

ADDENDUM TO APPENDIX E - PARRAMATTA BUILT FORM AND URBAN DESIGN REPORT



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ADDENDUM TO APPENDIX E - BUILT FORM AND URBAN DESIGN REPORT

Mott MacDonald Australia Pty Ltd

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REVISION	DATE	WIP	CONTENT CHECK	TECHNICAL CHECK	TECHNICAL REVIEW	COORDINATION REVIEW	DELIVERY APPROVAL
A	25 May 2024	Final Report	Clyde Overton	John Culshaw	Mathieu Le Sueur	Tim Green	Mariah Manuela

Sydney Metro West

Parramatta

“A well-designed and connected employment, living and cultural centre in the heart of Greater Sydney’s Central River City.”

Precinct Vision

Acknowledgment of Country

We acknowledge the Traditional Custodians of the land on which Sydney Metro West will be built. We pay our respects to First Nations Elders past, present and emerging.

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Parramatta

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Acronyms for Built Form and Urban Design Report

Acronym	Meaning
ADG	Apartment Design Guide
ASD	Adjacent Station Development
BOH	Back Of House
CoPC	City of Parramatta Council
CwC	Connecting with Country
CSSI	Critical State Significant Infrastructure
DAP	Design Advisory Panel
DCP	Development Control Plan
DPE	Department of Planning and Environment (now DPPI)
DPHI	Department of Planning, Housing and Infrastructure
DwC	Designing with Country
FLS	Fire Life Safety (building services)
FOH	Front Of House
GFA	Gross Floor Area
LEP	Local Environmental Plan
LWS	Line-Wide Shaft
MEP	Mechanical Electrical Plumbing (building services)
OSD	Over Station Development
PCA	Property Council of Australia
PDCP	Parramatta Development Control Plan
PMF	Probable Maximum Flood
SMW	Sydney Metro West
SSDA	State Significant Development Application

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1. Executive Summary

Purpose and Scope

This addendum to the Built Form and Urban Design Report supports a Concept State Significant Development Application (Concept SSDA) submitted to the Department of Planning and Environment, now Department of Planning and Environment (DPHI) pursuant to part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Sydney Metro is seeking to secure concept approval within the meaning of section 4.22 of the EP&A Act, for an over station development (OSD) and adjacent station development (ASD). The Concept SSDA is seeking consent for maximum building envelopes, proposed land uses, maximum building heights, maximum Gross Floor Area (GFA) and car parking. The proposed development comprises four buildings (Buildings A, B, C and D), consisting of three new commercial office buildings (Buildings A, C and D) and one residential accommodation building (Building B).

The Concept SSDA was lodged with the DPHI on 10 November 2022 and was placed on public exhibition for 28 days between 16 November 2022 and 13 December 2022. In total, advice was received from 11 State and local government agencies and 15 submissions were received from key stakeholders, community organisations and the community.

DPHI issued a letter to Sydney Metro on 16 December 2022 requesting a response to the issues raised during the public exhibition of the application. DPHI also issued a further Request for Further Information (RFI) on 6 February 2023 and the Submissions Report provides a response to these matters.

Advice from NSW government agencies have been received in response to the Concept SSDA EIS. This addendum report addresses built form and urban design related issues raised in agency submissions from the DPHI and City of Parramatta Council (CoPC).

This addendum report is broken down into the following chapters:

- Chapter 1 – outlines an introduction to the project and this report.
- Chapter 2 – Provides agency advice received from DPHI and Sydney Metro's response to the issues raised.
- Chapter 3 – Provides agency advice CoPC and Sydney Metro's response to the issues raised.

Design Refinements

The Parramatta metro station and its surrounding precinct are set to become a vital hub that reinforces Parramatta's position as the interconnected heart of Sydney's Central River City. This dynamic urban precinct will feature a mix of residential, retail, entertainment, and innovative job opportunities.

A State Significant Development Application (SSDA) Concept was lodged to DPHI for approval which seeks to define a building envelopes for the towers of buildings A, B, C and D, and podium of Building A.

Since the SSDA was submitted, further precinct, station and OSD design development has occurred. The following design refinements are of relevance to this Concept SSDA:

- The position and alignment of Horwood Place has been refined as part of consultation with CoPC. This refinement has impacted the building interfaces of Building A and D.
- Lift Cores for commercial office Buildings A, C and D have been altered from PCA Premium grade to A Grade with resultant reductions in building core footprint.
- Access strategies for proposed and adjacent properties have been developed with regard to construction staging and sequencing.
- The southern side setback of Building B has been increased to 6m, to support good residential amenity.
- Increase podium height along the southern elevation of Building B from RL 34.5 to RL 40 resulting from changes to station plant areas below. The increase in podium area at Level 04 will house structural transfers and non-habitable plant spaces.
- Commercial floorspace has been introduced within Building B to increase the amount provided to satisfy the requirements of a mixed-use land zoning.

- Minor projections outside of the tower envelope for non habitable architectural features and sun shading are permissible, but shall not extend further than 500mm.

Engagement

Since the Concept SSDA was submitted, following inputs have been incorporated into the design:

- Ongoing stakeholder engagement with CoPC.
- Engagement with the Design Advisory Panel (DAP) regarding built form and urban design outcomes.
- Ongoing Connecting with Country working sessions.

Scope of works for Concept SSDA

It is noted that the Stage 3 CSSI Approval included the following works which do not form part of the subject Concept SSDA:

- **Public domain works:** including Civic Link, New Horwood Place and the east and west through site link. The Design Guidelines for the station establish a framework for the design of the public domain which includes guidelines for landscaping, pathways, lighting, awnings etc. The Station Design and Precinct Plans (Conditions E70 – E72) will document how the Design Guidelines and feedback from key stakeholders have been considered in the final design of the public domain and roads
- **Podiums to Buildings B, C and D:** The building envelopes of the podiums to Buildings B, C and D and a portion of the internal area (which includes station services and non-station services for retail, commercial and/or community facilities) is to be delivered under the Stage 3 CSSI Approval. The remainder of the internal area is to be considered in the Concept SSDA which includes structural elements and space for access and building services for future OSD and ASD
- **Excavation and construction of the basement:** The excavation and construction of the basement shell for the OSD and ASD car parking is included in the Stage 3 CSSI Approval which includes vehicle access from Macquarie Lane and George Street. It is noted that the layout (including number of car parking numbers) and fitout of the internal basement is included in the SSDA process.

Note the Addendum Report does not address any design refinements to the public domain works, podiums to Buildings B, C and D (including the realignment of Horwood Place) and the extent of basement excavation as these will be considered during detailed design of the CSSI and documented in the SDPP and fall outside of the scope of works for the Concept SSDA.

Furthermore, the podium for Building A falls within the scope of works of the Concept SSDA and therefore any design refinements are to be captured (this includes the realignment of Horwood Place).

Purpose of this Report

This addendum provides a high-level summary of the scope at Parramatta and the agency advice received to the Concept SSDA submission made. This report outlines:

- Changes to the design through further refinement
- Changes as a result of agency advice, submissions and matters raised in the DPHI request for further information.
- Responses/ clarifications to agency advice where amendments are not proposed.

This report provides additional information and justification to responses raised during the Public Exhibition of the SSDA. This report should be read in conjunction with:

- The Parramatta Over and Adjacent Station Development Built form and Urban Design Report (Appendix E), submitted with the original Concept SSDA
- Parramatta Station Over and Adjacent Station Development Design Guidelines (the Design Guidelines) submitted with the original Concept SSDA and subsequently amended and resubmitted as part of the response to submissions process.

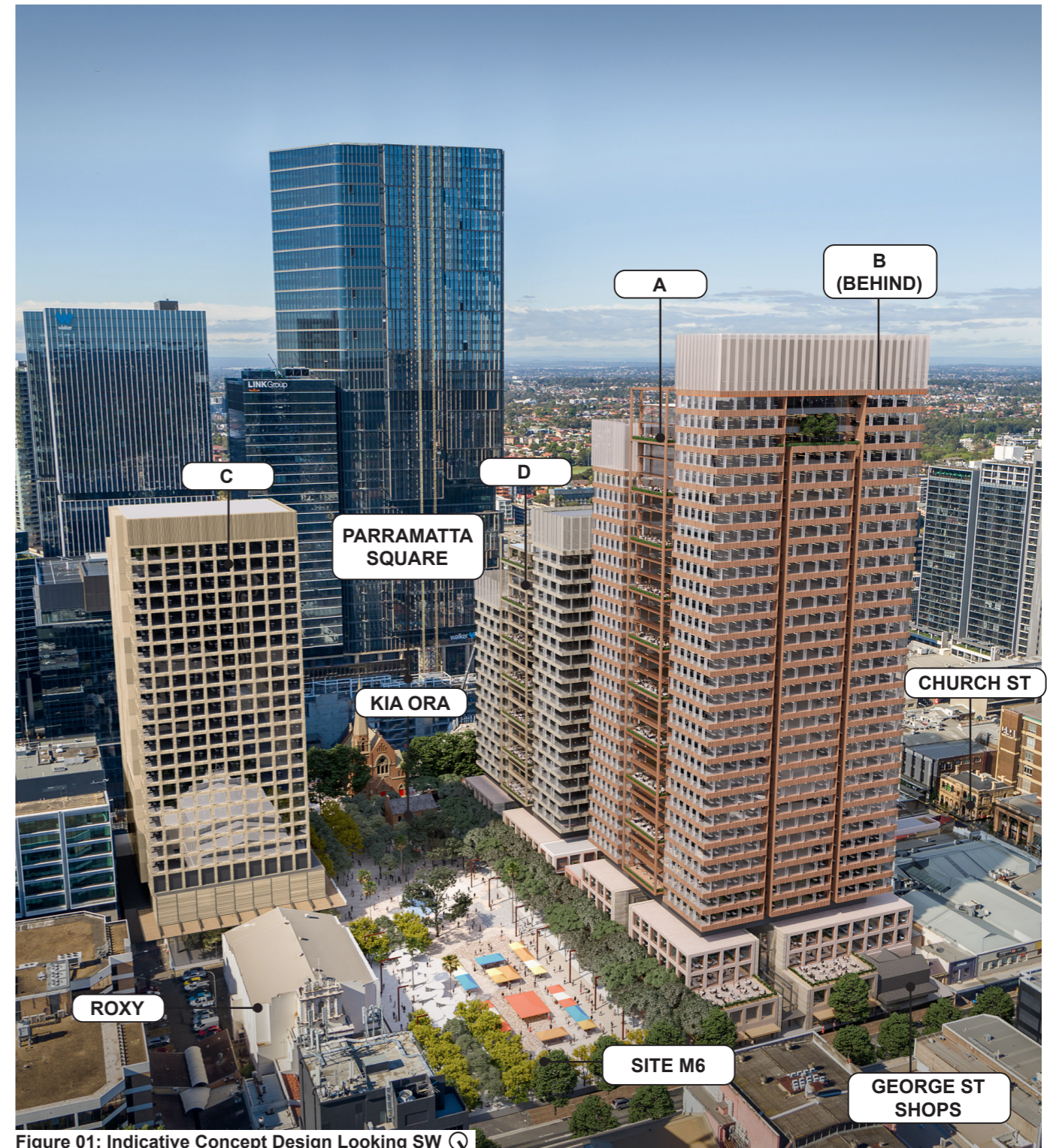


Figure 01: Indicative Concept Design Looking SW

2. Agency Advice from Department of Planning, Housing and Infrastructure (DPHI)

DPHI Submission

The key issues raised by DPHI on the 6th of February 2023 are summarised below:

1) FSR Variation

Review and clarify the proposed floor space ratio variation having regard to clause 4.6(8)(ac) of the Parramatta Local Environmental Plan (LEP) 2011.

2) Amenity Impacts

a. Revise the proposed building envelope of Building B, to:

i. Support good residential amenity in accordance with the Apartment Design Guide (ADG). This may require a reduction or redistribution of the proposed building mass and density

ii. Address the impacts of the proposal to the adjoining site at 198-216 Church Street and 38-46 Macquarie Street (on the southwest corner of Church St and Macquarie St), including its redevelopment potential

b. Address the cumulative shadow impacts during the afternoon to key open space areas of Arthur Phillip High School and Parramatta Public School and submit additional shadow diagrams to illustrate the impacts will be acceptable.

c. Revise the Visual Impact Assessment for the viewpoint at the south-east corner of Macquarie Street and Smith Street (Viewpoint 3) to consider the educational use and any heritage item and open space at this location.

4) Design Guidelines

Review and revise the submitted Design Guidelines to:

i. Support the objectives and be consistent with the requirements of the Apartment Design Guide (ADG)

ii. Respond to the advice of the SMW DAP

iii. Respond to Council's submission.

5) Traffic and parking

b. Confirm the provision, timing, and allocation of:

i. Bicycle parking, including suitable access to bicycle parking areas

6) Public domain and integration

a. Outline the indicative staging and delivery of public domain works and demonstrate that their interface and integration with the proposed development would be appropriate.

b. Consult and collaborate with Council to address issues raised in Council's submission including:

i. Whole-of-precinct approach to public domain within the Civic Link

ii. Street connectivity, alignment, and site access.

7) Other issues

a. Update the architectural drawings and documentation to:

i. Include all envelope dimensions, setbacks, and separation distances

ii. Review for consistency, for example, Building B southern setback is shown as 4.5m on plans and 4m in Design Report, Building B eastern setback is identified as 10m in Design Guidelines but 12m in SEPP 65 report.

b. Expand the Contamination Report to provide recommendations for future detailed SSDAs based on the report's conclusion that the site may be potentially contaminated.

c. Clarify/confirm the provision of affordable housing for the proposal.

Response

Detailed responses to the agency advice provided by the DPHI on the 6th of February 2023 are covered across a number of addendum documents. Below is a response on each of the requests for additional information.

1) FSR Variation

Additional commercial floorspace has been added into Building B. The building now meets the requirements for a development within a mixed-use zoning and no FSR variation is required. For detailed commentary please see **Section 3.8.** of this report.

2) Amenity Impacts

a i. Changes to the envelope of Development B to support good residential amenity have been incorporated into the building envelopes and indicative reference scheme. The southern tower setback of Building B has been increased to 6m and additional commentary regarding apartment layouts and outlook has been provided in the **addendum to the SEPP Report.**

a ii. The redevelopment potential of the SW neighbouring site has been explored within the **addendum to the SEPP report.** Three scenarios have been included for a mixed use building with predominately commercial, residential and hotel accommodation.

b. The cumulative shadow impacts to school infrastructure assets nearby including Arthur Philip High School and Parramatta Public School have been analysed in the **addendum to the Solar Access and Overshadowing Report.**

4) Design Guidelines

i. The Parramatta Over and Adjacent Station Development Design Guidelines have been amended to support the objectives and requirements of the ADG.

ii. Commentary from the Metro West Design Advisory Panel (SMW DAP) on the Concept SSDA have been considered and addressed in the revised Development Design Guidelines.

iii. Detailed responses to Council's submission are recorded throughout Section 3 of this report.

5) Traffic and parking

Please refer to the **Addendum to Appendix EE Transport and Access Report.** Some commentary on bikeparking are included in this report - (**Section 3.9. Cycle and Pedestrian Access.**)

6) Public domain and integration

a. The public domain areas, including Civic Link and the east/west link fall under the CSSI approval. Further design development of public domain areas will be addressed in the Station Design and Precinct Plans (SDPP) as required by the CSSI Conditions of Approval.

b.i. + ii. After submissions were received, Sydney Metro held a number of collaborative workshops with the City of Parramatta Council on the following dates:

- 15th of December 2022
- 13th February 2023
- 1st of March 2023
- 7th of September 2023
- 17th of October 2023
- 7th of November 2023
- 12th of December 2023
- 13th of February 2024

7) Other issues

a.i. Additional envelope drawings have been provided as part of the response to submissions which include dimensions, setbacks and separation distances.

ii. Dimensions and setbacks have been reviewed and cross checked for consistency. The southern envelope setback of Building B has been increased to 6m. The eastern podium to tower envelope setback is 10m.

A note has been added to the building envelope drawings: *Minor projections outside of the tower envelope for architectural features and sun shading are permissible, but shall not extend further than 500mm.*

3. Agency Advice from City of Parramatta Council (CoPC)

3.1. CoPC Advice Summary

The key issues raised by CoPC are summarised in Table 01 below:

CoPC Key Issues	Response
1. Civic Link, New Horwood Place and Public Domain	
1.1 Guidelines and Public Domain	
<p>Recommendation 1 Sydney Metro West Parramatta Over & Adjacent Station Development Design Guidelines are developed in collaboration with the City of Parramatta to ensure continuity with the City's Civic Link Design Brief and to develop a coordinated design with Country approach within the public domain and with the First Nations People.</p>	<p>It is noted that the public domain forms part of the Stage 3 CSSI approval, and does not form part of the Concept SSDA. A response has been provided in Section 3.2. of this report.</p>
<p>Recommendation 2 The Building envelope drawings and Design Guidelines are amended in accordance with the Parramatta CBD Development Control Plan 2021 to addresses the Spatial Layout of the Public Domain within the Metro project boundary, including; Street Types and their dimensions and functions; Lanes and their dimensions and functions; Public Squares and their key dimensions, character and uses; and Basements Extents & Deep Soil under the public domain, including streets and lanes.</p>	<p>Approval of the street types, lanes, public squares and basement extents and deep soil are set out under the Stage 3 CSSI approval and do not form part of this concept SSDA. A response has been provided in Section 3.2. of this report.</p>
<p>Recommendation 3 The Design Guidelines set objectives and guidance for public domain performance requirements in consultation with City of Parramatta for; Water Management, including WSUD and overland flow paths; Minimum tree canopy cover and deep soil volumes; Public Art and Heritage Interpretation; Spaces for Events & Programming; and Movement & Circulation for all users; Public domain elements including furniture, paving, lighting, wayfinding, and smart city elements.</p>	<p>Street types, lanes, public squares and basement extents and deep soil are set out under the Stage 03 CSSI approval. Landscape and public domain requirements including Water Management, public art and other public domain elements will be captured in the SDPP.</p>
<p>Recommendation 4 The Guidelines are incomplete and do not adequately address the interrelated place outcomes across both development and public domain. The building envelope drawings and Design Guidelines are amended to include all proposed buildings, their interface with the public domain and heritage buildings.</p>	<p>A response has been provided in Section 3.2. of this report. Additional building envelope drawings have been provided which capture refinements made since the Concept SSDA application was lodged.</p>
1.2 New Horwood Place Alignment	
<p>Recommendation 5 The alignment of Horwood Place be straightened with a straight 14m street reservation width to accommodate parking, footpaths and tree planting along both sides of the street and to ensure Kia Ora has an appropriate curtilage and setting.</p>	<p>A response has been provided in Section 3.3. of this report.</p>
1.3 Soil depth and tree planting to public spaces	
<p>Recommendation 6 The building envelope drawings and Design Guidelines are amended to set out below ground development extents in relation to the finished level of the public domain at ground and include soil depth and utilities/service requirements above structures.</p>	<p>A response has been provided in Section 3.4. of this report. Public domain areas, tree planting and soil depths fall under the separate Stage 3 CSSI approval and are guided by the approved Station and Precinct Design Guidelines.</p>

CoPC Key Issues	Response
1.4 Adjacent site access	
<p>Recommendation 7 Additional information is to be provided that show how vehicle and service access properties is provided for properties adjacent Metro for both existing fragmented development and for future development under Council's LEP/DCP.</p>	<p>A response has been provided in Section 3.5. of this report. It is noted that the public domain areas and the podiums of Buildings B, C and D fall under the Stage 3 CSSI approval and do not form part of this Concept SSDA.</p>
1.5 Building Envelopes	
<p>Recommendation 8 The Building Envelope Drawings and Design Guidelines be amended for Building A and C to address heritage curtilage and setbacks and separation with existing and future adjacent development.</p>	<p>A response has been provided in Section 3.6. of this report. It is noted that the public domain areas and the podiums of Buildings B, C and D fall under the Stage 3 CSSI approval and do not form part of this Concept SSDA.</p>
1.6 Roxy Theatre	
<p>Recommendation 9 Sydney Metro West need to consider the requirement for Roxy Theatre to have an active frontage to Macquarie Lane in their planning and in relationship to their station entry, structure and building C canopy.</p>	<p>A response has been provided in Section 3.7. of this report. The arrangement of the eastern entrance and podium of Building C falls under the Stage 3 CSSI approval and does not form part of this Concept SSDA.</p>
2. Design Excellence	
<p>Recommendation 10 Review of the Design Excellence strategy viz a viz Clause 7.12 requirements of PLEP 2011 and appropriate justification if the review is contrary to these requirements.</p>	<p>Sydney Metro West Design Excellence Strategy (DEX Strategy) outlines Sydney Metro's approach to deliver design excellence across the Sydney Metro West project. The strategy was approved by the Government Architect NSW in August 2022. Please refer to the Response to Submissions Report for more information.</p>
4. Cycle and pedestrian access	
4.1 Bicycle parking and end of trip facilities	
<p>Recommendation 11 Access to end of trip facilities is to be via a ramp in line with AS2890.3 and within 1 floor of the ground plane. Stair access with wheeling ramps is strongly discouraged. AS2980.3 states "All bicycle parking should be accessible from a road, driveway or footpath via a bicycle-friendly access path".</p>	<p>A response has been provided in Section 3.9. of this report. The concept SSDA does not propose a final location for bicycle parking, nor does it seek to have locations approved. Final configurations and access arrangements will be the subject of future detailed SSDAs.</p>

3. Agency Advice from City of Parramatta Council (CoPC)

3.1. CoPC Summary

CoPC Key Issues	Response
<p>Recommendation 12 The east west link between Macquarie Lane and Church Street be cycle friendly.</p>	<p>A response has been provided in Section 3.9. of this report. It is noted that the public domain areas and the podiums of Buildings B, C and D fall under the Stage 3 CSSI approval and do not form part of this Concept SSDA.</p>
4.2 Pedestrian Facilities	
<p>Recommendation 13 A raised pedestrian crossing shall be provided in George Street and within Civic Link as per Council requirements subject to Council approval.</p>	<p>Please refer to the Addendum to Appendix EE Transport and Access Report for more information.</p>
6. Integrated Water Management Plan	
6.5 Water Quality Requirements	
<p>Recommendation 14 A safety in design report is prepared by a suitably qualified professional and submitted to Council for review demonstrating the risks and mitigation measures in place to remove or the reduce the flood risk. It should investigate and implement measures for risks such as automatic flood barriers failure, flood warning failures, the risk of fire during a flood and medical emergencies during a flood etc.</p>	<p>Please refer to the Addendum to Appendix Y – Flooding Assessment for more information.</p>
<p>Recommendation 15 A copy of the DRAINS model used to develop the Public Domain Internal Catchments Flow calculations must be provided to Council for review.</p>	<p>Please refer to the Addendum to Appendix W - Integrated Water Management Plan for more information.</p>
<p>Recommendation 16 Detailed drainage plans to be submitted for Council review. The diameter of any pipe and longitudinal grades must be shown on the submitted plans. The minimum permissible gradients are shown in City of Parramatta Design Guidelines (2018). The long section of pipes should also be shown on the drainage plans along with maintenance schedules. The provision of an additional drainage system and overland flow path through the proposed Civil Link to drain overflows from Macquarie Street in the 1% AEP should also be included in this design.</p>	<p>Please refer to the Addendum to Appendix W - Integrated Water Management Plan for more information.</p>
<p>Recommendation 17 An electronic copy of MUSIC Model must be provided to Council for assessment and review.</p>	<p>Please refer to the Addendum to Appendix W - Integrated Water Management Plan for more information.</p>
<p>Recommendation 18 Detailed storm water and flooding design should consider and incorporate the following. A maximum increase in flood levels of. 0 mm in residential zoned land 0 mm in commercial/industrial zoned land 10 mm in public land</p>	<p>Please refer to the Addendum to Appendix Y – Flooding Assessment for more information.</p>

CoPC Key Issues	Response
7. Traffic and Vehicular access	
<p>Recommendation 19 The location and type of vehicle entrance must be revised such that the conflict between high vehicle volumes and high pedestrian volumes is removed and separated.</p>	<p>Please refer to the Addendum to Appendix EE Transport and Access Report for more information. A response has been provided in Section 3.10. of this report.</p>
<p>Recommendation 20 It is recommended that an additional access be provided to the southern basement (e.g. either directly from Macquarie Street or the new Horwood Place) in order to facilitate access of the vehicles coming from the north to the southern basement. Delivery and service vehicle access must be maintained to 238-262 Church Street Parramatta.</p>	<p>Please refer to the Addendum to Appendix EE Transport and Access Report for more information.</p>
7.3 Macquarie Street and Shared Zones	
<p>Recommendation 21 Shared zone within Civic link between Macquarie Street and George Street not supported.</p>	<p>A response has been provided in Section 3.10. of this report. Please refer to the Addendum to Appendix EE Transport and Access Report for more information.</p>
<p>Recommendation 22 It is recommended that a Construction Pedestrian and Traffic Management Plan (CPTMP) report as part of the SSD process to demonstrate how the construction of the proposed development will be managed to ensure that the impact of the constructions activities of the proposed development on the vehicular and pedestrian movements on the operation of the surrounding road network are minimised. The CPTMP report is to be assessed prior to the application determination.</p>	<p>Please refer to the Addendum to Appendix EE Transport and Access Report for more information.</p>

3. Agency Advice from City of Parramatta Council (CoPC)

3.2. Guidelines and Public Domain

Council Feedback

The CoPC Parramatta City Centre Development Control Plan 2023 (DCP) defines the Civic Link Special Area Block 2 as the area bounded by George, Church, Macquarie, and Smith Streets. The DCP identifies the need to deliver a whole-of-precinct approach to public domain within this area, including all streets, lanes and squares within the block. The Metro concept expands on the Council's Civic Link Vision to create a consolidated new public space including Civic Link, New Horwood Place and Welcome Square (with extended temporary space to the north).

The City of Parramatta has prepared and issued to SMW the Civic Link Design Brief, to coordinate outcomes across the four blocks of the Civic Link. This document addresses the CBD context, develops strategies for key public domain spaces, streets and laneways, and establishes performance requirements for public domain elements. As the SMW site is only part of Civic Link, it is imperative that a coordinated design is delivered across the different delivery agencies. The Design Brief seeks to inform Metro's reference design and contract with its delivery partner.

Council is aware that SMW has a Connecting with Country Strategy for the whole Metro West project. Council's Civic Link Design Brief aspires for Country to be an underlying theme for Civic Link, which is an integral part our Council's First Nations Walk. Engagement with the First Nations Community is fundamental to realising both Council projects and Metro's precinct. Council's Design Brief sets out our aspirations to work with Metro to develop a cohesive and integrated approach.

The EIS mainly addresses building form and does not adequately address the spatial definition, functionality and character of the public domain public spaces, streets, and laneways.

Council Recommendation

Recommendation 1

Sydney Metro West Parramatta Over & Adjacent Station Development Design Guidelines are developed in collaboration with the City of Parramatta to ensure continuity with the City's Civic Link Design Brief and to develop a coordinated design with Country approach within the public domain and with the First Nations People.

Response

The public domain forms part of the Stage 3 CSSI approval, and ongoing engagement with CoPC will continue to ensure alignment between the public domain design and CoPC's emerging Parramatta Civic Link Draft Design Brief and Development Control Plan 2023.

On the 27th of March 2024, Sydney Metro met with CoPC to discuss council's submission in respect to the Design Guidelines, including how their recommendations are being addressed as part of the Response to Submissions process. The Design Guidelines have been amended to provide further delineation between the OSD and ASD components that form part of the Concept SSDA, and the podiums and public domain elements that form part of the Stage 3 CSSI approval and are guided by the approved Station and Precinct Design Guidelines. The Design Guidelines have been reviewed by the DAP. Figures 02 and 03 (over) show the delineation of SSDA and CSSI areas.

The Connecting with Country (CwC) and Design with Country (DwC) process for the Sydney Metro Parramatta Station Precinct has been fundamental to the development of the Vision, Principals, Objectives and Public Domain and Landscape Design. which form part of the Stage 3 CSSI approval.

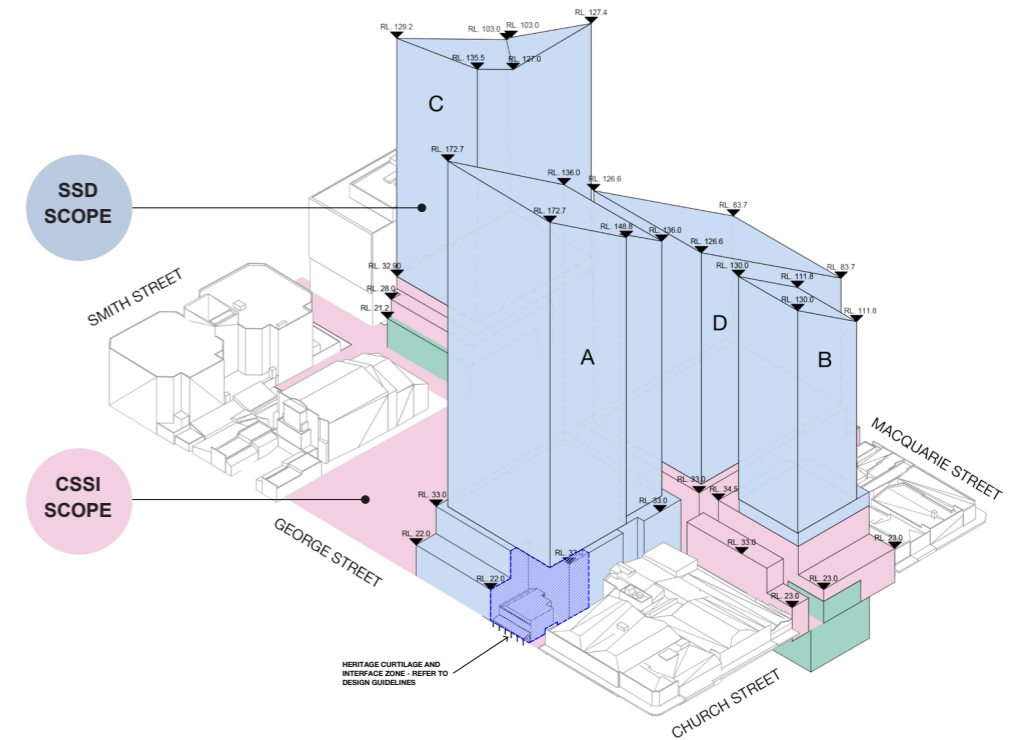


Figure 02: Isometric view of building envelopes

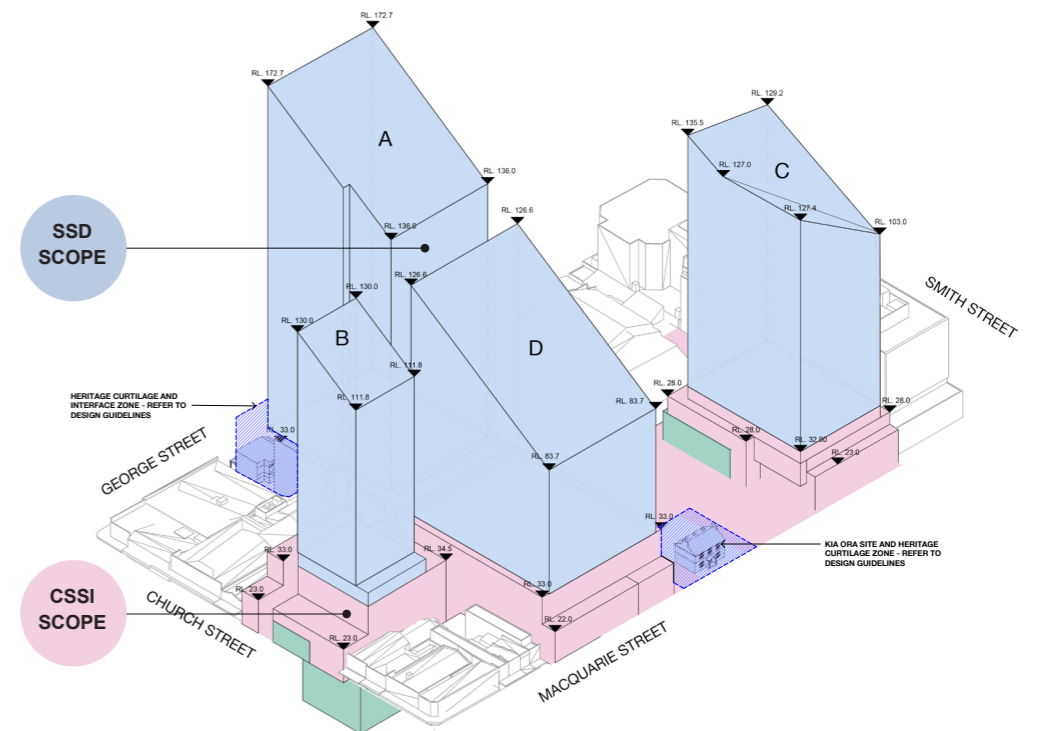


Figure 03: Isometric view of building envelopes

Legend
 Parramatta Station CSSI Areas
 Metro Entrances, Bikeparking and Station Areas
 Concept SSD Areas



Council Recommendation

Recommendation 2

The Building envelope drawings and Design Guidelines are amended in accordance with the Parramatta CBD Development Control Plan 2021 (now 2023) to address the Spatial Layout of the Public Domain within the Metro project boundary, including:

- Street Types and their dimensions and functions.
- Lanes and their dimensions and functions.
- Public Squares and their key dimensions, character and uses; and
- Basements Extents & Deep Soil under the public domain, including streets and lanes.

Response

Approval of the street types, lanes, public squares and basement extents and deep soil are set out under the Stage 3 CSSI approval.

Notwithstanding, since this agency advice was raised, Sydney Metro and have met with CoPC on eight separate occasions to workshop issues including; the spatial layout of the public domain configuration; street types and their dimensions and functions, lanes and their dimensions and functions, public squares and their key dimensions, character and uses; and basements extents & deep soil under the public domain, including streets and lanes.

The keys results of the workshops were:

- Revisions to the location and configuration of Horwood Place which has moved west increasing the width of site M6 and Site M3 public domain areas (**refer to Section 3.3. of this report**)
- An alternative soil planting configuration has been adopted on the southern portion of the block (**refer to section 3.4 of this report**)
- Redesign of the public squares to be more closely aligned with CoPC Civic Link design brief.

Inconsistencies with the Parramatta Civic Link Draft Design Brief have been tabled throughout the process and all landscape and public domain requirements fall under the Stage 03 CSSI approval and will be captured in the SDPP.

3. Agency Advice from City of Parramatta Council (CoPC)

3.2. Guidelines and Public Domain

Council Feedback

Council's 2017 Civic Link Framework Plan sets out an aspiration for the Civic Link to address broader City issues, including urban heat, flood, public transport, active travel, as well as opportunities for Parramatta's cultural offering and identity. These aspirations extend to the enlarged public domain proposed by Metro with the addition of Welcome Square and the temporary public space to the north.

Council Recommendation

Recommendation 3

The Design Guidelines set objectives and guidance for public domain performance requirements in consultation with City of Parramatta for:

- Water Management, including WSUD and overland flow paths.
- Minimum tree canopy cover and deep soil volumes.
- Public Art and Heritage Interpretation.
- Spaces for Events & Programming; and
- Movement & Circulation for all users.
- Public domain elements including furniture, paving, lighting, way-finding, and smart city elements.

The Guidelines are incomplete and do not adequately address the interrelated place outcomes across both development and public domain.

- Building C and the eastern metro entrance location, which appears to be sited within the extension of Macquarie Lane, are not sufficiently described with contradictory outcomes shown in different parts of the documentation. The encroachment of the Metro station into the public domain of Macquarie Lane is not accurately assessed for pedestrian circulation and the relationship to the Roxy. The street wall height of Building C at Macquarie Lane and Civic Link does not align with Council DCP and an alternative approach is not justified.

- Skylights to the Metro station are shown notionally in one diagram. These could have a negative impact the functionality of the public space.
- Heritage items are only addressed in part in relation to the proposed street wall heights. The alignment of towers and their visual setting for heritage items is not sufficiently addressed. Kia Ora is only addressed as a potential for an adaptive reuse and addition to the rear. The setting of the Roxy and Kia Ora are not adequately addressed in the documentation.

Response

- Street types, lanes, public squares and basement extents and deep soil are set out under the Stage 03 CSSI approval. Landscape and public domain requirements including Water Management, public art and other public domain elements will be captured in the SDPP.
- The Parramatta Over and Adjacent Station Development Design Guidelines are not intended to replace or take precedence over Council's Parramatta Civic Link Draft Design Brief.
- With regards to Building C, the eastern station entrance is part of the Stage 03 CSSI approval.
- Public domain areas and the skylights come under the Stage 3 CSSI approval. The location and design of skylights will continue to be developed in consultation with the Design Review Panel (DRP) as part of the Sydney Metro West Design Excellence Strategy and Sydney Metro Connecting with Country Working Group and will be addressed in the SDPP as required by the Stage 3 CSSI approval.

- Further detail of the relationship of proposed development and heritage assets Kia Ora, George St Shops, Convict Drain and Roxy Theatre is provided within **Section 3.6. and 3.7.** of this report.
- The Design Guidelines have been updated to provide further guidance and objectives in regard to street wall heights as they relate to Building A and the George St Shops.
- The Conservation Management Plan for 62-24 Macquarie St “Kia Ora” prepared for Sydney Metro provides guidance around the adaptive reuse of the Heritage cottage. Excerpt from the report is included below:

“Policy 38.- Additions to building envelope. Additions to the southern, eastern and western elevations, including vertical additions, are not appropriate. Construction of new additions to the northern elevation are feasible provided accompanying policies 8.5, Gradings of Significance and Changes to Fabric, and 8.6 Conservation of Significant Fabric are complied with.”
- The Conservation Management Plan prepared for the the George St shops provides the following recommendations:

The extant building at 43-47 George Street, Parramatta (George Street Shops) should be retained, conserved and adaptively reused. The components and fabric of the building and site should be maintained and conserved utilising advice and services of appropriately qualified conservation professionals and trades people. The contribution of the George Street Shops to the visual character of the locality should be conserved and enhanced in conjunction with any new development on the Parramatta Metro Precinct. Policies have been provided

in this CMP to guide new design and development in context. Located in the heart of the Parramatta CBD and proximate to future development for the Parramatta Metro Precinct, the George Street Shops afford a prime opportunity for sensitive adaptive reuse, either independently or in conjunction with the Sydney Metro development. There are likely to be opportunities for mutual benefits for new work to be considered in an integrated manner.

Council Recommendation

Recommendation 4

The building envelope drawings and Design Guidelines are amended to include all proposed buildings, their interface with the public domain and heritage buildings.

Response

Additional building envelope drawings have been provided as part of the response to submissions process which capture refinements made since the Concept SSDA was lodged.

Dimensions to heritage items, curtilages and interface zones have been added to the updated building envelope drawings and the updated **Design Guidelines.**

The interface of the proposed building A with George St Shops is detailed addressed in **Section 5 of the Design Guidelines** and in **Section 3.6. of this report.**

The interface of the proposed development with Kia Ora is addressed in the **Design Guidelines.**

The Design Guidelines provide objectives and guidance on tower and podium massing, interface with public domain and heritage items throughout the precinct. Additional guidance has been provided on the integration of CSSI areas with the SSDA areas.

3. Agency Advice from City of Parramatta Council (CoPC)

3.3. New Horwood Place Alignment

Council Feedback

The eastern extent of the podium and tower of Building A and D disrupts the alignment of New Horwood Place and creates insufficient separation between the heritage listed Kia Ora and new development to the west.

- The alignment of New Horwood Place is kinked around Kia Ora cottage. A straight street alignment with a 14m street reserve is required (as per Council's DCP) to provide sufficient space for a footpath along the western side of Kia Ora cottage and tree planting for separation and a green backdrop to the cottage. The kinked street alignment does not acknowledge the heritage setting and visually terminates on the north-west corner of the rear façade of the cottage.
- The kinked street creates a poor street edge definition to Welcome Square and constrains the space to the north of the cottage which will limit options for future heritage sensitive additions to the rear of the cottage.
- The turning radius from Macquarie Street to New Horwood Place does not appear to be sufficient. Emergency and service vehicles should be accommodated.
- Horwood Place is shown as a single lane. More information is required to quantify the likely traffic volume from the south and south-west of the Metro site and to demonstrate the capacity of the single lane carriageway to accommodate the required traffic.
- Building A and Building D should be setback to accommodate a 14m road reservation with a straight carriageway alignment. Alternatively, Kia Ora could be relocated to the east to centrally align with the Leigh Memorial Church to enable a 14m road reservation with a straight carriageway alignment.

Council Recommendations

Recommendation 5

The alignment of Horwood Place be straightened with a straight 14m street reservation width to accommodate parking, footpaths and tree planting along both sides of the street and to ensure Kia Ora has an appropriate curtilage and setting.

Response

The public domain and Building D podium forms part of the Stage 3 CSSI approval. The podium of Building A is part of the Concept SSDA approval.

The alignment and set out of New Horwood Place falls under the Stage 3 CSSI approval. Through our workshops with CoPC to address this issue, the kinked carriageway alignment has been straightened, providing more space behind Kia Ora for future adaptive re-use. The separation between Kia Ora and the podium of Building D has been increased from **8.6m** to **12.5m**. A 2.5m distance between the road carriageway and the western side of Kia Ora Cottage building is now provided.

Similarly, the intersection of Macquarie and New Horwood Place falls under the Stage 3 CSSI approval. This intersection has been designed to accommodate a Medium Rigid Vehicle (MRV) turning while maintaining lane discipline, without the need to flare onto the Parramatta Light Rail (PLR) Corridor. Emergency Vehicles and other authorized vehicles are permitted to drive on the PLR corridor.

Horwood Place is designed as a single lane carriageway running northbound. A limited number of short term and accessible short term parking spaces are provided to limit the overall number of vehicles using New Horwood Place. AM peak traffic volumes are 75 cars in the AM peak (one vehicle every 48 seconds).

Concept SSDA

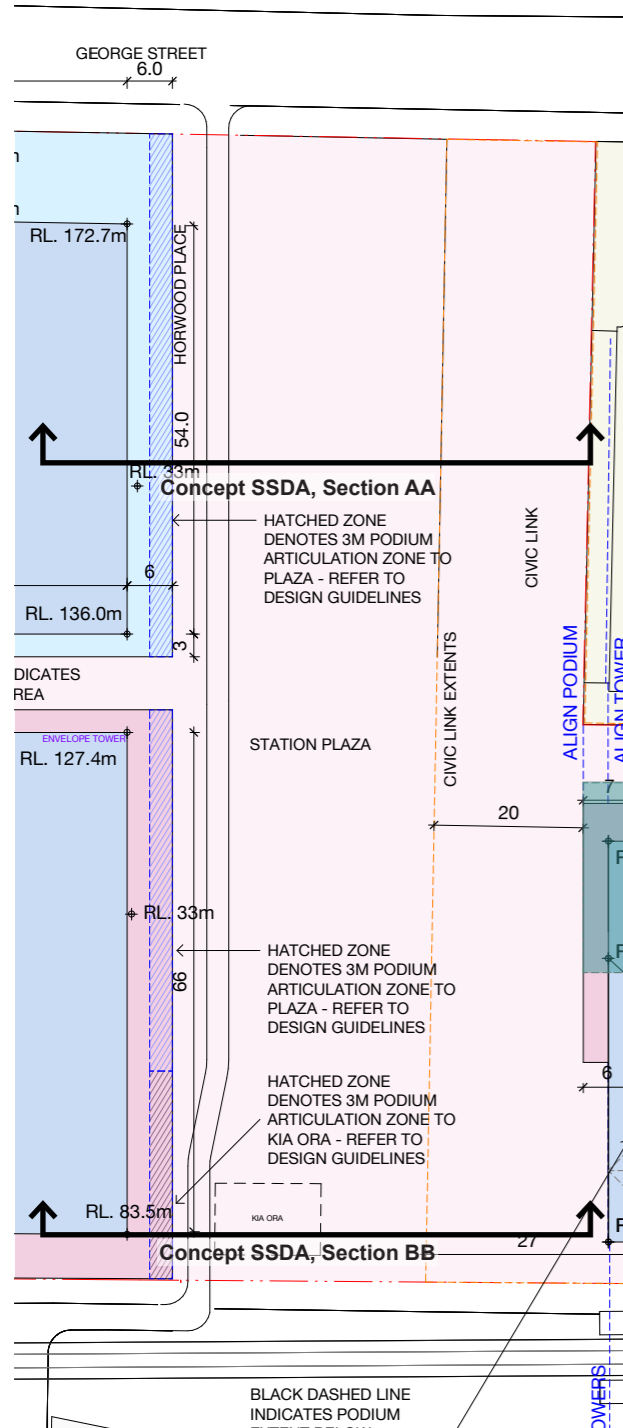


Figure 04: Concept SSDA (as Lodged), Plan

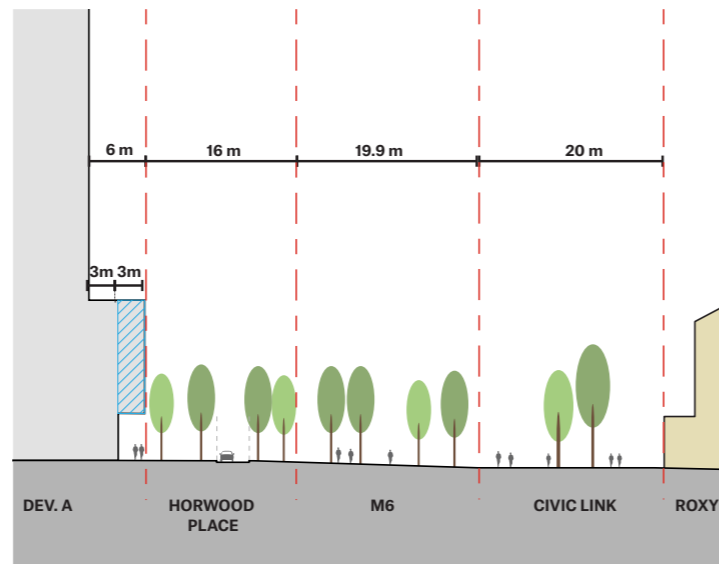
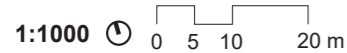


Figure 05: Concept SSDA (as Lodged), Section AA

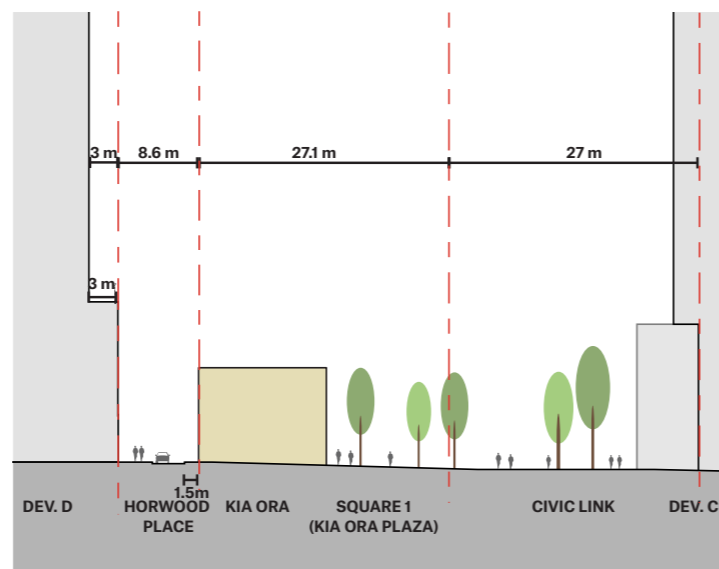


Figure 06: Concept SSDA (as Lodged), Section BB

Amended Design

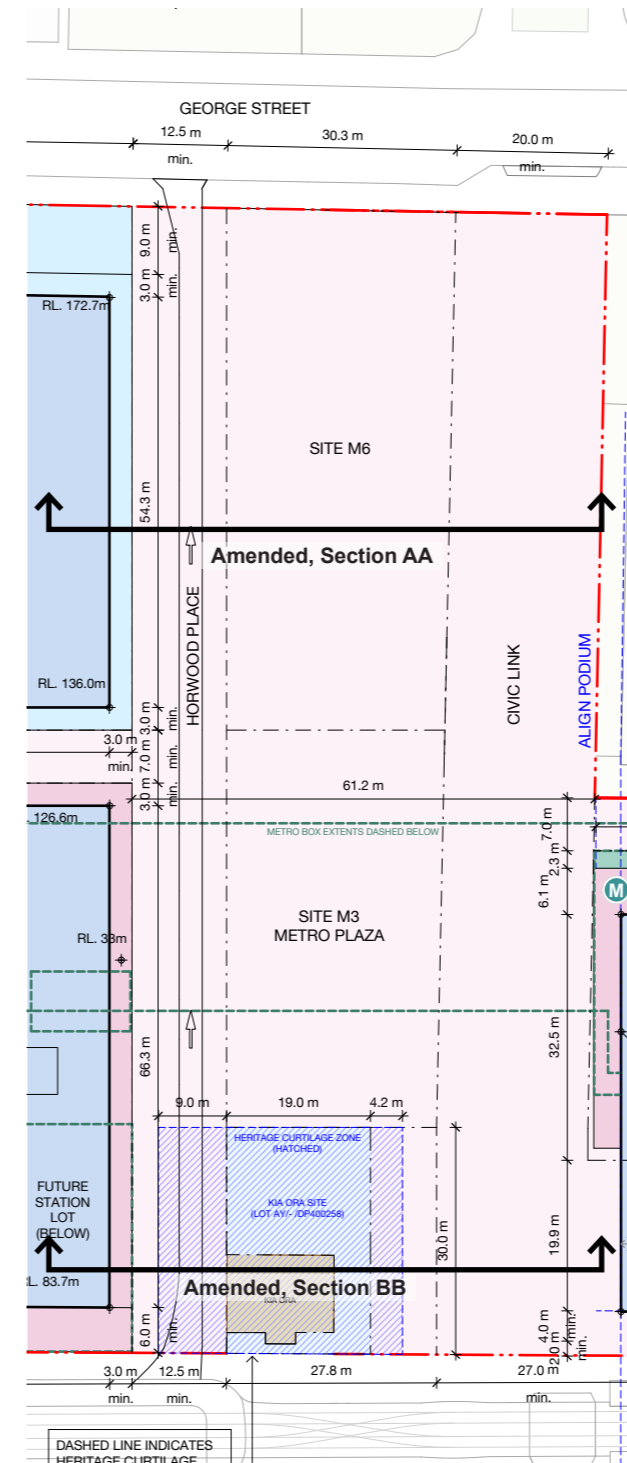


Figure 07: Amended, Plan

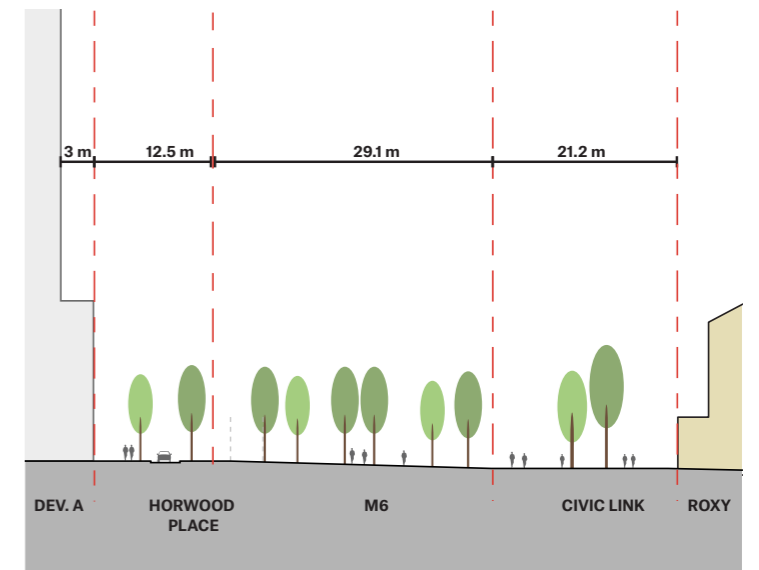
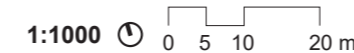


Figure 08: Amended, Section AA

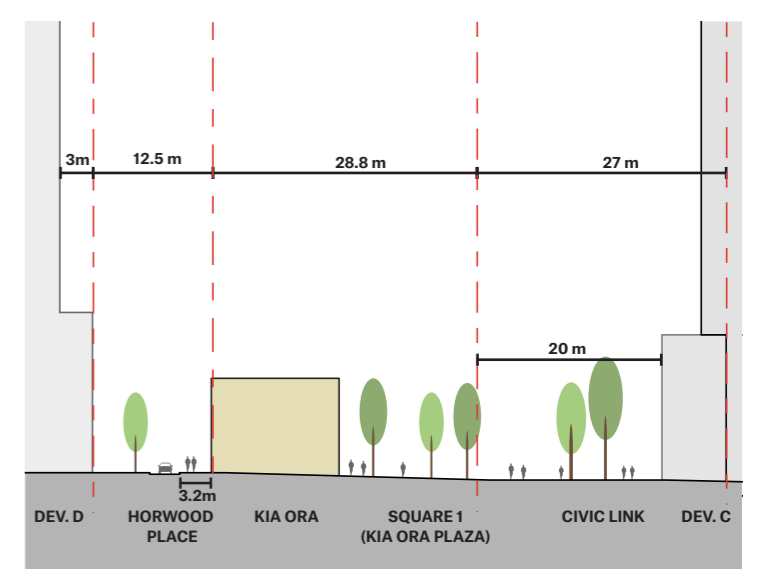


Figure 09: Amended, Section BB

3. Agency Advice from City of Parramatta Council (CoPC)

3.4. Soil Depth and Tree Planting to Public Spaces

Council Feedback

Soil depths and locations are not addressed in Appendix F: Building Envelope Drawings and Appendix Q: Design Quality Guidelines.

- New public spaces - Civic Link, Welcome Square and New Horwood Place – are supported by CoPC, but these spaces require tree planting that can be sustained in the long term for the performance and amenity of the city. A continuous line of tree planting along Civic Link is a key attribute of the Civic Link Framework Plan endorsed by Council in 2017 and as reinforced by the City Centre DCP.
- Council has provided advice to SMW on the design development for Civic Link and a Draft Design Brief with performance requirements. Where a structure is proposed underground, a nominal depth of soil zone of 1500mm from finished paving level to top of drainage layer within an overall depth of 3m to support utilities and services is required to ensure the health and longevity of trees.
- Civic Link in the EIS documentation is shown with a discontinuous tree canopy with breaks adjacent the Metro Station and along the side of the Roxy. This is not acceptable. Council's Design Brief demonstrates how tree canopy, pedestrian movement to the station and seating can be accommodated together to ensure consistent tree canopy along Civic Link.

Council Recommendations

Recommendation 6

The building envelope drawings and Design Guidelines are amended to set out below ground development extents in relation to the finished level of the public domain at ground and include soil depth and utilities/service requirements above structures.

Response

Public domain areas, tree planting and soil depths fall under the separate Stage 3 CSSI approval and are guided by the approved Station and Precinct Design Guidelines.

E60 of the CSSI approval states that the design of Civic Link in Parramatta metro station precinct must consider:

- (a) The provision of areas of adequate deep soil depth and volume to allow for planting of large trees;*
- (b) the depth of services to enable access from above for future asset service or maintenance activities where they are located above the underground station structures; and*
- (c) the design of tree puts to be constructed flush with the surrounding pavement where appropriate.*

Sydney Metro continues to hold collaborative workshops with the City of Parramatta Council to discuss Landscape and Public Domain issues including soil depth requirements.

The public domain areas, tree planting and soil depths will be documented in the SDPP.

3.5. Adjacent Site Access

Council Feedback

The proposal has not addressed site access to properties in the north-east and north-west corners of the block, which are in fragmented ownership. Council's DCP supports amalgamation of these properties to realise the objectives of the City Centre and support the commercial core zoning with appropriate development footprints.

– Northeast corner at Smith Street and George Street (Site 05 in Council's DCP below) – Council's DCP describes a preference for the amalgamation of 71 (part, on grade carpark), 73 and 75 Smith Street to facilitate commercial development in alignment with the City Centre LEP and DCP. Piecemeal outcomes on individual sites also result in poor access solutions for the 3 properties and for the adjacent Roxy Theatre. The retention of the on-grade carpark to the east of the Roxy is a poor public domain outcome in the heart of the city centre and conflicts with pedestrian access between the proposed bus interchange at Smith Street and the Metro Station.

– Northwest corner at Church Street and George Street (Site 04 in Council's DCP) – Council's DCP describes a preference for amalgamation of the multiple small properties facing Church St and George Street in the north-west corner of the block. Existing service access to buildings facing Church Street rely on an easement across the Metro site. There are no drawings that show how access to these properties will be achieved in their existing condition and in the future condition with the proposed Metro development.

Council Recommendations

Recommendation 7

Additional information is to be provided that show how vehicle and service access properties is provided for properties adjacent Metro for both existing fragmented development and for future development under Council's LEP/DCP.

Response

The neighbouring site to the north-east corner at George and Smith St is Site 05. This site reflects Council's preference for the amalgamation of 3 properties outside the Metro site boundary. These properties include 71 George St and 73-75 George St.

This site boundary abuts metro public domain areas which form part of the Stage 03 CSSI approval and are not covered under the Concept SSDA.

Current access to 71 George St is via Macquarie Lane through the former at-grade carpark (owned by Sydney Metro) adjacent to the Roxy Theatre. The Concept SSDA maintains loading access to both the Roxy and 71 George St properties. Alternatively, 71 George St could be front loaded off George St, reducing the number of vehicles accessing the former car park down and improving pedestrian safety within Macquarie Lane.

73-75 George St has an existing driveway entrance off Smith St. There are no access/egress points to this development along the western side.

There is no timeline on the amalgamation and redevelopment of Site 05 envisaged under the PDCP 2023 and Civic Link Draft Design Brief.

3. Agency Advice from City of Parramatta Council (CoPC)

3.5. Adjacent Site Access

Pre demolition

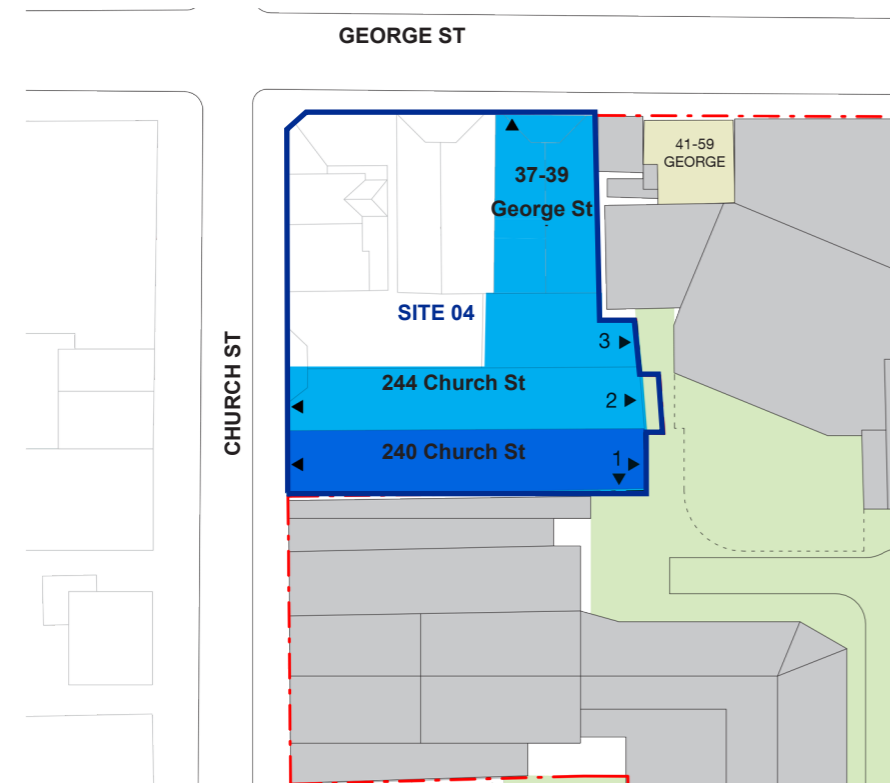


Figure 10: Pre demolition

Station Under construction

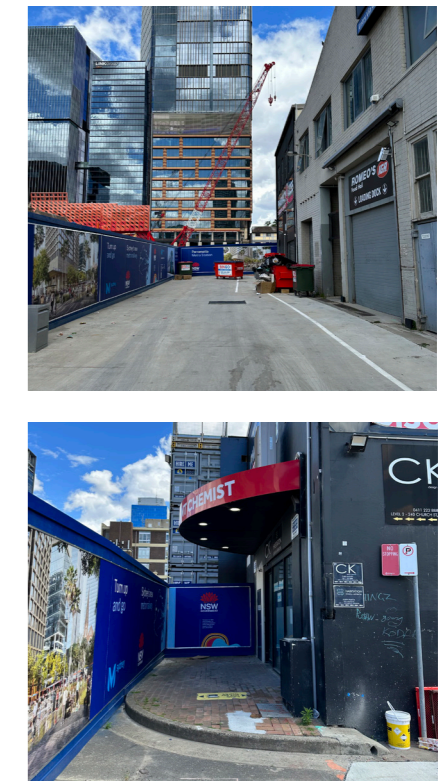
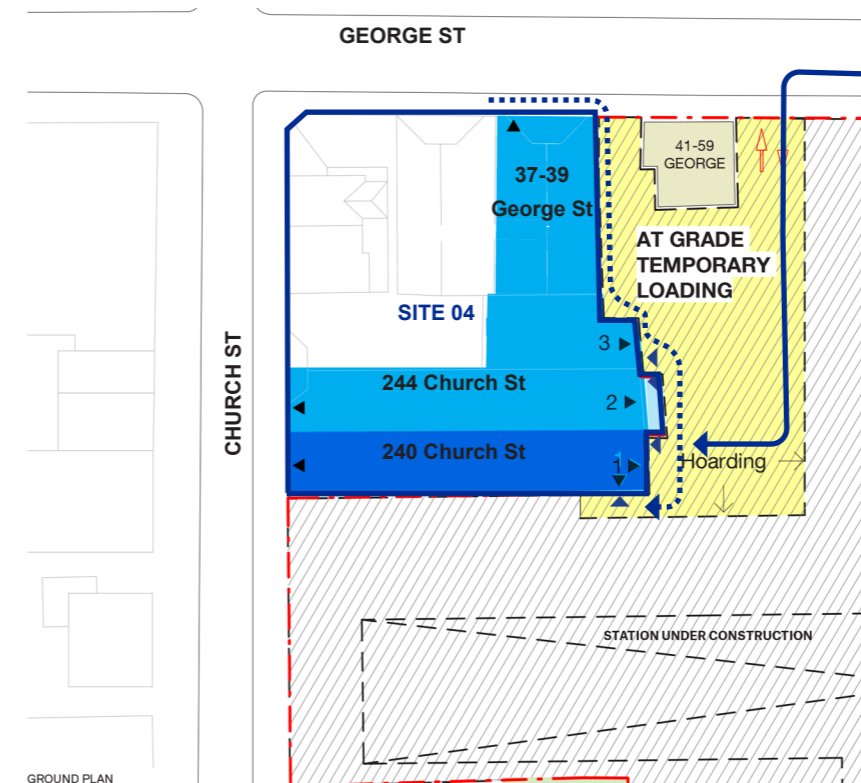


Figure 11: Site under construction

Legend

Vehicle Access Route



Pedestrian Access Route



To the north west corner at Church and George St is Site 04. Site 04 is CoPC's preference under the PDCP 2023 for amalgamation of the multiple small properties facing Church and George St. Three of the individual lots previously achieved access via the old configuration of Horwood Place across what has now become the Metro site. The PDCP 2023 also requires United Lane to be extended between Site 04 and the Sydney Metro site which connects George and Macquarie Streets. These include:

- 240 Church St
Pharmacy 4 Less Chemist and Professional Suites on level 02.
Pharmacy primary access from Church St. Professional Suites primary accessed from the East.
- 244 Church St & 37-39 George St
Romeo's IGA has primary access from Church and George St.

During the construction of the station box, an at grade loading and access area has been provided behind construction hoarding. This allows vehicles to enter off George St, and unload within the metro site area, exiting back on to George St. Similarly pedestrians can access these properties across the Metro Site.

Northern Basement Under Construction

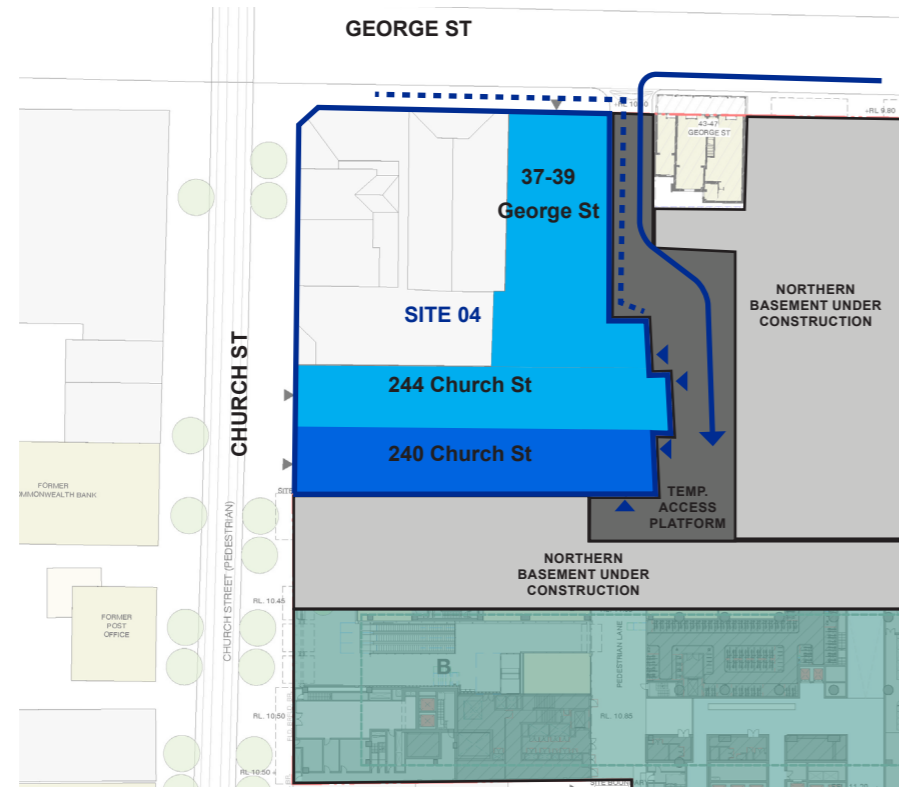


Figure 12: Northern basement under construction

Legend

- Vehicle Access Route
- Pedestrian Access Route



The northern metro basement extends underneath the area designated for temporary loading for the neighbouring shops. During construction of the basement, a top down method could be employed to maintain access. This would involve using plunge piles and temporary access platform which would be undermined during basement construction.

Site 04 Redevelopment

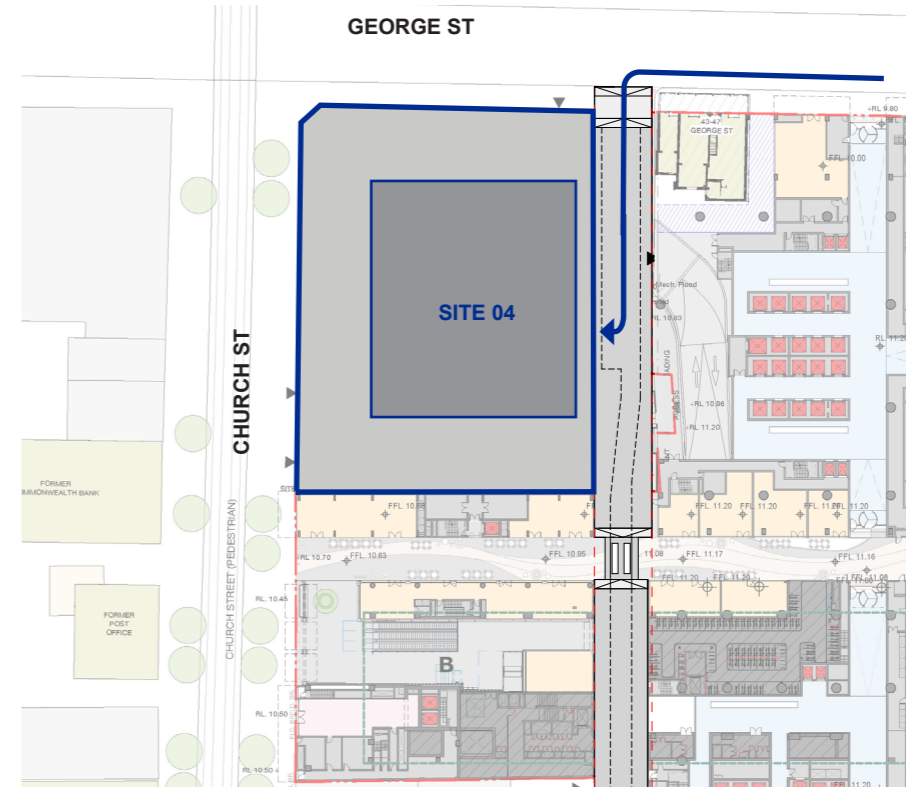


Figure 13: Redevelopment

Legend

- Vehicle Access Route
- Pedestrian Access Route



United Lane will extend through the entire block providing a route for loading. The Site 04 amalgamation pattern illustrated above and the extension of the United Lane is consistent with the PDCP 2023. Vehicles will enter United Lane from George St and turn into Site 04 which will have a designated loading dock within Site 04.

3. Agency Advice from City of Parramatta Council (CoPC)

3.6. Building Envelopes

Council Feedback

The SSDA proposes alternative podium heights and upper level setbacks from Council's DCP. The 6m upper level setback and 2-4 storey street wall heights along Horwood Place are supported given the proposed open space that these buildings are now proposed to address (vs Council DCP which included buildings). The proposed street wall heights along Macquarie Street and George Street are also supported. The following proposed building envelope outcomes are not in alignment with the objectives of Council's DCP and are not supported and/or require additional consideration.

1 Building A relationship to the heritage shop at George Street – Tower A overhangs the heritage shop on George Street and is not supported.

2 Building A separation with properties to the west at Church and George Streets – The western edge of Building A has insufficient separation with the adjoining sites to the west. It is not clear in the documentation how this would be resolved with existing buildings and future development opportunities.

3 Building C relationship to the Roxy and Macquarie Lane – There is not sufficient information describing the building podium and station entry structure and canopy. The EIS documentation varies in the location of the eastern Metro entry with some drawings showing it within Building C and others within the extension of Macquarie Lane. A canopy over the entry is also shown in some drawings. Neither is sufficiently defined in the Building Envelopes or addressed in the Design Guidelines. The proximity to the Roxy as a State heritage item and pedestrian volume requirements for the laneway are also not addressed. Council's DCP include heritage objectives and controls to define a 6 storey podium setting to the Roxy. This is not addressed, and an adequate alternative solution is not proposed.

4 Building C setback to Macquarie Street – Council's DCP includes a 2m setback to Macquarie Street to improve pedestrian circulation around the light rail stop.

5 Building C separation with 25 Smith Street – Separation is not addressed. It is not clear in the documentation how this would be resolved with existing buildings and future development opportunities.

Council Recommendations

Recommendation 8

The Building Envelope Drawings and Design Guidelines be amended for Building A and C to address heritage curtilage and setbacks and separation with existing and future adjacent development.

Response

1. Further information regarding the relationship between George St Shops and the development envelopes is provided in **Figure 14**. Dimensions of the heritage interface zone have been agreed in consultation with OCP Heritage Architects who prepared the Conservation Management Plan for the George St Shops.

The below submission was received from Heritage NSW with regards to the George St Shops:

Built Heritage

2. *As this application deals only with building envelopes, it is noted that it does not include details around the interface between the various heritage items (for example local heritage item 1703 (Shops and potential archaeological site at 41-59 George Street). **Section 3.0 of the Design Quality Guideline is noted and strongly supported. These details in the guideline will be critical to the successful and sympathetic integration of the proposed new elements and the existing heritage items. The application of the guidelines will be considered in detail when the future application is submitted.***

On this basis it is understood that no further amendments to the Interface with the George St Shops is required.

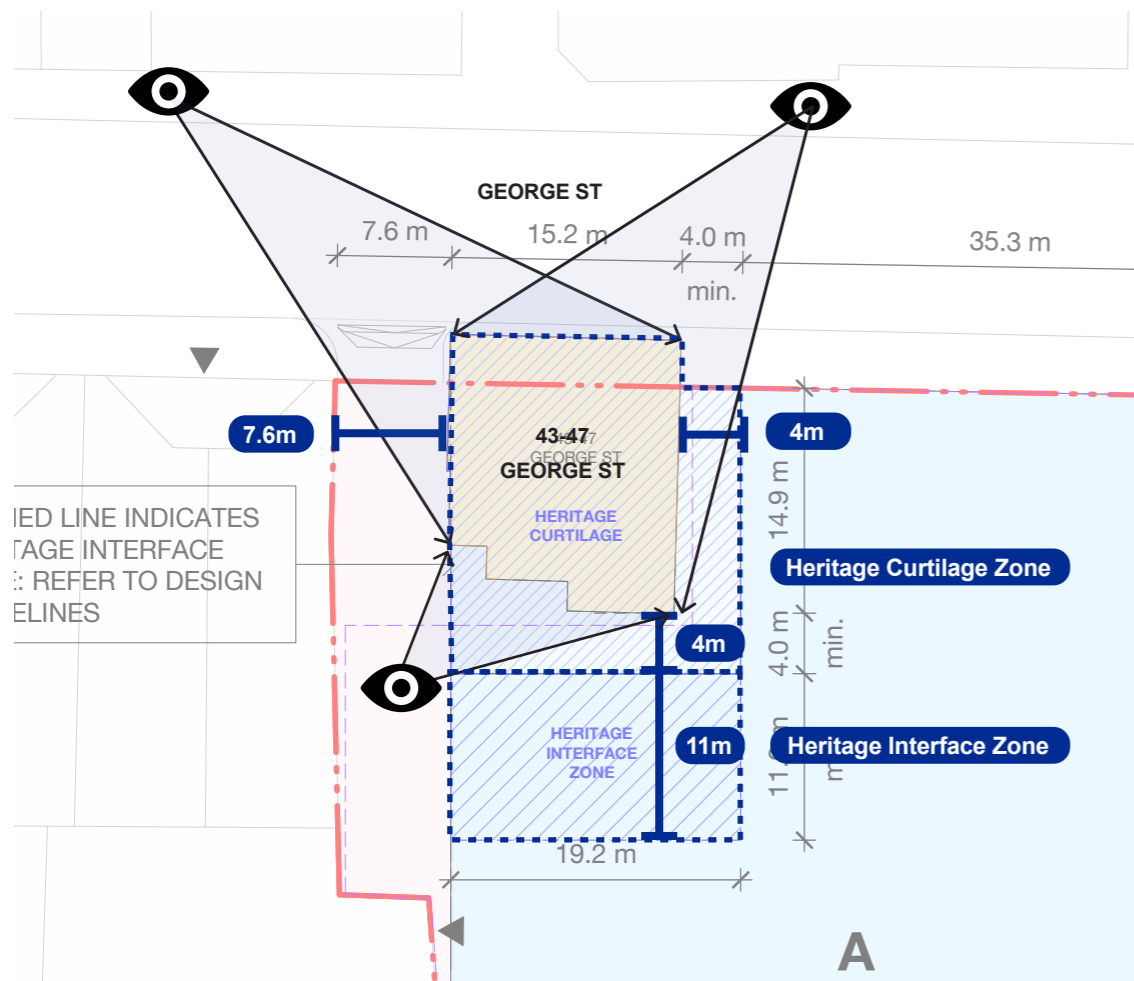


Figure 14: Viewpoints of George St Shops lot boundary

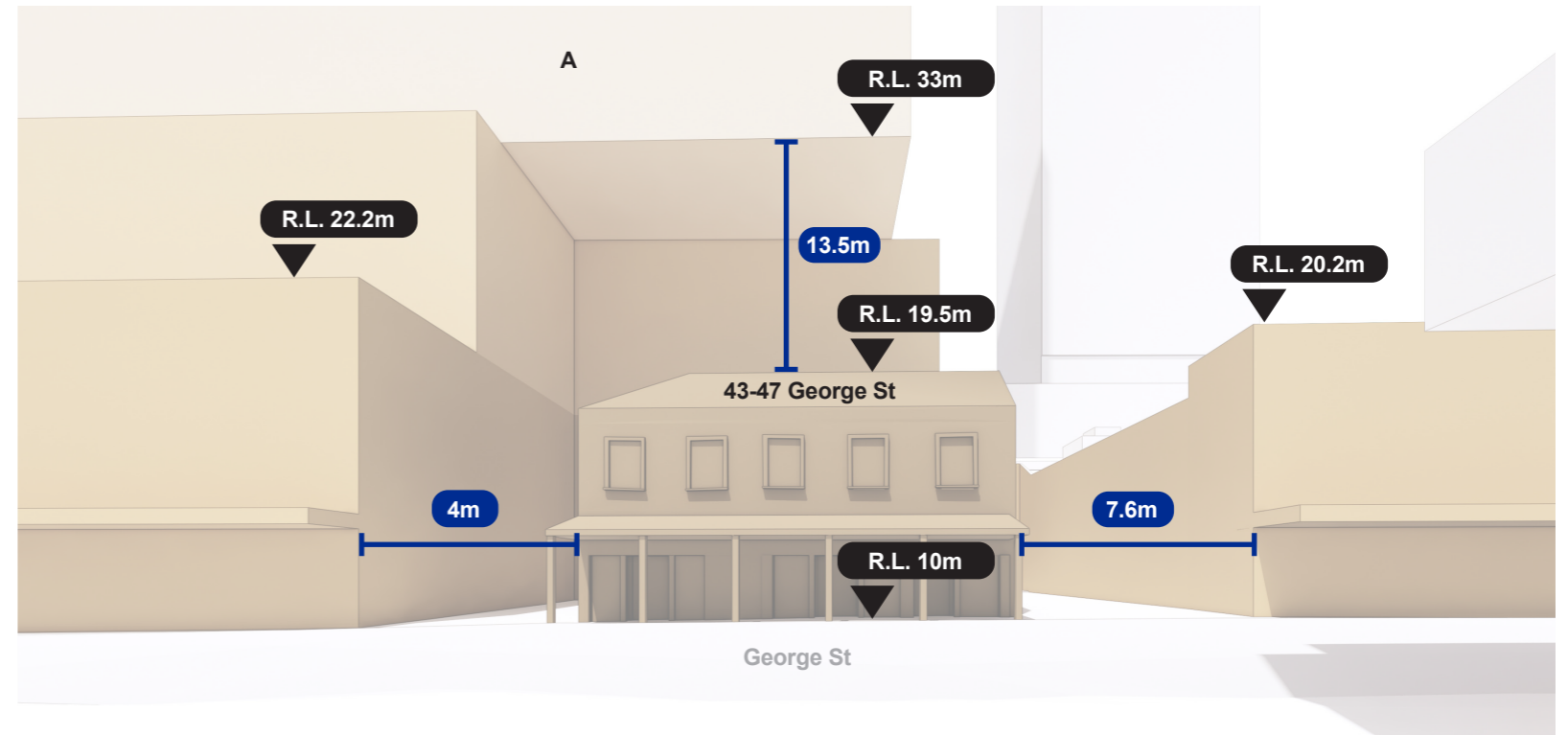
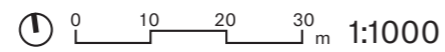


Figure 15: View of George St Shops from George St



Figure 16: View of George St Shops from Corner of George St and Church St

3. Agency Advice from City of Parramatta Council (CoPC)

3.6. Building Envelopes

Council Feedback

The following proposed building envelope outcomes are not in alignment with the objectives of Council's DCP and are not supported and/or require additional consideration.

2 Building A separation with properties to the west at Church and George Streets – The western edge of Building A has insufficient separation with the adjoining sites to the west. It is not clear in the documentation how this would be resolved with existing buildings and future development opportunities.

Response

The envelope for Building A has been developed with consideration of the PDCP 2023 which provides Council's preferred street and lane network and consolidation pattern for the block. The neighbouring fragmented sites to the north-west are able to be consolidated into one site (Site 04 under the DCP) which provides a land dedication for the future extension of United Lane.

When Site 04 is redeveloped, both site boundaries will be adjusted to accommodate the United Laneway reservation as per **Figure 18**.

The proposed envelope is in line with Council's tower setback requirements of 3m minimum. The setback of Building A ranges from 3-6m. The unusual stepped nature of the boundary, in our view should not drive the building form when a future amalgamated outcome achieving positive urban design benefits is envisaged by Council. The ability for this Site 04 to be redeveloped without amalgamation is highly limited.

Prior to Site 04 amalgamation a 7.5m long portion of envelope could be considered to be inconsistent with the 3m setback requested by council. Privacy and overlooking concerns will be addressed in future detailed development applications.

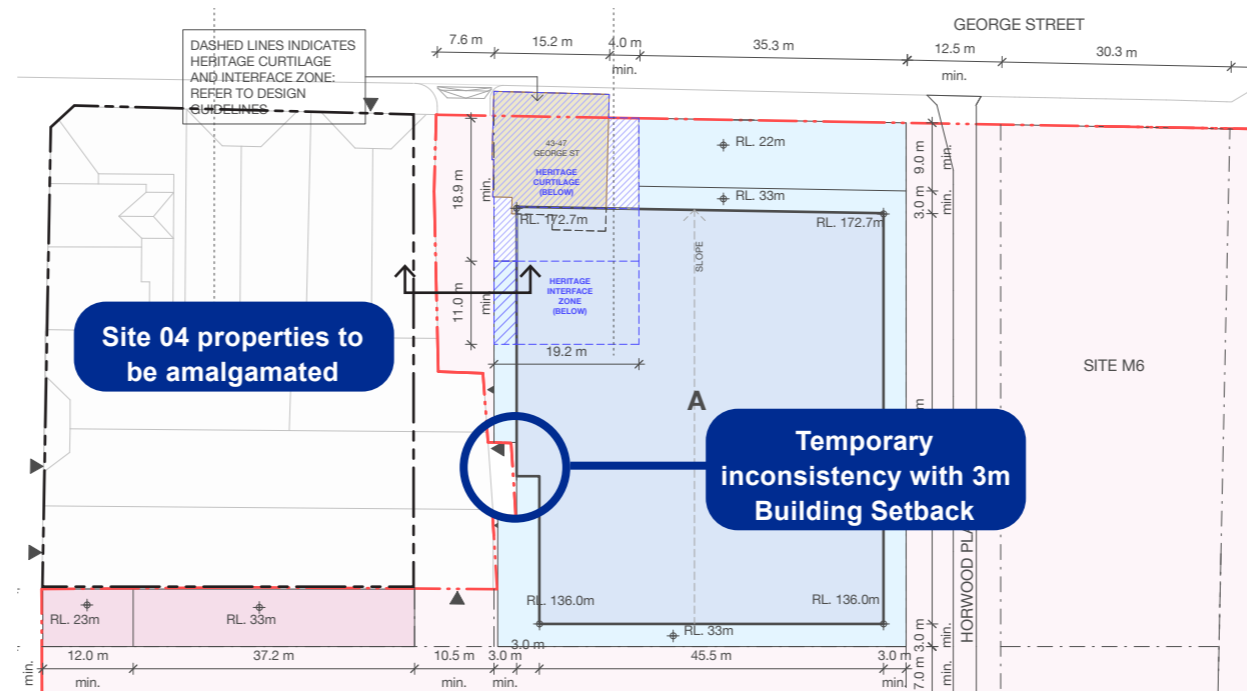


Figure 17: Current Envelope and Site 04 Context

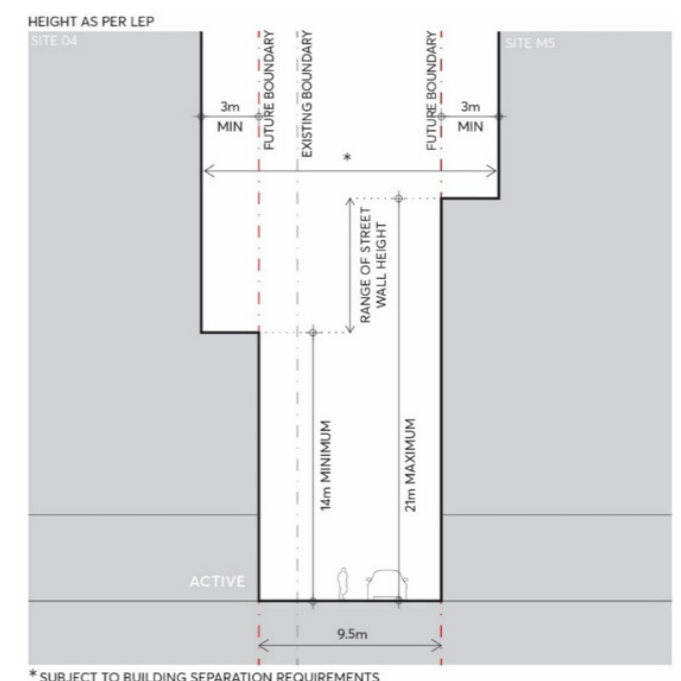


Figure 18: United Laneway Section, PDCP 2023

Response

However, post amalgamation the resultant building separation is a minimum of 16.5m, which is in excess of PDCP 2023 requirements for commercial to commercial building separation. Site 04 is able to achieve commercial tower floor area of 1405m² GBA as shown in Figure 25.

Should Site 04 redevelop as a mixed-use residential tower, 18-24m building separation is required between Development A and a residential building.

Along the eastern boundary of Site 04, a podium to tower setback of setback 9.5m will achieve a total building separation of 24m between towers. This separation may be reduced down to 18m through future stages of design depending on the final configuration of the residential apartments. The resultant floorplate for a residential tower on Site 04 is 1100m² GBA.

PDCP 2023 tower slenderness controls limit the maximum floorplate area of a residential tower within the mixed use (MU1) zone to 1100m² for a building greater than 105m in height.

An indicative layout has been provided in Figure 27 to show that a compliant 1100m² residential floorplate is achievable on the Site 04 with a 9.5m setback.

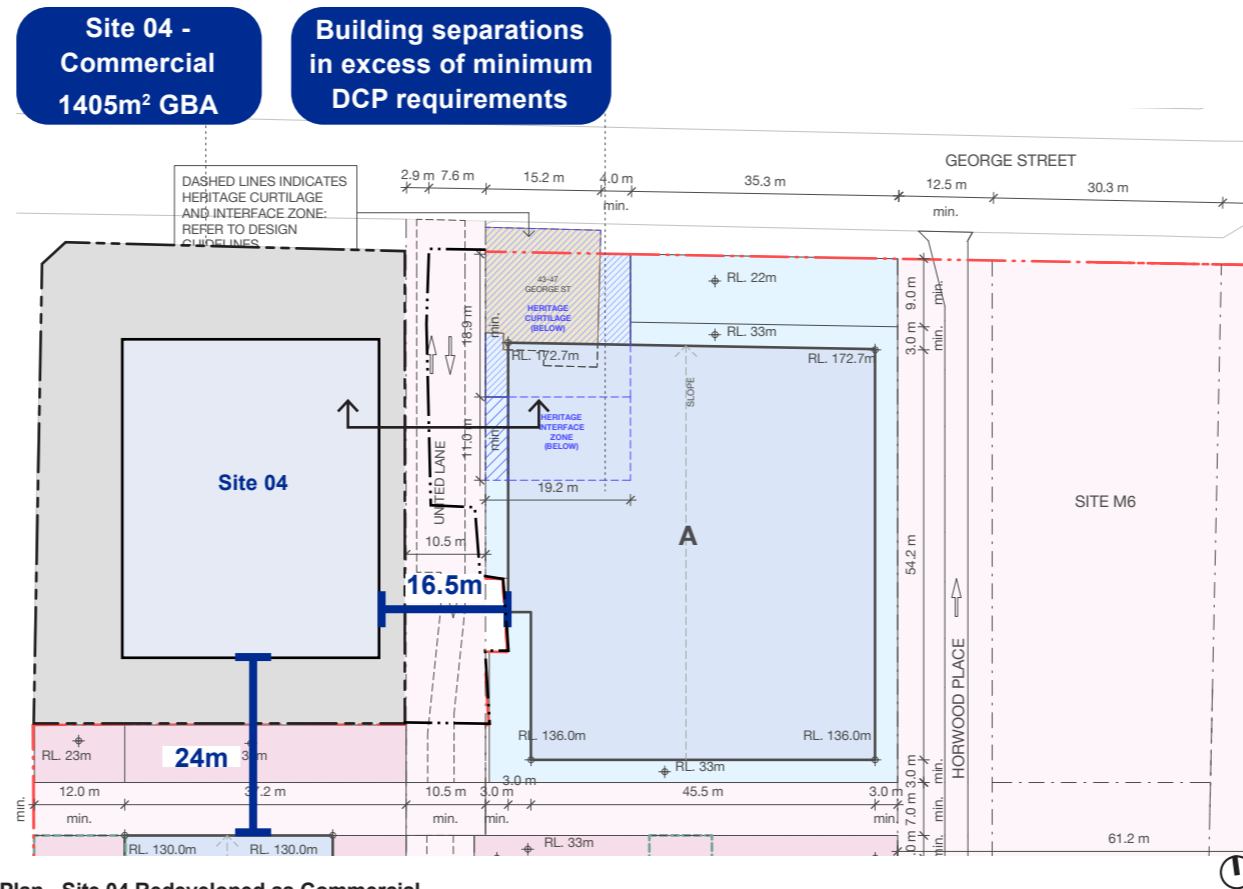


Figure 19: Plan - Site 04 Redeveloped as Commercial

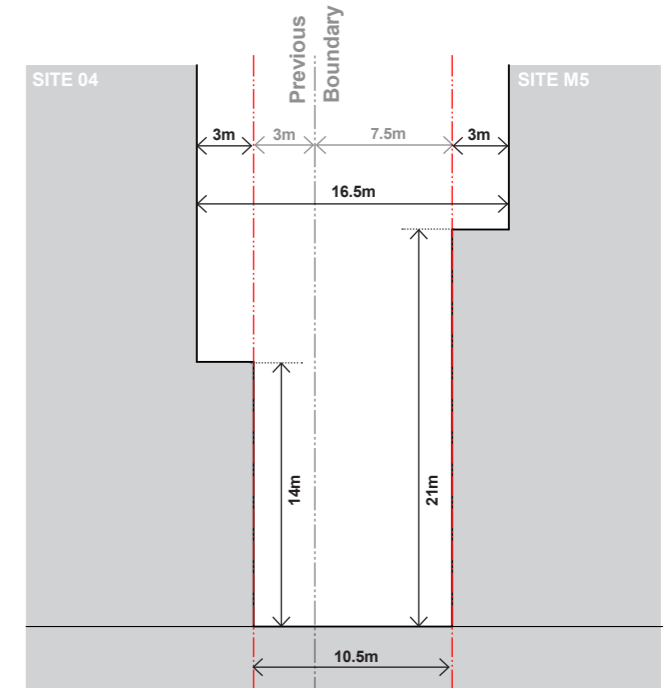


Figure 20: Future United Laneway Section with Site 04 redeveloped

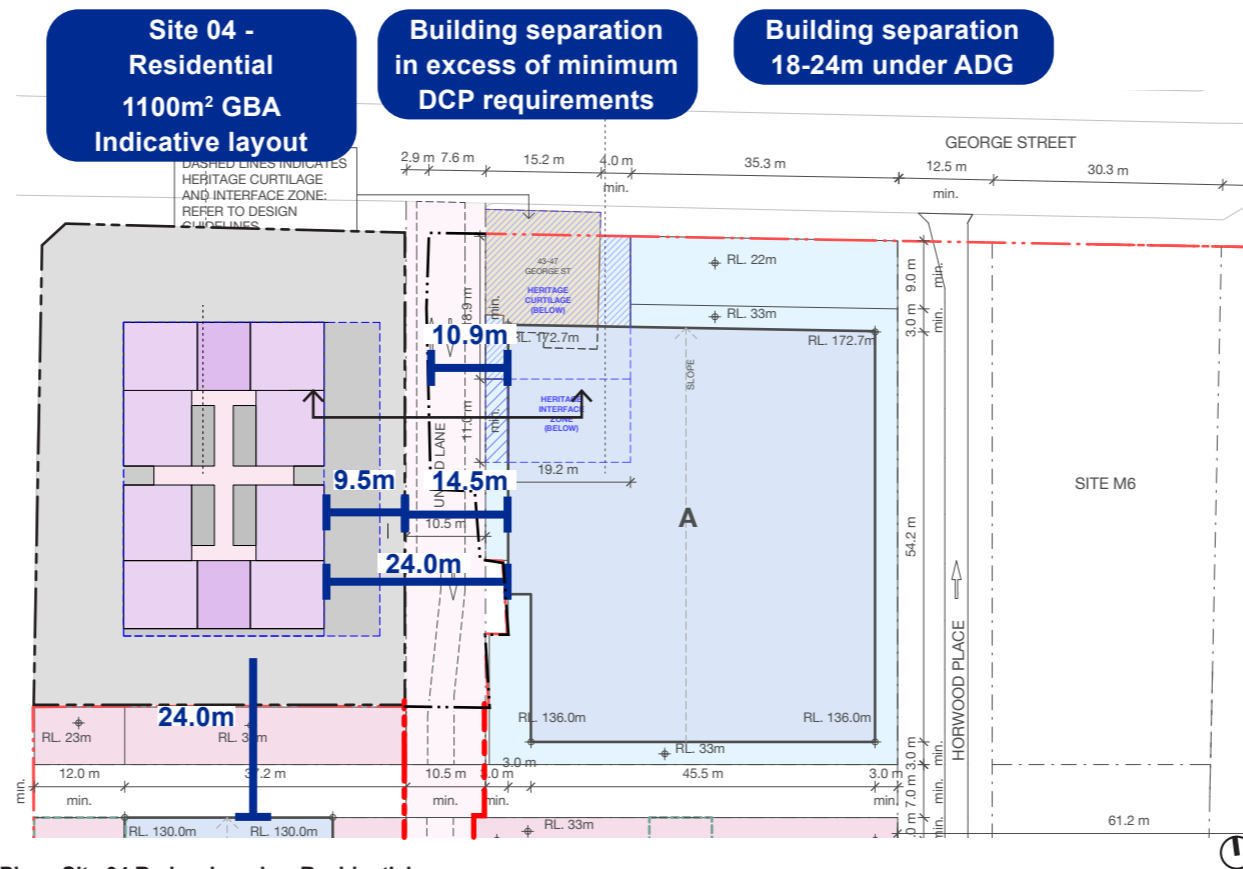


Figure 21: Plan - Site 04 Redeveloped as Residential

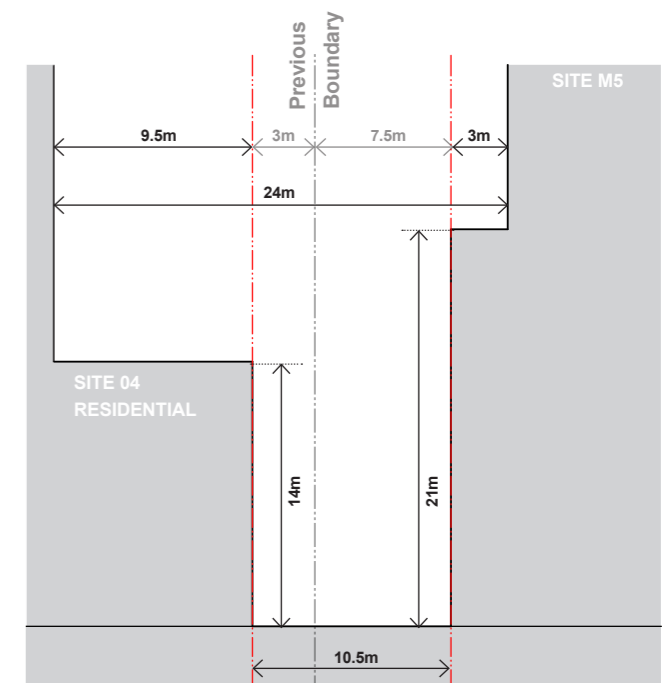


Figure 22: Future United Laneway Section with Site 04 redeveloped

3. Agency Advice from City of Parramatta Council (CoPC)

3.6. Building Envelopes

Council Feedback

The following proposed building envelope outcomes are not in alignment with the objectives of Council's DCP and are not supported and/or require additional consideration.

3 Building C relationship to the Roxy and Macquarie Lane – There is not sufficient information describing the building podium and station entry structure and canopy. The EIS documentation varies in the location of the eastern Metro entry with some drawings showing it within Building C and others within the extension of Macquarie Lane. A canopy over the entry is also shown in some drawings. Neither is sufficiently defined in the Building Envelopes or addressed in the Design Guidelines. The proximity to the Roxy as a State heritage item and pedestrian volume requirements for the laneway are also not addressed. Council's DCP include heritage objectives and controls to define a 6 storey podium setting to the Roxy. This is not addressed, and an adequate alternative solution is not proposed.

4 Building C setback to Macquarie Street – Council's DCP includes a 2m setback to Macquarie Street to improve pedestrian circulation around the light rail stop.

Response

3. Building C podium and public domain areas including Macquarie Lane fall under the Stage 03 CSSI approval and supporting Station and Precinct Design Guidelines.

4. The podium of Buildings C falls under the Stage 3 CSSI approval and supporting Station and Precinct Design Guidelines. They do not form part of this Concept SSDA.

Following the advice provided by CoPC, the podium envelope of Building C was adjusted to provide an additional 2m of footpath space behind the Parramatta Light rail stop on Macquarie St. The footpath is now 5m wide in line with the width of the southern footpath and PDCP 2023.

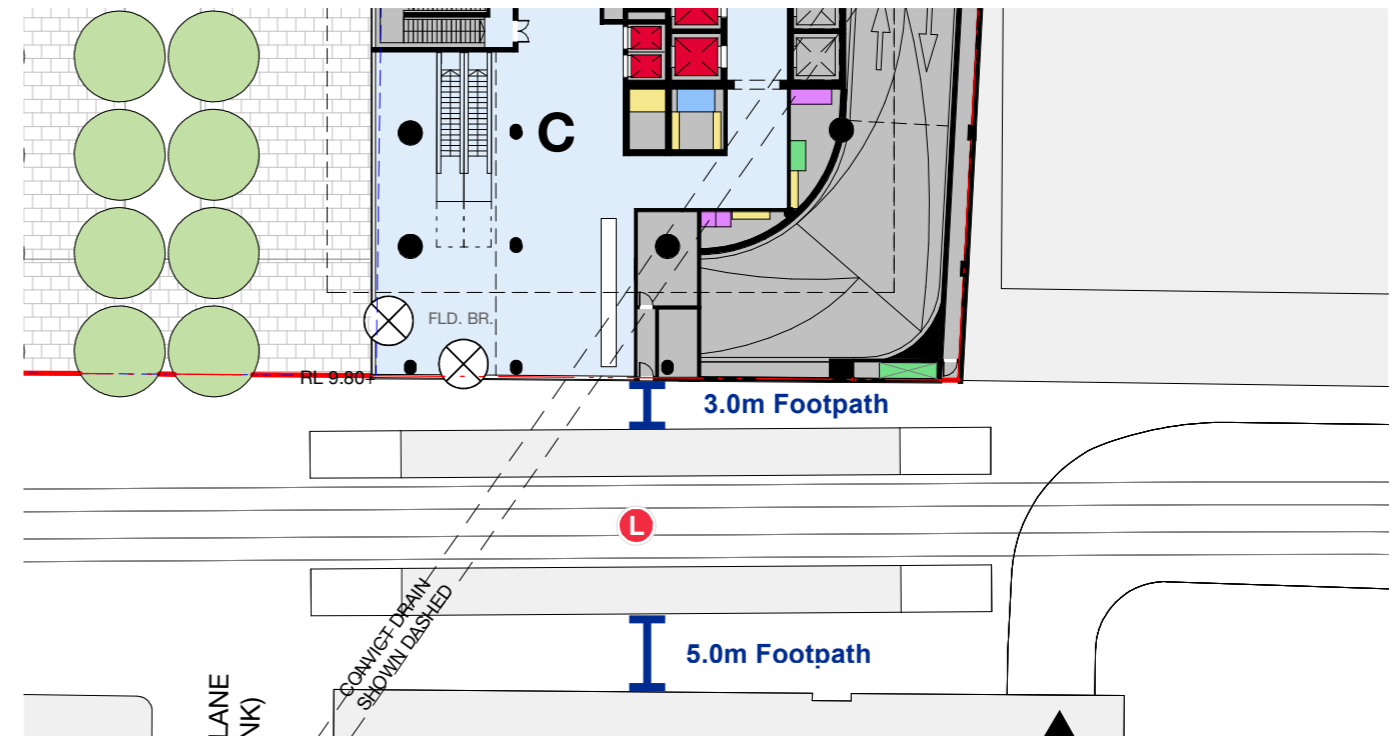


Figure 23: Building C, Concept SSDA

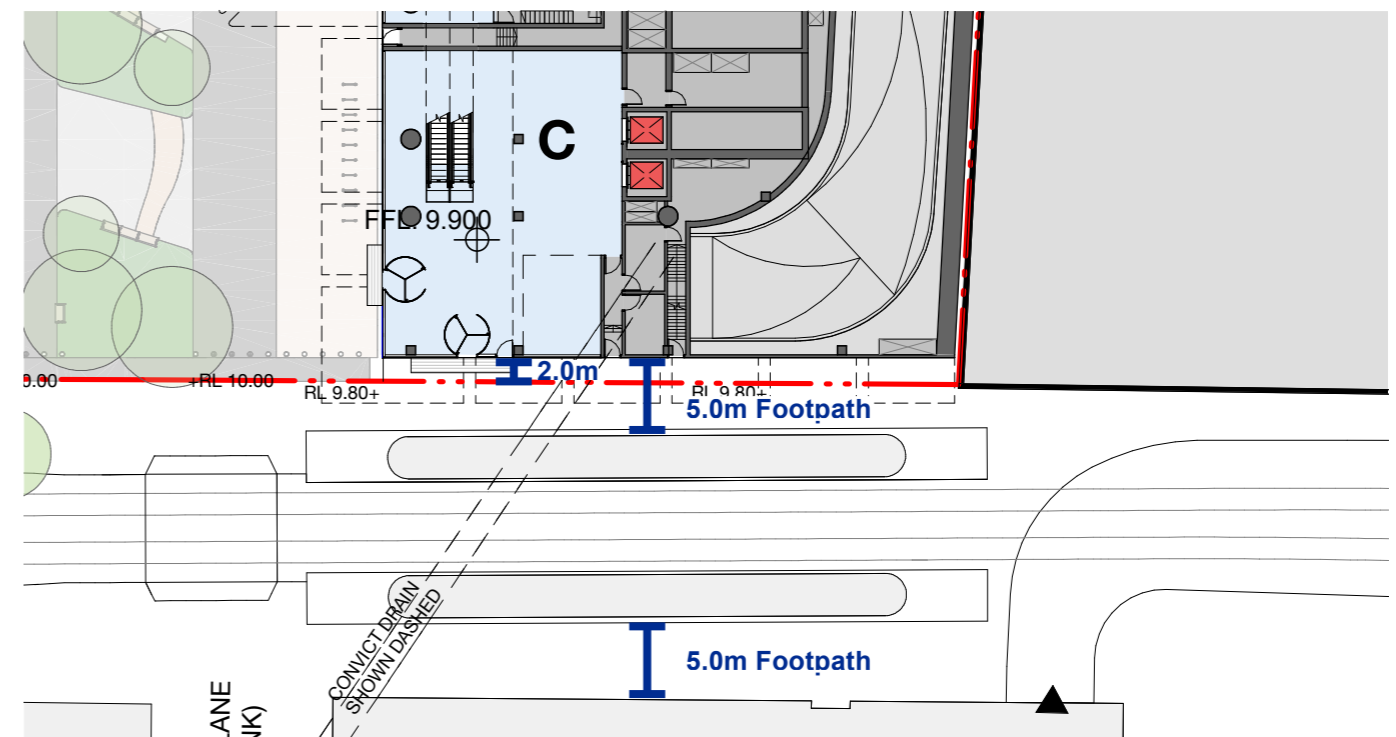


Figure 24: Building C, Amended Design

Council Feedback

The following proposed building envelope outcomes are not in alignment with the objectives of Council's DCP and are not supported and/or require additional consideration.

5 Building C separation with 25 Smith Street – Separation is not addressed. It is not clear in the documentation how this would be resolved with existing buildings and future development opportunities.

Response

Current building at 25 Smith St was completed in 2007. The lift core and services areas are positioned along the western edge of the building in order to maximise daylight and views to Macquarie Lane, Smith St and Macquarie Street.

The indicative reference scheme of Building C mirrors the core arrangement of 25 Smith St, positioning the lifts and service areas along the eastern edge of the floorplate, maximising daylight and views to Macquarie St, Civic Link and Macquarie Lane. Non habitable facades face each other as shown in Figure 49 This building arrangement is consistent with the intent of PDCP 2023. The eastern side setback is a weighted average of 5.8m ranging from 4.5m on the south east corner and 6.5m on the north-east corner.

25 Smith St currently provides an average side setback of 1.55m along the boundary. If this site is redeveloped, a 6m side setback will be required under the PDCP 2023, providing 12m building separation in total. Privacy measures for lower levels, could be considered in future detailed SSDA stages.

The **Design Guidelines** have been updated to establish objectives for tower separation.

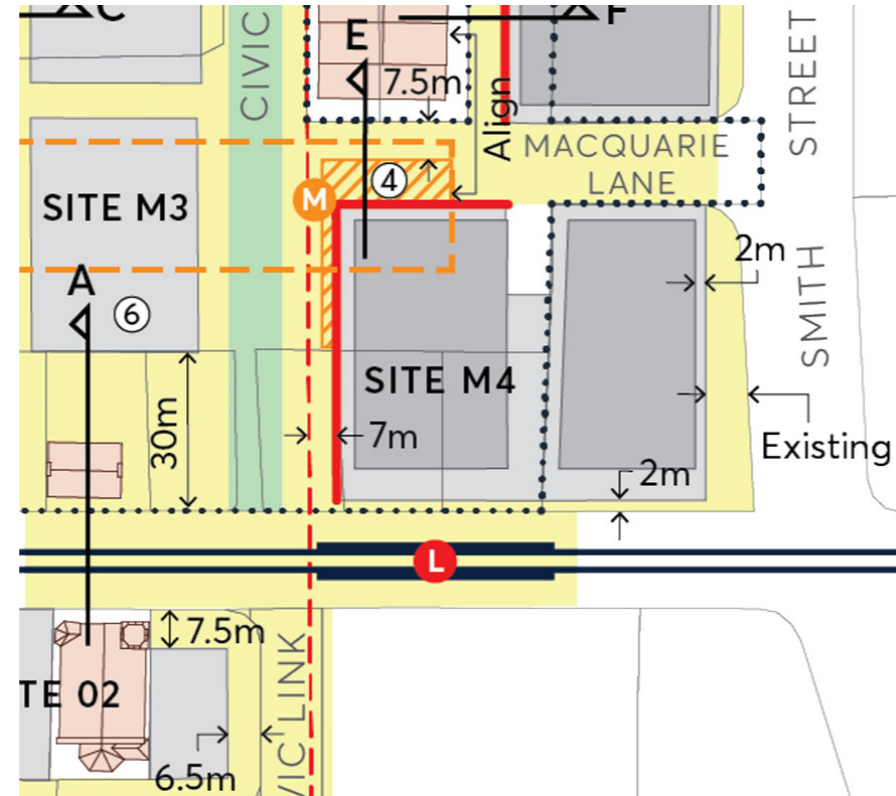


Figure 25: PDCP 2023

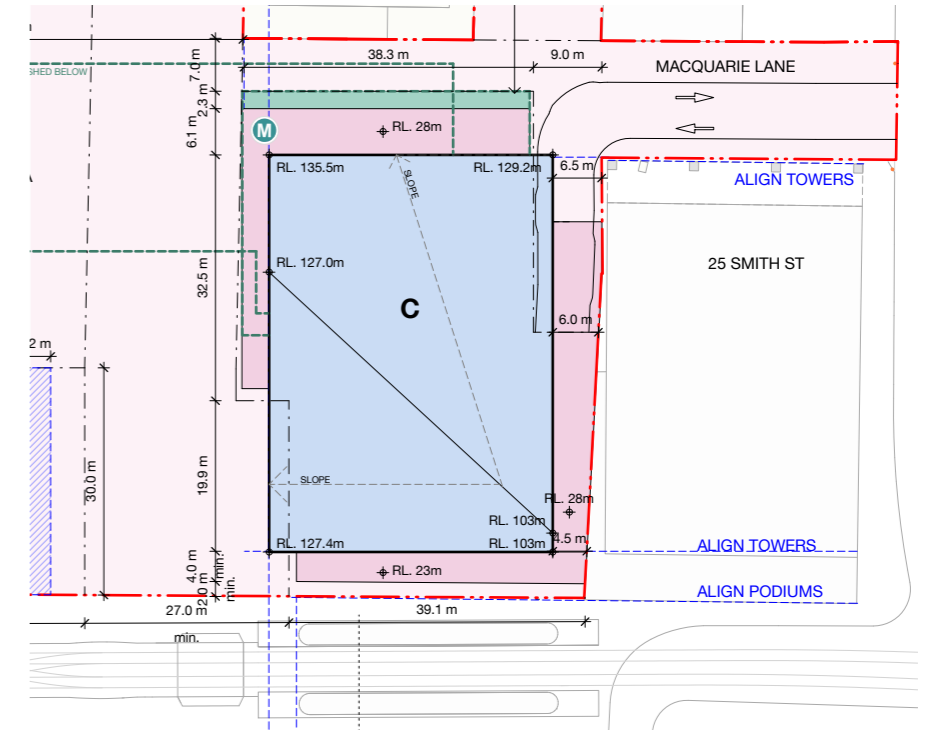


Figure 26: Building C envelope

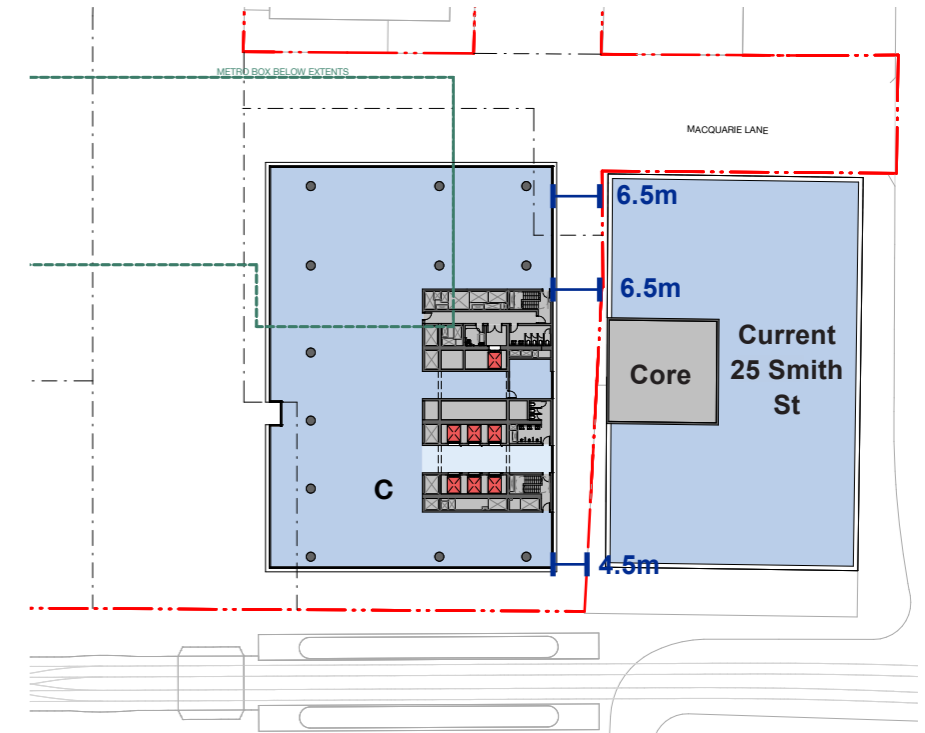


Figure 27: Indicative Reference Scheme - Building C typical floor



3. Agency Advice from City of Parramatta Council (CoPC)

3.7. Roxy Theatre

Council Feedback

Sydney Metro west should to address the future opportunity of the Roxy Theatre to have an active frontage to Macquarie Lane

Council Recommendations

Recommendation 9

Sydney Metro West need to consider the requirement for Roxy Theatre to have an active frontage to Macquarie Lane in their planning and in relationship to their station entry, structure and building C canopy.

Response

3. Building C podium and public domain areas including Macquarie Lane fall under the Stage 03 CSSI approval and supporting Station and Precinct Design Guidelines. They are not part of this Concept SSDA.

The Roxy Theatre is outside the ownership and scope of Sydney Metro. It is a State heritage listed asset which currently presents blank facades on three elevations. If activation is provided along the southern facade of the Roxy, stage and backstage areas will be severally impacted, potentially impacting the ability for the building to remain an entertainment venue, unless the active uses are built on Metro owned Land. The proposed Metro development creates no functional access, loading or adaptive reuse encumbrances to the Roxy.

3.8. Proposed variation under clause 4.6 of PLEP 2011

Council Feedback

Appendix II of the EIS documentation relates to a Clause 4.6 variation request seeking to justify contravention of the development standard set out in Clause 7.24 – ‘Commercial premises in Zone B4 Mixed Use’ of PLEP 2011. The standard relates to the minimum floor space ratio required for the purposes of commercial premises, in this instance for Building B which is in the B4 – Mixed use zone.

The nominal site area for Building B is 2,470m². Clause 7.24(3)(b) requires a gross floor area equal to a floor space ratio of at least 1:1 to be provided for commercial premises at Building B, equating to a minimum commercial GFA requirement of 2,470m².

The Concept SSDA seeks approval for 1,114m² of commercial (retail) GFA within Building B, which is less than the 2,470m² (i.e. FSR 1:1) required, necessitating this clause 4.6 variation. This is a variation of more than 5% for the commercial space shortfall in Building B.

Council cannot legally support this variation as this contravenes Clause 4.6(8)(ca) of PLEP 2011, which caps any floor space variation at 5%. This is a very significant issue for SMW and has not been addressed.

Response

Building B is located within a MU1 - Mixed use land zoning and is required to provide a minimum of 1:1 FSR which will be used for the purposes of commercial premises.

The Concept SSDA sought approval for 1,114m² of commercial / retail GFA within Building B which is less than the 2470m² minimum required. A clause 4.6 variation was lodged seeking a variation to this quantity. CoPC have advised that they cannot legally support this variation as this contravenes Clause 4.6(8)(ca) of PLEP 2011, which caps any floor space variation at 5%.

Two additional floors of commercial space have been added into the base of the tower at levels 5-6. Additional retail floor has been added to the northern laneway building at level 02.

The indicative reference scheme as been amended to include a total of 2616m² of commercial premises (1494m² commercial GFA and 1122m² of retail GFA). The inclusion of the commercial floors in the lower tower has reduced the total number of apartments down from 145 to 111.

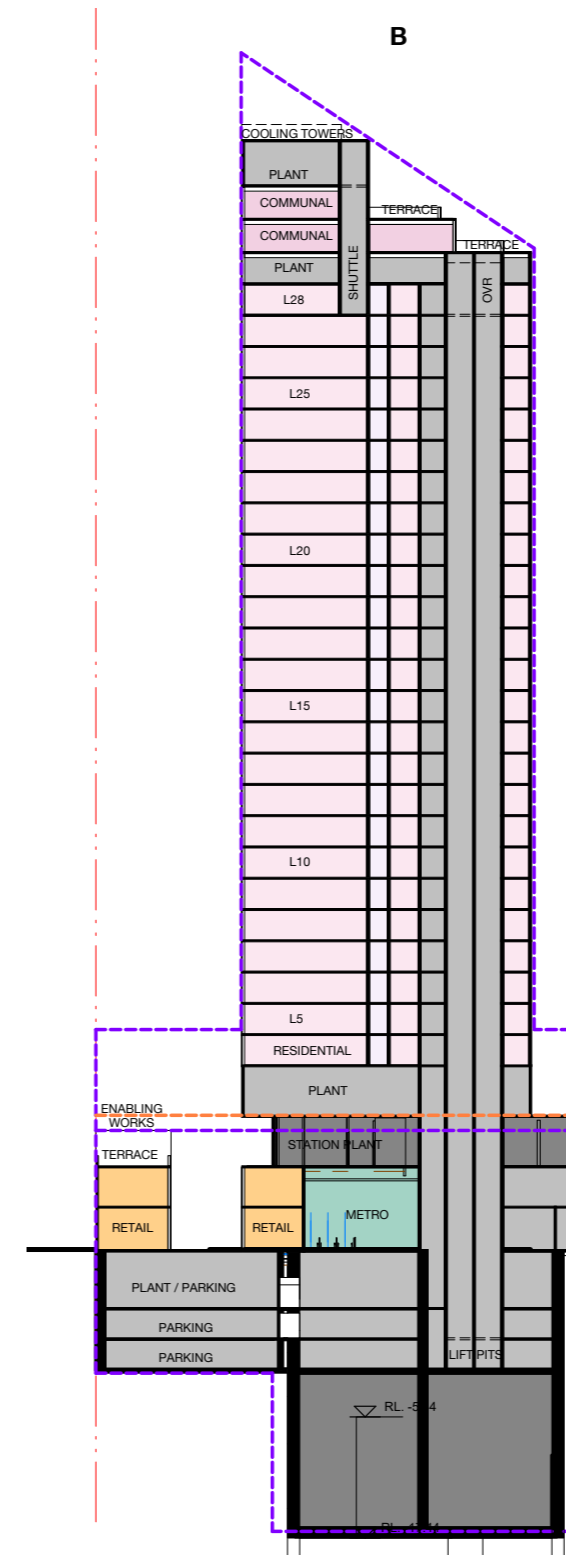


Figure 28: Building B Section, Concept SSDA

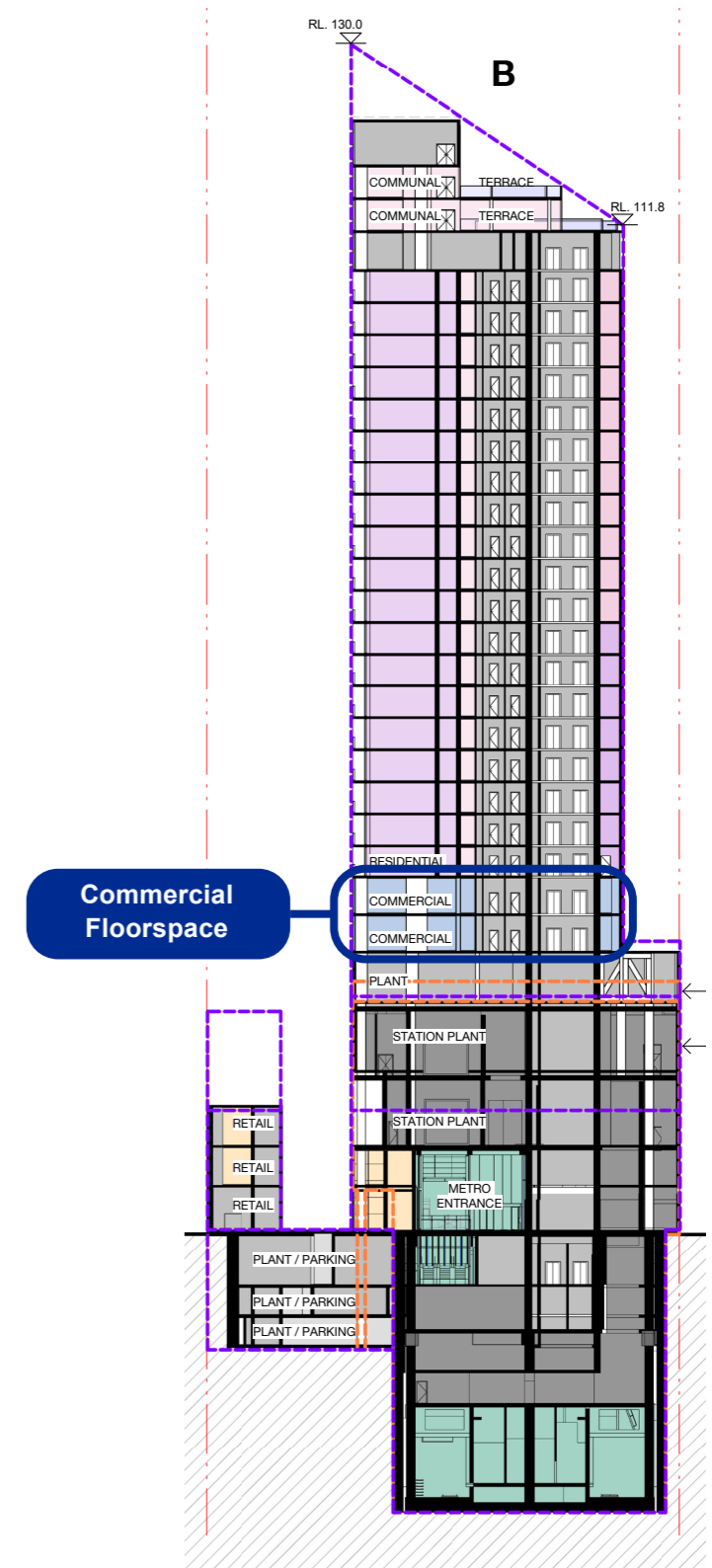


Figure 29: Building B Section, amended

3. Agency Advice from City of Parramatta Council (CoPC)

3.9. Cycle and Pedestrian Access

Council Feedback

4.1 Bicycle parking and end of trip facilities

Bicycle parking and end of trip facilities are provided in the basements serving the proposed development. The commercial facilities are accessed via lifts or bicycle stairways (i.e. stairs with a wheeling ramp adjacent to the stair). The residential bicycle parking is accessed via a lift from the east-west laneway through the site. This is inconsistent with AS2890.3.

Council Recommendations

Recommendation 11

Access to end of trip facilities is to be via a ramp in line with AS2890.3 and within 1 floor of the ground plane. Stair access with wheeling ramps is strongly discouraged. AS2980.3 states "All bicycle parking should be accessible from a road, driveway or footpath via a bicycle-friendly access path".

Response

The concept SSDA does not propose a final location for bicycle parking, nor does it seek to have locations approved. Final configurations and access arrangements will be the subject of future detailed SSDAs.

The bikeparking locations as reflected in the indicative reference design have been placed as close to ground as possible within the constraints of the station and precinct requirements.

Those constraints have been to maximise soil depths above basement structures, to ensure all loading facilities are below ground, maximise active frontages at ground level, and minimise inactive building façades within development podiums by locating appropriate plant within basements.

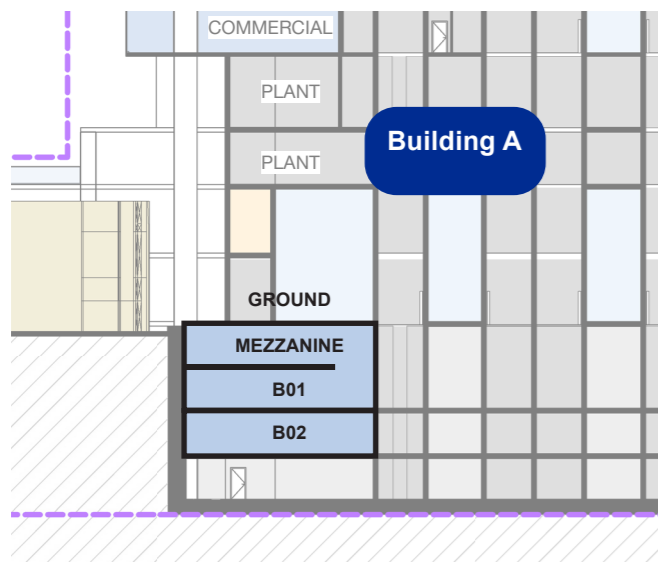


Figure 30: Building A Section

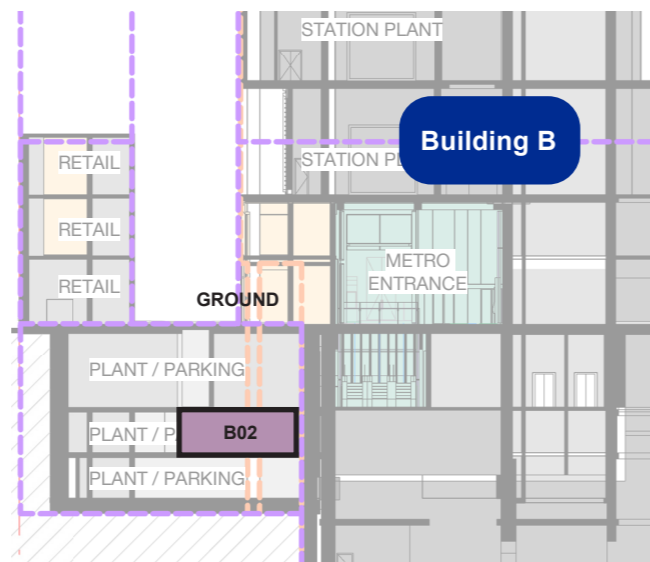


Figure 31: Building B Section

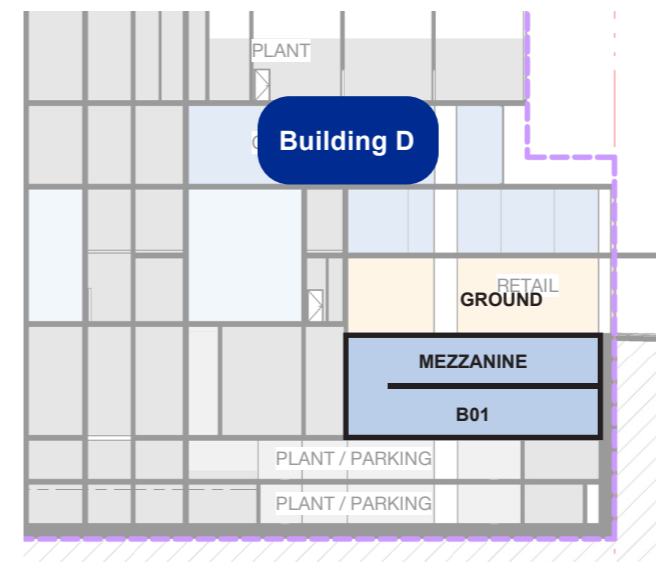


Figure 32: Building D Section

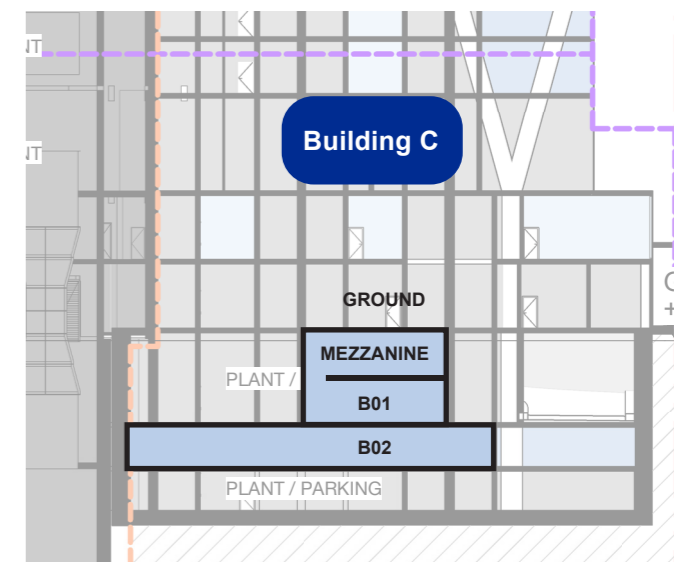
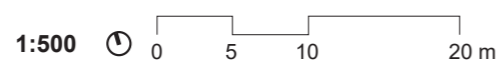


Figure 33: Building C Section

Legend
 Commercial Bikeparking/End of Trip
 Residential Bikeparking



Council Recommendations

Recommendation 12

The east west link between Macquarie Lane and Church Street be cycle friendly.

Response

It is noted that the public domain areas and the podiums of Buildings B, C and D fall under the Stage 3 CSSI approval and do not form part of this Concept SSDA.

The proposed East west laneway is 7m wide in accordance with PDCP 2023. Due to high pedestrians volumes created by the metro station, there is a desire for active ground uses to create a vibrant new laneway, Cycle movement through this laneway is deemed to be a risk to pedestrian safety.

The section of Parramatta Light Rail between Philip and Macquarie Streets and a section of Macquarie street between United and Smith St has been marked as a "Tram Only" corridor and cyclists are prohibited from riding down these streets.

The precinct cycling access plan has been configured around Civic Link as the primary North-South shared path connector. There is no desire for cyclists to continue west to Church St from Civic Link due to the prohibition on cycling along Church St.

The laneway has been proposed as a dismount zone to enable people to walk their bikes to building entrances if required.

Once the extension of United Lane north and the George St cycle path has been realised it will be possible to bring cyclists along George St and down United Lane into buildings A, B and D.

3. Agency Advice from City of Parramatta Council (CoPC)

3.10. Traffic and Vehicular access

Council Feedback

7.1 Loading & Servicing Facilities

The submitted T&A report indicates that the proposed development will provide 19 parking spaces for delivery vehicles as well as 18 loading bays for SRVs and 8 loading bays for MRVs. Loading and unloading facilities are to be designed in accordance with the requirements of the Australian Standard AS 1890.2:2018. Details are to be illustrated on plans submitted with the final DA.

7.2 Driveway from Smith Street

The estimated inbound + outbound in the AM and PM peak for the southern basement are 184. This number exceeds the TfNSW requirements for a Shared Zone which states that Shared Zones must have less than 100 vehicles per hour and less than 1,000 vehicles per day. It is further noted that the main pedestrian entrance for the Metro Station will be located within close proximity to this driveway/ shared zone meaning that there will be a significant volume of pedestrians. As such, the proposed vehicle entrance to the southern basement carpark is not considered safe due to the vehicle pedestrian conflict.

Council Recommendations

Recommendation 19

The location and type of vehicle entrance must be revised such that the conflict between high vehicle volumes and high pedestrian volumes is removed and separated.

Response

Please refer to the **Addendum to Appendix EE Transport and Access Report** for more information.

Public domain areas including Macquarie Lane, the intersection of Macquarie Lane with Smith St and the the podium of Building C fall under the Stage 03 CSSI approval.

After receiving advice from CoPC on the Concept SSDA submission the design was amended. The shared zone proposed for Macquarie Lane has been removed and replaced by a kerb and gutter road carriageway providing access to the existing driveway access point for the neighbouring 25 Smith St and the Southern basement.

A pedestrian footpath has been provided on the north side of the laneway, eliminating any potential conflict point. A footpath extension at the intersection of the laneway with Smith St provides additional pedestrian safety.

Council Feedback

7.3 Macquarie Street and Shared Zones

The proposed Shared Zone within the Civil Link between Macquarie Street and George Street and in any part of Macquarie Street as shown within Appendix E (Built Form and Urban Design Report) is not supported as the vehicle volumes will be too high to comply with TfNSW Policy and Guidelines which state that Shared Zones must have less than 100 vehicles per hour and less than 1,000 vehicles per day. It is noted that as per the PLR Stage 2 EIS submission, the volume of traffic they have shown to be carried on Macquarie Street in the morning peak hour was 476 vehicles and, in the afternoon peak hour, it was 542 vehicles. This high volume of traffic cannot be safely accommodated within a Shared Zone. It is noted that traffic volumes for Macquarie Street between Marsden Street and Horwood Place have not been provided as part of the Metro submission due to previous road closures as part of the PLR Stage 1 works.

Council Recommendations

Recommendation 21

Shared zone within Civic link between Macquarie Street and George Street not supported.

Recommendation 22

It is recommended that a Construction Pedestrian and Traffic Management Plan (CPTMP) report as part of the SSDA process to demonstrate how the construction of the proposed development will be managed to ensure that the impact of the constructions activities of the proposed development on the vehicular and pedestrian movements on the operation of the surrounding road network are minimised. The CPTMP report is to be assessed prior to the application determination.

Response

Please refer to the **Addendum to Appendix EE Transport and Access Report** for more information.

The numbers attached to the PLR Stage 2 EIS are no longer valid due to made to changes to the traffic and light rail network, amendments to development applications and planning approvals in the vicinity. Horwood Place only serves 75 vehicles in the AM peak, in line with TfNSW guidelines around Shared Zones. Please refer to the **Transport and Traffic Impact Assessment**.

Notwithstanding, after receiving advice from CoPC on the Concept SSDA submission the design of Horwood Place was amended. The shared zone proposed in the SSDA has been replaced by a one way carriageway and footpaths road. Please refer to **Section 3.3** which details the changes made to the Horwood Place Alignment.

Sydney Metro West