

**NEW**

**PARRAMATTA**

**RD**

# Draft Parramatta Road Urban Design Guidelines



September 2015

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# 1

## INTRODUCTION



# Introduction

## 1.1 Purpose of the Guidelines

The draft Parramatta Road Urban Design Guidelines outline principles, objectives and provisions for the treatment of both the private and public domain along the Corridor.

The purpose of the draft Guidelines:

- support the objectives of the draft New Parramatta Road Urban Transformation Strategy;
- land use and transport planning objectives; and
- provide a consistent urban design framework against which land use and development assessment decisions can be made.

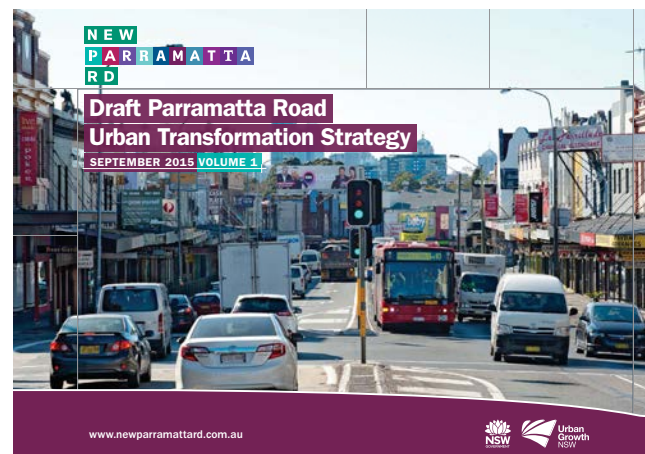


Figure 1.1: draft Parramatta Road Urban Transformation Strategy 2015



Figure 1.2: draft Parramatta Road Urban Amenities Improvement Plan 2015

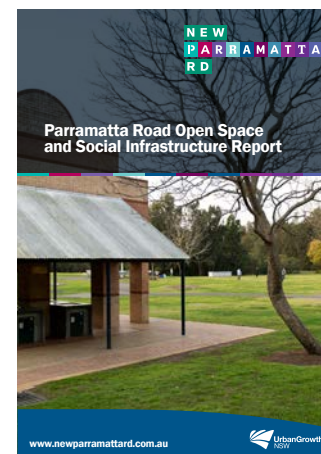


Figure 1.3: draft Parramatta Road Infrastructure and Open Space Schedule



Figure 1.4: Apartment Design Guide 2015

## 1.2 Objectives of the draft Guidelines

The objectives of the draft Guidelines are to ensure that:

- an urban design framework is established for the Corridor future built form, public domain, and private amenity;
- the future development of the Corridor will result in best practice sustainable urban transformation;
- the opportunity to transform and improve the amenity of Parramatta Road resulting from WestConnex is fully realised;
- a high quality public domain to support living, working and recreation in and around the Corridor is achieved;
- active and pedestrian experience is prioritised in appropriate locations;
- that the character of different places is celebrated and enhanced, including the diverse character of Parramatta Road itself;
- appropriate controls are available to provide a transition at precinct edges and within precincts where appropriate; and
- identify the potential mechanisms to achieve design excellence across the Corridor.

### 1.3 Land to Which the Guidelines Apply

The draft Guidelines have been prepared for the Corridor, shown in Figure 1.5. The Corridor and its components are referred to in different ways, for various components and stages of work.

The **Parramatta Road Corridor** (the Corridor) is the continuous length of Parramatta Road, and includes land with direct frontage to Parramatta Road, as well as eight Precincts.

Change and growth along the Corridor is focused in eight **Precincts** which have been chosen for their ability to support growth, and their access to public transport, services, and jobs. The Precincts are Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt, and Camperdown. The Precincts have been informed by a range of factors including natural features or barriers, built form or land use change, and subdivision patterns. In some cases, the Precincts straddle LGA boundaries.

**Frame Areas** are portions of the Corridor located between the identified Precincts with direct frontage to Parramatta Road, and typically capture the first strip of lots or land to the first street/laneway running parallel to the north or south of Parramatta Road. The Frame Areas form important links that may experience some change, but at a lower intensity than that anticipated in the Precincts.

The combined renewal of Precincts and Frame Areas will collectively deliver a transformational effect along the Corridor.

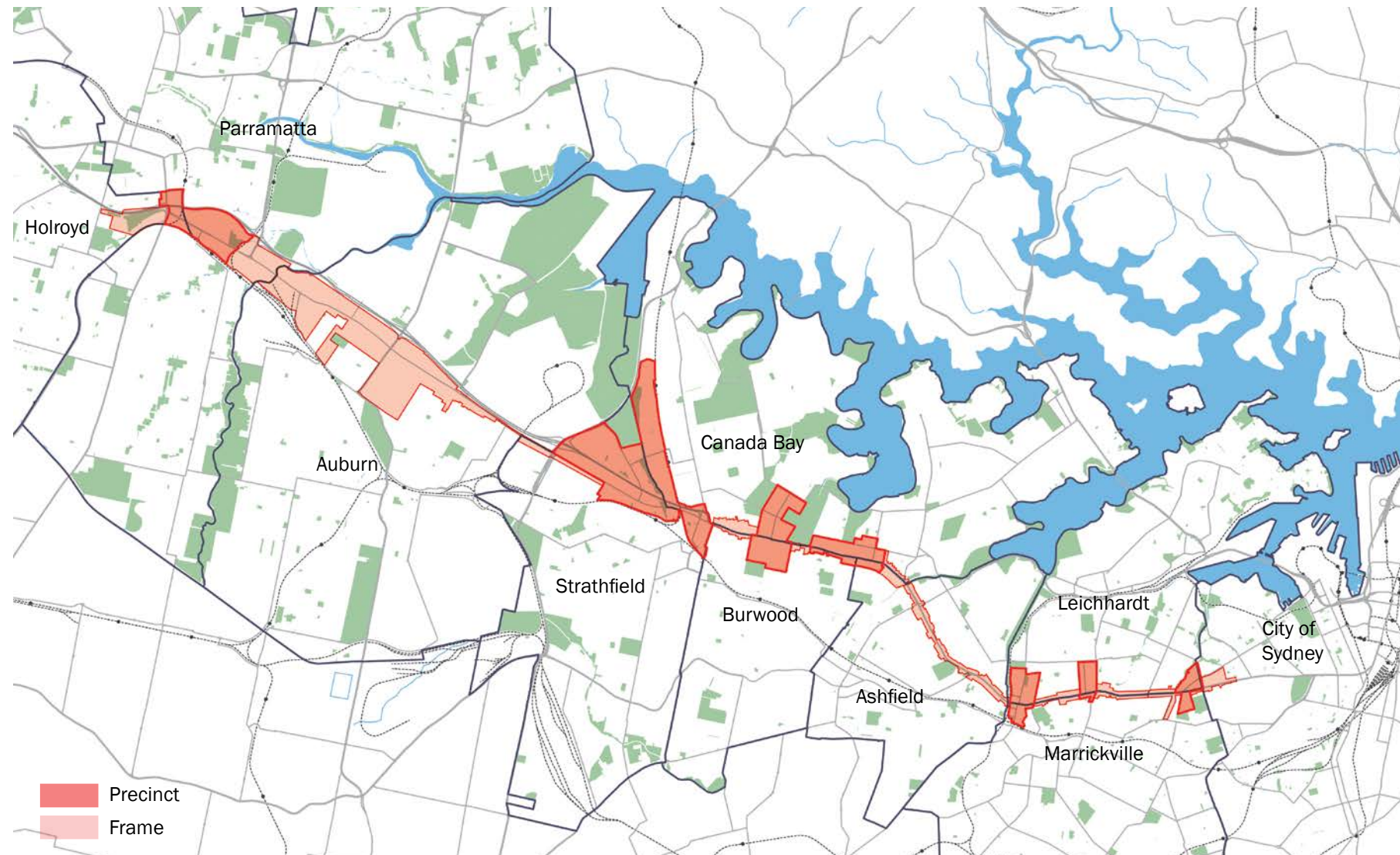


Figure 1.5: Parramatta Road Corridor Study Area



## 1.4 How the Guidelines are to be used

The approach to planning and development controls along the Corridor and within the precincts differs across the 10 LGAs that the draft Parramatta Road Urban Transformation Strategy will apply to. Many councils have controls for particular land uses for their LGAs, however these vary significantly between councils and are not focussed on the Corridor, or its particular characteristics. Following adoption of the Strategy, Local Environmental Plans (LEP) and Development Controls Plans (DCP) will need to be amended and updated. The guidelines will:

- assist planning professionals in local and state government in the preparation of local controls, design guidelines and the assessment of development proposals; and
- be a reference for developers, planners, urban designers, architects, landscape architects, builders and other professionals when preparing a rezoning or development application.

The Guidelines will also help to inform the community on what is required to achieve good design and planning practice for Corridor.

The Guidelines form one part of a suite of technical documents prepared as part of the draft New Parramatta Road Urban Transformation Strategy. They should therefore be read in conjunction with the following documents:

- draft Parramatta Road Urban Transformation Strategy
- draft Parramatta Road Infrastructure and Open Space Schedule
- draft Parramatta Road Urban Amenity Improvement Program
- Sydney CBD to Parramatta Strategic Transport Plan
- Supporting specialist reports:
  - Open Space and Social Infrastructure Report;
  - Precinx (Sustainability) Strategy; and
  - Economic Analysis Report.

## 1.5 Relationship of the Guidelines to other Statutory Controls

These draft Urban Design Guidelines should be read in conjunction with the draft New Parramatta Road Urban Transformation Strategy.

The draft Guidelines are proposed to support future LEP and DCP controls that will be implemented following adoption of the draft Strategy, by providing development principles and controls for land within the Corridor. The draft Guidelines will not supersede or prevail over current development controls until such time as the Corridor is rezoned, and DCPs are updated.

Other State Environmental Planning Policies (SEPPs) apply to the Parramatta Road Corridor. The draft Guidelines do not reproduce the requirements of other State policies.

If there is any inconsistency between:

- these draft Guidelines and the draft Strategy, the draft Strategy will prevail;
- these draft Guidelines and existing State Environmental Planning Policies (SEPP), LEPs, or adopted DCPs, the SEPP, LEP and/or DCP will prevail.

The relevant sections of the local DCPs and adopted Council policies, guidelines and codes also apply to the Corridor. These draft Guidelines should be read in conjunction with those documents.

## 1.6 Structure of the Design Guidelines

These draft Urban Design Guidelines include 3 sections:

### **Section 1.0 Introduction**

This Section contains the basis of how and why the document was prepared, identifies land to which the draft Guidelines apply and how the Guidelines relate to other planning documents.

### **Section 2.0 Corridor Guidelines**

This Section establishes the vision, objectives and urban structure for the Parramatta Road Corridor. It also identifies the land use framework, street network and public domain network, as stipulated in the draft New Parramatta Road Urban Transformation Strategy.

### **Section 3.0 Built Form Guidelines**

This Section includes detailed objectives and controls which relate to the different land uses that are anticipated along the Corridor. Objectives and controls that specifically relate to built form.



# 2

## CORRIDOR GUIDELINES



# Corridor Guidelines

## 2.1 Vision

The vision for the Parramatta Road Corridor is

**a high quality multi-use Corridor with improved transport choices, better amenity and balanced growth of housing and jobs**

### Expected Outcomes

#### Transport and Accessibility

- an urban structure focussed around eight precincts that accommodates a diversity of land uses and densities, supported by a range of active and public transport modes; and
- an integrated and legible network of open space and pathways to encourage pedestrian and cyclist activity, particularly to and from active centres, places of interest, and transport nodes.

#### Urban Design

- a diverse and interconnected mixture of land uses which include residential, recreational, employment, retail, office and business services;
- a variation in urban design and built form characteristics that responds to the Corridor's unique geographical attributes;
- create compact well designed and functioning Precincts connected by a cohesive set of linking frames; and
- protection of existing heritage and low scale areas by providing reasonable transitions in scale.

#### Environmental

- green key sections of Parramatta Road Corridor;
- respect and enhance the heritage characteristics of the Corridor; and
- by reducing trip generation, green house gas emissions and the cost of transport.

#### Housing and Community

- accommodate up to 70,000 people in 40,000 new homes;
- meet the growing and ageing population through the provision of a range of housing types and sizes;
- deliver community facilities, local parks and safe and convenient pedestrian networks formed by a closely spaced grid of streets interconnected with public open spaces; and
- cater for the daily needs and services of the community.

#### Economic

- generate up to \$28 billion of development over 20 years;
- create up to 50,000 new jobs over 30 years;
- reinforce and strengthen established employment uses, whilst enabling new employment generating uses to locate in the Corridor; and
- deliver a high level of self containment in terms of employment generation and retail expenditure, reducing the trip generation of residents, workers and commuters.



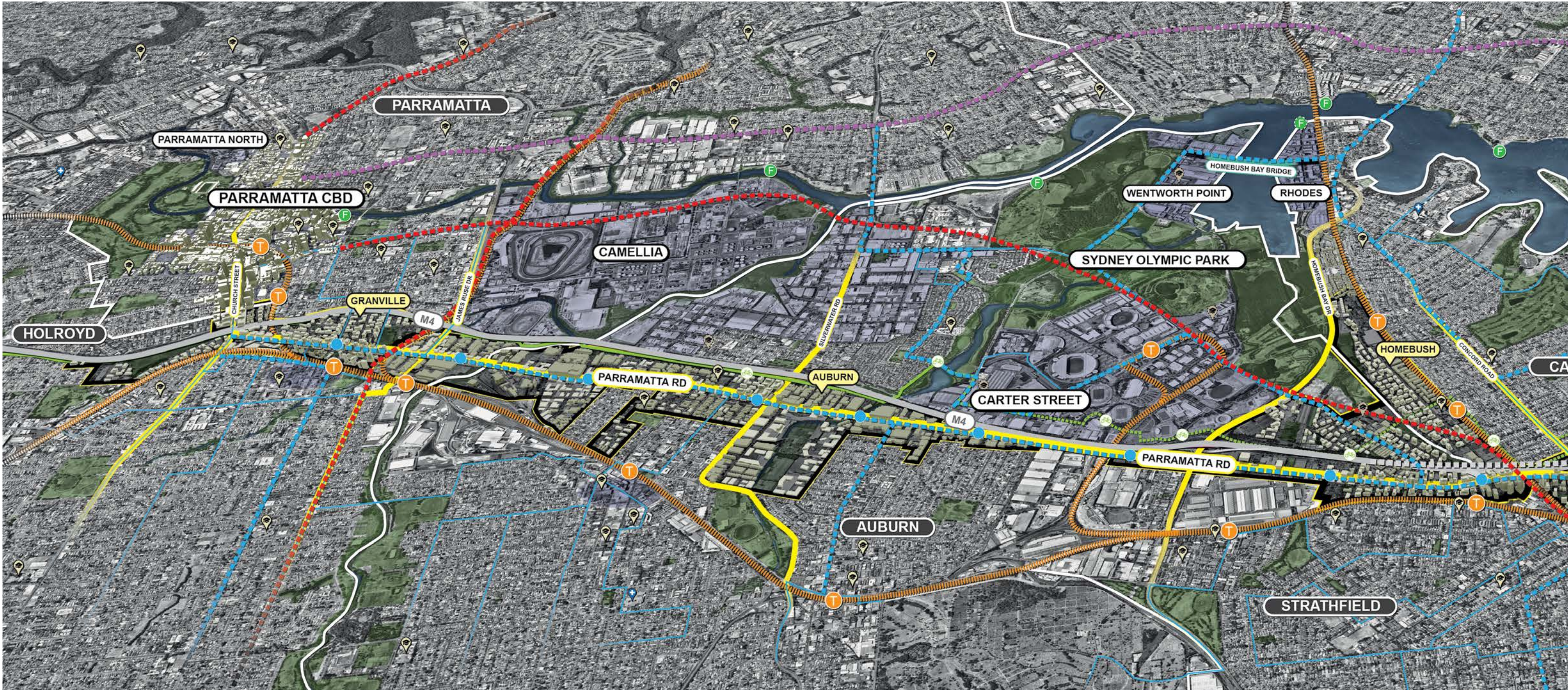
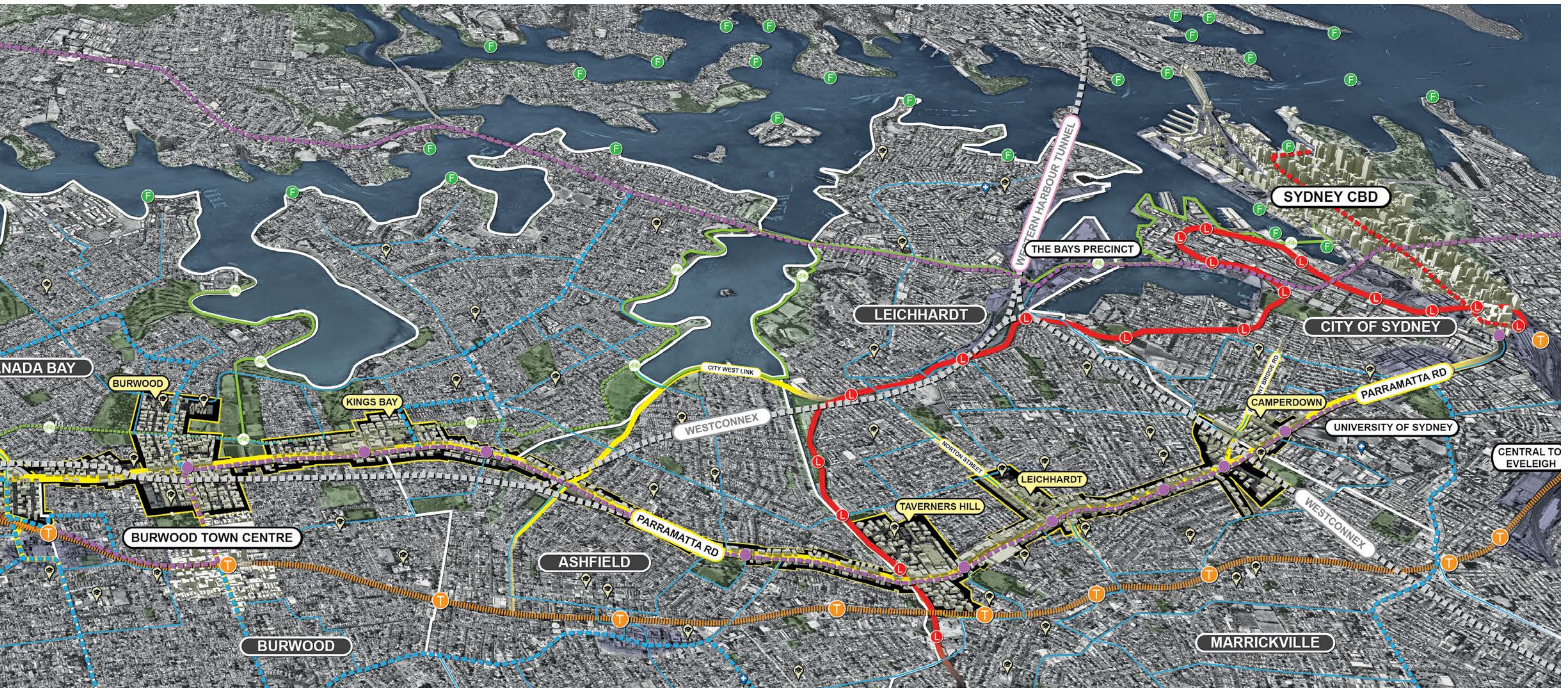


Figure 2.1: Parramatta Road Corridor Plan





- |                            |  |                      |                      |                   |
|----------------------------|--|----------------------|----------------------|-------------------|
| MAJOR ROADS                | POTENTIAL RAPID TRANSIT ROUTE AND INDICATIVE STOPS         | WESTCONNEX [SURFACE] | FUTURE CYCLE ROUTE   | EXISTING SCHOOLS  |
| POTENTIAL RAPID LIGHT RAIL | PROPOSED RAPID OR SUBURBAN BUS ROUTES AND INDICATIVE STOPS | WESTCONNEX [TUNNEL]  | POTENTIAL FERRY STOP | POTENTIAL SCHOOLS |



## 2.2 Principles

Six key principles have been established for the Corridor. These are:

1. plan for a range of housing and employment to meet existing and future needs;
2. reshape and better connect places and associated movement networks to better serve people and encourage sustainable travel;
3. promote quality places, their diverse character and built form outcomes to transform the Corridor over time;
4. create liveable local precincts along the Corridor that are sustainable, resilient and make Sydney a better place;
5. establish an effective implementation, governance, monitoring and reporting framework; and
6. revitalise Parramatta Road.



Figure 2.2: Desired Outcome - liveable quality places (Granville)



Figure 2.4: Desired Outcome - revitalise Parramatta Road (Leichhardt)



Figure 2.3: Desired Outcome - diverse housing (Leichhardt)



Figure 2.5: Desired Outcome - sustainable travel (Kings Bay)



## 2.3 Character and Identity

Parramatta Road is Sydney's earliest and most historical route linking the original Sydney settlement to Parramatta.

The physical and cultural character of Parramatta Road is complex and rich. The overlay of geography and history has created a series of memorable places tied together by the Road itself. While much of this character has been significantly degraded over the 20th Century, a clear and coherent design strategy can restore, repair and renew the Corridor, improving the overall amenity of Parramatta Road.

The combination of topography, with its built ridges and creek crossed valleys, as well as layers of 19th Century heritage can be built on and restored to create a New Parramatta Road connected to its past and future.

The following positive characteristics can be rediscovered, restored and celebrated to enhance the transformation of Parramatta Road.

### Geography – Ridges and Creeks

Unlike many of Sydney's well known roads, Parramatta Road is not a ridge road.

It's alignment initially evolved from a walking track used by Aboriginal people which is thought to have been set back from the Parramatta River to avoid being flooded. The track, and consequently the Road now, passes through ridges and valleys. This means that today Parramatta Road undulates with many high points intersected by ridges and significant streets, often punctuated by heritage buildings. Low points are crossed by nine different creeks and waterways, many of which are now degraded.

### Design Strategy:

- preserve and enhance ridges by restoring heritage buildings and preserving the silhouette; and
- enhance the valleys by restoring the creeks and waterways and greening Parramatta Road through planting of trees and landscaping.

### Built Form and Heritage – East / West Transition

Parramatta Road exhibits early settlements and changing development patterns from east to west. While the route has existed since 1790, only the eastern portion was defined by buildings in the 19th century – typically low scale shopfronts and corner pubs. Multiple close spaced tram stops supported the relatively long string of shops on Parramatta Road.

As motorised cars became more common from the 1920's and trams were removed, the western stretch of the Corridor became more accessible. Lower density development and set back commercial uses began to characterise the western portion of the Corridor.

### Design Strategy:

- recognise and reinforce the different Corridor characters;
- accept that new infill development and contemporary additions can complement and strengthen historic buildings and neighbourhoods when designed and constructed well; and
- celebrate the urban character in the eastern half of the Corridor by:

- repairing and restoring existing fine grain buildings;
  - encouraging infill development that is appropriately scaled to reinvigorate existing areas whilst respecting heritage values; and
  - using site specific elements in the built form and public domain elements to reinforce the unique architectural character and sense of place between Taverners Hill and Camperdown.
- Build upon the strengths in the central and western half of the Corridor by:
    - promoting intensified commercial, residential, cultural and civic uses supported by high quality public domain to create new communities;
    - scaling buildings to reflect the importance and width of Parramatta Road as a western entry to the Parramatta CBD;
    - providing setbacks to new buildings to facilitate the greening of Parramatta Road, and provide an improved pedestrian and cycle environment;
    - pursuing infill opportunities; and
    - respecting heritage and encouraging new development that can bring new activity whilst helping to restore underutilised or unloved buildings.

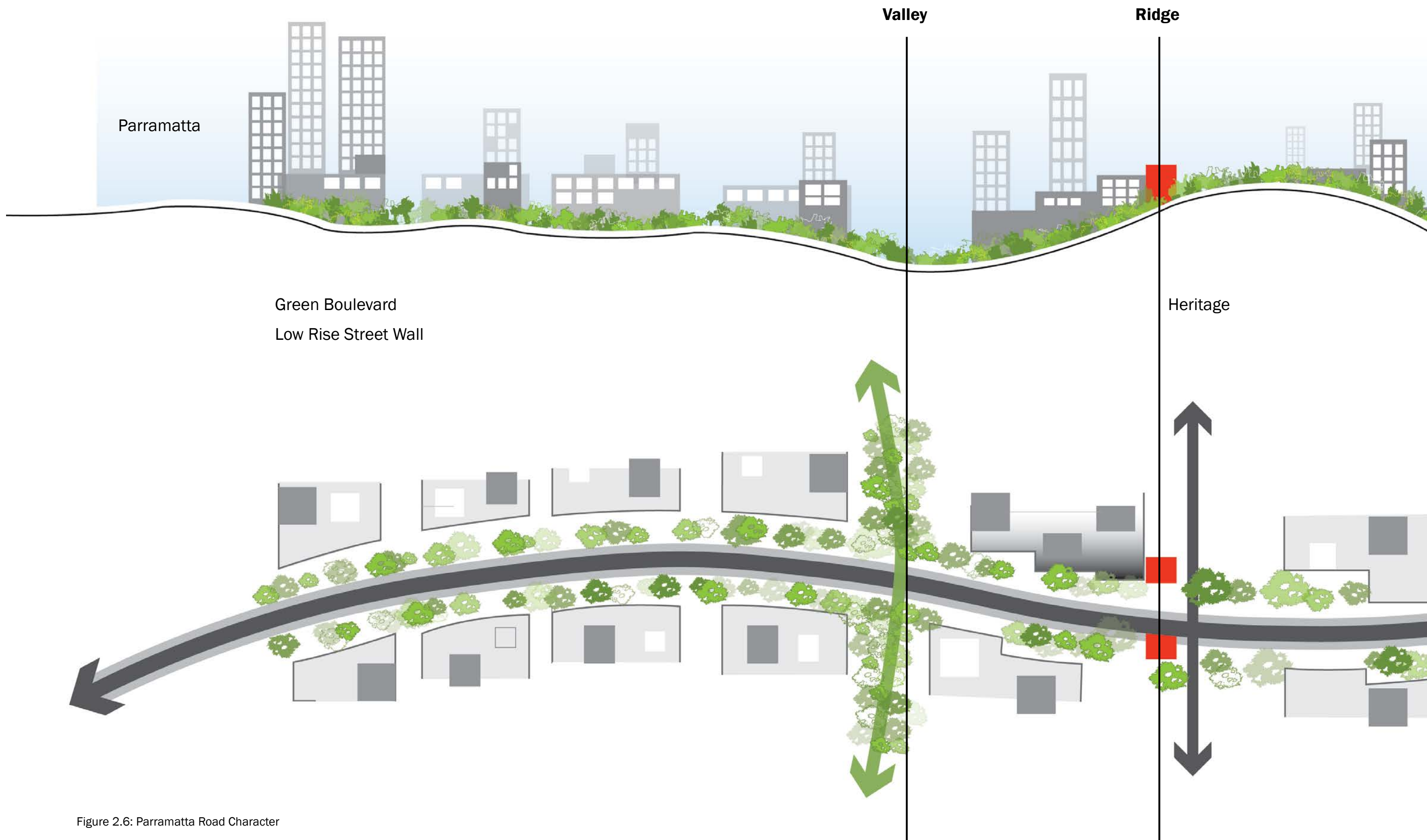
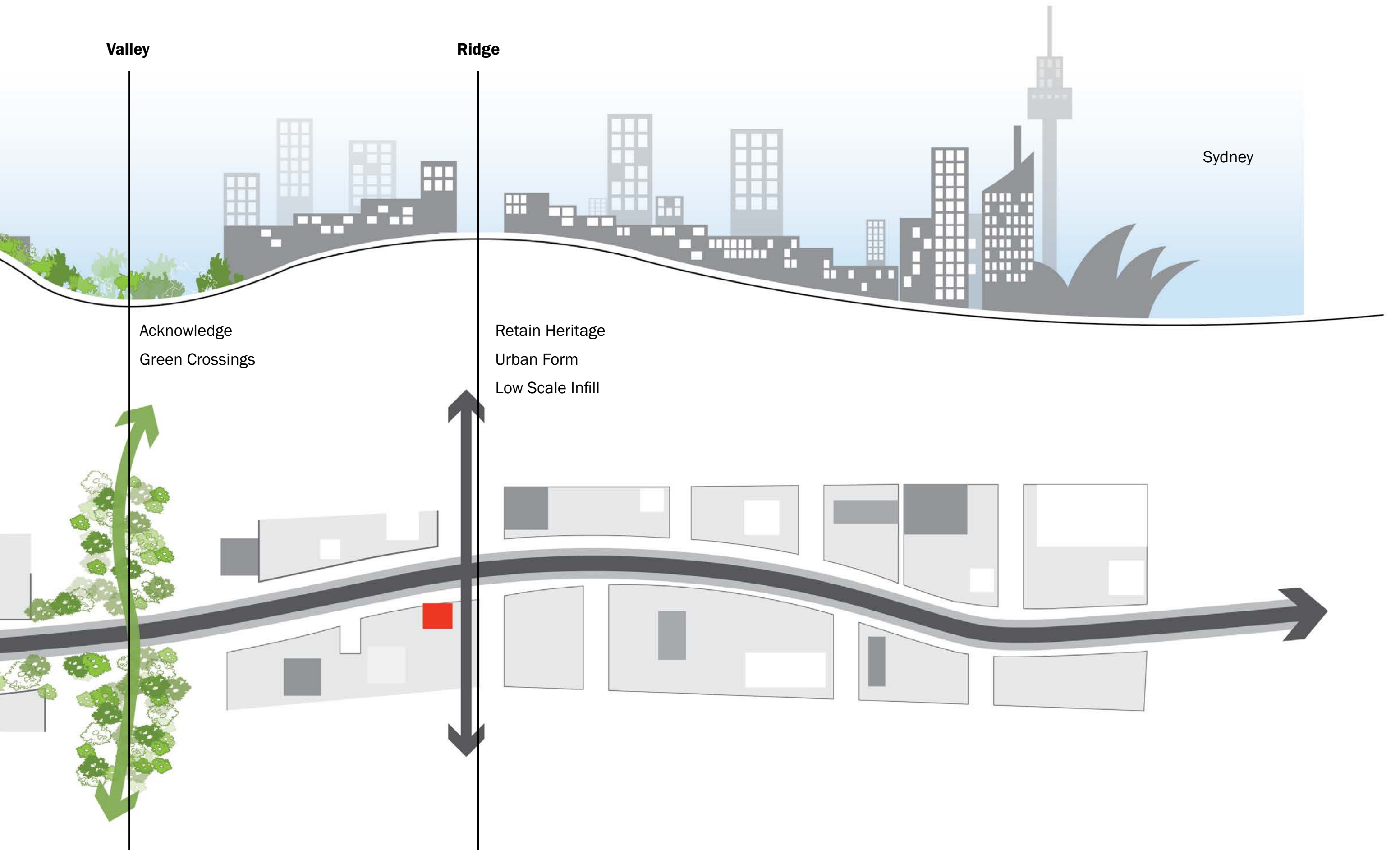


Figure 2.6: Parramatta Road Character





## 2.4 Urban Structure

The urban structure of Parramatta Road Corridor is driven by context, access to transport and the extent of sites suitable for new development. Every Precinct lies in a context of and existing community and suburb. The response for each Precinct is unique.

The urban structure for the Corridor is indicated in Figure 2.7. The structure:

- identifies precinct nodes and fame areas;
- enhances and protects north-south connections across Parramatta Road;
- identifies areas of urban regeneration and intensification focused on public and active transport, new linkages, and public domain improvements;
- identifies land uses consistent with broader strategic plans;
- delivers a transport overlay on Parramatta Road; and
- identifies creeks and other green corridors.

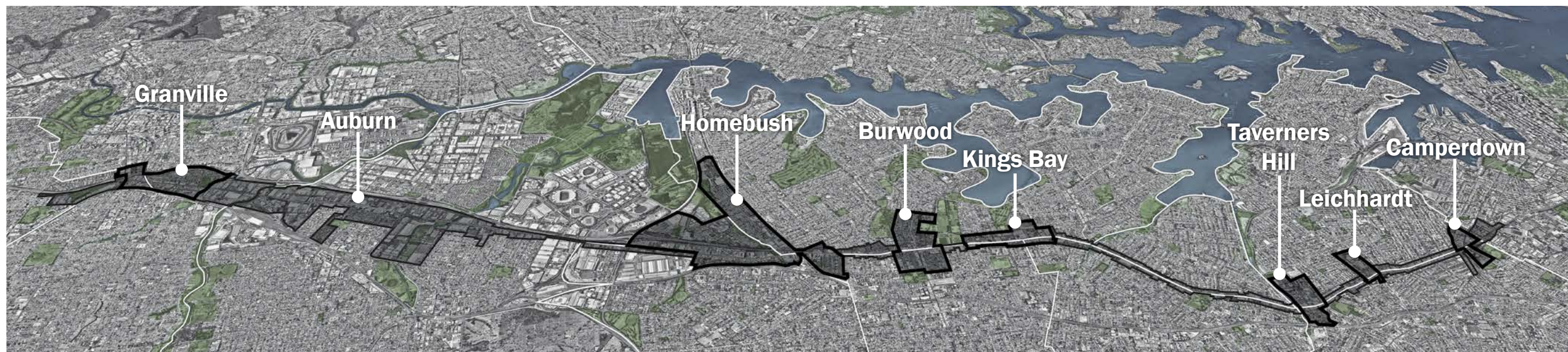


Figure 2.7: Precincts



## Precinct Structure

The urban design response for each Precinct is to address context, access to transport and the extent of sites suitable for redevelopment.

- create new local and village centres as focal points for new communities and to provide services and amenities for new residents and workers;
- provide a range of housing typologies to provide housing choice that meets the requirements of the existing and future population;
- incorporate a variety of land uses to facilitate and contribute to active and vibrant communities ;
- extend and improve the existing public domain network by providing additional open space and connections;
- provide new links and connections that better integrate the Precinct within and to its surrounds;
- ensure access to community services and facilities such as schools, child care community centres and libraries;
- facilitate better site design to improve amenity and access to open space; and
- deliver sufficient density that supports new infrastructure and sustainability outcomes.



Figure 2.8: Existing condition (Taverners Hill)



Figure 2.9: Existing condition (Homebush)



Figure 2.10: Parramatta Road Corridor perspective (Taverners Hill)



Figure 2.11: Parramatta Road Corridor perspective (Granville)



### Frame Area Structure

- create a new identity and character along Parramatta Road based on new development and new landscape elements;
- effect transition in height and scale to low rise suburbs to the north and south of Corridor; and
- acknowledge the different conditions and context of defined street conditions:
  - effect transitions in height and scale to existing low rise built form to the north and south of the Corridor; and
  - focus small scale retail uses where there are supporting residential uses adjoining the Corridor.



Figure 2.12: Parramatta Road Corridor perspective (Auburn)



Figure 2.13: Existing condition (Leichhardt)



Figure 2.14: Existing condition (Auburn)





Figure 2.15: Parramatta Road Corridor perspective (Kings Bay)

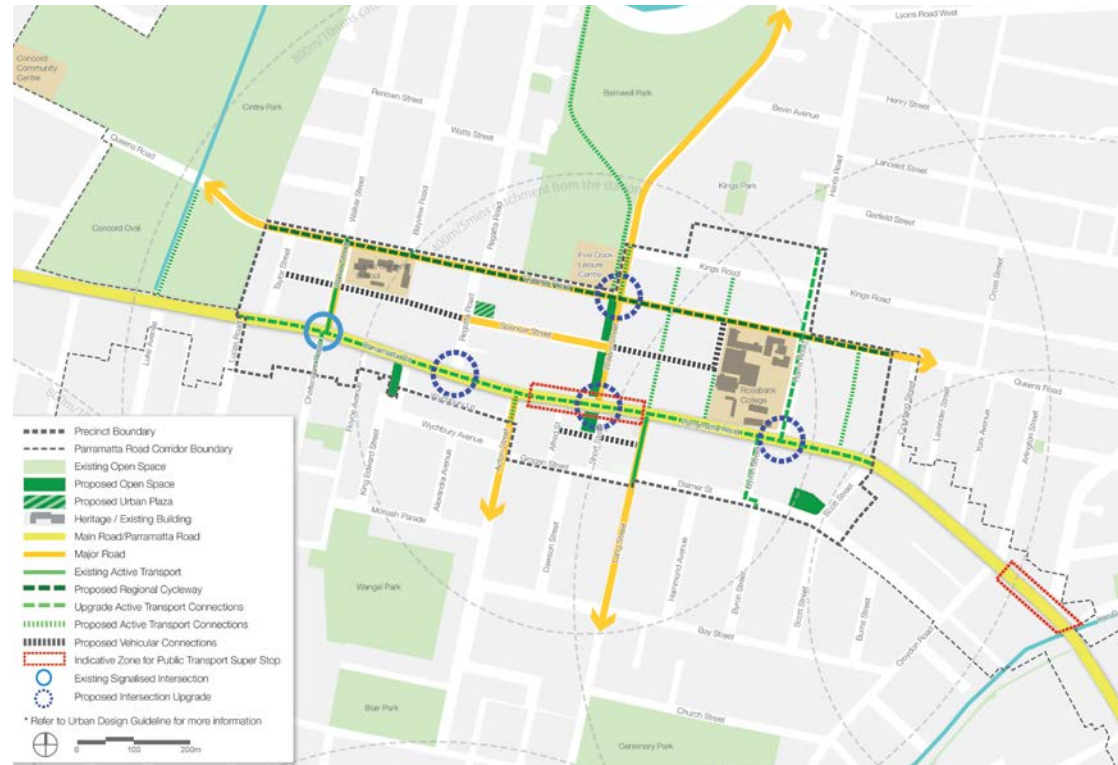


Figure 2.17: Access and Movement (Kings Bay)



Figure 2.16: Structure Plan (Kings Bay)

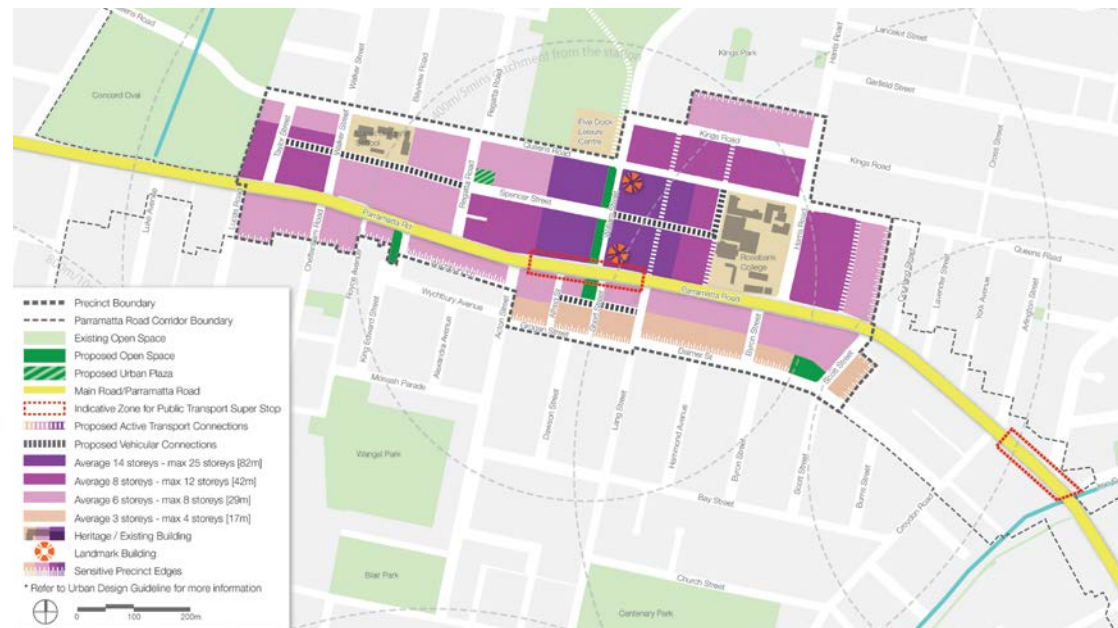


Figure 2.18: Built Form (Kings Bay)



## 2.5 Public Realm, Open Space and Community Facilities

The development of a high quality, connected public realm is fundamental to the delivery of new places along Parramatta Road.

Structure plans for each precinct are based on a framework of new or extended existing green spaces. A network of plazas, open spaces, green and pedestrian links underpin each Precinct. These spaces should provide for a variety of passive and active uses that complement the existing and future communities responding to their needs.

Where possible, connections have been provided to allow the network to extend beyond the Precinct connecting to the wider open space network.

As places for people, streets will play an important role in the overall green network. New planting will bring increased shade and provide environmental moderation. Well-designed buildings, wider footpaths and new connections will increase the quality and usability of the public realm.

### Principles

- to provide a network of quality, well distributed, multifunctional and cost effective public open space that includes local parks, active open space, linear parks and trails and links to district and regional open space;
- to provide a network of public open space that caters for a broad range of users;
- to encourage healthy and active communities;
- to provide adequate unencumbered land for public open space and integrate any unencumbered land with the open space network; and
- to ensure land provided for open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.

The following are a set of suggested standards for the delivery of open space in the Corridor:

### Requirements

- The provision of open space should provide a network of well distributed neighbourhood public open space that includes:
  - local parks within 400m safe walking distance of at least 95% of all dwellings;
  - additional small local parks or urban spaces in activity centres and higher denser residential areas;
  - active open space within 1 km of 95% of all dwellings;
  - linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings.
- Public open space should:
  - be provided along foreshores and creeks;
  - be linked to existing or proposed future public open spaces where appropriate;
  - be integrated with floodways and encumbered land that is accessible for public recreation;
  - be suitable for the intended use;
  - be of an area and dimensions to allow easy adaption to different uses in response to changing community activity and passive recreational preferences;
  - incorporate natural and cultural features where possible; and
  - be integrated with urban water management systems.
- Active Open Space should:
  - be of an appropriate size i.e. to accommodate at least 2 football fields;
  - be suitably dimensioned and designed for the intended use in terms of quality and orientation;
  - be co-located adjacent to schools or other community facilities wherever possible;
  - be located with access to, or making provision for a recycled or other sustainable water supply;
  - be designed to achieve sharing of space between sports; and
  - be linked to pedestrian and cycle paths to encourage reduced car dependency.



## 2.6 Sustainability and Resilience

The draft Strategy and supporting Precinct (Sustainability) Strategy Reports (Kinesis, 2015) promote the creation of liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place.

### **Sustainability and Resilience**

The draft Strategy and supporting Precinct (Sustainability) Strategy Reports (Kinesis, 2015) promote the creation of liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place.

This can be achieved through:

- promoting voluntary sustainability through the design excellence process;
- councils and State Government leading by example and delivering best practice public domain and social infrastructure;
- rethinking and improving existing principles, targets and performance measures;
- preparing strategies to promote and implement the potential suite of sustainability interventions that will drive the best sustainability outcomes for the Corridor; and
- amending development controls to achieve higher performance buildings (BASIX and NABERS), reduced and decoupled car parking, and stronger urban resilience and infrastructure delivery.

The sustainability and resilience principles for the Corridor are based upon four key areas – transport use; water consumption; greenhouse gas emissions and cost of living, and are set out below:

### **Transport Use**

- Reduce on street and off street car parking rates by setting maximums (no minimums) across the Corridor - rates may differ according to locations (e.g. proximity to transport nodes);
- establish minimum bicycle parking rates;
- investigate opportunities for car share facilities;
- create new through site links to increase accessibility to public transport, services and employment; and
- support cycling and walking in Precincts and short trip by locating and clustering the daily needs of residents and workers.

### **Water Consumption**

- Consider building level water reuse strategies, such as rainwater /stormwater reuse for non potable re-use and stormwater harvesting in the public domain;
- explore opportunities for blackwater harvesting;
- manage landscaping and street tree planting within the public domain to increase amenity, increase cooling and harvest water; and
- promote and encourage green roofs/walls and roof top gardens.

### **Greenhouse Gas Emissions**

- Consider exceeding BASIX targets for energy reduction;
- Establish a minimum Greenstar rating or NABERS pre-commitment for commercial or community buildings, particularly in the main street or core of the Precincts; and
- Explore opportunities to pursue pilot projects.

### **Cost of Living**

Significant reductions in living costs can be achieved through implementation of the above principles which in turn can result in reduced power and water bills, as well as reduced private car ownership and parking rates.

Competitive retail premises, supermarkets and services and facilities, located close to homes and work, can also influence market prices, providing benefits to consumers. The clustering and collocating of services and facilities is therefore encouraged.

Designing and managing flexible and adaptable structures that can readily transition into alternative uses will also reduce the long term financial costs and ensure greater resilience across the Corridor is achieved.



## 2.7 Street Types

The network of streets, lanes and footpaths is the primary public domain component that facilitates pedestrian and vehicular movement. The scale, pattern and character of the street network defines the character of the Precinct.

Much of the Corridor and Precincts have a pre-existing street network, defined uses and associated scale of development. Development on existing streets and new streets and connections should therefore respond to the scale and character of this network.

### Requirements

- streets should reflect the proposed hierarchy of use and movement;
- streets should prioritise pedestrian, cycling and public transport uses where appropriate;
- the street network should facilitate access to key destinations within Precincts and encourage access to public and active transport;
- the street network hierarchy should create legibility in the urban form;
- traffic calming is encouraged in residential streets;
- on street parking in retail centres is encouraged to provide protection to pedestrian and through traffic; and
- the palette of materials and landscaping should be generally consistent with the Kit of Parts provided in the draft Urban Amenities Improvement Plan and reflect the use and scale of the street.

## 2.8 Active Transport

Active transport will be significantly increased through the provision of more directly connected, safer, and higher amenity bike and pedestrian paths.

### Requirements

Provide active transport routes where indicated on the Precinct Plans. Prioritise routes as follows:

- safe and direct links to rail stations, open spaces and community facilities;
- separate bikes from cars, where possible;
- identify missing links that can facilitate better connections;
- connect to regional links (existing or planned); and
- provide adequate bike parking and end of trip facilities in all developments public places and shops.



Figure 2.19: Parramatta Road Corridor perspective (Burwood)



Figure 2.20: Parramatta Road Corridor perspective (Burwood)



## 2.9 Heritage

Heritage elements within the Corridor – both Indigenous and European – are important elements that help define the character and identity of Precincts and communities. Utilise heritage elements to provide character and authenticity

### Requirements

- celebrate heritage items and conservation areas and ensure that new development responds to their scale, character and community significance;
- provide appropriate setback and scale in conservation areas;
- maximise the reuse and integration of heritage buildings;
- recognise the materials and forms of significant heritage items in new development;
- utilise heritage to add authenticity and character to the precinct; and
- provide appropriate setbacks and moderation in scale adjacent to heritage items to maintain an appropriate curtilage and protect the element's setting.



Figure 2.21: Parramatta Road Corridor perspective (Burwood)



Figure 2.22: Heritage (Leichhardt)



Figure 2.23: Heritage (Annandale)



Figure 2.24: Heritage (Homebush)



Figure 2.25: Heritage (Granville)



## 2.10 Public Transport

The delivery of a new piece of transport infrastructure – WestConnex – will facilitate changes to the way Parramatta Road is used, including:

- a significant reduction of through traffic including heavy vehicles along some parts of the Corridor;
- the ability to serve more local vehicle trips rather than regional vehicle trips;
- improved accessibility for north-south trips across Parramatta Road and the Western lines; and
- greater capacity for public and active transport.

The draft New Parramatta Road Urban Transformation Strategy and supporting suite of documents identify a range of measures to coordinate the development of land in proximity to public transport facilities.

### Requirements

- promote public transport by making it a more attractive choice;
- optimise the use of land close to public transport nodes;
- maximise accessibility to urban activities through public transport;
- facilitate safe pedestrian and cycle access to public transport nodes;
- deliver different active and public transport options for the Corridor’s residents, workers and visitors;
- enhance efficiency and effectiveness of existing infrastructure;
- ensure the best use of new infrastructure as it becomes available;

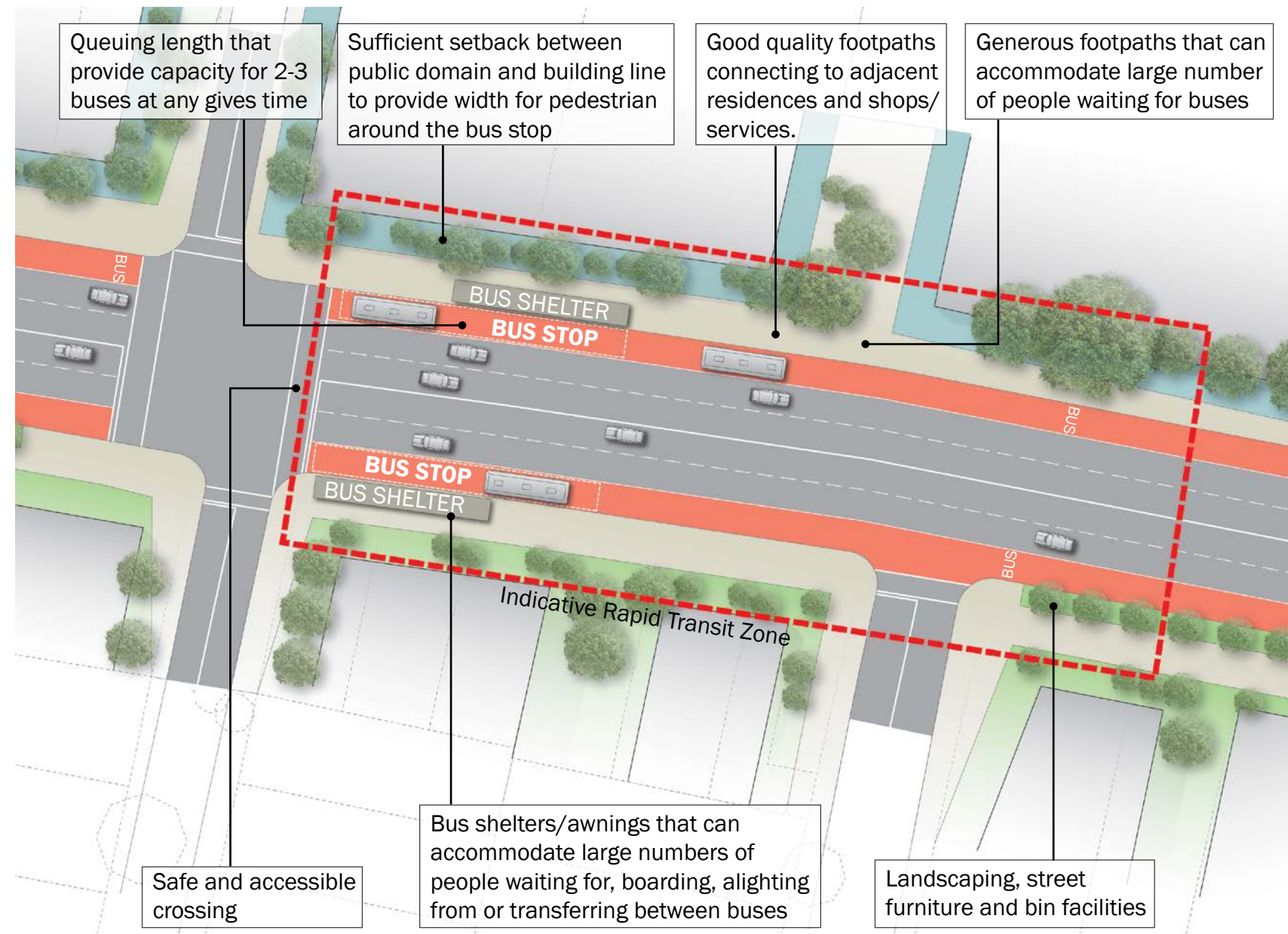


Figure 2.26: Indicative Rapid Transition Zone



- implement revised and updated policies, initiatives and services to manage sustainable travel demand; support more efficient trips by co-locating land uses and encourage more diverse land uses; taking advantage of excess capacity; and leveraging from infrastructure investments.
- demonstrate how the objectives and guiding principles set out in Transport NSW's draft Sydney CBD to Parramatta Strategic Transport Plan have been addressed;
- within the Rapid Transit Indicative Zone, work with Transport NSW to integrate bus stops and Rapid Transit Stops into the streetscape, including:
  - ensuring the safety and amenity of transport users and pedestrian passers-by;
  - ensuring safe, efficient and reliable public transport operations; and
  - providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities.

- Incorporate buildings or facilities into development that offer additional amenity and safety to transport users, and which are accessible, where possible, for both day and night use;
- Cultivate a well-presented public image and high levels of activity;
- Ensure active and public transport nodes are fully accessible;
- Provide bike parking and innovative, high quality and well designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities;
- Incorporate clear signage and wayfinding for access and egress; and
- Ensure suitable access is provided for the elderly and mobility impaired.

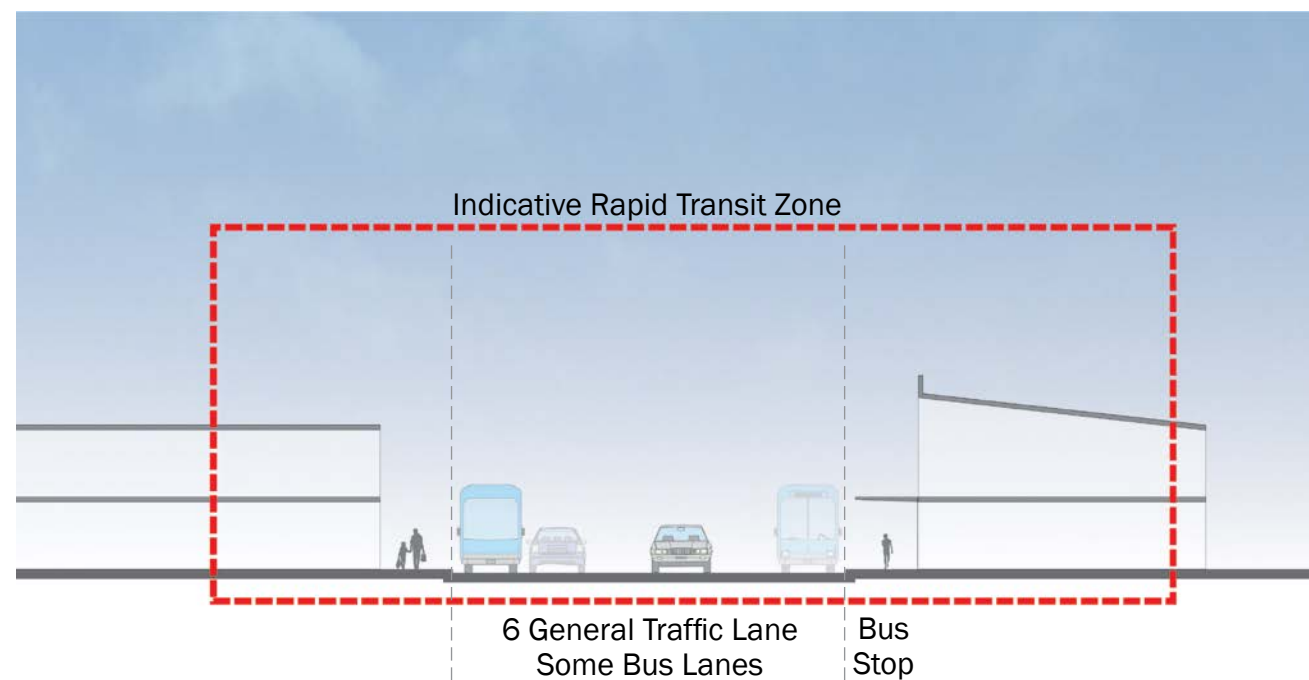


Figure 2.27: Parramatta Road Today

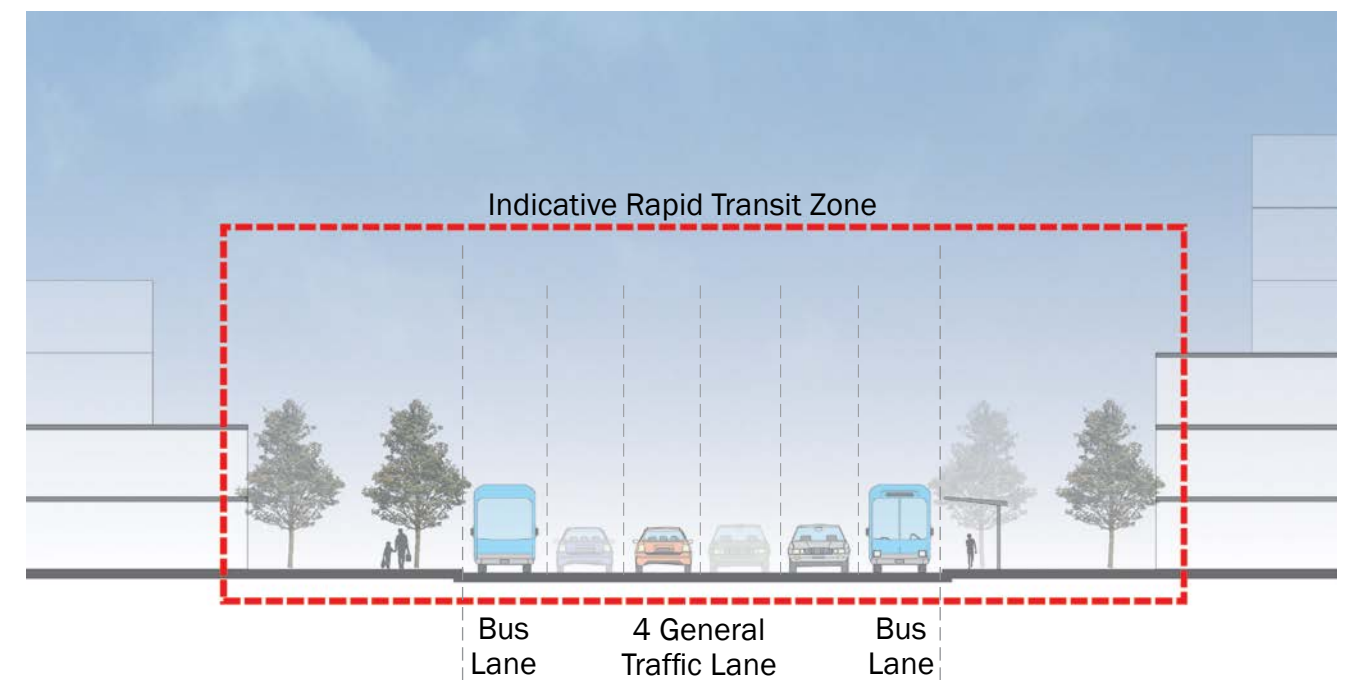


Figure 2.28: Future Parramatta Road



## 2.11 Cultural and Creative Industries and Places

Creative industries are activities that rely on the creativity, skill and talent of individuals or businesses to bring creative outputs to a mix of consumer and corporate clients, but are predominantly involved in business-to-business (B2B) activities. Broadly speaking, creative industries can be broken down into two groups: cultural production and creative services.

Creative industries will be an increasing driver of growth, exports, productivity, innovation and competitiveness. The sector is also a critical enabler of innovation and improved performance across other industries.

The Sydney LGA has very high concentrations of digital and other media publishing, advertising services, screen production, post-production, and broadcasting services. There are also high concentrations of design workers, and music, visual and performing arts activity around the Sydney city fringes in Leichhardt and Marrickville LGAs. These places tend to include the following characteristics:

- fine grain physical environment/often inexpensive heritage or industrial buildings;
- low rent and overheads;
- proximity to good public transport;
- proximity to a university/ tertiary institution;
- access to high speed internet; and
- proximity to amenities such as cafes and public facilities/ amenities (pools etc)

Precincts along the Corridor, and particularly the Taverners Hill, Leichhardt and Camperdown Precincts are therefore attractive locations for start ups and digital enterprises, There is also a strong desire for the entire Corridor to promote and better support emerging startups and pop ups. The Granville and Auburn Precincts also have good potential, particularly as older buildings approach the end of their lifecycle and the neighbourhoods undergo transition.

The Corridor can support cultural and creative places through four key initiatives:

- the promotion of places and spaces;
- bringing better public transport;
- preparation of policies/material and facilitation of processes that encourage activity and events; and
- considering funding and administrative matters that need to occur to support creative industries.

Under the draft Strategy, an Economic Development and Intervention Plan will be prepared by the Department of Planning and Environment that will detail these mechanisms and policy levers to attract and encourage cultural and creative places. Councils will also be encouraged to develop strategies as suggested here in partnership with other government agencies and the private sector.



## 2.12 Creative Places/ Precincts

Creative places and precincts will need to:

- enable and through planning controls encourage short and medium term uses for buildings in Precincts and along the Corridor that are currently vacant, disused, or awaiting redevelopment, including heritage items;
- encourage uses and activities that provide a vibrant and safe mix if day and night time activity;
- consider multi purpose and flexible spaces that could be used for cultural activities and practice spaces;
- provide for creative workspaces as an appropriate non-residential use in new developments that could be delivered through voluntary planning agreements;
- consider how local festivals and events could be used to reposition and rebrand a Precinct;
- identify low cost and opportunistic places and spaces to create activity, use creative expression in the public domain and provide public art (eg: use of artists to refurbish and reimagine built form and facades);
- develop longer term strategic partnerships to enhance cultural and creative events; and
- create and provide access to broader information and guidelines to build awareness of and for creative industries.

Seed funding and grants could also be provided by Councils or the NSW Government.

### **Digital Places**

Research undertaken by Startup Muster indicates that 52% of start ups occurred in co-working spaces. Co-working spaces has conversely been cited as a key reason to start a small enterprise, and should be encouraged if the Corridor is to become a new place for the creative industry sector to locate.

Contemporary cultural and creative spaces are either digital or event based. Website and mobile phone apps are also being used increasingly to create portals to allow the community to identify cultural places/ maps and events. The Creative City Sydney website is a good example, and could be used as a model for building a Corridor based portal for a similar purpose.

The national Creative Spaces website is another digital portal that identifies co working spaces and events. Precincts along the Corridor, and particularly Taverners Hill, Leichhardt and Camperdown are considered attractive locations that would be attractive to start ups and digital enterprises, and should be identified on the Creative Spaces website. Councils could support this as part of an economic development plan for the Corridor.

### **Fishburners, Ultimo**

Located in a warehouse structure Fishburners accommodates 151 companies, (often one desk each), 240 members with 500 visitors a week. The service provides mentors, investors, workshops, events and high speed Internet.





# 3

## BUILT FORM GUIDELINES



# Built Form Guidelines

## 3.1 Design and Architectural Diversity

The provision of high density built form demands increased awareness and consideration of the interface with the public domain. The character of streets and neighbourhoods is created by the scale, definition and extent of enclosure by buildings and landscape. Built form should be managed to define and reinforce the identity and character.

Building envelopes describe the zone within which a building may be designed. The building should be no more than 75% of the envelope zone to allow for a 'loose fit' and room for articulation and modulation. This is not possible when a building 'fills' the entire envelope zone.

### Requirements

- define streets through appropriately scaled buildings that address and define the streetscape;
- locate high rise buildings to take advantage of views and open space proximity;
- buildings taller than the predominant street wall are to be setback to create an appropriately scaled streetscape;
- use changes in scale to reflect any relationship with the public open space;
- vary street edge heights and setbacks to celebrate the scale and characteristics of a heritage elements; and
- the layering of elements such as awnings, balconies, verges entries and lobbies should create variety and interest from the street.

### Residential:

- Ground floors may be elevated up to 1.0m above ground level for privacy
- Ground floor apartments are to have individual street addresses
- Provide good visibility from a street to the main building entry or entries.
- On sites outside village centres that are greater than 1,500m<sup>2</sup>, the consent authority may allow open space at the street frontage if:
  - the public can access and use the open space;
  - the open space is directly fronted by active uses at ground level;
  - the design, landscaping and furnishing satisfies the consent authority; and
  - the space does not reduce the activity on adjoining streets or the public domain and enhances the character of surrounding areas.

### Non-Residential

- Commercial uses are to address streets to provide surveillance to increase safety and activation of streets



## 3.2 Building Typologies

A variety of uses and new development is anticipated along the Corridor as identified in the Draft New Parramatta Road Urban Transformation Strategy. The quality of the existing environment, relationship to open space opportunities, transport and heritage, and the scale of potential development parcels will determine the response in different areas.

The requirements for specific land uses are provided below.

### Residential

- locate residential uses where nominated on the Precinct Plans;
- ensure ground floor dwellings have a primary street address or are oriented to the public domain. In recognition that well designed residential dwellings can activate a street and the public domain;
- provide a minimum 3 metre ground floor setback from the street to the building line to enable landscaping or other transitional arrangements;
- create clear legible entries;
- comply with the Apartment Design Guide (if relevant).

### Non Residential

#### Commercial

- provide legible entry/ lobby areas accessed from a public street;
- provide a minimum floor to floor height of 4.4 metres at the ground level;
- commercial uses should address streets to provide surveillance to increase safety and activation of streets;
- in village or retail centres, new buildings should to be built to the street alignment;
- ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain;
- basement parking in activity zones must not protrude above the level of the adjacent street or public domain; and
- above grade parking should be screened from street frontages by active uses.

#### Mixed Use

- provide a range of appropriately sized and configured tenancies that meet commercial or market needs to avoid 100m<sup>2</sup> only floorplates that may remain vacant;
- incorporate non-retail uses such as gymnasiums, child care centres, community facilities and medical suites that service local residential and worker population;
- ensure that the location of ground floor uses either activates or provides surveillance to the public domain;
- provide awnings to active street edges; and
- create clear legible entries for each use.

#### Active Frontage

- focus active uses such as retail and food and beverage uses on ground floors where nominated on the Precinct Plans;
- generally, ground floor active uses should not be setback from the street;
- provide awnings or colonnades for weather protection and shade at active street edges;
- ensure that the location of retail and food and drink premises activates the public domain and contributes to lively attractive public spaces; and
- large retail tenancies are to be generally screened by smaller tenancies that activate the street.

#### Industrial and Employment

- locate office components on main road frontage;
- use high quality materials where buildings are visible from the public domain;
- locate service entries and loading on secondary streets; and
- provide landscape setbacks on primary streets.



Figure 3.1: Parramatta Road Corridor perspective (Homebush)



Figure 3.2: Parramatta Road Corridor perspective (Homebush)

### 3.3 Site Planning

The planning of sites must consider the creation of a clear urban form, the relationship of buildings to the public domain, resident amenity, access to views and variety in urban form.

#### Requirements

- orientate taller elements north-south to minimise overshadowing;
- manage height of east-west buildings to allow solar access to courtyard spaces and adjoining open space and roads;
- define edges to streets with low rise buildings;
- setback higher elements from street frontages;
- provide landscape setbacks to ground level residential uses;
- limit high rise floor plates to create slender tower forms; and
- long unrelieved walls of buildings are not permitted, articulated facades must be provided;
- create low scale definition at street frontages;
- locate lower buildings north of internal courtyards;
- maximise direct solar access to adjoining properties;
- locate height to take advantage of views and open space proximity;
- the maximum floor plate above 8 storeys is to be 650m<sup>2</sup> GFA;
- maximum building length 60m; and
- maximum wall length without articulation 45m.

Driveways on Parramatta Road will be restricted and site access should be planned from adjoining roads or laneways behind sites.

#### Density Guidelines

Consolidation of sites may be required to achieve the maximum permitted floor space ratio (FSR). Where the zoned FSR sites is greater than 3:1, densities on small sites may be limited (note that FSRs are set out in local plans):

- on sites greater than 2,500m<sup>2</sup> - full zoned FSR is permitted;
- on sites between 1,000 - 2,500m<sup>2</sup> - a maximum 75% of the full zoned FSR is permitted; and
- on sites under 1,000m<sup>2</sup> - a maximum of 50% of the full zoned FSR is permitted.

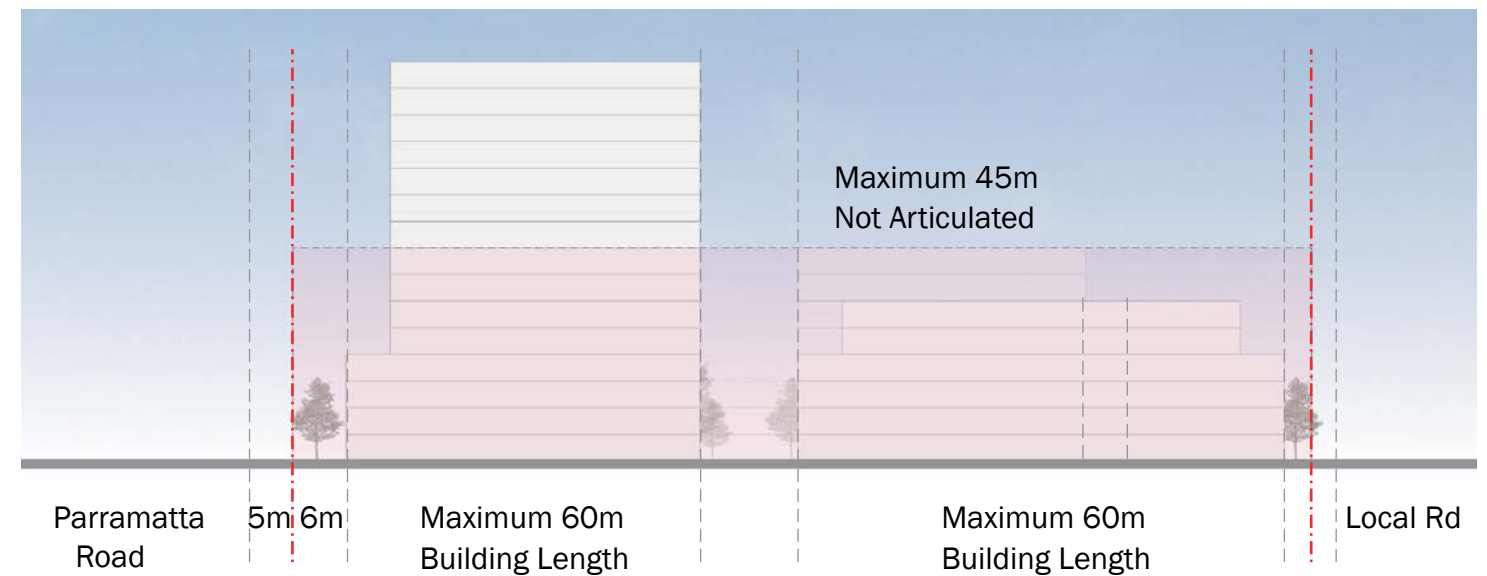


Figure 3.3: Indicative Site Layout Section



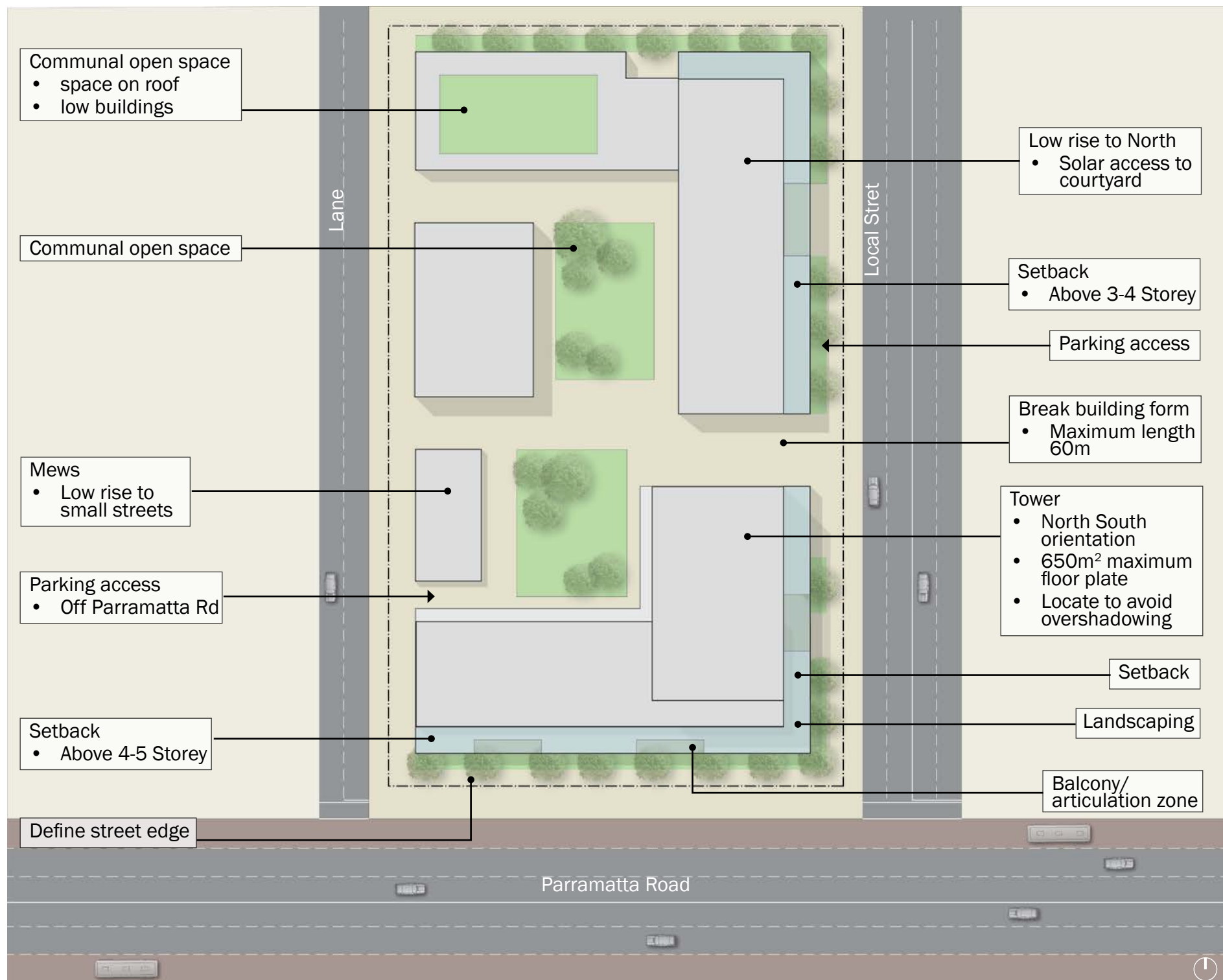


Figure 3.4: Indicative Site Layout Plan

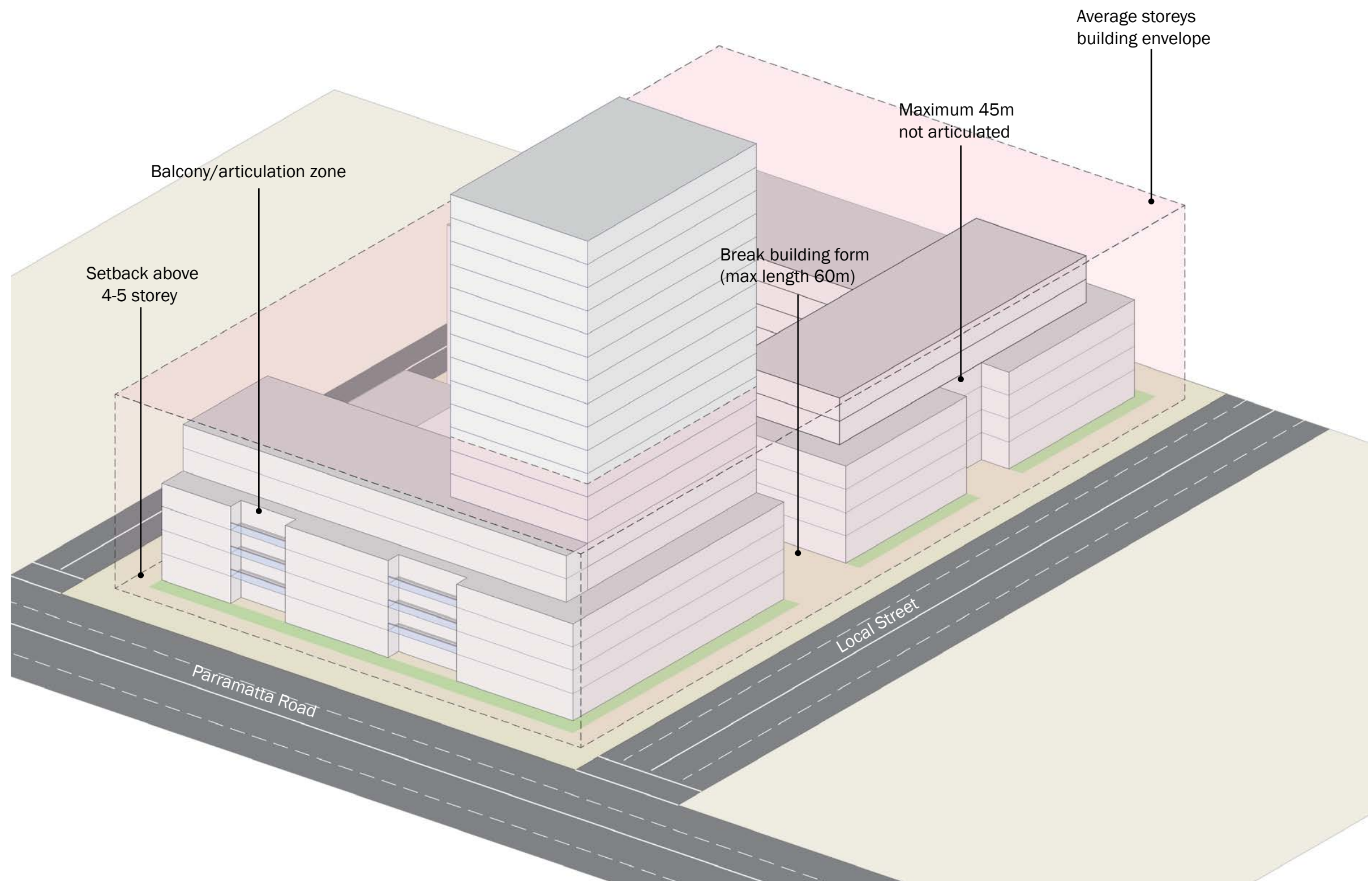


Figure 3.5: Indicative Site Massing 3D



### 3.4 Built Form and Building Setbacks

The planning framework has identified a Corridor-wide approach for Parramatta Road that recognises the existing character and form and creates opportunities to enhance its character and amenity.

Controls recognise two predominant conditions on Parramatta Road:

- The Urban Edge – generally intact 19th Century streetscapes built to the edge of the Corridor
- The Green Edge – areas where development is setback from the street to create a new green edge to Parramatta Road through a borrowed landscape created on private sites

Setbacks are also required on local streets where residential streets should be lined with a low rise, human scaled frontage.

#### Requirements

Define streets through built-form scale that addresses and defines the streetscape

Maintain the street edge in areas where there is an existing 19th Century streetfront – Camperdown to Taverners Hill, Burwood and Homebush

Develop sites with landscape setbacks in areas west of Taverners Hill (except Burwood and Homebush cores). Minimum 3m setback required

Limit height on street frontages.

- 4-5 Storeys along Parramatta Road
- 3-4 storeys on local streets

Locate taller building elements away from the street or public domain using setbacks above the low scale street walls or podiums

Setback a minimum of 4m above lower level streetwall elements

Provide appropriate setbacks to adjoining development.

Reinforce street edges that contribute to the character of a historic or heritage conservation area.

	Built Form		Setback	
	Street Wall	Upper	Street Wall	Upper
Parramatta Road				
Urban Edge - Heritage	9m	Varies (not on ridge)	0m	8m (not on ridge)
Urban Edge - non Heritage	15m	Varies	0m	8m
Green Edge - non Heritage	15m	Varies	6m	8m
Local Street				
Activity Edge - Heritage	9m	Varies (not on ridge)	0m	4m
Activity Edge - non Heritage	12m	Varies	0m	4m
Local Residential - Heritage	9m	0m	6m	N/A
Local Residential - non Heritage	12m	Varies	6m	N/A

Table 3.1: Building setbacks

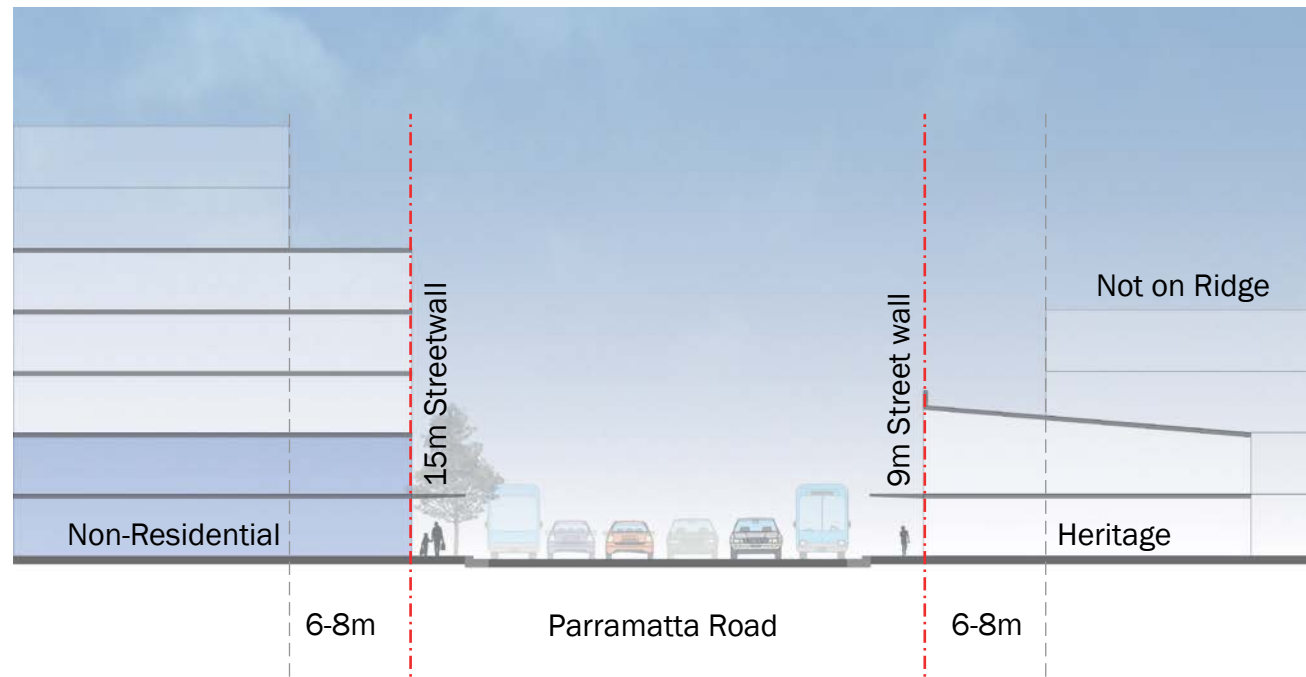


Figure 3.6: Parramatta Road - Urban Edge

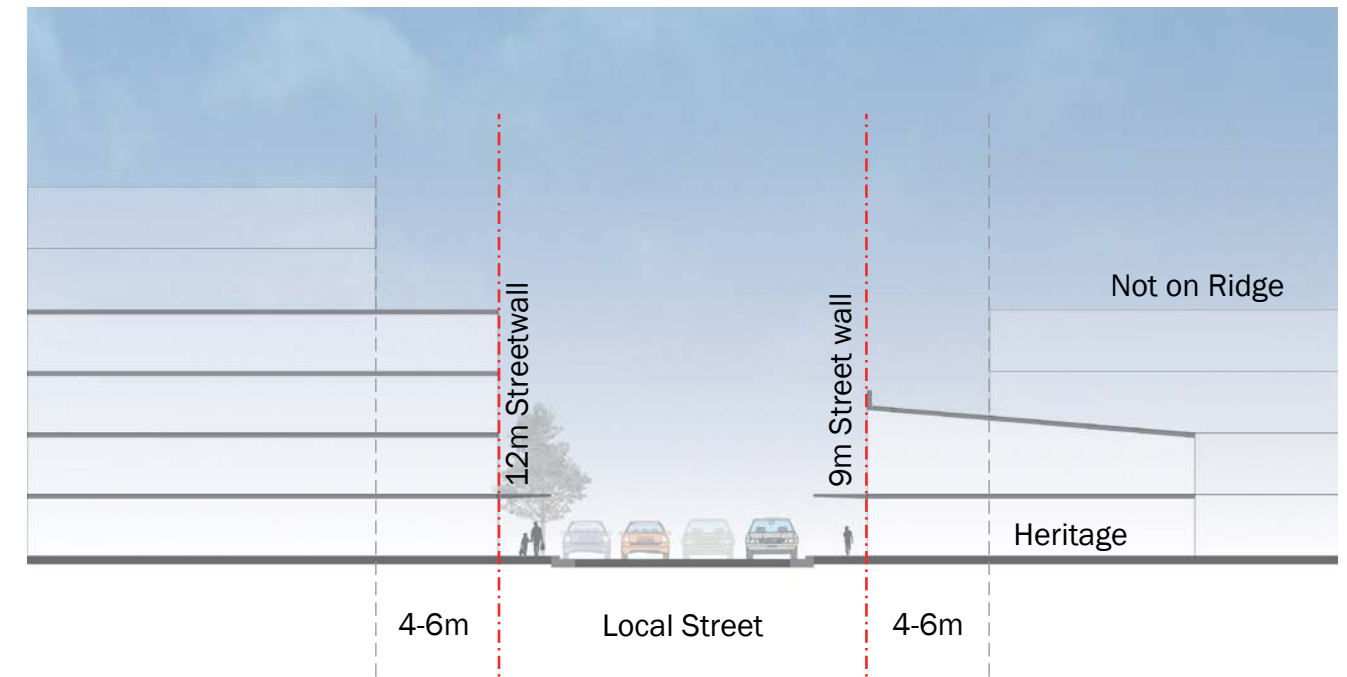


Figure 3.8: Local Street - Urban Edge

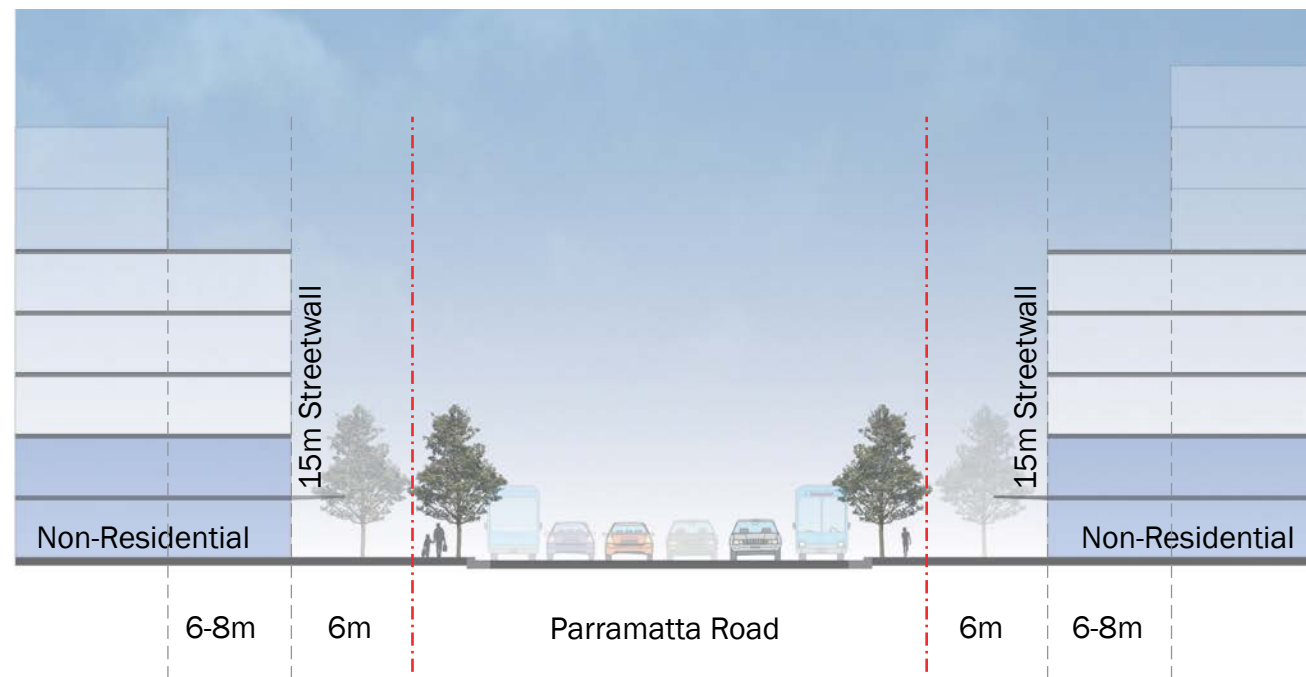


Figure 3.7: Parramatta Road - Green Edge

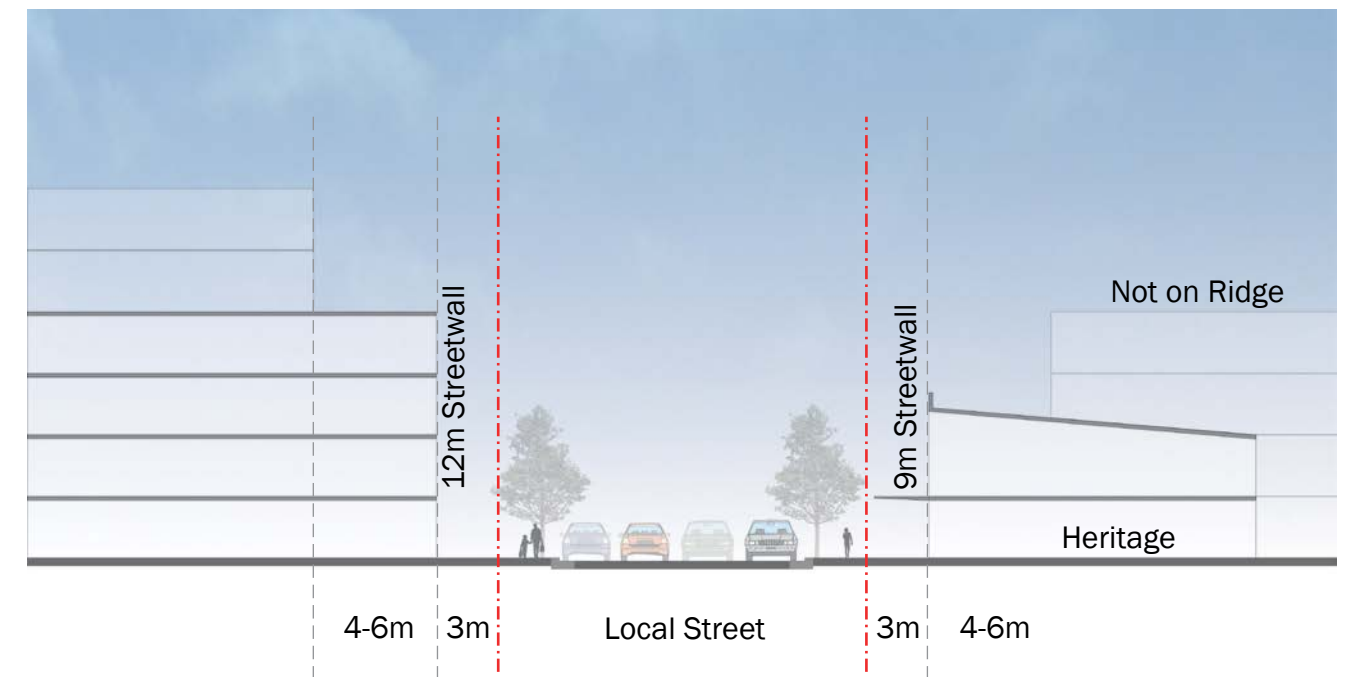


Figure 3.9: Local Street - With Setback



### 3.5 Transition Zones

Changes in height and scale on new developments are required to effect transitions between adjoining existing low scale buildings or areas. Transition zones may be required:

- at Precinct edges;
- to heritage buildings and conservation areas; and
- to adjoining existing low scale neighbourhoods

New development should respond to the overall scale and form of existing element or Precincts to preserve visual scale and to avoid overshadowing or loss of amenity.

#### Requirements

- respond to the predominant scale of adjoining neighbourhoods at the edge of the Corridor/ Precincts;
- create transitions in scale between existing Precincts and heritage buildings and conservation areas;
- within transition zones, ensure that the bulk of new development is largely consistent with the scale of adjoining elements; and
- vary street edge heights and setbacks to respond to or celebrate heritage elements.

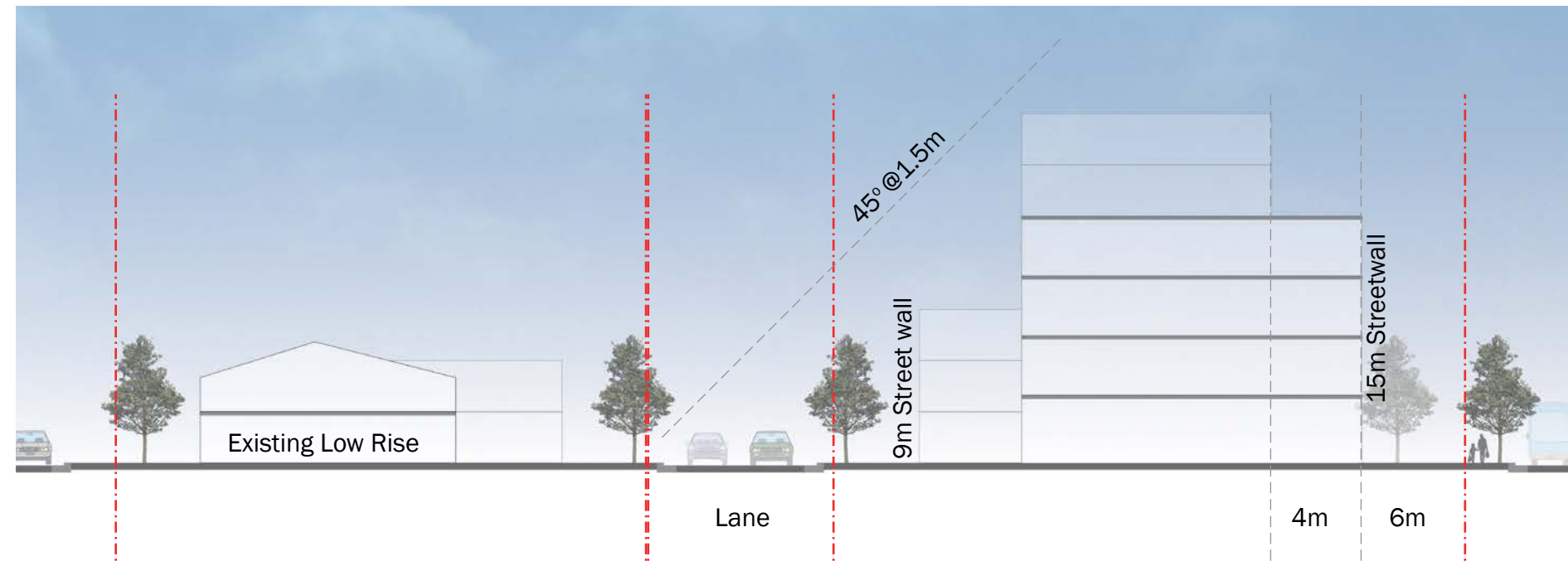


Figure 3.10: Transition to low rise across a lane

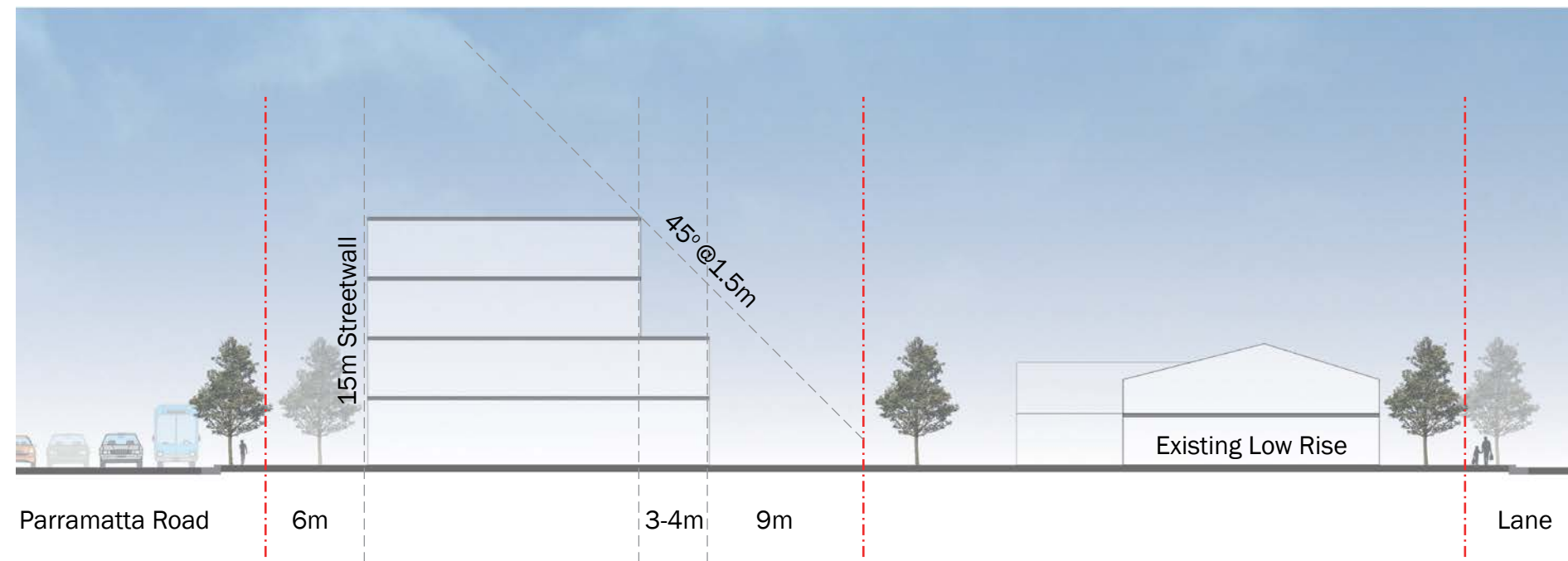


Figure 3.11: Transition to adjacent low rise

### 3.6 Building Articulation

The massing and articulation of built form is fundamental in the development of the character and identity of streetscapes and neighbourhoods. Articulation of built form is required to develop an appropriate scale of buildings and to avoid relentless walls of buildings.

Facade treatment and the detailed design of buildings is to create variety and interest while contributing to the continuity of the streetscape.

Planning envelopes where permitted heights exceed floor space controls create “loose fit” envelopes that encourage flexibility in the design response and assist in compliance with performance controls.

#### Requirements

- building facades are to be articulated in plan and elevation to reduce the appearance of building bulk and to express the elements of the building’s architecture;
- built form above podium levels to be no longer than 60m in length before a break;
- use changes in scale to create interest and enhance the relationship with the public domain;
- building design and architectural style are to interpret and respond to the positive character of the locality, including the dominant patterns, textures and compositions of buildings;
- articulate building corners on key streets to signify the intersection and enhance public domain legibility;
- entries on streets are to provide a sense of address and visual interest from the street;
- where located on street frontages, ventilation louvres and carpark entry doors are to be integrated in facade designs;
- in multi-apartment buildings, use multiple stair/lift cores and separate entries to create street address and activation; and
- GFA to be maximum 75% of building envelope.

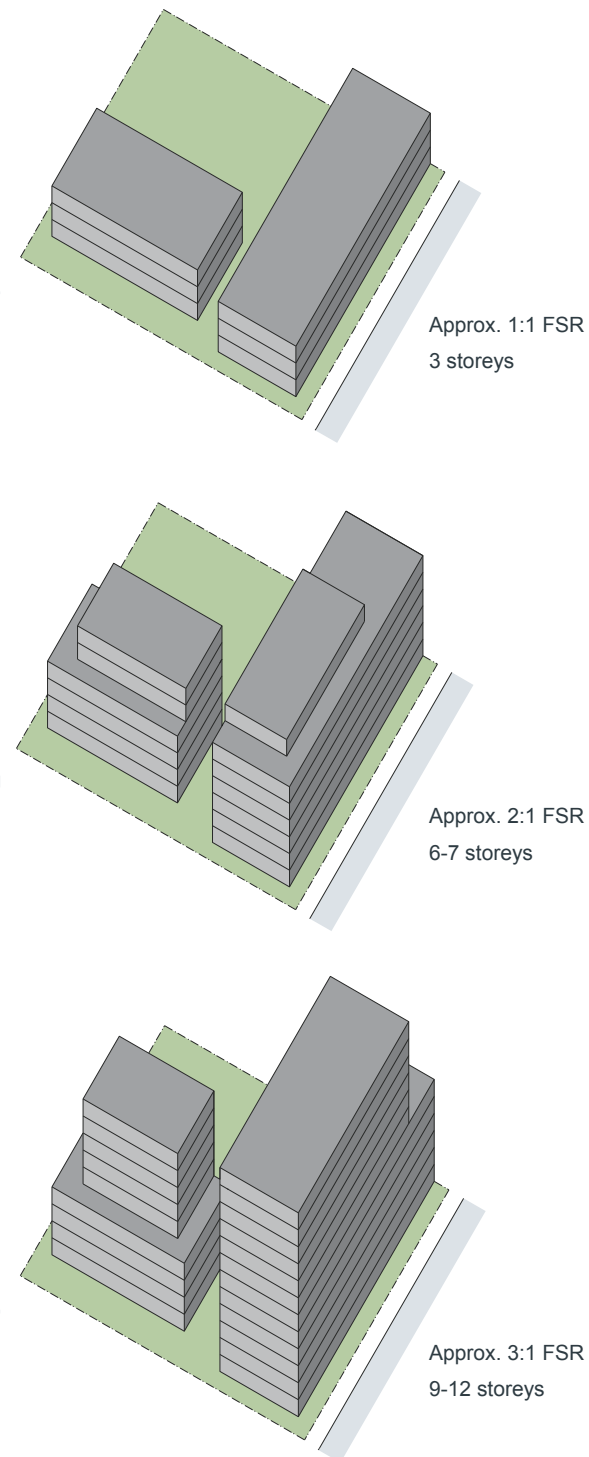


Figure 3.12: Apartment Design Guide - Loose fit envelopes



Figure 3.13: Apartment Design Guide - Loose fit envelopes



## 3.7 Amenity

New development should contribute to an improved experience along the Parramatta Road Corridor, and ensure that new housing and employment uses deliver a high level of amenity for residents and users.

Preserving views to important features, protecting the amenity of open spaces (both public and private), the provision of solar access to open space and streets, and visual and acoustic amenity contribute to the quality and amenity of new development.

### Requirements

#### Views

- protect significant views to and from public places. Built form is to be configured to enhance or frame views to significant places or elements;
- buildings should not to impede key views from the public domain to important public places, parks, heritage buildings and monuments; and
- views along public streets should end in green space or open sky views to minimise the impact of new high rise buildings.

#### Overshadowing and Solar Access

- locate new development to minimise overshadowing of public and private open space; and
- meet Apartment Design Guide requirements for solar access and natural ventilation to dwellings.

#### Visual and Acoustic Amenity

- development is to be oriented and designed to optimise visual and acoustic privacy between buildings;
- internal courtyard spaces are to be configured and landscaped to optimise visual privacy;
- ensure that the planning and design of buildings minimises noise impacts from abutting busy roads, rail corridors and other noise-generating land uses;
- in residential uses, where possible, sensitive uses such as bedrooms should be located away from noise-generating features such as major roads and rail corridors;
- the relationship between residential and non-residential components of mixed use development with regard to noise attenuation and privacy;
- development on busy roads (an annual average daily traffic volume of more than 40,000 vehicles) is to consider the provisions of the State Environmental Planning Policy (Infrastructure) 2007 and Development near Rail Corridors and Busy Roads Interim Guideline; and
- internal habitable rooms of dwellings are to be designed to achieve internal noise levels of no greater than 50dBA.



Figure 3.15: Open space amenity



Figure 3.16: Mix use development

### 3.8 Landscape Setback

The Apartment Design Guidelines provide guidance for landscaping and deepsoil zones withing residential flat building developments. However, the Parramatta Road Corridor will accommodate a range of other land uses.

The provision of landscaped setbacks on sites along both Parramatta Road and on local streets presents an opportunity to develop a cohesive landscape response in Precincts and along the Corridor to create a new green character for Parramatta Road.

Within setback zones, planting selection and the landscape response should address the site's specific microclimate, soil type and existing landscape setting.

#### Requirements

- developments are to build on the landscape setting of the locality.
- enhance the streetscape setting by introducing tree planting on private sites adjacent to the road that softens the visual impact of buildings;
- endemic species from the vegetation communities of the locality (especially low water reliant species), should be used in preference to exotic species;
- retain where reasonable existing mature vegetation, particularly large and medium sized trees;
- obtrusive land uses or building elements are to be screened by landscaping elements; and
- where possible, locate deep soil zones adjacent to the deep soil zones of neighbouring properties to provide contiguous zones of deep soil and vegetation.

### 3.9 Access and Parking

The location and configuration of vehicle loading, and parking requires a high degree of consideration to achieve successful urban design out comes.

#### Requirements

##### Access:

- Minimise loading and vehicle entries /exits on Parramatta Road.
- Provide on grade turntables for garbage trucks in preference to ramps that are less efficient and more visually intrusive
- Maximise active street frontages by avoiding vehicle access or serviced points in those places

##### Parking

- Car parking is not to be visible from the public domain. Basement parking is to be wholly below grade or set back a minimum of 3m in residential buildings or 8m in mixed use to allow either a residential entry or shop at grade respectively.
- Above ground podium parking is to be fully sleeved by either active uses or uses that provide surveillance of the street.
- Pay particular attention to the location of ventilation grills and exhausts.



Figure 3.17: Parramatta Road Corridor perspective (Taverners Hill)



### 3.10 Development on Busy Roads

The *New South Wales Development near Rail Corridors and Busy Roads – Interim Guideline* aims to protect the health and wellbeing of residents from the impacts of road traffic pollutants.

The draft Parramatta Road Urban Transformation Strategy recognises that air quality along and in proximity to Parramatta Road, the M4 Motorway and the Westconnex Motorway need to be considered. The draft Strategy and draft Urban Design Guidelines have therefore developed an Amenity Overlay which aims to protect the health and wellbeing of residents through good urban design.

The Amenity Overlay included in the Appendices identifies land situated along busy roads and intersections and close to tunnel ventilation outlets across the Corridor based on traffic volumes. Different design solutions may be required to mitigate the effects of development on busy roads in these locations. Three categories have been identified in the Amenity Overlay:

1. Buffer A (Residential development) – a 20m buffer either side of the road within which multiple dwellings, residential flat buildings, residential care facilities and seniors housing, and other types of residential accommodation are proposed.
2. Buffer B (Child Care Centres) – an 80m buffer either side of the road within which care centres are proposed.
3. Buffer C (Tunnel ventilation stacks) – applies to all uses within 100m of the proposed stack locations associated with the Westconnex motorway.

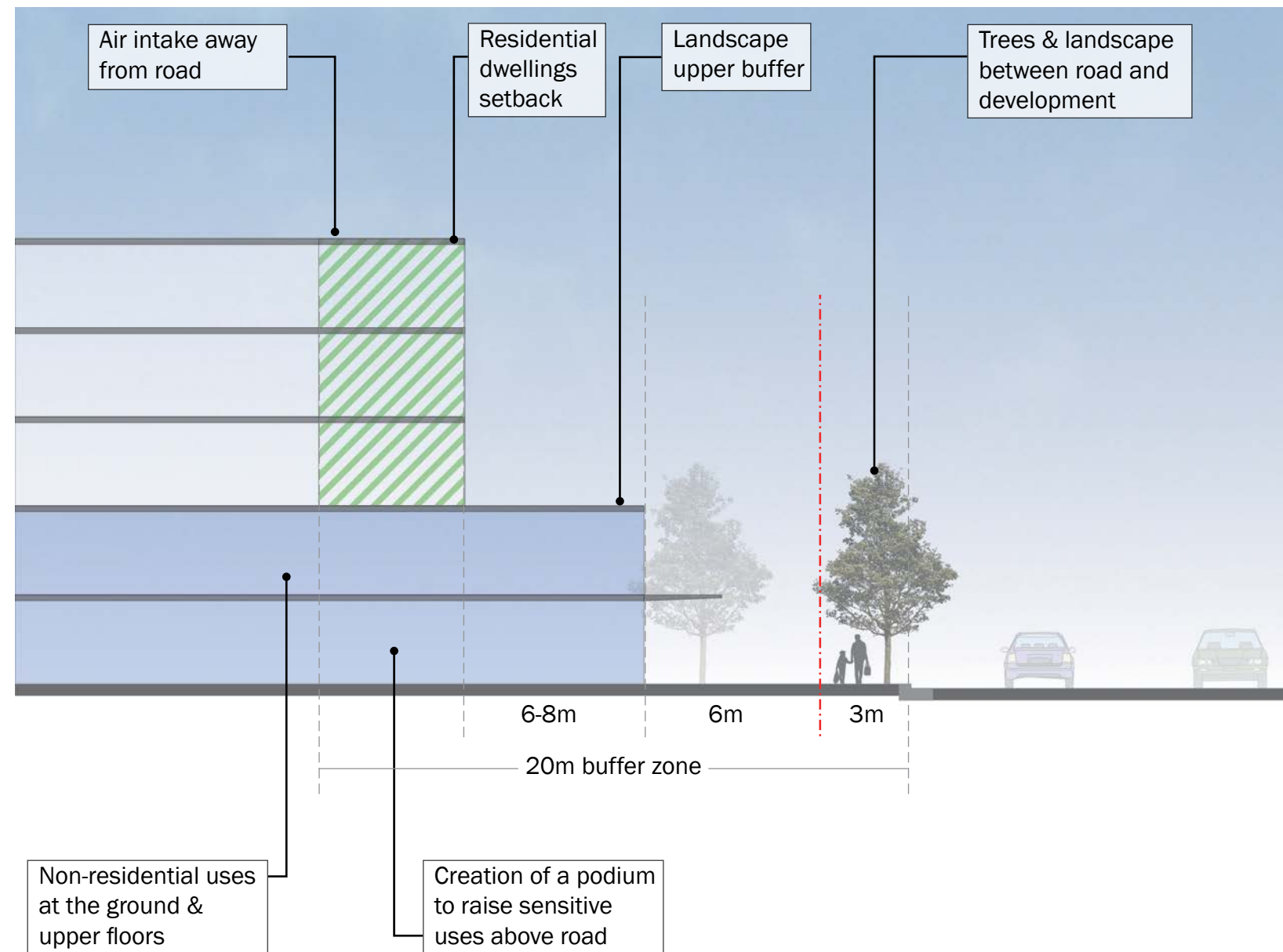


Figure 3.18: Section of Development on Busy roads

A set of proposed Performance Outcomes and Acceptable Outcomes have been developed for each category, and are set out in the following table.

Performance Outcomes are the key desired outcomes and should be satisfied where possible. In some instances however, the Performance Outcomes may not be able to be achieved. For example, shallow lot depths may be unable to accommodate the recommended setbacks, existing development on adjoining lots may impede compliance with other primary controls such as Apartment Design Guide (SEPP 65) separation distances, and existing or planned open space, and low scale and heritage listed buildings and structures could affect where and how development is located. Acceptable Outcomes provide guidance on alternative design responses where the Performance Outcomes cannot be achieved.

If development in Buffer A or B cannot achieve the Performance Outcomes or Acceptable Outcomes, specialist air and/or noise quality impact reports will need to be prepared to demonstrate how the health and wellbeing of residents in the Corridor will be protected.

If development in Buffer C, has a building height greater than the Acceptable Outcome, a specialist air quality impact report will need to be prepared, that demonstrates how the air quality performance outcome can be met, both for occupants of the building(s) for which consent is sought as well as other existing and proposed buildings mapped in the Buffer C area.

Category	Performance Outcomes	Acceptable Outcomes
Buffer A (Residential development)	<ol style="list-style-type: none"> <li>1. Adequate separation from the road as required by the New South Wales Development near Rail Corridors and Busy Roads – Interim Guideline.</li> <li>2. Provision of ducted mechanical ventilation with supply of clean outdoor air.</li> </ol>	<ol style="list-style-type: none"> <li>1. Separation of sensitive uses from the kerb through: <ul style="list-style-type: none"> <li>– increased setbacks (ie: more than minimum setbacks)</li> <li>– non-residential uses on the lower floors</li> <li>– podium designs</li> <li>– upper level setbacks</li> <li>– varying building layouts (heights, widths, shapes and facades) and internal arrangements (placing habitable rooms away from the road, use of winter gardens and screening)</li> <li>– increased landscaping and planting.</li> </ul> </li> <li>2. Installation of ducted mechanical ventilation that provides the supply of clean outdoor air.</li> <li>3. Installation of particle filtration in combination with ducted mechanical ventilation where appropriate.</li> </ol>
Buffer B (Child care centres)	<ol style="list-style-type: none"> <li>1. Would need to meet acceptable air quality criteria.</li> </ol>	<ol style="list-style-type: none"> <li>1. Habitable rooms and any covered or uncovered outdoor activity areas should be located a minimum distance of 80m .</li> </ol>
Buffer C (Ventilation stacks)	<ol style="list-style-type: none"> <li>1. Would need to meet acceptable air quality criteria.</li> </ol>	<ol style="list-style-type: none"> <li>1. Development has a building height that is at least 10m lower than the height of the tunnel ventilation outlet.</li> </ol>

Table 3.2: Proposed Performance Outcomes and Acceptable Outcomes for the Parramatta Road Corridor



### 3.11 Accessibility, Safety and Security

The public domain is to be shared by the whole community independent of gender, age or ability. Ensuring equitable access for those living with a disability is a prerequisite in the design of the public domain and new buildings. Buildings and open spaces should be more convenient, safe and legible for everyone. A wide range of disabilities should be considered in improving the quality and convenience of places and spaces provided for the population at large.

It is also fundamental that all new design is safe. New development and the public domain should meet the principles of Crime Prevention Through Environmental Design (CPTED). Four principles underpin the design of new development and public spaces to minimise the opportunity for crime:

- surveillance;
- access control;
- territorial reinforcement; and
- space management.

#### Requirements

##### Accessibility

- design for accessibility to be incorporated into designs;
- produce solutions which both lead to an improvement in accessibility and freedom of choice offered to the user;
- open spaces are to accommodate a wide range of ancillary aids and be able to support interactive usage;
- take into account changing lifestyles and changing use of space; and
- incorporate adaptable dwelling opportunities to cater for occupants with a disability.

##### Surveillance

- Provide clear sightlines between public and private places
- Ensure effective lighting of public places
- Develop landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims

##### Access control

- Create landscapes and physical locations that channel and group pedestrians into target areas
- Restricted access to internal or high-risk areas such as carparks or other rarely visited areas
- Ensure new spaces have egress options to avoid a sense of entrapment

##### Territorial reinforcement

- Design public spaces that encourage people to gather and to feel ownership and responsibility for its use and condition
- Ensure clear transitions and boundaries between public and private space
- Develop spaces with clear design cues on who is to use space and what it is to be used for.
- Avoid creating territorial reinforcement through the privatisation of public spaces

##### Space management

- Ensure site cleanliness and rapid repair of vandalism and graffiti
- Implement the quick replacement of nonfunctioning lighting
- Manage the removal or refurbishment of damaged or decayed physical elements

### 3.12 Signage and advertising

Advertising signage dominates much of today's Parramatta Road Corridor much to the detriment of the visual environment.

Controls on new signage through the Corridor – particularly on Parramatta Road – seek to limit the cumulative visual impact of signage and advertising..

#### Requirements

- signage is to comply with the requirements of State Environmental Planning Policy No 64–Advertising And Signage;
- where permitted, advertising signs should complement the design of buildings and the overall character of streets and precincts;
- stratum or strata subdivision for the purposes of creating separate lots for signage is discouraged;
- signage must relate to an approved use on the site;
- the main facades of buildings from the first floor to the rooftop or parapet are to be uncluttered and generally free of signage;
- freestanding signs are not to be located on the top of buildings and cannot impact on the skyline when viewed from the street;
- new signs must take into account the impacts on nearby buildings, streets and existing signs to ensure they do not create unacceptable visual clutter;
- main building identification signage is to be a maximum size of 10m<sup>2</sup>;
- signs painted on or applied to the roof of a building are not permitted; and
- despite any other requirements, existing signs that may have heritage value must be retained where appropriate, preferably in their original location, or adoptively reused.

## 3.13 Design Excellence

### Objectives

The objective of design excellence is to deliver the highest standard of architectural, urban and landscape design. Councils are encouraged to consider introducing design excellence provisions and processes as part of any future LEP amendment for land within the Corridor

For design excellence to have been achieved the following factors are to be considered.

- whether a high level of architectural, urban and or landscape design appropriate to location is achieved;
- whether quality materials are proposed;
- whether the form and external appearance will improve the quality and amenity of the public domain;
- whether significant view corridors are maintained;
- whether heritage considerations have been met;
- achieving ecologically sustainable development;
- compliance with the Apartment Design Guide (ADG); and
- well considered street level interface.

### Design excellence processes

A range of processes have been successfully implemented in Sydney and include:

#### Design Review Panels

- Panels can provide independent expert design advice on both applications and policies/ controls
- Generally panels are advisory only, and do not determine applications.
- Details on function and process are set out in section 5A of the ADG.
- This process can be applied to a wide range of project types and scales.

### Competitive Design Process

In some areas more significant projects are subject to a competitive process. Depending on the significance of the application, a range of processes could apply as follows:

- Design alternatives
  - A number of approaches are explored and presented to identify the most appropriate.
  - This process is valuable for larger sites to ensure that optimal site planning massing, building typologies are achieved.
- Design competitions
  - Competitions are required in cases where an application and/or a site are of greater significance.
  - In some situations a bonus may be applied wither design excellence is achieved.





# APPENDICES



## Development Models

Successful land use and built form outcomes are more complex than simple market assessment models and profiles. The configuration and intensity of sustainable urban land use forms (including residential, retail/commercial, industrial and mixed use building types and associated public domains), have been considered in the context of exemplar developments and precincts within Sydney.

	Average 3 Storeys	Average 6 Storeys	Average 8 Storeys	Average 14 Storeys
Site Area	1,500m <sup>2</sup>	2,250m <sup>2</sup>	3,000m <sup>2</sup>	6,000m <sup>2</sup>
Max Height	4 Storeys	8 Storeys	12 Storeys	25 Storeys
Site Cover	45%	40%	35%	30%
GFA	2,050m <sup>2</sup>	4,300m <sup>2</sup>	7,200m <sup>2</sup>	27,000m <sup>2</sup>
FSR Nett	1.4:1	2.1:1	2.4:1	4.5:1
dw/ha	151 dw/ha	212 dw/ha	266 dw/ha	500 dw/ha
pp/ha	302 pp/ha	424 pp/ha	532 pp/ha	1000 pp/ha



## Building Typology



### Average 3 Storeys

Average Height:	3 Storeys
Maximum Height:	4 Storeys
Net Site Cover:	45%
FSR Nett Sites:	1.4:1
FSR Gross Sites:	0.9:1
Dwellings per Hectare	155dw/ha

Average 3 storeys areas can be expected to be located close to heritage and conservation zones and at the interface to existing low rise neighbourhoods. With a height of 2-4 storeys (average 3 storeys), this model is also suitable infill where there are limited sites. The 3-4 storey streetwalls create a human scale to streets and public open spaces.

### Principles:

- Buildings to create street definition
- Manage materials and building articulation to create variety
- Landscape setback at street level where no retail/commercial activity
- Provide entries at street level to activate the street



## Building Typology



### Average 6 Storeys

Average Height	6 Storeys
Maximum Height	8 Storeys
Nett Site Cover	40%
FSR Net Sites	2.1:1
FSR Gross Sites	1.4:1
Dwellings per Hectare	233dw/ha

In areas close to transport and amenity, areas density is expected to increase. With heights between 4 and 8 storeys. Average 6 Storeys is suited to large parcels with good access to rail or bus services. The average height of 6 storeys allows for good street definition.

### Principles:

- Create street definition
- Manage overshadowing of public and private open space
- Setbacks possible at street level where no activity
- Ensure articulation to create variety and reduce apparent scale
- Use changes in scale,stepping and setbacks to create an appropriate scale to the public domain



## Building Typology



### Average 8 Storeys

Average Height	8 Storeys
Maximum Height	12 Storeys
Net Site Cover	35%
FSR Nett Sites	2.4:1
FSR Gross Sites	1.6:1
Dwellings per Hectare	266dw/ha

Average 8 storeys see an intensification of uses in areas well serviced by transport or with good open space amenity. The average height of 8 storeys is an incremental change from the Average 6 storeys model and still allows the creation of well defined and scaled streets. The interface with adjoining low rise residential can be managed within the height range.

### Principles:

- Manage high rise elements to avoid overshadowing and wind effects
- Use changes in scale,stepping and setbacks to create an appropriate scale to the public domain
- Avoid long unrelieved wall buildings
- Use lower elements to create street definition
- Landscape setback at street level where no retail/commercial activity



## Building Typology



### Average 14 Storeys

Average Height	12-16 Storeys
Maximum Height	25 Storeys
Net Site Cover	30%
FSR Nett Sites	4.5:1
FSR Gross Sites	3.0:1
Dwellings per Hectare	155dw/ha

The Average 14 storeys model is expected close to transport nodes or adjacent to major open spaces. Although the maximum height is nominally 25 storeys, the FSR set for the sites anticipates a lower average height which will facilitate lower edges and create better interface.

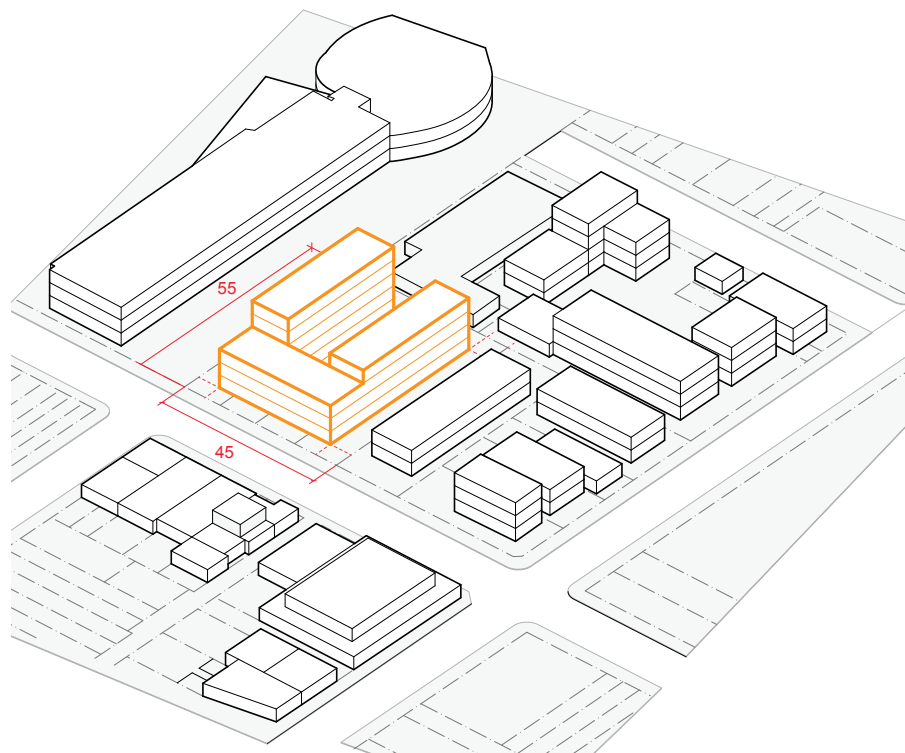
The low site cover on sites reflects the need for additional open space and increased separation between buildings as densities increase.

### Principles:

- High rise buildings to take advantage of views and open space
- Use changes in scale to create an appropriate relationship to the public domain
- Locate high rise elements to minimise overshadowing of public and private open space
- Articulation of the built form to create variety
- No bulky buildings
- Landscape setback at street level where no retail/commercial activity



## Development Examples



### Infill Typology - Low Rise - Multiple Sites

Number of Lots Amalgamated :	4
Average Number of Units Per Floor Plate:	13
Number of Storeys:	4
Number of Units:	52
Site area:	2500m <sup>2</sup>
GFA:	8000m <sup>2</sup>
FSR:	3.2:1
Commercial/Active Frontage:	Residential Lobby 8m
Neighbouring Uses:	Residential
Communal Open Space:	400m <sup>2</sup>
Parking:	2 Basement Levels
Carparking Spaces:	69
Setbacks:	5-7m to Adjoining Properties
	5m to Street Boundary

### Principles :

- Activate and define the street edge through landscaping and placement of residential lobbies/entry
- Manage the overshadowing of adjoining properties
- Ensure articulation to create diversity and scale
- Through setbacks, create an appropriate scale to the street
- Four lots at 618.75m<sup>2</sup> to 2475m<sup>2</sup>
- 1.3 parking spaces per Apartment
- Comply with SEPP65
  - 70% of Apartments receiving a minimum of 2 hours Sunlight during Mid Winter
  - 60% of Apartments are Cross Ventilated
  - Balcony Sizes Minimum 8m<sup>2</sup>
  - Sufficient Storage space per Apartment as per SEPP65 Guidelines



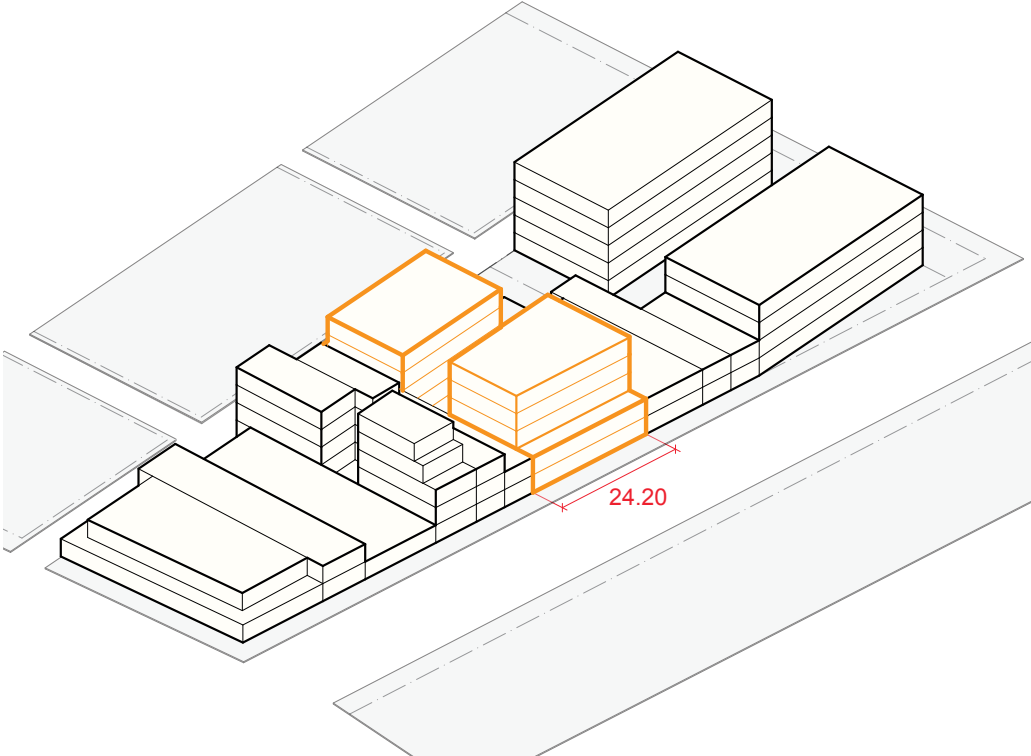




# Development Examples



Neutral Bay NSW



## Infill Typology - Medium Rise - Multiple Sites

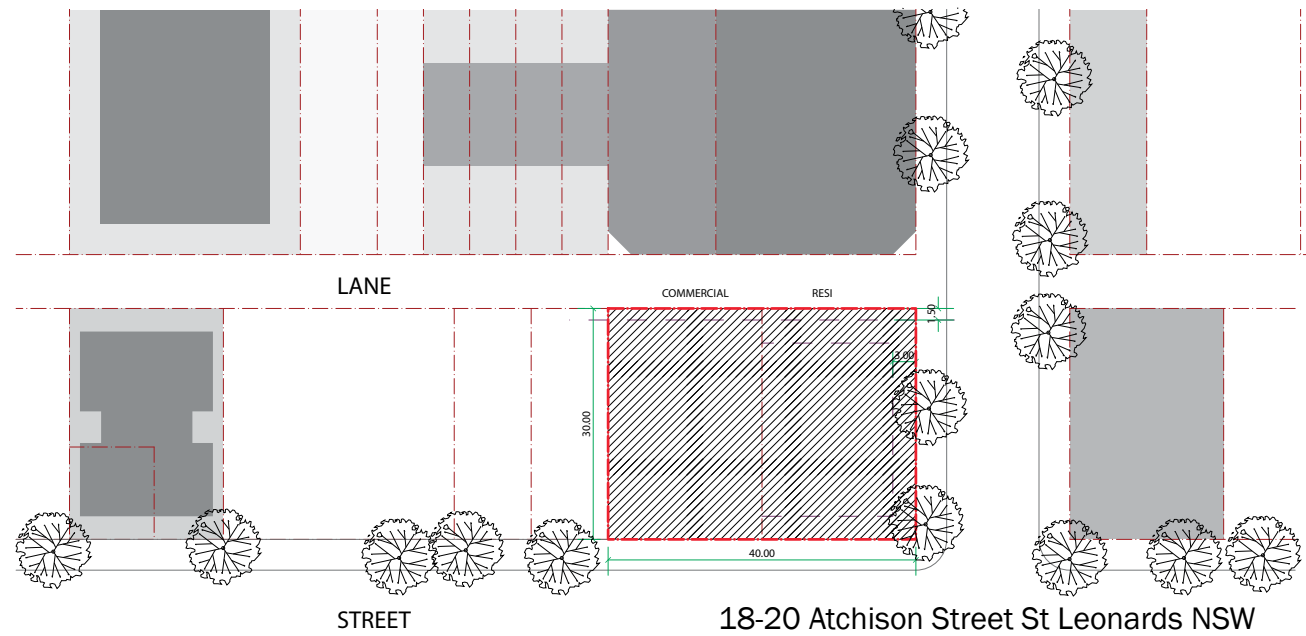
Number of Lots Amalgamated :	5
Number of Units Per Floor Plate:	9
Number of Storeys:	4-5
Number of Units:	40
Site area:	1166m <sup>2</sup>
GFA:	4042m <sup>2</sup>
FSR:	3.4:1
Commercial/Active Frontage:	13m at the Front/ 10m at the Back
Neighbouring Uses:	Retail
Communal Open Space:	112m <sup>2</sup>
Parking:	3 Basement Levels
Carparking Spaces:	41
Setback:	3m to Front St Boundary, 1.5m to Back
	0 to Adjoining Properties

## Principles:

- Activate and define the street edge through landscaping interventions and retail tenancies.
- Manage the overshadowing of adjoining properties
- Ensure articulation to create diversity and scale
- Through setbacks, create an appropriate scale to the street
- Five lots at 217m<sup>2</sup> to 312m<sup>2</sup>
- Comply with SEPP65
- 70% of Apartments receiving a minimum of 2 hours Sunlight during Mid Winter
- 60% of Aparments are Cross Ventilated
- Balcony Sizes Minimum 8m<sup>2</sup>
- Sufficient Storage space per Apartment as per SEPP65 Guidelines



## Development Examples



18-20 Atchison Street St Leonards NSW

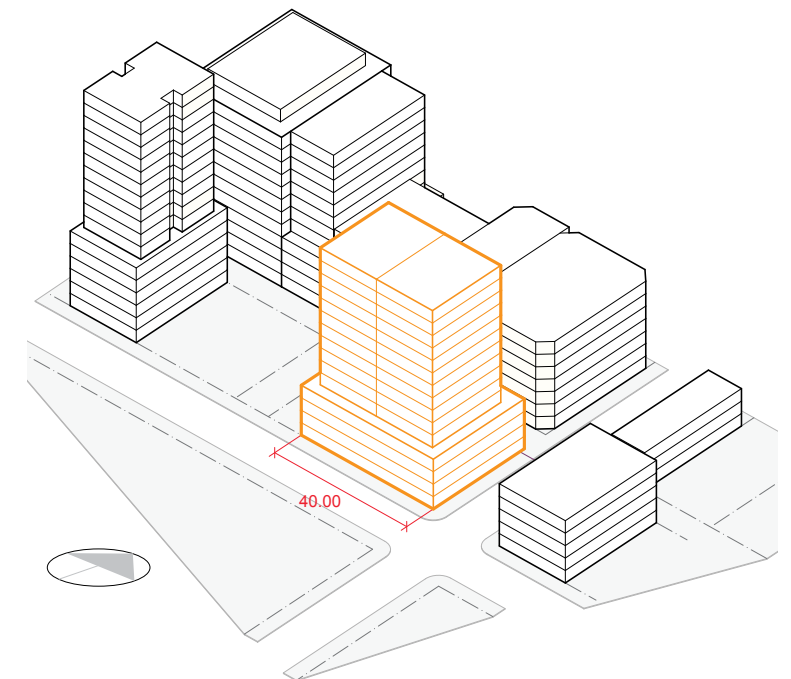


### Infill Typology - High Rise

Number of Lots Amalgamated :	2
Building Typology:	Mixed Use Development - 1/2 Residential 1/2 Commercial
Number of Storeys:	15
Units:	92
Site area:	1374m <sup>2</sup>
GFA:	8407m <sup>2</sup> Residential, 987m <sup>2</sup> Retail, 4300 m <sup>2</sup> Commercial, 1632 m <sup>2</sup> Serviced Apartments
FSR:	10.86 :1
Commercial/Active Frontage:	34m Retail ,10m Residential
Neighbouring Uses:	Commercial & Residential
Open Space:	175m <sup>2</sup> Private Open Roof Terrace
Parking:	7 Levels of Basement
Carparking Spaces:	77
Setbacks:	No Podium Setbacks - 3m Above Podium

### Principles:

- Activate and define the street edge through retail activation and orientation of residential lobby to street
- Manage the overshadowing of adjoining properties
- Ensure articulation to create diversity and scale
- Through setbacks, create an appropriate scale to the street
- Public and private open space
- Comply with SEPP65
- 70% of Apartments receiving a minimum of 2 hours Sunlight during Mid Winter
- 61% of Aparments are Cross Ventilated
- Balcony Sizes Minimum 8m<sup>2</sup>
- Sufficient Storage space per Apartment as per SEPP65 Guidelines





# Development Examples



**Block Typology - Average 2 Storeys - Semi's, Terrace, Low Rise Apartments**

Site Area:	0.7 ha
Average Height:	3 Storeys
Number of Storeys:	2 Storeys
Nett Site Cover:	45%
SITE FSR:	0.75:1
Dwellings per Hectare	40 dw/ha

Average 3 storeys areas can be expected to be located close to heritage and conservation zones and at the interface to existing low rise neighbourhoods. With a height of 2-4 storeys (average 3 storeys), this model is also suitable infill where there are limited sites. The 3-4 storey streetwalls create a human scale to streets and public open spaces.

- Principles:**
- Buildings to create street definition
  - Manage materials and building articulation to create variety
  - 4m landscape setback at street level where no retail/commercial activity
  - Provide entries at street level to activate the street
  - Comply with SEPP65
  - Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines



Lidcombe NSW



## Development Examples



Camperdown NSW

### Block Typology - Mid High Rise

GFA:	40,000m <sup>2</sup> Resi
Average Height:	12 Storeys
Number of Storeys:	5-18 Storeys
Nett Site Cover:	35%
Site FSR:	2.4:1
Dwellings per Hectare:	230 dw/ha
Landscaped Area:	3,800m <sup>2</sup> (9%)

#### Principles:

- Locate high rise elements to avoid overshadowing and wind effects

- Use changes in scale, stepping and setbacks to create an appropriate scale to the public domain
- Avoid long unrelieved wall buildings
- Use lower elements to create street definition
- Landscape setback at street level where no retail/commercial activity
- Comply with SEPP65
- Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines



# Development Examples



## Block Typology - Mid High Rise

Site Area: 15,000m<sup>2</sup>  
 GFA: 10,000m<sup>2</sup> Commercial  
 2,000m<sup>2</sup> Retail  
 33,000m<sup>2</sup> Residential  
 45,000m<sup>2</sup> Total  
 Site FSR: 3.6:1  
 Number of Storeys: 9-15 storeys  
 Units: 297 (including 63 student apartments)  
 Dwellings per Hectare: 198 dw/ha

## Principles:

- New buildings derive expression from the surrounding industrial character
- Recreational spaces for residents are provided on the roofs of new buildings
- The two new buildings are sited to create a substantial central plaza space for public use
- New buildings are evaluated on appropriate heritage treatment strategies outlines in the urban design guidelines
- Density is considered appropriate for the streetscape and proximity to existing social and transport infrastructure
- Comply with SEPP65
- Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines





## Development Examples



### Block Typology - High Rise

Site Area:	0.5 ha
Number of Storeys:	12-25 Storeys
Average Height:	16 Storeys
Net Site Cover:	30%
Site FSR:	3.0:1
Dwellings per Hectare:	155dw/ha

### Principles:

- Use changes in scale to create an appropriate relationship to the public domain
- Locate high rise elements to minimise overshadowing of public and private open space
- Articulation of the built form to create variety
- No bulky buildings
- 4m Landscape setback at street level where no retail/commercial activity
- Comply with SEPP65
- High rise buildings to take advantage of views and open space
- Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines



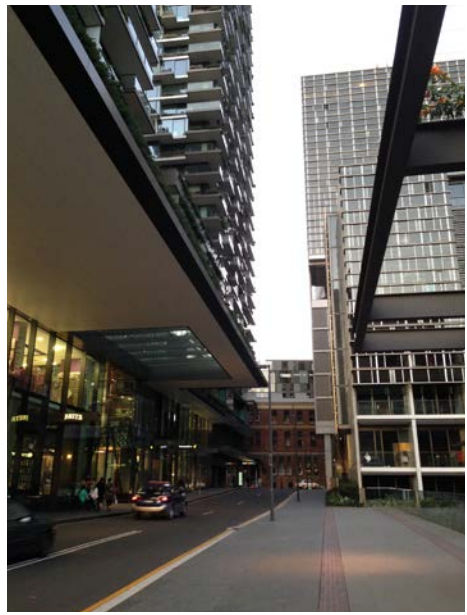
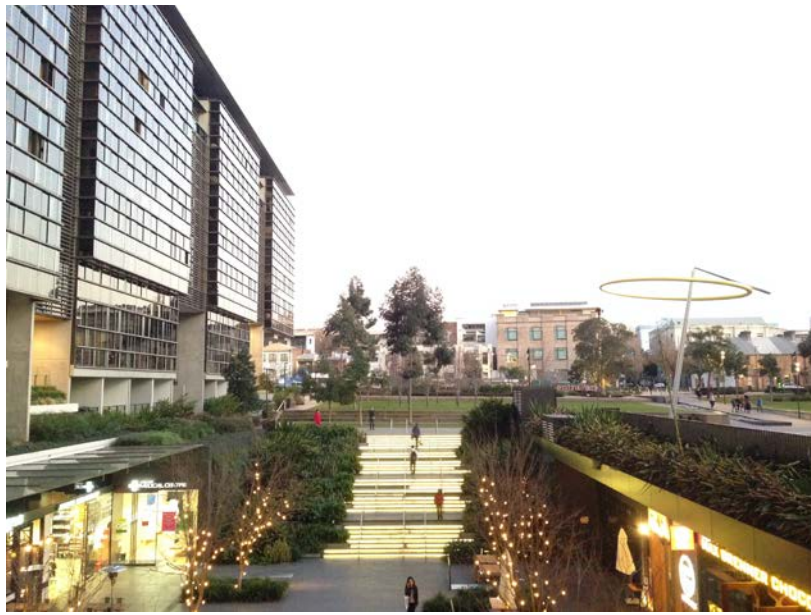
# Development Examples

## Block Typology - High Rise

Site Area:	5.834 ha
GFA:	155,300m <sup>2</sup>
Residential	100,200m <sup>2</sup>
Commercial	255,500m <sup>2</sup> Total
Height:	33 storeys (maximum)
Site FSR:	4.38:1
Landscape Area:	6,500m <sup>2</sup>
Public Open Space:	36,000m <sup>2</sup>

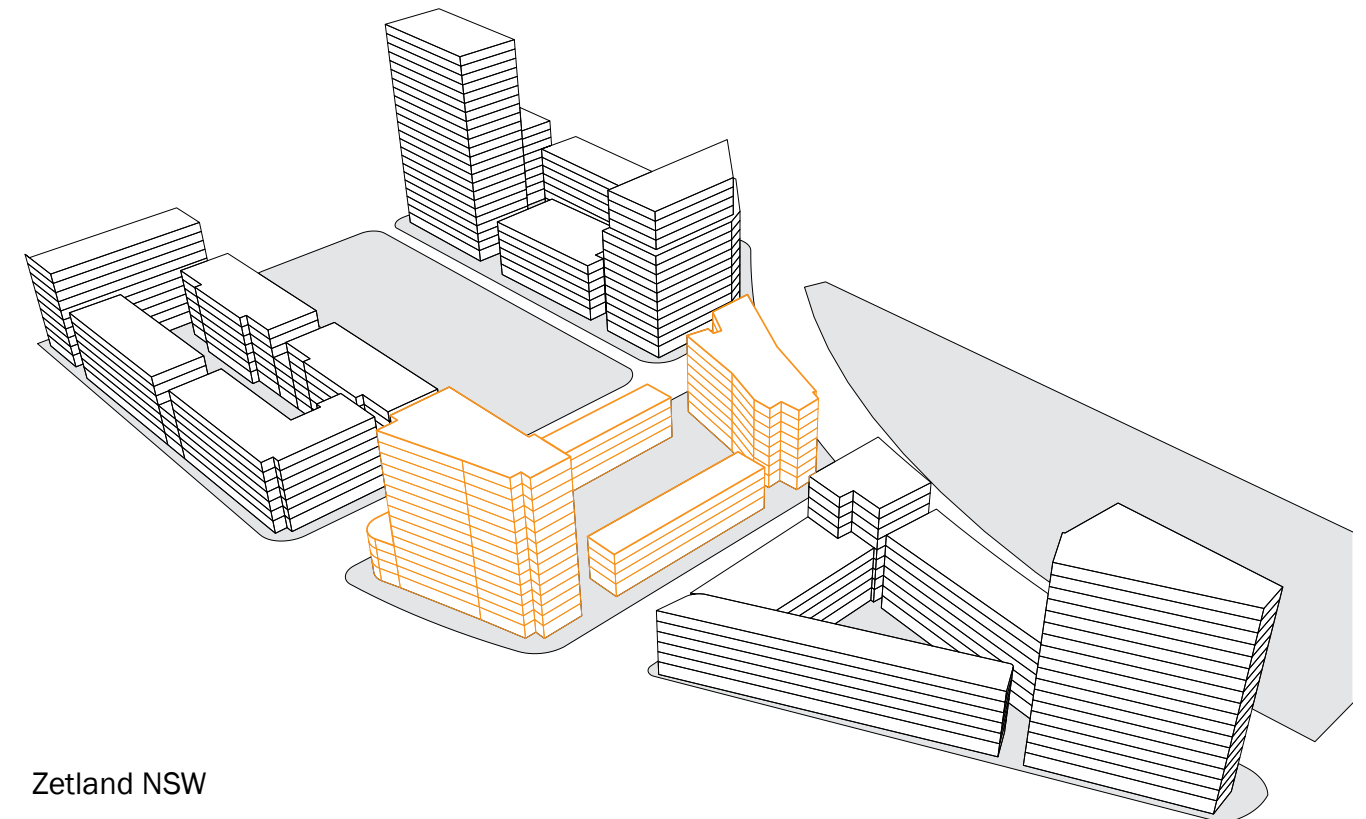
### Principles:

- Integration with heritage buildings as per Urban design Guidelines
- Height located on road frontage to minimise overshadowing of open space
- Lower height adjacent to park to avoid overshadowing
- Active street frontage to main street address
- Podium containing retail and community uses
- Significant areas of publicly accessible open space
- Best practice sustainability initiatives
- Comply with SEPP65
- Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines





## Development Examples



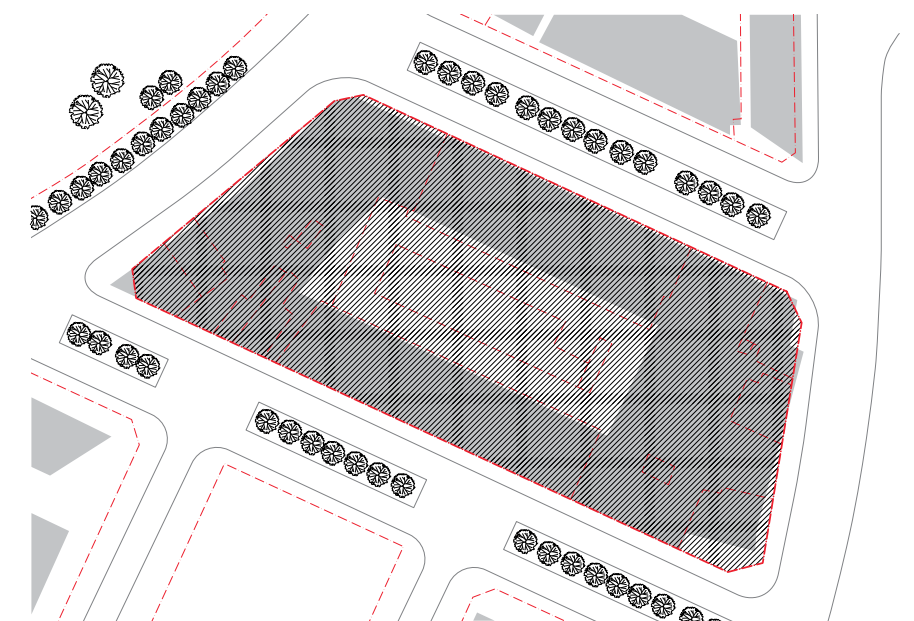
Zetland NSW

### Block Typology - Mid Rise

Site Area:	6,784m <sup>2</sup>
GFA:	30,390 m <sup>2</sup>
Average Height:	10 storeys
Site FSR:	4.5:1
Units:	221
Dwellings per Hectare:	325 dw/ha
Parking:	0.9 Cars / Dwelling
Open Space:	2297m <sup>2</sup>

### Principles:

- Mixed use development - apartments, apartments with office space, and central landscape space
- High rise buildings to take advantage of views and open space
- Use changes in scale to create an appropriate relationship to the public domain
- Curate street scaled edges to the street, ensure appropriate setback interface to achieve appropriate human scale for pedestrians.
- 4m Landscape setback at street level where no retail/commercial activity
- Comply with SEPP65
- Emphasis on Quality Built Form - Context, Site Consolidation, Setbacks, Streetscapes and Podium Guidelines



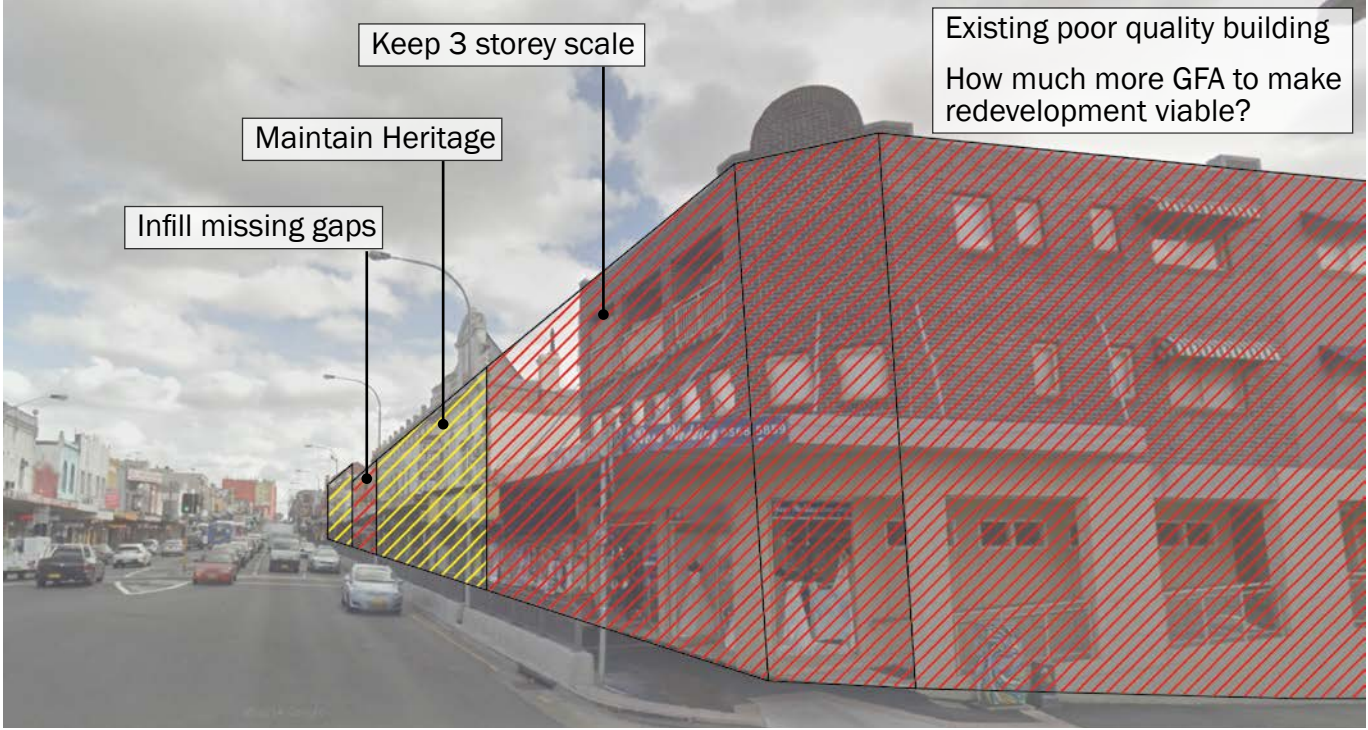
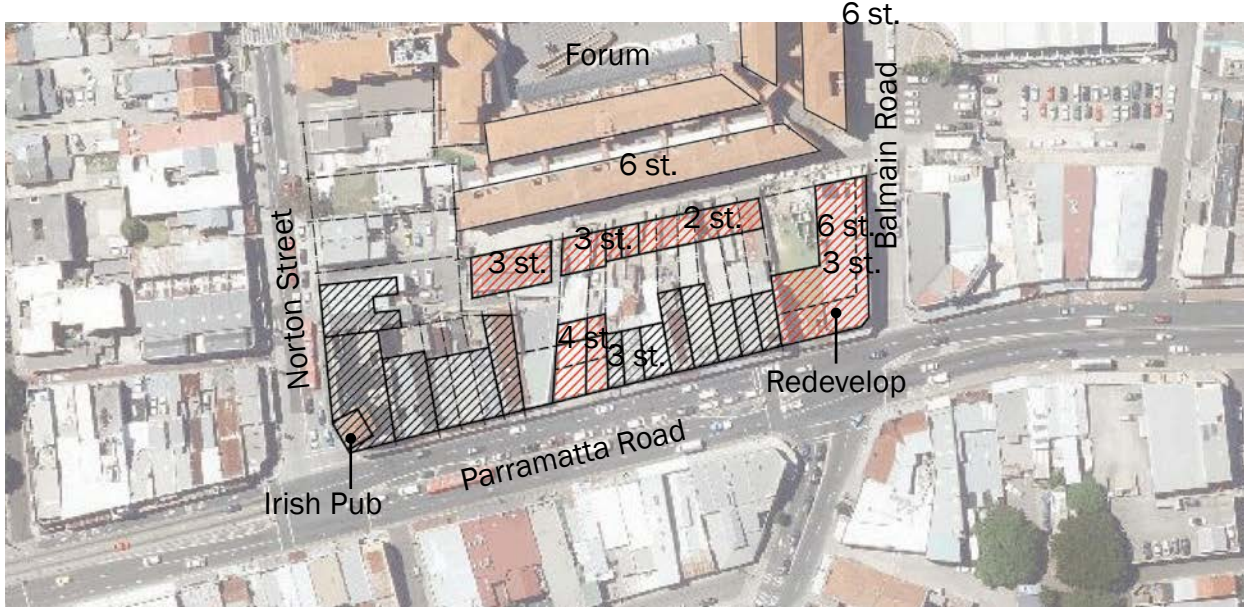


# Fine Grain Study

The renewal of the 20 kilometre Parramatta Road Corridor requires design consideration from the macro to the more fine grained level to achieve a diverse range of places that respond the particularities of each place. The identity of Parramatta Road itself is characterised by the different places along the road that it passes through. These vary from fine grain heritage shopfronts in the east, the green edges of the University of Sydney and Homebush, to the setback commercial and light industrial premises in the west.

While some areas of Parramatta Road may offer limited redevelopment opportunities, they require catalyst developments to improve run down and degraded built fabric. The draft New Parramatta Road Urban Transformation Strategy aims to enhance the positive qualities of these places as well as repairing, restoring and refining existing fabric. To achieve genuine diversity and avoid a 'one size fits all' outcome, a fine grain study of the 19th and early 20th Century sections of Parramatta Road has been carried out.

While a sensitive fine grain approach is required, it is also important to identify sufficient opportunities to catalyse renewal in the degraded heritage precincts along Parramatta Road. The Leichhardt case study investigates how a typical block containing a significant number of heritage buildings can be added to while sensitively repairing, restoring and refining fabric and identifying redevelopment opportunities.

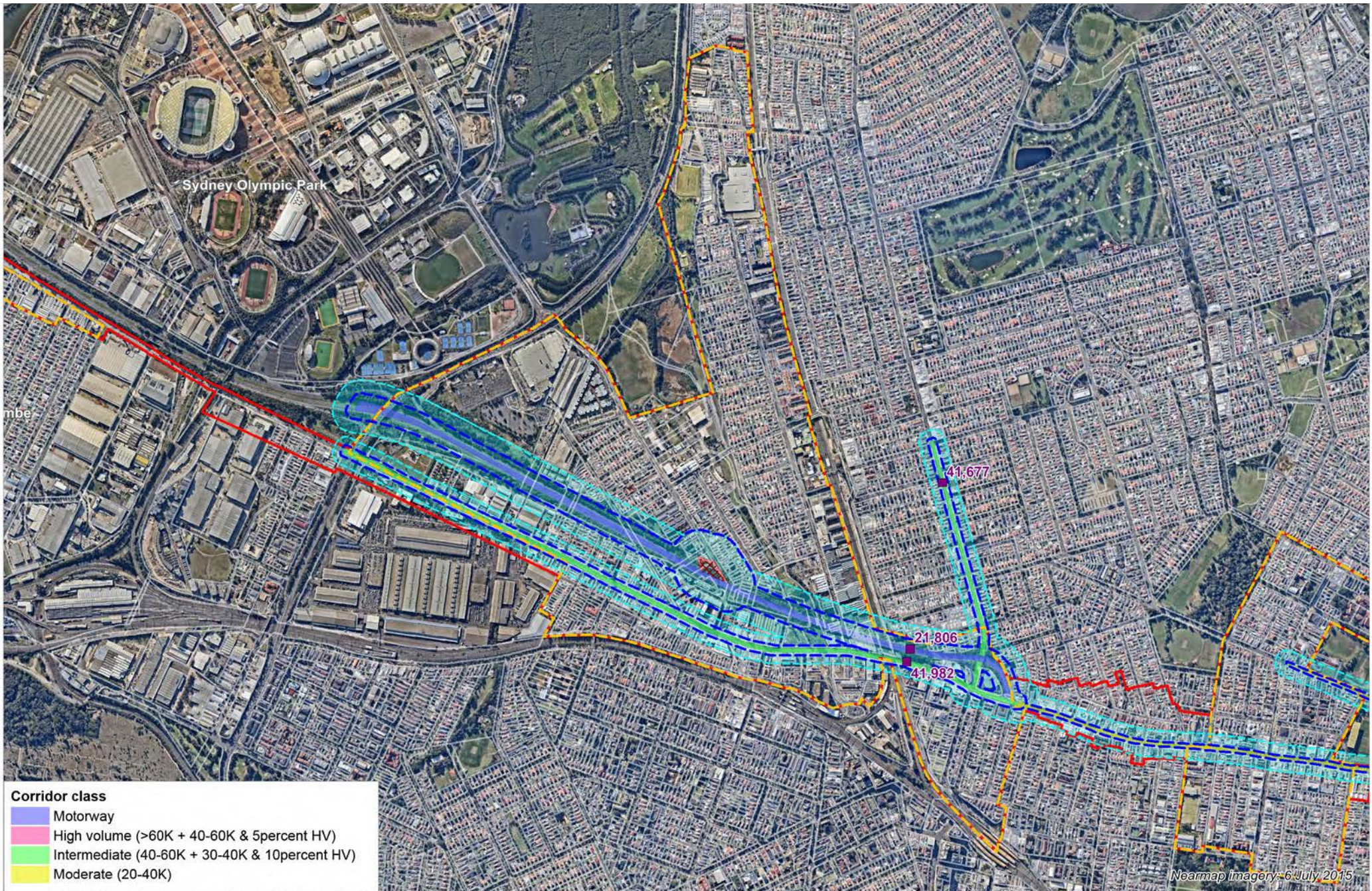













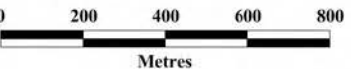


# The Amenity Overlay




**Homebush precinct 2021 AWT - Do Something**

 Urban Transformation Study Area	 Buffer A	 RMS screenline location
 Precinct boundary	 Buffer B	 Ventilation outlet





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