

Amended City Centre Special Areas



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|------------------------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------|
| A River Foreshore — Refer to Section 4.3.3.7(a) | E 8-12 Victoria Rd and 2A Wilks St — Refer to Section 4.3.3.7(e) | I 2-6 Hassall Street — Refer to Section 4.3.3.7(i) |
| B Parramatta Square — Refer to Section 4.3.3.7(b) | F 180 George St — Refer to Section 4.3.3.7(f) | J 12A Parkes Street — Refer to Section 4.3.3.7(j) |
| C Park Edge — Refer to Section 4.3.3.7(c) | G 2-10 Philip St — Refer to Section 4.3.3.7(g) | K 14-20 Parkes Street — Refer to Section 4.3.3.7(k) |
| D 57, 63 & 83 Church St and 44 Early St — Refer to Section 4.3.3.7(d) | H 164-188 George St — Refer to Section 4.3.3.7(h) | L 8-14 Great Western Highway — Refer to Section X |

8-14 Great Western Highway, Parramatta

Land to which this DCP applies

This part of the DCP applies to land known as Lot 10 DP 1097949 and SP 8700 at 8-14 Great Western Highway, Parramatta as illustrated in Figure 1 below.



Figure 1: Land covered by this part

Relationship to other planning documents

This DCP sets relevant development controls for the built form and urban design objectives for development at 8-14 Great Western Highway, Parramatta, including building form and massing, setbacks, building separation, heritage interface, landscaping, and potential road widening and vehicular access requirements.

This site specific DCP must be read in conjunction with other parts of the Parramatta DCP and the Parramatta Local Environmental Plan 2011 (PLEP 2011).

If there is any inconsistency between this part of the DCP and other parts of the Parramatta DCP 2011, this part of the DCP will prevail. This part establishes objectives and controls to be applied to the preparation and assessment of a development application for the site.

It should be noted that future development will be subject to a design excellence competition process under the PLEP 2011. The scope of this brief will be informed by the urban design outcomes and principles of this DCP.

Desired future character

The site will be redeveloped into a high-quality, water and energy efficient, mixed-use development with residential and commercial uses, including ground floor retail uses which will activate the site's frontage to the Great Western Highway. Future development will align with the vision for the Parramatta CBD, which realises Parramatta as an urban and high-density and high-amenity city centre.

This DCP provides controls on the built form outcomes, vehicular access arrangements, heritage and landscape requirements. This DCP recognises the sites location along the Great Western Highway as a major arterial road and seeks to ensure safe ingress and egress and maintain the efficient functioning of traffic along this road corridor.

Site Objectives

- O1. To facilitate the development of a mixed use building on the site which provides an activated street frontage, commercial floor space within a building podium, and a residential tower above.
- O2. Ensure that built form achieves contextual fit with adjacent buildings, both existing and future.
- O3. Protect and manage the impact of development on the public domain and neighbouring sites.
- O4. To ensure the nominated setback to the Great Western Highway can accommodate the potential for future road widening.
- O5. Provide vehicular access points and circulation that is safe and minimises impact to the operation of the intersection between Great Western Highway and Church Street.
- O6. Ensure that the building design is sympathetic to nearby heritage items and does not detract from their value.
- O7. Ensure that nearby heritage items are protected during the redevelopment of the subject site.
- O8. Require that any potential archaeology is managed in accordance with the requirements of Heritage NSW.
- O9. Provide deep-soil zones across the site to allow for adequate landscaping and allow for large tree plantings at the front and rear of the development.
- O10. Ensure that built form enables a healthy environment for street trees within the front setback.

Built form and massing

Principles

- P1. To define built form and massing principles that achieve good urban design outcomes for the site context.
- P2. Set back buildings above the street wall and side and rear boundaries to allow daylight penetration, mitigate wind impacts and enable views to the sky in streets and public places.
- P3. Design street walls to create streets that are legible, comfortable, safe, functional and attractive.
- P4. Design towers to be elegantly proportioned and maximise its slenderness of form.

Design Controls

Maximum Building Heights

- C1. The building will present a commercial podium of 4 to 5 storeys to Great Western Highway with residential tower setback above.

Building alignment and setbacks

- C2. The building is to be aligned parallel with the Great Western Highway.
- C3. Street setbacks and street wall heights are to comply with Figure 2 and Figure 3, whereby development is to have a 6m setback at ground, and a 3m upper level setback for tower above.
- C4. The building (podium) setback is to have a 6 metre setback to the existing boundary with the Great Western Highway, 3 metre from the eastern boundary, 6 metre to the northern boundary and a 3m setback to the western boundary.
- C5. The basement is to be located wholly within the build footprint, with the exception the western boundary and a portion of the northern boundary as shown in Figure 2. A nil setback is permitted at these locations for basement levels that generally marry with the ground floor level of the development on 18 – 20 Great Western Highway.
- C6. The 6 metre front setback is to be measured from the existing boundary in accordance with Figure 3. The front setback is to ensure adequate deep-soil planting, and where possible, the retention of existing trees. In the event of any future widening of Great Western Highway is required, the setting of the building is not required to change.
- C7. The residential tower above commercial podium is to be setback 9 metre from all existing site boundaries.

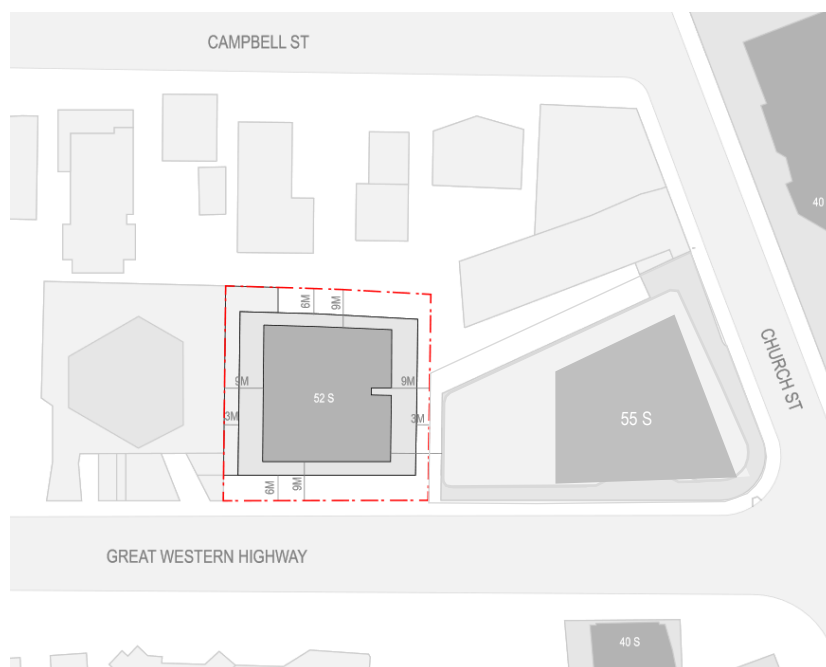


Figure 2: Building alignment and setbacks

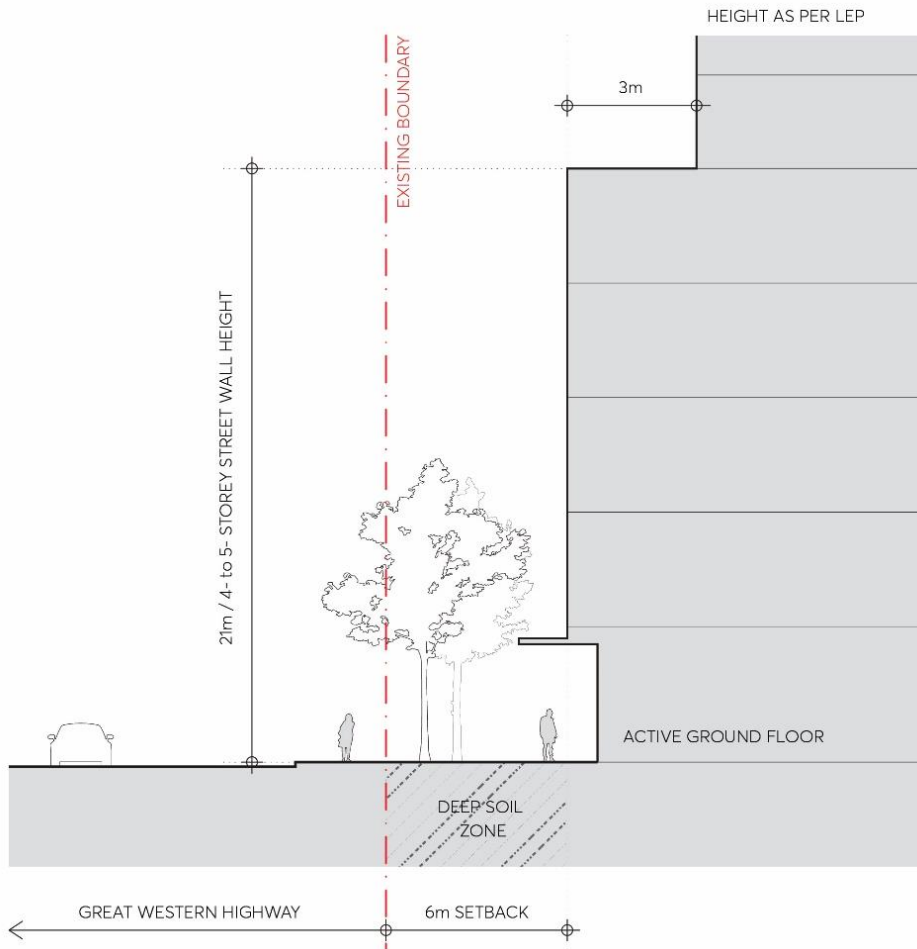


Figure 3: Street Setbacks to Great Western Highway

Building Separation

- C8. Future development must provide for a minimum building separation above street wall height of 18m, where separation distances must be apportioned equally between adjacent sites.

Street Wall Design and Ground Floor

- C9. The street walls must:
- be modulated vertically in increments that relates to a fine grain subdivision and negotiates any stepping in the ground floor level.
 - be of predominantly masonry character with no lightweight panel construction or curtain walling.
 - be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.
 - utilise legible architectural elements and types - doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.
 - include semi-recessed awnings for pedestrian shelter, in accordance with Figure 5.
- C10. The active ground floor frontage must be considered in detail and the following must be incorporated in its design, as per Figure 4:

- a) Active uses must fully occupy the ground floor frontage and not taken up by services.
- b) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.
- c) The façade must have a high level of expressed detail and tactile material quality.
- d) The articulation of the façade must include a well resolved meeting with the ground that also takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the natural ground level or footpath.
- e) Design solutions need to maintain and reflect the levels of the existing footpath, incorporating a fine grain response that allows the ground floor tenancies to step with the sloping public domain.

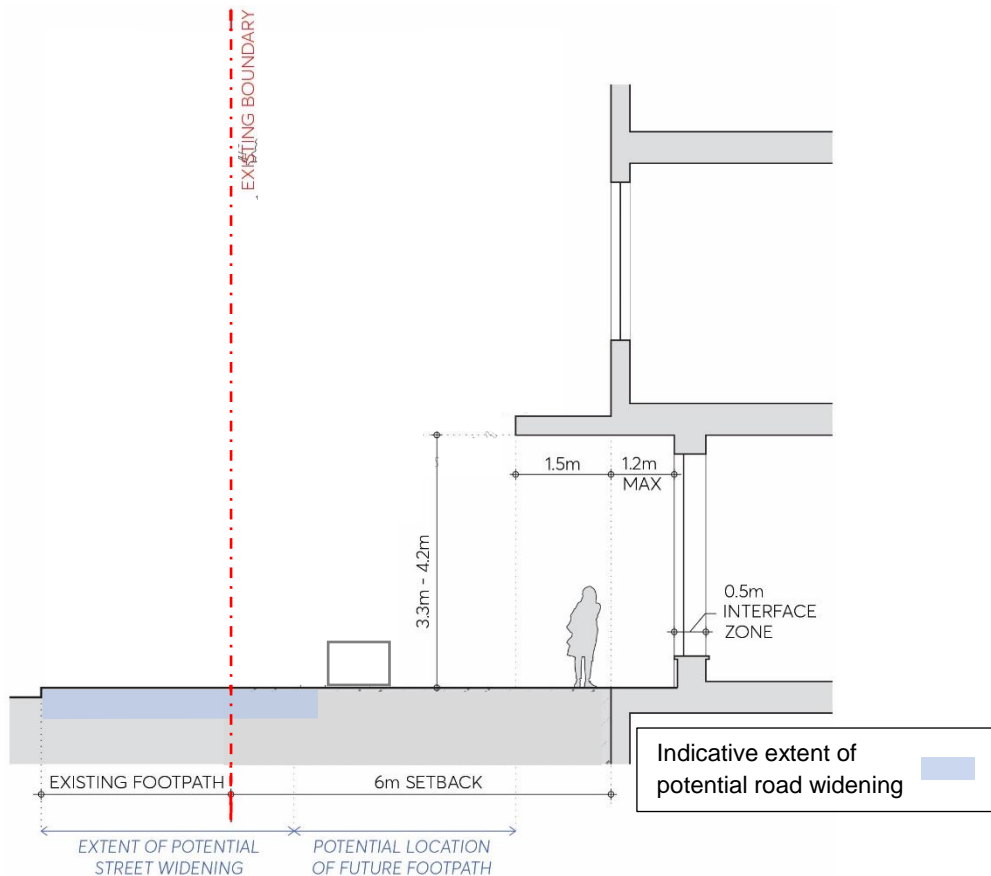


Figure 4: Ground Floor Interface Zone

Access, parking and servicing

Access controls

- C9. Vehicular ingress and egress into the site must be provided near the site's western boundary so that the access point does not impact on the operation of the Great Western Highway and Church Street intersection (Figure 6 and Figure 7).
- C10. The driveway from the Great Western Highway must be a minimum of 12m wide and comply with Council's engineering standards.
- C11. All vehicles, including service vehicles, must enter and exit the site in a forward direction.
- C12. All areas for car parking, loading, deliveries and servicing shall be located within the boundaries of the site. A swept path analysis must demonstrate that the largest vehicle likely to access the site can safely and efficiently manoeuvre in these areas.

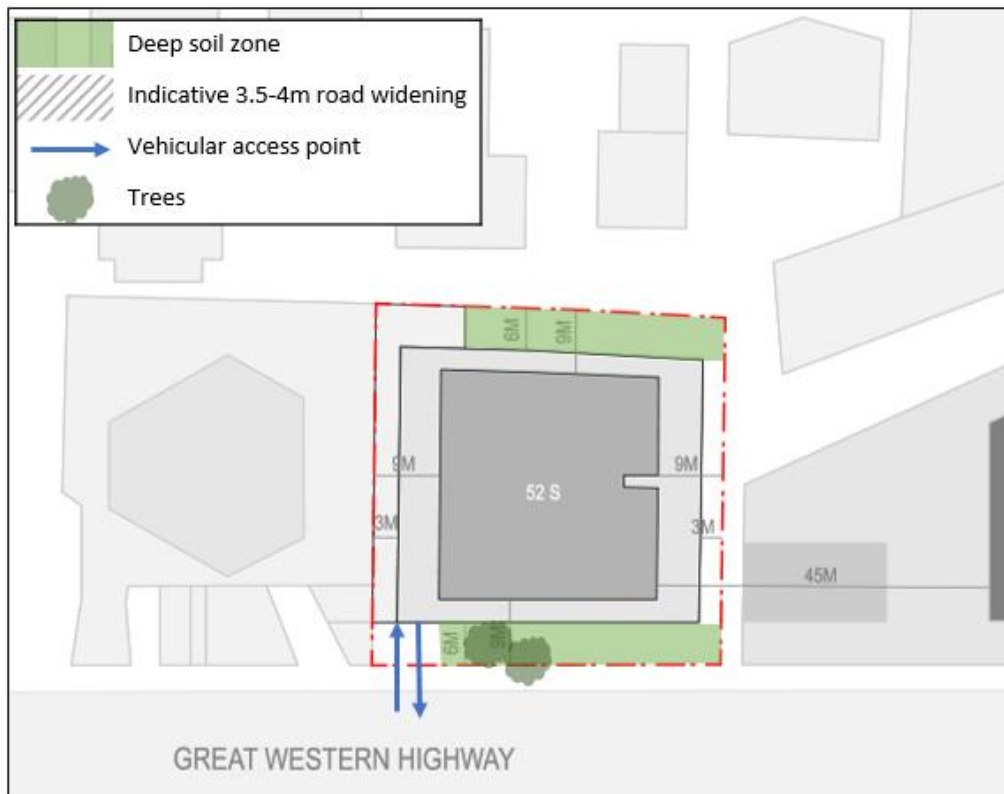


Figure 5: Location of proposed vehicular access along the western site boundary and landscaping impact

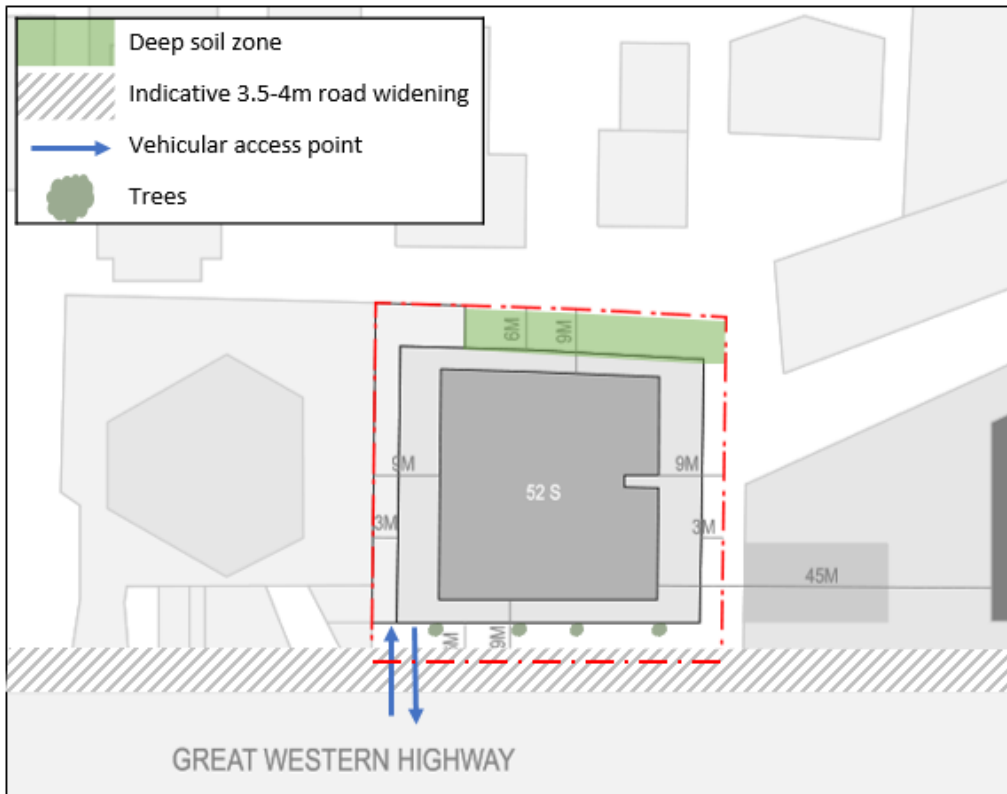


Figure 6: Indicative extent of road widening on Great Western Highway and landscaping impact

Heritage

The area subject to the proposal is located in vicinity of two State heritage listed items: Lennox House at 39 Campbell Street and Parramatta Masonic Centre at 47 Campbell Street;

Part of the subject area (specifically No 8 Great Western Highway) is identified as being of local significance, and having moderate archaeological research potential.

Heritage controls

- C13. Any development on the site must be accompanied by a geotechnical report and a structural engineer's report, to assess impact of works on the suitability of grounds, and structural stability of the two adjacent heritage items during and after construction.
- C14. During any construction works, protection of significant fabric of the adjacent heritage items must be ensured and any damaged or weakened fabric repaired or reconstructed to Council's satisfaction.
- C15. An assessment of heritage impact, including models and photomontages, must be prepared and submitted with any development application, to ensure the buildings form, proportions, view lines, materials, colours and design respond to the heritage items.
- C16. Archaeological requirements must be confirmed with Heritage NSW, and evidence of their support provided to Council before determination of any Development Application.

Landscaping

Landscaping controls

- C17. Deep-soil planting should be maximised at the front and rear setbacks the site, including tree planting.
- C18. Screen planting, tree pits and planter boxes may be provided along the side boundaries, but only in instances where it is not possible to provide deep-soil planting.
- C19. Existing trees located along the Great Western Highway within the site boundary are to be retained unless it is demonstrated that they are impacted the potential road widening or access driveways along this frontage.