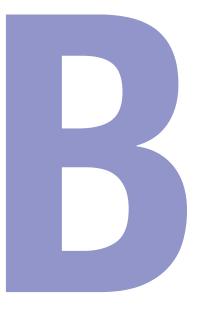
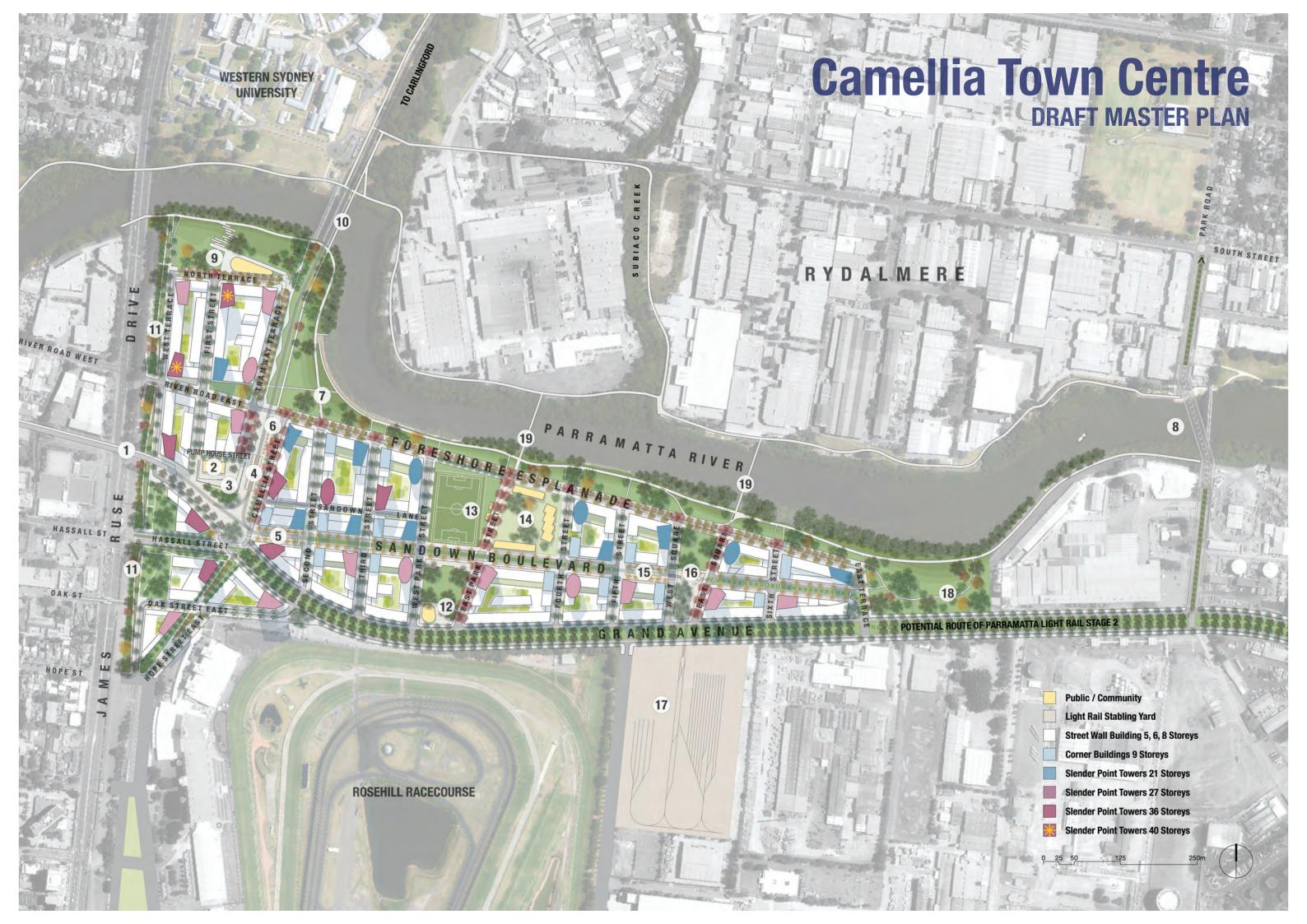
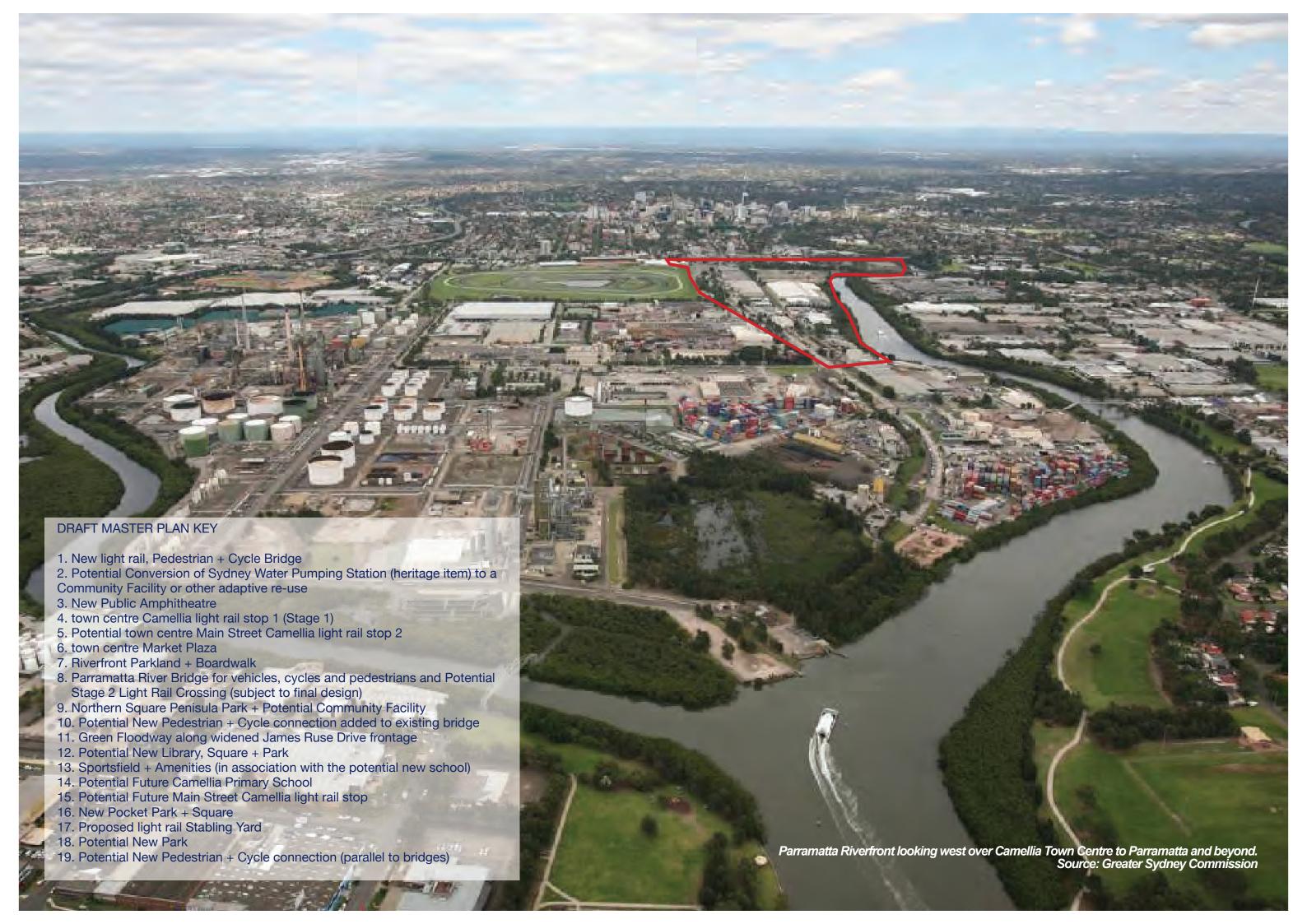
URBAN DESIGN FRAMEWORK

Section B builds upon the site vision and principles to establish the Urban Design Framework that has been delivered in the draft Camellia Town Centre Master Plan. This includes objectives of the proposed design and the public domain elements that framed the design intent and layout of the proposed Camellia Town Centre. In additional, the framing of the urban form is also outlined in this Section that will guide future development of the proposed Camellia Town Centre.







B1 Objectives of the Master Plan

B1.1 City Making

The following inter-related elements of the Master Plan respond to the town centre vision and principles and combine to create a positive, integrated city-making project.

"What is the public realm/ environment? Urban environments are agglomerations of people: homes, workplaces, learning environments, commercial spaces, open spaces and movement space. It is where we come together to live, socialise, work, learn and build relationships."

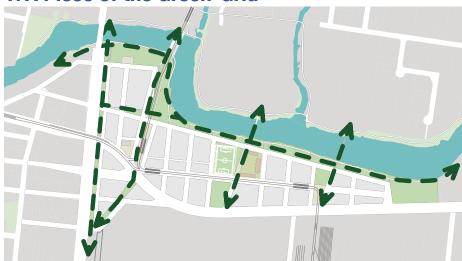
Better Placed - NSW Government Architect

4. Integrated Public Transport



- Integrate light rail into the public domain of the town centre and central element of the town square;
- Design to eliminate barriers and significant level changes in the public domain, creating a seamless and barrier-free environment for pedestrians; and
- Provide continuous separated pedestrian and cycle paths that follow the Parramatta River edge, James Ruse Drive and the widened light rail bridge over Parramatta River as well as through the neigbourhood and local parks that connect to the riverfront.

1. A Piece of the Green-Grid



- Provide distributed parklands to cater for the varied needs and desires of future population in this high density new centre;
- Provide a range of green spaces arranged across Camellia Town Centre to give a sense of spaciousness and relief;
- Provide a central neighbourhood park with a multi-purpose playing field adjacent to the potential school as well as a range of passive local parks that serve the immediate local area;
- Establish a central town square as a gathering point terminating the main shopping street that incorporates the main light rail stop and a central community building; and
- Streetscapes, pocket parks, landscape features and plazas designed to be usable spaces that support a richness of human activity.

5. A Cohesive Ground Plane



- Establish a ground plane that provides for a connected and walkable town centre, whilst also addressing both contamination and flooding constraints within the town centre;
- Ensure town centre has a consistent RL determined by the Sandown Line (Sandown Boulevard) to create a subtle ridgeline/high point, to be coordinated and consistent across development sites;
- Design the riverfront edge street to have a consistent in RL to create a consistent public edge and manage flooding within parklands, to be coordinated and consistent across development sites; and
- Create an armature of north-south streets which fall gently to the river and create a sense of openess giving views to the river, open space and sky at the end of each of these streets.

2. The Riverfront Parkland



- Optimise the Parramatta River riverfront location by providing continuous parkland and unlock public access to the river's edge;
- Integrate new pathways into the wider public path network and into the series of spaces along the riverfront;
- Provide facilities within the riverfront to cater for all age groups and include play areas and recreational equipment; and
- Design pathways that are fully compliant with relevant Australian Standards and that prioritise pedestrians over all other users, and also links into 'Parramatta Ways' and its cycle network.

6. Vibrant and Active Streets



- Provide podium level built form that maximises its street address and ability to provide activation, articulation and passive surveillance;
- Retail frontages shall be focussed around the primary public spaces as well as activate important corners within the town centre and be fine grain and materially interesting, avoiding long single or blank frontages, making cohesive and active street frontages; and
- Larger footprint retail should be concentrated in the blocks facing the town square and crusted with fine grain edges.

3. A Trio of Great Streets



Create a hierarchy of east-west streets to structure Camellia Town Centre, including:

- A riverfront esplanade that provides continuous frontage and easy access to the river parklands;
- A grand avenue reinforce the existing Grand Avenue as major city scale boulevard that provides a key east west strategic connection between Parramatta City Centre and Homebush Bay:
- A main street with light rail (Sandown Boulevard) a slow moving shopping street that integrates light rail as a central element of a pedestrian orientated environment; and
- Streets opening to water orient a series of streets that orient to the river and parkland ensuring open views to water, open space and sky at the end of these streets.

7. Quality and Considerate Built Form



- Provide slender point towers on top of street-fronting podiums which respond to Camellia's strategic context, strategically placing towers on street corners to maximise views to parkland and along the Parramatta River;
- A maximum gross footprint of 750sqm willl limit visual bulk, encourage increased solar access and cross ventilation within apartments as well as provide regular offsets between buildings to provide visual relief and views to sky from within streets and increased solar access to the public domain;
- Density of built form should be focussed around the future Camellia Town Centre light rail stop to promote transit oriented design; and
- Blocks should be designed with an articulated crust of residential and non-residential uses to hide car parking and be accessed from secondary frontages or lanes.

B2 Public Domain Elements

B2.1 A Cohesive & Connective Street Network

Camellia Town Centre has been designed with a street network that is legible and connective, and with a hierarchy to support a variety of land uses.

Building from the Trio of Great Streets and responding to existing alignments and features, the proposed street network integrates with the proposed light rail line along the new main street (Sandown Line) to allow regular crossings at general intervals.

The east-west streets unify the town centre across different ownerships. Their widths and alignments are consistent along their length with a set out in accordance with Figure 2.1.

No dead-end/cul de sacs are permitted.

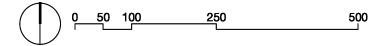
A series of parallel and regular offsets achieve a rigorous legible and enduring street network which allows a range of access routes and uses over time.

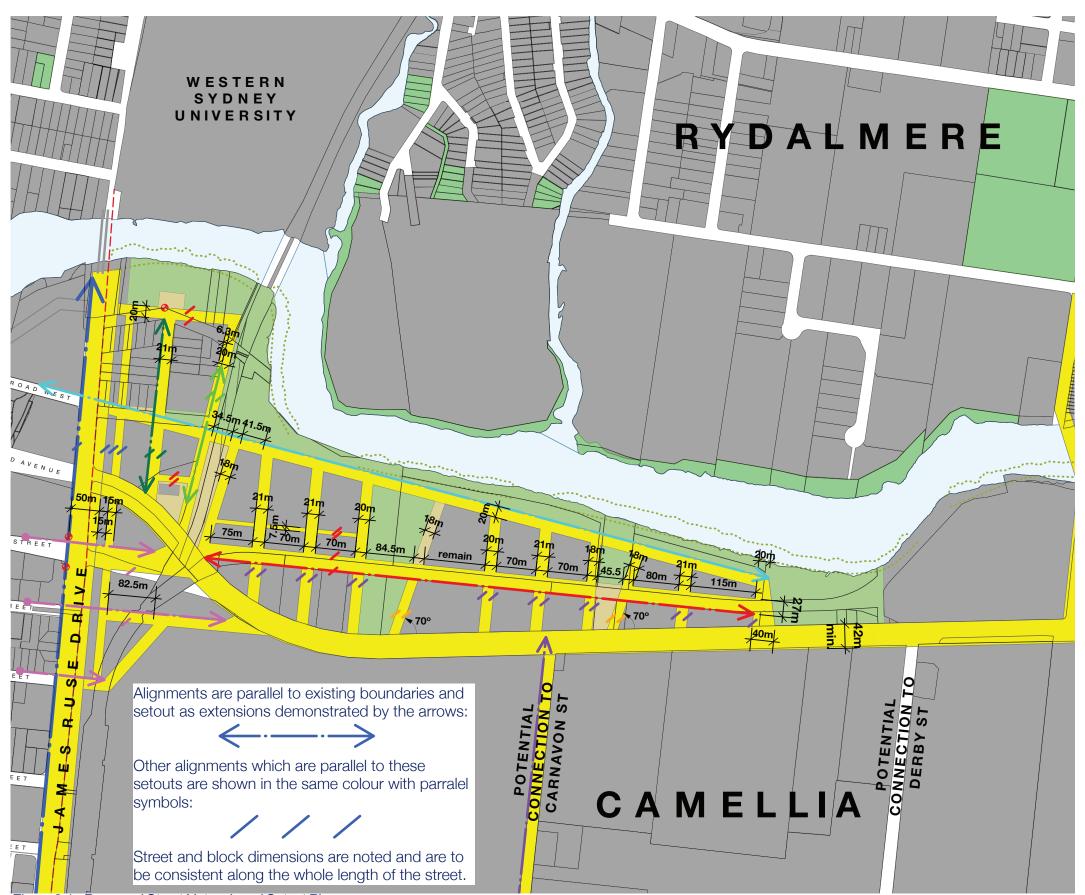
Arrows indicate existing boundaries which are to be aligned to and extended as major setouts for new street boundaries. Boundaries that align parallel to these major setout lines are coded in the same colour, dashed.

The street network reinforces the cohesive ground plane to lock in the town centre's connectivity and views to the river, supporting its vibrancy and walkability as a town centre.

Access from the proposed Camellia Town Centre to James Ruse Drive will be limited, through River Road East, the extension from Hassell Street and potentially the extension to Hope Street into the proposed town centre. The design of these intersections is subject to further consultation with RMS.

Potential new connections beyond the Precinct exist to Carnavon and Derby Streets, and should be further investigated, subject to consultation with RMS.





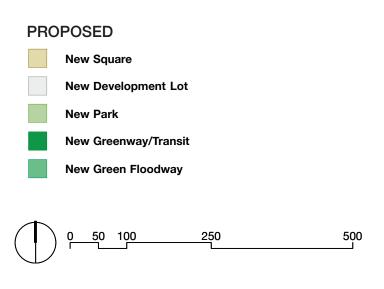
B2.2 High Quality Public Spaces & Landscape

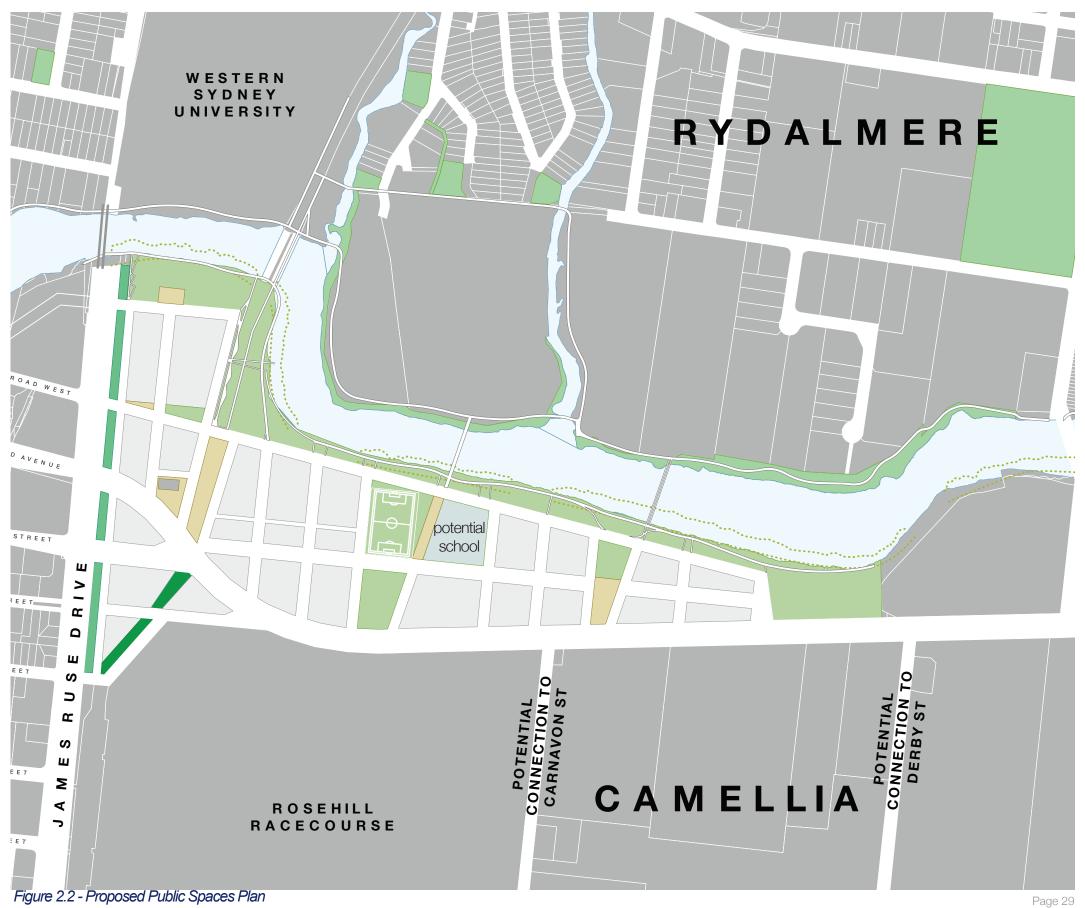
The public space network of Camellia Town Centre forms a connected network with the riverfront park unlocking access to the river, forming a key linkage between Paramatta City Centre and Sydney Olympic Park.

New public squares are located in accordance with the adjacent plan and will support a vibrant and active town centre with a range of spaces for social interaction and sense of community. Their distribution across Camellia Town Centre is equitable relative to existing land ownership and strategic relative to the configuration of the street and concentrated built form.

Figure 2.2 identifies the public space types throughout the town centre.

Further detail of public spaces can be found at section B3 - Public Domain Details.





B2.3 Precincts & Urban Blocks

Precincts are comprised by a number of blocks located around major public and community spaces, and over time should develop their own character and idenity.

Within blocks there are further opportunities to allow for additional public connections and flexibility of building type and use. The built form within the town centre provides important opportunities to enliven the primary public spaces - of the streets, parks and squares.

The layout, size, depth, slope and orientation of the blocks are critical for determining issues such as the scale of buildings, street presence and overshadowing, building address, building separation, the location of private car parking, and viable landscaped areas.

The following Precincts make up the Camellia Town Centre:

1 Town Square - retail and public transport heart

Densities in this Precinct will be concentrated around the town square and Camellia light rail stop. This precinct will be the main focal area of the proposed Camellia Town Centre, providing large retail areas with active frontages that incorporate public open spaces and the public domain.

2 Northern Point - hugged by the riverfront

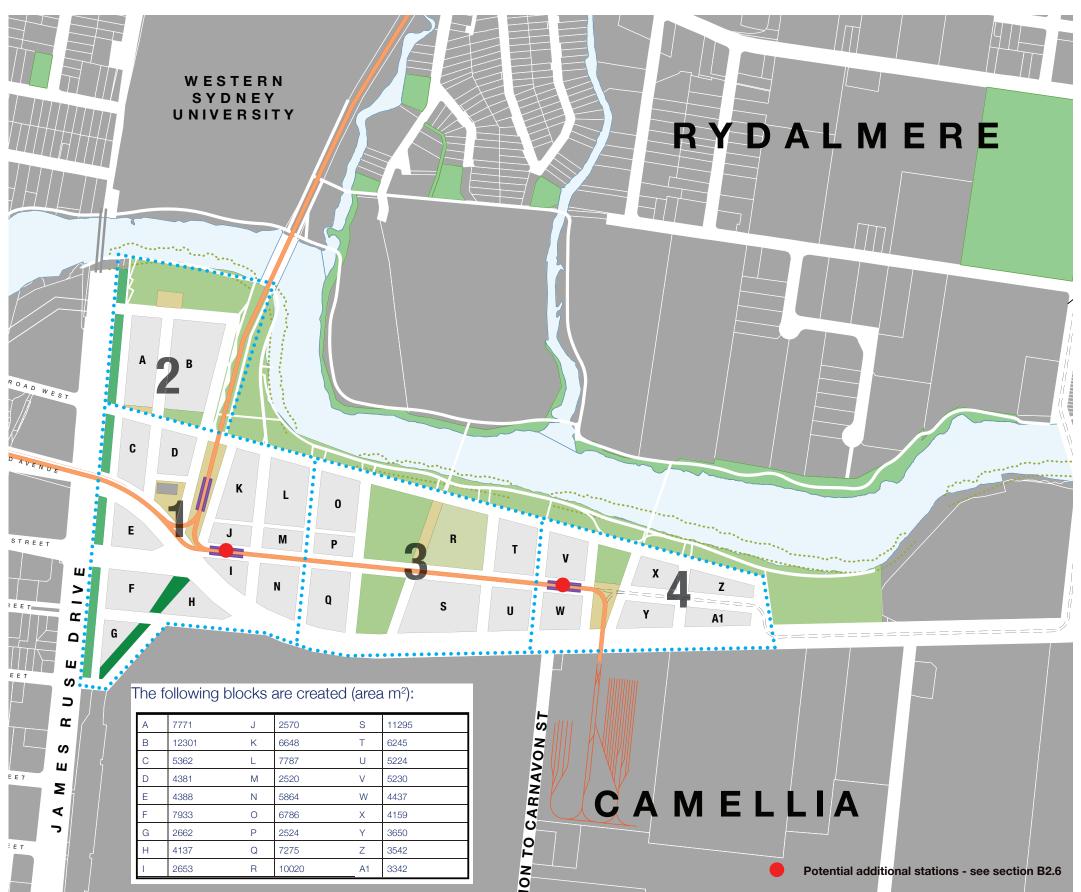
The North Point Precinct will focus on the northern most area of the town centre, with a park that opens up to the bend of the Parramatta River, providing links to Western Sydney University to the north. The tallest towers are proposed within this precinct as it provides views up and down the Parramatta River.

3 Central Park - major park and potential school

Central to the proposed Camellia Town Centre, the Central Park precinct will provide a landscaped outlook for future residents. Densities will transition from the Town Square Precinct and will be concentrated around the multi-purposed playing field and proposed new primary school.

4 Eastern Parks - reduced intensity, transition

At the eastern most end of the proposed Camellia Town Centre, densities are reduced as this Precinct is the furthest from the Camellia light rail stop. The public domain is enhanced through the highly vegetated eastern park which provides a buffer to industrial activities further east.



B2.4 A Cohesive Ground Plane

To resolve contamination and flooding issues, earthworks will be required throughout the proposed Camellia Town Centre. To ensure these earthworks do not negatively impact on the public domain, a cohesive ground plane is essential across the entire town centre. The approach to establishing a cohesive ground plane in the proposed Camellia Town Centre includes:

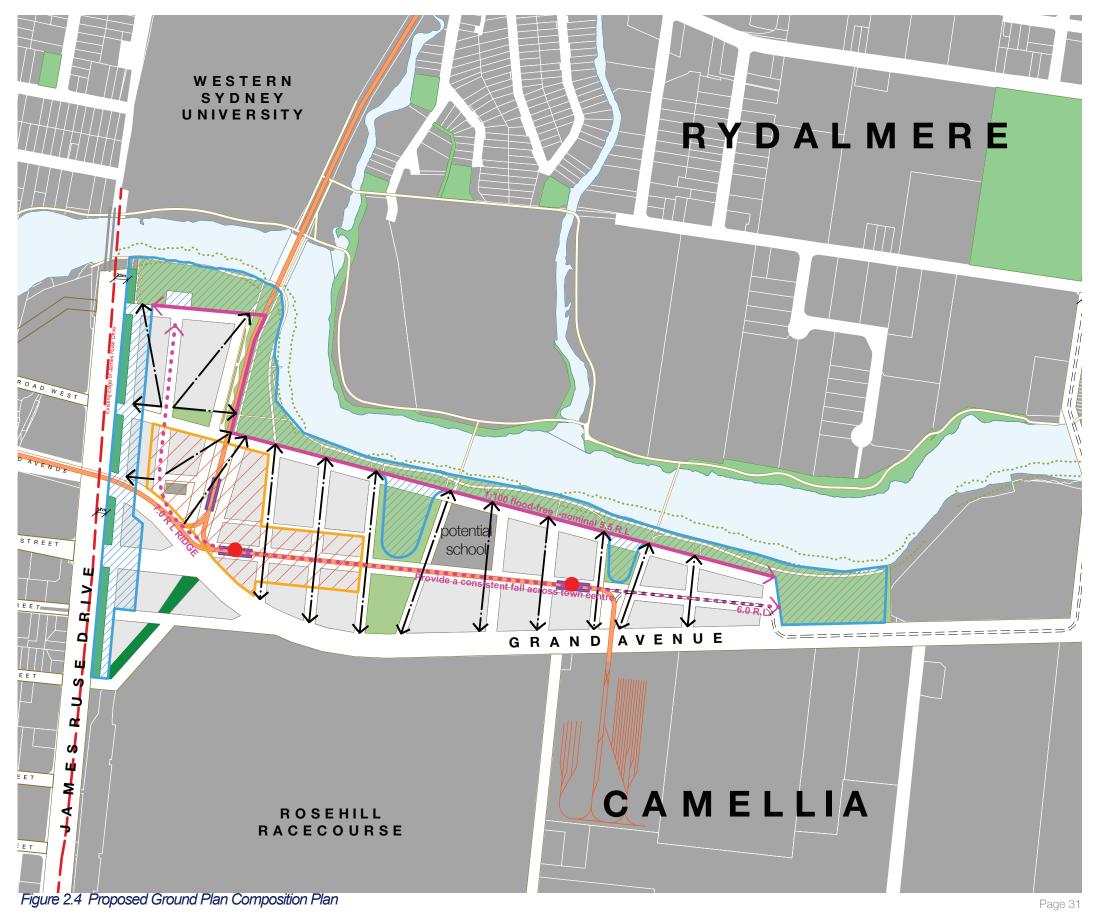
- Retaining existing ground levels more broadly, adjusted primarily for potential capping of contamination;
- Establishing set town centre levels to be above flood levels to allow for an active ground floor;
- Creating a walkable and connected town centre that allows residents and visitors the ability to walk to the light rail stop and retail centre, the Parramatta Riverfront and distributed parks with ease and safety.

PROPOSED

- Consistant level point to point Proposed RL's noted
- → Consistant grade from ridge
- Design RL's for flood management

 Note: flood water detention shown at ground level of carpark along James Ruse Drive
- Park Green Floodway
- Set Town Centre levels above flood No Freeboard
- Potential additional stations see section B2.6





B2.5 Active Travel Network

A number of critical new walking and cycle links should be made both along and across the Parramatta River to break up the existing cul de sac nature of the Camellia Precinct. These will form part of Camellia's active travel network.

These links should be at regular intervals and designed in conjunction with other investments including the introduction of the light rail and the City of Parramatta's broader foreshore initiatives.

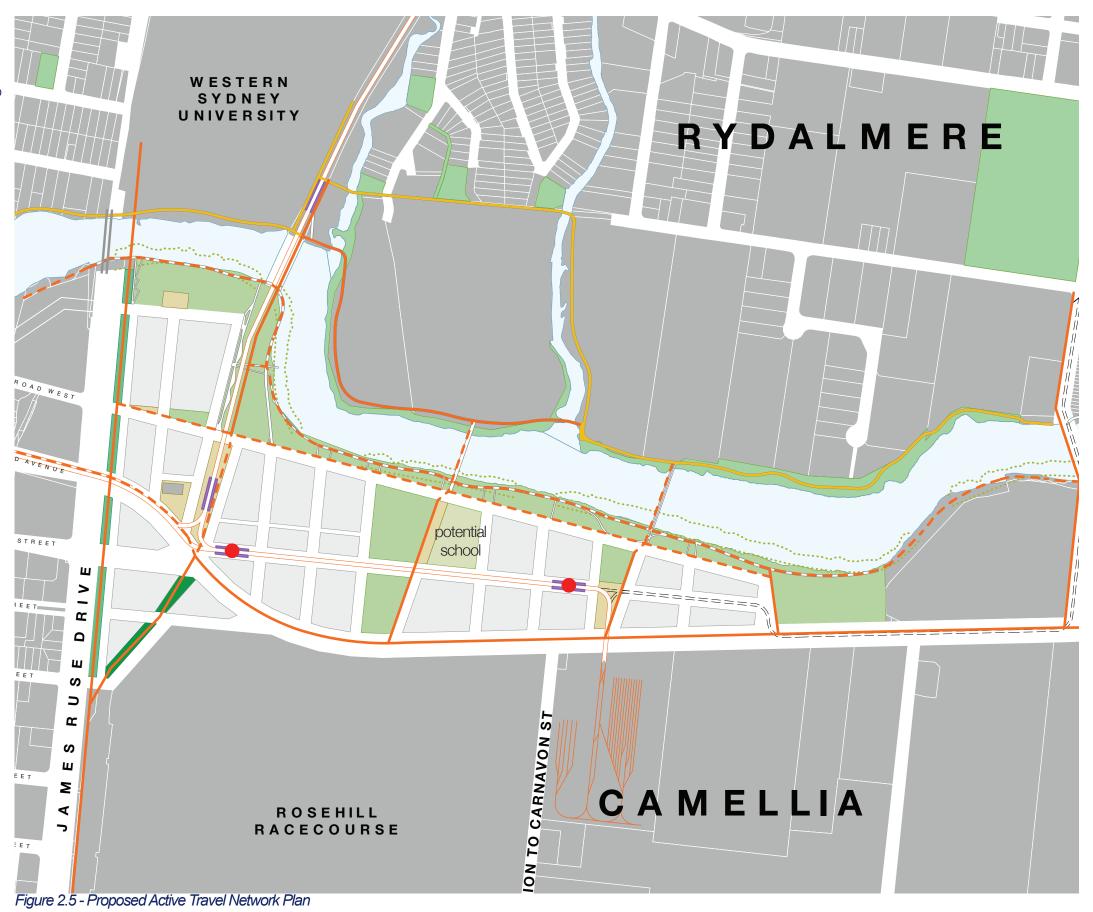
The active travel network with the town centre should connect to the wider network, including:

- Parramatta Ways;
- Sydney's Green Grid; and
- Dedicated cycle network.

The greenway transit utilises the existing Carlingford rail corridor south of Grand Avenue to connect to existing cycle networks in the area. It will also provide a landscape barrier from James Ruse Drive to the new development in the proposed Camellia Town Centre.

Proposed routes are identified on Figure 2.5, adjoining.

PROPOSED New Square New Development Lot New Park New Greenway/Transit Existing Active Travel Network Proposed Active Travel Network (separated) Proposed Active Travel Network (shared) Potential additional stations - see section B2.6



B2.6 light rail Route & Stations

The Camellia light rail stop on the Westmead to Carlingford Line is located in the Town Square, in the western part of the town centre. To its south-east a potential second platform could be integrated into Sandown Boulevard to provide interchange for any future services from Sydney Olympic Park (subject to stage 2). This second platform could be built as part of stage 1 to allow for events services to Rosehill Racecourse.

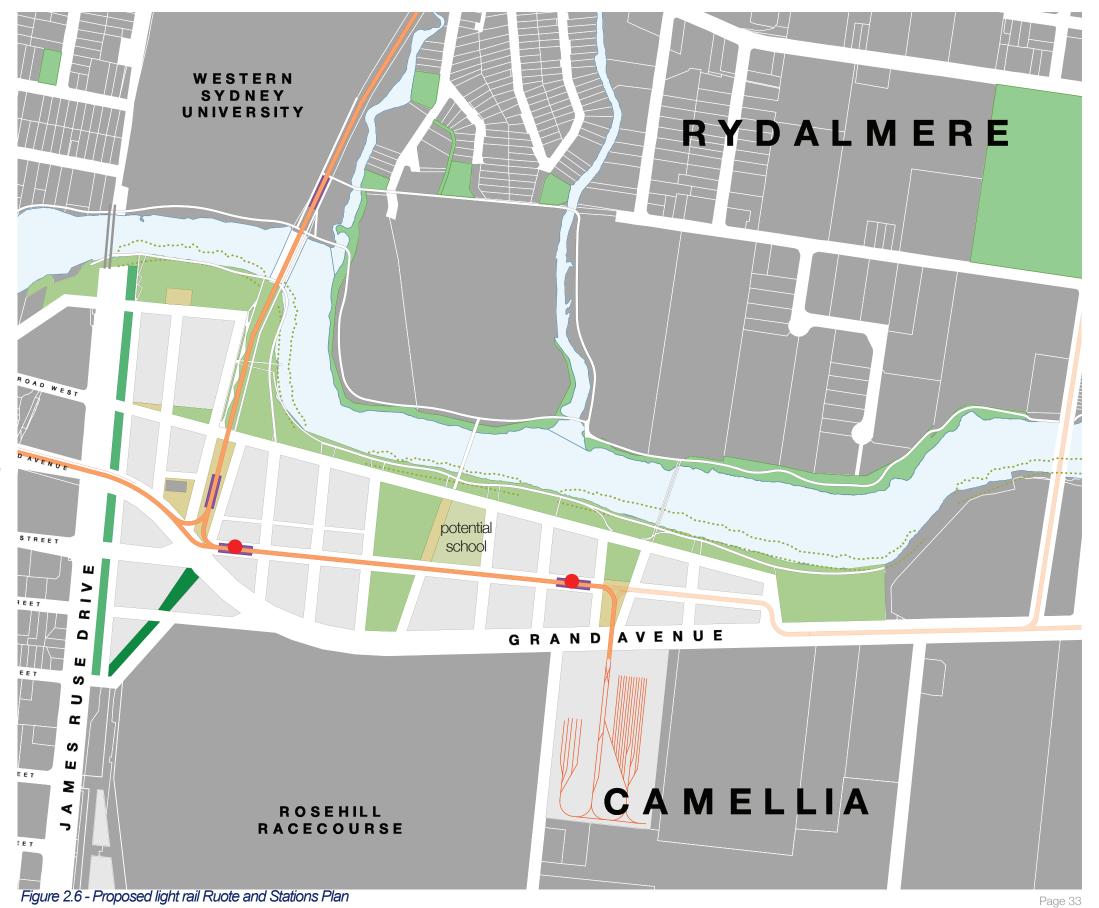
Delivery of the second platform as part of stage 1 will greatly enhance the viability and vitality of the town centre.

As part of Stage 2 Light Rail, the town centre should also be served by a further eastern station located to service the eastern precinct and open space north of the proposed depot site. The spacing of the stations is ideal to serve the town centre and the slow traffic design of Sandown Boulevard accommodates the light rail line.

The delivery of this eastern station should align with the development of adjacent blocks V and W (See B2.3) west of the proposed pocket park and square.

Figure 2.6 identifies the location of the new light rail stop and potential additional stations.

PROPOSED New Square New Development Lot New Park New Greenway/Transit Light Rail Corridor Light Rail Station Potential additional stations - see section B2.6



B3 Public Domain Details **B3.1 Key Public Domain Elements** Section B3.1 outlines the key public domain elements within the draft Camellia **Safety and Accessibility** Town Centre Master Plan and the landscaping and design features that will shape their character and identity. To ensure the proposed Camellia Town Centre is a safe and accessible living environment for future residents and visitors, the draft Master Plan seeks to: • Design spaces with clear lines of sight to enable visibility of hazards and maintain safety of pedestrians and cyclists. Design oto avoid blind spot opportunities; • Maximise casual observation of public space from building and movement • Design out trip hazards and configure gradients to Australian Standards. **Maintenance and Materials** To ensure the longevity of the embellishment of the public domain, it is important that the following is considered: • Choose enduring materials that are suited to their environment and anticipated usage. Tramway Terrace light rail Riverfront Green Page 34

Water Sensitive Urban Design

Water Sensitive Urban Design is important design and engineering outcome to ensure water runoff from development is suitably treated and managed. The draft Camellia Town Centre Master Plan proposed to:

• Incorporate Water Sensitive Urban Design features into the design so that the environmental impact on the river and the surrounds is minimal. Ensure runoff/ excess storm water generated on site is utilised on site and enters Parramatta River in an uncontaminated state.

Street Furniture

Street furniture is an essential element of the public domain that will add to the character of the proposed Camellia Town Centre and ensure these spaces are usable. Considerations in proposing street furniture include:

- Street furniture, signage, lighting and other streetscape infrastructure should be simple, elegant and robust and read as a unified design language throughout the town centre;
- Street furniture is encouraged to have multiple functions for example using planter walls as seats and to also incorporate signage;
- Group and align street furniture, lighting and signage infrastructure, service pits and landscape features:
- Locate street furniture out of key movement corridors;
- Seating should be generously provided for and positioned to activate and watch over public spaces;
 and
- Group bike parking facilities adjacent to light rail stops, bus stops, services and facilities and key destinations such as parks and community facilities.



KEY



Figure 3.1 - Section through Tramway Terrace through the Riverfront Green to the Parramatta River, looking north

B3.2 Street Layout & Character - Key Streets

The draft Camellia Town Centre Master Plan establishes the desired street network for the proposed town centre. Section B3.2 provides cross sections of the future streets as well as outlining their desired future character as the street network are essential elements of the future public domain.

Streets provide address and the armature to the social life of the Camellia Town Centre. They are designed as places that support a range of activity, not just transport links between destinations.

Generally

Streets are a series of high quality public spaces which support effective pedestrian movement and a rich range of activities. The Master Plan ensures that:

- The street system is generous and legible, in public ownership and unincumbered by private basements or other encroachments;
- The landscape character of each street is an essential component of its design and environmental performance:
- Streetscape materials are durable with low maintenance surfaces and finishes;
- Streetscape materials provide rich textures and subtle colours are part of a consistent design language across the town centre;
- Streets and spaces design and materials facilitate ease of movement for people of all ages and mobility levels:
- Footpaths and cycleways have generous proportions, with a minimum width of 2.5m, and to exceed national standards to cater for the anticipated high density of pedestrians in the town centre;
- Street trees should shade the ground plane in summer and provide relief from urban heat island effect;
- Shade structures are incorporated into the riverfront promenade, and be configured to provide protection of seating and play areas;
- Streets incorporate art and sculpture to define spaces and create a focus, particularly within view corridors. Artworks include historical, commemorative instructive features that are incorporated into the surfaces of public spaces; and
- On street loading and car parking areas are provided on all streets. Landscape and trees are to be used to shade and soften car parking areas.

Major Streets

Major entry and park edge streets provide ready access for visitors with generous plantings and space for pedestrians and cyclists. In most instances these streets lead to or front parks, and can greatly enhance the ability for these parks to accessed and overlooked.

These streets are prime candidates for corner stores and cafes to be located close to public transport stops along key pedestrian routes.

These major streets will provide prominent deep soil landscape, allowing for trees to grow to maturity.



Dense tree planting for shade - footpath and median or park edge, London Source: Hill Thalis



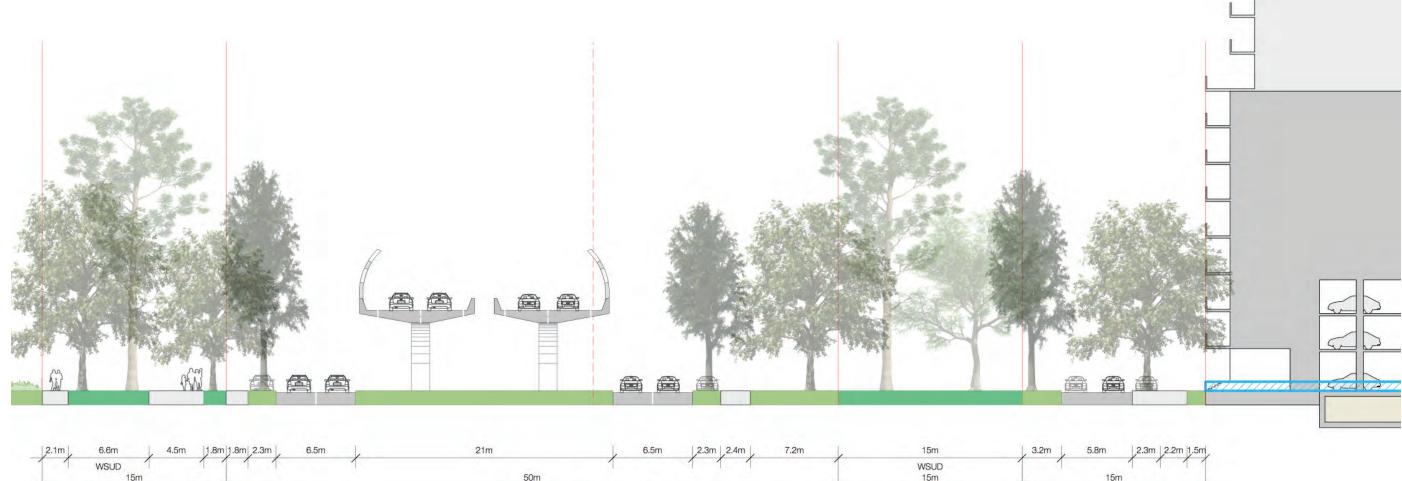
A hard working street condition with robust materials, mature trees and street fumiture, Potts Point Source: Hill Thalis

B3.2.1 Reimagining James Ruse Drive

The Parramatta Light Rail will cross James Ruse Drive as an elevated structure between Rosehill and a new Camellia Town Centre. The current proposal is for a bridge structure to follow the alignment of Grand Avenue from Arthur Street in the west to approximately 70m east the current James Ruse Drive boundary. The bridge will form a primary link from Parramatta and Rosehill to a new town centre in Camellia for pedestrians and cyclists, and form a critical spine for the Parramatta Light Rail Stage 1 and future stages.

Figure 3.2.1 details an alternative conceptual design for James Ruse Drive. This design allows for pedestrians and local traffic to remain at-grade, with through traffic on an elevated structure. This will allow greater east west connectivity for pedestrians and local traffic between the Camellia Town Centre and Parramatta. It will also simplify the light rail stop, reduce costs and improve its relationship with the town centre - allowing multiple connections between the Camellia Town Centre and Rosehill to the east.

The draft Master Plan has been developed with consideration to the future road widening and upgrade of James Ruse Drive and ensuring appropriate connections to it. The Master Plan accommodates for road widening of the existing James Ruse Drive corridor with an adjoining floodway. The internal street network identified on the draft Master Plan and below section provides for a 15m local edge street running parallel to James Ruse Drive which will serve local traffic only. This edge street provides for traffic circulation for future development for residents, visitors and service vehicles. It also provides a distance and landscape buffer between future buildings and one of Sydney's major arterial roads.



JAMES RUSE DRIVE

KEY

FLOODWAY

EDGE STREET

Figure 3.2.1 - Alternative concept section A across James Ruse Drive with floodways and edge street, lookin north

B3.2.2 GRAND AVENUE

Grand Avenue is a major Landscape Boulevard in Sydney and major entry street for Camellia Town Centre. It should be grand and densely planted, integrated with cycle lanes and water sensitive urban design elements.

Character Urban landscape boulevard

Reservation: 42m

Topography: Optimise existing Footpath Verges: 4.6m minimum

Landscape: Mature trees in rows, integrated with parking lane

Generous planted median with double avenue

Parking: Indented, integrated with trees in outer lane

Finishes: Stone paving to footpaths

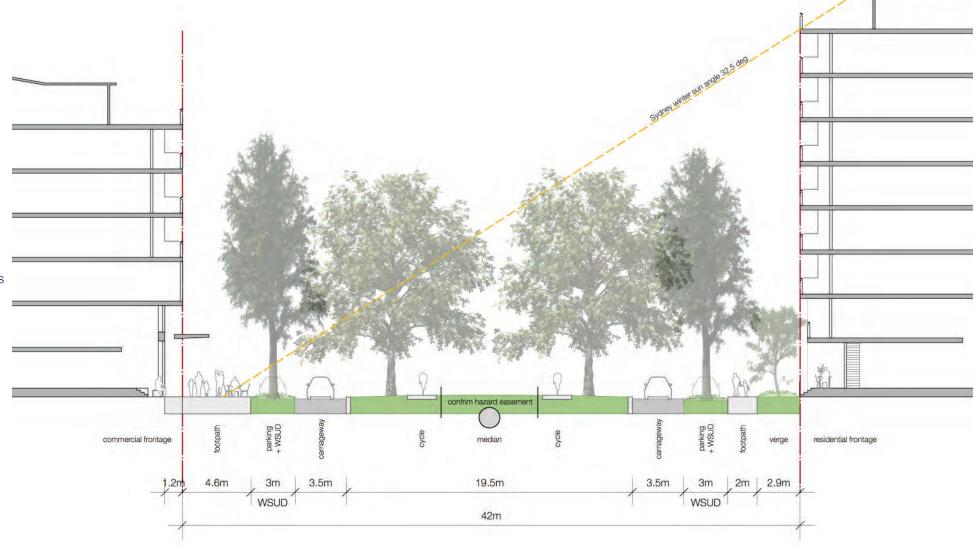
High quality concrete to cycleway

Seating, bins and water fountains where retail occurs

Vegetation: Euc. Citriodora or similar to outer lanes 20m+

Port Jackson Fig to median 15m+

Native understory to WSUD beds and median



KEY



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B3.2.3a SANDOWN BOULEVARD (without station)

Sandown Boulevard forms the east-west spine of the town centre and will accommodate light rail in its centre. The street should include generous footpaths with quality finishes as well as parking to activate local retail, integrated with big trees with bold autumn colour.

The opportunity exists to add stations in Stage 2 of Parramatta Light Rail. Where these occur, traffic would be excluded from those blocks only, as indicated in Figure 3.2.3.

Character: Civic main street, transport street

Reservation:

Consistent fall west to east for entire length Topography:

Footpath Verges: 4m minimum

Landscape: Mature trees in rows, integrated with parking lane

Parking: Indented, integrated with trees

Finishes: Stone paving to all pedestrian surfaces

Seating, bins and water fountains where retail occurs

Vegetation: Gingko or similar species 20m+ with seasonal colour

Grassed light rail median

B3.2.3b SANDOWN BOULEVARD (with station)

Character Civic main street, transport street

Reservation:

Topography: Consistent fall west to east for entire length Footpath Verges: 4m minimum integrated with station (potential) Landscape: Mature trees in rows in line with B3.3.1

Parking: No parking in potential station blocks Finishes: Stone paving to all pedestrian surfaces

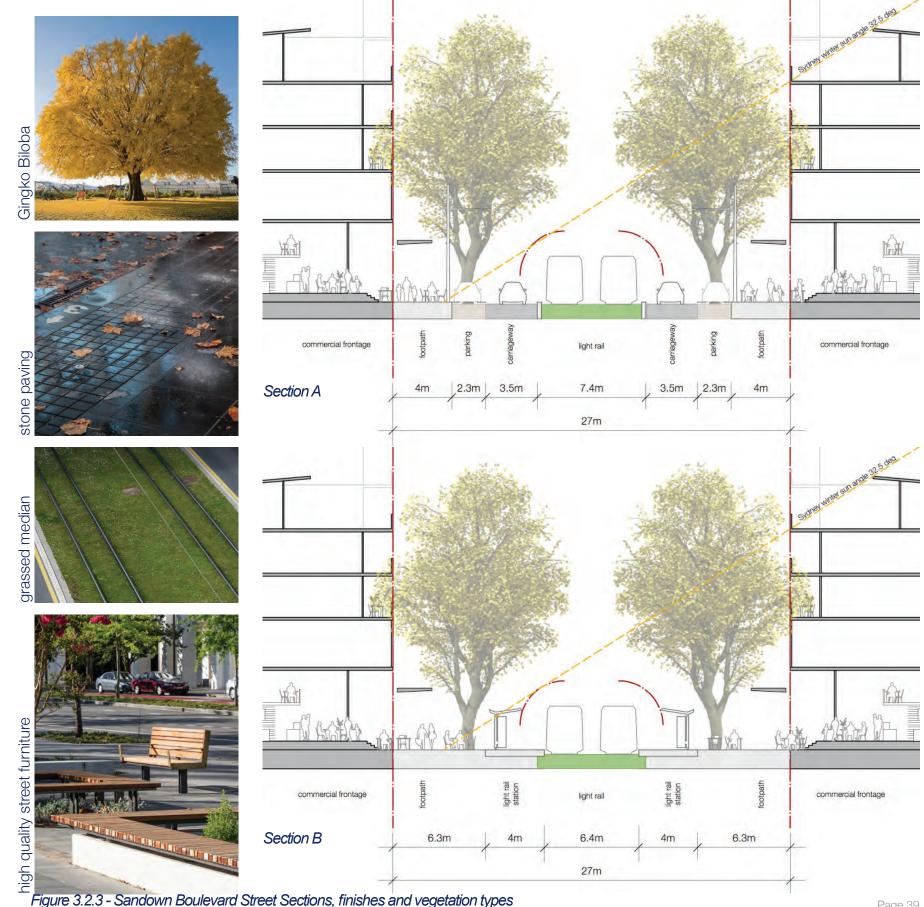
Seating, bins and water fountains where retail occurs

Gingko or similar species 20m+ with seasonal colour Grassed light rail median

KEY

Vegetation:





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B3.2.4 CAMELLIA STREET + TOWN SQUARE

Camellia Street frames and gives address to the Town Square. It should be designed as a robust local main street and provide capacity for buses and local retail parking. The street and square should be integrated with seamless and gentle level changes for barrier free access and ease of functions such as market stalls or public entertainment.

Character: Civic main street, transport plaza

Reservation: 18m + plaza

Consistent fall south to north for entire length Topography:

Integrated amphitheatre around pump station

Footpath Verges: 3.2m minimum at street edges

Plaza to detailed design integrating light rail

Mature trees in rows, integrated with parking lane Landscape:

Urban forest in plaza coordinated with light rail

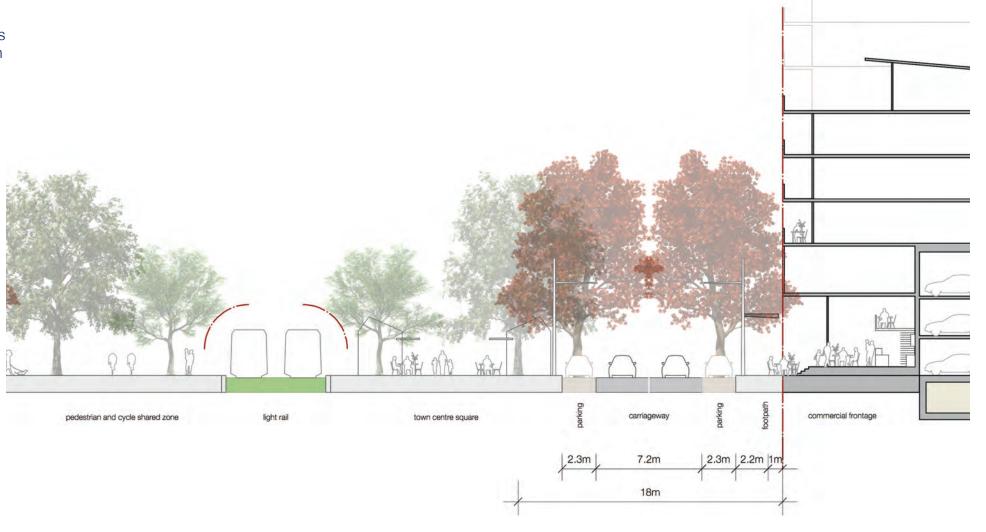
Parking: Indented, integrated with trees

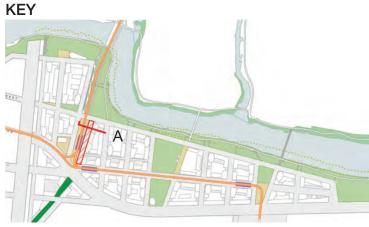
Finishes: Stone paving to all pedestrian surfaces

Bespoke seating, bins and water fountains

Integrated public art

Vegetation: Sugar Maple to streets

















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B3.2.5 FORESHORE ESPLANADE

The Foreshore Esplanade forms the northern frontage of the town centre and will be key in setting the local character. It gives access and address to the Riverfront Parkland and should have a consistent design and consistent levels to unite along its length.

Character: Park edge street

Reservation: 20n

Topography: Single cross-fall to the park and river

Consistent RL to promenade along the whole riverfront,

nominally 5.5RL (subject to flooding requirements)

Footpath Verges: 4.5m minimum to southern building edge

1.8m minimum + promenade in park additionalLandscape: Mature trees in rows, integrated with parking lane

Urban forest in park beyond

Parking: Indented, integrated with trees, perpendicular to park edge

Finishes: Stone paving to southern building edge

High quality concrete to north edge and promenade Seating, bins and water fountains at regular intervals

Integrated public art







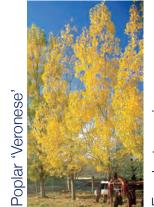










Figure 3.2.5 - Foreshore Esplanade Street Section, finishes and vegetation types

B3.2.6 TYPICAL 21m STREET

The majority of local streets are proposed to be new 21m streets. Streets of this width are required to provide additional on-street parking and significant plantings for the proposed intensity of built form.

Additional width in the street reserve, coupled with building setbacks, maintains positive building separation for privacy and solar access benefiting both to private dwellings and social spaces of the street.

A range of configurations for planting, active transport (cycling on shared paths) and parking are afforded in 21m wide streets to create a local landscape character and provide quieter streets with opportunities for additional social and play spaces.

Character: Local, quiet street Reservation: 21m minimum

Topography: Consistent fall from high point (Sandown Blvd ridge)

toward either Riverfront or Grand Avenue

Footpath Verges: 5.45m with 3m min vegetation zone adjacent to

boundary

Plaza to detailed design integrating light rail Where appropriate reduce vehicle lanes to 5.5m (two way) un-marked lanes to slow traffic and

increase landscape area

Landscape: Mature trees in rows, integrated with parking lane

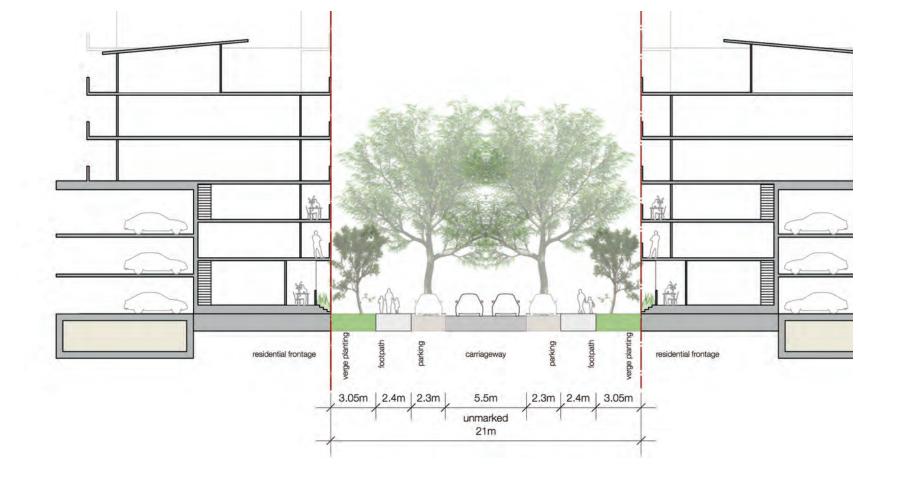
Parking: Indented, integrated with trees Finishes: High quality concrete to footpaths

Seating, bins and water fountains where retail occurs

Vegetation: Understorey planting between footpath and boundary

Fraxinus 'Urbanite' or Ulmus Procera

Crepe Myrtle as secondary line outside footpath







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Figure 3.2.6 - Typical 21mStreet Section, finishes and vegetation types

B3.2.7 EAST PARK STREET

East Park Street gives address to the Central Park and potential new school, operating as a non-trafficable zone during shchool hours to provide unimpeded connection between the school and playing field.

Character: Park edge street with interface to potential school site

Pedestrian focussed

Reservation: 18m

Topography: Generally flat

Footpath Verges: 2.2m on both sides of the street Nature Strips: 1.2m on both sides of the street

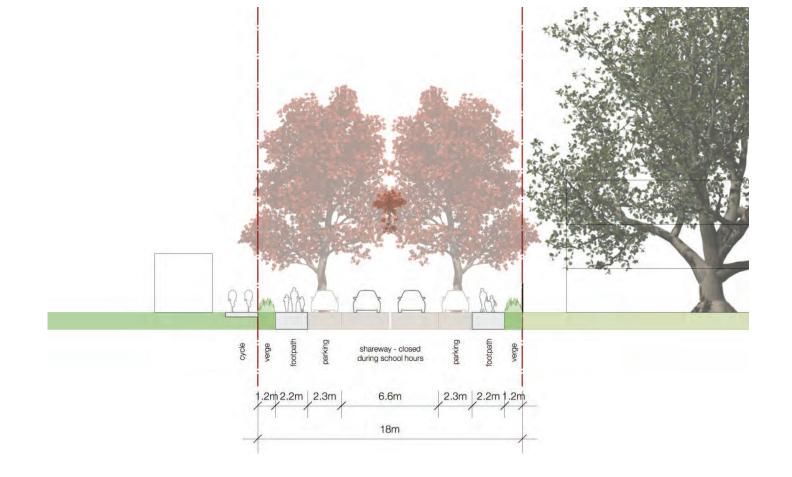
Parking Lanes: Parallel parking on both sides of the street

Finishes: High quality concrete to footpaths

Feature stone to delineate shareway condition and transition Seating, bins and water fountains coordinated with park

Vegetation: Understorey planting between footpath and boundary

Sugar Maple



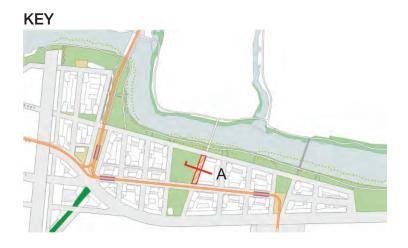










Figure 3.2.7 - East Park Street Section, finishes and vegetation types

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B3.2.8 WEST TERRACE

West Terrace provides a local edge street for circulation of traffic and pedestrians away from James Ruse Drive. It also acts as a component of the James Ruse Drive overland flow path during flood events and its design and levels should be coordinated to integrate this role.

Character: Green edge street with floodway capacity

Reservation: 15n

Topography: Sloping gradually towards river (north)
Footpath Verges: 2.2m on eastern side of the street

3.2m on western side along the green floodway

Nature Strips: 2.3m on eastern side of street as part of parking lane

Parking Lanes: Parallel parking on both sides of the street

Finishes: High quality concrete to north edge and promenade

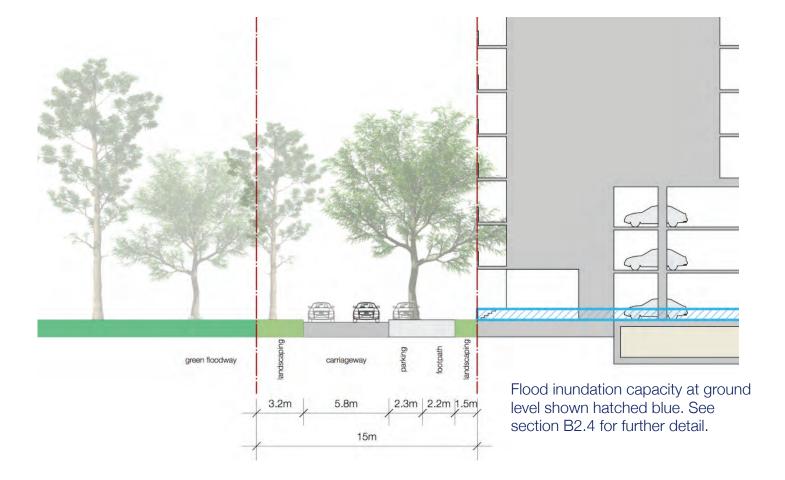
A mix of native trees to the floodway

Vegetation: Spotted Gum

Brushbox

Mixed native species suited to the conditions of the

floodway





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