NEW PARRAMATTA RD

Parramatta Road Corridor Urban Transformation

Planning and Design Guidelines

IMPLEMENTATION TOOL KIT

NOVEMBER 2016

urbangrowth.nsw.gov.au

NSW GOVERNMENT

UrbanGrowth NSW

Document Control

Document Name:
Planning and Design Guidelines – Final

Date:
November 2016

UrbanGrowth NSW

Whilst every effort has been made to provide accurate information, the information contained in this document has been prepared in good faith and with due care, and UrbanGrowth NSW (including its agents and employees) makes no representation or warranty (express or implied) as to the accuracy, adequacy or reliability of any statements, estimates, opinions, plans, diagrams or other information contained in this document. While the concepts considered in these papers reflect current government policy and are under active consideration, this may be subject to change. UrbanGrowth NSW disclaims any and all liability to any person in connection with anything done or committed to be done upon the whole or part of the document.

Contents

1 Introduction 4

1.1 Purpose of the Guidelines
1.2 What is good design and why is it required?
1.3 Land to Which the Guidelines Apply
1.4 How to Use the Guidelines and Related Documents
1.5 Implementation and Relationship of the Guidelines to other Controls
1.6 Structure of the Design Guidelines

2 Context 12

2.1 Topography – Ridges, Creeks & Valleys
2.2 Geology & Geomorphology
2.3 Landscape Character & Vegetation
2.4 Open Space, Green Grid & Blue Grid
2.5 Circulation & Public Transport
2.6 Urban Structure & Strategic Centres
2.7 Heritage and Conservation

3 Corridor Guidelines 28

3.1 Urban Structure
3.2 Heritage & Fine Grain
3.3 Creek & Watercourses
3.4 Open Space & Public Domain
3.5 Community Facilities
3.6 Traffic and Transport
3.7 Street Function
3.8 Car Parking & Bicycle Parking
3.9 Active Transport
3.10 Sustainability & Resilience

4 Built Form Guidelines 50

4.1 Block Configuration and Site Planning
4.2 Building Massing, Scale and Building Articulation
4.3 Setbacks and Street Frontage Heights
4.4 Transition Zones and Sensitive Interfaces
4.5 Building Typologies
4.6 Active and Commercial Frontages
4.7 Building Entries and Fencing
4.8 Amenity
4.9 Accessibility, Safety and Security
4.10 Signage and Advertising

5 Granville 71

6 Auburn Guidelines 97

7 Homebush Guidelines 121

8 Burwood-Concord Guidelines 145

9 Kings Bay Guidelines 169

10 Taverners Hill Guidelines 193

11 Leichhardt Guidelines 221

12 Camperdown Guidelines 249

13 Glossary 275

14 Appendix 283



1

Introduction

The transformation of the Parramatta Road Corridor into a high quality, multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs can only be realised by providing a robust guiding and assessment framework within which design excellence, architectural diversity, high quality public and private domain and sustainable outcomes can be achieved.

1.1 Purpose of the Guidelines

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

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

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

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

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design. They will:

- assist planning professionals in local and State Government to inform changes to Local Environmental Plans and Development Control Plans
- provide guidance to landowners, developers, planners, architects, builders and other professionals when preparing a planning proposal (rezoning) or development application
- inform the community on what is required to achieve good design and planning practice in the Corridor.

1.2 What is good design and why is it required?

As our cities continue to develop and intensify they must get better as they get bigger. Best practice urban frameworks and policies in Australia and internationally focus on liveability as their core objective with regards to their built environment both within the public and private domain. A liveable city requires healthy, safe, attractive, well connected sustainable environments.

The significant Government investment in the Corridor is the catalyst for realising a new Parramatta Road experience. Future development within the Corridor should:

- respond and contribute to its natural and built context
- provide appropriate bulk, scale and density relative to the street and surrounding buildings that is in keeping with existing or preferred neighbourhood character
- achieve appropriate built form outcomes in terms of building alignment, proportions, building type and elements
- contribute to and enhance the public domain and natural landscape
- optimise safety and security for internal and public spaces
- respond to its local social context
- makes efficient use of natural resources, energy and water throughout its full life cycle.

1.3 Land to Which the Guidelines Apply

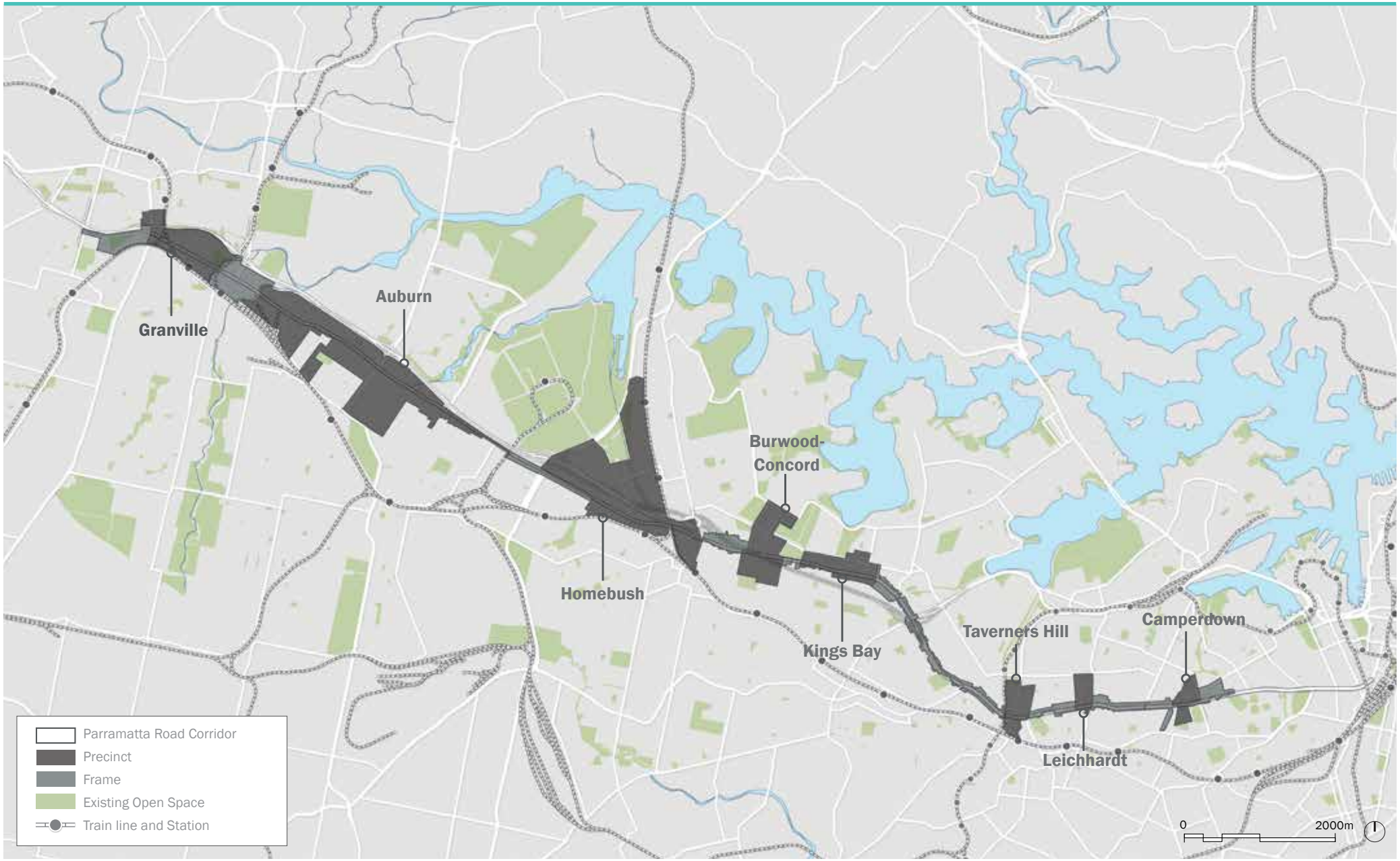
The Guidelines have been prepared for the Parramatta Road Corridor and apply to the Corridor as identified in Figure 1.1. The Corridor and its components are referred to in different ways, for various components and stages of work.

The **Parramatta Road 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** – Granville, Auburn, Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt, and Camperdown. The Precincts have been identified based on their access to jobs, transport, infrastructure, and services and ability to accommodate new development in a balanced way. In some cases, the Precincts straddle LGA boundaries.

Frame Areas are portions of the Corridor located between the identified Precincts. Frame Areas have 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 experience change, 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 1.1: Parramatta Road Corridor



1.4 How to Use the Guidelines and Related Documents

The Guidelines is one of four documents that form the Parramatta Road Corridor Implementation Tool Kit. The Implementation Tool Kit comprises:

- Implementation Plan 2016 – 2023
- Planning and Design Guidelines
- Infrastructure Schedule
- Urban Amenity Improvement Plan.

The Guidelines have been informed by a suite of supporting documents including:

- Sydney CBD to Parramatta Strategic Transport Plan (Transport NSW, 2015)
- Parramatta Road Corridor Social Infrastructure Analysis Report Volumes 1 and 2 (September, 2015)
- Parramatta Road Corridor Precinct Transport Report (September, 2015)
- Parramatta Road Corridor Fine Grain Study (September, 2015)
- Parramatta Road Corridor Sustainability Implementation Plan and Report (September, 2015)
- Parramatta Road Corridor Economic Analysis Report (September, 2015).

Parramatta Road Corridor Social Infrastructure Analysis Report Volumes 1 and 2 (September, 2016)

The Social Infrastructure Analysis Volumes One and Two (September, 2016) identifies the social infrastructure required to be delivered across the Corridor and within individual Precincts and Frame Areas. The Analysis identifies infrastructure required to be provided by local government and by State government agencies. The challenges of providing social infrastructure in an urban renewal context and recommendations regarding implementation are also provided.

Parramatta Road Corridor Precinct Transport Report (September, 2016)

Informed by Transport for NSW's Sydney CBD to Parramatta Strategic Transport Plan, the Precinct Transport Report (September, 2016) is the first step in developing transport plans for each of the eight Precincts along the Corridor to support urban transformation in the Corridor over the short, medium and long term.

Future statutory planning processes will test and refine urban development and appropriate densities along the Corridor. More detailed transport network assessments beyond the work presented in this report will be required to confirm the extent and density of urban development as part of future rezoning or development proposals

Parramatta Road Corridor Fine Grain Study (September, 2016)

The Parramatta Road Corridor Fine Grain Study (September 2016) provides a detailed analysis into the heritage items and conservation areas located within the Precincts and the Frame Areas along the Corridor. It identifies the key elements of the existing built form which are significant from a heritage perspective, including consideration of character and fine grain, and innovative ways to celebrate heritage along the Corridor through adaptive re-use opportunities and integration with adjacent new development.

The Fine Grain Study is intended to be read closely in conjunction with Planning and Design Guidelines and will:

- assist planning professionals in local and state government to inform changes to Local Environment Plans and Development Control Plans
- be a guide and reference for land owners, developers, planners, urban designers, architects, landscape architects, builders and other professionals when preparing a rezoning or development application.

Parramatta Road Corridor Sustainability Implementation Plan and Report (September, 2016)

The Parramatta Road Corridor Sustainability Implementation Plan (September 2016) details the sustainability strategies and key development controls that will deliver the Parramatta Road Corridor as world leading urban transformation by exceeding current requirements.

The Parramatta Road Urban Transformation Program is an integrated, cross-agency project established by the NSW Government in 2013. The Program explores, captures and facilitates opportunities for urban transformation along the Parramatta Road Corridor – a 20 km stretch that spans multiple jurisdictions.

When first established, the Corridor covered ten local government areas. During the course of the Parramatta Road Urban Transformation Program, new councils have been created and at the time of Strategy's publication, there are seven local government areas in the Corridor and additional merger proposals are being considered.

The Parramatta Road Urban Transformation Strategy and Implementation Tool Kit has been prepared in collaboration with all councils in place along the Corridor over the last three years. The technical supporting documents that have informed the Strategy and the Implementation Tool Kit also acknowledge past and present councils.

Former councils are referenced for the purposes of citing local plans and policies that were, and continue to be, in place whilst the Strategy and Implementation Tool Kit was being prepared. The NSW Government is continuing to work with all councils and will work with administrators where they have been appointed.

1.5 Implementation and Relationship of the Guidelines to other Controls

A Section 117 Ministerial Direction has been issued under the provisions of the *Environmental Planning and Assessment Act, 1979* to give statutory weight to the Strategy and the Implementation Tool Kit. The Direction requires planning authorities, including local councils, to consider the Strategy and Implementation Tool Kit when assessing planning proposals, and will ensure renewal of the Corridor is aligned with infrastructure timing, staging and funding.

The Guidelines will inform future controls in local environment plans and development control plans by providing development principles and controls for land within the Corridor that should be considered when the Strategy is being implemented through rezoning proposals.

The Guidelines do not supersede or prevail over current development controls until such time as the Corridor (or land within it) is rezoned, and DCPs are updated.

Other State Environmental Planning Policies (SEPPs) apply to the Parramatta Road Corridor. The Guidelines do not reproduce the requirements of other State policies. If there is any inconsistency between:

- these Guidelines and the Strategy, the Strategy will prevail
- these 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 development control plans and adopted Council policies, guidelines and codes also apply to the Corridor. These Guidelines should be read in conjunction with those documents.

1.6 Structure of the Design Guidelines

The Guidelines are structured into 12 sections as set out below.

Section 1.0 Introduction

This section contains an introduction to the Guidelines, their purpose, land to which they apply, how they are to be used and relationship to other plans and policies.

Section 2.0 Context

This section provides details of the Corridor's characteristics and attributes that inform where and how the development will occur.

Section 3.0 Corridor Guidelines

This section provides the land use and transport principles which apply across the entire Corridor, including all Precincts and Frame Areas. A series of principles have been established in relation to:

- urban structure
- heritage and fine grain
- creeks and watercourses
- open space and public domain
- community facilities
- traffic and transport
- street function
- car parking and bicycle parking
- active transport
- sustainability and resilience.

Section 4.0 Built Form Guidelines

This section provides the detailed principles and controls to guide built form across the entire Corridor, including all Precincts and Frame Areas including:

- block configuration and site planning
- building massing, scale and building articulation
- setbacks and street frontage heights
- transition zones and sensitive interfaces
- building typologies
- active and commercial frontages
- building entries and fencing
- amenity
- accessibility, safety and security
- signage and advertising.

Sections 5-12 Precinct Guidelines

These Sections identify the place based principles and controls for each Precinct and Frame Area along the Corridor. Each Precinct is considered in terms of:

- location and context
- existing character and identity
- constraints and opportunities
- vision and future character including open space, linkages and connections, street types, setbacks and transitions, and activity and commercial frontages
- recommended land uses, heights and densities.

Glossary

A glossary of terms and definitions is provided at the end of the Guidelines.

Appendix

Indicative floor plans for development on busy roads.



2

Context

Context concerns the broader setting and articulates a site's relationship to the surrounding urban area, including its existing physical surroundings, its social and economic environment, a strategic view of the area in which it is located and its role over time. A good understanding of context is essential to identifying opportunities and constraints and developing an appropriate design and built form response that will support the existing and future desired context and neighbourhood character.

Parramatta Road is one of the oldest and most significant pieces of road infrastructure linking the original Sydney settlement to Rose Hill (later renamed Parramatta). The physical and cultural character of Parramatta Road is complex and rich. Since at least 1790, Parramatta Road has served as the main thoroughfare west out of Sydney and instigated development along its 20km route. 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 and its Corridor.

Figure 2.1: Parramatta Road



Figure 2.2: Parramatta Road - Five Dock



Figure 2.3: Parramatta Road - Five Dock



Figure 2.4: Parramatta Road - Homebush



Figure 2.5: Parramatta Road - Leichhardt



Figure 2.6: Parramatta Road - Granville



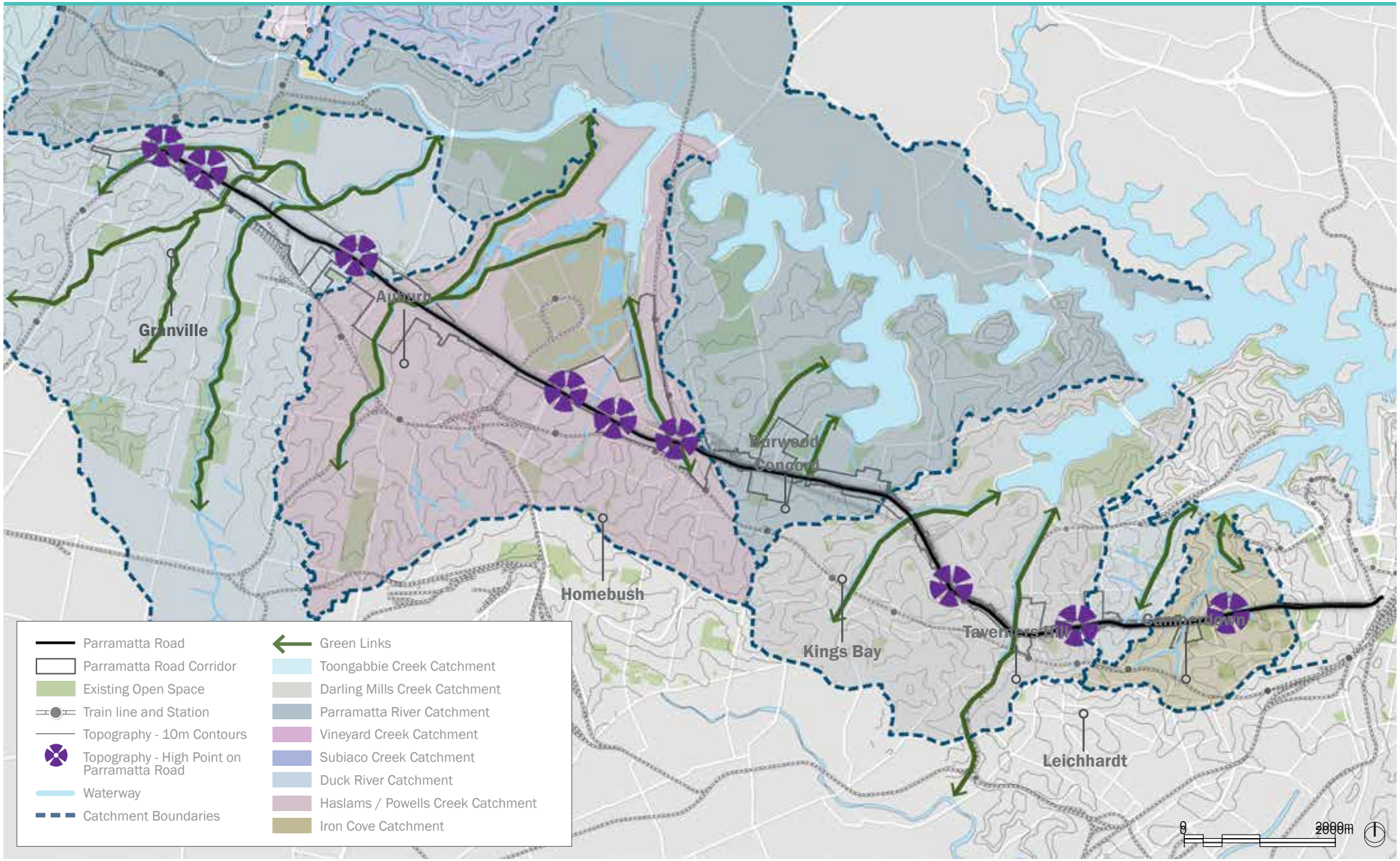
2.1 Topography – Ridges, Creeks & Valleys

Unlike many of Sydney's well known roads, Parramatta Road is not a ridge road. Its alignment runs between an east-west ridgeline and the Parramatta River having evolved from an Aboriginal walking track that was setback from the Parramatta River to avoid being flooded.

In the east and central sections of the Corridor, the road alignment diverts to minimise creek crossings whilst in the west, it straightens due to the flatter Wiannamatta shale geology (Figure 2.7). Parramatta Road undulates across minor ridges and valleys. Low points are crossed creeks and waterways, many of which are degraded and exist primarily as concrete channels or heavily weed impacted creeks. High points are intersected by ridges and significant streets, often punctuated by heritage buildings.

There is good opportunity to capitalise on the existing topography to reinforce and celebrate the rhythm of ridges and valleys. Varied treatments could be used to mark crossings or celebrate views along the Corridor at high points. Existing creeks and watercourses provide major opportunities for open space connections, and ecological and habitat restoration.

Figure 2.7: Parramatta Road Corridor



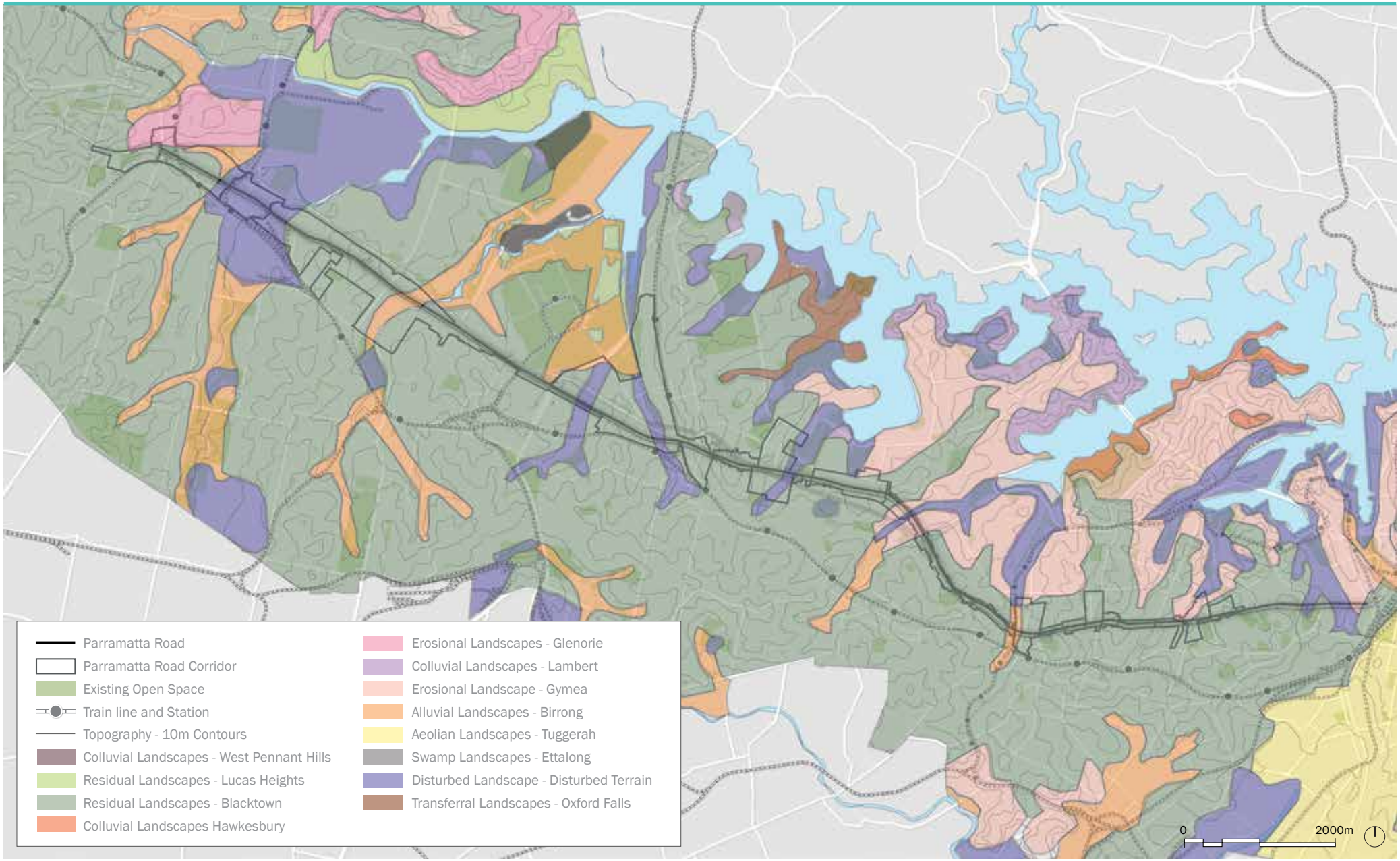
2.2 Geology & Geomorphology

Soil conditions vary along the Corridor, reflecting the underlying geology and topography (Figure 2.8). The western part of the Corridor features Wiannamatta Group and Hawkesbury Shales, resulting in gently undulating topography. Soils are moderately deep but have been highly modified.

The eastern end of the Corridor consists of primarily Hawkesbury Sandstone and associated soil groups.

Low lying alluvial soils occur along creek lines and watercourses which are typical of flood prone areas.

Figure 2.8: Underlying Geology



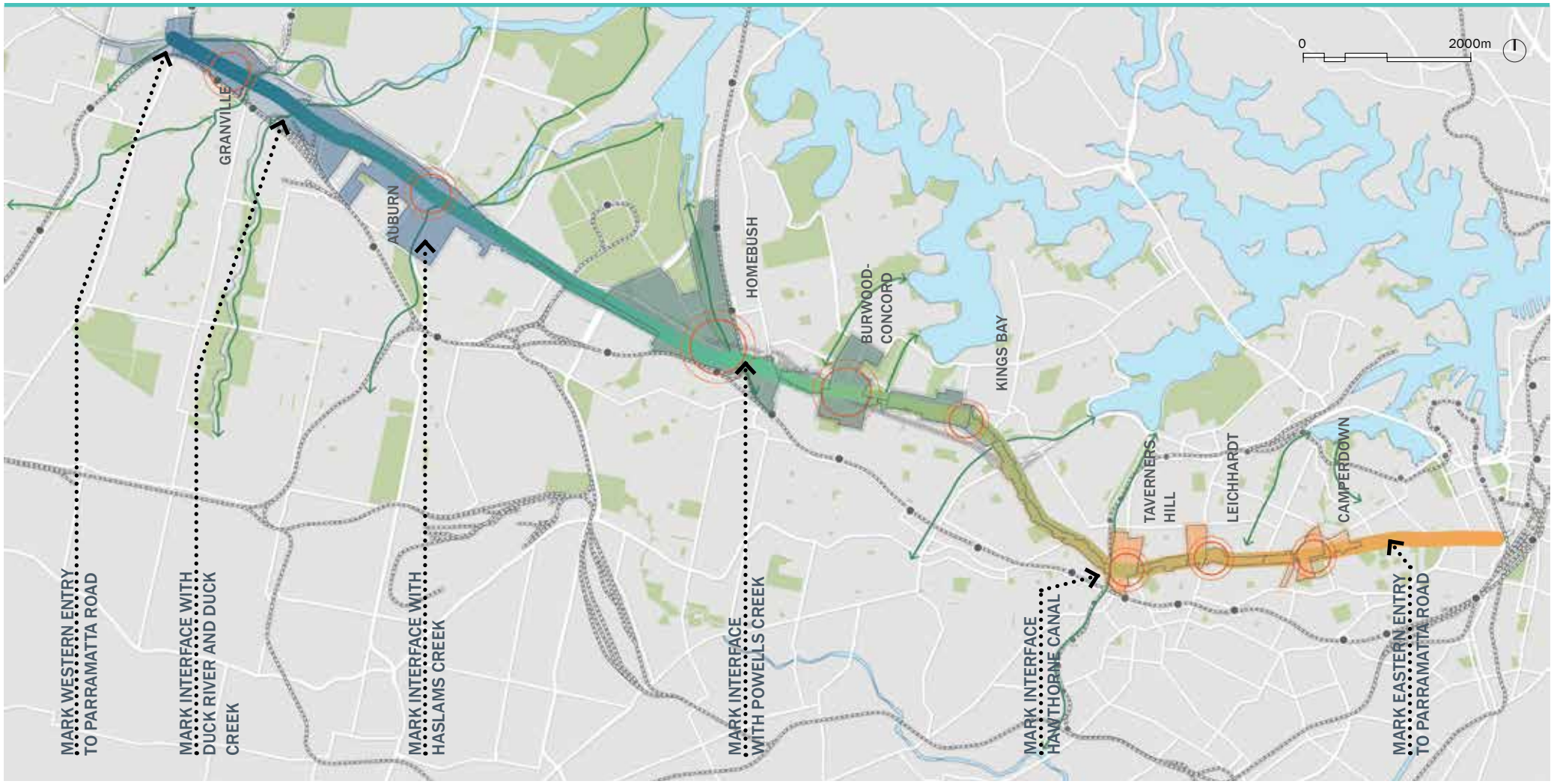
2.3 Landscape Character & Vegetation

The landscape character along the Corridor is influenced by the surrounding built form, corridor width and topographical changes. The Corridor can be roughly divided into three landscape characters - shale/cumberland plain woodland, shale/turpentine ironbark forest and sandstone/heath woodland and forest (Figure 2.9). The character of each section is defined by its underlying geology and geomorphology, vegetation type and similar built form typology (Section 2.6).

Parramatta Road lacks significant existing vegetation, particularly street trees. Planting does existing in fragmented sections and provides limited amenity or environmental benefit. Established areas of vegetation exist in areas adjacent to the Corridor in locations such as Sydney University, Ashfield Park, Yasmar Juvenile Justice Centre, Concord Oval, and along numerous watercourses. Some existing planting is located within historic parks and has heritage and cultural value.

Existing vegetation types observed along the Corridor are illustrated in Figure 2.10.

Figure 2.9: Landscape Character





SHALE / CUMBERLAND PLAIN WOODLAND
Provide a double row of tree planting
Utilise generous setbacks to provide borrowed landscape



SHALE / TURPENTINE IRONBARK FOREST
Provide Avenue tree planting
Promote setbacks to enable a generous public domain



SANDSTONE / HEATH WOODLAND AND FOREST
Provide Avenue tree planting
Utilise low level planting to green the corridor



Platanus trees to the northern side of Parramatta Road



Ficus trees to the southern side of Parramatta Road



Mature ficus trees line Victoria Park



Dense vegetation along the edge of Sydney University contributes to the streetscape. Eucalypts line both sides of the street.



Tall hedge borders Sydney University. Eucalypts line both sides of the street



Platanus trees at new apartment block



Vegetation at Fort Street High School contributes to streetscape



Vegetated setback to commercial building contributes to streetscape



Ashfield Park



Dense overgrown vegetation edges 'Yasmar' Juvenile Detention Centre



Eucalypts line Bunnings Ashfield



Mature ficus trees are present at many locations along Parramatta Road. Additional vegetation at locations where water courses cross Parramatta Road.



Trees at Rosebank College contribute to streetscape



Trees line Concord Oval



Buffer planting between queen street and the M4 Motorway contribute to the Parramatta road streetscape



Open space easement adjacent to North Strathfield canal is planted with ficus species



Eucalyptus species adjacent to Sydney Markets



Eucalyptus buffer planting between Parramatta Road and M4 Motorway



Ficus species buffer planting between Parramatta Road and M4 Motorway



Eucalyptus species between on ramp to M4 Motorway and Parramatta Road



Queen palm trees feature in many car yards



Lidcombe power centre is lined with eucalypts and has a wide setback with decorative grasses



Fitness first is lined with palm trees and Lophostemon confertus



Vegetation along Auburn North Public School contributes to the streetscape



Wide setback at Officeworks allows for decorative grasses and eucalypt planting

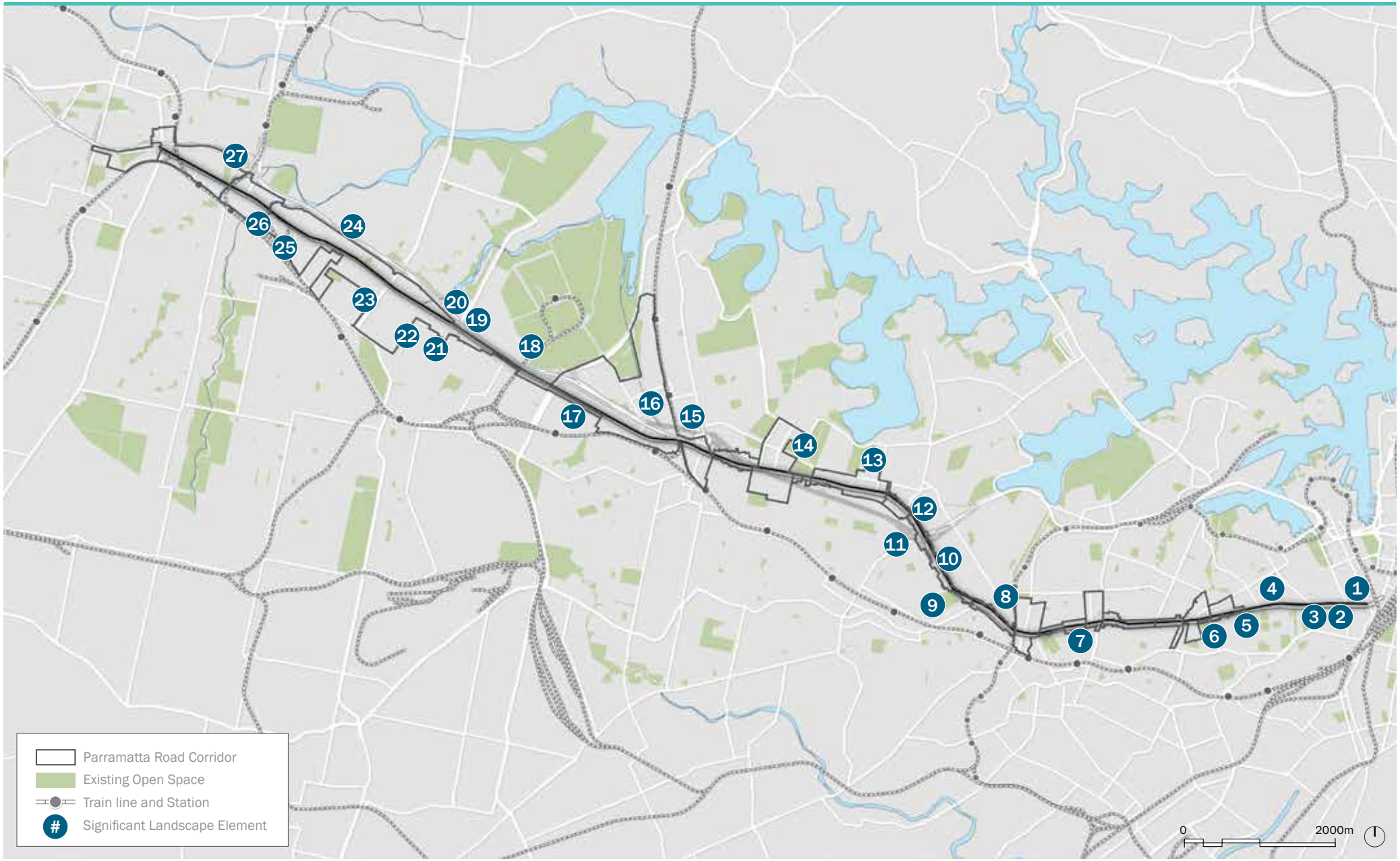


Dense native vegetation borders blue circle cement Australia Clyde Depot



F.S. Garside park Granville features large ficus trees

Figure 2.10: Existing Vegetation



2.4 Open Space, Green Grid & Blue Grid

Existing green open space is scattered and disjointed, predominately lying north of Parramatta Road. Green remnants largely follow a series of north south links along creek lines and small tributaries running from Sydney Harbour and the Parramatta River to the Cooks River.

Whilst the area around the Corridor is well served by regional and district open spaces, there are some patches across the Corridor that are deficient in local open space, such as Auburn, Taverners Hill and Leichhardt (Figure 2.11). The distribution of open space must also take into account the quantum of open space provision required, the location of open spaces in comparison to urban centres or the impact of major barriers to open space access.

Open space is an important public amenity and habitat for local wildlife, fauna and flora. The links along creeks and waterways provide both open space connections and open space corridor opportunities. New and improved open space will also need to be provided within Precincts as the Corridor undergoes growth and transformation.

A water sensitive approach to urban water planning and management is emerging as global best practice. Water sensitive cities are sustainable, resilient, productive and liveable. They efficiently use the diversity of water resources available within them to enhance and protect the health of urban waterways and mitigate flood risk. They provide enhanced urban amenity through attractive public spaces that also harvest, clean and recycle water, increase urban biodiversity and reduce urban heat island effects.

The nine existing creeks or water inlets that traverse the Corridor and flow to Parramatta River are the foundation of the local ecosystems in the Corridor. The natural channel of the creeks have been largely lost due to engineering and are largely confined to 2-3 metre wide concrete trapezoidal drains. Surrounding the majority of the creeks are drainage easements to prevent erosion and flooding of buildings.

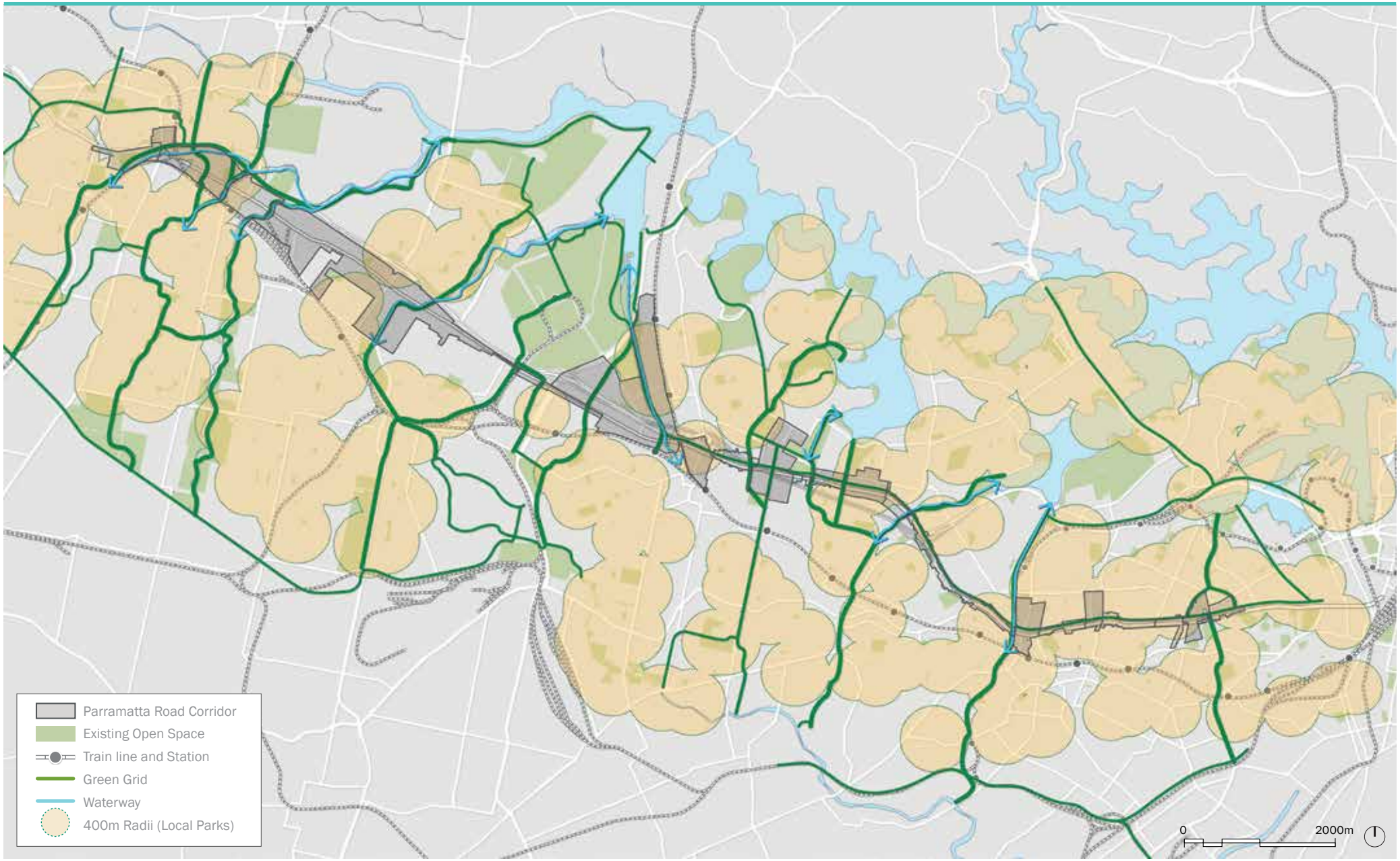
2.5 Circulation & Public Transport

Parramatta Road is the main vehicular connection between Sydney and Parramatta carrying approximately 100,000 AADT. The M4 Motorway meets Parramatta Road at North Strathfield, providing a link further west to the Blue Mountains. Main north-south road connections crossing Parramatta Road are currently limited due the traffic pressure along Parramatta Road.

As the main vehicular east-west connection, Parramatta Road is an important part of the local bus routes travelling between Sydney CBD/Parramatta CBD and the western suburbs. The western rail line runs south and parallel to Parramatta Road. The majority of the Corridor has easy access (within walking distance) to a rail station, including Granville, Homebush, Burwood and Taverners Hill. The light rail serves the inner west looping from Darling Harbour to Summer Hill and provides an important link for the inner west suburbs north of Parramatta Road, such as Leichhardt, Haberfield, Annandale, Glebe and Pyrmont. The ferry provides a link from Parramatta to Sydney's CBD with regular stops along the river serving the water side suburbs.

Leveraging off reduced traffic volumes along parts of the Corridor, better integrating and strengthening public transport, and improving north-south connectivity are important strategies to reconnecting existing town centres and communities, and to bring life and activity back along Parramatta Road and the broader Corridor.

Figure 2.11: Parramatta Road Corridor in the Context of the Green Grid



2.6 Urban Structure & Strategic Centres

The Corridor is significant for its role in shaping Sydney's suburban and industrial development towards the west. Much of the route remained undeveloped throughout the early 19th Century, with sparse settlement and a few roadside inns. Large scale subdivisions began to appear along the Corridor from the 1840s and the suburbs developed.

Residential subdivision and suburban development was further encouraged when the railway opened in 1855, broadly parallel to Parramatta Road along much of its length. From its earliest incarnation, Parramatta Road also served the industrial districts of Sydney, providing an important transport link for industry and its workers.

As the land filled with houses, strips of village shops were built to serve the new population. The Victorian style shopping strip was most prominent on Parramatta Road between Annandale and Leichhardt, around Burwood Road and at Homebush. These areas corresponded with earlier developments along Parramatta Road near the junction of branch roads and the roadside inns that served them. Many of these shopping strips remain along the Road and are representative of the 19th Century aesthetic and commercial character of the eastern end of the Corridor. As motorised cars became more common from the 1920's and trams that previously serviced the Corridor 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.

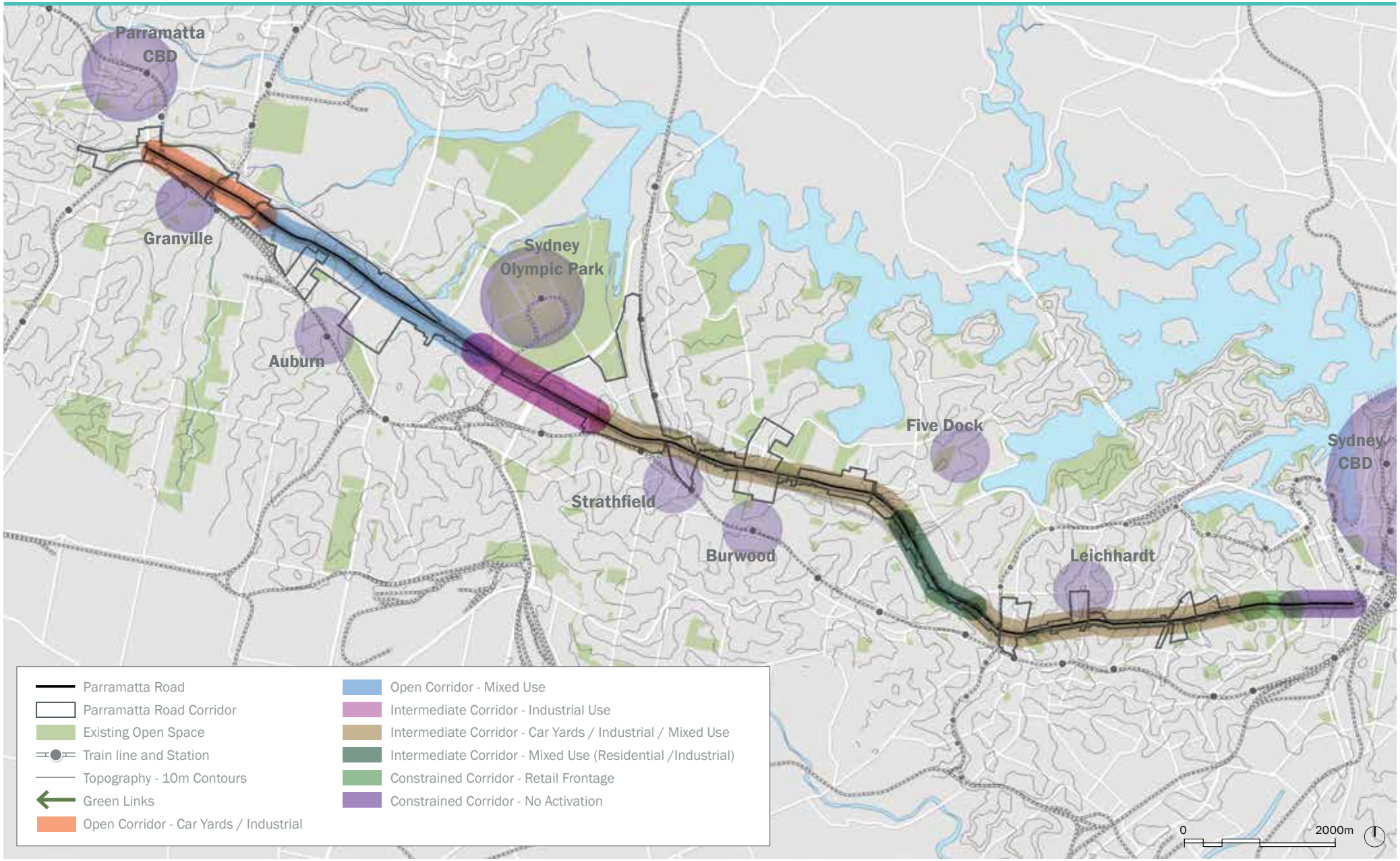
Today, Parramatta Road is bookended by the Sydney CBD in the east and the Parramatta CBD in the west. The strategic centres of Sydney Olympic Park and Burwood are located immediately outside the Corridor. The Corridor also connects a diversity of suburbs, from the historic residential villages of Leichhardt and Glebe to the industrial areas of Clyde and Auburn (Figure 2.12).

Key urban facilities such as entertainment precincts, markets and sporting facilities, are focused in large areas to the west around Sydney Olympic Park and to the east around Iron Cove and Darling Harbour. Ashfield Park, Flemington Markets, Sydney Olympic Park, Concord Oval, Royal Prince Alfred and the University of Sydney are some of the main urban facilities abutting Parramatta Road.

Commercial land uses are currently polarised, with focus to Sydney's CBD, Sydney Olympic Park and Parramatta CBD. Limited areas of commercial land use scattered around the rail line and large areas of industrial land use are concentrated west of Concord Road in Auburn and Clyde. Residential land uses dominate Granville, and the central and eastern portions of the Corridor.

There is a significant opportunity to rebalance and diversify land uses along the Corridor as well as reinforce strategic nodes and existing centres. Western Sydney will hold more than half of Sydney's population by 2030 and therefore more employment precincts where people can walk or cycle to work should be embraced.

Figure 2.12: Urban Structure and Strategic Centres



2.7 Heritage and Conservation

The Parramatta Road Corridor contains a number of heritage items that reflect the nature and character of historical development along the Corridor (Figure 2.18). The range of items include houses of different styles and eras, commercial buildings, industrial sites, historical infrastructure such as milestones, community spaces such as parks, schools and churches, as well as conservation areas that encompass streetscapes with historical and aesthetic significance.

The heritage reflects the diverse history of the Corridor and the growth of Sydney in general. Heritage and conservation areas are focused to the east, in particular around Camperdown, Leichhardt and Taverners Hill. There are less constraints in terms of heritage and conservation in the western end of the Corridor.

Parramatta Road remains a significant link through Sydney, connecting the areas of early settlement and providing a spine for the historical development of suburban and industrial Sydney throughout the nineteenth and twentieth Centuries. The massing and design of new development should reinforce the Corridor's heritage values by considering and sensitively responding heritage buildings and areas.

Figure 2.13: Mitchell's 1828 Plan

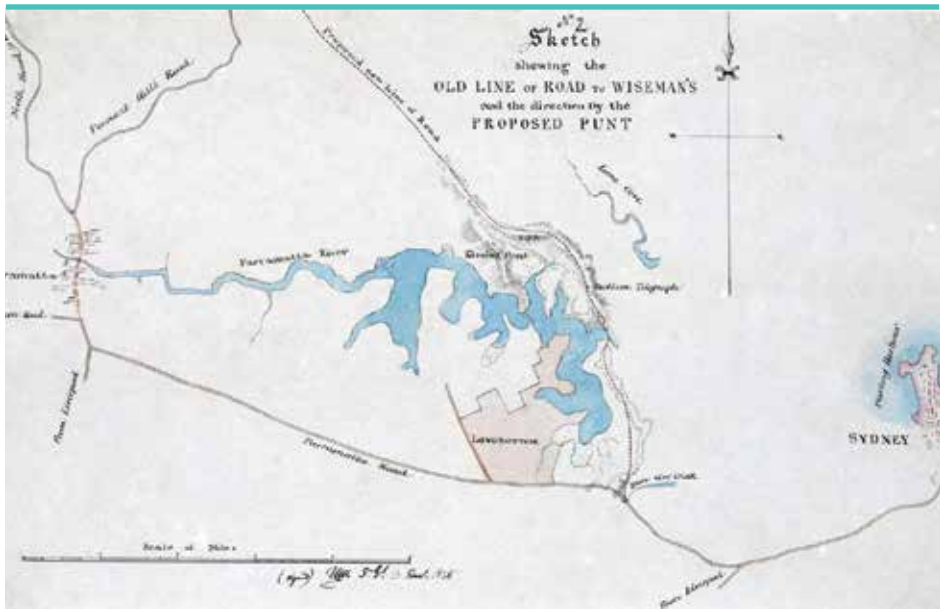


Figure 2.14: Toll House 1800's

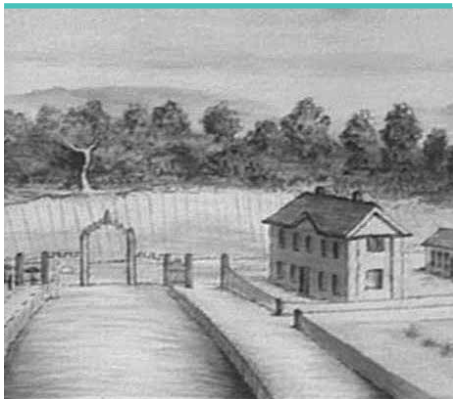


Figure 2.15: Parramatta Road 1937



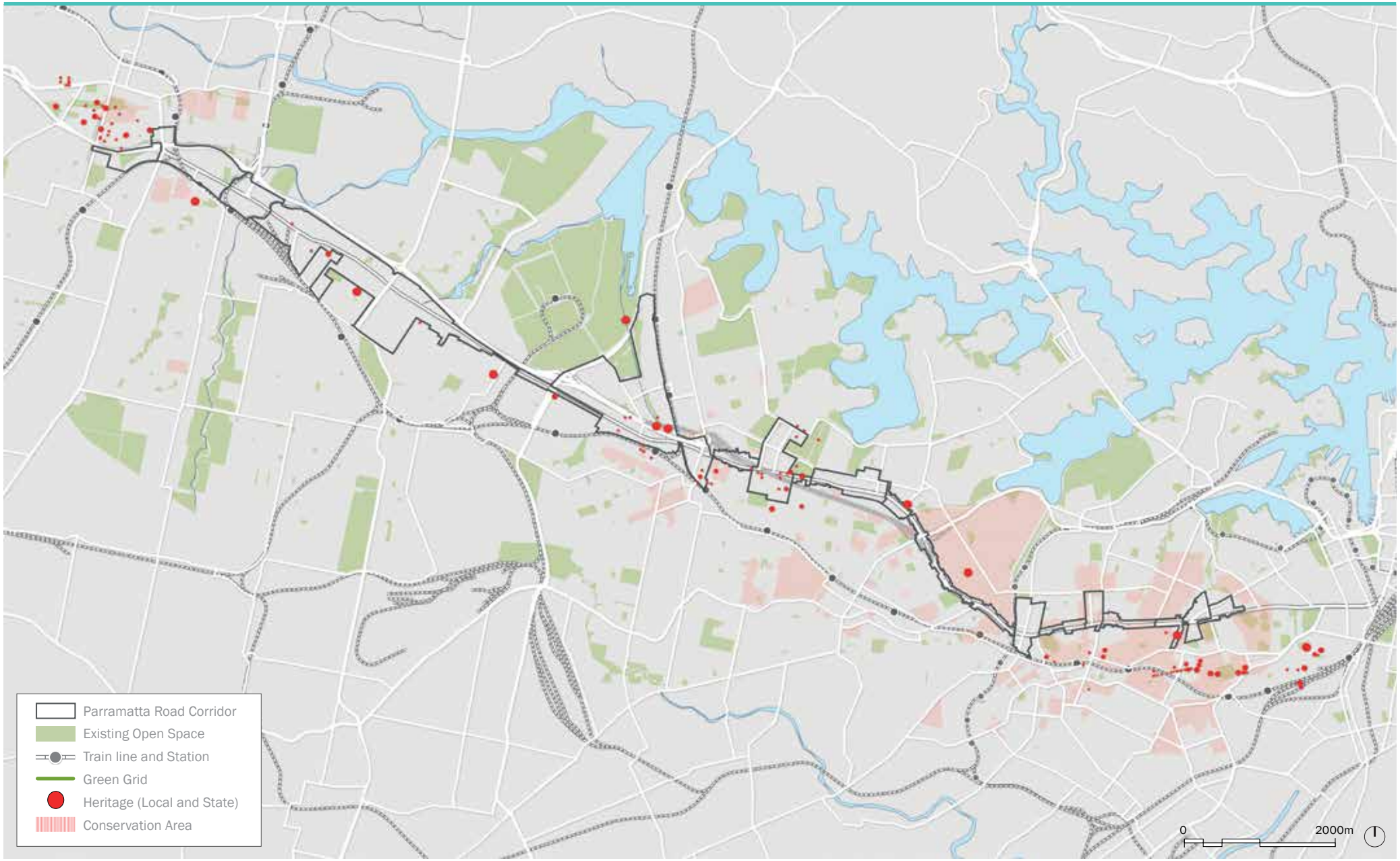
Figure 2.16: Leichhardt 1966



Figure 2.17: Auburn looking East 1948



Figure 2.18: Corridor Wide Heritage Map





3

Corridor Guidelines

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. The vision will be delivered across three scales – the overall Corridor (the macro scale), the Precinct and Frame Areas (the middle scale) and through individual buildings and spaces (the micro scale).

3 Corridor Guidelines

The following Guidelines have been established in response to the overall Corridor and the matters that are relevant to all Precincts and Frame Areas. The Guidelines comprise a series of objectives and requirements in relation to:

- urban structure
- heritage and fine grain
- creeks and watercourses
- open space and public domain
- public transport
- street function
- car parking and bicycle parking
- active transport
- sustainability and resilience

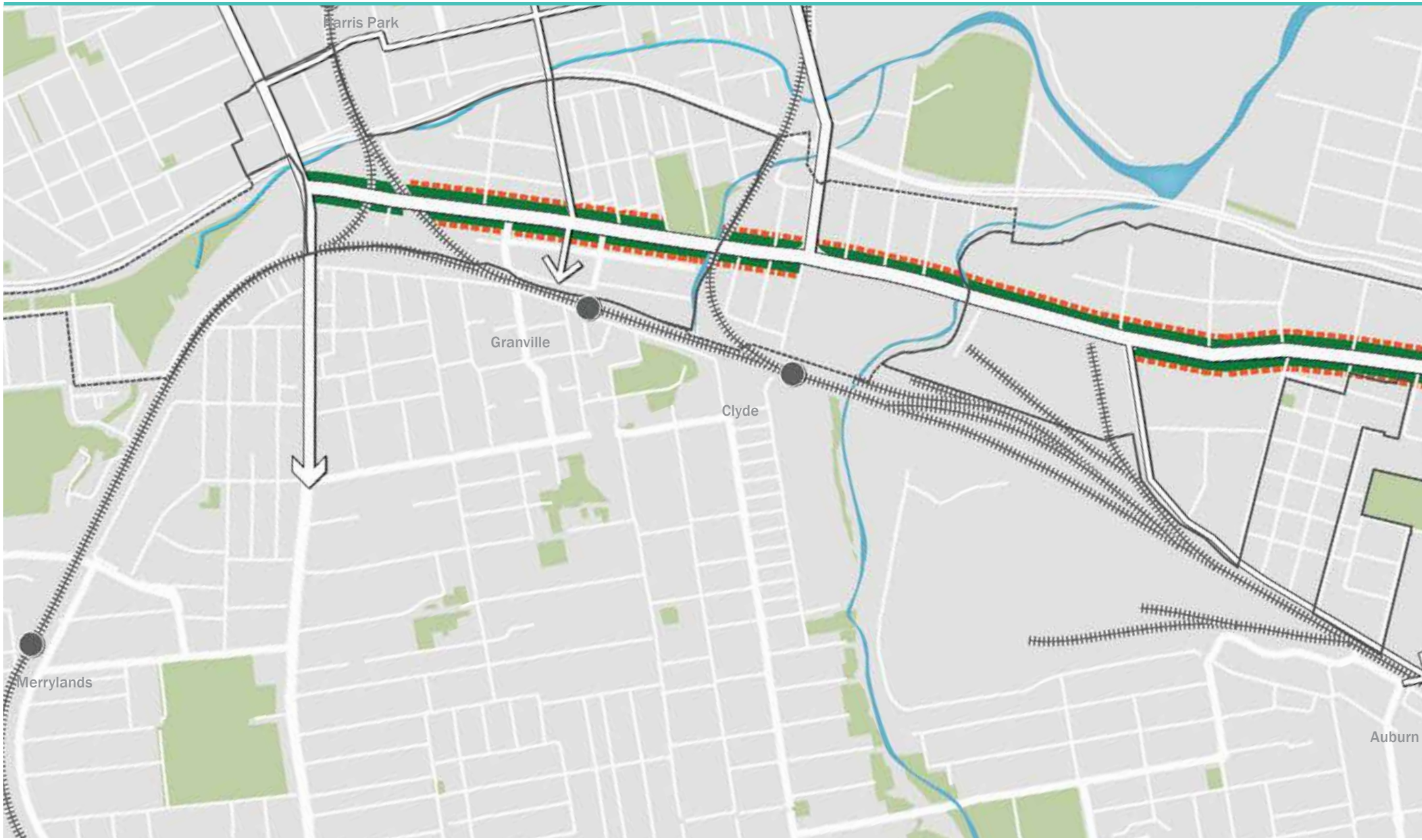
3.1 Urban Structure

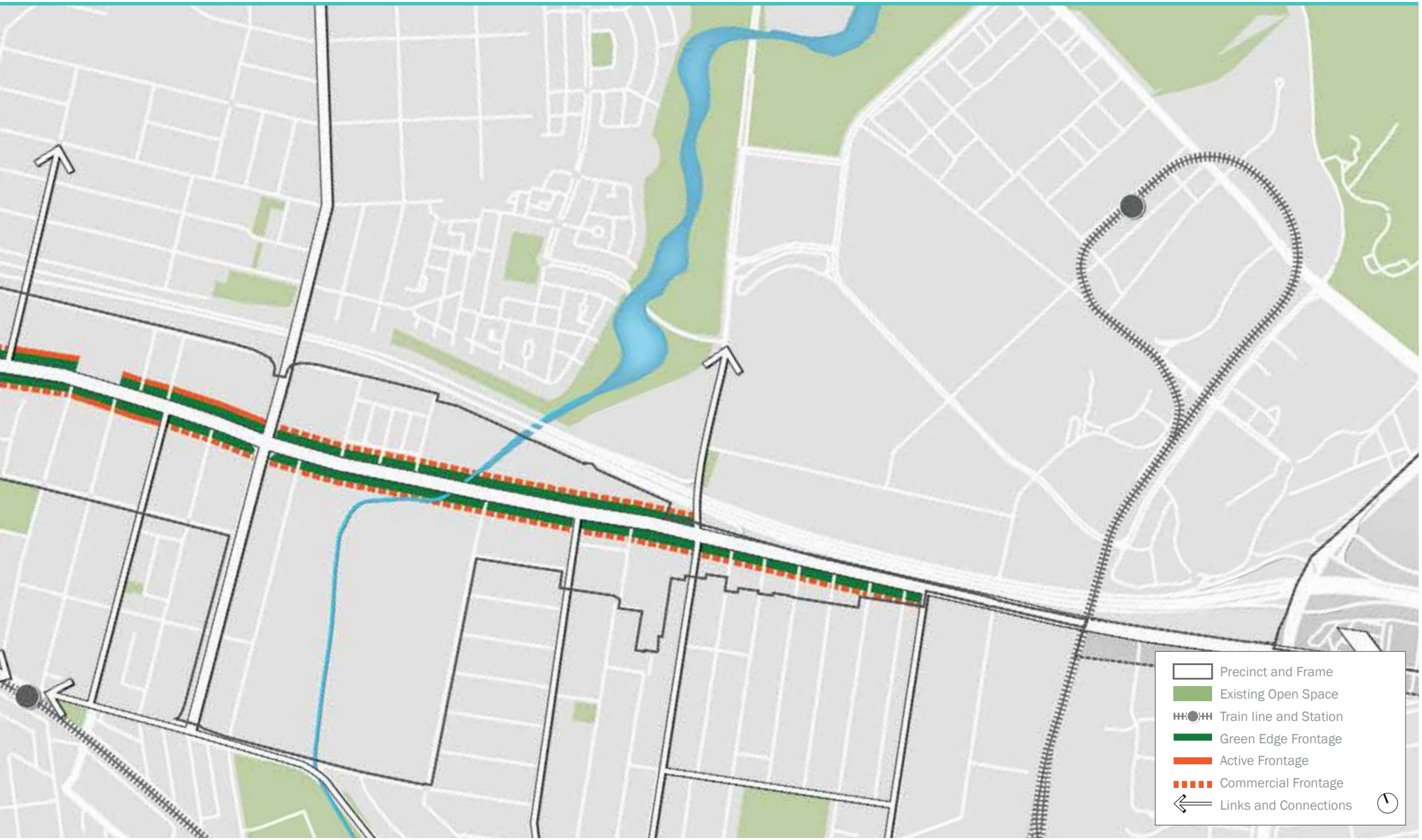
The Corridor is both a single, linear entity used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Corridor. Sections of the Corridor are distinctly different based on topography, land use, subdivision pattern, built form and economic and demographic characteristics. As a result, the challenges and opportunities presented across the Corridor require varied approaches to urban renewal.

The Corridor is separated into two distinct sections – Corridor West and Corridor East, which present and necessitate varying opportunities urban design responses:

- Corridor West – land within the City of Parramatta and Cumberland local government areas (LGAs) which is also located in the Central West District as identified within *A Plan for Growing Sydney*
- Corridor East – land within the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs which is also located in the Central District as identified within *A Plan for Growing Sydney*. Corridor East can be split into two further sections to reflect the distinct character change that occurs at Hawthorne Canal.

Figure 3.1: West Corridor Character




Precinct and Frame
Existing Open Space
Train line and Station
Green Edge Frontage
Active Frontage
Commercial Frontage
Links and Connections

Corridor West

Corridor West comprises the Granville and Auburn Precincts. It partially coincides with the boundary of the Greater Parramatta to Olympic Peninsula Urban Renewal Area. The key opportunities within Corridor West include:

- larger lots to better facilitate redevelopment and delivery of open space through the development process
- good arterial road access suitable for industrial and commercial uses
- more affordable land and property
- older building stock with high potential for site turnover
- relatively less constrained heritage, overshadowing and other design considerations

Close to Sydney's dual CBD at Parramatta, the **Granville Precinct** will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Taking advantage of its location close to employment areas such as Parramatta and Sydney Olympic Park, **Auburn Precinct** can be a location for significant employment growth, supported by moderate scale residential development and an improved streetscape.

Corridor East

Corridor East extends from Homebush to Camperdown and includes the Burwood –Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown Precincts. It includes Homebush Bay and Sydney Olympic Park as well as Burwood, the largest strategic centre along the Corridor.

East of Hawthorne Canal, the Corridor is characterised by traditional 19th century fine grain heritage and main street retail areas as well as areas of older industrial uses. Corridor East is constrained in parts by small lot size and land fragmentation as well as accessibility. It does however benefit in other parts from good access to public transport, including light rail. This part of the Corridor also contains areas of heritage significance and high quality and high value properties. New developments have started to emerge, particularly around Camperdown.

The key strengths of Corridor East include:

- larger lots west of Hawthorne Canal that are up for redevelopment
- older building stock and underdevelopment of some sites to facilitate turnover of sites
- proximity to existing high value and high amenity residential areas
- access to a range of transport options, including public transport to key employment hubs
- high quality heritage values and attributes east of Hawthorne Canal where existing character should be preserved and leveraged
- areas of good economic productivity and specialised activities.

Renewal in Corridor East will unlock currently underutilised land to provide new, quality places for the community to share, and will revitalise the fine grain heritage character of the Corridor. Public transport investment will improve accessibility and the quality of the urban environment so that businesses along Parramatta Road are able to re-establish and vibrancy is restored. The development of the Precincts for a mix of uses will provide a greater diversity and affordability of housing for people who wish to live in the Corridor.

Homebush Precinct will become a new, mixed use precinct for the Corridor, housing a new community of residents attracted to the area for its high amenity and access to employment at Parramatta CBD and Sydney Olympic Park. The precinct will provide a long term supply of housing stock to meet increasing demand as Sydney Olympic Park grows into a new city.

The **Burwood-Concord Precinct** will complement Burwood Town Centre and provide additional housing whilst maintaining the quality of buildings in the area.

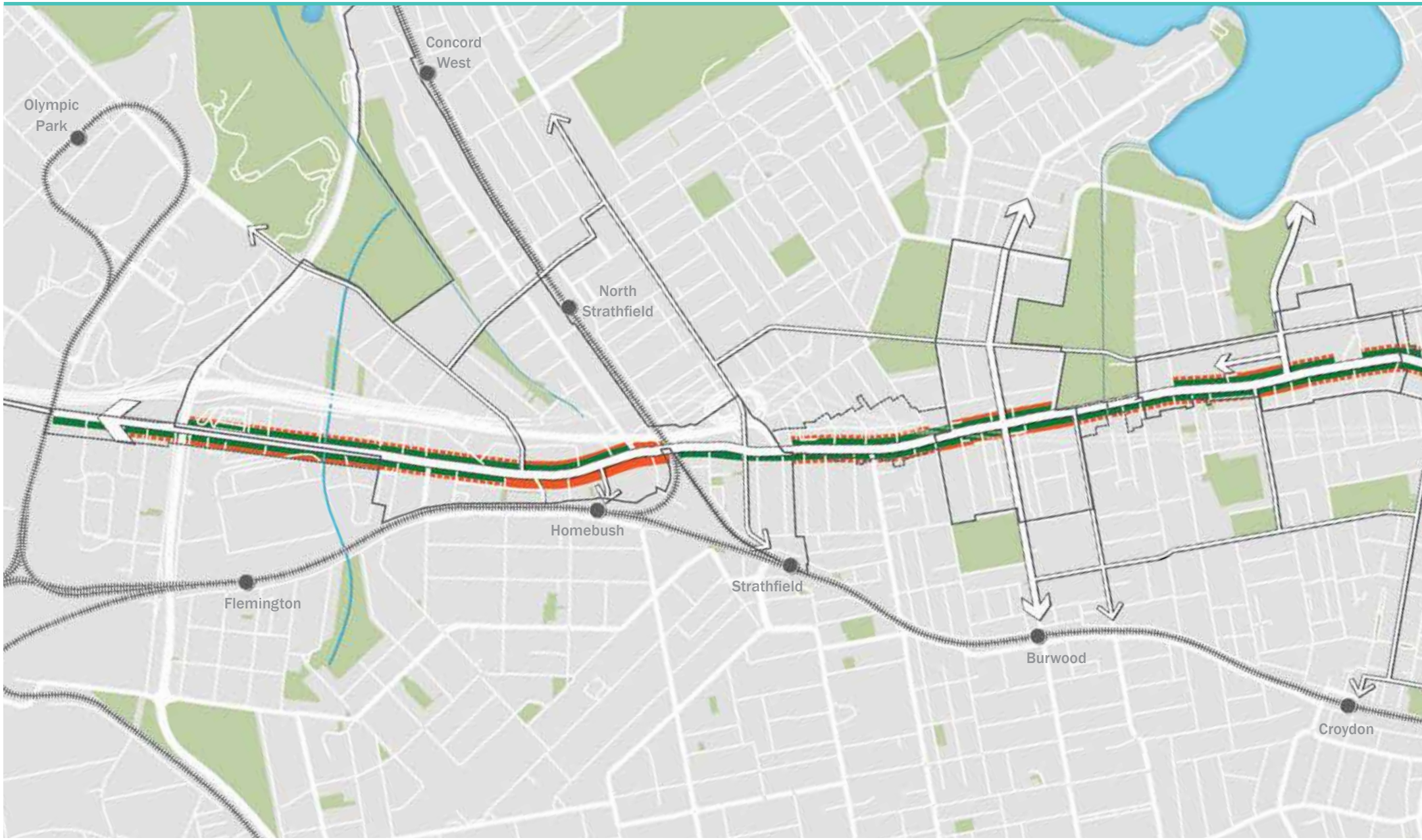
The **Kings Bay Precinct** will evolve from a low scale industrial precinct into a new mixed use neighbourhood, anchored by a small local centre and offering a range of housing choices. Existing local businesses will be provided with opportunities to stay in the local area through retention of a mix of business and residential land uses.

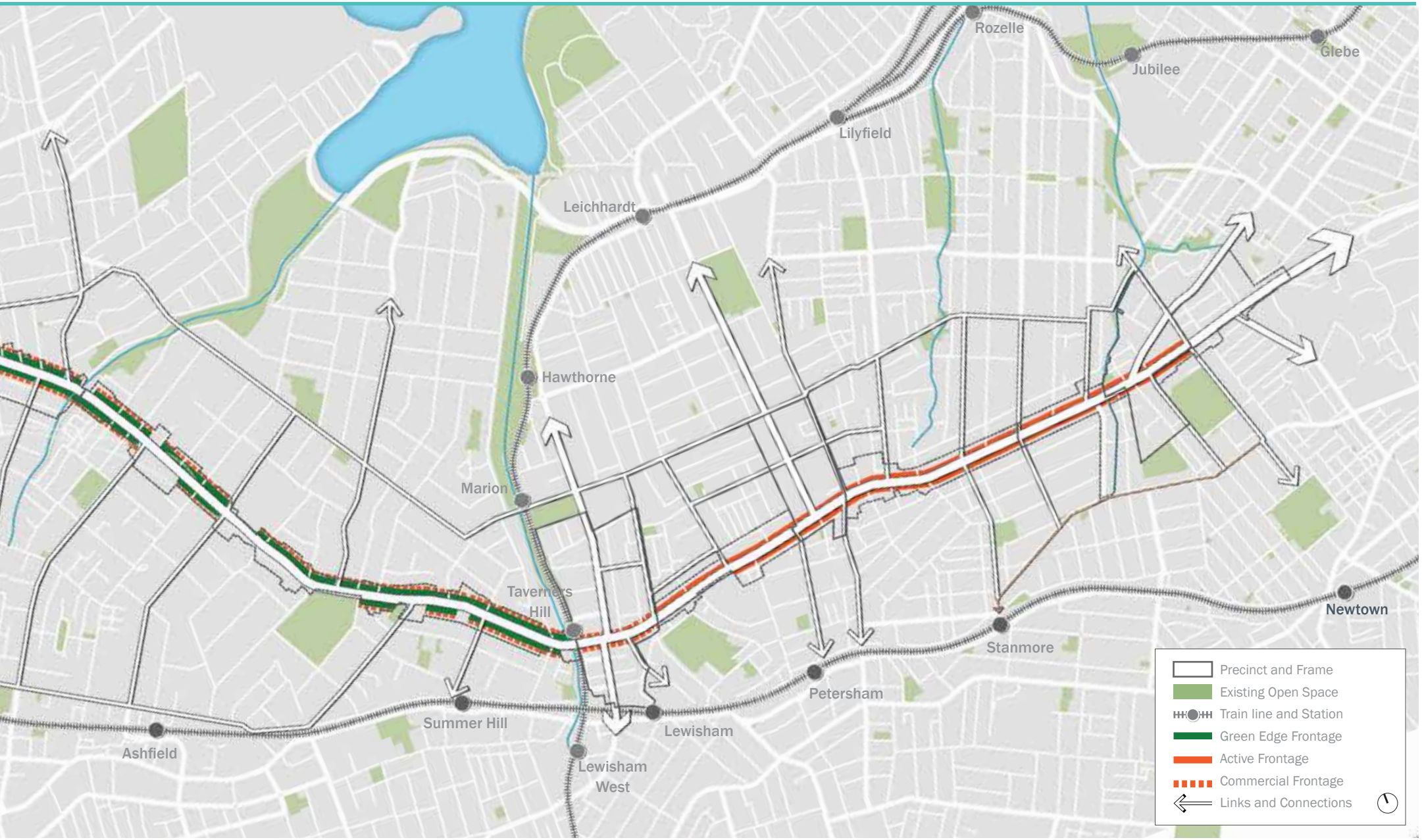
Opportunities will be leveraged through the development of the **Taverners Hill Precinct** to unlock local streets and improve permeability and provide more open space north of Parramatta Road.

Leichhardt Precinct will be renewed by attracting a range of small and medium enterprises including creative industries attracted to its inner west location and character, and introducing additional residential uses to bring people into the Precinct and Frame Area.

Camperdown Precinct will leverage from its proximity to the University of Sydney and Royal Prince Alfred Hospital to generate jobs in specialised education and medical industries. Student accommodation and affordable housing will be particularly promoted. Redevelopment of the Hordern Industrial Estate will provide the opportunity for additional residential development that celebrates the industrial character of the area.

Figure 3.2: East Corridor Character




Rozelle
Glebe
Jubilee
Lilyfield
Leichhardt
Hawthorne
Marion
Taverners Hill
Newtown
Stanmore
Petersham
Summer Hill
Lewisham
Ashfield
Lewisham West
Precinct and Frame
Existing Open Space
Train line and Station
Green Edge Frontage
Active Frontage
Commercial Frontage
Links and Connections

3.2 Heritage & Fine Grain

Heritage elements – both Indigenous and European – are important elements that help define the Corridor's character and identity. The following principles should be considered by future development along Parramatta Road, and within the Precincts and Frame Areas that is on or in the vicinity of heritage items and heritage conservation areas.

Recommended standard statutory controls and additional innovative controls are provided in the Parramatta Road Corridor Fine Grain Study, September 2016 and should be considered when preparing new local controls or assessing proposals.

Heritage and Fine Grain Requirements

a. Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.

b. New development in heritage conservation areas must be designed to respect neighbouring buildings and the character of the area. Infill development should enhance and complement existing character but not replicate or mimic the architectural style, detailing or materiality of listed heritage/historic buildings.

c. Maintain architectural, streetscape and interpretive building elements that contribute to heritage conservation areas.

d. In appropriate locations, enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented or interpreted, where it is assessed as being significant.

e. Encourage fine grain subdivision for large sites undergoing renewal.

f. Maintain the prominence and legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.

g. Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area.

h. Retain the prominence of heritage landmark buildings in the immediate streetscape, in the surrounding area, and from key vantage points.

i. Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or heritage conservation areas.

j. Ensure new development does not physically overwhelm or dominate heritage items and heritage conservation areas by providing appropriate transitions from new development sites to existing buildings, structures and streetscapes of heritage value.

k. Use sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of heritage items and contributory buildings.

l. Ensure design resolution is considered in totality, and in particular at the pedestrian scale.

m. Reinforce and enhance the distinctive character of the historic retail strips along Parramatta Road.

n. Retain, conserve and interpret significant historic signs.

o. Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well positioned signs which contribute to the vitality of the roadway and locale.

p. Signage design and location must conserve the heritage significance of an item or heritage conservation area.

q. Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.

r. Promote characteristic and desirable landscape treatments in different character areas.

3.3 Creek & Watercourses

Nine creeks and watercourses traverse the Corridor and provide opportunities for enhanced and linked new open space, active transport connections, new habitats for endemic plant species, and relief and refuge from the built urban environment: a sought after amenity for local residents. These green spaces provide the opportunity to establish and promote water sensitive urban design. They also provide a previously lost urban link, a connection from river to rail, for cyclists and walkers. The Corridor's creeks and watercourses are therefore important for environmental, ecological, recreational and amenity reasons. Rehabilitation, reinstatement and naturalisation of the existing creek beds should be pursued through initiatives which:

- protect, maintain or restore waterway health and the community's environmental values and uses of waterways
- integrate water cycle management that holistically considers and drives investment in sustainable water supply, reuse, wastewater, and stormwater infrastructure
- foster the relationship between water, landscapes and urban living, to enhance human and social wellbeing and promote community co-design and governance in urban water strategies.

Creeks and Watercourses Requirements

a. Integrate green and blue infrastructure early in the planning process to maximise environmental and social outcomes at the lowest cost.

b. Improve the environment performance and amenity of existing drainage corridors and watercourses by integrating water management initiatives that address quality and quantity management.

c. Protect and enhance the local waterway and receiving waters.

d. Vegetate creeks and watercourses.

e. Provide opportunities for additional accessible pedestrian and bicycle links to creeks and watercourses.

f. Enable views from the wider public domain to creeks and watercourses.

g. Promote green infrastructure along creeks and watercourses such as vegetated open spaces and street trees to assist in mitigating urban heat, encourage healthy lifestyles and enhance biodiversity.

h. Implement lot and street-scale stormwater run off initiatives to manage water quantity and quality before it enters the local waterway.

3.4 Open Space & Public Domain

New development will necessitate the provision of additional open space, particularly as new residents and workers will rely on public open space for relaxation, recreation and meeting places.

The highly developed urban pattern across the Corridor requires open space planning and delivery to consider a variety of options and approaches. A network of plazas, open spaces, green and pedestrian links will underpin each Precinct and Frame Area. These spaces should provide for a variety of passive and active uses that complement the existing and future communities responding to their needs.

A. Open Space Requirements

a. Protect and improve the quality, access and safety of existing open space.

b. Provide new public open space that is:

   i. part of a legible Green Grid network within and beyond the Corridor

   ii. landscaped and includes substantial areas for high quality and sustainable landscaping

   iii. an appropriate size to accommodate a variety of uses

   iv. suitably dimensioned and designed for the intended use in terms of quality and orientation

   v. flexible and easily adapted to different uses in response to changing community activity and passive recreational preferences and are useable in a range of weather conditions

   vi. vibrant, inclusive, accessible and safe

   vii. linked to pedestrian and cycle paths to encourage reduced car dependency

   viii. integrated with the public domain, creeks, watercourses, or other encumbered land, if appropriate

   ix. designed to achieve sharing of space between sports

   x. located with access to, or makes provision for, recycled or other sustainable water supply

   xi. capable of being well maintained.

B. Public Domain Principles

a. Increase canopy cover and provide for greenery within the public domain.

b. Build local character and identity through existing site qualities and natural landscape features.

c. Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.

d. Create public domain that promotes recreation and public engagement.

e. Increase the quality and usability of the public domain through innovative built form, wider footpaths and new connections.

f. All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.

g. Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.

3.5 Community Facilities

The planning and delivery of spaces and buildings that can accommodate a wide range of community facilities and services to benefit the local and regional community is essential. Future facilities must be designed to adapt and respond to changing needs.

Community Facility Requirements

a. Consider providing high quality specialised spaces that are shared by developments rather than treating each development as a stand alone proposal.

b. Provide opportunities for a variety of experiences and social interaction.

c. Provide opportunities for structured and unstructured activities and cater to a diverse range of users.

d. Create diverse 24 hour activity by providing facilities and spaces for public activity outside regular business hours.

e. Provide varied spaces for social interaction.

3.6 Traffic and 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 and 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 rail line
- greater capacity for public and active transport.

A range of measures are proposed to coordinate the development of land in proximity to public transport facilities. Safe streets, new and improved cycling linkages and through-site links are encouraged to connect private and public open space to main pedestrian and cycling networks. Key considerations when planning for public transport are highlighted in Figures 3.3 - 3.5.

Traffic and Transport Requirements

a. Improve north-south connectivity across Parramatta Road for all users.

b. Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.

c. Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.

d. Support an improved urban environment with areas designated for greater levels of street activity.

e. Facilitate local access needs for new development to support the needs of residents and businesses.

f. Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.

g. Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including:

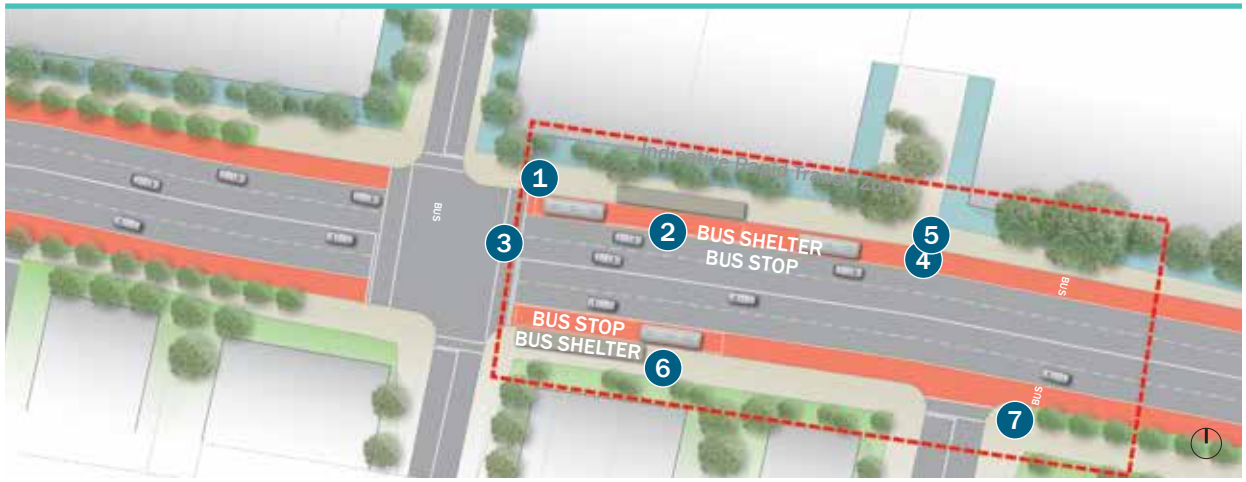
   i. ensuring the safety and amenity of transport users and pedestrian passers-by

   ii. ensuring safe, efficient and reliable public transport operations

   iii. providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities.

h. Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.

Figure 3.3: Indicative Rapid Transition Zone



1. Sufficient setback between public domain and building line to provide width for pedestrians around the bus stop
2. Queuing length that provide capacity for 2-3 buses at any given time
3. Safe and accessible crossing
4. Good quality footpaths connecting to adjacent residences and shops/services
5. Generous footpaths that can accommodate large numbers of people waiting for buses
6. Bus shelters/awnings that can accommodate large numbers of people waiting for, boarding, alighting from or transferring between buses
7. Landscaping, street furniture and bin facilities

Figure 3.4: Parramatta Road Today

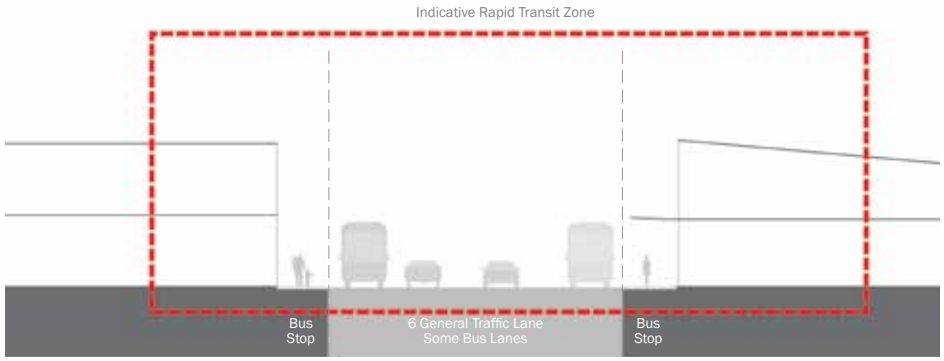
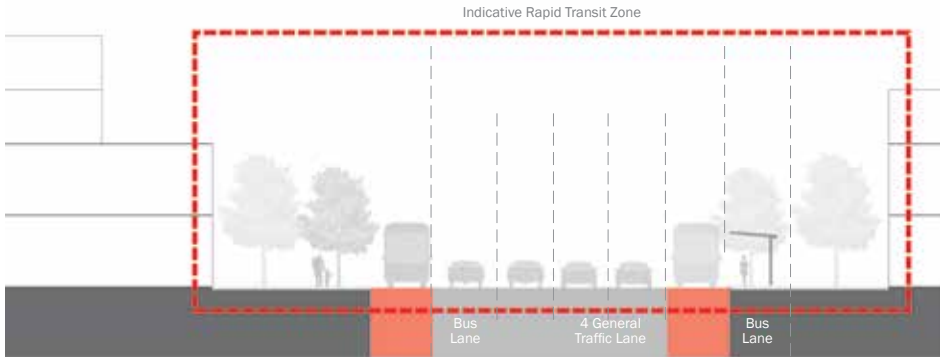


Figure 3.5: Future Parramatta Road



3.7 Street Function

The Corridor benefits from an established street network, land uses and scale of development. The streets within and around the Precincts and Frame Areas provide two primary functions for transport customers:

- **movement:** the ability to travel between places
- **place:** the ability to access origins and destinations of travel.

Combined, the movement and place functions of a street inform planning for the level of access across each of the transport modes. Renewal will need to respond to the scale and character of each street. To assist this process, a strategic framework has been applied to the street network to ensure future development is consistent with the role and function of a particular street, having regard to the proposed land use and transport objectives. The typical attributes of the Movement and Place framework are identified in Table 3.1.

Street Function Requirements

a. Progressively implement the Movement and Place Street Function network in accordance with the Precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.

b. Encourage local traffic calming in residential streets.

Figure 3.6: Street Function

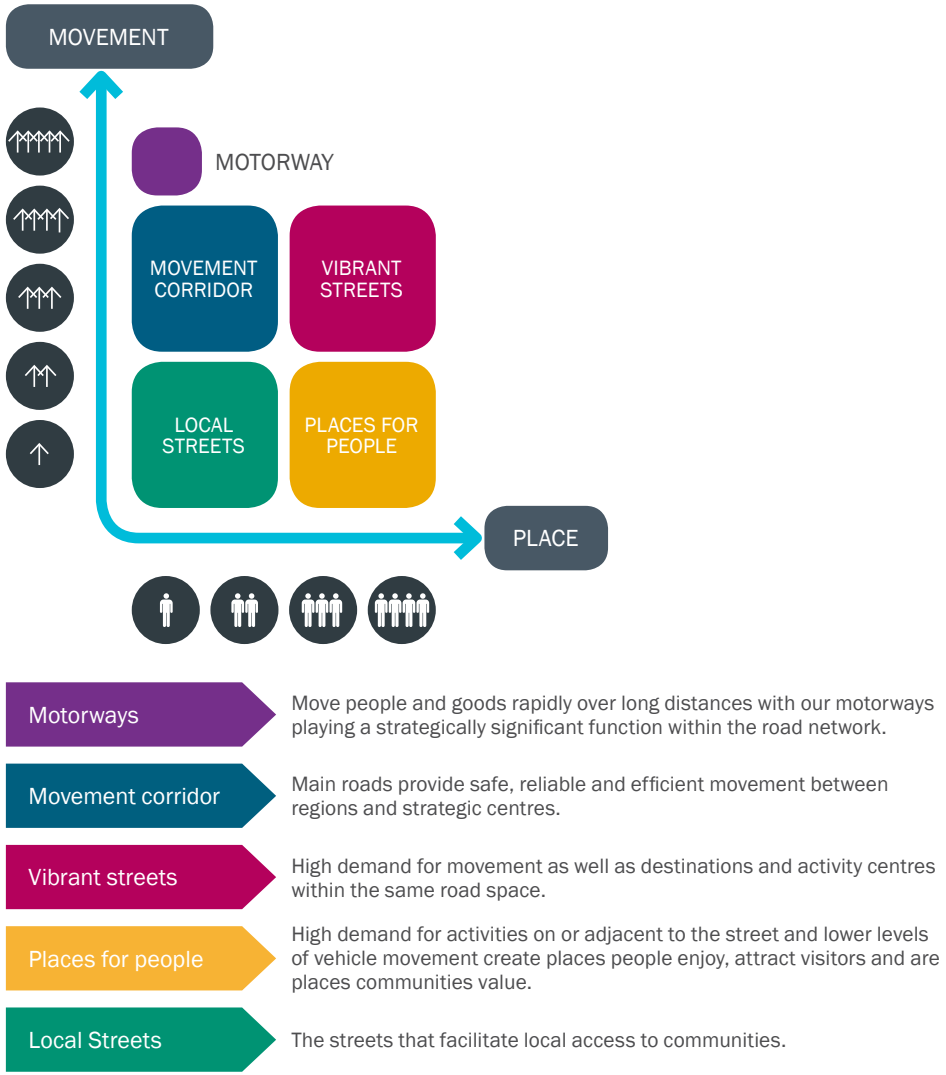


Table 3.1: Movement and Place framework

	Motorways	Movement corridor	Vibrant streets	Places for people	Local Streets
	Motorways are strategically significant roads that move people and goods rapidly over long distances.	Movement corridors are main roads that provide safe, reliable and efficient movement between regions and strategic centres.	Vibrant Streets have a high demand for movement as well as destinations and activity centres within the same road space.	Places for People are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.	Streets that facilitate local access to communities.
TRIP TYPES	• Longer distance trips including freight	• Intermediate and longer distance trips including freight	• Mix of trip distances, through trips destination trips	• Destination trips	• Local access trips
TYPICAL SPEED LIMIT	• 80 – 110 km/hr	• 60-90 km /hr	• 40-60 km/hr	• 10-40 km/hr	• 10-50 km/hr
INTERSECTION TREATMENTS	• Long distances between intersections • Intersections generally grade separated • Grade separated pedestrian access across	• Signals limited to significant connections • Limited access and left in/left out for minor intersections • Signal-controlled pedestrian crossings • Road design prioritised for vehicle movement	• Signalised or sign posted • Some left in-left out turns • Signal-controlled pedestrian crossings • Mid-block signalised pedestrian crossings in areas of high demand • Road design balanced for vehicle movement and support place based activity	• Moderation and calming of traffic through a range of measures (sign posting, roundabouts, built out kerbs, raised thresholds, road narrowing etc) • High permeability for pedestrians crossings at intersections, mid-block and roundabouts • Road design prioritised for people/ pedestrians	• Signal controlled at major cross streets • Marked pedestrian crossings where required • Likely to have informal arrangements consistent with a low traffic volumes and lower speed environment
CLEARWAYS/ STOPPING ZONES	• No stopping, no parking • Arrangements for breakdowns, incidents and incident response	• Clearways or no stopping zones during times of high movement demand to facilitate movement of public transport, private vehicles prioritised	• In some instances, clearways during AM and PM peak to facilitate movement of public transport, private vehicles, freight and goods • No Stopping in select locations (intersection approaches, pedestrian crossing locations, public transport stops)	• No Stopping Zones by exception	• No Stopping Zones by exception
KERBSIDE PARKING	• Emergency zones only	• Kerbside parking and loading limited to non-peak times, where provided • Time restricted parking on Movement Corridor or adjacent local streets to support local commercial business	• Kerbside parking and loading outside peak times and on weekends • Time restricted parking to support adjacent commercial business	• Time restricted parking and loading to support adjacent commercial business, additional off-street parking, where possible. On-street parking may be restricted to improved pedestrian amenity • Increased footway width in areas to reduce carriageway width, limit parking and improve pedestrian crossing opportunities and safety	• Resident parking schemes or unrestricted parking • Loading and commercial parking provided on a needs only basis
PEDESTRIAN ACTIVITY	• Footway only in breakdown areas • No pedestrian volumes or activity	• Standard width footpaths provided • Generally lower pedestrian volumes or activity and limited facilities	• Standard or wider footpath widths provided with wider footways in high pedestrian areas • High pedestrian volumes or activity, including potential outdoor seating and facilities	• Standard or wider footpath widths provided with wider footways in high pedestrian areas • Very high to significant pedestrian volumes and activity, including outdoor seating and facilities • Road design prioritised for people/ pedestrians	• Standard footways consistent with low to moderate pedestrian volumes • Shared zones, where warrant is met and are likely to have informal arrangements consistent with a low traffic and pedestrian volumes
CYCLING PROVISION	• Restricted or fully segregated where possible	• Fully segregated where possible, sometimes on a shared path, on road cycling usually for experienced bike riders	• Generally on-road to allow for separation with pedestrian activity on the footway • Provision of cycle parking and destination and to support commercial premises	• Cyclists generally on-street and safer street environment for less experienced bike riders	• Cyclists generally on-street and safer street environment for less experienced bike riders
LAND USE INTERFACE	• Grade separated (viaduct or subterranean) • No direct vehicle access to properties	• Mix of uses residential and non-residential • Some active frontages – may be discontinuous • Generally wide lanes/narrow kerbs • Restricted vehicle access to properties to minimise disruption to traffic flows	• Higher density retail, commercial and entertainment uses attracting high pedestrian activity (retail, cafes/dining) • Active frontages over a significant street frontage • Standard lanes/varying kerb widths • Limited vehicle access to properties from the street, reducing conflicts with pedestrians	• Higher density retail, commercial and entertainment uses attracting high pedestrian activity (retail, cafes/dining) • Active frontages over a significant street frontage • Narrow lanes/widened kerbs • Restricted vehicle access to properties to reduce conflicts with pedestrians (i.e.: pedestrian prioritised)	• High degree of residential development • Narrow lanes/widened kerbs • Higher degree of vehicle access servicing individual properties

3.8 Car Parking & Bicycle Parking

Parking across the Corridor should be delivered and designed to transition future communities to low car dependency. Safe and secure car parking that adequately services the proposed size and mix of uses should be provided for each Precinct and Frame Area.

A. Car Parking Requirements

a. Off street parking is to be provided in accordance with the maximum rates identified in Table 3.2.

b. On-street parking to be integrated to the streetscape and parallel to the kerb.

c. Where possible, parking rates should be allocated to buildings (rather than dwellings) to enable the most efficient using of parking within a building.

d. Parking that is unbundled or separated from dwelling and building ownership should be encouraged in all developments. A parking rate reduction of 20% should be considered for buildings with unbundled parking.

e. To plan for the emergence of electric vehicles, 1 electric vehicle charge point should be provided in each new off-street parking facility in the Precinct.

B. Shared Parking Requirements

a. Shared parking rates should be provided in accordance with the occupancy rates provided in Table 3.3.

b. Shared parking is parking shared by more than one user, which allows parking facilities to be used more efficiently.

c. Parking requirements for non-residential uses may be shared and potentially reduced where it can be determined that the peak parking requirements occur at different times (either daily or seasonally). Parking rates for shared parking shall be calculated by applying the following occupancy rates to the maximum parking requirements for a proposed use.

Table 3.2 Maximum Car Parking Rates

CATEGORY	RESIDENTIAL (MAXIMUM SPACES PER DWELLING)					OTHER (MAXIMUM SPACES/M² GFA)		
	Studio	**1 bed**	**2 bed**	**3 bed**	**Visitor**	**Commercial**	**Retail**	**Industrial**
Camperdown Precinct and Frame Area Leichhardt Precinct and Frame Area Taverners Hill Precinct and Frame Area	0	0.3	0.7	1	0	150	100	150
Kings Bay Precinct and Frame Area Burwood Precinct and Frame Area Homebush Precinct only Granville Precinct Only	0.3	0.5	0.9	1.2	0.1	100	70	120
Auburn Precinct Homebush Frame Area Granville Frame Area	0.6	0.9	1.2	1.5	0.2	70	50	100

Table 3.3: Shared Car Parking Rates

BUILDING USE	MONDAY TO FRIDAY **8am-5pm**	MONDAY TO FRIDAY **6pm-12am**	MONDAY TO FRIDAY **12am-6am**	WEEKEND **8am-5pm**	WEEKEND **6pm-12am**	WEEKEND **12am-6am**
Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Theatre	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional	100%	20%	5%	10%	10%	5%
Church	10%	5%	5%	100%	50%	5%

C. Car Share and Ride Share Requirements

a. On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/or employees and where ride share or other organised car pooling initiatives are available on site.

b. Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.

c. Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members.

d. The following car share targets have been established for the Precinct:
   i. 10% - 15% of residents by 2031
   ii. 15% of residents by 2050.

D. Decoupled Parking Requirements

a. Where appropriate, sites should be identified for spatially decoupled parking to reduce on-site parking and provide parking that can be transitioned to another use.

b. As an alternative to providing on-site parking, where a decoupled parking scheme provided by Council or a private operator is available and the parking spaces will be available to the development when required, developments may pay the decoupled parking operator a one-off set fee per parking space to finance the decoupled parking facility that can be used by both residents, visitors and employees of that development.

c. Decoupled parking should be unbundled or separated from dwellings and building ownership, where possible. For buildings with decoupled, unbundled parking, a parking rate reduction of 40% on maximum parking rates can be applied.

d. Decoupled parking should be located within walking distance of the following maximum distances with no requirement to cross a Movement Corridor as defined on the Street Function Plan.

e. Decoupled parking will be transitioned to other uses when the following is met:
   i. major new public transport infrastructure is delivered to the community (eg: bus rapid transit, light rail or a major rail upgrade)
   ii. parking rates for the Precinct are reduced to a more accessible parking classification
   iii. it is deemed by Council that the parking demand is no longer required.

f. Where appropriate, decoupled parking should be recommissioned to community facilities, including library, child care and public open space ahead of private residential or commercial uses.

E. Parking and Access Design Requirements

a. Driveway access from Parramatta Road is to be restricted. Site access should be planned from adjoining roads or laneways behind sites.

b. Where possible, driveway design should emphasise the pedestrian experience.

c. Where possible, parking should be delivered as an asset that can be transitioned to another asset class in the future as car parking requirements are reduced.

d. Where possible, basement parking must not protrude above the level of the adjacent street or public domain.

e. For above ground parking, floor to ceiling heights should be a minimum of 3.1 metres to be able to be converted to residential or retail uses, or a minimum 4 metres for commercial uses.

f. Above grade parking should be screened from street frontages by active uses.

g. Basement car parking along Parramatta Road must not encroach into the Green Edge setback to ensure deep soil zones can be provided.

F. Bicycle Parking Requirements

a. Bicycle parking is to be provided in accordance with the Table 3.4.

b. Bicycle parking should be located in secure but publicly accessible locations with provision made for public bike spaces in addition to those for building occupants.

c. End-of-trip facilities for non-residential developments should be provided in accordance with Table 3.5.

d. Where more than one shower/change cubicle is required, separate male and female facilities should be provided with sufficient flexibility incorporated into the design to modify the mix depending on the predominant users.

Table 3.4: Bicycle Parking Facilities

ADJACENT **(Less than 30m)**	SHORT **(less than 250m)**	MEDIUM **(less than 400m)**	LONG **(less than 600m)**
People with disabilities	Grocery stores	General retail	Airport parking
Deliveries and loading	Professional services	Restaurant	Major sport or cultural event
Emergency services	Medical clinics	Employees	Overflow parking
Convenience store	Residents	Entertainment	
		Religious institution	

CATEGORY	RESIDENTIAL		COMMERCIAL		RETAIL		INDUSTRIAL
	Resident	**Visitor**	**Employee**	**Visitor**	**Employee**	**Visitor**	
All Precincts	1 per dwelling	1 per 10 dwellings	1 per 150 m^2	1 per 400 m^2	1 per 250 m^2	2 spaces + 1 per 100 m^2	1 per 10 staff

Table 3.5: End of Trip Facilities

CATEGORY	PERSONAL LOCKERS	SHOWERS & CHANGE CUBICLES		
		Up to 10 bicycle spaces	**11 – 20+ bicycle spaces**	**Each 20 additional bicycle spaces**
All Precincts	1 per bicycle space	1 per bicycle space	2 per bicycle space	2

3.9 Active Transport

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

Active Transport Requirements

a. Improve street network permeability across the Corridor, particularly for pedestrians and cyclists, by providing active transport routes where indicated on the Precinct Plans.
b. Prioritise safe and direct links to rail stations, open spaces and community facilities.
c. Connect missing links, particularly in the regional network (existing or planned).
d. Separate bikes from cars, where possible.
e. 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.

3.10 Sustainability & Resilience

To create sustainable, resilient and affordable communities along the Corridor, three key areas of intervention should be pursued:

1. High performance buildings
2. Reduced and decoupled strategic parking
3. Urban resilience and infrastructure delivery.

Further details on each intervention are provided in the Parramatta Road Corridor Sustainability Implementation Plan, September 2016 and should be considered when preparing new local controls or assessing proposals.

The Parramatta Road Corridor Sustainability Implementation Plan, September 2016 details the sustainability strategies and key development controls that will deliver the Parramatta Road Corridor as world leading urban transformation by exceeding current requirements.

Sustainability and Resilience Requirements

a. Future development should seek to satisfy the requirements set out in Table 3.6.
b. Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking.
c. Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by:
    i. maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans
    ii. targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas).

iii. maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western and northern building facades should be particular areas of focus.

d. Flow rates from the site should not be more than pre-development site discharge.

e. Stormwater run-off quality should seek to reduce annual loads of:
   i. total Nitrogen by 45%
   ii. total Phosphorus by 65%
   iii. total suspended solids by 85%.

f. Develop design strategies and management measures to mitigate the impacts of climate change on key infrastructure and assets.

Table 3.6: Energy and Water Targets by Use

USE	ENERGY TARGET	WATER TARGET
Residential		
Single dwellings	BASIX Energy 60	▪ BASIX Water 60 for all new dwellings within the Precinct where recycled water is available ▪ BASIX Water 50 for all new dwellings within the Precinct where recycled water is not available
Apartment 2-3 storeys	BASIX Energy 55	
Apartment 4-5 storeys	BASIX Energy 50	
Apartment 6+ storeys	BASIX Energy 40	
Commercial and Retail Development < 10,000m² GFA		
Smaller scale non-residential development is governed by the National Construction Code, and should demonstrate consistency with relevant requirements of the Code.		
Commercial Development ≥ 10,000m² GFA		
Base building and/or individual tenancies	NABERS 5-star	▪ NABERS Water 4-star ▪ NABERS Water 5-star should be pursued where recycled water is available
Shopping Centre Development		
Base building only	NABERS 5-star	▪ NABERS Water 4-star ▪ NABERS Water 5-star should be pursued where recycled water is available



4

Built Form Guidelines

The location of buildings affects neighbourhood character, the pedestrian experience, sunlight to adjoining buildings and the public domain, privacy and overlooking, the amenity and usability of private open spaces, and amenity in nearby streets. Urban transformation in many parts of the Corridor will result in an increase the overall volume of built form through taller buildings, filling in existing gaps in the built form, and different building patterns. The following Built Form Guidelines identify the design responses that will need to be taken into by future development and that are informed by the specific site and broader context.

4.1 Block Configuration and Site Planning

Sites must achieve a high quality and distinct urban form that is cohesive. The arrangement of buildings affects the public domain, amenity of spaces inside the building, the quality of space between buildings, visual and acoustic privacy and solar access to private and shared open spaces. Appropriate building separation is required to maximise light, air and outlook.

Good site planning can reinforce an area's character, or make an important contribution to the future character of an area undergoing change. Appropriate block configuration and site planning will be informed by context, street conditions and the Vision statements provided for individual Precincts and Frame Areas.

The following requirements will ensure that block configuration and site planning responds to the existing or future desired character for each Precinct and Frame Area.

Block Configuration and Site Planning Requirements

a. Respond to the scale of surrounding buildings and definition of the street networks and public spaces.

b. Protect and enhance the rich, distinctive and valued character of the Corridor, particularly those elements that contribute to a sense of place and identity.

c. Arrange building forms (including heights and massing) to reinforce the future desired structure and character of the area as set out in the relevant Precinct and Frame Area Guidelines.

d. Ensure that buildings address the street, laneway, new through-site link or open space.

e. Define street edges with low rise buildings or appropriately scaled podiums to create a pedestrian scale at street level. Sleeve larger buildings with finer grain active frontages to the street and public domain.

f. Provide appropriate building separation to protect privacy and solar access to private and public property.

g. Emphasise building corners on key streets to signify key intersections and enhance public domain legibility.

h. Consider possible future development on adjoining sites.

4.2 Building Massing, Scale and Building Articulation

Building envelopes should allow for a 'loose fit' and room for articulation and modulation (Figure 4.1). Built form massing and articulation is fundamental to the character and identity of streetscapes and neighbourhoods. Articulation should define and reinforce the identity and character of Precincts and Frame Areas, and be used to develop an appropriate scale of buildings. Facade treatments are encouraged to create variety and interest while contributing to the continuity of the streetscape. Whilst recommended heights and densities have been provided, the protection of view lines, the natural features of an area or solar access to the public realm are important considerations that will need to addressed when determining future building envelopes, as the character of streets and neighbourhoods is created by the scale, definition and extent of enclosure by buildings and landscape.

A. Building Massing and Scale Requirements

a. Relate building height to street width and intended character.

b. Buildings, or their individual elements, should be appropriately scaled to address and define the surrounding character.

c. Reduce heights, increase setbacks or provide appropriate transitions to heritage buildings and places or sensitive uses.

d. Changes in scale should be explored to create interest and enhance the relationship with the public domain.

e. The GFA is to be no more than 75% of the building envelope.

f. Floor plates above 8 storeys should be limited to 750m² GFA to create slender tower forms.

g. The maximum building length should not exceed 60m.

h. The maximum tower length should not exceed 45 metres and is to be considered in conjunction with tower floor plate controls.

i. Identify and express street frontage heights with an upper level tower to create an appropraite streetscale, sky views, and minimise wind down draft.

B. Building Articulation Principles

a. Apply the relevant building articulation principles illustrated in Figures 4.2 - 4.7, based on location.

b. The maximum wall length without articulation is 45m.

c. Articulate building facades in plan and elevation to reduce the appearance of building bulk and to express the elements of the building's architecture.

d. Interpret and respond to the positive attributes of a Precinct or Frame Area by incorporating dominant patterns, textures and compositions into the built form.

e. Provide a sense of address and visual interest from the street through the use of insets and projections that create interest and, where relevant, the appearance of finer grain buildings, however avoid recesses that undermine the safety of the public domain.

f. Integrate ventilation louvres and car park entry doors into facade designs where located on street frontages.

g. Buildings on corners should address both streets.

Figure 4.1: Examples of Loose Fit Residential Envelopes from Aparment Design Guide

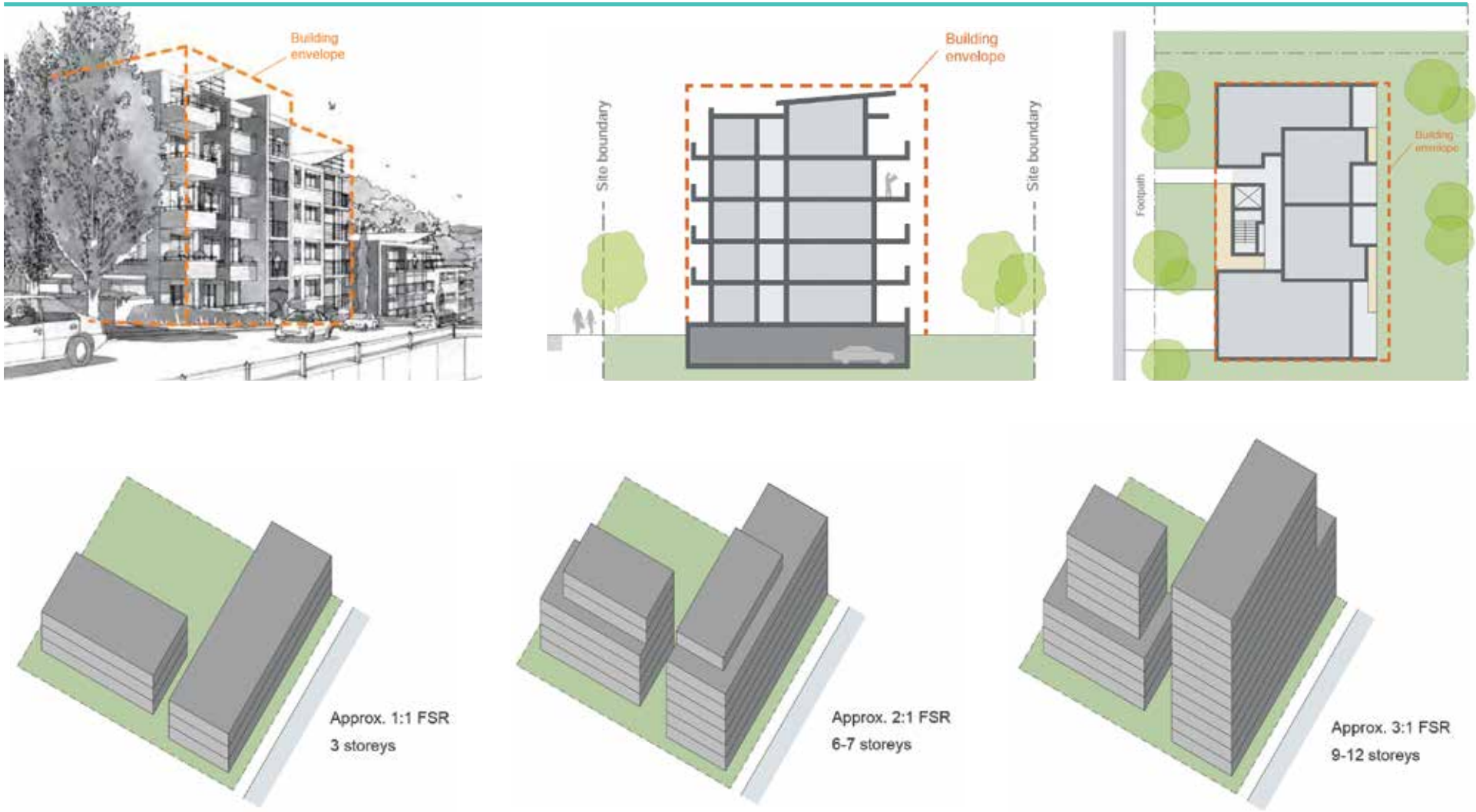
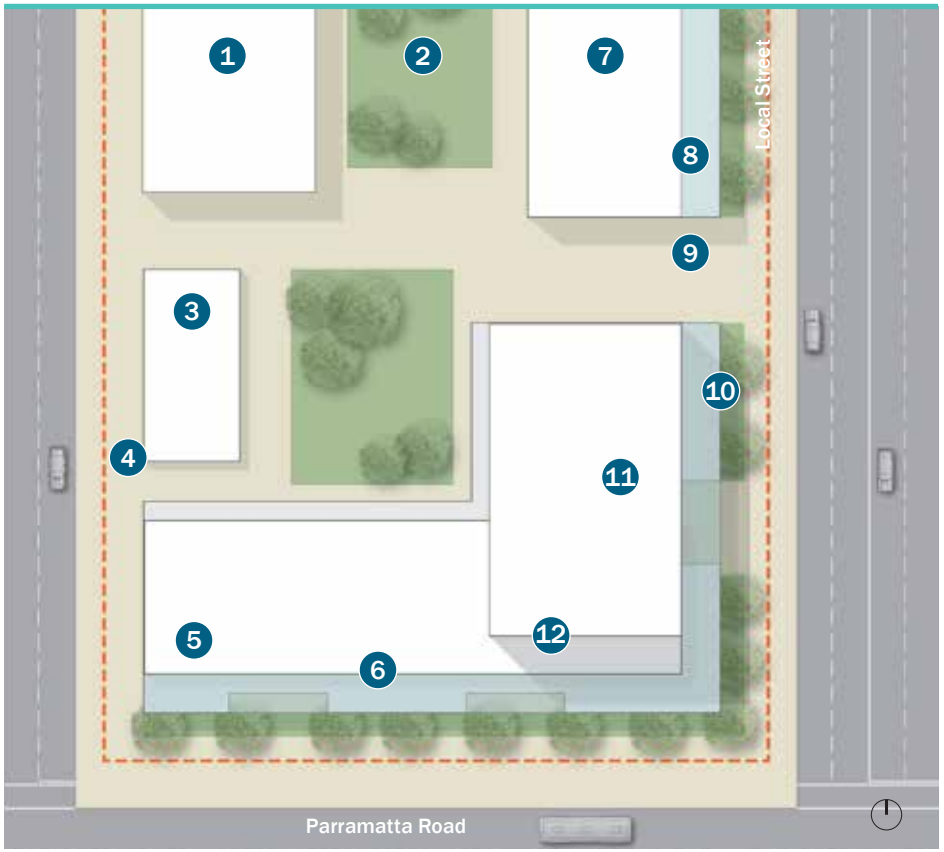


Figure 4.2: Indicative Site Layout Plan (west of Hawthorne Canal)



1. Communal open space on roof of low-rise buildings
2. Communal open space
3. Low rise to small streets
4. Parking access away from Parramatta Road
5. Setback above 4-5 Storey
6. Define street edge
7. Low rise to North ensures solar access to communal open space
8. Setback above 3-4 Storey
9. Parking access
10. Break building form - Maximum length 60m
11. Tower - North South orientation - Locate to avoid overshadowing (750m² maximum floor plate)
12. Balcony/articulation zone

Figure 4.3: Indicative Site Massing Section (west of Hawthorne Canal)

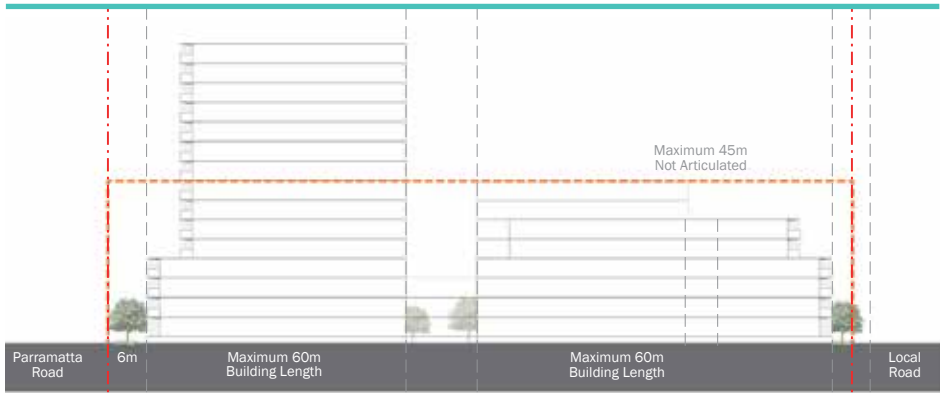
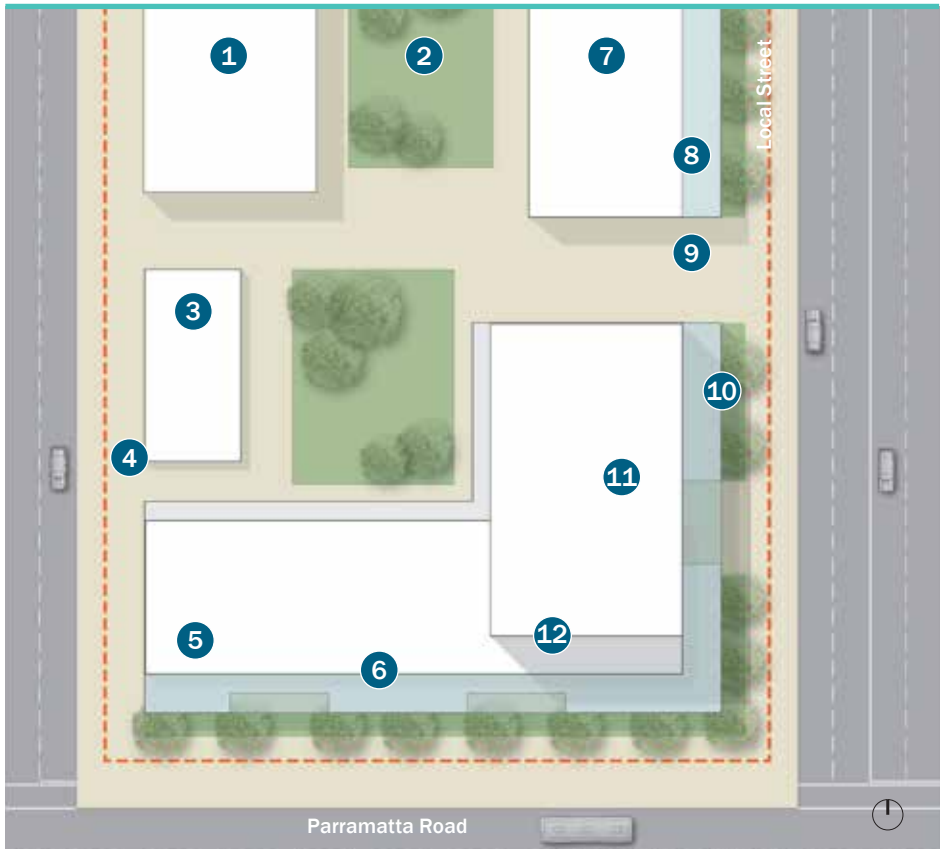


Figure 4.4: Indicative Site Massing 3D (west of Hawthorne Canal)



1. Setback above 4-5 storey
2. Balcony/articulation zone
3. Break building form (max length 60m)
4. Maximum 45m not articulated
5. Average storeys building envelope

Figure 4.5: Indicative Site Layout Plan (east of Hawthorne Canal)



1. Communal open space on roof of low-rise buildings
2. Communal open space
3. Low rise to small streets
4. Parking access away from Parramatta Road
5. Setback above 2 Storey
6. Define street edge
7. Low rise to North ensures solar access to communal open space
8. Setback above 3-4 Storey
9. Parking access
10. Break building form - Maximum length 60m
11. Tower - North South orientation - Locate to avoid overshadowing (750m² maximum floor plate)
12. Balcony/articulation zone

Figure 4.6: Indicative Site Massing Section (east of Hawthorne Canal)

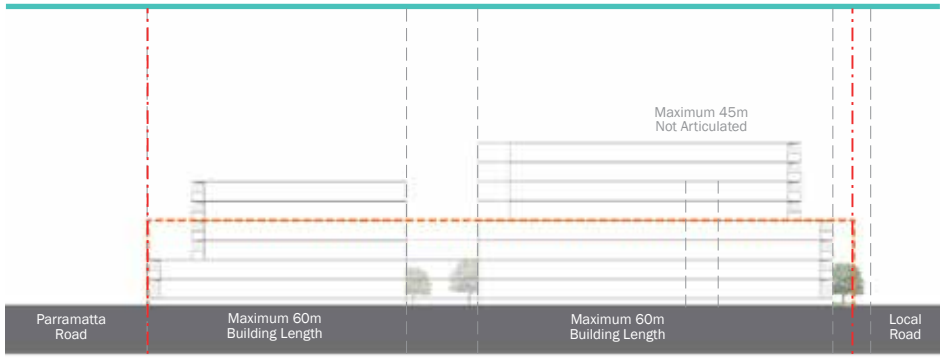


Figure 4.7: Indicative Site Massing 3D (east of Hawthorne Canal)



1. Setback above 2 storey
2. Balcony/articulation zone
3. Break building form (max length 60m)
4. Maximum 45m not articulated
5. Average storeys building envelope

4.3 Setbacks and Street Frontage Heights

Building setbacks affect how buildings and uses relate to the public domain and use of a street. Setbacks at ground level can contribute to the interpretation of the street, provide space for public transport stops and landscaping, and influence the way that passers by interpret built form. Buildings with no setback at the ground level can provide an intimate urban experience where activity within shops and businesses can be easily viewed and 'spill out' into the street. Upper level setbacks also affect the visual enclosure and scale streets, and provide protection from weather or access to sunlight.

The Parramatta Road Corridor enjoys two predominant conditions. Camperdown, Leichhardt and Taverners Hill are characterised by generally intact 19th Century streetscapes built to the street edge on lots that are narrow (typically less than 7 metres wide) and shallow (in order of 25-30 metres deep). West of Hawthorne Canal, developments are set back and deeper sites offer the opportunity to create a new green edge to Parramatta Road through a borrowed landscape created on private sites.

The following setback and street frontage height requirements respond to the existing or future desired character for each Precinct and Frame Area and should be read in conjunction with the green edge setbacks, transitions and activity and commercial zones section with each individual Precinct Guidline. Specific setbacks and street frontage heights have been established for individual Precincts and Frame Areas to enhance character and amenity.

Setbacks and Street Frontage Height Requirements

a. Provide building setbacks and street frontage heights in accordance with Table 4.1.

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

c. Design setbacks that will contribute positively to the pedestrian environment at street level.

d. Retail shop fronts should reinforce the streetscape edge and integrate with footpath activity through transparent store front activity, where possible.

Table 4.1: Street wall heights and building setbacks

	MAXIMUM STREET WALL HEIGHTS		MINIMUM BUILDING SETBACKS	
	Street Frontage	**Upper Levels**	**Street Frontage**	**Upper Levels**
Parramatta Road				
Green Setback	18m	Varies as per controls	6m	2-6m
Heritage	9m	Varies as per controls	0m	8m
Active & Commercial Frontage	18m	Varies as per controls	6m (in a Green Edge) 0m (other conditions)	2-6m
Local Street				
Green Setback	18m	Varies as per controls	6m	2-6m
Heritage	9m	Varies as per controls	0m	8m
Active & Commercial Frontage	18m	Varies as per controls	6m (in a Green Edge) 0m (other conditions)	2-6m
Non-Heritage or Active & Commercial Norton Street Balmain Road Water Street Cardigan Lane	9m	Varies as per controls	3-6m	2-6m
All other conditions	18m	Varies as per controls	3-6m	2-6m

4.4 Transition Zones and Sensitive Interfaces

Changes in height and scale will require transitions at the Corridor's edges, to heritage buildings and conservation areas, and to adjoining existing low scale neighbourhoods within the Corridor boundary. New development will be required to respond to the overall scale and form of existing elements or Precincts to preserve visual scale and to avoid overshadowing or loss of amenity.

Transition Zone and Sensitive Interface Requirements

a. Implement the transitions and sensitive interfaces in accordance with the Guidelines for individual Precincts and Frame Areas illustrated in Figures 4.8 - 4.13.

b. Encourage the gradual stepping up of the built form at the interface of existing low rise development and proposed higher rise development.

c. Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.

Figure 4.8: Transition to Low Rise Across a Lane

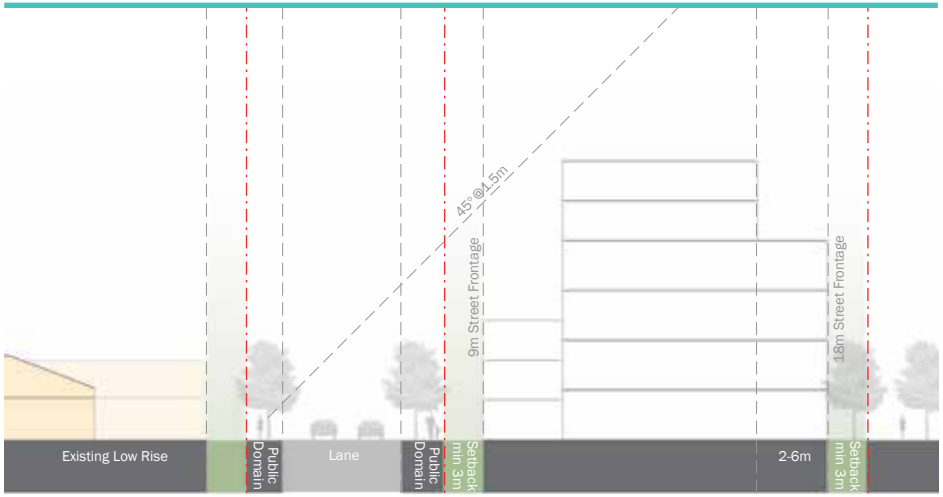


Figure 4.9: Transition to Adjacent Low Rise

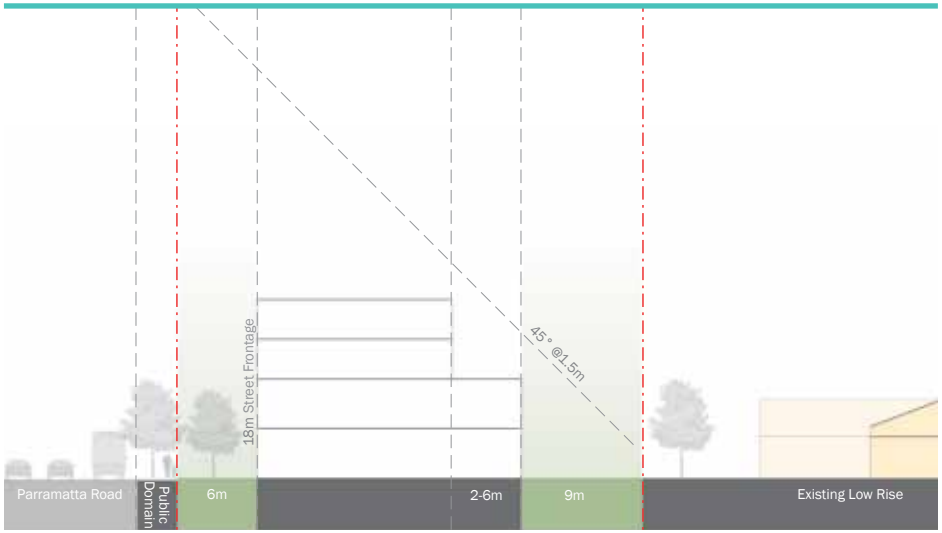


Figure 4.10: Parramatta Road - Active, Commercial and Heritage Frontage

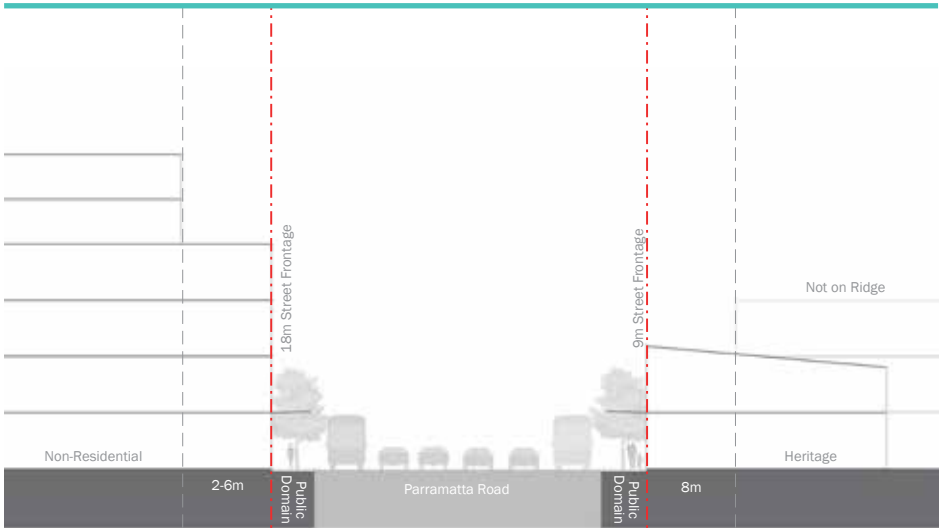


Figure 4.11 Parramatta Road - Green Setback

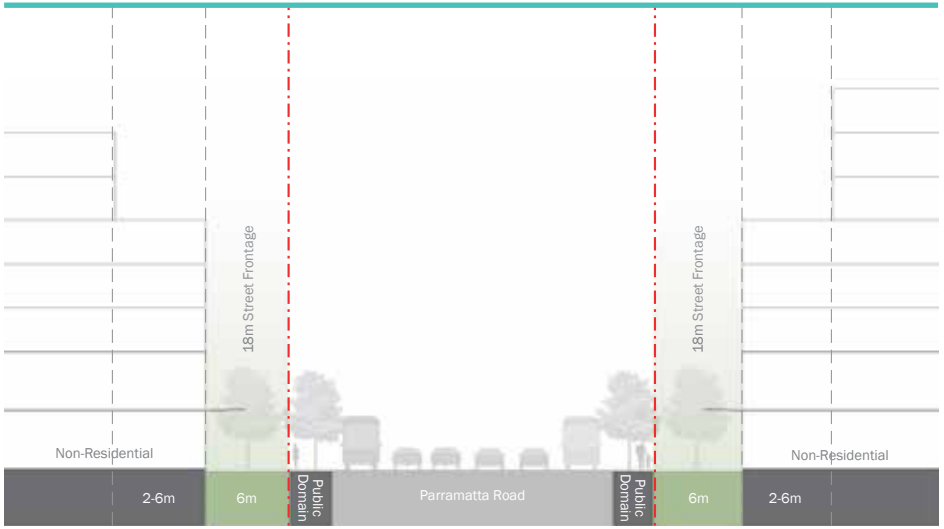


Figure 4.12: Local Street - Active, Commercial and Heritage Frontage

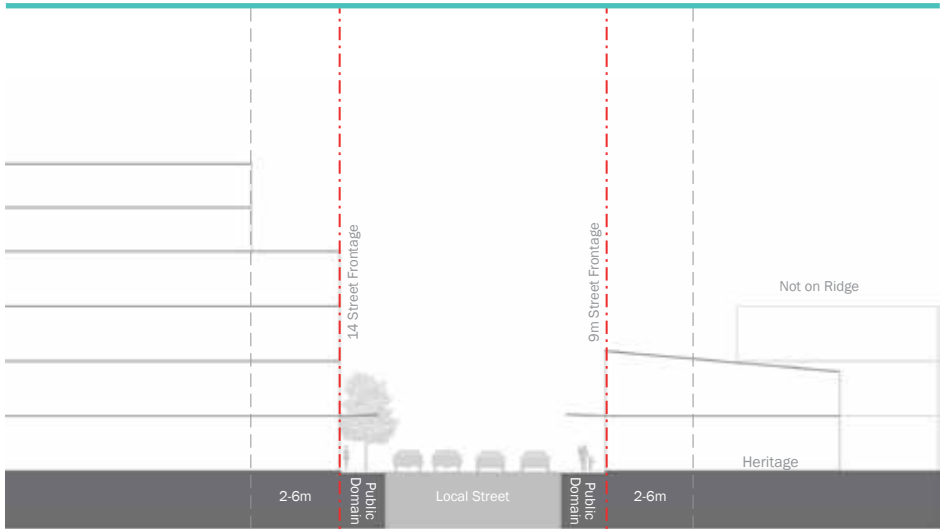


Figure 4.13: Local Street - Heritage and All Other Conditions



4.5 Building Typologies

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.

A. Residential Building Requirements

a. Locate residential uses in accordance with the Precinct Plans.
b. Provide a minimum floor to floor height of 3.1 metres.
c. Ensure ground floor dwellings have a primary street address or are oriented to the public domain and have clear legible entries.
d. Comply with the Apartment Design Guide (if relevant).

B. Commercial Building Requirements

a. Locate commercial uses in accordance with the Precinct Plans.
b. Provide a minimum floor to floor height of 4.0 metres.
c. Provide legible entry/ lobby areas accessed from a public street and address streets to provide surveillance to increase safety and activation of streets.
d. 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.

C. Mixed Use Building Requirements

a. Provide a range of appropriately sized and configured tenancies that meet commercial or market needs.
b. Incorporate non-retail uses such as supermarkets, gymnasiums, child care centres, community facilities and medical suites that service the local residential and worker population.
c. Ensure the location of ground floor uses either activates or provides surveillance to the public domain.
d. Create clear legible entries for each use.

D. Industrial and Employment Building Requirements

a. Locate office components on main road frontages.
b. Use high quality materials and an appropriate colour palette where buildings are visible from the public domain and to add visual interest.
c. Locate service entries and loading on secondary streets.
d. Provide landscape setbacks on primary streets.

4.6 Active and Commercial Frontages

The way in which a building addresses a street creates an important transition between public and private space. The careful design of this zone contributes to the liveliness, interest, comfort and safety of the street for those who use it.

Active and Commercial Frontages are proposed in key locations across the Corridor. Active Frontage zones have been identified to reinforce parts of the Corridor that should be a focus for local retail and to reinforce their role as a focus for pedestrians. Other locations have been identified as Commercial Frontages, where a lesser degree and type of activity is considered appropriate.

Active and Commercial Frontage Requirements

a. Locate Active Frontages and Commercial Frontage on streets and fronting open space, urban plaza and public domain generally in accordance with the Guidelines for the relevant Precinct and Frame Area.

b. Create a fine grain of Active and Commercial Frontages to ensure an integrated street edge and reduce building massing.

c. Encourage ground floor activities to spill out into the public domain to create a vibrant streetscape and promote a sense of community.

d. Screen large retail tenancies by smaller tenancies for greater street activation and retail variety where appropriate.

e. Provide clearly defined and visible building entries which directly address the street.

f. Provide awnings or colonnades for weather protection and shade along active frontages.

4.7 Building Entries and Fencing

Building entries that clearly address the street define and assist in the identity and legibility of the development along the streetscape and ensure activation of public realm, as well as provide access.

Front fencing, particularly on busy roads, needs to be carefully designed to ensure an appropriate level of visibility and outlook, informal surveillance, privacy, security and frontage activity.

Building Entry and Fencing Requirements

a. Accentuate building entries through signage, street numbers and landscaping.

b. Achieve a fine grain of entries along streets to reinforce activation, movement in and out of buildings, and for multiple ‘eyes on the street’.

c. Ground floor dwellings should be accessed from the street, where possible.

d. Avoid car parking entries and loading docks on main streets. The location and widths of any services, infrastructure and car park entries on Active Frontages must be minimised.

e. Where possible, use low level, transparent or partially open fencing is proposed.

f. Front fencing should respect existing character or contribute to the future desired character.

4.8 Amenity

New development should contribute to improved experiences along the Corridor, and ensure that new housing and employment uses deliver a high level of amenity for residents and users. Views to important features should be preserved. Views from residential units are desirable to occupants but also provide an important passive surveillance function. The amenity of open spaces (both public and private) should be protected in terms of solar access, and visual, acoustic, air and noise quality.

Residential development should comply with the Apartment Design Guide. Non-residential or other development that is not captured by the Apartment Design Guide should demonstrate:

- response and contribution to the public domain or communal spaces
- design initiatives to maintain daylight access to adjoining residential dwellings and land that is zoned (but undeveloped) for residential purposes
- consideration of land use interfaces, planting, fences and architectural features.

A. View Requirements

a. Protect significant views to and from public places.

b. Configure built form to enhance or frame views to significant places or elements, or support legibility of the area.

c. Buildings should not to impede key views from the public domain to important public places, parks, heritage buildings and monuments.

B. Shadowing and Solar Access Requirements

a. Orientate taller elements north-south to minimise overshadowing.

b. Manage height of east-west buildings to allow solar access to courtyard spaces and adjoining open space and roads.

c. Maximise direct solar access to adjoining properties.

d. Minimise shadowing of public and private open space.

C. Visual and Acoustic Amenity Requirements

a. Orient and design development to optimise visual and acoustic privacy between buildings.

b. Configure and landscape internal courtyards to optimise visual privacy whilst also allowing passive surveillance opportunities.

c. Attenuate noise impacts between residential and non-residential components of mixed use development.

d. Employ design measures to minimize loss of privacy.

D. Air and Noise Quality Requirements

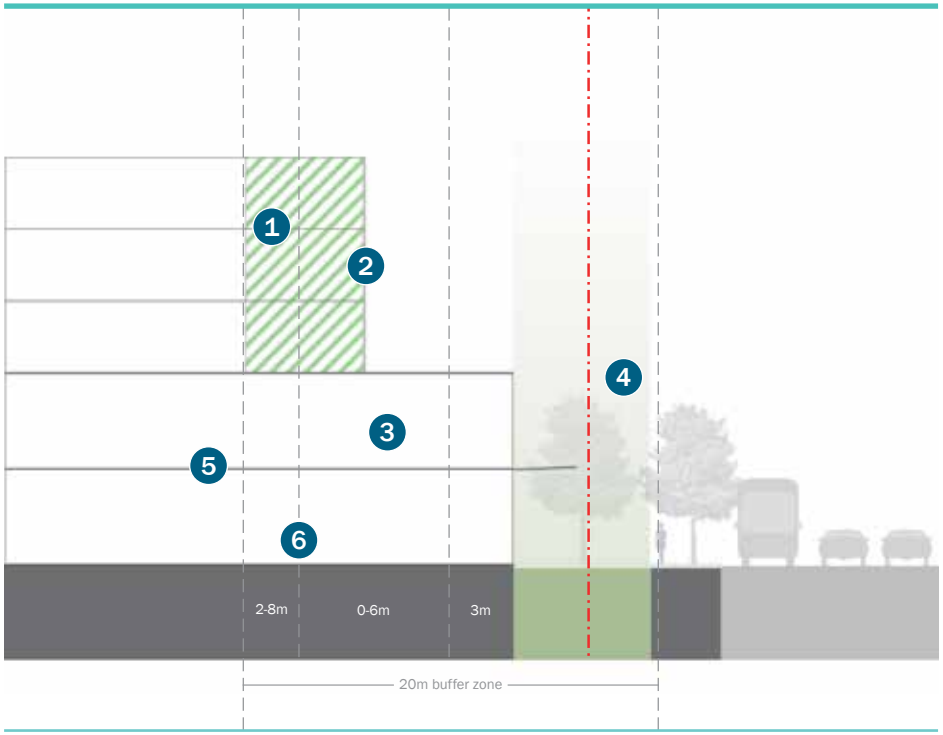
a. Development on busy roads (an annual average daily traffic volume of more than 40,000 vehicles) is to consider the provisions of the State Environmental Planning Policy (Infrastructure) 2007 and Development Near Rail Corridors and Busy Roads Interim Guidelines.

b. Internal habitable rooms of dwellings are to be designed to achieve internal noise levels of no greater than 50dBA.

c. Adopt the planning and design approaches and architectural treatments outlined in Figure 4.14 - 4.21 to minimise noise and air quality impacts from abutting busy roads, rail corridors and other noise-generating land uses.

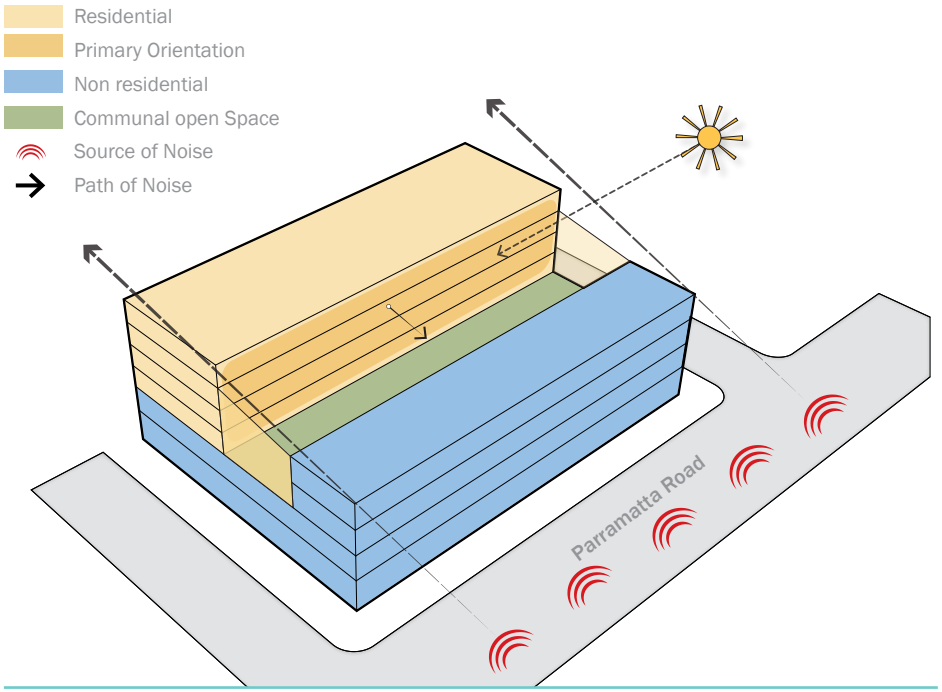
d. Consider the Indicative Floor Plans at Appendix A when designing development on busy roads.

Figure 4.14: Air Quality Setback Control



1. Air intake away from road (balconies and winter-gardens)
2. Residential dwellings setback
3. Landscape upper buffer
4. Trees and landscape between road and development
5. Non-residential uses at the ground & upper floors
6. Creation of a podium to raise sensitive uses above road

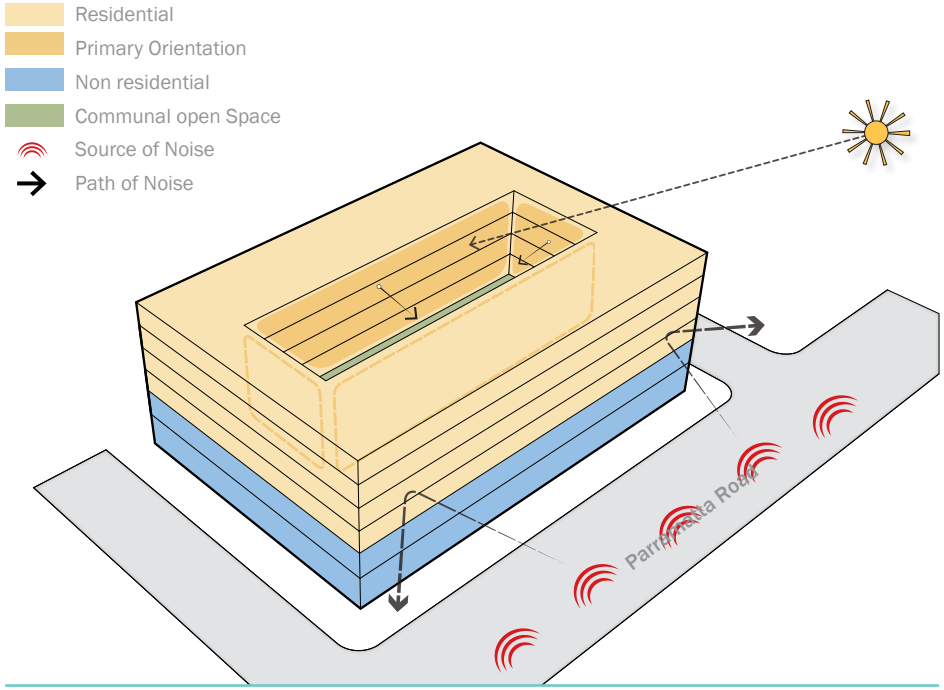
Figure 4.15: Noise Control Setback - Shield



1. Shield

- Conventional residential building to the rear of the site away from the noise source
- Non-residential building only to road edge at a height to create an acoustic shadow for the residential behind
- Residential building must sit within visual and acoustic shadow of front building
- Utilise a fixed solid glazed element that encloses the courtyard, screen noise from primary and secondary street.

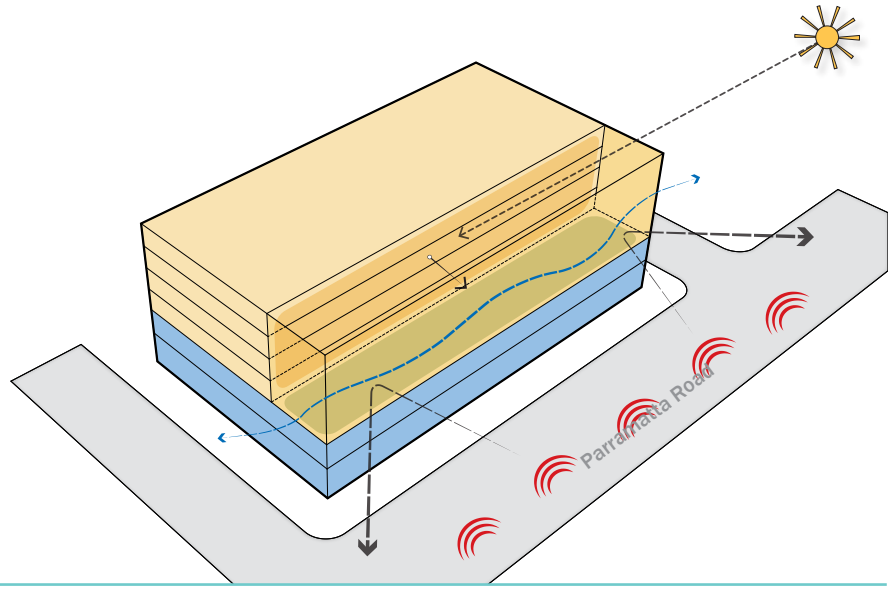
Figure 4.16: Noise Control Setback - Barrier (Courtyard)



2. Barrier (Courtyard)

- All openings required for ventilation open from a protected courtyard
- Courtyard dimension defined by separation requirements outlined in the AGD.

Figure 4.17: Noise Control Setback - Barrier (Screen)



3. Barrier (Screen)

- A fixed solid glazed edge to provide a protected courtyard space for ventilation
- The glazed courtyard will be open to the sky to allow for natural ventilation.

Figure 4.18: Noise Control Setback - Facing Away

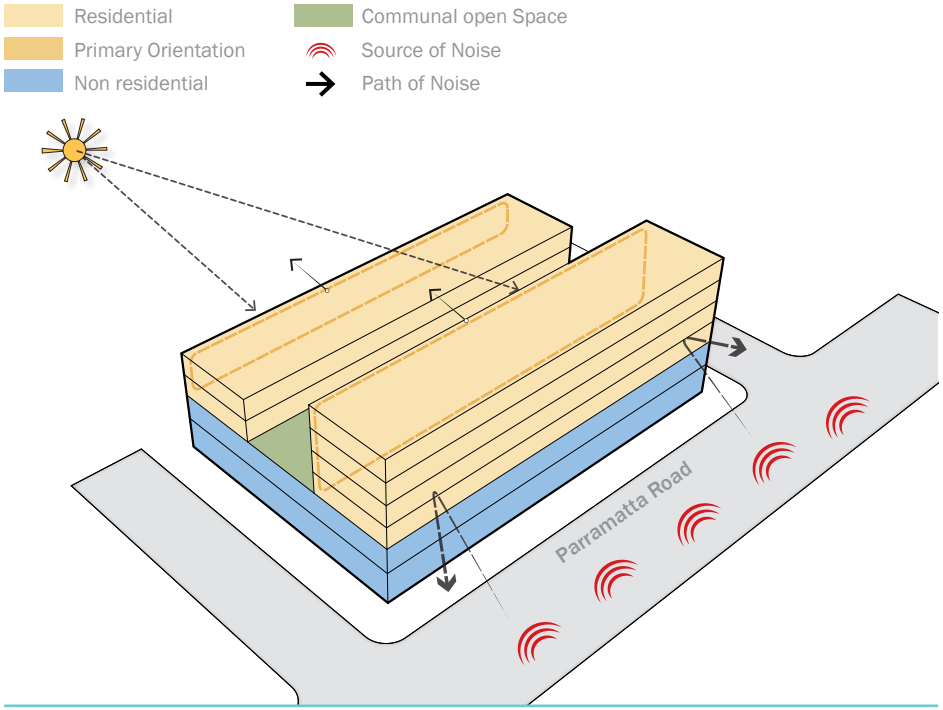
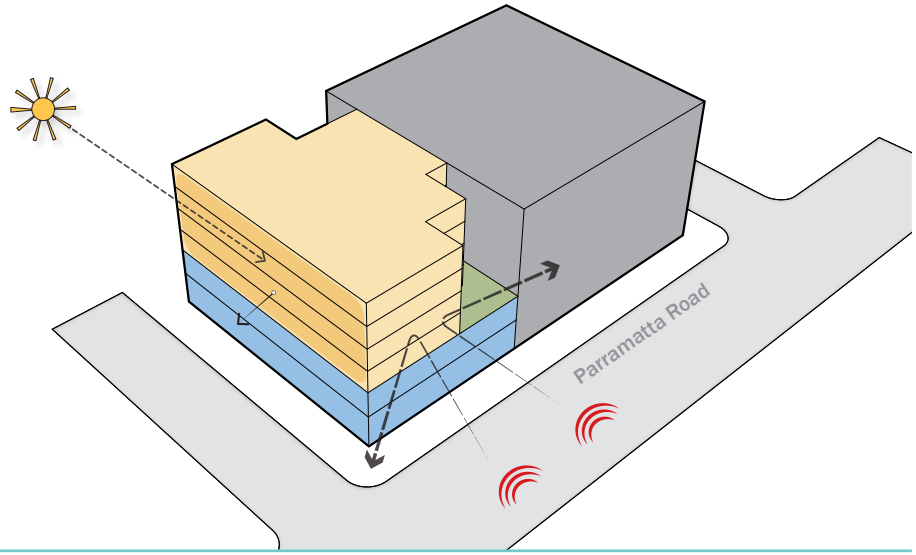


Figure 4.19: Noise Control Setback - Corner



4. Facing away

- Habitable rooms to be orientated away from the source of noise
- Locate secondary uses such as cores and walkways along the source of noise.

5. Corner

- Turning away primary orientation of living space from noise source
- Articulate facade to create an acoustic shadow away from the source of the noise, orientate openings within the acoustic shadow.

Figure 4.20: Noise Control Setback - Upper Level Setbacks

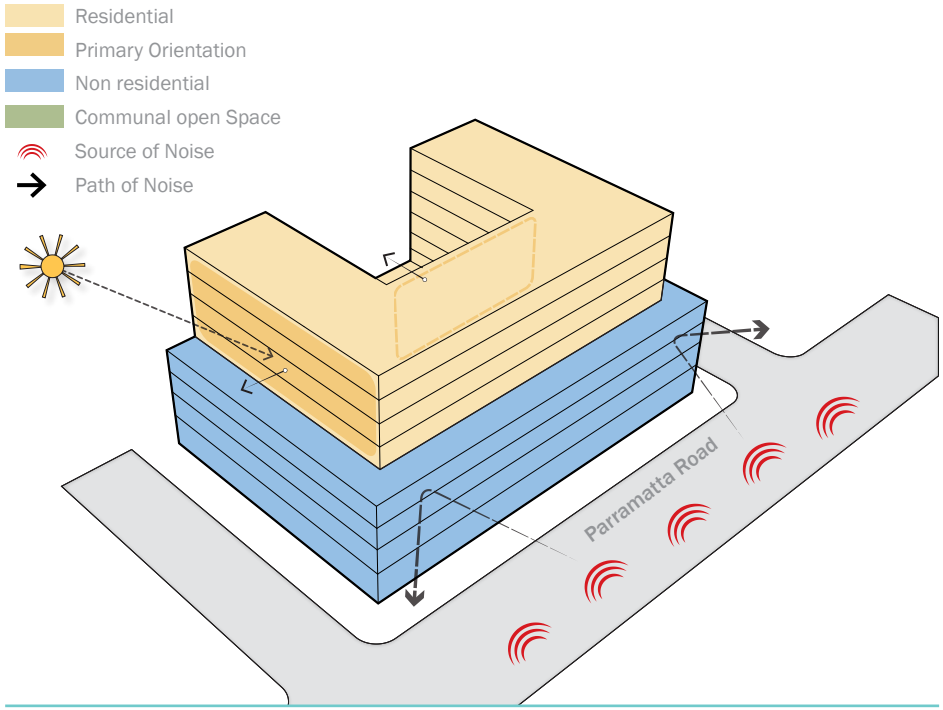
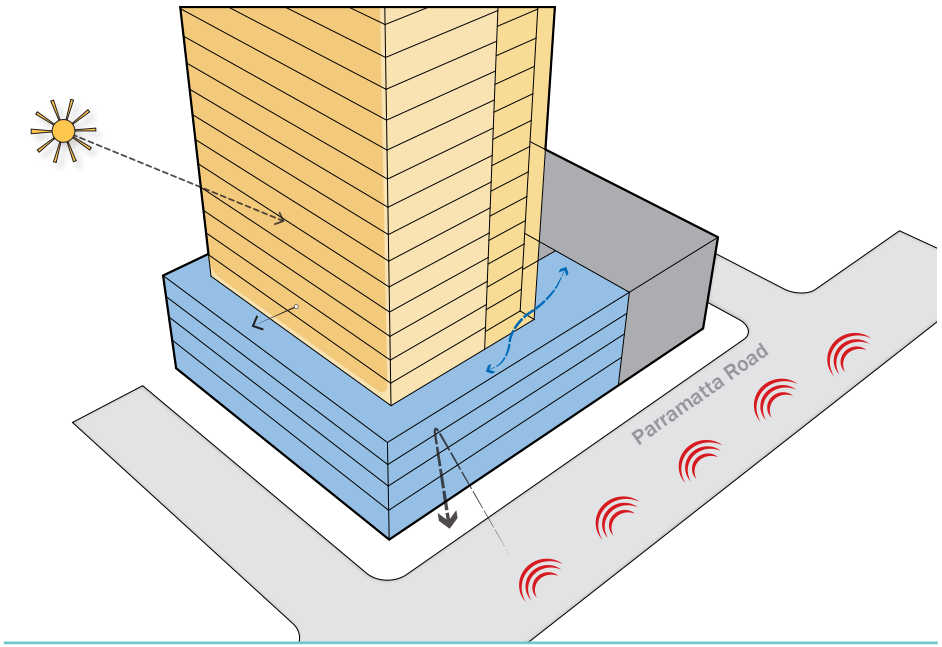


Figure 4.21: Noise Control Setback - Above Podium Towers



6. Upper Level Setbacks

- All openings required for ventilation open from a protected courtyard
- Turning away from noise source.

7. Above Podium Towers

- Turning away habitable spaces from the noise source
- Utilised fixed solid glazed edge to provide an enclosed space for ventilation.



Angled Walls

Angled solid walls with windows facing away from the source of the noise.



Winter Gardens

Create winter gardens to protect balconies from noise, hopper windows to be located within an acoustic shadow.



Corner

Orientate operable windows away from the source of the noise.



Screen

Glazed screen that protect an internal courtyard used for ventilation.



Building Form

Use building form to create an acoustic shadow for low hopper windows.



Solid Balconies

Concrete up-stand with hopper windows located below balustrade line.

4.9 Accessibility, Safety and Security

Public and private domain is to be accessible by the whole community independent of gender, age or ability. Ensuring equitable access for those living with a disability is particularly a prerequisite in the design of the public domain and new buildings.

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).

A. Accessibility Requirements

a. Ensure that public buildings and spaces are designed to be universally accessible.

b. Incorporate accessibility into the design of new buildings, public spaces and the public domain.

c. Incorporate solutions which lead to an improvement in accessibility and freedom of choice offered to the user.

d. Accommodate a wide range of ancillary aids and support interactive usage through open space and public domain.

e. Consider changing lifestyles and changing use of space.

f. Incorporate adaptable dwelling opportunities to cater for occupants with a disability.

B. Safety and Security Requirements

a. Ensure the design for new public spaces, streets and new development minimises crime and supports community safety by applying Crime Prevention Through Environmental Design.

b. (CPTED)'s Safer by Design Guidelines.

c. Encourage passive surveillance of streets and other public places.

d. Ensure ground floor uses to buildings edging public space are predominantly active.

e. Minimise opportunities for concealment or entrapment by removing or illuminating alcoves, or designing alcoves with splayed edges.

f. Maintain unobstructed sightlines between and around buildings wherever possible.

g. Remove or redesign any physical features that are known to compromise safety and security.

h. Improve the quality of lighting in streets, parks and other public spaces.

i. Create landscapes and physical locations that channel and group pedestrians into target areas.

4.10 Signage and Advertising

Signage and advertising dominates much of the Corridor much to the detriment of the visual environment. New signage throughout the Corridor, and particularly on Parramatta Road, should seek to limit the cumulative visual impact of signage and advertising.

The Heritage and Fine Grain Corridor Guidelines should be considered in relation to heritage signs.

Signage and Advertising Requirements

a. Signage is to comply with the requirements of State Environmental Planning Policy No 64-Advertising and Signage.

b. Encourage quality signage that contributes positively to the streetscape and creates a sense of place. Advertising signs should complement the design of buildings and the overall character of streets and Precincts and Frame Areas.

c. The main facades of buildings from the first floor to the rooftop or parapet are to be uncluttered and generally free of signage.

d. Freestanding signs are not to be located on the top of buildings and should not impact on the skyline when viewed from the street.

e. Provide appropriate directional, informational and regulatory signage.

f. Signage must relate to an approved use on the property/site.

g. Incorporate clear signage for access and egress around public transport and public places.

h. Signs painted on or applied to the roof of a building are not permitted.

i. Despite any other requirements, existing signs that have heritage value must be retained where appropriate, preferably in their original location, or adaptively reused.


VIP
LOUNGE
TAB • BISTRO
BEER GARDEN



5

Granville

The Granville Precinct is located approximately 1.5 kilometres south east of the Parramatta CBD and immediately north of the existing highly active Granville town centre and Granville rail station. It spans both sides of Parramatta Road to the north and south, and is bounded to the north by Boundary Street and the M4 Motorway, and the Western Rail Line to the south.

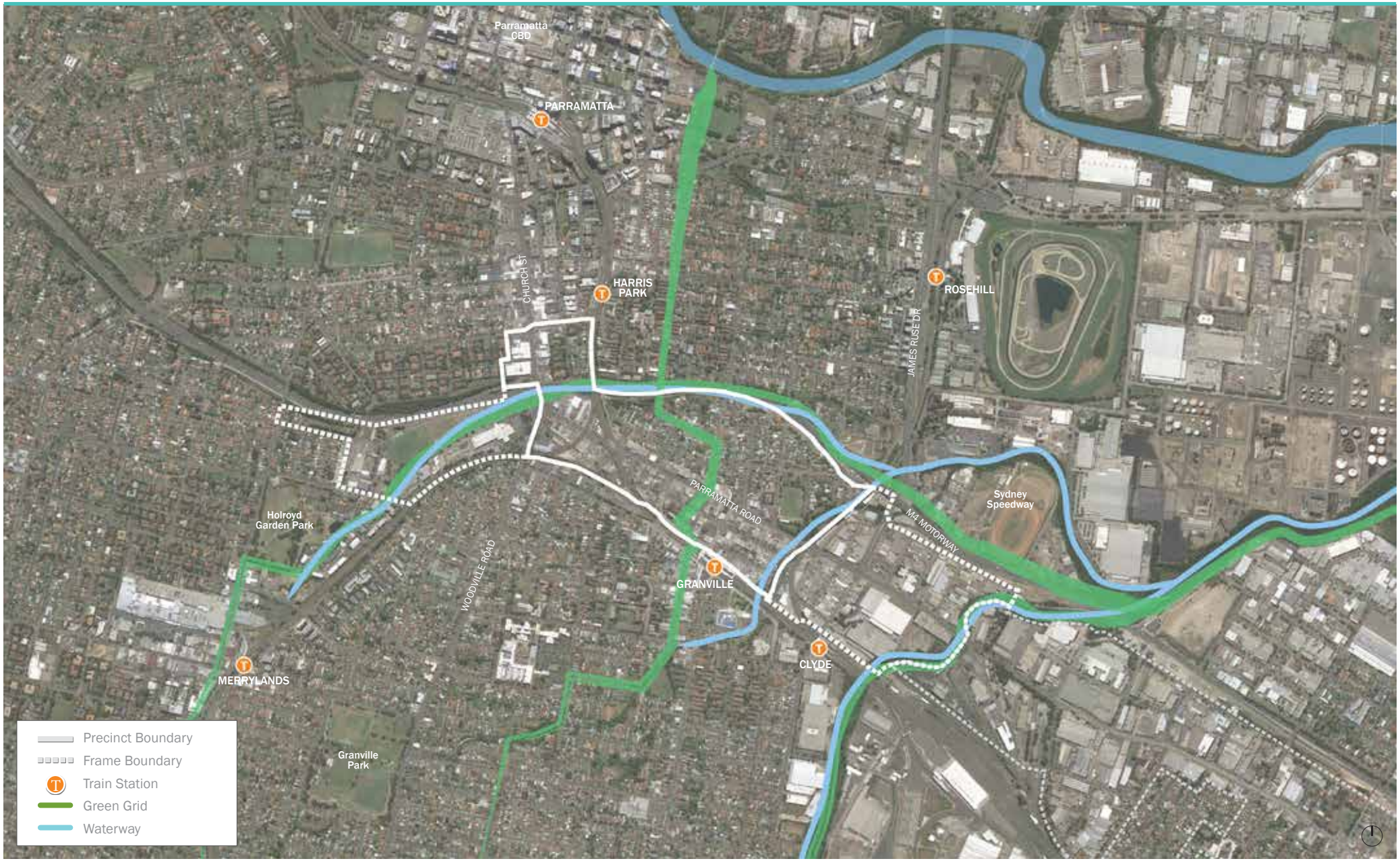
5.1 Context

The Granville Precinct is located approximately 1.5 kilometres south east of the Parramatta CBD and immediately north of the existing highly active Granville town centre and Granville rail station. It spans both sides of Parramatta Road to the north and south, and is bounded to the north by Boundary Street and the M4 Motorway, and the Western Rail Line to the south. Woodville Road/Church Street mark the western boundary and Duck Creek is the Precinct's eastern boundary.

The Granville Frame Area comprises:

- to the west – the Clyde employment lands generally located either side of Parramatta Road between the M4 Motorway, Duck River, the Western Rail Line and the Carlingford Rail Line
- to the east – land in Holroyd the M4 Motorway, Woodville Road/Church Street, The Crescent, Walpole Street, Fox Street, Robert Street and Pitt Street.

Figure 5.1: Granville Location Plan



5.2 Existing Character & Identity

The Precinct, is relatively flat with a gentle rise northwards from Duck Creek. It is however located at a relatively high point on the Corridor and has the potential to take advantage of district views. The slopes to the north of Duck Creek, particularly on the northern side of the M4, are steeper. There are only gradual falls towards Duck River, which forms the eastern boundary.

The subdivision pattern varies across the Precinct and the Frame Area. Land within the Precinct comprises a mixture of Victorian-era terrace lots which are long and narrow around Good Street and Granville rail station. Larger lots are located north of Parramatta Road and within the Frame Areas.

The Precinct and Frame Area currently include a wide range and mix of land uses:

- the northern side of the Granville rail station has a small shopping precinct supported by light industrial and limited residential uses
- Parramatta Road is fronted by large format commercial uses, show rooms, office buildings, car yards, and petrol stations, whilst low to medium density residential and wide streets characterise the area further north towards the M4 Motorway.

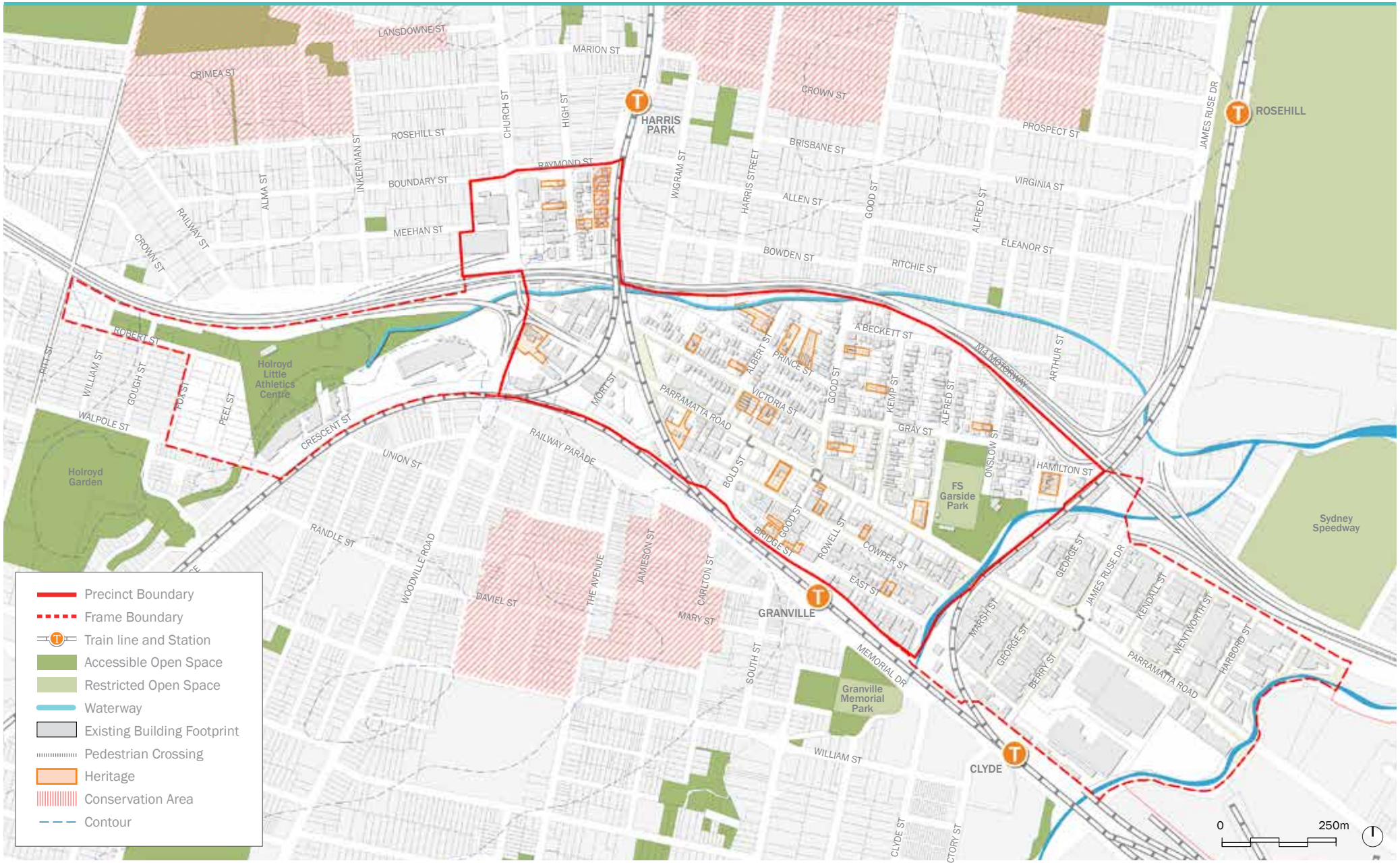
Many distinct local heritage items and qualities (eg: building facades, sandstone kerbs) are dotted throughout the Precinct. Heritage items in the Granville Precinct include individual dwellings, (detached and terraces) and shops, the Granville Hotel, Former School of Arts, and The Barn. The Tottenham Street Heritage Conservation Area is located in the northern portion of the Precinct just south of Harris Park rail station.

The Granville Precinct contains two major pieces of open space which provide passive and active recreation facilities. The Holroyd Sports Ground is located in the western Frame Area and FS Garside Park is located on Parramatta Road in the central eastern part of the Precinct. The Granville Swimming Centre, Youth and Recreation Centre and Memorial Park are located outside the Precinct on the southern side of the Western Rail Line.

The RMS's regional cycle route travels along the alignment of the M4 viaduct (at grade). Cycle routes are also located on Woodville Road/Church Street and Parramatta Road, which are busy roads, and south of the Precinct on The Avenue.

Public transport services are based around the Granville Station and Bus Interchange (south of the Rail Line) which provide services to the north, west and south west. There are six bus routes provided in and around the Precinct which provide connections to the major centres to the north, south and east of the Precinct.

Figure 5.2: Granville Character and Identity



5.3 Opportunities and Constraints

A significant opportunity exists for the Precinct to leverage off it's strategic location between Parramatta CBD and the existing Granville Town Centre located immediately south of Granville Rail Station. The existing Granville centre comprises a range of retail and commercial land uses and a number of community facilities such as the Granville Town Hall, Library, Post Office and Swimming Centre, and the Granville Precinct offers the opportunity to transform into a major town centre supported by good public transport, road and active transport options.

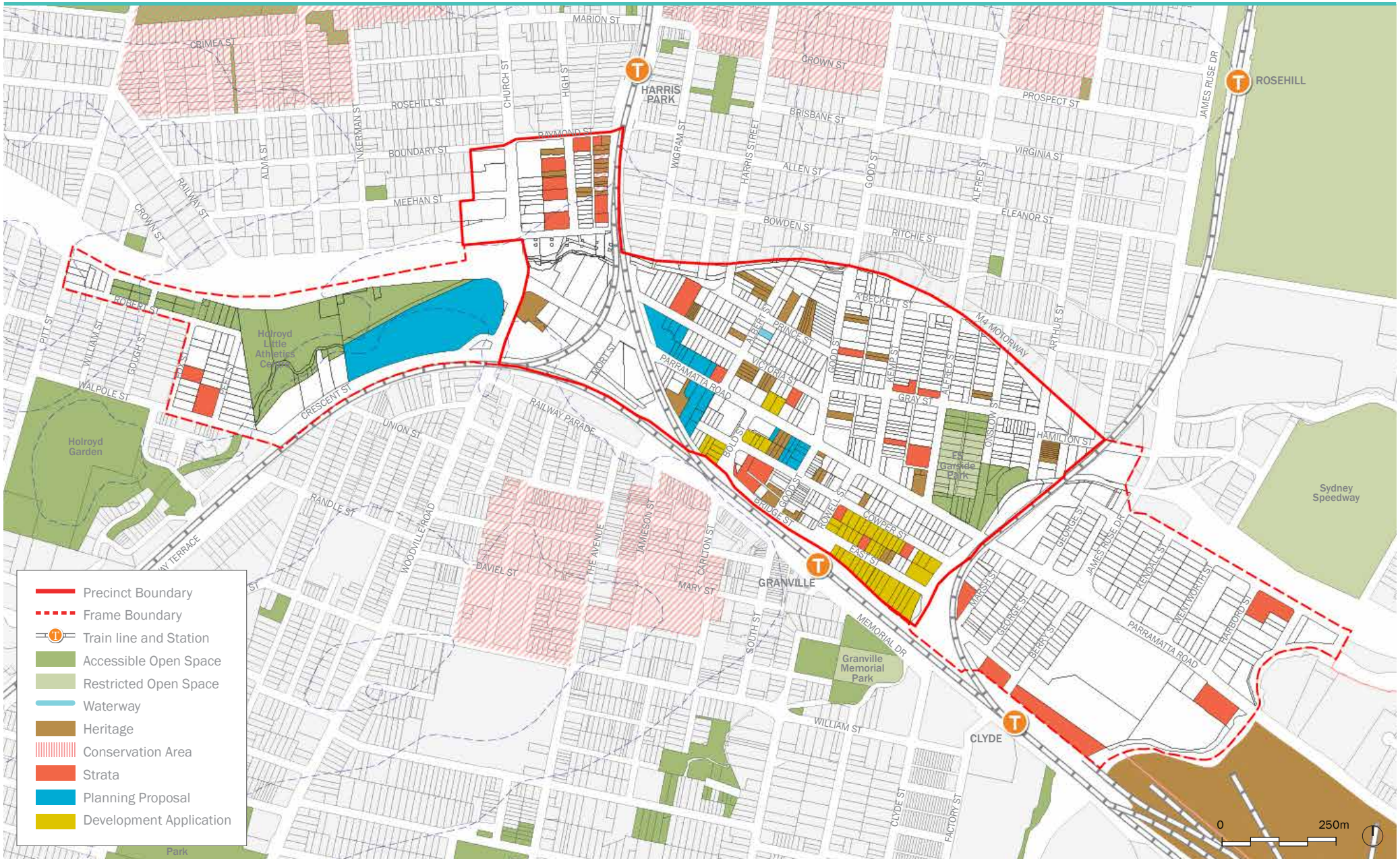
The significant opportunities presented by the Granville Precinct are:

- high accessibility to employment, recreation, entertainment and cultural facilities in the Parramatta CBD
- potential to extend the existing Granville town centre north and provide commercial and retail floor space to accommodate additional urban services such as supermarkets, day-to-day business services, indoor recreation opportunities and child care facilities
- presence of distinct employment uses across the Precinct and Frame Area including Auto Alley adjoining the Parramatta CBD and the Mort Street and Clyde employment lands
- celebrating Granville's identity as a 'destination' for food by providing opportunities for restaurant space and outdoor dining
- good proximity to heavy rail and bus services
- relatively permeable blocks and wide streets which provide a strong framework to deliver high quality public domain and green links, high levels of activation and a pedestrian friendly environment
- incorporating heritage elements in the built form and streetscape in recognition of Granville as one of Sydney's oldest suburbs
- new open space areas including a new urban plaza, new local parks, opportunities to extend FS Garside Park and embellishments to land under the M4 Motorway and along Duck Creek
- a high degree of development activity around the railway station that presents the opportunity to achieve transformation with quality and improved built form outcomes.

The primary constraints and challenges are:

- large volumes of cars and heavy vehicles traverse this section of Parramatta Road which provides a north–south connection between Woodville Road and James Ruse Drive
- limited north – south connections across Parramatta Road and the Rail Lines which provide barriers for both vehicles and pedestrians
- long blocks (>200m in places), small lot sizes and land fragmentation which could limit the ability to achieve through links and further improve permeability
- ensuring land uses and built form address the busy nature of Parramatta Road and the future development achieves good levels of amenity
- lack of accessible open space
- limited community facilities
- flooding along Duck Creek
- the western Frame Area is located in an awkward position that is difficult to access and relies on a single vehicular access point.

Figure 5.3: Granville Opportunities and Constraints



5.4 Future Character & Identity

Vision

Close to Sydney's dual CBD at Parramatta, Granville will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Living and Working There

Good Street will be reinforced as the Precinct's main street, extending from the existing town centre of Granville on the southern side of the railway lines. The smaller shop fronts along Good Street will be protected, and people will enjoy a high quality public domain that will include improvements to the footpaths, landscaping and street furniture. Supporting retail and mixed-use activity such as supermarkets, indoor recreation and child care will be located along Cowper Street and Rowell Street.

A new urban plaza adjacent to railway station for the community to meet and interact will be used in a variety of ways and could host small markets, community-based events or provide a passive recreation space.

Taller buildings will be setback along on Parramatta Road to provide wider footpaths and room for trees to be planted. North of Parramatta Road the built form will taper towards the M4 Motorway in the north, providing a transition in height and density. Two residential communities will flank Good Street and be centred on new neighbourhood open spaces.

Employment opportunities will be focused along Church Street which will evolve to support the next stage expansion of the Parramatta CBD. Employment uses are also proposed within the 'Mort Street Y-Link' lands, being the land bound by three rail lines, and the Clyde employment lands.

Delivering the Vision

The vision can be realised by:

- introducing greater flexibility in land uses across parts of the Precinct and Frame Area to permit a wider range of uses
- improving current height and density controls to ensure good built form outcomes are achieved
- delivering community services, including quality parks, plazas and open spaces and community facilities in line with new development
- recognising Granville as one of Sydney's oldest suburbs by preserving the fine grain rhythm on Good Street and incorporating heritage buildings and streetscapes into new development across the Precinct
- recognising the historical identity of 'Parramatta Junction' and acknowledging/ reinforcing that it is a junction, both of rail lines and of suburbs/centres, being the southern extent of Parramatta, western extent of Granville, northern/eastern extent of Holroyd/Merrylands
- appropriately transitioning between new, taller buildings and existing housing between Parramatta Road and the M4 Motorway
- creating better links between sites and delivering new connections and upgrades to facilitate improved access and movement, making it easier for people and cars to move north to south and cross major roads and the railway lines
- mitigating the impact of noise from busy roads and the rail lines in residential areas
- responding to small lot sizes and land fragmentation by developing built form controls which encourage lot amalgamation.

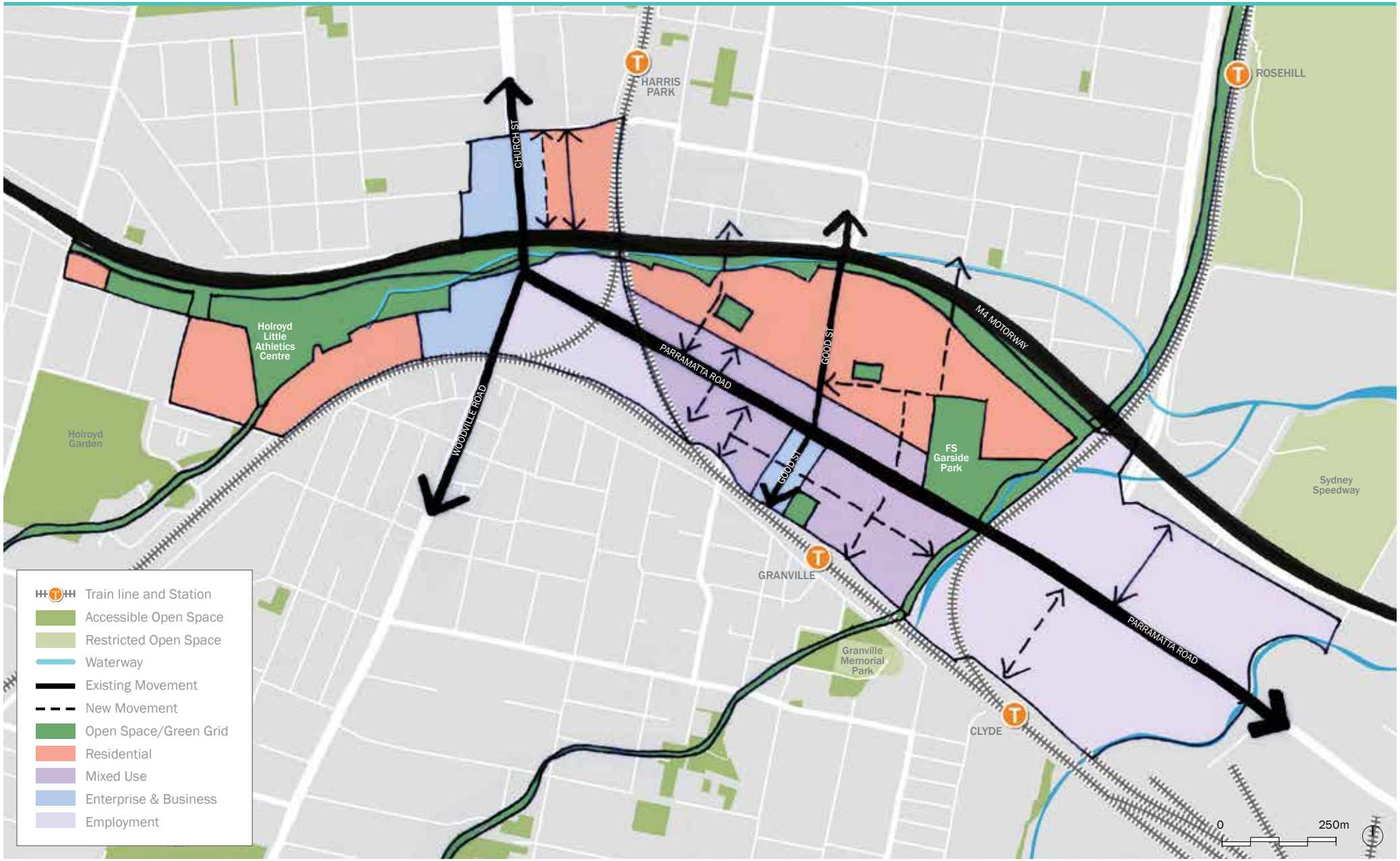
Proposed Growth Projections

	2023	2050
Population	6,410	10,700
Dwellings	3,350	5,390
Jobs	3,300	7,190

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	330,000	520,000	110,000	205,000
Frame Area	0	45,000	0	216,000

Figure 5.4: Granville Structure Plan



5.5 Open Space, Linkages & Connections & Public Domain

New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Precinct. Natural open space connection opportunities running along Duck Creek and Duck River offer the potential to be enhanced and perform a passive open space function as well as improved access the broader open space network. They may also be able to accommodate cycling links, exercise stations and equipment, and even sports courts in appropriate locations.

New linkages and connections will form a network of connected urban spaces with increased building frontages where activation and interaction can take place, and permanent and temporary events and installations, including public art, can occur.

The reinforcement of key streets such as Parramatta Road as a green corridor and high quality public domain and public spaces are key objectives.

A. Open Space Requirements

a. Provide a new 3,000m^2 local park on the corner of Albert Street and Prince Street.

b. Provide a new 2,500m^2 urban plaza on the corner of Bridge Street and Rowell Street.

c. Provide a new public open space area in the western Frame Area that contributes to, or complements, Holroyd Sportsground.

d. Embellishment of FS Garside Park.

e. Greening and embellishment of the currently underutilised land along infrastructure corridors, including the M4 Motorway, A'Beckett Creek, the rail lines and Duck Creek.

B. Linkage and Connection Requirements

a. Provide the recommended building setbacks along Parramatta Road, Good Street and Bridge Street to facilitate tree planting and landscaping.

b. Break up long blocks with new lanes and high quality pedestrian prioritised links.

c. Create new connections which facilitate access to and around Good Street, the existing Granville Town Centre to the south, community facilities and public transport.

d. Provide active transport corridors along Duck Creek, Duck River, and beneath the M4 Motorway to develop an integrated network of active transport corridors that connect Granville to Parramatta River and Parramatta CBD.

e. Provide new strategic cycle links on Carlton/Bold Street, Cowper Street and Albert Street, Gray Street, Victoria Street, Alfred Street and Wigram Street and Mary Street and Daniel Street to the south of the rail line.

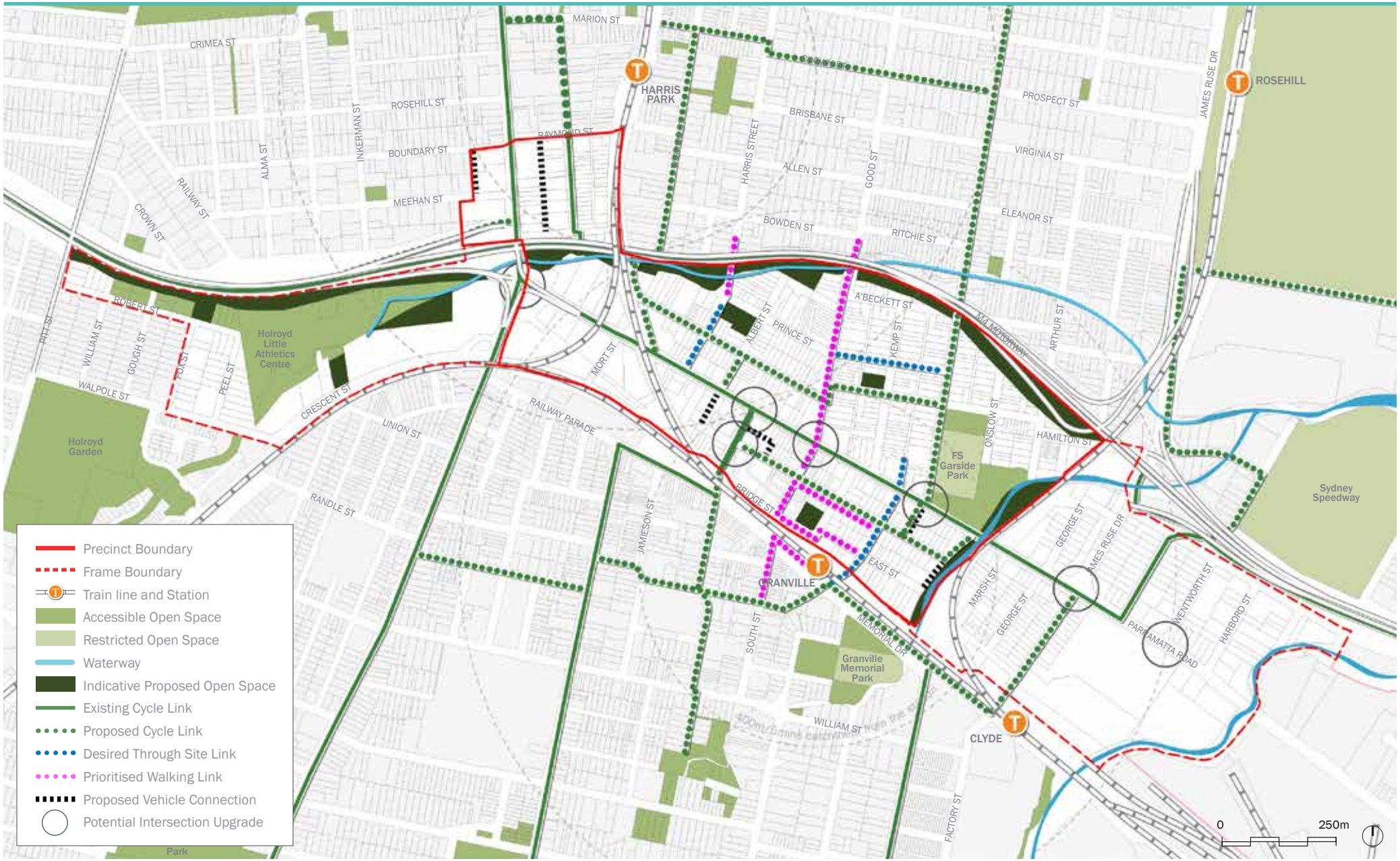
f. Embellishment and reinforcement of the following existing links:

- Good Street between Prince Street and Bridge Street
- Cowper Street and Bridge Street
- between Good Street and Alfred Street
- the southern extension of Alfred Street between Parramatta Road and East Street
- active transport links to Granville station
- the link over Granville Railway Station to enhance links to the existing town centre and community facilities south of the railway line.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

Figure 5.5: Granville Open Space and Active Transport



5.6 Street Function

Parramatta Road at Granville will continue to be a major Movement corridor that splits the Precinct into north and south areas. Woodville Road/Church Street, Bold Street and James Ruse Drive are also Movement corridors providing important north-south connections across the rail line, into the Parramatta CBD and to the regional road network.

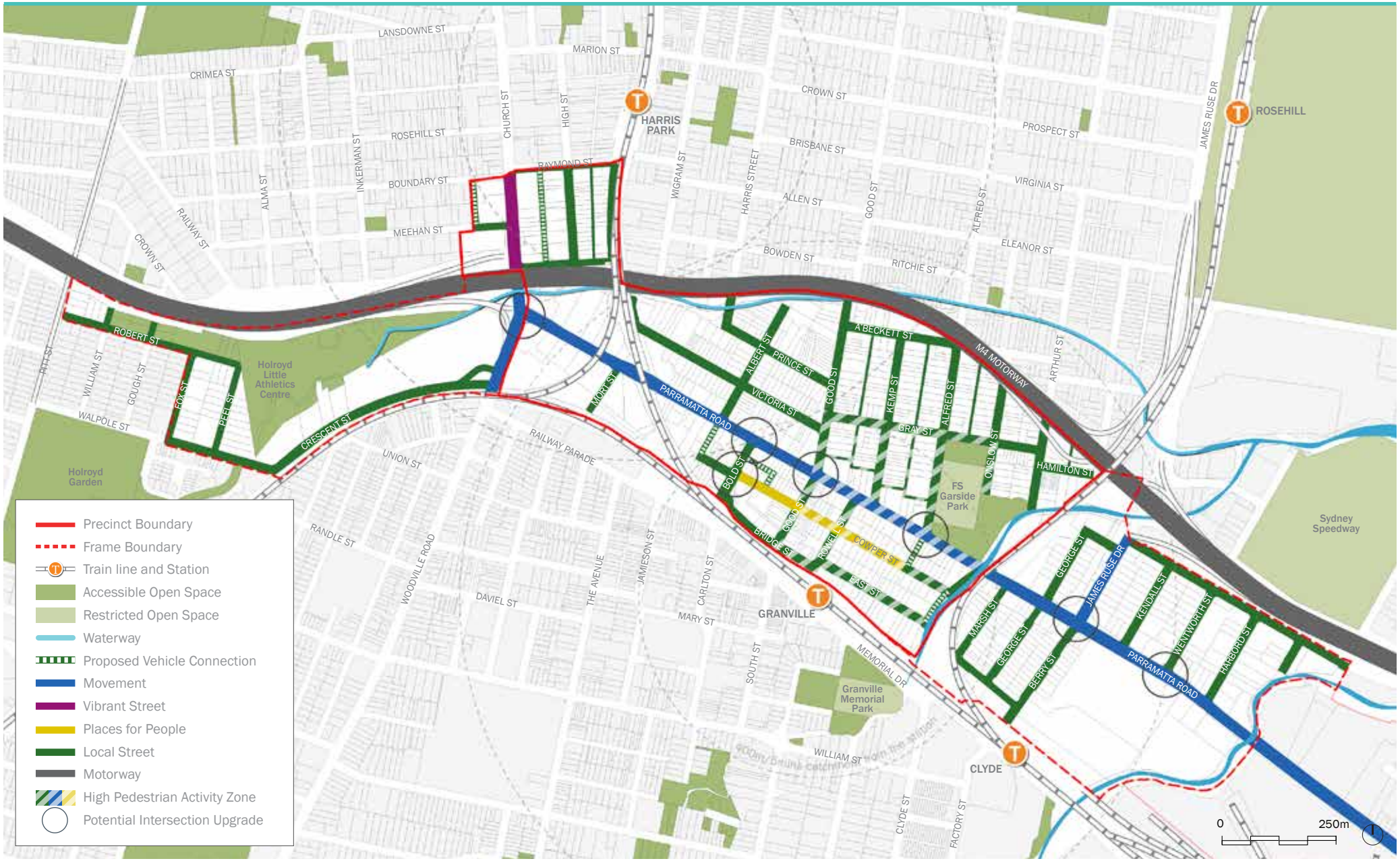
The streets around Granville rail station – such as Bridge Street, Good Street, Cowper Street and Rowell Street will be the focus for new housing, open space, shops and commercial uses and will function as Places for People.

The Alfred Street extension will be formalised as a Vibrant Street, recognising its location adjacent to FS Garside Park.

All other roads across the Precinct and Frame Area will perform a Local Street function.

A southern extension to Alfred Street and northern extension to Albert Street will reinforce connectivity across Parramatta Road. New streets and laneways between Bold Street and Cowper Street and parallel to Church Street will provide for more connectivity, enhancing its walkability and encourage urban activity.

Figure 5.6: Granville Street Function



5.7 Green Edge Setbacks, Transitions & Activity & Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 5.7.

b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.

c. Good Street should be provided as continuous built form where a zero building setback is required.

d. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.

e. Provide a built form transition consistent with Figure 5.8 to the new urban plaza on the corner of Bridge Street and Rowell Street to ensure that at least 50% of the plaza will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

f. Provide a built form transition consistent with Figure 5.8 to new open space on the corner of Prince Street and Albert Street to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

g. Provide a built form transition consistent with Figure 5.9 to existing heritage items.

B. Activity and Commercial Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 5.7.

b. At least the ground and first floor levels of development along the full length of Parramatta Road must be non-residential uses.

c. Fine grain retail and commercial uses are to be provided along Good Street, Cowper Street, Rowell Street and Bridge Street. Large, boxy retail formats are discouraged along these streets.

d. The ground floor level of Active and Commercial Frontages is to match the street level.

e. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.

Figure 5.7: Granville Green Edge, Transitions and Active and Commercial Frontages Plan

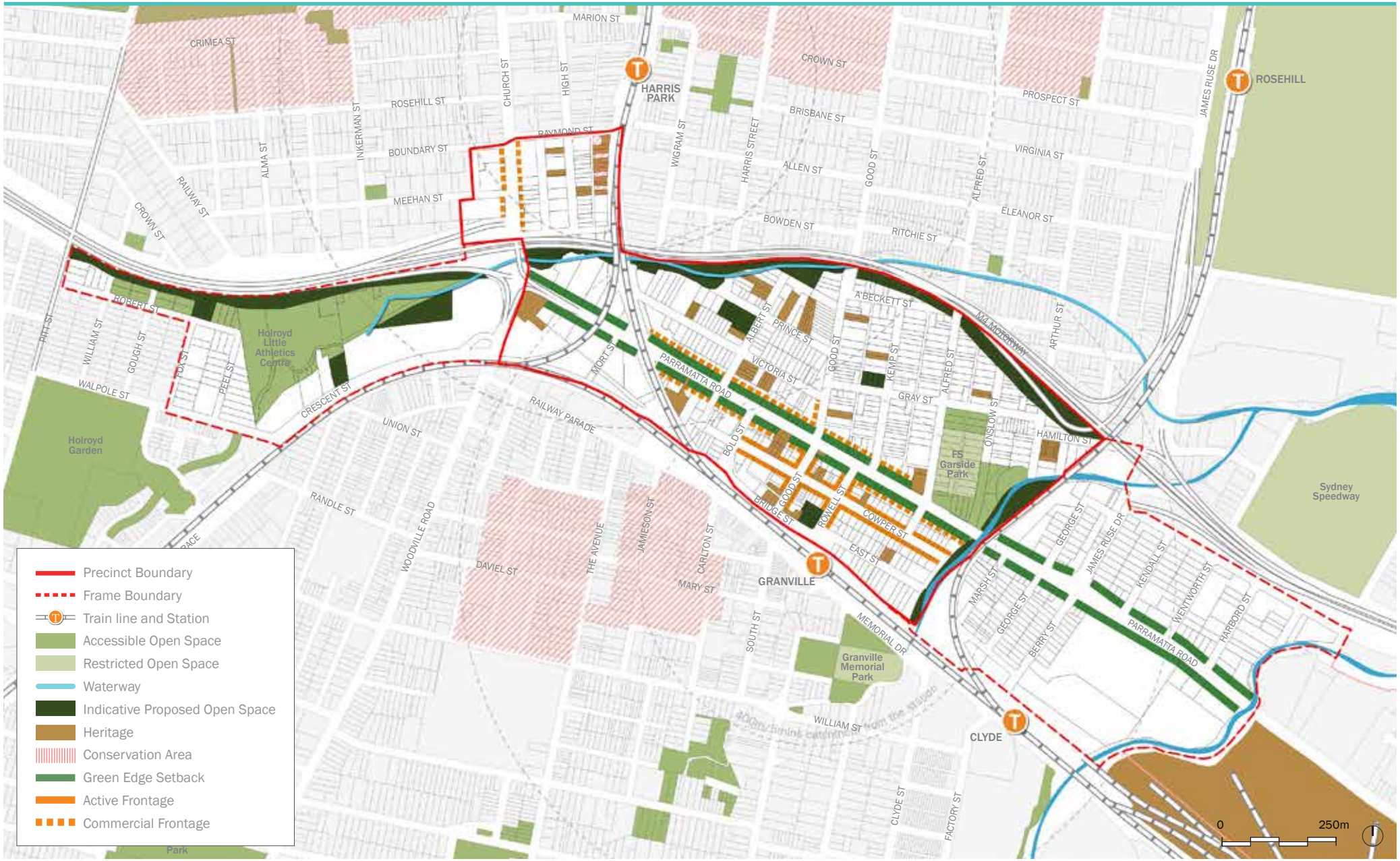


Figure 5.8: Transition to Open Space and Station

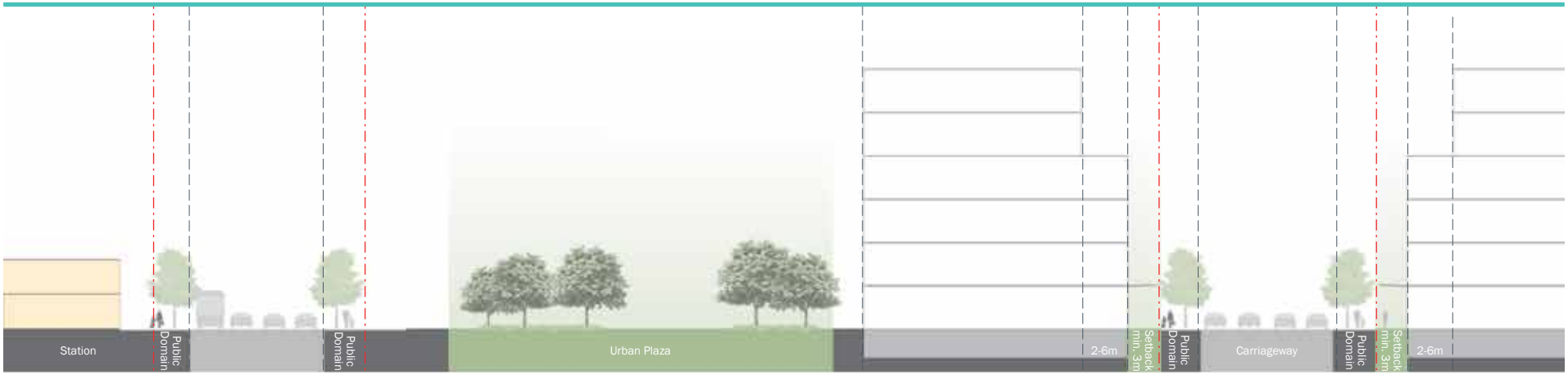


Figure 5.9: Transition to Heritage

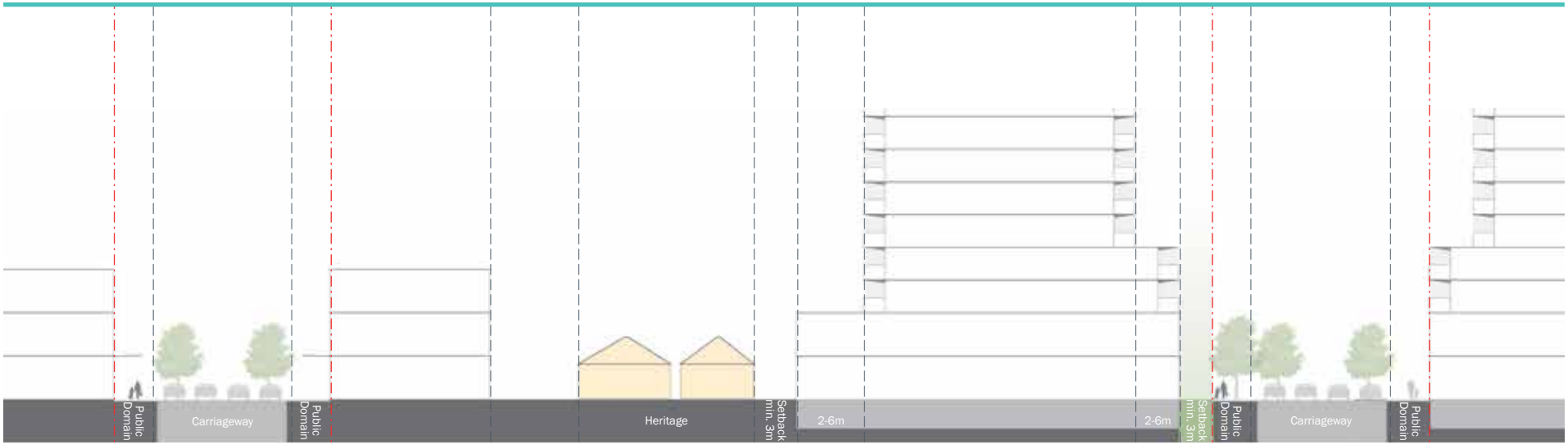


Figure 5.10: Residential and Mixed Use

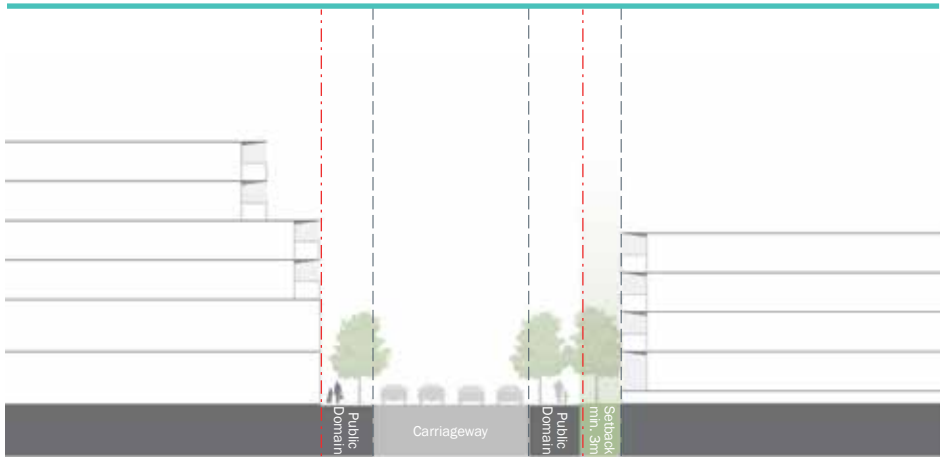
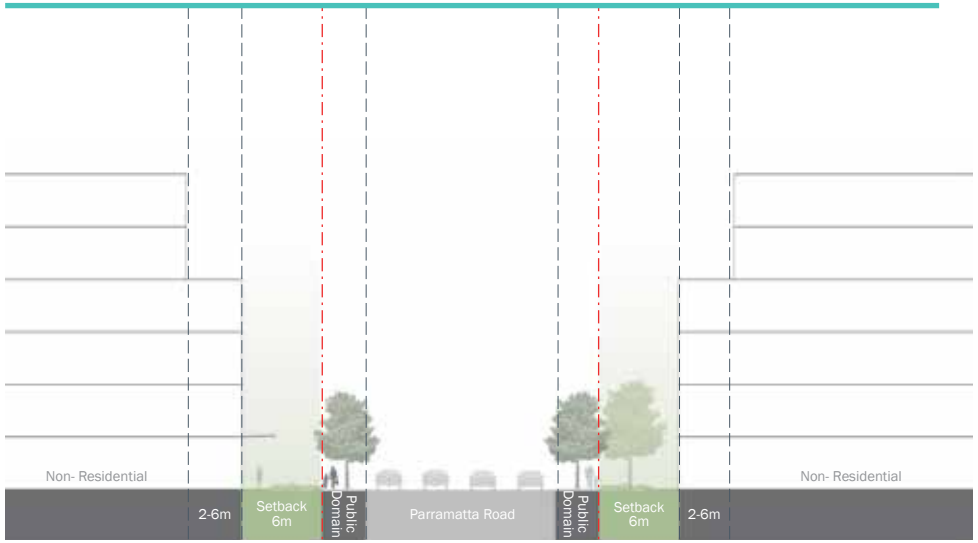


Figure 5.11: Parramatta Road



5.8 Lot Amalgamation

Amalgamation of lots is required to achieve increased height and floor space ratios permitted on larger sites. In general, lot amalgamation is to provide for sites that permit designs that comply with building separation, access and amenity standards.

The preferred pattern of lot amalgamation is to be side by side to maximise street frontage and to encourage east west built form for good solar access. The minimum site frontage and dimension should be 40 metres.

The preferred pattern of lot amalgamation for those sites that have a frontage to Parramatta Road is from street to street, north to south amalgamation in order to deliver good east-west orientated towers. This pattern will achieve the Green Edge (6m) setback from Parramatta Road and minimise the number of residential apartments orientated directly to Parramatta Road.

5.9 Fine Grain

The Parramatta Road Corridor Fine Grain Study, September 2016 provides a heritage character analysis of the Granville Precinct and Frame Area, including the identification of all existing heritage items and conservation areas and potential additional items that should be investigated further as part of a future planning proposal(s).

General requirements are set out below as are the recommendations arising from case studies undertaken for the Tottenham Street heritage conservation area and Good Street as part of the Parramatta Road Corridor Fine Grain Study, September 2016.

Tottenham Street is a singled sided residential street that interfaces with the railway line to the east. It is lined with a variety of stand-alone single storey Victorian weatherboard dwellings, generally set behind low fences and small front gardens. Vehicle access to the dwellings is primarily via the rear laneway which has limited the number of vehicle cross overs and garages on the street front. In combination with the front porches often associated with dwellings of this era, the houses retain a direct visual relationship with street.

Good Street is currently lined with two storey late 18th/early 19th century shops with a fine grain frontage. The 1920's Granville Hotel is a typical corner hotel at Bridge and Good Street. New development will retain the fine grain rhythm of these shopfronts providing a high degree of variety at the pedestrian interface.

Granville Precinct General Fine Grain Requirements

a. The necessity for consolidating sites at high levels of density often results in a loss of grain and character at street level. The street wall, separate from tower forms above, should be designed as the architectural component of the development that defines and imparts fine grain and character to the street. The character of the street wall will vary depending on its location, and should be determined through a contextual analysis of the site. Principles that should be incorporated in the design of the street wall include:

   ii. Set back of higher tower forms should be maximised so as to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements. Recesses between the street wall and tower elements that are on the same vertical plane do not achieve appropriate differentiation.

   iii. The street wall should be designed to provide a well modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation.

   iv. The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation.

   v. In retail areas with active edges, ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience. Awnings should be included and integrated in the design and setbacks of the street wall so as to provide adequate pedestrian shelter as well as generous street tree planting.

Tottenham Street Fine Grain Requirements

a. A single storey scale should be retained to the street front.

b. Upper levels should be set back from the street boundary so as to appropriately relate to the existing retained or adjacent built form.

c. Building frontages should be parallel to the rear laneway alignment (not Tottenham Street).

d. Vehicle access should be provided from the rear lane.

e. A landscaped setback from the street should be provided which relates to the existing retained or adjacent built form.

f. The height of front fences should be less than 1.2 metres, and fences should be semi permeable.

Good Street, Cowper Street and Rowell Street Fine Grain Requirements

a. Additions to the existing Victorian two-storey shops on the eastern side of Good Street should retain their dominant two storey form.

b. A shared zone should be established on Bridge Street between Good Street and Rowell Street.

c. The provision of a new rear lane behind the existing Good Street shops should be investigated to provide access to these premises and to new built form facing the proposed urban plaza.

d. The narrowing of Good Street, Bridge Street and Rowell Streets should be investigated to encourage reduced traffic speeds, prioritise pedestrian activity, and allow space for generous tree planting.

e. Awnings should be included over footpaths to provide shade and shelter.

f. Car parking within podium buildings should be sleeved with active frontages.

5.10 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Granville Precinct and Frame Area are shown in Figure 5.12.

The B2 Local Centre along Good Street acknowledges the importance of activity in the heart of the Precinct on Good Street, and is also proposed to be retained to protect the existing early 19th Century streetscape.

The B4 Mixed Use zoning along Parramatta Road between Victoria Street and the rail line is proposed to provide the potential for employment and other non-residential uses on the ground, first and potentially second floors. Non-residential uses will contribute activity on the street frontage and provide the opportunity for community uses and facilities that will be required to support Granville's future population. There is potential for residential uses above the non-residential and employment uses that has increased separation from traffic on Parramatta Road.

The B3 Commercial Core zone is proposed along Church Street consistent with the City of Parramatta's planning framework for Auto Alley which recognises this area as the southern extension of the Parramatta CBD.

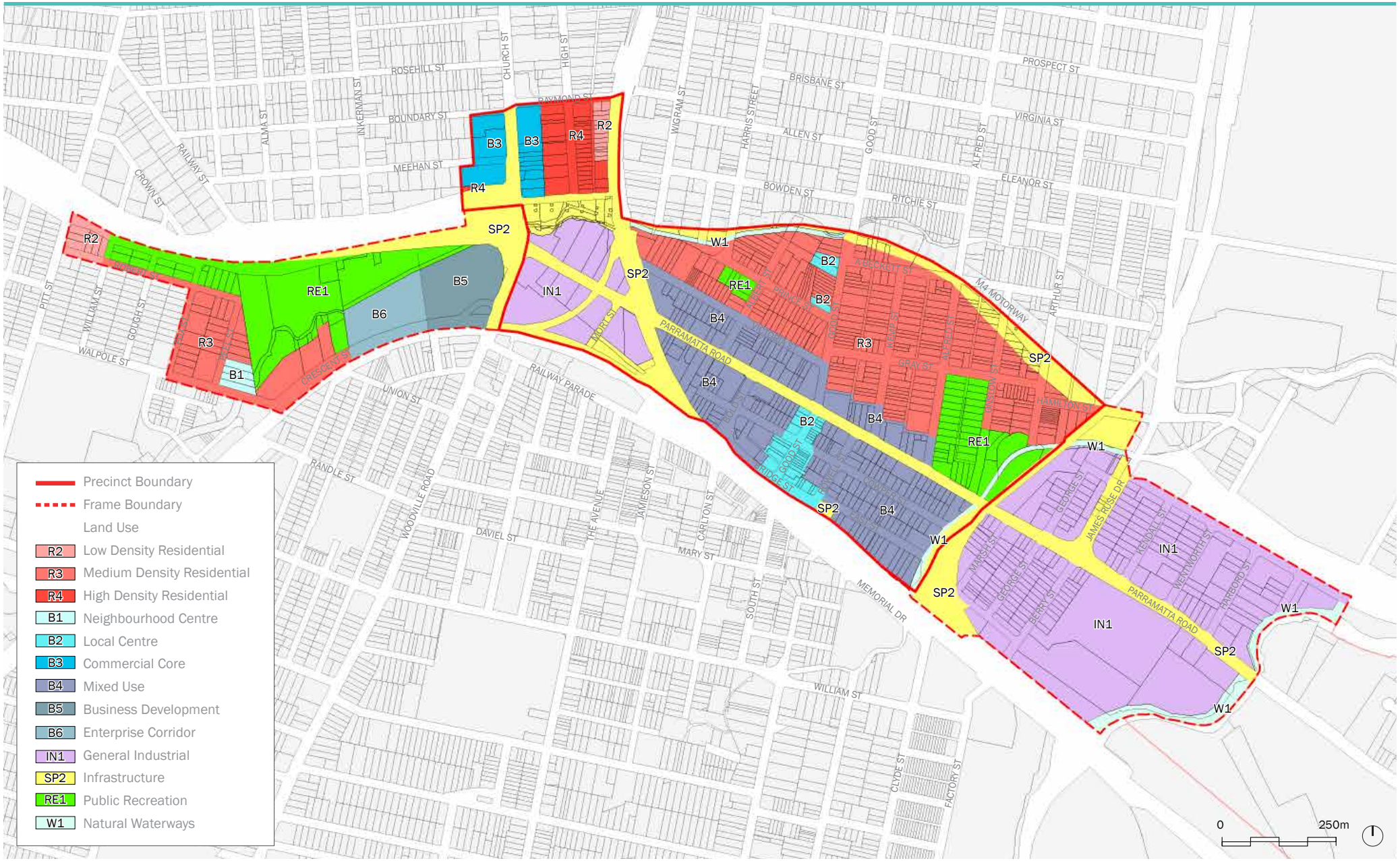
Residential uses are continued to the north towards the M4 where there is a framework of existing residential uses.

New open space opportunities are identified at key locations and are proposed to be delivered as part of the Urban Amenity Improvement Program.

The Mort Street Industrial Area and Clyde Employment Lands are long term strategic employment areas that are to retain their current use in the long term.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Cumberland Council and City of Parramatta Council.

Figure 5.12: Granville Recommended Land Uses



B. Building Heights

The recommended maximum building heights are shown in Figure 5.13. The tallest buildings permitted will be located between Parramatta Road and the rail line and will be up to 80 metres or 25 storeys.

The maximum building height of 80 metres acknowledges the existing 6:1 floor space ratios in places south of Parramatta Road. Urban design testing has identified that the existing height and floor space controls are delivering lower, bulkier buildings that create an undesirable and uniform built form outcome. Increasing the height control to 80 metres will allow future development to comprise a podium structure of 3-4 storeys and tower forms above. Towers will need to be spaced and positioned to comply with the requirements of State Environmental Planning Policy No. 65 and the Apartment Design Guide.

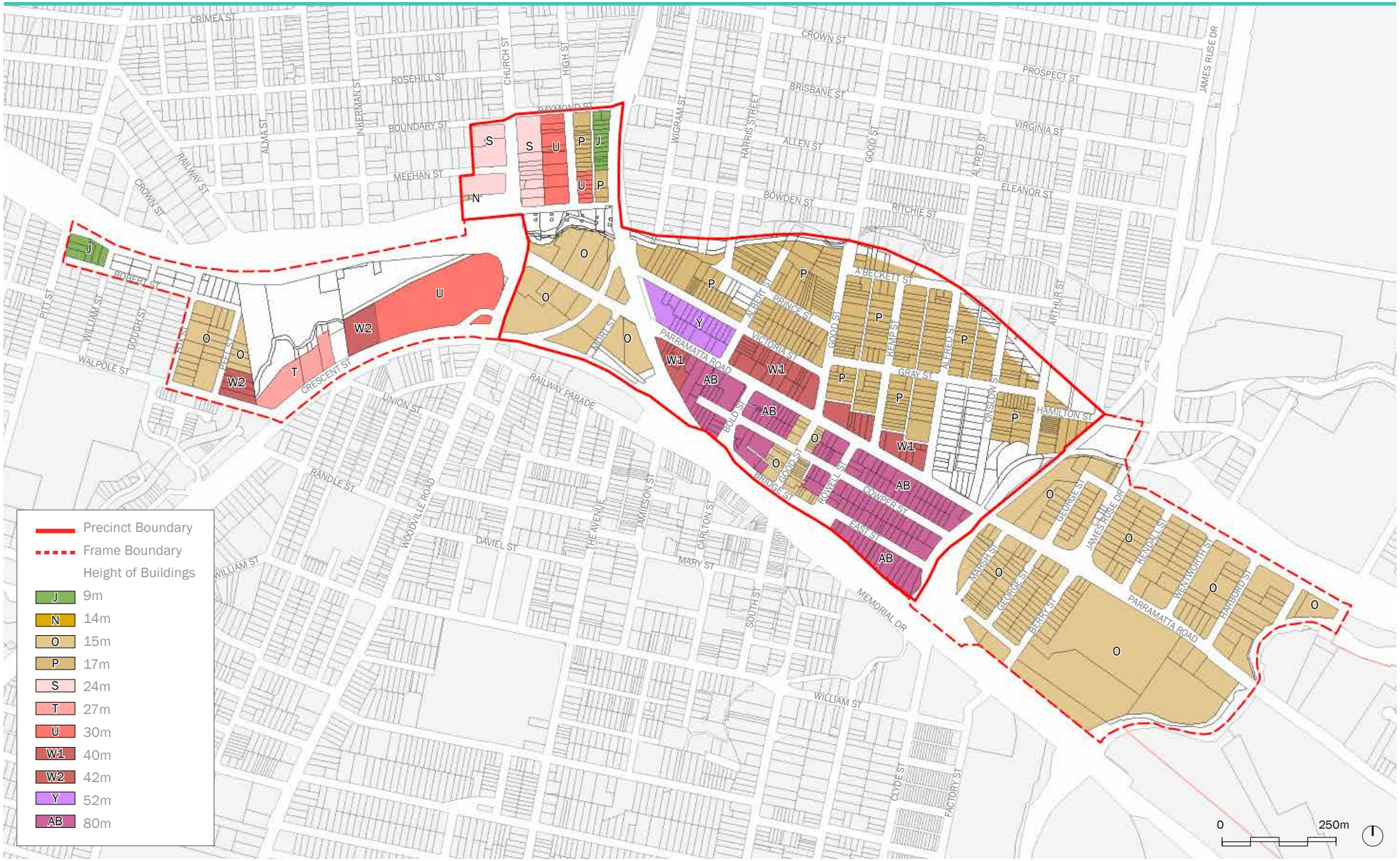
At Good Street, a low scale zone is maintained to preserve the heritage streetscape and fine grain. The City of Parramatta's planning framework for Auto Alley has been adopted along Church Street and the immediately adjoining lands.

Residential and mixed use areas north of Parramatta Road and in the Frame Area are not identified for rezoning in the short term (refer to the Parramatta Road Corridor Implementation Plan 2016 – 2023). Maximum heights of 17 metres, or 4 storeys are recommended in these locations to transition towards the M4 viaduct and existing low scale residential neighbourhoods. These locations are also further away from shops, services, community infrastructure and public transport locations, are more constrained due to flooding and heritage, and are likely to require significant infrastructure interventions prior to proceeding.

The Parramatta Road Economic Assessment Report supports the potential introduction of business enterprise employment uses on the land west of Woodville Road that is adjacent to Holroyd Sportsground.

No change is proposed to the Tottenham Street Heritage Conservation Area, Mort Street Industrial Area and Clyde Employment Lands.

Figure 5.13: Granville Recommended Building Heights



C. Densities

The preferred floor space ratios (FSR) are shown in Figure 5.14. The recommended controls maintain a 2:1 FSR along Good Street. The land surrounding Good Street between Parramatta Road and the rail line is recommended to be 6:1 which is able to accommodate the strategic land use quantum and mix required to support future growth.

The matching of an appropriate floor space ratio to the recommended heights is important to ensure that loose fit envelopes are achieved. Rather than completely filling sites, this strategy aims at creating flexibility to respond to edge conditions, solar access and Apartment Design Guide requirements.

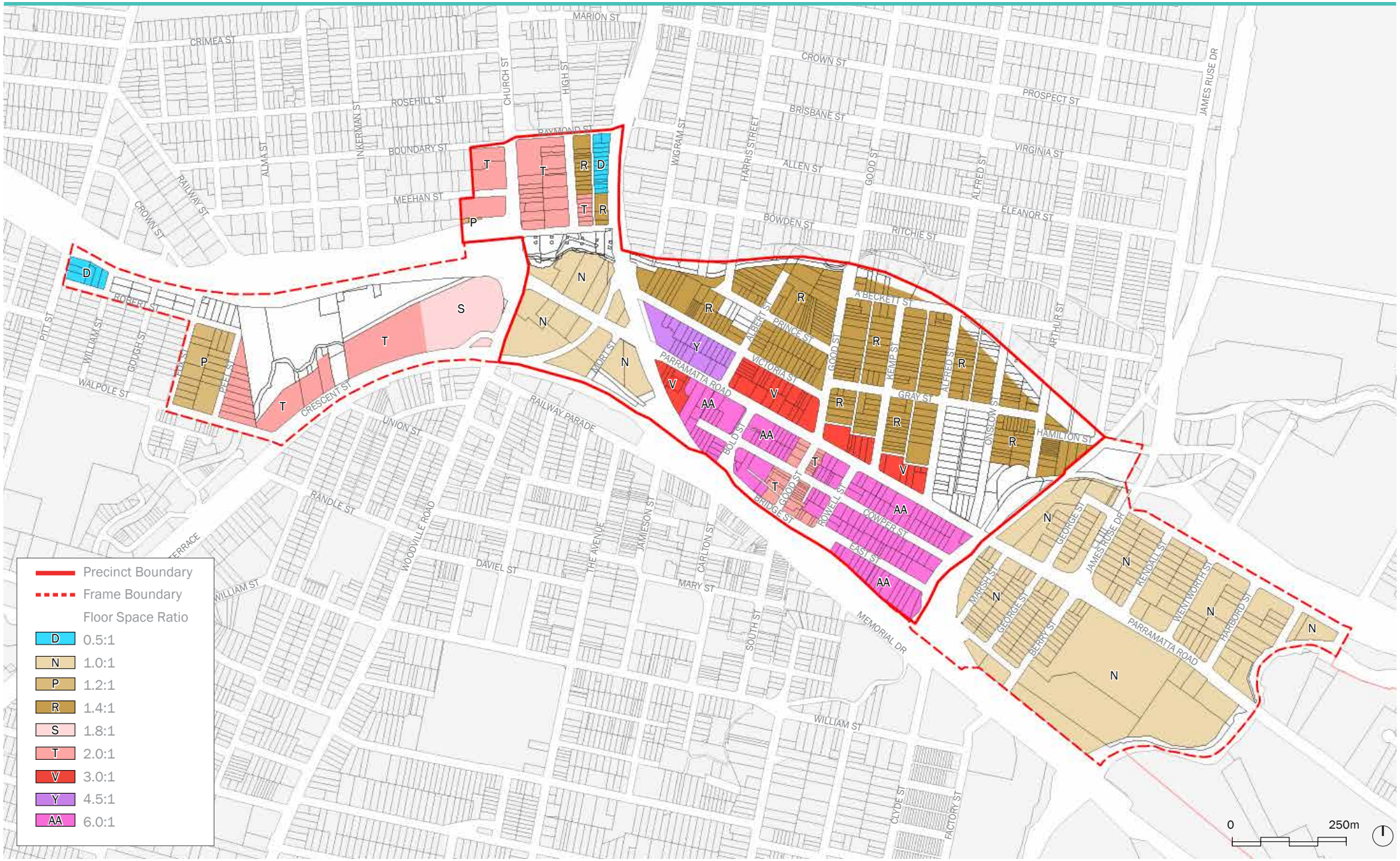
The recommended FSRs will need to be subject to a sliding scale to ensure floor space is achieved in a way that delivers good urban design outcomes.

The recommended densities for the potential B5 Business and Enterprise zone on the land west of Woodville Road that is adjacent to Holroyd Sportground reflect the strategic employment needs of this part of the Corridor.

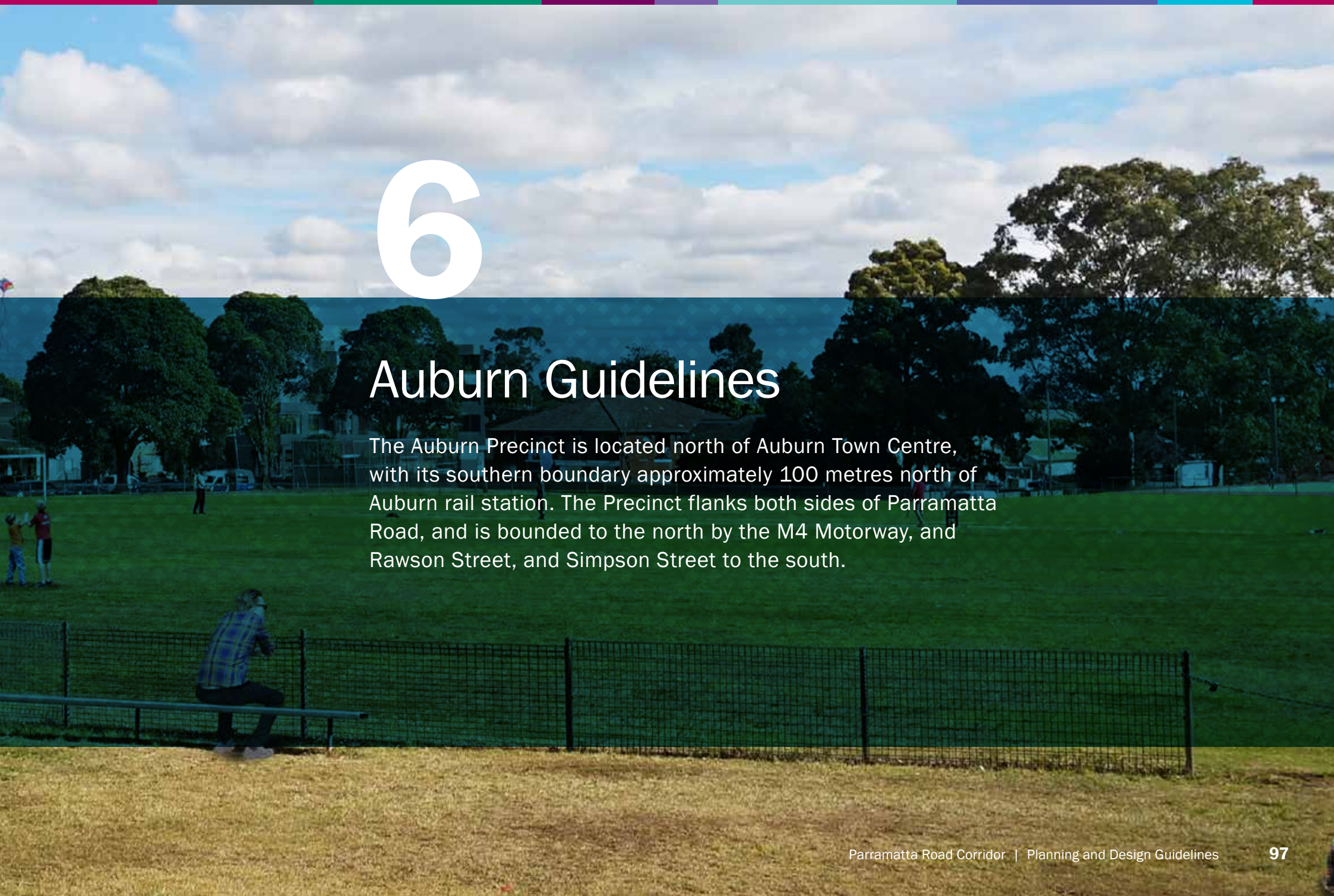
As with the recommended height controls:

- the City of Parramatta's planning framework for Auto Alley has been adopted along Church Street and the immediately adjoin lands
- no change is proposed to the Tottenham Street Heritage Conservation Area, Mort Street Industrial Area and Clyde Employment Lands.

Figure 5.14: Granville Recommended Building Densities







6

Auburn Guidelines

The Auburn Precinct is located north of Auburn Town Centre, with its southern boundary approximately 100 metres north of Auburn rail station. The Precinct flanks both sides of Parramatta Road, and is bounded to the north by the M4 Motorway, and Rawson Street, and Simpson Street to the south.

6.1 Context

The Auburn Precinct is located north of Auburn Town Centre, with its southern boundary approximately 100 metres north of Auburn rail station. The Precinct flanks both sides of Parramatta Road, and is bounded to the north by the M4 Motorway, and Rawson Street, and Simpson Street to the south. The eastern half of the Precinct is a wedge shaped parcel between the M4 Motorway ranging in width from 15-160m. Duck River and the railway line between Lidcombe and Sydney Olympic Park are the Precinct's extremities to the west and east respectively. The Auburn Precinct does not contain a Frame Area.

Figure 6.1: Auburn Location Plan



6.2 Existing Character & Identity

The Auburn Precinct is generally flat; however Duck River and Haslam's Creek are natural low points in the Precinct.

The development pattern in the Auburn Precinct has been influenced by historical land use patterns and access to transport, with smaller scale residential development within the walking catchment of Auburn Station, and business and employment uses directly fronting Parramatta Road and the M4. Bulky goods and retail uses dominate the Precinct, providing a thriving weekend economy. The Precinct has historically been occupied by important heavy industries, however many of the Precinct's industrial uses are now evolving into more intense employment uses.

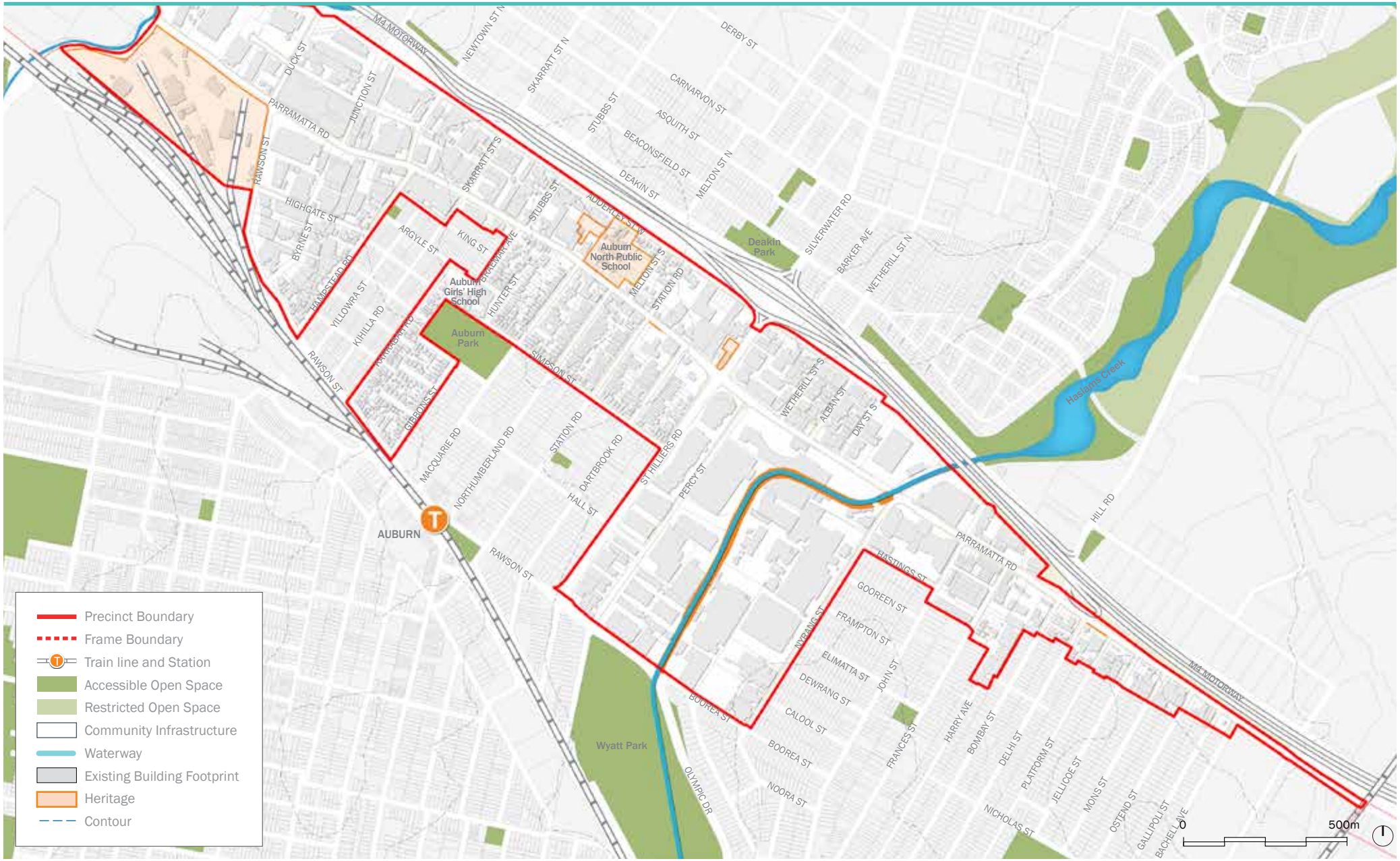
Residential uses and Auburn Girls High School are located throughout the central and central southern extremity of the Precinct. North Auburn Public School is located in the central north portion of the Precinct.

A limited number of heritage items and archaeological sites are located throughout the Precinct. They include the Clyde Marshalling Yards, Electricity Substation No. 167, Auburn North Public School and a Moreton Bay Fig Tree within the school grounds, the Parramatta Road Milestone, and the canalised Haslams Creek.

Auburn Park is located immediately adjoining the Precinct adjacent to Auburn Girls High. Auburn Athletics Track, Marie Dunn Netball Courts, Wyatt Park and Sydney Olympic Park are located close by. There is no public open space within the Precinct. Similarly, cycle routes are predominantly located outside the Precinct. Existing routes are located on Melton Street, Northumberland Street, Simpson Street and Gibbons Street and Hall Street and Station Road.

Public transport services are based around the Auburn Station, including services connecting the Precinct to centres such as the Sydney CBD, Macquarie Park, Hornsby and Liverpool. There are also four bus services travelling in and around the Precinct.

Figure 6.2: Auburn Character and Identity



6.3 Opportunities & Constraints

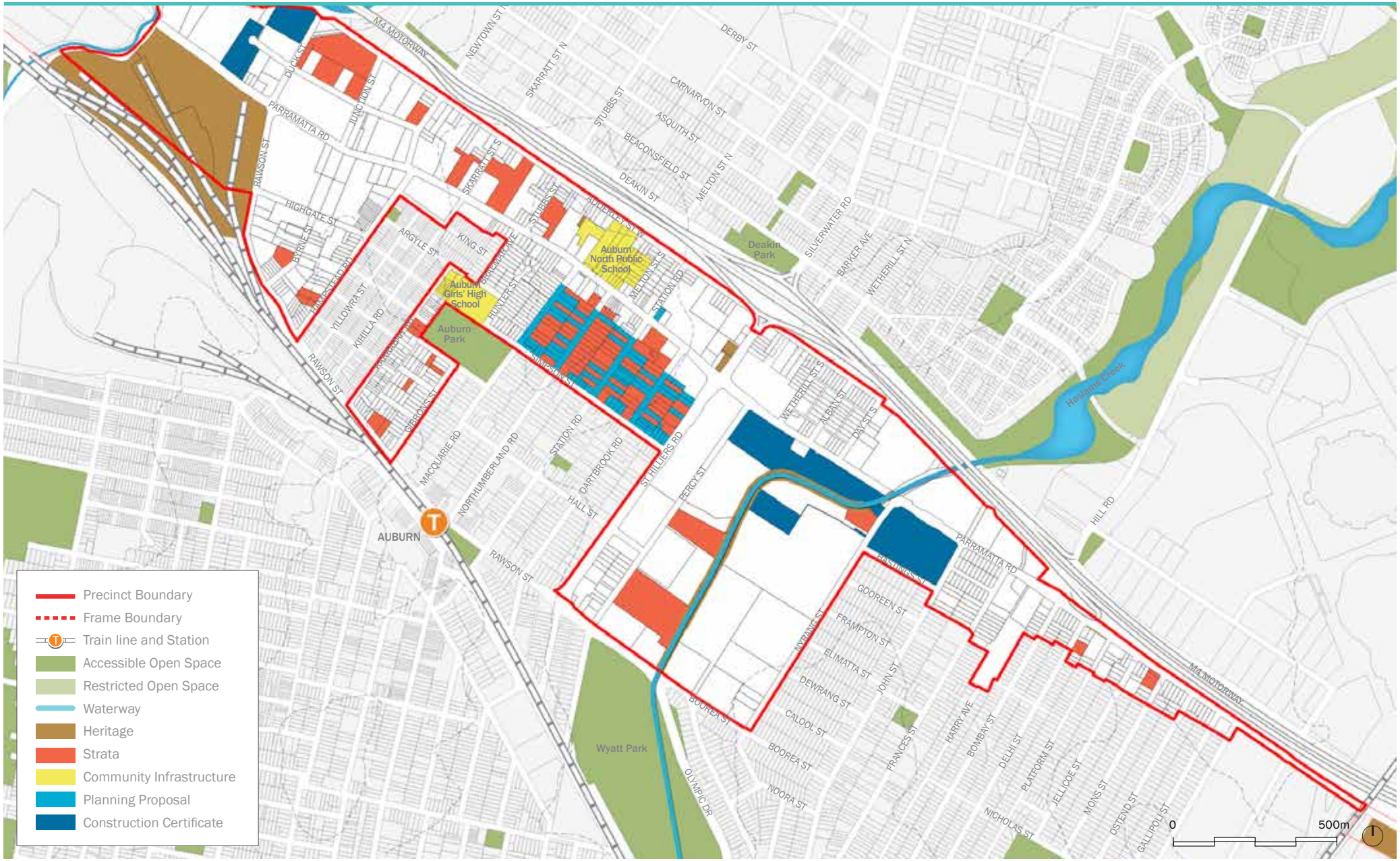
The significant opportunities presented by the Auburn Precinct are:

- its role as an important employment zone comprising specialised industry uses supported by wholesale trade and transport, postal and warehousing premises, and bulky goods uses for broader Sydney
- it is positioned as an alternative location for employment uses that relocate from elsewhere along the Corridor, particularly given the larger lot sizes along Parramatta Road which can support redevelopment opportunities
- facilitate redevelopment that can deliver or contribute towards additional community uses
- a strong grid like street pattern that has potential to be further broken down to improve permeability, create new laneways and through site links, and enhance north-south connections across Parramatta Road, the M4 Motorway and to Auburn rail station
- good accessibility to Sydney's second CBD Parramatta and Sydney Olympic Park
- absence of heritage items or extensive heritage conservation areas
- general acceptance of higher density housing forms
- potential to enhance green and pedestrian links between Parramatta Road and Auburn rail station and Parramatta Road and Sydney Olympic Park along Haslams Creek over the longer term
- ability to improve active transport connections to regional recreation and open space facilities
- ability to reduce car dependency by lowering parking rates in areas with good access to public transport.

The primary constraints and challenges are:

- small and highly fragmented parcels, most of which are strata-titled, in the central southern portion of the Precinct
- high traffic volumes on the strategic road network including Parramatta Road, James Ruse Drive and St Hilliers Road
- a high proportion of heavy goods vehicles creating additional hazards for other road users, particularly cyclists
- high vehicle dependency for access to bulky goods and employment services
- overcoming the barrier created by Parramatta Road
- poor pedestrian amenity and low quality streetscapes
- the Precinct is deficient in public open space.

Figure 6.3: Auburn Opportunities and Constraints



6.4 Future Character & Identity

Vision

Taking advantage of its location close to major employment areas such as Parramatta and Sydney Olympic Park, Auburn can be a location for significant employment growth, supported by moderate scale residential development and improved streetscapes.

Living and Working There

The Auburn Precinct has been identified for future growth given its good access to transport and employment opportunities in surrounding areas including the Auburn Town Centre, Sydney Olympic Park and the Parramatta CBD.

Parramatta Road will continue to be a place to do business, and will evolve into a location that welcomes new employment uses that are relocating from other parts of the Corridor and its surrounds as they undergo their own renewal.

The majority of new housing will be between Parramatta Road and Auburn Station around Auburn Park. New opportunities will evolve on select sites across the Precinct where they can demonstrate true catalyst activity and can deliver public and community benefits, such as new public open space, community facilities that complement but do not compete with the Auburn Town Centre, or support public education facilities.

Street trees and landscaping will help to green Parramatta Road, as will links between Haslam's Creek and Duck River to Parramatta River.

Delivering the Vision

The vision can be realised by:

1. facilitating a broader range of employment uses and supporting a hub of new innovation and creative jobs
2. leveraging redevelopment opportunities on large lots to deliver strategic public benefits and outcomes such as open space and community facilities that are required to support the Precinct's future residents and workers
3. using clever design to carefully transition and mitigate conflicts between industrial and residential areas
4. ensuring new development incorporates landscaping, streetscape improvements and new open and public spaces
5. making it easier for people and cars to cross major roads
6. creating a safe and attractive walking and cycling environment
7. delivering high quality public areas, parks and green links such as Duck River and Haslam's Creek.

Proposed Growth Projections

	2023	2050
Population	2,240	2,240
Dwellings	1,000	1,000
Jobs	6,959	12,840

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	117,900	120,000	0	1,280,000

Figure 6.4: Auburn Structure Plan



6.5 Open Space, Linkages & Connections & Public Domain

New public open spaces and linear parks are proposed to support the transformation of the Precinct. Auburn Park will be expanded and additional open space could be delivered as part of the renewal of larger sites throughout the Precinct. Over the longer term, natural open space connection opportunities running along Duck River offer the potential to be developed as a linear park capable of performing a passive open space function as well as improved access to the broader open space network. In the very long term, Haslam's Creek is considered a significant opportunity and could provide a new green corridor connecting Wyatt Park in the south to Sydney Olympic Park in the north.

Auburn Precinct benefits from a good grid network. Opportunity exists to provide new pedestrian and cycling linkages to increase connections through and across the Precinct north to south and east to west.

A. Open Space Requirements

a. Extend Auburn Park by 3,400m^2 towards Karrabah Street and Hutchinson Street.

b. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The location and configuration of these open space areas is to be determined as part of a future planning proposal(s).

c. Green and embellish the currently underutilised land along infrastructure corridors, including Duck River and Haslam's Creek. These areas offer potential as significant linear open spaces and could accommodate cycling and pedestrian links and exercise stations and equipment. Land along the M4 Motorway is also considered an opportunity that could be made safer and more user friendly and provide a long term east-west active transport link between Duck Creek and Haslam's Creek.

d. Create new linear parks along Hunter Street, Macquarie Road, Verona Street and Wentworth Street. The location and configuration of these linear parks is to be determined as part of future planning proposal(s).

B. Linkage and Connection Requirements

a. Wherever possible, break up long blocks with new high quality pedestrian prioritised links, and particularly where new connections facilitate access to and around Auburn Town Centre.

b. Embellish existing walking links on Station Road and Rawson Street to provide a high quality and safe walking route to Auburn Town Centre and Auburn Rail station.

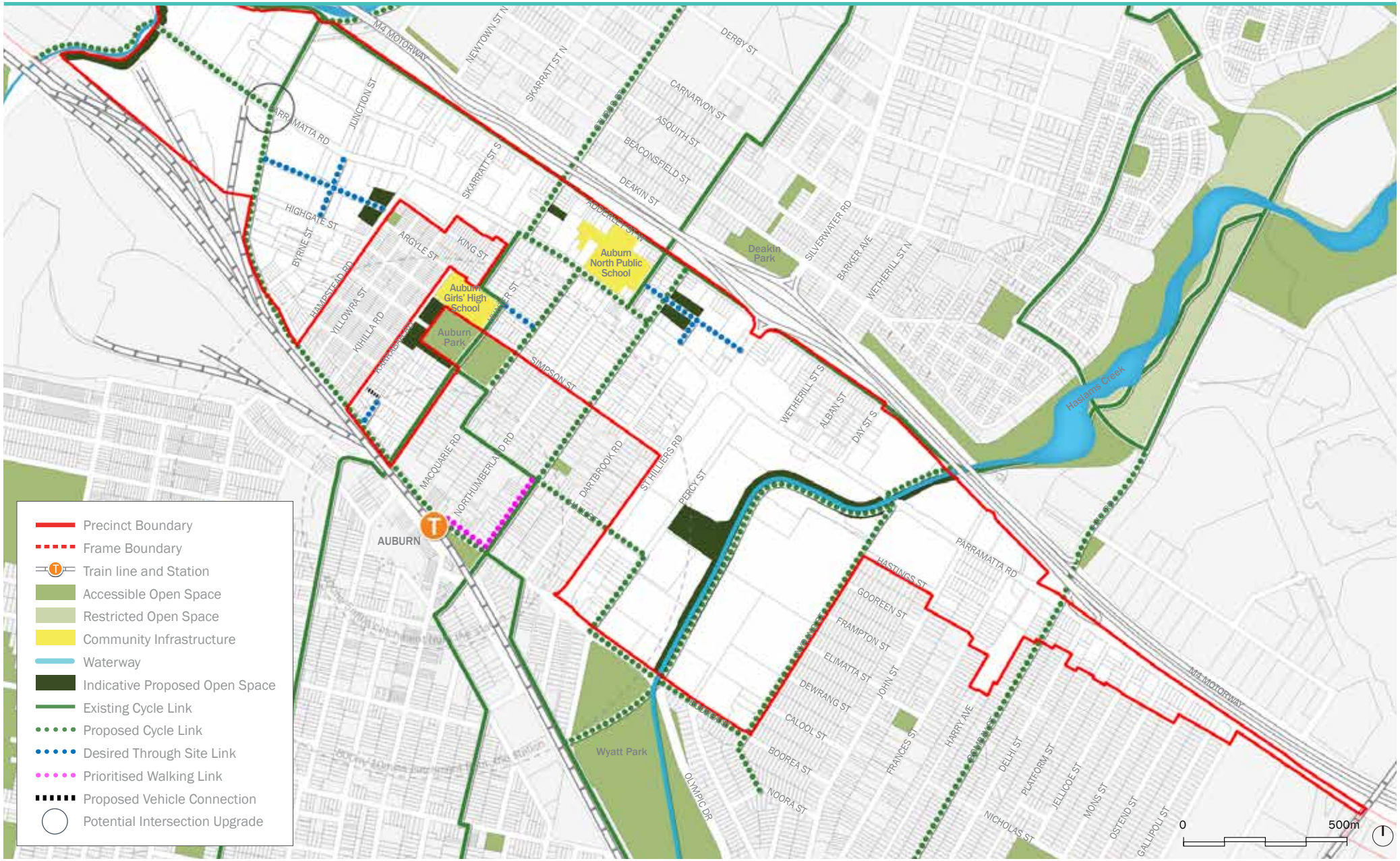
c. Provide new pedestrian links to improve permeability and provide additional north-south and east-west connections between:
   - Melton Street South and St Hillier's Road north of Parramatta Road and connectivity with North Auburn Public School
   - Parramatta Road and any new open space on land generally bound by St Hillier's Road, Parramatta Road, Auburn North Public School and Adderley Street West
   - Byrne Street and Junction Street
   - Hampstead Road and Rawson Street
   - Rawson Street and Verona Street.

d. Provide strategic cycling links to improve permeability through the Precinct, connect to regional cycling links and close missing gaps in the network, including:
   - Duck Street and Duck Creek through industrial sites as they undergo renewal
   - Rawson Street along the railway line from the M4 Motorway to Auburn Station
   - Station Road to connect Auburn Station to Parramatta Road, Auburn North Public School and the cycleway on the M4 Motorway
   - Stubbs Street
   - Hill Road and Harry Avenue
   - Haslam's Creek (long term) to connect Wyatt Park to Newington and Sydney Olympic Park
   - Where possible, provide links that can accommodate both pedestrians and cyclists.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

Figure 6.5: Auburn Open Space and Active Transport



6.6 Street Function & Precinct Transport

A. Street Function Requirements

Parramatta Road will continue to be a major Movement corridor in the Auburn Precinct. St Hillier's Road, Rawson Street (between Parramatta Road and Hampstead Road) and Stubbs Street are also Movement corridors providing important north-south connections on the regional road network.

Northumberland Road is recommended as a Place for People as it provides a direct north-south spine through the Precinct between Auburn Station and Town Centre and North Auburn Public School.

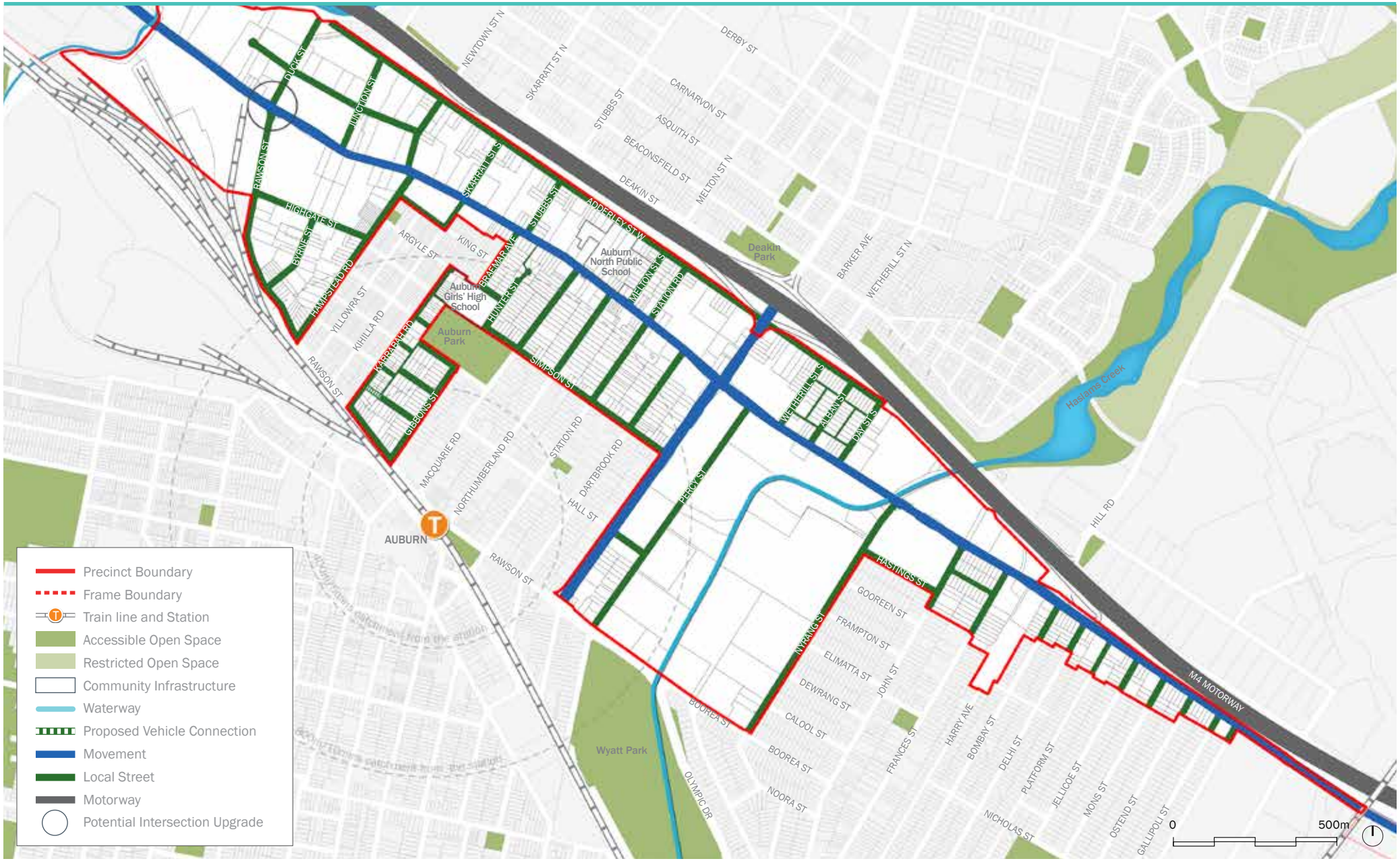
All other roads across the Precinct will perform a Local Street function. Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 6.6: Auburn Street Function



6.7 Fine Grain

The Parramatta Road Corridor Fine Grain Study, September 2016 provides a heritage character analysis of the Auburn Precinct, including the identification of all existing heritage items and conservation areas and potential additional items that should be investigated further as part of a future planning proposal(s).

A case study has been undertaken for the transition area, focused around Parramatta Road, Northumberland Road and Macquarie Road which will provide a buffer between enterprise uses along Parramatta Road and the lower residential neighbourhood to the south. The neighbourhood consists of a variety of dwellings types including stand-alone houses, walk-ups and larger 3-4 storey apartment buildings. It also provides linkages from Parramatta Road to the Auburn Girls High School and Community Centre. The enterprise development along Parramatta Road currently interfaces with the side boundaries of residential properties.

The Fine Grain requirements are identified below and could be adjusted to apply to other parts of the Precinct and Frame Area.

Fine Grain Requirements

a. Provide appropriate height transitions between non-residential development fronting Parramatta Road and residential uses to the south.
b. Where residential development is located south of non-residential uses fronting Parramatta Road, services including driveways, rubbish storage and building circulation should be located along the northern boundary to help buffer sensitive land uses.
c. Pedestrian paths, including the Hunter Street link, should be clearly defined and traffic speeds reduced on key walking routes.
d. Noise and odour emissions from non-residential uses should be minimised.

6.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 6.7.
b. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 6.12.
c. Provide a minimum 6 metre green edge setback to Parramatta Road, St Hillier's Road Nyrang Street and John Street to provide wider footpaths and facilitate street tree planting.
d. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.
e. Provide a built form transition consistent with Figure 6.8 to the M4 Motorway.
f. Provide a built form transition consistent with Figure 6.9 to any new open space once located to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.
g. Provide built form transitions consistent with Figure 6.10-6.11 to schools, heritage items and existing residential development.

B. Activity and Commercial Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 6.12.
b. At least the ground and first floor levels of development along the full length of Parramatta Road must be non-residential uses.
c. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, child care centres and small kiosks/cafes should be explored.
d. An Active Frontage can be replaced with a Commercial Frontage if Council forms the view that an appropriate use is provided.
e. The ground floor level of Active and Commercial Frontages is to match the street level.
f. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.

Figure 6.7: Auburn Green Edge, Transitions and Active and Commercial Frontages Plan

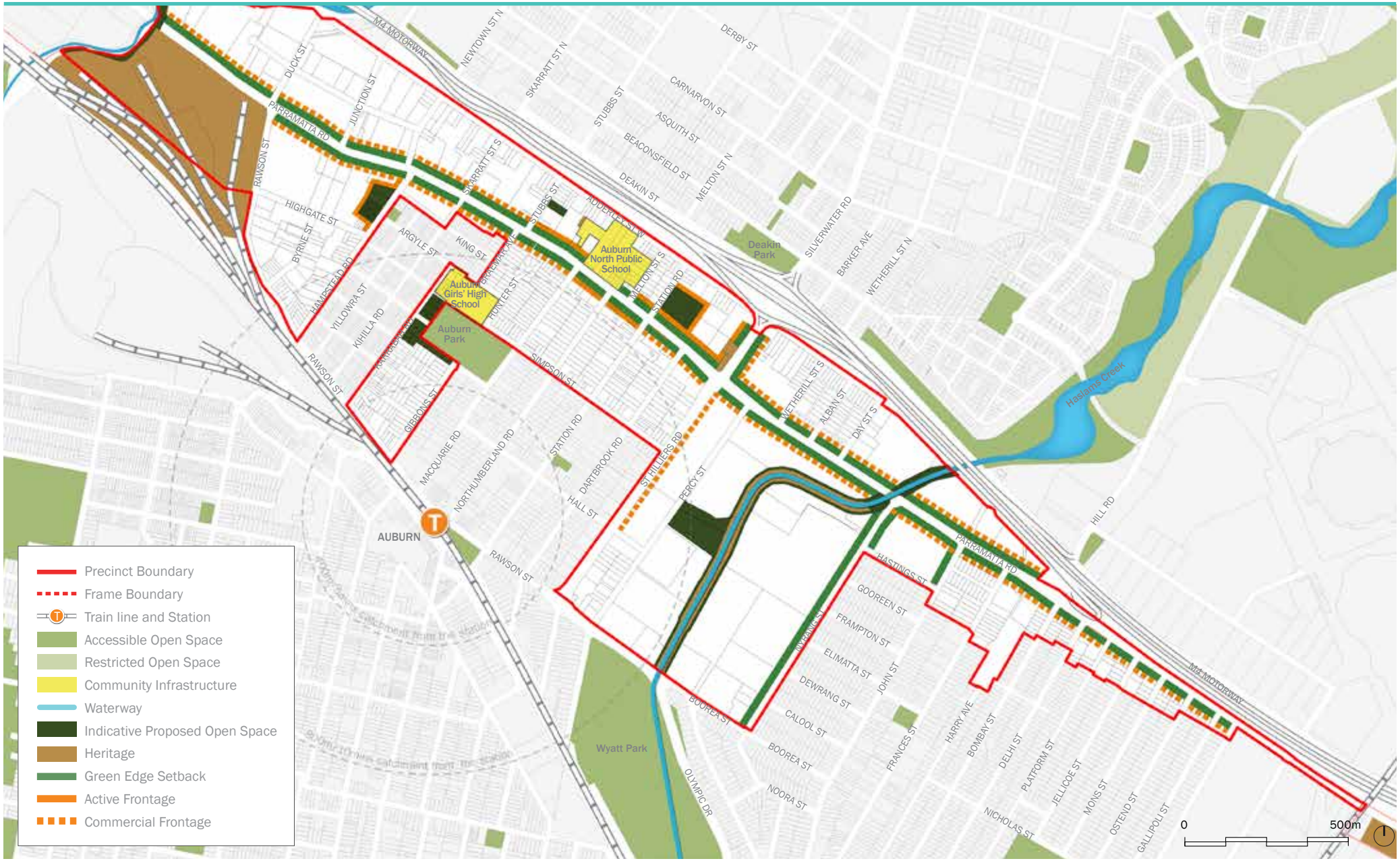


Figure 6.8: Transition to M4 Motorway



Figure 6.9: Transition to Open Space

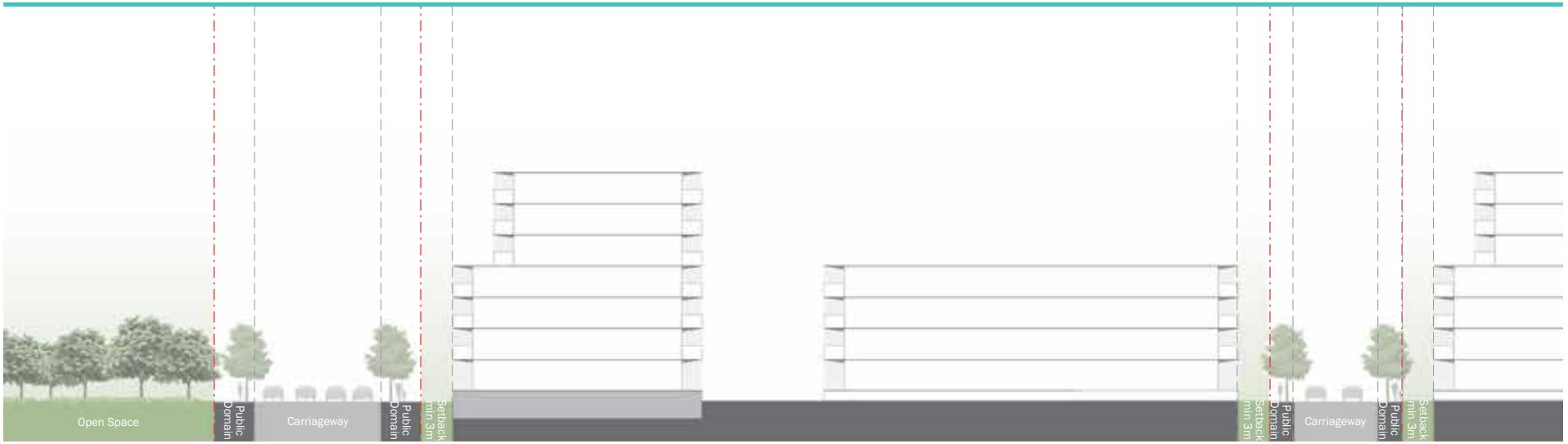


Figure 6.10: Transition to School

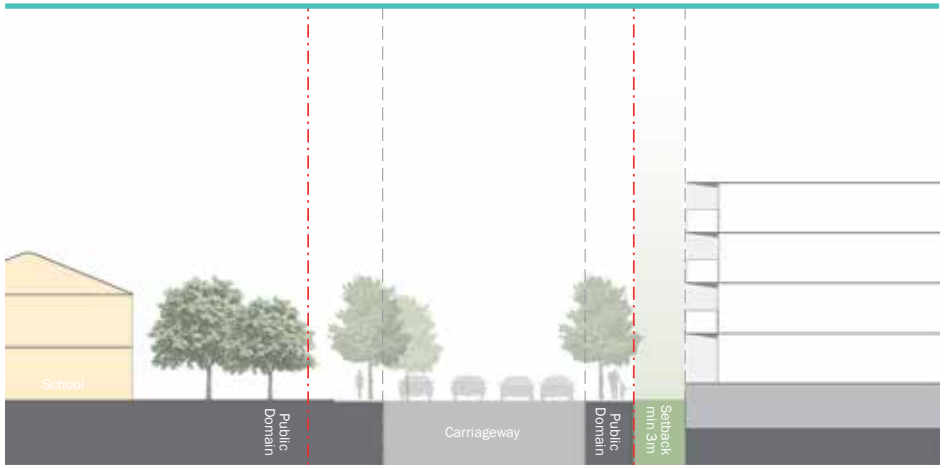


Figure 6.11: Transition to Existing Residential

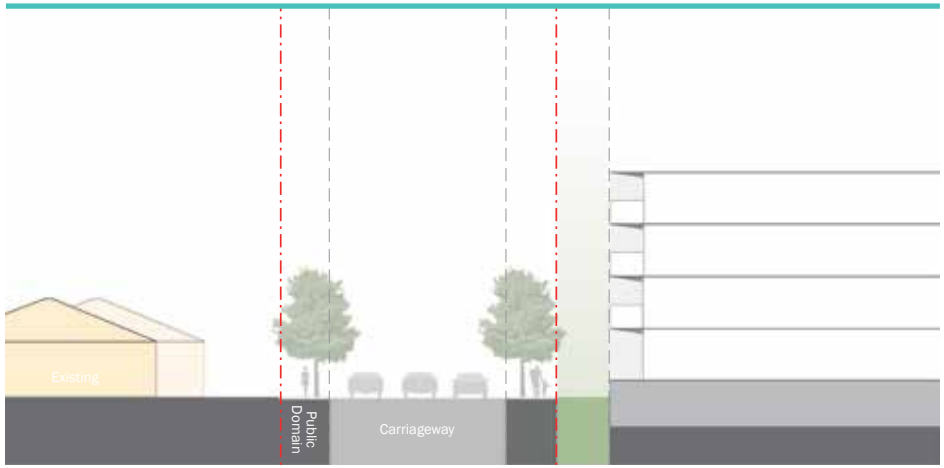


Figure 6.12 : Parramatta Road



6.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Auburn Precinct are shown in Figure 6.13.

The recommended land uses acknowledge the importance of long term employment uses within Auburn, as well as the broader strategic role that Auburn will play in providing an alternative location for business relocating from elsewhere in the Corridor as those areas undergo change. The B6 Business Enterprise zone is proposed to be maintained on Parramatta Road and across the majority of the northern parts of the Precinct. A B6 Business Enterprise zone is also recommended for land immediately fronting St Hillier's Road in recognition of the emerging land uses in that part of the Precinct.

As outlined in the Parramatta Road Corridor Economic Analysis Report (September, 2015), almost 400,000 square metres of additional large format retail/bulky goods demand is anticipated, which is equivalent to over 10,000 square metres per annum. The Auburn Precinct is the logical location for the consolidation and improvement of such uses, given the presence of similar uses and the Precinct's centrality relative to the metropolitan area, and the large lots and single (or limited ownership). Whilst floor space accounts for approximately half of the land size, car parking and other land uses such as loading and access, the amount of actual land required for bulky goods floor space usually equates to double the floor space amount (i.e.: 20,000sqm). Sufficiently sized and amounts of land must be provided to cater for this long term demand.

Existing provisions on Key Sites as provided for under the Auburn Local Environmental Plan 2010 may be worthy of retention. The range of permissible uses within the B6 Business Enterprise Zone may however need to be reviewed to be sufficiently flexible to facilitate a flexible and resilient range of employment uses that can accommodate a wide range of activities, as identified by the Parramatta Road Corridor Economic Analysis Report. Investigation of innovative industrial estate models delivered across Sydney, including in areas of high land values such as Alexandria and Marrickville, demonstrates the value in combining a range of uses within a single development to overcome the challenges of high land values and feasibility in infill locations. The ability to cluster and co-locate uses, consistent with the Strategic Actions established by the Parramatta Road Corridor Urban Transformation Strategy will also need to be addressed.

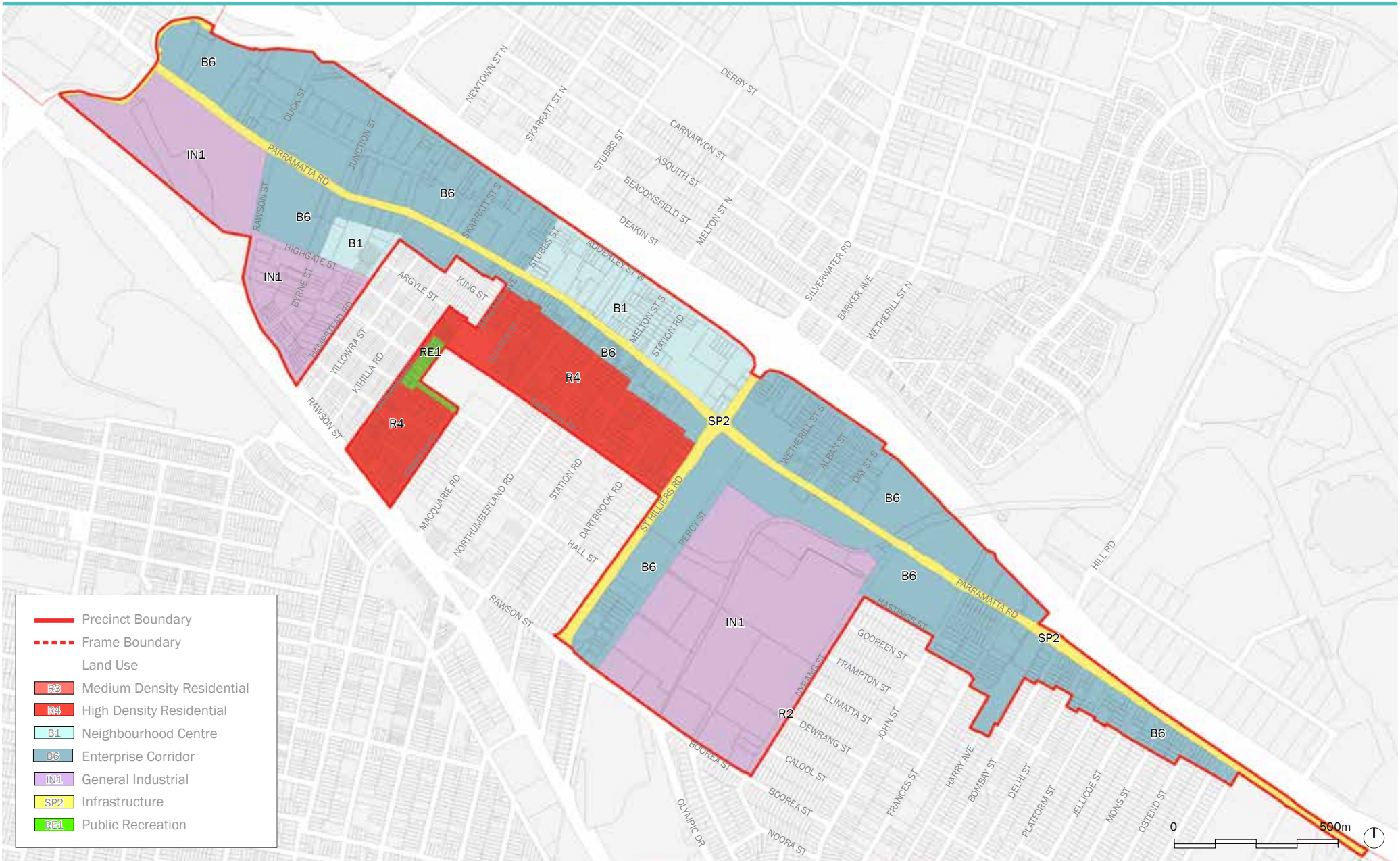
A B1 Neighbourhood Centre zone has been recommended as a long term proposition for land around North Auburn Public School and on larger sites in the Precinct. These sites have the potential to deliver a range of catalytic uses, community facilities and open space. Planning proposals for these sites will need to clearly demonstrate how land use change on these sites will genuinely catalyse the Precinct (not just the individual site), without compromising the Auburn Town Centre. These sites will also need to carefully consider amenity and land use conflicts that may be present on adjacent sites or along busy roads such as Parramatta Road and St Hillier's Road.

The North Auburn area is recommended to be rezoned to R4 High Density Residential consistent with the current Residential Strategy for the area.

The Clyde Marshaling Yards and Toohey's site on Percy Street are long term strategic employment areas that are to retain their current use in the long term.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Cumberland Council.

Figure 6.13: Auburn Recommended Land Uses



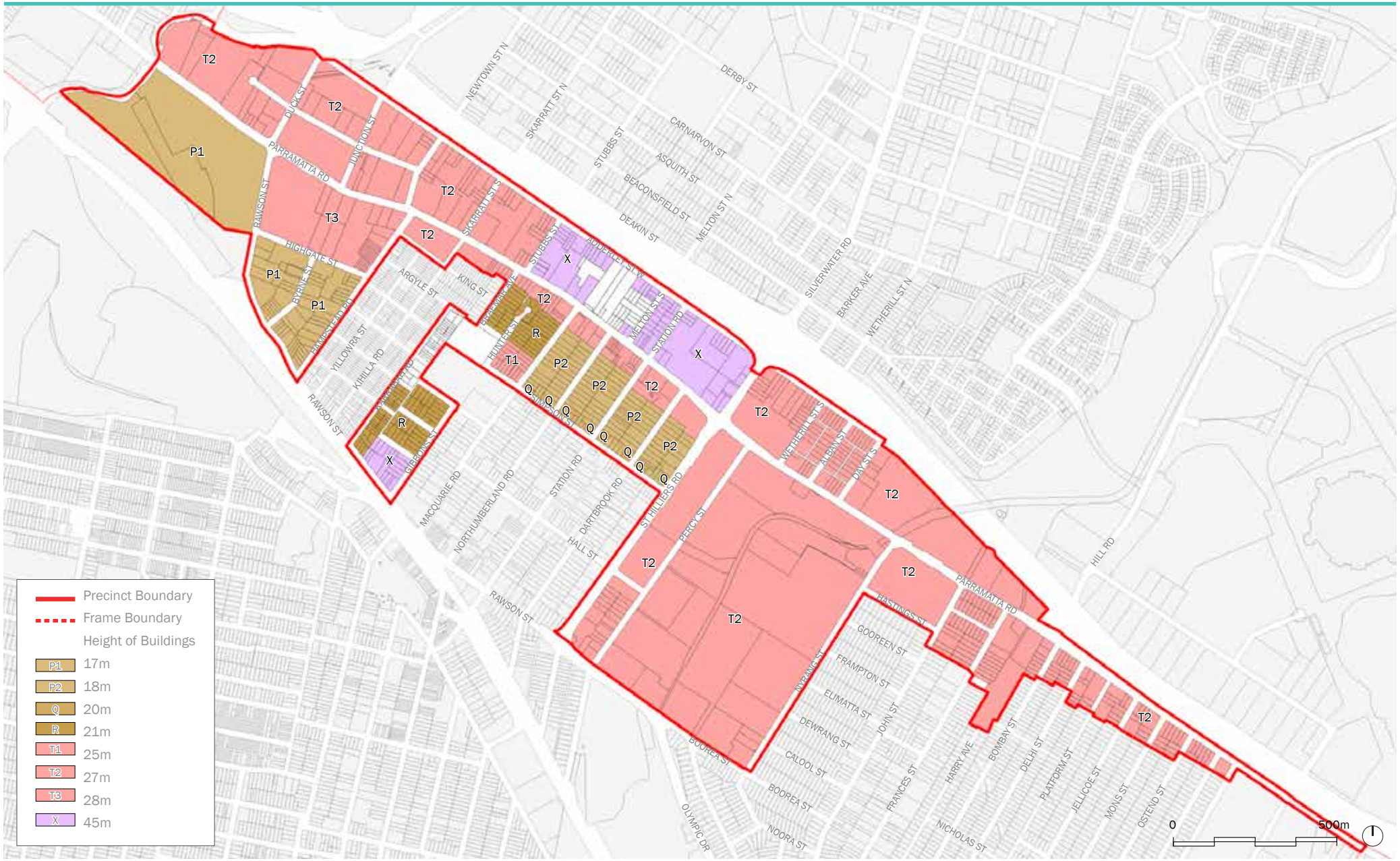
B. Building Heights

The recommended maximum building heights are shown in Figure 6.14. The tallest buildings permitted will be located on sites recommended to be zoned B1 Neighbourhood Centre and will be up to 45 metres or 14 storeys. The maximum height should only be implemented through future planning proposals if those sites can truly demonstrate a catalytic or broader public benefit outcome as discussed under Land Uses. The southern edge of the Precinct fronting Rawson Street is also recommended to be subject to a 45 metre height control in recognition of its proximity to the Auburn Town Centre and Auburn Station.

Existing maximum heights are proposed to be maintained on employment land currently or proposed to be zoned B6 Enterprise Corridor (up to 27 metres in certain circumstances) and IN1 General Industrial (17 metres), subject to appropriate future testing (as part of planning proposals). The heights are shown in Figure 6.14 for illustrative purposes; however future LEP amendments may wish to nominate height controls through written controls rather than by reliance on maps.

Heights across the North Auburn residential lands will be 21 metres or 6 storeys. It is recommended that existing height controls on the North Auburn Public School and Auburn Girls High School be removed to provide the Department of Education with the flexibility to optimise these sites as population growth occurs, whilst also ensuring suitable circulation and play spaces are able to be provided. Removing height (and density) controls will enable the Department of Education to support vertical school models and other initiatives.

Figure 6.14: Auburn Recommended Building Heights



C. Densities

The preferred floor space ratios (FSR) are shown in Figure 6.15. The recommended controls recognise the proximity of the southern edge of the Precinct to Auburn Town Centre and public transport connections offered by the heavy rail line. In this location, a maximum density of 3:1 is proposed.

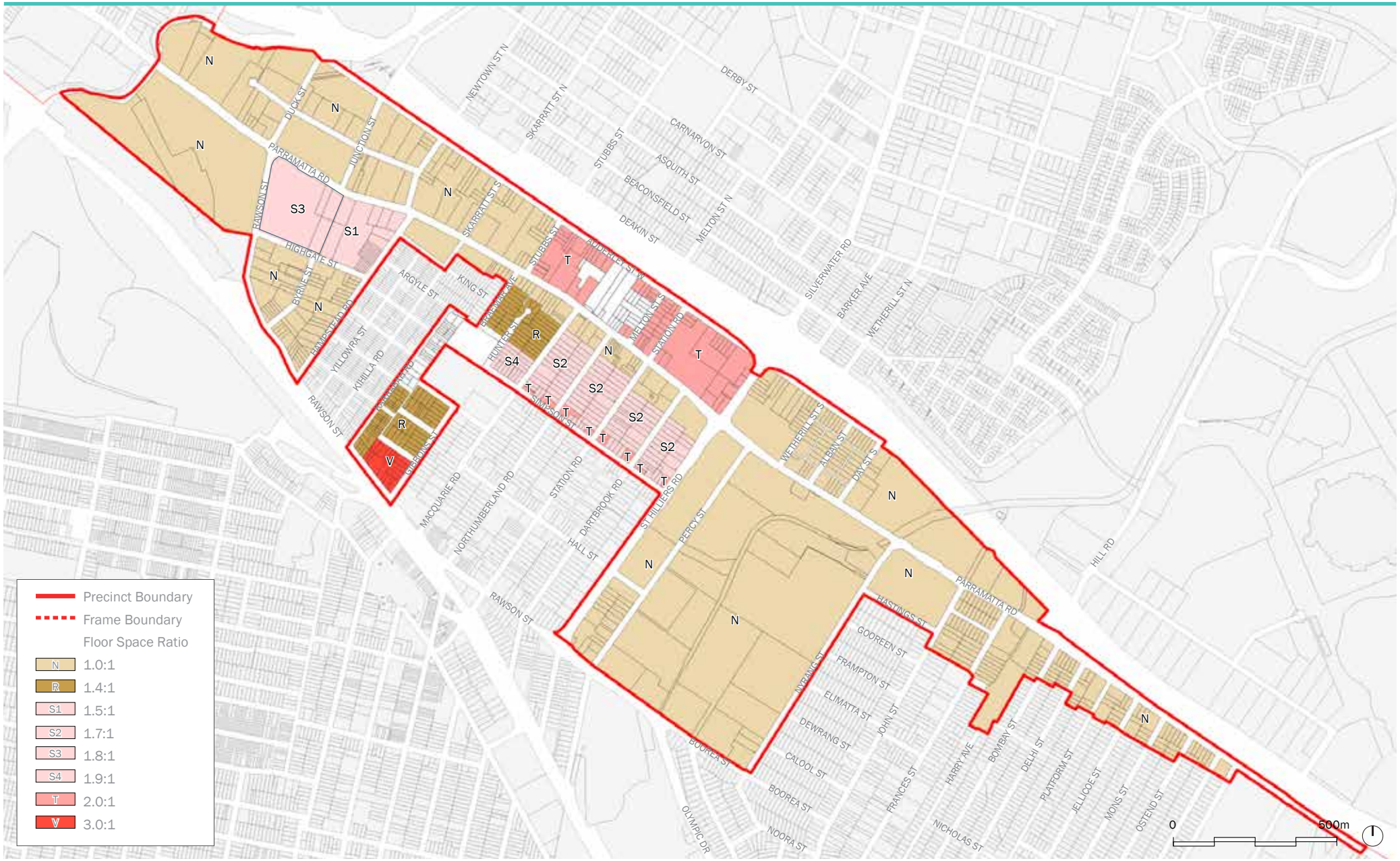
Sites identified for potential Neighbourhood Centre purposes will benefit from a maximum FSR of 2:1, subject to demonstrating the catalytic or broader public benefit outcomes as discussed under Land Uses. The matching of an appropriate floor space ratio to heights is important to ensure that loose fit envelopes are formed. Rather than completely filling sites, this strategy aims at creating flexibility to respond to adjoining land uses and edge conditions, ensuring the desired outcomes are achieved, as well as other key considerations such as solar access and Apartment Design Guide requirements (as appropriate and relevant).

Low density outcomes are anticipated in employment areas, where sufficient capacity exists to accommodate the projected growth in industrial and large format/bulky goods uses. With adjustments to the range of permissible uses in the B6 Enterprise Corridor zone, a broader range of land uses could facilitate densification. Innovative industrial estate models are successfully being developed comprising retail showrooms (20%), high-tech industrial units (50%) and self-storage units (30%) to a density of FSR 1.1:1 and a height of less than 15m (refer to the Parramatta Road Corridor Economic Analysis Report, September 2015).

No FSR control has been recommended for Auburn North Public School and Auburn Girs High School. Removing density controls will enable the Department of Education to support vertical school models and other initiatives, if required.

Density provisions currently provided by the Auburn Local Environmental Plan, 2010 within the B6 Enterprise Corridor zone are recommended for retention.

Figure 6.15: Auburn Recommended Densities







7

Homebush Guidelines

The Homebush Precinct is located immediately northwest of Strathfield Town Centre and Strathfield Rail Station. It is the largest of the eight Precincts along the Corridor and extends from the Western Rail Line northwards along the Northern Rail Line into Concord West.

7.1 Context

The Homebush Precinct is located immediately northwest of Strathfield Town Centre and Strathfield Rail Station. It is the largest of the eight Precincts along the Corridor and extends from the Western Rail Line northwards along the Northern Rail Line into Concord West.

The Precinct is bounded to the north and west by Homebush Bay Drive, Mason and Bressington Parks and Liberty Grove, and Parramatta Road and the Western Rail Line to the south. Concord Road and Swan Avenue marks the Precinct's eastern boundary.

The Homebush Frame Area is limited to land immediately fronting the southern side of Parramatta Road between the Sydney Olympic Park Rail Line and Smallwood Avenue.

Figure 7.1: Homebush Location Plan



7.2 Existing Character & Identity

Powell's Creek forms a natural low point in the Precinct. The highest point of the Precinct is at its eastern edge along Swan Street.

The Homebush Precinct and Frame Area has a rich and varied character that is generally arranged in clusters between major infrastructure and drainage corridors and open space areas, such as the Western and Northern rail lines, the M4 Motorway and Powell's Creek Reserve.

Large sites on Parramatta Road and in the Frame Area are occupied by a mix of uses including office/business park type developments, wholesale and retail activities, and industrial uses. The Sydney Markets and the DFO are major activities that provide wholesale, retail, and food distribution services. The Precinct has already commenced renewal with many larger sites being master planned for mixed uses and residential flat developments. The Bakehouse Quarter, north of Parramatta Road provides an entertainment and lifestyle focus on George Street.

There are currently three schools in the Precinct – Our Lady of the Assumption, McDonald College and Victoria Avenue Public School.

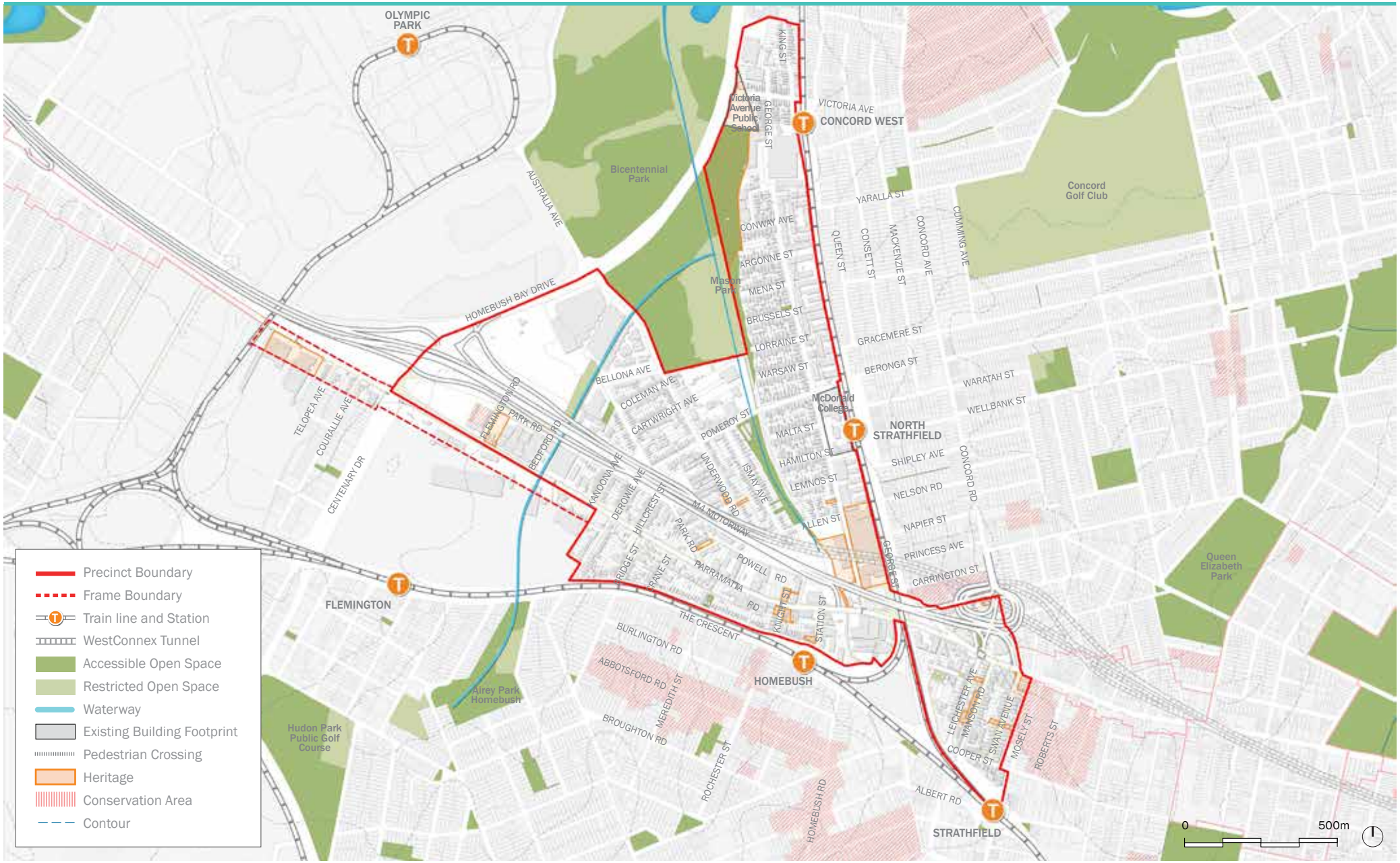
The Precinct is anchored by an open space network that follows Powell's Creek which extends to the Parramatta River. A network of local open space reserves follows Powell's Creek including Allen Street Reserve, Ismay Reserve and Pomeroy Reserve. Mason Park, Bressington Park and Bicentennial Park are large open space areas located immediately adjoining the Precinct.

The Precinct is rich with local heritage items and conservation areas including a pumping station, theatre, inter-war commercial buildings, federation houses, and the Mason Park wetlands, which are listed on the Register of the National Estate. The Bakehouse Quarter and the 'Arnotts' signage are some of the more recognisable heritage items in the Precinct.

The Precinct benefits from a good network of existing cycle routes. Existing links are located along the M4 Motorway, Pomeroy Street and Bridge Road (as part of the Bay to Bay strategic cycle link) and George Street, providing connections further west to Parramatta as well as to Bicentennial Park and Sydney Olympic Park.

Public transport services are based around the numerous train stations located on / near the Precinct boundary. These stations provide services to south western and inner western centres of Sydney, as well as major attractors to the north of the Precinct. While there are several rail stations in close proximity to the Homebush Precinct, there are currently only limited bus routes throughout the Precinct.

Figure 7.2: Homebush Character and Identity



7.3 Opportunities & Constraints

The significant opportunities to transforming Kings Bay are:

- large land holdings, generally unfragmented land and limited strata titled properties
- proximity to high amenity open space, recreation facilities and Sydney Olympic Park
- potential to enhance existing recreational opportunities and linkages for active transport
- access to the proposed Parramatta Light Rail
- enhanced road connections for all modes of transport to increase accessibility to employment, recreation and cultural opportunities currently separated by riparian corridors and road/rail infrastructure
- improved connectivity to the five Rail Stations bordering the Precinct at Concord West, North Strathfield, Flemington, Homebush and Strathfield
- enhanced pedestrian connectivity and safety across Parramatta Road, the M4 Motorway and railway lines whilst improving connections to Sydney Markets and the Bakehouse Quarter
- improved active transport access to regional recreation and open space facilities with a focus on connecting to the existing recreational routes around Olympic Park
- reduced car dependency by lowering parking rates in areas with good access to public transport.

The primary constraints and challenges are:

- existing high traffic volumes on the strategic road network
- access barriers for all modes of transport created by major roads, the Rail Lines and riparian corridors
- low pedestrian connectivity and permeability within the Precinct
- high parking demand and levels of on-street parking throughout the Precinct
- fragmented communities within the Precinct.

Figure 7.3: Homebush Opportunities and Constraints



7.4 Future Character & Identity

Vision

Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

Living and Working There

Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.

Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.

Delivering the Vision

The vision can be realised by:

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

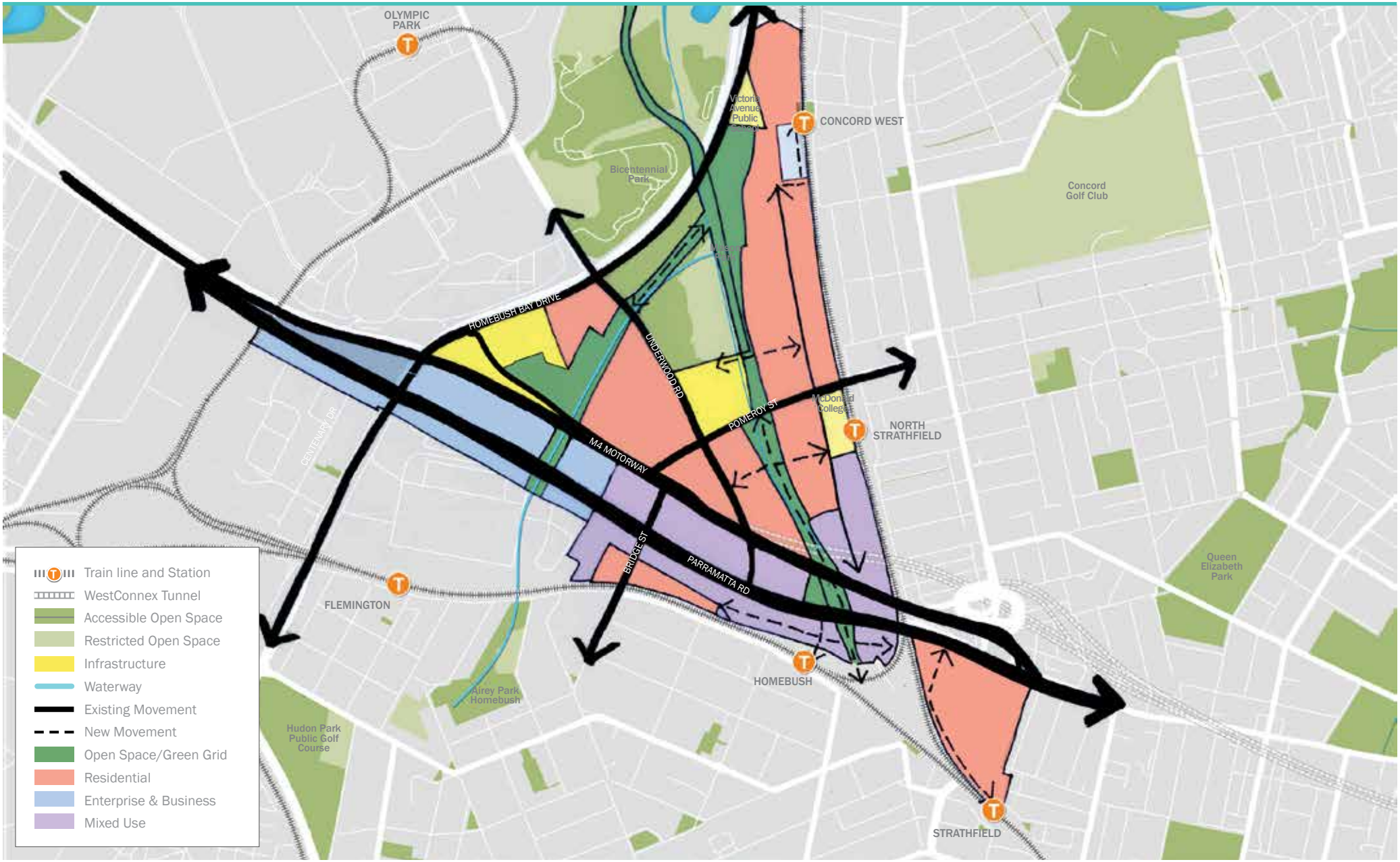
Proposed Growth Projections

	2023	2050
Population	8,310	19,570
Dwellings	4,210	9,450
Jobs	5,610	12,853

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	435,000	1,030,000	195,000	283,000
Frame Area	0	87,000	0	0

Figure 7.4: Homebush Structure Plan



7.5 Open Space, Linkages & Connections & Public Domain

New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Homebush Precinct. New and improved pedestrian and cyclist connections will also be provided throughout the precinct.

A. Open Space Requirements

a. Upgrade Powell's Creek Reserve with new fitness equipment, improved cycling and pedestrian links, new street furniture and improved lighting from Parramatta Road to Mason Park.

b. Provide a new 4,500m² urban plaza adjacent to the Concord West rail station.

c. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown in Figure 7.5 and to be determined as part of a future planning proposal(s).

d. Improve and expand existing local parks or provide new local parks as the area develops.

B. Linkage and Connection Requirements

a. Break up long blocks with new lanes and high quality pedestrian prioritised links, where possible.

b. Provide new pedestrian and cycling bridge crossings over Powells Creek at Hamilton Street and Lorraine Street.

c. Provide new cycling links, such as:
   - On Station Street between Parramatta Road and Homebush rail station
   - through Mason Park, connecting Underwood Road and Australia Avenue through to Sydney Olympic Park
   - along the western side of Powells Creek, connecting through to George Street and Railway Lane
   - across the railway corridor and along Queen Street
   - adjacent to the railway corridor and Cooper Street between Strathfield Station and Parramatta Road
   - Sydney Street connecting to the eastbound cycleway on the M4 Motorway and Concord Road, providing connectivity with the Queen Street / Gipps Street Regional cycle link.

d. Provide new and upgraded walking routes, such as:
   - prioritising George Street between Parramatta Road and Concord West Station for pedestrians
   - prioritising the existing link on Station Street to better connect Parramatta Road and Homebush Station
   - provision of a new link to connect Concord Rail Station and George Street to improve connectivity with the Station
   - provision of a new east-west link north of Homebush Station to improve permeability and connectivity
   - construction of new pedestrian and cyclist bridge links across Powells Creek at Lorraine Street and Hamilton Street to improve access between North Strathfield Station and Mason Park
   - provide a new shared path link along Parramatta Road, connecting George Street and the cycleway on the M4 Motorway via new westbound motorway on-ramp at Powell's Creek.

C. Public Domain Requirements

a. Provide the recommended building setbacks along Parramatta Road to facilitate tree planting, landscaping and public domain improvements.

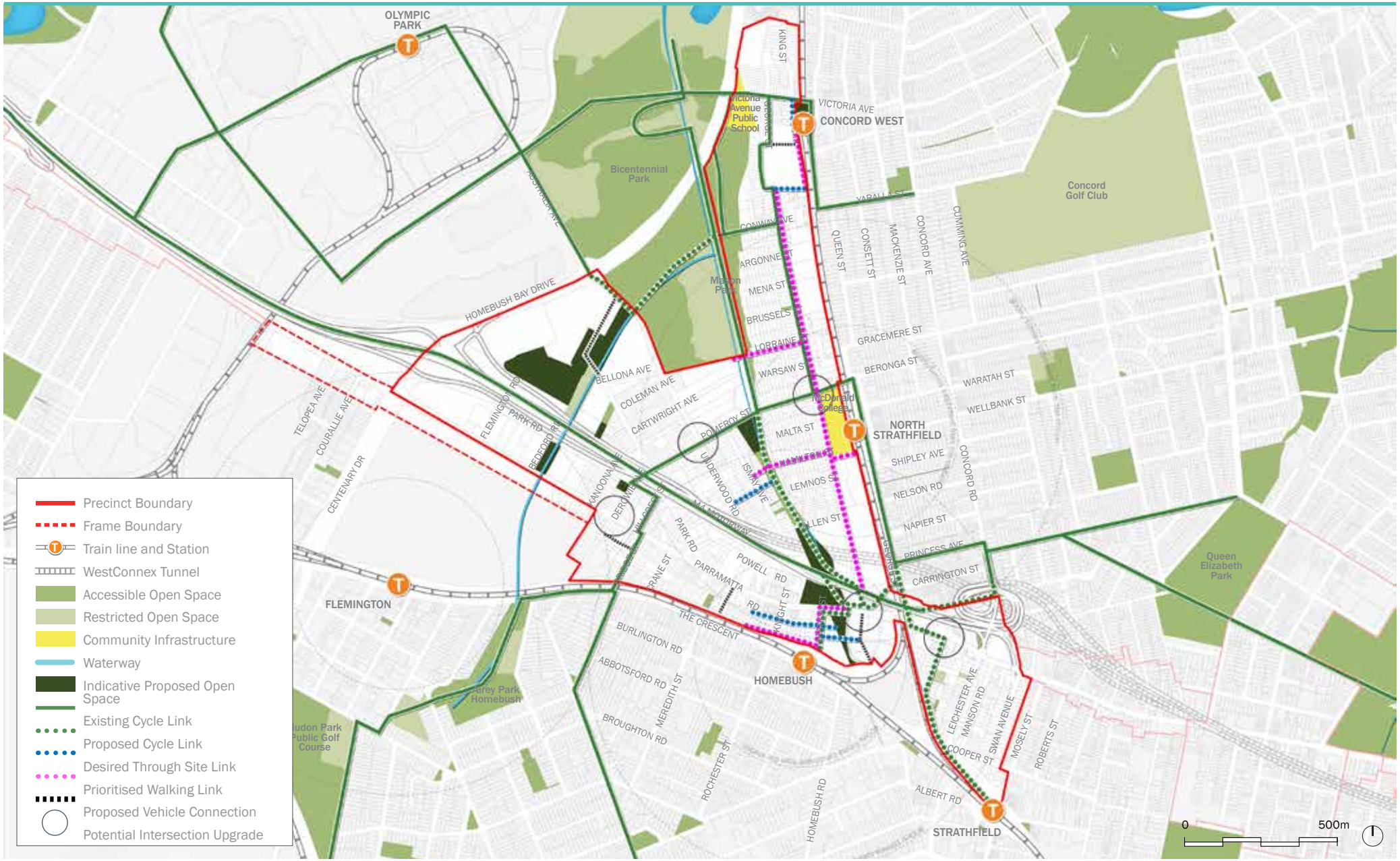
b. Public domain improvements, including paving, planting, installation of street furniture and shade/weather canopy and new lighting to the entrance of Homebush Station.

c. Public domain improvements, including new paving, tree and verge planting, and undergrounding of power lines along Station Street.

d. Public domain improvements, including new paving, pedestrian/cycle crossings and ramps, tree and verge planting, and wayfinding signage along Bridge Road.

e. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 7.5: Homebush Open Space and Active Transport



7.6 Street Function & Precinct Transport

A. Street Function Requirements

Parramatta Road, Homebush Bay Drive and Concord Road will function as Movement Corridors. George Street will function as a Place for People, and will also be a high pedestrian activity zone. All remaining roads, including Underwood Road and Pomeroy Street, will perform a Local Street function.

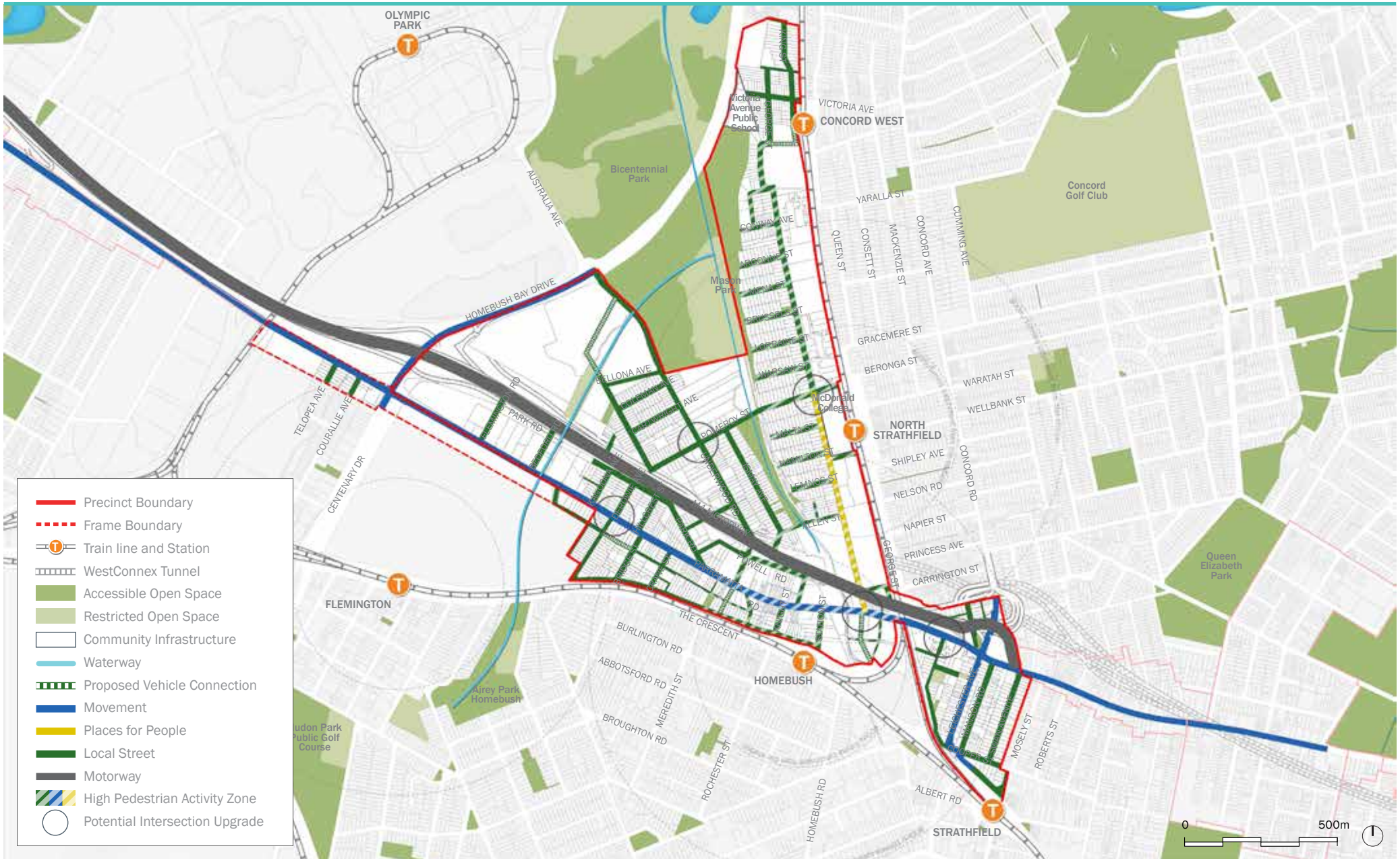
Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 7.6: Homebush Street Function



7.7 Fine Grain

The Parramatta Road Corridor Fine Grain Study, September 2016 provides a heritage character analysis of the Homebush Precinct and Frame Area, including the identification of all existing heritage items and conservation areas and potential additional items that should be investigated further as part of a future planning proposal(s).

A case study has been undertaken for the neighbourhood focused around Manson Road which is characterised by stand-alone single dwellings, and predominately red brick inter-war in style set behind low fences and small front yards the dwellings line wide, treed streets with grass verges.

The Fine Grain requirements for the case study are identified below and could be adjusted to apply to other parts of the Precinct and Frame Area. Additional case studies and recommended requirements are provided in the Parramatta Road Corridor Fine Grain Study, September 2016.

Fine Grain Requirements

a. Retain and preserve the character of the established low scale residential area and its subsequent heritage items including street trees and individual houses.

b. Preserve the significant character established by the existing heritage items - both individual houses and the streetscape trees, which establish a distinct street character of street trees, wide verges and generous setbacks.

c. Setback residential development from the street front in alignment with neighbouring dwellings to provide the opportunity for a front garden and landscaping to address the street.

d. Enhance Mosely Street as a pedestrian connector from Parramatta Road to Strathfield rail station through increased tree planting, footpath widening and traffic speed reduction.

7.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 7.7.

b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.

c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 7.11.

d. Through the Bakehouse Quarter, George Street should be provided as continuous built form where a zero building setback is required.

e. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.

f. Provide a built form transition consistent with Figure 7.8 to new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

g. Provide a built form transition consistent with Figure 7.9 to existing heritage items.

B. Activity and Commercial Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 7.7.

b. The ground floor level of Active and Commercial Frontages is to match the street level.

c. Consistent paving, street furniture, signage, planting and lighting should be provided along Active and Commercial Frontages.

Figure 7.7: Homebush Green Edge, Transitions and Active and Commercial Frontages Plan

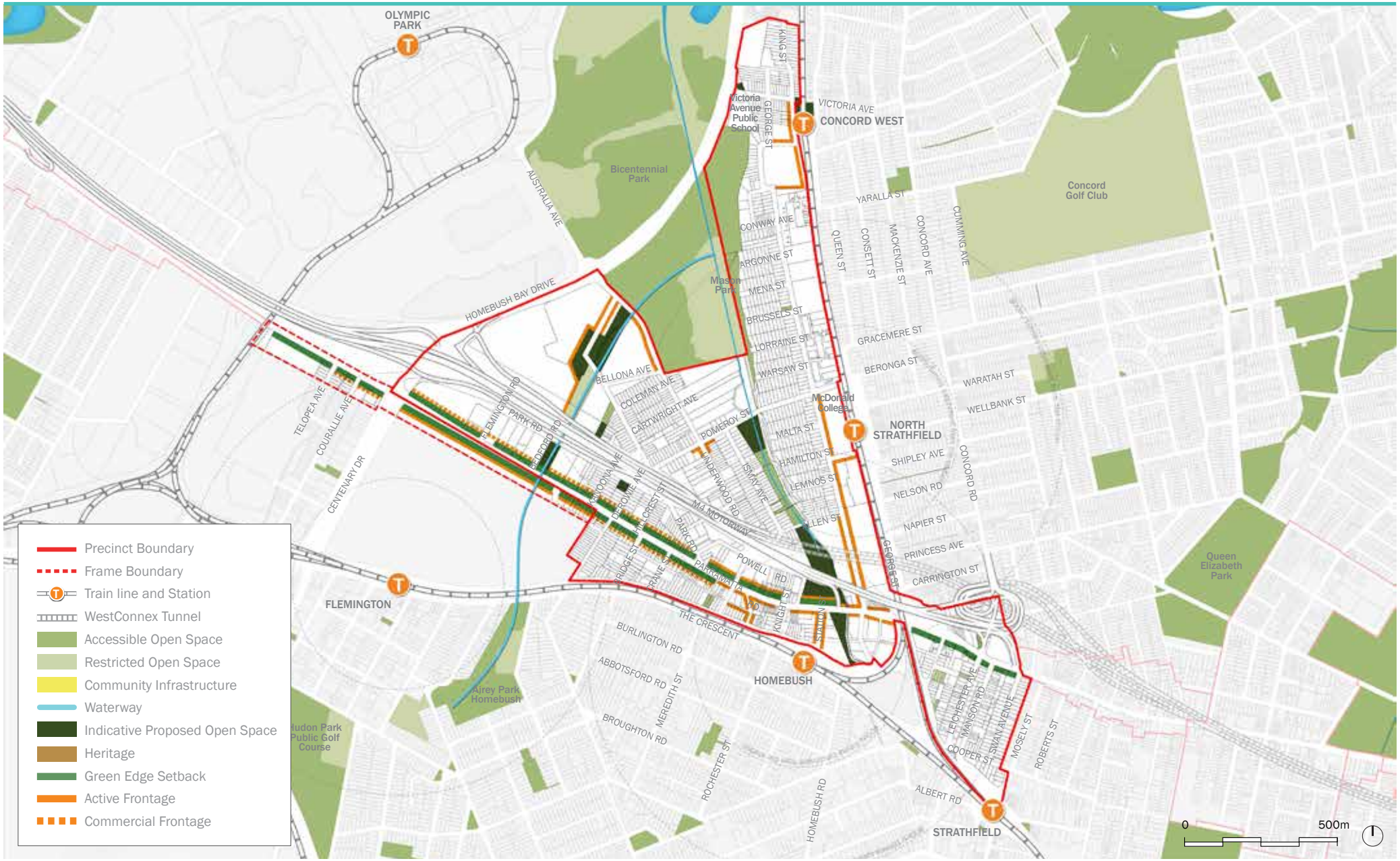


Figure 7.8: Transition to Open Space

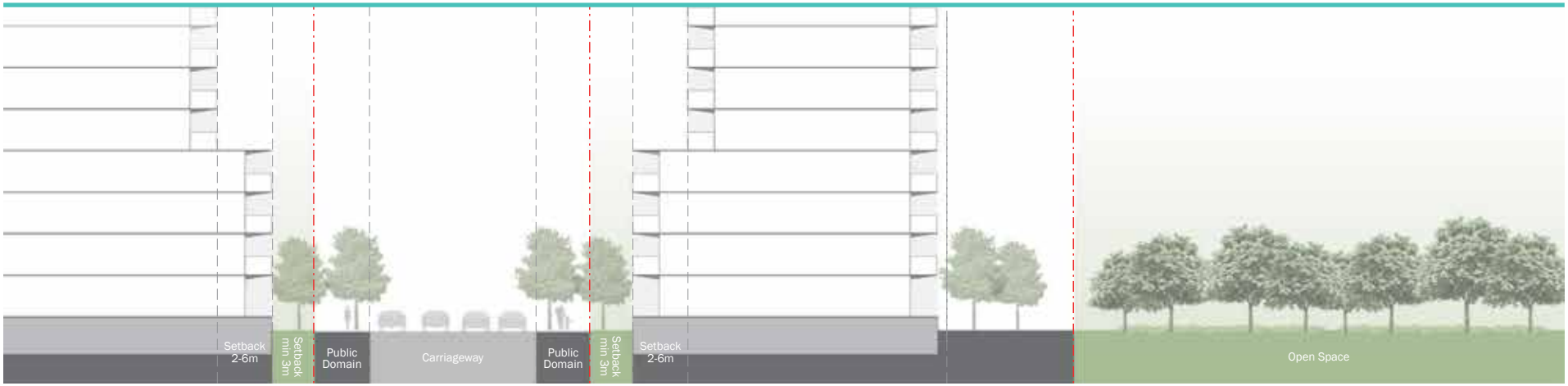


Figure 7.9: Transition to Existing Heritage Items

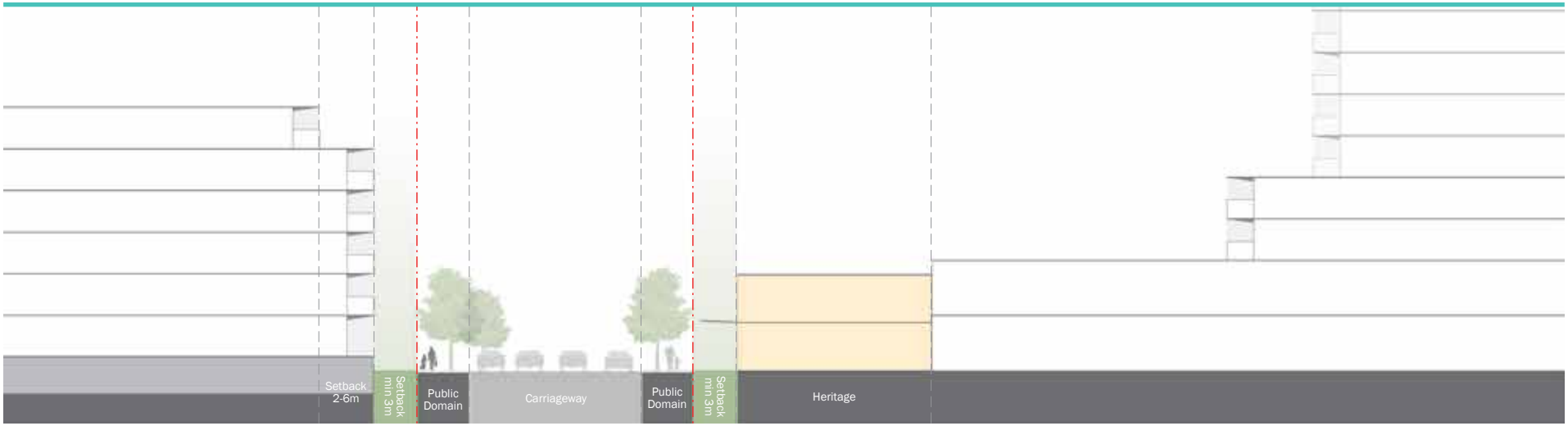
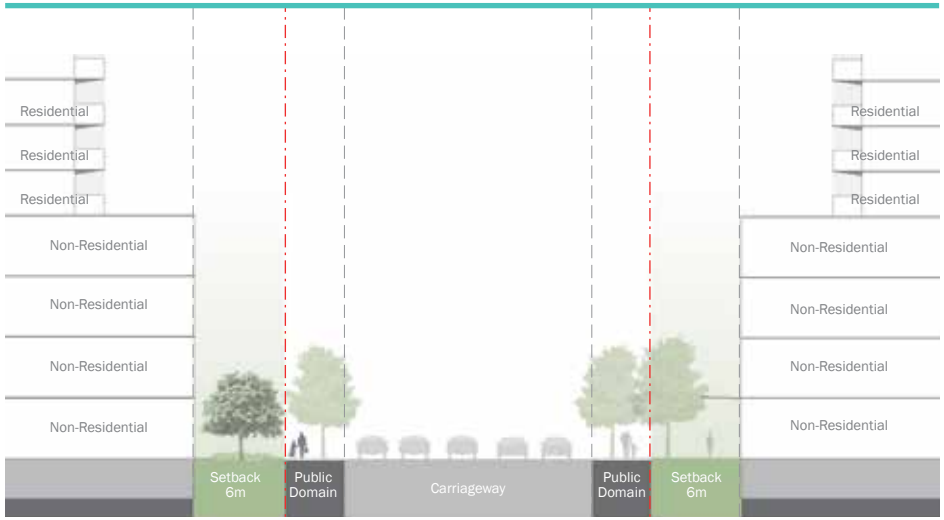


Figure 7.10: Laneway



Figure 7.11: Parramatta Road



7.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Homebush Precinct and Frame Area are shown in Figure 7.12.

Parramatta Road and the Bakehouse Quarter is proposed to be flanked by a B4 Mixed Use zone to reinforce activity and provide the potential for employment and other non-residential uses on the ground, first and potentially second floors. Non-residential uses will contribute activity on the street frontage and provide the opportunity for community uses and facilities that will be required to support Homebush's future population. There is potential for residential uses above the non-residential and employment uses that have increased separation from traffic on Parramatta Road.

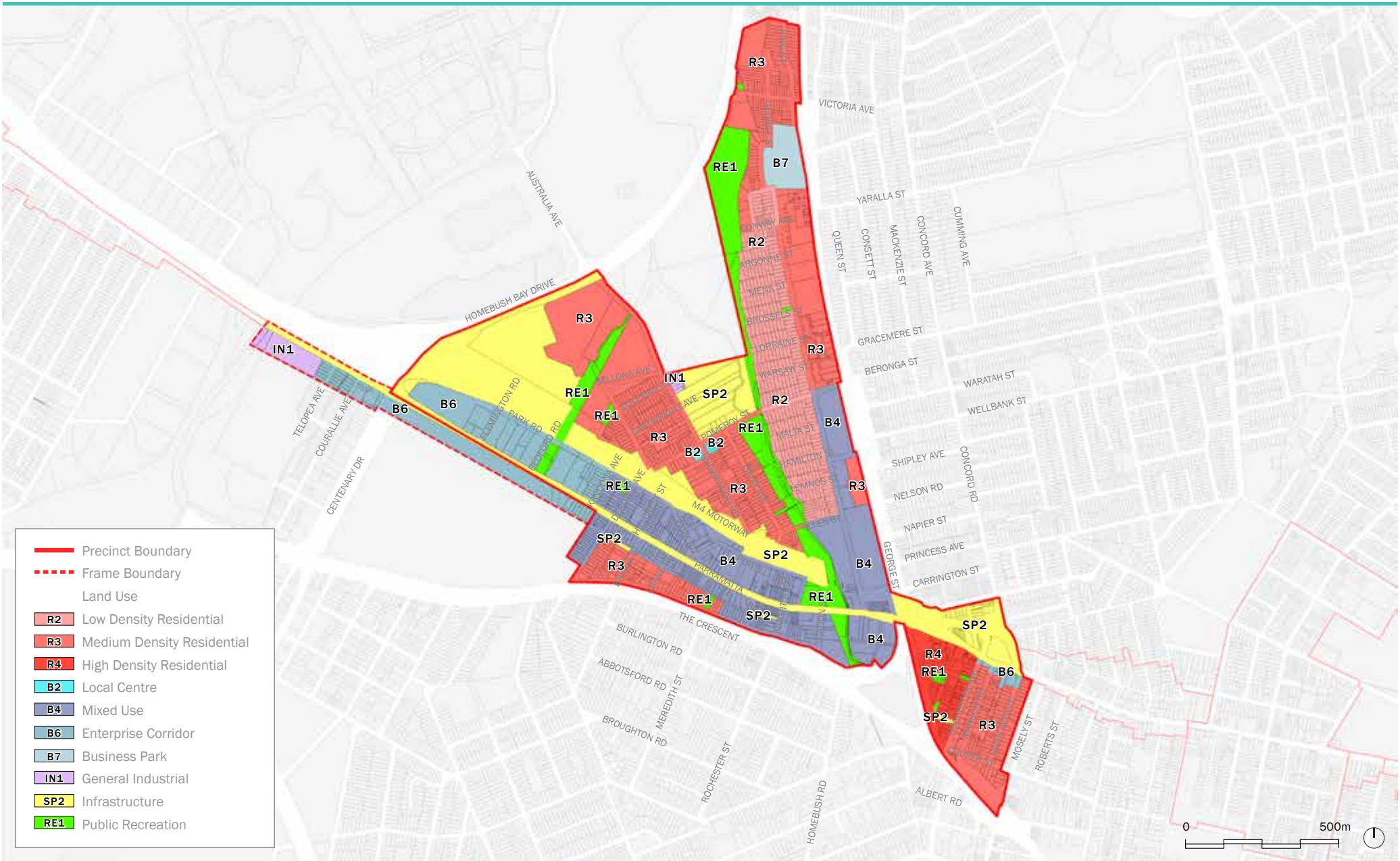
A B5 Business Development zone is proposed along the western end of Parramatta Road to support the Sydney Markets and other ancillary commercial development west of Bridge Road. A broader range of retail uses on the southern side of Parramatta Road could be considered in this location consistent with the recommendations of the Parramatta Road Corridor Economic Analysis Report, September 2015. B5 Business Development uses are also proposed on Parramatta Road between Leicester Avenue and Swan Avenue, opposite the WestConnex portal. Residential uses are not supported in this location.

R3 Medium Density and R4 High Density Residential zones are recommended for the remainder of the Precinct where there are views and access to open space. The existing character and amenity of land west of George Street between Allen Street and Pomeroy Street is proposed to be retained. The current low density zone should be maintained.

Powells Creek Reserve and new open space is recommended to be zoned as RE1 Public Recreation.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Strathfield Council and City of Canada Bay Council.

Figure 7.12: Homebush Recommended Land Uses



B. Building Heights

The recommended maximum building heights are shown in Figure 7.13.

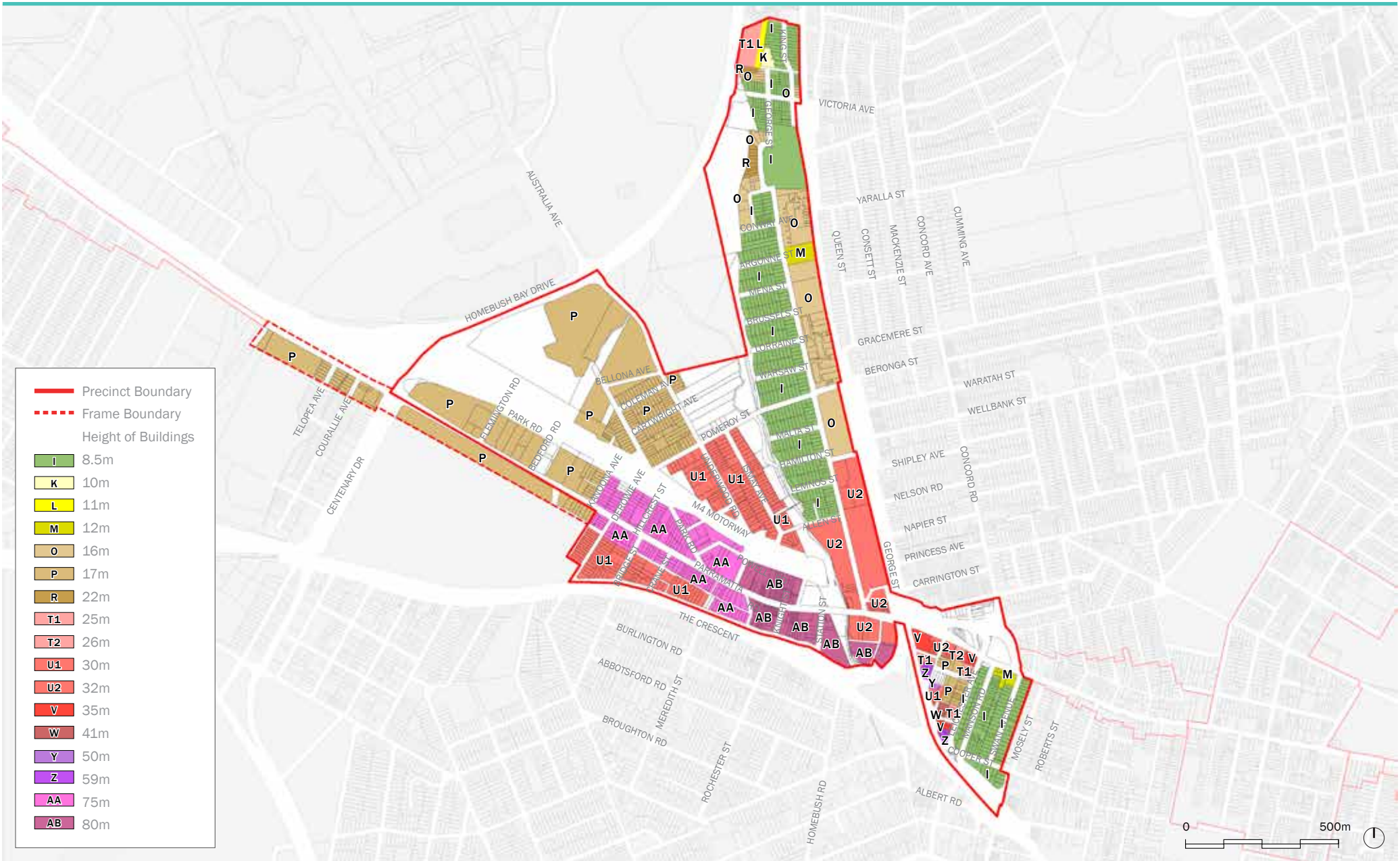
Building height is focused along Parramatta Road close to public transport options at Homebush and along Parramatta Road. The tallest buildings permitted in the Precinct are located here and will be up to 80 metres or 25 storeys.

Height limits within 100m of the WestConnex exhaust stack, located on Underwood Road, have been informed by preliminary air quality modeling. Substantial height can be achieved in these areas (up to 75 metres, or 23 storeys) but will need to be verified through detailed air quality modelling when future planning proposal(s) are being determined.

The Bakehouse Quarter has a strong character due to the retention and refurbishment of the old Arnott's biscuit factory. The three to four storey brick factory buildings present a relatively continuous and strong façade to the street with square paned Georgian windows providing a clear and regular pattern. Heights within the Bakehouse Quarter have been informed by the existing heritage significance of the preserved buildings and recognise potential for some uplift.

The residential neighbourhoods between George Street, Allen Street and Conway Street and around Manson Road are not identified for rezoning in the short term. Maximum heights of 8.5 metres, or 2 storeys are recommended in these locations. These neighbourhoods are characterised by stand-alone single dwellings, predominately red brick inter-war in style. Set behind low fences and small front yards the dwellings line wide, treed streets with grass verges, and are more constrained due to flooding, heritage and traffic. These areas are likely to require significant infrastructure interventions before they could be considered for any increased height (or density).

Figure 7.13: Homebush Recommended Building Heights



C. Densities

The preferred floor space ratios (FSR) are shown in Figure 7.14.

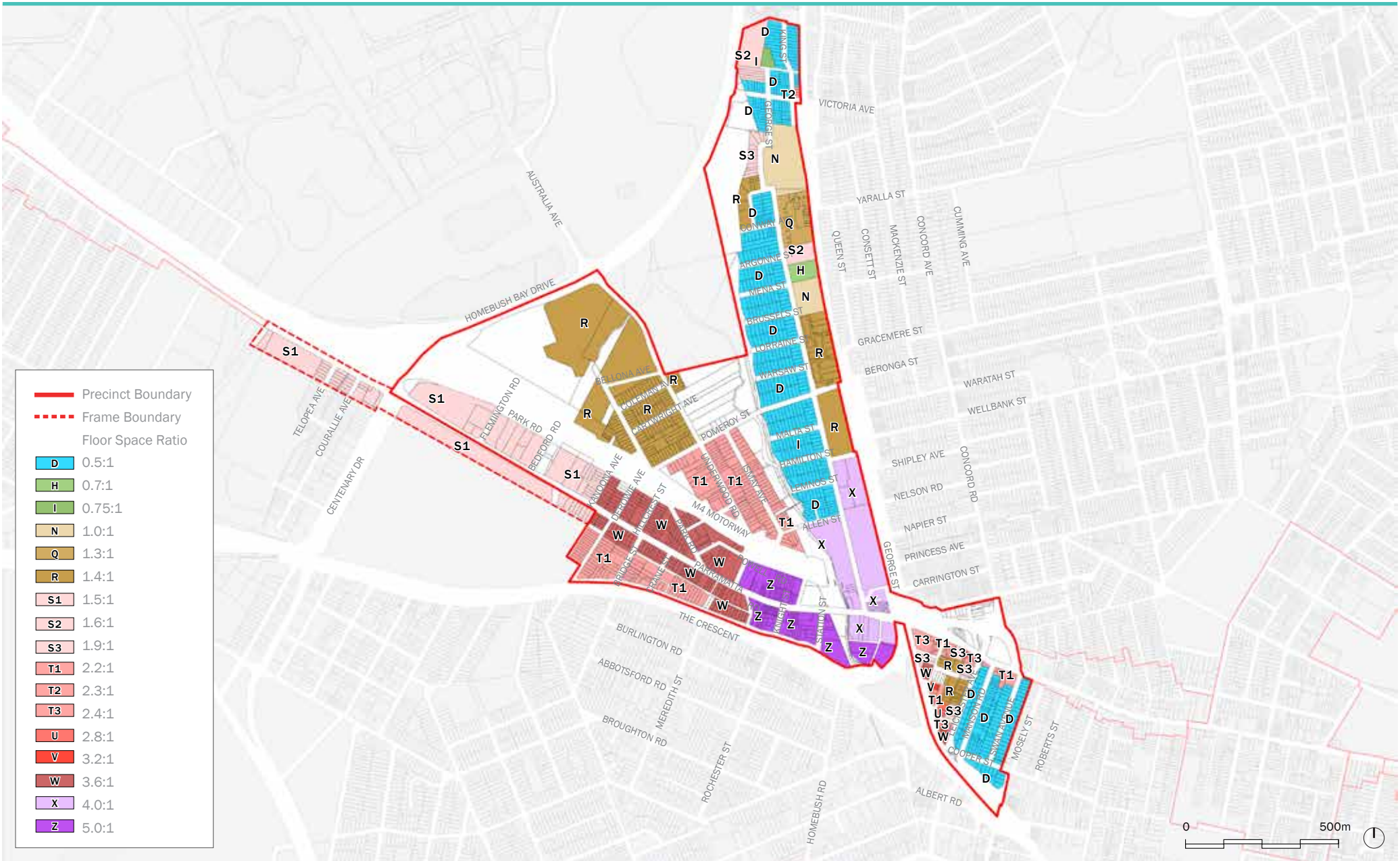
Appropriate floor space ratios are set to match height controls. Loose fit envelopes mean that instead of than completely filling sites, a range of heights can be achieved thereby creating flexibility to respond to edge conditions, solar access and Apartment Design Guide requirements.

The highest densities are focused around the areas of highest accessibility and amenity. Densities transition towards the edges of the Precinct where there are interfaces with existing low scale residential development.

On the north side of the M4 motorway, an increase in FSR could be accommodated subject to any intensification being supported by the required infrastructure as set out in the Implementation Plan 2016 - 2023.

Densities in Concord West are consistent with the Concord West Master Plan.

Figure 7.14: Homebush Recommended Densities

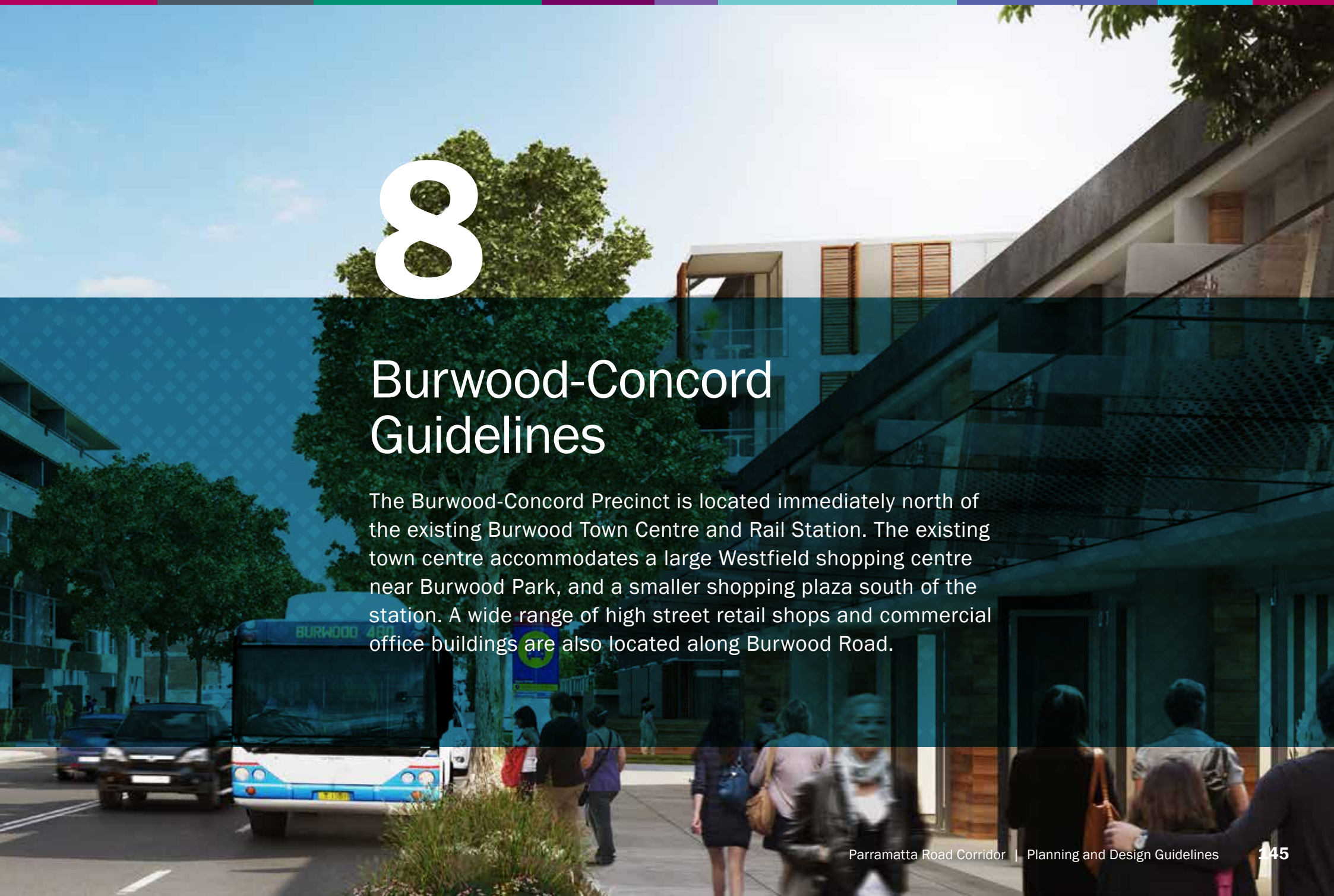



the
sushi man

8

Burwood-Concord Guidelines

The Burwood-Concord Precinct is located immediately north of the existing Burwood Town Centre and Rail Station. The existing town centre accommodates a large Westfield shopping centre near Burwood Park, and a smaller shopping plaza south of the station. A wide range of high street retail shops and commercial office buildings are also located along Burwood Road.



8.1 Context

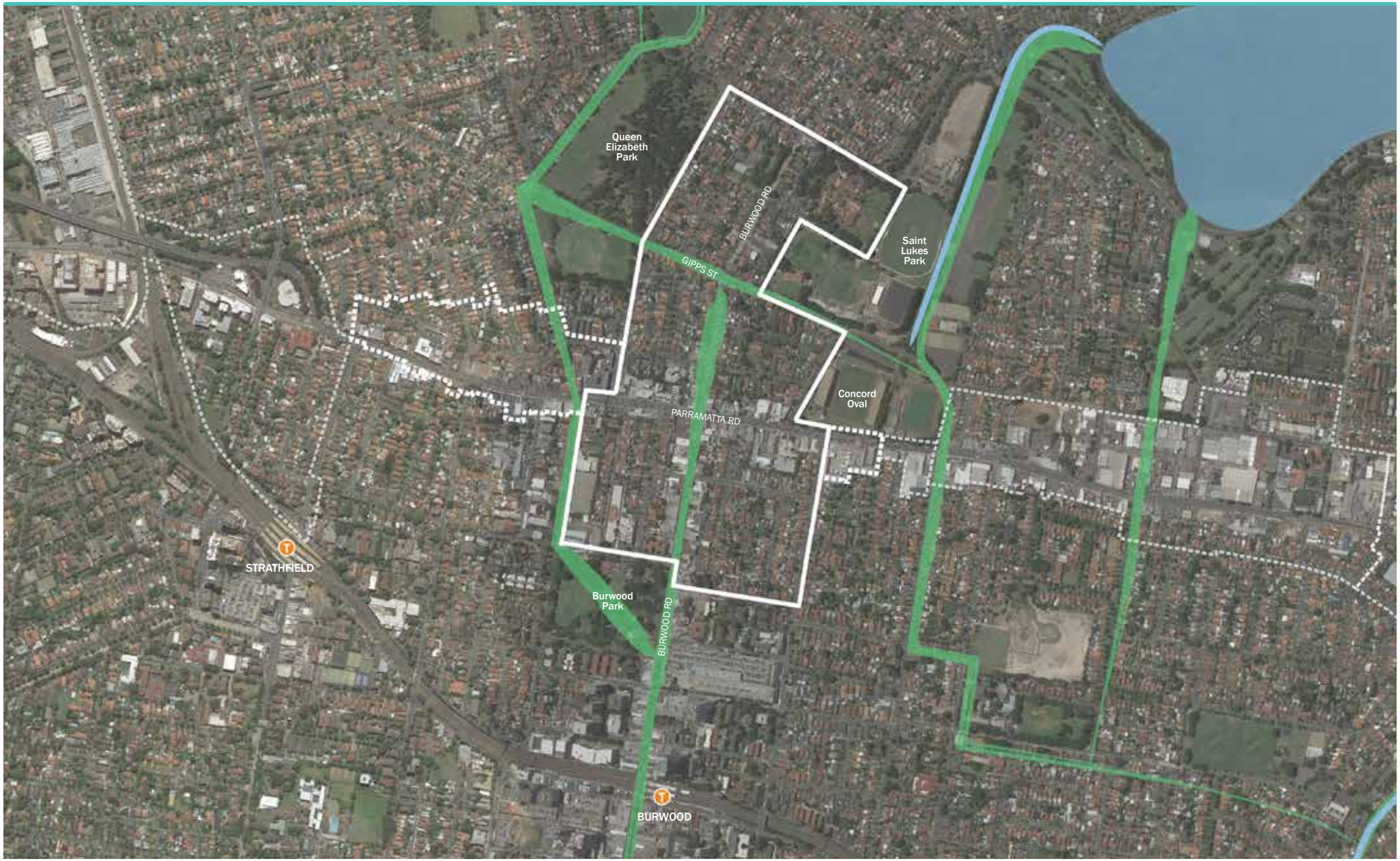
The Burwood-Concord Precinct is located immediately north of the existing Burwood Town Centre and Rail Station. The existing town centre accommodates a large Westfield shopping centre near Burwood Park, and a smaller shopping plaza south of the station. A wide range of high street retail shops and commercial office buildings are also located along Burwood Road.

The Precinct spans both sides of Parramatta Road to the north and south, with Burwood Road as the central spine. It is bounded to the north by Crane Street, and Meryla Street and Cromer Street to the south. Shaftesbury Road, Loftus Street and the Concord Oval/Cintra Park complex bound the Precinct to the east, whilst Park Road and Broughton Street mark the Precinct's western boundary.

The Burwood Frame Area comprises:

- to the east - land on either side of Parramatta Road between Shaftesbury Road and Luke Avenue
- to the west – land on either side of Parramatta Road from Swan Avenue to Park road and Broughton Street

Figure 8.1: Burwood – Concord Location Plan



8.2 Character & Identity

Burwood Road is a localised ridgeline, with land gently sloping eastwards towards Concord Oval.

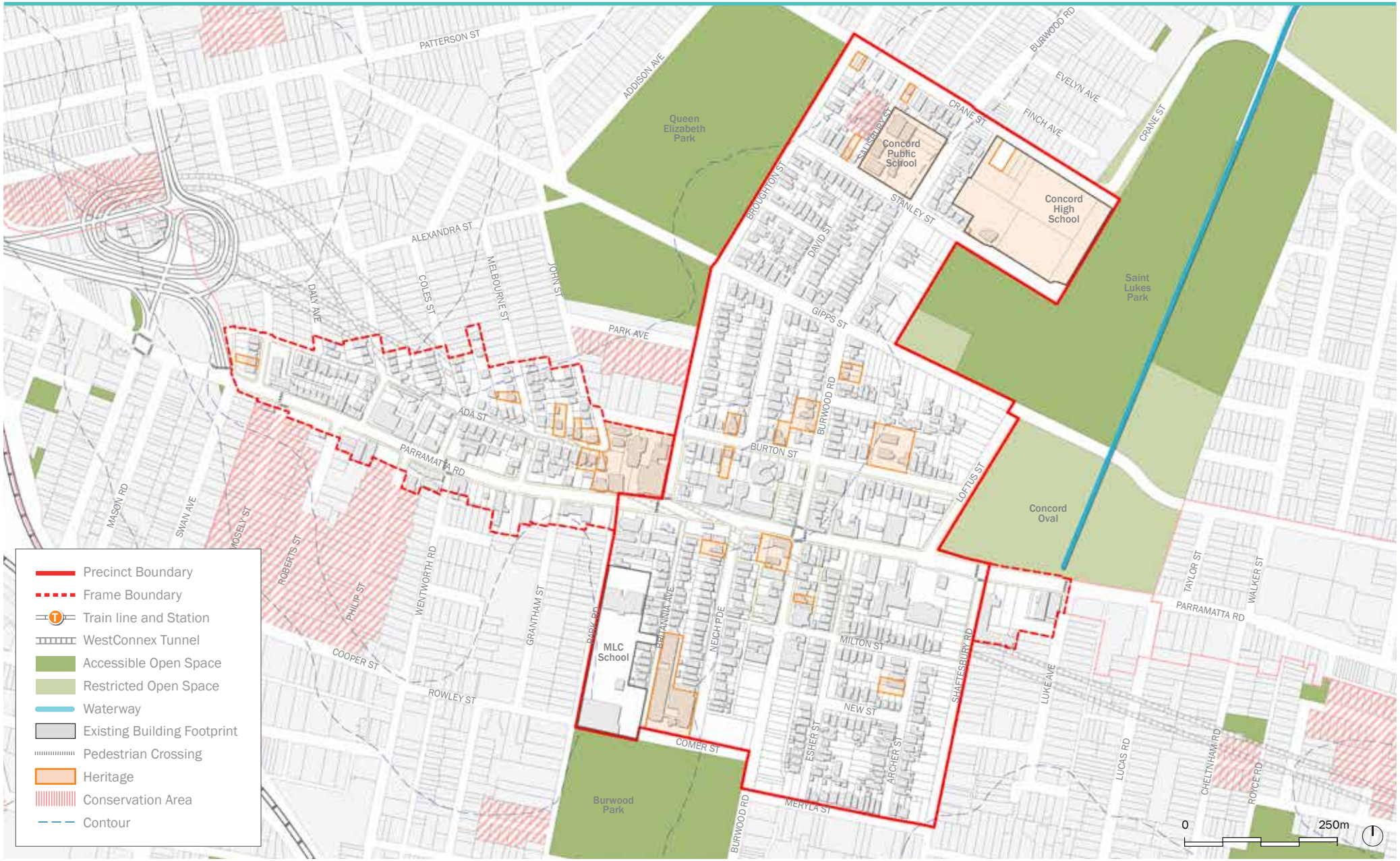
The Precinct is anchored by an extensive open space network that follows an old creek line extending to the Parramatta River. Concord Oval, Saint Lukes Park, Queen Elizabeth Park, and Burwood Park are larger or notable open space areas. A large proportion of the open space areas are fenced off and inaccessible as they are dedicated sports facilities for paying customers. As a result, while there is a large volume of open space there is very little publicly accessible active open space is hampered.

Both the Precinct and the Frame Area are characterised by a mix of lot sizes. Land fronting Parramatta Road comprises car sales and servicing centres, the Burwood bus depot and a mix of retail and commercial uses. Land south of Parramatta Road along Burwood Road is largely commercial and mixed uses extending towards the Burwood Town Centre. The Concord portion of the Precinct – north of Parramatta Road comprises a small cluster of shops along Parramatta Road but otherwise is dominated by low and medium density residential development of various age and architectural style. The majority of older low density residential dwellings are red brick interwar dwellings setback behind low fences and front gardens.

Heritage items are scattered throughout the Precinct and Frame Area including Concord High School, Concord Public School, Bath Arms Hotel, St Mary's Church and individual dwellings. The Salisbury Street Housing Group Conservation Area is located in the north western corner of the Precinct.

Public transport services are based around the Parramatta Road strategic bus corridor. Seven bus routes service Parramatta Road within 400 metres of the Precinct and an additional 12 bus routes are located within 800 metres. Several bus services connect to Burwood Station, located south of the Burwood Precinct boundary, which provides an attractive public transport option for commuters travelling east towards Sydney CBD or west towards Parramatta.

Figure 8.2: Burwood – Concord Character and Identity



8.3 Opportunities & Constraints

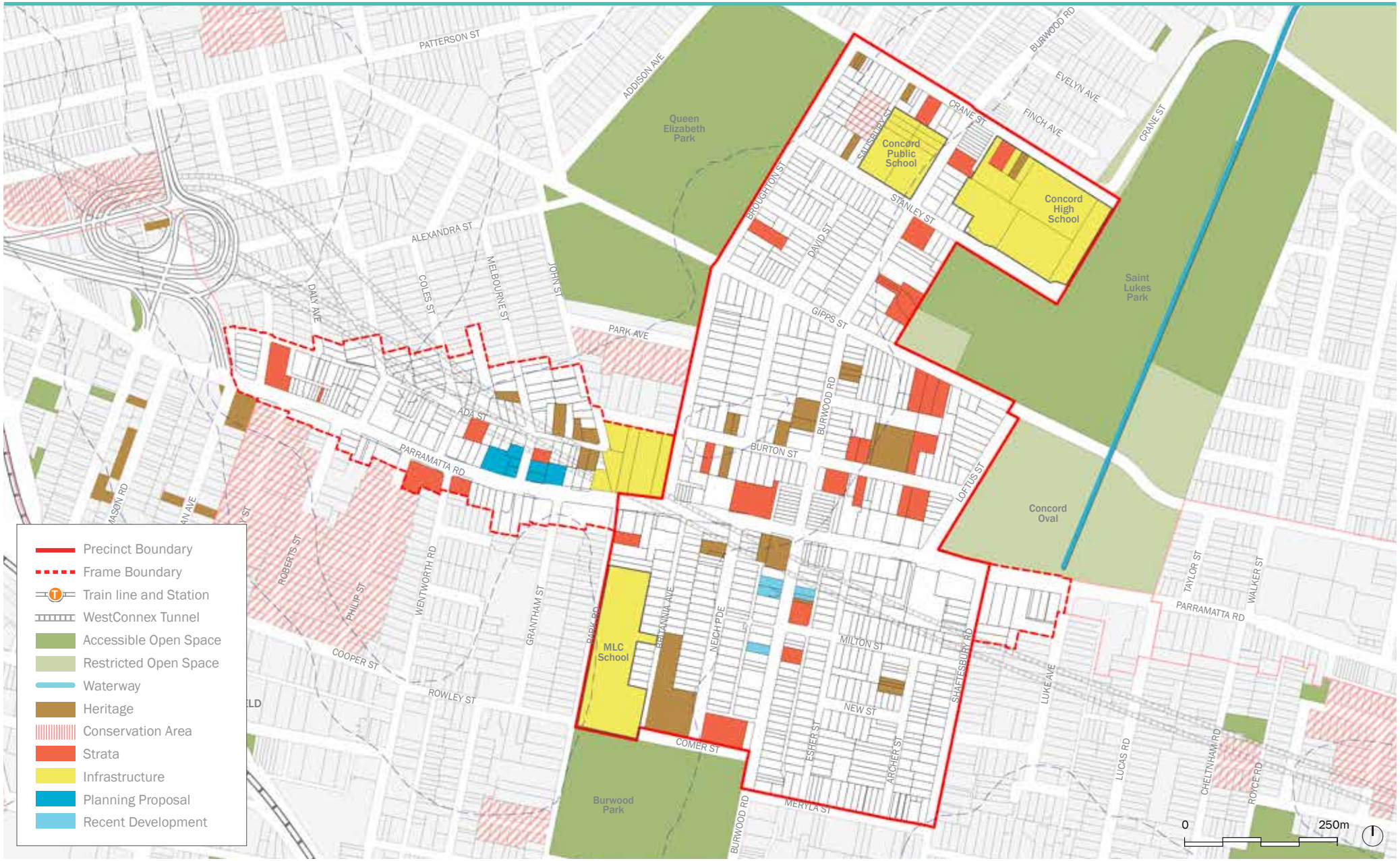
The significant opportunities to transforming Burwood-Concord are:

- positioning the southern extent of the Precinct as an extension of Burwood Town Centre that complements but does not compete with the existing centre
- proximity to Burwood Rail Station – a significant transport interchange
- generally unfragmented land and limited strata titled properties on Parramatta Road
- grid like street pattern
- access to the proposed rapid transit system along Parramatta Road to the City and Burwood
- leveraging traffic reductions along Parramatta Road following the completion of WestConnex
- enhancing north south connectivity across Parramatta Road for all modes of transport
- proximity to high amenity open space and recreation facilities
- potential to enhance existing recreational opportunities and linkages for active transport
- creating a series of new laneways and through links within the existing road network grid to increase the permeability of long blocks
- improving active transport connections to regional recreation and open space facilities, particularly via the Patterson/Gipps/Queens Road cycle route toward the leisure routes around Canada Bay
- reducing car dependency by lowering parking rates in areas with good access to public transport.

The primary constraints and challenges are:

- limited north – south connections across Parramatta Road, particularly for pedestrians and cyclists, created by Parramatta Road
- heritage items, adjoining low density neighbourhoods and sensitive uses such as Concord High School, Concord Public School, and MLC Primary School which require appropriate setbacks and transitions
- limited community facilities
- reliance on a small number of key roads for accommodating all modes of transport
- open space is difficult to access within the Precinct.

Figure 8.3: Burwood – Concord Opportunities and Constraints



8.4 Urban Design Structure & Built Form

Vision

Burwood Precinct will be a commercial gateway to Burwood Town Centre based around the enlivened spine of Burwood Road building upon existing amenity for new residents.

Living and Working There

Burwood Precinct will be built around the proposed rapid transit from Burwood to Sydney CBD and an improved focus for Burwood Road as a lively main street.

Both Burwood and Parramatta Roads will be marked by taller residential and mixed use buildings. Beyond these roads, residential development will be sensitive to existing heritage, lower-scaled housing, open space areas and schools.

Trees will be planted along Parramatta Road and Burwood Road. An improved network of footpaths will make it easier to get to the Precinct's many parklands, including a new open space area to the south of Parramatta Road.

A regional cycleway will be delivered along Gipps Street.

Delivering the Vision

The vision can be realised by:

- using design features to unify both sides of Parramatta Road
- ensuring the viability of shops and commercial uses along Parramatta Road
- celebrating Burwood's heritage and multiculturalism and preserving heritage buildings
- integrating new development with existing areas, especially with Burwood Town Centre
- improving public transport connections for people living north of Parramatta Road
- protecting Burwood Park from new development
- where possible, working with landowners to amalgamate sites in a way that supports better transformation outcomes
- dealing with narrow, unattractive streets.

Proposed Growth Projections

	2023	2050
Population	7,020	11,400
Dwellings	3,430	5,450
Jobs	2,600	3,850

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	370,000	525,000	82,500	83,000
Frame Area	0	76,500	25,000	73,000

Figure 8.4: Burwood – Concord Structure Plan



8.5 Open Space, Linkages & Connections & Public Domain

New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Burwood-Concord Precinct. New and improved pedestrian and cyclist connections will also be provided throughout the Precinct.

Burwood-Concord Precinct benefits from a good grid network. Opportunity exists to provide new pedestrian and cycling linkages to increase connections through and across the Precinct north to south and east to west.

A. Open Space Requirements

a. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 8.5 and to be determined as part of a future planning proposal(s).

b. Reconfigure existing sports courts and sports stadiums to provide a wider variety of open space programs.

B. Linkage and Connection Requirements

a. Create high quality and safe 'green streets' and new linear parks through implementation of recommended building setbacks along Parramatta Road and other Through Site Links.

b. Wherever possible, break up long blocks with new high quality pedestrian prioritised links, and particularly where new connections facilitate access to public transport, open space and community facilities.

c. Provide new pedestrian prioritised laneways and high quality public domain to improve the overall open space quality when moving through the Burwood-Concord Precinct.

d. Provide new and upgraded strategic walking links including:
   - on Burwood Road between Gipps Street and south of Burwood Park crossing Parramatta Road
   - Parramatta Road between Broughton Street and Loftus Street
   - new north-south links connecting Gipps Street and Parramatta Road
   - new east-west links connecting the MLC Primary School at Britannia Avenue and Burwood Road.

e. Construct the regional cycle link on Patterson Street, Gipps Street and Queens Road.

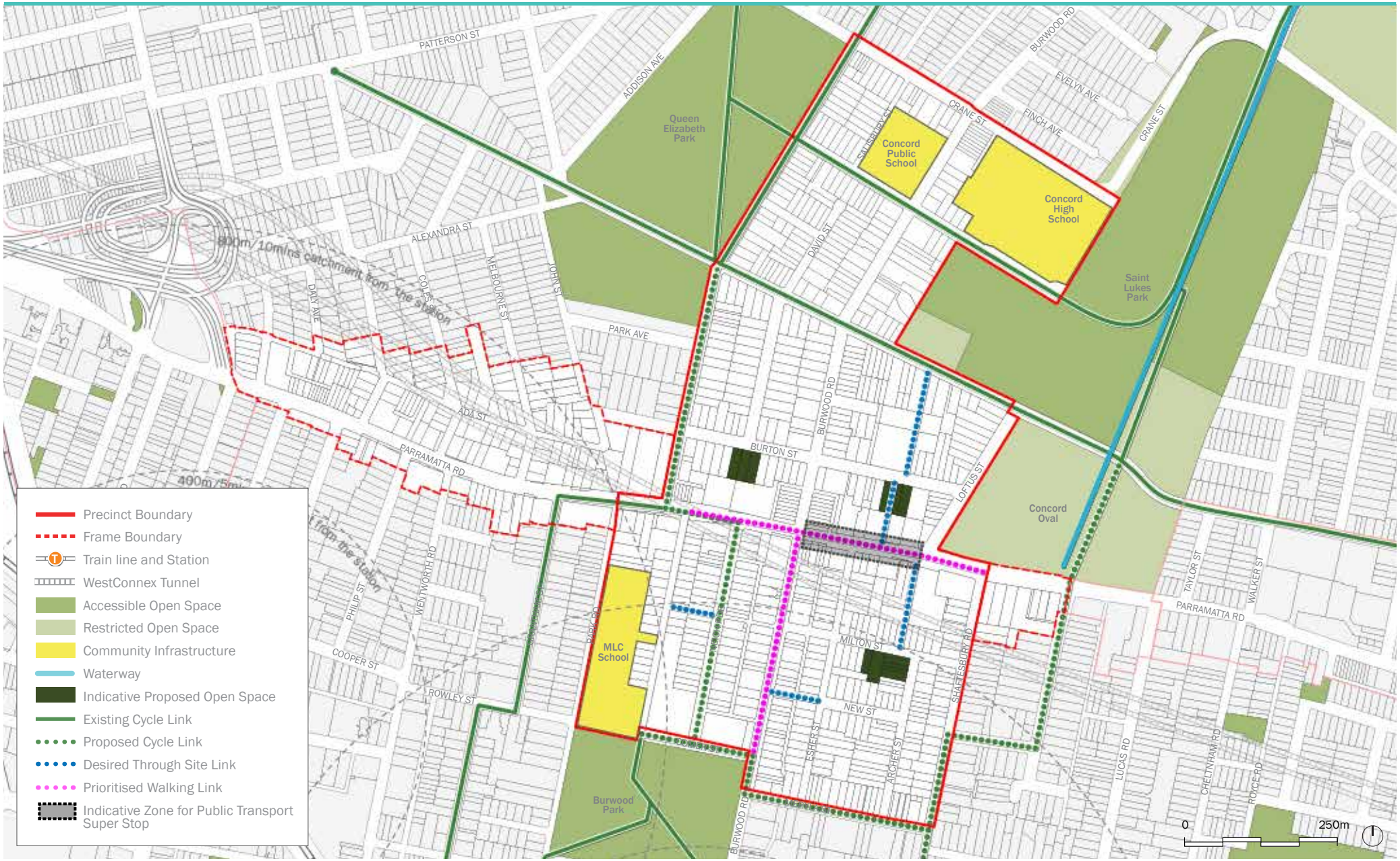
f. Provide new and upgraded strategic cycle links, including:
   - new north-south link on Broughton Street from Gipps Street to Parramatta Road, connecting to a new link on Britannia Ave through to Burwood Park
   - new north-south link on Luke Avenue and between ovals north of Parramatta Road, providing connectivity with the Gipps Street regional cycle link.
   - new links on Meryla Street and Comer Street to provide an east-west connection south of Parramatta Road.

g. Where possible, provide links that can accommodate both pedestrians and cyclists.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

Figure 8.5: Burwood – Concord Open Space and Active Transport



8.6 Street Function & Precinct Transport

A. Street Function Requirements

Parramatta Road will continue to be a major Movement corridor in the Burwood-Concord Precinct. Gipps Street, Shaftesbury Road and Crane Street will also function as Movement corridors.

South of Parramatta Road, Burwood Road will develop a Place for People Function, consistent with the anticipated pedestrian activity in and around the new and existing public transport and Burwood Town Centre. A pedestrian activity zone extends along Burwood Road from the southern Precinct boundary to Gipps Street.

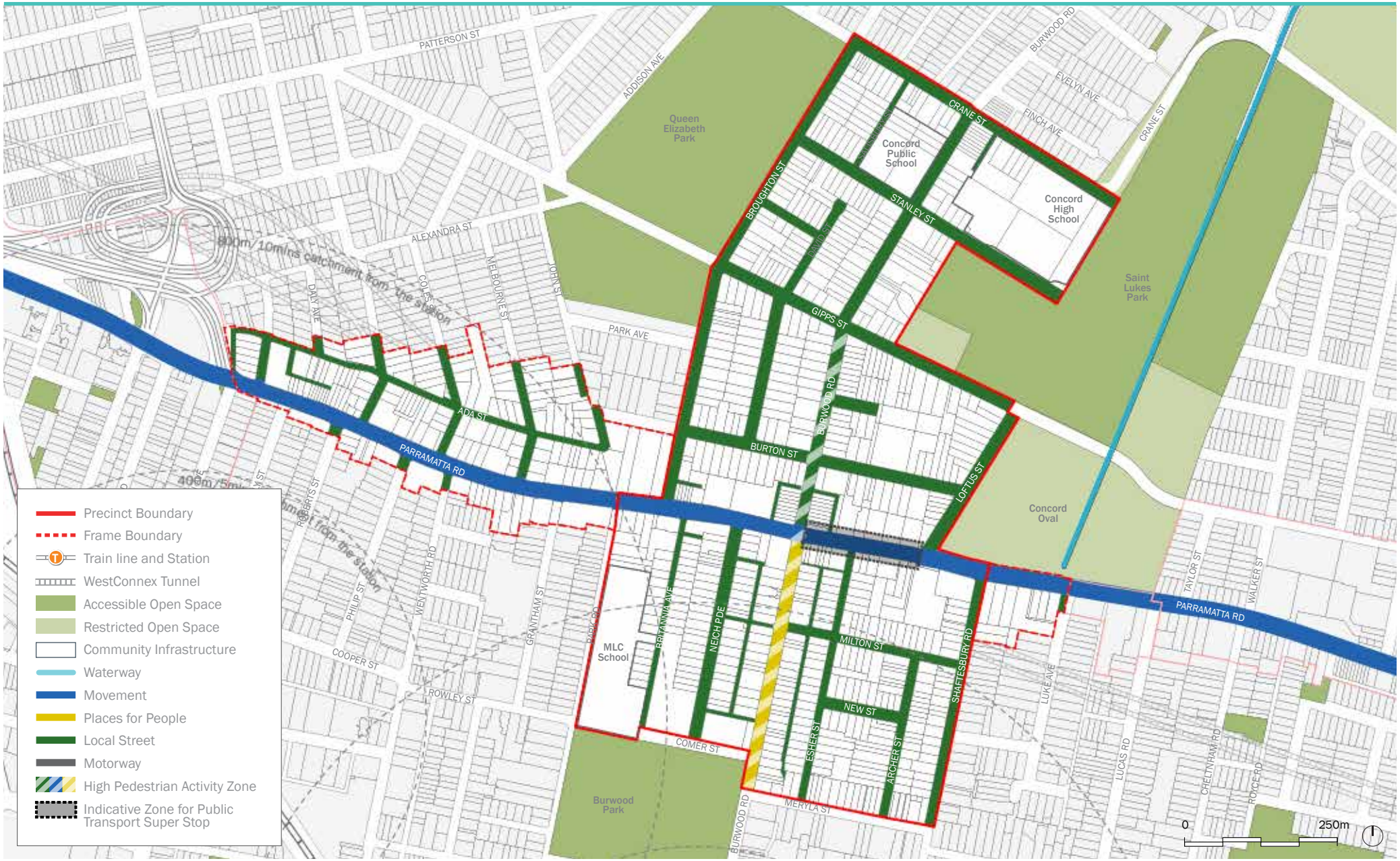
All other streets will perform a Local Street function. Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 8.6: Burwood – Concord Street Function



8.7 Fine Grain

The Parramatta Road Corridor Fine Grain Study, September 2016 provides a heritage character analysis of the Burwood-Concord Precinct and Frame Area, including the identification of all existing heritage items and conservation areas and potential additional items that should be investigated further as part of a future planning proposal(s).

A case study has been undertaken of the junction of Burwood Road and Parramatta Road which is characterised by fine grained Victorian two-storey retail buildings and includes the Bath Arms Hotel, the site of a coaching inn since the 1820's. This fine grain materiality and richness marks a key intersection in Parramatta Road that is surrounded by a mixed use development including apartments.

The Fine Grain requirements are identified below and could be adjusted to apply to other parts of the Precinct and Frame Area.

Fine Grain Requirements

a. Development between Knight Street and Subway Street along Parramatta Road should build on the fine grain subdivision evident in the existing Victorian shopfronts.

b. Development on the corner of Knight Street and Subway Street should take cues from the historic and socially significant Homebush Theatre by providing framed views up Knight Street to the theatre and providing a focal point at the major pedestrian crossing over Parramatta Road.

c. Pedestrian permeability and priority should be increased through the design of low traffic speed streets, wide footpaths and street tree planting.

d. Building frontages along pedestrian priority routes should include opportunities for passive surveillance from the ground, first and second floors through windows, doors and balconies and vehicle cross overs should be minimised.

8.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 8.7.

b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.

c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 8.11.

d. Through the Bakehouse Quarter, George Street should be provided as continuous built form where a zero building setback is required.

e. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.

f. Provide a built form transition consistent with Figure 8.9 to new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

g. Provide a built form transition consistent with Figure 8.10 to existing heritage items.

B. Activity and Commercial Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 8.7.

b. The ground floor level of Active and Commercial Frontages is to match the street level.

c. Consistent paving, street furniture, signage, planting and lighting should be provided along Active and Commercial Frontages.

Figure 8.7: Burwood – Concord Green Edge, Transitions and Active and Commercial Frontages Plan

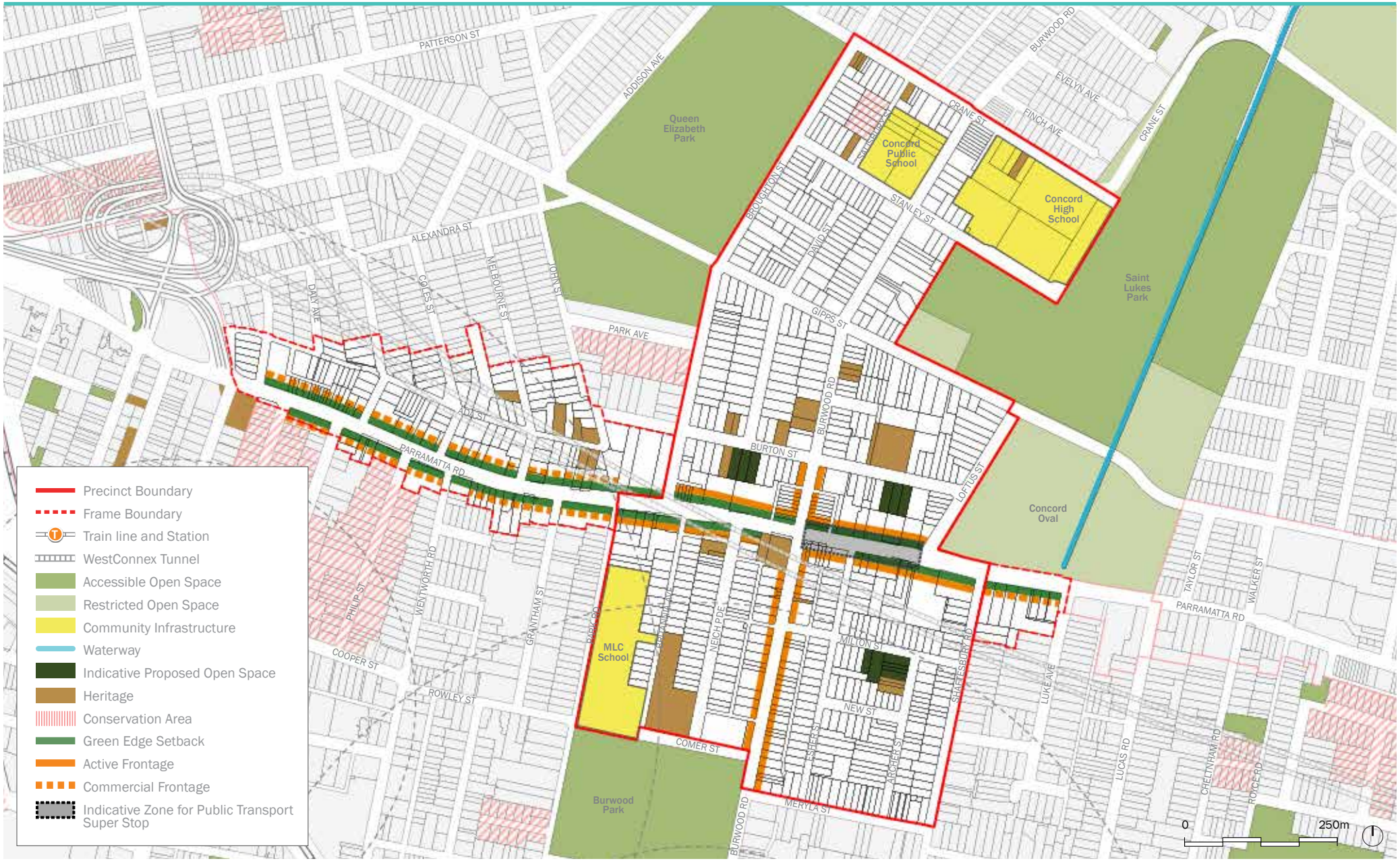


Figure 8.8: Residential Frontage



Figure 8.9: Transition to Open Space

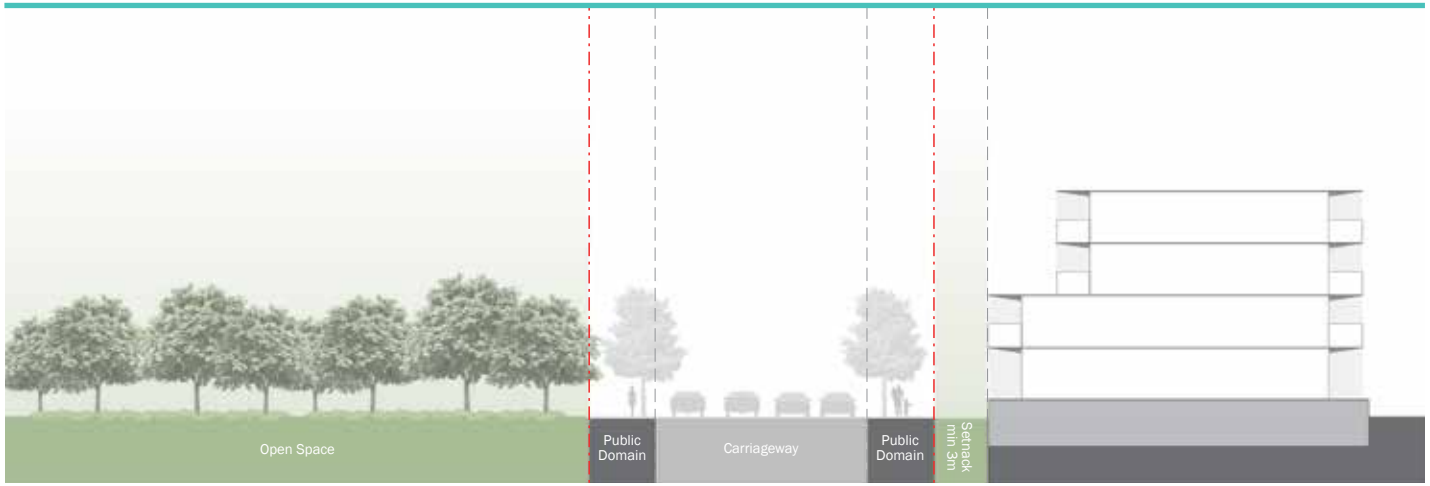


Figure 8.10: Transition to Heritage

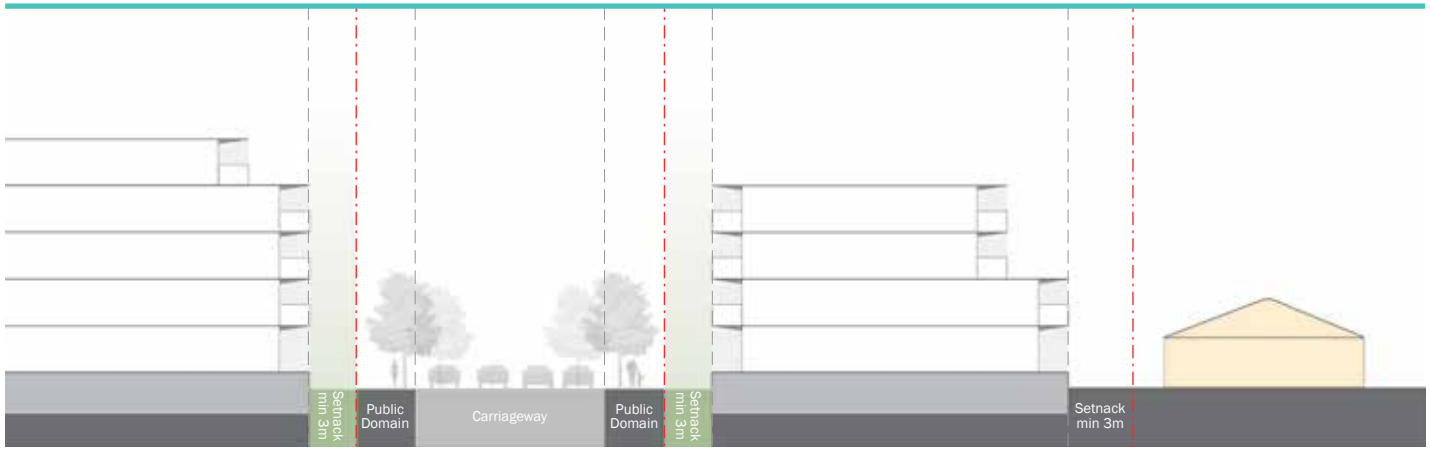


Figure 8.11: Parramatta Road



8.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Burwood-Concord Precinct are shown in Figure 8.12.

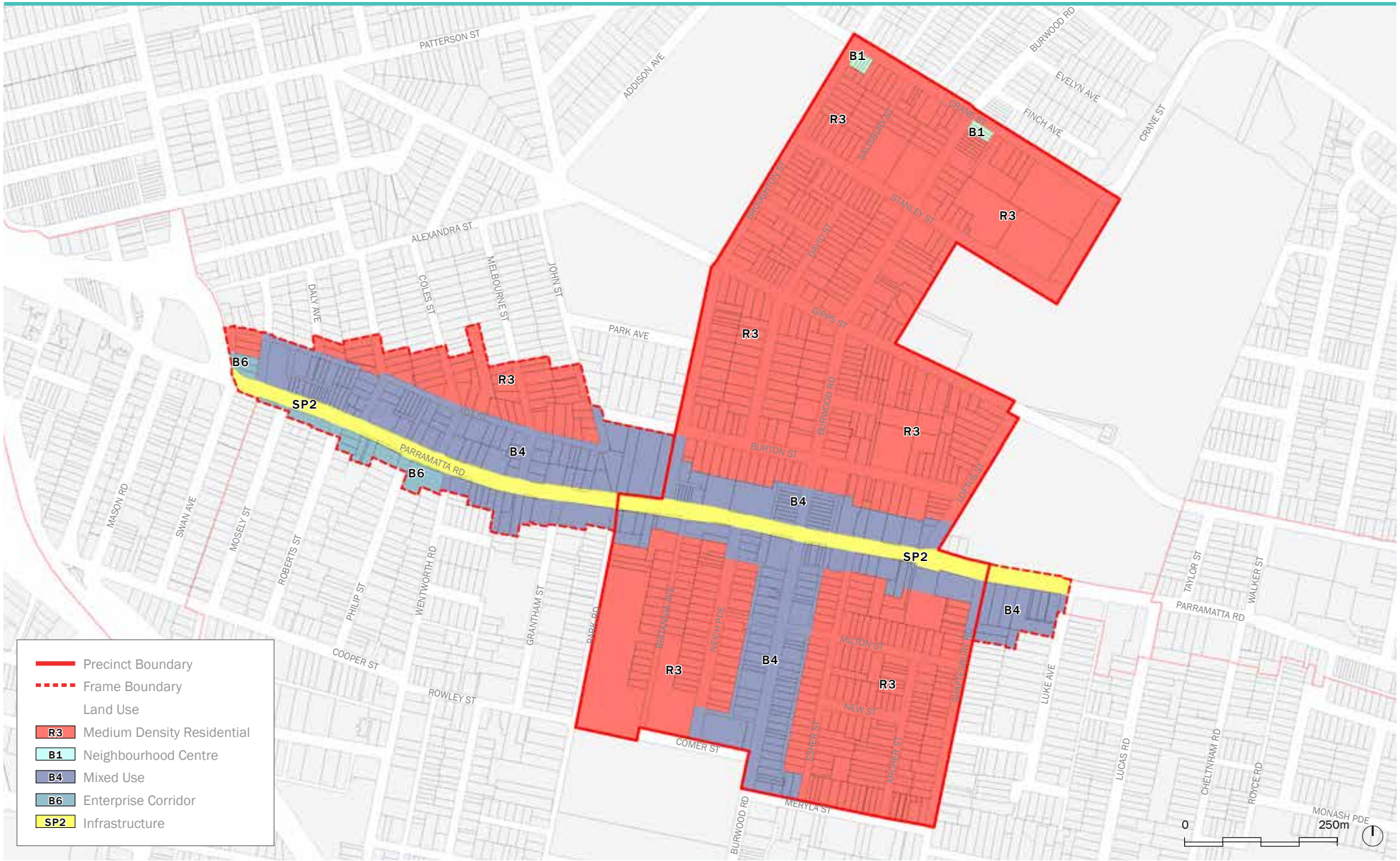
Land use in the Precinct has been structured to focus activity around the Burwood Road and Parramatta Road intersection. A B4 Mixed Use zone will encourage ground level commercial and retail uses with residential uses above. A minimum non-residential component that is economically viable may be explored to reinforce the high degree of activation anticipated for the Precinct.

Pockets of B6 Enterprise Corridor are recommended for select smaller sites in the western Frame Area.

Residential uses are recommended for the remainder of the Precinct to the north, east and west where there is a framework of existing residential uses. The two B1 Neighbourhood Centre zones in the north of the Precinct should be maintained.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Burwood City Council and City of Canada Bay Council.

Figure 8.12: Burwood-Concord Recommended Land Uses



B. Building Heights

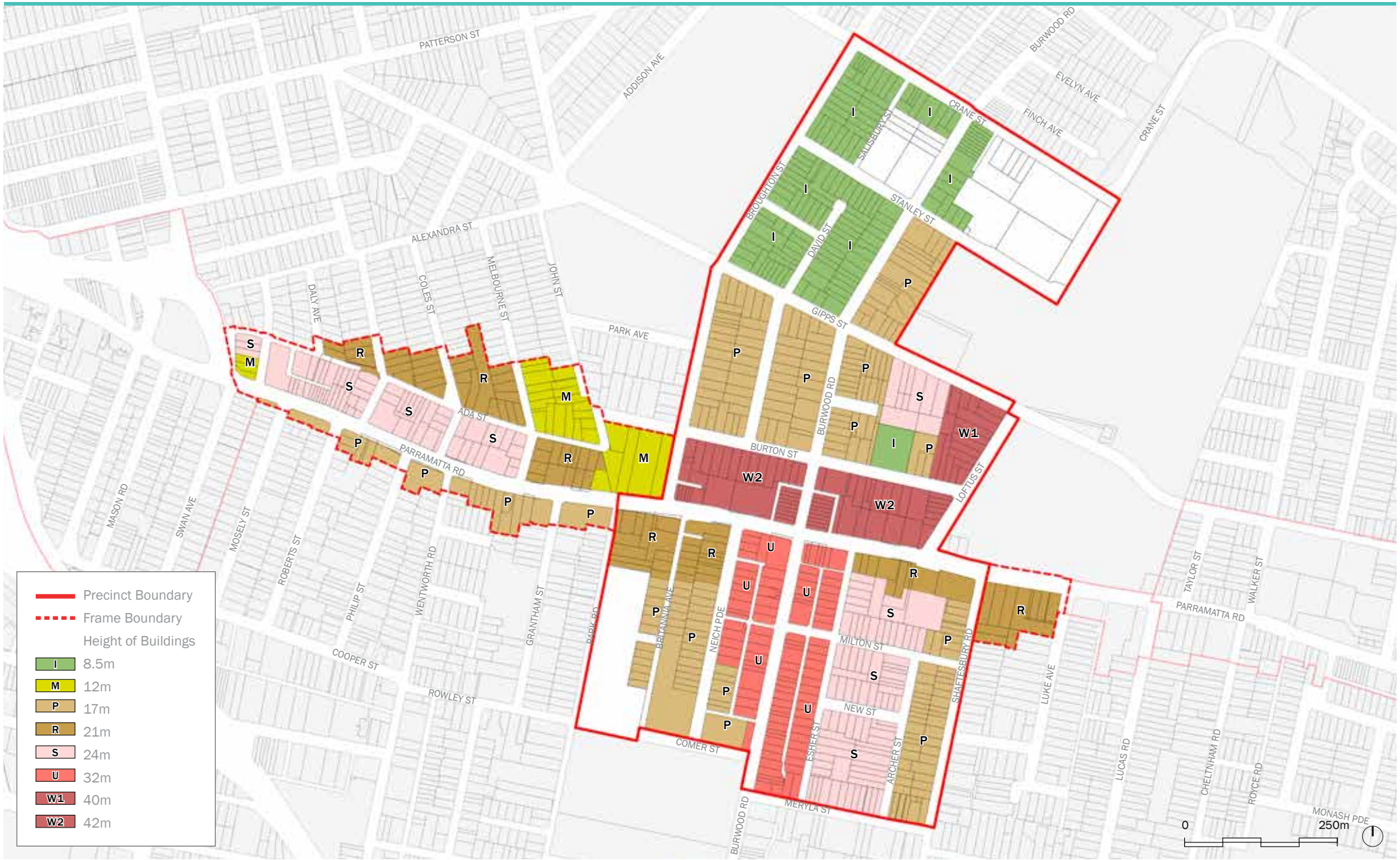
The recommended maximum building heights are shown in Figure 8.13. The tallest buildings permitted will be located at the junction of Parramatta Road and Burwood Road and fronting Loftus Street and will be up to 42 metres or 12 storeys. The maximum height should only be implemented through future planning proposals when new public transport connections, infrastructure and open space are in place.

Burwood Road is recommended to benefit from heights of up to 32 metres of 8 storeys to reinforce its function as the Precinct's north-south spine.

Heights across the remainder of the Precinct step down to ensure a transition is provided at the Preicnct's edges close to existing low rise residential uses. Heights around the school sites are proposed to be maintained to ensure an appropriate scale and to avoid overshadowing. Transitions in scale are also provided to control overshadowing.

It is recommended that existing height controls on the Concord High School, Concord Public School and MLC School be removed to provide the flexibility to optimise these sites as population growth occurs, whilst also ensuring suitable circulation and play spaces are able to be provided. Removing height (and density) controls will enable vertical school models and other initiatives to be explored.

Figure 8.13: Burwood-Concord Recommended Building Heights



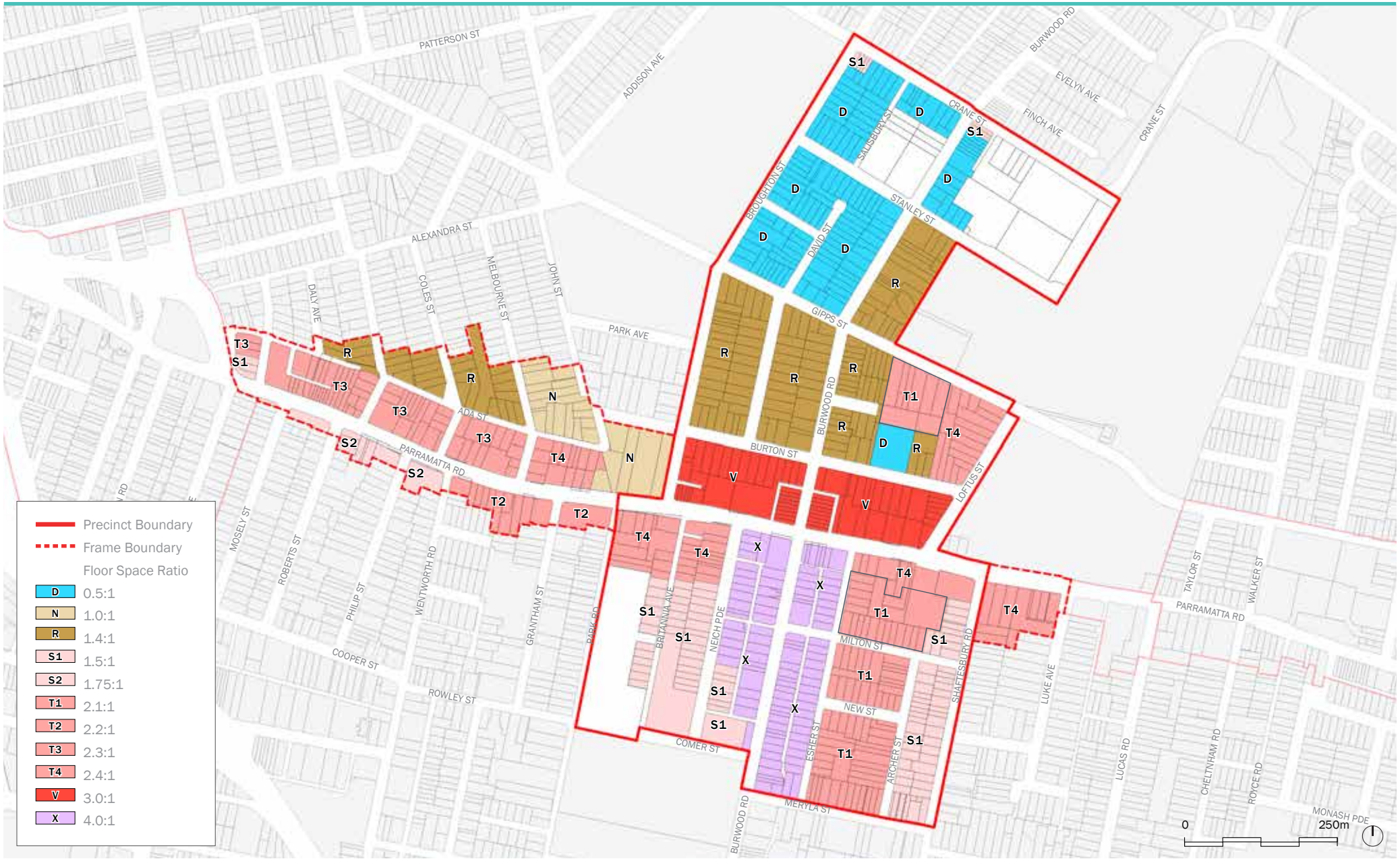
C. Densities

The preferred floor space ratios (FSR) are shown in Figure 8.14. The recommended controls recognise the proximity to Burwood Town Centre and public transport connections offered by the heavy rail line and the new rapid transit service on Parramatta Road/Burwood Road. In this location, a maximum density of 3:1 is proposed.

Floor Space Ratios on sites creates loose fit envelopes that mean development does not completely fill sites. This strategy aims to create the flexibility to respond to edge conditions, solar access and Apartment Design Guide requirements.

Densities transition towards the edges of the Precinct, and particularly north of Gipps Street, where there is a well established pattern of residential development on large blocks and interfaces with existing low scale development. On the south side of Parramatta Road, higher FSRs are provided on residential sites that are within walking distance of Burwood station. Densities are reduced adjacent to low rise areas at the Precinct and Frame Area's southern edges to manage bulk, scale and overshadowing, and protect privacy.

Figure 8.14: Burwood-Concord Recommended Densities




ank

9

Kings Bay Guidelines

The Kings Bay Precinct is located between the established activity centres of Burwood (located approximately 1km to the south west) and Five Dock (1km to the east). It spans both sides of Parramatta Road to the north and south, and is bounded to the north by Queens Road and Kings Road to the north, and Dalmar Street, Grogan Street and Wychbury Avenue to the south. Courland Street and Concord Oval bound the site to the east and west respectively.

9.1 Context

The Kings Bay Precinct is located between the established activity centres of Burwood (located approximately 1km to the south west) and Five Dock (1km to the east).

It spans both sides of Parramatta Road to the north and south, and is bounded to the north by Queens Road and Kings Road to the north, and Dalmar Street, Grogan Street and Wychbury Avenue to the south. Courland Street and Concord Oval bound the site to the east and west respectively.

The Kings Bay Frame Area comprises:

- to the east – land on either side of Parramatta Road generally located between Scott Street and Iron Cove Creek
- to the west – land between Luke Avenue and Lucas Street.

Figure 9.1: Kings Bay Location Plan



9.2 Existing Character & Identity

Regatta Street and Courland Street are localised ridgelines, with land gently sloping eastwards towards Iron Cove Creek.

Both the Precinct and the Frame Area are characterised by large sites. Light industrial and service industries such as small manufacturers and warehousing, car sales and servicing centres, panel beaters, upholsterers, and other urban support services are located on Parramatta Road, William Street, Spencer Street and Queens Road.

The Rosebank College and Lucas Gardens School are located within the Precinct. The Precinct also benefits from the Five Dock Leisure Centre and a number of commercial gymnasiums and a child care centre.

Medium density residential development is located on Kings Road. Low density residential development is located on Courland Street, Taylor Street and along the southern edges of the Precinct. Residential development outside of the Corridor and particularly south of Parramatta Road is dominated by red brick interwar dwellings setback behind low fences and front gardens.

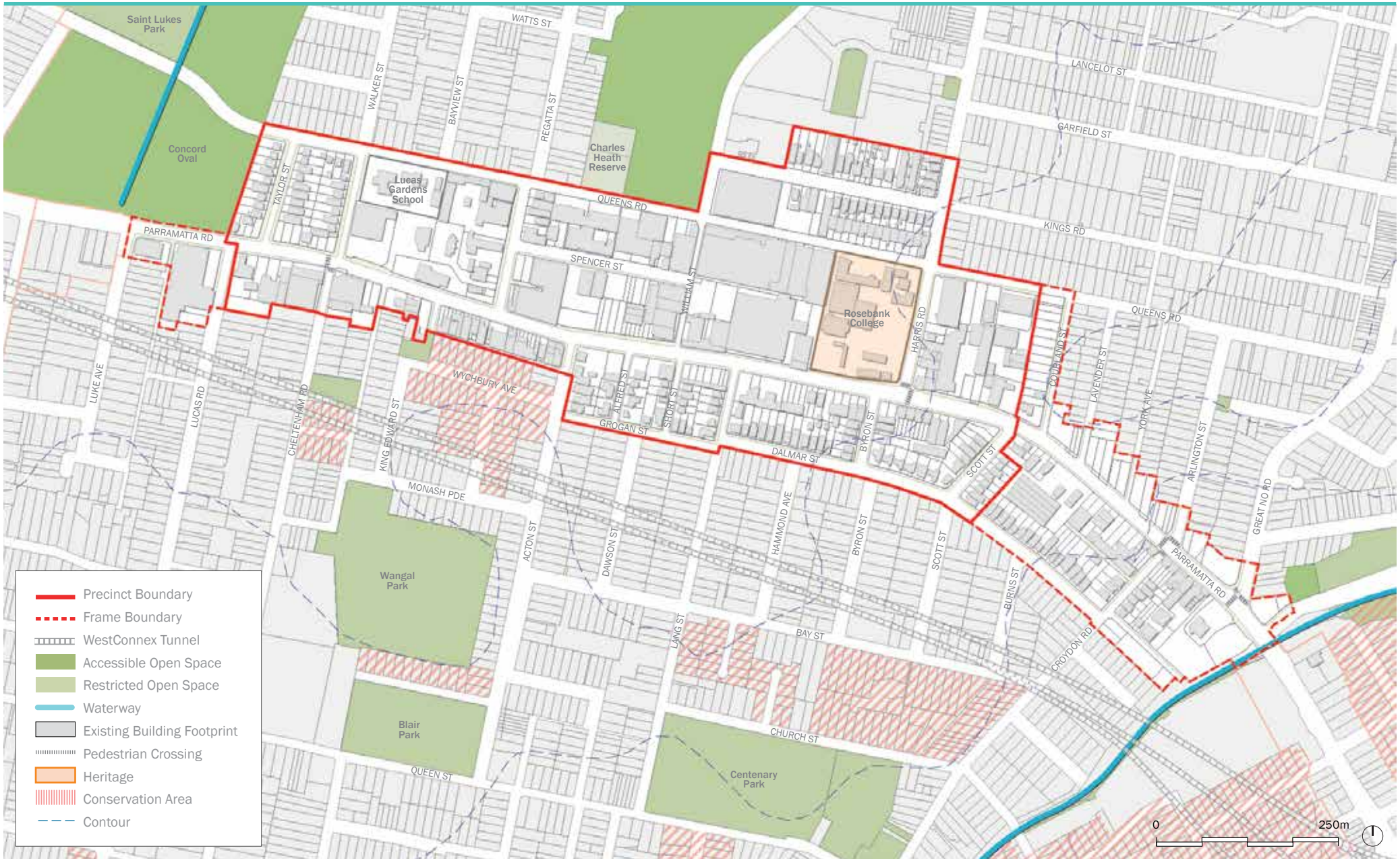
Rosebank College is the only heritage item in the Precinct. The Wychbury Lane Heritage Conservation Area is located immediately south of the Precinct.

The Precinct is anchored by an open space network that follows an old creek line that extends to the Parramatta River. Concord Oval, Saint Lukes Park, Cintra Park, Charles Heath Reserve, Barnwell Park, Cheltenham Road Park, Blair Park and Centenary Park are larger or notable open space areas. A large proportion of the open space areas are fenced off and inaccessible as they are dedicated sports facilities for paying customers. As a result, while there is a large volume of open space there is very little publicly accessible active open space and clear connectivity to the harbour north of the Precinct is hampered.

The primary open space armature follows an old creek line and extends to the Parramatta River marked by a line of mature fig trees on Queens Road. Most of the Precinct is within easy walking distance of a park. A small pocket to the east is further than 400 metres from a public open space.

Burwood Station is located approximately 1.1 kilometres south-west of the Precinct boundary and Croydon Station is located approximately 1.2 kilometres south of the Precinct boundary. Several bus routes currently service the area connecting to major centres including Leichhardt, Strathfield, Sydney CBD, Burwood and Hurstville. Bus routes are accessible along Queens Street, Parramatta Road and Harris Road.

Figure 9.2: Kings Bay Character and Identity



9.3 Opportunities & Constraints

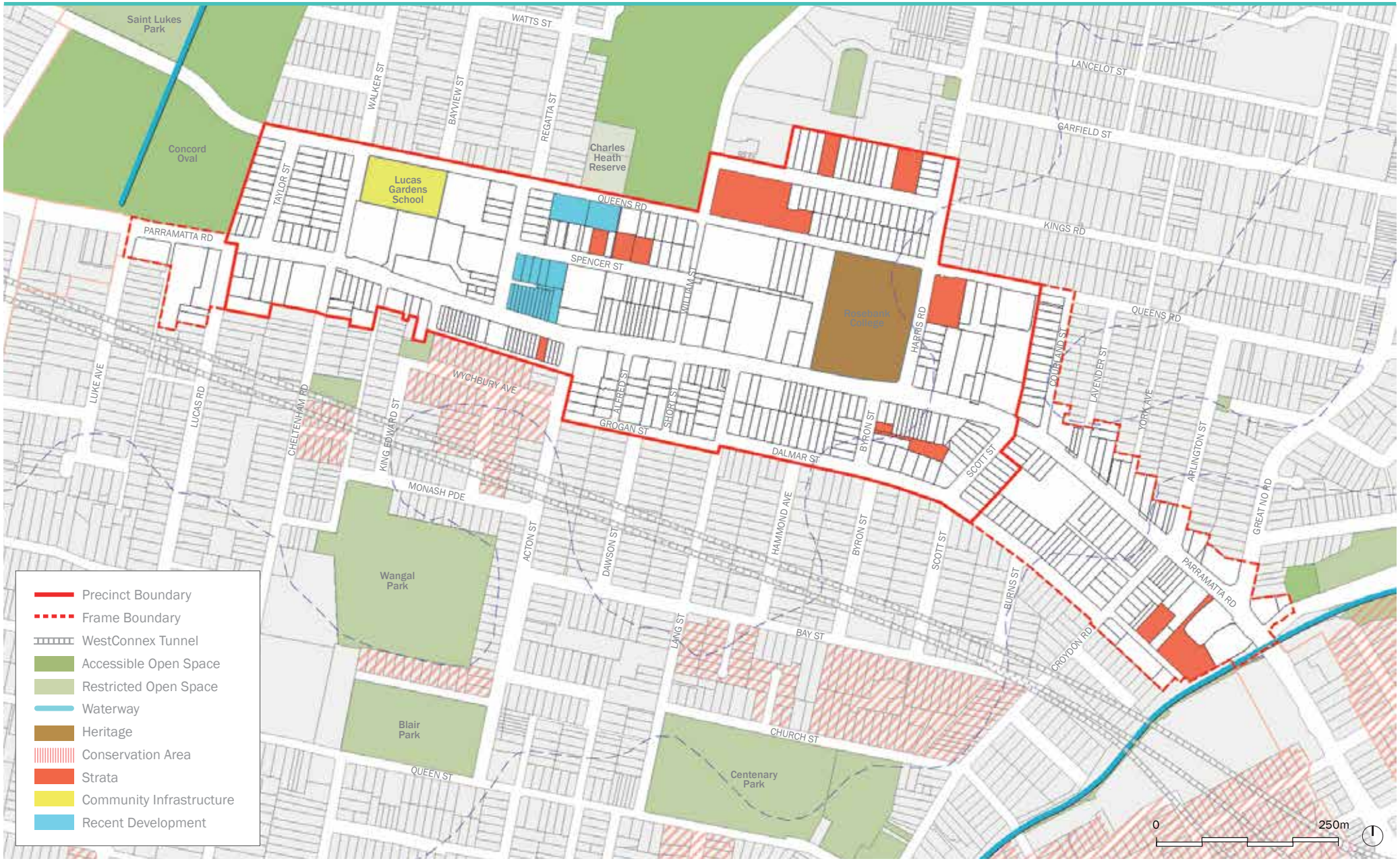
The significant opportunities to transforming Kings Bay are:

- large land holdings, generally unfragmented land and limited strata titled properties
- a grid like street pattern
- reduction in traffic volumes with the opening of WestConnex
- proximity to high amenity open space, recreation facilities and the foreshore of Sydney Harbour
- potential to enhance existing recreational opportunities and linkages for active transport and extend the existing green corridor from Hen and Chicken Bay to Parramatta Road
- potential to facilitate the relocation of the Concord Community Centre and/or Concord Library, if the circumstances are appropriate
- access to the proposed rapid transport along Parramatta Road to the City and Burwood
- enhanced links to Croydon Station to provide easier access to rail services.

The primary constraints and challenges are:

- existing high traffic volumes on key surrounding streets
- limited north – south connections across Parramatta Road, particularly for pedestrians and cyclists
- a current lack of reliable public transport along Parramatta Road
- heritage items and sensitive uses such as Rosebank College and Lucas Gardens School which require appropriate setbacks and transitions
- limited public domain with the Precinct
- limited community facilities.

Figure 9.3: Kings Bay Opportunities and Constraints



9.4 Urban Design Structure & Built Form

Vision

Kings Bay will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

Living and Working There

As industry moves west, the Precinct's traditional industrial area is declining, opening up land for transformation that can capitalise on the rapid transit connections to Sydney CBD, Burwood Town Centre and many large areas of open space.

Spencer Street will form the main street of local shops and services. A new fine grain will be introduced along Spencer Street to reinforce the local nature of the village, and provide a pedestrian focus with high amenity and low traffic. A new north-south plaza or square will connect Spencer Street to Gipps Street and the recreational facilities and foreshore just north of the Precinct.

Kings Bay offers the opportunity to be a new address for medium and high density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. Buildings will transition in height and density towards adjacent residential areas, Rosebank College and Lucas Garden School. Development south of Parramatta Road on the southern boundary will be a maximum of three – four storeys to ensure an appropriate scale to adjoining low density dwellings.

A new green link along William Street will connect to open space and the foreshore. The new regional cycleway will link Concord Road, Gipps Street , Patterson Street and Queens Road and will connect to the M4 Motorway in the west and Iron Cove and the Bay Run in the east.

Parramatta Road will be quieter, with two lanes used for public transport and significant tree planting to improve the amenity and environment.

Delivering the Vision

The vision can be realised by:

- creating a new village centre that complements but does not compete with the nearby Five Dock Town Centre
- creating high quality public areas that help to define a new character and identity for the new village centre and urban plaza or square
- improving walking and cycling paths to open space and the foreshore
- ensuring new development interfaces well with Parramatta Road and existing neighbourhoods
- opening up the views from Parramatta Road east towards open space and foreshore networks
- widening narrow roads such as William Street and minimising traffic in the surrounding streets
- creating a new separated regional cycleway along Gipps Street, Patterson Street and Queens Road from Concord Road to Henley Marine Drive, Five Dock.

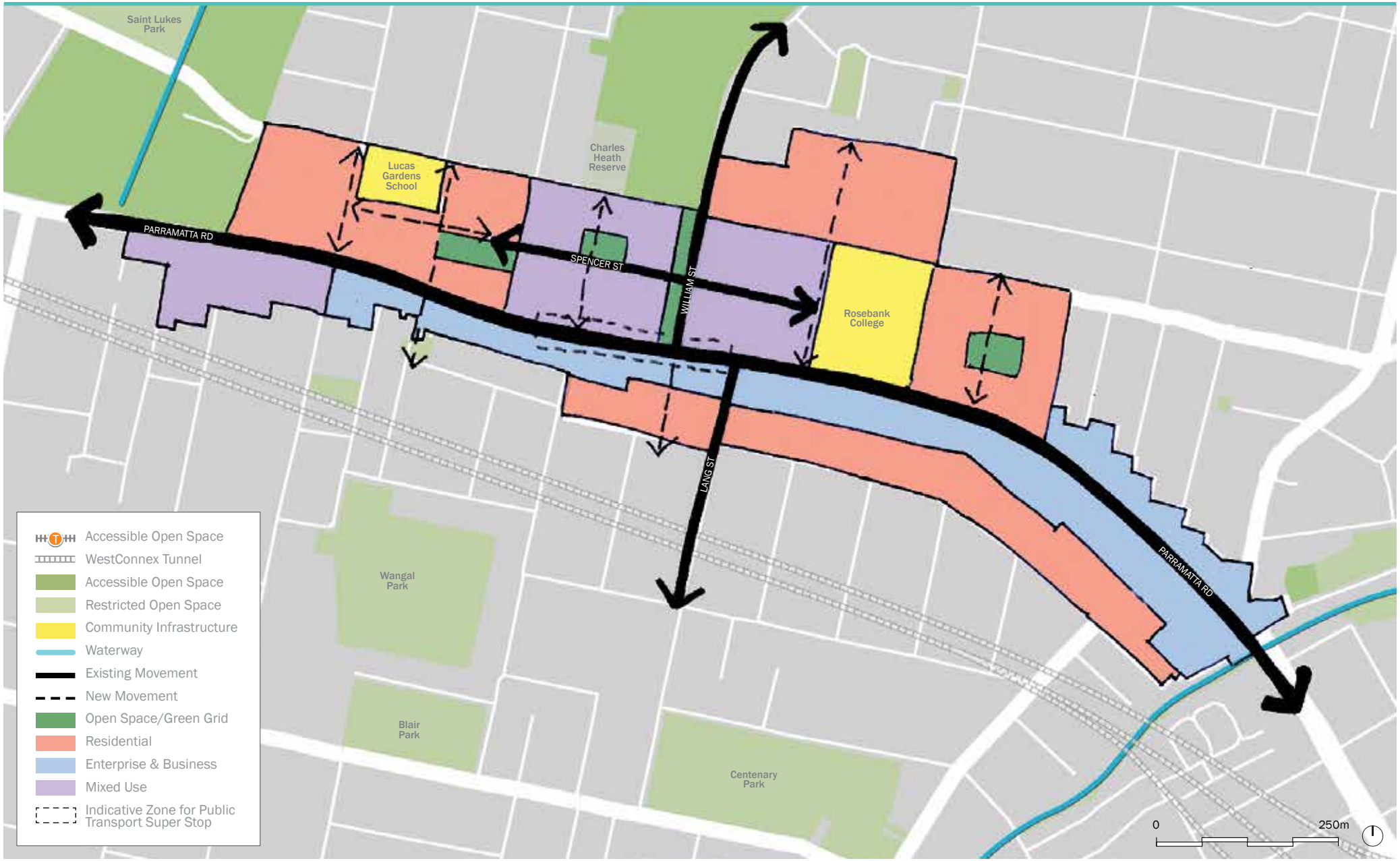
Proposed Growth Projections

	2023	2050
Population	2,740	5,170
Dwellings	1,410	2,510
Jobs	2,900	4,440

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	130,000	236,500	30,000	119,000
Frame Area	9,000	35,000	0	87,000

Figure 9.4: Kings Bay Structure Plan



9.5 Open Space, Linkages & Connections & Public Domain

New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Kings Bay Precinct. New and improved pedestrian and cyclist connections will also be provided throughout the Precinct.

A. Open Space Requirements

a. Provide a new green linear park at least 15 metres wide between Queens Road and Parramatta Road along the western side of William Street.

b. Provide a new north-south village plaza or square connecting Spencer Street to Queens Road. The exact location and configuration of the plaza/square is to be determined as part of a future planning proposal(s).

c. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 9.5 and to be determined as part of a future planning proposal(s).

d. Provision of three new synthetic multi-purpose playing fields on Charles Heath Reserve.

e. Construction of the new Inner West Central Recreation Facility to facilitate the unlocking and reconfiguration of existing sports courts and sports stadiums to provide a wider variety of open space programs.

B. Linkage and Connection Requirements

a. Wherever possible, break up long blocks with new high quality pedestrian prioritised links, and particularly where new connections facilitate access to the new local village or open space.

b. Create 'green streets' through implementation of recommended building setbacks along Parramatta Road and William Street and provision of tree planting and landscaping.

c. Construct the regional cycleway along Gipps Street, Patterson Street, and Queens Road.

d. Provide a new strategic cycle link along Walker Street to Queens Road and Barnwell Park.

e. Provide a new strategic cycle link along William Street/Short Street/Grogan Streets/Acton Street and Monash Parade to Wangal Park. Connect the new strategic cycle to existing cycle routes in Lucas Road and Princes Street.

f. Provide a cycle link along Acton Street to Queen Street to promote travel to Croydon Station.

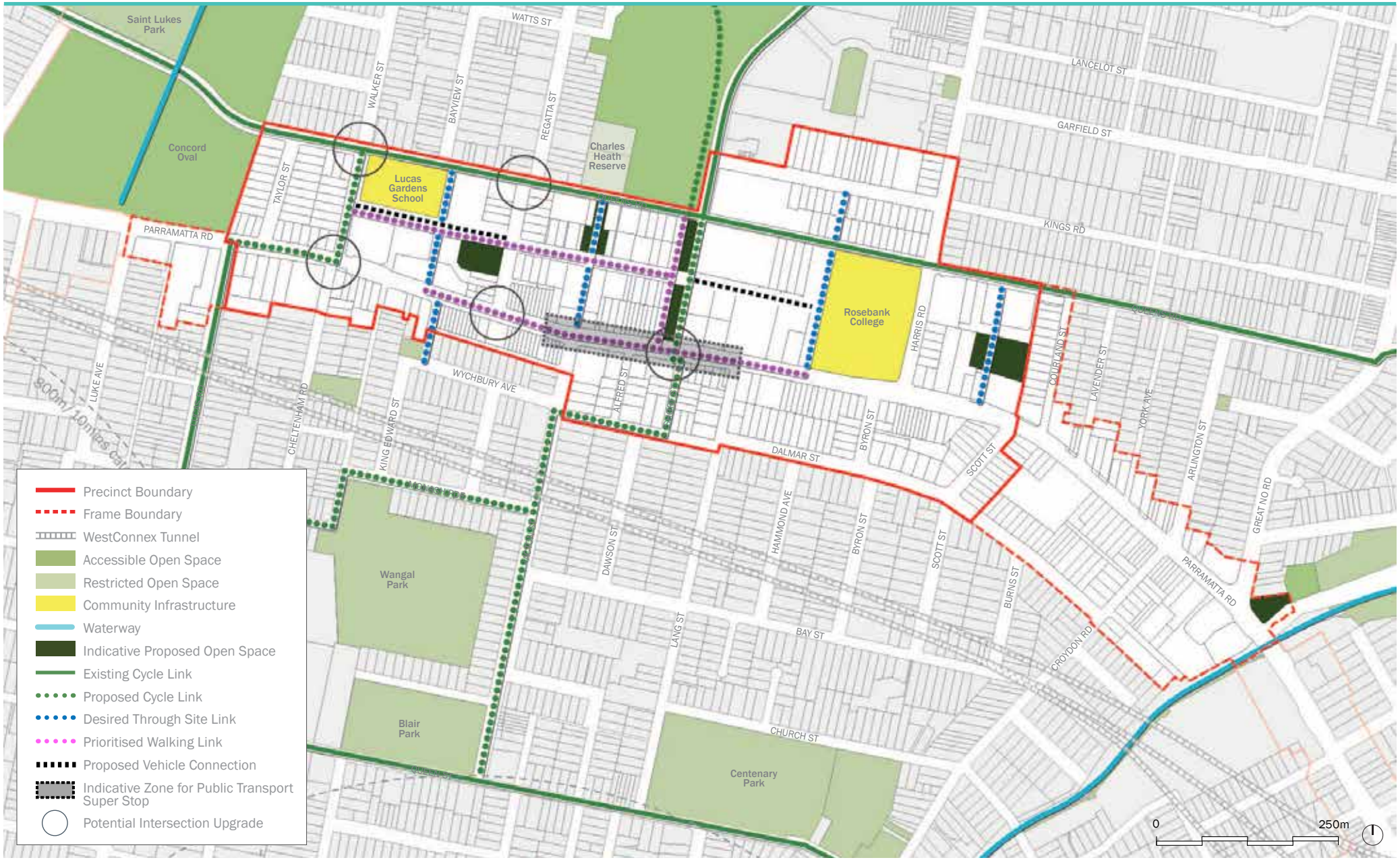
g. Improve accessibility to the Iron Cove Creek corridor including investigation into new pedestrian links.

h. Where possible, provide links that can accommodate both pedestrians and cyclists.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

Figure 9.5: Kings Bay Open Space and Active Transport



9.6 Street Function & Precinct Transport

A. Street Function Requirements

Parramatta Road will continue to be a major Movement corridor in the Burwood-Concord Precinct. Gipps Street, Shaftesbury Road and Crane Street will also function as Movement corridors.

South of Parramatta Road, Burwood Road will develop a Place for People Function, consistent with the anticipated pedestrian activity in and around the new and existing public transport and Burwood Town Centre. A pedestrian activity zone extends along Burwood Road from the southern Precinct boundary to Gipps Street.

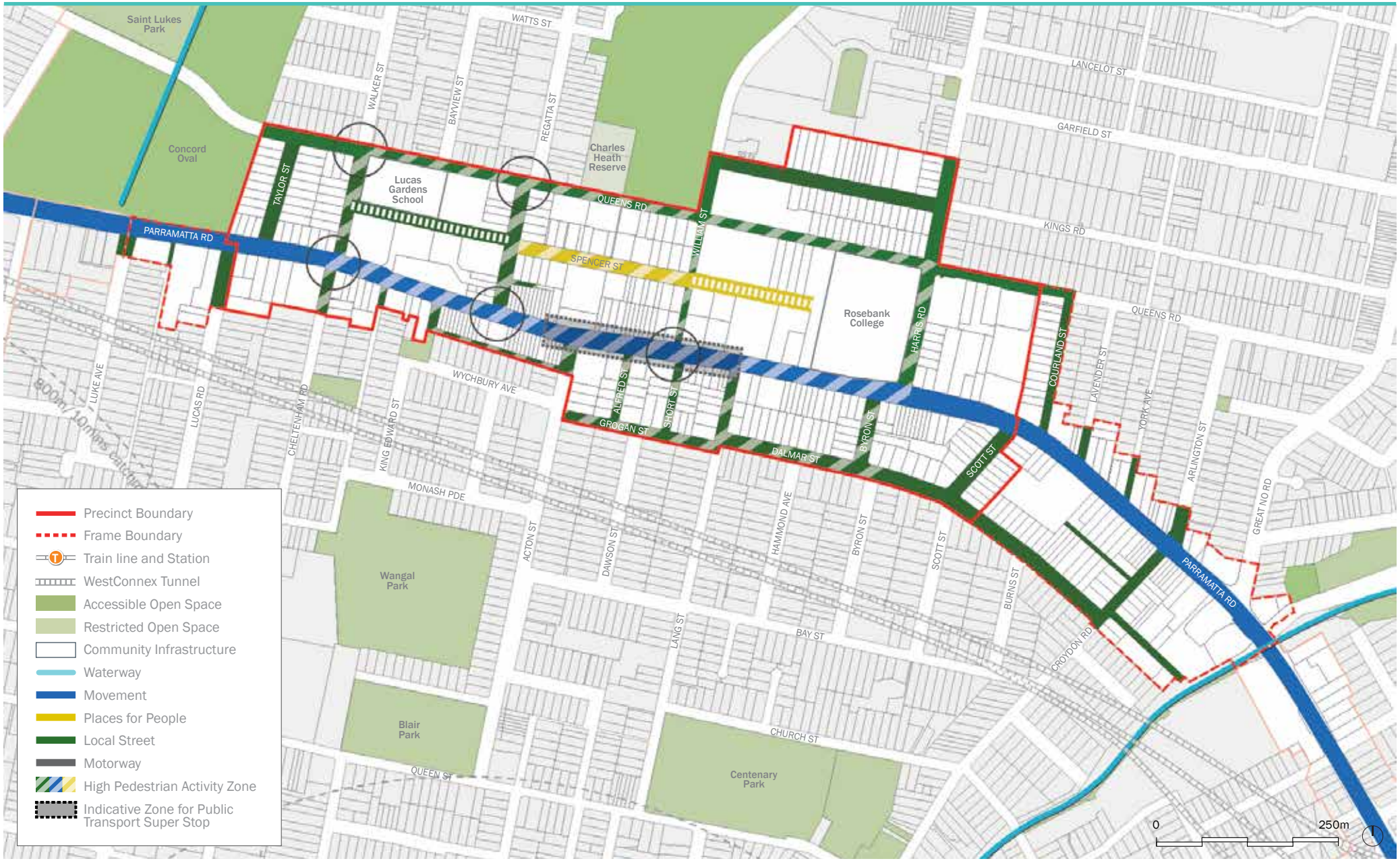
All other streets will perform a Local Street function. Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 9.6: Kings Bay Street Function



8.7 Fine Grain

The Parramatta Road Corridor Fine Grain Study, September 2016 provides a heritage character analysis of the Kings Bay Precinct and Frame Area, including the identification of all existing heritage items and conservation areas and potential additional items that should be investigated further as part of a future planning proposal(s).

A case study has been undertaken of the Precinct's southern boundary which has been identified as having a distinct character that should be retained. This transition area will provide a buffer between enterprise along Parramatta Road and the leafy residential neighbourhood to the south. The neighbourhood is dominated by red brick inter-war dwellings set back behind low fences and front gardens. The dwellings between Wychbury Avenue and Wychbury Lane have their primary address to Wychbury Avenue to the south with the majority of vehicle access occurring from Wychbury Lane at the rear (northern boundary) into garages and back yards. This laneway will serve as the primary buffer between the different land uses.

The Fine Grain requirements are identified below and could be adjusted to apply to other parts of the Precinct and Frame Area.

Fine Grain Requirements

a. Development on the southern boundary of the Precinct should be a maximum of three storeys to ensure a transition over the existing laneways to rear gardens of dwellings south of the Precinct.
b. Where possible, provide doors and windows at the ground and first floors to provide passive surveillance opportunities to Wychbury Lane.
c. Use high quality and textured materials, including brick, to complement materials used in adjoining residential dwellings.
d. Enhance the pedestrian link through King Edward Street from Wychbury Lane to Parramatta Road.
e. Future development on King Edward Street between Wychbury Lane and Parramatta Road should be oriented to address the street and existing open space. Side and rear fencing should be avoided.
f. Noise and odour emissions from non-residential uses should be minimised.

8.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 9.7.
b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting. Greater setbacks may be required where an Indicative Zone for Rapid Transit is identified.
c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 9.11 and Spencer Street as illustrated in Figure 9.10.
d. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.
e. Provide a built form transition consistent with Figure 9.9 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.
f. Provide built form transitions consistent with Figure 9.8 - Figure 9.9 to schools, heritage items and existing residential development.

B. Activity and Commercial Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 9.7.
b. At least the ground and first floor levels of development along the full length of Parramatta Road must be a non-residential use.
c. New Through Site Links, Prioritised Pedestrian Links and open space areas (including public plazas) should be lined with Active Frontages, wherever possible. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, child care centres and small kiosks/cafes should be explored.
d. An Active Frontage can be replaced with a Commercial Frontage if Council forms the view that an appropriate use is provided.
e. The ground floor level of Active and Commercial Frontages is to match the street level.
f. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.

Figure 9.7: Kings Bay Green Edge, Transitions and Active and Commercial Frontages Plan



Section 9.8: Transition to Edge

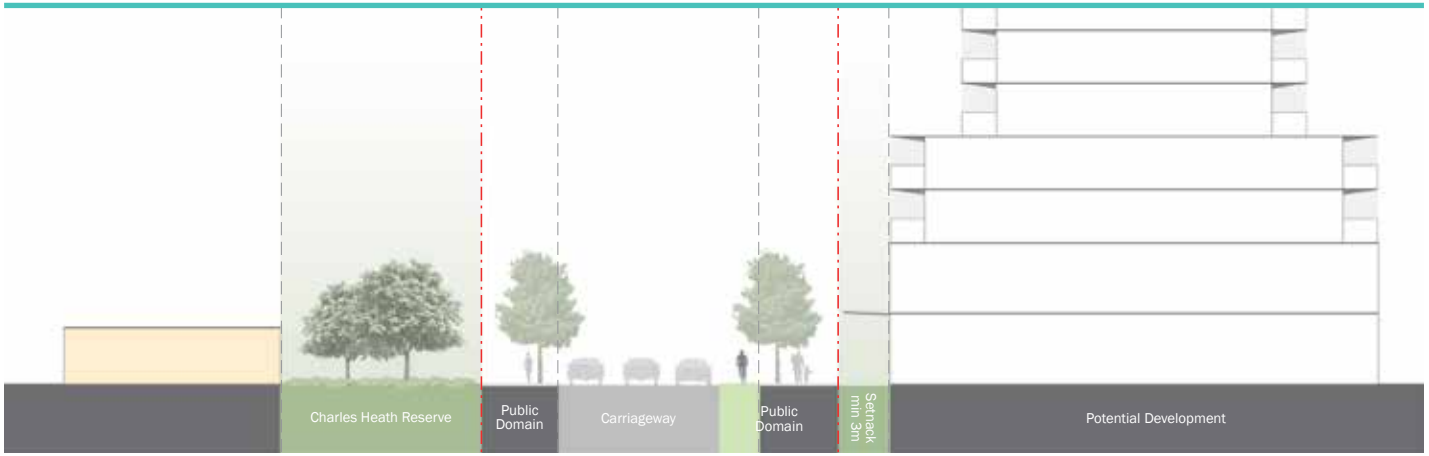
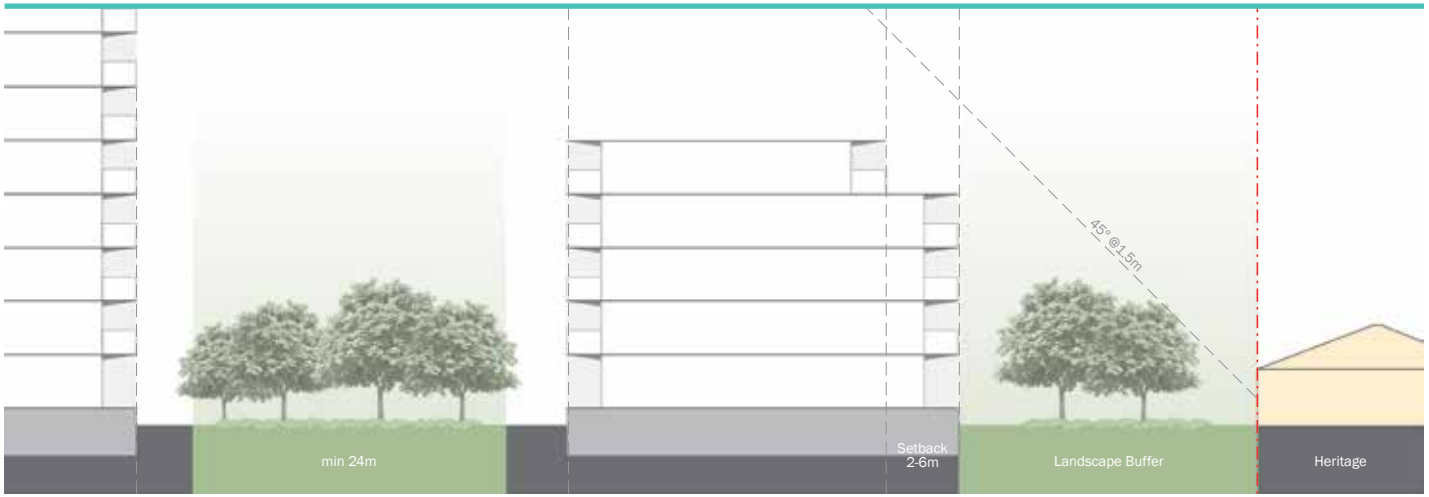


Figure 9.9: Transition to open space and public plazas



Section 9.10: Active Frontage

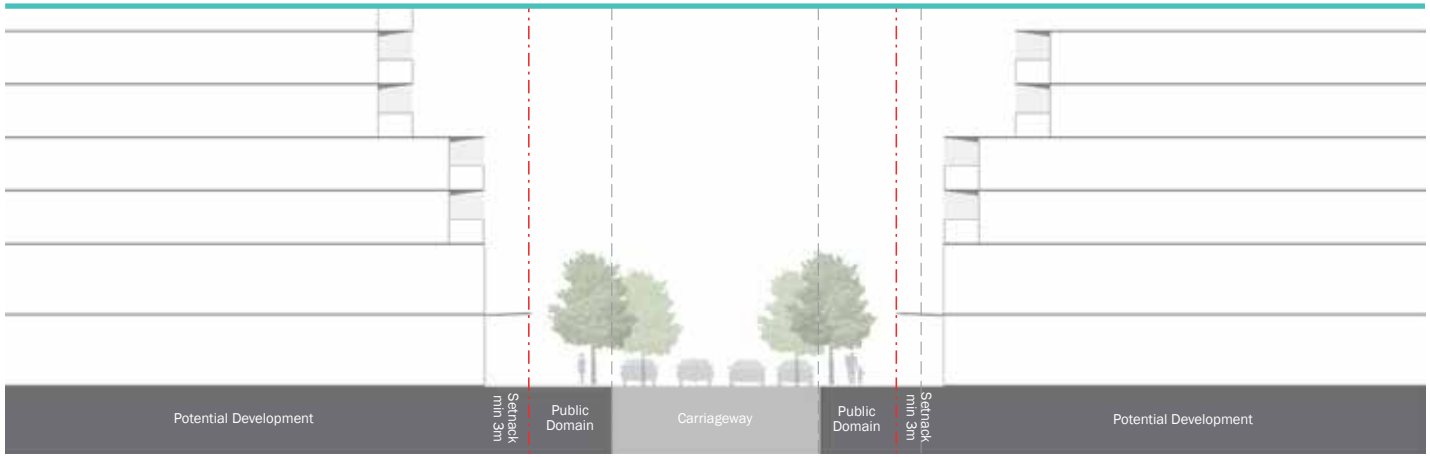
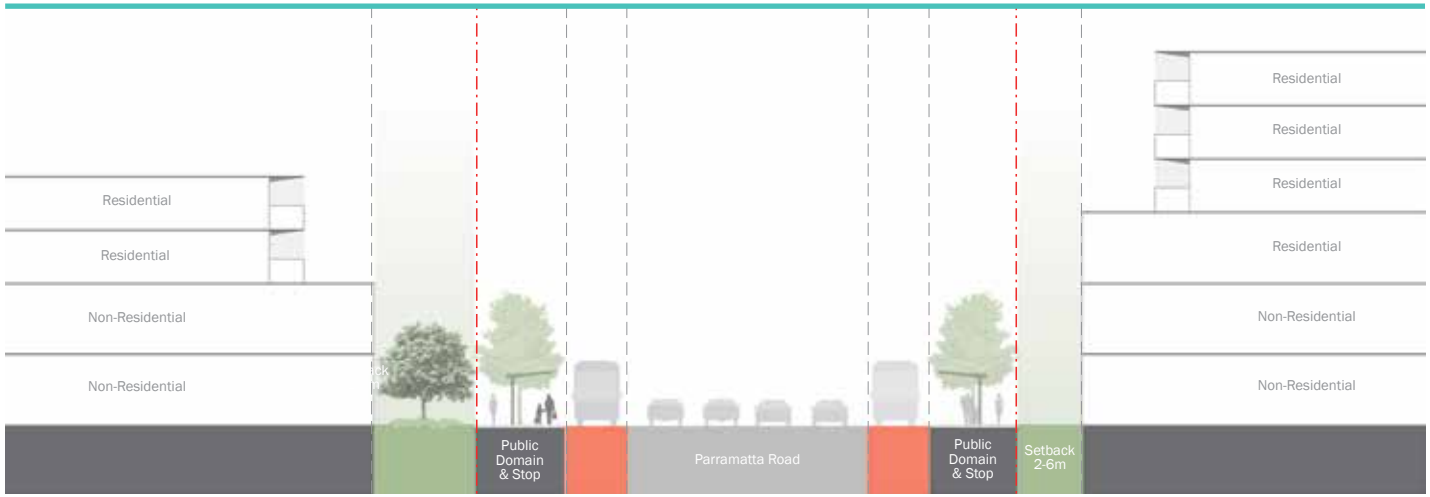


Figure 9.11: Parramatta Road



9.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Kings Bay Precinct are shown in Figure 9.12.

The recommended land uses acknowledge the emergence of a new local village in the heart of the Precinct along Spencer Street. The recommended land uses have been arranged to focus activity around Spencer Street, the new north-south linear park and the proposed location of new public transport. The extent of B4 Mixed Uses between Regatta Street and Rosebank College reflects the recommendations of the Parramatta Road Corridor Economic Analysis Report, September 2015 which recommends a limited quantum of retail to ensure that the Precinct does not compete with the established Five Dock Town Centre.

A B4 Mixed Use zone is also proposed:

a. on the Rosebank College site, consistent with the Department of Planning and Environment's local planning circular that schools should adopt the adjoining zone, and
b. land on the southern side of Parramatta Road that is in close proximity to the Inner West Recreation Facility – a range of uses should be co-located adjacent to that significant facility, and if considered appropriate should also be subject to a minimum proportion of non-residential floor space that is demonstrably viable.

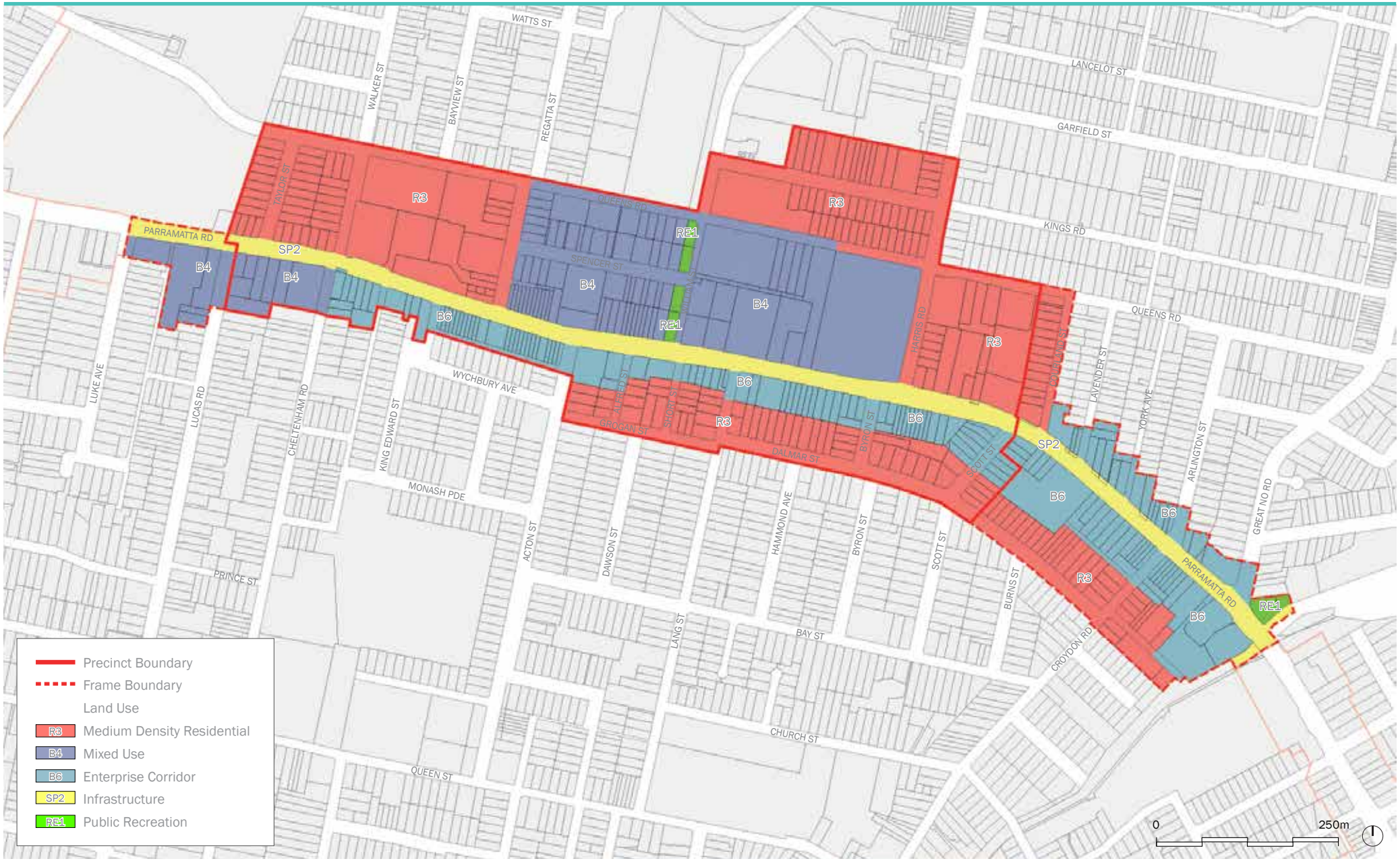
A B5 Business Development zone is recommended for most of the southern side of Parramatta Road and land on the northern side of Parramatta Road east to Courland Street. Existing urban services and employment uses need to preferably be relocated within the Precinct to continue servicing their customers, consistent with the Parramatta Road Corridor Economic Analysis Report, September 2015. Incorporating urban services into the first two levels in innovative ways similar to those delivered at East Village in Zetland and throughout Green Square and Waterloo will efficiently occupy floor space and ensure Active or Commercial Frontages are achieved.

There is the potential for upper level residential uses to be provided with the B4 Mixed Uses and B5 Business Development zones should Council determine it is appropriate and subject to ensuring good amenity is provided to new residential development within the Precinct and Frame Areas, as well as adjoining properties immediately south of the Precinct boundary.

A R3 Medium Density zone is recommended for the remainder of the Precinct and Frame Area, other than the William Street linear park and a small pocket of land immediately adjoining Iron Cove Creek.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Burwood City Council and City of Canada Bay.

Figure 9.12: Kings Bay Recommended Land Uses



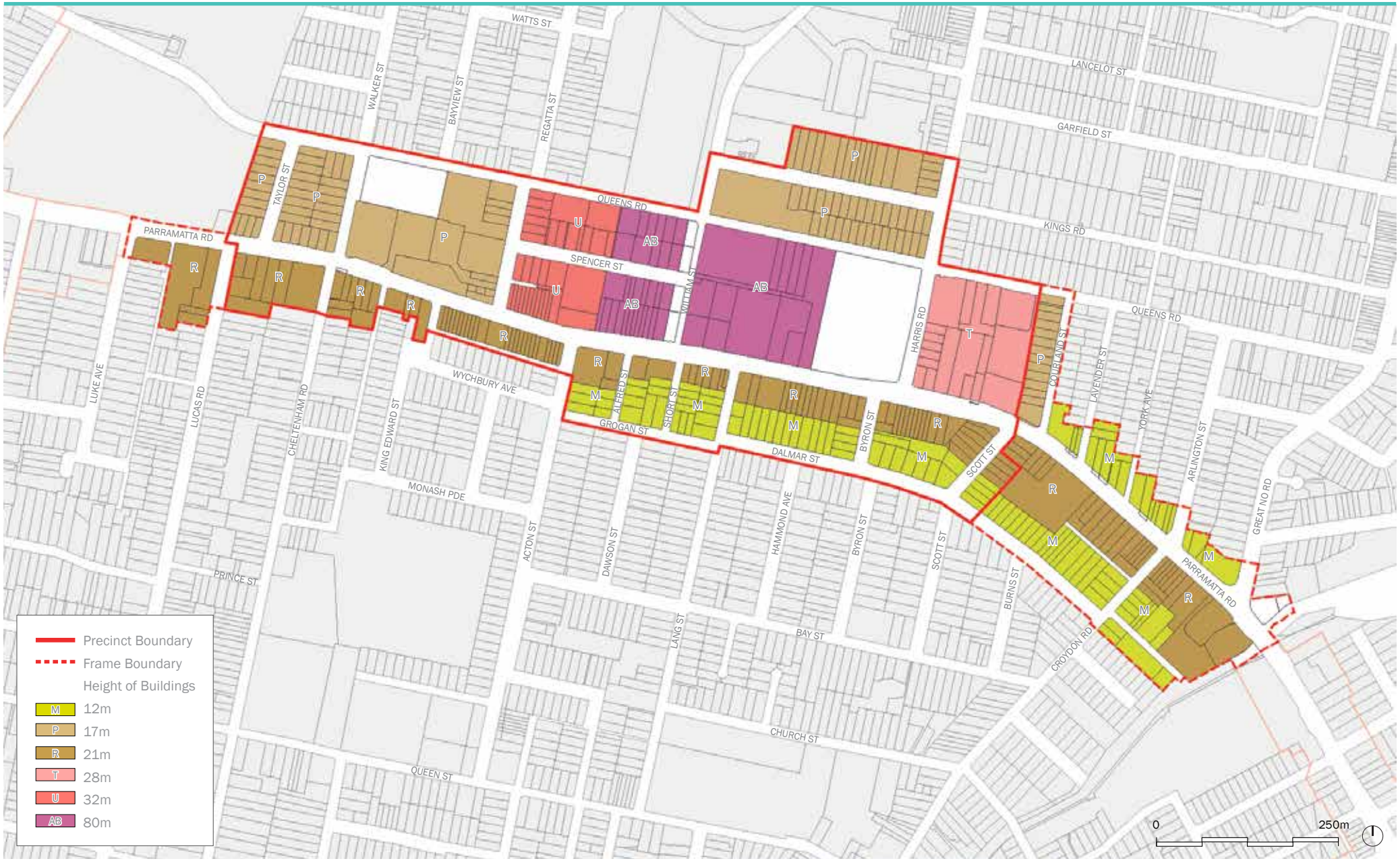
B. Building Heights

The recommended maximum building heights are shown in Figure 9.13.

The tallest buildings permitted will be located in the centre of the Precinct immediately adjoining William Street and will be up to 80 metres or 25 storeys. Building heights step down from William Street to north, east, south and west. Building heights range from 17 – 32 metres (4 – 8 storeys) in the western portion of the Precinct and 17 – 28 metres (4 – 6 storeys) in the eastern portion. Land north of Queens Road is proposed to be limited to 17 metres (4 storeys) which will enable medium density residential development to be constructed, consistent with the current zoning which will be retained.

On the southern side of Parramatta Road, increased height is provided on the main road frontage while heights are reduced towards low rise areas. Transitions in scale are provided to control overshadowing of existing residential to the south.

Figure 9.13: Kings Bay Recommended Building Heights

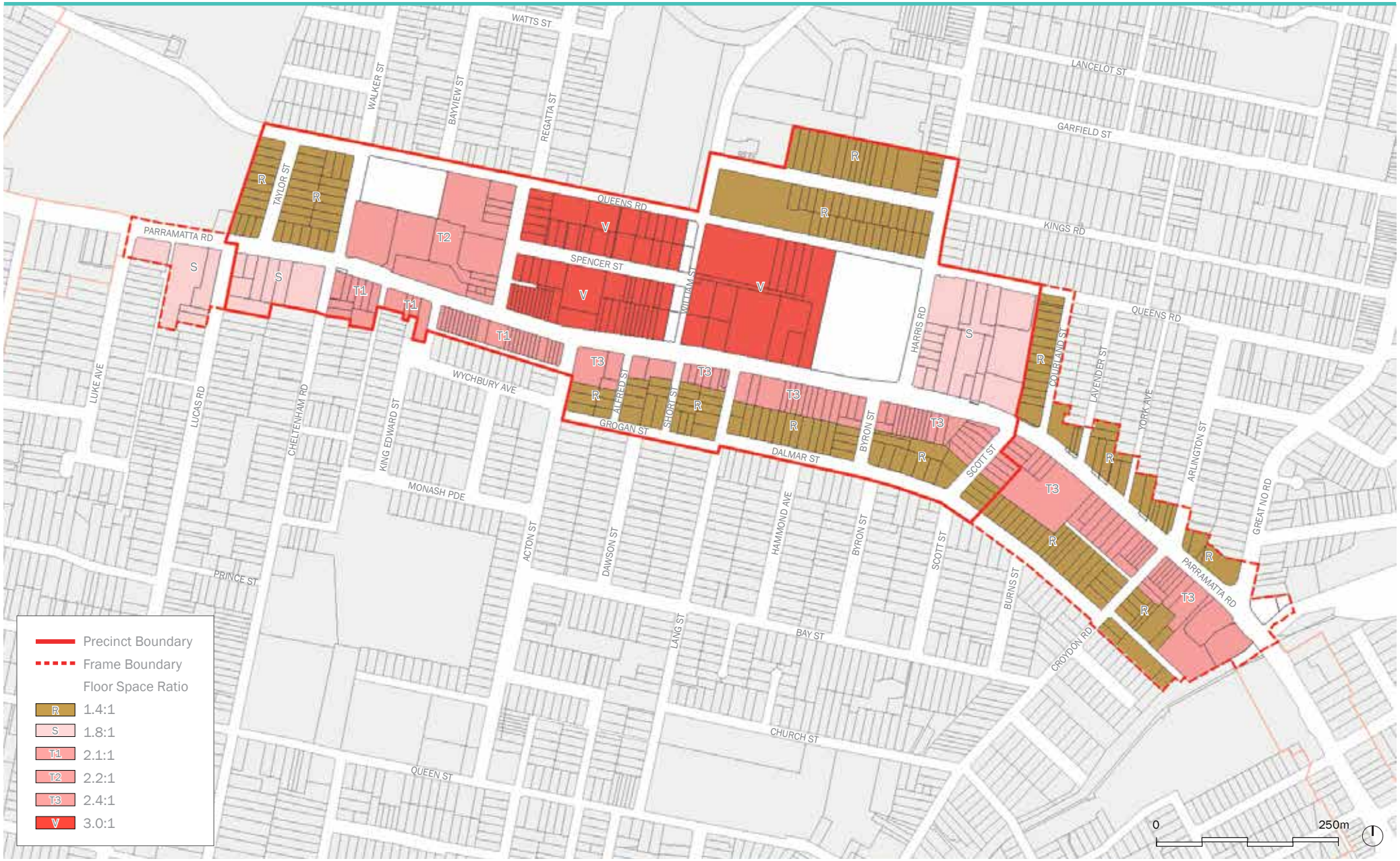


C. Densities

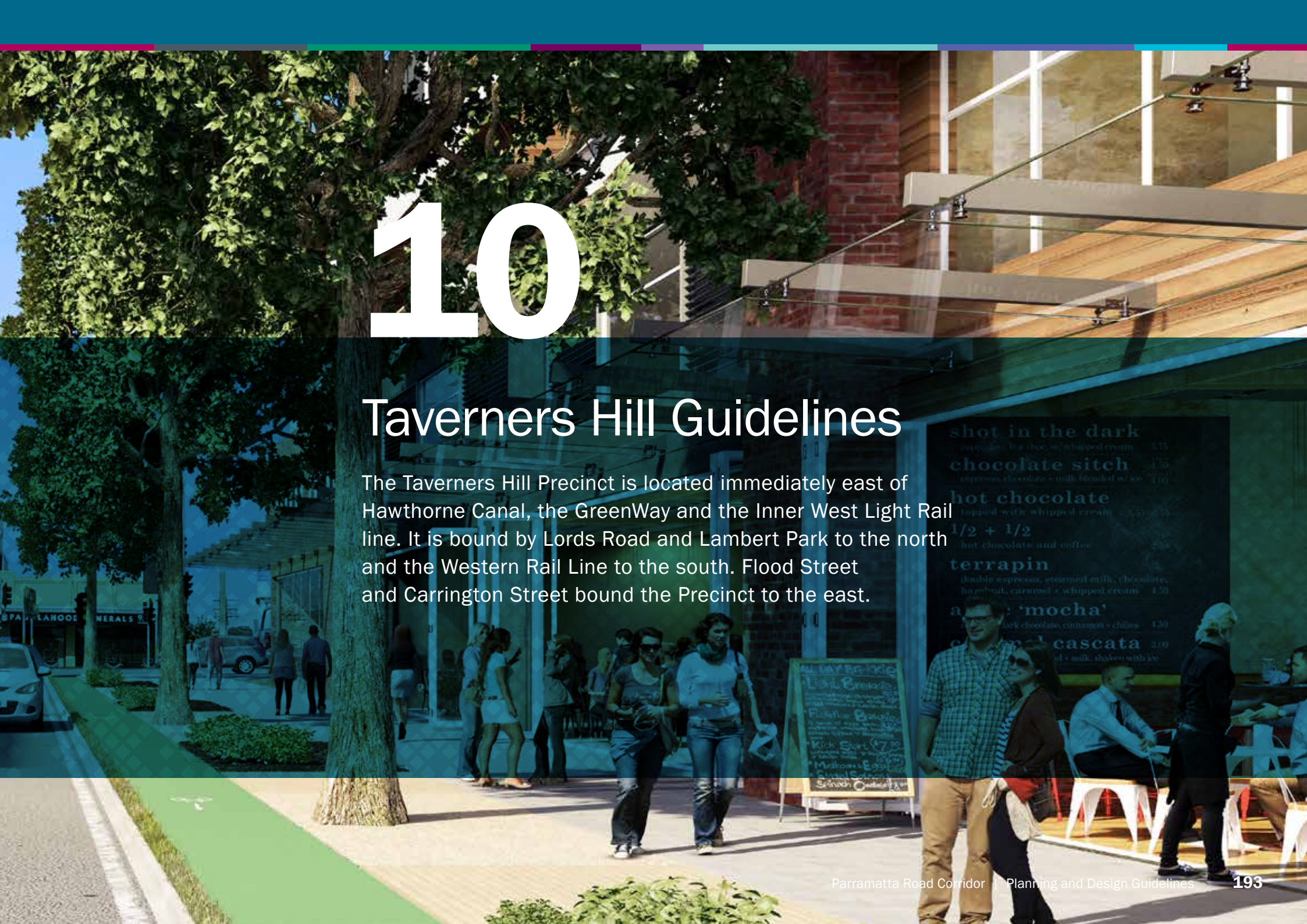
The preferred floor space ratios (FSR) are shown in Figure 9.14. The highest densities are focused around the areas of highest accessibility and amenity in the Precinct centre and are recommended based on the provision of new public transport connections, infrastructure and open space being provided in line with growth. In this location, a maximum density of 3:1 is proposed.

Densities transition towards the edges of the Precinct, particularly where they interface with existing low scale development. Densities in these locations range from 1.4:1 at the Precinct edges to 2.4:1 on Parramatta Road and in more centrally located portions of the Precinct. A FSR of 2.4:1 is recommended on land immediately fronting Parramatta Road to attract non-residential uses and urban services.

Figure 9.14: Kings Bay Recommended Densities







10

Taverners Hill Guidelines

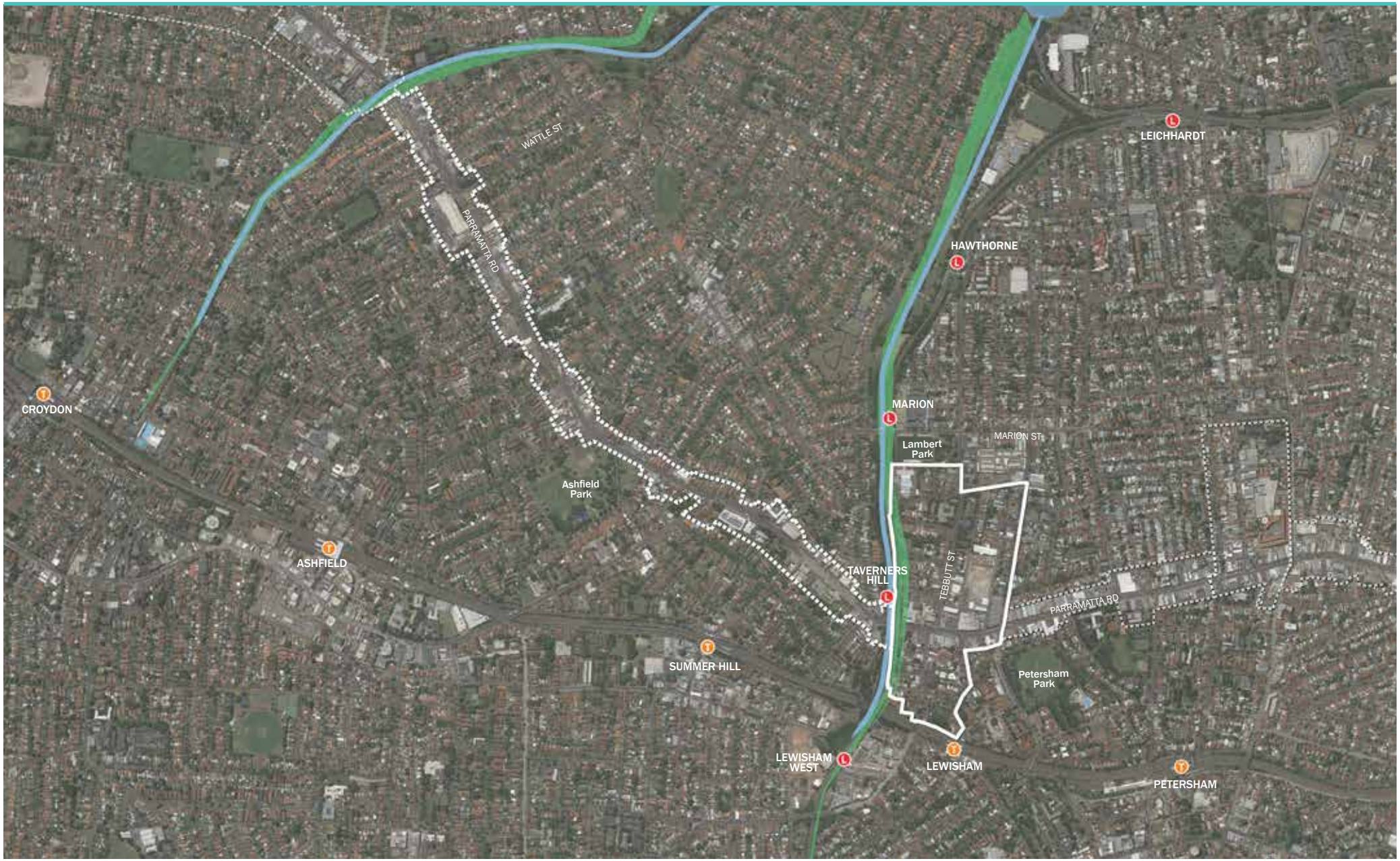
The Taverners Hill Precinct is located immediately east of Hawthorne Canal, the GreenWay and the Inner West Light Rail line. It is bound by Lords Road and Lambert Park to the north and the Western Rail Line to the south. Flood Street and Carrington Street bound the Precinct to the east.

10.1 Context

The Taverners Hill Precinct is located immediately east of Hawthorne Canal, the GreenWay and the Inner West Light Rail line. It is bound by Lords Road and Lambert Park to the north and the Western Rail Line to the south. Flood Street and Carrington Street bound the Precinct to the east.

The stretch of Parramatta Road west of Hawthorne Canal to Iron Cove Creek is classified as the Taverners Hill Frame Area.

Figure 10.1: Taverners Hill Location Plan



10.2 Existing Character and Identity

Iron Cove Creek and Hawthorne Canal form low points in this stretch of the Corridor. Flood Street is the highest point of the Taverners Hill Precinct and Frame Area.

Taverners Hill has a mixed and distinct character ranging from light industrial uses through to original workers cottages and terrace housing. Intimate and fine grained neighbourhoods are layered with a quirky and diverse range of building typologies ranging from low rise early period residential heritage dwellings to small-scale industrial building fabric. Leichhardt Marketplace is within close proximity located to the north of the Precinct.

Green amenity is provided through Petersham Park to the south, the GreenWay which is a linear landscaped spine running north south and leafy streets throughout the Precinct. The GreenWay immediately to the west, offers a regional active transport link, which is currently incomplete due to some key missing links. A new public plaza is proposed to be delivered as part of the 'Kolotex/Labelcraft' redevelopment located on George Street. Petersham Park, Lambert Park, Nura Park are located within walking distance.

Hawthorne Canal is listed on the State Heritage Register in recognition of its significance as one of the first nine purpose built stormwater drains constructed in Sydney in the 1890s, creating an artificial channel along Long Cove Creek. The State heritage listed Lewisham Sewage Aqueduct and Long Cove Creek Railway Viaducts are also located in the Precinct. Local heritage items include Kegworth Public School and individual dwellings. Whilst not a heritage item, the red Kennards Self Storage building is a prominent landmark.

The Taverners Hill Frame Area is bound by a heritage conservation area to the north for its entire length. Several heritage conservation areas are also located on the southern side of the Frame Area between Sloane Street and Dover Street, and north of Frederick Street.

Public transport services are based around Lewisham Station, Taverners Hill Light Rail Stop and Marion Light Rail Stop, all of which are in close proximity to the Precinct and give the Precinct good accessibility to surrounding areas. Bus services are also provided along Parramatta Road, Marion Street and the southern side of Lewisham Station. Bus services along Parramatta Road provide connections to major centres including Burwood / Strathfield to the west and the Sydney / CBD to the east. Bus services along Marion Street provide connections to other centres such as Five Dock and Mortlake.

Further analysis of the Taverners Hill Precinct and Frame Area is provided within the Parramatta Road Corridor Fine Grain Study, September 2016.

Figure 10.2: Taverners Hill Character and Identity

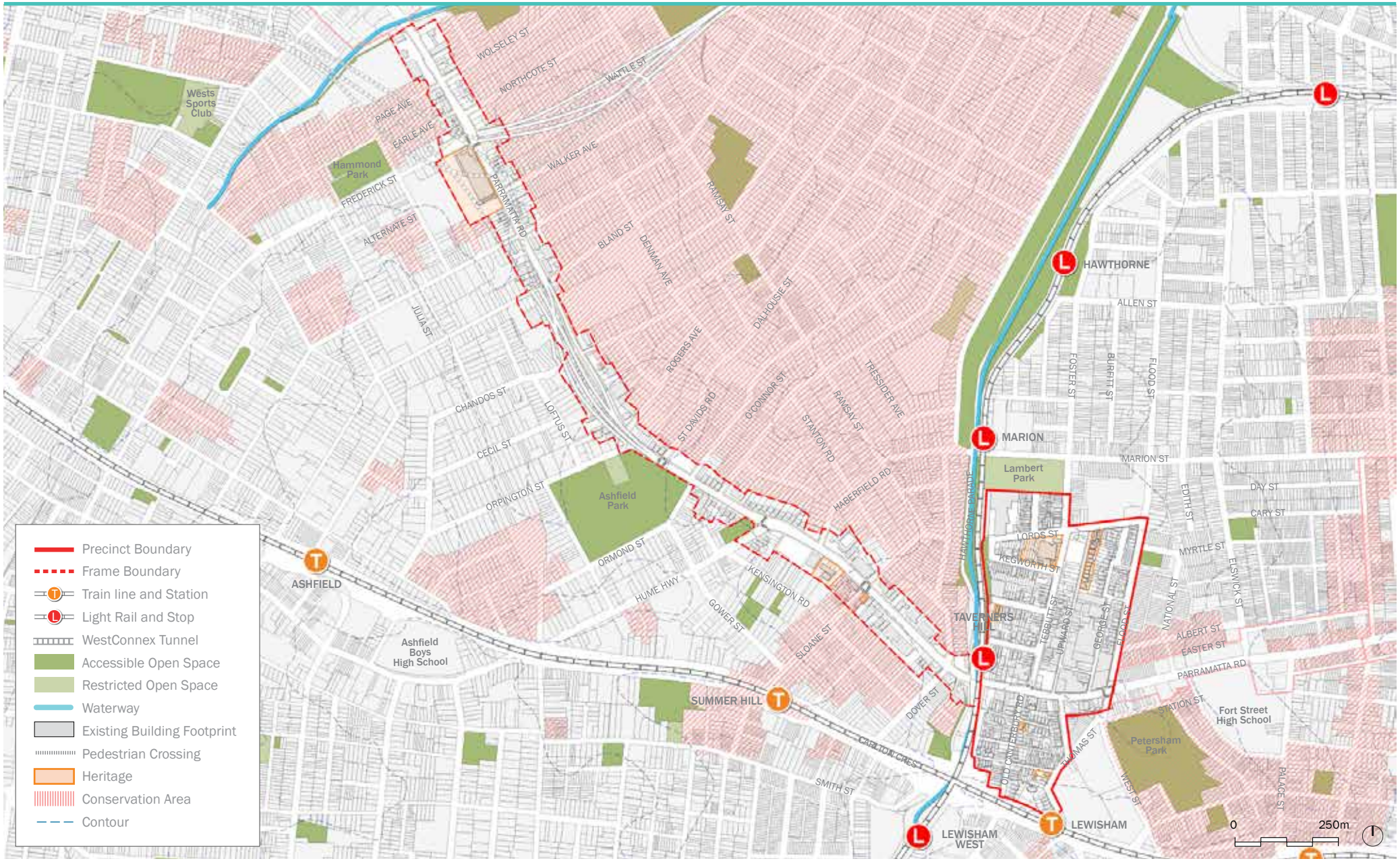


Figure 10.3: Long distance corridor view to landscape and a church steeple



Figure 10.4: Long street view along Albert Street



Figure 10.5: View looking towards the city



Figure 10.6: View looking west on Parramatta Road, to the Kennards Storage building



Figure 10.7: Taverners Hill Building Typology



10.5 Opportunities and Constraints

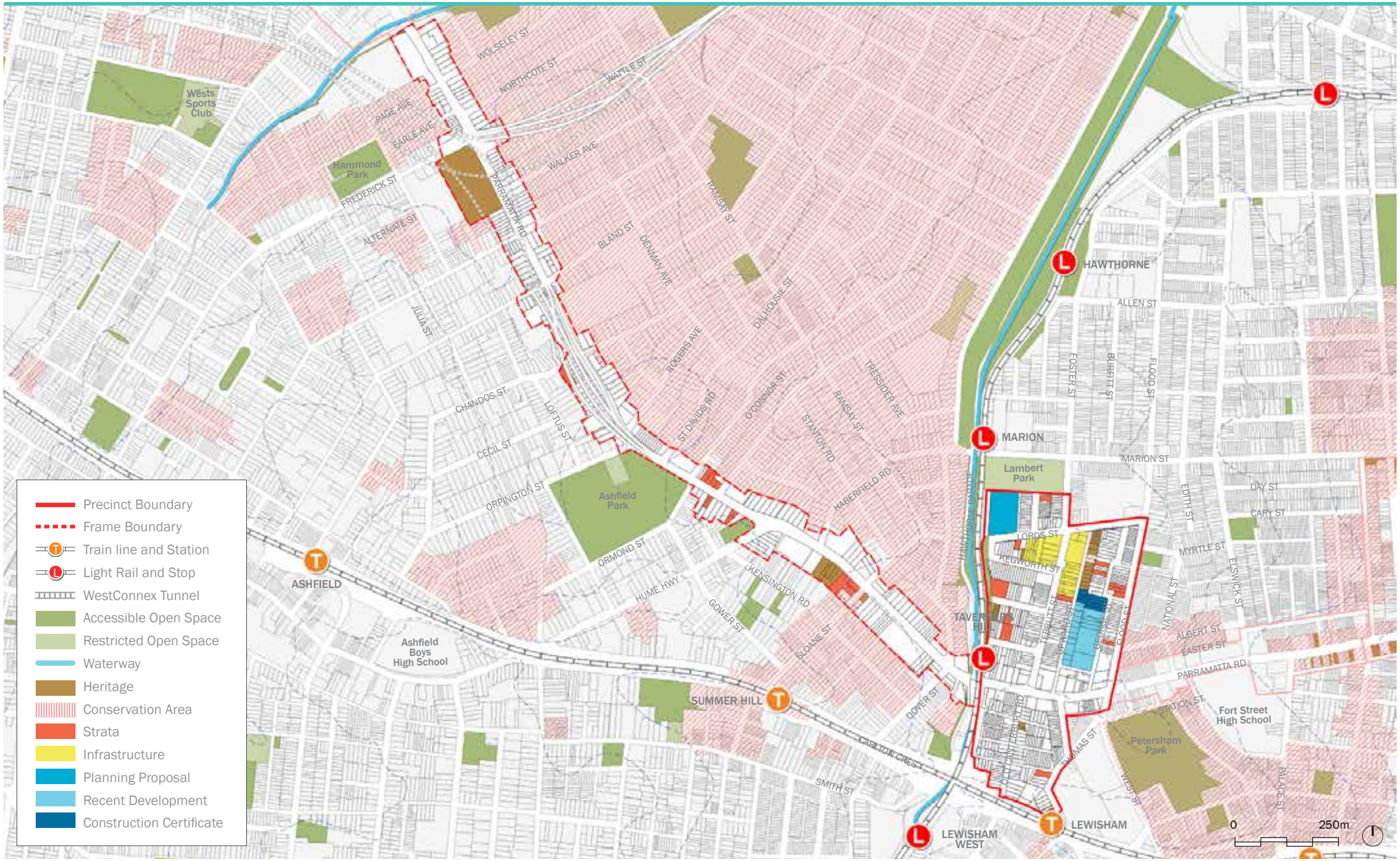
The significant opportunities presented by the Taverners Hill Precinct are:

- good access to heavy and light rail services and bus services to the CBD
- potential to develop the Precinct as a mixed use area supporting residential development and a variety of creative industries
- the Precinct benefits from good proximity to established urban activity centres such as Norton Street Leichhardt
- potential to deliver the GreenWay
- long views down Parramatta Road
- high vantage points which offer views across surrounding neighbourhoods.

The primary constraints and challenges are:

- small residential lots and fragmented ownership
- heritage limitations
- high traffic volumes along Parramatta Road, Tebbutt Street and Old Canterbury Road
- few options for traffic distribution within the Precinct and restricted access to Parramatta Road
- low levels of connectivity to adjacent neighbourhoods for non-car modes of travel
- the high cost of reconfiguring the road network and existing impermeable infrastructure such as the heavy and light rail lines to improve circulation and permeability
- lack of public open space within the vicinity of the Precinct.

Figure 10.8: Taverners Hill Opportunities and Constraints



10.4 Future Character and Identity

Vision

Taverners Hill will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and many neighbourhood parks, squares and leafy streets.

Living and Working There

Taverners Hill's existing mix of warehouse and service industries interspersed with residential dwellings will be reinforced.

Tebbutt Street will be the Precinct's main street with new residential development, including taller buildings and active ground floors focused around the light rail stop. As the Precinct's main street, Tebbutt Street will be home to new small scale shops and services that serve the local neighbourhood and do not compete with Leichhardt Marketplace, such as cafes, newsagents and the like. Creative industries and other non-residential uses will be integrated into existing and new buildings along George Street, both sides of Parramatta Road and the southern end of Tebbutt Street. A longer term opportunity also exists to establish a village character at the junction of Lords Road and Flood Street.

The leafy, residential and low scale characters south of Parramatta Road in the 'North Lewisham' area and north of Parramatta Road between Hathern Street and Lords Roads will be preserved including the pattern of grain, building typology and historic housing character. The established residential character of low scale workers cottages, detached houses and existing property setbacks of the area will be protected and preserved. Any small scale development that interfaces with Kegworth Public School will be appropriately scaled to ensure it limits overshadowing and overlooking into the School.

The GreenWay will be enhanced with better links under Parramatta Road and Longport Street. New east-west connections will make it easier to walk around and access public transport.

Delivering the Vision

The vision can be realised by:

- positioning Taverners Hill as a transit oriented development to capitalise on the existing rail service provision and the rapid transit network along Parramatta Road
- encouraging appropriately scaled residential uses and a mix of employment and non-residential uses and a variety of creative industries
- retaining the heritage and fine grain industrial character and appropriately transitioning new, higher-density development to existing areas and conservation areas
- providing clearly defined, high quality and safe pedestrian and cycling linkages to both light and heavy rail stations and across Parramatta Road
- enhancing access to open space areas to the north, the GreenWay as well as Leichhardt (Norton Street) in the east
- creating pockets for urban spaces and high pedestrian activity by introducing new laneways and pedestrian prioritised linkages which enhance permeability, provide activated streetscapes, and link new developments, key uses and activities across the Precinct
- completing missing links along the GreenWay at Parramatta Road and Longport Street
- designing for the impact of major through-traffic roads
- addressing aircraft noise.

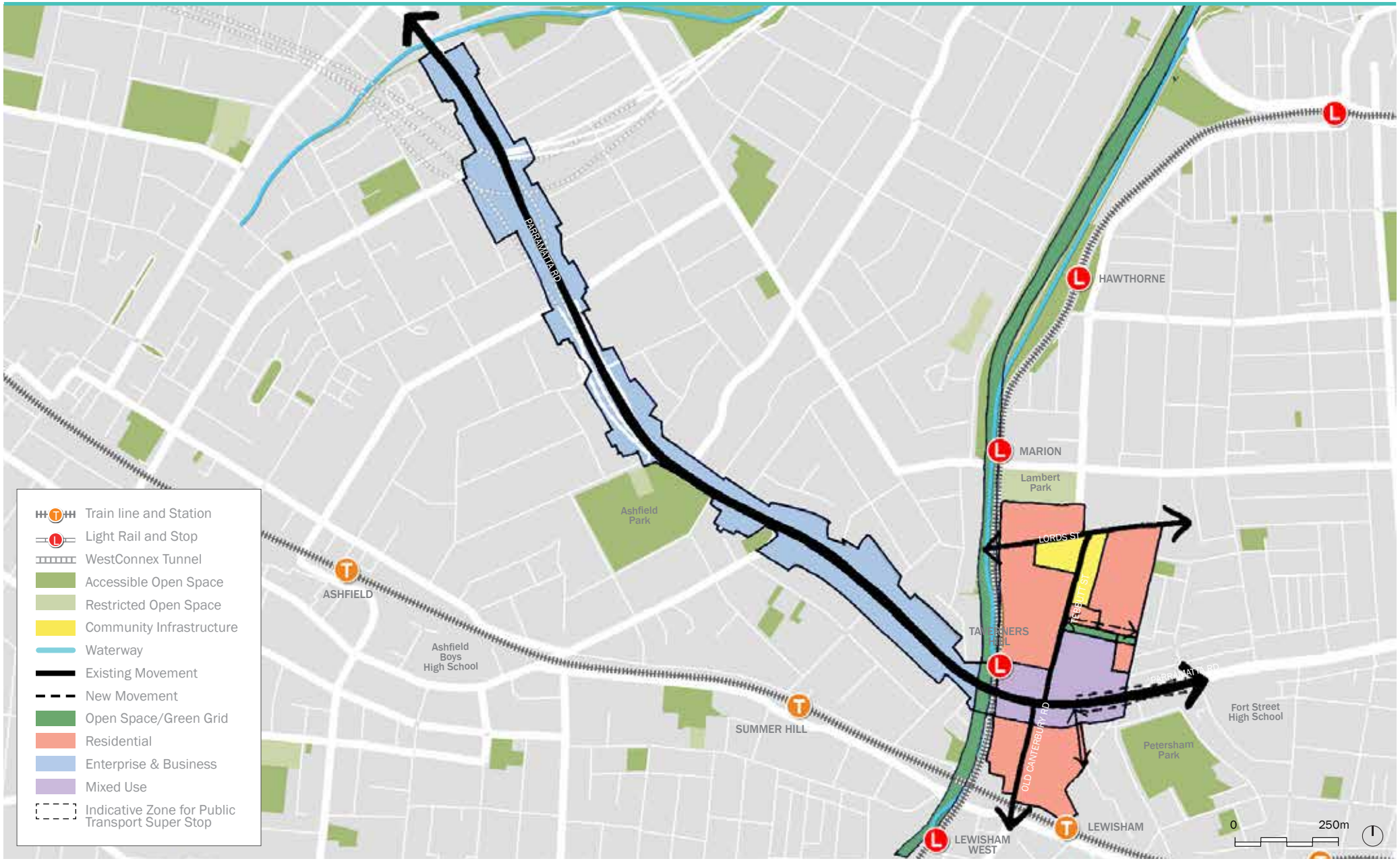
Proposed Growth Projections

	2023	2050
Population	900	3,265
Dwellings	451	1,350
Jobs	3,720	4,110

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M^2)		EMPLOYMENT GFA (M^2)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	47,000	170,000	35,000	35,000
Frame Area	0	0	0	315,000

Figure 10.9: Taverners Hill Structure Plan



10.5 Open Space, Linkages and Connections and Public Domain

The public open space network will be achieved by embellishing and completing missing links along the Greenway. Opportunity exists to create a series of small laneways and open spaces south of Parramatta Road to provide a vibrant public domain.

North-south 'green lungs' perpendicular to Parramatta Road will contribute towards the leafiness that is already well established in parts of the Precinct.

A. Open Space Requirements

a. Provide a new urban plaza or park midway along Tebbutt Street to Flood Street.

b. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.

c. Rethink the design and security arrangements of Kegworth Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).

d. Promote roof top communal open space.

B. Linkage and Connection Requirements

a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.

b. Provide a new east-west link on Nestor Lane to connect Carrington Street, Old Canterbury Road and Brown Street and improve east-west access to the GreenWay.

c. Break up long blocks between Tebbutt Street and George Street to provide high quality pedestrian-prioritised links that improve permeability and create a connected network of open spaces, linkages and connections.

d. Prioritise Lords Road, Tebbutt Street north of Parramatta Road and Carrington Street for pedestrians.

e. Strengthen the distinct laneway character of George Street and Upward Street, while also improving safety and amenity.

f. Promote Flood Street as the one of the primary pedestrian and cycle connections, between Petersham Park and Lewisham Station to the south, and MarketPlace Leichhardt to the north.

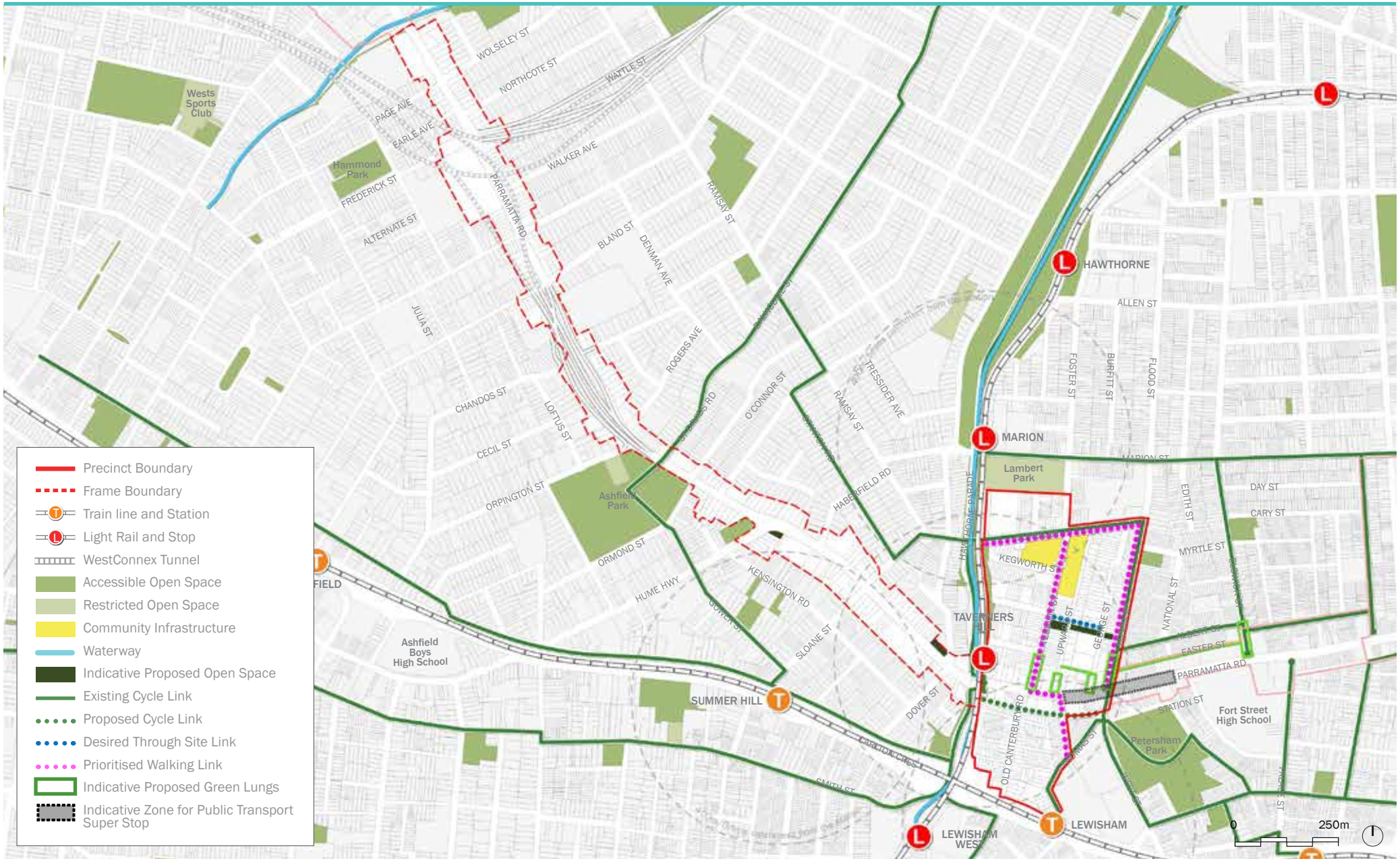
g. Improve the pedestrian amenity on Parramatta Road to achieve a high pedestrian activity area.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

b. Street trees along should be protected and enhanced.

Figure 10.10: Taverners Hill Open Space and Active Transport



10.6 Street Function and Precinct Transport

A. Street Function Requirements

Through the western Frame Area from Iron Cove Creek to Hawthorne Canal, Parramatta Road will perform a Movement function, East of Hawthorne Canal, it will take on a Vibrant Street function.

All other streets through the Precinct and Frame Area will perform a Local Street function. Any new streets or laneways will also perform a Local Street function.

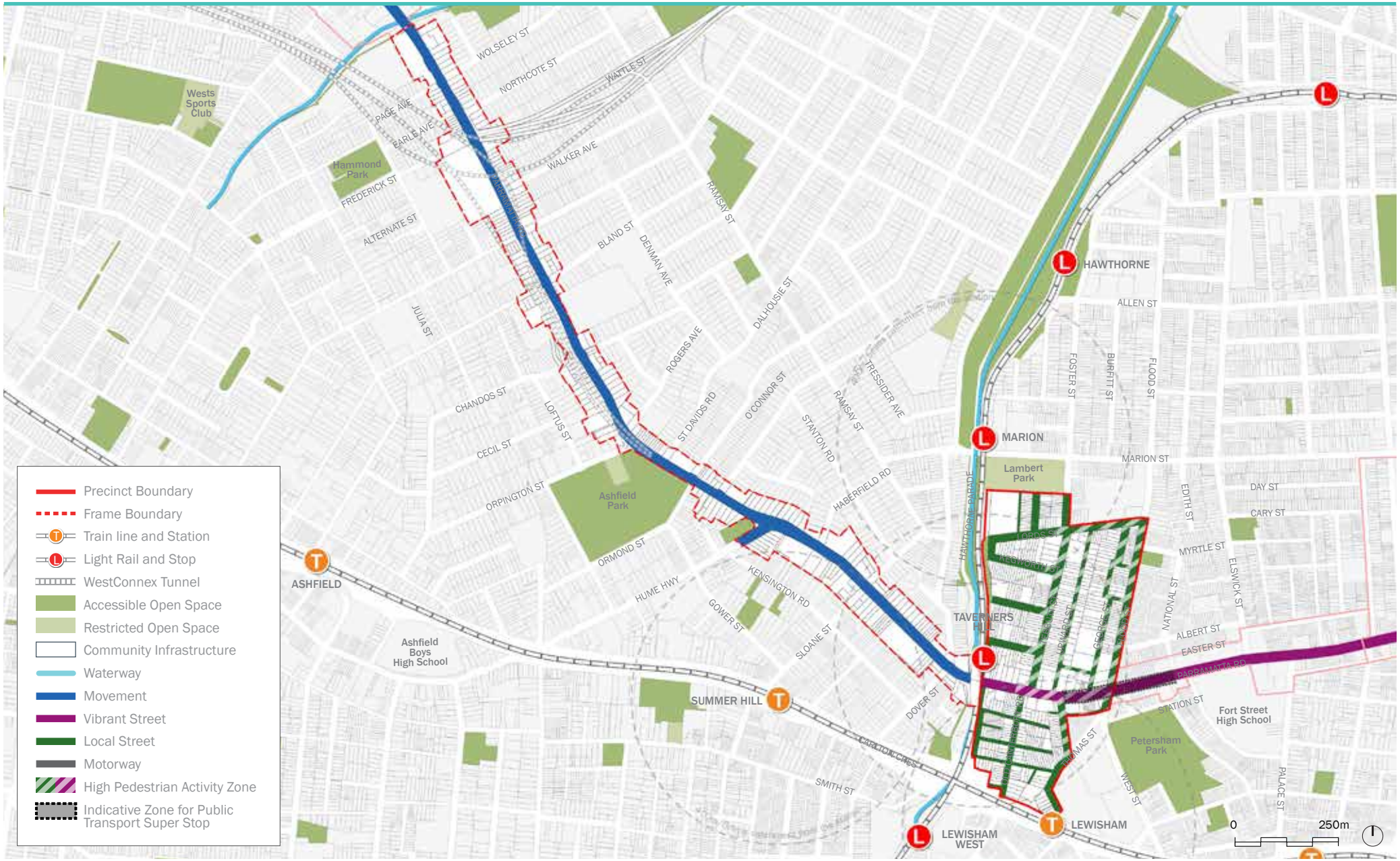
Land bound by Lords Road, Flood Street, Thomas Street and Tebbutt Street will be a high pedestrian activity zone.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 10.11: Taverners Hill Street Function

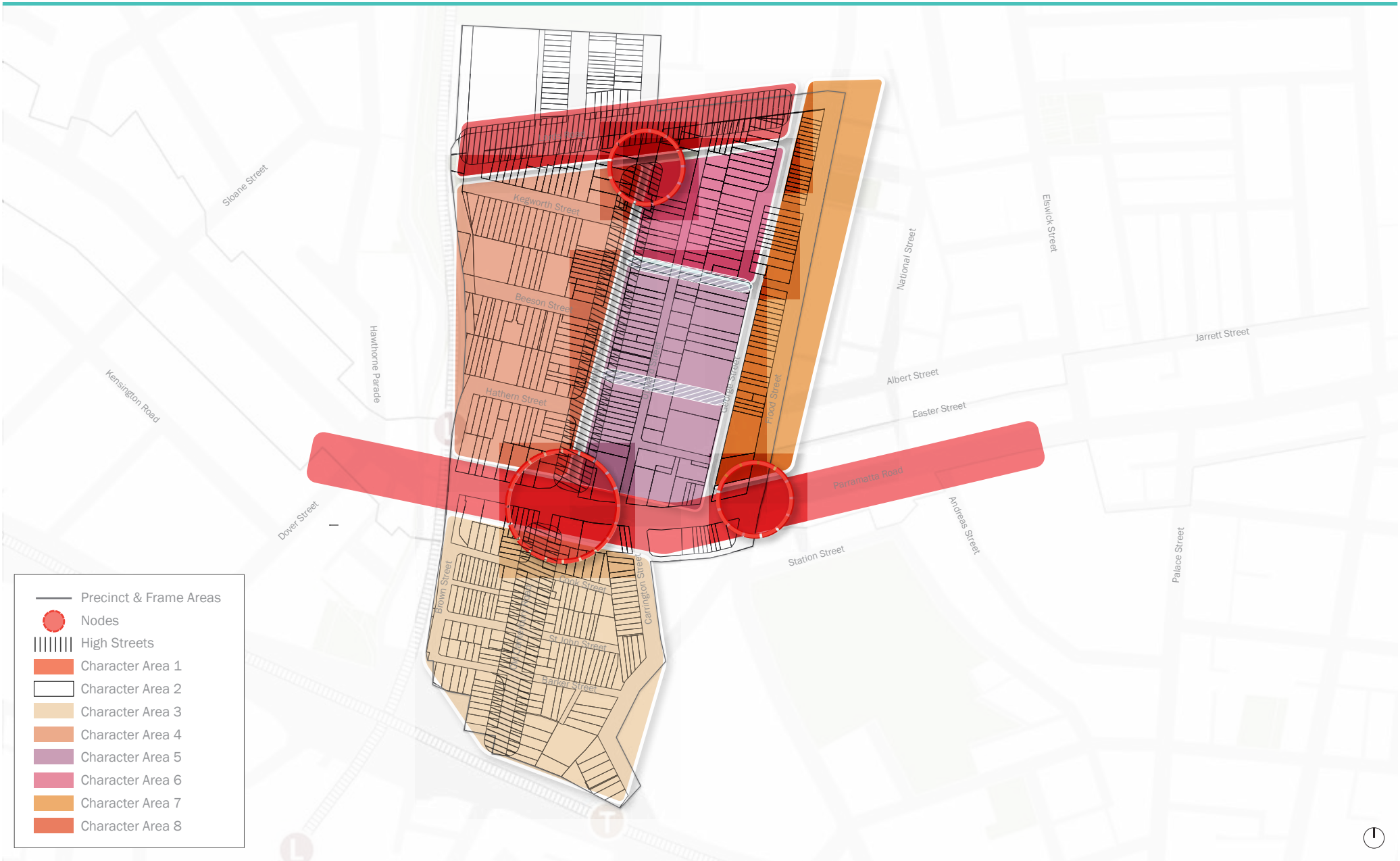


10.7 Fine Grain

Fine Grain Requirements

a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 10.12.

Figure 10.12: Taverners Hill Local Character Areas Zones



10.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones

A. Setback and Transition Requirements

a. Green Edge setbacks are to be provided in the locations illustrated in Figure 10.13.

b. Maintain and reinforce a zero lot setback to Parramatta Road east of Hawthorne Canal. A zero lot setback is not required where an Indicative Zone for Rapid Transit is identified.

c. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 10.16.

d. Reinstate the zero lot setback to Tebbutt Street through all new development. Setbacks should only be provided at the intersection of Tebbutt Street and Parramatta Road to amplify the prominence of Precincts entry.

e. Upper level setbacks may be provided on deep blocks on Parramatta Road, Tebbutt Street and elsewhere throughout the Precinct so long as the predominant 2-3 storey street wall is preserved in the location identified by the Parramatta Road Corridor Fine Grain Study, September 2016.

f. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.

g. Provide a built form transition consistent with Figure 10.14 to edge of Precinct.

h. Provide a built form transition consistent with Figure 10.15 to heritage items and heritage conservation areas.

B. Active Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 10.13.

b. At least the ground floor level of development along the full length of Parramatta Road must be provided as a non-residential use.

c. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.

d. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connections.

e. Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.

f. The ground floor level of Active and Commercial Frontages is to match the street level.

g. Provide consistent paving, street furniture, signage, planting and lighting along Active and Commercial Frontages.

Figure 10.13: Taverners Hill Green Edge, Transitions and Active and Commercial Frontages Plan

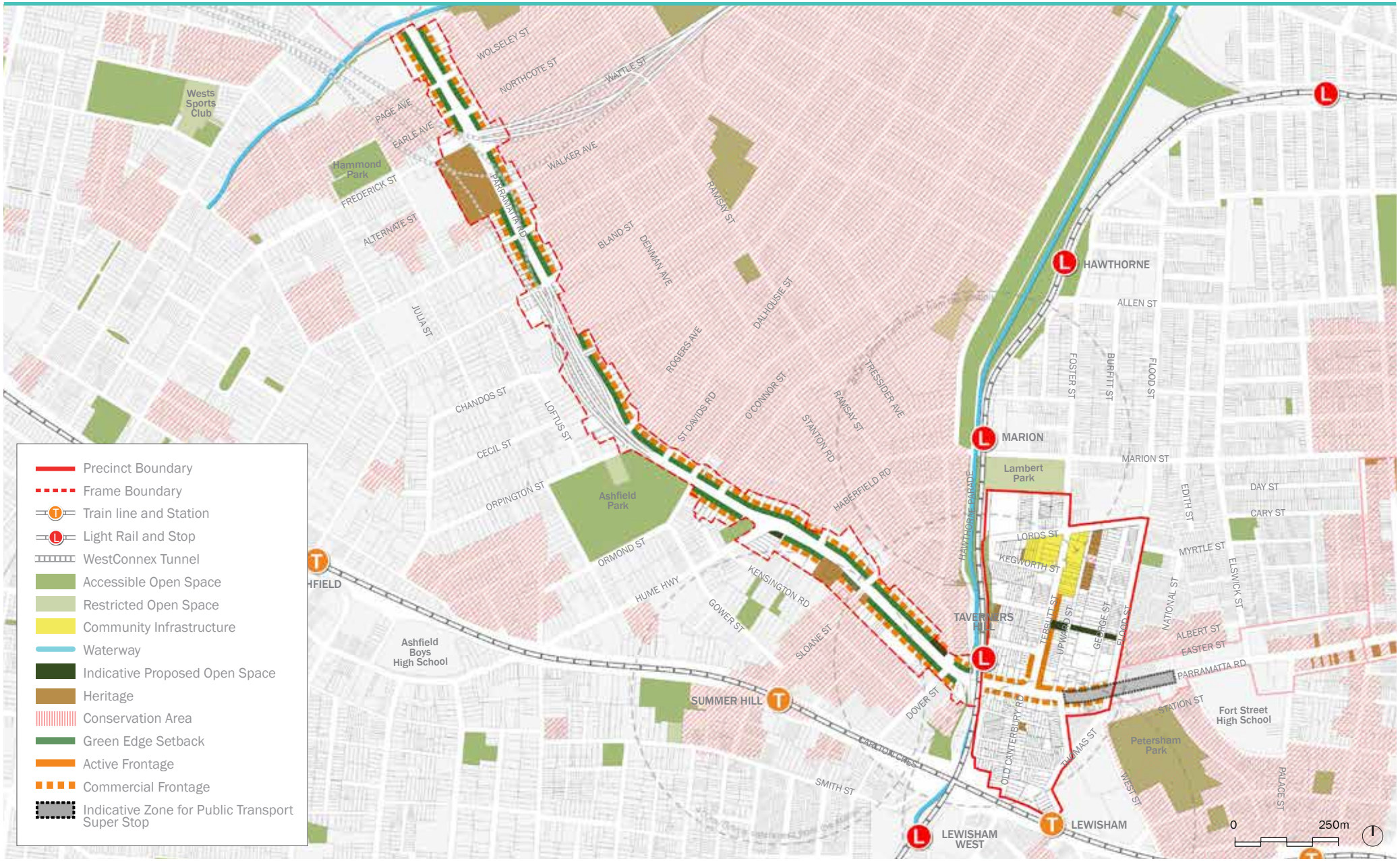


Figure 10.14: Transition to edge of Precinct

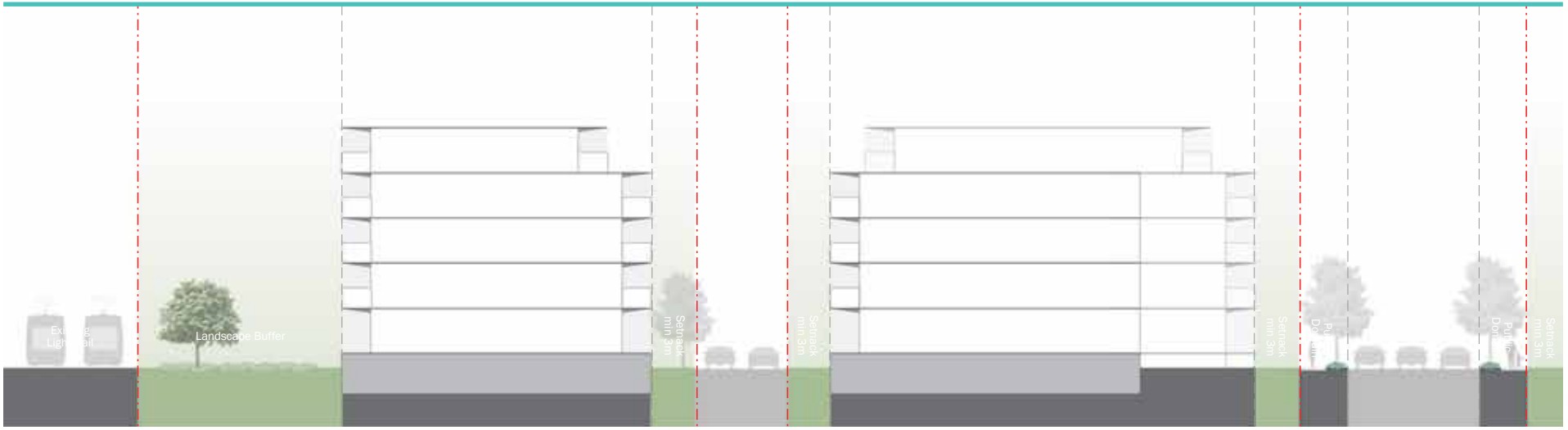


Figure 10.15: Transition to Heritage

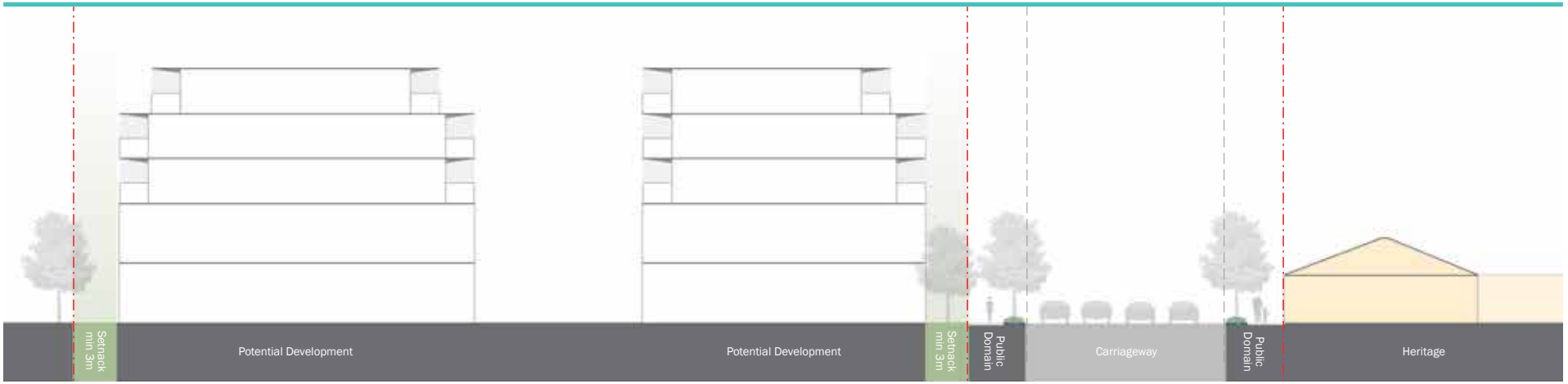
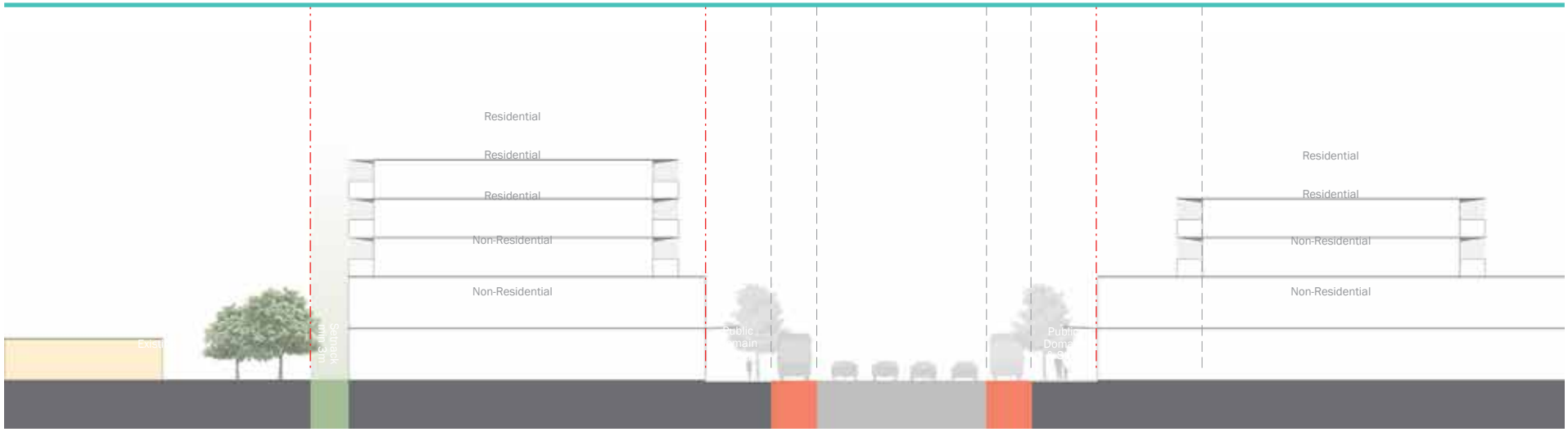


Figure 10.16: Parramatta Road



10.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Taverners Hill Precinct and Frame Area are shown in Figure 10.17.

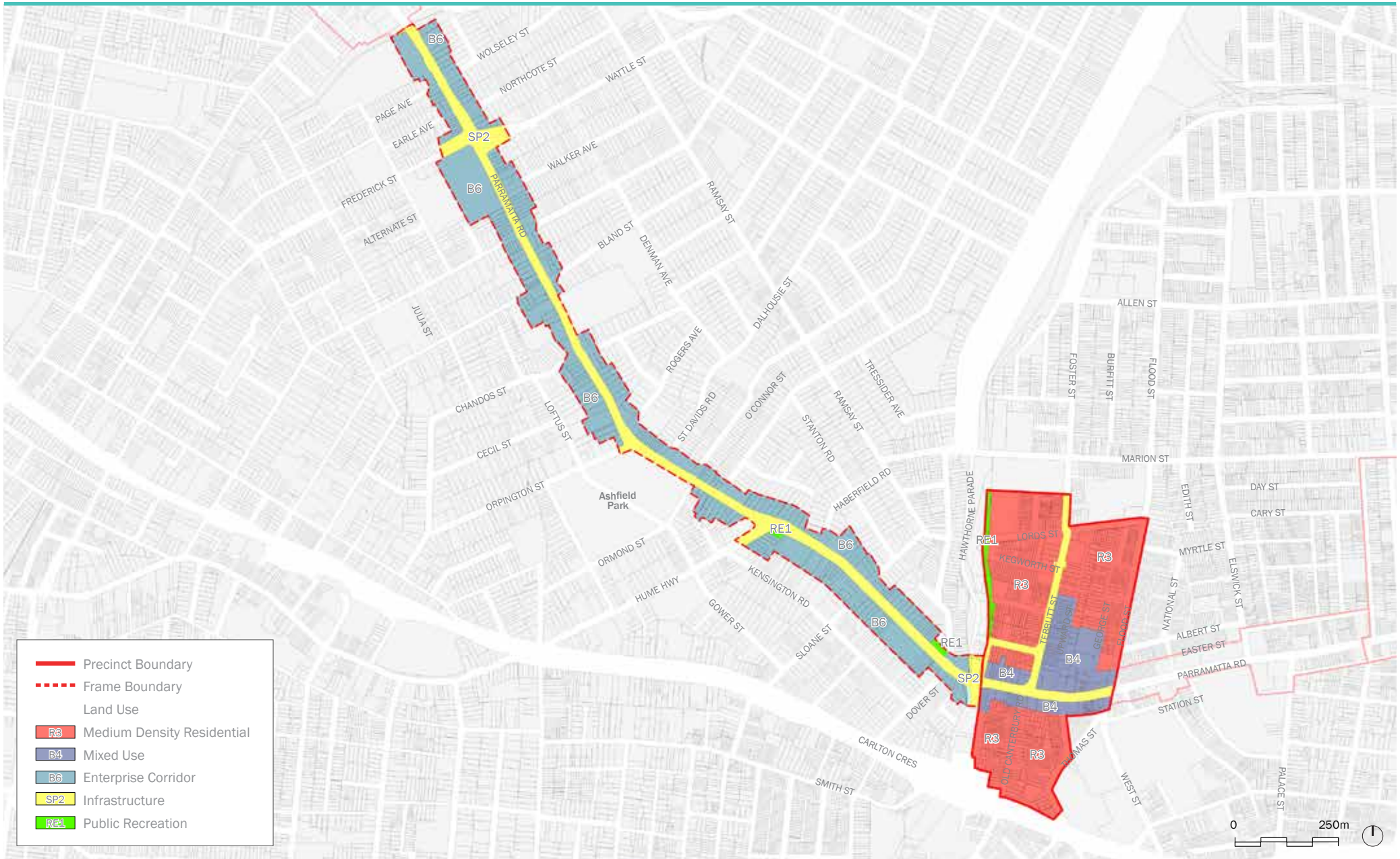
The western Frame Area from Iron Cove Creek to Hawthorne Canal will be maintained as B5 Business Development. East of Hawthorne Canal, a wider range of mixed uses are proposed along both sides of Parramatta Road and the eastern side of Tebbutt Street. A B4 Mixed Use Zone is recommended to facilitate an appropriate quantum of residential development whilst ensuring a broad range of non-residential uses capable of delivering employment and other activities is able to be provided. Land uses will be sufficiently broad to retain and enhance the evolving pattern and character of small scale and businesses and bespoke services within the ground floor of premises. Alternatively a B6 Enterprise Corridor could be considered for these areas, subject to residential development being a permissible use in the B6 zone.

Low density residential uses are recommended for the remainder of the Precinct, however a R3 Medium Density zone is shown in recognition of the need to permit town houses and terrace type dwellings given the good proximity to public transport.

Consistent with the Department of Planning and Environment's local planning circular, that schools should adopt the adjoining land use zone, Kegworth Public School has been shown as a future residential zone. There is no intention to repurpose the school.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Inner West Council.

Figure 10.17: Taverners Hill Recommended Land Uses



B. Building Heights

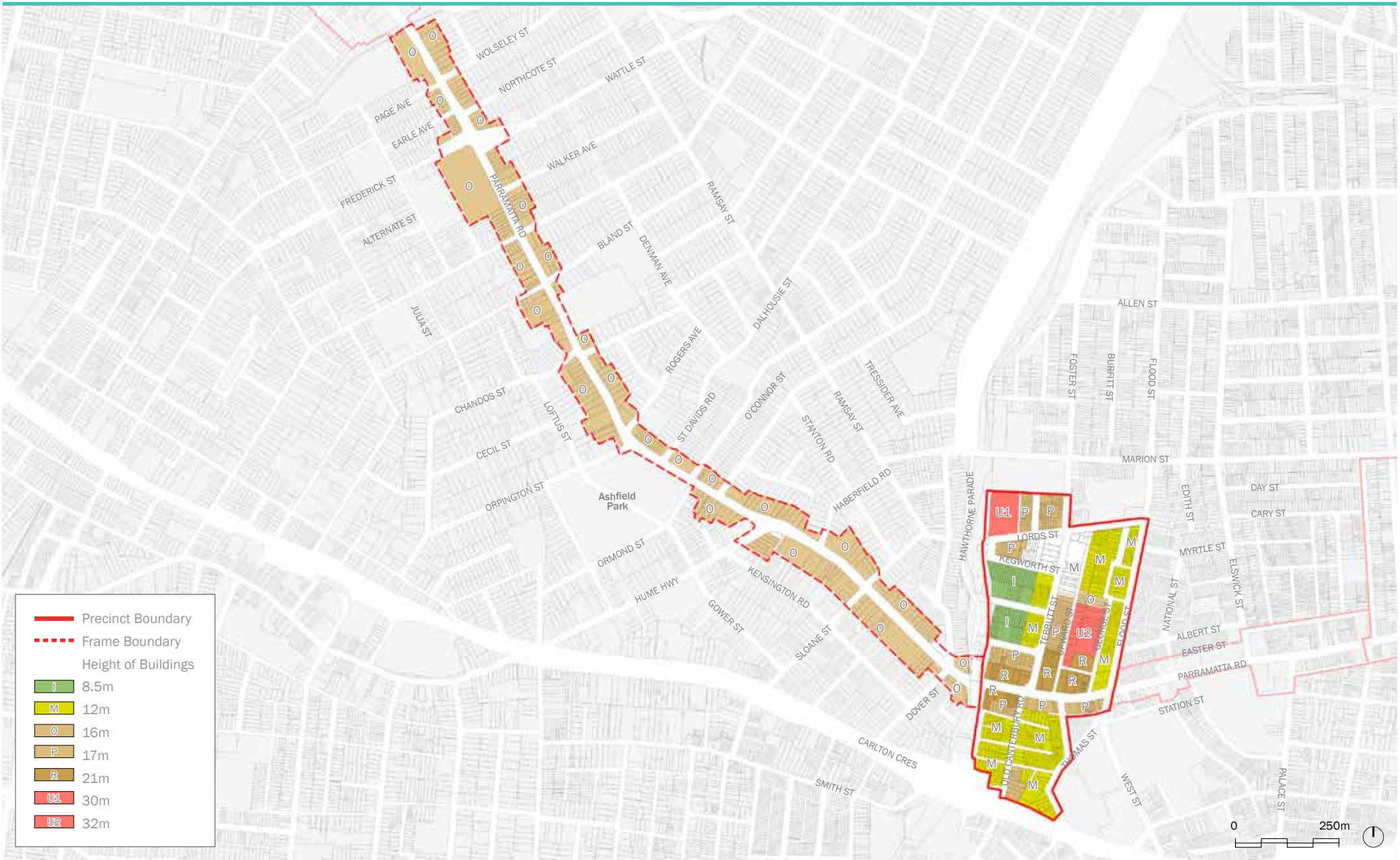
The recommended maximum building heights are shown in Figure 10.18.

The tallest buildings permitted will be located on Upward Street and will be up to 32 metres or 8 storeys to reflect the amendments to the local planning controls that have only recently been approved. A 32 metre height control is also recommended for land on Lords Road that is close to the Marion Light Rail stop and other nearby facilities and services such as Kegworth Public School and Leichhardt Marketplace.

Building heights along Parramatta Road, Lords Road west of Tebbutt Street, and the southern end of Tebbutt Street and immediately adjacent to Lewisham rail station range from 17 - 21 metres, or 4 - 6 storeys. These parts of the Precinct are best served by existing or proposed public transport and therefore could be appropriate for some intensification.

Low scale heights are recommended throughout the remainder of the Precinct. A maximum of 12 metres is suggested to enable infill uplift up to three storeys in select locations.

Figure 10.18: Taverners Hill Recommended Building Heights

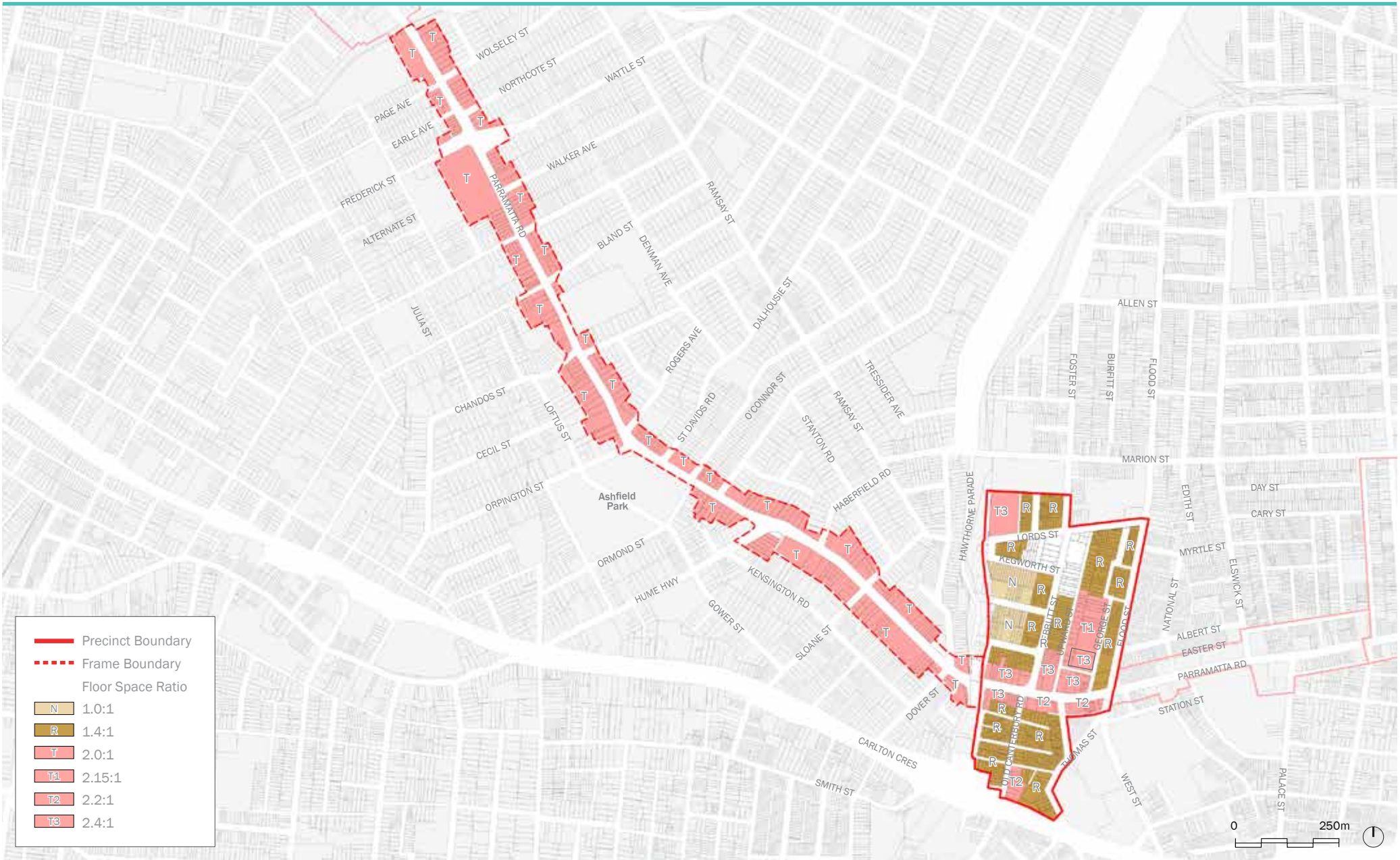


C. Densities

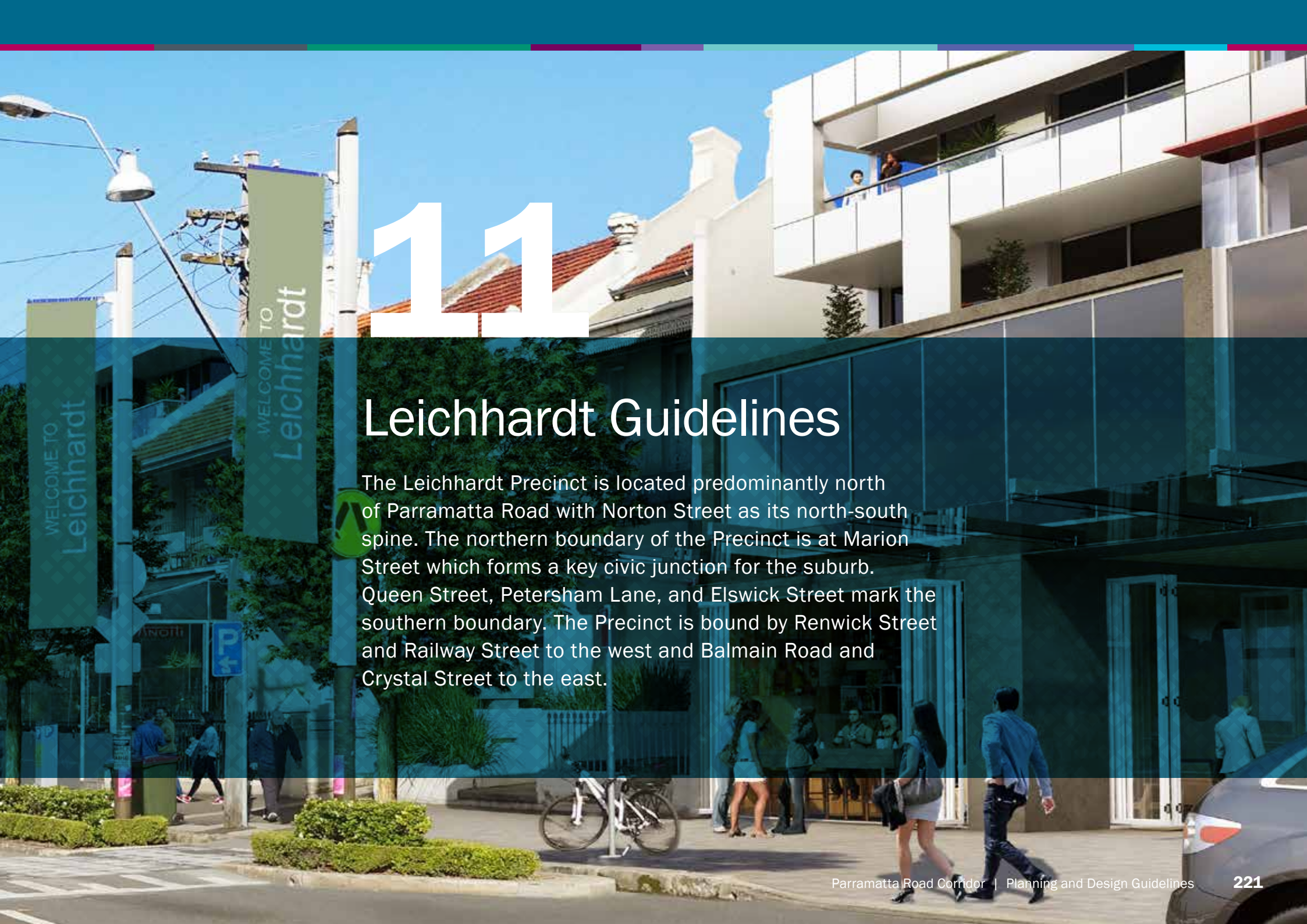
The recommended floor space ratios (FSR) are shown in Figure 10.19 and have been calibrated to reflect the recommended heights. The matching of an appropriate floor space ratio to the recommended heights is important to ensure that loose fit envelopes are achieved. Rather than completely filling sites, this strategy aims at creating flexibility to respond to the existing scale and character conditions present throughout the Taverners Hill Precinct and Frame Area.

No FSR control has been recommended for Kegworth Public School. Removing density controls will enable the Department of Education to support vertical school models and other initiatives, if required.

Figure 10.19: Taverners Hill Recommended Densities




TALIAN FORUM
HIGH PEDESTRIAN ACTIVITY
40
25 km/h
KEEP LEFT



11

Leichhardt Guidelines

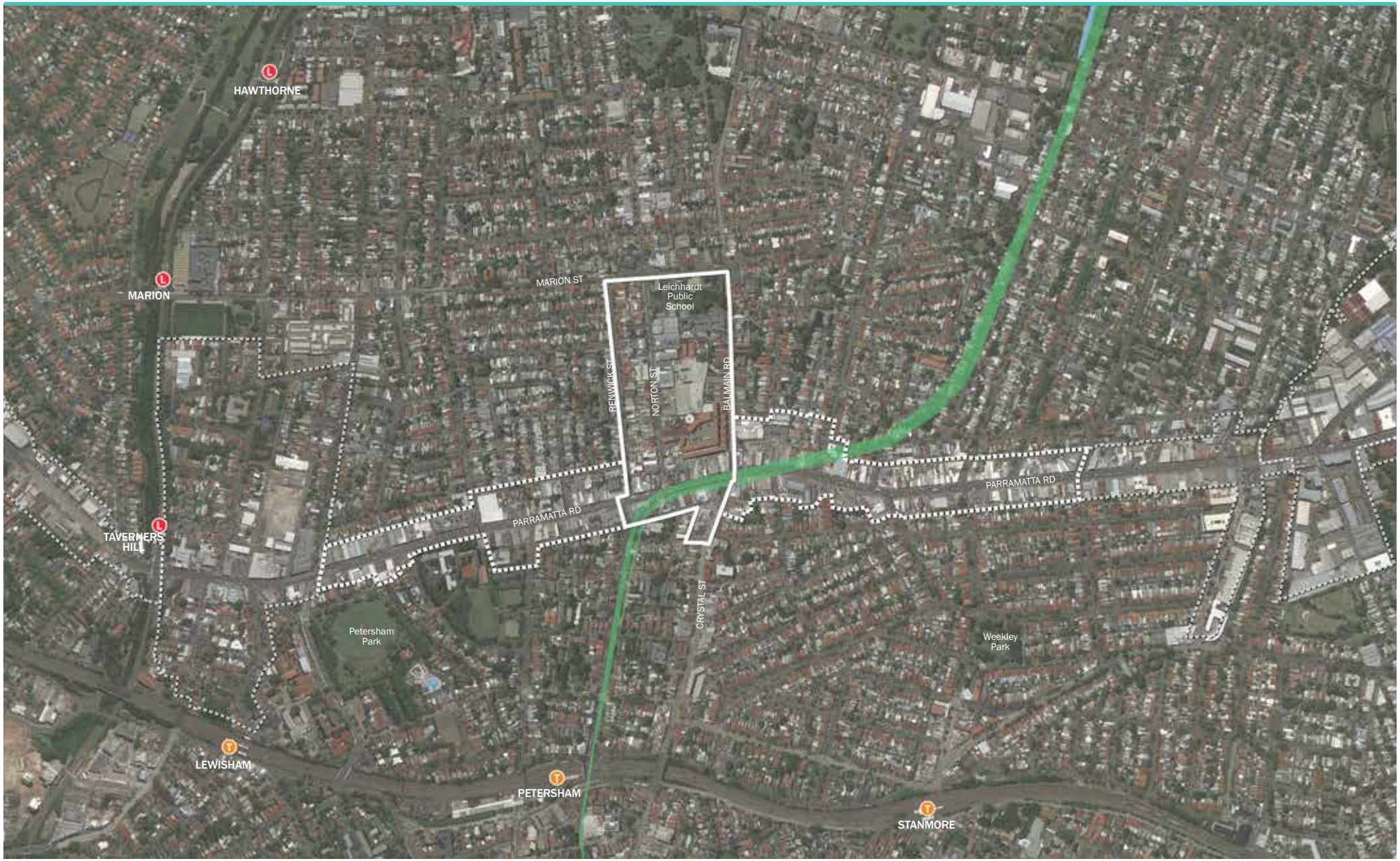
The Leichhardt Precinct is located predominantly north of Parramatta Road with Norton Street as its north-south spine. The northern boundary of the Precinct is at Marion Street which forms a key civic junction for the suburb. Queen Street, Petersham Lane, and Elswick Street mark the southern boundary. The Precinct is bound by Renwick Street and Railway Street to the west and Balmain Road and Crystal Street to the east.

11.1 Context

The Leichhardt Precinct is located predominantly north of Parramatta Road with Norton Street as its north-south spine. The northern boundary of the Precinct is at Marion Street which forms a key civic junction for the suburb. Queen Street, Petersham Lane, and Elswick Street mark the southern boundary. The Precinct is bound by Renwick Street and Railway Street to the west and Balmain Road and Crystal Street to the east.

The Leichhardt Frame Area is generally land fronting both sides of Parramatta Road between Flood Street and Johnson Street/Northumberland Street.

Figure 11.1: Leichhardt Location Plan



11.2 Existing Character and Identity

The Leichardt Frame Area is generally land fronting both sides of Parramatta Road between Flood Street and Johnson Street/Northumberland Street. The northern boundary of the Precinct is a local high point. The Precinct slopes south towards Parramatta Road. There is a low point at Whites Creek (between Catherine Street and Albion Lane) and Parramatta Road drops away to the west towards Taverners Hill and Hawthorne canal.

The Leichhardt Precinct and Frame Area form the heart of the commercial area of the suburb of Leichhardt. Norton Street, which meets Parramatta Road and forms the key shopping spine through the area, runs further north beyond the Precinct boundary through to the City West Link. The Precinct incorporates a range of uses including independent shops, restaurants, the Norton Street Plaza, a cinema, Leichhardt Public School, surrounded by residential areas to the east and west. Until recently served as a 'cosmopolitan' regional attractor with a strong dining focus, but in recent times has lost some of its vibrancy.

The existing character comprises a diverse range of architecture styles, ages and building typologies. Terrace houses and infill shop housing are a dominant building typology; whilst more recent built form along Norton Street includes larger buildings of varying design quality. These include larger shopping centres and mid block buildings along Norton Street that are sleeved by articulated frontages, and warehouses and commercial buildings which flank the edges of Parramatta Road. Older buildings are highly articulated and detailed.

Heights across the Precinct and Frame Area typically range from 2-3 storeys. Parramatta Road is made up of largely 2 storey Victorian shop top premises in various states of repair. The Forum is the tallest building within the Precinct at 7 storeys, and transitions poorly to adjacent residential buildings. Buildings fronting Parramatta Road are not setback. Along Norton Street and throughout the remainder of the Precinct and Frame Area, building setbacks vary in depth and function, from paved dining areas to landscaped and terraced front gardens.

Large portions of the Leichardt Precinct and almost the entire Frame Area are located within one of the area's many heritage conservation areas (Annandale Heritage Conservation Area, Parramatta Road Heritage conservation Area, Parramatta Road Commercial Precinct Heritage Conservation Area, Excelsior Subdivision Heritage Conservation Area and Wetherill Estate Heritage Conservation Area). Local heritage items include many of the hotels on Parramatta Road such as the Petersham Inn Hotel, Clarence Hotel, Bald Face Stage Hotel and the Norton Hotel. Leichhardt Public School, the former Presbyterian Church on Marion Street and individual terraces, some of which are now shop fronts are also local heritage items. The Goodman's Building group along Parramatta Road and Johnston Street is listed on the State Heritage item.

There is generally a lack of open space throughout the Precinct and the Frame Area. The few public open spaces that do exist are very small, poorly located and internalised by surrounding development, such as the Pine Square open space. The privately owned Forum was previously an active and vibrant focus, however recent tenancy issues have impacted its success and popularity of the space. Renwick Street is one of the few leafy streets in the area with established street trees. The trees form a contributory element to the street.

The existing cycle network is relatively good on either side of Parramatta Road, however connections across the Road are very limited. North of Parramatta Road, existing cycle routes are located on north-south streets such as Elswick Street, Street Renwick Street, Balmain Road, Catherine Street, Young Street and east west streets including Albert Street, Jarrett Street and Albion Street. South of Parramatta Road, cycle routes are located around and through Petersham Park, Railway Street, Margaret Street, Westbourne Street and Percival Road.

Public transport services are based around bus services along Parramatta Road and Norton Street. Petersham Station and Stanmore Station are within 0.7 kilometres and 1 kilometre respectively of the Precinct's boundary.

A detailed analysis of the Camperdown Precinct and Frame Area is provided within the Parramatta Road Corridor Fine Grain Study, September 2016.

Figure 11.2: Leichhardt Character and Identity

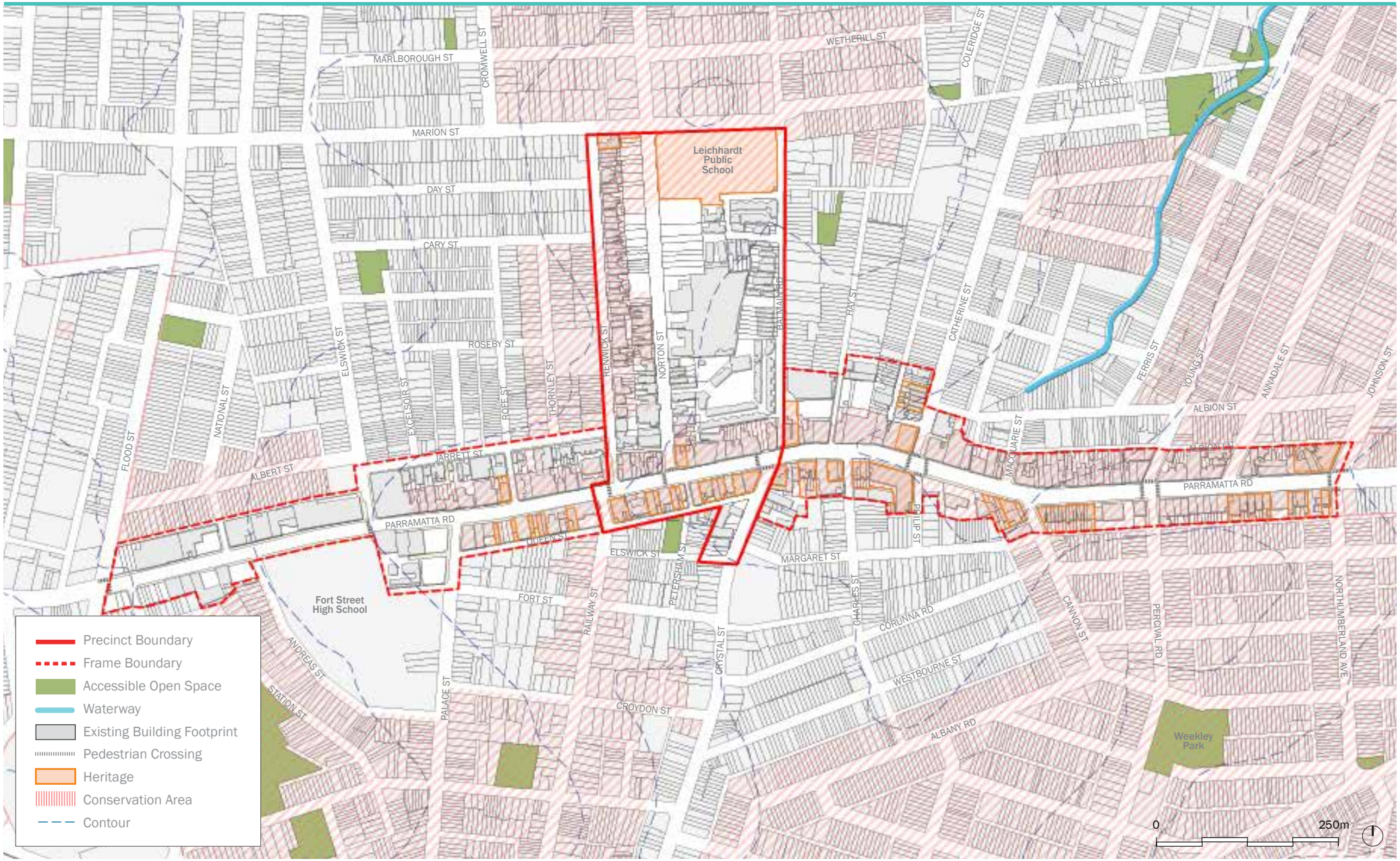


Figure 11.3: View looking towards the city



Figure 11.4: Long street view along Norton Street



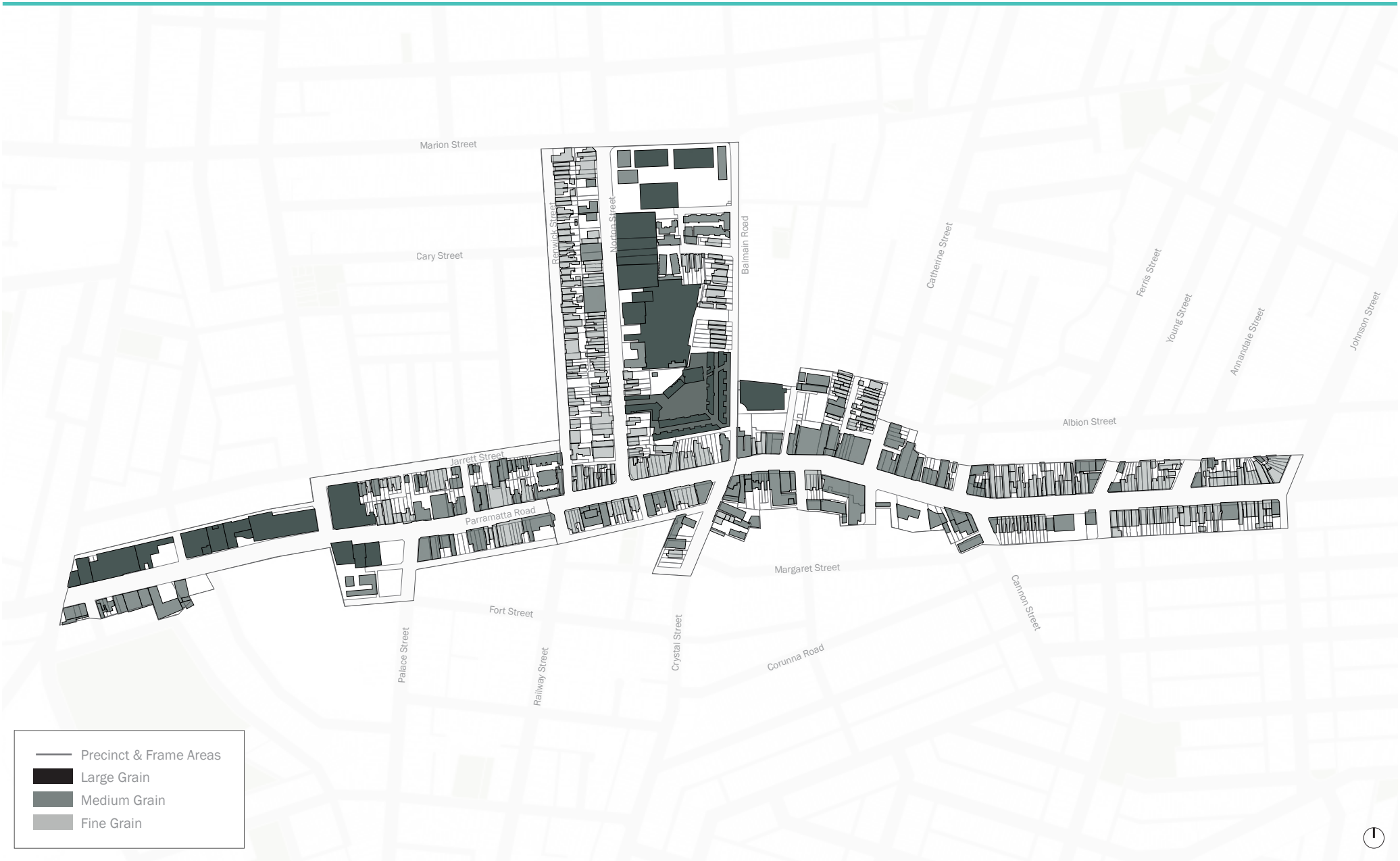
Figure 11.5: View looking east towards the iconic street wall



Figure 11.6: View of the Goodmans building on the corner of Johnston Street



Figure 11.7: Leichhardt Building Typology



11.3 Opportunities and Constraints

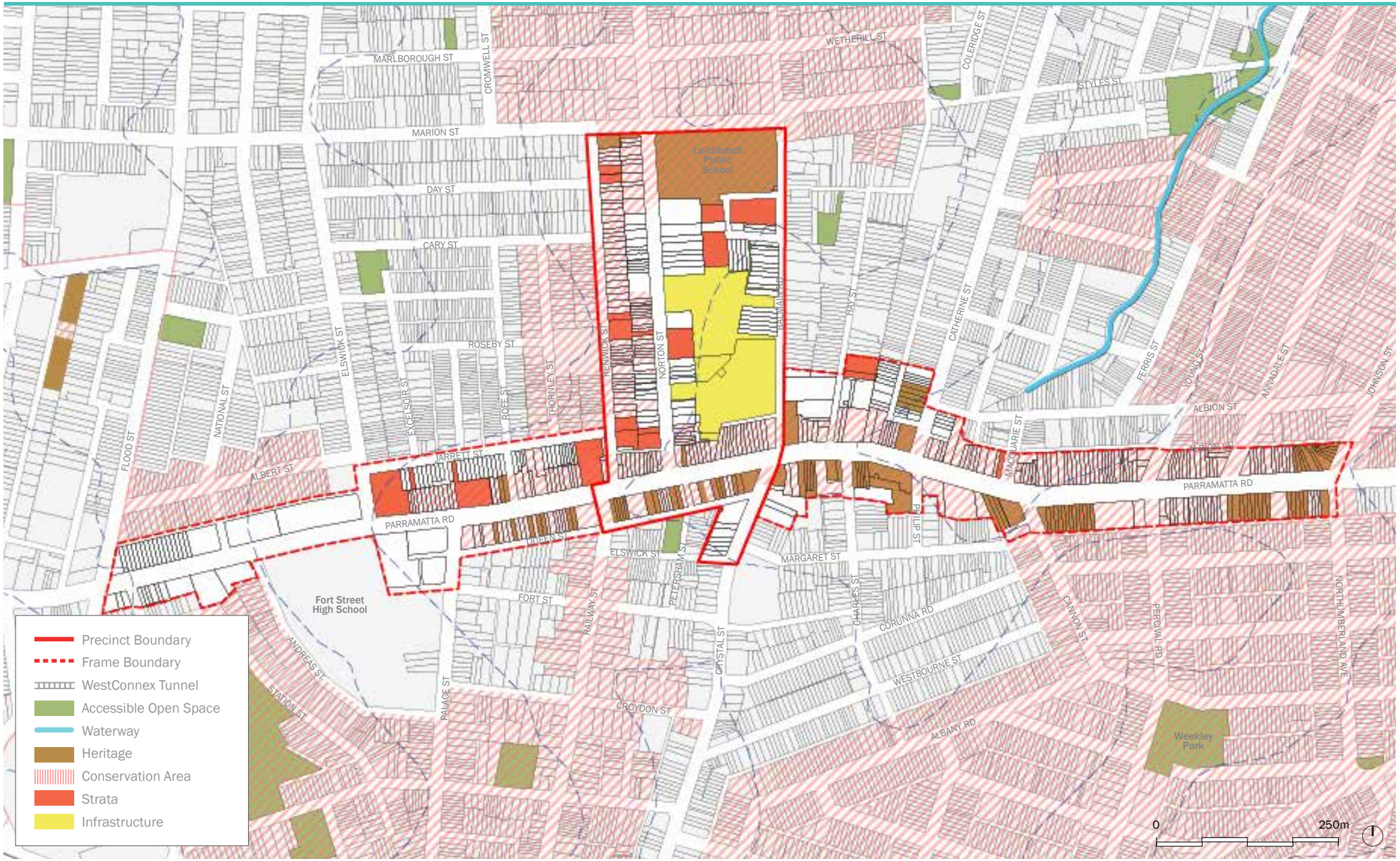
The significant opportunities presented by the Leichhardt Precinct and Frame Area are:

- a strong grid of east-west and north south streets and laneways
- frequent bus services
- proximity to the CBD
- Norton Street's potential to become a vibrant and bustling urban activity strip again
- iconic and well recognised urban fabric and streetscape
- iconic views and vistas including corner pubs, banks, adaptively reused buildings on corner sites and glimpses to the city skyline
- proximity to 'magnet' destinations either side of the Precinct – Leichhardt's civic uses just north of Marion Street and the heavy rail line within 5-10 minutes walking distance of the Precinct's southern edge.

The primary constraints and challenges are:

- small residential lots and fragmented ownership
- space and heritage limitations on Parramatta Road, particularly to enable new public transport infrastructure
- long blocks along Norton Street and Balmain Road which reaffirm the dominance of vehicles and provide poor pedestrian and cycle access
- high traffic volumes along Parramatta Road
- barriers to permeability and space limitations created by Parramatta Road
- lack of public open space within the vicinity of the Precinct
- the distance between Petersham Station and residents located in the northern part of the Precinct
- low levels of connectivity to adjacent neighbourhoods for non-car modes of travel.

Figure 11.8: Leichhardt Opportunities and Constraints



11.4 Future Character and Identity

Vision

Leichhardt Precinct will be a vibrant mixed use entertainment precinct visited by people from all over Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road.

Living and Working There

With its excellent access to Sydney CBD, Leichhardt will evolve into a more vibrant and active centre. New residential development will be appropriately located on less sensitive sites, allowing more people to take advantage of Norton Street's culture.

Small shop frontages will be home to a mix of different shops and uses, and new economic strategies will attract small businesses that will revitalise and add real character to the Precinct. Opportunities exist to reinforce the civic uses in the north of the Precinct.

New east-west connections, street tree planting, pavement treatments and public art will make Parramatta Road and Norton Street more attractive places and easier to walk along. A new open space connection from Queen Street to Parramatta Road will provide a new entry to the Precinct.

Delivering the Vision

The vision can be realised by:

- capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD
- revitalising Norton Street and key sites along Parramatta Road through appropriate intensification of residential and retail uses which are essential to creating a critical mass
- reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016
- for each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016
- maximising east-west connections to improve permeability and create new laneway experiences and connections by incentivising development in appropriate locations
- providing new areas of public open space within the Precinct
- providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'
- enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street
- reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road
- incorporating car parking into future development to unlock existing car parks and repurposing them for open space.

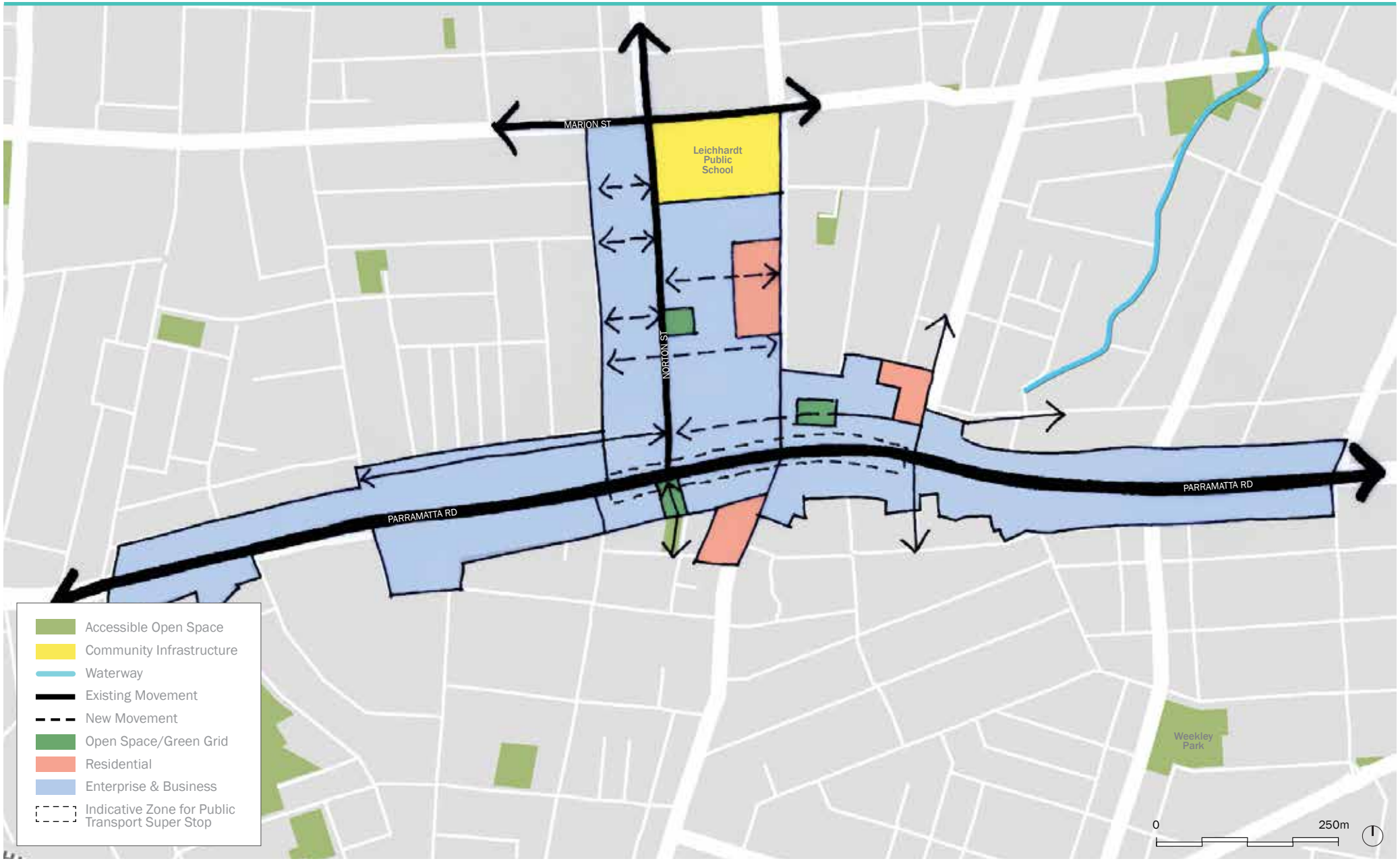
Proposed Growth Projections

	2023	2050
Population	1,680	2,160
Dwellings	880	1,100
Jobs	3,250	3,602

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M²)		EMPLOYMENT GFA (M²)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	85,000	52,000	37,000	37,000
Frame Area	36,000	61,500	34,000	77,000

Figure 11.9: Leichhardt Structure Plan



11.5 Open Space, Linkages and Connections and Public Domain

New public spaces in the Leichhardt Precinct and Frame Area are proposed in three locations. South of Parramatta Road, Petersham Street will be converted into a new pocket park between Parramatta Road and Queen Street and will provide a pedestrian friendly connection to Parramatta Road and a much needed area of amenity and respite along an active street.

Medium to long term two new local public open space areas have been identified on Norton Street and Hay Street. A new public plaza on the eastern side of Norton Street will be a place of focus and gathering place. The long term repurposing of the existing car park between Balmain Road and Hay Street also offers the potential to be converted into a local open space area.

New linkages, connections and public domain improvements offer significant potential to create new urban places and spaces for the community to enjoy. A network of connected urban spaces with increased building frontages will ensure activation and interaction can take place, and permanent and temporary events and installations, including public art, can occur. The Urban Amenity Improvement Program will fund public domain improvements to Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street. These works will improve the existing streetscape by providing new street tree planting and street furniture where people can mingle.

A. Open Space Requirements

a. Convert the northern end of Petersham Street into a new 300m2 pocket park.
b. Provide a new urban plaza or park midway along Norton Street.
c. Provide a new public open space area in the eastern Frame Area that connects Hay Street, Dot Lane and Balmain Road by repurposing existing at grade car parks.
d. Wherever possible, provide a series of connected open spaces through future development to achieve a diverse sequence of open spaces, uses and active frontages.
e. Rethink the design and security arrangements of Leichhardt Public School to allow the school playground to be used publicly after school hours (whilst maintaining school security requirements during school hours).

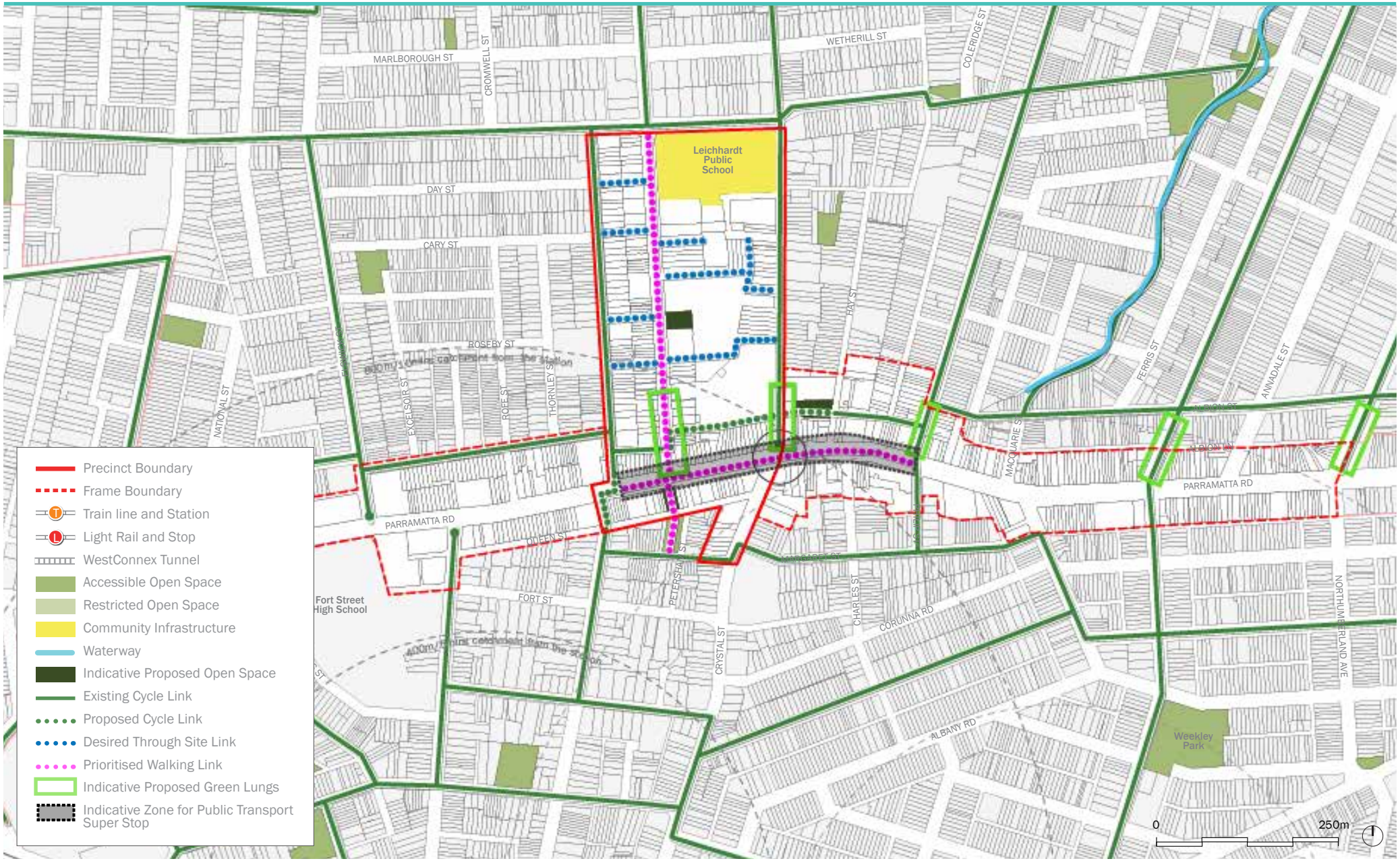
B. Linkage and Connection Requirements

a. Create new green lungs on north-south oriented streets that are perpendicular to Parramatta Road.
b. Break up long blocks and provide new laneways to create a network of high quality pedestrian prioritised links.
c. Provide new walking and cycling connections between Norton Street and Balmain Road and on Dot Lane to connect Renwick Street and Albion Street.
d. Upgrade the following walking and cycling links:
    i. Norton Street between Parramatta Road and Marion Street
    ii. Parramatta Road between Renwick Street and Catherine Street
    iii. the existing north-south links on Renwick Street and Railway Street.
e. Provide new strategic cycle links on Dot Lane and across Parramatta Road to connect Railway Street.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.
b. Street trees along should be protected and enhanced.

Figure 11.10: Leichhardt Open Space and Active Transport



11.6 Street Function and Precinct Transport

A. Street Function Requirements

Crystal Street will perform a Movement function in recognition of its role in accommodating north-south regional traffic movements.

The entire length of Parramatta Road will have a Vibrant Street function through the Leichardt Precinct and Frame Area. An Activity Zone is also envisaged for Parramatta Road.

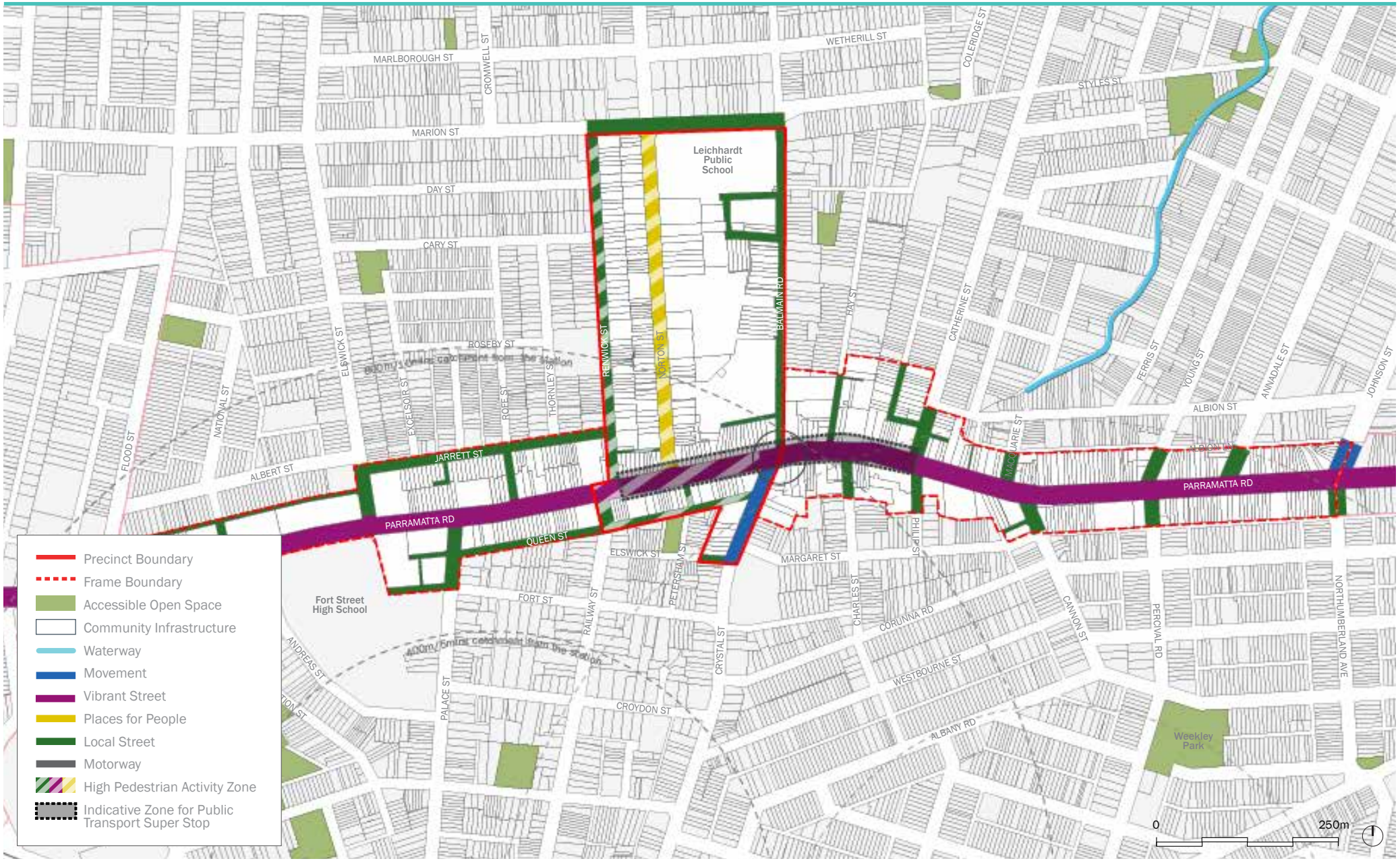
Norton Street will function as a Place for People. All other streets, including Marion Street and Balmain Road, will have a Local Street function. Any new streets or laneways will also perform a Local Street function.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 11.11: Leichhardt Street Function



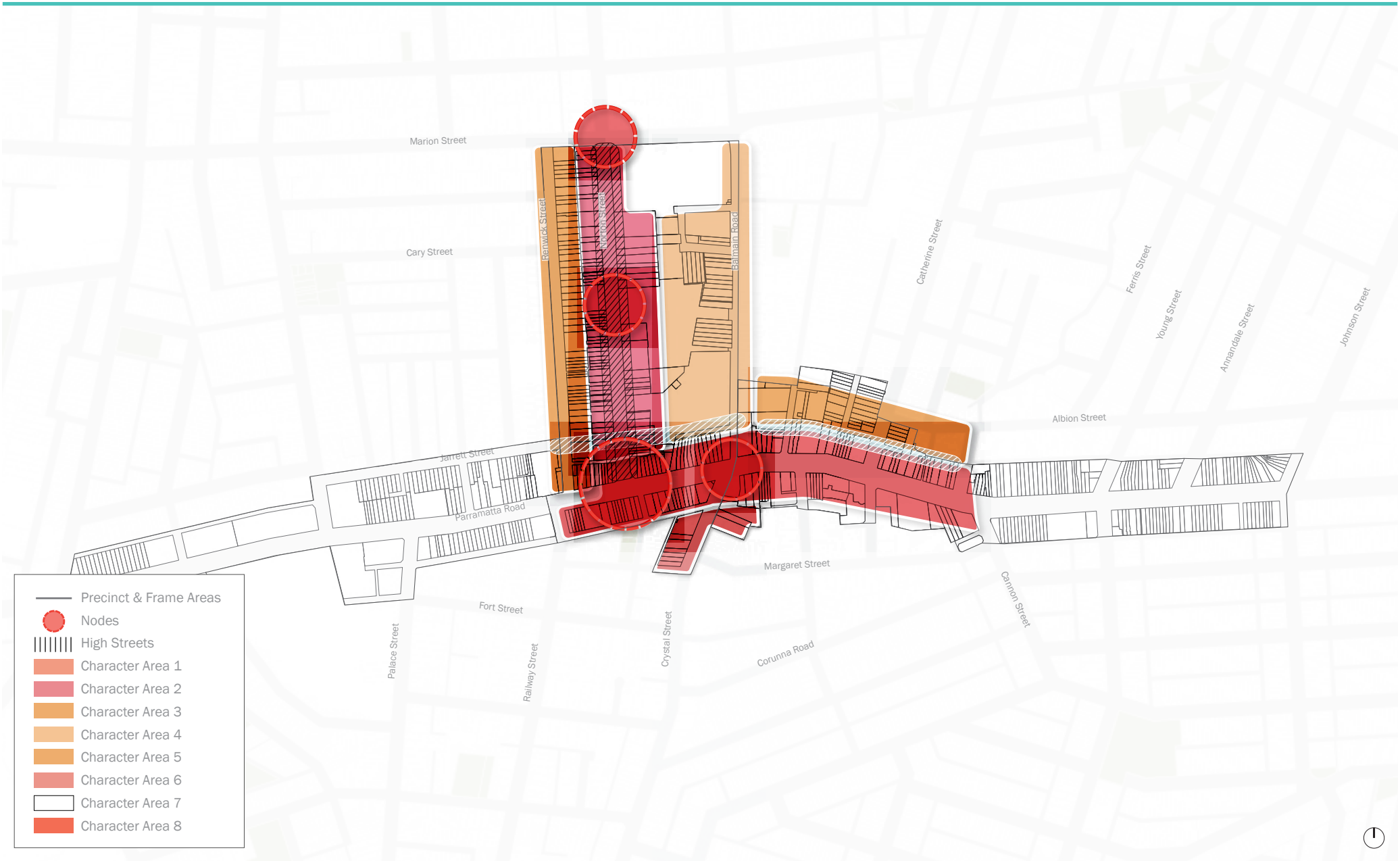
11.7 Fine Grain

The proposed future character will continue the strength of a vibrant shopping street maintaining the distinct local style characterised by the historic terrace housing forms. The junction of Norton Street and Parramatta Road is the opportunity to mark the start of Leichhardt's most important street, creating an identifiable point along Parramatta Road.

Fine Grain Requirements

a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 11.12.

Figure 11.12: Leichhardt Local Character Areas Zones



11.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones

A. Setback and Transition Requirements

a. Maintain and reinforce a zero lot setback to Parramatta Road. A zero lot setback is not required where an Indicative Zone for Rapid Transit is identified.

b. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 11.13.

c. Reinstate the zero lot setback to Norton Street through all new development. Setbacks should only be provided to accommodate new open space or plazas as required by Section 11.5.

d. Upper level setbacks may be provided on deep blocks on the eastern side of North Street so long as the predominant 2-3 storey street wall is preserved.

e. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.

f. Provide a built form transition consistent with Figure 11.14 to new open space on Norton Street and Hay Street to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

g. Provide a built form transition consistent with Figure 11.15 to existing built form.

B. Active Zone Requirements

a. Active Frontages are to be provided in the locations illustrated in Figure 11.13.

b. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages.

c. An Active Frontage may only be replaced by the addition of new public open space, urban plaza or addition of new east-west connetions.

d. The ground level of development along the full length of Parramatta Road must be a non-residential use.

e. Active Frontages provided along Parramatta Road, Norton Street, Crystal Street and Balmain Road must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.

f. The ground floor level of Active and Commercial Frontages is to match the street level.

g. Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.

Figure 11.13: Leichhardt Heritage Interface and Transitions Zones

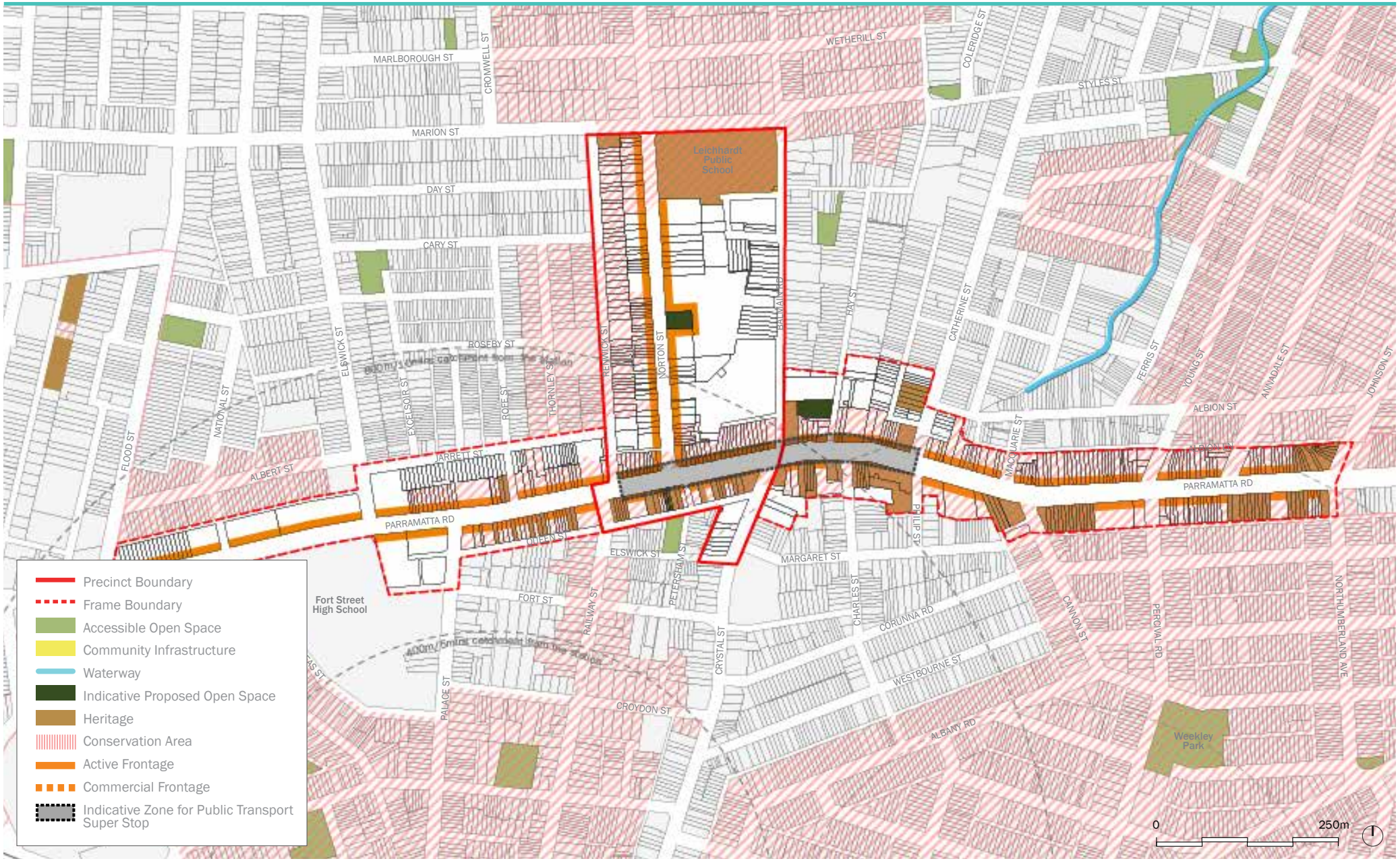


Figure 11.14: Transition to Edge Condition

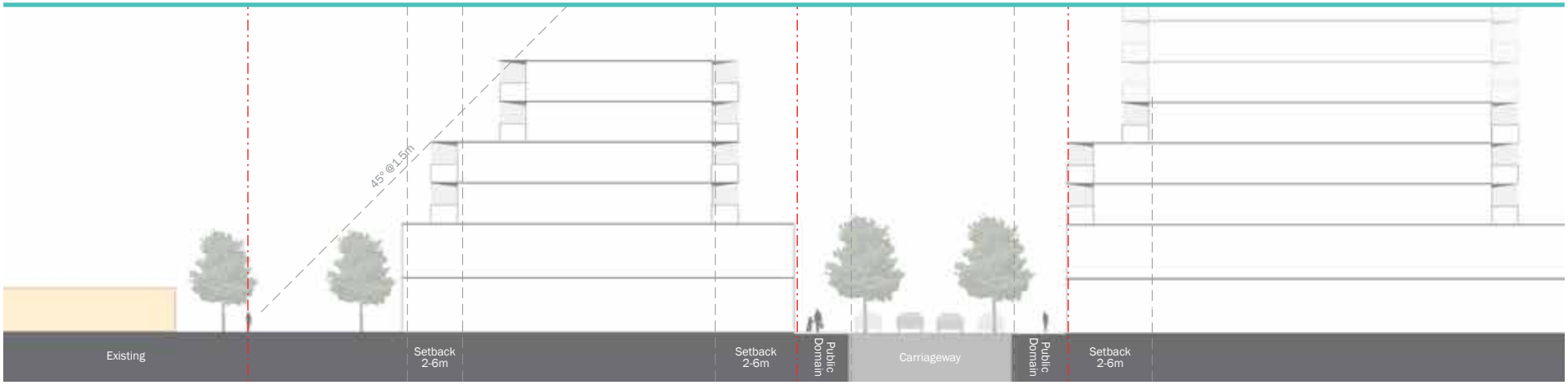


Figure 11.15: Parramatta Road

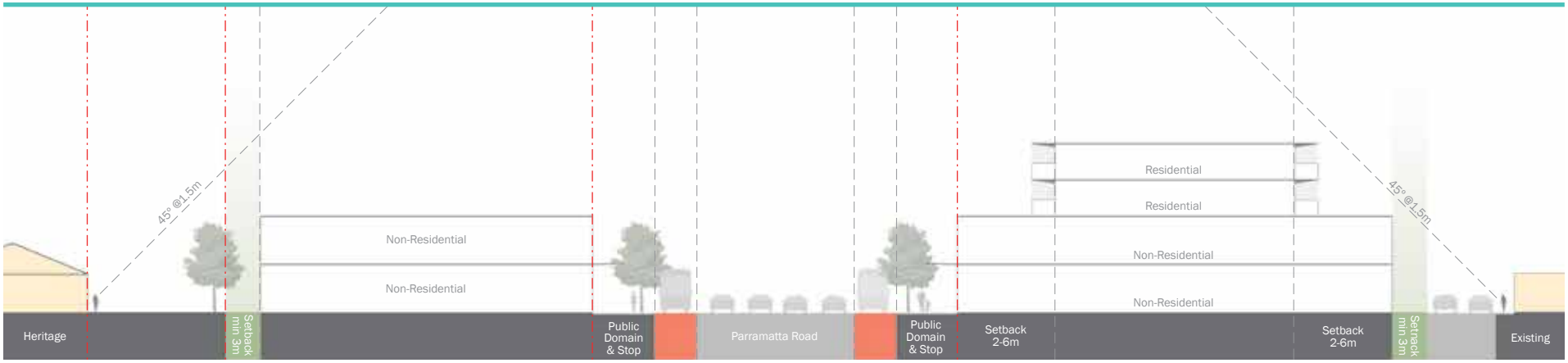
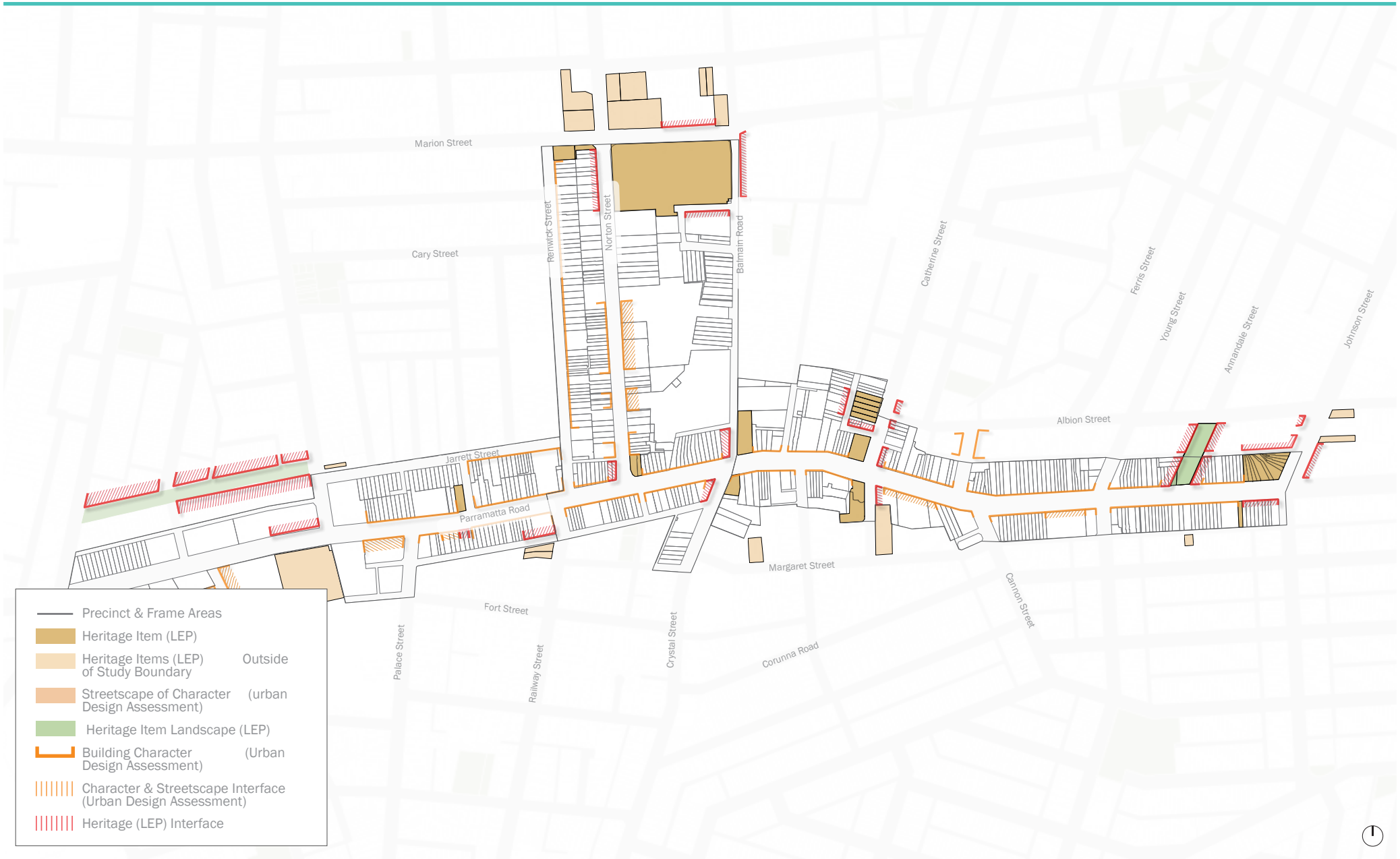


Figure 11.16: Leichhardt Heritage Interface and Transition Zone



11.9 Recommended Planning Controls

A. Land Use

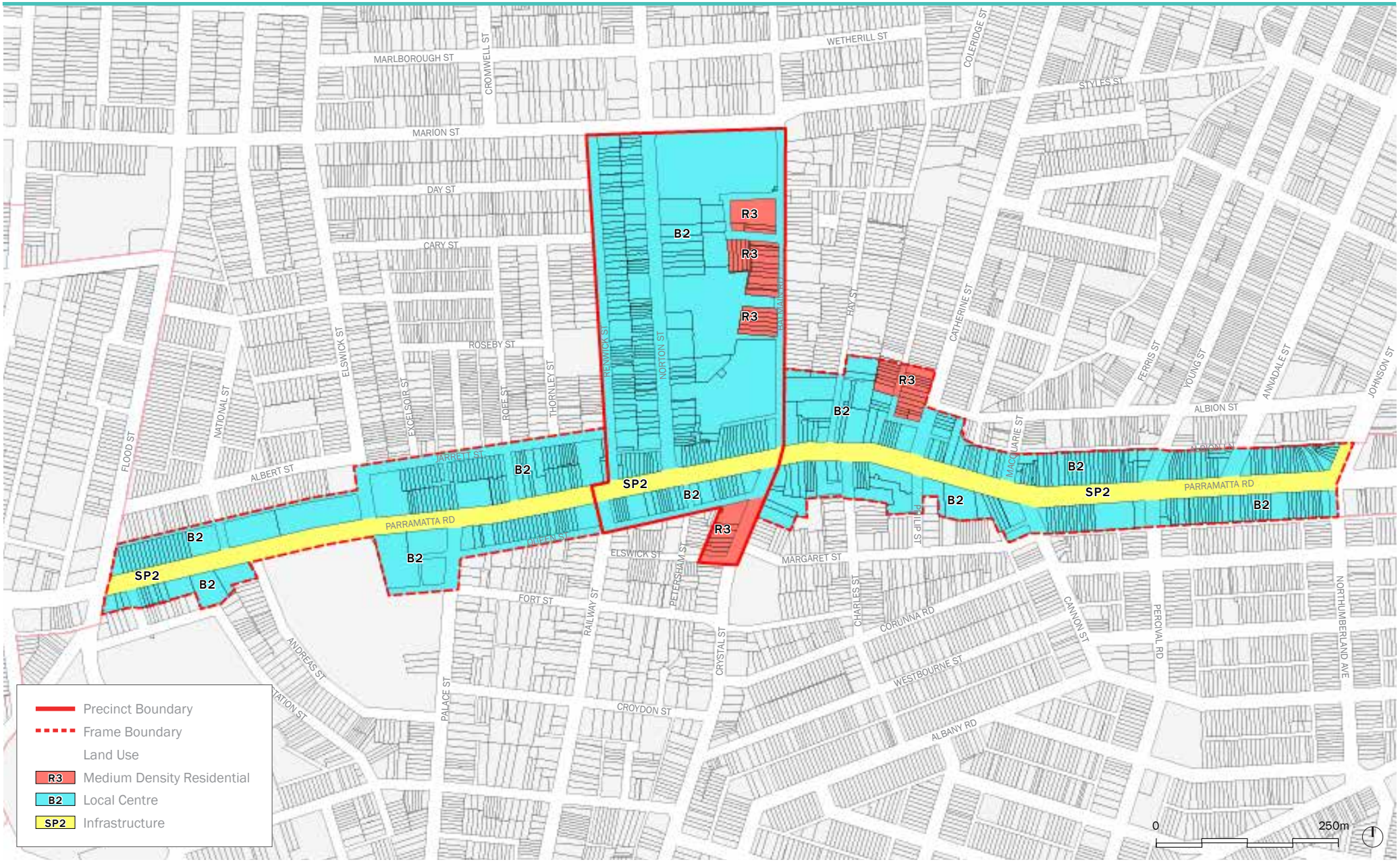
The recommended land use zones to implement the vision for theLeichhardt Precinct and Frame Area are shown in Figure 11.17.

A B2 Local Centre zone is proposed for the majority of the Precinct and Frame Area to facilitate an appropriate quantum of residential development to bring residents back into the area. The B2 Local Centre zone will facilitate a broad range of non-residential uses capable of delivering activity as well as the local retail, business and other services required to support the local community. Land uses will be sufficiently broad to retain and enhance the evolving pattern and character of small scale and businesses and bespoke services within the ground floor of premises.

Residential uses are recommended for select pockets where there is a framework of existing residential uses.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Inner West Council.

Figure 11.17: Leichhardt Recommended Land Uses



B. Building Heights

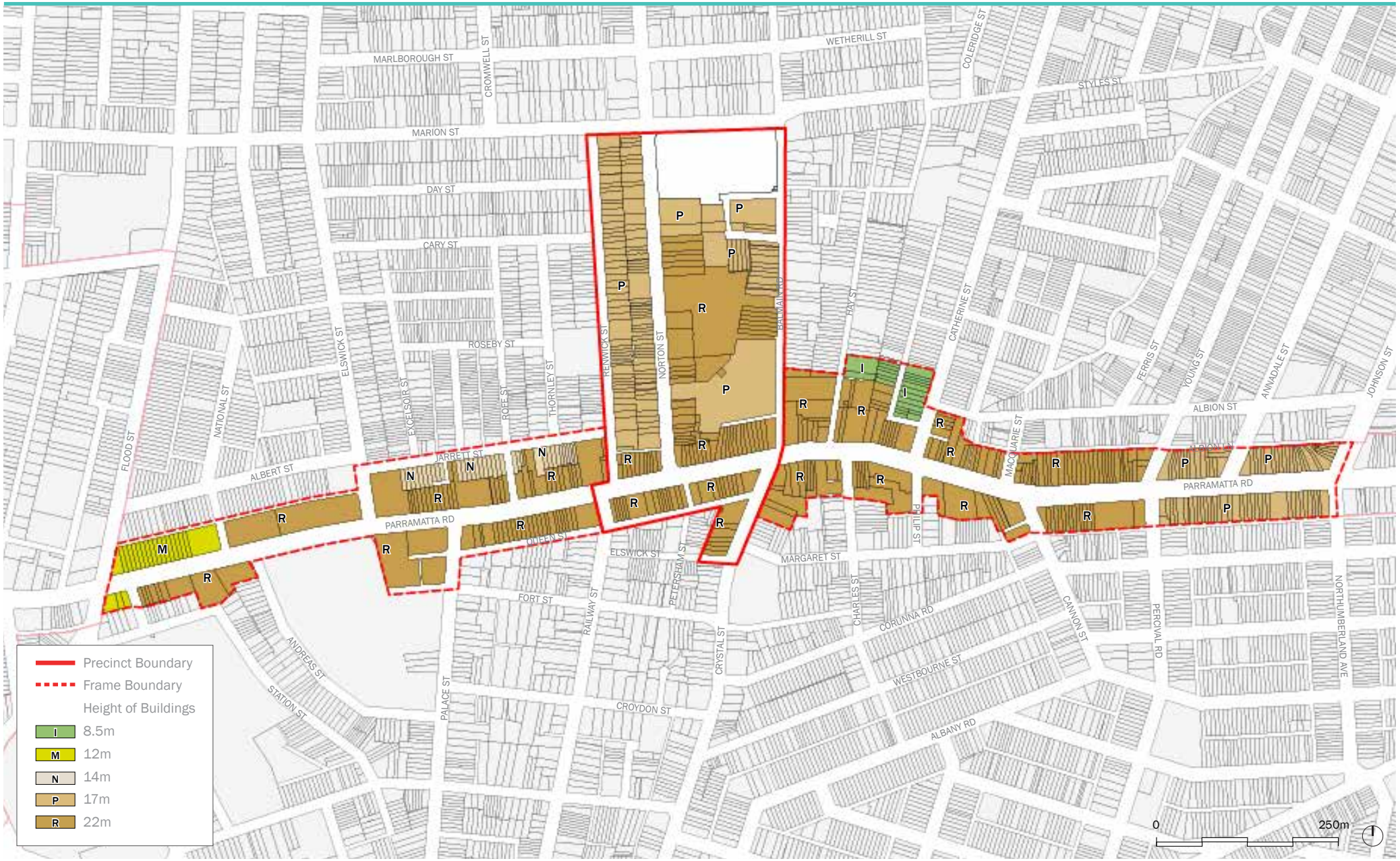
The recommended maximum building heights are shown in Figure 11.18.

The majority of the Precinct and Frame Area will be 22 metres, which is the equivalent of 6 storeys. This height will only be supported where the iconic 2-3 storey scale and character along Parramatta Road and parts of Norton Street are preserved and the height is achieved through upper levels which are appropriately set back. Significant public benefit such as new open space, urban plazas or new east-west connections will also need to be proposed as part of future development seeking to achieve the maximum height control.

Land between Norton Street and Renwick Street will be a maximum of 17 metres. Appropriate transitions to the Renwick Street Heritage Conservation Area will need to be maintained and as such the 17 metre maximum height may not be fully realised. A low scale zone is maintained between Hay Street and Catherine Street to ensure new development does not dominate existing housing.

The maximum heights recommended in Figure 11.18 may not be appropriate on all contributory items within heritage conservation items or heritage items.

Figure 11.18: Leichhardt Recommended Building Heights

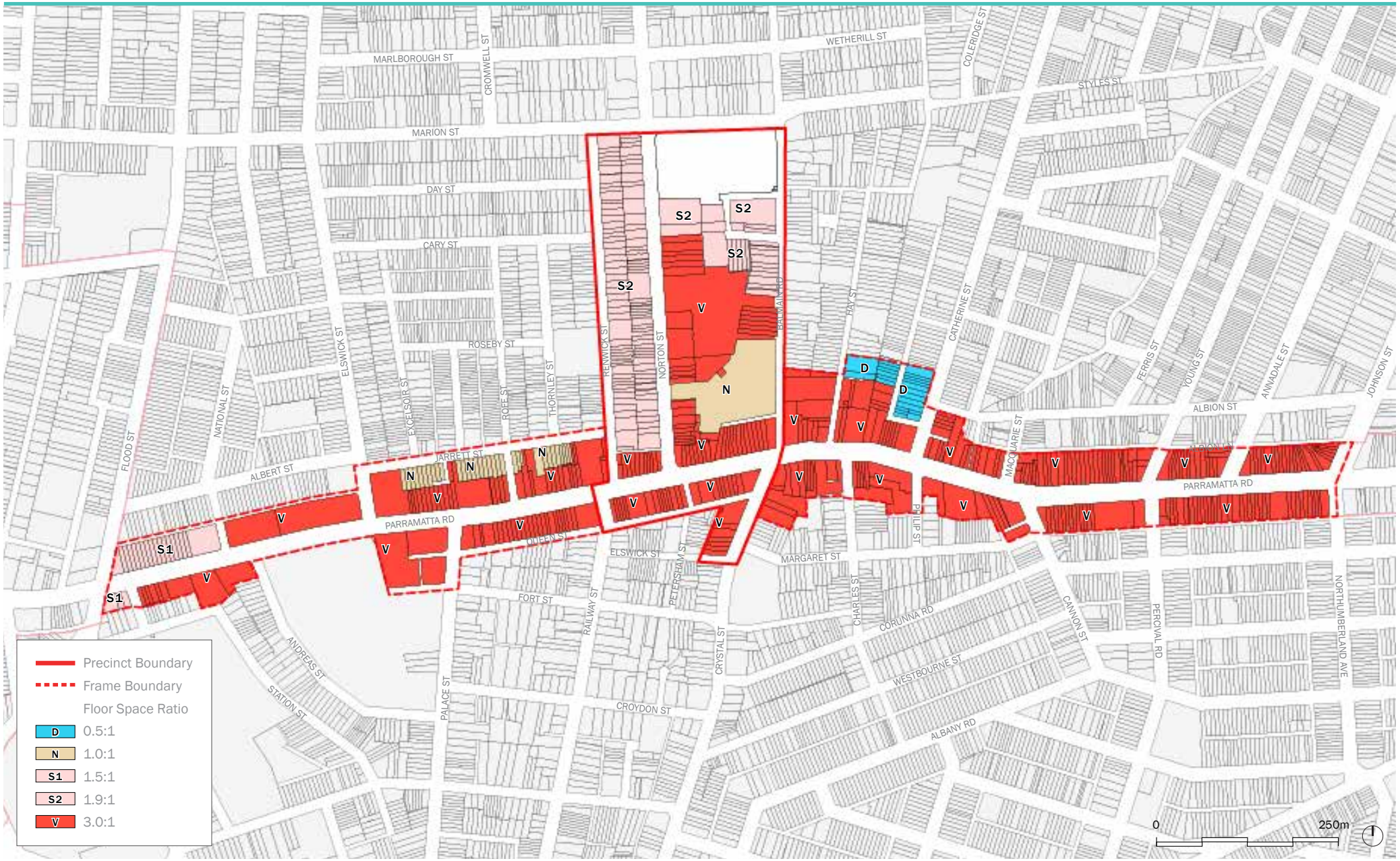


C. Densities

The recommended floor space ratios (FSR) are shown in Figure 11.19 and have been calibrated to reflect the recommended heights. The matching of an appropriate floor space ratio to the recommended heights is important to ensure that loose fit envelopes are achieved. Rather than completely filling sites, this strategy aims at creating flexibility to respond to the existing scale and character conditions present throughout the Leichhardt Precinct and Frame Area.

As with the recommended heights, the maximum densities recommended in Figure 11.19 may not be appropriate on all contributory items within heritage conservation items or heritage items.

Figure 11.19: Leichhardt Recommended Densities





12

Camperdown Guidelines

The Camperdown Precinct holds an important location along the Corridor as it is only 4 kilometres south west of the Sydney CBD. It spans both sides of Parramatta Road to the north and south. The Precinct is bounded by Johnson Creek and Cardigan Lane to the north and west, Booth Street and Australia Street to the east, and Derby Street and O'Dea Reserve to the south.

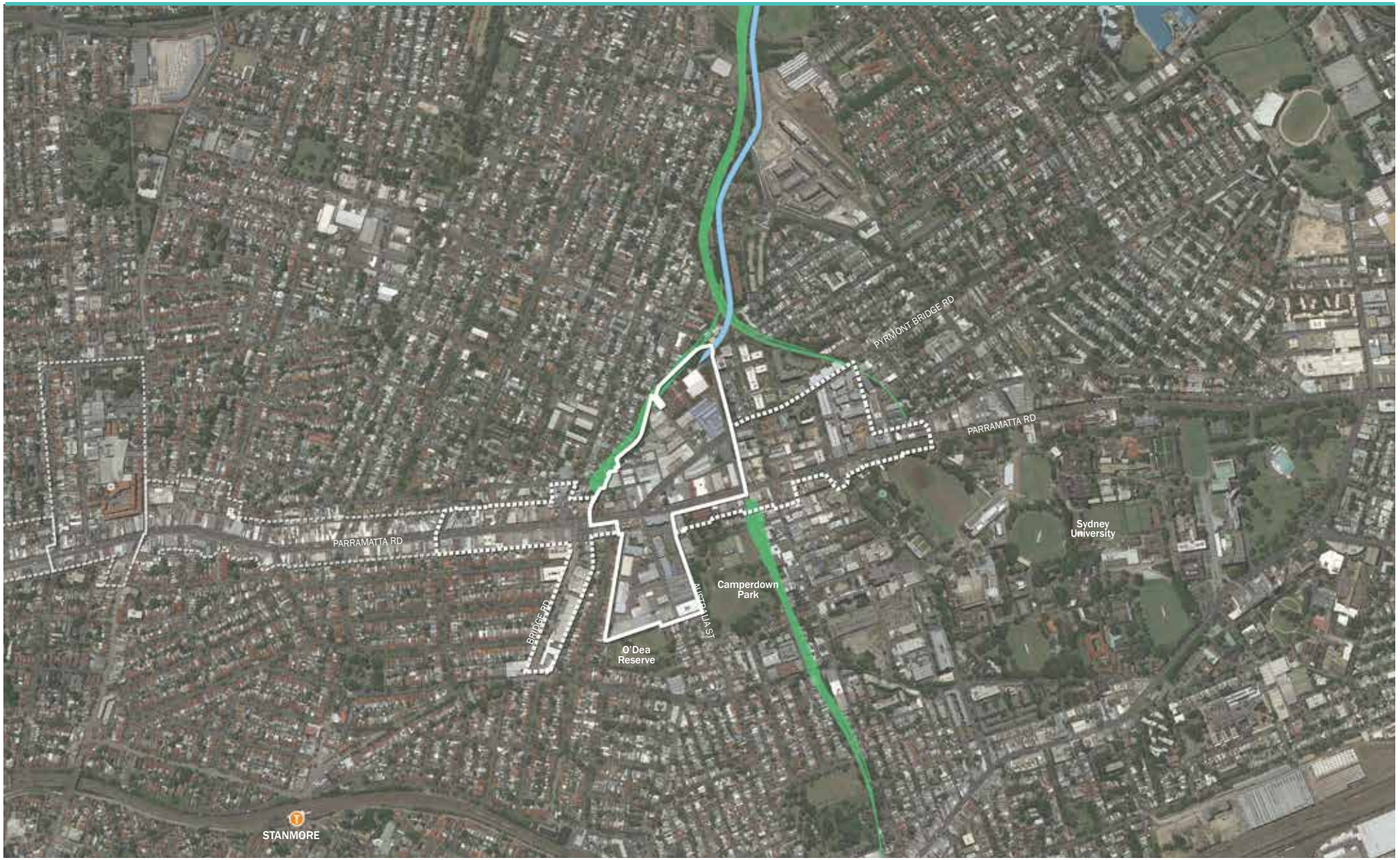
12.1 Context

The Camperdown Precinct holds an important location along the Corridor as it is only 4 kilometres south west of the Sydney CBD. It spans both sides of Parramatta Road to the north and south. The Precinct is bounded by Johnson Creek and Cardigan Lane to the north and west, Booth Street and Australia Street to the east, and Derby Street and O'Dea Reserve to the south.

The Camperdown Frame Area comprises:

- to the west – land immediately fronting Parramatta Road and Bridge Road between Albion Lane, Johnstons Creek, Corunna Lane, Northumberland Avenue and Johnson Street
- to the east – land bound by Pyrmont Bridge Road, Parramatta Road, Hampshire Street, Victory Lane and Australia Street.

Figure 12.1: Camperdown Location Plan



12.2 Existing Character and Identity

The Camperdown Precinct and Frame Area are transitioning to a vibrant high-density Precinct with a diversity of uses and scale of built form. The University of Sydney, the University Colleges and nearby RPA hospital are located further to the east. The main institutions of the University of Sydney and the Royal Prince Alfred Hospital are increasingly dominant in determining the land uses, commercial functions, and demographics of the area.

The area is characterised by narrow disconnected streets and parks, shaped by the subdivision of historical landholdings and disrupted by creek lines. Some blocks have poor east-west connections pushing pedestrian and cyclists to Parramatta Road and Pyrmont Bridge Road.

Existing heritage items and heritage conservation areas include dwellings, warehouses and groups of industrial buildings, the former Grace Bros Repository, Bridge Street School and the former Police Station.

The built form is strongly influenced by the institutional presence and industrial history, with rows of Victorian and Federation houses interspersed with larger-scale buildings of both institutional and industrial origin. Camperdown Precinct's built form comprises:

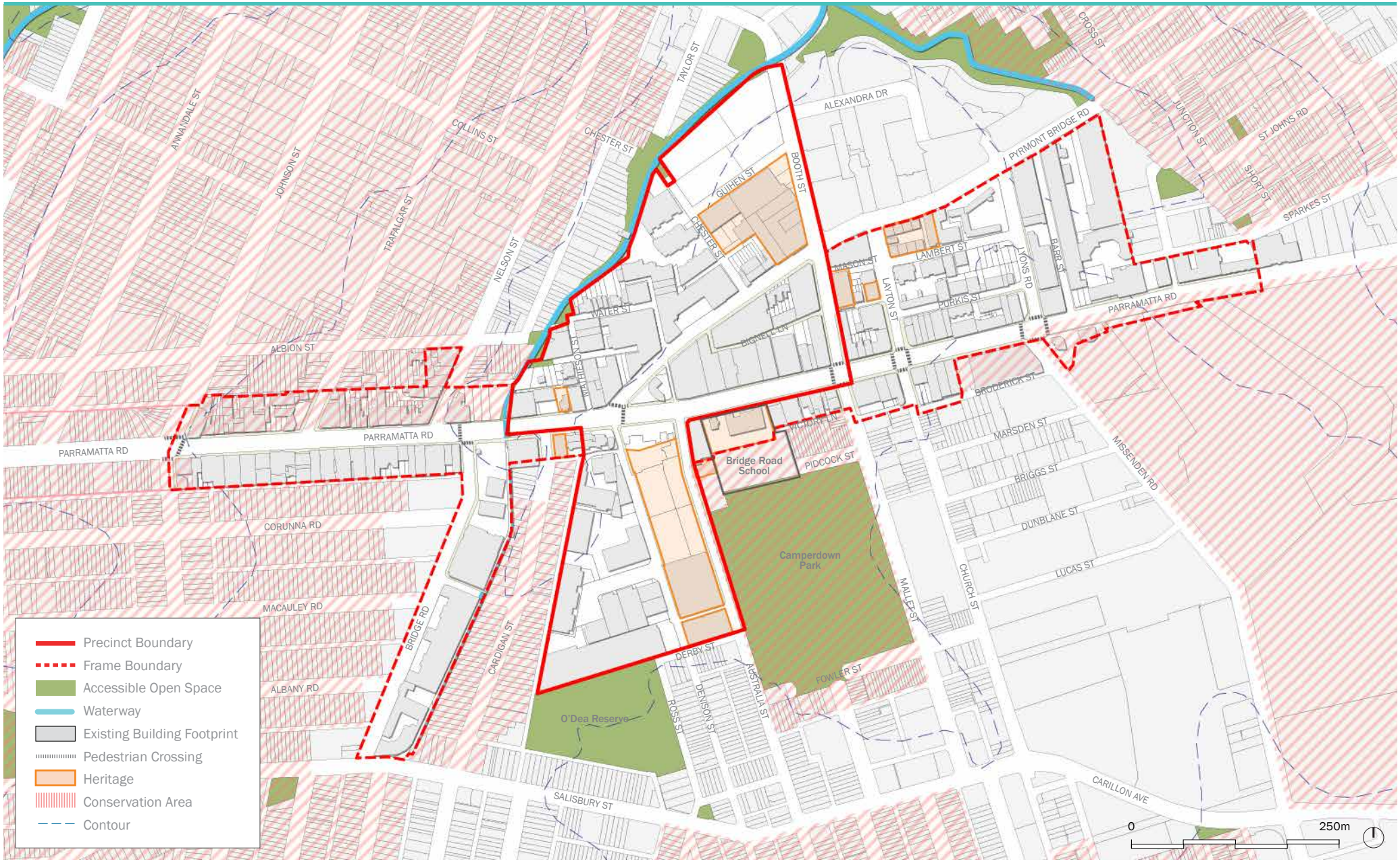
- An eclectic mix of architectural styles and eras, ranging from 1800's heritage listed items to contemporary developments constructed in the past year. Most new buildings are sympathetic toward existing buildings and integrate with use of complementary materials and details and reflection of the predominant historical grain.
- Juxtaposed building typologies and land uses; in Camperdown it is common to see a row of terrace houses adjoining a light industrial warehouse.
- Building heights primarily ranging from 1-5 storeys with no above ground setbacks. Height transitions between buildings can be up to 4 storeys.
- Buildings are predominantly built to the street and not setback, with the exception of terrace houses.

There is currently no formal open space located within the Precinct or the Frame Area, other than a small pocket park on the corner of Parramatta Road and Lyons Road. O'Dea Reserve, Camperdown Park and Badu Park are the primary open space areas adjoining the Precinct. Johnston's Creek runs along the Precinct's north western boundary. City of Sydney is constructing a new park in the Frame Area on Lyons Road.

Public transport services (buses) are available along Parramatta Road and Booth Street. There are no rail stations located within convenient walking distance (800 metres) of the Precinct or Frame Area. The nearest station is Newtown Station located approximately 1.3 kilometres south.

Further analysis of the Camperdown Precinct and Frame Area is provided within the Parramatta Road Corridor Fine Grain Study, September 2016.

Figure 12.2: Camperdown Character and Identity



12.3 Opportunities and Constraints

Camperdown Precinct has the potential to transition into a higher density residential and employment Precinct, expanding on existing areas of activity and making use of the network of local streets and lanes. The long-term expansion of education and health uses into the Precinct through the co-location of support businesses and housing for key workers and students should be strongly encouraged.

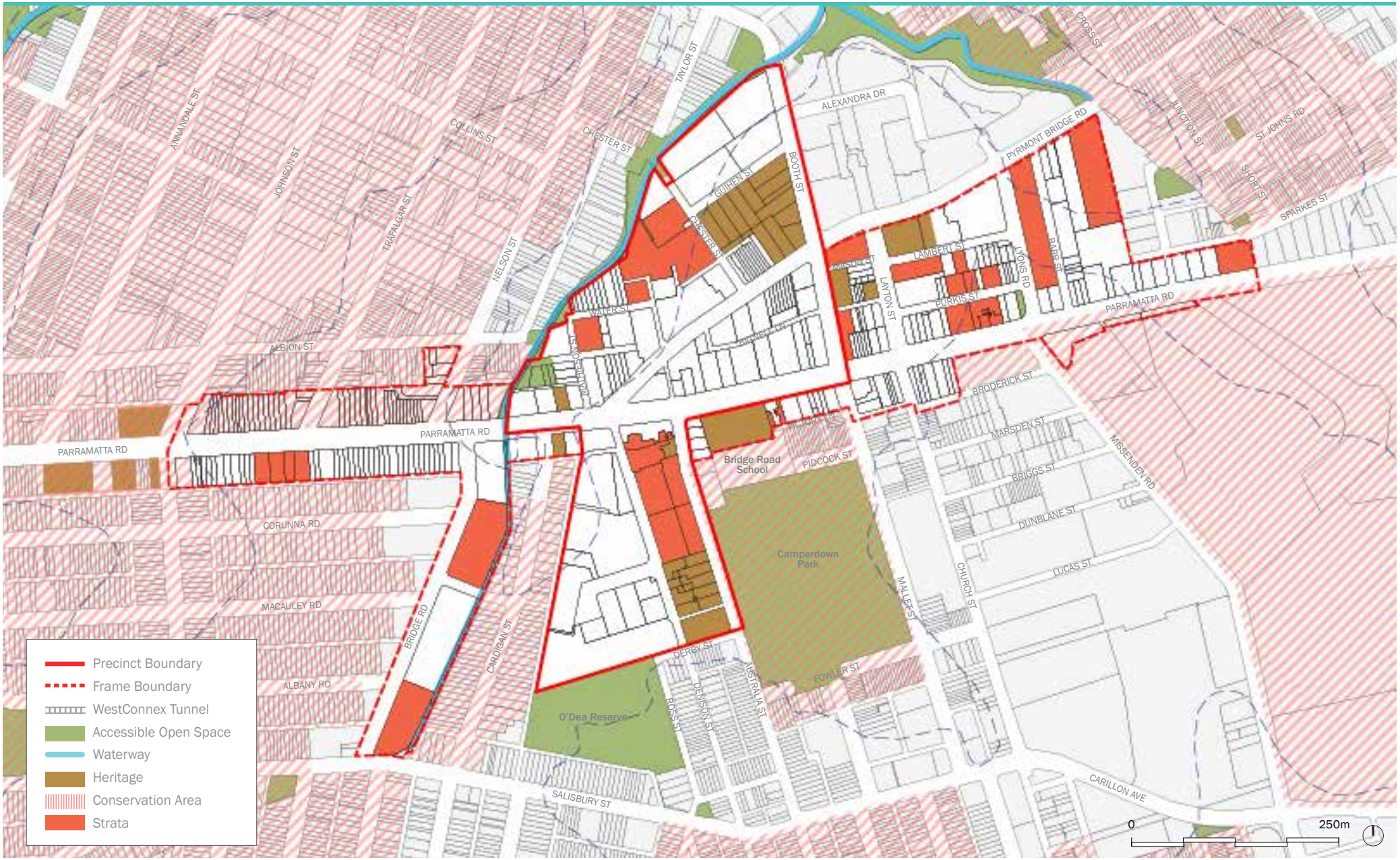
The significant opportunities presented by the Camperdown Precinct and Frame Areas are:

- celebrating the area's industrial built form and transitioning from an industrial area to biotechnology, education and health research uses
- developing a lively, fine-grained mixed-use area around Bignell Lane, with a future urban plaza
- adaptively reusing heritage buildings to create a local village with entertainment and other day/night 'social' uses
- creating green and active streets in the area that connect residents and workers to small, diverse, and highly connected local and regional open spaces
- encouraging residential redevelopment in the Hordern Place industrial estate that addresses and enlivens O'Dea Reserve, and also delivers a new open space area for the Precinct's residents and workers
- capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD
- locating stops to serve the existing major destinations, including The University of Sydney near Ross Street; and the Royal Prince Alfred Hospital near Missenden Road
- focusing on active transport to support more efficient use of existing open space, back street connections, and pedestrian links that better link the Precinct to surrounding areas and Newtown Station
- rehabilitating and greening the Johnstons Creek corridor to connect the Precinct to the Bicentennial Parklands and the harbour foreshore walks along the line of Johnston's Creek and its tributaries.

The primary constraints and challenges are:

- recognising that industrial strata land-holdings may be a short-term barrier to development, but should not be seen as long-term constraints
- providing a built form and Precinct layout that will support the health and education Precinct, which will require specific considerations such as appropriate building typologies and floor plates, service delivery requirements, and how to best connect workplaces to local amenities
- transitioning new, higher-density development to existing heritage items, conservation areas and lower scale neighbourhoods
- connecting future development properly to the surrounding neighbourhoods
- ameliorating the noise and air quality conditions on Parramatta Road and to a lesser extent Pyrmont Bridge Road to ensure adequate residential amenity
- limited east-west connections and an existing impermeable street layout
- limited north-south connections across Parramatta Road
- the narrow width of Parramatta Road
- addressing traffic issues on Parramatta Road, Pyrmont Bridge Road, Mallet Street and Booth Street
- lack of accessible open space
- limited community facilities
- flooding potential associated with Johnston's Creek.

Figure 12.3: Camperdown Opportunities and Constraints



12.4 Future Character and Identity

Vision

Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.

Living and Working There

Camperdown Precinct will to evolve into an attractive, highly urbanised neighbourhood marked by taller residential and business buildings, with potential for an innovative business and research hub to reflect the area's synergy of health, education, technology and reinvention. It will remain an eclectic collection of distinct places that supports a range of different activities and experiences. Pyrmont Bridge Road, Layton Street and Lyons Road will thrive as activated, green, local high streets, book-ended by 2 storey historic corner or contemporary iconic buildings at Parramatta Road intersections.

Both Parramatta Road and Pyrmont Bridge Road will contain retail and commercial activities. Parramatta Road will have better public transport to the CBD.

New residential development will be located in two locations - along Johnston's Creek in the north and more longer term to the south of Parramatta Road between Cardigan Lane and Australia Avenue. Future development in these locations will need to be appropriately scaled and will complement the Precinct's industrial heritage character and the adjacent heritage conservation area's lower density housing.

New open spaces and road connections will provide a network of footpaths to support a fully walkable and revitalised centre.

Delivering the Vision

The vision can be realised by:

- future proofing the Precinct and parts of the Frame Area for long term strategic land uses
- increasing the potential for student housing
- reinforcing the significant elements of the eight (8) local character areas recognised in the Parramatta Road Corridor Fine Grain Study, September 2016
- for each character area, implementing the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016
- providing green and active streets that connect residents and workers to small, diverse, and highly connected local and regional open spaces
- encouraging residential redevelopment in the Hordern Place industrial estate that addresses and enlivens O'Dea Reserve, and also delivers a new open space area for the Precinct's residents and workers
- capitalising on the improved, high-capacity public transport connections along Parramatta Road to the CBD
- addressing the constraints of the north-south street blocks and limited east-west connections by requiring new development to deliver connections to the surrounding streets, work places and neighbourhoods
- rehabilitating and greening the Johnston's Creek corridor to connect the Precinct to the Bicentennial Parklands and the harbour foreshore walks along the line of Johnston's Creek and its tributaries
- providing activated streetscapes and improved public domain particularly on north-south streets to create new 'green fingers'
- enhancing links to Petersham Station by focussing on north-south connectivity across Parramatta Road and along Railway Street
- reducing parking rates across the Precinct to capitalise on the strong public transport along Parramatta Road
- incorporating car parking into future development to unlock existing car parks and repurposing them for open space.

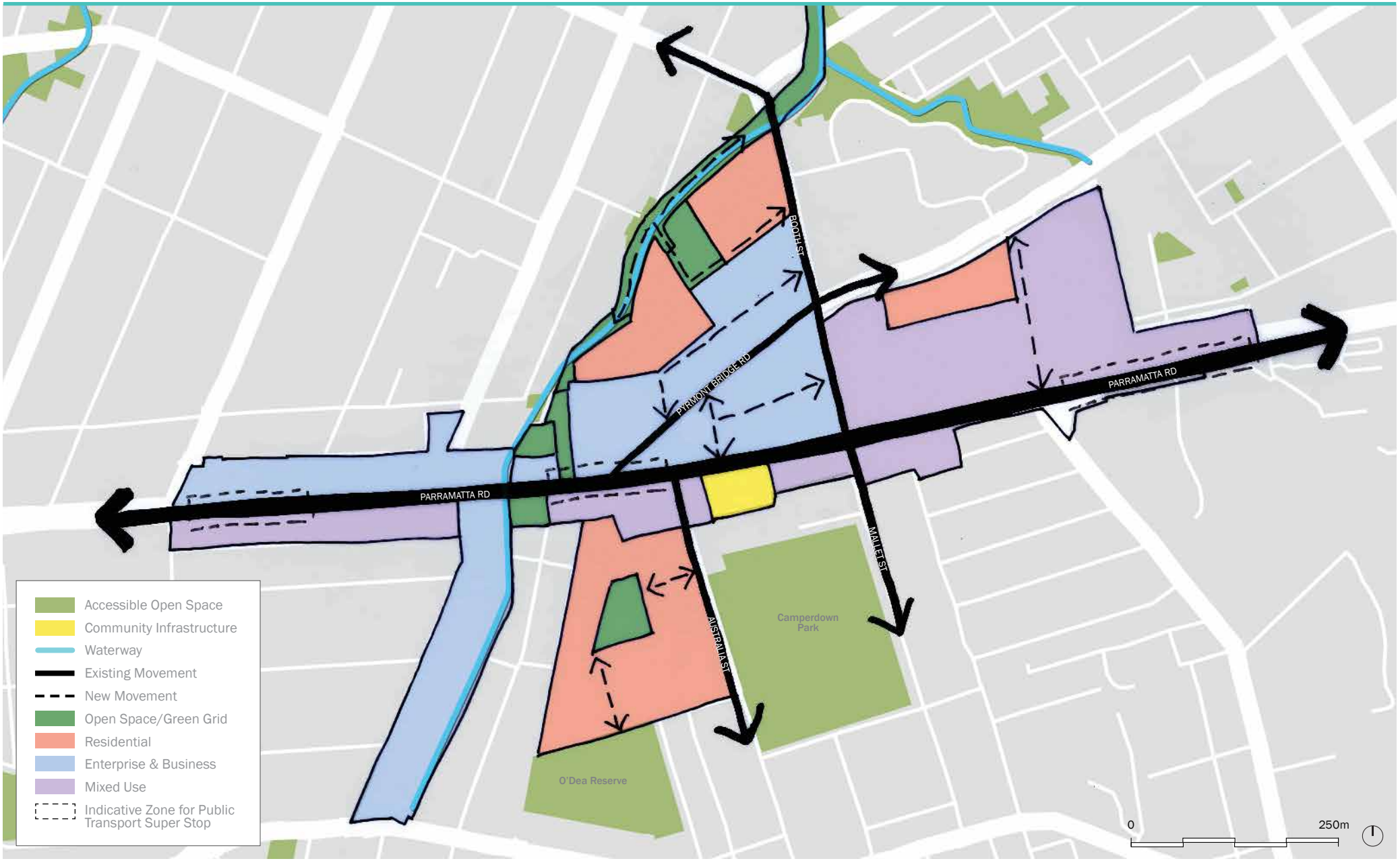
Proposed Growth Projections

	2023	2050
Population	720	1,390
Dwellings	389	700
Jobs	1,400	2,285

Proposed Indicative Land Use Mix (additional)

	RESIDENTIAL GFA (M^2)		EMPLOYMENT GFA (M^2)	
	SHORT TERM (2023)	LONG TERM (2050)	SHORT TERM (2023)	LONG TERM (2050)
Precinct	0	62,000	105,000	108,000
Frame Area	0	10,500	0	28,000

Figure 12.4: Camperdown Structure Plan



12.5 Open Space, Linkages and Connections and Public Domain

New public open spaces are proposed to support the transformation of the Precinct and Frame Area. Johnston's Creek will form a new green spine with walking and cycling links from Parramatta Road to Mathieson Street and Booth Street near Badu Park. The Johnston's Creek green link will provide a significant contribution to the Green Grid by improving regional walking and cycling connectivity from Stanmore and Camperdown to Rozelle Bay and Bicentennial Park.

The open space network will be expanded through the addition of new local parks as part of the renewal of larger sites throughout the Precinct, such as the Hordern Place industrial estate and along Chester Street or Guihen Street.

Camperdown Precinct benefits from a good grid network. Opportunity exists to provide new pedestrian and cycling linkages to increase connections through and across the Precinct north to south and east to west.

A. Open Space Requirements

a. Green and embellish the currently underutilised land along Johnston's Creek to create a significant new regional green link accommodating cycling and pedestrian links.

b. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown on Figure 12.5 and to be determined as part of a future planning proposal(s).

B. Linkage and Connection Requirements

a. Break up long blocks and design new lanes and high quality pedestrian prioritised links that will form a fine grained network of connected urban spaces.

b. Provide new and improved pedestrian links to improve permeability and provide additional north-south and east-west connections at:

   i. Albion Street and Cahill Street over Johnston's Creek

   ii. Gordon Street and Booth Street parallel to Pyrmont Bridge Road

   iii. Parramatta Road between Nelson Street and Australia Street

   iv. Pyrmont Bridge Road between Booth Street and Parramatta Road

   v. Chester Street

   vi. Gordon Street.

c. Provide new or upgraded cycling links to provide and improve connectivity and close missing gaps in the network, including:

   i. along Johnston's Creek between Mathieson Street (Parramatta Road) and Booth Street

   ii. connecting the Johnston's Creek link under Booth Street to the existing link through Hogan Park

   iii. on Kilner Lane to connect Parramatta Road, Denison Street and Cardigan Street

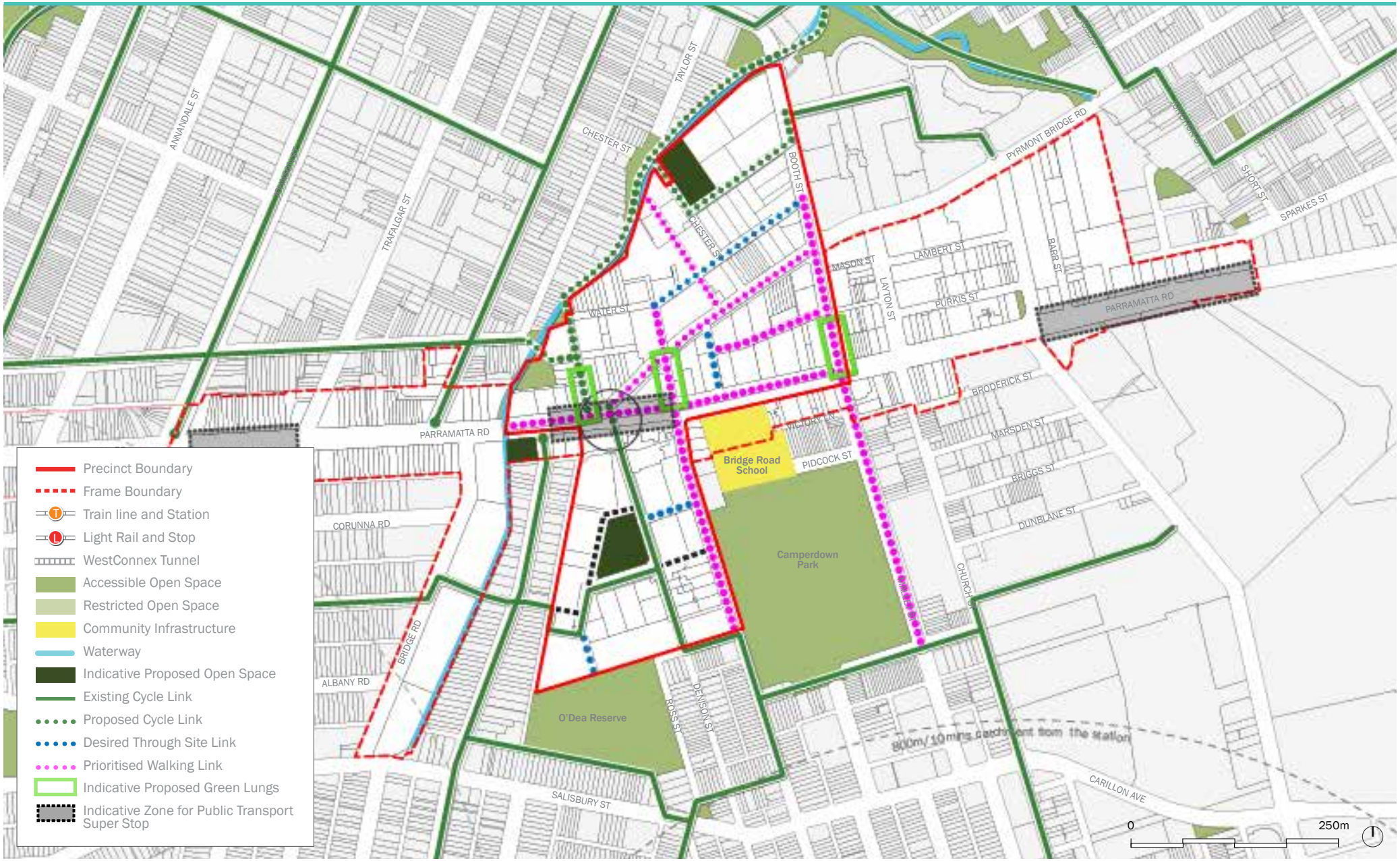
   iv. reinforcing the existing north-south link on Cardigan Street.

d. Where possible, provide links that can accommodate both pedestrians and cyclists.

C. Public Domain Requirements

a. Refer to Corridor wide Guidelines at Section 3.

Figure 12.5: Camperdown Open Space and Active Transport



12.6 Street Function and Precinct Transport

A. Street Function Requirements

Parramatta Road will be a Vibrant Street for its full length through the Camperdown Precinct and the western Frame Area.

Pyrmont Bridge Road will be a Place for People in recognition of its potential as a new Strategic Centre anchored by institutional uses as identified in Section 12.11 and within which there will be High Pedestrian Activity Zone.

All other roads across the Precinct and Frame Area will perform a Local Street function.

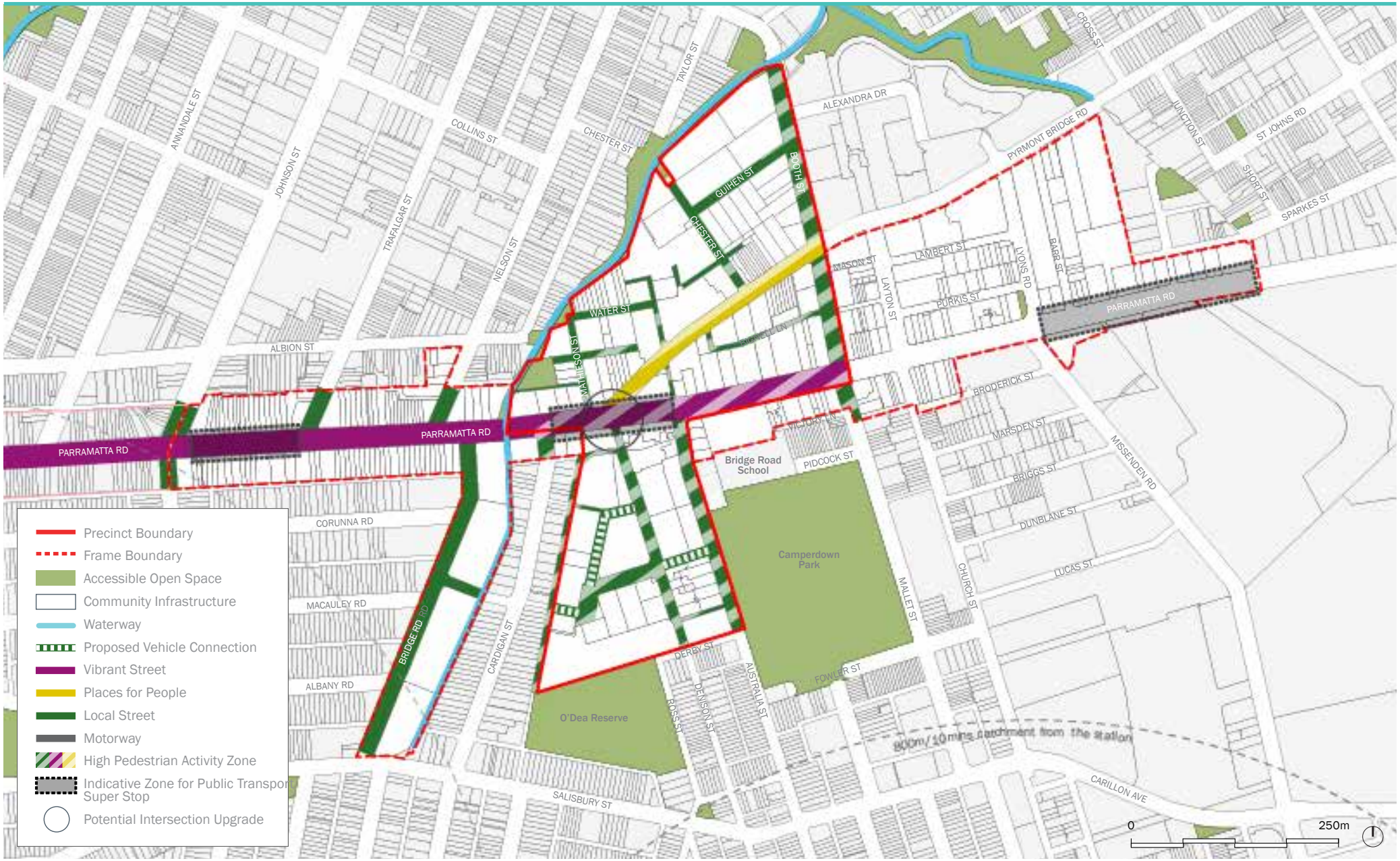
Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

B. Precinct Transport Requirements

a. Implement the specific objectives and recommendations of the Parramatta Road Corridor Precinct Transport Report, September 2016.

b. Refer to additional Corridor-wide Guidelines at Section 3.

Figure 12.6: Camperdown Street Function



12.7 Fine Grain

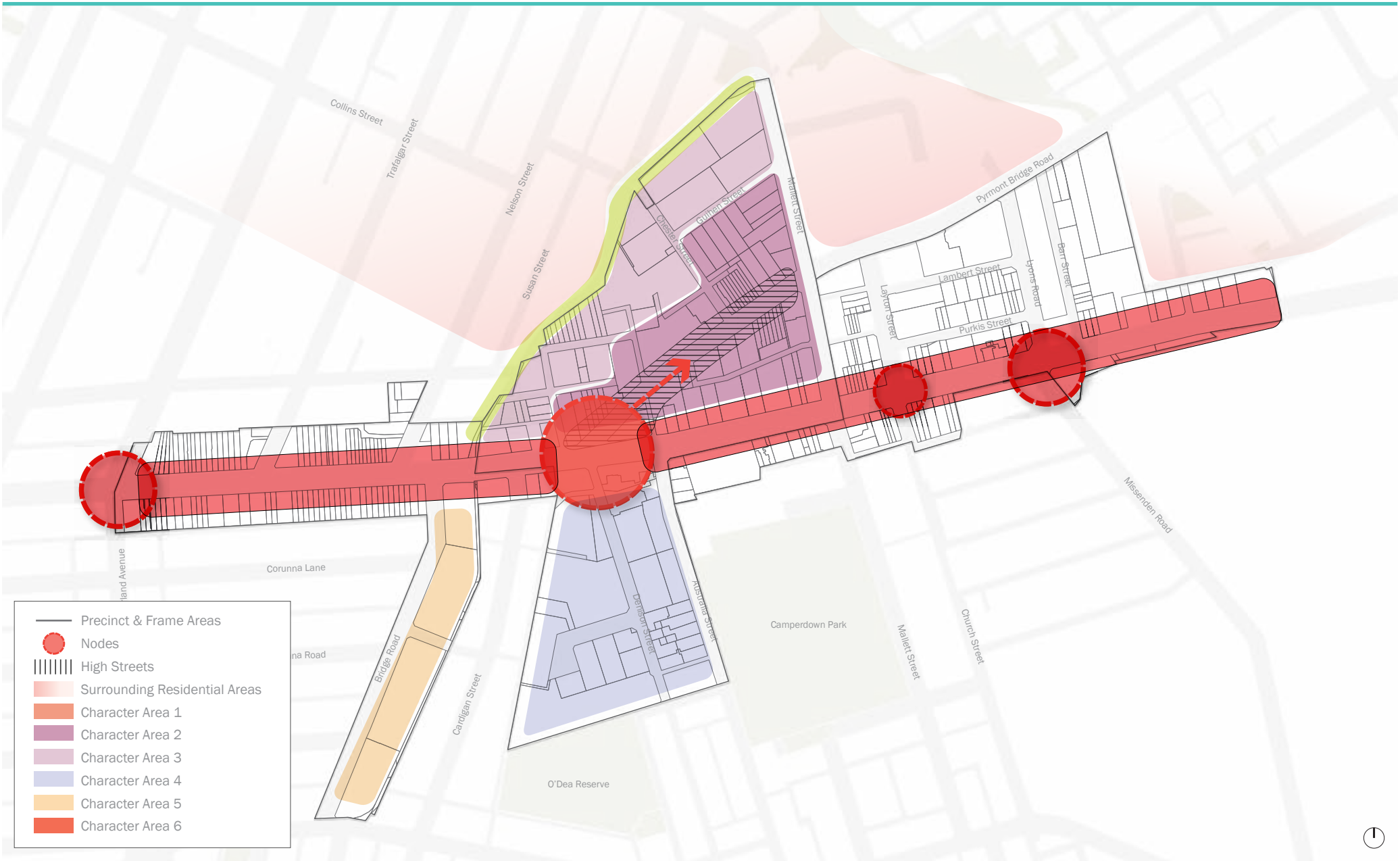
The proposed future character builds on and amplifies the established attributes of the Camperdown Precinct and Frame Area. Camperdown is to remain an eclectic collection of distinct places that supports a range of different activities and experiences.

Pyrmont Bridge Road, Layton Street and Lyons Road will thrive as activated, green, local high streets, book-ended by 2 storey historic corner or contemporary iconic buildings at Parramatta Road intersections.

Fine Grain Requirements

a. Demonstrate consistency with the objectives and key guidelines for the relevant character area as set out in the Parramatta Road Corridor Fine Grain Study, September 2016. Character areas are shown in Figure 12.7.

Figure 12.7: Camperdown Local Character Areas Zones



12.8 Green Edge Setbacks, Transitions and Activity and Commercial Zones

A. Setback and Transition Requirements

a. Maintain and reinforce zero lot setback to Parramatta Road and Pyrmont Bridge Road. A zero lot setback is not required where an Indicative Zone for Rapid Transit is identified.

b. Demonstrate consistency with the typical section for Parramatta Road illustrated in Figure 12.11.

c. Preserve the zero lot setbacks in the northern parts of the Precinct consistent with the Parramatta Road Corridor Fine Grain Study, September 2016.

d. Upper level setbacks could be provided in the northern part of the Precinct and south of Parramatta Road in the Hordern Place industrial estate so long as the predominant scale and street wall is preserved at the ground and first floors.

e. Provide setbacks consistent with Section 4 of the Guidelines in all other areas of the Precinct and Frame Area.

f. Provide built form transitions to heritage items and heritage conservation areas consistent with Figure 12.9.

g. Provide a built form transition consistent with Figure 12.10 to any new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.

h. Provide appropriate built form transitions for all other new development consistent with consistent with the Parramatta Road Corridor Fine Grain Study, September 2016 to existing built form

B. Active Zone Requirements

a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 12.8.

b. New Through Site Links and Prioritised Pedestrian Links should be lined with Active Frontages. Adjacent to proposed open space areas, Active Frontages should reflect the function and purpose of the proposed open space. Sympathetic uses such as community facilities, child care centres and small kiosks/cafes should be explored.

c. An Active Frontage can be replaced with a Commercial Frontage adjacent to a new Through Site Links, Prioritised Pedestrian Link or new open space area if Council forms the view that an appropriate use will be provided.

d. The ground level of development along the full length of Parramatta Road must be a non-residential use.

e. Active and Commercial Frontages must also consider the objectives and key guidelines set out in the Parramatta Road Corridor Fine Grain Study, September 2016.

f. The ground floor level of Active and Commercial Frontages is to match the street level.

g. Provide consistent paving, street furniture, signage, planting and lighting along Active Frontages.

Figure 12.8: Camperdown Heritage Interface and Transitions Zones

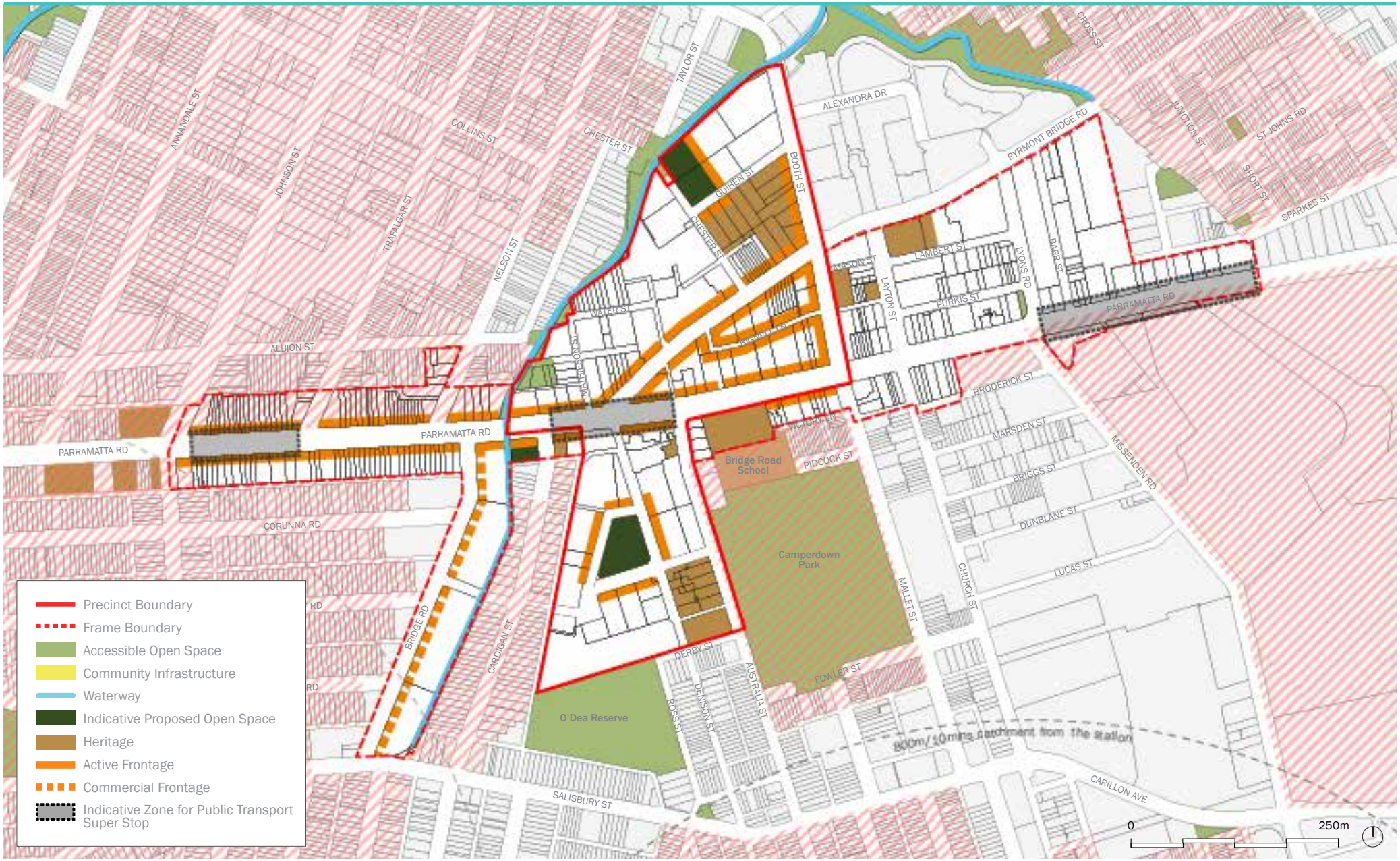


Figure 12.9: Transitions to Heritage/Existing

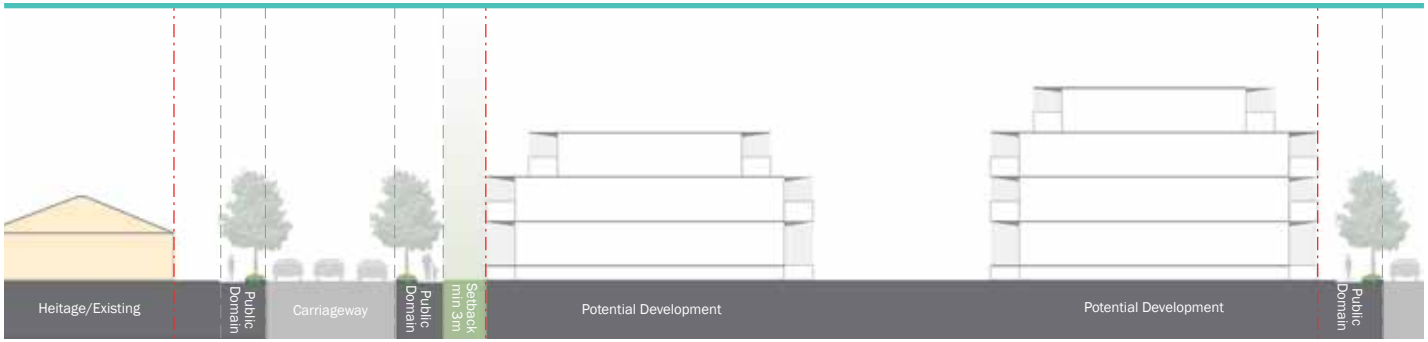


Figure 12.10: Transitions to Open Space

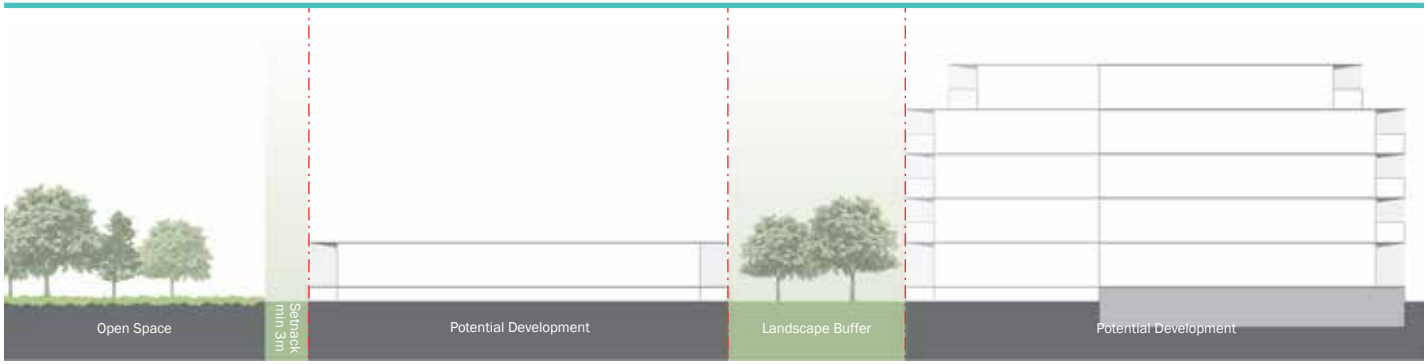


Figure 12.11: Parramatta Road

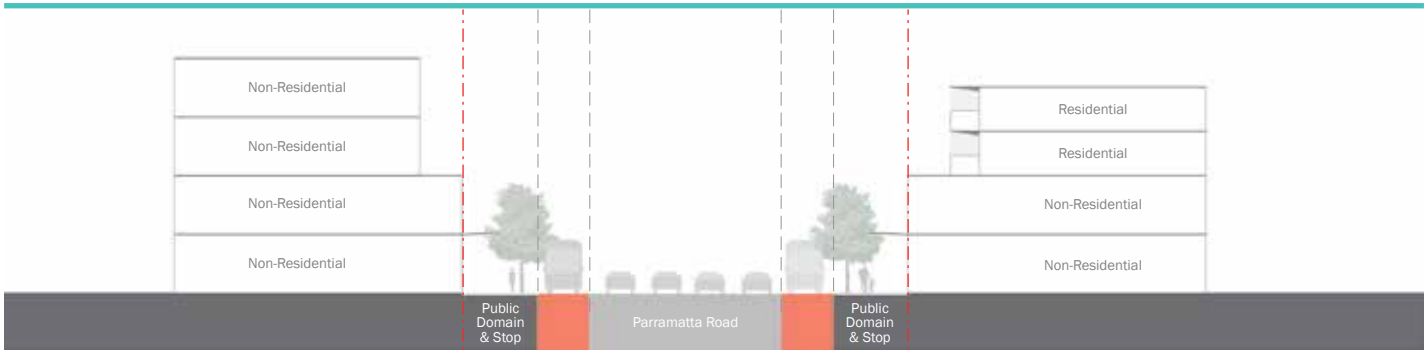
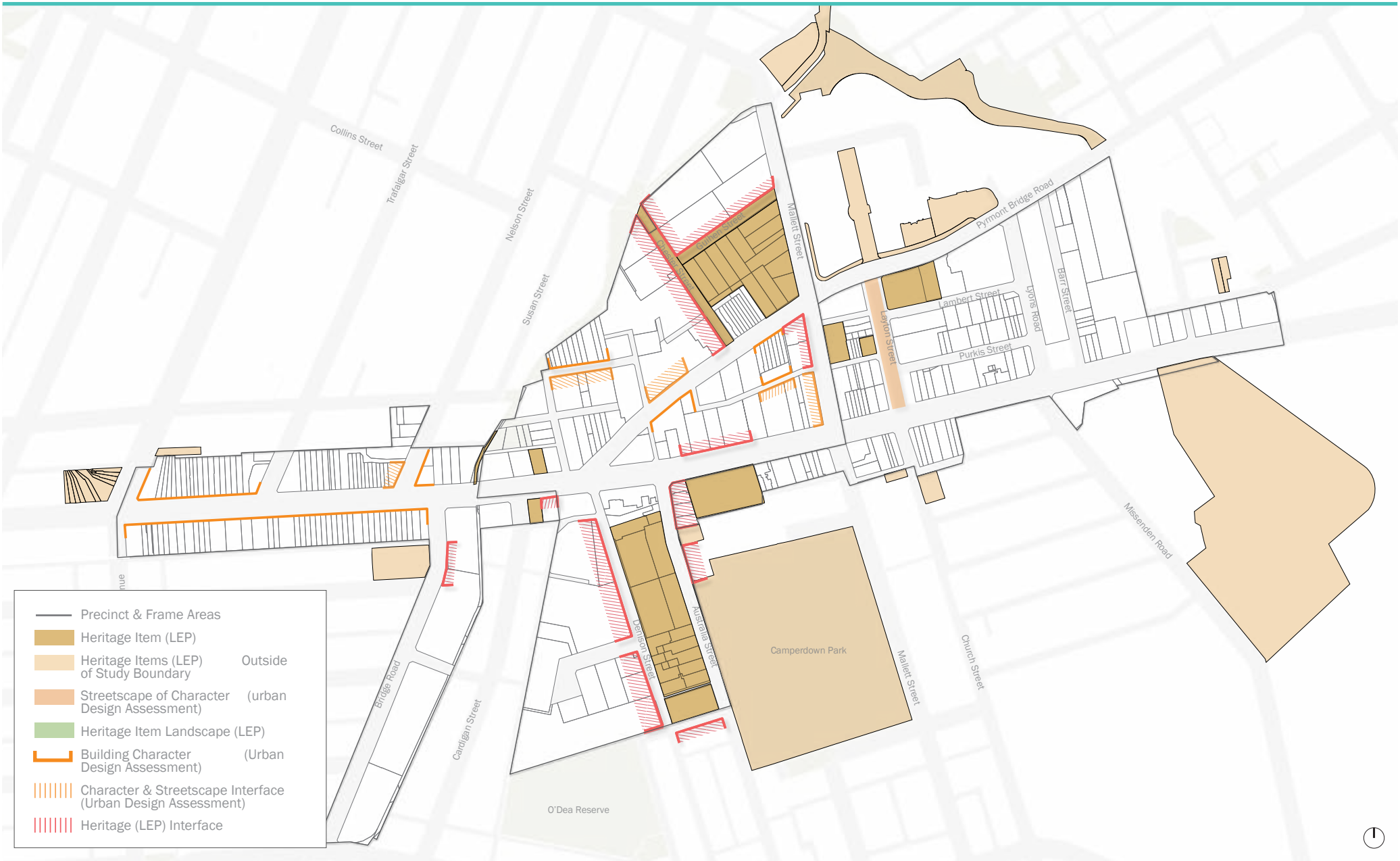


Figure 12.12: Camperdown Active and Commercial Frontages Plan



12.9 Recommended Planning Controls

A. Land Use

The recommended land use zones to implement the vision for the Camperdown Precinct are shown in Figure 12.13.

The recommended land uses acknowledge the importance of supporting the education, research and supporting uses associated with the Royal Prince Alfred Hospital and University of Sydney, as well as the need to plan for student accommodation and other forms of affordable and diverse housing to support workers, city makers and short-stay visitors to these major institutions. The B2 Local Centre, B4 Mixed Uses and B6 Enterprise Corridor zones are proposed to be maintained on Parramatta Road and across the majority of the Precinct. The range of permissible uses within the recommended B2 Local Centre and B6 Enterprise Corridor zone will need to balance the existing manufacturing and light industry uses with emerging technologies. Residential uses in these zones should be limited to Affordable Housing and potentially some forms of diverse housing such as student accommodation, subject to the findings of a local housing strategy.

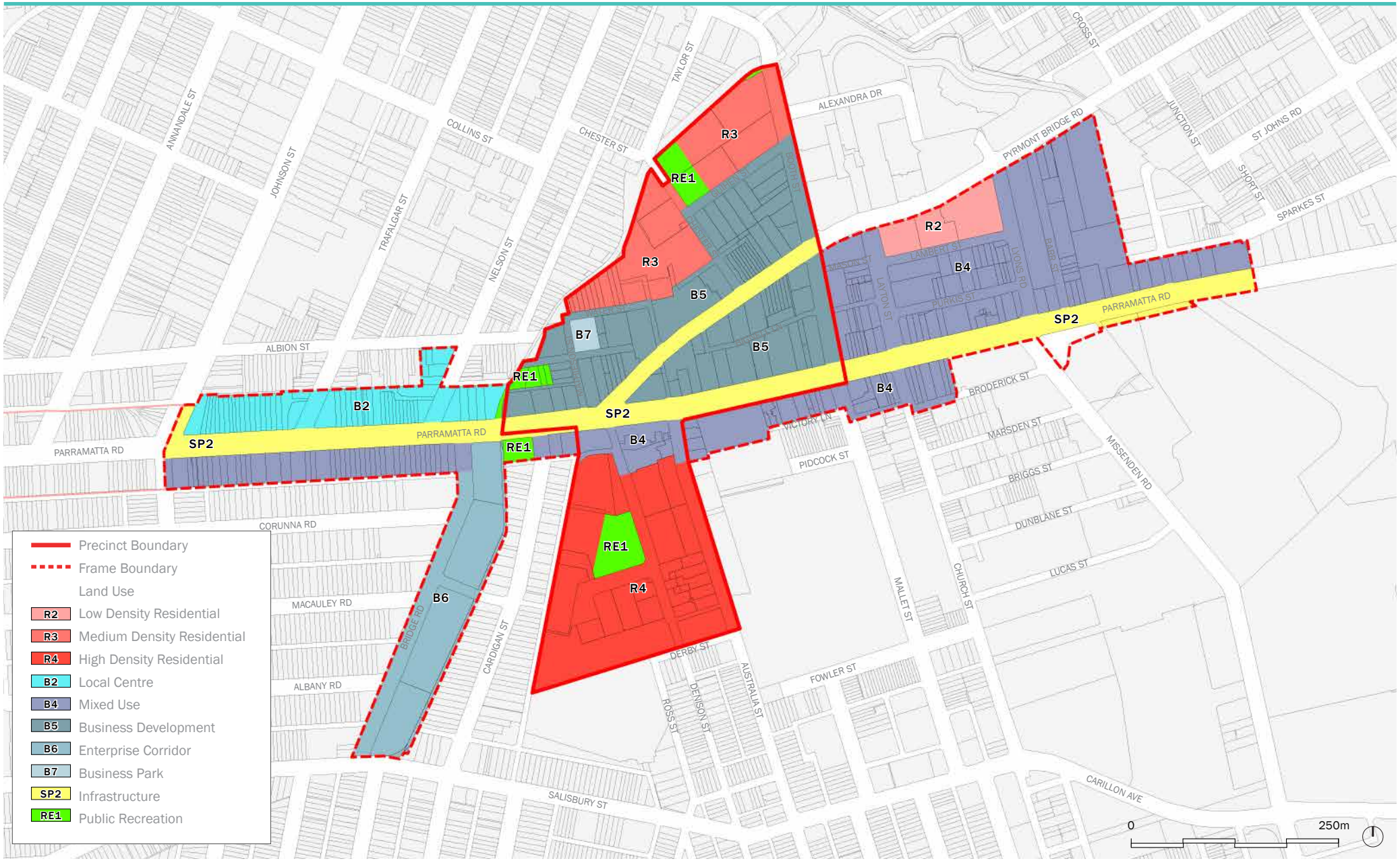
Land fronting Bridge Road, south of Parramatta Road, has recently been rezoned from an industrial zone to B6 Enterprise Corridor. No change is therefore proposed in this part of the Precinct.

An R4 High Density Zone is suggested for the Hordern Place industrial estate to accommodate terrace type dwellings and residential flat buildings. A range of dwelling typologies and scales will need to be provided to ensure impacts to existing dwellings along Cardigan Street are minimised. Overshadowing, privacy and building separations are particular concerns that will need to be appropriately responded to.

Medium density residential development could be pursued along the northern edge of the Precinct. Again, future development will need to carefully consider bulk and scale, particularly in response to topography, the improvements to Johnston's Creek and the interface with heritage items to the south.

The recommended zones are consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs. The permissible uses in the zones will be determined by Inner West Council. It should be noted that no change is proposed within the Frame Area located within the City of Sydney LGA.

Figure 12.13: Camperdown Recommended Land Uses



B. Building Heights

The recommended maximum building heights are shown in Figure 12.14. The tallest buildings permitted will be located on the corner of Parramatta Road and Pyrmont Bridge Road and will be up to 32 metres or 8 storeys. The maximum heights recognise the potential for a new gateway development to mark the entry to the Precinct immediately adjacent to a new public transport node, and also mirror the scale of development located on the southern side of Parramatta Road.

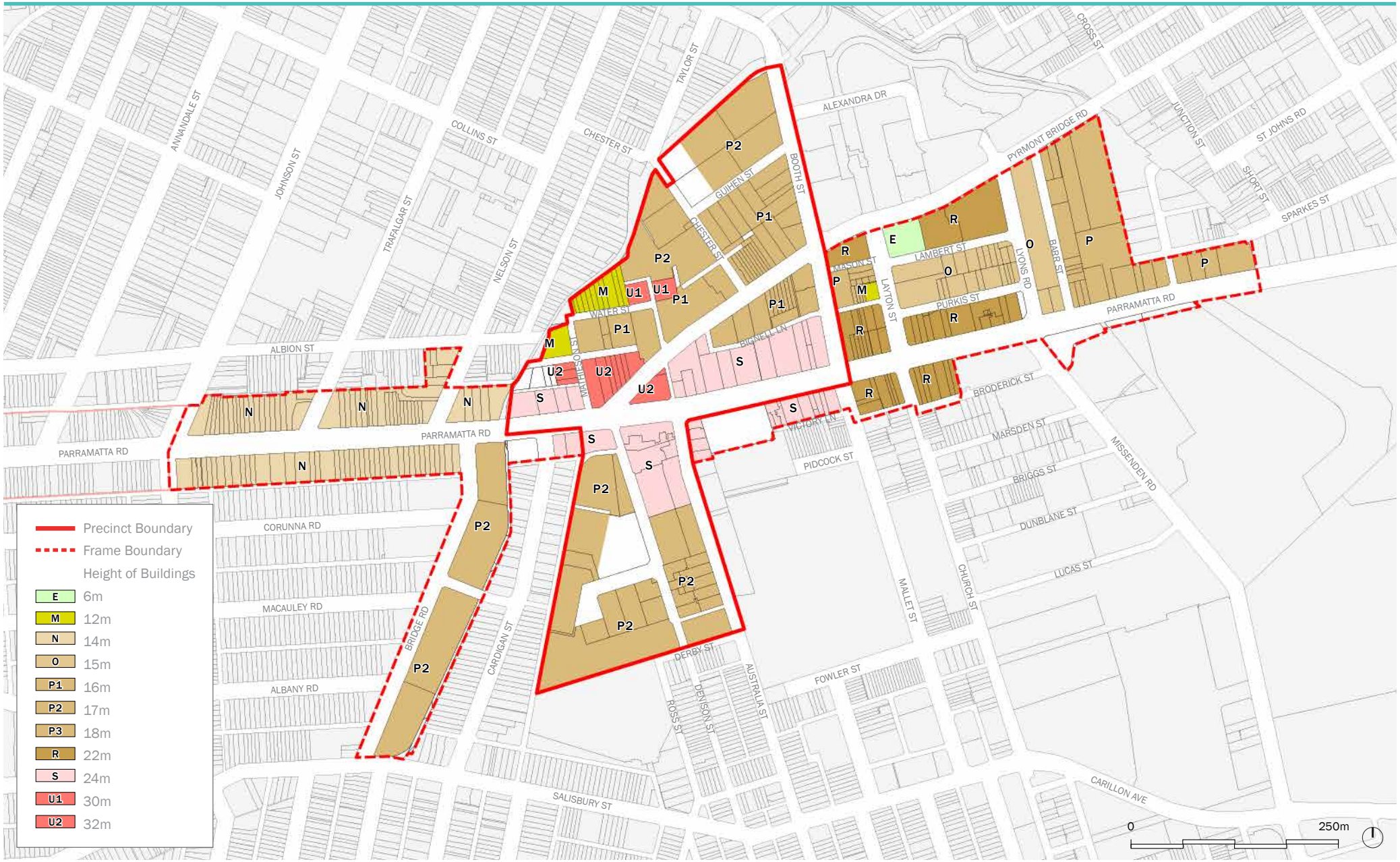
Heights along the rest of the Precinct's Parramatta Road frontage will be 24 metres or 6 storeys on both the northern and southern sides. The Frame Area will step down in height to preserve the iconic 2-3 storey scale and character along Parramatta Road.

The Hordern Place industrial estate is recommended to benefit from a maximum height of 17 metres, or 4 storeys. Heights will need to transition to a maximum of two storeys along Cardigan Lane, O'Dea Reserve and around new open space to protect privacy and minimise overshadowing.

Existing maximum heights are proposed to be maintained on employment land currently zoned B5 Business Development along Bridge Street given the very recent amendment of those controls.

Heights within the City of Sydney remain unchanged.

Figure 12.14: Camperdown Recommended Building Heights



C. Densities

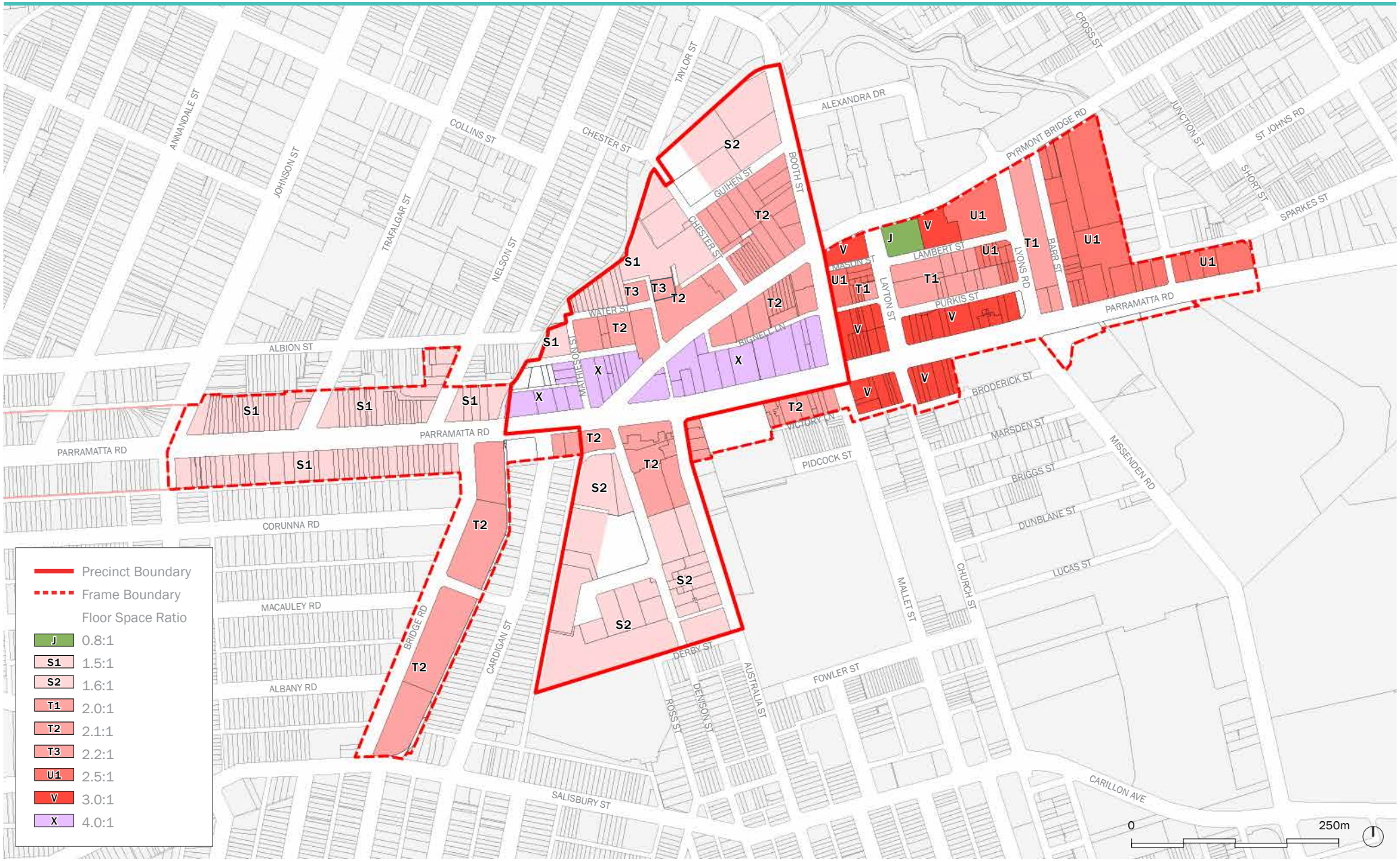
The preferred floor space ratios (FSR) are shown in Figure 12.15. The recommended controls recognise the proximity of the Precinct close to Sydney CBD, existing and proposed public transport connections and also the long term strategic land uses proposed for the Precinct and Frame Area. In this location, a maximum density of 4:1 is proposed.

To the north and south of Parramatta Road, a 3:1 FSR is recommended to reflect Precinct's strategic location and emerging status. The ability to achieve the maximum floor space will need to be reconciled with the existing industrial and fine gain character which should be protected and preserved as recommended by the Parramatta Road Corridor Fine Grain Study, September 2016.

A maximum FSR of 1.6:1 is recommended for the Hordern Place industrial estate, and is subject to delivery of the new connections and indicative open space location and size identified within Sections 12.5 – 12.7. The matching of an appropriate floor space ratio to the recommended maximum height (17 metres, 4 storeys) in this location important to ensure that loose fit envelopes are formed. The edge conditions to residential dwellings that back onto Cardigan Lane are particularly important and will need an appropriate design response.

FSRs within the City of Sydney remain unchanged.

Figure 12.15: Camperdown Recommended Densities




MUST
TURN
RIGHT
AT
FREEWAY
M4
MOONLIGHT
CINEMA
HONDA


RIGHT LANES MUST TURN RIGHT AT FREEWAY
HARLEY-DAVIDSON
CYCLES
DISCOUNT
TIEMAN

13

Glossary

Active Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has an 'Active Frontage' if premises on the ground floor of the building facing the street are used for the purposes of retail premises. Residential lobbies are not considered an Active Frontage.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as an Active Frontage.

Active Transport

Modes of transport that involve physical activity such as walking and cycling.

Commercial Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has a 'Commercial Frontage' if premises on the ground floor of the building facing the street are used for the purposes of business premises.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as Commercial Frontage. Residential lobbies/concierges are not considered a Commercial Frontage.

Continuous Build to Line

The land identified by a bold orange line on the Precinct Plans to mark where continuous built form should be provided to the street edge, and where a zero building setback is required to at least 85% of the street frontage.

Cycle Link (Proposed)

Land identified on the Precinct Plans as a green dotted line. Cycle links include:

- regional bicycle corridors which are highly used routes that connect to major destinations, on cycleways that are separate from motor vehicles and pedestrians
- local bicycle network connections which are lower use corridors that connect to priority corridors and neighbourhood destinations within catchments
- along quiet local streets to connect residential destinations and local services in low traffic environments.

Density

Density measures the intensity of people or built area, giving an indication of how intensely developed an area is. It is generally described as the number of people (workers and /or residents) or floor space over a given area. Net density compares the number of people or floor space over an individual lot or number of lots excluding public roads and open space. Gross density is used to measure the number of people or floor space over a larger area and includes all land within the area measured.

Desired Through Site Link

Land identified on the Precinct Plans as a blue dotted line. A Desired Through Site Link is to be provided in the indicative location as a publicly accessible link to improve pedestrian and/or cycling connectivity and access to public transport and/or open space/community facilities. A Desired Through Site Link should be a minimum 7m in width.

Enterprise and Business

Land comprising employment uses such as business or commercial premises, innovation and technological uses, light industries, warehouse and distribution centres. Enterprise and Business areas are where people should be able to have their cars repaired, buy goods such as white goods from large retailers, or where small manufacturing can occur.

Heavy industrial uses and residential development are not encouraged in Enterprise and Business areas.

Employment (Other)

Heavy industrial and manufacturing uses that are envisaged to be located within the Corridor over the longer term.

Fine Grain

A term used to describe the predominant small lot subdivision associated with the historic pattern of built form which exists along the Parramatta Road Corridor and within the identified Precincts and Frame Areas. New areas where an intimate pedestrian scale is desired may benefit from a fine grain subdivision.

Frame Area

The stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road.

Governance

The process for making and implementing decisions.

Green Setback

Land identified by a bold green line on the Precinct Plans to identify the strip of land measured from the property boundary to the building line to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.

A Green Setback is 6m wide on Parramatta Road and 3m wide on all other nominated streets.

Heritage Conservation Area

An area of land of heritage significance identified within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value, and Including any heritage items situated on or within that area.

Heritage Item

A building, work, place, relic, tree, object or archaeological site that is listed within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value.

Housing Diversity

An array of housing typologies, formats, sizes and ownership/tenure structures that aim to improve the affordability and choice of services and support lifestyles.

Indicative Zone for Rapid Transit

The land bound by a grey dotted line on the Precinct Plans for the Corridor between the Burwood-Concord Precinct and the eastern end of the Parramatta Road Corridor. Proposals for rezoning or development within an Indicative Zone for Rapid Transit should be discussed with Transport for NSW to facilitate integration of well designed public transport infrastructure and associated facilities into the streetscape.

Integrated Land Use and Transport Plan

A plan which illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.

Infrastructure Site *(as shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines)*

Land that is currently zoned or used for one of the following purposes:

- education facility
- health facility
- substation
- road (as zoned in a local environmental plan only)
- drainage corridor (as zoned in a local environmental plan only)
- WestConnex Motorway construction site.

Intermediate Trips

Trips that are between five and 10 kilometres.

Intersection Investigation/Upgrade (Proposed)

Locations that will require further investigation or upgrade as part of any future planning proposal.

Light Rail

A system of electrically propelled passenger vehicles with steel wheels that are propelled along a track constructed with steel rails. The vehicles are capable of sharing streets with vehicular traffic and pedestrians, but may also be constructed within exclusive rights-of way such as a segregated rail corridor, tunnel or elevated structure.

Local Centre

Locations that are existing centres in or adjacent to the Corridor that are not identified as a Strategic Centre in *A Plan for Growing Sydney*. Local centres are smaller than Strategic Centres and range from centres with a small number of shops to centres with large amounts of retail and employment. Local Centres have been identified on the Precinct Plans to provide context.

Local Environmental Plan

The principal planning instrument for controlling development at the council level.

Local Street

A road in the local network that has a greater sense of place than movement.

Local trips

Trips that are less than five kilometres.

Linear Open Spaces

Linear Open Spaces provide long active links that are suitable for walking and cycling. They make use of infrastructure corridors and connect urban centres to large open spaces and other regional active transport corridors.

Liveability

The way a place supports the quality of life and wellbeing of its residents.

Mixed Use Development

Areas containing (or zoned for) two or more land uses of any type.

Motorways

A divided highway for through-traffic with no access for traffic between interchanges and with grade separation at intersections, which moves people and goods over long distances.

Movement Corridor

Primary arterial or arterial roads

Parramatta Road Corridor

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

Places for People

Combine higher pedestrian activity and lower levels of vehicle movement compared to vibrant streets, creating places of value for local communities and visitors.

Planning Proposal *(as shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines)*

Land that is the subject of an undetermined Planning Proposal that has been issued a Gateway Determination by the Department of Planning and Environment.

Plaza

Small urban open spaces which serve dense urban environments and provide open space where people live and work. These spaces are located within urban centres and have building frontages activating their edges. They are designed as high use open spaces that also allow for high levels of pedestrian traffic.

Precinct

Land identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way.

Precinct Plan

A set of plans prepared for each Precinct that provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Prioritised Walking Link

A strategically important walking link or connection that is designed as a primary route for walking. Attributes could include generous footpaths, shade and weather protection, seating, landscaping and priority over other transport modes at intersections.

Priority Precinct

Areas selected through the Priority Precincts program as suitable for urban renewal including increased housing.

Proposed Open Space

Land in public ownership that provides recreation and amenity benefit. New Public Open Space is to be delivered through the Open Space and Social Infrastructure Schedule, the Urban Amenity Improvement Program or future development proposals. Private communal open space required to be delivered under SEPP 65 is not Public Open Space.

Public Open Space (Existing)

Open space areas that are set aside for recreational uses with unrestricted public access, such as parks, sporting fields, landscaped areas, or plazas. Existing Public Open Space across the Parramatta Road Corridor includes:

- regional open spaces – large areas, open spaces, parks or corridors that provide a range of recreational opportunities, facilities, landscapes, ecological habitats and cultural interest for visitors across whole cities or metropolitan subregions;
- district open spaces - typically used by multiple neighbourhoods that may extend beyond the LGA where it is located, and usually provide a range of formal and informal recreational, sports and children's play facilities; and
- local open spaces serve single neighbourhoods, are typically small in size, and typically provide some recreational facilities such as games courts, children's play facilities and outdoor seating.

Recent development *(as shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines)*

Land that has been developed in the last five years, is currently under construction or benefits from a current (but yet to the commenced) development consent.

Restricted Open Space

Existing Public Open Space which is primarily used for organised sport and recreation activities and is largely inaccessible to the community. Examples include FS Garfield Park, Concord Oval, Lambert Park and others.

Regional Trips

Trips that are longer than 10 kilometres.

Residential

Predominantly residential in character and includes a range of dwelling typologies and densities.

Social Infrastructure

The facilities and services that are used for the physical, social, cultural or intellectual development or welfare of the community, including physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses.

Importantly, social infrastructure also incorporates the services, activities and programs that operate within these facilities.

Statutory Planning

Urban planning in accordance with the adopted legislation such as the *NSW Environmental Planning and Assessment Act ,1979.*

Strata *(as shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines)*

Land currently accommodating strata titled residential development.

Strategic Centre

Locations identified within *A Plan for Growing Sydney* that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.

Unbundled Parking

Unbundled parking is parking that is separated from the cost or rent of a dwelling or building. This is not only more equitable, but can also reduce the total amount of parking required for the building.

Urban Amenity

The quality of a public or private place to live or work in or visit for both individuals and the community.

Urban Amenity Improvement Program

A program of urban amenity improvements attached to $200 million worth of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.

Urban Investigation Areas

Large areas of land to be examined for suitability for urban development.

Urban Transformation

The process undertaken to build on the strengths of a place by transforming under-utilised or dilapidated areas, and balancing density, good design, a mix of land uses, location, housing choice and access to public transport to create a successful urban environment.

Urban Village

An identifiable residential community within a suburb centred on an activity node. Distinct from a town centre, an urban village provides the conveniences necessary for a localised community including lifestyle amenities such as cafes, restaurants and bars, fresh food markets and local services such as hairdressers, transport connections and open spaces.

Vehicle connection (proposed)

Locations where a new local road is required.

Vibrant Street

Combine high demand for movement and high pedestrian activity with often limited road space within urban areas and regional centres.

Village Centre

The activity strip or central point of an urban village such as an urban square or main street.

WestConnex

The 33-kilometre project that brings together a number of important road investments to link Sydney's Orbital Network, including the widening of the M4 east of Parramatta, duplicating the M5 East and building new sections of motorway to provide a connection between the two key corridors.





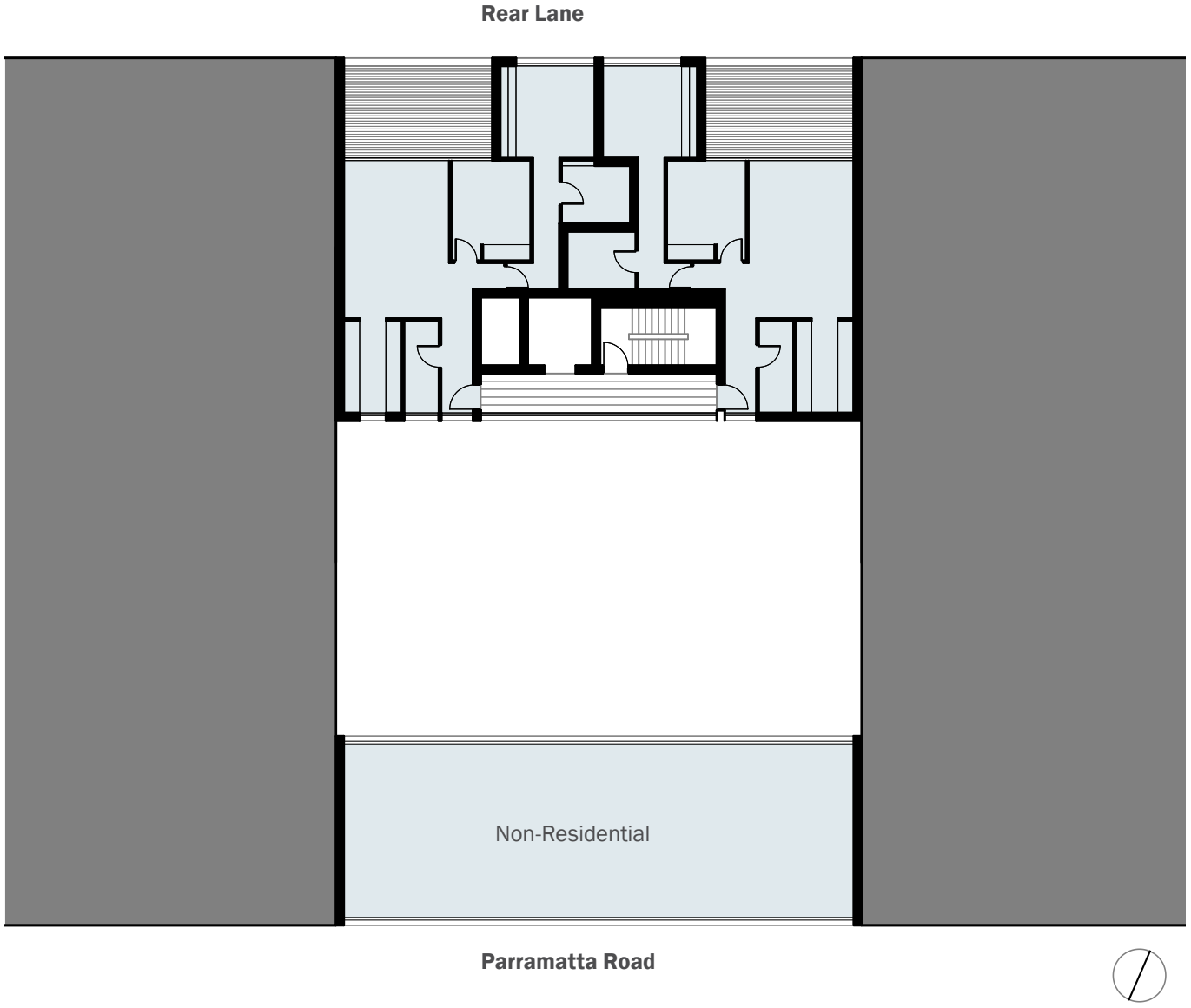
14

Appendix

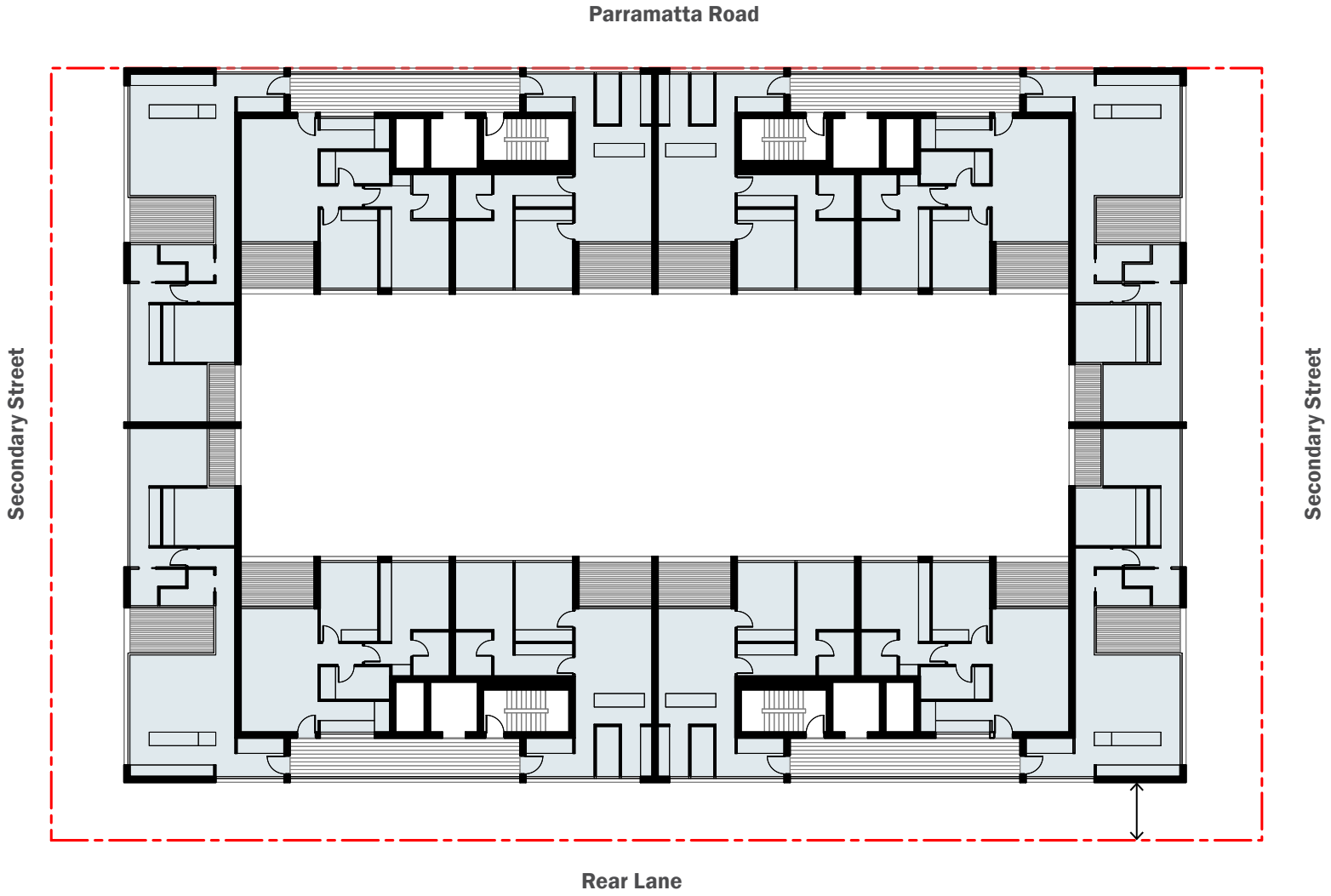
1. Example of a Shield

Indicative Floor Plans

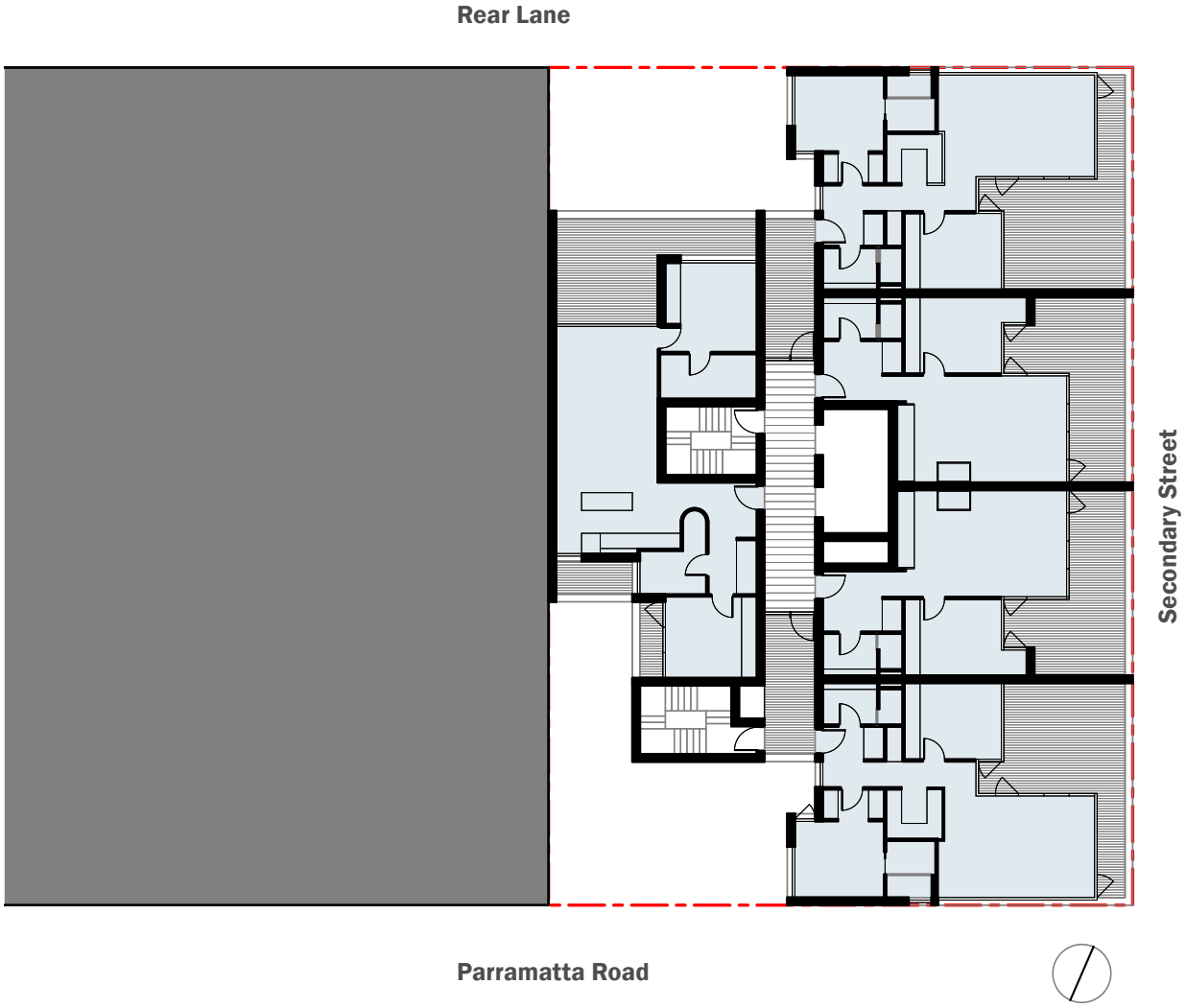
The following are examples of indicative floor plans that should be considered when designing buildings along busy roads.



2. Example of a Barrier



3. Example of a Corner



3. Example of a Facing Away



For further information:

1300 730 627

info@newparramattard.com.au

urbangrowth.nsw.gov.au