

17-35 Parramatta Road Homebush Volume 2: Urban Design Report

For: Al Maha Pty Ltd
Date: 6 October 2016



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*This document is for discussion
purposes only unless signed.*

Contents

1.0	Introduction	5
1.1	Purpose of this report	6
1.2	The site	7
1.3	Plan for Sydney	8
1.4	Railway stations in proximity to Parramatta Road	9
1.5	Parramatta Road Urban Transformation Strategy	10
1.6	Parramatta Light Rail	12
1.7	Key existing LEP controls	13
1.8	Current permitted height and density in the wider context	16
1.9	Renewal - wider context	20
1.10	DCP controls	22
1.11	Approved Development Applications for the site	24
1.12	Approved projects within the local area	25
2.0	Analysis	27
2.1	Local context and connectivity	28
2.2	Site analysis	29
2.3	Indicative amalgamation and development patterns	30
2.4	Key views	32

3.0	Options considered	33
3.1	Introduction	34
3.2	Scenario A - Approved development - 8 storeys	36
3.3	Scenario B - 20 storey tower	38
3.4	Scenario C - 25 storey tower	40
3.5	Scenario D - 30 storey tower	42
4.0	Preferred scenario & Recommended controls	45
4.1	Preferred scenario	46
4.2	Recommended controls	53

1.0 Introduction

1.1 Purpose of this report

Architectus has been engaged by Al Maha Pty Ltd to provide an urban design study to consider the development potential of their site at 17-35 Parramatta Rd Homebush, in light of the State Government's recent high-level strategies for the Parramatta Road Corridor.

The site has been the subject of an approved Development Application for an 8-storey building.

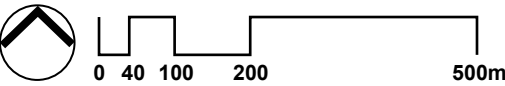
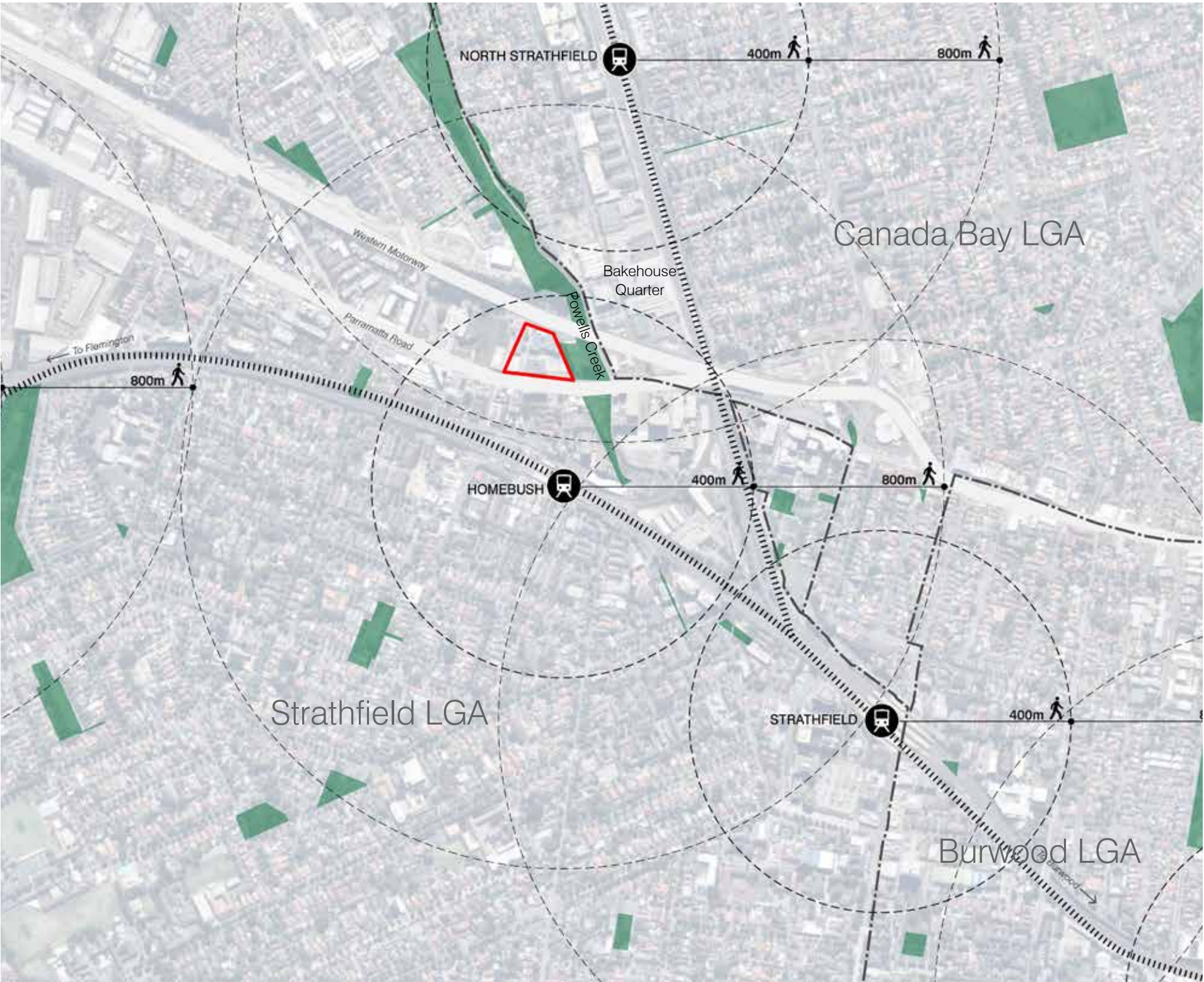
This document presents an urban design analysis of the site and context, design options for the site and urban design recommendations for a planning proposal for the site.

1.2 The site

The site is located at 17-35 Parramatta Road, Homebush. The site area is 6,257sqm.

It is located between Parramatta Road, the M4 Western Motorway, Powell Street and a network of open spaces along Powells Creek.

It is approximately 150m from the Homebush Railway Station and less than 100m from the Bakehouse Quarter retail area.



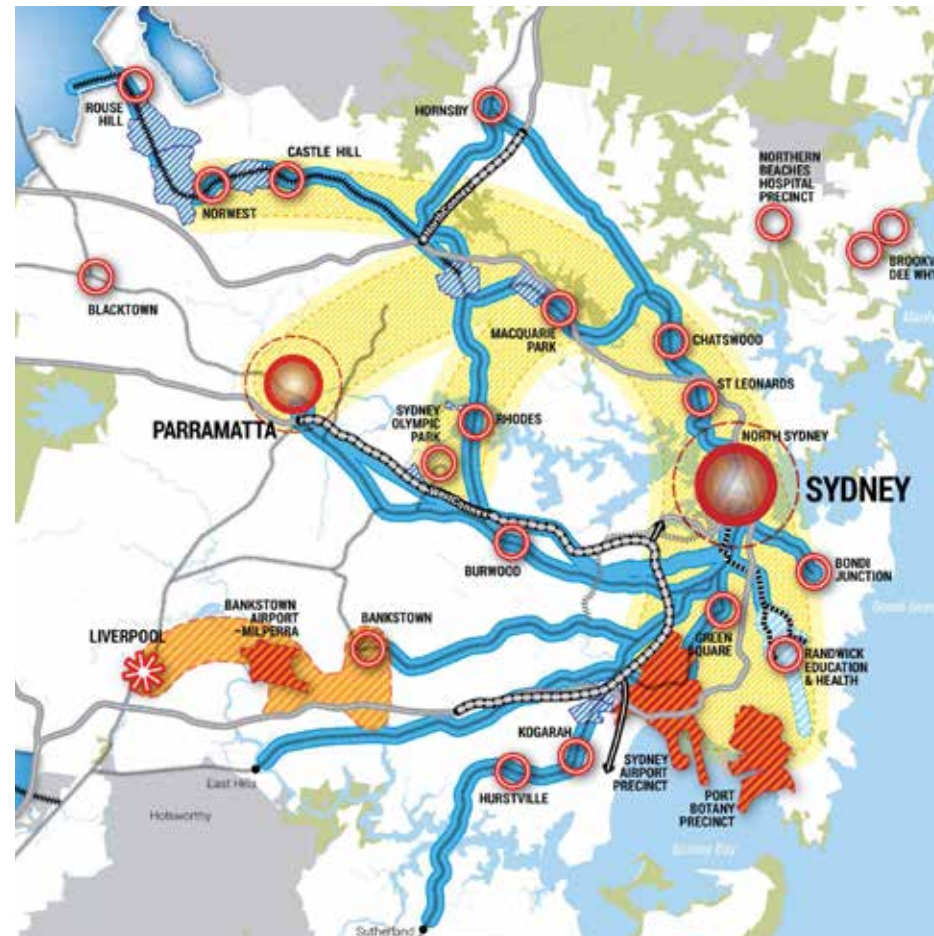
- Key
- Railway
 - LGA boundary
 - Subject Site
 - Green Area

1.3 Plan for Sydney

The site is located between the Sydney Olympic Park and Burwood Strategic Centres within the Plan For Sydney.

It is located near the junction of the Global Economic Corridor which runs north to Sydney Olympic Park, Rhodes and Macquarie Park; and the east-west connection of WestConnex and associated the associated Urban Renewal Corridors.

The site also lies near the proposed light rail investigation between Sydney Olympic Park and Parramatta.

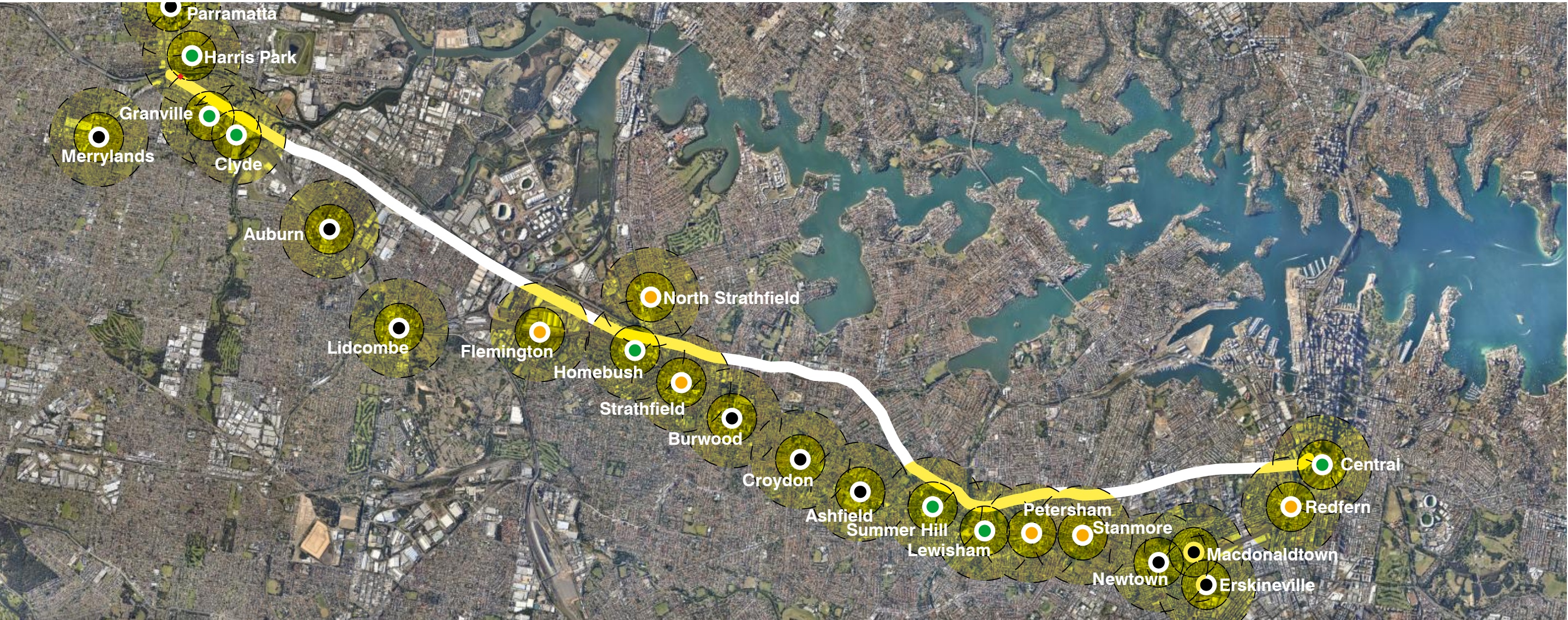


Parramatta within the Plan for Sydney (extract)



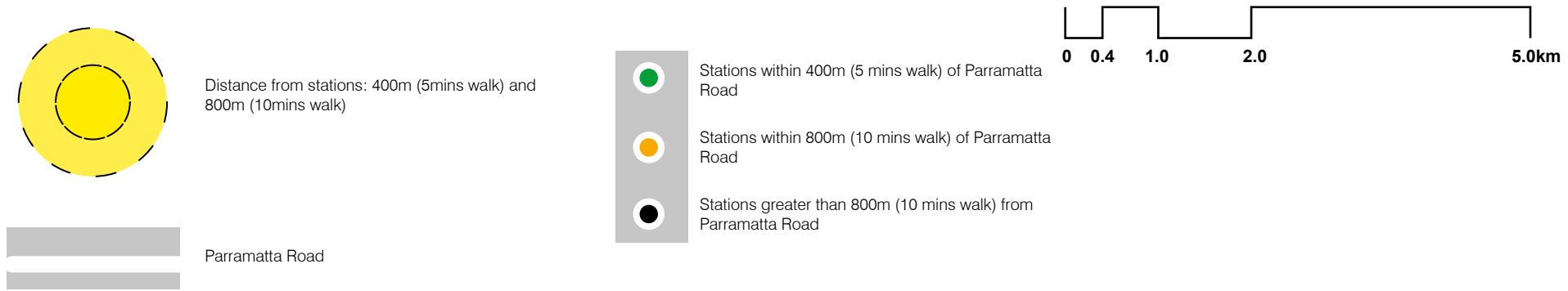
'Greater Parramatta to Olympic Park growth area' (extract from Plan for Sydney)

1.4 Railway stations in proximity to Parramatta Road



Key issues:

- The site is located in one of a few areas where Parramatta Road is close to railway stations (Homebush, Granville/Clyde, Lewisham and Central).
- Within the context of the WestConnex renewal of the Parramatta Road corridor, these areas will have particular importance.
- The site is suitable for transport oriented development, yield and density.



1.5 Parramatta Road Urban Transformation Strategy

The draft Parramatta Road Urban Transformation Strategy provides a framework for future development along the Parramatta Road Corridor. The site is identified as appropriate for the highest densities in the corridor, with heights up to 25 storeys.

About the Homebush Precinct

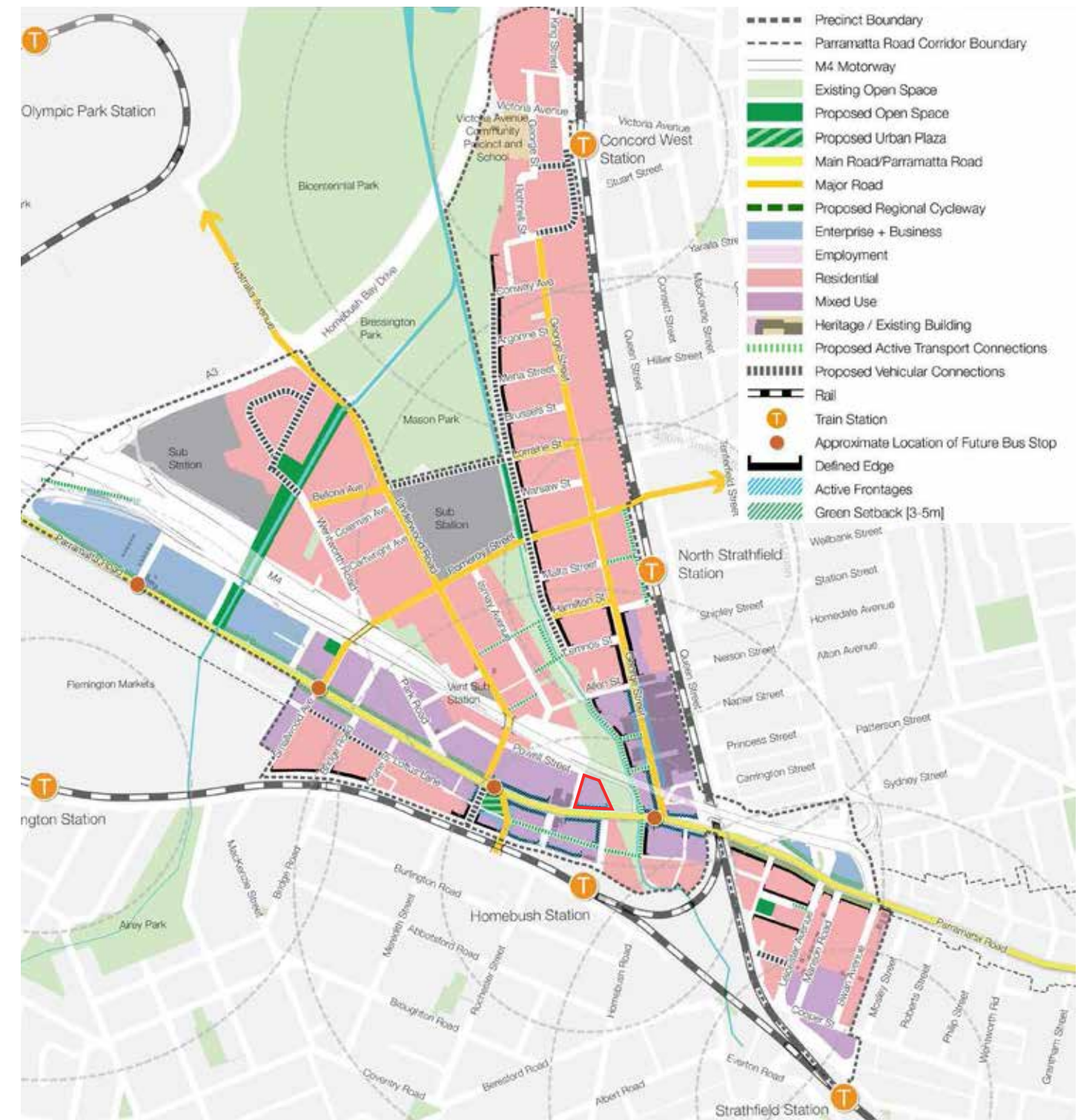
Homebush is a mix of old and new, with a rich heritage that includes a theatre, inter-war commercial buildings and Federation houses, as well newer developments such as office and business park-type areas, industrial sites and new apartment buildings. Residents have access to four rail stations; jobs at Sydney Olympic Park, Burwood, Parramatta and Sydney CBD; world-class sporting facilities and green spaces at Sydney Olympic Park. The Bakehouse Quarter around George Street is a thriving entertainment and lifestyle area.

The vision for the Homebush Precinct

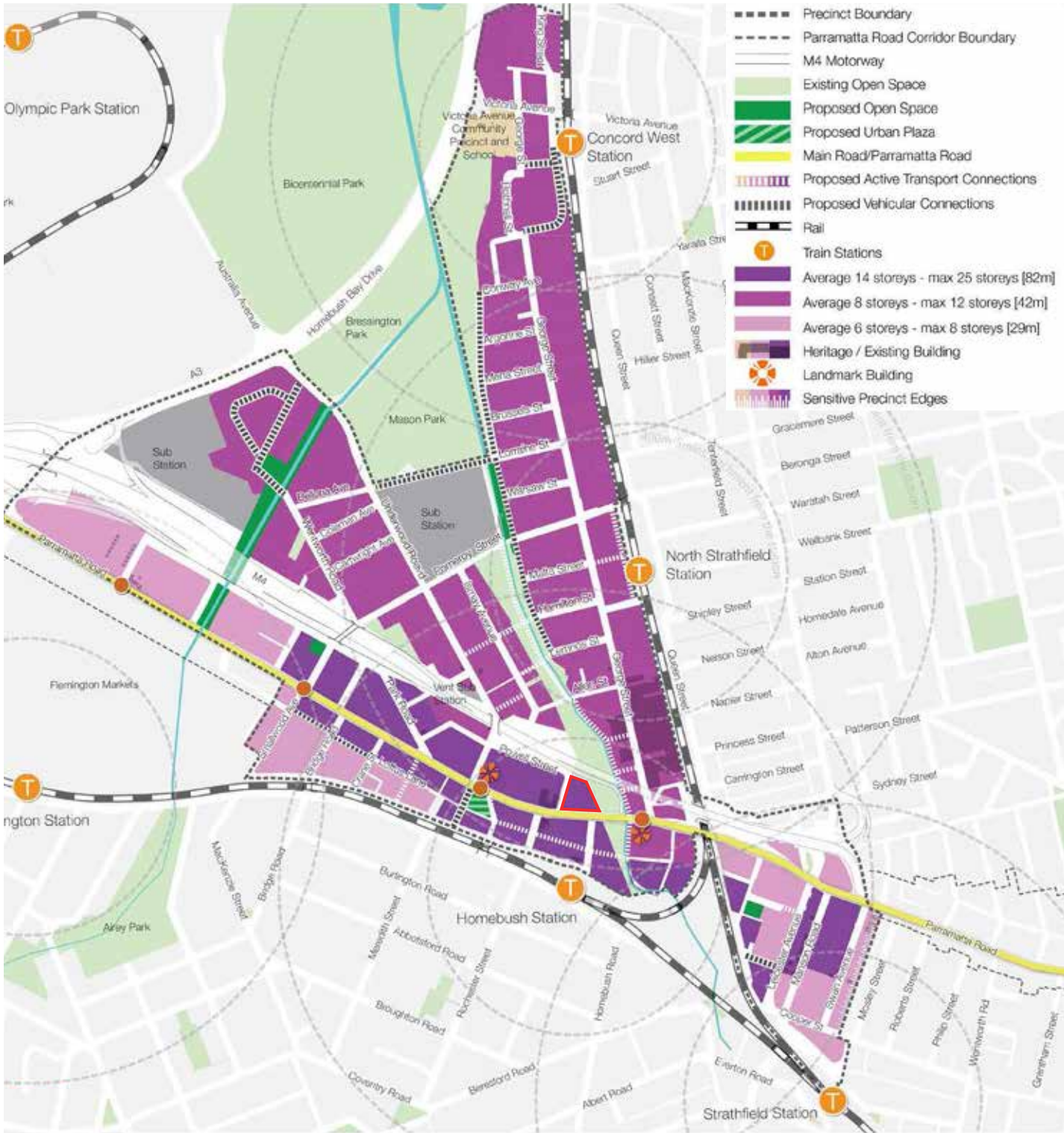
Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

What it will be like to live and work there

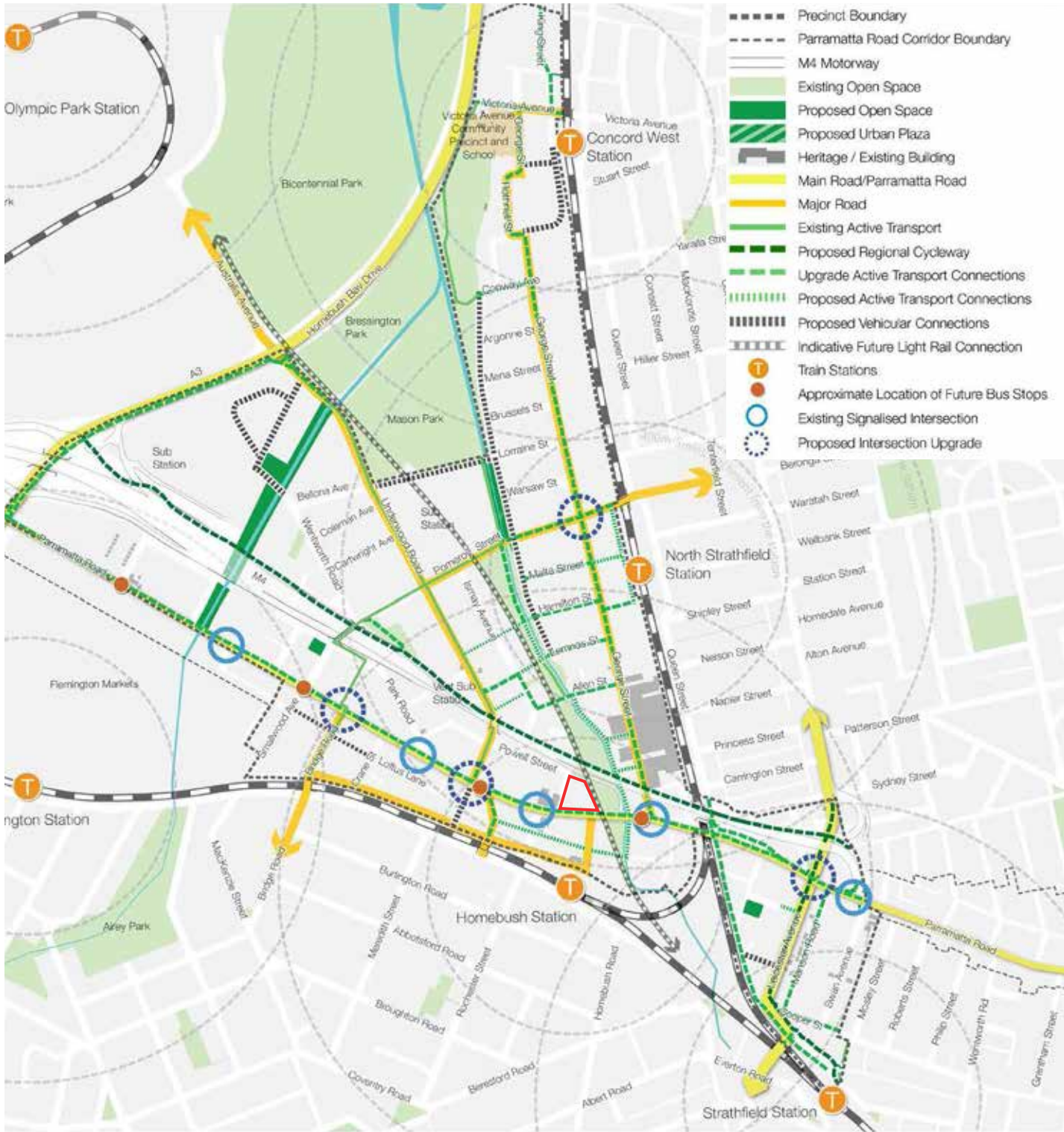
Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road. Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.



Homebush Structure Plan



Homebush Built Form



Homebush Access and Movement Plan

1.6 Parramatta Light Rail

The site is located along the intended route for the Parramatta Light Rail. The route for this is yet to be finalised. It is likely to include a stop very close to the site on Parramatta Road or within the open space corridor and will connect the site more directly to Strathfield, Parramatta, and a network of new centres being developed along the corridor.

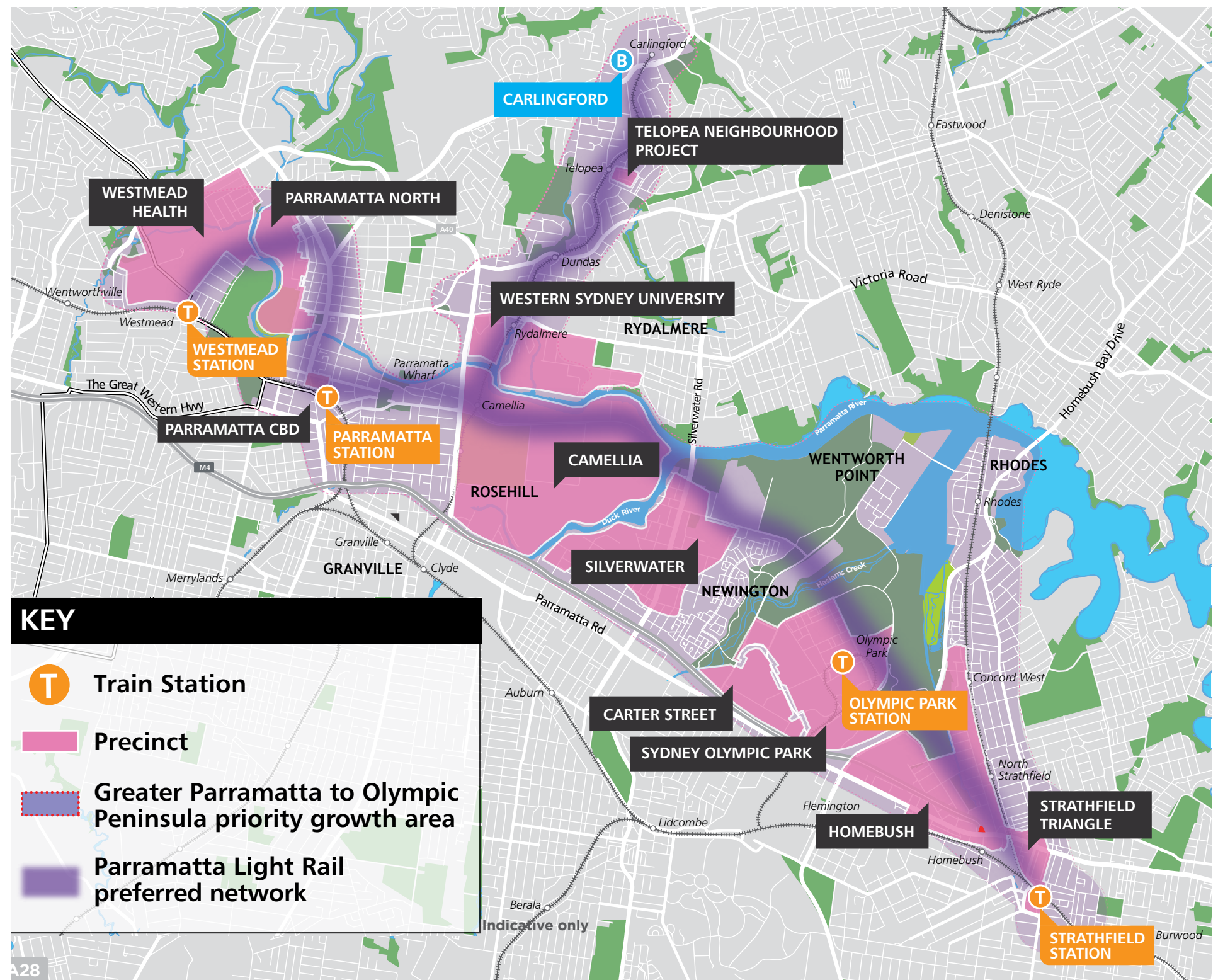
The preferred network for Parramatta Light Rail will include:

1. A core spine linking precincts within Greater Parramatta including Westmead health precinct, Parramatta CBD and Camellia.
2. The replacement of the existing heavy rail service between Camellia and Carlingford with a more frequent light rail service.
3. A light rail service through Camellia renewal area, Sydney Olympic Park also connecting to Strathfield.

The light rail system is being developed as part of an integrated transport network linking precincts within Greater Parramatta and connecting them with key centres.

Transport interchanges at Westmead, Parramatta, Carlingford, Olympic Park and Strathfield Stations will be designed to facilitate access to the wider network, while a light rail spine between Westmead and Camellia will complement rail, bus, ferry and active transport modes to create legible routes through Parramatta.

Light rail will provide frequent and reliable services linking residential, employment, cultural and education precincts and serving new and existing communities.



1.7 Key existing LEP controls

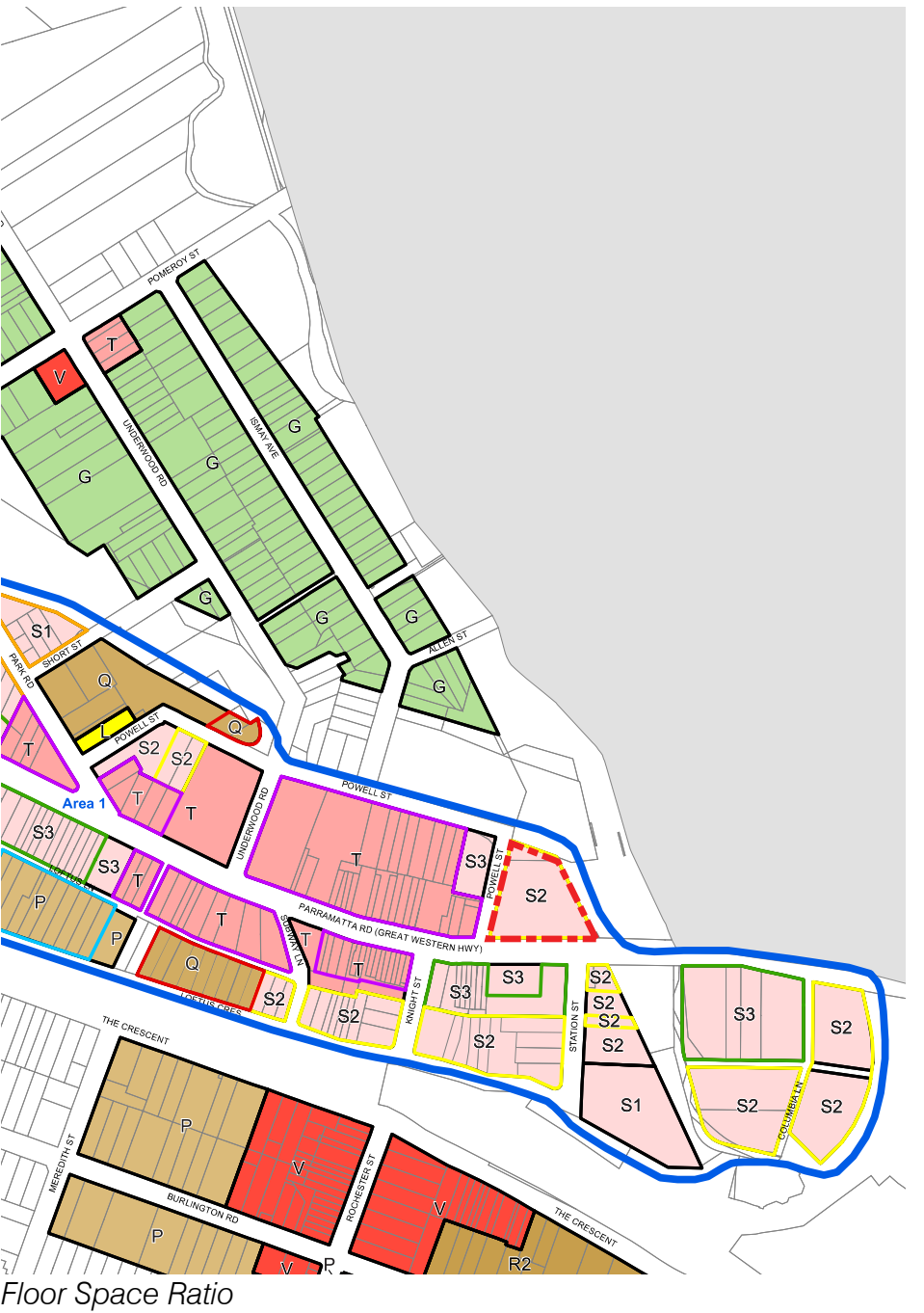
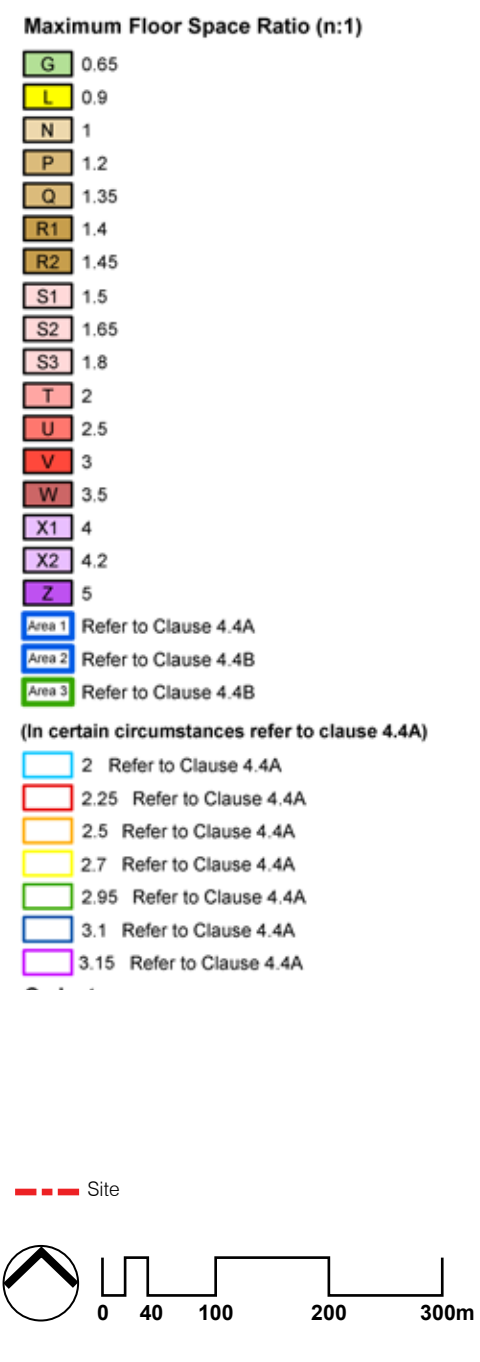
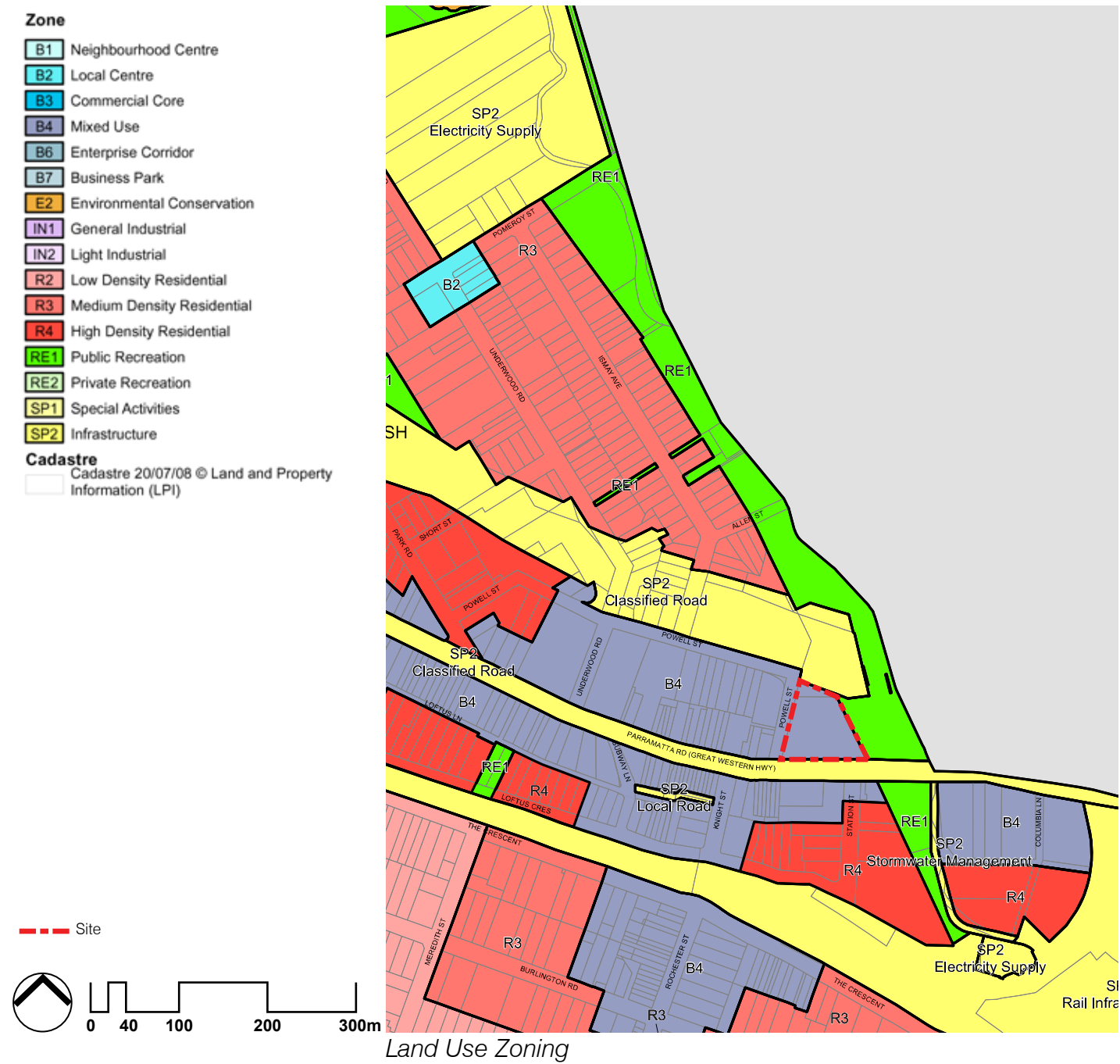
Under the Strathfield LEP 2012 the following maximum controls apply to the site:

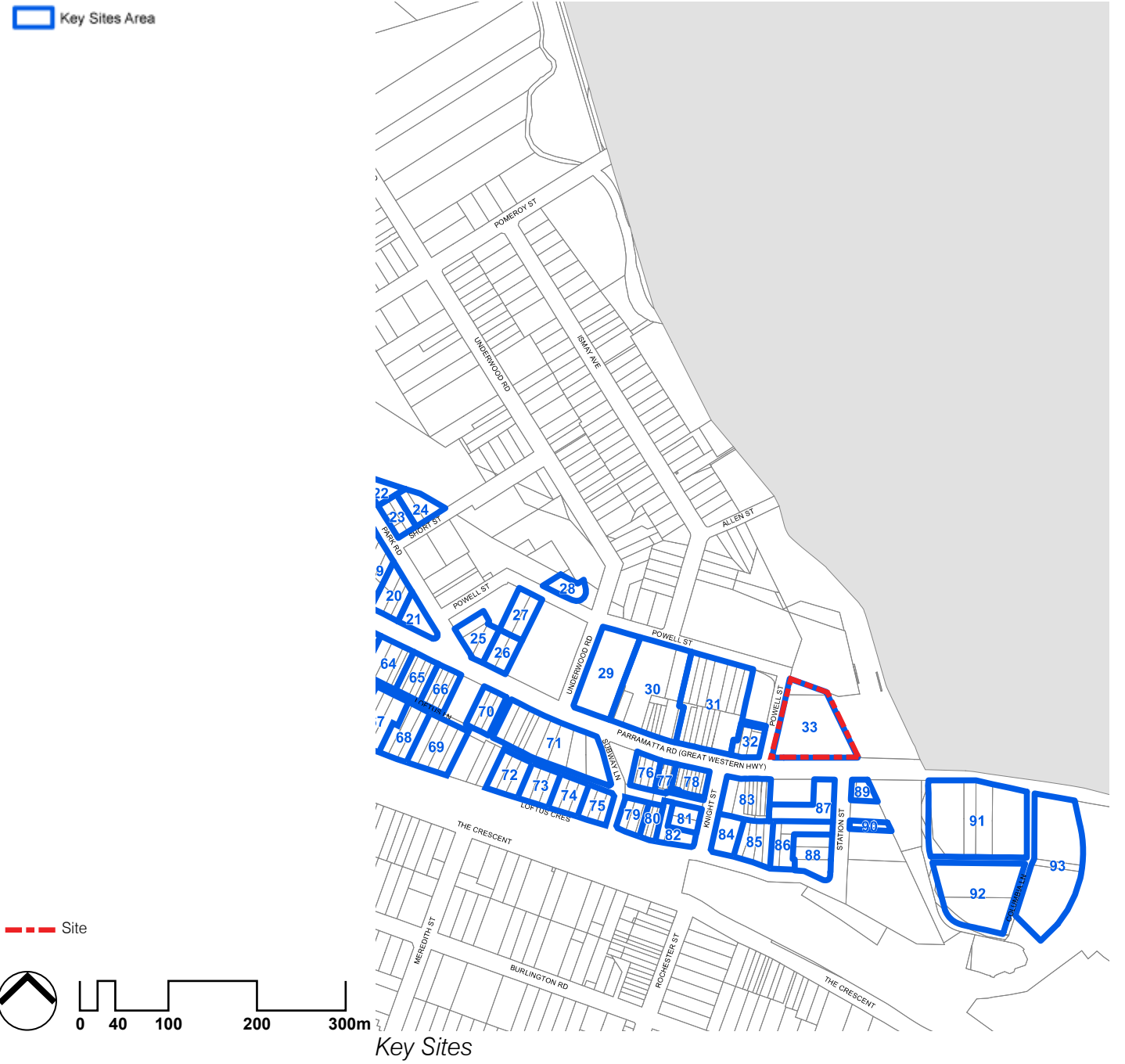
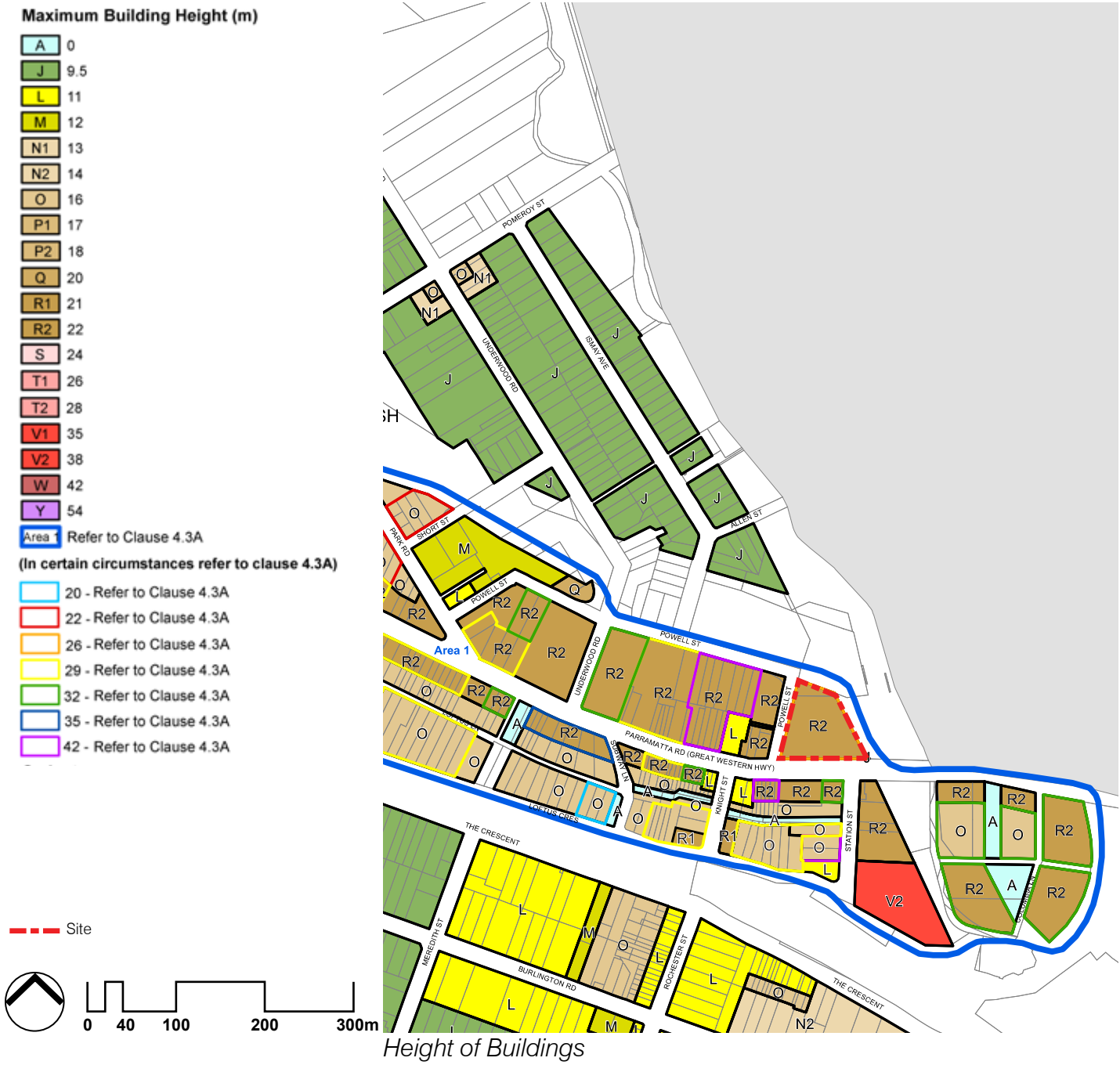
- B4 Mixed Use Zone
- Maximum 2.7:1 FSR
- Maximum 26m building heights

Note that the above FSR and building heights are based on Clause 4.3A and Clause 4.4A which provide exceptions to the standard FSR and building heights as the site is identified as a key site (Site 33) within the Key Sites Map.

The nearest heritage items to the site is item I31 ‘former Homebush Theatre’. This is located across Powell Street from the site, although this portion of the heritage item is primarily a vehicular access to access the main portion of the site further along Parramatta Road.







1.8 Current permitted height and density in the wider context

The table adjacent and diagrams overleaf describe the hierarchy of centres within the surrounding areas of Sydney.

It describes that the newer emerging and planned centres of Olympic Park, Rhodes and Wentworth Point are eclipsing the established centres of Burwood, Strathfield, Auburn, Lidcombe and Homebush in the hierarchy of centres.

Wentworth Point and Carter Street include significant heights and densities even through they are further from train stations. Olympic Park also does not enjoy the same rail access as many of the established centres due to its location on a branch line.

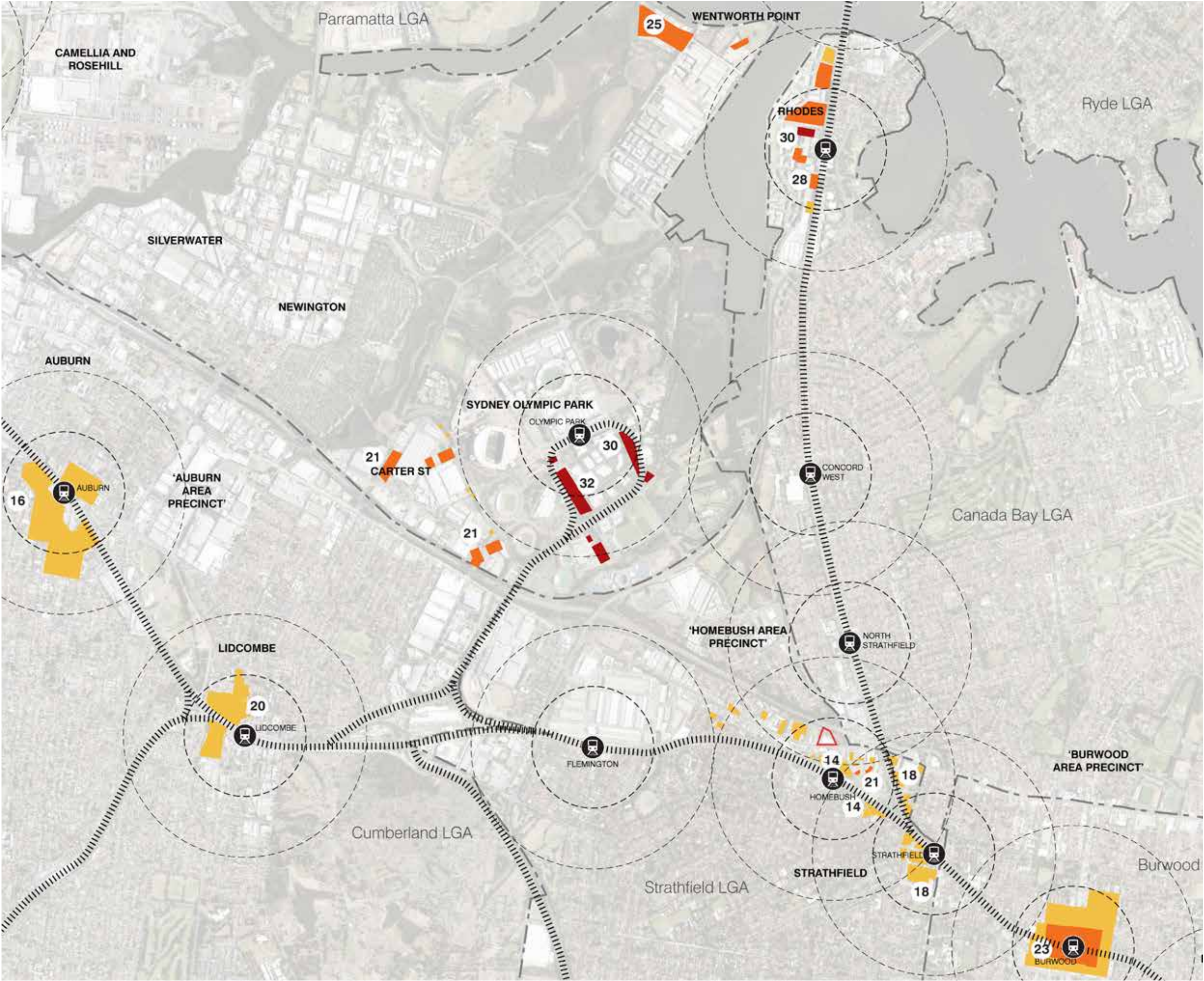
The site is located near to both Homebush and Strathfield stations and centres, as well as the future Bakehouse Precinct. It is a superior location for transit oriented development than other centres which currently permit greater heights and density. It is therefore a location where increased heights and densities should be considered where impacts on the local area (including existing residents and heritage items) can be minimised.

Permitted heights and floor space ratios

Ranked by maximum permitted height

Location	Council	Rail access (by line)		Currently permitted	
		Central - Parramatta	Central - Epping	Maximum height	Maximum FSR
Olympic Park	Auburn	(branch only)		32 storeys	12:1
Rhodes	Canada Bay		Yes	30 storeys	5.5:1
Wentworth Point	Auburn			25 storeys	2.6:1
Burwood	Burwood	Yes	Yes	23 storeys	6:1
Lidcombe	Auburn	Yes		20 storeys	5:1
Strathfield	Strathfield	Yes	Yes	18 storeys	5:1
Auburn	Auburn	Yes		16 storeys	5:1
Carter Street	Auburn			21 storeys	2:1
Homebush / Bakehouse Quarter	Strathfield (Canada Bay to north)	Yes		14 storeys (LEP) [21 storeys (Part 3A)]	3:1

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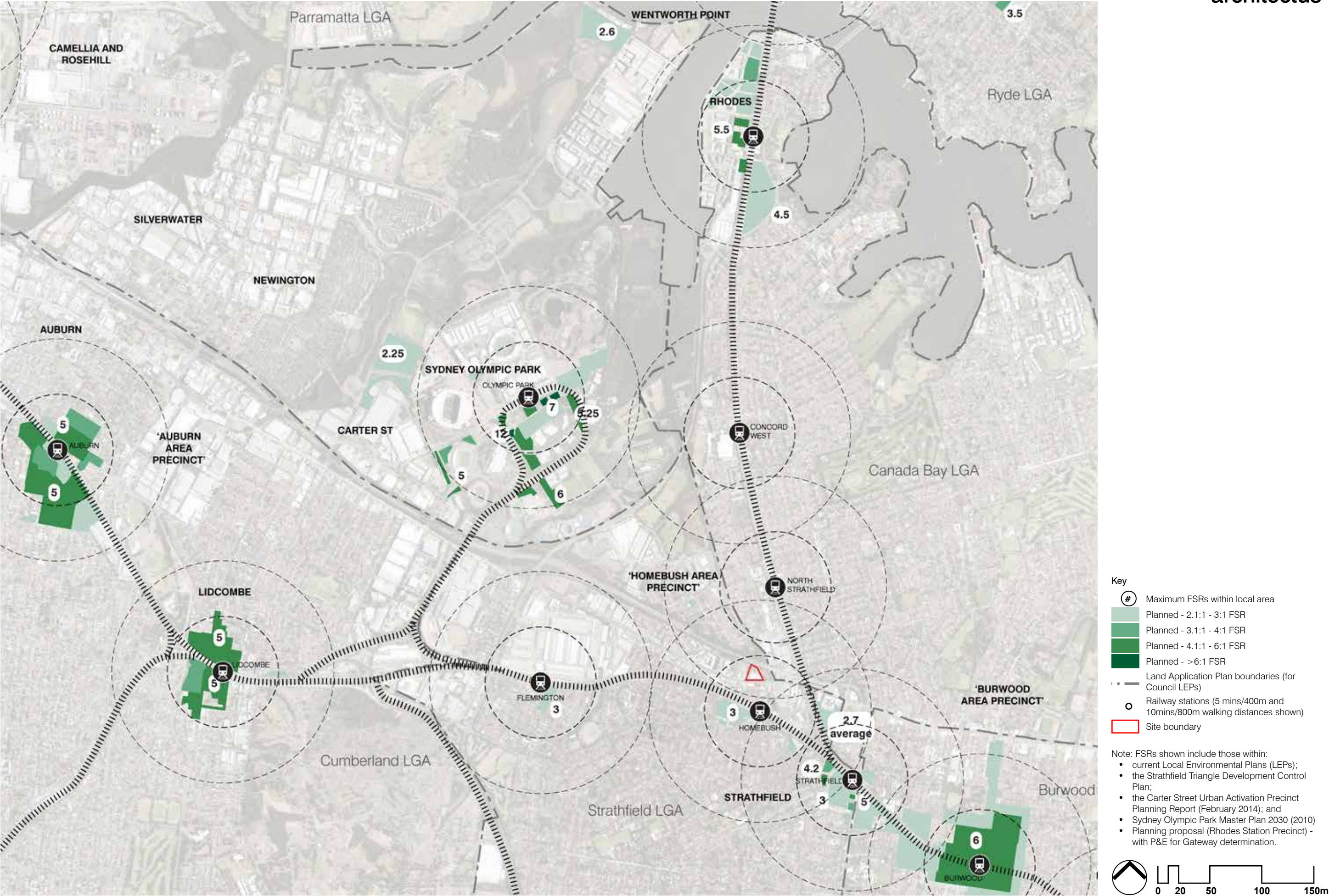
Key

- # Maximum storeys planned within local area (selected sites - based on 3m per storey)
- Planned - 10-20 storeys (30m-60m)
- Planned - 20-30 storeys (60m-90m)
- Planned - Greater than 30 storeys (90m+)
- Land Application Plan boundaries (for Council LEPs)
- Railway stations (5 mins/400m and 10mins/800m walking distances shown)
- Site boundary

Note: Heights shown include those within:

- current Local Environmental Plans (LEPs);
- the Strathfield Triangle Development Control Plan;
- the Carter Street Urban Activation Precinct Planning Report (February 2014); and
- Sydney Olympic Park Master Plan 2030 (2010)
- Planning proposal (Rhodes Station Precinct) - with P&E for Gateway determination.

Burwood to Auburn context of permitted heights



Burwood to Auburn context of permitted Floor Space Ratios

1.9 Renewal - wider context

The Burwood to Parramatta region of Sydney is one of the key areas being considered for future development within Sydney's higher-order planning strategies including the Plan for Sydney and the Draft Parramatta Road Corridor strategy.

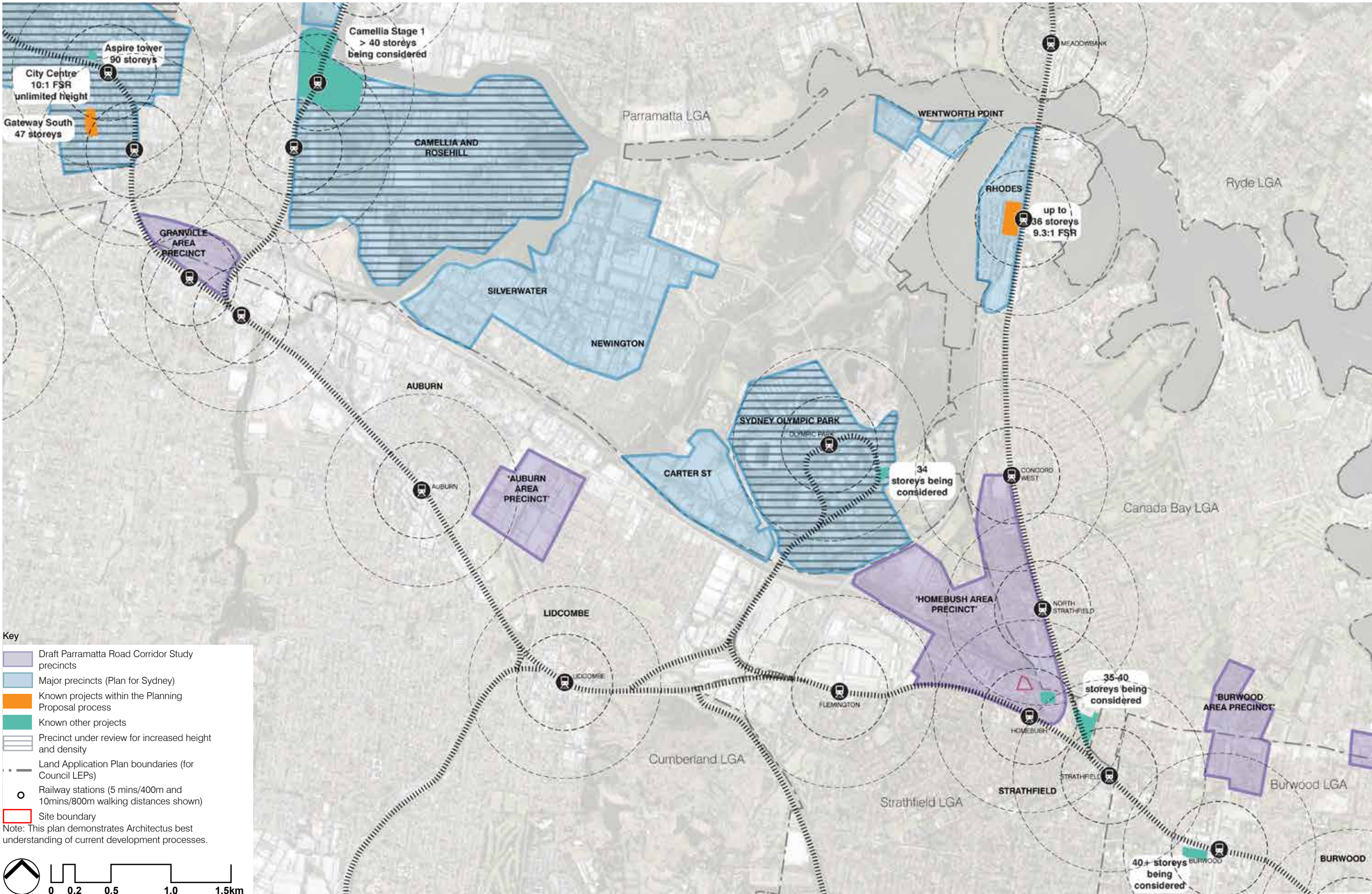
There are many reasons for this area of Sydney to be considered for significant renewal including:

- its location near the centre of Sydney (in terms of both population and jobs)
- excellent rail and public transport connectivity
- a prevalence of industrial and business sites which are transferring to other locations

A range of precincts have been identified through state planning strategies for increased their renewal potential. Some are being planned presently (including the Draft Parramatta Road Study precincts, Camellia and Rosehill and Parramatta City Centre).

Many individual projects are leading the way within these precincts in seeking consideration of increased heights and densities over that permitted by the current controls. Some of these are progressing through the Planning Proposal system presently, others are under direct consideration of the Department of Planning and others are at an earlier stage of consideration. Many of these are proposed at 30 storeys and above.

The proposal site is able to provide better access to public transport, centres and public open space than the majority of sites within these renewal areas. Its potential for increased heights and densities should be considered within this context.



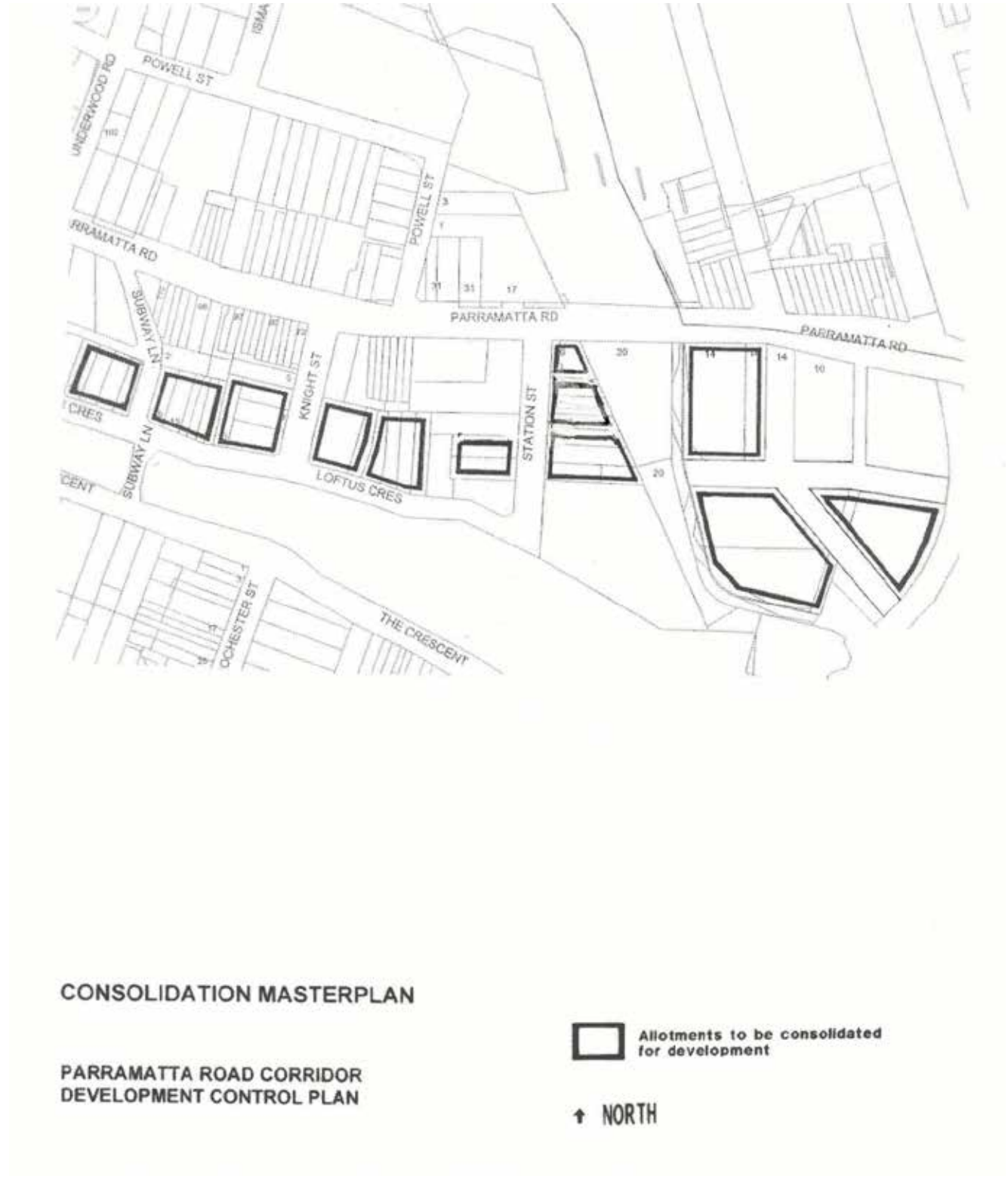
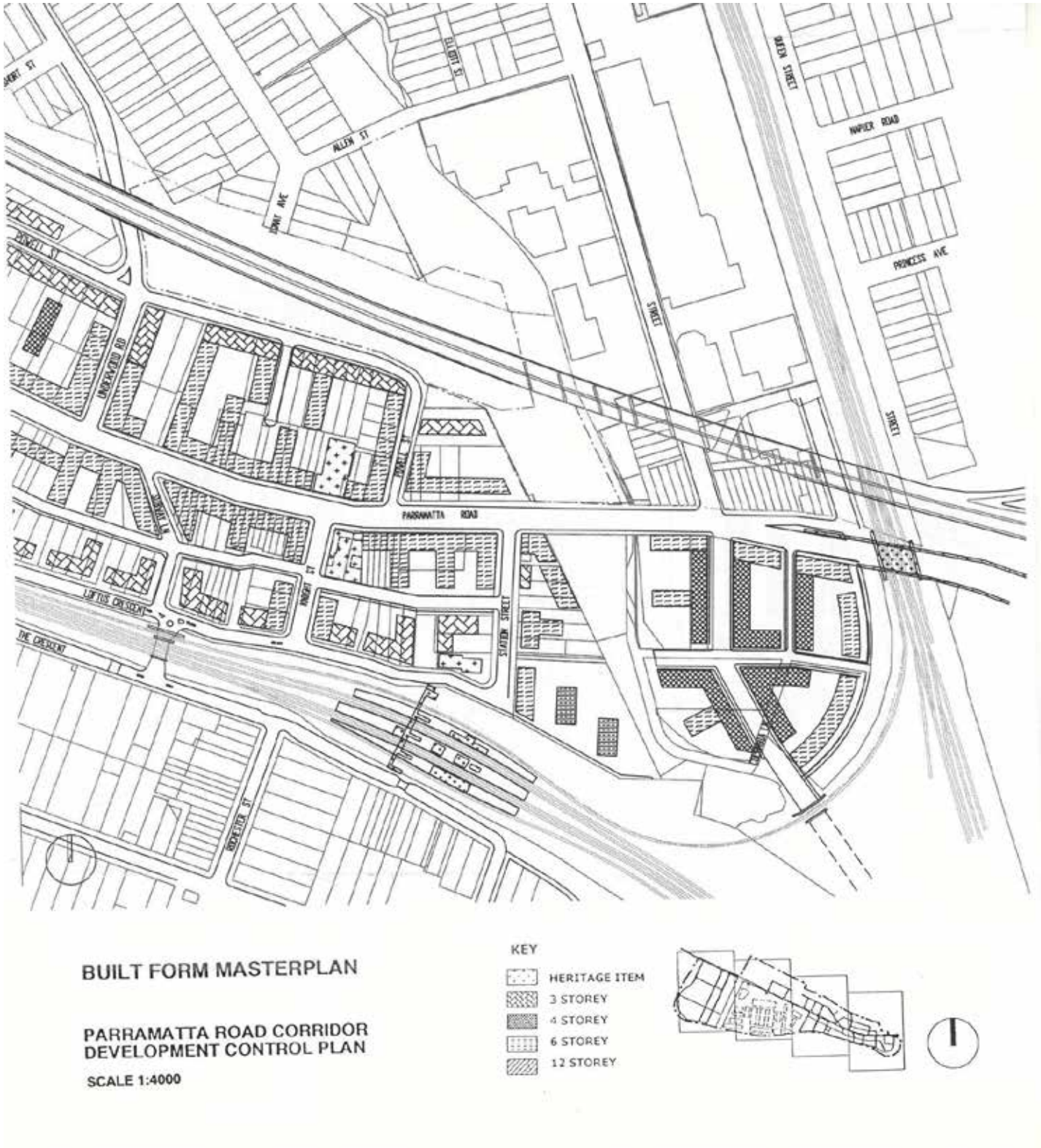
Major renewal - Burwood to Parramatta

1.10 DCP controls

The Strathfield Development Control Plan No. 20 (adopted September 2005, in force May 2006) describes a future development pattern for the local area.

It describes a 6-storey building on the site facing Parramatta Road, turning the corner to Powell Street, with a 3-storey element behind, with open space between.





1.11 Approved Development Applications for the site

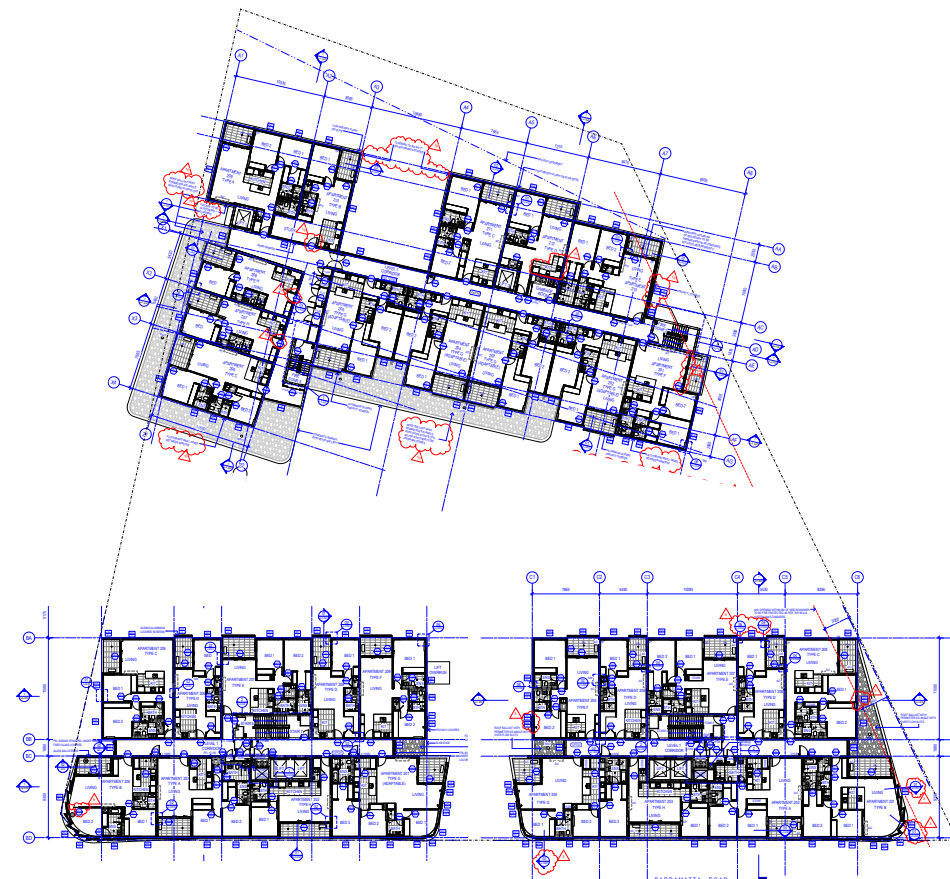
Approved Development Application

There is an approved Development Application for the site (2014). This is generally compliant with the current controls through an 8-storey height and FSR of 2.70:1. Its form is roughly similar to that of the DCP, with two east-west blocks. The northern block has been shaped to protect an existing Hoop Pine in the centre of the site.

This Development Application is currently (as of September 2016) under construction.

Current Development Application

Architectus understands that an amended Development Application, including the same building envelopes as the approved, raised to 9 and 11 storeys (rather than the approval 8) is currently under consideration.



Combined approved plans (Squillace Architects)



3D Views (Squillace Architects)

1.12 Approved projects within the local area

Columbia Precinct

The Columbia Precinct includes a Part 3A Approval (approved May 2013) which sets a context of buildings up to 21 storeys.

A recently constructed approval for part of this site (Stage 1: 6-18 Parramatta Road) has varied this Concept Plan and generally increased heights through providing an eight storey podium and two fourteen storey towers in an area which was previously approved generally for up to three storey podiums with 8-15 storeys above. A further Planning Proposal for part of this site (Stage 2, 11-17 Columbia Lane) is also seeking to vary from this Concept Plan around similar heights (21 storeys).

M4 East

As part of the proposed M4 East upgrades, part of the Allen Street reserve, east of the site, is proposed to provide a new west-bound on-ramp for the M4, connecting to Parramatta Road.

42-46 Parramatta Road

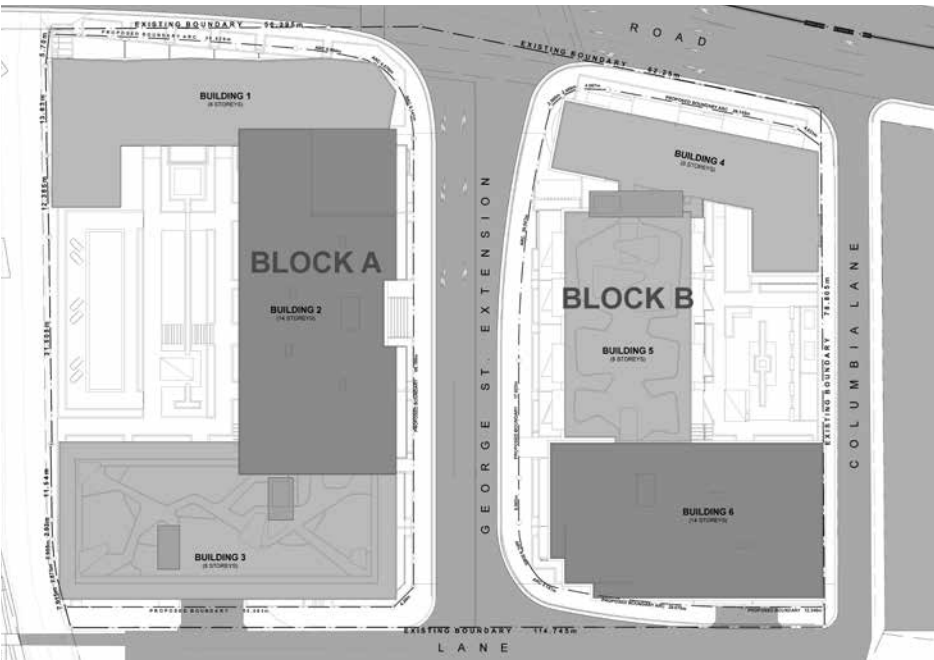
Architectus understands that there is an approved development application for this site which is generally compliant with the existing 16m/32m height limits.



Westconnex M4 east - proposed connection adjacent to site
(Source: Extract of plans from Westconnex website)



Approved Columbia Precinct Masterplan
State approval (Part 3A MP 10_0143) Approved May 2013



6-18 Parramatta Road (Columbia Precinct Stage 1)
Plans approved by JRPP 30 Oct 2014



11-17 Columbia Lane, Homebush (Columbia Precinct Stage 2)
Current Planning Proposal

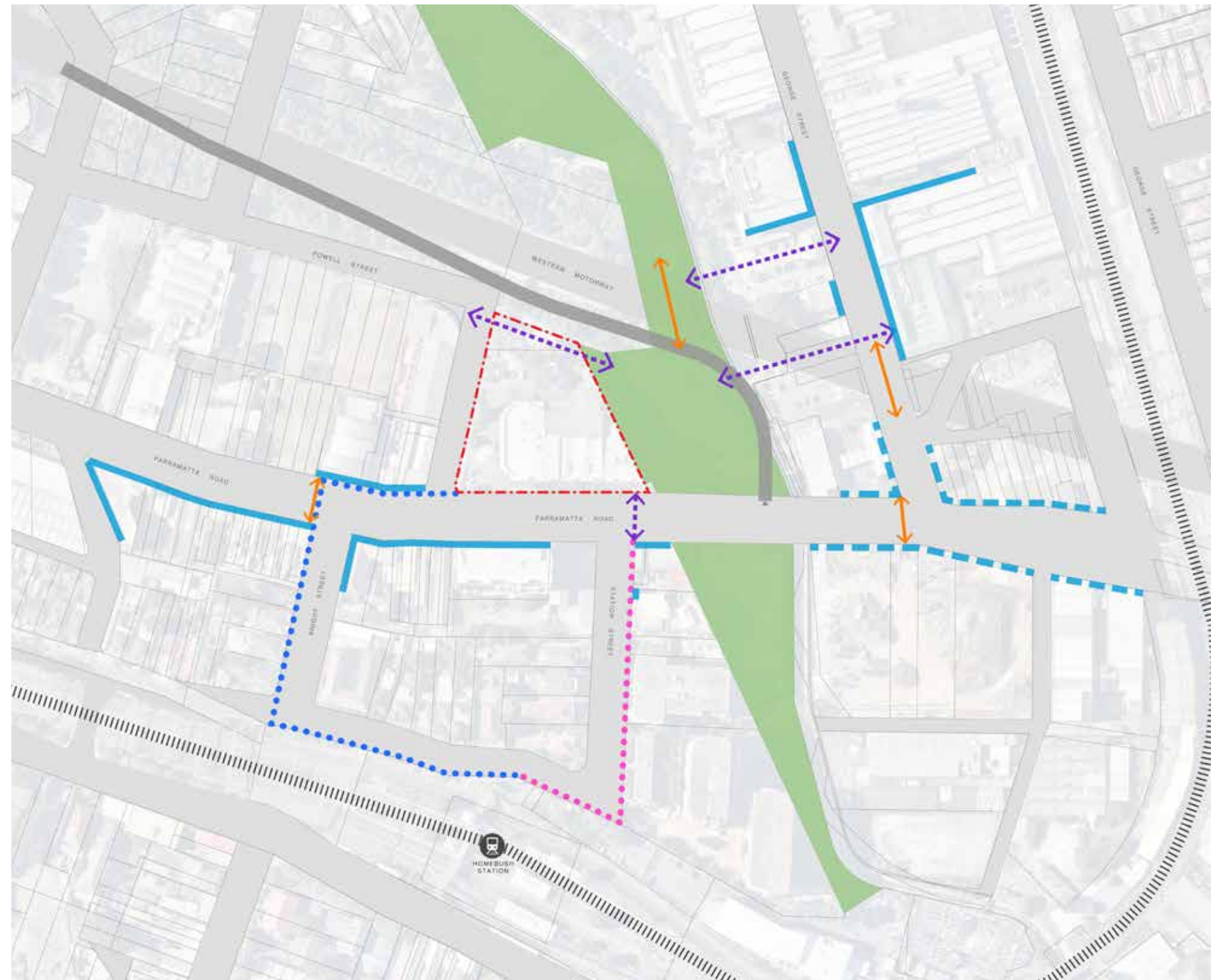
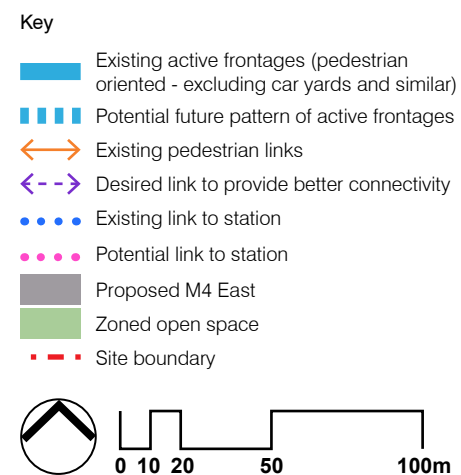
2.0 Analysis

2.1 Local context and connectivity

The diagram adjacent demonstrates some of the key contextual relationships within the local context. It notes in particular some of the connectivity issues across the area as well as the pattern of active frontages, which focus mainly on Parramatta Road and the Bakehouse Quarter.

Key issues include:

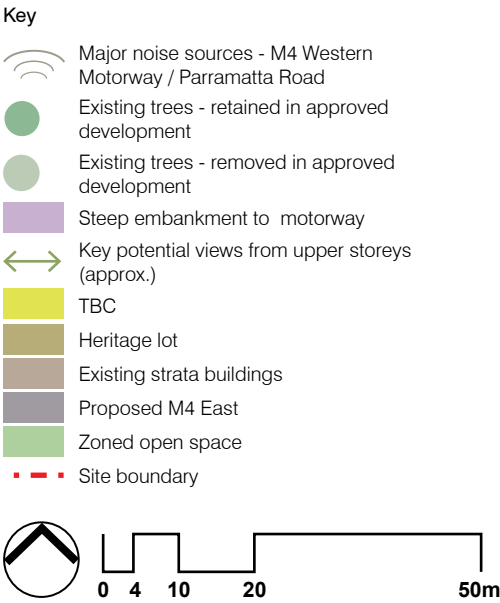
- The site's accessibility to Homebush Railway Station. A potential link is shown opposite the site which would help to provide better connectivity between Homebush Railway Station and the future open space north of Parramatta Road.
- The relationship of the site and future development to the west with the Bakehouse Quarter. The diagram shows indicative links across the site and across the Bakehouse Quarter site which would improve connectivity between these areas.



2.2 Site analysis



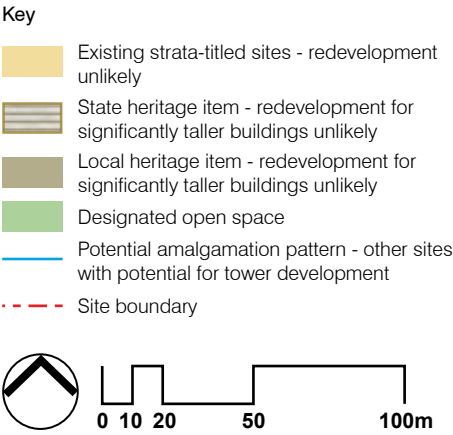
Aerial photograph of site and near context from south showing current Development Application under construction (July 2016)



2.3 Indicative amalgamation and development patterns

The diagram adjacent shows key constraints which are likely to remove the potential of sites within the local context from being redeveloped for taller development. These include existing strata-titled sites, heritage and open space designations.

The remaining land has been divided into potential amalgamation patterns, describing a potential future structure of development within the local area.

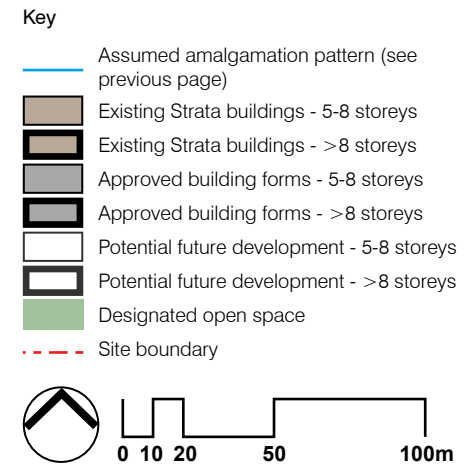


This diagram sets out a potential development pattern for taller buildings within the local context, based on the indicative amalgamation pattern (see previous page), based on:

- a development form of podia with towers set back from the street wall edge; and
- reasonable tower floorplate sizes.

The diagram presents the indicative ‘podium’ and ‘tower’ locations in a graphic format.

One key issue raised through this is that there will be pressure on providing tower forms close to the Parramatta Road street edge for sites west of the subject site, as this area generally is generally comprised of small lots with minimal depth at present.



2.4 Key views

The following views have been identified as key views of the site. These have been further tested with photomontages for the preferred option.



3.0 Options considered

3.1 Introduction

Options for this site are limited due to the current Development Application and construction, which allows only for height increases to the southeast of the site. The options overleaf consider three different tower heights over the approved DA, with other potential sites for towers in the local area (see section 2.3 of this document - 'indicative amalgamation pattern') shown developing to the same scale. The plan form for the site (covering all options) is described adjacent.

To ascertain Gross Floor Area (GFA) numbers, the existing approved GFA (16,914sqm) has been added to by an indicative GFA/floor provided by Squillace Architects (638sqm / floor).



Plan - Approved option with alternative podiums with single marker tower

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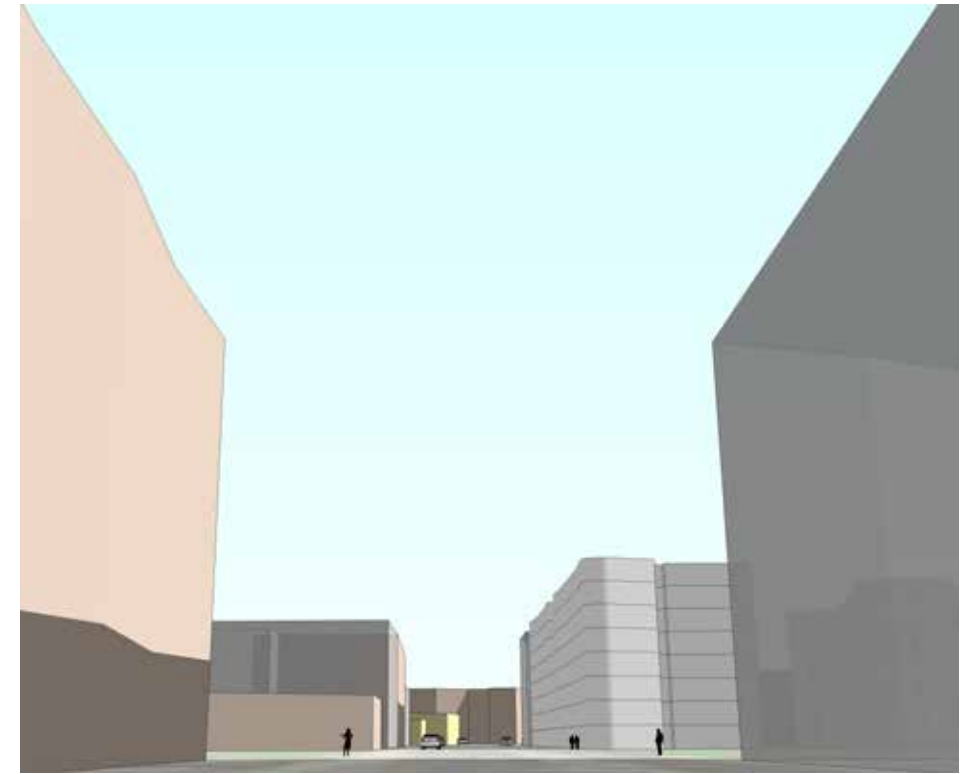
3.2 Scenario A - Approved development - 8 storeys

Summary

- Typical building height on site: 8 storeys / 25m
- Approx GFA: 16914m² (Approx 2.7:1 FSR)



Aerial perspective from east along Parramatta Road



Ground-level view from east along Parramatta Road



Overshadowing - June 21 at 9am



Overshadowing - June 21 at 12pm



Overshadowing - June 21 at 3pm



Aerial view from south

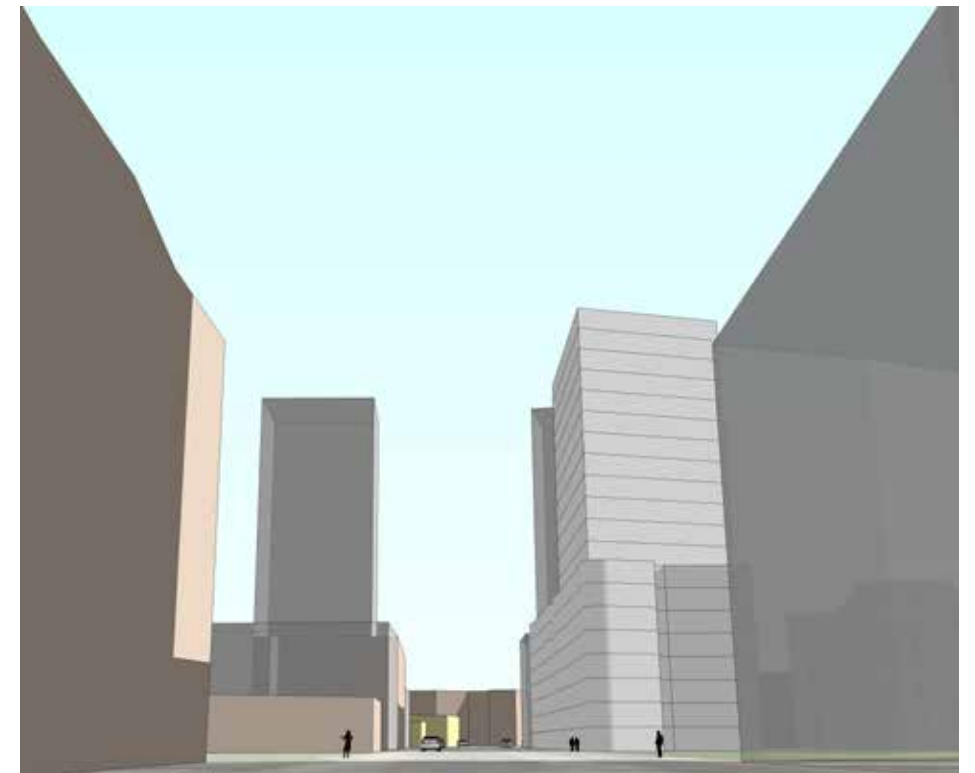
3.3 Scenario B - 20 storey tower

Summary

- Typical building height on site: 8 storeys / 25m
- Tower height on site: 20 storeys / Max 70m
- Approx GFA: 24570m² (Approx 3.93:1 FSR)



Aerial perspective from east along Parramatta Road



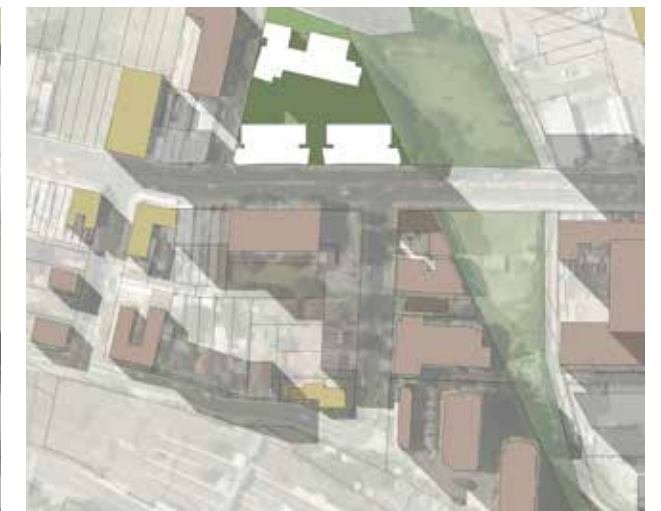
Ground-level view from east along Parramatta Road



Overshadowing - June 21 at 9am



Overshadowing - June 21 at 12pm



Overshadowing - June 21 at 3pm



Aerial view from south

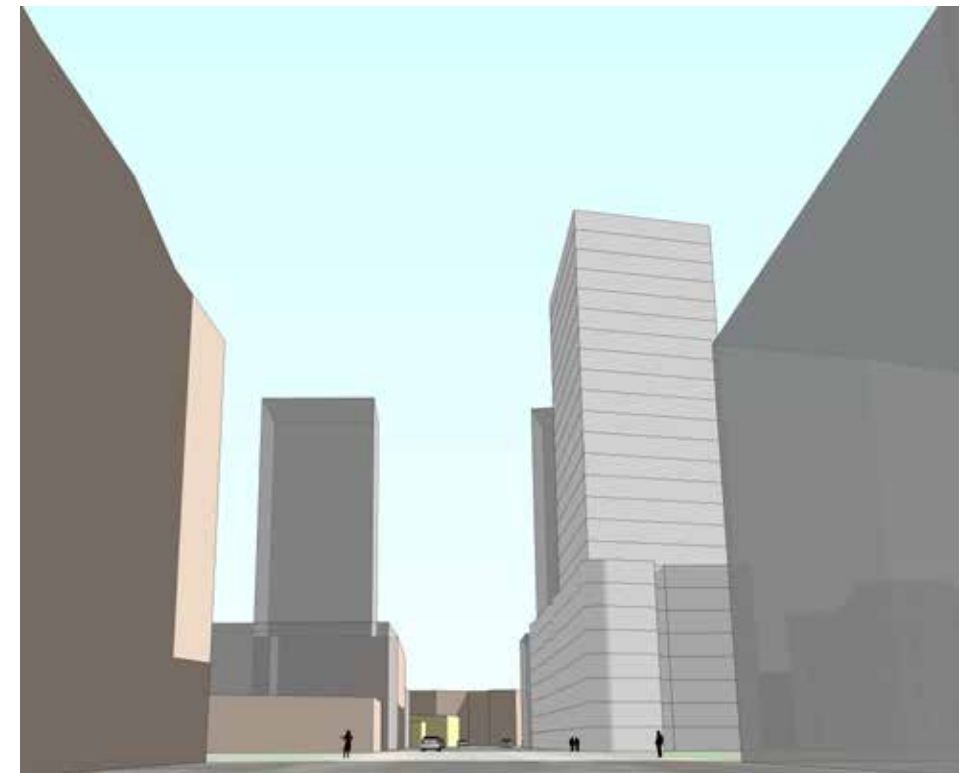
3.4 Scenario C - 25 storey tower

Summary

- Typical building height on site: 8 storeys / 25m
- Tower height on site: 25 storeys / Max 85m
- Approx GFA: 27760m² (Approx 4.44:1 FSR)



Aerial perspective from east along Parramatta Road



Ground-level view from east along Parramatta Road



Overshadowing - June 21 at 9am



Overshadowing - June 21 at 12pm



Overshadowing - June 21 at 3pm



Aerial view from south

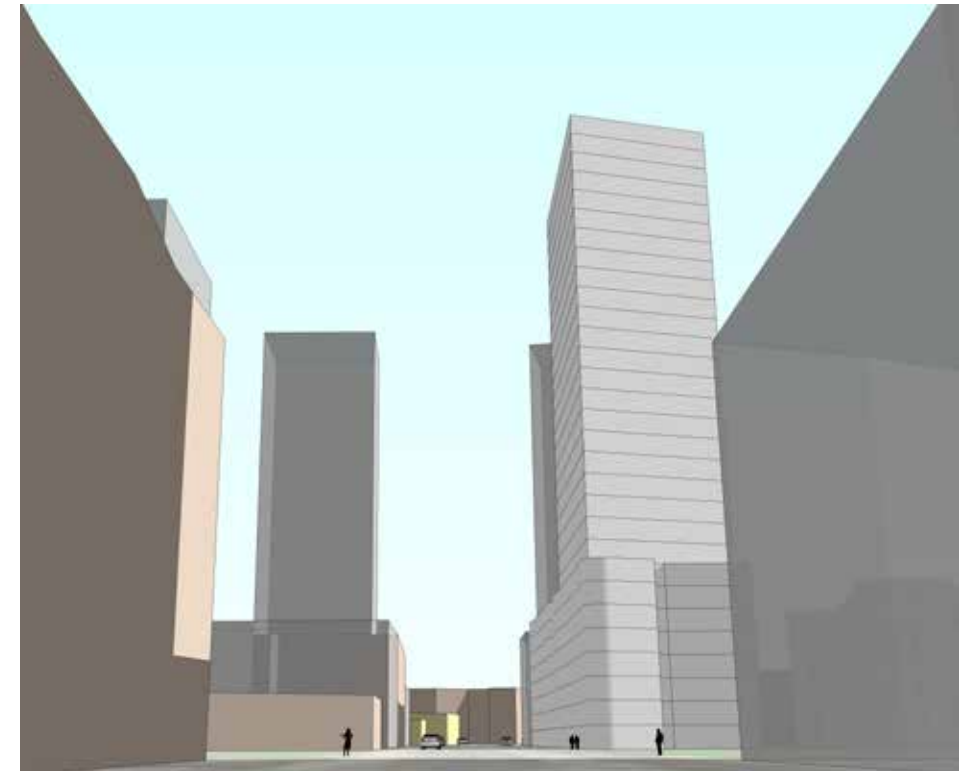
3.5 Scenario D - 30 storey tower

Summary

- Typical building height on site: 8 storeys / 25m
- Tower height on site: 30 storeys / Max100m
- Approx GFA: 30950m² (Approx 4.95:1 FSR)



Aerial perspective from east along Parramatta Road



Ground-level view from east along Parramatta Road



Overshadowing - June 21 at 9am



Overshadowing - June 21 at 12pm



Overshadowing - June 21 at 3pm



Aerial view from south

4.0 Preferred scenario & Recommended controls

4.1 Preferred scenario

Selection of the preferred scenario

Scenario C (one single 25-storey tower) is the preferred scenario.

Although the proposal will be significantly taller than existing buildings and currently planned heights within the context of Strathfield Council, the scale of development proposed is considered appropriate given the site's context as:

- It conforms to the expected height and density of the area under the Draft Parramatta Road Urban Transformation Strategy
- Within the planned context of major urban renewal taking place within the Homebush to Parramatta area (as described through the Plan for Sydney as well as the draft Parramatta Road Corridor Strategy), areas close to Homebush and Strathfield Railway stations are some of the most advantageously located for providing increased densities due to their close access to rail stations and existing centres.
- It is one of the few major development sites (not affected by heritage, small lot size or strata-title constraints) located in one of these accessible locations.
- It is capable of providing a significant uplift in density without major impact impacts on the amenity of existing residents or heritage concerns.
- The site enjoys good amenity from open spaces.
- The Floor Space Ratio proposed is lower than those currently planned for other centres such as Burwood, Rhodes and Sydney Olympic Park and the same as sites in other centres of Auburn and Lidcombe. Other precincts identified for urban renewal within the Homebush to Parramatta context (generally not as advantageously located as this site) also appear likely to be planned in the future for similar densities.
- The proposal delivers a single, slim tower which will be well separated from other future development.
- The proposal delivers a marker tower at a key location which signifies the entry to Homebush.

- No change is required to the approved podium form at lower levels which has been agreed through previous discussions with Council.
- Overshadowing impacts of the proposal are acceptable, including no additional overshadowing of the approved open space at the heart of the proposal and no significant impact on the planned open space to the east and southeast of the site (although there is some afternoon overshadowing a significant part of the space will retain sun access at all times of the year).

Key features of the preferred scenario are:

- A total GFA of 27760 m² across the site. (Approx 4.44:1 FSR, rounded to 4.5:1 for the purpose of controls)
- Maximum building height of approximately 85m (based on the existing 26m height for 8 storeys, plus 3m per additional storey, 6m for lift overrun and plant room plus 2m in case of the need for transfer beams above the podium).
- The proposed tower is approximately 750sqm in Gross External Area (measured to the outside of the building form, including balconies).

The following pages provide further description of the preferred scenario including:

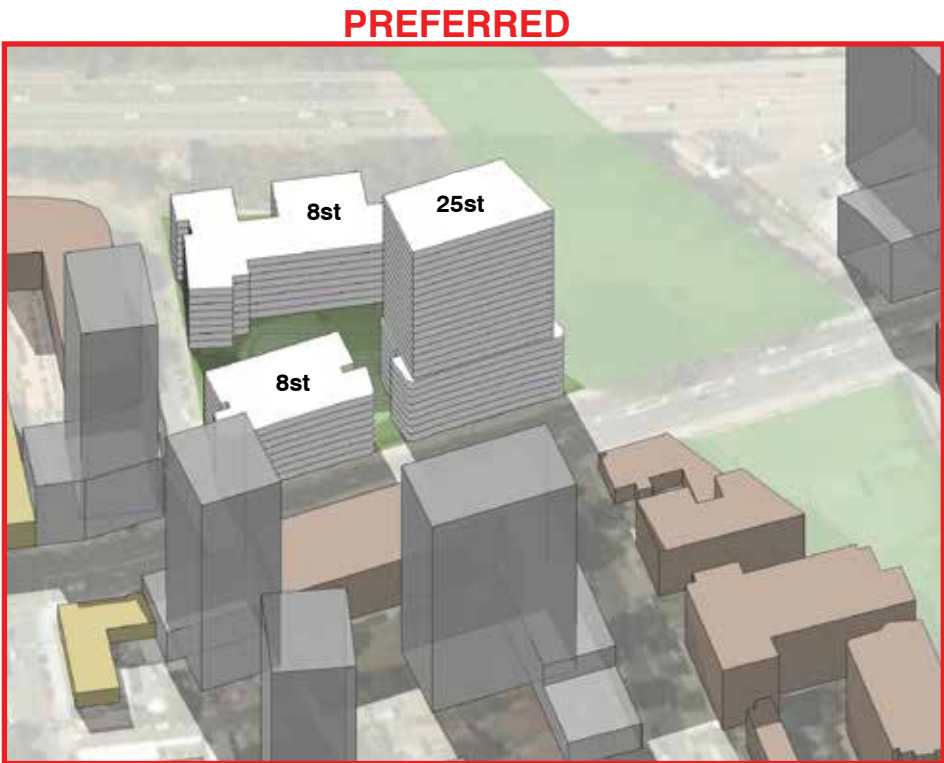
- Artists impression
- Photomontages describing the visual impact across key local views
- Illustrative tower floor plan
- Sun access and overshadowing
- Parking impacts



Scenario A - Approved



Scenario B - 20 storey tower



Scenario C - 25 storey tower



Scenario D- 30 storey tower

Artists impression



Artists impression of preferred scenario - Source: Squillace Architects

Photomontage of key views

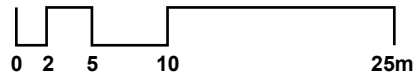
The following photomontage views provide an approximation of the visual impact of the proposal from a range of locations. The proposal’s visual impact is considered appropriate, given the scale of change expected for the area under the Parramatta Road Strategy. The proposal plays an important visual role in defining the entry to Homebush and the edge of the open space corridor.



Illustrative tower floor plan



Illustrative floor plan of tower (preferred scenario) - Source: Squillace Architects



Sun access and overshadowing

The diagrams below describe the over shadowing impact of the proposal. The additional tower will not prevent any site from achieving SEPP65 compliant solar access. There will be some overshadowing of the open space to the southeast of the site in the afternoon, however a significant point of this space will retain good sun access of all times.

The proposed tower will achieve excellent SEPP65 solar access with 7 of 8 apartments on a typical floor (87.5%) achieving 3 hours sun access.



June 21 at 9am



June 21 at 10am



June 21 at 11am



June 21 at 12pm



June 21 at 1pm



June 21 at 2pm



June 21 at 3pm

Parking impacts

A basement for the site has already been constructed in line with the approved Development Application.

Architectus understands from Squillace Architects that this basement is capable of being rearranged to accommodate up to 440 spaces while the preferred scenario would require approximately 459 spaces based on the current controls (note: this will also be dependant on the final design of the tower and mix provided).

Some variation to the parking requirements for the site is therefore likely to be required to accommodate the preferred scenario. This should be further considered by the appropriate transport consultant, with consideration for the site’s excellent accessibility to public transport, open space and shops.

4.2 Recommended controls

In order to deliver the preferred scenario described in this section, the following key changes to the Strathfield LEP are recommended for the site:

- Floor space ratio - 4.5:1
- Height of buildings - 85m

