



Australian
Institute of
Architects

Draft Parramatta
Road Urban
Renewal Strategy

Submission to UrbanGrowth
NSW

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SUBMISSION BY

Australian Institute of Architects – NSW Chapter
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PURPOSE

This submission is made by the NSW Chapter of the Australian Institute of Architects (the Institute) to UrbanGrowth NSW in response to the Draft Parramatta Road Urban Renewal Strategy.

At the time of the submission the office bearers of the NSW Chapter are:

Joe Agius (President), Matthew Pullinger (Immediate Past-President), Sarah Aldridge, Nigel Bell, Shaun Carter, Jacqui Connor, Angus Hardwick, David Holm, Esteban Insausti, Chris Jenkins, Alex Kibble, Joe Loh, Debra McKendry-Hunt, Andrew Nimmo, Anthony Nolan, Kirsten Orr, Peter Sarlos, Shahe Simonian, Howard Smith, David Springett.

The Office Manager of the NSW Chapter is Roslyn Irons. This paper was prepared by Murray Brown, Policy Advisor, and the NSW Chapter Built Environment Committee for Chapter Council.

INFORMATION

Who is making this submission?

- The Australian Institute of Architects (the Institute) is an independent voluntary subscription-based member organization with approximately 11,553 members who are bound by a Code of Conduct and disciplinary procedures.
- The Institute, incorporated in 1929, is one of the 96 member associations of the International Union of Architects (UIA) and is represented on the International Practice Commission.
- The Institute's New South Wales Chapter has 3,348 members, of which 1,951 are registrable architect members – representing 43% of all registered architects in NSW.

Where does the Institute rank as a professional association?

- At 11,553 members, the RIAA represents the largest group of non-engineer design professionals in Australia.
- Other related organisations by membership size include: The Design Institute of Australia (DIA) - 1,500 members; the Building Designers Association of Australia (BDAA) - 2,200 members; the Australian Institute of Landscape Architects (AILA) - 1,435 members; and the Australian Academy of Design (AAD) - 150 members.



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While recognising that the WestConnex project presents a significant opportunity for urban renewal in this degraded corridor the Institute has a number of concerns with the strategy in its present form:

1. It is very high level, almost an introduction to the subject rather than a critical analysis of the corridor, its opportunities, assets and needs.
2. The separation of the Parramatta Road corridor project from the WestConnex project in this strategy document means that the urban design aspects of the two cannot be explored in an integrated manner. The design of the portals and entry points for the new road will be critical to good traffic flow and repeated use. Wayfinding and signage are also extremely important.
3. What effect is the toll likely to have on the amenity of the Parramatta Road corridor? Will the toll encourage motorists to use the corridor instead of the tunnel? Price signals are necessary to avoid this problem. The experience of the Cross City Tunnel suggests that a better strategy would be to make the tunnel free and charge motorists for using the corridor.
4. The descriptions of the individual precincts are bland and descriptive, rather than analytical. If Granville is to absorb 26% of the population growth in the corridor, what are the alternative visions for how this growth might affect the built environment? Some design sketches would be helpful in giving residents an idea of the likely impacts of increased density.
5. Urban renewal at this scale must offer increased urban amenity as the pay-off for increased density. Residents will not normally accept one without the other. What are the likely impacts of the projected density in each precinct on open space and residential amenity?
6. What were the reasons for selecting these eight precincts and not others? The Institute understands that, despite being a key transport node, Strathfield was not eligible because of a lack of development opportunities in this precinct. Similarly, the heritage value of the architecture and layout of Ashfield is a sufficiently strong reason it was not selected. It would be valuable to have an analysis of the reasons for the choices that have been made.
7. In the discussion of residential housing density on Page 18 it would be useful to provide existing examples in the Sydney metropolitan area of the four kinds of density in the table.
8. The strategy does not mention the Carter Street, Lidcombe urban activation precinct situated along the corridor, which will surely have an impact on the population growth forecast in the draft strategy.