

Prepared for: Dr Elias Kehdi
Date: July 26, 2023


architectus™

25 SOUTH PARADE AUBURN

Urban design and
massing study report

PLANNING PROPOSAL

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Project and report		
Date	July 17 2023	
Client	Dr Elias Kehdi	
Document no.	K:\230361.00\Docs\C_Client\C05_REPT\25 South Parade Auburn.indd	
Version and date issued	Issue A (Draft to client) - 17/07/23	Approved by: Tim Moore, Principal
	Issue B (Final to client) - 26/07/23	Approved by: Tim Moore, Principal
Report contact	Kerwin Datu, Associate NSW architect no. 10146	
This report is considered a draft unless signed by a Director or Principal	Approved by:	
		

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Introduction

This design report documents an urban design analysis and massing study for land located at 25 South Parade, Auburn NSW (Lot 2, DP 806999; hereafter the site). It has been produced to support a planning proposal currently under assessment by Cumberland Council to include additional permitted uses of medical centre and office premises on this site.

Cumberland Council have requested an urban design study to inform the planning proposal, analysing the site and illustrating potential built form scenarios under the proposed additional permitted uses.

The site and surrounding areas are the Lands of the Wangal and Wategora Peoples of the Eora Nation and now sit within the Gandangara Local Aboriginal Land Council.

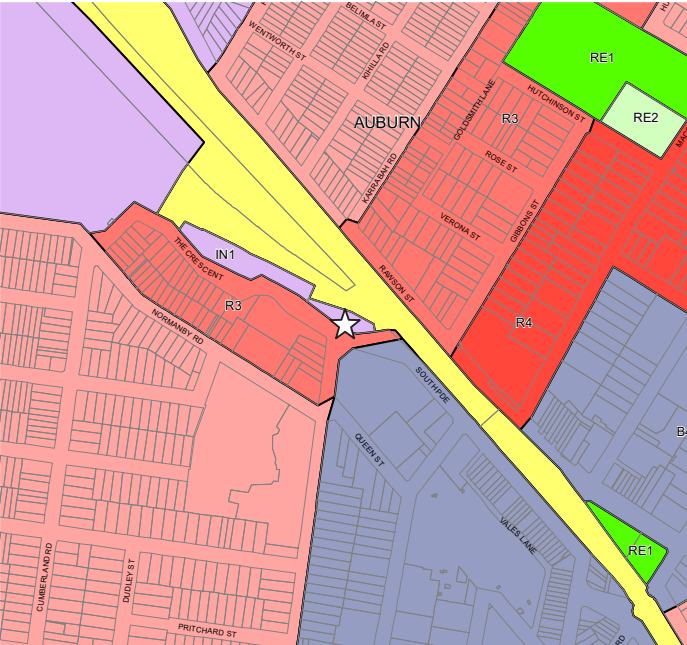
Image at right: Aerial photo of the site in the context of the Auburn town centre, the Main Suburban rail corridor, and the Clyde Marshalling Yards. For further labelling see page 6.



Planning controls

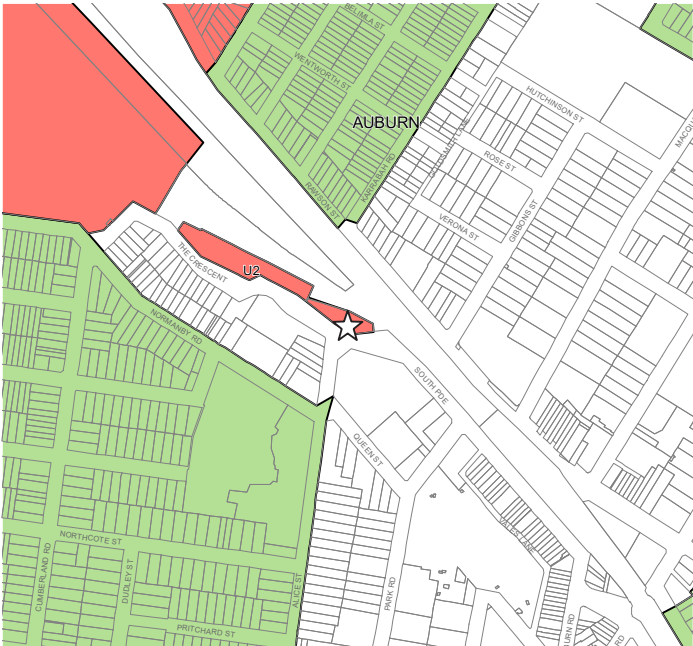
Local Environmental Plan

The site is governed by Cumberland Local Environmental Plan 2021, from which the map extracts on this page are taken.



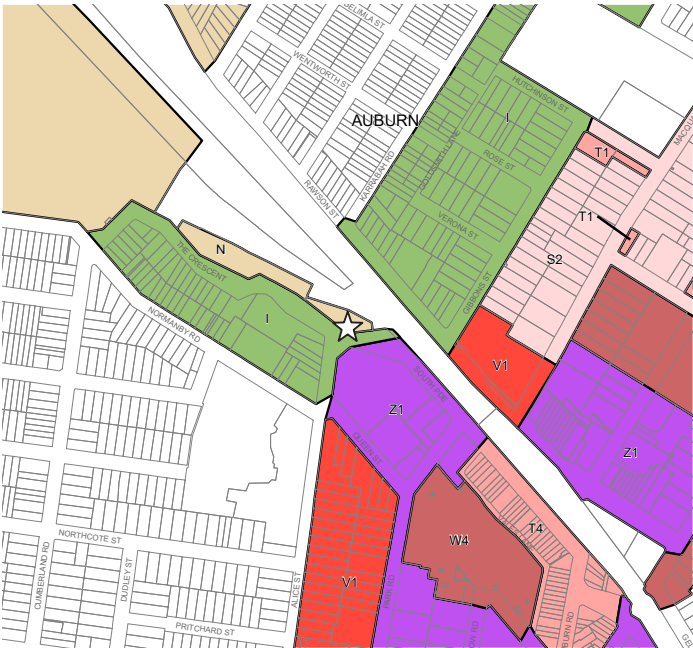
Land zoning

The site is zoned E4 – General Industrial (formerly indicated by IN1 as in the land zoning map above). It is bound to the north by the Clyde Marshalling Yards (SP2 – Infrastructure), to the southeast by the Auburn town centre (E1 – Local Centre, formerly indicated as B4 – Mixed Use), and to the southwest by residential development (R3 - Medium Density Residential). It is not proposed to change the zoning of the site; instead it is proposed to include additional permitted uses on the site: medical centre and office premises.



Lot size

The minimum lot size applicable to the lot is 1,500m² (indicated by U2 in the lot size map above). The site area is 1,598m², which complies. It is not proposed to subdivide the site nor to anticipate its future subdivision in this urban design and massing study.



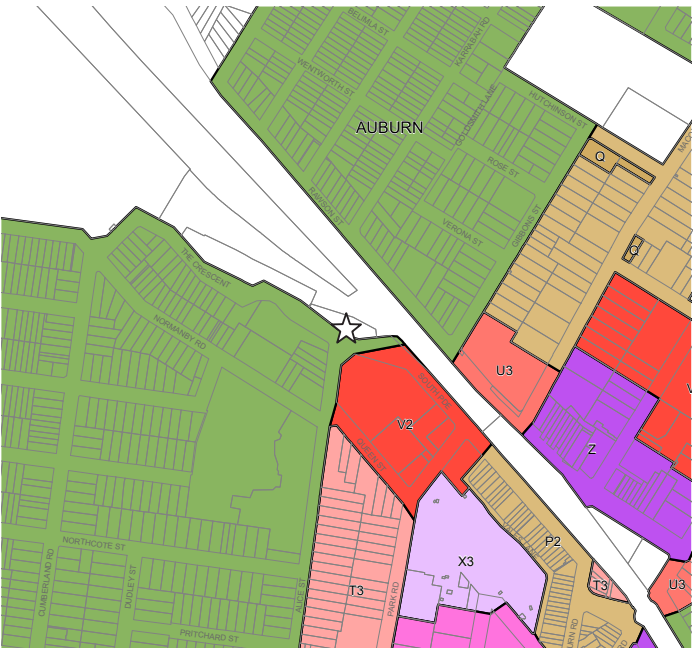
Floor space ratio

The floor space ratio applicable to the site is 1.0:1 (indicated by N in the floor space ratio map above). It is not proposed to amend this ratio.

Height of buildings

There is no building height control currently applicable to the site (indicated by the white area in the height of buildings map below).The residential areas immediately to the north and southwest of the site have a height control of 9 metres (area in green), while the area zoned E1 – Local Centre to the southeast has a height control of 38 metres (area in red).

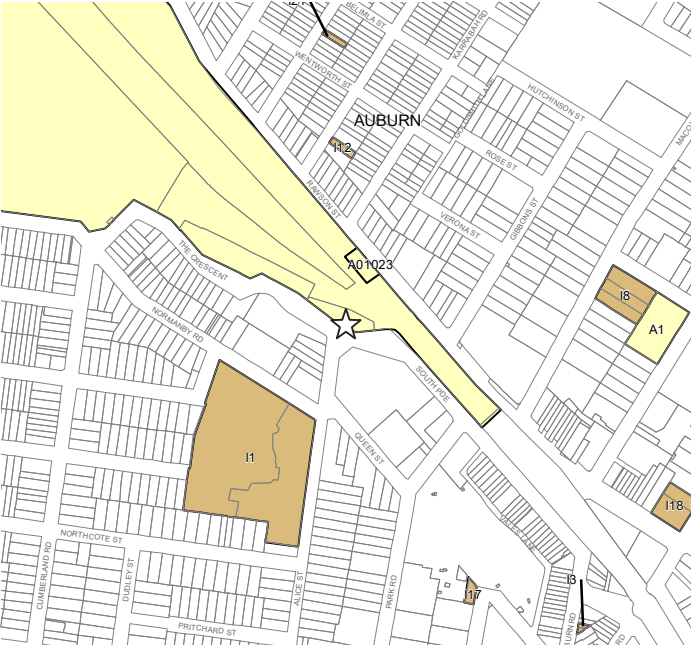
It is proposed to apply a new height control to the site as part of this planning proposal, based



on the outcomes and recommendation of this urban design and massing study, as discussed in the relevant sections of this report.

Heritage

It is noted that the site is included in the heritage inventory item for the Clyde Marshalling Yards. The Clyde Marshalling Yards is a very large area, within which the site comprises a very small part. Heritage advice analysing the heritage components of the Clyde Marshalling Yards indicate that the heritage components do not



fall within the site itself. The nearest component to the site is the Auburn Railway Signal Box on Rawson Street on the northern side of the rail corridor.

The built form scenarios put forward in this report comply with the existing LEP controls shown here.

Site context

The site is a narrow parcel of industrial land measuring 1,598m² on the corner of the Clyde Marshalling Yards near the Auburn town centre. The lot is irregularly shaped, approximately 97 metres long with width tapering from 24 metres across its middle down to 10 metres at its eastern end and 5 metres at its western end. The site comprises a significant slope, with an RL of approximately 20.00 at its western end, rising to an RL of approximately 26.00 at its eastern end where it meets the roadbridge over the rail corridor. To its rear, within the marshalling yards, are a vegetated embankment and two small, recently constructed windowless rail infrastructure buildings (presumed to be rail systems electrical services facilities), but no rail trackways close enough to impact upon built form within the site. The site is isolated from surrounding residential and town centre development by South Parade, with no protected pedestrian crossing points across this street for hundreds of metres in either direction.

The residential development to its southwest (and on the north side of the rail corridor) comprises predominantly free-standing dwellings of a mix of eras from Federation brick and weatherboard cottages to postwar and late 20th-century bungalows. Immediately to the west of the site, a late 20th-century medium-rise apartment building of modest quality has been built.

Farther to the southwest is St Joseph's Hospital, which has stood on its location since 1892 but is soon expected to close. To the southeast is St John's Catholic Primary School, a facility that began within the hospital in 1893 before moving to its current location in the early 20th century. From behind this school towards Auburn Station farther to the southeast, an old town centre has been rapidly built out into high-density residential development of up to 12 storeys over the past two decades.





The site viewed from the west, looking east along South Parade. Apartment towers in the Auburn town centre are seen towards the southeast (right).



The site viewed from the south, looking north along Alice Street. The entrance to the existing building is on the west side of the building, in line with the western footpath of Alice Street, suggesting that a controlled pedestrian crossing could be made here to facilitate crossing of South Parade.



The site viewed from the east, looking west along South Parade. An indication of the traffic intensity approaching the roadbridge and the intersection with Rawson Street.



The site viewed from the north, looking south from Rawson Street over the rail corridor. Apartment towers in the Auburn town centre are seen towards the southwest (left).



Site access

Active transport access

Currently pedestrian access to the site is impeded by the lack of any controlled pedestrian crossing within several hundred metres of the site in any direction. There are no crossings to the north side of South Parade in front of the site, whether at the traffic lights at Alice Street or elsewhere, nor to the north side of The Crescent to its west. There are no footpaths on either side of the roadbridge over the rail corridor, though there is a separate footbridge just south of the roadbridge. As a result, pedestrian access takes the form of an uncontrolled crossing of South Parade (indicated by the red arrow). This would best be rectified by the addition of a controlled pedestrian crossing as part of the traffic light system at the intersection of South Parade and Alice Street, most likely on the west side of Alice Street as shown. There is not currently any dedicated cycling infrastructure in the vicinity of the site.

Public transport access

The main public transport infrastructure for accessing the site is Auburn Station, a Sydney Trains station on the T1, T2 and T7 lines. From the station, pedestrians will walk northwest up South Parade, cross South Parade where necessary to the south side of the street, then cross again where possible (path indicated in orange). Buses stop at Auburn Station, from where pedestrians may follow the same route as above, or they stop near the intersection of Normanby Road, Alice Street and Queen Street, from where pedestrians will walk north along Alice Street before crossing South Parade where possible to access the site (paths indicated in blue).

Vehicular access

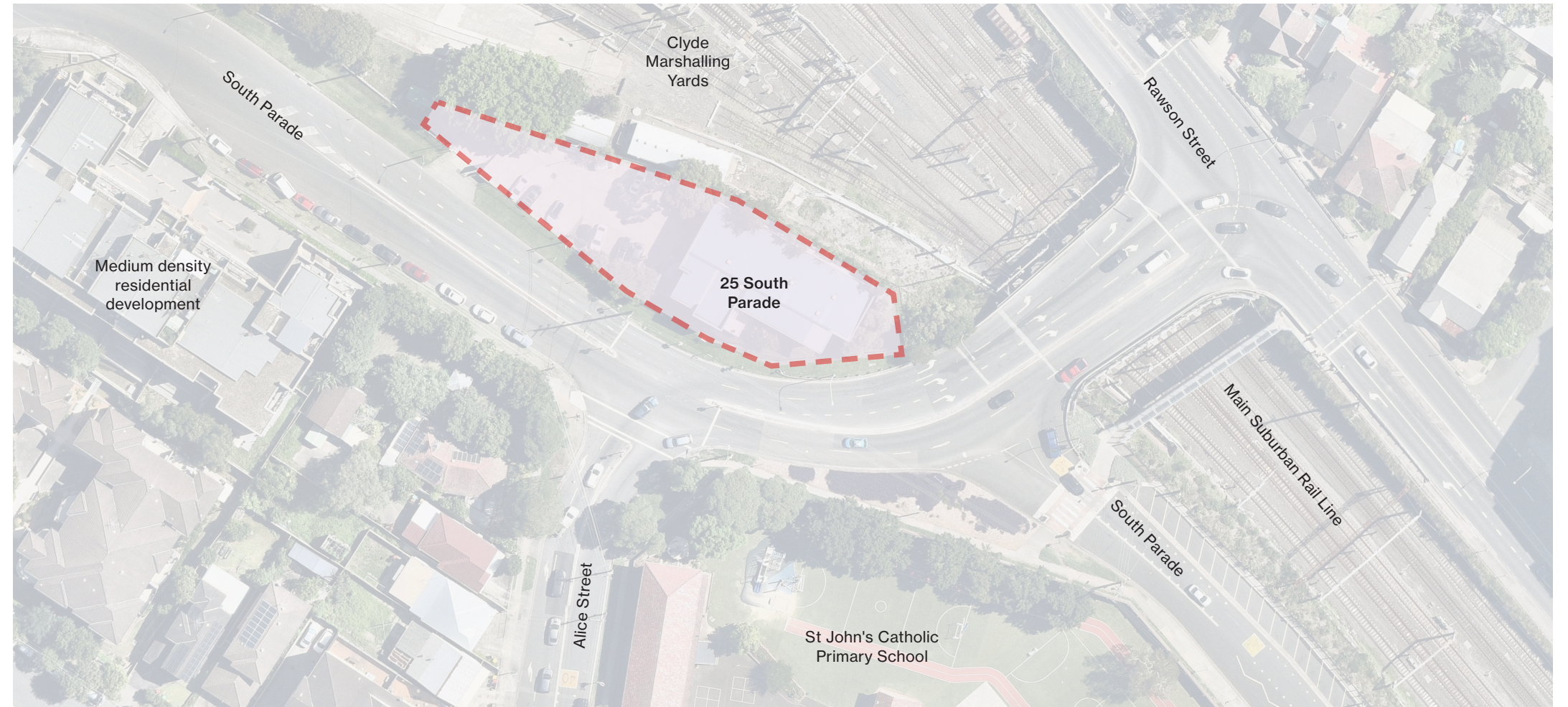
Cars and other vehicles may access the site only by approaching from the west along South Parade, as there is a median island preventing access from the east along South Parade. A roundabout a few hundred metres to the west at the end of The Crescent allows vehicles approaching from the east to u-turn to access the site. It is envisaged that vehicular access to the site could also be created by reconfiguring the intersection of South Parade and Alice Street as a four-way intersection, with a driveway into the site leading from the north of this intersection (indicated by a grey arrow), however this opportunity has not been found to be compatible with the massing scenarios likely to be built on the site.



Site interfaces

Under current conditions, the site is somewhat isolated and visually screened off from neighbouring development. To the southeast, the site is met by a solid brick wall and screening trees (of around 8 metres in height) of St John's Catholic Primary School, behind which playing fields intervene before classroom buildings are found set back several metres from the street. Any development on the site complying with FSR, setback, landscaping and proposed height controls is highly unlikely to have significant impact on the school in its current form. Given that the height control applicable to the school grounds is 38 metres, future development on the school grounds closer to South Parade is likely to be taller than any development on the site complying with existing and proposed controls, which will in turn have undoubtedly less impact on the precinct than any such school building.

To the southwest, the site faces one freestanding dwelling, which is side-on to the site. The dwelling faces Alice Street, and presents South Parade with a solid timber fence and further screening trees (also of about 8 metres in height). Any development on the site complying with existing and proposed controls is highly unlikely to have significant impact on this dwelling in its current form, and would be likely to have only negligible to minor impacts on any new residential development on this corner should such development be reoriented to address South Parade front-on. In any case these impacts can very easily be anticipated and mitigated through appropriate architectural and landscaping design in the front setback of the site.



To the west, the site directly faces a four-storey apartment building of modest quality and with no screening vegetation of its own. Any development on the site is likely to be directly visible from all apartments facing South Parade. However, any development on the site complying with existing and proposed controls is likely to be of smaller height and bulk to the apartment building. In any case these impacts can be mitigated by pulling any development on the site towards the east away from the apartment building where possible, and through appropriate architectural and landscaping design in the front setback of the site and on the western end of the site.

To the north, the site faces a vegetated embankment and small, windowless rail infrastructure buildings (presumed to be rail systems electrical services facilities). Any development on the site will have negligible impact on those uses. Across the rail corridor to the north, any development on the site complying with existing and proposed controls will be visible to the freestanding dwellings and medium-rise apartment buildings on the north side of Rawson Street but, at over 75 metres distance to the nearest residential building on that side, is likely to have no impact on them, and in any case vastly less impact than that of the rail infrastructure itself.



Looking west along South Parade from the intersection of Alice Street, showing the timber fencing and vegetation screen of the houses on the south side of South Parade. The medium density residential development on the south side of South Parade is seen in the distance.



Looking west along South Parade from the driveway of 25 South Parade, showing medium density residential development along the south side of South Parade.



Looking east along South Parade from the driveway of 25 South Parade, showing the timber fencing and vegetation screen of the houses on the south side of South Parade. Apartment towers in the Auburn town centre are seen in the distance.



Looking east along South Parade from the intersection of Alice Street, showing the brick wall enclosing the playing fields of St John's Catholic Primary School. Apartment towers on the north side of Auburn are seen in the distance.

Development controls

The massing scenarios presented on the following pages take into account the development controls contained in the Cumberland Development Control Plan (DCP) 2021 applicable to the site in particular and to lands zoned E4 – General Industrial overall.

Relevant controls directly affecting the outcomes of the massing study are identified on this page. Note that controls not cited here may be applicable but have been judged not to significantly affect the outcome of the study.

Part D – Development in Industrial Zones

2.1 Setbacks and streetscape character

- Front setbacks are to be 5m. Where the prevailing building setbacks within the street are significantly different, consideration will be given to an alternative setback (Control C7). [It is noted that adjacent industrial development which is on a similarly shallow lot is set back 4m.]
- Landscape all front setbacks to provide a high quality streetscape (control C1.).
- Front setback areas shall not be used for storage or display of goods or excessive signage, loading/unloading or large areas of car parking (control C2).
- Ensure landscaping setbacks comprise soft landscaping and deep soil zones only (control C3).
- Buildings may be built on a nil side or rear setback (control C8).

2.7 Public domain improvements

- A minimum of 15% of the site shall be provided and maintained as soft landscaping, with lawns, trees, shrubs for aesthetic purposes and the enjoyment of workers of the site (control C5).

Part G – Miscellaneous Development Controls

3 Parking rates

- Commercial - Business and Office general rates: 1 space / 40m² GFA [therefore 40 cars for 1,600 m² GFA]

4.3 Basement parking

- Basement garages and driveways shall be permitted in accordance with the relevant Australian Standards (control C1).
- Basement parking shall be located within the building footprint (control C2).
- Basement parking shall not unreasonably increase the bulk and scale of development (control C3).
- Basement parking manoeuvring shall ensure that vehicles can enter and exit in a forward direction (control C6).

4.5 Development in industrial zones

- On-site parking is to be designed so that large expanses of bland concrete paving in the car parking and driveway areas are avoided (control C2).
- Car parking areas, particularly large areas shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large carparks (control C3).
- In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area (control C4).

4.6 Loading requirements for commercial and industrial development

- Business and office premises: 1 space / 4,000m² GFA. Other [medical centres]: 1 space / 2,000m² [GFA] (control C1).

Design inputs

Site information – Disclaimer

Information provided to Architectus for the purposes of this urban design and massing study comprised architectural drawings of the existing condition of the site but not a site survey. Site context model has been extracted from publicly available topographic models for the Sydney region, including nominal building height data that are computerised estimates only. These models cannot be relied upon for accuracy. All relative levels and other height data shown in this urban design and massing study report are estimates only. However, nominal floor levels proposed in the massing scenarios presented here have been compared to the existing condition of the site described within the architectural drawings provided to Architectus. A site survey must be undertaken before any further development of the massing scenarios provided here towards concept or schematic design of architectural outcomes.

Design assumptions

In addition to the LEP and DCP controls applicable to the site, the massing study is guided by the following design assumptions.

- Building envelopes target a nominal GBA of 1,700m² to achieve a GFA of 1,600m².
- Typical floor-to-ceiling heights for the proposed additional uses of medical centre and office premises are 2,700 mm, typical floor-to-floor heights 3,600 mm.
- Typical floor-to-ceiling heights for car parking are minimum 2,400 mm, typical floor-to-floor heights 3,000 mm.
- Typical roof buildup over the roof level is 750 mm, typical roof plant 2,400 mm over the roof level. Roof plant is generally accommodated within the same height controls as the given scenario.
- Where the building envelope tapers, its ends must accommodate an enclosed medical consulting room of at least 4.5m in depth.
- Car parking generally complies with AS 2890.1 requirements for short-term parking at medical centre facilities.
- Multiple levels of basement car parking is an option but should be minimised, both because it is likely to be very expensive compared to the scale of any development, and because the site is within the vicinity of embankments rising to a road bridge over the rail corridor. Any basement excavation should seek to be pulled away from this roadbridge to avoid civil engineering complications.

Massing strategy

Site strategy

The main challenge for the site strategy is the DCP requirement to accommodate a minimum of 40 car parking spaces. Because of the narrow, tapering shape of the site, it is impossible to incorporate all 40 spaces behind the 5 metre front setback, and it is necessary to encroach within in at certain points. An indicative parking strategy is shown below (not taking into account vertical connections to accommodation floors). At the western, lower end of the site, a driveway enters at an angle across the 5 metre setback. At the centre and at the eastern end, the corners of the parking area encroach within the 5 metre setback but do so below ground level, enabling landscaping to be built overhead facing the street. The below ground parking area is pulled

away from the approaches to the roadbridge at the eastern end of the site.

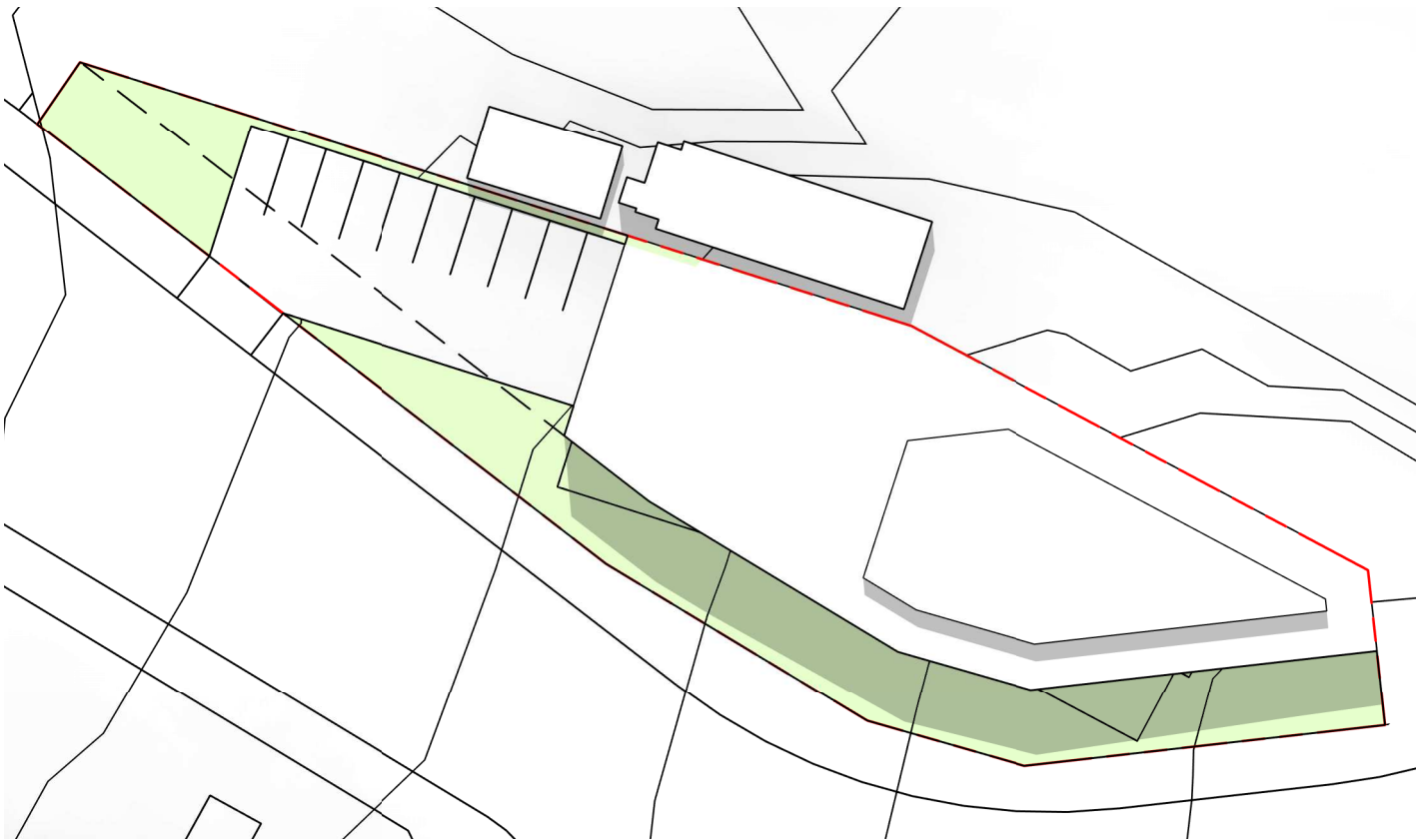
Despite these encroachments into the front setback, the majority of the front setback is still available for deep soil planting, as is the western end of the site. This readily achieves soft landscaping across at least 25% of the site, well above the 15% minimum required by the DCP, positively offsetting the impact of the parking spaces.

Height strategy

It is proposed that any development on the site be in keeping with the height and bulk of the majority existing and potential future developments on surrounding sites. It is noted



Indicative parking strategy for the site showing areas at-grade (surrounded by landscaping areas shown in green) and areas below ground (surrounded by earth shown in grey). The 5 metre front setback is shown by a black dashed line.



Indicative complying building footprint strategy for the site showing a building envelope within the 5 metre front setback (black dashed line) and nil side and rear setbacks. Areas available for soft landscaping are shown in green.

that the current height control on the residential area to the southwest is 9 metres and that the existing medium density residential development immediately west of the site surpasses this by around 2 metres (4 storeys of 2.7 metres floor-to-floor). For the purposes of this urban design and massing study, 9 metres and 11 metres shall be considered the lower and upper bounds for a height control that produces development on the site that is in keeping with its immediate context.

Building footprint strategy

Considering the lower bound of this study as a first step, it has been found that there is effectively only one building envelope that (a) provides the 1,600m² GFA allowed by the LEP, (b) complies with the setbacks required by the DCP, and (c) complies with a height limit of 9 metres. This is to provide two floors of

accommodation generally across the eastern half of the site, within the 5 metre front setback and with nil setbacks to the rear and east side boundaries. Since the site falls away to the west, continuing the building envelope any farther west brings the height of the western elevation above 9 metres. This is the first massing scenario described on the following pages.

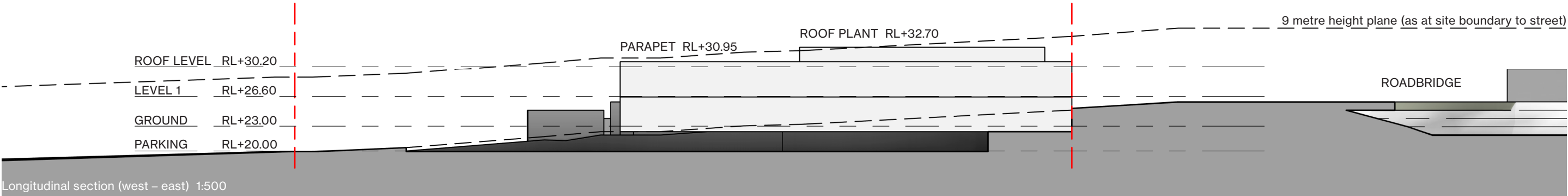
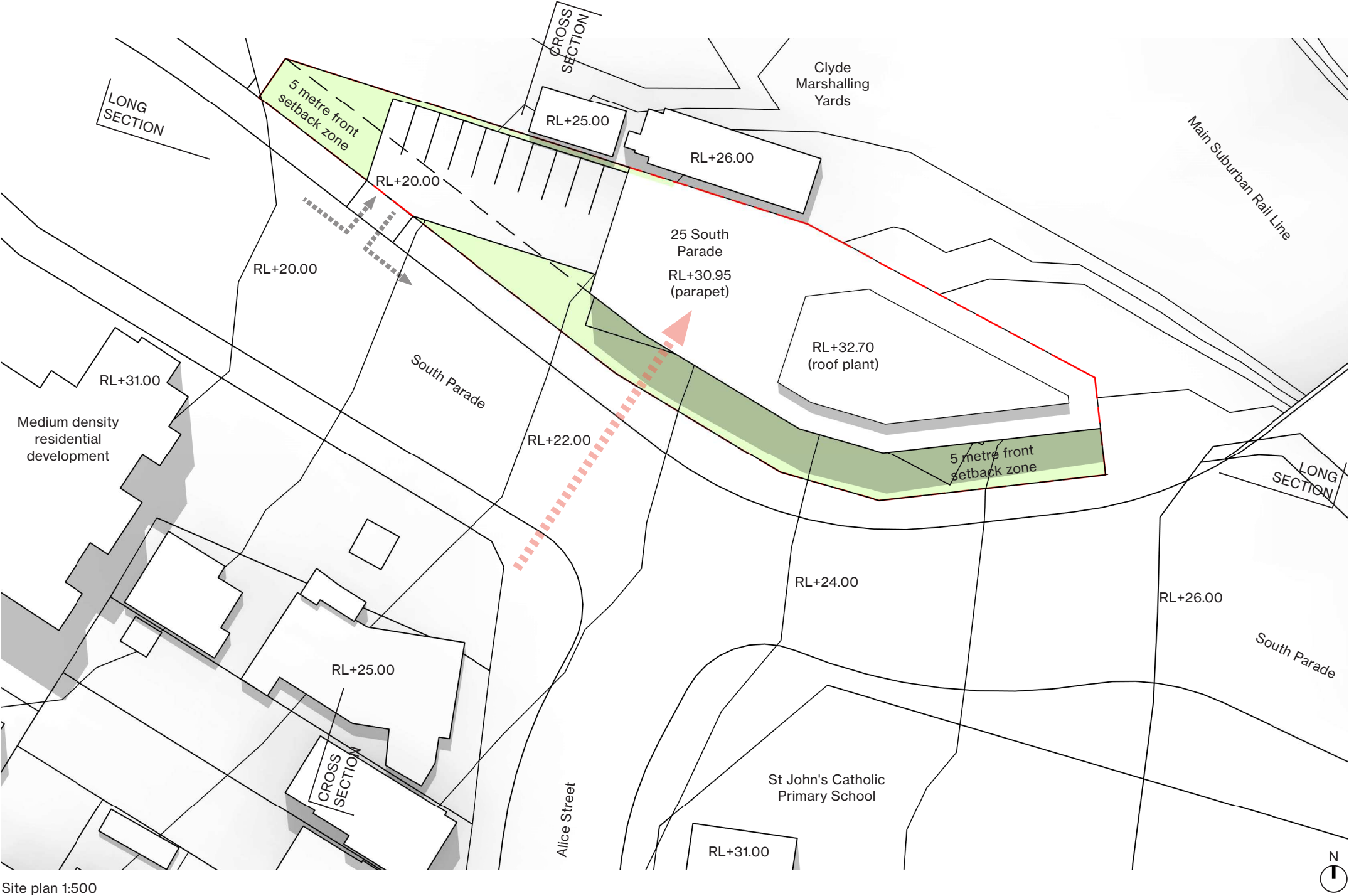
However, nil setbacks provide a compromised experience for building occupants and are also challenging to excavate and construct. Relaxing the height control to 11 metres allows the building envelope to extended to the west along with achieving 1.5 metre setbacks to the rear and east side boundaries. This is the second massing scenario described on the following pages.

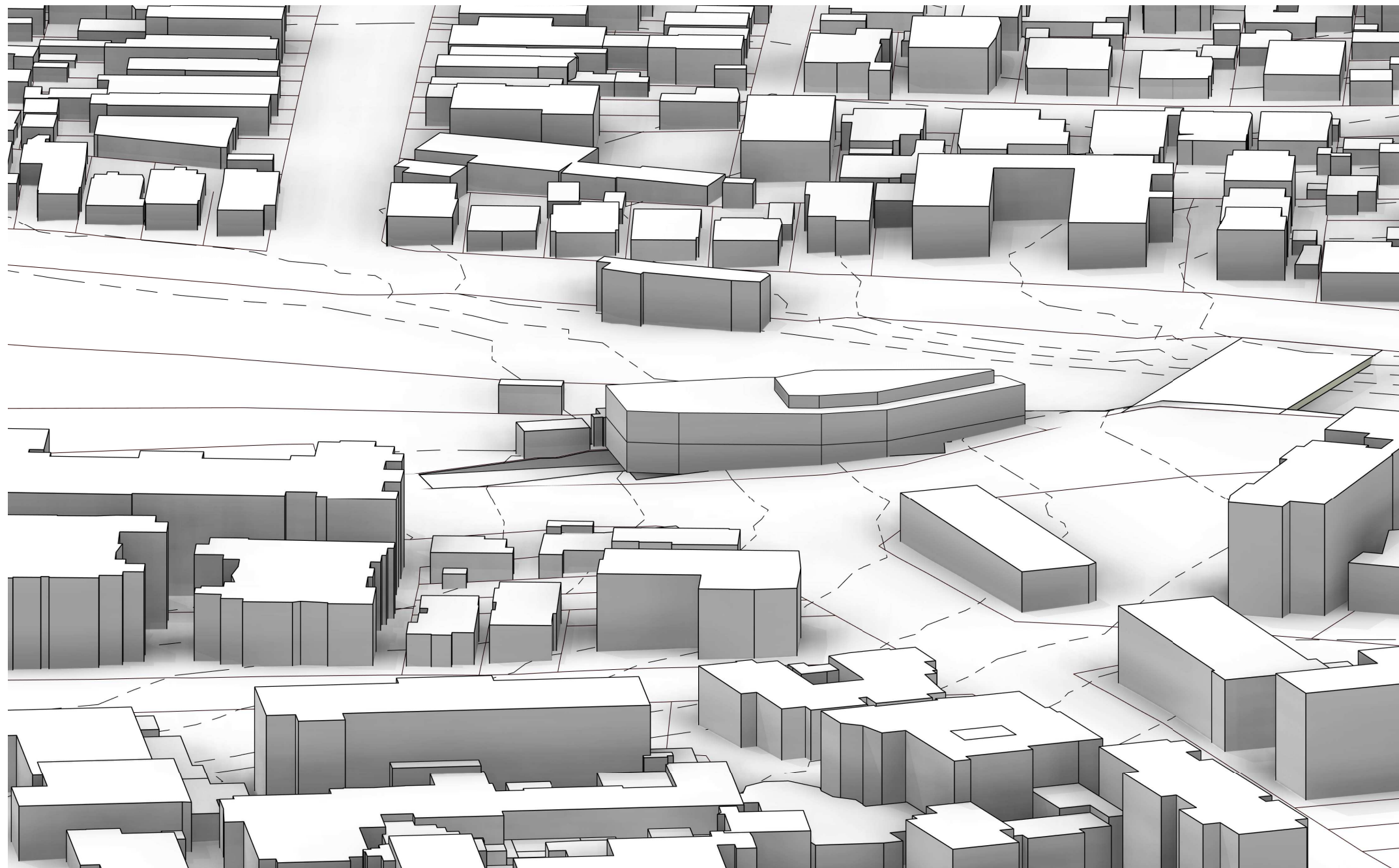
Massing scenario 1

9 metre height control

The first massing scenario presented here provides 1,600m² of GFA within a building envelope of 850m² GBA over two floors generally towards the eastern half of the site. The building is approximately 55.5 metres long and is 19.4 metres wide at its widest point, tapering to 13.8 metres at its western end (set out in line with the larger rail building to its rear) and 5.4 metres at its eastern end. The building height is at or below 9.0 metres over the natural ground plane at all points.

The building envelope complies with the 5 metre front setback zone, though providing nil setbacks to the rear and east side boundaries. A nominal roof plant area is accommodated over the eastern half of the building envelope. Both the main building envelope and the roof plant area are pushed towards the east so that as the ground slopes down towards the west, the building remains below a 9 metre height plane, most critically at the western elevation where the parapet height of RL+30.95 remains just within 9 metres above the RL+22.00 site contour. This is based on typical floor-to-ceiling and floor-to-floor allowances for the proposed additional uses.



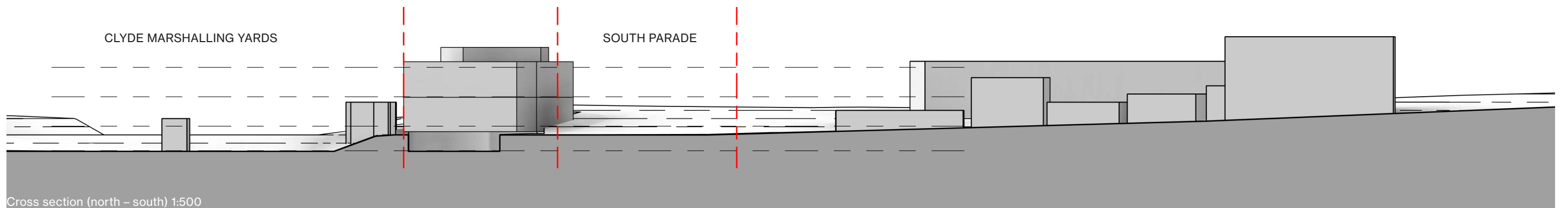


Axonometric view over precinct from south

Parking is provided at-grade at RL+20.00 accessed from South Parade at the western (lower) end of the site. This parking area continues horizontally under the building into a below-ground basement area excavated out of the embankment rising towards the roadbridge. Pedestrian access is anticipated via a potential new controlled crossing of South Parade on the west side of the intersection with Alice Street.

The at-grade parking area encroaches within the 5 metre front setback zone. However this impact is mitigated by the achievement of at least 25% deep soil soft landscaping across the site (where the minimum required by the DCP is 15%), distributed throughout the rest of the 5 metre front setback zone and the undeveloppable western end of the site. This reasonably continuous band of soft landscaping enables the development to include significant trees and shrubs along the length of South Parade.

The height and scale of the building is well in keeping with those of surrounding developments, including the classroom buildings of St John's Catholic Primary School to the southeast and the (slightly taller) medium-rise residential development to the west. It is an order of magnitude below the development in the Auburn town centre a block farther to the southeast.



Cross section (north – south) 1:500

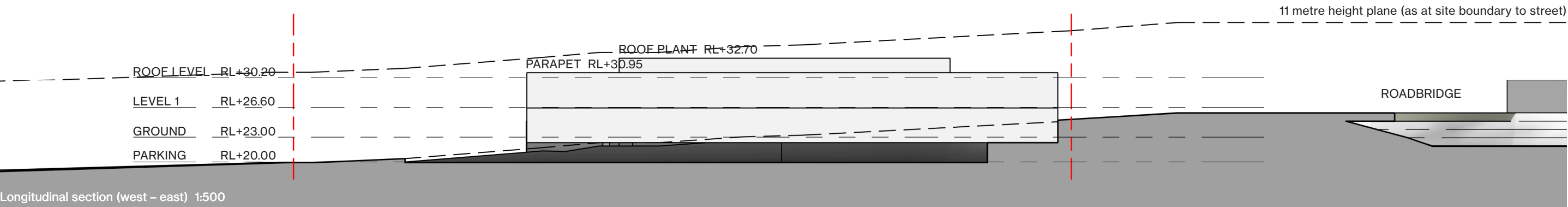
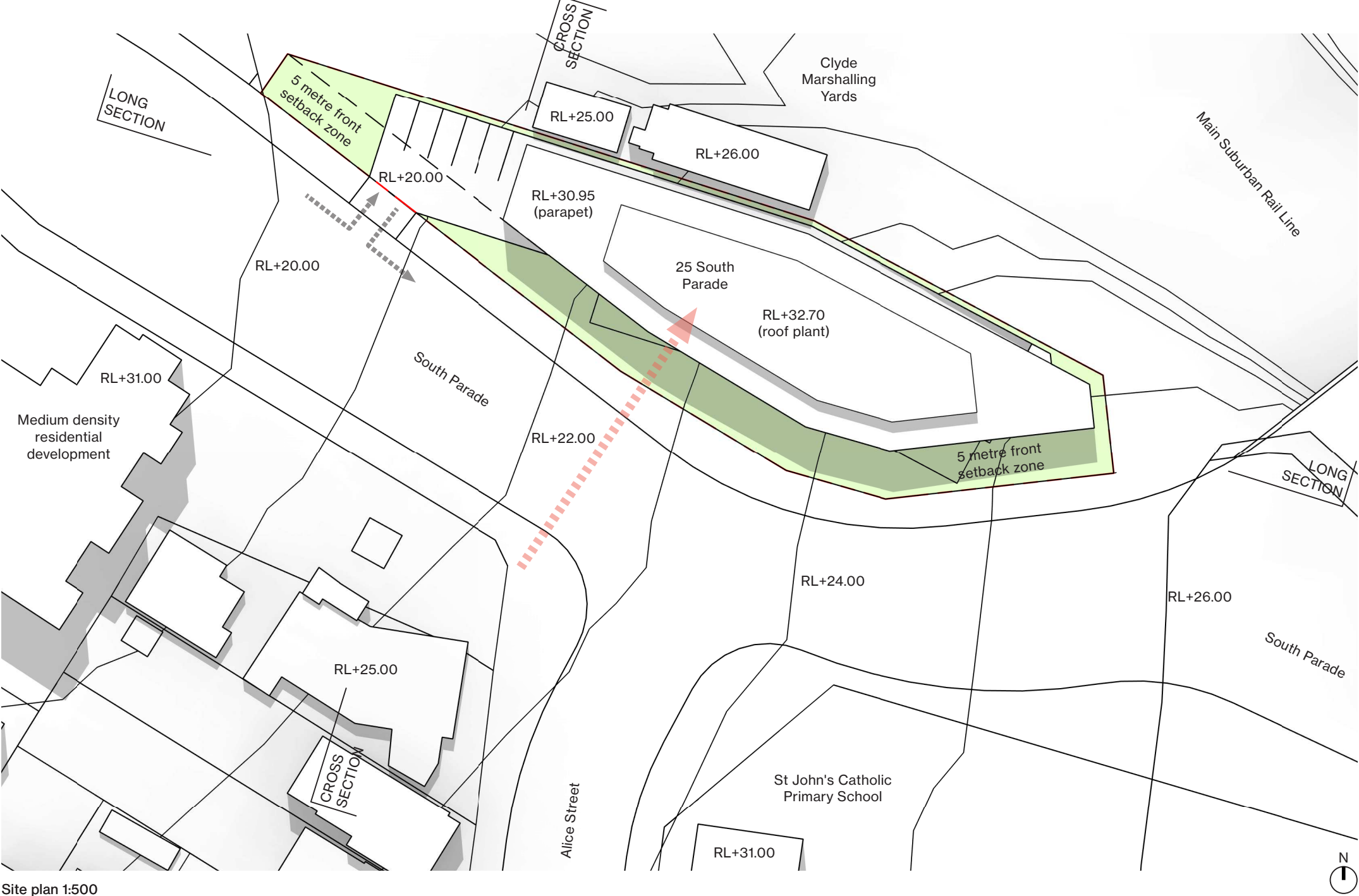
Massing scenario 2

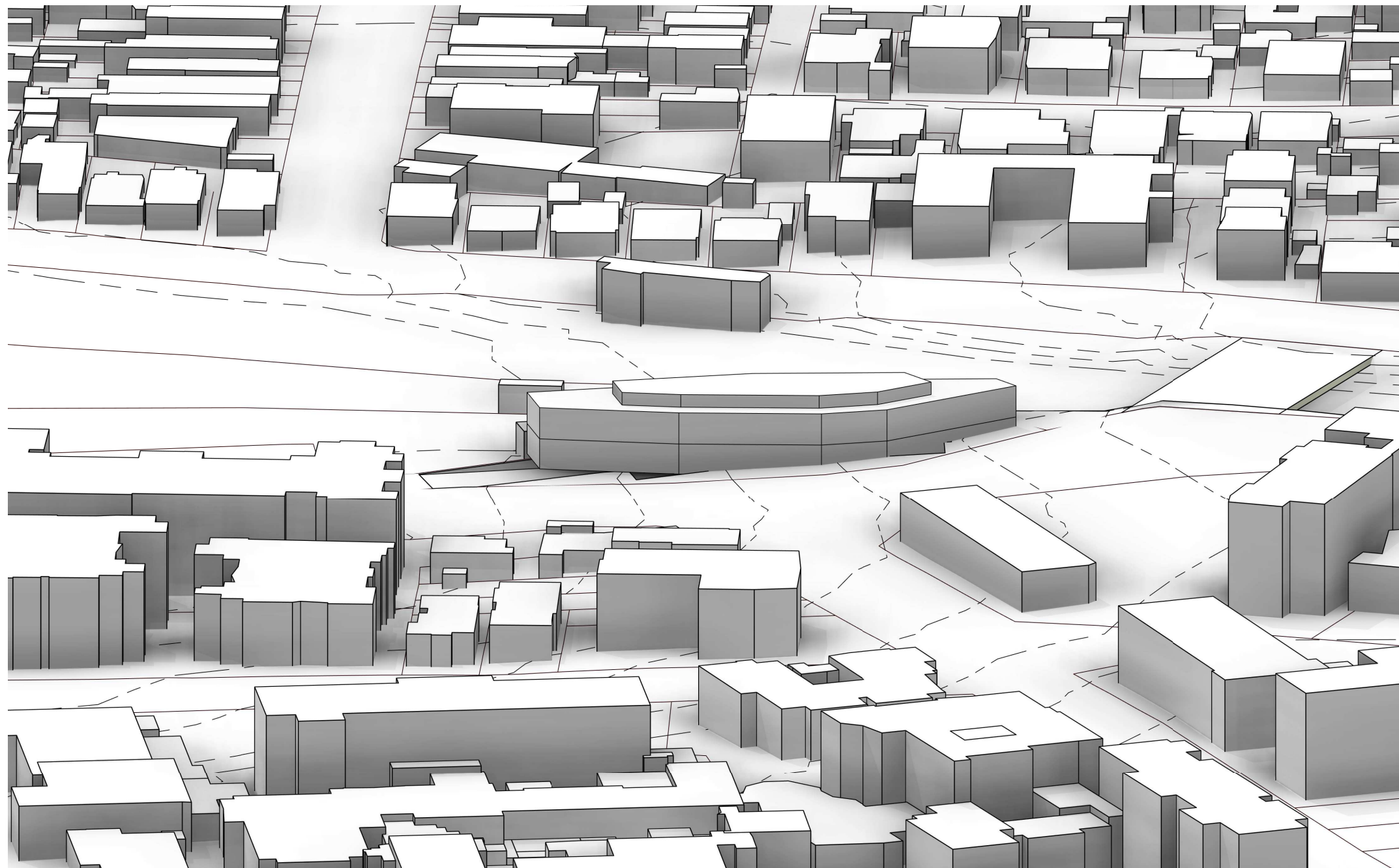
11 metre height control

The first massing scenario presented above complied with all existing development controls and the lower bound of potential height controls under consideration. However, by providing nil setbacks to the rear and east side boundaries, it produces a compromised experience for occupants of the building and creates challenges for excavation and construction along these boundaries.

The second massing scenario here considers a slight relaxation of the height control to 11 metres. This allows the building footprint to expand westward even as the ground slopes down towards the west, thus allowing setbacks of 1.5 metres along the rear and east side boundaries. These setbacks afford daylighting and natural ventilation opportunities to the northern facade of the building as well as an allowance for screening and other devices to calibrate those opportunities. This provides a much improved experience for occupants at the cost of only negligible to minor impacts to the bulk of the building and on the precinct.

Like the first scenario, this second scenario provides 1,600m² of GFA within a building



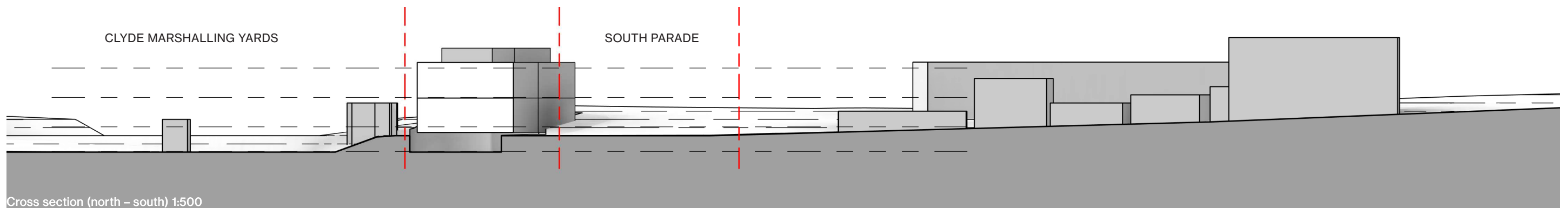


Axonometric view over precinct from south

envelope of 850m² GBA over two floors. The building is approximately 65.5 metres long and is 17.9 metres wide at its widest point, tapering to 8.3 metres at its western end (set out in line with the smaller rail building to its rear) and 4.6 metres at its eastern end. The building height is at or below 11.0 metres over the natural ground plane at all points. This is based on typical floor-to-ceiling and floor-to-floor allowances for the proposed additional uses. Levels of each structural floor are the same as in the first massing scenario.

Parking provision is generally the same as in the first massing scenario, with at-grade parking accessed from South Parade at the western end of the site, and continuing horizontally under the building into a below-ground basement. The at-grade parking area encroaches within the 5 metre front setback zone, but as in the first scenario this is mitigated by the achievement of at least 25% deep soil soft landscaping across the site.

Even with the slightly elevated height control, the height and scale of the building remains well in keeping with those of surrounding developments, including the classroom buildings of St John's Catholic Primary School to the southeast and the medium-rise residential development to the west. It remains an order of magnitude below the development in the Auburn town centre a block farther to the southeast.



Cross section (north – south) 1:500

Discussion

Precinct outcomes

Both massing scenarios presented in this report comprise building envelopes that are well in keeping with those of surrounding developments, including the classroom buildings of St John's Catholic Primary School to the southeast and the (slightly taller) medium-rise residential development to the west. They are both an order of magnitude below the development in the Auburn town centre a block farther to the southeast.

Both massing scenarios comprise at-grade parking areas that encroach within the 5 metre front setback zone. However, in both scenarios, this impact is mitigated by the achievement of at least 25% deep soil soft landscaping across the site (where the minimum required by the DCP is 15%), distributed throughout the

rest of the 5 metre front setback zone and the undeveloppable western end of the site. This reasonably continuous band of soft landscaping enables the development to include significant trees and shrubs along the length of South Parade.

Overall, both massing scenarios are highly unlikely to have significant impacts on surrounding developments and both produce satisfactory precinct outcomes.

Architectural outcomes

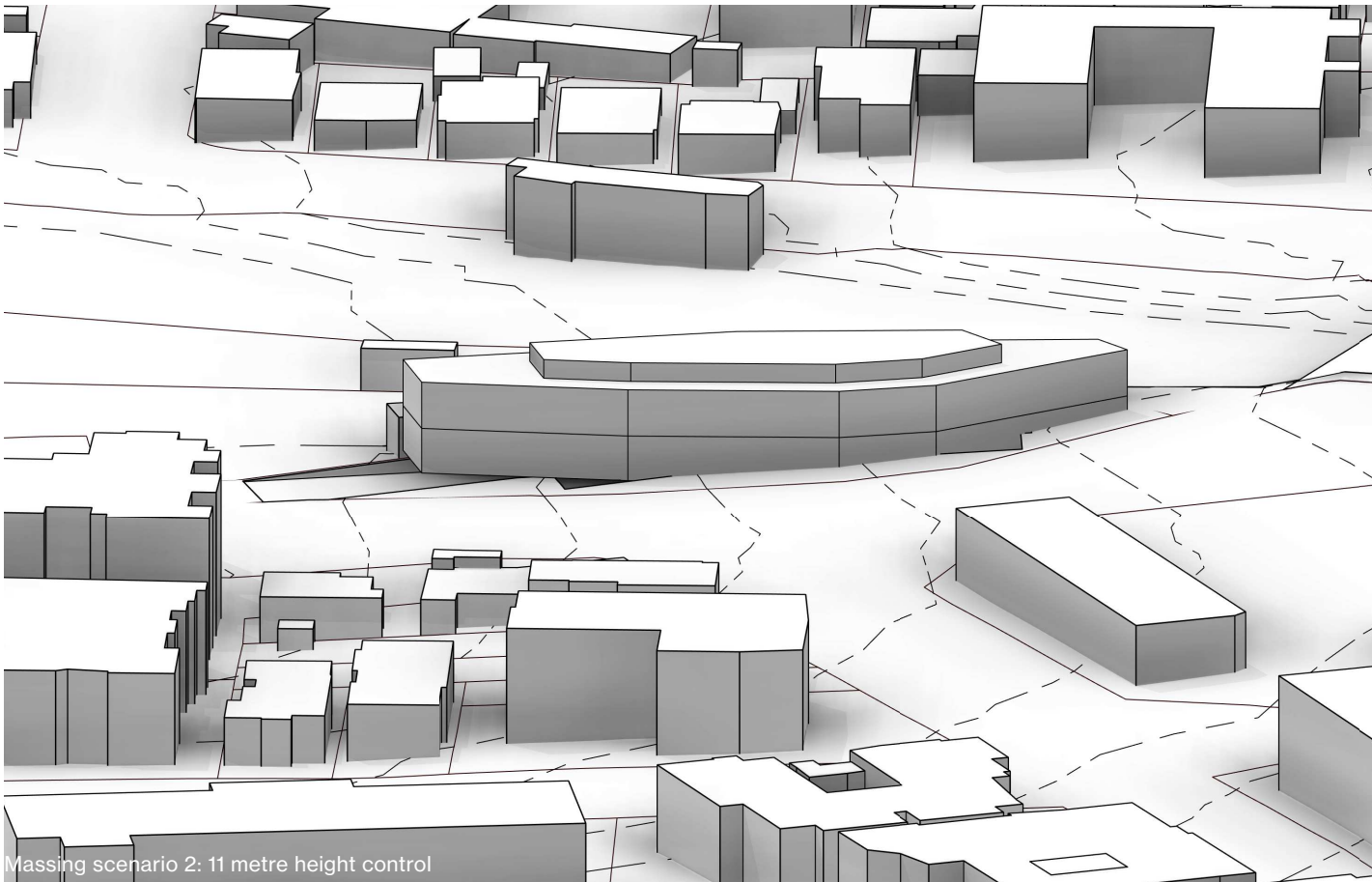
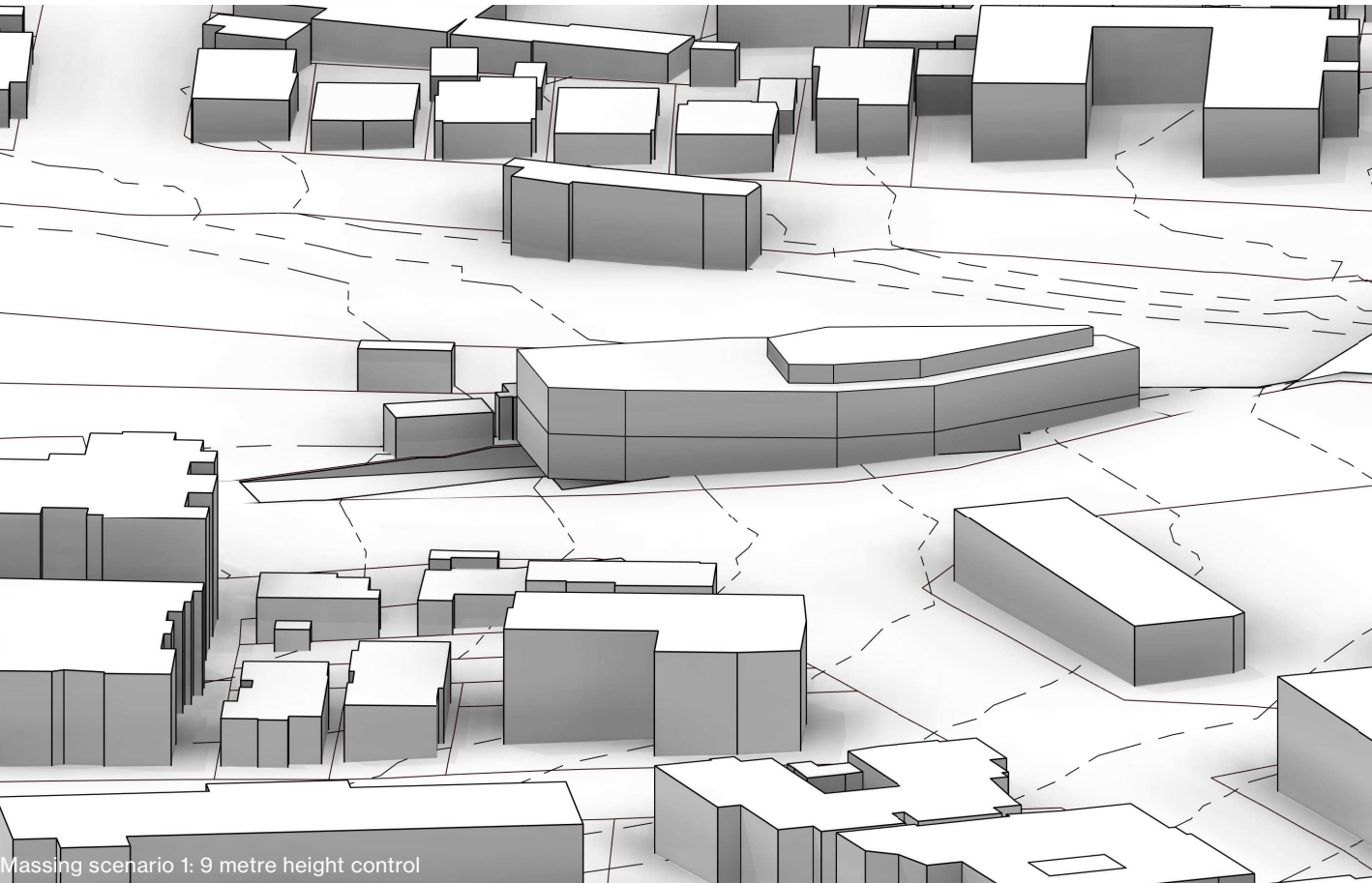
While the two massing scenarios produce generally similar precinct outcomes, they produce reasonably different architectural outcomes.

The first scenario comprising a 9 metre height control creates a building envelope that is restricted to the central and eastern portions of the site. Achieving the full floor space allowed under the LEP engenders a floor plate with nil setbacks to the rear and east side boundaries. As no fenestration can be provided to these boundaries, as a result this scenario produces a compromised experience for building occupants as well as poorer sustainability performance for the building. Nil setbacks also make the works more difficult to excavate and construct, and cause the building to have greater impacts to ground works and civil infrastructure immediately to the north and east of the site.

The second scenario comprising an 11 metre height control creates a building envelope that can comfortably extend farther into the west of

the site. The full floor space allowed under the LEP can be achieved with a relatively relaxed floor plate that allows setbacks to the rear and east side boundaries. Consequently fenestration can be provided to all four sides of the building, improving opportunities for daylighting and natural ventilation, for facade elements that can calibrate the provision of both, and thus improved experiences for building occupants and greater sustainability performance for the building. The works can be more easily excavated and constructed and can more easily avoid impacts to ground works and civil infrastructure around the site.

Overall, the second massing scenario comprising an 11 metre height control provides a superior architectural outcome for the development and its occupants.



Conclusion

The massing scenarios presented above demonstrate that the proposed additional uses of medical centre and office premises may be accommodated on the site to the full floor space allowance of the LEP, and in compliance with existing LEP and DCP controls. Despite challenges accommodating the minimum car parking requirements of the DCP for the proposed additional uses within the site's narrow, tapering geometry, a satisfactory urban design outcome can be achieved by providing deep soil soft landscaping over and above the minimum required by the DCP, within the front setback zone where it can be seen and enjoyed by surrounding occupants and passersby as well.

Consideration of building envelopes providing the floor space allowable under LEP and conforming to height controls of either 9 or 11 metres identifies that both height controls produce building envelopes with very similar and satisfactory outcomes for the precinct.

However, compared to the height control of 9 metres, the height control of 11 metres produces a building envelope with significantly superior architectural outcomes in terms of daylighting and natural ventilation, occupant experience, sustainability, constructability, and civil engineering impacts.

Consequently, we recommend that the planning proposal put forward a height control of 11 metres for the site.

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