SJB Urban

Marion Street
Precinct Plan

Marion Street,
Parramatta NSW
2150

Prepared for
City of Parramatta

Issued
16 September 2019

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At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Final Report	16.09.2019

Contents

Introduction

1

1.1 Executive summary

SJB has been appointed by City of Parramatta Council to prepare the Marion Street Precinct Plan.

Led by SJB Urban, this study has had specialist input from Paul Davis Heritage Consultants and SJB Planning, and has been undertaken in consultation with the City of Parramatta Council.

The purpose of this study is to investigate the heritage value of the Marion Street Precinct, in order to formulate appropriate urban design-led planning controls.

These controls aim to protect the amenity and character of exisiting heritage items within a potential future development context.

A review of the planning framework and relevant baseline documents has occurred alongside this investigation.

This will assist council with responding the condition 1(K) of the gateway determination for the Parramatta CBD Planning Proposal issued by the Department of Planning, Industry and Environment in December 2018.

The project has been structured in three stages, as shown in the diagram below:

- **Stage 1** involved a preliminary analysis of the site and relevant documentation, as well as the development of key design principles.
- **Stage 2** focused on the preparation of the preferred precinct plan, developed through rigorous testing and assessment of design options.
- In **stage 3**, the findings and final recommendations have been collated in this report, which includes a preferred precinct plan, to be implemented through proposed amendments to LEP controls.

Where the recommendations in this report are implemented, it is considered to satisfy the requirements of Division 9.1 - Direction 2.3 Heritage Conservation of the Environmental Planning and Assessment Act 1979

The preferred plan proposes seven separate development sites. Smaller development sites with maximum FSRs of 2:1 are focused within the heritage core, while larger amalgamated sites with FSRs of up to 6:1 are located on the eastern edge. The site 4B between Anderson Street and Jubilee park is recommended for a 2:1 FSR with a extra 2:1 bonus to encourage amalgamation for a total of 4:1 FSR.

The outcomes of the study in relation to heritage are:

- The identification of heritage values and potential heritage impacts resulting from the Planning Proposal as related to the Marion Street Precinct.
- Recommendations to ameliorate adverse impact on heritage values through modifications as set out in the Planning Proposal.
- Recommendations to ameliorate adverse impact on heritage values through proposed controls that can be incorporated within the development control plan.

The recommendations, if adopted, should ensure that future development will occur in a form that protects and manages the city's heritage assets, achieves the core urban design principles set out for the Marion Street Precinct and demonstrates consistency with Division 9.1 Direction 2.3 of the Environmental Planning Act 1979.
The recommendations in this study only relate to the precinct that is the subject of the study and do not apply to the broader Parramatta CBD.

Introduction

Project structure

Stage 1 - Preliminary analysis

The first stage of this project delivers the following:

- Review of all existing baseline documents and background material
- Understanding of the “place” and it’s character
- Urban design analysis of the site and surroundings
- Urban design opportunities and constraints
- Establish urban design, heritage and architectural principles
- Assessment of heritage values of heritage items

Stage 2 - Preparation of precinct plan

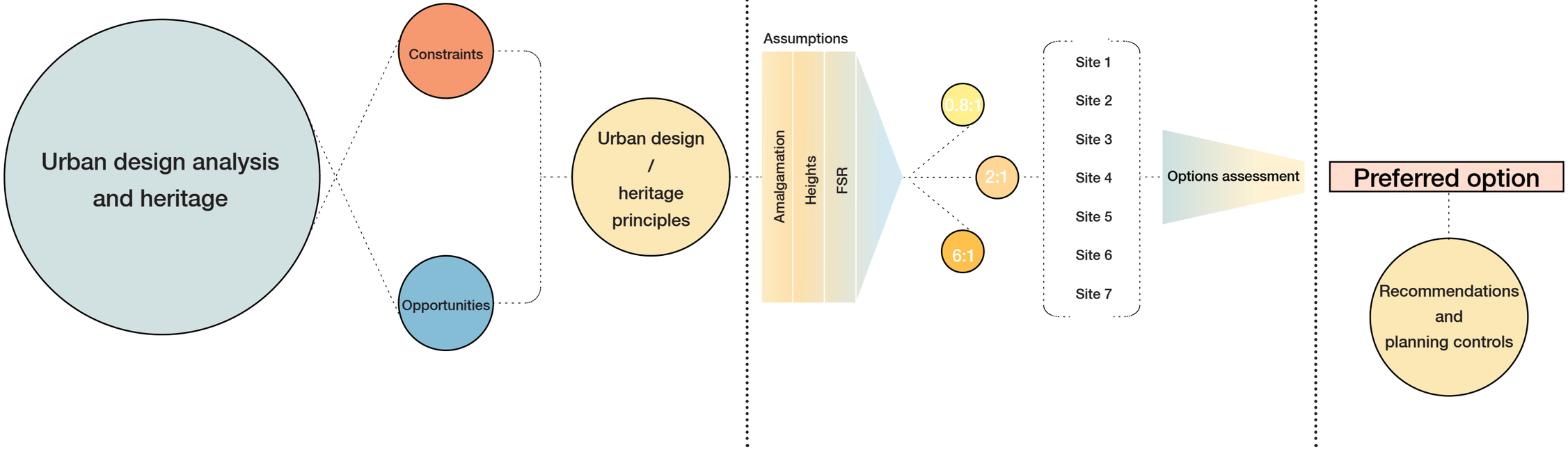
This stage of the project focuses on design options and testing. The stage is structured as follows:

- Establish a structure plan based on public domain, heritage, built form and core urban design principles
- Built form testing of different FSRs
- Site by site option assessment against the Stage 1 principles
- Establish initial preferred option
- Identification of heritage related impacts on heritage items (from the density and built form proposed in the precinct plan).

Stage 3 - Consolidation and finalisation

The final stage of this project focuses on the collating of comments and findings for the delivery of final recommendations as planning controls, based on the preferred built form option. This stage includes:

- Review and finalisation of the preferred option
- Collation of findings into final drawings and diagrams of recommended planning controls to achieve the desired outcomes
- Review and issue of the final urban design and heritage report



1.2 The site

The subject site is located across five blocks to the north and south of West Marion Street, Parramatta/Harris Park and is referred to as the Marion Street Precinct in this report.

The eastern edge of the precinct is directly adjacent to the railway line, which divides East and West Marion Street. Harris Park Train Station is located within walking distance to the south-east of the precinct. To the west, the precinct interfaces with Church Street, a major pedestrian and vehicular corridor. Located to the north, Jubilee Park is the closest public open space and can be accessed via Jubilee Lane.

The precinct consists primarily of low scale built form, including several heritage items focused within the central area. A council-owned carpark is situated within the north-east block.

Key views to and from the site are identified on the following pages.

Figure 1.1.1 Local Context

Key

- Study area
- Key destination
- Site photo location
- Open space
- Railway line

1.3 Site photos

Figure 1.1.2 View south down Cowper Street

Figure 1.1.3 Houses on south side of Marion Street

Figure 1.1.4 View west down Marion Street towards Auto Alley (Church Street)

Figure 1.1.5 View east down Marion Street from Church Street

Figure 1.1.6 View east from Marion Street/High Street intersection

Figure 1.1.7 View towards intersection of Marion Street/Cowper Street

Figure 1.1.8 Marion Street frontage of subject site

Figure 1.1.9 Commercial development on Marion Street opposite site

Figure 1.1.10 View of 8 Cowper Street development from site

Figure 1.1.11 View of rail line from site

Figure 1.1.12 View of site from Station Street West

Figure 1.1.13 View west down Peace Lane

Planning framework

2

2.1 Planning and development context

Within the Marion Street Precinct, a site-specific planning proposal with a conditional Gateway Determination is located within the south-eastern block at 33-43 Marion Street, Harris Park. This site-specific planning proposal in accordance with the amended conditional Gateway determination requires the Urban Design Report and Planning Proposal to be amended inter alia as follows:

- Update the design reference to demonstrate a building with a maximum FSR of 6:1 with a design excellence bonus of 15%, as endorsed by Council, noting that the final outcome for this site will be subject to further assessment post-exhibition and having regard to the outcomes of the Parramatta CBD planning proposal;
- The Department [of Planning, Industry and Environment] will consider a high performance building bonus for this site only if it reflects the broader CBD PP gateway conditions;
- Provide further justification for the intended height of building based on the revised proposal and FSR provisions.

The site-specific planning proposal is not proposing a change to the B4 Mixed Use land use zoning; however is proposing the delisting of the heritage item at 37 Marion Street (I731). Several other planning proposals, at different stages of the State Government approval process, are identified in the vicinity. This includes a number of gazetted proposals focused within the Auto Alley Precinct and a cluster of gateway approved sites to the north-east across the railway line.

Key

- Study area
- Auto Alley boundary
- CBD PP boundary
- Gazetted planning proposal
- Gateway approved planning proposal
- Finalisation requested

Figure 1.1.14 Planning and development context

Planning framework

2.2 Parramatta CBD planning proposal

Overview

The Parramatta CBD planning proposal has been prepared by the City of Parramatta Council to guide the growth and development of the Parramatta central business district (CBD). The proposal seeks to implement a new planning framework that focuses on the creation of jobs and housing, to support the aspirations of the Greater Sydney Commission's strategic plans and state government investment in public transport infrastructure for the area. The proposed amendments to the Parramatta LEP include the expansion of the CBD boundary, changes to existing land use, height and FSR controls, as well as the provision of new controls to guide future development in greater detail.

In December 2018, the Department of Planning and Environment (DPE) issued a conditional gateway determination report to Council. The report identifies key issues that require further study and clarification, prior to the preparation of an updated proposal for Department approval to go to public exhibition.

The Site

Regarding the Marion Street Precinct, the interface with heritage items is identified as the key concern for future development. It is determined that the current framework provides insufficient justification for the proposed 6:1 FSR across the precinct, particularly in relation to impact on heritage built form and character.

Condition 1(K) of the gateway determination requires council to prepare further evidence to address inconsistencies across the heritage studies for the Marion Street Precinct.

Consequently, further investigation is required to review these inconsistencies and identify areas that require clarification. It is recommended that additional built form testing is undertaken to assess potential adverse impacts of proposed heights and FSRs on the character and amenity of low scale heritage items. This study should provide consolidated evidence to support an appropriate proposed outcome for the precinct.

Proposed FSR Controls

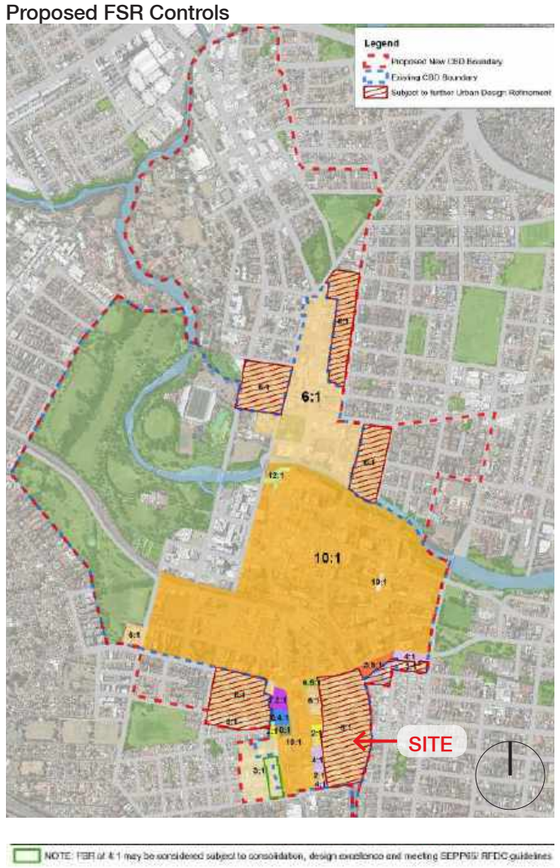


Figure 1.1.15 Indicative built form outcome for Parramatta CBD, expressed as FSRs - Parramatta CBD Planning Proposal, p.9

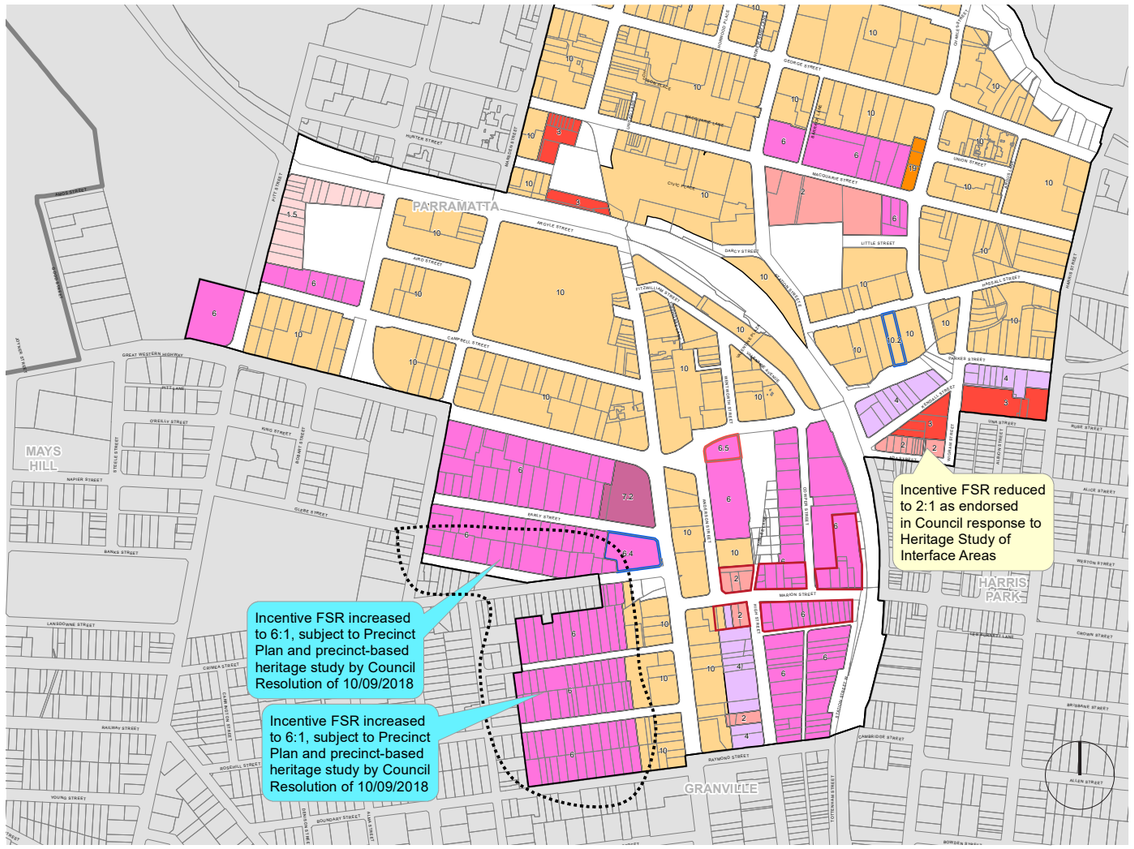


Figure 1.1.16 Incentive FSR map for the Church Street Precinct - Parramatta CBD Planning Proposal 2018

Key

Study area

2.3 Auto Alley structure plan

The Draft Auto Alley Planning Framework Study publicly exhibited by the City of Parramatta Council on 22 October 2014, and exhibited until 19 November, 2014.

The framework provides indicative built form controls for the blocks along Church Street and Anderson Street within the area bound by Parkes Street/Great Western Highway to the north and Boundary Street/Raymond Street to the south, known as the Auto Alley Precinct. The western end of the Marion Street Precinct, interfaces with the Auto Alley Precinct.

The following key findingss from the Framework Study are identified for the framework, in relation to future development within and interfacing with the Marion Street Precinct:

- Proposed heights along Marion Street step from 26 storeys to the north and 17 storeys to the south at the Church Street corner, down to 6 storeys heading east
- Heights on sites with heritage items along Marion Street are to be determined, subject to further investigation
- B5 Business Development zone is located along Church Street, at the western corner of Marion Street and transitions to B4 Mixed Use on either side
- FSRs in the order of 2:1 to 10:1 have been proposed across the Auto Alley Precinct
- Along Marion Street, incentive FSRs step from 10:1 on the far western lots, down to 4:1 and 2:1 moving east
- New east-west and north-south laneways are proposed within the block between Marion Street and Raymond Street
- A 5m land dedication is proposed on either side of Church Street for widened footpaths and street planting

The planning structure and built form provisions proposed within the Auto Alley Framework should be taken into consideration in preparing a preferred plan for the Marion Street Precinct. This is to ensure a level of consistency and a seamless transition occurs across the two overlapping precincts.

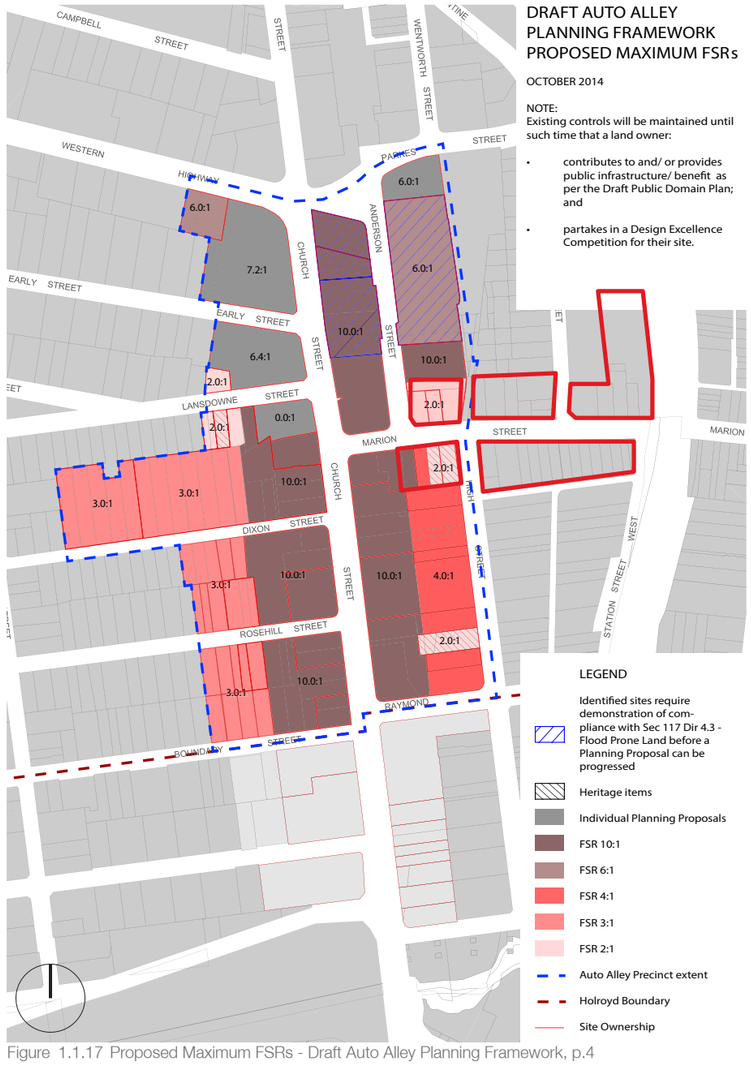


Figure 1.1.17 Proposed Maximum FSRs - Draft Auto Alley Planning Framework, p.4

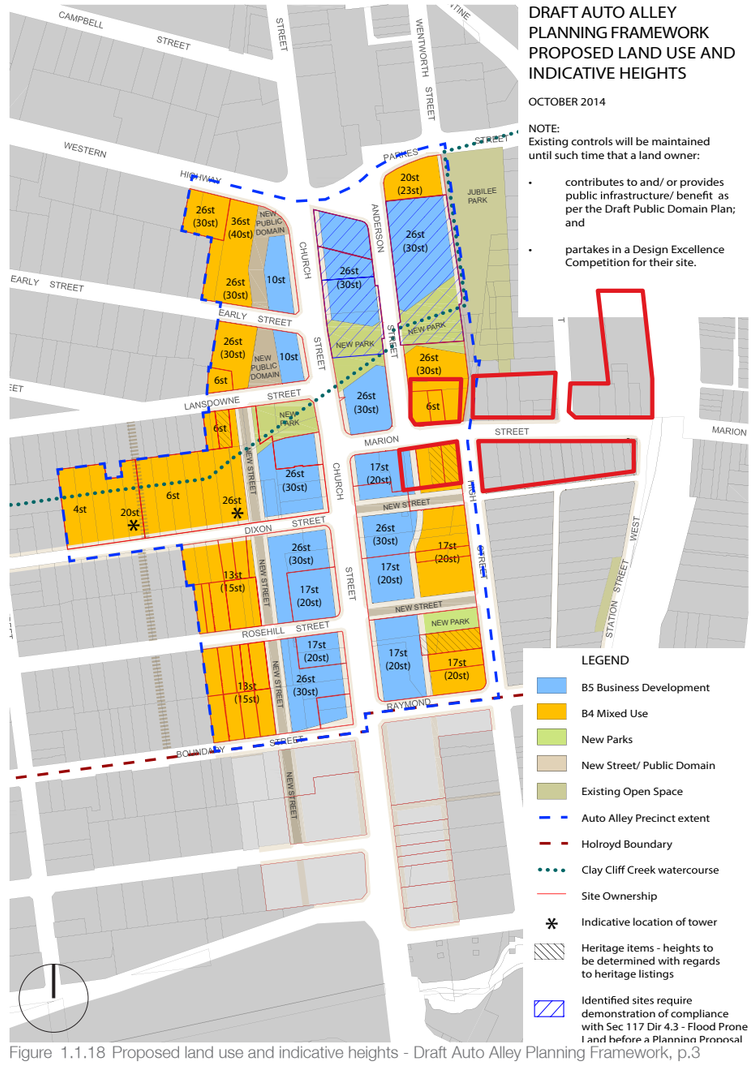


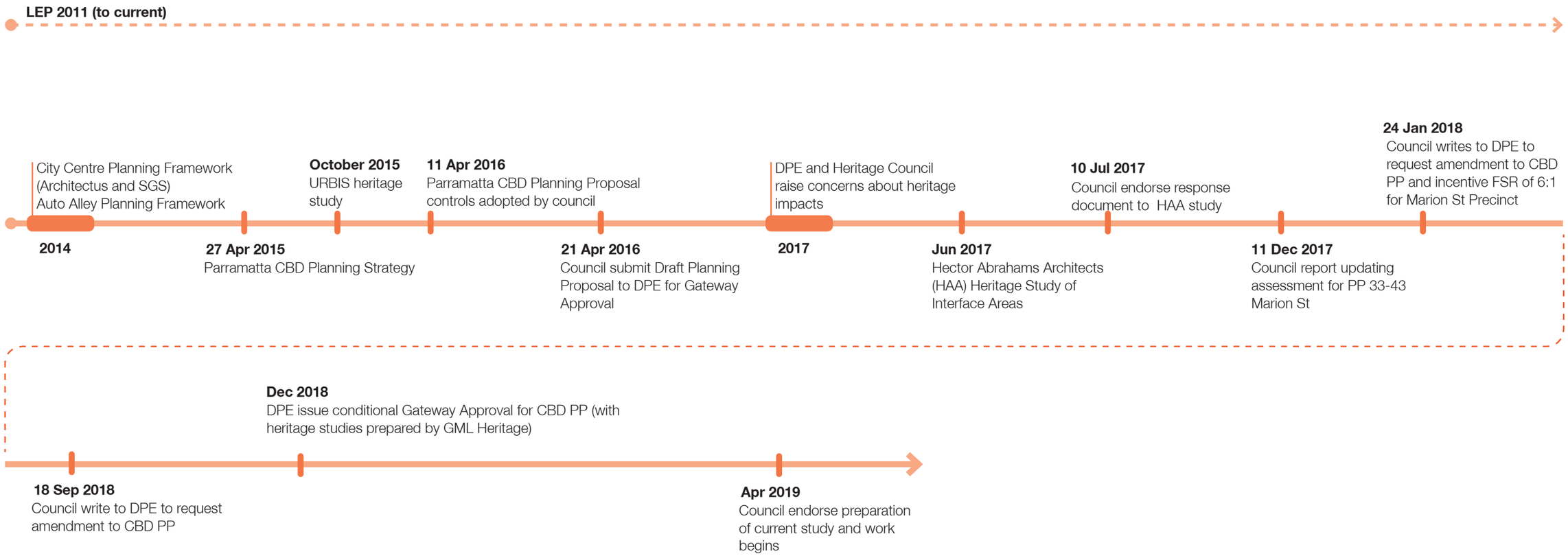
Figure 1.1.18 Proposed land use and indicative heights - Draft Auto Alley Planning Framework, p.3

Key

Study area

2.4 Planning timeline - Marion Street Precinct

The following timeline identifies key milestones that have informed the development of a planning framework for the Marion Street Precinct. These include the release of relevant studies, strategies and the adoption of key planning controls and policies that have occurred to date.



2.5 Parramatta planning controls review

Existing Planning Controls - PLEP (2011 to current)
Zoning: Mixed Use (B4)

Height:

South Marion St:
- 12m (between railway & Church St)

North Marion St:
- 54m between railway, Cowper & Parkes Street
- 28m between Cowper, Jubilee Lane & Parkes Street
- 18m between Jubilee Lane, Anderson St & Parkes Street
- 12m between Anderson, Church and Parkes Street (Auto Alley)
- Design comp bonus: 15% and 25% for non-residential buildings for B4 land.

FSR:

South Marion St:
- 2:1 (between railway & Church St)

North Marion St:
- 2:1 along Marion St frontages
- 6:1 between railway, Cowper & Parkes Street (see below)*
- 4:1 between Cowper & Anderson

Site area*
- Minimum 1800m2 to achieve 6:1
- 1000m2 - 1800m2: FSR = (4 + 2X) site area):1, where X = (site area – 500)/1500
- <1000m2: 4:1

Design comp bonus:
- 15%
- 25% for non-residential buildings for B4 land

Draft CBD Planning Proposal Adopted by Council (September 2018)
Zoning: As existing

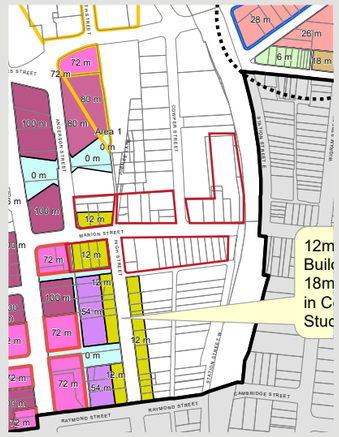
Height:

South Marion St:
- 12m (between railway & Anderson St):
- 72m – 100m between Anderson & Church St (Auto Alley)
- 0m height limit to the proposed new east west laneway

North Marion St:
- 54m between railway, Cowper & Parkes St
- 28m (between Cowper, Jubilee Lane & Parkes St
- 18m between Jubilee Lane, Anderson St (increases to 80m to towards Parkes St
- 100m between Anderson, Church and Parkes St (Auto Alley)

Note Sun access protection controls to Jubilee Park.

Incentive heights:



Incentive Height (community infrastructure)
- Unrestricted incentive height on Marion Street between Station St, High St, Jubilee Park and Parkes St.
- 12m height control fronting Marion St Nth between Jubilee and Anderson St, with an unrestricted incentive height limit behind.
- 12m height fronting the western side of High Street with 54m height behind
- 12m height fronting the eastern side of Height Street with an unrestricted incentive height limit behind
- 0m height limit to the proposed new east west laneway

Note Sun access protection controls to Jubilee Park.

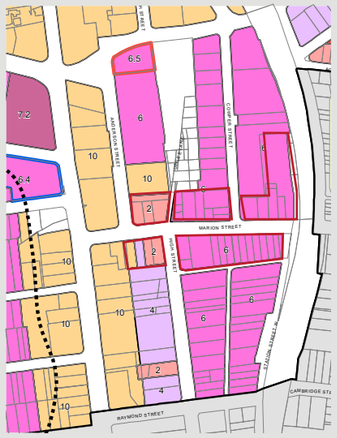
FRS base:

South Marion St:
- 2:1 (between railway & Anderson St)
- 10:1 between Anderson & Church St (Auto Alley)

North Marion St:
- 2:1 along Marion St frontages
- 6:1 between railway, Cowper & Parkes St (see below) *
- 4:1 between Cowper & Anderson (increases to 6:1 towards Parkes ST)
- 10:1 between Anderson & Church St (Auto Alley)

- Design excellence bonus 15%

Incentive FSR:



Incentive FSR (community infrastructure)
- 6:1 along Marion Street (north and south) between railway and Jubilee Lane/High St
- Bonus to 5 and 7 Marion St Sth of 4:1 and 10:1
- No bonus Marion St Nth between Jubilee and Anderson St.
- 4:1 western side of High St

High performing buildings - additional residential FSR of 5% for:
- Mixed use building site area > 1800m2 and 24m frontage; AND
- Site with FSR 6:1 on Incentive FSR Map

Endorsed CBD PP FSR Sliding Scale

FSR Shown on Map	Sites less than or equal to 1000m2	Sites > 1000m2 and less than 1800m2	Sites > 1000m2 and less than 1800m2
4:1	3:1	(3+1X):1	4:1
6:1	4:1	(4+2X):1	6:1
10:1	6:1	(4+2X):1	10:1

Heritage analysis

3

3.1 Development context

Input from Paul Davies Heritage Consultants has been provided to prepare the heritage analysis section of this report.

Overview

The Marion Street Precinct contains a small cluster of heritage items set amongst a varied range of developments in terms of style, scale, age and use. While the heritage items have a relationship to each other and the street, it is not a traditional heritage precinct as is widely understood as it does not have a traditional context and has been eroded through adjoining 'out-of-scale and character' developments.

The following local heritage items are located within the precinct:

- 31 & 29 Marion Street (Item 729 & 730)
- 37 Marion Street (Item 731)
- 15-21 & 13 Marion Street (Item 724 & 723)
- 1 & 3 Cowper Street (Item 696 & 697)
- 11 & 9 Marion Street (Item 721 & 722)
- 20 Marion Street (Item 725)
- 26 & 28 Marion Street (Item 727 & 728)

All heritage items, noting that one has been approved for demolition as part of a development application, have heritage value and are correctly identified as items. Their listings are sound and they should be retained. Not all have thorough statements of significance or detailed physical assessments. This will need to be completed as part of any future application that involves the various buildings.

These more detailed assessments are not to test the validity of the listings but to clarify exactly what parts of each site are significant in terms of fabric, additions etc. This work cannot be undertaken now as access to the properties is not available.

Significance

The heritage items are significant for their representative value of the residential scale and pattern of development on the fringes of Parramatta and Harris Park. The buildings are varied but have a consistent form and relationship to the street and each other. While not a precinct, it is their collective value that adds to their individual significance.

They also have a spatial significance that contrasts to the existing and potential future scale and form of the city in this area. They are set back from the street edge with remnant garden forms, they have single storey scale with pitched roofs and restrained decorative motifs.

The street is punctuated by several more recent apartment developments that have the potential over time to be redeveloped. These developments replaced earlier houses and there is opportunity to reinstate the streetscape scale of the significant buildings (not replicating the designs) if development were to take place. This would reinforce the collective values of the buildings and their relationship to each other.

The street was, traditionally, a residential street of houses on modest lots. With the expansion of the city of Parramatta and the intensification of development in the area, while the street may remain in residential use it will be a much intensified use where the form of individual houses on suburban lots will not be appropriate or viable. Consequently, the uses of the heritage items will change.

Future context

It is also inevitable, as has been seen in recent approvals, that the traditional FSR of low scale residential of around 0.5:1, is not viable or practical in the area and that higher FSR's will be developed that will contemplate greater development intensity. If the significant form of the listed buildings is to be retained this would result in a higher built form on the areas of those sites that are not occupied by the heritage buildings. It is also likely and probable, as has been experienced around the area, that lots will be amalgamated to form viable development sites with or without heritage items.

The outcomes of these changes will be a new context for the heritage items that is not a traditional suburban streetscape. The buildings will remain but will be in an urbanised setting or context where the heritage buildings are objects within a newly scaled precinct with new uses that relate to the increase in density and urbanisation.

Figure 1.1.20 Heritage context

Key

- Study area
- Heritage items (lot)
- Heritage items (lot) approved for demolition
- Contributory element to the heritage
- Alterations and additions
- Infill developments
- Recent developments

3.2 Site photos

31 & 29 Marion Street (Item 729 & 730)

Figure 1.1.21 Heritage items 729 & 730

15-21 & 13 Marion Street (Item 724 & 723)

Figure 1.1.22 Heritage items 724 & 723

1 & 3 Cowper Street (Item 697 & 696)

Figure 1.1.23 Heritage items 697 & 696

11 & 9 Marion Street (Item 721 & 722

Figure 1.1.24 Heritage items 721 & 722

20 Marion Street (Item 725)

Figure 1.1.25 Heritage items725

26 & 28 Marion Street (Item 727 & 728)

Figure 1.1.26 Heritage items 727 & 728

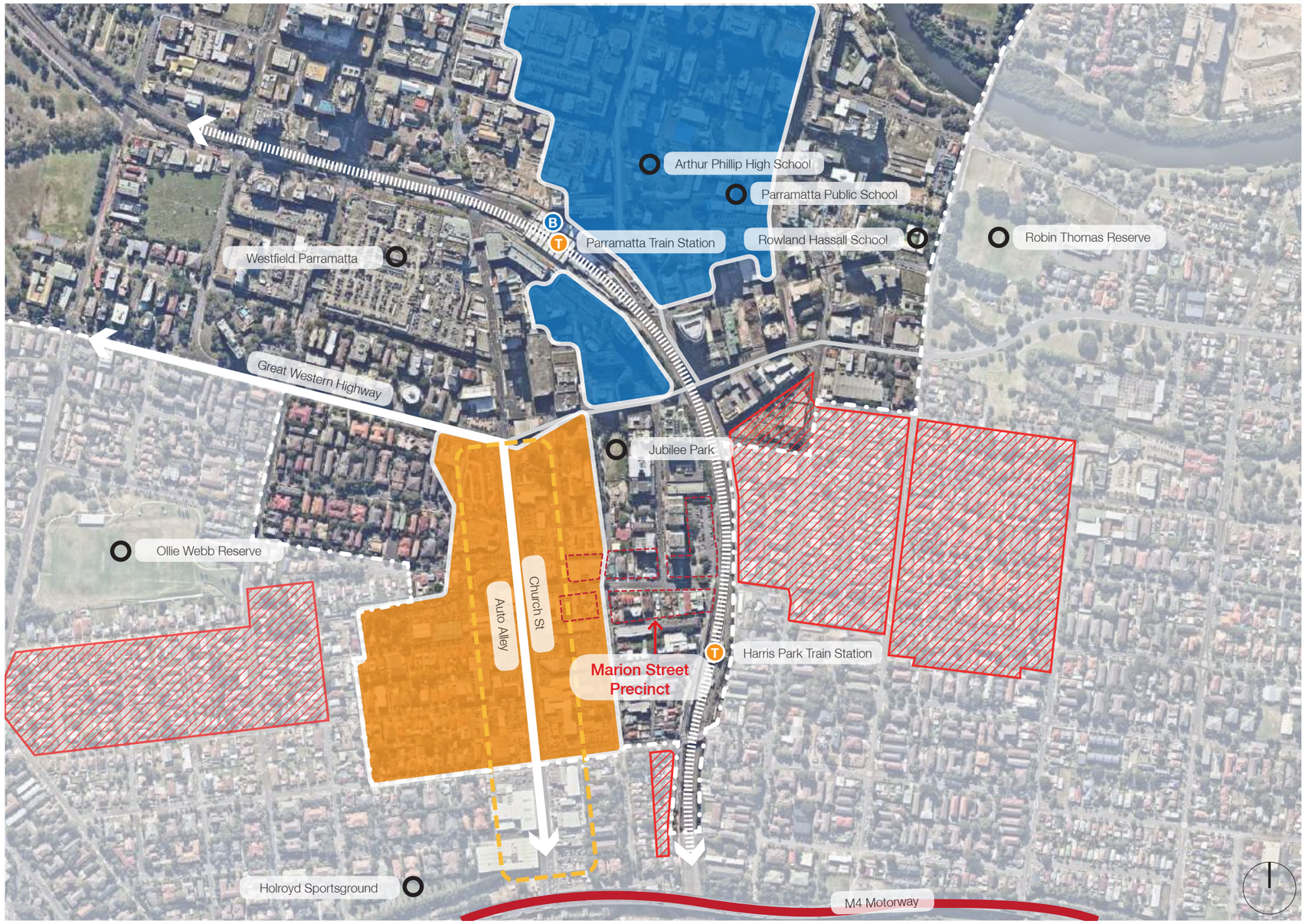
37 Marion Street (Item 729)

Site Analysis

4

4.1 CBD context

- Marion Street Precinct occupies the far southern corner within the draft Parramatta CBD Planning Proposal boundary.
- It is located to the north-west of Harris Park Train Station and 600m south of the Parramatta Transport Hub and Parramatta CBD.
- The precinct interfaces with the eastern edge of the Auto Alley study area, which extends west to cover the southern portion of Church Street.
- Heritage conservation areas are located directly to the east of the precinct across the railway line, to the south of Raymond Street and also and further to the west beyond the Auto Alley study area
- Key recreation spaces located in the vicinity include Ollie Webb Reserve to the west, Holroyd Sportsground to the south-west and Jubilee Park to the north, with direct access provided via Jubilee Lane.



Key

- Study area
- CBD PP boundary
- Auto Alley study area
- Commercial core boundaries
- Church Street
- Heritage conservation areas

Figure 1.1.27 CBD context

4.2 Existing land use

- The existing land use zoning (PLEP) prescribed for Marion Street is Mixed Use (B4). This zoning allows for a mix of residential, mixed use and commercial activity along Marion Street and in the immediate surroundings.
- On the south side at the eastern end of the precinct sits a group of 3 commercial and retail buildings with little architectural merit.
- The central area, where most of the heritage items are located, is predominately residential with single detached houses or residential flat buildings.
- The western section of Marion Street is predominantly commercial and reflects the character and scale adjacent along Church Street.

Figure 1.1.29 Commercial development on Marion Street

Figure 1.1.30 Heritage Items within central area along Marion Street south

Figure 1.1.31 View west down Marion Street towards Auto Alley (Church Street)

Figure 1.1.28 Existing land use

4.3 Building heights

Figure 1.1.33 Building heights

The building heights is considered as the total number of storey of a building from the ground to the top floor.

- The predominant building height along Marion Street is 1-2 storeys, followed by 3-5 storeys on a few sites with larger building footprints.
- Greater heights are located along Cowper Street to the north of the study area, with 10-18 storey high residential and commercial towers.

Key

- Study area
- 1-2 storeys
- 3-5 storeys
- 6-10 storeys
- 11+ storeys

4.4 Street interface

Figure 1.1.32 Street interface

The street interface is considered as the number of storey including ground floor that directly face the street with no setback.

- Along Marion Street the heights at the street interface are predominantly 1 storey with 2-3 storeys introduced by infill development.
- Building setbacks vary along Marion Street, increasing in the central area where most heritage items are located.
- Marion Street does not have a consistent street wall, rather the street interface is articulated by 1 storey stand-alone cottages, setback from the street. The street wall becomes more defined at either end of the study area, where infill developments are built to the boundary.
- Cowper Street presents a more consistent street wall of 4-5 storeys, allowing for a transition to the built form setback above.

Key

- Study area
- 1 storey
- 2 storey
- 3 storey
- 4 storey
- 5 storey
- 5+ storey

4.5 Public domain

Figure 1.1.34 Open space analysis 1:3000 scale

1. Jubilee Park is the closest recreational space to the study area and can be accessed via Jubilee Lane.
2. Located opposite Marion Street on Church Street, two cadastral lots zoned RE1 are to be delivered as open space as part of the Auto Alley planning framework.
3. Ollie Webb Reserve is located approximately 600m (10min walking distance) west of the study area. The reserve is the largest recreational space within walking distance of the precinct.
4. Noller Park is located approximately 600m west of the study area, to the east of Ollie Webb Reserve.
5. To the west of Jubilee Park, additional open space is proposed as part of the Auto Alley Planning Proposal, but is not currently zoned as RE1.
6. Rosella Park is a linear park located to the south-east of the precinct. Direct access from the precinct is restricted by the railway line, with the closest crossing located at Harris Park Station.

Key

- Study area
- Existing open space
- Proposed open space (Auto Alley PP)

Figure 1.1.35 Open space analysis 1:1000 scale

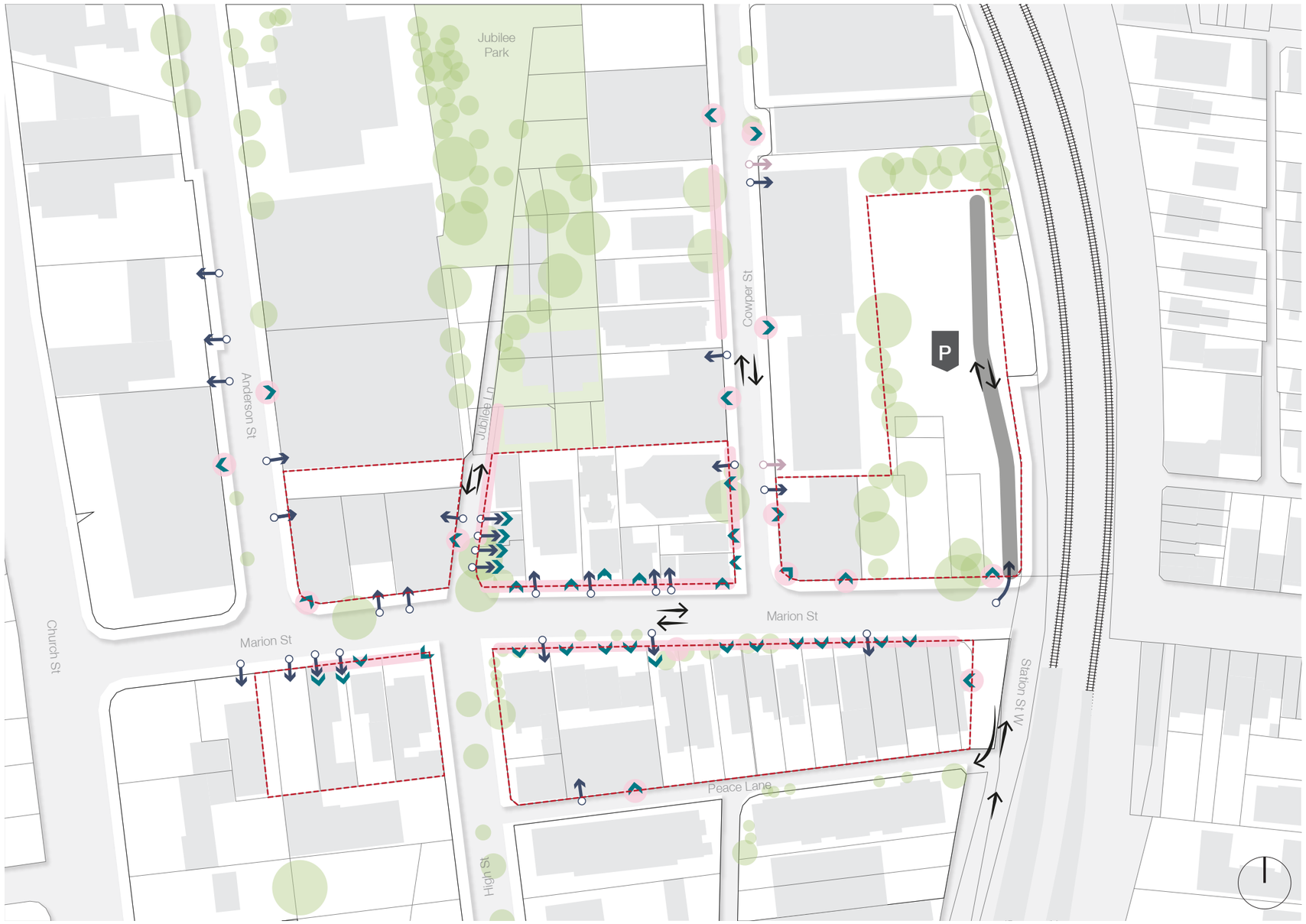
- Jubilee Park is located adjacent to the north of the central block within the Marion Street Precinct and within the parkland a childcare
- Mature and young trees are located along the footpath within the front boundary of properties along Marion Street. The location of trees is typically linked to the presence of a heritage item.

Key

- Study area
- Existing open space
- Proposed open space (Auto Alley PP)
- Existing Tree

4.6 Access and movement

- Primary access points for both vehicles and pedestrians are located along Marion Street.
- Secondary access to buildings along Marion Street is provided off Cowper Street to the north and Peace Lane to the south.
- High St, Jubilee Lane, Station St West and Anderson Street also provide secondary vehicular access to Marion Street Precinct.
- Marion Street provides two-way traffic, leading to Church Street at its western junction and to Station Street West at its eastern end, which is terminated by the railway line.



Key

- Study area
- Service entry
- Vehicular entry
- Pedestrian entry
- Traffic direction
- Council carpark

Figure 1.1.36 Access and movement

4.7 Land ownership

- The existing car park site to the east is owned by the City of Parramatta Council and is the largest consolidated parcel included in the study area.
- Across the precinct, the ownership pattern is fragmented, with strata titled lots and and isolated cadastral lots that have not yet been amalgamated.

Figure 1.1.37 Land ownserhip pattern

4.8 Shadow analysis

The diagrams below illustrate the existing shadows that occur across the precinct and surrounds at hourly intervals between 9am and 4pm at midwinter. The greatest impact to Marion Street is shown to occur at 9-10am and 4pm, which is largely due to the tall developments located to the north along Cowper Street.

09:00AM 21/Jun

10:00AM 21/Jun

11:00AM 21/Jun

12:00PM 21/Jun

1:00PM 21/Jun

2:00PM 21/Jun

3:00PM 21/Jun

4:00PM 21/Jun

Key

Heritage item

Open space

4.9 South Elevation

- The south elevation of Marion Street is characterized by a sequence of 9 heritage cottages interrupted by recently developed commercial buildings and apartment blocks.
- While diverse in building character, articulation and rhythm, the streetscape remains fairly consistent in providing human scale form and a high level of active frontage at street level.

Figure 1.1.38 Composed south elevation of Marion St

4.10 North elevation

- The north elevation of Marion Street, similarly to the south elevation, is characterized by a sequence of 4 heritage cottages located in sequence in the block between Cowper Street and Jubilee Lane.
- The items are interrupted by an apartment blocks on 24 Marion Street.
- Higher density along Cowper Street sits in the foreground to the heritage items dominating and overshadowing the 1 storey cottages.
- As a result of more recent development in the precinct, the views of the heritage items are obscured compared to the south elevation

4.11 Visual experience

- The view analysis focuses on the visual experience of the heritage items along Marion Street, from the point of view of a pedestrian.
- The streetscape is largely characterised by the scale, architectural style and materiality of these items.
- The pedestrian experience is also affected by:
  - Traffic
  - Crossing points
  - Tree canopy
  - Solar access

Key

- Study area
- Roads interfacing with the study area
- Road not interfacing with the study area
- Key view corridor

Figure 1.1.39 View analysis diagram

Site Analysis

Visual experience

1. View looking west to the heritage items on the south side of Marion Street. The character is enriched by coloured detailing on the roof eaves and the red brick facades
2. View looking east to the heritage item 729 (37 Marion Street) approved for demolition.
3. View looking west toward the cluster of three heritage items on the south side of Marion Street with the recent development behind them. These buildings are characterised by wide porches framed with finely detailed structural elements and bright red terracotta tiled roofs.
4. View toward the crossing of Marion Street and Jubilee Lane looking at the heritage building located on the corner.

Figure 1.1.40 Site photo 1

Figure 1.1.41 Site photo 2

Figure 1.1.42 Site photo 3

Figure 1.1.43 Site photo 4

Key plan

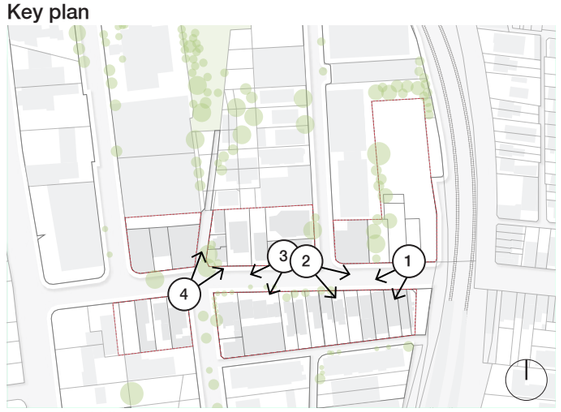


Figure 1.1.44 Camera location

Site Analysis

Visual experience

1. View looking north toward Cowper street, with heritage items in the foreground on the corner of Marion Street and recent development sites visible in the background.
2. View looking north-east along Marion Street from High Street.
3. View looking west to the Church Street and Marion Street junction. There are no heritage items in this section of the precinct.
4. View looking south to the crossing of High Street and Marion Street. Two heritage items are located on this site, one of which is currently occupied by a hospitality business.

Figure 1.1.45 Site photo 5

Figure 1.1.46 Site photo 6

Figure 1.1.47 Site photo 7

Figure 1.1.48 Site photo 8

Key plan

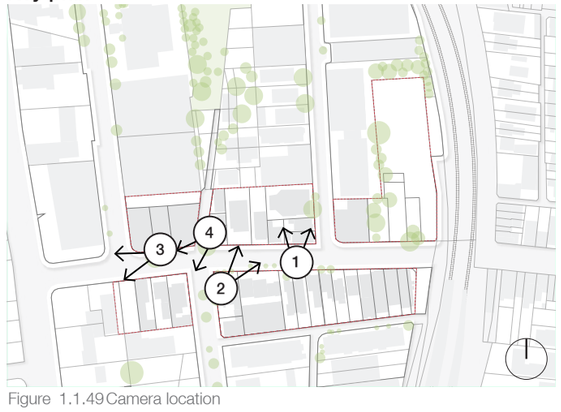


Figure 1.1.49 Camera location

4.12 View corridor from Marion Street East

- Marion Street spans two distinct areas, divided by the railway line that runs north-south.
- Harris Park Train Station provides the closest pedestrian connection across the railway line between east and west Marion Street, at a walking distance of 5-10 minutes.
- The existing view corridor across the railway line from Marion Street East is interrupted by visual barriers such as fencing, vegetation and railway infrastructure.
- These conditions result in a poor visual and physical connection between the east and west ends of Marion Street.

Street section AA

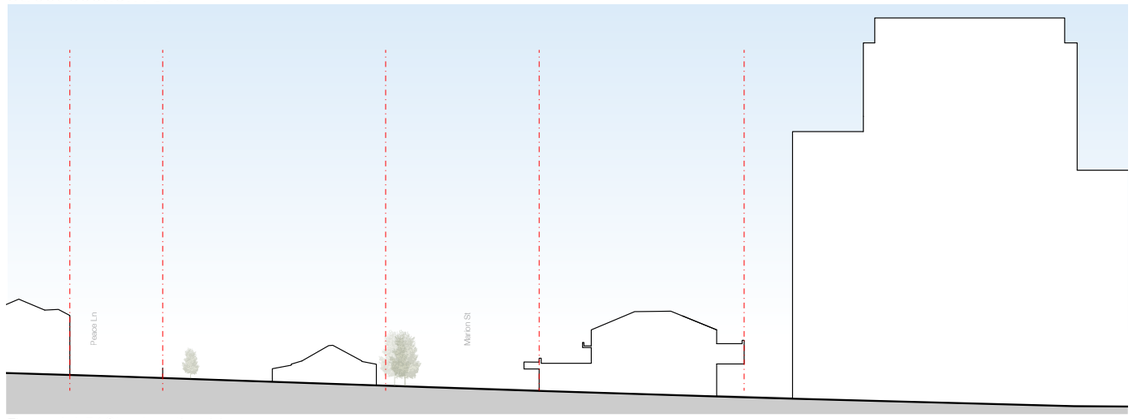


Figure 1.1.54 Street section AA

Key plan

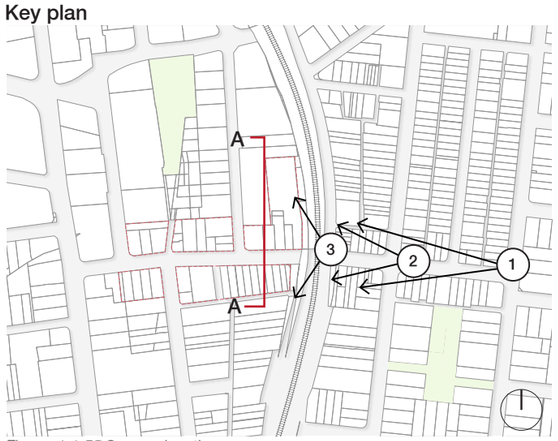


Figure 1.1.56 Camera location

Figure 1.1.51 Marion St - west of the train line

Figure 1.1.52 Marion St - west of the train line

Figure 1.1.53 Marion St - west of the train line

4.13 Character areas study

Marion Street Precinct can be understood as three distinct character areas: the west, central and east zones. These areas serve a different role in the future urban design strategy for Marion Street, which is informed by key characteristics observed within the existing context.

The three character areas are defined as the following:

- Marion Street west interfaces with the area included in the future Auto Alley Planning Framework. The future development planned for Auto Alley allocates heights and density to the west of the study area.
- Within the eastern zone of the Marion Street Precinct, the council-owned car park and the planning proposal in the eastern block of the study area are identified as potential development sites
- The central area of Marion Street is characterised by the cluster of low-scale heritage items which set the predominant scale of buildiing at 1 storey.

Key Plan

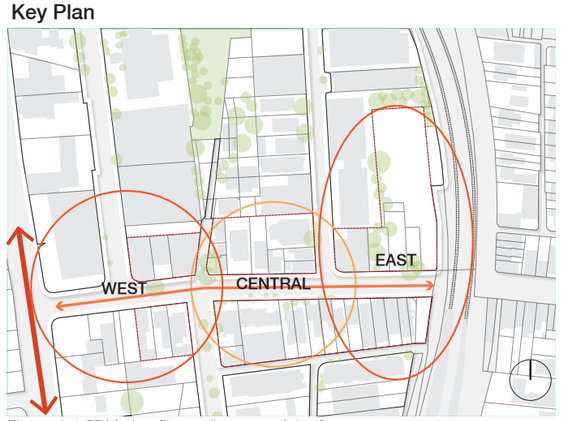


Figure 1.1.57 Marion Street diagrams of the 3 areas

Key

- LGA Boundary
- Potential tower location
- Existing tower location
- Interface with Auto Alley
- Major road
- Secondary road
- Auto Alley precinct
- Development sites
- Auto Alley boundaries
- Planning proposal
- Heritage conservation areas

Figure 1.1.56 Character areas study

Constraints and opportunities

5

5.1 Constraints

The following key constraints are identified for the study area and surrounds:

1. Address existing non-compliant/poor interfaces with adjoining properties.
2. Strata ownerships within the precinct limits development potential.
3. Heritage buildings to be retained within study area (excluding planning proposal site).
4. Recent development is unlikely to change.
5. Lots too small for to achieve feasible developments
6. Consider potential overshadowing impacts from developments to the north that may affect solar amenity to the streetscape and heritage buildings within the precinct.
7. Minimise overshadowing impact to residential area to the south of the precinct.
8. Access and visual connectivity between east and west Marion Street is restricted by the railway line.
9. Consider impact on heritage conservation area, located to the east across the railway line.

Key

- Study area
- Strata ownership
- Heritage buildings
- Recent development
- Interrupted road
- Barrier
- Jubilee Park
- Heritage conservation area
- Poor interface
- Potential overshadowing impact to street
- Potential overshadowing impact to residential sites

Figure 1.1.58 Constraints

5.2 Opportunities

The following key opportunities are identified for the study area and surrounds:

1. Retain and reveal heritage items along Marion Street to preserve existing valued character and human scale of built form along the streetscape. Investigate the potential adaptive re-use and integration of heritage buildings within a future development context.
2. Development potential identified for several lots within the study area.
3. Opportunity to provide through-site links across future development blocks, improving north-south connectivity to/from Marion Street.
4. Utilise space in and around heritage items as public areas, creating urban relief and improving activation around buildings.
5. Facilitate connectivity between Marion Street.
6. Auto Alley structure plan proposes a further extension of Jubilee park to the west, improving connectivity between the parkland and Church Street.
7. Orientation of Marion Street allows for Achieved solar access to streetscape and heritage items to the south.
8. Preserve primary view corridor from Marion Street east across the railway line, to facilitate wayfinding and maintain a visual connection between the areas.
9. Reinforce the Building interface and overall scale of Cowper Street.
10. Provide development that holds the corners at the bookends to Marion Street.
11. Opportunity to reinforce the three distinct character areas within the precinct.
12. Engage with proposed Auto Alley development precinct.

Figure 1.1.59 Opportunities

Principles

6

6.1 Public domain principles

The site analysis and synthesis of the opportunities and constraint has informed overarching principles relating to the public domain, heritage and built form of the precinct. From these overarching principles, a set of core urban design principles have been developed to guide the preferred precinct plan.

A set of public domain principles have been established to inform the delivery of the preferred precinct plan. These principles aim to provide a functional and enhanced public realm that facilitates movement and manages interfaces between places and spaces across the precinct

1. **Provide an improved, pedestrian-friendly environment**
   - Prioritise pedestrian movement through an enhanced and expanded street network.
   - Investigate street upgrades such as footpath widening, additional landscaping and tree planting.

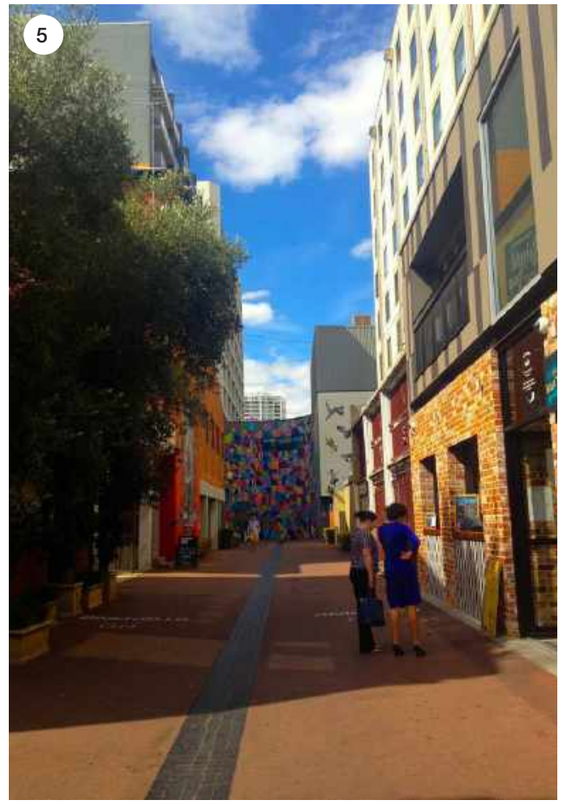
2. **Activate ground floor space within and surrounding heritage buildings**
   - Investigate the adaptive reuse of heritage buildings to better engage with the public realm, through uses such as cafés and restaurants.
   - Provide opportunities for passive recreation and to utilise surrounding external space through informal seating and outdoor dining areas.

3. **Address the interface between streetscape and heritage buildings**
   - Investigate the use of both formal and informal landscape treatments, such as pot plants and planted vergres to enrich the ground plane and soften interfaces between built form and streetscape.

4. **Clearly articulate different elements within the public realm**
   - Distinguish between streetscape elements to inform how they are used, such as passive vs active spaces and pedestrian vs shared vs vehicular corridors.
   - Explore treatments such as landscaping and pavement types.

5. **Develop a network of laneways**
   - Utilise existing alignments of heritage buildings to provide narrow lane ways that generate an intimate and safe pedestrian environment.

6. **Create a permeable ground plane through visual and physical connections**
   - Facilitate movement and wayfinding by preserving key view corridors across the site and increasing connectivity, particularly for pedestrians.



6.2 Heritage principles

With input from Paul Davies Heritage Consultants, a set of heritage principles have been established to guide how the values of heritage sites can be retained and integrated with the design of future developments. the design of future developments within the precinct. The values to be protected are both physical, referring to the buildings and their significant form, and spatial, relating to street from, scale and setting around the heritage buildings.

1. **Conserve heritage items to the highest standard within new developments**
   - Retain the significant form of heritage buildings, which needs to be assessed for each but is generally the form under the main roof.

2. **Respond to heritage fabric through adaptation works**
   - The interior of buildings shall not be removed to accommodate uses.
   - Adaptation works will reflect the spatial form of buildings, retain key heritage features and limit the extent of fabric change and intervention.
   - Proposed new uses will need to be compatible with the scale and form of the heritage item.

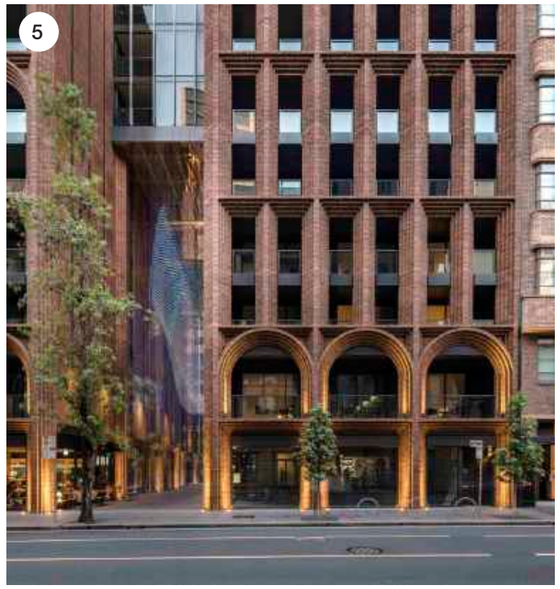
3. **Provide a streetscape setting that reflects the character and traditional setting of heritage items**
   - The retention of gardens, fences and paths, potentially with new uses within those areas.
   - There is potential to provide new links and active areas without removing the traditional setting and fabric.

4. **Setback new development behind heritage buildings to allow for sufficient visibilty, access and spatial separation between the old and new**

5. **Retain the legibility of the existing grain and lot pattern through proposed lot amalgamation and the siting of new development**
   - Actively interpret the established relationship between lot configurations and street form to retain heritage character and setting

6. **Infill buildings on either vacant or redeveloped lots where they are set between heritage buildings should:**
   - adopt a similar or matching setback to the adjacent buildings.
   - adopt a similar street width for built form.
   - be single storey in form.
   - have a scale that is consistent with the heritage buildings.
   - be of contemporary design but can take design clues and guidance from existing materiality, fenestration patterns etc.

7. **New buildings behind heritage items need to be designed in response to the setting and form of the buildings. Considerations will be:**
   - use of suitable materials.
   - activating ground floor areas and creating small scaled open spaces.
   - creating sufficient separation between existing and new built forms.
   - developing design excellence approaches to these buildings.
   - of building envelopes, such as through carving or angling of forms, to minimise impact in sensitive areas.

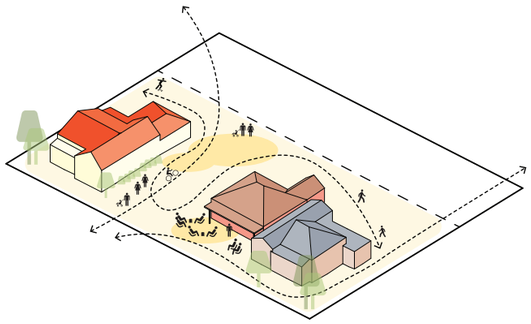


6.3 Built form principles

A set of built form principles have been developed to guide the delivery of future development along Marion Street. These design principles have been tailored to the site-specific conditions and established character observed within the precinct.

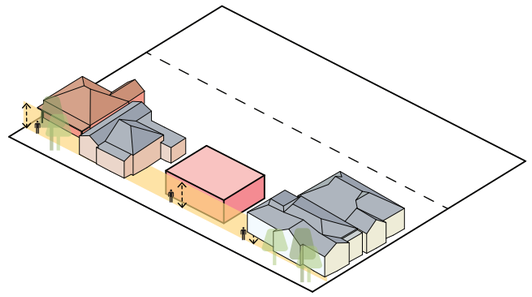
They aim to deliver a vibrant mixed use precinct with high quality built form, focusing on the retention and reinterpretation of the heritage items characterising Marion Street.

1. Create a porous ground plane across new and existing development sites and integrated with the public realm



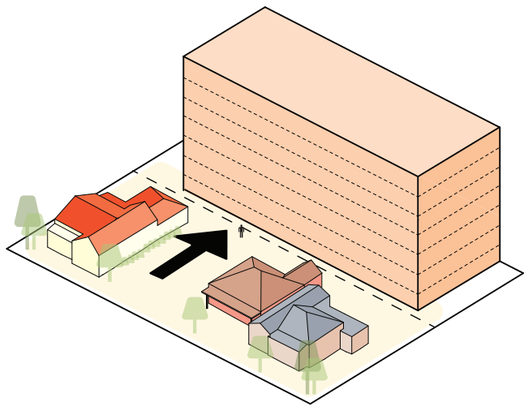
- Buildings should be built to ground to maximise permeability and accessiblity across development sites at street level.
- Aim to provide multiple through-site links to facilitate connectivity across blocks.

2. Retain existing human scale of built form along Marion Street



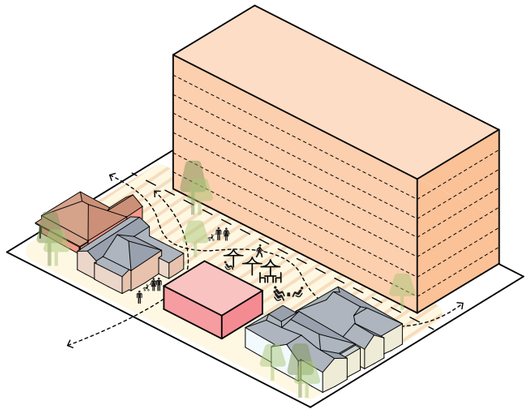
- The scale of development should respond to adjacent built form and character, within both an existing and desired future context.

3. Setback tall built form from heritage items and streetscape



- Setback taller developments to ensure a defined streetwall is retained along Marion Street.
- Manage interfaces between existing and new development through considered setbacks and building separation.
- Leave open space around heritage items to retain solar access and allow buildings to ‘breathe’.

4. Respond to and enhance heritage fabric through adaptive reuse, heritage interpretation and activation of the ground plane



- Investigate ways to integrate heritage items within a desired future context through adaptive reuse.
- Explore options for heritage interpretation in new developments through materiality, colour palettes, built form, rhythm, architectural detailing and existing alignments.
- Encourage a 360 degree interface with the heritage items.

6.4 Core urban design principles

The overarching public domain, heritage and built form principles have been distilled into six core urban design principles: Heritage, character, fine grain, permeability, building interface, solar access to the south, scale corridor. Collectively these core principles have informed the desired framework for the precinct presented at the end of this report

1. Retain and celebrate heritage items and promote adaptive reuse

- Retain and enhance heritage items along Marion Street, identified as providing a valuable contribution to the established character of the precinct.
- Investigate the adaptive reuse of all heritage items in the precinct, improving street activation and increasing public engagement with the buildings.
- Ensure proposed uses allow for the long-term preservation of the heritage fabric and contribute to the successful renewal of the precinct.

2. Reinforce the identified character areas within the precinct and strengthen the heritage core

- The site analysis identified three character areas within Marion Street Precinct:

1. The west area interfacing with Church Street and the future Auto Alley development precinct
2. The central area containing the heritage core of the precinct
3. The east area interfacing with the railway line and Cowper street

- Multiple urban design options should be explored to ensure the delivery of planning controls and a development framework that responds to and reinforces the distinct character of these three areas.

3. Retain fine grain and encourage permeability at the ground plane

- Retain the fine grain along the streetscape through the retention and adaptive reuse of heritage items.
- Enhance permeability and accessibilty across the ground plane by providing through-site links and view corridors across development blocks.
- Utilise open space around heritage items as an extension of the public realm and pedestrian environment.
- Facilitate a 360 degree interface with heritage items.

Principles

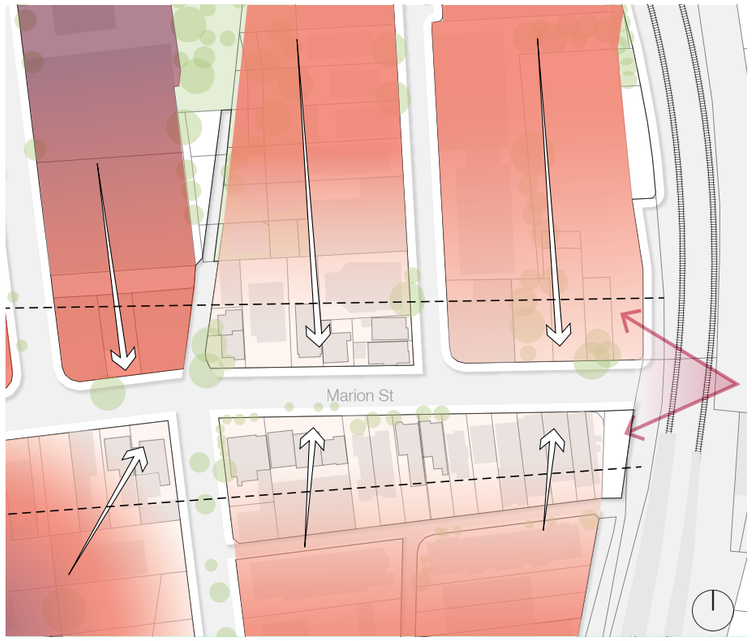
4. Maintain existing building interface with Marion Street

- Maintain a 1 storey interface along Marion Street to retain the existing human scale of built form, particularly within the heritage core.
- Setback taller built form behind single storey interface to create a defined street wall.
- Focus street address and activate frontages along Marion Street.

5. Maximise solar access to the south

- Heights and built form should allow for maximum solar access to the streetscape along the south side of Marion Street.
- Enhance the public domain and maximise amenity to pedestrian environments through the provision of solar access, particularly for the infill spaces around heritage items.

6. Create transition through a “scale corridor”



- Accentuate with gateway built forms the view corridor from Marion Street east.
- Transition height away from Marion Street, in order to mitigate impacts on the public realm and preserve the low scale urban relief created by the existing heritage items.
- Stepped setback of building is not encouraged and should not be utilised as architectural device to achieve this principle.

6.5 Framework plan

The framework plan illustrates the preferred urban design approach to the future development of the Marion Street Precinct. The plan presents the core urban design principles and parameters outlined within this chapter, as a high level concept for the precinct. This framework is used as a basis to test the different FSRs options and amalgamation alternatives presented in the following chapter of this report.
The framework establishes the following key parameters:

1. Density and height is focused at each end of the heritage core, to harmonise with the scale of development proposed within the Auto Alley Precinct and to frame the view corridor from Marion Street east.
2. A through-site link is proposed between Peace Lane and Marion Street, to improve north-south connectivity.
3. Footpath widening along both sides of Marion Street (east of Cowper Street) with increased boundary setback (up to 3 meters) to facilitate landscaping and pedestrian movement
4. Maximise setback between new building and heritage buildings to minimise impacts on the heritage items and streetscape character.
5. Deliver new open spaces between Jubilee Park and Church Street, proposed by the Auto Alley Planning framework.
6. Deliver a new road between Church Street and High Street, proposed by the Auto Alley Planning framework.
7. Existing 10 storey street wall along Cowper Street.
8. Preserve solar access to Marion Street and heritage items
9. Reinforce street edge with podium developments.

Key

- Study area
- Heritage item
- Through site links
- New road
- Parkland proposed by Auto Alley Planning Framework
- Street wall
- Perimeter development zone
- Tower setbacks from street frontage
- West and east development areas
- Central development area
- Cowper Street interface
- Potential overshadowing impact
- Character areas

Figure 1.1.60 Framework plan

Option testing

7

7.1 Methodology

This chapter provides a summary of the testing and assessment of the various design options that have been investigated to assist in developing the preferred option for the Marion Street Precinct Plan.

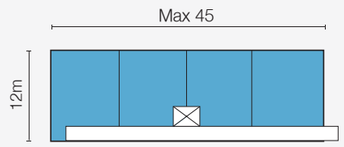
As illustrated in the flow diagram opposite, the methodology for this process involves:

1. Test the three FSRs that have been recommended for the precinct in previous studies
2. Identify core sites for the precinct based on existing ownership pattens, street blocks and location of the heritage items
3. Establish building envelope based on feasible footprint driven by ADG, building depth and street setback
4. Test the three FSRs on each site including options for alternative site amalgamations. (*)
5. Undertake an assessment of each individual site against the core urban design principles and assessment criteria relating to overshadowing, ADG, solar access and building separation
6. Establish a preferred option based on the assessment results selection the best possible outcome.

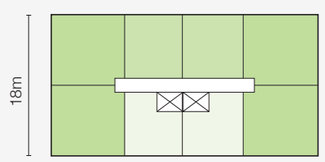
*The FSRs are exclusive of any Design Excellence and High Performance Building bonus

Building envelope assumptions

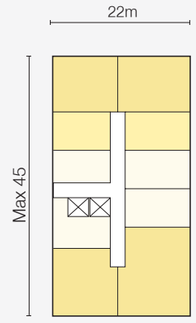
Feasible footprint



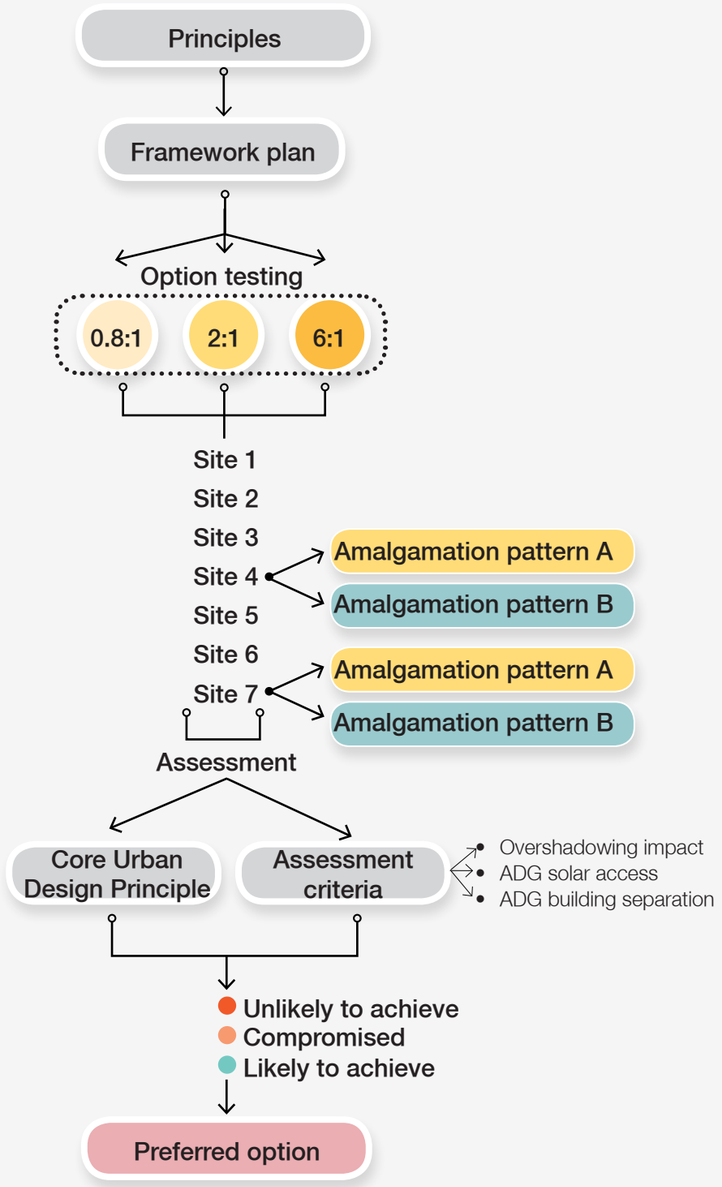
Single loaded footprint: Oriented both north-south or east-west.



Double loaded footprint (8 units): Max 18m depth to allow for solar access to all units.



Double loaded footprint (10 units): Max depth up to 22m for east-west orientation.



7.2 Assessment criteria

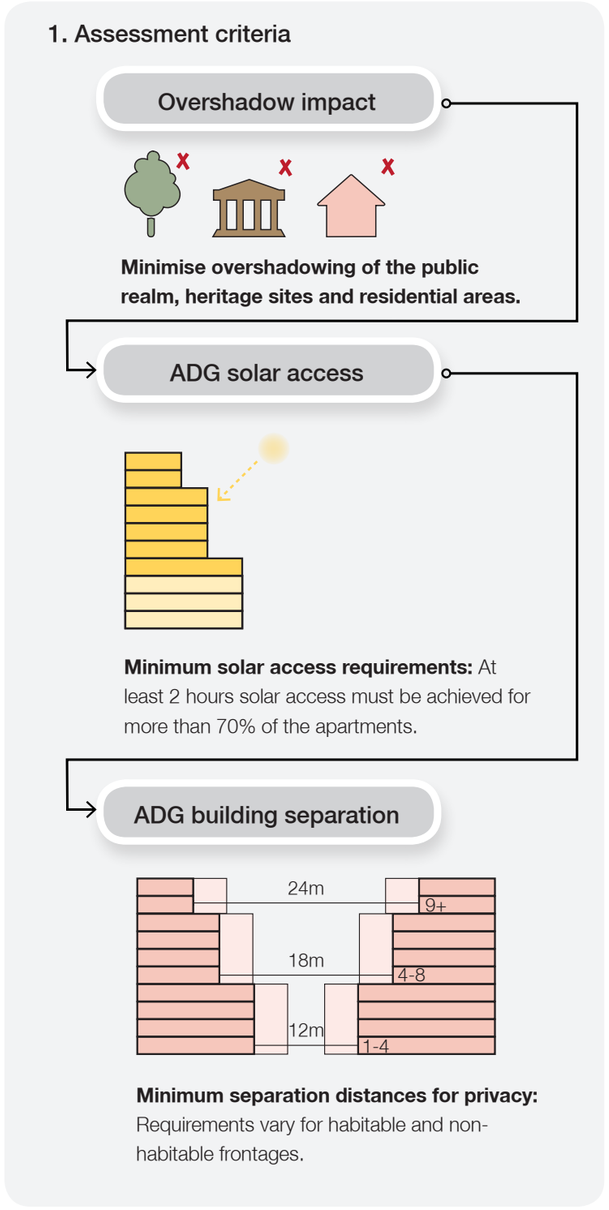
Within this chapter, the testing of different development options is measured against an assessment criteria. As illustrated in the diagram opposite, the assessment criteria comprises the following two components:

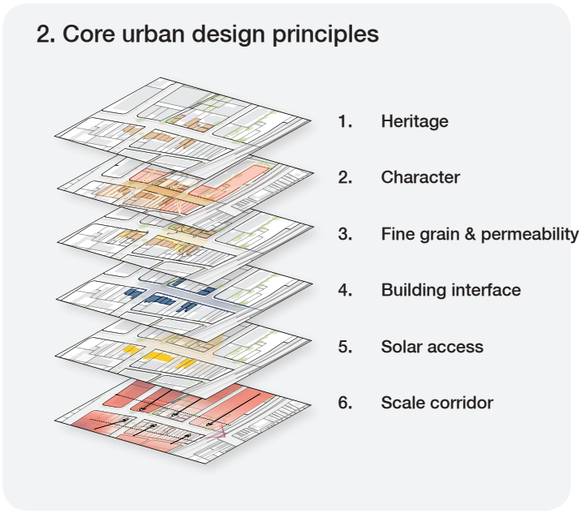
1. Assessment criteria
Assesses the potential for each option to satisfy the key built form assumptions, to optimise the amenity and quality provided by future development. These include requirements in relation to:

- Overshadowing impact
- ADG solar access
- ADG building separation

2. Core Urban design principles
Measures the performance of each individual site against the corresponding urban design moves established in the previous chapter of this report and the ability to satisfy the aspiration for the precinct.

This comparative assessment process facilitates the development of a preferred option to achieve the best outcome for the precinct.





7.3 Site amalgamation patterns

Figure 1.1.63 Ownership patterns

Site amalgamation A

Figure 1.1.61 Amalgamation pattern A

Assumptions

- Amalgamation pattern (Site 1-7) based on existing ownership patterns and location of heritage items
- 2 Cowper Street is not considered in this amalgamation pattern because of its constraints site area and it does not include any heritage item
- 26 Marion Street is not considered because recently developed and unlikely to change
- 13 Marion Street and 73 High Street are not considered because even when amalgamated the site has a limited site area considered infeasible
- 15 Marion Street has not been considered because recently develop and unlikely to change

Key

- Heritage item
- Amalgamation pattern A
- Not considered
- Habitable elevation
- Non habitable elevation
- Blank frontage
- Auto Alley structure plan
- New road
- Amalgamated site number
- Street number

Site amalgamation B

Figure 1.1.62 Amalgamation pattern B

Assumptions

- Amalgamation pattern (site 1-7) based on existing urban blocks and location of existing planning proposal.
- 26 Marion Street is not considered because recently developed and unlikely to change
- 13 Marion Street and 73 High Street are not considered because even when amalgamated the site has a limited site area considered infeasible
- 15 Marion Street has not been considered because recently develop and unlikely to change

Key

- Heritage item
- Amalgamation pattern A
- Amalgamation pattern B
- Not considered
- Habitable elevation
- Non habitable elevation
- Blank elevation
- Auto Alley structure plan
- New road
- Amalgamated site identification number
- Street number

7.4 Built form options

Built form option with site amalgamation pattern A

Figure 1.1.64 Built form option for amalgamation pattern A - Plan

Option A provides at an amalgamation pattern that reflects and retains existing ownership patterns for site 1, 4A and 7A and combines heritage sites with other sites to increase the development potential and to facilitate the retentions and adaptive reuse of the items.

- Site 1 is the amalgamation of 7 cadastral lots reflecting the existing ownership.
- Site 2 amalgamates 4 lots and retains 2 heritage items.
- Site 3 amalgamates 5 lots, retain 2 heritage items and includes the delivery of a laneway to the west proposed by Auto Alley Planning Framework.
- Site 4A (4A1 and 4A2) is not amalgamated and reflects the existing ownerships. No heritage items are located on these lots.
- Site 5 amalgamates 4 lots, one of which has a strata ownership and retains 2 heritage items.
- Site 6 amalgamates 4 lots, one of which has strata ownership and includes 3 heritage items.
- Site 7A retains the existing lot boundary and is entirely owned by council.

Key

- Amalgamation pattern
- Heritage item
- Tower footprint on amalgamation pattern A
- Podium footprint on amalgamation pattern A
- Jubilee park
- Parkland proposed by Auto Alley Planning Framework

Built form option with site amalgamation pattern B

Figure 1.1.65 Built form option for amalgamation pattern B - Plan

This option looks at the amalgamation of larger parcels for site 4 and 7 to allow for increased development footprints. The differences are the following:

- Site 4B amalgamates 2 Anderson Street and 14 Marion Street with 10 and 12 Marin Street. There are no heritage items on these lots.
- Site 7B amalgamates council owned land with 2, Cowper Street to the west. There are no heritage items on these lots.

Key

- Amalgamation pattern
- Heritage item
- Tower footprint on amalgamation pattern A
- Podium footprint on amalgamation pattern A
- Tower footprint on amalgamation pattern B
- Podium footprint on amalgamation pattern B
- Jubilee park
- Parkland proposed by Auto Alley Planning Framework

7.5 FSR Option testing overview

The potential built form within the precinct under the three FSRs and options is illustrated below for both the site amalgamation patterns A and B.
The FSR are exclusive of any Design Excellence and High Performance Building Bonuses

Built form option with site amalgamation Pattern A - 0.8:1 Massing

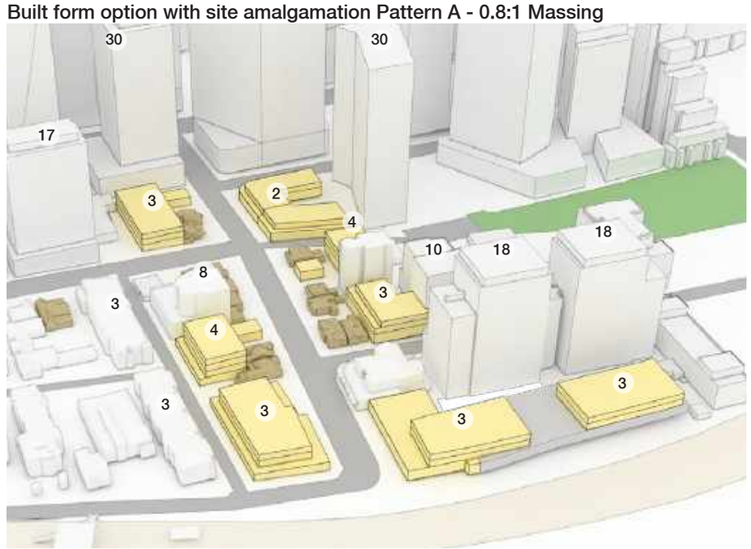


Figure 1.1.66 Amalgamation pattern n A - 0.8:1 View toward north west

Built form option with site amalgamation Pattern A - 2:1 Massing

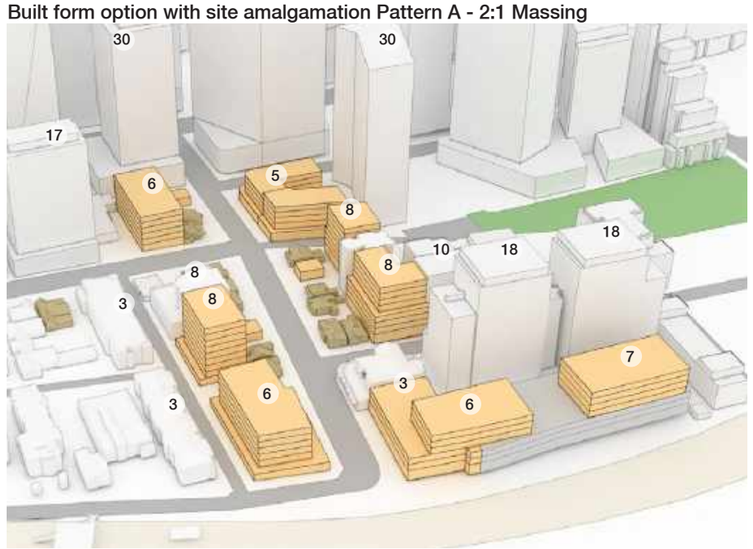


Figure 1.1.67 Amalgamation pattern n A - 2:1 View toward north west

Built form option with site amalgamation Pattern A - 6:1 Massing

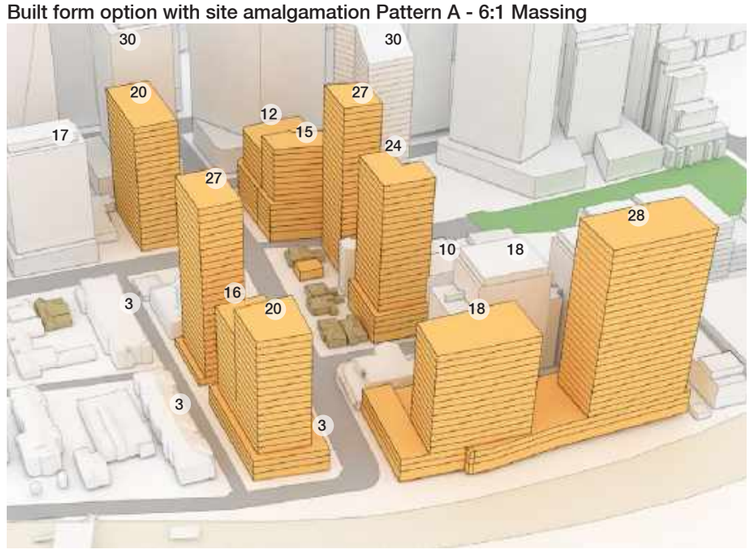


Figure 1.1.68 Amalgamation pattern n A - 6:1 View toward north west

Built form option with site amalgamation Pattern B - 0.8:1 Massing

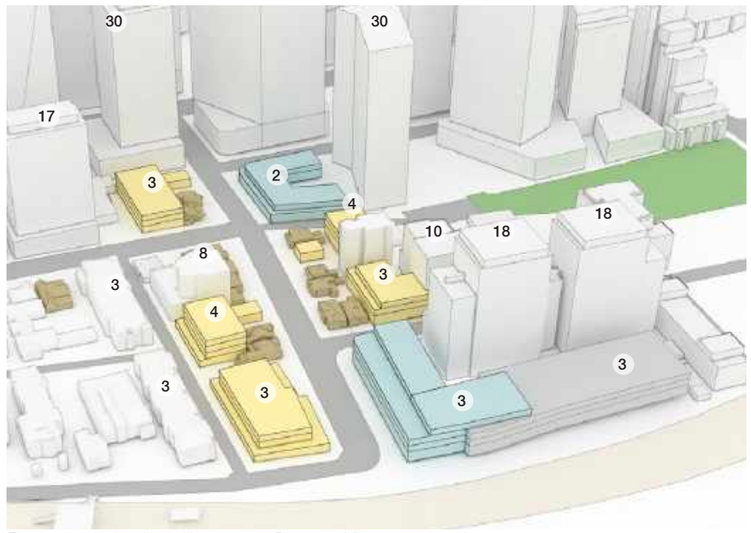


Figure 1.1.69 Amalgamation pattern B - 0.8:1 View toward north west

Built form option with site amalgamation Pattern B - 2:1 Massing

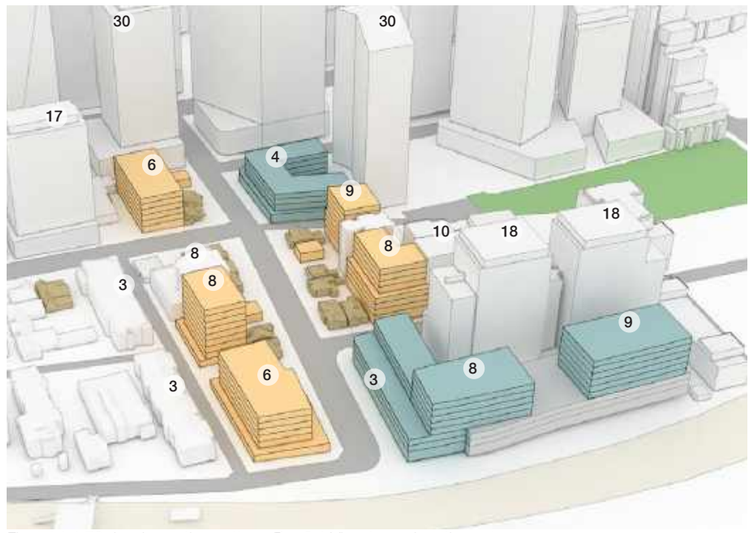


Figure 1.1.70 Amalgamation pattern B - 2:1 View toward north west

Built form option with site amalgamation Pattern B - 6:1 Massing

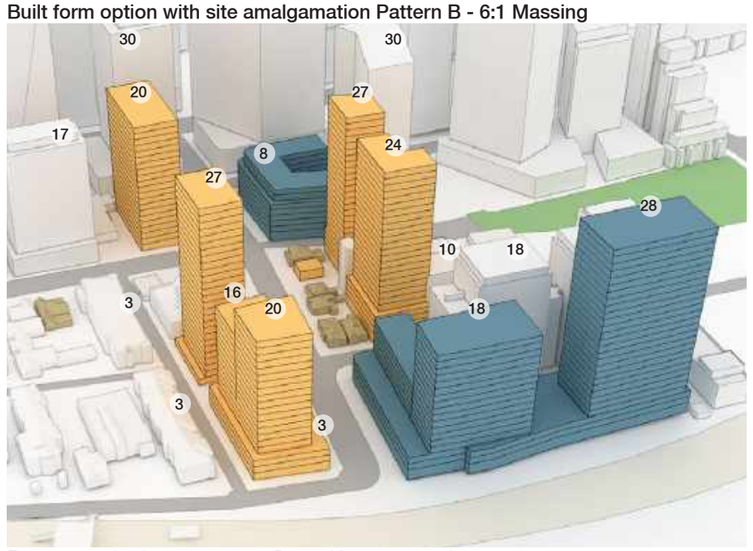


Figure 1.1.71 Amalgamation pattern B - 6:1 View toward north west

7.6 Shadow analysis
Built form option with site amalgamation pattern A

The shadow impact of the three FSR built form options were modelled for the site amalgamation pattern A.

0.8:1 FSR

09:00AM 21/Jun

12:00PM 21/Jun

3:00PM 21/Jun

2:1 FSR

09:00AM 21/Jun

12:00PM 21/Jun

3:00PM 21/Jun

6:1 FSR

09:00AM 21/Jun

12:00PM 21/Jun

3:00PM 21/Jun

Key

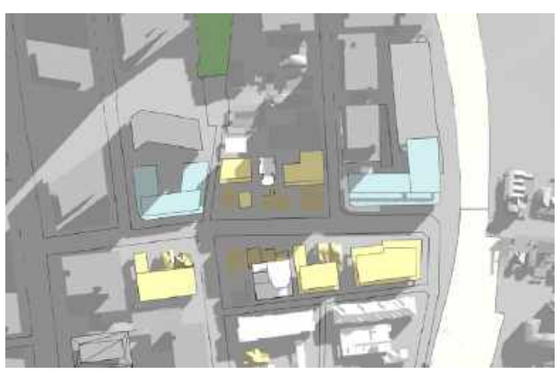
Heritage item

Open space

7.6 Shadow analysis
Built form option with site amalgamation pattern B

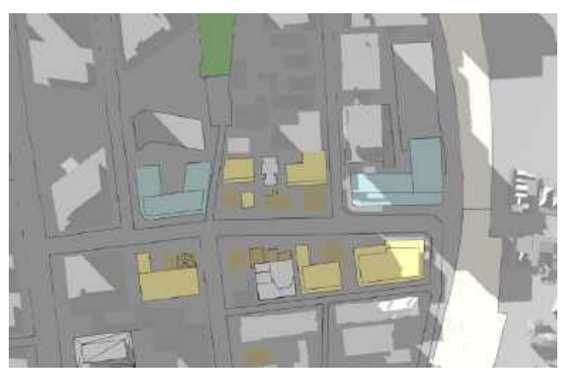
The shadow impact of the three FSR built form options were modelled the site amalgamation pattern B.

0.8:1 FSR



09:00AM 21/Jun

12:00PM 21/Jun



3:00PM 21/Jun

2:1 FSR

09:00AM 21/Jun

12:00PM 21/Jun

3:00PM 21/Jun

6:1 FSR

09:00AM 21/Jun

12:00PM 21/Jun

3:00PM 21/Jun

Key

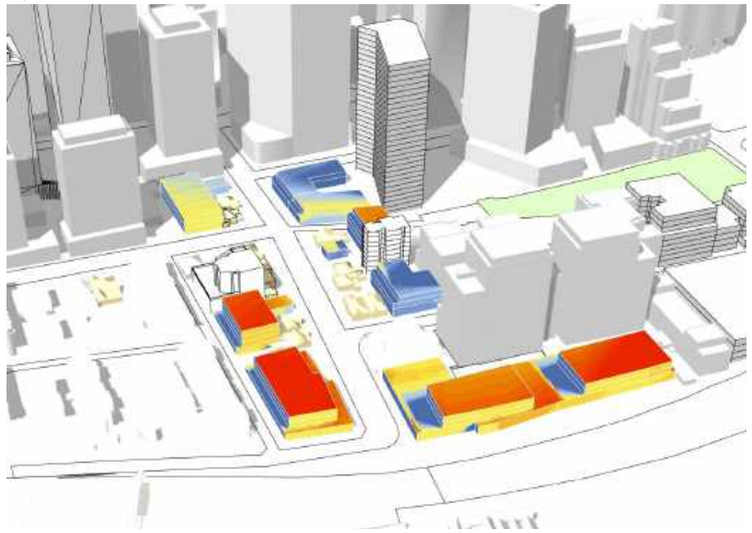
Heritage item

Open space

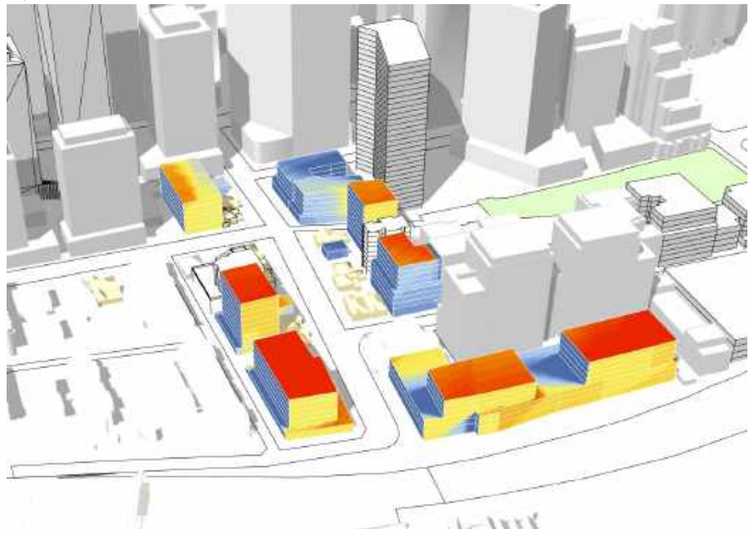
7.7 Solar insolation
Built form option with site amalgamation pattern A

The solar insolation of the three FSR built form testing has been tested for each of the site amalgamation patterns and presented below

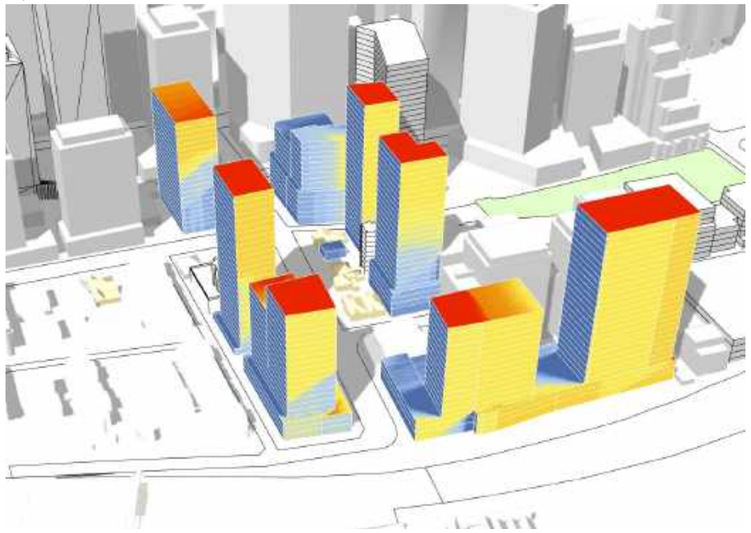
Option A - 0.8:1 Solar insolation south west



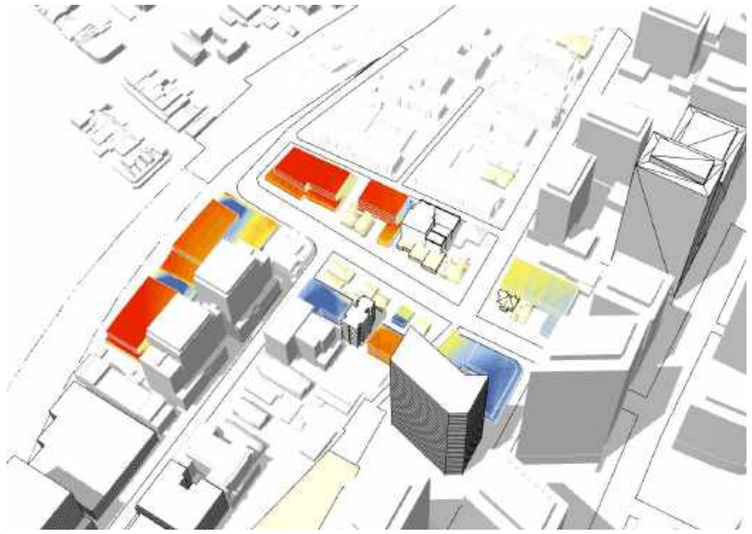
Option A - 2:1 Solar insolation south west



Option A - 6:1 Solar insolation south west

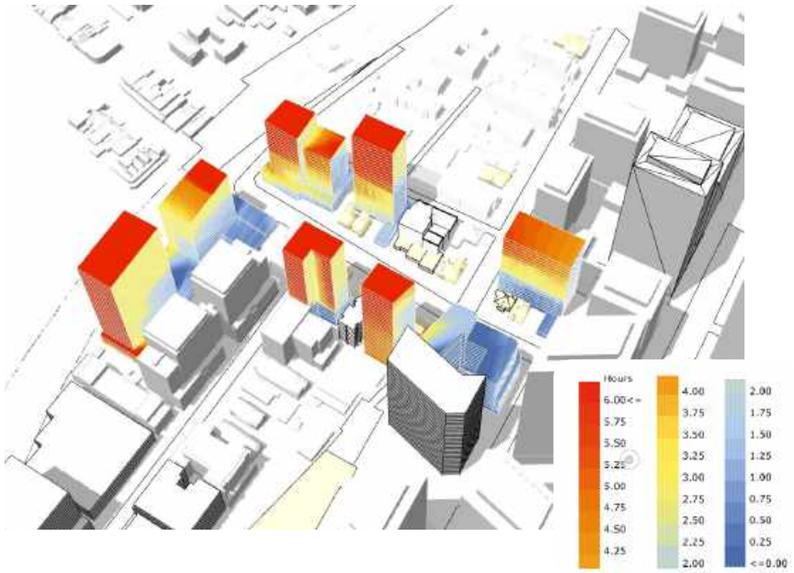


Option A - 0.8:1 Solar insolation north east



Option A - 2:1 Solar insolation north east

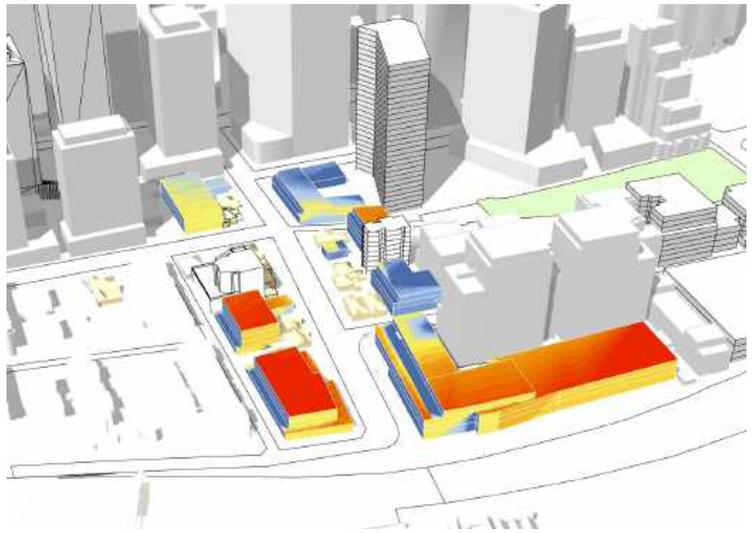
Option A - 6:1 Solar insolation north east



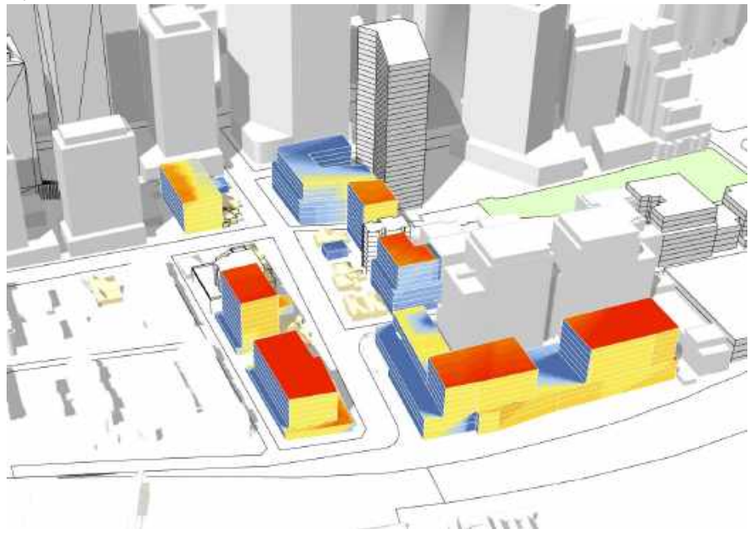
7.7 Solar insolation
Built form option with site amalgamation pattern B

The solar insolation of the three FSR built form testing has been tested for each of the site amalgamation patterns and presented below

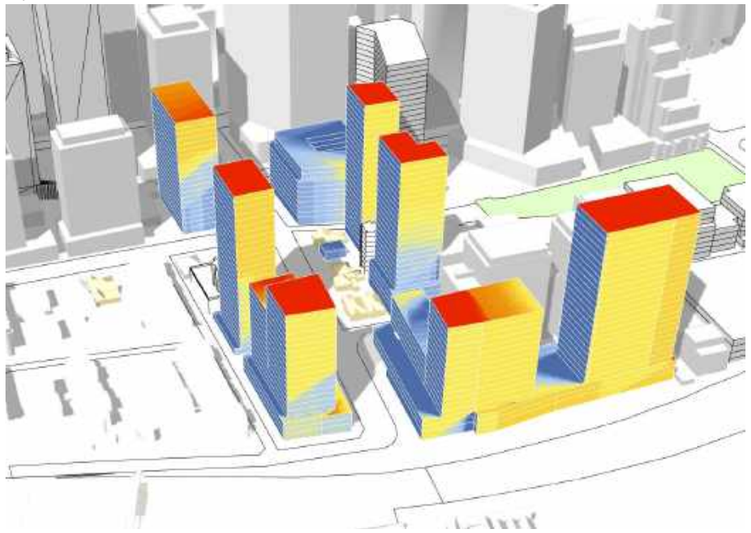
Option A - 0.8:1 Solar insolation south west



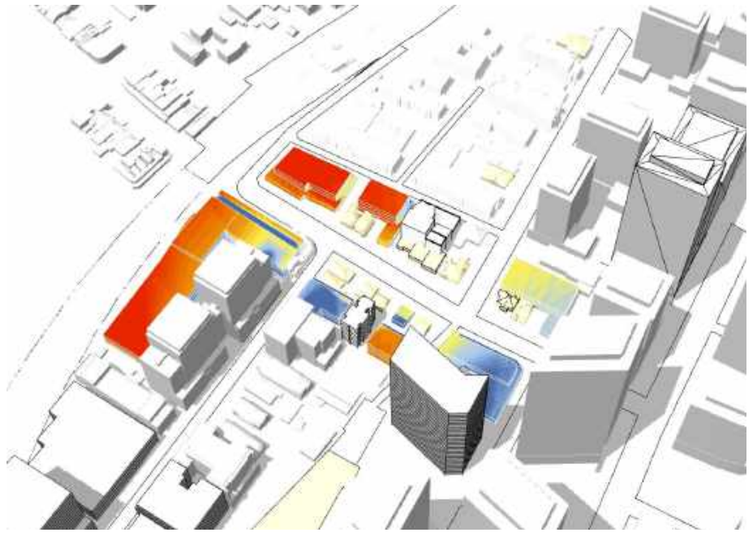
Option A - 2:1 Solar insolation south west



Option A - 6:1 Solar insolation south west

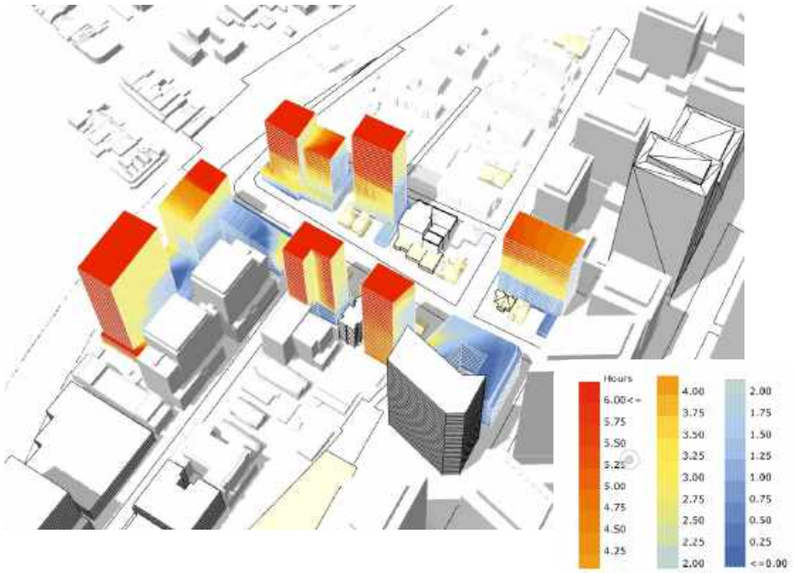


Option A - 0.8:1 Solar insolation north east

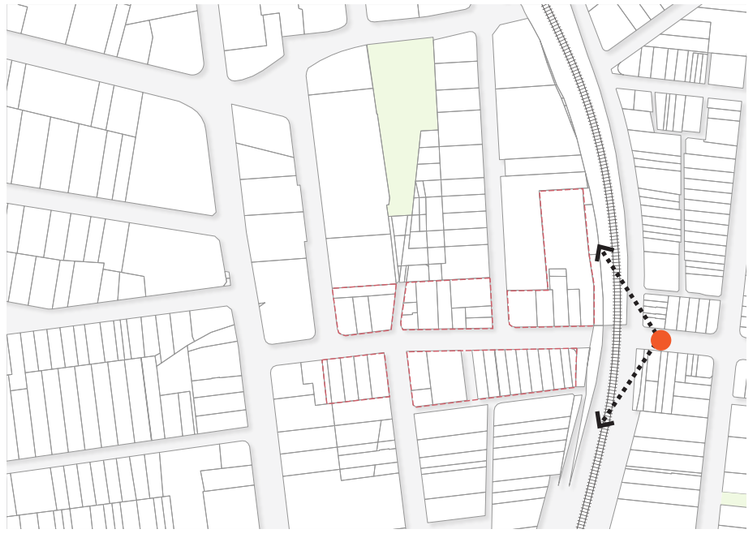


Option A - 2:1 Solar insolation north east

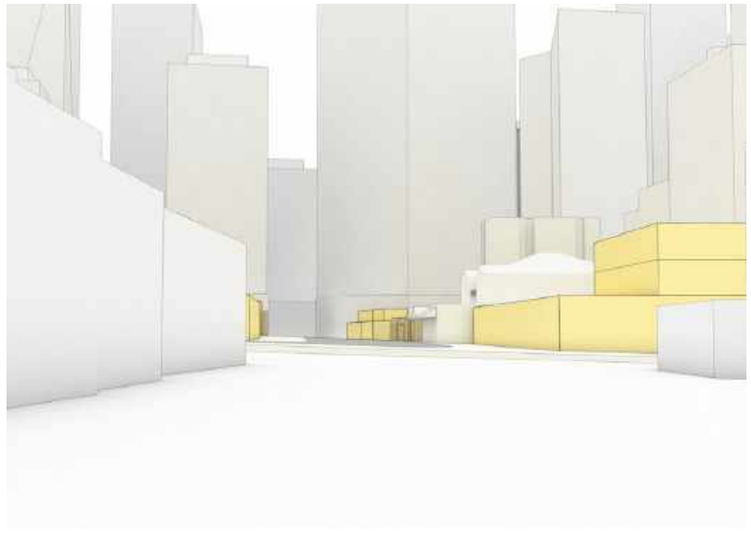
Option A - 6:1 Solar insolation north east



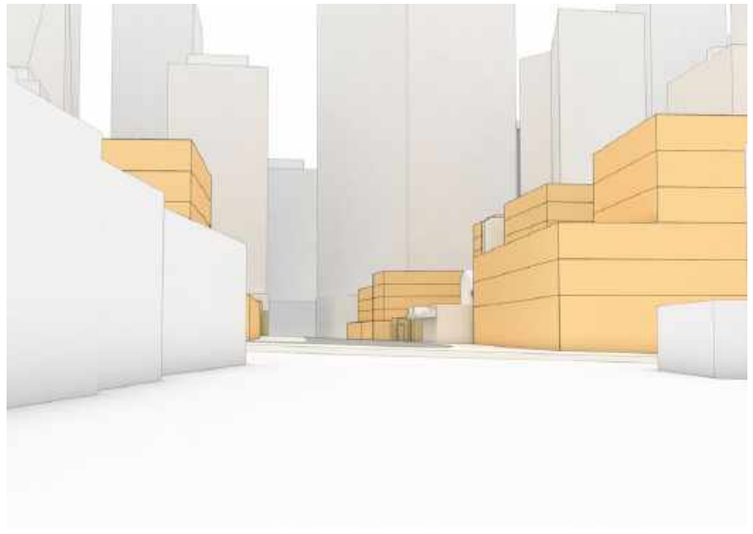
7.8 View analysis - Built form option with site amalgamation pattern A, view from eastern part of Marion St looking west



Option A - 0.8:1

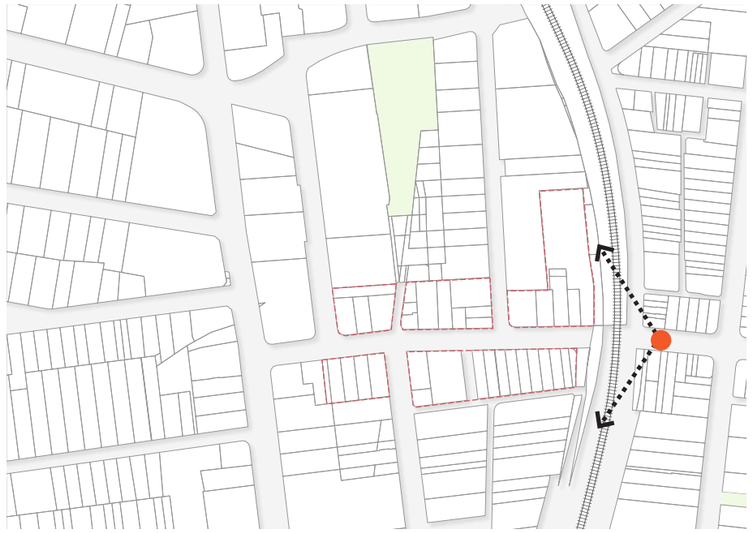


Option A - 2:1



Option A - 6:1

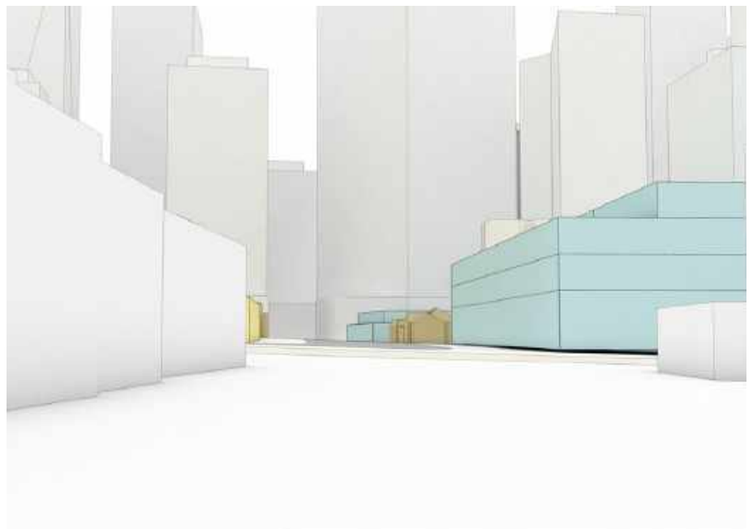
7.8 View analysis - Built form option with site amalgamation pattern B, view from eastern part of Marion St looking west



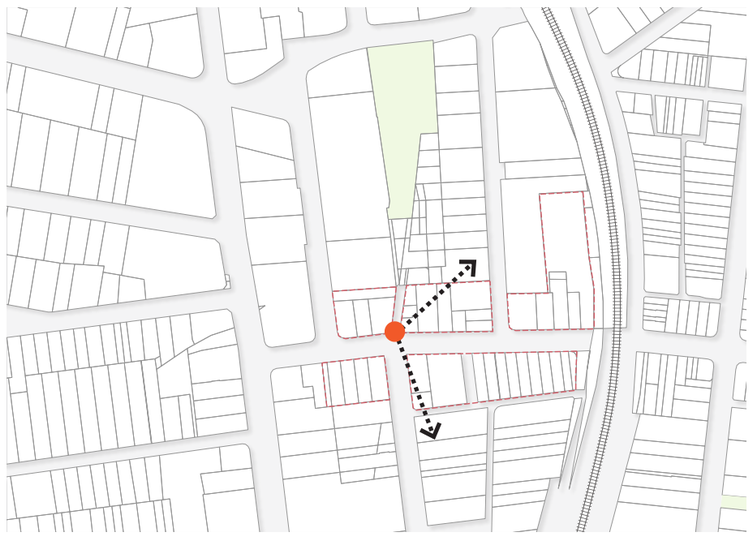
Option B - 0.8:1

Option B - 2:1

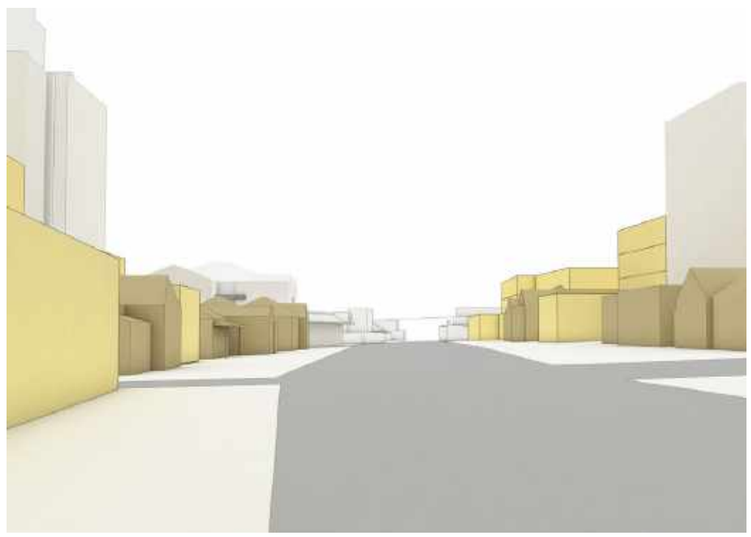
Option B - 6:1



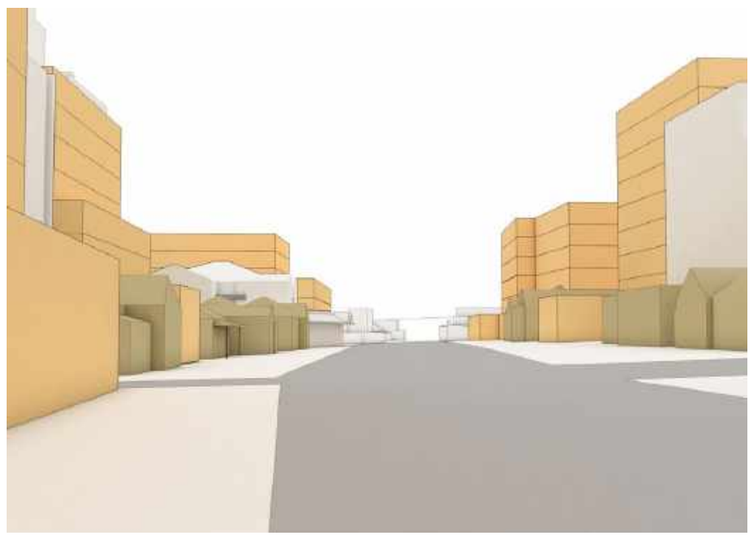
7.9 View analysis - Built form option with site amalgamation pattern A, view of Marion Street toward the west



Option A - 0.8:1

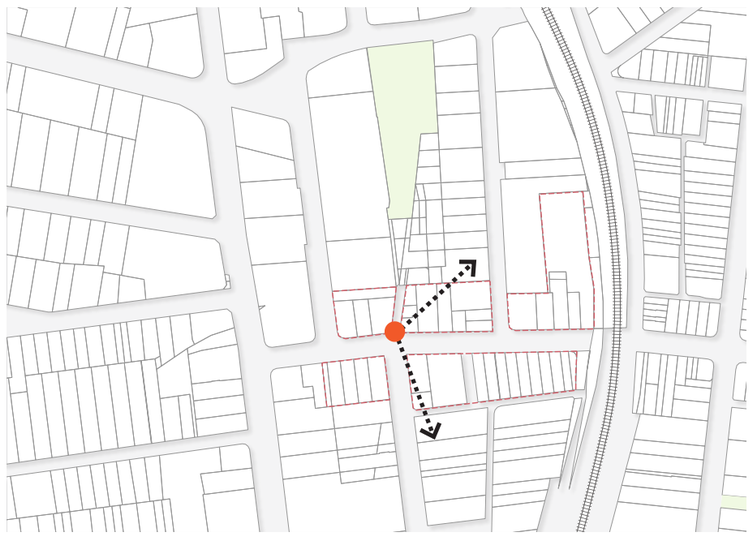


Option A - 2:1



Option A - 6:1

7.9 View analysis - Built form option with site amalgamation pattern B, view of Marion Street toward the west



Option B - 0.8:1

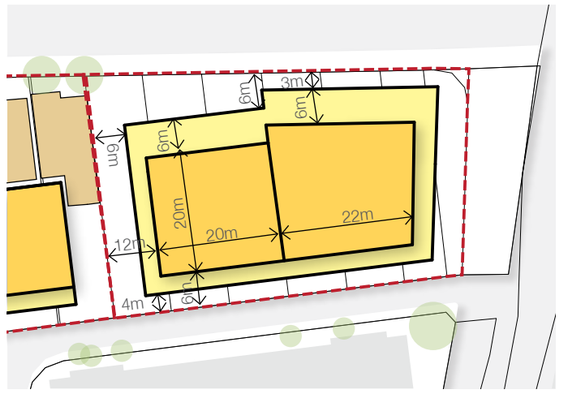
Option B - 2:1

Option B - 6:1

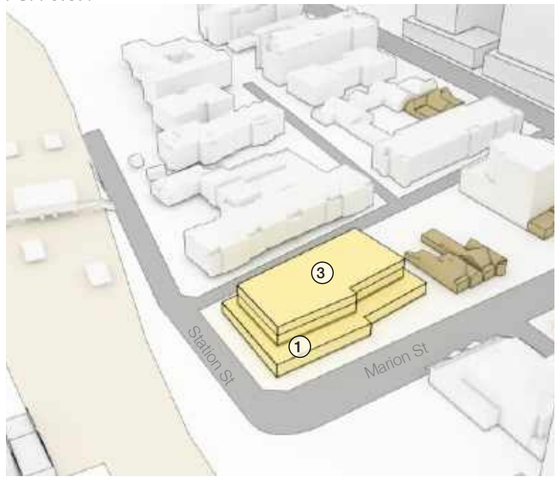
7.10 Site by Site Testing: Site 1

SITE 1

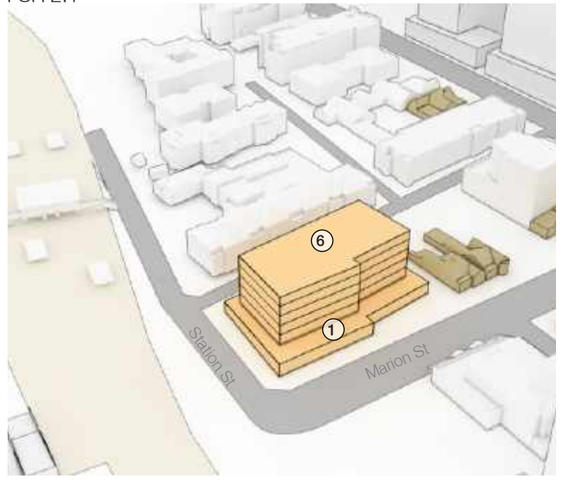
Site Area	Podium footprint	Tower Footprint
2,394m²	1,564m²	955m²



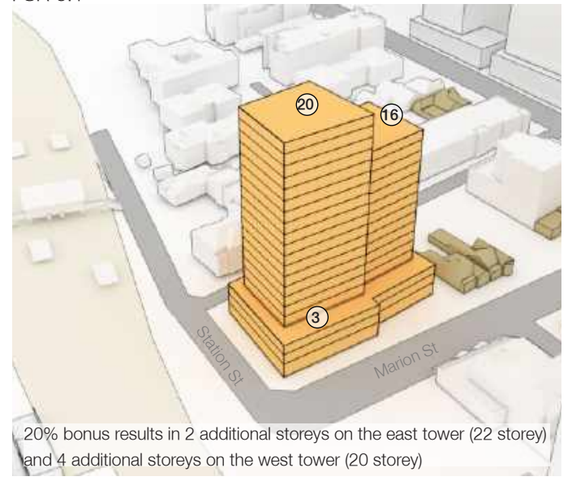
FSR 0.8:1



FSR 2:1



FSR 6:1



20% bonus results in 2 additional storeys on the east tower (22 storey) and 4 additional storeys on the west tower (20 storey)

Proposed	
Interface with heritage items	1 storey podium for 0.8:1 and 2:1 FSR and 3 storey for 6:1 FSR to interface with Marion Street and retain street character and scale. The alignment of the western end of the building to be tapering from the front boundary alignment to promote opportunity for the adjoining heritage items to be revealed.
Interface with adjoining developments	12m tower setback to western boundary. 6m street setback to Peace Lane. Alignment of the eastern end of the building to be parallel to the front boundary alignment and site 7A/7B as these sites form a grouping and a built form relationship
Amalgamation	Amalgamation reflecting existing ownerships

Key findings

1. Transition to the heritage item can be achieved with street setback and through site link as seen in option 6:1 or providing the same scale interface as seen in option 0.8: and 2:1
2. 3 storey podium responds to the scale of development on Peace Lane and acts as main gateway entrance to the precinct
3. The 6:1 option works in context with the Cowper Street development (18 storey)
4. The stepping down of the 6:1 option helps in providing transition across the precinct
5. The built form needs to be broken down as shown in all options to satisfy the maximum 45m requirement for building length
6. The additional height resulting from the bonus FSR has minimal additional impact on the precinct

Assessment criteria

	0.8:1	Comments
Overshadowing impact	●	No overshadowing impact
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Achieved

Assessment criteria

	2:1	Comments
Overshadowing impact	●	Acceptable impact
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Achieved

Assessment criteria

	6:1	Comments
Overshadowing impact	●	Overshadowing impact to the south
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Achieved

● Unlikely to achieve
● Compromised
● Likely to achieve

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. Scale corridor

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. Scale corridor

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor

7.10 Site by Site Testing: Site 2

SITE 2

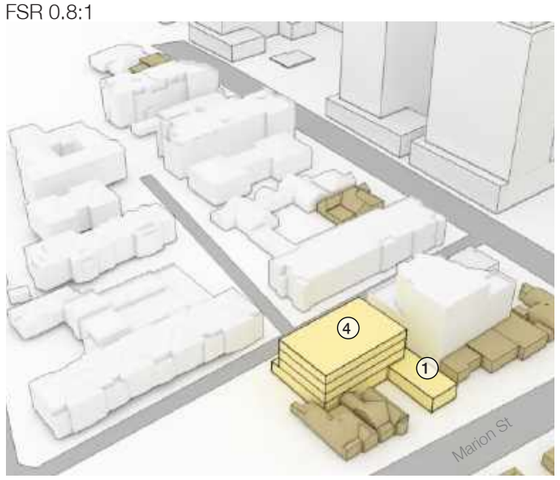
Site Area	Podium footprint	Tower Footprint
1,754m²	793m²	504m²

Proposed	
Interface with heritage items	1 storey podium to interface with Marion Street and retain street character and scale. 8m separation distance with heritage item to encourage permeability at ground level
Interface with adjoining developments	6m tower setback to boundary. 3m podium setback to boundary.
Amalgamation	Amalgamation reflecting existing ownerships

Key findings

1. Tower built to ground increases permeability at ground level and provides access to the heritage buildings
2. There is opportunity to include a 1 storey infill addition to Marion Street in response to the existing street edge and scale of the heritage items
3. The 9 storey achieved with the 2:1 option are in keeping with the scale of the recent development within the precinct
4. The 27 storey achieved with the 6:1 option completely dominates the heritage items and precinct
5. 6:1 option has significant overshadowing impacts over the residential development to the south.
6. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

FSR 0.8:1



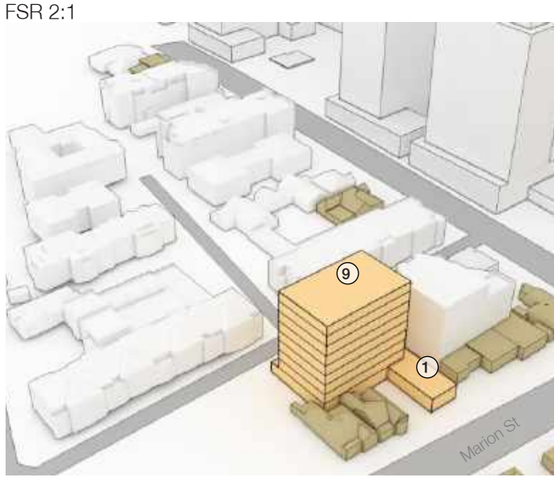
Assessment criteria

	0.8:1	Comments
Overshadow impact	●	No overshadowing impact
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Minimum setback from boundary

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 2:1



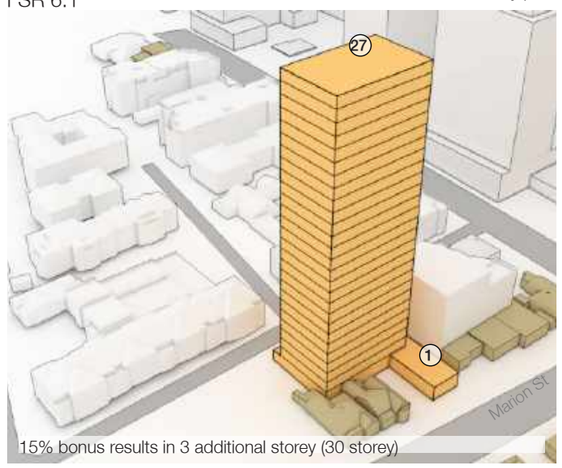
Assessment criteria

	2:1	Comments
Overshadow impact	●	Acceptable
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Minimum setback from boundary

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 6:1



15% bonus results in 3 additional storey (30 storey)

Assessment criteria

	6:1	Comments
Overshadow impact	●	Overshadowing impact to the south
ADG solar access	●	Potentially compromised by the orientation and site configuration
ADG building separation	●	Minimum setback from boundary

Urban principles satisfaction

1. ~~Heritage~~
2. ~~Character~~
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. ~~Scale corridor~~

● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.10 Site by Site Testing: Site 3

SITE 3

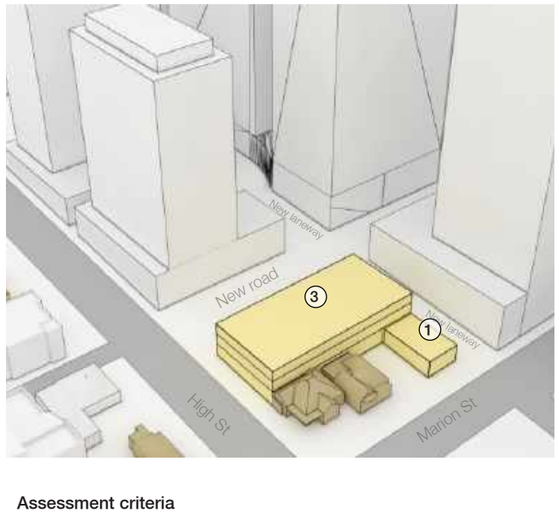
Site Area	Podium footprint	Tower Footprint
2,312m²	1055m²	913m²

Proposed	
Interface with heritage items	1 storey podium to interface with Marion Street and retain street character and scale. 10m separation from heritage item to encourage permeability at ground level
Interface with adjoining developments	Minimum setback to the south due to new road proposed in the Auto Alley Structure plan and 6m setback from new laneway proposed in the Auto Alley Structure plan.
Amalgamation	5 amalgamated lots (two have multiple owners) and includes the delivery of a laneway to the west

Key findings

1. Tower built to ground increase permeability at ground level and provides access to the heritage buildings
2. There is opportunity to include a 1 storey infill addition to Marion Street in response to the existing street edge and scale of the heritage items
3. The 22 storey achieved with the 6:1 option completely dominates the heritage items and precinct
4. Scale corridor is not achieved due to impact of adjoining towers within the Auto Alley Precinct
5. The 6:1 option does not take into account the 10:1 FSR on No. 5 Marion Street (Lots 1 and 2) as per the CBD PP. Like the 22-storey achieved with the 6:1 option, further GFA would have an even greater impact on heritage and the precinct.
6. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

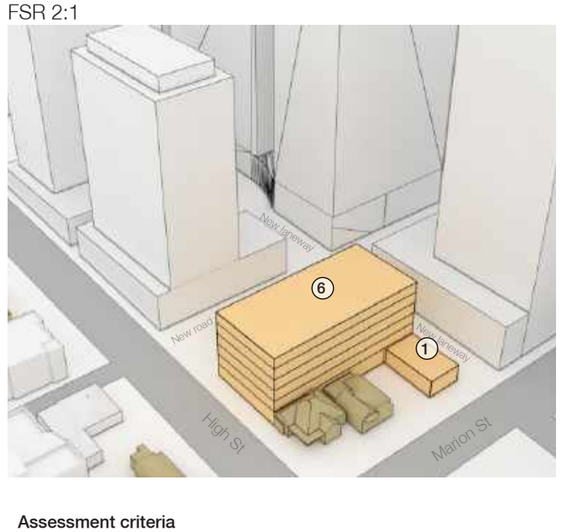
FSR 0.8:1



Assessment criteria

	0.8:1	Comments
Overshadow impact	●	No overshadowing impacts
ADG solar access	●	Potentially compromised by the orientation and Auto Alley proposed built form overshadowing impact
ADG building separation	●	Achieved

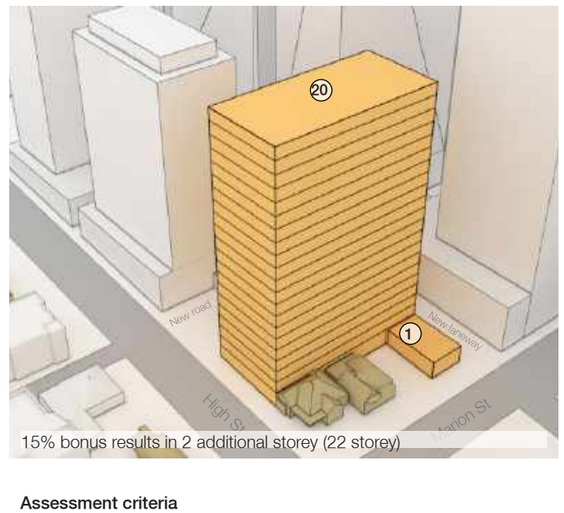
FSR 2:1



Assessment criteria

	2:1	Comments
Overshadow impact	●	Acceptable
ADG solar access	●	Potentially compromised by the orientation and Auto Alley proposed built form overshadowing impact
ADG building separation	●	Achieved

FSR 6:1



15% bonus results in 2 additional storey (22 storey)

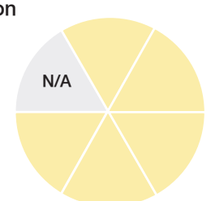
Assessment criteria

	6:1	Comments
Overshadow impact	●	Overshadowing impact to the south
ADG solar access	●	Potentially compromised by the orientation and Auto Alley proposed built form overshadowing impact
ADG building separation	●	Achieved

● Unlikely to achieve
● Compromised
● Likely to achieve

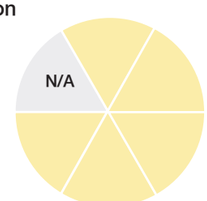
Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor



Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor



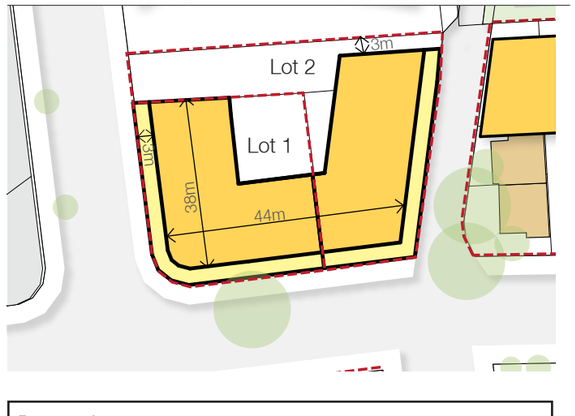
Urban principles satisfaction

1. ~~Heritage~~
2. ~~Character~~
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor

7.10 Site by Site Testing: Site 4A

SITE 4

Site Area	Podium footprint	Tower Footprint
Lot 1:1,053 m^2 Lot 2:1,208m^2	1,572m^2	1231m^2

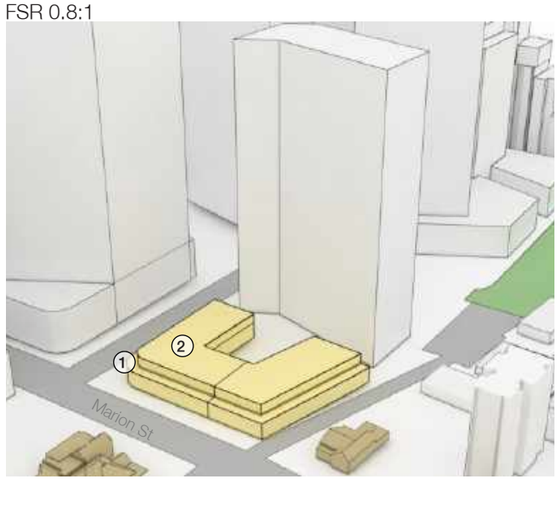


Proposed	
Interface with heritage items	1 storey podium to interface to Anderson Street and Marion Street. 6 Storey street wall for the 6:1 FSR option interface to Auto Alley built forms and accentuate the entry corner to the precinct.
Interface with adjoining developments	No setback considered between lot 1 and lot 2. No adjoining developments. Jubilee park to the north
Amalgamation	The sites are not amalgamated and considered as 2 separate developments

Key findings

1. A reconfiguration of the tower on the site to the north would improve the solar access and amenities to this development
2. The proposed building envelope is built to boundary to accentuate the corner and acts as gateway into the precinct
3. The 2:1 option provides good transition toward the scale proposed by Auto Alley Planning Framework and the precinct
4. The bulk and scale of the 6:1 option generates overshadowing impacts
5. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

FSR 0.8:1

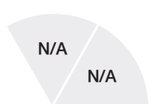


Assessment criteria

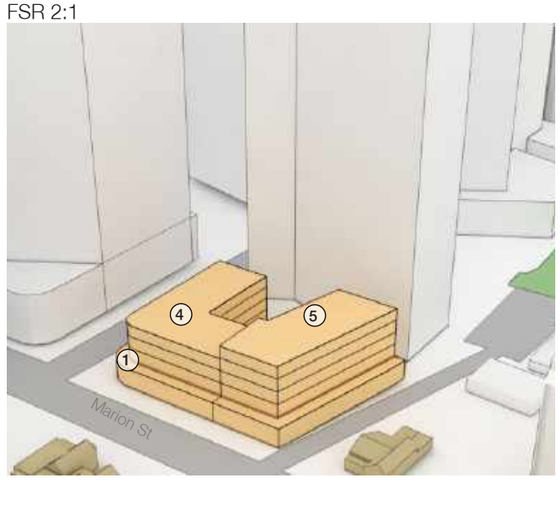
	0.8:1	Comments
Overshadowing impact	●	No overshadowing impact
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. ~~Solar access to the south~~
6. ~~Scale corridor~~



FSR 2:1

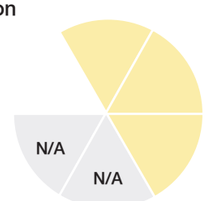


Assessment criteria

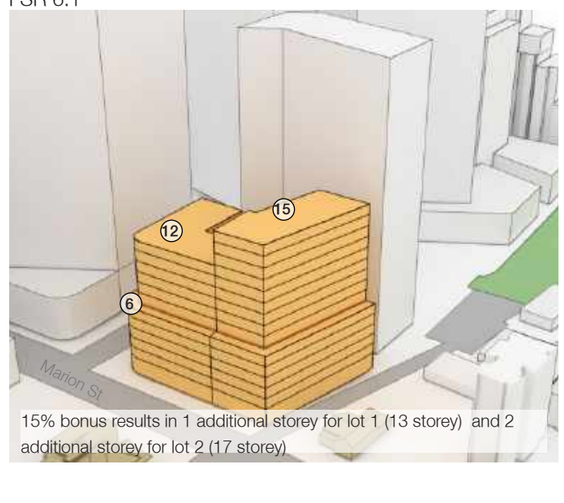
	2:1	Comments
Overshadowing impact	●	Acceptable
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor



FSR 6:1



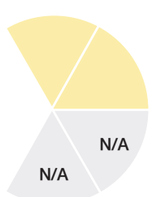
15% bonus results in 1 additional storey for lot 1 (13 storey) and 2 additional storey for lot 2 (17 storey)

Assessment criteria

	6:1	Comments
Overshadowing impact	●	Overshadowing impact on Marion Street and heritage building to the south
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor

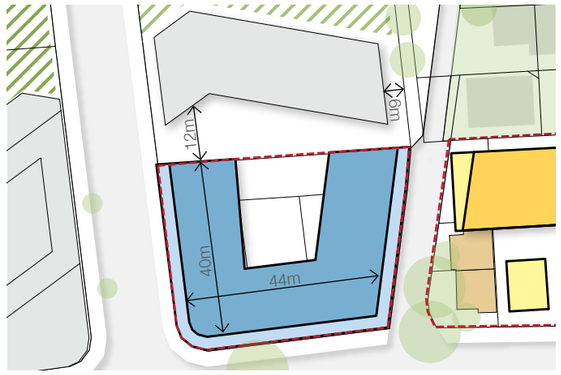


● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.10 Site by Site Testing: Site 4B

SITE 4

Site Area	Podium footprint	Tower Footprint
2,269m²	1,792m²	1,415m²

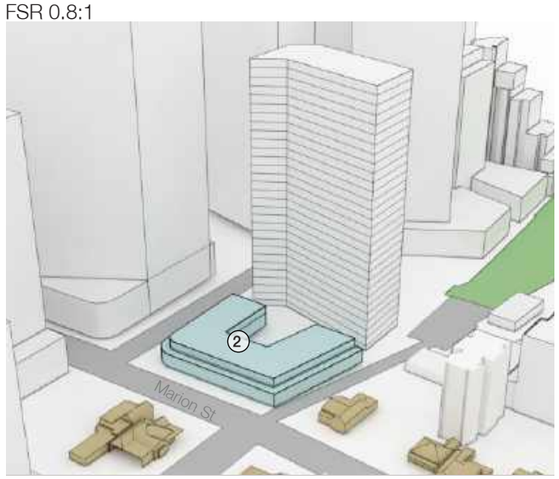


Proposed	
Interface with heritage items	1 storey podium to interface to Anderson Street and Marion Street for the 0.8 FSR option. 4 storey street wall for the 2:1 + 2:1 bonus (total 4:1) FSR option interface to Auto Alley built forms and accentuate the entry corner to the precinct. 8 storey street wall for the 6:1 option.
Interface with adjoining developments	No setback considered to the north
Amalgamation	This option looks at amalgamating all lots. The amalgamation allows for a bonus FSR of 2:1.

Key findings

1. A reconfiguration of the tower on the site to the north would improve the solar access and amenities to this development
2. The amalgamation pattern produces a better result
3. The 2:1 option with the bonus up to a maximum of 4:1 produces the best urban design outcome according to the principles and assessment criteria
4. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

FSR 0.8:1

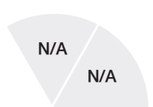


Assessment criteria

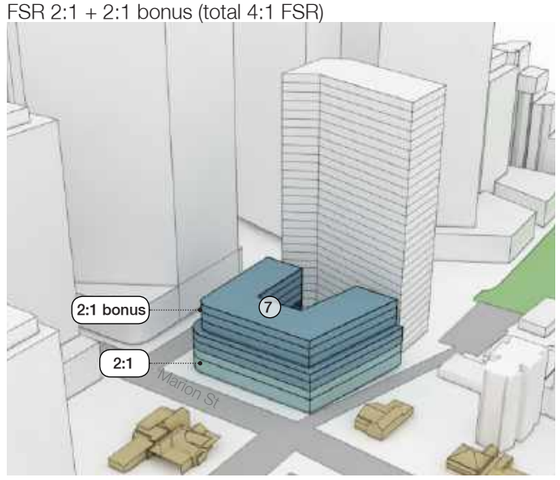
	0.8:1	Comments
Overshadowing impact	●	No overshadowing impact
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. ~~Solar access to the south~~
6. ~~Scale corridor~~



FSR 2:1 + 2:1 bonus (total 4:1 FSR)

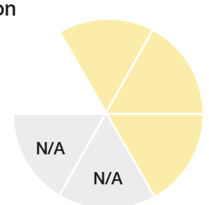


Assessment criteria

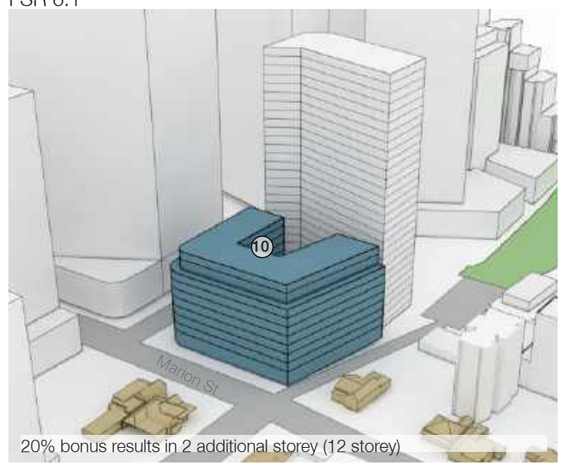
	2:1	Comments
Overshadowing impact	●	Acceptable
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor



FSR 6:1

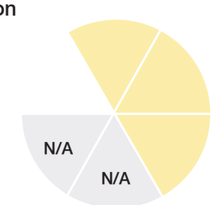


Assessment criteria

	6:1	Comments
Overshadowing impact	●	Overshadowing impact on Marion Street and heritage building to the south
ADG solar access	●	Compromised by Auto Alley proposed built form to the north
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. Scale corridor



● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.10 Site by Site Testing: Site 5

SITE 5

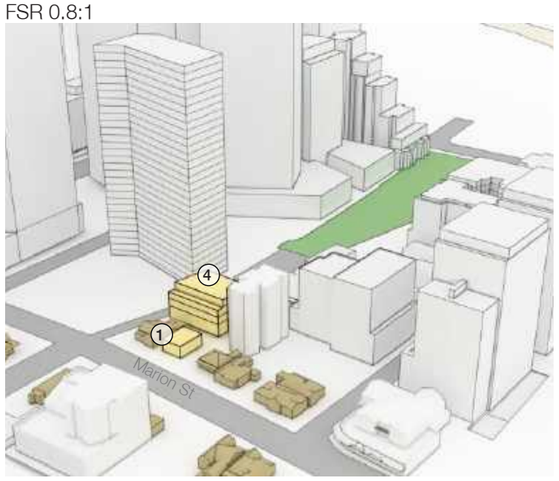
Site Area	Podium footprint	Tower Footprint
1,379m²	515m²	411m²

Proposed	
Interface with heritage items	1 storey infill addition to the front to interface with heritage buildings
Interface with adjoining developments	Minimal setback of 6m to the non habitable elevation of the recent development to the east. No adjoining developments to the west. Access to Jubilee park to the North.
Amalgamation	4 lots of which 1 strata ownership

Key findings

1. Tower built to ground increases permeability at ground level and provides access to the heritage buildings
2. There is opportunity to include a 1 storey infill addition to Marion Street in response to the existing street edge and scale of the heritage items
3. The 9 storey achieved with the 2:1 option is in keeping with the scale of the recent development within the precinct
4. The 27 storey achieved with the 6:1 option completely dominate the heritage items and precinct
5. 6:1 option has significant overshadowing impact over the heritage items to the south
6. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

FSR 0.8:1



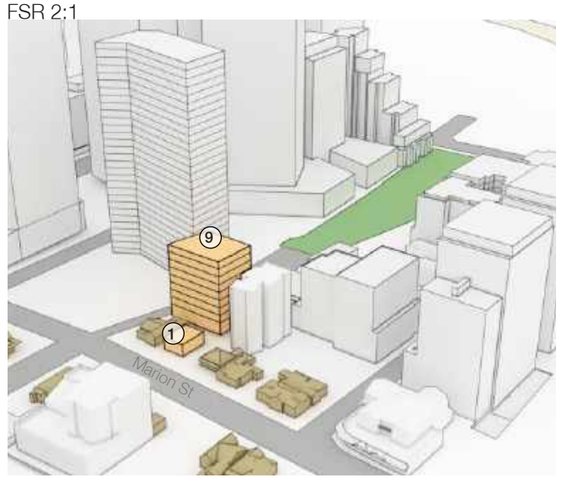
Assessment criteria

	0.8:1	Comments
Overshadow impact	●	No overshadowing impact
ADG solar access	●	Good solar access from the north facing Jubilee park
ADG building separation	●	Minimum and requires a non habitable elevation to the east

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 2:1



Assessment criteria

	2:1	Comments
Overshadow impact	●	Acceptable
ADG solar access	●	Good solar access from the north facing Jubilee park
ADG building separation	●	Minimum and requires a non habitable elevation to the east

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 6:1

15% bonus results in 2 additional storey (29 storey)

Assessment criteria

	6:1	Comments
Overshadow impact	●	Impacts on Marion Stand heritage building to the south
ADG solar access	●	Good solar access from the north facing Jubilee park
ADG building separation	●	Minimum and requires a non habitable elevation to the east

Urban principles satisfaction

1. ~~Heritage~~
2. ~~Character~~
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. ~~Scale corridor~~

● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.10 Site by Site Testing: Site 6

SITE 6

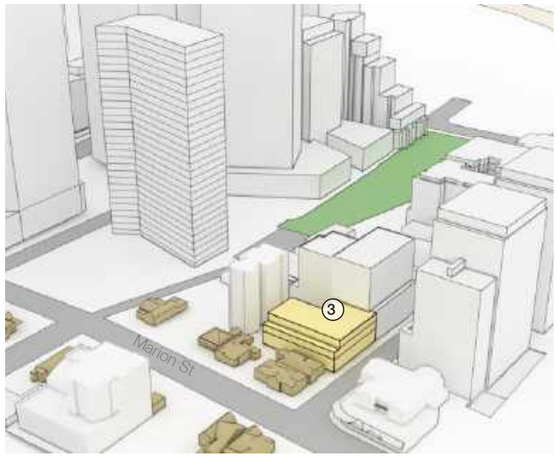
Site Area	Podium footprint	Tower Footprint
1,655m²	673m²	512m²

Proposed	
Interface with heritage items	Retention of 3 heritage items. Development built to northern face of heritage items
Interface with adjoining developments	0m setback to the black wall of the adjoining development to the north and 9m separation from the habitable elevation of the same development. 6m separation from the non habitable wall of the recent development to the west
Amalgamation	4 lots of which 1 strata ownership

Key findings

1. Any development on this site has limited solar access due to the existing conditions and the approved developments to the west and north of the site
2. Detailed architecture needs to be undertaken to resolve the site specific conditions and limited solar access
3. The envelope has the ability to complete the street wall along Cowper Street
4. The 26 storey achieved with the 6:1 options does not fit into the existing context
5. The height achieved with the 6:1 option can't be justified as a gateway building because of it's location within to the precinct
6. The additional height resulting from the bonus FSR exacerbates the bulk and scale of the 6:1 option.

FSR 0.8:1



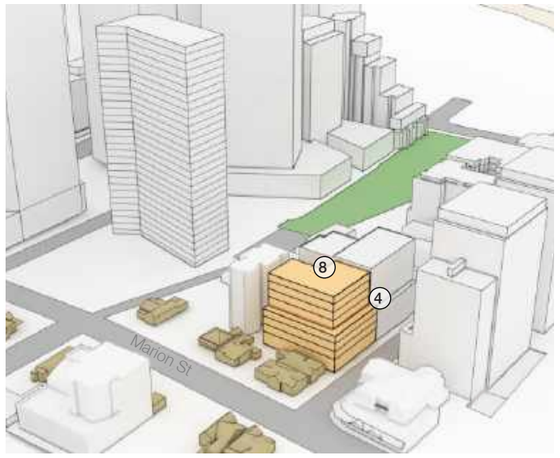
Assessment criteria

	0.8:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Existing developments to the north and west of the site obstruct solar access to the site
ADG building separation	●	Minimum setbacks and requires a non habitable east elevation

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 2:1



Assessment criteria

	2:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Existing developments to the north and west of the site obstruct solar access to the site
ADG building separation	●	Minimum setbacks and requires a non habitable east elevation

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

FSR 6:1

15% bonus results in 3 additional storey (27 storey)

Assessment criteria

	6:1	Comments
Overshadow impact	●	Impact on Marion St and heritage building to the south
ADG solar access	●	Existing developments to the north and west of the site obstruct solar access to the site
ADG building separation	●	Minimum setbacks and requires a non habitable east elevation

● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

Urban principles satisfaction

1. ~~Heritage~~
2. ~~Character~~
3. Fine grain & permeability
4. Building interface
5. ~~Solar access to the south~~
6. ~~Scale corridor~~

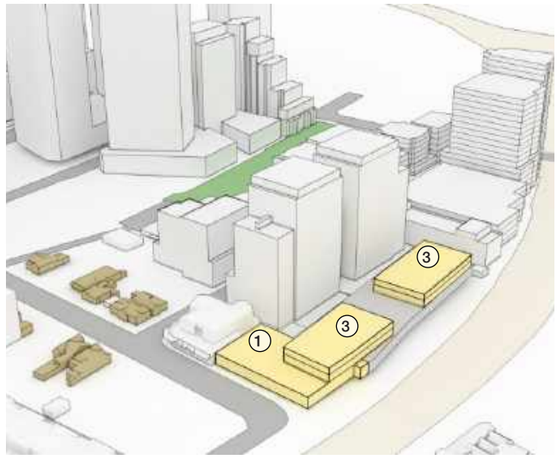
7.10 Site by Site Testing: Site 7A

SITE 7

Site Area	Podium footprint	Tower Footprint
5,451m²	4,108m²	11,013m²

Proposed	
Interface with heritage items	1 to 3 storey podium to interface with Marion St. 3 storey podium of the 6:1 FSR option reflect site 1 built form testing and satisfies the “scale corridor” principle.
Interface with adjoining developments	18m separation from adjoining development to the west. The alignment of the building to set back from 3m from the boundary to allow for footpath widening
Amalgamation	Single ownership (council)
Key findings	
1. The 6:1 option generates a scale that fits well into the existing context and responds to the site specific conditions 2. The site provides opportunity for an above ground parking 3. The 3 storey podium of 6:1 option responds well to the existing conditions of the site to the west and marked as gateway into the precinct from the view cone from Marion Street east. It also forms a built form relationship with site 1 4. The additional height resulting from the bonus FSR has minimal additional impact on the precinct	

FSR 0.8:1

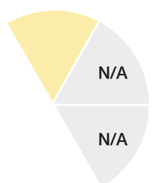


Assessment criteria

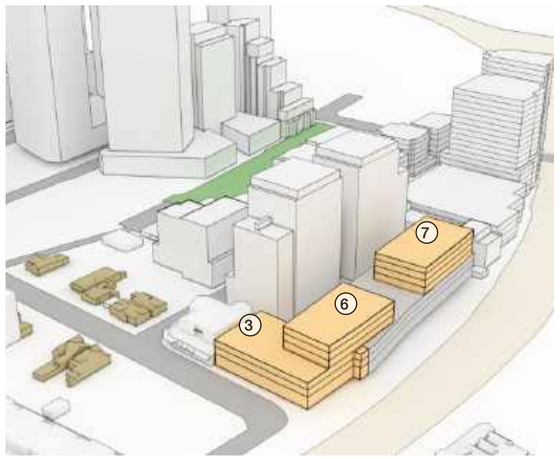
	0.8:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Potential impact from the existing development to the west
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. ~~Scale corridor~~



FSR 2:1

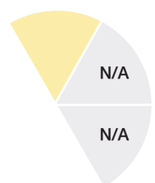


Assessment criteria

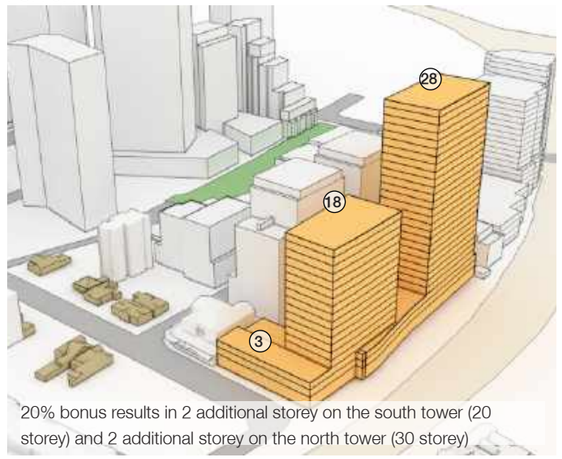
	2:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Potential impact from the existing development to the west
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. ~~Scale corridor~~



FSR 6:1



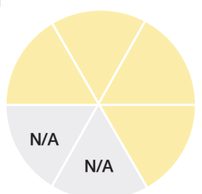
20% bonus results in 2 additional storey on the south tower (20 storey) and 2 additional storey on the north tower (30 storey)

Assessment criteria

	6:1	Comments
Overshadow impact	●	Impact on Marion St
ADG solar access	●	Achieved
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor

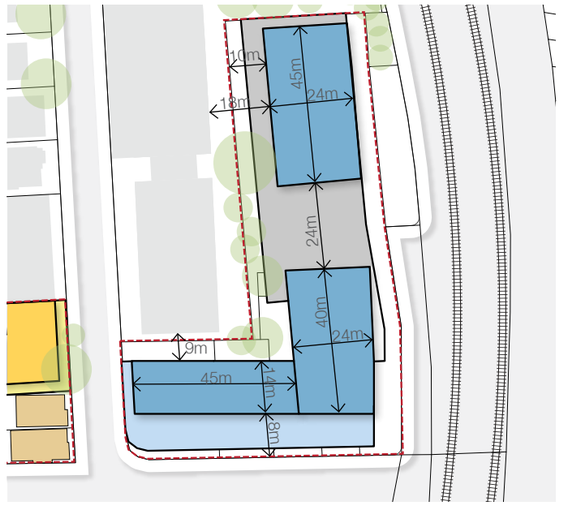


● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.10 Site by Site Testing: Site 7B

SITE 7

Site Area	Podium footprint	Tower Footprint
6,322m²	4,823m²	2,713m²

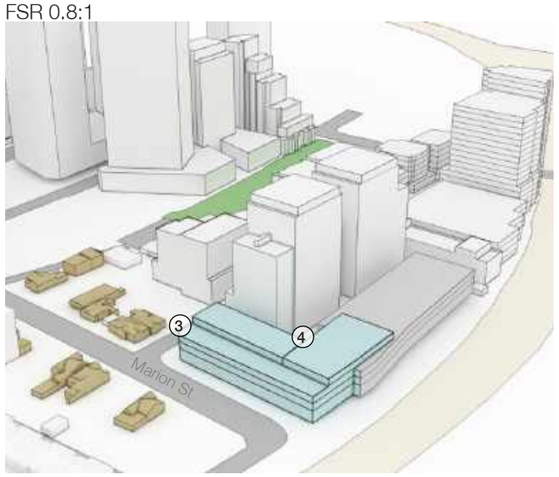


Proposed	
Interface with heritage items	1 to 3 storey podium to interface with Marion St. 3 storey podium of the 6:1 FSR option reflects site 1 built form testing and satisfies the “scale corridor” principle. Street wall along Marion Street 70m long requires architectural breaks.
Interface with adjoining developments	18m separation with existing development to the west, 24m separation between towers. The alignment of the building to set back from 3mfrom the boundary to allow for footpath widening
Amalgamation	Council owned land amalgamated with adjoining lot to the west

Key findings

1. The amalgamation doesn’t provide any additional benefits
2. The 3 storey podium of 6:1 option responds well to the existing conditions of the site to the west and marked as gateway into the precinct from the view cone from Marion Street east. It also forms a built form relationship with site 1
3. The additional height resulting from the bonus FSR has minimal additional impact on the precinct

FSR 0.8:1



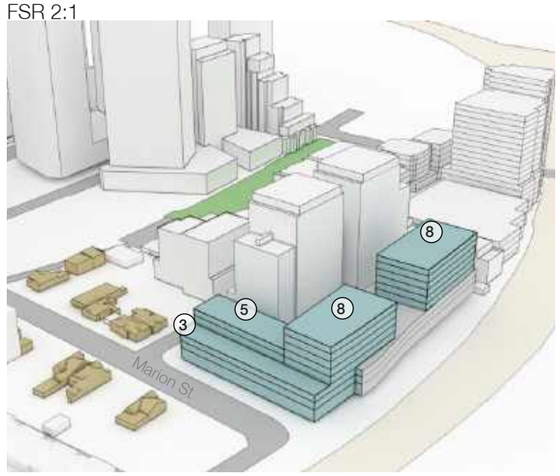
Assessment criteria

	0.8:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Impact from the existing development to the west
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. ~~Scale corridor~~

FSR 2:1

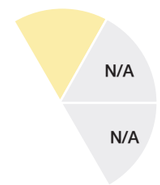


Assessment criteria

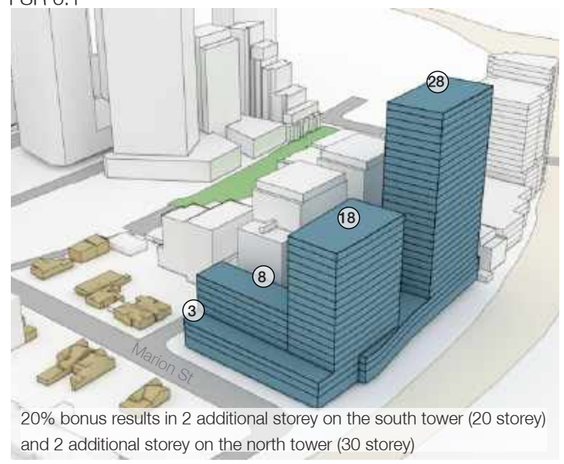
	2:1	Comments
Overshadow impact	●	No additional overshadowing impact
ADG solar access	●	Potential impact from the existing development to the west
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. ~~Character~~
3. Fine grain & permeability
4. ~~Building interface~~
5. Solar access to the south
6. ~~Scale corridor~~



FSR 6:1



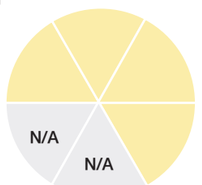
20% bonus results in 2 additional storey on the south tower (20 storey) and 2 additional storey on the north tower (30 storey)

Assessment criteria

	6:1	Comments
Overshadow impact	●	Impact on Marion St
ADG solar access	●	Achieved
ADG building separation	●	Achieved

Urban principles satisfaction

1. Heritage
2. Character
3. Fine grain & permeability
4. Building interface
5. Solar access to the south
6. Scale corridor



● **Unlikely to achieve**
● **Compromised**
● **Likely to achieve**

7.11 Summary of the FSR testing

		Assessment criteria			Core urban design principles						
		Overshadow impact	ADG solar access	ADG building separation	Heritage	Character	Fine grain and permeability	Building interface	Solar access to the south	Scale corridor	Final assessment
Site 1	0.8:1	●	●	●	✓	×	✓	×	✓	✓	
	2:1	●	●	●	✓	×	✓	×	✓	v	
	6:1	●	●	●	✓	✓	✓	✓	×	✓	PREFERRED
Site 2	0.8:1	●	●	●	✓	✓	✓	✓	✓	✓	
	2:1	●	●	●	✓	✓	✓	✓	✓	✓	PREFERRED
	6:1	●	●	●	×	×	✓	✓	×	×	
Site 3	0.8:1	●	●	●	✓	✓	✓	✓	✓	N/A	
	2:1	●	●	●	✓	✓	✓	✓	✓	N/A	PREFERRED
	6:1	●	●	●	×	×	✓	✓	×	N/A	
Site 4A	0.8:1	●	●	●	N/A	×	N/A	×	×	×	
	2:1	●	●	●	N/A	✓	N/A	✓	×	✓	
	6:1	●	●	●	N/A	×	N/A	✓	×	✓	
Site 4B	0.8:1	●	●	●	N/A	×	N/A	×	×	×	
	2:1 (+Bonus 2:1)*	●	●	●	N/A	✓	N/A	✓	×	✓	PREFERRED
	6:1	●	●	●	N/A	✓	N/A	✓	×	✓	
Site 5	0.8:1	●	●	●	✓	✓	✓	✓	✓	✓	
	2:1	●	●	●	✓	✓	✓	✓	✓	✓	PREFERRED
	6:1	●	●	●	×	×	✓	✓	×	×	
Site 6	0.8:1	●	●	●	✓	✓	✓	✓	✓	✓	
	2:1	●	●	●	✓	✓	✓	✓	✓	✓	PREFERRED
	6:1	●	●	●	×	×	✓	✓	×	×	
Site 7A	0.8:1	●	●	●	N/A	×	N/A	×	✓	×	
	2:1	●	●	●	N/A	×	N/A	×	✓	×	
	6:1	●	●	●	N/A	✓	N/A	✓	✓	✓	PREFERRED
Site 7B	0.8:1	●	●	●	N/A	×	N/A	×	✓	×	
	2:1	●	●	●	N/A	×	N/A	×	✓	×	
	6:1	●	●	●	N/A	✓	N/A	✓	✓	✓	

● Unlikely to achieve
● Compromised
● Likely to achieve

The table summarises the outcomes of the preceding FSR testing and amalgamation for each site, including the alternative amalgamation patterns for site 4 (4A, 4B) and site 7 (7A, 7B).

For each site, the FSR options that performs the best against the core urban design principles and assessment criteria has been nominated as the preferred FSR. In selecting the preferred FSR the following is noted:

- Where two different FSR perform equally for a site (e.g. site 2) the highest FSR has been selected as the preferred FSR to:
  - Avoid reducing the development yields that may be achieved under the existing FSR controls or
  - Facilitate opportunities for new developments
- When a site has 2 different amalgamation patterns the selection of the preferred option has been made based on the sites ability to achieve the assessment criteria, core urban design principles and overall contribution to the broader precinct.

*Note: The bonus 2:1 for site 4B is to encourage site amalgamation to ensure an appropriate interface character between Marion Street Precinct and Auto Alley

**The FSRs are exclusive of any Design Excellence and High Performance Building bonus

7.12 Massing of the selected preferred FSR outcomes

The massing of the combined preferred site FSRs are illustrated below.

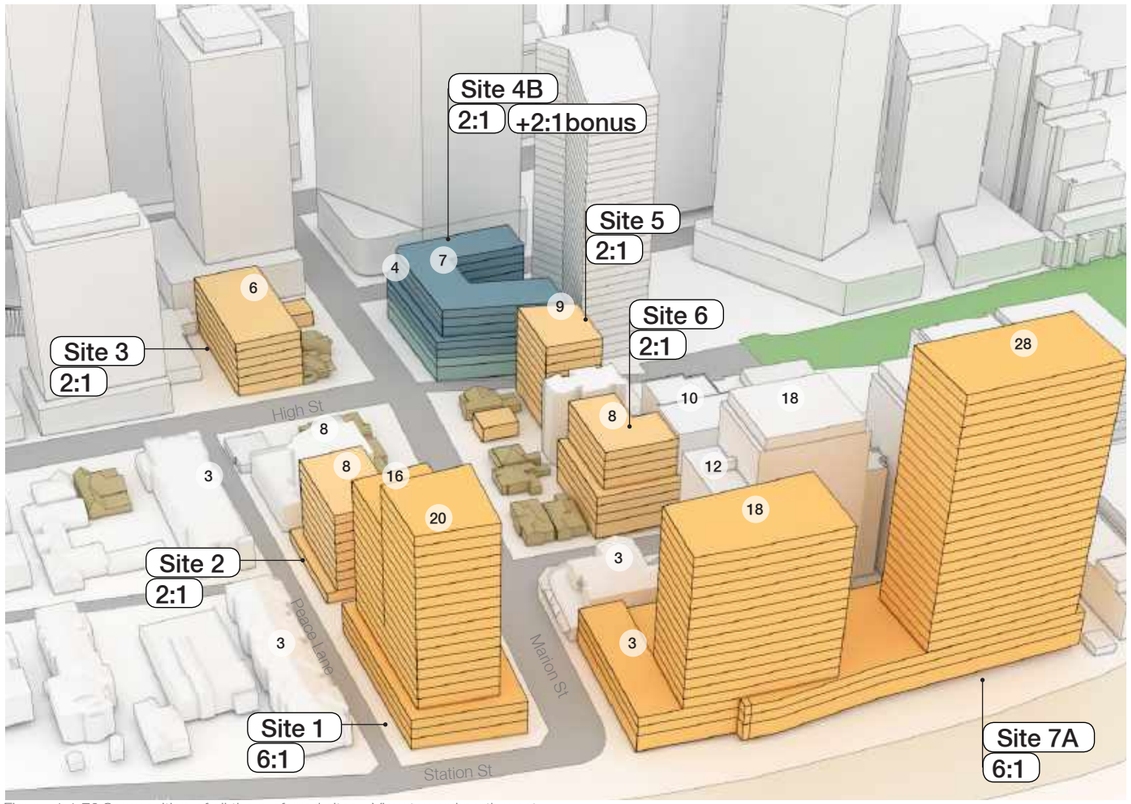


Figure 1.1.72 Composition of all the preferred sites - View toward north west

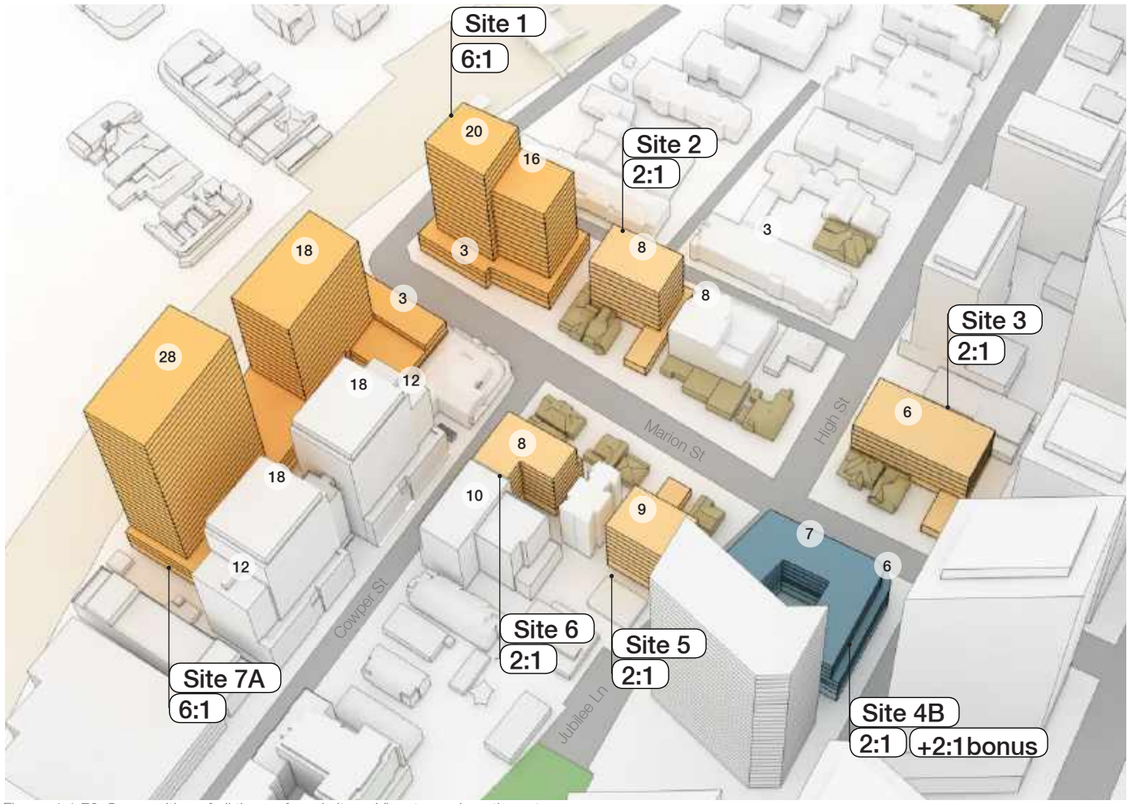


Figure 1.1.73 Composition of all the preferred sites - View toward south east

Key

- Amalgamation pattern B bonus FSR 2:1 (site 4B)
- Amalgamation pattern B FSR 2:1
- Amalgamation pattern A FSR 2:1
- Amalgamation pattern A FSR 6:1
- Open space

Precinct Plan

8

8.1 Preferred precinct plan

The preferred structure plan presents the preferred amalgamation pattern and FSR for the precinct. The plan represents the combined results of the best performing sites based on the assessment criteria and urban design principles.

The preferred plan proposes seven separate development sites. Smaller development sites with maximum FSRs of 2:1 are focused within the heritage core, while larger amalgamated sites with FSRs of up to 6:1 are located on the eastern edge. The site 4B between Anderson Street and Jubilee park is recommended for a 2:1 FSR with a extra 2:1 bonus to encourage amalgamation for a total of 4:1 FSR. As demonstrated by the FRS testing this option assists with a transition to higher scale development of Auto Alley to the lower scales of the precinct core.

The recommended FSR of the structure plan reinforce the character of the 3 sub-precincts identified in the site analysis. The Incentive FSRs are exclusive of any Design Excellence and High Performance Building bonuses.

The total land areas for each development site are listed in the table below:

Site	Land Area
1	2,396m²
2	1,754m²
3	2,311m²
4B	2,269 m²
5	1,379m²
6	1,655m²
7A	5,451m²

Key

- Proposed development sites
- Park expansion
- 2:1 proposed FSR
- 2:1 + 2:1 Bonus for amalgamation
- 6:1 proposed FSR
- Planning proposal site
- Heritage item
- Auto Alley development sites

Figure 1.1.74 Preferred precinct plan

8.2 Illustrated precinct plan

The illustrated precinct presents a likely development outcome for the precinct, based on the preferred structure plan and established by the core urban design principles.

Potential building envelopes for podium and tower elements are provided for each of the seven development sites. These envelopes are intended to achieve feasible footprint sizes, optimum orientation for solar access and adequate separation and setback distances.

All heritage items within the precinct core are retained, excluding those located on the site of the planning proposal - approved for demolition (Site 1). Ground floor space is provided around retained heritage items for through-site links and public realm activation.

Where possible, vehicular access points to new developments are located off laneways and on side streets, to retain the character and maximise pedestrian priority along Marion Street.

Key

- Proposed development sites
- Through-site links
- Park expansion
- Heritage item
- Public infill space
- Podium
- Tower
- Vehicular access points
- Proposed storey heights
- Future Auto Alley Precinct development
- Footpath widening

Figure 1.1.75 Preferred option - plan

8.3 Massing of preferred precinct plan

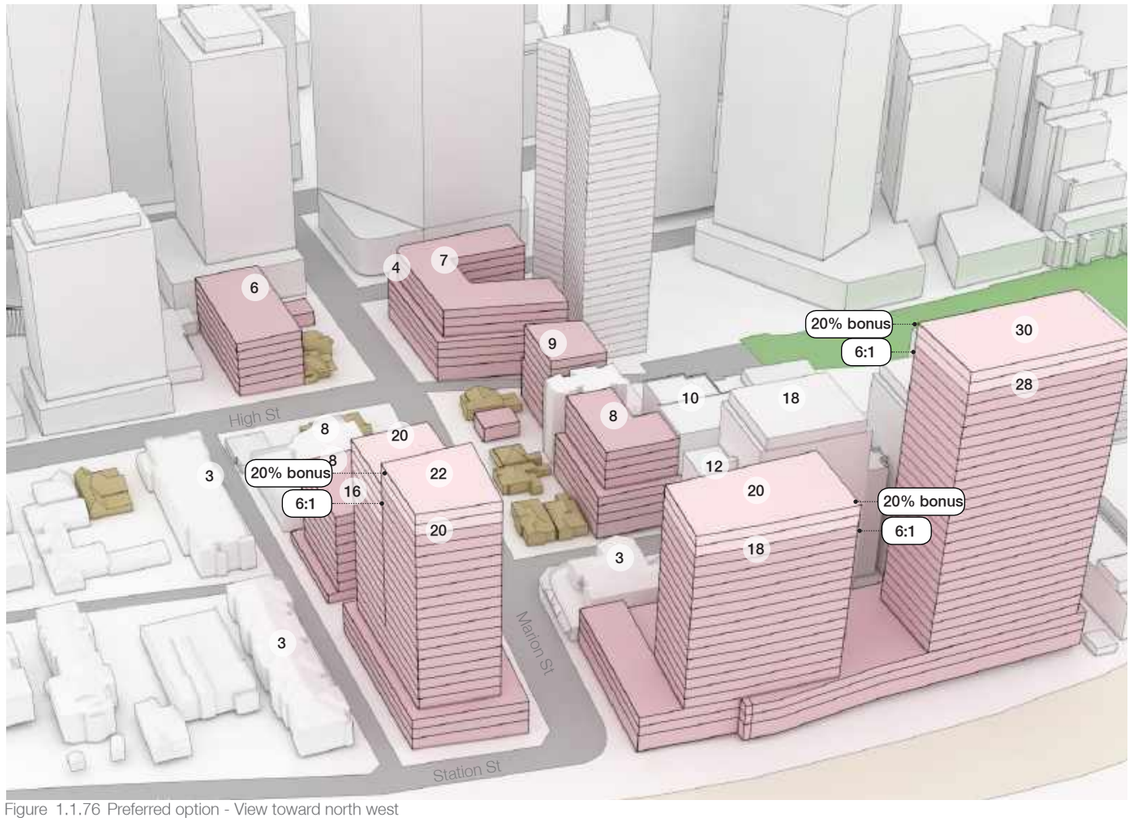


Figure 1.1.76 Preferred option - View toward north west

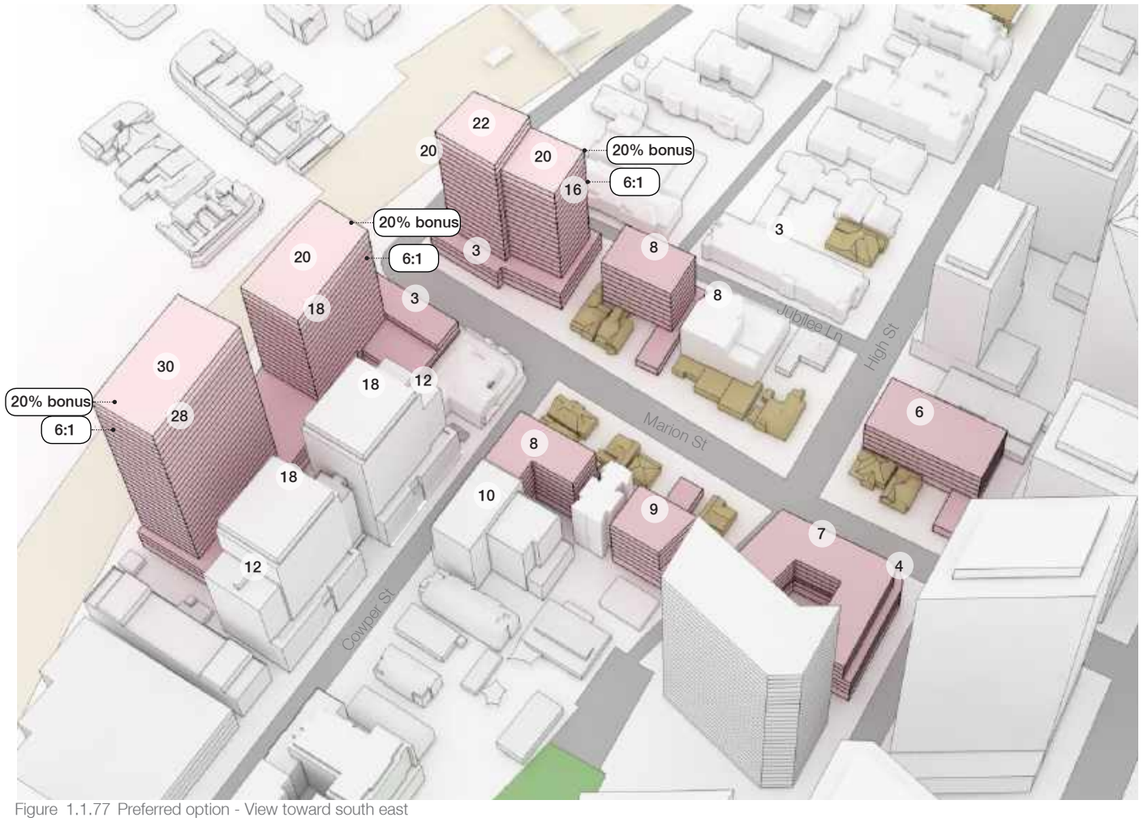


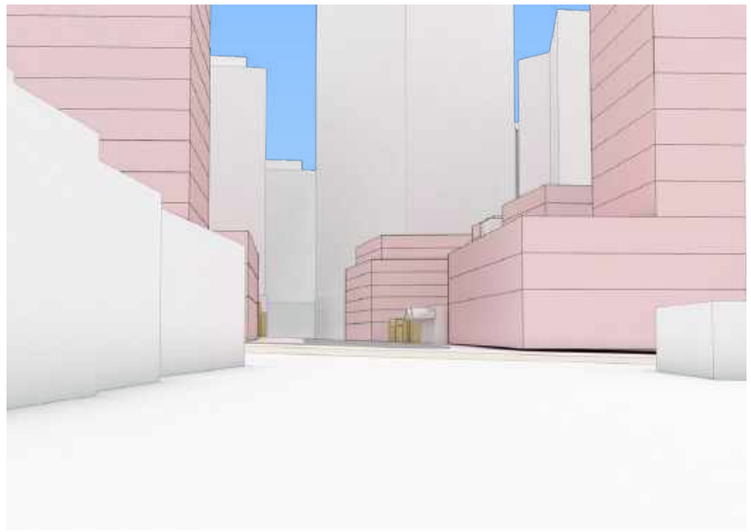
Figure 1.1.77 Preferred option - View toward south east

Key

- Heritage building
- Preferred precinct plan
- Design Excellence and High Performance Building bonus FSR
- Open space

8.4 View analysis of preferred precinct plan

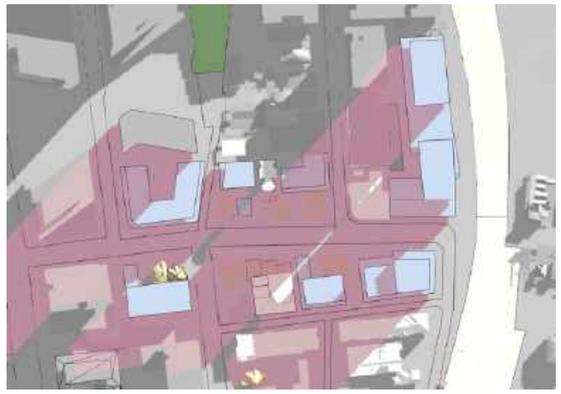
View from Marion St toward east



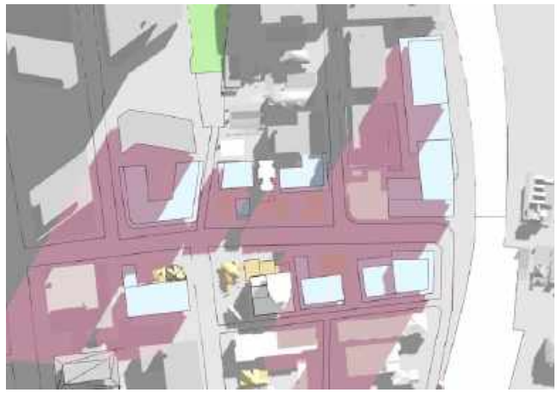
View toward west

View of the north side of Marion Street

8.5 Shadow analysis of preferred precinct plan



09:00AM 21/Jun

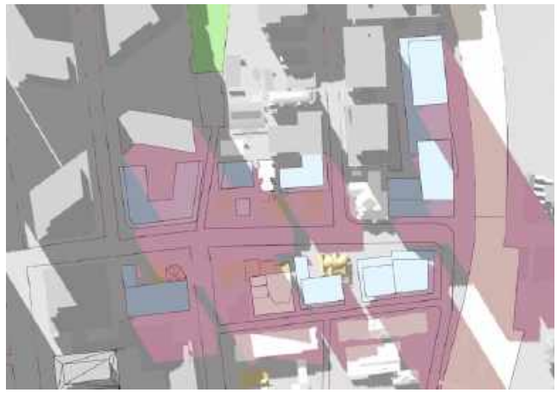


10:00AM 21/Jun

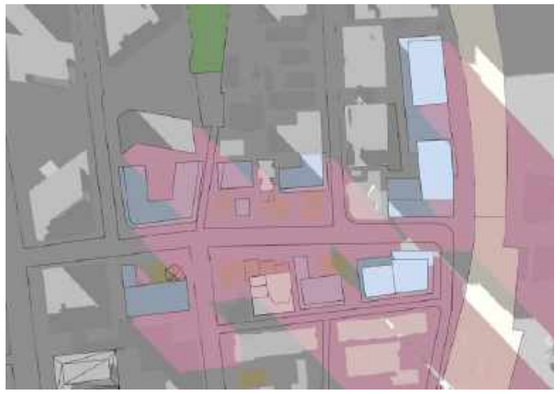
11:00AM 21/Jun

12:00PM 21/Jun

1:00PM 21/Jun



2:00PM 21/Jun



3:00PM 21/Jun

4:00PM 21/Jun

Key

- Shadow cast by preferred precinct plan built form
- Other shadows

8.6 Solar insolation of preferred precinct plan

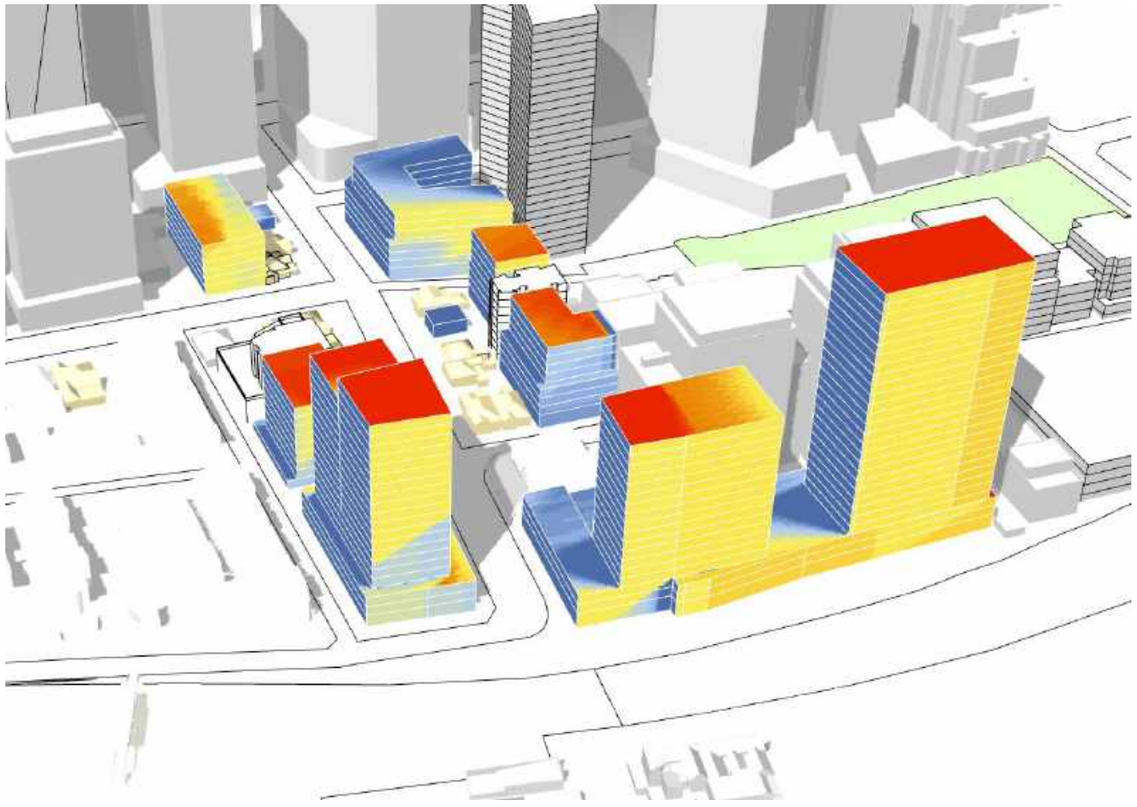


Figure 1.1.78 Preferred option - Solar insolation south-west

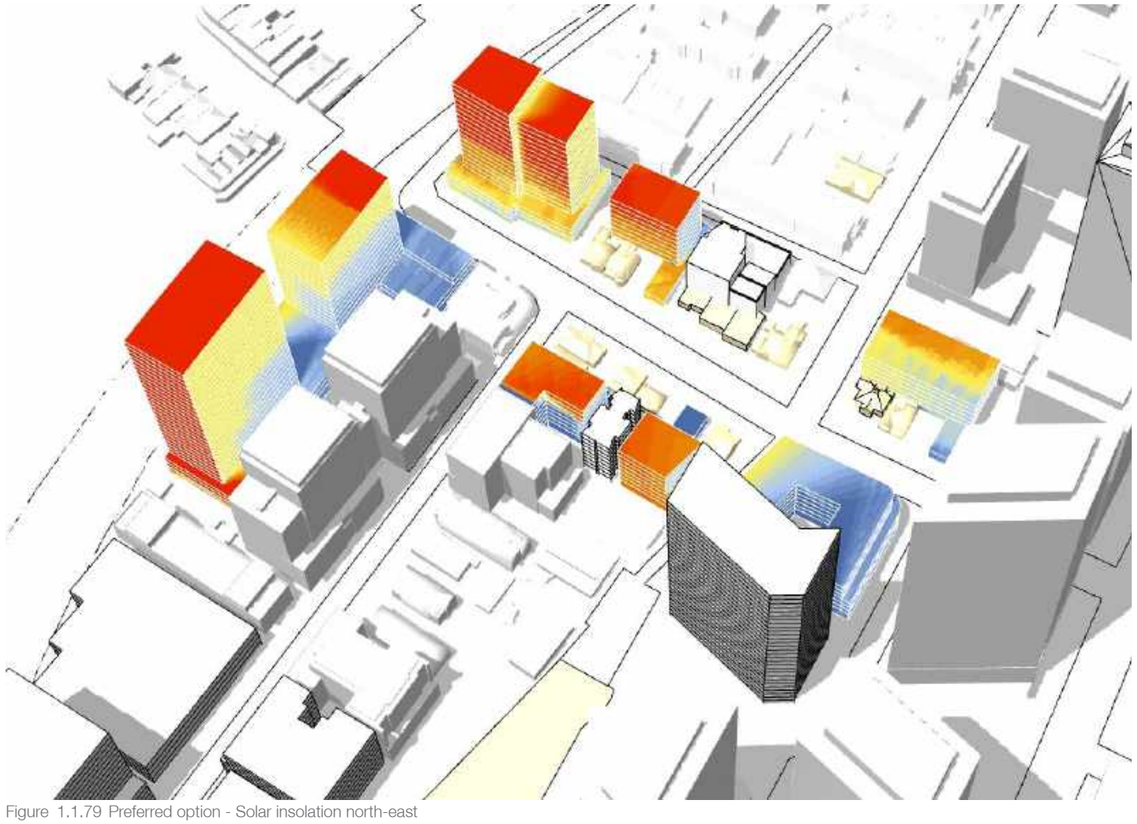
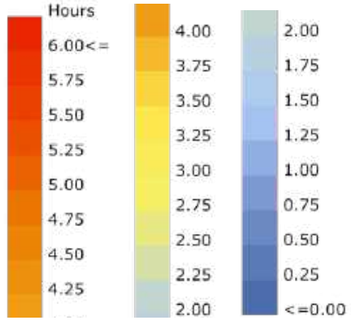


Figure 1.1.79 Preferred option - Solar insolation north-east



Recommendations

9

Based on the preferred precinct plan for Marion Street, this section outlines the recommendations which would be implemented through amendments to the LEP and DCP.

LEP amendments are proposed for the:

- Incentive FSR Maps
- Incentive Height of Buildings Map
- Active Street Frontages Map

DCP recommendations are proposed to introduce controls for:

- Heritage
- Street Wall Heights (Interface Heights)
- Building Alignment
- Public Domain
  - Footpath widening
  - Through site-links

The recommendations in this report are considered to satisfy the requirements of Section 9.1 Direction 2.3 Heritage Conservation of the Environmental Planning and Assessment Act 1979.

These recommendations achieve the core urban design principles envisaged for the Marion Street Precinct and reinforce the heritage character along Marion Street. Areas A-I (as shown on the plans) are based on the preferred FSR testing scenario for each site with the preferred amalgamation patterns, as described in Section 7.11 of this report.

9.1 Marion Street precinct - LEP recommendations

The recommendations relating to FSR, height and active frontages will be implemented through the LEP amendments.
The Incentive FSRs are exclusive of any Design Excellence and High Performance Building bonuses.

Incentive Floor Space Ratio (FSR) map

Figure 1.1.81 Incentive Floor Space Ratio (FSR) Map

Incentive Height of Buildings (HOB) map

Figure 1.1.80 Height recommendation Map

FSR recommendation:

- No change to the existing base FSRs across the precinct; being 2:1 for most areas and 6:1 for the site on the northern side of Marion Street Precinct adjoining rail corridor.
- Maximum Incentive FSR of 2:1 are focused within the heritage core, while larger amalgamated sites with Incentive FSRs of up to 6:1 are located on the eastern edge.
- Removal of Incentive FSR 6:1 for areas B, F and G and apply maximum FSR 2:1
- Removal of incentive FSR 4:1 for area C and apply maximum FSR 2:1
- Removal of incentive FSR 10:1 for area D and apply maximum FSR 2:1
- The table summarises the recommended Incentive FSRs for each area within the Precinct.

Summary table of the proposed changes

Areas	Existing incentive FSRs as endorsed by Council in September 2018	SJB's proposed incentive FSRs
A	6:1	No change
B	6:1	Change to 2:1
C	4:1 and 2:1	Change all to 2:1
D	10:1	Change to 2:1
E	2:1	4:1*
F	6:1	Change to 2:1
G	6:1	Change to 2:1
H	6:1	No change
I	6:1	No change

*Maximum 4:1 incentive FSR is subject to lot amalgamation

Height recommendations:

- Retain the existing base heights of building controls
- Introduce "no height limit" incentive height for areas C,D and E

Recommendations

Marion Street precinct - LEP recommendations

Figure 1.1.82 Street frontages recommendation Map

Figure 1.1.83 Heritage recommendations Map

Active street frontage recommendation

- Active street frontages along Marion Street with no residential development within the existing heritage buildings or ground levels of new development.

Heritage recommendations

- All heritage items to be retained.
- The precinct should not be included as a heritage conservation area

Marion Street precinct - DCP recommendations

It is anticipated that the following recommendations will be incorporated into site/precinct specific DCP provisions.
The recommended DCP controls for building alignment and street wall heights (interface heights) support the heritage recommendation by maximising the opportunity for new developments to reveal the heritage items along Marion Street. This reinforces the visibility of the heritage buildings and permeability across the Precinct

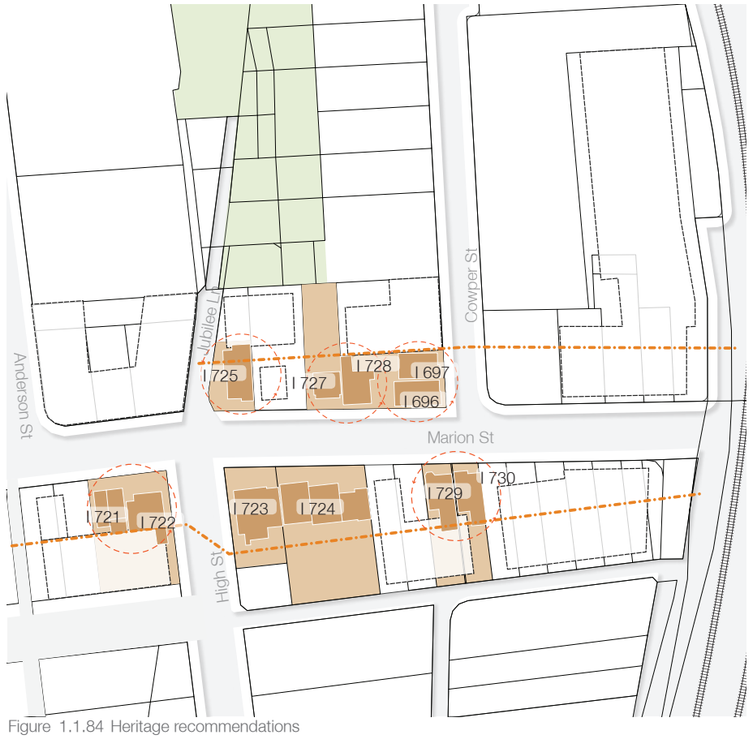


Figure 1.1.84 Heritage recommendations

Figure 1.1.86 Building alignment recommendations

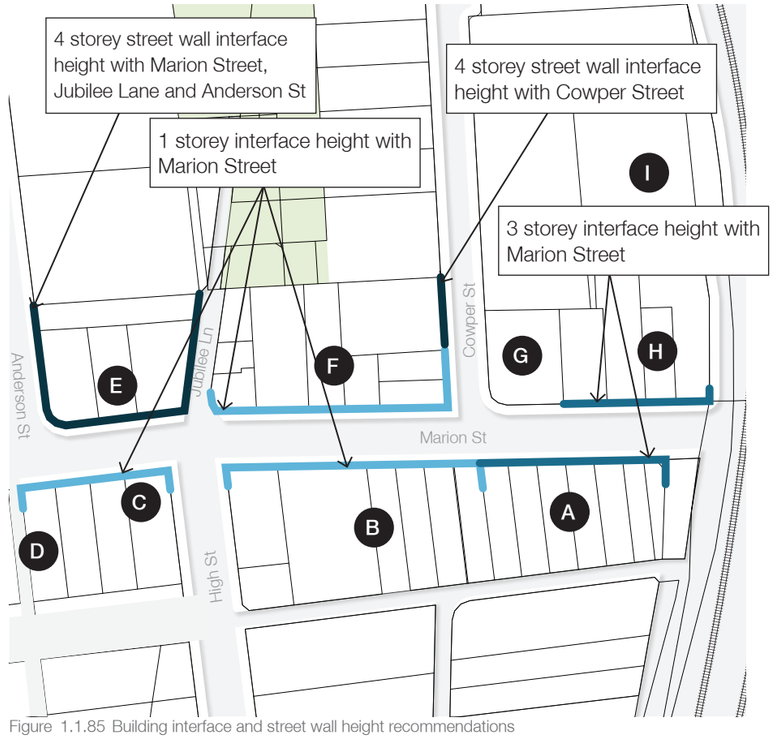


Figure 1.1.85 Building interface and street wall height recommendations

Heritage recommendations

- Heritage buildings are to be adaptively reused.
- A detailed heritage assessment for each heritage item is required with development applications to understand its history and significance, the extent of fabric that is required to be retained and what may be potentially be demolished without impacting the significance.
- New development is to be setback from heritage buildings to reveal heritage items and to ensure sufficient:
  - Visibility of the heritage buildings
  - Access around the heritage buildings (as indicated by dotted circles in the drawing above)
  - Spatial separation between the old and new elements
- Infill development adjoining heritage buildings and fronting Marion Street is to be single storey and with similar setbacks to the heritage buildings

Building alignment recommendations:

- Site A is to have a variable building alignment to Marion Street. Buildings located on the eastern portion of the site shall be parallel to Marion Street. Buildings located on the western portion of the site are to be setback to align with the adjoining heritage item (I 730) to the west.
- Building on area B to maintain existing alignment of heritage item I 729 and I 730
- Buildings across area C and D to maintain existing alignment of heritage item I 721 and I722
- Buildings on area E to be built to boundary to provide perimeter building to Marion Street, Jubilee Lane and Anderson Street.
- Buildings on area F to maintain existing alignment of heritage items I 725, I 727, I 728.
- Buildings across area H and I to be parallel to Marion Street alignment.

Building interface and street wall height recommendations:

- Building interface heights along Marion Street of one (1) and three (3) storeys. Infill buildings adjoining heritage buildings to be only one (1) storey to maintain visibility of the items
- Four (4) storey street wall interface along Cowper Street, four (4) storey street wall for area E along Marion Street, Jubilee Lane and Anderson Street

Recommendations

Marion Street precinct - DCP recommendations

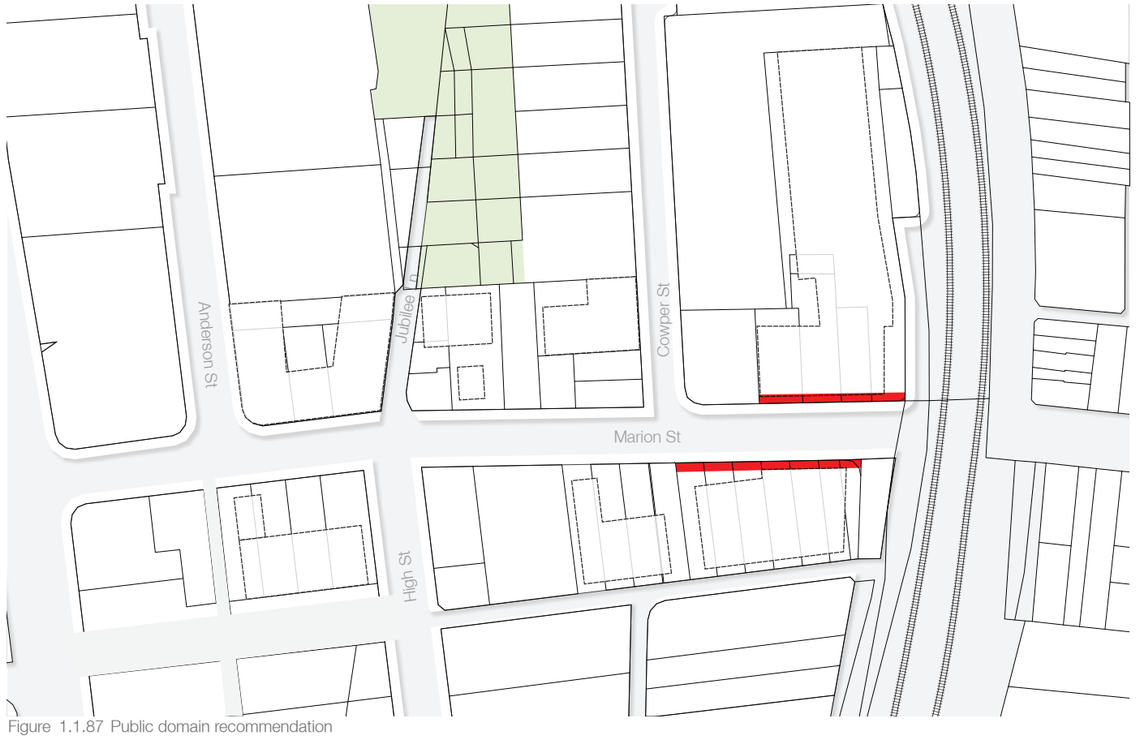


Figure 1.1.87 Public domain recommendation

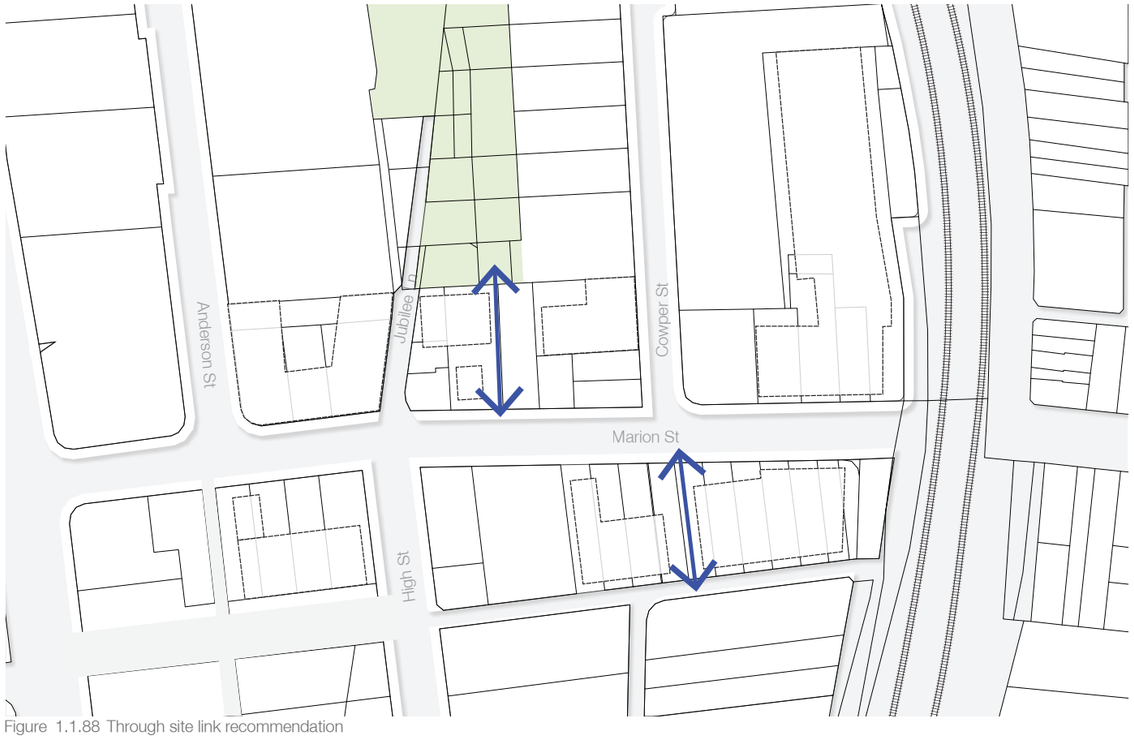


Figure 1.1.88 Through site link recommendation

Public domain recommendations

- Footpath widening to the northern side of Marion Street east of Cowper Street by requiring new developments to provide a minimum 3m setback from the street boundary.
- Footpath widening to the southern side of Marion Street east of Cowper Street by requiring new developments to provide a minimum of 3m from the street boundary

Through site links

- New north-south through site links identified to maximise permeability and connectivity within and to the precinct

Drawing pack

Figureground

Scale
1:1000@A3

0 5 10 15 20 25 50

Drawing number
01

Revision number
1

Project number
6067

Project name
Mario St Precinct Plan

Project address
Marion Street Parramatta

Client
City of Parramatta

Key
- Study area
- Building footprint
- Trees
- Heritage Items

SJB Urban
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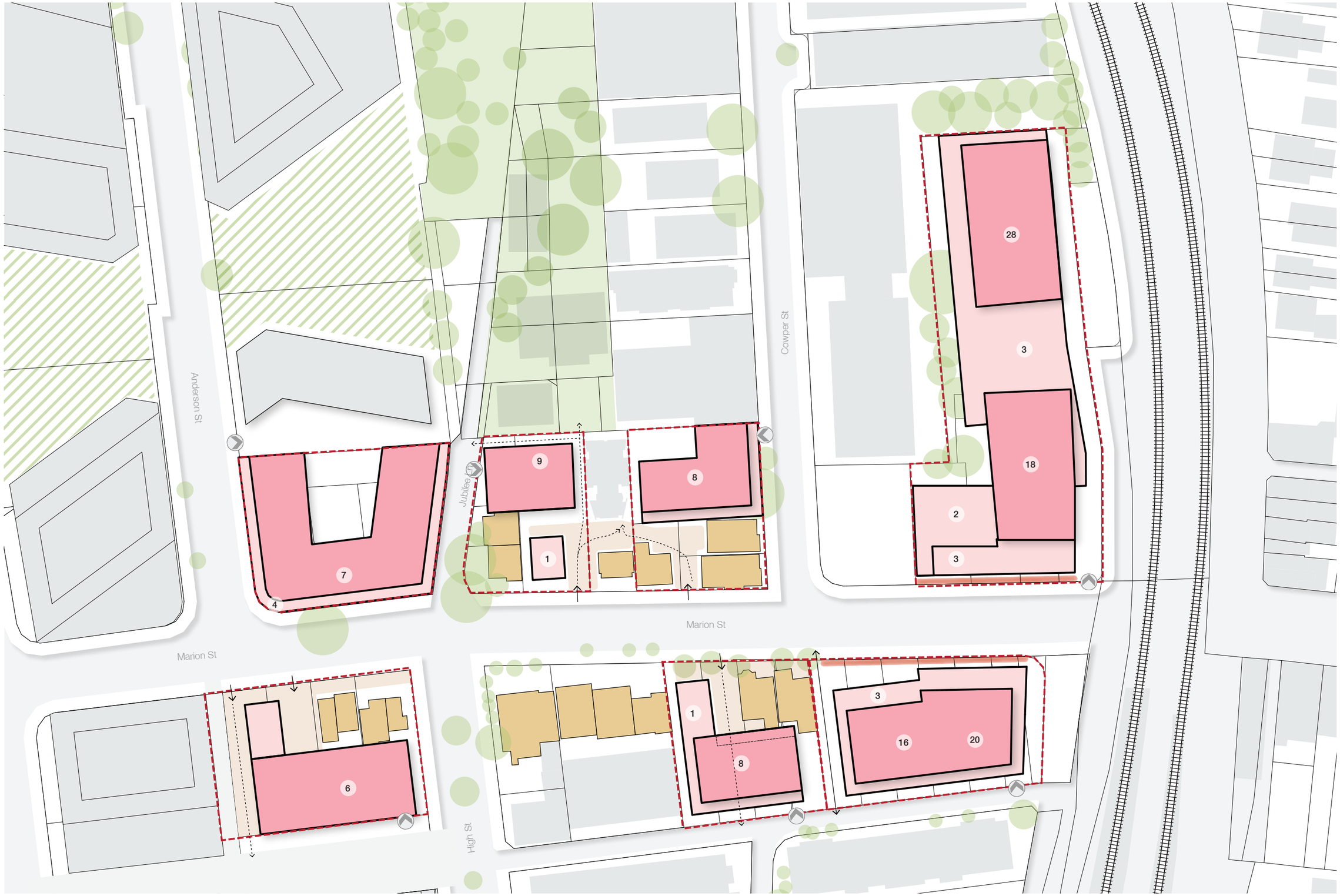
Adam Haddow 7188 John Pradel 7004



Preferred option plan

Scale
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0 5 10 15 20 25 50

Drawing number
02

Revision number
03

Project number
6067

Project name
Mario St Precinct Plan

Project address
Marion Street Parramatta

Client
City of Parramatta

Key

- Study area
- Tower footprint
- Building footprint
- Footpath widening
- Storey
- Vehicular access point
- Future Auto Alley Precinct
- Park extentions
- Throught-site links
- Public infill space

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SJB Architecture (NSW) Pty Ltd
ABN 20 310 373 425 ACN 081 094 724
Adam Haddow 7188 John Pradel 7004

Figureground

Scale
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0 25 50

Drawing number
03

Revision number
01

Project number
6067

Project name
Mario St Precinct Plan

Project address
Marion Street Parramatta

Client
City of Parramatta

Key Study area

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Aerial photo

Scale
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Drawing number
04

Revision number
01

Project number
6067

Project name
Mario St Precinct Plan

Project address
Marion Street Parramatta

Client
City of Parramatta

Key

- Study area
- Heritage item (lot)
- Heritage item (lot) approved for demolition
- Contributory element to the heritage
- Alternation and addition
- Infill development
- Recent development

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SJB is passionate about the
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and planning.
Let's collaborate.

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