



32 SMITH

32 Smith St & 93-95 Phillip St

VOLUME 4
DA DESIGN REPORT
OCTOBER 2017

FENDER KATSAIDIS



CONTENTS

1 SITE ANALYSIS

Location
Major Transport
View Analysis
Photo Analysis

2 URBAN RESPONSE

Urban Response
Opening Up The Corner
Street Wall
Urban Response
The Tower Form

3 GROUND PLANE

Ground Plane
Laneway- Existing Site Conditions
Laneway-Proposed Site Conditions
Future Tower Development
Laneways
William Lane
James Lane
Bike Parking
Urban Room
Level 1 - Substation
Level 2 - Third Space
Levels 3-5 -Carparking
Level 6 - Carparking/Plant/EOT
Level 7 - Oasis Level
Core and Floor Plate Analysis
Levels 8-16 - Typical Low Rise
Levels 17-24 - Typical High Rise
Level 25 - Roof Terrace & Plant Levels
Floor Plan Matrix
Area Schedule

4 FACADE

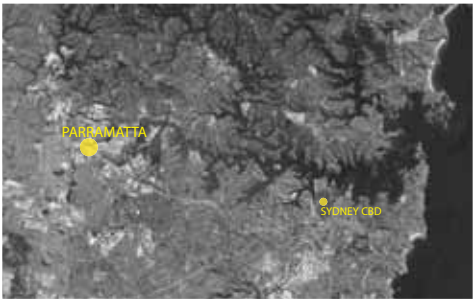
Facade Concept
Pebble Facade
Lower Podium Facade
Southern Facade
Tower Facade
Arup Facade Details
Cundall ESD Facade Analysis

5 APPENDIX

Statement of Compliance
Design Statement

LOCATION

In the geographical heart of Sydney's population, approximately 22km west of Sydney's CBD, the site presents great potential to lead the future of new urban development.



Context Plan

- 1. Site
- 2. St. John's Church
- 3. Parramatta Town Hall
- 4. Riverside Theatre
- 5. Centenary Square
- 6. Parramatta Train Station
- 7. Western Sydney University
- 8. Parramatta Ferry Wharf
- 9. Sydney Water
- 10. Parramatta Court House
- 11. Parramatta Park
- 12. Westfield Shopping Centre
- 13. Parramatta Ferry



Locality Plan

MAJOR TRANSPORT

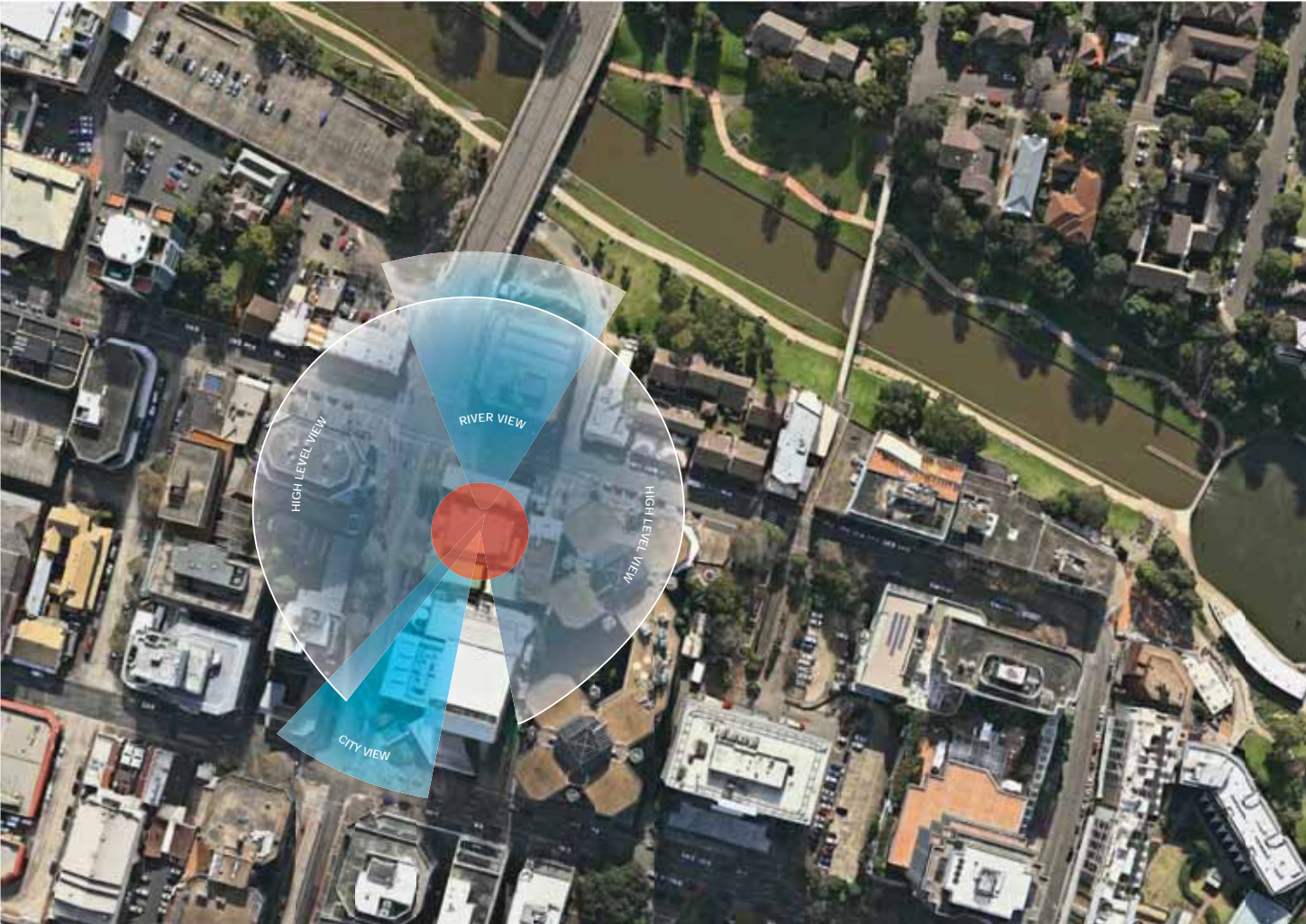
Located on the corner of Smith & Phillip Street, the site's great exposure promotes a desire for an exceptional development to mark the entrance to Parramatta's CBD.

Being within walking distance of Parramatta's Ferry Wharf and Train Station, tenants will have instant access to Greater Metropolitan Sydney.

- Primary Road
- Eastern Roads
- Secondary Roads
- Rail
- Ferry



VIEW ANALYSIS



Aerial Image Illustrating Views



Heritage Building Barnaby's Waterfront Restaurant on Phillip Street



Heritage Building St George's Terrace on Smith Street



Drone View From Across River



View Across River



View To Foot Bridge

PHOTO ANALYSIS



1. Smith Street looking south at the corner of the site.



Reference Diagram



4. Phillip Street looking west at the Site and Heritage Building Barnaby's Restaurant on left



2. View east along Smith Street



3. View east along Smith Street



5. View down Smith Street



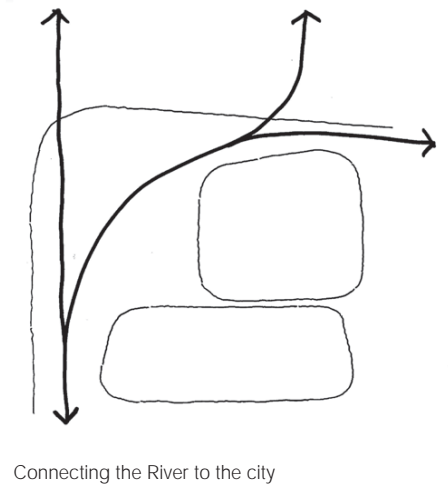
URBAN RESPONSE



URBAN RESPONSE

A Northern Gateway

By studying the surrounding context it becomes apparent that the site is strategically located on the primary north south axis, acting as the northern gateway to Parramatta. The site also has the potential to strengthen the connection between the river and the city centre.

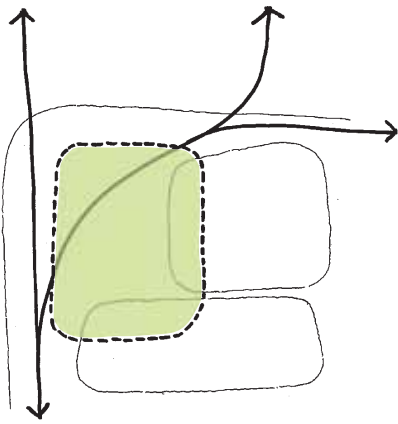


View from corner of Smith St & Phillip St

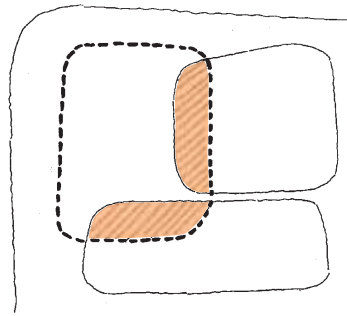


Connecting the River

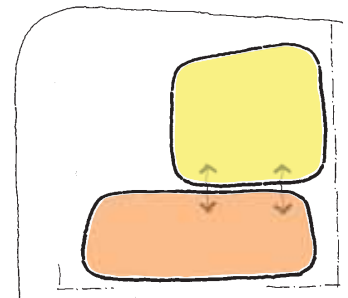
The ground floor has evolved around these two main principles. By setting back the podium on the corner a strong visual connection from Smith Street to the River via George Khattar Lane is created. The pedestrian desire and flow lines begin to shape the podium into soft pebble like forms and opening up vistas creates an impressive north facing urban room, providing an exciting addition to the public realm whilst delivering a clearly identifiable commercial lobby and retail offer activating this new public space. Each pebble form represents a different use, commercial entry lobby and retail, yet inherently compliment each other in form and function.



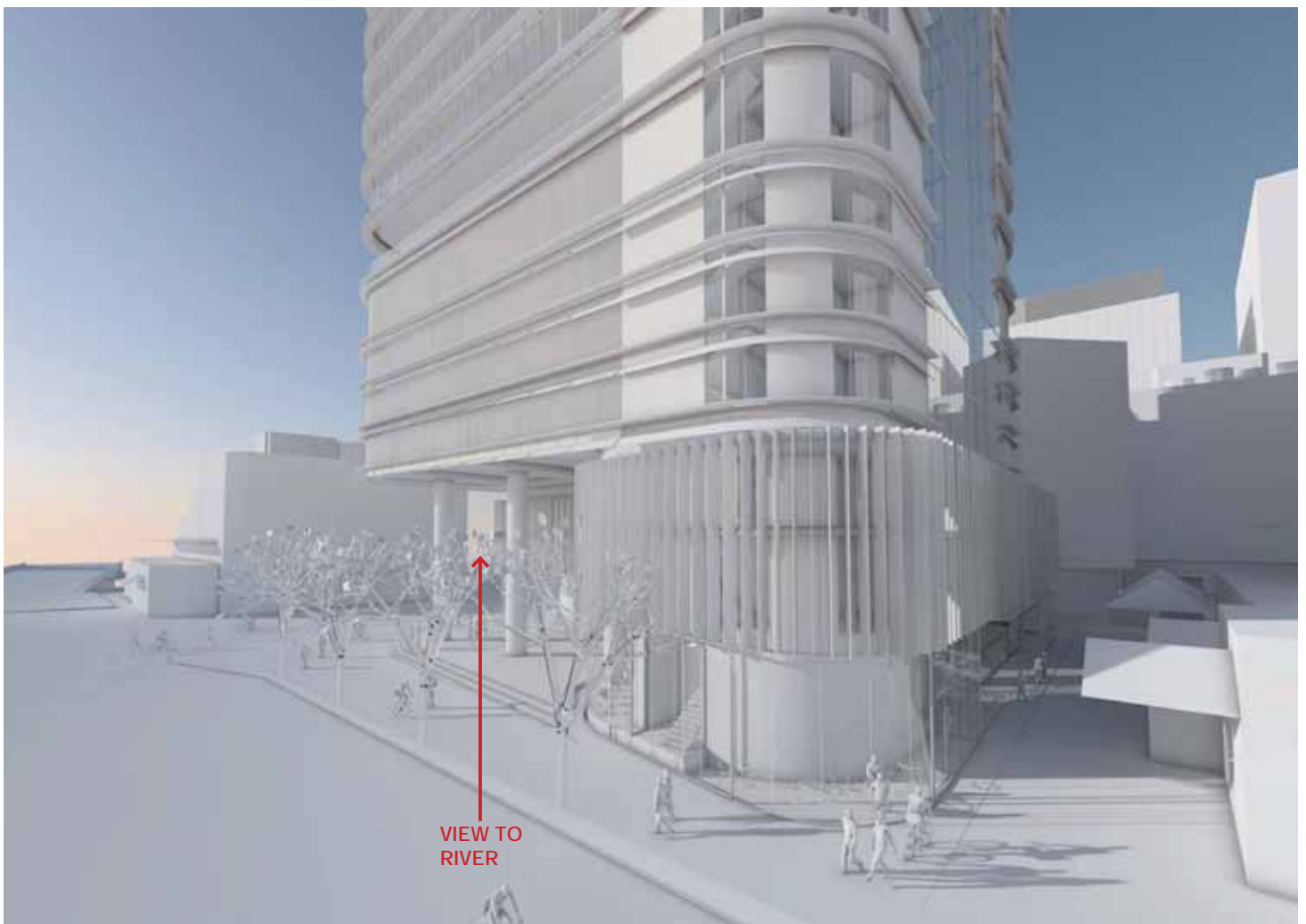
Creating public space
Connecting the River to the City



Connected by Public Space



Two Forms Two Functions

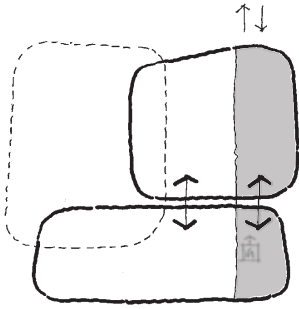


Southern laneway viewed from Smith St.

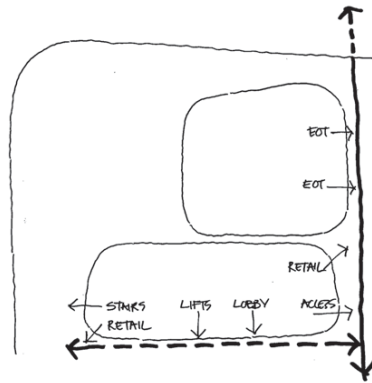
OPENING UP THE CORNER

Ground Floor

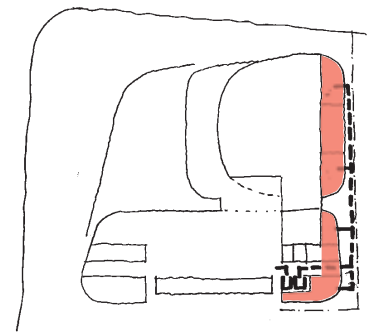
The pebble forms respond to the laneway conditions by opening up to the street and providing strong visual connections. The architectural form and materiality also suggests the public domain is continuous, further enhancing the connectivity to important future through site links. The laneways have been activated with complimentary uses, such as end of trip bike parking, retail, fire stairs and lobby entries. Importantly, by separating the cores we have reduced the lengths of solid walls instead we have located glass lifts against the southern laneway providing an exciting layer of activation. By nature of the glass lift shaft, the lobby enjoys a strong visual connection to the laneway.



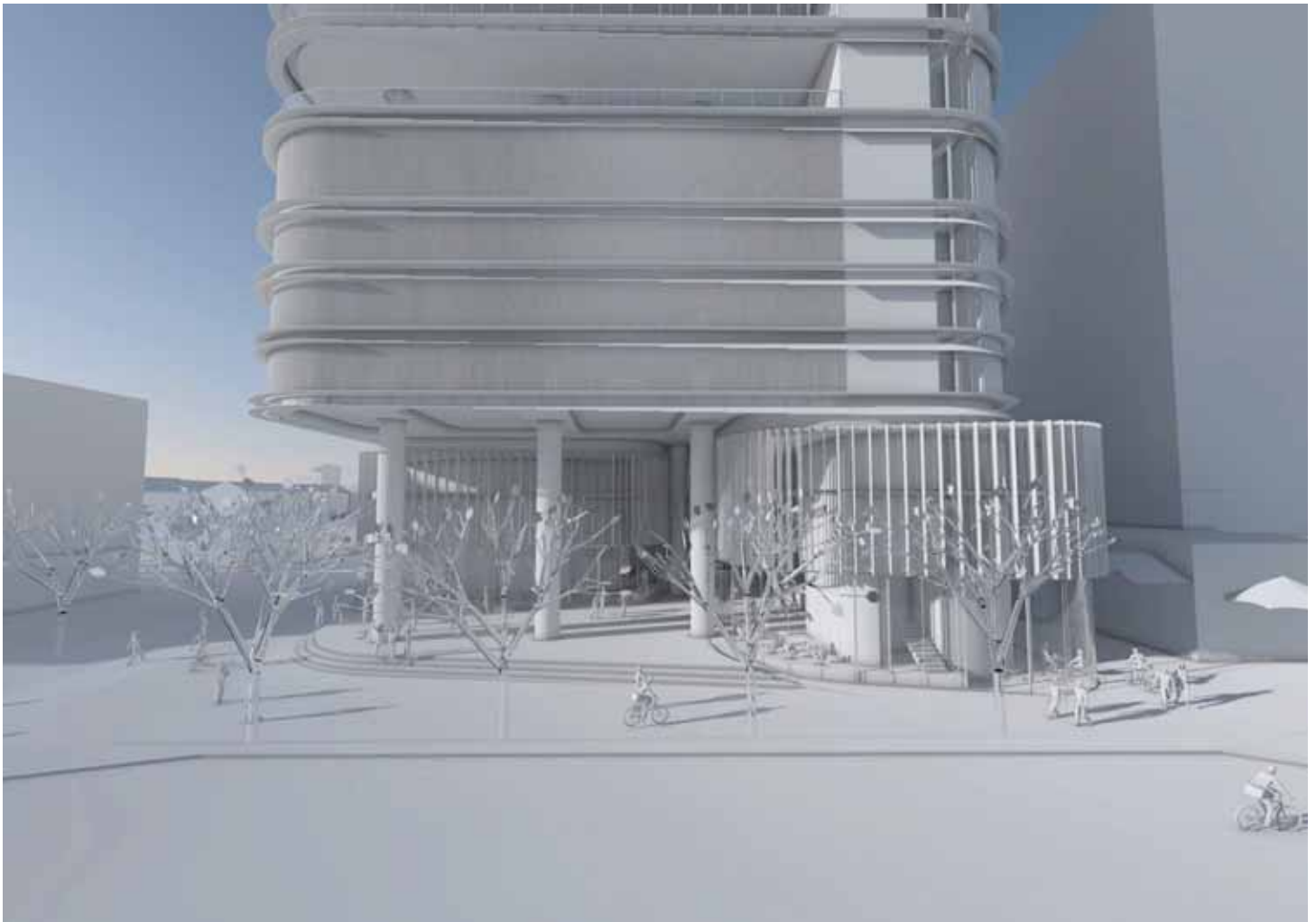
Front of house connected and Back of house connected.



Connecting the Laneways + activating with uses



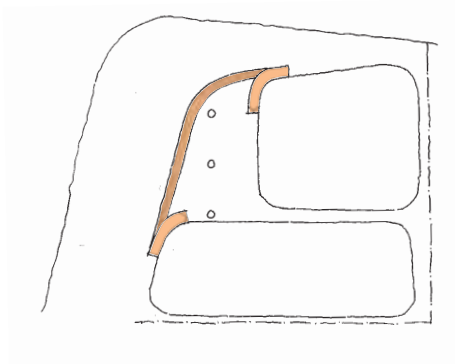
Bike Parking



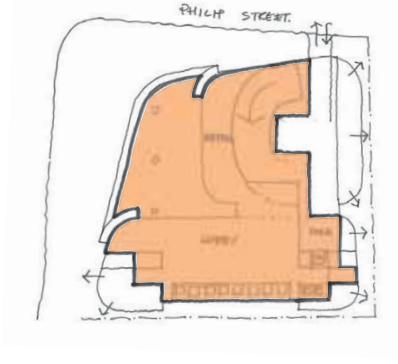
Western View from Smith St.

Response to Flooding

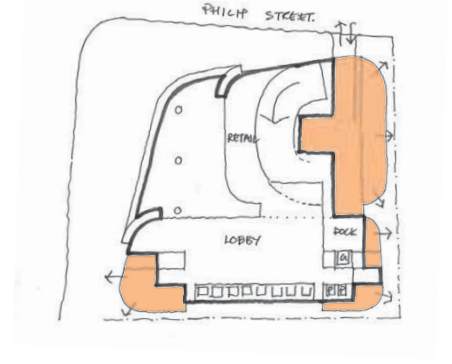
In response to the flooding requirements, we have raised the key elements of the building to RL 8.5, such as the plaza, lobby and retail. Smaller elements activating the laneways are flush with natural ground and will act as 'sacrificial' spaces. In the event of an RL 11.7 event, the fire stairs will be used to move people to level 2. This will be achieved by providing a water tight ground floor glazing system to the lobby and the lifts will also have a hydraulic water gate to allow continuing function at the upper levels. There is also potential that the building, via the car parking ramp, would enable people from the public domain to escape up into the building for refuge. The substation and switch room have been moved to level 1 to avoid flooding and maximise ground floor activation.



650mm Flood Plane = Steps + Ramp



650mm Flood Plane - Raised Podium



650mm Flood Plane - Sacrificial Retail

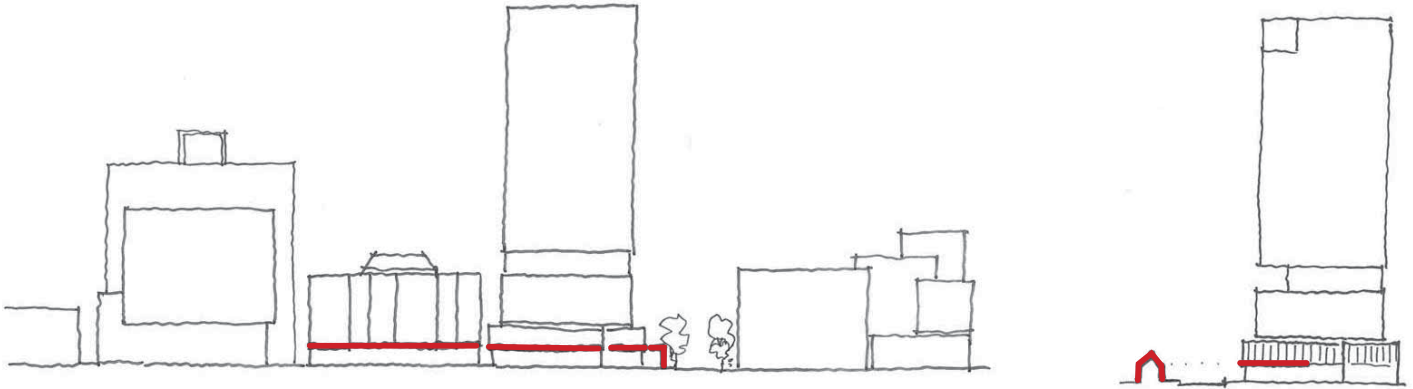


Southern laneway.

STREET WALL

The building has been designed to not only comply to the LEP, but also respond to the street wall and scale of the surrounding heritage buildings. The lower podium references the scale and materiality of the heritage buildings with its small and elegant pebble forms. Vertical fins stop at a height that correlates to the single storey heritage.

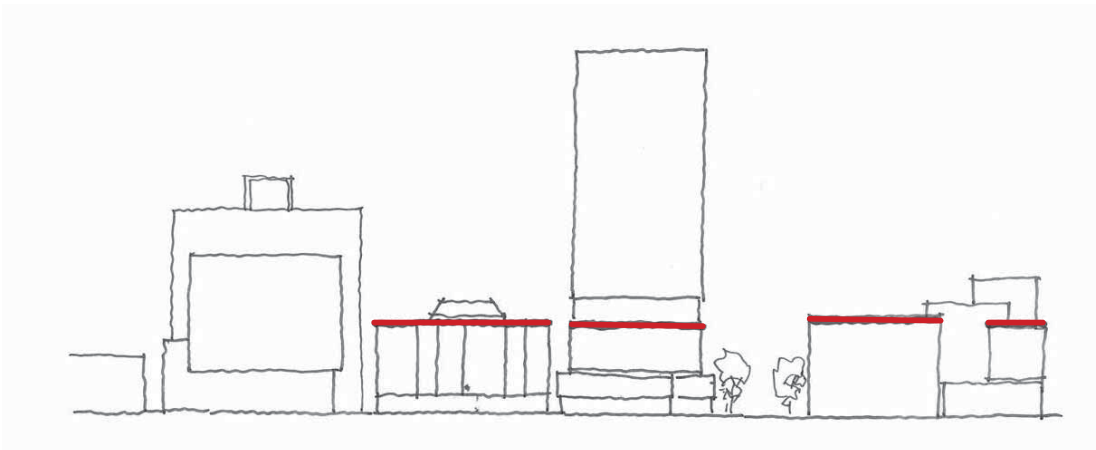
The upper podium responds to the eastern building by John Andrews and the western KPMG building, providing an important break between the tower and the podium maintaining an existing scale to the street. The break between the podium and the tower creates the opportunity for the inclusion of landscape within the plan and provides a strong visual connection to the river.



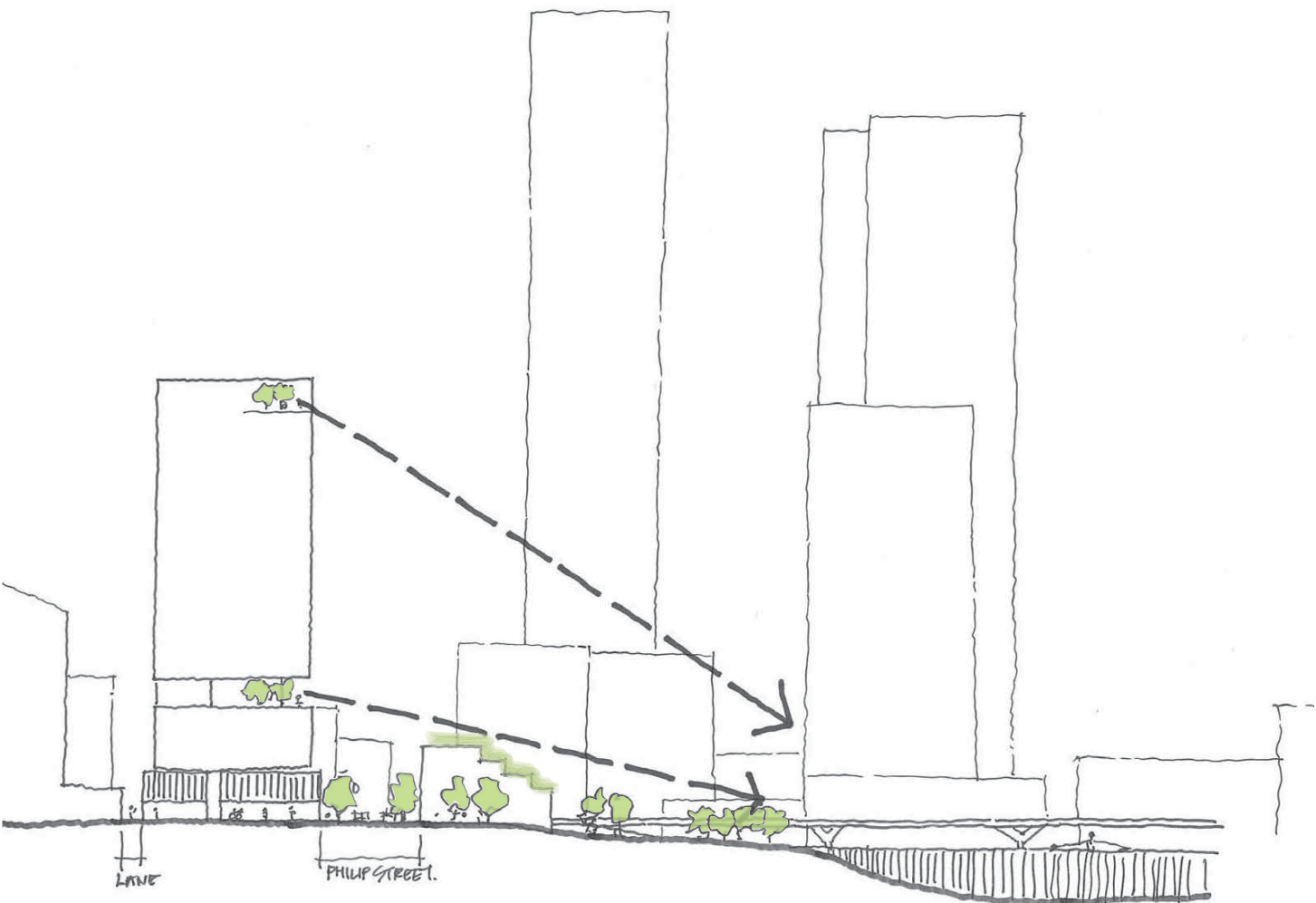
Responding to the heritage scale.



Aerial image of site and surrounding context.



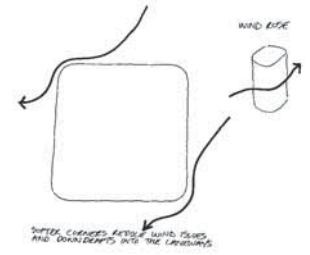
Responding to the street wall.



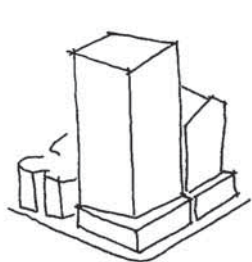
Connecting amenity to river.

URBAN RESPONSE

Through a series of massing studies, we have developed a strategy of elevating the tower from the corner to open up the public realm. This allows vistas through to the river and an opening to the junction, to build upon the northern gateway. The lower podium consists of two pebble forms which are highly activated and warm in materiality extending into the laneways. The pebbles extend out from the tower to reduce down draft effect at the ground plane. The upper podium adopts the same form as the tower, but is broken to respond to the street wall. The ventilated car park façade also acts as a wind dampener. The tower is simple in form and has been shaped as a "building in the round" whose curved corners reduce the wind speed.

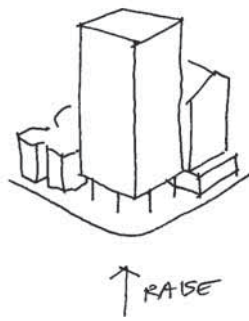


Softer corners reduce wind issues and down drafts into the laneways

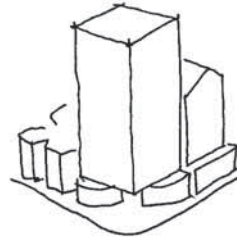


LEP CONTROLS

LEP Controls.

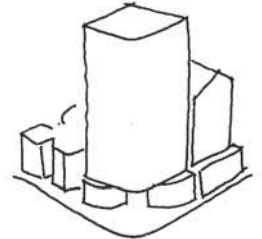


Raise the tower, open up the ground plane.



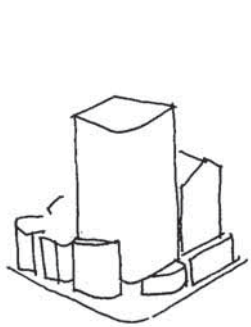
14 M PODIUM

Respond to the LEP - 14m Podium.



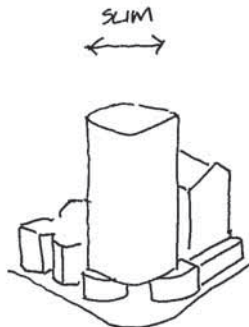
14M PODIUM
SOFTEN THE
CORNER.

14m Podium and softens the corner.



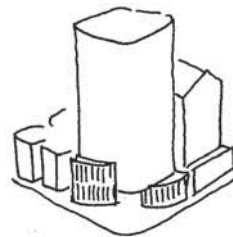
CONNECT THE
STREET WALL

Connect the street wall



SLIM

Wind mitigation.



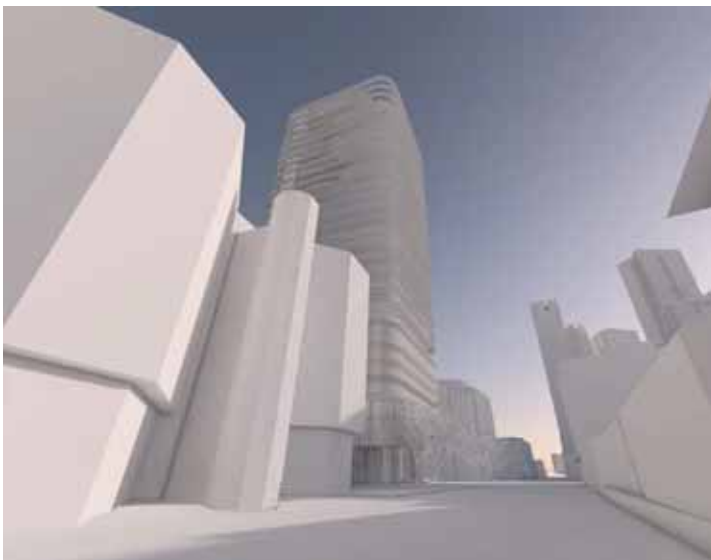
TEXTURE

Texture to the public domain.

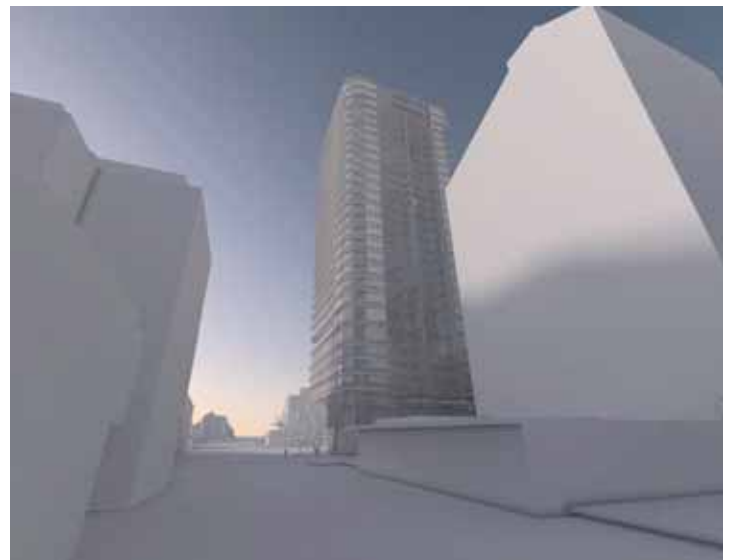


TOWER.

Shading the tower.



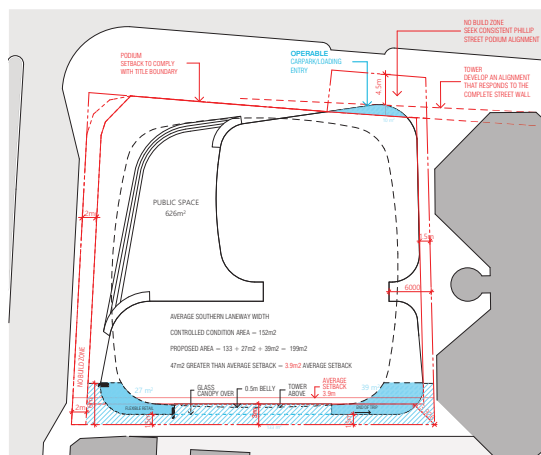
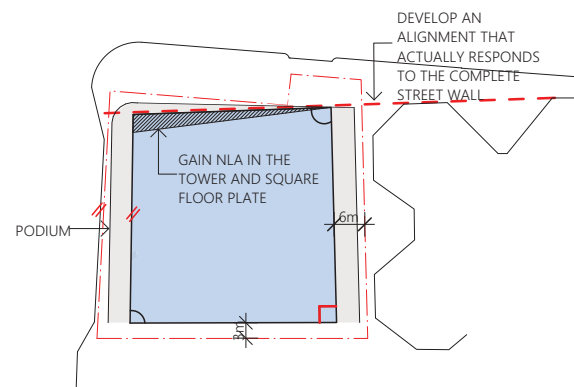
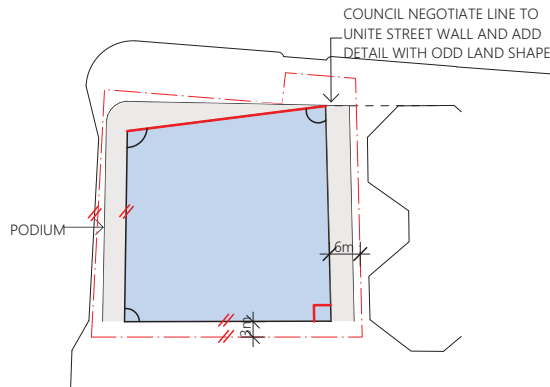
Western view from Phillip St.



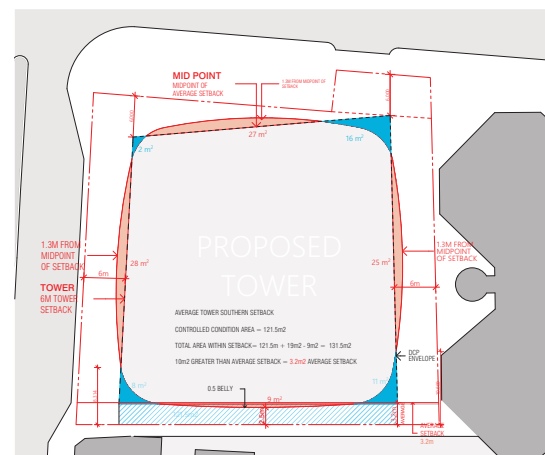
Southern view from Smith St.

THE TOWER FORM

By studying the reference design and context, we have rationalised the tower form by developing an averaging response to the northern boundary, whilst also aligning the tower more closely with the John Andrews building.



Proposed Podium Set Backs



Proposed Tower Setbacks

The southern boundary set back achieves a 3.2m average.

This has been established by quantifying the area of the prescribed planning tower set back of 3m by 41.5m, noting its parallel relationship to the boundary.

The proposed southern facade is gently curved and its relationship to the southern boundary varies from 2.5m at the mid point to over 6m to the east and west respectively.

By quantifying the resultant space between the southern curved facade and the boundary we are able to compare it with the prescribed planning set back which equates to approx 3.2m average set back.

The curved set back condition also provides other benefits. The 6m radius corners open up of the edges substantially providing improved daylight into the lane way. The curved facade also provides the southern neighbour with improved northern aspect than would be afforded with a constraint 3m set back.

Importantly by providing an average set back of 3.2m it also allows the future development to the south to set back 3m and archive a 6m separation.

