



SHOWGROUND SELECT SITES STRATEGIC REVIEW

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17.11.2017	D	FINAL REPORT	JK	KY



Figure 01: Showground Corporation: Two large consolidated land holdings - Site 1 (Ashford Avenue) and Site 2 (Middleton Avenue).

1.0 INTRODUCTION

Showground Corporation Pty Ltd are major landowners in the precinct with control of consolidated landholdings at key sites including:

- Site 1 - Ashford Avenue (23 823m2)
- Site 2 - Middleton Avenue (58 461m2)

Both sites are located within walking distance of the Showground Train Station and within the proposed R4 high density residential zone.

AJ+C was engaged by Showground Corporation Pty Ltd in 2016 to provide a strategic urban design review with assessment of the capacity of the sites and to review the existing structure plan (prepared by SJB for DP&E). The purpose of the review is to test whether the sites could appropriately contribute to the delivery of the vision and outcomes sought by the Showground Station Precinct Proposal ("SSPP") and to make recommendations for improved urban design outcomes.

The strategic review is a high level analysis of the proposed R4 zone in the "SSPP".

2.0 SHOWGROUND CORPORATION – TWO LARGE CONSOLIDATED LAND HOLDINGS

The original Structure Plan would have been developed assuming smaller site amalgamations would occur. Showground Corporation have amalgamated 76 sites into two consolidated holdings which constitute almost 30% of the R4 area at 90,700m2 area. As a result, Showground Corporation are able to deliver public benefits in the form of improved public domain, streets and create a distinctive sense of place.

The extent of the site amalgamations allows opportunities to:

- Provide significant improvements to the Middleton, Dawes and Ashford Avenue streetscapes.
- Improve, and create new, connections between existing streets and the R4 areas along Cattai Creek.
- Optimise the development efficiency of the site which minimises building bulk and achieves desirable densities in close proximity to station
- Distribute increased building heights in ways which improves the amenity of open space, through site links and maintain solar access.
- Optimise basement parking on the site and ensure deep soil is well located.
- Integrate activation of Carrington Street, if a potential road widening proceeds.
- Minimise isolated remnant sites, enabling the ability to deliver completed works earlier and in an orderly well planned manner.
- Facilitate the landscape improvement of streets.

3.0 THE SHOWGROUND CORPORATION PROPOSAL

Showground Corporation proposes to build on the vision and design work completed to date by enhancing the proposed Showground Station Precinct Proposal prepared by the Department of Planning and Environment.

The AJ+C Revised Structure Plan shown on Page 5 followed analysis that took an equitable and holistic response to planning issues and therefore extended beyond the specific site areas controlled by Showground Corporation.

The AJ+C Structure Plan recommendations are guided by three objectives:

- OB 1 - first premise is to get the public domain right, then the built form. The vision is to make the public domain distinctive with a focus on place making.
- OB 2 - enable the delivery of key elements of a well-designed public domain that deliver the walkable density and liveable high density residential; and
- OB 3 - ensure the full utilisation of the public transport investment by maximising living opportunities that contribute to achieving the 30 minute city.

Arising from the analysis, urban design principles have been developed that build on the Showground vision and inform Showground Corporation's proposal. The urban design principles are stated on Page 6 of this report.

Following an extensive period of consultation with Council and the Department of Planning and Environment, the proposal was modified. A Structure Plan showing proposed deliverables and urban design principles for Site 1 and Site 2 was determined. These are shown on Pages 7-8.

LEGEND

- 1 CENTRAL BOULEVARD (PARRAMATTA BUS ROUTE), STREET WIDTH INCREASED FROM 20M TO 25M
 - 2 MIDDLETON AVE, STREET WIDTH TO REMAIN 20M
 - 3 BOULEVARD WITH LINEAR PARK:
EXISTING STREET WIDTH INCREASED FROM 16M TO 20M
NEW ROAD CONNECTION, 20M WIDE
 - 4 NEW LOCAL ROAD CONNECTION PROPOSED BY DPE, 15M WIDE
 - 5 NEW ROAD CONNECTION
RECOMMENDED BY AJ+C, 15M WIDE
 - 6 NEW PEDESTRIAN SHAREDWAY/THROUGH SITE LINK RECOMMENDED BY AJ+C, 8M WIDE
 - 7 POSSIBLE REPLACEMENT OF NEW 16M WIDE ROAD WITH 8M WIDE PEDESTRIAN SHAREDWAY/THROUGH SITE LINK
 - 8 LANDMARK TO R4 AREA & TALL BUILDING LOCATIONS AT ASHFORD AVE AND MIDDLETON AVE CENTRAL BOULEVARD
 - 9 ACTIVE STREET FRONTS (E.G. CAFES AT CORNERS OF GATEWAY LOCATIONS)
 - 10 INCREASE REI AREA
- RECOMMENDED BUILDING HEIGHT CONTROLS:
- | | |
|-----------------|------------------|
| 16F RESIDENTIAL | 20F RESIDENTIAL |
| 12F RESIDENTIAL | 8-9F RESIDENTIAL |
| 6F RESIDENTIAL | 2-3F RESIDENTIAL |

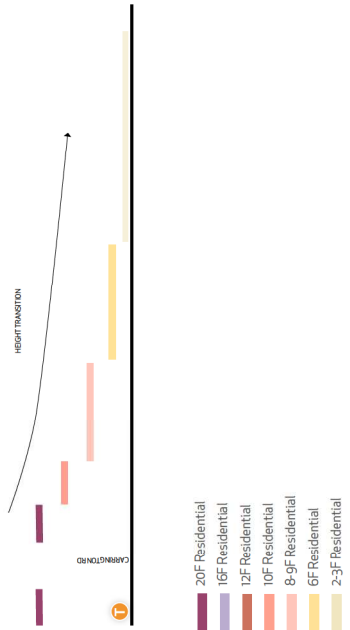


Original Design Principles



Design Principle 1 - Provide connections to open space

- Increase REI Public Recreation Area, including linear park along 20m wide boulevard
- Connections to open space



Design Principle 6 - Provide a height transition

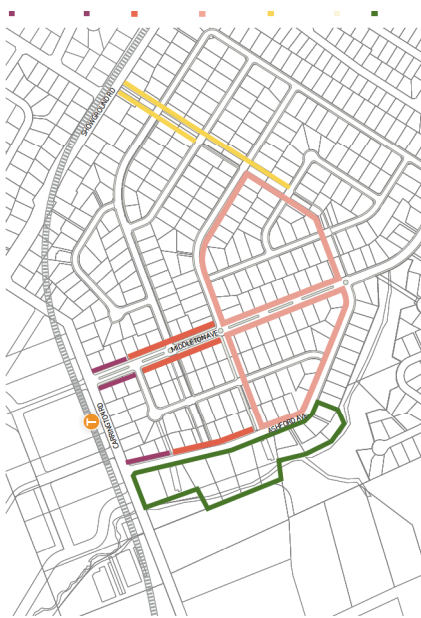


Design Principles 2 & 3 - Through site links and diversity of street types

- Arterial Road
- Sub-arterial Road
- Major Local Road
- Road Central Boulevard (bus route accommodated), increased from 20m to 25m
- Secondary Local Road, street width to remain 15m
- Proposed minor local road connection
- Proposed 8m wide road connection



Design Principle 3 - Diversity of street types



Design Principle 5- Provide incentives for built form

- Building height increased to 20F along road widening
- Building height increased to 12F along road widening
- Building height increased to 10F at Gateway Location
- Building height increased to 8-9F along road widening
- Building height increased to 6F along road widening
- Building height increased to 4F along road widening



Design Principle 88g- Provide landmarks and activated uses

Proposal

LEGEND

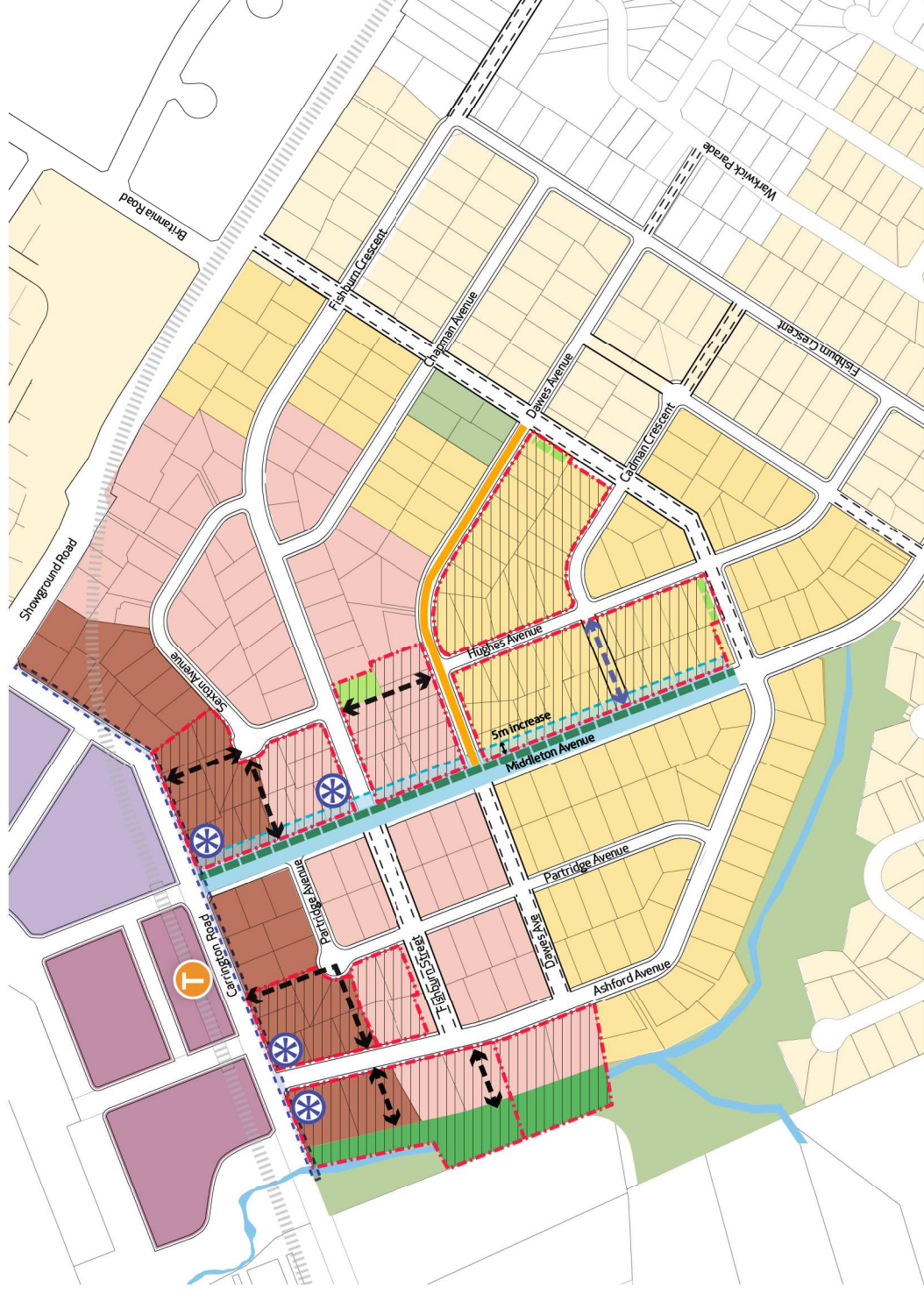
- — New road
Open space (REi)

PROPOSAL BY ALLEN JACK & COTTIER

- | | |
|---|---|
|  | Central boulevard (Parramatta bus route), street width increased from 20M to 25M with 5m widening on Eastern side |
|  | 5m road widening with landscaped edges (increased 16M to 21M) |
|  | Landscaped edge along Middleton Ave with cycle lane |
|  | New 8m wide pedestrian sharedway or Thorough site link |
|  | Converted 16m road to 8m wide pedestrian Sharedway or thorough site link |
|  | Potential road widening dimensions to be confirmed |
|  | Pocket park |
|  | Landscaped edge allowing future green link |
|  | Area rezoned RE1 |
|  | Urban marker subject to incentive provisions |
|  | Consolidated landholdings |

PROPOSED BUILDING HEIGHT (in storeys)

- 20s residential (68m)
16s residential (52m)
12s residential (40m)
8-9s residential (28m)
6s residential (21m)
2-3s residential (10m)



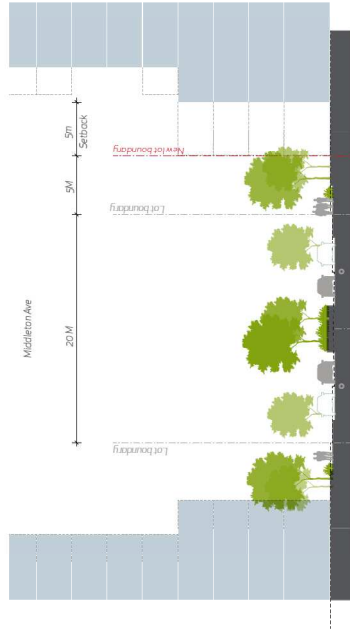
Proposed Design Principles

Streets

- DP1 - Where possible utilise through site links as an alternative option to building new roads;
- DP2 - Provide diversity of street types;
- DP3 - Provide activated uses to ground floors at key sites on Carrington Road



Design Principle 1, 2 & 3 - Through site links, street types, activated uses



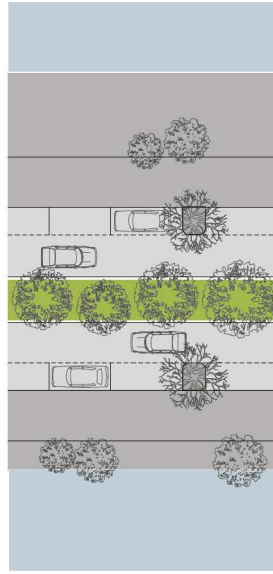
Design Principle 2 - Street types

Open Space

- DP4 - Provide connections to open space;
- DP5 - Provide new publicly accessible open space and pocket parks;



Design Principle 4 & 5 - Open space



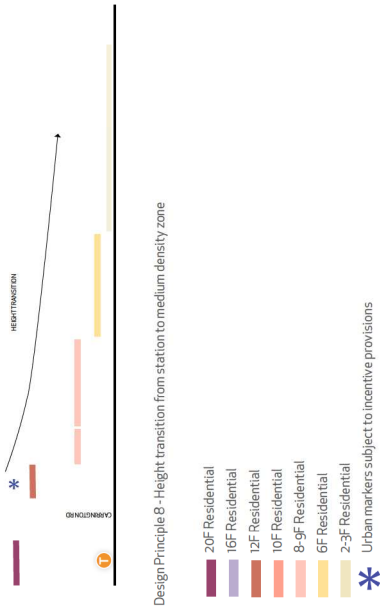
Design Principle 2 - Street types

Built Form

- DP6 - Provide incentives for built form to ensure that improved public domain will be delivered;
- DP7 - Provide a height transition from the railway station to the medium density residential area;
- DP8 - Provide distinctive residential precinct landmarks;



Design Principle 6 & 7 - Built form, landmarks



Design Principle 8 - Height transition from station to medium density zone