## **NEIGHBOURING PROPERTY**

The existing tower on 100 George Street is set back 25m from the northern boundary. There will be an averaged building separation from the proposed 32 Smith tower of 28.2m, with a minimum separation of 27.5m at the closest point of the curve.

Council has advised that new built form controls are being prepared for sites within the Parramatta City Centre to accompany the CBD Planning Strategy. Any future redevelopment of adjacent sites would therefore assumed to be developed under future controls, which we understand to include:

- Extended laneway network;
- Podium built to street alignment;
- 6m setback of tower above street frontage (podium) height;
- 6m side and rear boundary setback above street frontage (podium) height.

• The horizontal dimensions of any building facade above street frontage height must not exceed 45 metres (although this may be flexibly applied to achieve a commercial floorplate).

Based on the above controls, FKA have established a hypothetical compliant building envelope for a future tower on 100 George Street site. The hypothetical envelope achieves a GFA on a typical tower level of approximately 2,200sqm, equating to an NLA of approximately 2,000 sqm. This is a viable commercial floorplate in this location.

It is also possible that a design competition could result in a support for reduced tower setbacks to street frontages and the eastern boundary, in the same way that 32 Smith Street has achieved this based on design excellence. Reduced setbacks would further increase the size of the floorplate achievable on 100 George Street.

The hypothetical compliant tower on 100 George Street would have averaged building separation from the proposed 32 Smith tower of 9.2m, with a minimum separation of 8.5m at the closest point of the curve and up to 16.6m at the corners. The sketch below indicates that due to the curved façade form and curved corners, any tower to the south would enjoy high levels of access to views, outlook and daylight



## LANEWAYS

The Laneways have been designed to maximse visual connectivity and daylight amentiy into the space, recognising that the proposed option is based on a temporary condition understanding that the other halves of the laneway will become available when the other blocks are developed. Looking at a whole block solution we have established proposed RLs based on natural ground levels recognising the flood level for people refugee is RL 8.50. We have therefore located the high point of the laneways at the centre of the block to provide refugee but also allow water to flow outward towards the streets.

The widths of the lanes have been engineered beyond prescribed 1.5m, whilst there are some zones that are 1.5 wide, the majority of lane is expanded to 3m-6m to allow comfortable passing and visual connectivy beyond visual corners, also creating pockets of space to provide a diversity and opportunity for future uses.

The laneway network will be activated through the co-location of complementary uses such as a small café tenancy at the entry of William Lane, bicycle parking and secondary building entrances along the laneway.

Glass will be used extensively to facilitate passive surveillance along the laneway network through glazed facades and windows to loading and servicing areas, goods and shuttle lifts, entries, and bicycle storage.





Vertical Green Planting to boundary



Fine grain paving to de-scale the laneway and give an indivual character









Proposed Condition

SK WILLIAM LANE DETAIL SCALE 1:50@A3

