

PROPOSED DEVELOPMENT OF WESTFIELD PARRAMATTA

PARRAMATTA CITY CENTRE DCP 2007 COMPLIANCE TABLE

DCP 2007 CONTROL	ASSESSMENT/COMMENTS	COMPLIANCE YES/NO
SECTION 2 Building Form		
<p><i>2.1 Street alignment & setbacks</i></p> <p>A continuous built edge to the street alignment is required for the building (subject to compliance with street frontage heights and setbacks above 18m/22m and 16m/18m prescribed in Clause 2.2 below)</p>	<p>All new building works are sited above the existing retail/parking podium which is built to the street edge in a continuous line. Street Frontage Heights Type A and Type B apply to the site.</p> <p>Some generally minor variations are sought with respect to street setbacks above a height of 16m/18m as outlined and addressed in Clause 2.2, below relating to Street Frontage Height Type B. The nature of and justification for the requested variations is detailed in Section 6.1.5.1 of the EA Report.</p>	<p>YES (for built edge to the street)</p> <p>SUBSTANTIAL COMPLIANCE (for street frontage heights above 16m to 18m)</p>
<p><i>2.2 Street frontage heights</i></p> <p>Street frontage Type A (8m front setback above 22m) applies to the Church Street frontage and Argyle Street frontage extending west to Marsden Street. Street frontage Type B (6m front setback above 18m) applies to the balance of the street frontages to the site.</p>	<p>The proposed development is fully compliant where Street Frontage Type A applies, including along the whole of the primary street frontages, being Argyle and Church Streets. Some flexibility is sought with regard to Street Frontage Height Type B which applies to secondary street frontages, in order to achieve an adequate retail floor plate, efficient parking layout and increased building articulation. Street frontage height encroachments do not result in any overshadowing of residential apartments, nor do they result in any adverse streetscape impacts. The encroachments occur at heights well below the maximum 36m building height control for the site, are generally limited to 1 or 2 floor levels only and are in part compensated by increased street front setback in locations where building to the 6m setback is insufficient to maintain solar access to residential buildings on the southern side of Campbell Street.</p>	<p>COMPLIES FOR 70% OF THE STREET FRONTAGE.</p> <p>(Minor justifiable non-compliance for the O'Connell Street frontage, and a portion of the Marsden Street and Campbell Street frontages of Stage 1).</p>

	<p>Justification for a variation to Street Frontage Height Type B is detailed in Section 6.1.5.1 of the EA Report.</p> <p>The office tower component of the proposed development is fully compliant with street frontage height requirements.</p>	FULL COMPLIANCE FOR OFFICE TOWER
<p><i>2.3 Building depth & bulk</i></p> <p>Preferred floor plate is 1200m² with a maximum depth of 20m. Horizontal dimensions should not exceed 60m Office floor space no more than 10m from natural light</p>	<p>The office building envelope is designed to provide floor plates of 2,000m² for the 5 levels of the office podium and 1,660m² for the 15 levels above this podium. These floor plates are larger than the preferred maximum floor plate area of 1,200m² in the DCP due to the need to provide more generously sized floor plates for the major corporate and government tenants the building is designed to accommodate.</p> <p>The restriction on floor plate size to 1,200m² is designed to avoid adverse effects that tall and bulky buildings may have on the public domain. A 1,660m² floor plate for the tower portion of the building, with suitable articulation and curved from to the Church Street/Argyle Street intersection will not present excessive bulk, particularly have regard to the large size of the site and substantial building separation from other tower building forms.</p> <p>Horizontal dimensions do not exceed 60m. The office component of the project is for a building envelope only. Access to natural light for offices would be addressed at the detailed design stage. It should be noted that it will be possible to provide glazing on all four sides of the building.</p>	<p>YES</p> <p>(on the basis that the floor plate size is a preferred rather than prescribed size)</p>
<p><i>2.4 Building separation</i></p> <p>Below 36m zero side and rear setback is permitted Above 36m a minimum 6m side and rear setback applies Above 54m a minimum 9m side setback applies</p>	<p>Below a height of 36m a zero side and rear setback is generally provided. A small side setback of 0.947m has been provided in the northwest corner (eastern side) of the Aird Street Car Park and a setback of between 3.675m and 5.666m provided in the Campbell Street additions, to the eastern side boundary of No. 24 Campbell Street. As outlined in Section 6.1.5.3 of the Environmental Assessment Report, there is no urban design, amenity or architectural benefit in providing a zero side setback in these locations.</p> <p>The building envelope for the office tower is some 20% larger in width and depth than the final form of the office building. This will enable the office tower at a height of 36m to 54m to provide a setback of at least 6m to side and rear boundaries and at least 8m to those boundaries above a height of 54m.</p>	YES

2.5 <i>Mixed use buildings</i>	No residential uses proposed therefore Section 2.5 Mixed Use Building controls do not apply.	N/A
2.6 <i>Deep soil zones</i> Some deep soil planting encouraged (minimum 6m dimension) in courtyards, atria and boundary setbacks	No deep soil area proposed as the existing built form extends across the whole of the site	N/A
2.7 <i>Landscape design</i> Planting provided in accessible outdoor spaces & irrigated with recycled water	The retail addition includes internal public space in the form of an east-west pedestrian mall. The office tower envelope includes a podium roof terrace that extends off Office Level 6. A portion of this terrace will include landscaping, in addition to some planting on portions of the retail/car park podium fronting street such as Campbell Street and Marsden Street.	YES
2.8 <i>Planting on structures</i> Adequate soil depth, drainage and suitable plant types. Irrigated with recycled water.	Soil depth of at least 800 mm can be provided within planted areas proposed on the roof of the office podium and in the nominated areas above the retail/car park podium. Suitable provision can be made for drainage and irrigation with recycled rainwater.	YES
2.9 <i>Sun access to public spaces</i> Solar access to public spaces. Compliance with sun access planes to Civic Place, Lancer Barracks & Jubilee Park	The proposal will not increase shadowing of public spaces or impact on the identified sun access planes. There is no shadow created to Civic Place, Lancer Barracks or Jubilee Park. Reasonable solar access will be maintained for residential units in the locality.	YES
SECTION 3.0 Pedestrian Amenity		
3.1 <i>Permeability</i> Pedestrian links provided in accordance with Figure 3.1	Existing pedestrian links area maintained. The additional retail level will include an east-west pedestrian link with access to lower levels at several locations. Figure 3.1 of the DCP shows an east-west pedestrian link at ground level extending from the Aird Street loading dock west to Marsden Street and a north-south pedestrian link extending from Argyle Street south to Campbell Street, mid-way between Church Street and Marsden Street.	YES

	As there are no proposed changes to the ground level of the building, these identified pedestrian links are not relevant to the proposed development, which is located above the existing podium.	
<p><i>3.2 Active street frontages & address</i></p> <p>Active street frontage required (eg shops, cafes, offices) to all street frontages of the site. Outdoor dining is encouraged to the Church Street frontage and the Aird Street (east) frontage of the site.</p>	Proposed development is located above the existing retail/car parking podium. Stage 2 of the proposal includes street activation works (e.g. retail display windows and a café) to the northern ground floor Argyle Street elevation of the Myers Department Store and improvements to the façade to Church Street and Argyle Street. There are no cafes/restaurants on the ground floor Church Street elevation of the site. Therefore it is not possible to provide outdoor dining along the Church Street frontage.	YES
<i>3.3 Front fences</i>	No front fences are proposed therefore Section 2.5 Front Fence controls do not apply.	N/A
<p><i>3.4 Safety & Security</i></p> <p>Provide a safe & secure environment (passive surveillance, avoid blind corners & concealment opportunities, lighting, clear lines of sight, security etc)</p>	A Safety by Design Assessment is included in Appendix Z of the Environmental Assessment Report. The design of the proposed development provides a safe and secure environment with adequate lighting, clear lines of sight and opportunities for passive surveillance. Security measures include camera surveillance and patrols by security officer.	YES
<p><i>3.5 Awnings</i></p> <p>Continuous awnings provided where required in Figure 3.3 i.e. the Church Street frontage.</p>	The proposed development does not include any change or development of the existing retail podium to Church Street. This retail podium does not contain an awning to the Church Street frontage. Weather protection is available for a portion of the Church Street frontage by way of the existing pedestrian bridge above Church Street and the roofed Church Street pedestrian entry to the shopping centre.	
<p><i>3.6 Vehicle footpath crossings</i></p> <p>Additional vehicular entries not permitted. One access point permitted (2.7m for single</p>	Westfield Parramatta has a number of vehicular footpath crossings. There will be some reconfiguration of the existing eastern and western Campbell Street driveways, the Marsden Street exit driveway and the western Aird Street entry driveway.	YES (having regard to the scale of the development, multiple

crossing with 4m wide roller door opening)	A new driveway will be provided at the eastern end of Aird Street, near Marsden Street. Vehicular entries and exits are outlined and evaluated in the Traffic Impact Report attached at Appendix M .	road frontages and the need for multiple vehicular entries and exits.
3.7 Pedestrian overpasses & underpasses	No new pedestrian overpasses or underpasses are proposed or required. An additional pedestrian level will be provided for the new Level 6 Retail on existing bridges across Aird Street and Marsden Street, as shown on the plans.	YES
3.8 Building exteriors Adjoining buildings, particularly heritage buildings to be considered in design of buildings, materials & finishes, setbacks, façade proportions & appropriate alignment & street frontage heights	Building exteriors including materials, colours and finishes of the proposed retail and car park additions have been carefully chosen to integrate the additions into the existing building and maintain the character of the streetscape. Particular attention has been paid to screening additional car parking levels as detailed in the Architectural Design Report and elevation drawings enclosed at Appendix D . The elevation drawings include details of building finishes, materials and colours. The office tower proposal is for approval of a building envelope only, with details of building exterior to be determined as part of the proposed architectural design competition for this building.	YES
3.9 Advertising & signage High quality graphic design, integrated into building design and compatible with streetscape character, compliance with design controls in Section 3.	No advertising or signage is proposed in this DA. Advertising & signage will be the subject of a separate future DA therefore the Section 3.9 Advertising & Signage controls do not apply. A signage strategy is attached at Appendix W .	N/A
3.10 Public artworks Provide high quality artworks in publicly accessible locations, near main entrances & street frontages & lobbies	Stage 2 of the proposed development includes opportunities for providing public art in suitable locations around and near the site. This is discussed in the Landscaping and Public Domain Concept Report attached at Appendix F and will be explored further with Council as part of the design of Stage 2. This issue can be addressed by a suitably worded consent condition.	CAN COMPLY (subject to consultation with the Council)

<p><i>3.11 Views & view Corridors</i></p> <p>Views as identified in Appendix 2 are to be protected. Frame view corridors between buildings.</p>	<p>The proposed development has no significant impact on views and view corridors identified in Appendix 2 of the DCP. The proposed tower will be subsumed into the future CBD skyline as new towers are constructed in accordance with the height controls allowed in the CBD.</p>	<p>YES</p>
<p><i>3.12 Courtyards & Squares</i></p> <p>Squares are to be spatially defined with at least 3 built edges and a depth to width ratio of not more than 3:1 and be at least 12m wide.</p>	<p>The proposed development is to be located above the existing retail/car parking podium. No additional courtyards or squares are required or provided. A landscaped terrace will be provided on the future office building podium roof.</p>	<p>N/A</p>
<p>SECTION 4 Access, parking & Servicing</p>		
<p><i>4.1 Pedestrian access & Mobility</i></p> <p>Main building entry points clearly visible from primary street frontage and have direct access without unnecessary barriers & include disabled access with continuous path of travel from public road as well as unimpeded internal access. Provide durable slip resistant materials.</p>	<p>The proposed additional retail facilities and office tower are located above the existing retail and car park podium. Existing pedestrian entries to the shopping centre will be utilised and provide satisfactory pedestrian access into the centre. Pedestrian access is designed to meet disabled access requirements and provide a direct path of travel from public roads and suitable widths and finishes.</p> <p>New vertical transport will be provided from the existing mall level 5 to enable access to the proposed additional retail level. In the case of the future office tower, lifts will be provided from ground level to a new “sky lobby” on level 1 of the office tower, above the retail podium, providing access to lifts to be installed in the new office tower.</p> <p>An Accessibility Assessment is attached at Appendix L.</p>	<p>YES</p>

<p><i>4.2 Vehicular driveways & manoeuvring areas</i></p> <p>Driveways off lanes & secondary streets where possible. Be at least 10m clear of any intersection & clear of drainage pits, power poles, street trees etc.</p> <p>Designed to minimise impact on street and be integrated into the building design. Vehicles must enter & leave in a forward direction. Driveways must be clearly separated by at least 3m from pedestrian access. Driveway widths/grades, ramps, parking spaces, vehicle crossings etc comply with relevant Australian Standards. Maximum ramp grade is 20%.</p>	<p>Vehicular driveways and manoeuvring areas are identified and assessed in the Traffic Impact Study attached at Appendix M prepared by CBH&K Pty Ltd (CBHK). The proposal includes some modification of existing loading docks and vehicular access arrangements, as described in the Traffic Impact Report. CBHK confirm that vehicular driveways, ramps and manoeuvring areas comply with the relevant design standards and allow vehicles to enter and leave the site in a forward direction.</p> <p>Access driveways are integrated into the design of the building and provide a suitable interface with the street.</p>	<p>YES</p>
<p><i>4.3 On-site parking</i></p> <p>Car parking to be in basements located within the building footprint & designed in accordance with Australian Standards. Ventilation vents integrated into building design. 1%-2% of parking to be for disabled parking. An area equivalent to at least 1</p>	<p>1 car space required per 100m² of commercial GFA, 1 car space per 30m² of shop GFA are required. This equates to 350 car spaces for the office tower and 1,050 car spaces for the retail additions. Council has advised that these parking requirements are a maximum, rather than a minimum provision, in order to encourage use of public transport, walking and cycling.</p> <p>A total of 573 car spaces are proposed, including more than a dozen additional disabled car spaces. Upon completion of the office tower, 100 car spaces will be allocated for use by tenants of the office tower.</p>	<p>YES (on the basis that car parking requirements in the LEP and DCP are expressed as a maximum rather than minimum provision)</p>

<p>car space to be for motor cycle parking and at least 1 car space area equivalent (per 100 car spaces or part thereof) for bicycle parking and a nearby change/shower facility for cyclists. Car parking is for building occupants only.</p>	<p>Proposed car parking provision has been reduced from 1,100 car spaces to 573. Parking provision is considered satisfactory, given that both Roads and Maritime Services (RMS) and the NSW Department of Transport have requested that the extent of additional parking be reduced from what was originally proposed, due to the CBD location of the site and accessibility of the site to high quality frequent public transport services.</p> <p>The proposal includes additional motor cycle parking (at least 20 spaces) and 90 additional bicycle parking spaces for Stage 1 and 164 bicycle parking spaces for Stage 2.</p>	
<p><i>4.4 Site facilities & services</i></p> <p>Provide mail boxes in 1 accessible location. Suitable location of communication structures, air conditioners & service vents. Provision of waste storage facility screened from view & away from noise sensitive uses and provided with suitable access for collection vehicles. Provide a service dock for trucks up to 12300mm in length and 3500mm in width. Sufficient height to accommodate a waste collection vehicle. Design circulation & access in accordance with AS 2890.1</p>	<p>The proposed development will utilise existing loading facilities, re-configured and extended in the locations nominated in the plans. Loading facilities are capable of accommodating trucks greater than 12.3m in length. Waste storage facilities are screened from view. Air conditioning, motor rooms and other plant likely to generate noise are located away from noise sensitive land uses such as residences. An acoustic assessment is attached at Appendix X.</p> <p>Existing arrangements for mail will be retained, with separate mail boxes provided for the future office tower in the office tower lobby.</p> <p>Space is available at ground level within the existing car park for additional electricity substations</p> <p>Access and circulation is designed in accordance with AS 2890</p>	<p>YES</p>

SECTION 5 Environmental Management		
<p><i>5.1 Energy efficiency & conservation</i></p> <p>Target heating/cooling Insulate hot water systems Install water saving devices Optimise natural light Provide an Energy Efficiency Report demonstrating at least 4 star rating (under Australian Building Greenhouse Rating Scheme or equivalent)</p>	<p>A major objective of the proposal is to provide an office tower building with a 5 green star energy efficiency rating. The proposed retail additions will achieve a 4 Green Star rating. An Ecologically Sustainable Design Report demonstrating that energy efficiency standards can be achieved is attached at Appendix R.</p>	<p>YES</p>
<p><i>5.2 Integrated water cycle management</i></p> <p>Water fixtures 3 stars or better (WELS Scheme) Appliances 3 stars or better (WELS Scheme) Water sensitive urban design including stormwater capture & reuse and water quality management. Water efficient plantings including irrigation using stormwater reuse. Submit a Site Stormwater Management Plan.</p>	<p>All water fixtures and appliances will achieve at least a 3 star rating. The design includes stormwater capture and re-use. There will be no increase in stormwater discharge. A Hydraulic Infrastructure Report and Stormwater Concept Design is included at Appendix H</p>	<p>YES</p>
<p><i>5.3 Reflectivity</i></p> <p>Avoid highly reflective exterior finishes. No glare nuisance created. Visible light reflectivity</p>	<p>The retail/car park additions avoid highly reflective exterior finishes and the will not create a glare nuisance, nor will light reflectivity exceed 20%. The office tower is for a building envelope approval only, with external finishes to be determined at the building design stage.</p>	<p>YES</p>

shall not exceed 20%. A Reflectivity Report shall be submitted.	An appropriately worded consent condition can be imposed requiring that visible light reflectivity shall not exceed 20% and a Reflectivity Report be submitted prior to issue of Construction Certificate.	
<p><i>5.4 Wind mitigation</i></p> <p>A Wind Effects Report shall be submitted for all buildings greater than 32m in height. Wind tunnel test results to be provided for all buildings over 50m in height. Maximum wind speed in retail streets 10m/second, 13m/second on major pedestrian streets, parks and public spaces, and 16m/second on all other streets. Avoid strong wind downdrafts and consider public safety & comfort at ground level.</p>	<p>The proposed retail and car park additions extend to a maximum height of 34.14m and provide setbacks to street frontages. These additions will not materially change the existing wind environment. The office tower includes substantial setbacks from the street elevations of the existing retail podium. This ensures minimal change to the existing wind environment at street level or to the public domain. A wind assessment report is included at Appendix Q.</p>	YES
<p><i>5.5 Waste & recycling</i></p> <p>A Waste Management Plan prepared by a specialist waste consultant must be submitted. Best practice recycling/reuse of construction & demolition materials and use of sustainable building materials. Handling & storage of waste (including location), procedures for waste management (organic,</p>	<p>A Waste Management Plan (WMP) is attached at Appendix S. The WMP addresses the management of construction waste, including opportunities for recycling of demolition materials where possible. Some 80% of demolition waste will be reused or recycled and preference will be given to use of recycled buildings materials in construction wherever possible.</p> <p>The WMP outlines existing waste management arrangements and proposed modifications to loading and waste storage areas to accommodate waste generated by the proposed additions and future office tower. The proposal includes re-figuration of some existing loading areas and augmentation of existing waste management arrangements to accommodate increased waste generation from the proposed retail additions and future office tower.</p>	YES

putrescible, glass, containers, general waste etc) to accord with the DCP.	The proposed DDS will utilise a new loading dock and reserve area to be created off Campbell Street 9(replacing an existing retail tenancy). The proposed supermarket will utilise a new loading dock and compactor located within the existing Aird Street Level 2 loading dock which will be reconfigured. The future office tower will utilise a new loading and waste storage facility to be provided in a reconfigured Aird Street East Level 3 loading dock, located at street level.	
<p><i>5.6 Land contamination</i></p> <p>Potential land contamination to be considered and contamination risk assessment undertaken.</p>	There is no evidence of land contamination on the site. Excavation is minor in extent, with some limited excavation required for structural strengthening. The project includes some demolition work. A Phase 1 Contamination Assessment is attached at Appendix Z1. A suitably worded consent condition can be imposed requiring that any contaminated material encountered on site arising from demolition works or structural strengthening, be managed in accordance with the Contaminated Land Management Act and relevant guidelines and standards.	YES
<p><i>5.7 Soil management</i></p> <p>An Erosion & Sediment Control Plan is to be provided.</p>	Erosion and Sediment Control details are included with the Construction Management Plan attached at Appendix O .	YES
<p><i>5.8 Flood plain risk management</i></p> <p>Impact of flooding to be considered & managed. Adequate freeboard provided and no increase in flood levels off site. Comply with NSW Floodplain Development Manual (2005)</p>	The site is not impacted by flooding from the Parramatta River. Proposed development is located well above flood levels. A flood impact assessment is not required.	YES