

Appendix 1 – Urban Design Report

Design Report
Coronation Property
Karima Group

Parramatta Riverside
2-10 Phillip Street

Woods Bagot
Aspect Studios



Parramatta Riverside

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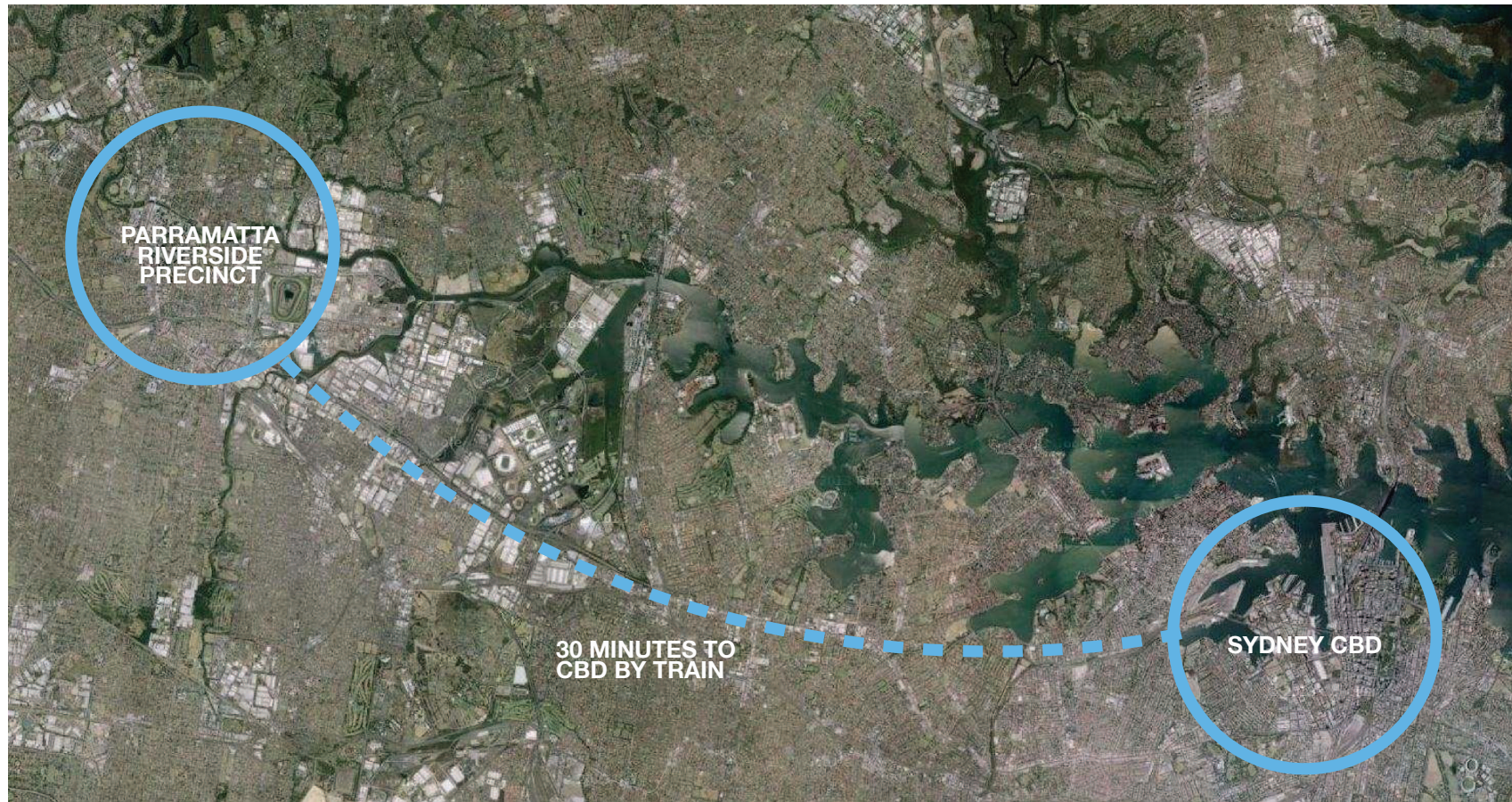
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01

Parramatta Riverside **SITE ANALYSIS**

01.01

Site Analysis Urban Context



01.02

Site Analysis Site Context



01.03

Site Analysis Existing Site Conditions



Phillip Street



North Phillip Lane

01.04

Site Analysis Existing Site Conditions



Marsden Street View

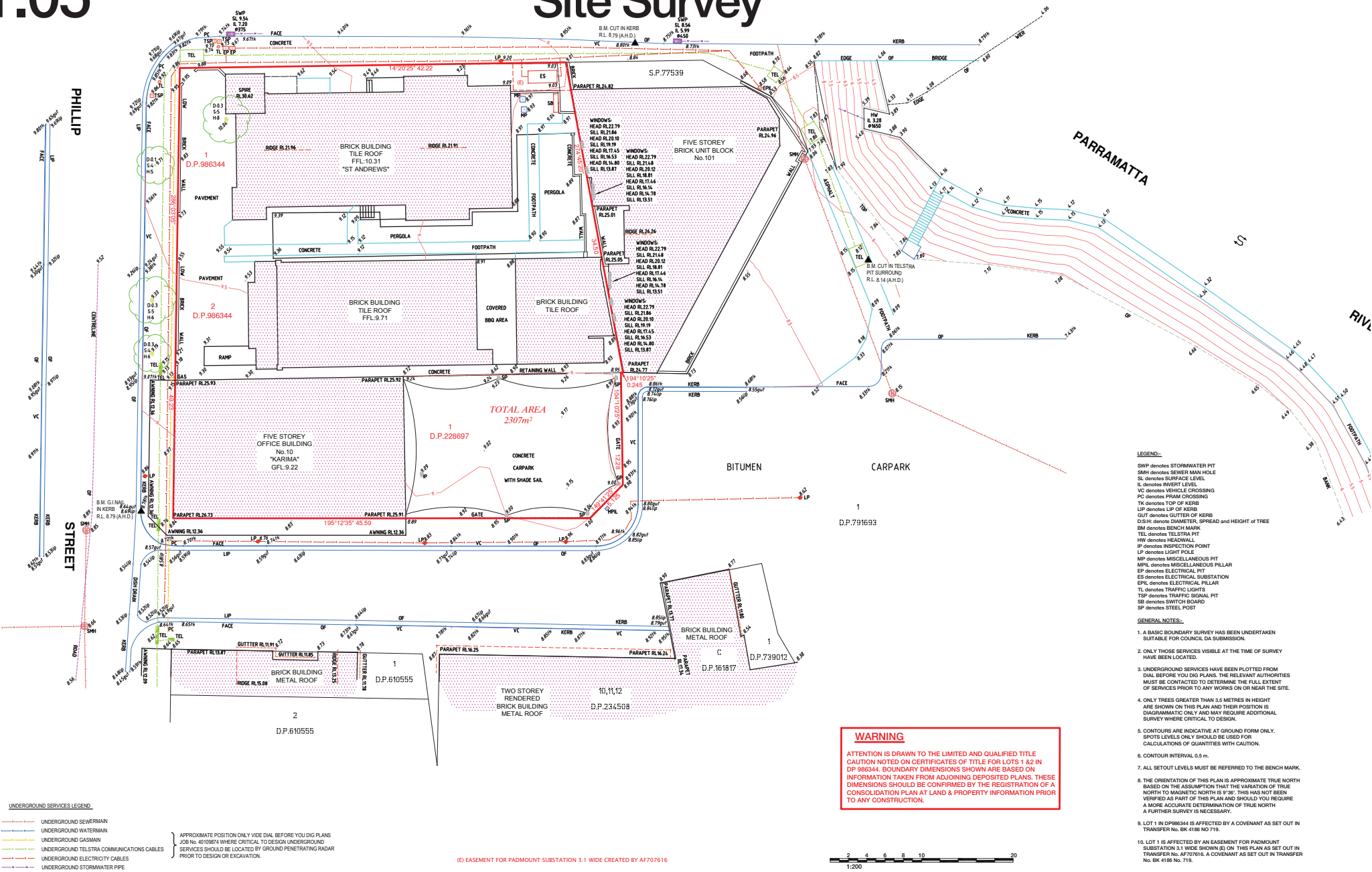


View Towards South



Corner of Marsden & Phillip Streets

Site Analysis Site Survey

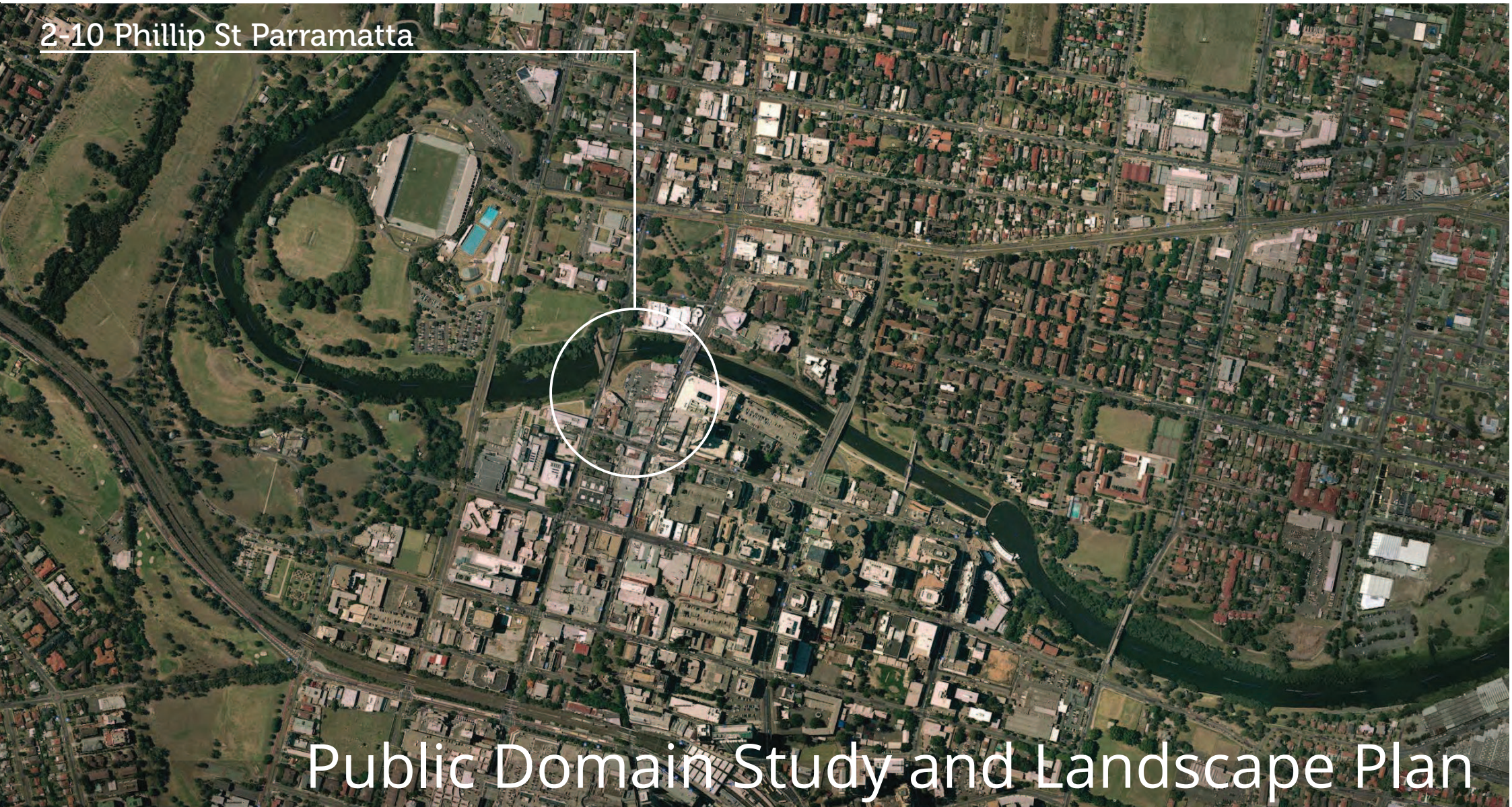


02

Parramatta Riverside
PUBLIC DOMAIN & LANDSCAPE STRATEGY

2-10 Phillip St Parramatta

Public Domain Study and Landscape Plan



PUBLIC SPACES AND KEY DESTINATIONS

Located at the junction of 2 key pedestrian routes; Parramatta River Walk and 'Eat Street'; the opportunity for the site is as a **vibrant and active public space that contributes to the greater urban structure.**



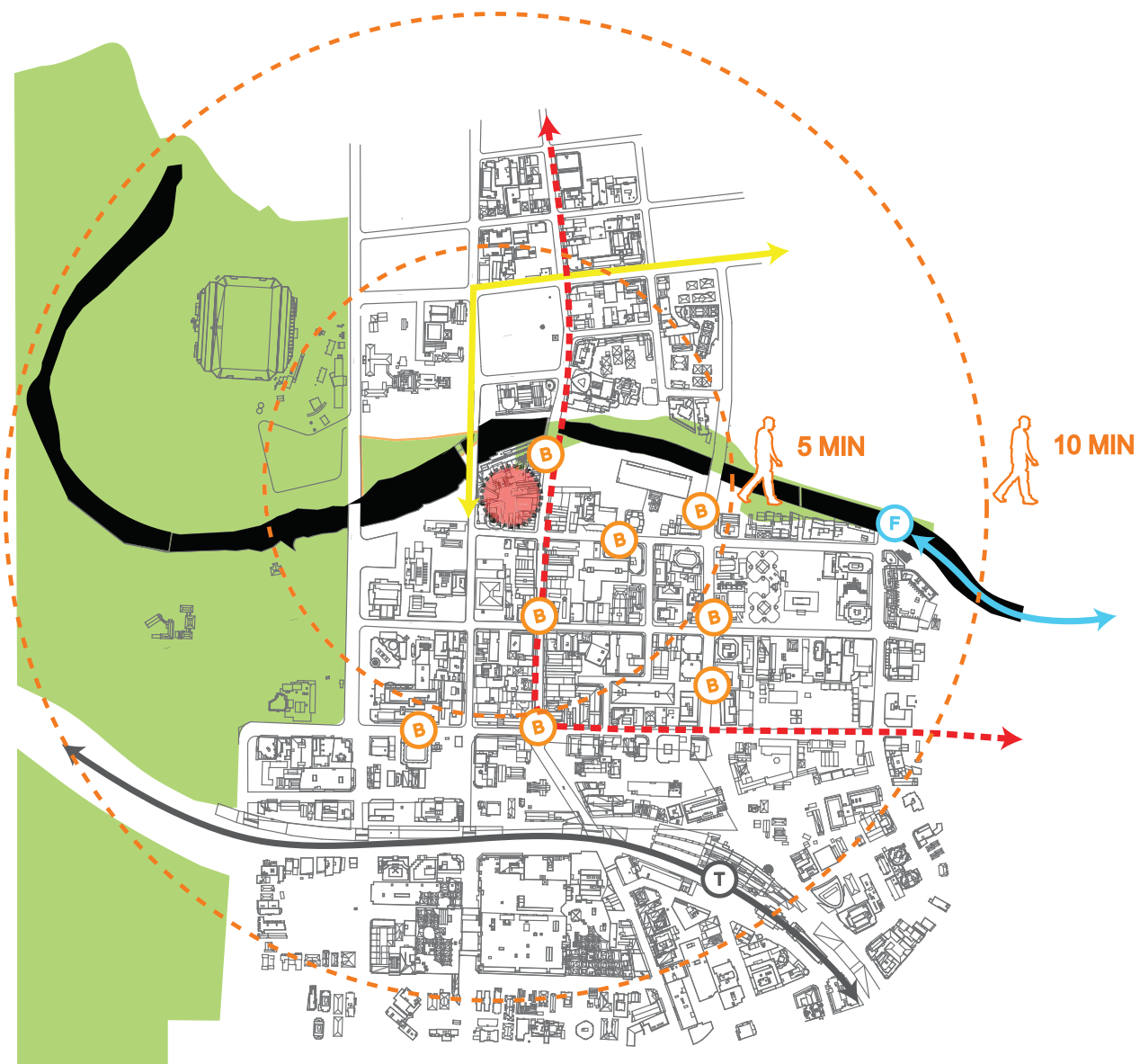
Transport and Arrival

The site is located a 10 min (approx.) walk from Parramatta Train Station and Ferry, and is near to several bus stops and the future light rail.

The location suggests that the majority of residents and evening diners will likely arrive by public transport, and walk to the site, where-by visitors to the hotel will likely arrive by car/ taxi.

Streets and lanes that create meaningful links, and are designed with the comfort and safety of pedestrians and cyclists as a priority, are key in ensuring that the site is not overwhelmed by cars.

-  Bus stop
-  Train
-  Ferry
-  Future light rail
-  Vehicle route from City/ Airport



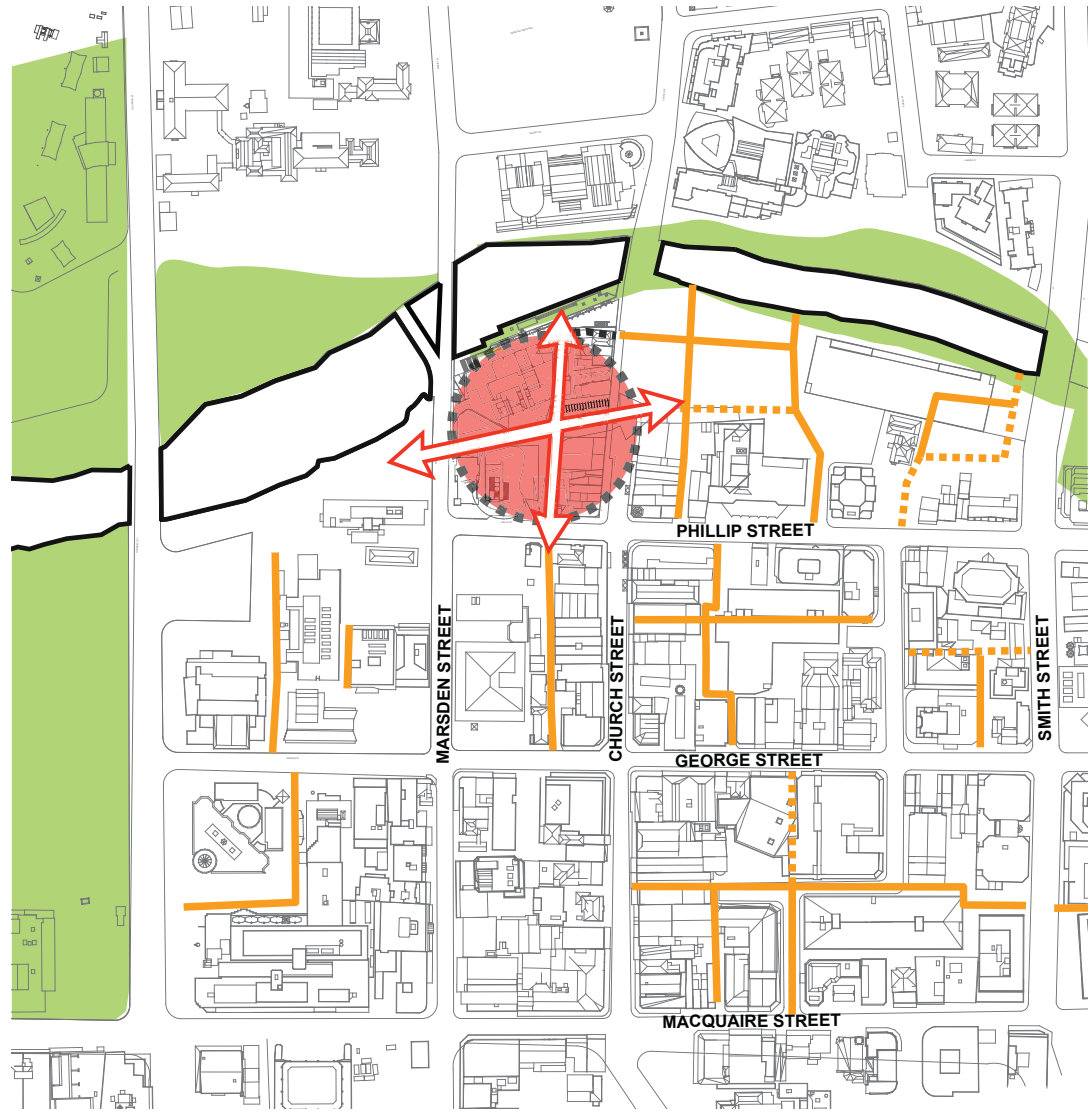
Lanes and Mid-block Connections

The design of the 'block' (Phillip St to the Parramatta River) should be consistent with the **Parramatta Laneways Policy**.

A north-south pedestrian lane is key in **connecting pedestrians with the water's edge**

East-west lanes will tie in to 'Eat Street' and **encourage active outdoor dining** to permeate the block

- Existing lanes
- Proposed lanes



Site permeability

The optimum condition will be a **permeable block** that is **connected to its surrounds** on all sides with active and vibrant pedestrian lanes.

“Incorporating lanes as venues for cultural events, art and interpretation programs will help to animate the city and improve street level activity.”

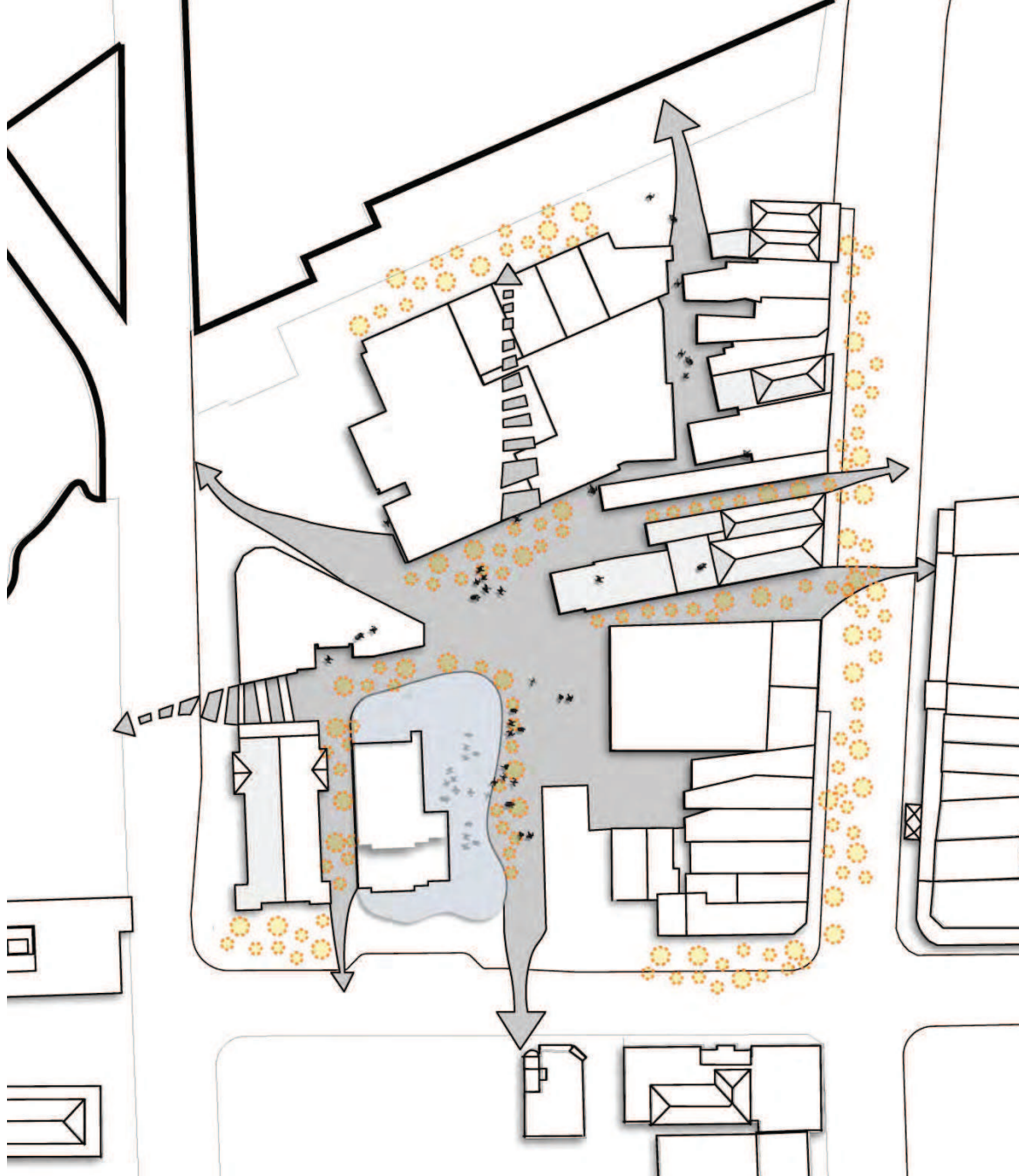
Parramatta City Centre Lanes Policy No. 319



Active edges

Activation of the ground floor for outdoor dining spill-out should contribute to Church Street's **'Eat Street'**, and extend the food and beverage offer already established in the area.

The existing active edges are 197 metres. This development will **increase the precinct active edges** by 215 metres bringing the precinct total to 412 metres.

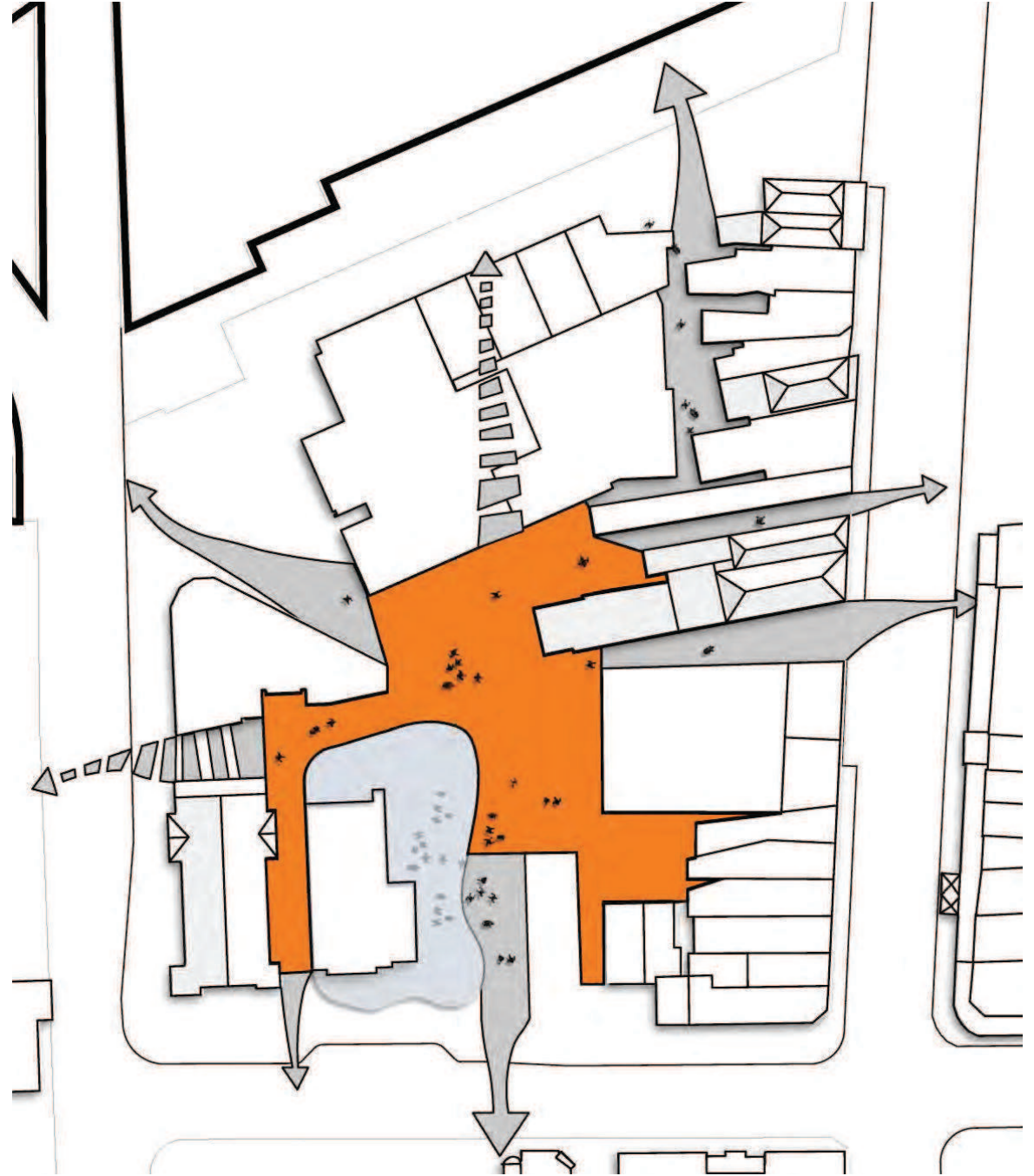


New public space

The optimum condition will be the creation of a **new public piazza** located centrally to the block.

The piazza encourages **front and back activation** to new and existing developments.

The piazza is a **public offer** for people to gather, meet and engage in community activities.

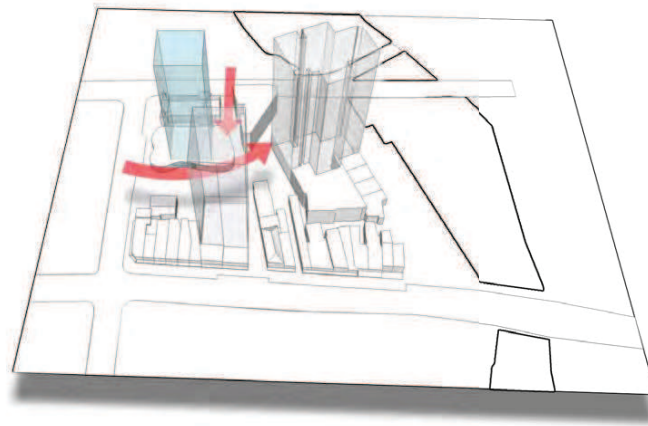


Vehicular access and parking options

Option 1: Phillip St shared way

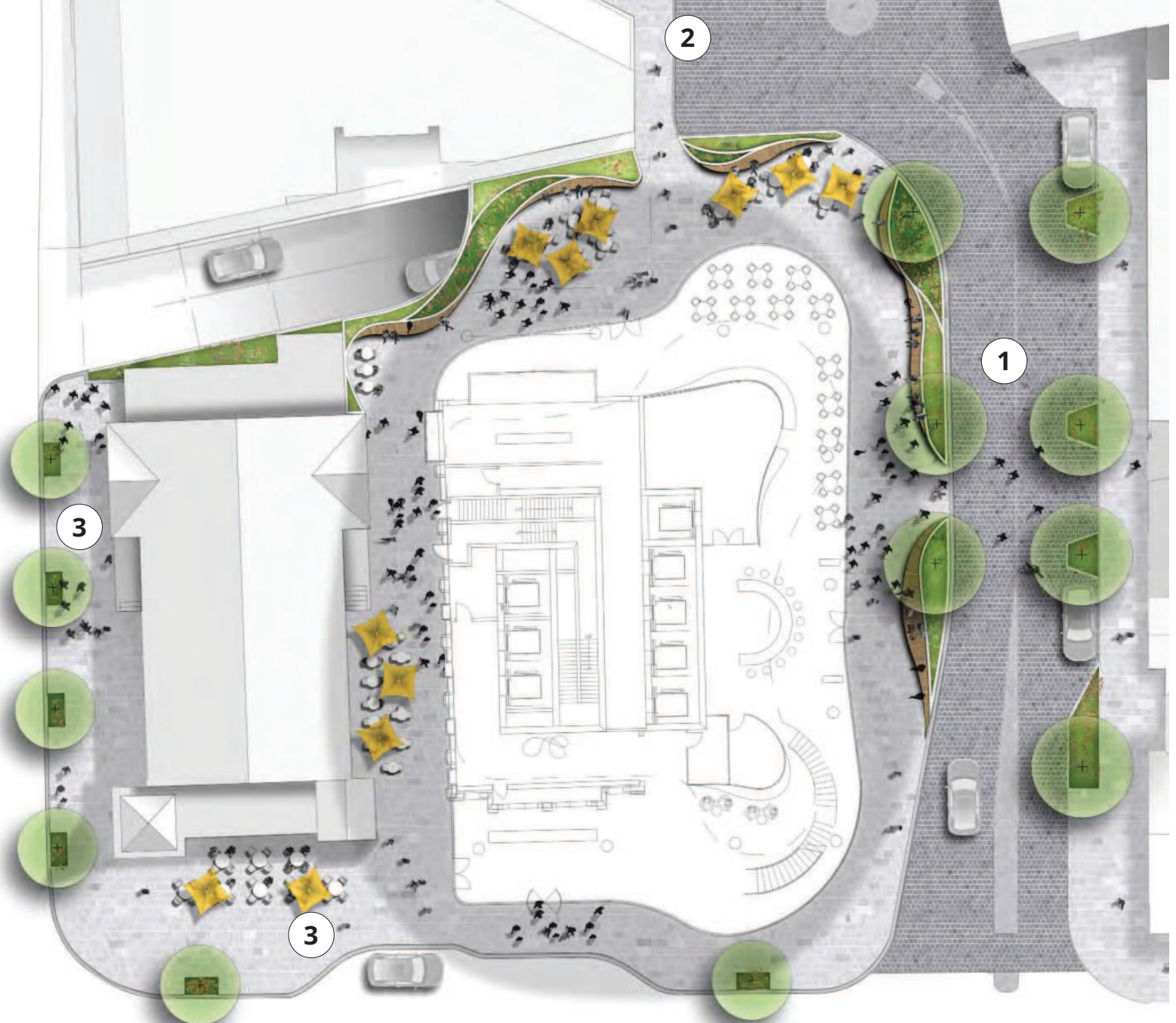
Base Case

- Is the creation of a new service laneway with minimal use for pedestrian/ outdoor dining
- Provides service access to existing Church St properties and new developments



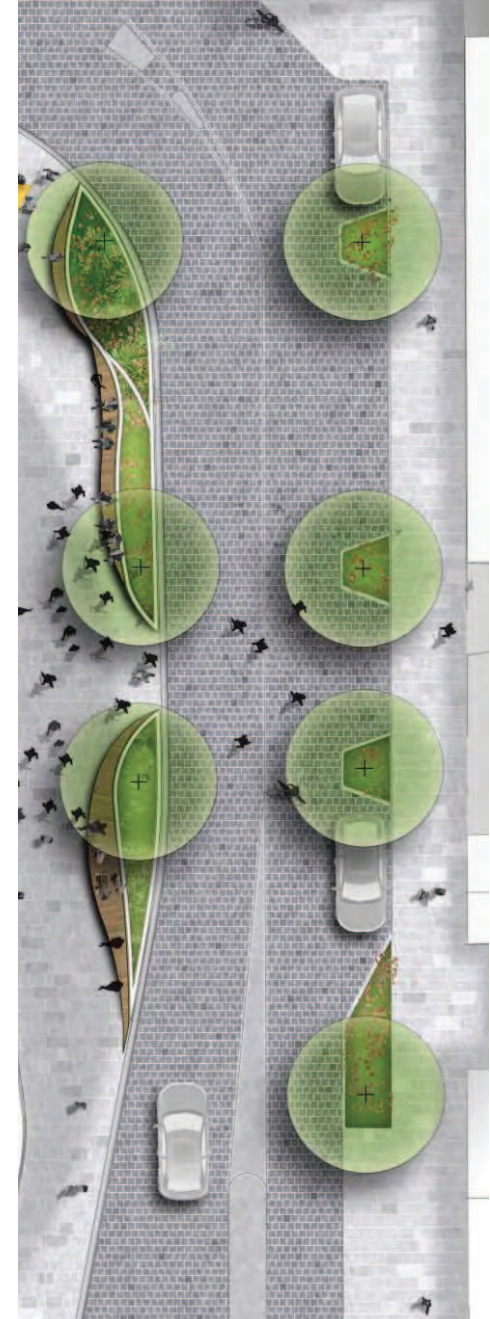
Landscape plan

- 1 Safe and legible laneway**
- 2 New pedestrian link activated by outdoor dining**
- 3 Engaging and active street frontages**



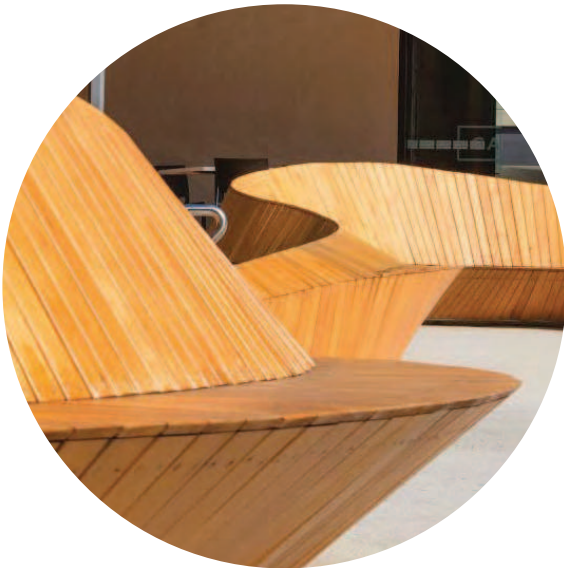
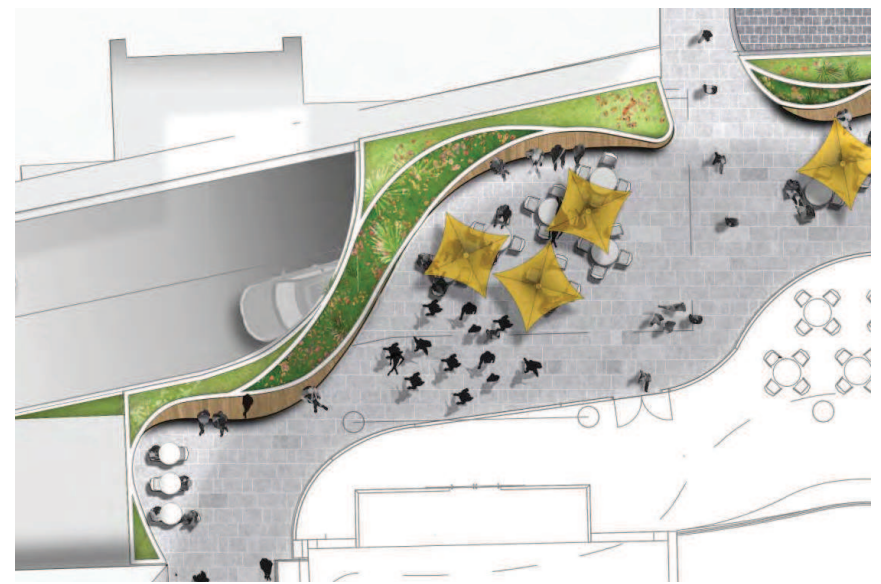
Safe and legible laneway

- Paved laneway treatment encourages slow traffic environment
- Clear definition between traffic lane and pedestrian lane for safety and legibility
- Street trees and understory planting for pedestrian comfort and amenity



New pedestrian link activated by outdoor dining

- Feature bench undulates in height, wrapping the edge and creating a green interface to the lane
- Bands of planting create privacy to outdoor dining and neighbouring developments
- Clear north- south pedestrian path



Engaging and active street frontages

- Unified, high quality paving
- Active edges to tenancies
- New street trees and planted tree pits

