

PARRAMATTA OVER & ADJACENT STATION DEVELOPMENT UPDATED DESIGN GUIDELINES



May 2024

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Glossary

Term	Definition
ADG	Apartment Design Guide
ASD	Adjacent Station Development
CMP	Conservation Management Plan
Concept SSDA	A concept development application as defined in Section 4.22 the EP&A Act, as a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications
CoPC	City of Parramatta Council
CSSI	Critical State Significant Infrastructure
Detailed SSDA	The SSD Application(s) to be made after the Concept SSDA, to seek consent for the design and to physically carry out the proposal
OSD	Over Station Development
PDCP 2011	Parramatta Development Control Plan 2011
PLEP 2023	Parramatta Local Environmental Plan 2023
SEPP	State Environmental Planning Policy
SSDA	State Significant Development Application
Concept and Stage 1 CSSI Approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 2 CSSI Approval	Approval (SSI-22765520) to carry out major civil construction works between The Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 3 CSSI Approval	Approval (SSI-227-65520) to carry out rail infrastructure, stations, precincts and operation of the Sydney Metro West line
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in Section 1.2

1.0

Introduction

1.0 Introduction

1.1 Purpose of the Document

This document is called the Parramatta Metro Over and Adjacent Station Development Design Guidelines (the Design Guideline). The purpose of the Design Guideline is to set out detailed provisions to guide the design quality of the Over Station Development (OSD) and Adjacent Station Development (ASD) associated with the Parramatta metro station.

This Design Guideline outlines the desired design and place outcomes for the Parramatta metro station over and adjacent station development and includes objectives and design guidance for built form, publicly accessible spaces, amenity, movement, connectivity and interfaces between the station and precinct and over station development.

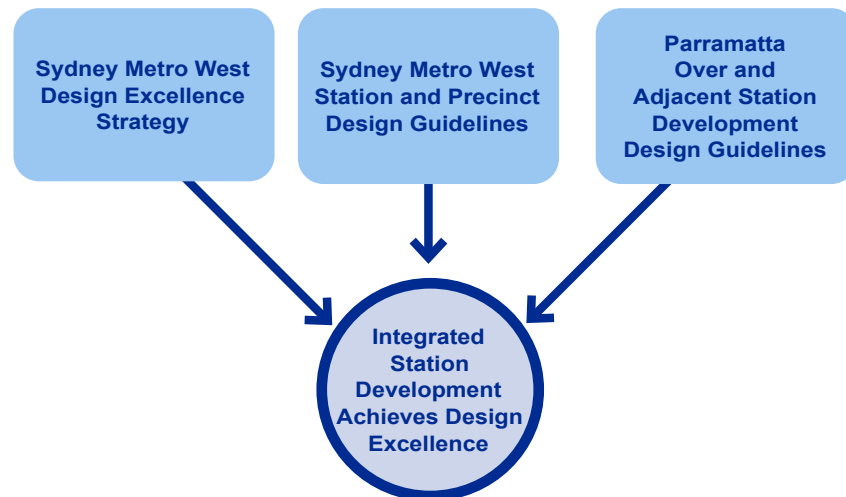


Figure 1-1 Design Guidelines summary

1.2 Relationship to other documents

This Design Guideline is to be read in conjunction with the:

- the Parramatta Local Environmental Plan 2023
- other relevant Environmental Planning Instruments
- Sydney Metro West Design Excellence Strategy
- Sydney Metro West Station and Precinct Design Guidelines

The Design Guideline sets out specific guidance to inform future OSD and ASD related to the Sydney Metro Parramatta Station precinct. Separate planning approval pathways for the station and precinct and OSD and ASD have required the preparation of separate design guides for each component.

The Critical State Significant Infrastructure (CSSI) Approval refers to the planning approval for Sydney Metro West Rail infrastructure, stations, precinct and operations. This Design Guideline is not a relevant matter for consideration for the Sydney Metro West CSSI Approval, however, it addresses how OSD and ASD development should be integrated with the station precinct. The OSD and ASD is to be designed to integrate with the Sydney Metro Parramatta Station and precinct so as not to compromise the operation or functionality of the station precinct.

This Design Guideline should be read in conjunction with the Sydney Metro West Station and Precinct Design Guidelines, which applies to the station, precinct and interchange scope delivered under the Stage 03 CSSI Approval.

In the case of any inconsistency between this Design Guideline and the Sydney Metro West Station and Precinct Design Guidelines, the latter will prevail.

1.3 How to use the Design Guideline

This Design Guideline provides a hierarchy of overarching Objectives and Design Criteria (Guidance) for OSD and ASD.

Objectives: describe the outcome sought for the key matter

Guidance: provides guidance on how objectives on key matters can be achieved through appropriate design responses.

Over and Adjacent Station Development must meet the objectives. The Guidance does not represent the only way an objective can be achieved. Alternate solutions to the guidance can be proposed where it can be demonstrated that objectives are achieved.

Design parameters are included for built form, heritage, integration with the public domain and Metro station (as established under the Stage 03 CSSI Approval), movement and connectivity and legacy outcomes of the development.

1.4 Land Application

This Design Guideline applies to the land identified in **Figure 1-2**, and as defined in **Table 1-1**. The OSD and ASD sit within the Parramatta metro station precinct. The precinct occupies part of the block bounded by George Street, Smith Street, Macquarie Street and Church Street. For the purposes of this Design Guideline, development envelopes are defined as Buildings A (ASD) and Buildings B, C and D (which comprise OSD).

Street Address	Legal Description
41-59 George Street	Lot 10 in DP858392
45A George Street	Lot 2 in DP701456
61B George Street	Lot 1 in DP607181
71 George Street	Lot 100 in DP607789
220 Church Street	Lot 1 in DP1041242
222 Church Street	Lot 1 in DP702291
232 Church Street	Lot 1 in DP651992
236 Church Street	Lot 1 in DP128437
238 Church Street	Lot 2 in DP591454
48 Macquarie Street	Lot B in DP394050
58-60 Macquarie Street	Lot 1 in DP399104
62-64 Macquarie Street	Lot AY in DP400258
68 Macquarie Street	Lot 1 in DP711982
70 Macquarie Street	Lot E DP 402952
72 Macquarie Street	Lot 3 in DP218510
74 Macquarie Street	Lot H in DP405846

Table 1-1 Site legal description

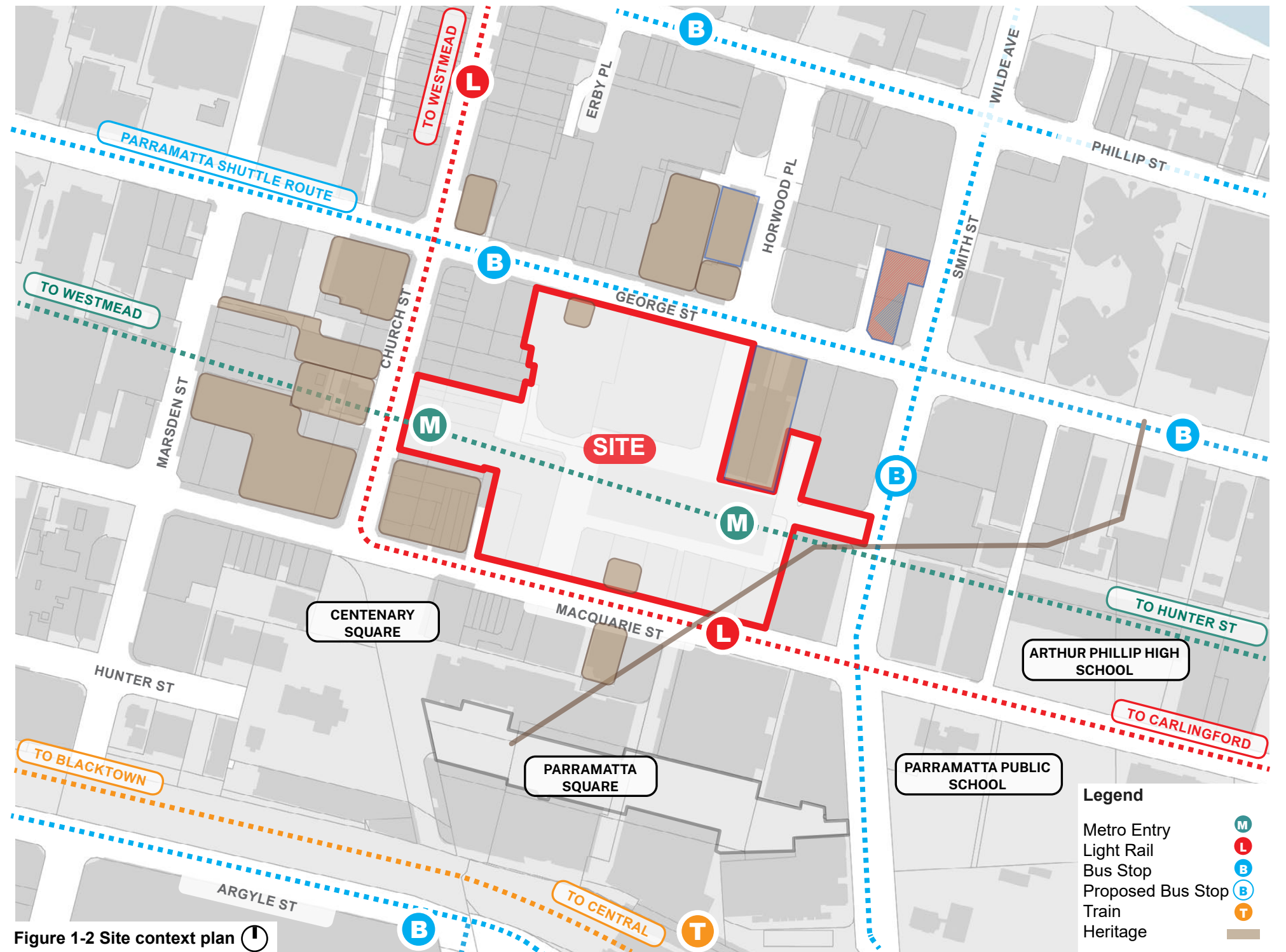


Figure 1-2 Site context plan

1.4 Land Application

Figures 1-3, 1-4 and 1-5 illustrate the division of areas between CSSI approval and Concept SSDA within the proposed building envelopes.

Areas included in the Stage 03 CSSI Approval are shown in pink and green. These include structure, building infrastructure and space for lift cores, access, parking, retail and building services for future OSD and ASD and public domain areas (shown in pink). Metro station entries, metro bikeparking and below ground station structures are included in the CSSI approval.

Concept SSDA areas shown in blue include OSD and ASD tower envelopes and areas inside the CSSI 'Shell' below ground and in the podium levels.

The SSDA includes:

- Podium for Building A
- Part of podium for Building B
- Towers for Buildings A, B, C and D
- Adaptive reuse of Kia Ora and George St shops

The CSSI includes:

- Public domain including Civic Link, Horwood Place and the east/west pedestrian link
- Podiums to B, C and D
- Excavation and construction of the basement including vehicle access for Macquarie Lane and George Street.

Note: the layout, max. no. of parking numbers and fitout of the internal basement is included in the SSDA process.

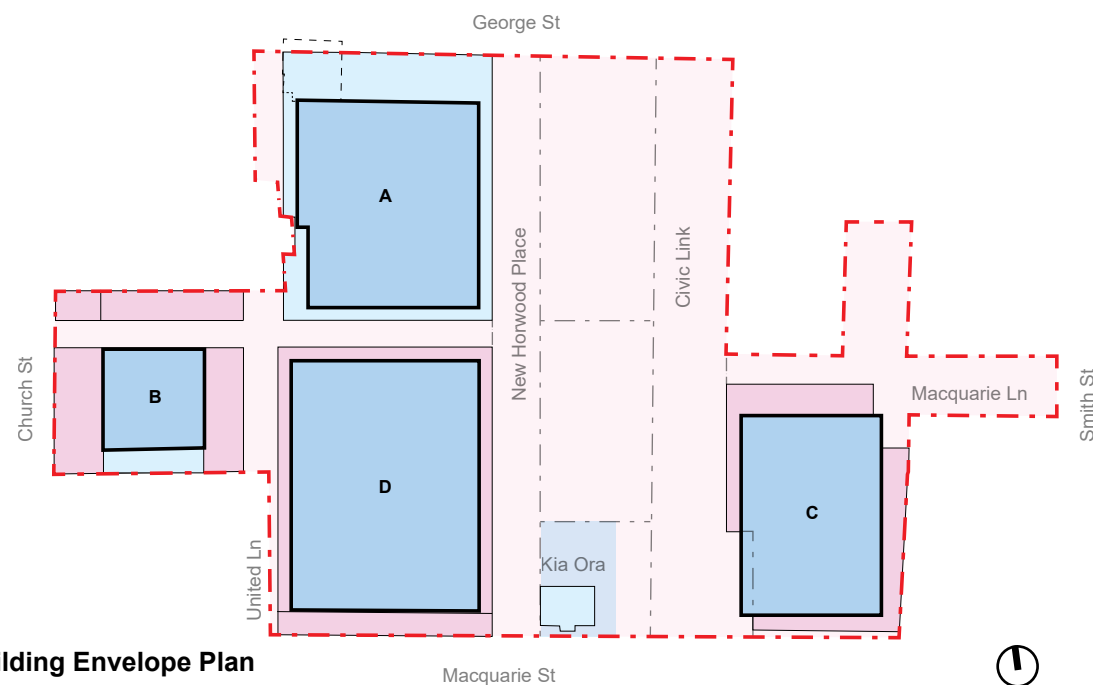


Figure 1-3 Building Envelope Plan

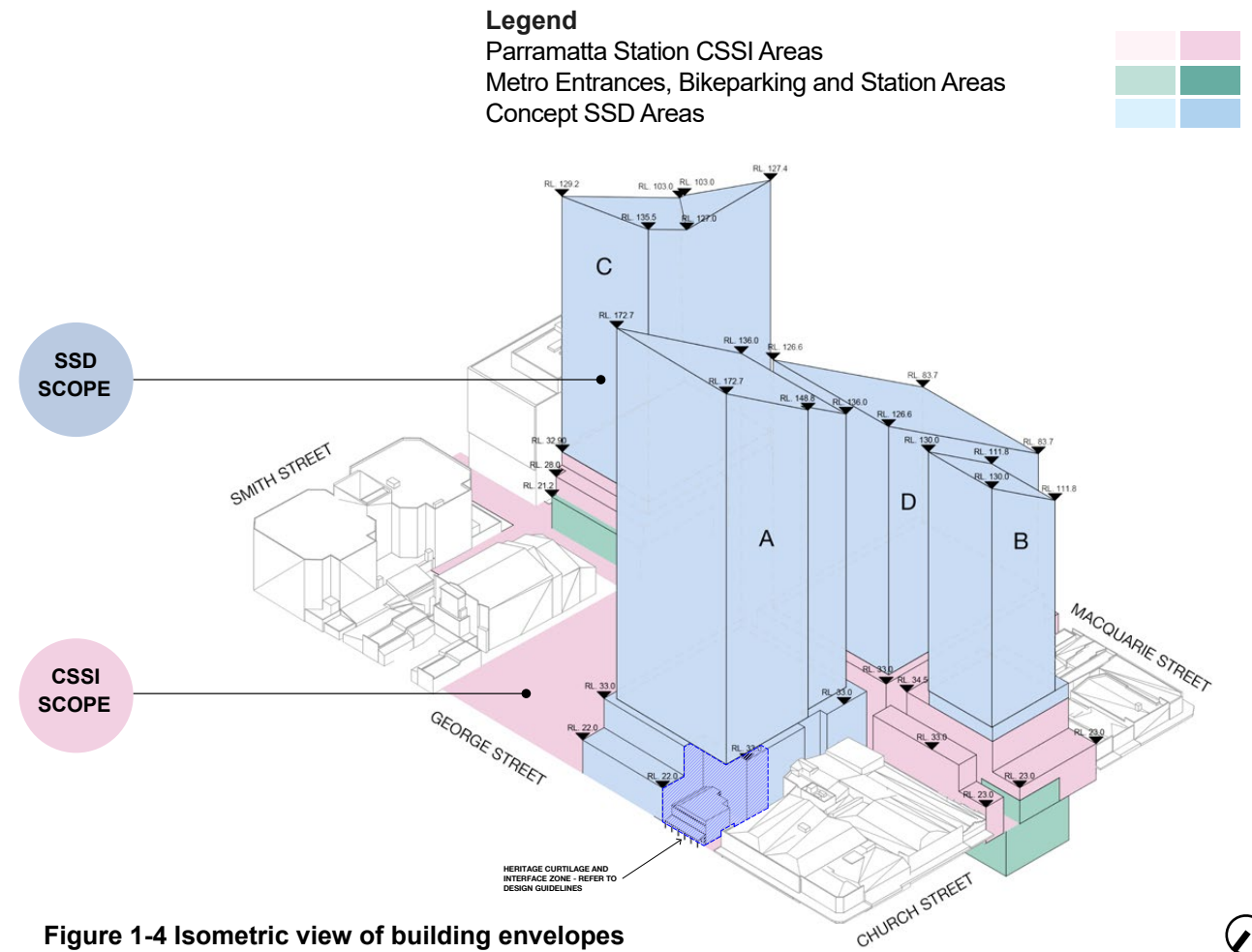


Figure 1-4 Isometric view of building envelopes

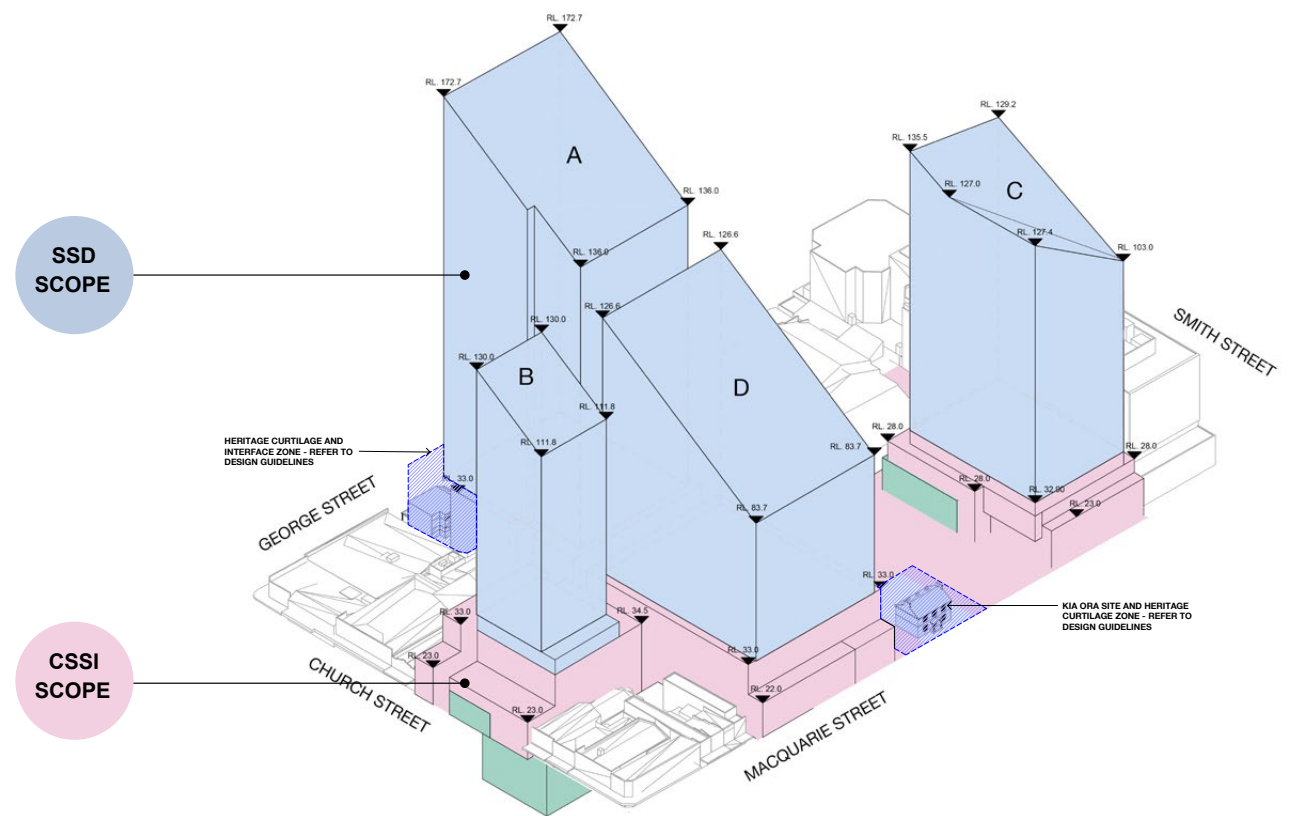


Figure 1-5 Isometric view of building envelopes

1.5 Sydney Metro Design Objectives

The design outcomes for the Parramatta Station are underpinned by the design objectives for all Sydney Metro projects (**Figure 1-6**). Designs for the station, station precinct and the over station development must deliver on the following:

Ensuring an easy customer experience

Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Being part of a fully integrated transport system

Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.

Being a catalyst for positive change

Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

Being responsive to distinct contexts and communities

Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through internationally benchmarked high quality station architecture and public domain that is well integrated with the valuable inherited urban fabric of existing places.

Delivering an enduring and sustainable legacy for Sydney

Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.



Figure 1-6 Sydney Metro Project

2.0

Design Guidelines

2.0 Design Guidelines

2.1 Places and Spaces

It is expected that public domain and publicly accessible spaces are to be delivered in accordance with the Stage 03 CSSI approval, however, the following objectives and guidance applies if public domain and publicly accessible spaces are included in any future detailed State Significant Development Applications (SSDA).

Objectives

1. Integrate respectfully the specific qualities and identity of Darug Country.
2. Reflect and build on opportunities to strengthen design and place outcomes for Aboriginal and environmental heritage
3. Create a legible hierarchy of pedestrian links for active and passive recreation and enhance permeability by introducing fine grain pedestrian links, breaking down the large city block.
4. Create places that provide safe, welcoming, and comfortable environments suited to the environmental conditions at Parramatta.
5. Support a diverse range of businesses and uses to create a vibrant day and night-time economy and activate the public domain.
6. Create artworks, buildings, laneways and spaces which respond to a deep understanding of place and context.
7. Enable adaptive reuse strategies in accordance with Conservation Management Plans for heritage items within the precinct.

Guidance

1. Provide active frontages (ground level and podium levels where practicable) to all principal frontages, including to public spaces, Horwood Place, and new laneways.
2. As part of a SSD application, all street frontages and through-site links are to be activated through retail spaces in separate tenancies.
3. Ensure streets and pedestrian linkages adhere to CPTED principles including clear sight-lines, passive surveillance, active uses, good lighting, and avoidance of dead-ends, alcoves and spaces susceptible to entrapment.
4. As part of a SSD application, ensure any new east-west pedestrian laneway connecting Church Street to Civic Link achieves a minimum width of 7 metres that is open to sky.
5. Embed interpretations into the public domain that directly respond to the stories of Country and provide opportunities for the community to engage with a diversity of cultural expressions, and encourage activation and interactions.

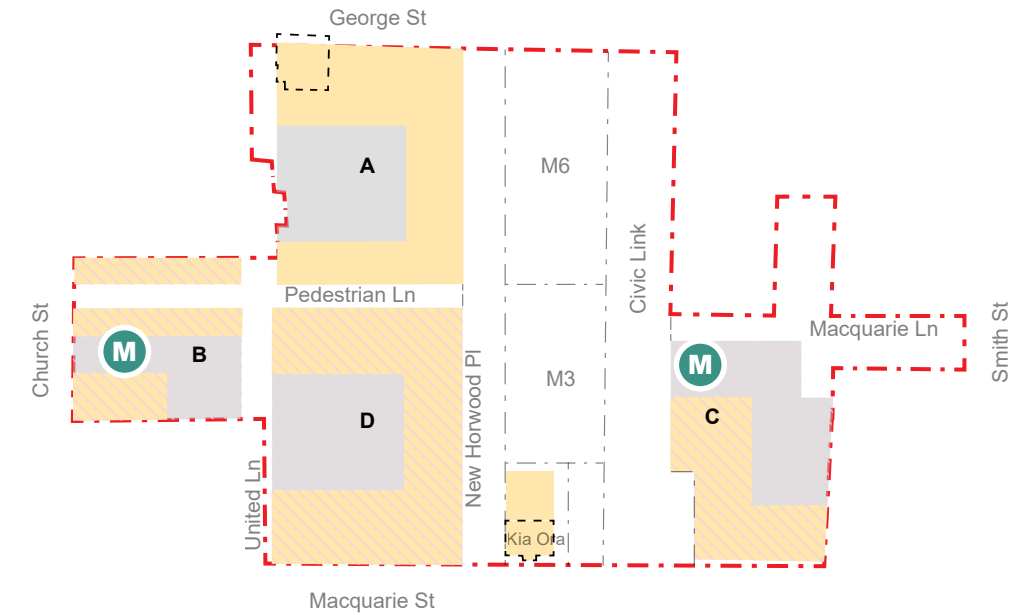


Figure 2-1 Indicative Active Frontages

Legend
 Active frontages Areas (Yellow)
 Station and Building Services areas (Grey)
 CSSI Areas (Hatched)



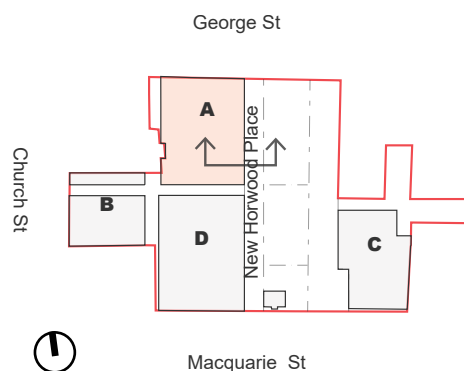
Figure 2-2 View looking along the Pedestrian Lane (Indicative design)

2.2 Podium and Street Wall

Podiums for the over station developments are to be delivered in accordance with the CSSI approval. The following objectives and guidance applies where podiums for the adjacent station development are included in any future State Significant Development (SSD) application

Objectives

1. Street walls are designed at appropriate heights to create spatially defined streets that are well proportioned, humanly scaled and finely grained.
2. Podium heights should create a strong built form edge and respond to the scale of adjoining public domain and towers above.
3. Podium design is to create visual interest through facade modulation and architectural diversity.
4. Podium design will sensitively respond in scale and design to adjacent heritage items.
5. Podium design is to optimise active facades interfacing with key streets and public domain.
6. Podium form is to positively contribute to the amenity and environmental conditions of adjoining public domain.
7. The design of the street wall responds, where relevant, to the existing heritage context.



Guidance

1. Street wall height to New Horwood Place is to be consistent and generally four storeys (RL. 33) stepping down at Macquarie Street and George Street to facilitate a sensitive heritage interface.
2. A reduced street wall height to New Horwood Place may be considered to respond to laneway conditions.
3. Podium alignment and treatment along Horwood Place is to be generally consistent
4. Articulate building podiums as separate elements from the towers above and use entries, access ways or cut-outs to break the overall length of the podiums, where appropriate.
5. The street wall height along George Street should relate to the height and alignment of the heritage building at 41-59 George Street, and mediate between the height of the George Street Shops (heritage item) and heritage items in the immediate vicinity (The Roxy Cinema).

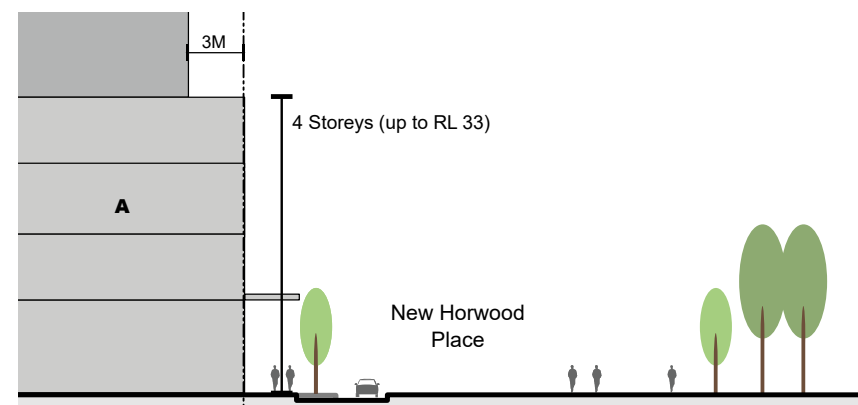


Figure 2-3 New Horwood Place Podium heights (looking North)

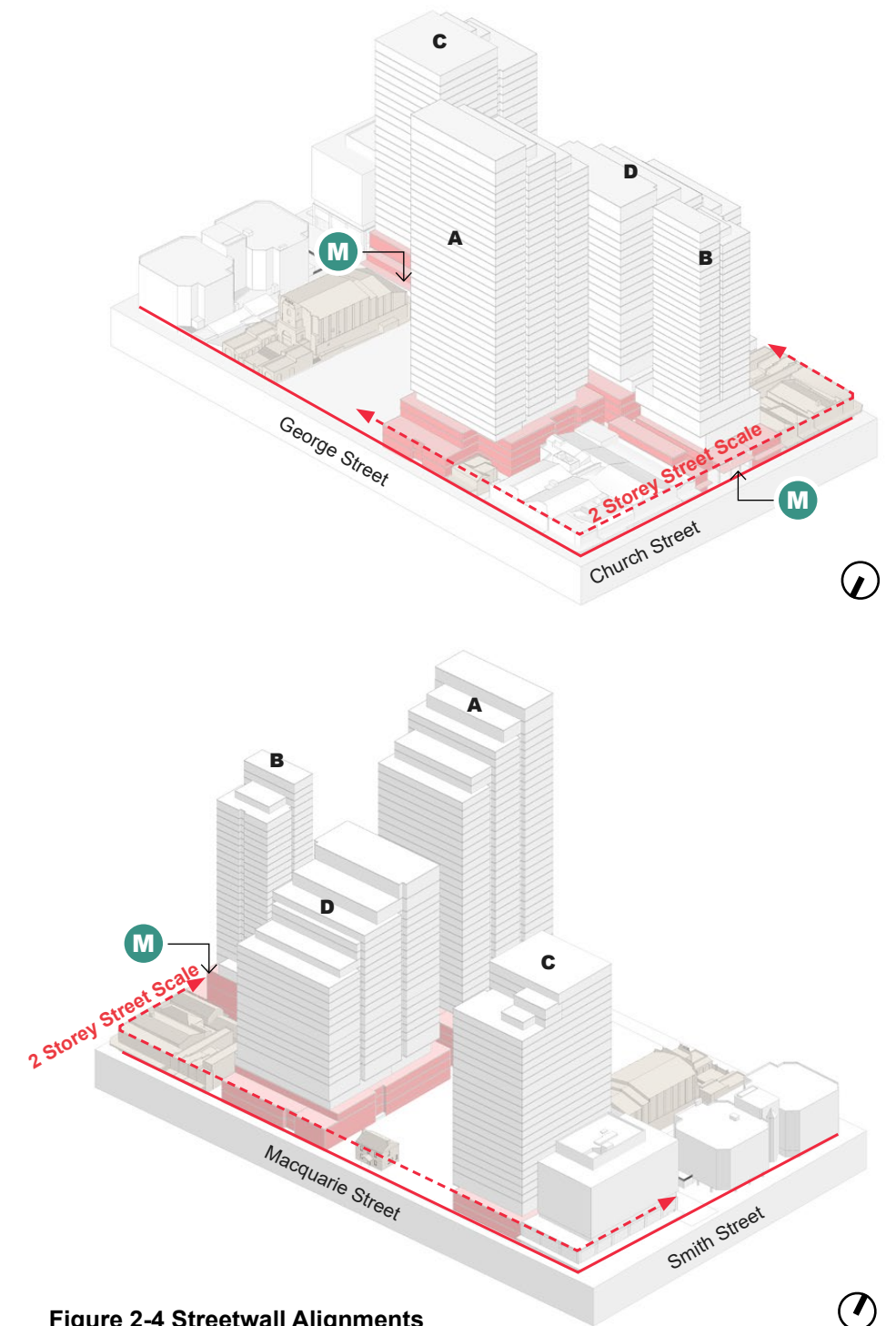
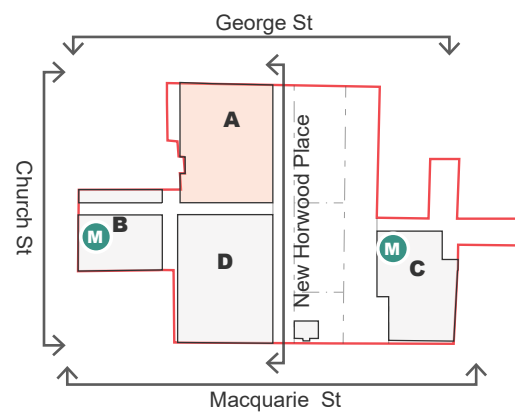


Figure 2-4 Streetwall Alignments

2.2 Podium and Street Wall

Guidance

- The street wall height along Macquarie Street should consider and respond to the scale and alignment of Kia Ora at 62-64 Macquarie Street and the Horse Parapet Facade on the corner of Church and Macquarie Streets.
- Podium design is to integrate a continuous awning for the comfort and amenity of pedestrians.
- Fine grain, narrow frontages are encouraged as a means of introducing visual interest, variety, and relating the new development to the character of Parramatta. The scale of frontages should relate to its urban condition - with smaller format spaces addressing the narrower pedestrian lanes, and larger 'civic' frontages addressing the public domain.
- Provide ground floor active frontages at the same level as the footpath where possible. In flood prone areas, the design response will need to manage the potential impact of flooding on street level activation with design responses such as staggered and stepped shop fronts and internal level changes instead of external level changes.
- Vertical articulation of podium forms with a masonry character is encouraged.



Key Plan

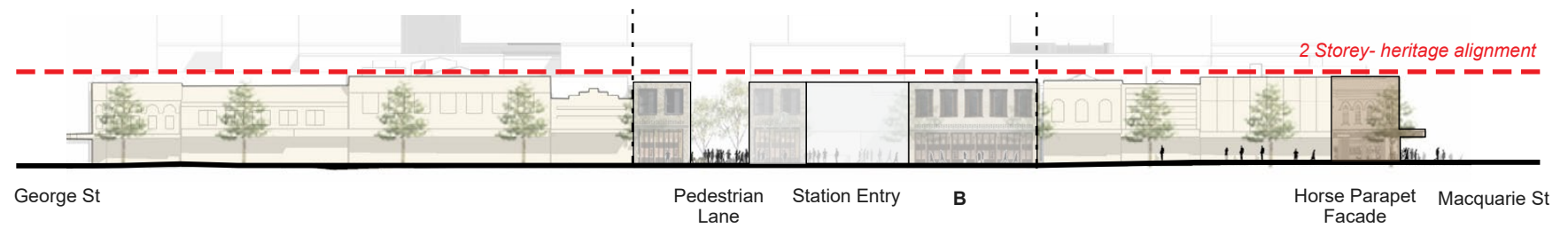


Figure 2-5 Church St Elevation

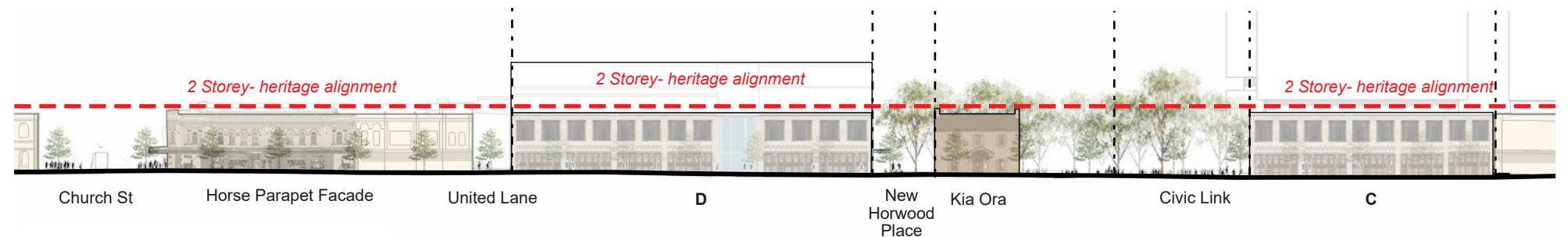


Figure 2-6 Macquarie St Elevation

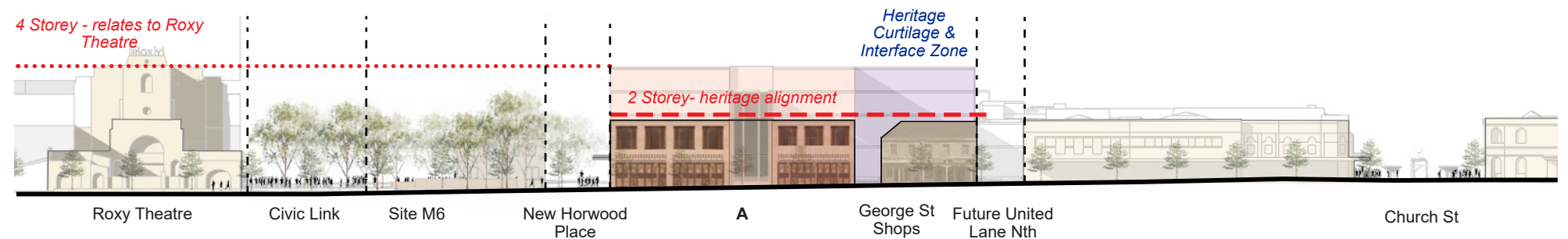


Figure 2-7 George St Elevation



Figure 2-8 New Horwood Place Elevation

2.2 Podium and Street Wall

Guidance

- Podium forms should include opportunities to connect from the inside to outside and integrate sightlines, visual connections, locationality and directionality, colours and materials, lighting and sustainable practices influenced by Country and community knowledge.
- Future detailed design should demonstrate consideration of pedestrian amenity along New Horwood Place. Potential

architectural devices such as a continuous canopy or recessed facade at ground floor could be employed as part of an integrated design solution that provides weather and wind protection to pedestrians.

- Plant areas, lift cores and inactive facades are to be located away from New Horwood Place and other active interfaces and designed to minimise visual impact. The design is to

accommodate appropriate facade depth to enable a high quality facade material and expression that is integrated into the architecture.

Examples in **Figure 2-12** show how this could be achieved through concealed louvres within a consistent facade approach, concealed by setback and canopies or projecting elements, integrated with building massing and materiality.

Figure 2-11 - Precedent Podium Strategies (L-R)

- Flush - Darling Square, Tzannes Architects
- Setback - Barangaroo, FJMT Architects
- Colonnade - Novartis Campus, DCA Architects, Basel



Figure 2-12 - Precedent Podium Plant Strategies (Clockwise from Top Left)

- Pitt St Sth OSD, Bates Smart Architects
- Martin Place Sth OSD, Tzannes Architects
- Hunter St Station OSD, FJC Architects
- Victoria Cross OSD, Bates Smart Architects

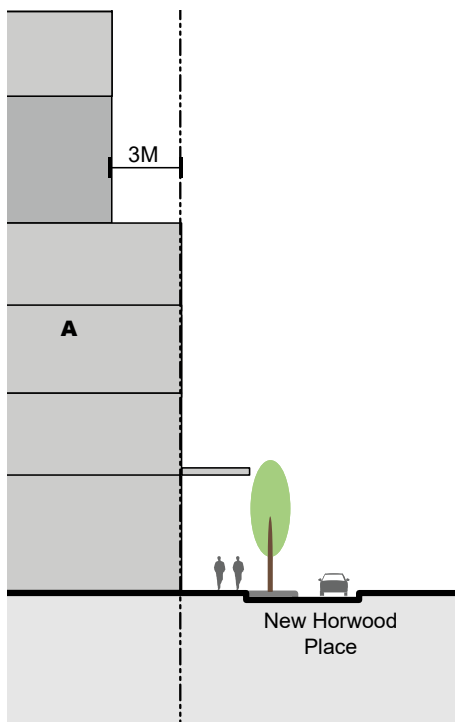
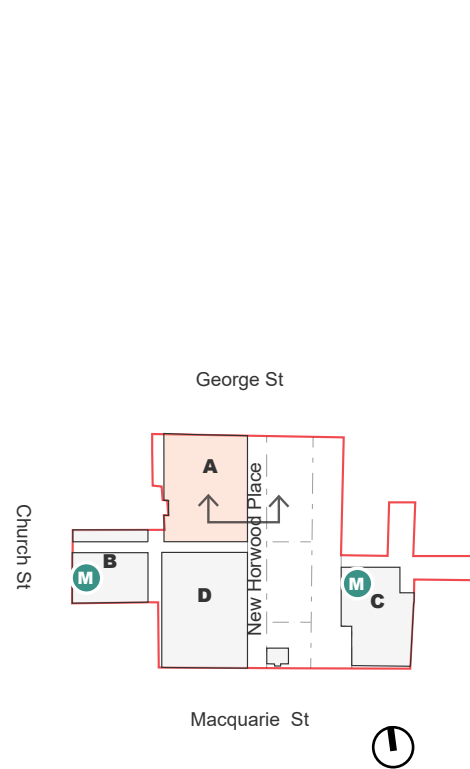


Figure 2-9 Flush Ground Floor

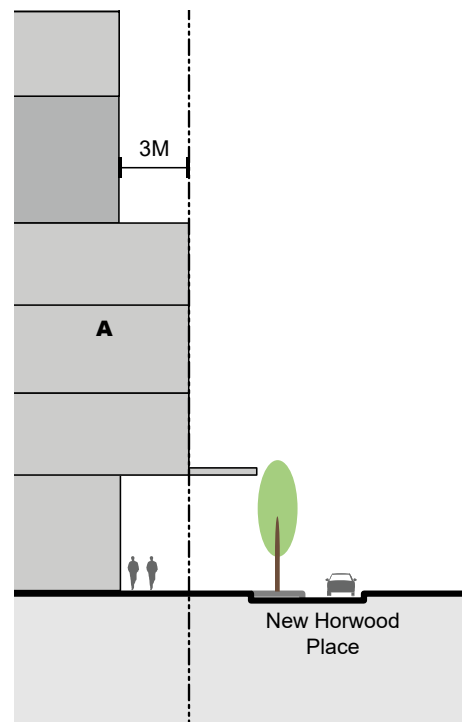


Figure 2-10 Recessed Ground Floor



2.3 Tower Massing and Envelopes

Objectives

1. OSD and ASD is to be designed to integrate with the Parramatta metro station so as not to compromise the operation or functionality of the Metro.
2. Towers are to be appropriately located to ensure good separation between tall buildings ensuring that they are able to be seen in the round.
3. Towers are to be designed to achieve safe and comfortable wind conditions in adjacent streets and surrounding public places.
4. Towers are to be designed to provide adequate privacy and avoid the need for blank facades on adjoining development
5. Towers are to comply with the requirements of the Apartment Design Guide (where relevant).
6. Towers are to be designed to provide access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
7. Towers are to be designed to ensure development does not prevent the re-development of adjoining sites in the future.
8. Towers are to be designed to appropriately respond and contributes to the visual amenity of adjacent public places.
9. Towers are to be designed to maintain solar access to Lancer Barracks and Parramatta Square Solar Access Protection Areas.
10. Towers are to be designed to reinforce historical significance of George Street and value of immediately surrounding significant heritage items (Kia Ora, George Street Shops and Roxy Theatre).
11. Towers are to provide a positive contribution to legibility of the Parramatta City Skyline.
12. Provide exceptional and distinctive tower designs that respond to the evolving height, scale and character of the area and achieve design excellence.

Guidance

1. Towers above street wall are to achieve minimum setbacks in accordance with **Figure 2-13**.
2. Minor projections beyond the envelope up to 500mm are permitted if they do not fall within the definition of gross floor area and serve as sun shading or architectural articulation.

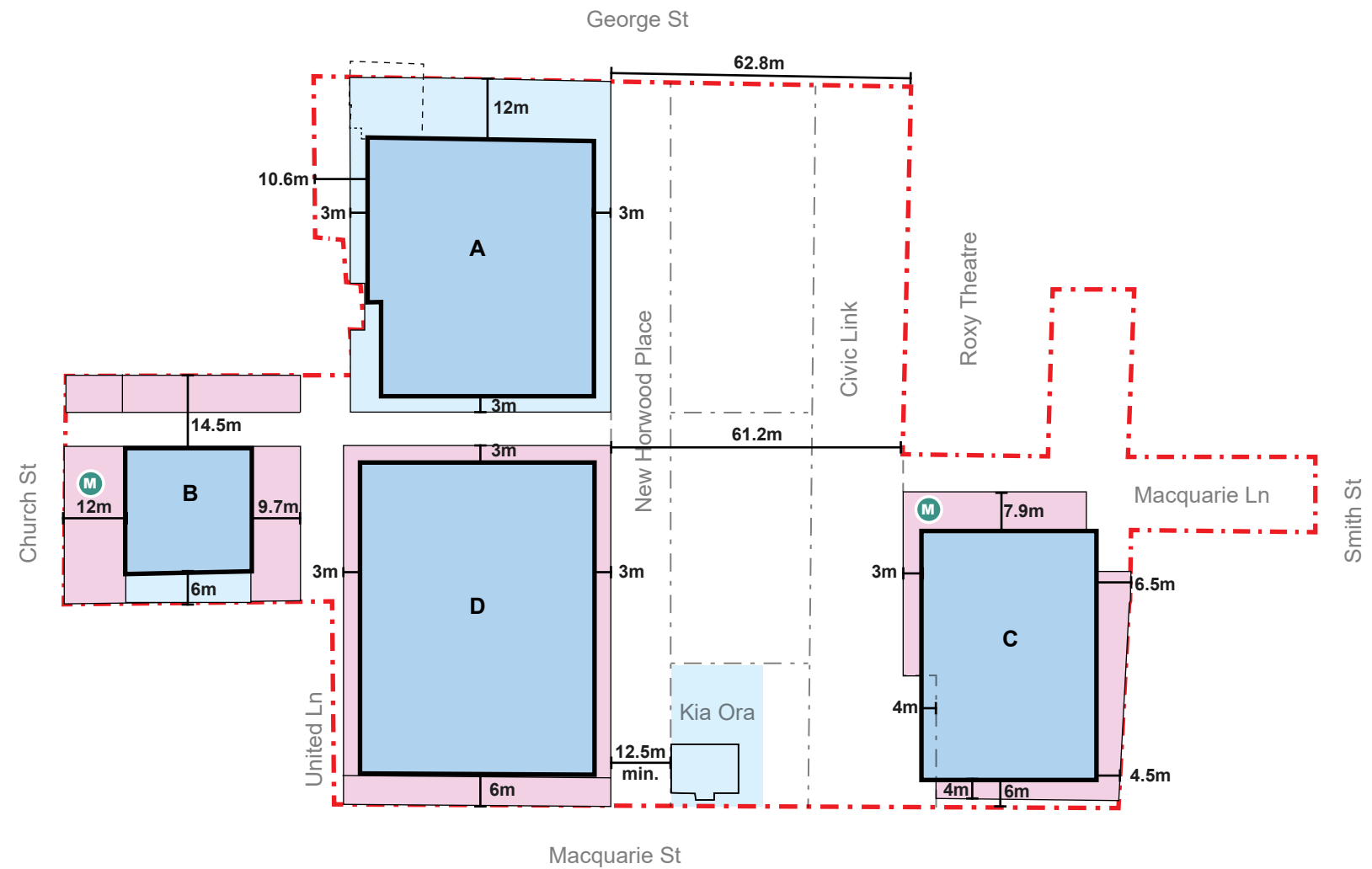


Figure 2-13 Tower Setback Plan Diagram



Legend

Parramatta Station CSSI Areas
Concept SSD Areas



2.3 Tower Massing and Envelopes

Guidance

3. Development must demonstrate that a comfortable wind environment can be achieved, consistent with the future intended use of the public domain, or wind comfort standards for sitting and standing.
4. Towers are to be designed to appropriately frame adjacent public domain to establish high quality amenity and comfort for future users.
5. Provide prominent frontages to important streets and Civic Link.
6. The scale, massing and articulation of tower forms is to respond appropriately to the streetscape context and surrounding heritage items.
7. The final building design must be appropriately massed within the Parramatta Square and Lancer Barracks Solar Access Planes, illustrated in **Figure 2-14**.
8. Tower forms should be articulated, through stepped forms, expression of distinct volumes of vertical proportions, or other measures, so as to present as multiple forms and incorporate elements of relief, visual interest and reduce bulk and scale, indicatively shown in **Figure 2-15**.
9. Towers should be clearly differentiated from podia through design measures such as setbacks, recessed levels above podium datums, different forms and / or materials. Where there are stepped tower elements at the podium interface, a sensitive architectural response is to be provided.
10. Architectural expression of the towers should present as a cohesive family of buildings whilst providing a level of variety and individuality, indicatively shown in **Figure 2-16**.
11. Architectural expression of the tower should reflect the specific qualities and character of Parramatta through architectural strategies and materiality.
12. Service cores are to be located away from New Horwood Place and Civic Link.
13. The final building design must be appropriately designed to provide visual privacy. Design responses including offset windows, windows with a minimum sill height of 1.7 metres, privacy screens or louvres may be provided.

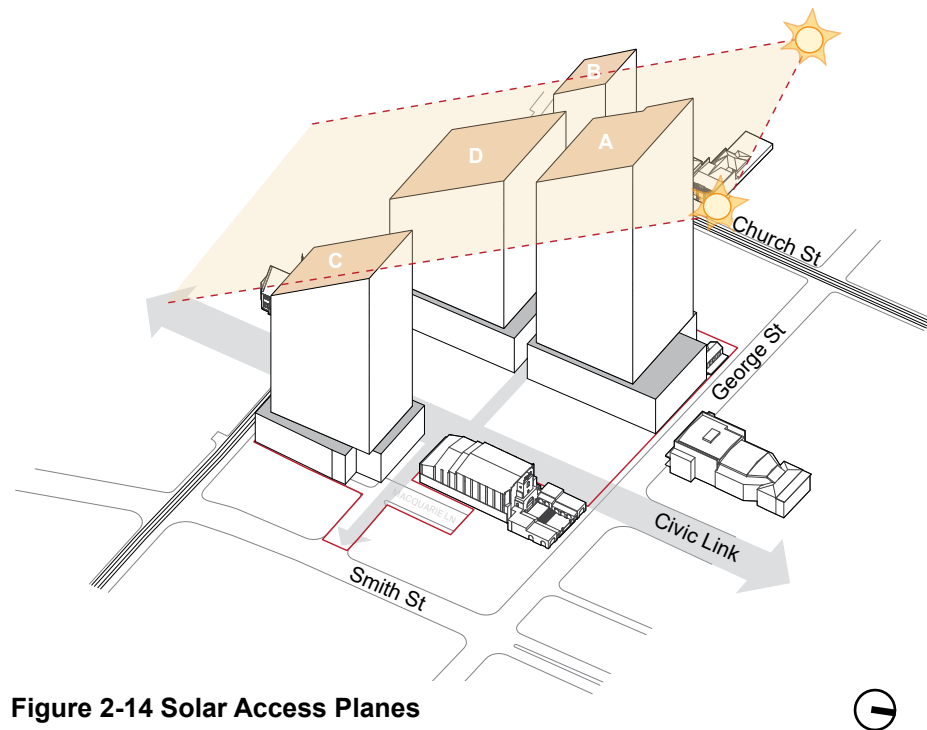


Figure 2-14 Solar Access Planes

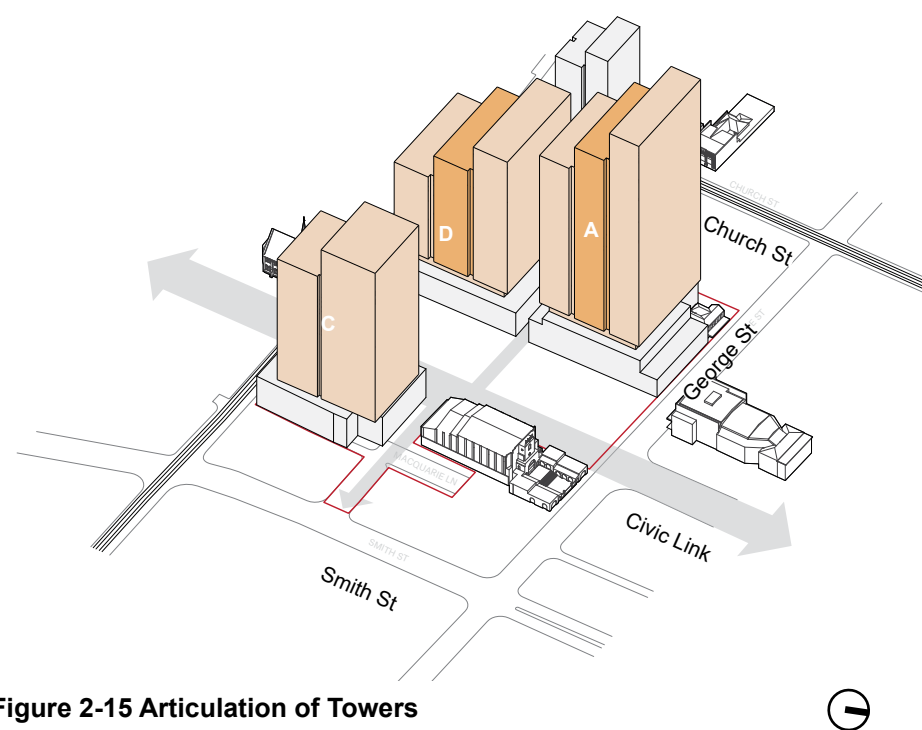


Figure 2-15 Articulation of Towers

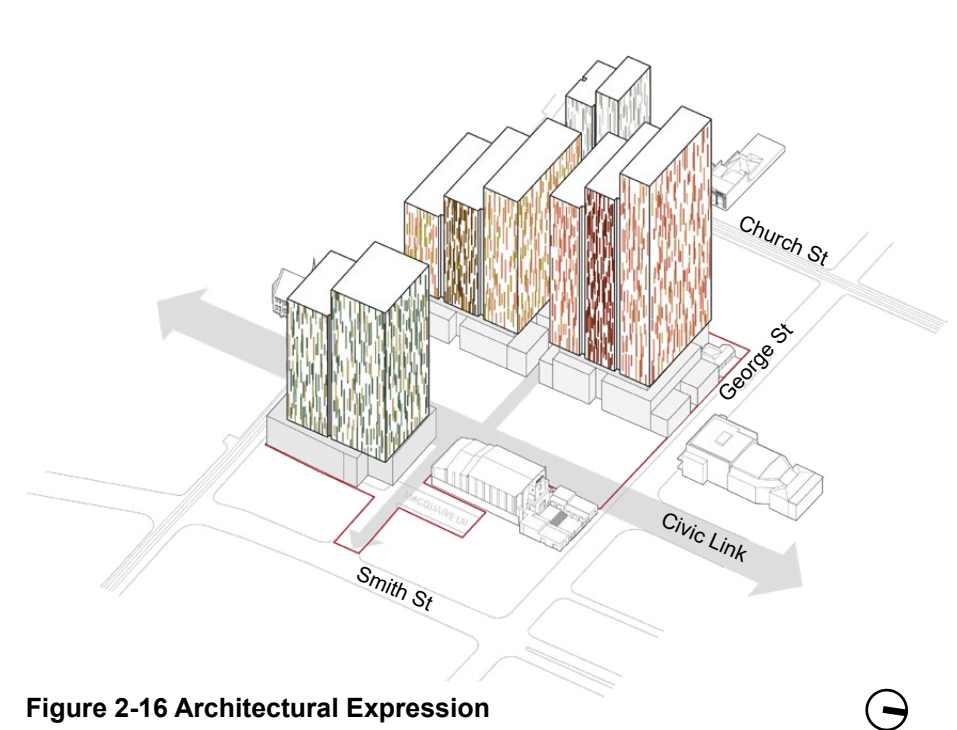


Figure 2-16 Architectural Expression



2.4 Lighting and signage

Lighting and signage throughout the precinct will largely be delivered in accordance with the Stage 03 CSSI approval. The following objectives and guidance applies where lighting and signage are included in any future detailed SSDA(s).

Objectives

1. A coordinated approach to lighting and signage is encouraged across all development within the precinct.

Guidance

1. Signage opportunities are to respond to and complement the architectural design of the buildings and contribute positively to the appearance of the buildings, streetscape, and - where used - the skyline.
2. Signage and lighting design approaches which reinforce Connecting with Country are encouraged. Opportunities for multi-language signage (English / Eora) should be explored with the Darug community.
3. Signage is to complement metro customer signage requirements.

2.5 Public Art

It is expected that public art for the station precinct (including within external through-site links) is to be delivered in accordance with the Stage 03 CSSI approval, however, the following objectives and guidance apply if public art is included in any future detailed SSDA(s).

Objectives

1. Ensure public art is integrated and cohesive with the broader precinct, including the public art approach for the Parramatta metro station and public domain
2. Encourage public art to recognise former uses, heritage character and first nations knowledge

Guidance

1. Public art delivered as part of the Over Station Development or Adjacent Station Development should contribute to a precinct wide public art strategy.
2. Incorporate high quality public art that is integrated with the architecture and in publicly accessible locations, such as building lobbies to contribute to the identity and amenity of the OSD and ASD.
3. Where appropriate, public art should reference the history of the site, recognise former uses, heritage character and detail first nations knowledge.

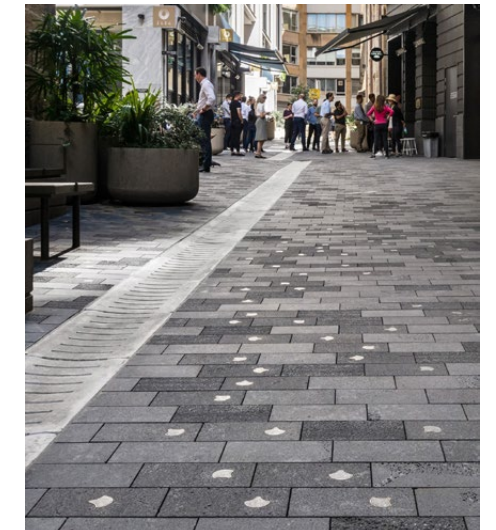
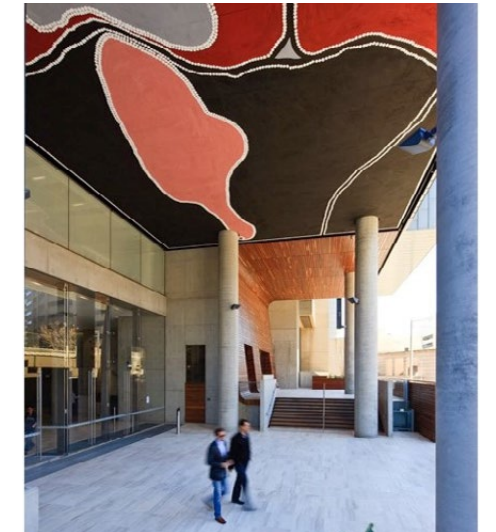
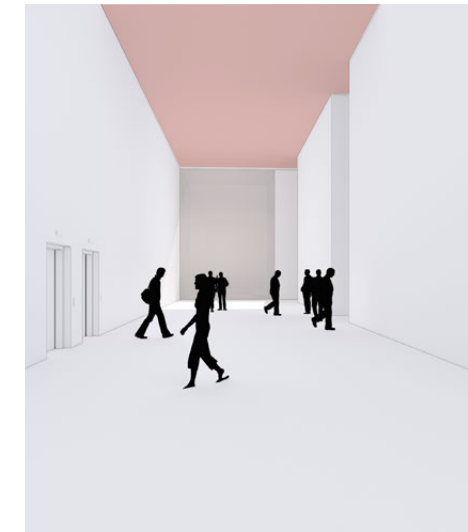
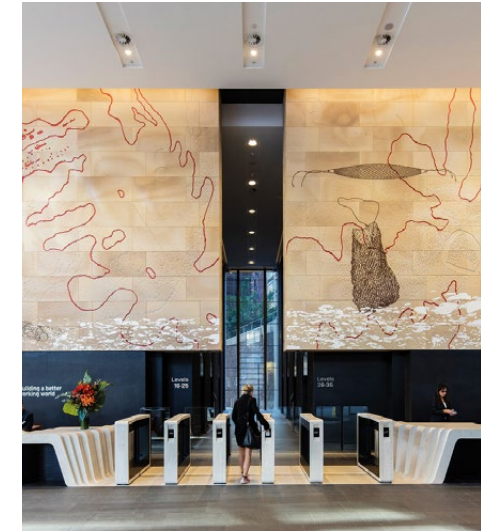
Figure 2-17 - Precedent Artworks Integrated into Architecture (Top-Bottom)

Indicative Locations for Artworks ■

Wall - Judy Watson, *Calm Water Dream*, 200 George St Sydney

Soffit - Freddie Timms, *Lissadell*, 40 Mount St North Sydney

Floor - Jonathan Jones, *Magora*, Quay Quarter Sydney



2.6 Materials and Finishes

The following objectives and guidance only apply to any future detailed SSDA(s).

Objectives

1. Provide high quality materials and finishes that respond to the future character of Parramatta CBD.

Guidance

1. Facade materials, colours, and tones, should demonstrate an identifiable relationship to Country and the landscapes of the Cumberland Plains, including sandstone and shale, earthen tones, and muted greens (**Figure 2-18**)
2. Facade materials, colours, and tones, should respond to the predominant materials of the colonial heritage in the locality, including sandstone and sand stock bricks. (**Figure 2-18**)
3. Materials should be high quality, enduring, minimise ongoing maintenance, and avoid detrimental impacts such as glare. Highly reflective materials should be avoided.
4. Selected materials should contribute to a low carbon footprint through low-embodied energy and their contribution to a high-performing building.
5. Establish a cohesive ensemble of buildings within the precinct through a coordinated approach to materials for each building or component, with material selection or detailing reflecting the nature of the element as either a streetwall building, a building defining new civic space, a laneway building, or tower 'sky building'.

Figure 2-18 -Materials and Finishes

Country (L-R) - Sandstone outcrop / Cumberland Plains / Lake Parramatta / Cumberland Plains

Heritage (L-R) - George St Shops / Kia Ora Cottage / Roxy Theatre / Horse Parapet Facade

Precedent Projects (L-R) - 171 Collins St Melbourne, Bates Smart Architects / Redfern Community Facility, Aileen Sage and Djinjama / The Beehive Sydney, Luigi Rosselli Architects / Yarrila Place, Coffs Harbour, BVN

Eco-tones



Country



Heritage



Indicative Materiality



Precedent Projects



2.7 Pedestrian and Vehicle Access

It is expected that pedestrian and vehicle access is to be delivered in accordance with the Stage 03 CSSI approval, however, the following objectives and guidance applies if pedestrian and vehicle access is included in any future detailed SSDA(s).

Objectives

1. Prioritise walking and other modes of active transport to and around the precinct.
2. Integrate walkable urban environments with the Green Grid to contribute to a safe, permeable and well-connected station precinct.
3. Manage the design of streets in accordance with Movement and Place principles.
4. Enable easy connections with other transport services.
5. Reinforce Civic Link as the principal north-south pedestrian spine connecting Parramatta Square and Parramatta River.
6. Limit impacts of vehicle movements and access across the precinct.

Guidance

1. Lobbies, arcades, or other semi-public linkages within developments should be integrated with the street and laneway network to reinforce a clear hierarchy of pedestrian connections within the precinct.
2. Clearly delineate building entries and circulation spaces from station entries.
3. Locate principal building entries in prominent locations fronting Civic Link, new plazas, or primary streets being Church, George and Macquarie streets.
4. Design building entries to create distinction between the principal address and secondary address.

5. Provide additional secondary building entries across the precinct to assist with dispersing high pedestrian volumes and creating permeability.
6. Consolidate egress points at ground level to simplify their integration into high quality street frontages.
7. Locate and design vehicular access to minimise potential conflicts with pedestrians and cyclists.
8. Design Horwood Place, Macquarie Lane and United Lane to accommodate low volumes of car and service vehicles moving at a slow traffic speed.
9. Consolidate basements for new developments to minimise the number of vehicle entry points from the street.
10. Locate vehicle entries on United Lane and/or Macquarie Lane - Avoid vehicular entries along Horwood Place along the public domain frontage.

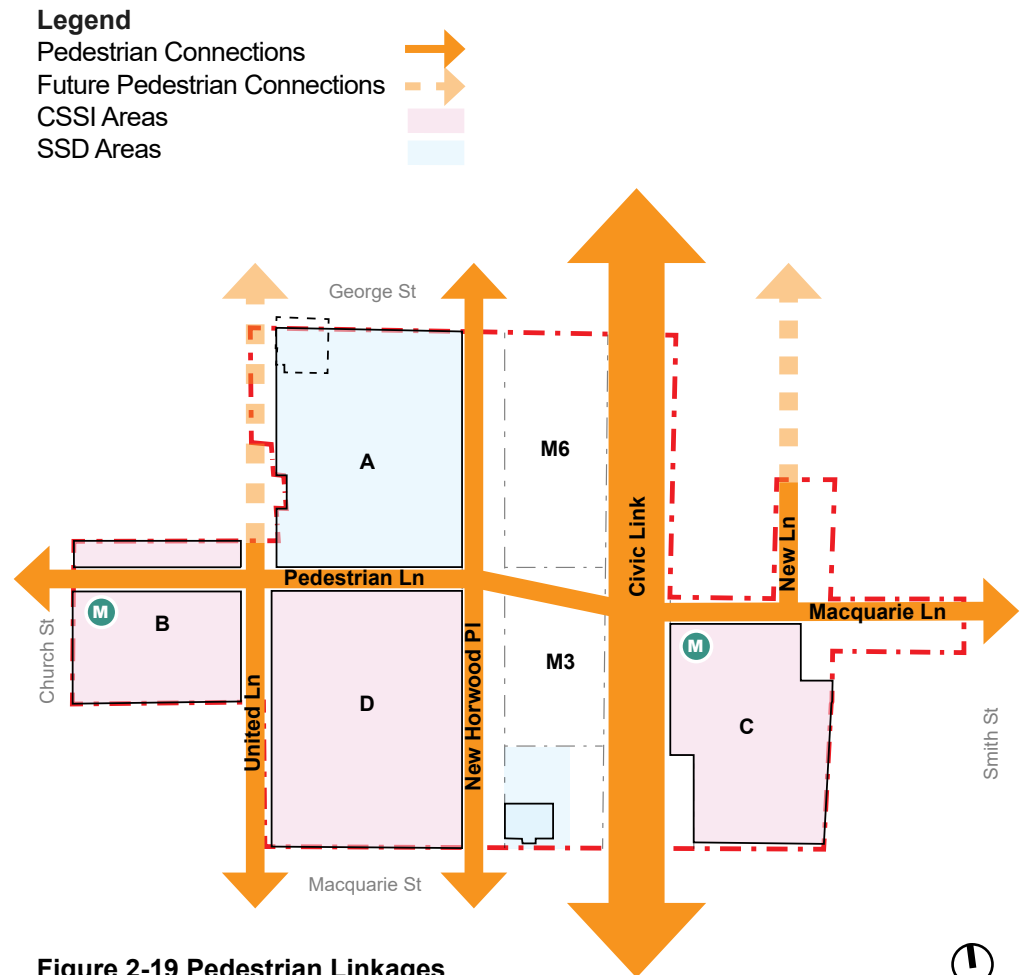


Figure 2-19 Pedestrian Linkages

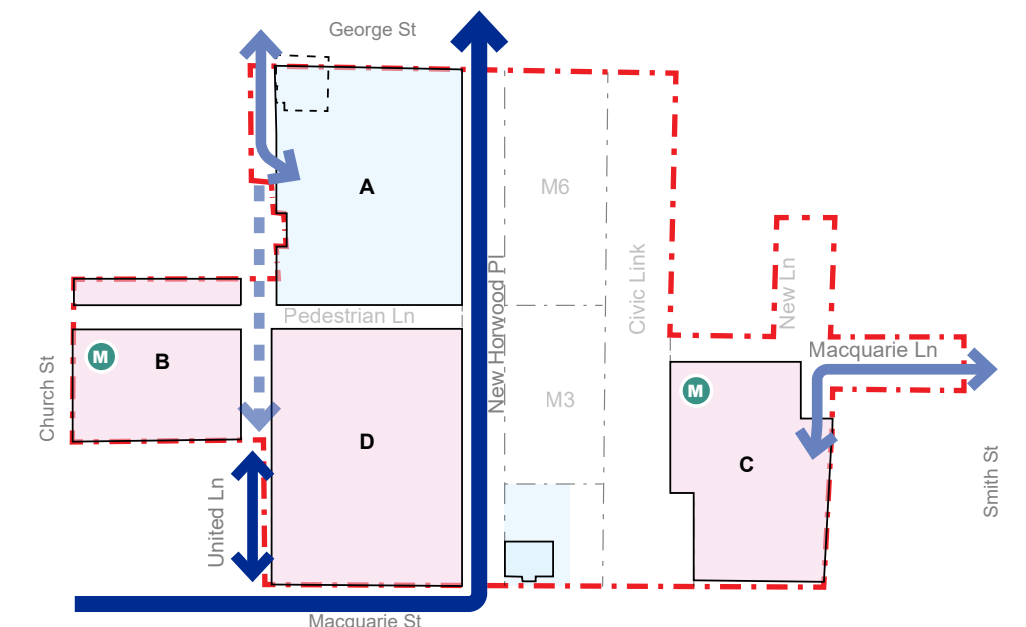


Figure 2-20 Vehicular Access

2.8 Environment and Sustainability

Objectives

1. Deliver a sustainable development, demonstrating excellence against national and international benchmarks and certification systems.
2. Achieve high levels of environmental performance and contribute to positively addressing social issues relevant to the building use and precinct needs.
3. Contribute to the evolution of a new urban development paradigm which incorporates environmentally sustainable elements, processes and designs.
4. Contribute to social sustainability through inclusive consultation, engagement, and design processes, with particular regard to maintaining meaningful participatory engagement with local Aboriginal communities.
5. Implement measures to manage flood risk associated with occupation of the flood plain for events up to the PMF consistent with the NSW Government gazetted floodplain risk management manual.
6. Implement waste management strategies appropriate to the use.

Guidance

Sustainability ratings

1. Commercial developments (Buildings A, C & D) should achieve the following minimum sustainability ratings and performance standards:
 - 5 Star Green Star Buildings
 - 5.5 star NABERS Energy for Offices base building (without green power)
 - 4.5 star NABERS Water for Office
 - Net Zero Statement to comply with Sustainable Buildings SEPP
 - Measurement and reporting of embodied emissions of materials used in construction to comply with Sustainable Buildings SEPP
 - WELL Core Gold Rating
2. Residential development (Building B) should achieve the following minimum sustainability ratings + performance standards:
 - 5 Star Green Star Buildings (without green power)
 - 4.5 star NABERS Energy for Apartment Buildings
 - 3.5 star NABERS Water for Apartment Buildings
 - NatHERS rating: Average 7 Star, minimum individual 6 star
 - BASIX Energy 25
 - BASIX Water 55
 - Measurement and reporting of embodied emissions of materials used in construction to comply with Sustainable Buildings SEPP

2.8 Environment and Sustainability

Passive design measures

3. Building envelopes should achieve excellent thermal performance, with high levels of insulation whilst facilitating beneficial solar access.
4. Provide high standard of insulation to mitigate the airborne noise and the structure-borne noise & vibration to the tenants and residents and to comply with the Sleep Disturbance criteria as defined in the NSW EPA Road Noise Policy 2011.
5. Adopt window to wall ratios of 50% for residential and 60% for commercial
6. Provide effective external shading systems to facades exposed to direct solar radiation
7. Maintain adequate separation between buildings to allow beneficial airflows
8. Design residential layouts to optimise beneficial solar access and natural ventilation, to minimise reliance on active heating and cooling. Consider use of high-albedo materials to minimise heat absorption while considering glare.
9. Integrate on-structure planting in the form of intensive or extensive roof gardens or planters, to assist with thermal envelope and minimisation of heat-island, storm water management, contribution to biodiversity, and for beneficial cooling effects of transpiration.
10. Maintain high levels of sunlight to public open spaces to enhance outdoor amenity and support vitality of trees and other planting.
11. Integrate principles of biophilia, providing opportunities for building occupants to connect to nature

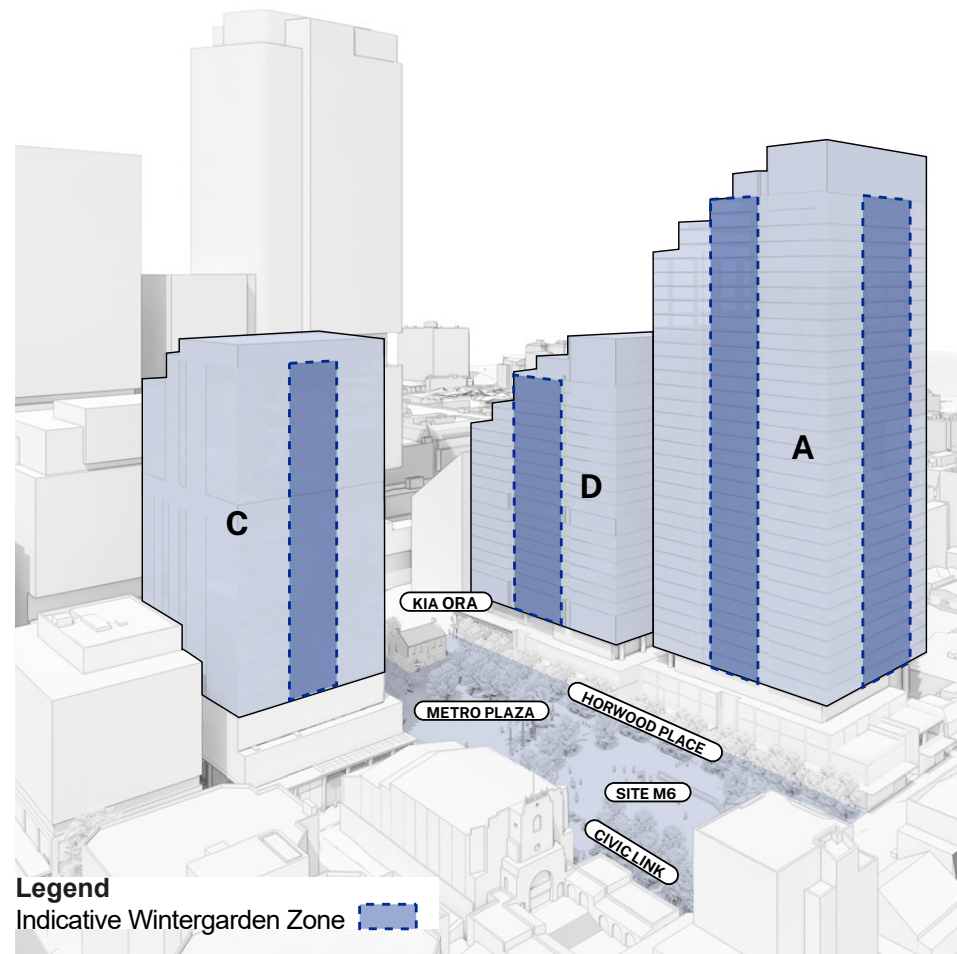


Figure 2-21 Indicative Wintergarden location

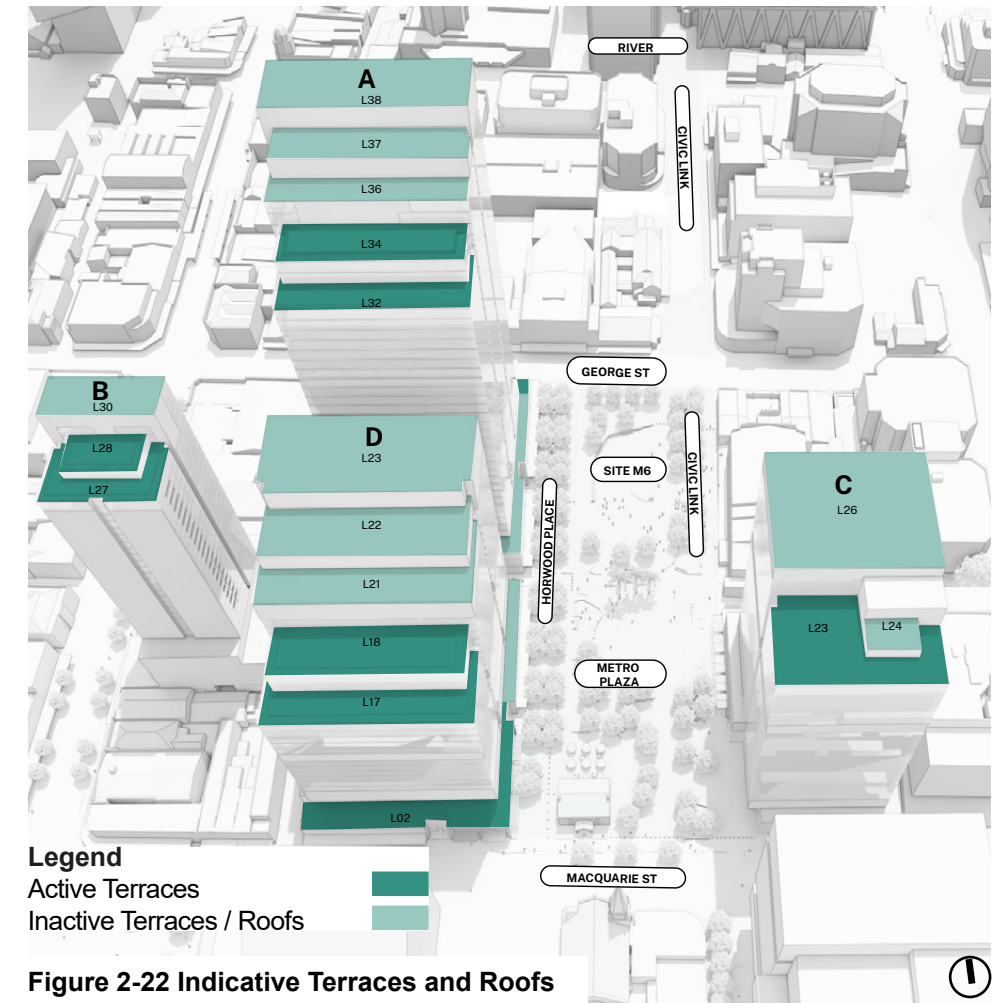


Figure 2-22 Indicative Terraces and Roofs



Figure 2-23 Indicative Wintergarden precedent projects (L-R)
Atlassian HQ Sydney, SHoP BVN Architects
GPT Parramatta, Bates Smart Architects

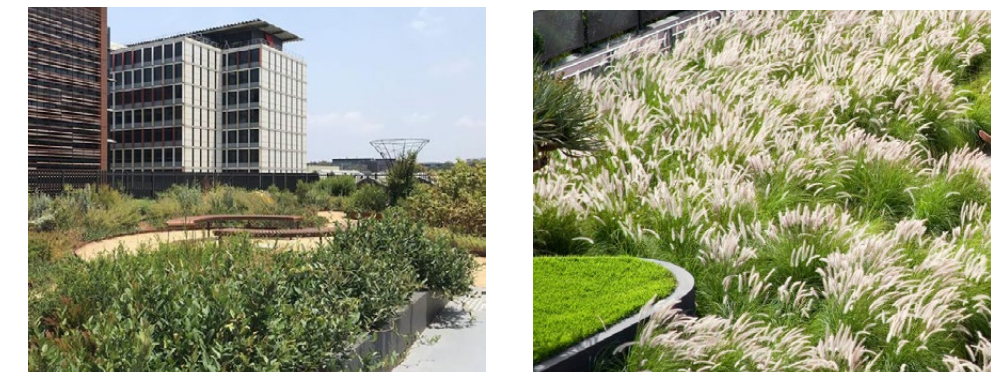


Figure 2-24 Indicative roof terrace precedent projects (L-R)
Native Roof Farm, South Eveleigh, Sydney, Yerrabingin
M Central, Pyrmont, Sydney, 360 Degree Landscape

2.8 Environment and Sustainability

Active design measures

12. Provide fossil fuel free buildings as per minimum Green Star requirements.
13. Utilise high-efficiency heating, ventilation, and air conditioning (HVAC), vertical transportation, lighting, and fixtures and fittings
14. Utilise HVAC systems providing outdoor air at a rate 100% greater than the minimum required by AS1668.2 and / or integrating mixed-mode spaces in commercial buildings
15. Consider opportunities to exceed the minimum requirements in NCC 2022 for provision of photovoltaic, battery storage, and EV charging points.

Materials and Resources

16. Optimise the design of structure and building fabric to minimise material consumption, embodied carbon, and waste.
17. Use materials and resources prudently and sustainably, including utilising recycled content where possible.
18. Prioritise the use of cladding and external materials that are durable, have integral finishes, require minimal ongoing maintenance, and are recyclable.
19. Design buildings to enable adaptation and reclamation of elements for reuse or recycling in the future.
20. A minimum of 40% reduction in upfront carbon emissions compared to a reference building.

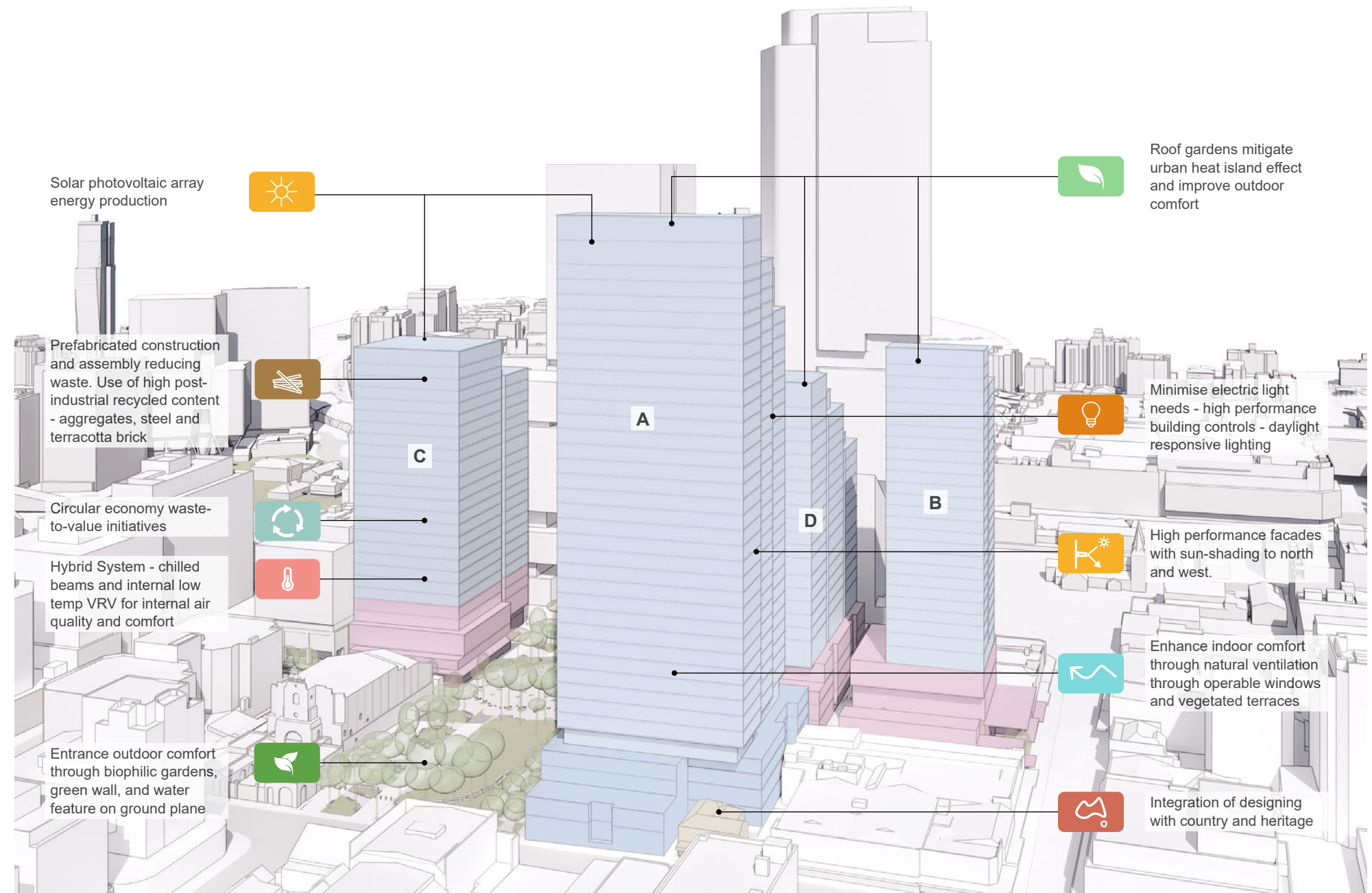


Figure 2-25 Precinct wide sustainability initiatives

Legend

CSSI Areas	
SSD Areas	
Heritage Item	

2.8 Environment and Sustainability

Sustainable Transport

21. Create a highly permeable pedestrian network across the precinct to promote walk-ability
22. Incorporate Electric Vehicle (EV) charging stations within the basements
23. Incorporate car-share parking space associated with any residential car parking provisions.
24. Provide high levels of bicycle parking for residents, commercial tenants, and visitors. Locate bicycle parking to be readily accessible and well integrated with safe bicycle routes through the precinct.
25. Provide end-of-trip facilities in locations that are safe, secure, accessible, and inclusive.

Social Sustainability

26. Maintain ongoing participatory engagement and Design with Country processes with the Aboriginal community and ensure the substance of that engagement is evident in the design of buildings, spaces and places.
27. Design buildings to be 'pandemic resistant' with measures such as centralised HVAC filtration, contact-less movement in common areas, and allowing 100% fresh air cycles.

Resistance / Material palette that speaks country



Natural Materials



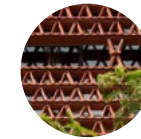
Sustainable / Low Carbon Buildings



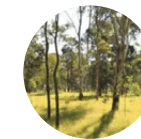
Feature Lobby Wall



Cradle to Cradle / Recycled Materials



Open Ground plane / sightlines & visual connections



Gathering Spaces



INDICATIVE REFERENCE DESIGN 2021



Community Amenity Level



Indoor/Outdoor Mixed Mode Spaces



Habitat Roof Gardens for non-humans



Mugga Ironbark Tree



Native and Endemic Low Planting



Tactile Materials



Water Features

Figure 2-26 Precinct wide Design with Country Opportunities

3.0

Heritage

3.0 Heritage

3.1 Heritage Design Guidelines

Objectives

1. Buildings are to be designed to respond to and protect the heritage significance of surrounding heritage items.
2. The heritage context, including built and natural heritage places, Aboriginal and historical archaeology, is to be respected and enhanced through sensitive design.
3. Where intervention with heritage places is required, design excellence is to be implemented to support sensitive, interpretive and contemporary design responses to heritage significance.
4. Provide for the conservation and sympathetic adaptive reuse of the George Street Shops and Kia Ora, and the heritage interpretation of the Convict Drain.

Guidance

1. New work to, or in the vicinity of Heritage Items is to be based on an understanding of heritage significance, and is to address:
 - a. Siting - including urban grain, streetscape rhythm, setbacks, orientation and address of buildings, location of boundary walls, key views, significant built and natural features and archaeological remains.
 - b. Scale – including wall and floor to floor heights, modulation and façade rhythms, massing, density, proportions, relationship to ground plane, wall modulation including openings and roof planes.
 - c. Form – including proportion and number of openings, solid to void ratios, roof form, skyline and relationship between internal and external spaces.
 - d. Materials and Colour – giving consideration to characteristic materials, textures, colours, light and shadow, and retaining and interpreting significant fabric.
 - e. Details – creating complementary relationships between new and old elements to provide visual interest.
2. Building design is to be guided by Conservation Management Plans and Sydney Metro West Heritage Interpretation Strategy, prepared under the Stage 03 CSSI and accompanied by innovative and detailed interpretation plans.
3. The design of new development is to enhance significant views of Heritage Items from public places.
4. Adaptively re-use and integrate heritage buildings as part of site development strategies, allowing these items to contribute to an active streetscape character and maintain their significance.
5. Implement a sensitive design response that activates publicly accessible areas adjoining heritage items, including the Roxy Theatre.
6. Integrate Designing with Country principles that are responsive to Aboriginal cultures, behaviours and values.
7. Tower forms should aim to optimise access to Sky Country as an important part of Country.
8. Embed interpretations that directly respond to the stories of Country and provide opportunities for the community to engage with a diversity of cultural expressions, and encourage activation and interactions.

3.2 George St Shops (43-47 George St)

Guidance

1. New work to the George Street shops must be designed in accordance with its significance and the gradings of significance described in the Conservation Management Plan prepared under the Stage 03 CSSI.
2. The adaptive reuse of the George Street shops should conserve and enhance its significance. Future uses of the place should be compatible with its significance. New design and development should respond to the conservation policies described in the Conservation Management Plan prepared under the Stage 03 CSSI and be reversible and distinguishable from existing fabric.
3. Opportunities and guidance on adaptation, alterations and additions shall be informed by the Conservation Management Plan prepared under the Stage 03 CSSI.
4. Retain a curtilage around the George Street shops that prevents it from being isolated from its context and provides for the maintenance of the heritage fabric. Development in the curtilage and to the rear of the George Street shops should be consistent with the conservation policies in the Conservation Management Plan prepared under the Stage 03 CSSI. **Figure 3-3** illustrates the heritage curtilage zone.
5. **Figure 3-3** identifies the heritage interface zone where consideration is required in response to facilitate an appropriate transition between the item and the adjacent development. New design and development in the heritage interface zone must be designed to minimise heritage impacts on the George Street shops and seek opportunities for active connections. Development in the interface zone should have regard to the specific conservation policies established within the Conservation Management Plan prepared under the Stage 03 CSSI.



Figure 3-1 Northern elevation of the George St Shops



Figure 3-2 Southern elevation of the George St Shops

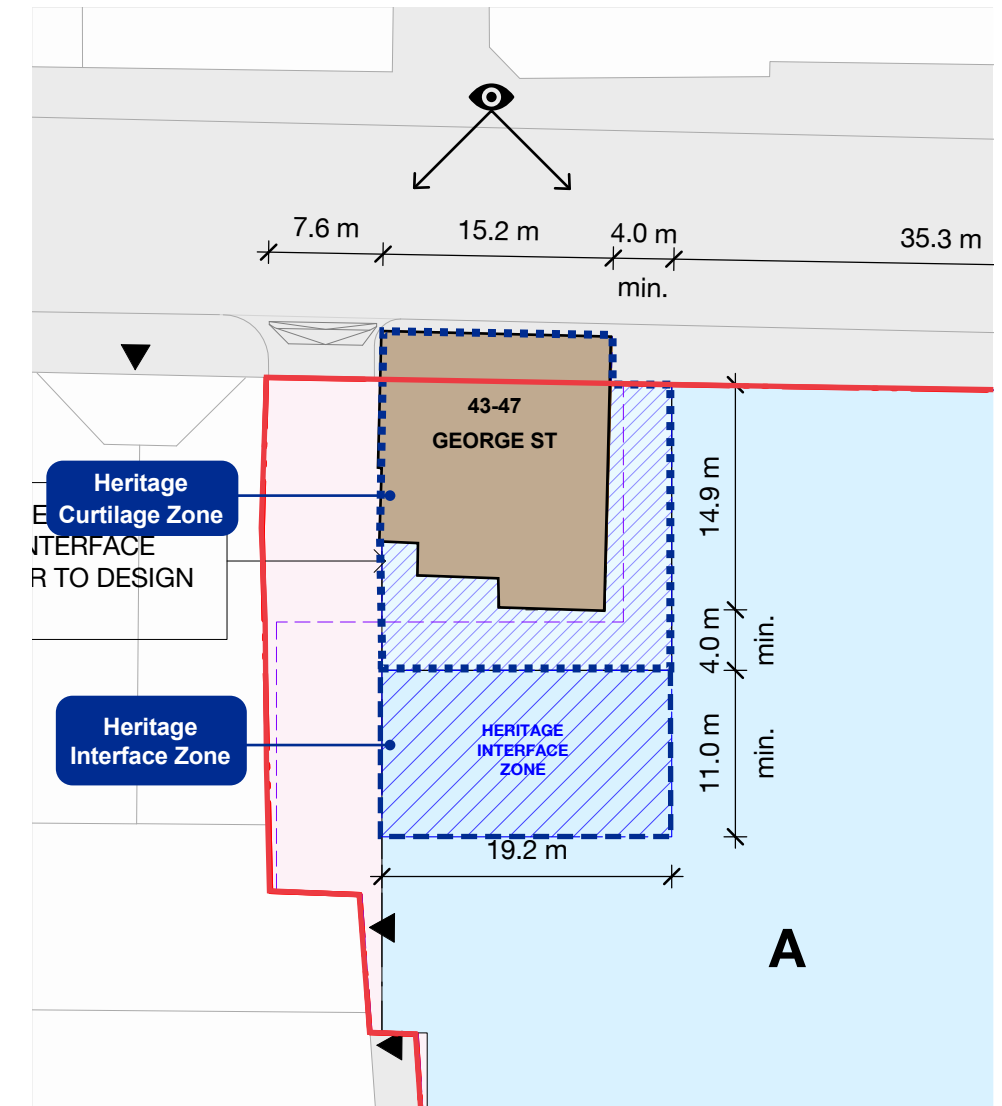


Figure 3-3 Heritage Curtilage and Interface Zone

Legend
 Parramatta Station CSSI Areas
 Concept SSD Areas
 Heritage Item



3.2 George St Shops (43-47 George St)

Guidance

6. New development adjacent to the George Street shops should actively seek to relate to the scale of the existing heritage listed properties through a combination of podium levels, setbacks and vertical and horizontal articulation.
7. New development should reinforce the historic character of George Street by provision of a continuous awning over the footpath.
8. New development should respect the historical form and detailing of the George Street shops.

Legend
 Parramatta Station CSSI Areas
 Concept SSD Areas
 Heritage Item

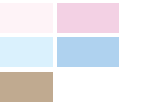


Figure 3-4 Heritage View Catchment

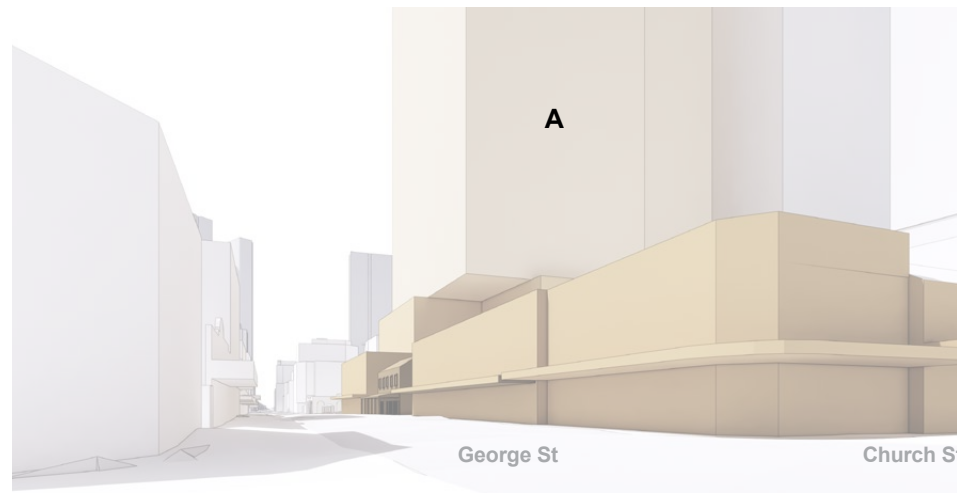
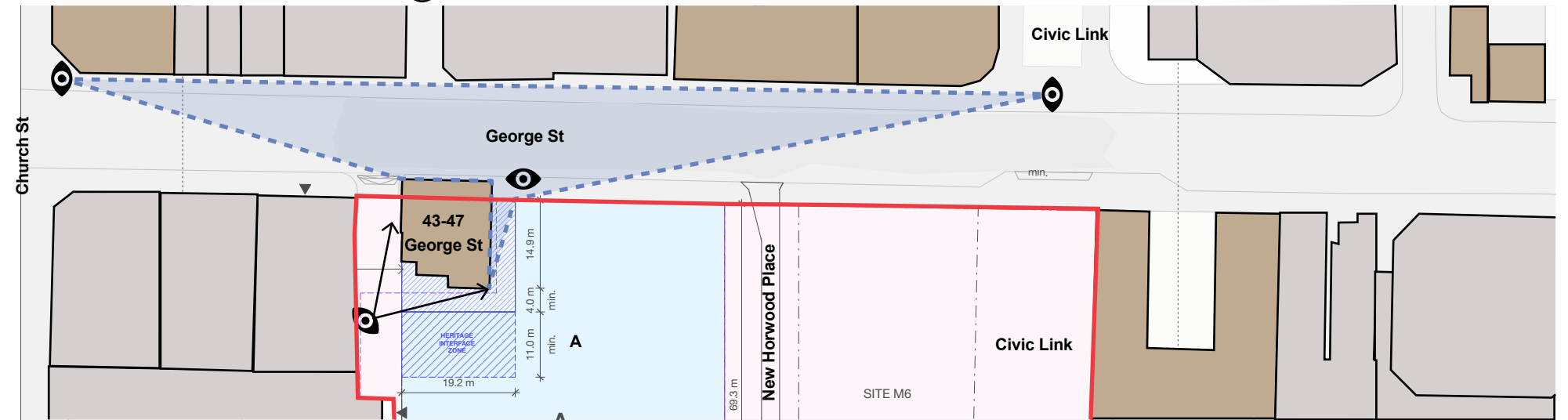


Figure 3-5 View along George St from Church St with building envelopes

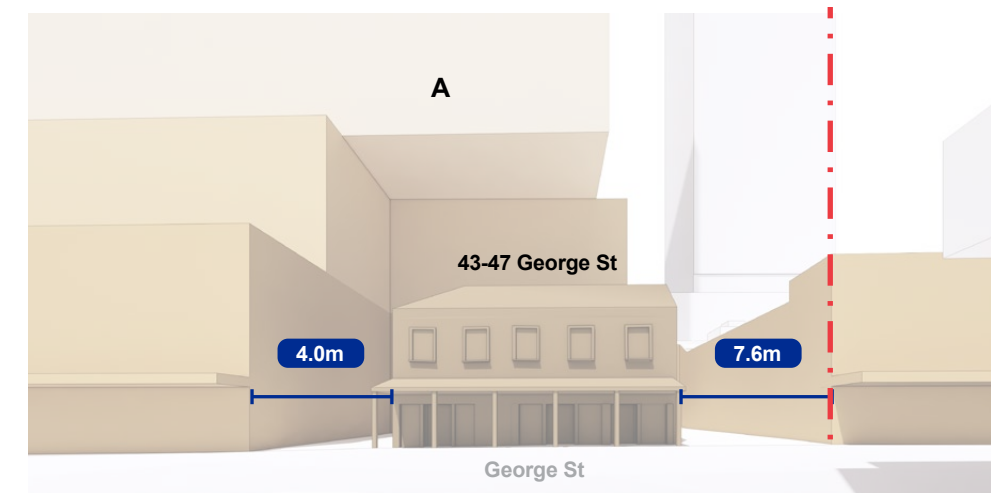


Figure 3-6 View from George St with building envelopes

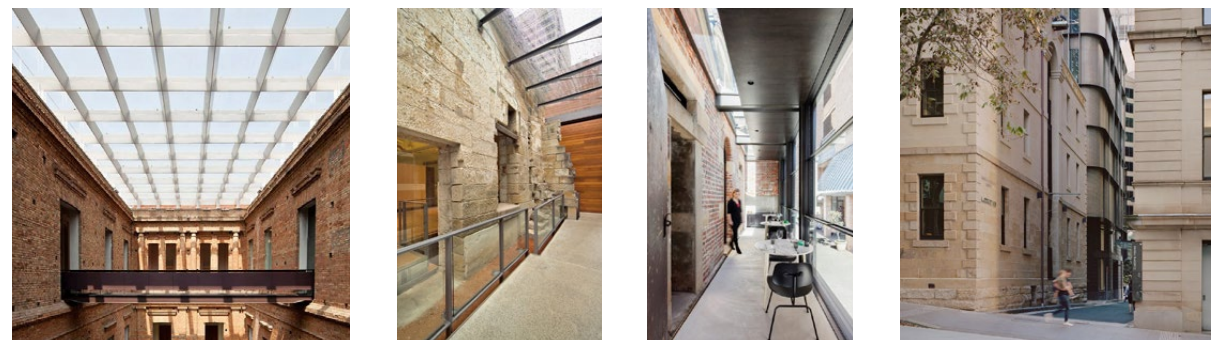


Figure 3-7 Heritage adaptive reuse precedents (L-R)
 Glass Roof Insertion: Pinacoteca do Estado de São Paulo, Paulo Mendes da Rocha + Eduardo Colonelli + Weliton Ricoy Torres
 Strip Glass Roof: The Mint, FJC Architects, Sydney
 Strip Glass Roof: Former Rocks Police Station, Welsh + Major Architects, Sydney
 Laneway: Customs House Lane, Studio Bright and SJB

3.3 Kia Ora

Guidance

1. New work to the Kia Ora must be designed in accordance with its significance and the gradings of significance described in the Conservation Management Plan prepared under the Stage 03 CSSI. Opportunities should be considered to remove fabric that is identified as intrusive and new reconstructions should be distinguishable from existing fabric on close inspection.
2. New development to the rear of Kia Ora should create a well-articulated frontage to surrounding public domain
3. The adaptive reuse of Kia Ora should conserve and enhance its significance. Future uses of the place should be compatible with its significance. New design and development should respond to the conservation policies described in the Conservation Management Plan prepared under the Stage 03 CSSI.
4. Sensitive alterations and additions can be undertaken within Kia Ora Site shown in **Figure 3-12**, where it does not detract from or impact on significance of Kia Ora, and where it enhances public appreciation.
5. The alterations to interiors should respect the historical form and detailing of the building. Internal fit out should be designed and detailed so that it is reversible.
6. The future paving treatment within the Kia Ora site should be consistent and integrate seamlessly with the surrounding public domain.



Figure 3-8 Kia Ora from Macquarie St

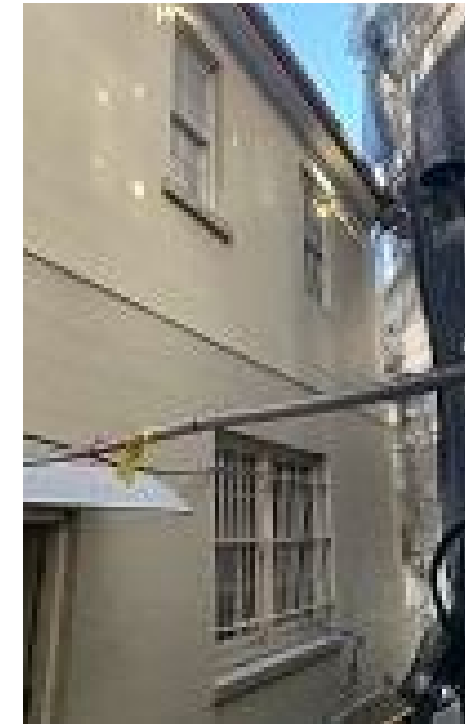


Figure 3-9 Rear of Kia Ora



Figure 3-10 Kia Ora Portico

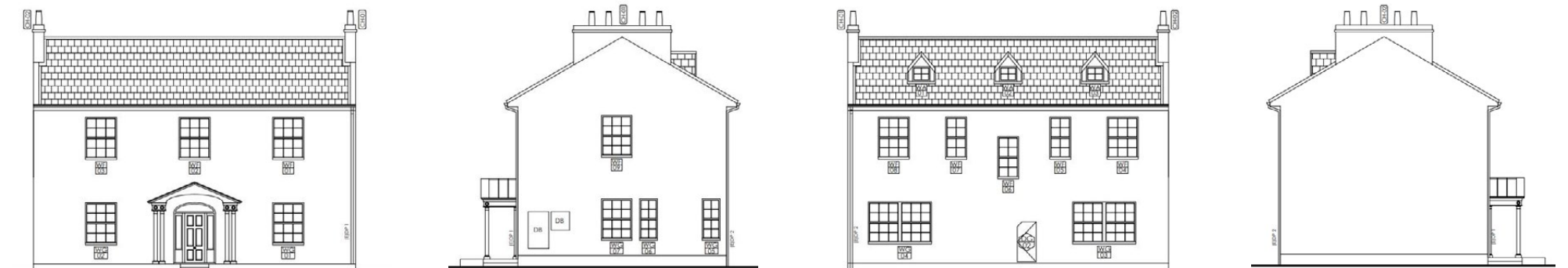


Figure 3-11 (L-R) Kia Ora southern street elevation, eastern elevation, northern rear elevation, western elevation

3.3 Kia Ora

Guidance

7. Retain a heritage curtilage for Kia Ora that reflects its historical presentation and provides appropriate space for adaptive reuse options at the rear of the building. The curtilage, shown in **Figure 3-12** includes components of Kia Ora's development over time and the extant elements that contribute to its significance and supports its adaptive reuse.
8. Protect and enhance significant views of Kia Ora and its street presentation. The significant views and visual catchment area is shown in **Figure 3-13**.
9. New development should respond to the conservation policies in the Conservation Management Plan prepared under the Stage 03 CSSI regarding surrounding development, compatible scale, and the scale of surrounding development.
10. New development that forms the backdrop to Kia Ora must be designed so that the visual integrity of the heritage item is retained.

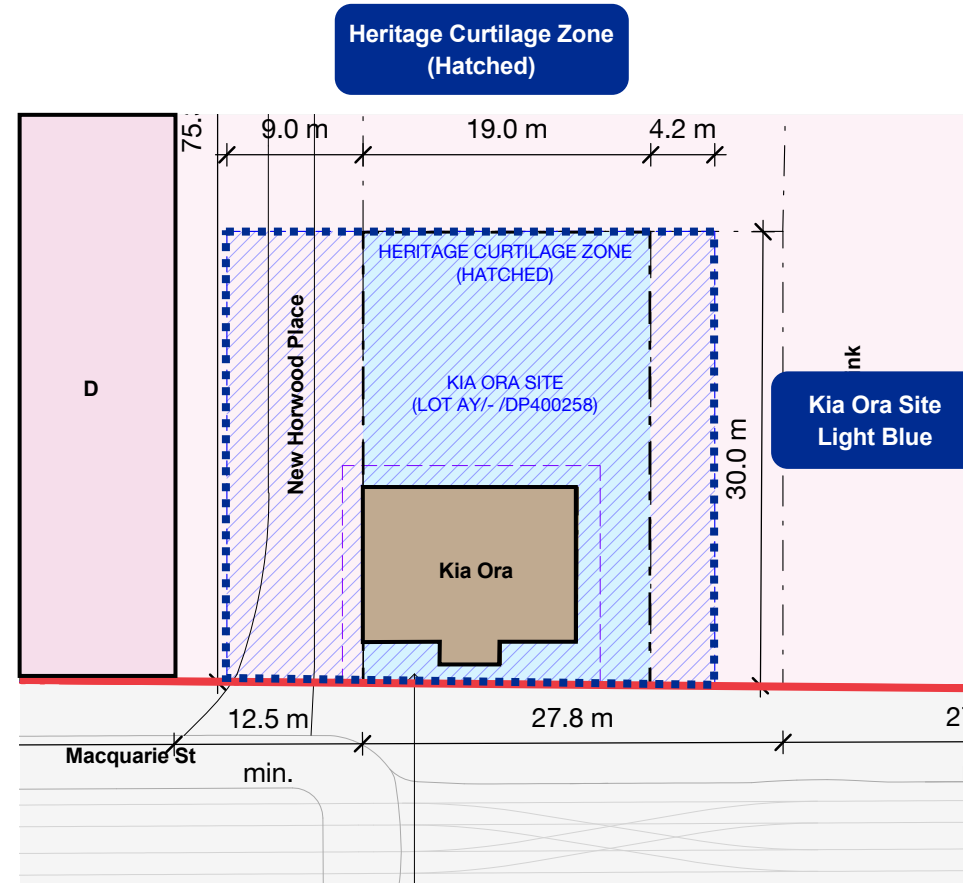


Figure 3-12 Kia Ora Site and Heritage Curtilage Zone

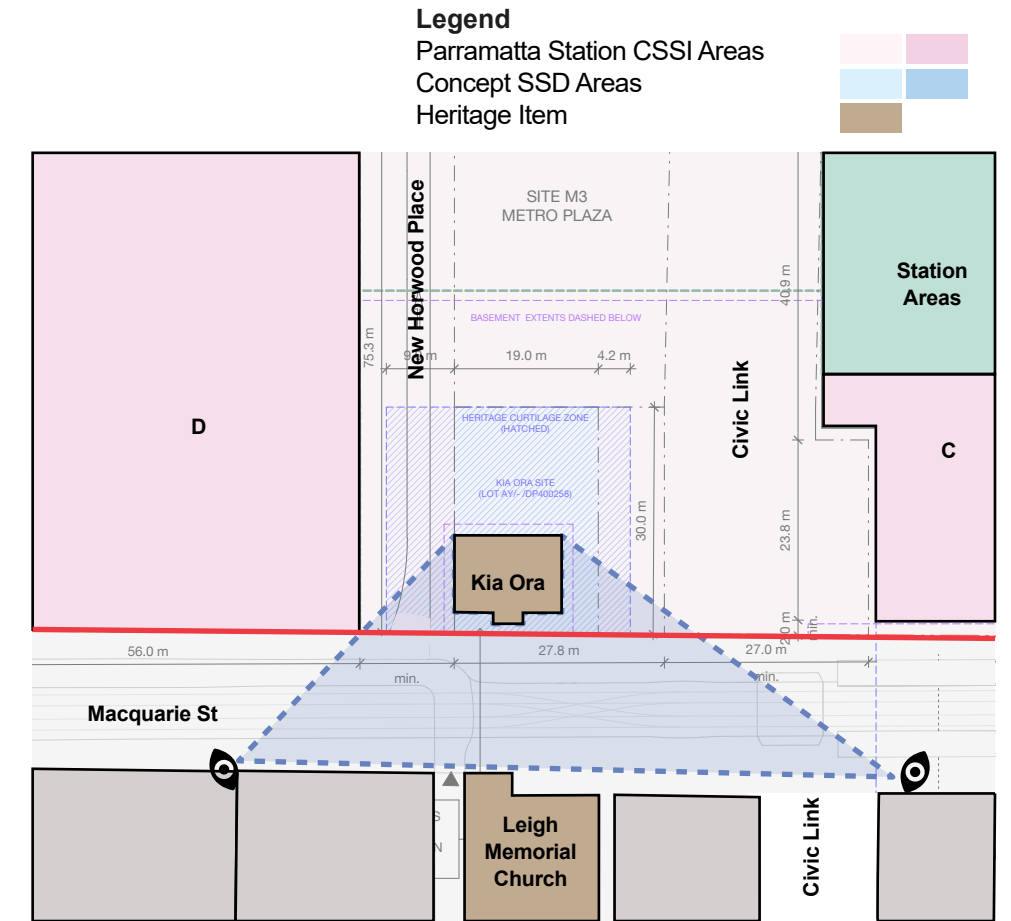


Figure 3-13 Ground Level Kia Ora View Catchment

Figure 3-14 Heritage adaptive reuse precedents (L-R)

Pavilion: The Mint, FJC Architects, Sydney

Circulation Connection: The Gantry, Bates Smart Architects, Sydney

Pavilion: The Rocks Dining Hall, Carter Williamson Architects, Sydney



3.4 Convict Drain

Guidance

1. The town drain will be interpreted in accordance with the Parramatta Metro Heritage Interpretation Plan.

Precedents

Figure 3-16 (adjacent) indicates the location of the heritage convict drain with respect to the envelope of building C.

Figure 3-17 (below) shows local examples of the heritage interpretation areas where heritage items have been relocated and displayed within the same site.

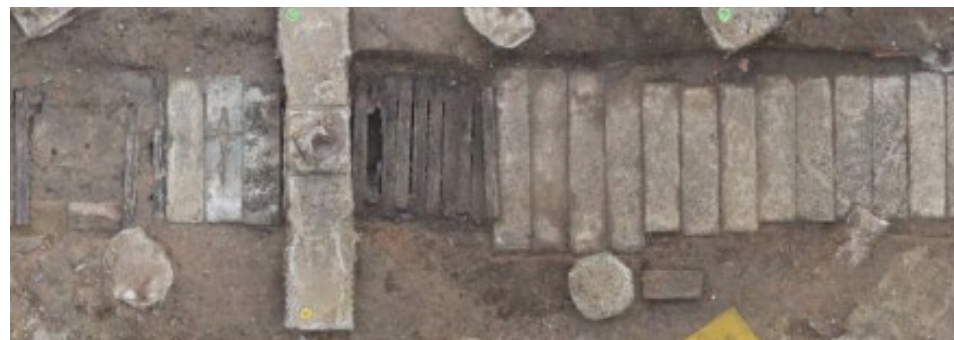


Figure 3-15 Images of the Convict Drain showing later additions of timber and concrete capping, to support office building built above

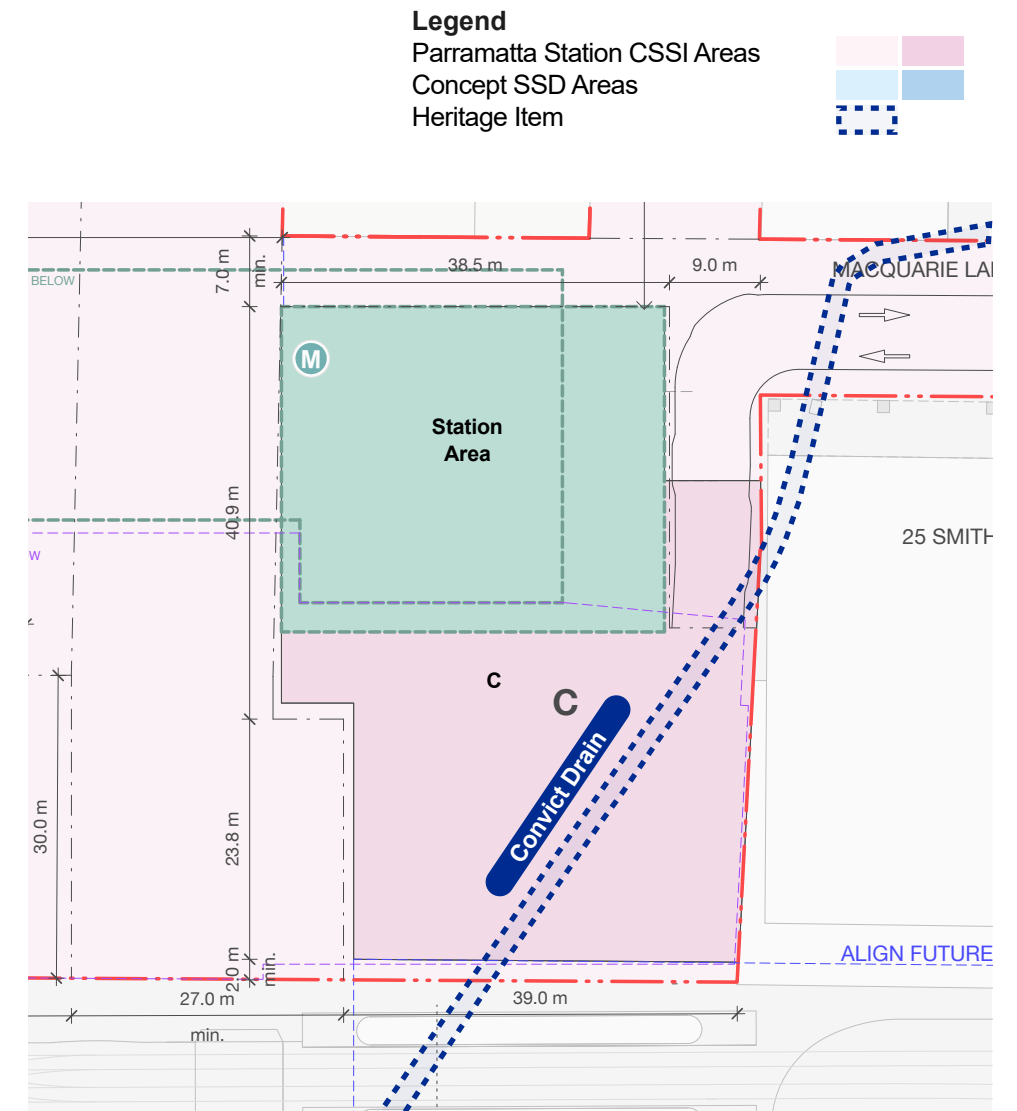
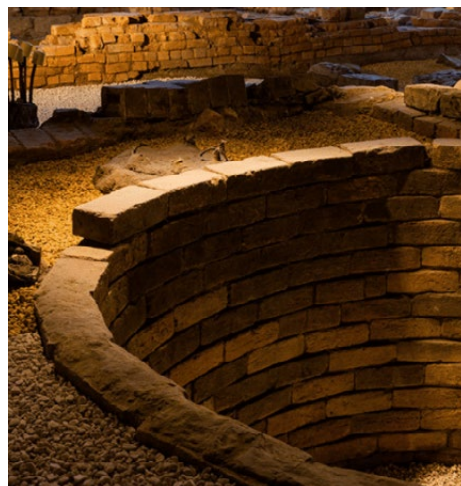


Figure 3-16 Convict Drain overlaid on Ground Floor Envelope Plan

Figure 3-17 Heritage Interpretation precedents



Phillip Ruddock Centre, AJC



Phillip Ruddock Centre, AJC



St Barnabas Church, FJC, Sydney



St Barnabas Church, FJC, Sydney



Justice Precinct, Bates Smart Architects, Parramatta

Sydney Metro West