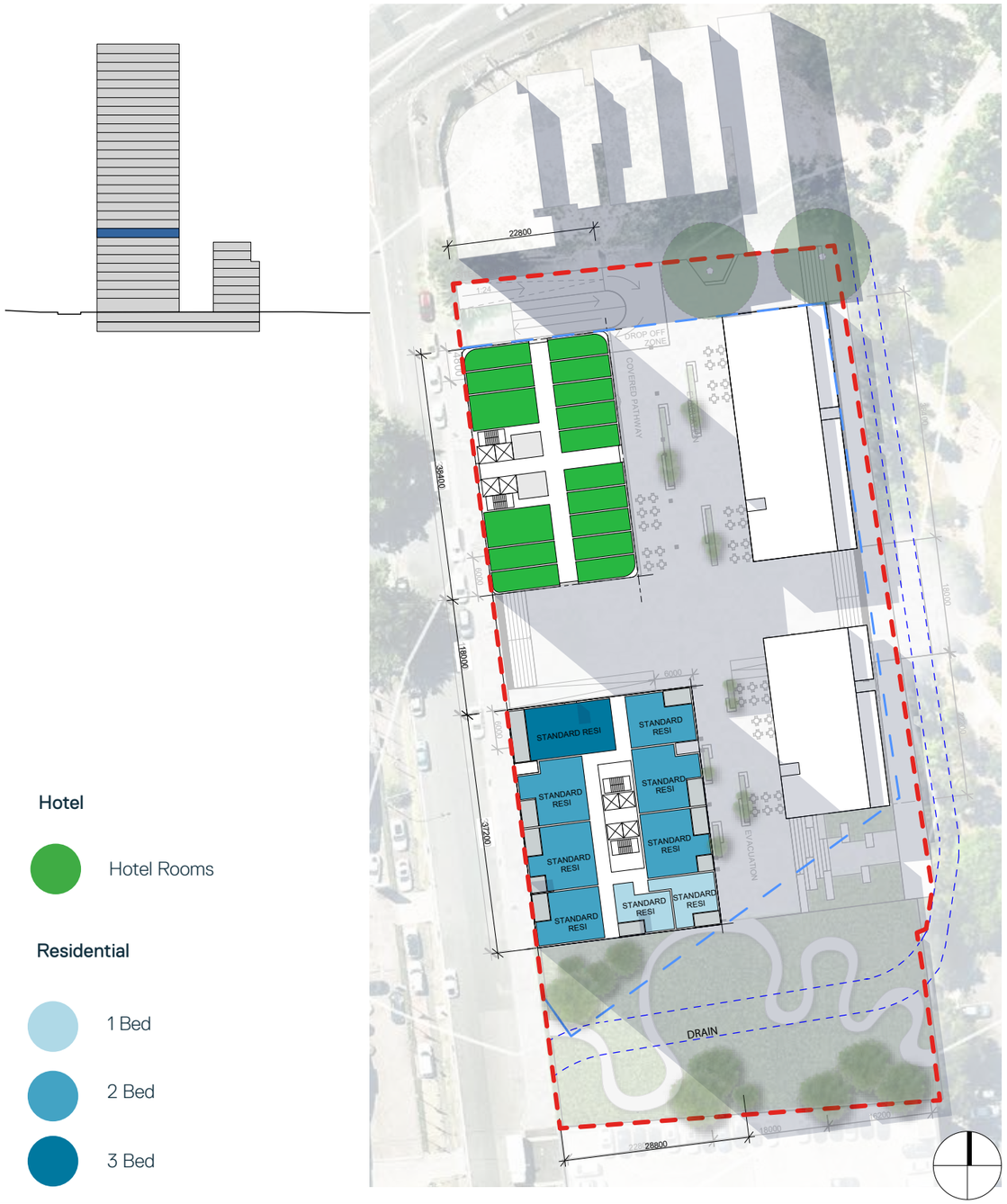
Hotel Rooms

Residential

1 Bed

2 Bed

3 Bed



Hotel

Hotel Rooms

Residential

1 Bed

2 Bed

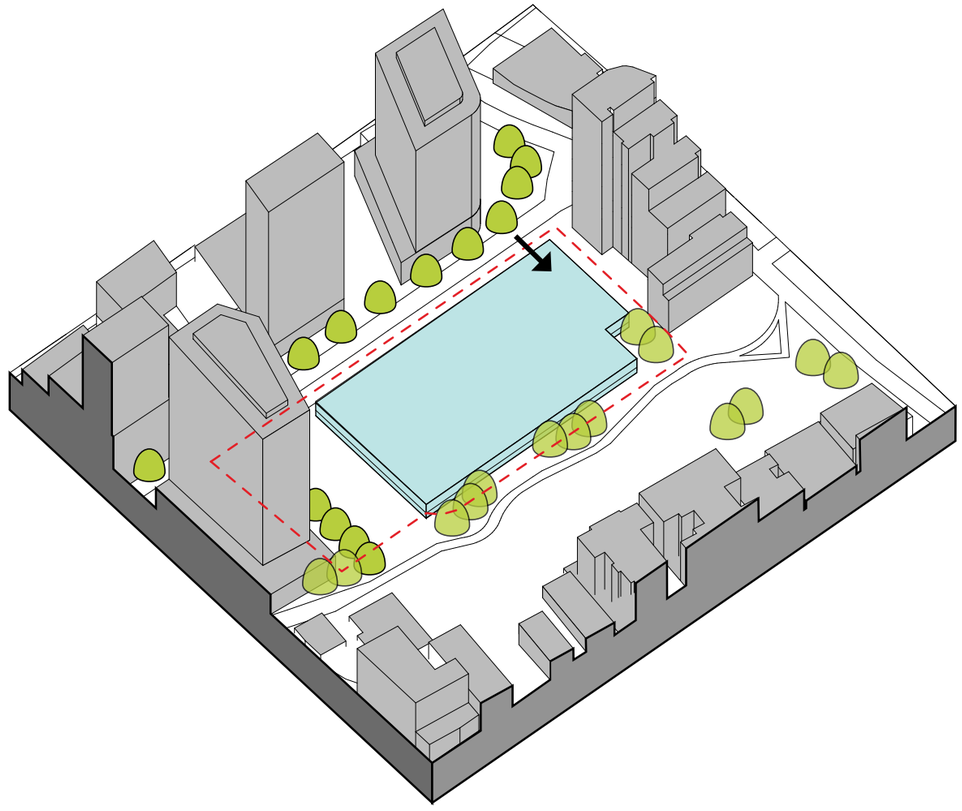
3 Bed

BASEMENT LEVELS + CARPARKING

The following diagram illustrates the car parking strategy at basement level, based on the consideration of individual facilities and a shared basement level.

These calculations are based on a presumed area allocation of 36 sqm per car-space, which takes into account the parking space and associated circulation. This could potentially increase if the basements are to be treated separately, with multiple points of access.

TOTAL CAR PARKING 255



COMBINED BASEMENT

CAR PARKING LEVEL AREA	5759m²

APARTMENT MIX	STUDIO	1BR	2BR	3BR
APPROX. NO.	N/A	72	172	45
	N/A	25%	60%	16%

TOTAL APARTMENTS	289

RESIDENTIAL PARKING				
SPACE PER APARTMENT	0.1 spaces	0.3 spaces	0.7 spaces	1.0 spaces
RESI CAR PARKING - MAX	N/A	22	120	45

	MIN
TOTAL RESI CAR PARKING	187
REQ. PARKING SPACE @ 36sqm	6732m²
NO. OF BASEMENT LEVELS	1.17

**rates are taken from City of Sydney LEP 2012, adapted by Council in 04.2017*

HOTEL PARKING	
FTEs	85
NO. OF HOTEL ROOMS	240
HOTEL CAR PARKING - 1/2 ROOMS	53

** 1 space per 4 rooms up to 100 rooms, 1 space per 5 rooms above 100 rooms*

SERVICED APARTMENTS	
NO. OF APARTMENTS	25
APARTMENTS CAR PARKING - 1/2 ROOMS	6

** 1 space per 4 rooms up to 100 rooms, 1 space per 5 rooms above 100 rooms*

ACCESSIBLE PARKING - AS 2890.6	
RESI	5
HOTEL	3
SERVICED APARTMENTS	1
TOTAL	9

TOTALS	
RESI	187
HOTEL	53
SERVICED APARTMENTS	6
ACCESSIBLE	9
TOTAL	255

REQ. PARKING SPACE @ 36sqm	9182m²
NO. OF BASEMENT LEVELS	1.59

Note: All numbers are estimated and require further analysis (except of DCP requirements for residential parking). Mixed-use and restaurants at ground floor spaces must be included in calculations.

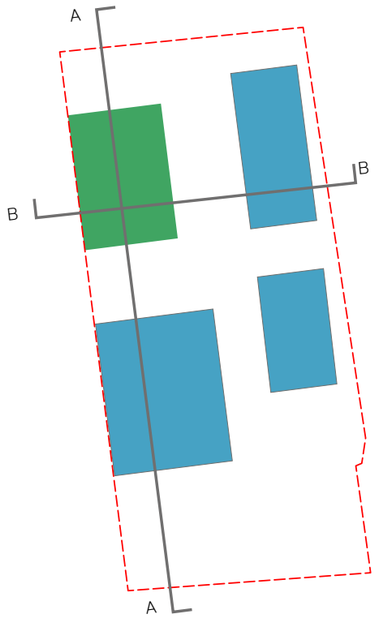
For further commercial calculations: M=(GxA)/(50xT) where:
M = maximum number of parking spaces
G = GFA of all commercial premises
A = site area *T = total GFA of all buildings on the site*

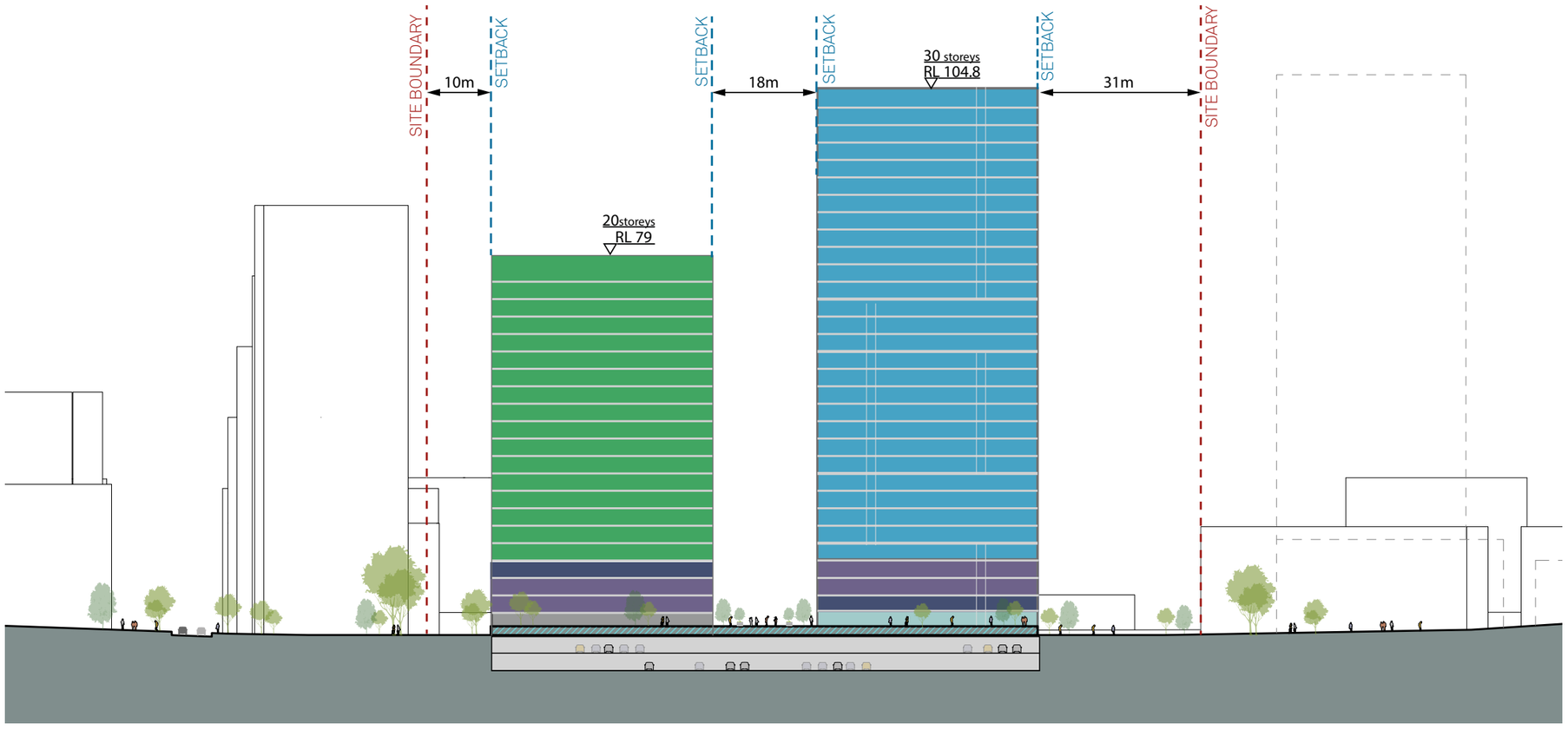
MOTORBIKE PARKING	
MOTORBIKE PARKING - 1 FOR EVERY 50 CAR PARKING SPACES OR PART THEREOF	5

BICYCLE PARKING	
TOTALS	
RESI - 1 FOR EVERY 2 APARTMENTS	145
HOTEL - 1 FOR EVERY 10 FTEs	9
TOTAL	153

Via Verde Apartments, New York - Grimshaw Architects

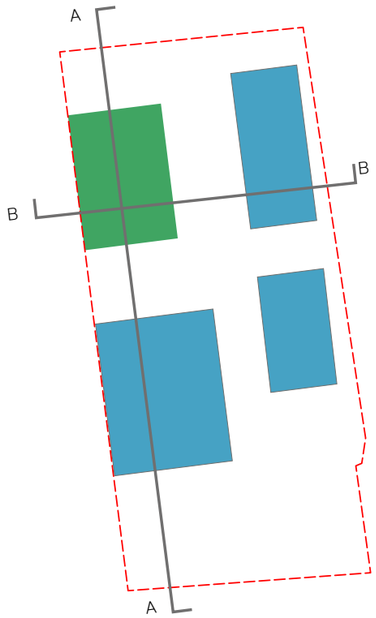
SECTION A-A

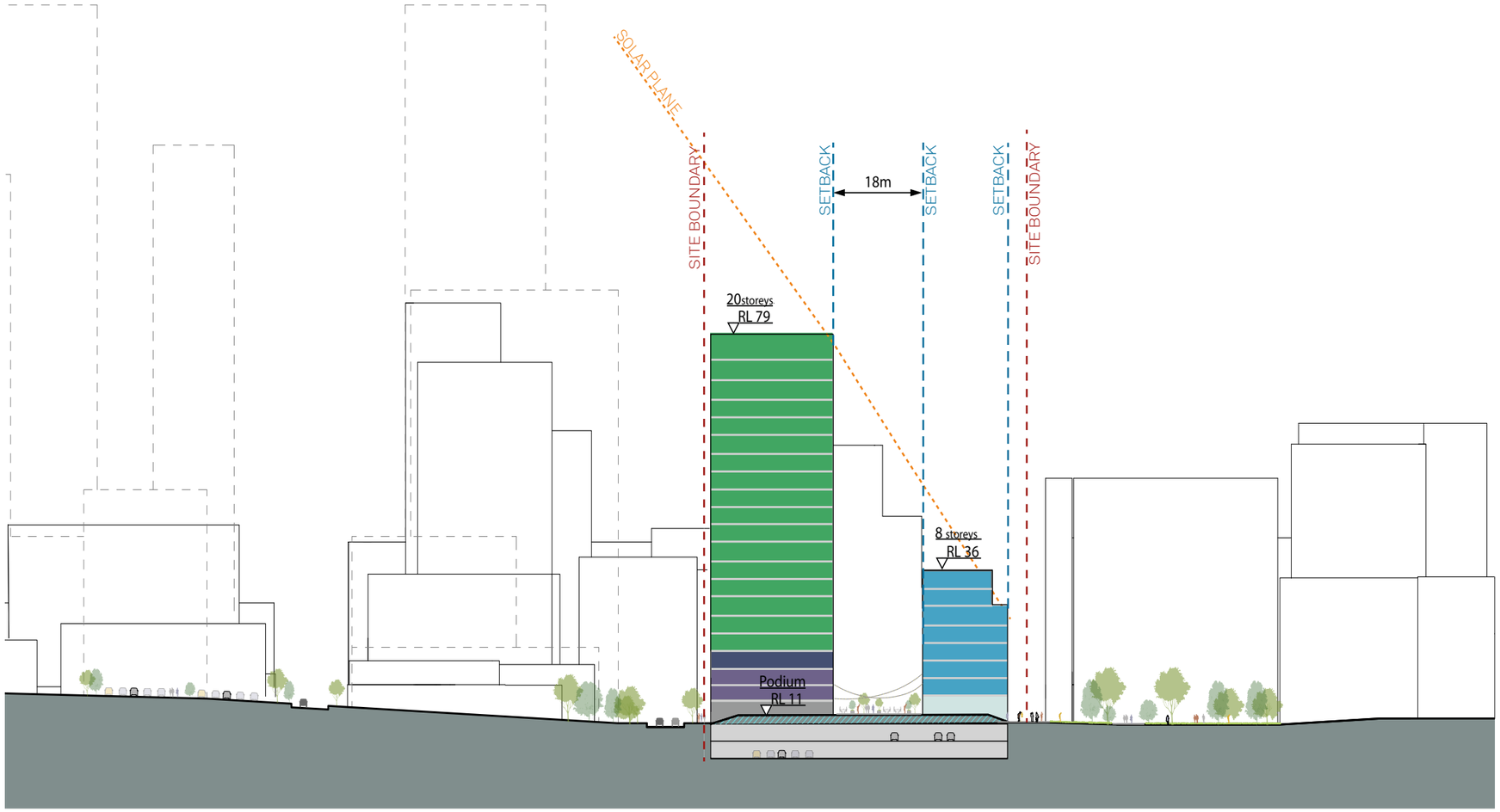




- Residential
- Hotel
- Lobby
- Mixed-use
- Pool / Gym
- Conferencing

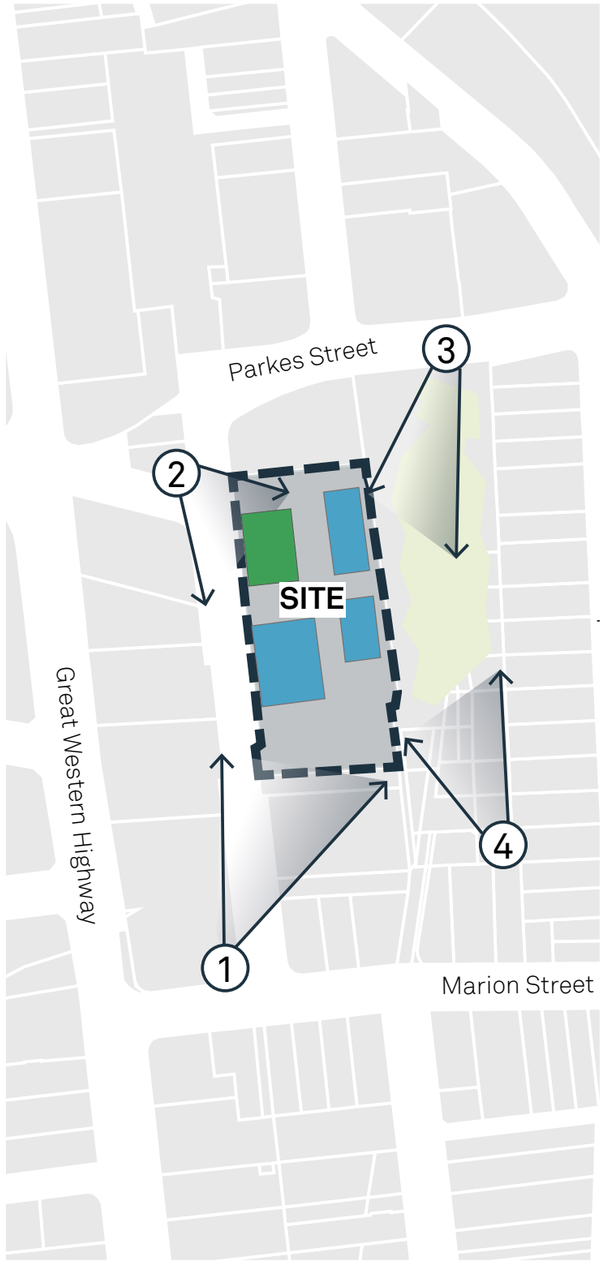
SECTION B-B





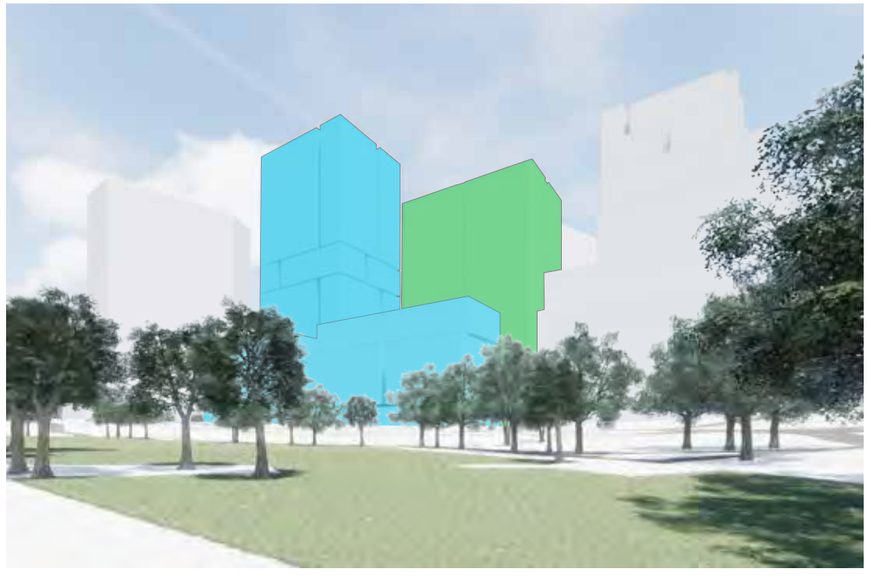
- Residential
- Hotel
- Lobby
- Mixed-use
- Pool / Gym
- Conferencing

VIEWS TO THE SITE

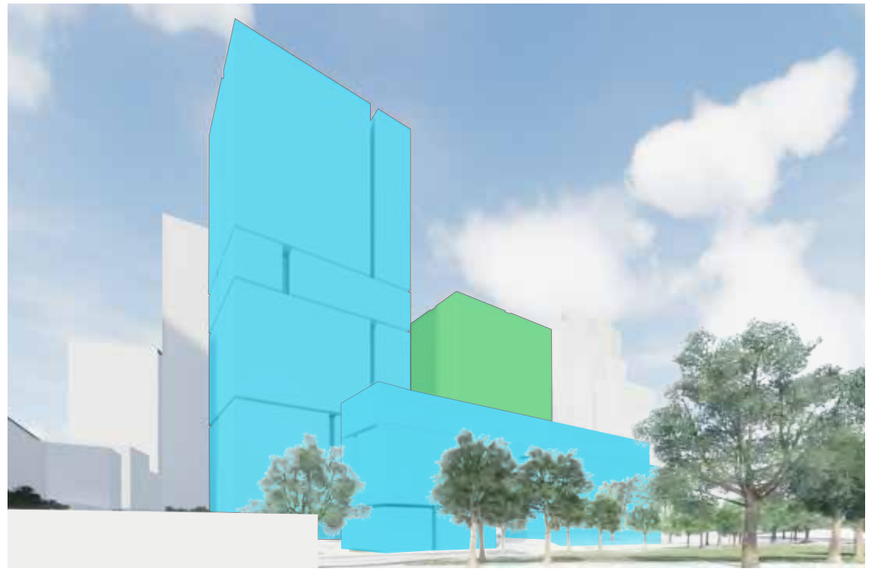


View 1 - Anderson Street looking north towards Parkes Street

View 2 - Parkes Street looking south towards Anderson Street and Jubilee Park

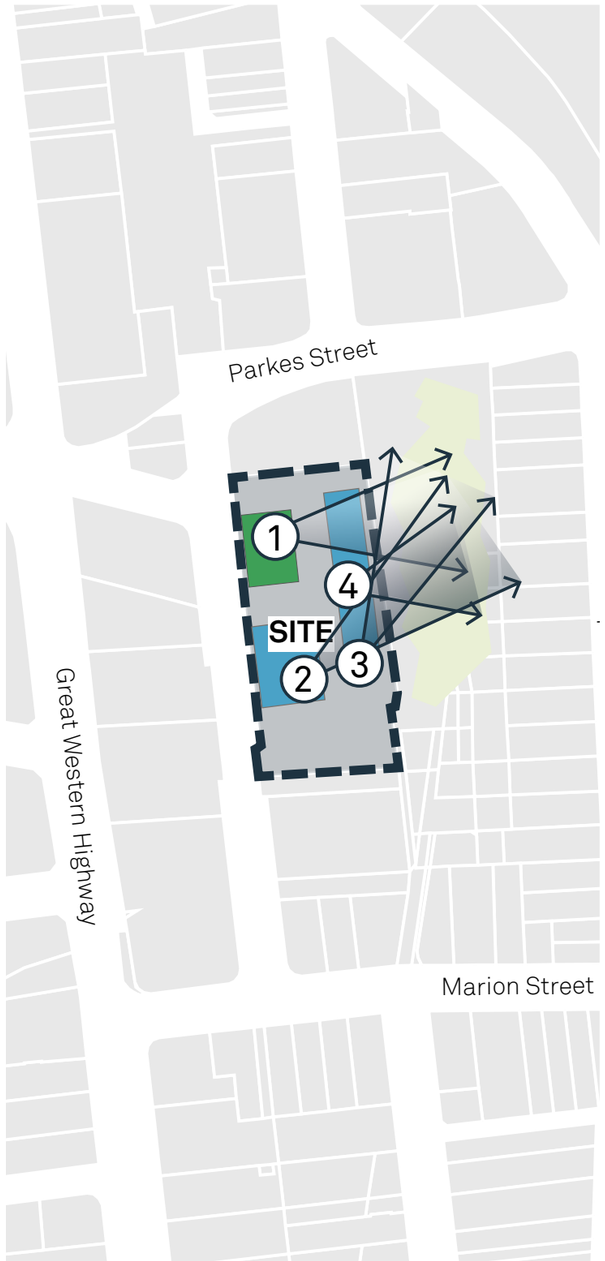


View 3 - Jubilee Park looking south



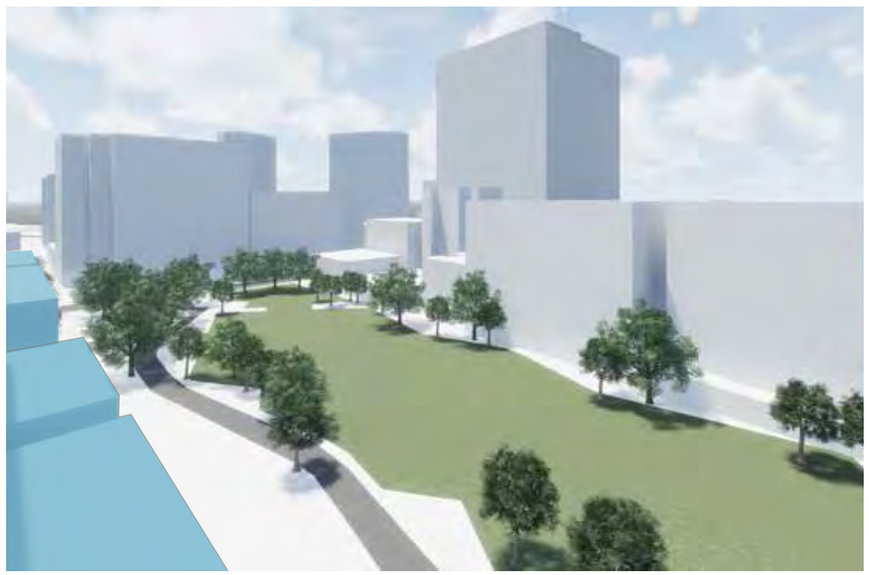
View 4 - Jubilee lane looking north towards park

VIEWS FROM THE SITE

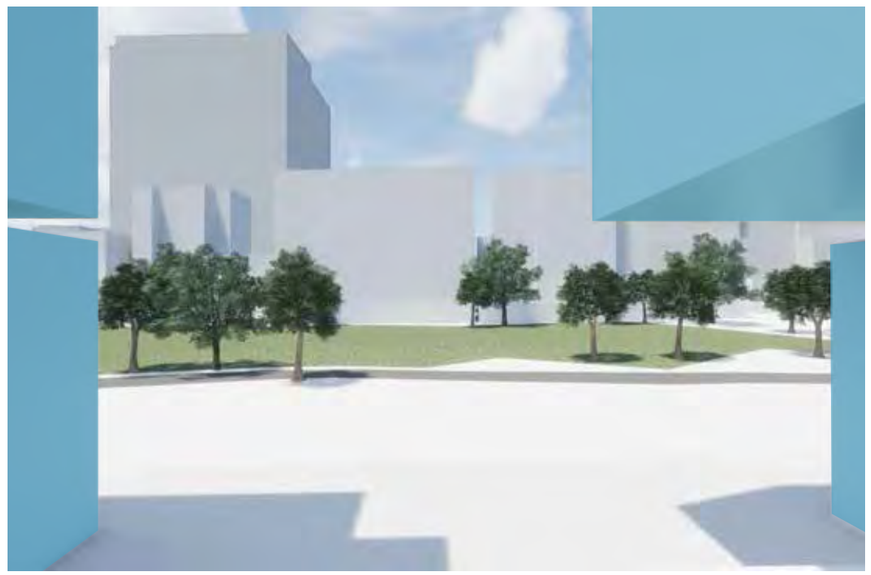


View 1 - Looking from Hotel tower

View 2 - Looking from Residential tower



View 3 - Looking from Premium Apartments building



View 4 - Looking from public space - deck at RL 11.25

05_
AMENITY + OPEN SPACE

OPEN SPACE

Open Space

To align with council's desired vision for connectivity and high quality public amenity within the precinct open space is proposed in the form of:

- improvement of quality public realm, green open and recreational spaces
- as well as connectivity and linkage to existing network of green spaces, pedestrian and cycle paths

Daylight

Access to daylight also needs to be addressed, as required by State Environment Planning Policy requirements:

- Sunlight access to living + private open spaces in at least 70% of apartments for min 2 hours in mid-winter
- At least 50% of common open space should receive min. 2 hours direct sunlight in mid-winter

Local Character

The context and it's scale, grain, streetscape character and local typologies that exist within the precinct guide the response.

Architectural Response

The quality of the built environment needs to sit well within the local context and respond to the historical and cultural setting.

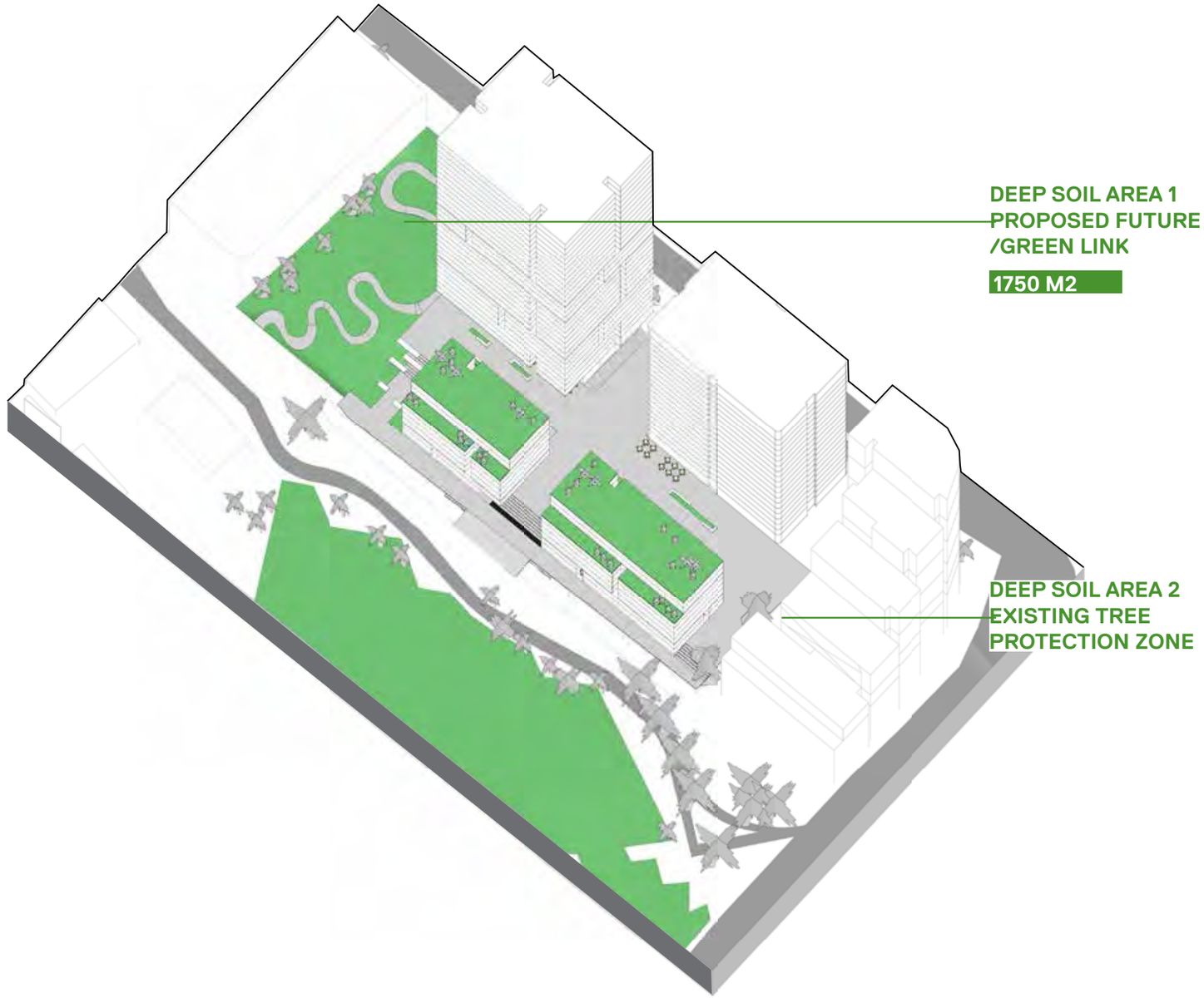
SEPP65 Requirements:

- Communal open space has a minimum area equal to 25% of the site.
- Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)
- Deep soil zones to be a minimum 7% of site area with minimum dimensions of 6m. (For sites greater than 1,500m2 with significant existing tree cover)

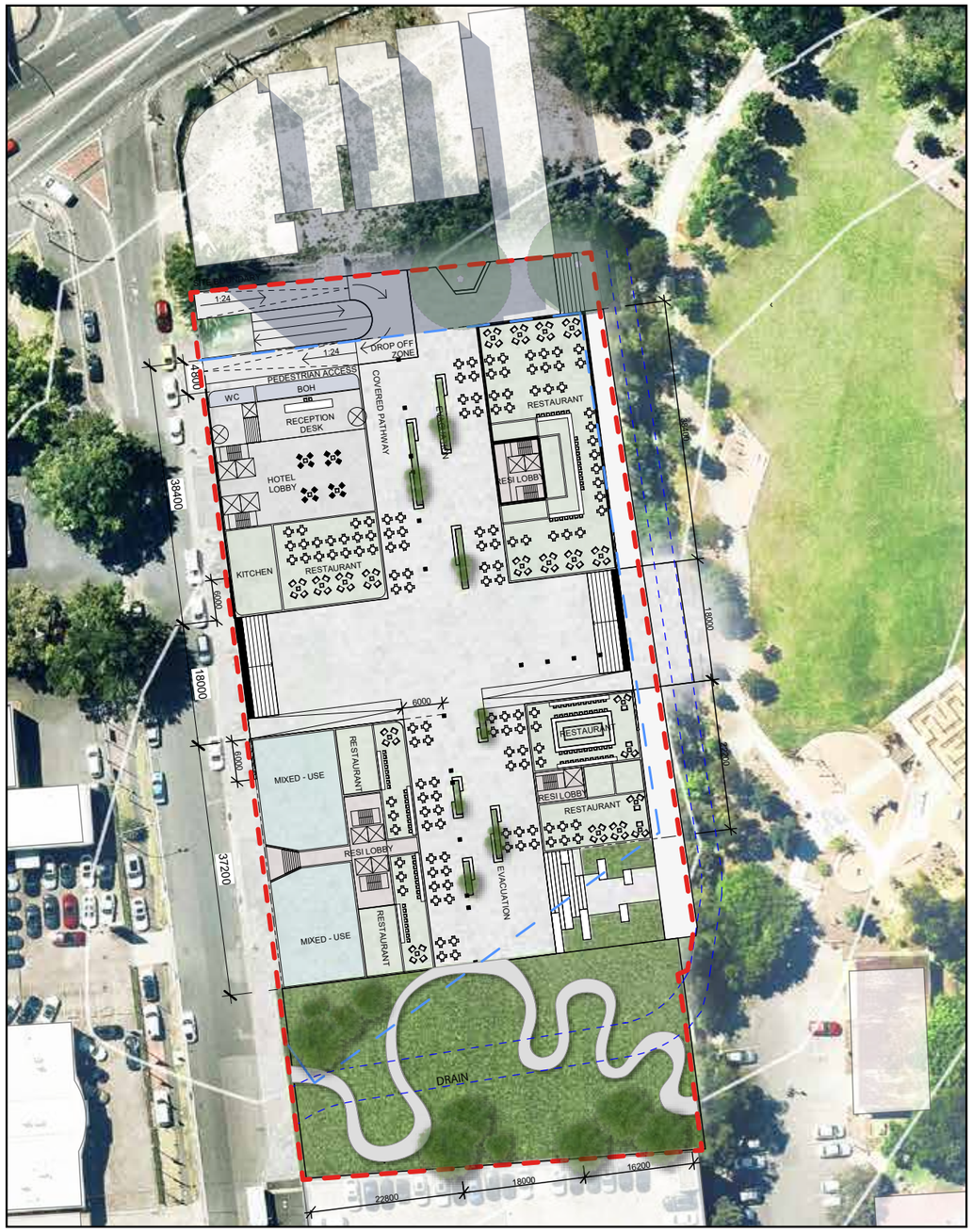
22%
OF OPEN SPACE PROVIDED AS DEEP SOIL AREA

50%
OF SITE AREA PROVIDED AS OPEN SPACE

25%
OF OPEN SPACE WITH AT LEAST 2HRS OF SUNLIGHT [21 JUN]



OPEN SPACE



Laneway, 143 Funf Hofe, Herzog de Meuron Architects

Cherrybrook Master Plan, Grimshaw Architects

Tennyson Road Apartments, Grimshaw Architects

Epping Residential Rooftop Garden, Grimshaw Architects

RESIDENTIAL

The Argus Dining Room, Victoria

Star City, Grimshaw Architects

Green Square Epsom Road Apartments, Grimshaw

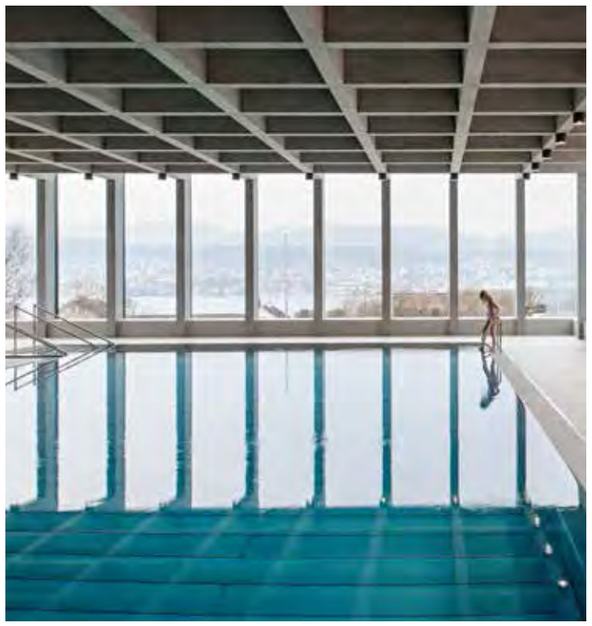
One Sydney Park

HOTEL

The Argus Dining Room, Victoria

Star City, Grimshaw Architects

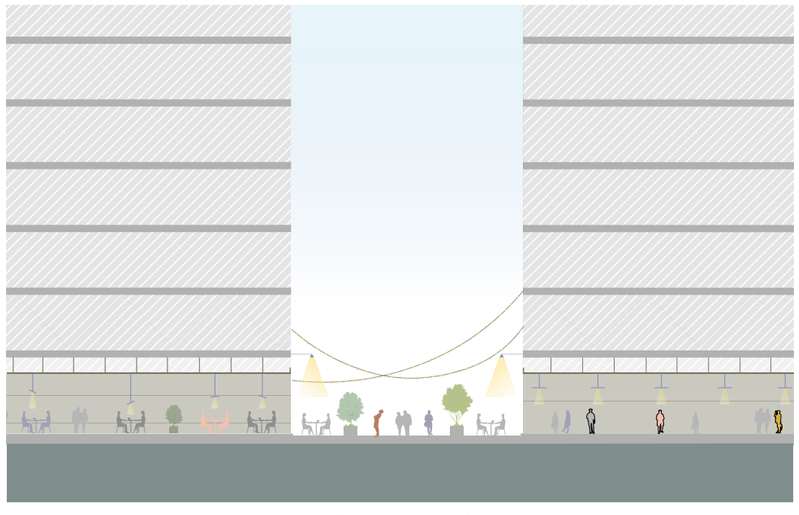
Langham, Chicago



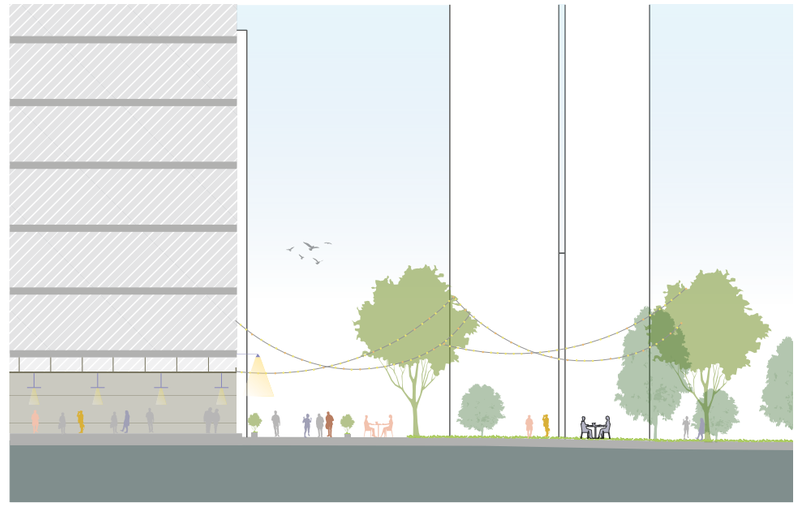
Pool, Illiz Architektur, Switzerland

LANEWAY CHARACTER

Anderson Street



'The Laneway'



Jubilee Park

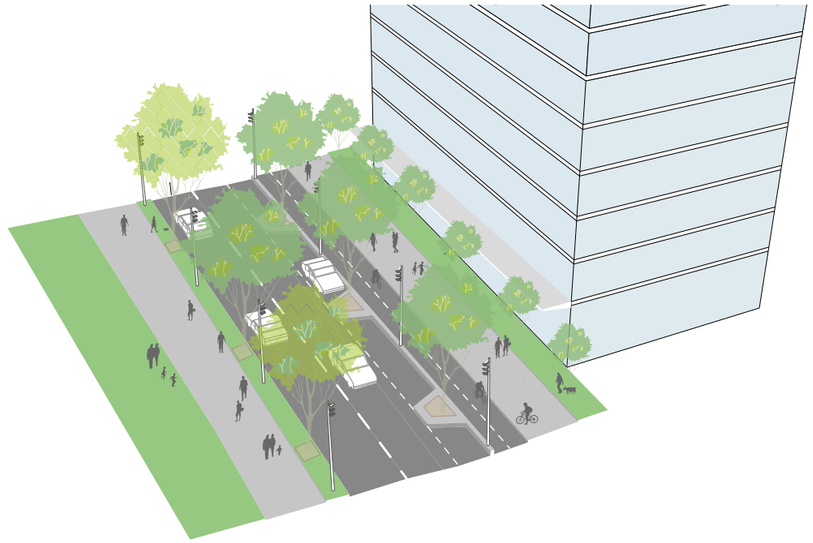
STREETSCAPES

Our proposition considers the impact on streetscapes across the site to facilitate a connected and active frontage.

Our established objectives are to:

- Provide a clear street hierarchy that prioritises pedestrian amenities, and seamlessly incorporates new connectors to the existing road networks.
- Physically and visually create continuous connections within the precinct to ensure clear legibility.
- Facilitate the development of active street edges, with mixed use activation of the through-site links and Anderson Street frontage.
- Ensure that the building scale is not foreign to that of the street.
- Provide adequate shading and planting of trees to enhance street landscape.

With these key objectives, the buildings are designed and positioned so that there is no inactive street edges. A generous 3-metre setback along the eastern boundary for green landscape that screens the ground level apartments from Jubilee Park, and at the same time provides a positive relationship for passersby within the park.



Anderson Street Streetscape

Anderson Street looking south towards residential tower and through-site link

ARCHITECTURAL BENCHMARKS

Lachlan Street Waterloo, Grimshaw

Epping Town Centre, Grimshaw

Cherrybrook Station Masterplan, Grimshaw

Aspire Tower Parramatta, Grimshaw

Tennyson Road, Grimshaw

Via Verde, Grimshaw

MATERIALITY

Moveable timber screens to balconies

Prodema louvres

Off-white concrete structure

Dark grey steel balconies and edge profiling

Prodema louvres

Double glazed curtain wall

Timber decking and glass balustrades to balconies

06_
SEPP 65 COMPLIANCE
SUMMARY

SOLAR ACCESS

SEPP65 REQUIREMENTS:

MAXIMUM 15%
Of apartments with no direct sunlight
[21 Jun between 9am - 3pm]

MINIMUM 70%
Of apartments with at least 2hrs of direct sunlight [21 Jun between 9am - 3pm]

13%
OF APARTMENTS WITH NO DIRECT SUNLIGHT [21 JUN]

87%
OF APARTMENTS WITH AT LEAST 2HRS OF SUN-LIGHT [21 JUN]

✓ SOLAR ACCESS

APARTMENTS RECEIVING NO DIRECT SUNLIGHT [21 JUN, BETWEEN 9AM-3PM]																															
TOWER APARTMENTS	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29
AMOUNT OF APARTMENTS	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PODIUM APARTMENTS	G	L1	L2	L3	L4	L5	L6	L7																						
AMOUNT OF APARTMENTS	0	2	2	2	2	2	0	0	*All of the west apartments aren't getting any solar access as they are overshadowed by towers																					

TOTAL	39
TOTAL APARTMENTS	289
NO DIRECT SUNLIGHT BETWEEN 9AM-3PM [21 JUN]	13%

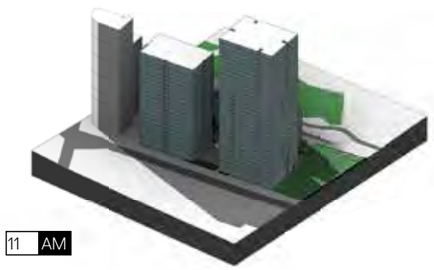
APARTMENTS RECEIVING LESS THAN 2H SOLAR ACCESS [21 JUN, BETWEEN 9AM-3PM]																															
TOWER APARTMENTS	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29
AMOUNT OF APARTMENTS	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PODIUM APARTMENTS	G	L1	L2	L3	L4	L5	L6	L7																						
AMOUNT OF APARTMENTS	0	2	2	2	2	2	0	0	*All of the west apartments aren't getting any solar access as they are overshadowed by towers																					

TOTAL	39
TOTAL APARTMENTS	289
LESS THEN 2H SUNLIGHT BETWEEN 9AM-3PM [21 JUN]	13%
MORE THAN 2H SOLAR ACCESS	87%

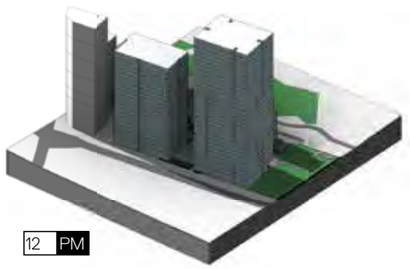
SOLAR ACCESS

Diagram on the right shows solar access to each facade of the building. As indicated, the west facing, Anderson Street, side receives sunlight primarily in the afternoon hours, while the east facing, Jubilee Park, side of the building receives sunlight in the morning.

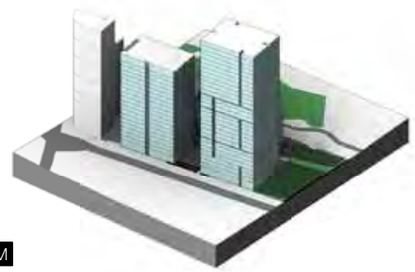
10 AM



11 AM

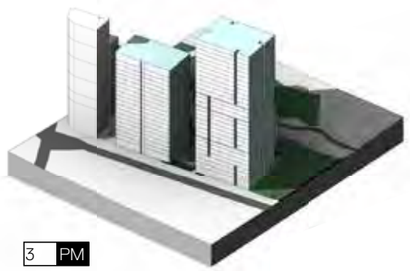


12 PM



1 PM

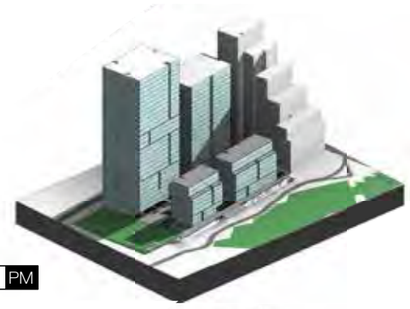
2 PM



3 PM

10 AM

11 AM



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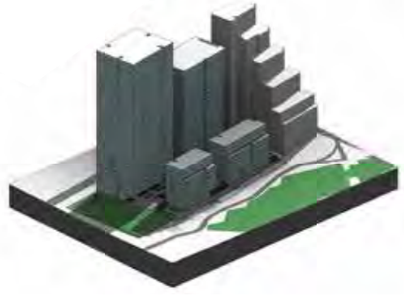
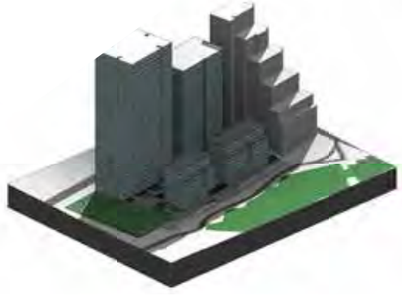
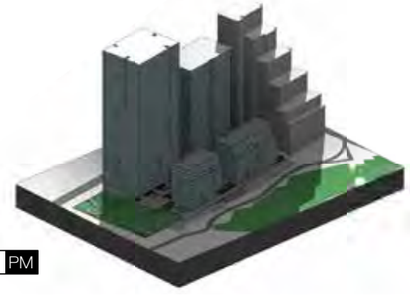


1 PM



2 PM



3 PM

SHADOW ANALYSIS

This solar access impact study shown on this page demonstrates that there is no additional overshadowing to Jubilee Park between the hours of 12pm and 29 on 21 June.

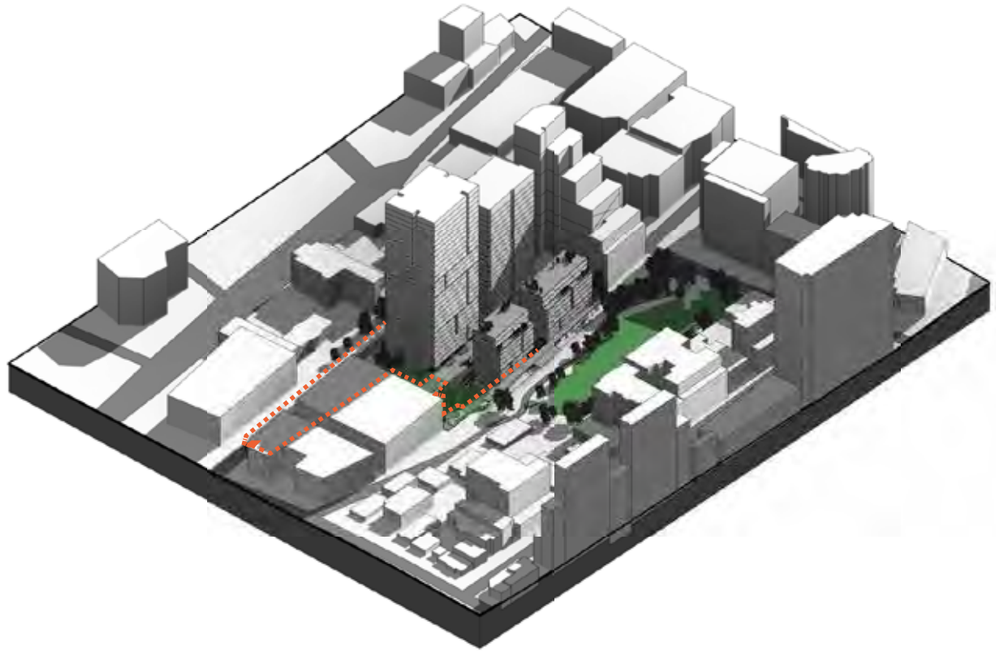
Approved 5-7 Parkes Street Development

Proposed 18-40 Anderson Street Development

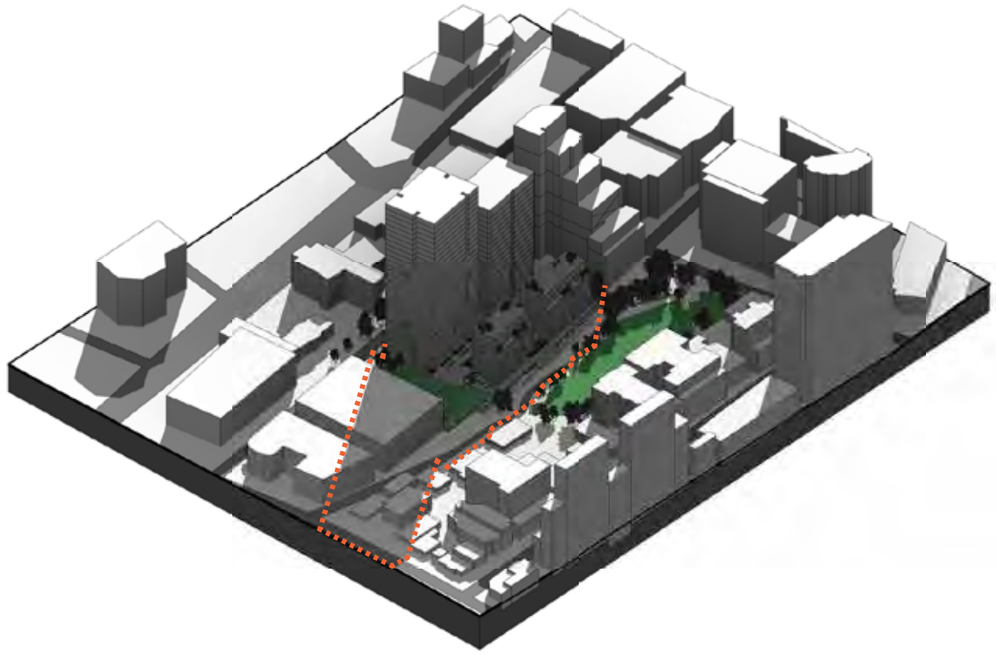
21 June 12pm

21 June 2pm

SHADOW ANALYSIS



21 June 12pm



21 June 2pm

OVERSHADOWING ANALYSIS-PROPOSED SCHEME

WINTER 21 JUNE

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

OVERSHADOWING ANALYSIS-PROPOSED SCHEME

SUMMER 21 DECEMBER

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

CROSS VENTILATION

SEPP65 REQUIREMENTS:

MINIMUM 60%
Of apartments cross ventilated

Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed

93%
CROSS VENTILATED APARTMENTS

✓ CROSS VENTILATION

CROSS VENTILATION																														
	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29
AMOUNT OF CROSS VENTILATED APARTMENTS		12	12	12	12	12	10	10	4	4	**SEPP 65: Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed*																			

TOTAL	88
TOTAL APARTMENTS up to 9th storey	109
TOTAL APARTMENTS	289
CROSS VENTILATED	**93%**

BUILDING SEPARATION

SEPP65 REQUIREMENTS:

Minimum separation distances for buildings are:

Up to **four** storeys (approximately 12m):

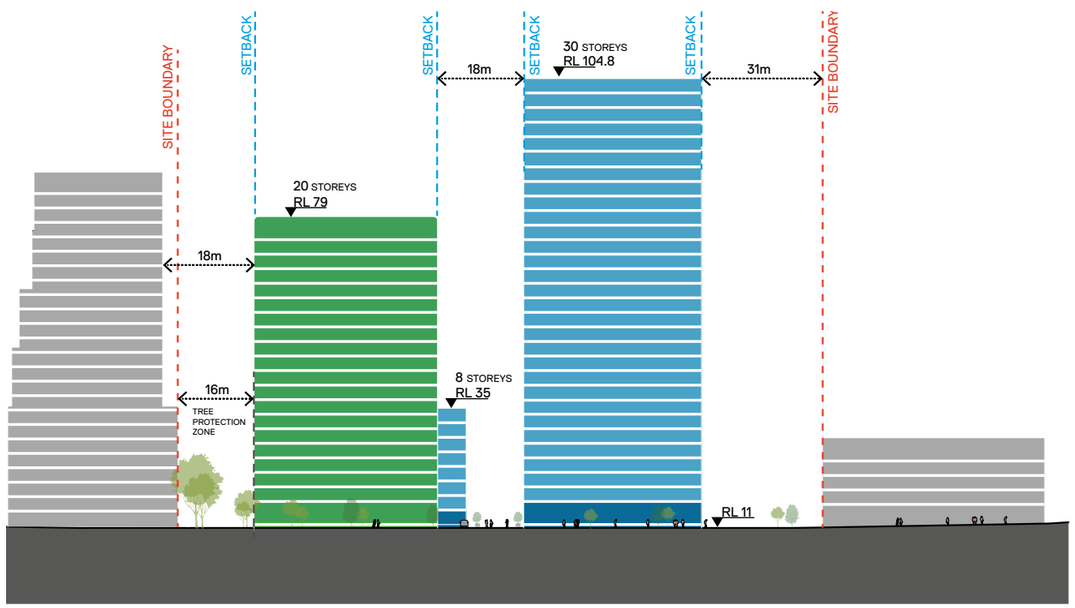
- 12m between habitable rooms/balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms

Five to eight storeys (approximately 25m):

- 18m between habitable rooms/balconies
- 12m between habitable and non-habitable rooms
- 9m between non-habitable rooms

Nine storeys and above (over 25m):

- 24m between habitable rooms/balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms



12m SEPARATION BETWEEN HABITABLE AND NON-HABITABLE ROOMS [8 STOREYS]

16m SETBACK FROM 5-7 PARKES ST BOUNDARY

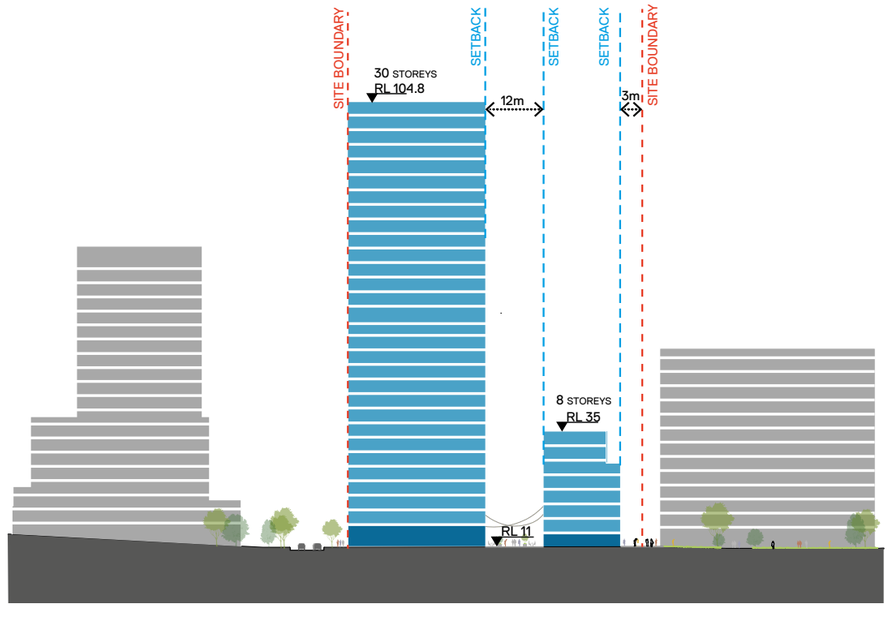
18m SEPARATION BETWEEN HABITABLE AND NON-HABITABLE ROOMS [+8 STOREYS]

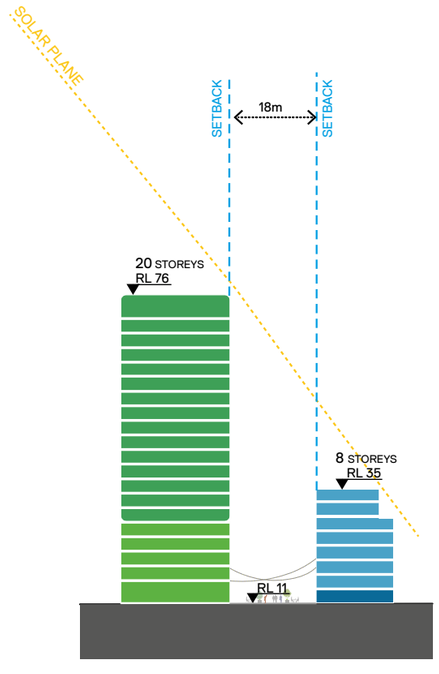
0m SETBACK FROM ANDERSON STREET

3m SETBACK FROM JUBILEE PARK

3m SETBACK FROM DRAINAGE EASEMENT

✓ BUILDING SEPARATION





07_
PLANNING + ECONOMIC SUMMARY

BUILDING MIX

The proposal for the 18-40 Anderson Street site is for a comprehensive mixed-use precinct, including a new five star hotel, diverse residential apartments, and a number of public amenities to support the local and wider community.

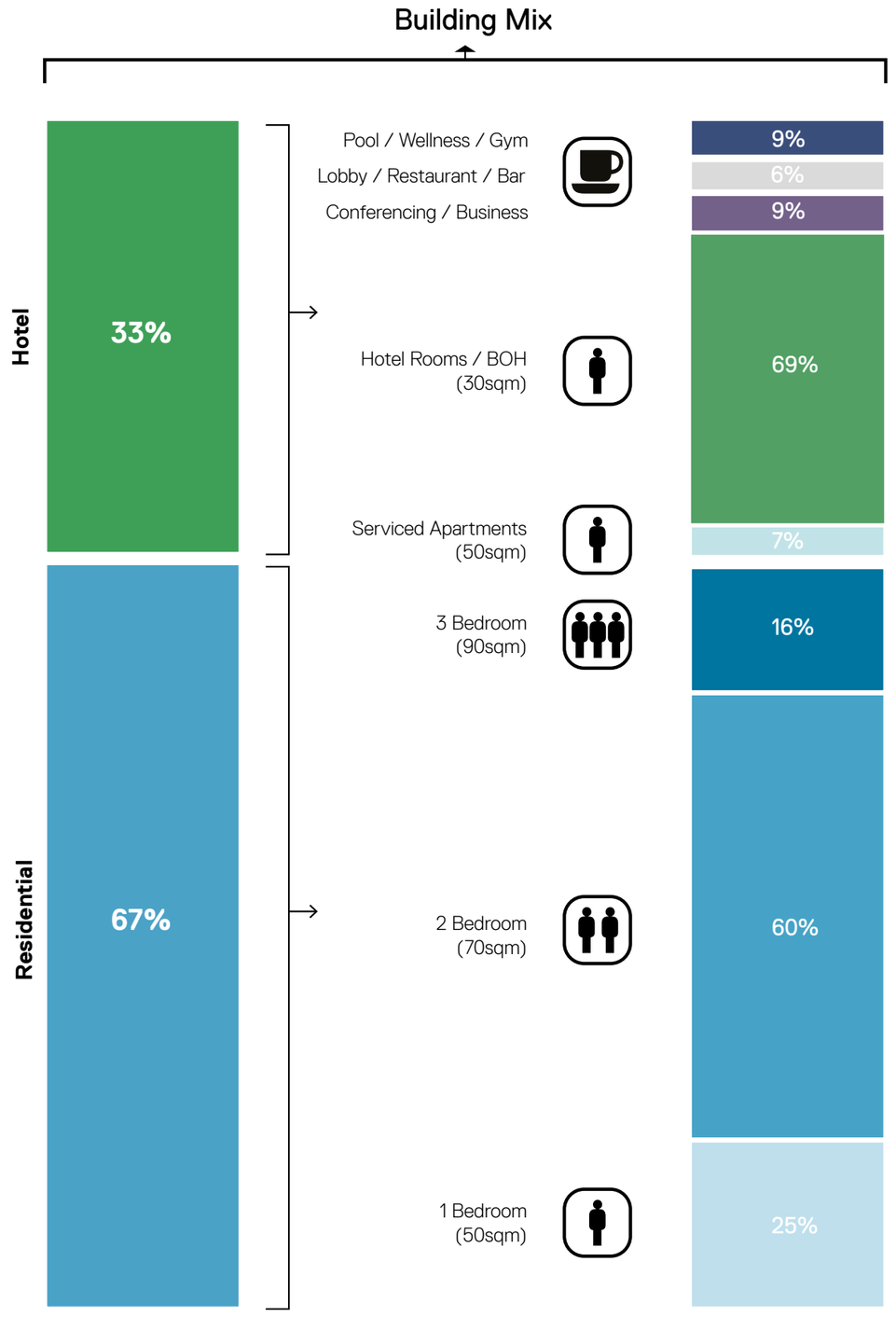
The proposed programme aims to compliment a development which is varied and pragmatic, inherently commercially viable, resilient to change and growth and equipped with appropriate use of the built form and public realm.

The building mix includes the following:

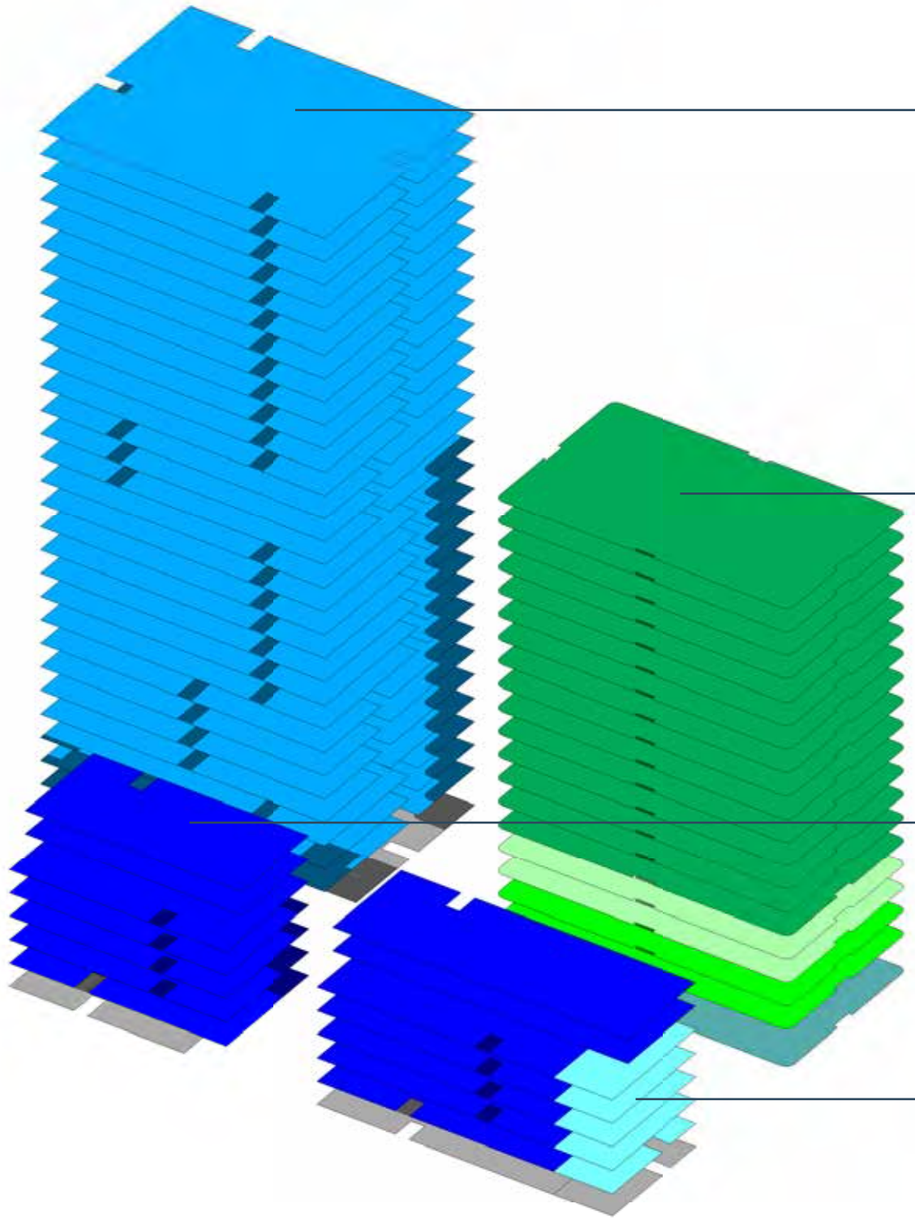
1. Five Star Hotel Accomodation
2. Conferencing / Business Centre
3. Residential Apartments
4. Serviced Apartments
5. Cafés / Restaurants
6. Gymnasium / Pool / Wellness Centre

The residential programme is focused on a diverse offering of apartment types and scales.

A number of the provided dwellings are dedicated to adaptable housing quotas.



PROGRAMME DISTRIBUTION



BUILDING 2 - 95M / 247 APARTMENTS
30 STOREYS

BUILDING 1 - 67M / 240 HOTEL ROOMS
20 STOREYS

BUILDING 3 - 24M / 24 APARTMENTS
8 STOREYS

BUILDING 4 - 24M / 18 APARTMENTS / 25 SERVICED APARTMENTS
8 STOREYS

- Apartments Tower
- Mixed Use
- Apartments Podium
- Serviced Apartments
- Hotel Rooms
- Gym / Pool / Admin
- Conferencing / Business Centre
- Hotel Lobby

YIELD SUMMARY

NOTE: ASSUMPTIONS

These approximations assume:

- GROSS FLOOR AREA @ 85% of FLOOR PLATE
- NET AREA @ 75% of FLOOR PLATE

- The below apartment mix and sizes (meeting the Parramatta DCP 2011 requirements and SEPP65 minimum areas)

FURTHER ASSUMPTIONS

- That a maximum height of 30 storeys is achievable given the proposed increase in density in the precinct - diagrams show presumed heights given by the Auto Alley Framework.

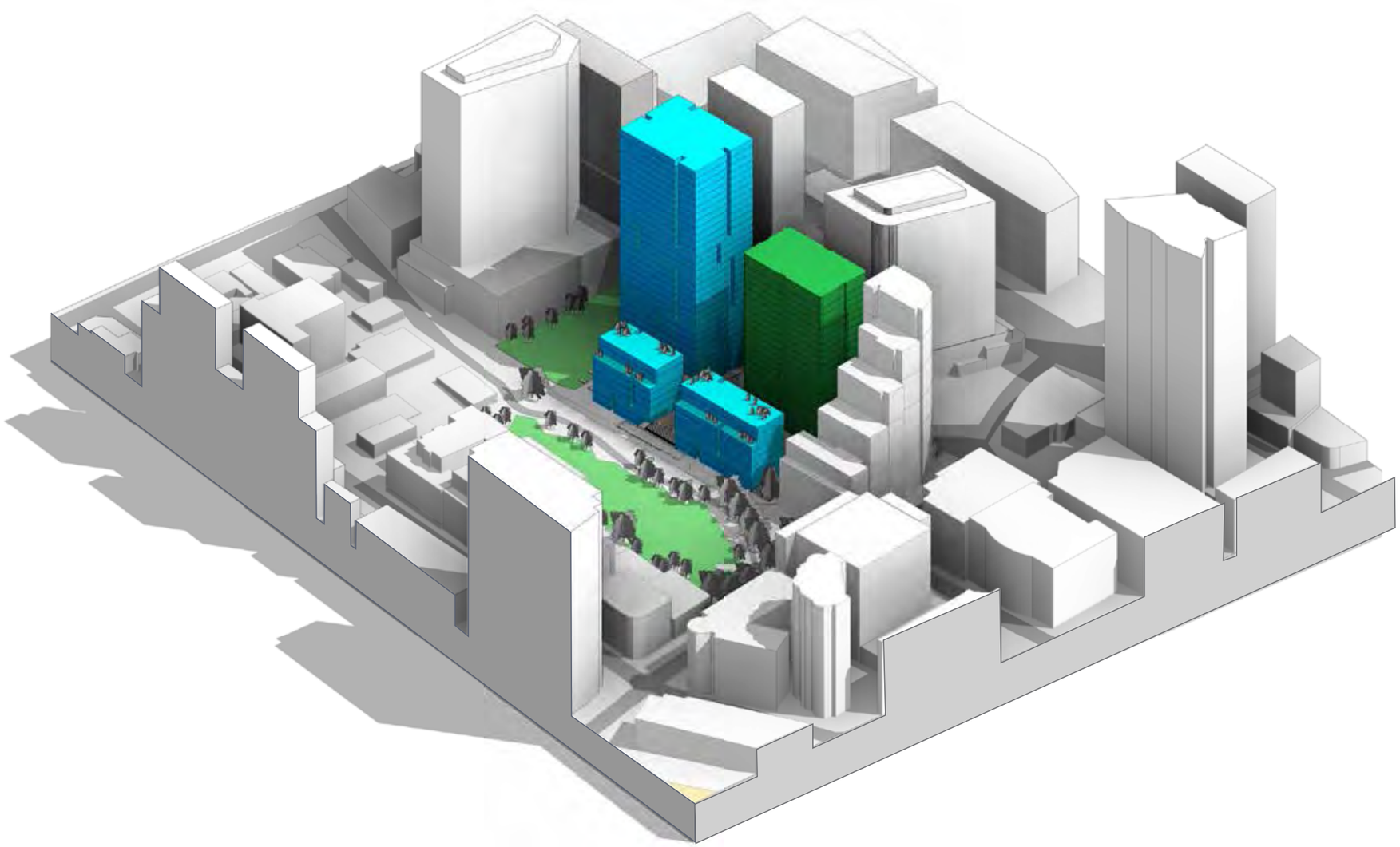
- That SEPP 65 provisions can be achieved within the floorplate, taking into account solar and daylight access and open space provision (early studies indicate satisfactory compliance).

Apartment Type	Area	Quantity	% Mix
1 Bed	50 sqm	72	25%
2 Bed	70 sqm	172	60%
3 Bed	90 sqm	45	16%
TOTAL		289	100%

240
HOTEL KEYS

25
SERVICED APARTMENTS

289
APARTMENTS



AREA SUMMARY

Use	GBA (sqm)	GFA (sqm)	NSA (sqm)
	100%	85%	75%
Hotel Tower			
L0 Lobby / Reception / Restaurant / Bar / Public Restrooms	869	739	652
L1-L2 Conferencing / Business Centre	1738	1477	1304
L3-L4 Swimming Pool / Change Rooms / Gym / Admin Office	1738	1477	1304
L5-L20 Hotel Rooms / Rooftop	13037	11081	9777
Sub Total	17382	14774	13037
Residential Tower			
L0 Lobby / Mixed Use	829	704	622
L1-L24 Apartments Standard	30318	25770	22738
Sub Total	31147	26474	23360
Residential Podium			
L0 Lobby / Restaurant / Mixed use	962	818	722
L1-L7 Apartments Premium	5608	4767	4206
L1-L5 Serviced Apartments	1388	1180	1041
Sub Total	7958	6765	5969
Overall Totals	56487m²	48014m²	42365m²

Hotel	
ESTIMATED HOTEL ROOMS @ 30sqm	240

Residential (as per preferred mix)				
APARTMENT MIX	STUDIO	1BR	2BR	3BR
PRESUMED AREA (sqm)	35.0m²	50.0m²	70.0m²	90.0m²
RATIO OF SPLIT	N/A	22.00%	58.00%	20.00%
	N/A	5928m²	15628m²	5389m²
APARTMENT NUMBERS (as per floorplate layout)	N/A	72	172	45
		25%	60%	16%
TOTAL APARTMENTS	289			
SITE AREA	8017m²	FSR		6.0:1
OPEN SPACE	4008.5m²			50%

CAR PARKING				
APPROX. CAR PARKING	N/A	22	120	45
TOTAL PARKING FOR RESI	187			
HOTEL PARKING ASSUMPTION	53			
REQ. PARKING SPACE @ 36sqm	8640m²			
ESTIMATED BASEMENT AREA	5700	REQ. LEVELS	1.6	

FSR
6.0:1

GFA
48,014 M²

SITE
AREA
8,017 M²

08_
APPENDICES

EXISTING SHADOW ANALYSIS

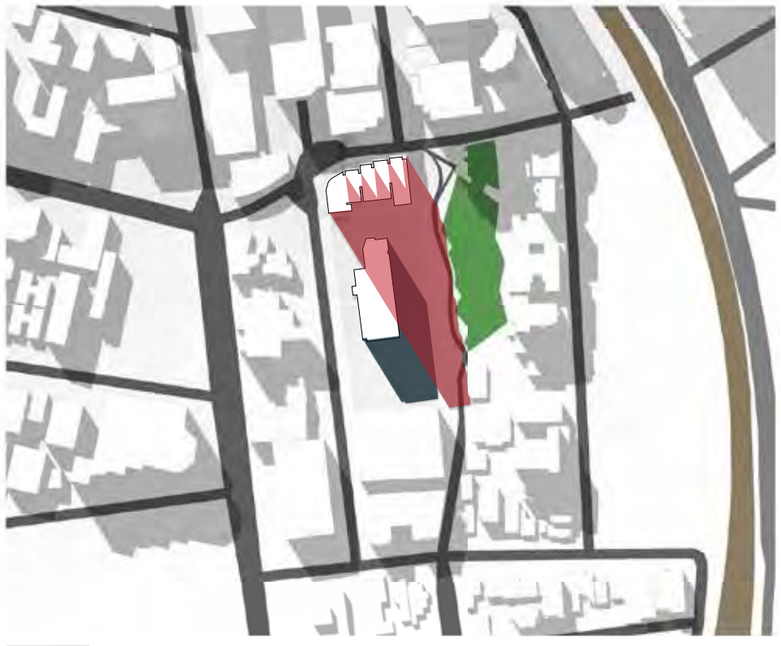
Winter Solstice - 21 June

10 AM

11 AM

12 PM

1 PM



2 PM

3 PM

EXISTING SHADOW ANALYSIS

Summer Solstice - 21 December

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

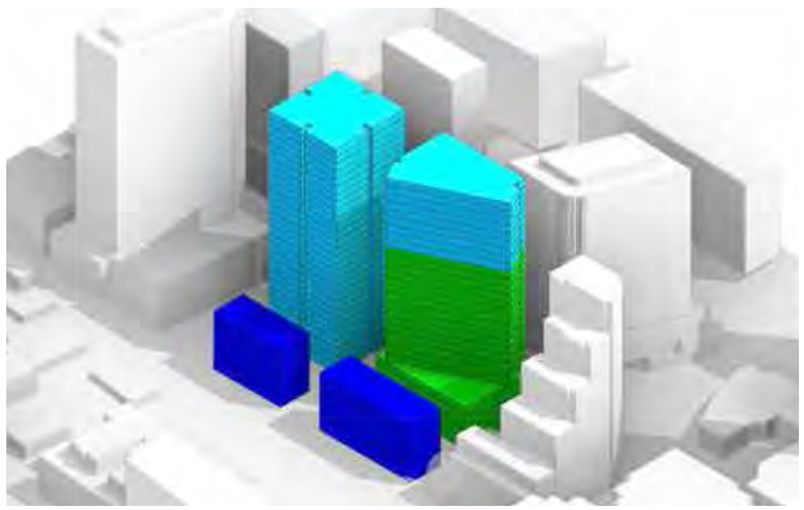
MASSING STUDIES

These initial massing studies test various concepts and parameters in response to the project's vision for a genuine mixed use proposal comprising of a new hotel and residential development; in the below options various densities and configurations were tested against opportunities of the site and its surrounding context. The final option shown here represents our urban design proposal for 18-40 Anderson Street, which is described further in this report.

- Hotel
- Residential
- Residential Premium Offering
- Serviced Apartments

Opt 1 : LEP Maximum Height 80m
Storeys: Ground + 20/24
Floorplate Depth: 21m
Approx. GFA: 41,700 sqm (-6,400 sqm from permissible FSR of 6.0:1)

- ✓ Permissible height of hotel and residential maximised according to solar height plane control
- ✓ Presents a unified and coherent address to Jubilee Park with a number of human scaled residential podium blocks
- ✗ Hierarchy of public through-site links unclear due to the number of buildings and ambiguous separation between them
- ✗ Proximity of residential podium blocks to one another undesirable for good visual privacy and SEPP 65 compliance
- ✗ Residential tower floorplate too small and inefficient to capture full potential of residential yield



Opt 2 : Design Excellence Bonus Height 92m
Storeys: Ground + 28
Floorplate Depth: 29m
Approx. GFA: 54,900 sqm (-400 sqm from permissible FSR of 6.9:1)

- ✓ Potential yield of towers demonstrated by 92m height permissible according to Design Excellence Bonus
- ✓ Hybrid hotel and residential tower with floorplates triangulated to avoid solar height plane control and capture higher residential yield
- ✓ Number of public through-site links rationalised to provide better hierarchy and demarcation of accessible open space
- ✗ Hybrid hotel and residential tower deemed undesirable from an owner/operator perspective due to inefficiency of split lift and service cores
- ✗ Residential yield of park facing podium blocks compromised by impact of solar height plane control and generous width of through-site link

Opt 3 : LEP Maximum Height 80m
Storeys: Ground + 20/24
Floorplate Depth: 24m
Approx. GFA: 42,600 sqm (-5,500 sqm from permissible FSR of 6.0:1)

- ✓ Residential and hotel tower floorplates increased to improve efficiency and potential yield
- ✓ Residential podium blocks consolidated to ensure visual privacy and SEPP 65 compliance
- ✓ Number of public through-site connections rationalised to provide better hierarchy and demarcation of accessible open space
- ✗ Residential tower floorplate remains too small and inefficient to capture full potential of residential yield
- ✗ Residential yield of park facing podium blocks compromised by impact of solar height plane control

MASSING STUDIES

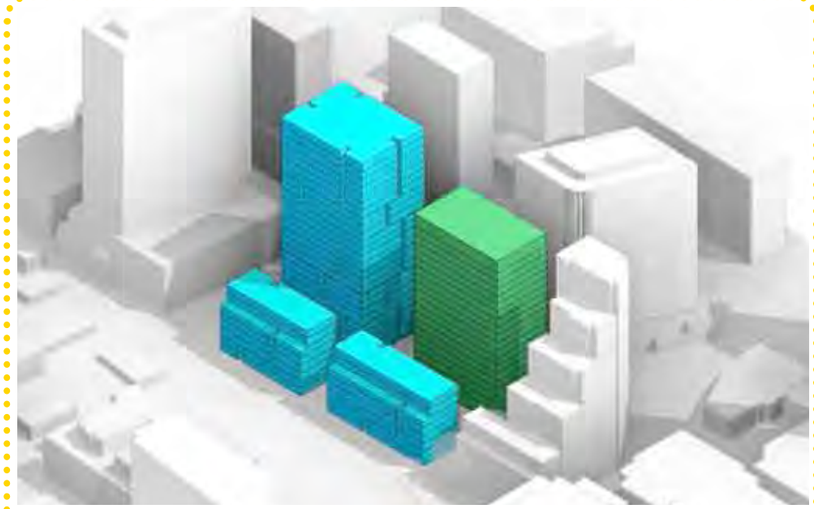
Hotel
Residential
Residential Premium Offering
Serviced Apartments

Opt 4 Design Excellence Bonus Height 92m
Storeys: Ground + 20/28
Floorplate Depth: 21m/29m
Approx. GFA: 49,100 sqm (-6,200 sqm from permissible FSR of 6.9:1)

- ✓ Floorplate width of residential and hotel towers misaligned to ensure the right yield balance between residential and hotel use
- ✓ Hotel floorplate at podium level increased to better accommodate hospitality, conference and wellness facilities
- ✓ Potential yield of residential tower demonstrated by 92m height permissible according to Design Excellence Bonus
- ✓ Size and efficiency of residential tower floorplate configured to capture full potential of residential yield
- ✗ Courtyard arrangement of residential podium undesirable for ensuring direct sunlight to apartments and SEPP 65 compliance

Opt 5 Design Excellence Bonus Height 92m
Storeys: Ground + 20/28
Floorplate Depth: 21m/29m
Approx. GFA: 47,500 sqm (-7,800 sqm from permissable FSR of 6.9:1)

- ✓ Potential yield of residential tower demonstrated by 92m height permissible according to Design Excellence Bonus
- ✓ Massing of residential podium configured to meet SEPP 65 compliance including direct solar access and building separation controls
- ✓ Hotel tower configured to ensure a desirable floorplate dimension that best accommodates the layout of hospitality functions and individual rooms
- ✓ Size and efficiency of residential tower floorplate configured to capture full potential of residential yield
- ✗ Residential yield of park facing podium blocks remain compromised by impact of solar height plane control



Opt 6 : LEP Maximum Height 80m
Storeys: Ground + 19/24
Floorplate Depth: 21m/29m
Approx. GFA: 45,516 sqm (-2,586 sqm from permissible FSR of 6.0:1)

- ✓ Size and efficiency of residential tower floor-plate configured to capture full potential of residential yield
- ✓ Articulation of residential tower and park facing podium buildings configured to meet full SEPP 65 compliance
- ✓ Hotel tower configured to ensure a desirable floor-plate dimension that best accommodates the layout of hospitality functions and individual rooms
- ✓ Arrangement of public through-site links given clarity and purpose with clear hierarchy and demarcation of accessible open space
- ✓ Residential yield of park facing podium blocks improved by additional two floors setback according to solar height plane control

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