

# PLANNING PROPOSAL

## AMENDMENT TO STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012 VOLUME 2

42-46 Parramatta Road, Homebush

PREPARED FOR  
AJ BUSH AND SONS PTY LTD

**B | B | C**  
CONSULTING PLANNERS

## **Appendix 1, Volume 2**

**42-46 Parramatta Road, Homebush Urban Design Evaluation prepared by e8urban**

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# 42 - 46 PARRAMATTA ROAD HOMEBUSH URBAN DESIGN EVALUATION

Final Report - June 2018



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# **1.0 INTRODUCTION**

# Introduction and Study Purpose

**e8urban** have been commissioned by A. J. Bush and Sons to prepare an urban design study to support a Planning Proposal for the redevelopment of land located at 42 - 46 Parramatta Road (the Site).

The locality is part of the Parramatta Road Urban Transformation (PRUT) area, that has been subject to studies by State Government that have recommended significant urban renewal of accessible areas.

The Site has an existing approved Development Application (DA) for a nine storey development, however a new concept has been developed and is the basis for the Planning Proposal.

The new concept (the Proposal) has been developed by Integrated Design Group, and this has been the basis for the urban design investigations undertaken, and presented in this document.

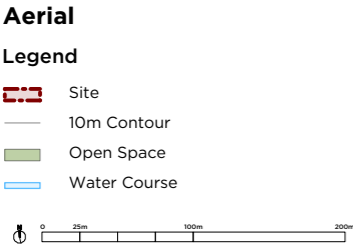
This report provides an overview of the local context and relevant planning controls. It presents the Proposal in the current urban context and also the potential future context that assumes that the immediate context is redeveloped in line with the strategic planning objectives for the locality.

## THE SITE

DP NUMBER	AREA
DP 518578 2	2251.5 sqm

The Site is located in the Strathfield Local Government Area (LGA) in the center of Metropolitan Sydney. It is located between the M4 and Parramatta Road corridors to the north and the Sydney Trains T2 Inner West & Leppington line to the south.

The Site is an “L-shaped’ lot with frontages to Parramatta Road to the north and Station Street to the east. To the western boundary is a seven storey strata apartment building and to the south a single level detached dwellings.



Prominent local features include:

- Homebush Station
- The elevated M4 Western Motorway to the north with a new access ramp onto Parramatta Road nearing completion
- The Powells Creek corridor - which is generally canalised - and associated Allen Street Reserve
- The Bakehouse Quarter (Former Arnotts Factory), a thriving employment and dinging precinct

THE PROPOSAL

The Proposal consists of a mixed use development consisting of the following:

Land Use/Accommodation	Parking rates proposed
15 x one-bed	1 bed - 0.5 spaces
69 x two-bed	2 bed - 0.9 spaces
27 x three-bed	3 bed - 1.2 spaces
457.96m² commercial	Visitor - 1 per 5 units
134 parking spaces	Commercial - 1 per 100m²

The proposal achieves an FSR of 4.9:1.

STUDY PURPOSE

The purpose of the study is to establish the compatibility of the Proposal with the existing and future character of the locality.

Key considerations in areas that are undergoing major urban renewal are:

- Access to amenity for existing and new residents and worker
- The ability of a site to redevelop in a way that does not impede the future potential of surrounding sites
- The compatibility of resultant built for with the existing and future character of the surrounding urban context

PROJECT METHODOLOGY

This urban design study has considered the following:

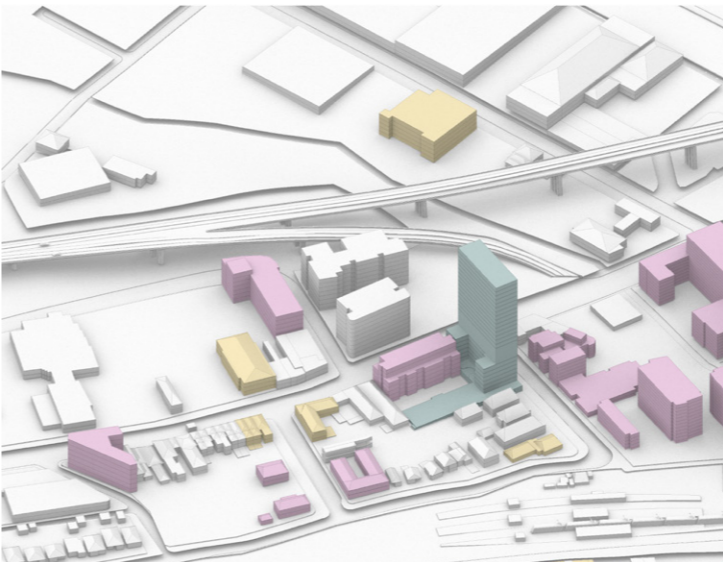
- The strategic planning context
- The local planning controls
- The potential future planning controls as identified in the PRUT
- The specific site conditions and local context
- Potential impacts of the new development

The qualitative and quantitative finding are presented in the context of the existing condition and a future condition where the surrounding sites are developed to their full potential according to the proposed PRUT density limits.

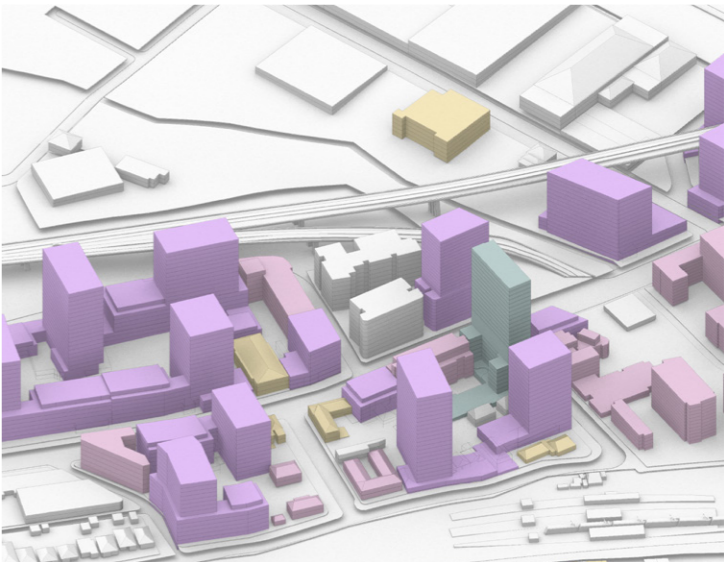
The adjacent 3D diagram so the three different situations discussed in this study.



The existing situation



The existing situation with the Proposal



The existing situation with the Proposal and future potential development

Legend

Planning Proposal

Surrounding Heritage

PROJECT VISION

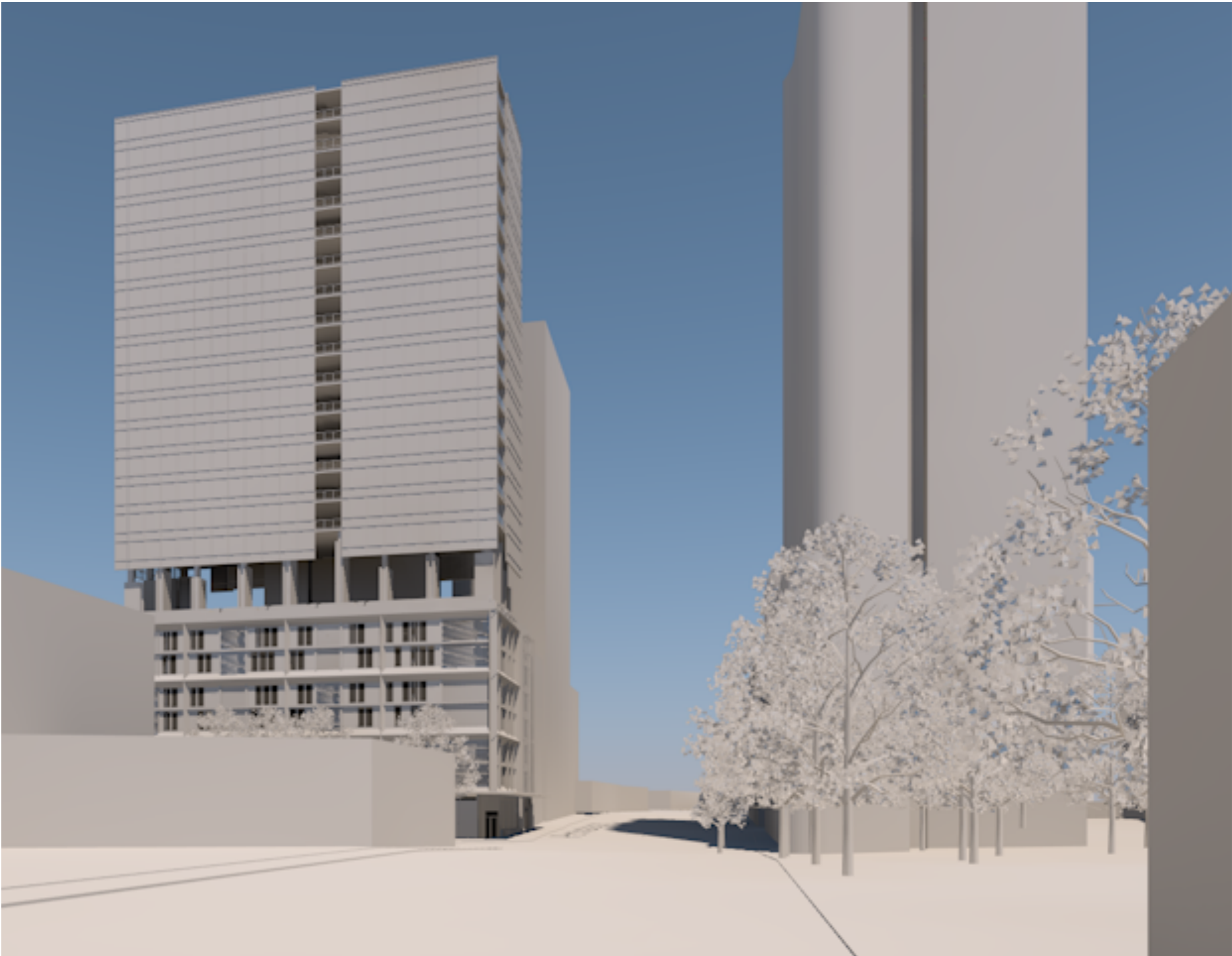
This planning proposal submission is for a multi-use residential and commercial building at 42-46 Parramatta Road, Homebush. The proposed building envelope is a podium and single slim tower on an east-west block with a 7 storey podium and a 15 storey tower separated by a 3 storey open space. The proposed development will include two levels of basement car parking, ground level commercial tenancies, podium and tower apartments as well as communal outdoor landscaped spaces

As you travel west along Parramatta Road, this building rises above the surrounding neighbours to mark the entry to the Homebush Precinct, being visible from both the M4 motorway and the railway corridor.

The building’s mass is divided into three main components - the commercial ground floor, the solid podium level, and the elegant residential tower above with the podium and tower being separated by a multi-level open communal space with planting and BBQ areas. This location up in the middle of the tower provides the communal space with good access to natural sunlight and ventilation and city views, whilst also providing a safe secure area for residents private from neighbours and the public.

The ground level is a transparent commercial zone open to the public and activating the streetscape. The middle podium is the beginning of a new urban street wall along Parramatta Road in Homebush. The high quality masonry facade echoes the industrial past of the area, whilst providing a high quality residential apartments that are close enough to interact with the vibrancy and energy of the future Parramatta Road corridor. The tower extends beyond the street wall with a clear separation through material and a change in glazing and floats elegantly above the street wall as a marker to the beginning of the Homebush precinct.

Through careful design consideration the proposed design enhances the building’s position in the local area. Providing a landmark presence at the entry to the new Homebush Urban Activation Precinct the proposal has an elegance in its form, incorporates open spaces on roof levels to promote healthy green spaces that are safe to use and provide a softening of the new urban landscape; and ultimately promotes engagement of the local community in the design of its communal spaces, and street frontages.



View of proposal from the east along Parramatta Road

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## **2.0 STRATEGIC REVIEW**

# Metropolitan Context - Metropolitan Strategy

Released in December 2014, the Greater Sydney Region Plan, A Plan for Growing Sydney, is a long-term guide on land use planning.

A Plan for Growing Sydney sets out the following goals for Global Sydney:

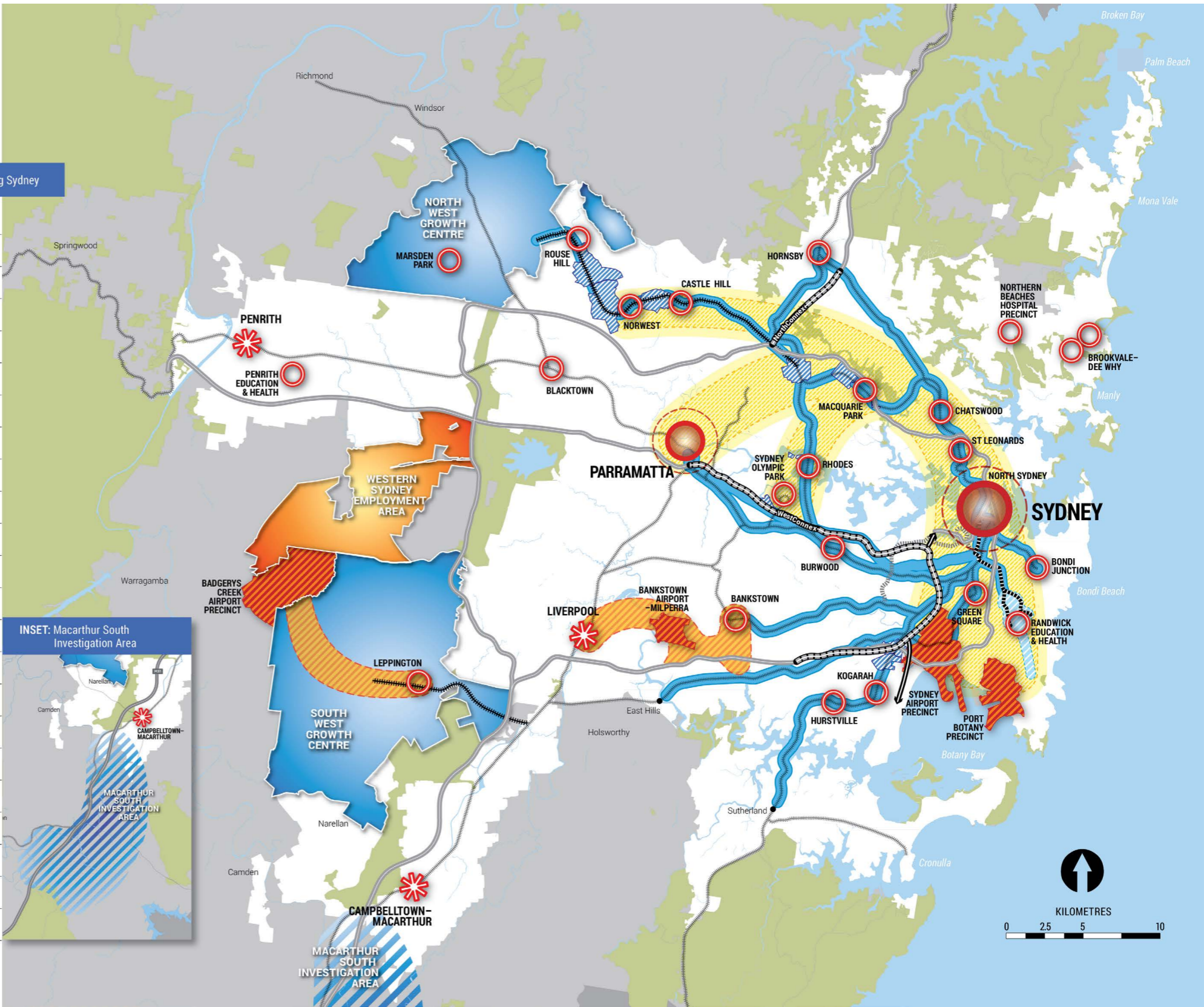
- A competitive economy with world-class services and transport
- A city of housing choice, with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The Draft Metropolitan Plan for Sydney 2031 identified Sydney Olympic Park as a Specialised Economic Precinct for employment, high density housing, sports and entertainment. It is also identified as part of the Parramatta Road Corridor with a priority to facilitate delivery of Urban Activation Precincts at Carter Street, Homebush and Wentworth Point as part of the wider regeneration of Sydney Olympic Park.

The infrastructure legacy of the Olympic Games ensures there is major road and rail access within the rapidly developing corridor between Parramatta and Strathfield/ Burwood – which is becoming a focus of high density housing.

FIGURE 2: A Plan for Growing Sydney

	CBD
	Regional City Centre
	Strategic Centre
	Growth Centre – future urban development
	Urban Investigation Area – potential growth centre
	Priority Precinct – major urban renewal
	Urban Renewal Corridor
	Local renewal opportunities yet to be identified
	Western Sydney Employment Area
	Global Economic Corridor
	Transport Gateway – airports and ports
	Enterprise Corridor – attracting new economic activity
	Metropolitan Urban Area
	Metropolitan Rural Area
	Parks & Reserves
	Waterway
	Rail Network – existing network
	Rail Network Extension – under construction
	Inner West Light Rail – existing
	CBD & South East Light Rail – under construction
	Motorway – existing network
	Motorway Expansion – proposed
	Proposed Motorway Extension



# Towards our Greater Sydney 2056

## THE ROLE OF THE GREATER SYDNEY COMMISSION

The Greater Sydney Commission (GSC) Our was established to coordinate and align the planning that will shape the future of Greater Sydney.

Key outputs from the GSC are ‘Towards our Greater Sydney 2056, and overarching strategic document that frames Sydney’s growth and evolution for the next 40 years and a series of 20 year District Level Plans.

The District Plans are a fundamental way to manage Sydney’s smart growth. They are the link between the State Government’s Greater Sydney Region Plan – A Plan for Growing Sydney – and councils’ Local Environmental Plans.

Towards our Greater Sydney 2056 conceptualises Sydney as a metropolis of three cities - Eastern, Central and Western - acts as a central organising planning strategy in the planning for Greater Sydney as an eight million-strong metropolis by 2056. It will guide future decision-making and the priorities of government and industry to move to a more productive, sustainable and equitable city.

The Site is locate within the Central City, to the immediate south of a 4,000 hectare area known as GPOP - Greater Parramatta and the Olympic Peninsula.

### The Eastern City

The established Eastern City is the currently established Sydney City and economic corridors to its north through to Macquarie Park and south through Sydney Airport and Port Botany to Kogarah.

Features of the Eastern City

- It is an economic engine – especially in the financial, business and professional services and innovation start-up sectors
- Has the globally recognisable harbour, sought-after suburbs and a large proportion of knowledge-intensive jobs.
- Has a number of larger urban renewal opportunities including government-owned land near Sydney City
- The established city contains significant heritage precincts such as The Rocks, Millers Point, Macquarie Street and the Royal Botanic Gardens and the Domain.
- The Harbour foreshores include significant evidence of Aboriginal occupation and interaction with the landscape.

### The Central City

Of the three cities, the developing Central City with GPOP at its heart is anticipated to experience the most significant urban transformation over the next 10 to 15 years.

Features and objectives for the Central City

- Aboriginal occupation of this area dates back 30,000 years.
- Historically, Parramatta is an early colonial settlement

and significant heritage is a key aspect of its identity. Its central metropolitan location will be one of its greatest advantages.

- By 2036, it will be one of Greater Sydney’s administrative and business centre
- Westmead health and education precinct will continue to grow and lead best practice in medical and education-related industries.
- It will be an important area for advanced manufacturing and innovation-driven enterprises.
- It will offer more opportunities for 21st Century smart jobs, will build its own global brand and, with planned transport investments, will be an easier place to get to and move around in.
- It is critical that the Central City has strong transport connections and transport capacity to the established Eastern City and the emerging Western City.

### The Western City

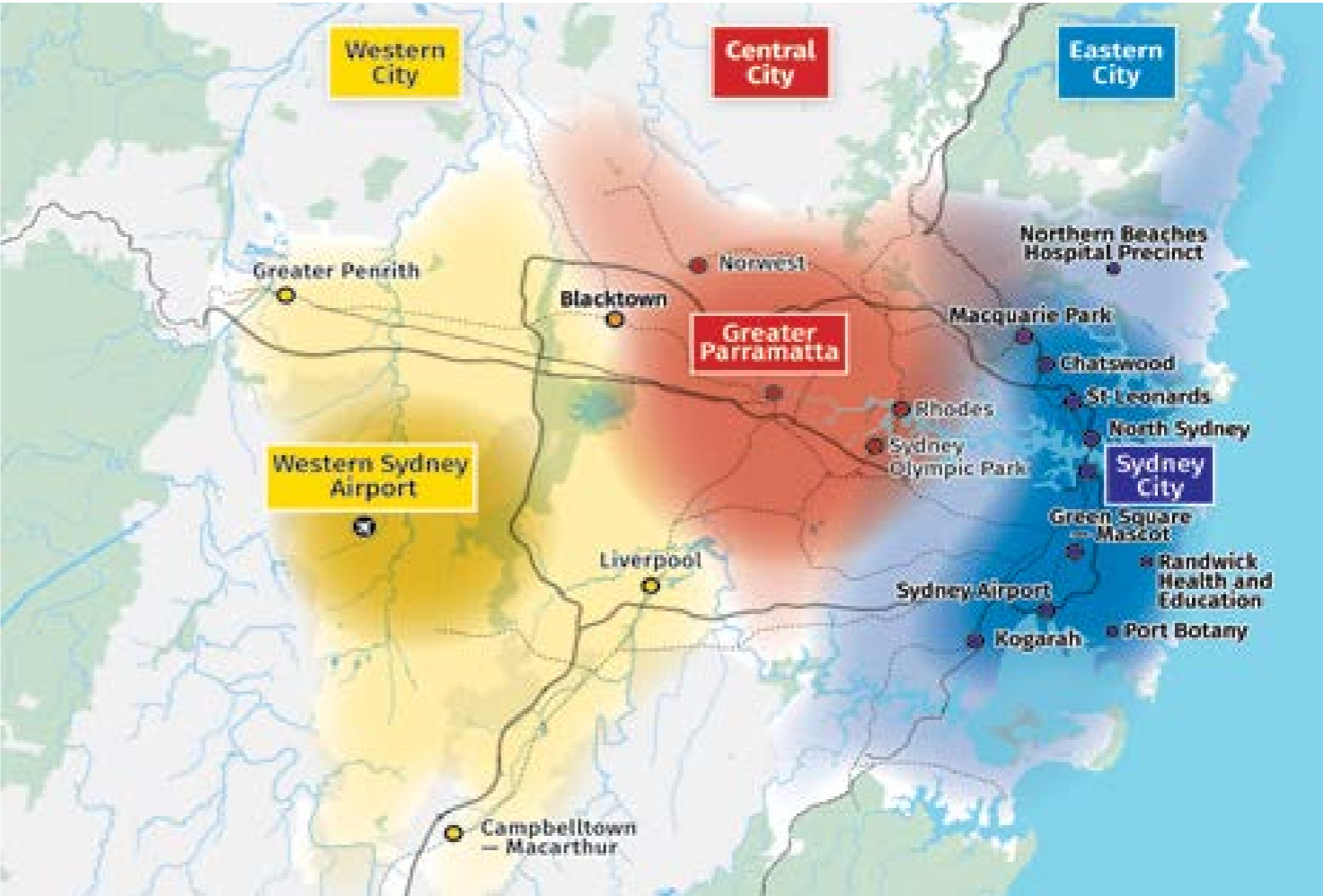
By 2056, the Western Sydney Airport will be the focus of the emerging Western City. For the first time in over 100 years, this major catalyst will provide the opportunity to change the shape and structure of an extensive area of Greater Sydney.

The emerging Western City will also offer the strategic advantage of creating a greater diversity of jobs and greater social opportunities for the thousands of citizens in the centres of Penrith, Blacktown, Liverpool and Campbelltown-Macarthur.

The economic growth generated by the Western Sydney Airport will offer the opportunity to furnish the emerging Western City with affordable and diverse housing, transport and social infrastructure and jobs needed to create a place people will want to call home.

This new central organising strategy of Greater Sydney as a metropolis of three cities has led to a reconsideration of the approach to centres in A Plan for Growing Sydney. A new hierarchy of centres is proposed, which defines three types of centres: strategic, district and local.

## Plan of Greater Sydney’s Three Cities



# Sydney Green Grid Network

In acknowledging that green space is a key hallmark of liveability, the Government Architect of NSW has proposed a network of high-quality green space that connects town centres, public transport hubs, and major residential areas.

Known as the Sydney Green Grid, it is an integral part of the Greater Sydney Region and District Plans. Underpinning Greener Places, the draft green infrastructure policy, the Green Grid promotes sustainable development while maximising quality of life and wellbeing.

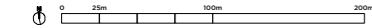
The Powells Creek Corridor to the east of the Site has been identified in the Green Grid Strategy as a potential future project. As a linear green space it provides an opportunity to link to the significant regional open spaces with The Sydney Olympic Park and the Parramatta River to the north.



## Sydneys Green Grid

### Legend

- Site
- Pocket Park < 0.4 Ha
- Local Park < 2 Ha
- District Park < 20 Ha
- Metro Park < 60 Ha
- Sydney Green Grid Connections
- Hydrology
- General Cultural Area
- Existing Rail Line



# Major Infrastructure Proposals

The following Government led infrastructure proposals around the Site will future improve access to jobs, services and amenity.

## PUBLIC TRANSPORT

### Parramatta Light Rail

Parramatta Light Rail is one of the NSW Government’s latest major infrastructure projects being delivered to serve a growing Sydney.

Stage 1 will connect Westmead to Carlingford via Parramatta CBD and Camellia with a two-way track spanning 12 kilometres. This will be the first stage of the Parramatta Light Rail project and is expected to open in 2023.

Light rail will create new communities, connect great places and help both locals and visitors move around and explore what the region has to offer. The route will link Parramatta’s CBD and Train Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the new Powerhouse Museum and Riverside Theatres Cultural Hub, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three Western Sydney University campuses.

Planning work for Stage 2 is being developed in collaboration with Sydney Metro West which could potentially serve the Sydney Olympic Park and Carter Street.

An extension from Carlingford to Epping is also being investigated.

### Sydney Metro West

Sydney Metro West is an underground metro railway that will link the Parramatta and Sydney CBDs, and communities in between.

The final number of potential stations will be identified following community and industry consultation. Four key precincts to be serviced have initially been identified at:

- Parramatta, where the number of jobs is expected to double over the next 20 years to 100,000
- Sydney Olympic Park, where 34,000 jobs and more than 23,000 residents will be located by 2030
- The Bays Precinct, Sydney’s new innovation hub where 95 hectares of land is being regenerated
- The Sydney CBD, allowing easy access to the existing public transport network and Stages 1 and 2 of Sydney Metro, which is currently under construction.

## ROADS

### WestConnex

WestConnex is a 33-kilometre (21 mi) predominately underground motorway currently under construction

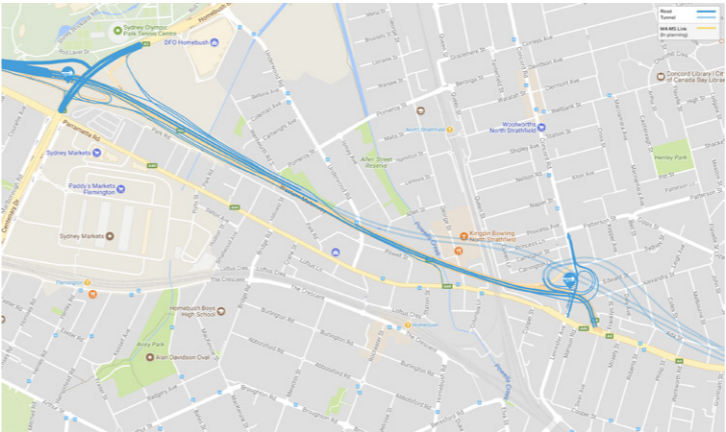
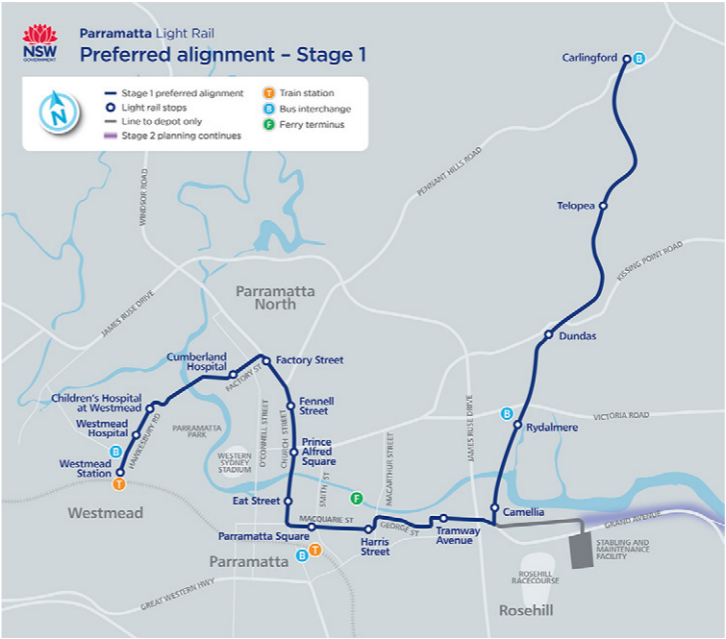
in Sydney, New South Wales, Australia. The motorway, a joint project of the New South Wales and Australian governments, encompasses widening and extension of the M4 Western Motorway (M4), a new section for the M5 South Western Motorway (M5), and a new inner western bypass of the Sydney CBD connecting the M4 and M5. Together, these projects will create around 16 kilometres (9.9 mi) of new tunnels. In addition, 7.5 kilometres (4.7 mi) of the existing M4 will be widened and converted to a private tollway. To help fund the project, the publicly-owned M5 East Motorway (M5 East) will be converted to a private tollway, while the toll on the existing M5 will be extended for a further 34 years.[1]

The initial M4 widening and King Georges Road Interchange Upgrades began construction in 2015 and were completed in 2017; the M4 East and New M5 tunnel stages started work in mid-2016 and are due for completion in 2019 and 2020 respectively; and the final stages, the M4–M5 link, the Iron Cove Link and the Sydney Gateway are expected to be constructed between 2019 and 2023.[2]

Stage 1: M4 Widening, King Georges Road Interchange and M4 East[edit]

The M4 Western Motorway outside of Parramatta. This section has been widened as part of the WestConnex scheme.

This stage would include widening of the present M4 from two or three to four lanes in each direction between Parramatta and Homebush Bay Drive; upgrading the existing M5 interchange at King Georges Road; and new, twin three-lane motorway tunnels between Homebush and Haberfield. The latter project, being delivered by a Leighton Samsung John Holland joint venture, will connect the M4 to the CBD via the City West Link Road, Anzac Bridge and Western Distributor. The entirety of stage 1 is expected to open to traffic in 2019 and is also linked to an urban renewal program for the Parramatta Road corridor, being managed by UrbanGrowth NSW.



# Parramatta Road Urban Transformation Strategy

## THE PARRAMATTA ROAD CORRIDOR

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

## THE PARRAMATTA ROAD URBAN TRANSFORMATION PROGRAM?

The Parramatta Road Urban Transformation (PRUT) Program is the NSW Government's program to transform the Corridor over the next 30 years, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

## THE PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy was released in November 2016. The key control diagram that relate to the Site are presented in the following pages.

The Parramatta Road Corridor Urban Transformation Strategy (the Strategy) provides the long term vision and framework to support coordinated employment and housing growth in the Parramatta Road Corridor (the Corridor).

A Plan for Growing Sydney identifies the Parramatta Road Corridor as a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity. These Guidelines have been developed to inform land use change and promote design quality throughout the Corridor as envisaged by the Strategy.

The purpose of the Parramatta Road Corridor Planning and Design Guidelines (the Guidelines) is to:

- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor
- ensure high levels of amenity are achieved across the Corridor
- protect heritage items, heritage conservation areas and other highly valued
- characteristics across the Corridor
- encourage public transport use, walking and cycling
- integrate best practice sustainable urban transformation

## HOMEBUSH PRECINCT

### Vision

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.

### Living and Working 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.

### Delivering the Vision

The vision can be realised by:

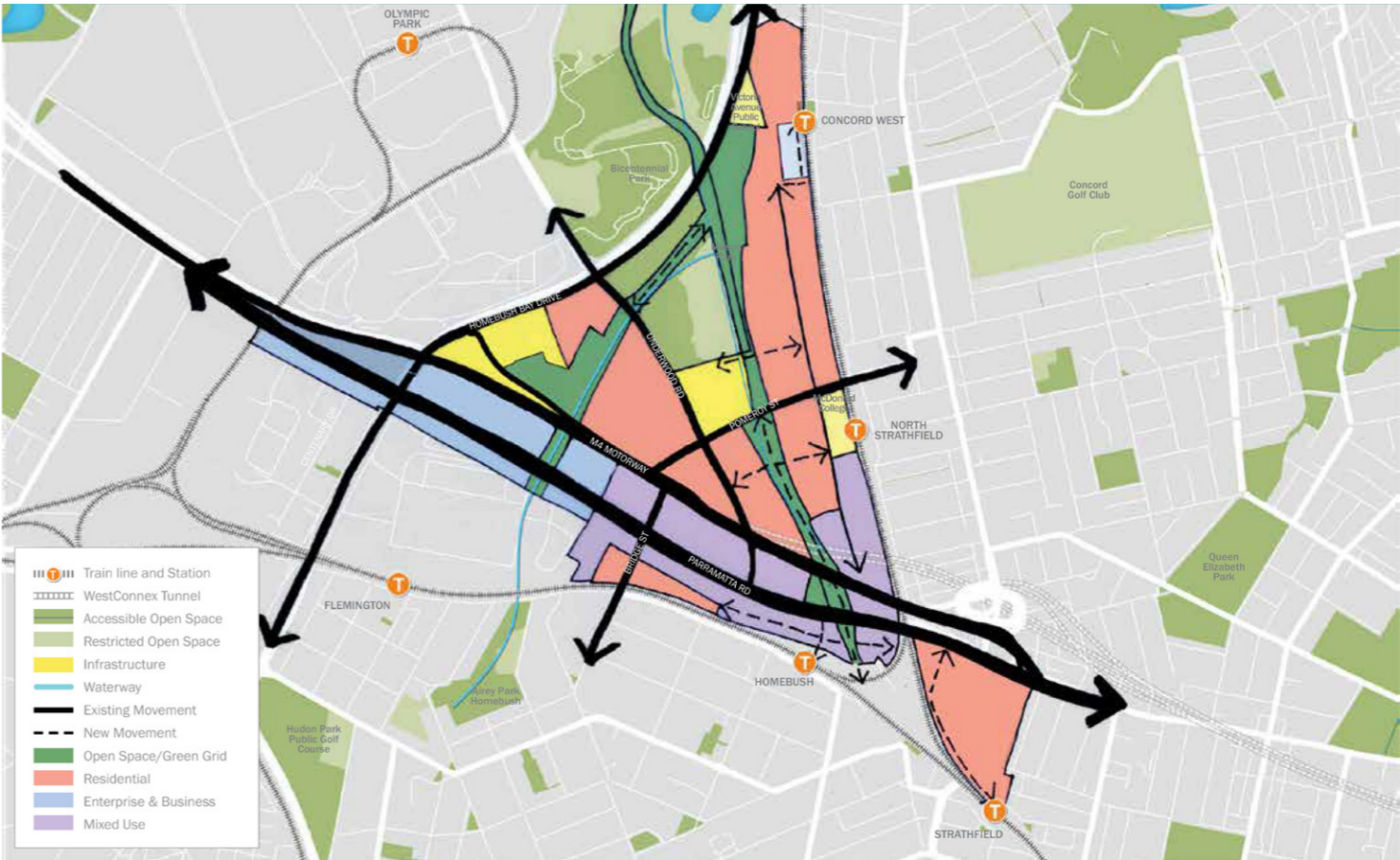
- building on the vibrancy and character of the Bakehouse Quarter
- delivering a high quality open space network and improving the areas around the train stations
- planting trees and improving the environment along Parramatta Road
- ensuring the viability of shops and commercial uses along Parramatta Road
- addressing on-street parking along Parramatta Road
- minimising traffic congestion along Parramatta Road, including north-south connections
- boosting service frequency at Flemington, Homebush, Concord West and North Strathfield Stations
- addressing barriers such as the M4 Motorway and Concord Road
- managing flooding, noise and contamination constraints.

### Relevance to the Site

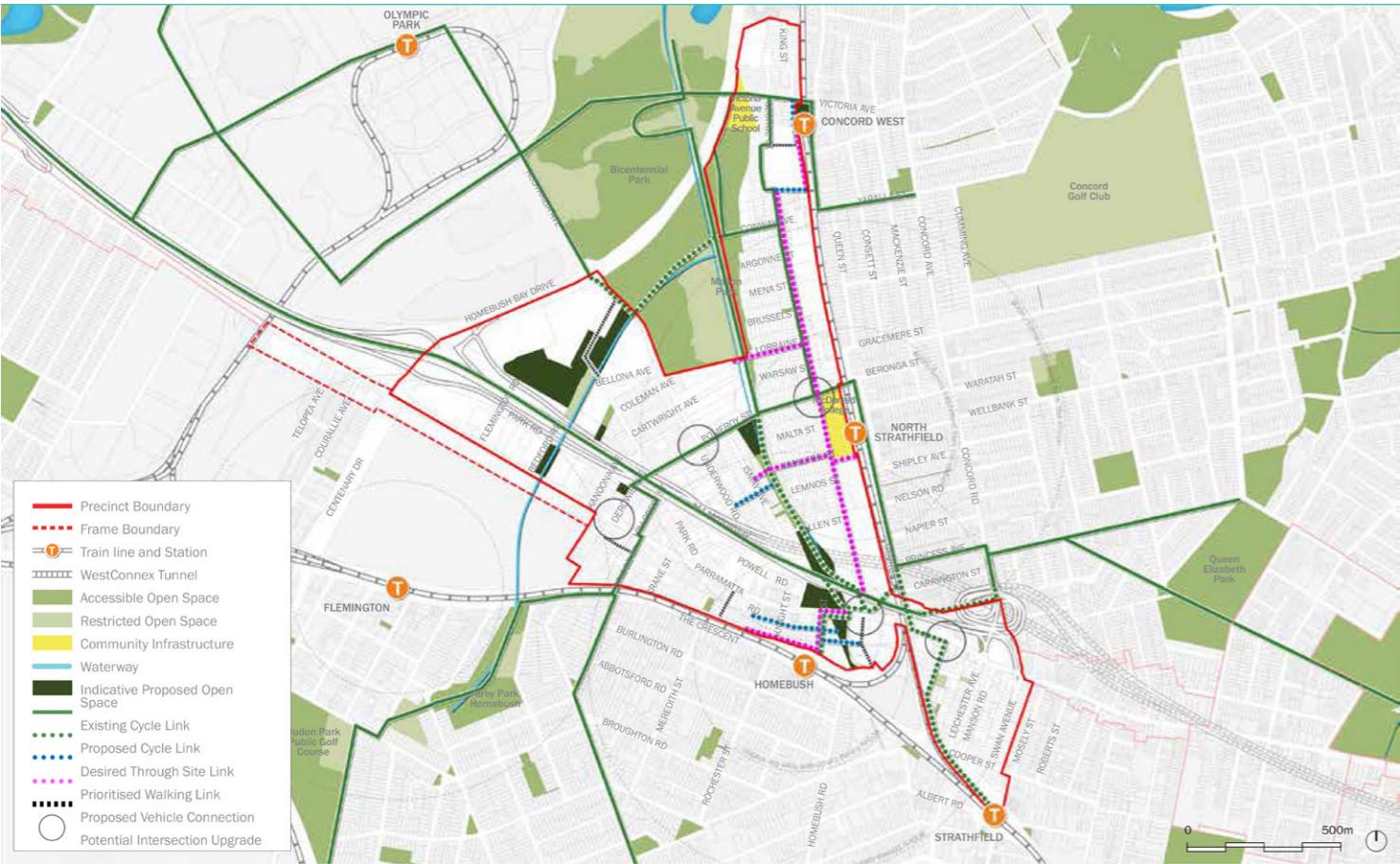
The Land Use and density planning controls within the PRUT Strategy for the site are highlighted later in this section.

The PRUT Strategy also requires an active frontage along the edge of the Site.

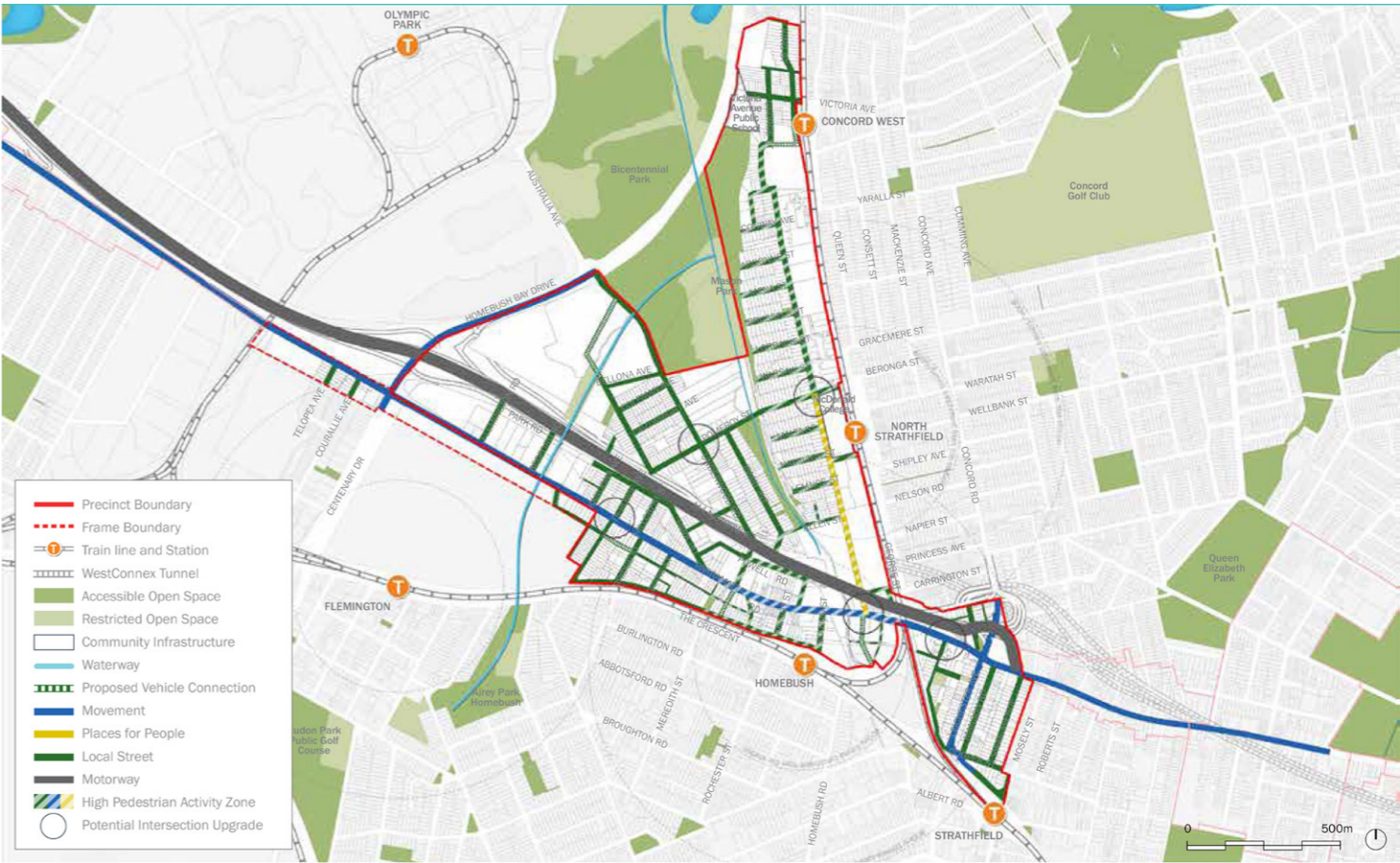
In general the Site can be redeveloped in a way that is compatible with the PRUT Strategy, although some of the broader precinct controls such as the six metre setback along Parramatta Road would benefit from more detailed mater planning.



Homebush Structure Plan (Parramatta Road Corridor Urban Transformation Planning And Design Guidelines November 2016)



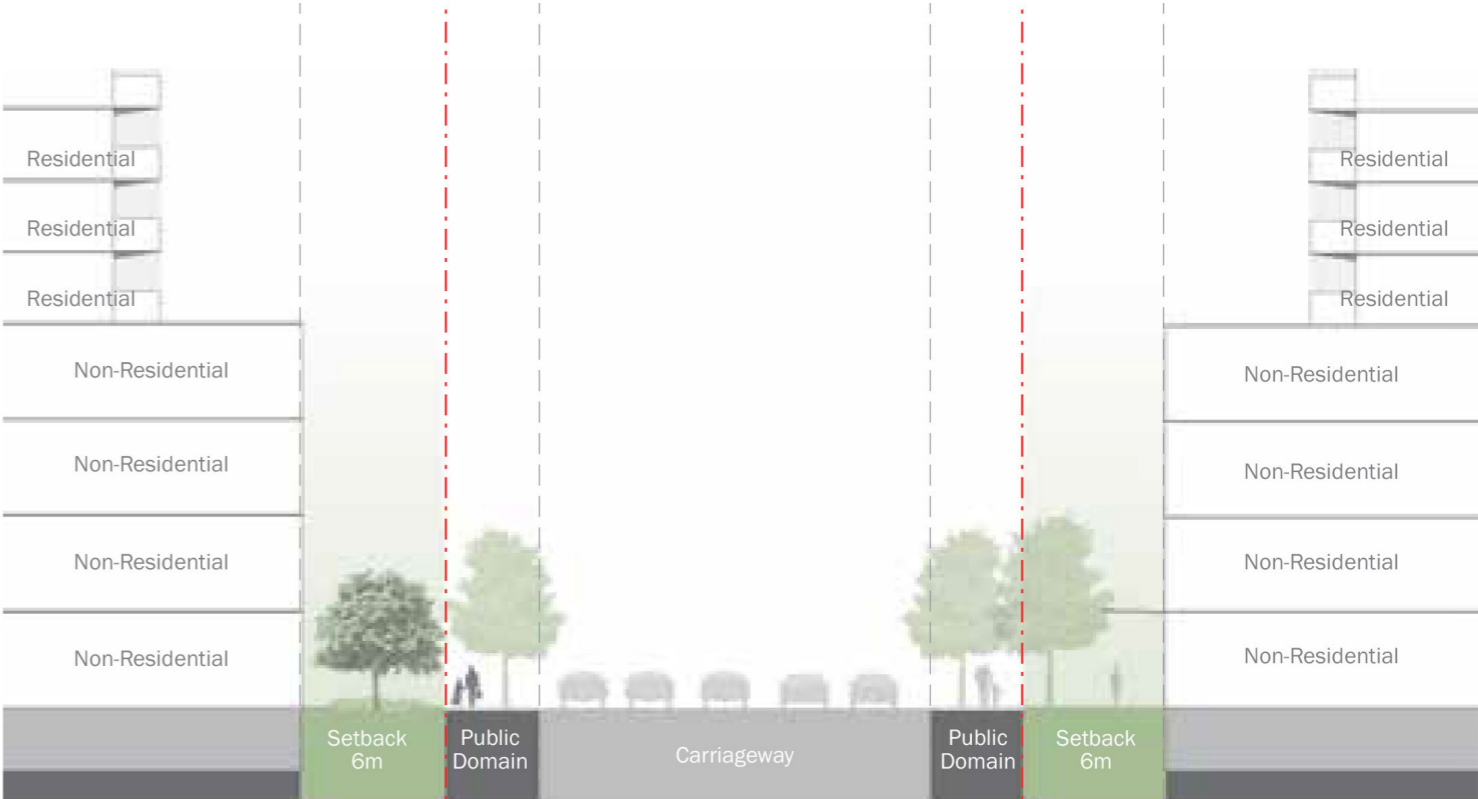
Homebush Open Space and Active Transport  
(Parramatta Road Corridor Urban Transformation  
Planning And Design Guidelines November 2016)



Homebush Street Function (Parramatta Road  
Corridor Urban Transformation Planning And Design  
Guidelines November 2016)



Homebush Green Edge, Transitions and Active and Commercial Frontages Plan (Parramatta Road Corridor Urban Transformation Planning And Design Guidelines November 2016)



Homebush Parramatta Road Street Section (Parramatta Road Corridor Urban Transformation Planning And Design Guidelines November 2016)

# Local Public Domain Enhancements

There are existing proposals for the Powells Creek open pace corridor located to the west of the Site.

These open space enhancements will provide amenity to the local area and add to long term connectivity to the wider Green Grid network of open spaces.



Powells Creek open space and Green Grid concept plan- north of Parramatta Road



Powells Creek open space and Green Grid concept plan- south of Parramatta Road





## **3.0 CONTEXT ANALYSIS**

# Site Location and Context

The adjacent diagram highlights some of the local features and destinations around the Site.

The diagram and analysis undertaken later in this document show that there is good access to transport, open space, retail, education and civic amenity.

This access to services generally supports higher density development where services and amenity are walkable.

Items

Legend

1

Bakehouse Quarter

2

Homebush Public School

3

Strathfield Public Library

4

Uniting Church in Australia

5

Additional Feature

6

Additional Feature

7

Additional Feature

8

Additional Feature

9

Additional Feature

10

Additional Feature

Points of Interest

Legend

Site

Hydrology

Open Space

Retail

School

Community

Place of Worship

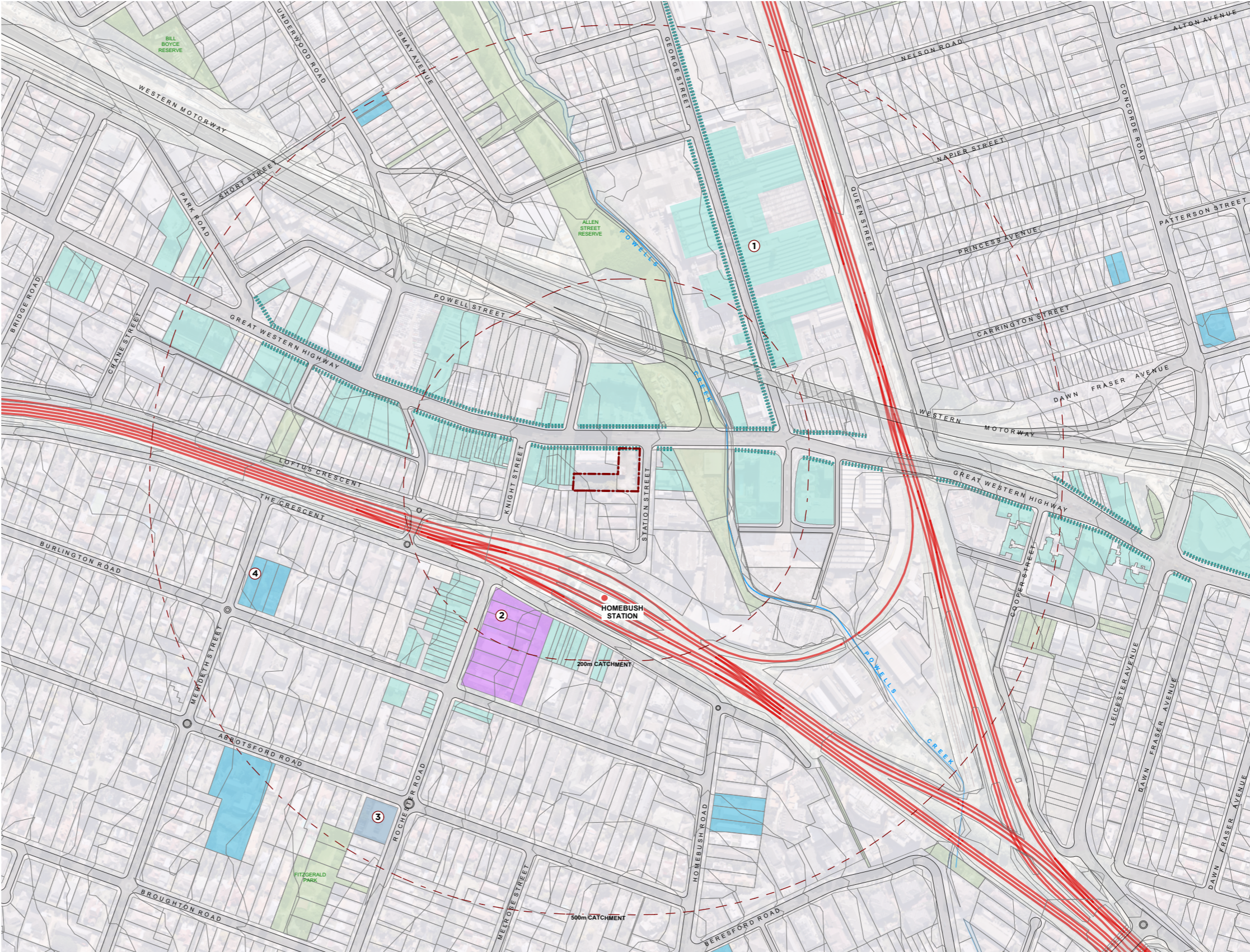
General Cultural Area

Active Frontage

Existing Rail Line

Existing Motorway

Existing Distributor Road

025m100m200m

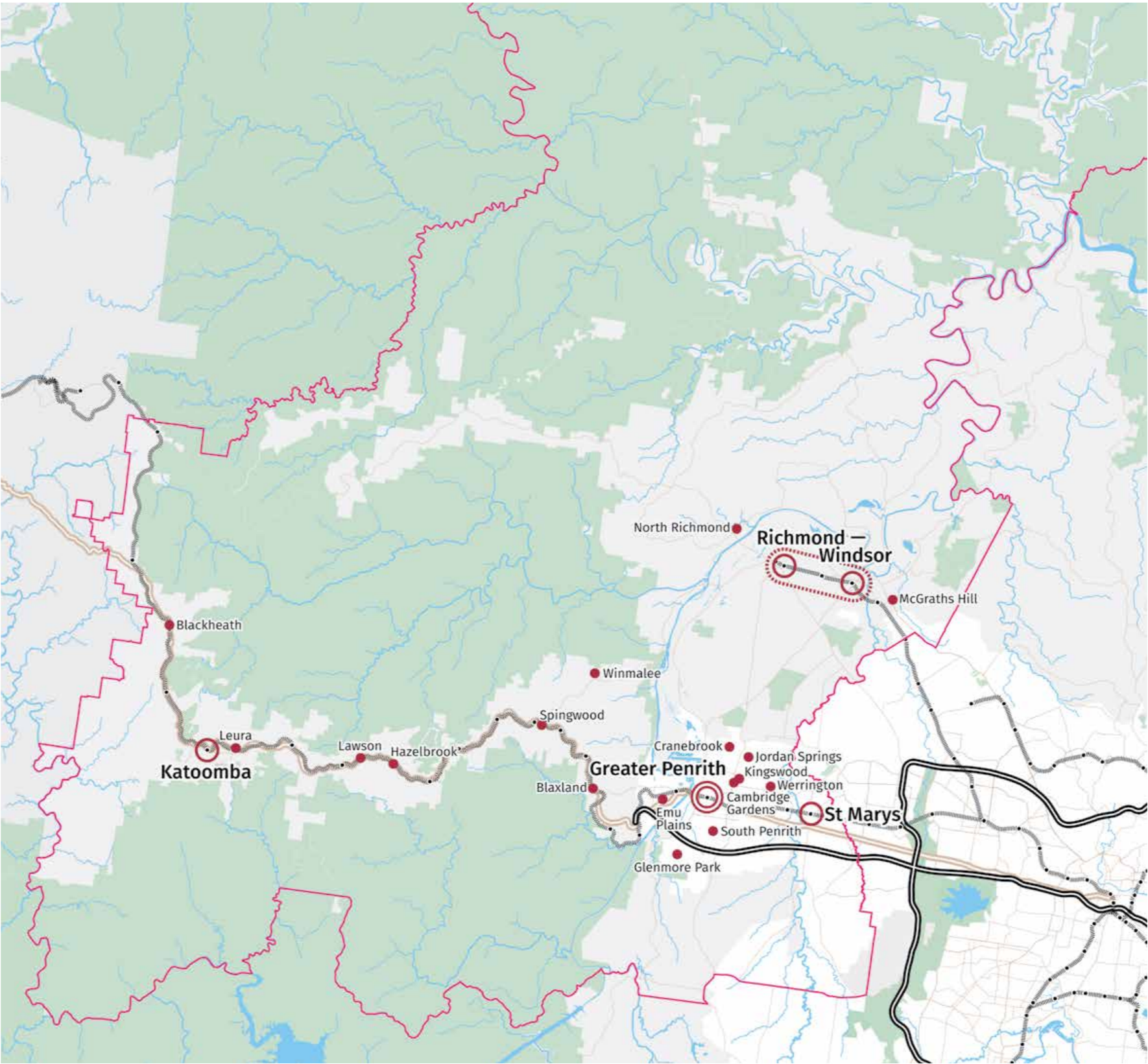
# Relationship to the Central City and Strategic Centres

The adjacent plans highlight the distribution of Strategic, District and Local Centres within Sydney.

The closest Strategic Centres to the Site are:

- Parramatta
- Rhodes
- Sydney Olympic Park

The closest Local Centre is Lidcombe.



Centres	
	Strategic Centre
	District Centre
	Local Centre
	District Boundary
	Metropolitan Urban Area
	Metropolitan Rural Area
	National Parks and Reserves
	Waterways
	Railway
	Railway Station
	Motorway
	Highway
	Roads

# Transport - Public Transport Context

EXISTING PUBLIC TRANSPORT CONDITIONS:

Rail network


DESTINATION	TRAVEL TIME
Parramatta Station	18 minutes
Town Hall station	26 minutes


Bus network


Local bus routes run along Parramatta Road and via Homebush Station and connect to Sydney Olympic Park, Strathfield and Burwood.


Transport Connections


Legend


 Site


 Existing Rail Line


 Existing Bus Route


 Existing Motorway


 Existing Distributor Road


 Existing Local Road

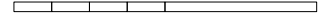

 Wesconnex - Underground

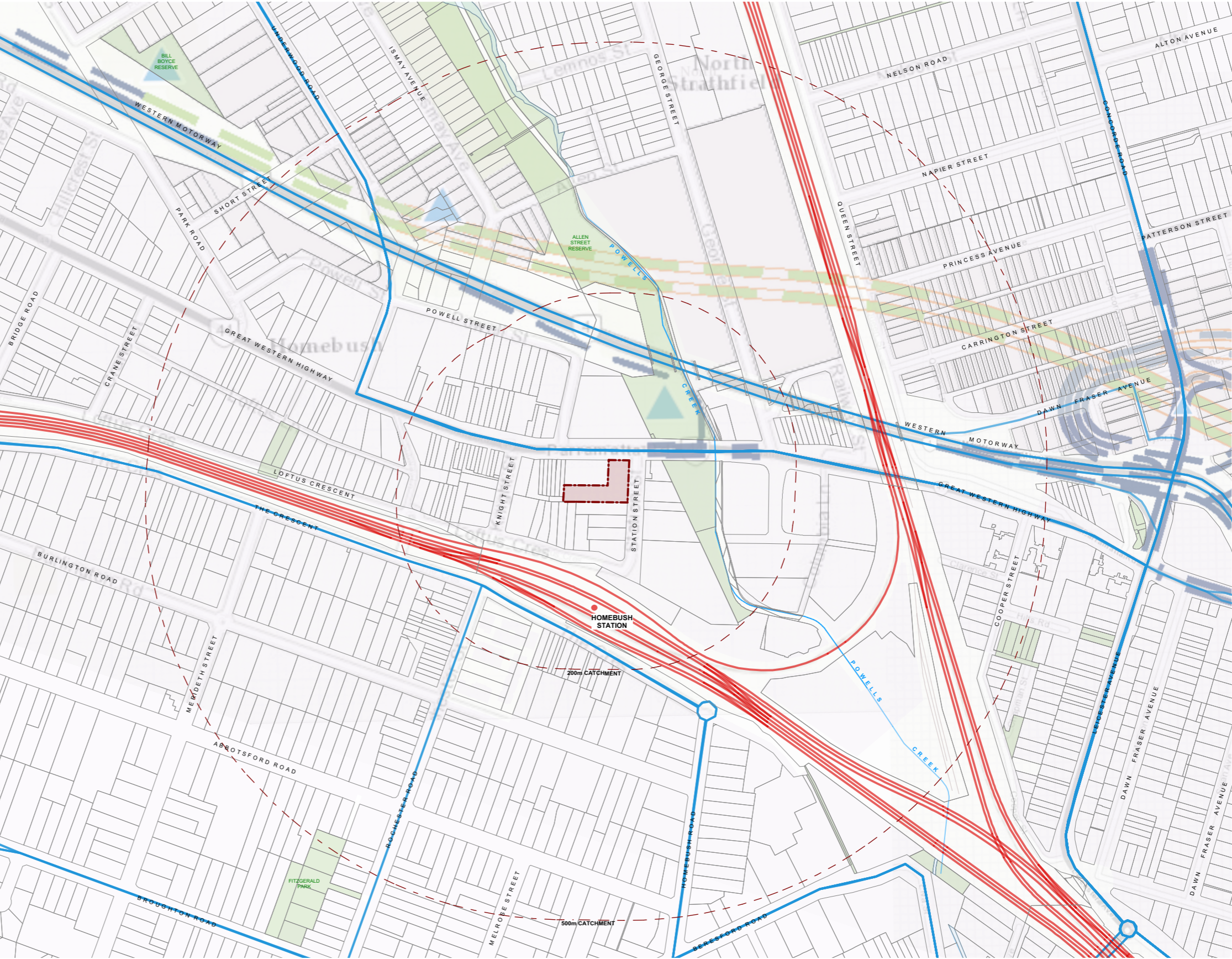
 Wesconnex - Surface Road

 Wesconnex - Ramp

 Open Space

 General Cultural Area





# Growth Area Context

## REDEVELOPMENT AND GROWTH

Central Sydney is the focus for significant urban renewal, with large areas having been rezoned to allow for higher residential densities or in the process of being re-zoned.

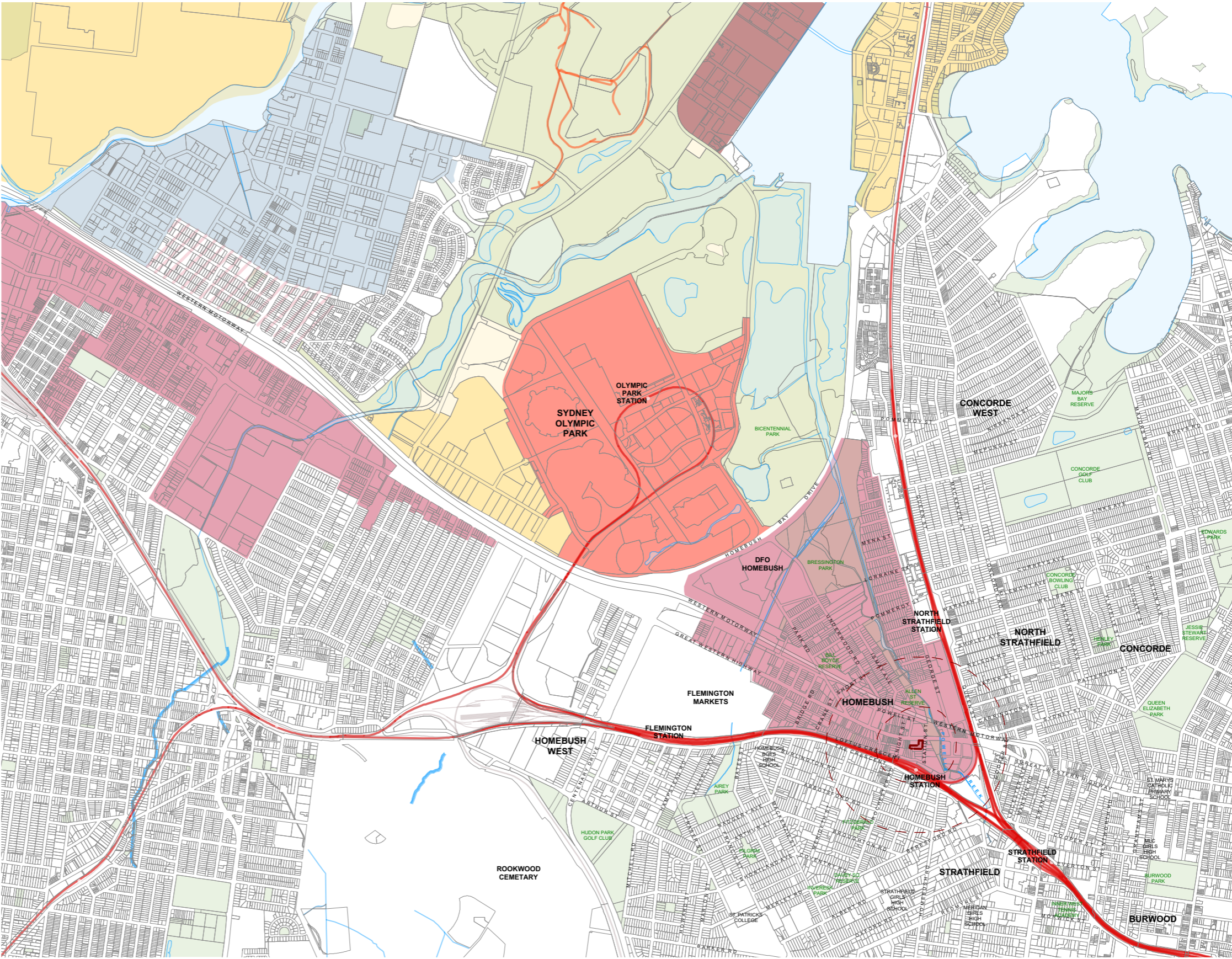
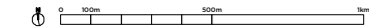
This process is driven by major public infrastructure projects and a shift in employment use location to dedicated areas on the city fringe.

These area include:

- Parramatta Road Urban Transformation
- Sydney Olympic Park
- Carter Street
- Camellia
- Rhodes East

### Department of Planning and Environment Priority Precincts

- Legend**
- Site
  - 10m Contour
  - Hydrology
  - Priority Precinct
  - UrbanGrowth Precinct
  - Major Planning Proposal
  - Major Planned/Proposed Development
  - Employment Area
  - Westmead Health Precinct
  - Rydalmere Education Precinct
  - Other Precinct
  - Proposed Extended Commercial Core
  - Potential Future Investigation Area



# Landform and Natural Features

## TOPOGRAPHY

The Site is located on the lower reaches of the gentle valley formed by Powells Creek.

The Site falls from the west to east from RL 10 to RL 7.5. The level changes are facilitated by existing retaining walls which take up the falls.



**Terrain**

**Legend**

- Site
- 10m Contour
- Local Open Space

0 25m 100m 200m

# Planning Context - Roads and Infrastructure

## ROADS AND REGIONAL SERVICES

### Key Roads East West

- M4/WestConnex
- Links Sydney CBD with Parramatta and the Blue Mountains
- Parramatta Road
- Currently undergoing an urban renewal programme
  - Provides local connectivity and some 'High Street' functions
  - Heavily contested

### Key Roads North South










Both the M4 and T2 Railway act as barriers to north south movement,

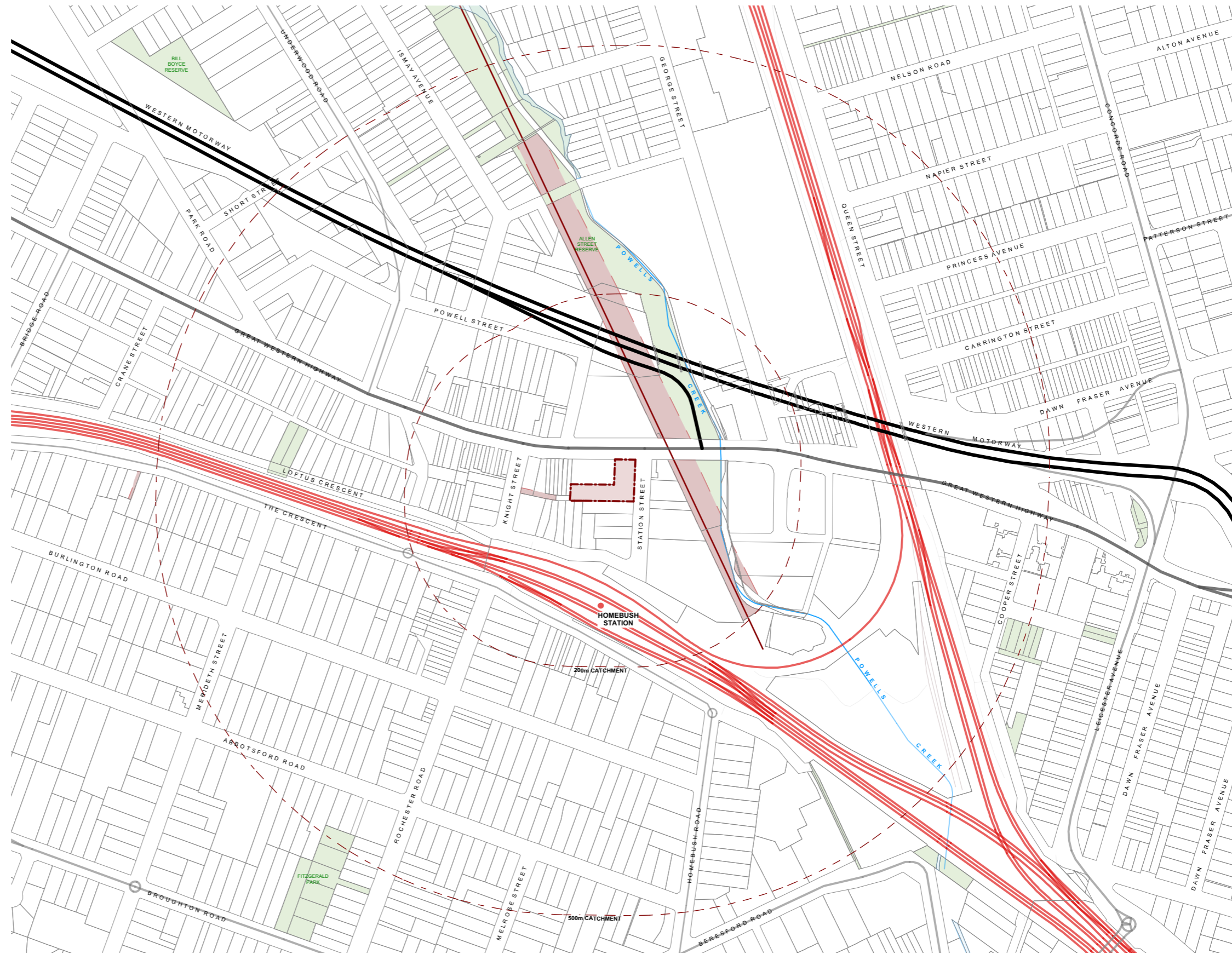
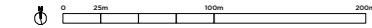
### Easements

A services easement runs along Powells Creek to the east of the Site.

## Roads and Infrastructure

### Legend

-  Site
-  Cadastre
-  Existing Electricity Main
-  Existing Water Main
-  Existing Infrastructure Easement
-  Existing Rail Line
-  Existing Motorway
-  Existing Distributor Road
-  Existing Local Road



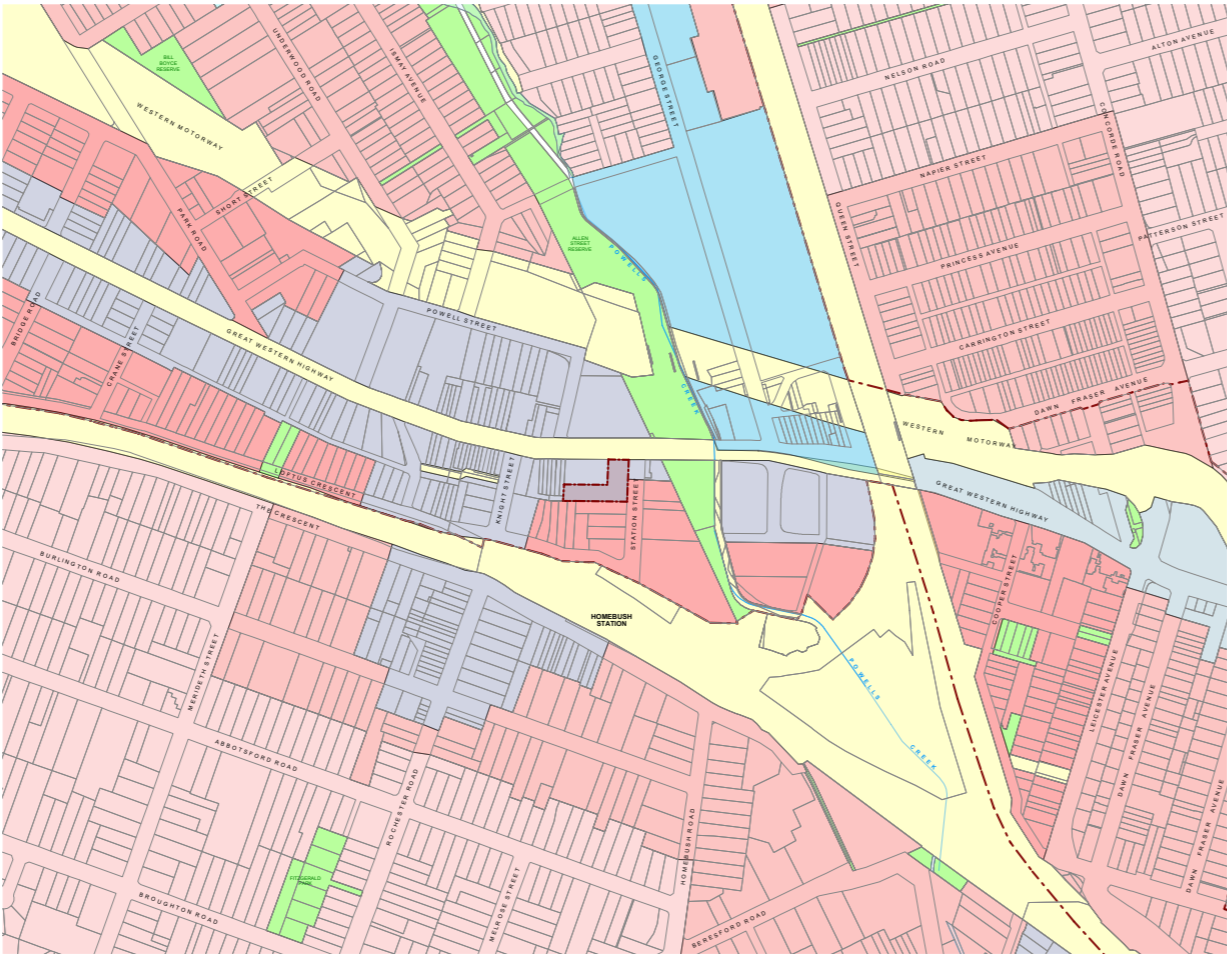
# Planning Context - LEP Land Use Zoning

The adjacent plans highlight the current Strathfield LEP 2012 (SLEP) Land Use Zoning (Zoning) for the Homebush area in comparison to the proposed change in zoning proposed from the outcomes of the Parramatta Road Urban Transformation Study (PRUT)

The table below highlights the relationship between the different planning controls:

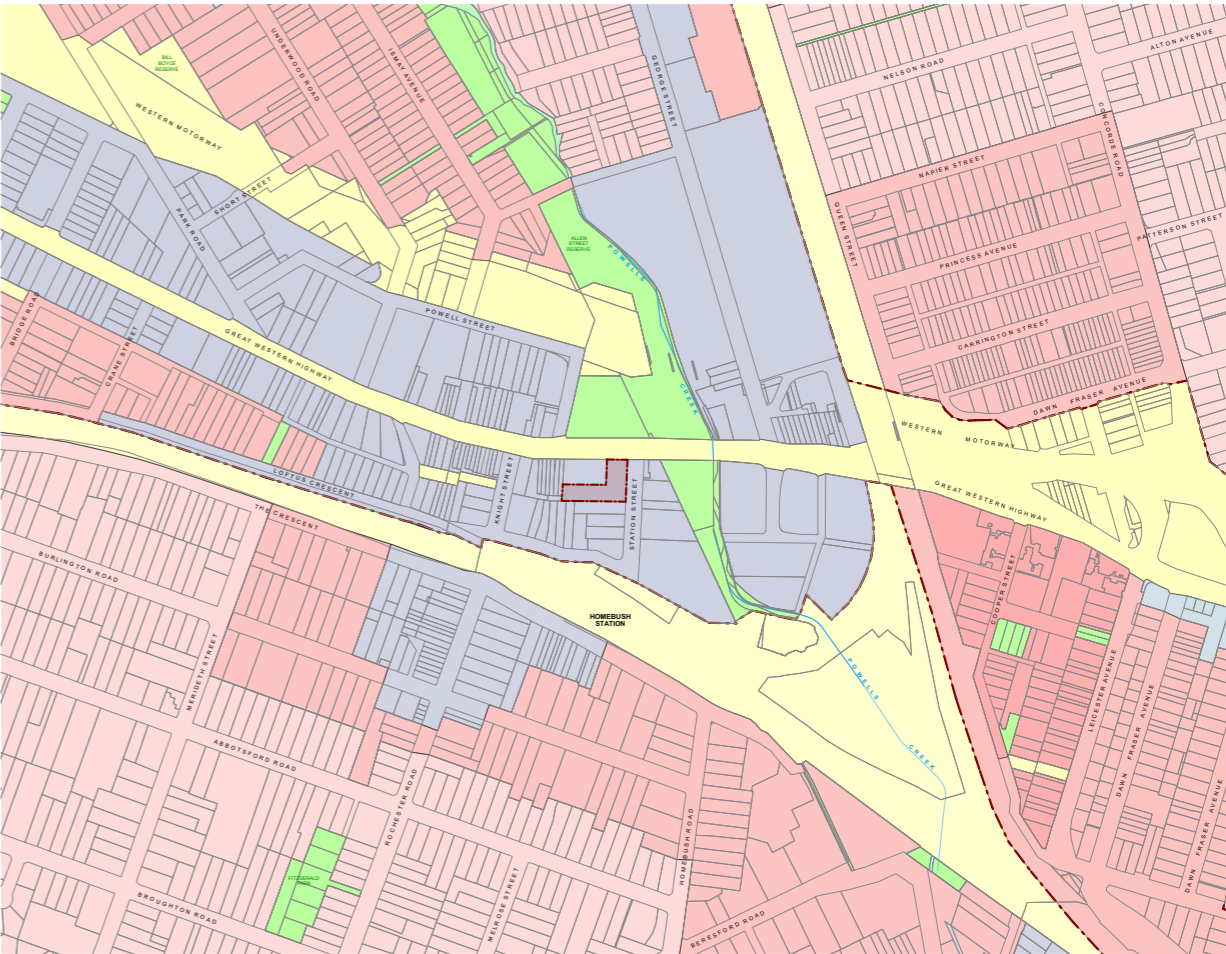
### Existing Land Use

- Legend
- Site
- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- B7 Business Park
- DM Deferred Matter
- E1 National Parks
- E2 Environmental Conservation
- E3 Environmental Living
- E4 Environmental Management
- IN1 General Industrial
- IN2 Light Industrial
- IN3 Heavy Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- R5 Large Lot Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU1 Primary Recreation
- RU2 Rural Landscape
- RU3 Forestry
- RU4 Primary Production
- RU5 Village
- SP1 Special Activities
- SP2 Infrastructure
- SP3 Tourist
- W1 Natural Waterways
- W2 Recreational Waterways



EXISTING LAND USE ZONING SLEP

Existing Zoning	Proposed Zoning
R4 - High Density Residential	B4 - Mixed Use
B3 - Commercial Centre	B4 - Mixed Use
B4 - Mixed Use	B4 - Mixed Use
B6 - Enterprise Corridor	B6 - Enterprise Corridor / B4 - Mixed Use
RE1 - Public Open Space	RE1 - Public Open Space
SP2 - Infrastructure	SP2 - Infrastructure



PROPOSED LAND USE ZONING  
PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

# Planning Context - LEP Floor Space Ratio

The adjacent plans highlights the current SLEP Floor Space Ratio (FSR) for the Homebush area in comparison to the proposed change in Floor Space Ration (FSR) proposed from the outcomes of the Parramatta Road Urban Transformation Study (PRUT)

The table below highlights the relationship between the different planning controls:

Existing Floor Space Ratio

Legend

- Site
- 0 - 0.39:1

0.4 - 0.44:1

0.45 - 0.49:1

0.5 - 0.54:1

0.55 - 0.59:1

0.6 - 0.64:1

0.65 - 0.69:1

0.7 - 0.74:1

0.75 - 0.79:1

0.8 - 0.84:1

0.85 - 0.89:1

0.9 - 0.94:1

0.95 - 0.99:1

1 - 1.09:1

1.1 - 1.19:1

1.2 - 1.29:1

1.3 - 1.39:1

1.4 - 1.49:1

1.5 - 1.99:1

2 - 2.49:1

2.5 - 2.99:1

3 - 3.49:1

3.5 - 3.99:1

4 - 4.49:1

4.5 - 4.99:1

5 - 5.99:1

6 - 6.99:1

7 - 7.99:1

8 - 8.99:1

9 - 9.99:1

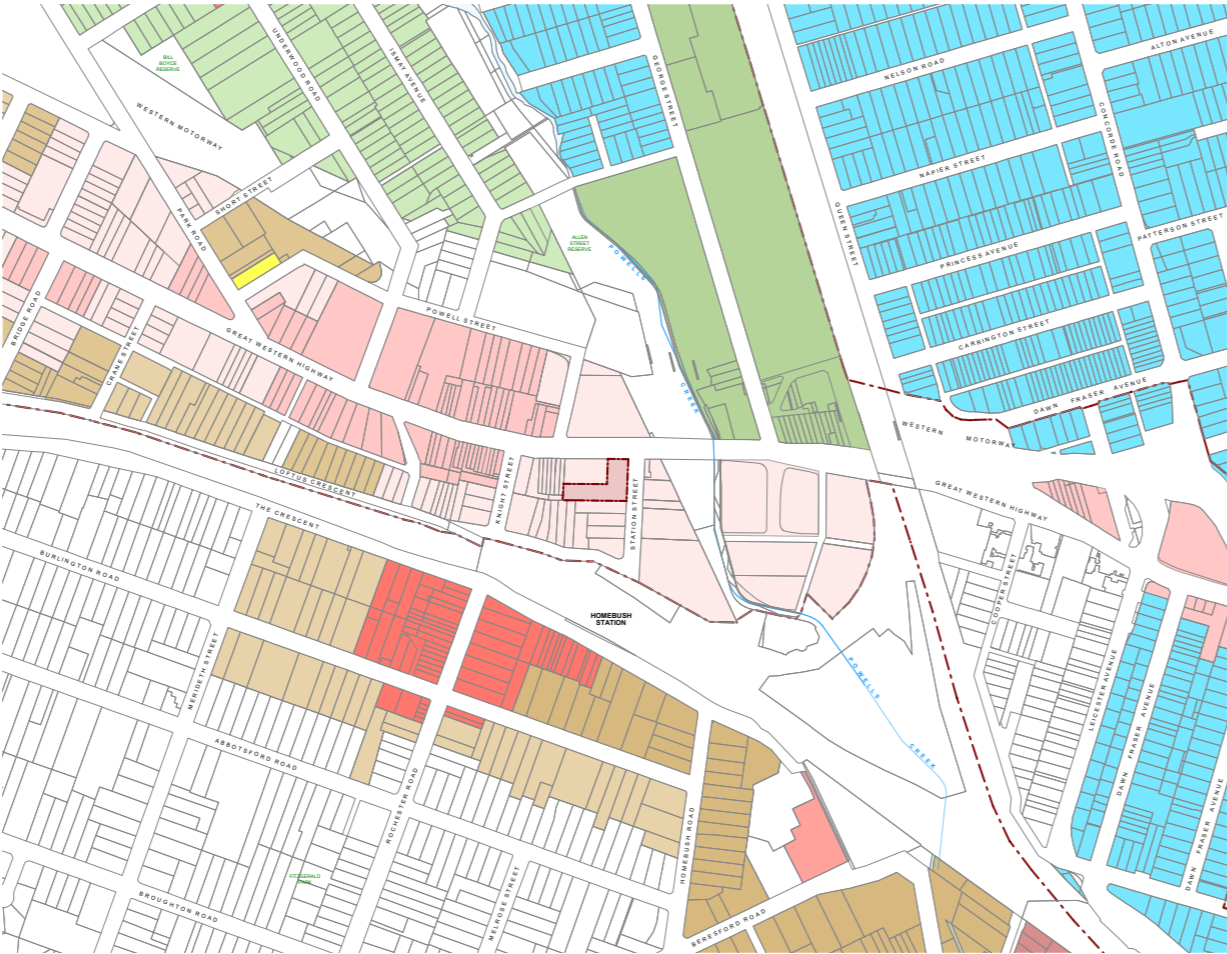
10 - 10.99:1

11 - 11.99:1

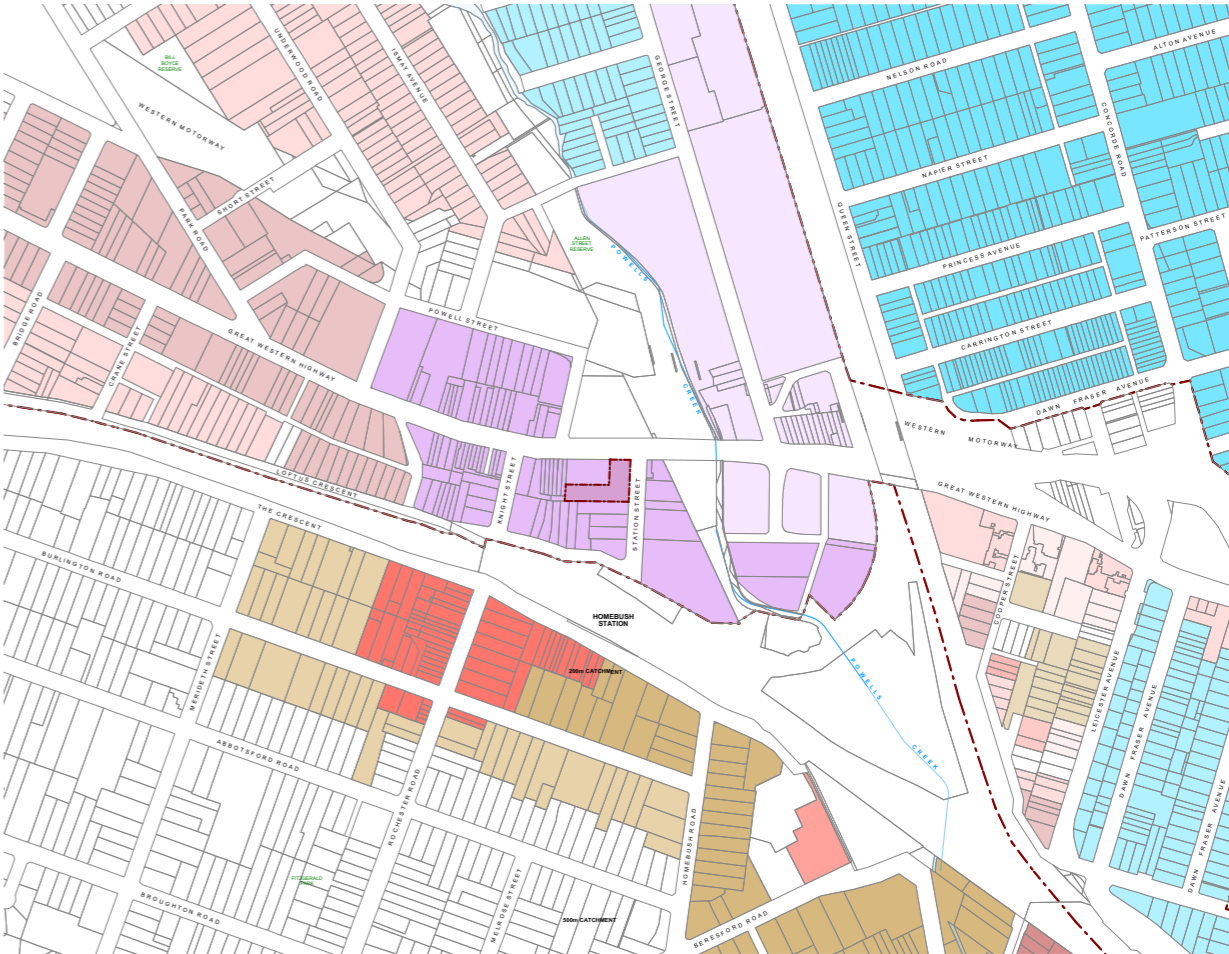
12 - 12.99:1

13 - 13.99:1

14:1 +



EXISTING FLOOR SPACE RATIO SLEP



PROPOSED FLOOR SPACE RATIO  
PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

Existing Zoning	Proposed Zoning	Existing FSR	Proposed FSR
R4 - High Density Residential	B4 - Mixed Use	1.5:1 to 3.5:1	5.0:1
B3 - Commercial Centre	B4 - Mixed Use	0.75:1	4.0:1
B4 - Mixed Use	B4 - Mixed Use	0.75:1 - 2.25:1	4.0:1
B6 - Enterprise Corridor	B6 - Enterprise Corridor / B4 - Mixed Use	0.5:1 - 2.25:1	0.5:1 - 2.25:1
RE1 - Public Open Space	RE1 - Public Open Space	N/A	N/A
SP2 - Infrastructure	SP2 - Infrastructure	N/A	N/A

# Planning Context - LEP Height of Building Controls

The adjacent plans highlights the current SLEP Height of Building (HOB) for the Homebush area in comparison to the proposed change in Building Height proposed from the outcomes of the Parramatta Road Urban Transformation Study (PRUT)

The table below highlights the relationship between the different planning controls:

### Existing Max Building Height

Legend

Site

0 - 3.6m Max Building Height

3.7 - 4.9m Max Building Height

5 - 5.4m Max Building Height

5.5 - 5.9m Max Building Height

6 - 6.4m Max Building Height

6.5 - 6.9m Max Building Height

7 - 7.4m Max Building Height

7.5 - 7.9m Max Building Height

8 - 8.9m Max Building Height

9 - 9.9m Max Building Height

10 - 10.9m Max Building Height

11 - 11.9m Max Building Height

12 - 12.9m Max Building Height

13 - 14.9m Max Building Height

15 - 16.9m Max Building Height

17 - 18.9m Max Building Height

19 - 20.9m Max Building Height

21 - 22.9m Max Building Height

23 - 24.9m Max Building Height

25 - 29.9m Max Building Height

30 - 34.9m Max Building Height

35 - 39.9m Max Building Height

40 - 44.9m Max Building Height

45 - 49.9m Max Building Height

50 - 54.9m Max Building Height

55 - 59.9m Max Building Height

60 - 79.9m Max Building Height

80 - 99.9m Max Building Height

100 - 124.9m Max Building Height

125 - 149.9m Max Building Height

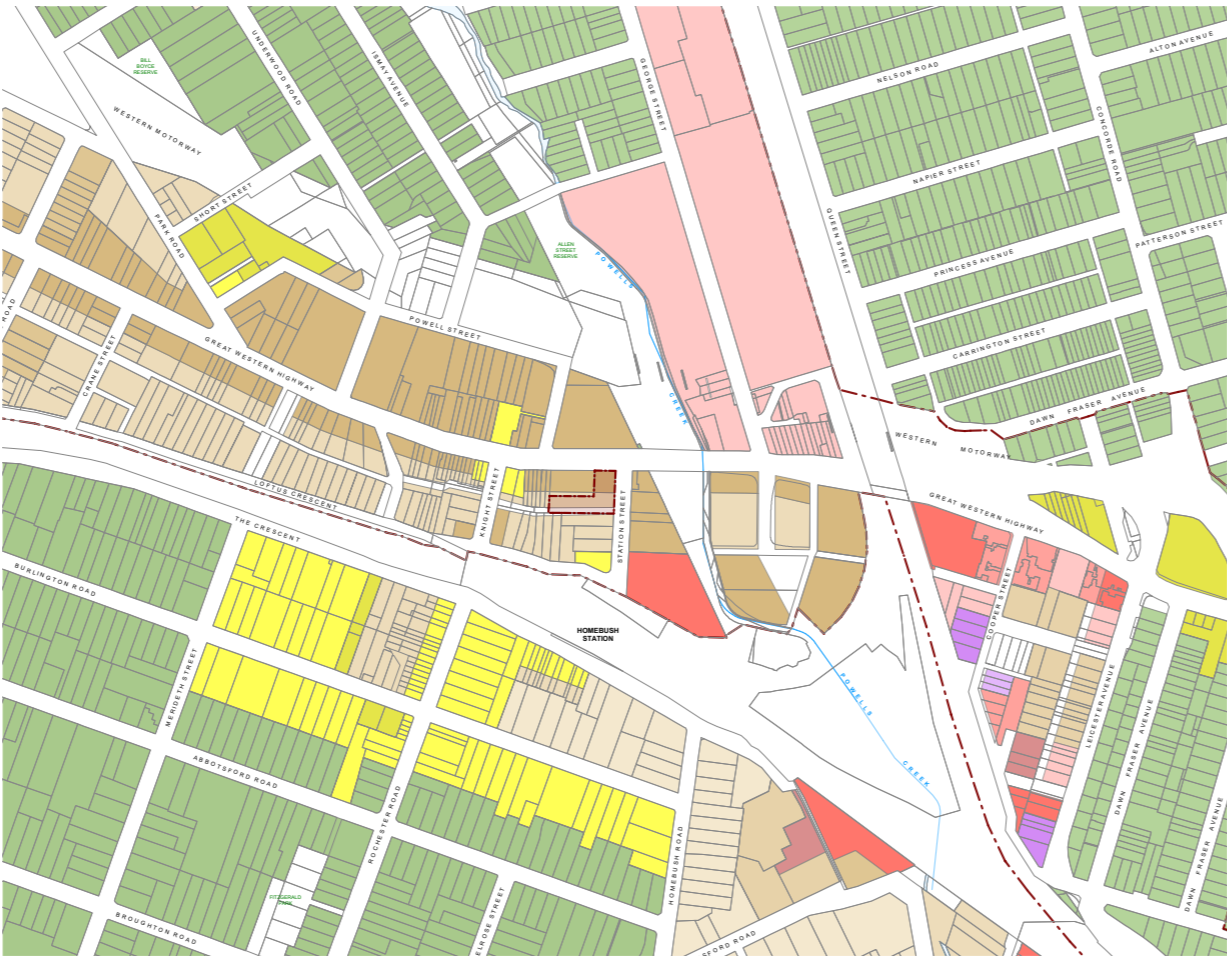
150 - 174.9m Max Building Height

175 - 199.9m Max Building Height

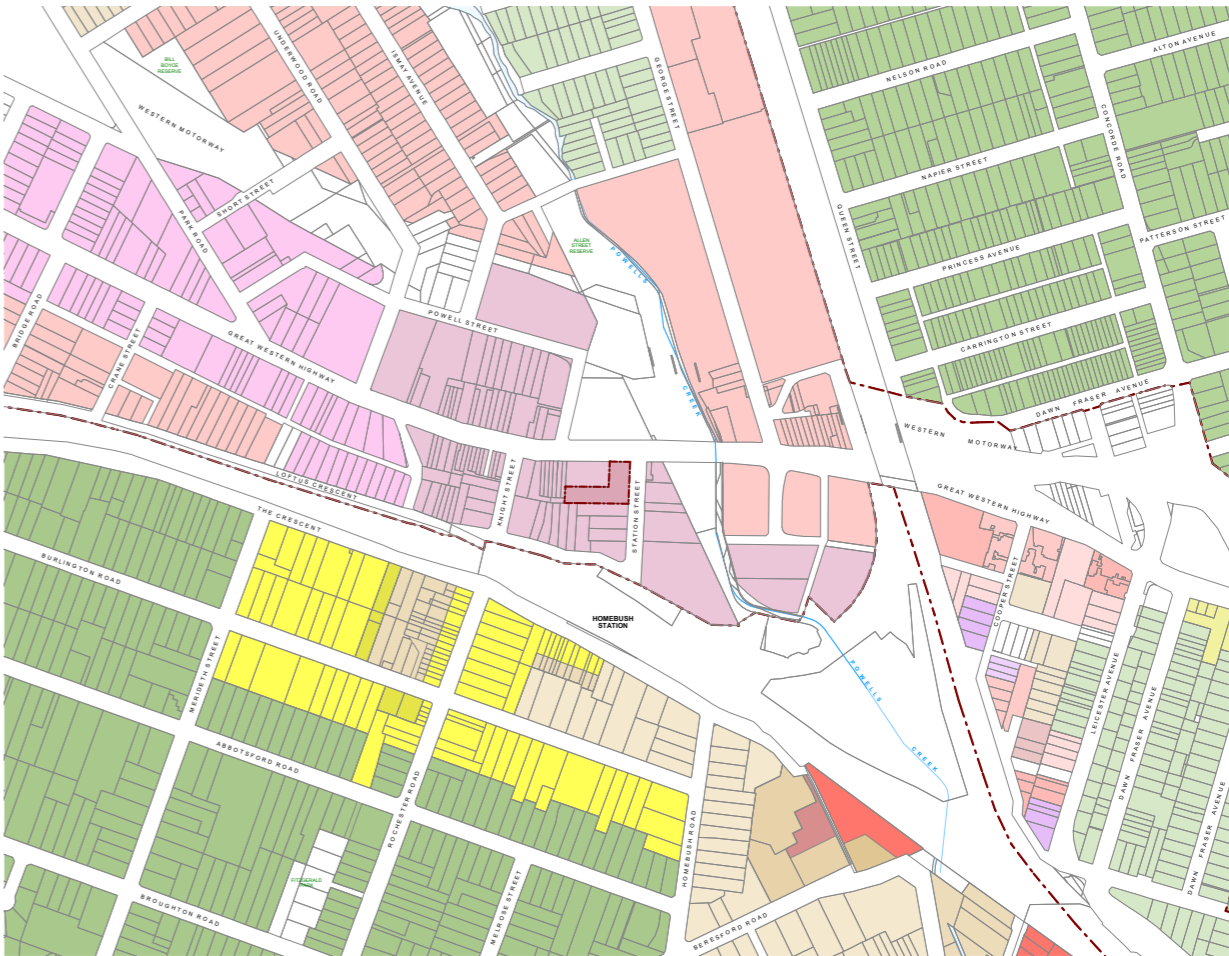
200 - 224.9m Max Building Height

225 - 249.9m Max Building Height

250m Max Building Height



EXISTING HEIGHT OF BUILDINGS CONTROLS SLEP



PROPOSED HEIGHT OF BUILDINGS CONTROLS - PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

Existing Zoning	Proposed Zoning	Existing Height of Building	Proposed Height of Building
R4 - High Density Residential	B4 - Mixed Use	16 - 38m	80m
B3 - Commercial Centre	B4 - Mixed Use	28m	32m
B4 - Mixed Use	B4 - Mixed Use	28m	32m
B6 - Enterprise Corridor	B6 - Enterprise Corridor / B4 - Mixed Use	12.5 - 38m	25m
RE1 - Public Open Space	RE1 - Public Open Space	N/A	N/A
SP2 - Infrastructure	SP2 - Infrastructure	N/A	N/A

# Planning Context - LEP Control Comparison

Objectives which apply to this proposal consist of those within the B4 zone such as:

- To provide a mixture of compatible land uses
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximize public transport patronage and encourage walking and cycling.

- To facilitate mixed use urban growth around railway stations and transport nodes and corridors, commercial centres and open space
- To provide local and regional employment and live and work opportunities.

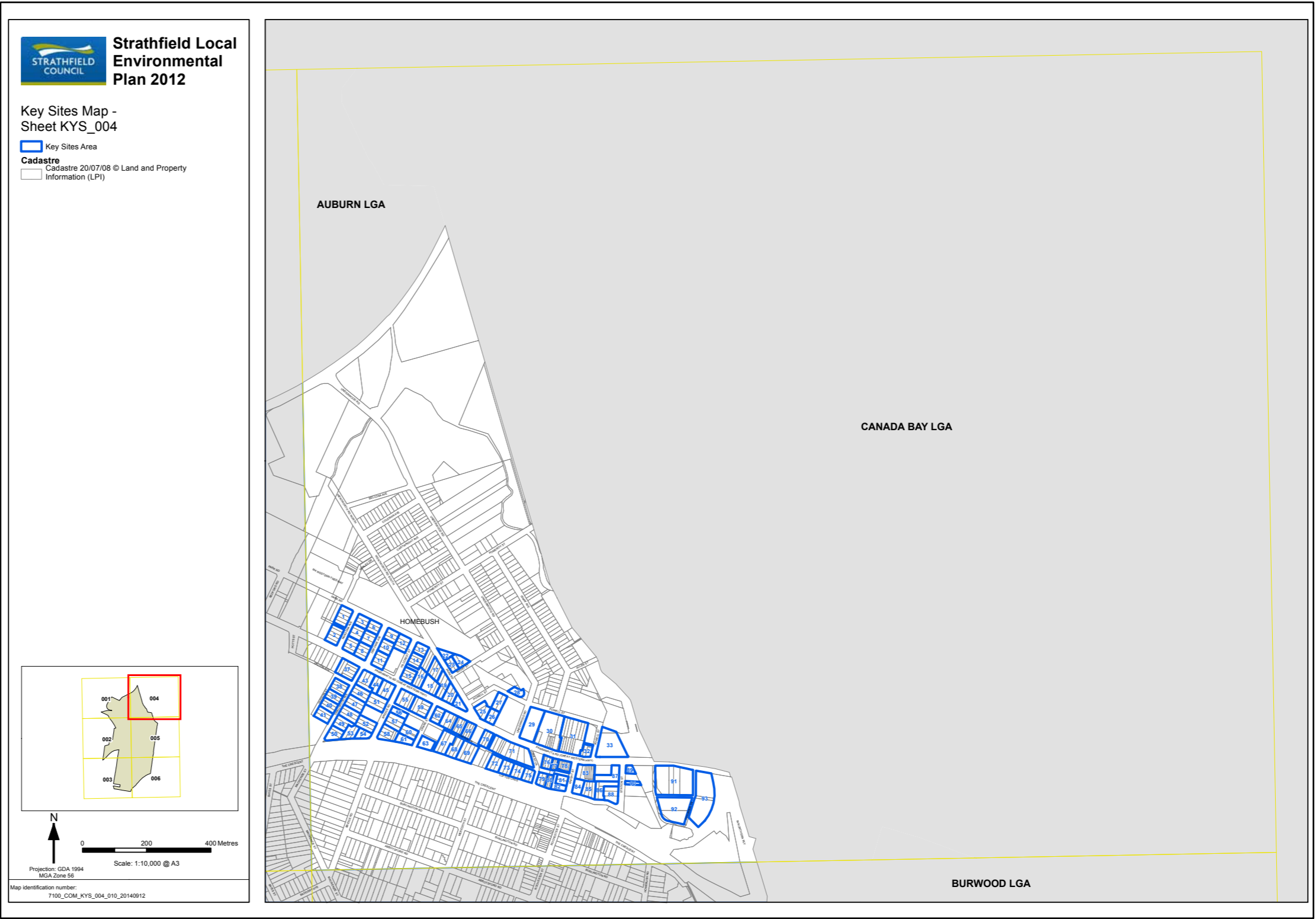
The table below summaries all the proposed changes to the key planning controls within the PRUT.

Existing Zoning	Proposed Zoning	Existing FSR	Proposed FSR	Existing Height of Building	Proposed Height of Building
R4 - High Density Residential	B4 - Mixed Use	1.5:1 to 3.5:1	5.0:1	16 - 38m	80m
B3 - Commercial Centre	B4 - Mixed Use	0.75:1	4.0:1	28m	32m
B4 - Mixed Use	B4 - Mixed Use	0.75:1 - 2.25:1	4.0:1	28m	32m
B6 - Enterprise Corridor	B6 - Enterprise Corridor / B4 - Mixed Use	0.5:1 - 2.25:1	0.5:1 - 2.25:1	12.5 - 38m	25m
RE1 - Public Open Space	RE1 - Public Open Space	N/A	N/A	N/A	N/A
SP2 - Infrastructure	SP2 - Infrastructure	N/A	N/A	N/A	N/A

# Planning Context - LEP Key Sites

The Site is identified as Key Site 87 in the SLEP.

These sites were subject to allowances for additional height and FSR under the current planning controls ion the SLEP.





# 1943 Aerial

## HERITAGE OVERLAY

The adjacent plan overlays State Listed and LEP Heritage Items with a 1943 Aerial photo obtained from SIXMAPS.

A major change to the urban character has been the development of car sales premises along Parramatta Road, leading to gaps in the built form pattern.



## Historic Aerial (1943)

- Legend**
- Site
  - 10m Contour
  - Open Space
  - Water Course
  - Existing Heritage Item / Conservation Area

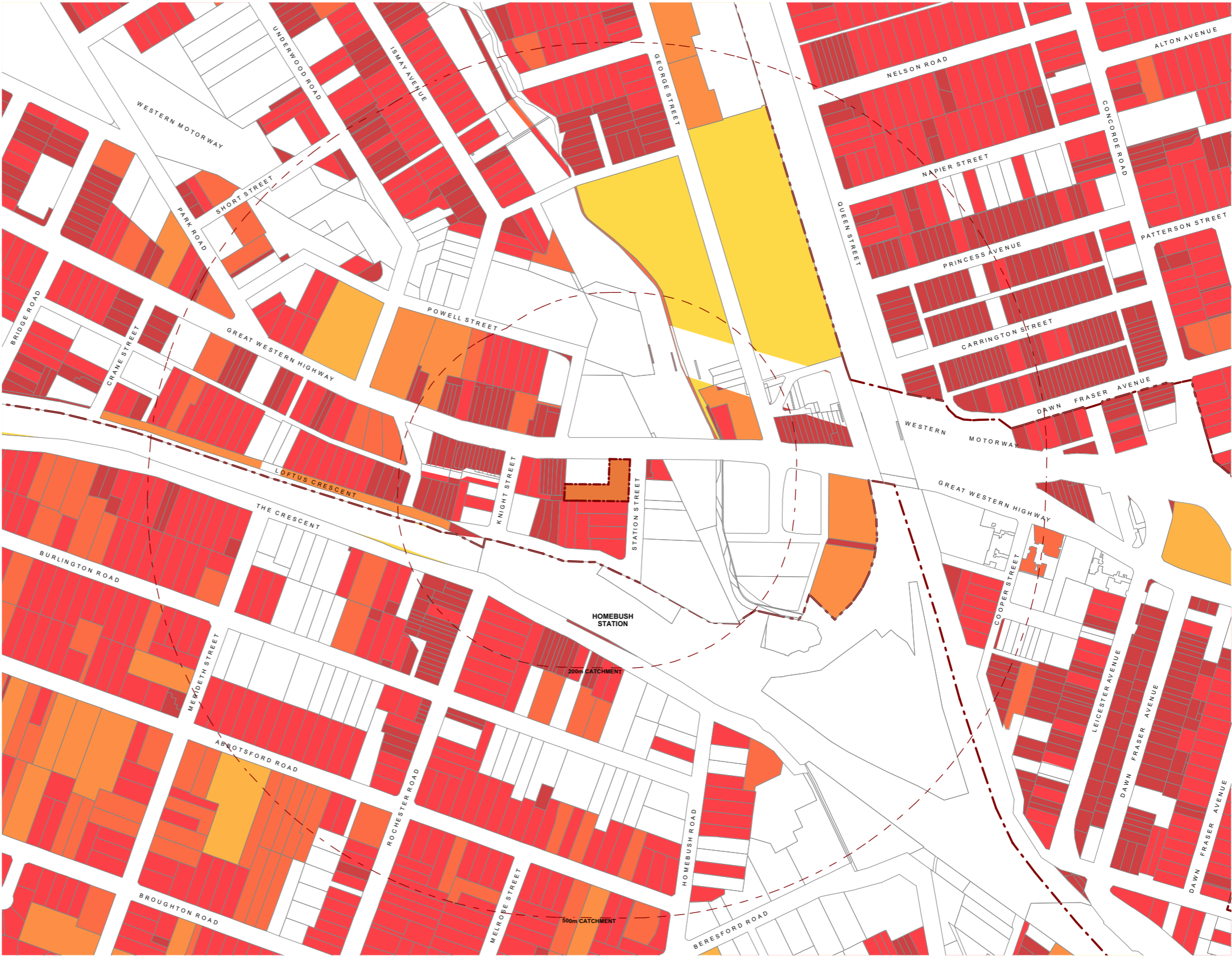
# Regional Context - Lot Size

## LOT SIZE

The adjacent diagram graphically sorts the existing Cadastral lots by size. This gives a visual representation of the urban fabric and grain.

The analysis excludes any Strata Title Lots and Open Space areas. It's purpose is to help describe the urban fabric and redevelopment potential.

What is apparent form this analysis is:  
To come.



# Regional - Open Space Classification

## OPEN SPACE CLASSIFICATION BY SIZE

Access to open space is a key consideration in the planning or renewal of existing urban areas.

The diagram on this page classifies the open space types by size according to a CABE (Commission for the Built Environment), UK methodology.

The premise for this classification is that livable and equitable development is based on degrees of access to different sized open spaces that perform different function.

Therefore well planned neighbourhoods will provide access to larger open spaces - albeit these are likely to be further away - along with opportunities for local open spaces.



# Regional Open Space Catchments

## ACCESS TO OPEN SPACE

The adjacent diagram places catchment radius over the open spaces around the Precinct.

The analysis shows that the site has good catchments to all open space types from small parks to regional scale parks.



POCKET PARK CATCHMENT ( 400M )



LOCAL PARK CATCHMENT ( 400M )

## Open Space Catchment

### Legend

- Site
- Pocket Park < 0.4 Ha
- Pocket Park Catchment 400m
- Local Park < 2 Ha
- Local Park Catchment 400m
- District Park < 20 Ha
- District Park Catchment 1200m
- Metro Park < 60 Ha
- Metro Park Catchment 3200m
- General Cultural Area
- Existing Rail Line
- Existing Motorway
- Existing Distributor Road



DISTRICT PARK CATCHMENT ( 1200M )



METROPOLITAN PARK CATCHMENT ( 3200M )

# Transport - Active Transport Context

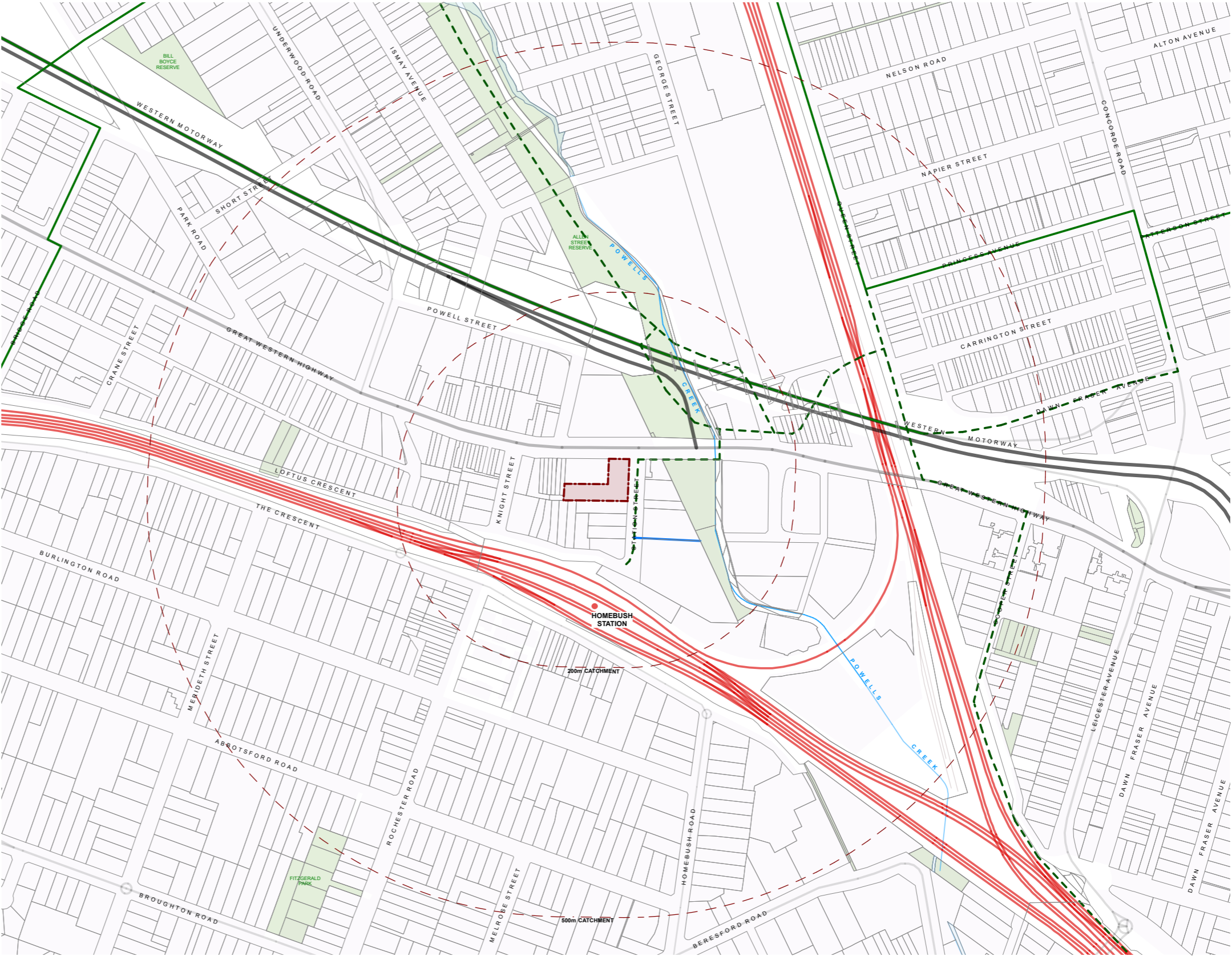
## EXISTING BICYCLE NETWORK

There is currently no cycle network that links directly to the site.

The current Strathfield Council Active Transport Strategy proposes a link that connects along the Powells Creek Corridor to Homebush Station along Station Street Adjacent to the Site.

There is also a public right of way that connects from Station Street to Powells Creek to the east of the Site.

The adjacent digram highlights these walking and cycling connections.



### Active Transport

#### Legend

- Site
- Bike Path - On Road - Existing
- Bike Path - On Road - Proposed
- Pedestrian Path - Through Site Link
- Open Space
- General Cultural Area

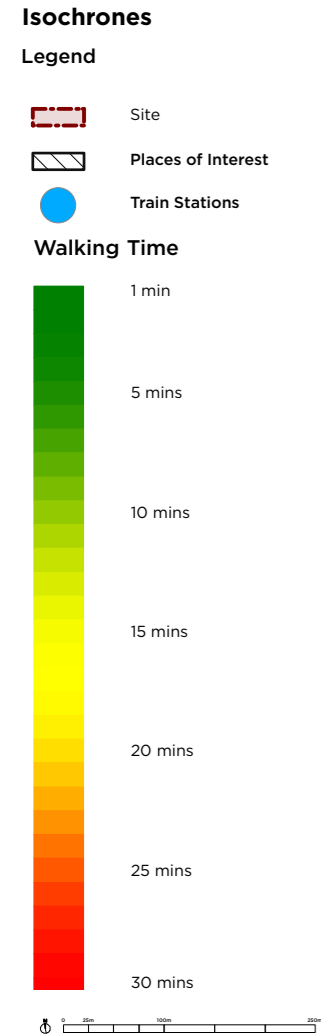
0 25m 100m 200m

# Site Walking Catchment - Isochrone

## SITE CATCHMENT

The adjacent diagram shows the accessibility from the Site and some key local destinations.

It highlights that there are transport options, retail, education and open space areas all within a 5 to 15 minute walk of the Site.



# Built Form - Figureground Plan

## EXISTING URBAN GRAIN

The adjacent plan shows the existing figureground plan (building footprints) shows the local urban grain.

What is apparent from this is the changing building forms from the fine grain terraces and detached buildings to larger floor plate apartment buildings.

The extensive development-free areas along Parramatta Road are generally associated with car sales and maintenance.



### Figure Ground

#### Legend

-  Site
-  Train Lines
-  Built Form



# Built Form - Existing Building Heights

## EXISTING URBAN GRAIN

The adjacent diagram shows the existing building height pattern around the Site.

Currently redevelopment is focused to the west of the site with taller buildings located around Powells Creek. To the west of the site the general building height is between one and three levels.

### Existing Building Height

- Legend
- Subject Site
  - Strata / Heritage
  - 2 Storey
  - 3 Storey
  - 4 Storey
  - 5 Storey
  - 6 Storey
  - 7 Storey
  - 8 Storey
  - 9 Storey
  - 10 Storey
  - 11 Storey
  - 12 Storey
  - 13 Storey
  - 15 Storey
  - 16 Storey
  - 19 Storey
  - 20 Storey
  - 22 Storey
  - 23 Storey
  - 24 Storey
  - 26 Storey
  - 28 Storey
  - 30 Storey
  - 32 Storey





## **4.0 THE SITE AND SURROUNDS**

# Immediate Site Context

## EXISTING URBAN GRAIN

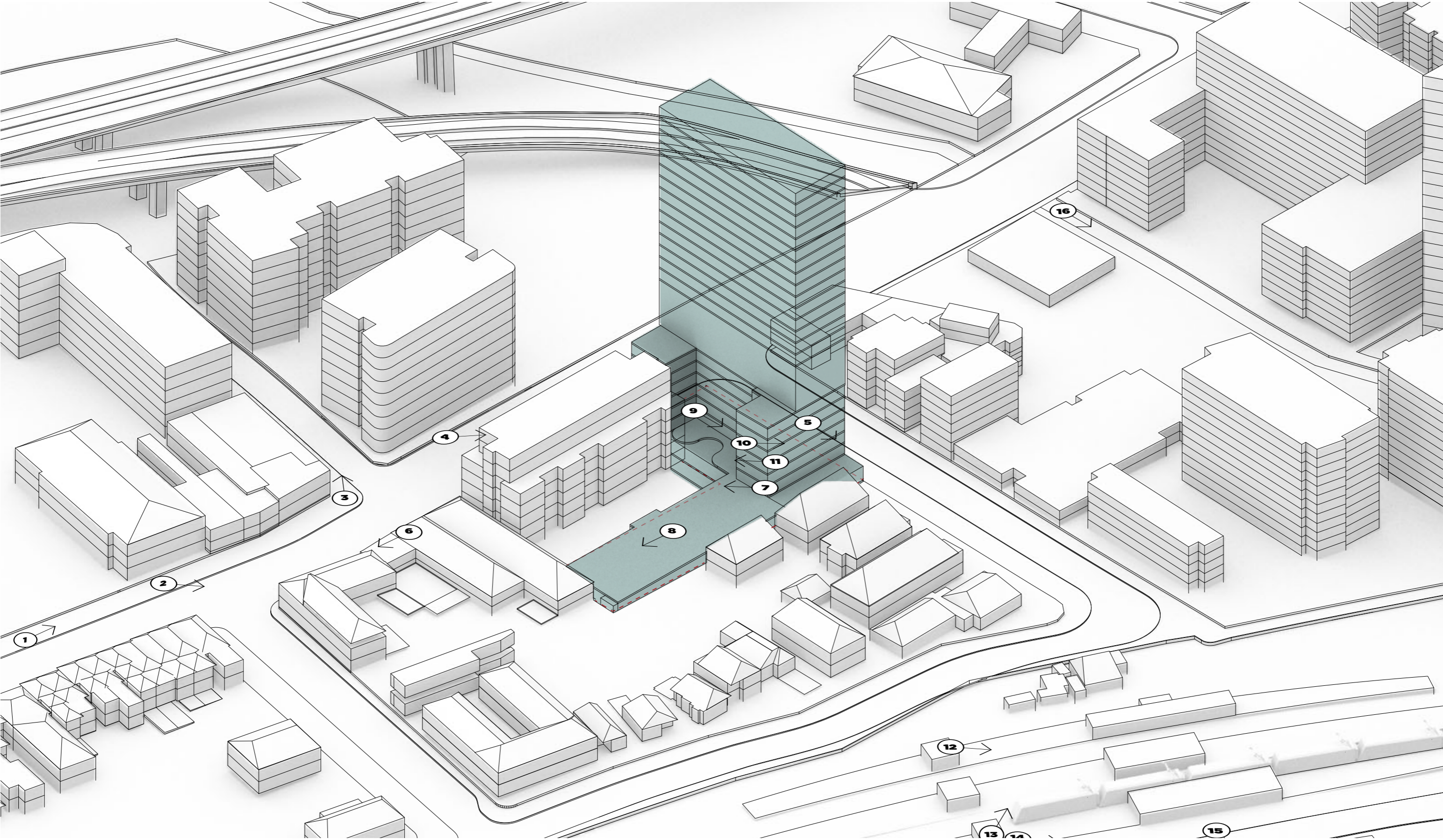
The adjacent plan shows the site within the immediate surrounds. It clearly illustrates the proximity to Homebush station, Parramatta Road and Powells Creek.

The graphic and photographs on the following page provide an indication of the local visual character.



- Aerial**  
**Legend**
- Site
  - 10m Contour
  - Open Space
  - Water Course

Site Photo Locations



# Site Context - Visual Character







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# **5.0 OPPORTUNITIES AND CONSTRAINTS**




# Opportunities

The adjacent plan highlights the urban design opportunities that will inform the development of the site design response.



## Opportunities

### Legend

-  Site
-  PRUT corridor
-  Gateway
-  Active Edge
-  Powells Creek Link
-  Parking Allen St and Station St
-  Open Space
-  Prominent Corner Site

# Constraints

The adjacent plan highlights the urban design constraints that will inform the development of the site design response.

Constraints

Legend

Site

PRUT corridor

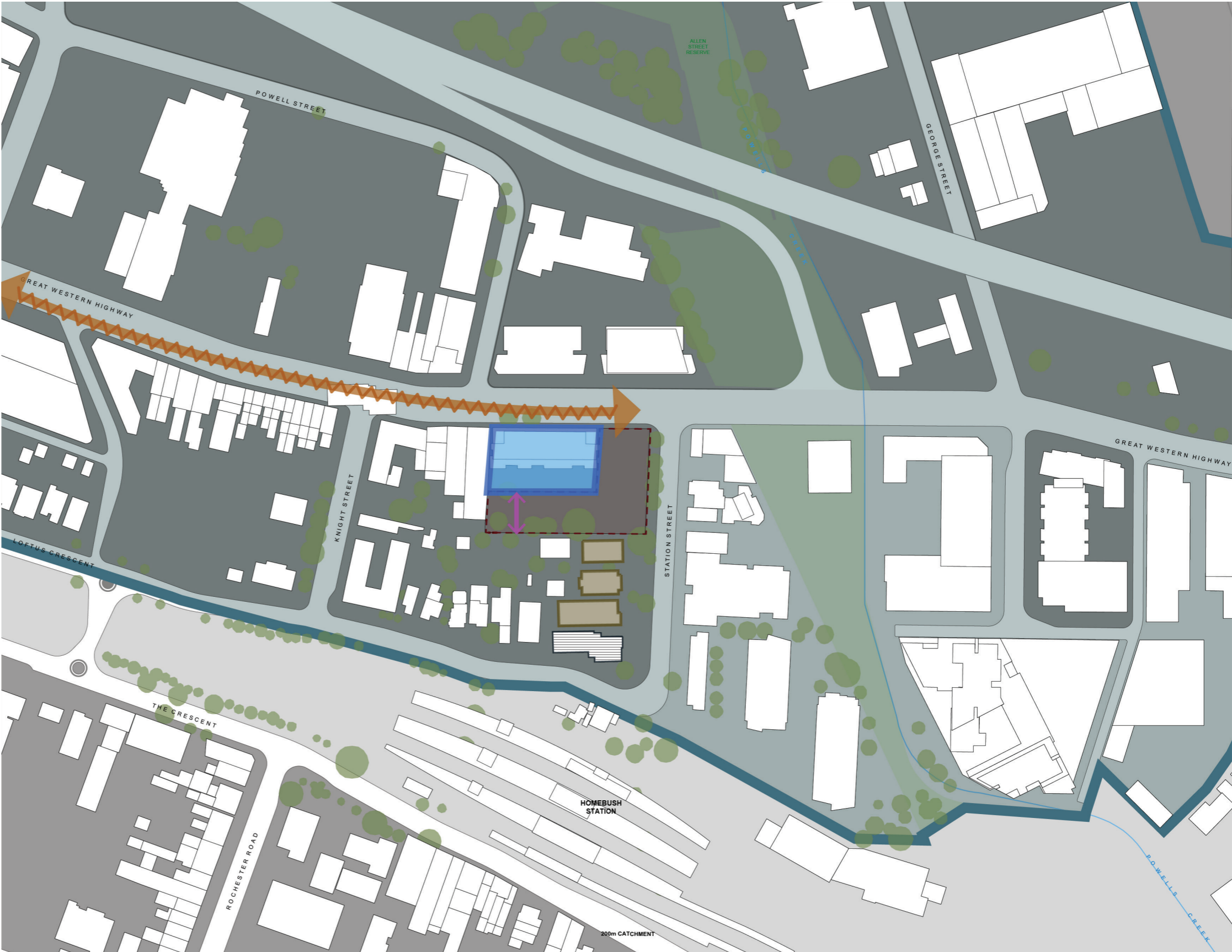
Noise source and barrier

Narrow

Strata

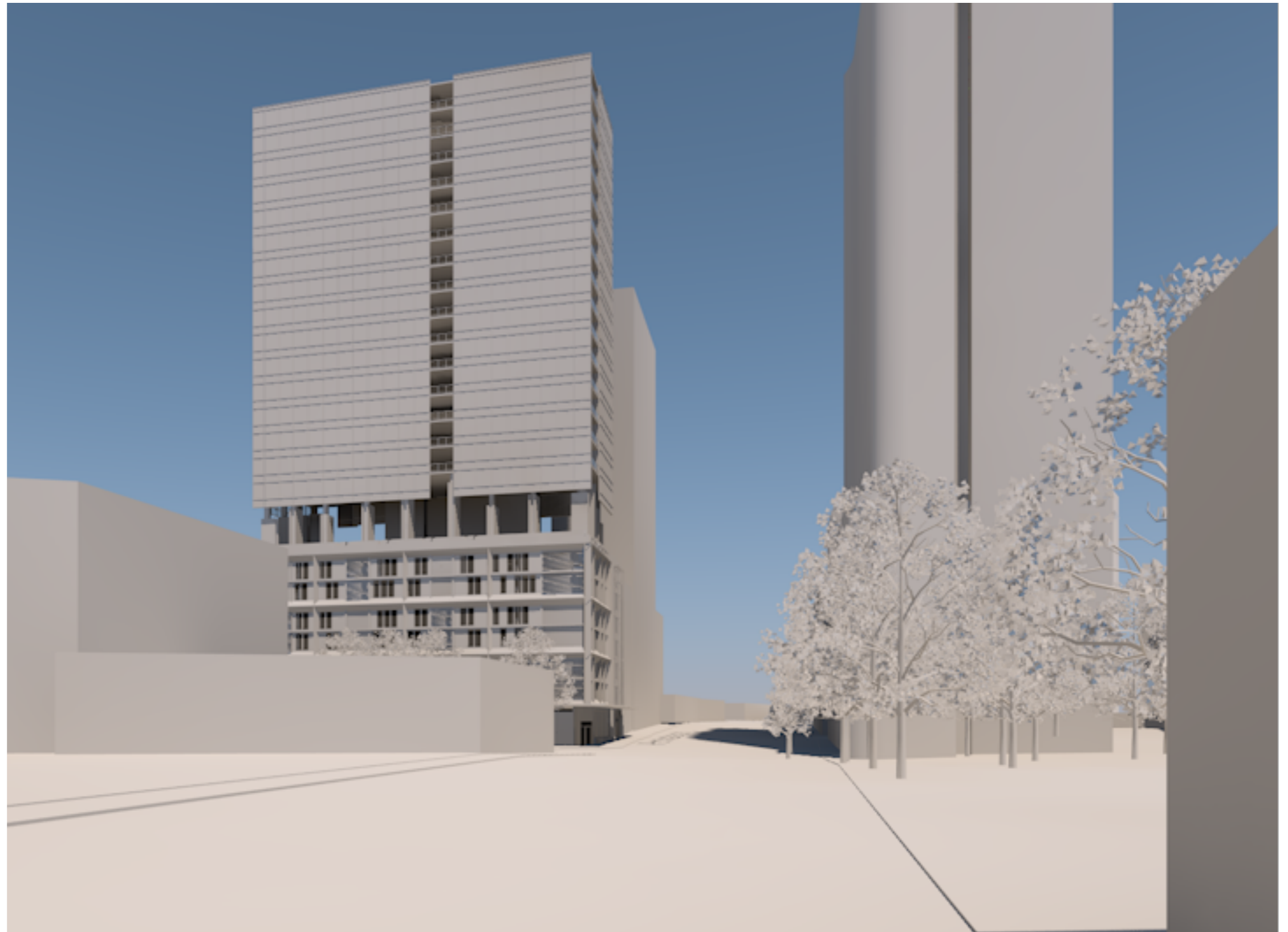
Possible impact on properties to sout

Heritage

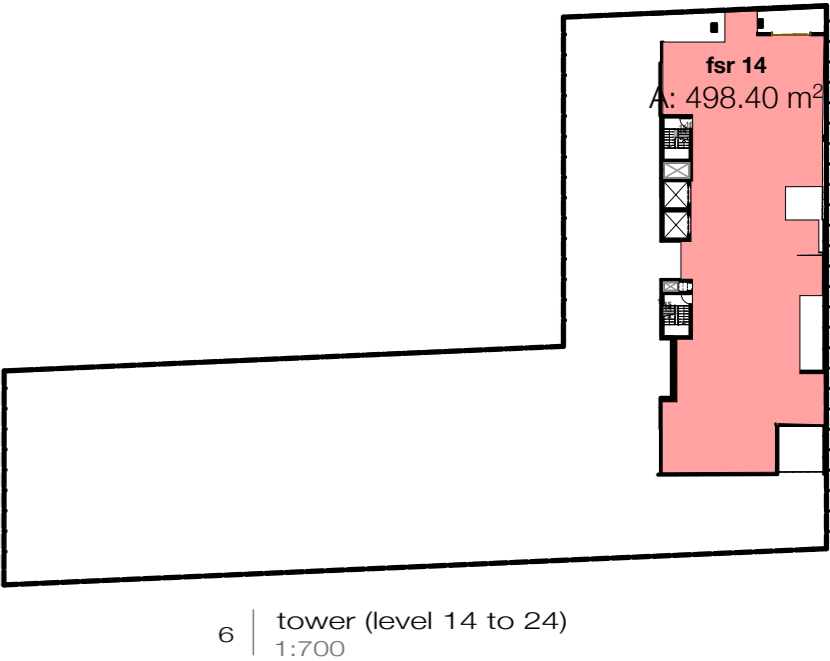
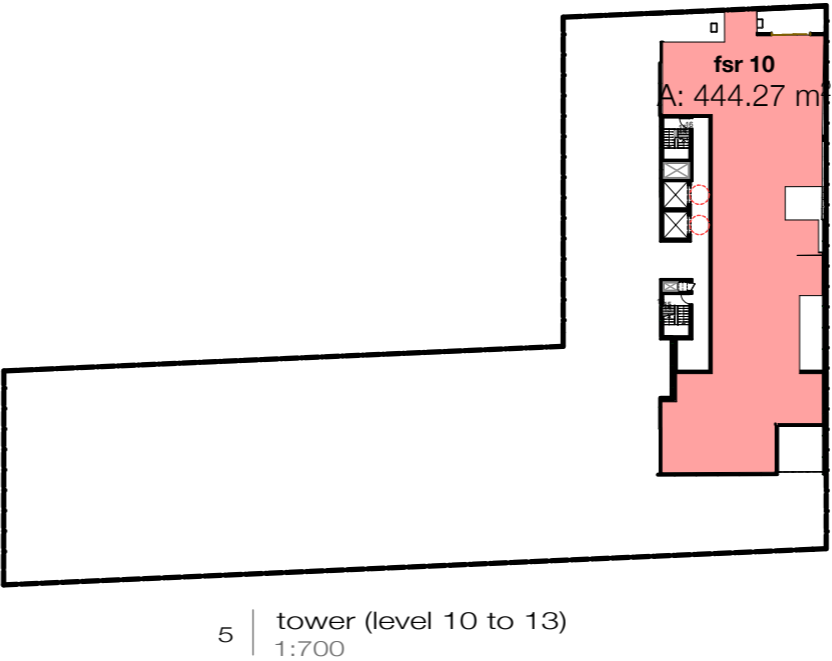
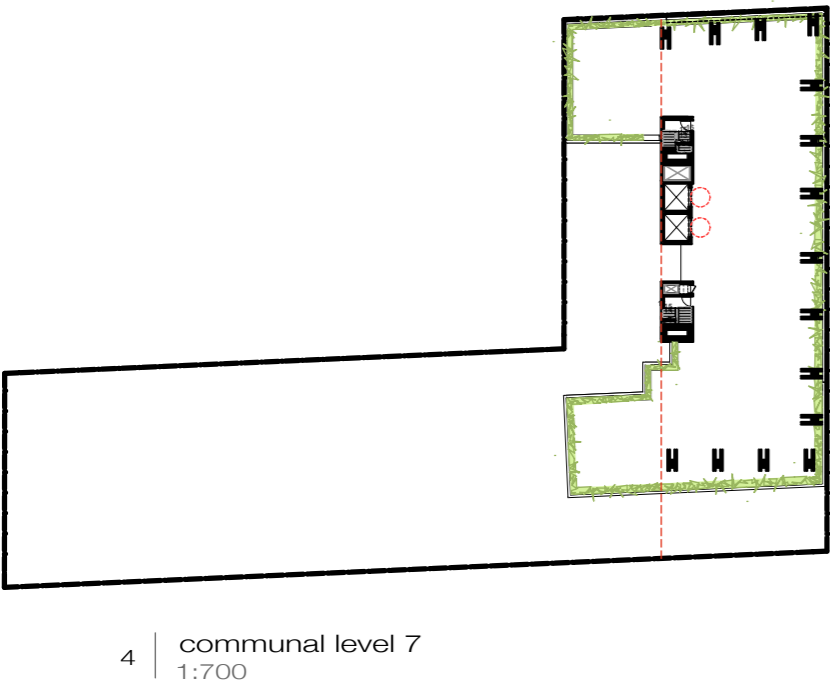
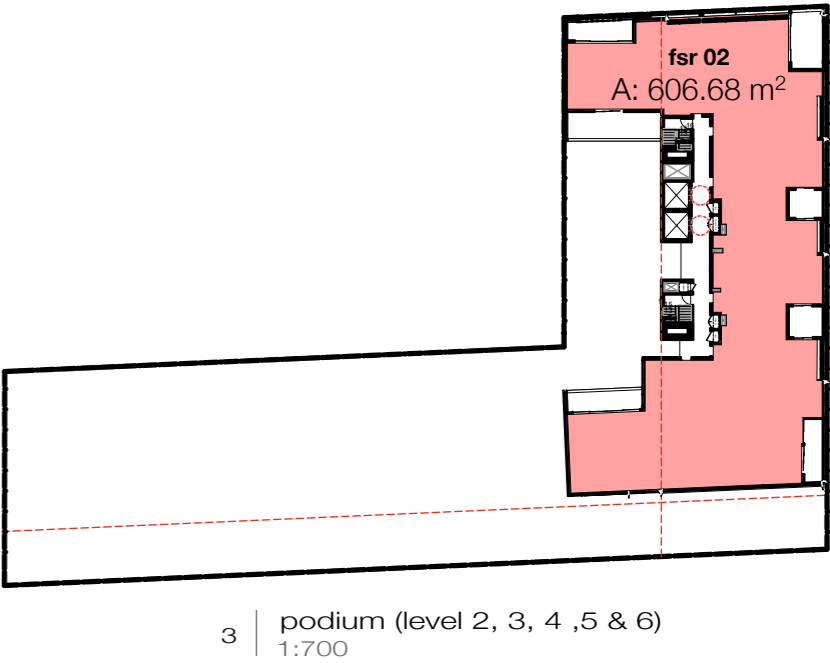
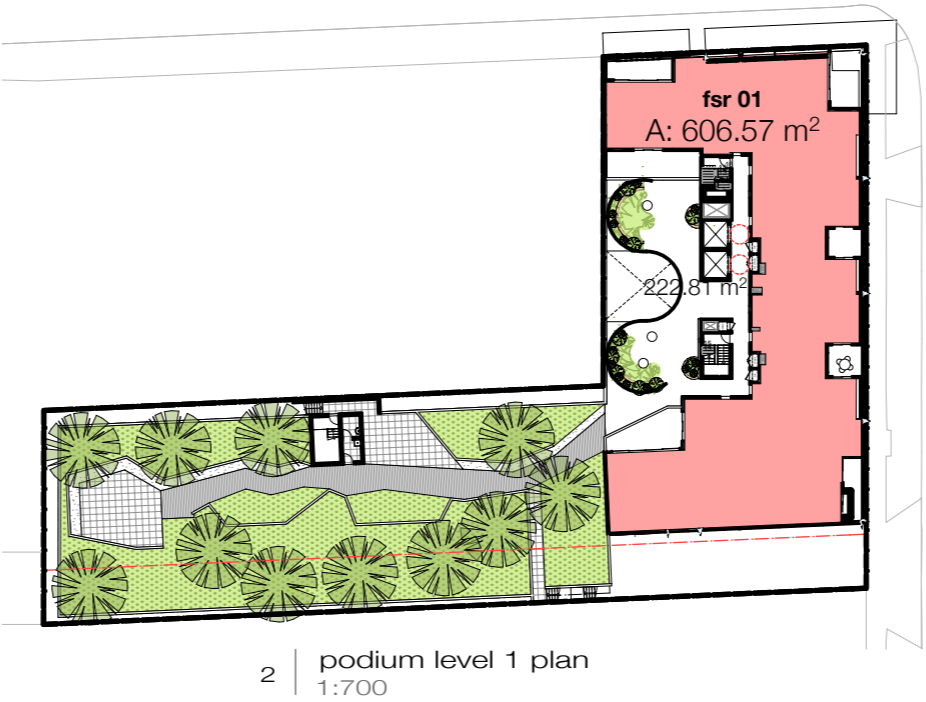
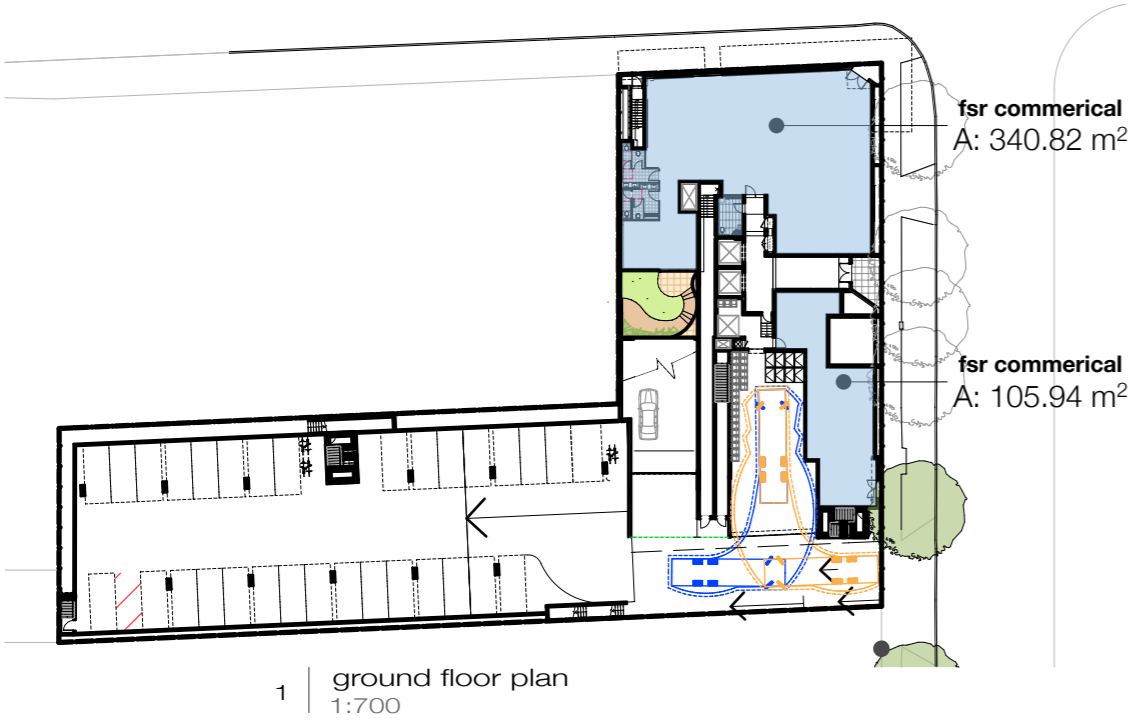


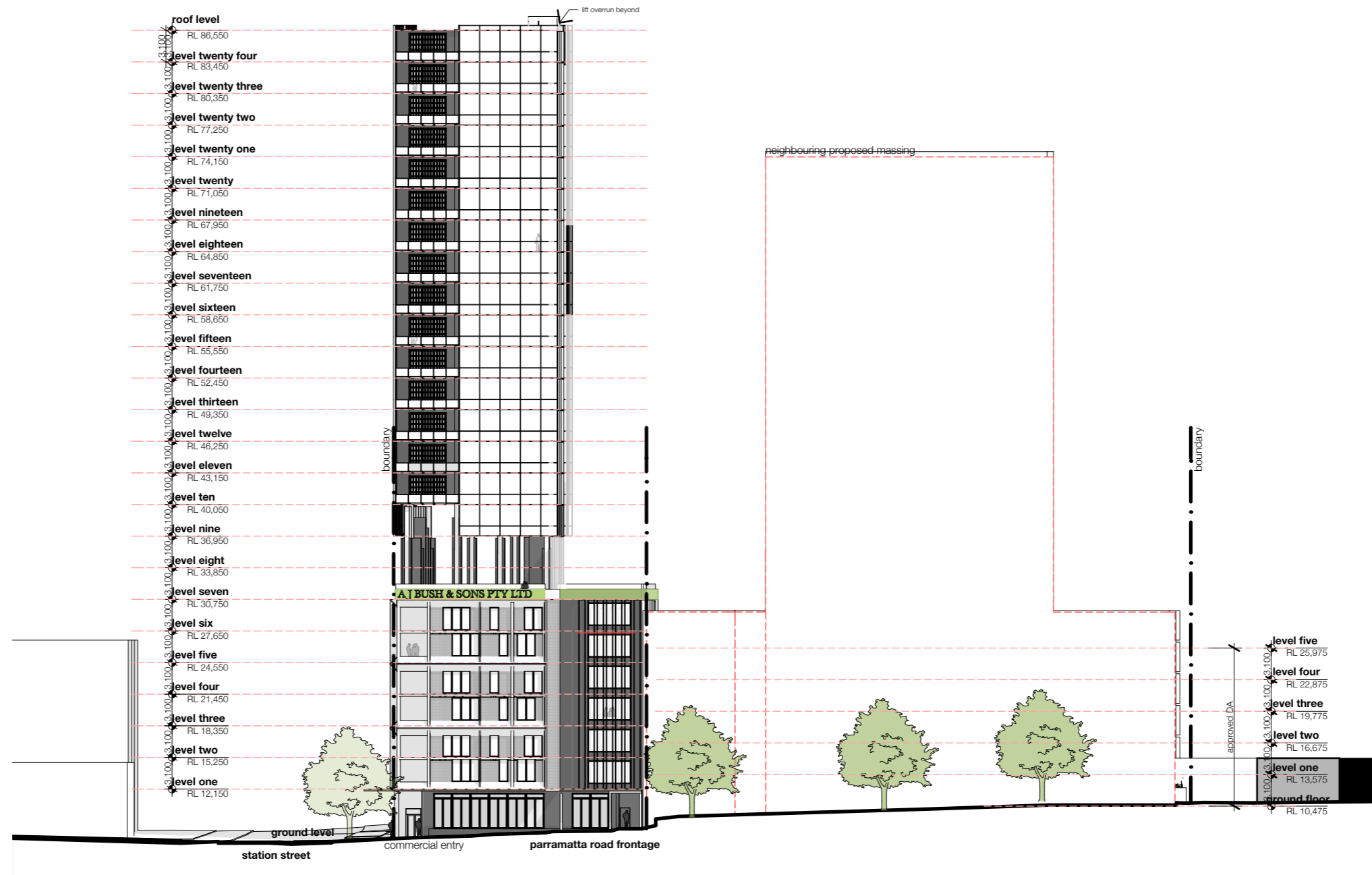
# Architectural Proposal

The images, plans, sections and diagrams on the following pages highlight the conceptual architectural proposal for the Site.

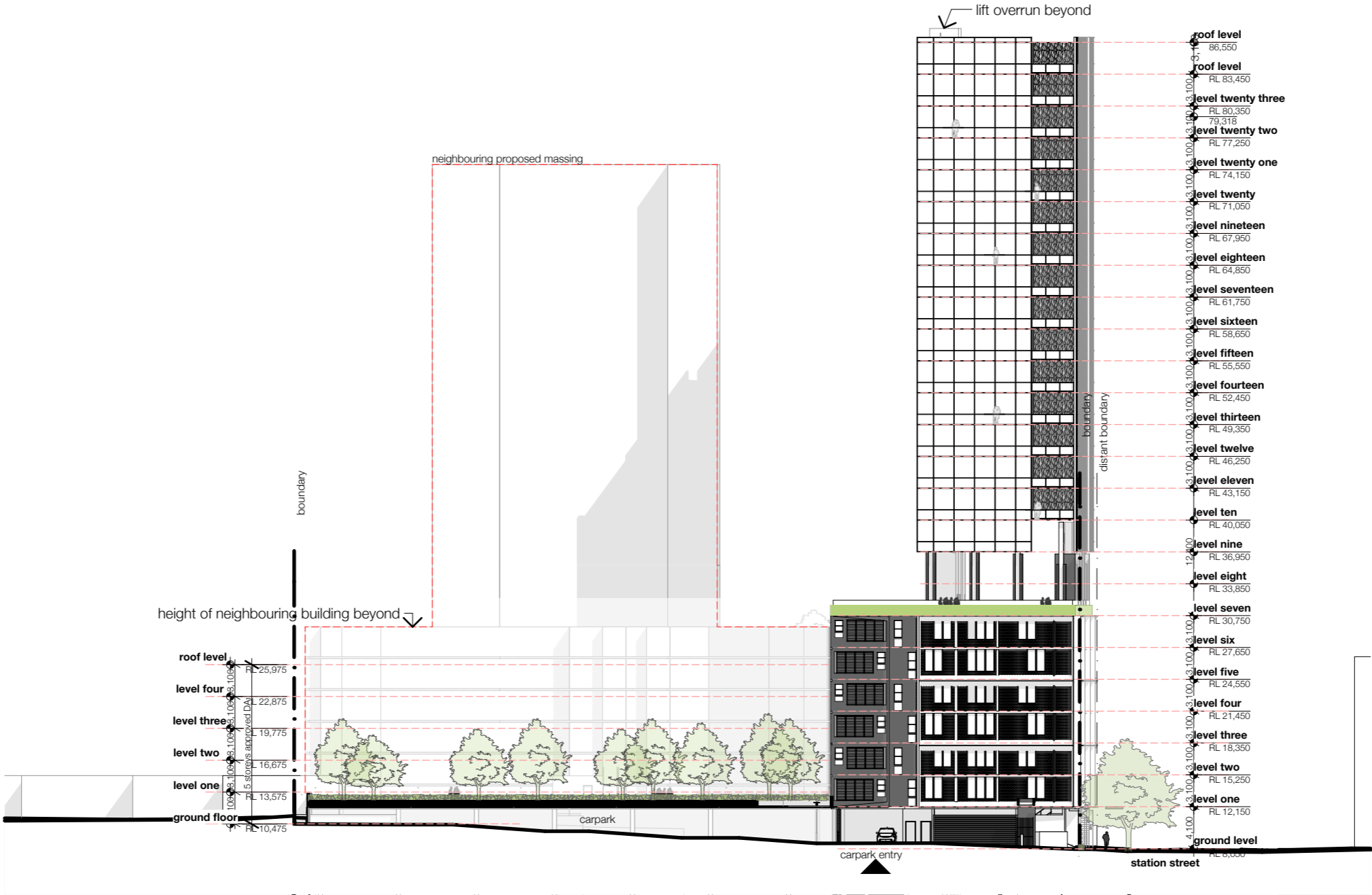


PLANNING PROPOSAL (INTEGRATED DESIGN GROUP) - PARRAMATTA ROAD LOOKING WEST

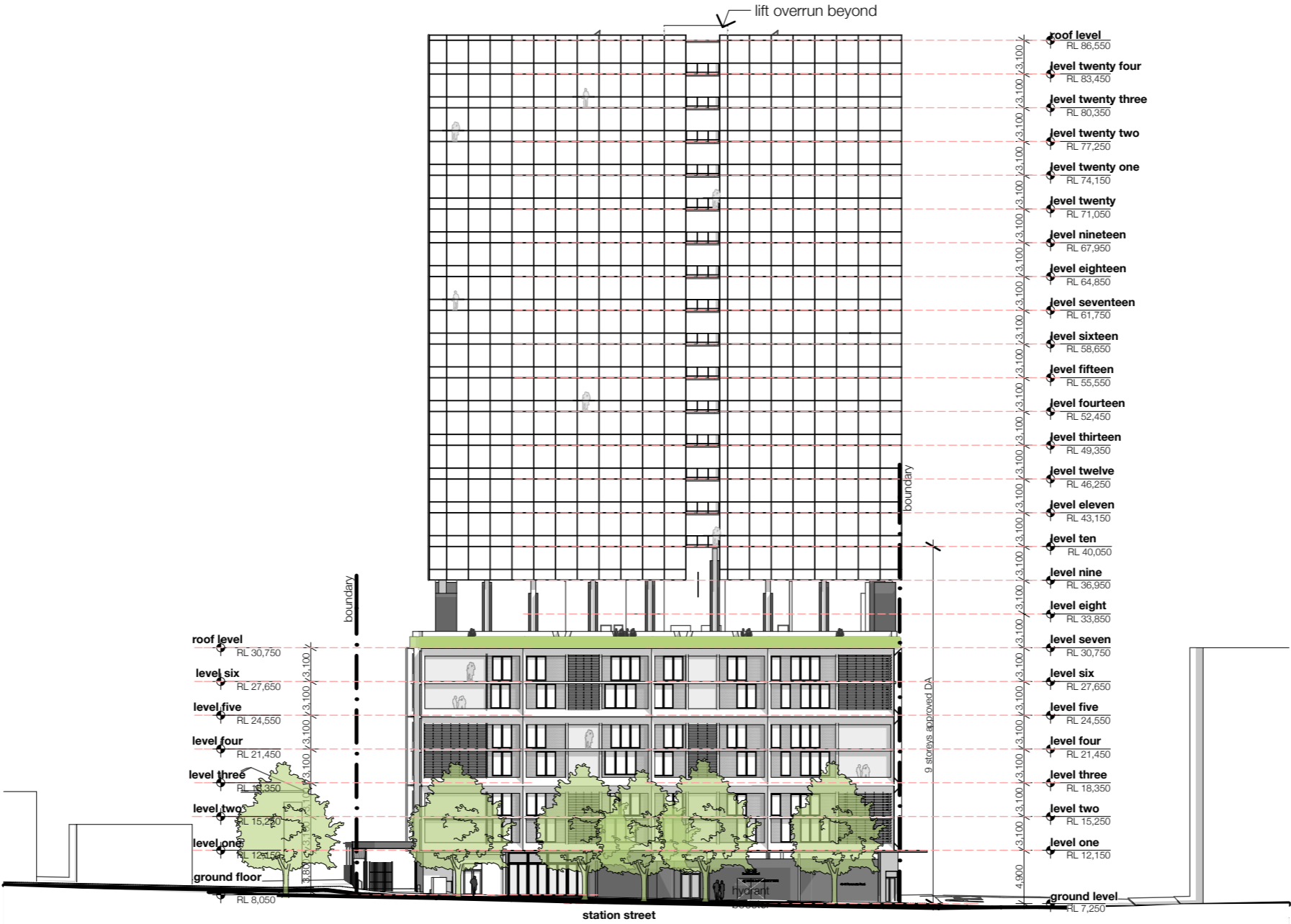




## PLANNING PROPOSAL (INTEGRATED DESIGN GROUP) - NORTHERN ELEVATION



PLANNING PROPOSAL (INTEGRATED DESIGN GROUP) - SOUTHERN ELEVATION



PLANNING PROPOSAL (INTEGRATED DESIGN GROUP) - EASTERN ELEVATION

# Broader Precinct Study

## FUTURE LOCAL REDEVELOPMENT POTENTIAL

The transformation of an area from low to high density presents numerous challenges.

Key to orderly and successful change is the concept of equability, and utility of land. This can be impacted if the redevelopment of a site affects the potential of other landholdings to redevelop due to site planning and layout, building design or the detailing of interfaces and functional arrangement.

It is also important to understand that there is likely to be a transitional phase in the transformation, where there is a sometimes hard juxtaposition of the old and new.

If approved, the Site would be one of the first to redevelop so demonstrating that it does not impact surround sites ability to reach a full density potential provides assurance that the whole area can change is important to both the approval authority and neighbouring land owners.

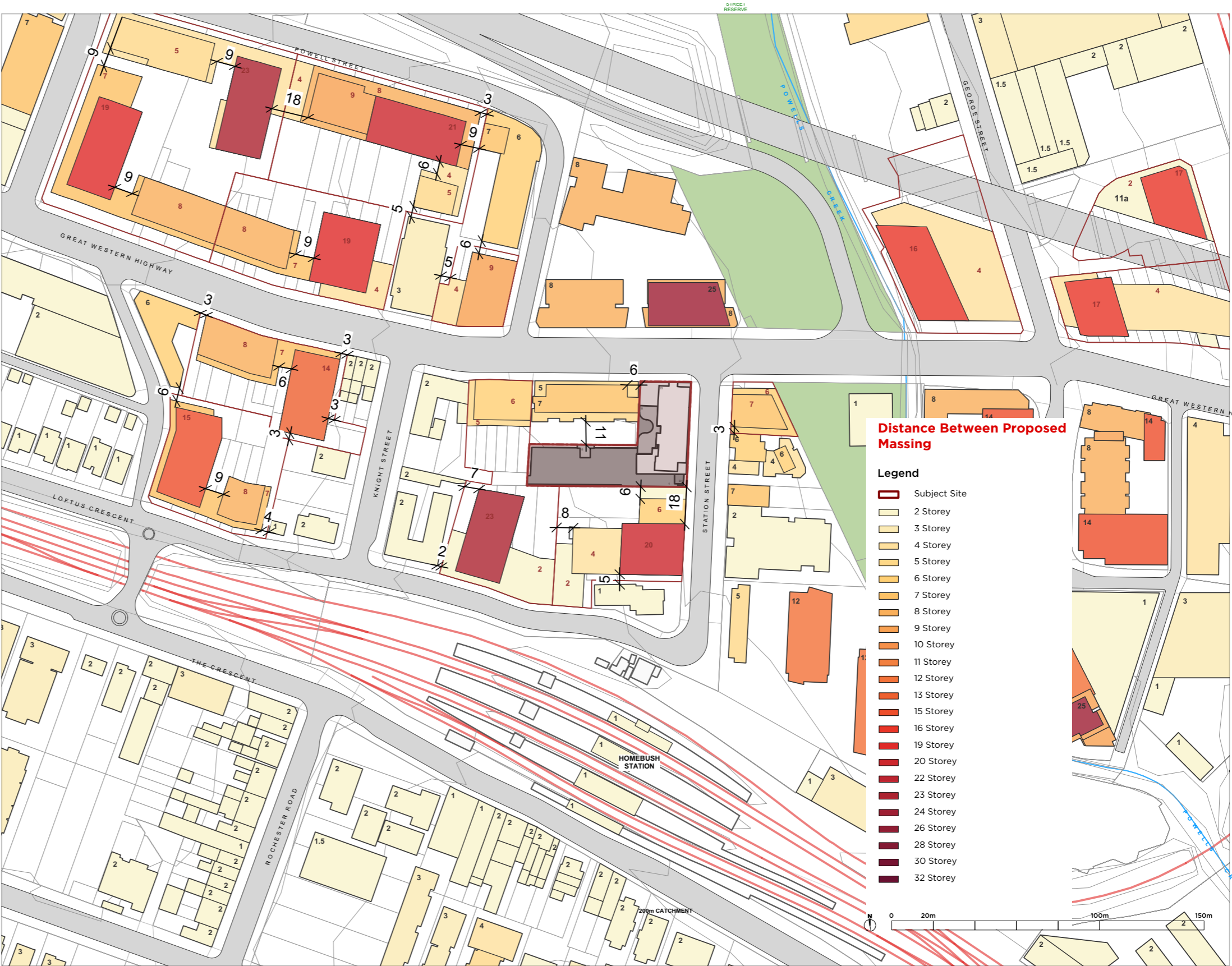
The following pages set out a study of the local area to demonstrate how the proposed density and design controls from the PRUT could be achieved for the surrounding sites.

- It assumes:
- Some site amalgamation that are equivalent to the Key sites in the SLEP 2012
  - That perimeter block and tower forms would be the prominent building type
  - Zero-lot line development between development sites
  - GBA to GFA efficiency of 75% for residential and 80% for ground floor retail was used in yield calculations
  - That by master planning the local area boundary setback on adjoining sites can be eccentric to manage over-all building separations in line with SEPP 65

Based on the massing a solar access and over shadowing study was undertaken.

For the solar access study the recently completed development to the east of Powells Creek was used to benchmark solar access to new development. The total percent of the building envelop that achieved 2 hours of sunlight at midwinter was measured and from this we are able to demonstrate that the proposed massing would meet these levels.

The adjacent plan shows the resultant building forms and the diagram on the next page shows the sites and yields achieved in 3D.



# Wider Precinct Yield Assessment

The adjacent diagram shows the potential uplift of the surrounding sites and resultant yields.

The renders on the following pages provide an indication of how the built form will potentially change if these sites are redeveloped

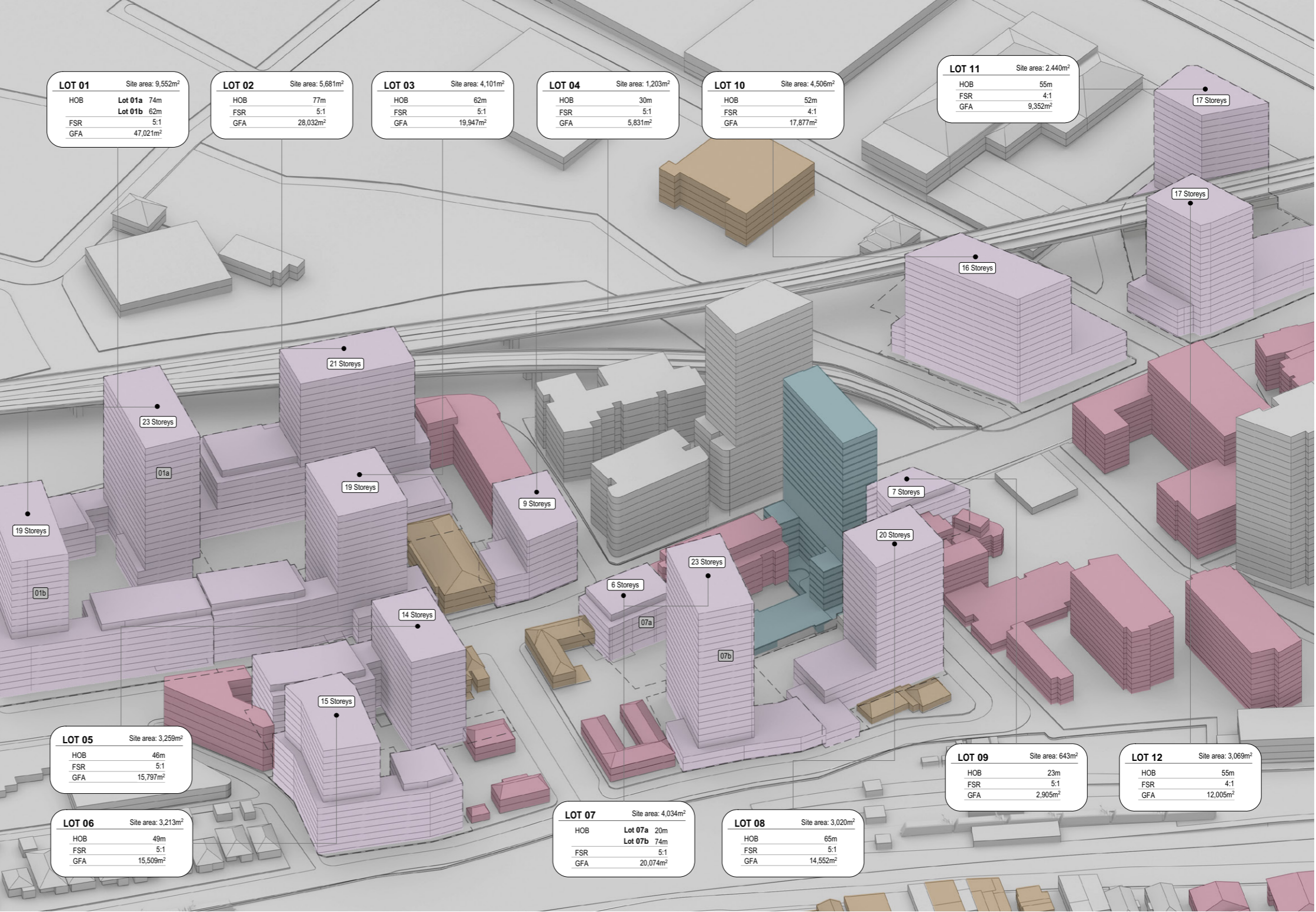
## View Study

- The view study show four selected views towards the Proposal, in each view there are three renders:
- Existing situation
  - With Proposal
  - With Proposal and wider Precinct Redevelopment

The view study illustrates that the Proposal is not out of context or scale and is compatible with the emerging character of the local area.

## Section Analysis

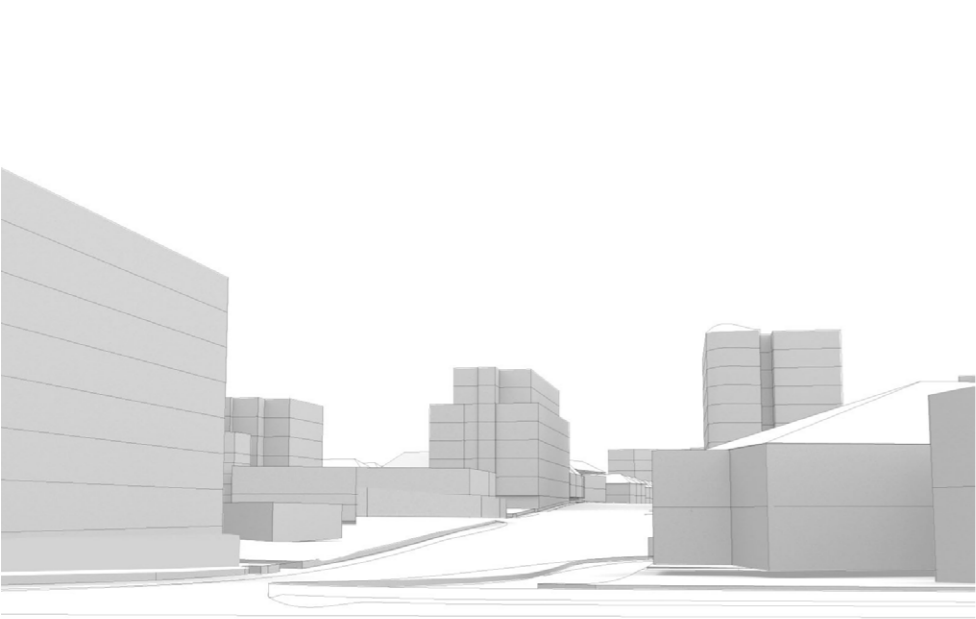
The section analysis undertaken shows the resultant skyline and relationship between existing and future built form.



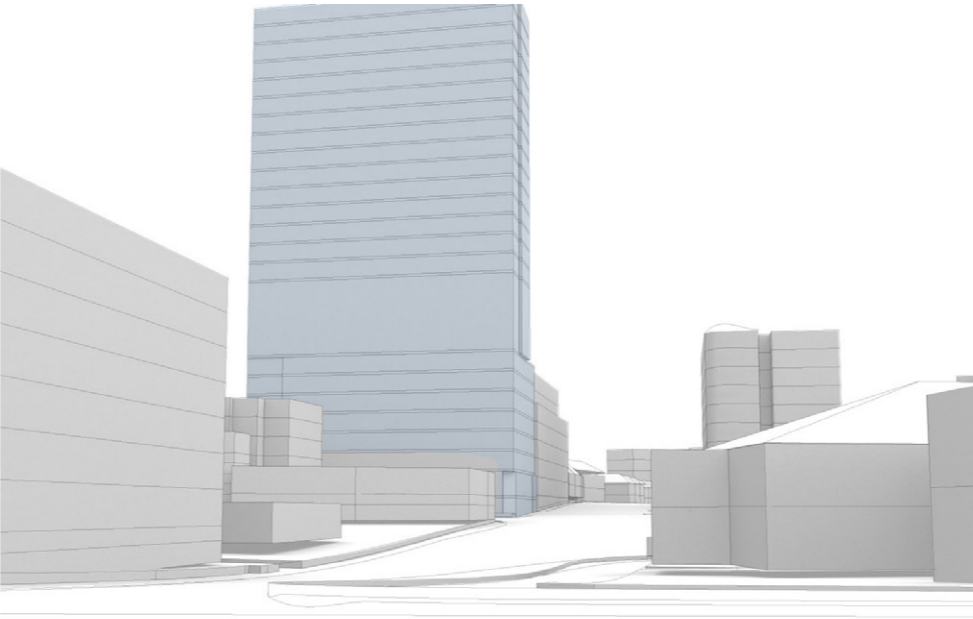
Legend

- Planning Proposal
- Surrounding Heritage
- Surrounding Strata Title
- Surrounding Potential Development Sites  
w. Maximum allowable built form

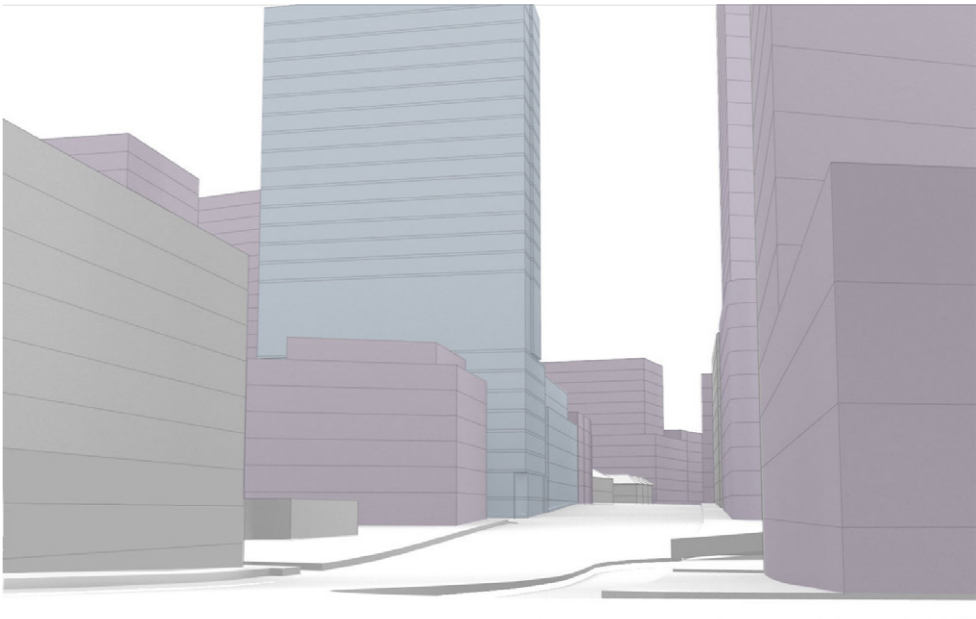
View Study



Street level view looking west along Parramatta Road - Existing situation



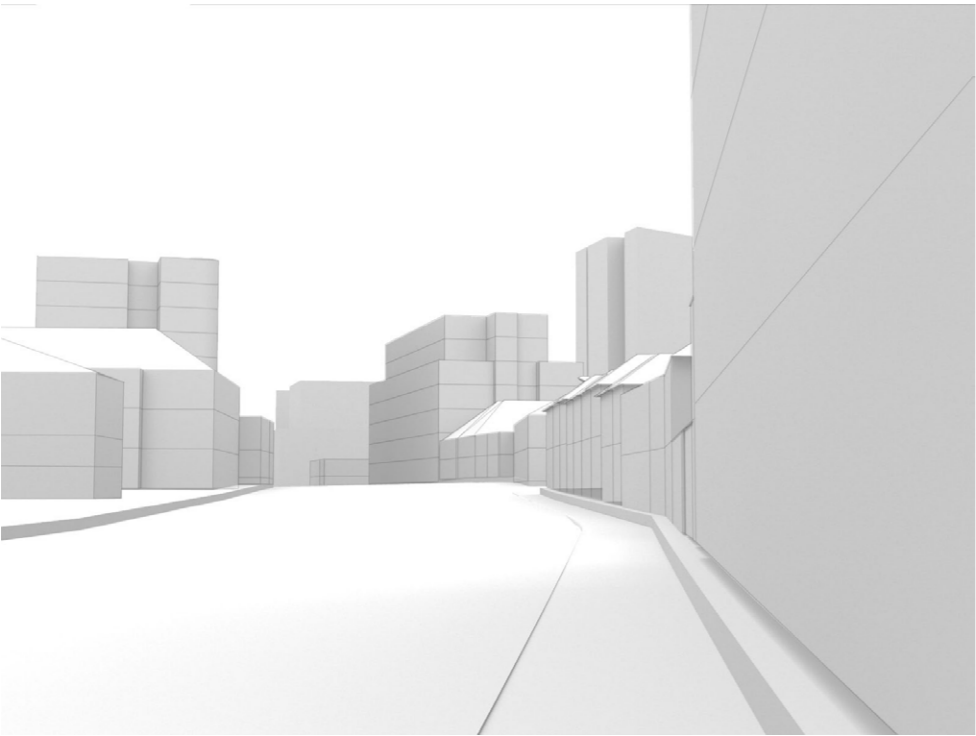
Street level view looking west along Parramatta Road - With Proposal



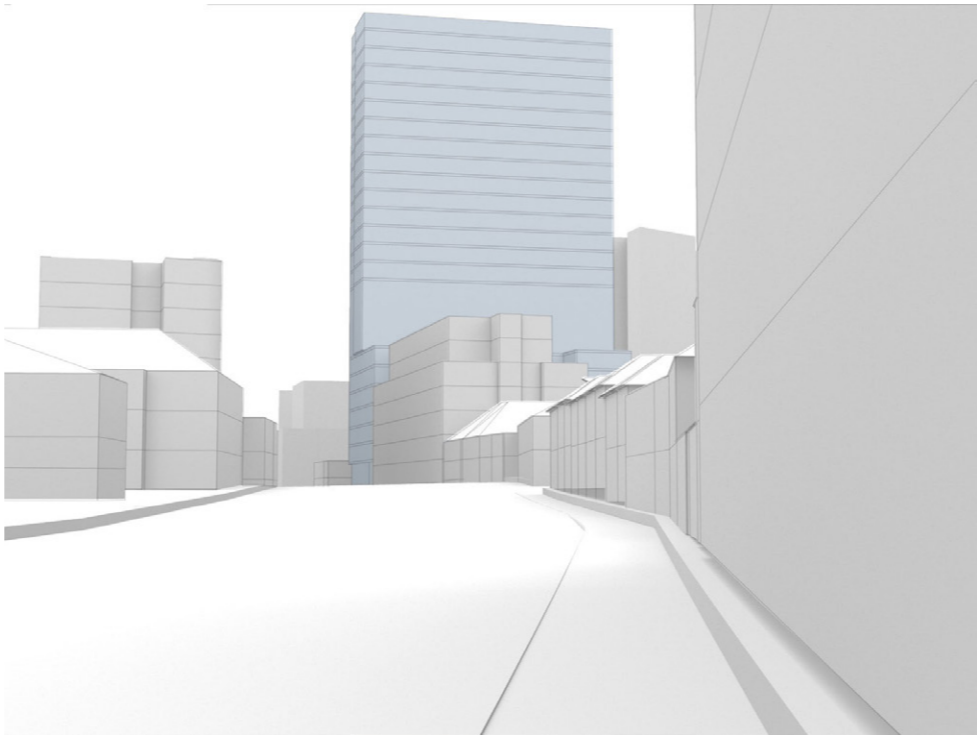
Street level view looking west along Parramatta Road - With Proposal and wider Precinct Redevelopment

Legend

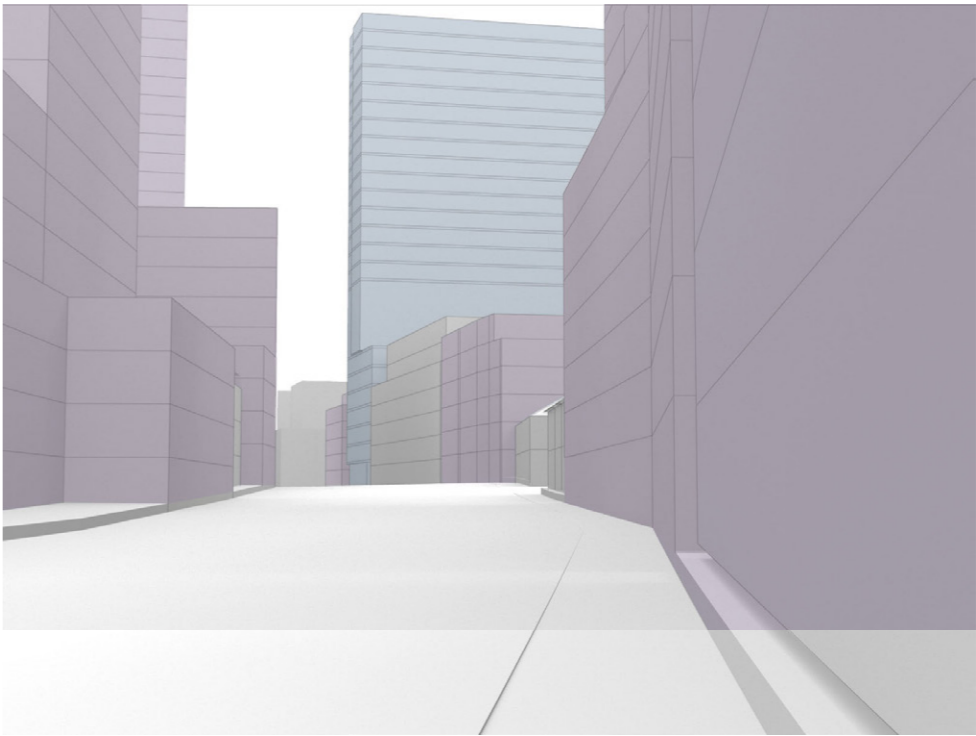
- Planning Proposal
- Surrounding Heritage
- Surrounding Strata Title
- Surrounding Potential Development Sites w. Maximum allowable built form



Street level view looking east along Parramatta Road - Existing situation



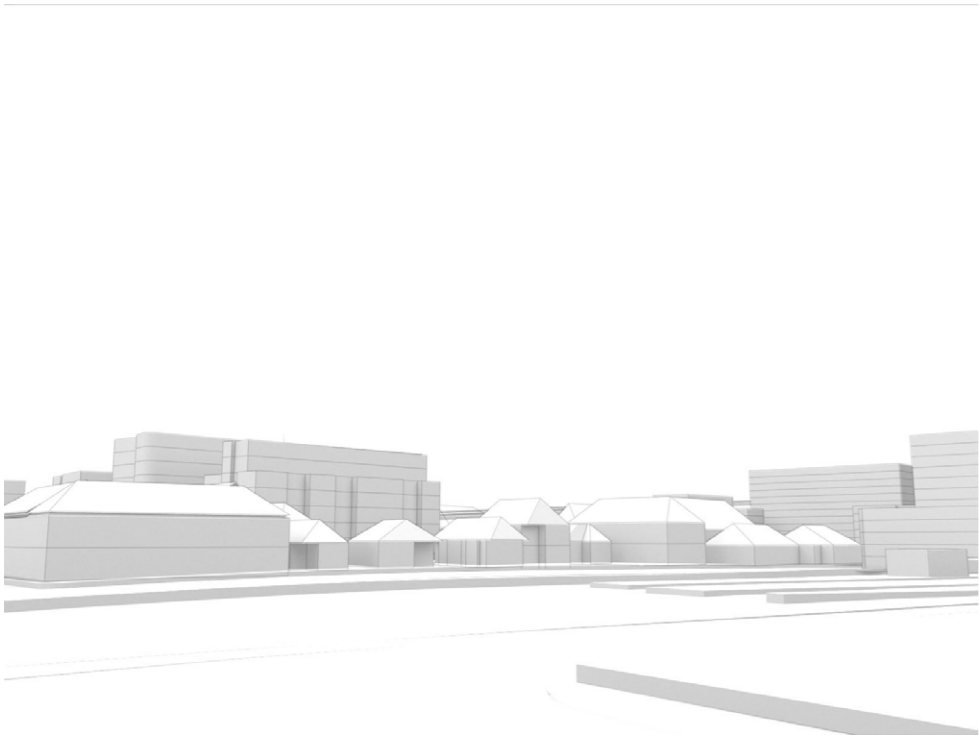
Street level view looking east along Parramatta Road - With Proposal



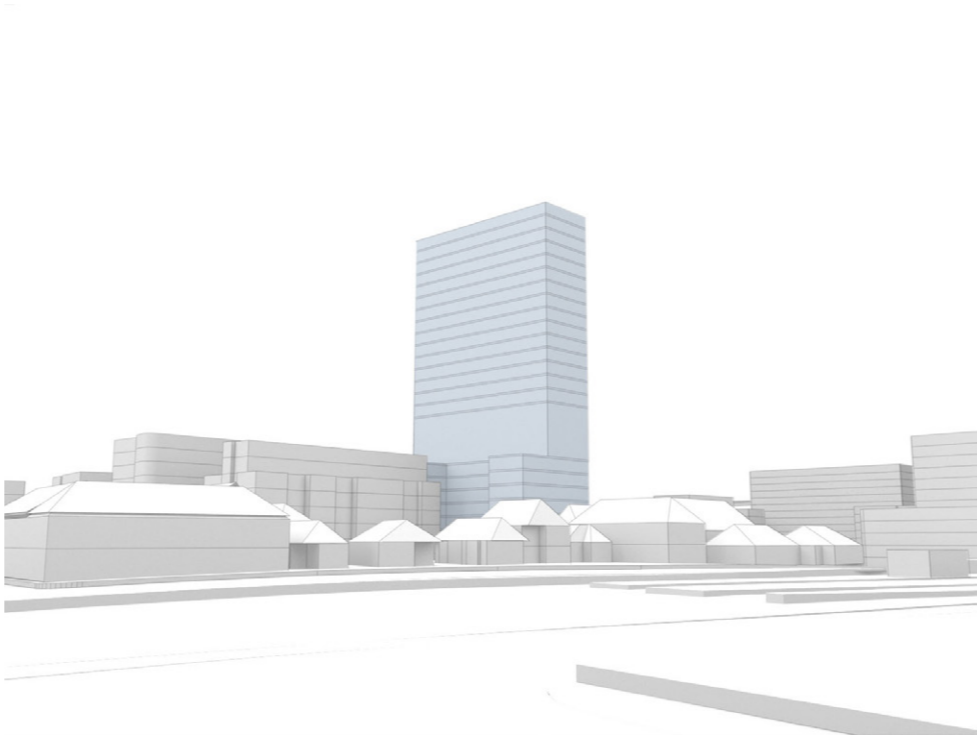
Street level view looking east along Parramatta Road - With Proposal and wider Precinct Redevelopment

Legend

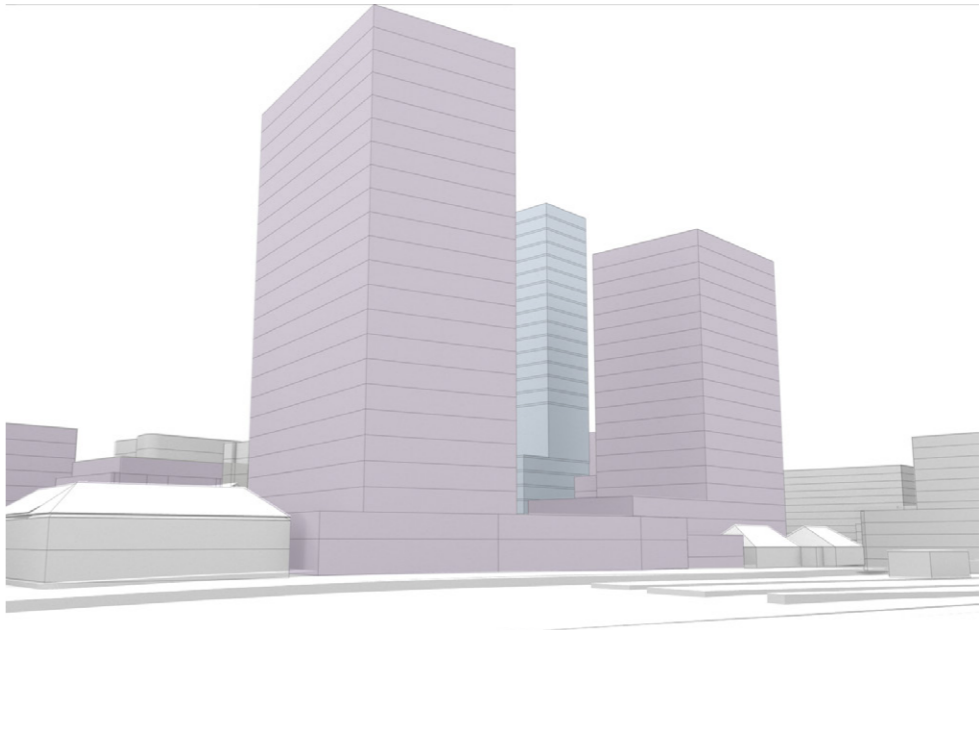
- Planning Proposal
- Surrounding Heritage
- Surrounding Strata Title
- Surrounding Potential Development Sites w. Maximum allowable built form



Street level view looking north from Rochester Street - Existing situation

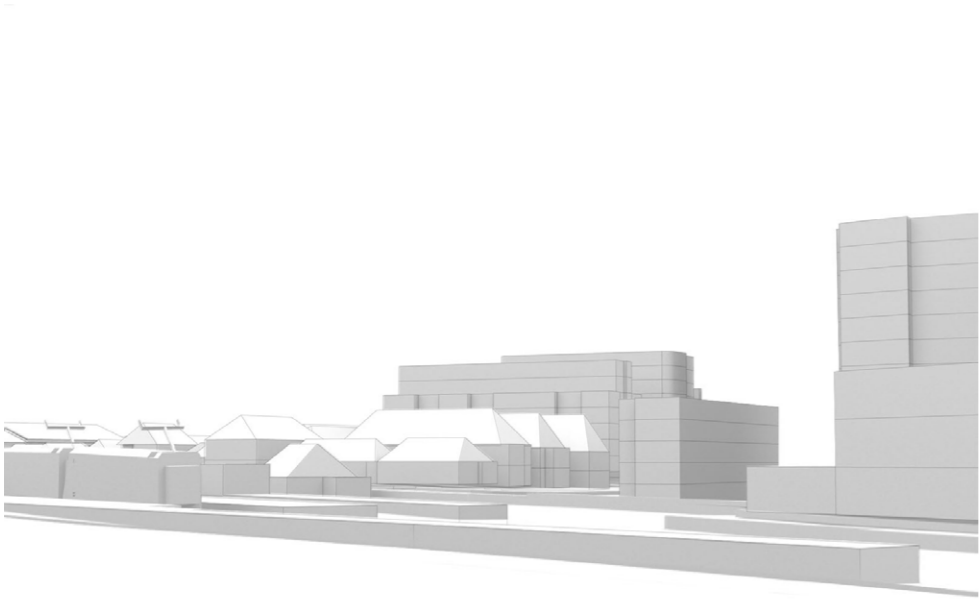


Street level view looking north from Rochester Street- With Proposal

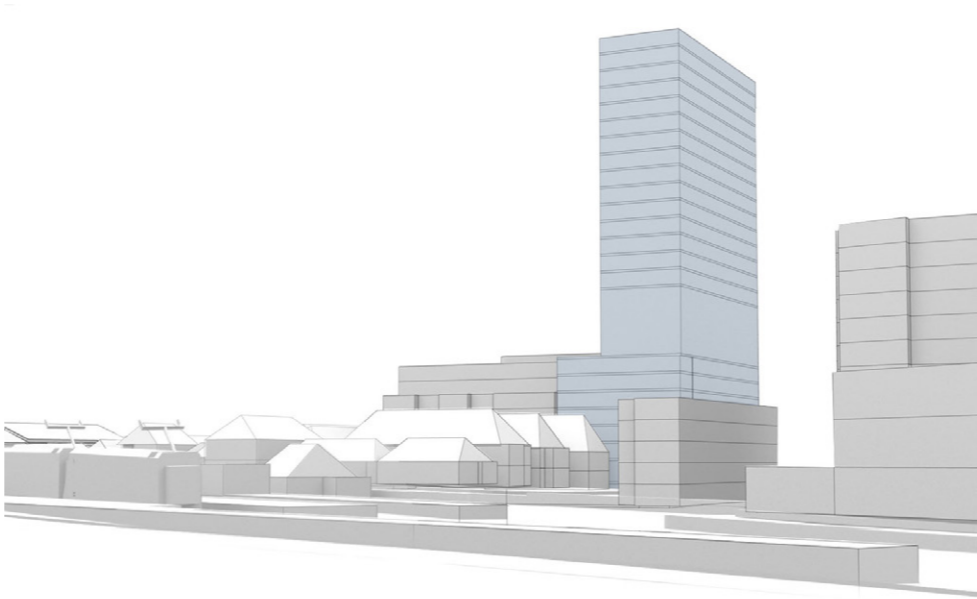


Street level view looking north from Rochester Street - With Proposal and wider Precinct Redevelopment

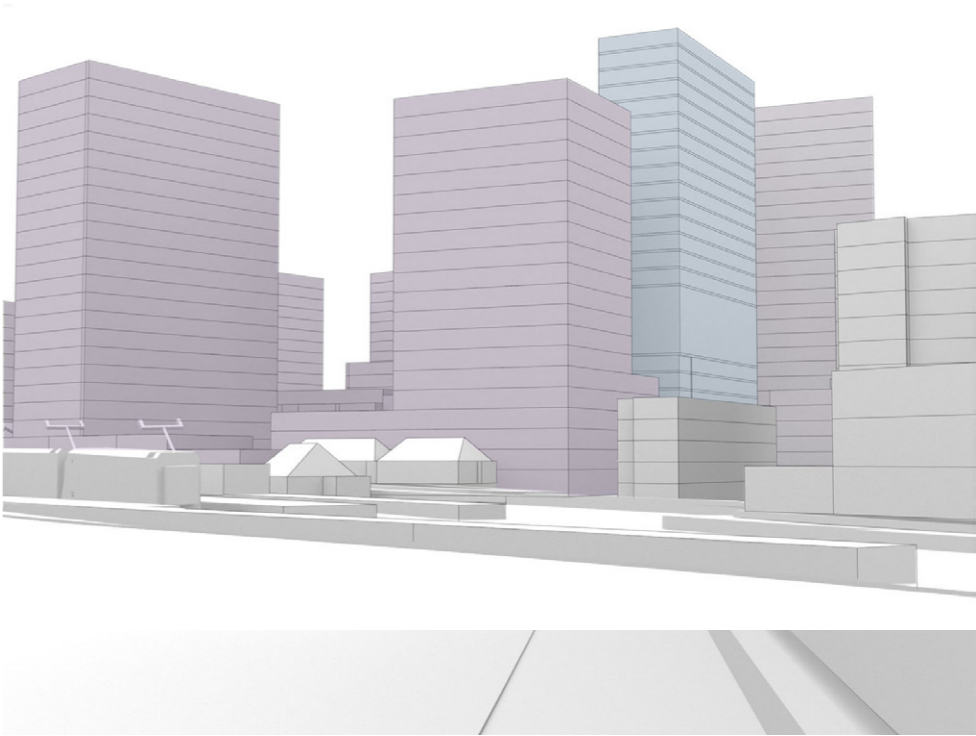
- Legend
- Planning Proposal
  - Surrounding Heritage
  - Surrounding Strata Title
  - Surrounding Potential Development Sites w. Maximum allowable built form



View from Homebush Station looking north - Existing situation



View from Homebush Station looking north - With Proposal

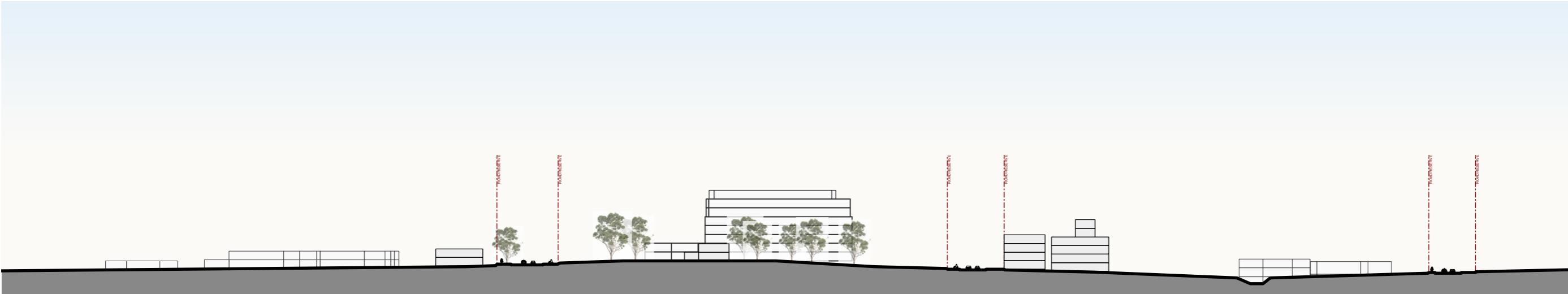


View from Homebush Station looking north - With Proposal and wider Precinct Redevelopment

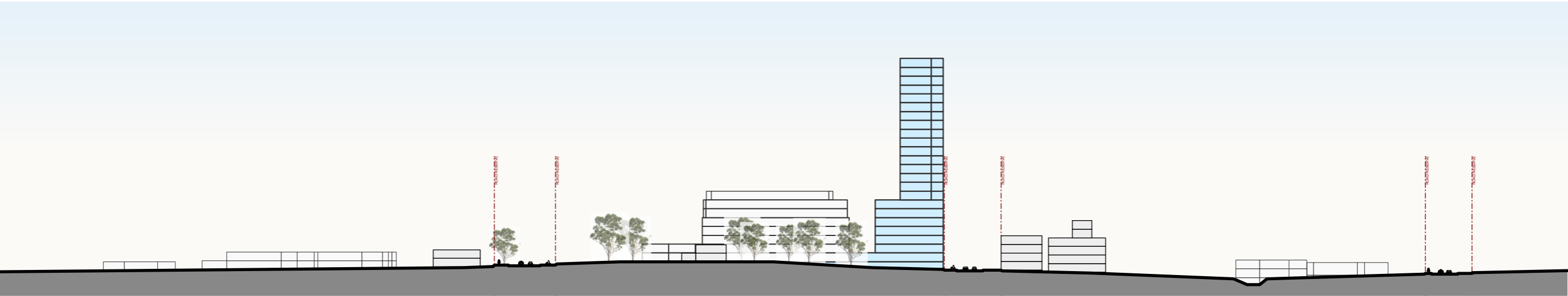
Legend

- Planning Proposal
- Surrounding Heritage
- Surrounding Strata Title
- Surrounding Potential Development Sites w. Maximum allowable built form

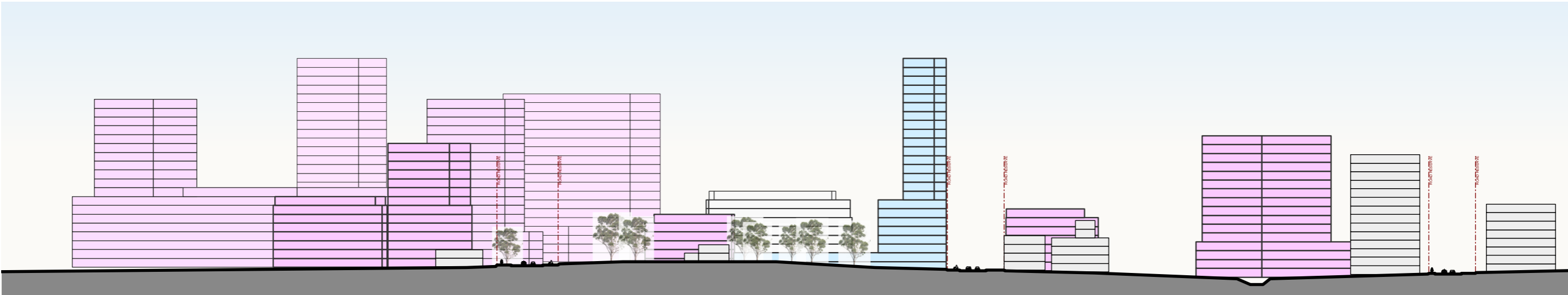
# Section Analysis



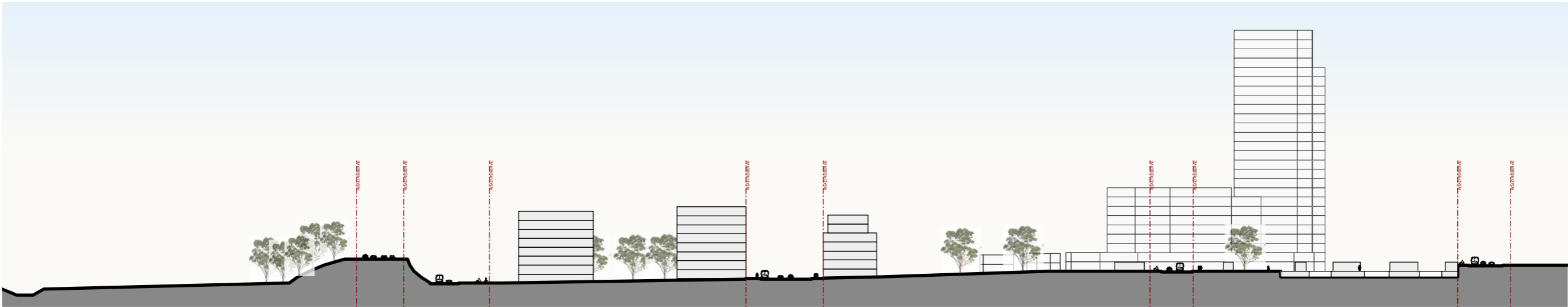
Section AA - Existing Site Conditions



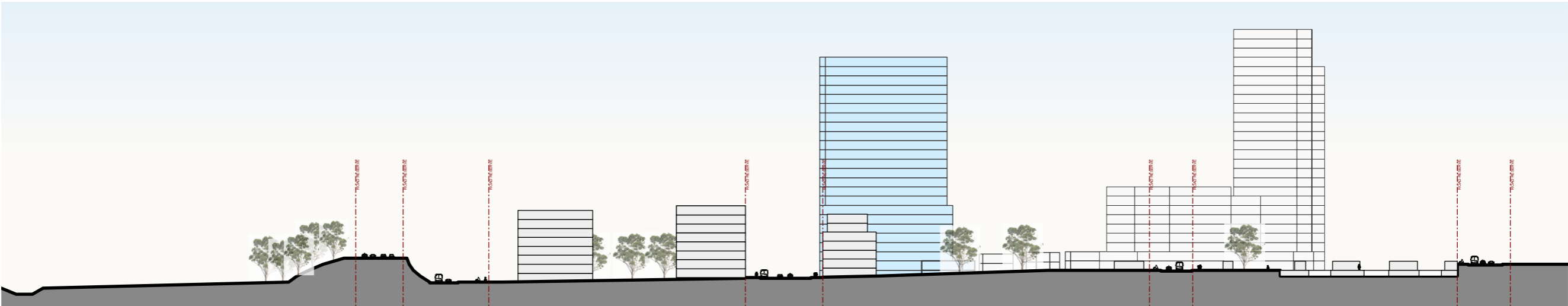
Section AA - Planning Proposal



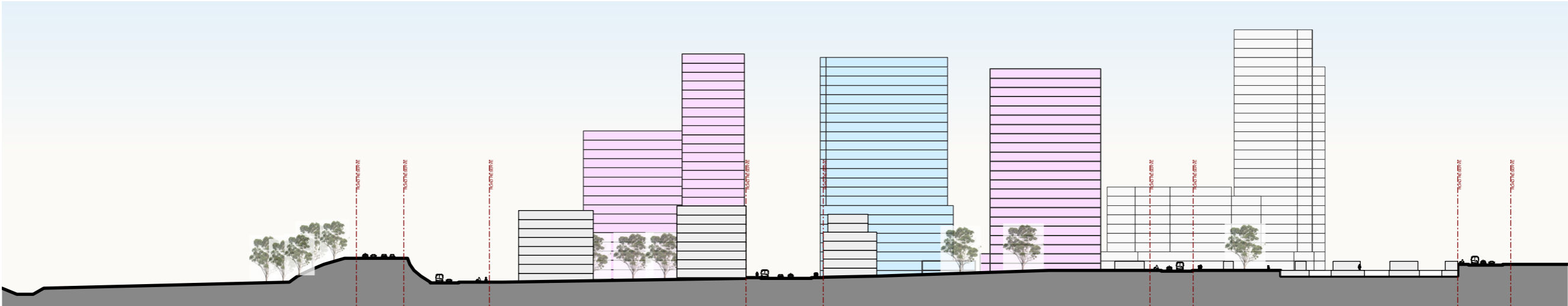
Section AA - Planning Proposal And Surrounding Maximised Potential Development Sites



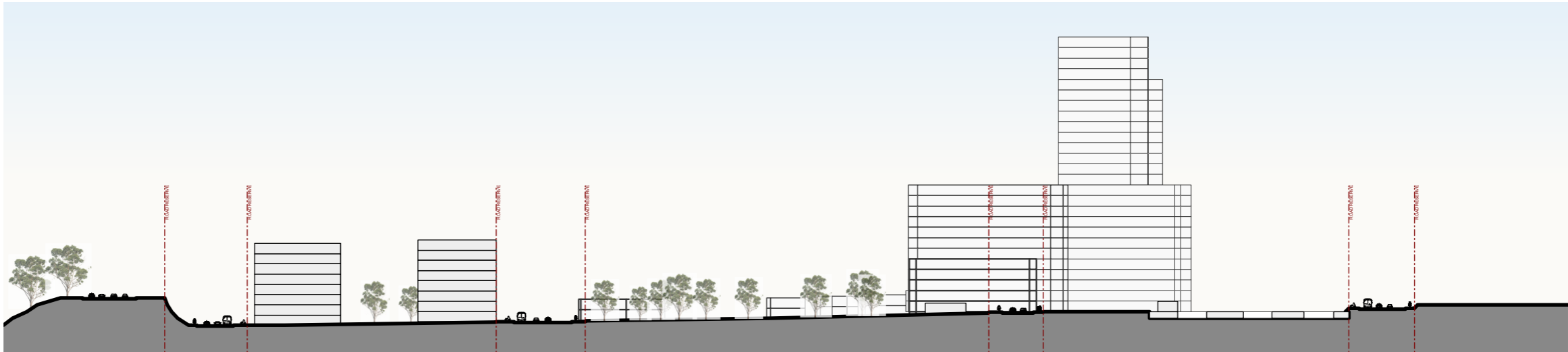
Section BB - Existing Site Conditions



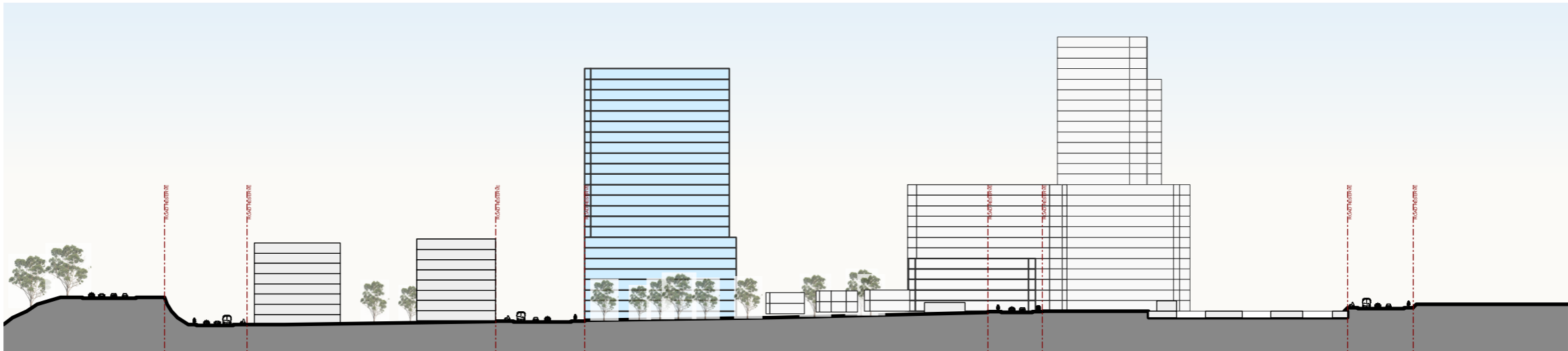
Section BB - Planning Proposal



Section BB - Planning Proposal And Surrounding Maximised Potential Development Sites



Section CC - Existing Site Conditions



Section CC - Planning Proposal



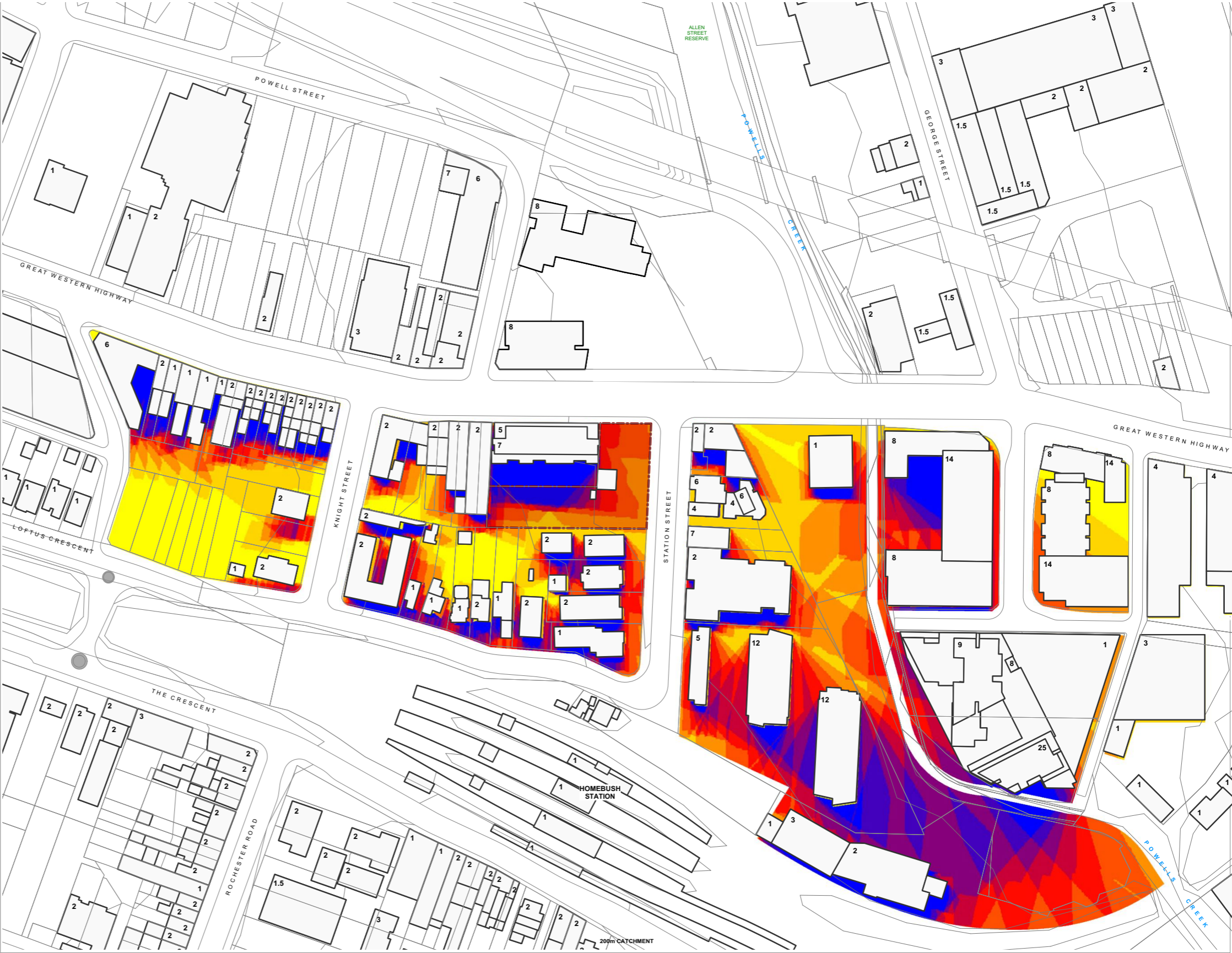
Section CC - Planning Proposal And Surrounding Maximised Potential Development Sites

# Local Area - Solar Access Assessment Existing Situation

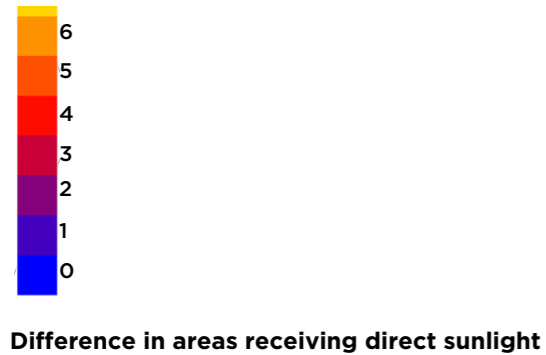
The solar access study presented on the following pages shows how the access to direct sunlight at mid-winter changes from the existing situation to the two redevelopment scenarios - the Proposal only, and the wider redevelopment.

The study tests both solar access to private open space and to the elevations of surrounding buildings.

While there are impacts to the properties to the south of the Proposal, the location and slender tower form minimise the impacts, and importantly do not prevent the site to the south achieving their full density potential in a future redevelopment scenario.



# Local Area - Solar Access Assessment Site Redeveloped

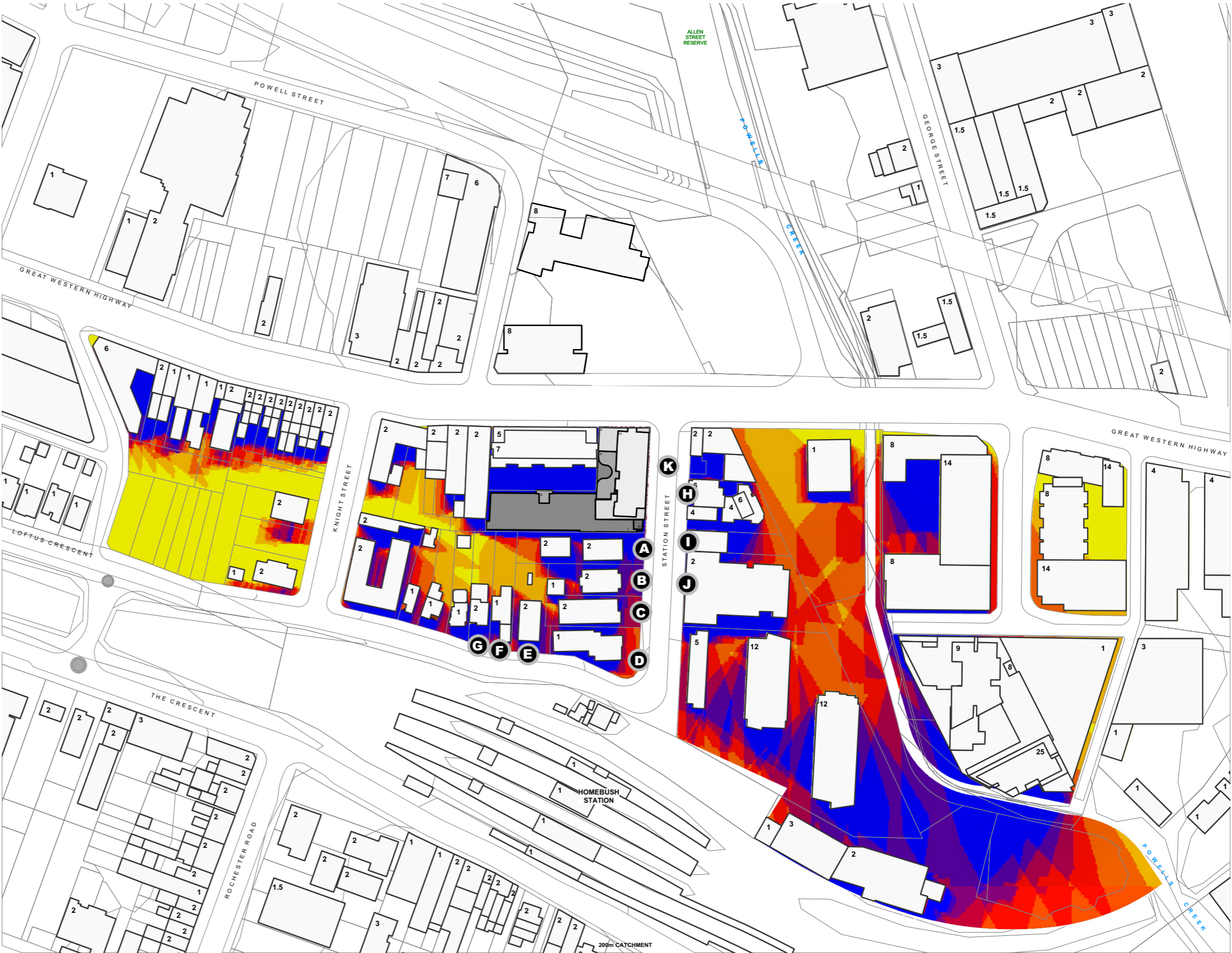


	Elevations	Lots
A	-22.6 %	-45.2 %
B	-6.5%	-2.5%
C	0%	-2.7%
D	0%	-2.7%
E	-30.9%	-3.2 %
F	-13.7 %	-6.1%
G	0%	-4.1%
H	-11.9%	0%
I	-17.1%	0%
J	-13.4%	0%

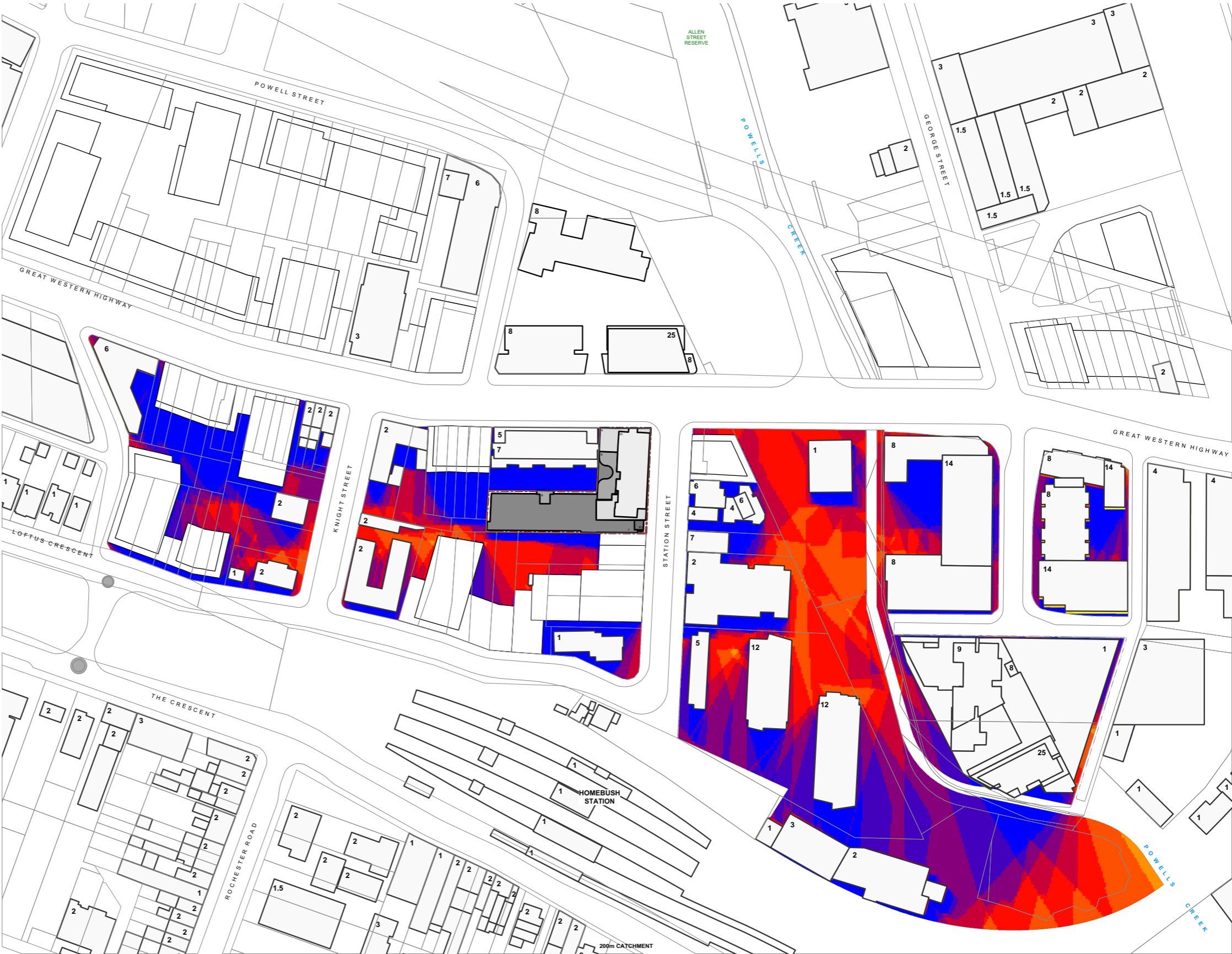
Station Street	
K	-19.8 %

This diagram shows both the number of sunlight hours and the shadow range throughout the site. It is based on the sunpath of a mid-winter day in the Sydney region.

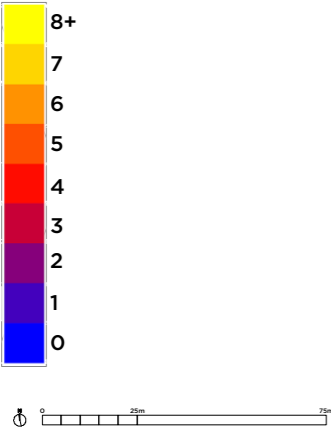
The table above contains the difference in area of impacted elevations, lots and streets receiving 2 or more hours of sun. This is the result between the existing conditions and the scenario where the new developments are included.



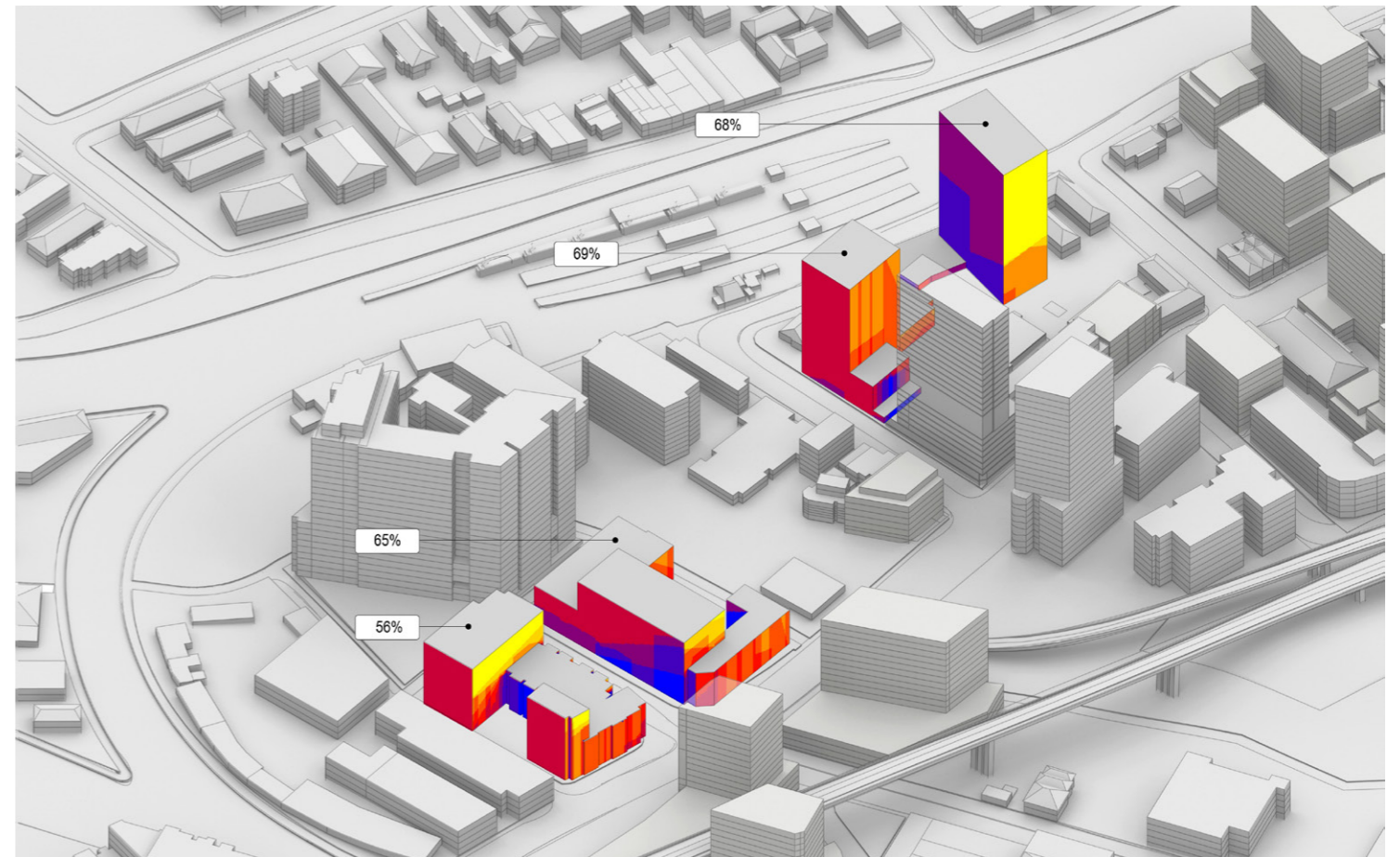
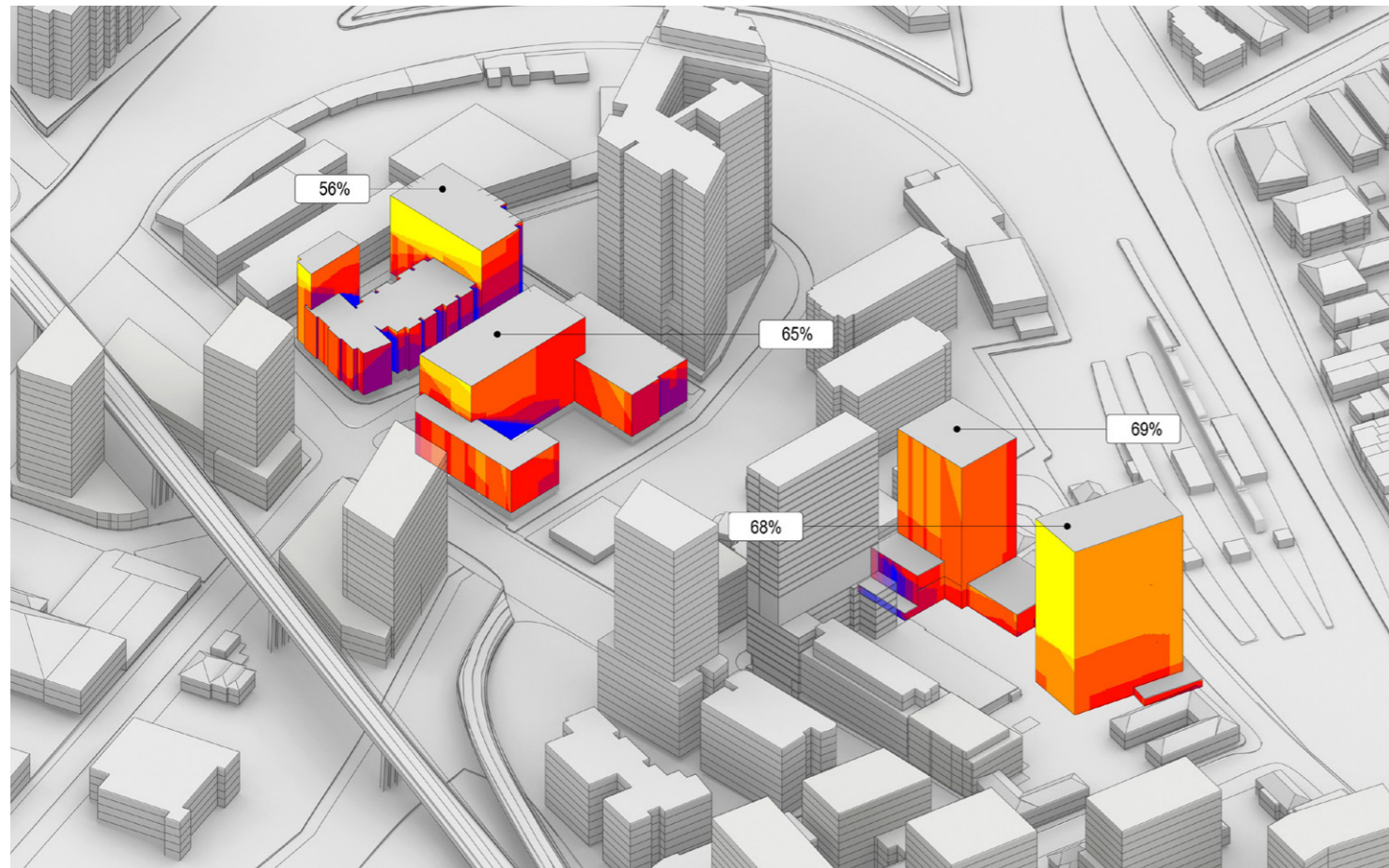
# Local Area - Solar Access Assessment Wider Redevelopment



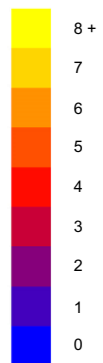
Sunlight Hours - MAXI MASSING  
Winter Solstice



# Wider Redevelopment - Solar Access Assessment



Sunlight Hours  
Winter Solstice



# Proposed Private Open Space Solar Study

The diagrams on the following two pages test the solar access to the private open space within the Proposal.

The Proposal identifies two podium areas for use by residents.

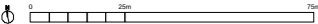
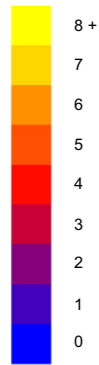
The solar study shows that approximately 50% of the total private open space areas will receive two or more hours of direct sunlight at mid-winter, making it generally compliant with best practice design standards.



Solar Access on Open Spaces  
**MAXI MASSING**  
Winter Solstice

- Legend
- Site
  - Cadastral
  - Nature Reserve
  - Water Course

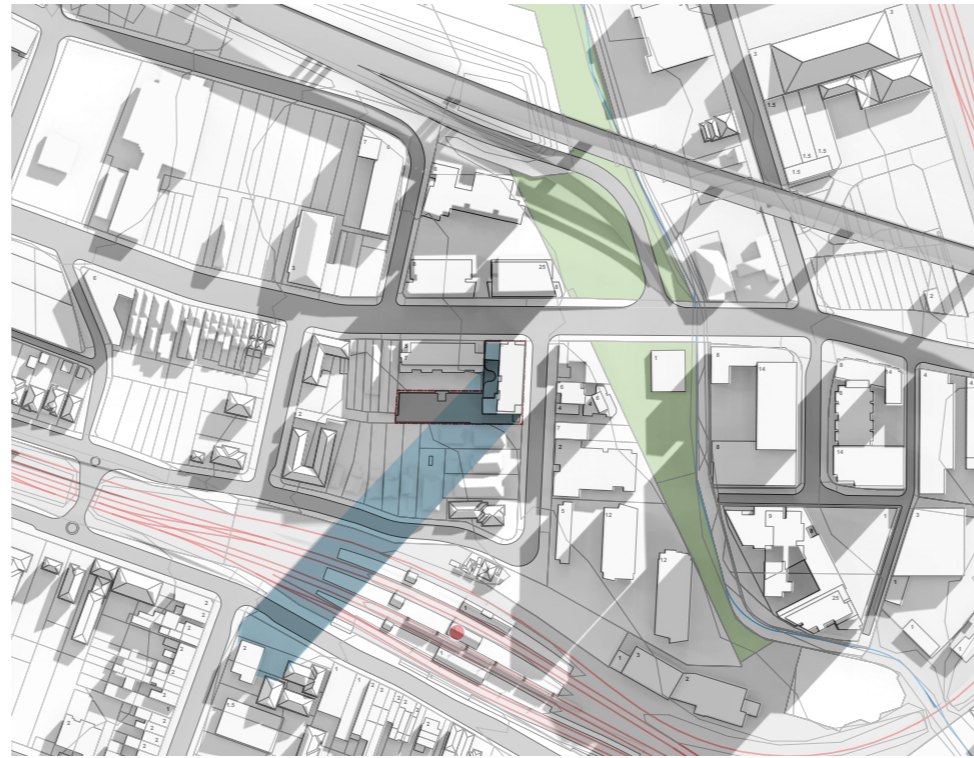
Sunlight Hours  
Winter Solstice



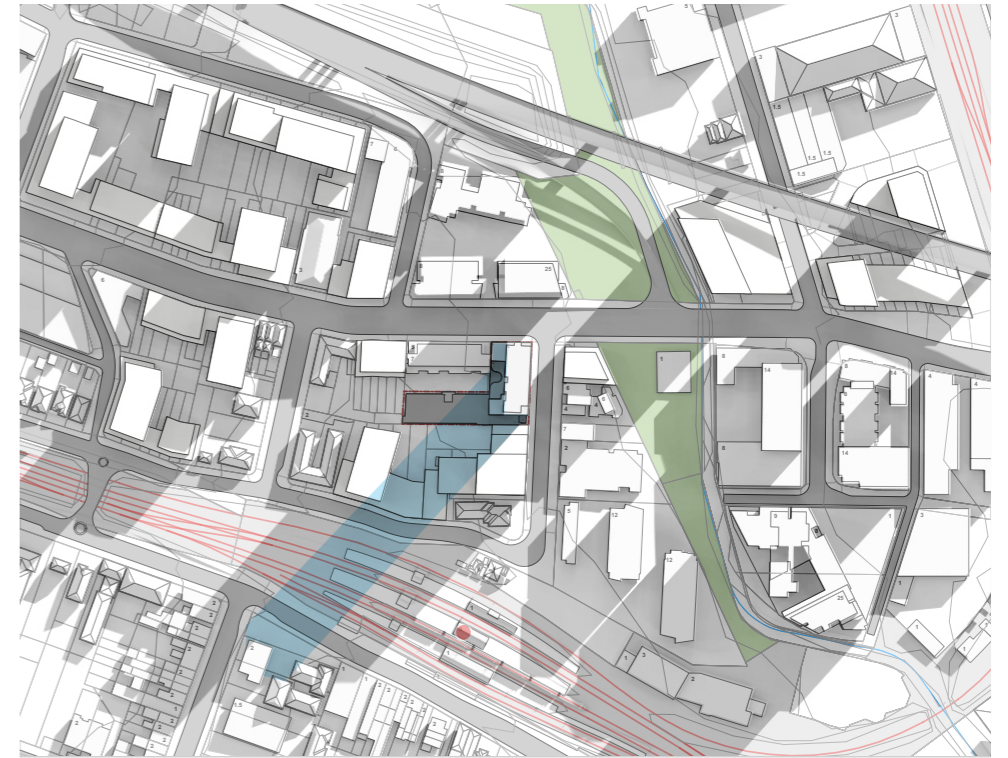
## Overshadowing - 9am 21 June



9am 21st June - Existing Situation



9am 21st June - With Proposal



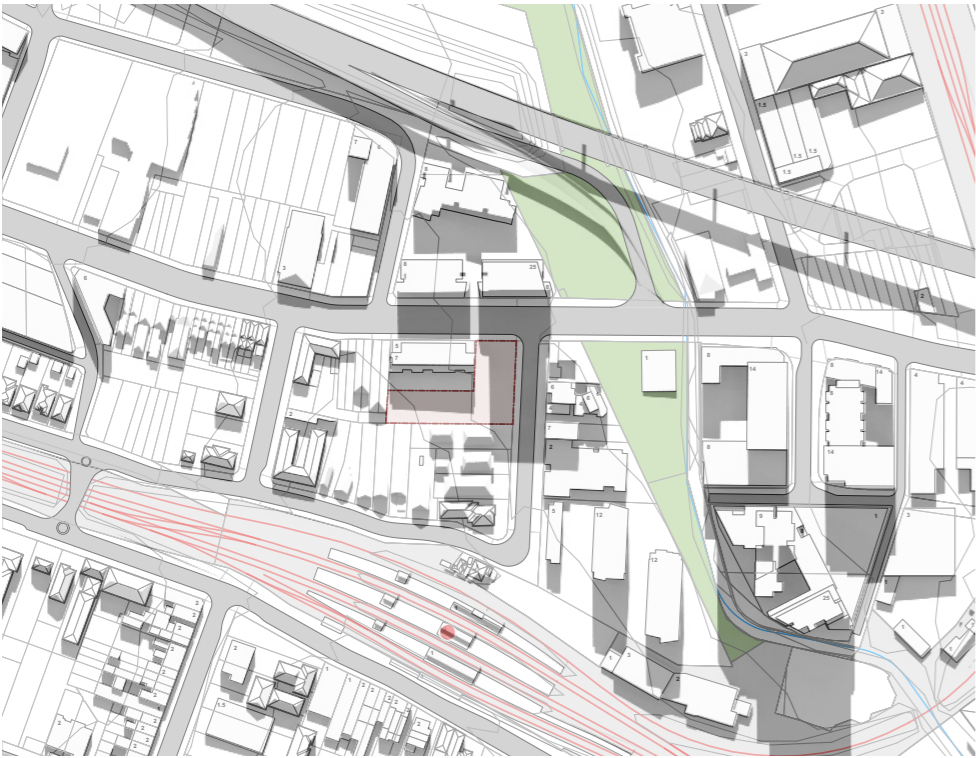
9am 21st June - With Proposal and wider precinct redevelopment

The shadow analysis undertaken and presented on the following pages, shows the extent of shadows cast on 21st June for three situations:

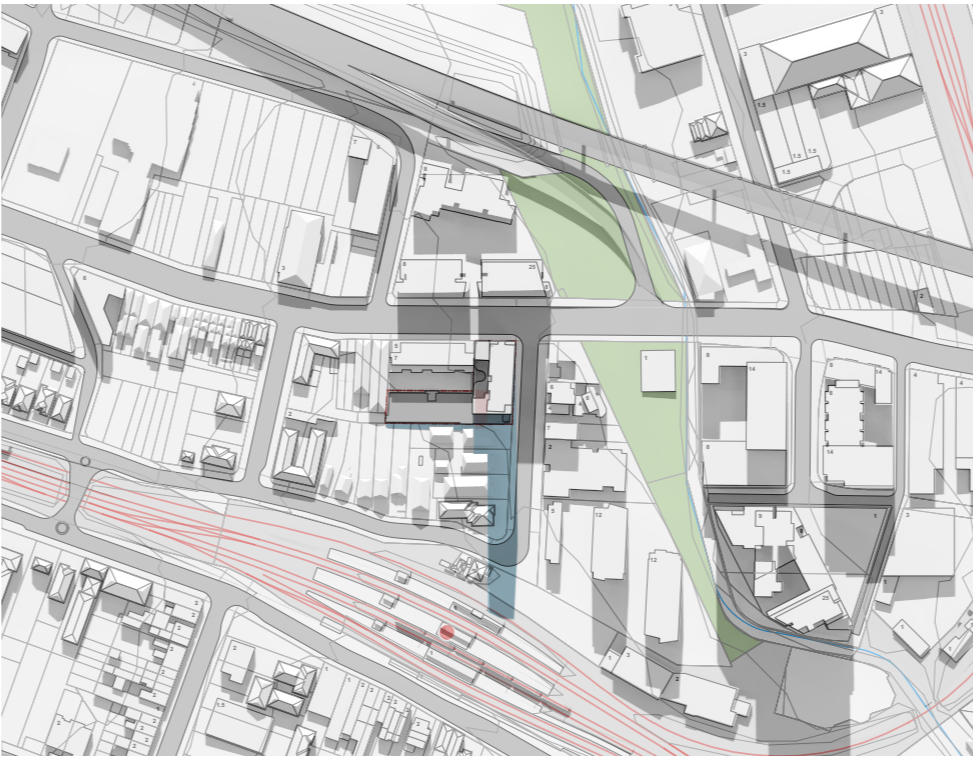
1. Existing situation
2. With Proposal
3. With Proposal and wider precinct redevelopment

The shadow cast by the Proposal has been highlighted in blue.

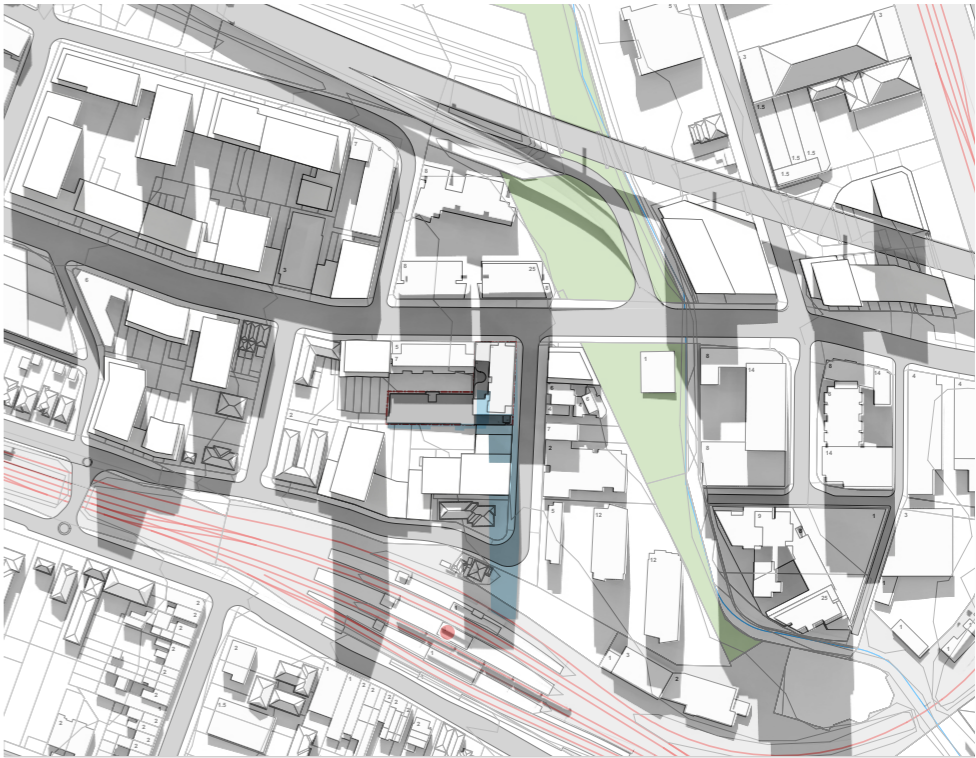
Overshadowing - 12am 21 June



12pm 21st June - Existing Situation

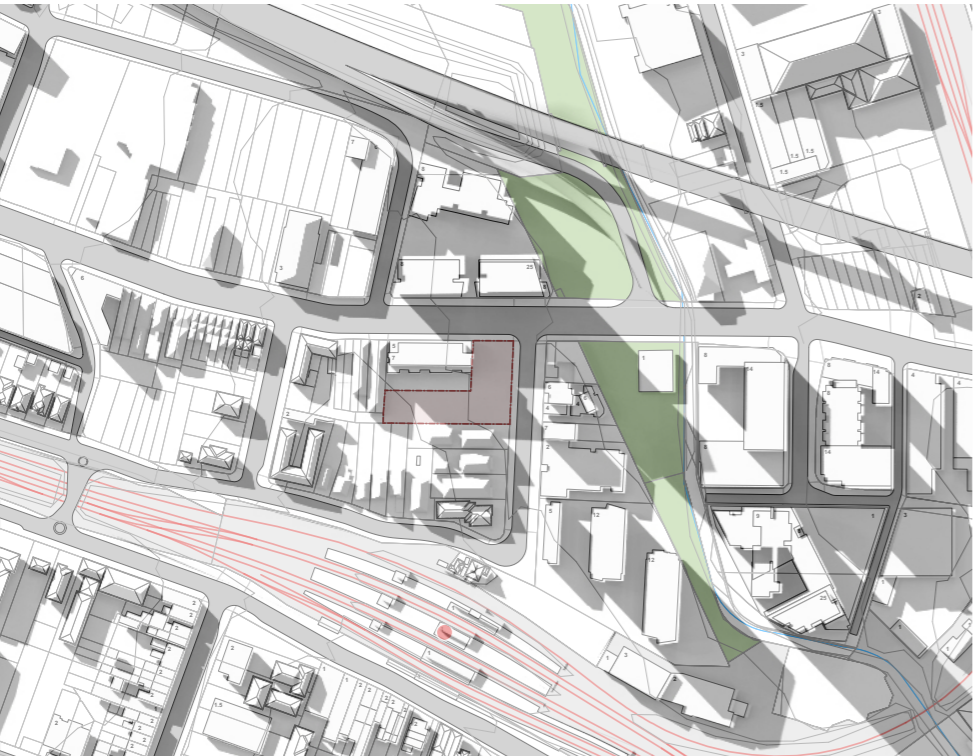


12pm 21st June - With Proposal

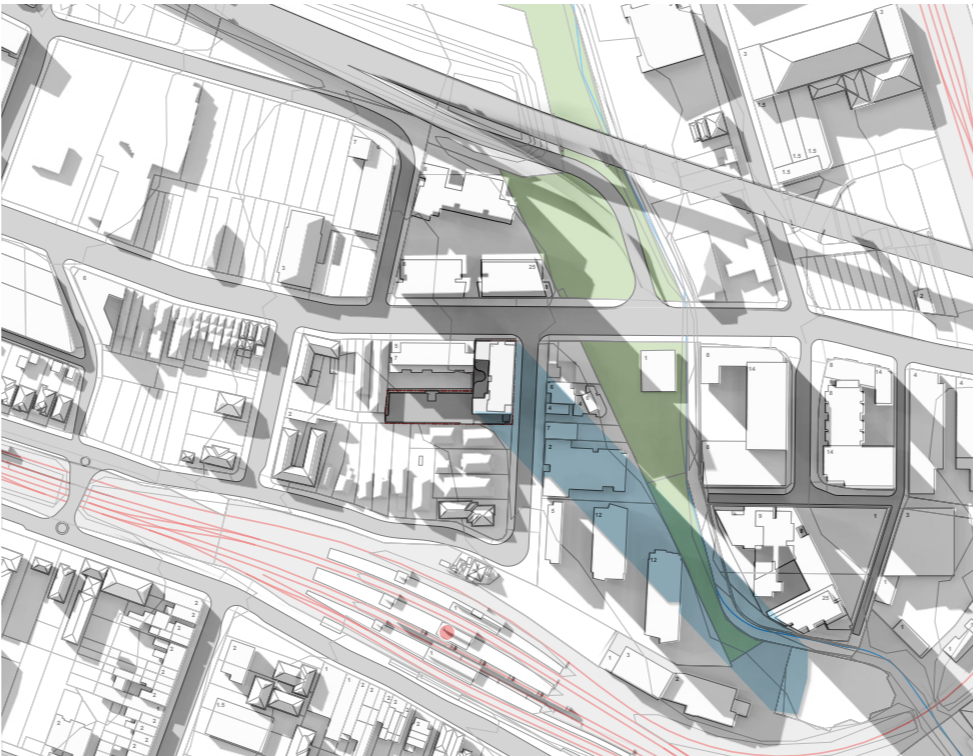


12pm 21st June - With Proposal and wider precinct redevelopment

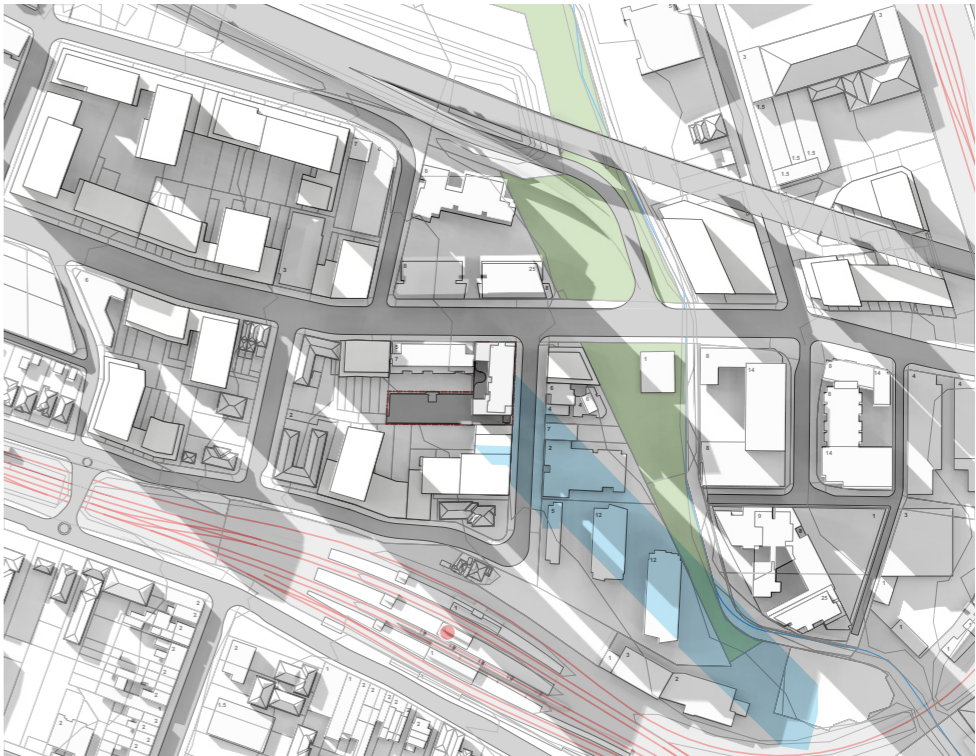
# Overshadowing - 3pm 21 June



3pm 21st June - Existing Situation



3pm 21st June - With Proposal



3pm 21st June - With Proposal and wider precinct redevelopment

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# **6.0 ASSESSMENT CONCLUSIONS**

# Urban Design Assessment - Apartment Design Guide Criteria

The following section highlights how the Proposal meets some of the key criteria of SEPP 65 and the Apartment Design Guide.

It identifies firstly where the Proposal meets the objectives and also sets out Additional Opportunities for the detailed design stage that should be considered.

## PRINCIPLE 1: CONTEXT AND NEIGHBOURHOOD CHARACTER

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions. Responding to context involves identifying the desirable elements of an area’s existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

### The Proposal

- Is well located close to high frequency public transport
- Is for a mixed use development incorporating commercial and residential uses that is consistent with the local land use mix
- The development incorporates active commercial street frontage that will contribute to a diverse range of uses for the community thus generating a point of interest.
- The development will assist to invigorate the existing area and generate increased pedestrian activity along Parramatta Road and Station Street.
- The scale is consistent with the local context
- A slender tower creates a visual marker from the eastern approach to Homebush Station

### Additional Opportunities

- To provide a clear articulation zone between the streetwall height and the tower
- To articulated the building in parts to help break down the appearance of the built mass and relate back to the different functions such as commercial and residential
- To create a visual link between the lower private open space and Station Street

## PRINCIPLE 2: BUILT FORM AND SCALE

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building’s purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

### The Proposal

- Street wall heights have been carefully considered and relate to the neighbouring Strata development

### Additional Opportunities

- The use of materials to reflect the local character
- Creation of a visually interesting tower that along with it’s slender form creates a marker for Homebush Station

## Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. Appropriate densities are consistent with the area’s existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

### The Proposal

- The Proposal would achieve a density of FSR 5:1 for this site, in accordance with densities proposed in the PRUT Strategy.
- The proposed density will locate homes and services close to high frequency public transport
- The Proposal would not unreasonably limit the potential of surrounding sites to redevelop to a similar density

Principle 4: Sustainability

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.

The Proposal

The building form has an optimal orientation to minimise overshadowing and allow for solar access to apartments

Additional Opportunities

Detailed design will allow for the following sustainability considerations to be incorporated into the design.

- BASIX and the SEPP 65 Apartment Design Guide Compliance
- Passive response to solar design principles and cross ventilation
- Naturally ventilated apartments
- Provision of energy-efficient appliances
- Architectural details incorporating a range of projections and internal blinds for privacy and solar shading
- Investigate car and ride share options

Principle 5: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood. Good landscape design enhances the development’s environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours’ amenity, provides for practical establishment and long term management.

The Proposal

- Two landscape spaces on podiums have been provided. These achieve approximately two hours of 50% solar access in mid-winter

Additional Opportunities

- To programme the terrace space to provide for active and passive recreation
- To provide soft landscape that encourages urban ecology
- To develop a pallet of plants that support local ecology and bio-diversity

Principle 6: Amenity

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being. Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.

The Proposal

- The Proposal includes:
- A mix of uses
  - Private open spaces
  - And is close to transport, retail and local public open spaces
  - Interior circulation araes at upper levels have access to daylight and natural ventilation, with views out of the building to improve both amenity and sustainability.

Additional Opportunities

- A mix of units that reflects the location and market demand
- Programming of the private landscape spaces

Principle 7: Safety

Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety. A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.

The Proposal

- The address to the street allows for good passive surveillance and will improve the quality of Station Street
- The building form means that thresholds between public, communal and private areas are clearly defined to ensure a sense of ownership between the public and private domains.
- Ground floor commercial frontages will provide lighting to the area at night, passive surveillance of the street and opportunity for night-time activation.
- Secure parking for residents and commercial tenants would be located within the basement and ground level with clear and direct lift access. The entrance to the parking area is minimised to maximise street activation and surveillance

Additional Opportunities

Further development of CPTED principles

Principle 8: Housing Diversity and Social Interaction

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.

The Proposal

- The communal open spaces, retail uses and public interface can encourage social interaction amongst residents and the community
- The ground floor address and the interface of the building can enhance street activation and frontage.
- The proposed development has the potential to create opportunities for families in the surrounding suburbs to move into the area when their family needs change
- Dedicated residential communal open spaces are provided on various levels to support the communal life of the building.

Additional Opportunities

- Creation of residential programmes to foster interactions

Principle 9: Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures. The visual appearance of well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

Detailed design will provide the opportunity to ensure that this building, in a prominent position is well designed and meets the aspirations for high quality architecture and design

# Study Conclusions

Based on this urban design review the Proposal provides a suitable design response to the local context, and with further design development and refinement would be compatible with the emerging character of the local area.

Furthermore the study suggests that this site could be redeveloped without compromising the ability of the other adjoining site to amalgamate and achieve comparable development densities.

