

PARRAMATTA RIVER

M4 MOTORWAY

PARRAMATTA CBD

HARRIS PARK TRAIN
STATION

SUBJECT SITE

PARRAMATTA TRAIN
STATION



ONE STATION PARRAMATTA

URBAN DESIGN REPORT

ONE STATION PARRAMATTA

URBAN DESIGN REPORT



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Date	Revision	Status	By	Checked
15.01.2016	001	Draft Review Urban Design Report	CW	LZ
10.02.2016	002	Final Draft Urban Design Report	CW	LZ
11.02.2016	003	Final Draft Urban Design Report	CW	LZ
02.03.2016	004	Final Urban Design Report	CW	LZ

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Raymond Street, Harris Park

1.0 INTRODUCTION

Introduction

Executive Summary

AJ+C have been appointed by Younes Property to prepare an Urban Design Report for 1-7 Station Street, Parramatta, in addition to a broader precinct plan that investigates the consolidation and regeneration potential of adjacent sites.

The site at 1-7 Station Street, Parramatta is currently the location of two local heritage buildings and single dwelling residential houses, with associated surface car parking. The client wishes to explore options to redevelop the site incorporating the heritage item at 1 Station Street, considering the highest and best use for the site, and allowing for the potential future development of the precinct.

The purpose of this report is to provide an initial urban design study and planning advice prepared to support the planning proposal and provides concept options for the client's consideration. Within this study, AJ+C have undertaken a review of the local and contextual analysis of key urban features, and a preliminary overview of Parramatta's planning framework for the area. The analysis provides a valuable basis for the preparation of the urban design concepts for the site, which test the current planning controls and looks for opportunities to provide additional development. Although the Planning Proposal is for the lands identified at 1-7 Station Street, one of the core purposes of this Urban Design Report is to identify the future development potential of lands surrounding Harris Park Station. It is intended that this study will hopefully contribute to an important discussion with Council about the importance of transport orientated development and the potential of Harris Park Station, and Station Street West to become one of Australia's leading examples of sustainable urban renewal 'in the right location'.

The City of Parramatta (LGA) currently has a number of strategic documents that are intended to reinforce Parramatta's role as 'Sydney's Second CBD'. The following study has undertaken a detailed review of all publicly available state, regional and local planning policy and identified a significant opportunity for the urban renewal of land surrounding the Harris Park Station Precinct. It should be acknowledged that the Harris Park Train Station has the potential to be transformed into an 'Inner City Transport Hub', with active and vibrant streets and high quality buildings that facilitate jobs and housing close to established public transport networks.

With the projected growth in Parramatta expected to increase in the coming years from 190,500 to 236,900 in 2036 (forecast. id), land use planning will need to be closely aligned with transport planning to ensure that new urban development is located close to public transport and infrastructure such as schools and hospitals and local amenities such as parks, retail and community uses.

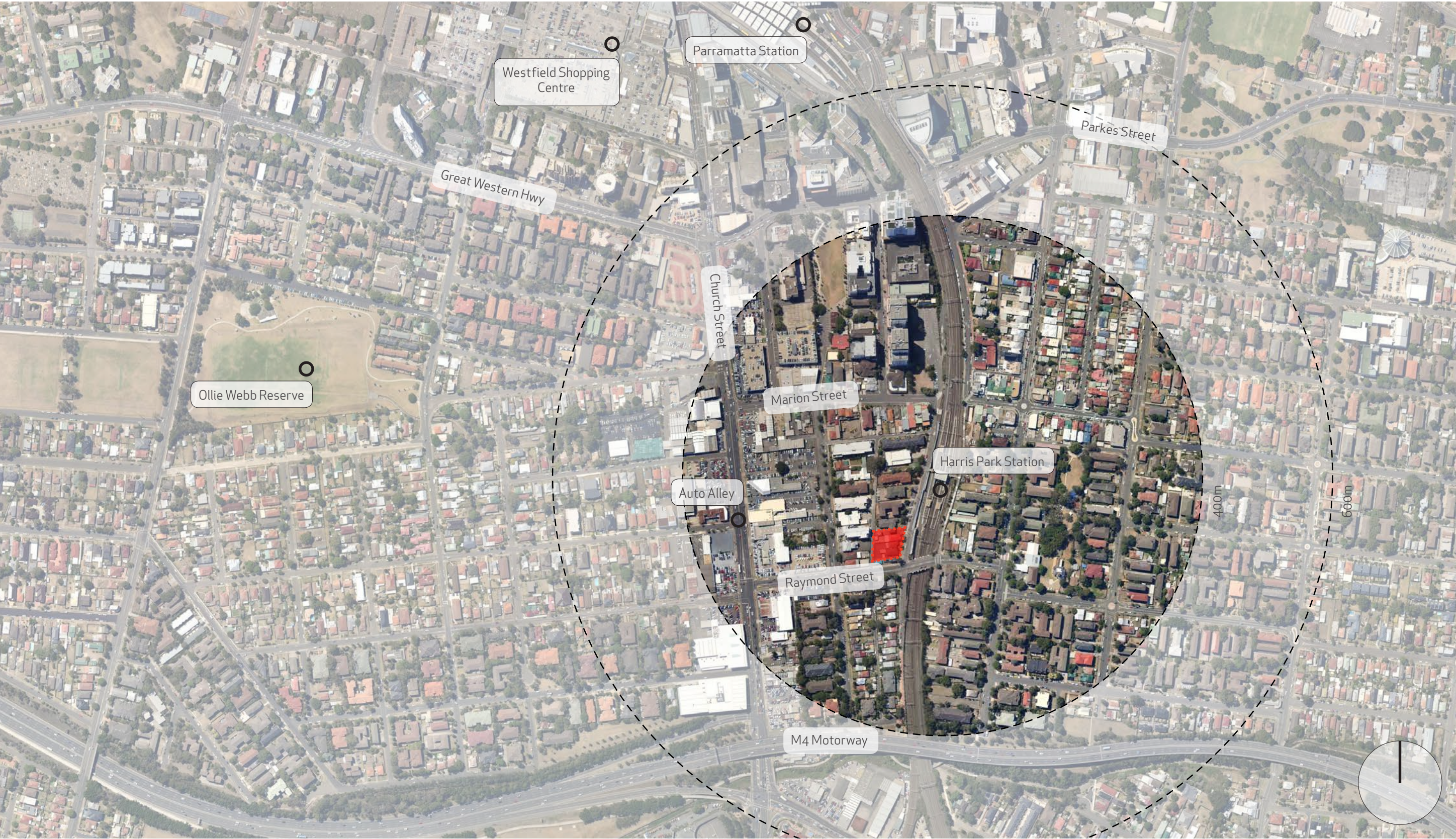
The contextual analysis and planning framework investigation identified key design principles that helped inform the preferred design concept.

- These principles include;
- Design Excellence**
The design of One Station will be realised through a Design Excellence process.
 - Facilitate Jobs**
The urban regeneration around Harris Park Station has the potential to stimulate investment in Auto Alley. 'True' Mixed Use Development providing 1:1 non-residential uses.
 - High Quality Public Space**
Potential to set a new benchmark for public domain improvements, and redevelopment of existing housing stock will activate and improve Station Street West .
 - Regional Transport**
Harris Park Station has the potential to be an inner city transport hub and the arrival point to Auto Alley.
One Station is 100m from Harris Park Station and a 10 minute walk to Parramatta Train Station and has the potential to improve pedestrian access and amenity of these interchanges.
 - Respect Heritage**
The adaptive re-use of 1 Station Street will emphasise its contribution to the streetscape and maintain a suitable setting for the heritage item by increasing density at heavy rail stations, Council can better protect and enhance surrounding heritage conservation areas.
 - A Landmark Building**
Provide housing that is walking distance to jobs, services and infrastructure. 'Bookend' tower marking the southern edge of the Parramatta City Centre.
 - Improve the Social Fabric**
Deliver community facilities and amenities that will encourage and engage with the local community.
 - Sustainability**
The provisions for car sharing vehicles within the development will reduce the reliance of private vehicle ownership in a CBD precinct.
 - Employment Lands**
Provide more employment opportunity throughout Parramatta CBD and the surrounding areas
This Urban Design Report will form the basis of the 'story' for the project and serve as an important reference for any future architectural studies, technical reports prepared by the project team (economics, transport, planning), any future engagement with Council and other government agencies, and inform future design briefs for a design competition.



Introduction

Context Map





High Street, Harris Park

2.0 UNDERSTANDING THE SITE

Understanding the Site

Strategic Planning Framework

A Plan for Growing Sydney

On 12 December, 2014, the State Government released 'A Plan for Growing Sydney' to guide the land use planning decisions for the growth of greater metropolitan Sydney for the next 20 years.

A Plan for Growing Sydney recognises the diversity of Sydney's centres, their different sizes and functions, and considers the specific attributes and opportunities in each.

The objectives of the plan includes:

- + Focus activities in accessible centres;
- + Strengthen major and specialised centres to support sustainable growth of the city;
- + Plan for new centres and instigate a program for high quality urban renewal in existing centres serviced by public transport.
- + Recognises the importance of Western Sydney

The Plan responds to projected population growth by guiding future housing, economic and environmental strategies to ensure a sustainable, prosperous and liveable Sydney.

Western Sydney - key to Sydney's success

The Plan recognises the pivotal role that Western Sydney plays in the success of the sustainable growth of Sydney. The following Goals, Directions and Actions contained within the plan emphasise the importance of Parramatta as the key to shaping Sydney's success.

Goal 1 - A competitive economy with world-class services and transport

Direction 1.2 - Grow Greater Parramatta - Sydney second CBD
Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia.

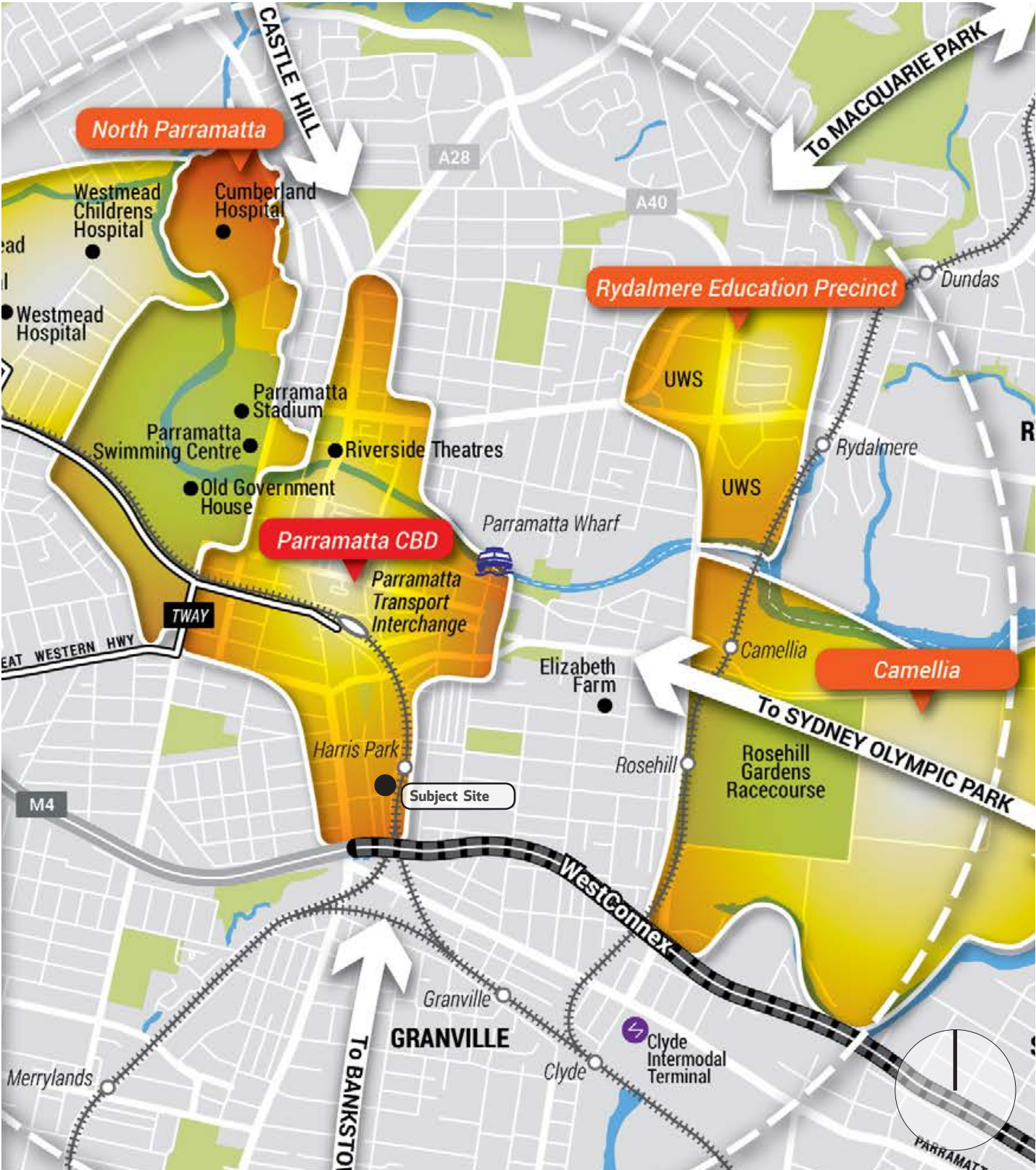
Goal 2 - Sydney Housing Choices

Direction 2.2 - Accelerate urban renewal across Sydney - providing homes closer to jobs
Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres.

Identify opportunities to connect new homes to job-rich locations via good public transport, within an approximate 30 minute rail or light rail journey

Direction 3.1 Revitalise existing suburbs

Focusing new housing within Sydney's established suburbs brings real benefits to communities and makes good social and economic sense.



A Plan for Growing Sydney_Greater Parramatta

Understanding the Site

Strategic Planning Framework

Parramatta CBD Planning Strategy

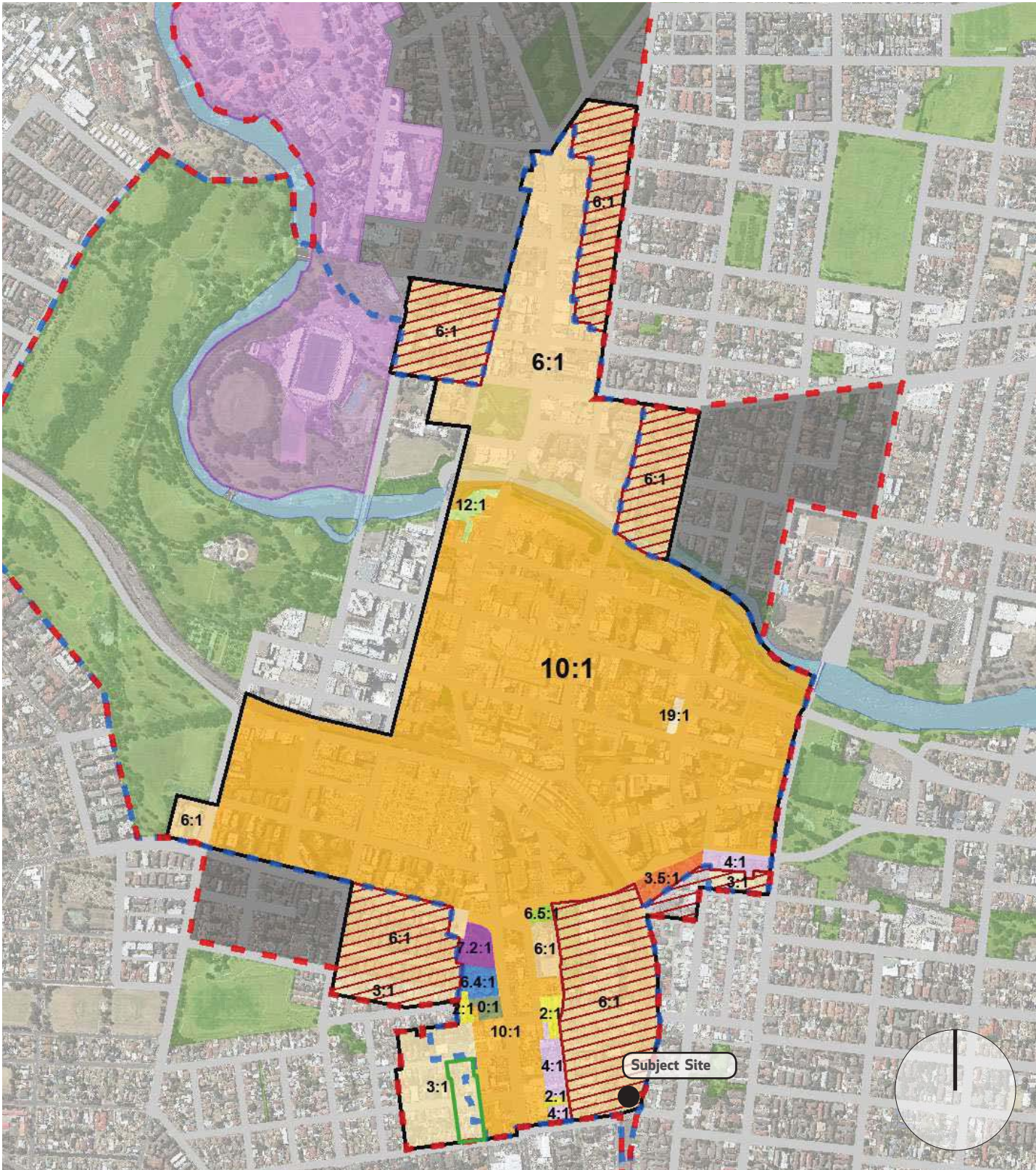
On the 27th April, 2015, Parramatta City Council adopted the Parramatta CBD Planning Strategy. The objectives of the strategy are as follows:

- + To set the vision for the growth of the Parramatta CBD as 'Australia's Next Great City'
- + To establish principles and actions to guide a new planning framework for the Parramatta CBD
- + To provide a clear implementation plan for the delivery of the new planning framework for the Parramatta CBD.

The Vision for Parramatta is to be 'Australia's next great city, defined by landmark buildings and high quality public spaces with strong connections to regional transport. It will respect its heritage, be an exemplar in design excellence, facilitate job growth and ensure its streets are activated'.

A summary of the key controls relating to the subject site are:

- + Proposed FSR of 6:1 (subject to further Urban Design refinement);
- + Design Excellence provisions align with Parramatta LEP 2011 allowing for eligibility to potentially receive an additional floorspace bonus of 15%.



Parramatta City Centre Planning Framework_Implementation Plan

Understanding the Site

Strategic Planning Framework

Auto Alley Planning Framework

The draft Auto Alley Planning Framework was released for public consultation on 22nd October, 2014. Post exhibition the Auto Alley Planning Framework was consolidated in the Parramatta CBD Planning Strategy.

The key outcomes / directions of the Auto Alley Planning Framework that relate to the subject site are:

- + High Density Mixed Use development is proposed along the western side of High Street, with residential towers of between 17-40 storeys.
- + Improved pedestrian permeability and through-site connections between Church Street and High Street
- + Provision of new and improved parks and open spaces
- + Upgrade and improve existing public domain (increased footpaths, street planting, improved lighting)

The subject site is located outside the boundaries of Auto Alley, appropriate 100m east of High Street



Site photo of Church Street 'Auto Alley', Parramatta



Parramatta City Centre Planning Framework, Auto Alley Visualisation 2014



Parramatta City Centre Planning Framework, Auto Alley

Understanding the Site

Strategic Planning Framework

Draft Parramatta Road Urban Transformation Strategy

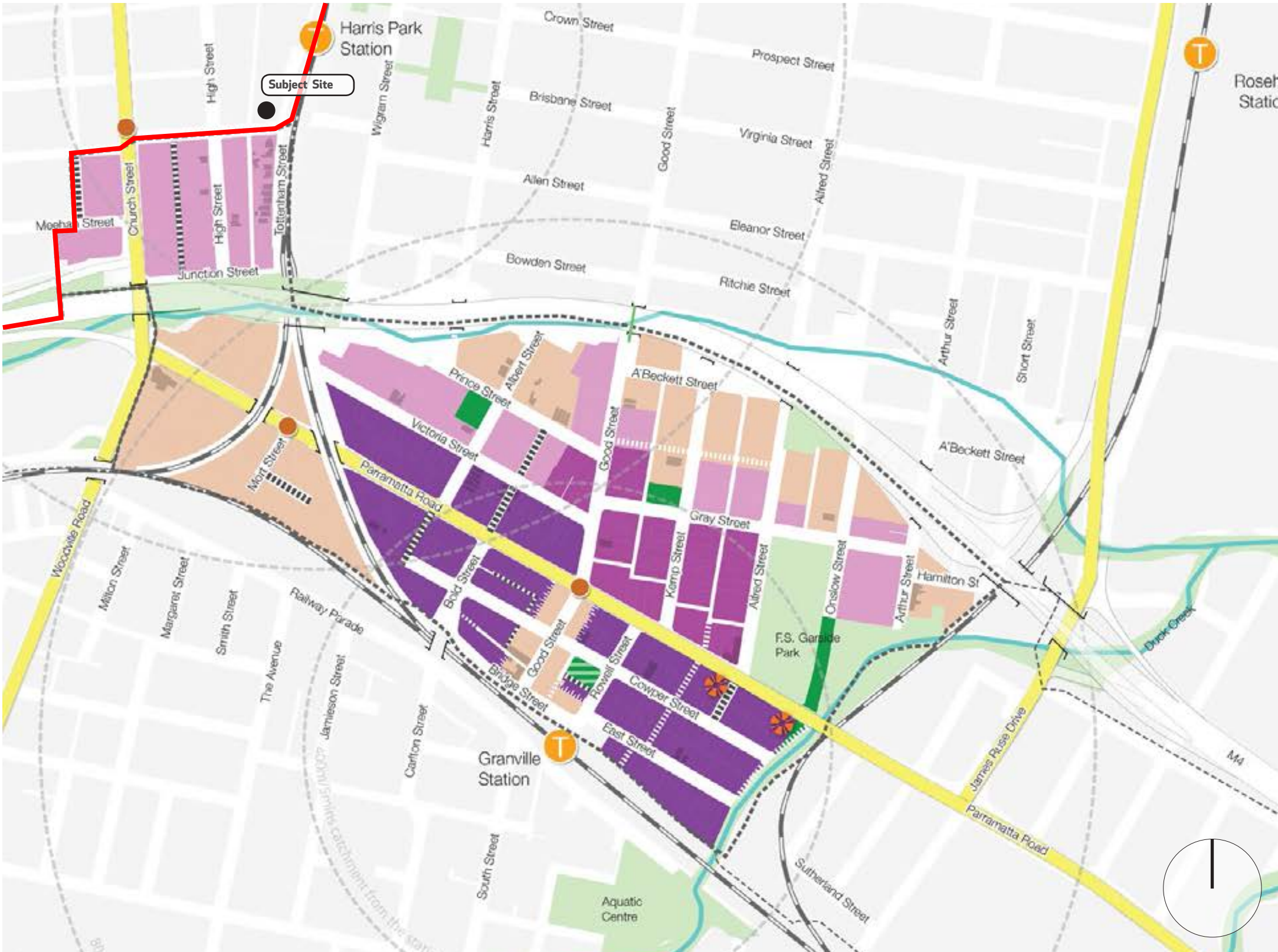
UrbanGrowth NSW is leading an integrated project team that includes Department of Planning and Environment, Transport for NSW, Roads and Maritime Services and WestConnex Delivery Authority; and also collaborating with councils along the corridor.

On September 17th 2014 the draft was released for comment. The draft strategy pieces together the various elements required to deliver successful and tangible urban transformation. It links the way we plan for land uses, buildings, transport, public areas, infrastructure, services and open spaces.

It builds on the preliminary draft strategy released in November 2014, addresses the feedback received during that consultation, and brings together an extensive body of research and investigation into the corridor's potential.

The study boundary is located south of the subject site along Raymond Street and includes the Tottenham Street Conservation area (Holroyd Council). The study has identified 6-8 storeys (29m) potential built form south of Raymond Street.

The exhibition of the Strategic Planning Framework concluded on the 18th December, 2015. UrbanGrowth are now in the process of reviewing the submissions, and it is anticipated the strategy to be finalised by mid-late 2016



UrbanGrowth_Granville Built Form

Understanding the Site

Statutory Planning Framework

Parramatta Local Environmental Plan 2011

The relevant planning instrument for the subject site is currently the Parramatta LEP 2011. The following key LEP controls pertain to the site:

Land Zoning

The site is zoned for B4: Mixed Use

Height of Buildings

The current building height limit for the site is 12m.

Floor Space Ratio

The current Floor Space Ratio (FSR) for the site is 2:1.

Heritage

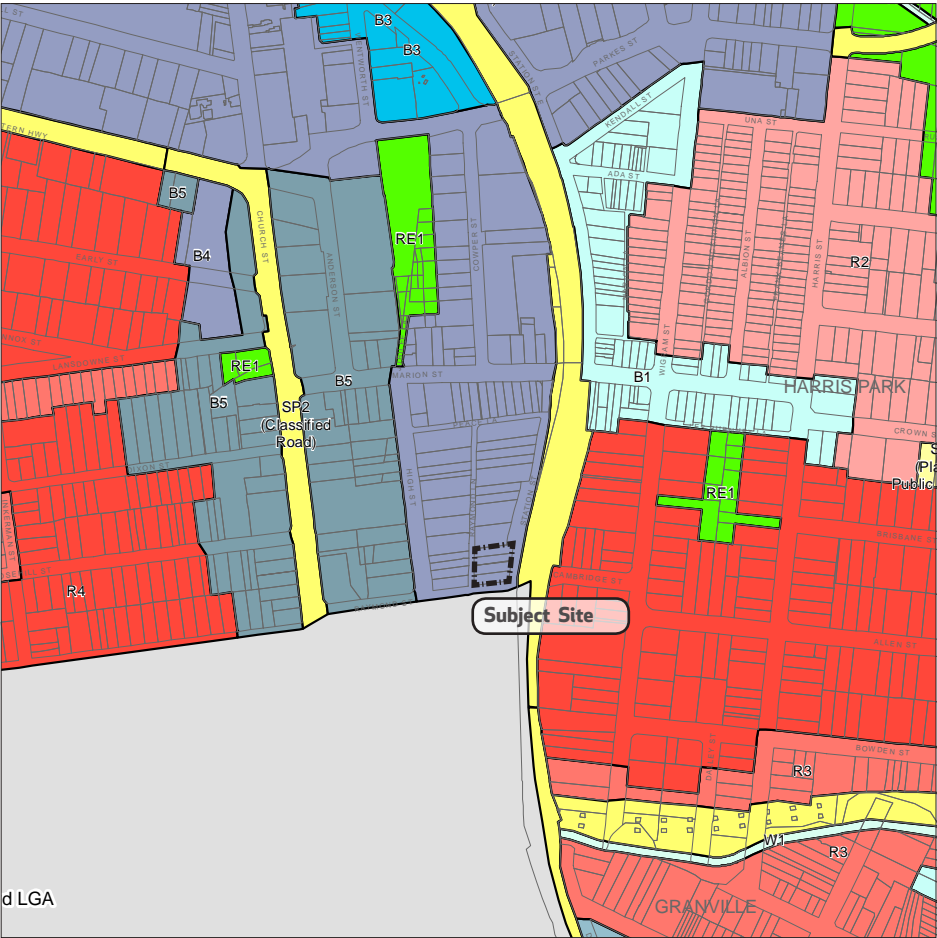
Both 1 and 7 Station Street are identified as local heritage items 1744 and 1745 respectively.

Acid Sulfate Soils

The site is identified as Class 5 for Acid Sulfate Soils.

Flood Prone Land

The site is not identified as being considered Flood Prone Land.

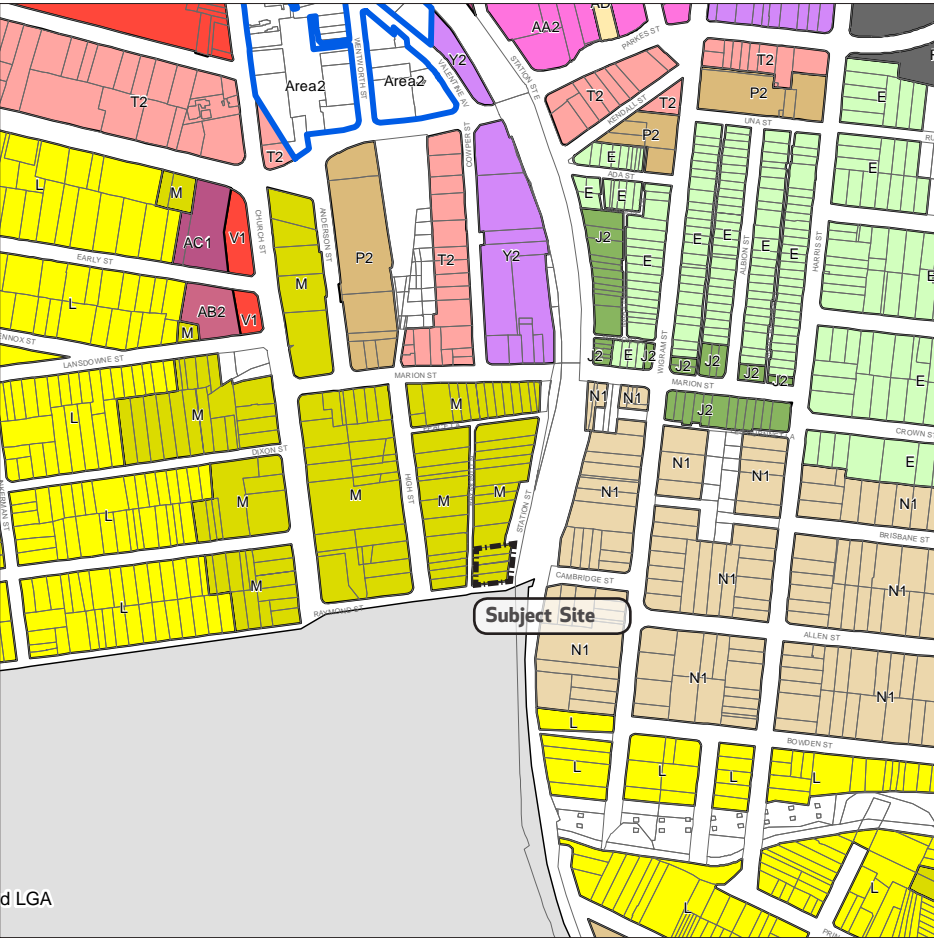


01_Land Zoning Map

B1	Neighbourhood Centre	R1	General Residential
B2	Local Centre	R2	Low Density Residential
B3	Commercial Centre	R3	Medium Density Residential
B4	Mixed Use	R4	High Density Residential
B5	Business Development	RE1	Public Recreation
B6	Enterprise Corridor	RE2	Private Recreation
E2	Environment Conservation	SP1	Special Activities
E3	Environment Management	SP2	Infrastructure
IN1	General Industrial	W1	Natural Waterways
IN2	Light Industrial	W2	Recreational Waterways
IN3	Heavy Industrial		

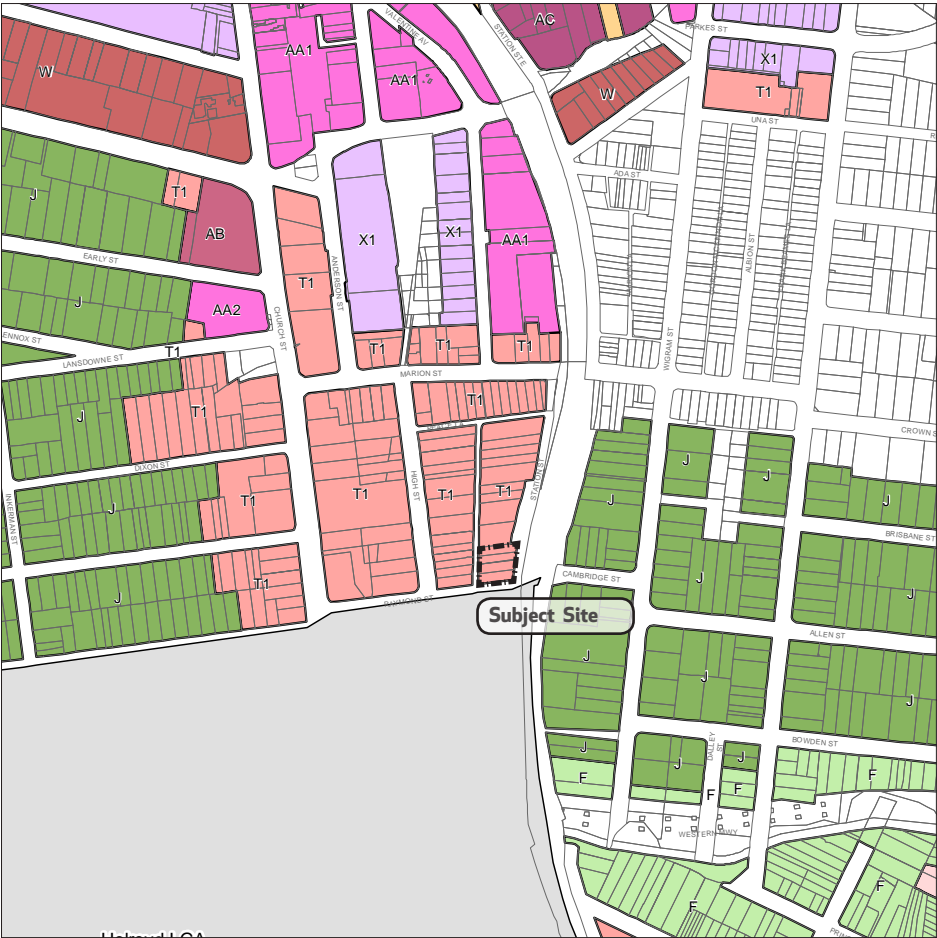
Understanding the Site

Statutory Planning Framework



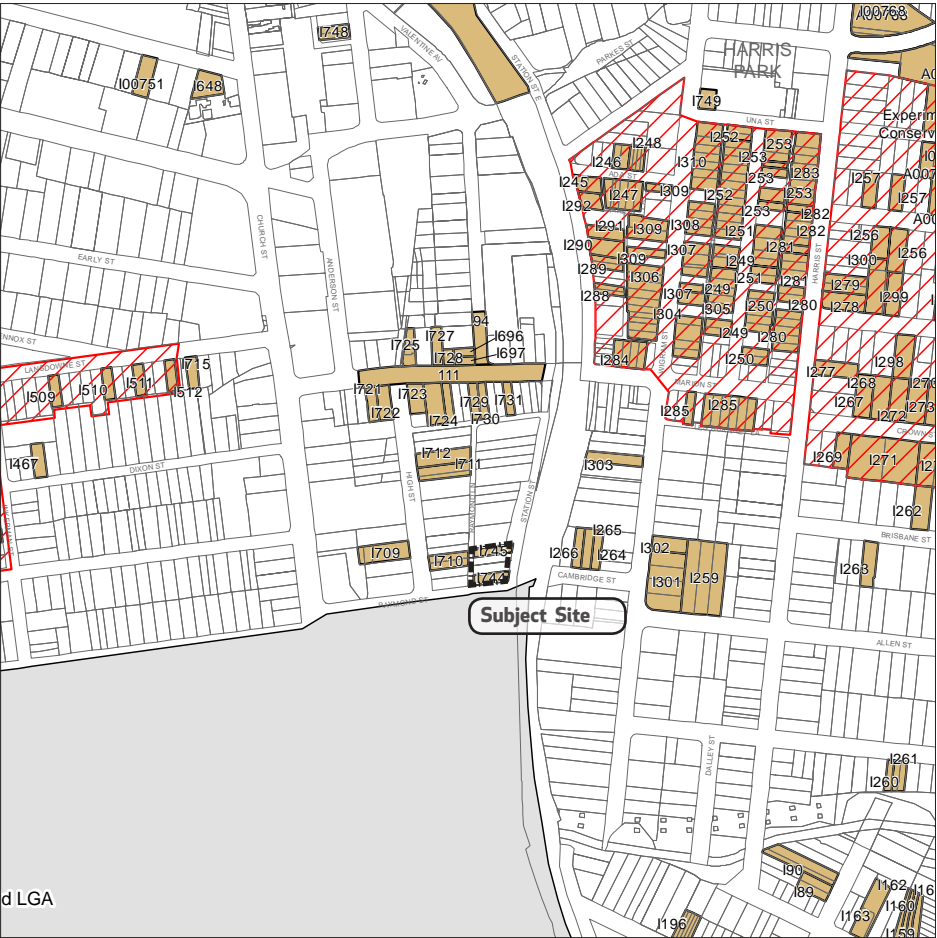
02_Building Height Map

E	6	P2	18	Y1	52
G	7	Q1	19	Y2	54
J1	9	Q2	20	AA1	60
J2	9.2	R	21	AA2	66
J3	9.5	S	24	AA3	72
K	10	T1	25	AB1	80
L	11	T2	28	AB2	90
M	12	U1	31	AC1	118
N1	13	U2	34	AC2	120
N2	14	V1	36	AD	130
O1	15	V2	37	AE	150
O2	16	W	40	AG	200
P1	17	X	48		



03_Floor Space Ratio Map

A	0.33	S3	1.7	Y	4.5
B	0.4	S4	1.75	Z	5.0
D	0.5	T1	2.0	AA1	6.0
F	0.6	T2	2.1	AA2	6.4
H	0.7	T3	2.4	AB	7.2
J	0.8	U1	2.5	AC	8
K	0.89	U2	2.6	AD	10
N	1.0	V1	3.0	AE	10.2
O	1.1	V2	3.3	AG	12
P	1.2	V3	3.4		
R	1.4	W	3.5		
S1	1.5	X1	4.0		
S2	1.52	X2	4.2		



04_Heritage Map

	Conservation Area- General
	Item- General
	Item- Archaeological

Understanding the Site

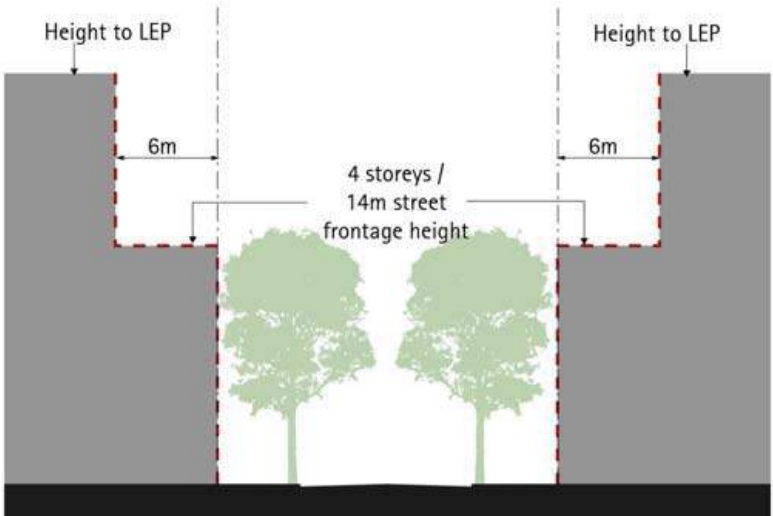
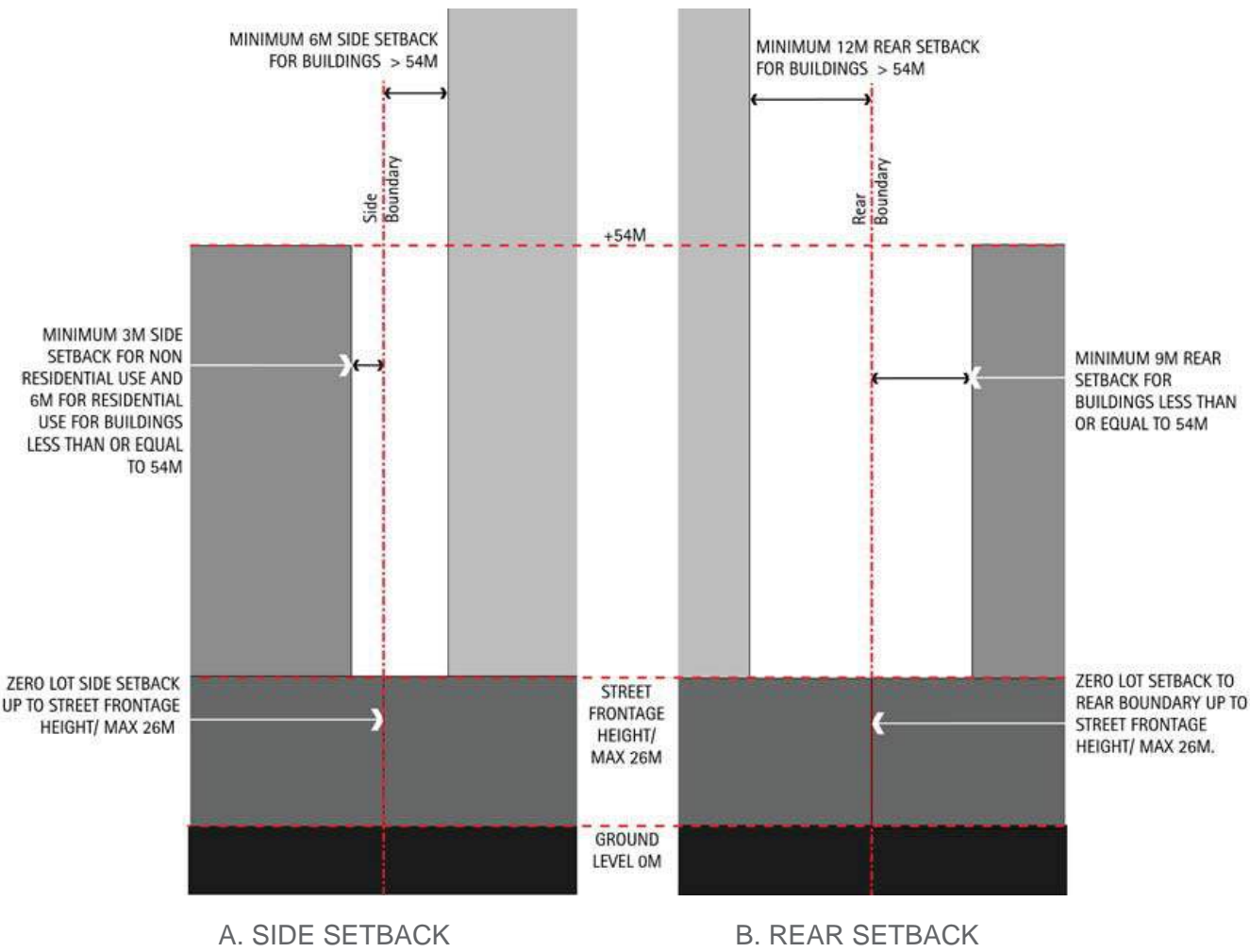
Parramatta Development Control Plan 2011

Setbacks and Alignment

The Parramatta Development Control Plan 2011 (DCP) includes provisions relating to setbacks (side and rear) as well as front setbacks. These provisions are shown on the images adjacent, that have been considered in establishing the proposed massing envelope as part of this Urban Design Report.

The Parramatta Development Control Plan 2014 prescribes the following setbacks for the subject site:

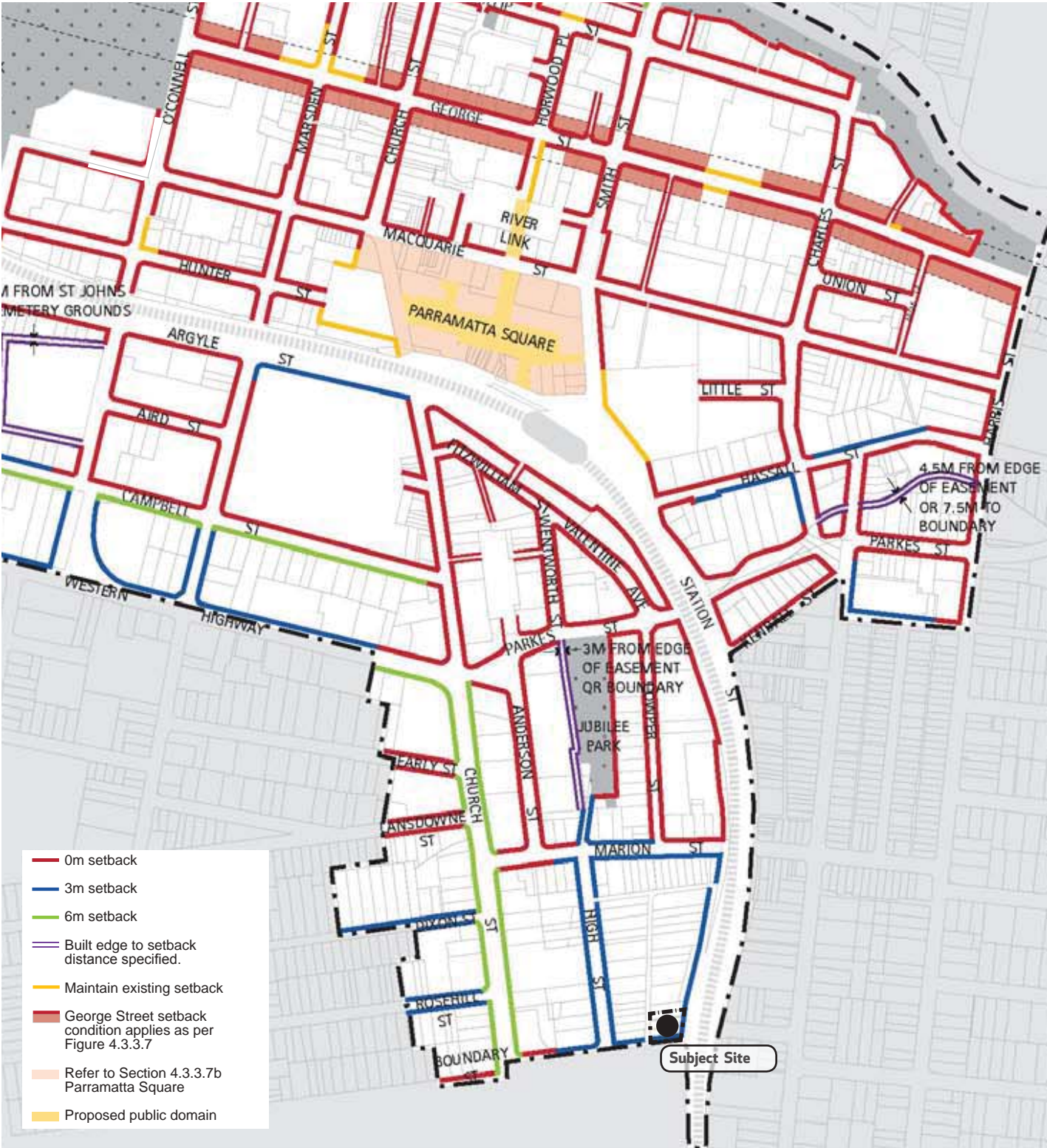
- + 3m setback to Station Street and Raymond Street;
- + 4 storey (14m) street frontage height;
- + 6m setback above street frontage height;
- + Zero metre side and rear setback to street frontage height (14m);
- + 6m side setback;
- + 9m rear setback to 54m and 12m above.



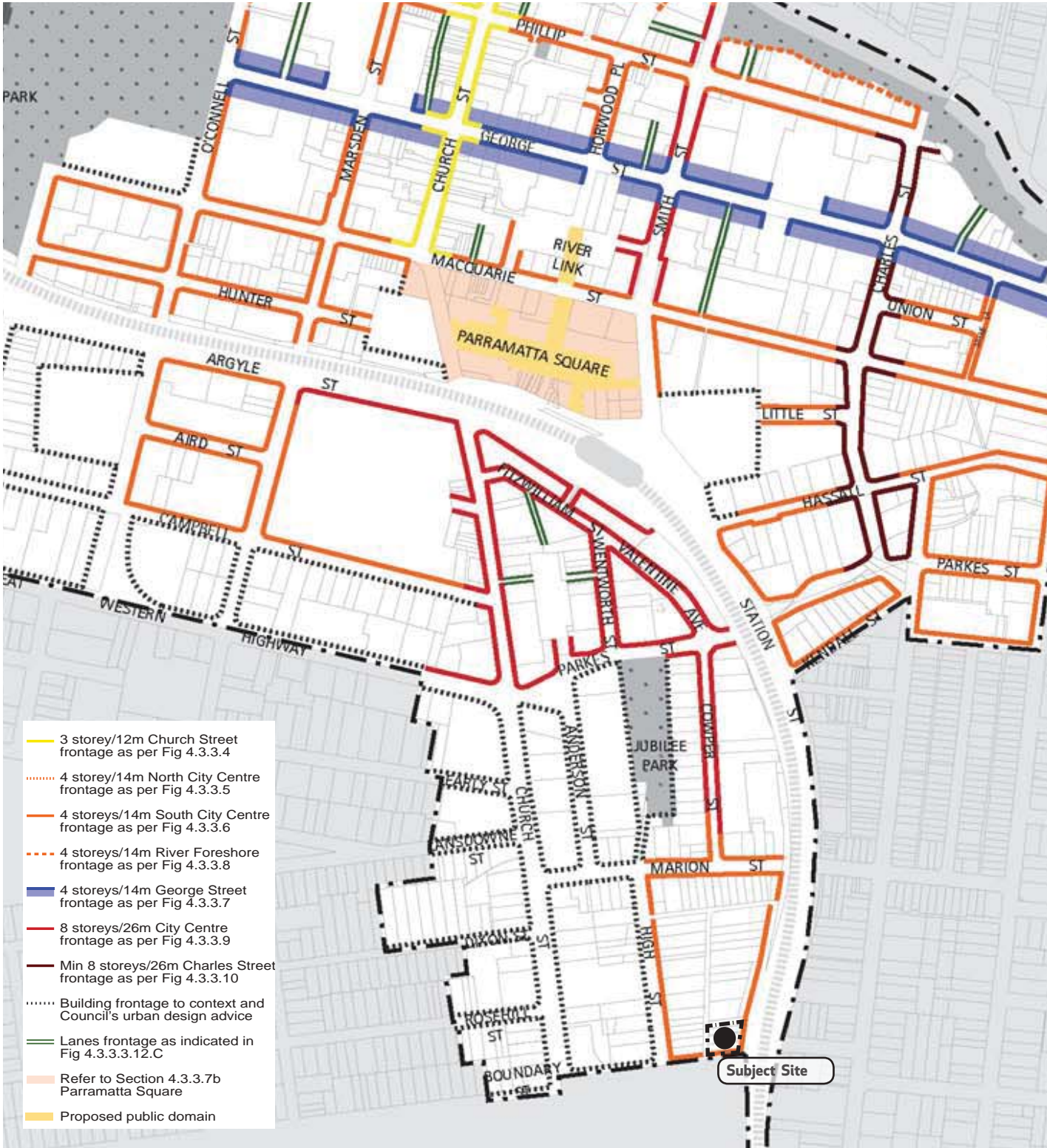
Parramatta City Centre DCP (page 227)
Building separations and Street Frontage heights and Upper level setbacks
City Centre (south)

Understanding the Site

Statutory Planning Framework



Parramatta City Centre DCP (page 219)
Building alignment and Front setbacks (to streets, public domain and watercourses)



Parramatta City Centre DCP (page 222)
Street / River frontage Heights

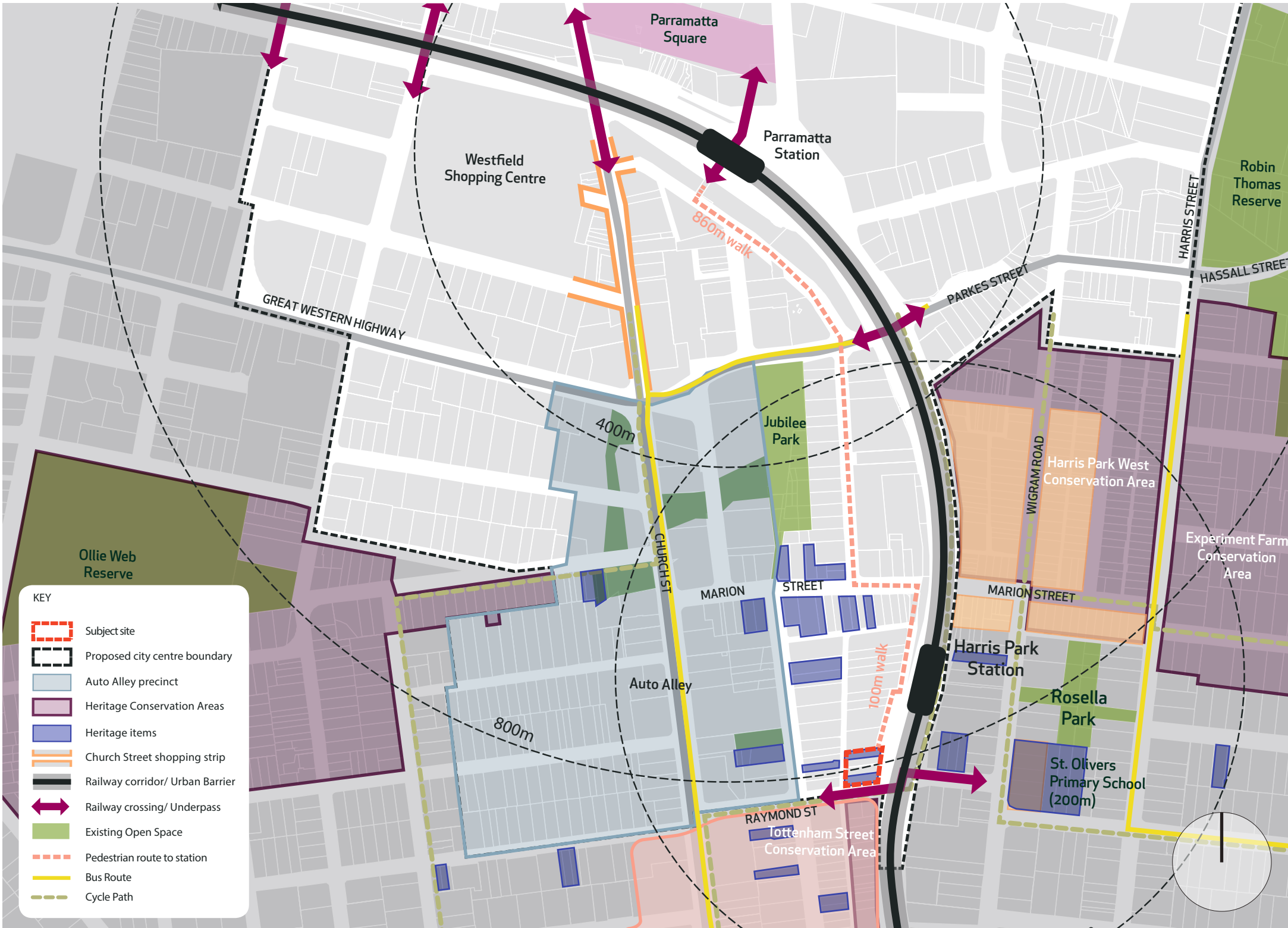
Understanding the Site

Site Analysis

The subject site, 1-7 Station Street, is located in close proximity to public transport, employment and all amenities associated with living close to Parramatta CBD and Harris Park Town Centre. An analysis has identified the following features and characteristics:

Local Context

- + Is well connected to established bus, walking and cycling networks, including the M4 Motorway Cycleway.
- + Defines the southern boundary of the current Parramatta City Centre and the Holroyd Local Government Area (LGA) boundary.
- + 100m walk to Harris Park Station and 860m (approx. 10mins) walk to Parramatta Train Station and Jobs;
- + 200m walk to St. Olivers Primary School;
- + 400m (5min) walk to Westfield Shopping Centre and Church Street South retail precinct;
- + Within 5min walk to established public open spaces at Jubilee Park and Rosella Park. The site is also within walking distance of a number of proposed new open spaces that will be delivered by new developments within the Auto Alley precinct.
- + Harris Park Train Station is:
 - 2 minutes travel time to Parramatta City Centre / 10min frequency
 - 30mins to Central Station / 30min frequency
- + Parramatta Train Station
 - 25mins to Central Station / 10mins frequency
- + The Auto Alley precinct will see the transformation of Church Street into a southern extension of the Parramatta CBD facilitating jobs and services in close proximity to public transport. The precinct will also accommodate high density mixed use development with heights ranging from 6 storeys – 40 storeys.
- + Raymond Street is the only at-grade vehicular and pedestrian crossing of the heavy rail line connecting South Parramatta to Harris Park Town Centre;



Existing Urban Context Conditions

Understanding the Site

Site Analysis



Existing Development Pattern

Site Description

- + The site is 1,840 sqm and is bound by Station Street West, Raymond Street and an Raymond Lane with a total street frontage of 135 metres.
- + There are 2 heritage Items on the site Item 1744 and Item 1745. A brief description of these items can be found in pages 22 and 23 of this report and a full assessment in the Heritage Report submitted as part of this application
- + There is an unusual cadastre condition along Station Street West, where the four lots directly north of the site are set-in approximately 10m from the road alignment. This strip of approximately 700sqm is owned by council
- + Directly west of the site a DA has been submitted for 49-51 High Street for the development of a 4 storey residential building this development indicated a zero setback to the Raymond Lane, this will have an impact on the site.

Understanding the Site

Site Analysis

Site Photographs



01 New 8 storey development along Marion Street that includes the adaptive re-use of significant heritage items



02 New 4 storey development along Station Street West opposite Harris Park Station entrance



03 View looking north from Jubilee Lane towards Jubilee Park, showing the built form immediately north of Harris Park Station Precinct



04 Existing 4 storey development along Station Street West



05 Unusual cadastre condition provides a large setback to Station Street

Understanding the Site

Site Analysis



06 Current development along the Raymond Lane



07 Current fence along the eastern edge of Station Street



08 View from the site towards Harris Park Train Station



09 View along Cowper Street, 16 storey development immediately north of Harris Park train station.



10 View from Harris Park Station towards Parramatta City Centre

Understanding the Site

Heritage Review

Item 1745 - 7 Station Street

- + Relative isolation and no significant contribution to streetscape value
- + Physical modification undertaken to the detailing of the front façade (1980) have falsified the character of the building and are no longer legitimate representative of its original form and detail.
- + Previous degree of modification
- + No significant historic uses
- + Low level representative value – being modified form is not important as a representative example of early 20th century residential design in the area and does not provide significant evidence of the cultural environment of the area.

Item 1744 - 1 station street

- + The building is a two storey late Victorian house (constructed circa 1890) with rendered brick walls and a pyramid slate roof.
- + The building relates to the heritage items across Raymond Street. The heritage item is to be retained and adaptively reused

Tottenham Street conservation area

The subject area is located in the immediate vicinity of the boundary of Parramatta and Holroyd Councils. Holroyd Local Environmental Plan 2013 identifies a conservation area containing 9 Local heritage items in the form of Federation era houses, known as The Tottenham Road Conservation Area C1.

The following statement of Significance is that adopted by Council for this group of Federation era cottages:

Conservation Area 1 – Tottenham Street Conservation Area Tottenham Street Group – federation Period Cottages Constructed c 1900 – 1925

The buildings in Tottenham street are significant as part of a group of small scale residential buildings in Tottenham street, Granville. The group is largely intact externally and is significant for the variety of building styles and as a good representative example of early cottages dating from around the turn of the (20th) century. The buildings are significant for their form, scale and character which gives a good indication of the socio-economic make up of the community at the time of their construction. The group gives a good representative cross section of modest scale residences of the turn of the (20th) century period and their location close to Parramatta and the railway provides evidence of the influence of these factors on the early development of Holroyd.

The houses within the conservation area are individually listed in Schedule 5 of the Holroyd Local Environmental Plan 2013.

Note: A detailed review of the heritage items have been undertaken by the nominated Heritage Consultants.



01 Item 1745 7 Station Street



02 Item 1745 7 Station Street

Understanding the Site

Heritage Review



03 Item 1744, 1 Station Street



05 Item 1744, 1 Station Street



06 Tottenham Street Conservation Area



04 Item 1744, 1 Station Street



07 Tottenham Street Conservation Area

Understanding the Site

Summary

The purpose of this section is a review of the current state and local government planning policies, strategies and framework, and a constraints and opportunities analysis for the subject site, in order to gain a better understanding into the potential development opportunities for 1-7 Station Street, West Parramatta.

Key Findings:

- + The location of the subject site within close proximity to Parramatta CBD and Parramatta Auto Alley plays an influential role in the potential development opportunities and contributes to the overall vision for Parramatta CBD;
- + The subject site is located at the threshold of Parramatta CBD's eastern edge, and therefore is a suitable location to introduce tall towers to mark the edge of the Parramatta CBD;
- + The subject site is located on the fringes of Holroyd Council designated Tottenham Street Conservation Area, and within a 400m catchment from Harris Park West Conversation Area. Therefore, the future development of 1-7 Station Street will need to consider the potential impacts and heritage sensitivities (such as visual and solar accessibilities and character) associated with the surrounding heritage items;
- + The precinct would form a prominent and attractive southern arrival to the CBD;
- + The unusual cadastre presents an opportunity to provide publicly accessible open space in the precinct and an improved arrival space to Harris Park and Auto Alley;
- + The specific site conditions require setback controls to be carefully reviewed to achieve an appropriate response not only to the development of the site but of the precinct as a whole. Particularly considering current approved development and potential future development;
- + A mixed use land zoning will allow for better opportunities to activate the ground plane between Auto Alley and Harris Park Train Station.







Station Street, West Parramatta

3.0 KEY OPPORTUNITIES

Key Opportunities

01 Recognise the Significance of Harris Park Station

As it currently stands, Harris Park station is considered as a suburban train station, servicing local residents. However, due to the close proximity to Sydney’s second city, Parramatta, there is the opportunity for Harris Park to be transformed into an important secondary train station within Parramatta’s city centre boundary area.

With Harris Park station located within close proximity to Parramatta CBD (800m catchment area) and Auto Alley (400m catchment area), Harris Park has potential to accommodate higher density levels, for both residential and commercial land uses. In line with the current station upgrades underway, Harris Park Station has the potential to shift the perception of being a local station to a major inner-city train station for the Parramatta LGA.

The following case studies on the next page look at city centres that with multiple train stations within the local area, in order to support the quantum of commuters associated with high density neighbourhoods.



Indicative Render of Harris Park Train Station Upgrades



Parramatta Transport Network:

- Two train station within a 800m catchment
- + Parramatta (Interchange)
- + Harris Park

Parramatta Ferry Network:

- + Parramatta

Land Area: 523 hectare
Population: 19,301
(Based on 2011 ABS Census data)

Key

- Train Station
- Ferry Stop
- Catchment

Key Opportunities



Sydney CBD Transport Network:

The Sydney CBD train network consists of over 8 stations, all within an 800m catchment of each other. These include the following stations:

- + Central (Haymarket)
- + Town Hall
- + Wynyard
- + Circular Quay
- + St James
- + Museum
- + Martin Place

Land Area: 297 hectare

Population: 14,306

(Based on 2011 ABS Census data)



Brisbane CBD Transport Network:

Two major train stations within 800m catchment

- + Roma Street
- + Central

Ferry Networks:

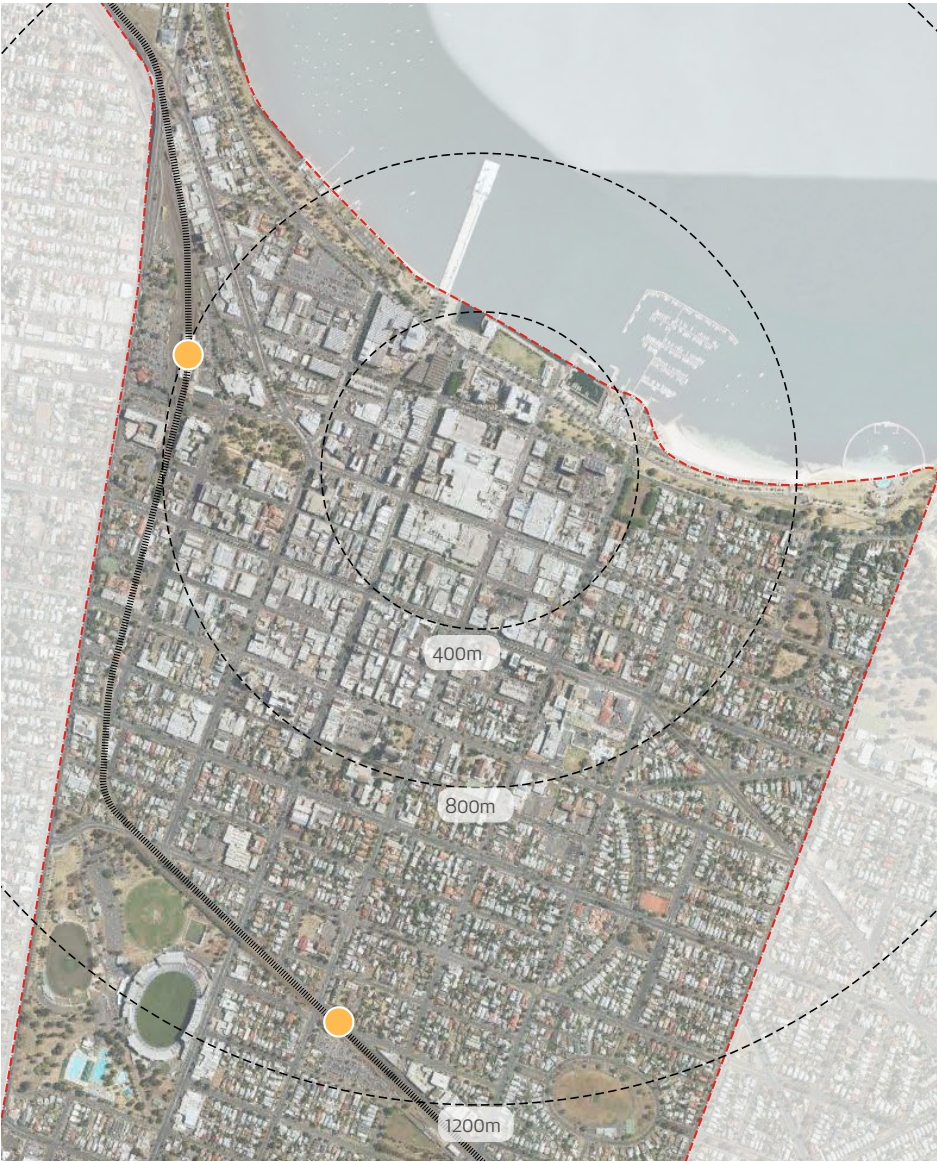
There are approximately 7 terminals along the Brisbane River, including;

- + Holman Street
- + Riverside
- + Eagle Street Pier
- + QUT Gardens Point
- + North Quay 1 and 2

Land Area: 223 hectare

Population: 8,711

(Based on 2011 ABS Census data)



Geelong Transport Network:

Two major train stations within 1,200m catchment

- + Geelong Station
- + South Geelong Station

Land Area: 604 hectare

Population: 6,456

(Based on 2011 ABS Census data)

Key Opportunities

02 Establish Harris Park Station Precinct

- 01 Harris Park Station is Parramatta’s City Centre second train station, and is located approximately 800m south of Parramatta Train Station, Transport Interchange and City Centre.
- 02 Within a 5min walk (400m) of Harris Park Station are the following strategic and character areas:
- + Auto Alley Precinct
 - + Parramatta Road Urban Transformation Study Area,
 - + Tottenham Street Conservation Area (Holroyd LGA)
 - + Harris Park Town Centre and Harris Park West Conservation Area
- 03 There is an opportunity to identify Harris Park Station Precinct as a potential catalyst for sustainable, transport orientated urban renewal that supports the growth of surrounding strategic areas and responds to the character and amenity of them.
- Council should consider the important role that Harris Park Station can serve as an arrival to Auto Alley precinct. Further investigations should be undertaken to assess the economic and environmental benefits of urban renewal in walking distance to established public transport networks.

- 04 The existing railway corridor bisects the precinct into two distinct character areas.
- + Harris Park Station Precinct (West) – Characterised by high density mixed use development that provides active streets and tall slender built form that sits appropriately in a City Centre context.
 - + Harris Park Station Precinct (East) – Characterised by “fine grain” lot pattern with limited opportunities to facilitate urban renewal without significant impact on the surrounding heritage conservation and character areas of Harris Park.
- The railway corridor is an existing ‘urban barrier’ that acts as a transition element between the scale of a City (West) and an Inner-City Village (East). The juxtaposition of scale and character within the Harris Park Station precinct provides an opportunity for a vibrant and dynamic neighbourhood that integrates the character and liveliness of Harris Park with the modern and contemporary city scape that is envisioned for the Parramatta City Centre.
- 05 There is an opportunity for new development to help facilitate improved connections to surrounding precincts such as the Parramatta City Centre, Auto Alley and Harris Park Town Centre. It is expected that higher density development within the Harris Park Station Precinct will provide identifiable public benefit through the following measures – public domain upgrades, new community facilities, through-site links and active lanes, affordable housing, encouragement of car sharing, student accommodation, dedicated open and civic spaces and all necessary infrastructure upgrades.

01_Harris Park Station is the City Centre’s 2nd Train Station



Key Opportunities

02_It is centrally located to key strategic areas



03_It can connect + consolidate the southern end of Parramatta CBD



04_It can identify + enhance character areas



05_Ensure appropriate growth



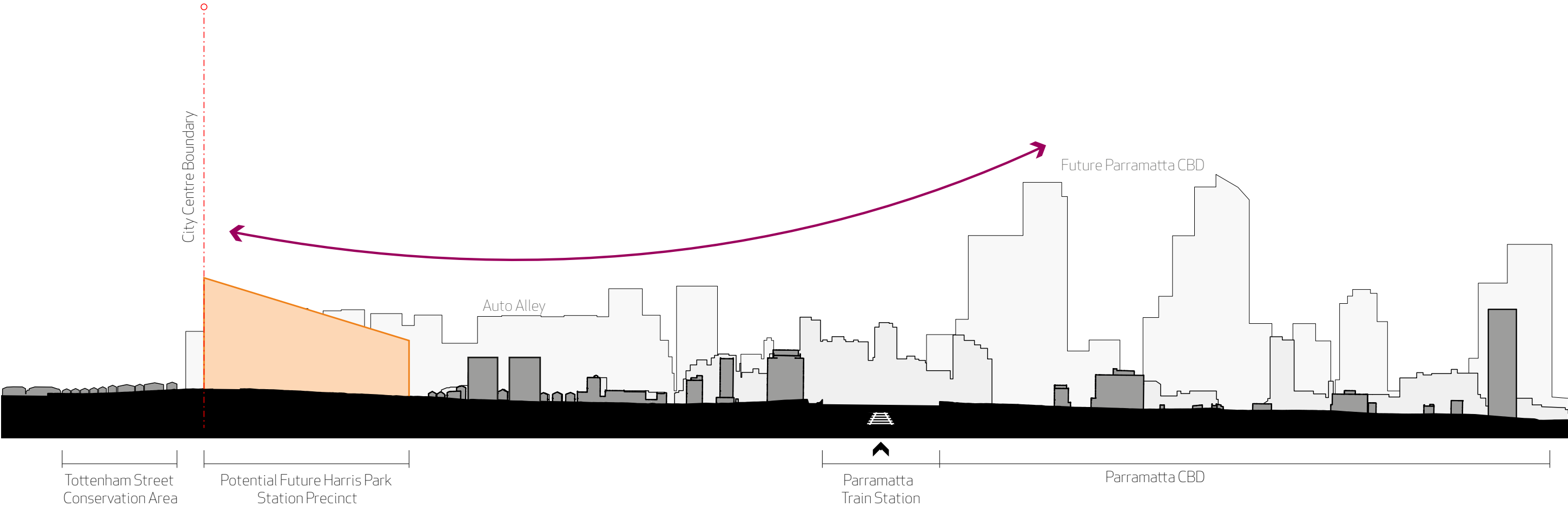
Key Opportunities

03 Built Form that Responds to Context

There is an opportunity for the future built form within the Harris Park Station Precinct to be complementary and a positive addition to the Parramatta City Centre skyline.

Section 01 (North/South) -

The Station Precinct is located at one of the highest natural elevations found within the Parramatta City Centre. All development will appear visually prominent in the skyline and there is a unique opportunity for a landmark 'bookend' tower that marks the southern extents of the Parramatta City Centre and the Auto Alley + Harris Park Station Precinct.



Section A-A

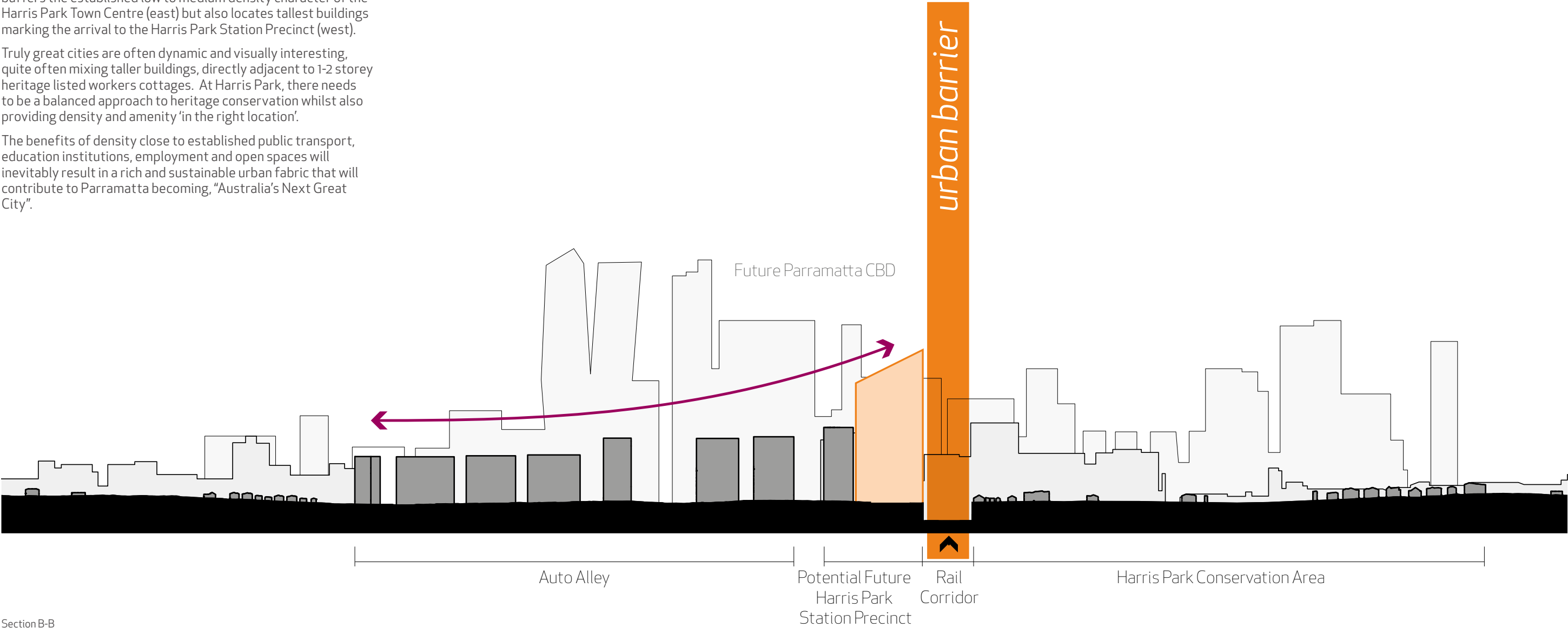
Key Opportunities

Section 02 (East/West) –

A dynamic built form transition between high and low densities is possible at Harris Park Station due to the existing heavy rail corridor acting as an ‘urban barrier’ that clearly separates and buffers the established low to medium density character of the Harris Park Town Centre (east) but also locates tallest buildings marking the arrival to the Harris Park Station Precinct (west).

Truly great cities are often dynamic and visually interesting, quite often mixing taller buildings, directly adjacent to 1-2 storey heritage listed workers cottages. At Harris Park, there needs to be a balanced approach to heritage conservation whilst also providing density and amenity ‘in the right location’.

The benefits of density close to established public transport, education institutions, employment and open spaces will inevitably result in a rich and sustainable urban fabric that will contribute to Parramatta becoming, “Australia’s Next Great City”.



Section B-B

Key Opportunities

04 Provide a Planning Framework that facilitates urban renewal of Harris Park Station Precinct

As part of this Urban Design Report we have undertaken a detailed analysis of the potential future of the precinct, with the objective of developing a proposal for 1-7 Station Street that responds not only to site and feasibility but most importantly to the potential growth and development of the precinct as a whole.

For this purpose we have focused on Harris Park Station Precinct (West), given that is the area with greater potential for development. Specifically we have looked at the potential development of lots located between Station Street West, Marion Street, Raymond Street and High Street. We have also included due to its size distinction the council owned car park site at the end of Marion Street. We will refer to this as the study area.

Current Ownership Pattern

The following diagram shows the current ownership pattern on the study area. Its observed that most heritage items are located along Marion Street and High Street, recent development or undergoing development is mainly located along High Street, with station street showing the greatest potential for re-development.



Key Opportunities

CONFIRM RAY'S COMMENTS



Proposed Amalgamation Plan

A	Subject Site Lot Area: Typical Floor Plate FSR:	1,840sqm 615sqm 6:1 (21s)	10 : 1 (37s)	B	Lot Area:	2,205sqm	10 : 1 (44s)	E	Lot Area:	2,057sqm	10 : 1 (41s)	H	Lot Area:	2,577sqm	10 : 1 (37s)
					Typical Floor Plate	635sqm			Typical Floor Plate	657sqm			Typical Floor Plate	888sqm	
					FSR:	6:1 (26s)			FSR:	6:1 (25s)			FSR:	6:1 (22s)	
C	Lot Area: Typical Floor Plate FSR:	2,388sqm 906sqm 6:1 (20s)	10 : 1 (34s)	D	Lot Area: Typical Floor Plate FSR:	2,952sqm 1,142sqm 6:1 (20s)	10 : 1 (33s)	F	Lot Area: Typical Floor Plate (x2) FSR:	5,628sqm 1,080sqm 6:1 (23s)	10 : 1 (36s)	I	Lot Area: Typical Floor Plate FSR:	2,168sqm 679sqm 6:1 (24s)	10 : 1 (41s)
G	Lot Area: Typical Floor Plate FSR:	3,682sqm 1,156sqm 6:1 (23s)	10 : 1 (39s)	J	Lot Area: Typical Floor Plate FSR:	1,845sqm 513sqm 6:1 (24s)	10 : 1 (45s)								

Proposed Amalgamation Pattern

- The proposed amalgamation pattern has considered the following:
- + Providing a consistent street wall to Station Street West, Marion Street and High Street by establishing 2 storey podiums;
 - + Aligning development with existing heritage items to reinforce their presence in the precinct, along Raymond Street, Marion Street and High Street;
 - + Provide for a minimum 24m separation between taller forms;
 - + Setback development from Raymond Lane;
 - + Renewal of Station Street west into a high quality public open space;
 - + Apply a 6:1 FSR to amalgamated sites less than 1,800sqm and with a street frontage 40m or greater, resulting in development of around 20-25 storeys providing the densities required to establish a successful precinct;
 - + Additional floor space can be purchased subject to a capture mechanism that delivers public benefit through a VPA, ranging from 6:1 to 10:1 (maximum) for site larger than 1,800m²;
 - + Establish floor plates of a minimum 600sqm and a maximum 1080sqm;
 - + All lots achieve a minimum site area of 1,800m².

The proposed planning framework establishes a blue print that encourages site amalgamation and building envelopes that align with Councils policies and complies with the Apartment Design Guidelines (ADG), in order to clearly demonstrate best practice urban planning.

Key Opportunities

04 Provide a Planning Framework that facilitates urban renewal of Harris Park Station Precinct

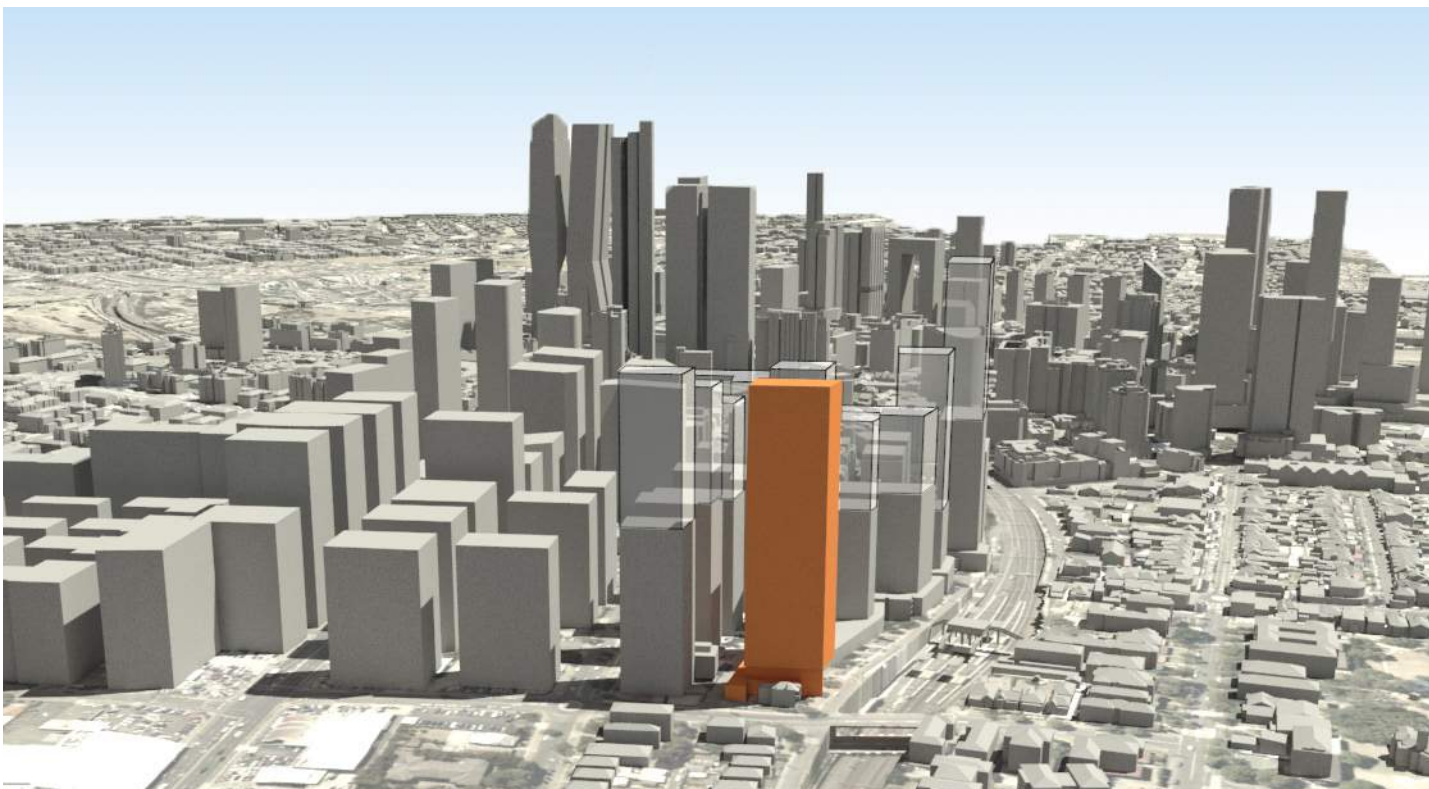
A comparative analysis between Macquarie Park Priority Precinct and One Station Street Precinct has been conducted due to the overarching similarities between these two Urban Transformation Precincts.

Key Strategies and Principles

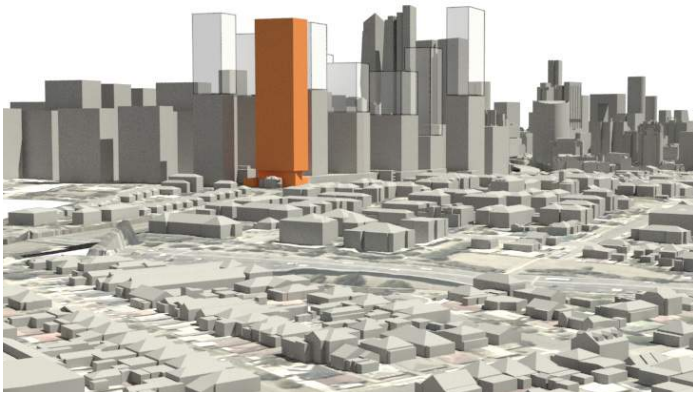
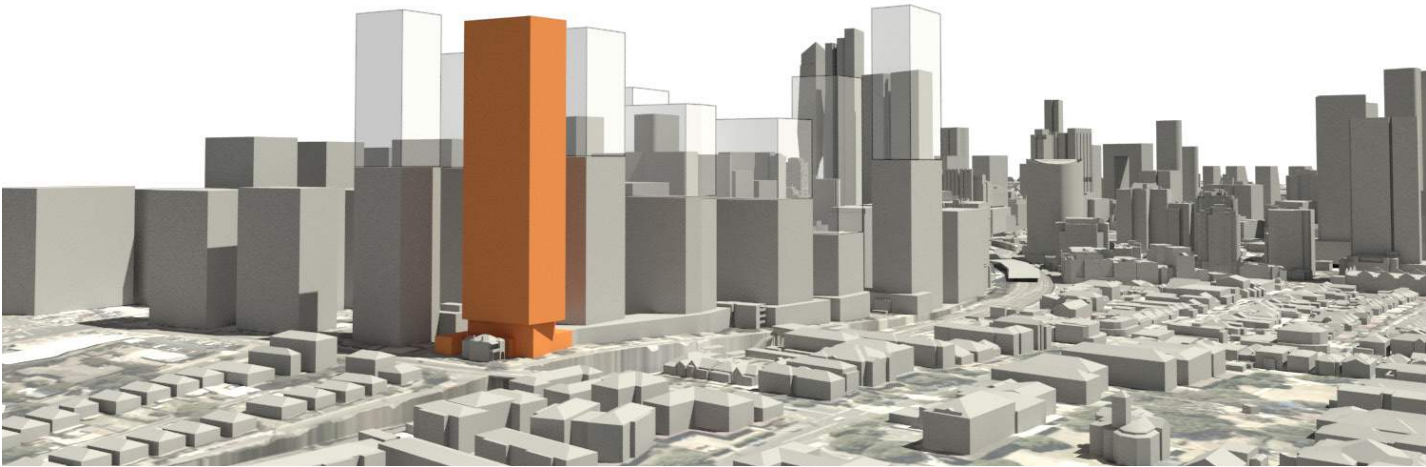
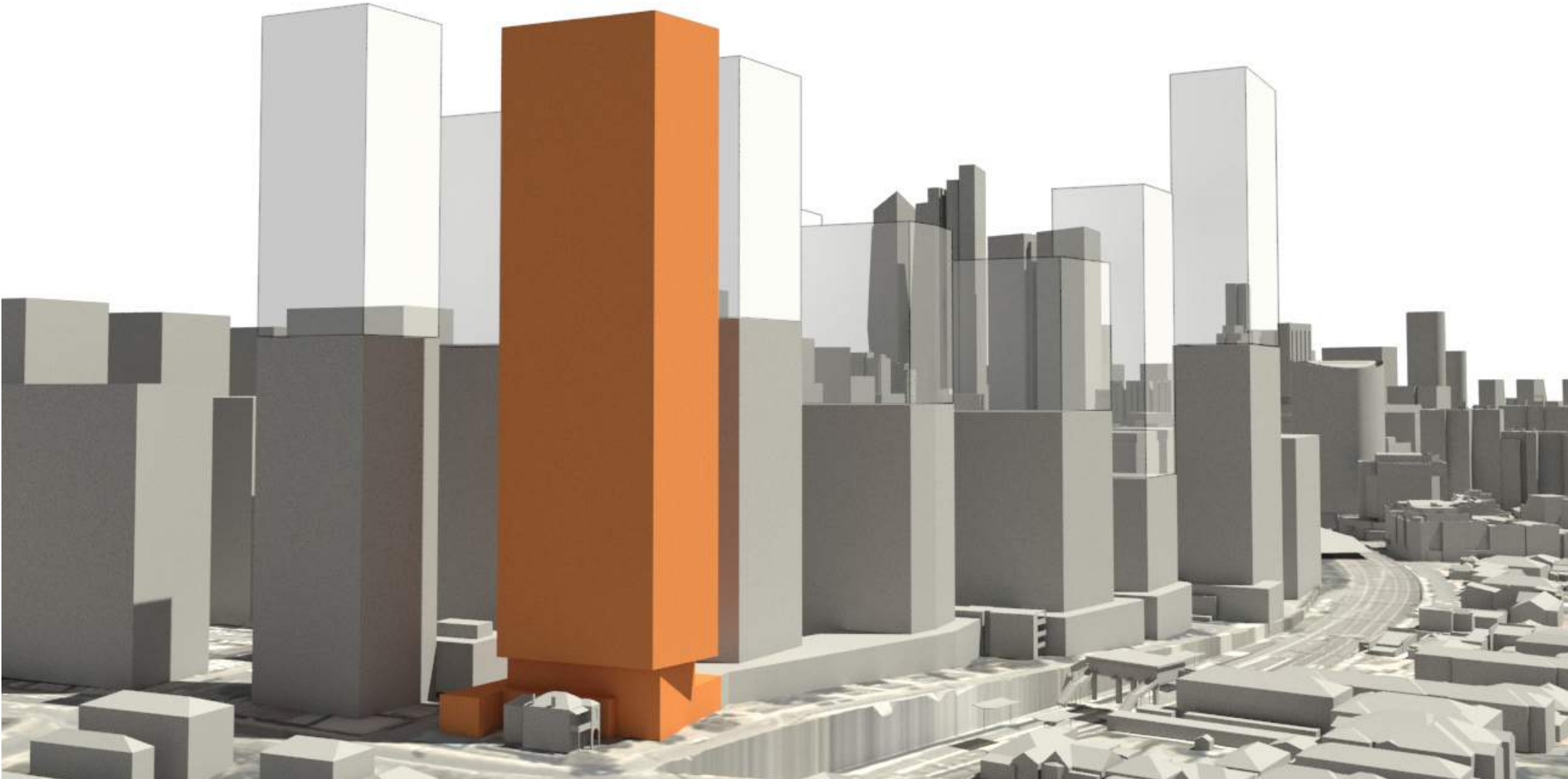
The following bullets point highlight the similarities Macquarie Parks shares with One Station Street, in terms of the urban strategy and planning framework.

- + Opportunity for new homes and urban renewal within a 800m radius of the railway station;
- + Locate taller buildings close to the railway station, with the next other tall buildings near major intersections, therefore creating 'landmark' or 'arrival' buildings into the precinct;
- + Locate areas of higher density within close proximity to the train station and major transport corridors;
- + Deliver significant uplift to the precinct through the inclusion of built, social , environmental and economic infrastructure.

	Macquarie Park UAP	One Station Street
Building Height	120m or 37 storeys, which are located within close proximity to the station	21 storeys (FSR 6:1) 37 storeys (FSR 10:1)
Floor Space Ratio	FSRs between 4.5:1 and 6:1 apply to sites closest to the railway station and at gateway locations where additional height is permitted.	FSRs between 6:1 and 10:1 for sites within walking distance to the Harris Park train station, where additional height may be permitted based on design excellence.
Minimum Lot Sizes	1,800m ² to create large sites that will accommodate tall tower building footprints and achieve the appropriate ADG setbacks and separation distance.	1,800m ²
Open Space	A network of small local parks dispersed throughout the precinct and connected to other open space areas by the creek corridors to serve the needs of the existing and future residents	The provisions for a linear park and open space has been detailed into the design proposal along Station Street West. Note: there is an opportunity for additional open space to be identified
Community Facilities	Additional new local community facilities such as Libraries, Community Rooms to meet the demand generated by the rise in population in the precinct	The design proposal has allowed the opportunity to incorporate multi-purposed community facilities to cater to all demographics within the podium or heritage item



Key Opportunities



- Key
- Future Subject Site Development (FSR 10:1)
 - Future Precinct Development (FSR 6:1)
 - Future Precinct Development (FSR 10:1)

Massing studies - Aerial views

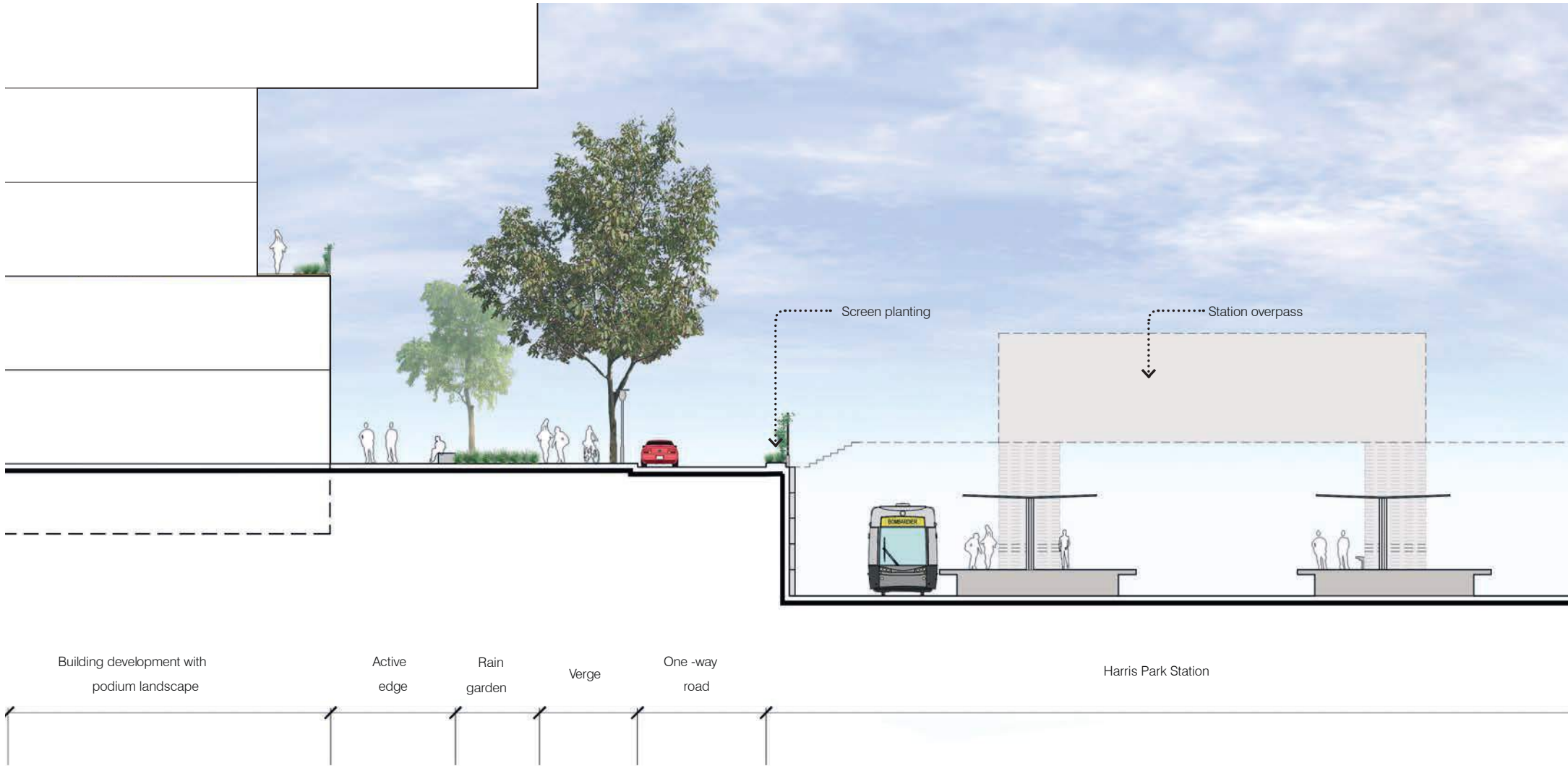
Key Opportunities

05 Provide improved Public Open Space

The One Station proposal has the potential to fund a significant public domain upgrade of Station Street West. It is envisioned that the upgrade of Station Street West will enhance the amenity and activation of the Station Precinct, making it an attractive location to live, work and visit.

The key features of the landscape vision include:

- + Creating an arterial pedestrian, vehicular and cyclist connection to Harris Park Station via a linear park;
- + Activating the space through raised lawn areas, outdoor dining experiences and opportunities for public art installations;
- + Providing a safe and secure park for the community through CPTED practices. I.e. street lighting, feature lighting, security surveillance;
- + Provide a safe pedestrian priority crossing and a key nodal primary plaza connecting to the station entry ;
- + Reducing impacts of the urban heat island effect by installing large canopy trees to provide shelter and escape. Large trees are the beginning of a "Green Spine" connecting Harris Park to the CBD;
- + Smaller canopy trees provide a human-scale ;
- + Introducing WSUD initiatives through rain water gardens that will act as sponges along the linear park;
- + Rooftop gardens to provide private outdoor space for residents whilst encouraging biodiversity;
- + Opportunity to "green" the railway interface with planting;
- + Opportunity to "Rebrand" the public space "Harris Park".



Key Opportunities

Harris Park and Urban Canopy Illustration



Key Opportunities

06 Enhance and Support Heritage

This opportunity considers the following precedents studies of tower development applications that interact with heritage items and understand the ways the design proposal supports and enhance the relationship between the future development and existing heritage items.

Precedent One

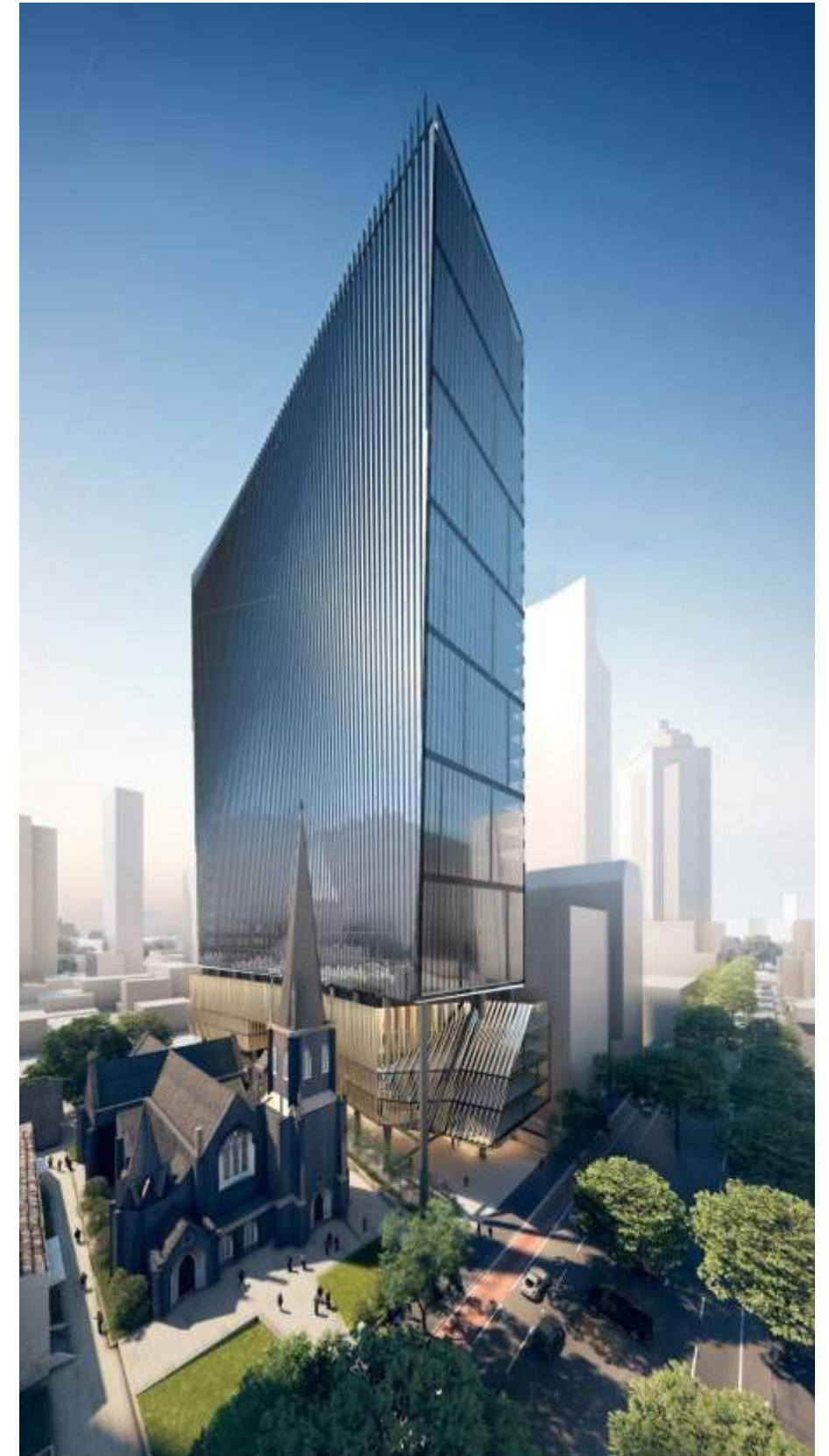
118- 148 Lonsdale Street, Melbourne

A development proposal was submitted by COX Architecture for a new 144m skyscraper in Melbourne adjacent a historic church manse, built in 1859. Currently owned by The Uniting Church in Australia Property Trust, the subject site is currently consisting of ten heritage buildings built in between 1858 and 1938, including:

- + The Church (1858);
- + The Manse (1859);
- + The School House (1859);
- + Caretakers Cottage (1914); and
- + Princess Mary Club (1926).

The proposal seeks to develop a 55,000sqm high-end commercial office building with an active ground plane that will transform the site into an 'event and meeting place'. In order to accommodate this 39 level office tower, the Stables, on-site factory and the Princess Mary Club will need to be demolished, while the remaining heritage items to be retained and reused.

As part of the design concept, the Manse will be integrated into the design proposal, while the podium and tower will be built around the other re-adapted heritage items. The design for the 5 storey podium will feature sculptural steel columns with bronze aluminium screening that will envelope the Manse building, in order to satisfy Heritage Victoria, an additional height clearance will be provide above the Manse and podium. The redevelopment of the heritage items with the new facilities and public domain offering, seeks to emphasise the notion of an integrated development proposal with heritage items and contemporary architecture.



Key Opportunities



ONE STATION PARRAMATTA



Precedent Two

485 George Street, Sydney

The building is located on the south-west corner of George and Bathurst Streets completing the southern edge of Sydney Square along Bathurst Street. The former Bank building is an important part of the George Street streetscape and Sydney Square. It is located on a prominent corner location, is of modest scale, with delicately-carved external stonework, and as a remnant of an earlier Sydney streetscape.

The existing former Bank building, currently a KFC outlet, covers the whole of the small corner site, which is 259 square metres. It is adjacent to a building site that was a large hole and vacant for a number of years. Recently, the site has been developed as part of a podium for an approved high-rise residential development, and this will reinstate the former Bank building as part of an established streetscape.

- + "Lumière is a residential and commercial building along Bathurst Street. This 56-storey tower was built in 2007. There's a glimpse of St Andrew's Cathedral in the foreground.
- + Lumière is the main of two towers that form the Regent Place Development on the site of the former Regent Theatre adjacent to Sydney Town Hall.
- + Lumière comprises 447 residential apartments in a 41 storey tower building with a mix of studio, one bedroom, two bedroom, three bedroom, and exclusive penthouse apartments.
- + Extensive private residents' recreation facilities are located at the top of the 4 level sandstone and glass podium and include a 50m pool, spa and sauna, gymnasium, theatrettes, and a multi-function facility.

Key Opportunities

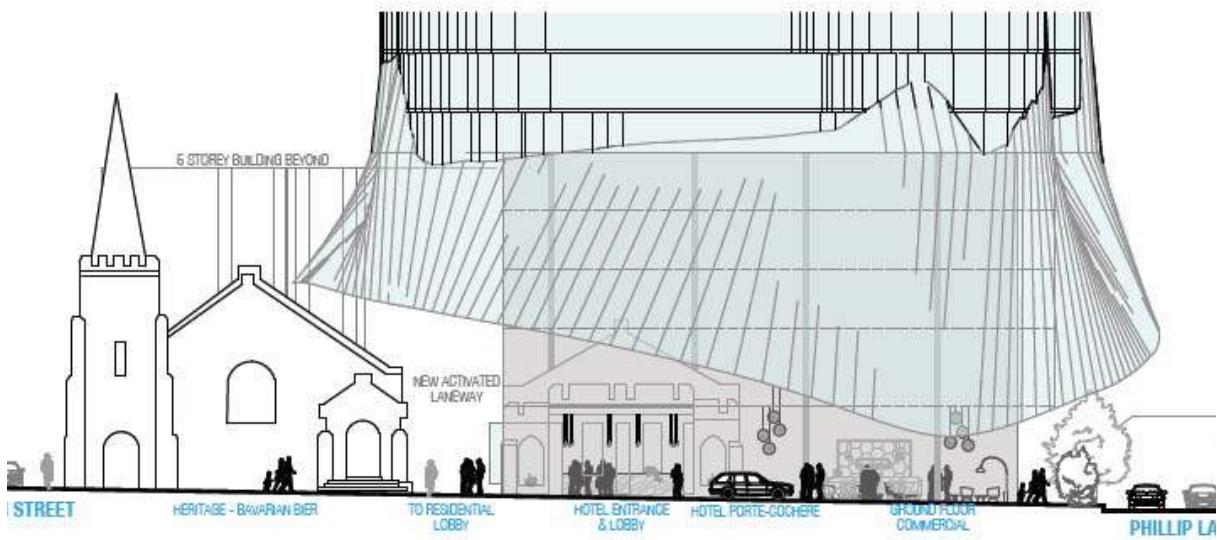
Precedent Three

2 - 10 Phillips Street, Parramatta

Planning Proposal for a development site with a heritage item (St Andrews Church and Hall) located within the subject site boundary. The proposal seeks to amend the maximum FSR (currently 6:1) to 17:1 and building height (80m or 25 storeys) to 192m or 58 storeys, in order to facilitate a potential mixed use development comprising of approximately 27,800sqm of residential, 7,800sqm hotel and 3,000sqm of retail/suites/ dining.

The heritage items on the site includes three buildings; a church (former St Andrew’s Church), hall and annex to the hall, which were constructed in 1926. As part of Council’s DCP provision, any future planning proposal for 2-10 Phillip Street must have minimal impact or disruption to the former St Andrew’s Church and should facilitate the adaptive re-use of the former Church Hall.

The planning proposal for 2-10 Phillips Street seeks to re-use both of the heritage items, with the partial demolition of a recent addition to the rear of the Church to provide vehicular access from Marsden Street and the partial demolition of the hall, in order to accommodate the tower core. The design concepts offer a public domain benefits between Marsden Street and Phillips Street, integrating the Church into the development and creating a revitalised eat street and entertainment precinct.



Key Opportunities

Summary

Recognise the Significance of Harris Park Station

- + Transform Harris Park into Parramatta's secondary city centre station;

01

Establish a Harris Park Station Precinct

- + Encourage new mixed use development to create a new station precinct;
- + Provide more employment and community opportunities within the precinct.

02

Built Form that responds to Context

- + Transition in building height to relate with Parramatta CBD
- + Locate taller towers within close proximity to the train station;
- + Create denser areas around the train station and major transport corridors.

03

Establish a Planning Framework that facilitates urban renewal of Harris Park Station Precinct

- + Work with council to develop a planning framework that supports suitable development opportunities in the area;
- + Facilitate for more housing and employment opportunity within close proximity to the train station

04

Provide improved Public Open Space + Community Facilities

- + Create a Linear Park that connects to the train station;
- + Integrate car sharing opprtunities within the development for the local community;
- + Encourage pedestrian activation along station through the improvement of the public domain;
- + Incorporate social and community facilities to service the needs and requirements for the local residents

05

Enhance and support heritage

- + Understand the lessons learnt from previous developments in order to maintain a relationship between the heritage items and new development;
- + Celebrate the heritage culture of Harris Park.

06

The subject site and the surrounding context presents a series of opportunities to assist in transforming Harris Park station precinct into a functional mixed use development. This section explores the key opportunities relating to Harris Park , with particular focus on;

- + Transport Infrastructure;
- + Active Ground Plane;
- + Built Form;
- + Planning Framework; and
- + Heritage Culture.

There are a few considerations to the subject site that will need to be addressed/ acknowledged in terms of constraints.

- + **Heritage Items and surrounding Conservation Areas:** ensure the future development does not detract from the character of the heritage items, and the design mitigates any solar or visual impacts to the heritage items;
- + **Future Development:** appropriate setbacks to ensure future building separation between the proposed tower on the subject site and the neighbouring future development opportunities.



4.0 DESIGN CONCEPTS

Design Concepts

Massing Study

Chapters 2 and 3 of this report outlined the key considerations for the development of the subject site; these have led the exploration of a number of massing options. Following is a summary of the massing study undertaken and the key aspects explored.

Design Objectives

- + Retain and enhance the character of 1 Station Street;
- + Address the unusual cadastre along Station Street West;
- + Allow for a minimum 24m inter-building separation as established by the ADG;
- + Support the establishment and consolidation of Harris Park Station Precinct;
- + Provide an improved public domain;
- + Provide a clear and simple built form that allows for a number of variations to be achieved through design excellence.
- + Support the role of the precinct as a southern entrance to the Parramatta CBD

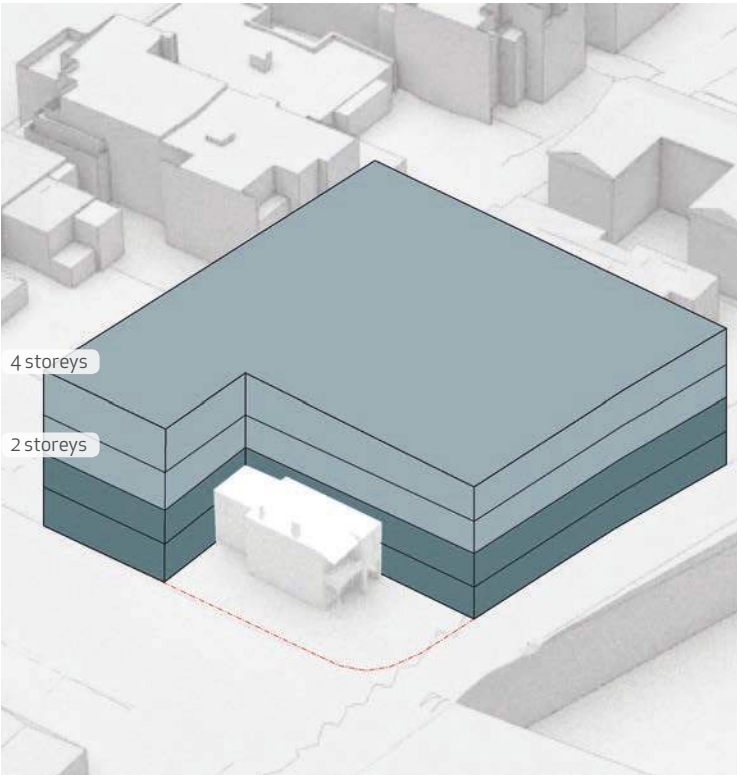
Key Considerations

- + The future development of the precinct;
- + The impacts on heritage item 1744 and the Tottenham Street conservation area;
- + The visual and amenity impacts for pedestrians;
- + The viability of the development;
- + Heritage and neighbouring sites ;
- + Improve the social fabric of the local community.

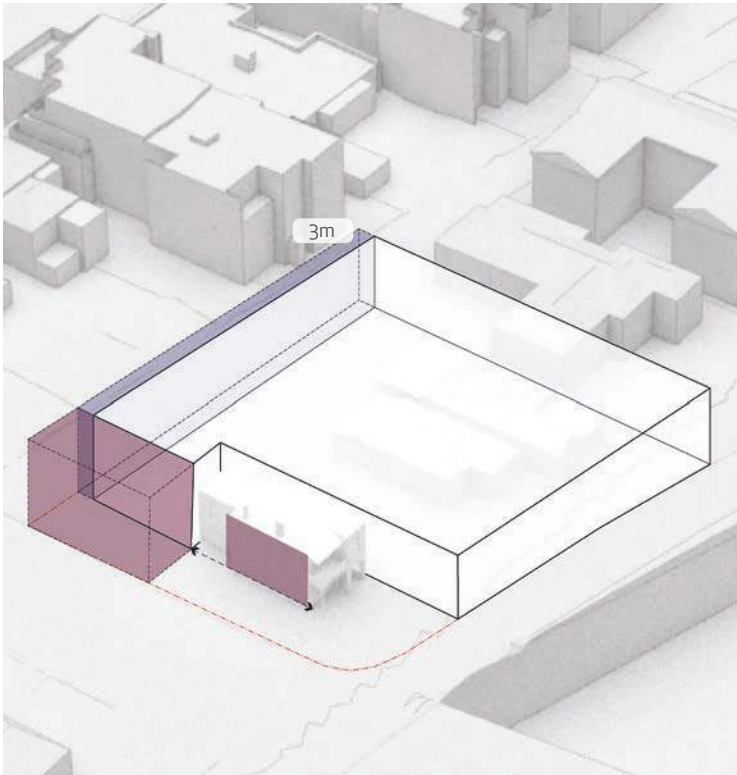
Podium

In terms of height, the DCP suggests a 4 storey /14m street frontage height along Station Street West, but an analysis of the development of the precinct suggests a 2 storey street frontage. This provides a more achievable 1:1 commercial floor space allocation, given its proximity to Auto Alley and its second-station hierarchy.

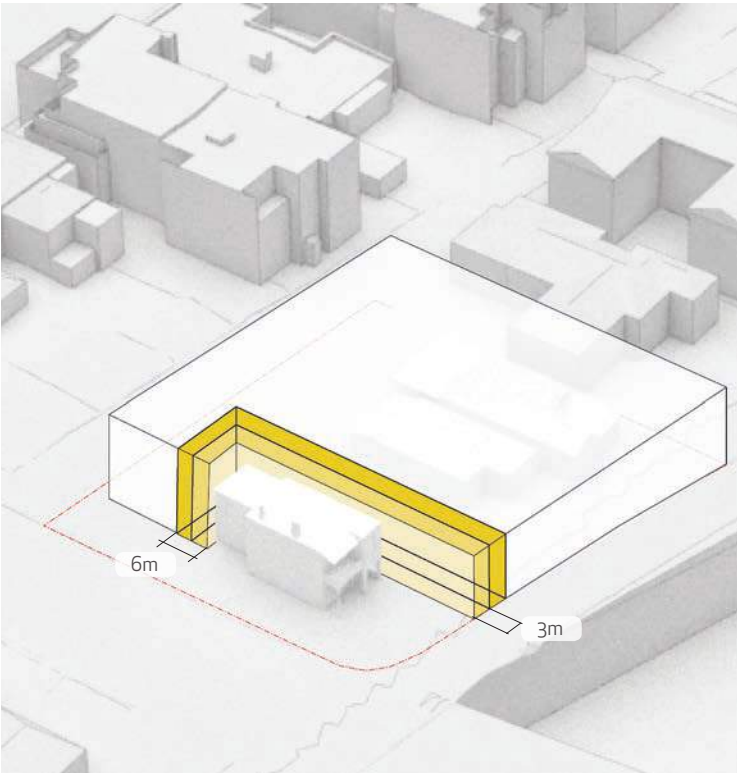
- + 3m to 6m separation between the heritage item and the podium along Station Street West and along Raymond Street;
- + 0m to 3m podium-setback along Raymond Lane, that would mitigate the impacts of any development built to the boundary (Refer to 49-51 High Street DA);
- + Setback along Raymond Street to align with heritage item
- + Directly projecting/extending the cadastre line of the lots immediately north on to the subject site and establishing a clear view to heritage item 1744 (1 Station Street) from the north. This created a podium significantly setback from the boundary line (approximately 10m) and accentuated the cantilevering of the tower (necessary to achieve a workable footprint).
- + Straightening the cadastre line of the lots immediately to the north, bringing the podium to the boundary at an angle. This reduces the visual impact of the tower cantilevering and provided a clearer building envelope, and therefore reduces the overall height of the tower.



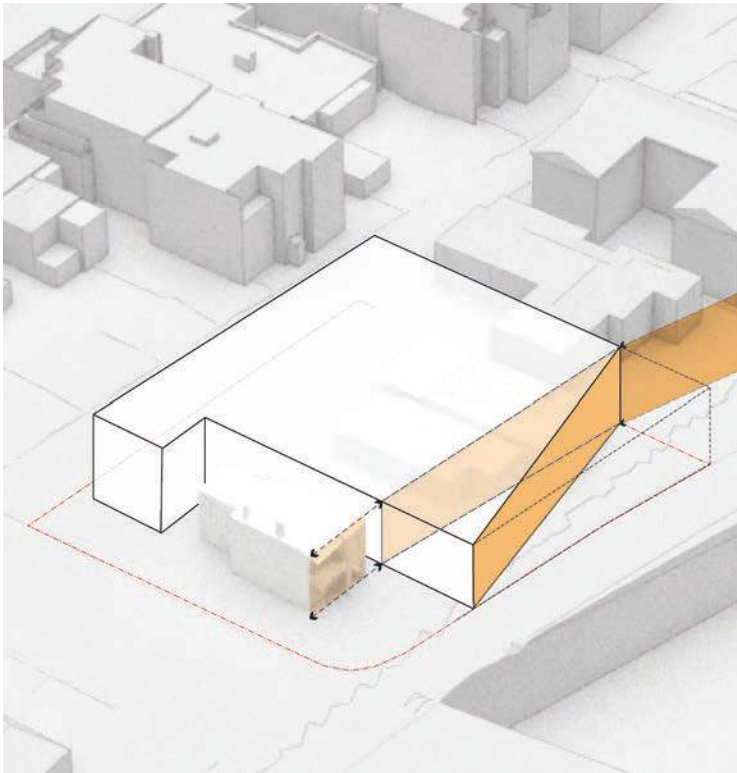
Podium Height



Podium Setback and Alignment



Heritage Curtilage



Consistent Street Wall along Station Street West

Design Concepts

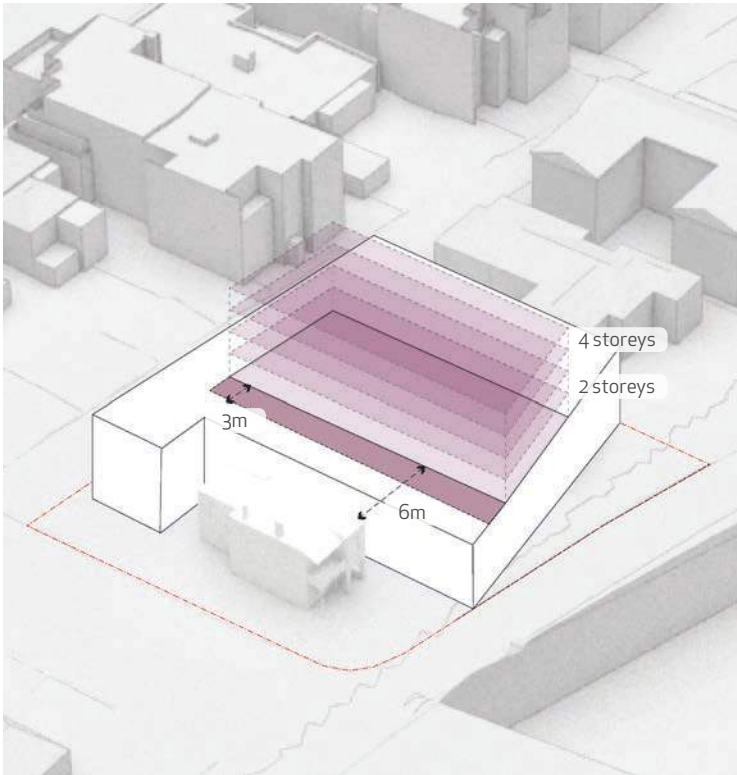
Articulation

Another important concern was the visual impact on pedestrian views, and heritage item 1744. Particularly the first 6-8 stories of the development are critical to the amenity of the street and the impact on the heritage item. A number of options were explored that looked at the different setbacks and the extent of carving required to achieve the best outcome.

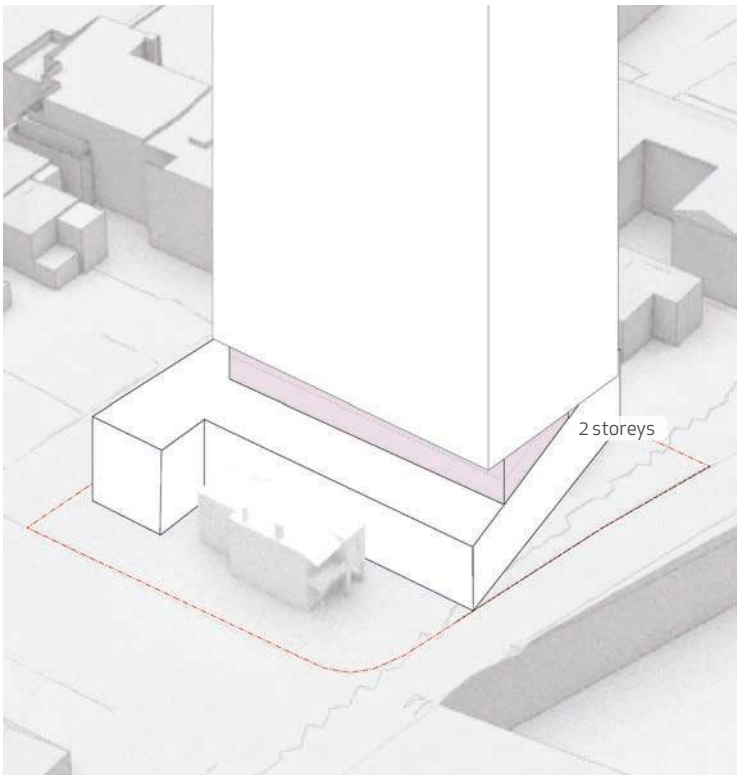
This included looking at articulation zones of 2,4 and 6 storeys above the podium (some significantly setback from the boundary and/or heritage item) and some cantilevering over the podium and heritage item.

The massing study considered the following options

- + Articulation zones of 2,4 and 6 stories in height above the 2 storey podium
- + 3m-6m setbacks to the north of the heritage



Articulation Setback & Height



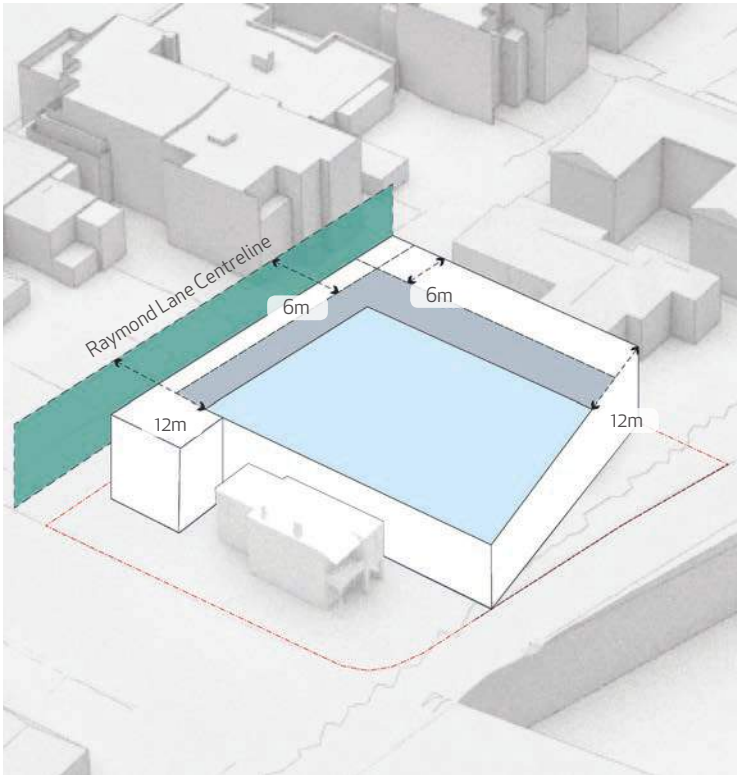
2 Storey Articulation Zone

Tower

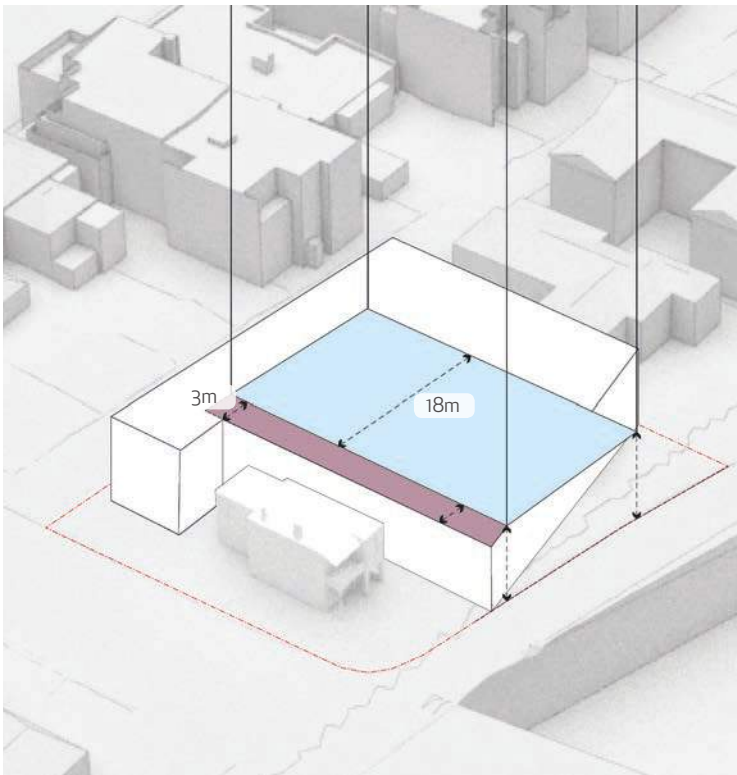
One of the key considerations of the massing study has been to achieve a viable tower footprint, with a minimum width of 18m and a minimum floor plate of 450sqm.

The location of the tower also has to allow for a minimum of 24m inter-building separation, from the potential future buildings to the north and west of the site. Consequently a number of options looked at the extent to which cantilevering is required and its visual impacts from a pedestrian and heritage point of view.

- + 6m to 12m upper level setback of the tower to the centre of the Raymond Lane; that would again mitigate the impacts of any development built to the boundary (Refer to 49-51 High Street Development Application);
- + 6m to 12m upper level setback of the tower to the northern boundary as per the ADG requirements;
- + Extent of cantilevering over the podium to the boundary along Station Street West.



Tower Setbacks



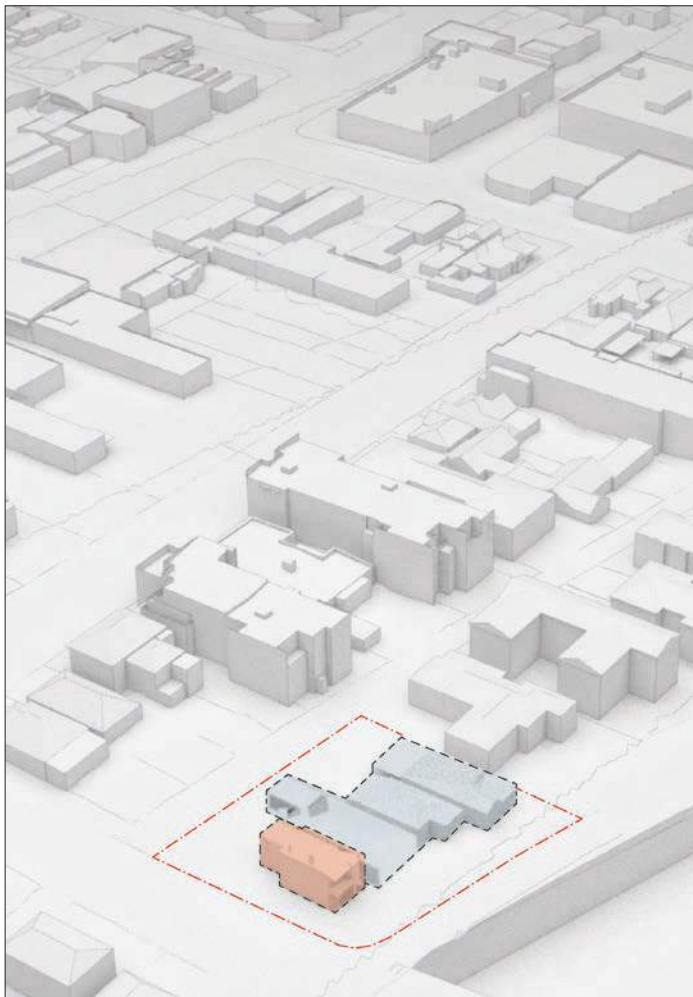
Viable Tower Footprint

Design Concepts

Design Parameters

The following design parameters were defined by previously mentioned planning strategy, consultation with the Heritage Architects, and good urban design principles.

The purpose of these diagrams, is to help define the allowable building envelope for the subject site.



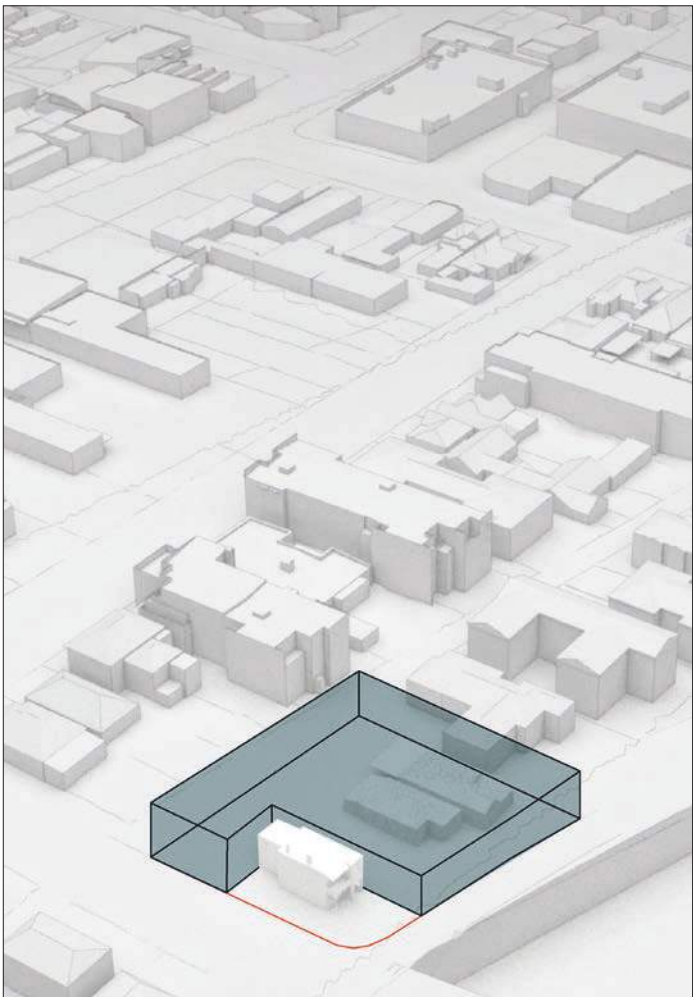
Key
Subject Site
To be demolished
To be Retained

Heritage Items

The site is constrained by two buildings listed as a heritage items, and therefore restricted by the Parramatta Council's heritage controls.

While heritage item 1744 (1 Station Street) has been deemed as having significances to the local context, the other heritage item 1745 is not considered significant and is proposed to be demolished.

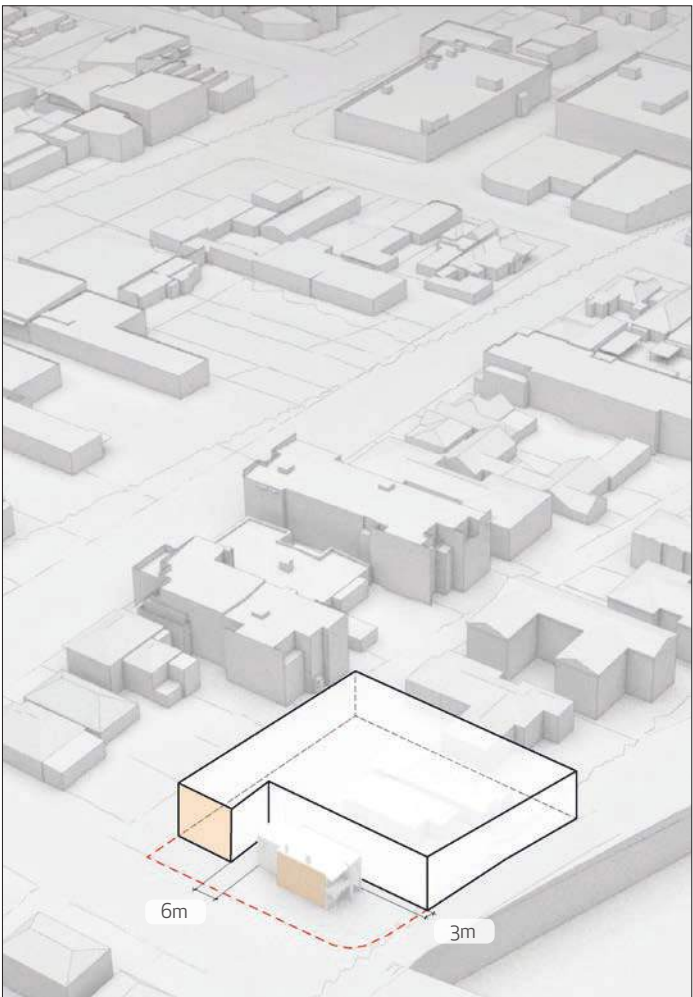
The future development can establish itself as a secondary anchor to the heritage item at the corner of the subject site. The heritage item 1744 will be retained and enhanced, maintaining the character of the surrounding context.



Key
Subject Site
Podium Height Plane

Podium

Using the height of the heritage house to define the podium height level before having a setback from the boundary.



Key
Subject Site
Heritage Alignment

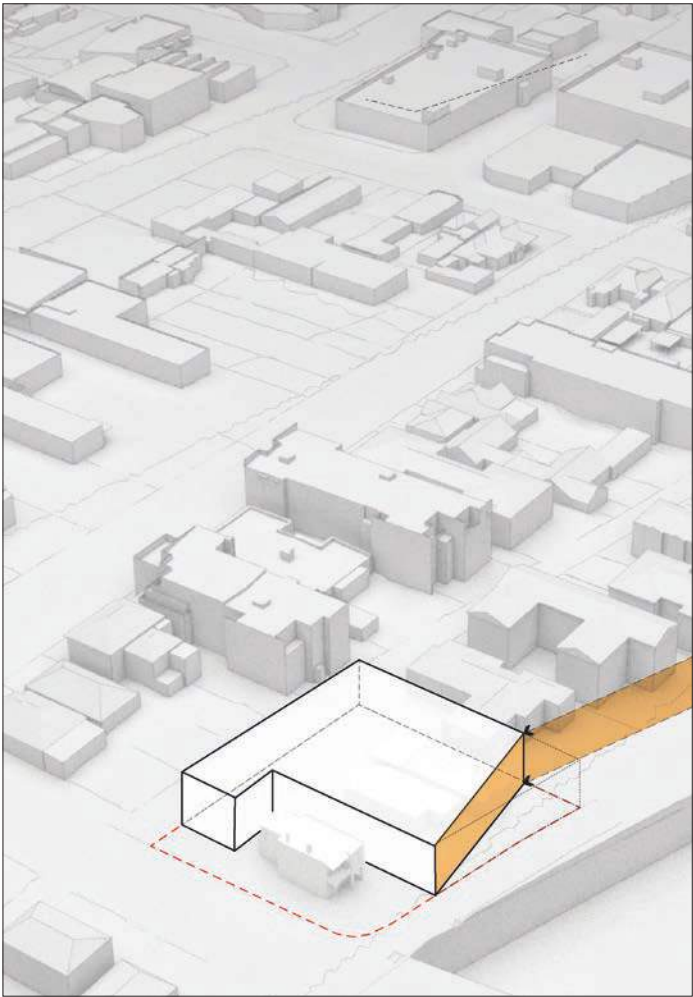
Heritage Curtilage

In order to balance the site without distracting from the heritage item, a **6 metre** rear setback and a **3 metre** side setback at ground level has been provided around the heritage item.

The southern edge of the podium is to align with the heritage building edge along Raymond Street.

Design Concepts

Design Parameters

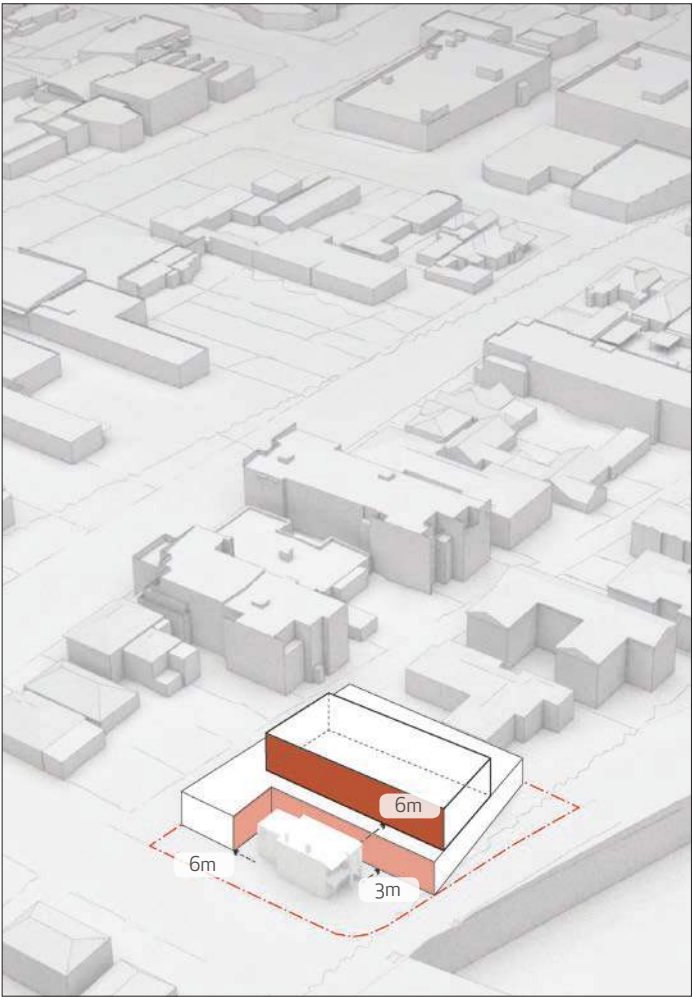


Key
Subject Site
Station Street Alignment

Consistent Street Wall

The existing buildings to the north of the subject site should define the street alignment at podium level, in order to ensure consistency in the streetscape and character of Station Street

The preferred option adopted a 2-storey street wall to support the development of the precinct and as a direct response to its strategic context. Furthermore, heritage assessment and advice indicated the view of the heritage item from the north was not a significant view (Please refer to Heritage report); consequently the podium was aligned to achieve a better built form and tower footprint, compromising the view of heritage item 1744 from the north.



Key
Subject Site
6m Heritage Articulation Zone above Podium Level
6m Ground Level Setback to Podium
3m Ground Level Setback to Podium

Articulation Zone

With the site and the heritage item, the building envelope must take into consideration an appropriate architectural response, as not to diminish or distract from the heritage buildings.

In response to the proportions of the heritage item the preferred option suggests a **2-storey** height articulation zone above the podium; and a **6 metre** setback from the northern edge of the heritage item, or a **3 metre** setback from the podium edge, as to minimise the visual impacts to the heritage item.



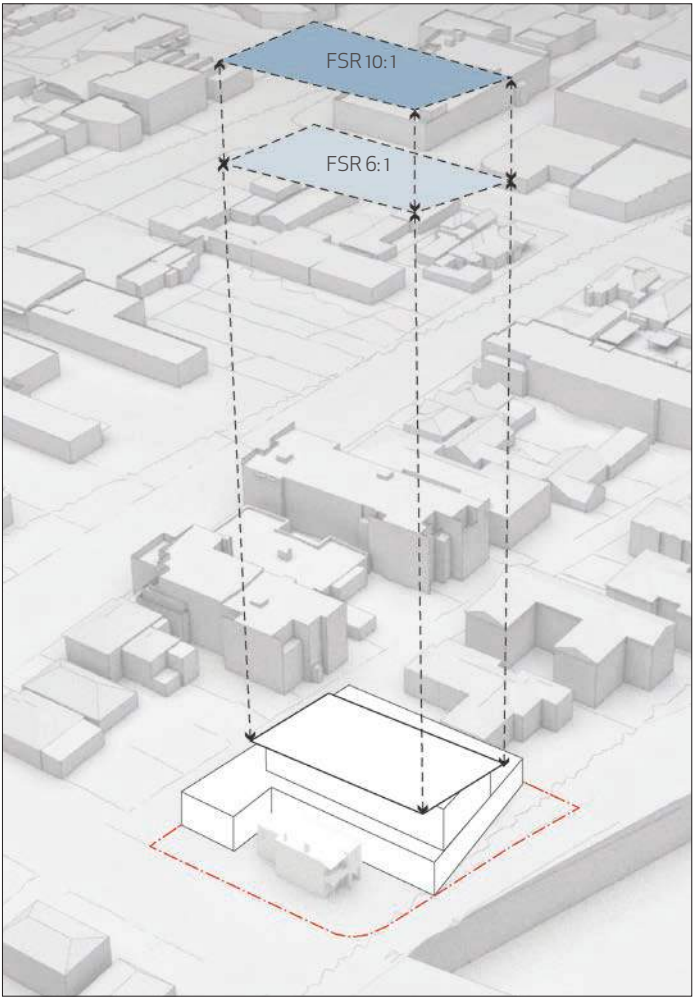
Key
Subject Site
Rear Setback
Side Setback
Front Setback

A Viable Tower Footprint

- The following setbacks were used in order to determine the tower footprint;
- + **12 metre** rear setback from the centreline of Raymond Lane;
 - + **12 metre** side setback from the northern edge of the site boundary;
 - + **0 metre** front setback from Station Street boundary

In order to maximise the residential floor plate within the tower form, the frontage along Station Street extrudes towards the site boundary.

The preferred option suggests a very slender and efficient tower footprint that minimizes any cantilevering impact along Station Street West and supports development of the precinct as a whole; particularly the immediately adjacent sites.



Key
Subject Site
LEP Height Plane based on FSR 6:1
LEP Height Plane based on FSR 10:1

Building Height

The Parramatta LEP has designated the site with a maximum height level of 12 metres. However, nominated in the planning strategy for Parramatta, the site also has the opportunity to utilise the FSR 6:1.

The site has the potential to receive an additional floor space bonus of 15% under the provisions for Design Excellence, therefore increasing the maximum height level.

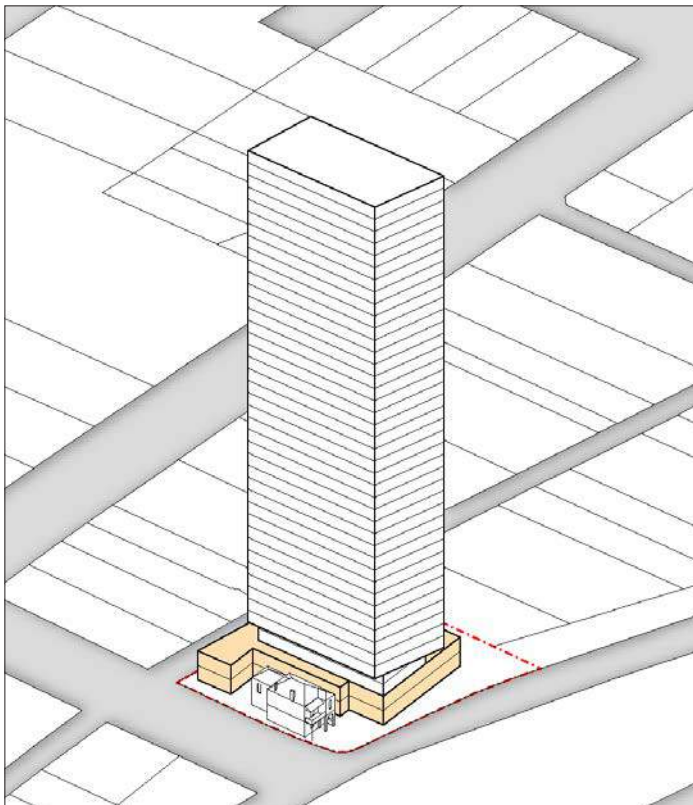
Design Concepts

Preferred Option

Development Summary

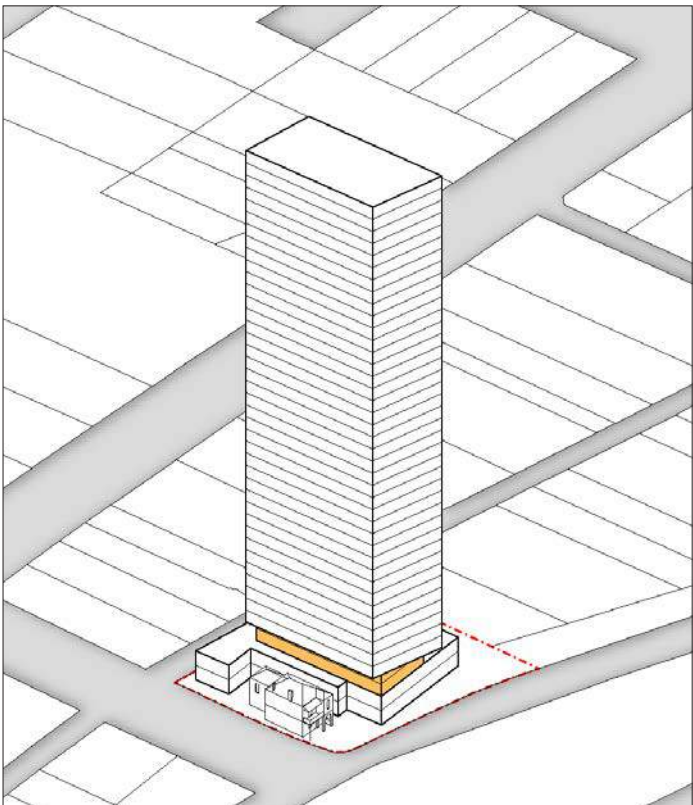
The preferred option is a balanced response to the current strategic and physical context of the site, the future potential development and consolidation of Harris Park Station Precinct and the economic feasibility of the development.

Below is a summary of the key aspects of the proposal.



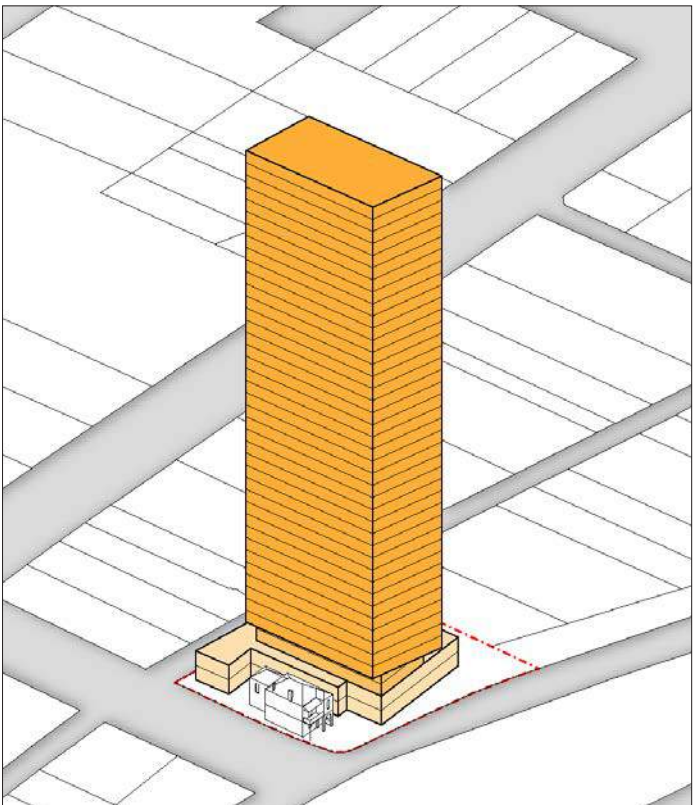
Commercial Podium

- + Approximate Floor plate: 1,140sqm
- + 2-storey podium
- + 0m setback to the northern boundary
- + 3m setback to the Raymond Lane
- + 3m-6m setback to the heritage item (1744) along Station Street West
- + 6m setback to the heritage Item (1744) along Raymond Street



Residential Tower (low)

- + Approximate Floor plate: 470sqm
- + 12m setback to northern boundary
- + 12m setback to centre of Raymond Lane
- + 0- 8.6m setback to Station Street West
- + 6m setback to heritage Item (1744)



Residential Tower (Typical)

- + Approximate Floor plate: 615sqm or 635sqm
- + 12m setback to northern boundary
- + 12m setback to centre of Raymond Lane
- + 0m setback to Station Street West
- + 3m setback to heritage Item (1744)

- Subject Site
- Commercial Podium
- Lower Residential
- Typical Residential Tower

Design Concepts

Area Schedule

The following table outlines the total calculations for the preferred design concept, based on the assumption listed below.

Assumptions

Heritage Building

The area shown for the heritage building on 1 Station Street West is indicative and estimated based on survey plan provided

Number of Dwellings

The mix of units is as per the Parramatta Development Control Plan 2011

- + 1 bed - 10%
- + 2 bed - 75%
- + 1 bed - 15%

Parking

The parking requirements have been estimated with the RMS guide to traffic generating development (as specified in the ADG)

- + 0.4 spaces per 1 bedroom unit
- + 0.7 spaces per 2 bedroom unit
- + 1.2 spaces per 3 bedroom unit
- + Plus 1 space per 7 units (visitor parking)

Gross Floor Area (GFA)

- + Building efficiencies have been calculated at 75% for residential and 85% for commercial
- + Residential Floor to Floor height 3.1m
- + Commercial Floor to Floor height 4.1m
- + Basement Floor to Floor height 2.9m

Apartment Design Guideline Compliance table

	Apartment Design Guidelines	One Station Street
Building Depth	12m- 18m	18m
Building Separation (Habitable to Habitable)	Up to 4 Levels (12m) Up to 8 Levels (18m) Over 9 Levels (24m)	24m 24m 24m
Deep Soil Zone	7% -15%	Approximately 30%
Vehicular Access	Provide to rear of site	Via rear lane
Solar Access**	70% of apartments receive minimum 2hrs	95% of apartment receive minimum 2hrs
Cross Ventilation**	60% of units receive cross-ventilation	80% of the units receive cross-ventilation

**Note: These calculation are based on the FSR 10: 1 option

Area Summary for 1 Station Street

	FSR 10 : 1	FSR 11.5 :1 Design Excellence (15%)
Heritage Building*	170 sqm	170 sqm
Ground Floor & L1 Commercial /Non Residential	1,940 sqm	1,940 sqm
Level 2 & 3 Residential Tower low	727 sqm	727 sqm
Level 4 + Residential Tower Typical	15,697 sqm	18,538 sqm
Estimated # of units*	184	216
Estimated # of car-spaces required*	192	221
Estimated # of storeys	37	43
Estimated # of Basement levels	6	7
Total Residential GFA	16,424 sqm	19,265 sqm
Total Commercial / Non Resi GFA	2,110 sqm	2,110 sqm
TOTAL GFA	18,534 sqm	21,375 sqm
*Please refer to assumptions		



5.0 INDICATIVE ARCHITECTURAL SCHEME

Indicative Architectural Scheme

Schematic Plans & Section



Commercial Podium Ground Level Floor Plan
ONE STATION PARRAMATTA

scale 1:100 0 1m 2m 4m

Indicative Architectural Scheme

Schematic Plans & Section



Indicative Architectural Scheme

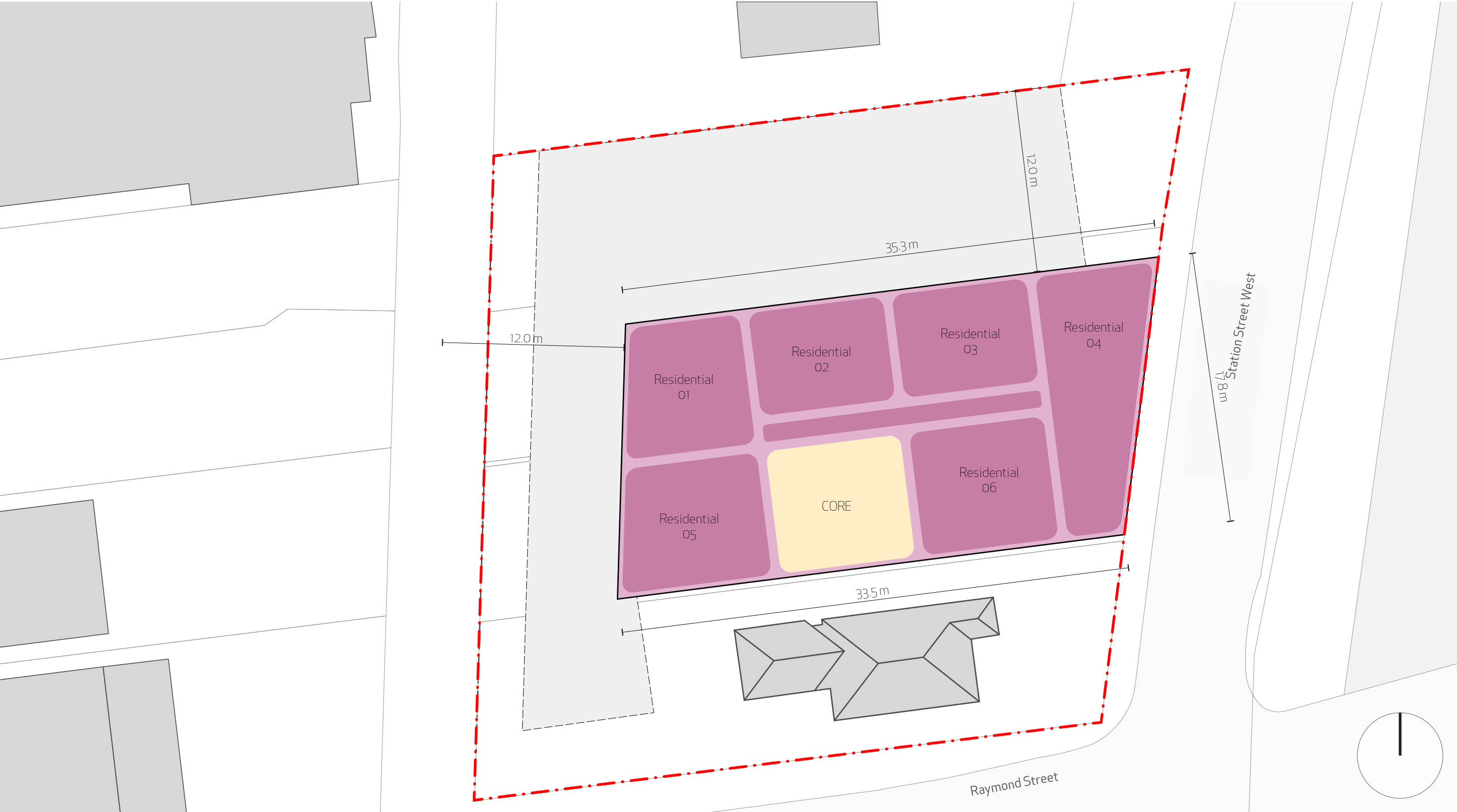
Schematic Plans & Section



Residential Upper Levels 2-3 Floor Plan
ONE STATION PARRAMATTA

Indicative Architectural Scheme

Schematic Plans & Section



Indicative Architectural Scheme

Schematic Plans & Section



Indicative Architectural Scheme

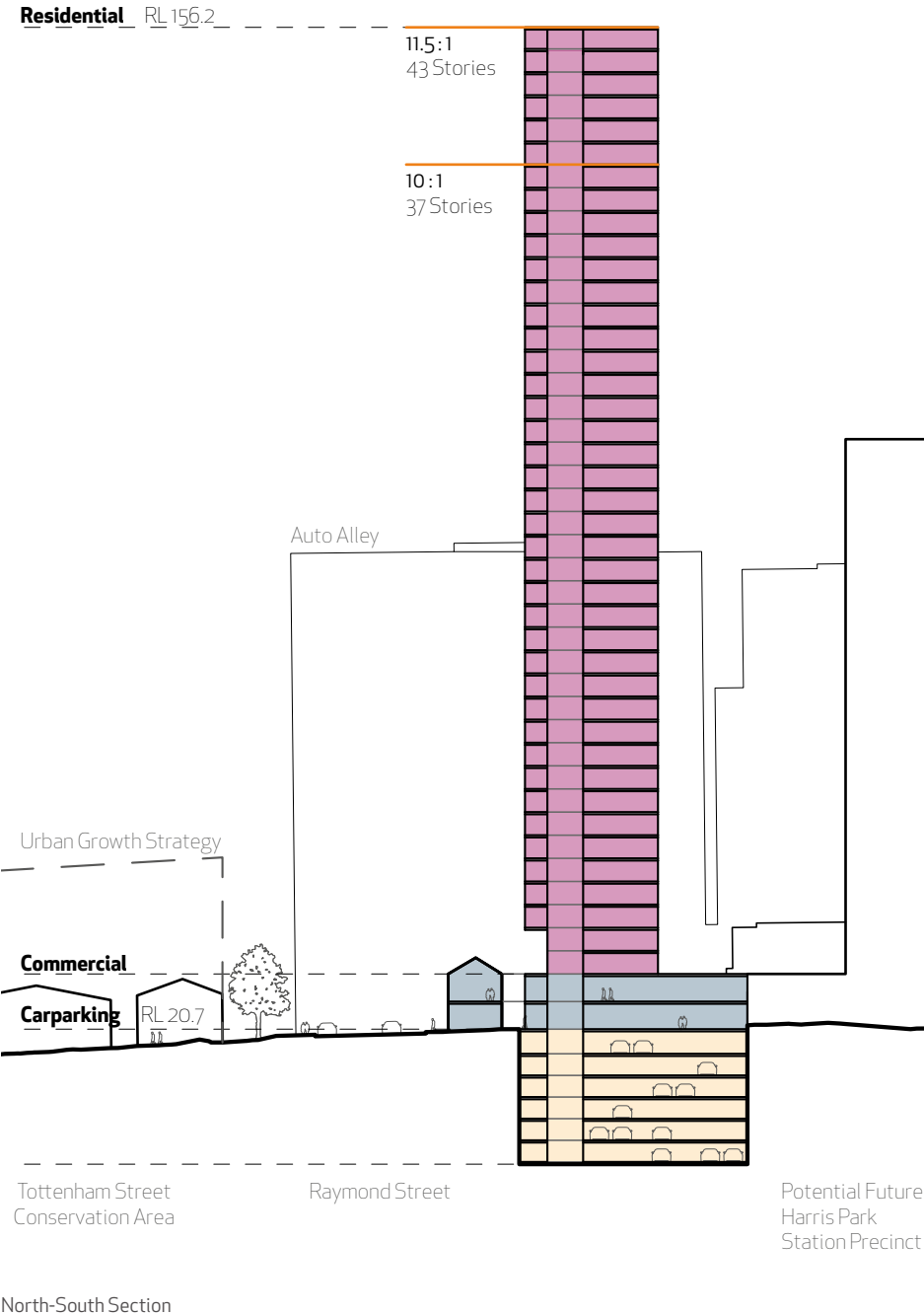
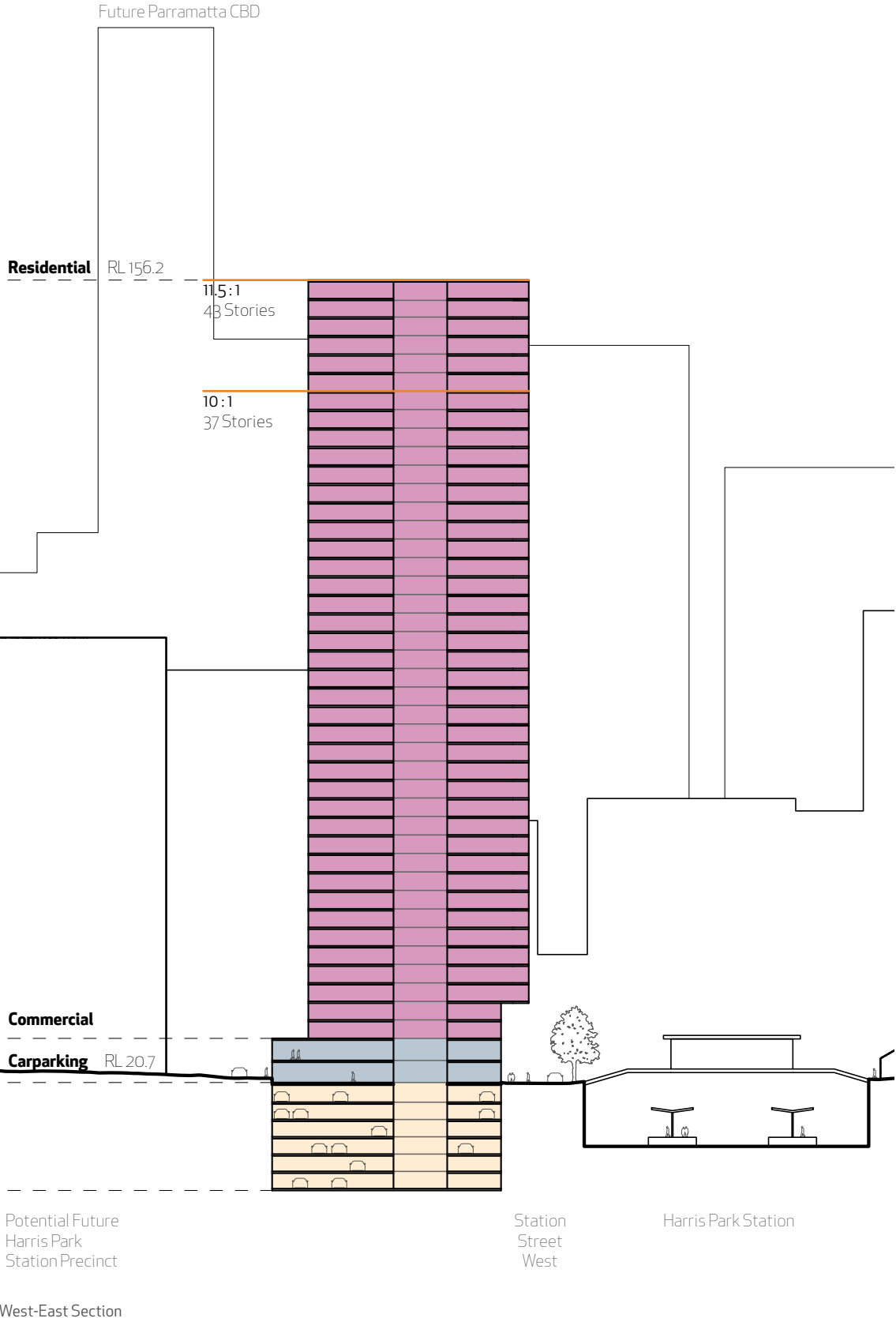
Schematic Plans & Section



Indicative Architectural Scheme

Schematic Plans & Section

- Key
- Residential Zone
 - Commercial Zone
 - Car-parking Zone



Indicative Architectural Scheme

Visual Analysis



01_Harris Park Station Exit



02_Cambridge Street Bridge



Indicative Architectural Scheme

Visual Analysis



03_Station Street East



04_Tottenham Street

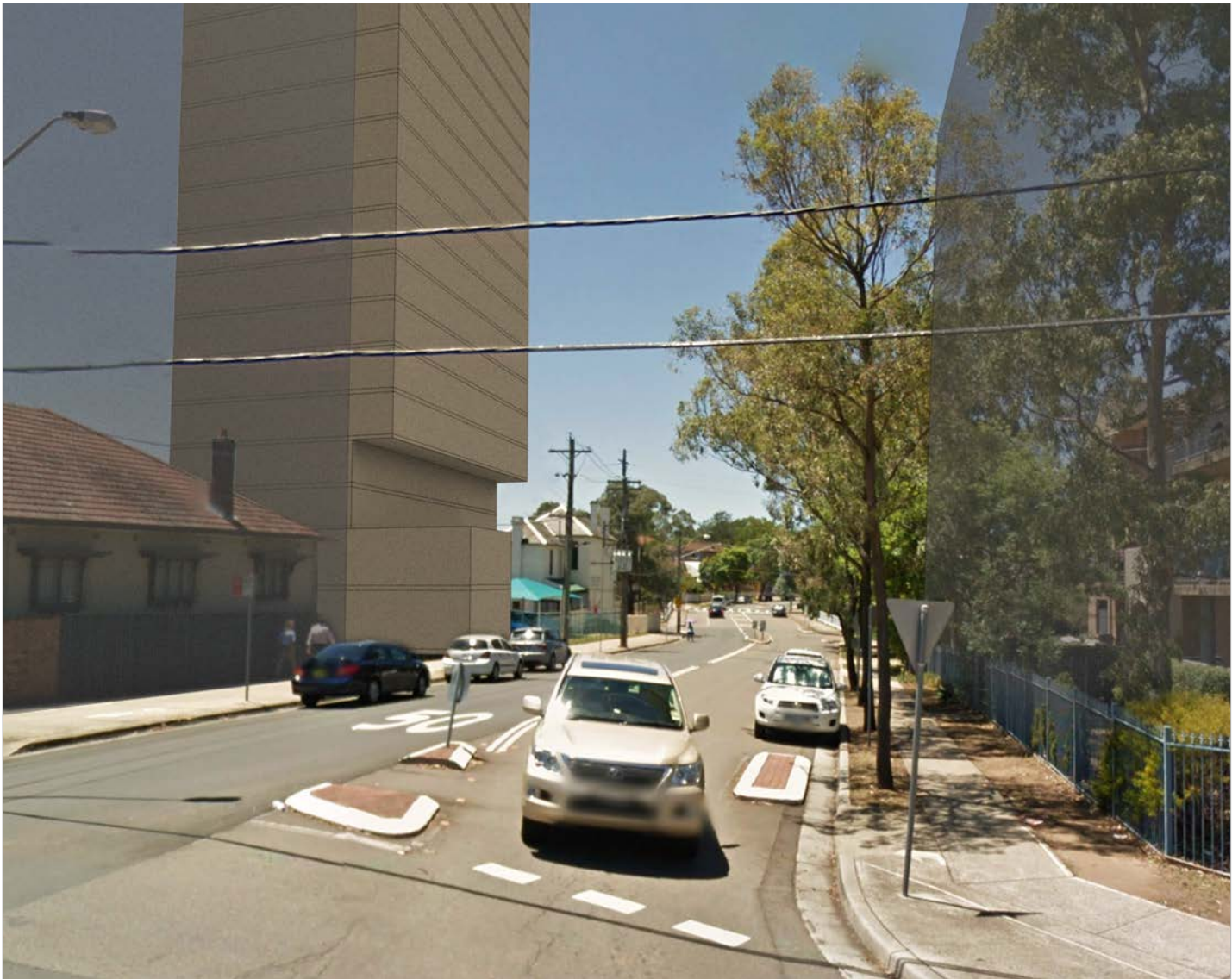


Indicative Architectural Scheme

Visual Analysis



05_Marion & High Street



06_Corner of Raymond & High Street



Indicative Architectural Scheme

Shadow Analysis

The shadow diagrams shown over the following pages illustrate the impact of the design concep, for both FSR options, on the surrounding context. Despite the reach of the shadows, due to their narrowness the impact passes quickly, allowing all surrounding properties to receive in excess of three hours of sunlight between 9am and 3pm in mid-winter (21 June).

The results from the solar analysis indicates that both design options have limited shadow impact on the surrounding areas, due to the fast moving shadows created by the tall slender tower design.

Indicative Architectural Scheme

Shadow Analysis



Winter Solstice_8am

8am

The reach of the shadow extends across Church Street, with some impact to commercial properties along Auto Alley, and low density residential development beyond. These impacts are limited to this hour only and no further shadow impact from the proposed development affects these sites.



Winter Solstice_9am

9am

The existing low and medium density residential development along the southern side of Raymond Street are impacted. The impact is limited to a small number of properties that fall within the long shadow.



Winter Solstice_10am

10am

Shadow impacts to the residential properties along Raymond Street shifts north to include the low-density properties at the corner of the Raymond Street and rear Raymond Lane between High Street and Tottenham Street. Those properties along Church Street are no longer impacted.

Key

FSR

6:1 +15% DE
21 storeys

FSR

10:1 +15% DE
37 storeys

Indicative Architectural Scheme

Solar Analysis



Winter Solstice_11am

11am

The reach of the shadow impact is reduced to the rear of several properties fronting Tottenham Street.



Winter Solstice_12pm

12pm

At midday the shadow impact is limited to eight single detached houses fronting Tottenham Street.



Winter Solstice_1pm

1pm

The shadows from the tower extend across the railway corridor, and have limited impact on the rear yards of the medium density development properties fronting Wigram Street.

Key

FSR

6:1 +15% DE
21 storeys

FSR

10:1 +15% DE
37 storeys

Indicative Architectural Scheme

Shadow Analysis



Winter Solstice_2pm

2pm

The eastern shadow now extends towards medium density properties at the intersection of Wigram Street and Raymond Street. Those properties along Tottenham Street are no longer impacted.



Winter Solstice_3pm

3pm

The shadow impact shifts further to the east of the site, encompassing the residential properties fronting the southern end of Wigram Street. These impacts are limited and did not receive any previous further shadow impact from the proposed development earlier in the day.

Key

FSR

6:1 +15% DE
21 storeys

FSR

10:1 +15% DE
37 storeys



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